



APPENDIX D: PUBLIC OUTREACH



Public Meetings

Meeting	Date	Attendees	Materials Presented
TCC	6/15/17	17	Scope of MTP
MPC	7/11/17	9	MTP kick off and Socioeconomic Data Exercise
Economy Committee	7/27/17	7	MTP kick off and Socioeconomic Data Exercise
Quality of Life Committee	8/15/17	4	MTP kick off and Socioeconomic Data Exercise
TCC	8/17/17	19	MTP kick off and Socioeconomic Data Exercise
Regional Stakeholders and Planning Officials	8/18/17	7	MTP kick off and Socioeconomic Data Exercise
Education Committee	8/23/17	11	MTP kick off and Socioeconomic Data Exercise
CAC	10/5/17	8	Status Update (Timeline and schedule)
TCC	10/11/17	12	Status Update (Timeline and schedule)
ACAT	10/23/17	3	Status Update (Timeline and schedule)
MPO	10/25/17	23	Status Update (Timeline and schedule)
TCC	12/7/17	17	Project List and network Description
Citizen Advisory Committee Meeting	2/1/18	3	Draft MTP goals
TCC	2/22/18	16	Draft MTP goals
TCC	2/22/18	16	Action item: socioeconomic data approved
ACAT	2/26/18	3	Draft MTP goals
MPO	2/28/18	25	Information items socioeconomic data, DRAFT MTP Goals
TCC	4/19/18	12	Status update on socioeconomic data
Coastal Georgia Indicators Coalition	6/6/18	10	Briefing and MTP survey
Citizen Advisory Committee Meeting	6/21/18	8	Status Update (Socioeconomic data, goals, survey)



TCC	6/21/18	16	Status Update (Socioeconomic data, goals, survey)
ACAT	6/27/18	10	Status Update (Socioeconomic data, goals, survey)
MPO	6/27/18	20	Status Update (Socioeconomic data, goals, survey)
Effingham TAB Meeting	7/17/18	15	Briefing on 2045 MTP development and survey
SAGIS TAC	8/1/18	10	Briefing with follow up materials
Citizen Advisory Committee Meeting	8/16/18	11	Status Update (Socioeconomic data, goals, survey)
TCC	8/16/18	20	Status Update (Socioeconomic data, goals, survey)
ACAT	8/20/18	13	Status Update (Socioeconomic data, goals, survey)
MPO	8/22/18	20	Status Update (Socioeconomic data, goals, survey)
MTP Working Group	8/30/18	12	Goals and Finance process
CAT Board Meeting	9/18/18	30	Open House Presentation & Flyers
Richmond Hill City Council	9/18/18	23	Open House Presentation & Flyers
Effingham TAB Meeting	9/18/18	15	Open House Info/Flyer, Survey Follow up, Project list, and MTP development process
Quality of Life Committee	9/19/18	14	Open House Presentation & Flyers
Open House	9/20/18	8	Open house, flyers, posters, presentations, comments
Garden City Council	10/1/18	60	Open House Presentation & Flyers
Open House	10/2/18	11	Open house, flyers, posters, presentations, comments
Open House	10/4/18	12	Open house, flyers, posters, presentations, comments
Citizen Advisory Committee Meeting	12/6/18	6	Status Update (reviewed model results and endorsed acceptance to the board)
TCC	12/6/18	18	Status Update (reviewed model results and endorsed acceptance to the board)

ACAT	12/10/18	9	Status Update (reviewed model results and endorsed acceptance to the board)
MPO	12/12/18	21	Status Update (Adopted resolution to accept model results)
MTP Working Group	1/24/19	14	Reviewed model results and developed project list for 5th network
Citizen Advisory Committee Meeting	2/7/19	8	Status Update (Modeling process, prioritization process)
TCC	2/7/19	18	Status Update (Modeling process, prioritization process)
EDFAC	2/7/19	16	Overview of Plan update and discussed freight projects for the plan update
ACAT	2/25/19	10	Status Update (Modeling process, prioritization process)
MPO	2/27/19	21	Status Update (Modeling process, prioritization process)
MTP Working Group	3/7/19	14	Reviewed model and prioritization results and developed 6th network project list
Effingham TAB Meeting	3/19/19	15	Briefing on 2045 MTP development
MTP Working Group	3/21/19	12	Reviewed model and prioritization results and developed 6th network project list
Citizen Advisory Committee Meeting	4/11/19	6	Status Update (Financial Plan and Draft project List)
TCC	4/11/19	14	Status Update (Financial Plan and Draft project List)
ACAT	4/22/19	13	Status Update (Financial Plan and Draft project List)
MPO	4/24/19	20	Status Update (Financial Plan and Draft project List)
EDFAC	4/11/19	11	Status Update (Financial Plan and Draft project List)

Pooler City Council	4/15/19	38	I-95 and Airways Avenue Study and MTP Update
Effingham TAB Meeting	5/21/19	10	2045 MTP Draft Financially Constrained Highway Project List
West Savannah Community Association Community Meeting	5/28/19	45	2045 MTP Development and Draft Financially Constrained Project Lists
Coastal Georgia Indicators Coalition	6/5/19	63	Brief update and passed out flyers
Gulfstream	6/12/16	21	Presentation and handouts
Open House	6/13/19	3	Open house, Presentation and handouts
Richmond Hill City Council	6/17/19	22	Presentation and handouts
Citizen Advisory Committee Meeting	6/18/19	5	Status Update (Financial Plan and Draft project List)
TCC	6/18/19	19	Status Update (Financial Plan and Draft project List)
EDFAC	6/18/19	16	Status Update (Financial Plan and Draft project List)
ACAT	6/24/19	9	Status Update (Financial Plan and Draft project List)
Open House	6/25/19	8	Open house, Presentation and handouts
MPO	6/26/19	25	Status Update (Financial Plan and Draft project List)
Open House	6/27/19	6	Open house, Presentation and handouts
Garden City Council	7/15/19	20	Open House Presentation & Flyers
TCC	8/1/19	15	Mobility 2045 Endorsement
Citizen Advisory Committee Meeting	8/1/19	10	Mobility 2045 Endorsement
ACAT	8/5/19	12	Mobility 2045 Endorsement
MPO	8/7/19	22	Mobility 2045 Public Hearing and Approval

Public Ads for Community Meetings

Ads ran in Savannah Morning News September 16th, 2019 and September 30th, 2018 both online and in the paper for the fall 2018 public meetings. Ads ran June 9th and June 23rd, 2019 for the spring public meetings.



Mobility 2045 Public Meetings

September 20, 2018
First Presbyterian Church of Savannah
520 Washington Avenue,
Savannah, GA 31405

October 2, 2018
Southwest Chatham Library Auditorium
14097 Abercorn Street,
Savannah, GA 31419

October 4, 2018
St Luke Missionary Baptist Church
418 W 38th Street,
Savannah, GA 31401

Meetings will be 4:30 pm - 6:30 pm with a brief presentation at 5:30 pm.


Do you have ideas about how to improve transportation in our area? Now is the time to talk about it.

The Coastal Region Metropolitan Planning Organization (CORE MPO), which is the transportation planning agency for the Savannah area, is hosting a series of public meetings on the update to the long-range transportation plan. The new plan, Mobility 2045, is being developed to address the transportation needs of the Savannah region in the next twenty plus years.

The meetings will provide the public with information about the plan update process and schedule, and involve community members in the identification of goals and issues to be addressed.

You are cordially invited to attend the meetings and share with us your transportation concerns and vision for the future of transportation in our area.

If you have any questions regarding the public meetings, please contact Stephanie Rossi at 912-651-1476.



Like Us On Facebook at
[Facebook.com/thesavannahtribune](https://www.facebook.com/thesavannahtribune)

**Mobility 2045
Public Meetings**



CORE
COASTAL REGION MPO

June 13, 2019
Armstrong Center
11935 Abercorn St.
Savannah, GA 31419

June 25, 2019
Pooler Recreation
Center
900 S Rogers St.
Pooler, GA 31322

June 27, 2019
First Presbyterian
Church of Savannah
520 Washington Ave.
Savannah, GA 31405

**Do you have ideas about how to improve
transportation in our area?**

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The meetings will provide the public with information about the draft transportation plan.

You are cordially invited to attend the meetings and provide input.

If you have any questions regarding the public meetings, please contact Stephanie Rossi at 912-651-1476.

An ad ran in the Savannah Tribune the week of September 12th, 2018 advertising fall public meetings. Spring public meetings were advertised in the week of June 5th and 19th 2019.

The Savannah Tribune • Wednesday, September 12, 2018 9



News



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Mobility 2045 Public Meetings

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**Mobility 2045
Public Meetings**



CORE
COASTAL REGION MPO

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Savannah, GA 31419

June 25, 2019
Pooler Recreation
Center
900 S Rogers St.
Pooler, GA 31322

June 27, 2019
First Presbyterian
Church of Savannah
520 Washington Ave.
Savannah, GA 31405

**Open Houses will be
4:30pm-6:30pm**

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You are cordially invited to attend the meetings and provide input.

If you have any questions regarding the public meetings, please contact Stephanie Rossi at 912-651-1476.

Send us your comments at <https://www.thempc.org/Core/Mtp2045>

Legal Ads

Ads ran September 11th, 2018, June 2nd, June 16th and July 28th 2019.

September 2018
PUBLIC NOTICE FOR MTP
PUBLIC OPEN HOUSE

The Coastal Region Metropolitan Planning Organization (CORE MPO), the transportation planning agency for the Savannah urbanized area, is requesting the public input and comments on the Metropolitan Transportation Plan (MTP) Update. The MTP is a comprehensive "blueprint" for area transportation services aimed at meeting mobility needs through the next 20+ years. The current MTP, Total Mobility 2040, was adopted by the Board in 2014. To read the current MTP, visit <https://www.thempc.org/Dept/Plans>

CORE MPO will host three public open houses to gather public input on the MTP Update. Meeting times and locations are listed below:

CORE MTP Open Houses:

- September 20, 2018
 - o Location: First Presbyterian Church of Savannah (Chatham Crescent)
 - o Address: 520 Washington Avenue, Savannah, GA 31405
 - o Time: 4:30pm - 6:30pm with a presentation at 5:30pm
- October 2, 2018
 - o Location: Southwest Chatham Library Auditorium
 - o Address: 14097 Abercorn Street Savannah, GA 31419
 - o Time: 4:30pm - 6:30pm with a presentation at 5:30pm
- October 4, 2018
 - o Location: St Luke Missionary Baptist Church
 - o Address: 418 W 38th Street, Savannah, GA 31401
 - o Time: 4:30pm - 6:30pm with a presentation at 5:30pm

Disclaimer: The Chatham County-Savannah Metropolitan Planning Commission (MPC) and Coastal Region Metropolitan Planning Organization (CORE MPO) are committed to the principle of affirmative action and prohibit discrimination against otherwise qualified persons on the basis of race, color, religion, national origin, age, physical or mental disability, and where applicable, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, or because all or part of an individual's status is derived from any public program in its employment, facility accessibility or and CORE MPO are complying with and provisions of the Title VIII Act and other state and federal laws.

AFFIDAVIT OF PUBLICATION SAVANNAH MORNING NEWS

CHATHAM

appeared before me, Alaina Fincher, to me known who being sworn, deposes and she is the authorized agent of GateHouse Media, Georgia Holdings, Inc., d. b. a. Savannah Morning News in Chatham County, Georgia;

authorized to make affidavits of publication on behalf of said company; That said of general circulation in said county and in the area adjacent thereto; That said he legal organ for publication in Chatham County, Georgia; That he/she has regular editions of the Savannah Morning News, published:

September 11, 2018

2018

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2018

the following advertisement to wit:

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each of said editions.

subscribed before me;

Al Fincher

(Deponent)

This 11 day of Sept, 2018

Eugene J Cronk

Notary Public; Chatham County, GA.

RECEIVED

SEP 14 2018

METROPOLITAN PLANNING
COMMISSION

EUGENE J CRONK
Notary Public, Chatham County, Georgia
My Commission Expires January 24, 2022

June 2018

**PUBLIC NOTICE for MTP
PUBLIC OPEN HOUSE**

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CORE MTP Open Houses:

• June 13, 2019

- o Location: Armstrong Center
- o Address: 11935 Abercorn
Savannah, GA 31419
- o Time: 4:30pm - 6:30pm with a
presentation at 5:30pm

June 25, 2019

- o Location: Pooler Recreation
Center
- o Address: 900 S. Rogers St.
Pooler, GA 31322
- o Time: 4:30pm - 6:30pm with a
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- o Location: First Presbyterian
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MPO is also committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs.

June 2019

**PUBLIC NOTICE FOR
MTP UPDATE**

The Coastal Region Metropolitan Planning Organization (CORE MPO), the transportation planning agency for the Savannah urbanized area, is requesting the public to review and provide comments on the draft Metropolitan Transportation Plan (MTP) update, Mobility 2045. The MTP is a comprehensive "blueprint" for area transportation services aimed at meeting mobility needs through the next 20+ years. The MTP evaluates transportation system performance and is a source of policies, projects and actions that implement community vision of transportation improvements needed to reach community goals. The draft MTP will be available for review on or before June 17th, 2019 at the Live Oak public libraries, the Chatham County-Savannah Metropolitan Planning Commission (MPC) office, the MPC website at www.thempc.org/Core/Mtp2045, and other public review agencies. Any changes to the report will be posted on the website.

The comment period starts on June 17, 2019 and written comments on the draft plan will be accepted until close of business on July 16, 2019. Please send your comments to Stephanie Rossi, Metropolitan Planning Commission, 110 E. State Street, Savannah, GA 31401, or via email at rossis@thempc.org.

CORE MPO will host a public hearing at the August 7th, 2019 CORE MPO Board meeting for the proposed adoption of the MTP update, Mobility 2045. Meeting time and location are listed below:

CORE MPO Board Meeting
August 7, 2019
10:00 a.m.
County Commission Chamber,
2nd Floor
124 Bull Street, Savannah, GA 31401

This notice of public involvement activities and time established for public review and comment on the MTP will satisfy the Program of Projects (POP) requirements of the Federal Transit Administration (FTA) Section 5307 Program.

For a complete list of public review agencies or additional information regarding the proposed MTP Update, please call (912) 651-1476.

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Press Releases Used for Community Meetings & Public Comment



METROPOLITAN PLANNING ORGANIZATION

September 2018

PUBLIC NOTICE for MTP PUBLIC OPEN HOUSE

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METROPOLITAN PLANNING ORGANIZATION

June 2018

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CORE MTP Open Houses:

- **June 13, 2019**

- Location: Armstrong Center
- Address: 11935 Abercorn Savannah, GA 31419
- Time: 4:30pm - 6:30pm with a presentation at 5:30pm

June 25, 2019

- Location: Pooler Recreation Center
- Address: 900 S. Rogers St. Pooler, GA 31322
- Time: 4:30pm - 6:30pm with a presentation at 5:30pm

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METROPOLITAN PLANNING ORGANIZATION

June 2019

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Brochure Used for Community Meetings


Get Involved

Public involvement is crucial in the 2045 plan update process since you are the transportation system users and all the decisions made will affect your every day life.

Ways to Get involved!

Please Attend one or more of the public meetings listed on the back

Scan to send us your comments



Or go to
www.thempc.org/Dept/Mobility2045

Mobility 2045
METROPOLITAN TRANSPORTATION PLAN UPDATE

You can also contact the MPO staff
directly at 912.651.1476

Public Open House

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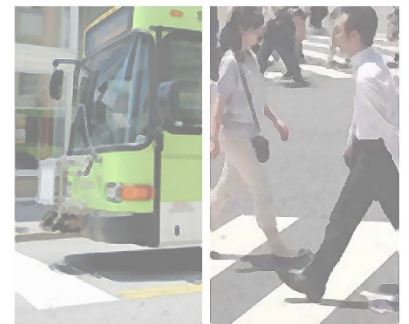
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CORE
COASTAL REGION MPO
For More Information Visit corempo.org

CHATHAM COUNTY - SAVANNAH METROPOLITAN PLANNING COMMISSION
For More Information Visit thempc.org



Mobility 2045 METROPOLITAN TRANSPORTATION PLAN UPDATE



CHATHAM COUNTY - SAVANNAH
METROPOLITAN PLANNING
COMMISSION
For More
Information
Visit thempc.org

CORE
COASTAL REGION MPO
For More Information Visit corempo.org



Mobility 2045

METROPOLITAN TRANSPORTATION PLAN UPDATE

WE NEED YOUR HELP!

The Coastal Region Metropolitan Planning Organization (CORE MPO) is in the process of developing the 2045 Metropolitan Transportation Plan (MTP) called Mobility 2045 for the Savannah metropolitan area.

The 2045 MTP is a comprehensive “blueprint” for the Savannah area’s transportation services aimed at meeting mobility needs through the next 20+ years.

CORE MPO needs your input on updating the MTP for the Savannah metropolitan area.

YOU know best what your community needs! Your input provides recommendations that reflect real world solutions to improve the overall quality of life for you and other residents in the area.

Article Publications

MOBILITY 2045: KEEPING THE REGION MOVING

Over the past year and half, the Coastal Region Metropolitan Planning Organization (CORE MPO) has been working on the development of Mobility 2045 the Metropolitan Transportation Plan (MTP) the region's transportation blue print for the next 20+ years.

One of the initial steps was to develop the goals and vision for the plan. Residents were asked what the most important aspects of transportation were to them and where they saw the biggest issues. CORE staff collected over 700 survey responses and comments. Based on that input, CORE staff drafted a set of goals representing a broad statement of our region's desired future conditions. These goals and objectives are targeted to ensure that the transportation system helps the region attain their overall vision for the future. The goals provide a framework for the provision of a safe, secure, efficient, multimodal transportation network that meets the mobility needs of both people and freight.

CORE staff has assessed the current transportation system deficiencies and future needs based upon projected population and employment growth and identified a list of projects based on the Mobility 2045 goals and financial constraints.

Several open houses will be held in June to roll out the draft plan and project list to share with the public and collect comments.

- Thursday, June 13 from 4:30-6:30 p.m. @ Armstrong Center
- Tuesday, June 25 from 4:30-6:30 p.m. @ Pooler Recreation Center
- Thursday, June 27 from 4:30-6:30 p.m. @ First Presbyterian Church of Savannah (Chatham Crescent)

For more information on Mobility 2045 Open Houses visit <https://www.thempc.org/Core/OHouses>

CORE MPO STAFF

Mark Wilkes
Director

Wykoda Wang
TIP Administrator

Stephanie Rossi
Principal Planner

James Small
Coordinator





Chatham County Connection

February 17, 2018



Albert J. Scott
Chairman



Helen L. Stone
District 1



James J. Holmes
District 2



Bobby Lockett
District 3



Patrick K. Farrell
District 4



Tabitha Odell
District 5



James "Jay" Jones
District 6



Dean Kicklighter
District 7



Chester A. Ellis
District 8

For more information on the current district lines visit:

www.chathamcountygga.gov



Al Scott, Chairman

MESSAGE FROM THE CHAIRMAN

The Holiday Season and 2019 are approaching quickly. I would like to take this opportunity to wish everyone a joyous holiday season from myself, the Chatham County Board of Commissioners and the County staff.

It might be the end of the year but the Chatham County Commission and the staff are looking ahead to the future. Infrastructure is always one of the needs that is in the forefront of our planning. The Special Purpose Local Option Sales Tax (SPLOST) is a way for the County and its municipalities to fund those needs throughout the community. Many of the public buildings, road resurfacing and drainage projects, and recreational facilities have been completed thanks to SPLOST funding.

Over the past two years, planning has been underway on a new Emergency Operations Center (EOC). The new facility located on Savannah Hilton Head Airport property will house the Chatham Emergency Management Agency (CEMA), Chatham County E911 Communications Services, the Savannah Hilton Head Airport Authority Police Department, and a Traffic Management Center. Building designs are underway now and the building will be completed in late 2020.

In the past 5 years, over 45 miles of roads have been paved in various Commission Districts. To determine which roads are resurfaced, Chatham County has been a pilot program community using software developed to rate roads (worst to best) and make sure that the best life cycles possible were generated on our road system. COPACES (Computerized Pavement Condition Evaluation System) is based on ratings of the pavement condition and developing a "score". This numerical evaluation is then ranked to allow staff to get the most of our paving dollars.

In 2019, Chatham County will begin improvements to Quacco Road from HWY 17 to the I-95 overpass. Improvements will include providing dual turn lanes from Quacco Road to US 17 and dual left turns into Quacco Road from US 17. Other improvements will be: right and left turn lanes at all major intersections; sidewalks and multi-use paths; and pull off areas for Chatham Area Transit will be created at each bus stop along the road. The project is being constructed in two phases. Right of way acquisitions are underway on the first phase. Residents can expect construction to begin in the summer of 2019.

The last phase of Memorial Stadium is nearing completion. The multiuse facility will provide office space for Parks and Recreation and serve as a meeting facility for public use. The new Memorial Plaza will be dedicated to our fallen service members on December 7th. Other recreational improvements can be seen at the Jennifer Ross Complex where an expansion of three new synthetic turf fields will increase play time for area youth. This past year the County Manager and Parks and Recreation staff have worked diligently with a consultant to identify recreational needs countywide. Not just what the unincorporated area needs, but to come to a common ground with cities to prevent redundancy in our programs.

Chatham County and its municipalities are four years into the six year collection cycle for SPLOST VI, and we know there will be many infrastructure projects needed in the years to come for our community. Work is underway by County Staff to prepare for the next referendum for SPLOST which will be on the ballot in November 2019.



LIVE OAK
Public Libraries

Serving the Community

In 2018 Live Oak Public Libraries provided services valued at a total of \$25,357,578 across 12 library locations in Chatham County.

The library system is a free community resource and is open to all, with or without a library card. This year in Chatham County the Library hosted 977,000 patron visits and was open to the public 26,000 hours.

"Our libraries are wise community investments and we are pleased to share the value of our services in terms of dollars-and-cents," said Charlotte Welch, Chair of the Live Oak Public Libraries Regional Board of Trustees. "With this community report we show library services are in great demand, cost effective, and essential in promoting reading and lifelong learning for people of all ages," added Welch.

"For every dollar our counties invest in our libraries, the community realizes more than four dollars in service value," said Tom Sloan, Executive Director of Live Oak Public Libraries. "Using the best of business practices, including economy of scale and resource sharing, our libraries efficiently manage resources to build and support a more sustainable community," noted Sloan.

The 2018 Live Oak Public Libraries Community Report for Chatham County highlights patron use of library services including:

- More than 970,000 items borrowed with a service value of more than \$20 million
- More than 419,000 questions asked on a wide array of topics with a service value of more than \$2.9 million
- More than 340,000 computer/online sessions conducted with a service value of more than \$1.8 million
- More than 80,000 attendances at library sponsored programs with a service value of more than \$540,000

Learn more about the 2018 Community Report at www.liveoakpl.org/services/value.

Live Oak Public Libraries

Live Oak Public Libraries is a system of 16 libraries and one bookmobile providing programs and services in Chatham, Effingham, & Liberty Counties. Our mission is to provide excellent, responsive service to enrich peoples' lives, support lifelong learning and build and enhance our communities.

Mobility 2045: Keeping the Region Moving



a safe, secure, efficient, multimodal transportation network that meets the mobility needs of both people and freight.

CORE MPO staff is currently working with the Technical Coordinating Committee (TCC) assessing the current transportation system deficiencies and future needs based upon projected population and employment growth. Once the deficiencies are identified a list of projects will be compiled based on the Mobility 2045 goals and financial constraints.

In spring 2019 CORE MPO staff will host a series of public open houses to encourage public review and comment on the draft plan and project list. Following a review and comment period, any necessary revisions to the plan will be made prior to the CORE MPO meeting in August.

For more information on Mobility 2045 update, visit www.corempo.org or www.thempc.org.

Games and Interactive Activities from Open Houses

Mobility 2045 Project Funding Interactive Exercise Using “CORE Bucks”

Please use your CORE Bucks to “vote” on which type of projects should receive funding. Place the desired amount of CORE Bucks in various labeled buckets.



the

Widen or Construct New Roadways: Widen existing roadway such as I-95 or construct new roadways to provide greater mobility in the region.

Improve Transit Service: Improve existing CAT service and provide service to adjacent areas with commuter van and/or bus/rail service, including the construction of park-and-ride lots.

Improve Traffic Operations: Add turn lanes, traffic signals, or other improvements at intersections in order to improve traffic flow / reduce bottle necks and better accommodate truck-related traffic.

Improve Safety: Identify unsafe transportation facilities (roadways, sidewalks, and/or conflict areas) and invest in improvements that enhance safe operation for all modes.

Construct / Improve Sidewalks, Bicycle Lanes, Trails, etc.

Improve non-motorized transportation connections within municipalities and to activity centers, around schools and connections to the unincorporated parts of the region.

Transportation Maintenance: Invest funding in maintaining current transportation assets (i.e. more frequent paving, fixing pot-holes, rebuilding bridges and roads to meet current design standards).

Mobility 2045 Dot Exercise

*Shows us where you experience transportation and traffic issues.
Place a corresponding color dot on the map.*



-  **Widen or Construct New Roadways:** Widen existing roadway such as I-95 or construct new roadways to provide greater mobility in the region.
-  **Improve Transit Service:** Improve existing CAT service and provide service to adjacent areas with commuter van and/or bus/rail service, including the construction of park-and-ride lots.
-  **Improve Traffic Operations:** Add turn lanes, traffic signals, or other improvements at intersections in order to improve traffic flow / reduce bottle necks and better accommodate truck-related traffic.
-  **Improve Safety:** Identify unsafe transportation facilities (roadways, sidewalks, and/or conflict areas) and invest in improvements that enhance multi-modal safe operation.
-  **Construct / Improve Sidewalks, Bicycle Lanes, Trails, etc.:** Improve multimodal connections within municipalities and to activity centers, around schools and connections to the unincorporated parts of the region.
-  **Transportation Maintenance:** Maintenance and repairs needed.

Online Survey

The survey ran from June to July and was offered in English and Spanish.

The Coastal Region (CORE) MPO is in the process of developing our Metropolitan Transportation Plan, for the Savannah metropolitan region. As part of the public input process, we want to know your thoughts on several issues that will affect development of the plan, and the selection of projects to implement. The results of your feedback will be incorporated into the final plan. For more information on the Metropolitan Transportation Plan, please visit: www.thempc.org/Dept/Tran

This survey is short, and should take less than 5 minutes to complete.

Funding for transportation projects is limited. How should the Metropolitan Transportation Plan allocate available funding? Please rank the following projects from most (1) to (5) least important.

Maintaining the current roadway system (i.e. fixing potholes, maintenance and repair of bridges, etc.)

Widening roads and building new roads and expressways

Creating new bike lanes and sidewalks

Enhancing/expanding the existing bus system (Chatham Area Transit)

Improving intersections to improve traffic flow

What do you see as the biggest transportation problem facing the region?

- ☐ Lack of transportation options
- ☐ Traffic congestion
- ☐ Unsafe conditions
- ☐ Lack of roadway maintenance
- ☐ Other/additional comment (please specify)

Please rate the following elements, and how important it is that these measures be included as part of the Metropolitan Transportation Plan

- Lower transportation costs
- Improving truck travel time reliability
- Ensuring transportation benefits and cost are evenly distributed throughout the region
- Reducing roadway congestion
- Maximizing private investment in transportation
- Maximizing transit ridership
- Improving travel time reliability
- Reducing air pollution
- Maintaining current infrastructure
- Building projects more quickly and efficiently
- Promoting new development
- Improving accessibility for all users of the transportation system
- Reducing transportation system vulnerability to climate change and extreme weather
- Maintaining or reducing travel time to economic job centers
- Improving safety

Not at all important

Slightly important

Moderately important

Important

Very important

No opinion

When coordinating improvements with adjacent counties and states, which are the most important to you? (Pick 2)

- ☐ Improved travel for pedestrians/bicyclists
- ☐ Improved roadway travel (such as I-95 and US17) for vehicles
- ☐ Improved public transportation
- ☐ Improved connections between major regional destinations (airports, beaches, major shopping malls, etc.)

When looking at providing additional mass transit options, what areas should the CORE MPO focus on? (Choose 1 or more)

- ☐ Expanding the current bus system (greater frequency, additional routes, longer hours, etc.)
- ☐ Bus-Rapid Transit on key routes
- ☐ Additional "park and ride" commuter options
- ☐ Expanding transit technology (electric buses, bus arrival and location information)
- ☐ Encourage transit orientated development
- ☐ Expand bike share
- ☐ Other (please explain)

Please share any other thoughts on improving transportation in Broward:

How did you hear about this survey?

- ☐ Social Media
- ☐ Broward MPO website
- ☐ Presentation/word of mouth
- ☐ Outreach event
- ☐ Mail (postcard)
- ☐ Other (please specify)

What zip code do you live in?

If you would like to receive more information and updates about the CORE MPO's Metropolitan Transportation Plan, please leave your email below:

Mobility 2045 Comments	Response
<p>I would love to see some of the very busy and dangerous streets (Drayton, Whittaker, 52nd Street, etc) reduced to one car lane and one bike lane, or switched to counterflow traffic. I would also love to see the bike roads throughout the coastal region improved. Lastly, crosswalks and stop lights and other ways to make sections of the city, especially midtown/Thomas square, more pedestrian friendly are long overdue.</p>	<p>Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.</p>
<p>(This is a repeated answer from an earlier question! I'd like to make sure it goes through. Thank you so much.) I wish that major roads in Savannah had a bike lane and sidewalk. Without a car, it is virtually impossible to go from my home to work. The bus is tardy and the bike lanes start and end in inconvenient and abrupt manners. Having a bike path would create a quick and healthy way to commute. Id like to suggest more bike paths on major roads (Abercorn, Waters, Montgomery cross, Whitebluff...). These paths would allow those living in nearby neighborhoods to commute. Having a bike lane on major roads could also be beneficial to scooter riders and wheelchair riders. In Montreal, Canada, a bike lane runs throughout the entire city, on a road parallel to the main road. This road is safe and seclusive and allows many to travel freely. I've seen many in wheelchairs be so happy that they could get around safely and independently. This not only freed up the main road (people biked instead of driving, less vehicles) but the mental benefits of excercise and the feeling of doing so safely and freely were mentally beneficial. Montreal also provides rental bikes (much like the yellow SCAD bikes) that can be borrowed at a rate of two dollars an hour. This encourages many tourists to enjoy the city. A safe bike path could be a positive change for Savannah that</p>	<p>The long range plan includes set aside funds for non motorized projects that include local sponsorship.</p>

not only promotes exercise, leisure, and tourism, but that allows the everyday commuter a chance to get to work without needing a car.	
1 don't have any choice but to drive, which is frustrating at times, considering how much larger cities handle public transit. 2. We need more direct roadways in some places to expedite traffic. 3. DeRenne needs traffic lights to sync up! This is the source of so much congestion. It would make the road faster by 200%. I have no choice but to use DeRenne coming home. It takes me almost as long to get through DeRenne as it does driving from Rincon to Savannah.	DeRenne is being studied for improvements and future projects sponsored by the City of Savannah are noted in the plan.
A better park and ride system for events in the area.	Comment noted and shared with Chatham Area Transit
A better rail system and a better incoming out going from the city, I-16 3 lanes to county lines, Better on/off ramps at major intersections	The projects and strategies identified in the plan address many of these issues.
A better transit system that even people who own cars would like to use should be the top priority.	Comment noted and shared with Chatham Area Transit
A rapid transportation option between downtown and the airport would be greatly beneficial. This could move much of the traffic to and from Pooler and the surrounding area off of I95 and I16.	Comment noted and shared with Chatham Area Transit
A regional commuter bus system similar to GRATA	Comment noted and shared with Chatham Area Transit
A traffic engineer could probably alleviate some of the traffic at some intersections by simply changing the time length of certain lights.	Operational improvements are one of the priorities identified in the plan with designated funds set aside for such projects.

Accessibility to waterways via public right of way is under utilized. These facilities promote eco-tourism, marine conservation and recreation.	Comment noted
Add taxi, bus routes to rural areas. Such as, Effingham	Comment noted, the plan is designed to serve all people, freight and goods.
Additional bike lanes for commuters please!	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Additional crosswalk support (signage, lights, road paint, etc.)	
Addressing street parking at intersections downtown- poor visibility of pedestrians. Require pedestrians/joggers to stop at corner crossings rather than just blindly crossing, banning joggers in parking garages, free shuttle loop expansion from parking garages for WORKERS vs tourists, fix the traffic jamming at the Liberty garage (am & at graduations)	Commented noted and will be shared with city staff.
Affordable pricing	
Anything to encourage walking and biking would, I believe, be beneficial in the long run for everyone. Bikes and feet cause a lot less wear on roads than cars.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Are more roundabouts (traffic circles) in semi busy intersections being considered	Comment noted and shared with the technical coordinating committee.
As a whole, we need to expand and connect several areas. Making additional access routes.	
As our city expands it is crucial to expand our public transportation system. When I moved here from Seattle, where I did not need a car, I was forced to buy a car to get to my job at Gulfstream. Biking the 1 mile to downtown Savannah feels dangerous. Our roads are congested and there is no efficient alternative. Please support alternative transportation to progress our growing city. Thank you.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.

<p>Basic road system is more than adequate ... Could use some sidewalk and bike lane improvements ... any new road reconstruction should allow for higher ocean levels / bigger storms ... bridges over canals should be raised - (upon rebuilding) canals - viable transportation and tourist infrastructure should be redeveloped - (raising/lowerting ? - gas/water/sewer/... pipes -) Biking, strolling, jogging ... trails along the canal areas . ----- ----- (Chicago / San Antonio / France / ...)</p>	<p>The long range plan includes set aside funds for non motorized projects that include local sponsorship.</p>
<p>Because parking is such an issue and difficult to find, reduce the cost have some free city lots like Greenville for example and keep pay for parking in the downtown North of Forsyth areas only.</p>	<p>Comment noted</p>
<p>Begin planning for autonomous vehicles. Consider a regional transportation authority to plan and implement multi-modal program.</p>	<p>Comment noted and autonomous vehicles are mentioned in the plan and we continue to monitor how this will affect transportation in Georgia and the Savannah area.</p>
<p>Better bicycle lanes along streets throughout Savannah</p>	<p>The long range plan includes set aside funds for non motorized projects that include local sponsorship.</p>
<p>Better waiting areas, and later hours for working adults including sundays.</p>	<p>Comment noted and shared with Chatham Area Transit</p>
<p>Bicycle paths that are safe and true bicycle route</p>	<p>The long range plan includes set aside funds for non motorized projects that include local sponsorship.</p>
<p>Bike lanes and sidewalks PLEASE!</p>	<p>The long range plan includes set aside funds for non motorized projects that include local sponsorship.</p>
<p>Bike Lanes in Effingham would be great Access to public transit/park and ride in Effingham would also be great</p>	<p>The long range plan includes set aside funds for non motorized projects that include local sponsorship. Comment noted and shared with Chatham Area Transit</p>
<p>bike lanes.....</p>	<p>The long range plan includes set aside funds for non motorized projects that include local sponsorship.</p>

Bike share has worked well in other cities. I think down the road this area should be thinking about a light rail system especially for commuters in surrounding areas like Pooler. In the meantime the bus service should expand to all the outlying areas like Pooler and cover more neighborhoods so workers with limited travel options can have more employment options.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Biking	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Bring back a new and improved "Nancy Hanks" rail system from Atlanta to Savannah and points in between.	Comment noted, please see the Urban Circulator Feasibility study https://www.thempc.org/Core/Studies
Bring back electric cable cars. Run them into downtown from the surrounding region to maximize walking culture.	Comment noted, please see the Urban Circulator Feasibility study https://www.thempc.org/Core/Studies
Bryan county needs better roads and access . Particulary Richmond Hill, Belfast Keller road area	Comments noted and will e shared with Richmond Hill Staff
Build to move people not just cars	Comment noted, the plan is designed to serve all people, freight and goods.
Building another transit center in the Midtown area of Savannah.	Comment noted and shared with Chatham Area Transit
Building bigger roads to combat traffic congestion is like fighting obesity by buying bigger pants. (IE -- it doesn't solve the problem)	Comment noted
Bus stops need improvement and buses should go all the way to Tybee.	Comment noted and shared with Chatham Area Transit
Buses are terrible for most commuters and costs go up with more ridership (unlike for trains/light rail). Bikes are great and Whitaker and Drayton need to be 1 lane with a bike lane and parking	Comment noted and shared with Chatham Area Transit
Can one lane each of Drayton and Whitaker be turned into parking with bus stops? Henry and Anderson also need improvements.	Comment noted and shared with Chatham Area Transit

CAT needs to become more reliable. I also think downtown road congestion is a problem. Additionally, there are many places where sidewalks and cross walk lights are in terrible condition, especially as you get further from downtown. In general, the further you get from downtown the more deteriorated conditions are.	Comment noted and shared with Chatham Area Transit
CAT should not be continued to operate with huge subsidies and therefore operating losses year after year. CAT is a complete waste of tax payer money. UBER could provide a superior service at less cost than CAT. Get rid of the bus system in Chatham county and replace it with something that will work - UBER. If you want to subsidize riders than let them use Uber. CAT is the worst bus service I've ever seen and if it losses so much money than shut it down. Come up with an alternative plan such as subsidized Uber for all low income citizens. That's a plan I can get behind.	Comment noted and shared with Chatham Area Transit
Connectivity needs to be improved in lower income areas especially through sidewalks, crosswalks, bike paths, and bus stops to economic centers.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
coordination with outer communities. expand CAT routes and locations	Comment noted and shared with Chatham Area Transit
Could more biking resources include showers? That's the only reason I don't commute to downtown Savannah on my bike	Comment noted and shared with Chatham Area Transit
Covered transit locations to protect riders from the weather	Comment noted and shared with Chatham Area Transit
creating new routes and improving the existing roadways to better handle more traffic safer	Comment noted and shared with Chatham Area Transit
Currently, the bus system is less convenient than driving- there's no incentive to ride the bus unless you don't have another option. If bus routes were more frequent and accessed more areas, it would encourage more people to use them. Also, route times are incredibly long	Comment noted and shared with Chatham Area Transit

making it difficult for those who must ride the bus to get to work or to access other job opportunities that are not close to their home.	
Dean Forest and I-16 congestion	The plan includes \$28,155,497 for improvements to the I-16 at SR 307 interchange.
Dedicated bike lanes to travel downtown from Midtown would be great to see. I'd love to be able to park my car further out and enjoy riding downtown for brunch on the weekends or similar outings.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Do not spend money on projects like downtown Savannahs Rail system, it's like good money down a rat hole, even if federal money!!!!	Comment noted
do not sacrifice the historic brick streets and oak trees as road 'improvements' we all know those historic areas were not designed for auto traffic and should not be re-purposed to accommodate.	The plan addresses mitigation on historic and culturally resources.
Electric buses	Comment noted and shared with Chatham Area Transit
Enforce the speed limit to reduce speeding and accident.	Comment noted
Ensuring the accessibility and availability of sidewalks throughout Savannah should be a priority (keeping them in repair and traversable by wheelchair). Additionally, continued work on bringing CAT Mobility into compliance with ADA requirements regarding scheduling should remain a focus.	The long range plan includes set aside funds for non motorized projects that include local sponsorship. Comment noted and shared with Chatham Area Transit
Establish a law/regulation that would require a traffic-impact study (and subsequent action based on the study) to be done for all new commercial construction at the expense of the property owner, not the taxpayers	Traffic studies are required of development which generate over a defined threshold of traffic. The studies are done at the expense of the developer.
Expand and encourage public transportation, green energy, biking and walking. Discourage gas-guzzling vehicles, car-centric development.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.

Expand availability of shared use paths and sidewalks, and connect them to the most used transit stops.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Expand bike trails east/west and north/south (using canal system as first option - especially in mid-town/southside communities	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Expand bus routes into Bryan and Effingham counties.	Comment noted and shared with Chatham Area Transit
Expand free shuttles to Victory Blvd shopping areas.	Comment noted and shared with Chatham Area Transit
Expand public transport throughout the area and include Tybee and Southside. The focus of only the Historic District is frustrating for visitors!	Comment noted and shared with Chatham Area Transit
Expansion and frequency throughout the county	Comment noted and shared with Chatham Area Transit
Favor residents over tourists.	Comment noted, the plan is designed to serve all people, freight and goods.
Find a way to reduce large trucks on Bay st.	Comment noted and will be shared with representatives from the city.
Finish projects quickly. Put an exit for I-95 at Belfast Keller in Bryan County.	Comments noted and will e shared with Richmond Hill Staff/GDOT
Focus on maintaining our current system and not facilitating suburban growth patterns. Maximize improvements for bike and pedestrian infrastructure.	The plan includes over 1.8 billion in transportation investments over the next 25 years to help accommodate growth and maintenance. The plan includes set aside funds for non motorized projects that include local sponsorship.
Focus on public transport, bicycle commuting, pedestrian access. Reducing speed limits. Creating more cyclist and pedestrian infrastructure and access.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Funding	Comment noted
Future transportation improvements should be focused on solutions that are not automobile-centric. Creating a city that is supportive of bike/ped commuters and transit users should be of the utmost importance.	The long range plan includes set aside funds for non motorized projects that include local sponsorship. Comment noted and shared with Chatham Area Transit

Get people riding CAT. This will improve traffic congestion. Biggest single thing for this would be adding Park n Ride so people can drive a mile or two to the Park n Ride then hop on the bus. This is a great success up north and out west and encourages transit-oriented development. Stores and restaurants around the Park n Rides usually do very well. Commuters arrive, get groceries or dinner, then go home from there. Lead by example: add MPC as CAT partner for employee ridership like City of Savannah. Improve the CAT mobile app for more reliable bus tracking and add a route planner.	Comment noted and shared with Chatham Area Transit
Get smaller transit buses. There are too many large, empty buses	Comment noted and shared with Chatham Area Transit
Get the DOT to allocate sufficient funds south of Macon.	Comment noted
Go east to Fort Pulaski and Tybee	Comment noted
Greater connectivity between CAT and CRC to cover balance of service area	Comment noted and shared with Chatham Area Transit
Have the GA DOT stop doing stupid things like making people stop on interstate off ramps to get killed. (Richmond Hill & Port Wentworth) no finishing roads in timely manor. Work on new project 24 hours to complete them faster.	Comment noted and will be shared with GDOT staff.
help seniors be able to get around to places,they may not be able to, such as medical, shopping, just a nice ride.	
High speed train to Atlanta, and Jacksonville, and Charlotte.	Comment noted
How about a passenger train to Atlanta?	Comment noted
How can we get a better way for people trying to catch the bus to be seen by the bus driver, especially if they have a hard full items	Comment noted and shared with Chatham Area Transit

I am tired of downtown businesses getting to dictate how street traffic,speed,lanes are done ,esp going thru residential areas. People who work downtown need to use the freeways to get home west of Derenne. People who live in the burbs,are NOT going downtown to shop and eat! They shop and eat where they live. Downtown is used by residents who live east of Derenne,SCAD students and TOURISTS. I'm tired of businesses downtown always trying to accommodate people who currently are not ,nor going to be ,their customers.	Comment noted and shared with Chatham Area Transit
I feel that road maintenance is needed. It's terrible watching out for pedestrians and pot holes at the same time	Comment noted, the plan is designed to serve all people, freight and goods.
I think our surrounding communities could benefit from golf cart trails(similar to peach tree city). People drive their golf carts to the store/school/community events/etc and it helps keep down in-city traffic congestion	Comment noted
I think there needs to be a big push for tourists and students to use public transit. Buses could make trips to and from Tybee every 30 minutes on weekends, more bike rentals in the historic district, etc.	The long range plan includes set aside funds for non motorized projects that include local sponsorship. Comment noted and shared with Chatham Area Transit
I think there should be bike lanes and side walks everywhere, even on the islands. When I ride my bike home from work I know I have the right of way but feel the frustration of those in vehicles. I feel that frustration could put me in danger. Not everyone can afford 2 vehicles, my bike is my primary mode of transportation. Thank you.	The long range plan also includes set aside funds for non motorized projects that include local sponsorship.
I would love to extend the Truman Linear Park Trail further north, up to President's Street, and further south to Abercorn St.	The plan currently includes \$4.4 million for the Truman Linear Park Trail II-B. The long range plan also includes set aside funds for non motorized projects that include local sponsorship.
I would love to see a park and ride option for people who live outside the city. The problem right now is the buses take a very long time to actually arrive in the city. If this could be	Comment noted and shared with Chatham Area Transit

improved I would love not spending a bunch of extra time and money trying to find a place to park.	
I've heard reducing Drayton and Whitaker to single lanes is an idea getting some traction. Strongly opposed to this. These are major arteries in and out of downtown Savannah. We need more such arteries not fewer!	Comment noted and will be shared with representatives from the city.
I-16 needs to be at least 4 lanes to highway 280 for normal and truck traffic for the port. Need better enforcement of left lane slow drivers.	The plan includes several improvements for I-16 within the region's boundaries.
If you want less people to use their cars, then more reliable, safe, efficient mass transportation must be made available. You can't rely on current bus system to get you anywhere in a timely manner.	Comment noted and shared with Chatham Area Transit
I'm interested in seeing traffic calming measures on throughways in residential/high foot traffic areas, i.e. Drayton and Whitaker Streets.	Comment noted and will be shared with representatives from the city.
Improve access to Tybee Island	The long range plan include projects to improve US 80 and the bridges out to Tybee.
improve bike routes, it dangerous to bike on most of the core streets. I've never seen a bus that has been even 30% full, size transportation to market demand, smaller buses	The long range plan includes set aside funds for non motorized projects that include local sponsorship. Comment noted and shared with Chatham Area Transit
Improve cycling lanes and routes	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Improve frequency on bus routes	Comment noted and shared with Chatham Area Transit
Improvement pick up times for those using the system for appointments.	Comment noted and shared with Chatham Area Transit
Improving bike and pedestrian safety is a must. It's low cost transportation & has very little environmental impact.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.

improving road surfaces. Widen roads to prevent traffic delays downtown behind tour buses and carriages, and designated bike lanes to improve safety	The plan includes over 1.8 billion in transportation investments over the next 25 years to help accommodate growth and maintenance.
Incentivize electrification of vehicles and lower transportation vulnerability to sea level rise.	Comment noted. CAT is in the process of purchasing several electric vehicles.
It is very important to focus on mobility for people with special needs (disAbled, low-income, young, old, etc). I don't see that addressed in this survey.	Comment noted.
It would be so nice if River Street did not allow cars and was a pedestrian-friendly zone only. We need more spaces that cars are not allowed to infiltrate.	Comment noted
Lets bring the cycling infrastructure in Savannah up to speed with other great American cities!	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Long term solutions please! Age of cheap fossil fuels is over, so we need to encourage non-motorized transport and public transit for efficient use of these more costly fuels	The plan includes over 1.8 billion in transportation investments over the next 25 years to help accommodate growth and maintenance.
look at privatizing Public transportation and encouraging business to develop their own for employees and customers.	Comment noted
Look to the future. We need to be investing in long term projects that will sustain our community through possible difficulties in access to natural resources and oncoming climate change as well as protecting our beautiful coast and historical area. Heavy trucks and cars take a great toll on our roads and subsequently on our pockets, lets limit their presence and create a system of smooth running, safe, trains and buses.	The plan takes into account environmental concerns and mitigation.
Maintenance and increasing access should be leading priorities.	The plan includes over 1.8 billion in transportation investments over the next 25 years to help accommodate growth and maintenance.

Make it a more pleasant experience to take public transit.	Comment noted and shared with Chatham Area Transit
Make it safer; police need to give more tickets for speeding and reckless, distracted driving.	Comment noted
Make more and better use of smart traffic lights. Change more intersections to roundabouts.	The city/county and GDOT have plans to expand the signal coordination program SRTOP. Pooler has a system in place. The plan include over \$140 million for operational improvements over the life of the plan.
Make transit more assessible and safer for those using public transport and those with disabilities.	Comment noted and shared with Chatham Area Transit
Make walkways safer for pedestrians, including those in wheelchairs.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Making more bike lanes safe and accessible in the downtown is important. Finding ways to encourage people to use the mass transit systems in place currently by expanding hours, locations and covered buss stops will help. Park and ride options to be increased. Slow down traffic to increase safety on major roads by using more stop signs or more frequent traffic lights.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Making people who don't follow proper driving laws accountable.	Comment noted
Many of the survey options listed can easily fit within each other. I encourage the CORE MPO to look at how ideas can be merged to create the best priorities for our region. We need to create a region that is safe, connected and predictable for people, no matter their mode of transportation. This means a combination of well-maintained roads, visible signage, protected bike lanes, bus only lanes and priority signalization, better maintained vehicles, and accessible sidewalks and visible crosswalks for people who walk, among all the other amenities that people in our region deserve.	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity.

More alternative routes than I-95, I-16, and 516.	The plan includes over 1.8 billion in transportation investments over the next 25 years to help accommodate growth and maintenance.
More bicycle lanes. Safer bicycle travel out to Tybee Island. Mass Transit options to Fort Pulaski National Monument and Tybee Island.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
More bike lanes and sidewalks are greatly needed. Hwy 80 out to Tybee needs a complete over haul. There have been more fatalities and unsafe travel in the last 3 years. Roads throughout the Wilmington Island area have been severely neglected and need repaving as well as sidewalks.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
More bike lanes on properly paved streets.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
More bike lanes would be extremely helpful! Electric buses would also help reduce noise pollution particularly in the Savannah Historic District- it would also help reduce carbon footprints.	The long range plan includes set aside funds for non motorized projects that include local sponsorship. CAT is in the process of purchases several electric vehicles and the plan includes funding for over \$222.6 million in transit improvements.
More bike lanes. More "share the road signs" with bike image. More questions on driver test about cyclist allowed on the roads.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
More bus routes to growing areas such as Pooler, Richmond Hill, Georgetown	Comment noted and shared with Chatham Area Transit
More bus/transportation service between municipalities within the region.	Comment noted and shared with Chatham Area Transit
More commuter options!	The plan includes over 1.8 billion in transportation investments over the next 25 years to help accommodate growth and maintenance.
More consideration for those with disabilities and mobility issues is needed, along with more public transportation options	Comment noted and shared with Chatham Area Transit
More dedicated bike lanes and lengthy N/S E/W greenways would be a major improvement. Alternative transit should be	The long range plan includes set aside funds for non motorized projects that include local sponsorship. CAT is in the process of purchases

heavily encouraged in the downtown area: reduced parallel parking, park & ride options, more shuttle routes in the business district, and safety improvements for pedestrians would improve the quality of the downtown area.	several eclectic vehicles and the plan includes funding for over \$222.6 million in transit improvements.
More options from Airport to downtown	There are a few projects identified in the plan that will address connectivity to the airport such as the I-95 and Airways Avenue study as well as the I-16 and I-95 projects. There is a project identified to widened Gulfstream .
More parking options as well as working towards Solar Roadways throughout the area.	Please see the Greater Savannah Parking and Mobility Study https://www.thempc.org/Core/Pm
More pedestrian and bike trails in west chatham county. Specifically, bridges for bikes, runners, pedestrians to cross major roads (Jimmy Deloach, Pooler Parkway, Benton Blvd., US-80)	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
More police enforcement. Speed limits and traffic signals appear to be a suggestion to most drivers in Savannah!!	Comment noted
More trees, bikes, and buses. Fewer cars and congestion.	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity.
Move towards more modern options - alternative fuels, smaller buses due to rider volume, better maintenance of roads and signals, bike lanes, bike lanes, bike lanes. You take your life in your hands as a cyclist in Savannah.	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity.
Must improve means to move people instead of cars and trucks only.	Comment noted
Need a better plan for preventing the flooding of streets in downtown Savannah.	Comment noted
Need more frequency on main travel routes, improved bus stop waiting areas.	Comment noted and shared with Chatham Area Transit

Need REAL bike lanes - not just a slightly wider shoulder but real safe bike lanes. And they need to be maintained so that cyclists will actually use them.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
New projects should always include accommodation for people who ride bikes and walk.	Comment noted
Now that you've built the Harry S. Truman Parkway as a north-south freeway through Savannah to give the island residents an easy way to get to the southside and downtown, please please please do the same for the West Chatham residents! We need east-west parkway so that West Chatham can also get to the southside and downtown easily and not have to deal with I-16 and 5-16. West Chatham/Pooler is growing way faster than the islands and we desperately need to fix the traffic problems out there.	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity. Several projects are aimed at improving traffic on the westside: I-95 at SR 21, I-95 at I-16, Effingham Parkways, I-16 widening, I-16 at SR 307, I-16 at Little neck, I-16 at Quacco Road and Old River Road.
Open up a YMCA of Coastal Georgia Downtown, someone should donate a building to them.	Comment noted
Options for Effingham County	Currently only a small portion of Effingham County is within the boundary of the MPO. Several of the projects on the Westside of Chatham County will provide benefit to Effingham County commenters.
Our lanes are too small on county roads, 17 is good, but the shoulder width changes far too much. Keep it wide everywhere	Comment noted
Paratransit is beyond horrendous in Chatham and can we get a damn bus to Tybee?	Comment noted and shared with Chatham Area Transit. A pilot shuttle service to Tybee in circulation.
Parking continues to be problematic. While I think there should be a push to encourage public transportation and accessibility, a lot of traffic would improve if people didn't have to loop around areas as they look for available spaces.	Please see the Greater Savannah Parking and Mobility Study https://www.thempc.org/Core/Pm

Pass legislation to bring every municipality in Chatham County into the system to help fund public transportation. Also consistently monitor all routes and times to make adjustments so transportation dollars are spent more efficiently.	Comment noted and shared with Chatham Area Transit
Pass ordinance that requires new building development to include providing sidewalks and bike lanes within 5 miles of the development site.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Paved, protected, bike routes	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
people who don't live in cities have very few transportation options	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity.
Perhaps more incentives to complete projects on time or faster but just a safe	Comment noted
Please ... no more stupid spending like a study for bike and walk paths on highways. The communities of bike-able and walk-able of the past don't exist in the same context they did years ago. Attempting to force these elements on suburban environments is a waste of money. There are constructive environments where these elements fit (ie downtown). Use tax money more wisely. In that light this survey alone is likely a waste of taxpayer money. The MPO is a waste of money.	Comment noted
Please bring transit to pooler	Comment noted and shared with Chatham Area Transit
Please enforce the one-way bike lanes. Price street is very dangerous when some one is riding backwards down the bike lane and basically 'hiding' behind parked cars. Please do not allow large vehicles to park near the intersections. I can't see around these vehicles to see the cyclists. Please give tickets to parked	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.

vehicles that are parked half in Broad street and half in the parking space.	
Please fix the unreliability and caustic personalities at the Teleride office in Chatham! They are leaving people out in the cold (literally) and making them late for work and appointments (making them even further dependent on others because they can't keep jobs if their transport is late). There's no recourse for bad performance either.	Comment noted and shared with Chatham Area Transit
Pooler is hurting its businesses by not participating in CAT.	Comment noted and shared with Chatham Area Transit
Preserve the great places and plant new trees!	Comment noted
Promote carsharing	Comment noted
Promote rail travel. Not only is it convenient, people can be productive.	Comment noted, please see the Urban Circulator Feasibility study https://www.thempc.org/Core/Studies
Promote use of cross - town parkway as much as possible or look at the possibility of adding additional on and off ramps to the parkway.	Comment noted
Protected bike lanes are needed to increase rider numbers	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Protected/safe biking/jogging routes interconnecting Chatham County to downtown Savannah.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Provide more ways for commuter traffic to get into and out of savannah	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity.
Public transportation hours of operation needs to be expanded so that people who work 2nd and 3rd shift jobs have a means of getting to and from work. It also needs to focus less on transporting tourists in downtown Savannah and focus more on helping residents get to jobs	Comment noted and shared with Chatham Area Transit

outside of the city limits, as these jobs tend to be higher paying jobs.	
rail	Comment noted, please see the Urban Circulator Feasibility study https://www.thempc.org/Core/Studies
Ramp up maintenance and quality repairs instead of wasting time and money patching problems.	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance.
Redesign certain two-lane one-way streets such as Drayton/Whitaker and Henry/Anderson to the Complete Streets model. Use bus rapid transit to remove cars from arterial roads.	The plan emphasizes a complete streets model which can be found in the Thoroughfare Plan in Appendix B. Comment noted and shared with Chatham Area Transit
Reduce number of cat buses on road to help reduce congestion.	Comment noted and shared with Chatham Area Transit
reduce number of trucks with either Rail or dedicated roads for trucks. limit trucks to right lane only on 2 lane roads, too many wrecks	
Regularly Share existing route utilization with the public...be self critical...illustrate Change over time...	The performance Based Planning and Programming System Performance Report is shared annually and the next Congestion Management Report will be available in 2020/2021.
Road maintenance, and bike pedestrian right of ways	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance.
safe bicycle accommodation is essential to encourage and facilitate more people to commute to town by bicycle, which reduces the amount of cars going into savannah and promotes public wellness	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Safer running/biking options. Better signage and education for both motorists and cyclists and runners.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
safety for those walking and cycling as well as those driving	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.

Safety regulations for bikers -- helmets required / attention to roadway and drainage	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Savannah and Chatham County is ideally suited for bike transportation. I am not one of those bike evangelists...but know many people that would rather bike than drive but decide to drive due to the lack of dedicated bike lanes. Bike lanes are cheap...and help to remove cars from traffic areas.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Savannah needs a light rail system!	Comment noted, please see the Urban Circulator Feasibility study https://www.thempc.org/Core/Studies
Savannah would benefit from a bike trail that went from downtown to Southside, near Armstrong, and one that would let people ride their bikes to Tybee safely. Protected bike lanes and bike trails are the future of tourism and local transportation. On top of that cars are anachronistic to the period that the downtown is curated to look like. The less cars downtown the more people will enjoy our great buildings and gardens without fear of being ran over by a lost tourist in an oversized car. Bike transportation will lighten general traffic because people will feel more comfortable taking their bikes to run short errands, and not add another car to the already busy street.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Security	Security and safety are identified as goals of the plan.
Senior Citizen free ride pass to build ridership and safety	Comment noted and shared with Chatham Area Transit
Slow traffic down, especially downtown and Victorian residential areas, by eliminating dual-lane one-way streets (add bike lanes w/street parking, like on Price) and by synchronizing traffic lights to stop the build-up of speed by drivers. These are inexpensive fixes that yield huge improvement in quality of residents' lives, of biking, and of walking.	Operational improvements are one of the priorities identified in the plan with designated funds set aside for such projects.

Some Main roads - (Abercorn - S of main town ...) nonexistent sidewalks ... though not directly ... mke old canal systems usable again -	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Something needs to be done with traffic congestion on major streets such as Abercorn, Derenne, Montgomery, 516, I-95, hwy 21 & many more.	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity.
Start by fixing/maintaining existing roads. Need an alignment for vehicle every time you travel around Savannah. I've been here over 12 years and have rarely seen any main streets repaved.	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance.
Stop building hotels downtown.	Comment noted.
stop doing it piecemeal - the roads are always under construction - figure out what needs to be done and get it over with	Comment noted.
Street signs and lights need to always be functional. Many stop/go light up signs do not work or are not long enough to cross safely. Public transit needs to be way more reliable and easy to use. Additional sidewalks and dedicated bike lanes would also be amazing!	Operational improvements are one of the priorities identified in the plan with designated funds set aside for such projects.
Stricter enforcement of traffic rules Solutions to deathly intersections eg cor 37th/Abercorn Traffic slowing in urban residential streets, eg Midtown and Thomas Square	The plan include over \$140 million for operational improvements over the life of the plan.
Supporting the roads for sufficient truck traffic on HWY 80 and HWY 280/ I16. The Exit ramps and overpass are in deplorable condition and a truck stop has been approved to break ground.	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity.
Synchronize traffic signals. Blinking yellow left turn signal. More bike lanes. Connect the Truman to I-95.	Operational improvements are one of the priorities identified in the plan with designated funds set aside for such projects.
Teleride is very important to those with disabilities especially to get to and from employment. People are loosing there jobs because this service doesn't show up.	Comment noted and shared with Chatham Area Transit

The area around the airport (Jimmy Deloach specifically) could use bicycle lanes. One person was killed due to lack of safety and the current increase in truck volume has made it worse. Savannah and Pooler city should coordinate together on improving the quality of public transportation for the area around the airport - bus waiting stations should have at least a small stand with a roof.	Comment noted and shared with Chatham Area Transit
The CORE MPO has a responsibility to develop safe and connected roadway networks for ALL transportation users, including people who bike, walk, use public transit, and drive. While it is important to begin the process of finally repairing our dilapidated roadways and infrastructure, it is even more important to do so in a way that provides safe places for our most vulnerable roadway users and establishes a robust implementation plan for years to come.	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity.
the downtown area has become to costly for those living in the area. The increase in parking fees and the extended time to pay for parking does not make it cost effective to visit the area	Comment noted.
The East Coast Greenway and a connected network of local shared use paths should be a priority planning, design and construction project.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
The Midtown/Mall area needs a Master Plan that focuses on transportation options. there are thousands of jobs, activities, and services in that area but it's only accessible by personal vehicle. Buses go there, but bus stops are unsafe and it's not walkable at all. The amount of surface parking in this area is a giant waste of potentially very valuable property.	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity.
The transit for the elderly and sick should be improved	Comment noted and shared with Chatham Area Transit
the transit system should be enhanced to readily serve all citizens in their daily travels;	Comment noted and shared with Chatham Area Transit

for bike share to be successful there must be more stations	
There are major road maintenance issues in Savannah.	The plan includes a set aside of \$232 million for maintenance needs.
There are some places that are near impossible to get to on a bike without risking your safety (Tybee Island being #1). Savannah is set up to be a bike friendly city with our grid streets and our flat landscape and it is completely a missed opportunity that we haven't tried to make ourselves more like the Amsterdam of the south. Invest in bike infrastructure and promote it as an option. I live in Midtown and work downtown and get there exclusively on bike. Not only do I often get to work sooner than my housemate, I don't have to deal with paying for parking. People need to feel safe on a bike and know it's an option. The current lack of bike parking and lack of bike lanes (there is no east to west bike lane north of 37th!) makes it uncomfortable to bike since so many people speed and run red lights/blow through stop signs etc. Savannah is full of dangerous drivers!	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
this is not the time for expensive proof of concept "Eco" solutions. There are 1000s of new jobs and the current system needs to support access to those jobs.	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance and improve accessibility and connectivity.
Too often, I have seen Cat buses flying down the road, and leaving/passing people clearly waiting at marked bus stops. This isn't a race. If driver's have to leave commuters behind, then clearly more vehicles and less speed trained operators are needed.	Comment noted and shared with Chatham Area Transit
Traffic calming using bump outs and trees. Bike infrastructure. Safe sidewalks. Reduced speeds around pedestrian areas	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
traffic congestion going on and off of Tybee needs to be addressed. Major safety concern.	The plan includes \$95 million for improvements on US 80 and the bridges out to Tybee.

<p>Transportation in the area is mostly based on cars. There must be a shift in paradigm in order to sustainably move forward. Georgia is a great place to use a bike, with very scenic landscape. However, not many people choose to do so. Mostly because it is dangerous to ride your bike in certain areas with so many vehicles. Integrating different forms of mass transportation with bicycles, wherever feasible would be grand for the city. Selling the city as a "green" place would attract more tourists, and also make the lives of the residents more pleasant.</p>	<p>The long range plan includes set aside funds for non motorized projects that include local sponsorship.</p>
<p>Transportation is interdependent with the public health, crime reduction, and livability of our city. Designing transportation options and urban design to encourage walking and cycling options has been proven increase the health and happiness of urban populations.</p>	<p>The long range plan includes set aside funds for non motorized projects that include local sponsorship. In addition the plan also encourages complete streets through the Thoroughfare Plan which can be found in Appendix B.</p>
<p>Turn the Truman limited-access Parkway into a true parkway with slightly slower speed limits and many more cross street intersections as roundabouts.</p>	<p>Comment noted.</p>
<p>Uh....bikes. Safe and comprehensive bike routes clearly marked and separated from car traffic. We have the perfect terrain and climate, we just need the paths.</p>	<p>The long range plan includes set aside funds for non motorized projects that include local sponsorship.</p>
<p>Use more efficient smaller buses such as airport type buses.</p>	<p>Comment noted and shared with Chatham Area Transit</p>
<p>Use more traffic circles. Atlanta is putting more and more traffic circles in key intersections to keep traffic moving.</p>	<p>The plan include over \$140 million for operational improvements such as this over the life of the plan.</p>
<p>Want to see emphasis on creating a network of protected, connected greenways and paved trails for bicycle & pedestrian travel.</p>	<p>The long range plan includes set aside funds for non motorized projects that include local sponsorship.</p>
<p>Ways to improve road structure to prevent flooding.</p>	

We are not bike friendly and as a tourist town we should be	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
We desperately need to get our focus away from cars. Please consider a light rail system someday! In the meantime, collaborating with cities to favor non-car oriented development, increased sidewalks, and better traffic flow on our existing roads (victory/Truman/Wall in really needs some help!) Would be a step in the right direction. Thank you!	Comment noted, please see the Urban Circulator Feasibility study https://www.thempc.org/Core/Studies
We desperately need to improve bike lanes and bike accessibility because Savannah is not only a good walking town but also one that could be a shining example of bike riding around its beauty.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
We have a population that will use public transit if availability increases. Also providing bike & alternate friendly lanes would be nice	Comment noted and shared with Chatham Area Transit. The long range plan includes set aside funds for non motorized projects that include local sponsorship.
We live along the Whitaker corridor and are tired of the whining that Whitaker and Drayton NEED to be 1way so people can get in and out of the city more quickly. That is what the Truman and east President are for. It appears that all of the planners have failed to take into account that the area from Victory north to Liberty had undergone a major change with people moving into the area and spending combined millions of dollars on renovations. The only voice that seems to be heard is that of developers and downtown businesses. The reality is people living south of Victory and clearly those living south of DeRenne rarely travel downtown unless their jobs are there. If a person's concern is that they can't get to work on time they need to do two things. Leave earlier and come to grips with the reality that a city founded in 1733 is designed around the speed of a horse.	Comment noted

We need more (and better visible) bike lanes -- especially those heading east and west within Savannah. New development in the Arena & Canal district should incorporate this into the design.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
We need more options to not take a car. Bike lanes. Cart lanes. Buses.	Comment noted, The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity.
We need more sidewalks and bike lanes. For a city that is so "walker friendly" we are not bike friendly enough. We also need to improve the DOT bus system. There should be collaboration with the homeless service agencies and with the city to provide transportation into downtown thats primarily for low income individuals to access services, so that the DOT buses can be used within the city to transport the general public around.	Comment noted and shared with Chatham Area Transit. The long range plan includes set aside funds for non motorized projects that include local sponsorship.
We NEED public transportation on Thanksgiving, Christmas, and New Year's Day! The city still has to run, people still have to work, tourist are still in the city as well! CAT should be running on a holiday schedule on those days. Believe it or not! It is no longer 1950! Savannah has grown, and so has tourism! Please grow with it!	Comment noted and shared with Chatham Area Transit
WE need to education more and more people everyday on how to respect each other either on bikes or cars and any kind of vehicle seriously safety wise. Too many drivers on their phones or doing something while driving and not paying any attention to others.	Comment noted.
We need to make it easier for people to use alternative transportation. Right now it only seems like an option if you live in the downtown area. Otherwise you have to get into your car for everything.	Comment noted and shared with Chatham Area Transit. The long range plan includes set aside funds for non motorized projects that include local sponsorship.

Weather and topography make biking ideal here. Make it safer...and why not have 3 hours on Sunday afternoon where some key roads are for recreational biking only! This is successful/popular in other cities.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
When planning anything new, or if something needs total replacement, incorporate the grid system used downtown as much as possible. Especially in chaotic West Savannah and Southside.	Comment noted
Why are 18 wheelers driving through the middle of this city along Bay Street. Improved rail crossings. Reduced horn noise from trains.	Comment noted and will e shared with city staff.
Why can't we plan for a light rail system? One route could go east/west between Effingham County and Tybee Island, with stops in Pooler, downtown Savannah and Wilmington Island. Another could go north/south from the Savannah River to Richmond Hill with stops in midtown, Southside and Georgetown. We need to think long-term about transit and not focus on a car-centric transportation system! And we need WAY more bike-friendly streets, preferably with dedicated bike lanes protected from automobiles. We are a flat city where it rarely snows or sleets, so we have no excuses. Savannah should be the bike friendliest town in the southeast!	Comment noted, please see the Urban Circulator Feasibility study https://www.thempc.org/Core/Studies
Widen all the existing major corridors	Comment noted, The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity. The includes funds to widen I-16 and I-516.
Widen Hwy 80 to improve traffic in emergency situations	the plan includes \$95 million for improvements on us and the bridges out to Tybee.
Widen I-16 from downtown to I95, at least. The 5:30 congestion is ridiculous.	The plan includes \$211 millions to widen I-16.

Widen US80 to Tybee!	the plan includes \$95 million for improvements on us and the bridges out to Tybee.
With a high number of households without access to cars, and a population that is interested in healthy ways to travel, we must invest in better bicycle and pedestrian infrastructure such as trail networks.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Worry more about residents - not just tourists!	Comment noted, The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity.
Would be awesome if Whitaker was one lane with protected bike lanes running north and south. The Price st bike lane is a good example of how changing a road can improve the community. Also, downtown needs a safe east/west bike route.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
You can't build your way out of congestion. It will take a combination of land use planning, interconnected transportation alternatives, and dis-incentivization to change the present arc of transportation development.	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity.
Better roads in Savannah Area	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity.
We will need something great for the citizens who works downtown and have a car. They need a lift from a parking site, share ride, or options on parking fees while working downtown.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
There has to be additional ways to access Chatham from Bryan and Effingham counties. You're losing residents but many still work in Savannah. It is so difficult to travel to and from either place. Been hearing about new roads for over 20 years. Fix the problems !	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity.

Safety is the most important issue. It must be the driving factor for all considerations. Maintenance is critical to maintain safety, but new construction can also enhance safety.	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity.
Driver education and behavior creates a lot of unnecessary problems in our area. If "slower traffic keep right" laws were enforced locally, a lot of congestion and accidents would be avoided. We must also be willing to try new design improvements like roundabouts and other interchange designs.	Comment noted
The biggest is a lack of available funds. Our only saving grace is the fact the Ports bring in money for transit projects related to their expansion.	Comment noted
Savannah needs something like Atlanta's Beltline, safe paved trails connecting the whole city.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Pay closer attention to needs of residents and particularly those who live in poverty and depend daily on public transportation.	Th plan includes over \$222 million in funds for transit improvements. Areas of poverty are analyzed as part of the environmental justice analyzed.
Regional Marta with large parking garage areas connecting statesboro to west Chatham to downtown and south side. I think with fast trains you could have greater use from the college as well as those that work at the port and at the hospitals. But short term a tram would be nice in the historic district from bay to victory and MLK to east broad is foreseeable	Comment noted, please see the Urban Circulator Feasibility study https://www.thempc.org/Core/Studies
east to west limited access road connect 516 to truman to possibly the islands.	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity. This includes several projects which improve east-west access.
Safe bike lanes & sidewalks throughout city	The long range plan includes set aside funds for non motorized projects that include local sponsorship.

Completing the region's portion of the Coastal Greenway bike route.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
expand free shuttle system as it is working well	Comment noted and shared with Chatham Area Transit
<p>There is a very strong precedent for car travel in this region that is beginning to have impacts for those who live in the immediate surroundings of downtown Savannah. It would absolutely change my life if I had access to a protected bike lane to downtown from my neighborhood. Instead, developments are being allowed that enforce car-bound behaviors. Please look beyond the transportation systems themselves, to development, including city and state legislation, and consider how development outside of the city center is primarily sprawl and significantly car-dependent. How can developers be encouraged to support denser growth and more mixed-used developments? How can the public be tapped to increase use of existing public trans (there is a stigma for bus use, and an education campaign could address it, or begin to! People need to know how they can use the bus in their daily lives.) So 1) build protected bike lanes from the eastside of Savannah to downtown please, and 2) dive into development policy-- the case of Johnny Harris is a great example-- residents of the neighborhood next to Whole Foods don't want additional sprawl. They want walkability, they want human-scale development, and the developers seem to be deaf to this. Can the MPO (and partners) help to bridge this gap, and translate for developers how they can do human-scale development without sacrificing their oh-so-precious profit margins?Thank you for taking the time to read these comments!</p>	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
improve roads and exit (turning and merging into traffic	Operational improvements are one of the priorities identified in the plan with designated funds set aside for such projects.

<p>We are 20 years behind in developing safe road ways - example Hwy 144, Hwy 17/25, I-95 interchanges (Belfast...). These problems that were identified 20 years ago are now finally under improvement - this is intolerable. For the safety of the citizens better coordination with developing authorities, county, city and state must form a checklist to prevent safety issues from being overlooked</p>	<p>Safety is a priority of the plan as well as at the federal level. To learn more about how safety is addressed in the plan see the chapter on safety and security as well as review the Performance Based Planning Program.</p>
<p>As the downtown area increases in traffic, it is important to ensure pedestrian safety and alternate means of transportation to minimize congestion. It is not the responsibility of residents in the City of Savannah to subsidize roads and highways for commuters to travel in to the City. It is also the responsibility to protect the residents with the increased traffic. For example, there needs to be a pedestrian cross-walk with light at the intersection of Atlantic and Victory for the students walking to Savannah Arts Academy and for the residents of the surrounding neighborhoods. Development needs to be comprehensive.</p>	<p>Safety is a priority of the plan as well as at the federal level. To learn more about how safety is addressed in the plan see the chapter on safety and security as well as review the Performance Based Planning Program.</p>
<p>There are some places at impossibke to bike to! I wish you could bike to Tybee Island safely of get to the south side safely</p>	<p>The long range plan includes set aside funds for non motorized projects that include local sponsorship.</p>
<p>There very few options besides driving and we see lots of folks who don't have cars sitting in the hot sun waiting for the bus. MPC should make greening and shading bus shelters a priority to catch the runoff, clean the air, and make it nicer environment for users. Another point is the noisy deisel buses for tourists - why aren't those electric?! I know those are lots of small businesses who run the ghost tours and such but damn they're loud and smelly. We live in midtown and find it easier to bike downtown but honestly have more trouble finding a bike parking spot than a car spot.</p>	<p>Comment noted and shared with Chatham Area Transit. The long range plan includes set aside funds for non motorized projects that include local sponsorship.</p>

Traffic flow is always the phrase used, as if the goal is to increase speed FOR cars. What about traffic calming instead, safety FOR pedestrians and cyclists in neighborhoods? More speed tables - Hull/Atlantic/56th/54th, for instance, near parks. More bike lanes in all directions. Easy inexpensive passenger train transit to Atlanta, Charleston, similar to what existed in the early part of the 20th Century. More restrictions on driver's license access i.e. more rigorous driver training.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
We need High Speed Rail to Atlanta. The Atlanta mayor says he wants it. We should too.	Comment Noted
To assist with traffic calming in the midtown area, we need raised crosswalks that will force cars to slow down in residential areas.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Bus shelters and seats for every bus stop! More dedicated bike lanes. Cross walks with lighting in the pavement.	Comment noted and shared with Chatham Area Transit
The highways need to have added lanes and better engineered on and off ramps to assist with the flow of traffic.	
Make transit more attractive to general public, choice rider, not just needs rider; Better maintenance of roadways	Comment noted and shared with Chatham Area Transit. The plan includes \$222.6 million for transit improvements over the life of the plan.
Follow the plan.	Comment noted
Growth and congestion is in the western Chatham and Effingham quadrant. Please focus on improving safety and congestion. When wrecks happen they are crippling to transportation. The affect of added trucks from port expansions is a continued stress on these roadways	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity.
There are so many jobs in Savannah/Chatham seeking people to hire but many would have to depend on public transportation which, in many cases, does not get folks to work on time thus causing them to lose their jobs.	Comment noted and shared with Chatham Area Transit. The plan includes \$222.6 million for transit improvements over the life of the plan.

Need more and ongoing public education about the value of density and smart planning.	Comment noted
Top priorities for planning and funding should be given to public transportation and bicycle and pedestrian facilities. More money spent on road facilities for automobiles only contributes to furthering transportation inequities, and will in the end result in more traffic and congestion. Today we need to create viable and sustainable alternatives to the automobile.	Comment noted and shared with Chatham Area Transit. The plan includes \$222.6 million for transit improvements over the life of the plan.
All of the old neighborhoods north of DeRenne are dense and would be well served by CAT bike share stands. It would make more territory accessible to both locals and tourists.	CAT is no longer operating the bike share program with the anticipation that private companies will offer this service in the Savannah area in the future.
I enjoy cycling in Savannah, both for leisure and as a bicycle commuter. Please continue to value cyclists as an important part of transportation in Savannah. A bike lane out to Tybee Island can and should be a top priority for making Savannah as better city for work and play. Thank you.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Poverty levels in Savannah will continue until affordable, reliable and more frequent transportation options are available where the jobs are... Expand the routes	Comment noted and shared with Chatham Area Transit
Have more buses on popular routes	Comment noted and shared with Chatham Area Transit
I'd be thrilled to never park down town again	Comment noted
Better roads in the Savannah area.	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance and improve accessibility and connectivity.
There has to be additional ways to access Chatham from Bryan and Effingham counties. You're losing residents but many still work in Savannah. It is so difficult to travel to and from either place. Been hearing about new roads for over 20 years. Fix the problems !	Comment noted, The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance and improve accessibility and connectivity.

We will need something great for the citizens who works downtown and have a car. They need a lift from a parking site, share ride, or options on parking fees while working downtown.	Please see the Greater Savannah Parking and Mobility Study https://www.thempc.org/Core/Pm
Safety is the most important issue. It must be the driving factor for all considerations. Maintenance is critical to maintain safety, but new construction can also enhance safety.	Safety is a priority of the plan as well as at the federal level. To learn more about how safety is addressed in the plan see the chapter on safety and security as well as review the Performance Based Planning Program.
Driver education and behavior creates a lot of unnecessary problems in our area. If "slower traffic keep right" laws were enforced locally, a lot of congestion and accidents would be avoided. We must also be willing to try new design improvements like roundabouts and other interchange designs.	Comment noted
better urban planning needed and tourism considerations. Lack of parking garages.	Comment noted
Unsafe flow of traffic due to a flawed design (i.e. 95/16 intersection)	There is \$211 million in the plan to address widening I-16 and making improvement to I-16 at I-95 interchange.
For future thinking. Relyin less on gas would help. Surprised there is not thoughts geared toward a downtown tram cutting from MLK to the new apartment area on president. With an additional tram track going from downtown Bay Street to deRenne. Main reason easy grid system and multiple roadways that could be transformed without too much redevelopment. Two it may have high intitial capital costs but faster transit times and more frequent travel would really be a benefit to the hospital staff and even possible base employees. It would be well suited with the grid system and activity in this area. It would also in the long term cost	Comment noted, please see the Urban Circulator Feasibility study https://www.thempc.org/Core/Studies

less and earn more revenue than the current bus system.	
Very limited safe bike routes	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Development in this area is making cars a necessity-- we need pedestrian-focused development!	The long range plan includes set aside funds for non motorized projects that include local sponsorship. Comment noted and shared with Chatham Area Transit
Government Reacts to problems - should be more proactive in finding issues to that need modifications to meet safety of citizens	Comment noted.
Biking options are dangerous!	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
1)pedestrian and bike safety, then 2)need more options	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Impact of expanded port on the flow of traffic and safety around the Dean Forest/I16/I95 corridors. Current infrastructure at Dean Forrest is incredibly insufficient and cause wrecks and bottlenecks daily.	The includes \$28 million in improvement for I-16 and SR 307.
The buses don't cover enough areas for workers.	Comment noted and shared with Chatham Area Transit
No bike lane from downtown out to Tybee.	The long range plan includes set aside funds for non motorized projects that include local sponsorship. Comment noted and shared with Chatham Area Transit
No sidewalks on main roads. Example Montgomery xroads towards lake mayer	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Lack of sidewalks and bike lanes in areas where people bike, walk and wait at bus stops, particularly in the Georgetown area	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.

Driver Behavior	Comment noted
Other issues are parking and road flooding	Comment noted
Pave the lanes	Comment noted
Need more bike lanes and crosswalks	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
remove the free cat shuttle	Comment noted and shared with Chatham Area Transit
And the missuse of funds like the Victory Corridor Study	Comment noted
Cars not yielding to pedestrians in crosswalks, poor night lighting drivers can't see pedestrians in crosswalks.	Comment noted
Of the roads that are not riddle with potholes, many streets lack proper reflective paint and markers	The plan includes \$232 million for maintenance through the life of the plan.
Corrupt enforcement of existing regulations	Comment noted
Lack of transportation between airport and Savannah.	There are a few projects identified eh plan that will address connectivity to the airport such as the I-95 and Airways Avenue study as well as the I-16 and I-95 projects. There is a ls a project identified to widened Gulfstream .
Unsafe conditions for cyclists due to lack of bike lanes	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Lack of focus on implementation when funding is available	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Terrible road conditions and worse driver skills	The plan includes \$232 million for maintenance through the life of the plan.
Affordable/Free Parking Downtown	Please see the Greater Savannah Parking and Mobility Study https://www.thempc.org/Core/Pm
Too much money spend on CAT	Comment noted and shared with Chatham Area Transit
Available parking	Comment noted

not enough bike lanes	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Rude drivers in a hurry.	Comment noted
Stop wasting \$\$\$\$!!! Waste of money spent on the Chatham Area Transit system. The system should be required to survive on its own without subsidies from local, state or federal governments.	Comment noted and shared with Chatham Area Transit
road flooding makes it near impossible to travel during rain	Comment noted
Lack of parking and street parking is overpriced	Please see the Greater Savannah Parking and Mobility Study https://www.thempc.org/Core/Pm
No way to get from many of the suburbs to downtown except by car or bus, we need a comprehensive bike system outside of the historic district	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Need better biking, walking, transit options.	The long range plan includes set aside funds for non motorized projects that include local sponsorship. Comment noted and shared with Chatham Area Transit. The plan includes \$222.6 million for transit improvements over the life of the plan.
Lack of support for biking, walking and public transportation. It's too car focused.	The long range plan includes set aside funds for non motorized projects that include local sponsorship. Comment noted and shared with Chatham Area Transit. The plan includes \$222.6 million for transit improvements over the life of the plan.
Compassion from those who are providing the service	Comment noted
bike lanes / sidewalks	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
we need rail, bike lanes, and electric scooter lanes. Room for more cars is not the long term solution.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.

Fuel Price Increases and Environmental Costs	Comment noted
Combine assets of SCAD, CAT, SCPSD TO IMPROVE UTILIZATION ON A SCALE THAT FITS THE DEMAND.	Comment noted
safe bike options! 60% of Copenhagen commutes by bike!! Give people healthy transportation options and allow people who can't afford a car to get where they need to go for work and school. Look at the success of Atlanta's Beltline! And consider bike infrastructure an important and extremely cost effective part of our tourism infrastructure.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
We need complete streets for pedestrians and bikes!!!	The plan includes the Thoroughfare Plan in Appendix B
I wish train and/or trolley could be expanded downtown and then high speed train to ATL	Comment noted, please see the Urban Circulator Feasibility study https://www.thempc.org/Core/Studies
Expanded shuttles to Metropolitan Starland Districts	Comment noted and shared with Chatham Area Transit
Some streets' traffic lights are obscured by the low limbs of live oak trees such as portions of Abercorn and 37th St.	Comment noted and will be shared with the city.
Lack of dedicated bike lanes	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Drivers still texting and talking on phones	Comment noted
Lack of speed enforcement, consistent speed limits thru out metro area ,speeding thru yellow red lites	Comment noted
Lack of real handicap accessibility	Comment noted and shared with Chatham Area Transit
Make it easier to walk/bike. Crosswalks on Victory, for example	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
More bike lanes are needed	The long range plan includes set aside funds for non motorized projects that include local sponsorship.

Unsafe drivers unsafe speeds	Comment noted
Traffic flow and efficiency	Operational improvements are one of the priorities identified in the plan with designated funds set aside for such projects.
Shared-use paths	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Safe and accessible off-road bike and pedestrian paths that connect all parts of the city	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Lack of political will towards non-auto oriented transportation infrastructure	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Support for biking infrastructure	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
The bus doesn't travel to Pooler, the ports, and areas where low income people could access better paying jobs	Pooler is out side the CAT taxing district. Comment noted and shared with Chatham Area Transit
flood irrigation	Comment noted
Insufficient investment in bike and pedestrian infrastructure	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
No bike Lanes (Effingham could definitely use this!)	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Making pedestrian and bicycle transportation more accessable, especially on southside.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Not enough bike/pedestrian roadways	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Bike riders ignoring traffic laws & no enforcement/ticketing	Comment noted

Many associates can't work the hours Walmart has available 2-11p and Sunday's because the buses do not run late enough on many routes.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Need speed train	Comment noted
difficult for senior citizens to access services and shopping	Comment noted
A red-light at Belfast Keller and 17 would help tremendously.	Operational improvements are one of the priorities identified in the plan with designated funds set aside for such projects.
Poor bicycle commuting opportunities	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Lack of safe cycling lanes	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Roads are unsafe. Wide lane roads, either single or multiple lane, encourage excess speeds and desire to be distracted. ie cellphone use.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Lack of safe bike lanes	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Unsafe drivers	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Too much growth and roadways are lagging to catch up	The plan includes over 1.8 billion in transportation investments over the next 25 years to help accommodate growth and maintenance.
Idiot drivers	Comment noted
No public transportation in West Chatham county	Comment noted and shared with Chatham Area Transit
Slowing traffic down, especially Henry, Anderson, Drayton, etc.	Comment noted and will be shared with the city.
Savannah desperately needs a light rail system like they have in most civilized countries	Comment noted, please see the Urban Circulator Feasibility study https://www.thempc.org/Core/Studies

Frequency time and day. Sunday should offer full service	Comment noted and shared with Chatham Area Transit
Disability mobility is terrible. Bus stops uncovered,	Comment noted and shared with Chatham Area Transit
We need better public transportation	The plan update support advancement in transit and includes not only traditional transit funding but also a set aside of additional transit dollars to support transit initiatives in the region.
We need more and better bike lanes.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Left lane merging on to 16 at the 37th street connector and cloverleaf at 95 and 16, Large Trucks on Bay street	Comment noted and shared with the appropriate agencies.
insufficient bike/pedestrian infrastructure	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Need safe, well maintained bike lanes.	Comment noted the non motorized plan will be updated in 2020.
Lack of sidewalks for disabled commuters is priority. They have to use road space which is dangerous for everyone.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Roadway maintenance, traffic congestion	The plan includes over 1.8 billion in transportation investments over the next 25 years to help accommodate growth and maintenance.
Too many cars.	Comment noted
unsafe for bikes, and need more mass transit. Park n Ride, and maybe on-demand mass transit (subsidize uber pool or make CAT app work better)	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
improving areas/intersections with high accident rates	Operational improvements are one of the priorities identified in the plan with designated funds set aside for such projects.
Poor Public transportation frequency	Comment noted and shared with Chatham Area Transit

Lack of funding across the board. Lack of maintenance on local streets.	The plan includes over 1.8 billion in transportation investments over the next 25 years to help accommodate growth and maintenance.
improve bus stop waiting areas within the county for safety and quality of living	Comment noted and shared with Chatham Area Transit. The plan includes \$222.6 million for transit improvements over the life of the plan.
while disappointed that the group does not see other solutions than road widening and alternative routes to transit problems. There are several key areas that are only going to have highly trafficked areas at two to four times a day and the need to have alternative transportation would play a better role rather than not suggesting to the public to car pool, use public transportation, or find more reliable mass transit other than just more environmentally friendly buses. The consumer at the port, hotels downtown, or at the hospitals could truly benefit from a Marta system here in Savannah. It would be a strong intitial cost but such a benefit to reducing parking downtown for workers, and reducing traffic congestion that only occurs at certain times of the day. Wider roads are not always the answer. Especially if you are truly looking at such a long way down the road.	Comment noted and shared with Chatham Area Transit. The plan includes \$222.6 million for transit improvements over the life of the plan.
Synchronizing all traffic lights on major roads like in NY	Operational improvements are one of the priorities identified in the plan with designated funds set aside for such projects. GDOT, Chatham County and Savannah plan to expand the SRTOP program.
Improving bike access across the region	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
protected bike lanes both north/south and east/west directions	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Providing safety for pedestrians with increased transportation	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.

Improve quality and quantity of transit for residents. The first question is phrased poorly, reduce costs for who? Residents? The government?	Comment noted and shared with Chatham Area Transit. The plan includes \$222.6 million for transit improvements over the life of the plan.
this survey's questions are biased toward car and truck travel and development	Comment noted
E.Broad should be two way. We need an East West quick way to get across the city. From i16 to Truman	Comment noted
Public transportation should be reliable, convenient and dignified, and a viable option for all commuters regardless of income/class	Comment noted and was shared with Chatham Area Transit.
Pave the lanes	Comment noted
Improve walkability of communities	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Improve Bike Lanes	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Biking lanes!	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Improving the connection between Savannah and its airport.	There are a few projects identified in the plan that will address connectivity to the airport such as the I-95 and Airways Avenue study as well as the I-16 and I-95 projects. There is a project identified to widen Gulfstream .
Driver education/accountability, drainage, potholes/tree roots, confusing roadways for out of towners	Comment noted
Work towards Solar Roadways	Comment noted
Too many bike lanes	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Better enforcement of current traffic and parking laws	Comment noted

Uber is more cost effective than the CAT bus system. Please shut down non profitable routes. You are wasting money on this bus system. Uber is cheaper and more cost effective.	Comment noted and was shared with Chatham Area Transit.
reducing the parking fee	Please see the Greater Savannah Parking and Mobility Study https://www.thempc.org/Core/Pm
Bike infrastructure	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Maximizing safety for people who walk or bike	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
reduce courtesy routes of public transportation and increase work friendly speedy routes (Workers need to be at work by 8 and should not have to get up at 4 a.m. to make that option)	Comment noted and was shared with Chatham Area Transit.
We need more bus routes and/or a light rail system to the areas around Chatham County.	Comment noted, please see the Urban Circulator Feasibility study https://www.thempc.org/Core/Studies
Open up a ferry from Richmond Hill to Savannah	Comment noted
Improving drainage at intersections so cars can pass and pedestrians can pass when there is a rain storm. Like at Jefferson and 38th and Abercorn and 32nd.	Comment noted
Bike and pedestrian infrastructure! I don't ride but would LOVE to park my car and do so. It's just not safe now.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
CAT Teleride services are unreliable and dangerous for a disabled population (ppl outside for 1 hr in heat waiting for their late teleride)	Comment noted and shared with Chatham Area Transit
Improving safety of walkers	The long range plan includes set aside funds for non motorized projects that include local sponsorship.

People getting places on time is their problem. Leave earlier, plan for delays .the government taxes can't pay for your responsibilities. Take a bus, scooter, bike or live closer. Grow up!	Comment noted and will be shared with the city.
Removing trucks from Bay Street downtown	Comment noted
More public transportation for opt in riders. Washington DC a good example	Comment noted and shared with Chatham Area Transit
More bike lanes - thus taking cars off the road and improving traffic	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Bike lanes and paths!!!	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
we need more bike lanes	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
What roadway congestion? This isn't Atlanta.	Comment noted
Increasing transportation options for the disabled	Comment noted and shared with Chatham Area Transit. The plan includes \$222.6 million for transit improvements over the life of the plan.
Need bike/pedestrian lanes on Johnny Mercer Blvd	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Bike paths, bike paths, bike paths, bike paths	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Safe cycling lanes very important	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
# I wish that major roads in Savannah had a bike lane and sidewalk. Without a car, it is virtually impossible to go from my home to work. The bus is tardy and the bike lanes start and end in inconvenient and abrupt manners. Having a bike path would create a quick and healthy way to commute. Id like to suggest more bike paths on major roads (Abercorn, Waters, Montgomery cross, Whitebluff...).	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.

<p>These paths would allow those living in nearby neighborhoods to commute. Having a bike lane on major roads could also be beneficial to scooter riders and wheelchair riders. In Montreal, Canada, a bike lane runs throughout the entire city, on a road parallel to the main road. This road is safe and seclusive and allows many to travel freely. I've seen many in wheelchairs be so happy that they could get around safely and independently. This not only freed up the main road (people biked instead of driving, less vehicles) but the mental benefits of excercise and the feeling of doing so safely and freely were mentally beneficial. Montreal also provides rental bikes (much like the yellow SCAD bikes) that can be borrowed at a rate of two dollars an hour. This encourages many tourists to enjoy the city. A safe bike path could be a positive change for Savannah that not only promotes excsecise, leisure, and tourism, but that allows the everyday commuter a chance to get to work without needing a car.</p>	
<p>Increase bicycle lanes and bike safety, particularly with separated bike Lanes!</p>	<p>Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.</p>
<p>Additional bike lanes would be nice(and safer!)</p>	<p>Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.</p>
<p>Electric car friendly should be top priority</p>	<p>Comment noted</p>
<p>Improve walking and biking alternatives</p>	<p>Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.</p>
<p>Improve intersections and interchanges</p>	<p>The plan includes several project to improve interchanges: I-95 at SR 307, I-19 at I-16, I-16 at I-516 and I-91 at SR 21.</p>
<p>Turn all one-way dual lane streets into one lane travel with bike lane and street parking added</p>	<p>Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.</p>

Savannah needs a light rail system!	Comment noted, please see the Urban Circulator Feasibility study https://www.thempc.org/Core/Studies
Bike lanes and scooter lanes	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
Widen US80 to Tybee!	The plan includes almost \$95 million in roadway and abridge improvements for US 80 out to Tybee.
Bike shares and bike lanes!	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
When roads / bridges are rebuilt - plan for 4' ++ sea level rise	Comment noted
Reducing greenhouse gas emissions and addressing climate change	Comment noted
Adding more shelters at bus stops	Comment noted and shared with Chatham Area Transit
reduce Port truck travel on feeder roads (RT 307)	Comment noted
Considering permeable services in development is very important.	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
add more bike lanes	Comment noted the non motorized plan will be updated in 2020 and will take comments into consideration.
The most important thing is to create safe, reliable and connected networks where all road users feel comfortable — not just single occupancy motor vehicle drivers.	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance an improve accessibility and connectivity.
Rides for the disabled	Comment noted and shared with Chatham Area Transit
Drainage during heavy rainstorms causing flooding in our streets prohibiting citizens to travel on certain streets on the east and west sides of Savannah.	Comment noted

Lack of capacity/driver education	Comment noted
Relieve traffic congestion at 37th and I-16	Comment noted and project is identified in the Vision Project List
there is a need for public transit between Pooler and Mid-town Savannah for work	Pooler is not inside the taxing district for CAT service. Comment noted and shared with Chatham Area Transit. The plan includes \$222.6 million for transit improvements over the life of the plan.
Expand free CAT shuttle service to other areas in Savannah	Comment noted and shared with Chatham Area Transit. The plan includes \$222.6 million for transit improvements over the life of the plan.
Better walking and bike trails around the park in mid-town Savannah	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
The West Bay Street improvements need to include and audible at the light beacon. This is an safety issues of for the vision impaired.	Comment noted and shared with GDOT
Regarding West Bay Street improvements. The improvements should be more neighborhood friendly like a boulevard instead of a highway. The road is too wide to cross safely. The road needs to serve the neighborhood and be safer.	Comment noted and shared with GDOT
The light beacon pole at Britney and Touten is not placed well and is too far west of the corner	Comment noted and shared with GDOT
I would like to see potholes repaired and widen roads such as I-95	The plan included funding for \$232 million in maintenance over the life of the plan.
Connect I-16 and Truman Pkwy	Comment noted.
I would like to see a wider CAT system with longer run time hours, not 1 hour intervals and in more areas such as Richmond Hill/Bryan County, Effingham and other areas so everyone has the opportunity to get to school and works etc.	Comment noted and shared with Chatham Area Transit
I'd like to see a focus on transit deficiencies in Savannah.	Comment noted and shared with Chatham Area Transit

Expand the free downtown DOT shuttle further south with a terminus at the Habersham Village Shopping Center.	Comment noted and shared with Chatham Area Transit
Bike lanes and sidewalks are desperately needed throughout the city and a comprehensive bike networks must be established to encourage smart growth through Savannahs environs.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Sidewalks, sidewalks, sidewalks please	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
I discourage any widening or expansion of roadways systems in Savannah. We possess over 700 miles of roadway within the city limits and it places an enormous fiscal burden on the tax payers.	The financial assumptions and project identified in the plan to not necessarily increase the financial burden of the residents.
The MPO can be of the greatest assistance financing and designing a mobility study for a sustainable fiscal future	The plan is based on conservative financial estimates and assumptions that are typical for the region.
Thanks for the budget emphasis on improving the safety problems along I-16	Comment noted
Priorities for Pooler: safety improvements at local exits along I-95, I-16, US 80 and Pooler Parkway	The plan includes improvements on I-95 at SR 21, Quacco Road and I-16.
Priorities for Pooler: preparing roads for expected continuation of population growth and business expansion	The plan includes over 1.8 billion in multimodal transportation investments over the next 25 years to help accommodate growth and maintenance and improve accessibility and connectivity.
Priorities for Pooler: increase bus and alternate transportation access for increasing complexity of transportation needs in Pooler	Pooler is not inside the taxing district for CAT service. Comment noted and shared with Chatham Area Transit. The plan includes \$222.6 million for transit improvements over the life of the plan.
MTP 2045 Figure 12: Proposed Pedestrian and Shared Use Path Network does not identify a continuous bike facility linking South Carolina to Bryan County as recommended as the East	The map currently included MTP DRAFT is from the currently adopted non-motorized plan. We intend to update the non motorized plan immediately following the MTP update. The draft

<p>Coast Greenway/Coastal Georgia Greenway (co-terminus).</p>	<p>list of updates includes the greenway and tide to town for example.</p>
<p>I-95/I-16 Project: I'm the President of the Steeple Run Neighborhood Association (at Southbridge, Chatham County). Our Neighborhood, of 50 town home units, is situated along the southern boundary of the 1-16 right of way just west of the Dean Forest overpass. We are concerned that the traffic increase from this project will result in a substantial increase in noise throughout our neighborhood, and particularly at the eastern end where there is no earthen berm. Also, we fear that the improvements to the eastbound exit to Dean Forest Road will result in a loss or thinning of the existing vegetation in that area, and additional noise impact. On behalf of our 50 residents, I am requesting a re-assessment of the noise impact on our neighborhood. In reviewing the GDOT Noise Study, I noticed that there was only one test site (R240) in our neighborhood, and I couldn't see where it's reading was reported in the findings. More importantly, as far as I can determine, there were no noise measurements taken at the east end of our neighborhood, where there is no berm. This area impacts approximately 14 town home units (Steeple Run Units 1-10, 13, 17, 19 and 21). It is easy to perceive that the noise increases as you approach the east end of our existing berm. It appears that the GDOT measurement location R240 was the location least impacted by current traffic noise. If nothing else, this seems to justify a re-evaluation of the impact on our neighborhood.</p>	<p>Comments were forwarded to the GDOT (Project Manager for I-16 Widening, GDOT Planning Office, GDOT District Office) and the Chatham County Engineering Department (local sponsor for I-16/SR 307 Interchange Improvements) for their attention and consideration.</p>

<p>I-95/I-16 GDOT Project</p> <p>My husband and I (Steve and Deborah Bowen) are residents of 8 Steeple Run Way at Southbridge, Chatham County. Our neighborhood consists of 50 town homes. They are situated along the southern boundary of the I-16 right of way just west of the Dean Forest Road overpass.</p> <p>Some of our concerns are listed below:</p> <p>-At this point, the truck (tractor trailer) noise coming from the on and off ramps is particularly loud and will be even more with the widening of I-16.</p> <p>-Where, when and how were the original GDOT noise impact studies made and scheduled?</p> <p>-In the very near future, due to new warehouses being built on Dean Forest Road, there will be increased truck traffic noise and safety issues. With land readily available on Dean Forest, more warehouse developments will follow due to the Savannah Port's proximity.</p> <p>-The intersection which includes the Dean Forest overpass is already extremely busy. Even now the trucks at many times during the day are backed up on I-16. Definitely a safety hazard!</p> <p>-Also, close to the Dean Forest Road overpass, land is being cleared for a large apartment complex with possibly some light commercial or retail shops which will further congest the area with traffic.</p> <p>-Due to the amount of traffic, its composition, the noise situation, and the most important issue, the safety of our Chatham County citizens, please re-visit the noise impact studies and the eastbound ramp issue. Both need your immediate attention.</p>	<p>Comments were forwarded to the GDOT (Project Manager for I-16 Widening, GDOT Planning Office, GDOT District Office) and the Chatham County Engineering Department (local sponsor for I-16/SR 307 Interchange Improvements) for their attention and consideration.</p>
<p>I-95/I-16 Southbridge concerns</p> <ul style="list-style-type: none"> • The sound study needs to be redone. • The amount of traffic, its composition, and the locations of the field readings need to be revisited • The I-16 eastbound exit ramp at Dean Forest 	<p>Comments were forwarded to the GDOT (Project Manager for I-16 Widening, GDOT Planning Office, GDOT District Office) and the Chatham County Engineering Department (local sponsor for</p>

<p>Road needs to be included in this project for safety reasons</p>	<p>I-16/SR 307 Interchange Improvements) for their attention and consideration.</p>
<p>I-95/I-16 Project: I strongly believe that the sound study should be redone. The first sound study was done in 2016, the week that Hurricane Matthew was approaching Savannah. Since that time, the corridor has experienced substantial changes in tree cover, foliage and traffic density. The standard used for this project, 23 CFR, has several sections that support the desire of the Southbridge community to get relief from the existing and future noise levels of I16 and I-95 in this project. Section 772.11 Noise Abatement (d) When noise abatement measures are being considered, every reasonable effort shall be made to obtain substantial noise reductions. (f) The views of the impacted residents will be a major consideration in reaching a decision on the reasonableness of abatement measures to be provided. The need to make every reasonable effort and to consider the views of impacted residents imply an effort should be made to provide noise abatement—not find ways to avoid providing abatement! This study was developed using 15-minute sound readings which were multiplied by 4 to get an equivalent sound level ((Leq(h)) for a one-hour period. We submit that the heavy density of homes backing up to I-16 eastbound, the heavier truck traffic and the fact that many of the locations were close to being designated as “impacted” warrants a full one-hour measurement of noise to give a true reading. The traffic input in the TNM model was based on LOS C capacities received from the Savannah Metropolitan Planning Commission from a period prior to 2015. Many factors have changed in the 4+ years since that time. A current count of traffic, including the number and types of vehicles, is critical for the accuracy of this study. The residents in this area have listened to the noise</p>	<p>Comments were forwarded to the GDOT (Project Manager for I-16 Widening, GDOT Planning Office, GDOT District Office) and the Chatham County Engineering Department (local sponsor for I-16/SR 307 Interchange Improvements) for their attention and consideration.</p>

<p>from I-16 since the development was started in 1988, and this is their only opportunity to get relief from current and future noise. The statement that “noise generated from sources other than traffic is not included in the model” causes concern to the residents: having major exits (I-95 northbound to I-16 eastbound and I-16 east bound to Dean Forest Road) in the area is the source of “Jake brake” noise which should be illegal near these residential areas.</p>	
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A proposed “barrier #3” was deemed “feasible.” However, since “only three” residents would be “benefited” by construction of this barrier, it was deemed “not reasonable”! If there were different readings or a different “estimated cost” where four or more residents were averaged into the benefit, or if the “estimated cost” is actually estimated vs using \$25 per sq. ft. or using a lower height for a barrier vs the maximum, all the residents in this area would have seen a reduction in the noise at their home! Another option for review is in this section: How recently has the “allowable cost for abatement” been revised? Has it been within the 5-year limit? Section 772.13 Analysis of noise abatement (d)(2) (ii) Cost effectiveness of the highway traffic noise abatement measures. Each highway agency shall determine, and receive FHWA approval for, the allowable cost of abatement by determining a baseline cost reasonableness value. This determination may include the actual construction cost of noise abatement, cost per square foot of abatement, the maximum square footage of abatement/benefited receptor and either the cost/benefited receptor or cost/benefited receptor/dB(A) reduction. The highway agency shall re-analyze the allowable cost for abatement on a regular interval, not to exceed 5 years. A highway agency has the option of justifying, for FHWA approval, different cost allowances for a particular geographic area(s) within the State, however, the highway agency must use the same cost reasonableness/construction cost ratio statewide. Section (k) allows cost averaging with a common noise environment which could easily be the Southbridge community, and would allow all three barriers to be “reasonable”. (k) On a Type I or Type II projects, a highway agency has the option to cost average noise abatement among benefited receptors within common noise environments if no single common noise environment exceeds

Comments were forwarded to the GDOT (Project Manager for I-16 Widening, GDOT Planning Office, GDOT District Office) and the Chatham County Engineering Department (local sponsor for I-16/SR 307 Interchange Improvements) for their attention and consideration.

<p>two times the highway agency's cost reasonableness criteria and collectively all common noise environments being averaged do not exceed the highway agency's cost reasonableness criteria. There are several locations where the dirt berms are non-existent or very low. These are locations where field measurements should be taken for a full hour and with current actual or at least updated LOS C data. They are: 1. Lot 455 (602 Southbridge Blvd) 2. Lot 408 (114 Whispering Pines Court) 3. Lot 208 (6 Baysprings Court) 4. Lot 215 (6 Baysprings Point) 5. Lot 232 (129 Baymeadow Point) 6. Lot 2 (2 Steeple Run Way)</p>	
<p>I-95/I-16 Project: In conclusion, the residents of Southbridge have been impacted by the increased traffic on I-16 since 1988. This increase is documented by the fact that the DOT has deemed a need for TWO additional lanes in this area. We ask that you reconsider and: (a) re-establish the sound study with updated traffic information (LOS C), a full 1-hour "LEQ" time study and different locations for the actual sound readings that reflect the points where the berms are low, non-existent or where the homes are at the end of a berm; (b) add signage restricting the use of "jake braking" in this section of I-16 and I-95, and (c) add the exit ramp upgrade for I-16 eastbound onto Dean Forest Road to this project for safety concerns.</p>	<p>Comments were forwarded to the GDOT (Project Manager for I-16 Widening, GDOT Planning Office, GDOT District Office) and the Chatham County Engineering Department (local sponsor for I-16/SR 307 Interchange Improvements) for their attention and consideration.</p>

<p>Biggest transportation need: Vehicular congestion on Derene Ave between Waters Ave and Montgomery Traffic backups on Victory Drive Bee Road to Skidaway Lack of connectivity for bicycles from Savannah south side to downtown Lack of safe bicycle connectivity to Tybee from downtown Lack of safe bicycle connectivity from Savannah to Pooler and westside</p>	<p>There are several projects in the plan that included improvements on DeRenne to improvements operations and traffic flow.</p> <p>Improvement for Victory Drive are identified on the Vision Project list.</p> <p>The long range plan includes set aside funds for non motorized projects that include local sponsorship.</p>
<p>the biggest transportation need: Sidewalks, protected bike lanes, trails.</p>	<p>The long range plan includes set aside funds for non motorized projects that include local sponsorship.</p>
<p>In my opinion, the biggest long-range transportation need in Savannah is a new bridge running from the north end of the Truman Parkway to US Hwy 17 in South Carolina, across the Savannah River and the Back River. Because the Savannah River Bridge (Talmadge Bridge) will need to be replaced before long to accommodate larger ships entering the Port of Savannah, it should be replaced with a taller and longer bridge at the north end of the Truman Parkway so that traffic coming from South Carolina on US Hwy 17, and heading east or southeast, will not be routed through the Savannah Historic District. Traffic exiting from the eastern end Interstate 16 should also be re-routed to avoid the Savannah Historic District. The current heavy traffic on Bay Street, which includes many large and noisy semi-trailer trucks, has created a traffic nightmare for tourists in cars and on foot, as well as for local residents who would like to be able to visit the Historic District without battling bumper to bumper traffic composed largely of trucks and passenger cars that are just trying to get through the Historic District to destinations east or southeast of the downtown area. Thank you!</p>	<p>Consideration for replacing the Talmadge Bridge are in the very preliminary stages. At this point the concept of replacing the bridge is identified on the Vision project list.</p> <p>We will share comments regarding Bay Street with the city.</p>

<p>The effect of sound on the residents in communities needs to be considered in expansion and new projects specially the I-16 and Dean Forest ramp. The sound study needs to be redone. The amount of traffic and its composition, along with the location of the field readings need to be revisited. Also, the exit ramp off I-16 eastbound at Dean Forest Road needs to be included in this project for safety reasons.</p>	<p>Comments were forwarded to the GDOT (Project Manager for I-16 Widening, GDOT Planning Office, GDOT District Office) and the Chatham County Engineering Department (local sponsor for I-16/SR 307 Interchange Improvements) for their attention and consideration.</p>
<p>I'm the President of the Steeple Run Neighborhood Association (at Southbridge, Chatham County). Our Neighborhood, consisting of 50 townhome units, is situated along the southern boundary of the I-16 right of way just west of the Dean Forest Road overpass. We are concerned that the traffic increase resulting from the current GDOT I-16 Widening Project on the northern boundary of our neighborhood will result in a substantial increase in noise throughout our area, and particularly at the eastern end where there is no existing earthen berm. Also, we fear that the improvements to the eastbound exit to Dean Forest Road will result in a loss or thinning of the existing vegetation in that area, and additional noise impact. We feel that a sound barrier wall in our area is the only way to effectively mitigate the anticipated increase in traffic noise. On behalf of our 50 residents, I am requesting an assessment of the noise impact on our neighborhood. In reviewing the GDOT Noise Study, I noticed that there was only one test site (R240) in our neighborhood, and I couldn't see where it's reading was reported in the findings. More importantly, as far as I can determine, there were no noise measurements taken at the east end of our neighborhood, where there is no existing berm. This area impacts approximately 14 town home units (Steeple Run Units 1-10, 13, 17, 19 and 21. It is easy to perceive that the noise increases as you approach the east end of our existing berm. It appears that the GDOT measurement location</p>	<p>Comments were forwarded to the GDOT (Project Manager for I-16 Widening, GDOT Planning Office, GDOT District Office) and the Chatham County Engineering Department (local sponsor for I-16/SR 307 Interchange Improvements) for their attention and consideration.</p>

R240 was the location least impacted by current traffic noise. If nothing else, this seems to justify a re-evaluation of the impact on our neighborhood. Please let me know if there is anything we can provide to assist in making our neighborhood's concerns known.	
The biggest transportation need: Traffic congestion and speed mitigation, primarily through traffic calming and comprehensive efforts to make 25% of all trips taken by transit, bike, and on foot.	The long range plan includes set aside funds for non motorized projects that include local sponsorship. The nonmotorized plan will be updated in 2020. The plan also includes \$222 million for transit improvement over the life of the plan. Comment noted and shared with Chatham Area Transit
The biggest transportation need: Walking and biking trails	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
The biggest transportation need: wait times	The plan also include a\$222 million for transit improvement over the life of the plan. Comment noted and shared with Chatham Area Transit
Decrease reliance on cars, especially single occupant vehicles by increasing level of service to pedestrians, cyclists, and high volume occupancy modes of transit	The long range plan includes set aside funds for non motorized projects that include local sponsorship. The nonmotorized plan will be updated in 2020. The plan also includes \$222 million for transit improvement over the life of the plan. Comment noted and shared with Chatham Area Transit
Improved bike/ped facilities	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
A significant investment in implementing the Complete Streets initiative across the city is a huge immediate need. There has been no movement to increase sidewalks or cycling sharing of roadways (particularly in the form of protected bike lanes), since the Complete Streets initiative was adopted several years	

ago. Bike lanes remain in bad repair. I would also argue that a significant public outreach campaign to help people understand how to better use public transportation in their daily lives, would be a secondary transportation need. (Make the bus cool again ;)	
Create safe bicycling pathways with protective barriers connecting downtown Savannah to south side, Pooler and Tybee islands.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Slow traffic on Drayton and Whittier Streets (two ways?)	Comment noted
Make Bull Street a pedestrian walkway 10:00 AM to 6:00 PM from Forsyth Park to Bay Streets promoting safer passages for tourists and open opportunities for sidewalk restaurants and shops.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Continue to develop the Canal district with pathways for pedestrians and bicyclists between river street and points west and south	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Synchronize traffic signals on major one way streets as Henry and Anderson to encourage slower speeds.	Operational improvements are one of the priorities identified in the plan with designated funds set aside for such projects.
Promote safe bicycling as a means to decrease vehicular dependence in historic downtown areas and open up more parking spaces	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Lessen dependence on cars.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
I agree with your survey results: Improvements need to be made to existing sidewalks in Savannah, and new sidewalks and bicycle lanes or paths need to be constructed around the city to allow residents to more safely and efficiently walk and bicycle around the city.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
The effect of sound on the residents in communities needs to be considered in expansion and new projects specially the I-16 and Dean Forest ramp. The sound study needs to be redone. The amount of traffic and its	Comments were forwarded to the GDOT (Project Manager for I-16 Widening, GDOT Planning Office, GDOT District Office) and the Chatham County Engineering Department (local sponsor for

composition, along with the location of the field readings need to be revisited. Also, the exit ramp off I-16 eastbound at Dean Forest Road needs to be included in this project for safety reasons.	I-16/SR 307 Interchange Improvements) for their attention and consideration.
Savannah needs a robust transit system offering regular, frequent service 7 days a week. Savannah needs a connected, protected network of paved paths and greenways, e.g. Tide to Town and a completed segment of the East Coast Greenway, to enable safe non-motorized travel from River Street to the south side.	The long range plan includes set aside funds for non motorized projects that include local sponsorship. The nonmotorized plan will be updated in 2020. The plan also includes \$222 million for transit improvement over the life of the plan. Comment noted and shared with Chatham Area Transit
Reduce reliance on private automobile use. Increase incentive for use of walking, bicycling, and use of public transportation. Invest in infrastructure that supports and enhances the use of these.	The long range plan includes set aside funds for non motorized projects that include local sponsorship. The nonmotorized plan will be updated in 2020. The plan also includes \$222 million for transit improvement over the life of the plan. Comment noted and shared with Chatham Area Transit
More trails and walking options for those in low income communities	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
reduce speed limit city wide, increase traffic enforcement, increase parking fees, create pedestrian only zones (river street, bull street).	The long range plan includes set aside funds for non motorized projects that include local sponsorship. The plan also include a\$222 million for transit improvement over the life of the plan. Comment noted and shared with Chatham Area Transit
Improved bike/ped facilities, in particular, an interconnected system of multi-purpose trails that can provide a viable network of active transportation facilities (not just for recreation)	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
Additional sidewalks and road improvements to include protected cycle lanes.	The long range plan includes set aside funds for non motorized projects that include local sponsorship.
The effect of sound on the residents in communities needs to be considered in expansion and new projects specially the I-16 and Dean Forest ramp. The sound study needs	Comments were forwarded to the GDOT (Project Manager for I-16 Widening, GDOT Planning Office, GDOT District Office) and the Chatham County Engineering Department (local sponsor for

<p>to be redone. The amount of traffic and its composition, along with the location of the field readings need to be revisited. Also, the exit ramp off I-16 eastbound at Dean Forest Road needs to be included in this project for safety reasons.</p>	<p>I-16/SR 307 Interchange Improvements) for their attention and consideration.</p>
<p>It is disappointing to see no major bike-ped projects on the list.</p>	<p>The long range plan includes set aside funds for non motorized projects that include local sponsorship. Two projects are currently identified (Truman Linear Park Trail and the DeLessep project). Additional non motorized projects are eligible to use the set-aside funds if the proposed project is consistent with the non motorized plan.</p>
<p>I see that page 34 states "Increasing public awareness of the issues and understanding the impacts on infrastructure and mobility is an important focus for the MPO. " The idea that we should look at "the impacts on infrastructure" is flawed. I would argue that infrastructure (the promotion and continuation of single-occupant private automobiles as the primary source of travel) should be seen as cause, not effect. Plenty of data supports this. I would also wish to see verbiage different from "nuisance flooding" as nuisance is defined as "an inconvenience and an annoyance". This is obviously a much bigger problem than this word conveys.</p>	<p>Comment noted and review language.</p>

CORE MPO 2045 Draft Mobility Plan: GDOT/FHWA Comments

SECTION I. OVERVIEW	1. Change “Regional Conditions and Future Trends” subtitle to “Demographics and Future Trends”	1. Done
SECTION II. REGIONAL GOALS AND PERFORMANCE MEASURES	2. Section should be titled <u>Regional Goals and Performance Measures</u> 3. Move any language about Performance Measures into this section.	2. Done 3. For the exception of measures being identified in the prioritization section all specific performance measures (to goals) should be in the section. There is a general discussion in the intro but no measures are included and is only intended to be laying the overall groundwork of PBPP/TPM.
SECTION III. REGIONAL TRANSPORTATION NETWORK	4. Add an introduction to this section.	4. Done
SECTION IV. PUBLIC ENGAGEMENT	5. Section was Plan Development and Project Selection. Change this section to <u>Public Engagement</u> and move relevant content to support this section.	5. Done and added a some (new) additional information. The section will be completed after the public comment period ends.
SECTION VI. PROJECT SELECTION PROCESS	6. Section was Public Engagement. Change this section to <u>Project Selection Process</u> 7. Use this section to discuss project selection process, i.e. the model and network lists, TCC working group, surveys and stakeholder engagement and how the process relates to performance based planning.	6. By splitting the original section 4 into Projects Section Process (5), Public Engagement (4) and Finance (6) This section will be Section 5. 7. Done, some additional language added to express process and PBPP. 8. Studies were simplified. Two of the studies are not complete and do not have web links at this time so there is a brief discussion. This can be modified later

	<p>8. Special Studies Contributing to Mobility 2045: List the projects and provide links instead.</p> <p>9. Include the Project Prioritization Matrix in this section.</p>	<p>once the studies are complete.</p> <p>9. Done</p>
SECTION VII. FINANCIAL PLAN AND PROJECT RECOMMENDATIONS	<p>10. This is a new section. The <u>Financial Plan and Project Recommendations</u> should have its own section within the main body of the document. Place Cost Feasible Plan from the previous Section IV here and all relevant financial planning activities. Move Financial Plan from Appendix to this section.</p> <p>11. A recommendation is that the MPO staff take a look at the Warner Robins MPO's Financial Plan in the current MTP for an example of what to include in the Financial Plan section.</p> <p>12. Briefly discuss the Thoroughfare Plan and provide a link in the document</p>	<p>10. This is now section 6. Some additional information and tables were added to the section from Appendix C.</p> <p>11. Staff reviewed as suggested and made some modifications to the section.</p> <p>12. Done.</p>

Additional observations and comments:

- **Vision Plan:** The MPO can rename Vision Plan to reflect what is actually occurring in this section. Based on conversations, the Vision Plan title is where the MPO staff place unfunded/Illustrative Projects. Vision Plan should consist of 5ht network projects that were not added to financially constrained list, in addition to other projects. Describe the criteria for placing these projects in this list. **Modifications were made to the Visions section to clarify the purpose and content. The list was reviewed and some projects were removed.**
- As the MPO staff reorganize the draft Plan, it is important that they highlight and take credit for their work on bringing the MTP in-line with PBPP. As such, the MPO should transition from the last update (2040 Plan) to the 2045 Plan with a strong focus/emphasis on Performance

Management. Document the **what, where, and how** this MTP is addressing PBPP, such as the process to include coordination/collaboration and public engagement to the tools used in selecting projects for funding in the 2045 MTP. The Plan does not need as much background information on PBPP as we have been capturing and documenting this process for some time now. Just a little overview of why we are doing PBPP then transition and highlight how the Savannah MPO is currently addressing PBPP and how the 2045 Plan will continue to address PBPP from needs assessment to reporting. **Language was added to clarify to better call out Mobility 2045 and PBPP and remove references to 2040.**

- Make sure to do spelling and grammar check as well as check for correct spacing in final document. **Will do**
- Figure 20: 2045 Cost Feasible Transportation Plan: PI 0015704 and PI 0015705 are not highlighted on the map. **Corrected in the document and the online interactive map.**
- PI: 0012758 is incorrectly listed as PI 00012758 throughout the document (Financial Plan, Page, 80, etc.) **Corrected in the document and the online interactive map.**
- Figure 21: Historic and Cultural Resources (Pg. 85): Image is not visible in the document. **Noted and we will make sure the next PDF file created includes the map. Seems to have been a PDF error.**
- Table 9: Cost Feasible Project List:
 - I-516 widening from I-16 to Veterans Pkwy has a PI # 0013160 **Corrected in the document and the online interactive map.**
 - PI 0012757 & PI 0012758: Merge together. CST cost under 0012757 also includes the CST for 0012758. Showing \$0 for CST under 0012758 may cause confusion. **Done**