



2040

Metropolitan Transportation Plan

Brunswick Area Transportation Study (BATS)
Metropolitan Planning Organization (MPO)





PREFACE

Glynn County was designated an urbanized area by the Federal government following the 1990 census, which led to the establishment of the Brunswick Area Transportation Study (BATS) Metropolitan Planning Organization (MPO). According to Federal law, the transportation planning process must be carried out by MPOs for designated urbanized areas that exceed a population of 50,000, as well as the area expected to become urbanized within the next 20 years. The Lead Planning Agency, responsible for the BATS planning process, is the Glynn County Planning Department. In addition, the Georgia Department of Transportation (GDOT) provides technical support to, and coordinates with, the MPO throughout the transportation planning process.

As the designated MPO for Glynn County, the BATS is responsible for overseeing long range transportation planning within the MPO planning area to ensure continued accessibility, connectivity, efficiency, mobility, and safety for the movement of people and goods. The BATS works collaboratively with partner agencies in order to address transportation needs by leading planning efforts and directing the flow of federal transportation funds.

Glynn County and the Brunswick Area Transportation Study are committed to the principle of affirmative action and prohibit discrimination against otherwise qualified persons on the basis of race, color, religion, national origin, age, physical or mental handicap, or disability, and where applicable, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, or because all or part of an individual's income is derived from any public assistance program in its recruitment, employment, facility and program accessibility or services.

Glynn County and the Brunswick Area Transportation Study are committed to enforcing the provisions of the Civil Rights Act, Title VI, and all the related requirements mentioned above. The Brunswick Area Transportation Study is also committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs.

The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, or the Federal Highway Administration.

Prepared in cooperation with the Georgia Department of Transportation and the Federal Highway Administration.



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CHAPTER 1
INTRODUCTION



The Long Range Transportation Plan / Metropolitan Transportation Plan

The Long Range Transportation Plan (LRTP) or, as designated in MAP-21, the Metropolitan Transportation Plan (MTP), is the 20-year plan that identifies the vision, goals and objectives, strategies, and projects that promote mobility within and through the region for both people and goods. This long range plan, which is required to be updated every five years, is focused on addressing the changing conditions and transportation needs of the MPO planning area and has a planning horizon year of 2040. The BATS planning area is shown in Figure 1.1.

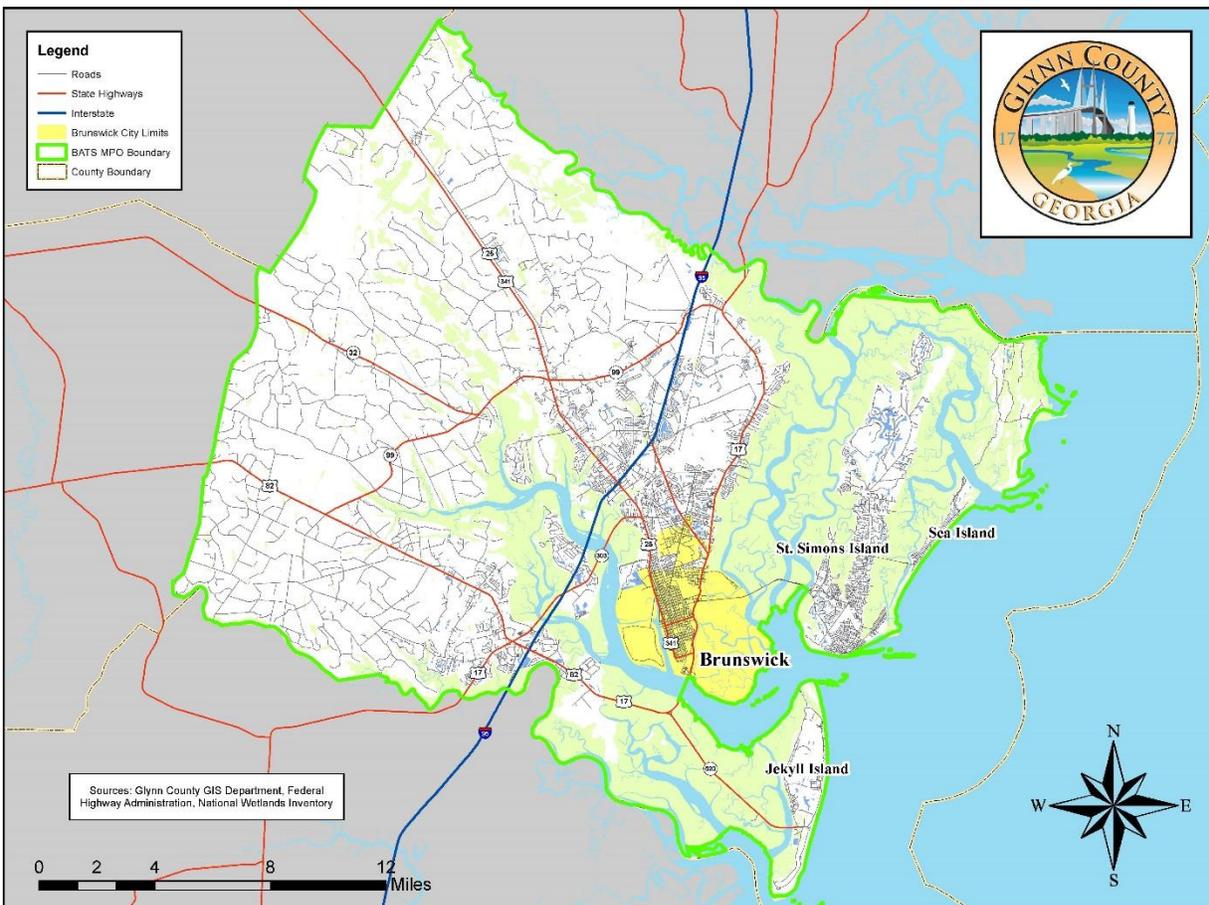


Figure 1-1: BATS MPO Planning Area

The MTP contains recommendations for various types of surface transportation including streets and roads, transit routes, and bicycle and pedestrian facilities. It also contains descriptions and assessments of conditions or factors affecting the surface transportation of persons, and the movement of freight.

Another important requirement of the MTP is its ability to demonstrate financial feasibility, by reconciling that anticipated revenues over the designated planning period will be adequate to cover the proposed project costs. The plan is divided into horizon years, or “cost bands,” of either five or ten years. Within each of the cost bands, the project costs and anticipated revenues must be identified by year of



expenditure. Cost bands are defined as calendar years, beginning January 1 and ending December 31, and must not be more than 10 years apart. For the BATS 2040 MTP, the cost bands are:

- 2015 – 2020
- 2021 – 2030
- 2031 – 2040

By conducting a financial analysis, and demonstrating financial feasibility, or fiscal constraint, the MTP meets the federal long range planning standards, and presents a list of proposed projects that can realistically be anticipated over the life of the plan. In addition, those projects for which funding is not anticipated to be available is also captured in an unfunded project list, or Illustrative/Vision Plan.

Moving Ahead for Progress in the 21st Century

In July 2012, passage of the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation legislation established new and revised requirements for statewide and metropolitan transportation plans and programs, as well as for the underlying planning processes. Compliance with MAP-21’s new and revised planning provisions is required for new plans. These provisions are set forth in MAP-21, and described more fully in the joint regulation issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) (23 U.S.C., Section 134 (h)).

MAP-21 emphasizes key components to be incorporated into the Metropolitan Transportation Plan. These include the establishment of a transparent and accountable framework for identifying and prioritizing projects, the establishment of a sound multimodal planning process, and the incorporation of eight planning factors outlined in federal transportation legislation.

Table 1-1: Federal Planning Factors

FEDERAL PLANNING FACTORS	
1	Support the economic vitality, especially by enabling global competitiveness, productivity and efficiency
2	Increase the safety of the transportation system for motorized and non-motorized users
3	Increase the security of the transportation system for motorized and non-motorized users
4	Increase the accessibility and mobility of people and freight
5	Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and economic development patterns
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7	Promote efficient system management and operation
8	Emphasize the preservation of the existing transportation system

The BATS 2040 MTP has been developed in accordance with the federal regulatory framework (23 CFR Part 450) in order to ensure compliance with all of the federal requirements. This plan update replaces the BATS 2035 Long Range Transportation Plan.



Performance Measures

With the passage of MAP-21, the long range planning regulations and funding categories have been updated. MAP-21 outlines seven performance goals for long range transportation planning (23 U.S.C., Section 150). These goals include an emphasis on the following:

- Safety;
- Infrastructure Conditions;
- Congestion Reduction;
- System Reliability;
- Freight Movement and Economic Vitality;
- Environmental Sustainability; and
- Reduced Project Delivery Delays.

MAP-21 focuses on a performance driven planning process that includes established, consistent, and relevant performance targets that can be assessed to track progress towards the identified goals and measures. Operational and system management studies are a key element in this focus on performance and should examine the wide range of strategies to address congestion, improve mobility, and develop a sustainable multimodal transportation system.

The metropolitan transportation planning process is required to document performance measures and targets established by the MPO that support the seven national performance goals, and are coordinated to the extent possible with the Georgia Department of Transportation (GDOT) and with public transportation providers. In general, the performance standards are established at the national level, then at the state level, and then at the MPO level. The FHWA has also developed a recommended approach for developing performance measures referred to as SMART: Specific; Measurable; Agree; Realistic; Time-bound. In addition, the GDOT is in the process of developing its performance measures and targets, which will then be considered by the MPO for incorporation into its own process for measuring and evaluating performance. By following the guidelines of the prescribed SMART approach, and coordinating with GDOT, the BATS MPO will be well positioned to develop performance measures that can be incorporated into its next MTP update.



Federal, State, and MPO Coordination

Metropolitan planning processes are governed by federal law (23 USC 134), with regulations included in 23 CFR 450. Since 1962, federal law has mandated that metropolitan transportation plans and programs be developed through a continuing, cooperative and comprehensive (3-C) planning process. The Georgia Department of Transportation (GDOT), Georgia Ports Authority (GPA), and other providers of transportation services are part of the BATS MPO. In partnership with various federal, state, and local agencies the BATS works collaboratively to develop plans and programs that address the transportation needs of the region.



U.S. Department
of Transportation



The MTP was prepared in accordance with federal statute (23 CFR Part 450), which requires the development and update of transportation plans every five years in air quality Attainment areas. Air quality designations are based on comparisons of actual pollutant emissions—not just from motor vehicles but all emissions sources—against the National Ambient Air Quality Standards (NAAQS). Glynn County is classified by the Environmental Protection Agency (EPA) as an Attainment area for air quality for all criteria pollutants.

This 2040 MTP is compliant with the regulations issued by the United States Department of Transportation (Federal Highway Administration and Federal Transit Administration) governing the development of transportation plans and programs for Urbanized Areas.

Related Plans

[Transportation Improvement Program](#)

The Transportation Improvement Program (TIP) is a comprehensive transportation planning document that lists all Federal, State, and locally funded transportation projects within the MPO's planning area – which, for the BATS, encompasses all of Glynn County and the City of Brunswick. All modes of transportation and transportation infrastructure are contained within the TIP, including roadways, bicycle and pedestrian facilities, bridges, and public transit, among others. The TIP is a short-range plan, required by federal regulation to be updated a minimum of every four years. The development of the TIP is coordinated with the GDOT, and projects funded within the TIP must also be included in the MTP.

[Unified Planning Work Program](#)

The Unified Planning Work Program (UPWP) is adopted annually by the BATS and identifies the major transportation planning activities to be undertaken for the coming year. An important element of the



UPWP is the continuing update and maintenance of land use, demographic, and travel data needed to apply the regional travel demand model, which forecasts travel demands based on population and employment projections along with transportation facilities and services.

Committees, Roles, and Responsibilities

The BATS MPO consists of three committees that meet jointly, approximately six times per year. Described below are the membership, roles, and responsibilities of those committees, as well as other planning bodies that contribute to the transportation planning efforts in Glynn County and the region.

Transportation Policy Committee

The Transportation Policy Committee, or Policy Committee is the decision-making body for the MPO, comprised of elected officials, managers from the County and City, appointees from planning commissions, and representatives from GDOT. Decisions made by the Policy Committee are informed by technical input provided by professional transportation staff, and local input provided by concerned citizens. Significant tasks of the Committee include: Setting priorities for maintenance, improvement, and expansion of the overall, multi-modal network; adoption of various plans and programs; and, coordination with the FHWA and GDOT, in order to efficiently and effectively carry out transportation planning responsibilities.

Table 1-2: BATS 2015 TPC Membership

BRUNSWICK AREA TRANSPORTATION STUDY	
TRANSPORTATION POLICY COMMITTEE	
Member	Agency
Rodney Barry	Federal Highway Administration
Mike Browning	Glynn County Board of Commissioners
Robert Burr	Glynn County Airport Commission
Russell McMurry	Georgia Department of Transportation
Cornell Harvey	City of Brunswick
Alan Ours*	Glynn County
Ronny Smith	Jekyll Island Authority
Bill Weeks	City of Brunswick
Randal Weitman	Georgia Ports Authority
Woody Woodside	Brunswick Golden Isles Chamber of Commerce

**Committee Chair*

Technical Coordinating Committee

The Technical Coordinating Committee (TCC) consists of federal, state, county, and city staff members, as well as representatives of local organizations. The members of this committee provide technical input for the transportation planning process to the Policy Committee. TCC membership also includes representatives of the Citizens Advisory Committee (CAC).



Citizens Advisory Committee

The CAC is made up of citizens from throughout Glynn County who have expressed an interest in local transportation issues. This committee ensures that the needs, concerns, and questions of citizens are addressed, as citizen participation is an important part of the transportation planning process. The CAC is responsible for making recommendations to the Policy Committee, with a focus on the particular concerns, goals, and objectives of the public.

Table 1-3: BATS 2015 TCC and CAC Membership

BRUNSWICK AREA TRANSPORTATION STUDY	
TECHNICAL COORDINATING COMMITTEE & CITIZENS ADVISORY COMMITTEE	
Member	Agency
John Anderson	Southeast Georgia Health System
Paul Andrews	Glynn County
Dave Austin	Glynn County Public Works
Al Boudreau	Glynn County School System
Bill Brunson	Glynn County Mainland Planning Commission
Cornell Harvey	City of Brunswick
Robert Burr	Glynn County Airport Commission
Jeff Preston	College of Coastal Georgia
David Hainley*	Glynn County
Capt. J. Jordan	Brunswick Police Department
Capt. Jim Kelly	Glynn County Police Department
Olivia Lewis	Federal Highway Administration
Dan McFee	City of Brunswick
Bob Nyers	Glynn County
Steve Oldaker	Citizens Advisory Committee
Stanton Reecy	Georgia Department of Transportation
Alice Ritchart	Citizens Advisory Committee
Ronny Smith	Jekyll Island Authority
Transportation Director	Coastal Georgia Regional Commission
Randal Weitman	Georgia Ports Authority
Will Murphy	Georgia Department of Transportation

**Committee Chair*

Glynn County Board of Commissioners

Glynn County’s Board of County Commissioners is responsible for making policy decisions regarding the county’s health, safety, and welfare. It also approves the annual budget that funds the departments within the Board’s purview. The Board is composed of seven elected members, including five members who represent specific districts and two at-large members. Coordination between the Board and the MPO is important in order to establish consistent policies and priorities.



State Transportation Board

The Georgia DOT is governed by the State Transportation Board, a 14-member body that supervises and oversees the activities of the State's transportation department. Each Board Member is elected by a majority of the General Assembly caucus from each Georgia's fourteen congressional districts to a five-year term. Authority of the Board includes approving long-range transportation plans, designating which public roads are included in the state highway system, and naming the GDOT Commissioner, among other powers. Coordination with GDOT is integral to the MPO process.

Sources:

- 23 CFR Parts 450 and 500 and 49 CFR Part 613: Statewide Transportation Planning; Metropolitan Transportation Planning
- <http://www.fhwa.dot.gov/map21/factsheets/pm.cfm>