
BATS MEETING MINUTES

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

Monday April 12, 2021 - 10:30 a.m.

Via Teleconference

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AGENDA

1. Welcome and Opening Remarks (Pamela Thompson)
2. BATS Administrative Updates
3. Special PL Funding Project (Bay Street Corridor Improvements) - Action Item
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

Next Technical Coordinating Committee Meeting: Monday, May 10, 2021

Brunswick Area Transportation Study
Special Called Technical Coordinating Committee Meeting Minutes

Monday April 12, 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
Cassius Edwards, GDOT Engineer
Noel Jensen, Jekyll Island Authority
Paul Andrews, Glynn County Engineering
Troy Pittman, GDOT Engineer
Stefanie Lief, Glynn County Planning Manager
Marty Simmons, Glynn County School Board

Others

Vishanya Forbes, Transportation Planner, RS&H
Rachel Hatcher, Senior Planner, RS&H
Vivian Delgadillo Canizares, GDOT Planning
Ann-Marie Day, FHWA
Chris Marsengill, Kimley Horn
Jonathan Guy, Kimley Horn

1. Welcome and Introductions.

The meeting was called to order at approximately 1:30 p.m. by Mr. Garrow Alberson, Chairman of the BATS Technical Coordinating Committee. Mr. Alberson gave a brief welcome.

2. BATS Administrative Updates

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

Mrs. Hatcher briefly addressed this agenda item. She stated that the CAC membership drive is ongoing, with the deadline for submitting an application is upcoming. She asked if any TCC members knew of interested citizens that would be a benefit to the CAC to have them apply.

b. GAMPO Spring Meeting Update

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

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

Mr. Guy spoke on this agenda item. He explained the purpose of the study, which is to understand the relationship between freight, vehicular, and multimodal transportation needs, and to recommend potential solutions to identified conflicts. He added that there are four priorities to 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 gave a refresher on previous actions taken by the consultant team during this study, which include operational analysis, stakeholder engagement & visioning, data collection, understanding of past efforts, establishment of goals and objectives of the study, observations and needs determination. He highlighted corridor statistics, and reviewed past efforts and plans that have mentioned the Bay Street corridor. Stakeholders mentioned were property owners, business owners, Glynn County Commissioners, City of Brunswick Council, GDOT, BATS, GPA, and the Downtown Development Authority.

Mr. Guy explained the different categories stakeholder comments fell into. Function and safety, Aesthetics & Amenities, and Business & Economics. He reminded the committee that the Golden Isles Parkway is a GRIP (Governors Road Improvement Program) corridor, extending from I-75 to its terminus at the Mayor's Point Terminal in Brunswick. He stated the importance of freight and rail in the corridor as it connects to the port of Brunswick.

He highlighted ten study intersections along the corridor and explained their importance along the corridor.

- 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 added that these corridors were selected based off coordination with local stakeholders. He then reviewed GDOT AADT volumes along the corridor, and 2019 and 2020 truck percentages on the corridor. He stated that the truck percentage has shown grown along the corridor, and there is a higher than average mix of heavy vehicles along the corridor.

Mr. Guy stated that there were four unique areas along the corridor, broken into four zones: Commercial, Transitional, Waterfront, Community. He explained how truck traffic decreases as you move down the corridor towards downtown Brunswick. He highlight corridor speeds along different sections of the Bay St. corridor, ranging from 35 – 45 mph, and corridor crashes along the corridor. There were 721 crashes along the corridor, primarily focused along the northern end of the corridor near I-95.

He reviewed the New Jessup Highway at Glyndale Circle intersection, analyzing the crashes (124) and type of crash at this intersection. He stated that a lot of these accidents are due to turn lane crashes, with 52% of the total crashes being made of left angle and right angle crashes. The next intersection he reviewed was the New Jessup Highway at Blythe Island Highway/Community Road. That intersection comprises 55% of the entire corridor crashes (401 at this intersection). He stated this was due to a lot of small roads connecting along this intersection, and a concentration of land uses that are attracting people with a quick turn over.

Looking at corridor grown to 2035, he stated that growth was concentrated in the commercial part of the corridor at 2.4% (using GDOT's Historic Growth metrics), with growth held to below 1% in other parts of the corridor. He added that looking at growth rates and existing corridor capacity gives additional insight into how the corridor is operating. Along the corridor between Glyndale Drive and 9th Street the corridor has over 60% capacity used, and looking at 2035 corridor capacity, that has increased to over 70% in that same segment. The level of service in 2020, 2025, 2035 was also analyzed at intersections throughout the corridor, and only got worse at one intersection; 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 highlighted 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 stated

initial observations and findings, and mentioned that speeding is a concern, and overall crashes are low except for the New Jessup & Blythe Island intersection. He mentioned operational and safety further evaluation needs, including these 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 next steps, which include reviewing both long term and short-term recommendations, coordination with GDOT District and Headquarters, presenting the draft report in May 2021 with a final presentation in June for BATS adoption. He highlighted the project goals and objectives, with these five goals:

- 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.

Mr. Alberson called for a motion to recommend to the BATS Policy Committee approval of the Bay Street Corridor Improvements Study's Goals and Objectives. Mr. Postal made a motion. The motion was seconded by Mr. Austin. The motion was passed unanimously.

Mrs. Hatcher stated that this agenda item will be presented at the next PC meeting on April 12, 2021, and BATS staff will be working with the consultant on the final recommendations with a closeout on the last date in June 2021.

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 presented to committee members for reference.

e. Update on GDOT Projects

Mrs. Hatcher stated that the GDOT project sheet is available for committee members to review and provide questions or comments.

f. Jekyll Island Authority

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

g. Transit Agencies

Mrs. Hatcher provided brief updates on this agenda item. She stated that Brunswick Transit is progressing through their initial budget and possible route development, with an initial budget projection for a fixed route service seeming to be beyond their funding capabilities. She added that because of that, they are building alternative models looking at micro-transit as a primary service or a hybrid of fixed route and microtransit. The goal is to have this phase wrapped up soon so they can begin the public outreach phase.

h. Other Items

Mr. Nyers asked for the information presented at this meeting to further evaluate the data.

Mrs. Hatcher stated that the presentation by Kimley Horn is available on the MPO website.

5. Public Comment

There were no public comments presented at this meeting.

6. Adjourn

Mr. Alberson thanked everyone for their participation and the meeting was adjourned at approximately 2:15 PM. He reminded the committee of the next TCC meeting on May 10, 2021.



BATS TCC Chairman

Date