



**City of St. Marys
Master Plan Steering Committee
Working Session Meeting Summary
June 2, 2016 6:00 -8:00 PM
Senior Center**

Attendees:

William DeLoughy
Tanya Glazebrook
Joseph Holler
Fred Mercier
Michael Rich
Joseph Antao
Elaine Powierski
Eric Landon (Proxy for Steve Howard)
Lee Walker
Cyndi Birke (Ex-officio)

Call to Order

The meeting was called to order at 5:55pm, a quorum was present.

Approval of minutes for meeting of May 5, 2016

A motion to approve the minutes from the May 5th meeting was made, seconded, and unanimously approved (one abstained from voting.)

General announcements and updates

- a. Presentation to City Council. Mike discussed giving a presentation to City Council regarding the status of the Master Plan process to summarize the public information outreach collected to date. EPG will work with the MPSC to develop a presentation that captures the major themes of the survey responses and other outreach conducted. The presentation is scheduled to take place at the 6/23 Council Meeting.

Survey results and Analysis.

A summary of the survey was emailed to the group prior to the meeting for review. Over 550 people have participated in the survey, which equates to a 95% confidence interval +/- 4.5. EPG emphasized the need to close the survey soon to allow ample time for analysis. Elaine had some remaining hard copy surveys and that will complete the survey. The group discussed various ways the data can be analyzed. Some of the trends that will be looked at include the following:

- The entire survey based on people under 50 versus over 50.
- Responses from people currently unemployed
- Responses from people who don't have a car as primary mode of transportation
- Questions with more than 50% response in a given direction
- City Services, what groups are dissatisfied?



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EPG will also analyze the data using other variables as they begin reviewing the responses. EPG will also include the results of the Downtown Visioning process into the public involvement summary.

Discussion of Transportation Workshop.

EPG presented a summary of the information discussed at the transportation workshop. Some of the major themes that came out of the workshop include; safety and congestion issues near the middle school, lack of connection between community features and services, unreliable public transportation and/or alternative modes of transportation, improved bike / ped options, etc. A complete summary of the transportation workshop is included as an attachment to these notes.

GIS App.

EPG gave an update on the GIS app. Currently roughly 60 points have been recorded using the app. EPG has prepared a web link to the app for the committee to review. The website contains the points recorded using the app as well as the Community Character Areas created as part of the land use workshops. Ideally, points will be recorded in each of the established character areas.

<http://ecological.maps.arcgis.com/apps/webappviewer/index.html?id=e2cc87db618d421b9f6664fcc8ebdd5b>

Future Workshop Schedule

- a. Sustainability. The approach and date for the sustainability workshop was discussed. There was concern that a presentation on the results of the study was not going to engage the public in an “active workshop” manner. It was decided that presentation at a Council workshop followed by some sustainability themed visioning would be the most effective way to gather useful feedback on this subject. EPG will coordinate with Dr. Jason Evans to nail down an exact date for the workshop, but it will likely take place in August in conjunction with a Council Workshop.
- b. Visioning. Visioning workshop will be scheduled for September and will include a list of 20-40 invited stakeholders. MPSC will work together to produce a list of stakeholders once the actual workshop is scheduled.

Public Comment

A gentleman in attendance at the meeting discussed a property recently purchased on Osborne Rd and abutting the Airport. The gentleman gave a brief presentation as to the background of the site, the benefit to the City, and his desire to open an RV park at the



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site. Discussion of the current zoning, allowable uses, and process for moving forward ensued. The gentleman wanted the MPSC to consider and incorporate these types of outside-the-box land use proposals into the masterplan.

There was additional public comment and discussion about the DOT re-surfacing taking place on SR40. Public comment stated that the timeframe for these long-range planning these projects is so far out making it difficult, or impossible to coordinate locally with the DOT on desired project needs. Transportation and pedestrians issues near the middle school were also commented on. The inability for DOT to install a cross walk at this intersection, which is well-known as an unsafe environment for pedestrians, was discussed.

Adjournment

Meeting was adjourned at 7:50pm

**St Marys Master Plan – Transportation Workshop
May 16, 2016**

Combined Meeting Notes: All Groups

Multimodal

- Identify ways that all multimodal users have access to downtown, including Osprey Cove

Golf Carts

- The city needs a map of the golf cart accessible roadways
- One block off of Dilworth should be targeted for golf carts (2)
 - 35 mph zones allow golf carts
 - Golf carts cannot access the library
- Golf cart paths are needed, particularly along rail lines
- The authorization for golf carts on sidewalks along Point Peters should be removed; it results in confusion and riding on unauthorized sidewalks elsewhere
- Golf carts are a good transportation option for aging citizens
- There is relatively high usage of golf carts in the downtown and they need to be accommodated
 - Include golf cart charging outlets in downtown
 - Parking facilities are needed for golf carts and bicycles

Trails

- Rails with Trails facility along Borrell Blvd, but the bridge across Borrell Creek would be difficult; it is a 40 foot bridge and the speed limits would need to be reduced along with the installation of barrier separations
- Rails to trails facility to Gum Branch Nature Preserve is needed
- Bicycle path along the railroad behind Osprey Cove is needed
- Need marsh walks
- Power line ROW as trails and connections

Bicycle/Pedestrian

- Need to focus on the Healthy Community/Active Transportation community and incorporate adequate, safe pedestrian and bicycle facilities
 - Become less car-centric
- Osborne Rd/SR 40 resurfacing is only pavement and no other improvements; bicycle and safety improvements should be included, such as restriping for bicycle lanes
- The sidewalk along Osborne/SR 40 needs to be widened to a multi-use path to accommodate bicycles as well as pedestrians
- A complete bicycle network is needed
- Multimodal access from residential areas to community activity centers, such as the aquatic center and recreation center needs to be improved
- HAWK is needed at the Navy Federal Credit Union on Charlie Smith Highway
- Lighting is needed along bicycle and pedestrian facilities
- The pedestrian network and facilities to the activity centers needs to be examined and upgraded
- Maintenance of pedestrian facilities needs to be improved
- Coordination of recommendations with the city/county bicycle and pedestrian master plan
- Utilize power lines for bicycle and pedestrian facilities

Public Transportation

- Coastal Regional Commission bus service is not sufficient, nor is cab service (2)
- Public transportation is needed from downtown St Marys along Osborne to Kingsland; all of the services and shopping are along that corridor
 - Without public transportation, there is no way for overnight boaters to access needed services/stores; a good system would enhance the economic development potential for overnigheters (2)
- Need regulations for the operation of the taxi service, especially for those transportation disadvantaged who need to use it
- Ferry to Fernandina

Roadway Improvements

- Need aesthetic improvements combined with access management along Osborne/SR 40
- Better signage on Osborne is needed, especially for visitors and wayfinding to the service roads
- A road diet for Osborne with landscaping is needed
- Freight cars should be removed from the rail lines crossing Dilworth
- Coordinate with GDOT on roadway improvements

Traffic/Parking

- Event traffic on the 4th of July is an issue, along with parking (2)
- Need to look at a parking garage to handle the special events, as well as traffic to Cumberland Island Relocate fireworks to the mill site or on the causeway, which could be closed down for the event
- Better police control is also needed for special event traffic and parking (2)
- The mill site rezoning and airport build up will result in the need for long term goals for Osborne focused on accommodating approaches for tourists and mill access
- Parking and shuttle services could be located at the airport
- Congestion around the schools at peak times is an issue, particularly around the schools that have no safe and complete pedestrian access
- Traffic speed and cut through traffic is an issue on some neighborhood facilities and traffic calming measures should be implemented, particularly around schools

Intersection Operations

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

Connectivity

- Connect people to places
- Less cul-de-sacs and dead end streets
- Lack of connectivity
 - from the Brant Creek Apts, elementary school students have no direct access to school due to the lack of connections and impediments such as the retention and lift station

Safety

- Focus on safe routes to schools (2)
 - St Marys Middle School is a major issue for student safety
 - Lack of crosswalks and safe facilities
- Safety is a primary concern, especially as sites 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

Community

- A gateway into St Marys along Osborne needs to be developed
- There is only limited dock space and it is not boater friendly and improvements are needed (2)
- Hospital strategic plan includes a community assessment and involvement (page 53)
- Need age in place infrastructure
- Move airport to the spaceport

**St Marys Master Plan – Transportation Workshop
May 16, 2016**

Group Specific Meeting Notes:

Group 1 (Pool Table)

Multimodal: Bicycle, Pedestrian, Public Transportation, Golf Carts

- The city needs a map of the golf cart accessible roadways
- One block off of Dilworth should be targeted for golf carts
 - 35 mph zones allow golf carts
- Golf cart paths are needed, particularly along rail lines
- The authorization for golf carts on sidewalks along Point Peters should be removed; it results in confusion and riding on unauthorized sidewalks elsewhere
- Golf carts are a good transportation option for aging citizens
- Include golf cart charging outlets in downtown
- Rails with Trails facility along Borrell Blvd, but the bridge across Borrell Creek would be difficult; it is a 40 foot bridge and the speed limits would need to be reduced along with the installation of barrier separations
- Rails to trails facility to Gum Branch Nature Preserve is needed
- HAWK is needed at the Navy Federal Credit Union on Charlie Smith Highway
- Become less car-centric
- Lighting is needed along bicycle and pedestrian facilities
- Coastal Regional Commission bus service is not sufficient, nor is cab service
- Bridge or ferry to Fernandina
- Lack of connectivity; from the Brant Creek Apts, elementary school students have no direct access to school due to the lack of connections and impediments such as the retention and lift station

Roadway Improvements

- Better signage on Osborne is needed, especially for visitors and wayfinding to the service roads
- A road diet for Osborne with landscaping is needed
- Freight cars should be removed from the rail lines crossing Dilworth

Traffic/Parking

- Event traffic on the 4th of July is an issue, along with parking
- Need to look at a parking garage to handle the special events, as well as traffic to Cumberland Island Relocate fireworks to the mill site or on the causeway, which could be closed down for the event
- Better police control is also needed for special event traffic and parking
- The mill site rezoning and airport build up will result in the need for long term goals for Osborne focused on accommodating approaches for tourists and mill access
- Parking and shuttle services could be located at the airport

Connectivity

- Connect people to places
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Safety

- Focus on safe routes to schools
 - St Marys Middle School is a major issue for student safety
 - Lack of crosswalks and safe facilities
- Safety is a primary concern, especially as sites redevelop and grow
- Maintenance and resurfacing project currently underway does not include safety improvements

Community

- Hospital strategic plan includes a community assessment and involvement (page 53)
- Need age in place infrastructure
- Need marsh walks
- Move airport to the spaceport

Meeting Notes: Group 2 (Tables)

Intersection Operations

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

Traffic

- On July 4th, the traffic control needs to be improved
- Congestion around the schools at peak times is an issue, particularly around the schools that have no safe and complete pedestrian access
- Traffic speed and cut through traffic is an issue on some neighborhood facilities and traffic calming measures should be implemented, particularly around schools

Multimodal: Bicycle, Pedestrian, Public Transportation, Golf Carts

- Osborne Rd/SR 40 resurfacing is only pavement and no other improvements; bicycle and safety improvements should be included
- The sidewalk along Osborne/SR 40 needs to be widened to a multi-use path to accommodate bicycles as well as pedestrians
- A complete bicycle network is needed
- Dilworth St to St Marys St – golf carts can only be used in 35 mph zones or less and golf carts cannot access the library
- There is relatively high usage of golf carts in the downtown and they need to be accommodated
- The Coastal Regional Commission transit is totally inadequate as is the taxi service
- Need regulations for the operation of the taxi service, especially for those transportation disadvantaged who need to use it
- Public transportation is needed from downtown St Marys along Osborne to Kingsland; all of the services and shopping are along that corridor

- Without public transportation, there is no way for overnight boaters to access needed services/stores; a good system would enhance the economic development potential for overnighters
- The pedestrian network and facilities to the activity centers needs to be examined and upgraded
- Maintenance of pedestrian facilities needs to be improved
- Need to focus on the Healthy Community/Active Transportation community and incorporate adequate, safe pedestrian and bicycle facilities
- Multimodal access from residential areas to community activity centers, such as the aquatic center and recreation center needs to be improved
- Parking facilities are needed for golf carts and bicycles
- Bicycle path along the railroad behind Osprey Cove is needed

Safety

- Safe routes to school needs to be a primary focus
- Safety at intersections is a primary focus
- Signage warning drivers of the presence of children is needed along Julia and Myrtle Streets

Roadway Improvements

- Need aesthetic improvements combined with access management along Osborne/SR 40

Community

- A gateway into St Marys along Osborne needs to be developed
- There is only limited dock space and it is not boater friendly and improvements are needed

Meeting Notes: Group 3 (Wall)

Intersection Operations

- Middle school intersection

Traffic

- Truck traffic entering St Marys. Make trucks use exit 3 or exit 6
- Require traffic impact studies for developments along collectors and arterials
- Mill site rezoning will lead to additional traffic on SR 40

Multimodal: Bicycle, Pedestrian, Public Transportation, Golf Carts

- Need for public transportation
- Problems with golf carts interfering with cars (restrict to slower speed limit streets only)
- Implement a voucher system for lower income families to use cabs
- Need a more efficient system to assist elderly community in accessing services and appointments
- Parking hubs where people could get transported to services from (identify strategic locations)
- Bike access leaving Osprey Cove for riding around the City
- Use of power line ROW for bike connections
- Public transportation loop connecting downtown, Osborne, Hospital, Walmart, and Kingsland

Safety

- Safe routes to school needs to be a primary focus
- Safety at intersections is a primary focus
- Better warning signage around schools

Roadway Improvements

- Need aesthetic improvements along Osborne/SR 40 ROW
- Aesthetic improvements along Osborne/SR 40 median

Community

- Lack of dock space for boaters
- No transportation from waterfront to services
- Disconnect between the location of lower income areas and daily services
- Lack on convenient access to daily services such as grocery
- Parking garage at Meeting / Osborne with shuttle to downtown
- Shuttle service to Fernandina
- Look at a ¼ mile buffer from SR40 and estimate the population within that area to determine the percentage of the population in close proximity to this corridor
-