



CITY OF ST. MARYS MASTER
PLAN & ZONING CODE
UPDATE – TRANSPORTATION



MPSC Meeting

September 7, 2016

AGENDA



- Transportation Planning Process Status Update
- Issues and Draft Strategies
- Next Steps
- Discussion

Planning Process



Issues and Strategies

Transportation Issues identified through:

- Stakeholder Input
- Public Workshop
- Survey Responses
- Steering Committee
- Master Plan SWOT Analysis

Transportation Issues and Strategies

Multimodal Issues: Golf Carts

- ❑ Lack of information for golf cart accessible roadways.
- ❑ Lack of golf cart accessible facilities and amenities.
- ❑ Unsafe and confusing golf cart accessible designation on Point Peters Rd sidewalks.



Multimodal Strategies

- ❑ Establish community goals for golf cart accessibility.
- ❑ Conduct an analysis to identify corridors that can accommodate facilities needed to achieve the community golf cart accessibility goals.
- ❑ Assess Point Peters Road during the golf cart accessibility analysis to develop recommendations for elimination of designation or improvements to surrounding infrastructure to ensure appropriate connectivity.
- ❑ Develop public information materials for distribution, including a golf cart accessibility map that denotes facilities and amenities, and educational information regarding local laws and safety considerations.
- ❑ Coordinate with local police department to ensure focused enforcement of laws pertaining to golf cart accessibility. These efforts may include educational opportunities for enforcement officers.

Transportation Issues and Strategies

Multimodal Issues: Trails

- ❑ Rails to Trails facility to Gum Branch Nature Preserve is needed.
- ❑ Bicycle path along the rail corridor behind Osprey Cove is needed.
- ❑ Improved connectivity through marsh/wetlands is needed.



Multimodal Strategies

- ❑ Review and updated 2005 Camden County Bicycle and Pedestrian Study to reflect current conditions.
- ❑ Assess local opportunities for implementation of trails using rail corridors and utility easements.
- ❑ Coordinate with local, state, regional and private agencies/organizations to identify opportunities for planning, design, and construction resources.
- ❑ Establish and prioritize a comprehensive trails project list to maximize local investments and guide implementation efforts.
- ❑ Encourage interconnectivity for all new developments.

Transportation Issues and Strategies

Multimodal Issues: Bike/Pedestrian

- Lack of focus on Healthy Community/Active Transportation options.
- Resurfacing projects do not include non-motorized improvements e.g. striping for bicycle lanes.
- Sidewalks on Osborne/SR 40 need to be widened to a multi-use path.
- Complete bicycle network is needed.
- Multimodal access from residential to community activity centers is not adequate.

Multimodal Strategies

- Coordinate with local healthcare provider community to identify marketing, outreach, planning, and infrastructure partnership opportunities.
- Identify corridors on the Federal Highway System and State Routes locally targeted for bicycle and pedestrian facilities and coordinate with GDOT to identify feasibility and opportunities for incorporation of improvements in local maintenance program.
- Conduct corridor study for US 40/Osborne St. for implementation of channelized and landscaped median, improved bicycle and pedestrian facilities, and landscaping. Study must be closely coordinated with GDOT and FHWA due to designation as a State Highway and a Federal Strategic Highway Network (STRAHNET) serving Kings Bay Naval Base. Where bike/ped facility gaps are present, and not feasible for construction, upgrade crossings at key locations to ensure safe crossing opportunities.

Transportation Issues and Strategies



SR40 / Osborne Rd. Issues

- Right of way limitations
- Utility conflicts
- Curb cut impediments

Short Term Strategies

- Landscaping
- Wayfinding Signage
- Maintenance
- Enhanced crossings

Midterm/Long Term

- Analysis and Coordination with GDOT for access management
- Enhanced Bike/Ped facilities



Transportation Issues and Strategies

Multimodal Issues: Bike/Pedestrian

- Safe crossing facilities are needed at Navy Federal Credit Union on Charlie Smith Highway.
- Lighting is needed along bicycle and pedestrian facilities.
- Maintenance of non-motorized facilities needs to be improved.
- Coordination of recommendations with the City/County bicycle and pedestrian master plan is needed.
- Explore utility easements for bicycle and pedestrian facilities.
- Safe crossings for access to schools are needed.

Multimodal Strategies

- Perform maintenance audit for non-motorized facilities and incorporate in St Marys Capital Improvement Projects list for maintenance and upgrades.
- Crooked River Elementary: Crossing upgrade at Charlie Smith Sr. Highway connecting to existing trail facility.
- Mary Lee Clark Elementary School: Extend existing sidewalks on Mickler Drive to front entrance of school, and install crossing signage and striping.
- Sugarmill Elementary: Reconfigure and upgrade existing crossing on Winding Road and install connecting pedestrian facilities to front entrance of school and existing sidewalk at side entrance.
- St Marys Middle School – Perform gap and accessibility analysis within 2 mile path of travel to all campus entrance points. Install bicycle and pedestrian facilities where gaps exist within adjacent residential areas to facilitate safe paths of travel for students, families and school employees. Perform safety audit for crossing activities occurring on Charlie Smith Highway adjacent to CVS, between Osborne Rd/ SR 40 and N 1st Street.

Transportation Issues and Strategies

Multimodal Issues: Public Transportation

- ❑ Coastal Regional Commission demand response bus service and taxi cab services are not sufficient.
- ❑ Need better regulations for the operation of taxi services.
- ❑ Public transportation is needed from downtown St Marys along Osborne to Kingsland to access services, shopping and employment centers.
- ❑ Ferry to Fernandina is needed.



Multimodal Strategies

- ❑ Conduct a transit service feasibility study to define current service gaps, assess service options, and create a financial/implementation strategy.
 - ❑ Partner with the CRC to conduct a transit feasibility study and explore opportunities for program improvements and/or supplemental programs such as van-pools, shuttles, and special event transport.
 - ❑ Conduct an independent transit feasibility analysis and assess the feasibility of a St Marys owned and operated transit program or contract services with private providers. Incorporate feasibility of St Marys shuttles in partnership with private agencies (university, hospital, base, etc.) and special event transport.
- ❑ Explore alternative funding sources/grant programs for public transportation capital and operational improvements.

Transportation Issues and Strategies

Multimodal Issues: Public Transportation (Continued)

- ❑ Coastal Regional Commission demand response bus service and taxi cab services are not sufficient.
- ❑ Need better regulations for the operation of taxi services.
- ❑ Public transportation is needed from downtown St Marys along Osborne to Kingsland to access services, shopping and employment centers.
- ❑ Ferry to Fernandina is needed.

Multimodal Strategies

- ❑ Assess the feasibility of ferry service from St Marys to Fernandina.
- ❑ Review taxicab ordinance and perform analysis to determine if regulatory or enforcement policies and procedural updates are needed.

Transportation Issues and Strategies

Transportation Issues: Roadway

- Need aesthetic improvements combined with access management along Osborne/SR 40
- Better signage on Osborne is needed for visitors and wayfinding to service roads.
- A road diet for Osborne with landscaping is needed.
- Freight cars should be removed from rail lines crossing Dilworth.
- Coordination with GDOT on roadway improvements.
- Exit 1 lacks clear direction for motorists to access St Marys and confusion in accessing welcome center.

Transportation Strategies

- Conduct corridor study for US 40/Osborne St. for implementation of channelized and landscaped median, improved bicycle and pedestrian facilities, wayfinding signage, and landscaping. Study must be closely coordinated with GDOT and FHWA due to designation as a State Highway and a Federal Strategic Highway Network (STRAHNET) serving Kings Bay Naval Base. Where bike/ped facility gaps are present, and not feasible for construction, upgrade crossings at key locations to ensure safe crossing opportunities.
- Coordinate with rail companies to promote accessibility and safe crossing opportunities while ensuring efficient mobility for all modes.
- Continue to coordinate with GDOT on roadway improvements, including improvements to Exit 1.

Transportation Issues and Strategies

Transportation Issues: Connectivity

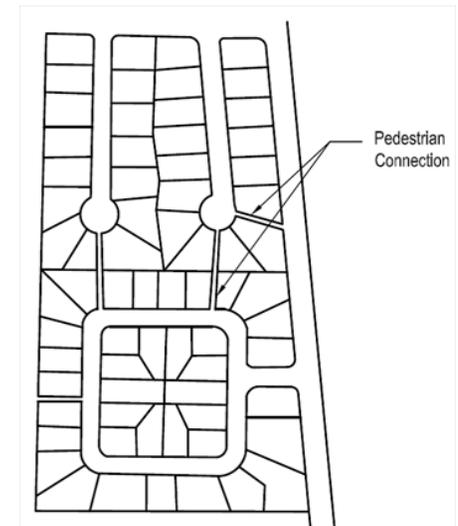
- We need to connect people to places.
- Less cul-de-sacs and dead end streets.
- Lack of connectivity – From Brant Creek apartments to the elementary school, students have no direct access due to lack of connections and impediments on site.

Transportation Strategies

- Review local municipal design standards and development ordinances for opportunities to incorporate provisions for community inter-connectivity.

Figure 2: Evolution of street patterns since 1900 showing gradual adaptation to the car (M. Southworth, 1997).

	Gridiron (c. 1900)	Fragmented parallel (c. 1950)	Warped parallel (c. 1960)	Loops and lollipops (c. 1970)	Lollipops on a stick (c. 1980)
Street patterns					



Transportation Issues and Strategies

Transportation Issues: Traffic/Parking

- July 4th event traffic and parking is an issue for the community and visitors.
- Need to consider a parking garage to handle event parking.
- Better police control is needed for special event traffic and parking.
- Need long term goals for Osborne focused on approaches for tourists and mill access.
- Parking and shuttle services should be located out of the airport.
- Congestion around the schools at peak times is an issue.
- Traffic speed and cut through traffic is an issue on some neighborhood facilities. Traffic calming measures need to be implemented.

Transportation Strategies

- Assess the feasibility of parking infrastructure, including former airport site, to support special events, including parking garage and surface parking facilities.
- Assess the feasibility of implementing event shuttle services. Coordinate with Coastal Regional Commission on available services.
- Work with public safety officials to ensure adequate traffic and parking control during special events.
- Coordinate with GDOT and St Marys Schools to identify potential solutions to mitigate peak school hour congestion.
- Coordinate with local law enforcement agency to identify and address speeding in and around neighborhoods.

Transportation Issues and Strategies

Transportation Issues: Intersection Ops.

- Winding Road at Colerain is an operational issue at the intersection with only a flashing light and a high number of accidents, especially during school and base access at peak times.
- Julia St at Myrtle St by the middle school is stop sign controlled and is a problem intersection, particularly at school peak times. Speed is a contributing issue.
- Colerain Rd at St Marys Rd intersection is a problem due to the length of the traffic light cycles.

Transportation Strategies

- Coordinate with GDOT and request consideration of a safety audit and signal warrants analysis at the intersection of Winding Rd. and Colerain Rd.
- Perform an operational assessment of the Julia St and Myrtle St intersection. Traffic and speed counts should include school related transportation activity to accurately reflect typical conditions.
- Coordinate with GDOT and request consideration of an operational signal timing assessment at the Colerain Rd and St. Marys Rd intersection.

Transportation Issues and Strategies

Transportation Issues: Safety

- Focus on safe routes to schools for St Marys Middle School.
- Safety is a primary concern for sites that redevelop and grow.
- Maintenance and resurfacing project currently underway does not include safety improvements.
- Safety at intersections is a primary focus.
- Signage warning drivers of the presence of children is needed along Julia and Myrtle Streets.

Transportation Strategies

- Local safety projects along the Federal Highway system should be identified, coordinated with city and county officials, and submitted to the GDOT and FHWA for consideration in the lump sum safety funding program.
- Local funding should be leveraged to conduct feasibility studies, perform preliminary engineering/design and conduct right of way acquisition to incentivize State and Federal funding participation in local safety projects.

Transportation Issues and Strategies

Transportation Issues: Community

- A gateway into St Marys along Osborne needs to be developed.
- There is only limited dock space and it is not boater friendly. Improvements are needed.
- Coordination with the hospital strategic plan is needed.
- Need age in place infrastructure.



Transportation Strategies

- Upgrade intersection of St. Marys Road and SR 40/Osborne interchange to incorporate gateway elements including signage for wayfinding, lighting upgrades, landscaping and pedestrian improvements. Gateway elements should be consistent with existing St Marys historic theme.
- Assess feasibility and potential locations for additional boat dock facilities and associated improvements.

Exit 1: Welcome Center Update

Welcome Center Project:

- Landscape upgrades
- HVAC improvements
- Sewer Repair
- Modernizing Interior

Anticipated Reopening in
September 2016.

**Update on Georgia's
Welcome Center & Rest Areas**

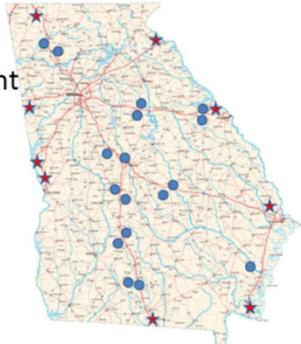
State Transportation Board –August 2016



Meg Pirkle, P.E.
Chief Engineer, GDOT

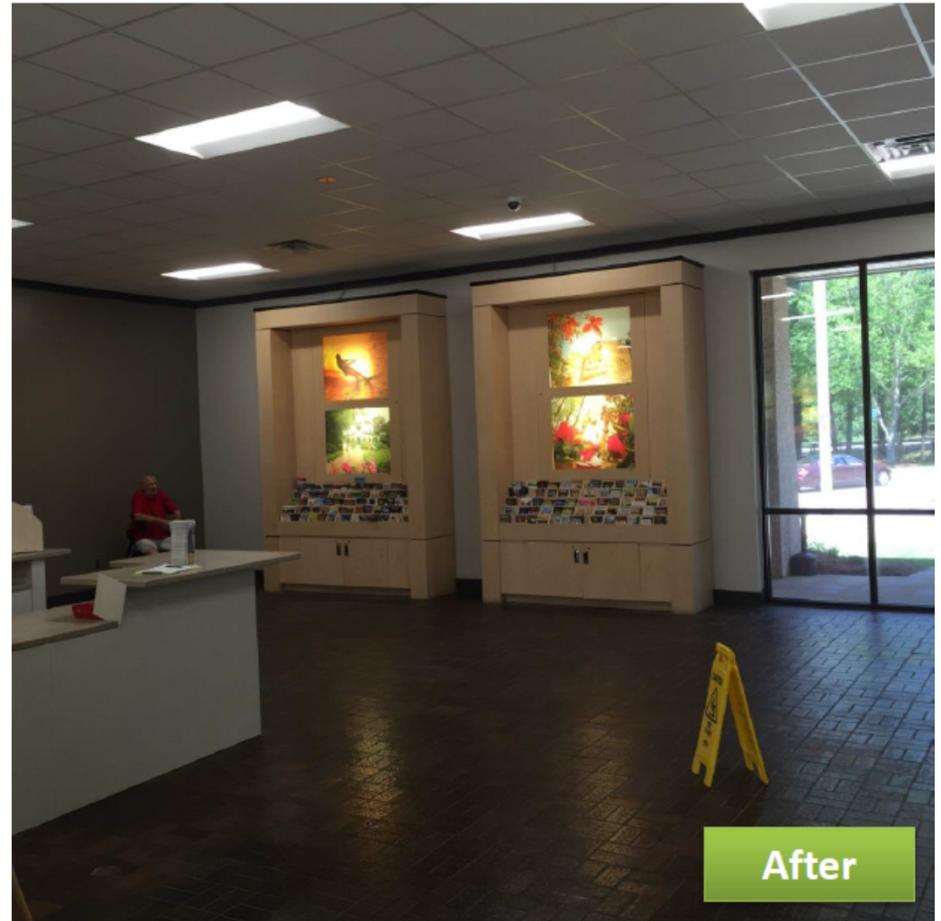
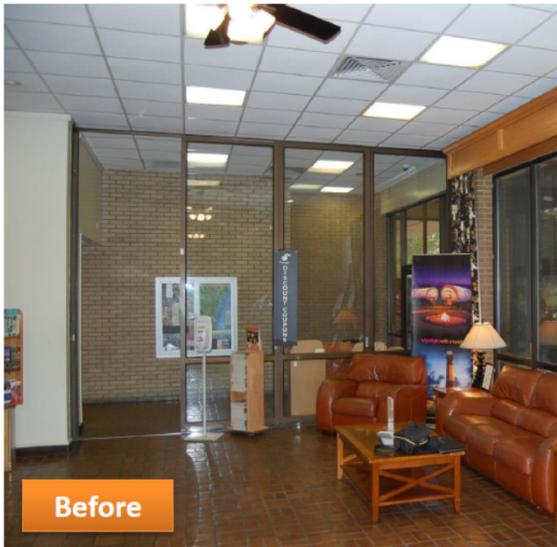
Welcome Center Updates

- 9 Existing Welcome Centers
- 8 Renovations, 1 Replacement
- Upgrade Projects are managed by GSFIC
- 3 Construction Contracts for Renovation



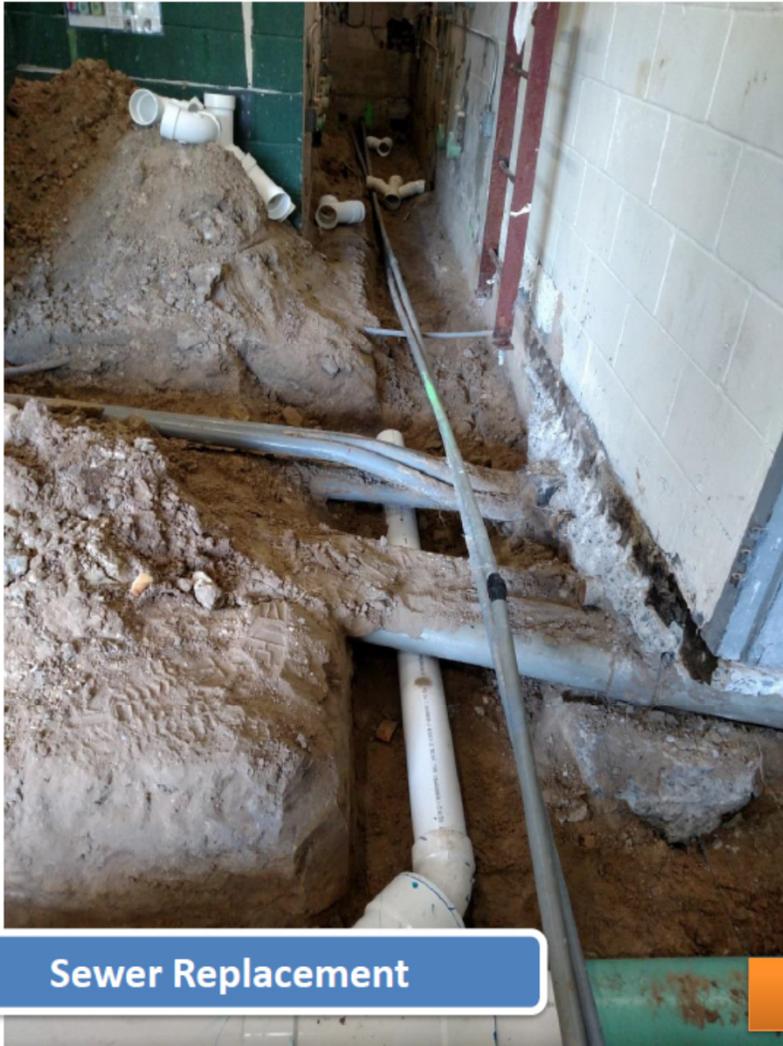
★ Welcome Centers (9)
● Rest Areas (17)

Exit 1: Welcome Center Update



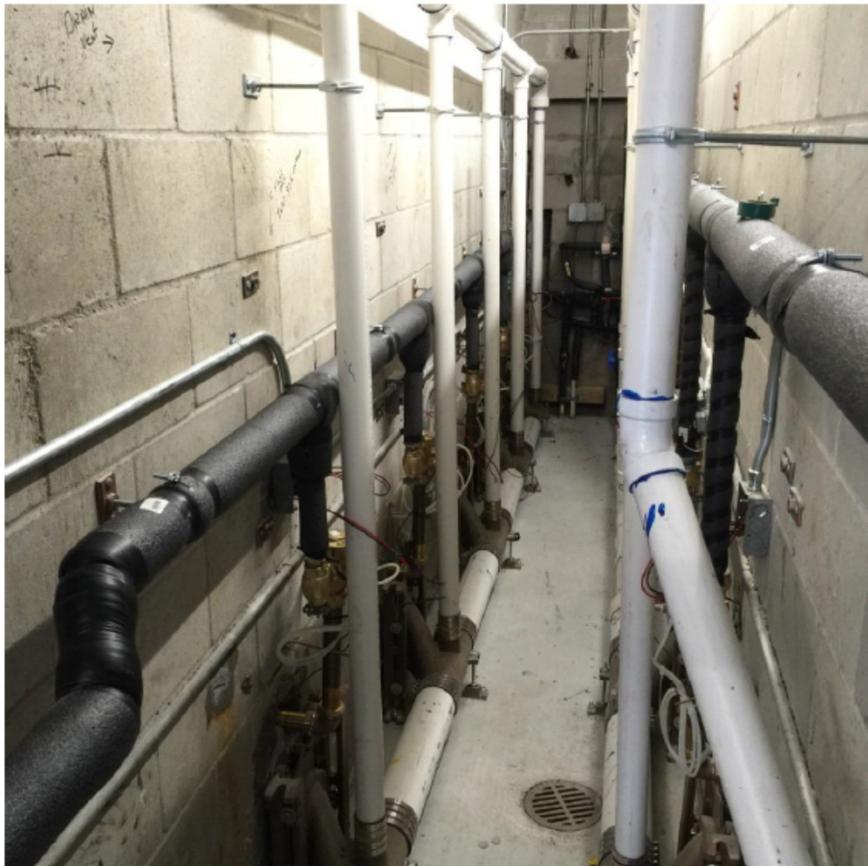
Source: Georgia Department of Transportation

Exit 1: Welcome Center Update

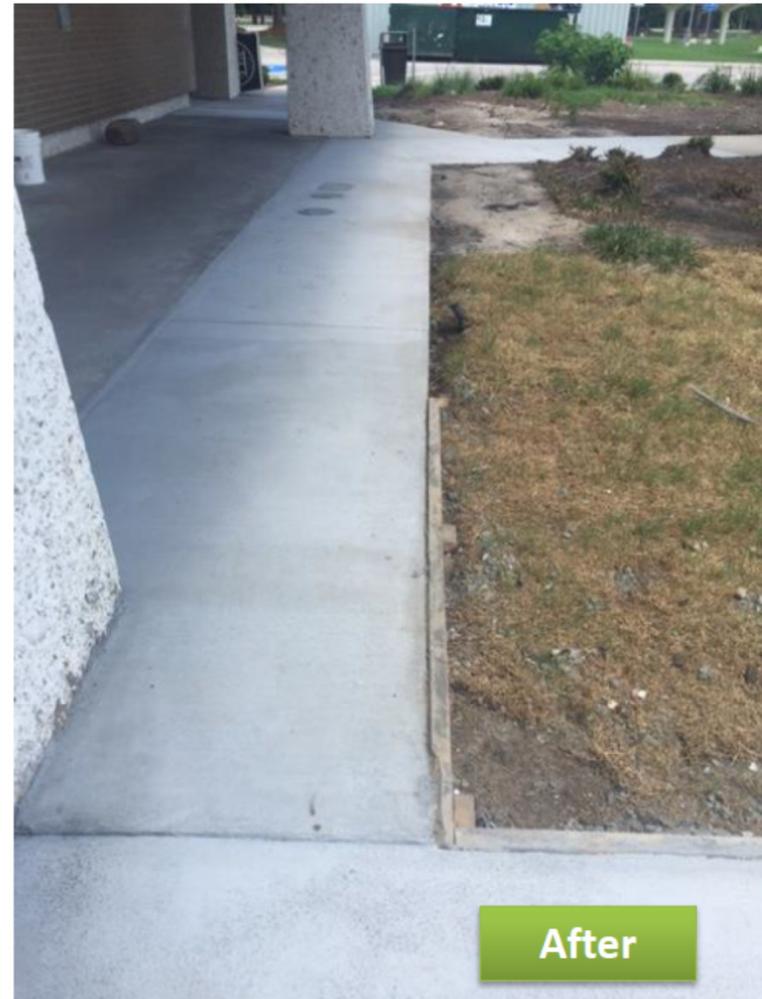


Source: Georgia Department of Transportation

Exit 1: Welcome Center Update



Sewer Replacement



After

Source: Georgia Department of Transportation

Exit 1: Improvements Timeline

1995: Road connection added allowing vehicles exiting the welcome center to access Haddock Road.



2011: Project to improve Exit 1 was approved on Final TIA Investment List, but the referendum was defeated locally and for the coastal region.

2012: Proposed Epic Adventures Resort is submitted for DRI review. Subsequent plans were approved in 2014 with a Traffic Impact Study analyzing capacity of I-95 ramps at Exit1.

2013: St. Marys Planning Director created conceptual plan for reconfiguration of the east side of Exit 1 interchange in response to perceived safety issues. Distributed to DOT.



2013: GDOT offers \$75,000 in LMIG funding to St. Marys to address radii issues at the Pilot fueling station. Subsequent correspondence from GDOT committed additional state funding with local match commitment.

Refurbish and repair project for Exit 1 Northbound Welcome Center begins. Georgia State Financing and Investment Commission (GSFIC) did not include recommendations to reconfigure access road.

Feb. 2015: GDOT board member Purcell and key DOT staff met with local representatives from Camden County, Kings Bay, St. Marys and Georgia Power to discuss operations and safety at the interchange. Local officials requested DOT review of operations at the interchange. The project was assigned to GDOT Planning.

Oct. 2015: GDOT Planning completes study and recommends new operations/intersection project.

Feb. 2016: PI001400 is programed as "I-95 NB Ramp @CS 532/St Marys Road – scoping only" for 2016. Project is anticipated to evaluate operational improvements at intersection of St. Marys Road at the I-95 northbound off-ramp. Study will be closely coordinated with LMIG project at Haddock Road.



Short Term: Operational/Safety Improvements

- February 4, 2016 GDOT updated 2015-2016 Statewide Transportation Improvement Program (STIP) to include a new project.

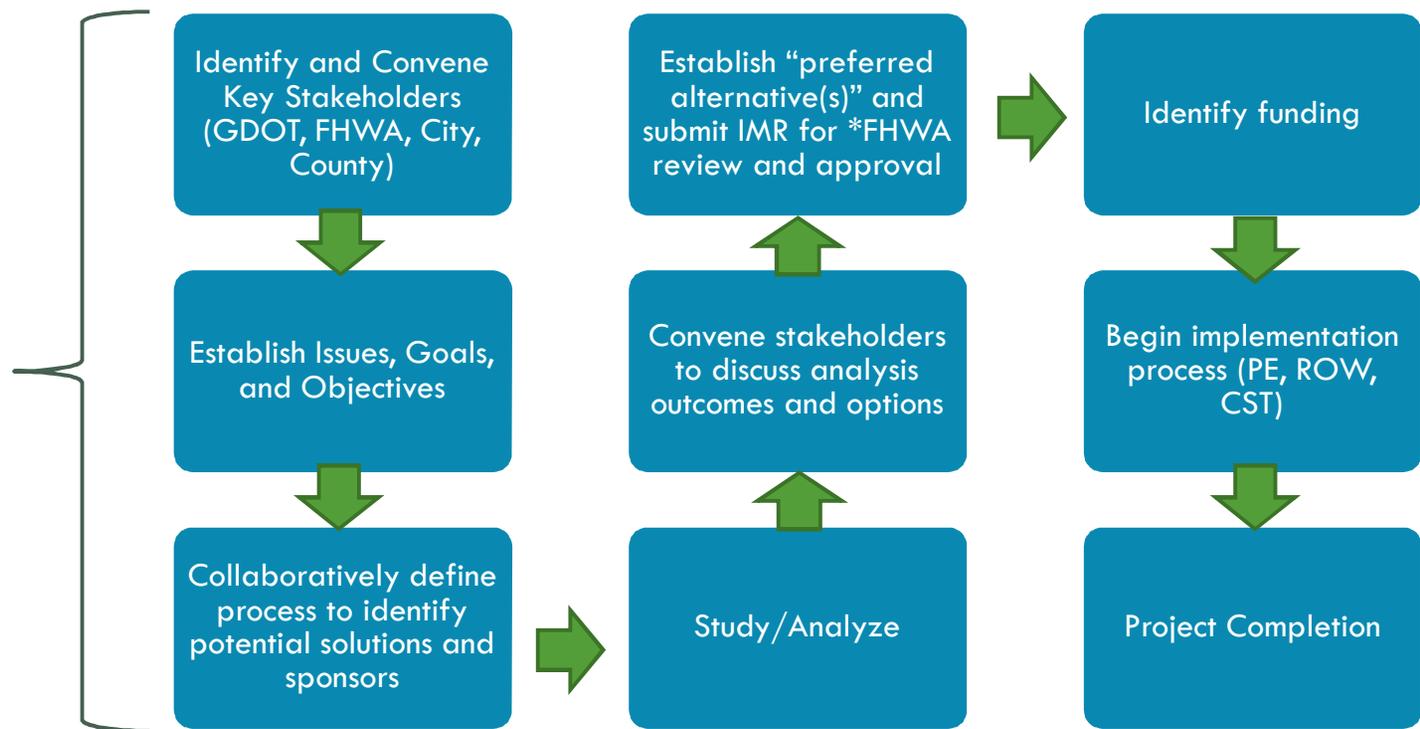
County	PI#	Description	Phase	Fund	Current STIP Total	Revised STIP Total	Revised Federal	Action
Camden	0014004	1-95 NB RAMP @CS532/ST MARYS ROAD – SCOPING ONLY	SCP	M001	\$0	\$200,000	\$160,000	Adding New SCP Project and Phase

- Anticipated analysis will examine operational and safety improvements.

Longterm: Generalized Interchange Modification Process

*Title 23 USC 111:
FHWA must approve any modifications to access/exit points on the National Interstate System.

GDOT owns all Rest Areas and Welcome Centers along Georgia Interstates (includes 31 acre site and facility at Exit 1 N on I-95).



Next Steps



- Finalize Issues and Opportunities
 - Incorporate Steering Committee feedback
- Develop short term work program.
- Complete report document.
- Submit final report.

- Due October 2016

QUESTIONS?