

5.0 Agency Consultation and Public Outreach

The most effective transportation plans are driven by the needs and input of the community and have broad buy-in by all segments of the population. As discussed in Section 2.0, the study team consulted extensively with local stakeholders and members of the general public during the development of the plan. The following sections discuss the agency consultation and public outreach activities as well as the results of these efforts.

5.1 Identification of Issues and Development of Goals

In early June 2009, a Stakeholder Advisory Committee meeting and a public meeting were held regarding the Framework Mobility Plan of the LRTP. The Stakeholder Advisory Committee is comprised of approximately 60 federal, state, regional and local agencies and groups that have a vested interest in transportation and growth-related issues within the CORE MPO region. The two meetings held on June 1 and June 2, 2009, respectively, followed a similar format. Participants first viewed a brief presentation about the LRTP. This presentation explained the planning process and why it is vital to the region, presented draft goals for the Framework Mobility Plan, and outlined the schedule of the plan.

The next activity was a small group discussion facilitated by the study team members. Participants were asked to respond to two questions:

- (1) What are the major transportation issues of the region?
- (2) Do you concur with the Draft Goals for the Framework Mobility Plan?

The major transportation issues identified by the Stakeholder Advisory Committee and the public are presented in Table 5.1. Additional issues identified by the Savannah Airport Commission and received by the CORE MPO staff on September 17, 2009 are identified by an asterisk (*). Input given regarding the draft goals were used to refine the goals of the Framework Mobility Plan, displayed in Table 5.2.

Table 5.1 Summary of Identified Issues and Needs for Framework Mobility Plan

<i>Safety and Congestion</i>	
General Comments	Specific Comments
<ul style="list-style-type: none"> • Widening of bridges and highways (i.e., US 80) • Safe transportation movement east and west • Lack of traffic calming • Enforcement of speed limits • Enhance Safe-Routes-To-School program • Improve drivers education course content to include non-motorized vehicle interaction • Need refresher drivers education courses with mandatory re-testing of individuals at a future age • Improve age-specific education (i.e., crossing streets at cross walks, etc) 	<ul style="list-style-type: none"> • Trucks downtown, along Bay Street in particular (2) • SR 21, especially during peak hours (2) • West Bay Street <ul style="list-style-type: none"> ▪ Safety from the viaduct to I-516 ▪ Mix of congestion, which includes trucks, tourist traffic and a high proportion of the population that is elderly and/or disabled ▪ Safety for pedestrians and bicyclists, including a lack of adequate facilities • Assess possible safety issues along US 80 entering Tybee Island • Congestion along the Victory Drive Corridor • Congestion along the DeRenne Corridor • SR 204 from Savannah Mall to King George Boulevard • Safety issues and congestion associated with Hunter Army Airfield • Congestion to/from Effingham County • Congestion at I-95 and Airways Boulevard • Congestion at SR 21 and I-95 interchange area • Access and congestion at Georgia Ports Authority • Peak hour congestion at I-16 and I-95 • I-516/I-16 interchange

Network Connectivity	
<p>General Comments</p> <ul style="list-style-type: none"> • Lack of intermodal connectivity • Construct less “car-centric” planned developments (i.e., in the southwest portion of the County) • Construct more grid-style developments 	<p>Specific Comments</p> <ul style="list-style-type: none"> • Need to ensure adequate accessibility for isolated communities, especially Tybee and Skidaway Islands (3) • Need to complete Truman Parkway to a loop around Savannah to tie into I-95 on the south, as well as north of Savannah (2) • Need Benton Boulevard / Effingham Parkway construction (2) • Need connection from Skidaway Island to Wilmington Island • Need the extension of Jimmy DeLoach Parkway • Southwest Bypass and Truman Parkway should connect with any secondary road connections • Connections between Savannah and South Carolina / Hilton Head – Bluffton area • Connection between I-516 and I-95 • Reconstruct US 80 bridges • Existing configuration of I-16 into downtown
Access	
<p>General Comments</p> <ul style="list-style-type: none"> • Need wider lanes / lane engineering for emergency vehicles • Freight routing / movements (both rail and truck) • Improve access to hospitals 	<p>Specific Comments</p> <ul style="list-style-type: none"> • Need a second bridge over Savannah River • Truck routing from Jimmy DeLoach Parkway • Ensure adequate and coordinated planning for Jasper Port
Community / Land Use	
<p>General Comments</p> <ul style="list-style-type: none"> • Need to incorporate context sensitive design solutions into projects (3) • Need to better integrate land use and zoning relative to transportation (2) • Need to encourage mixed-use development/convenience to other modes to reduce auto dependency • Need to establish more neighborhood schools that promote walking and less driving/busing 	<p>Specific Comments</p> <ul style="list-style-type: none"> • Need a Bay Street gateway/entrance into downtown for tourists • Need to ensure the preservation of in-town/mid-town neighborhoods

Multimodal: Bicycle/Pedestrian	
<p>General Comments</p> <ul style="list-style-type: none"> • Need to expand bicycle facilities (bike lanes, bike paths) as well as other multimodal facilities (5) • Need better education for drivers, pedestrians, and bicyclists (e.g., vehicles must stop for pedestrians according to Georgia law) (4) • Need better pedestrian safety, especially around Forsyth Park, Bay Street (2) • Need better bicycle safety, especially downtown (2) • Need better synchronization of audible pedestrian signals (2) • Need to increase pedestrian crossing times at crosswalks • Need to improve pedestrian crosswalk design • Need better multimodal connectivity and access • Need improved accessibility for the disabled (e.g., better sidewalks) • Need integrated, safe bicycling facilities • Need greenway network • Need to implement the 2000 Bikeway Plan • Need to install traffic signals that can be tripped by bicycles 	<p>Specific Comments</p> <ul style="list-style-type: none"> • Lack of sidewalks outside of core area • Need bike lanes, which is an efficient and resourceful use of limited funding <ul style="list-style-type: none"> ▪ President Street ▪ Victory Drive ▪ Gulfstream Road • Bridge planning should include bicycle and pedestrian facilities (2) <ul style="list-style-type: none"> ▪ US 80 to Tybee Island ▪ Delesseps Avenue

Multimodal: Transit	
<p>General Comments</p> <ul style="list-style-type: none"> • Need expanded transit service (both service frequency and geographic area) (3) • Need express bus routes with park-and-ride lots (2) • Need for more intermodal services (e.g., bus and ferry) <ul style="list-style-type: none"> ▪ Need a regional transit service ▪ Need bus terminal for Greyhound • Need intercity bus service • Need better signage at transit stops • Need improved public awareness of public transportation • Need smart card technology (transferring from one mode to the next) • Need to expand transfer stations • Need to develop a holistic prioritization system for ranking roadway projects together with transit projects 	<p>Specific Comments</p> <ul style="list-style-type: none"> • Bus transportation to Tybee Island and other recreational areas • Need shuttle service from downtown to the airport
Multimodal: Rail	
<p>General Comments</p> <ul style="list-style-type: none"> • Need commuter rail for short and long trips (e.g., AMTRAK) (3) • Need to plan for future freight and passenger rail service • Diagonal railroad across town blocking traffic (not just specific to peak commute times) • Need freight and passenger rail service to the airport* 	<p>Specific Comments</p> <ul style="list-style-type: none"> • Rail connection to downtown from the airport (2) • Improve operations/traffic flow along President Street where trains block traffic during peak commute times • Need streetcar expansion into the downtown/mid-town area • Need freight and passenger rail service to the airport*

Infrastructure	
<p>General Comments</p> <ul style="list-style-type: none"> • Need to have audible traffic signals for the sight-impaired at intersections throughout the area (2) • Street flooding • There are many dark areas that need better lighting • Re-examine street lighting standards with regard to height of lights • Need Better signal timing • Need Better/more parking downtown • Improve the flexibility of traffic flow (i.e., ability to make real-time adjustments to surface streets and provide alternate routing) • Expand and enhance use of “smart” message signs, sized to the appropriate application • Establish a prioritization process for implementing signal pre-emption networks across the region 	<p>Specific Comments</p> <ul style="list-style-type: none"> • Lynes Parkway off of I-16 onto DeRenne Avenue should be reconfigured to form a gateway into mid-town Savannah
Coordination	
<p>General Comments</p> <ul style="list-style-type: none"> • Need a regional technical coordinating committee, especially with regard to corridors (2) • Improve regional transportation planning (outside of CORE MPO region) • Integrate two-way communications between various agencies 	<p>Specific Comments</p> <p align="center">None</p>
Travel Demand Management	
<p>General Comments</p> <ul style="list-style-type: none"> • Construct additional park-and-ride facilities and promote ride sharing (2) • For the region’s major industries, enforce a mandatory ride share program and improve shift management strategies for personnel 	<p>Specific Comments</p> <p align="center">None</p>
Environment	
<p>General Comments</p> <ul style="list-style-type: none"> • Need to implement air emissions testing – do not wait until air quality worsens and government enforces monitoring 	<p>Specific Comments</p> <p align="center">None</p>

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Funding and Process	
General Comments <ul style="list-style-type: none"> • Lack of funding (2) • GDOT planning process • Project prioritization • Fully integrate the results of the Project DeRenne study into the process • Cost of developing land • Need a regional transportation tax • User fees to help fund transportation 	Specific Comments None

Table 5.2 Framework Mobility Plan Proposed Goals

1. Economic Activity	Support the economic vitality of the region, in concert with the community’s goals, especially by enabling local, regional and global competitiveness, productivity and efficiency.
2. Safety	Ensure and increase the safety of the transportation system for all users, including motorized vehicles, bicyclists and pedestrians.
3. Security	Ensure and increase the security of the transportation system for all users, including motorized vehicles, bicyclists and pedestrians.
4. Accessibility, Mobility and Connectivity	Ensure and increase the accessibility, mobility and connectivity options available to people and freight, and ensure the integration of modes, where appropriate.
5. Environment and Quality of Life	Protect, enhance and sustain the environment and quality of life, promote energy conservation and address climate change.
6. System Management and Maintenance	Assess the transportation system to determine what works well, what does not work well, and potential improvement options.
7. Intergovernmental Coordination	Ensure coordination in the transportation planning process between intra- and inter-regional partners, including both state and local agencies.

5.2 Prioritization of Transportation Investments and Development of Objectives

The second round of outreach activities was held in late July. A public meeting was held on July 21, 2009, and the Stakeholder Advisory Committee met on July 22, 2009. The two meetings again followed similar formats. An overview presentation outlining the development of the Framework Mobility Plan thus far, as well as results of travel demand model and road safety analyses were presented. Next a facilitated small group exercise entitled “CORE Bucks” was conducted where participants were given “play” money and asked to spend the money on different types of transportation projects. There were no restrictions on how the money could be “spent.” The eight categories of transportation improvements included the following:

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- Implement Complete Streets;
- Improve safety;
- Construct new roadways;
- Improve traffic operations;
- Construct/improve sidewalks, bike lanes and greenways;
- Improve transit service;
- Fund maintenance; and
- Widen existing roads.

The purpose of the activity was to provide insight into the types of projects the community preferred and how the community should prioritize its transportation investments. The results of the exercise from each of the meetings are presented in Tables 5.3 and 5.4. The results indicate that the participants would like to see the greatest transportation investments in complete streets; sidewalks, bike lanes, and greenways; and improved transit service.

Table 5.3 CORE Bucks Exercise Results from Public Meeting (July 21, 2009)

Project Type	CORE Bucks Spent
Implement Complete Streets	\$40
Construct/Improve sidewalks, bike lanes and greenways	\$35
Improve transit service	\$30
Improve safety	\$14
Construct new roadways	\$10
Fund maintenance	\$8
Widen existing roads	\$2
Improve traffic operations	\$1

Table 5.4 CORE Bucks Exercise Results from Stakeholder Advisory Committee Meeting (July 22, 2009)

Project Type	CORE Bucks Spent
Implement Complete Streets	\$27
Construct/Improve sidewalks, bike lanes and greenways	\$25
Improve transit service	\$16
Fund maintenance	\$11
Improve traffic operations	\$11
Improve safety	\$9
Widen existing roads	\$6
Construct new roadways	\$5

Participants also gave feedback regarding potential draft objectives for the goals of the Framework Mobility Plan. The input received from the Stakeholder Advisory Committee and the public are summarized in Table 5.5. This information was used to refine the draft objectives of the Framework Mobility Plan, which are displayed in Table 5.6.

Table 5.5 Feedback on Framework Mobility Plan Objectives from Stakeholder Advisory Committee and Public Meetings (July 2009)

Goal	Considerations for Development of Objectives
Economic Activity	Need to get out of the roadway mindset
	Make very clear that the term “user” is multimodal in scope and not just referring to drivers; also needs to be clear that it includes freight
	Need to clearly communicate the intent of the objective
	It is important to support economic activity within the area, but not to the detriment of the community
	Need to recognize that bicycle paths and facilities do have a positive economic impact and benefit
	Need to understand that economic activity is critical to the vitality of the community
	Need to ensure that economically developing areas are adequately served and accessible
	Need to ensure that the strategies encompass providing workers with the ability to get to jobs
Safety	Recent studies show that vehicular accidents may occur because of driver inattention, such as the use of cell phones, texting, make-up, etc., so widening roadways may not have the desired impact
	Bridges and overpasses should be safer for bicyclists and pedestrians
	Strategies must include audible signals
	Need to include bridge accommodation for non-motorized users (e.g., DeLesseps Avenue over Truman Parkway)
	Separation of traffic types is important (e.g., mass transit, heavy trucks, bicycle/ped)
	For pedestrian safety and the visually impaired, hybrid and electric vehicles are too quiet
	Encourage non-SOV (single occupant vehicle) travel in order to decrease the speed or number of objects on the roadways, leading to a decrease in severity and probability of crashes
	Need increased pedestrian crossing signage at unsignalized intersections
	Need increased signage indicating “Share the Road” <ul style="list-style-type: none"> • Employ “sharrows”, which designates the bicycle routes without specifically designated lanes. Would work well in Savannah because of the street design and configuration.

Goal	Considerations for Development of Objectives
	<p>Ensure trees and limbs overhanging sidewalks are adequately maintained; these are hazards to visually impaired pedestrians.</p> <p>Ensure proper curb cuts that include tactile surfaces are used</p>
Security	<p>US 80 roadway and bridges should be widened for hurricane evacuation</p> <p>Develop and publicize the evacuation process for the disabled</p>
Accessibility, Mobility and Connectivity	<p>Need to implement existing bicycle plans</p> <p>Address the lack of bicycle and pedestrian connectivity</p> <p>Better bridge/overpass connectivity for bicyclists and pedestrians</p> <p>Need to examine connectivity and accessibility for all modes, not just motorized vehicles</p> <p>More sidewalks and connections within neighborhoods and between neighborhoods and activity centers, especially outside of the urban core area</p> <p>Need intergovernmental coordination with regard to connectivity</p>
Environment and Quality of Life	<p>Complete Streets approach should incorporate context sensitive design principles</p> <p>Need to include protection of the tree canopy</p> <p>Complete Streets can be in competition with other goals, so coordination among goals must be ensured</p> <p>Promote non-SOV travel</p> <p>Maintain the character of areas and neighborhoods (should be included in the goal)</p> <p>Encourage transit use</p> <p>Provide commuter options such as park-and-ride lots</p> <p>Need to change “Address climate change” to “Adapt to climate change”</p>
System Management and Maintenance	<p>Use ITS for educational messages as well as for roadway/travel information</p> <p>Use ITS to let motorists know of alternate routes that may be less congested (e.g., DeRenne Avenue)</p> <p>Develop a road system that maintains and preserves unique characteristics of neighborhoods and of the coastal area</p> <p>Work toward a regional public transportation system that provides all residents, regardless of their age, income or special needs, access to employment centers, institutions, commercial areas, recreational facilities and other destinations</p> <p>Ensure adequate maintenance of facilities, which prolongs their life and is a more efficient use of dollars</p> <p>Need better quality control of maintenance, including materials, to ensure the project is done right the first time</p> <p>Efficiently use resources for maintenance</p> <p>Maintain clean streets/ensure adequate street sweeping for bicycle safety</p> <p>Major roadways are well-maintained; the status quo on maintenance is adequate, and could even be a little less. The biggest maintenance issue is for local facilities.</p> <p>Promote non-SOV travel</p> <p>Focus on all modes</p> <ul style="list-style-type: none"> • Need to expand “highways and bridges” to include all types of facilities

Intergovernmental Coordination	Coordination among all of the entities is a very difficult effort
	Coordination within the entire coastal Georgia region
	Coordination with the Coastal Regional Commission of Georgia
	Expand partners to include organizations in addition to governmental entities and agencies
	Utilize innovative approaches for funding bicycle and pedestrian facilities, such as public-private partnerships
	Intermodal coordination

Table 5.6 CORE Connections – Framework Mobility Plan Objectives and Performance Measures

GOAL 1	Economic Activity: Support the economic vitality of the region, matching the community’s goals, especially by enabling local, regional and global competitiveness, productivity and efficiency.	
	Objectives: <ul style="list-style-type: none"> Minimize work trip congestion Promote projects which provide the maximum travel benefit per unit cost 	Performance Measures: <ul style="list-style-type: none"> Project cost/vehicle miles of travel (VMT) Work trip vehicle hours of travel (VHT) Sustained or increased funding status Increased sustainable development incorporating mixed-use, pedestrian-oriented design
GOAL 2	Safety: Ensure and increase the safety of the transportation system for all users, including motorized vehicles, bicyclists and pedestrians.	
	Objectives: <ul style="list-style-type: none"> Eliminate at-grade railroad crossings Minimize frequency and severity of vehicular accidents Minimize conflicts and increase safety for non-motorized users 	Performance Measures: <ul style="list-style-type: none"> Total accidents per million miles traveled involving all user types Injury accidents per million miles traveled involving all user types Fatal accidents per million miles traveled involving all user types Implementation of transit and other safety projects Number of increased bike and pedestrian facilities Number of at-grade crossings reduced

GOAL 3	Security: Ensure and increase the security of the transportation system for all users, including motorized vehicles, bicyclists and pedestrians.	
	<p>Objectives:</p> <ul style="list-style-type: none"> Promote projects which aid in hurricane evacuation Adequately prepare for coordinated responses to incidents Monitor vulnerable infrastructure through visual and other inspection methods 	<p>Performance Measures:</p> <ul style="list-style-type: none"> Hurricane evacuation route status Improved emergency responses (e.g., ambulance travel times to hospitals) Maximize transportation system mobility during disruptive events (such as reductions in time to clear major crashes from through lanes) Reduction in vulnerability of the transportation system (such as implementation of monitoring infrastructure for major transportation system)
GOAL 4	Accessibility, Mobility and Connectivity: Ensure and increase the accessibility, mobility and connectivity options available to people and freight, and ensure the integration of modes, where appropriate.	
	<p>Objectives:</p> <ul style="list-style-type: none"> Minimize congestion delays Maximize regional population and employment accessibility Provide efficient and reliable freight corridors Minimize delays in corridors served by transit Encourage use of transit and non-motorized modes, focusing on areas with low rates of automobile ownership or high population of elderly and/or disabled populations Expand transit service area and increase service frequency 	<p>Performance Measures:</p> <ul style="list-style-type: none"> Base year vs. future year volume/capacity ratios for various modes Percent of population within ½ mile of transit route or facility connecting to regional activity center(s) Daily freight truck use/lane Operational performance of transit system (buses arriving/departing on schedule) Percent of population within ½ mile of bicycle facility connecting to regional activity center(s) Transit ridership
GOAL 5	Environment and Quality of Life: Protect, enhance and sustain the environment and quality of life, promote energy conservation and address climate change.	
	<p>Objectives:</p> <ul style="list-style-type: none"> Protect wetlands, historic resources, neighborhoods, recreational facilities and other important resources Support infill development Implement green infrastructure to reduce region’s impact on stormwater pollution and address potential impacts from a changing climate 	<p>Performance Measures:</p> <ul style="list-style-type: none"> Impacts to natural environment (such as rate of development of greenspace compared to the rate of greenspace preservation) Impacts to historic and cultural resources (such as the strengthening of regulations to protect historic and cultural resources) Strengthening of regulations promoting infill and brownfield development Project utilization of green infrastructure Vehicle miles of travel (VMT) Energy consumption trends Air quality trends

GOAL 6	System Management and Maintenance: Assess the transportation system to determine what works well, what does not work well, and potential improvement options.	
	Objectives: <ul style="list-style-type: none"> • Maximize efficiency of signalized intersections • Expand use of Intelligent Transportation Systems (ITS) • Continue existing levels of maintenance for highways and bridges 	Performance Measures: <ul style="list-style-type: none"> • Average Daily Traffic (ADT) per lane • Congestion Index (CI) • Level of Service (LOS) • ITS coverage of region • Roadway pavement ratings and bridge sufficiency ratings • Bicycle and pedestrian facility surface conditions • Transit user satisfaction (such as reliability)
GOAL 7	Intergovernmental Coordination: Ensure coordination in the transportation planning process between intra- and inter-regional partners, including both state and local agencies.	
	Objectives: <ul style="list-style-type: none"> • Enhance coordination between CORE MPO, Georgia Department of Transportation, County departments and with other City governments 	Performance Measures: <ul style="list-style-type: none"> • CORE MPO represented at all project development meetings • Establishment of coordination policies to promote communications between various agencies

5.3 Agency Consultation and Mitigation of Impacts

Per the “Agency Consultation Process” (October 2006) issued by the Georgia Department of Transportation’s Office of Planning, the Framework Mobility Plan has complied with Section 6001[G] of SAFETEA-LU. This directive requires states to consult “as appropriate” with “State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation” as well as economic development in planned growth, in the development of transportation plans and transportation programs. The purpose of this consultation is to identify potential environmental and social impacts of the Framework Mobility Plan, and who or what that may affect.

The CORE MPO has traditionally maintained a comprehensive mailing list of elected officials, planning and engineering professionals, other governmental agencies, and members of the general public. To ensure compliance with the legislative requirement for coordination and consultation, the mailing list also includes state and local environmental resources agencies, land management agencies, and historic preservation groups. These agencies are notified of meetings and the availability of planning documents, and are also provided the opportunity to review and comment on the recommendations within the LRTP update. These agencies are encouraged to review all documents and participate in meetings to provide any comments to the CORE MPO with regard to potential environmental impacts.

In addition, the study team gathered pertinent plans, programs, and other data from these agencies that would potentially be affected by the Framework Mobility Plan. These agencies are listed in Table 5.7.

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Table 5.7 Agencies Consulted for Framework Mobility Plan

Agency	
Federal Level	Local and Regional Level (cont.)
Federal Highway Administration	City of Savannah: City Manager, Traffic Engineering, Parking and Mobility
Federal Transit Administration	Municipality Staff: Bloomingdale, Garden City, Pooler, Port Wentworth, Thunderbolt, Tybee Island, Vernonburg
U.S. Army Corps of Engineers	Savannah Area Chamber of Commerce
State Level	FS/HAA Engineering representative
Georgia Department of Transportation: Office of Planning, Intermodal Division	Georgia Ports Authority
Georgia Department of Natural Resources: Environmental Protection Division, Coastal Resources Division, Historic Preservation Division, Wildlife Resources Division	Savannah Airport Commission
Georgia Department of Community Affairs	CSX Transportation/Rail Engineering representative
Georgia Department of Economic Development	Norfolk Southern Resident Vice President
Georgia Forestry Commission	Georgia Motor Trucking Association
Local and Regional Level	The Georgia Conservancy (local office)
CORE: MPO staff, Board, TCC, CAC, ACAT	Georgia Land Trust (local office)
Metropolitan Planning Commission	Historic Savannah Foundation
Coastal Regional Commission of Georgia	Savannah Bicycle Campaign
Georgia Department of Transportation, District Five	Pedestrian Advocates of the Coastal Empire (PACE)
Chatham Area Transit	Savannah Development and Renewal Authority (SDRA)
Chatham Emergency Management Agency (CEMA)	Savannah Fire and Emergency Services
Chatham County: County Manager, Engineering	Southside Fire/EMS
Savannah-Chatham County Public School System	Savannah Ogeechee Canal Society
Savannah Area Tourism Leadership Council	Savannah Tree Foundation

5.3.1 Consultation with the Georgia Strategic Highway Safety Plan (SHSP)

With the passage of the SAFETEA-LU, Congress challenged states by calling for the development of comprehensive Strategic Highway Safety Plans aimed at reducing deaths and injuries associated with traffic crashes. The goal is to lower the number of traffic fatalities nationwide. The strategy is to bring together the four safety components - engineering, enforcement, education and emergency medical services (“4 E’s”) in each state to implement a comprehensive strategic plan.

To better coordinate safety measures with planning efforts, the CORE MPO has completed a planning-level GIS screening analysis that can be used to determine which planned/programmed projects address areas of safety concern in Chatham County, and where transportation improvements are needed in

order to mitigate safety issues in the County. The high-level GIS screening analysis included a review and analysis of the 10 highest-crash roadway segments (by five-mile increments) within Chatham County. These locations have been identified by GDOT and represent the most recent data from the Georgia Strategic Highway Safety Plan (GSHSP). This information is presented in detail in Section 6.0 – Needs Assessment. Section 8.0 also presents the high-crash segments overlaid with the DRAFT 2035 L RTP Framework Mobility Plan projects.

5.3.2 Coordination with Emergency Management Agencies

Federal guidance requires that the transportation planning process independently consider the security of the transportation system for all motorized and non-motorized users. As a Metropolitan Planning Organization, the CORE MPO is responsible for preparing the Regional Transportation Plan and the Transportation Improvement Program, and is not the appropriate lead agency in security planning. To achieve the security objective, the CORE MPO will focus its transportation security planning on supporting and coordinating with agencies responsible for emergency management and providing them with any transportation-related information that is needed. In addition, the CORE MPO will provide these agencies with all the MPO's plans and programs for review and comment. By doing so, the CORE MPO hopes to ensure that the security goals and objectives in the MPO programs will be met and that the MPO will contribute to the increased security of the transportation system in the area.

The emergency agencies in Chatham County include Chatham Emergency Management Agency (CEMA), the Georgia Emergency Management Agency (GEMA), the Georgia Office of Homeland Security, the area's fire department, the area's police department, and others. These agencies are responsible for emergency management, disaster preparedness, and homeland security in the CORE MPO planning area. They are also responsible for providing professional mitigation and response and recovery services in the event of local emergencies or disasters. These agencies prepare disaster preparedness plans, such as the Chatham County Emergency Operations Plan, coordinate emergency responses, and work to educate the public on how to respond in emergency situations. In addition, the Savannah Area Geographic Information System (SAGIS), a department of the Chatham County-Savannah Metropolitan Planning Commission, closely coordinates with the emergency management agencies.

Besides the local emergency management agencies, GDOT has a role in evacuation planning. I-16 from Chatham County is equipped to utilize contra flow lanes during an evacuation and can allow twice the normal traffic capacity leaving the coastal area during an evacuation. Drop gate barriers at exit and entrance ramps along the interstate prevent vehicles from traveling in the wrong direction during the evacuation process. Various state routes along the coast may also be utilized as one-way routes towards inland areas of Georgia.

Chatham Area Transit Authority (CAT) is the agency that provides public transit service to the CORE MPO region. The agency is also required to address security in their planning efforts. They accomplish this through coordination with emergency management agencies by focusing on the security of the infrastructure and of the riders. The Federal Transit Administration has created a number of security program action items for transit agencies to complete. This list includes items such as a written security plan, employee training and emergency drills. CAT has developed plans and programs to fulfill these requirements and continues to implement and monitor these programs on an ongoing basis. CAT also coordinates with CEMA in their evacuation plan; in the event of an emergency, CAT buses will be used to transport evacuees to a central shelter as well as to transfer to other evacuation vehicles.