

2040

Metropolitan Transportation Plan

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





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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<u>CHAPTER 1</u> 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.

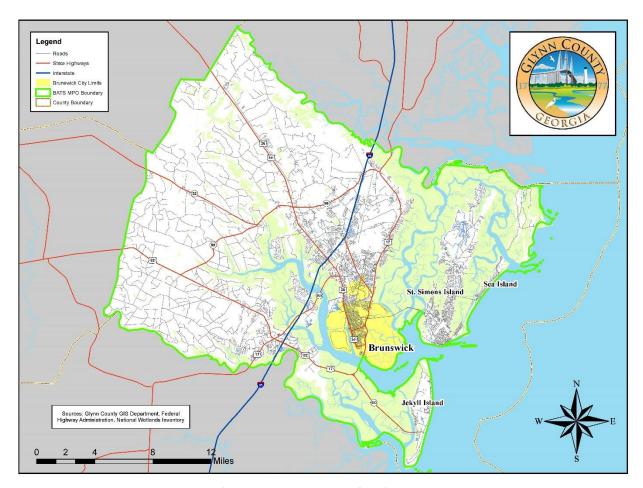


Figure 1-1: BATS MPO Planning Area

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

- 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
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and economic development patterns
- 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; Timebound. 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.





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.

<u>Transportation Policy Committee</u>

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		
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		
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

<u>CHAPTER 2</u> PLANNING CONTEXT



Metropolitan Transportation Plan Framework

Along with carrying out the regulations defined in the Federal code, the Metropolitan Transportation Plan (MTP) also provides a framework for defining a region's goals, objectives, and strategies that will help strengthen its economy, provide enhanced mobility and connectivity, and improve safety and security. The MTP is a platform for planning for the future in order to protect important resources and direct available funding to priority projects that will benefit the overall network while considering the impacts to quality of life and the long term viability of a region's ability to prosper.

Included in this MTP are the goals and objectives defined for the Brunswick Area Transportation Study (BATS) planning area, significant opportunities and issues facing the region, as well as the projects and funding available to support those efforts. This plan also discusses how public participation in the planning process and coordination with other agencies help shape the contents of the MTP, in order to influence decisions that are made about the future of the region.



Goals and Objectives

The goals and objectives identified for the BATS 2040 MTP are consistent with the eight federal planning factors found in the MTP's Introduction Chapter (Chapter 1), and provide the framework for the development of the plan. By identifying these goals and objectives, the BATS is providing a platform to establish standards that will help meet the mobility needs of people and goods throughout the planning area and region. Following are the goals and objectives for the BATS 2040 MTP.

Table 2-1: BATS MTP Goals and Objectives

	GOALS	OBJECTIVES	
-1	Support Economic Vitality , Development, and Competitiveness	Efficiently utilize limited public resources	
1		Improve access to national freight networks	
	Increase the Safety and Security of the Transportation Network	Encourage design features that enable all users	
		a convenient way to reach their destination	
		while minimizing conflict points among modes	
2		Promote pedestrian and bicycle safety through	
		public awareness	
		Support projects that aid in the event of a	
		natural disaster	
~	Enhance Accessibility , Mobility , and	Utilize Complete Streets design policies	
	Connectivity for all Transportation Modes	Explore opportunities for public transportation	
4	Protect the Environment, Promote Energy Conservation, and Improve Quality of Life	Emphasize enhancements to transportation	
		facilities that preserve and complement natural	
		environmental features within the area	
		Coordinate transportation and land use	
		decisions	
-	5 Provide Efficient System Operation	Minimize congestion	
3		Promote coordination among modes	
6	Manage and Preserve the Transportation System to ensure Long-Term Sustainability	Allocate resources to maintain existing facilities	
		in a state of good repair	



Planning Focus Areas

Glynn County, also representative of the BATS planning area, has many unique characteristics that differentiate it from other parts of the state, and the country. Its location in Georgia's coastal region positions it as a desirable tourist and retirement destination, while providing port access for freight activities. In addition, abundant natural resources, historic resources, and unique ecosystems are present in the region and add to its appeal. While the coastal environment offers many opportunities to attract visitors and spur economic growth, there are also challenges that must be dealt with in order to utilize resources appropriately and preserve quality of life.

For the purposes of the MTP, the focus is on transportation. As such, the goals and objectives of the plan are focused on ways to efficiently and effectively move people and goods throughout the region by a variety of means, while protecting natural and cultural resources. Some of the significant transportationrelated issues facing Glynn County include:

- Preserving the freight function to and from ports and factories, a critical component of the local economy;
- Improving the movement of people and goods to ensure the transportation network will be able to adequately accommodate anticipated future growth;
- Identifying alternative transportation modes, such as bicycle and pedestrian facilities, in order to provide mobility options to the various segments of the population within the county;
- Protecting the numerous natural and cultural resources that exist throughout the county in order to preserve an environment that is desirable and maintain a high quality of life; and
- Emphasizing safety and security throughout the planning area as infrastructure improvements are made, and development and economic conditions continue to change and evolve.

Economic Vitality

Economic vitality is important to any region, so it is critical that the BATS Metropolitan Planning Organization (MPO) ensures that infrastructure investments complement and enhance its ability to continue to increase economic activity. The location of the BATS planning area, in the coastal region of Georgia near the ocean, and with its convenient access to I-95, are key factors related to continued port and freight activity and increased tourism. Freight, and in particular ports, are critical to the local economy while tourism accounts for a large portion of the county's industry, both directly and indirectly. Visitors account for approximately \$800 million of Glynn County's annual economy. An increase in tourism and the retirement market could also lead to job creation and the recruitment of new businesses.

Providing transportation infrastructure that preserves the existing functions and improves efficiency and operations will help the MPO planning area accommodate the population and development anticipated, while positioning the area to be competitive. Not only is this a priority for the MPO, but for the state as well:

By investing \$15 billion over the next 20 years in new limited-access bypasses, rail capability improvements, Governor's Road Improvement Program (GRIP) corridors that align with highvolume freight routes, and improvements that address the worst bottlenecks and connectivity



gaps in the network, the state could generate \$100-115 billion in additional GDP growth and 90,000 new jobs. (GDOT Statewide Strategic Transportation Plan 2010-2030, April 2010)

Ports and Freight

Protecting the State's investment in port facilities, and rail and truck access, by limiting land use conflicts, is an important consideration for the BATS MPO due to its existing freight infrastructure and its established port facilities (see Figure 2-1). The vast majority of freight volume within the BATS planning area is carried by truck (approximately 95 percent), with the vast majority of truck travel occurring on I-95. Other major routes within Glynn County, such as US 17 providing access to the northeastern part of South Georgia and US 82 which provides access to the western parts of South Georgia, are important corridors for truck travel, and also because they connect trucks to the ports located in Glynn County. In particular, the Colonel's Island Terminal, the largest of the Brunswick and Georgia Ports Authority (GPA) terminals, is comprised of two distinct freight uses, agricultural-bulk (agri-bulk) and roll-on/roll-off (Ro/Ro) cargo. This Ro/Ro terminal is one of the busiest US ports for Ro/Ro cargo and imports, with plenty of room for expansion. All three of Brunswick's cargo sectors saw marked growth in fiscal year 2014.

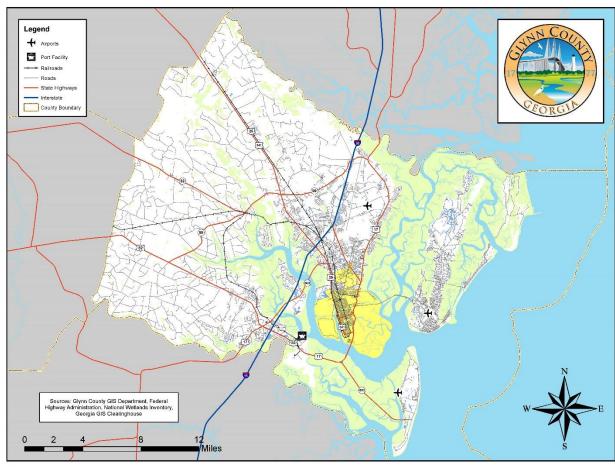


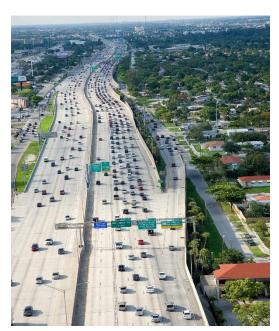
Figure 2-1: BATS MPO Port and Rail Facilities



Local developments and infrastructure projects that adversely impact freight trucking could jeopardize potential economic benefits the freight industry has established in the region. It will be important for the BATS MPO, Georgia Department of Transportation (GDOT), and other local stakeholders to carefully weigh the cost/benefit, safety, and quality of life issues associated with proposed projects that could potentially impact freight movement. Freight movement within the BATS planning area is discussed in detail in the Freight and Intermodal Transportation Chapter of the MTP (Chapter 5).

Regional Mobility

As previously indicated, moving people and goods is an important theme of the MTP and an important aspect of the future success of the region. Moving people and freight is beneficial to the tourism and port industries present in the MPO's planning area. The MPO is well accessed by I-95, which bisects the region in a north-south direction. In total, the planning area is served by five exits off I-95. There are projects proposed within the planning area at Exits 29 and 38 of I-95, to improve those interchanges. In addition, some capacity upgrades accomplished through reconfiguration and widening are proposed on I-95 within the MPO planning area. These projects on I-95 ensure continued efficiency for freight movement, as well as accessibility and connectivity for residents and visitors within the MPO area, as well as within the region and state.



limits, which also provide access to the region. The Brunswick-Golden Isles Airport (BQK) and the McKinnon-St Simons Island Airport (SSI) both accommodate business travelers and visitors and are important to the economy of the County. The Brunswick-Golden Isles Airport is currently in the process of updating its Master Plan in order to develop recommendations to support the aviation growth of the airport over the next 20 years.

Glynn County is served by two airports within the county

The interstate and airport projects are in part a response to the growth pressures being experienced in the county in areas around Exit 29 of I-95 (Southport area), and the area north of the Brunswick-Golden Isles Airport to the east of I-95. However, it is also recognized that the future potential of the area to attract tourism and jobs will rely on its ability to move people and goods, a function performed in large part by the interstate and airports.

I-95: Glynn County

Alternative Transportation Modes

One of the goals for the BATS MPO is to enhance accessibility, mobility, and connectivity for all transportation modes. A multimodal transportation network recognizes the needs of all users and provides different transportation options for different users. Specifically, the BATS MPO has made it a priority to evaluate its bicycle and pedestrian network, in order to determine what improvements can be made. The BATS has invested in a study to analyze the existing inventory and future needs of its bicycle and pedestrian network.





The following work has already been accomplished:

- Collaboration with local developments in the planning process in order to identify bicycle and pedestrian routes that can be implemented in coordination with public facilities;
- Encouraging local, non-profit, and state planning agencies to provide the BATS with opportunities to assist with the development of pathways; and
- Coordination among its committees, as well as with the GDOT, to collect location data in order to map its existing bicycle and pedestrian network, and to identify locations for proposed future facilities.

Creating an integrated and accessible bicycle and pedestrian network affords more options to those

without access to a vehicle to commute locally. This would include youth and/or elderly constituents who are not able to drive, as well as the 30 percent of Brunswick/Glynn County households that have one, or no vehicle. Finally, there have been numerous studies that document the health benefits associated with walking and biking. Less cars on the roads is also an air quality benefit to the region.

Other considerations for the BATS to take into account include:

- The implementation of bicycle and/or sidewalk facilities should be incorporated into larger roadway projects when possible to reduce the mobility costs associated with the construction of such facilities:
- Amenities such as bicycle racks, drinking fountains, and benches should be included at activity centers to promote bicycle and pedestrian friendliness in the BATS area; and



Golden Isles Bike Trails, Source: Golden Isles CVB

 Investing in bicycle and pedestrian facilities requires coordination to ensure that economic, environmental, and safety concerns are properly identified and adequately addressed.

The BATS MPO will continue to explore opportunities to fund bicycle and pedestrian projects. Community outreach and collaboration with partner agencies is critical to the process, particularly when discussing future needs of the region and its citizenry. Planning efforts, such as the study proposed, that inventory the existing network and make recommendations about proposed future expansion of the network put the MPO in a good position to implement projects as soon as funds become available. Bicycle and pedestrian projects are discussed in more detail in the non-motorized section of the MTP's Plan Development Chapter (Chapter 4).



Environment

One of the defining features of Glynn County, and the BATS planning area, is its coastal location and abundance of natural and cultural resources. It is because of these attributes, in large part, that

population, development, and tourism are anticipated to increase in Glynn County over the next several decades. In order for the county to realize its growth potential, and continue to be a desirable location for residents, retirees, and visitors, it will be important to protect and preserve its environment, including both the natural and cultural aspects.



Clam Creek, Jekyll Island, Source: Golden Isles CVB

Glynn County's geography is typical of Georgia coastal counties in that it is defined by large areas of wetlands and marshes, with a series of barrier islands beyond. The islands east of the intra-coastal waterway, often referred to as the Golden Isles, are a significant driver of tourism for the region. In addition, the county has an abundance of historic resources scattered throughout. Preserving these resources, while enhancing the transportation network through strategic investment, will benefit the county, region, and state.



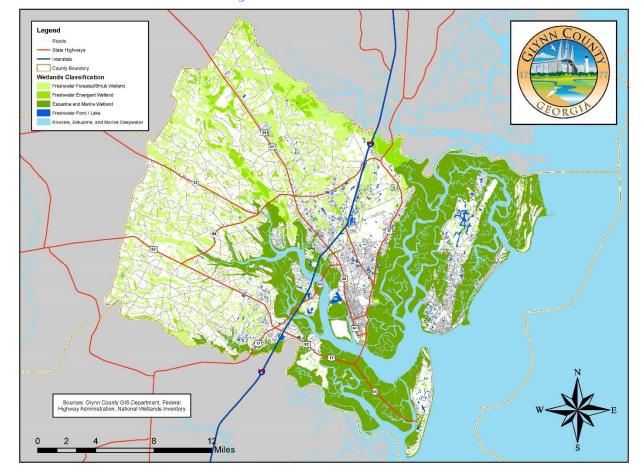


Figure 2-2: BATS MPO Wetlands

While the coastal environment is a major contributing factor to the quality of life and the economy in Glynn County, many environmentally sensitive areas create constraints on development patterns. The need to protect the unique ecosystems on the barrier islands, as wells as the natural and historic resources located elsewhere in the county, limit the amount of land left to accommodate potential new development and the accompanying infrastructure.

Climate Change

In addition to protecting existing resources, there are other environmental issues that impact transportation and transportation planning which have gained traction at the federal level. One such issue is climate change, which is particularly relevant to areas susceptible to sea level rise, as it is one of the effects associated with climate change. The Federal Highway Administration (FHWA) has completed research on climate change and provided the findings on best practices for MPOs to develop policies and strategies to deal with the identified impacts. Due to its coastal location, it will be important for the BATS MPO to understand potential impacts on existing and future transportation infrastructure and develop an approach to mitigate such impacts. The BATS MPO can build on the foundation provided by work accomplished by other organizations dealing with climate change and its coastal effects, such as the University of Georgia's River Basin Center.



Examples of impacts of climate change and sea level rise include higher than normal tides that occur more and more frequently. These high tides can impact access to the barrier islands, as well as infrastructure along low-lying facilities, such as US 17. With any new infrastructure investments, climate change effects, both now and in the future, must be a consideration in the location of the facilities.

Air Quality

Air quality is of particular concern for transportation planning agencies, such as the BATS, due to federal requirements associated with monitoring pollutant levels in the air. Ambient air quality in Glynn County is monitored by the Georgia Protection Division, which includes identifying the levels of different pollutants in the air. Acceptable levels of pollutants are defined by the US Environmental Protection Agency (EPA), including those of Particulate Matter, Carbon Monoxide, Ozone, and Nitrogen Dioxide, among others. The pollutant levels in Glynn County have not been found in excess of the EPA standards; therefore, the air quality in Glynn County is considered to be good.

Safety and Security

Identified as two of the eight planning factors included in federal transportation regulations, it is clear that safety and security are important components of the metropolitan transportation planning process. The BATS MPO also identifies safety and security as one of its goals in this 2040 MTP. As population increases, and roadways become more congested, implementing safety and security measures becomes an even more significant consideration. Not only is roadway safety important, but it is important to determine how to integrate users of various modes into the overall transportation network, and how to safely accommodate them. These concepts are embraced by the objectives developed for this MTP to encourage design features that allow all users a convenient way to reach their destination with minimal conflict points, and to promote bicycle and pedestrian safety through public awareness.

Vehicle crash data was obtained from GDOT for the BATS MPO planning area for the years 2011-2014, as shown in Table 2-2 below.

BATS MPO Crashes **Injury Crashes** Year **Fatal Crashes** 2011 742 257 6 2012 557 8 265 2013 1492 582 11 2014 871 318 12 2011-2014 3662 1422 37

Table 2-2: BATS MPO Vehicle Crash Data

Source: GDOT

As evidenced by the numbers in the table, crashes increased in the planning area in 2013 compared with the years 2011 and 2012. In 2014, there were less overall crashes than in 2013, but fatal crashes were higher than in all three of the previous years documented. The locations of crashes are depicted in Figure 2-3 on the next page.



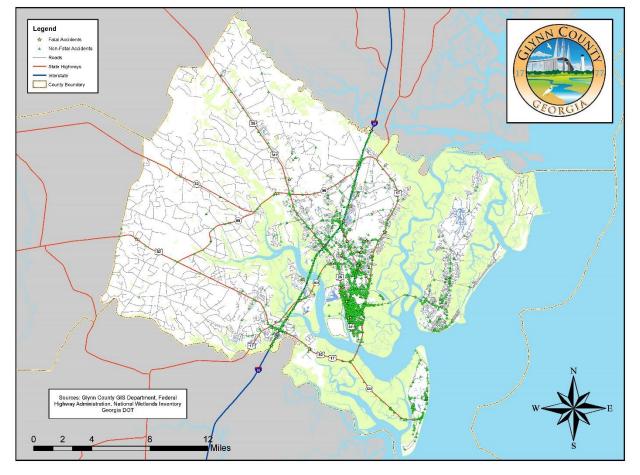


Figure 2-3: BATS MPO Crash Locations

The majority of crashes have occurred on I-95 and in the City of Brunswick, representing the roadway facility within the MPO planning area that carries the highest volumes of traffic, as well as the most densely populated location within the planning area. As expected, very few crashes were recorded in the western portion of Glynn County where population is sparse and there is little development. St Simons Island accounts for a fair amount of crashes on the southern end of the island, likely due to the density and concentrated development found there. The less developed northern region of the island experienced very few crashes. In the BATS area, as in other areas of the country, the increase in crashes could potentially be attributed to more distracted drivers. The State of Georgia recently passed legislation making it illegal to text and drive in an effort to address the issue.

Some safety improvements can potentially be addressed through projects incorporated in the cost feasible plan (see the Plan Development Chapter for more details). Others may qualify for, and be addressed through, the GDOT's Quick Response program, which implements small scale projects using available, set aside safety funding. Qualifying projects are typically those ranging from intersection improvements to operational improvements, such as signal timing, and are generally less than \$750,000 for all project phases. Projects can be submitted for Quick Response funding by local governments, the GDOT, or the FHWA.





Coordination with the State to develop strategies to reduce crashes and improve safety is important, especially since many of the high volume corridors within the BATS planning area are state-maintained roads (including I-95, US 17, US 82, and US 341). The GDOT and Governor's Office of Highway Safety (GOHS) work together to develop and maintain a Strategic Highway Safety Plan (SHSP) which identifies strategies to reduce high risk driving behavior. Georgia also has 10 highway safety emphasis areas with a corresponding Task Team.

Along with developing and implementing strategies to improve safety throughout the transportation network, managing the security of the network is equally important. The BATS coordinates with several local and state agencies to accomplish this goal. These agencies include the Georgia Emergency Management Agency (GEMA), Georgia Office of Homeland Security, GDOT, local police and fire departments, and the Glynn County Emergency Management Agency (GCEMA). Specifically, the GCEMA is tasked with the coordination and development of plans and procedures to help citizens prepare for, respond to, and recover from the impacts of natural and man-made disasters. In addition, a Local Emergency Planning Committee (LEPC), consisting of representatives of a multitude of emergency-related organizations, has been established to help protect and serve Glynn County residents. Glynn County has also instituted the CodeRED Emergency Notification System, a high-speed telephone communication service for emergency notifications.

Hurricane Planning

Being a coastal county with the potential for hurricane evacuation, various precautionary measures and coordination efforts are in place to inform citizens, and aid in the event of an emergency. The GCEMA maintains the Glynn County Hurricane Plan, and provides information about how to respond in the event of a hurricane, including preseason preparedness, evacuation routes (see Figure 2-4), and important contact numbers. This information, and more, can be found on its website at: http://glynncounty.org/index.aspx?NID=644.



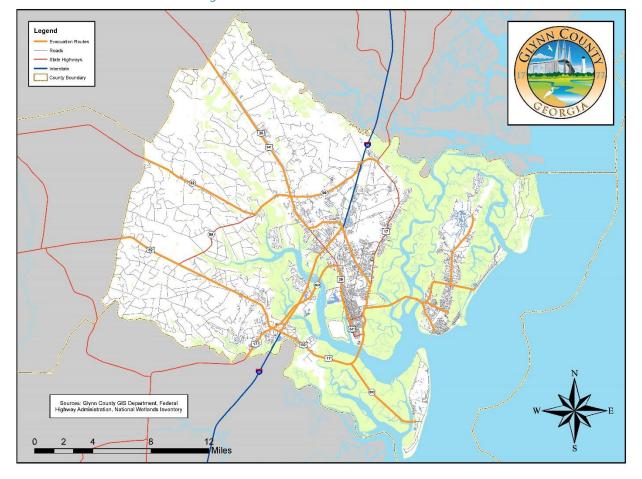


Figure 2-4: BATS MPO Evacuation Routes

At the State level, the GEMA created a Georgia Hurricane Plan (2013) which addresses hurricane preparedness, response, and initial recovery. The plan includes protocols and standard operating procedures in order for each agency associated with hurricane preparedness to be informed about how to respond prior to, during, and after hurricanes and tropical storms. The Georgia Hurricane Plan is available through the Georgia Office of Homeland Security website at http://www.gema.ga.gov/

In addition to the above resources, a local emergency operations center has also been established to help facilitate coordination between local emergency response agencies and the GEMA.



Sources:

- Georgia Ports Authority, FY 2014 Annual Report
- Community Assessment, Glynn County Comprehensive Plan Update (2007)
- City of Brunswick, Comprehensive Plan (2007)
- Georgia Strategic Highway Safety Plan
- Georgia Department of Transportation
- http://glynncounty.org
- http://www.gema.ga.gov/

PEOPLE, PLACES, AND TRAVEL TRENDS



PEOPLE, PLACES, AND TRAVEL TRENDS

Glynn County is one of the ten counties in southeast Georgia that comprise the Coastal Georgia Region. The coastal region as a whole is anticipated to experience significant growth over the next several decades. Contributing to the growth, Glynn County is also expected to grow in population by

approximately 25 percent between 2010 and 2040. With a population of 79,617 in 2010, projected to be 99,167 by 2040, the county figures to increase its populations by approximately 20,000 people over that time period.

The City of Brunswick is the sole municipality within the MPO planning area and has historically been the focal point of population and employment for the county. Although the City is not expected to have the same levels of population growth as the county through 2040, slight increases each decade are anticipated. In addition, St

BATS MPO OVERVIEW

- 2013 US Census population estimates within the planning area is 81,533.
- Total area is 419.75 square miles.
- Planning area includes the Golden Isles which consists of four barrier islands: St Simons Island, Sea Island, Little St Simmons Island, and Jekyll Island.
- 1,392 total roadway miles in the planning area, with 42 miles of Interstate, 172 miles of state maintained facilities, and 1,178 miles of locally maintained roadways.
- Colonel's Island Terminal (Port of Brunswick) is the second busiest automobile port in the U.S.

Simons Island, the largest and most dense barrier island within Glynn County, is experiencing significant growth due to its desirability as a vacation destination. These are positive signs that the region is recovering from the economic downturn of the past decade.

Another indicator that the economy is showing signs of improvement is that employment is also increasing. Unique employment sectors are found throughout Glynn County, including tourism on its barrier islands, the Port of Brunswick, the Southeast Georgia Health System, and government services – highlighted by the Federal Law Enforcement Training Center (FLETC). The College of Coastal Georgia, located in Brunswick but serving a 12-county region, is actively seeking ways to increase enrollment which will provide an additional pool of resources for employers in the region. Each has contributed to strong economic growth for the BATS MPO planning area in recent years, which is projected to continue.

Population and employment information for the MPO planning area will be discussed in more detail in the following sections of this chapter. Socioeconomic data, and particularly socioeconomic projections, are the basis for estimating future travel demand in an area. The number and distribution of jobs, people, and schools play a key role in what transportation facilities are used, when they are used, and who uses them. These land use and transportation distribution patterns and trends help inform decision makers as they consider where to direct transportation investments. The methodology used to calculate the socioeconomic data can be found in Appendix A (BATS 2010 SE Data Memo).

Population and Employment

The BATS MPO planning area and Glynn County share the same boundary. Within the planning area boundary is the City of Brunswick, which represents the only municipality. Being a coastal county, there are also several barrier islands, of which St Simons Island is the largest and most populated. Glynn







County's population has already grown approximately 2 percent since the 2010 Decennial Census, with the 2013 population estimate by the US Census at 81,533. Of the total county population, the City of Brunswick and St Simons Island account for the highest concentrations, 19 percent and 15 percent respectively. There are also concentrations of population north of the Brunswick city limits just east of the Golden Isles Parkway commercial corridor, and to the west of I-95 between Exits 36 and 38. The remainder of the county's population is dispersed throughout its unincorporated areas. As a result of the natural features that exist in this coastal region, certain areas of the county are undeveloped and unpopulated. Figure 3-1 displays population density for the MPO planning area.

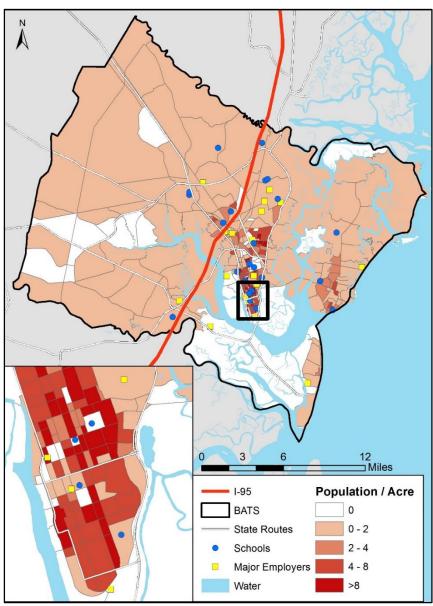


Figure 3-1: BATS MPO 2010 Population Distribution

Growth in the Coastal Georgia Region slowed as a result of the recession; however, the population within the county has continued to increase. This is mostly a result of the abundant natural resources that are present within the BATS MPO planning area, which offer a desired quality of life and niche economic





opportunities. Specifically, the tourism industry has led to increases in population and employment growth. The service industry, followed by retail, represent a substantial amount of the total employment within the county.

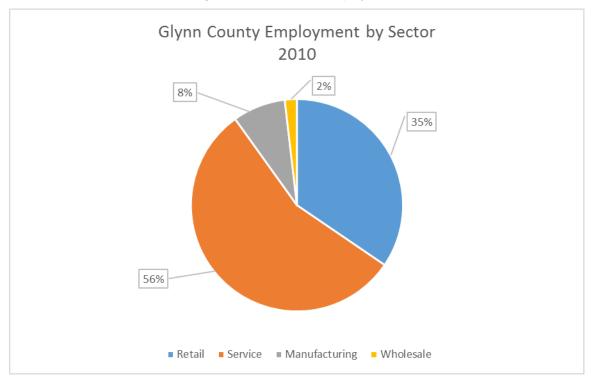


Figure 3-2: BATS MPO Employment

Similar to population, employment within the planning area is mostly concentrated in Brunswick and on St Simons Island. There are; however, a few major employers that account for jobs in other parts of the county. Two distinct employment sectors that are present within Glynn County include the Port of Brunswick and government services. The Port of Brunswick's Colonel's Island Terminal, owned and operated by the Georgia Ports Authority (GPA), is one of the busiest roll on/roll off (Ro/Ro) cargo ports in the US. It has grown steadily since 2010, achieving a record 674,327 auto and machinery unites in fiscal year 2014 (an eight percent improvement from the previous fiscal year). The FLETC, just north of Brunswick, is also a major employer within the county. It sits on a 1,500 acre campus that includes meeting facilities, classrooms, dormitories, and specialized training facilities. Government services, overall, represent 7 percent of the total jobs in Glynn County. There is very little employment in the western portion of the county. What little employment does exist is found along the US 341 and GA 32 highway corridors



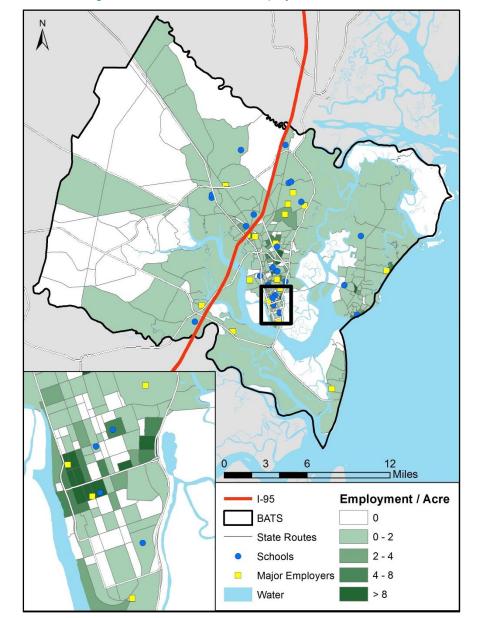


Figure 3-3: BATS MPO 2010 Employment Distribution

The total number of students enrolled in Glynn County schools was 13,175 as of 2014. Schools are mostly concentrated in the City of Brunswick and along the I-95 corridor. There are three schools, two elementary and one college preparatory, on St Simons Island.



Socioeconomic Projections

Socioeconomic projections are an integral part of developing the Metropolitan Transportation Plan (MTP), as the plan covers a span of a minimum 20 years (2040 horizon year in this case). The projections are a tool for estimating future travel demand within an area; the more accurate they are, the more useful they will be. A methodology was established for forecasting future population and employment within the BATS MPO planning area (see Appendix A: BATS Future SE Data Memo), and an overview of the projected population and employment numbers for the area is provided in the figures below.

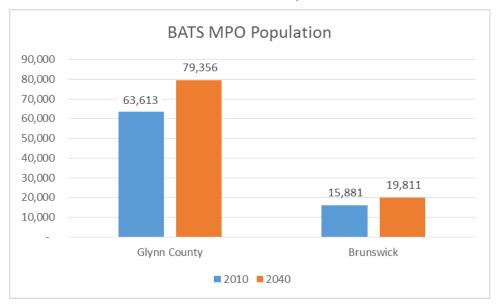
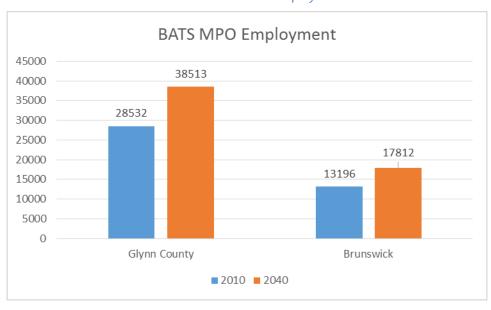


Table 3-4: BATS MPO Population







PEOPLE, PLACES, AND TRAVEL TRENDS

While the City of Brunswick is the only municipality within the BATS MPO planning area, most anticipated population growth is expected to occur in the unincorporated areas of Glynn County. Brunswick will experience a modest increase in population through the year 2040, from 15,881 in 2010 to 19,811 in 2040 (an increase of approximately 4,000 people).

Population growth in other areas of the county will occur in the western portion of Glynn County and along the I-95 corridor, particularly around Exit 42. Some of this population can be attributed to the anticipated employment increases along the highway corridors of GA 520, US 82, and US 341. Similarly, population and employment growth is anticipated around the FLETC and Brunswick-Golden Isles Airport north of the City. The Colonel's Island port area, near Exit 29 to the east of I-95, is another area within the county that will expect to see growth through the year 2040. The port has 742 acres available, but currently only utilizes 696 acres, leaving plenty of opportunity for the future expansion of port activities.

Glynn County's barrier islands are also anticipated to continue to grow in population; however, the land available to develop is limited due to the amount of wetlands and other natural habitats that cover the islands. St Simons Island will continue to experience development pressures due to the increased growth of tourism in the region, as well as the coastal lifestyle offered. Jobs on the island are restricted almost exclusively to the service and retail industries so limited employment increases are expected.



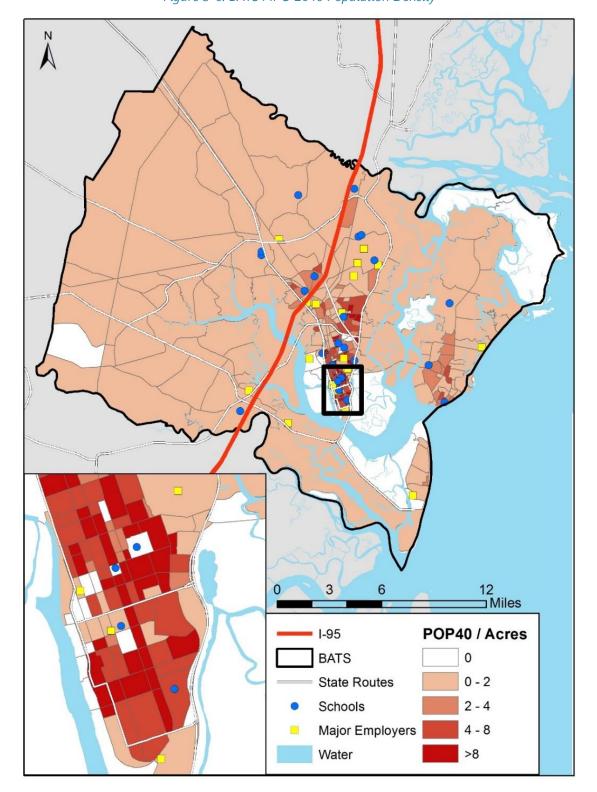
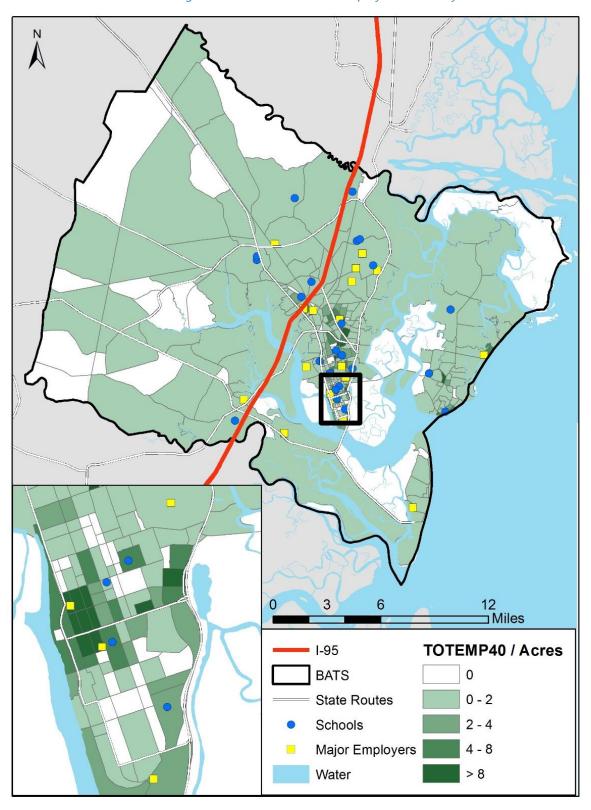


Figure 3-6: BATS MPO 2040 Population Density



Figure 3-7: BATS MPO 2040 Employment Density





Environmental Justice

Environmental Justice (EJ) is a Federal mandate to ensure transportation policy and decision making processes are inclusive of minority and low-income communities, two population groups that are traditionally underserved. Minorities defined as EJ populations include African American, Hispanic, Asian American, American Indian/Alaskan natives, and native Hawaiian/Pacific Island. There are three fundamental principles of environmental justice:

- 1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low income populations;
- 2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- 3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

This is an important aspect of the transportation planning process, and must be addressed as part of the MTP development – specifically as it relates to public involvement and project funding priorities. Figures 3-8 and 3-9 show the locations of EJ communities within the BATS MPO planning area.

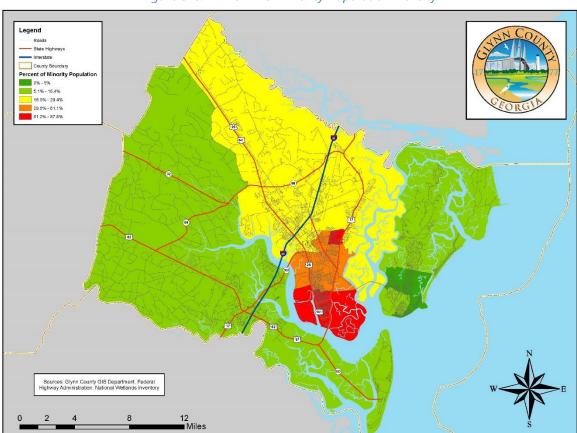


Figure 3-8: BATS MPO Minority Population Density



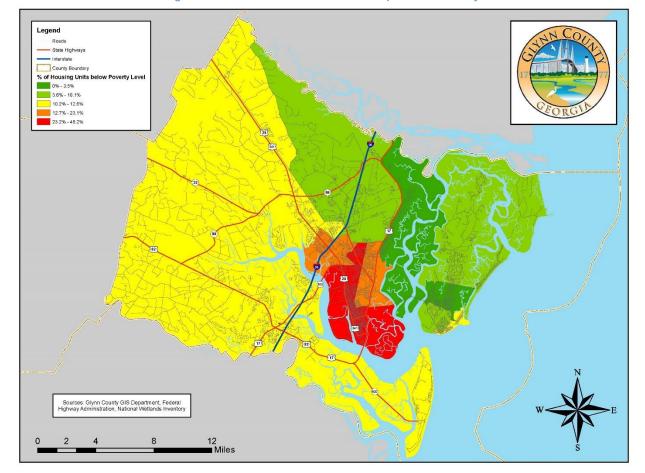


Figure 3-9: BATS MPO Low Income Population Density

Most EJ population groups are located within the City of Brunswick, with the highest concentrations found there. Lesser densities of EJ populations are located north of the City, near the airport, and in the western regions of the county. The barrier islands contain the least amount of minority and low income population groups; however, some are identified on Sea Island and in a few small areas in the central and southern regions of St Simons Island. Historically, the population of Brunswick and Glynn County has been White or African American; however, consistent with statewide trends, the Hispanic population has increased in Glynn County over the past decade.



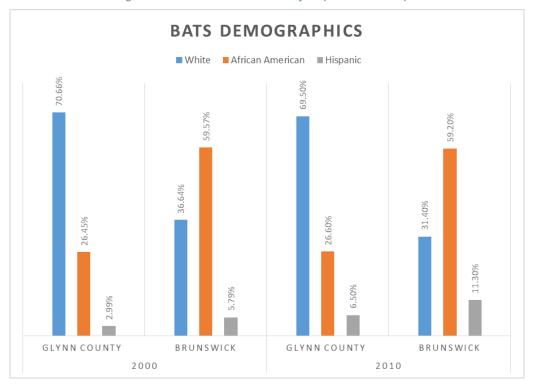


Figure 3-10: BATS MPO Minority Population Groups

An analysis was undertaken during the development of the BATS 2040 MTP which is displayed in Figures 3-11 and 3-12, and summarized as follows:

- The locations of EJ communities were mapped in order to understand the correlation between those defined locations and where transportation investments are planned;
- Proposed MTP projects were then overlaid on the most concentrated minority and low income population locations; and
- The analysis showed no disproportionate impacts of the proposed transportation investments on these communities.



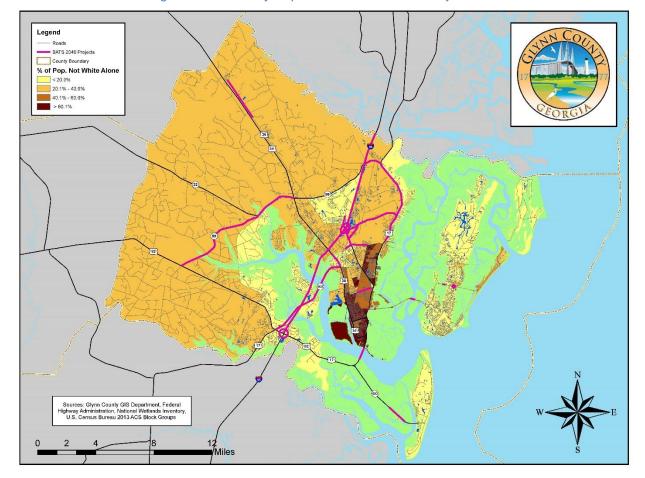


Figure 3-11: Minority Populations & 2040 MTP Projects



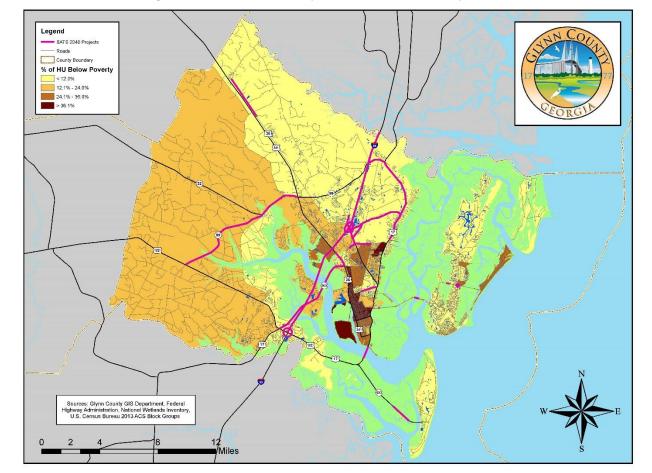


Figure 3-12: Low Income Population & 2040 MTP Projects

Information about the EJ public outreach efforts is summarized in the Public Participation section of the Plan Development Chapter (Chapter 4).



Transportation and Land Use

It is important to understand the way in which people travel throughout the region in order to make sound transportation investment decisions for the future. Which modes people use, on which routes, and the land uses that influence those transportation behaviors are all important factors to consider. Within the BATS MPO planning area, driving is by far the most utilized mode of transportation, with 81% of workers driving to work alone according to the US Census, while almost 10% of workers carpooled. This, in part, is due to the fact that the county does not have a fixed public transportation system that is available for use by the majority of residents. In addition, I-95 is conveniently located just west of the City of Brunswick which allows for easy access to other regions of the county and the state.

Other modes, such as bicycle and pedestrian, are fairly limited except in the City of Brunswick and on the barrier islands. Most of the population density within the county are located in those areas, making them the most conducive for bicycling and walking. The downtown area of Brunswick has a connected street grid and significant destinations within reasonable distances – such as the College of Coastal Georgia, Southeast Georgia Health System campus, and government service buildings and parks interspersed. St Simons Island also has a more compact development pattern than other places within the county. In addition, the climate and its natural surroundings make it an ideal place to utilize bicycle and pedestrian amenities. However, vehicular travel is the primary mode for getting on and off the island, as well as for travel in most other places in the county.

The port activity in the county also yields a high volume of freight movement via truck, contributing to the vehicular traffic found in the region. Trucks utilize I-95, as well as other major US and State highway routes (US 17, US 82, US 341, and GA 25 in particular) to access areas outside the county.

Glynn County and the City of Brunswick have approximately 1,392 miles of roads including 42 miles of interstate, 172 miles of state routes, and 1178 miles of county and city maintained roads and streets. Significant highways facilities within this MPO planning area include I-95, which bisects the county in a north-south direction; US 17; US 341, connecting to points north; US 82, heading west; and, GA 25.

Travel Demand Model

The Georgia Department of Transportation (GDOT) Travel Demand Model, which is the model employed in the BATS region, is an important tool that facilitates rigorous analysis of travel patterns and supplements the analysis of the population, employment, travel trends and patterns observed in the MPO planning area. Represented in the model are the geographic distribution of land uses, including the locations of residences, jobs, schools, and other community facilities. It also contains major routes that individuals use to travel between activity locations, and provides information about how the transportation system is functioning.

One way to evaluate system performance is by measuring Level of Service (LOS), a common way to assess traffic flow. LOS is a qualitative assessment of a road's operating condition, serving as an indicator of the degree of service provided by a facility based on its operational characteristics. It is measured on a scale from A to F – A being free flowing traffic conditions, to F being heavily congested. Figure 3-13 displays



PEOPLE, PLACES, AND TRAVEL TRENDS

LOS for the BATS MPO planning area for the year 2010, whereas Figure 3-14 projects LOS for the year 2040 assuming no improvements to the transportation system are made to increase capacity.

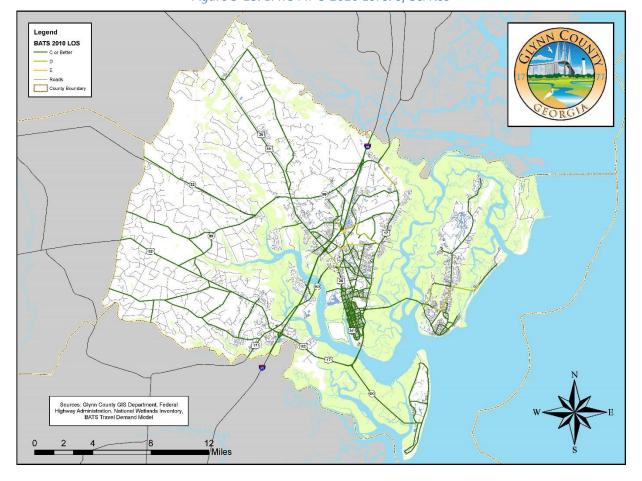
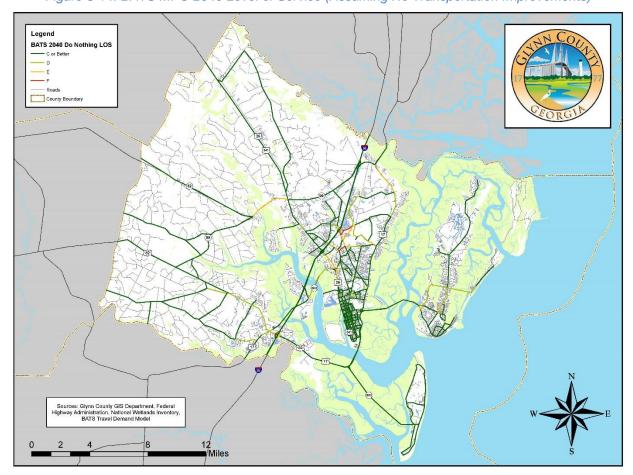


Figure 3-13: BATS MPO 2010 Level of Service

PEOPLE, PLACES, AND TRAVEL TRENDS

Figure 3-14: BATS MPO 2040 Level of Service (Assuming No Transportation Improvements)



The 2010 traffic flows across the network indicate a LOS of C or better (satisfactory to good) on most arterial roads; however, there are a few segments of the network that experience heavier levels of congestion (LOS D or E). Specifically, there are roadway segments in and around the major commercial corridor in the northern part of Brunswick. This part of the city has some of the most congested roadways, not only because of the concentration of commercial uses, but it is also within close proximity of the Brunswick-Golden Isles Airport, Federal Law Enforcement Training Center (FLETC), and the College of Coastal Georgia. Another area within the county that experiences higher than normal traffic volumes is St Simons Island. Of note is the development on St Simons Island, which has historically been strong and is expected to continue. In addition, the land available to develop is rapidly disappearing. Primarily, the island consists of single-family, residential uses, but because of the amount of non-primary residences (i.e. vacation homes) the development patterns and trip generation rates on the island are inconsistent.

The 2040 no build LOS projections show similar trouble spots in the network; however, the LOS is downgraded by a full letter in many areas. While there are no LOS level F segments in the 2010 network, some segments of roadway near the commercial center in Brunswick reach level F in the 2040 forecast.



Future Land Use Map

Glynn County adopted a Future Land Use Map in 2009 to act as a guide and policy framework for community land use decisions (see Figure 3-15). It identifies future land uses that are appropriate in unincorporated Glynn County.

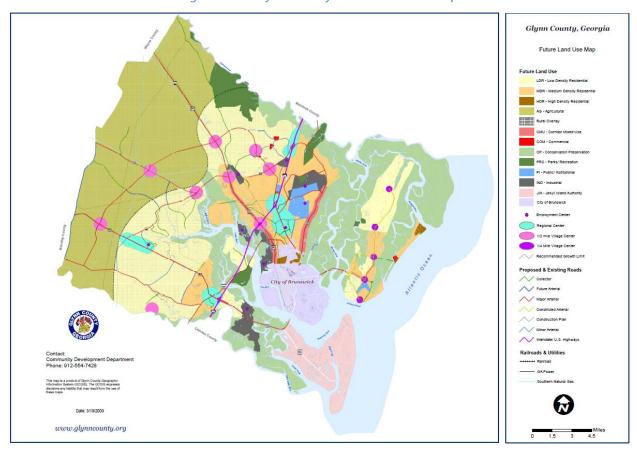


Figure 3-15: Glynn County Future Land Use Map



PEOPLE, PLACES, AND TRAVEL TRENDS

These areas were assumed to have high, medium, low, or no level of employment and household growth potential. Development capacities were assumed at graduated levels of jobs or residential units per acre derived from thresholds defined in the Glynn County Future Land Use Plan and the base year socioeconomic data.

	Land Use	Growth Level				
Code	Description	Employment	Household			
LDR	Low Density Residential	None	Low			
MDR	Medium Density Residential	None	Medium			
HDR	High Density Residential	None	High			
NMUC (1/4 mile)	Neighborhood Mixed Use Center	Low	Low			
CMUC (1/2 mile)	Community Mixed Use Center	Medium	Medium			
RMUC	Regional Mixed Use Center	High	High			
CMU	Corridor Mixed Use	Medium	Medium			
COM	Commercial	Medium	None			
IND	Industrial	Medium	None			
PI	Public/Institutional	Medium	None			

Employment: 10 jobs/acre high, 6 jobs/acre medium, 2 jobs/acre low Households: 12 units/acre high, 6 units/acre medium, 2 units/acre low

Future Trends

Predicting the trends for the future is always a difficult task. Conditions are constantly changing and the advances in technology over the last decade have been astounding. Within this changing framework, the task of identifying future conditions can be a daunting one. To accomplish this future look, a number of resources are used and combined with predictive tools such as the travel demand model.

It is anticipated that over the planning horizon years, Brunswick and Glynn County will continue to grow in population. As noted earlier, before the economic downturn, the population projections for the six county coastal region of Georgia, which included the BATS MPO planning area, were tremendous. Although, not anticipated to reach that earlier predicted level of growth, Glynn County/Brunswick is expected to continue to grow to a population of nearly 100,000 by 2040.

In conjunction with this expected population growth, the components needed to serve this growth, such as retail, medical and educational, will also continue to grow. The College of Coastal Georgia, located in Brunswick but serving a larger nine county region, already has plans in place to encourage and accommodate growth. The Port of Brunswick also has room to grow, and other redevelopment areas in downtown Brunswick and on St Simons Island are in place and are also anticipated to be underway or completed within the next decade.



PEOPLE, PLACES, AND TRAVEL TRENDS

The Golden Isles (the barrier island region of Glynn County) also continues to gain prominence as a tourist destination. The tourism industry is already a major component of the economy and is anticipated to continue as an important economic driver.

The movement of freight and goods continues to have a great impact on transportation facilities. Over the last decades, more and more goods have been imported, as the manufacturing in the US has moved overseas. This trend has already led to an increased focus on addressing the needs of freight, and this focus will continue. The Port of Brunswick is one of the busiest in the country for auto imports, reinforcing the impact of freight on the transportation network in this MPO. An annual report released by the Georgia Ports Authority indicates continued growth of port activities.

Finally, demographic factors will also have an impact on planning for our mobility. Contributing to these trends are the Baby Boomers (born between 1946 and 1964) who are aging, and the Millennials (born between 1980 and 1999). It will be important to address the mobility needs for both groups, whether it is seniors having the ability to age in place with adequate transportation facilities, or Millennials who tend to prefer urban living with flexible schedules and a preference for multimodal accessibility and connectivity, including bicycle, pedestrian, and transit options. All of these elements will continue to influence how transportation investments are made in order to accommodate a diversifying population.

Sources:

- City of Brunswick Community Assessment (October 2007)
- Glynn County Community Assessment (April 2007)
- Georgia Ports Authority, FY 2014 Annual Report
- Georgia Statewide Water Management Plan (May 2011)
- College of Coastal Georgia Strategic Master Plan Volume 1 (May 2009)

CHAPTER 4
PLAN DEVELOPMENT



Public Participation

Public participation is one of the most important elements of the metropolitan transportation plan (MTP) update. It is critical that opportunities for public and stakeholder input be provided throughout the plan update process. For the Brunswick Area Transportation Study (BATS) 2040 MTP, a Public Participation Plan (PPP) has been developed that follows the guidelines set forth in the federal transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21). The PPP describes the processes and procedures that will be employed during the plan update, will ensure compliance with MAP-21, and will enable members of the public to have ample opportunity to ask questions and provide feedback. It also outlines the framework for how public participation will be administered for this 2040 MTP update. The adopted PPP can be found in Appendix B of this MTP.

The public involvement effort developed for the BATS 2040 MTP emphasizes the importance of coordination among the various agencies integral to the transportation planning process, as well as interested stakeholders, businesses, and community members. It also consists of disseminating information for public consumption, as well as providing forums for public reaction and comments. Some of the significant components of these outreach efforts included:

- Public Involvement Goals and Objectives a high-level approach to the activities proposed with more detailed strategies for how they will be accomplished;
- Public Workshops a series of workshops, with varying focus topics, were organized in accessible locations in different places throughout the planning area in order to encourage maximum participation; public meetings were held on January 12, 2015 on St. Simons Island and January 13, 2015 in downtown Brunswick. Additional meetings were held on June 15, 2015 prior to the BATS meeting in the Harold Pate Building and in the evening on June 15, 2015 on St. Simons Island. Materials from all of the public meetings are found in Appendix B.
- Public Hearing prior to plan adoption, a formal public hearing was held for review of the final draft plan; this public hearing was held on August 10, 2015 at the Harold Pate Building.
- **Website** various informational items regarding the MTP update have been posted on the Glynn County/BATS website for public consumption throughout the plan development process;
- Survey a survey was developed and administered to get general feedback on an array of topics associated with transportation in the region, and the results have been incorporated into this 2040 MTP; survey questions and results are found in Appendix B.
- Stakeholder Interviews targeted stakeholders integral to the transportation planning process from Glynn County, Brunswick, other relevant local, regional and state agencies, as well as additional community representatives were interviewed in order to solicit comments on specific topics and/or from a particular perspective. The results of these interviews are found in Appendix В.

In addition to the activities highlighted, several presentations were provided to the BATS Technical Coordinating Committee (TCC) and Transportation Policy Committee (TPC) in order to get provide updates and receive feedback, which are found in Appendix B. Other coordination activities involved coordination with the Georgia Department of Transportation (GDOT) planning and programming staff from the General Office and the District Office during the MTP update process



Based on the extensive public participation efforts that were administered, some of the consistent feedback provided includes:

- Desire for a public transit system to be developed
- Safe bicycle and pedestrian access is a focus area
- Areas identified as important to the community:
 - Safety and security
 - Freight based industry
 - Maintenance of facilities

Environmental Justice (EJ) is another key component of the MTP's public participation. Described in more detail in the People, Places, and Travel Trends Chapter (Chapter 3), EJ is incorporated in the MTP process to ensure population groups that are traditionally underserved (specifically minority and low income populations) are included in transportation policy and decision making processes. In order to engage as many communities as possible, outreach opportunities included group presentations focusing on church, school, civic, and neighborhood organizations. Choosing accessible locations was also a focal point of the public participation process.

One other component of the PPP was the inclusion of performance measures, created to evaluate and help improve public outreach efforts. The performance measures are tied to the objectives adopted and included in the PPP. An evaluation of the public involvement activities that were conducted for the 2040 MTP will provide the BATS Metropolitan Planning Organization (MPO) with relevant information to implement changes for future MTP updates. Citizen engagement will continue to be a focus of transportation planning efforts, so understanding how to get valuable feedback from a broad constituency is a vital component of the process.

Cost Feasible Plan

The MTP is required to have a financially feasible project list that addresses the MPO area's transportation needs through the planning horizon year of 2040. The development of this prioritized project list encompasses a financial analysis of the estimated revenues available for transportation projects as well as the estimated costs for the needed projects. The identified projects and costs are then balanced against the available revenues to develop the required financially balanced project list, or Cost Feasible Plan. The remaining projects that are not financially feasible are included as unfunded projects in the Illustrative or Vision Plan.

The first step in the plan development is the identification of the anticipated revenues that will be available over the planning period. These revenues include funds from local sources, such as any dedicated local taxes, dedicated funding from local general funds and in kind contributions. Federal and state funds that are generated from the dedicated formula funding for MPOs as well as any competitive grant funding that may have been awarded are included.





In order to develop a realistic projection of funding through the planning horizon year of 2040, extensive coordination with the local government and MPO staff, as well as with the Georgia Department of Transportation (GDOT) Planning Office was undertaken. GDOT provided revenues from an historical perspective which formed the basis of the projection of funds for future years.

In addition to the revenue projects, the federal legislation requires that both revenues and project cost estimates be inflated to the Year of Expenditure. Again, through extensive coordination with GDOT and approval from the BATS committees, a 2 percent growth rate was applied to inflate revenues throughout the planning horizon in order to meet the requirement. In addition to the funds available for project implementation, other dedicated funding must also be considered, for example those funds dedicated to operation and maintenance. The anticipated funds available for the 2040 plan are:

Anticipated Funds: 2015 - 204	40
Funds Available for Transportation Improvements	\$742,074,226
Funds Available for Operations/Maintenance	\$ 82,452,692

The next step in the plan development process focused on the identification of potential projects. The existing 2035 Long Range Transportation Plan was reviewed to determine which projects currently included had been completed or had construction identified by 2014. Once those projects were determined, they were deleted from the list. Additional projects were identified through a general call for projects to local governments, stakeholders and also any members of the public who proposed specific improvements. The results of the 2040 model were also reviewed to identify any future needs based on the projected levels of congestion. All of the projects identified through the means described above were incorporated into the financially unconstrained project list.

Project costs for those projects in the unconstrained list that had been previously included in the plan were updated and cost estimates were developed for newly identified projects using cost estimation software. In addition, extensive coordination with GDOT occurred to ensure the updated and new project costs were consistent with any GDOT information.

Project costs, similar to the development of the revenue forecasts, are required to be presented in Year of Expenditure. Each project cost was inflated at an annual rate of 2.5 percent, with the costs included in the plan denoting the mid-point of each cost band.

The costs of all of the projects were compared against the anticipated revenues, which resulted in the need to prioritize the projects for inclusion into the financially constrained or Cost Feasible Plan. In order to prioritize the projects, specific criteria on which to rank each project was identified within the framework of the plan goals and objectives. These criteria were developed in coordination with local staff, stakeholders and the BATS committees and focused on addressing traffic congestion, safety, freight mobility and the accommodation for safe, accessible multimodal transportation facilities. In addition to these components, additional factors included:

- project status, with any project included in the Transportation Improvement Program (TIP) or short term work program were retained in the Cost Band 1
- logical project progression
- financial feasibility
- local priorities





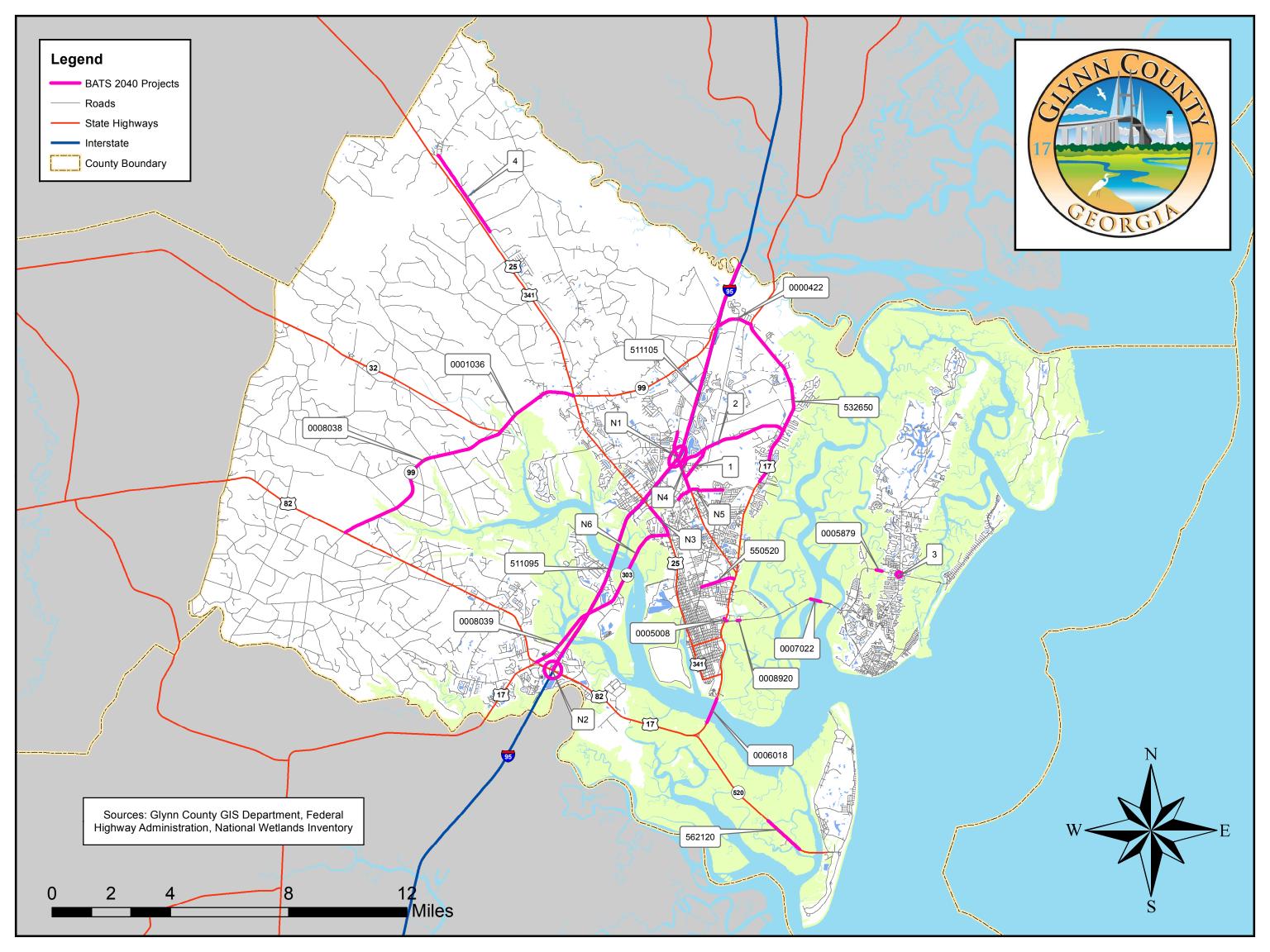
Based on these prioritization criteria, a broad range of projects were identified for inclusion into the Cost Feasible Plan. Included are 5 percent of the funds set aside for completing bicycle and pedestrian projects. Other projects included range from adding capacity to intersection and interchange improvements. Through coordination with its planning partners, local governments, and with input from stakeholders and the public, the Cost Feasible Plan project list and map is shown in Figure 4.

The financial assessment of the projects included in the Cost Feasible Plan is shown in the table below.

COST FEASIBLE PLAN – FINANCIAL BALANCING							
Total: Roadway Projects Cost	\$704,969,644						
Total: Non-Motorized Set-Aside	\$ 37,103,711						
Total: All Projects	\$742,073,355						
Total Funds Available	\$742,074,226						

The BATS 2040 Cost Feasible Plan project list and map are shown on the following pages.

BRUNSWICK AREA TRANSPORTATION STUDY (BATS) 2040 PROJECT LIST				BAND 1 (2015 - 2020)			BAND 2 (2021 - 2030)			BAND 3 (2031 - 2040)			ILLUSTRATIVE			
Identification Number	Road Name	From	То	Project Type	PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	PE	ROW	CST
1036	SR 99 from SR 27/US	US 341	1-95	Widening	\$ 3,467,511	\$ 10,987,558		1		\$ 47,453,891						
32650	SR 25/US 17	Yacht Drive	SR 99	Widening/Reconstruction		\$ 2,019,577	\$ 19,912,518	8								
1	Canal Road	Glynco Pkwy	Spur 25	Widening	\$ 187,329	\$ 561,988	\$ 1,873,294									
13745	Torras Causeway @McKay River	McKay River	-	Bridge	\$ 1,000,000	\$ 1,000,000	\$ 21,123,886	i								
422	SR 99/Grants Ferry Road	East of I-95	US 17	Widening	\$ 289,736	\$ 869,209				\$ 3,360,052						
3	Sea Island Road/Frederica Road Roundabout	-	-	Intersection	\$ 249,773				\$ 868,979	\$ 2,896,596						
2	Glynco Parkway	US 17 North	Spur 25	Widening	\$ 374,659				\$ 1,303,468	\$ 4,344,894						
5879	Sea Island Road @ Dunbar Creek	Sea Island Road	-	Bridge	\$ 787,335					\$ 4,833,620						
13993	SR 32 @ Little Buffalo Creek	3 mi. W of SR 27	-	Bridge	\$ 500,000	\$ 250,000	\$ 2,200,000)								
* N1	1-95 Interchange at SR 25 Spur (Exit 38)	-	-	Interchange Improvements/Reconstruction				\$ 7,057,714	\$ 14,115,428	\$ 70,577,141						
* N2	I-95 Interchange at SR 520/US 82 (Exit 29)	-	-	Interchange Improvements/Reconstruction				\$ 7,610,103	\$ 37,213,402				\$ 110,438,133			
N3	US 341/SR 27/ 25	South of Glyndale Circle	SR 303	Widening/Access Management				\$ 148,004	\$ 67,441	\$ 1,480,042						
N4	SR 25 SPUR	Cate Rd	Walker Rd/Chapel Crossing Rd	Widening				\$ 655,972	\$ 1,967,917	\$ 6,559,722						
N5	Walker Road/Chapel Crossing Road	Old Jesup Road	Altama Ave.	Widening				\$ 468,854	-,,	\$ 4,688,540						
5008	Torras Causeway Extension	SR 25 West	K Street	Widening				\$ 27,632	\$ 366,419	\$ 896,497						
8038	SR 99	US 82	SR 32	Widening				\$ 6,201,684	\$ 19,828,313				\$ 99,233,511			
8039	SR 303	US 82	Blythe Island Drive	Widening				\$ 4,176,459				\$ 27,223,640				\$ 77,499,70
N6	SR 303	Blythe Island Drive	SR 341	Widening				\$ 4,726,418	\$ 13,851,513				\$ 78,228,815			
N6	SR 303 / US 341 Intersection			Intersection Improvements	\$ 100,000	\$ 350,000	\$ 1,000,000)								
550520	CR 141/Fourth Street	Altama Ave	US 17	Widening				\$ 654,051				\$ 2,511,723	\$ 8,372,412			
562120	Jekyll Causeway @ Latham River	Latham River	-	Bridge							\$ 1,219,780	\$ 10,274,553	\$ 15,247,274			
6018	Sidney Lanier Bridge Lighting	-	 -	Lighting							\$ 48,286		\$ 1,431,705			
4	Old Jesup Road	N. Sheffield	Everett	Widening							\$ 444,947	\$ 1,334,840	\$ 4,449,466			
511095	I-95 Widening/Restriping	US 17 South	CR 586/RR	Widening/Restriping							\$ 1,674,411	\$ 67,183	\$ 16,744,106			
511105	I-95 Restriping	North of CSX	North of Altamaha River	Restriping									,	\$ 87,290 \$	-	\$ 872,90
8920	Terry Creek Bridge	Torras Causeway	 -	Bridge									,	\$ 210,701 \$	-	\$ 1,896,306
NM	Non-Motorized Project Set-Aside	-	-	Non-Motorized			\$ 3,209,265			\$ 15,274,688		, in the second second	\$ 18,619,759			
4814	SR 32	US 341	SR 99	Widening								, in the second second		\$ 3,095,802 \$	2,925,438	\$ 45,325,480
4815	SR 32	SR 99	Brantley County	Widening										\$ 2,116,116 \$	4,119,000	\$ 16,686,000
N7	US 341	@ Pyles Marsh Road	-	Railroad Overpass								, in the second second		\$ 2,281,600 \$	3,422,400	\$ 14,260,000
-	·	·	·	·								, and the second				
					\$ 6,956,343	\$ 16,038,332	\$ 49,318,963	\$ 31,726,891	\$ 90,989,442	\$ 162,365,683	\$ 3,387,424	\$ 41,411,939	\$ 352,765,181	\$ 7,791,509 \$	10,466,838	\$ 156,540,39
	ange improvements to address needs in the short-to	o-medium timeframe; full ilntercha	Funded in the current BATS TIP	encies in the longer-term.	Total (all phases)			Total (all phases)			Total (all phases)			Total (all phases)		\$ 174,798,74
dated Febru	ary 12, 2016		New or modified project		GDOT Revenue (2% in	ntlation)		GDOT Revenue (2% in	iflation)		GDOT Revenue (2% in	flation)	\$ 372,395,177			
							\$ (8,128,340) [\$ 7,224,692			\$ (25,169,365)			





Non-Motorized (Bicycle and Pedestrian) Transportation

Glynn County has a well-established and highly utilized bicycle and pedestrian network with many miles located within the City of Brunswick, St Simons Island and Jekyll Island. These facilities include sidewalks, multi-use trails, and designated bicycle facilities.

State Bike Routes 10 (SBR 10/Southern Crossing) and 95 (SBR 95/Coastal Corridor) are located in Glynn County. Georgia designated 14 State Bicycle Routes (SBR) in 1997, and has installed signage on four of the routes, including the two in Glynn County. Paved shoulders and bike lanes have also been added to these SBRs as part of regularly scheduled road widening and major reconstruction projects. The local trail network also includes segments of trail that are critical linkages to regional networks such as the Coastal Georgia Greenway Trail. Figure 4.1 depicts the location of some of these facilities, however, much of the sidewalk network, found on local routes particularly in the downtown Brunswick area, is not mapped.

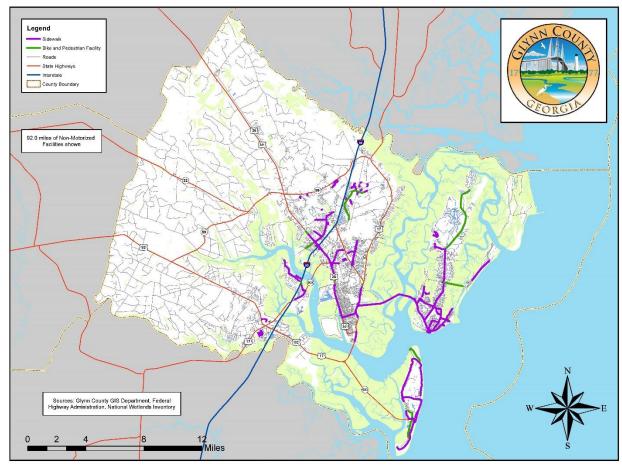


Figure 4-1: BATS MPO Non-Motorized Facilities

The BATS MPO is committed to building upon previous efforts to expand and enhance bicycle and pedestrian amenities throughout the MPO's planning area. This emphasis includes the incorporation of complete streets which provide accessibility and connectivity to local amenities and attractions.



For example, in the downtown area, the City of Brunswick and local advocacy groups are working with GDOT and the Georgia Ports Authority to provide a more attractive environment, as well as connectivity to the city park along the waterfront, while continuing to adequately accommodate port traffic. Proposed

amenities for one current project include adding improved pedestrian access and safety features between downtown and the waterfront park.

This continued coordination will be critical to ensure safe and adequate access for all users.

A bicycle and pedestrian inventory and analysis for the entire planning area is scheduled to begin in fall of 2015. Work has already begun to coordinate with local developments in the planning process in order to identify bicycle and pedestrian routes that could be connected to the development of public facilities. The inventory analysis will include the collection of location data for mapping existing and planned sidewalks and paths, and the BATS MPO will encourage collaboration with local, non-profit, and state planning organizations during the planning and development of pedestrian facilities.

This effort will build upon a previous Bicycle and Pedestrian Program Study that was completed for the BATS MPO. Some of the recommendations from that study include:

- Safety and convenience for, and better education regarding laws and ordinances related to, bicyclists and pedestrians;
- Bicyclists and pedestrians should be separated from vehicular traffic whenever possible;
- AASHTO and GDOT design standards for facilities should be followed, and facilities should be ADA compliant; and
- Bicycle and pedestrian facilities should be encouraged as alternative modes of transportation which have significant health benefits and are environmentally friendly.

These and other considerations will be part of the decision making process as the BATS MPO and Glynn County continue to identify ways in which to enhance its bicycle and pedestrian infrastructure. With the

inclusion of the set aside funds in the Cost Feasible Plan for non-motorized facilities provides further

emphasis on the importance of providing a transportation system that includes multiple modes, allows access and mobility by users of different abilities, and provides quality of life and economic benefits.

COMMUNITY HEALTH

Community and public health as it relates to transportation policy and infrastructure has come to the forefront of planning. The approach to community health spans a number of disciplines including transportation planning. The considerations when planning for transportation projects should include the promotion of active transportation, ensuring that the necessary facilities are in place to accommodate such activities, developing strategies and projects to enhance the safety of pedestrians and bicyclists, and reducing the negative impacts on the environment by increasing the number of active transportation users.

The BATS MPO recognizes the importance of accessible transportation for all populations by allocating resources to further analyze and inventory its existing bicycle and pedestrian network which supports the promotion of health considerations in transportation planning due to the benefits those types of facilities provide.



St Simons Island Trail

The St Simons Island Trail is detailed in the St Simons Master Trail Plan that was funded and prepared by the St Simons Land Trust. It is a project that will include the improvement, replacement, or extension of sidewalk and pedestrian paths throughout St Simons Island.

The mission of the St Simons Land Trust is to preserve the island's natural and scenic character, and to enhance the quality of life for our island community for present and future generations.

Coastal Georgia Greenway

Envisioned as a 450-mile trail system, the Coastal Georgia Greenway will link towns, attractions, recreational and cultural sites along Georgia's coastal region. This trail is part of a larger East Coast Greenway that ultimately would connect South Carolina to Florida, and will accommodate users of various non-motorized modes. Glynn County's contribution would consist of four sections totaling approximately 21.8 miles.

Expanding Trails and Park System

Examples of the efforts of the BATS MPO to expand the trail system within the planning area have already been provided, such as the St Simons Island Trail project and the Coastal Georgia Greenway. However, there are also other initiatives in place to build upon existing efforts to expand the trail and park resources. These include initiatives by local government to expand and enhance these facilities and to provide additional connectivity and accessibility for multimodal users.

Bicycle and Pedestrian Advocacy

Brunswick Commissioner Martin has organized a special interest group to advance bicycle and pedestrian initiatives in Glynn County and particularly in the downtown area of Brunswick. This emphasis is on providing a connected multimodal network providing users with safe and pleasant access to amenities throughout the area.

Transit

There is currently no fixed public transportation system within the BATS MPO planning area. However, the Coastal Regional Commission (CRC) of Georgia facilitates the operation of a regional rural public transit system. It is only available in the rural areas of Glynn County, outside the urban area, due to the system's funding limits. Service is provided by the Coastal Regional Coaches, a demand-response, advance-reservation regional rural public transit program. It serves 10 counties and 35 municipalities in the coastal region, providing human service and rural public transit.

Several studies have been completed to evaluate the need for, and feasibility of, implementing fixed public transit service in the BATS MPO planning area. The most recent study, the Brunswick-Glynn Transit Implementation Plan (2009), concludes that providing transit would offer greater service to the citizens of Brunswick and Glynn County, and make for a more livable community. Establishing public transportation

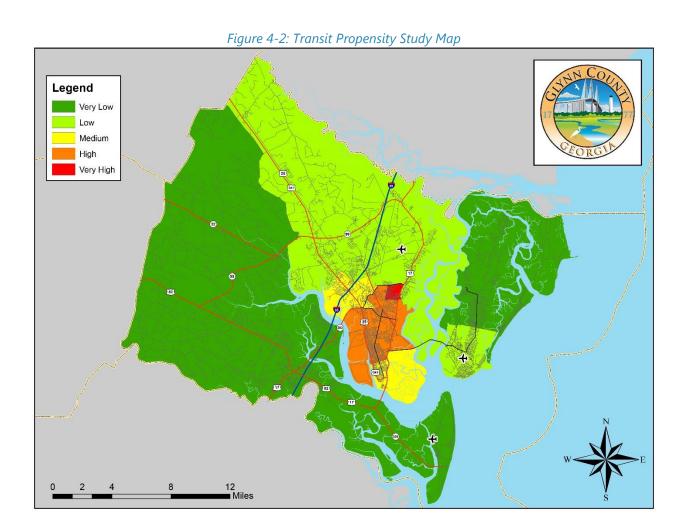




would increase mobility options for residents, workers, and visitors, would help reach goals established by the MPO, and would work in conjunction with the CRC's rural public transit system.

Areas that have been identified as having a high propensity for transit service within the planning area are displayed in Figure 4-2. This propensity analysis, based on accepted professional standards and using data from the US Census, includes the identification of population density and concentrated population groups, which include:

- Minority
- Households without cars
- Persons with disabilities
- Persons with mobility limitations
- Workers age 65 and older
- Female
- Recent immigrants



Part of the public outreach associated with the development of this 2040 MTP was a survey administered to citizens within the BATS MPO planning area. Several of the questions were intended to gauge interest







in the development of a public transit system in Glynn County. The responses were overwhelmingly in favor of transit, and many listed transit as their number one transportation priority. In addition, the demographic makeup of Brunswick and Glynn County suggest transit would be beneficial in this region. Particular examples include:

- University mobility needs the College of Coastal Georgia is located in downtown Brunswick and has outlined strategies for increasing its student population; public transportation would help provide access to the university for students without access to a car.
- Aging population due to its location in a coastal region, Glynn County's population consists of a considerable amount of retirees and second home residents who would benefit from a transit system by reducing their reliance on driving, especially in Brunswick and on St Simons Island.
- Households without access to a vehicle whether by choice, as is a common theme of the Millennial generation, or due to a lack of financial resources, as is the case with some low-income and minority populations, public transit would be a significant benefit for those commuting to jobs or making other trips in which biking or walking is not practical or feasible.

Despite the demonstrated need, and community desire for public transportation, a major hurdle obstructing implementation of a transit system in the BATS MPO planning area is funding. Federal Transit Authority (FTA) funding sources specifically allocated for transit are available for use by MPOs; however, a local funding commitment is required.



Table 4-1: Potential Transit Funding Sources

FUNDING TYPE	FUNDING SOURCE	DESCRIPTION/USES	MATCH REQUIRED (AMOUNT)
Section 5303	Federal	Transit planning activities	Yes (20%)
Section 5307	Federal	Provides transit capital and operating assistance to urbanized areas with populations of more than 50,000 (GDOT is the designated recipient for areas with a population less than 200,000)	Yes (50%)
Section 5309 (New Starts) - Discretionary	Federal	Construction of new, or extensions to existing, fixed guideway systems	Yes (20%)
Section 5309 (Small Starts) - Discretionary	Federal	Capital projects less than \$75 million and total capital cost less than \$250 million	Yes (20%)
Section 5339	Federal	A new formula grant program, replacing the previous Section 5309 discretionary Bus and Bus Facilities program, provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities	Yes (20%)
Section 5310	Federal	Provides transit capital assistance, through the States, to organizations that provide specialized transportation services to elderly persons and to persons with disabilities	Yes (20%)
Section 5311	Federal	Rural Transit Assistance Program – non- urbanized area formula grant (GDOT is the designated recipient)	Yes (20%)

Non-profit providers in Glynn County have historically utilized Section 5310 funding program to provide limited service to the elderly and the mentally and physically disabled. The BATS MPO released their formula 5303 transit planning funds last year due to a lack of local commitment to continue exploration of a transit system. Additional coordination and meetings have been initiated but no formal action has been taken to pursue system implementation as funding remains an obstacle with the lack of an identified local funding source.



Other Transportation Modes

Aviation

An Airport Commission was established in 1980 to manage and develop aviation facilities in Brunswick and on St Simons Island, the respective locations of the two airports within the BATS MPO planning area. The Brunswick-Golden Isles Airport (BQK) has one of the longest runways in the state, measuring 8,001 feet long by 150 feet wide, allowing it to serve large and small aircraft. Its terminal was also upgraded in recent years to accommodate increasing levels of activity and to improve passenger service and security.

The McKinnon-St Simons Airport (SSI) is a publicly owned airport serving business and vacation travelers on St Simons Island. It has two active runways which measure 5,800 feet long and 3,313 feet long. Both are general aviation airports, and rely on airport revenues, federal grant funds, GDOT funding assistance, and in some cases private funding to pay for upgrades and improvements at these airport facilities.

Jekyll Island also has a small airport that is used for recreational purposes only. More information about his airport can be found at: http://jekyllislandairport.com/index.html.

Greyhound Bus

Greyhound national bus service is provided to the City of Brunswick, with daily trips from/to Savannah, GA and Jacksonville, FL. The station is located on Gloucester Street in downtown Brunswick.

Private Transportation Services

The City of Brunswick also offers taxi and shuttle service by private providers. This includes intercity shuttles, as well as specialized transportation offerings that must be scheduled in advance.

Sources:

- Georgia Bicycle and Pedestrian Safety Action Plan
- http://www.sslt.org/#
- http://coastalgeorgiagreenway.org/coastal-georgia-greenway/about-coastal-georgiagreenway/glynn-county
- http://www.fta.dot.gov/grants/13094.html
- http://www.crc.ga.gov/departments/trans/trans.html

CHAPTER 5 FREIGHT AND INTERMODAL TRANSPORTATION



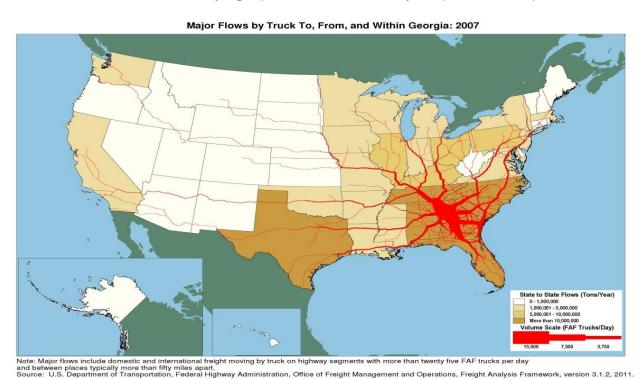
A region's industry and employment characteristics play a large role in the freight composition. Glynn County is largely a service-driven economy. The private sector employs about 76 percent of residents, with manufacturing employing approximately six percent and services employing about 65 percent of Glynn County residents. Federal, state and local government employs about 24 percent of County residents¹. As such, the County primarily consumes goods rather than produces them.

Existing Freight Conditions

In order to create a freight movement profile for Glynn County the Federal Highway Administration Freight Analysis Framework data was compiled to develop an approximate estimate of freight movements.

A total of about 816,000 tons were inbound in 2012 valued at approximately \$3.0 billion (primarily motorized vehicles from eastern Asia to Los Angeles and nonmetallic minerals from Europe to the Philadelphia, PA area), while outbound totaled approximately 954,000 tons valued at \$2.3 billion (primarily motorized vehicles and newsprint/paper to Europe). There were approximately 142 million tons moving regional with an approximate value of over \$63 billion.

Trucks carried 95 percent of the total 141.9 million tons of freight flowing through the area, while rail carried five percent of the share. Water and intermodal modes carry less than one percent each. The dominance of truck is due to the mode's flexibility in terms of being able to handle varying shipment sizes and ability to achieve door-to-door delivery virtually anywhere without making any additional mode transfers. Trucks also are a relatively high speed mode with relatively competitive total trip costs.

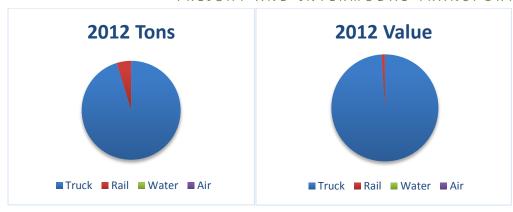


¹ http://explorer.dol.state.ga.us/mis/profiles/counties/glynn.pdf



5-2





Depending on fuel prices, the rail mode is typically much more efficient at carrying bulk loads and intermodal freights distances of approximately 500 miles or more.

In terms of freight value, trucks carry about 97 percent of the total flows with rail and intermodal carrying one and two percent, respectively. The rail value percentage is lower than the rail tonnage percent because rail carries many lower-value, high-tonnage goods such as coal and lumber.

Highway Network

Within the region, the vast majority of truck travel occurs on the Interstate system, specifically I-95. The high use of I-95 is due to the connectivity provided by the north-south orientation directly connecting to east-west I-16 in the Savannah area (70 miles northeast) and eventually to Macon and Atlanta via I-75, and the higher speeds and ease of travel afforded by the interstate compared to other regional roadways. Trucks are also flexible in terms of being able to handle various shipment sizes and the ability to provide door-to-door service

Freight Routes

The I-95 corridor bisects Glynn County in the southwest to northeast direction. Truck access to the Port of Brunswick is gained either via Exit 29 along US 17 to the Colonel's Island Terminal (approximately 2.5 miles) or via Exit 36 to gain access via US 25/GA 27 and New Castle Street/Oglethorpe Street to the Mayor's Point and Marine Port Terminals (approximately 5.2 miles).

US 17 (Jekyll Island Road) is a four-lane roadway separated with a grass and paved median. Access to the Colonel's Island Terminal is provided via an unsignalized intersection with separate right- and left-turn lanes.

US 25/GA 27 (New Jessup Highway) is a multilane road (three/four lanes per direction with separate turn lanes) narrowing to two lanes per direction south of Glyndale Drive to two lanes per direction with a center left-turn lane. This roadway configuration continues south to where the Ross Street ramp intersects with the roadway. South of the Ross Street ramp, the roadway is two lanes per direction separated by a center grass median. After the Norwich Street/Newcastle Street split, Newcastle Street provides two lanes per direction until the 9th Street intersection where the roadway again becomes two lanes per direction with a center left-turn lane. Newcastle Street splits at Bay Street in the northern



section of Brunswick. Access to the Mayor's Point Terminal is gained via Bay Street/Oglethorpe Street, a two lane per direction roadway with left-turn lanes at all intersections, while access to Marine Point Terminal is gained via Newcastle Street in the extreme portion of Brunswick.

Other freight routes include the I-95 Exit 42 area in northeastern Glynn County. At this location, US 17 (via Grants Ferry Road) and GA 99 converge at the interchange to form an outer ring providing direct access to commercial and industrial land uses.



The US 17 segment not only serves the Brunswick Golden Isles Airport area, but also several industrial parks and Glynn County governmental agencies. US 17 in this area is two lanes northbound toward I-95 and one lane southbound between the I-95 interchange to just south of Dan Street. South of Dan Street US 17 contains one travel lane per direction with separate turn lanes at Jack Hartman Road (serving Eastgate Commerce Park, Golden Isle Gateway Tract and Needwood development) and Glynco Road (serving Brunswick Golden Isles Airport, Brunswick-McBride Industrial Park, Glynco Industrial Park, and North Glynn Commerce Park).

Along GA 99, west of the I-95 interchange, the roadway is one

travel lane per direction to US 25 where separate turn lanes are provided on each approach of the four-leg intersection. West of US 25, GA 99 reverts back to a one lane per direction roadway and extends to a T-intersection with US 82 where each approach provides separate turn lanes.

Traffic Volumes

I-95 daily traffic volumes range from about 47,600 (18% trucks) per day in northern Glynn County to about 45,200 (20% trucks) per day in southern Glynn County. The highest non-interstate routes for trucks are is US 17, US 27 and US 231, providing access to the northeastern part of South Georgia, and US 82 and US 520, which provide access to the western parts of South Georgia.

Other daily traffic volumes include approximately 12,400 vehicles (8.8% trucks) on US 17 east of I-95, 13,100 (6.8% trucks) on US 17 (Glynn Avenue), about 21,000 (8.9% trucks) on US 25 east of I-95, and 4,100 vehicles (8.4% trucks) along Bay Street in the vicinity of the Mayor's Point Terminal.





Rail Network

Glynn County is served by two Class I railroads (i.e., Norfolk Southern (NS) and CSXT) and one short line operator Golden Isles Terminal Railroad (GITR).

CSXT

Within Georgia, CSXT operates and maintains nearly 2,700 miles of track and maintains more than 3,300 public and private grade crossings. CSXT operates five main corridors through Georgia. The Chicago-Southeast corridor in and near Georgia is located between Birmingham, AL and Waycross via Manchester or Bainbridge. The New Orleans Gateway through Georgia is Montgomery, AL, Atlanta, GA and

Greenwood, SC. The Atlantic Coast corridor between Boston and Miami in Georgia is located between Savannah and Callahan, FL via either Nahunta or Waycross. The Michigan-Florida corridor in and near Georgia is operates between Knoxville, TN, Cartersville, Atlanta, Waycross, and Jacksonville, FL. The Central Service corridor from Detroit, MI, Chicago, and St. Louis, MO to Savannah is operated between Greenwood, SC, Augusta, and Savannah, GA.



In the Brunswick area, CSXT shares track rights with Norfolk Southern along the New Castle and Turtle River Leads serving the Mayor's Point and Marine Port Terminals. CSXT crosses NS tracks at Southern Junction on the way to Waycross.

Norfolk Southern

Norfolk Southern owns and operates an expansive rail network extending from New York City to Chicago and Kansas City, New Orleans, and Jacksonville, FL. Within Georgia, NS owns or operates 1,908 route miles. Georgia is located in the southeast corner of the NS network, and Macon is a hub for traffic consolidation and distribution.

A major NS corridor in Georgia is between eastern Tennessee through Atlanta, Macon, and Valdosta to Jacksonville, FL. Another major corridor is between Greenville, SC through Atlanta to Birmingham, AL. These two corridors share double main track between Atlanta and Austell, and represent the heaviest density in the state. Savannah is another major element of NS traffic in Georgia, as it is an important port connection that is served through Augusta and Macon.

In addition to these main corridors, NS also operates secondary lines from Macon to Dothan, AL and between Albany, AL to Brunswick.



Golden Isles Terminal Railroad

Golden Isles Terminal Railroad (GITM), acquired by Genesee & Wyoming in 1998, is a 12.6-mile short line freight railroad serving the Georgia Ports Authority and interchanging with CSX Transportation and Norfolk Southern northwest of the Port of Brunswick. The train operates between Anguilla Junction, where a five-track interchange yard with a capacity 24,250 feet of track is located, and the Georgia Ports Authority's Colonel's Island Bulk and Auto Processing Terminal near Brunswick. Upon connecting to the terminal at Mydharris, there



is a 10-track yard with 13,000 feet total included in 24 miles on on-terminal trackage. The agri-bulk facility has a two-track loop of approximately three miles. In addition, there is a passing track about a one-mile long on the connection about half way to the terminal.

Port Network

Port operations play a major role in the movement of freight within Glynn County. The Port of Brunswick, located at the junction of the South Brunswick, Turtle and East rivers, moved more than 3.4 million tons of cargo during FY2014, an 11.6% improvement over FY2013. For the third year in a row, the GPA achieved a record total for auto and machinery units with a 10% increase in FY2014. (Source: GPA) The Georgia Ports Authority (GPA) oversees the Port of Brunswick comprised of two terminals GPA owns and operates and a third owned by GPA, but leased to Logistec U.S.A. The following is a description of each facility.

Mayor's Port Terminal

The terminal area comprised of 22 acres, is a dedicated break bulk facility specializing as a distribution center for a variety of forest and solid wood products (e.g., wood pulp, linerboard, plywood, and paper products). The facility contains 355,000 square feet of covered storage encompassing two building (i.e., one building is 305,000 square feet and the other is 50,000 square feet) adjacent to the terminal's 2,000-foot long rail siding with access to both CSXT and NS and the 1,750-foot long vessel berthing. In addition, there is about 7.9 acres of paved and unpaved open storage.



Colonel's Island Terminal

Colonel's Island Terminal, the largest of the Brunswick and GPA terminals, is comprised of two distinct freight uses, agricultural-bulk (agri-bulk) and roll-on/roll-off (Ro/Ro). The agri-bulk facility (corn, wheat soybeans and grain byproducts), located on 71.2 acres, is capable of accommodating 64,800 short tons of agricultural products in combined flat and vertical storage. In addition, the facility is capable of



accommodating diverse groups of agri-products and offers a turnkey service for US Midwest and Southeast agri-producers.

The Ro/Ro facility ranks as one of the nation's largest auto facilities on over 1,700 acres. The terminal is the third busiest US port for total Ro/Ro cargo and the second busiest for Ro/Ro imports. The facility also contains three berths and three on-terminal auto processors. Mercedes-Benz has constructed a 70,000 square-foot vehicle preparation center, consolidating their southeastern shipping operations and making the Port of Brunswick Mercedes-Benz USA's South Atlantic Hub. In addition to BMW, other automobile manufactures using the facility include: Porsche, Jaguar, SAAB, Volvo, Land Rover, and Volkswagen.

Marine Ports Terminals

Leased by GPA to Logistec U.S.A., the 145-acre facility specializes in the handling of break-bulk, dry bulk, and liquid bulk commodities. The facility contains four cargo berths and on liquid bulk berth and provides over 2,400 linear feet of berthing in addition to 480,000 square feet of storage and 15 acres of open storage.

Freight Needs Assessment

As noted above the vast majority of freight movement occurs via trucks. Congestion encountered by trucks diminishes productivity and increases the cost of operations as drivers must be paid for time spent making deliveries as well as time spent in traffic. The American Transportation Research Institute (ATRI) estimates the commercial vehicle cost of congestion adds about \$864 in costs per truck nationwide. Congestion also results in decreased fuel efficiency and increased vehicle maintenance resulting from stop-and-go traffic conditions. Georgia ranks eighth overall in total trucking costs due to congestion at \$304 million. In addition, congestion contributes to societal issues such as air pollution and the increased costs of consumer goods.

By 2050 long-haul interstate corridors are projected to become affected by congestion and the growth of trucking operations supporting the area's economy. Volume-to-capacity (V/C) ratios are projected to be higher.

Railroads typically transport good over long distances. CSX and NS rail movements, especially from the Port of Brunswick are generally utilized to move goods to Waycross and Jessup and eventually on to others states. In 2040, the top tonnage commodities transported by rail to/from/within Glynn County are projected to be motorized vehicles from eastern Asia to Los Angeles and nonmetallic minerals from Europe to the Philadelphia, PA area. The top value commodities transported to/from/within the County are projected to be motorized vehicles and newsprint/paper to Europe.

According to the GDOT Georgia Statewide Freight & logistics Plan 2010-2050 Task 3 Report, the vast majority of rail tracks in the State is single track. This condition is certainly the case regarding rail access in the vicinity of the Port of Brunswick. The NS track is identified as "Cannot Double Stack", meaning there are issues such as clearances, etc. which would not permit the railroad to run double stack cars on the line. The CSXT track does not have a weight or stacking deficiency, however, the GITR track into the port is identified as having a restriction to the industry standard 285,000-pound rail car. These restrictions



could constraint freight movements on the railroad and at rail terminals, thereby extending and delaying rail shipment times.

A total of about 1.2 million tons is projected for inbound in 2040 valued at approximately \$5.8 billion, while outbound totals are projected at approximately 2.4 million tons valued at \$7.3 billion. There is projected in 2040 approximately 145 million tons moving regional with an approximate value of approximately \$70 billion. Overall, approximately 149 million tons valued at about \$83 million is projected to move about the region in 2040.

CSXT and NS generally manage their businesses across state lines by considering the market potential and competition based upon their eastern US operating territories. The portions of the railroads' networks connecting key regional markets are considered rail freight corridors spanning multiple states. In addition, these entities use their own capital to fund network corridor infrastructure improvements. State of Georgia funding has been utilized in the past to fund connecting short line railroads, roadway access to rail terminals, and connections to marine ports. However, in recent years, both CSXT and NS have made corridor improvement investments which have involved public financial assistance, typically justified on the basis of the public benefits from reducing truck traffic and truck emissions on parallel portions of highway network.

Several external factors may affect rail corridors demands and influence the area freight business and investment strategies. Some of the key factors influencing freight demand include:

1. Panama Canal Expansion

The Panama Canal Authority is expanding the Panama Canal with a larger third set of locks. The project, scheduled to be complete in 2016, would increase the throughput capacity of the canal by permitting larger vessels to travel the locks providing greater economies of scale for shippers. The canal capacity for container vessels, now limited to 4,500 Twenty-foot Equivalent Units (TEU) ships, will increase to container vessels of 12,500 TEU capacity.

This expansion project creates an opportunity for the Georgia Ports Authority to capture additional ocean trade with Asian and South American west coast countries. Currently this traffic would bypass Atlantic ports and traveled instead to US West Coast ports before traveling to or from the Southeast by truck or rail. Additional international trade could be carried to and from Georgia's ports by rail, if port market shares increase.

2. Deepening Savannah Harbor

The deepening of Savannah Harbor would likely add to the demand for intermodal rail service. A 47foot channel depth would result in an increase of larger container ships. Those vessels could stay longer in port discharging and loading more containers than the current ships servicing the port. This operational change offers potential cost savings through economies of scale to shippers, but it also brings the prospect of greater surges of import and export cargo. Handling the loading and unloading of intermodal trains at the ports could be affected, while greater use of the available capacity on the rail lines serving the Port of Savannah is likely.



3. Increasing Domestic Intermodalism

Class I railroads increasingly focus on growing their intermodal container business, which was originally started to serve international ocean container traffic at container ports. Within the last ten years railroads have moved aggressively to grow their domestic intermodal container business share. They have accomplished this by offering speed of service and intermodal container yards located where they are useful to truckers. The domestic intermodal service uses larger size containers than used in ocean shipping, matched instead to standard highway trailer sizes that are 53-feet long and taller and wider than a standard 40-foot long international ocean container.

4. Other Business

There are other business uses of the freight rail network affecting Georgia rail demand apart from the growing intermodal business and the declining coal shipping businesses.

Automotive manufacturers continue to prefer use of the enclosed tri-level or bi-level "auto rack" rail cars for shipping new autos and light trucks to their dealer networks. This is the case whether the vehicles are imported, exported or shipped domestically between auto plants and their dealers. For autos made in Canada or in Mexico, that may mean imported vehicles shipped by rail, but not through seaports. However, Mexican rail network capacity constraints have recently resulted in some autos made in Central Mexico being shipped by Car Carrier ocean vessels into the Port of Brunswick. Within the US auto manufacturing is increasingly concentrated in the Southeast, and that includes manufacturing for the North American market as well as manufacturing for export overseas. Georgia, with the key Southeastern auto-handling port at Brunswick and as a regional distribution hub state, will continue to see growth in rail shipping of autos.

5. Return of United States Manufacturing

The domestic oil and gas boom is providing opportunities for new competitive United States manufacturing. Petrochemicals production is now often cheaper to have in the US than other countries with higher energy costs. Chemicals manufacturing and much of the other manufacturing cited as candidates for revitalization in the United States is capital intensive, not labor intensive. With current low interest rates and available investment capital, manufacturing that depends on relatively few skilled operators of advanced equipment is the most likely type of manufacturing to return to the United States.

Consultation

FREIGHT AND INTERMODAL TRANSPORTATION

Freight and Goods Movement Improvements

The projects identified below, when implemented, all would benefit Glynn County and improve the transportation system. However, realistically, not all projects would be implemented at once. In addition, the projects exhibit specific attributes which enhance freight flows within the region.

The identified projects have not been categorized by multiple modes because many projects are multimodal or impact several transportation modes and by grouping projects together there is an emphasis on demonstrating the "intermodalness" of improvements.

The attributes chosen for this evaluation include:

- Freight Congestion Relief This attribute accounts for goods mobility on Glynn County roadways. Examples include effectively reducing congestion either directly (e.g., lane widening) or indirectly (e.g., providing an alternative transportation mode).
- Coordination Projects with prior approval or public support.
- Safety Safety for freight movements include reduced traffic congestion, improved infrastructure or diversion freight to a safer mode.
- Environmental Impacts Projects which divert freight to more efficient modes in terms of emissions or reduced congestion.
- Infrastructure "Wear and Tear" Impacts System preservation (e.g., highway maintenance and upgrade projects) is more important than system expansion.
- Number of Freight Facilities Served Freight facilities need to be connected to freight
 infrastructure by improving access to warehouses and distribution centers, rail yards, airports,
 and marine ports along with major freight generators and attractors, such as manufacturing
 areas
- Ability to Enhance/Retain/Create Jobs Projects with a positive impact on surrounding areas leading to job creation stimulating the economy.

I-95 Projects

As previously discussed, the I-95 corridor bisects Glynn County from northeast to southwest. The corridor is an economic lifeline to markets and goods movement on the east coast. There are four interchanges which serve the County and provide access not only to residential and institutional uses, but also the many commercial and industrial establishments. The Brunswick-Golden Isle Airport is located adjacent to Exit 38 along with several commercial and industrial developments and parks.

Four projects (two mainline I-95 and two interchange projects) have been identified with construction slated for the 2031-2040 period and beyond. The two mainline projects (**GDOT PI# 511095** and **511105**) call for mostly restriping the existing roadway to provide four travel lanes per direction, while the two interchange projects (**MTP Project ID # N1** and **N2**) identify modifications to Exit 38 and 29.



An adjacent project is SR 303 between US 82 and US 341 (**GDOT PI# 008039 and MTP ID# N6**) which runs generally parallel to I-95 between Exit 29 and Exit 36. The project consists of intersection improvements and at a later date may include widening of the entire roadway segment.

Collectively these projects demonstrate the attributes of freight congestion relief, number of freight facilities served, and ability to enhance/retain/create jobs.

SR 99 West Corridor Projects

The SR 99 West corridor (I-95 to US 82) is comprised of two separate projects (**GDOT PI # 0001036** and **0008038**). This roadway part of an "outer ring" to the City of Brunswick. While segments of the route are somewhat rural, the eastern section provides access to the Georgia Pacific Sterling Plant and the Gateway development. In addition, this corridor would serve as an alternate route as the Turtle River Global Logistics Park develops.

Attributes these projects demonstrated include freight congestion relief, safety, and infrastructure "Wear and Tear" impacts.

SR 99 East/US 17 Corridor

This corridor forms the eastern portion of the "outer ring" mentioned above extending from I-95 Exit 42 east and south to Yacht Drive in the vicinity of the Brunswick-Golden Isle Airport and the Federal Law Enforcement Training Center. Two projects, each consisting of widening the roadway, have been identified, **GDOT PI # 0000422** comprises widening between 1-95 east to US 17 and **GDOT PI # 532650** entails widening from Harry Driggers Boulevard to Yacht Drive. One additional roadway project which supports connectivity in the area is the Glynco Parkway project (**MTP Project ID # 2**) which includes widening the segment between US 17 and SR 25 (Golden Isle Parkway).

These roadway segments provide access not only to the Airport and Law Enforcement Center mentioned above, but also to numerous commercial and industrial sites including: Needwood, Eastgate Commerce Park, Golden Isles Gateway Tract, Brunswick-McBride Industrial Park, Glynco Industrial Park, and North Glynn Commerce Park.

Attributes these projects demonstrated include freight congestion, coordination, number of freight facilities served, and ability to enhance/retain/create jobs.

City of Brunswick Fourth Street Improvements

A widening project has been identified for Fourth Street at the intersection of Fourth Street between Altama Avenue and US 17 (**GDOT PI# 550520**). The pre-dominate land use along this route is residential, however, there are some commercial and institutional uses.

Attributes these projects demonstrated include safety and environmental impacts.

Suburban Brunswick Improvements

There are five projects which comprise widening and access management improvements along roadways in the northern, suburban areas of Brunswick. The US 341/SR 27/SR 25 (MTP Project ID# N3) project



would address access management issues experienced by motorists. The roadway is generally two travel lanes per direction with a center left-turn lane. The predominate area land use is commercial with numerous, uncontrolled driveway points.

The remaining three widening projects (Canal Road – MTP Project ID# 1, SR 25 Spur - MTP Project ID# N4, Walker Road/Chapel Crossing Road – MTP Project ID# N5,) share common intersections and would serve to enhance area connectivity. Project implementation, scattered among all cost bands, would improve traffic operations and the flow of goods south of I-95 and in the vicinity of the Glynn Place Mall.

Attributes these projects demonstrated include safety, environmental impacts and ability to enhance/retain/create Jobs.

Areas of Additional Analysis

There are other areas within the region where the movement of goods and services are significant and additional future study is warranted. One area is Bay Street from Newcastle Street south along the riverfront. This road segment serves as the main access to Mayor's Port Terminal and Marine Port Terminal. Additional traffic analyses should be conducted to maximize access to these facilities and minimize interactions between passenger vehicles and pedestrians.

Another area which warrants future studies is along Newcastle Street in the vicinity of the Georgia pacific Pulp and Paper Plant in the area between Ninth and Seventh streets. Presently, trucks are using Ross Road as a "bypass" route to avoid queuing trucks at the Ninth Street/Newcastle Street intersection. Depending on conditions, exiting trucks gain access via slip ramps to northbound Newcastle Street. These movements can cause an unsafe merge condition because of limited sight distance, roadway speeds, and length of the ramps. An area traffic study should be conducted to address travel speed, traffic signal warrants, and roadway access conditions.

Sources:

- Federal Highway Administration, Office of Freight Management and Operations
- Georgia Ports Authority
- Georgia Department of Transportation

APPENDICES

Appendix A: Socio-Economic Data Memoranda

Appendix B: Public Participation

APPENDIX A

Socio-Economic Data Memoranda



o 912-236-3540 rsandh.com



MEMORANDUM:

Date: 16 October 2014

To: **GDOT Modeling Staff**

From: Rachael Hatcher & Kai Zuehlke, RS&H

Subject: 2010 Socioeconomic Data for BATS/Glynn County

The file "BATS TAZ 2010" contains the BATS/Glynn County 2010 socioeconomic data for GDOT review. The methodology used to generate the data complies with the GDOT Travel Demand Model Development Procedures. The following fields are populated:

HH: Households POP: Population

RETAIL: Retail Employment SERVIC: Service Employment

MAUF: Manufacturing Employment WHOLE: Wholesale Employment TOTEMP: **Total Employment** Students: **Students Enrollment** Median Household Income

Income:

Acres: Acres

The US Census Bureau and Glynn County provided the data. A TIGER/Line geodatabase with pre-joined Census 2010 population and housing count data at the block level for Georgia was obtained along with median income from 2010 ACS 5-year estimates for all census tracts in Glynn County. The tract-level income was then joined to the blocks. Block-level employment data was obtained from LEHD LODES and then aggregated to the four employment types.

The Brunswick and Glynn County Development Authority provided major employer data. These employment figures were mapped, categorized, compared against block- and aggregated TAZemployment, and added to TAZ employment if necessary. The Glynn County School System employment was distributed from the headquarters to school locations throughout the county. Similarly, Glynn County government employment was distributed from the headquarters to county locations throughout the county.

Several Census blocks spanned multiple TAZs. Block attributes were allocated to the TAZ based on estimated relative activity levels. A summary of the Glynn County socioeconomic data contained in the TAZ is given in the following table, and the population and employment are mapped on the figures below.



Population	79,617
Households	40,703
Retail	14,326
Service	23,072
Manufacturing	3,345
Wholesale	768
Total Employment	41,511
Students	17,101

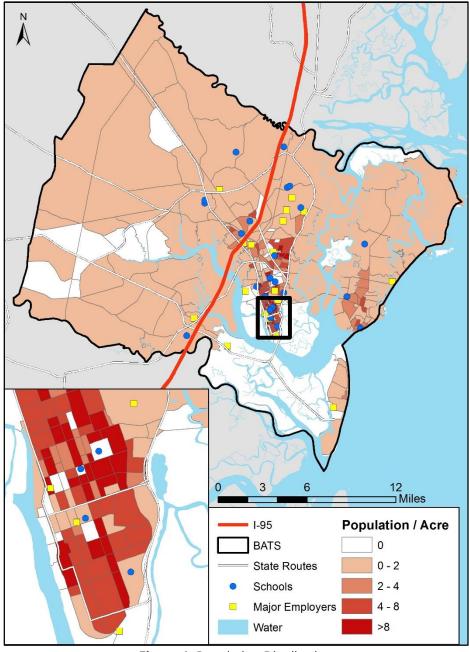


Figure 1: Population Distribution



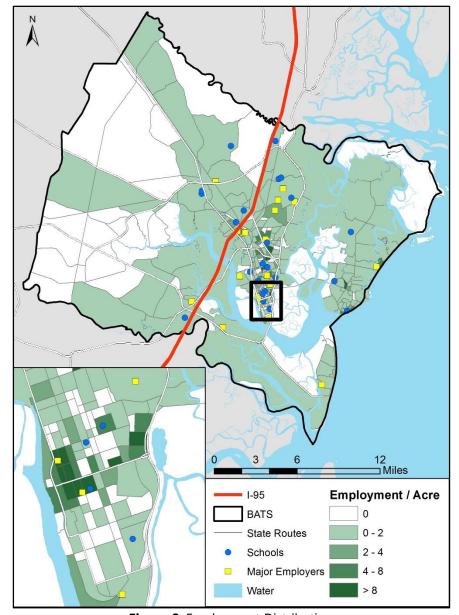


Figure 2: Employment Distribution



MEMORANDUM:

Date: 12 December 2014

To: GDOT Modeling Staff

From: Rachael Hatcher & Kai Zuehlke, RS&H

Subject: Future Socioeconomic Data for BATS/Glynn County

The file "BATS_TAZ_" contains the BATS/Glynn County future socioeconomic data for GDOT review.

The table below summarizes the initial projections. TAZ were identified as being within the city limits of Brunswick or in unincorporated Glynn County. Employment, households, and population of the 2010 TAZ were then separated from each other. The growth rate each decade of the total region wide REMI employment and population projections were calculated and applied to the 2010 TAZ. Future households were estimated based on regional average 2.1 persons per household.

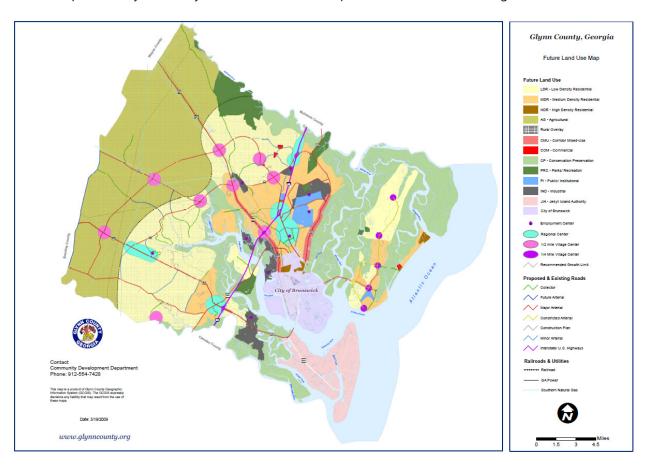
	TAZ							REMI					
	Employment		nt	Households		Population		Emp	Pop	rEmp	rPop		
	City	Glynn	Total	City	Glynn	otal	City	Glynn	Total	Total	Total	Total	Total
2010	13,196	28,532	41,728	7,281	30,605	37,886	15,881	63,613	79,494	45,570	79,821		
2020	15,063	32,569	47,632	8,274	33,141	41,414	17,374	69,595	86,970	52,018	87,328	14%	9%
2030	16,538	35,757	52,295	8,957	35,879	44,836	18,810	75,345	94,155	57,110	94,543	10%	8%
2040	17,812	38,513	56,325	9,434	37,789	47,222	19,811	79,356	99,167	61,511	99,575	8%	5%

Based on these totals, the growth each decade was calculated.

			dEMP		dHH			dPOP		
		City	Glynn	Total	City	Glynn	Total	City	Glynn	Total
Α	2010-2020	1,867	4,037	5,904	993	2,536	3,528	1,493	5,982	7,476
В	2020-2030	1,474	3,188	4,662	684	2,738	3,422	1,436	5,750	7,186
С	2030-2040	1,275	2,756	4,030	477	1,910	2,387	1,001	4,010	5,012
dAC	2010-2040	4,616	9,981	14,597	2,153	7,184	9,336	3,930	15,743	19,673



In unincorporated Glynn County, the future land use map identified areas of future growth:



These areas were assumed to have high, medium, low, or no level of employment and household growth potential. Development capacities were assumed at graduated levels of jobs or residential units per acre derived from thresholds defined in the Glynn County Future Land Use Plan.

	Growth Level		
Code	Description	Employment	Household
LDR	Low Density Residential	None	Low
MDR	Medium Density Residential	None	Medium
HDR	High Density Residential	None	High
NMUC (1/4 mile)	Neighborhood Mixed Use Center	Low	Low
CMUC (1/2 mile)	Community Mixed Use Center	Medium	Medium
RMUC	Regional Mixed Use Center	High	High
CMU	Corridor Mixed Use	Medium	Medium
СОМ	Commercial	Medium	None
IND	Industrial	Medium	None
PI	Public/Institutional	Medium	None

Employment: 10 jobs/acre high, 6 jobs/acre medium, 2 jobs/acre low Households: 12 units/acre high, 6 units/acre medium, 2 units/acre low







The 2010 base Socio Economic data at the TAZ level were used to account for current development. Subtracting current employment or households from each TAZ's aggregated development capacity yielded the remaining development capacity. The ratios of each TAZ's remaining development capacity to the total remaining development capacity were calculated and applied to the unincorporated county growth each decade. Manual adjustments were made for two areas formerly designated as receiving areas for population and employment that have been placed in perpetual conservation and/or have been developed in a manner inconsistent with proposed future growth scenarios. The 2020 future growth scenario also accounts for a recently permitted 125 unit residential development on St Simons Island.

For the City of Brunswick, in general the 2010 TAZ employment, population, and households were grown at the citywide average growth rate. A scan of aerial photography revealed several vacant or undeveloped parcels, development capacity for which was estimated and manually applied. Additional manual adjustments included removing all residential growth from TAZ that were found to exceed population density, household density, and/or employment relative to acres.

Students were grown at the REMI population growth rate each decade. The ratios of retail, service, manufacturing, and wholesale to total employment for each TAZ were applied to future total employment to obtain future sector employment.

APPENDIX B

Public Participation

Brunswick Area Transportation Study

2040 Metropolitan Transportation Plan Update

PUBLIC PARTICIPATION PLAN

Prepared For:

Brunswick Area Transportation Study

1725 Reynolds Street Brunswick, Georgia 31520

Prepared By:

RS&H, Inc.

7 E Congress Street, Suite 402-E Savannah, Georgia 31401

October 17, 2014

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BRUNSWICK AREA TRANSPORTATION STUDY 2040 METROPOLITAN TRANSPORTATION PLAN UPDATE *Public Participation Plan*

1.0 INTRODUCTION

Glynn County was designated as a Metropolitan Planning Organization (MPO) as a result of the 1990 US Census. The Brunswick Area Transportation Study (BATS) serves as the federally designated planning area for Glynn County which includes the City of Brunswick, the County's only municipality and County seat.

As such, the MPO is responsible for the update of the 2040 Metropolitan Transportation Plan (MTP), formerly known as the Long Range Transportation Plan. One of the most critical elements of the plan update is the incorporation of public and stakeholder input throughout the planning process. This Public Participation Plan (PPP) was developed specifically for the 2040 plan update and is structured within the framework of the overall public participation process for the MPO.

Moving Ahead for Progress in the 21st Century (MAP-21) is the federal transportation legislation regulating the federal transportation planning process applied to MPOs, states, and any federally funded project. Each plan is reviewed for compliance with the mandated transportation planning process, including public participation.

This PPP describes the processes and procedures that will be employed during the plan update and will ensure compliance with MAP-21 and that the members of the public have ample opportunity to provide input. It is crucial that stakeholders and members of the public be integrally involved in the planning process and the plan development. The PPP provides the foundation and framework for this input and outlines the strategies, methodologies and performance measures for participation in the planning process.

2.0 GOALS AND OBJECTIVES

Public involvement is an essential component of the Brunswick Area Transportation Study MTP update and will occur throughout the planning process. This PPP is designed to involve local governments, agencies, stakeholders and the public as participants and to enable them to provide meaningful input to the process and outcomes of the MTP update. The plan strives to establish new forums for information exchange while also taking advantage of existing groups and organizations. Outreach efforts will educate, inform and involve the public as to the purpose and progress of the studies by highlighting local issues, technical considerations, and potential impacts. Outreach techniques are designed to encourage participation in the public process and to generate meaningful feedback. The PPP provides tools for both disseminating study-related information and gathering public input that reflects the community's concerns and interests.

The public involvement process includes education of stakeholders to ensure full understanding of the study. Generating public awareness and creating partnerships with residents, elected officials, local agencies, businesses, educational organizations and civic associations is critical to the success of the MTP.

The following sets forth the goals and objectives of the MTP update. These goals represent a high-level approach to public involvement activities, while the objectives outline detailed strategies on achieving the goals.

Goal: To consult with community stakeholders and gather their ideas on transportation issues and needs, as well as potential solutions. This process is an opportunity for the members of the community to voice their concerns and opinions about current and future travel activity within the BATS study area. Coordination with the users of the transportation system will provide insight into existing travel conditions and patterns and will serve as a foundation for the study.

- Objective: Develop partnerships among local governments, agencies and other stakeholder interests through a project Stakeholder Advisory Committee of key stakeholders within the County
- Objective: Meet with the Stakeholder Advisory Committee up to five (5) times during the study to ensure effective feedback as part of the plan development process.

Goal: To inform and involve the public throughout the process. This plan intends to: 1) educate, 2) listen and respond quickly to, and 3) learn from the public early and throughout the planning process. The success of this effort depends on the cooperation and support of the public. The goal is to ensure that those potentially impacted, influenced, inconvenienced or enhanced by the MTP are well aware of the goals, timelines and available information throughout the duration of the planning process.

GLYNN COUNTY – BRUNSWICK 2040 METROPOLITAN TRANSPORTATION PLAN UPDATE *Public Participation Plan*

- Objective: Hold a series of three (3) interactive Public Workshops to effectively engage the public
- Objective: Develop and host an online survey to provide additional opportunities for the public to provide input on the plan update.
- Objective: Document and incorporate all comments, feedback and input obtained during the planning process.

Goal: To ensure all members of the public, including those traditionally underserved populations, have opportunities to meaningfully participate in the planning process and plan development. This planning process is structured to ensure that all meetings and other input opportunities are easily accessible and convenient to all populations, especially those environmental justice groups.

- Objective: Using census data, identify the location of the traditionally underserved populations, including minority and low income groups.
- Objective: Hold all meetings in accessible and convenient locations for all members of the public, including environmental justice populations.

Goal: Continuously monitor the progress and effectiveness of the Public Participation Plan in communicating and receiving information among stakeholders, citizens, planning partners and project team. The public participation process must be a dynamic one and evaluated throughout the planning process. This evaluation process will provide feedback on what techniques are successful and which ones that were not successful. As the techniques are identified, input opportunities may need to be adjusted during the planning process to ensure maximum participation.

- Objective: Review the participation efforts after each key opportunity to understand what worked and what could be improved.
- o <u>Objective:</u> Based on feedback, adjust opportunities for participation to improve input.

3.0 STAKEHOLDERS AND PARTICIPANTS

The 2040 update will involve many participants, including community stakeholders and citizens from Glynn County and Brunswick, which is the only municipality in the county. Because of the varied interests, issues, opportunities and focuses, an organized approach will be required to efficiently maintain the stakeholder and citizen involvement process.

Stakeholder Advisory Committee

Key Stakeholders from Glynn County, Brunswick, agencies, and other interested entities will be identified in coordination with the BATS staff. Representatives of these groups will be invited to participate as part of the study Stakeholder Advisory Committee (SAC). Based on input from staff, the Technical Coordinating Committee may serve as the SAC. The full realm of interests may be captured through the members of the MPO Technical Coordinating Committee (TCC) and may serve as the Stakeholder Advisory Committee. The SAC will be composed of important business leaders (i.e. Chambers of Commerce), local elected officials, representative from County Departments (i.e. emergency services and public safety, and public works), representatives from other agencies, such as schools, hospitals, the Georgia Ports Authority, and representatives of traditionally underserved communities to provide important input throughout the plan development process. The SAC will meet up to five (5) times during the study, with the following agenda items:

- Meeting 1: Introductory kick-off, discuss study expectations and initial transportation concerns
- Meeting 2: Discussion and identification of overall transportation goals and objectives
- Meeting 3: Present existing and future conditions, obtain input on mobility needs
- o Meeting 4: Present draft plan and obtain comments
- Meeting 5: Presentation of Final Plan

Stakeholder and Public Coordination and Involvement

The following include the important principles guide the stakeholder/public coordination and involvement activities:

 Continuous communication and exchange of key information through the stakeholder coordination and involvement processes are conveyed to the project team for use in the development of the plan.

- The process also provides for direct communications and interaction among the staff, the consultant team and the committees and groups to minimize any confusion in the overall direction of the project at the policy level.
- Continuous communication is maintained throughout the planning process among the project team, stakeholders, and all parties interested in participating in the plan.
- o The process provides easy and accessible opportunities for input from all populations.

Through close coordination with BATS staff, the initial list of stakeholders and interested parties will be identified. As more interested parties are identified during the planning process, they will be added to the list of contacts. Contact information for these groups will be compiled into a database and will be used to supplement any existing stakeholder and public contact lists used by BATS staff. Potential stakeholders may include:

- Board of Education
- Institutions of higher education (Universities, Technical Colleges)
- Business Community
- Chambers of Commerce
- Industrial/Development authorities
- Planning Commissions
- Tourism agencies
- State authorities and agencies (i.e., Jekyll Island Authority, Department of Natural Resources)
- Georgia Department of Transportation
- o Federal Highway Administration
- Faith based organizations and churches
- Social service agencies and organizations
- Community service and civic organizations
- Environmental advocates and organizations
- Parks and recreation departments and agencies
- Coastal Regional Commission
- Health care agencies and organizations
- Historic preservation agencies and organizations
- Developers
- City and County engineering staff
- City and County public works staff
- Emergency preparedness agencies and organizations
- Public safety agencies (i.e., Police, Fire, Law Enforcement Training Center)
- Intermodal agencies and organizations

- Airport Commission
- Georgia Ports Authority
- Railroads
- o Bicycle and pedestrian advocates, organizations and users
- City and County elected officials
- Neighborhood/community associations

Environmental Justice Communities

The traditionally underserved populations will be included in the process through the individual group presentations and participation opportunities, focusing particularly on church, school, civic, and neighborhood organizations. In addition, every attempt will be made to hold meetings in locations accessible to the underserved populations. Should such a location be unavailable or cause hardship for other participants, additional meetings specifically for the environmental justice communities will be held to ensure their participation.

Coordination Roles and Responsibilities

Effective implementation of the stakeholder involvement and coordination program for this project relies on an understanding of clearly described roles and responsibilities.

Project Manager

The BATS Project Manager is responsible for directing the overall project on behalf of BATS and is the leader of the project team.

Project Team

The Project Team includes the BATS staff and Consultant staff. The role of the Project Team is to provide direction, guidance, assistance and technical support throughout the planning process and to ensure the development of a viable MTP.

Consultant Project Manager

The Consultant Project Manager is responsible for directing the work of the consultant team.

Consultant Team

The role of the technical team is to carry out all of the contractual requirements for the project as specified in the Scope of Work, including the completion of all technical work in a manner that meets professional standards with the work being conducted on time and on budget.

Other Stakeholders, Citizens and Interested Parties

These persons are interested individuals and groups who seek to participate in the development of the plan and will provide input and guidance over the course of the

study.

4.0 Public Involvement Techniques

A variety of techniques will be used to ensure a broad range of opportunities to provide input into the plan update. These techniques will be a combination of traditional and technology based approaches.

Members of the general public, and often stakeholders, do not understand the transportation planning process and its requirements. Educating the public enhances participation and interest as knowledge of the planning process and how it relates to the community is communicated. This educational aspect will be incorporated into all of the outreach activities.

Public Workshops

It is anticipated that three traditional public workshops will be held at key milestones during the planning process and will be coordinated with the SAC meetings. These workshops will be held in accessible locations and in different locations to maximize convenience and participation. Advertisements and notifications for these meetings will meet or exceed the existing BATS public notification requirements.

The first public workshop will present the project background, the plan's purpose and approach for completion, provide opportunities to identify any general concerns and/or issues, and gather input into the overall plan goals and objectives.

The second public workshop will present existing and future conditions and gather input on mobility needs and deficiencies.

The third public workshop will present the draft plan and obtain comments. These comments will be incorporated as the plan is finalized.

All meeting materials, sign-in sheets, and comments/input will be carefully documented and compiled into the public participation summary document for the final plan. Based on the environmental justice analysis, all plan materials will be translated if needed.

Public Hearing

Before adoption of the plan, a formal public hearing must be held. This public hearing will be held during the MPO Policy Committee meeting where the final plan is presented and before the plan is adopted.

Website

Project materials will be developed and posted on the website for easy access by the public and stakeholders. This information will include project schedule, meeting dates and notices, project fact sheet, and any interim and final documents and presentations. The website will also include contact information for the project team.

Online Survey

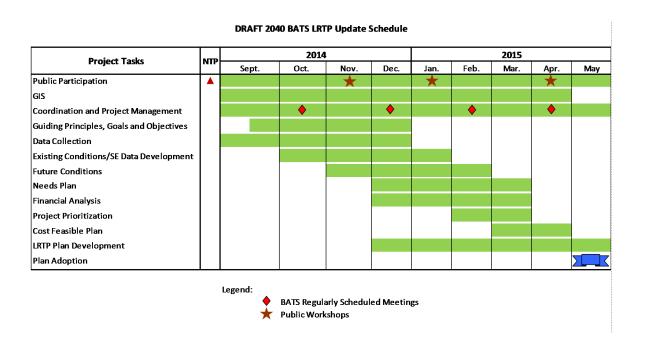
An online survey will be developed and hosted by the project team. Information regarding the survey will be posted on the web and project materials will include the website address for the survey. This online survey will provide more opportunity for input and will be designed to gather the same type of information received at the traditional workshops.

Stakeholder Coordination

Coordination with individuals, agencies and organizations that may have specific input outside of standard meetings is critical. This coordination will be ongoing and individual meetings will occur on an as-needed, or as-requested basis.

5.0 SCHEDULE

The project schedule is shown below and includes the tentative dates for the public workshops.



6.0 Public Participation Evaluation

Efforts will be made throughout the project to ensure that effective tools and practices are used to engage the Stakeholder Advisory Committee and all of the interested parties that seek to participate in the project. These efforts include:

- Short questionnaires distributed to the members of the SAC at their meetings to determine the level of satisfaction with the efforts used to solicit and use the input.
- Short questionnaires distributed at the public workshops to gauge the level of understanding of project concepts, the most optimum methods of public notification, and the level of satisfaction with the public involvement activities.
- Feedback sessions with the BATS Project Manager and project team to gauge the level of satisfaction with the overall stakeholder involvement and coordination activities.

Performance Measures

Performance measure systems are a key element in the effort to continuously improve the quality of the public engagement and participation process. These measures should relate directly to the overall goals and objectives of the public involvement and SAC activities. The performance measures are correlated to the objectives presented in Section 2 of this PPP.

Public Involvement Objectives	Performance Measures
Develop a project Stakeholder Advisory Committee of key stakeholders within the County	Local governments, agencies, business owners, and key community groups were invited to participate and were engaged in the planning process.
Meet with the project Stakeholder Advisory Committee at least five (5) times during the study to ensure effective feedback as part of the plan development process.	Stakeholder surveys regarding the Stakeholder Advisory Committee meetings and Public Workshops were administered and results were favorable.

Hold a series of three (3) interactive Public Workshops to effectively engage the public.	Public meetings were advertised in accordance with County policies, held in convenient locations, at convenient times, and presented materials were easily understandable. Public surveys were regarding the meetings were developed and results were favorable.
Develop and host an online survey	Online survey was developed and hosted. Results and comments from the survey were compiled, documented and incorporated into the planning process.
Document and incorporate all comments, feedback and input obtained during the planning process.	All comments and input received were documented. Documentation of answers to all written questions was also compiled. Documentation of how the comments and input was incorporated into the planning process was developed and included in the plan.
Using census data, identify the location of the traditionally underserved populations, including minority and low income groups.	Using GIS, the locations of environmental justice populations were identified and mapped.
Hold all meetings in accessible and convenient locations for all members of the public, including environmental justice populations.	Meetings were held in accessible locations to the identified environmental justice populations.
Review the participation efforts after each key opportunity to understand what worked and what could be improved.	Using questionnaires, comment forms, and interviews, determine which participation techniques were most successful.
Based on feedback, adjust opportunities for participation to improve input	Using the feedback, adjust the participation efforts to ensure better/maximum public input



Brunswick Area Transportation Study (BATS)

2040 Metropolitan Transportation Plan Survey

PLEASE COMPLETE THE FOLLOWING SURVEY TO SHARE YOUR THOUGHTS ON OUR CURRENT AND FUTURE TRANSPORTATION SYSTEM. YOUR OPINION COUNTS!

How often do you commute to work/school by the following modes of transportation?

	Always	Usually	Sometimes	Seldom	Never
Walk					
Bike					
Drive Alone					
Carpool					
Other (specify)					

Comments

Approximately how many miles to you travel (one-way) to work/school?

Under 5 miles	5 to 10 miles	10 to 15 miles	15 to 20 miles	20+ miles

How often do you use the following for other than school/work? (Shopping, visiting friends, etc.)

	Always	Usually	Sometimes	Seldom	Never
Walk					
Bike					
Drive Alone					
Carpool					
Other (specify)					

Comments

Please indicate your opinions on the following statements regarding the area's transportation system.

	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree
Traffic congestion is a major problem					
More travel options are needed					
More bicycle/pedestrian facilities are needed					
Need more focus on safe bike/pedestrian access to schools					
Transit services (public transportation) should be developed					
Development patterns directly affect transportation					
Freight-based industry is important to our community					

2040 Metropolitan Transportation Plan Survey

Please rate the following issues.

	Very Important	Somewhat Important	Neutral	Not Important	Don't Know
Addressing traffic congestion					
Maintenance of roads					
Presence of pedestrian/bicycle facilities					
Maintenance of pedestrian/bicycle facilities					
Development of public transportation system					
Movement of freight					
Addressing lack of travel options					
Safety and security					

What should be the top priorities for project funding? Please rank the following, with 1 as most important and 10 as least important.

	Rank		Rank
Construct major new roadways		Improve traffic operations (ie. turn lanes, signals, etc.)	
Widen existing roads		Improve roadway aesthetics (landscaping, signage, etc.)	
Improve bicycle lanes and trails		Improve transportation system maintenance	
Improve sidewalks		Improve facilities designated for evacuation	
Develop transit service		Construct facilities specifically for heavy trucks	

If you rarely bike or walk, please	choose the option(s)	that best desc	ribe your re	eason(s).	
Lack of facilities	Lack of connectio	ns	Distar	nce of trip	
Climate	Safety/security		Trave	l time	
Other (specify)					
If more/improved facilities were	available, would you	walk or bike m	nore freque	ntly?	
Yes	No		Don't	Know	
Additional Comments. Please us	e additional pages if r	necessary.			
PLEASE TELL US A LITTLE AE	SOUT YOURSELF.				
In which zip code do y	ou live?	Please identif	y your age g	roup:	
		Under 18	Ш		
In which air code to w	ou work?	18 – 24 25 – 34	<u> </u>	5 – 54 5 – 64	
In which zip code to y	ou work:	25 - 34	5	5 – 64	

How often do you commute to work/school by the following modes of transportation?

	Always	Usually	S	ometimes	Seldom	Never	
Walk		0	1	4		4	24
Bike		0	0	4		1	26
Drive Alone		35	9	4		2	0
Carpool		0	3	7		6	15
Other (specify below)		1	0	0		0	17

Approximately how many miles do you travel (one-way) to work/school?

Under 5 miles	12
5 to 10 miles	18
10 to 15 miles	10
15 to 20 miles	6
20+ miles	0

How often do you use the following for other than school/work? (shopping, visiting friends, etc.)

	Always	Usually		Sometimes	Seldom	Never	
Walk		0	4	20		8	9
Bike		0	2	10		6	20
Drive Alone		13	25	11		1	0
Carpool		1	6	9		8	15
Other (specify below)		1	0	1		0	17

Please indicate your opinions on the following statements regarding the area's transportation system.

	Strongly Agre Agree	Ne	either Agre Disagree	Strongly Di	sagree
Traffic congestion is a major					_
problem	5	13	0 1	6 4	0
More travel options are					
needed	15	22	0	7 1	0
More bicycle/pedestrian					
facilities are needed	15	22	0	7 1	0
Need more focus on safe					
bike/pedestrian access to					
schools	19	16	0	4 2	0
Transit services (public					
transportation) should be					
developed	21	14	0	3 3	0
Development patterns directly					
affect transportation	26	17	0	1 1	0
Freight-based industry is					
important to our community	21	24	0	1 0	0
Comments					

Please rate the following issues.

_	Very Important	Somewhat Important	Neutral	Not Important	Don't Know
Addressing traffic congestion	17	20	8	6	0
Maintenance of roads	36	10	4	0	0
Presence of pedestrian/bicycle					
facilities	25	15	4	6	0
Maintenance of					
pedestrian/bicycle facilities	25	13	11	3	0
Development of public					
transportation system	24	13	8	6	0

Movement of freight	20	19	11	0	0
Addressing lack of travel					
options	16	18	11	3	0
Safety and security	35	11	1	1	0
Other (please specify)	0	0	0	0	0

What should be the top priorities for project funding? Please rank the following, with 1 as most important and

	1 (Very Impor	2	3	4	5	6
Construct major new roadways	3	5	2	3	1	4
Widen existing roads	2	3	6	3	2	5
Improve bicycle lanes and						
trails	9	5	5	6	2	0
Improve sidewalks	4	7	5	4	9	3
Develop transit service	13	4	1	2	5	2
Improve traffic operations (ie.						
turn lanes, signals, etc.)	6	6	5	7	6	7
Improve roadway aesthetics						
(landscaping, signage, etc.)	3	1	6	7	4	6
Improve transportation system						
maintenance	4	7	7	2	5	8
Improve facilities designated						
for evacuation	5	0	3	4	4	3
Construct facilities specifically						
for heavy trucks	1	5	1	3	6	3

If you rarely bike or walk, please choose the option(s) that best describe your reason(s).

Lack of facilities	15
Lack of connections	8
Distance of trip	27
Climate	2
Safety/security	16
Travel time	10
Other (please specify)	0

If more/improved facilities were available, would you walk or bike more frequently?

	Under 18	18 - 24	25 - 34	35 - 44	45 - 54	
Yes	27	0	0	2	3	8
No	16	0	0	1	4	7
Don't Know	8	0	0	0	0	1

In which zip code do you live?

31566	
31527	1
31525	14
31523	8
31522	g
31520	14

In which zip code do you work/go to school?

31566	0
31527	0
31525	11
31523	3
31522	2

31520	32
Please identify your age group: Under 18 18 - 24 25 - 34 35 - 44 45 - 54 55 - 64 65	0 0 3 7 17 17 7
Total Responses	53

d 10 as least important.

7	8	9 10 (Least Important	t)
5	1	7 10	
4	6	4 4	
7 3 3	2 2 3	2 2 2 0 3 5	
0	1	0 0	
4	4	3 6	
5	2	1 1	
7	7	4 4	
4	8	10 7	

List of Stakeholders BATS MTP 2014-2015

	Organization	Name	Additional Email / Website Information
			http://www.brunswickgoldenisleschamber. com/pages/ChamberStaff/
1	Brunswick-Golden Isles Chamber of Commerce	M.H. Woody Woodside	
2	Glynn County Airport Commission	Robert Burr, Executive Director	http://flyqcairports.com/home/bqk rburr@flygcairports.com
3	Georgia Ports Authority Rachel	Randy Weitman, PE Manager of Engineering Services	Tourie il yquair por is-com
4	City of Brunswick/Bike_Pedestrian	Julie Martin, Commissioner	
5	Georgia Pacific Corporation	Randal Morris, Senior Manage	
6	Jekyl Island Authority Board	Jim Broadwell, Project Manager	http://www.jekyllisland.com/jekyll- island-authority/jia-board/
7	Coastal Regional Commission	Alan Burns, Director David Dantzler, Mobility Manager	http://www.crc.ga.gov/departments/ admin/contact.html ddantzler@crc.ga.gov
8	Coastal Georgia University Coastal College of Georgia	Greg Carver, Assistant Vice President	http://www.ccga.edu/
9	Glynn County School System	Al Boudreau, Director of Operations	http://flashmedia.glynn.k12.ga.us/st aff_directory.cfm
10	EMS	Captain J. Jordan, Brunswick Police Dept. Capt. Jim Kelly, Glynn County Police	
11	Brunswick Housing Authority	Angela Strickland, Director	http://www.brunswickpha.org/
12	St. Simons Land Trust	Ben Slade, Executive Director	http://www.sslt.org/ab_contact.php
13	Glynn County Parks and Recreation	Wesley Davis, Director	http://www.glynncounty.org/index.as px?NID=153
14	Brunswick Downtown Development Authority	Mathew Hill	http://www.brunswickgeorgia.net/dda.html
15	Turtle River Global Logistics Park	Ms. Chitra Subbarayan, VP Ackerman & Co (Brokerage) for the Turtle River Global Logistics Park	
16	Georgia Pacific Cellulose (Brunswick Mill Contact)	Randal Morris, Senior Manager - Public Affairs, Brunswick Mill	
17	Sea Island Company	Bill Edenfield	
18	Brunswick Glynn Joint Water & Sewer Commission	Steve Swain, Director Angela Bryan, ATM Consulting	http://www.bgjwsc.org/

1. Randall Morris, Senior Manager, Georgia Pacific Public Affairs, Brunswick Mill

Lauren spoke to Mr. Morris on March 11, 2015. Mr. Morris explained that Georgia Pacific has two facilities in Glynn County. The pulp mill that is located in close proximity to US 341 experiences a high volume of truck traffic, around 750 trucks/day. These are log trucks, semi-trucks carrying wood chips, and trucks bringing in chemicals that are used in the mill. 80% of the product produced at the Mill is exported to Savannah and Jacksonville. There are several transportation needs on the roads in close proximity to the Mill. These needs are the following:

- The majority of the trucks coming out of the mill are headed in the northbound direction. They turn left on either US 341 or Ross Road which leads to US 341. If Ross Road is used, the trucks have to turn on Bliss Street which goes under US 341. Bliss Street intersects with Knight Street which leads to the US 341 access ramp. This ramp is very short and the acceleration lane is not long enough for trucks to safely accelerate and merge onto US 341. To complicate the issue, there is a downward grade at this point. Vehicles traveling north on US 341 are picking up speed as trucks are merging onto the interstate. Mr. Morris proposed that the access ramp should be extended further north and the safety characteristics of the acceleration lane be studied.
- The second issue is that trucks traveling north to the mill or exiting the mill to the south use the ingress / egress points at West 9th Street or West 7th Street. The majority of trucks use the West 9th Street ingress / egress, and there is a need for a signal at West 9th Street / US 341. Mr. Morris also noted that there is a school very close to the West 7th Street. This needs to be looked at in relation to the issue documented above.
- There will be an increase (~25%) of truck traffic in the near future (couple of months) due to the completion of a finished products warehouse at the mill facility.

The second mill facility is the Sterling Woodyard in the northern part of the County near GA 99 / US 341. There is a plan to widen GA 99 in close proximity to the Woodyard, and this will impact the access into the facility. The current design concepts show that an access road will be needed after the widening, and Georgia Pacific is supportive of this plan. However, Mr. Morris expressed that Georgia Pacific needs to be involved in the conversation and be assured that the access road will be designed correctly to allow for the volume of truck traffic.

Mr. Morris also wanted the continued growth of the Port to be supported through long range transportation planning activities.

2. Ben Slade, Executive Director for the St Simons Land Trust

Lauren spoke to Mr. Slade on Friday, February 27, 2015. The St. Simons Land Trust is focused on trails on the Island and has worked with PATH Atlanta to develop trail plans. The SS Land Trust has pushed for a trail along Kings Way on the Island, but the trail has not been built. Mr. Slade is currently working on a master trail plan for the entire island and has been involved in helping Glynn County develop a master trail plan for the county.

Mr. Slade noted that the island needs more signalized intersections. He talked specifically about the intersection of Frederica Road and Sea Island Road where a roundabout has been discussed. Mr. Slade

said that he believes some initial planning / surveying work has already occurred for the roundabout, but he doesn't think the roundabout is necessary. There is a lot of traffic congestion at peak times, but during the off-peak hours this is not a busy area. Mr. Slade believes that a roundabout will result in the removal of a number of trees at this intersection. The congestion could likely be helped with additional turn lanes, possible widening, and maybe re-timing of the signal.

Mr. Slade also noted that he is concerned about the amount of development that is occurring on St Simons Island. He would like to see the character of the area better preserved.

3. Mathew Hill, Brunswick Downtown Development Authority

Lauren spoke with Mathew on Monday, March 2, 2015. Mathew discussed the growth of the college and the number of college students living in close proximity to the downtown area. He said that there is a tram that runs between downtown and the college for special events. But there needs to be a tram/bus on a more regular schedule that could provide a way for students to get to class without driving. The tram could also stop at other destinations and could be used by residents, especially older adults / retirees. Mathew suggested a route that could include the mall, hospital, downtown, Saint Simons Island, and the college. The tram could run on an hourly schedule every day.

In terms of other transportation projects, Mathew expressed that Bay Street could use a road diet. This corridor is a barrier between the downtown area and the riverfront. Mathew is aware that GDOT has some projects planned for Bay Street.

Mathew has asked for the BATS survey so that he can forward it onto several City Commissioners, the College, and the Urban Redevelopment Agency Board. Lauren forwarded it to Mathew on March 3^{rd} after it has been translated into a form. Participants will be asked to turn responses around by March 10^{th} .

Please note that Lauren has updated Mathew's telephone number in the excel spreadsheet.

4. Woody Woodside, President of the Brunswick-Golden Isles Chamber of Commerce

Lauren spoke with Mr. Woodside on Friday, March 6th. Mr. Woodside explained that he has been involved with transportation plans at the County level for numerous years. He believes that the biggest need is widening Hwy 17 from Brunswick to Hwy 99. Additionally, Mr. Woodside commented on Bay Street and how it is a critical route for traffic to the Port.

Mr. Woodside also commented on transit service and how a detailed transit plan had been developed 4-5 years ago. There were federal funds available, but the City was not able to put up the local match. He believes the need still exists, but the outcome will be the same.

5. Chitra Subbarayan, Vice President, Brokerage, Turtle River Global Logistics Park

Lauren spoke to Ms. Subbarayan on Friday, February 27, 2015. The Turtle River Global Logistics Park is located in unincorporated Glynn County and is a trans load facility with a container yard. It is expected to commence operations in 2016. Turtle River has convenient access to US-82, I-95, and is also served by a short line railroad which connects to two Class I railroads (CSX and Norfolk Southern). Ms.

Subbarayan described the short-term transportation needs for the Turtle River Global Logistics Park to include road design modifications which will support the volume of large trucks coming in and out of the facility. These modifications may include curb cuts, acceleration / deceleration lanes, signalization of intersections, changes to signal timing, and signage. Additionally, the volume of traffic which will be generated by Turtle River, in both the short and long term, needs to be better understood especially as it relates to the rural character of the surrounding area. Ms. Subbarayan has discussed the need for transportation projects around Turtle Park with the GDOT Intermodal Group. The Park should also be included in the State Freight Plan. But there are no projects currently in the MPO or County transportation plans that directly relate to the Turtle River Global Logistics Park.

(This text was sent to Ms. Subbarayan to review and approve, and she has done that.)

6. Angela Strickland, Executive Director of the Brunswick Housing Authority

Lauren spoke with Ms. Stickland on Tuesday, March 3, 2015 Ms. Strickland expressed that transit, pedestrian, and bike lane projects would be very helpful to connect where residents live to the major destinations, especially the hospital, grocery stores, and shopping centers. She was not aware of any specific locations that would be more helpful than others. Ms. Stickland said that she was not aware of any major housing complexes that would be built in the next several years.

7. Robert Burr, Executive Director of the Glynn County Airport Commission

Lauren received input from Mr. Burr on Wednesday, March 4, 2015. Mr. Burr explained that the Brunswick Golden Isles Airport is currently undergoing a master plan update. He also noted that Glynco Parkway from the I-95 25/spur to US 17 has a high level of importance.

For the McKinnon St. Simons Island Airport, the Airport Road has become a major road artery for the Island and has recently been replaced and renamed Demere Road. Mr. Burr would like this road to be evaluated to ensure that it is suitable for the traffic volume that it experiences.

8. Wesley Davis, Director of the Glynn County Parks and Recreation

Lauren spoke to Mr. Davis on March 11, 2015. Mr. Davis expressed that the County has done an excellent job with the North Glynn recreational facility. He explained that the access to this facility is excellent (sidewalks, ADA compliance, etc...), and the park is large enough to accommodate numerous sporting activities at the same time. (Mr. Davis was very complimentary of the improvements that the County has made.) He would like to see transportation access to other large recreational facilities treated in a similar manner. Mr. Davis did not have specific recommendations between adding more access to parks and other County facilities.

Mr. Davis expressed that there is a need for transporting children from various areas of the County to sporting events at four large recreational facilities / parks. These four facilities include the North Glynn Park, the Ballard Park, the Howard Coffin Park, and the facility on St. Simons Island. The events typically take place Monday – Friday evenings at 5:30pm, 6:30pm, and 7:30pm, and there are a few "opening"

day" events on the weekends such as the baseball season opener. During the football and soccer seasons, the majority of events are played at the North Glynn Park. Baseball events are hosted at the four facilities listed above. Mr. Davis is aware that vanpools / shuttles to recreational facilities may require private funding as well, but he wanted to express the need for this type of service.

Is Your Transportation System Working For You?

The Brunswick Area Transportation Study (BATS) is holding public meetings on the 2040 Metropolitan Transportation Plan (MTP). The plan, when adopted, will prioritize transportation projects in Brunswick and Glynn County. These meetings will focus on goals and objectives, and provide you the opportunity to share your concerns and ideas for needed transportation improvements in your community.

Public Meetings

Monday, January 12 ► 5:00 – 6:30 PM

The Casino, 530 Beachview Drive, Room #108

Saint Simons Island, GA

Tuesday, January 13 ► 5:00 – 6:30 PM

Historic Courthouse, County Commission Meeting Room

701 G Street

Brunswick, GA

Please contact (Eric Johnson, Planning Division Manager) at 912-554-7438 or ejohnson@glynncounty-ga.gov with questions or comments.





BATS 2040 Metropolitan Transportation Plan Update

BATS Public Workshops January 2015









Presentation Agenda



- Overview of Study
- Goals and Objectives



BATS Study Area

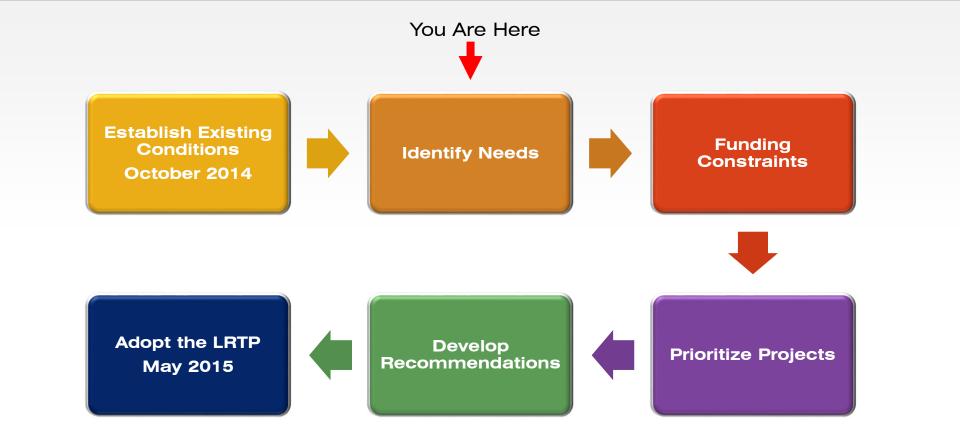






MTP Update Approach



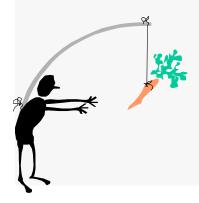


The Metropolitan Transportation Plan (MTP) is a 30-year plan for transportation improvements based on existing needs as well as projections for growth in population, housing and jobs.

Why Are We Planning?

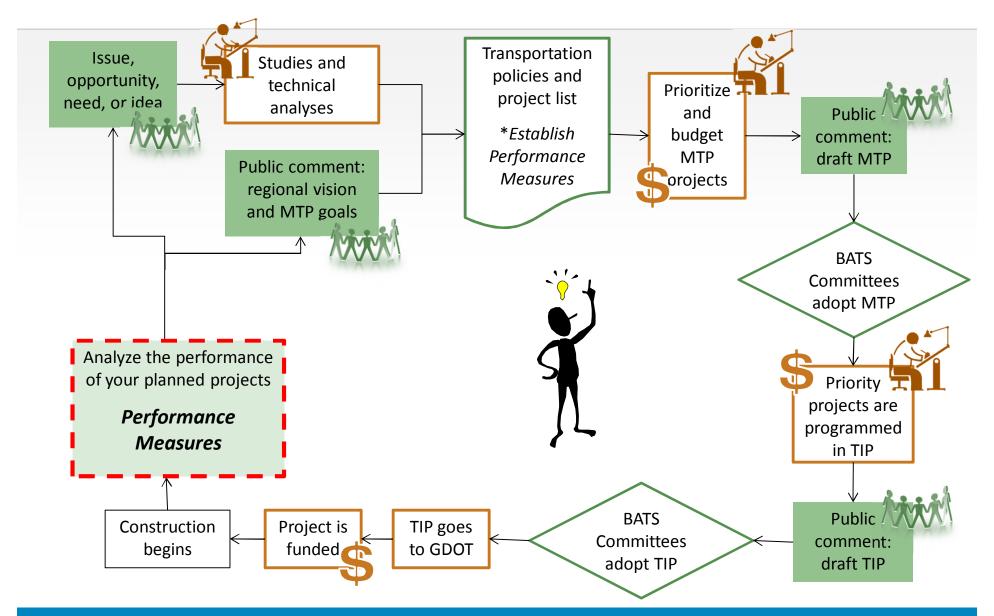


- Federally required to update your MTP every 5 years to remain eligible for transportation funding
- To ensure everyone has a say in how these transportation funds are invested
- To see how our current network is performing and determine which projects improve conditions most effectively



How Does an Idea Become a Project?





Transportation Funding Sources



Funds from local sources

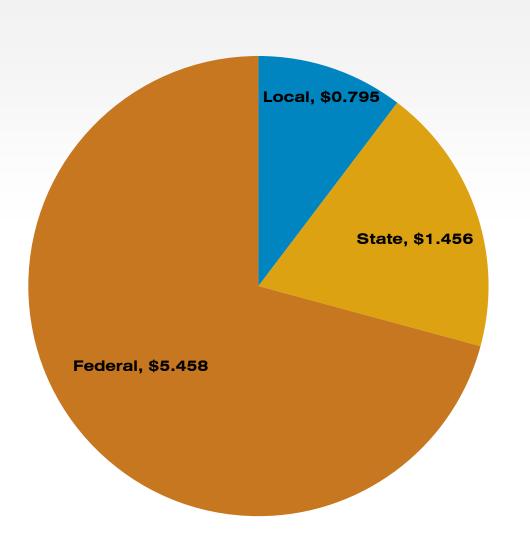
- SPLOST
- Property tax/General fund
- In-kind contributions

Funds from state and federal sources

- Competitive grants (Discretionary Funds)
- Formula funds
 - Programs target specific modes, goals, or needs
 - Each has eligible project types and requirements

Funding Sources in Georgia





FY 2013 - 2016

Funding in Billions

Source: GDOT STIP

Federal Planning Factors / Previous Plan Goals



- 1. Support the **economic vitality** of the metropolitan area, 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 for freight.
- **5. Protect** and enhance the **environment**, promote energy **conservation**, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- 6. Enhance the integration and **connectivity** of the transportation system, across and between modes, people and freight.
- 7. Promote **efficient** system management and operation.
- 8. Emphasize the **preservation** of the existing transportation system.

Title 23 of the United States Code, section 134(f) (revised in SAFETEA-LU section 6001(h)) describes Federal Planning Factors issued by Congress to emphasize planning factors from a national perspective.

2040 Draft Plan Goals



- 1. Economic vitality
- 2. Safety
- 3. Security
- 4. Accessibility and mobility
- 5. Environmental protection, energy conservation
- 6. Connectivity
- 7. Efficiency
- 8. Preservation

Schedule / Next Steps



DRAFT 2040 BATS LRTP Update Schedule

Project Tasks			2014	4		2015				
		Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May
Public Participation				*	į	*			*	
GIS					!					
Coordination and Project Management			♦		\Q		♦		♦	
Guiding Principles, Goals and Objectives					į					
Data Collection					!					
Existing Conditions/SE Data Development					:					
Future Conditions					į					
Needs Plan										
Financial Analysis										
Project Prioritization					į į					
Cost Feasible Plan					!					
LRTP Plan Development										
Plan Adoption					į į					

Legend:

BATS Regularly Scheduled Meetings
Public Workshops

Upcoming Project Milestones:

Host first round of public meetings – January 2015 Establish projected revenue and updated project cost - February 2015 Project list due to GDOT – March 20, 2015







For additional information please contact your local MPO staff at:

912-554-7438



BATS 2040 Metropolitan Transportation Plan Update

BATS MPO Meeting October 27, 2014









PRESENTATION AGENDA



- Overview of Study
- Progress Update
- Next Steps
- Q&A



BATS STUDY AREA







MTP Update Approach



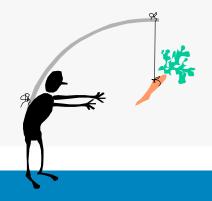


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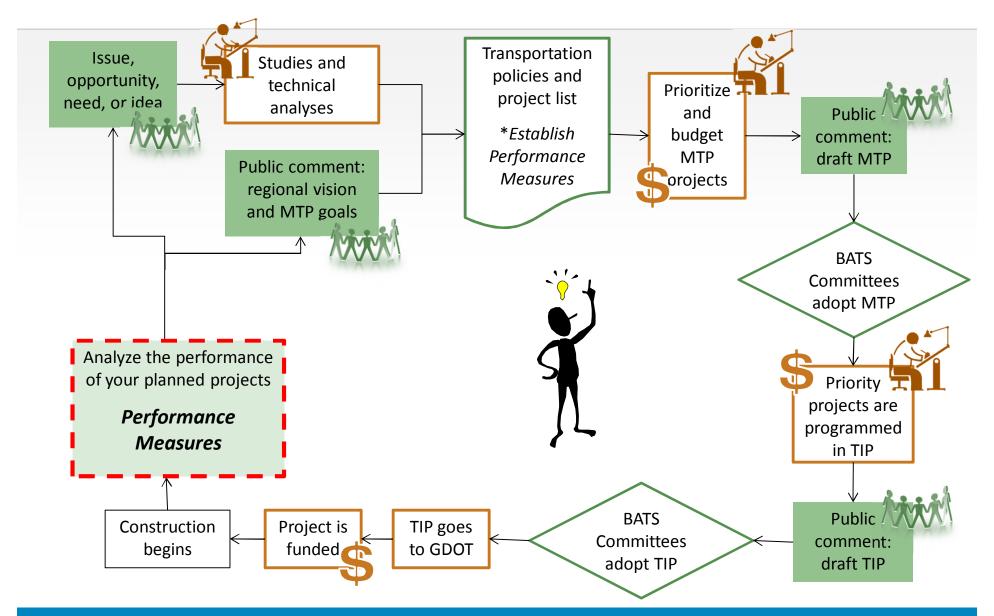
Why are we planning?



- Federally required to update your MTP every 5 years to remain eligible for transportation funding
- To ensure everyone has a say in how these transportation funds are invested
- To see how our current network is performing and determine which projects improve conditions most effectively



How does an idea become a project? RS&H



Transportation Funding Sources



Funds from local sources

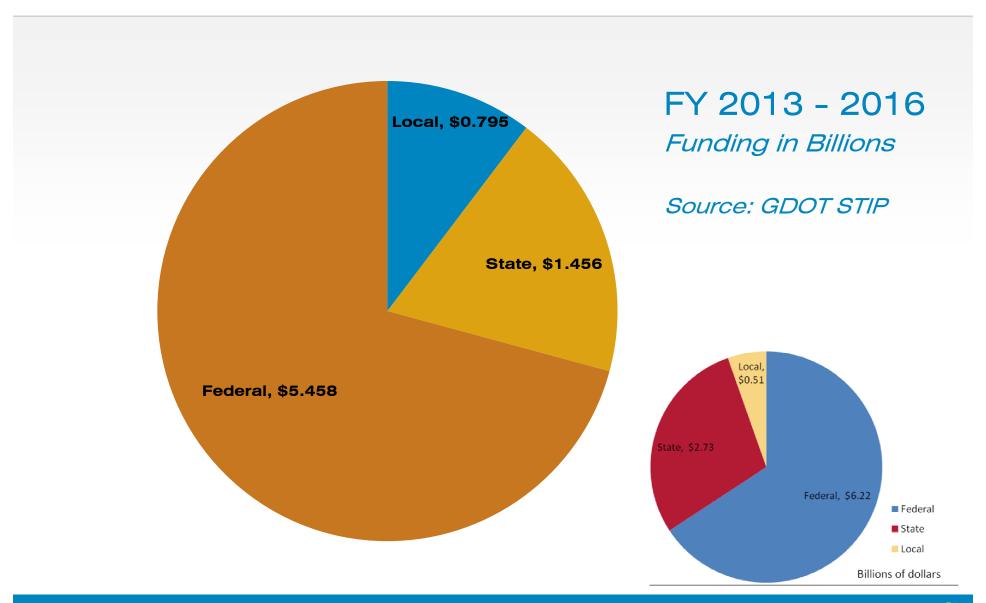
- SPLOST
- Property tax/General fund
- In-kind contributions

Funds from state and federal sources

- Competitive grants (Discretionary Funds)
- Formula funds
 - Programs target specific modes, goals, or needs
 - Each has eligible project types and requirements

Funding Sources in Georgia





NEXT STEPS



- Base year SE data was submitted to GDOT on October
 16th, comments will be addressed and resubmitted
- Future year SE data will be developed beginning in
 October and submitted to GDOT in December 2014
- First round of public comment will be held Nov./Dec.
 Continue to coordinate with all stakeholders and partner agencies





Rachel Hatcher, LEED-AP, ASLA rachel.hatcher@rsandh.com

Beverly Davis, AICP beverly.davis@rsandh.com

912-236-5311



BATS 2040 Metropolitan Transportation Plan Update

BATS MPO Meeting February 23, 2015









PRESENTATION AGENDA

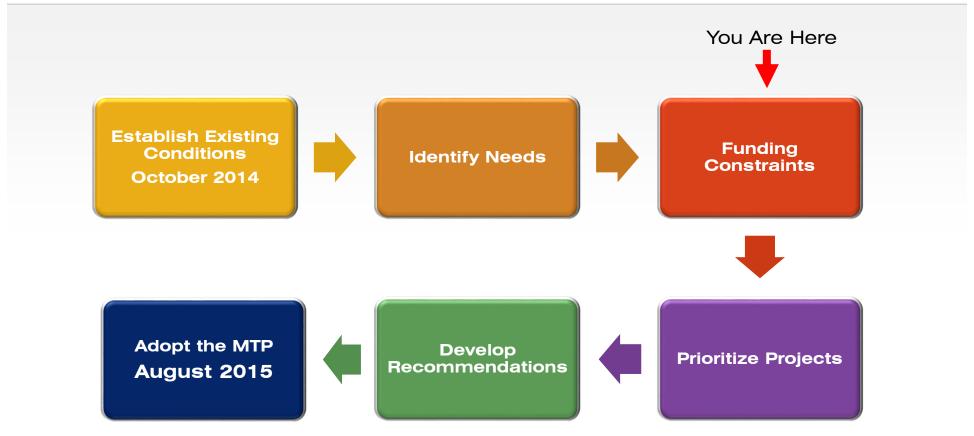


- Project Update
- Survey Results
- Revenue Projections
- Project List
- Next Steps
- Q&A



MTP Update Approach





The Metropolitan Transportation Plan (MTP) is a 30-year plan for transportation improvements based on existing needs as well as projections for growth in population, housing and jobs.

Progress Update



- All Socio Economic Data submitted to GDOT
- First round of public meetings held January 12th 13th
- Online survey was conducted and results analyzed
- Coordination with stakeholders and partner agencies is ongoing
- Draft revenue projections have been developed
- Project list and costs have been updated to reflect YOE

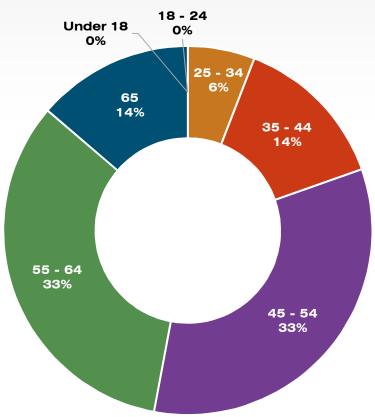


53 Responses

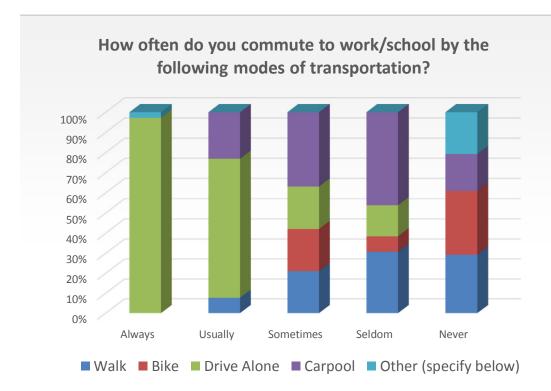
In which zip code do you live?					
31566	Waynesville	2			
31527	Jekyll Island	1			
31525	Brunswick/Glynn	14			
31523	Glynn County	8			
31522	Saint Simons	9			
31520	Brunswick	14			

In which zip code do you work/go to school?				
31566	Waynesville	0		
31527	Jekyll Island	0		
31525	Brunswick/Glynn	11		
31523	Glynn County	3		
31522	Saint Simons	2		
31520	Brunswick	32		

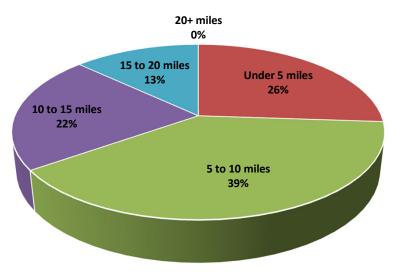
Age Range of Respondants



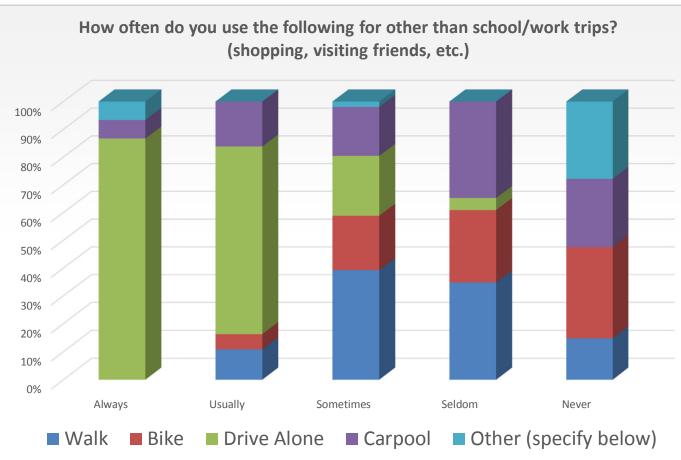




Approximately how many miles do you travel (one way) to work/school?

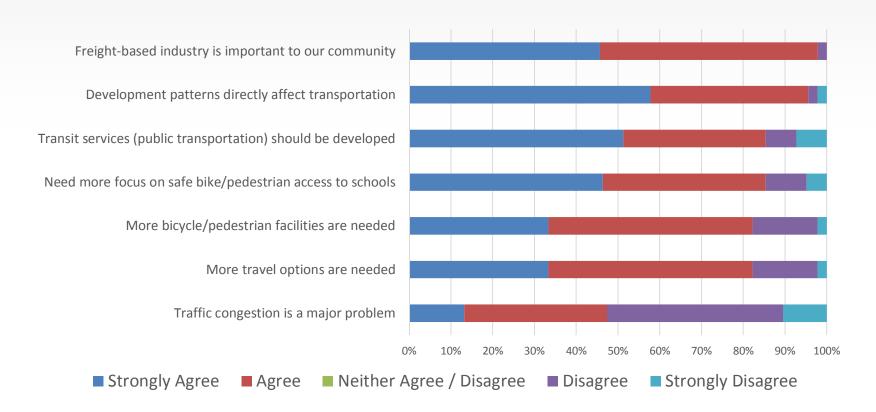




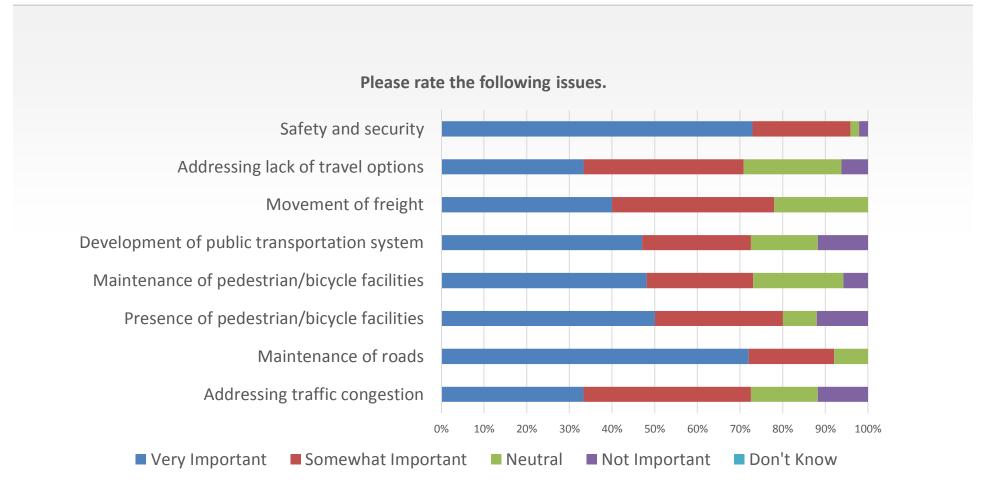




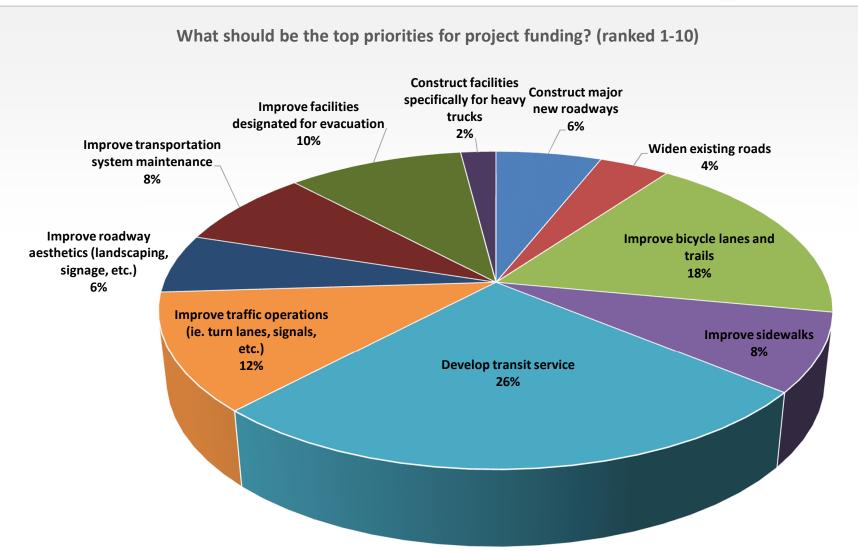
Indicate your opinions on the following statements regarding the area's transportation system.





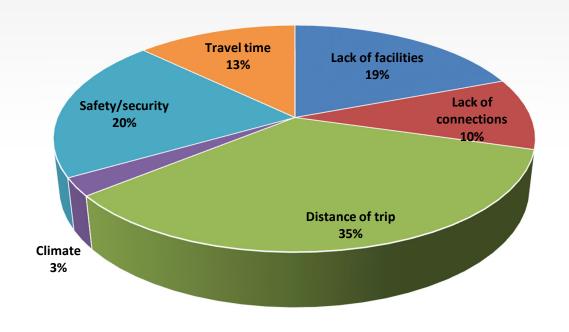




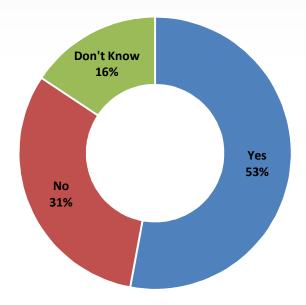




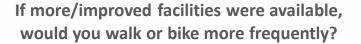
If you rarely bike or walk, please choose the option(s) that best describe your reason(s).

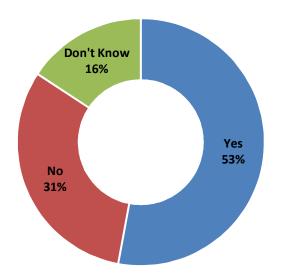


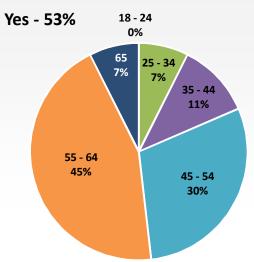
If more/improved facilities were available, would you walk or bike more frequently?

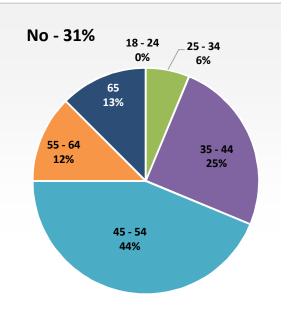


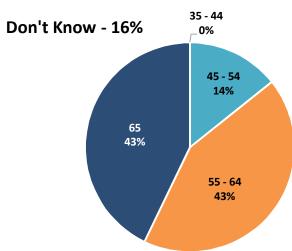












Transportation Funding Sources



Funds from local sources

- SPLOST
- Property tax/General fund
- In-kind contributions

Funds from state and federal sources

- Competitive grants (Discretionary Funds)
- Formula funds
 - Programs target specific modes, goals, or needs
 - Each has eligible project types and requirements

Revenue Projections



2035 Plan Revenues

- \$ 646,763,165 Highway
- \$ 26,359,027 Ops/Maint. (4%)

\$ 673,122,129

2040 Plan Revenues - 2%

- \$ 742,074,226 Highway*
- \$ 82,452,692 Ops/Maint. (10%)

\$824,526,918

*\$ 37,103,711 Bike/Pedestrian Set Aside

Increase in funding of \$ 151,404,726

Project List



2035 LRTP Band	PI Number	Road Name	From	То	Project Type	Notes
ST	0001585	I-95 Interchange @ SR 99	-		Interchange Reconstruction	Authorized
ST	0000421	SR 25 Spur from Cate Road to SR 99	Cate Road	SR 99	Widening	Authorized
MT	0001036	SR 99 from SR 27/US 341 to I-95	US 341	I-95	Widening	TIP, PE Authorized
ST	532650	SR 25/US 17 from Yacht Dr to Harry Driggers (checxk name and limits)	Yacht Drive	Harry Driggers Blvd	Widening (divided/raised)	TIP, PE Authorized
ST	0008920	Terry Creek Bridge (PRIORITY should go down)	Torras Causeway		Bridge	
ST	0009681	Jekyll Island Entrance Landscaping (confirm that this is complete)	Jekyll Island		Landscape	-
ST	0001223	CR 78 @ Burnett Creek	CR 78		Bridge	
MT	511105	I-95 from North of CSX to North of South Altamaha River (check)	North of CSX	North of Altamaha River	Widening	
MT	0000422	SR 99	East of I-95	US 17	Widening	
MT	0004815	SR 99 from SR 32 to US 341	SR 32	US 341	Widening	
MT	0005008	Torras Causeway Extension (ROW issues)	SR 25 West	K Street	Widening	
MT	0005879	Sea Island Road @ Dunbar Creek (low priority)	Sea Island Road		Bridge	
MT	0006018	Sidney Lanier Bridge Lighting (Aesthetic Project)			Lighting	
MT	0007022	Torras Causeway @McKay River	McKay River		Bridge	PE Authorized
MT	0008038	SR 99 from US 82 to SR 32	US 82	SR 32	Widening	
MT	0008039	SR 303 from US 82 to US 341	US 82	SR 341	Widening	
LR	511095	I-95 Widening from US 17 South to CR 586/RR (Check with GDOT)	US 17 South	CR 586/RR	Widening	
LR	532655	US 17 @ Thornhill Creek 5 miles north of Brunswick (This may be included in TIP project)	Thornhill Creek		Bridge	
LR	542060	CR 141/Fourth Street @ US 341 (Intersection	
LR	542240	Old Jesup Hwy from US 341 to Cate Road	US 341	Cate Road	Widening	
LR	550520	CR 141/Fourth Street from Altama Ave to US 17	Altama Ave	US 17	Widening	
LR	562120	Jekyll Causeway @ Latham River (Jones, facility manager)	Latham River		Bridge	
LR	NA	Canal Road from Spur 25 to Glynco Parkway (local project, should go up in priority) 4.5 Million Local	Glynco Pkwy	Spur 25	Widening	
LR	NA	Glynco Parkway from South 25 to US 17 (Meeting with new commissioner, ;move up in priority)	US 17 North	Spur 25	Widening	
LR	NA	Sea Island Road/Frederica Road Roundabout (ROW w/ Sea Island)			Intersection	
LR	NA	Old Jesup Road from N. Sheffield to Everett (Low priority)	N. Sheffield	Everett	Widening	

	Authorized	
	2015 - 2018 TIP Funded	
	Short Term projects from 2035 Plan Priority	
	Midterm projects from 2035 plan priority	
	Unfunded in 2035 plan: Illustrative	

NEXT STEPS



- Continue to coordinate with stakeholders: Feb. March 2015
- Complete comprehensive call for projects: February 2015
- Prioritize and fiscally constrain project list: Feb. March 2015
- Agency and public review periods: May June 2015
- Respond to comments and update plan: July 2015
- Present to BATS for Adoption: August 2015
- Updates will be given at every regularly scheduled MPO meeting through August 2015





Rachel Hatcher, AICP, LEED-AP rachel.hatcher@rsandh.com

912-236-5311



BATS 2040 Metropolitan Transportation Plan Update

BATS MPO Meeting April 13, 2015









PRESENTATION AGENDA

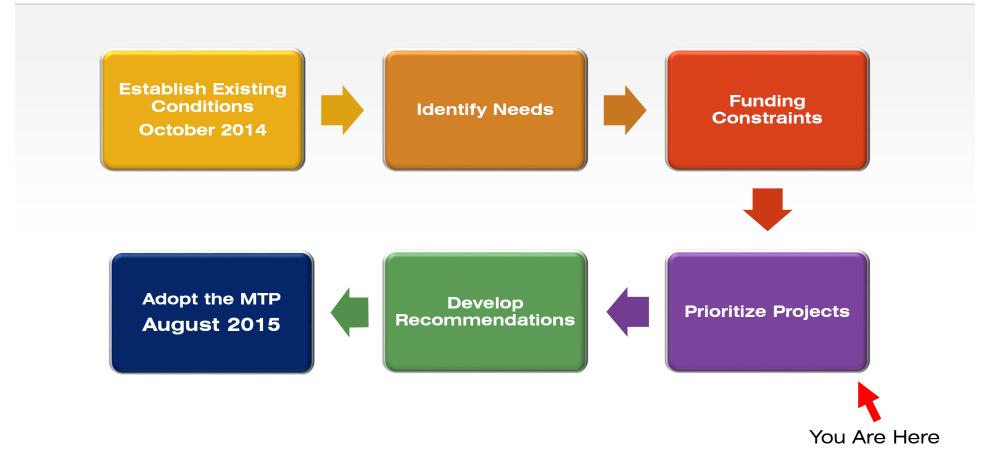


- Project Update
- Project List
- Next Steps
- Q&A



MTP Update Approach





The Metropolitan Transportation Plan (MTP) is a 30-year plan for transportation improvements based on existing needs as well as projections for growth in population, housing and jobs.

Progress Update



- Stakeholder interviews are complete
- Coordination with and partner agencies is ongoing
- Project list and costs have been updated to reflect YOE
- Draft project list has been prioritized based on your goals and objectives.
 - Logical Progression of Projects
 - Level of Service (Base year and 2040 E+C)
 - GDOT Crash data
 - Volume to Capacity Ratio (V/C)
 - Draft plan document is underway

Revenue Projections



Year	One Percent Growth	Two Percent Growth	
			Historical
			Funding
2005	\$50,306,551	\$50,306,551	Amounts
2006	\$160,968,554	\$160,968,554	
2007	\$135,388,552	\$135,388,552	
2008	\$2,523,541	\$2,523,541	
2009	\$2,379,835	\$2,379,835	
2010	\$10,210,178	\$10,210,178	
2011	\$4,687,469	\$4,687,469	
2012	\$1,507,750	\$1,507,750	
2013	\$27,678,520	\$27,678,520	
2014	\$2,183,012	\$2,183,012	
			Projected Funding
2015	\$40,181,230	\$40,579,064	Amounts
2016	\$40,583,042	\$41,390,645	
2017	\$40,988,873	\$42,218,458	
2018	\$41,398,761	\$43,062,827	
2019	\$41,812,749	\$43,924,084	
2020	\$42,230,877	\$44,802,565	
2021	\$42,653,185	\$45,698,617	
2022	\$43,079,717	\$46,612,589	
2023	\$43,510,514	\$47,544,841	
2024	\$43,945,619	\$48,495,738	
2025	\$44,385,076	\$49,465,652	
2026	\$44,828,926	\$50,454,966	
2027	\$45,277,216	\$51,464,065	
2028	\$45,729,988	\$52,493,346	
2029	\$46,187,288	\$53,543,213	
2030	\$46,649,161	\$54,614,077	
2031	\$47,115,652	\$55,706,359	
2032	\$47,586,809	\$56,820,486	
2033	\$48,062,677	\$57,956,896	
2034	\$48,543,304	\$59,116,034	
2035	\$49,028,737	\$60,298,354	
2036	\$49,514,170	\$61,480,675	
2037	\$49,999,603	\$62,662,996	
2038	\$50,485,036	\$63,845,316	
	\$50,970,469	\$65,027,637 \$66,574,256	
2040	\$51,529,695	\$66,574,256	
Total Projected Revenue from 2015-2040	\$ 1,186,278,371	\$ 1,365,853,756	
Sum Check	\$ 1,186,278,371	\$ 1,365,853,756	
90% Highway	\$ 1,067,650,534	\$ 1,229,268,381	
10% O&M	\$ 106,765,053	\$ 136,585,376	

2035 Plan Revenues

- \$ 646,763,165 Highway
- \$ 26,359,027 Ops/Maint. (4%)

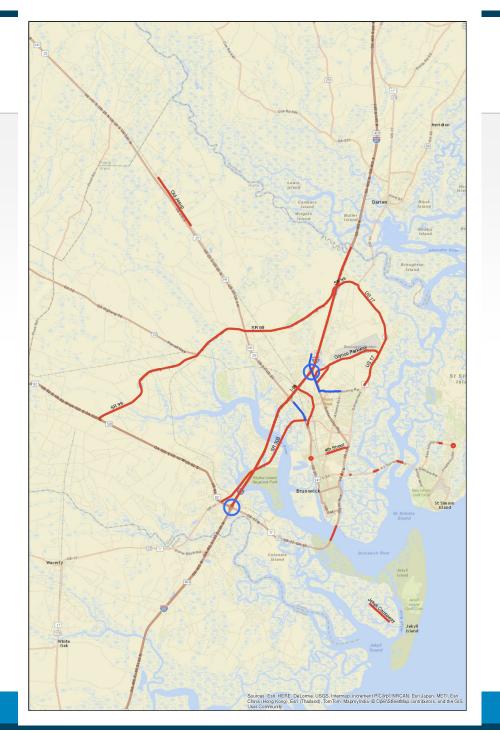
\$ 673,122,129

2040 Plan Revenues

- \$ 1,229,268,381 Highway
- **136,585,376** Ops/Maint. (10%)

\$ 1,229,268,381

Increase in funding of \$ 466,609,933





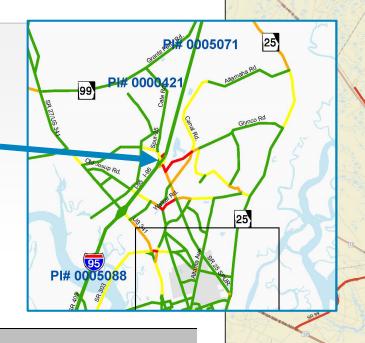
- Projects shown in red were brought forward from the 2035 plan
- Projects were modified as needed to reflect current conditions: (Ex. US 17 limits)
- New projects shown in blue were identified using the LOS, V/C, and GDOT crash data

Draft 2040 Project List



BRUNSWICK AREA TRANS	PORTATION STUDY	(BATS) 2040	DRAFT PROJECT LIST	ВА	ND 1 (2015 - 2	020)	BAI	ND 2 (2021 - 2	2030)	ВА	ND 3 (2031 -	2040)	ILLUSTRATIVE		
Road Name	From	То	Project Type	PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	PE	ROW	CST
SR 99 from SR 27/US	US 341	I-95	Widening	\$ 1,188,686	\$ 12,429,933	\$ 10,340,567								1	
SR 25/US 17	Yacht Drive	SR 99	Widening (divided/raised)		\$ 2,019,577	\$ 19,912,518									
Canal Road	Glynco Pkwy	Spur 25	Widening	\$ 187,329	\$ 561,988	\$ 1,873,294									
Torras Causeway @McKay River	McKay River	-	Bridge	\$ -	\$ 5,114,094				\$ 13,187,043						
SR 99	East of I-95	US 17	Widening	\$ 289,736	\$ 869,209				\$ 3,360,052						<u> </u>
Old Jesup Hwy	US 341	Cate Road	Widening	\$ 1,437,741	\$ 4,313,222				\$ 16,673,385						T
SR 99	SR 32	US 341	Widening				\$ 3,064,767	\$ 28,534,184	\$ 38,309,589						
Sea Island Road/Frederica Road Roundabout	-	-	Intersection				\$ 289,660	\$ 868,979	\$ 2,896,596					1	1
Glynco Parkway	US 17 North	Spur 25	Widening	1			\$ 434,489	\$ 1,303,468	\$ 4,344,894						1
Sea Island Road @ Dunbar Creek	Sea Island Road	-	Bridge				\$ 483,362	\$ -	\$ 4,833,620				Ì	1	
1-95 Interchange at SR 25 Spur (Exit 38)	-	-	Interchange Improvements				\$ 7,057,714	\$ 14,115,428	\$ 70,577,141						1
I-95 Interchange at SR 520/US 82 (Exit 29)	-	-	Interchange Improvements				\$ 7,610,103	\$ 37,213,402				\$ 110,438,133			1
US 341/SR 27/ 25	South of Glyndale Circle	SR 303	Widening/Access Management				\$ 148,004	\$ 67,441	\$ 1,480,042					1	
SR 25 SPUR	Cate Rd	Walker Rd/Chapel C	Widening				\$ 655,972	\$ 1,967,917	\$ 6,559,722						
Walker Road/Chapel Crossing Road	Old Jesup Road	Altama Ave.	Widening				\$ 468,854	\$ 1,406,562	\$ 4,688,540						1
Torras Causeway Extension	SR 25 West	K Street	Widening				\$ 89,650	\$ -	\$ 896,497						
SR 99	US 82	SR 32	Widening				\$ 6,201,684				\$ 25,381,917	\$ 99,233,511			
SR 303	US 82	SR 341	Widening/Intersection				\$ 9,219,555				\$ 60,096,334				\$ 171,081,02
CR 141/Fourth Street	Altama Ave	US 17	Widening				\$ 654,051				\$ 2,511,723	\$ 8,372,412			T
CR 141/Fourth Street @ US 341	-	-	Intersection				, , , , , , , , , , , , , , , , , , , ,			\$ 10.938	\$ 32.815	\$ 109,383			1
Jekyll Causeway @ Latham River	Latham River	-	Bridge							\$ 1,219,780	\$ 10,274,553	\$ 15,247,274			1
Sidney Lanier Bridge Lighting	-	-	Lighting							\$ 143,170	\$ -	\$ 1,431,705			1
Old Jesup Road	N. Sheffield	Everett	Widening							\$ 444,947	\$ 1,334,840	, , , , ,			\$ 5,160,03
I-95 Widening/Restriping	US 17 South	CR 586/RR	Widening/Restriping							\$ 1,674,411	\$ 67,183	\$ 16,744,106			1
I-95 Restriping	North of CSX	North of Altamaha F								, , ,	, , , , , ,	, , , ,	\$ 87,290	\$ -	\$ 872,90
Terry Creek Bridge	Torras Causeway	-	Bridge										\$ 210,701		
Non-Motorized Project Set-Aside	_	-	Non-Motorized			3,209,265			15,274,688			18,619,759	9		1
						3,233,233									1
															1
															1
															1
		New Project for 204	0 MTP	\$ 3,103,492	\$ 25,308,023	\$ 35,335,644	\$ 36,377,865	\$ 85,477,381	\$ 183,081,809	\$ 3,493,246	\$ 99,699,365	\$ 270,196,282	\$ 297,991	\$ -	\$ 178,850,12
		Modified project fro	om previous plan												
				Total (all phase	ıs)	\$ 63,747,160	Total (all phases	s)	\$ 304,937,054	Total (all phase	es)	\$ 373,388,892	Total (all pha	ases)	\$ 179,148,1
				GDOT Revenue	(2% inflation)	\$ 64,185,298	G DOT Revenue	(2% inflation)	305,493,750	GDOT Revenue	(2% inflation)	372,395,17	,		
															-

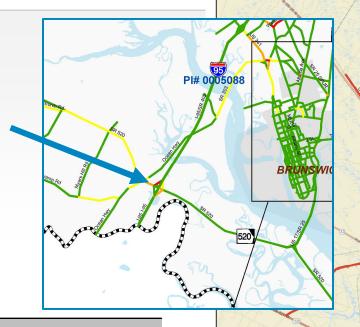
Project List



PROJECT NAME: I-95 Interch	GDOT PI#:					
SPUR (Exit 38)						
PROJECT TERMINI: -		MTP PROJECT I	D #: N1			
PROJECT DESCRIPTION: Interchange Modifications						
TOTAL PROJECT COST:	\$		91,750,283			
COMMENTS: LOS E/F						
DDOJECT DUASE.	Cost Band 1	Cost Band 2	Cost Band 3			
PROJECT PHASE:	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040			
PROJECT PHASE: Preliminary Engineering (PE)						
	2015 - 2020	2021 - 2030	2031 - 2040			
Preliminary Engineering (PE)	2015 - 2020 \$ -	2021 - 2030 \$ 7,057,714	2031 - 2040 \$ -			





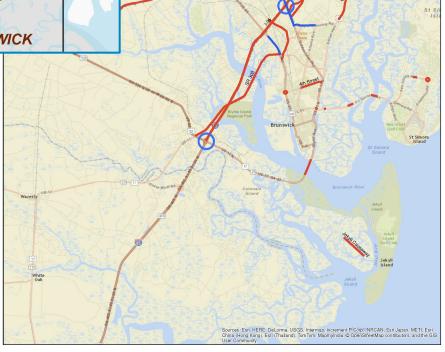


PROJECT NAME: I-95 Interch 520/US 82 (Exit 29)	ange at	SR	GD	OT PI#:				
· · · · · · · · · · · · · · · · · · ·			MTP PROJECT ID #: N2					
PROJECT DESCRIPTION: Inte	rchange	Modific	L atio	ns				
TOTAL PROJECT COST:	\$				155,2	261,638		
COMMENTS: LOS D, E, F								
PROJECT PHASE:	Cost Band 1		Cost Band 2		Cost Band 3			
PROJECT PHASE.	2015 - 2020		2	021 - 2030	2031	- 2040		
Preliminary Engineering (PE)								
	\$	-	\$	7,610,103	\$	-		
Right-of-Way (ROW)	\$	-	\$	37,213,402	\$	-		
Construction (CST)	\$	-	\$	-	\$110,4	138,133		





PROJECT NAME: US 341/SR 27/25				GDOT PI#:				
PROJECT TERMINI: From South of Glyndale				MTP PROJECT ID #: N3				
Circle to SR 303								
PROJECT DESCRIPTION: Access Management								
TOTAL PROJECT COST:	\$					1,695,487		
COMMENTS: LOS E, F								
PROJECT PHASE:	Cost Band 1		Cost Band 2		Cost Band 3			
PROJECT PHASE.	2015	- 2020	20	21 - 2030	2	031 - 2040		
Preliminary Engineering (PE)								
	\$	-	\$	148,004	\$	-		
Right-of-Way (ROW)	\$		\$	67,441	\$	=		
Construction (CST)	\$	-	\$	-	\$	1,480,042		





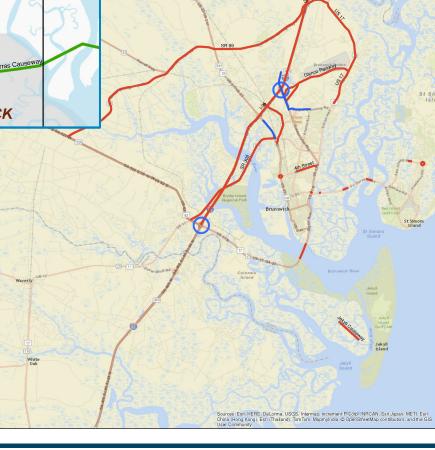


PROJECT NAME: SR 25 SPUR				GDOT PI#:					
PROJECT TERMINI: From Cate Road to				MTP PROJECT ID #: N4					
Walker Rd/Chapel Rd									
PROJECT DESCRIPTION: Wid	ening								
TOTAL PROJECT COST:	\$				9,183,561				
COMMENTS: LOS E, F									
PROJECT PHASE:	Cost Band 1		Co	ost Band 2	Cost Band 3				
PROJECT PHASE.	2015	- 2020	2	021 - 2030	2031 - 2040				
Preliminary Engineering (PE)									
	\$	-	\$	655,922	\$ -				
Right-of-Way (ROW)	\$	-	\$	1,967,917	\$ -				
Construction (CST)	\$	-	\$	6,559,722	\$ -				





PROJECT NAME: Walker Road/Chapel				GDOT PI#:					
Crossing Road									
PROJECT TERMINI: From Cate Road to			P PROJECT I	D #: N5					
ening									
\$				6,563,956					
Cost Band 1		Co	ost Band 2	Cost Band 3					
2015 - 2020		2	021 - 2030	2031 - 2040					
\$	-	\$	468,854	\$ -					
\$	-	\$	1,406,562	\$ -					
\$	-	\$	4,688,540	\$ -					
	ce Road ening \$ Cost 2015	ce Road to ening \$ Cost Band 1 2015 - 2020 \$ \$	ce Road to MT ening \$ Cost Band 1 Co 2015 - 2020 20 \$ - \$	te Road to MTP PROJECT I ening \$ Cost Band 1 Cost Band 2 2015 - 2020 2021 - 2030 \$ \$ - \$ 468,854 \$ \$ - \$ 1,406,562					



NEXT STEPS



- Finalize fiscally constrained project list: April 2015
- Complete draft plan document April 2015
- Agency and public review periods: May June 2015
- Respond to comments and update plan: July 2015
- Present to BATS for Adoption: August 2015
- Updates will be given at every regularly scheduled MPO meeting through August 2015





Rachel Hatcher, AICP, LEED-AP rachel.hatcher@rsandh.com

912-236-5311



COMMUNITY DEVELOPMENT DEPARTMENT 1725 Reynolds Street, Suite 200, Brunswick, GA 31520 Phone: 912-554-7428/Fax: 1-888-252-3726

Contact: Cayce Dagenhart Brunswick Area Transportation System Glynn County Planner 912-554-7434 cdagenhart@glynncounty-ga.gov

Press Release

Glynn County Transportation Plan Draft Available

Public Invited to Provide Input on Future Transportation Projects in Glynn County

Brunswick, GA, June 8, 2015: The Brunswick Area Transportation Study (BATS) is holding public meetings on the 2040 Metropolitan Transportation Plan (MTP). Two meetings will be held on Monday, June 15, 2015. The first meeting will be held from Noon – 1:30 p.m. at The Harold Pate Building, 1752 Reynolds Street, 2nd Floor Conference Room, Brunswick, GA. The second meeting will be held from 6:00 p.m. – 7:30 p.m. at the St. Simons Community Room, 1965 Demere Road, Saint Simons Island, GA. Both meetings will be an open house format, so the public is welcome to come at any time. There will not be a formal presentation.

The 2040 Metropolitan Transportation Plan (MTP), when adopted, will prioritize transportation projects in Brunswick and Glynn County. Glynn County/BATS is looking for feedback on the identified projects and the overall plan. A draft of the plan is available for review at http://www.glynncounty.org/CivicAlerts.aspx?AID=572.

"People often wonder why certain roads are improved and others are not. This is the beginning of the process to identify which transportation projects are the highest priority for our community," said Cayce Dagenhart, BATS/Glynn County Planner. "It is very important for the community to provide their input on what their priorities are for the future."

The purpose of the Metropolitan Transportation Plan (MTP) is to coordinate the direction of development of the various transportation systems. The MTP also coordinates different transportation modes and users, including cars, trucks, freight movement, transit, cyclists and pedestrians.

###

What do you think?

The Brunswick Area Transportation Study (BATS) is holding public meetings on the 2040 Metropolitan Transportation Plan (MTP). The plan, when adopted, will prioritize transportation projects in Brunswick and Glynn County. We are looking for feedback on the identified projects and the overall plan. The public meeting on the Mainland will take place prior to the Brunswick Area Transportation Study Meeting.

Public Meetings

Monday, June 15 ► 12:00 – 1:30 p.m.

The Harold Pate Building

1752 Reynolds Street, 2nd Floor Conference Room

Brunswick, GA

Monday, June 15 ► 6:00 p.m. – 7:30 p.m.

St. Simons Community Room

1965 Demere Road

Saint Simons Island, GA

Please contact Cayce Dagenhart at 912-554-7434 or cdagenhart@glynncounty-ga.gov with questions or comments.



BRUNSWICK AREA TRANSPORTATION STUDY (BATS)

2040 Metropolitan Transportation Plan

COMMENTS

LONG PANCE PLANNING SHOULD INCLUDE CONSIDERATION
OF AM OUER PASS AT THE PYLES MARSH RAILROND
CROSSING AT HILLMAY 341.
BESTRICT LARGE COMMERCIAL TRUCKS TO THE RIGHT
HAND LANE ON HUY 341 FROM CRISPEN BLUD
TO THE CITY.

RETURN BY JULY 6, 2015 TO:

Casey Dagenhart, Glynn County 1725 Reynolds St., Suite 200 Brunswick, GA 31520 cdagenhart@glynncounty-ga.gov 912-554-7438



Brunswick Area Transportation Study (BATS)

2040 Metropolitan Transportation Plan

COMMENTS

X	Reduce Speed Limit from 40 mpH to 35 posted mpr
	on Bay Street in Brunswick
X	Re-ronting commercial truck traffic (unless servicing
•	Re-routing commercial truck traffic (unless servicing industries at part) out of DT core and Bay 5t. in
	Brunswick.
X	See comments submitted by email 6/15/15.
	Julie Martin - City Commissioner

RETURN BY JULY 6, 2015 TO:

Casey Dagenhart, Glynn County 1725 Reynolds St., Suite 200 Brunswick, GA 31520 cdagenhart@glynncounty-ga.gov 912-554-7438 From: Kasim Ortiz [mailto:kasim.ortiz@gmail.com]

Sent: Wednesday, June 10, 2015 7:57 PM

To: page.aiken@sothebysrealty.com; Laura McKinley; harris.roosevelt@jobcorps.org; Cayce Dagenhart

Cc: Mathew Hill; Arne Glaeser; CORNELL HARVEY; Julie Martin

Subject: Bay Street: Pedestrian Safety Crossing

Greetings:

At the URA meeting today, discussion was supplied relative to securing necessary needed safety improvements to Bay Street crossing at Gloucester Street. I wanted to bring attention to the group the 2007 Bay Street Calming Traffic Study. It is identified within that the City of Brunswick has the potential to reach an agreement with GDOT to remove the NHS designation on Bay Street/US341 to re-route large trucks serving south Brunswick businesses to other City thoroughfares to achieve a wider range of traffic calming strategies (pg. 4-2). Moreover, the report identifies GDOTs "Transportation Enhancement Program" as a funding mechanism to achieve pedestrian improvements discussed today in an expedited manner; enhancing collaboration between GDOT, the City of Brunswick, and Glynn County. Other funding avenues to achieve pedestrian improvements via GDOT in an expedited manner also can include: Local Maintenance and Improvement Grants and Quick Response Projects. The latter program typically takes 2-4 months for completion of projects on state-network roads (e.g., Bay Street), while the LMIG and TEP are longer processes for larger projects. The LMIG and TEP could be utilized to assist in re-routing truck traffic away from the 341/Newcastle North end of Bay Street.

The current BATS 2040 Metropolitan Transportation Plan (see attached) does not include representation of this issue and thus addressing at the forthcoming meeting might be helpful to these efforts. The special interest group developed by Commissioner Martin might consider advocacy to produce public comments for inclusion of consideration for final BATS 2040 MTP relative to pedestrian safety at Bay & Gloucester Streets. Also, several disabled citizens have complained at public meetings concerning crosswalk safety for hearing impaired and/or blind persons. These issues might be raised as well. Lastly, greater attention to public transportation within the plan might be another point to raise.

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~ To be afraid is to behave as if the truth were not true~ Bayard Rustin

Kasim Ortiz (912)506-6698(cell)

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Contact Information Here

Address City, State Zipcode

phone // (xxx) xxx-xxxx email // email@email.com

RESOLUTION

BRUNSWICK AREA TRANSPORTATION STUDY POLICY COMMITTEE

A RESOLUTION ADOPTING AN UPDATE TO THE 2040 METROPOLITAN TRANSPORTATION PLAN

WHEREAS, the Moving Ahead for Progress in the 21st Century (MAP-21) and applicable federal regulations for urban transportation planning require that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and update every five years a Metropolitan Transportation Plan; and

WHEREAS, the Brunswick Area Transportation Study has been designated as the Metropolitan Planning Organization for the Brunswick urbanized area; and

WHEREAS, the Transportation Plan is consistent with all plans, goals, and objectives or the Brunswick Area Transportation Study, and shall be updated at least every five years with revisions to reflect changes in program emphasis and funding availability; and

WHEREAS, the MAP-21 requires that the Transportation Plan be a product of a planning process certified as in conformance with all applicable requirements of law and regulation; and

WHEREAS, the update to the 2040 Metropolitan Transportation Plan has been carried out in accordance with the provisions of Title 23 CFR Part 450, and in accordance with the procedures outlined in the Public Participation Plan; and

WHEREAS, the update to the 2040 Metropolitan Transportation Plan involves changes to, or the addition of, the Buffalo Creek Bridge Replacement (PI No. 0013993) and the MacKay Bridge Replacement (PI No. 0013745) and will replace PI No 0007022.

NOW, THEREFORE, BE IT RESOLVED, that the Policy Committee of the Brunswick Area Transportation Study (BATS) the official Metropolitan Planning Organization (MPO) does hereby approve the February 2016 Update to the 2040 Metropolitan Transportation Plan.

Resolved this 1th day of February , 2016

Mayor Cornell Harvey, Policy Committee Vice-Chairman
Brunswick Area Transportation Study