



Hinesville Area Metropolitan Planning Organization

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Chairman Donald Lovette, Policy Committee Chair

Jeff Ricketson, AICP, Director

HAMPO TCC MINUTES: September 8, 2022

The Technical Coordinating Committee (TCC) on Transportation met in Room 2100 of the Historic Court House via phone/ZOOM at 100 N. Main Street in Hinesville at 9:00 AM on September 8, 2022.

1) CALL TO ORDER:

- Joey Brown called the meeting to order and noted a quorum was present.

INTRODUCTIONS: No introductions were made.

Members Present: Joey Brown, Larry Logan, Katie Proctor, Pearlie Axson, Trent Long, Emma Frost, Paul Simonton, Larry Baker, Kenny Howard, and Ben Marrow.

Members Absent: Mayor Strickland, Ron Tolley, Clemontine Washington, Robert Parker, and Paul Simonton.

Non-Voting Members Present: Ann Marie Day, Joseph Longo, Karen Randolph

Non-Voting Members Absent: Allen Burns, Don Masisak, Robert Buckley, and John Lyles

Participating: Jeff Ricketson, LN Manchi, Robinson Nichol, Phil Odom, Wycoda Wang, and Todd Long.

Staff Present: Justin Dammons, Rachel Hatcher, Kelly Wiggins.

Public: None.

2) APPROVAL OF MINUTES:

- **Kenny Howard made the motion to approve the July 14, 2022 minutes, seconded by Pearlie Axson and all voted in favor.**

3) STATUS UPDATES

a. **Project Update:** Katie Proctor

SR 38 Connector from SR/US 84 to SR 119 Right of Way (ROW) has acquired 78% of the parcels. (53 of 68 parcels)

CR 171/Lewis Frasier Rd at Peacock Creek bridge replacement project; environmental is ongoing. The next milestone is PFPR. Anticipated in October.

Sr 38/US 84/Flowers Drive to Patriots Trail Median project. Waiting NTP for concept development, anticipated in August.

Active: SR 38/US 84 at CR 73/Old Sunbury Road is under construction. The work has begun on intersection improvements.

The various projects throughout Liberty County; pavement marking upgrades, shoulder rehab on various CRs has reported 52% complete.

SR 119 at Taylors Creek-Bridge replacement; It Re-LET in April and was awarded on May 6, 2022. Awaiting NTP.

Milling and resurfacing on Airport Road: was awarded in June and currently awaiting NTP. Jeff asked if that includes paving the road through Ft. Stewart. Katie stated yes.

- b. **Transit Update: Rachel Hatcher.** Rachel stated that the transit updates look similar to previous meeting because there was not a lot of new information to report due to the way the meetings fell. The sidewalk infrastructure project in Walthourville is complete. The purchase of new vehicles for transit continues to be a challenge. Rachel stated that they are in the final stages of contract negotiations for selecting the 5 years on call transit planning support. Transit Development Plan will be initiated Summer/Fall 2022. Year over year paratransit has decreased for second straight month. Systemwide trips per revenue service hours ratio is lower in in August. Route 1 increased ridership by 47% and routes 2 and 3 decreased by 29% and 9%. Total trips decreased form August 2021 to August 2022 by 57 trips.
- c. **Transportation Public Comment Log.** No new comments received.
- d. **Administrative Updates:**

Safe Streets and Roads for All (SS4A) Grant Opportunity. Rachel stated that the Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) program that will provide \$5-6 billion in grants over the next five years. This funding can be used to support regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Last month the Policy Committee directed staff to prepare an application for an Action Plan. Staff developed an application for the minimum funding award total of \$200,000.00 (20% local match) with LCPC as the local sponsor. TCC and CAC recommended approval. PC approved grant Application Resolution with 20% local match. The next step is HAMPO staff will finalize and submit application by September 15, 2022.

GAMPO Special PL Funding Schedule. Rachel stated that the next rounds of GAMPO Special PL funding application are due in March of 2023. Funding is for planning only and cannot be used for PE/ROW/UTL/CST phases of projects. Funding split is 80% Federal and 20% Local with no minimum or maximum award size. Projects must be reflected in the HAMPO UPWP. Proposed projects must go through two cycles of MPO meetings prior to submittal. Proposed projects must support the HAMPO 2045 MTP. Rachel asked that the committee members complete the comment log and get those back to her. Joey stated that it is very important to start thinking about the Exit 76 bridge improvements over Islands Highway and get this project includes and modified in our plan. Rachel stated that from an MTP standpoint those projects are in the prioritized list though 2045. The modifications will not be needed. Jeff asked if Joey wanted this included in the March application cycle. Joey stated yes.

FY 2024 UPWP Request for Feedback. Review and update Memorandum of Understanding. Support local, state and federal efforts to enhance multimodal accessibility and safety. Perform Equity Analysis and participate in Urban Area Boundary smoothing.

4) **NEW BUSINESS:**

- a) **E.G. Miles Parkway Study Update (Action Item).** Consultant team completed technical assessments. Public and Stakeholder outreach was completed, including MPO Committee presentations. Recommendations were developed and incorporated into report document. HAMPO committees received consultant presentation and provided feedback on recommendations at the July/August meetings. The next step is to recommend at the HAMPO Policy Committee adopt the recommendation and final report. Kenny stated that he suggested a traffic circle at the intersection at the Public Works Facility and Deal Street at the first meeting and it was reviewed and then came back stating that it was not feasible based on the numbers. At that intersection it was determined in the local studies that this intersection is a high accident area. It was determined that GDOT would not approve a traffic circle because of that and wants to know if we can explore this further and doesn't believe that it has been presented to GDOT. Robinson Nichol with Atlas Consulting stated that they have submitted their findings to GDOT and GDOT was in support of the findings. All crash information was incorporated into the ICE Analysis. Kenny asked Robinson if Atlas had a conversation with GDOT about the specific traffic circle. Robinson stated that he did and asked if there was written policy concerning the less than 90% threshold required. He stated that GDOT said they do not have a written policy but basically there are guidance documents from the Federal Highway Administration that the addition of the traffic circle loses its benefit with that volume ratio. The recommendation is an "R-cut." Kenny stated his position on this earlier and has traveled all over the state and where he sees traffic circles there is no problem. Kenny wanted them to explore that from a city's perspective. Kenny stated that the traffic circle was one of the first things that was mentioned and then it was not included in the comments. He doesn't feel that it was fully explored. He is not satisfied with the answers that he has received in regard to this concept. He stated he has not seen a bad traffic circle. He feels we should explore this as a possibility. Todd Long stated that they spent a lot of time discussing this professionally trying to figure out the right solution. Todd stated that they actually did a study previous to this study for the intersection at Deal Street on behalf of the apartment complexes that are going on the corner. They looked at the crash data in a really detailed way trying to figure out what would prevent the accidents there. A traffic circle would prevent some of the accidents, but there is a professional opinion that if the roadway is carrying 90% of the traffic you don't want to encumber that roadway with a traffic circle. There has to be a balance of traffic and traffic circles work better with balance. Todd stated you asked us as consultants to give an opinion and it is our opinion along with GDOT is that a traffic circle will not work. We are recommending an "R-Cut" which will help with accidents. He stated they are trying their best in their recommendation to address the traffic concerns. A lot of thought has been put into this study. Todd stated he would be glad to talk about it more. Chairman Joey Brown suggested that the working group get back together and discuss it one more time. Todd stated that would be fine.

A motion was made by Kenny Howard to schedule a meeting with the working group to discuss this intersection. Paul Simonton seconded the motion, and all voted in favor.

b) **Bicycle Pedestrian Plan Update (Information Item).** The HAMPO Bicycle & Pedestrian Plan was last updated in 2013. The FY 2022 UPWP contained planning funds to develop an update to the Bike & Ped Plan. The plan update will be completed in conjunction with developing a Complete Streets Prioritization Plan. The Complete Streets Prioritization Plan is a task under the current FY 2023 UPWP. The previous actions include review of existing plans and documents. The draft Title VI analysis has been completed. Existing conditions technical memo completed along with public and stakeholder outreach has been completed. The next steps will be drafting a document to be circulated to committee members and oversight agencies for comment. Action will be taken to release for 30-day public comment period and the anticipated project completion date is October 31, 2022.

5) **OTHER BUSINESS AND AGENCY UPDATES:** None.

6) **PUBLIC COMMENTS:** None.

7) **SCHEDULE:** The next regularly scheduled TCC meeting is scheduled for November 10, 2022.

8) **ADJOURN:** Meeting was adjourned.

APPROVED:

Joey Brown, Chairman

ATTEST:

Jeff Ricketson, Executive Director, LCPC