



Meeting Minutes

DATE: 27-JUL-2023

RE: **SR 26/US 80 CORRIDOR STUDY, PI 0018344, CHATHAM COUNTY**
Stakeholder Advisory Team (SAT) Meeting No. 2
Study Findings and Alternatives Presentation
4:00 PM – 5:00 PM

LOCATION: Virtual (Zoom)

ATTENDEES: Leon Davenport – City of Pooler/Thunderbolt Consultants (Project Manager)
Councilman Tom Hutcherson – City of Pooler
Brian Crooks – City of Pooler
Nicole Dixon – City of Pooler
Caroline Hankins – City of Pooler
Taylor Swain – City of Bloomingdale
Faye DiMassimo – Chatham Area Transit
Pamela Bernard – Chatham County
Caila Brown – Bike Walk Savannah
Wykoda Wang – CORE MPO
Anna McQuarrie – CORE MPO
Genesis Harrod – CORE MPO
Sally Helm – CORE MPO
Joseph Capello – GDOT
Ned Green – GDOT
Brittney Harris – GDOT
Ted Hicks – GDOT Office of Planning
Troy Pittman – GDOT
Crystal Dawkins – FedEx Freight
Chris Marsengill – Kimley-Horn (Project Manager)
Rhodes Hunt – Kimley-Horn (Deputy Project Manager)
Denise Grabowski – Symbioscity (Stakeholder Engagement)

MEETING SUMMARY

Chris Marsengill and Rhodes Hunt provided a presentation of the SR 26/US 80 Corridor Study Findings and Draft Alternatives. A copy of the presentation is attached, and discussion points are listed below.

Existing Needs Summary

- Wykoda Wang asked if the team has analyzed the corridor for hotspots for crashes.
 - Rhodes stated that intersection- and segment-level crash histories were evaluated as part of the existing conditions phase and that crash rates are highest near the I-95 interchange.

- More specifically, the crash rate within Segment 3 (i.e., between I-95 and Old Louisville Road/Pine Barren Road) is more than five times higher than the state average for similar corridors.

Short-Term Recommendations

- Regarding the recommended Transit Expansion Strategy, Faye DiMassimo asked if the recently developed Master Transit Plan had been shared with the study team to ensure that there is consistency between the two studies.
 - Denise will review the Master Transit Plan for items pertinent to the SR 26/US 80 Corridor Study and will coordinate with Kimley-Horn to incorporate into the SR 26/US 80 Final Report.
 - Faye mentioned that continued coordination with CAT will be important to the future programming of projects.

Long-Term Recommendations

- Brian Crooks asked for clarification about the concept for Parsons Avenue.
 - Rhodes stated that the draft concepts propose the following to improve signal spacing from the I-95 southbound ramps:
 - Removal of existing signal at Parsons Avenue/Governor Treutlen Avenue
 - Conversion of both Parsons Avenue and Governor Treutlen Avenue to a right-in/right-out configuration
 - Signalization at Moore Avenue at intersections with eastbound and westbound SR 26/US 80
 - Extension of Moore Avenue to south to connect to existing cul-de-sac at San Drive
- Wykoda asked why some segments have both shared-use path and sidewalks while others have shared-use path on both sides.
 - Rhodes noted that recommendations are consistent with the CORE MPO's *Non-Motorized Transportation Plan* (NMTP), and that the NMTP recommends shared-use path on both sides of SR 26/US 80 in "Pedestrian Focus Areas" such as downtown Bloomingdale and residential Garden City.
 - Rhodes asked if the SAT preferred that there be a consistent typical section applied throughout the corridor; however, there were no comments to alter the current alternatives
- Wykoda asked why recommendations are only short-term and long-term instead short-, mid-, and long-term to correlate with the cost bands of the CORE MPO's *Moving Forward Together 2050 MTP*.
 - Rhodes stated the short-term (0-5 years) projects are developed to align with the 2030 CORE MPO Travel Demand Model (TDM), and long-term (5+ years) are developed in conjunction with the 2045 CORE MPO TDM.
 - Chris added that study was only scoped for short- and long-term recommendations as was done with recent corridor studies such as PI 0017906 (SR 307 Corridor Study).
- Caila Brown inquired about the pedestrian crossing at the proposed Bloomingdale Town Center Driveway.
 - Rhodes noted that the pedestrian crossing would be under signal control and would not conflict with minor street through movements due to the thru-cut configuration.
 - Rhodes also mentioned that the proposed crossing would connect the existing bike lanes on the north side of SR 26/US 80 to the proposed shared-use path on the south side.

- In Segment 3 near Pine Barren Road, Brian Crooks asked for clarification that the intersection with Westside Boulevard would meet signal warrants.
 - Rhodes stated that signal is expected to meet warrants in the long-term scenario.
 - Brian noted that he will send comments regarding a proposed project in this area to Rhodes and Chris following the meeting for consideration in the SR 26/US 80 Corridor Study.
- Joseph Capello asked how the proposed Single-Point Urban Interchange (SPUI) will be viable to build with the two gas stations planned for the northwest and southeast quadrants. He noted that if these developments are constructed, the SPUI will be a difficult project to build.
 - Chris stated that other alternatives were evaluated, including a Displaced Left-Turn (DLT) intersection; however, other alternatives required more right-of-way and/or were not as desirable from a traffic perspective.
 - This led to a robust discussion among the group for the need to protect right-of-way for future improvements and included the following:
 - GDOT stated that they cannot acquire right-of-way without a programmed project and that local government would need to protect the corridor through the permitting process in the short-term.
 - Leon Davenport noted that the recommendations of the SR 307 Corridor Study have been adopted and that local agencies should not wait for completion of the SR 26/US 80 study.
 - Brian stated that the potential QuikTrip development in the northwest quadrant had not responded to the City's comments and that their permit may expire.
 - Denise noted that the potential RaceTrac development in the southeast quadrant is in final permitting and that Garden City staff are aware of the long-term need to improve the SR 26/US 80 intersection at SR 307/Dean Forest Road.
 - Chris stated that GDOT has begun programming scoping studies statewide for the purpose of identifying long-term improvements that may influence short-term development and permitting requirements.
 - Chris added that if the permit for the QuikTrip expires, the proposed SPUI could be shifted west as part of a potential scoping study to minimize impacts to the RaceTrac.

Next Steps

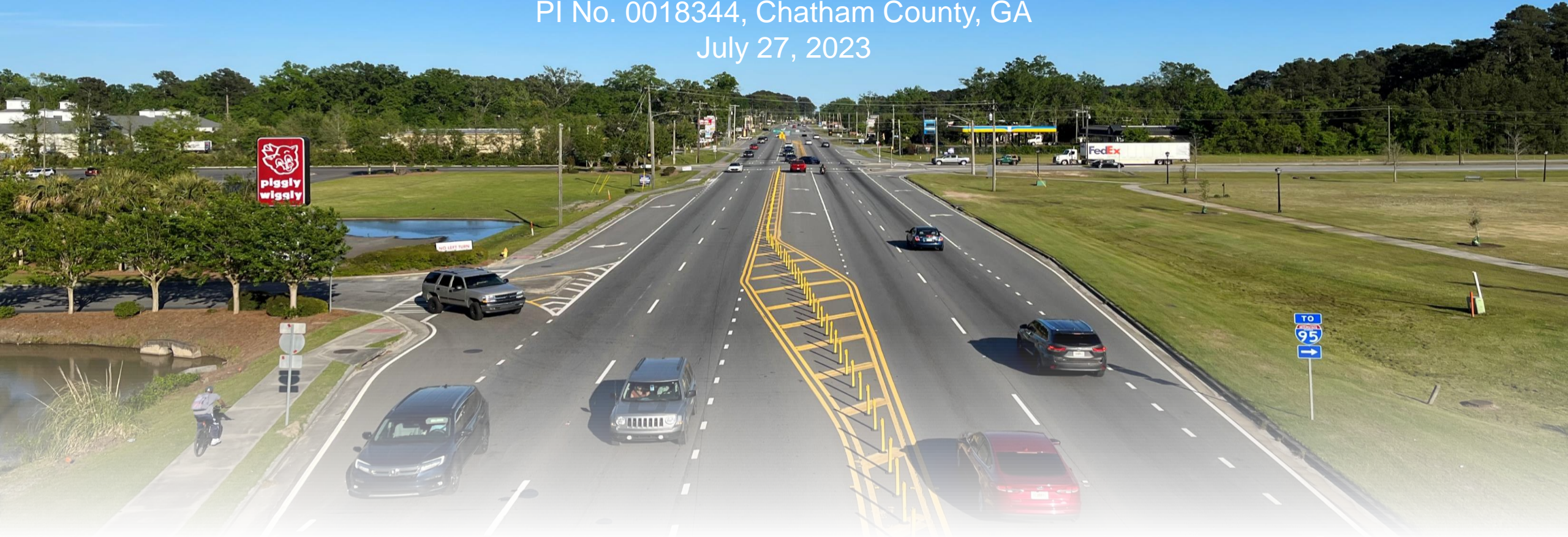
- Wykoda Wang asked if cost estimates are being prepared.
 - Rhodes stated that project cost estimates were not included in the scope of the study.
 - Wykoda suggested that the study team review its recommendations with GDOT's recently completed *Coastal Empire Transportation Study*, which she will send following the meeting.
- Caila asked if a Facebook event could be created for the forthcoming Public Information Open House (PIOH) on August 15th at Pooler City Hall, and Denise noted the team will coordinate the meeting advertisement on social media with the City.

STAKEHOLDER ADVISORY TEAM

MEETING NO. 2 – STUDY FINDINGS AND ALTERNATIVES

SR 26/US 80 CORRIDOR STUDY

PI No. 0018344, Chatham County, GA
July 27, 2023



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

symbi🌐**city**

PEOPLE + PLACE + PLANET

Agenda



Meeting Purpose



Findings Recap



Study Recommendations



Next Steps



The Study Team

Leon Davenport, PE – City of Pooler

Robbie Byrd – City of Pooler

Brian Crooks – City of Pooler

Tom Hutcherson – City of Pooler

Wkyoda Wang – CORE MPO

Pamela Bernard, PE – Chatham County

Tim Callanan – Effingham County

Charles Akridge – City of Bloomingdale

Scott Robider – City of Garden City



The Study Team (Continued)

Steve Henry – City of Savannah

Jamie McCurry – Georgia Ports Authority

Ned Green – GDOT Planning

Joseph Capello – GDOT District 5

Troy Pittman – GDOT District 5

Vivian Canizares – GDOT Research Freight Group

Joseph Longo – FHWA

Olivia Lewis – FHWA

Faye DiMassimo – Chatham Area Transit



The Study Team (Continued)

Pam Southard – Pooler Chamber of Commerce

Jesse Dillon – SEDA

Mark Denmark – Savannah/Hilton Head International Airport

Crystal Dawkins – FedEx

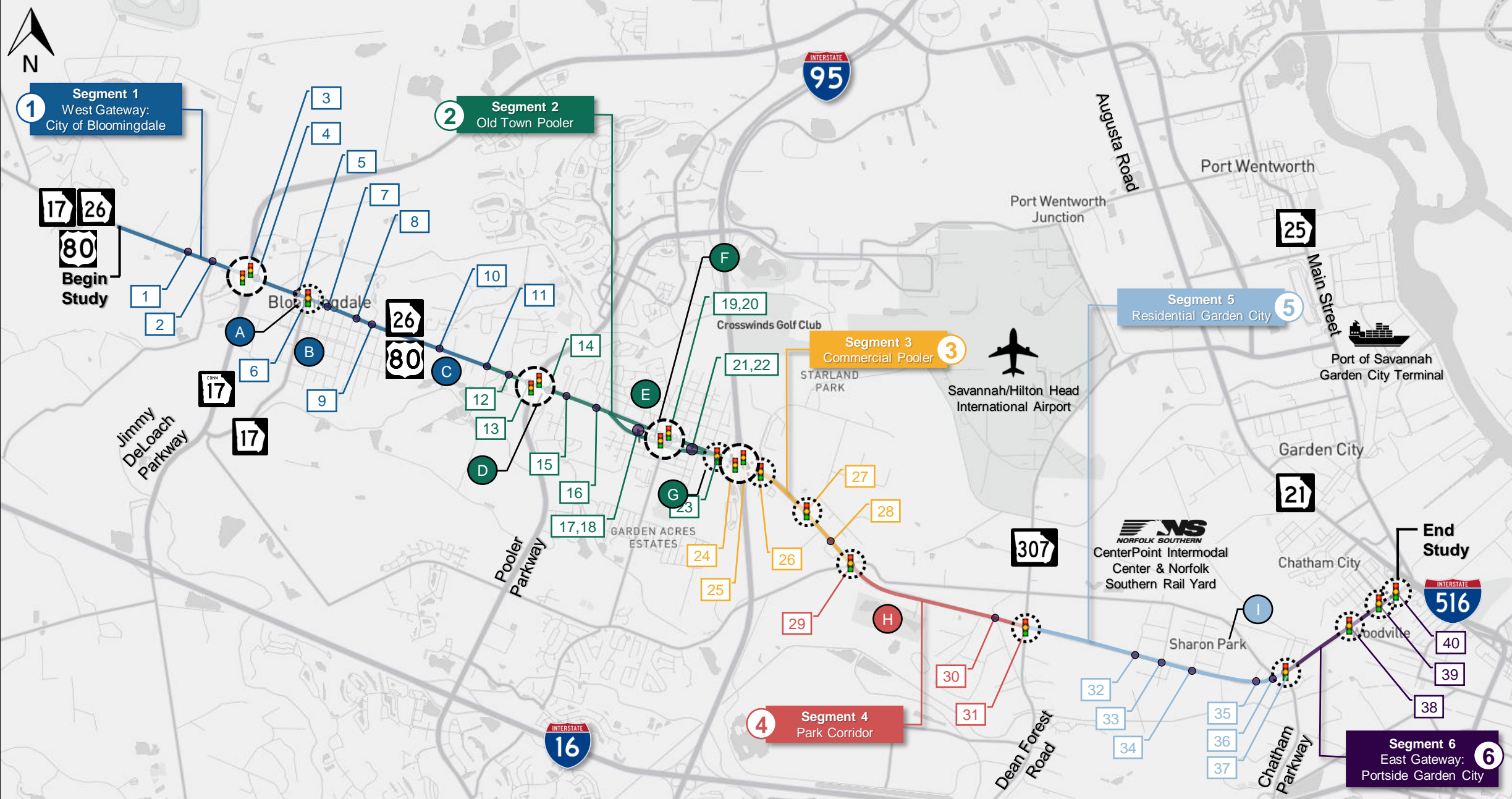
Mark Bennett – Gulfstream

Ken Bianco – JCB

Caila Brown – Bike/Walk Savannah



Corridor Overview





SR 26/US 80 CORRIDOR STUDY

AM Traffic Hotspots

Segment 1

Segment 2

Segment 3

Segment 4

Segment 5

Segment 6

Houston Street/Brighton Woods Drive: LOS F

South Skinner Avenue: LOS E

I-95 SB Ramps: LOS D

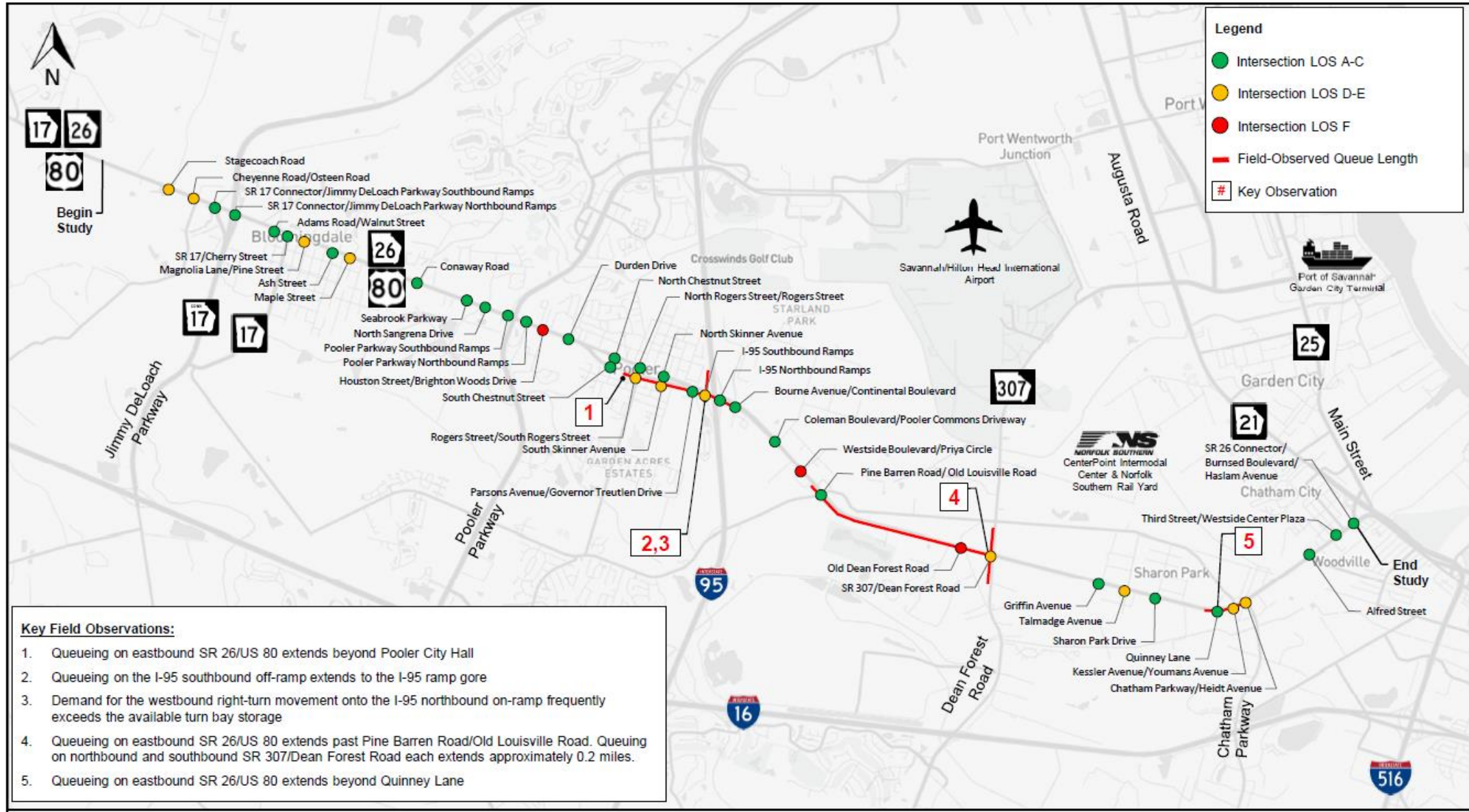
Westside Boulevard/Priya Circle: LOS F

Old Dean Forest Road: LOS F

SR 307/Dean Forest Road: LOS E

Kessler Avenue/Youmans Avenue: LOS E

Traffic Summary – AM Peak





SR 26/US 80 CORRIDOR STUDY

PM Traffic Hotspots

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

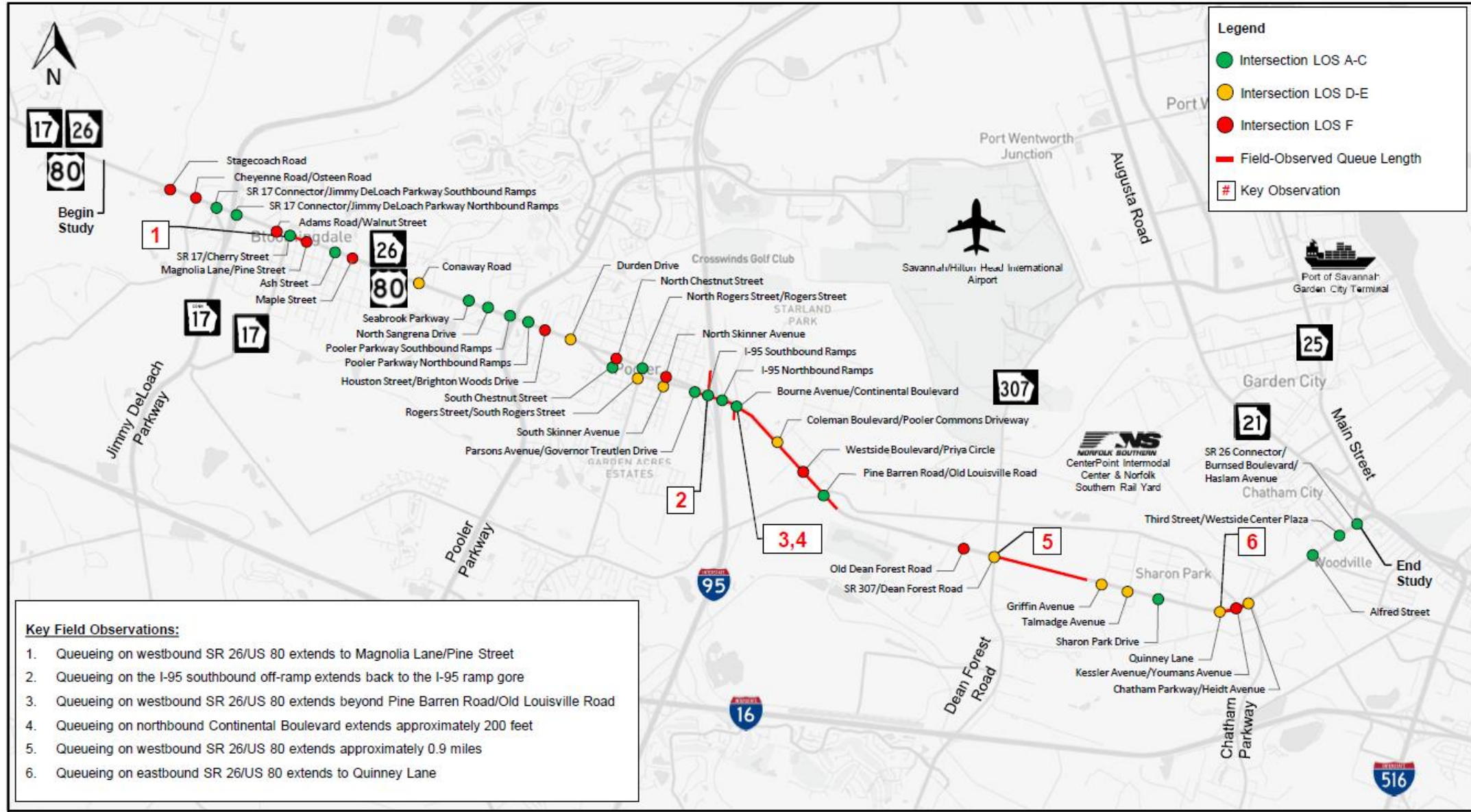
Coleman Boulevard/Pooler Commons Driveway: LOS E

Westside Boulevard/Priya Circle: LOS F

Old Dean Forest Road: LOS F

Kessler Avenue/Youmans Avenue: LOS F

Traffic Summary – PM Peak





SR 26/US 80 CORRIDOR STUDY

Needs Summary

Access management strategies should be prioritized

Capacity and safety at key intersections should be investigated

Transit, pedestrian, and bicycle facilities should be addressed



SR 26/US 80 CORRIDOR STUDY

Stakeholder Engagement

MPO TCC Corridor Assessment – 08-DEC-2022

MPO Policy Board – 14-DEC-2022

Initial SAT Meeting – 19-DEC-2022

CAT Coordination Meeting – 17-MAY-2023

Public Information Open House – 15-AUG-2023

MPO TCC Study Findings – 17-AUG-2023

MPO Policy Board – 23-AUG-2023



Short-Term Recommendations (0-5 years)

Intersection Improvements

- I-95 Interchange conversion to DDI
- Bourne Avenue/Continental Boulevard
- Old Louisville Road/Pine Barren Road and SR 307/Dean Forest Road Auxiliary Turn Lanes
- Bloomingdale Town Center Signalization

Access Control

- Corridor signal retiming
- Improvements from Quinney Lane to Junction Avenue, including raised median
- Plan for raised median throughout corridor
- Implement innovative intersections

Transit Expansion Strategy

Innovative Intersections

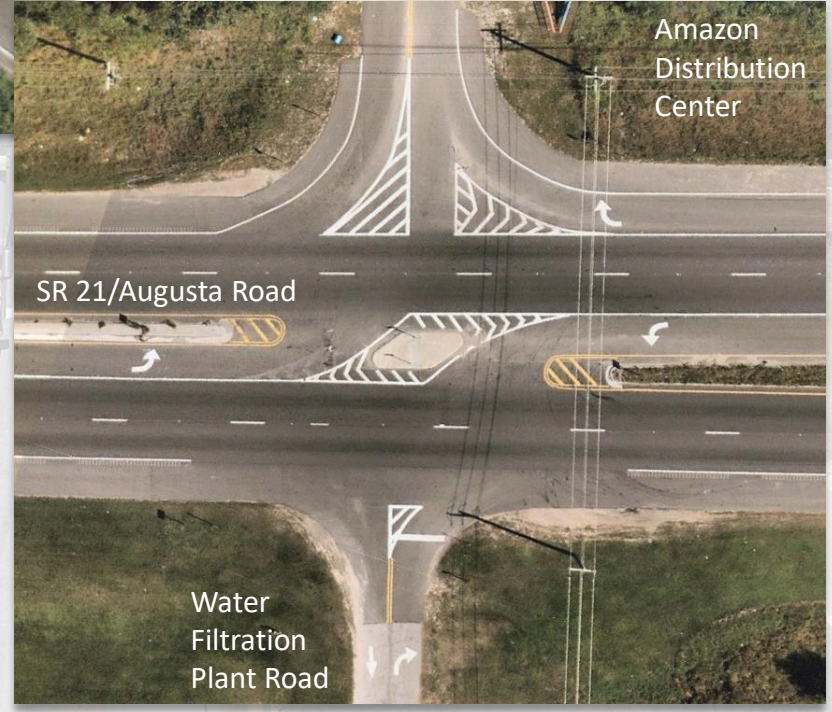


Right-in/Right-out

- Right-turns to/from minor approach
- Left-turns prohibited

R-CUT

- Right-turns to/from minor roadway
- Left-turns from major roadway
- Left-turns prohibited from minor roadway





Long-Term Recommendations (5+ years)

Intersections and Grade Separations

- I-95 DDI Capacity Improvements
- Moore Avenue Extension and Signalization
- Old Louisville Road/Pine Barren Road
- SR 307/Dean Forest Road Interchange
- Chatham Parkway

Access control

- Raised median and bike/ped improvements
- Implement innovative intersections with restricted access
- Priority 1: I-95 to Pine Barren Road
- Priority 2: Pooler Parkway to I-95
- Priority 3: Chatham Parkway to Burnsed Boulevard



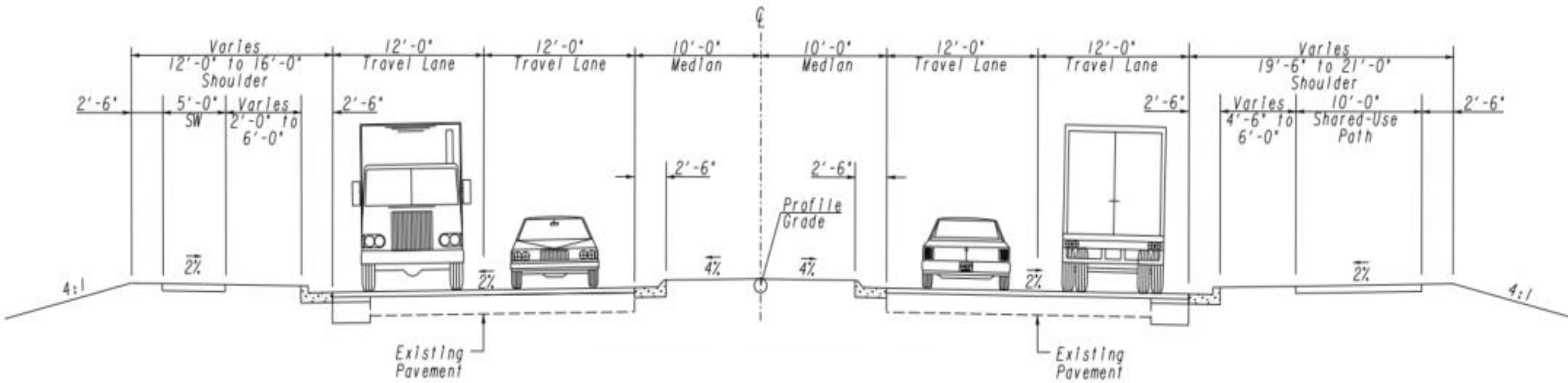
SR 26/US 80 CORRIDOR STUDY

Long-Term Recommendations (Continued)

Pedestrian and Bicycle Facilities

- Shared-use path on both sides of SR 26/US 80 between Bloomingdale Town Center and Wilkes Street
- Shared-use path and sidewalk on SR 26/US 80 between Wilkes Street and Griffin Avenue
- Shared-use path on both sides of SR 26/US 80 between Griffin Avenue and Chatham Parkway
- Shared-use path and sidewalk on SR 26/US 80 between Chatham Parkway and Burnsed Boulevard

Transit Expansion



Raised Median Typical Section



SR 26/US 80 in Bloomingdale: Reduced Conflict Intersections



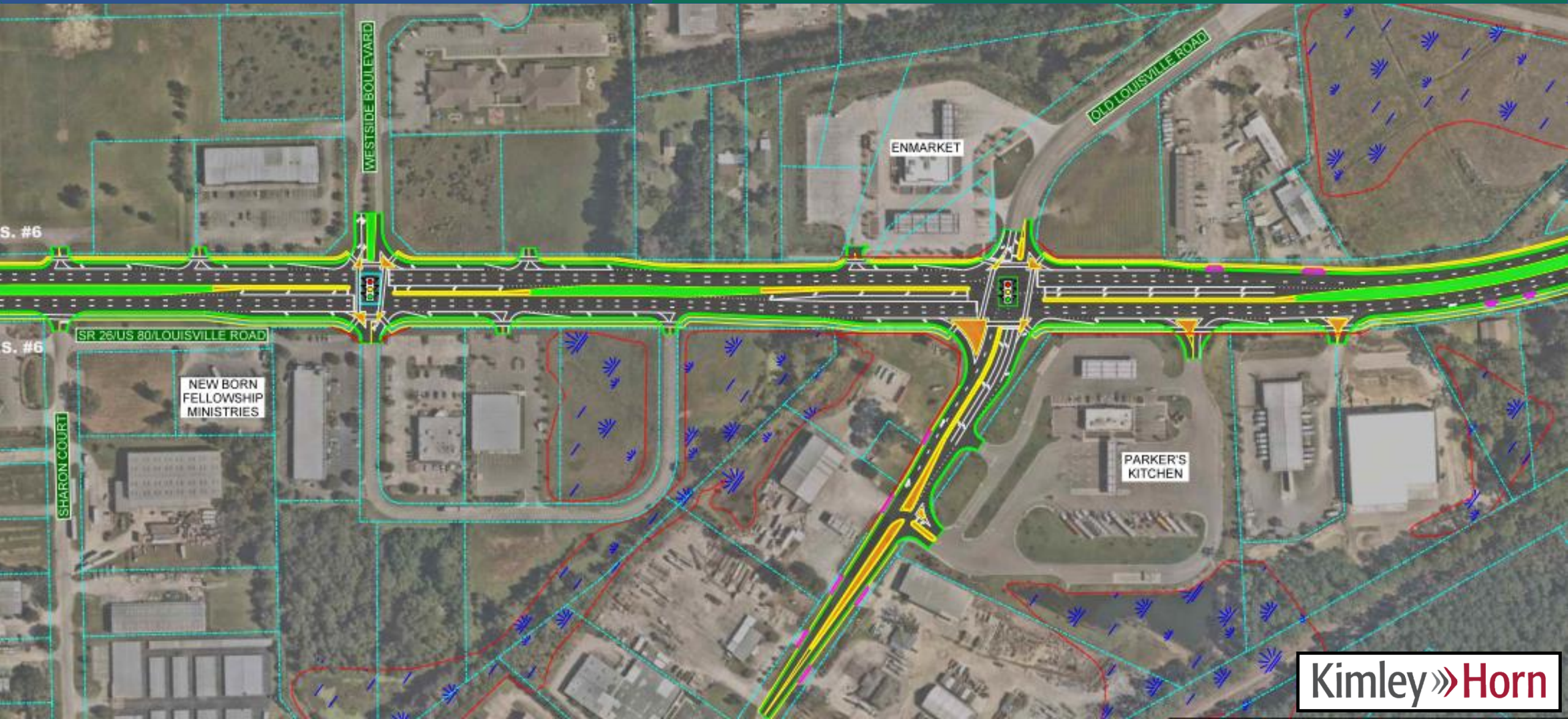


SR 26/US 80 at I-95: Diverging Diamond Interchange



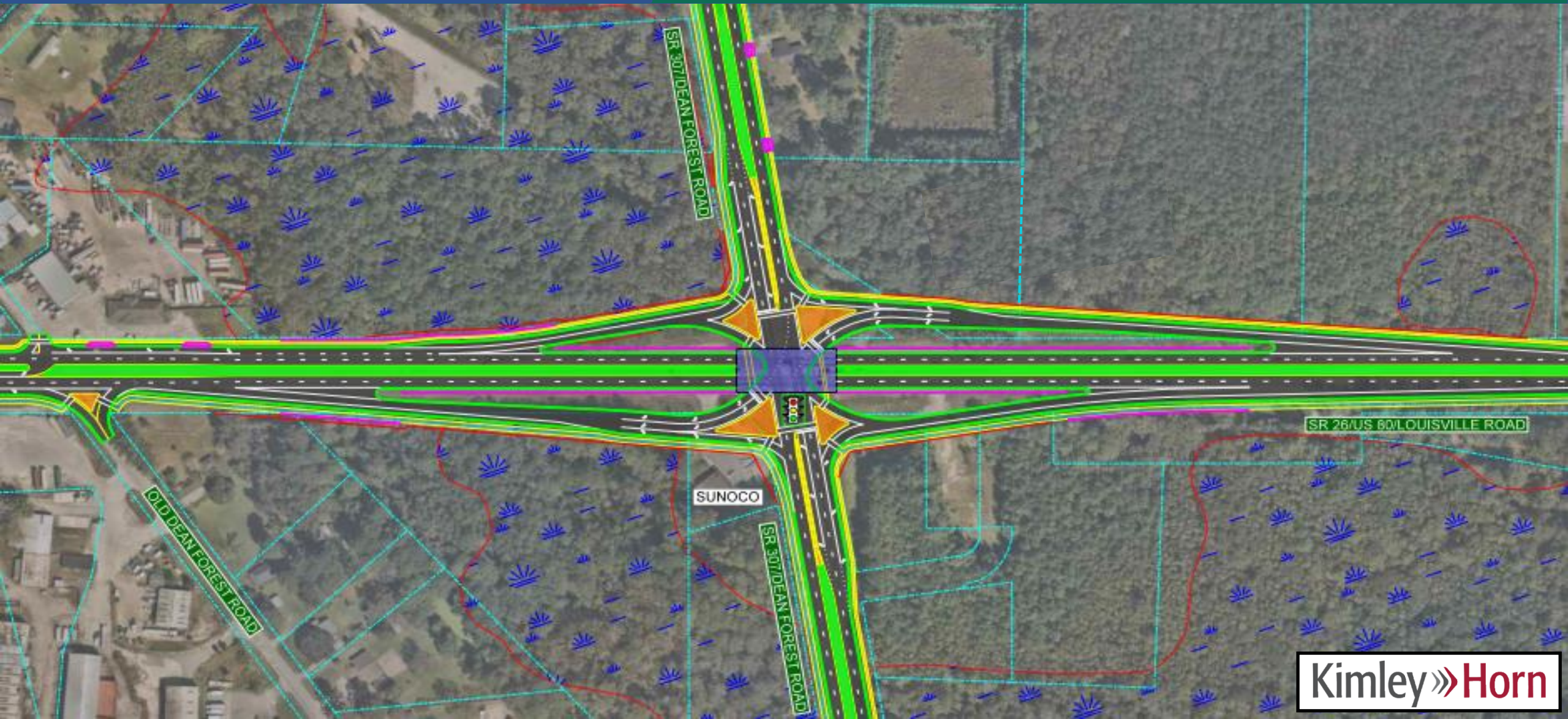


SR 26/US 80 at Pine Barren Road: Access Control and Intersection Improvements





SR 26/US 80 at SR 307/Dean Forest Road: Single-Point Urban Interchange





SR 26/US 80 at Chatham Parkway





SR 26/US 80 CORRIDOR STUDY

Next Steps

Draft Report updates/revisions

PIOH 15-AUG-2023

MPO TCC Presentation – 17-AUG-2023

MPO Policy Board Presentation – 23-AUG-2023

Final Refinement

Final Report 30-SEP-2023

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

