

STAKEHOLDER ADVISORY TEAM

MEETING NO. 1 – EXISTING CORRIDOR ASSESSMENT

SR 25/US 17 CORRIDOR STUDY

PI No. 0019011, Chatham County, GA

July 29, 2024



The Kimley-Horn Team



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Alternatives Evaluation

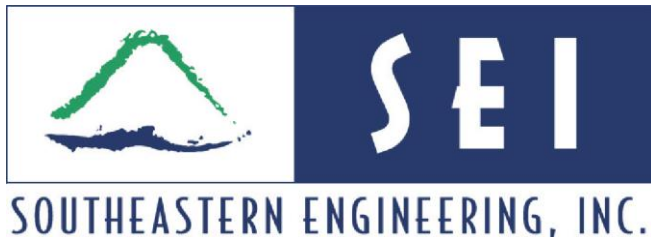


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Kimley»Horn



Agenda



Introductions and Study Goals



Meeting Purpose



Corridor Overview



Initial Research



Potential Improvements



Next Steps

The Study Team

Allen Blake, PE – Chatham County

Deana Brooks, PE – Chatham County

Wkyoda Wang – MPC/CORE MPO

Genesis Harrod – MPC/CORE MPO

Asia Hernton – MPC/CORE MPO

Anna McQuarrie – MPC/CORE MPO

Edward Morrow – MPC/CORE MPO

Rhonda Ferrell – City of Garden City



The Study Team (Continued)

Michele Strickland – City of Savannah

Ned Green – GDOT Planning

Ted Hicks – GDOT Planning

Kaniz Sathi – GDOT Planning

Troy Pittman, PE – GDOT District 5

Joseph Capello, PE – GDOT District 5

Jonathan Martinez – GDOT District 5

Katie Proctor – GDOT District 5



The Study Team (Continued)

Joseph Longo – FHWA

Olivia Lewis – FHWA

Mary Moskowitz – Chatham Area Transit

Tammy Perkins – SCCPSS

Jesse Dillon – SEDA

Caila Brown – Bike Walk Savannah

Jim Hemphill – East Coast Greenway



Roles of Stakeholder Advisory Team

01

Provide Study
Input and
Feedback

02

Share Study
Information with
Constituent
Groups

03

Encourage
Community
Participation

Planned Meetings & Actions

- Stakeholder Advisory Team (SAT)
 - **Meeting No. 1 – Existing Conditions/Corridor Assessment**
 - Meeting No. 2 – Alternatives Analysis
- Neighborhood/Community Meeting
- Public information Open House
- Two Online Surveys
 - Survey No. 1 – Existing Conditions/Corridor Assessment
 - Survey No. 2 – Alternatives Analysis
- CORE MPO Policy Board and Technical Coordinating Committee (TCC)
- Project Website

Study Goals

01

Identify and
prioritize
improvements to
SR 25/US 17

02

Plan projects
through the CORE
MPO's Metropolitan
Transportation Plan
(MTP) process

03

Program projects in
the CORE MPO's
Transportation
Improvement
Program (TIP) and
MTP

Key MTP Objectives

Improve safety, security, accessibility, mobility, and sustainability of transportation options available to people and freight

Lower the frequency and severity of crashes for cars, trucks, pedestrians, and bicyclists

Improve emergency response time and evacuation routes

Reduce congestion by improving access to businesses and maximizing freight truck travel time reliability

Meeting Purpose

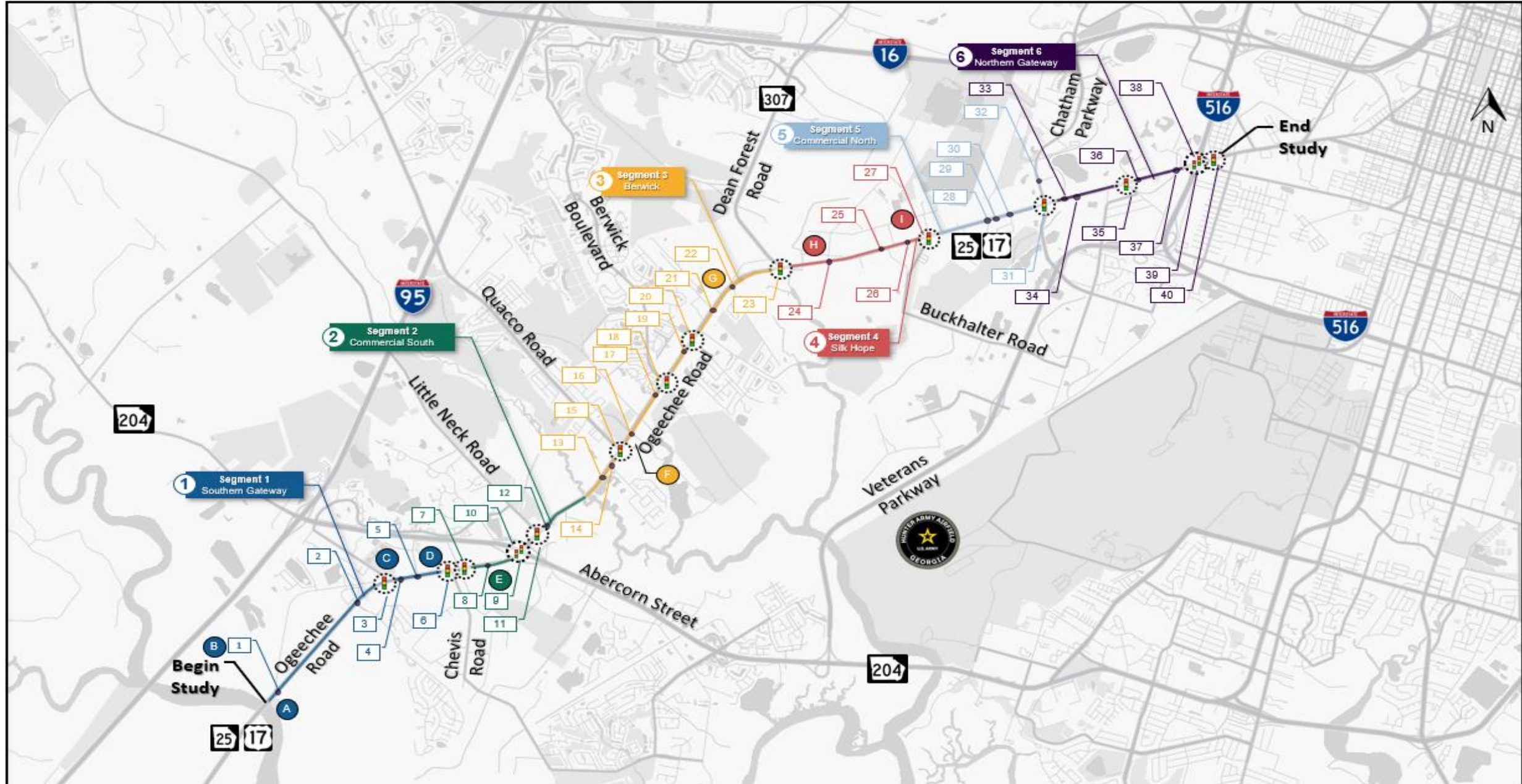
01

Review Existing
Conditions

02

Identify other
problems and
potential
solutions

Corridor Overview



Primer

Where is traffic the heaviest?

Where are the most trucks?

Which are the worst-performing intersections?

Where are the most crashes?

Which area has the greatest growth potential?

Freight corridor or commuter corridor?

Daily Traffic

Segment 1: 33,300 VPD

Segment 2: 33,900 VPD

Segment 3: 34,500 VPD

Segment 4: 31,500 VPD

Segment 5: 30,800 VPD

Segment 6: 27,000 VPD

Trucks

Segment 1: 6%

Segment 2: 5%

Segment 3: 7%

Segment 4: 6%

Segment 5: 6%

Segment 6: 7%

5-Year & 10-Year Annual Growth Rates

Segment 1: 3%; 2.2%

Segment 2: 2.7%; 2.2%

Segment 3: 4%; 3.3%

Segment 4: 1.8%; 3.1%

Segment 5: 1.8%; 3.1%

Segment 6: -1.7%; -0.6%

AM Traffic

Segment 1

Segment 2

Segment 3

Segment 4

Segment 5

Segment 6

Fords Pointe Circle/Bradley Boulevard: LOS F

Southwest Middle School Driveway: LOS F

Fountain Road: LOS E

Burton Road: LOS F

Quacco Road: LOS E

Kroger Driveway: LOS F

Elk Road: LOS F

Silk Hope Road/Derrick Inn Road: LOS F

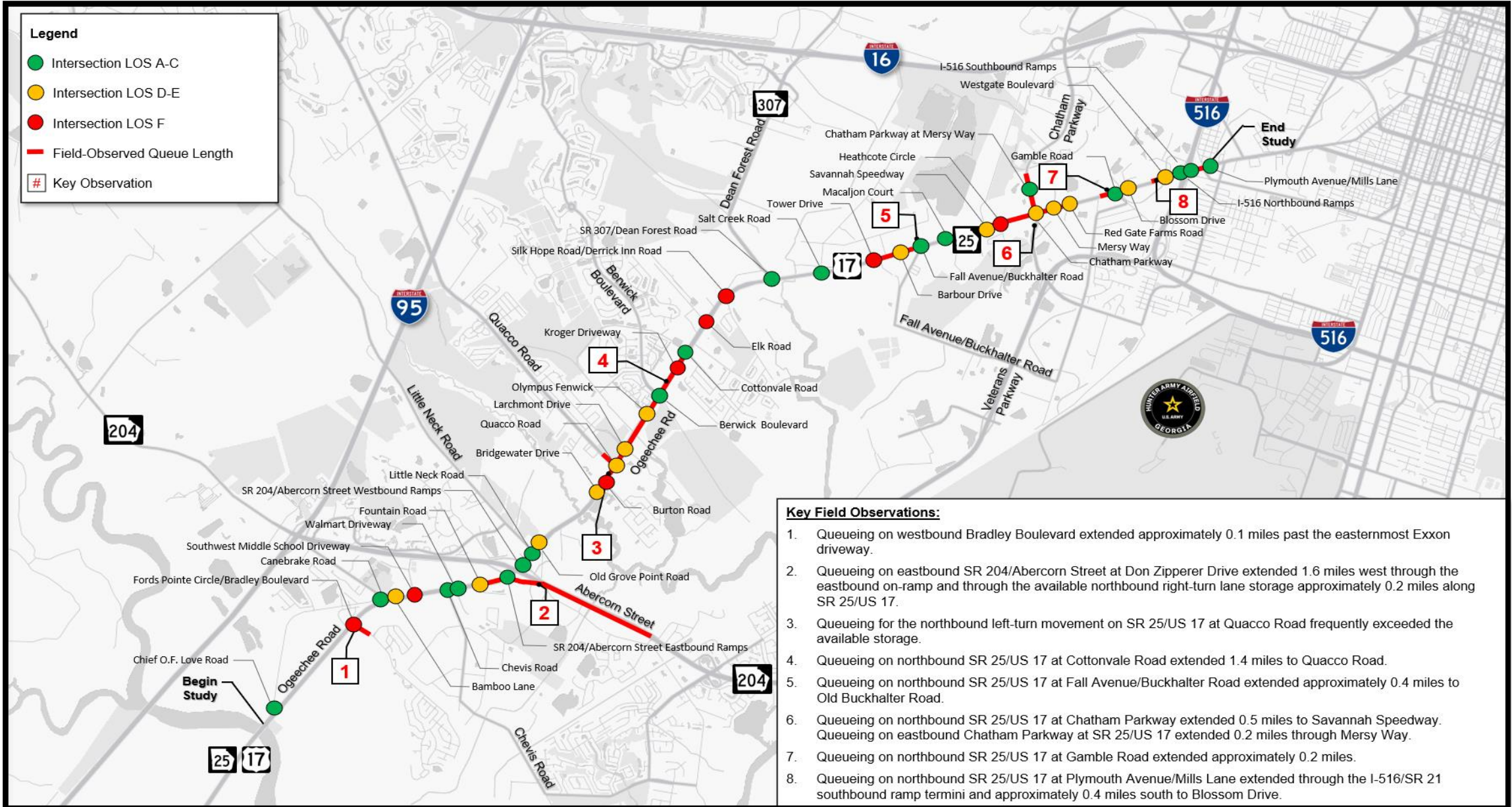
Tower Drive: LOS F

Heathcote Circle: LOS F

Mersy Way: LOS E

Westgate Boulevard: LOS E

Traffic Summary – AM Peak





Northbound SR 25/US 17 at SR 204/Abercorn Street Eastbound Ramps



Northbound SR 25/US 17 at Cottonvale Road

PM Traffic

Segment 1

Segment 2

Segment 3

Segment 4

Segment 5

Segment 6

Fords Pointe Circle/Bradley Boulevard: LOS F

Bamboo Lane: LOS F

Fountain Road: LOS F

Burton Road: LOS F

Quacco Road: LOS F

Larchmont Drive: LOS F

Elk Road: LOS F

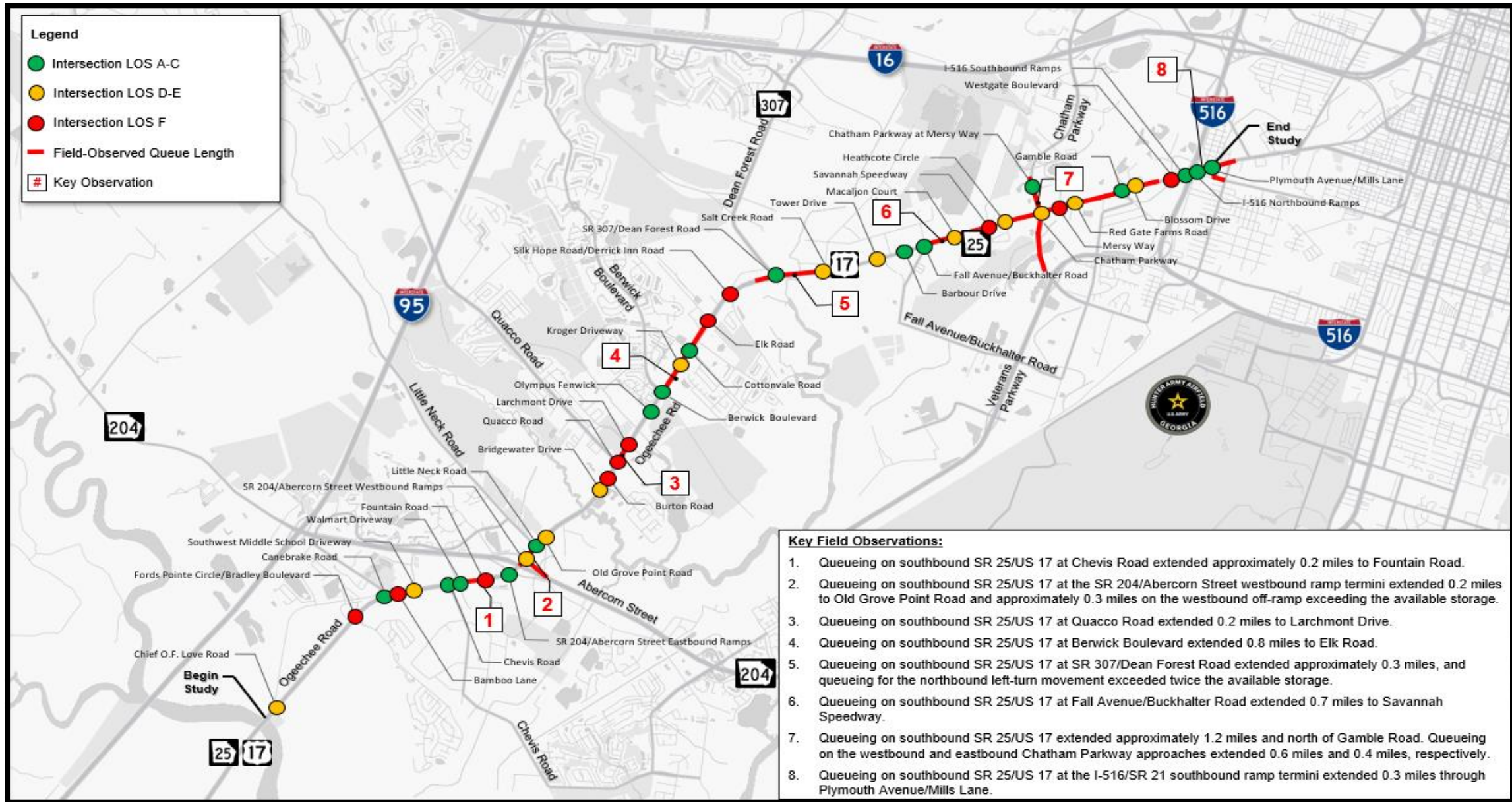
Silk Hope Road/Derrick Inn Road: LOS F

Savannah Speedway: LOS F

Mersy Way: LOS F

Westgate Boulevard: LOS F

Traffic Summary – PM Peak





Southbound SR 25/US 17 north of Berwick Boulevard



Westbound Chatham Parkway at SR 25/US 17

Crashes 2018-2022

3,621 Total

Nearly 85% PDO

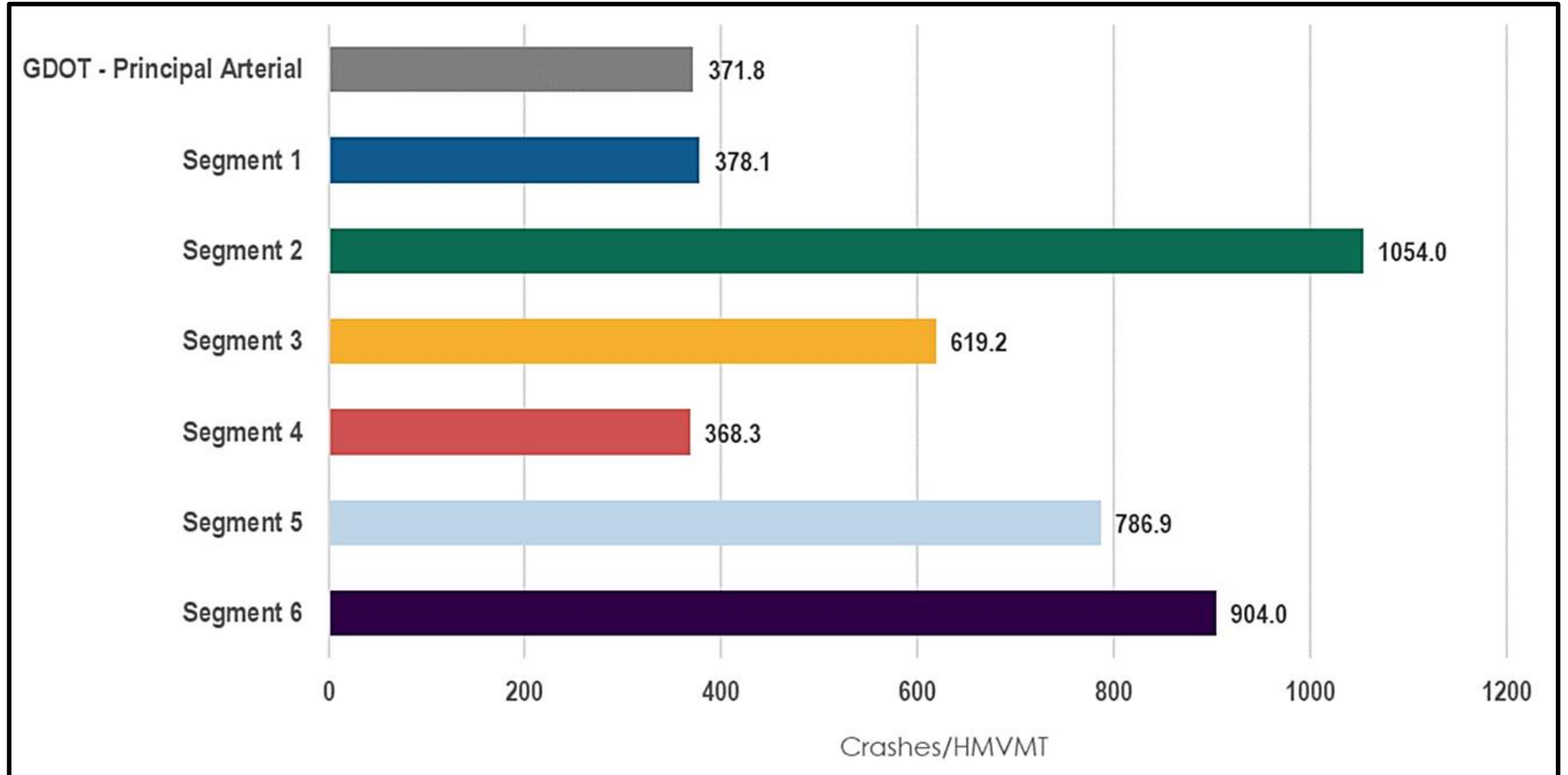
24 Fatal

5 of 6 segments exceed
statewide average

Cost of \$170.1 million per year

Clear need for safety investments

Crash Rates: 2018-2022



This map displays the frequency of bird sightings in the Ogeechee River region. The color scale indicates that red and orange areas represent higher frequencies, while blue and green areas represent lower frequencies. The highest concentrations are found along the Ogeechee River, particularly in the lower-left and middle-right sections. Major roads such as Veterans Pkwy, Ogeechee Rd, and US-17 are also marked with higher frequencies. The map includes various landmarks like Tom Triplett Park, Savannah Quarters Country Club, and several golf courses. A scale bar at the bottom left shows distances up to 2.5 miles, and a north arrow is located in the top right corner.

Land Use Summary

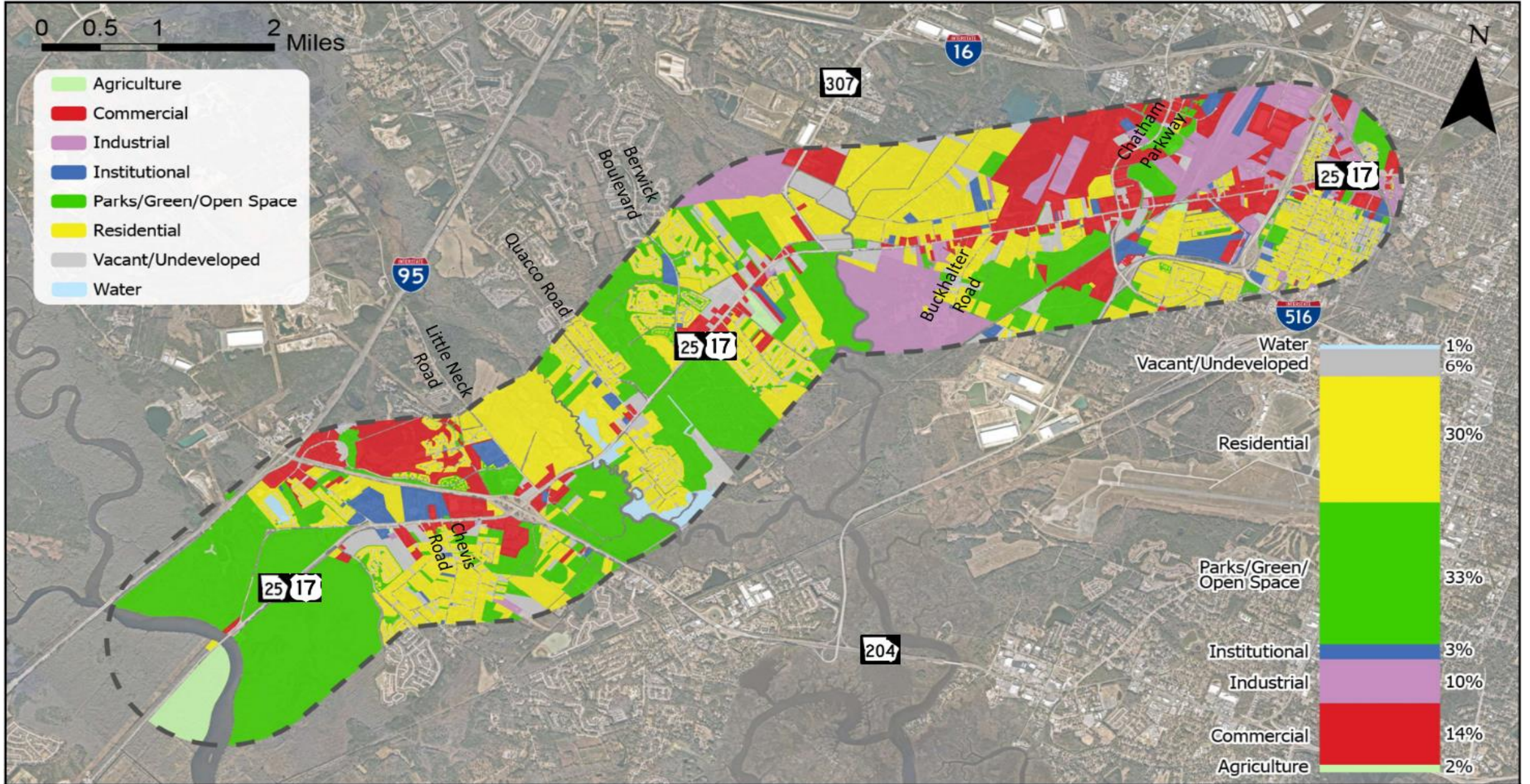
Data Sources

- SAGIS
- Current zoning/parcel information
- Urban Footprint Analyst Data
- Planned Urban Developments (PUDs)

PUDs

- Bradley Pointe South
- Pointe Grande
- Hopeton Landing
- Hopeton Landing South
- Waterford
- Lebanon Plantation

Land Use Summary Map



Origin-Destination (O-D) Analysis

Passenger car trips increased 9% from 2019 to 2023

Truck trips decreased approximately 6% from 2019 to 2023

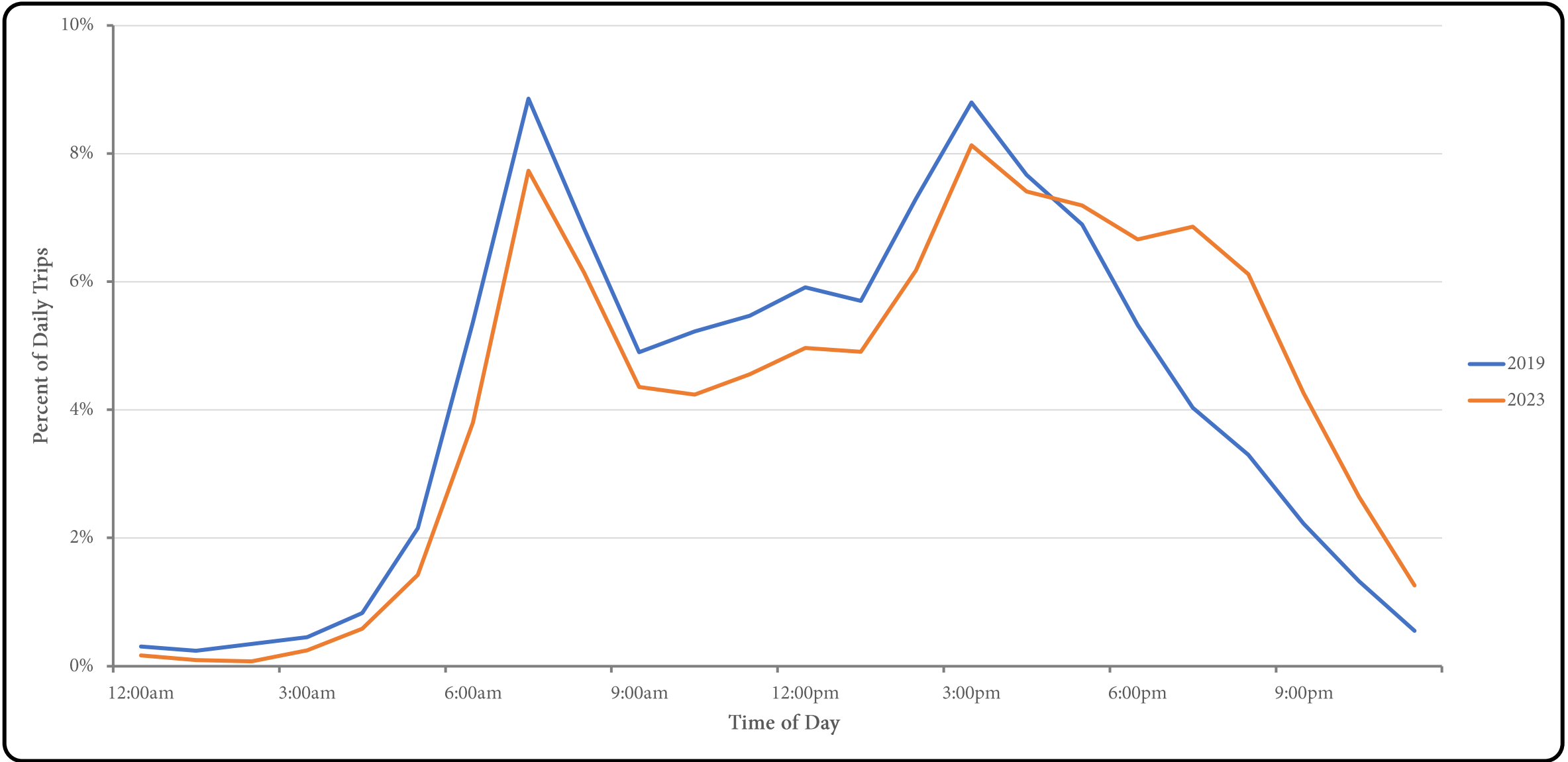
Walking, biking, or transit trips constituted less than 5% of all trips

Nearly half of all trips had a duration between 20 and 40 minutes

30% of passenger car trips began or ended south of SR 204/Abercorn Street

Construction along I-16 has not significantly impacted travel patterns on SR 25/US 17

Daily Distribution



Pedestrians and Bicyclists

GA Bike Route 95 and East Coast Greenway

Variability of typical sections and latent demand

Target improvements in network where gaps exist

Provide greater connectivity to existing recreational and commercial facilities

NMTP recommends sidewalks from:

1. Bradley Boulevard to SR 204/Abercorn Street
2. Bridgewater Drive to Quacco Road
3. Berwick Boulevard to SR 307/Dean Forest Road

NMTP recommends a shared-use path from Salt Creek Road to north of I-516/SR 21



Fords Pointe Circle/Bradley Boulevard



Cottonvale Road



Chatham Parkway

Transit

41 stops along corridor, but most consist of only signs (i.e., no shelters)

CAT Route 17 extends from Canebrake Road through I-516/ SR 21 and Route 25 is located between Chatham Parkway and Gamble Road

Only 1% of existing trips use public transit

Improvements to transit accommodations may help increase utilization

CAT

CHATHAM AREA TRANSIT

SYSTEM MAP

Route List

- West Chatham
- Augusta Ave/Garden City/Hudson Hill
- Barnard
- Cross Town
- East Savannah
- Candler
- Henry
- Islecom Local
- Silk Hope
- Skidaway Island/Coffee Bluff
- MLK Jr Blvd/Westlake Apts
- Waters
- West Savannah/Cloverdale
- Skidaway/Candler
- Tiger Shuttle

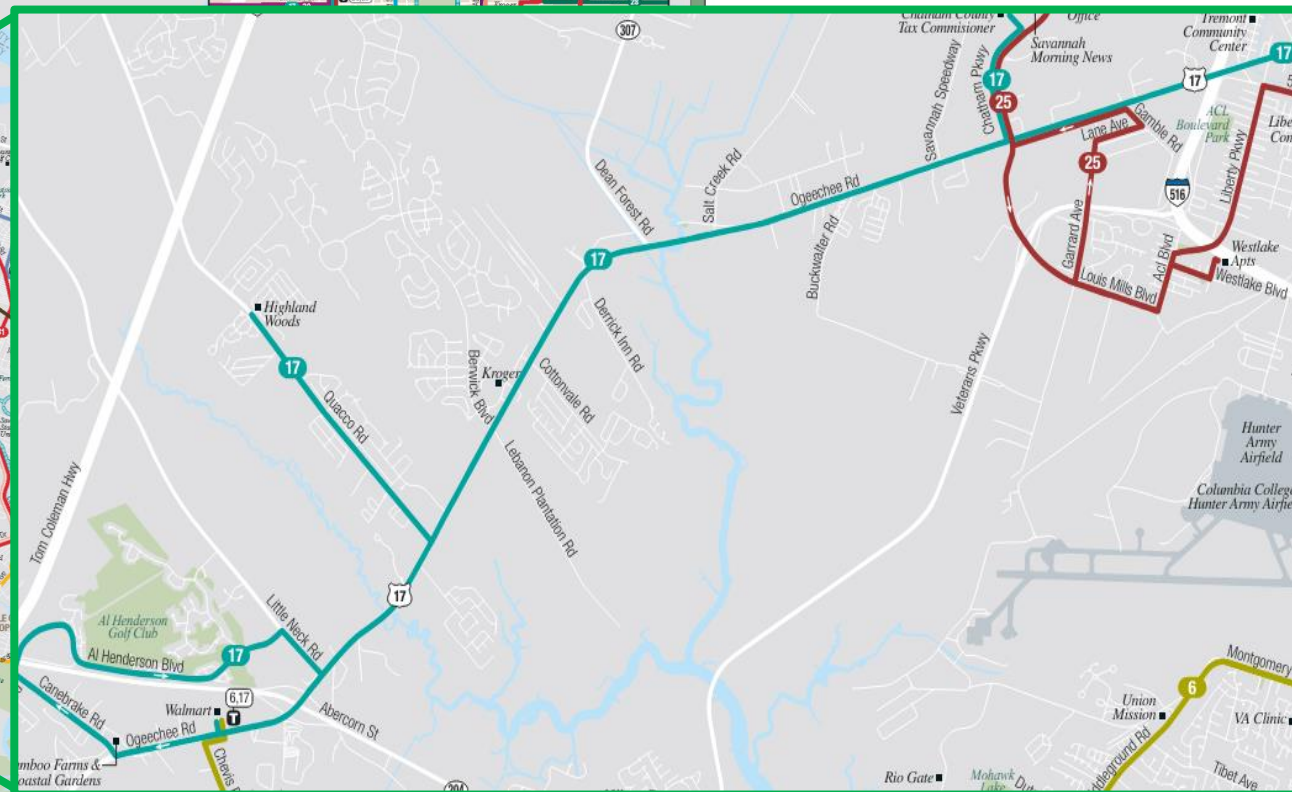
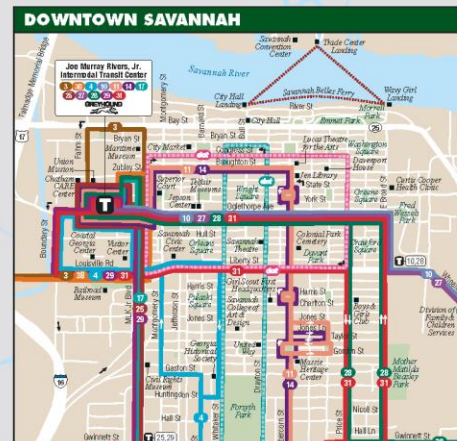
dot shuttles

- Downtown Loop
- Torahs Loop
- Savannah Belle Ferry

Legend

- Point of Interest
- Hospital
- Transfer Point
- Connecting Routes
- Interstate
- US Highway
- State Highway

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Savannah, GA



Massie Heritage Center (D16)	1, 3, 6, 8, 4, 10, 11, 14, 17, 25, 27, 28, 29, 31	11, 14
MLK Visitor Center (C13)	3, 6, 8, 4, 10, 11, 14, 17, 25, 27, 28, 29, 31	4, 17, 28, 29
Ralph Mark Gilbert Civil Rights Museum (D13)	3, 6, 8, 4, 10, 11, 14, 17, 25, 27, 28, 29, 31	4, 17, 28, 29
Savannah Civic Center (C14)	3, 6, 8, 4, 10, 11, 14, 17, 25, 27, 28, 29, 31	4, 17, 28, 29
Savannah Theatre (C14)	3, 6, 8, 4, 10, 11, 14, 17, 25, 27, 28, 29, 31	4, 17, 28, 29
Telfair Museums (B14)	3, 6, 8, 4, 10, 11, 14, 17, 25, 27, 28, 29, 31	4, 17, 28, 29



Summary

Capacity and safety improvements should be prioritized at key bottlenecks

Transit, pedestrian, and bicycle facilities should be considered

Access management strategies should be implemented

Potential Improvements

Capacity improvements

- Fords Pointe Circle/Bradley Boulevard
- SR 204/Abercorn Street Interchange
- Berwick Segment improvements
- Chatham Parkway

Alternative mobility investments

- Expanded bicycle and pedestrian facilities
- Enhanced transit accommodations
- Improved lighting

Access control plan to improve safety

- Raised, grassed median
- Driveway consolidation
- Innovative/reduced conflict intersections

Next Steps

Preliminary Stakeholder Meetings

Traffic Forecasting

Alternatives Development

Public Information Open House

Final Stakeholder Meetings

Final Report

QUESTIONS?

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COASTAL REGION MPO

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