



CORE MPO Citizens Advisory Committee

December 9, 2021 at 5:30pm

DECEMBER 9, 2021 Citizens Advisory Committee (CAC) Meeting

Voting Members	Representing	Present
Anthony (Tony) Abbott	Chatham County	X
Dr. Daniel Brantley	Chatham County	X
Vacant	Chatham County	
Eric Curl	Savannah	X
Armand Turner	Savannah	X
Vacant	Savannah	
Vacant	Pooler	
Vacant	Garden City	
Brett Bennett	Effingham County	
Vacant	Port Wentworth	
Vacant	Richmond Hill	
Bill Grainger	Bloomingdale	
Robert Milie	Thunderbolt	X
Vacant	Tybee Island	
Vacant	Vernonburg	
Others	Representing	Present
Wykoda Wang	CORE MPO	X
Pam Everett	MPC	X
Alicia Hunter	CORE MPO	X
Asia Hernton	CORE MPO / MPC	X
Sally Helm	CORE MPO / MPC	X
Mark Wilkes	CORE MPO	X

I. Approval of Agenda

Mr. Eric Curl motioned to approve the agenda; seconded by Mr. Armand Turner. The motion passed with non-opposed.

II. Action Items

1. [Approval of the October 21, 2021 CORE MPO CAC Committee Meeting Minutes](#)

Mr. Eric Curl motioned to approve the October 21, 2021 CORE MPO CAC Committee Meeting Minutes; seconded by Mr. Robert Milie. The motion passed with non-opposed.

2. FY 2022 UPWP Amendment

Mr. Mark Wilkes stated the FY 2022 UPWP Amendment is to add the US 80 Corridor Study that was approved for CRRSAA funding at the previous meetings in October 2021. This was listed as an illustrative project in the FY 2022 UPWP. It was proposed by the City of Pooler, initially as a corridor study of US 80 just within the city limits of Pooler. The discussion surrounding funding the study with CRRSAA funds evolved to where the committee supported the study but wanted to see more of a regional study. The boundaries were expanded beyond the city limits of Pooler. The awarding of the funds was endorsed by the TCC and the CORE MPO Board at the October 2021 meetings. This amendment is to move the US 80 Corridor Study from the unfunded illustrative section of the FY 2022 work program into the funded section of the work program to facilitate the funding agreement.

Staff is recommending the advisory committee endorse the FY 2022 UPWP amendment to the CORE MPO Board for approval at next week's meeting.

Mr. Robert Milie motioned to endorse the FY 2022 UPWP Amendment; seconded by Mr. Eric Curl. The motion passed with non-opposed.

3. Draft FY 2023 Unified Planning Work Program

Mr. Mark Wilkes stated the development of the FY 2023 UPWP began with a Call for Plans and Studies this past fall. There were requests from Chatham Area Transit for planning studies which have been incorporated into the proposed FY 2023 UPWP as illustrative projects while funds are being secured to carry out the planning studies. Once the CORE MPO Board approves the draft of the FY 2023 UPWP, staff will release the draft work program for a 30-day review period with Federal Highway Administration and GDOT. The revised document will be presented at the February 2022 meetings for final review and approval by the CORE MPO Advisory Committees and Board.

The emphasis areas for the coming year work program will be continuing to work on the Metropolitan Transportation Plan (MTP) Update, Congestion Management Process Update, Regional Freight Transportation Plan Update, and Urban Flooding Model.

The overall budget is roughly the same from FY 2022 to FY 2023. More money is going into Task 4 Systems Planning and Operations, taking that out of Task 1 Administration. The two current CORE MPO studies were managed under the Administrative Task in FY 2022 but will be concluding within the next couple of months. The comparable amount of funds moving from Task 1 to Task 4 will support the MTP Update, Urban Flooding Model, and Regional Freight Transportation Plan Update. A new funding category for Task 6 Special Studies for the US 80 Corridor Study will be funded with the CRRSAA funds and does not require a local match.

Mr. Robert Milie motioned to endorse the Draft FY 2023 Unified Planning Work Program; seconded by Mr. Eric Curl. The motion passed with non-opposed.

4. December Amendments to FY 2021 - 2024 TIP

Ms. Alicia Hunter stated the TIP is the short-range programming document that lists all the surface transportation projects that use federal, state, and local funding. As projects change, the TIP is modified to reflect those changes.

From August through September, the MPO conducted a Call for Projects for Z230 and CRRSAA funds. Several projects were awarded funding. The proposed TIP amendments include programming those projects with funding award. These include four highway projects and two transit projects - Chevis Road Improvement, Garrard Avenue Improvement, Truman Linear Park Trail Phase II-B, US 80 Corridor Study, CAT fixed route diesel buses, and CAT Bus Stop Improvement Program. In addition, in October and November, the MPO received several requests from GDOT and Chatham County proposing updates. The summary for the December TIP amendments is listed below.

- I-95 @ SR 21 Augusta Road Interchange – GDOT started the project development process and requested to add a scoping phase for FY 2022.
- SR 26 from I-516 to CS 180 Victory Drive – GDOT requested to move the construction and utilities phases from FY 2022 to FY 2023 with both phases receiving slight increases in cost estimates.
- I-16 from I-95 to 516 – GDOT provided updates to the funding source and cost estimates to the construction phase in FY 2022.
- I-516 @ CS 1503 DeRenne Avenue – GDOT provided an update on funding source and cost estimate for the right-of-way phase in FY 2022.
- Chevis Road Improvement Project – Chatham County requested the construction phase be moved from FY 2023 to long-range (FY 2025) and the right-of-way phase be moved from FY 2022 to FY 2023. This project was awarded Z230 funds for the right-of-way phase and CRRSAA funds for the preliminary engineering (PE) phase.

- Garrard Avenue Improvement Project – the project was awarded Z230 funds for the right-of-way phase in FY 2023 and for the construction phase in FY 2024.
- I-16 @ SR 17 – Chatham County requested the ROW phase be moved from FY 2023 to FY 2024 (this request is subject to GDOT concurrence).
- Truman Linear Park Trail Phase II-B – the project was awarded CRRSAA funds for the construction phase in FY 2022.
- US 80 Corridor Study – the study was awarded CRRSAA funds for PE phase in FY 2022.

Staff is recommending endorsement of the December Amendments to FY 2021 – 2024 TIP.

Mr. Anthony Abbott motioned to endorse the December Amendments to FY 2021 – 2024 TIP; seconded by Mr. Eric Curl. The motion passed with non-opposed.

5. 2022 Safety Performance Management Targets

Ms. Alicia Hunter stated the Safety Performance Management is defined by FHWA as a strategic approach that uses system information to make investment and policy decisions to achieve performance goals. FHWA requires DOTs to set safety performance targets annually to measure and approve the transportation system performance. In coordination with DOTs and transit operators, MPOs will track performance measures and set targets for those measures. Projects are then prioritized based on those performances set by the targets. MPOs will update their TIPs and MTPs to reflect the performance-based planning process and develop a system performance report to document progress. PBPP enables DOTs, MPOs and transit operators to efficiently allocate resources and maximize return on investment. This helps achieve a desired performance outcome for the transportation system and increase accountability and transparency for the public.

Safety performance measures are quantifiable indicators used to gauge performance or conditions set by FHWA. Safety performance targets are set by DOTs and MPOs which are targets that are quantifiable levels of performance or conditions to be achieved. There are five safety performance measures:

- 1) Number of Fatalities
- 2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- 3) Number of Serious Injuries
- 4) Rate of Serious Injuries per 100 VMT
- 5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

MPOs may either adopt the states' targets, set their own, or a combination of both. MPOs must establish targets by February 27th of the calendar year for which they apply. FHWA reviews MPO progress towards meeting targets during certification review. In coordination with GDOT, the CORE MPO staff agrees to support the state adopted targets.

Staff is asking the committee to endorse the 2022 Safety Performance Management Targets.

Mr. Eric Curl motioned to endorse the 2022 Safety Performance Management Targets; seconded by Mr. Armand Turner. The motion passed with non-opposed.

III. Status Reports

None.

IV. Agency Reports

The agency reports are attached to the agenda under Notices.

V. Other Business

6. SR 21 Access Management Study Community Meeting

Ms. Amy Turner, Consultant Project Manager for State Route (SR) 21 Access Management Study, gave a public presentation on the study.

This public meeting it to provide the public with an update on the status/progress of this study. The first phase is complete, and we are currently preparing recommendations for the corridor based on information collected during the existing conditions and needs assessment, as well as the first round of public engagement. These are draft recommendations.

Purpose & Goals

This is an access management study. The reason this study was initiated was due to the high crash rate, crash severity, high number of pedestrian crashes, and fatalities experienced along the corridor. Historically, this is a retail corridor with several commercial driveways. Some parcels have as many as 2-3 driveways. This creates a lot of conflict points and introduces the potential for rear-end crashes and angle crashes. There is a lack of infrastructure for pedestrians. In addition, with the construction of the new K-12 campus at the Groves High School, there needs to be an emphasis of safety for this site.

From those needs we developed a list of seven goals:

- 1) Promoting safety and efficiency for all travel modes,
- 2) Reducing crashes,
- 3) Improve bike/pedestrian infrastructure,
- 4) Improving access and connectivity to alternate modes of travel,
- 5) Improve traffic operations,
- 6) Promote economic development, and
- 7) Improve quality of life.

Access management is a systematic strategy that seeks appropriate balance between safety and mobility along roadways with access needs of adjacent land uses. The unique things about SR 21 are that it parallels the Port and it has a K-12 campus along the corridor, several commercial drives, and significant freight traffic. There must be a balance between safety and operations along the corridor. This can be met with access management.

Corridor Highlights

There is a total of five signalized intersections along SR 21, with another planned at Priscilla D. Thomas Way with the construction of the new K-12 campus. Another planned project that directly impacts traffic flow along the corridor is the Brampton Road connector project.

Project Update

Over the summer a road safety audit was conducted with several people from GDOT, the project team, Bike Walk Savannah, representatives from Chatham County, and CORE MPO. The audit was conducted to take a closer look at safety and operations along the corridor and to look at the multimodal needs. The existing needs and assessment report was completed. We conducted the first round of public involvement, including an online survey. The study started in April 2021 and is currently on Phase Three, preparing recommendations for the corridor. Next steps include collecting results from the online survey, prepare cost estimates for the recommendations, develop a funding and implementation strategy, and deliver a final report.

Needs & Opportunities Recap

The corridor crash rate, along SR 21, is approximately 25% higher than the statewide average for principal arterials. The number of pedestrian and bicycle crashes is also concerning. Over the past five years there has been a total of 13 pedestrian crashes and two bicyclist crashes. Observations revealed that several people crossing from one side to the other at locations where there was no designated crosswalk. Additionally, people at the crosswalks, waiting intervals for the signals, had near misses with people driving in vehicles.

There were several complaints about the railroad crossing near Brampton Road, particularly with the switching of the rail cars going into the port. During peak periods the traffic will come to a complete standstill. The amount of freight along the corridor made it less appealing for pedestrians and bicyclist to travel along. During the traffic operations analysis, there was less than desirable levels of service for vehicles leaving the unsignalized intersections at the side roads along SR 21. Most of that are due to the drivers having to clear three lanes of travel before getting into the turn lane to continue either North or South along SR 21.

Multimodal Facilities: there is a lack of ADA compliant features at crosswalks and sidewalks. Existing crosswalks and sidewalks are in deteriorating conditions. There was a lot of feedback during the first round of public engagement. Users wanted more opportunities to travel along the corridor safely without having to use a vehicle.

Streetscaping: there were several comments about making the corridor more appealing. Currently the feedback was that the corridor was more for driving through and not seen as a destination. There is an opportunity to improve the streetscaping and pedestrian scale lighting, to make the corridor more inviting.

Economic Development: there is a lack of grocery store options and limited commercial and restaurant options. Currently there are a lot of fast-food options, older shopping centers, and single land use parcels. Through public feedback, it was requested there be more opportunities for redevelopments supporting the vitality of local businesses and improving the available options.

Access Management: there are several driveways along the corridor. The high density of access points per mile significantly increases the likelihood of rear-end and angle crashes for people exiting/entering driveways.

Phase 1 Survey Results

Modes of Transportation: the majority of survey respondents very frequently choose to drive along the corridor.

Prioritize Needs: the top three improvements from survey respondents are to reduce congestion, improve traffic signals, and reduce crash frequency.

There were open ended comments regarding the concerns and challenges along SR 21. The top two concerns were traffic congestion and trains during rush hour. Another open-ended question asked of respondents was potential opportunities for improvements along SR 21. The top two responses were improving the train and traffic coordination during peak hours, followed by beautification and streetscaping improvements.

Draft Improvement Recommendations

- Safety (e.g., traffic calming measures, access management, pedestrian refuge island)
- Operational (e.g., alternate traffic control, freight signal priority, leading pedestrian intervals)
- Multimodal (e.g., crosswalk visibility enhancements, transit shelters, bike infrastructure)
- Streetscaping (e.g., street furniture, public art, wayfinding signage)

Corridor Recommendations Benefits

- Reduce potential turning movement conflicts,
- Reduce likelihood of crashes involving pedestrians,
- Reduce likelihood and severity of crashes,
- Reduce delay/queuing due to left turn movements,
- Improve safety and comfort for people walking & bicycling,
- Enhance multimodal options along corridor, and
- Improve connectivity and access to area destinations.

Access Management Benefit

Benefits from access management improvement include increased safety and reduced travel time.

- 15 – 57% reduction in total crashes
- 33 – 48% reduction in injury crashes
- 46% reduction in pedestrian crashes
- 30% reduction in delays for motorists with intersection improvements and raised median

Chairman Brantley asked when the deadline for public comment is. Ms. Turner said there is an open survey online that closes on Thursday, December 23rd.

Mr. Don Bethune, member of the public, asked if this was a 5- or 10-year project? Ms. Turner said the final report will be wrapped up in January. There will be a presentation given to Garden City City Council, the MPO Board and the public in February. Once presentations are done, projects will seek funding. Depending on how the funding is secured, it is estimated that projects could be started within the next five years.

VI. Other Public Comments (limit to 3 minutes)

None.

VII. Notices

[7. November Administrative Modifications to FY 2021 - 2024 TIP](#)

[8. GDOT Project Status Report](#)

[9. Chatham County Project Status Update](#)

[10. City of Savannah Project Status Report](#)

[11. CAT Project Status Report](#)

[12. LATS Project Status Update](#)

[13. TIP Project Tracking in December 2021](#)

[14. Next CORE MPO CAC committee Meeting, February 17, 2022 at 5:30p.m.](#)

VIII. Adjournment

There being no further business, the December 9, 2021 CAC committee meeting is adjourned.

The Chatham County-Savannah Metropolitan Planning Commission provides meeting summary minutes which are adopted by the respective board. Verbatim transcripts of minutes are the responsibility of the interested party.