



CORE MPO Technical Coordinating Committee

December 9, 2021 at 2:00pm
Minutes

DECEMBER 9, 2021 CORE MPO Technical Coordinating Committee (TCC) Meeting

Voting Members	Representing	Present
Charles Ackridge	City of Bloomingdale	
Scott Allison	City of Richmond Hill	X
Pamela Bernard	Chatham County Engineering	X
Caila Brown	Bike Walk Savannah	X
Matt Saxon	City of Pooler	
Ned Green	GDOT – Planning	X
Mark Denmark	Savannah Airport Commission	
Troy Pittman	GDOT – District Five	X
Scott Robider	City of Garden City	
Trent Long	City of Port Wentworth	X
Don Masisack	Coastal Regional Commission	
Peter Gulbranson	City of Tybee Island	
Shalonda Roundtree	Chatham Area Transit	X
Melanie Wilson	MPC Executive Director	X
Randy Weitman	Georgia Ports Authority	
Mark Wilkes	CORE MPO/MPC	X
Stephen Henry	City of Savannah	X
Teresa Concannon	Effingham County	X
Robert Milie	Town of Thunderbolt	X
Vacant	Town of Vernonburg	
Voting Alternate	Representing	
Leon Davenport	City of Pooler	X
James Aiello	Savannah Airport Commission	X
Others	Representing	
Sally Helm	CORE MPO/MPC	X
Asia Hernton	CORE MPO/MPC	X
Wykoda Wang	CORE MPO/MPC	X
Alicia Hunter	CORE MPO/MPC	X
Julie Yawn	MPC	X
Pam Everett	MPC	X

Michael Connolly	Chatham Area Transit	X
Deanna Brooks	Chatham County	X
Ann-Marie Day	FHWA	X
Katie Proctor	GDOT/District Planning and Programming Liaison	X
Barry Stanton	City of Savannah	X
Michelle Strickland	City of Savannah	X
Rhodes Hunt	Kimley Horn	X
Aimee Turner	CROY	X
Chris Marsengill	Kimley Horn	X
Kerry Beiber	General Public	X

I. Approval of Agenda

Mr. Mark Wilkes motioned to approve the agenda; seconded by Ms. Wykoda Wang (voting alternate for Ms. Melanie Wilson who participated in later items). The motion passed with non-opposed.

II. Action Items

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

Mr. Mark Wilkes motioned to approve the October 21, 2021 CORE MPO TCC meeting minutes; seconded by Ms. Wykoda Wang (voting alternate for Ms. Melanie Wilson who participated in later items). The motion passed with non-opposed.

[2. Election of Officers](#)

Mr. Scott Allison recommended Ms. Pamela Bernard for Chairperson. There were no other nominations. The TCC committee unanimously voted Ms. Bernard as Chairperson. There were none opposed.

Ms. Pamela Bernard nominated Mr. Mark Wilkes for Vice Chair of the TCC committee. There were no other nominations. The TCC committee unanimously voted Mr. Mark Wilkes as Vice Chair. There were none opposed.

[3. FY 2022 UPWP Amendment](#)

Mr. Mark Wilkes stated the proposed amendment to the FY 2022 UPWP is to place the US 80 Corridor Study to the funded section. The study was previously endorsed by the committee and approved by the CORE MPO Board for CRRSAA funds. The US 80 Corridor Study was expanded to a more regional study rather than just the City of Pooler. The study limits expand from the Effingham County line to I-516 and SR 21. The budget increased to \$285,000. This amendment is to move this study from the un-funded illustrative section of Special Studies to the funded section.

Staff is recommending endorsement of the FY 2022 UPWP Amendment.

Mr. Mark Wilkes motioned to approve the FY 2022 UPWP amendment; seconded by Ms. Melanie Wilson. The motion passed with non-opposed.

[4. Draft FY 2023 Unified Planning Work Program](#)

Mr. Mark Wilkes stated the document is a continuation of the ongoing planning work program. The draft FY 2023 UPWP is the proposed MPO staff work program and budget for the fiscal year beginning on July 1st, 2022.

The proposed overall budget is based on the Section 5303 funding that will be applied for and the PL funding estimates provided by GDOT. Project management tasks have been charged to Administration. The studies that will be done in the coming year will be moved out of Administration and into Systems Planning and Operations. The CRRSAA funds are shown in the funding table. Those funds will be obligated this year.

MPO staff will be focusing on the 2050 MTP Update, the Congestion Management Process Update, Freight Plan Update, and the Urban Flooding Model.

The draft FY 2023 UPWP will be presented to the CORE MPO Board next week. Once the Board approves the draft, it will be submitted to GDOT and FHWA for a 30-day review and comment period. A revised draft, addressing comments received, will be presented in February 2022 for review and final approval.

Ms. Pamela Bernard asked, under Special Studies, will there be a Call for Projects in the Spring? Mr. Wilkes said there are enough requested special studies, but FHWA feels MPO staff is heavily allocated with existing studies. If there are enough resources and staffing, there is a possibility this could change. MPO staff is working toward completing some of the current studies.

Last year the transit planning was listed as one line item in the budget. It is divided into four tasks now corresponding to the transit grant application. It is divided into the different sections based on the advice from GDOT.

5. 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 I-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 the FY 2021 – 2024 TIP.

Ms. Pamela Bernard asked about the numbers for Gerrard Avenue and what is shown on the project page. Ms. Wykoda Wang stated when Chatham County requested to move the funds with the project, it shifted. The project has the allocated Z301 funds. GDOT implemented a new policy requiring a balance of funds according to their project phases.

Ms. Melanie Wilson motioned to endorse the December Amendments to the FY 2021- 2024 TIP; seconded by Ms. Shalonda Roundtree. The motion passed with non-opposed.

6. 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.

Ms. Shalonda Roundtree motioned to endorse the 2022 Safety Performance Management Targets; seconded by Mr. Mark Wilkes. The motion passed with non-opposed.

III. Other Business

None.

IV. Status Reports

[7. SR 21 Access Management Study](#)

Ms. Aimee Turner, Project Manager from CROY Engineering, stated that this study was initiated due to the high crash rate along highway 21 which was found to be roughly 25% higher than the statewide average for a Principal Arterial, the severity of the crashes, as well as the number of pedestrian crashes along the corridor. Toward the southern end, there were a total of 13 pedestrian crashes over the past 5 years. In terms of access management, there were several commercial driveways presenting several conflict points, which introduce another contributing factor to the number of crashes along the corridor. There are sidewalks along both sides of the road, but the condition of those sidewalks is deteriorating. In some areas north along SR 21, there are not as many pedestrian or bicycle facilities. Regarding traffic congestion with the railroad crossing headed towards the port, there is a good amount of switching throughout the day that causes queuing throughout the day. The new Groves K-12 campus is being constructed along SR 21, requiring the need for improvements along the corridor, such as improving safety, having alternative options for transportation (bike/ped infrastructure, transit opportunities, etc.), and overall promoting economic development and improving the quality of life.

Corridor Highlights - the study was conducted along SR 21 from SR 25 to Grange Road. The corridor provides direct access to I-516 and I-95, and it parallels the Port to the East. There is a significant amount of freight traffic in the area. It is historically a resale corridor. There are a lot of single use land/buildings along the corridor, all having either two or three individual driveways for each of these parcels with significant crash experience.

Project Update - the study kick off was in April 2021. The Road Safety Audit was conducted with members from the CORE MPO, GDOT, Bike Walk Savannah, and team members of the GDOT District Office. The existing conditions and needs assessment were concluded. During the first round of public engagement, there was a public meeting that received over 61 responses to the online survey, which is very informative of what the citizens saw as key needs along the corridor and what they envision for SR 21 in this area. The final step is hosting the second public meeting tonight, developing the final recommendations, cost estimates and project prioritization, funding and implementation strategy and final report, and then making presentations to the CORE MPO Board and the Garden City City Council for adoption.

Safety Opportunities (improvements will provide a significant reduction in injuries/fatalities along arterials)

- Identify appropriate crash countermeasures
- Median segment where appropriate
- Additional pedestrian crossings

- Implement access management strategies (i.e. driveway consolidation, driveway spacing)

Operations Opportunities (significant reduction in total crashes, injuries, fatalities for both vehicles and pedestrians)

- Intersection Improvements
- GDOT Connected Vehicle Program
- Alternative Traffic Control Options
- At-Grade Rail Crossing Improvements
- Brampton Road Connector Project

Multimodal Facilities Opportunities (65-89% reduction in crashes involving pedestrians walking along roadways)

- Transit expansion-identify potential bus stops
- ADA upgrades along the corridor
- Support pedestrian accessibility
- Support bicycling via dedicated facilities
- Enhance East Coast Greenway

Streetscaping Opportunities

- Improve curbside appeal along the corridor
- Increase public space activation locations
- Wayfinding and Gateway Signage

Economic Development Opportunities

- Support vitality of local business
- Identify opportunities for redevelopment

Access Management Opportunities

- Implement access management strategies (i.e. medians, driveway consolidation, driveway spacing)
- Reduce conflict points along the corridor

Upgrade railroad crossing safety devices:

- Crossing gates
- ITS technologies to notify motorists on train wait times
- Coordinate with GDOT SR 307 freight program

Corridor Recommendations Summary

- Signal retiming, coordination, and equipment upgrades
- Install raised Median segments
- Continuous sidewalk/multi-use path
- Improve intersection turn lanes & ped/bike accommodations
- Pedestrian-scale lighting & streetscaping
- Transit Expansion
- Gateway & Wayfinding Signage program
- Creative Placemaking

The online survey #2, Final Recommendations, is open now. The survey closes on Thursday, December 23rd.

[8. SR 307 Corridor Study](#)

Mr. Chris Marsengill, Kimley-Horn Project Manager for the SR 307 Corridor Study, stated the project corridor extends from US 17/Ogeechee Road in the south, 8 ½ miles to SR 25/Ocean highway in the north. There are 27 intersections along the corridor that we have studied. The corridor was divided into 6 unique segments to manage the analysis and recommendations. The segments are unique in existing typical section, traffic conditions, areas they serve, potential for growth, and truck percentages with mix of traffic along the corridor.

In the AM, some queuing concerns were identified at the Ogeechee Road intersection, I-16 east bound off ramp to Dean Forest Road, and queuing approaching the interchange at I-16. There is significant queuing on US 80 both in the AM and PM. There is extensive queuing south and eastbound at SR 21 in the AM. For the PM peak, all directions of the intersection at SR 21 showed extensive queuing.

Like the SR 21 corridor, the SR 307 corridor exhibits a very high crash rate. It is 125% higher than the statewide average for a similar type of facility.

Crashes from 2015 to 2019

- 1,500 total
- 9 fatal
- 330 non-fatal injuries
- Rate is 125% higher than statewide average
- Cost of \$28.8 million per year
- Clear need for safety investments

Pedestrians and Bicyclists

- Existing bike shoulder from Ogeechee Road to Landfill Road
- Existing pedestrian facilities between Landfill Road and Southbridge Boulevard
- All existing signalized intersections include pedestrian accommodations.
- The CORE MPO Non-Motorized Transportation Plan recommends a shared use path/trail.

Transit

- No existing CAT stops along SR 307 corridor
- CAT Route 3 uses a small segment to provide two stops within airport.
- Corridor is outside of Transit District.
- Hidden demand related to warehouse developments

Freight

Major freight corridors – I-16, SR 307/Dean Forest Rd, SR 26/US 80/ Louisville Rd, and Jimmy DeLoach Pkwy

Rail corridors – 5 rail crossings, and 55 train crossings daily

Summary - improvements should reduce the mixing of cars, trains, and freight trucks. Intersections should be improved for freight truck movement. Access management strategies should be explored to reduce crash frequency, specifically access management that eliminates or reduces the number of conflicts between vehicles and pedestrians and between vehicles and vehicles. Transit, pedestrian, and bicycle facilities should be addressed. Some short-term projects would include major intersection improvements, access control plan to improve safety for proposed developments, and affordable transportation options. Long-term projects are grade separations/interchanges, access control project(s), pedestrian and bicycle facilities, and affordable transportation options.

Next Steps - there will be additional community outreach with businesses. There is one final meeting remaining for the Stakeholder Advisory Committee. Following that there will be alternatives and cost estimates. Currently there is an online survey open that was launched concurrently with the public information open house earlier this week. Once that survey closes, we will add additional comments from the community. There will be another round of MPO presentations in February 2022, and that will include the draft report. The final report will be done at the end of the first quarter of 2022.

V. Information Reports (verbal)

[9. GDOT Project Status Report](#)

Ms. Katie Proctor presented the GDOT Project Status Report.

Preconstruction Status

- Bridge Replacements on SR 25 @ Savannah River and Middle River in Port Wentworth – NTP for preliminary design.
- SR 204 from SR 21 to RIO RD – anticipating NTP for environmental and survey in Mid-June, PFPR in September 2022.
- I-16 @ Chatham Parkway – FFPR anticipated to be requested in February 2022.

- SR 404 US 17 @ Back River and Savannah Harbor Bridge replacement and widening are still in concept.
- SR 26/US 80 @ Bull River Bridge replacement – approved Schedule/ PFPR as of December 6.
- SR 26/ US 80 @ Lazaretto Creek bridge replacement – approved schedule, PFPR held in October, environmental field work is ongoing, ROW plans are expected in early 2022.
- SR 26 from I-516/Victory Drive widening – ROW ongoing, waiting on NTP for design contract.
- US 80/Brampton – scheduled to LET in January 2022.

Active Construction Projects

All continue to progress and there are no new projects added.

Ms. Pamela Bernard asked about the status on the Effingham Parkway project. Ms. Proctor said it has been moved to active construction projects.

10. Chatham County Project Status Update

Ms. Pamela Bernard stated the federally funded projects are in PFA and Notice to Proceed stage.

Local Preconstruction Projects

- Quacco Rd widening – clearing contract for phase 2 will begin in early 2022.
- Little Neck Rd.- ROW acquisition started.
- Islands Expressway at Oatland Island Rd – awaiting final environmental permits, out for Bid early 2022.
- Robert McCorkle Tail Upgrades has been LET, Notice to Proceed beginning of 2022.

11. City of Savannah Project Status Report

Mr. Steve Henry gave the City of Savannah Project Status report.

- DeLesseps Avenue Widening project – GDOT has signed the construction agreement. Once GDOT forwards the agreement to the City for signatures, the preconstruction meeting will be held.
- Traffic Control Center – Funding was moved from FY 2021 to FY 2022.
- City of Savannah I-516 @ CS 1503/ DeRenne Ave – ROW plan preparation is ongoing. The third round of Final Environmental Impact Statement and Record of Decision responses to comments were sent to FHWA and GDOT for review.
- Truman Linear Park Trail Phase 2B – GDOT PCE approval was granted. ROW phase will begin.

12. CAT Project Status Report

Ms. Shalonda Roundtree presented the CAT project status report.

- Electric Bus purchase has been postponed. A request to issue an RFP for the electrification plan will be brought before the CAT Board in December 2021.
- ITS system project expected to be launched first quarter of 2022.
- Ferry Boat Maintenance Facility and Ferry Dock - project delayed pending partner coordination.

13. LATS Project Status Update

Report attached.

14. TIP Project Tracking in December 2021

Ms. Wykoda Wang stated all funding is on track.

VI. Other Public Comments (limit to 3 minutes)

No public comments.

VII. Notices

15. November Administrative Modifications to FY 2021-2024 TIP

Ms. Wykoda Wang stated there were minor cost increases for construction phase programmed in FY 2022 for PI# 0013741 and a decrease in cost for construction phase programmed in FY 2022 for PI# 0013742. The associated information on the administrative modifications will be posted on the CORE MPO website.

[16. Next CORE MPO TCC Committee Meeting, February 17, 2022 at 2:00pm](#)

There being no further business, the December 9, 2021 TCC 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.