

CORE MPO BOARD

PROJECT STATUS UPDATE

SR 26/US 80 CORRIDOR STUDY

PI No. 0018344, Chatham County, GA
December 14, 2022



The Kimley-Horn Team



Chris Marsengill,
P.E., PTOE
Project Manager



Rhodes Hunt, P.E.
Deputy Project Manager



Denise Grabowski,
AICP, LEED AP
Stakeholder Engagement

Kimley»»Horn

symbioscity

PEOPLE + PLACE + PLANET

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

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



SR 26/US 80 CORRIDOR STUDY

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



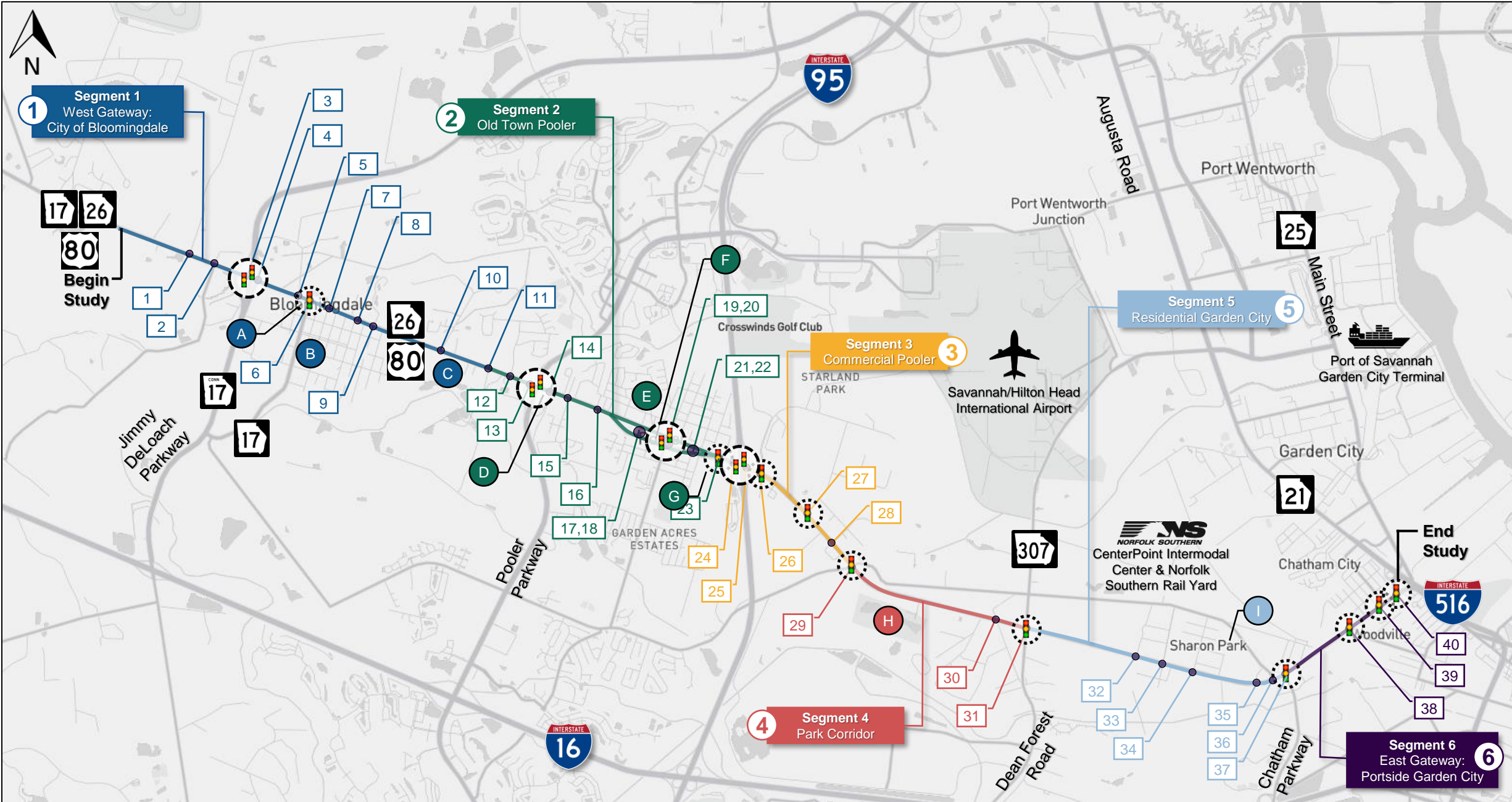
SR 26/US 80 CORRIDOR STUDY

Meeting Purpose

Review existing conditions

Identify other problems and potential solutions

Corridor Overview





SR 26/US 80 CORRIDOR STUDY

Primer

Where is traffic the heaviest?

Where are the most trucks?

Which are the worst-performing intersections?

Where are the most crashes?

Which area has the greatest growth potential?

Freight corridor or commuter corridor?





SR 26/US 80 CORRIDOR STUDY

Daily Traffic

Segment 1: 23,200 VPD

Segment 2: 26,200 VPD

Segment 3: 39,700 VPD

Segment 4: 25,400 VPD

Segment 5: 21,500 VPD

Segment 6: 22,600 VPD



SR 26/US 80 CORRIDOR STUDY

Trucks

Segment 1: 16%

Segment 2: 11%

Segment 3: 13%

Segment 4: 17%

Segment 5: 17%

Segment 6: 21%



SR 26/US 80 CORRIDOR STUDY

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

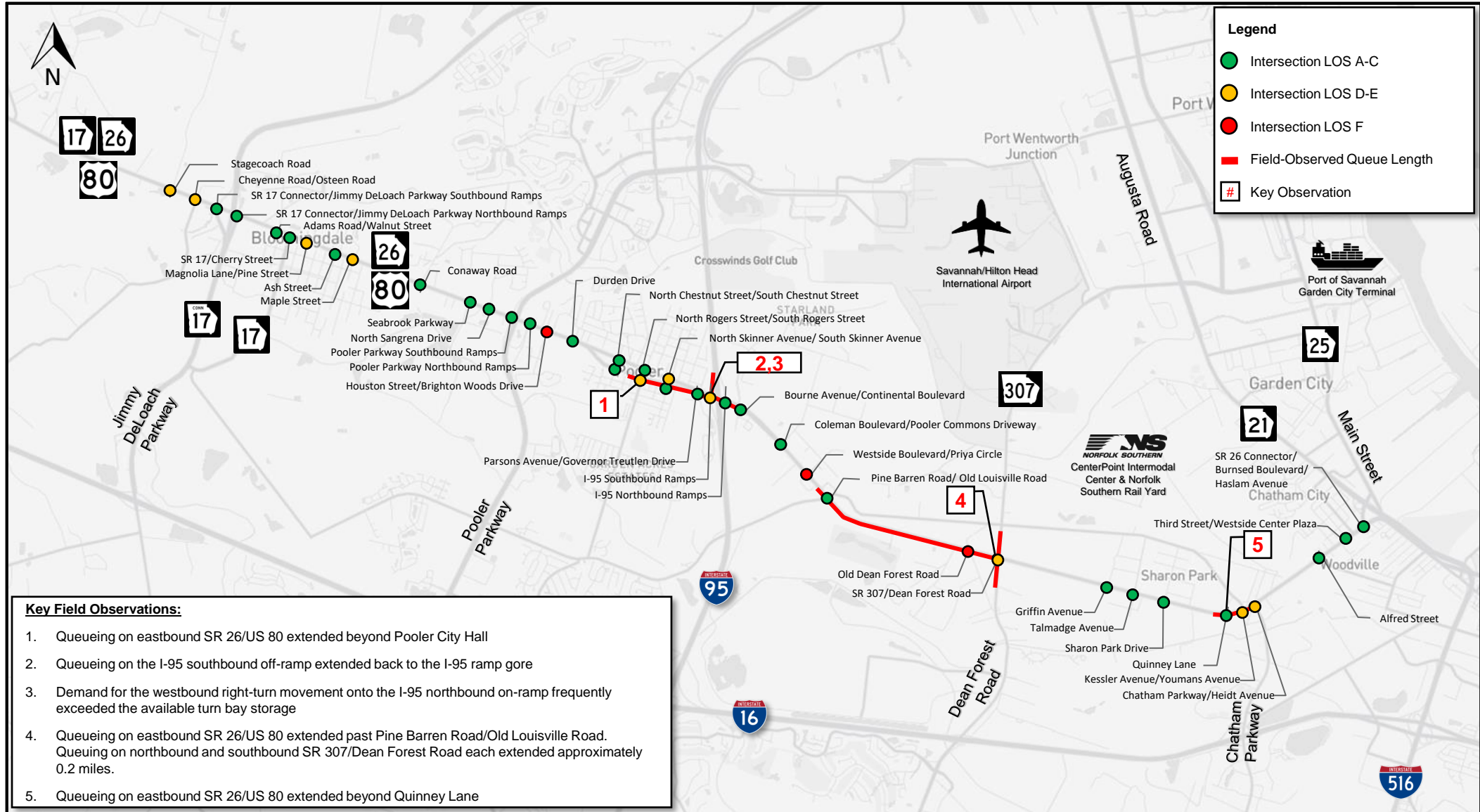
Westside Boulevard/Priya Circle: LOS F

Old Dean Forest Road: LOS F

SR 307/Dean Forest Road: LOS E

Kessler Avenue/Youmans Avenue: LOS E

Traffic Summary – AM Peak





Southbound I-95 Ramps at SR 26/US 80



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



SR 26/US 80 CORRIDOR STUDY

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

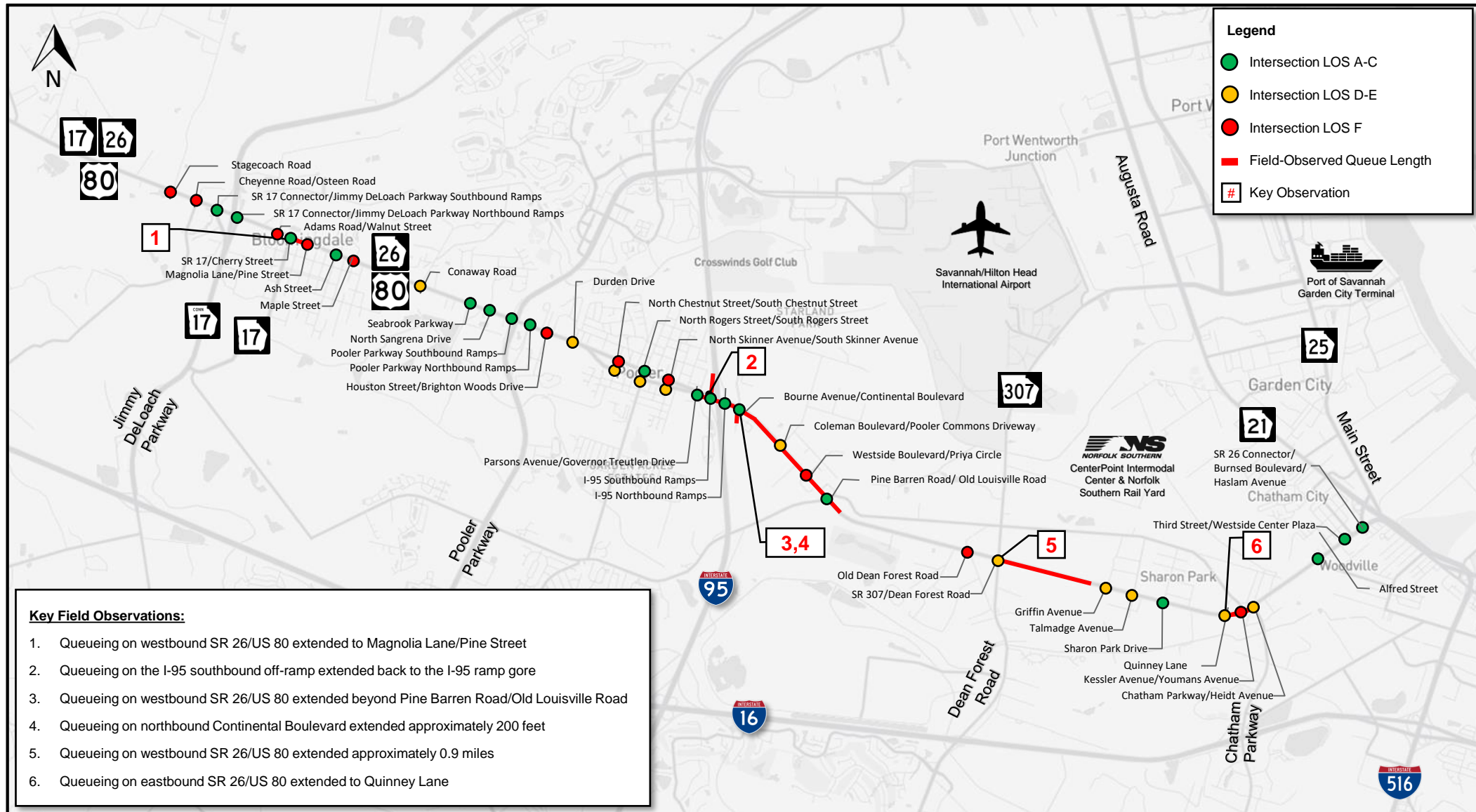
Coleman Boulevard/Pooler Commons Driveway: LOS E

Westside Boulevard/Priya Circle: LOS F

Old Dean Forest Road: LOS F

Kessler Avenue/Youmans Avenue: LOS F

Traffic Summary – PM Peak





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



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



SR 26/US 80 CORRIDOR STUDY

Crashes 2017-2021

2,106 Total

3 Fatal

150 non-fatal Injuries; 92.7% PDO

5 of 6 segments exceed statewide average

Cost of \$20.4 million per year

Clear need for safety investments

Crash Rates 2017-2021

Segment 1: 160 per HMVMT

Segment 2: 700 per HMVMT

Segment 3: 803 per HMVMT

Segment 4: 349 per HMVMT

Segment 5: 270 per HMVMT

Segment 6: 423 per HMVMT



SR 26/US 80 CORRIDOR STUDY

Freight

Major freight corridors

- SR 17 Connector/ Jimmy DeLoach Parkway
- I-95
- SR 307/Dean Forest Road
- Chatham Parkway
- SR 26 CONN/Burnsed Boulevard

Rail corridors

- No at-grade rail crossings
- One grade separation - Kicklighter Overpass



SR 17 Connector/Jimmy DeLoach Parkway



SR 307/Dean Forest Road



Chatham Parkway/Heidt Avenue



Pedestrians and Bicyclists

GA Bike Route 85/Savannah River Run

NMTP recommends a shared-use path/trail from Adams Road to Chatham Parkway

NMTP recommends bike lanes from Chatham Parkway through eastern study terminus

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



SR 26/US 80 CORRIDOR STUDY

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

CAT

CHATHAM AREA TRANSIT

SYSTEM MAP

- Route List**
- 1 West Chatham
 - 2 Augusta Ave/Garden City/Hudson Hill
 - 3 Barrard
 - 4 Cross Town
 - 5 East Savannah
 - 6 Circle
 - 7 Henry
 - 8 Absecon Local
 - 9 Silk Hope
 - 10 Skidaway Island/Coffee Bluff
 - 11 MLK Jr Blvd/Westline Apts
 - 12 Waters
 - 13 West Gateways/Clove Dale
 - 14 Ordway/Cordley
 - 15 Tiger Shuttle
- dot shuttles**
- 16 Downtown Loop
 - 17 Forsyth Loop
 - 18 Savannah Belles Ferry

- Legend**
- Point of Interest
 - Interstate
 - Hospital
 - US Highway
 - Transfer Point
 - State Highway
 - Connecting Routes

DOWNTOWN SAVANNAH

SAVANNAH

POPULAR DESTINATIONS

Location (Grid Reference)	Served by route
City Market (B14)	3 8B 4 10 11 14 17 25 27 28 29 31
Forsyth Park (D14, E14)	4 11 14
Davenport House Museum (B15)	3 8B 4 10 11 14 17 25 27 28 29 31
Georgia Historical Society (D14)	4 11 14
Girl Scout First Headquarters (C14)	3 8B 4 10 11 14 17 25 27 28 29 31
Massie Heritage Center (D15)	4 11 14
MLK Visitor Center (C13)	3 8B 4 10 11 14 17 25 27 28 29 31
Ralph Mark Gilbert Civil Rights Museum (D13)	4 11 14 20
Savannah Civic Center (C14)	3 8B 4 10 11 14 17 25 27 28 29 31
Savannah Theatre (C14)	3 8B 4 10 11 14 17 25 27 28 29 31
Telfair Museums (B14)	3 8B 4 10 11 14 17 25 27 28 29 31





SR 26/US 80 CORRIDOR STUDY

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



SR 26/US 80 CORRIDOR STUDY

Summary

Access management strategies should be prioritized

Capacity and safety at key intersections should be investigated

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





SR 26/US 80 CORRIDOR STUDY

Next Steps

Preliminary Stakeholder Meetings

Alternatives/Concept Development

MPO Presentation - PIOH

Public Information Open House

Final Stakeholder Meetings

Draft Report

Final Report

THANK YOU!

CHRIS MARSENGILL, PE, PTOE

912-328-4414

CHRIS.MARSENGILL@KIMLEY-HORN.COM

RHODES HUNT, PE

912-328-4445

RHODES.HUNT@KIMLEY-HORN.COM

