



## CONNECTING SAVANNAH: MOVING PEOPLE – MAKING NEIGHBORHOODS

SUMMARY OF JANUARY 6, 2005

WORKING SESSION

### I. INTRODUCTION

The January 6, 2005 Working Session was a significant next step in what has been a series of discussions with the community to listen and search for real understanding on what the transportation challenges and potential solutions are for the Savannah metropolitan region. The goal of the meeting was to develop a list of short-term and long-term transportation improvements that address specific problems previously identified by the community:

<b>TRANSPORTATION ISSUES REQUIRING SOLUTIONS</b>
Group 1. Policies to Become More Pedestrian- and Bicycle-Friendly
Group 2. Opportunities for Improved Transit Corridors
Group 3. Opportunities for People with Special Needs
Group 4. Lack of East-West Connectivity
Group 5. Bay Street Traffic Issues
Group 6. DeRenne Avenue Congestion

## II. DISCUSSION GROUP PROCESS

Sixty-eight (68) participants attended the event and were asked to join one of the six groups listed above. Discussions were facilitated by staff from the Chatham County-Savannah Metropolitan Planning Commission and the Connecting Savannah consultant team of Wilbur Smith Associates, Dovetail Consulting, Lott + Barber Architects, and McMillan & Associates. Each group was provided a map of Chatham County, list of potential transportation improvements and other resources to aid in the discussion. Participants decided to combine Group 1 with Group 3 to identify policies that should guide the development of pedestrian and bicycle improvements, benefit individuals with special needs, and generally improve safety and quality of life. Group 2 identified key transit corridors, both existing corridors that need enhanced service and areas where there is no existing transit service. Groups 4, 5 and 6 discussed various road improvement options and identified at least one type of improvement for three time periods: Short-Term (0-5 years), Medium-Term (5-10 years), and Long-Term (10+ years):

Short Term	Medium Term	Long Term
<ul style="list-style-type: none"> <li>▪ Intersection Improvements</li> <li>▪ Traffic Signal Improvements</li> </ul>	<ul style="list-style-type: none"> <li>▪ Missing Connectors (small sections of new road to improve connectivity)</li> <li>▪ Improvement to Parallel Route</li> <li>▪ Additional Capacity on Existing Route (Additional Lanes)</li> </ul>	<ul style="list-style-type: none"> <li>▪ New Road</li> <li>▪ Additional Capacity on Existing Route (Elevated or Tunnel)</li> </ul>

Because of the number of participants, Group 4 was divided into two groups, Group 4A and Group 4B.

### III. SUMMARY OF RECOMMENDED SOLUTIONS

Facilitators recorded comments on maps and flip charts and a spokesperson was selected from each group. Following a lengthy discussion, each group presented a summary of recommended solutions to all attendees. The table below provides details on each recommendation.

<b>GROUP #</b>	<b>GROUP NAME</b>	<b>SOLUTION TYPE/HORIZON</b>	<b>RECOMMENDATION</b>	<b>CONCEPT</b>
1	Policies to Become More Pedestrian and Bicycle Friendly	Policy	Values: <ul style="list-style-type: none"> <li>▪ Build community</li> <li>▪ Health</li> <li>▪ Safety</li> <li>▪ Sustainable economic development (local businesses adjacent to pedestrian/bicycle routes)</li> </ul>	Values
1	Policies to Become More Pedestrian and Bicycle Friendly	Policy	New Paradigm: city centers connected by pedestrian/bicycle routes; safe neighborhoods	Connectivity
1	Policies to Become More Pedestrian and Bicycle Friendly	Policy	Redo Subdivisions and Zoning ordinances to meet requirements of ped/bike policies	Subdivisions/Zoning
1	Policies to Become More Pedestrian and Bicycle Friendly	Policy	Encourage Mixed-Use/Walkable Communities	Mixed-Use/Walkability
1	Policies to Become More Pedestrian and Bicycle Friendly	Policy	Develop Master Plan: utilize grid system for all development; connect all streets when possible	Connectivity

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1	Policies to Become More Pedestrian and Bicycle Friendly	Policy	Connectivity is important	Connectivity
1	Policies to Become More Pedestrian and Bicycle Friendly	Policy	Streetscapes: tree easement, sidewalk, bike path, median, traffic calming	Streetscapes
1	Policies to Become More Pedestrian and Bicycle Friendly	Policy	Vertically separate pedestrian, bicycle and automobile traffic at intersections (all ADA neighborhoods)	Intersection Improvement
1	Policies to Become More Pedestrian and Bicycle Friendly	Policy	Lighting	Lighting
1	Policies to Become More Pedestrian and Bicycle Friendly	Policy	Encourage City and County to work with railroad to improve access on railroad ROW for ped/bike	Access Management
1	Policies to Become More Pedestrian and Bicycle Friendly	Policy	Budgets should include ped/bike facility needs to move people not just cars	Facilities
1	Policies to Become More Pedestrian and Bicycle Friendly	Policy	Greenways along canals: identified in MPC plan; need 40' vegetation buffer where possible	Greenways

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2	Opportunities for Improved Transit Corridors	Policy	New Road Policy: make provision for ROW acquisition to accommodate transit corridor in median of new roads (e.g. I-16, Veterans Parkway, Lynes Parkway)	ROW Acquisition
2	Opportunities for Improved Transit Corridors	Transit	Funding: fragmented transit district equals lack of transit connectivity; require change in state legislation to fund new and expanded service outside existing transit district	Transit Funding; Expanded Service
2	Opportunities for Improved Transit Corridors	Transit	Key Transit Corridor: Abercorn Street -- most important corridor; alignment from 37 <sup>th</sup> Street to Veterans Parkway; major corridor for shopping, restaurants; create a transit network where Abercorn is backbone fed by park-n-ride lots in outer suburbs (don't really understand this one)	Transit Corridor
2	Opportunities for Improved Transit Corridors	Transit	Key Transit Corridor: I-16	Transit Corridor
2	Opportunities for Improved Transit Corridors	Transit	Key Transit Corridor: Lynes Parkway	Transit Corridor
2	Opportunities for Improved Transit Corridors	Transit	Key Transit Corridor: Veterans Parkway	Transit Corridor

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2	Opportunities for Improved Transit Corridors	Transit	Key Transit Corridor: US 80 to Tybee Island	Transit Corridor
2	Opportunities for Improved Transit Corridors	Transit	Preferred Transit Modes: Light Rail Transit and expanded/new bus transit service	Transit Modes
2	Opportunities for Improved Transit Corridors	Transit	Light Rail Transit: Reconstruct transit corridor from Ardsley Park to Downtown (operated in the past, has a history of ridership, rails may still exist)	Light Rail Transit
2	Opportunities for Improved Transit Corridors	Transit	Light Rail Transit: Replace CAT shuttle with LRT from Fort Jackson to River Street to Martin Luther King, Jr. Boulevard to Downtown	Light Rail Transit
2	Opportunities for Improved Transit Corridors	Transit	Circulator service on Butler Avenue especially during summer months with 22 passenger bus (smaller vehicle)	New Bus Service
2	Opportunities for Improved Transit Corridors	Transit	New bus service using smaller vehicles to Chimney Creek (part of transit district but receive no service)	New Bus Service
2	Opportunities for Improved Transit Corridors	Transit	Connect Pooler to Savannah with expanded bus service	Expanded Bus Service

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2	Opportunities for Improved Transit Corridors	Transit	Expand bus service to Crossroads Distribution Center (heavy employment center where workforce lacks transportation options)	Expanded Bus Service
2	Opportunities for Improved Transit Corridors	Transit	Implement transit service for key activity centers/developments: Crossroads, Home Depot, West Chatham	New Bus Service
2	Opportunities for Improved Transit Corridors	Transit	Ferry service to Tybee Island	Ferry Service
2	Opportunities for Improved Transit Corridors	Transit	Park-and-Ride Lots (at I-16, Veterans Parkway, Tybee, President Street) and parking for commuters	Parking
4A	Lack of East-West Connectivity	Short Term	Tweaking hospital hours/shifts	Alternate Hours – Employee Traffic
4A	Lack of East-West Connectivity	Short Term	No trucks on Bay Street (or other busy streets) at rush hour	Truck Traffic
4A	Lack of East-West Connectivity	Short Term	Remove parking on Bay Street	Parking
4A	Lack of East-West Connectivity	Short Term	Modify Truman Parkway on/off ramps (Victory Drive is priority)	Access Management
4A	Lack of East-West Connectivity	Short Term	More turning lanes on Islands	Turning Lanes

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4A	Lack of East-West Connectivity	Short Term	Widen Islands Expressway	Road Widening
4A	Lack of East-West Connectivity	Mid Term	Widen Abercorn at Forest River	Road Widening
4A	Lack of East-West Connectivity	Mid Term	Overpass King George Boulevard	New Road
4A	Lack of East-West Connectivity	Mid Term	Intersection improvements on Largo and Apache for pedestrians	Intersection Improvements
4A	Lack of East-West Connectivity	Mid Term	Finish Truman Parkway Phase V	New Road
4A	Lack of East-West Connectivity	Long Term	DeRenne Avenue: limited access or no access, over or under (does this need to refer to tunnel?)	Access Management
4A	Lack of East-West Connectivity	Long Term	Go through Hunter AFB	New Road
4A	Lack of East-West Connectivity	Long Term	Bridge to South Carolina connecting back to Hwy 17 (property is owned by GDOT)	New Bridge
4A	Lack of East-West Connectivity	Long Term	Limited access on Abercorn between Truman Parkway Phase V and Veterans' Parkway	Access Management
4B	Lack of East-West Connectivity	Short Term	Synchronize lights in downtown Savannah	Traffic Signals
4B	Lack of East-West Connectivity	Short Term	Limit hours of commercial traffic on Bay Street (i.e. 10 AM – 4 PM)	Alternate Hours – Truck Traffic
4B	Lack of East-West Connectivity	Short Term	Alternate streets with limited hours	Access Management

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4B	Lack of East-West Connectivity	Short Term	Park-and-ride lots for commuters	Parking Lot
4B	Lack of East-West Connectivity	Short Term	Synchronize draw bridges and trains	Bridge Operations
4B	Lack of East-West Connectivity	Short Term	Widen Abercorn Street <u>now</u> (funding is available)	Road Widening
4B	Lack of East-West Connectivity	Short Term	Remove parking lanes on Bay Street during rush hour	Parking
4B	Lack of East-West Connectivity	Short Term	One-way Bay Street	One-Way Street
4B	Lack of East-West Connectivity	Short Term	Extra off ramp from Truman Parkway to new Home Depot	Access Management
4B	Lack of East-West Connectivity	Mid-Term	Tunnels under major roads (Abercorn, DeRenne, Victory, Liberty) for pedestrians especially during peak traffic times	New Tunnel
4B	Lack of East-West Connectivity	Mid-Term	Overhead sidewalks on busy, wide roads	Skywalk
4B	Lack of East-West Connectivity	Long Term	Double road over Abercorn, Bay	New Road
4B	Lack of East-West Connectivity	Long Term	Tunnel under Hunter AFB (connect SR 307 to Truman Phase V)	New Tunnel
4B	Lack of East-West Connectivity	Long Term	Another bridge over Savannah River to Hutchinson Island	New Bridge

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4B	Lack of East-West Connectivity	Long Term	Tunnel under Liberty, Gwinnett, Oglethorpe (study already done with budget)	Tunnel
4B	Lack of East-West Connectivity	Long Term	Buy property of entire east-west street all at once and make an east-west parkway with increased speed limit and limited access (like Truman Parkway)	New Road
4B	Lack of East-West Connectivity	Long Term	Ferry system to islands	Ferry
4B	Lack of East-West Connectivity	Long Term	Bypass to include islands	New Road
5	Bay Street	Short Term	Phased timing of traffic signals	Traffic Signals
5	Bay Street	Short Term	Improve/emphasize pedestrian crossings	Pedestrian
5	Bay Street	Short Term	Reduce on-street parking to create turn lanes at selected intersections	Parking
5	Bay Street	Short Term	Encourage development of transportation visitor system	Transit
5	Bay Street	Short Term	Eliminate turns across traffic at selected intersections	Intersection Improvement
5	Bay Street	Short Term	Restrict truck driving during certain times of day	Truck Traffic

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5	Bay Street	Short Term	Stop south to north heavy traffic short of Bay; divert to portals on east and west ends of Bay	Traffic Flow/Control
5	Bay Street	Mid-Term	Restrict large delivery trucks/require transfer to smaller vehicles (Charleston Model)	Truck Traffic
5	Bay Street	Mid-Term	Government encourage industrial displacement to west side	Land Use
5	Bay Street	Mid-Term	Begin ROW acquisition for bridge solution	ROW Acquisition
5	Bay Street	Mid-Term	Eliminate service/surface parking off of Bay Street	Parking
5	Bay Street	Long Term	Truman Parkway to Hutchinson Island to Loop 52 or 17	New Road
6	DeRenne Avenue Congestion	Short Term	Middle (emergency) lane down DeRenne Avenue – remove median	New Traffic Lane
6	DeRenne Avenue Congestion	Short Term	Stop rewarding bad behavior: one person, one car – need a different mind set	Single Occupant Vehicle
6	DeRenne Avenue Congestion	Short Term	Access Management	Access Management
6	DeRenne Avenue Congestion	Short Term	Synchronize traffic signals (let people know time/speed)	Traffic Signals

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6	DeRenne Avenue Congestion	Short Term	Synchronize traffic signals: timed during peak hours, on demand during off peak hours	Traffic Signals
6	DeRenne Avenue Congestion	Short Term	Have truck traffic operate outside peak traffic times	Traffic Operations
6	DeRenne Avenue Congestion	Short Term	Reconnect DeRenne to White Bluff	New Road (Connector)
6	DeRenne Avenue Congestion	Short Term	Link I-516 to White Bluff/Abercorn through Mildred/Hamstead extended across White Bluff to Abercorn	New Road (Connector)
6	DeRenne Avenue Congestion	Mid-Term	Open up between I-16/I-516 that is in plan	New Road (Connector)
6	DeRenne Avenue Congestion	Mid-Term	Tunnel least intrusive north of Fairway Oaks	New Tunnel
6	DeRenne Avenue Congestion	Mid-Term	Tunnel I-516 west of Montgomery	New Tunnel
6	DeRenne Avenue Congestion	Mid-Term	Extend Montgomery Crossroads	New Road
6	DeRenne Avenue Congestion	Mid-Term	Intersection Improvements: lengthen turn lanes	Intersection Improvements
6	DeRenne Avenue Congestion	Mid-Term	Alternate route – improve 37 <sup>th</sup> Street connectivity	Connectivity
6	DeRenne Avenue Congestion	Mid-Term	New road through Hunter AFB (not likely)	New Road

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6	DeRenne Avenue Congestion	Long Term	Truman Parkway extension: bridge across river, complete loop	New Road
6	DeRenne Avenue Congestion	Long Term	Tunnel: possibly least invasive improvement on DeRenne	New Tunnel

**VI. NEXT STEPS**

The *Connecting Savannah* team will review the suggestions, group them, and indicate how suggestions are being treated (e.g., an improvement in the long-range plan, by recommendation of further study, by feasibility testing in the *Connecting Savannah* process, etc). The next meeting is scheduled for February 24 to review findings to date.