Transportation Master Plan for St. Marys, Georgia

OCTOBER 2016

Photo Source: St. Marys CVB

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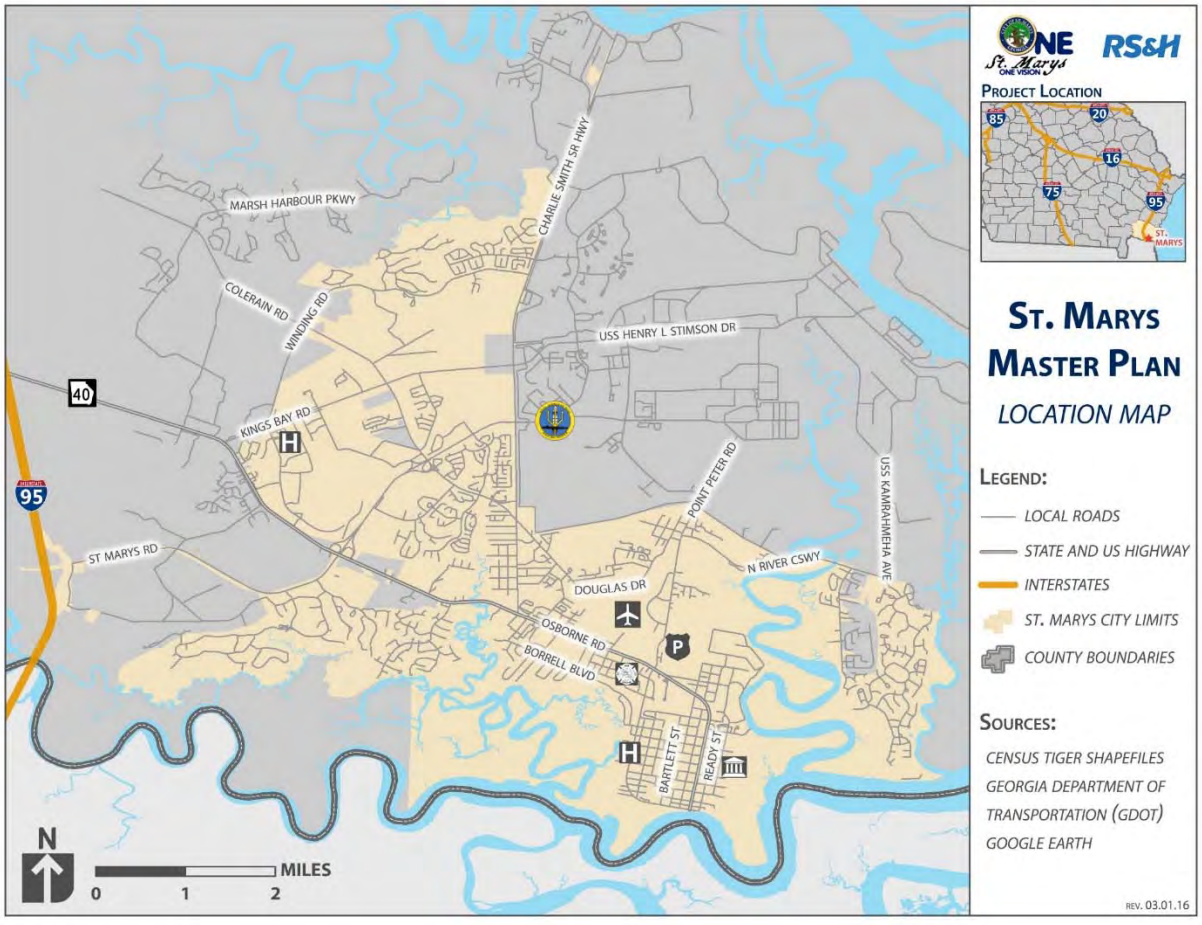
Introduction and Overview

Study Area

St. Marys is located along the southern border of Camden County on the north bank of the St. Marys River. According to the US Census Bureau[1]the city consists of 24.9 square miles with an estimated population of 17,755. The City of St. Marys and the neighboring City of Kingsland have a combined population of 34,630 which results in a US Census Bureau designation as an Urban Cluster.

St. Marys is the embarkation point for the National Park Service ferry boat providing access to Cumberland Island National Seashore, which is the largest of Georgia's coastal barrier islands, along with the National Seashore Visitors Center. The City is also home to the 16,000 Acre Kings Bay Naval Submarine Base, which is home to 11,692 personnel at peak manning. Historic St. Marys was established in 1787 and originally included 2,041 acres bound by the waterfront, Bartlett Street, North Street and one block East of Norris Street. The historic downtown generates a significant tourism attraction for the community and offers residents and visitors opportunities for shopping, dining, lodging and recreation. Figure 1 highlights the study area for the St. Marys Master Plan, Transportation Element.

Figure 1: St. Marys Master Plan, Study Area Location Map



[1]*US Census Bureau Data Source: https://www.census.gov/*

Planning Process

The planning process began with data collection in order to establish the existing conditions within the study area. With the review and analysis of the existing conditions, the issues and opportunities were developed within the framework of the goals and objectives. Strategies to address the issues and to take advantage of opportunities were developed for incorporation into the Master Plan. Significant and ongoing stakeholder and public outreach, as well as input from the Steering Committee was included throughout the planning process.

Figure 2: St. Marys Master Plan Process

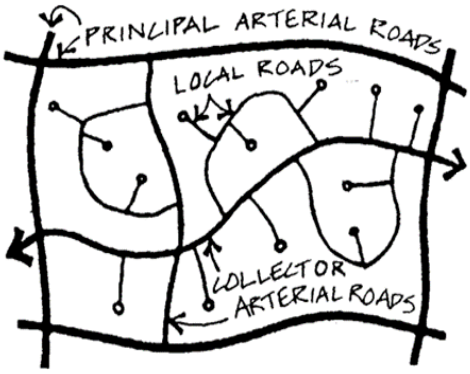
Existing Conditions

Transportation

Roadway Network

The St. Marys roadway systems consists of a network of Federal, State, and local facilities, each of which is functionally classified. Functional classification is a process by which roadways are grouped into classes, or systems, according to the character of service they are intended to provide. Functional classification defines the service the road or segment should provide in trips through the roadway network. The three most general functional classifications are:

Arterial roads provide the fastest method of travel and typically have low accessibility from neighboring roads. They are generally designed with long-distance travel in mind and are not as common as the other two functional classes of roads. The arterial roads are further stratified as Principal or Minor Arterials based on the amount and type of traffic.



Collector roads are the second most common and are used as a connection between local roads and arterial roads. They provide a balance between access and mobility.

Local roads are the most common roads, but are also the slowest for travel. They are designed specifically to have high accessibility and to connect to collector and arterial roads, and are typically utilized for local trips rather than for through traffic.

There are five primary arterial routes that carry the majority of local vehicular trips in St. Marys, including:

- St. Marys Road is a four lane limited access facility and is federally designated as part of the Strategic Highway Network (STRAHNET).
- State Route 40 (SR 40) is a four lane limited access facility designated as an evacuation route.
- SR 40 Spur is a four lane facility from Osborne Rd/SR 40 to USS Henry L Stimson Dr. where it transitions to two lanes.
- Colerain Rd./Laurel Island Parkway is a two lane facility from Charlie Smith Highway to east of Masters Way where the roadway transitions to four lanes with limited access. The roadway returns to two lanes at Marsh Harbour Pkwy.
- Kings Bay Road is a four lane limited access facility.

In addition to the four arterials, St. Marys is bound on the west by Interstate 95 (I-95) with direct access to St. Marys Road from Northbound Exit 1. The section of this principal arterial facility within the study

area carries approximately 51,800 vehicles per day, and provides a direct connection to the State of Florida to the south.

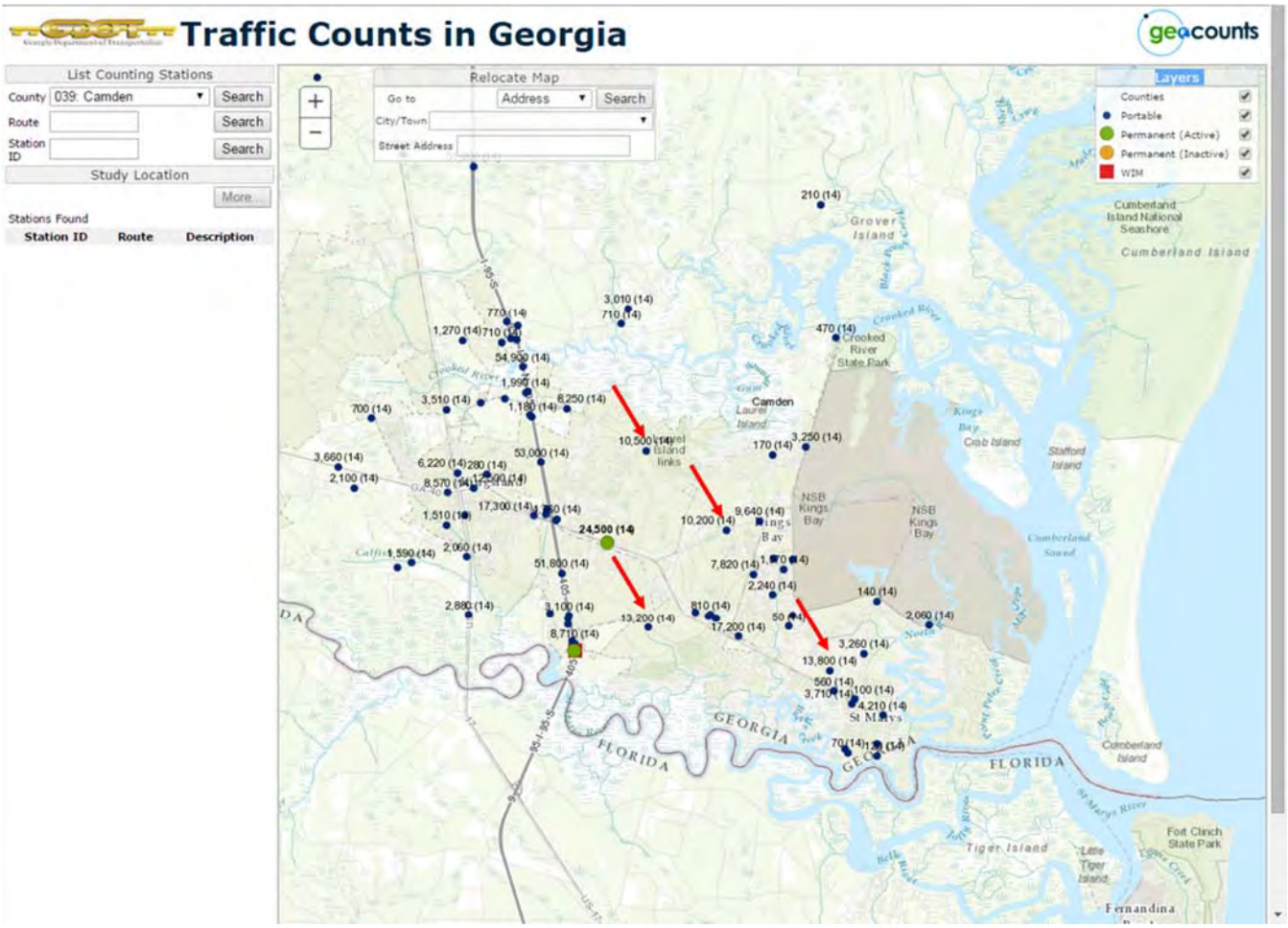
The Annual Average Daily Traffic (AADT) for these facilities is collected annually by the GDOT and maintained within the geocounts web database[2]. The following table and Figure shows the 2014 AADT for the arterial roadway network in St. Marys.

Table 1: Geocounts 2014 Annual Average Daily Traffic Counts

Road Name	**AADT (2014)**
St. Marys Road	13,200
SR 40	17,200
SR 40 Spur	7,820
Colerain Rd. / Laurel Island Pkwy	10,500
Kings Bay Road	10,200
I-95	51,800

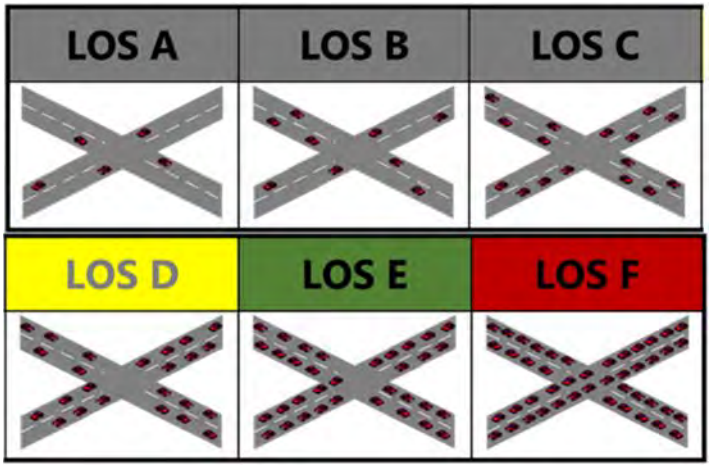
[2] *Geocounts Traffic Count Data Source: http://geocounts.com/gdot/*

Figure 3: Geocounts 2014 AADT Counts for Camden County and St. Marys



An accepted method of evaluating system performance is by measuring Level of Service (LOS), which is the assessment of traffic flow on a facility. LOS serves 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 with LOS A being free flowing traffic conditions, and LOS F being heavily congested or failing. Figure 4 demonstrates the level of congestion for each LOS classification.

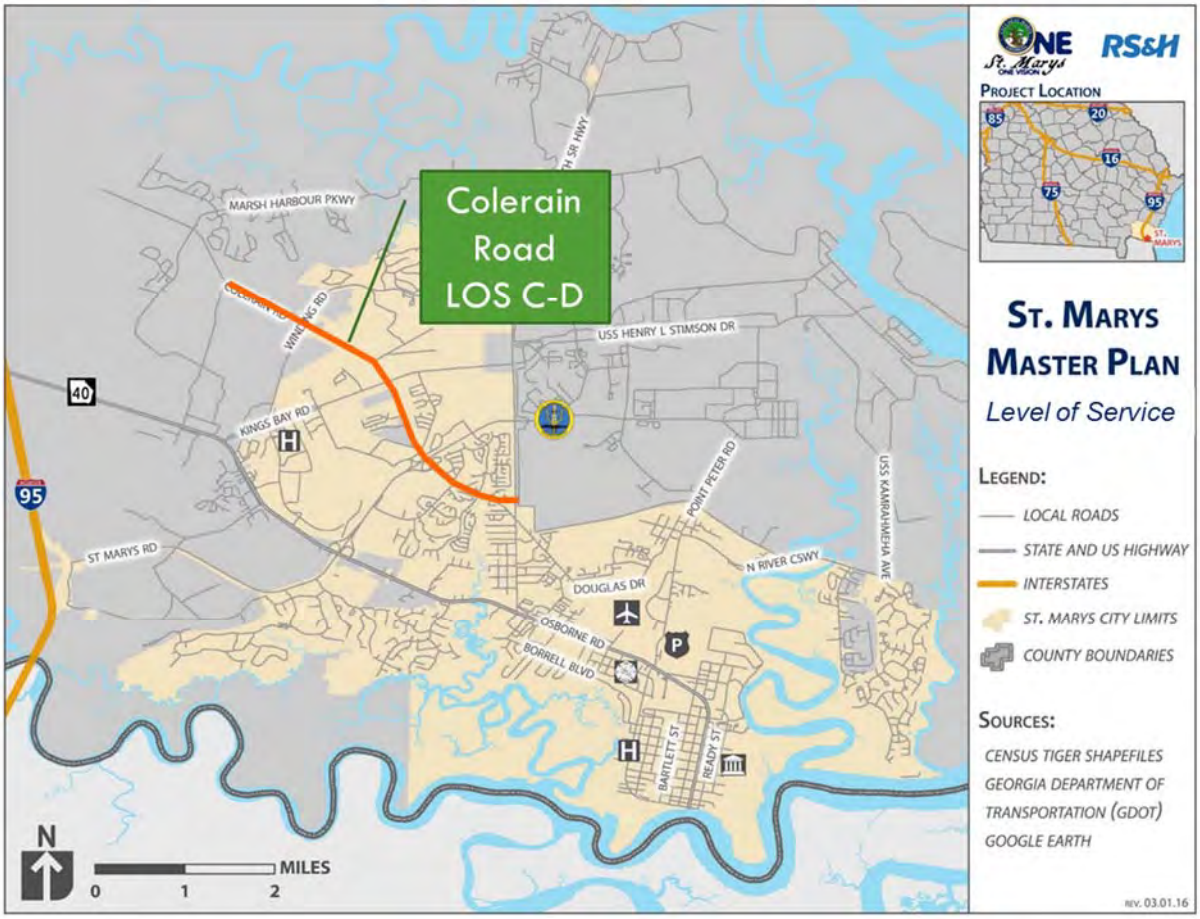
Figure 4: Level of Service Scale



Source: Georgia Department of Transportation

In order to assess the performance of the local transportation network, the study team requested the statewide travel demand model outputs from the Georgia Department of Transportation and verified the current Level of Service for all state maintained highways in St. Marys. The travel demand model depicts the existing traffic based on the 2010 socio-economic data obtained from the US Census, which is geographically distributed for both population and employment. The existing conditions show that the majority of the roadway network in St. Marys is currently operating at a Level of Service A - C, which means on the average, there are no congested conditions. The future conditions, projected to 2040, show the same expected Level of Service. Colerain Road was the only highway within the study area that registered an existing degraded Level of Service as demonstrated in Figure 5.

Figure 5: Colerain Road Level of Service



The Georgia Department of Transportation (GDOT) maintains a Statewide Transportation Improvement Program (STIP) in which transportation projects throughout the state of Georgia are identified and funded for design, right of way acquisition, and ultimately construction. The GDOT works with local elected officials to identify transportation deficiencies on the state highway system and program the projects for improvements as funding becomes available. The 2015 – 2018 STIP identifies a project to widen Colerain Road to four access controlled lanes, which addresses the Level of Service issue. Table 2 shows the 2015 – 2018 STIP program of projects for St. Marys.

Potential degraded LOS has also been under review by the GDOT at the I-95 NB Exit 1 interchange and adjacent intersection of St. Marys Road and Haddock Road. An operational assessment was completed in 2016 by GDOT Planning Division which determined that additional analysis was warranted and a scoping project was authorized. Additional detail regarding this project will be discussed later in this report.

Table 2: St. Marys 2015 – 2018 STIP Programmed Projects

HIGHWAY IMPROVEMENT PROJECTS						
Project Identification Number	**Road Name**	**From**	**To**	**Project Type**	**CST Schedule**	**CST Cost Estimate**
0007414	CR 90/Colerain RD	West of I-95	East of Kings Bay Rd.	Widening	2017	$ 24,682,527

LUMP SUM / MAINTENANCE PROJECTS						
Project Identification Number	**Road Name**	**From**	**To**	**Project Type**	**CST Schedule**	**CST Cost Estimate**
0009436	SR 40	West St.	East St.	RRX Warning Device	2016 - 2018	$ 159,181
0010580	St. Marys Trail	Ready Street	Waterfront Multi-Use Trail	TE Bike/Ped Facility Ph III	2016 - 2018	$ 250,000
M004904	SR 40	Julia St.	Church Street	Resurface and Maintenance	2016 - 2018	$ 806,070

Alternative Modes

Bicycle and Pedestrian

A multimodal transportation network should be designed to meet the needs of all users and provide transportation options to enhance community accessibility, mobility and connectivity. The City of St. Marys has a diverse bicycle and pedestrian facility network that includes a range of infrastructure supporting accessibility and community connectivity. The historic downtown has a robust pedestrian network, with urban sidewalks following the grid pattern road system. Facilities connecting to the downtown are also existing on SR 40/Osborne Rd., Point Peter Road, and Borrell Blvd. These facilities are primarily designed for pedestrian access, with the exception of the multipurpose trail located west of the travel lanes on Point Peters Road. Borrell Blvd has existing sidewalks directly adjacent to the active rail line with notable maintenance and infrastructure gaps in the residential areas. The proximity of these facilities to the active rail line, and absence of sufficient buffer and/or protective infrastructure poses significant safety concerns.

Borrell Blvd Sidewalks and Rail Infrastructure

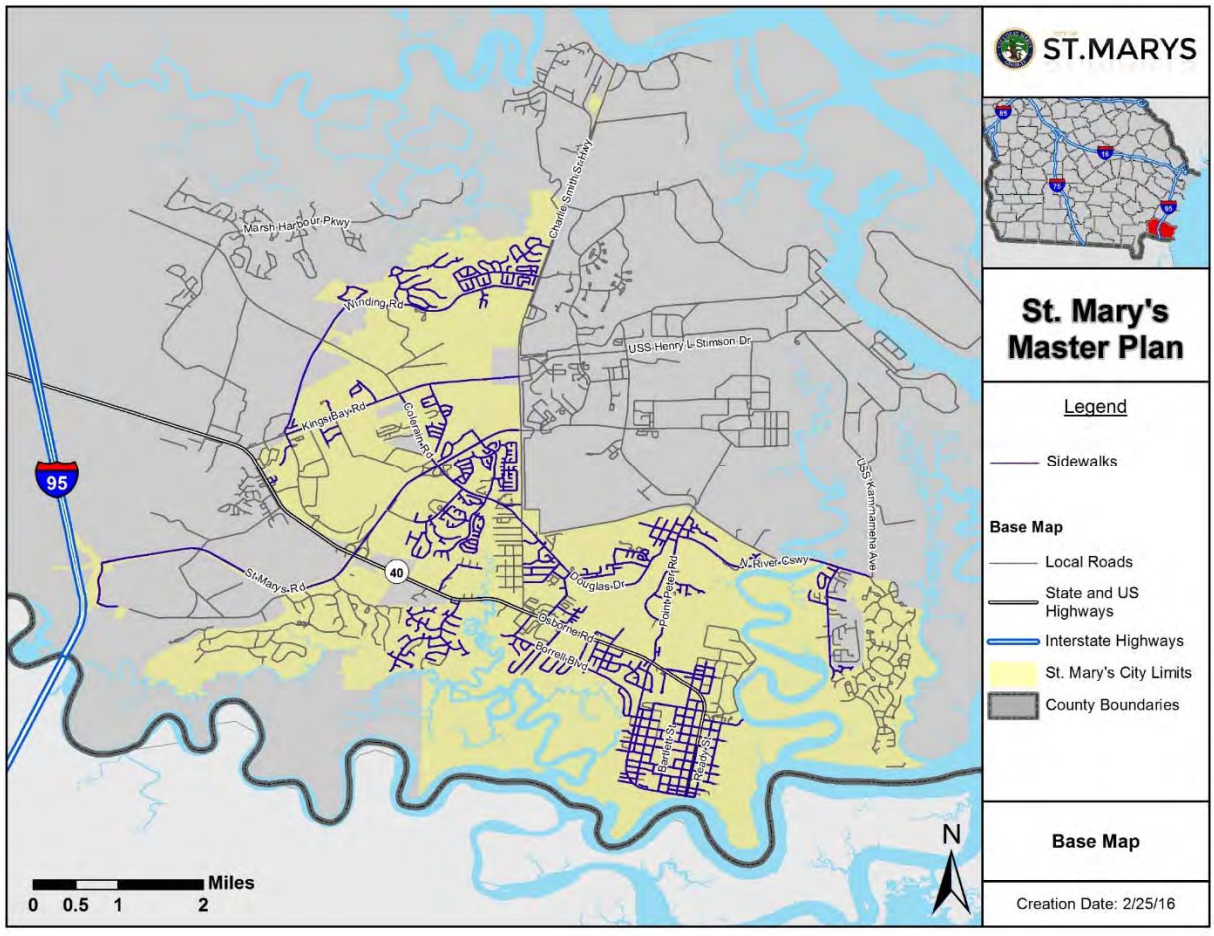
Source: Google street view

St. Marys Road is a primary east/west corridor that connects the Kings Bay Naval Base to I-95 and does not presently include bicycle or pedestrian sidewalk facilities. Kings Bay Road also provides direct connection from I-95 to the Naval Base, via SR 40, with no existing bicycle or pedestrian infrastructure.

Like many communities throughout the US, St. Marys has traditionally focused on planning for, and improving, the vehicular transportation network, while the non-motorized transportation infrastructure lagged in focus and investment. The city did not historically require installation of sidewalks during the development process, and a high percentage of the housing areas developed within this timeframe are either without sidewalks or have sidewalks that are substandard. The City has undertaken a number of retrofit sidewalk and trail projects identified by the 2005 Camden County Bicycle and Pedestrian Plan, including accessible trails connecting residential areas to community activity centers such as shopping and schools.

Figure 6 shows the existing bicycle and pedestrian facilities, and network gaps located within the study area.

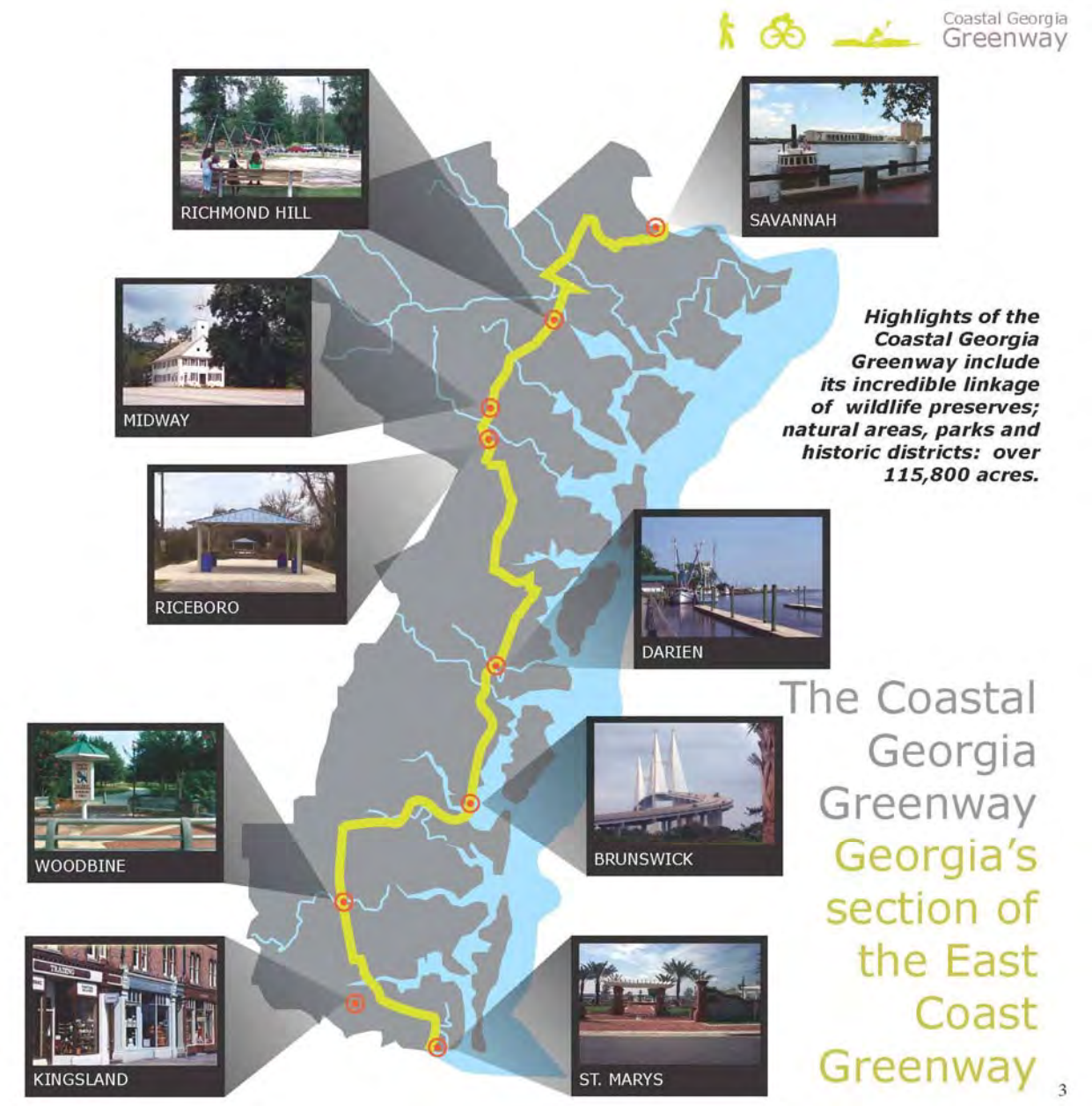
Figure 6: Existing Bicycle and Pedestrian Facilities



St. Marys also includes planned connections to the Coastal Georgia Greenway (CGG), a 155 mile network of trails from South Carolina to Florida through six Georgia coastal counties. The proposed CGG

alignment follows US 17 in Kingsland with a spur known as the “Tabby Trail” connecting to the St. Marys riverfront via Point Peters Road. Figure 7 shows for full CGG alignment and highlights St. Marys as a featured destination.

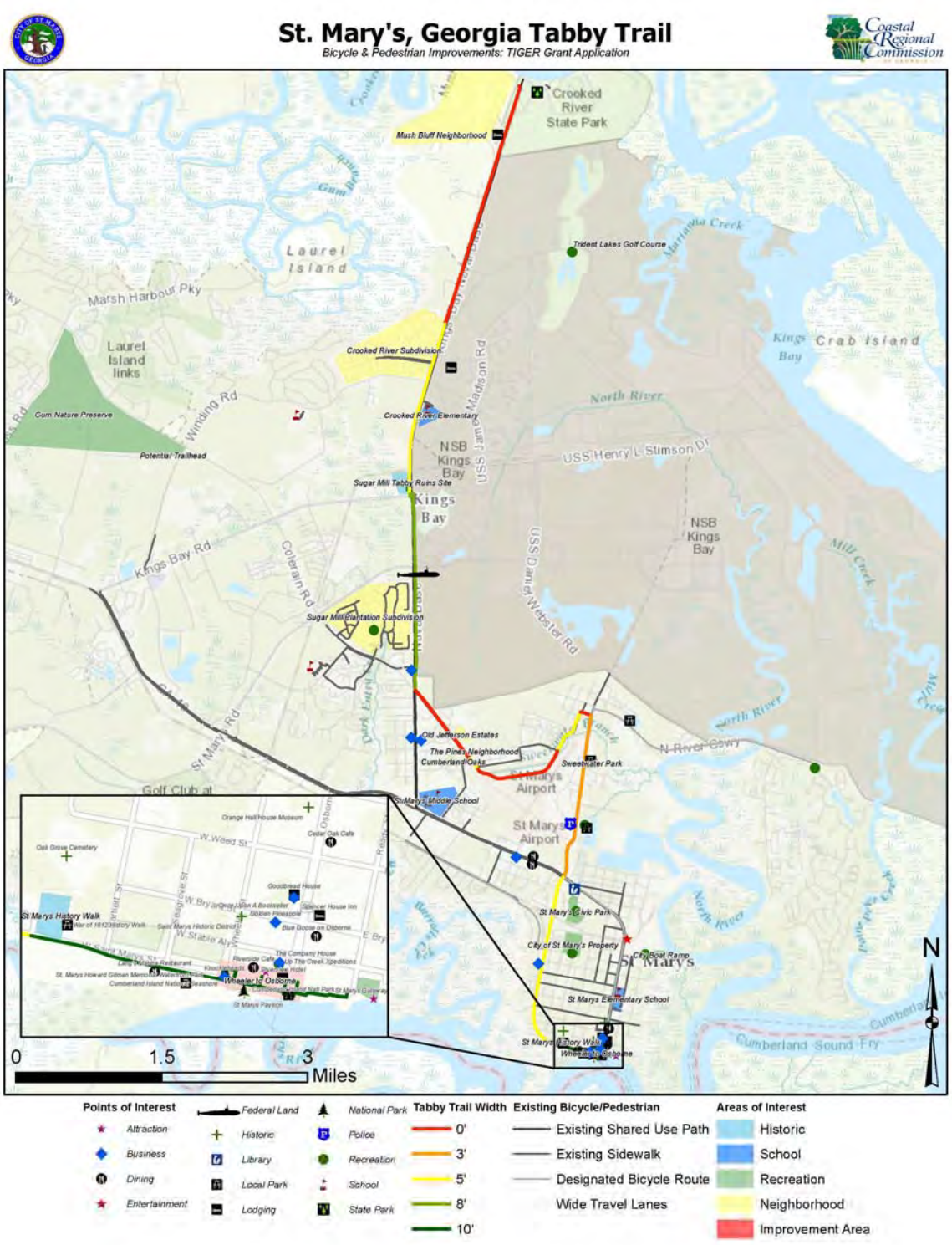
Figure 7: Coastal Georgia Greenway Alignment



Source: www.coastalgeorgiagreenway.org

The CGG also recommends support facilities at various locations along the trail including trail head structures and signage. Figure 8 shows the proposed Tabby Trail alignment submitted as an exhibit in the 2016 TIGER grant application.

Figure 8: Tabby Trail Alignment



Despite municipal investments in non-motorized planning and infrastructure upgrades, the existing built and natural environment of St. Marys continues to represent accessibility barriers for much of the community. Issues and strategies identified through this planning process will be further discussed in subsequent sections of this report.

Transit

The City of St. Marys participates in the Coastal Regional Commission's rural transit program called the Coastal Regional Coaches. The Coastal Regional Commission (CRC) offers service within the Georgia counties of Bryan, Bulloch, Camden, Chatham, Effingham, Glynn, Liberty, Long, McIntosh, and Screven. Coastal Regional Coaches is a demand-response, advance-reservation service that operates Monday through Friday from 7:00 A.M. until 5:00 P.M. The fare per rider is $3 per boarding (one-way) within the county of residence. For travel outside the county of residence, the fare varies based on the number of counties traveled. By Federal rule, the Coastal Regional Coaches cannot provide transportation from within one designated urban area to another urban area. All CRC transit service vehicles are fully equipped for handicapped and wheelchair passengers.

The CRC rural transit system is funded through a combination of federal, state, and local funds. Annual federal grant funding sources used to offset the capital and operational deficits include the Enhanced Mobility of Seniors and Individuals with Disabilities program (Title 49 U.S.C section 5310), and the Rural Transit Assistance Program (Title 49 U.S.C section 5311). Additional discretionary grant sources are pursued on an annual basis, including the American Recovery and Reinvestment Act (ARRA) 5307 capital grant.

The City of St. Marys also provides transportation services for senior citizens age 55 or older that are enrolled as members of the St. Marys Senior Center. The transportation program is available to members living in St. Marys and is a demand response service requiring 24 hours advanced reservation. The program operates one 14 passenger vehicle, Monday – Friday from 8:00 AM – 2:00 PM and exclusively provides trips to the senior center. The service is free and is offered on a first come first serve basis.

The rural transit and senior transit services are supplemented by private transport companies that provide purchase of service and non-emergency human service trips, taxis, private shuttles, and car/limousine services.

Railroads

S.t Marys has a rich railroad history dating back to 1908 when the St. Marys rail service began operating. The rail corridor located within the study area follows SR 40 from I-95 to the intersection of Shadowlawn Drive. The rail line then deviates from the road alignment, continuing southeast and extends through downtown St. Marys and terminating at the former Durango paper mill site. The Kings Bay Naval base is served by a spur that originates 0.35 miles east of the St. Marys Road interchange at SR 40, and enters

the base through a designated corridor north of Kings Bay Road. The St. Marys Railroad is a short line rail provider that ties into the national CSX system, shown in Figure 8, in nearby Woodbine, GA. Although current rail activity in St. Marys is limited to Kings Bay-related freight and Themed Train Rides provided by the Railroad Museum, additional rail based shipping is anticipated and desired. The recent rezoning of the former Durango mill site to support future light industrial development, highlighted the rail line as a resource for transport of goods.

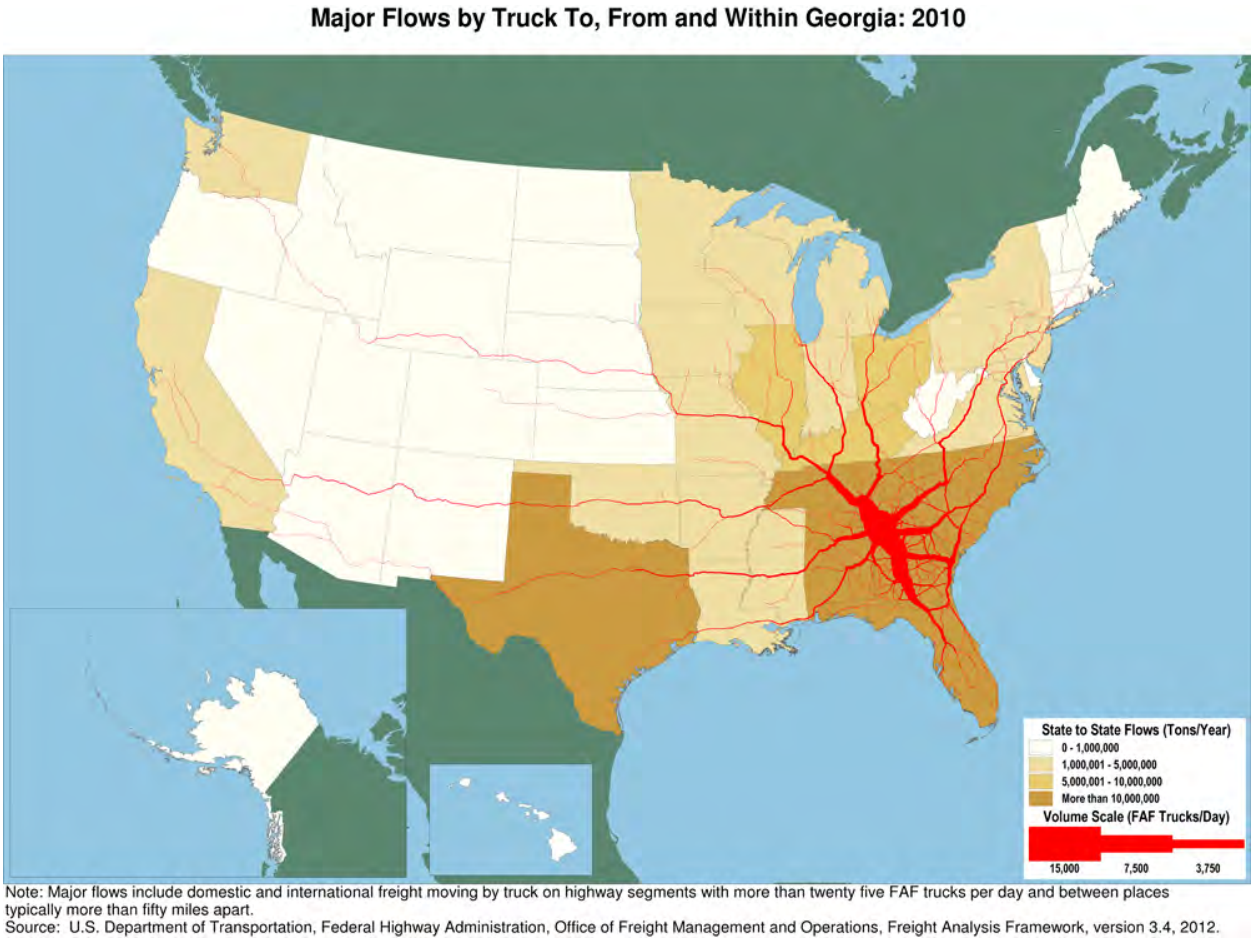
CSX Rail System

Source: CSX Railroad

Trucking

A region's industry and employment characteristics play a large role in the freight composition. Within the coastal 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 I-16 in the Savannah area, and eventually to Macon and Atlanta via I-75, as well as 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. Due to the limited industrial and manufacturing in the area, St. Marys is primarily a receiver of goods. As such, the majority of existing truck based freight activity within the study area is attributable to delivery of goods at service and retail centers. In addition to local freight delivery and limited export activities, St. Marys also receives a significant number of freight trucking visitors at I-95 North Exit 1 Welcome Center and adjacent fueling stations. Figure 9 shows FHWA modeled truck volumes in and around the state of Georgia.

Figure 9: Major Freight Flows - Georgia



Source: http://ops.fhwa.dot.gov/freight/freight_analysis/state_info/georgia/truckflow.htm

Aviation

The St. Marys Airport is located north of SR 40/Osborne Rd adjacent to the historic downtown. The airport is available for public use and is owned and operated by the City of St. Marys. The 2013 Kings Bay Joint Land Use Study (JLUS) identified the airport as a public security threat due to its configuration and close proximity to the base. The JLUS study recommends that the airport be relocated and the city implement a phased closure/relocation of the airport, if immediate closure was not achievable. In June 2016, an amendment to the National Defense Authorization Act was announced allowing city officials to close the St. Marys Airport with no penalties from the Federal Aviation Administration (FAA) and provides funding to build a new airport at a location outside city limits. The St. Marys Airport can close six months after the site has been appraised.

Boating

The City of St. Marys is a coastal community located along the St. Marys River, which feeds into Fancy Bluff Creek and the Cumberland Sound. Proximity to these natural water bodies provides residents and visitors to St. Marys with opportunities for employment and recreational boating activities. The St.

Marys Tourism and Convention Bureau (CVB)[3] provides a comprehensive listing of water sport activities including boating, fishing, watersports and kayaking. Community resources and infrastructure supporting boating activities includes a public boat ramp, dock and moorings, boat trailer parking, private overnight docking at Lang's Marina, and kayak rentals / guided tours.

Source: Jacksonvillekayakcompany.com

In addition to recreational based boating activities, St. Marys is home to the Naval Submarine Base, Kings Bay (NSBKB). The NSBKB houses the Ohio-class submarines and approximately 8,797 active duty and contract employees, as of May 2014.

According to the Camden Kings Bay Joint Land Use Study (JLUS), the US Army Corps of Engineers announced plans to undertake maintenance dredging of the existing navigation channels

NSBKB, Ohio-class Submarine "USS Maryland"

Source: http://www.cnic.navy.mil

[3] *www.stmaryswelcome.com*

including the Kings Bay Inner Channel and portions of the Kings Bay Entrance Channel. This activity is critical to the Navy activity at Kings Bay and also supports commercial cargo activities in the channel. Recreational boating activity occurring in close proximity of NSBKB has the potential to affect the security and efficiency of naval operations. As such, plans to improve or expand public and/or private dock capacity must be closely coordinated with the base. A recent rezoning of the former Durango paper mill site that fronts on the St. Marys River included barge port operations as a potential special permitted use for the development. Future development of this site will be monitored by local City officials, the Army Corps of Engineers, and the Georgia Department of Natural Resources.

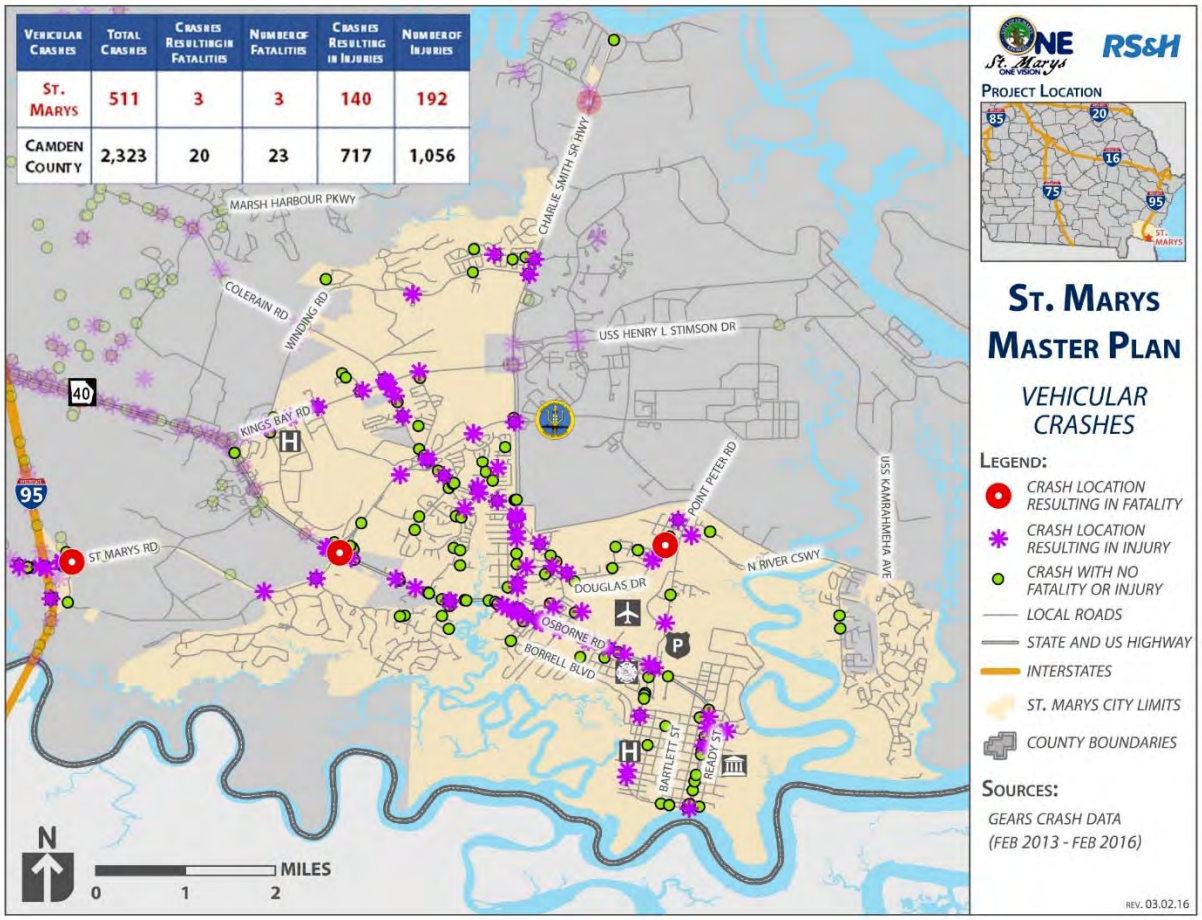
Safety and Security

The City of St. Marys Mayor and Council are responsible for making policy decisions regarding the health, safety, and welfare of the traveling public within the city limits. In addition to the responsibilities of the local officials, , the GDOT is a primary partner in oversight and improvement activities for State Routes, roads on the National Highway System, and Interstate facilities. GDOT is governed by the 14 member State Transportation Board, with representation for each of Georgia's congressional districts. Due to the presence of the NSBKB, St. Marys also has oversight from the Department of Defense (DOD) to ensure safe and secure access to and from the base. These partners work together with local law enforcement and community stakeholders to assess transportation safety issues and identify needed improvements.

To identify potential roadway safety hazards within the study area, vehicular crash data were obtained from the Georgia Electronic Accident Reporting System (GEARS),[4] the State of Georgia's repository for traffic accident reports completed by law enforcement agencies. Crash records were obtained for accidents that occurred between February 2013 and February 2016. The crashes were mapped using latitude and longitude points recorded by local law enforcement officers and were also categorized by crash type and severity. Figure 10 shows the locations of vehicular crashes occurring within the study area during three year data sample timeframe. During the three year sample period, a total of 511 crashes occurred in St. Marys; of these crashes, 140 (27.39%) resulted in injuries and three resulted in fatalities. The crashes resulting in fatalities occurred at the intersection of I-95 and St. Marys Road, the intersection of St. Marys Road and SR 40/Osborne Rd, and on Sloan Street west of Point Peters Rd.

[4] *https://www.gearsportal.com/Pages/Public/Home.aspx*

Figure 10: Vehicular Crashes



Crashes resulting in injuries are distributed throughout the study area, although most heavily concentrated along corridors with greater vehicular traffic volumes and higher posted speed limits. SR 40/Osborne Road, Charlie Smith SR Highway/Spur 40, Colerain Rd, and St. Marys Road adjacent to I-95 and Kings Bay, all experience a greater frequency of vehicular collisions compared to the surrounding local and collector facilities.

In addition to vehicular crashes, bicycle and pedestrian crash data were also collected for the three year period from February 2013 to February 2016. Figure 11 shows the geographic locations of the pedestrian crashes that occurred within the study area. A total of 5 pedestrian crashes occurred, including three crashes resulting in injury and one fatality. The locations of the pedestrian crashes are distributed throughout the community and include one injury crash on Kings Bay Road, two crashes on Colerain Road, one injury crash at North Julia Street East of St. Marys Middle School, and one fatality crash on St. Marys Road at the I-95 Exit 1 Interchange.

Figure 11: St. Marys Pedestrian Crash Locations and Severity

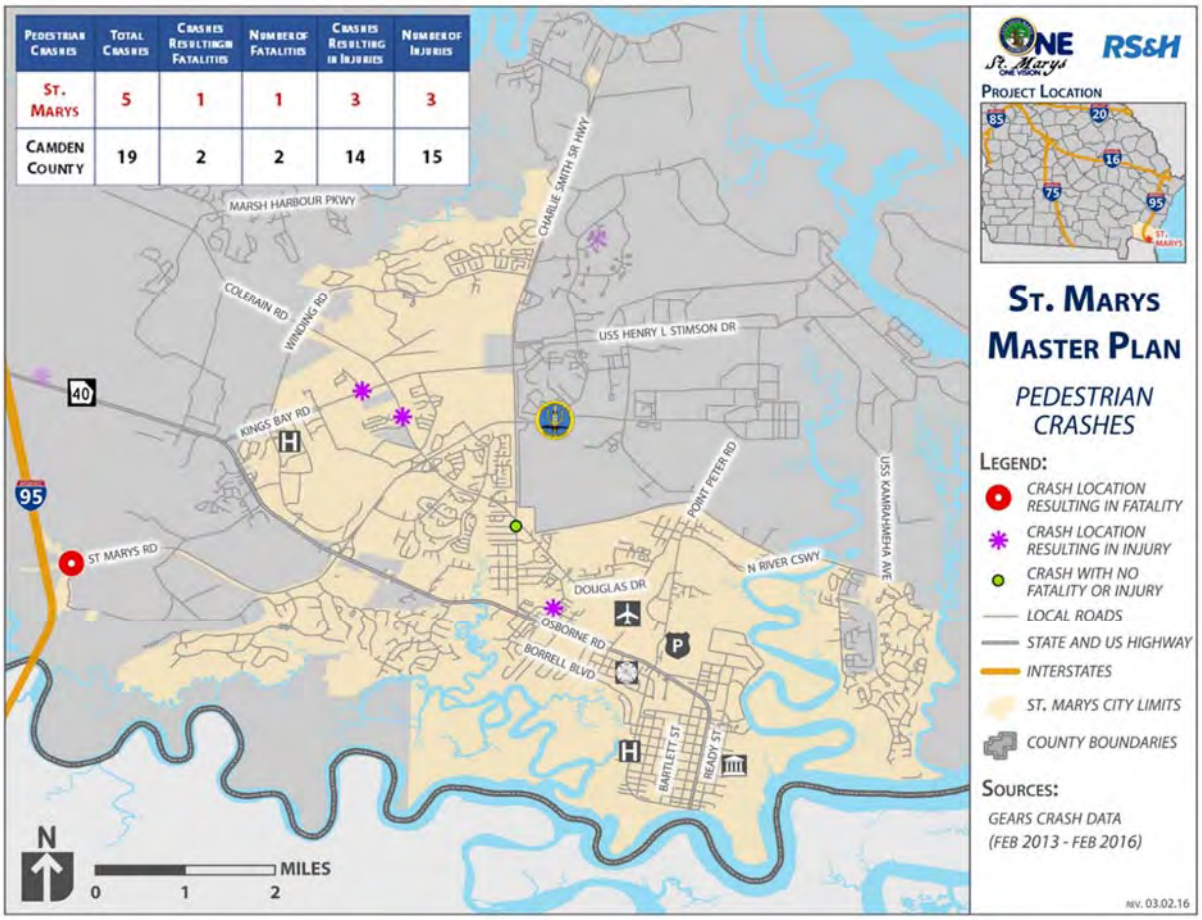
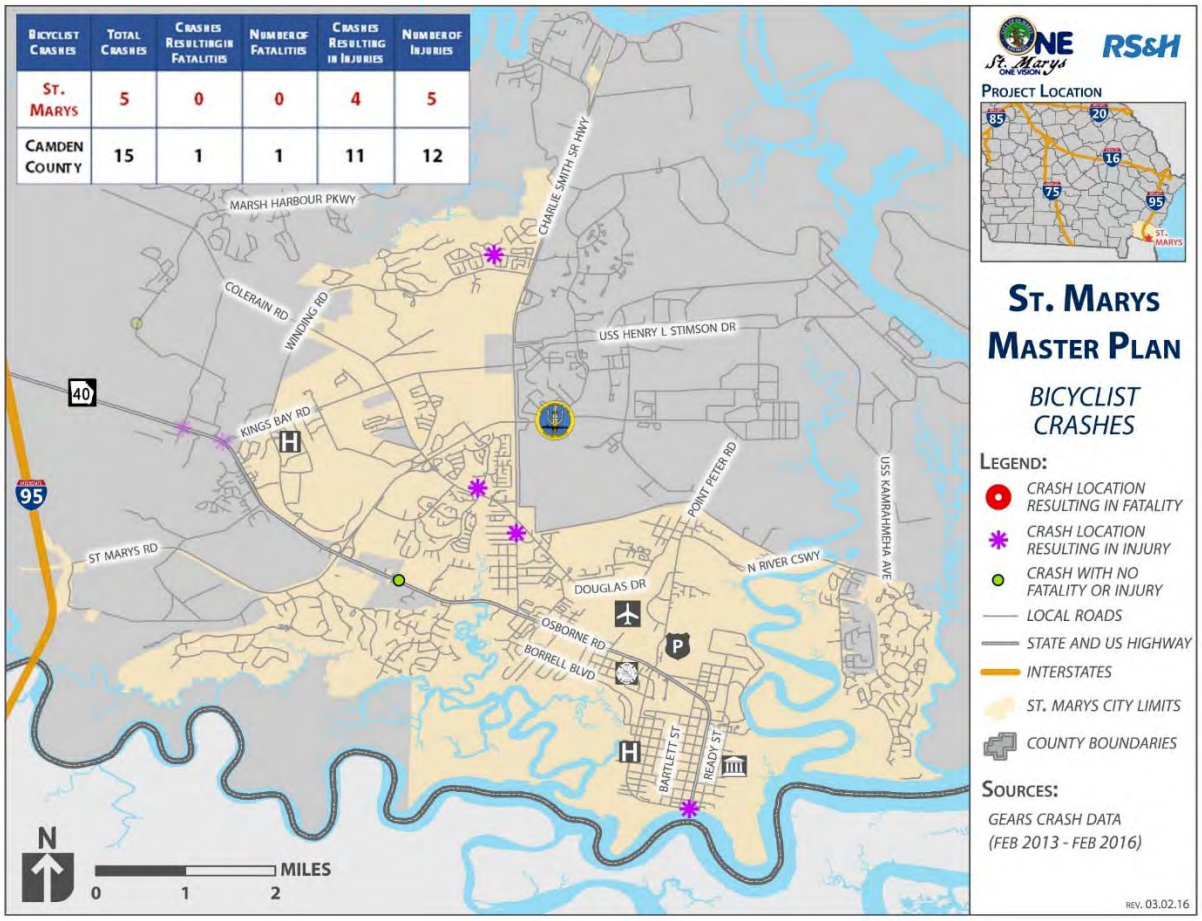


Figure 12 shows bicycle crashes that occurred over the three year sample period. A total of 5 crashes occurred, with four resulting in injury. One crash occurred in a residential community that does not have bicycle or pedestrian facilities. Two crashes occurred on Osborne Road, one of which resulted in an injury. Pedestrian facilities are available along Osborne Road, however no designated bicycle facilities are present along this corridor. The final two injury crashes occurred on Colerain Road and Charlie Smith Sr. Highway. These crashes occurred in close proximity to the Kings Bay base where designated bicycle facilities are not available.

Figure 12: St. Marys Bicycle Crash Locations and Severity



Population and Employment

As noted earlier, according to the US Census Bureau, the city of St. Marys consists of 24.9 square miles with an estimated 2014 population of 17,755. Census blocks are the smallest geographic unit used by the US Census Bureau for tabulation of data. The St. Marys data was extracted from the Camden County census block level source data and mapped to identify concentrations of populations that statistically are disadvantaged, or have mobility constraints. The following sections include maps and descriptions of these demographics within the study area. It is critical to note that census block data does not recognize municipal boundaries, therefore a number of the St. Marys block groups will include data from areas outside of the city limits.

Diversity

The primary ethnicity represented in St. Marys is Caucasian at 75.07% according to the Census, followed by African American at 19.48%, 4.9% Hispanic, and Asian, American Indian, Native Hawaiian, and Other representing the remaining .55%. The Caucasian population in St. Marys exceeds the state average of 60.45%, while the African American population is lower than the state average of 31.5%. The Georgia state average for aggregated minority populations is 37.9%, which will be used as a point of statistical reference. Figure 13 displays the percentage of White population.

Figure 13: US Census Percent White Population

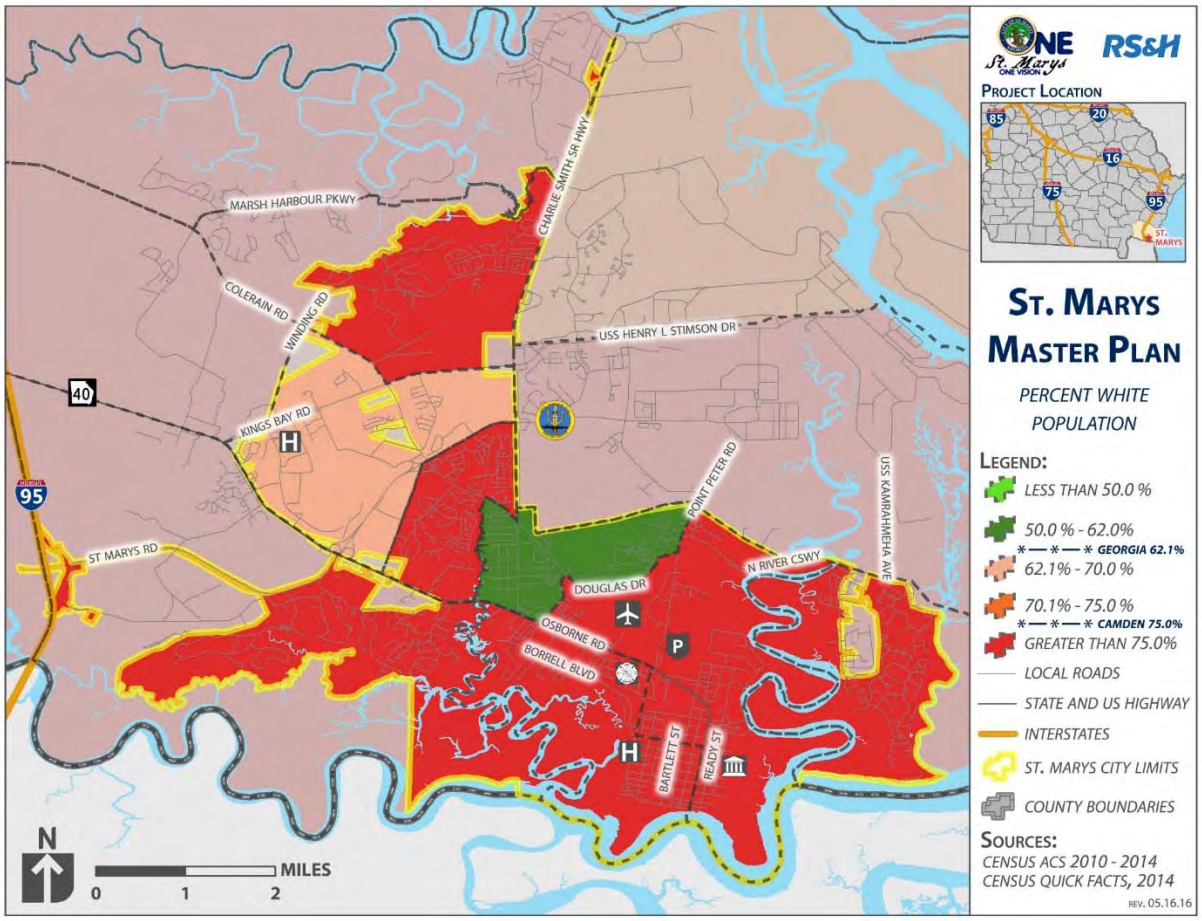
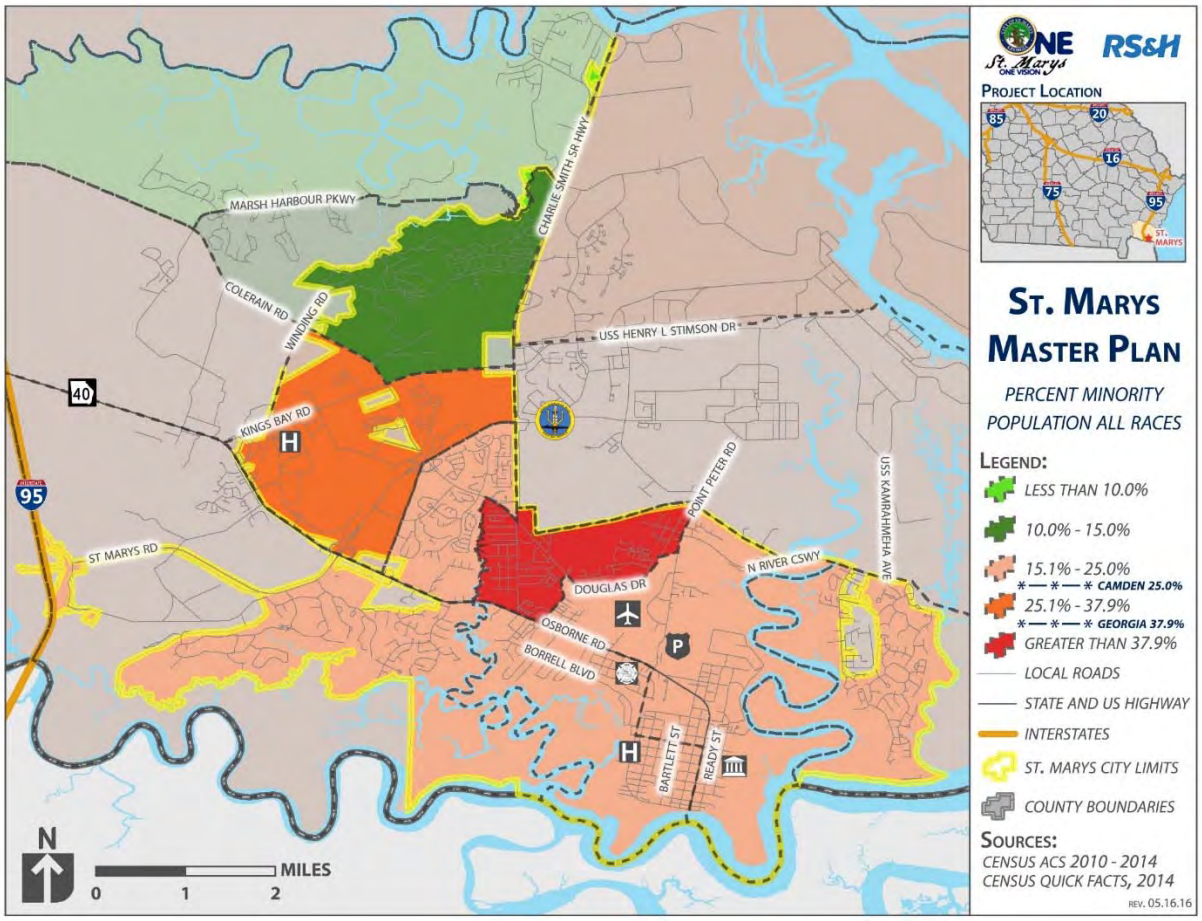


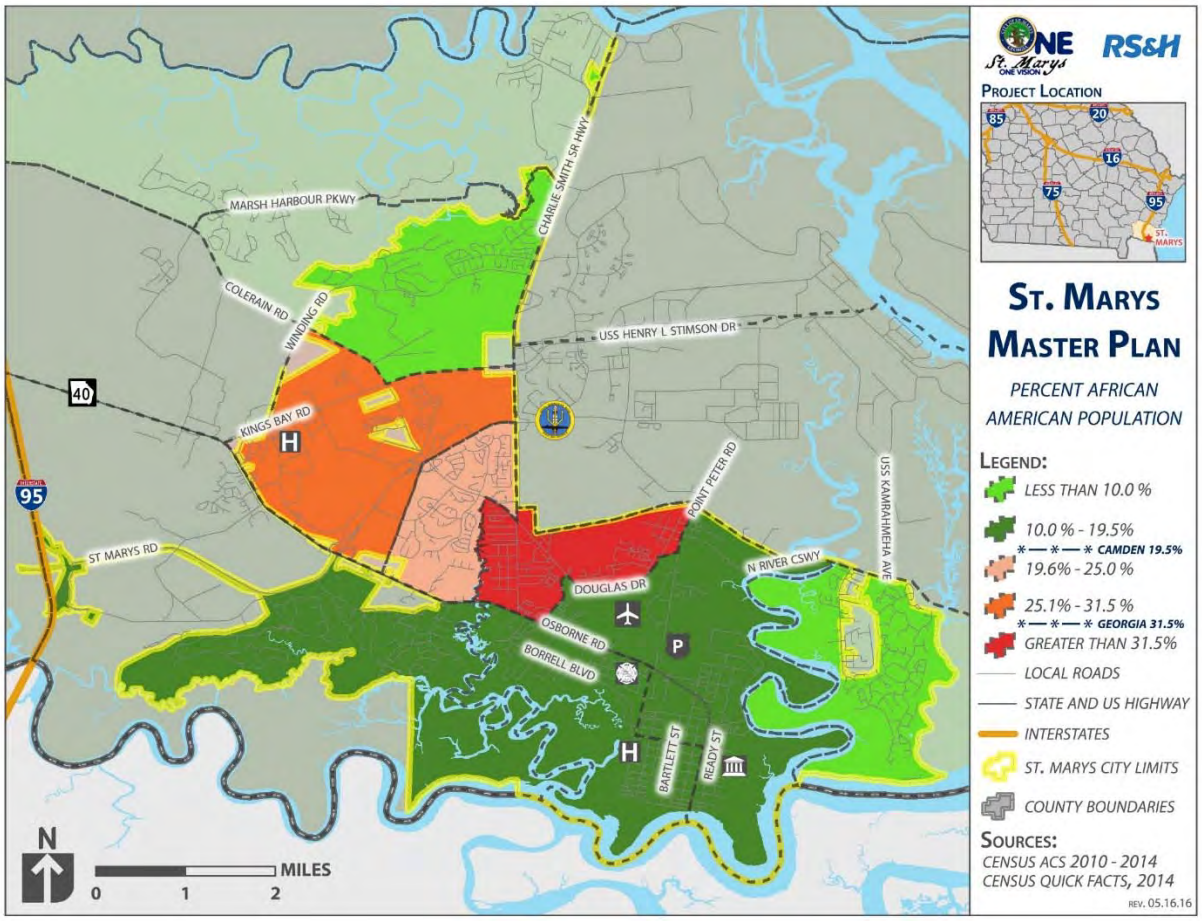
Figure 14 shows concentrations of minority populations at the US Census Block Level, with red showing population percentages higher than the state average. The Census block that represents a disproportionately high concentration of minority population is located at the southwestern corner of the Kings Bay Naval Base, bound by Point Peters Road on the East, Osborne Road to the South, and the St. Marys River on the West.

Figure 14: US Census Minority Populations



As the second most populous ethnicity for the St. Marys study area, African American populations were identified independently and mapped for comparison to the aggregated minority population. In Figure 15, red is used to identify populations of African Americans with density greater than the state average of 31.5%. The community located at the southwestern corner of the Kings Bay Naval Base is again highlighted as the most populous minority census block within the study area.

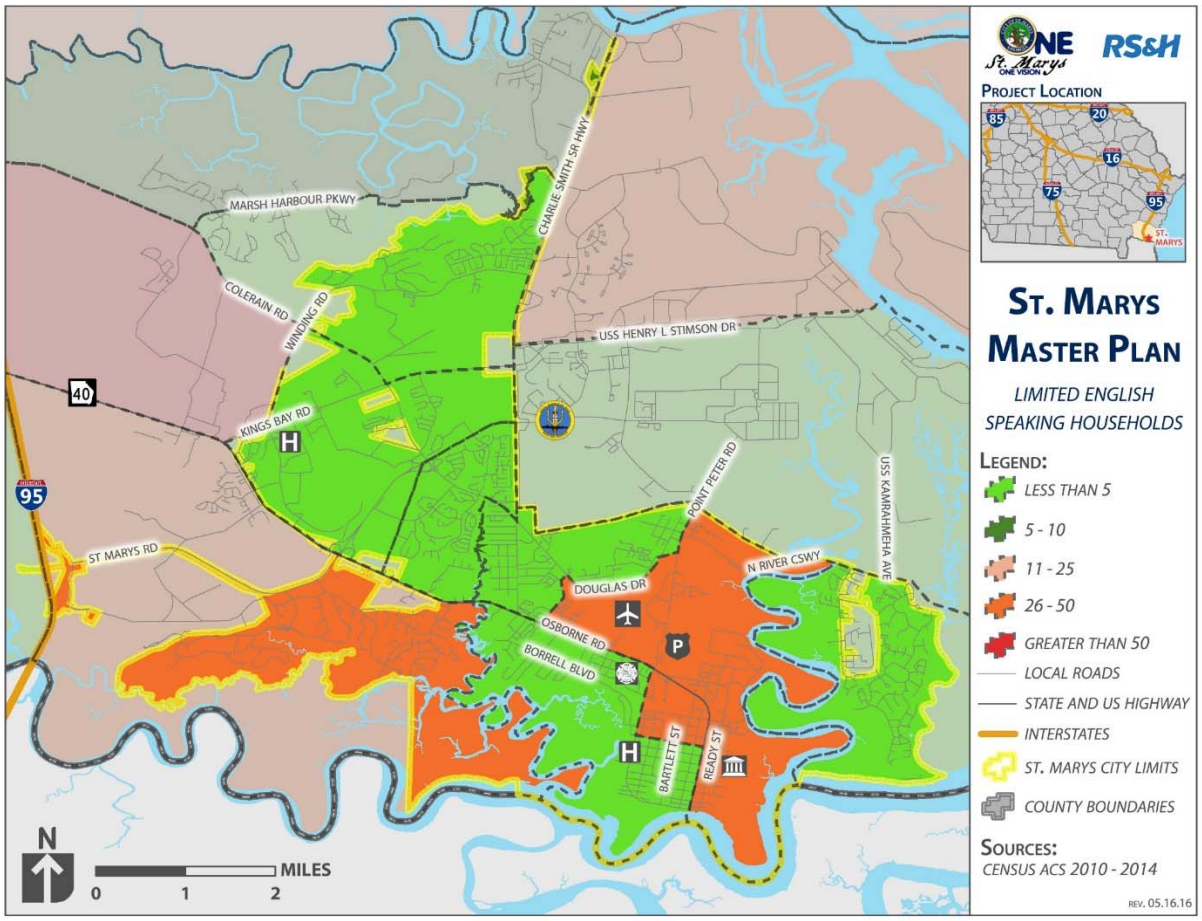
Figure 15: US Census Percent African American Population



According to the Federal Transit Administration Circular 4702.1A, persons that lack the ability to speak English well often work in jobs that require few communication skills, which tend to pay low-wages, and are likely to depend on public transportation because they cannot afford a car. Understanding their transportation options can be difficult for them because they are unable to access information that is traditionally communicated in English. In order to identify targeted populations that may face transportation barriers, households with Limited English Proficiency (LEP) [5]were identified and mapped. Figure 16 demonstrates two Census blocks with between 26 - 50 LEP households.

[5] *https://www.lep.gov/faqs/faqs.html*

Figure 16: US Census Limited English Speaking Households



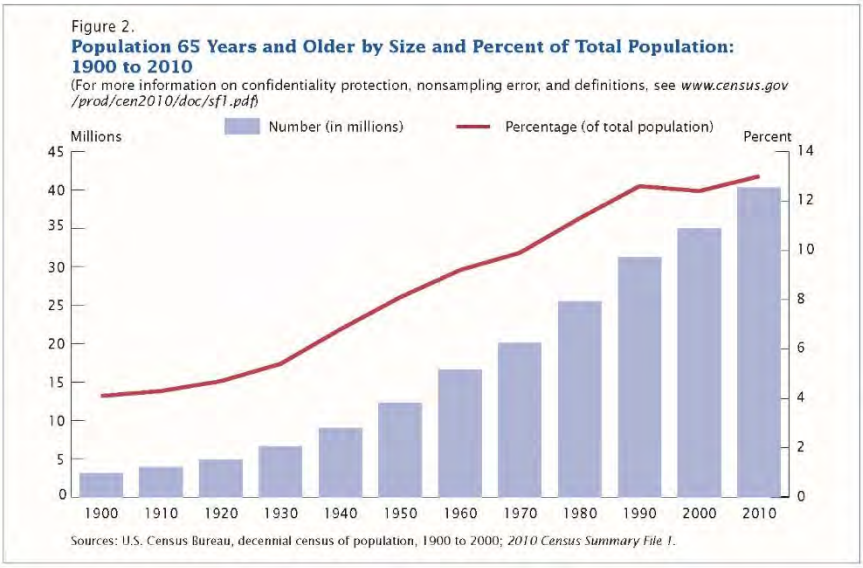
Understanding a community's age demographics is critical when examining transportation conditions to gain a comprehensive perspective on existing and future mobility limitations and needed supporting investments. The Federal Highway Administration and Federal Transit Administration recognize the aging population as an area of emphasis for transportation planning.

Aging is a major life transition that typically includes leaving the workforce and living on a fixed income. In addition, seniors may also face health and mental conditions that limit their ability to operate a motor vehicle. For suburban communities such as St. Marys, this dynamic is particularly challenging due to a lack of affordable and dependable public transportation options. In 2010, the American Association of Retired People (AARP) conducted a large scale survey of adults 65 and over, where participants were asked questions about aging in place;88 percent of respondents stated that they strongly agree with the following statement *"What I'd really like to do is stay in my current residence for as long as possible".*

Providing a variety of alternative transportation options is a key element of aging in place infrastructure for a community. As the aging population continues to grow, implementation of multimodal infrastructure will become a cornerstone of economic sustainability and quality of life.

The US Census Bureau defines "senior citizens" or "older populations" as individuals 65 years of age or older. The Baby Boom generation is the largest in US history, with more than 77 million people born between 1946 and 1964. The November 2011 US Census Brief on "The Older Population" states that more people were 65 years and over in 2010 than in any previous census, making up 13 percent of the US total population.

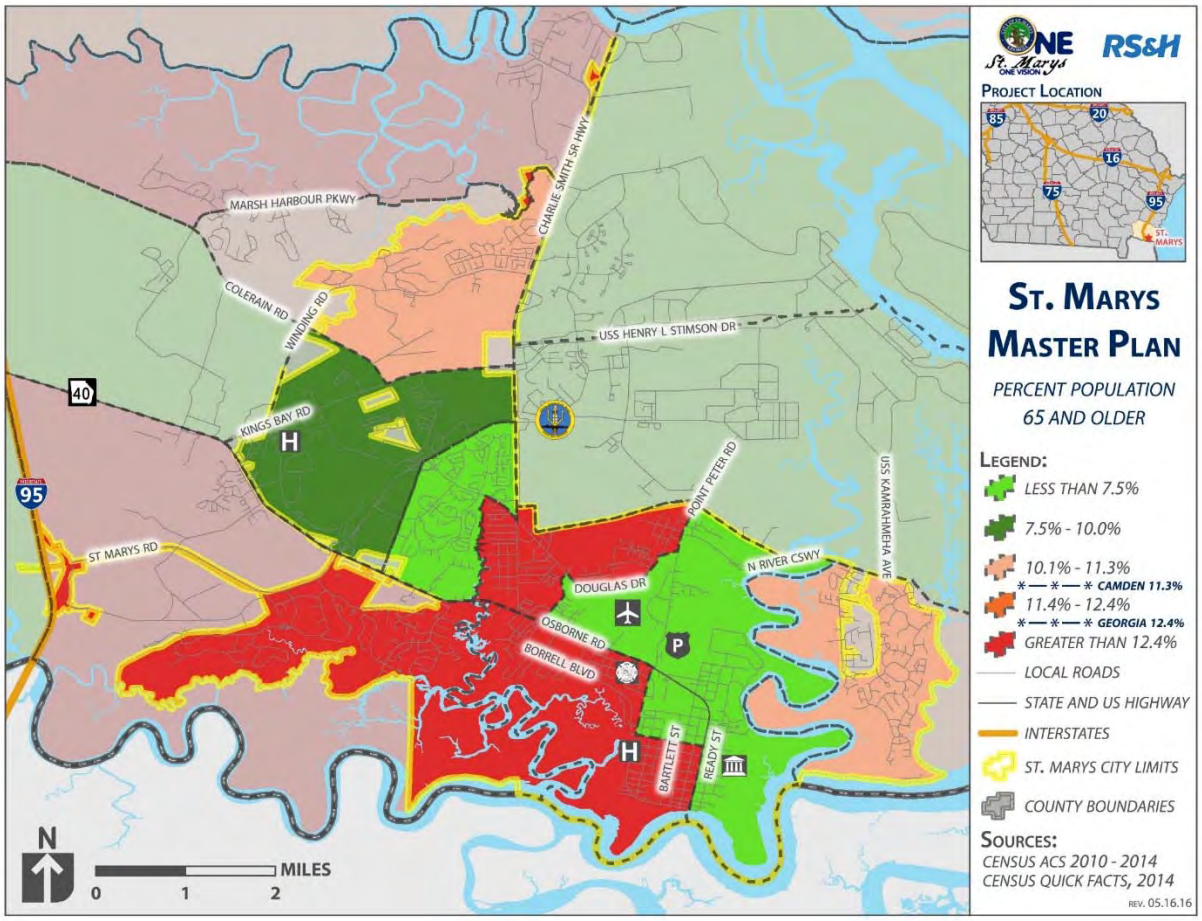
US Census: Total Population Over 65



Source: US Census Bureau

Between 2000 and 2010, the population 65 years and over increased at a faster rate (15.1 percent) than the total US population (9.7 percent). Georgia's population saw an increase of 31.4 percent in persons 65 and older and 29.6 percent in persons 85 and older from 2000 – 2010. In St. Marys, of the total 2010 US Census population of 17,126, 10 percent were 65 years and older. Figure 17 shows concentrations of population 65 and older within St. Marys. Two analysis zones, shown in red, have aging population greater that the Georgia State average of 12.4 percent.

Figure 17: US Census Population 65 Years and Older



Household Income

The Federal Poverty Level (FPL) is a measure of income issued every year by the Department of Health and Human Services to determine eligibility for financial assistance programs. This data also assists in the identification of populations with mobility limitations associated with a fixed low income. Table 3 provides a breakdown of Household income combined with the number of persons in a household that establishes the threshold for the FPL.

Table 3: 2014 Federal Poverty Level Index

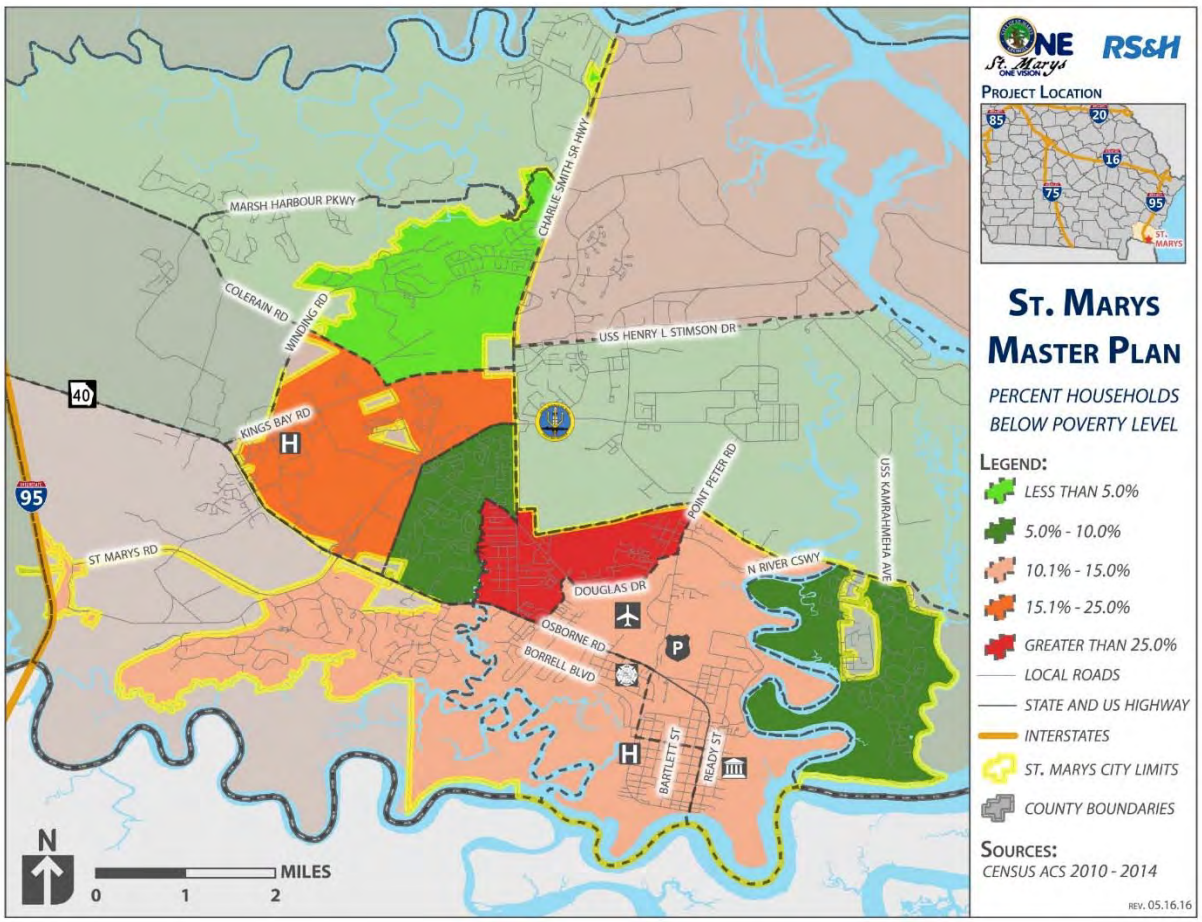
Persons in Household	2014 Federal Poverty Level
1	$11,670
2	$15,730
3	$19,790
4	$23,850

Persons in Household	2014 Federal Poverty Level
5	$27,910
6	$31,970
7	$36,030
8	$40,090

Source: Obamacarefacts.com

The US Census American Community Survey data was mapped to identify areas in St. Marys with concentrations of population falling below the FPL. Figure 18 shows low income households exceeding 15.1 percent in the orange and red highlighted analysis zones. The 2014 median household income for St. Marys is $51,442.

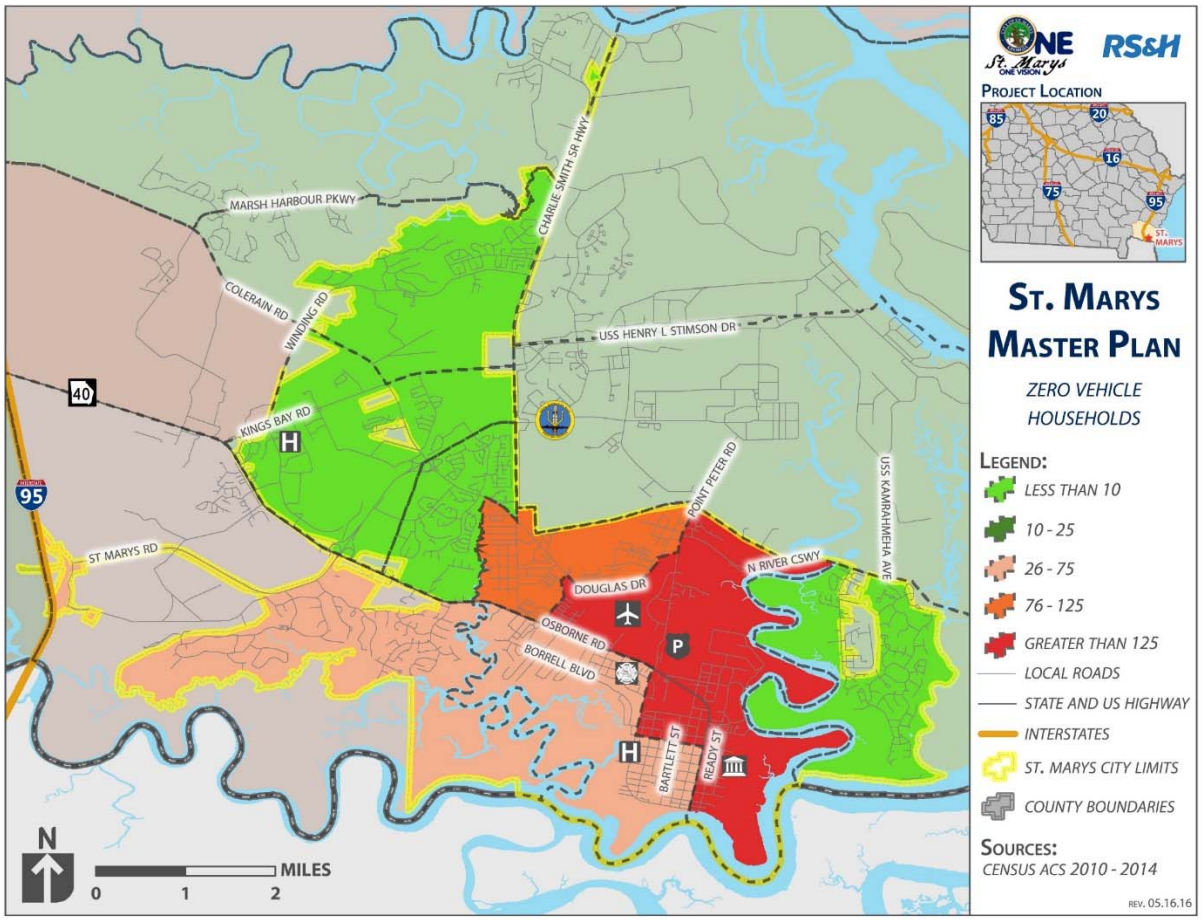
Figure 18: Percent Households Below Poverty Level



Zero Car Households

A key element in the transportation existing conditions analysis is identification of households without access to a motor vehicle. While over 98 percent of households in St. Marys have access to two or more vehicles, concentrations of zero car households can be seen highlighted in red and orange in Figure 19.

Figure 19: Number of Zero Vehicle Households



Review of Previous Plans

The City of St. Marys, Camden County, the Kings Bay Naval Base and other local, regional and state partners have undertaken a number of transportation plans with various areas of emphasis and project recommendations. Table 4 provides an overview of the transportation findings and recommendations found in each of the studies. Where available, online sources for each document has been provided.

Table 4: Summary of Existing Plans

	Summary of Existing Plans
1	Camden County: Ready for Growth - 2005 The Ready for Growth document was undertaken by The Camden Partnership, Inc. in response to questions pertaining to Camden County's ability to handle anticipated growth associated with the NSBKB Base Realignment and Closure (BRAC) recommendations. Several community growth readiness factors were analyzed, including transportation. The report discusses vehicular traffic infrastructure, relocation of the St. Marys Airport, the 5311 funded public transit service, and sustainability of the railroad. http://www.thecamdenpartnership.org/Documents/Camden%20County%20Ready%20for%20Growth.pdf
2	Camden County Bicycle and Pedestrian Plan - 2005 This plan was prepared by the Coastal Regional Commission (formerly the Coastal Georgia Regional Development Center) for Camden County, Kingsland and St. Marys. The analysis identifies local non-motorized transportation needs, goals, and objectives, identifies crash hot-spots, and provides prioritized project recommendations with cost estimates. These projects were screened to determine current status and evaluate if current conditions still support the proposed projects. http://www.stmarysga.gov/Camden_County_BP_Plan.pdf
3	Camden County Joint Comprehensive Plan – 2008 This plan was prepared by the Coastal Regional Commission (formerly the Coastal Georgia Regional Development Center) for Camden County, Kingsland, St. Marys, and Woodbine. The transportation element of the Comprehensive Plan included policy and project-specific recommendations with projected funding sourced from SPLOST and Municipal General Funds. The project recommendations were primarily focused on vehicular infrastructure investments, staffing, and multimodal transportation elements. In the Community Agenda's Implementation Measures, recommendations include updates to development codes and ordinances to require sidewalk and trail infrastructure for all new residential developments, promotion of a public transit system, support for water taxi service to other cities, support for the St. Marys Railroad to maintain viability, redevelopment of the Airport, improvement of emergency evacuation routes, adoption of corridor overlay districts on road corridors to protect tree canopy buffers, continuation of excellent working relationship with GDOT on projects within the City, and a variety of trail improvement strategies.

	http://www.stmarysga.gov/document_center/plans_reports_studies/Joint_Comp_Plan.PDF
4	Camden Kings Bay Joint Land Use Study (JLUS) - 2014 This study was conducted by AMEC Environment & Infrastructure, Inc. The transportation element of the JLUS plan includes a comprehensive cross section of modes including vehicular, water-based, air, airspace, railroad, and bike/ped trail. Transportation specific recommendations includes: • Relocate St. Marys Airport • South-Gate closure coordination with St. Marys • Monitor Cumberland Harbor development and recreational boating activity • Monitor proposed spaceport development • Use access management techniques to maintain acceptable Level of Service • Perform planned maintenance and enhancements to existing infrastructure • Advance planning for hurricane evacuation route conflicts on corridors leading to I-95 • Collaborate to expand St. Marys bike/ped trial system • Prepare multijurisdictional comprehensive Long Range Transportation Plan • Continue to coordinate economic development efforts among local agencies and the St. Marys Railroad to recruit industries that will be rail customers, creating local jobs and enhancing the economic viability of the railroad http://www.stmarysga.gov/docs/JLUS_Joint_Land_Use_Study_R__5_2014.pdf

In addition to the local transportation plan review, state and regional transportation plans were also reviewed to identify projects and recommendations pertinent to the city of St. Marys. These plans include the Statewide Transportation Improvement Program (STIP), described previously in this report, and the East Coast Greenway / Coastal Georgia Greenway planning resources.

http://www.dot.ga.gov/IS/STIP

http://coastalgeorgiagreenway.org/

Stakeholder and Public Input

Process

Public and Stakeholder involvement is a critical element of any planning process and is particularly true for a transportation master plan. With the complicated funding scenarios and sources, and the often complex operational and safety issues, public and stakeholder involvement must also include an educational element, in addition to the participation element.

For consistency in planning and participation efforts, the Transportation Master Plan outreach and involvement was fully integrated with the St. Marys Masterplan process. A common Steering

Committee was utilized to eliminate redundancy and leverage the local knowledge and insights in balance with the comprehensive range of community planning elements. The Steering Committee is comprised of:

Councilmember Elaine Powierski

Fred Mercier

Joseph Antao

Joseph Holler

Kenneth Lyons

Michael Rich

Steve Howard

Tanya Glazebrook

William Deloughy

Summary of Meetings

The Committee met regularly throughout the transportation planning process and provided insights regarding existing conditions, issues and opportunities, and public outreach strategies. The following provides dates and generalized meeting content for Steering Committee meetings where transportation was the primary topic of discussion.

- April 7, 2016: Transportation Existing Conditions and Planning Process
- September 7, 2016: Issues, Opportunities, and Strategies

In addition to regularly scheduled meetings, the Steering Committee, and independently established sub-committees, convened periodically to engage in additional discussion.

The Steering Committee was also an integral part of the public education and outreach element of the planning process. The public involvement process included an interactive public workshop, public survey questions, and online information sharing via the City of St. Mary's website.

The Transportation Public Workshop was held on May 17, 2016 at the St. Marys Senior Center from 6:00 PM – 8:00 PM. The meeting consisted of a brief presentation providing an overview of the planning process, a

City of St. Marys Master Plan Website

Source: www.stmarysga.gov

synopsis of the existing transportation conditions, and guidelines for the interactive mapping element of the meeting. Large format maps were provided at three workshop stations where participants were encouraged to identify issues and opportunities throughout the community. Members of the planning team were available at each station to answer questions and collect additional comments. The workshop was well attended, with over 40 participants, including representation from various economic and demographic populations.

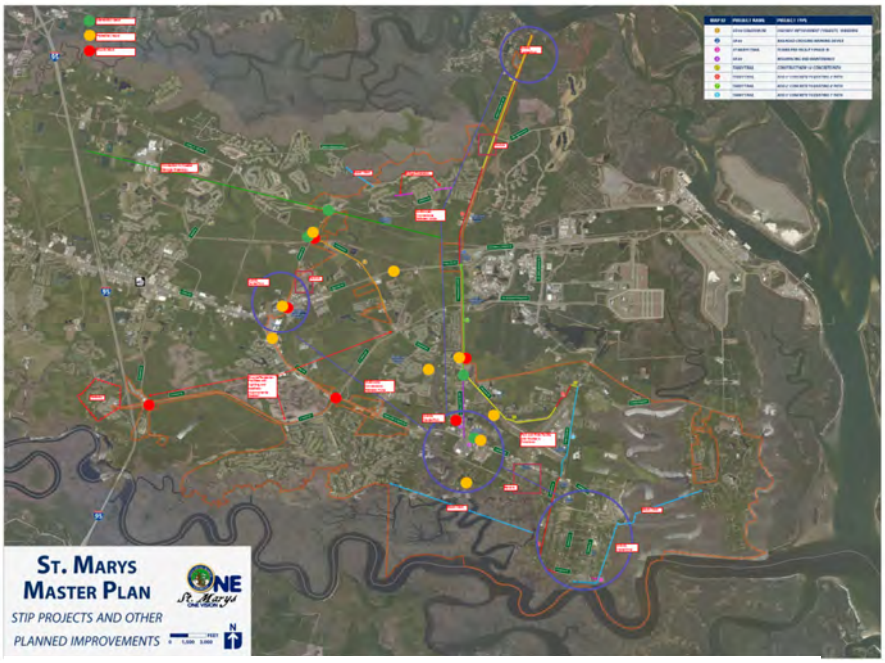
The results of the public workshop and survey will be discussed in the Issues and Opportunities chapter of this report.

Issues, Opportunities, and Strategies

Transportation issues and needs were identified by community members through the public survey, public workshop, and the Steering Committee. The planning team aggregated the identified issues and analyzed each to establish recommended strategies and next steps. A comprehensive table, and corresponding maps, documenting all identified issues can be found in the Appendix of this report.

The adjacent Figure demonstrates issues and needs identified during the public transportation workshop, and is provided for graphic representation of how responses were recorded. Results from the public workshop were shared with the Steering Committee and made available to the public through the study website.

Figure 20: Public and Stakeholder Comments Map



Source: RS&H

Areas of Emphasis

Based on feedback from all elements of the community through the public and stakeholder involvement process, several areas of emphasis emerged, including:

- Exit 1
- Gateway Improvements
- Bicycle/Pedestrian Accommodations and Safety

Exit 1

Due to significant concern regarding I-95 Northbound Exit 1, special focus was given to identify previous, existing, and planned improvements. Citizens and stakeholders expressed concerns ranging from the timing regarding the Welcome Center reopening, the roadway and ramp configuration transitioning from I-95 NB to St. Marys Road, wayfinding opportunities for visitors, and local involvement in the state and federal planning process. The following table was developed to establish a comprehensive 20 year timeline documenting investments and planning efforts pertaining to Exit 1.

Table 5: 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.

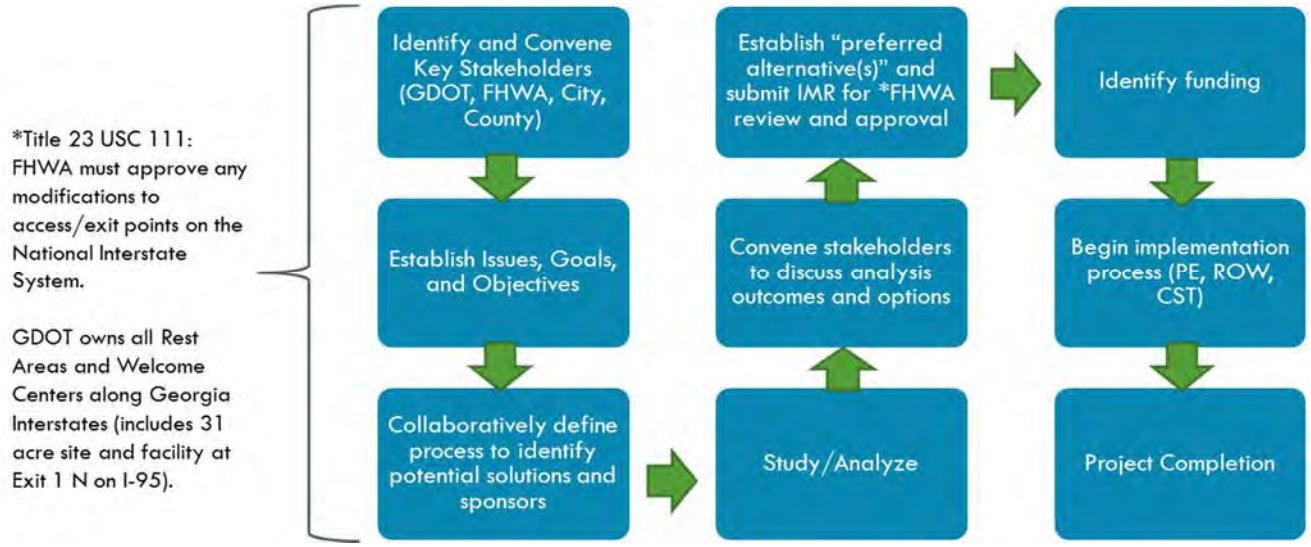
As demonstrated in the Table 5, significant coordination has occurred between local, state and federal agencies over the last 20 years. Improvements to the Welcome Center were completed in September 2016, including landscape upgrades, HVAC improvements, sewer repairs, and modernization of the interior. This project was part of a statewide initiative to improve and upgrade Georgia's welcome centers managed by the Georgia State Financing and Investment Commission (GSFIC).

Addressing interchange issues and concerns for Exit 1 has followed the Federal planning process beginning with operational and safety assessments. In February 2016, GDOT authorized funding in the STIP for the I-95 NB Ramp to establish a project scope for operational and safety improvements for the interchange.

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

The GDOT scoping project will identify needed improvements and advance the project(s) towards funding for implementation. If short-term operational and safety projects are not successful in mitigating transportation issues, an Interchange Modification will be the next step to address the needs. Identifying modifications for interchanges accessing the National Interstate System must follow a prescribed process and include the development of an Interchange Modification Report (IMR). A generalized IMR process flow chart is shown in Figure 21 to demonstrate the complexity of the process and cite Federal and State regulations and requirements of the process. It is critical to note that the IMR process is lengthy, and due to the high cost of reconstruction/modification associated with interchanges, funding can take a substantial amount of time to identify.

Figure 21: Generalized IMR Process



Combined efforts from local, state and federal partners has resulted in financial partnerships to improve conditions through planning and project implementation. Local Maintenance and Improvement Grant (LMIG) funding was provided by GDOT to assist in intersection improvements at St. Marys Road and Haddock Road, adjacent to the Pilot fueling station. A project has been authorized that will improve truck turning radii conflicts and alleviate stacking issues at the intersection. Continued coordination will be critical as the Scoping Project PI001400 is conducted and recommendations are developed.

Gateway Improvements

Establishment of a gateway that adequately reflects the character of St. Marys was a recurring topic of discussion and concern by citizens throughout the planning process. Critical gateway improvement areas were identified that would inform visitors about areas of interest in the community and direct travelers towards tourism focused destinations. The areas identified as key improvement locations include:

- St. Marys Road at I-95 NB Exit 1
- St. Marys Road Interchange at SR40 / Osborne Road
- SR40 / Osborne Road Corridor

The first focus area identified at the I-95 NB Exit 1 has recently undergone an aesthetic upgrade including a robust landscaping project described above. The upgrades follow design recommendations developed by Thomas and Hutton Engineering in 2014 and also includes upgraded signage, lighting and public art installation. The following rendering demonstrates the planned improvements for this gateway focus area. St. Marys is actively working to identify additional funding for implementation of the remaining recommended design elements.

Figure 22: Gateway Enhancement Project Conceptual Sketches

Source: City of St. Marys, Thomas & Hutton

The next gateway focus area is located at the interchange of St. Marys Road and SR 40/Osborne Road. Concerns expressed for this intersection include a lack of aesthetic elements that mirror the St. Marys sense of place and a lack of wayfinding signage guiding motorists towards tourism based destinations.

St. Marys Road intersects with SR 40 / Osborne Rd at a three legged intersection where visitors will either pass through the signal controlled intersection during a green light cycle, or be stopped by a red light cycle. This provides two potential gateway experiences that must be considered when establishing aesthetic improvement feature and signage recommendations.

The approach to the intersection on St. Marys Road has adequate shoulder clearance for consideration of features such as landscaping, lighting, and signage. Placement of signage along this corridor will provide motorists experiencing a green light cycle the opportunity to view wayfinding information prior to approaching the intersection. The implementation of a raised landscaped median on St. Marys Road also improves the aesthetic quality of the corridor.

At the intersection of St. Marys Road and Osborne Road, additional opportunities are available for landscaping, signage, and other site features. Removal of inadequate signage will be key in promoting an aesthetically pleasing and effective wayfinding experience for the traveling public. Signage and site features at this location should mirror those implemented at St. Marys Road/I-95 NB Exit 1 to maintain a cohesive and coordinated theme. The following images show current conditions and potential improvements.

CURRENT CONDITIONS

POTENTIAL IMPROVEMENTS

The third gateway focus area is the SR 40 / Osborne Road Corridor. This roadway varies in number of lanes, access controlled median infrastructure, sidewalks, and landscape elements. The more urbanized areas within the corridor have raised concrete medians, while the suburban areas have flush, two-way turn medians and rural areas transition to four lanes with no median. Where medians are present, opportunities for landscaping should be considered in close coordination with the GDOT.

Due to development and natural conflicts along the corridor, right-of-way constraints may limit the opportunities for multipurpose paths, wayfinding signage, and/or landscape upgrades. The corridor should be assessed to determine which elements will be feasible considering existing traffic and adjacent land use conditions, and work closely with GDOT to determine appropriate improvement elements and potential funding avenues. Elements considered within this corridor should again mirror those implemented at other key gateway areas to ensure the consistent St. Marys theme is communicated to the traveler.

Bicycle/Pedestrian Accommodations and Safety

St. Marys residents expressed concern regarding a lack of connected bicycle and pedestrian infrastructure and the corresponding safety issues. While concern was expressed for all members of the community, Safe Routes to Schools was a reoccurring area of emphasis at the public workshop, Steering Committee meetings and in the public survey responses.

The 2005 Countywide Bicycle and Pedestrian Plan conducted a thorough analysis of non-motorized infrastructure deficiencies and safety issues throughout the county and local municipalities. The results from this study included project specific recommendations provided in Table 6, along with the current status of these projects. Each project was reviewed to ensure consistency with current conditions and all were found to be valid projects.

Table 6: 2005 Countywide Bicycle and Pedestrian Plan Recommendations

Road Name	Length (Miles)	Project Type	Project Limits	Construction Cost (2005 estimates)	Status	Notes
East Dillingham Street	0.08	Sidewalk	From Osborne St. to Ready St. adjacent to school	$6,336	Incomplete	Safe Routes to Schools
Plantation Village Drive	0.5	Sidewalk	Extend sidewalk from Cherry Point Circle to western terminus of Plantation Village Dr. and over the ditch, further down along west side of drainage ditch to Winding Rd.	$39,600	Incomplete	Safe Routes to Schools
Winding Road	0.51	Sidewalk	From drainage ditch on Winding Rd west to the entrance of Sugar Mill ES.	$40,392	Incomplete	Safe Routes to Schools
Borrell Blvd.	0.56	Sidewalk	Extend the existing sidewalk on Borrell Blvd to West Ashley St. and then to Dilworth St. on West Ashley St.	$44,352	Incomplete	
Kings Bay Road	0.46	Sidewalk	State Route 40 to Winding Road	$36,432	Incomplete	
Winding Road	2.92	Sidewalk	Kings Bay Rd. to Sugar Mill Elementary	$231,264	Incomplete	
Rail to Trail	1.97	Shared Use Path	St. Marys Rd. to City Smitty Drive	$295,500	Incomplete	Transportation Enhancement
St. Marys Corridor	5.5	Shoulder	St. Marys Road (I-95 to Spur 40)	$275,000	Incomplete	

The following table provides a list of issues/needs identified through the planning process and the recommendations identified to address these issues. The table is organized by the various transportation components of the transportation plan.

Table 7: Transportation Master Plan Issues and Strategies

Transportation: Multimodal	
IDENTIFIED ISSUES	**OPPORTUNITIES/STRATEGIES**

<u>Golf Carts</u>
• Lack of information for golf cart accessible roadways.
• Lack of golf cart accessible facilities and amenities.
• Unsafe and confusing golf cart accessible designations on local roads.
	• Modify existing ordinance to meet following goals:
	  • Limit carts to city roads posted at 25 mph or less
	  • No non-Georgia licensed carts on any state or federal road
	  • Carts may only be operated by persons with driver's license
	• 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.
	• Consider long range goal to encourage and incentivize local businesses to install charging stations for carts and electric vehicles.

<u>Trails</u> • Rails to Trails facility to Gum Branch Nature Preserve is needed. • Bicycle paths along the rail corridors are needed. • Improved connectivity through marsh/wetlands is needed. • Crooked River State Park Trail has no identified funding source for implementation.	• Review and update 2005 Camden County Bicycle and Pedestrian Study to reflect current conditions. • Assess local opportunities for implementation of trails using abandoned rail corridors and utility easements. • Coordinate with local, state, regional and private agencies/organizations to identify opportunities for planning, design, and construction resources and funding. • Establish and prioritize a comprehensive trails project list to maximize local investments and guide implementation efforts. • Encourage interconnectivity for all new developments. • Identify and map all city rights of way and easements that might be available for trail use.

Transportation: Multimodal (continued)	
IDENTIFIED ISSUES	**OPPORTUNITIES/STRATEGIES**
<u>Bicycle/Pedestrian</u> • 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 SR 40/Osborne Rd. 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. • 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. • Pedestrian and bicycle facilities should developed along utility easements. • Safe crossings for access to schools are needed.	• Partner 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. • Building on existing studies, conduct a focused corridor study for SR 40/Osborne Rd. 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. • Perform maintenance audit for non-motorized facilities and incorporate in St. Marys Capital Improvement Projects list for maintenance and upgrades. • Coordinate with GDOT to assess crossing opportunities on Charlie Smith Highway/ SR 40 between Colerain Rd and SR 40/Osborne Rd.

Transportation: Multimodal (continued)	
IDENTIFIED ISSUES	**OPPORTUNITIES/STRATEGIES**

<u>Public Transportation</u>
• 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.
• St. Marys Senior Center transit shuttle has aging buses and operates above capacity on certain days.
	• 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 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. Incorporate feasibility of St. Marys shuttles in partnership with private agencies (university, hospital, base, etc.) and special event transport.
	  • Explore opportunities to partner with private transportation providers (E.g. Uber, Lyft) that offer shared car service to provide low cost transportation for transportation disadvantage populations.
	  • Identify capital equipment needs for the St. Marys Senior Center transit program and assess opportunities for program expansion.
	• Explore alternative funding sources/grant programs for public transportation capital and operational improvements.
	• Assess the feasibility of ferry service from St. Marys to Fernandina Beach and explore the opportunity for financial partnership with the State of Florida.
	• Review taxicab ordinance and perform analysis to determine if regulatory or enforcement policies and procedural updates are needed.

Transportation: Roadway	
IDENTIFIED ISSUES	**OPPORTUNITIES/STRATEGIES**
• Need aesthetic improvements combined with access management along SR 40/Osborne Rd.	• Building on existing studies, conduct focused corridor study for SR 40/Osborne Rd. for implementation of raised and landscaped median, improved bicycle and

• Better signage on SR 40/Osborne Rd. is needed for visitors and wayfinding to service roads. • A road diet for SR 40/Osborne Rd. with landscaping is needed. • Freight cars should be removed from rail lines crossing Dilworth. • Coordination with GDOT on roadway improvements is needed. • Exit 1 lacks clear direction for motorists to access St. Marys and confusion in accessing welcome center.	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. • Improve St. Marys owned signage at Exit 1 and other intersections within the city to be more uniform and aesthetically attractive.

Transportation: Connectivity

IDENTIFIED ISSUES	OPPORTUNITIES/STRATEGIES
• We need to connect people to places. • Less cul-de-sacs and dead end streets which limit mobility.	• Review local municipal design standards and development ordinances for opportunities to incorporate provisions for community inter-connectivity, including the connection of cul-de-sacs to adjacent roadways and/or other cul-de-sacs. • Consider aesthetic changes to sidewalks and walkways in select areas of the city.

Transportation: Traffic/Parking

IDENTIFIED ISSUES	OPPORTUNITIES/STRATEGIES
• 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.	• Assess the feasibility of parking infrastructure, including former airport site, to support special events, including parking garage and surface parking facilities. • 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.

• Need long term goals for SR 40/Osborne Rd. focused on approaches for tourists and mill access. • Parking and shuttle services should be located out of the former airport property. • 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.	• Coordinate with local law enforcement agency to identify and address speeding in and around neighborhoods. • Develop parking and traffic flow patterns that will be compatible with and will protect residential areas as industrial, commercial and tourism related development occurs.

Transportation: Intersection Operations	
IDENTIFIED ISSUES	**OPPORTUNITIES/STRATEGIES**
• Winding Road at Colerain Rd. 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.	• 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: Safety	
IDENTIFIED ISSUES	**OPPORTUNITIES/STRATEGIES**
• Focus on safe routes to schools for St. Marys Middle School.	• Local safety projects along the Federal Highway system should be identified, coordinated with city and county officials, and submitted to the Georgia

• 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.	Department of Transportation and Federal Highway Administration 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. • 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 SR 40/Osborne Rd. and N 1st Street.
Transportation: Community	
IDENTIFIED ISSUES	**OPPORTUNITIES/STRATEGIES**
• A gateway into St. Marys along SR 40/Osborne Rd. 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.	• Upgrade intersection of St. Marys Road and SR 40/Osborne Rd. interchange to incorporate gateway elements including signage for wayfinding, lighting upgrades, landscaping and pedestrian improvements. Theme of gateway elements should be consistent with existing St. Marys historic theme. • Assess feasibility and potential locations for additional boat dock facilities and associated improvements. • Age in place infrastructure elements have been addressed in previous strategy sections.

Funding and implementation

Every transportation funding source has some associated challenges, which are a consideration prior to establishing a funding strategy for implementation of the various elements of the St. Marys Transportation Master Plan. Challenges may include elements such as a competitive grant processes, limitations on what revenues can be used for, and many sources require that funds be used for capital projects only with no support for the ongoing operational and maintenance costs. The following revenue sources have been stratified into Federal, State, Local and Other, and describes the categories of funding available within each of these revenue streams.

Sources

Federal Funding

A significant portion of public funding for transportation projects is derived from a core group of federal programs including the National Highway Performance Program (NHPP), Surface Transpiration Program (STP), Transportation Alternatives Program (TAP), and the Highway Safety Improvement Program (HSIP). Funding for the Federal-aid Highway Programs are apportioned to each state by formula and then further apportioned to Metropolitan Planning Organizations and rural communities such as St. Marys.

The federal transportation law, Moving Ahead for Progress in the 21st Century, (MAP-21) consolidated many of the dedicated funding streams for active transportation projects such as Transportation Enhancements, Safe Routes to School, and Recreational Trails, into a single program. MAP-21 also increased the Highway Safety Improvement Program, clarifying that the safety of all modes of transportation should be improved, rather than the singular focus on motorists.

In December 2015, President Barack Obama signed into law the FAST (Fixing America's Surface Transportation) Act, authorizing federal transportation funding through 2020. While many of the funding categories from MAP-21 remain in effect, modifications to the Transportation Alternative Program (TAP) was repealed from the US Code. The FAST Act estimates approximately $800 Million per year in national apportionments for non-motorized projects that will be allocated by formula to state DOT agencies.

Due to St. Marys' designation as a rural city, federal funding is awarded to the GDOT and made available for improvement projects through the Statewide Transportation Improvement Program (STIP) which is updated on an annual basis.

Additional federal funding sources are available for transportation improvement projects including the following:

- Transportation Investment Generating Economic Recovery (TIGER): This discretionary grant program provides funding for the US Department of Transportation to invest in road, rail, transit and port projects. In order to be selected, TIGER grant funded projects must demonstrate an ability to achieve critical national transportation objectives. The TIGER grant is a highly competitive application process. Successful applications typical include elements that are multi-modal, multi-jurisdictional and/or considered challenging to fund through traditional funding programs.

- Federal Lands Transportation Program (FLTP): This program funds projects that improve access within national forests, national parks, national wildlife refuges, national recreational areas, and other federal public lands. Funds can also be used for transportation facilities in the national federal lands transportation inventory, which are owned and maintained by the federal government.
- Federal Lands Access Program: This program provides funding for construction or enhancement projects that improve access to transportation facilities on or adjacent to federal lands. Eligible activities include multimodal provisions.
- Tribal Transportation Program (TTP): This program was established to address tribal governments' transportation needs under 23 USC 202. Bicycle and pedestrian facility development and education are eligible expenditures.
- Land and Water Conservation Fund: The National Park Service program funds acquisition or development of land and facilities that provide or support public outdoor recreation. The program is administered by the Department of Parks and Recreation at the state level.
- Rivers, Trails, and Conservation Assistance: The Rivers, Trails and Conservation Assistance Program is the community assistance department of the National Park Service. The program provides technical assistance to communities working to preserve open space and develop trails.
- Community Development Block Grants: The Department of Housing and Urban Development (HUD) provides funding for community improvement projects that help to revitalize neighborhoods. Bicycle and pedestrian facilities may be eligible if contributions to community revitalization can be demonstrated.

State Funding

The following State programs provide funding for transportation projects in Georgia.

- Local Maintenance and Improvement Grant (LMIG): The Local Maintenance and Improvement Grant (LMIG) program includes a formula funding component for local governments to utilize for transportation projects. These funds are distributed utilizing a formula based on 2/3 paved and unpaved centerline miles and 1/3 population for each local government in the State. Eligible projects under the LMIG program include including patching, widening, turn lanes, rehabilitation, intersections, traffic signals, safety upgrades, culvert/bridge repair, and sidewalk/bike lane improvements that are within the roadway right of way.
- Quick Response Project Funding: The quick response project program funds improvements that can be implemented in a short period of time to improve safety and security of the traveling public. Generally, projects are under $500,000 and typically include restriping, intersection improvements, turn lane additions and extensions, lighting, and signage.
- State Road and Toll Authority (SRTA): This revolving infrastructure investment fund was established by House Bill 1019 in April 2008 and policies approved by SRTA's Board of Directors on June 29, 2009 provide grants and loans to Community Improvement Districts (CIDs), state, regional and local government entities. These funds are used to support transportation improvement projects throughout the state through a competitive application process. The objectives of this grant program are to increase viability for projects limited by traditional funding sources, advance and accelerate projects with a strong match component, add

transportation and economic value to the State and encourage innovation. Thus far, the program has awarded over $20 million in grants and loans to CIDs and local governments for a variety of capital improvement projects. The average award for the SRTA/GTIB grant is $1 million dollars and have included a strong local match. While all phases of a project are eligible, the most competitive project applications are construction/capital improvement based.

- Public Private Partnership (P3): A contractual agreement between a public and private entity is used to facilitate the development of new transportation facilities or improvement of existing facilities. The interest in P3s by local governments is growing as a way of generating resources for transportation infrastructure by leveraging the limited state transportation funds through partnerships with the private sector. P3 project funding takes many forms including special taxing districts, land or cash donations, impact fees and other arrangements. There is also a diverse range of partnership agreement types.

Local Funding

Local sources of funding for non-motorized transportation improvements vary from one community to the next. The following funding categories identify accepted potential avenues to generate local revenues for bicycle and pedestrian projects.

- General Funds: The General Fund is an accounting mechanism used by government agencies and non-profit entities to budget for revenues not specifically designated to be accounted for by any other fund. The general fund provides resources to maintain day-to-day functions and pays for administrative and operating expenses. The primary sources of revenue for local government General Funds are property taxes. Funding for transportation investments from local government general funds often varies from one budget cycle to another and depends heavily on local priorities and available resources. General fund resources are most commonly used for operations and maintenance of local transportation facilities.
- Special Purpose Local Option Sales Tax (SPLOST): A 1% sales tax levied at the City or County level. With voter approval, the local sales tax rate can be increased and used for specific capital outlays including transportation projects. The revenue generated by SPLOST cannot be used for maintenance projects or towards operating expenses.
- Developer Impact Fees: One-time fees applied to new developments assessed by local governing authorities, impact fees are a financial tool used to reduce the gap between available resources and funding needed to provide additional public facilities. More commonly, developers may contribute right of way, or contribute to the cost of certain improvements in the vicinity of a development voluntarily or as an exaction during the development review process. Under State Law O.C.G.A. § 36-71, exactions must be relatively proportional to the anticipated impact of the development and the funds collected cannot be used for operation, maintenance, repair, alteration or replacement of existing capital facilities.

- Improvement Districts

    - Business Improvement District (BID) – Within a BID, businesses agree to pay an additional tax or fee in order to fund improvements within the area. While sharing similar goals with CIDs, BIDs are voluntary assessments on businesses only and do not have the ability to leverage state and federal monies for infrastructure construction and improvements.

    - General Improvement District (GID) - The purpose of a GID is to provide municipal services to an area that does not wish to incorporate with a City in order to acquire the full range of services. The implementation of a GID is most effective when used in an area that will require ongoing operation and maintenance of the facilities chosen for implementation. County Commissioners have significant authority in determining whether or not a GID can be formed considering the necessity of the district for public convenience and the economic feasibility of the district. Methods for obtaining finances for a GID are fairly broad and include levying ad valorem taxes, fees, special assessments, borrowing and/or issuing securities such as bonds.

    - Community Improvement District (CID) - A CID is a limited taxing mechanism with a specific geographical area used for funding certain governmental services including street and road construction, maintenance, and public transportation systems. The additional tax revenues created by a CID are spent on area improvements within the defined district. A CID can be administered by a city governing authority and can levy taxes, fees and assessments not to exceed 2.5 percent of the assessed value of the real property used for non-residential purposes. Georgia law regulates the creation of CIDs by requiring voluntary participation by a certain portion of property owners with a certain portion of the tax value in the area. Although the tax is collected by the County Tax Commissioner, a CID is created under state law by a majority of the area's property owners, not by the county.

- Tax Increment Financing (TIF) is a method to use future gains in taxes to subsidize current improvements. In this approach, a special district, called a Tax Allocation District (TAD), is created and improvements are made within the district. For Cities to designate an area a TAD, a specific geographic area must be identified that has the potential for redevelopment, but which suffers from blight or “economically or socially distressed” conditions. Generally, improvements implemented using TIF funding will stimulate private sector development increasing the value of surrounding real estate and therefore generating additional tax revenue. Before development begins or improvements are made, the tax rate within the taxing district is frozen. Taxes continue to be paid, but the difference between the original assessed tax and the tax on assessed value after the improvements (the tax increment) is deposited into an account that is used to pay off the bonds that were sold to finance the improvements. The tax increment funds collected can be leveraged for more improvements within the district.

- Voluntary Assessments: Voluntary Assessment Fees, also known as Project Investment Fees, function as a supplemental sales tax. This tax is typically imposed on a voluntary basis by landlords on their tenants. An example of this funding mechanism is a voluntary tax assessment imposed by a shopping center to fund project-area infrastructure improvements.

Other Sources

In addition to State, Federal and Local funding programs, there are thousands of private organizations and foundations that provide grant assistance to local governments for construction of transportation facilities. Examples of private funding for multimodal projects can be found at

www.nrpa.org and www.foundationcenter.org.

Similar to Federal and State discretionary programs, private grants are typically awarded through a competitive application process and have application criteria and limitations on use.

Implementation

As previously stated, each funding source will have unique application requirements and qualifications. Prioritized transportation projects should be evaluated to determine which funding sources are most appropriate considering application criteria, eligible project expenditures, and administrative capacity to manage the process.

A significant majority of funding and grant programs require proof of local commitment to the project through financial contributions or "local match". While some programs have established minimum match requirements, others treat local match as an informal criteria that makes a project more competitive in the grant application process. A typical minimum match for discretionary or competitive grants is, no less than, 20 percent of the project cost. In order to make local projects more competitive for federal, state and alternative funding programs, consideration should be given to establishing local revenue for transportation projects.

Specific activities and steps for implementation, including timeframe over the next five years are included in the Short Term Work Program (STWP). The STWP also identifies the project implementation timeframe, the responsible entity, and cost estimate and source of funding. The transportation projects identified for inclusion in the STWP are shown in the following table.

ST. MARYS MASTER PLAN TRANSPORTATION ELEMENT: 5-YEAR SHORT TERM WORK PROGRAM

Project Description	Year Begin	Year End	Responsible Party	Cost Estimate/Source
Ordinance Review/Update				
Modify existing ordinances regarding golf cart operations	2017	2020	City	Staff Time/Gen. Fund
Review and update, if needed, taxicab ordinance	2017	2020	City	Staff Time/Gen. Fund
Review design standards and development ordinances and update to include opportunities for community inter-connectivity and protection of residential areas as development occurs	2017	2020	City	Staff Time/Gen. Fund
Develop specific golf cart operation public information and education materials	2017	2018	City	$5,000/Gen. Fund
Studies and Updates				
Review and update 2005 Camden County Bicycle and Pedestrian Study	2017	2018	City/Consultant	$30,000/Gen. Fund
Establish and prioritize a comprehensive trails project list	2018	2019	City	$15,000/Gen. Fund
Identify and map all city rights of way and easements	2017	2019	City	Staff Time/Gen. Fund
Conduct corridor study for US 40/Osborne Street	2018	2020	City/Consultant	$100,000/Gen. Fund; GDOT
Perform maintenance audit for non-motorized facilities and incorporate needs as projects in CIP	2017	2019	City	$10,000/Gen. Fund
Conduct transit service feasibility study	2018	2019	City/Consultant	$50,000/Gen. Fund; GDOT; FTA
Assess feasibility of ferry service from St. Marys to Fernandina Beach	2017	Ongoing	City	$50,000/GDOT; NPS; FDOT; Gen. Fund
Review pedestrian network and identify areas of need for aesthetic upgrades	2017	Ongoing	City	$10,000/Gen. Fund
Assess the feasibility of parking infrastructure	2019	2020	City/Consultant	$30,000/Gen. Fund
Perform traffic operational analysis at Julia and Myrtle Streets	2017	2018	City/Consultant	$30,000/Gen. Fund
Perform gap and accessibility analysis at St. Marys Middle School	2017	2018	City/Consultant	$15,000/Gen. Fund
Feasibility assessment of boat dock facilities and associated improvements	2017	Ongoing	City	$25,000/Gen. Fund

Project Description	Year Begin	Year End	Responsible Party	Cost Estimate/Source
Coordination				
Coordinate with various agencies/organizations for trail implementation	2017	Ongoing	City	Staff Time/Gen. Fund
Coordinate with GDOT on roadway improvements, including Exit 1, bicycle/pedestrian and intersection improvements	2018	Ongoing	City	Staff Time/Gen. Fund
Coordinate with GDOT on safety audit and signal warrants analysis at Winding and Colerain Roads	2017	Ongoing	City	Staff Time/Gen. Fund
Community Elements and Infrastructure				
Improve St. Marys owned signage at Exit 1 and at other intersections within the City	2018	Ongoing	City	$50,000/Gen. Fund
Identify local safety projects for submittal to GDOT for funding through the lump sum safety program	2017	Ongoing	City	Staff Time/Gen. Fund
Upgrade crossings and access to Crooked River, Mary Lee Clark, and Sugarmill Elementary Schools	2017	2020	City	$40,000/Gen. Fund
Upgrade intersection of St. Marys Road and SR 40/Osborne Road to incorporate gateway elements	2018	2021	City	$100,000/Gen. Fund

APPENDIX

- Transportation Workshop Notes
- Mapped Workshop Issues

St Marys Master Plan – Transportation Workshop
May 16, 2016

Combined Meeting Notes: Groups 1 and 2 (Pool Table and Tables)

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

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 overnighters (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

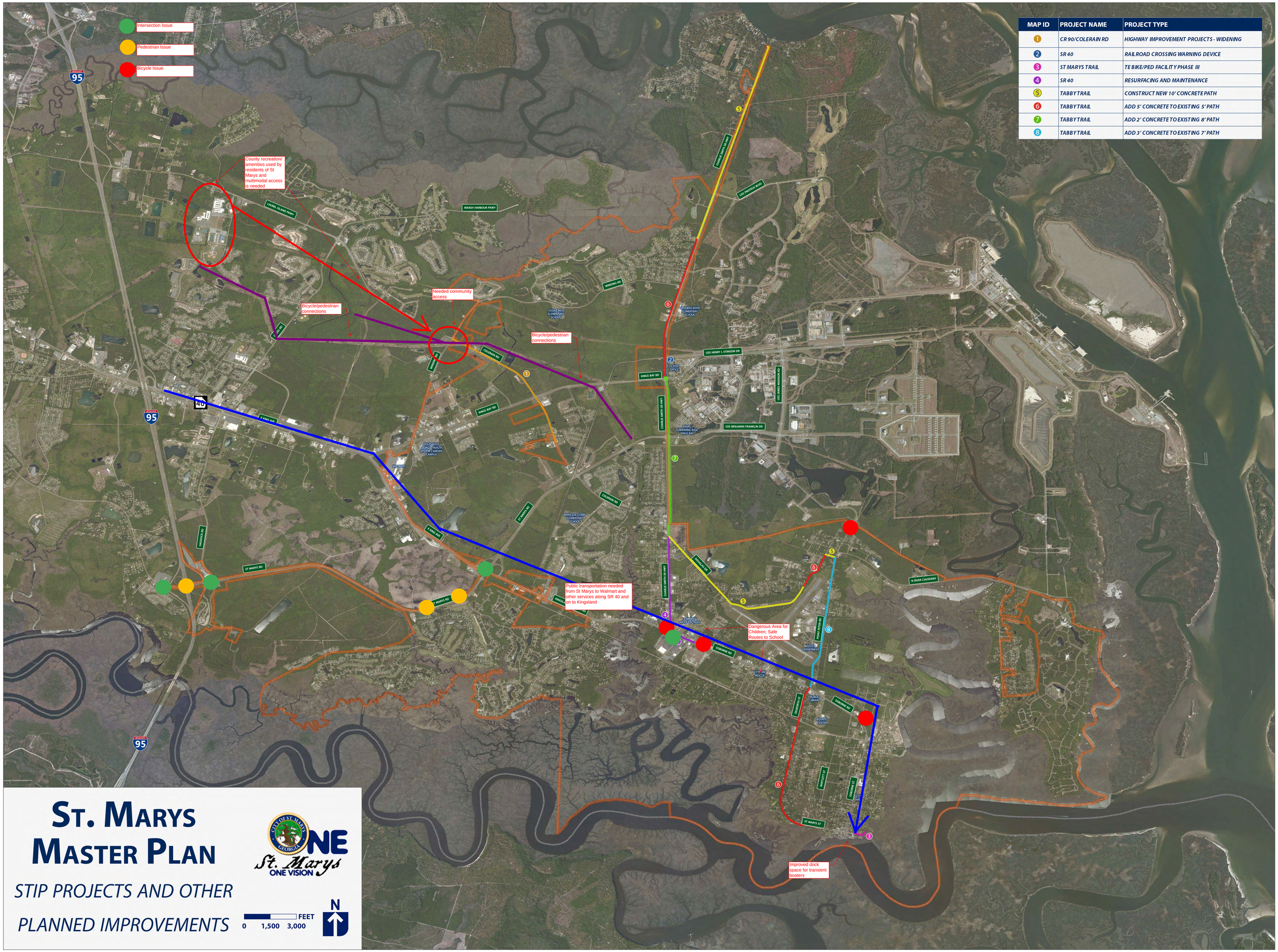
- Safe routes to school needs to be a primary focus
- Safety at intersections is a primary focus
- Signage warning drivers of the presence of children is needed along Julia and Myrtle Streets

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



MAP ID	PROJECT NAME	PROJECT TYPE
1	CR 90/COLERAIN RD	HIGHWAY IMPROVEMENT PROJECTS - WIDENING
2	SR 40	RAILROAD CROSSING WARNING DEVICE
3	ST MARYS TRAIL	TE BIKE/PED FACILITY PHASE III
4	SR 40	RESURFACING AND MAINTENANCE
5	TABBY TRAIL	CONSTRUCT NEW 10' CONCRETE PATH
6	TABBY TRAIL	ADD 5' CONCRETE TO EXISTING 5' PATH
7	TABBY TRAIL	ADD 2' CONCRETE TO EXISTING 8' PATH
8	TABBY TRAIL	ADD 3' CONCRETE TO EXISTING 7' PATH

St. Marys Master Plan

STIP PROJECTS AND OTHER PLANNED IMPROVEMENTS

St. Marys ONE VISION

0 1,500 3,000 FEET

N

Intersection Issue

Pedestrian Issue

Bicycle Issue

MAP ID	PROJECT NAME	PROJECT TYPE
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8	TABBY TRAIL	ADD 3' CONCRETE TO EXISTING 7' PATH

County recreation/ amenities used by residents of St Marys and multimodal access is needed

No Sidewalks to Elementary Schools

Bike Lanes Needed

Public transportation needed from St Marys to Walmart and other services along SR 40

Colerain one way westbound from Dougas to Charlie Smith and Douglas one way eastbound from Colerain to Charlie Smith to improve intersection operations and safety

Area of Focus for Access to Community Services/Amenities

Dangerous Area for Children; Safe Routes to School

Bicycle Loop

Sidewalk Maintenance Needed

St. Marys Master Plan

STIP PROJECTS AND OTHER PLANNED IMPROVEMENTS

St. Marys ONE VISION

0 1,500 3,000 FEET

N

Intersection Issue

Pedestrian Issue

Bicycle Issue

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Activity Center/Hub

Seniors

Connection to Coastal Georgia Greenway

Marsh Walk

Bridge Extension

Multimodal Connections Between Hubs

Activity Center/Hub

Seniors

Bicycle/Pedestrian Facilities with Lighiting and Aesthetic Improvements Needed

Multimodal Connections Between Hubs

Gateway

Activity Center/Hub

Park and Ride Facility with Shuttle to Downtown

Seniors

Marsh Walk

Marsh Walk

Activity Center/Hub

ST. MARYS MASTER PLAN

STIP PROJECTS AND OTHER PLANNED IMPROVEMENTS

ONE St. Marys ONE VISION

0 1,500 3,000 FEET

N