
BATS MEETING MINUTES

Brunswick Area Transportation Study Special Called Citizens Advisory Committee (CAC) Meeting

Wednesday April 7, 2021 – 4:00 p.m.

Via Teleconference
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AGENDA

1. Welcome and Opening Remarks (James Gilligan)
2. Special PL Funding Project (Bay Street Corridor Improvements) - Action Item
3. BATS Administrative Updates
4. Agency Updates
 - a. Glynn County Airport Commission
 - b. Glynn County School Board
 - c. Glynn County
 - d. City of Brunswick
 - e. GDOT District 5
 - f. Jekyll Island Authority
 - g. Transit Agencies
 - h. Other Items
 - i. Public Comment
5. Adjourn

Brunswick Area Transportation Study
Special Called Citizens Advisory Committee Meeting Minutes

Wednesday April 7, 2021 - 10:30 a.m.

Via Teleconference

ATTENDEES

Committee Members

Melissa Ennis-Roughton

Ed Ellis

Ben Slade

Ed Farley

James Gilligan

Melissa Phillips

Others

Ely Yokley-Zarka (Proxy for Pamela Thompson)

Justin Dammons, Transportation Planner, RS&H

Rachel Hatcher, Senior Planner, RS&H

Chris Marsengill, Kimley Horn

Jonathan Guy, Kimley Horn

1. Welcome and Introductions.

The meeting was called to order at approximately 4:00 p.m. by Mr. Jim Gilligan, Chairman of the BATS Citizens Advisory Committee. Mr. Gilligan gave a brief welcome and held a roll call.

2. Special PL Funding Project (Bay Street Corridor Improvements) – Action Item

Mr. Guy presented this agenda item. He explained the purpose of the study to committee members, which he stated is to understand the relationship between freight, vehicular, and multimodal transportation needs, and to recommend potential solutions to identified conflicts. He stated the four priorities of the study:

- Develop a coordinated plan for the entire corridor
- Identify mobility issues along the corridor
- Develop solutions for identified area(s) along the study corridor that enhance mobility for all modes
- Develop an action plan that shows how public and private entities can work together to realize results

He then highlighted previous actions the consultant team took during the study, which included operational analysis, stakeholder engagement & visioning, data collection, understanding of past efforts, establishment of goals and objectives of the study, observations and needs determination. He pointed out important corridor statistics and reviewed past efforts and plans that have studied portions of the Bay Street corridor. He stated that no previous plan has looked and or studied the entire corridor. Stakeholders mentioned were property owners, business owners, Glynn County Commissioners, Brunswick City Council, GDOT, BATS, GPA, and the Downtown Development Authority.

Mr. Guy stated that they received stakeholder comments which were categorized as follows:

- Function and safety
- Aesthetics & amenities
- Business & economics

He mentioned that the Golden Isles Parkway is a GRIP (Governors Road Improvement Program) corridor that extends from I-75 to its terminus at the Mayor's Point Terminal in Brunswick. He reminded the committee of the importance of freight and rail in the corridor as it connects to the Port of Brunswick.

He then highlighted ten intersections along the corridor that were selected with the help of the stakeholder team and explained their importance:

- New Jessup Highway at Glyndale Circle
- New Jessup Highway at Blythe Island Highway/Community Road
- Newcastle Street at 9th St/Brunswick Cellulose Access
- Ross Road at 9th Street
- Norwich Street at 9th Street
- Newcastle Street at Bay Street

- Bay Street at F Street
- Bay Street at Gloucester Street
- Bay Street at Prince Street
- Newcastle Street at 4th Avenue

He also shared AADT volumes along the corridor, along with 2019 & 2020 truck percentages on the corridor. He added that the truck percentages have shown growth along the corridor, and there is a higher than average percent of heavy vehicles along the corridor.

Mr. Guy explained that there were four unique areas along the corridor, broken into four zones: Commercial, Transitional, Waterfront, Community. He stated that truck traffic decreases as you move along the corridor towards downtown Brunswick in the Transitional zone. He pointed out corridor speeds along different sections of the Bay St. corridor that range from 35 – 45 mph, as well as corridor crashes along the corridor. There were 721 crashes along the corridor, and of those crashes, the bulk was primarily focused along the northern end of the corridor.

He went on to highlight two intersections in depth, the New Jessup Highway at Glyndale Circle intersection, and the New Jessup Highway at Blythe Island Highway/Community Road intersection. He analyzed analyzing the crashes and type of crash at these intersections. He stated that a lot of these accidents at the Glyndale Circle intersection are due to turn lane crashes, with 52% of the total crashes being made of left angle and right-angle crashes. The Blythe Island Highway/Community Road intersection comprises 55% of the entire corridor crashes (401 at this intersection alone). He explained this was due to a lot of small roads connecting along this segment, and a concentration of land uses that attract people with a quick turn over.

Mr. Guy continued his update stating that looking at corridor growth to 2035, growth was concentrated in the commercial zone of the corridor at 2.4% (using GDOT's Historic Growth metrics), with growth being below 1% in other zones of the corridor. He added that looking at growth rates and existing corridor capacity gives additional insight into how the corridor is operating. In 2020, between Glyndale Drive and 9th Street the corridor has over 60% capacity used, with 2035 corridor capacity increasing to over 70%. The level of service in 2020, 2025, 2035 was also analyzed at the ten intersections previously mentioned on the corridor, with only one intersection showing decreasing levels of service: New Jessup Highway at Blythe Island Rd. This intersection has worse levels of service during the PM peak than the AM peak, with traffic worsening heading northbound (PM).

Mr. Guy spoke on the Newcastle St. at 4th St., Newcastle St. at Bay St., Bay Street at Gloucester St. intersections and pointed out their opportunities for improvement at each intersection. He reiterated initial observations and findings from the study. He mentioned operational and safety further evaluation needs, including these at four intersections:

- Blythe Island Rd. at US 341
- 4th at US 341
- Newcastle Street at Bay Street
- Bay Street between F Street and Gloucester Street

He stated the next steps in the study process, includes reviews of both long term and short-term recommendations, coordination with GDOT, the draft report presented to the BATS committees in May 2021 and a final presentation in June 2021 for BATS adoption. He explained the five project goals developed for the study along with and the respective objectives. The goals outlined are:

- Identify mobility issues along the Bay Street Corridor
- Maintain and enhance the efficiency and safety of the corridor's segments & key intersections and between key land uses
- Support intergovernmental cooperation between all local jurisdictions in the project area as well as local, regional and state agencies
- Enhance the appeal of the corridor for all users
- Enhance the current and emerging economic drivers in the community.

There were no comments or questions on this agenda item.

Mr. Gilligan then called for a motion to recommend to the BATS Policy Committee approval of the Bay Street Corridor Improvements Study's Goals and Objectives. A motion was made by Mr. Ed Farley. The motion was seconded by Mr. Ben Slade. The motion passed unanimously.

3. BATS Administrative Updates

a. Citizens Advisory Committee (CAC) Membership Drive - 2021

Mrs. Hatcher addressed this agenda item. She reminded the CAC that the membership drive is ongoing, and the deadline for submitting an application is April 30, 2021. She asked if any CAC members knew any interested citizens that would be a benefit to this committee, and to have them apply.

b. GAMPO Spring Meeting Update

Mrs. Hatcher spoke on this agenda item. She stated that the Georgia Association of MPOs (GAMPO) held their Spring 2021 meeting on March 29, 2021. She highlighted that the BATS MLK/Altama Ave Bike Corridor Study passed unanimously, and staff will be working with the City of Brunswick through the RFP process. More information will be given during the next CAC meeting.

4. Agency Updates

a. Glynn County Airport Commission

There were no Airport Commission updates provided at this meeting.

b. Update on Glynn County School Board Projects

There were no Glynn County School Board project updates provided at this meeting.

c. Glynn County

There was a project sheet with updated information on Glynn County projects presented to committee members.

d. Update on City Projects

There were no city project updates presented at this meeting, but a project sheet with updated information was made available to committee members prior to the meeting.

e. Update on GDOT Projects

Mrs. Hatcher stated that the GDOT project sheet is available for committee members to review with the meeting materials.

f. Jekyll Island Authority

There were no Jekyll Island Authority updates presented at this meeting.

g. Transit Agencies

Mrs. Hatcher provided updates on this agenda item. She stated that Brunswick Transit is reviewing their initial budget projection for a fixed route service and comparing to their funding capabilities. They are now looking at alternative models including micro-transit as a primary service or a hybrid of fixed route and micro-transit. The goal is to have this phase of the process wrapped up soon so Brunswick Transit can begin the public outreach phase.

h. Other Items

No other items were discussed during this meeting.

5. Public Comment

There were no public comments presented at this meeting.

6. Adjourn

Mr. Gilligan thanked everyone for their participation and the meeting was adjourned at approximately 5:00 PM. He reminded the committee of the next CAC meeting on May 10, 2021.

BATS CAC Chairman

Date