



## CORE MPO Board

Chatham County Commission Chambers -- 10:00 a.m.  
124 Bull Street, Savannah  
Minutes

### October 30, 2019 Meeting Minutes of the CORE MPO Board

<b>Voting Members</b>	<b>Representing</b>	<b>Present</b>
James Aberson	Advisory Committee on Accessible Transportation	X
Russ Carpenter	City of Richmond Hill	
Tim Callanan	Effingham County Commission	X
Bill Durrence	City of Savannah	X
Joseph Ervin	Metropolitan Planning Commission	
Ron Feldner	City of Garden City	X
George Fidler	Savannah Airport Commission	X
Dr. Michael O'Halloran	Chatham Area Transit Board of Directors	X
Shawn Gillen	City of Tybee Island	
Beth E. Goette	Town of Thunderbolt	
James Hungerpiller	Town of Vernonberg	
Michael Brown	Chatham Area Transit Authority	
Mike Lamb	City of Pooler	
Heath Lloyd	City of Savannah	X
Tom McQueen	Georgia Department of Transportation	X
Christopher Middleton	Citizens Advisory Committee	
Gary Norton	City of Port Wentworth	
Ben Rozier	City of Bloomingdale	
Al Scott	Chatham County Commission	X
Dr. Estella Shabazz	City of Savannah	X
Lee Smith	Chatham County	X
Pamela Bernard	Economic Development & Freight Advisory Committee	X
Vacant	Chatham County	
<b><u>Voting Alternates</u></b>	<b><u>Representing</u></b>	
<b><u>Others</u></b>	<b><u>Representing</u></b>	
Byron Cowart	GDOT-District5	X
Patricia Harris-Morehead	Chatham Area Transit	X
Teressa Concannon	Effingham County Commission	X
Jeff Ricketson	Liberty Consolidated Planning Commission	X
Ginnie Kozak	Lowcountry Area MPO	X
Tony Abbott	CORE MPO CAC	X
R. Matyjasik	Steeple Run/South Bridge Neighborhood Association	X
Tom Harris	South Bridge Neighborhood Association	X
Armand Turner	Healthy Savannah	X
Trinity Reed	Michael Baker Intl.	X
Paul Condit	Michael Baker Intl.	X
Ron Nelson	GDOT	X
Quinton Alberto	HNTB	X
Melanie Wilson	MPC	X

Stephanie Rossi	CORE MPO/MPC	X
Wykoda Wang	CORE MPO/MPC	X
James Small	CORE MPO/MPC	X
Mark Wilkes	CORE MPO/MPC	X

### I. Approval of Agenda

Mr. James Aberson motioned to approve the October 30, 2019 CORE MPO Board meeting agenda; seconded by Mr. Bill Durrence. The motion was passed with none opposed.

### II. Committee Reports (verbal)

#### ACAT

Mr. James Aberson spoke on behalf of ACAT. The committee met on Monday, October 28, 2019. They voted to endorse the 2020 ACAT meeting calendar and proposed safety targets.

#### CAC

No report from CAC. The committee met on Thursday, October 17, 2019 and voted to endorse the action items on the agenda.

#### TCC

Ms. Pamela Bernard spoke on behalf of the TCC. The committee met on Thursday, October 17, 2019 and voted to endorse the 2020 TCC meeting calendar and proposed safety targets. There was a discussion on the selection of projects for Highway Infrastructure Program (HIP) funds. The committee agreed to issue Calls for Projects for all available federal funds.

### Director's Report

Mr. Mark Wilkes gave the Director's report.

- Two CORE MPO staff members have been recognized within the areas for their work proficiency. Ms. Stephanie Rossi will be participating in a panel discussion on Transportation Performance Measures and Performance Based Planning Implementation. This is a joint FHWA/FTA workshop being held in Atlanta Ga. She has also been recognized for her congestion management and Performance Based Planning expertise. Ms. Wykoda Wang was recognized for her involvement and proficiency in Transportation Equity and Environmental Justice.
- MPO staff will be proposing a 2020 MPO Meeting calendar, presenting the GDOT Safety Targets for review, and soliciting assistance in the appointment of new CAC members.
- The I-16 Little Neck Rd. and I-95 Airways Ave. interchange studies are nearing completion. The board will hear a presentation on the I-16 Little Neck Rd. analysis and alternatives today. A presentation on the I-95 Airways Ave. study will be given at the next CORE MPO Board meeting.
- The previously announced I-95 Airways Ave. public meeting has been postponed and will be held in early December. The I-16 Little Neck Rd. interchange study public meeting will be held on December 3, 2019 at Bloomingdale City Hall.
- Now that the 2045 Metropolitan Transportation Plan was adopted in August, staff will provide an update on the Non-motorized Transportation Plan Update.
- Staff is proposing a new process for the Unified Planning Work Program development process that will include a Call for Plans and Studies. Responses are due by November 20, 2019.

### III. Action Items

#### 1. [Approval of August 7, 2019 CORE MPO Board meeting minutes](#)

☞ [August 7 MPO.pdf](#)

Mr. James Aberson motioned to approve the August 7, 2019 meeting minutes; seconded by Mr. Lee Smith. The motion was passed with none opposed.

#### 2. [Adopt 2020 Meeting Calendar](#)

☞ [DRAFT 2020 CALENDAR OF MEETINGS.pdf](#)

Mr. Ron Feldner motioned to approve the 2020 CORE MPO Board meeting calendar; seconded by Mr. James Aberson. The motion was passed with none opposed.

### 3. [Safety Targets](#)

☞ [Safety Targets Oct MPO 2020.pdf](#)

☞ [SafetyOCT2020 Targets.pdf](#)

Ms. Stephanie Rossi presented the CORE MPO 2020 Safety Targets. The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST ACT) require that all state departments of transportation and metropolitan planning organizations use a performance-based planning and programming approach as part of the Transportation Performance Management (TPM) program. As part of the TPM, each state DOT and MPO must adopt targets to strive for within the planning and programming process. GDOT is required to set Safety Targets annually and has set their targets for 2020. CORE MPO has the option of supporting the State's Safety Targets or create its own unique targets. These targets must be adopted by February 27, 2020.

The Safety Targets are set on the performance measures listed below.

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 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety Targets adopted by the State of Georgia for 2020 include the following.

- **Number of Fatalities 1,698.0** - To maintain the 5-year moving average traffic fatalities under the projected 1,698 (2016-2020) 5-year average by December 2020
- **Number of Serious Injuries 24,094.0** - To maintain the 5-year moving average serious traffic injuries under the projected 24,094 (2016-2020) 5-year average by December 2020
- **Fatality Rate 1.280** - To maintain the 5-year moving average traffic fatalities per 100 million vehicle miles traveled under the projected 1.28 (2016-2020) 5-year average by December 2020
- **Serious Injury Rate 21.800** - To reduce the 5-year moving average serious traffic injuries for every 100 million vehicle miles traveled under the projected 21.8 (2016- 2020) 5-year average by December 2020
- **Total Number of Non-Motorized Fatalities and Serious Injuries 1,163.0** - To maintain the 5-year moving average non-motorized fatalities and serious injuries under the projected 1,163 (2016-2020) 5-year average by December 2020

MPO Staff is recommending the CORE MPO Board to adopt the Safety Targets developed by the State through its planning and programming activities.

Mr. Bill Durrence asked if the data used to develop the Safety Targets are a rolling average based on the previous 5 years traffic data and if they consider increased traffic and capacity. Ms. Rossi stated that the formula takes into consideration the trends predicted for the area. As a result, these numbers are slightly higher than last year's.

Mr. Bill Durrence motioned to accept the State's adopted 2020 Safety Targets; seconded by Mr. James Aberson. The motion was passed with none opposed.

### IV. Other Business

#### 4. [Appointments to the CORE MPO Citizens Advisory Committee \(CAC\)](#)

☞ [MPO CAC bylaws.pdf](#)

☞ [CAC Membership Staff Report.pdf](#)

Mr. James Small presented on the appointment of members to the CORE MPO Citizens Advisory Committee. The membership of the CORE MPO Citizens Advisory Committee (CAC) is made up of appointed local citizens. Each CORE MPO Board voting member from the local government nominates a CAC member and the local government approves the nomination.

The total CAC membership is 15. Currently, the CAC committee consists of 5 members - 2 representing Chatham County and 3 representing the City of Savannah. There are 10 vacancies on the CAC committee; Effingham County (1), Port Wentworth (1), Richmond Hill (1), Pooler (1), Bloomingdale (1), Thunderbolt (1), Tybee Island (1), Vernonburg (1), and Chatham County (1).

Due to the high number of vacancies, the committee often has difficulty making a quorum for meetings. One (1) full term of membership consists of two (2) fiscal years, beginning on July 1 of the even numbered year. If the CAC committee receives appointments by February of 2020, staff will recognize the newly appointed member's 2-year term to expire July 1, 2022, allowing them to serve a full 2-year term.

Staff is requesting CORE MPO Board members representing the vacant governments to appoint members to the CAC Committee. Once appointments are approved by your governing body, please notify James Small ([smallj@thempc.org](mailto:smallj@thempc.org)) and Wykoda Wang ([wangw@thempc.org](mailto:wangw@thempc.org)), and provide the CAC member's name, email address, postal address, and phone number.

Mr. Bill Durrence asked if the three currently filled Savannah appointments will need to be reappointed next year. Mr. Small stated that the City of Savannah has the option to re-appoint the existing members or appoint new ones. If no new members are appointed the current members can serve another term.

Mr. Durrence asked the Chairman what actions the board can take if the governing bodies are unable to fill their CAC appointments. Chairman Al Scott stated that he will write a letter to the chief elected officers of the various municipalities and request that they appoint members to the CAC committee.

## V. Status Reports

### 5. [I-16 / Little Neck Road Interchange Study](#)

[@vhb\\_littleneck\\_finalalternatives\\_report-mpo-comments.pdf](#)

Project consultants from VHB gave a presentation on the study's progress to date, including revised concepts and cost estimates, and results of the alternative analysis. Mr. David Pickworth with VHB gave a status update on the work done at this point. VHB staff has reviewed existing conditions, safety and operations, and alternatives. The final report submitted will essentially be an IMR.

The main driver for this project is the Jimmy Deloach Parkway extension. VHB staff evaluated Existing 2018 DHV Volume, Design Year (2050) DHV Volume, Interim Improvements, a no build alternative, and 3 other alternatives.

Under the Design Year (2050) DHV Volume, traffic is expected to increase 380% on the North, 130% on the South, 260% on the East, and 470% on the West side of the interchange. The design forecasting methodology used has been reviewed by GDOT. The No build alternative is expected to be at level of service F in 2 years when the parkway opens. For the interim, VHB staff is recommending signaling the right turning lanes and adding turn bays. These improvements will utilize the existing footprint. With these improvements, the interim level of service reduces to C, and will suffice until 2030.

The three alternatives include a Conventional Diamond Interchange, Diverging Diamond Interchange, and Partial Cloverleaf Interchange. A Conventional Diamond Interchange will include the pads on the bridge. Turn bay storage will be added north of the intersection. The cost of this alternative is roughly \$25.5 million. The level of service will be C-B on the westbound ramp and D-B on the eastbound ramp.

For the Diverging Diamond, the benefit cost ratio has been updated. The cost of this alternative is roughly \$27.5 million with a level of service of B-B on the westbound ramp and B-B on the eastbound ramp. This and the Conventional Diamond are very similar on the benefit-cost ration at 6.43 and 6.86 respectively, due to its level of operations and safety.

For the Partial Cloverleaf, the cost is roughly \$29 million with a level of service of B-B on the westbound ramp and B-B on the eastbound ramp. The benefit-cost ratio for this project is below 6.0 at 5.84.

For the safety analysis, VHB staff illustrated the costs of the benefits of the alternatives compared to no build. Over the life of the project, the Diverging Diamond has over \$191 million in benefit, Conventional Diamond has \$76.3 million in benefit, and Partial Cloverleaf has \$18.4 million in benefit. Conversion of stop-controlled to signals increase property damage due to crashes but reduce injuries and fatalities. Reduction in conflict points at the Diverging Diamond Interchange has significant safety benefits including a 33% reduction in total crashes and a 41% reduction in injuries and fatalities.

The evaluation matrix shows that Conventional Diamond achieved a total score of 37.04, the Diverging Diamond Interchange of 41.42, and Partial Cloverleaf of 35.74. VHB staff determined that the project with the highest score (Diverging Diamond Interchange) is the best alternative.

VHB staff will be conducting a public meeting on December 3 and submitting the final report to GDOT by December 15, 2019.

Mr. James Aberson asked how the projected growth percentages were determined. Mr. Pickworth stated that staff refers to the historical counts maintained by GDOT in areas around the interchange, demographics, employment, population growth, and the 2040 Travel Demand Model. These resources are used in calculating the data necessary for the interchange study.

Mr. Tom McQueen stated that the cost estimates presented only reflect the cost of construction and not Right-of-Way (ROW). ROW could be a substantial cost in addition to construction cost. Mr. McQueen is suggesting VHB staff present a true cost of the alternative, because the true cost impacts the benefit-cost ratio. Mr. McQueen asked if VHB staff consulted with traffic operations personnel within the GDOT district concerning the potential temporary traffic easing options before construction. Mr. Pickworth stated that they did not talk directly with the district but spoke with Chatham County staff about the temporary options. Mr. Pickworth noted that the signals would allow the interchange to operate successfully up until 2030, or until the proposed alternative is built. Mr. McQueen asked VHB staff to ensure they receive input from the GDOT district and show a true cost including ROW and construction. Mr. Pickworth stated that the ROW is not a major impact to the project because the interchange can be built within the existing footprint. With the Jimmy Deloach Parkway extension, any ROW that would be needed on the North side of the interchange had previously been acquired through that process. Mr. McQueen asked that they document this in the report.

#### [6. I-16 Widening, I-95 / I-16 Interchange Reconstruction](#)

📎 [16@95ImprovementProjects-CoreMPO\\_2019-10-30.pptx](#)

Mr. Ron Nelson from GDOT and Mr. Quinton Alberto from HNTB presented the I-16 Widening and I-95/I-16 Interchange Reconstruction projects. These projects are a part of the Major Mobility Investment Program consisting of 11 projects. Chatham County has 2 of the 11 projects. Benefits of the projects include safety and improved traffic flow with the construction of collector distributor lanes, addition of traffic lanes, improvement of hurricane contra-flow, increasing of existing ramp merging lengths, and implementation of an Intelligent Transportation System, including cameras and changeable message signs. The enhancements will increase the overall capacity to support 100,000 vehicles per day. The projects' length is 9.5 miles with 19 added lane miles and include 13 new or rehabbed bridges. The projected cost is \$260,520,016.00 with substantial completion being in Quarter 2 of 2022.

Dr. Estella Shabazz inquired about the boundaries of the I-16 Widening Project and if any of the ramps on HWY 516 will be included in the construction. Project staff stated that the construction limits are east of I-95 to Highway 516. This is where the widening will take place in the median. Staff stated that the ramps will not be included in construction but there will be tie-ins at HWY 516 and Pooler Pkwy.

With the design of the ramps that will be remaining for the I-95/I-16 Interchange, Dr. Shabazz inquired on why the current traffic loops will remain. Project staff stated that the ramps from the improvements that are there are based on the study from when the project was first let. The existing I-95 bridge that goes over I-16 will be replaced and widened to the eastern side. The existing loop ramps will be widened and changed. This will create a barrier separating users from the mainline traffic.

Dr. Shabazz asked how project staff are including Minority-Women and Disadvantage Businesses in the development of the projects. Project staff replied that the DEB has an established goal of 16% on the projects. There should be a DEB engagement plan for the projects throughout the design and build. Savannah Mobility Partners is the design build team for the project. They have been holding a series of outreach events to meet this goal of 16% for the projects.

Mr. Heath Lloyd asked if the team has plans to address night work being done at the interchange and the current lack of lighting. Staff stated that they are certain the contractor will be utilizing a night build plan. No plan exists to install temporary lighting to illuminate the interchange prior to construction.

Mr. Tom McQueen asked for updates concerning the sound barriers and the separate project at Dean Forest Rd. Concerning sound barriers, there were areas that identified the impact receivers in the pre-let portion of the project. Currently, the project is in the noise re-evaluation period. The Dean Forest Rd. project was let and is currently in bid review.

## 7. Update of the Non-Motorized Transportation Plan

☞ [Amendments to Non-motorized Plan Staff Report.pdf](#)

☞ [NMTP Update.pdf](#)

Ms. Stephanie Rossi gave an update on the Non-Motorized Transportation Plan. The plan was adopted in October 2014. Staff is conducting the update to consider new studies and plans that were started after the plan adoption such as Tide-to-Town, East Coast Greenway, and the Coastal Georgia Greenway. Staff wants to ensure that we are capturing what partner agencies have been doing over the last several years and illustrate this in the plan. MPO staff will include an analysis of biking locations based on the research performed by the previous MPO bike/ped planner. Sidewalks and pedestrian facilities that are unmapped in the original plan will be added to the updated plan. Much of this mapping has been updated in GIS.

The CORE MPO's Long Range Transportation Plan, Mobility 2045, has been recently adopted. Mobility 2045 references the Non-motorized Transportation Plan in its Non-Motorized Set Aside Policy Statement for bike and pedestrian improvement projects. The Mobility 2045 policy statement states that for a bike/pedestrian/trail project to be eligible for funding, the project must be consistent with the Non-motorized Transportation plan. MPO staff intends to have the plan updated prior to the upcoming Call for Projects.

A plan working group will be formed in November 2019. The group and MPO staff will review the proposed changes and modify the plan between the months of December 2019 and January 2020. Staff will bring the plan before the CORE MPO Board for adoption in February. This will allow the projects listed in the plan to be eligible for TIP funding.

Mr. Bill Durrence asked how Ms. Rossi intends to create the working group. Ms. Rossi said that she will contact CORE MPO committee members and interested parties, including Bike Walk Savannah and East Coast Greenway, via email.

Dr. Estella Shabazz stated that while the working group is meeting, please consider the westside of the City of Savannah and Chatham County. There are wide roads in the area such as Barnard St. and Montgomery St. that should be considered when discussing non-motorized projects. Many of the residents in those areas use non-motorized transportation and there need to be serious considerations for public safety. Many streets in this area lack proper street lines and highlighting for non-motorized transportation. Ms. Rossi said that this will be taken into consideration and to keep in mind the already adopted sidewalks and trails, identified on the map with brown lines. The working group will look closer at the areas suggested.

Mr. Durrence asked if the map includes the federal route. Ms. Rossi stated that the map more than likely does not because that route was established after the departure of the previous MPO staff who initially created the map.

## **VI. Information Reports (verbal)**

### **GDOT**

Mr. Byron Cowart, Planning and Programming Engineer for GDOT District 5, presented the GDOT/Chatham County Projects. Mr. Bill Durrence asked if there was an updated completion date for the West Bay street project. Mr. Cowart stated that the contractor hopes to have the construction completed by the end of 2019.

### **Chatham County**

Ms. Pamela Bernard, Senior Transportation Engineer for Chatham County, presented the status report for the Chatham County Roadway Improvement Program.

### **City of Savannah**

Mr. Heath Lloyd, Chief Development Officer, presented the status report for the City of Savannah.

### **Garden City**

Mr. Ron Feldner, City Manager, presented the status report for Garden City.

### **Chatham Area Transit**

Ms. Patricia Harris-Morehead, Chief Strategy Office, presented the status report for CAT.

### **Airport Commission**

Mr. George Fidler, Director of Engineering, presented the status report for the Savannah Airport Commission.

### **Hinesville Area MPO**

Mr. Jeff Ricketson, Executive Director, presented the status report for the Hinesville Area MPO.

### **Lowcountry Area MPO (South Carolina)**

Ms. Ginnie Kozak, Planning Director, presented the status report for the Lowcountry Area MPO.

### **Board Discussion**

Mr. James Aberson asked if anyone is coordinating with municipalities and private entities who are installing charging stations and if there is any publicity or planning around this effort. Ms. Melanie Wilson stated that staff considers where electric charging stations are located when the MPC receives plans for review. Her goal is to have more coordination in where charging stations are located. Staff encourages those submitting plans to have electric charging stations in the development. Ms. Wilson intends to have the electric charging stations in the area available on SAGIS.

### **No report from...**

**Effingham County**

**Richmond Hill**

**Tybee Island**

**Pooler**

**Port Wentworth**

**Bloomington**

**Thunderbolt**

**Georgia Ports Authority**

**Vernonburg**

## **VII. Other Public Comments (limit to 3 minutes)**

### **Steeple Run/South Bridge Neighborhood Assc.**

Mr. Bob Matyjasik, Steeple Run Neighborhood Assc. President, expressed his concern with the increased traffic volume at the I-16 corridor, from I-95 to Dean Forest Rd. The neighborhood's common area abuts the ROW to I-16. They have concerns with the increase of traffic noise, and how this will impact livability and property values.

Mr. Paul Condit from Michael Baker Intl. stated that they are in the process of re-evaluating the initial noise study. After reviewing the noise study, three barriers were proposed and currently remain. The results from the current noise study conclude that the existing earth berm is providing enough abatement from noise and as a result the community does not qualify for a noise barrier. This report will be available when approved by GDOT and given to FHWA.

Mr. Tom Harris, South Bridge Neighborhood Assc. President, expressed concern about the left turning lane going north on Dean Forest Rd. towards the interstate. That left turning lane does not have a left turn signal. They are asking Garden City and GDOT to have this remedied because the truck traffic going south on SR 307 combined with north-traveling motorist attempting to turn left may pose a significant problem. Mr. Ron Feldner stated that he will have a discussion with the neighborhood association members after the meeting.

Mr. Tony Abbot, CAC member, expressed his concern on the I-16 Widening and I-16/I-95 Interchange projects. He stated that he is concerned about the projects being design build projects. He stated that he would like to see at least two lanes remain open during the construction phase of the projects.

## **VIII. Announcements**

8. [FY 2021 Unified Planning Work Program Development](#)

☞ [Call For Studies 2021.pdf](#)

9. [I-95 / Airways Avenue Interchange Study Public Meeting Postponed](#)

10. [Next CORE MPO Board Meeting: Wednesday December 11, 2019 at 10:00 a.m. in the Chatham County Commission Chamber: 124 Bull St.](#)

## **IX. Other Non-Agenda Information for Reference**

11. [Mobility 2045 Executive Summary](#)

☞ [Mobility 2045 Executive Summary.pdf](#)

12. [GDOT Project Status Report](#)

☞ [Project Status Updates MPO 10-17-2019 Chatham-Effingham-Bryan.pdf](#)

## **X. Adjournment**

There being no further business, the October 30, 2019 meeting of the CORE MPO Board was 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.