

TRANSPORTATION RESEARCH BOARD

Are We All in the Same Boat? Involving Communities in Coastal Resilience

July 20, 2021

**@NASEMTRB
#TRBwebinar**

PDH Certification Information:

- 2.0 Professional Development Hour (PDH) – see follow-up email for instructions
- You must attend the entire webinar to be eligible to receive PDH credits
- Questions? Contact TRBWebinars@nas.edu

The Transportation Research Board has met the standards and requirements of the Registered Continuing Education Providers Program. Credit earned on completion of this program will be reported to RCEP. A certificate of completion will be issued to participants that have registered and attended the entire session. As such, it does not include content that may be deemed or construed to be an approval or endorsement by RCEP.



REGISTERED CONTINUING EDUCATION PROGRAM

#TRBwebinar

Learning Objectives

1. Identify how storms and excess flooding pose hazards to coastal communities
2. Define effective community engagement and audience framing in the context of resilience planning
3. Recognize the need for collaboration and transparency among transportation ecology professionals to increase and expedite our learning capacity

#TRBwebinar



An aerial photograph of a two-lane road curving through a dense forest. The trees show vibrant autumn colors, including yellows, oranges, and reds, interspersed with green foliage. Three cars are visible on the road: a white car in the upper left, a red car in the middle, and another white car further down. The road is bordered by a dark green, semi-circular graphic element on the left side of the image.

Are We All in the Same Boat? Involving Communities in Coastal Resilience

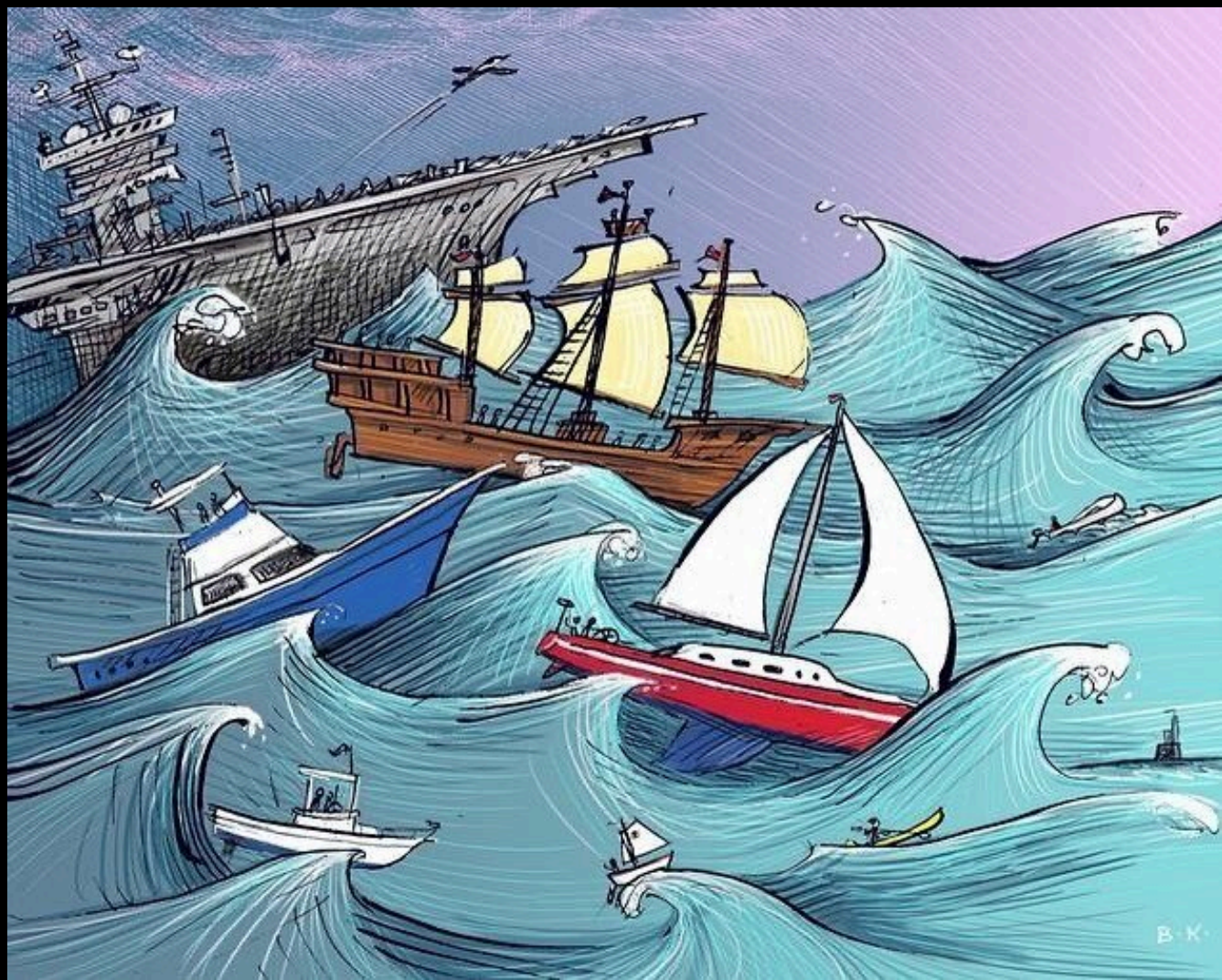
Kimberly M. Andrews, PhD
Faculty, Coastal Ecology Specialist
University of Georgia
Marine Extension and Georgia Sea Grant

Community Needs



- Accelerating impacts to coastal infrastructure from climate change and sea-level rise, aging and under-capacity infrastructure, and unmaintained drainage systems
- Differential vulnerability experienced by low-income, elderly, and underserved demographics
- Most vulnerable assets overlap with most vulnerable communities
- Complex and unprecedented environmental and social pressures
- Solutions have not been established or field-tested and appear to be quite expensive
- Time-sensitive, as impacts are present and not just future projections

Everyone
may be in the
same storm,
but everyone
is not in the
same boat.



Webinar Objectives

An aerial photograph showing a two-lane road with a white car and a red car driving. The road is bordered by trees with yellow and orange autumn foliage. A green field is visible on the left side of the road.

1. Assess the drivers and impacts of flooding and storms on coastal infrastructure in low-lying communities
2. Present case studies and practitioner experience with agency collaborations and community engagement
3. Identify communications tools effective in elevating equitable representation of all community demographics, particularly of disproportionately affected audiences



Dr. Kimberly Andrews
University of Georgia

Your Webinar Team



Dr. Fraser Shilling
UC-Davis Road
Ecology Center



Chris Choo
Dept. of Public Works
– Marin County, CA



Dr. Chris Goodson
Georgia Department
of Transportation



Kimberly Nesbitt
Georgia Department
of Transportation



Are We All in the Same Boat? Involving Communities in Solving Coastal Infrastructure Flooding and Resilience

MARIN COUNTY, CALIFORNIA

Marin County, California

- Coastal county north of San Francisco
- Population of ~250,000 and among the wealthiest in the country
- Peninsula, surrounded by Pacific, SF Bay
- 85% of lands in protected status
- North end of the Golden Gate Bridge, Golden Gate National Park (Muir Woods), Point Reyes National Seashore





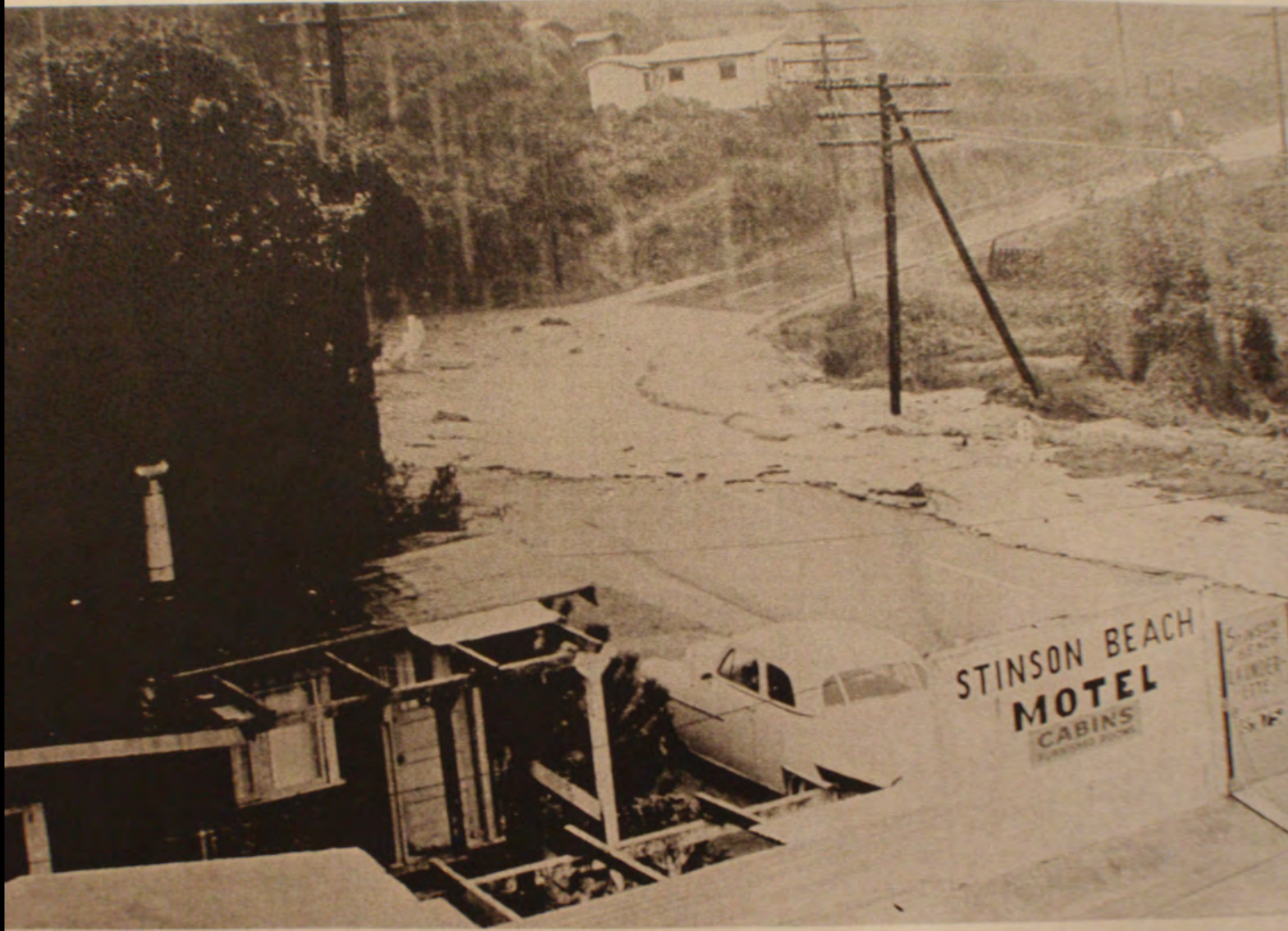
Hwy 1 at 101
2014

Hwy 101
1973





Hwy 37
2019



Hwy 1
1978



Mill Valley Sausalito Bike Path / Bay Trail

Why do we flood?

Flood types



TIDAL INUNDATION

Rising tides fill creeks and flood lowlands

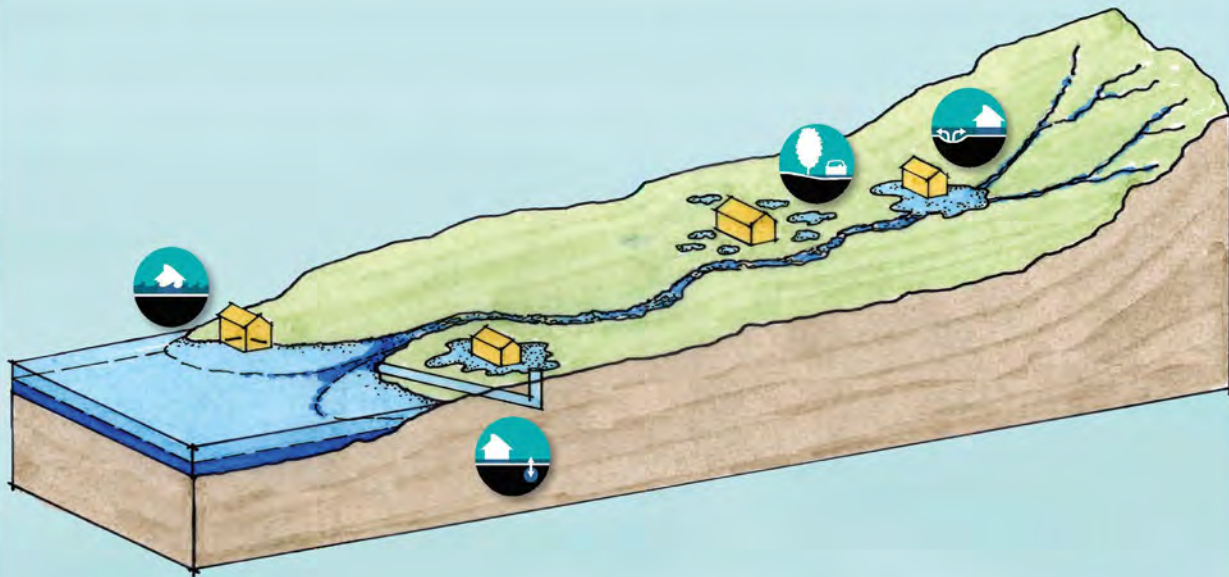
Extreme high tide events exacerbate creek or stormwater overflow during storms. High tides can back up stormwater pipes and prevent non-tidal areas from draining. Sea level rise will increase the extent and frequency of tidal inundation.



STORMWATER OVERFLOW

Stormdrains back up

Stormwater drainage systems quickly convey rainwater through underground pipes to creeks and the Bay. When the stormdrains are obstructed or broken or when the creeks that they lead to are already full, water backs up onto the streets.



ISOLATED PONDING

Pools form on the ground

Isolated ponding can occur in any area that doesn't drain effectively – for example, in a natural depression in the landscape.



CREEK OVERFLOW

Creeks spill over their banks

Naturally, waterways regularly overflow onto an adjacent flood plain. Buildings are now often located on these flood plains. The size and slope of a channel, blockages, proximity to the bay, and constrictions obstructing flow such as bridges, utility pipes, or adjacent buildings all influence the frequency and volume of creek overflow.

Three feet of SLR or the 100-year storm



Sea level rise vulnerability assessment

COMPLETED JUNE 2017

ASSETS AND COMMUNITY PROFILES

- Assets
 - Parcels and buildings
 - Roads and highways
 - Water, wastewater, stormwater, gas, electricity, and telecommunications
 - Agriculture
 - Habitats and wildlife
 - Recreation and public access
 - Emergency services
 - Historic and archeological resources
- Communities
 - 11 Cities and towns
 - Unincorporated areas



What have we learned?

Impacts will extend beyond the flooded shoreline

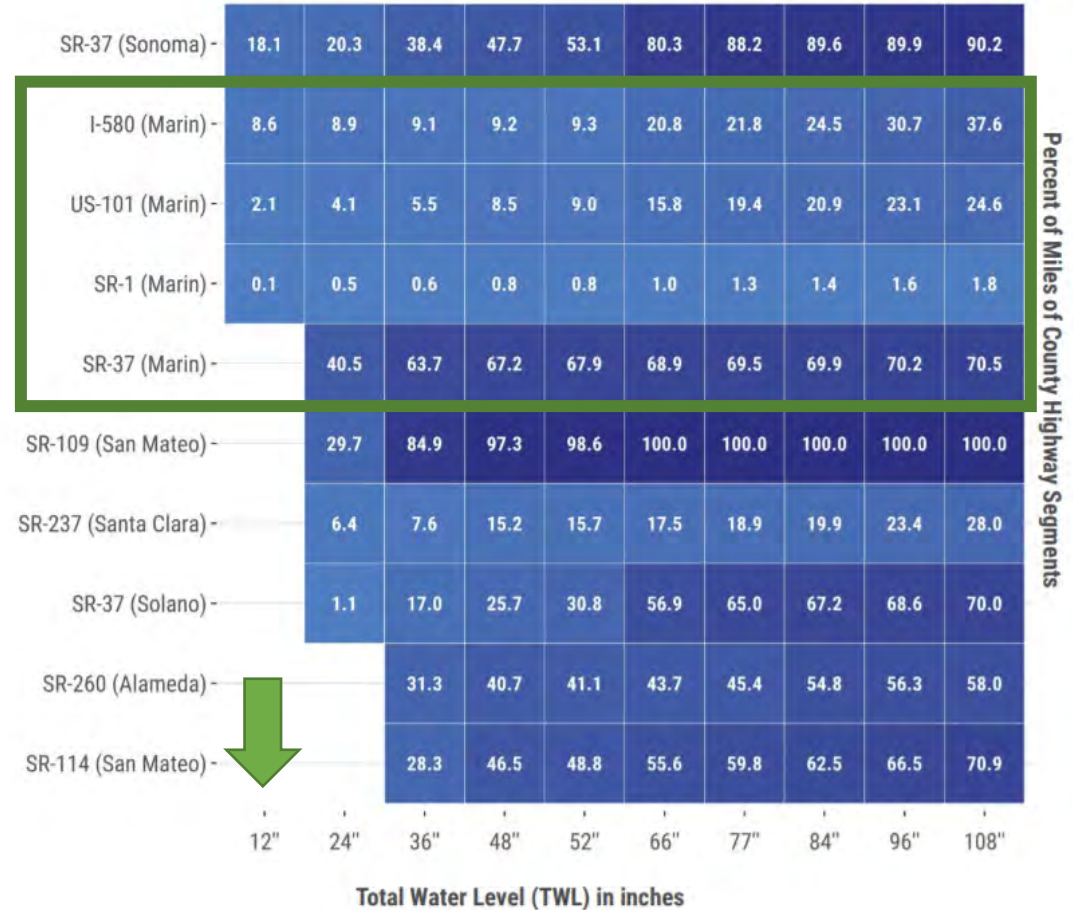
- Transportation, emergency services, water, sewer and other utilities, residential and commercial areas, open spaces and natural areas
- Sea level rise is permanent, so our flood control measures have mixed success
- Adaptation must be comprehensive and engage the community
- All solutions require partnership, no single entity has authority
- Regulators, funders, and the public lean towards nature-based options, not always the solutions that “fix” the problem

Regional Transportation

Proportion of Highway Miles


Chart source: Adapting to Rising Tides Bay Area:
Regional Transportation Networks Section

HIGHEST PERCENT OF HIGHWAY MILES FLOODED BY COUNTY HIGHWAY SEGMENTS



Local & Regional Transportation

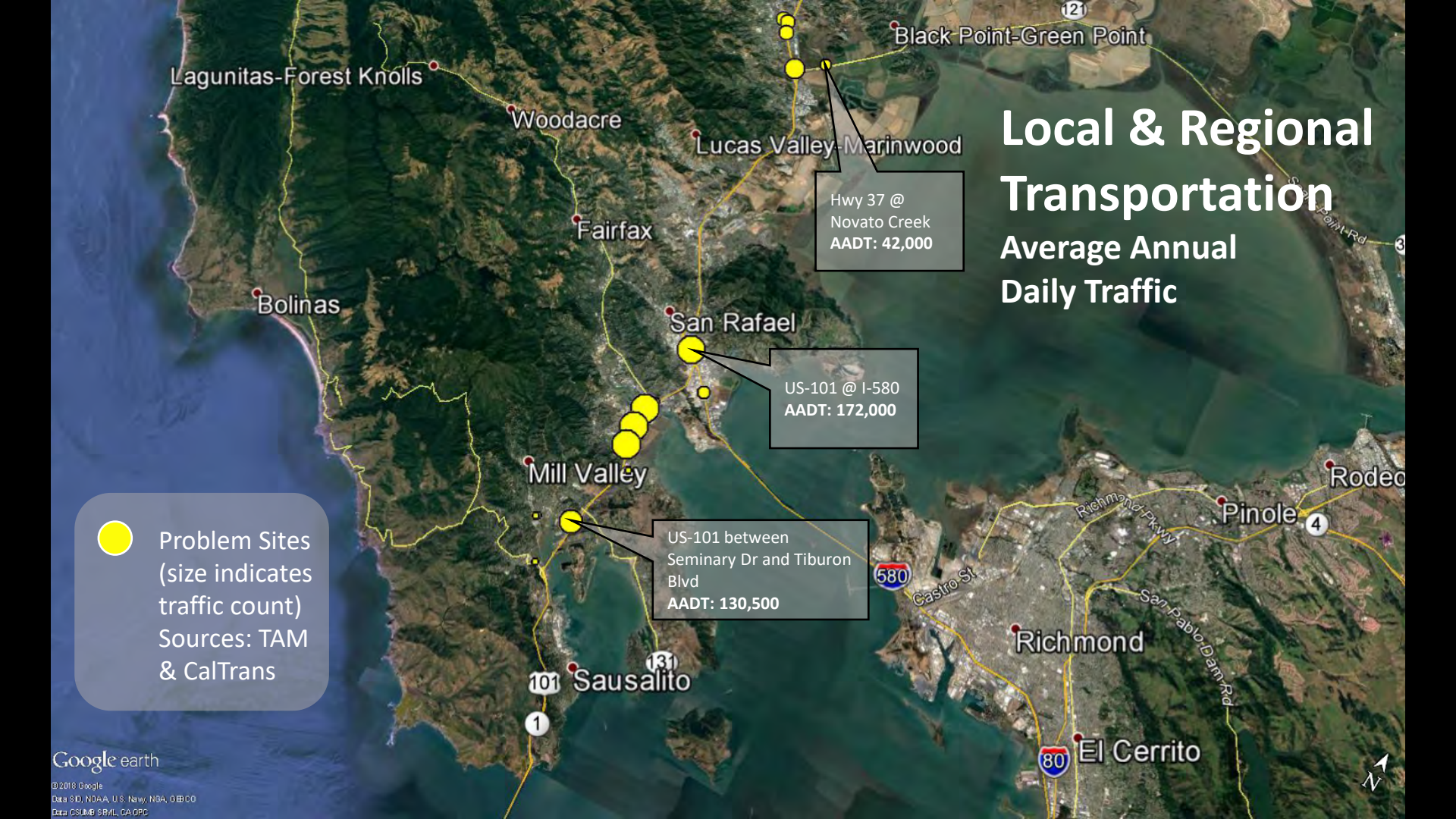
Average Annual Daily Traffic

 Problem Sites
(size indicates traffic count)
Sources: TAM & CalTrans

Hwy 37 @
Novato Creek
AADT: 42,000

US-101 @ I-580
AADT: 172,000

US-101 between
Seminary Dr and Tiburon
Blvd
AADT: 130,500



County impacts

10 inches of sea level rise with the 100-year storm

1 in 5 transit users

Half of roads used by
Marin Transit

Paratransit
and
evacuations

Ferry
terminals

SMART
tracks

$\frac{1}{4}$ of the
Park and
Rides

- Bus Stop with Clear Access
- Bus Stop with Limited Access
- Inundated Bus Route

Routes 113 & 119
Lucky Drive

Tamal Vista Blvd

MMWD

Hwy 101

40314

40313

40267

40268



H Marin General

Problem Site: Paradise Dr in Corte Madera



Marin General

Problem Site: Hwy 101 at Corte Madera
Problem Site: Paradise Dr in Corte Madera
5,228 people

Collect to Tiburon Blvd
to Camino Alto

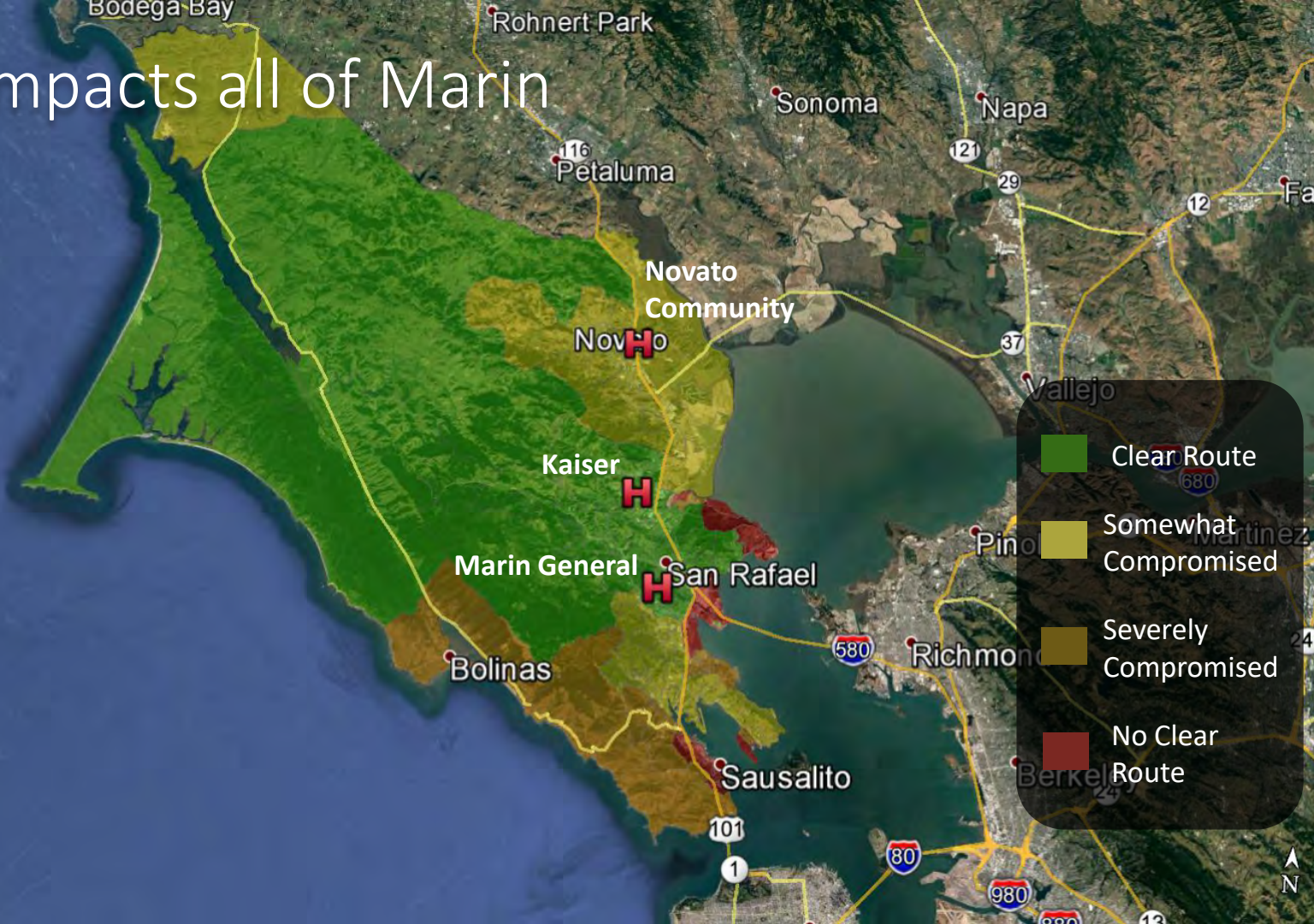


- Clear Route
- Somewhat Compromised
- Severely Compromised
- No Clear Route









SLR impacts all of Marin



Emergency Medical and Fire Services



ACCESS BY POPULATION*

	Hospitals	Fire Stations
 Clear Route	102,000	212,000
 Somewhat Compromised	128,000	16,000
 Severely Compromised	23,000	10,000
 No Clear Route	28,000	16,000

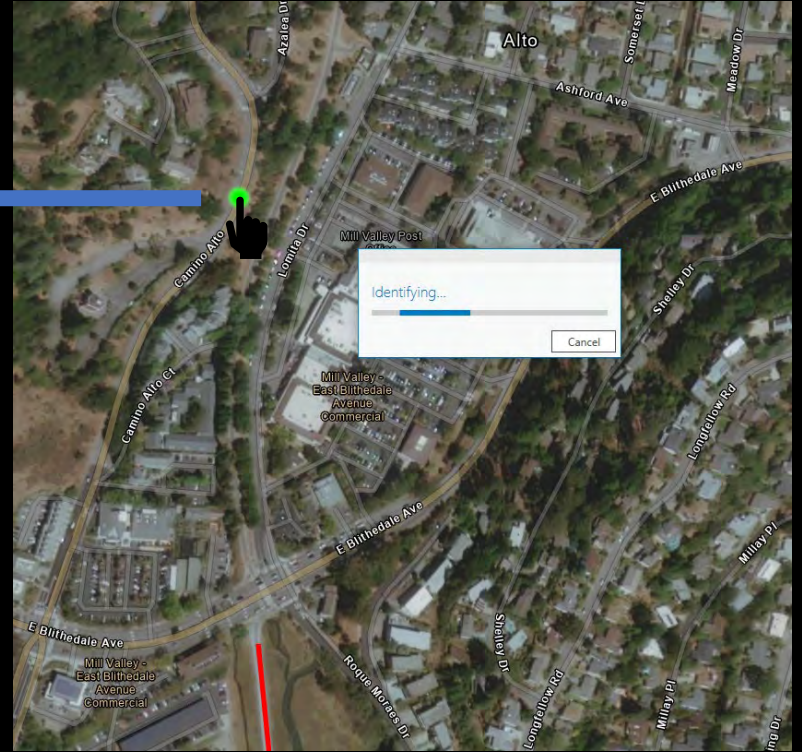
*Rounded to the nearest thousand. Source: US Census 2016

Adaptation: prioritizing actions

- Have we accurately identified the highly vulnerable areas?
- What can we do in these areas as government?
- How do we prioritize work leading up towards future conditions? How can we encourage action?
 - Identify corridors with access issues, look to drainage solutions
 - Utilize emergency responders' input in street design
 - Improve communications with the public on delays, closures, and alternate routes
 - Identify and protect secondary routes for emergency vehicle access
 - Develop long-term plans for transportation, utilities, and community
- How do we connect flooding to other emergencies to prioritize solutions?

ROAD NETWORK ATTRIBUTE TABLE (example)

Road Segment ID	Unique ID
Inundation Depth	0
# of Transit Routes	3
# of Transit Stops	2
Total Weekday Transit Boardings	16
Transit Dependent Riders	Medium
School Riders	High
Ave. Daily Auto Trips	1,500
Hospital Route Type	Primary
Hospital Access Dependence	850
Fire Route Type	Primary
Fire Access Dependence	410
...	



THANK YOU!

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Are We All in the Same Boat?

Involving Communities in Coastal Resilience

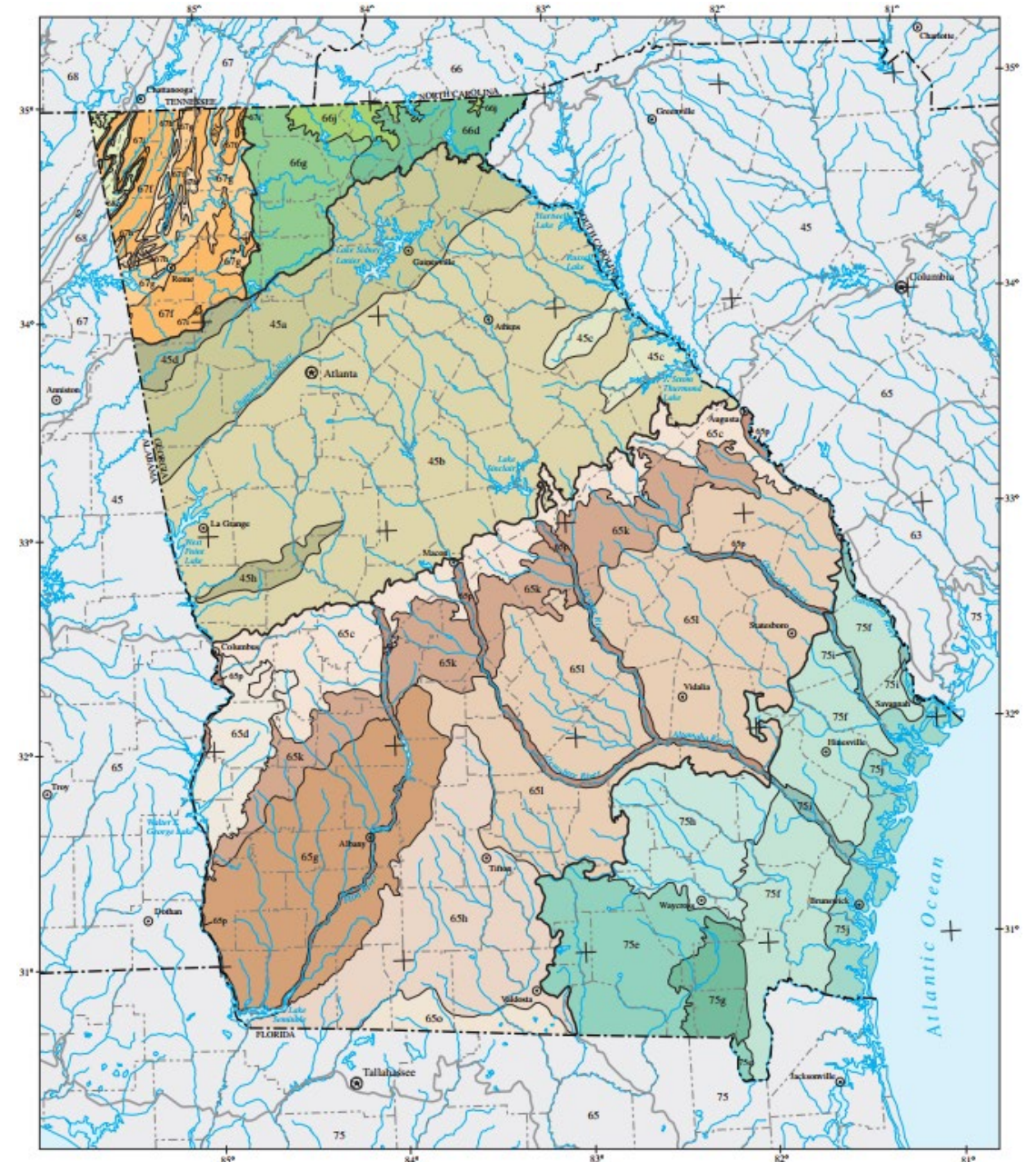


[The Atlanta Journal-Constitution \(AJC\)](#), 1994

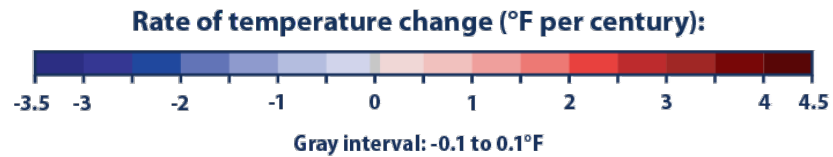
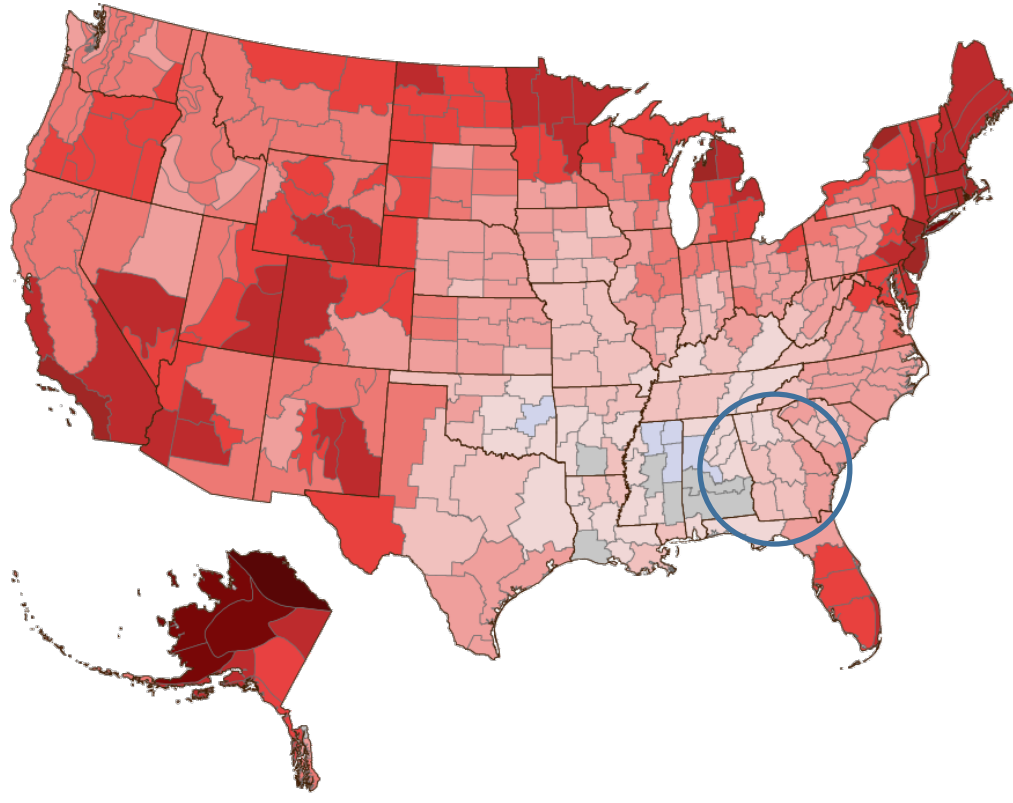
Background

The Georgia Coast

- 100 miles of coastline
- 14 major barrier islands (mostly undeveloped)
- ~One-third of remaining saltmarsh on eastern U.S. (378,000 acres)
- Third highest tidal fluctuations on eastern seaboard



Rate of Temperature Change in the United States, 1901–2020

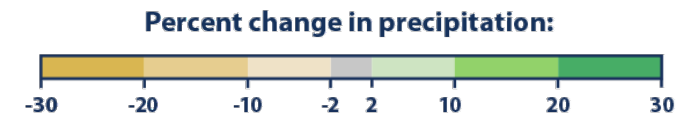
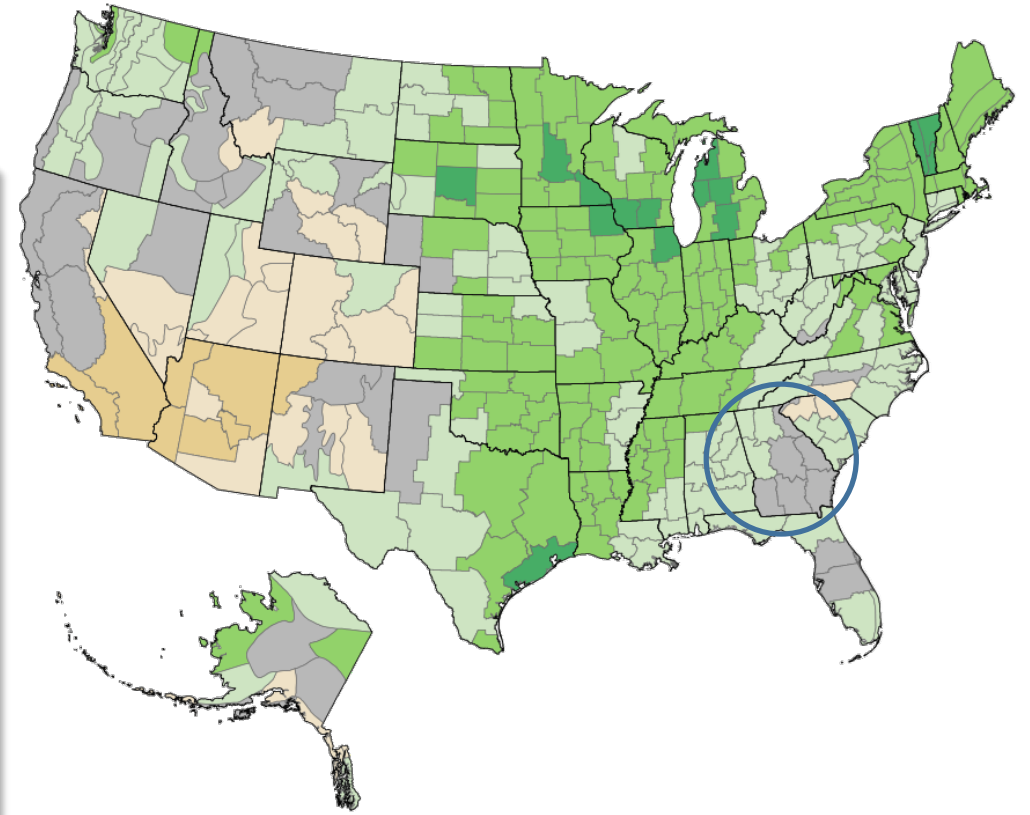


Alaska data start in 1925.

Data source: NOAA (National Oceanic and Atmospheric Administration). 2021. Climate at a glance. Accessed February 2021. www.ncdc.noaa.gov/cag.

For more information, visit U.S. EPA's "Climate Change Indicators in the United States" at www.epa.gov/climate-indicators.

Change in Precipitation in the United States, 1901–2020



Alaska data start in 1925.

Data source: NOAA (National Oceanic and Atmospheric Administration). 2021. Climate at a glance. Accessed February 2021. www.ncdc.noaa.gov/cag.

For more information, visit U.S. EPA's "Climate Change Indicators in the United States" at www.epa.gov/climate-indicators.

CEI (All Steps)

Max Temp (Warm)

Max Temp (Cold)

Min Temp (Warm)

Min Temp (Cold)

PDSI (Wet)

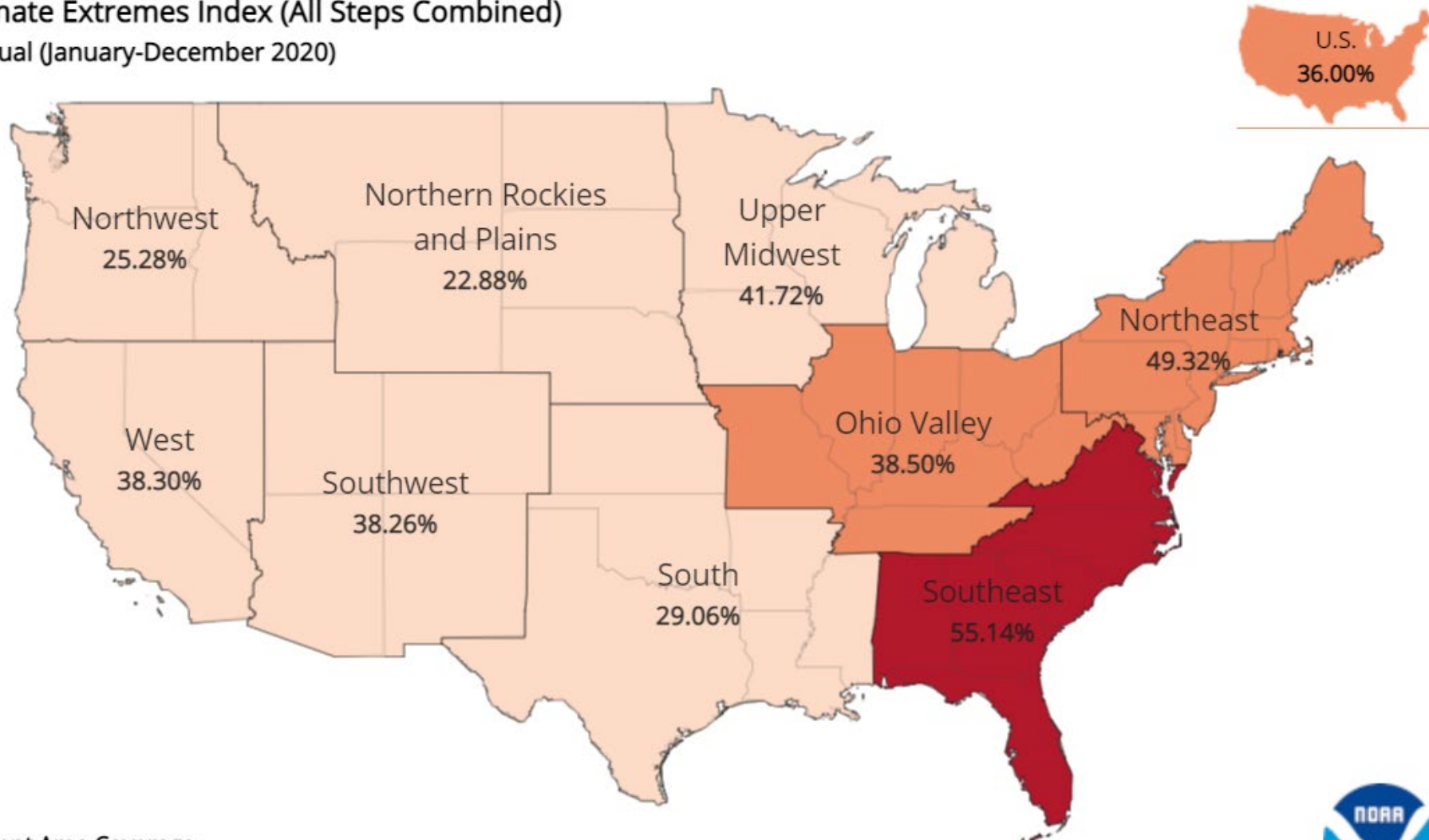
PDSI (Dry)

1-Day Precip

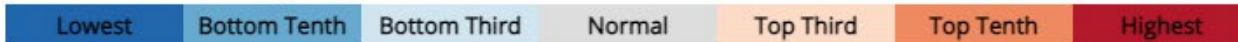
Days w/ Precip

Days w/o Precip

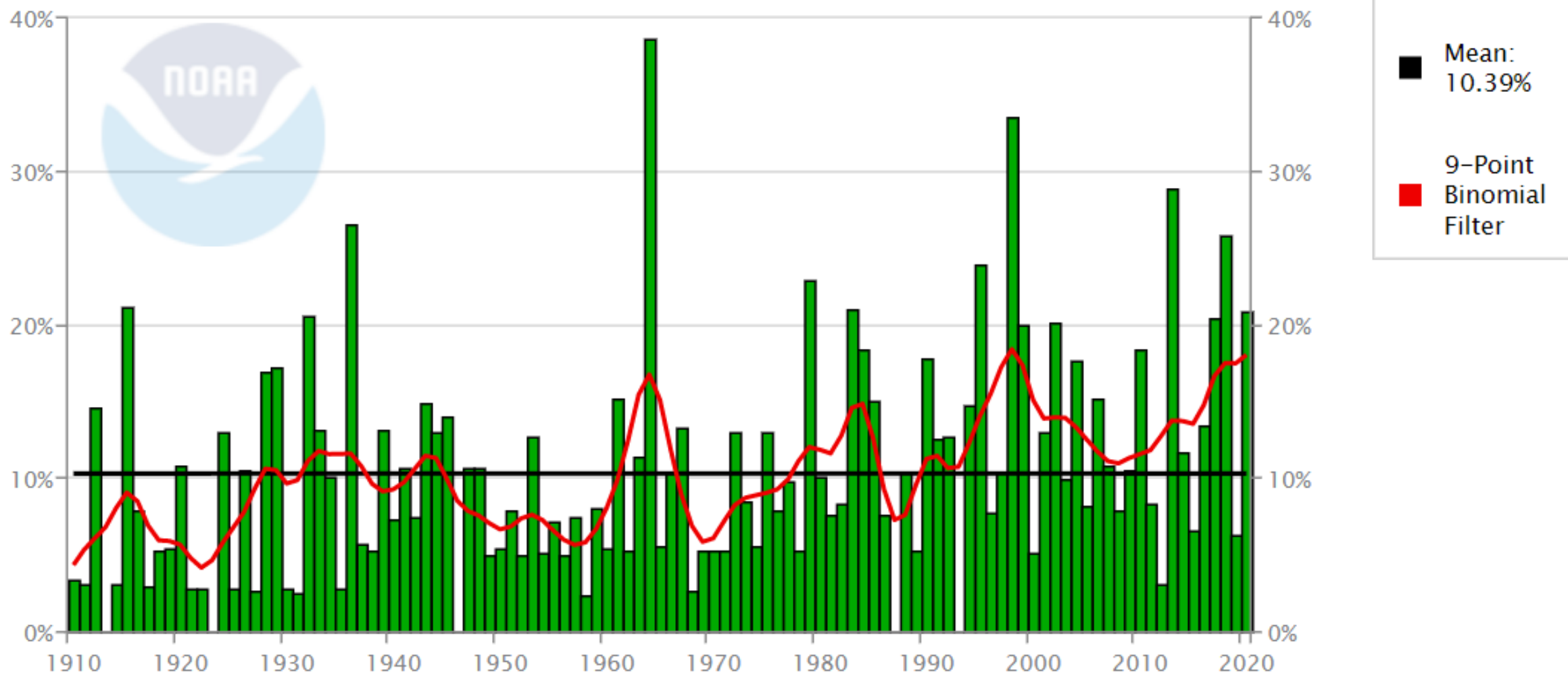
Climate Extremes Index (All Steps Combined) Annual (January-December 2020)



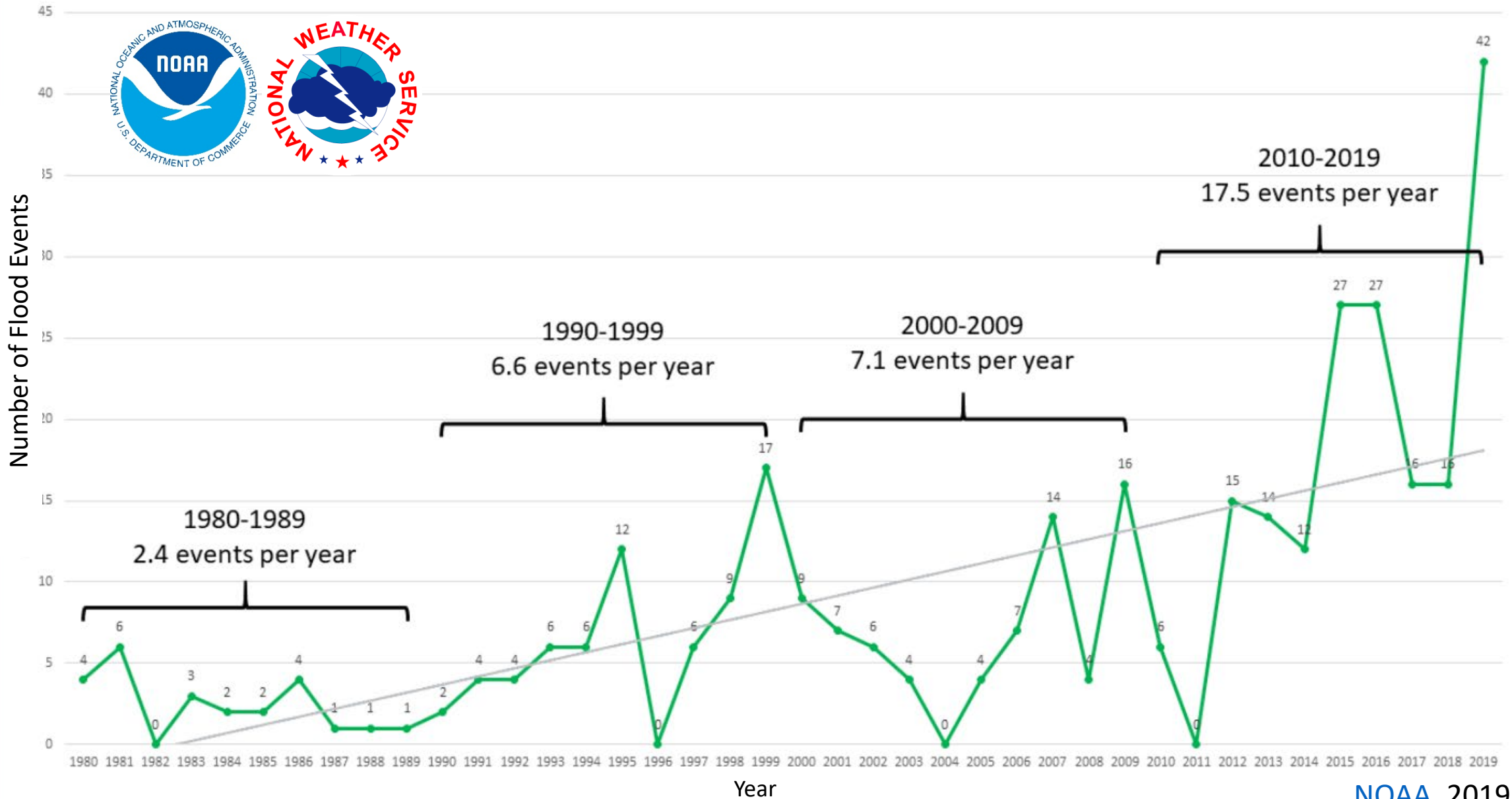
Percent Area Coverage



Southeast Extremes in 1-Day Precipitation (Step 4*) Annual (January–December)



Fort Pulaski, GA Coastal Flood Events by Year (9.20 ft MLLW or higher)





How does climate change affect Georgia's coast?

Key messages

- Coastal Georgia has experienced over 10 inches of sea level rise since 1935 [1].
- The Georgia Department of Natural Resources recommends that coastal communities plan for 4 to 6.3 feet of sea level rise by 2100.
- Up to 178,787 people in Georgia could be at risk of sea level rise impacts by 2100, many of whom are from socially vulnerable populations [2].
- If sea levels rise 3 feet by 2100 (on the low end of projections), Georgia will lose 36 square miles of salt marsh—more than the area of Brunswick, GA [3].

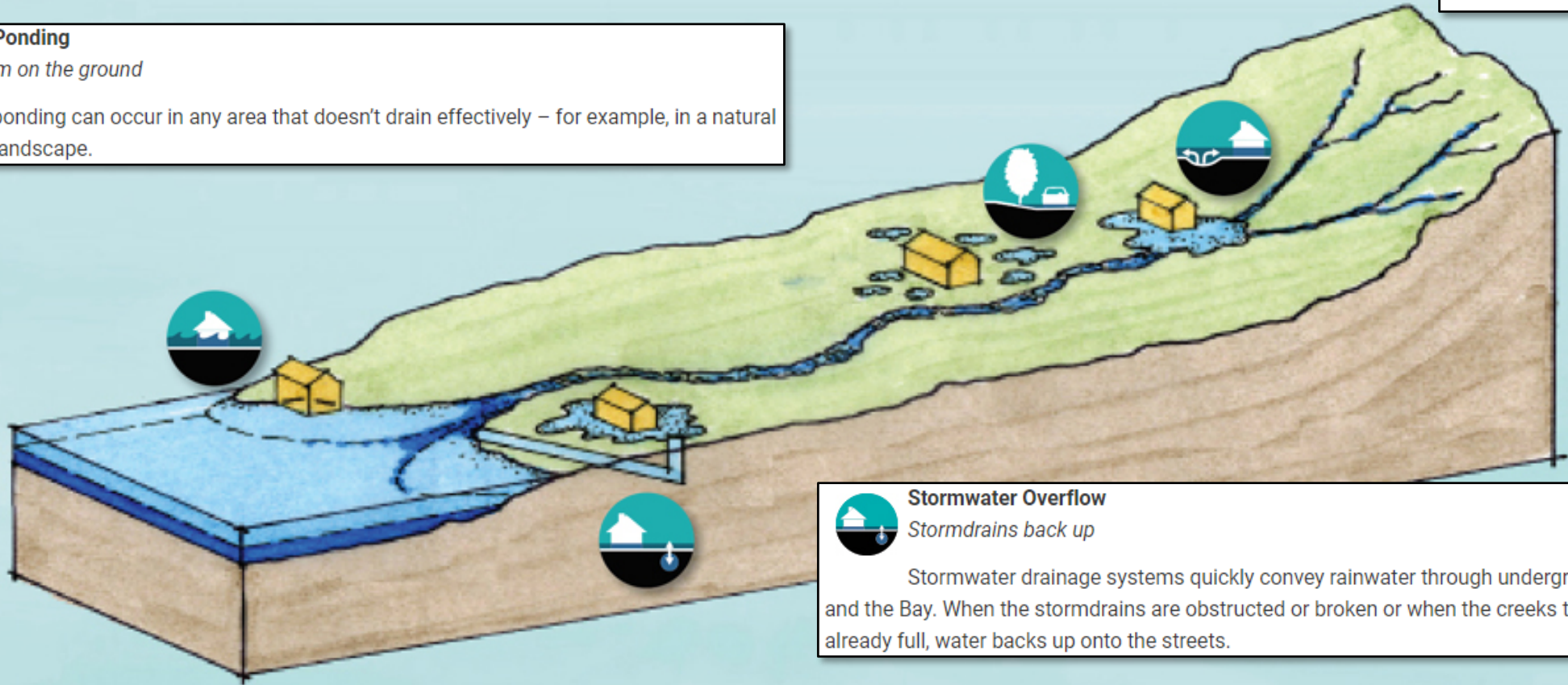
<https://www.georgiaclimatoproject.org/portal/coast/>

Types of Flooding

Isolated Ponding
Pools form on the ground

Isolated ponding can occur in any area that doesn't drain effectively – for example, in a natural depression in the landscape.

Creek Overflow
Creeks spill over their banks



Stormwater Overflow
Stormdrains back up

Stormwater drainage systems quickly convey rainwater through underground pipes to creeks and the Bay. When the stormdrains are obstructed or broken or when the creeks that they lead to are already full, water backs up onto the streets.

Tidal Inundation
Rising tides fill creeks and flood lowlands

Extreme high tide events exacerbate creek or stormwater overflow during storms. High tides can back up stormwater pipes and prevent non-tidal areas from draining. Sea level rise will increase the extent and frequency of tidal inundation.

Infrastructure Risks

- Inundation of Low-Lying Roads, Bridges, and Causeways



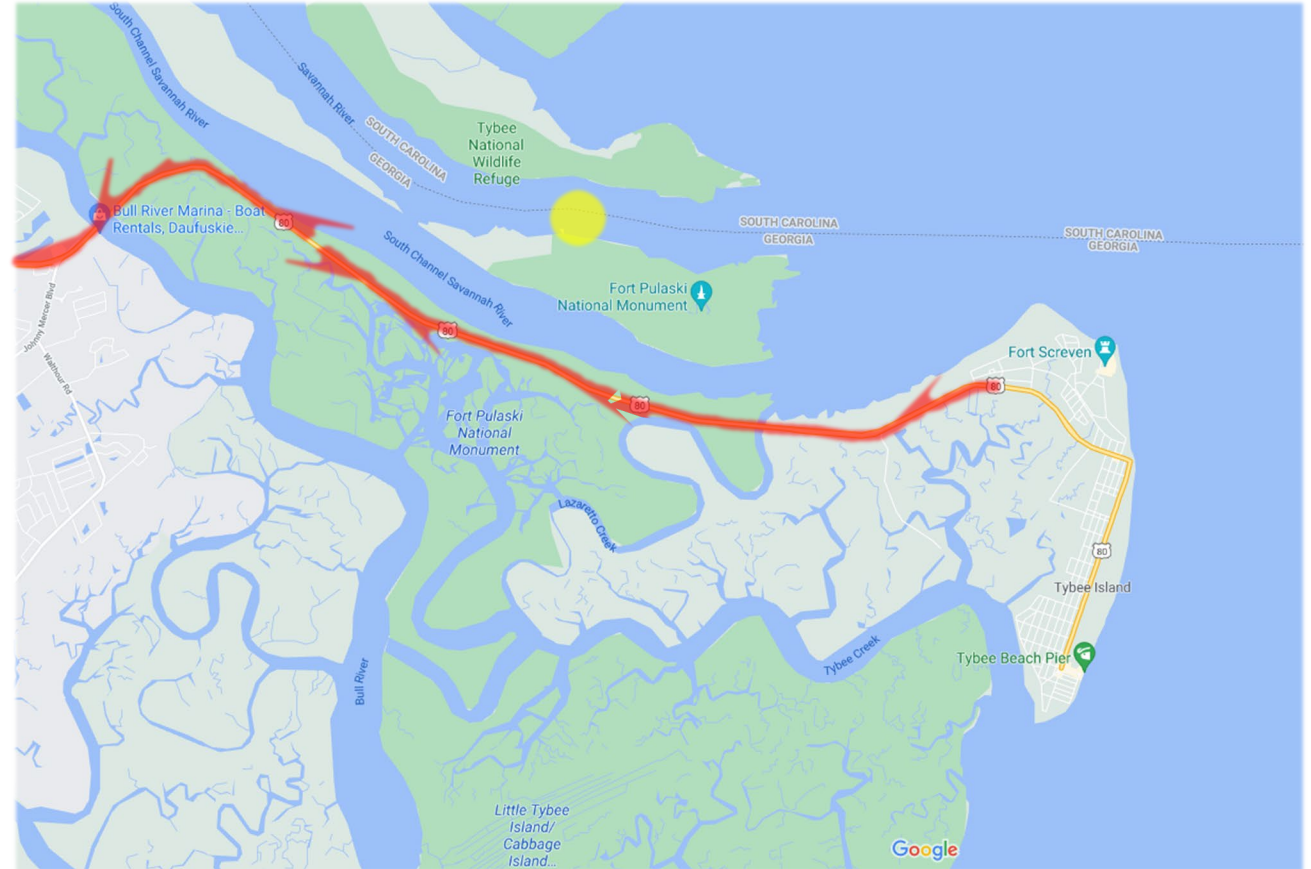
- Exceeding Capacity of Culverts and Storm Sewer Systems



Case Study

Tybee Island, Georgia

- Access
 - ❖ One road (US-80) on/off island
 - ❖ Comprised of ~5-mile causeway
 - ❖ 2 bridges
- Fort Pulaski tidal gauge off causeway
- ~3,000 residents
- >1,000,000 visitors per year
- Nesting habitat for protected species







South Channel Savannah River

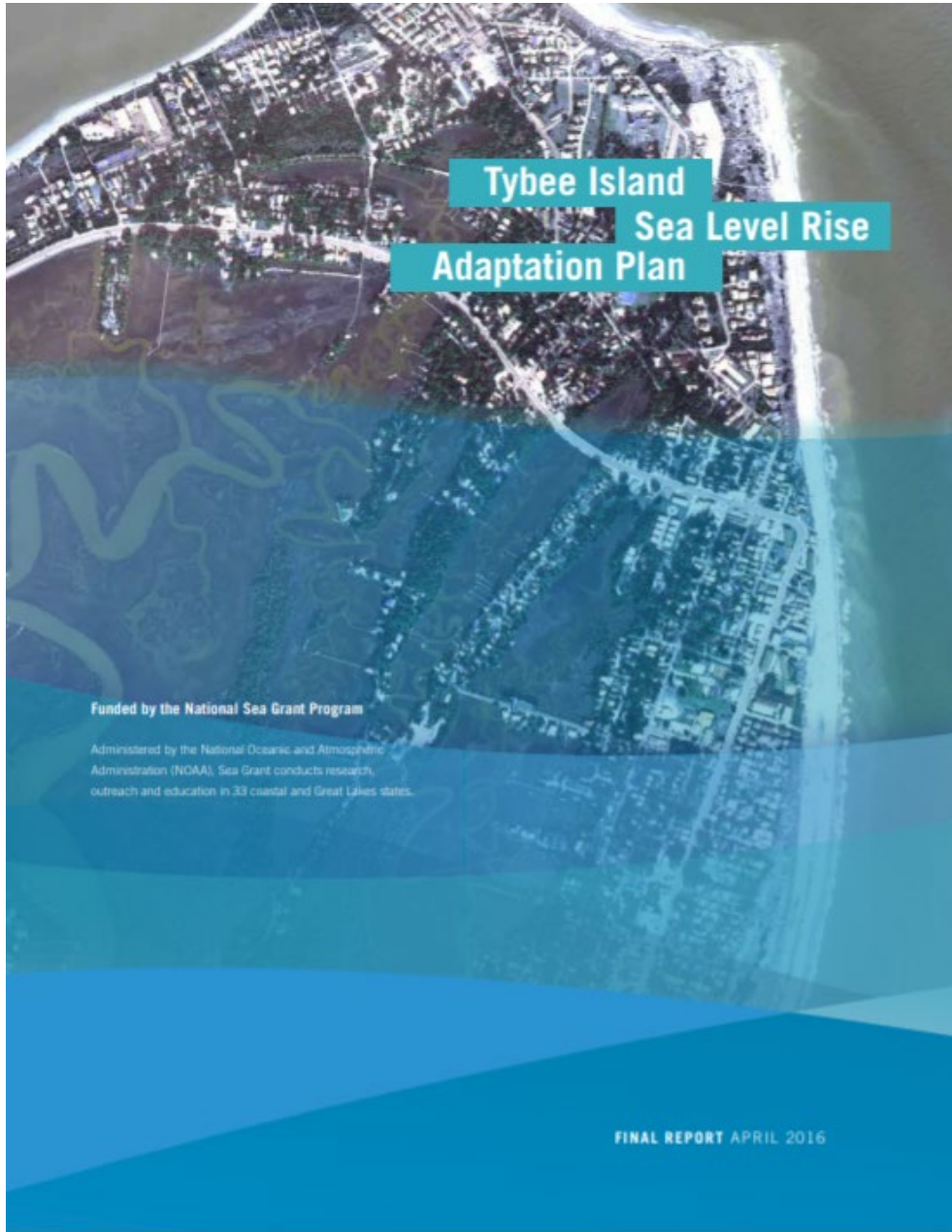
Saltwater Marsh

McQueens Island Trail

US-80: Tybee Island Causeway

Saltwater Marsh





Sea Level Rise Impacts

Long-term data from the National Oceanographic and Atmospheric Administration (NOAA) tide gauge at Fort Pulaski, located within a few miles of Tybee Island, document 10 inches of local sea-level rise since 1935. This study summarizes and documents several ways in which the City of Tybee Island is already being impacted by rising seas. The most visible of these impacts include:

- ① More frequent closures of US Highway 80, the sole road access connecting the City of Tybee Island to mainland Chatham County, due to periodic tidal flooding.
- ② Tidal backup of stormwater drainage systems in low-lying areas of Tybee Island, resulting in periodic saltwater flooding of neighborhood roads and yards.
- ③ Increased coastal erosion, particularly on Tybee Island's Atlantic beaches.

Adaptation Options

Project researchers worked with citizens and public officials to identify a series of five adaptation actions for their potential to make the City of Tybee Island more resilient to sea-level rise and coastal flooding. While it is acknowledged that other kinds of sea-level rise adaptation approaches may be required in the future, identification and consideration of these five actions is regarded as an initial step for long-term sea-level rise planning.

Tybee Island

Sea Level Rise Adaptation Plan

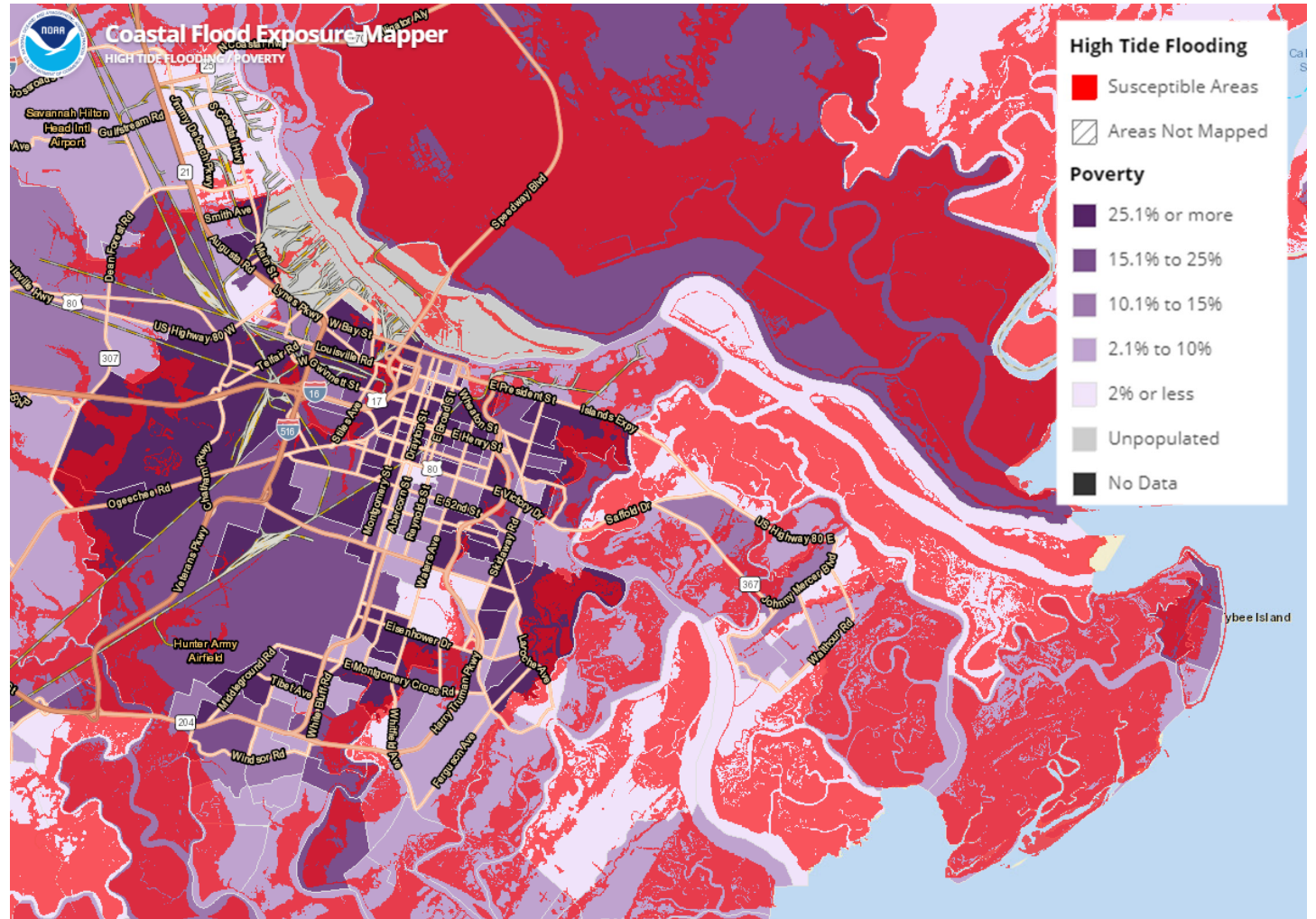
Elevating US Highway 80

Tidal flooding of US Highway 80, the sole road access to Tybee Island, occurs on a low-lying causeway located between the Lazaretto Creek and Bull River bridges. Local tide gauge data suggest that this corridor of US Highway 80 experienced approximately 23 tidal flooding events in 2015, which is significantly more than in any year since the tide gauge was installed in 1935. The full tide gauge record at Fort Pulaski indicates that long-term sea-level rise is largely responsible for the increased number of tidal flood events on US Highway 80.

This highway flooding is known to restrict accessibility to Tybee Island and poses clear risks to public safety, particularly through loss of emergency vehicle access and blockage of the City's sole evacuation route. Due to these public safety concerns, it is recommended that current plans to modernize US Highway 80, including the replacement of the Lazaretto Creek and Bull River bridges, consider the flood risk impacts from future sea-level rise as a primary design criterion.

Public Involvement

Public Information Open House



Public Involvement

Project Info

[US 80 Bridge Study](#)

[Public Outreach](#)

[FAQs](#)

[Project Justification Statement](#)

[Links](#)

An Initial Concept Team Meeting was held on October 29, 2014, at Tybee Island City Hall. The purpose of the meeting was to discuss the project need and purpose, introduce key stakeholders to project team, review project background and current scope, and provide an overview of environmental resources, processes, and agency coordination needed.

A Technical Advisory Committee (TAC) meeting was held on November 16, 2015. The TAC for the SR 26 /US 80 project is comprised of local government and community leaders, business owners, agency staff, and the project team. The November 16 meeting updated the TAC on project progress and debriefed all attendees on procedures for the Public Involvement Open House (PIOH).

The Public Information Open House (PIOH) for the project was held the following day, on November 17, 2015. Design alternatives were presented and comments from the public were solicited. The setup was informal, with project staff available to answer questions from attendees. Comments about the project were also accepted for ten (10) days following the event. A total of **180** people attended the open house on November 17. Of the **106** respondents who formally commented, **54** were in **support** of the project, **12** were **opposed**, **18** were **uncommitted**, and **22** expressed **conditional support**.

[US 80 Bridge Study](#)

[Public Outreach](#)

[FAQs](#)

[Project Justification Statement](#)

[Links](#)

[What about flooding in particular areas along the project?](#)

Yes, the team will be examining this aspect very closely, and coordinating with the Corps of Engineers and Coast Guard; we will discuss the potential for elevating the road/bridges, and how much elevation will be necessary.

[What does "scoping" mean? Why does it take years to complete?](#)

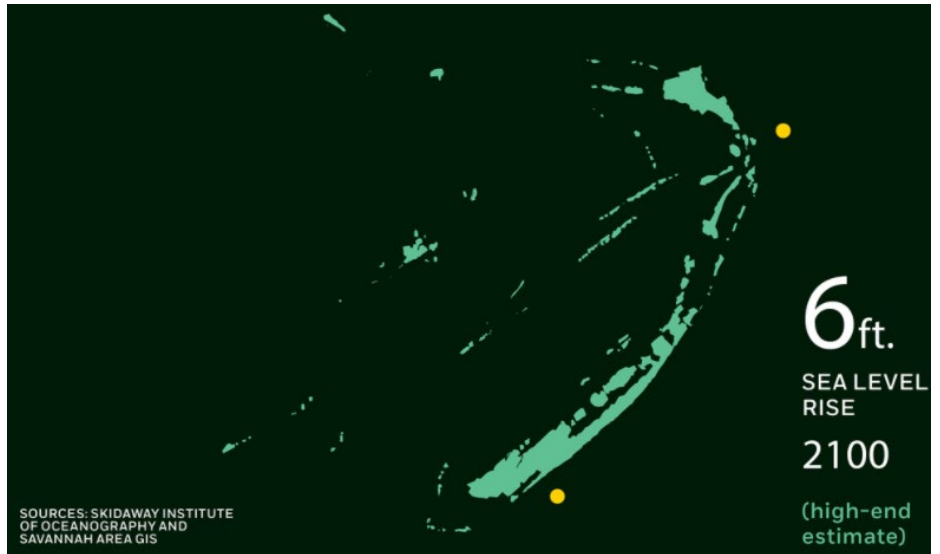
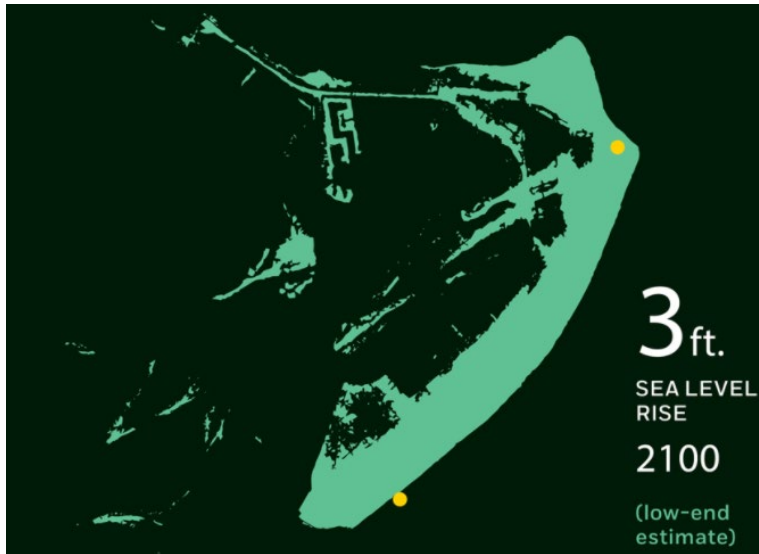
[What ROW will be required?](#)

[When would those ROW discussions happen?](#)

[Where does environmental process fit in to the design process?](#)

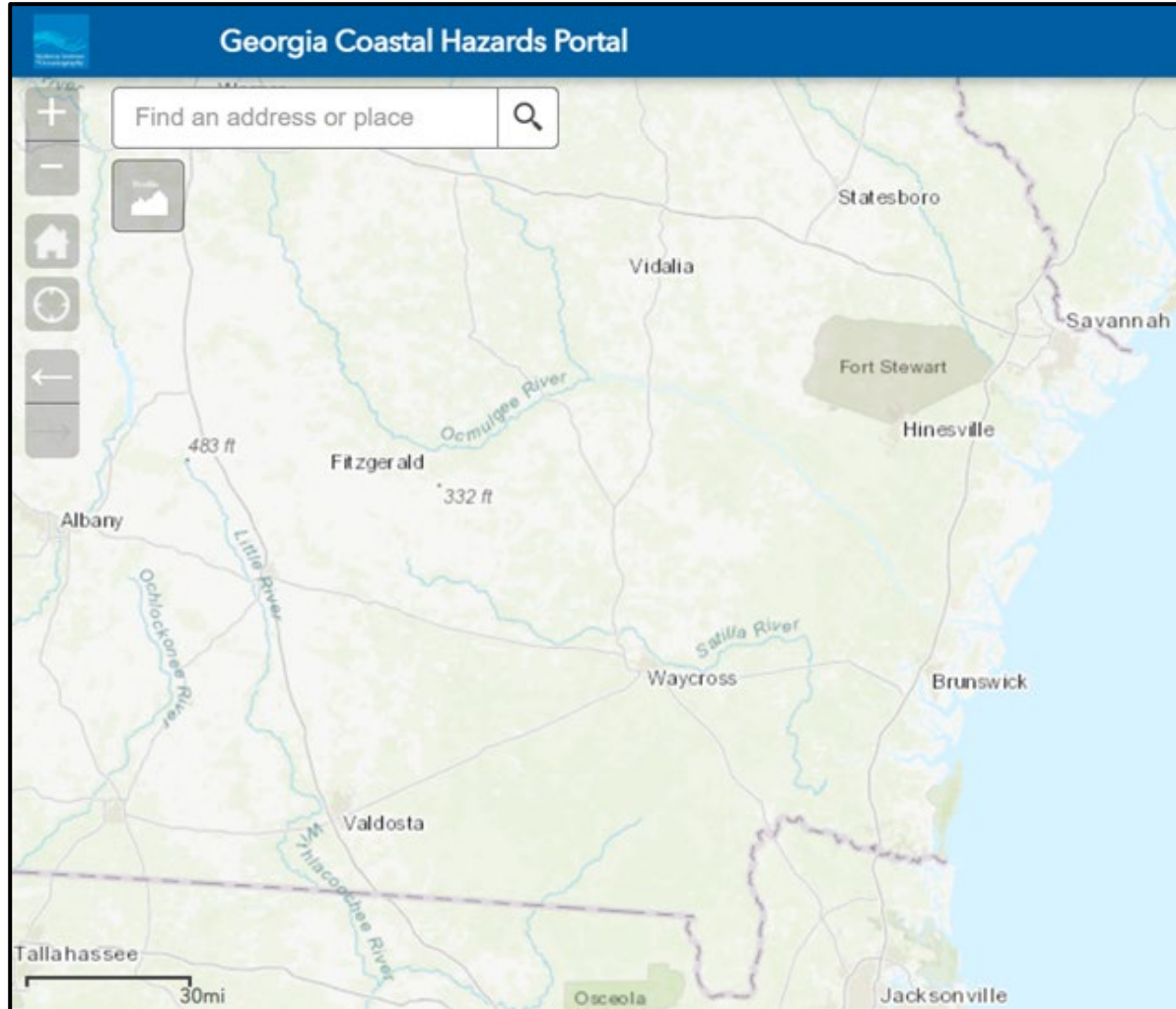
[Why does current traffic not warrant a four-lane solution?](#)

[Why is the Environmental process so complicated on this project?](#)

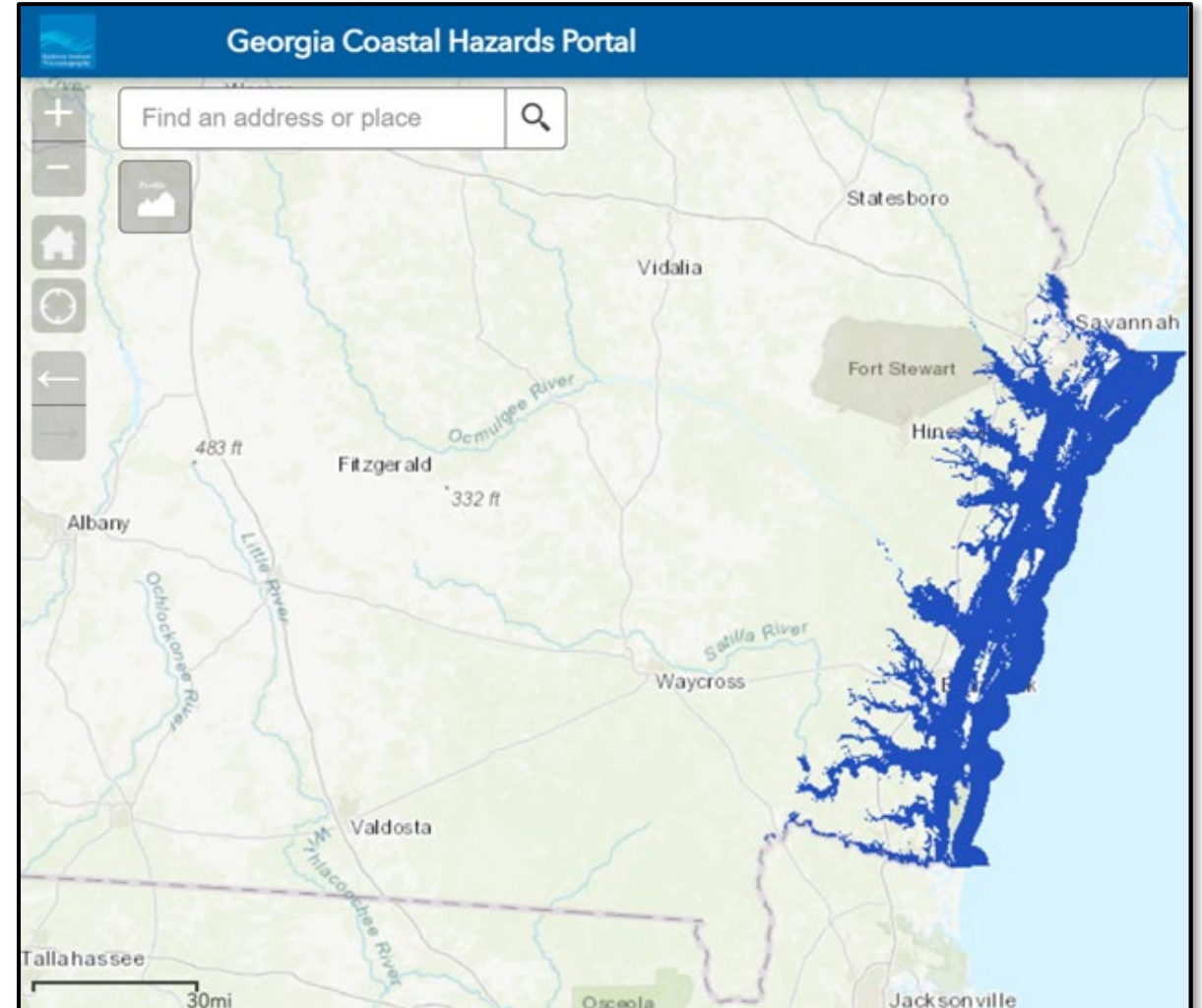


Future Outlook

Current Coastline



Coastline with 3 Feet of Sea Level Rise



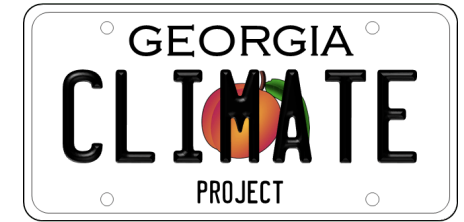
Resources

Government

- National Oceanic and Atmospheric Administration (NOAA)
- Centers for Disease Control and Prevention (CDC)
- State Resource Agencies

Non-Government

- Academic Institutions
- Non-Profits Institutions
- For Profit Institutions
- Public

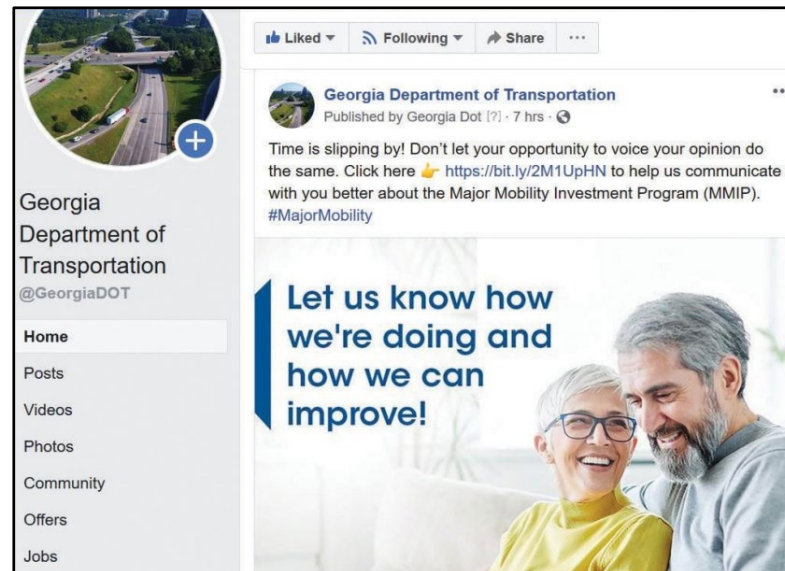


COASTAL RESOURCES DIVISION




Elements of Effective Public Involvement

1. Identify Goals
2. Identify Stakeholders
3. Identify Community Concerns
4. Assess and Secure Public Involvement Resource Needs
5. Document All Public Involvement Activities
6. Evaluate Efforts




Help GDOT plan for the future of transit in Georgia.

Your input is needed!



www.GDOTtransitsurvey.org



Use the camera app on your smart phone to scan the code and take the survey online!

#iam2050

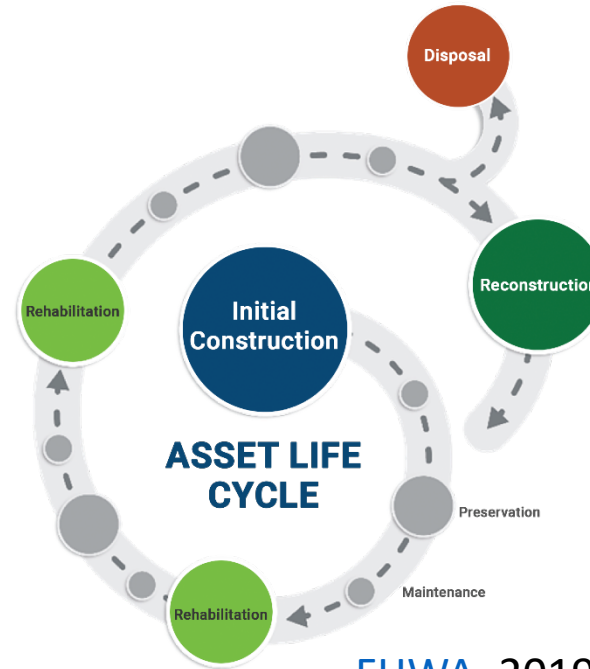
Paper surveys are available through your transit operator.

For more information on the Statewide Transit Plan please visit:
<http://www.dot.ga.gov/IS/Transit/TransitPlan>

Climate Resilience

Transportation Planning

- Reevaluating bridge and roadway elevations
- Assessing functionality and sizing of drainage structures (e.g., culverts and sewer systems)
- Proactive planning for at-risk communities
- Plan for maintenance and preservation
- Discuss when to invest vs. decommission



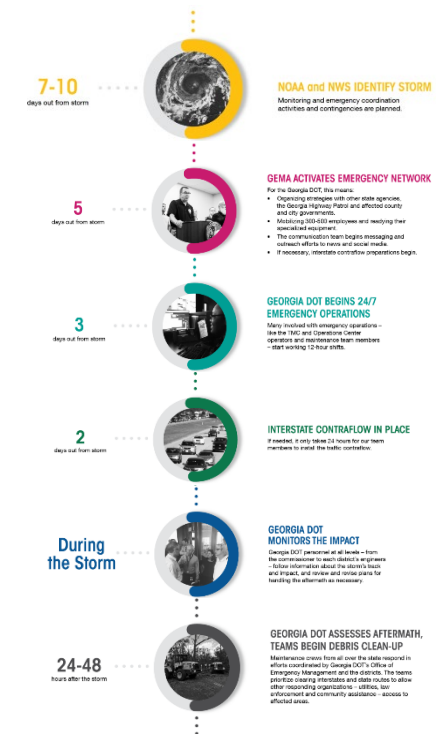
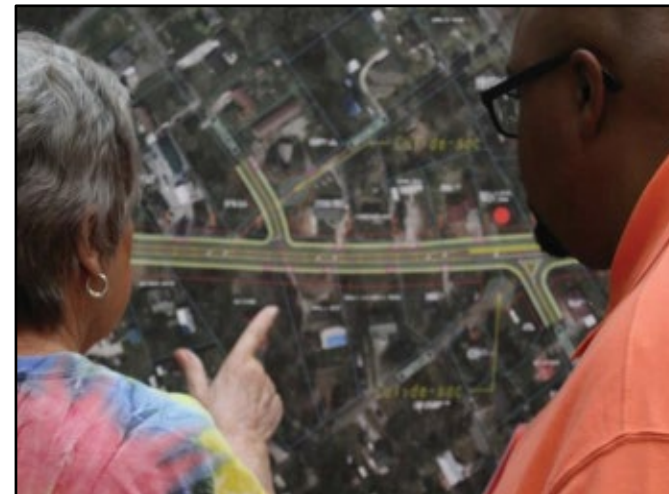
FHWA, 2019

Storm Preparedness

- Make a plan and communicate it

Public Involvement

- Communicate early and often
- Seek public and subject matter expert input
- Know your resources

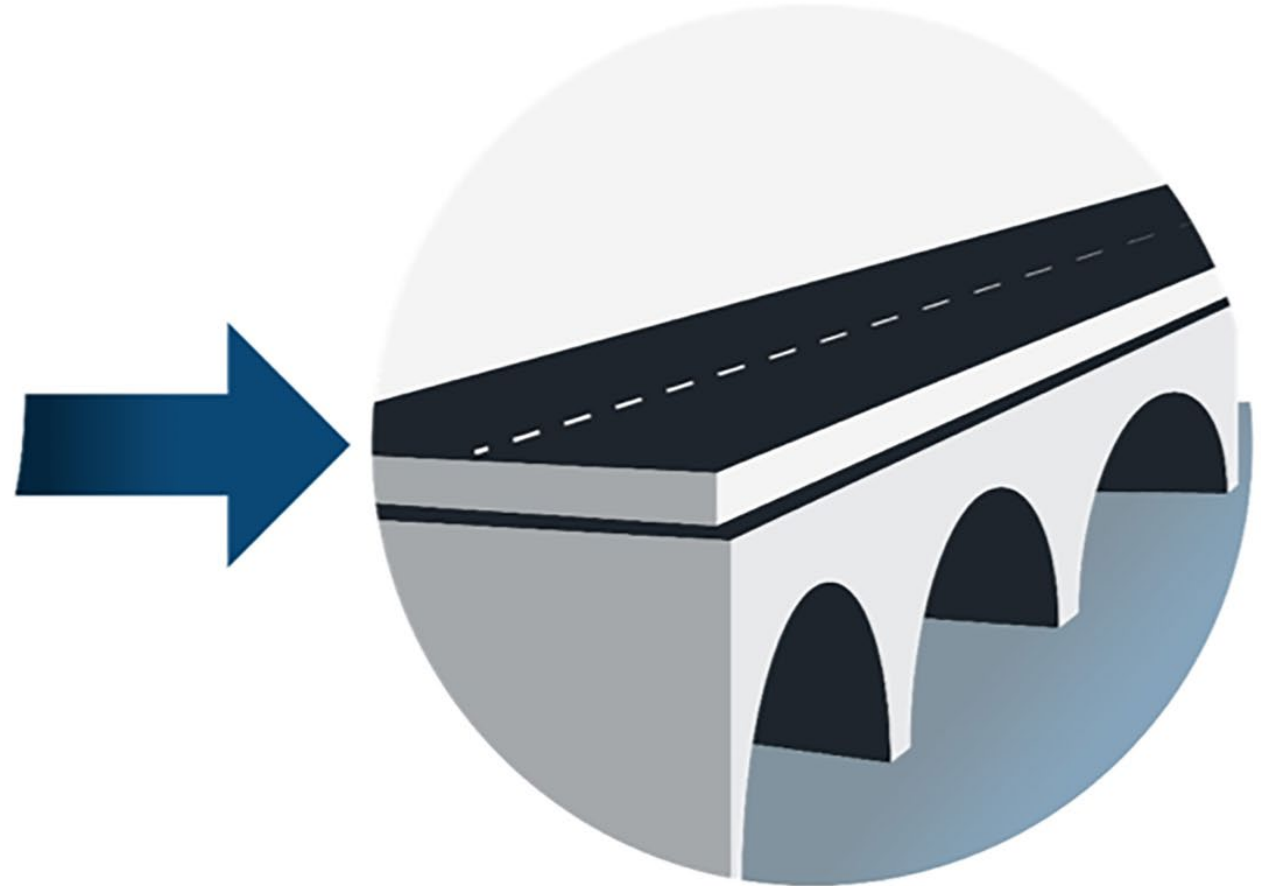


NETWORK LEVEL



© 2017 Applied Pavement Technology, Inc.

PROJECT LEVEL



[FHWA](#), 2019



QUESTIONS?

Chris Goodson

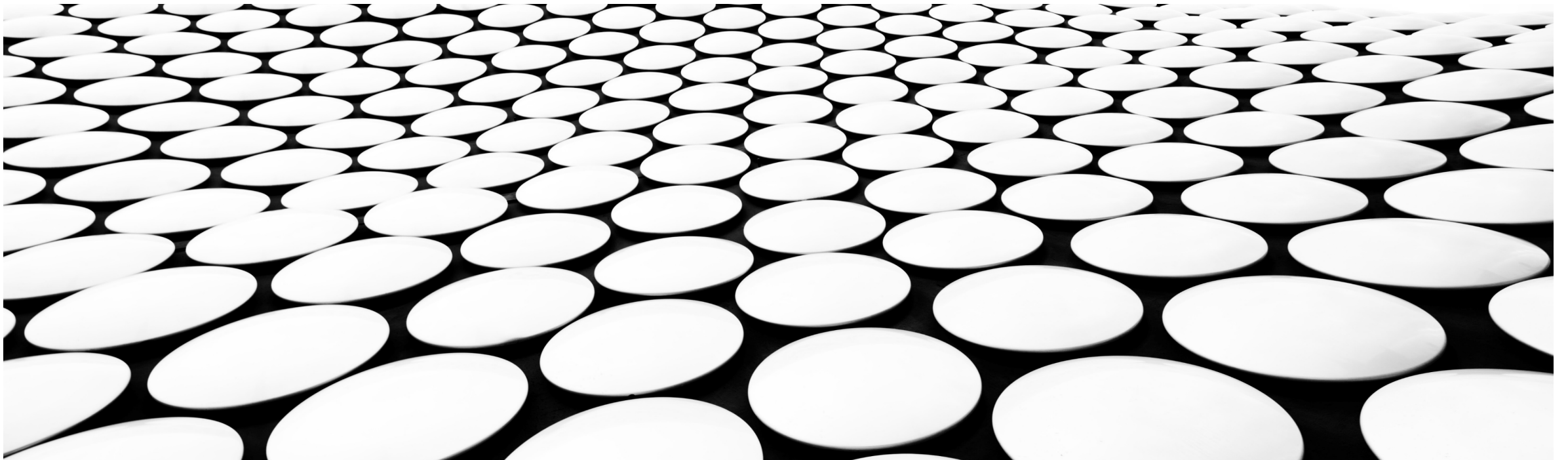
**Georgia Department of
Transportation**

Ecology Section Manager

cgoodson@dot.ga.gov

LAYING THE GROUNDWORK FOR ENGAGEMENT

CONNECTING THE DOTS: SUCCESSFUL INTERNAL AND EXTERNAL PARTNERSHIP DEVELOPMENT



COMMUNITY ENGAGEMENT + PUBLIC INVOLVEMENT + COMMUNICATIONS

- COMMUNITY ENGAGEMENT - PUBLIC INVOLVEMENT - COMMUNICATIONS
- COMMUNITY ENGAGEMENT IS A COMMUNITY-CENTERED ORIENTATION BASED IN DIALOGUE. COMMUNITY ENGAGEMENT ENABLES A MORE CONTEXTUALIZED UNDERSTANDING OF COMMUNITY MEMBERS' PERCEPTIONS OF THE TOPICS AND CONTEXTS, AND FACILITATES STRONGER RELATIONSHIPS AMONG AND BETWEEN COMMUNITY MEMBERS.
- PUBLIC INVOLVEMENT CAN BE ANY PROCESS THAT DIRECTLY ENGAGES THE PUBLIC IN DECISION-MAKING AND GIVES FULL CONSIDERATION TO PUBLIC INPUT IN MAKING THAT DECISION. PUBLIC INVOLVEMENT IS A PROCESS, NOT A SINGLE EVENT.
- COMMUNICATIONS A PROCESS BY WHICH INFORMATION IS EXCHANGED BETWEEN INDIVIDUALS THROUGH A COMMON SYSTEM OF SYMBOLS, SIGNS, OR BEHAVIOR.

Key Takeaways for Public Involvement

INFORM

Give information to the Community

CONSULT

Obtain feedback from the Community

INVOLVE

Community input and feedback influence, improve the process

COLLABORATE

State, Local Governments and Communities work as equal partners

EMPOWER

Utilize the community feedback to implement the process

IMPORTANCE OF PUBLIC INVOLVEMENT

- Public Involvement is transparency of the process.
 - Provides project information to the public
 - Provides opportunity to hear public's comments and address potential issues
 - Builds public understanding with goal of consensus and support
 - Creates a transportation facility that addresses the needs of the community it serves

INFORM

CONSULT

INVOLVE

COLLABORATE

EMPOWER



STAKEHOLDER OUTREACH CONSIDERATIONS

Goal: Maximize stakeholder involvement

- Research the community in your project area, research past community concerns
- Create database of addresses, email addresses
- Address any stakeholders' language, cultural, economic barriers to providing input
- Anticipate questions and concerns
- Communicate early and often
- Be creative
- Be consistent
- Don't promise what can't be delivered

What type do you need?

- *PIOH, PHOH, or Detour Public Meeting?*
- *Public Information Meeting or Survey of the Community?*
- *Stakeholder meeting or Property Owner meeting?*
- *Virtual meetings?*
- *Notifications (letters, post cards, etc.)*

BEST PRACTICES FOR PIOH, PHOH, PUBLIC MEETING TECHNIQUES

On occasion, personal conflicts may arise about your project during public meetings. Here are some steps toward resolution:

- Try to find common ground, meet them where they are - make small talk.
- Explain to the attendees that you are at the meeting to inform them of the proposed project or project updates and it is best if they leave their comments and concerns on the comment form or with the court reporter on site
- Emphasize that their comments will become part of the project's public record
- Don't feel as if you have to try convince or change minds at the meeting
- Never engage in confrontation with attendees -- it is okay to walk away
- Be aware that reporters will likely also attend and may not always identify themselves
- Remind them also about the PI website as alternate way to comment

WHO ARE YOUR PROJECT STAKEHOLDERS?

- Put yourself in their shoes - Consider the Public Involvement Plan finished product
 - It's in my neighborhood.
 - It's near my business.
 - It will change my commute/travel.
 - It relates to my personal/professional viewpoint.
 - I want to make sure the Project meets my community's needs - HEAR MY VOICE!
- Utilize your Concept Team Meeting to help identify stakeholders

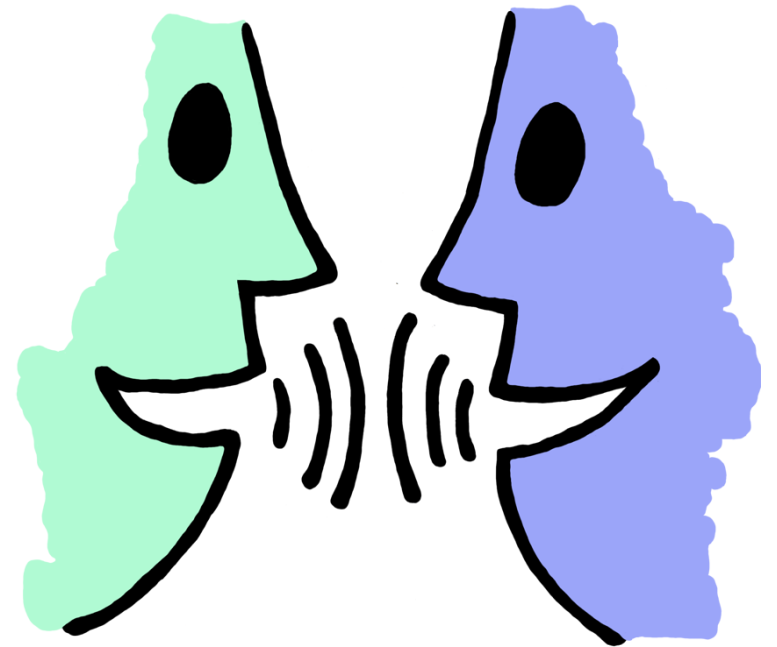
WE NEED A BIGGER TABLE

- What was known: Lots of internal offices participating in and conducting Public Involvement, Community Engagement and Communications within the agency and outside of it.
- What we did about it: Public Involvement task force was formed.
- Who was involved: The Offices of Planning, Program Delivery, Environmental Services, Right of Way, Construction and Communications.



WE NEED TO BE CLEAR AND CONSISTENT

- It isn't necessarily what you say, but the manner you say it.
- This is certainly true of how we speak and communicate with the constituents we serve, but also with industry partners and internal audiences within the agency.




WE NEED STORYTELLING





- Previously, we knew we were taking information to the public. That information included facts and relevant data related to projects.
- We were explaining the “what” but frequently not explaining the “why.”
- We knew we had many internal offices participating in and conducting Public Involvement, Community Engagement and Communications within the agency and outside of it.
- But what and more importantly how it was being said was a different story. There is always room for improvement and streamlining of process.

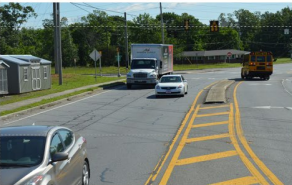
TELL THEM THE “WHY” – DON’T MAKE IT A MYSTERY

Existing Conditions







- Lack of turn lanes along SR 146/Cloud Springs Road at some intersections











- State Route 146 has a “bottleneck” causing traffic delays at Lakeview Drive


Without this Project


- Traffic Congestion will worsen



- Travel delays will worsen without addition of turn lanes





- Conflict points and expected crash severity at intersections will not be improved by addition of roundabouts




- Lack of sidewalks would not be addressed along the corridor, pedestrians would still utilize the worn walking paths in many locations

Catoosa County Research Data


- Current average travel time to work is **23.3 minutes**
- Population percent change 2010 – 2018 = **5.4%**
- Current population is **67,420**
- More people = more traffic


Proposed Improvements




- US 27/SR 1 to Cross Street - two lanes (one in each direction)




- Cross Street to Fant Drive – two lanes (one in each direction) with a 2-way left turn lane




- Fant Drive to Colony Circle (East) – two lanes (one in each direction) with a concrete median




- Colony Circle (East) to Lakeview Drive - four travel lanes (two in each direction) with a concrete median



- Shoulders with sidewalks to accommodate pedestrians



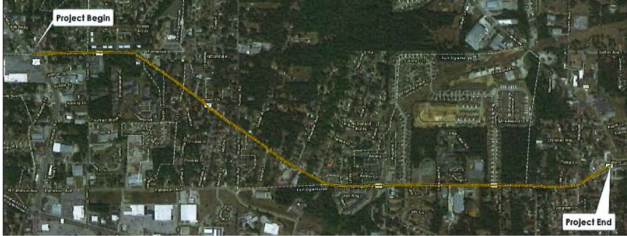
- Turn lanes at intersections



- Roundabouts at Cross Street and Fant Drive





DON'T STOP THERE – THE “WHY” TRANSITIONS TO VIRTUAL

PROJECT MAP






[View Map](#)

PROJECT GOALS

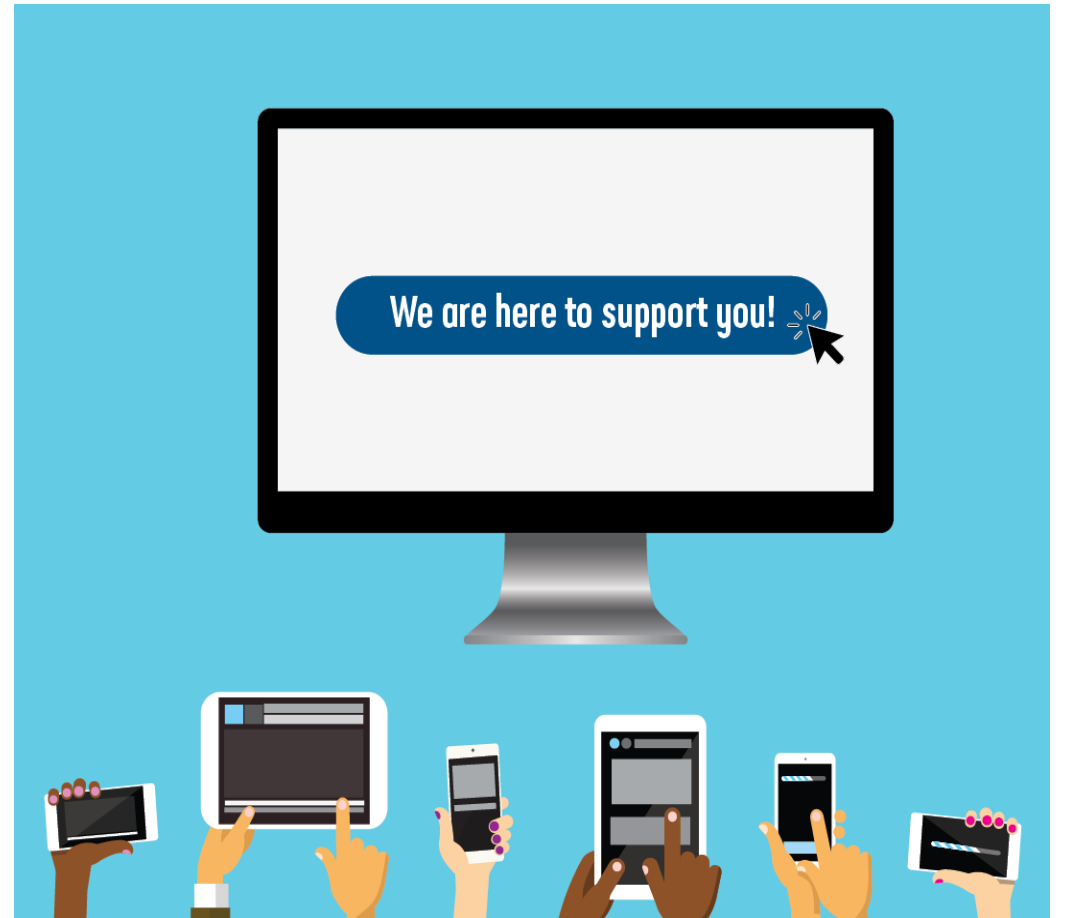
Mobility	Operations	Connectivity	Safety
			
Improve merge at Lakeview Drive by extending the through lanes	Improved sight distance and the addition of turn lanes. Construct roundabouts at two locations along the corridor	Realign intersections that currently have a limited line of sight and potentially cul-de-sac access points at various locations	Add sidewalks for walkability and safety enhancements for those walking on foot

Minimizing Impacts to Properties and Environmentally Sensitive Areas

		
Limit impacts to areas of community importance and sensitive areas where feasible		

TRANSITION TO VIRTUAL PLATFORM

- Partnership with other offices
- Public involvement worksheet/kick-off meeting
- Comment period extension
- Option for the public to follow our websites
- Response letter distribution
- Environmental justice options
- Number of projects live



- Benefits of project implementation
- Proposed project description
- What is the issue we are seeking to address
- Current conditions along the corridor
- What happens if project is not built/if the no build selected
- Proposed solution
- How can the public assist
- Where is the project in the process
- Next steps in project development



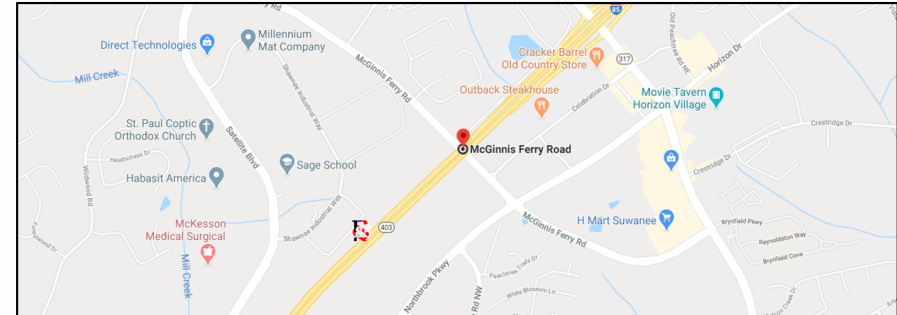
ADVERTISING AND ENVIRONMENTAL JUSTICE

Newspaper Ad
Fliers
Text Messaging
Press Release
Utility Bills

Postcard
Yard Signs
Billboards
Social Media

Collecting Feedback: For a Proposed Interchange

Proposed Project (PI Nos. 0013104 & 0017110): Georgia DOT in coordination with Gwinnett County is proposing to construct a new full diamond interchange at McGinnis Ferry Road and Interstate 85 (I-85). Phase 1 (PI No. 0013104) would construct the south facing ramps from McGinnis Ferry Road to I-85 to create a half diamond interchange. McGinnis Ferry Road would be widened on both sides approaching the bridge, and the 5-foot sidewalk and 10-foot asphalt shared use path would be replaced after widening. The existing bridge would remain with median modifications. Autumnbrooke Way would be converted to a Reduced Conflict U-Turn (RCUT). Phase 2 (PI No. 0017110) would construct the north facing ramps from McGinnis Ferry Road to I-85 to complete the full diamond interchange. The north facing ramps would be located over the south-facing ramps of SR 317. Collector Distributor (CD) roads would be constructed from SR 317, with the south facing ramps of McGinnis Ferry Road tying into the CD roads.



Project Webpage: <http://www.dot.ga.gov/AboutGDOT/PublicOutreach>


Information on Webpage: Proposed project layouts, design details, and comment section.

Comment Period Closes: September 25, 2020

In keeping with of Governor Brian Kemp's directive to keep state government agencies functioning as Georgia combats the COVID-19 pandemic, Georgia DOT is moving forward by placing project information and coordination into a web-based platform with no need for face-to-face contact.

Questions or Concerns

 Rachael Rosenstein

 (404) 631-1803

 RRosenstein@dot.ga.gov

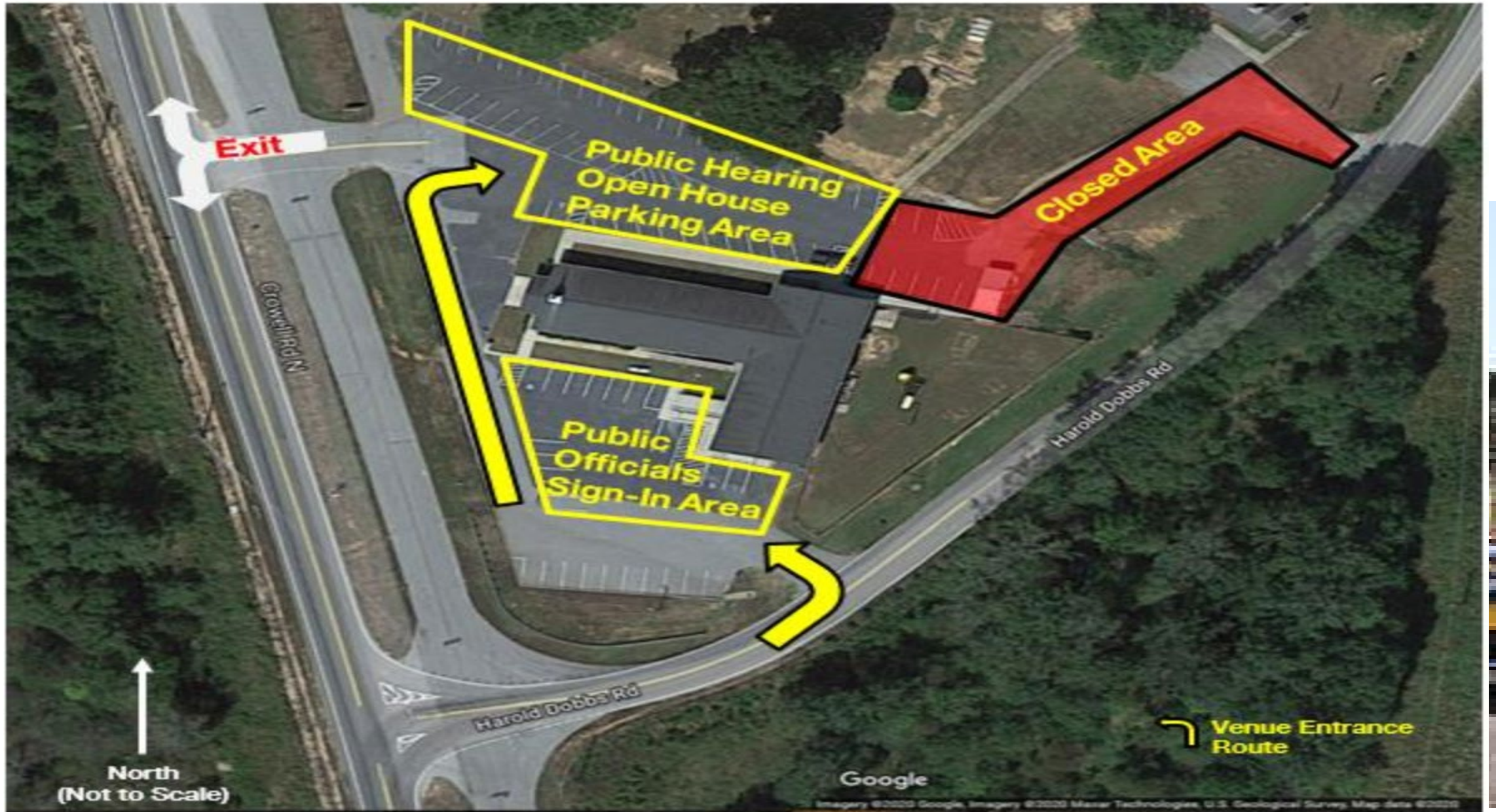
PUBLIC HEARING OPEN HOUSE

- Hybrid approach to public hearings
- Advertised the opportunity
- Public hearing plans to FHWA for concurrence
- 7 EA's and 1 EIS's approved in FY 2021




WHAT IF PEOPLE STILL WANT TO MEET, HAVE NO INTERNET ACCESS, AND WHAT ABOUT AN EIS WHERE WE HAVE TO BE IN PERSON?





TAKING THE STORY DIRECTLY TO SOCIAL MEDIA

 **Georgia DOT - East** is in **East Dublin, Georgia**.
Published by Georgia Dot · May 14 ·

Preview for East Dublin

This summer citizens can comment and view project information related to this proposed roundabout at US 80/Bethlehem Church Rd/Lovett Farm Rd in East Dublin.

of the proposed design:


- 1 Realign the intersection & build a single lane
- 2 Existing service level is "F" for the SB approach to the main highway during peak times. This configuration would raise that to "B/A" on all approaches during AM and PM peak times.
- 3 US 80 volumes are too high for minor streets to find gaps.
- 4 A roundabout would address speed and crashes.

Look for more information and how to view the project open house virtual site in June.


This design isn't final and will possibly be adjusted before the plans are .

#roundabout #trafficengineering #design



 **Chad Dixon**
I think the Hwy 257 roundabout was poorly designed and maybe not even needed at this point since the middle school is being moved. The diameter is too small for one. The yielding driver does not have enough time to judge the intention of the vehicle in... **See More**

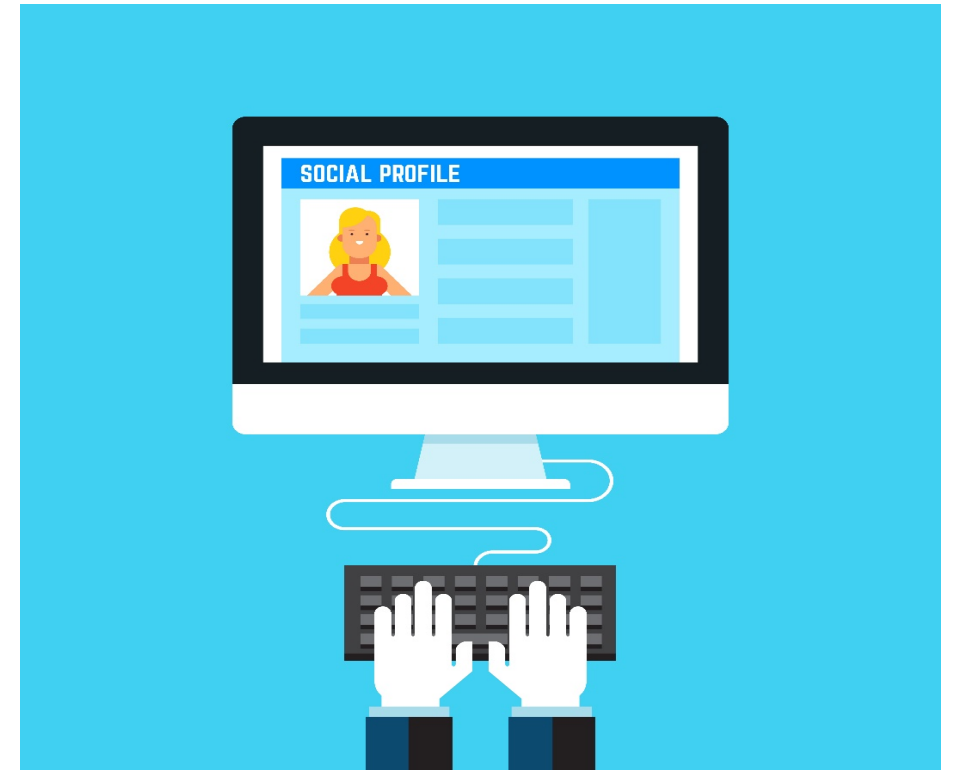
Like · Reply · Message · 6w
Most Relevant is selected, so some replies may have been filtered out.

 **Georgia DOT - East**
Chad Dixon please save and leave this on the open house page when it goes live.

Like · Reply · Commented on by Georgia Dot · 6w

VASTLY IMPROVED ATTENDANCE & COMMUNICATION

Public Information Meeting Data	Fiscal Year 2021	Fiscal Year 2020
Average number of days to respond	49.4	74.5
Average number of page views	464	88.8
Average number of comments received	50.4	40.3





TAKEAWAYS

- Collaboration is key
- Consistency is necessary
- Perform your risk management strategy and go forth and conquer
- Remain flexible; try different things
- No one size fits all approach with projects
- Evolve with the times to meet public expectations
- Embrace emerging technology - the rest of the world is!

Thank you!

Kimberly Wells Nesbitt

State Program Delivery Administrator

Georgia Department of Transportation

Are We All in the Same Boat? Involving Communities in Solving Coastal Infrastructure Flooding and Resilience

Fraser Shilling

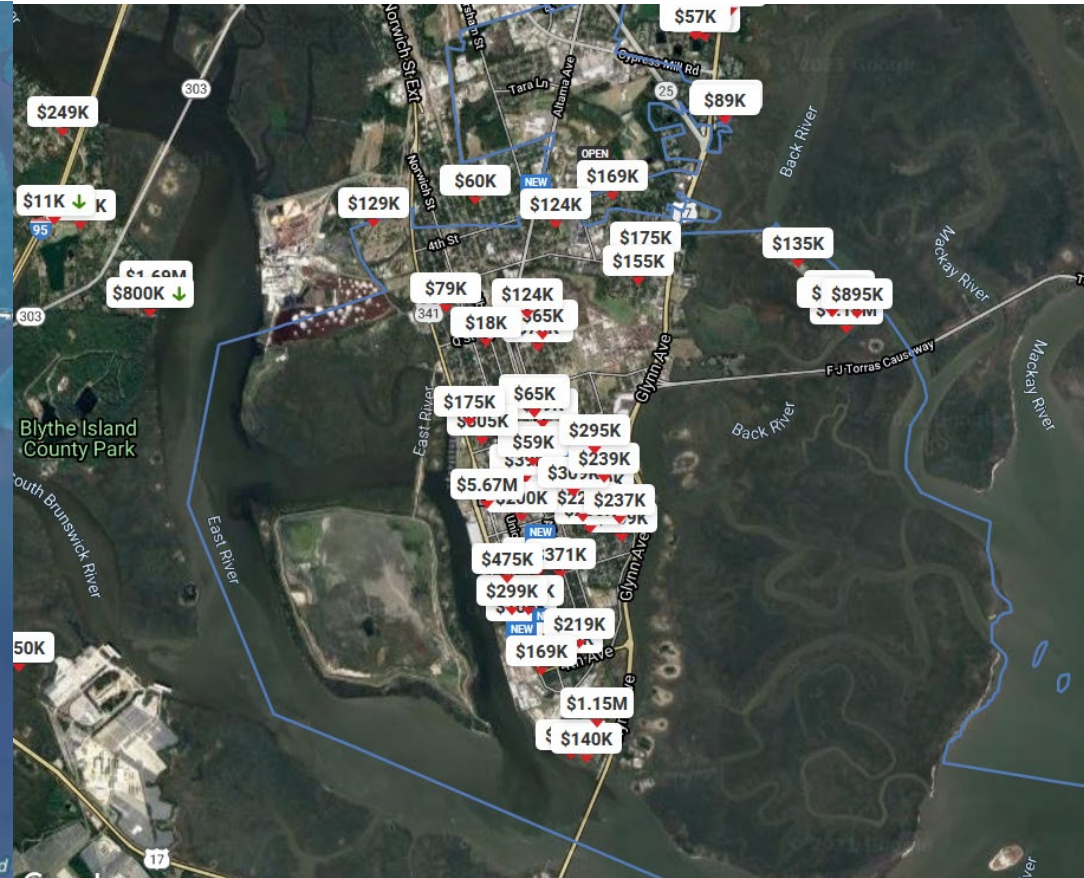
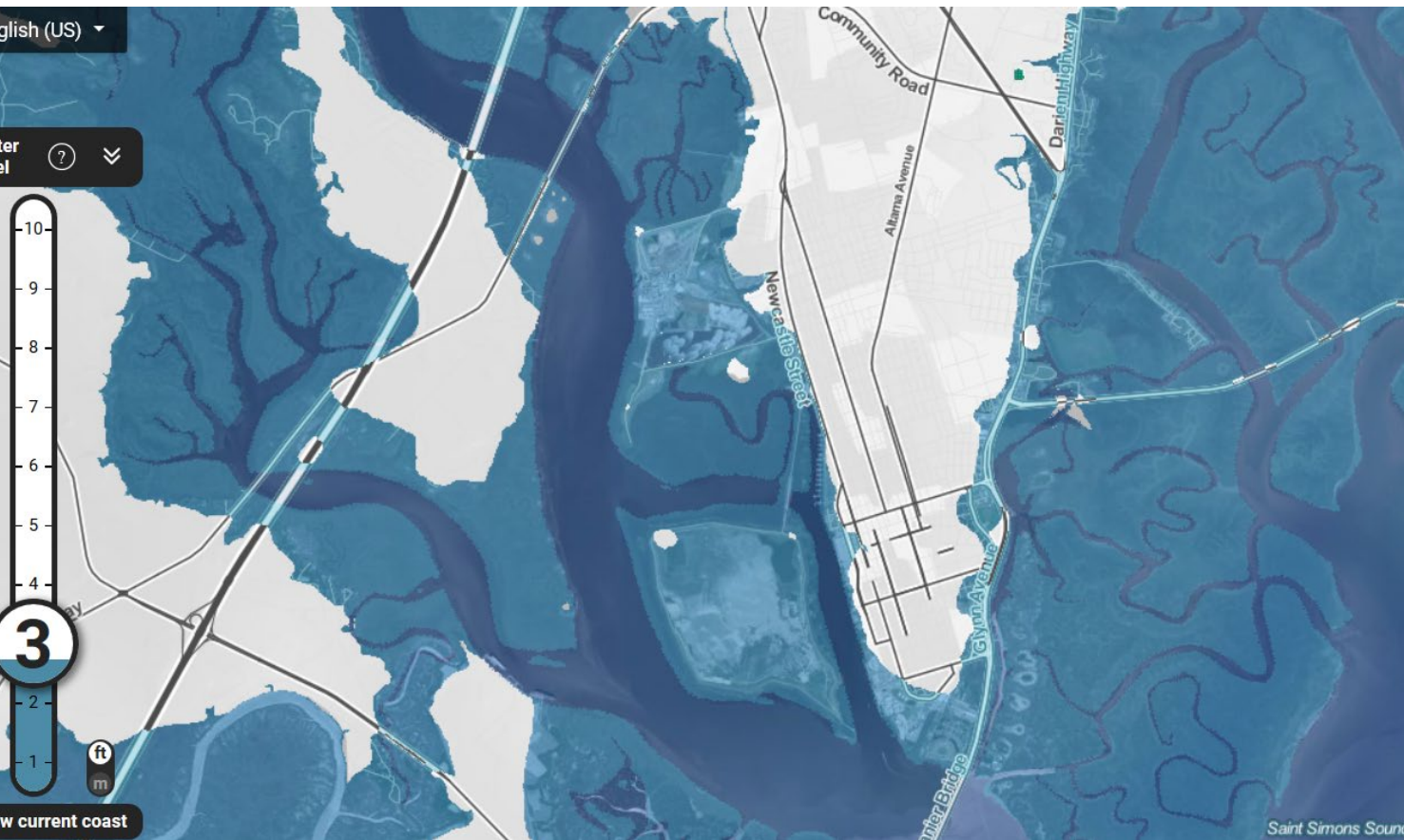
Road Ecology Center, University of California, Davis

<https://roadecology.ucdavis.edu>

TRB Webinar

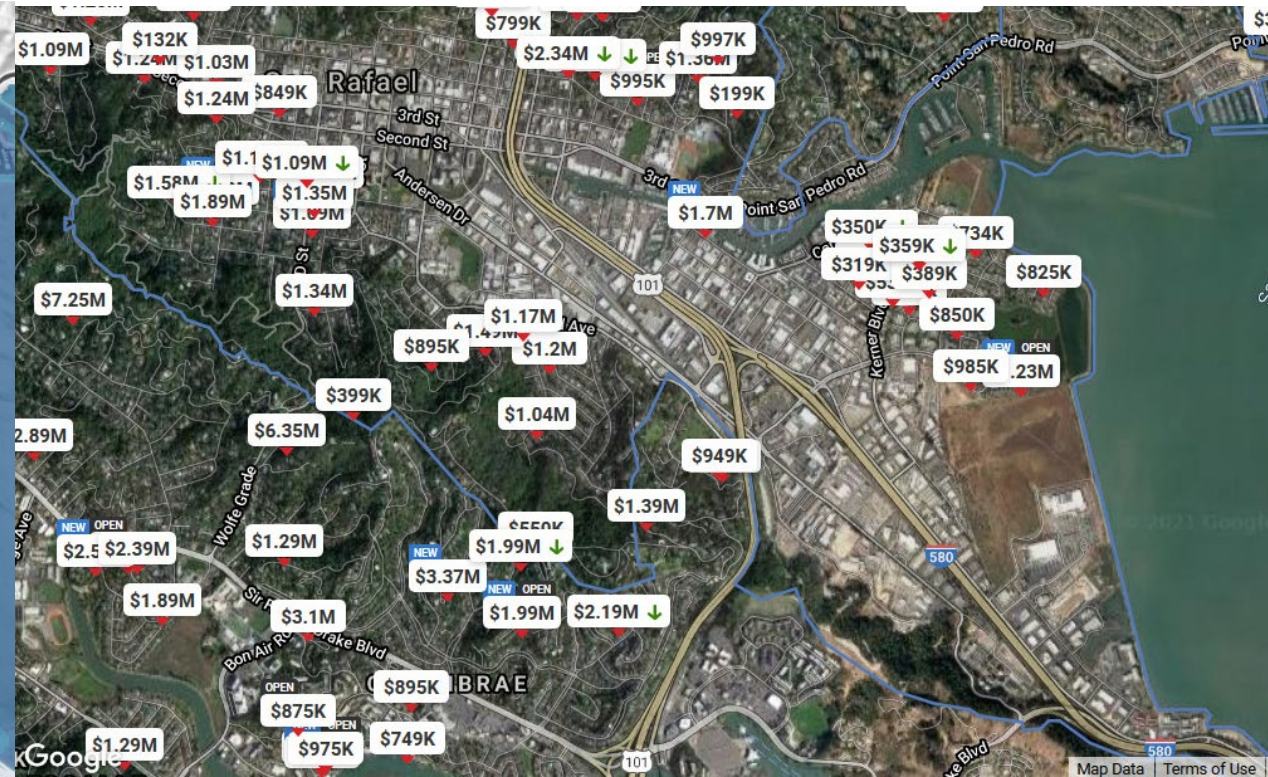
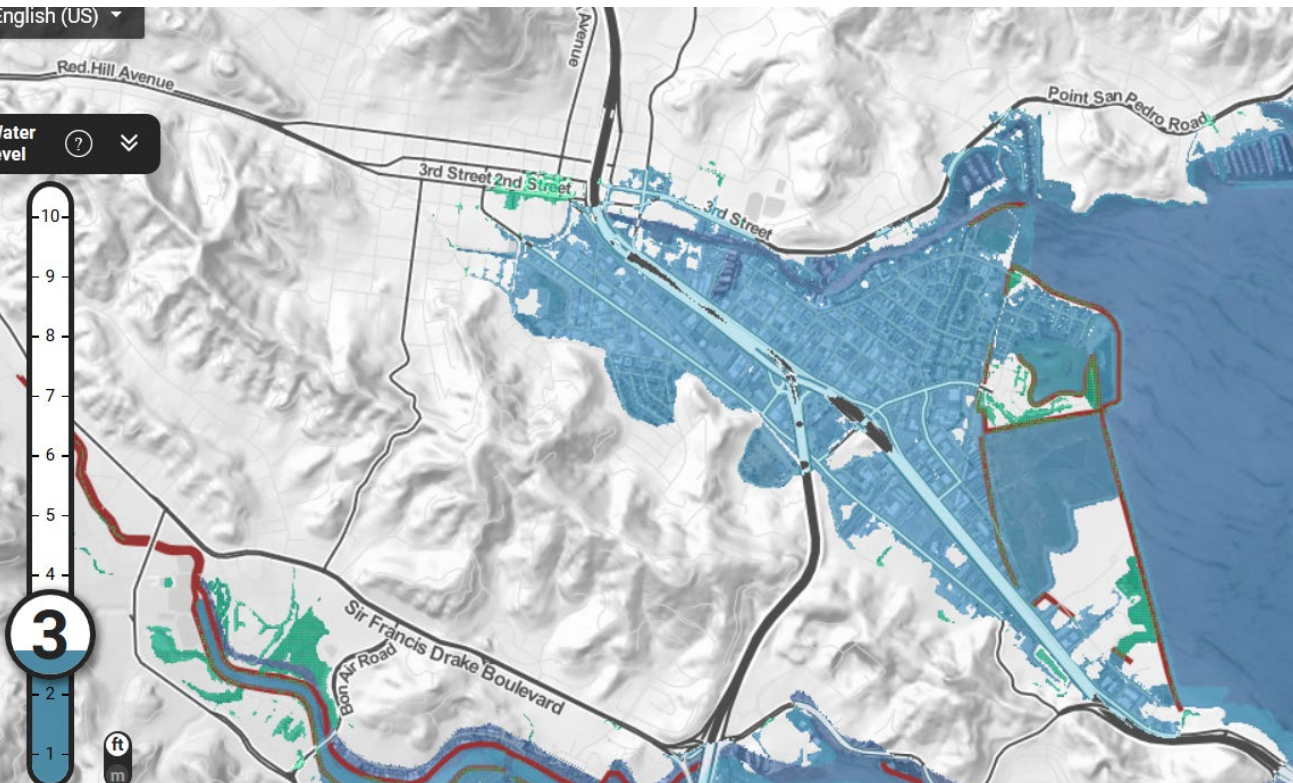
Community Shoreline Flooding Risk

- Peoples' homes and livelihoods at stake
- Infrastructure (connectivity, function) at risk



Community Shoreline Flooding Risk

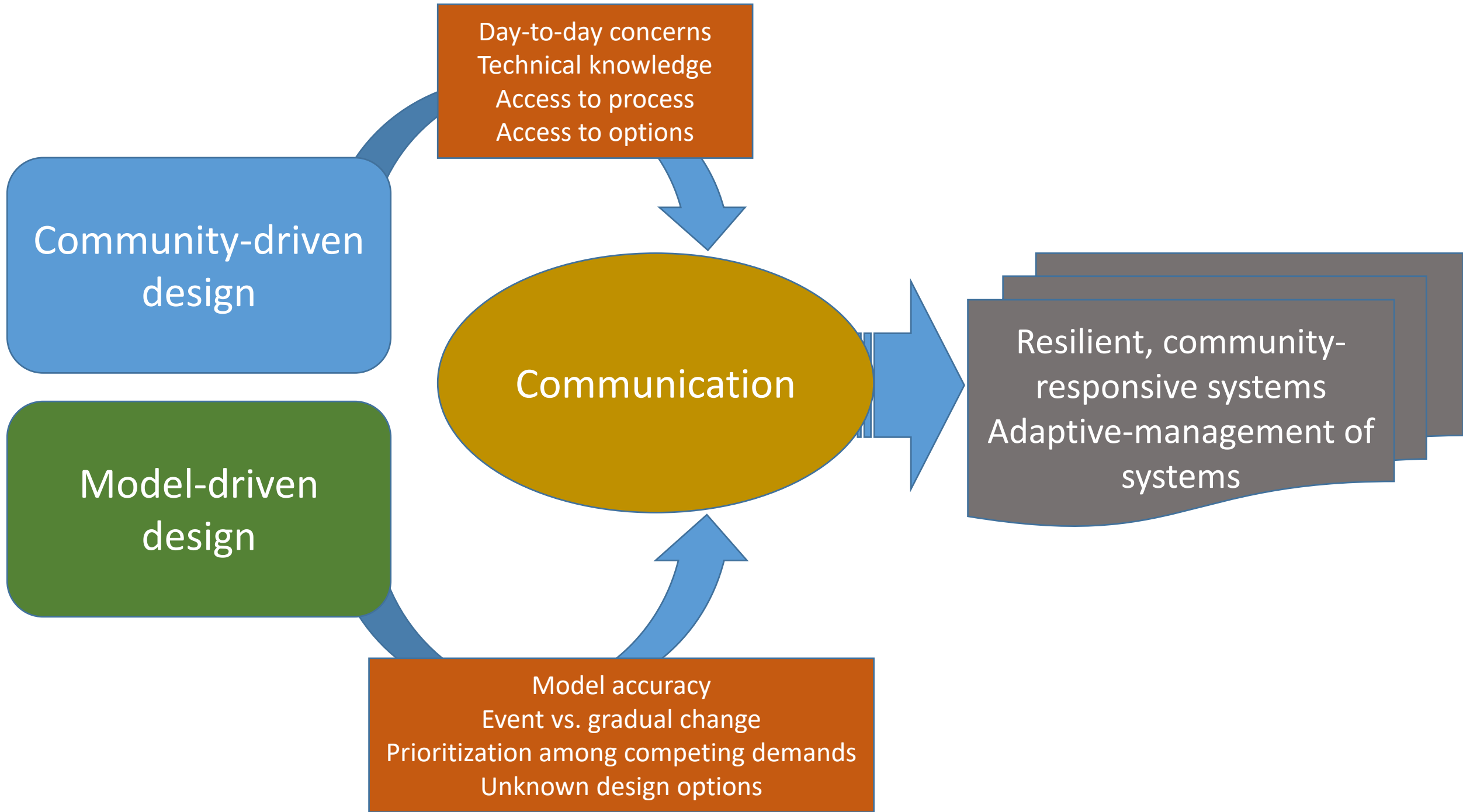
- Peoples' homes and livelihoods at stake
- Infrastructure (connectivity and function) at risk



Community Shoreline Flooding Collab

- Peoples' homes and livelihoods at stake
- How do we discuss this with them/us, include them/us, make decisions with them/us?
- In Georgia and California, coastal communities include affluent and impoverished areas
- How do we decide where to prioritize resources?
- How do we assist people over a range of emergency response to managed retreat?
- Start with first bites – next decade, first 10% of the problem, not the end-game





Community Shoreline Flooding Framework

- Accurate risk assessments, including timeframes
- Treat infrastructure and municipalities as systems, not fixed architectures
- Include communities in co-learning about risks
- Include communities in collaborating on developing responses that leave no one behind
- Be up front about the magnitude of change & cost, but also the timeframe (decades, starting now)
- Start with short-term solutions, keep thinking about the long-term in the background



INFORM

CONSULT

INVOLVE

COLLABORATE

EMPOWER



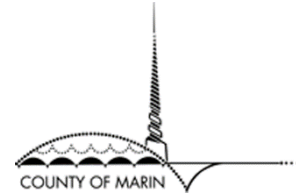
Suggested poll questions

- Does your agency have regular discussions with communities about impacts of excess flooding, sea level rise, and resilience, including issues like costs and/or managed retreat?
- On a scale of 1 to 10, how ready do you think your agency and communities are to have an open discussion about excess flooding, sea level rise, and/or resilience risks, costs, and adaptation actions?

Today's Panelists



Chris Choo



Moderators: Kimberly
Andrews & Fraser
Shilling



Kimberly Nesbitt
& Chris Goodson



#TRBwebinar

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