

COMMUNITY MEETING

CORRIDOR ASSESSMENT/NEEDS IDENTIFICATION

SR 26/US 80 CORRIDOR STUDY

PI No. 0018344, Chatham County, GA
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Kimley»»Horn

symbioscity

PEOPLE + PLACE + PLANET

atd

ALL TRAFFIC DATA SERVICES



SR 26/US 80 CORRIDOR STUDY

Agenda



Study Goals



Meeting Purpose



Corridor Overview



Initial Research



Potential Improvements



Next Steps



SR 26/US 80 CORRIDOR STUDY

Study Goals

01

Identify and
prioritize
SR 26/US 80
improvements

02

Plan projects
through the CORE
MPO's
Metropolitan
Transportation
Plan (MTP)
process

03

Fund projects in
the CORE MPO's
Transportation
Improvement
Program (TIP) and
MTP



Key MTP Objectives

Improve safety, security, accessibility, mobility, and sustainability of transportation options available to people and freight

Lower the frequency and severity of crashes for cars, trucks, pedestrians, and bicyclists

Improve emergency response time and evacuation routes

Reduce congestion by improving access to businesses and maximizing freight truck travel time reliability



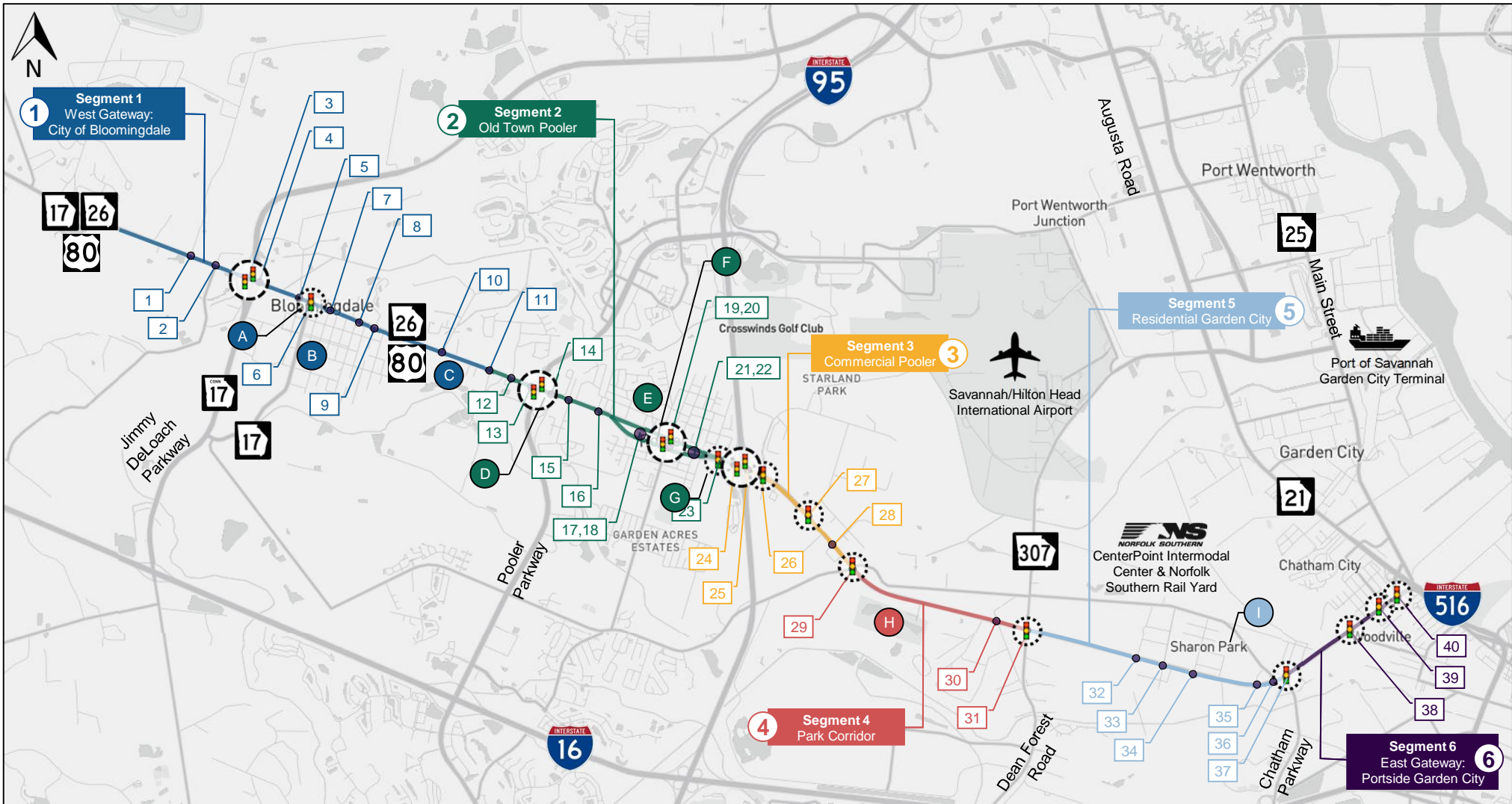
SR 26/US 80 CORRIDOR STUDY

Meeting Purpose

Review existing conditions

Identify other problems and potential solutions

Corridor Overview



Primer

Where is traffic the worst?

Where are the most trucks?

Which are the worst intersections?

Where are the most crashes?

Which area has the greatest growth potential?

Freight corridor or commuter corridor?



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Daily Traffic

Segment 1: 23,200 VPD

Segment 2: 26,200 VPD

Segment 3: 39,700 VPD

Segment 4: 25,400 VPD

Segment 5: 21,300 VPD

Segment 6: 22,600 VPD



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Trucks

Segment 1: 16%

Segment 2: 11%

Segment 3: 13%

Segment 4: 17%

Segment 5: 17%

Segment 6: 21%



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AM Traffic

Segment 1

Segment 2

Segment 3

Segment 4

Segment 5

Segment 6

Houston Street/Brighton Woods Drive: LOS F

South Skinner Avenue: LOS E

Westside Boulevard/Priya Circle: LOS F

Old Dean Forest Road: LOS F

SR 307/Dean Forest Road: LOS E

Kessler Avenue/Youmans Avenue: LOS E



Southbound I-95 Ramps at SR 26/US 80



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Westbound SR 26/US 80 at Chatham Parkway/Heidt Avenue



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PM Traffic

- Segment 1
- Segment 2
- Segment 3
- Segment 4
- Segment 5
- Segment 6

Stagecoach Road: LOS F

Cheyenne Road/Osteen Road: LOS F

Adams Road/Walnut Street: LOS F

Magnolia Lane/Pine Street: LOS F

Maple Street: LOS F

Houston Street/Brighton Woods Drive: LOS F

North Skinner Avenue: LOS F

Coleman Boulevard/Pooler Commons Driveway: LOS E

Westside Boulevard/Priya Circle: LOS F

Old Dean Forest Road: LOS F

Kessler Avenue/Youmans Avenue: LOS F



Westbound SR 26/US 80 east of I-95 Northbound Ramps



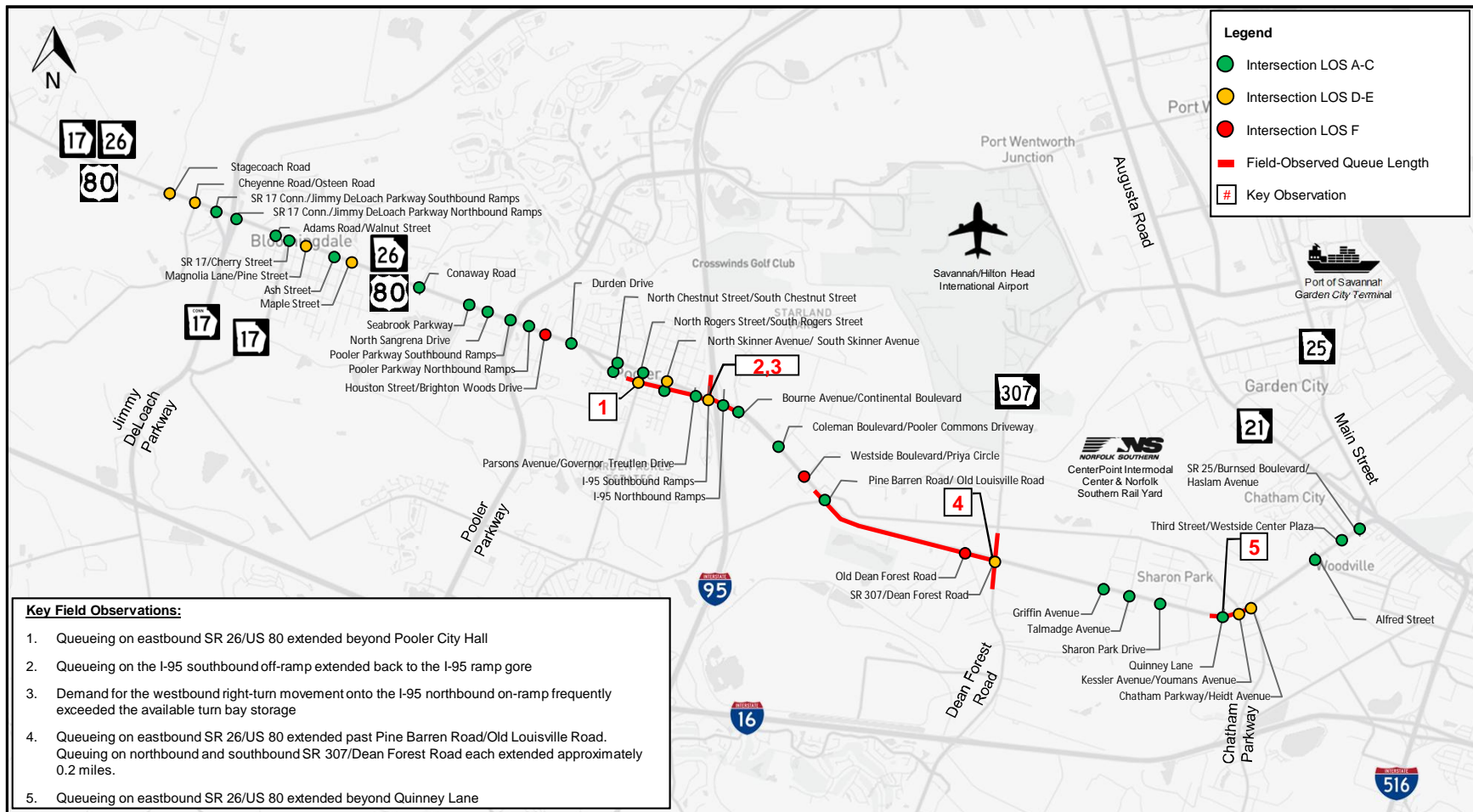
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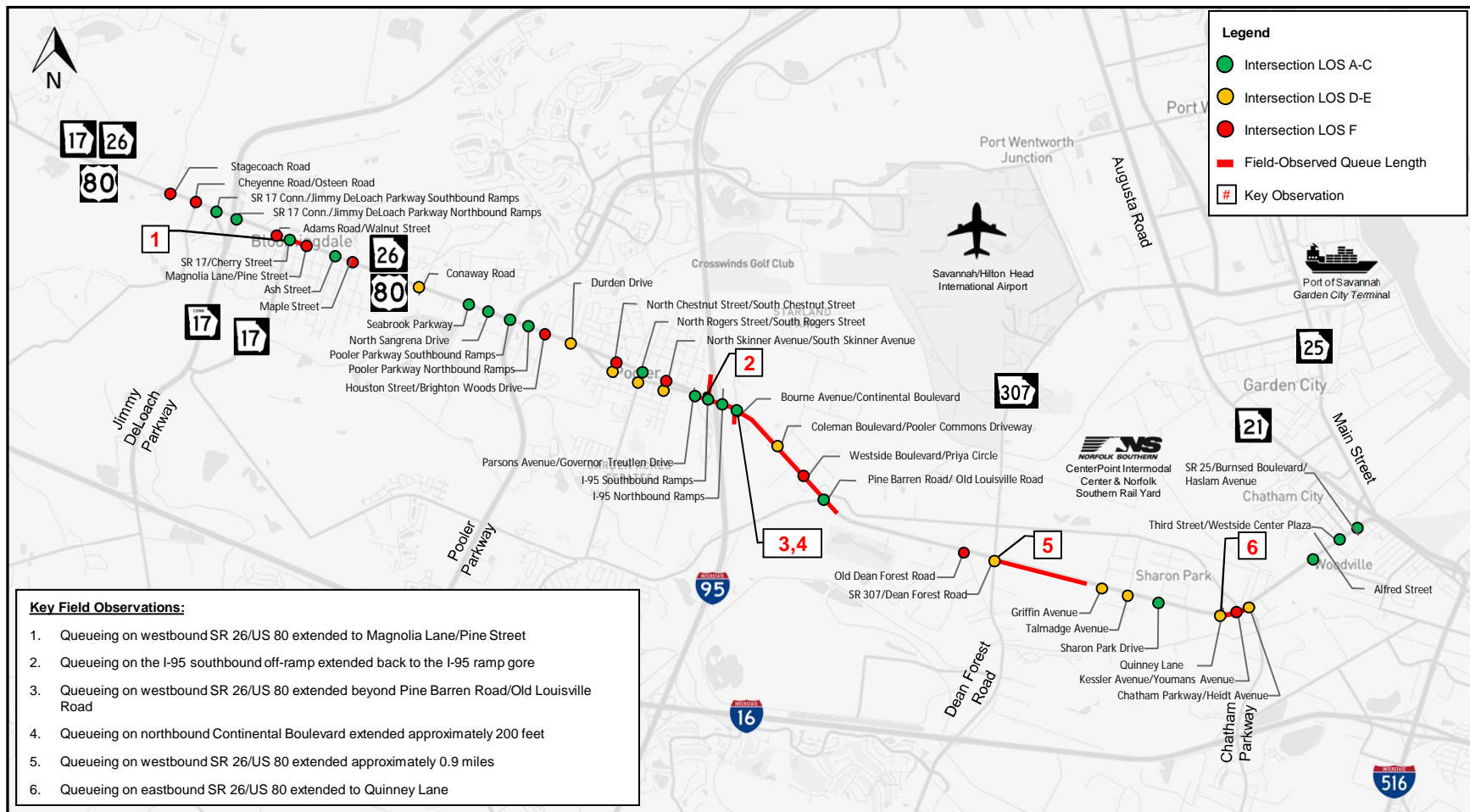
Westbound SR 26/US 80 at SR 307/Dean Forest Road



Traffic Summary – AM Peak



Traffic Summary – PM Peak





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Crashes 2017-2021

2,106 Total

3 Fatal

150 non-fatal Injuries; 92.7% PDO

Rate is 196% higher than statewide average

Cost of \$20.4 million per year

Clear need for safety investments



Crash Rates 2017-2021

Segment 1: 160 per HMMVMT

Segment 2: 700 per HMMVMT

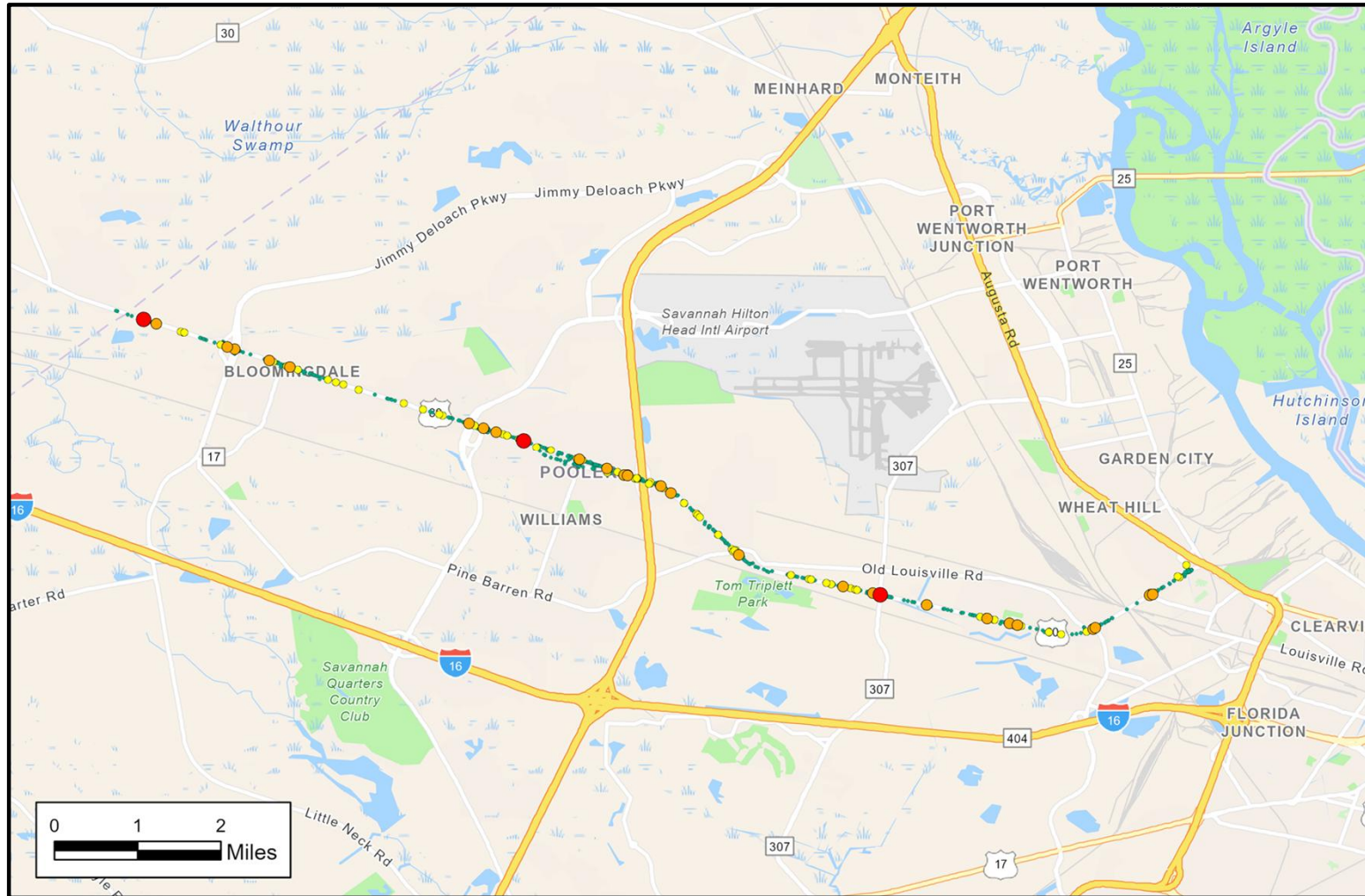
Segment 3: 803 per HMMVMT

Segment 4: 349 per HMMVMT

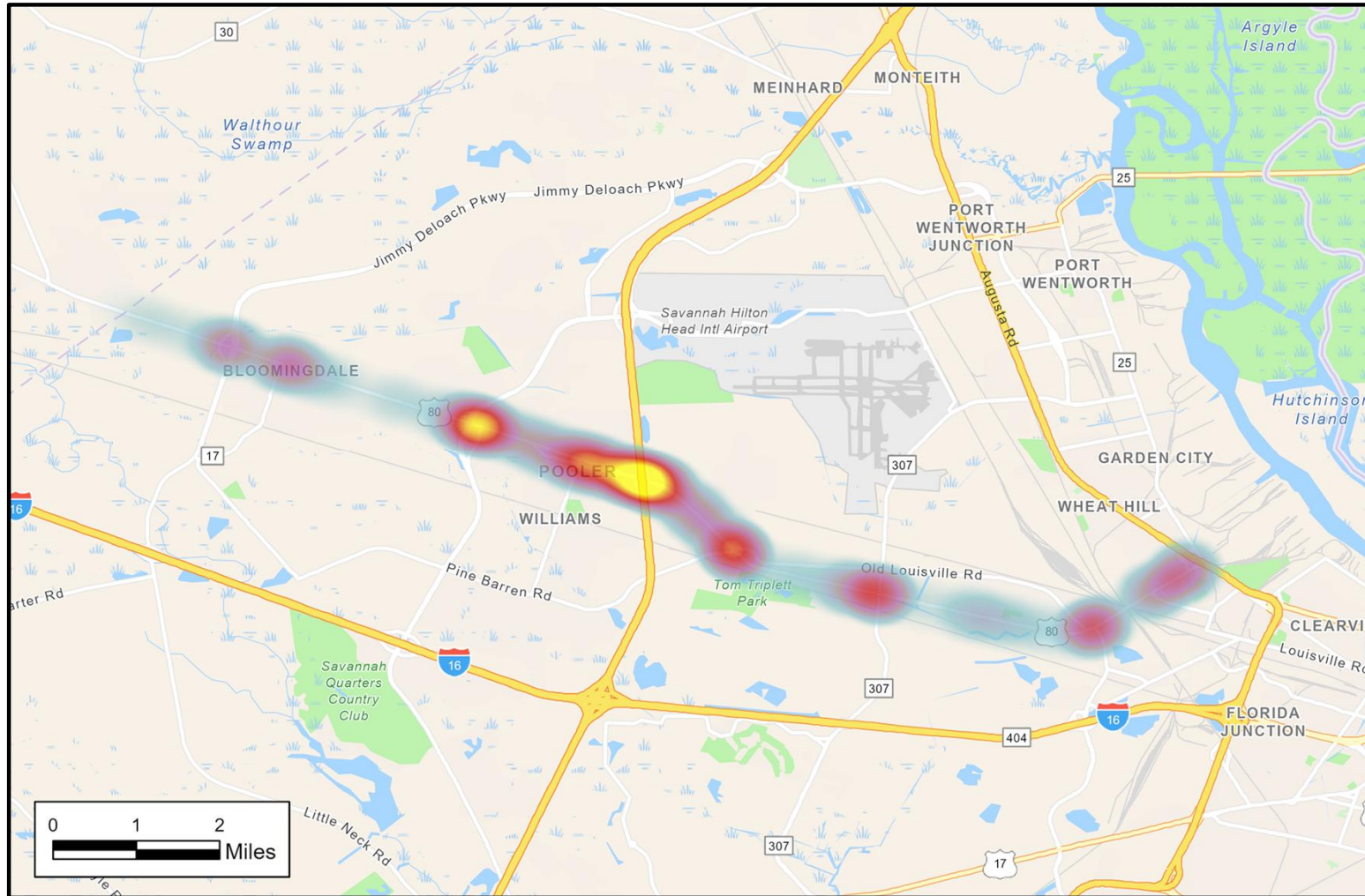
Segment 5: 270 per HMMVMT

Segment 6: 423 per HMMVMT

Crash Location Map



Crash Severity Map





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Freight

Major freight corridors

- SR 17 Connector/ Jimmy DeLoach Parkway
- I-95
- SR 307/Dean Forest Road
- Chatham Parkway

Rail corridors

- 0 at-grade rail crossings
- 1 grade separation (Kicklighter Overpass)





Pedestrians and Bicyclists

GA Bike Route 85 and Savannah River Run along entire corridor

Segments 1, 2, and 5 identified as "Pedestrian Focus Areas" in NMTP; 3, 4, and 6 are "Focus Corridors"

The CORE MPO *Non-Motorized Transportation Plan* (NMTP) recommends a shared-use path/trail

Variability of typical sections and latent demand

Target improvements in network where gaps exist

Provide greater connectivity to existing recreational and commercial facilities



SR 17/Cherry Street



North Chestnut Street



Pine Barren Road/Old Louisville Road



Kicklighter Overpass



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Transit

One stop along corridor

CAT Route 3B uses small segment between Alfred Street and Third Street

Majority of corridor is outside Transit District

Hidden Demand related to warehouse developments and employment centers

Prior studies suggest need for expansion



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Summary

Improvements should reduce the mixing of cars and freight trucks

Intersections should be improved for freight trucks

Access management strategies should be explored

Transit, pedestrian, and bicycle facilities should be addressed



Potential Improvements

Major improvements

- I-95 Interchange
- Pine Barren Road/Old Louisville Road
- SR 307/Dean Forest Road
- Chatham Parkway/Heidt Avenue
- Expand freight connected vehicle network

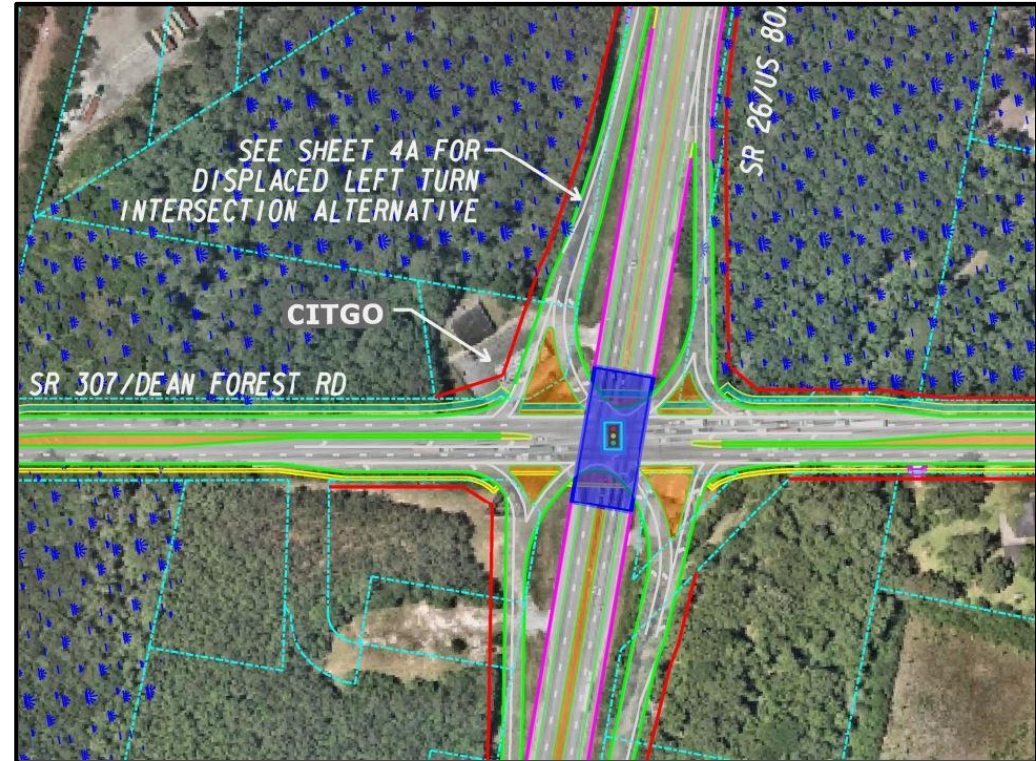
Access control plan to improve safety

- Raised, grassed median
- Driveway consolidation
- Innovative intersections

Pedestrian and Bicycle Facilities

Affordable transportation options

Potential Improvements



Next Steps

Preliminary Stakeholder Meetings

Alternatives/Concept Development

Public Information Open House

Final Stakeholder Meetings

Updates/Revisions

Final Report

THANK YOU!

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