

CORE

COASTAL REGION MPO



DRAFT -- Meeting Notes

FREIGHT ADVISORY COMMITTEE MEETING Wednesday, May 7, 2014

Prepared by:

**CDM
Smith**[®]

May 2014

FREIGHT ADVISORY COMMITTEE

Wednesday, May 7, 2014 • 9:30 AM – 12:00 NOON

**MPC Arthur Mendonsa Hearing Room
112 East State Street, Savannah, GA 31401**

Attendees

Name	Agency
Leigh Acevedo	SEDA
Anson Calmes	CEMA
Joe Drake	Gulfstream Aerospace Corporation
Ron Feldner	City of Garden City
George Fidler	Savannah Airport Commission
Harvey Gilbert	Gilbert & Ezelle Real Estate Services
John Henry	Effingham County Industrial Development Authority
Stephen Henry	City of Savannah
Jeff Ricketson	HAMPO LCPC
Ray Rondeau	Intermodal Cargo Services
Page Siplon	Georgia Center of Innovation for Logistics
Tom Thomson	MPC/CORE MPO
Wykoda Wang	MPC/CORE MPO
Randy Weitman	Georgia Ports Authority
David Hurst	CDM Smith project team member
Adam Ivory	CDM Smith project team member
Rob Wayson	CDM Smith project team member

Summary

The 1st advisory committee meeting for the CORE MPO Freight Transportation Plan Phase II was called to order. Mr. Tom Thomson, CORE MPO, provided a briefing on the purpose of the Freight Advisory Committee. Ms. Wykoda Wang, CORE MPO, welcomed the attendees and made introductions. The attendees outlined what they wanted to achieve from this planning effort.

What do people want to achieve within this plan?

- Coordination
- Land use development discussion

- Efficiency of moving trucks into and out of the ports
- Address issues
- Awareness of safety
- Operation improvements (both commercial and passenger)
- Target some low-hanging improvements (short-term implementation, high returns, low costs)
- Freight rail influence on freight movement

Mr. Rob Wayson, plan team member, reviewed the first half of the PowerPoint presentation covering the purpose of the Freight Advisory Committee, its role in the freight plan, and the progress of the freight plan to-date.

Mr. George Fidler, Savannah Airport Commission, made a comment during the discussion of completing the plan and schedule. He noted that there are existing plans for a spur to the airport via NS and CSX to help facilitate the movement of freight. The Department of Community Affairs may have some plans that affect Phase II of the study.

Mr. Wayson continued with the schedule of the plan, outlined by the various tasks. The importance of the Freight Advisory Committee interaction throughout the schedule was discussed with the report deliverables and the Advisory Committee meetings. He also highlighted the continual call for plans from the various freight and economic development agencies, recognizing plan updates will occur throughout the CORE MPO freight plan development. This will allow the CORE MPO project team to research and incorporate the various plans and reports as available.

Ms. Wang and Mr. Thomson discussed the role of the Freight Advisory Committee beyond the completion of this project, indicating how this committee may be incorporated into the CORE MPO's planning process. Mr. Thomson mentioned that a potential Advisory Committee may be established as a standing advisory committee to the CORE MPO Board regarding freight infrastructure improvements and economic development. There was a call for engaging other potential members in the area as well.

The subject of high percentage of truck through-movements in Georgia was noted. Mr. Page Siplon, Georgia Center of Innovative Logistics, mentioned that the GDOT Freight and Logistics Study (statewide plan) included truck stop intercept surveys.

Mr. Wayson continued with a discussion of efforts to-date in Task 2.

- Task 2.1 is a discussion of available data sources. Mr. Randy Weitman of GPA commented about the thru-put of freight in the area according to the GDOT statewide plan. Ms. Leigh Acevedo of SEDA also commented that some logistics information was available on SEDA's website.
- Task 2.2 is a discussion of performance measures but is incomplete because of anticipated FHWA MAP-21 guidance to be out in May/June.

- Task 2.4 is an inventory of the freight system by mode. One-page deliverables of each mode were produced to help educate the public and serve as a platform for future development in the project communication. Ms. Acevedo of SEDA questioned the inclusion of all airports in the area since SAV is the only one carrying air cargo. Mr. Wayson answered that the inventory was purposefully “over” complete to make sure that nothing was left out. Inclusion does not imply that all these airports will be analyzed for freight potential, but are included for awareness and the potential that a development plan does exist for one of the general airports.

The group broke for a 10 minute recess.

The group reassembled to discuss the objectives of the workshop portion of the meeting. Mr. David Hurst discussed the maps and the data that will be discussed: Safety “hotspots” and bottlenecks. The group was asked to validate the safety (locations identified in the Crash Data) maps, help prioritize locations, and identify locations for potential additional analysis. For bottlenecks, the need was to discuss AM/PM recurring congestion, lack of freight access, substandard infrastructure, and known developments which may positively/negatively impact the level of service on the road network for freight movement.

The group was divided into two smaller workshop groups to help facilitate discussion.

Comments from this exercise are listed below:

Additional Hotspots

- I-16 @ Chatham Parkway – PM
- US 80 and SR 307
- I-95 @ Jimmy DeLoach Pkwy (Speed)
- Grade separation at railroad crossings along SR 21
- I-16 @ SR 307
 - Geometry issues
 - Congestion leading up
- Telfair and Dean Forest Road
 - School zone with young drivers crossing traffic on Dean Forest Road
 - Speed and sight issues from I-16 interchange
- SR 21 corridor as a whole is concern (multiple locations)

Additional Bottlenecks

- Main Port Authority routes
 - SR 307 to I-16

- SR 307 to SR 21 to Jimmy DeLoach Pkwy to I-95
- Brampton Road route to I-516
- US 17 through Richmond Hill
- I-516 Corridor
 - Obsolete design standards
- Pooler Pkwy/Airways Ave @ I-95
 - Potential outlet mall development
 - Mix between retail and freight traffic near Gulfstream Road
 - Signal timing issue along Service Road (I-95 is city boundary for signal ownership)

Comments

- Garden City has response recovery through the Fire Department
- The interaction between pedestrians and freight traffic along Bay Street is a concern. There are ~2,500 hotel rooms between MLK and Bourne
- River Street – pedestrian only? Tight roadway
- Bryan County has 70% of its population traveling into Chatham for work

The group reconvened in the main room. Mr. Wayson and Ms. Wang thanked all participants for attending. The next meeting was announced for August 13, 2014 from 9:30 am to 12:00 pm. The Advisory Committee members were asked if anyone wished to host the meeting. Ms. Siplon of Georgia Center of Innovation for Logistics offered to host the meeting at the Georgia Tech local campus, off of Jimmy DeLoach Parkway.