



CONNECTING SAVANNAH: MOVING PEOPLE – MAKING NEIGHBORHOODS

MEETING OVERVIEW March 22, 2005

During the March 22nd working group session, we continued the discussion of issues as identified through the *Connecting Savannah* process by focusing on the three remaining main issues:

- Policies to Become More Pedestrian- and Bicycle-Friendly
- Opportunities for Improved Transit Corridors
- Opportunities for People with Special Needs

We also reviewed the results of the survey gathered at the end of the last meeting regarding:

- East-West Connectivity & Bay Street Traffic
- DeRenne Avenue Congestion
- Review of Information Booklet

The results of the surveys are included in this booklet. The meeting also included a PowerPoint presentation and a review of the three remaining issues as listed above. All documents are available on the Connecting Savannah website, www.thempc.org/transportation/connectingsavannah.htm.

COMMENT CARD RESULTS

Category	Number of Responses			
	#1, #2 or #3 Priority	Other Priority	Total Positive	Do Not Do
Short Term				
Bay Street Intersection/Signal Improvements	28	13	41	0
Regional Freight Study	6	19	25	1
Overall Traffic Control Improvements	22	20	42	0
Henry/Anderson Streets Modification	4	20	24	1
DeRenne Intersection Improvements and Signal Timing	29	20	49	0
Traffic Demand Strategies in DeRenne Corridor	14	20	34	0
Mid-Term				
Hampstead Avenue Improvement	27	16	43	1
DeRenne Six-Lane Widening	7	21	28	10
Long-Term				
DeRenne Cut-and-Cover Road	1	14	15	11
Second Bridge	8	31	39	3
Truman Parkway Extension	12	31	43	2

Sorted By Highest Number of #1, #2, or #3 Priority Responses

Category	#1, #2 or #3 Priority	Other Priority	Total Positive	Do Not Do	Time Frame
DeRenne Intersection Improvements and Signal Timing	29	20	49	0	Short-Term
Bay Street Intersection/Signal Improvements	28	13	41	0	Short-Term
Hampstead Avenue Improvement	27	16	43	1	Mid-Term (maybe Short-Term)
Overall Traffic Control Improvements	22	20	42	0	Short-Term
Traffic Demand Strategies in DeRenne Corridor	14	20	34	0	Short-Term
Truman Parkway Extension	12	31	43	2	Long-Term
Second Bridge	8	31	39	3	Long-Term
DeRenne Six-Lane Widening	7	21	28	10	Mid-Term
Regional Freight Study	6	19	25	1	Short-Term
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Comment Form	Improvement Concept	Priority	Comment
1	Henry/Anderson Streets modification	No	Very bad for residential area
	Truman Parkway extension	1	Making Abercorn a limited access thruway where it joins Phase 5 of the Truman Parkway. <u>ASAP</u> A: Bridge (overpass) at King George Bridge <u>5-10 Yrs.</u> B: Bridge (overpass) at Apache <u>5-10 Yrs.</u> C. Bridge at Largo Dr.
	Second bridge	2	Second Bridge across Savannah River A: Truck traffic off Bay St. B. Islands Evacuation Route
			Tourist Scenic Railroad from Downtown to Tybee Island.
2	DeRenne six-lane widening	1	My number one priority - I have lived in Kensington Park for 43 years. I have concern about the closing of Paulson Street. Speeding on Reynolds Oxford.
3			My suggestion for alleviating traffic from Historic Savannah to the Southside- Bring the downtown traffic via the Truman Parkway to Montgomery X roads. West on Montgomery X roads to Abercorn Street.
			The Truman Parkway has been congested to the Montgomery X roads- Montgomery X roads is already commercial and is now being widened via Middleground Road. This will give a perimeter road from Bay St. to Abercorn St. by or near Savannah Mall.
			DeRenne Ave. does not need to be widened in the Fairway Oaks, Kensington Park, or Groveland Area.
4	Bay Street intersection/signal improvements	1	Do right away
			Develop 37 th St. to Truman Parkway.
5	Bay Street intersection/signal improvements	1	On street parking is not only insufficient and outdated, but unattractive and dangerous. Eliminate on-street parking- an immediate solution <u>and cost efficient</u> . Improves Historic Savannah at tourist peak traffic (<u>pedestrian</u>) location
	Overall traffic control improvements	1	Should be ongoing anyway

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5	DeRenne six-lane widening	X (No)	Not necessary at Fair Oaks section or Kensington Park neighborhood. Traffic problems are Habersham St. west. Destroying the value of these 50 year old neighborhoods is <u>outrageous</u> to consider when first of all, there isn't a traffic problem at these locations <u>and</u> you can not sacrifice part of Savannah to accommodate Bay Street.
	DeRenne cut and cover road	X (No)	Cost prohibitive/lacks practical resolution for 10 years- with current problems, this is not a viable option. 10 years is the <u>projected</u> completion period-unrealistic-case in point Stephenson Avenue.
6			How about a central traffic control constantly monitoring signal lights and adjusts the timing automatically?
			What about using an access road on the North side of DeRenne instead of destroying homes the Southside?
			I think it would be great to do what we can do immediately in conjunction with a long term plan – we must extend Truman!
			In 20 yrs. We are going to need that 2 nd bridge to Hutchinson Island or build it now and charge a toll.
7	Overall traffic control improvements	5	Again, cheap and it might help.
	DeRenne intersection improvements and signal timing	2	Cheap and it will help with little destruction.
	Traffic Demand Management strategies in DeRenne corridor	1	Cheap and will help easily with little destruction.
	Hampstead improvement	3	Even if it gets as messed up as Stephenson, it won't hurt much.
	Truman Parkway extension	4	Very necessary, but if it's a good idea, you won't do it.
			City employees are <u>cheaper</u> than imported expensive consultants who don't live here and will not be personally impacted by any mess they make while working for the city or county. Even if the city has to hire more people they will be cheaper than consultants in the long run. Also, the city employees will be living here, so they won't be so eager to do a lot of poo-poo in their own <u>bedrooms</u> .
			Regulate truck traffic-make them drive at night, even if receiving companies have to shift <u>some people</u> to night shift for receiving.
8	Second bridge	4	And connect to I-16.

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9	Overall traffic control improvements	1	Synchronize lights limit time use for trucks
9	Henry/Anderson Streets modification	10	Concept is cosmetic only/unrealistic to redirect traffic there.
10	Bay Street intersection/signal improvements	3	Bay Street would be top priority because it takes away the historic appeal to that area.
	DeRenne intersection improvements and signal timing	1	Because DeRenne has such high volumes of traffic during rush hours and DeRenne would be priority.
	Traffic Demand Management strategies in DeRenne corridor	2	Because DeRenne has such high volumes of traffic during rush hours and DeRenne would be priority.
	DeRenne cut and cover road	5	Needs to be top priority; better idea than six lanes.
	Second bridge	4	Building a Bridge that connects to S. Carolina will eliminate a good portion of traffic on Bay Street. <i>cont.</i>
11			I think that a more holistic approach should be applied especially to the congestion problems on DeRenne.
			I see potential sprawl issues that will eventually cause further DeRenne congestion.
13	Bay Street intersection/signal improvements	1	This needs to be done, the signals need to be upgraded.
	Henry/Anderson Streets modification	2	This needs to be looked at now.
14	Second bridge	2	This is a necessary project traffic is growing everyday. This is not a quick fix. It is a long-term goal and a long-term fix.
15	DeRenne intersection improvements and signal timing		Re-timing signal.
	DeRenne six-lane widening		Widen DeRenne; but keep on the Northside.
17	Overall traffic control improvements		Yes.
	DeRenne intersection improvements and signal		Yes, but still need ride sharing.

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	timing		
	DeRenne six-lane widening		No- if you build it they will come.
	DeRenne cut and cover road		No.
17	Second bridge		No.
18	Bay Street intersection/signal improvements	1	With attention to Pedestrian traffic.
19	Overall traffic control improvements	2	Short term goals are most achievable.
	Second bridge	5A	Length/Time vs. Cost
	Truman Parkway extension	5B	Length/Time vs. Cost
21			The DeRenne six-lane widening is controversial.
			Long-term development is better appreciated.
24			Work for 21 st century concept, 30-40 yr. old plan- think the beautification of DeRenne is at-
27	Bay Street intersection/signal improvements	2	(Underground Pedestrian/On Road) Combination
31	Overall traffic control improvements	1	No reason to delay.
	DeRenne intersection improvements and signal timing	1	No reason to delay.
	Hampstead improvement	2	Investigate use of Hunter property.
	DeRenne six-lane widening	3	Investigate maximum taking to North.
			Ban trucks on Bay Street.
			Use Eminent Domain to buy out Pebbles and close.
32	DeRenne six-lane widening	8	Plan is good only if the property owners on DeRenne agree.
	Second bridge	1	If we don't start now it will be too late when development in SC starts.
	Truman Parkway extension	6	Take Phase 5 to Veterans Parkway at Abercorn Ext.- not where now planned.
34	Hampstead improvement	3	Terminate on White Bluff continue on Abercorn not priority.
			Traffic Studies need to be done after each project to determine improvement or impact of change.

Comment Form	Improvement Concept	Priority	Comment
36	Bay Street intersection/signal improvements	2	This was one of my ideas. A changing lane by a signal.(see comment form)
36	DeRenne intersection improvements and signal timing	4	Why not?
	DeRenne six-lane widening	10	Maybe with resident approval.
	Second bridge	1	Please! Economic and Evacuation!
	Truman Parkway extension	2	“S/o-vannah” could be Savannah.
37	Bay Street intersection/signal improvements	2	Permanent removal of parking from MLK to E. Broad with turn lanes.(see picture on pg. 4)
	Overall traffic control improvements	1	All traffic lights, all communities- Centralized Traffic Control.
			Change Truman Parkway on ramps at Presidents Extension.
			Extend Truman Parkway: to cross 204 and join straight into Little Neck Road.
			Add four-lane connector from Veterans Parkway to Quacco Rd - four-lane Quacco
38	Overall traffic control improvements	1	Timing lights to expedite not impede traffic it.
	DeRenne intersection improvements and signal timing	1	Get the lights timed to move the main arteries first and secondary arteries second.
	DeRenne six-lane widening	3	Expand DeRenne to the North using available city property.
	Second bridge	1	Would take truck traffic of Bay Street.
	Truman Parkway extension	2	Would remedy central Savannah congestion.
			The best remedy to our traffic problems would be displace the least residential properties.
			Finish the Truman.
39	Second bridge	5	This option needs to be thoroughly considered as part of a complete circle around the city.
			Consideration needs to be given to completing the circle- Truman South connecting to Veterans Parkway avoiding Abercorn- Veterans Parkway to Lyons to 16 across bridge

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			connecting to North Truman across New Bridge to 17 with that road going West Houilan Bridge and connect to Deloach.
42	Bay Street intersection/signal improvements		Good idea.
42	Hampstead improvement	3	Needs to start immediately.
	DeRenne six-lane widening	No	Absolutely not!!!
	DeRenne cut and cover road	No	Absolutely not!!!
	Second bridge	1	Needs to start now!!!
	Truman Parkway extension	2	From SC Hwy 17 to I-95.
43			Acquire land near downtown for park and ride; make parking expensive Downtown so less traffic will go there- Get to cause prevention no just solution.
44			Hampstead improvement should be a short-term solution. The Hampstead connector will alleviate traffic problems on Eastside of DeRenne.
			Make DeRenne widening a long-term project.
			Connect 37 th St. with Truman Parkway.
46	Bay Street intersection/signal improvements	2	Move traffic.
	Overall traffic control improvements	2	Move traffic.
	DeRenne intersection improvements and signal timing	1	Flow of traffic faster.
	Hampstead improvement	1	Short term relief traffic on DeRenne.
	DeRenne six-lane widening	3	Get green-space, buck wall, see through fence facing DeRenne.
	Second bridge	4	Keep truck traffic off Bay Street.
47	DeRenne intersection improvements and signal timing	1	A tie with Hampstead.
	Hampstead improvement	1	This should be short-term.

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	DeRenne six-lane widening	2	Mid-term/see thru fencing facing DeRenne, brick fence backs up to the houses
48	Traffic Demand Management strategies in DeRenne corridor	3	Can happen only with cooperation of Hospital Administration.
	Hampstead improvement	2	Hope this is close to short-term improvement.
49	Traffic Demand Management strategies in DeRenne corridor	3	Hospitals would have to be <u>strongly encouraged</u> to buy into this.
	DeRenne six-lane widening		Only if Northside give up land too!
50	Hampstead improvement	1	Get this done A.S.A.P.
	DeRenne six-lane widening	2	If necessary.
51	Truman Parkway extension	1	Finish Truman Parkway before any other alternative is considered-then review traffic.
52			Do Hampstead Connector <u>prior to any</u> changes that involve widening DeRenne.
53	Second bridge	5	We'll have to wait, but fix the problem, not put on a band-aid.
54	Overall traffic control improvements	1	Easily executed and large impact.
	Henry/Anderson Streets modification	2	Add more stop lights/signs to slow traffic down.
57	DeRenne intersection improvements and signal timing	2	Would certainly help in short-term.
	Truman Parkway extension	5	Truman should extend to I-95 and I-16 and not end at Holland Dr.
	Hampstead improvement	1	Would cost less than other plans- could be done short-term- could study impact on DeRenne traffic when completed. If necessary- then look into widening. Consider closing Reynolds and Paulson entrance to Kensington Park.