



January 4, 2021

Subject: *GRTA DRI Review Procedures* – Summary of Changes: Initial Draft to Final Draft

The table below summarizes the changes incorporated in the *GRTA DRI Review Procedures* between the Initial Draft (10/26/2020) and the Final Draft (1/4/2021).

Summary of Changes from Initial Draft to Final Draft	
Section	Changes
Definitions	The following definitions were refined in order to better align with existing state or regional definitions: ‘Congestion’, ‘Heavy Vehicles’ & ‘Transportation Demand Management’
Stakeholders	Added Transportation Management Associations to the list of potential DRI stakeholders
Methodology Meeting Packet (MMP) Submittal	Specified an MMP arriving after 5:00 pm is consider arriving on the next Business Day
Alternative Mode Reduction	Clarified that existing commuter survey data may also be considered in determining Alternative Mode Reduction percentage
Curbside Management	Added that the MMP shall note if the local government’s ordinance has requirements for dedicated on-site delivery or pick-up/drop-off locations
Level of Service Standards	Clarified that the LOS standard applies to intersection approaches and not the overall intersection LOS. For example, an <i>approach</i> with a LOS F may have a LOS E standard even if the <i>overall intersection</i> LOS standard is LOS D or better
Coordination on modeled improvements	Added a time limit for GDOT and local government responses to traffic engineers regarding their input on proposed improvements modeling in the TIS (10 Business Days)
Signal Warrants Analysis	Clarified that the 4 hour am/pm peak signal warrants analysis is the minimum signal warrants requirement