



Appendix E
Public Involvement Process

MOVING FORWARD TOGETHER
2050 METROPOLITAN TRANSPORTATION PLAN

Adopted on August 15, 2024

Public Involvement Process

Public involvement is one of the most important elements of the Moving Forward Together 2050 Plan. CORE MPO has a long-standing history of incorporating citizen and stakeholder input into the planning process. The MPO created numerous opportunities for input throughout the development of this plan. This included in-person meetings and events, virtual presentations, surveys, and community pop-ups to name a few. Meetings were planned and held at critical project milestones to ensure public input was present at all stages of the plan development. Meeting locations were selected based on their accessibility by all populations, with close proximity to transit and underserved communities.

During the plan development, CORE MPO coordinated with multiple local jurisdictions and planning partners within the region. For example, the MPO staff facilitated or attended meetings at city halls within Bryan, Chatham, and Effingham Counties to ensure that our local government partners understood the 2050 MTP planning process and could share input based on the needs of their respective communities. Staff also presented the 2050 MTP information at neighborhood meetings throughout the region to help community members understand the role of an MPO and the impact of the 2050 MTP. Furthermore, CORE MPO collaborated with organizations such as GDOT, Chatham Area Transit, Bike/Walk Savannah, Healthy Savannah, and the CORE MPO advisory committees. Working with diverse groups created a well-rounded public involvement process that considered all forms of transportation.

CORE MPO also works closely and coordinates with our regional partners. The MPO has a close working relationship with our neighboring MPOs which include the Hinesville Area MPO (HAMPO) in Liberty County and the Lowcountry Area Transportation Study (LATS) MPO in South Carolina. Staff from both neighboring MPOs have a standing invitation to participate in the CORE MPO Board and committee meetings, and CORE MPO staff regularly attend the HAMPO Policy Committee and LATS meetings. The coordination on specific planning efforts that may have more wide-ranging impacts, such as a freight assessment, also regularly occurs. This regional coordination and collaboration ensured that the 2050 MTP development process considered regional infrastructure needs and impacts.

The following information will describe current and future public outreach activities, as the 2050 Moving Forward Together Plan is being updated.

2050 MTP Public Involvement

Public Involvement Process under Participation Plan

Under the guidance of federal legislation, CORE MPO has developed, maintained, and updated a Participation Plan which outlines the following public involvement strategies for MTP update that meet or exceed the federal requirements:

- The Citizens Advisory Committee* (CAC) will facilitate the participation process during the development of the MTP. (*The CORE MPO Citizens Advisory Committee was consolidated into the

Transportation Equity and Public Involvement Advisory Committee or TEPIAC during the 2050 MTP development. CAC (later TEPIAC) guided the formal public involvement process for the 2050 MTP development).

- The MPO will host at least one public meeting on the MTP early in the development process at a centralized, accessible location.
- A legal notice will be published in the Savannah Morning News at least 10 days prior to any public meeting.
- In addition to the Savannah Morning News, all other local media and the neighborhood associations as identified in Appendix H of the Participation Plan, and the consultation agencies as identified in Appendix I of the Participation Plan, will be notified of all public meetings. The meeting notice will also be posted on the MPO website.
- Upon completion of a draft MTP, the MPO will hold a 30-day public review and comment period.
- A legal notice will be published in the Savannah Morning News on the Sunday prior to the beginning of the public review and comment period. All the other contacts listed above will be notified as well.
- During the public review and comment period, copies of the draft MTP will be made available for review at the public agencies identified in Appendix J of the Participation Plan and will be posted on the MPO website.
- The MPO will host at least one public meeting during the public review and comment period at a centralized, accessible location. The public meeting will be in advance of or in conjunction with the anticipated MPO meeting when the MTP will be adopted.
- Public comments on the draft MTP must be provided in writing and will be included as an appendix to the final MTP.
- Public comments shall be accepted no later than three working days after the public review and comment period ends.
- At the close of the public review and comment period, the MPO staff will review comments and identify any significant comments.
- Significant comments will be reviewed by the MPO Committees at their meetings and incorporated into the final MTP.
- If the final MTP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, the MPO will re-start a 30-day public review period, whether during or after the initial 30-day public review period.
- A legal notice will be published in the Savannah Morning News on the Sunday prior to the beginning of the public review and comment period. All the other contacts listed above will be notified as well.

Public Involvement Opportunities

Three Rounds of Public Involvement

Besides following the public involvement process outlined in the Participation Plan, the 2050 MTP development process was organized around three (3) rounds of public meetings and/or open houses to facilitate public involvement at critical stages – 1) plan kick off, 2) plan progress report (including progress and recommendations from the Regional Freight Transportation Plan, Non-Motorized Transportation Plan, Urban Flooding Model Study, and Congestion Management Process), and 3) final plan presentation. Meetings were commonly held outside of business hours

(evenings and weekends) to give people a better opportunity to attend. Virtual presentations were made available to accommodate people who could not travel to event locations.

The bi-monthly CORE MPO Board and advisory committee meetings provided an opportunity for the public to learn about the progress of the 2050 MTP update. These meetings were held in even-numbered months (February, April, June, August, October, and December). The registration links to the meetings were available on the CORE MPO website, and staff extended invitations to attend the meetings at public outreach events. The bi-monthly CORE MPO Board and advisory committees were all open to the public and staff fully utilized these meetings to collect input from the committee members and the general public on various components of the 2050 MTP.

During the three rounds of public involvement, the CORE MPO staff also gave presentations on the 2050 MTP at various neighborhood and agency meetings and collected input at multiple pop up events.

Table 1 summarizes the three-rounds of Public Involvement Opportunities for the 2050 MTP development.

Table 1: 2050 MTP Public Involvement Opportunities

Meeting	Venue	Date and Time	Location
1st Round – Plan Kick Off			
First African Baptist Church	In-Person	Sept. 12, 2022 at 6 pm	First African Baptist Church, 23 Montgomery St, Savannah, GA 31401
Virtual Meeting	Virtual	Sept. 13, 2022 at 11 am	Online
Virtual Meeting	Virtual	Sept. 19, 2022 at 6 pm	Online
Effingham County Administrative Complex	In-Person	Sept. 20, 2022 at 5 pm	Effingham County Administrative Complex, 804 S. Laurel St, Springfield, GA 31329
Richmond Hill City Hall	In-Person	Sept. 20, 2022 at 5:30 pm	Richmond Hill City Hall, CC Chambers, 40 Richard Davis Dr, Richmond Hill, GA 31324
Edgemere Sackville Neighborhood Meeting	Virtual	Sept. 21, 2022 at 6:30 pm	Online
Liberty City Community Center Neighborhood Meeting	In-Person	Oct. 3, 2022 at 6 pm	1401 Mills B Lane Blvd, Savannah, GA
Coastal Georgia Indicators Coalition (CGIC)	Virtual	Oct. 5, 2022 at 8:30 am	Online
Woodville Community Center Meeting	In-Person	Oct. 12, 2022 at 6 pm	Woodville Community Center, 127 Darling St, Savannah, GA

First Presbyterian Church	In-Person	Oct. 13, 2022 at 1:30 pm	First Presbyterian Church, 520 Washington Ave, Savannah, GA 31405
City Hall of Garden City	In-Person	Oct. 17, 2022 at 6 pm	100 Central Ave, Garden City, GA
Savannah Arts Academy	In-Person	Oct. 19, 2022 at 2:45 pm	500 Washington Ave, Savannah, GA 31405
CORE MPO Economic Development and Freight Advisory Committee (EDFAC) Meeting	Hybrid (In-Person and Virtual)	Oct. 20, 2022 at 10 am	112 E State St, Savannah, GA and online
CORE MPO Technical Coordinating Committee (TCC) Meeting	Hybrid (In-Person and Virtual)	Oct. 20, 2022 at 2 pm	112 E State St, Savannah, GA and online
CORE MPO Citizens Advisory Committee (CAC) Meeting	Hybrid (In-Person and Virtual)	Oct 20, 2022 at 5:30 pm	112 E State St, Savannah, GA and online
Habersham Fall Festival at Hull Park	In-Person	Oct. 22, 2022 at 3 pm	55th Atlantic Ave, Savannah, GA 31405
Living Independence for Everyone, Inc (LIFE)	Virtual	Oct. 28, 2022 at 9:30 am	Online
100% Savannah Event	In-Person	Oct. 29, 2022 at 10 am	Fellwood Park, 50 Kenny Anderson Collection Dr., Savannah GA 31415
CORE MPO Board Meeting	Hybrid (In-Person and Virtual)	November 2, 2022 10:00 am	112 E State St, Savannah, GA and online
2nd Round – Plan Progress Report			
Power of You Conference	In Person	April 28, 2023 at 10 am	14 W Anderson St, Savannah, GA 31401
Coastal Georgia Indicators Coalition (CGIC)	Virtual	Nov 14, 2023 at 3 pm	Online
Coastal Georgia Indicators Coalition (CGIC)	Virtual	Jan 3, 2024 at 9 am	Online
Girls Engineer It Day	In-Person	Feb 10, 2024 at 1 pm	151 Coach Joe Turner St, Garden City, GA 31408
Harambee House	Hybrid (In-Person and Online)	March 2024	112 E State St, Savannah, GA and online
Earth Day	In-Person	April 19, 2024 at 4 pm	Daffin Park, 1401 E Victory Dr, Savannah, GA 31404
CORE MPO Board and Advisory Committee (TCC, CAC and ACAT) Meetings	Hybrid (In-Person and Virtual)	Bi-monthly, December 2022 - April 2024	112 E State St, Savannah, GA and online

3rd Round – Plan Presentation and Adoption			
CORE MPO Board and Advisory Committee (TCC, CAC and ACAT) Meetings	Hybrid (In-Person and Virtual)	June 2024	112 E State St, Savannah, GA and online
Chatham County Commission Meeting	In-Person	June 28, 2024	124 Bull St, Savannah, GA
Metropolitan Planning Commission (MPC) Meeting	In-Person	July 09, 2024 at 1:30 pm	112 E State St, Savannah, GA
City of Savannah Neighborhood Associations Department	Virtual	July 15, 2024	Online
Effingham County Transportation Advisory Board (TAB) Meeting	In-Person	July 16, 2024 at 9:00 am	804 South Laurel St., Springfield, GA 31329
Health Team Meeting	Virtual	July 18, 2024 9:00 am	Online
Racial and Economic Inequalities in Savannah Panel	Hybrid (In-Person and Virtual)	July 19, 2024	112 E State St, Savannah, GA and online
Forsyth Farmer’s Market	In-Person	July 20, 2024	Forsyth Park, Savannah, GA 31401
CAT Board Meeting	In-Person	July 23, 2024 at 4 pm	900 E Gwinnett St, Savannah, GA 31401
CORE MPO Public Meeting	Virtual	July 25, 2024 at 2 pm	Online
CORE MPO Public Meeting	Hybrid (In-Person and Virtual)	July 25, 2024 at 6:00 pm	112 E State St, Savannah, GA and online
CORE MPO TEPIAC Meeting	Hybrid (In-Person and Virtual)	July 29, 2024 at 1 pm	112 E State St, Savannah, GA and online
CORE MPO BPAC Meeting	Hybrid (In-Person and Virtual)	July 30, 2024 at 2 pm	112 E State St, Savannah, GA and online
LIFE Inc.	Virtual	July 31, 2024	Online
CORE MPO TCC Meeting	Hybrid (In-Person and Virtual)	August 1, 2024 at 2 pm	112 E State St, Savannah, GA and online
CORE MPO Board Meeting	Hybrid (In-Person and Virtual)	August 15, 2024 at 10 am	112 E State St, Savannah, GA and online

Coordination Meetings

The CORE MPO staff also had discussions with the various jurisdictions and agencies within the CORE MPO planning area throughout the 2050 MTP development process, including Bryan County, Pooler, and Tybee Island.

In addition, since the 2050 MTP is multi-modal and there are several ongoing planning efforts that have contributed to the 2050 MTP development, the CORE MPO staff coordinated with other planning partners and neighborhoods as well in hosting joint meetings to collect input.

- Chatham Area Transit developed its Master Transit Plan which fed into the 2050 MTP. The portions of the plan related to housing fed into the housing and transportation consideration and socio-economic data development of the 2050 MTP. The Master Transit Plan also impacted the transit set-aside amount within the 2050 MTP financial plan. The MPO staff coordinated with CAT and attended the Master Transit Plan public meetings and shared information on the 2050 MTP.
- There were several ongoing studies that included data and recommendations that were incorporated into the 2050 MTP. The CORE MPO staff attended the stakeholder meetings and public meetings for these studies and shared information on the 2050 MTP. These studies include:
 - CAT Smart Grant Program (Microtransit program)
 - US 80 Corridor Study (within Chatham County)
 - US 17 Corridor Study
 - SR 21 Overpass at CSX Railroad Study
 - President's Street Railroad Crossing Elimination Study
 - City of Savannah Vision Zero Plan

2050 MTP Outreach Methods

While public meetings and coordination meetings were held during the 2050 MTP update process, they were only one part of a broader outreach effort that included print media, social media, the internet, surveys, and collaboration with local neighborhood associations.

Media Contacts

All local newspapers as well as radio and television stations were provided with notifications of all public meetings and community meetings on the 2050 MTP. In addition, legal notices were published in the Savannah Morning News in accordance with the CORE MPO Participation Plan. The example below shows a press release for public participation opportunities.



METROPOLITAN PLANNING ORGANIZATION

October 2022

Public Notice for 2050 MTP Update

The Coastal Region Metropolitan Planning Organization (CORE MPO), the transportation planning agency for the Savannah urbanized area, is updating the 2050 Metropolitan Transportation Plan (2050 MTP), called **Moving Forward Together 2050**. The 2050 MTP is a comprehensive “blueprint” for the region’s transportation improvements aimed at meeting mobility needs through the next 20+ years. CORE MPO is requesting the public input on the plan update.

The public is encouraged to take the 2050 MTP Update survey to provide feedback on transportation investment priorities and the map survey to report travel problems of different modes and suggest solutions in specific locations. The surveys are available on the CORE MPO website at <https://www.thempc.org/Core/Mtp2050>.

CORE MPO will host one open house and give presentations at Neighborhood and Council Meetings in October to gather public input on the 2050 MTP Update. CORE MPO will also host public advisory committee and MPO Board meetings in October and November to provide an update on the 2050 MTP development and collect further input. Meeting times and locations are listed below.

CORE MPO Open House and Public Meetings as well as Neighborhood and Council Meetings for 2050 MTP Development:

October 3rd, 2022 at 6:00 pm

- Neighborhood meeting: Liberty City Community Center
- Address: 1401 Mills B Lane Blvd. Savannah, GA 31405

October 5th, 2022 at 8:30 am

- Coastal Georgia Indicators Coalition stakeholders and community members meeting
- Virtual Meeting link:
<https://us02web.zoom.us/j/83637562666?pwd=OXc5ZUhNYzdDdmdzdDdDT0Q5ZFcyUT09>

October 11th, 2022 at 4:00 pm

- Chatham Area Transit Planning Committee Meeting
- Address: CAT Central, 900 East Gwinnett Street, Savannah, GA 31401

October 12th, 2022 at 6:00 pm

- Neighborhood meeting: Woodville Community Center
- Address: 127 Darling Street Savannah, GA 31408

October 13th, 2022 at 1:30 pm

- CORE MPO Public Open House: First Presbyterian Church
- Address: 520 Washington Avenue, Savannah, GA 31405

October 17th, 2022 at 6:00 pm

- Garden City, City Council meeting
- Address: 100 Central Avenue Garden City, GA 31405

October 19th, 2022 at 2:45 pm

- Location: Savannah Arts Academy Green Club

Brochures

Brochures highlighting the activities of the plan update and the public participation process were developed for distribution at public meetings and community meetings, in various churches, agencies, organizations, neighborhood associations, information booths as well as online. The brochures included a QR code linking to the 2050 MTP website, where the public could access surveys and planning information. The brochures were especially helpful for people who did not have social media or lacked experience with technology. Chatham Area Transit provided stacks of the brochures on their buses, giving riders the opportunity to learn more about the Moving Forward Together 2050 Plan. Some examples are included below.

Example Files

Brochure

Front

November Edition



Who we are

A Metropolitan Planning Organization (MPO) provides a forum for local decision-making regarding federal transportation funds provided or allocated to the urbanized area. The Coastal Region MPO (CORE MPO) is the MPO for the Savannah region and is staffed by MPC.

Melanie Wilson is the Executive Director
Wykoda Wang is the Director of Transportation Administration

CORE MPO Board Composition

- Chairman, Chatham County Commission
- Commissioner or designee, Chatham County Commission
- Commissioner or designee, Chatham County Commission
- Chairman or designee, Effingham County Commission
- Mayor, City of Savannah
- Councilman or designee, City of Savannah
- Councilman or designee, City of Savannah
- Mayor or designee, City of Bloomingdale
- Mayor or designee, City of Garden City
- Mayor or designee, City of Port Wentworth
- Mayor or designee, City of Pooler
- Mayor or designee, City of Richmond Hill
- Mayor or designee, City of Tybee Island
- Mayor or designee, Town of Thunderbolt
- Mayor or designee, Town of Vernonburg
- Commissioner or designee, Georgia Department of Transportation
- Chairman, Metropolitan Planning Commission
- CEO, Chatham Area Transit Authority
- Chairman or designee, Chatham Area Transit Authority
- Executive Director or designee, Savannah Airport Commission
- Chairman, COREMPO Economic Development and Freight Advisory Committee
- Chairman, COREMPO Citizens Advisory Committee
- Chairman, COREMPO Advisory Committee on Accessible Transportation



2050 Metropolitan Transportation Plan Update

The Coastal Region Metropolitan Planning Organization (CORE MPO) is in the process of developing the 2050 Metropolitan Transportation Plan (MTP) called "Moving Forward Together 2050" for the Savannah metropolitan region. The 2050 MTP is a comprehensive blueprint for the Savannah region's transportation improvements aimed at meeting mobility needs through the next 20+ years.

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



Scan Me


Back

Get Involved

Public involvement is crucial in the 2050 Metropolitan Transportation Plan Update! You are the transportation system users and all the decisions made will affect your everyday life. Web Link Below:
www.thempc.org/Core/Mtp2050

Ways to Get Involved!

- Attend one or more of the public meetings.
- Take the 2050 MTP Survey to provide your feedback on transportation investment priorities.
- Take the 2050 MTP Map Survey to report your travel problems and suggest solutions in specific locations.
- Visit the 2050 MTP website to get updates on the plan development process and provide comments.
- Join our social media to get updates.
- Scan the QR Code for providing feedback.



Scan Me

Contact Us
Phone: 912.651.1466
Email: wangw@thempc.org
Instagram: [@coastalregionmpo](https://www.instagram.com/coastalregionmpo)
Facebook: <https://www.facebook.com/profile.php?id=100084940521503>


CORE MPO



Purpose
The CORE MPO Board sets regional and long-term transportation policies; prioritizes projects; and approves the long-range plan, short-range Transportation Improvement Program, and other required documents.

Background
Since the 1960s, the federal government has tied the availability of transportation funding to the requirement of urbanized areas of 50,000 or more population to have a "Comprehensive, Cooperative, Continuing" (3C) planning process. In the 1970s, legislation further prescribed that the process would be handled by a policy board (an MPO) in each area.

Products of an MPO
The MPO adopts a long-range Metropolitan Transportation Plan (MTP), a short-range Transportation Improvement Program (TIP), a Participation Plan, and a Unified Planning Work Program (UPWP), among other documents.



Publications

The MPC newsletter was used to disseminate the 2050 MTP information. In addition, the publications of planning partners (the Chatham Connection, CAT publication, etc.) were utilized as well.

Open comment period


Although a formal comment period was established for the draft plan in June-August 2024, the MPO accepted comments at any time during the plan update.

Internet


The MPC website includes a section for CORE MPO, which was used to disseminate up-to-date information on the 2050 MTP. The public could also access information about the plan on multiple webpages on the MPC website. In addition, the MPC homepage provided a direct link to the 2050 MTP survey and registration links for CORE MPO meetings.

A dedicated website for the 2050 MTP was established where notices, flyers, brochures, and draft plan documents were made available for review (see example below). A comment map was available on the website to provide the opportunity to submit comments about the problems or opportunities occurring throughout the community. The “Get Involved” webpage provided a master list of survey links, event schedules, and contributing plans, such as the CORE MPO Participation Plan and the Regional Freight Transportation Plan. Lastly, the dedicated 2050 MTP website provided an introduction to the plan, links to the CORE MPO social media pages, links to the surveys, and a list of public meetings and community meetings. Using the dedicated website, the public could access massive amounts of information related to the plan.

Website



Moving Forward Together 2050



The Coastal Region Metropolitan Planning Organization (CORE MPO) is in the process of developing the 2050 Metropolitan Transportation Plan (MTP) for the Savannah metropolitan region. The 2050 MTP, called Moving Forward Together 2050, is a comprehensive "blueprint" for the Savannah region's transportation improvements aimed at meeting mobility needs through the next 20+ years.

Get Involved

Public involvement is crucial in the 2050 Metropolitan Transportation Plan update! You are the transportation system users and all the decisions made will affect your everyday life. We need your input on updating the 2050 MTP. Your input will provide recommendations that reflect real world solutions to improve the overall quality of life for you and other residents in the region. Please use the following methods to let us know what you think of our transportation system and what kind of improvements you would like to see.

- Take the **2050 MTP Survey** to provide your feedback on transportation investment priorities

ENGLISH VERSION	VERSIÓN EN ESPAÑOL	中文问卷	PHIÊN BẢN VIỆT NAM
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Social Media

Dedicated social media accounts for the 2050 MTP were established via Facebook and Instagram by CORE MPO staff (see examples below). They were used to disseminate the 2050 MTP information concurrently with the dedicated website. The use of social media helped to increase engagement among younger people. It also made sharing the CORE MPO information among partners simpler. The social media posts were formatted to be eye-catching and provided basic information while linking to the CORE MPO website. This was to ensure the posts were engaging while also providing a pathway to more detailed MPO information.

CORE MPO also coordinated with partner agencies and organizations (Chatham Area Transit, Chatham County, City of Savannah, Bike Walk Savannah, etc.) to use their social media accounts to distribute the 2050 MTP development information.

In addition, CORE MPO staff used WeChat to distribute the 2050 MTP development information to the Chinese community in the region.

Instagram

What is CORE MPO?

Meetings are held every 4th Wednesday at 10:00 am.

All meetings are open to the public!

CORE
COASTAL REGION MPO

The CORE MPO Board consists of elected officials as well as state and local managers that oversee the CORE MPO.

The CORE MPO Board meets on the fourth Wednesday of even-numbered months (i.e. February, April, etc.), at 10:00 a.m. in the **MPC Arthur A. Mendonsa Hearing Room, 112 E. State St., Savannah, Georgia**. The meetings are open to the public. Those with business to conduct with the CORE MPO Board, please note the meeting cutoff dates on the calendar of meetings below. Cutoff time is the close of business (typically 5:00 p.m.).

Links to Meeting Agendas, Minutes, and Audio
<https://www.thempc.org/Board/Board>

coastalregionmpo Savannah, Georgia

coastalregionmpo The Metropolitan Planning Organization (MPO), staffed by the MPC, provides a forum for local decision-making regarding federal transportation funds for urbanized areas.

The Coastal Region (CORE) MPO Board sets regional, long-term transportation policy; prioritizes projects; and approves the long-range plan, short-range TIP, and other required documents.


@cityofsavannah @chathamareatransit @chathamcountyga @visitgardencityga

View insights Boost post

Liked by savtakeout and 3 others September 22, 2022

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CORE MPO
18 likes • 25 followers

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Surveys

Survey in Multiple Languages

In an effort to reach a wider audience, the CORE MPO staff developed a survey to capture the regions' thoughts on transportation. The survey was developed with input from the various CORE MPO committees and partners. The questions were multi-modal, and included topics such as highway development, resilience, equity, bike and pedestrian needs, and transit needs. The survey included close-ended multiple-choice responses and open-ended responses. It was available in four languages – English, Spanish, Chinese and Vietnamese. The CORE MPO region is diverse, in which many residents may speak a language other than English. The survey was translated into three languages based on guidance from the CORE MPO Language Assistance Plan. Within the CORE MPO region, Chinese, Spanish, and Vietnamese meet the thresholds of needing language assistance according to the American Community Survey.

Map Survey

A map survey was also created for the 2050 MTP development. It allowed respondents to drop a pin on a map and leave a comment about that area. This map survey allowed the public to pinpoint to a specific area and provide specific details. Combined with the broad, high-level responses from the 2050 MTP text survey, the map survey filled in gaps by providing specific, ground level responses.

2050 MTP Survey Distribution

The Moving Forward Together 2050 Plan text survey and map survey were shared with multiple partners and the general public through multiple methods. This included paper copies shared at the public and community meetings as well as coordination meetings, email distribution lists, social media, the CORE MPO website, and a press release to major media outlets. Partnering organizations also helped to share and promote the surveys through emailing, social media, and posting links on their websites. The examples posted on planning partners' website are listed below. These partners included the following.

- MPC Members and Staff
- CORE MPO TCC
- CORE MPO ACAT
- CORE MPO CAC
- CORE MPO EDFAC
- CORE MPO Board
- Healthy Savannah
- Bike/Walk Savannah
- Savannah Morning News
- CGIC/Coastal Georgia Indicators Coalition
- Chatham County
- City of Savannah
- Garden City
- City of Pooler
- City of Port Wentworth
- City of Bloomingdale
- City of Thunderbolt

- City of Tybee Island
- Effingham County
- Chatham Area Transit
- Living Independence for Everyone Inc. (LIFE)
- Coastal Empire Resilience Network

Examples:

Survey link posted to the City of Savannah Website:

The image shows a screenshot of a website's 'TOP STORIES' section. The title 'TOP STORIES' is at the top left. Below it are two news items. The first item is about the CORE MPO 2050 Metropolitan Transportation Plan survey, featuring a collage of transportation-related images and a circular logo. The second item is about Savannah's investment in public safety wage increases, featuring a photograph of three police officers in uniform.

TOP STORIES

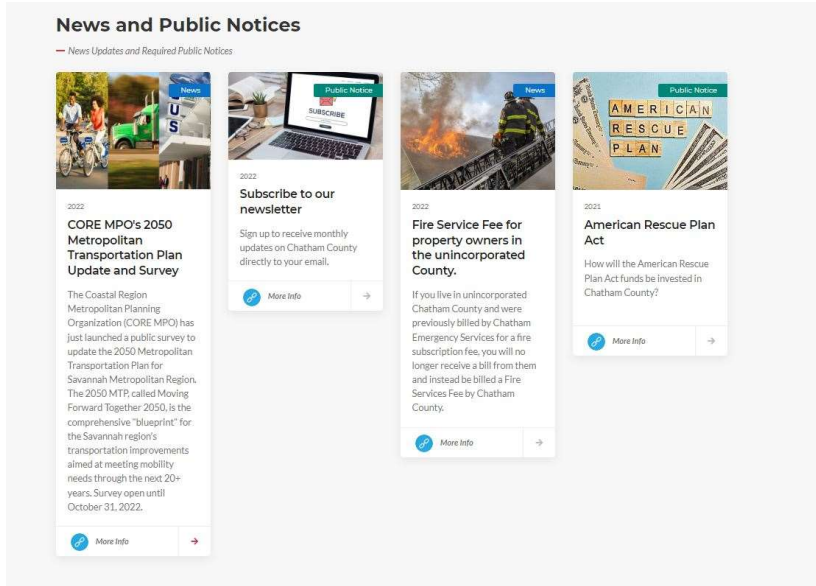
Help CORE MPO update the 2050 Metropolitan Transportation Plan

The 2050 MTP Survey is a chance for the public to share thoughts and feedback about future transportation improvements for the three-county Savannah region. The survey takes 10 minutes to complete and all responses will remain anonymous. The

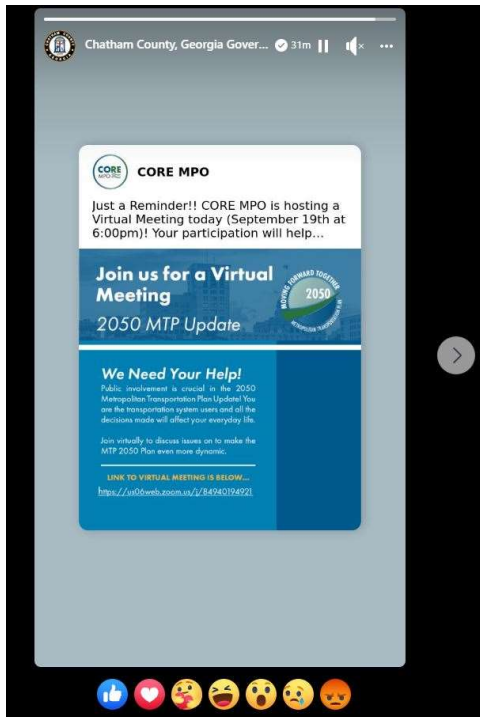
Savannah invests in public safety wage increases

The City of Savannah implemented substantial investments in public safety, including pay increases, retention bonuses, referral bonuses and a lateral entry program. The pay increases mean a \$50,000 starting salary for Savannah police officers and a

Survey link posted to the Chatham County Website:



Chatham County and Port Wentworth shared the 2050 MTP survey link on social media:



The surveys were run for the duration of the two-year MTP development process. The surveys remained open to give the community a longer period to provide input at any stage of the 2050 MTP development process, which was used to understand the community’s viewpoint of the transportation system. The following summarizes the survey responses.

2050 MTP Survey Responses

In your opinion, what are the THREE most important transportation goals for the region?

Answer Choices	Responses	Percent %
Improve the safety of our transportation network for all users.	164	31.18
Increase the efficiency and reliability of our transportation network.	212	40.30
Maintain and improve the condition of our roads, transportation infrastructure, and facilities.	292	55.51
Create a seamless regional transportation network through coordinated governance.	138	26.24
Ensure our transportation network provides a strong foundation for economic vitality and employment growth.	152	28.90
Improve access to all modes of transportation.	180	34.22
Improve the resilience of our transportation network from environmental hazards.	65	12.36
Ensure transportation investments provide equitable outcomes among diverse communities.	145	27.57
Promote and educate the public on bike and pedestrian transportation.	106	20.15
Other (please specify)	40	7.60

Answered 516

In your opinion, what are the THREE most important overall transportation objectives for the region?

Answer Choices	Responses	Percent %
Improving roadways (e.g., road widenings and intersection improvements).	262	53.80
Exploring and implementing alternative fuel options (e.g., expanding electric vehicle charging stations).	89	18.28
Expanding passenger rail services from the Savannah area to other regions.	214	43.94
Improving on-street bicycle infrastructure (e.g., bike lanes).	144	29.57
Improving pedestrian infrastructure (e.g., sidewalks and crosswalks).	230	47.23
Improving and expanding greenways and shared use paths (e.g., trails).	151	31.01
Expanding the public transit system.	216	44.35
Improving on-demand, paratransit services for people with disabilities.	89	18.28
Other (please specify)	23	4.72

Answered 487

In your opinion, what are the THREE most important roadway objectives for the region?

Answer Choices	Responses	Percent %
Construction of new roads, streets, and bridges.	139	29.89
Adding lanes/shoulders to existing roads.	159	34.19
Improving roadway operations (e.g., better signal timing, adding turn lanes).	285	61.29
Ensure existing roadways are in good condition.	330	70.97
Design roadways to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.	279	60.00
Implement innovative solutions to improve the transportation network (e.g., High Occupancy Vehicle (HOV) lanes).	107	23.01
Exploration of emerging transportation technologies. (e.g., automated vehicles/self-driving cars).	59	12.69
Other (please specify)	24	5.16

Answered 465

In your opinion, what are the THREE most important bicycle objectives for the region?

Answer Choices	Total	Percent %
Dedicate space for cyclists on-street region-wide by adding bike lanes where appropriate.	278	60.57
Build bike lanes separated from the roadway by a barrier to provide more protection to bicyclists.	305	66.45
Create greenways (multi-use trails on land set aside for general transportation, recreational use, and environmental protection) throughout the region.	297	64.71
Implement road diets (reducing road widths, lanes, and/or speed limits to make road conditions safer for all users) where appropriate.	159	34.64
Implement a bike share program where bicycles are made available to individuals on a short-term basis for a price or free.	137	29.85
Implement a scooter share program where scooters are made available to individuals on a short-term basis for a price or free.	79	17.21
Other (please specify)	30	6.54

Answered 459

In your opinion, what are the THREE most important pedestrian objectives for the region?

Answer Choices	Total	Percent %
Add new sidewalks to existing streets and new developments.	200	44.54
Fix cracked and uneven sidewalks.	222	49.44
Improve sidewalk connectivity.	206	45.88
Add and improve curb ramps to increase accessibility for people with disabilities.	149	33.18
Add crosswalks at appropriate locations and other roadway improvements to make it safer and easier for pedestrians to cross the street.	197	43.88
Create greenways (multi-use trails on land set aside for general transportation, recreational use, and environmental protection) throughout the region.	191	42.54
Add pedestrian overpasses across major roadways to enhance pedestrian safety.	135	30.07
Other (please specify)	7	1.56
Answered	449	

In your opinion, what are the THREE most important public transportation objectives for the region?

Answer Choices	Total	Percent %
Add routes to expand access to public transportation across the region.	201	45.89
Expand transit service to connect major employment centers with residential neighborhoods.	221	50.46
Extend service times to allow public transit to start earlier in the day and end later.	127	29.00
Increase frequency of buses to decrease wait times at stops.	111	25.34
Add new and improve existing bus shelters.	137	31.28
Create transit connections between neighboring counties.	130	29.68
Introduce on-demand public transportation options across the region (e.g., Downtowner service in Savannah).	98	22.37
Incorporate technology to make public transportation easier to use (e.g., a mobile app with live updates, online/mobile fare payments, etc.).	211	48.17
Other (please specify)	26	5.94
Answered	438	

In your opinion, what are the THREE most important equity objectives for the region?

Answer Choices	Total	Percent %
Identify and target high-need population areas where transit investment should be prioritized.	317	73.89
Pursue transit fare policies to reduce the financial burden on low-income transit riders.	183	42.66
Engage community members and civic organizations in the transportation planning process.	220	51.28
Encourage development of affordable housing, employment opportunities, and recreation around public transit hubs.	244	56.88
Use transit and infrastructure investments to create local workforce development opportunities in disadvantaged communities.	209	48.72
Other (please specify)	25	5.83
Answered	429	

In your opinion, what are the THREE most important resiliency objectives for the region?

Answer Choices	Total	Percent %
Reduce flooding of the transportation network through infrastructure improvements (e.g., raising roadways, improving the drainage system).	271	64.37
Improve multi-jurisdictional coordination before, during, and after a natural disaster (e.g., coordinating hurricane evacuation routes).	172	40.86
Invest in sustainable technologies (e.g., zero emission vehicles, solar powered street lights).	162	38.48
Preserve environmentally sensitive and vulnerable land (e.g., prevent development in flood-prone areas).	245	58.19
Reduce vehicle emissions to improve air quality.	78	18.53
Increase green and nature-based infrastructure (such as permeable pavement, rain gardens, and bioswales) in transportation projects to reduce flooding and heat stress, and improve the health of the environment.	276	65.56
Other (please specify)	8	1.90
Answered	421	

What is your age?

Answer Choices	Total	Percent %
Under 16	4	0.98
16-29	55	13.51
30-44	87	21.38
45-64	172	42.26
65 and older	84	20.64
Prefer not to answer	5	1.23

Answered 407

What is your household income?

Answer Choices	Total	Percent %
Less than \$25,000	7	1.72
\$25,000-\$49,999	71	17.44
\$50,000-\$74,999	55	13.51
\$75,000-\$99,999	58	14.25
\$100,000 or more	143	35.14
Prefer not to answer	73	17.94

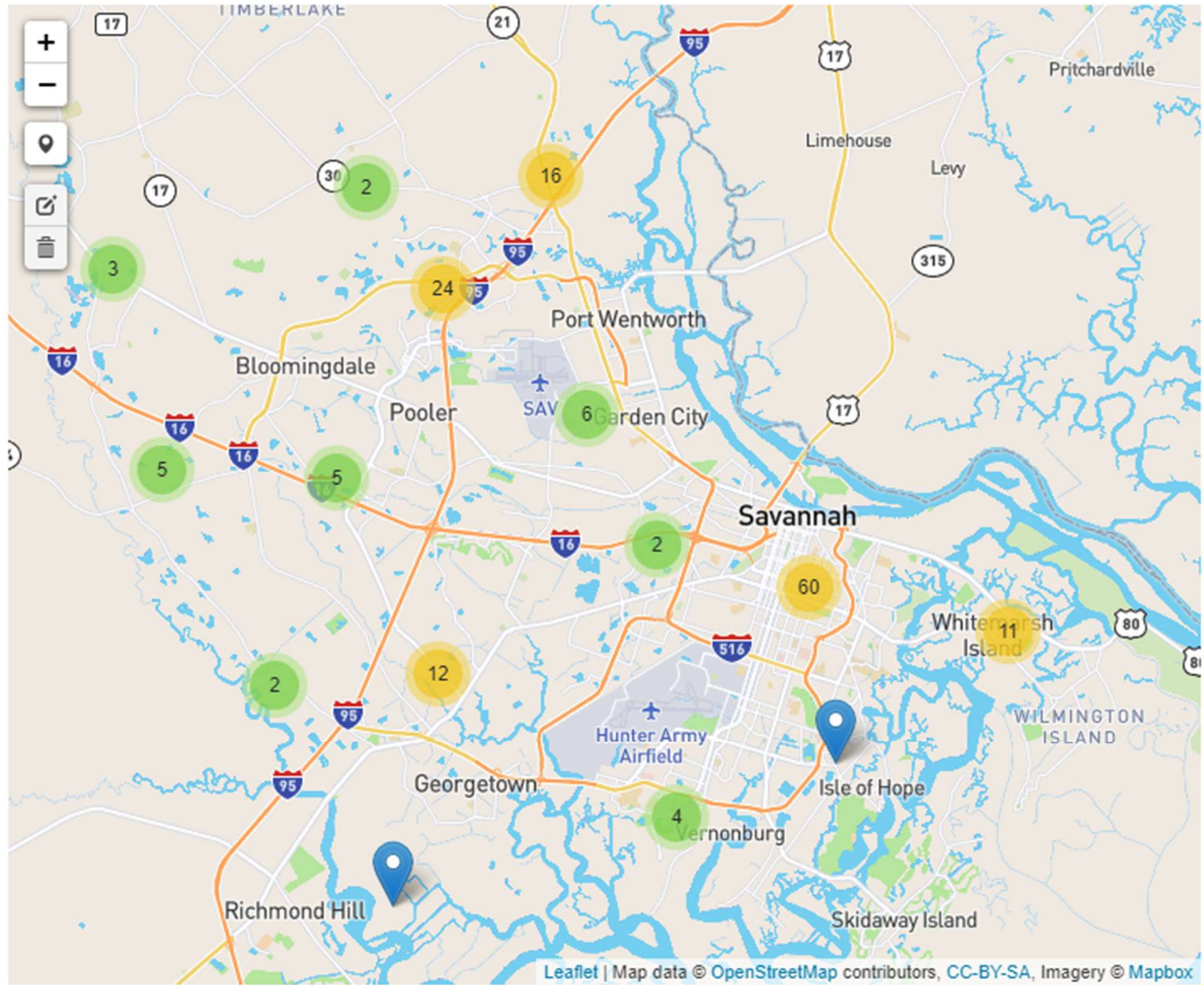
Answered 407

What is your race/ethnicity? (Select all that apply)

Answer Choices	Total	Percent %
Native American or Alaska Native	5	1.23
Asian	56	13.76
Black or African American	55	13.51
Native Hawaiian or Pacific Islander	3	0.74
White or Caucasian	247	60.69
Hispanic or of Spanish origin	23	5.65
Prefer not to answer	39	9.58
Other (please specify)	5	1.23

Answered 407

Map Survey Response Areas



2050 MTP Survey Results and Impacts on 2050 MTP

CORE MPO received around 500 responses from the text survey and more than 70 responses from the map survey. The community members notified the MPO of problem areas, gave insight into their individual experience with the region's transportation system, and communicated how they want to see the transportation system develop. Their major concerns and suggestions included maintaining the existing transportation assets, improving safety for all modes of travel, traffic congestion relief, making infrastructure improvements for bicyclists and pedestrians, investing in public transportation, etc.

The input from the surveys was incorporated into the 2050 MTP in multiple ways.

- The input was used to update and refine the 2050 MTP goals and objectives. For example, because the need for safe and separated bike and pedestrian facilities was such a common answer on the 2050 MTP survey, new objectives were added to reflect that under the Access and Connectivity goal. Maintaining current roadways was the most popular response on the survey, so an additional objective for improving roadway maintenance was added under the System & Environmental Preservation goal.
- The input was used to facilitate the 2050 MTP project selection and prioritization. For example, the results from the map survey identified specific locations to make improvements.
- The input impacted the 2050 MTP financial planning. For example, the non-motorized and transit revenue set asides were increased in the 2050 MTP compared to the 2045 MTP. This was in response to the survey results indicating a need for more public transportation and infrastructure for cyclists and pedestrians.
- The input will impact the 2050 MTP project implementation. The input collected from the surveys will be shared with the implementation jurisdictions within the CORE MPO region to ensure that this information is flowing to the policy actors who can directly address local transportation issues.

2050 MTP Public Outreach and Equity Planning

CORE MPO ensured that the 2050 MTP public outreach process reached the entirety of the community. Equity was at the forefront of the outreach process. Using data, historical context, and input from advisory committees, CORE MPO formulated various outreach methods to meet the unique needs of the region.

- The MPO staff attended several neighborhood meetings and gave presentations on the 2050 MTP in West Savannah, an area that has been historically marginalized and underserved. These included multiple West Savannah community centers - Liberty City Community Center, Woodville Community Center, etc.
- Reaching low-income communities was also important within this outreach process. The MPO staff set up information booths at several events within low-wealth communities (Fellwood Park, e.g.), providing brochures, paper copies of surveys, and links to the CORE MPO website. The staff also coordinated with organizations dealing with equity planning and

giving presentations at their meetings, including the Coastal Georgia Indicators Coalition (CGIC), and Harambee House.

- Making outreach accessible to those with disabilities was also highly important, as events, online surveys, and social media posts may not be accessible to individuals with mobility, sight, or hearing disabilities. To provide opportunities for public input, the MPO staff gave presentations at organizations such as Living Independence for Everyone, Inc. (LIFE) and Chatham Area Transit (CAT). This ensured that meetings were easily accessible without a car, and people with disabilities had a forum to give input.
- Age was also a consideration in this outreach process, as residents who are young and residents who are elderly were less likely to give input on the 2050 MTP development. The MPO staff employed multiple strategies to increase engagement with these age groups, such as:
 - Providing physical copies of the survey for those who cannot or do not use cellphones or computers;
 - Giving presentations at schools and events for students;
 - Keeping the survey open to provide more time to submit responses;
 - Increasing social media presence;
 - Creating coloring pages to give out at events; and
 - Providing QR codes linking directly to the surveys.

Moving Forward Together 2050 Plan and the Participation Plan

In addition to gathering public opinion for the 2050 MTP development, the CORE MPO staff analyzed the effectiveness of each outreach approach. Examples include the following.

- A major takeaway from the 2050 MTP public outreach process is the role of presence in communication. Often, before discussing the 2050 MTP, most people wanted to understand what a Metropolitan Planning Organization is and how it functions. For many people, these outreach events were the first time they knew that an MPO existed in the region. Future public outreach should include a quick briefing on the role of an MPO in addition to introducing the Metropolitan Transportation Plan.
- Regarding survey distribution, collaborating with local non-profits has led to a surge in survey submissions.
- Through the 2050 MTP outreach process, it was found out that social media was not necessarily the best engagement tool but was a good tool for keeping record of public events. Social media is useful for being able to easily track public events throughout the timeline of the plan development. Even though the same information is archived on the CORE MPO website, social media ensures that the most relevant information is at the forefront.
- To be more effective for public outreach, the MPO needs to utilize multiple choices in the toolbox – in person vis virtual meetings, going to events where people already gather,

designing different outreach methods for different age groups, various income levels, and multiple geographic locations.

The 2050 MTP public outreach process has illuminated the most and least effective public outreach strategies, which will be used to inform the update of the CORE MPO's Participation Plan.

CORE MPO 2050 MTP: FHWA COMMENTS

Section	Comment	Response
System Performance Report	The goals and objectives in Section 2 closely align with the performance measures. However, this MTP must include a System Performance Report that evaluates the MPO's progress toward the performance targets. Please add a standalone System Performance Report with quantified investments.	The summary of the System Performance Report correlating the 2050 MTP investments with the performance measures is included in Section 6 of the plan. The stand alone System Performance Report with more details will be one of the final appendices of the 2050 MTP.
Project Pages	This MTP should include individual project pages, similar to how the 2045 MTP does. Project pages help streamline TIP programming and provide stakeholders with valuable project scope information.	The project pages document has been developed similar to the 2045 MTP. Additional information added includes the relationship between the projects and the performance measures as well as more concept information for longer range projects. This will be one of the appendices.
Appendices	Please ensure the Financial Plan, Project Prioritization Process, Project Prioritization Matrix, and any other key documentation are added to the final MTP.	Various appendices with detailed information are being compiled and finalized from the working products. At least the following appendices are being worked on - 1) Performance Based Planning and Programming Documents (System Performance Report); 2) Contributing Studies and Plans; 3) Financial Plan Development; 4) Public Outreach; 5) Vision Plan Project List; 6) Travel Demand Model Technical Analysis; 7) Resiliency Planning; 8) Comparison of the CORE MPO 2045 MTP and 2050 MTP - Project Selection and Prioritization; and 9) 2050 MTP Project Pages. We will make sure that these mentioned by FHWA are included in the various reports.
Section 1. Overview	The MPA is determined by agreement by the MPO and the Governor. FHWA and GDOT do not approve the MPA.	The language has been updated to the following - The CORE MPO Metropolitan Planning Area (MPA) boundary as shown in Figure 1, was adopted by the CORE MPO Board in February 2024 and approved by the Governor of Georgia in the Spring of 2024.
Section 1. Overview	Title 23 U.S.C. is statute and 23 CFR 450 is regulation. The first page had it right.	The language has been updated to the following - The Moving Forward Together 2050 Metropolitan Transportation Plan was prepared in accordance with federal law and regulations (23 USC 134, CFR 450) which require that each MPO have an MTP to identify proposed major transportation investments over the minimum of a 20-year horizon period and that it must be updated every five years.
Section 1. Overview	Not sure if Assessments sentence one makes sense. FHWA does not assess the MPO's progress towards meeting targets during the Certification Review, but rather how the MPO incorporates performance-based planning in the planning process.	The language has been updated to the following - FHWA and FTA will not directly evaluate the CORE MPO progress towards meeting targets for required performance measures. However, FHWA and FTA will evaluate how the MPO incorporates performance-based planning in the transportation planning process.
Section 1. Overview	This MPO has done excellent work to ensure an equitable process. Either in this section or another, please mention specific activities to highlight the MPO's commitment to equity. For example, using the USDOT ETC Explorer tool.	The following sentence has been added to this section - Transportation Equity is a major focus area for the 2050 MTP which is incorporated in various aspects of the plan update – goals and objectives development and refinements, transportation system evaluation, public involvement, project selection and prioritization, revenue allocation, as well as impact analysis and mitigation. Transportation Equity is further elaborated in other sections.
Section 1. Overview	Please use more recent ACS data for Figure 5 and Table 3.	The Travel to Work chart and table have been updated with the latest 2022 5-Year ACS Estimates (S0801) data (Mode of Travel).
Section 1. Overview	Consider quantifying the demographics trend within the region (2050).	This section is a summary of the general trend. We will do more research on the specific and quantifiable impacts of various population on the transportation system. Additional analysis (if available) will be incorporated into the final plan.
Section 2. Regional Goals and Performance Measures	A case could be made that one or more of these MTP Goals and Objectives support the Transformation and Organizational Excellence National Goals. Example, the Actions under the Access & Connectivity section aligns well with Organizational Excellence.	The table was re-evaluated and found that the following goals support Transformation and Organizational Excellence: Access & Connectivity; Stewardship; System & Environmental Preservation.
Section 2. Regional Goals and Performance Measures	There are 10 planning factors. Please revise accordingly.	All 10 planning factors have been added to the table.
Section 2. Regional Goals and Performance Measures	BIL/IIJA is the current Transportation Authorization. Please revise to show that this requirement has been carried forward by the subsequent legislation.	The language has been updated to the following: Fixing America's Surface Transportation Act (FAST ACT) requires states and MPOs to adopt System Performance Targets focused on reducing traffic congestion, improving efficiency of the system, and freight movement and protecting the environment. These requirements have been carried forward into the current legislation – the Infrastructure Investment and Jobs Act (IIJA), also called the Bipartisan Infrastructure Law (BIL).
Section 3. Regional Transportation Network	General comment: Section 3 provides a strong overview of the multimodal transportation network. Consider providing more descriptive analysis of the specific gaps/needs in the network following the data points/maps. This will help demonstrate the need for the investments in the project list.	This section intends to provide an inventory of the transportation network assets in the CORE MPO region. There are some descriptive language between the maps and tables. Additional language will be provided to correlate the needs and the network in the final plan.
Section 3. Regional Transportation Network	While it's good this section exists, the Functional Classification (FC) mileage numbers are now dated due to projects and FC changes since the 2045 MTP. The map of FC and UAB are also now dated. Please revise accordingly.	Both the Functional Classification map and the associated statistics have been updated based on the Federal Highway Administration, HPMS, 2020 data.
Section 3. Regional Transportation Network	Consider mentioning the GDOT Savannah River Crossing Feasibility Study.	Information on the projects near the port has been identified. The following sentence has been added - There are several projects that are in the pipeline in the GPA area - OCEAN TERMINAL @ CS 2356/LOUISVILLE RD & @ SR 25/US 17 RAMP, SR 404 SPUR/US 17 @ SAVANNAH RIVER CROSSING, Port of Savannah Renewable Fuel Project, etc.

Section 3. Regional Transportation Network	The NMTP will be completed before this MTP is adopted. This statement infers the projects identified in the NMTP will not be in this MTP. Please revise so it's clear that the NMTP informs this MTP.	The Non-Motorized Transportation Plan (NMTP) will be adopted after the 2050 MTP adoption. To provide clarification, the language has been updated to the following - It should be noted that the CORE MPO staff are working on conducting a comprehensive inventory of bikeways and sidewalks in the region to document the locations and conditions of the sidewalks. Identified improvement projects will be included in the CORE MPO's Non-Motorized Transportation Plan (NMTP). The CORE MPO's Bicycle and Pedestrian Advisory Committee (BPAC) will work with the state and local governments to implement the priority bike/ped projects from this plan. More than 400 bike/ped/trail projects have been identified in the NMTP. The MPO staff and BPAC are working on prioritizing and ranking these projects. The NMTP will be the source for bike/ped improvements in the 2050 MTP which has a set aside (3% of total Project Revenue) dedicated to bike/ped/trail projects.
Section 4. Public Involvement	General comment: within the final MTP, please document specific public input received. For example, a summary of results from the Map Survey. Showing how input received from the public informed decisions made with this MTP would demonstrate an inclusive planning process and help incentivize future public input.	The 2050 MTP survey response results and a wordcloud of the map responses have been added to this section of the plan. More detailed information will be included in the appendix for the 2050 MTP Public Involvement Plan.
Section 4. Public Involvement	Please add language about the MPO's plans for updating the Participation Plan following the adoption of this MTP.	The following language has been added: In addition to gathering public opinion for the 2050 MTP, CORE MPO staff analyzed the effectiveness of each approach. This update process has illuminated the most and least effective public outreach strategies, which will be used to inform an update of the CORE MPO's Participation Plan. For example, regarding survey distribution, collaborating with local non-profits lead to a surge in survey submissions. Additionally, through this update, it was found out that social media was not necessarily the best engagement tool but was a good tool for keeping record of public events. This is useful for being able to easily see public events throughout the timeline of the plan, especially since this same information is archived on the CORE MPO website to ensure the most relevant information is at the forefront. This new information will directly tie into the Participation Plan update.
Section 6. MTP Financial Plan Development	General comment: please keep discretionary grant funds separate from the constrained revenues. Within this MTP, add a Discretionary Grants table with all grant project information such as description, funding, costs, source, recipient, location, and reference to existing associated projects.	The three projects receiving discretionary grant funds have been separated from the rest of the highway projects in the financial plan. Clarification has been added - It should be noted that the funds can only be used for these specific projects identified in the grant awards, nothing else, so they will be shown separately in the financial table.
Section 6. MTP Financial Plan Development	NEVI is a formula program, not a grant program. Please revise accordingly.	The 2050 MTP report has been updated to reflect NEVI as a new formula program.
CORE MPO 2050 MTP: GDOT COMMENTS		
Section	Comment	Response
Section 2. Regional Goals and Performance Measures	Page 2: Please revise the "Table X: Moving Forward Together 2050 Alignment with National Goals and Planning Factors" with 10 Planning Factors.	This table has been updated to include 10 planning factors.
Section 2. Regional Goals and Performance Measures	Page 12 (first paragraph): Please use the BIL/IIJA as the current Transportation Authorization to update the first paragraph and throughout the document where applicable.	The 2050 MTP report has been updated to reflect that the BIL/IIJA is the current Transportation Legislation.
Section 6. MTP Financial Plan Development	If a project has a PI#, please use the GeoPi description to match project name if funded with Federal/State Funds, for consistency and facilitate funds authorization.	In many instances, the projects with PI#s are included in the FY 2024 - 2027 TIP. The project descriptions for the TIP projects come from the GDOT TPRO database (GeoPi). We will double check and make sure the 2050 MTP project descriptions are consistent with GeoPi where PI#s are available.
Section 6. MTP Financial Plan Development	Page 2: NEVI is not a grant program and it's a formula funding program. Please revise the verbiage for the NEVI project accordingly.	The 2050 MTP report has been updated to reflect NEVI as a new formula program.
Section 6. MTP Financial Plan Development	Page 12: Please make sure to add the project location maps right after the "2050 Metropolitan Transportation Plan – Cost Feasible Project List", and "Vision Plan Project List"— that will help the readers a lot for visualizing project location.	The map for the 2050 Metropolitan Transportation Plan – Cost Feasible Project List has been added to the Financial Plan Development section. We will work on the map for the Vision Plan as the project lists are being finalized. There are more than 500 projects in the Vision Plan project lists, so it's a huge effort.
Appendix – 2050 MTP Financial Plan Development	Page 19: NEVI is not a grant program and it's a formula funding program. Please revise the verbiage for the NEVI project accordingly.	The information in the Financial Plan Development appendix will be updated to reflect NEVI as a formula program.
2050 MTP – Cost Feasible Project List – Draft as of 6/24/2024	Please revisit the cost estimates to double check the projects' costs if time permits.	We have double checked the projects' cost estimates during the 30-day public comment period. The sources of the original cost estimates are documented in the Comment field of the financial plan table.
2051 MTP – Cost Feasible Project List – Draft as of 6/24/2024	Would you please check and confirm the SR 307 Grade Separation project termini? It mentioned "At Norfolk Southern Crossing #8555067U", but our system is addressing the correct Norfolk Southern Railroad Crossing # is 635909H based on the project location map.	The two SR 307 Grade Separation projects come from the top-ranked recommendations of the SR 307 Corridor Study. The study report is available here - https://www.thempc.org/docs/lit/corempo/studies/sr307/2022/FinalReport.pdf . The recommendations are on Page 123. The project is "At Norfolk Southern Crossing #8555067U".

CORE MPO 2050 MTP: PUBLIC COMMENTS

Section	Comment	Response
Forsyth Market Comments	1. One resident wants high-speed rail from Savannah to Atlanta	GDOT is currently conducting a study on high-speed rail between Savannah and Atlanta. As of now, it's not feasible to include any rail project in the 2050 MTP.
	2. A resident wants the project on I-16 to be completed	GDOT provides a status report to CORE MPO every two months. The reports are available for review to the general public on the MPC website - https://www.thempc.org/Board/Board#gsc.tab=0 (attached to the agendas). According to the most up-to-date GDOT report, the I-16 Widening is 77% complete. It should be done in the next couple of years.
	3. On Henry Street, there are dips and potholes at intersections and stoplights from Waters to MLK	We will forward the input to the City of Savannah so that Henry Street will be on their street maintenance and resurfacing list.
	4. At two streetlights at 52nd Street, on the bridge to Truman, the bike/walk path is dangerous	We will take this input into consideration when we finalize the Non-Motorized Transportation Plan, which feeds into the 2050 MTP and future project implementation. Vision Zero is a safety goal that we are striving for.
	5. Largo Drive bike paving does not extend south	We will double check this segment of Largo Drive and make improvement recommendations as necessary in the Non-Motorized Transportation Plan.
	6. Bus shelters lacking at 27 and 28 on Derenne, 14 on Abercorn, and 12 on Henry and East Victory Drive	The Chatham Area Transit (CAT) has just completed a Bus Stop Inventory Study. The next step is to prioritize bus stops for improvements. We will forward this input to CAT for their consideration.
	7. The CAT Microtransit app does not work. You have to log in and out of it a lot for it to work.	We will forward the input to CAT so that they can double check the app to make it work better.
	8. CAT bus stops too close to the road, unsheltered, and unsafe	The Chatham Area Transit (CAT) has just completed a Bus Stop Inventory Study. The next step is to prioritize bus stops for improvements. We will forward this input to CAT for their consideration.
	9. Add speed bumps and traffic calming on Price Street. Resident is fearful for life trying to cross and has tried calling the city to file a complaint.	The CORE MPO's newly established Bicycle and Pedestrian Advisory Committee (BPAC) will look into this and work with the City of Savannah to help find a solution.
July 25th Meetings	1. Bee Road – Wheaton Street – South Bound Frontage Road – North Bound Frontage Road: the bike network is disconnected on these roads. There are too many dangerous sharrows instead of protected bike lanes. Bike lanes suddenly end.	The CORE MPO's newly established Bicycle and Pedestrian Advisory Committee (BPAC) will look into this. We will take this input into consideration when we develop and prioritize specific recommendations in the Non-Motorized Transportation Plan. Our goal is to promote barrier-separated bike lanes to give bicyclists protection from traffic.
	2. Bike lanes are interrupted in front of schools	The CORE MPO's newly established Bicycle and Pedestrian Advisory Committee (BPAC) will look into this. We will take this input into consideration when we develop and prioritize specific recommendations in the Non-Motorized Transportation Plan. Safe Routes to School is a focus area.
	3. Liberty Street bike lane is interrupted about every block	The CORE MPO's newly established Bicycle and Pedestrian Advisory Committee (BPAC) will look into this. We will take this input into consideration when we develop and prioritize specific recommendations in the Non-Motorized Transportation Plan. We will work with the City of Savannah to implement any improvements as necessary.
	4. Be mindful of animal habitats	Resiliency planning is a part of the CORE MPO's planning process. Normally environmental evaluation is a part of the NEPA process. We will try our best to provide environmental impact analysis to project implementers for consideration. If we are aware of any animal habitats, we will forward that information to the project sponsor.
	5. Bury powerlines	CORE MPO is a planning organization, so we have no control over powerline placement. We will forward this input to project sponsors so that they can take it into consideration when they work on utility relocation for projects.
	6. We're spending 200 times more money on highways and road widenings than bike and pedestrian infrastructure	CORE MPO staff are working with our partners to create a multi-modal network. It takes time to achieve this goal. However, we are taking some steps. For example, we allocated more revenues of the 2050 MTP on bike/ped/trail and transit improvements than their regional mode shares. We hope to devote more and more resources to the non-motorized travel and public transportation in the future.
	7. Road widenings are not effective at reducing congestion and widenings increase danger	For congestion mitigation, we are exploring more options than road widening. Improving transit services and bike/ped connections, developing demand response strategies, and implementing operational improvements will all help congestion relief. More strategies are documented in the CORE MPO's Congestion Management Process.
	8. Establish a train from Savannah to Macon or Savannah to Atlanta	GDOT is currently conducting a study on high-speed rail between Savannah and Atlanta. As of now, it's not feasible as the population density along the route is not enough to support the rail service.
	9. Review the USA Plan from Amtrak	We will follow up on this. Thanks for the input.
	10. Landscaping and trees are needed along roadway	We will forward the input to the project implementers and work with our partners to ensure landscaping and trees are not neglected for transportation improvement projects.
	11. Address drainage issues	This is a regional issue. CORE MPO will do our part in helping to make improvements.

Section	Comment	Response
Other Public Comments	The maintenance costs seem low from my understanding of the cost to repave a road at the end of its design life. Do the maintenance costs include repaving the projects after a standard design life of 20 years? If not, can repaving cost estimates be added to better represent future liabilities created by the projects?	Please be noted that the Maintenance revenues included in the 2050 MTP are for functionally classified roadways, not for local roads. GDOT and the city/county governments have defined procedures to implement maintenance projects. For example, in 2023, Chatham County completed an inventory of the road network in order to systematically identify maintenance projects. Each road was evaluated and scored with a pavement condition index. The County is working to maintain the life of the network by performing pavement preservation on roads with a PCI of 70 or higher. They are doing pavement reconstruction on roads with a PCI less than 50. All of this information is broken down in further detail on the county web page including an interactive map showing the PCI scores throughout the county and the Pavement Management Report. GDOT has their own procedure for selecting maintenance projects. Another point to make is that the local jurisdictions are responsible for maintaining the local roads which are the majority of the roadway system. However, the primary funding sources for maintenance of local roads are the Local Maintenance Improvement Grant (LMIG) funds and local revenues. These funds are not included in the 2050 MTP.
	Some instances of "maintenance" have typos are spelled "maitenance". These should be corrected for consistency and ease of finding information.	Thank you for this input. We will double check and correct all spelling and grammatical errors when editing and finalizing the 2050 MTP report.
	Discussion of green infrastructure should mention the most effective strategy of reducing the adverse effects of infrastructure is to use it more efficiently so that less is needed. E.g. denser, mixed-use developments require fewer lane miles of roads and streets to service a greater number of residents, thereby preserving more forestry and reducing stormwater runoff more than if a larger road had been constructed from permeable materials.	In the 2050 MTP report, there is a discussion of density and need to reduce impervious surfaces in the Green Infrastructure sub-section "Enhancing Coastal Resilience with Green Infrastructure."
	Discussion of noise mitigation should mention rolling noise is the greatest source of road noise and the only effective strategy for reducing noise at the source is to reduce design speeds.	Definition of rolling noise is added to causes of noise on page 161 and solutions to reduce noise are listed on page 164 in the Noise Mitigation section.
	I think "streets" and "roads" should be independently defined similarly to how the non-profit Strong Towns distinguishes the two. They say that a road is a high-speed connection between places and a street is itself a place. I think it would be useful moving forward to use this language for emphasizing who are the primary users of a thoroughfare and when traffic flow should not be the first priority.	We will double check on this when editing and finalizing the 2050 MTP to make sure that "Streets" and "Roads" are used in appropriate context.
	I was able to listen to your meeting last evening, 7/25/24. It was very informative and gave me a much better understanding of the issues facing Savannah and surrounding areas. The discussions from participants were great because they asked about issues that concern most people living here in Savannah. The answers in response to their concerns were very knowledgeable. Thank you for your time and efforts to make Savannah a better place to live. I would like to attend the next meeting in regards to the other means of transportation, other than cars. If you could send me the information on that meeting I would appreciate it.	Thank you for attending our public meeting on the 2050 MTP update. Developing a multi-modal transportation network that serves our residents is one of our goals. We have established a Bicycle and Pedestrian Advisory Committee (PBAC) whose mission is to improve non-motorized transportation in our region. We also have the Transportation Equity and Public Involvement Advisory Committee (TEPIAC) to deal with accessible transportation including transit services. These committees will establish their own meeting schedules and their agendas will be posted on the MPC website at https://www.thempc.org/Core/Bac#gsc.tab=0 . All of their meetings are open to the public. Please check the website or contact the MPO staff if you would like to attend any of the scheduled meetings.
	The U.S. spends 20 billion dollars annually on subsidizing the oil industry which is literally killing our planet. Let's do better!	CORE MPO will do our part to help promote a multi-modal transportation system that focuses on renewable energy and is resilient to the changing environment.
	Restore the Nancy Hanks from Savannah to Atlanta and back. It may need to be government subsidized, but will save us so much CO2 greenhouse gas, land acquisition, asphalt, etc. to build more roads, that it would be well worth it!	GDOT is currently conducting a study on high-speed rail between Savannah and Atlanta. As of now, it's not feasible to include any rail project in the 2050 MTP. However, we do understand the importance of passenger rail service and its benefits to the environment. We will monitor the development.
	Work with cities/counties/GDOT and feds to plant trees on our highways. They are a must to take up rain water, especially in the low country with oceans rising. They also create habitats for many endangered plants and animals.	Thank you for this input. Increasing green infrastructure and wildlife biodiversity are discussed in Chapter 7 of the 2050 MTP. We will also try our best to work with the project implementers to make sure trees are not neglected for roadway projects.
Keep up the good work for bike and pedestrian trails!	Thank you. We will continue to work with our partners to promote and implement bike/ped/trail projects, including the Tide-to-Town projects and other priority projects included in the Non-Motorized Transportation Plan.	