

The background image is a blue-tinted photograph. On the left, a tall cable-stayed bridge with multiple white cables is visible. In the center, several tall palm trees stand against the sky. On the right, the upper part of a ferry boat is visible, with a sign that reads "SAVANNAH" and "FERRY" below it. The boat's name "JULIET" is partially visible on its side.

TRANSPORTATION ELEMENT

05



TRANSPORTATION

Introduction

Topics discussed in each of the individual elements of Plan 2040 are interconnected. As a result, transportation conditions in the future will be affected by policy recommendations located in other elements of the plan.

Of these, the Land Use element will have a particularly strong impact on transportation. Through its placement of commercial centers and residential areas, the Future Land Use Map will help determine the county's future spatial pattern, which in turn will affect road connectivity for example. Furthermore, the density of those developments will help determine the future viability of other modes of transportation, such as bus, bike, and rail.

TRANSPORTATION CONDITIONS & TRENDS

Savannah and Chatham County have long served as the regional center for Coastal Georgia and the Lowcountry of South Carolina for employment, shopping and recreation. In addition to serving as the regional center for residents, Savannah, with its Historic Landmark District, is host to over 14.8 million visitors each year spending \$3.1 billion. It has become one of the top tourist destinations, both nationally and internationally, according to Longwoods Travel USA Study via Visit Savannah.

Chatham County is also home to the Port of Savannah, which is the largest and fastest growing single-operator container terminal in North America and the fourth largest in total volume, according to Georgia Ports Authority.

The port is a major economic engine for the region, as well as the State of Georgia. The Coastal Region Metropolitan Planning Organization region is also home to a number of other regional employment centers, including medical, military and educational institutions, port-related industries, and manufacturing centers.

An efficient transportation system that effectively provides for the movement of people and goods is critical to the continued economic vitality of the county and the region.



METROPOLITAN PLANNING ORGANIZATION

A Metropolitan Planning Organization (MPO), is responsible for developing a regional transportation vision, directing planning and implementation of projects, allocating federal funds, and gathering input from the public and stakeholders.

—Federal Transit Administration (FTA)





Coastal Region (CORE) MPO

The CORE MPO is a transportation policy-making and planning body with representatives of elected and transportation authorities from Chatham County and its municipalities, Bryan County, Effingham County, and executives from local, state, and federal agencies.

The CORE MPO is comprised of a policy board known as the Executive Board and four advisory committees including the Technical Coordinating committee (TCC), the Citizens Advisory Committee (CAC), the Advisory Committee on Accessible Transportation (ACAT), and the Economic Development and Freight Advisory Committee (EDFAC).

The CORE MPO follows the 3-C transportation planning process: comprehensive, continuing, and cooperative. Through this planning process the MPO coordinates policies, corridor studies, and plans such as the Metropolitan Transportation Plan.

METROPOLITAN TRANSPORTATION PLAN

A Metropolitan Transportation Plan (MTP), is a long-range planning document that sets future goals and identifies transportation deficiencies, strategies, and projects over the next two decades.

—CORE MPO

CORE MPO Statistics

Total Population in MPO*

276,406

Land Area (Square Miles)*

651

Year Established*

1983

*Metropolitan Planning Organization (MPO) Database



TRAVEL CHARACTERISTICS

Regional Commuting Patterns

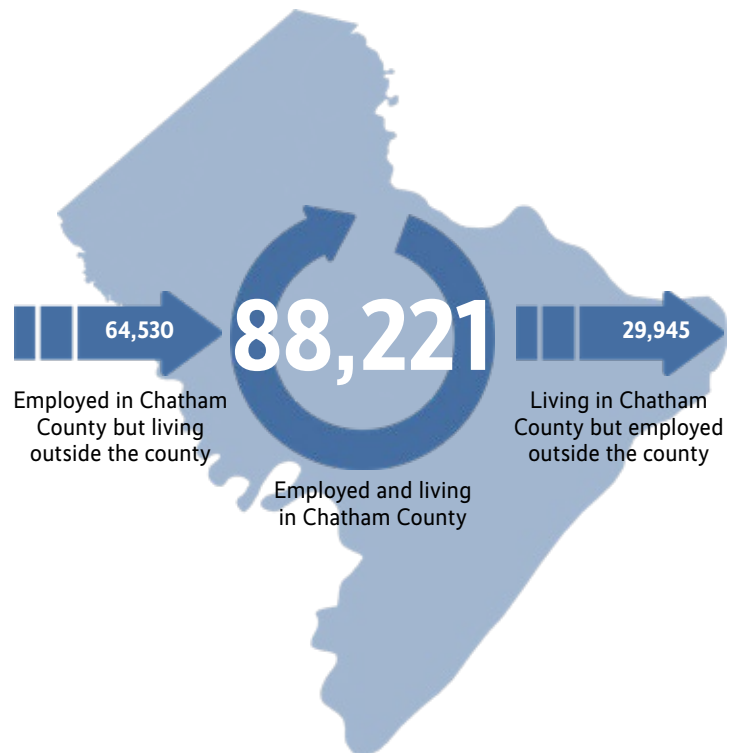
Chatham County and the city of Savannah are regional hubs for employment, shopping, recreation, medical and educational institutions, and other economic generators. Many residents of neighboring counties commute into Chatham County for work each day, greatly impacting the traffic patterns and overall efficiency of the transportation network.

The neighboring counties of Bryan and Effingham both have over 64% of their residents commuting outside the county for work each day and 72% of Richmond Hill residents travel outside Bryan County for work. Other nearby counties also experience a significant out-commuting pattern. Liberty County has 18.6% and Bulloch County has 24% of their population working outside of their county, and those workers have a typical commute time of about one hour each way.

Commuting Patterns

	Work in County of Residence	Work Outside County of Residence
Chatham County	92.2%	4.9%
Savannah	94.1%	3.6%
Richmond Hill	26.2%	72.1%
Bryan County	27.5%	69.7%
Effingham County	31.1%	64.4%

Figure 5.1—Regional Commuting Characteristics
U.S. Census Bureau: 2017 American Community Survey 5-Year Estimates



Map 5.1—Regional Commuting Pattern Flow into Chatham County, 2018
U.S. Census Bureau: 2018 American Community Survey

COMMUTING PATTERN

A commuting pattern is the journey to work and refers to groups of workers in a region, and the distances and directions they travel from home to work.

—Census Bureau



Commute Mode Share

The proportion of travelers using a given method of transportation is called the "mode share" or the "mode split." Mode share is influenced by the types of facilities or services that have been emphasized in the past (i.e. provision of more and wider roadways and "free" parking, rather than transit service, bikeways, or sidewalks).

Data available from the U.S. Census Bureau regarding the various ways people choose to travel (e.g., driving, taking transit, walking, etc.) focuses on the trips to and from work, as this is one of the most predictable trip purposes. The picture of travel activity implied by this data is also limited by the fact that trips involving multiple modes are counted under whichever mode was used for most of the trip distance (e.g., a commute involving a short bicycle trip to and from the bus stop and longer ride on the bus is counted only as a bus commute).

As captured in Figure 5.2 on the following page, most work trips in Chatham County are by automobile, as is the case for the state and country overall. Workers living within the city of Savannah are slightly more likely to use alternatives to driving alone, compared to the overall county and state. This is related to certain characteristics of the more urbanized Savannah area: higher densities, mixed-uses, and jobs/housing balance means more workers have shorter trips; transit service is present and has more route coverage; and bicycle and pedestrian facilities are more consistently present.



MODE SHARE

Mode Share (also called mode split, modes-share, or modal split) is the percentage of travelers using a particular type of transportation or number of trips using said trip.

—CORE MPO

According to the American Community Survey estimates for 2018, shown in Figure 5.2, the city of Savannah has 73.6% of its workers driving to work alone, and 78.5% of the workers in Chatham County drove alone to work, as compared with 79.5% in the state and 76.4% in the U.S.. Effingham and Richmond Hill have about 85% of their workers driving alone. Percentages of carpooling, transit, biking and walking in both Chatham County and the city of Savannah were higher compared with both the state and U.S. percentages. The city of Savannah also exhibits a high percentage of walking (4.2%) and biking (2.1%).

Over time, the percentage of those driving alone increased, which could be attributed to the growth in the suburban western areas of the county. However, the transit, walking and biking percentage remained relatively stable.

It is important to note that today's observed travel behavior does not necessarily reflect the choices people would make if different transportation options were available and at a level to make them safe.



Transportation policy, funding, and design decisions in support of automobile travel initially created great gains in mobility most notably (for the middle and upper classes), but have also resulted in some unintended, negative consequences for individuals and society, such as pollution, contributions to the atmospheric greenhouse effect, contributions to obesity, damage to the natural environment and to community social fabric, as well as a high cost for individuals to enter fully into the normal activities of society (i.e., the need to buy a car to reliably get to a job).

In other words, although most people in the region today go everywhere by private automobile, there are good reasons to encourage interest in other modes within the community.

Most People in Savannah drive alone to work, with only 26% of people carpooling, taking transit, walking, biking, or telecommuting for their commute

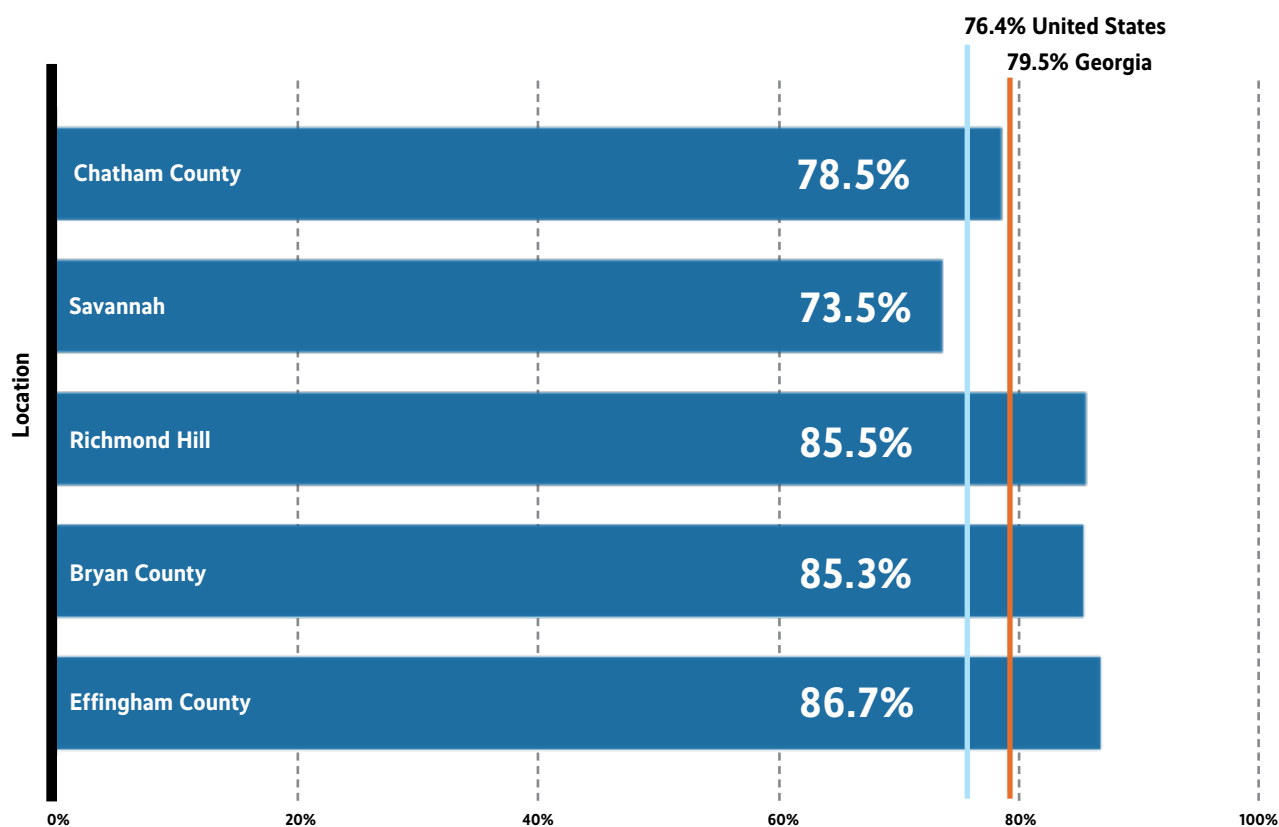


Figure 5.2—Percentage of Commuters Who Drive Alone to Work
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates



METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) is a multi-modal plan based on the socio-economic development of the Savannah region and is intended to provide efficient transportation services to all residents in this area. Its multi-modal approach incorporates highway development, transit service, bike/pedestrian improvements, and other related transportation investments.

The MTP identifies the vision, goals and objectives, strategies and projects that promote mobility for both people and goods. The MTP is updated every five years, at which time the MPO reviews, revises, and recalibrates the travel demand model with updated demographic and socioeconomic characteristics. Updating the plan also allows for the MPO to incorporate results of any new or ongoing studies and any changes to federal regulations and guidance.

Mobility 2045

The Mobility 2045 Plan emphasizes a multi-modal performance-based approach to transportation planning to meet the travel demands over the next 26 years, while taking into consideration the region's goals and financial capacity. Traditional transportation planning has focused on how quickly and efficiently vehicles can move from point to point. This approach typically has not considered the impacts on and relationships to land use, community character, and quality of life.

The MPO is committed to wisely investing in the transportation network to address the growth of the area while enhancing mobility for people and goods and ensuring a sustainable future. This commitment is incorporated in Mobility 2045 through a diverse and wide-ranging process, including an assessment of transportation needs in coordination with the future regional growth and anticipated future trends.

Mobility 2045 Goals

The overall goal of the Mobility 2045 Plan is to continue moving the planning process beyond a singular focus on moving motor vehicles and consider transportation issues from a comprehensive perspective that incorporates community values, needs, land use, and modal alternatives.

The Mobility 2045 Plan considers transportation issues from a comprehensive perspective that incorporates community values, needs, land use, and modal alternatives ”

Mobility 2045 goals and objectives are targeted to ensure that the transportation system helps the region attain its overall vision for the future. Through public involvement, stakeholders and citizens helped identify these goals and objectives, which provide the framework for the provision of a safe, secure, and efficient, multi-modal transportation network that meets the mobility needs of both people and freight (Figure 5.3).



Figure 5.3–Mobility 2045 Goals, CORE MPO

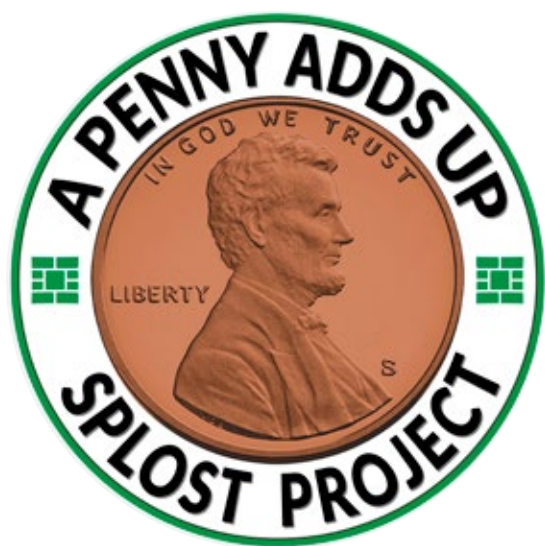
TRANSPORTATION INVESTMENT

Mobility 2045 provides a financially balanced list of projects where the aggregate project costs must not exceed the \$1.8 billion anticipated funding for the 25+ year planning period.

Federal funds provide the largest share of funding for transportation improvements in the CORE MPO Metropolitan Planning Area, followed by State funds. State funds mostly come from Georgia's motor fuel tax and House Bill 170 funds. Transportation funds are also generated by local sources. The local revenues come from local governments' general funds, Special Purpose Local Option Sales Tax (SPLOST), transit sales tax, transit fare box receipts, and transit district tax.

It is estimated there will be approximately \$1.8 billion available in highway funds and \$221 million in transit funds over the life of the plan. Projects totaling over \$670 million are currently under development and will continue to move forward with Mobility 2045, leaving approximately \$1.1 billion (of the \$1.8 billion) to fund new projects.

Projects identified as "needs" but not included in Mobility 2045 are incorporated into the Vision Project List, an unfunded project list. Subsequent plan updates will utilize the Vision Plan for projects to include when funds become available.



Total Funding Based on Project Type

Highway (\$1.1 B)

- Roadway Widening (\$470)
- Interchanges (\$417.5)
- New Roadway (\$155.3)

Preservation, Maintenance & Opt. (\$553 M)

- Maintenance (\$232)
- Operations & Road Improvements (\$161)
- Bridges (\$160)

Non-Highway (\$262 M)

- Transit Priority Projects (FHWA & FTA Funds) (\$240)
- Non-Motorized (\$22.4)

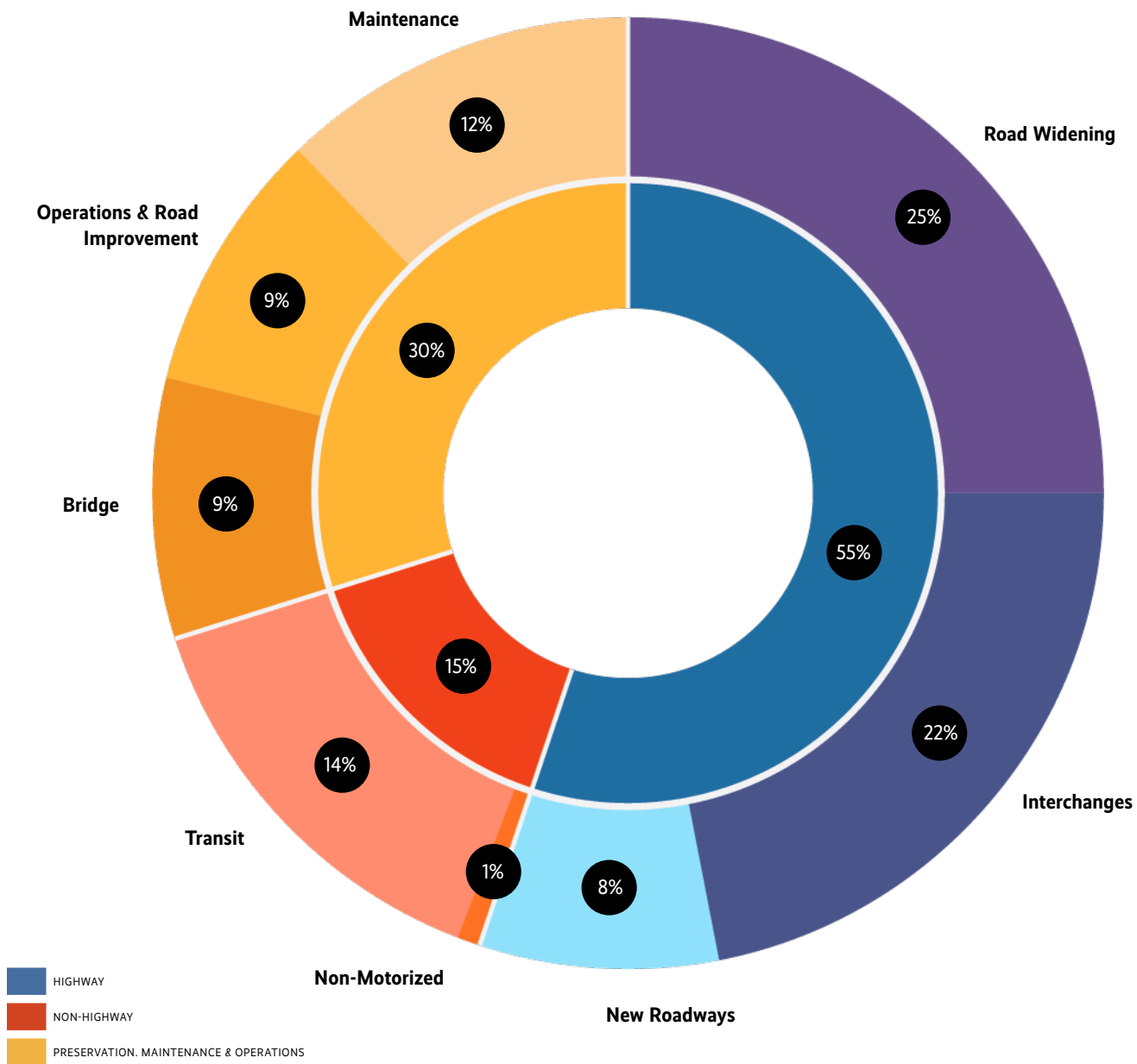


Figure 5.4–Funding Breakdown for Transportation Project Type
Coastal Region Metropolitan Planning Organization (CORE MPO)

ROAD NETWORKS

The Savannah Metropolitan Statistical Area (MSA) encompasses Bryan, Chatham, and Effingham Counties and has a total of more than 2,940 miles of roadways. These roadways are categorized by their use and the amount of traffic carried. These categories, as defined by the Federal Highway Administration (FHWA), are described on the facing page.

Roadways in the region serve multiple purposes and accommodate different types of travel. Roadways range from local streets, which are designed for direct access to homes and businesses, to interstate highways, which are primarily for mobility and long distance travel.

Map 5.2 depicts the functional classification of the roadway network in the Savannah MSA while Map 5.3 shows the roadway classification for Chatham County. Local roads make up almost 70% of the total miles in the area, and collectors make up about 12.7% of the total roadway miles.

The interstates, freeway and arterials, though comprising only 17.28% of the total roadway mileage, carry most of the traffic. The interstates, freeways, and principal arterials (about 9.49% of the total roadway mileage) also carry most of the freight traffic in the area.

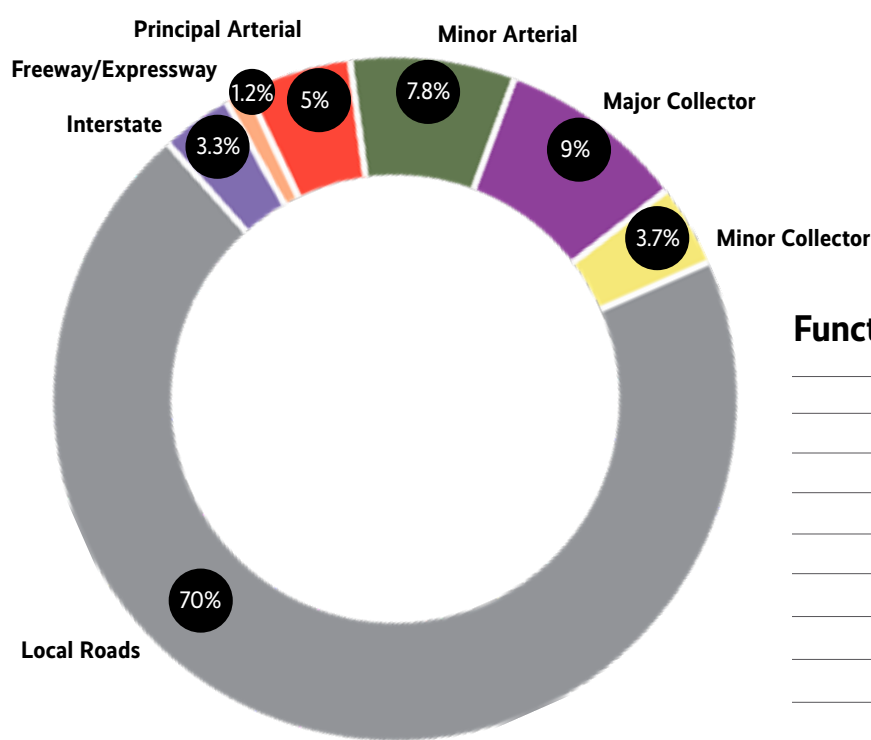


Figure 5.5–Percentage of Roadway in Region by Functional Classification
Coastal Region Metropolitan Planning Organization (CORE MPO)

Functional Classification

	Miles
Interstate	97.52
Freeway/Expressway	34.06
Principal Arterial	147.27
Minor Arterial	229.14
Major Collector	263.29
Minor Collector	108.83
Local Roads	2,060.44
Total	2,940.55

Figure 5.6–Miles of Roadway in Region, by Functional Classification

DEFINING OUR ROADWAY NETWORK



Interstate/Freeway

Roads that are fully access controlled and are designed to carry large amounts of traffic at a high rate of speed; Examples include roadways such as I-16 and Harry Truman Parkway.

Arterials

Roads that are designed to carry large amounts of traffic at a relatively high speed, often over longer distances. Often some degree of access management is incorporated; examples of arterials include Islands Expressway, SR 204 and U.S. 80.

Collectors

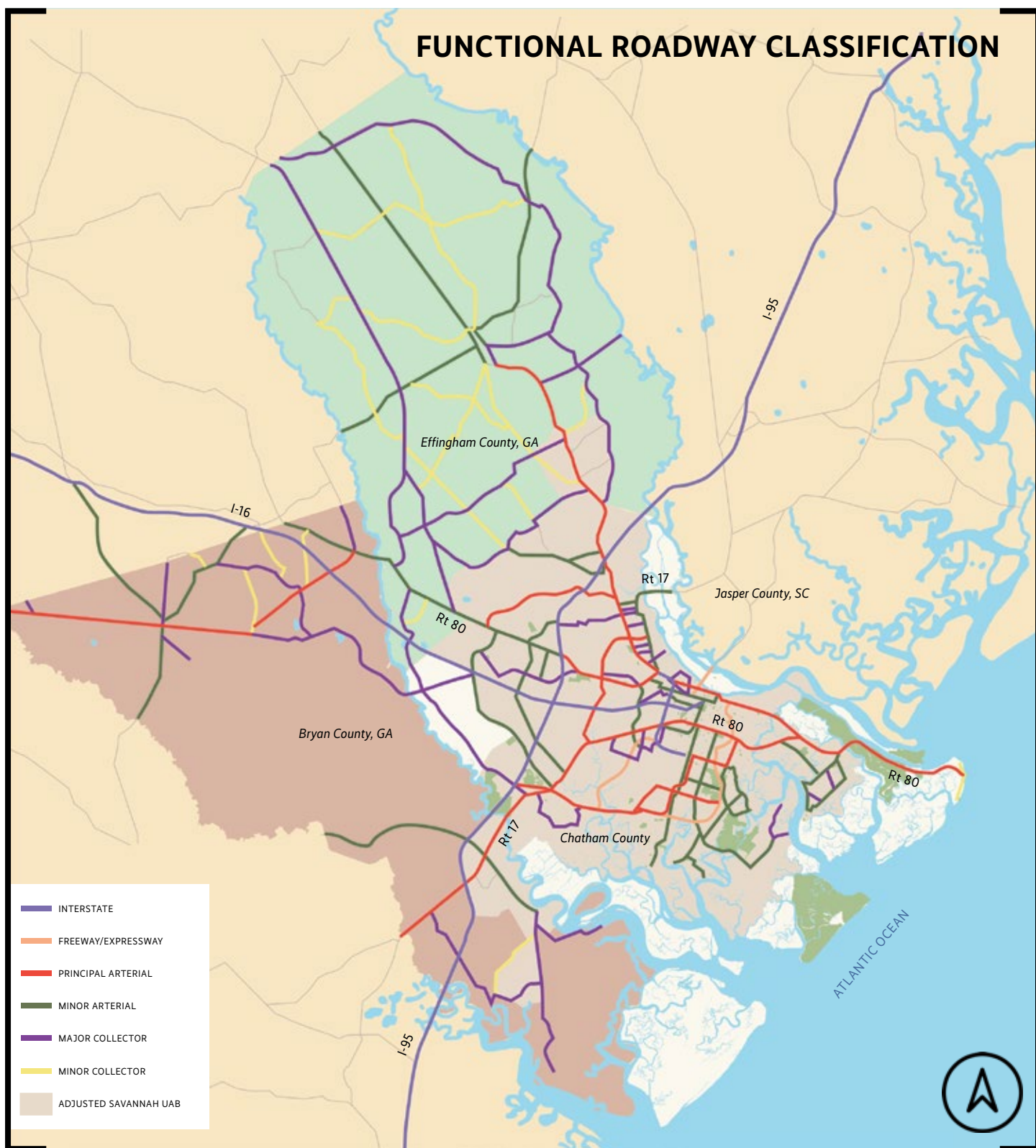
Roads that are designed to carry less traffic at lower levels of speed for shorter distances. These roadways typically “collect” traffic from the local roadways and provide access to arterials. Examples of collectors include Habersham Street, LaRoche Avenue; and Old Louisville Road.

Local Roadways

Local roadways are those not otherwise classified and tend to serve short, local trips or connect with the collectors to access the broader roadway network.

—CORE MPO





Map 5.2-Functional Roadway Classification, Savannah MSA
Georgia Department of Transportation, 2015



Bridges

Due to the geography of Chatham County, it is important to have a good understanding of bridge conditions. This consideration is necessary for safety, congestion and freight movements performance measures. Map 5.4 shows an inventory and conditions of the bridges in the area.

The status of these bridges is described as structurally deficient (SD) or functionally obsolete (FO). A bridge with fatigue damage may restrict what vehicle types and weights may cross it safely. A bridge with a “posted for load” posting has a weight limit capacity. All (SD) bridges are posted, but not all posted structures are (SD). A bridge is “load posted” when its capacity to carry heavy loads is diminished.

As seen in Map 5.4, the vast majority of bridges are in acceptable condition with fewer than 10 deemed as structurally deficient (SD).

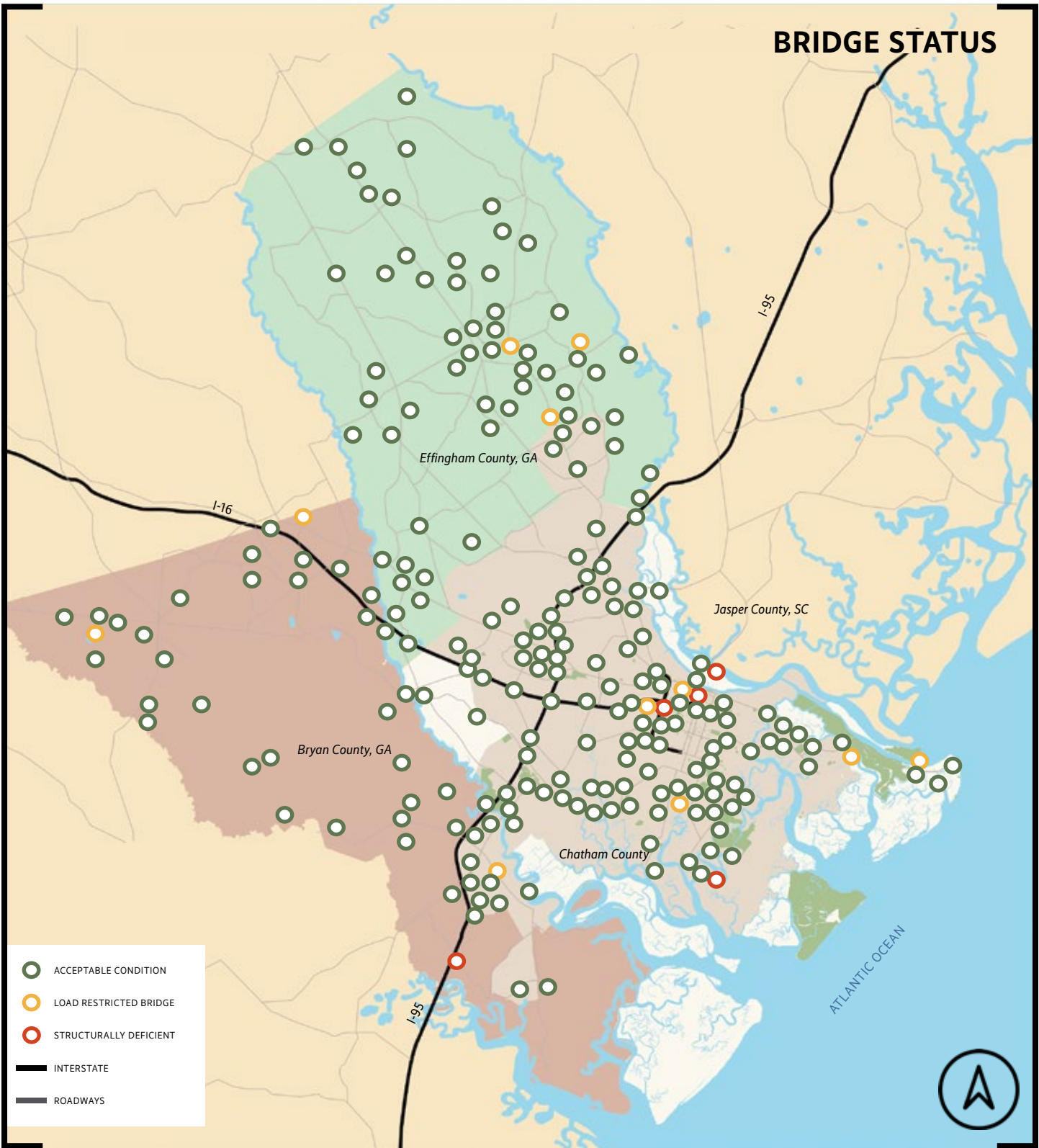
ARE YOU LOOKING FOR MORE INFORMATION?

More information on bridges can be found in the U.S. 80 Bridges Study.

See...

<https://www.thempc.org/Core/Studies#gsc.tab=0>





Map 5.4—Bridge Locations and Conditions, Savannah MSA
 Coastal Region Metropolitan Planning Organization (CORE MPO)

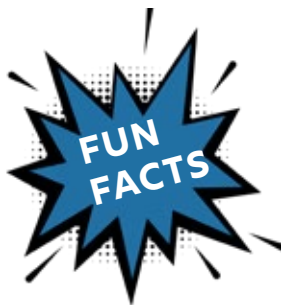


INTERMODAL TRANSPORTATION

Port of Savannah

Chatham County has two modern, deepwater terminals on the Savannah River that are collectively known as the Port of Savannah: Garden City Terminal and Ocean Terminal. Both facilities are run by the Georgia Ports Authority (GPA), which is a state-level quasi-governmental organization. The Port of Savannah is the largest single container terminal in North America and the fourth busiest container exporter in the United States, moving 4.5 million twenty-foot container units in FY 2019.

Ocean Terminal, Savannah's dedicated breakbulk and Roll-On / Roll-Off facility, covers 200.4 acres and handles forest and solid wood products, steel, automobiles, farm equipment, and heavy-lift cargoes. The Port is a major economic engine for the county, as well as the State of Georgia.



4th

Busiest Container Gateway in the Nation

INTERMODAL TRANSPORTATION



The term "Intermodal" is used to describe the mass transportation of freight or human passengers, usually over long distances, and via more than one mode of transportation. Three types of intermodal facilities are discussed in this section: ports, railroads, and airports.

—CORE MPO

The Port of Savannah is currently in the final phases of the Savannah Harbor Expansion Project. This project supports jobs and commerce throughout the nation and allows newer, larger freighters to navigate the river with greater flexibility.

As one of the state's largest public employers, the GPA directly employs almost 1,000 trained logistics professionals. The GPA, however, is responsible for generating far more employment throughout the state.

The total economic impact of Georgia's deep water ports on Georgia's economy is \$84 billion. The GPA supports more than 369,000 jobs and approximately \$20.4 billion in personal income annually.

As port operations grow and intensify, the surrounding transportation infrastructure throughout the county will need to support that growth.

Savannah/Hilton Head International Airport

Savannah/Hilton Head International Airport is a commercial and military-use airport positioned between Savannah, Garden City and Pooler. Owned by the City of Savannah and managed by the Savannah Airport Commission, the airport is located about eight miles northwest of the Savannah Historic District.

The Airport's passenger terminal is directly accessible to Interstate 95 between Savannah and the city of Pooler. Savannah/Hilton Head International is the chief commercial airport for Savannah, the Coastal Empire region of southeast Georgia, and the Lowcountry of South Carolina, where the resort town of Hilton Head accounts for some 40% of total airport passenger traffic.

It is second only to Hartsfield-Jackson Atlanta International Airport as Georgia's busiest commercial airport. The Airport is currently served by Delta (and Delta Connection carrier Shuttle America), JetBlue, United Airlines, American Airlines, Air Canada, Allegiant Air, Frontier, Southwest, Silver Airways and Sun Country Airlines.

In 2017, the first regularly scheduled international flight by a major air carrier launched when Air Canada began service to Toronto. The Airport also serves as world headquarters for Gulfstream Aerospace, and the Georgia Air National Guard's 165th Airlift Wing is also based at Savannah/Hilton Head International.

In 2018, the Airport handled a record 2,799,526 commercial airline passengers (1,395,040 enplanements and 1,404,486 deplanements), a 13.4% increase over 2017. The Airport began a comprehensive capital expansion program with the construction of a new federal inspection station, a terminal apron expansion and, the southeast quadrant redevelopment project, and design on a new air cargo complex— all scheduled for completion in the coming years.



Hunter Army Airfield

Hunter Army Airfield (HAAF) is Chatham County's other major airport facility. Hunter AAF is a sub-installation to nearby Fort Stewart, and provides operational support to the Army's 3d Infantry Division as well as numerous other non-divisional and tenant units. It is estimated that Fort Stewart and Hunter AAF together generate more than \$1 billion annually for the regional economy, with more than 19,500 military personnel stationed at the two bases and more than 3,700 civilian jobs.

Noting that certain types of land uses adjacent to military bases cause conflicts and can result in a Base Realignment and Closure (BRAC). Diligent land use planning is one of the primary tools that local government can continue to use to help ensure the operation of this important military installation.

Preventing the introduction of incompatible uses adjacent to military bases can help prevent BRAC. Much of the land to the immediate east of Hunter is developed with commercial uses, most of which are compatible with nearby military operations. However, much of the land to the west of Hunter is currently being developed for commercial/industrial uses or is undeveloped, requiring careful consideration before development occurs.

HUNTER ARMY AIRFIELD (HAAF)

As the Army's premier power projection platform on the Atlantic coast, FS/HAAF boasts an excellent road and rail network to airports and major deep water ports along the eastern seaboard, allowing the rapid deployment of assigned forces. HAAF possesses the Army's longest runway and is a primary Aerial Port of Embarkation and Debarkation for worldwide force deployment.

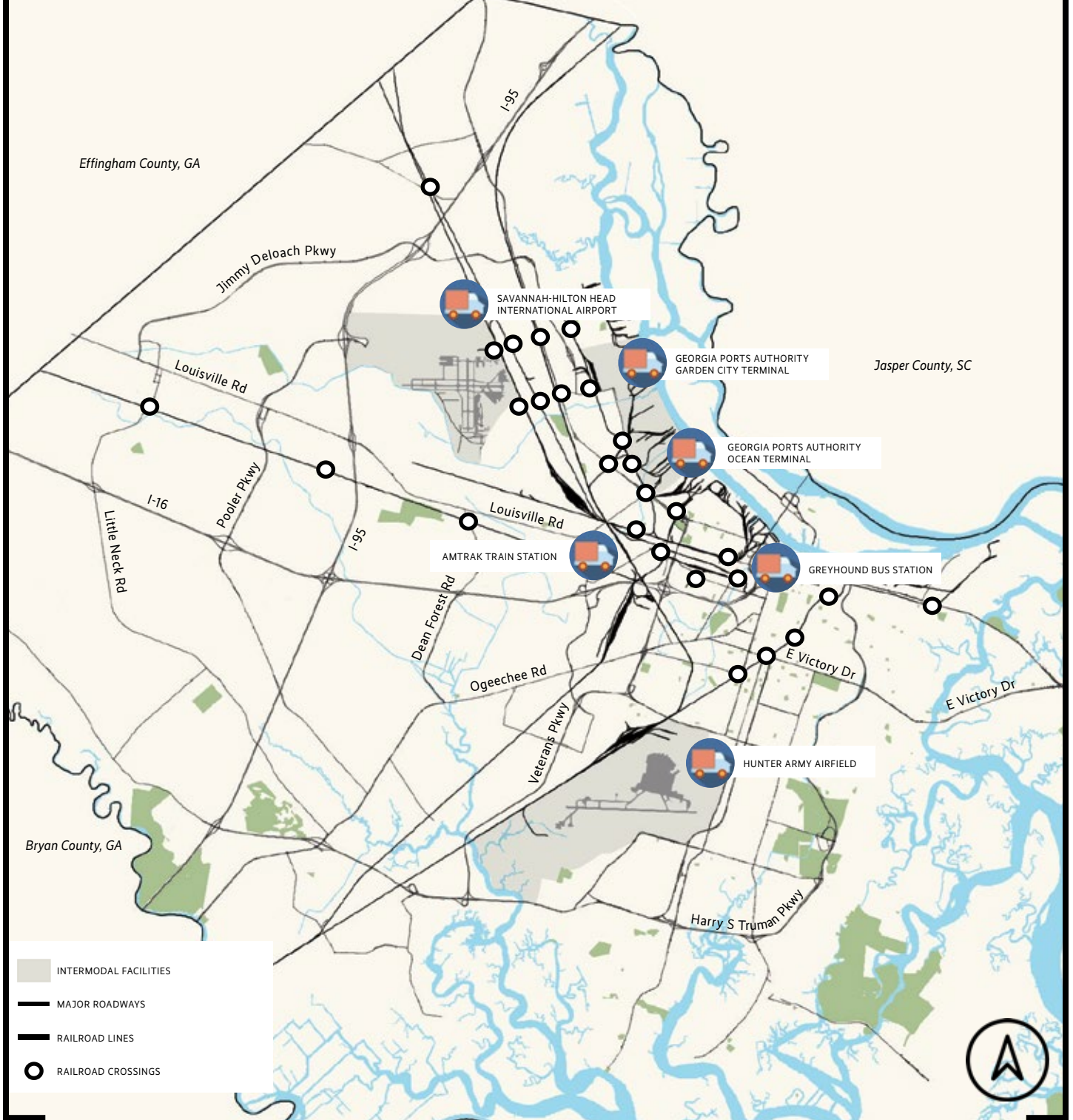
ARE YOU LOOKING FOR MORE INFORMATION?

More information on Intermodal Transportation can be found in CORE MPO's Freight Transportation Plan...

<https://www.thempc.org/docs/lit/corempo/plans/freighttransportation/edfac/policy/phase1.pdf>



INTERMODAL TRANSPORTATION FACILITIES



Map 5.5—Intermodal Transportation Facilities
Coastal Region Metropolitan Planning Organization (CORE MPO)



Intercity Passenger

There are two primary passenger intercity transportation services offered to and from Savannah: Amtrak Rail service and Greyhound Bus service.

Passenger Rail

Amtrak Silver Service provides intercity passenger rail service to and from Savannah at its train station in Savannah. The trains provide direct service between Miami and New York as well as daily connections to the national Amtrak network and connecting bus service to other destinations in the region.

Passenger Bus

Greyhound Bus Lines offer intercity bus service between Savannah and other cities within the United States. The terminal is in Savannah located at the Joe Murray Rivers Jr. Intermodal Transit Center at 610 Oglethorpe Avenue. There are over 30 departures daily at this station. This station also serves as a transit center for the public CAT system.

Freight Rail Service

Although the roadway network is the primary backbone of the freight movement, the region is also served by about 170 miles of rail freight facilities, of which CSX Transportation and Norfolk Southern provide the major intermodal services.

The major commodities transported by these rail systems are pulp and paper, furniture or fixtures, tobacco products, rubber and plastics, leather, clay, concrete, glass or stone products, fabricated metal products, non-electrical and electrical machinery, and scrap metals.

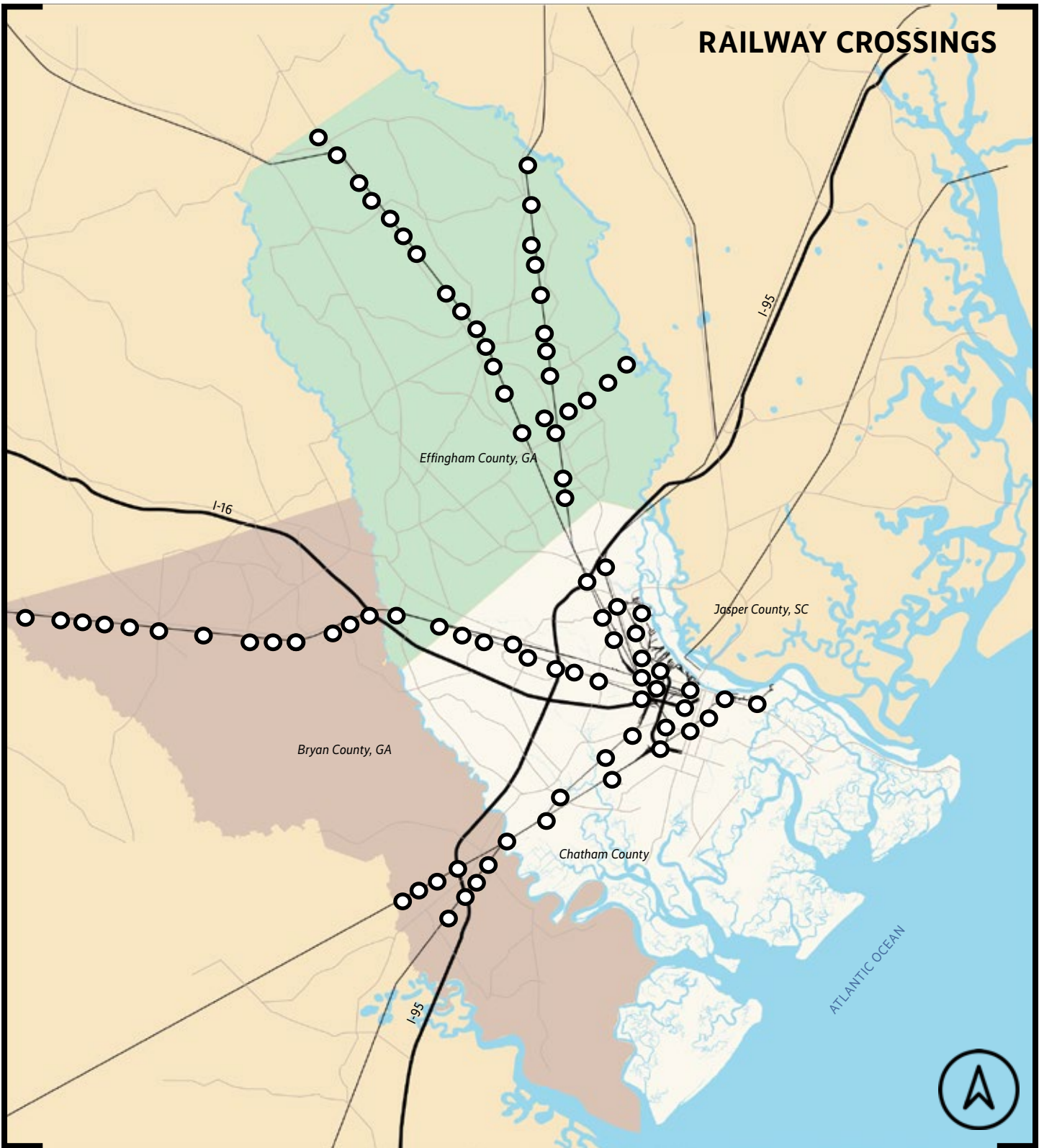
Railroad Crossing

Rail crossings can be at-grade or grade separated. Grade separation refers to a crossing in which the roadway and rail are at different elevations. The presence of railroad crossings (i.e., at-grade) on roadways presents potential safety and/or operational concerns to motor vehicles utilizing such roadways. Map 5.6 shows the railroad crossings in the Chatham County area. There are a total of 317 at-grade crossings.

According to the Federal Railroad Association (FRA) and National Transportation Atlas Database (NTAD) there are 49 at-grade crossings in Bryan County, 199 in Chatham County and 69 in Effingham County.

Freight Intensive Land Uses

The numerous warehouses and distribution centers within Chatham County are an important consideration when discussing intermodal transportation. The Georgia Statewide Freight and Logistics Action Plan included a survey of motor carriers serving the Port that determined their origins and destinations. The results indicated that 63% of trucks had trip origins within Chatham County with the vast majority of those trip origins occurring within a few miles radius of the Port of Savannah. This demonstrates that the vast majority of truck trips from the Port of Savannah are shorter-distance truck trips to/from the warehouse areas nearby to the Port.



Map 5.6-Railway Crossings
Coastal Region Metropolitan Planning Organization (CORE MPO)



NON-MOTORIZED TRANSPORTATION

While the automobile is the primary mode of transportation in the area, bicycling and walking are also important modes. The CORE MPO and the other local jurisdictions have a strong commitment to the provision of safe, connected facilities for pedestrians and bicyclists. There are several bicycle facilities, both lanes and trails, that have been recently completed or are underway. In addition, there is a robust sidewalk network, particularly in the city of Savannah.

The Non-motorized Transportation Plan, as part of Mobility 2045, is a plan that addresses the needs of pedestrians and other self-powered travelers. The Plan:

- Identifies needed improvements for the non-motorized modes
- Identifies areas for amenities to help create a human-scaled environment that encourages use of physically active modes
- Prioritizes improvements and identifies funding opportunities

Pedestrian Network

CORE MPO adopted the Non-motorized Transportation Plan in 2014 and later updated it in 2020. CORE MPO's Non-Motorized Transportation Plan contains extensive lists of recommended pedestrian and bicycle projects, which may be implemented with or without federal funds. The plan was developed using several methods of public participation: public mapping exercises, public online surveys, and periodic presentations of draft networks and lists.

Map 5.7, from the MPO-adopted plan, shows existing and recommended improvements to the city of Savannah's bicycle facilities.

NON-MOTORIZED TRANSPORTATION

Non-motorized transportation includes walking or using a wheelchair, bicycling, skating, and using pedicabs.

—CORE MPO



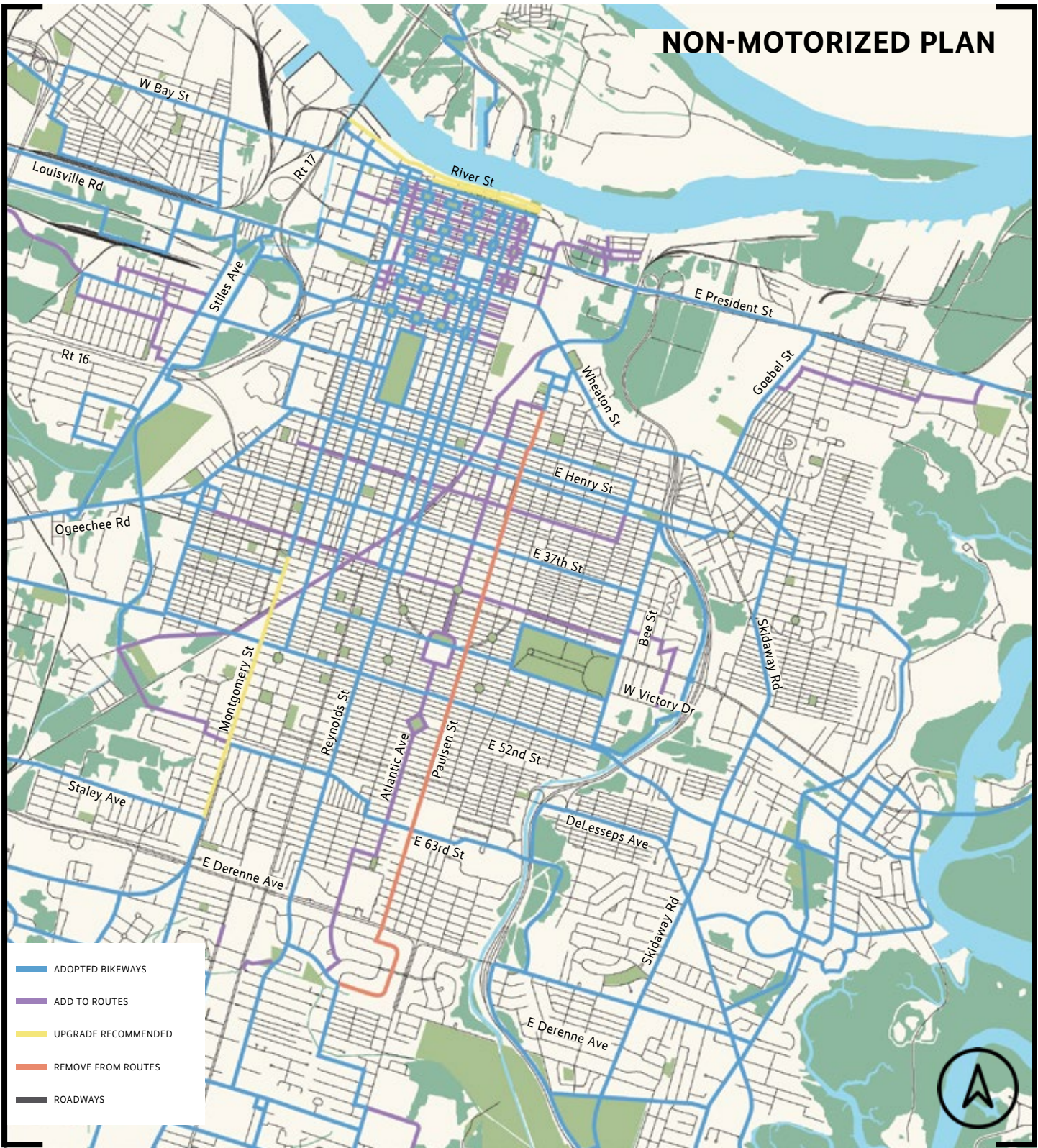
CHECK OUT CORE MPO'S INTERACTIVE MAP

For more details about individual projects on the Non-Motorized Transportation Plan follow this link...

www.thempc.org/Core/Bpp#gsc.tab=0

Priority National & Regional Non-Motorized Projects

Various studies or plans developed by CORE MPO, partner agencies, or informal groups since 2014 have included proposals that affect bicycle and pedestrian networks (e.g., Chatham County Greenways Implementation Plan, Parking Matters, streetscape plans; Downtown Master Plan update). In addition, there are three new routing concepts in the region, Tide to Town, East Coast Greenway, and US1.



Map 5.7-Recommended Bicycle Facilities Amendments. 2020
 Coastal Region Metropolitan Planning Organization (CORE MPO)

Tide to Town

Following the lead of many communities across Georgia, Friends of Tide to Town, a coalition of citizens in Savannah, is coordinating an effort to create a branded urban trails system, "Tide to Town." Like Atlanta's Beltline and Carrollton's Greenbelt, Tide to Town will be a network of protected walking and bicycling facilities connecting Savannah's neighborhoods.

Tide to Town will link together existing and planned projects, including the Truman Linear Trail and the Springfield Canal Trail. The core of the system is a 30-mile route that encircles the city. Additional miles of connector paths will connect to priority neighborhoods as the system grows. Spur trails to popular destinations will also be added as the system expands outside of the city of Savannah.

The system maximizes existing public rights-of-way along streets and canals, which significantly reduces the cost of implementation. The coalition formed in 2017 to lead the development of Tide to Town. The Tide to Town trail system has quickly become a regional priority and has garnered additional support through the special-purpose local-option sales tax (SPLOST) passed in 2019.



East Coast Greenway

The 2014 Non-Motorized Plan also includes the Coastal Georgia Greenway that co-locates in many areas with the East Coast Greenway, an envisioned 3,000 mile network of trails spanning from Key West, Florida to Calais, Maine. The East Coast Greenway is designed to transform the 15 states and 450 communities it connects through active and healthy lifestyles, sustainable transportation, community engagement, climate resilience, tourism, and more. The Greenway offers a safe place for bicyclists, walkers, and runners of all ages and abilities to commute, exercise, and visit new destinations.

The non-profit East Coast Greenway Alliance leads the development of the trail network working in collaboration with hundreds of volunteers, partner organizations, and officials at the local, state, regional and national level to continue moving more of the route onto protected paths. The trail system connects people to nature and communities via a safe, accessible greenway.

The network links towns, attractions, recreational sites, historic and cultural sites, waterways, and natural habitats of the coast. The route consists of 165 miles, 14 of which are protected greenway. The Greenway will follow various north-south routes, including the U.S. Highway 17 corridor, abandoned rail lines, and historic canal corridors, from which visitors can sample coastal imagery.

Most of the Georgia route is still on road, but a growing number of volunteers and municipal officials are working diligently to make an off-road trail a reality.

United States Bicycle Route System-US1

The United States Bicycle Route System (USBRS) is the national cycling route network of the United States. It consists of interstate long-distance cycling routes that use multiple types of bicycling infrastructure, including off-road paths, bicycle lanes, and low-traffic roads. The USBRS is intended to eventually traverse the entire country.

Communities in Chatham County committed to the US1 cycling route by passing a resolution in support of the national cycling route's development in 2019. The route generally follows along Highway 17, leading through Savannah's historic downtown district, then along Louisville Road before heading out Highway 25.



GREENWAYS

A greenway is a linear open space established along either a natural corridor, such as a riverfront, stream valley, or ridgeline, or overland along a railroad right-of-way converted to recreational use, a canal, scenic road or other route.



Plan 2040 Survey

Thirty-percent (30%) of the respondents strongly disagree that the bicycling infrastructure such as bike lanes, sharrows, and bike racks in their community are satisfactory. A full copy of the survey and the results can be found in the Plan 2040 Appendix.



TRANSIT SYSTEMS

Chatham Area Transit Authority

Chatham Area Transit (CAT) is the agency responsible for the provision of public transit services to the Savannah area, including fixed route and paratransit. CAT currently operates four ferries, 65 fixed route buses, six of which are electric, and 42 paratransit vehicles. The CAT service area includes unincorporated Chatham County, the city of Savannah and portions of Garden City.

The CAT bus network has served the region since 1987. To provide more efficient and accommodating services, CAT has been working towards a full system redesign with the following near term priorities:

- Vehicle Replacement/Expansion—Fixed Route
- Vehicle Replacement/Expansion—Paratransit
- Intelligent Transit System (ITS)
- Upgrade Farebox and Payment Systems
- Electric Vehicle Infrastructure
- Improve Passenger Amenities
- Facility Improvements at Downtown Intermodal Facilities
- Facility Improvements at Gwinnett Street Location
- Initiate Vanpool/Carpool Program
- Initiate Park and & Ride
- Facility Construction for Ferry Maintenance and Ferry Docks

To meet the future needs of the growing community, CAT must look beyond the five-year planning horizon to identify projects and innovations that will provide access and opportunity for all. Some of these long-term projects include:

- Establish region-wide park and ride network
- Work with local partners on projects that incorporate Transit Oriented Development (TOD) principles
- Explore partnerships with fixed route cost benefits while serving private industry needs for transportation
- Coordinate with state and local government agencies to implement commuter services through dedicated or limited public access lanes for transit vehicles
- Work with surrounding county agencies to streamline passenger experience across multiple service alternatives
- Complete fleet conversion to low-no emissions vehicles
- Secure funding for bus replacements and incorporate into planning process
- Work with housing and other community partners to develop joint FTA/HUD grant funded projects
- Leverage improved cash position by becoming stronger financial partner for public/private ventures with focus on long term revenue producing opportunities
- Identify and develop satellite facilities to accommodate system growth
- Work with agency partners to implement fixed guideway services



TRANSIT-ORIENTED DEVELOPMENT

A transit-oriented development is a type of urban development that maximizes the amount of residential, business, and leisure space within walking distance of public transportation.

It promotes a symbiotic relationship between dense, compact urban form and public transport use.

—Transit Oriented Development Institute



Routes and Facilities

CAT currently operates 16 routes, including one express route, as shown in Figure 5.7. The express route, discontinued in March of 2021, provided service from the Savannah Hilton Head International Airport to the transit center in downtown Savannah.

CAT also operates three free shuttle services. The Downtown Loop and the Forsyth Loop, which are funded by the City of Savannah, the Senior Circulator, and the Savannah Belles Ferry, a ferry service across the Savannah River between the Savannah Convention and Trade Center to downtown Savannah. See Map 5.9.

The Joe Murray Rivers, Jr. Intermodal Transit Center, a downtown intermodal facility, was completed in 2013 and accommodates both CAT and Greyhound buses.

Average Annual Passenger per Hour by Route

Route/Year	2013	2014	2015	2017	2018
100X Airport Express	3.8	3.0	3.0	2.7	2.7
3X W. Chatham	18.1	18.3	16.4	16.1	15.1
3BX Augusta	22.6	24.6	25.6	24.3	24.1
4X Barnard	13.2	13.5	12.2	12.1	11.6
6X Town	11.5	12.5	11.6	11.2	10.2
10X E. Savannah	20.2	19.4	19.7	17.9	10.2
11X Candler	10.6	11.8	9.2	7.0	7.0
12X Henry	13.8	12.9	11.6	10.4	11.0
14X Abercorn	27.1	28.8	27.4	25.0	25.0
17X Silk Hope	18.0	19.2	17.6	17.1	17.2
20X Skidaway/Coffee Bluff	3.9	4.7	5.2	4.1	3.9
25X Westlake	19.3	19.6	18.6	17.6	17.1
27X Waters	21.2	22.4	21.8	20.6	20.0
28X Waters	22.5	23.1	22.8	22.2	21.4
29X W. Gwinnett	16.4	16.7	15.0	14.4	14.4
31X Skidaway/Sandfly	26.1	24.6	24.0	22.6	21.4

Figure 5.7–Average Annual Passenger Per Hour by Route, 2013–2018
Chatham Area Transit 2013–2018

Ridership

One measure of transit performance is the sheer volume of ridership it attracts. As shown in Figure 5.10, the highest ridership occurs on:

- North–south routes between downtown, the Oglethorpe Mall area, and Georgia Souther University
- Near hospitals, universities, and malls, in general
- Augusta Road as far as Brampton Road
- Skidaway Road and Pennsylvania Ave., from DeRenne Ave. to E. President Street
- Savannah’s DOT Forsyth Shuttle

CAT continues to evaluate system coverage concepts and analyzes ridership to ensure an efficient and reliable transit system is in place for the community.

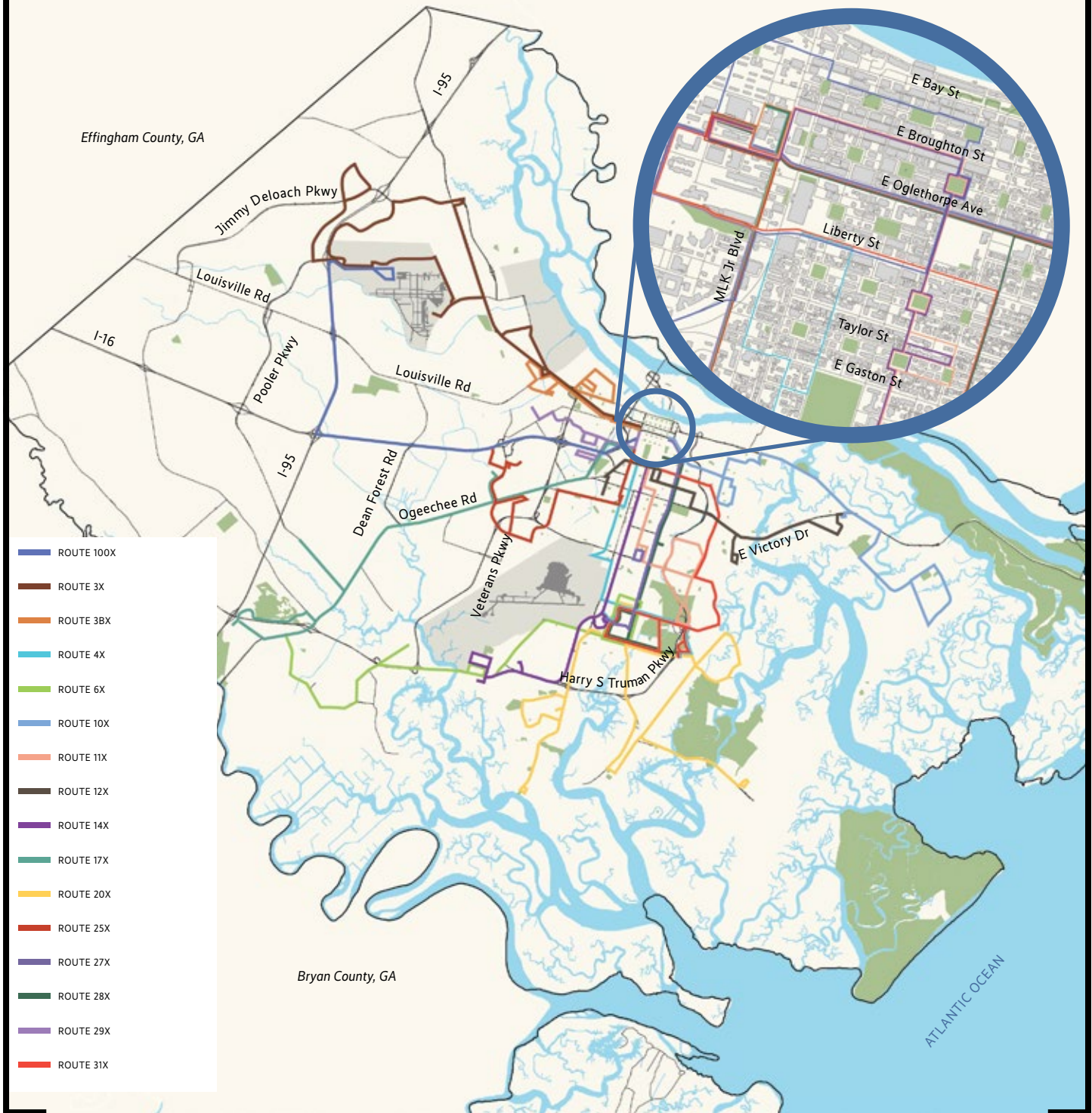
CHECK OUT CAT'S INTERACTIVE MAP

For more details about CAT's Bus System and Routes...

<https://www.catchacat.org/current-schedules/>



CAT TRANSIT ROUTES



Map 5.8—CAT Transit Routes, 2020
Chatham Area Transit System Map

Ferry Ridership

The Savannah Belles Ferry provides a water crossing over the Savannah River from downtown Savannah to the international Trade and Convention Center on Hutchinson Island. The ferry service is funded by the Savannah Trade Center and includes four ferries and three docks with a fourth dock planned for construction.

As shown in Figure 5.8, ferry ridership has increased by 44% since 2009. Ridership typically increases due to events and tourism in March with the St. Patrick's Day Parade and continues to be strong until August. Ridership peaks in June and July before slowing down during lower tourism months, with the exception of November when there is a jump in ridership for the Rock and Roll Marathon.

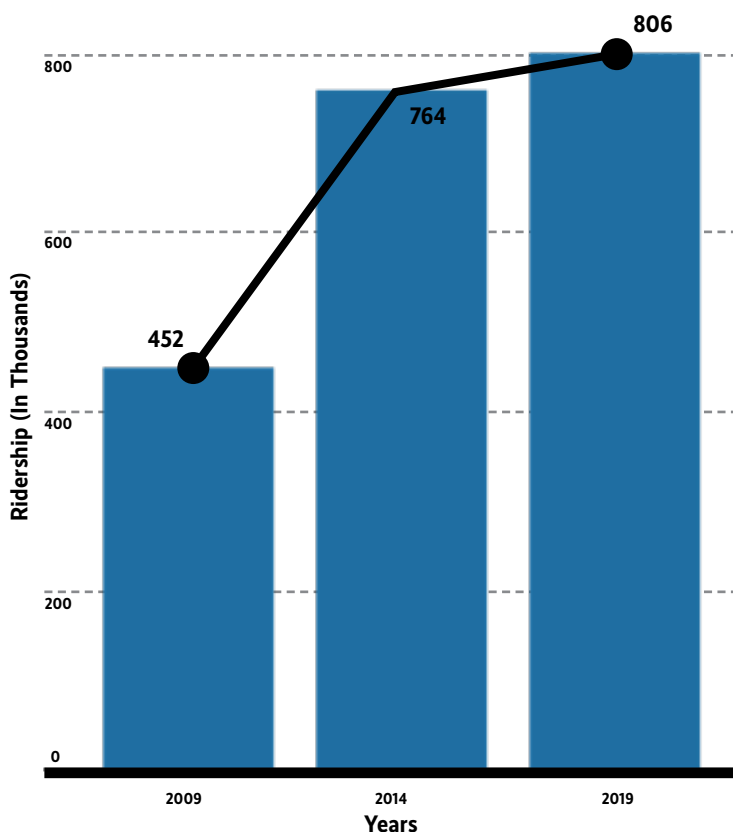


Figure 5.8—Annual Ferry Ridership, Savannah Belle
Chatham Area Transit (CAT)

Coastal Regional Commission Coaches

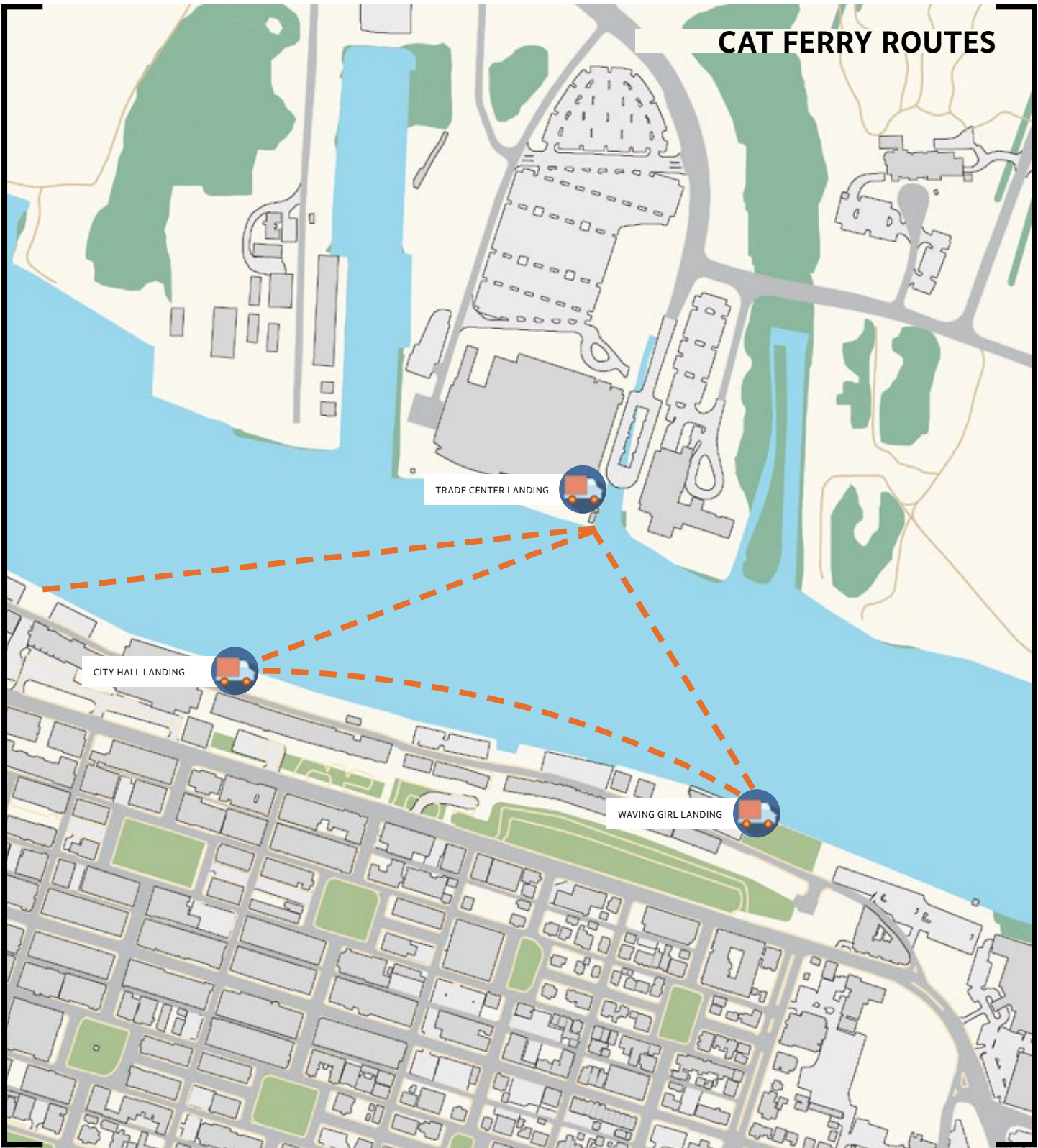
The Coastal Regional Commission (CRC) operates the Coastal Regional Coaches which is part of the regional rural public transit program that provides general public transit service in the ten coastal Georgia counties including Bryan, Chatham and Effingham. This demand-response, advance reservation service is available to anyone, for any purpose, and to any destination in the Coastal Region.

The (CRC) service must have either origin or destination outside of the Savannah Urbanized Area (UZA) and it supplements the CAT service, which is mostly within the UZA. CRC also operates a private shuttle service from downtown Savannah to Tybee Island twice a day, six days a week.

In 2019, water ferry ridership was up 44% from 2009

”





Map 5.9–CAT Ferry Routes, 2020
Chatham Area Transit System Map

TRANSPORTATION TECHNOLOGY

Innovations in transportation technology are often born out of three necessities: efficiency, ease, and safety. Chatham County is positioning itself to be at the forefront of this technology.

Automated Vehicle Technology

Automated Vehicle Technology has made changes to intelligent transportation systems (ITS) and will likely continue to do so in the future. ITS helps advance safety and mobility by integrating communications technology into transportation infrastructure and vehicles. Automated vehicles communicate to other vehicles and infrastructure through ITS. This emerging technology has prompted the United States Department of Transportation (USDOT) to release a policy statement providing guidance on implementation. The USDOT promotes research and has made recommendations on achieving safe operations during testing. However, predicting any unintended consequences of this emerging technology on the transportation system, infrastructure, and society is difficult.

The automated nature and vehicle-to-vehicle communications could increase capacity of a given number of lanes by reducing average following distance between vehicles (currently needed for human reaction time), while still improving safety. The increased capacity also has negative impacts as it requires more maintenance, installation, and redesign of infrastructure to accommodate the increase and technology required.

Traffic Operations

Transportation improvements that focus on operations and technology can maintain and even restore the performance of the existing transportation system before extra capacity is needed. The goal is to get the most performance out of existing transportation facilities. Operations projects may enable transportation agencies to “stretch” their funding to benefit more areas and customers.

The benefits of operations projects can include:

- Improved quality of life
- Smoother and more reliable traffic flow
- Improved safety
- Reduced congestion
- Less wasted fuel
- Cleaner air
- Increased economic vitality
- More efficient use of resources (facilities, funding)

Traditionally, congestion issues were primarily addressed by funding major capital projects, such as adding lanes or building new interchanges and roads, to address physical constraints, such as bottlenecks.

Today, transportation agencies are facing trends, such as increased urbanization, that create a growing demand for travel with less funding and space to work with. As a result, communities can no longer build their way out of congestion. Trends seen today include:

- Limited funds–The primary source of federal funding for the U.S. highway system is the federal gas tax, which has not changed since 1993. Since that time, the financial constraints for public agencies have increased
- Inflation–The cost to build roads and bridges has increased
- Fuel efficiency–Vehicles today can travel farther with fewer trips to the gas pump, decreasing revenue. The growing use of electric and plug-in hybrid cars has also reduced the purchase of fuel
- Advances in Technology–Transportation agencies can leverage technology to develop solutions to address congestion issues. However, given the advancement in consumer technologies (smart phones, apps, GPS, etc.), privately owned mobility services (Uber, Lyft, etc.), and the availability of more information, the traveling public expects that the products they use and the technologies they encounter will be "smart" and will ultimately improve their travel experience. They also expect that the information received will be accurate and reliable. This creates an added responsibility for the transportation community to provide the best customer service. Technology will likely have an even greater impact on the transportation network in the future with automation, connectivity, and big data

Operational projects provide agencies with the tools to manage and operate what they already own more efficiently and effectively before making additional infrastructure investments.

The City of Savannah has an operations center that is active primarily during commuting and daylight hours from 7:30 a.m. to 6 p.m. During major events such as the St. Patrick's Day Parade the center is manned 24 hours a day.

The City currently has access to 109 cameras that can be monitored and also provide recording to review incidents. The city of Savannah and Chatham County also benefit from a regional traffic operations program sponsored by Georgia Department of Transportation.

GDOT has expanded the Regional Traffic Operations program to the Savannah area. This was the agency's first expansion outside the Atlanta area. The Savannah Regional Traffic Operations Program (SRTOP) is managed by GDOT and is a regional effort including the City of Savannah, Chatham County and local jurisdictions. The program provides:

- Weekly AM, Midday, and PM drive-through of a number of corridors to monitor signal timing adjustment needs, congestion, and any other traffic operation deficiencies
- Routine preventative maintenance (PM) activities to ensure all equipment and communications are operational
- Upgrading of traffic signal software to current statewide platform. The new software provides more functionality as well as remote monitoring capabilities
- Assistance managing traffic operations during St. Patrick's Day festivities
- Response to emergency situations that required signal timing adjustments to accommodate shift in traffic patterns
- Monitoring of operations after storms to ensure signals are operational
- Repair of items, such as, malfunctioning detection (vehicle, pedestrian), pull boxes, replaced cabinets, etc.



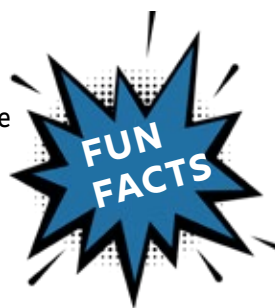
Currently the Savannah Regional Traffic Operations Program (SRTOP) has been implemented on the following corridors:

- SR 25/Ogeechee between Canebreak Road to Stiles Avenue
- Chatham Parkway between Police Memorial Drive and I-16/SR 404 and Carl Griffin Drive
- SR 26/Victory Drive between Hopkins Street and River Drive
- Johnny Mercer Boulevard between Whitemarsh Island Drive and Penn Waller Road
- SR 26/US 80/1st Street/Butler Ave between Johnny Mercer Boulevard and 14th Street

The long range expansion of the SRTOP program may include additional locations on Islands Expressway, Bay Street to the western city limits, and the SR 21 corridor to the Chatham County line at Effingham County.

Autonomous Vehicles/Driverless Cars

Autonomous Vehicles (AV) or Driverless cars are still an emerging technology, and it is still difficult to determine how they will affect the transportation system and when. The state of Georgia has passed legislation allowing driverless cars to operate in the state. Georgia's new law defines fully autonomous vehicles as a vehicle that can drive itself without any human intervention, provided that it is operating in an environment in which it is designed to drive.



3rd

As of 2017, Georgia is the third state to allow for the operation of AVs without human operators present in the vehicle

At this time there are only programs testing AV technology in the Atlanta area. There is potential for the application of automated vehicles in Savannah, especially for the trucking industry. As a large trucking region this could provide Savannah the opportunity to serve as a testing ground for the advancement of this technology.

Another area that is often discussed as potential focus areas are driverless cars with private companies such as Uber or Lyft offering rideshare services.

Transportation Network Companies (TNCs) Ride-Hailing/Ride Share

Ridesharing services use apps and websites to connect passengers with drivers to provide rides in their personal vehicles. Companies such as Uber and Lyft currently service the Savannah area. These types of services offer the potential to expand transportation choices, increase carpooling, and reduce vehicle miles traveled as well as car ownership. This type of trip is more likely to be made by segments of the population who are comfortable with smart phones, new mobile applications, and who have credit cards. Thus it does not necessarily fill a gap for traditionally underserved populations (low income, disabled, elderly).

Ridesharing may reduce parking but may increase air pollution because in practice rideshare drivers may be frequently circulating (similar to taxi operations) in hopes of grabbing a trip assignment via the mobile application. The use of ridesharing may also require infrastructure and streetscape redesign since there will be a higher demand for pick-up and drop-off areas.

There are signs that ridesharing can also compete with public transit and may unfortunately provide an inequitable service due to costs. Smart phone applications are also changing the way parking is managed and used. Additionally, ridesharing services are already exploring the use of driverless cars.



Bike & Scooter Share

Bike and scooter share systems offer fleets of bicycles and scooters for short term rental within a defined service area. Since the introduction of this shared micromobility system, cities have encountered challenges with maintenance and safety. Some cities have found that without docking stations, scooters and other shared-use electric devices are often abandoned by users on streets, sidewalks, and other public places. The scooters can then become hazards for motorists and pedestrians.

After seeing some of the challenges stemming from the introduction of these devices in other cities, the City of Savannah established guidance and regulation for their use. In 2018, the Savannah City Council approved an ordinance that prohibits any shared mobility device from being placed in the public right-of-way, on public property, or offered for use anywhere in the city. The ordinance is intended to be a short-term response, allowing City Staff and the community to work together to develop a long-term solution. Currently the only micromobility share service in the region is offered exclusively to SCAD students. CAT previously operated a station-based bicycle system but has since discontinued the service.

SCAD's Bee Line

The Savannah College of Art and Design (SCAD) enrolls approximately 15,000 students annually. The college currently operates its own separate transit system for SCAD students known as the Bee Line. In addition to the Bee Line transit service, SCAD also operates its own bike share and car share programs for students.



SHARED MICROMOBILITY

Shared Micromobility refers to any small, human or electric-powered transportation solution such as bikes, e-bikes, scooters, e-scooters or any other small, lightweight vehicle that is being used as a shared resource between multiple users.

—NACTO



Photo Credit: SCAD District

Parking

Parking is a challenge for downtown and other dense areas. To address parking challenges, in 2015 and 2016, CORE MPO and the City of Savannah executed a study that resulted in the development of a strategic plan for parking and mobility in Savannah, called Parking Matters. The report evaluated potential needs for capital investment (such as additional garages), transit service revisions, and bicycle and pedestrian improvements for downtown Savannah. The report encourages a “park once” behavior with the intent to reduce auto trips and parking demand within the downtown area.

The study found that garages are often underutilized, because they are not priced competitively with on-street parking. Competition for on-street parking is strong in the core of downtown. The study also showed that on-street parking is more readily available on the periphery of the study area.

As an example of actual capacity, on a Saturday in April 2015, one of the two utilization analyses was performed finding overall utilization levels of on-street and off-street parking combined in the entire study area were at a high of just over 50%, in the 5 p.m. to 9 p.m. time frame. Some recommendations highlighted in the Parking Matters report include:

- Downtown should have a tiered pricing structure of three parking zones, to simplify the variety of rates and time limits
- The core would have a higher price and no time limit; a second zone would have a lower price and no time limit, and a third zone would have no price but time limits between two and four hours
- Mobility and Parking Services should be able to manage the system more dynamically-e.g., change rates in response to data, without needing to get approval from City Council every time
- Revise and rebrand shuttle services to increase utilization of the parking capacity farther from the core
- Improve infrastructure and facilities for walking and biking, in order to reduce desire to drive short distances between multiple downtown destinations
- Revise zoning ordinances to reduce off-street parking requirements, where appropriate, by allowing shared parking, remote parking, and on-street parking credit
- Plan for new garages and other parking expansions as part of future development (e.g. at the edges of downtown)



ARE YOU LOOKING FOR MORE INFORMATION?

Want to know more about The Parking Matters Parking and Mobility Study?

Check it out at...
www.thempc.org/Core/Pm



ADDITIONAL CONSIDERATIONS

Public Health & Mobility

The approach to community and public health spans a number of disciplines including transportation planning especially as it relates to policy and infrastructure.

The considerations for public health in transportation planning should include:

- The promotion of active transportation and ensuring that the necessary facilities are in place
- Developing strategies and projects to enhance the safety of pedestrians and bicyclists
- Reducing the negative impacts on the environment by increasing the number of active transportation users

The CORE MPO recognizes and has implemented strategies and plans to promote a healthy community. The development of non-motorized and thoroughfare plans, the long standing commitment to complete streets and context sensitive design principles, and a focus on accessible transportation for all populations provides the policy framework for the promotion of health considerations in transportation planning.

The region is cognizant of the interconnectedness between land use and public health. Additionally, bus transit systems are often routed through areas challenged with high poverty, unemployment, or low workforce participation rates. As such, programs and policy changes will continue to be implemented to improve public health and economic mobility.

Climate Change, Sea Level Rise, & Resiliency

A highly discussed topic at the national and regional level is climate change and its effects—which include sea level rise and nuisance flooding—and how to become more resilient to these events. There has been an increased focus at the federal level, with the Federal Highway Administration completing research and providing best practices for MPOs to develop policies and strategies that address impacts from the changing climate.

The exceptionally high tide events that Chatham County has seen impact access to the islands, particularly Tybee Island and U.S. 80, the only roadway connecting the islands to the mainland. The impact of these high tide events can lead to highway closures, essentially cutting off the islands' residents for approximately 24 hours at a time.



Plan 2040 Survey

Twenty-eight percent (28%) of the respondents strongly agree that if it were safer, they would bike/walk to frequent destinations more often.

A full copy of the survey and the results can be found in the Plan 2040 Appendix.

Stormwater Management

Stormwater has long been a concern in the county due to its negative impacts on water quality. Efforts to deal with stormwater impacts as they relate to the transportation system have mainly focused on protecting water quality and roadway runoff. Roadways move goods, people, and services but also can carry stormwater runoff pollutants from the vehicles traveling on them and adjacent land—including heavy metals from tires, brakes, and engine wear, and hydrocarbons from lubricating fluids.

If pollutants are not properly managed they can cause water to no longer support its designated uses and biotic communities.

In recent years stormwater management efforts have expanded due to increased frequencies of extreme weather events, resulting in impassible roadways. Efforts are underway to protect transportation systems from the negative impacts of stormwater and to improve resiliency during these extreme events.

Accommodating Growth around Transit

Transit-oriented development (TOD) is defined as a moderate-to high-density mix of uses—such as residences, retail shops, offices, and civic and entertainment uses—located within one-half mile of a transit station and designed to support transit use. The typical “station area” is considered to be a half-mile radius, which is an acceptable 10-minute walking distance for most transit users if the area contains a destination, provides dedicated walking routes, and is safe and visually appealing. Within the U.S., TOD is typically associated with rail transit; however, locally, TOD could occur with other fixed guideway transit services, such as bus rapid transit, if they provide facilities and service levels similar to rail transit.

- Implementation of a transit-oriented development ordinance can help ensure that the investments made in regional transit systems would be continual and that related codes and processes would be supported and utilized to their full extent. Benefits of a TOD ordinance include:
 - » Reducing greenhouse gas emissions
 - » Increasing transit ridership
 - » Increasing pedestrian access
 - » Providing long-term return on investment for landowners
 - » Providing easy access to goods and services for families, seniors, and people with disabilities
 - » Creating vibrant centers and corridors for pedestrians



TRANSPORTATION GOALS

GOAL 1

Support safe, efficient, and sustainable transportation designs and improvements that enhance neighborhood connectivity for all modes of travel including pedestrians, bicyclists, transit riders, and motorists

Investing in transportation improvements that encourage connectivity and multi-modal travel can significantly improve the lives of residents. Making it easier to reach nearby destinations and encouraging alternative modes of transportation reduces the negative environmental and health impacts associated with increased motor vehicle use and the dangers associated with conflicts between motorists and pedestrians/cyclists.

Additionally, creating safe, connected transportation networks provides opportunities for residents to exercise, potentially improving their overall health.

Objectives:

- Minimize frequency and severity of vehicular accidents
- Minimize conflicts and increase safety for non-motorized users
- Promote projects that aid in hurricane evacuation
- Implement green infrastructure to reduce the region's stormwater impacts from a changing climate
- Eliminate at-grade railroad crossings



GOAL 2

Improve accessibility to employment centers, institutions, commercial corridors, and recreational facilities equitably through multi-modal connections, bikeways, trails and greenways

Accessibility and connectivity are key components to creating a successful, equitable community for all residents. Accessing jobs, needs, and services is often a challenge for those who are unable to drive or do not have access to a vehicle, such as members of low-income households, individuals with disabilities, and older adults. Such barriers to job and educational opportunities, healthcare services, and healthy food options exacerbate existing inequalities.

The ability to reach everyday destinations safely, reliably, and conveniently through multi-modal connections can significantly improve the overall economic, health, and social well-being of all residents, particularly those with limited resources and limited mobility.

Objectives:

- Provide local connections by clustering bus stops, bike infrastructure, placemaking and wayfinding devices in strategic locations along commercial corridors
- Advocate for more frequent and reliable transit service to accommodate additional ridership in more locations
- Promote transportation projects around existing and emerging employment centers, institutions, commercial corridors, and recreational facilities
- Promote and prioritize greenway corridors, trails, and other non-motorized transportation projects



GOAL 3

Maintain and preserve transportation infrastructure in a manner that protects unique regional characteristics, quality of life, and the environment

Providing a transportation network that efficiently moves people and products from one location to another is vital to the prosperity of a community; efficiency should not be the sole consideration, however, when designing and locating transportation elements. The placement and design of transportation infrastructure can significantly impact the surrounding environment and community if the unique characteristics of the area are not considered in the planning process.

Savannah and Chatham County are renowned for their historic charm and natural beauty. Protecting the distinctive attributes that distinguish the area from the rest of the country should be equal in priority to cost and efficiency in the decision-making process. Creating a balance between form and function, the natural and built environment, and vehicle and human needs should be the goal in all transportation design.

Objectives:

- Enforce Context Sensitive Solutions (CSS) approach to help develop transportation projects that serve all users and are compatible with the surroundings
- Monitor vulnerable infrastructure through visual and other inspection methods
- Protect wetlands, historic resources, neighborhoods, recreational facilities and other important resources
- Support infill development along existing infrastructure
- Supporting "Eco-armoring" or utilizing creative methods of protection



GOAL 4

Maintain and enhance transportation infrastructure that supports and enables local, regional and global economic vitality and competitiveness, productivity and efficiency

The ability to transport people and products efficiently makes modern civilization possible. A strong network of transportation infrastructure fosters long term economic growth by making the transportation system more efficient and reliable and can expand economic opportunities beyond local borders, making the region more attractive to businesses and industries that serve global customers.

With a transportation network that covers land, air and sea, Savannah and Chatham County have long served as the regional center for Coastal Georgia and the Lowcountry of South Carolina. In order to continue the role as regional hub, maintenance and enhancement of existing transportation infrastructure to meet future demands will be key.

Objectives:

- Develop an intermodal transportation system that sustains economic activity by linking trucking facilities, rail terminals, airports, and seaports with limited access roads
- Encourage the development of a regional multi-modal transportation system at identified and emerging growth center areas
- Promote projects that provide the maximum travel benefit per cost
- Minimize work trip congestion

