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## **BATS MEETING MINUTES**

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### **Brunswick Area Transportation Study Special Called Technical Coordinating Committee (TCC) Meeting**

Monday June 14, 2021 – 10:30 a.m.

Via Teleconference

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#### **AGENDA**

1. Welcome and Opening Remarks (Pamela Thompson)
2. Special PL Funding Project (Bay Street Corridor Improvements) – Action Item
3. BATS Administrative Updates
  - a. GAMPO Special PL Funding Application – Fall 2021
4. Adjourn

***Next Technical Coordinating Committee Meeting: Monday, July 12, 2021***

**Brunswick Area Transportation Study**  
**Special Called Technical Coordinating Committee Meeting Minutes**

Monday June 14, 2021 - 10:30 a.m.  
Via Teleconference

**ATTENDEES**

Committee Members

Pamela Thompson, Director, Glynn County Community Development (Chairperson)  
Maurice Postal, Glynn County Community Development (Proxy for Pamela Thompson)  
Bob Nyers, Glynn County Geographic Information Systems Department  
Vernon Bessing, Manager, Glynn County Airport Commission  
Noel Jensen, Jekyll Island Authority  
Dave Austin, Glynn County  
Noel Jensen, Jekyll Island Authority  
Paul Andrews, Glynn County Engineering  
Marty Simmons, Glynn County School Board  
David Thompson,  
David Dantzler, Coastal Regional Commission  
Ned Green, GDOT Planning

Others

Vishanya Forbes, Transportation Planner, RS&H  
Rachel Hatcher, Senior Planner, RS&H  
Justin Dammons, Transportation Planner, RS&H  
Katie Proctor, GDOT District 5  
Ann-Marie Day, FHWA  
John Hunter, City of Brunswick  
Jonathan Guy, Kimley Horn

## **1. Welcome and Introductions.**

The meeting was called to order at approximately 10:30 a.m. by Ms. Pamela Thompson, Chairman of the BATS Technical Coordinating Committee. Ms. Thompson gave a brief welcome and conducted a roll call.

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

Mr. Guy presented this agenda item. He gave an overview of the Bay St. Corridor Study and highlighted the priorities of the study. Those priorities include:

- 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 explained the three components of the corridor study; corridor characteristics, transportation strategies, and implementation plan. Major stakeholders included a wide range of individuals, agencies and organizations from across the BATS MPO region. Some of those stakeholders comprised property owners, business owners, Glynn County Commissioners, City of Brunswick Council, GDOT, BATS, GPA, Downtown Development Authority, and residents and visitors. He stated that feedback received from stakeholders fit into three categories: function & safety, aesthetics & amenities, and business & economics.

Mr. Guy stated that freight and rail were important in the corridor, highlighting the rail terminals in the region, including Mayor's Point Terminal and East River Terminal and Lanier Docks. Safety was also mentioned as an important part of the study, with a total of 721 crashes in the corridor and 401 crashes at the Blythe Island intersection. He explained corridor capacities and levels of services, and how they influence the suggested recommendations.

Study observations and findings include:

- Four unique areas along the corridor
- Bay Street Corridor is a primary freight corridor
- Areas that experience peak hour congestion
- Speeding is a concern
- Overall crashes are low (except New Jesup & Blythe Island)
- The corridor has additional capacity
- There are enhancements that should be considered

Mr. Guy explained the project goals and their related objectives. He stated transportation strategies and discussed design considerations that were used to evaluate the objective criteria.

Recommendations at different intersections in the study corridor include:

- Exit 36 at I-95: Consolidating driveways in the functional area of influence and adding pavement markings with freeway labels to the roadway.
- US 341 at Blythe Island Highway: Minimizing or removing driveways in the intersection influence area, with further consideration consisting of short term and long-term recommendations.
- Newcastle at Fourth St: Include updated crosswalks and a pedestrian hybrid beacon if warranted and is also recommended for further consideration.
- Newcastle Street at Bay St: Include roundabout to improve safety at intersection, with potential for right turn lane from Bay St. to Newcastle St. to be determined in design development. Also recommended for further consideration.
- US 17 at 4<sup>th</sup> Avenue: Include roundabout to enhance operational improvements and is recommended for further consideration.

Mr. Simmons asked if the pedestrian footpath was removed in the recommendations for the Newcastle St at Bay St. intersection.

Mr. Guy stated that it was not, but the crossing was enhanced across Newcastle St, and showed on the map where the crossing was located.

Mr. Guy explained the plantings recommendation for the Bay St. enhancements, which include:

- Repurpose existing shoulder for landscaping and plantings
- Evaluate feasibility of widening sidewalk to 10+ feet to accommodate bikes
- Enhance the current railroad crossing for pedestrians
- Enhance crosswalks crossing streets to high visibility crosswalks
- Pedestrian Hybrid Beacon if warranted
- Repurpose Gloucester St. to a single inbound and single outbound lane to provide additional parking and enhanced pedestrian crossings

He elaborated on the recommendations for the improved crosswalk at Bay St. and Gloucester St. Recommendations also include to develop a downtown parking study, an enhanced crosswalk configuration, and exploring opportunities for enhancement of existing shoulder areas along Bay St. with GDOT District 5 and GDOT HQ. An implementation plan was reviewed, including recommendations and a timeframe and cost estimate for each location examined in the study corridor. He ended the presentation with a call to action, stating that connecting people with community assets can benefit a variety of interests.

Mr. Andrews asked at the Fourth St. intersection, are there raised medians to protect the pedestrians, and are the adjacent intersections revised to allow for U-turn motions.

Mr. Guy responded that there are raised medians, with a wide strip in the center as a landing stage for pedestrians. He added that it would be 15' wide. He explained the other medians are to create awareness in the look and feel of the corridor and can slow traffic in the intersection area. He stated that if there needed to be U-turn movements at the end of the island or further down to the next street, would be looked at from a design standpoint during the implementation phase of the project.

Mr. Simmons asked if alternate lanes were explored at the intersection of Newcastle and US 341.

Mr. Guy stated that there were some options looked at, but from an operational standpoint everything was working fine so no recommendations were made at that intersection. He asked if there was something Mr. Simmons had in mind regarding that intersection.

Mr. Simmons stated that there were two left turn lanes being explored and wanted to know if there was flexibility to give the next lane the ability to turn left as well.

Mr. Guy stated that if that were implemented it would cause split phasing and wouldn't operate efficiently. He explained design issues and possible changes to the lane widths including widening to make that occur.

Ms. Forbes stated that the CAC unanimously recommended that the PC endorse the final draft of the Bay St. Corridor Improvements Study incorporating the suggested changes made during their meeting. Mr. Postal called for a motion. Mr. Simmons made a motion to recommend that the BATS Policy Committee endorse the final draft of the Bay Street Corridor Improvements Study as presented. Mr. Austin seconded the motion. The motion was passed unanimously.

### **3. BATS Administrative Updates**

#### **a. GAMPO Special PL Funding Application – Fall 2021**

Ms. Forbes spoke on this agenda item. She stated that the next round of GAMPO Special PL funding will be due in September 2021. She added that there are no proposed BATS studies that was not submitted in the two last rounds, with three projects being successfully awarded over the past three years: Lanier Gloucester Improvement Study, Bay Street Corridor Improvement Study, and MLK – Altama Bike Route Study. The MLK/Altama Bike Route Study was awarded funding at the March 2021 GAMPO meeting.

She explained the requirements for proposed projects, including going through two cycles of MPO meetings for screening, and that special called meetings will need to be held if there is a proposed project for the Fall 2021 submittal. She briefly highlighted the GAMPO Special PL funding timeline for the following three months with their corresponding BATS committee tasks.

Ms. Thompson asked if the GAMPO Special PL funds were available for projects on St. Simons Island.

Ms. Forbes stated that St. Simons Island is within the MPO planning area, and thus would be available for Special PL funds.

Ms. Thompson stated that she would get together with Mr. Austin and review potential intersection study projects that might be eligible for the GAMPO Special PL funding.

Ms. Forbes stated that BATS staff could review the proposed projects and provide guidance to Mr. Austin.

### **4. Public Comment**

There were no public comments presented at this meeting.

**5. Adjourn**

Ms. Thompson thanked everyone for their participation and reminded the committee of the next TCC meeting on July 12, 2021 and the meeting was adjourned at approximately 11:30 AM.

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BATS TCC Chairman

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Date