

Appendix A

Summary of Participation Methods and Results

This page is intentionally left blank.

Summary of Participation Methods and Results

The goal of long range transportation planning, including that for non-motorized modes, is to identify and prioritize the projects and programs needed over the next few decades so that the community can progress towards its vision. Participation from members of the community is important for identifying goals and objectives for the future, pinpointing the issues, and contributing to solutions.

Methods

In the development of the Non-motorized Transportation Plan, efforts to gain information and insights from interested parties included:

- Periodic project updates at regular meetings of the four CORE MPO committees
- Mapping Exercises
- Online Mapping
- Online Surveys
- Meetings with advocacy representatives
- Stakeholder interviews
- Public workshops for the Total Mobility Plan (2040 Metropolitan Transportation Plan)
- Participation in the City of Savannah “Bike Summit”
- Public Comment Period, Meeting, and Hearings for Draft Non-motorized Transportation Plan

The special events that were open to the public were promoted through press releases, email through the CORE MPO contact database, and the posting of information and links on the Non-motorized Transportation Plan project page on the MPC website.

Staff’s consultation with advocates occurred as needed at some of the regular meetings of those groups, at the locations and on the schedule already established by them.

Stakeholder interviews were conducted by sending preliminary questions via email and following up for discussion by telephone.

Attachments to this Summary Report provide more detail about many of these methods.

Project Updates at Regular Meetings of the four CORE MPO Committees

The list below identifies the regular CORE MPO committee and board meetings at which the Non-motorized Transportation Plan was on the agenda. Each listed month included four different committee meetings. All of the meetings were open to the public, and meeting materials were publicly available.

- **April, 2010:** Status Reports: Update on the Total Mobility Plan and its sub-element plans. This included summary of the status of the Non-motorized Transportation Plan and reminder that the **Public Mapping Exercise** was coming up later that month. (Additional outreach for that activity is described below.)
- **June, 2010:** Announcements: **Online survey available** for input on the Non-motorized Transportation Plan. (Additional outreach for that activity is described below.)
- **October, 2010:** Status Reports: Update on the Non-motorized Transportation Plan – **Summary of Survey Results.**

- **April, 2011:** Status Reports: Non-motorized Transportation Plan Update – **Networks and Focus Areas**. Staff presented the proposed bikeway network, as compared to the adopted network from the 2000 Bikeway Plan, and also showed proposed areas for pedestrian needs analysis.
- **April, 2013:** Status Reports: **Non-motorized Project Prioritization Criteria**. Staff shared, and requested feedback on, a proposed method for ranking the bicycle and pedestrian projects in the lists that would be generated in the Non-motorized Transportation Plan.
- **June, 2013:** Information for Reference: **Memo on Committees’ Results on Weighting Proposed Pedestrian and Bicycle Criteria**.
- **December, 2013:** Status Reports: Update on the Non-motorized Transportation Plan – **Project Rankings**. Staff shared the draft, prioritized lists of pedestrian and bicycle projects in order to demonstrate the effect of the chosen prioritization method, for additional feedback.
- **August, 2014:** Status Reports: **Update on the Draft Non-motorized Transportation Plan**. In order to prepare MPO Board for the proposed adoption later that year, staff reviewed participation methods, identification of needs, prioritized project lists, relationship to the Thoroughfare Plan, and next steps.
- **October, 2014:** Action Items: **Adoption of the Non-motorized Transportation Plan**. Staff provided the draft document in the package of meeting materials and gave a presentation, summarizing public comments and recommending adoption of the plan, as revised to address those comments. The outreach for the comment period and public hearings for the draft plan are described below.

Mapping Exercises

At the February 2010 and April 2010 meetings of the CORE MPO Citizens Advisory Committee (CAC) and Advisory Committee on Accessible Transportation (ACAT), committee members were invited to mark on maps any non-motorized transportation issues as well as origins and destinations that should be better connected. The April meeting of the CAC was advertised as a Public Mapping Exercise. Members of the public also attended the April ACAT meeting to participate in mapping. The press release and subsequent advertisements for the Public Mapping Exercise are attached.

Staff also set up a table at the Healthy Savannah Community Forum in April of 2010 in order to provide attendees with the opportunity to map issues and desires and/or to sign up for further notifications about the Non-motorized Transportation Plan.

In May of 2010, and MPO staff had an additional opportunity to conduct the mapping exercise with bicyclists at the City of Savannah’s and the Savannah Bicycle Campaign’s Washington Avenue Cyclovia, which celebrated the City’s re-striping to fit bike lanes on Washington Avenue.

Sign-in sheets from the mapping exercises at MPO committees, Healthy Savannah, and the Washington Avenue Cyclovia are attached.

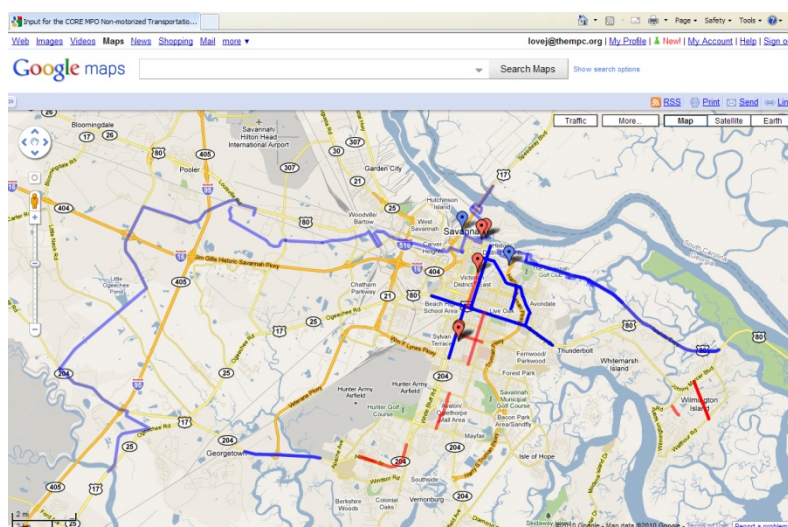
Figure 1: Participation in the Public Mapping Exercise



Online Mapping

Starting in June 2010 and continuing for several months, an interactive map was made available on Google Maps, for collecting information about deficient bicycle and pedestrian facilities or about desired connections, similar to the in-person mapping exercises. The press release and the printed news coverage for online mapping and survey opportunities are attached.

Figure 2: The online, interactive map revealing public perceptions of problems or suggested routes



Online Bicycle Survey and Pedestrian Surveys

Also starting in June 2010, separate surveys on Bicycle Planning and Pedestrian Planning were conducted for about four weeks, through a Non-motorized Transportation Plan project page on the MPC website and were advertised through email, printed news publications, social networking, and radio interview. Participants were self-selected, not randomly selected, and thus the results are used for insights into the perspective of interested parties, not for scientific research. The surveys collected input on community vision, typical bicycle or pedestrian trip purposes, trip frequency, barriers to making more trips, and priorities for improvements.

Interested parties without internet access or with a disability affecting their use of the internet were able to call MPO staff and take the surveys over the phone.

A total of 150 responses came in for the Bicycle Planning Survey and 58 came in for the Pedestrian Planning Survey. Memoranda summarizing the results of each are attached.

Meetings with advocacy representatives

Since 2008, the Savannah Bicycle Campaign has emerged as an umbrella advocacy organization uniting existing touring clubs, competitive cyclists, utilitarian cyclists, and mountain bikers in the area.

In June 2010, members of CORE MPO staff, MPC staff, and representatives of the Savannah Bicycle Campaign met in the MPC Hearing Room to brainstorm possible additions or changes to the bicycle network from the previously adopted Chatham County Bikeway Plan (2000). Ideas from this meeting were then further investigated and some were included in the proposed new bikeway network for this plan. The Non-motorized Transportation Plan's Draft Proposed Bikeway Network Map was posted online and provided to the Savannah Bicycle Campaign Executive Director and Infrastructure Committee in April of 2011. The Infrastructure Committee's agenda from that meeting is attached.

The Draft Proposed Pedestrian Focus Areas Map was provided to pedestrian advocates through Pedestrian Advocates of the Coastal Empire (PACE), also in April 2011.

Interviews with Non-motorized Transportation Stakeholders

During the spring and summer of 2010, MPO staff and MPC staff reached out to a large group of potential stakeholders, with questions tailored to each stakeholder's area of expertise or familiarity. The general categories of stakeholders included: local governments' transportation staff; land use and zoning planners; bicyclists and bicycling advocates; pedestrian advocates; transit planners; greenspace, parks, and conservation staff; health department staff; disability organizations' staff; Board of Education staff; and Savannah College of Art and Design (SCAD) staff.

Through the participating stakeholders' responses to specific questions, MPO staff and MPC staff were able to obtain some information about the following items, as related to the Non-motorized Transportation Plan:

- Pedestrian, bicycle, or streetscape projects that are currently "in the pipeline" at local government agencies;
- Local government policies on the accommodation of pedestrians and bicyclists in roadway projects;
- Local government policies on maintenance of pedestrian and bicycle facilities;
- Existence of local government ordinances concerning skateboarding;
- Existence of GIS data for existing infrastructure;
- Existence of pedestrian or bicycle count data conducted by other agencies or organizations;
- Maximum densities allowed in local government land use plans;
- Requirements or incentives for bicycle and pedestrian facility provision in developments;
- Policies for mix uses in land use plans;
- Existence of "food deserts" (i.e. geographic areas where fresh food is not conveniently available within a certain distance);
- Characteristics important for a good pedestrian or good bicycling environment;

- Problem areas for pedestrians or bicyclists;
- Problems areas for citizens with disabilities that affect travel;
- Bussing policies in the local, public school system;
- Obstacles to walking and bicycling to school;
- SCAD's policies regarding students' automobiles or student parking;

Public Workshops for the 2040 Total Mobility Plan

The Non-motorized Transportation Plan recommendations are incorporated into the MPO's 2040 Metropolitan Transportation Plan, which is called the Total Mobility Plan. Thus the information collected in the Total Mobility Plan workshops is relevant to the development of the Non-motorized Transportation Plan.

In January of 2011, MPO staff and consultants held four workshops in different areas of the county in order to gather input for the Total Mobility Plan. Workshop locations were: the Frank Murray Community Center on Wilmington Island in the east; Garden City Hall in the west; Armstrong Atlantic State University to the south; and First Presbyterian Church in central Savannah.

The workshops that January included a Community Choices Survey and also a period for discussion. Of note is the fact that, across the four workshops, multi-modal and pedestrian-oriented scenes in the Community Choices Survey scored higher than the auto-oriented scenes.

In July of 2014, additional public meetings were held for the Draft Total Mobility Plan. Again, the meetings were geographically distributed across the county. The draft project lists and maps from the Non-motorized Transportation Plan were provided at those meetings, and comments were received.

Specific bicycle and pedestrian issues gleaned from the discussions at the workshops and meetings are incorporated into the Infrastructure Ideas list in the summary on Insights from Public Participation below.

City of Savannah "Bike Summit"

In August of 2014, MPO staff participated in the City of Savannah's "Bike Summit," held at the Civic Center, and attended by city staff of numerous departments and by bicycling and health advocates. MPO staff presented the draft bikeway route maps for the Non-motorized Transportation Plan. The sign-in sheet from the event is attached.

Public Comment Period, Meeting, and Hearings for the Draft Non-motorized Transportation Plan

In October of 2014, a comment period, a public meeting, and two public hearings were conducted prior to CORE MPO Board adoption of the Non-motorized Transportation Plan. The draft document was sent to public review agencies (in hard copy), posted on the MPO web pages, and attached to the MPO committees' electronic agenda. The comment period and/or hearings were publicized through press releases, emails to stakeholders, legal notice in the Savannah Morning News (SMN), appearance on the SMN event calendar, and notices within Savannah Bicycle Campaign's newsletter.

Comments or requests regarding the document's contents came in from numerous sources. Geographically specific comments are reflected into the Infrastructure Ideas list in the summary on Insights from Public Participation below. The compilation of comments with the MPO staff responses is among the attachments to this report.

Insights from Public Participation

Community Vision for Non-motorized Transportation

Answers to an open-ended question in the both the Bicycle Planning Survey and the Pedestrian Planning Survey about the ideal community revealed common themes that can be summed up in the following statement:

*“An ideal community for bicyclists and pedestrians is one that is **safe, respectful** of these modes, and that has a **connected** network of useful **infrastructure** for bicycling, walking, and wheelchair use.”*

The Non-motorized Transportation Plan’s goals, policies, projects, or programs were developed with the intent to bring the actual bicycle and pedestrian experience in the Chatham/Savannah area in line with the community vision identified above.

Obstacles to Bicycle and Pedestrian Trips

Although a mode shift from motorized to non-motorized transportation can result in many benefits for individuals and for society, the first step in encouraging a mode shift is to understand why people are not using bicycles or walking for more of their trips currently. The responses to the surveys conducted in this planning effort reveal the following obstacles, from highest rank to lowest:

Obstacles to Bicycling	Obstacles to Walking
1. Trip seems unsafe (traffic) or impossible, due to lack of facilities in route, or due to inadequate or poorly maintained facilities.	1. Trip seems unsafe (traffic) or impossible, due to lack of facilities in route, or due to inadequate or poorly maintained facilities.
2. Drivers of motor vehicles don't know how to operate around bicyclists, or are intentionally rude.	2. Drivers of motor vehicles don't know how to operate around pedestrians, or are intentionally rude.
3. The weather is unpleasant in some way, or seems likely to become so during my trip.	3. I wouldn't feel safe from crime during the trip.
4. Bicycle parking at my destinations is inadequate or non-existent.	4. The weather is unpleasant in some way, or seems likely to become so during my trip.
5. There aren't any showering or changing areas at my destinations.	5. It would take more time than I want to spend on the trip, even if the distance was physically possible and safe for me.
6. I can't find information about what routes are good for bicycling.	6. Trip seems unpleasant due to appearances (lack of landscaping and shade, presence of ugly buildings or parking lots, etc.).
7. I wouldn't feel safe from crime during the trip.	7. Trip distances would be too physically challenging for me, even if my route was made safe and pleasant.
8. Trip seems unpleasant due to appearances (lack of landscaping and shade, presence of ugly buildings or parking lots, etc.).	
9. It would take more time than I want to spend on the trip, even if the distance was physically possible and safe for me.	
10. Trip distances would be too physically challenging for me, even if my route was made safe and pleasant.	
11. I don't own a bicycle.	

These results imply that infrastructure improvements and educational efforts could do much to increase the number of trips by bicycle or on foot.

General Priorities of Participants

The surveys inquired about respondents' top three priorities for improving the current state of bicycling or walking. Responses were not restricted by any pre-determined list of answer choices; however, there was a substantial amount of repetition among the answers. Answers were categorized and the resulting topics received three points each time it was mentioned in under Priority 1, two points each time mentioned under Priority 2, and one point each time mentioned under Priority 3. The revealed priorities are:

Bicycle Priorities

1. Bicycle Infrastructure
2. Education for motorists and for bicyclists
3. Enforcement (on aggressive driving, right of way, parking in bicycle lanes, etc.)

Pedestrian Priorities

1. Sidewalks or paths
2. Planning, zoning, urban design to promote pedestrian-friendly environment
3. Education for motorists and for pedestrians

Specific Infrastructure Ideas Identified through Public Participation

The mapping exercises, the online survey, and meetings with advocates and local government staffs brought to light the locations of some specific problems or opportunities for non-motorized transportation. The list below contributes to the development of project recommendations elsewhere in this Plan; however, staff's data collection and independent evaluation also contribute to the Plan recommendations. **Therefore, the list below does not represent the complete list of needs for the Non-motorized Transportation Plan, but only those ideas identified by the public and advocates.** *(Colored, italic text indicates the need has already been addressed by an implementing agency prior to completion of the Non-motorized Transportation Plan.)*

When organized by geography, the list of the public's non-motorized infrastructure observations shows that pedestrian concerns outnumbered bicycling concerns in Savannah's "southside," while bicycling issues dominated pedestrian issues in downtown Savannah and the outlying cities and parts of Chatham County.

Infrastructure Ideas Obtained during Public Participation (not a complete list of Plan's projects)	Pedestrian	Bicycle
Regional		
City of Savannah Sidewalk Priority List (as seen in a T-SPLOST memo and others from Traffic Eng.)	•	
Coastal Georgia Greenway (some segments overlap needs also identified below) – implement it	•	•
Intersection treatments for bicycling – need better ones throughout area		•
Savannah-Ogeechee Canal – need a path along	•	•
Shaded sidewalks – need more	•	
Sidewalks needed around Title I schools at least	•	
Greater Downtown Savannah (River to Victory Dr.)		
E. Anderson St. – complete sidewalk from Ash St. to Skidaway Rd.	•	
Bee Rd. – continue bikeway north of Victory Dr.		•
Broughton St. – need bike facility		•
<i>Broughton St. – need bike parking</i>		•
Back River Bridge Replacement (US 17 into SC) – include bike lane		•
Civic Center perimeter streets – need sidewalk repair and ADA ramps	•	
Downtown – secure bike storage facility, with fee if necessary		•
Forsyth Park – ensure shared use path on perimeter remains intact	•	•
<i>Forsyth Park – need bike racks at "fort"</i>		•
Howard St. – install a bike lane		•

CORE MPO Non-motorized Transportation Plan

Infrastructure Ideas Obtained (Continued)	Pedestrian	Bicycle
Liberty St. – need bike lane from MLK Blvd. to Randolph St. continue the Louisville Rd. bike routes		•
Lincoln St. – needs repaving, move existing bike lane to the right, protect bike lane w parked cars		•
Montgomery St. – complete sidewalks between Liberty St. and 40 th St.	•	
<i>Price St. – need bike facility</i>		•
River St. – need bike parking		•
Talmdge Bridge – need to allow bicycles on the existing shoulder		•
Mid-town Savannah (Victory Dr. to DeRenne Ave.)		
E. 52 nd St. – need bike lanes connecting mid-town with Sunset Blvd. in Thunderbolt		•
W. 52 nd St. – “existing bikeway” needs to be more than shared lanes, or else don’t call it a bikeway		•
E. 60 th St. – add sidewalks from Habersham St. to Waters Ave.	•	
60 th St. – needs to be a Complete Street	•	•
Atlantic Ave. – need ADA ramps between Victory Dr. and Washington Ave.	•	
Delesseps Ave. – need sidewalks	•	
Habersham St. – close the gap in the bike lanes near Washington Ave.		•
Habersham St. – make existing bike lanes “buffered” by adding additional pavement markings		•
Habersham St./Lincoln St. transition – create bike box at Habersham St. and Victory Dr.		•
Habersham Village – create [protected] bike lanes, expand sidewalk, via switch to parallel parking	•	•
<i>Habersham Village – need bike parking</i>		•
Washington Ave. – change regular bike lanes to parking-protected bike lanes		•
Southside Savannah (South of DeRenne Ave.)		
Abercorn St. at Deerfield Rd. – access to ped signal push button	•	
Abercorn St. at Largo Rd. – access to ped signal push button	•	
Abercorn St. at Mercy Blvd. – access to ped signal push button	•	
Abercorn Extension at Rio Rd. – access to ped signal push button	•	
Abercorn St. – add sidewalks south of Montgomery Cross Rd.	•	
Eisenhower Dr. – add sidewalks	•	
Eisenhower Dr. – add bicycle facility		•
Habersham St. – need sidewalks in front of YMCA	•	
Hodgson Memorial Dr. – add sidewalks	•	
Hodgson Memorial Dr. – crossing assistance at bus stop between Eisenhower Dr. and Mall Blvd.	•	
Mall Blvd. – complete the sidewalks	•	
<i>Middleground Rd. – complete the sidewalks</i>	•	
Montgomery Cross Rd. – add bike/ped facilities	•	•
Montgomery Cross Rd. – continue sidewalk from Wal-Mart to Skidaway Rd.	•	
Montgomery Cross Rd. – safer crossing at St. James Catholic School	•	
Oglethorpe Mall – need bike parking		•
Twelve Oaks Shopping Center – need bike parking		•
Stephenson Ave. – need bike lanes continued west of Hodgson Memorial Blvd.		•
Waters Ave. – add sidewalks south of DeRenne Ave.	•	
White Bluff Rd. – bike/ped facilities from Windsor Dr. to public marina	•	•
Wilshire Blvd. – need sidewalks from Abercorn St. back into the neighborhood to the west	•	
Eastside Savannah		
Bacon Park Rd. – re-establish connection across Truman Pkwy. for bike/ped	•	•
Neighborhoods east of Waters Ave. – need Complete Streets	•	•
Placentia Canal – shared use path should be considered in canal ROW	•	•
E. President St. – install a path along old rail line	•	•
Reuben Clark Dr. – need path connection to E. 65 th St. to avoid DeRenne Ave.	•	•
Skidaway Rd. – Complete and repair sidewalk north of DeRenne Ave.	•	
Skidaway Rd. – need bike facility between Victory Dr. and Eisenhower Dr.		•
Truman Linear Park Trail – finish it	•	•
Victory Dr. – need bike facility nearby connecting Daffin Park to Skidaway Rd.		•
Wheaton St. – need bike/ped facility under Truman Pkwy.	•	•

CORE MPO Non-motorized Transportation Plan

Infrastructure Ideas Obtained (Continued)	Pedestrian	Bicycle
Westside Savannah		
Alfred St. – Bicycle lanes. Sidewalk fr Market St. to Pecan Ct. and fr Fair St. to Lissner Ave. & Morin St.	•	•
Augusta Ave. –Revitalization Plan: sidewalk, bulb-outs, crosswalks at 8 locations, bus amenities	•	
W. Bay St. – need better bike/ped facilities	•	•
Dundee Canal – construct a trail	•	•
E. Lathrop Ave. – need better connection through RR tressle near Louisville Rd. (sidewalks?)	•	
Fair St. – Bicycle lanes. Sidewalk addition, repair, clean-up from Louisville Rd. to Bay St.	•	•
Lissner Ave. – sidewalk from Alfred St. to Morin St.	•	
Louisville Rd. – need bike facility from Fair St. to MLK Jr. Blvd.		•
Louisville Rd. – re-connect Louisville Rd. across US 80		•
Springfield Canal – need a bike-ped path along it	•	•
East and Southeast County, Cities, Towns		
<i>Bryans Wood Rd. – need bike/ped facility</i>	•	•
Central Ave. – re-establish bridge over Herb Creek for bike/ped connection	•	•
Deerwood Rd. – need something to calm traffic	•	•
Diamond Cswy. – need complete bicycle connection to Skidaway Island		•
Falligant Ave. – complete sidewalk along south edge	•	
Ferguson Ave. – need bike facility from Sandfly to Whitefield Ave.		•
Islands Expressway – need wider shoulders for bicycles		•
Johnny Mercer Blvd. – bus stop at 15, The Merritt, needs ADA ramp	•	
Johnny Mercer Blvd. in Wilmington Island commercial area – need bike/ped facilities	•	•
Johnny Mercer Blvd. – need better crossing from residences to McDonalds and grocery	•	
Johnny Mercer Blvd. – need bike facility all along		•
LaRoche Ave. – need shoulders or wider lanes for bicycles		•
McQueen’s Island Trail – need connection to Tybee Island	•	•
Norwood Ave. – need bike/ped facilities	•	•
Penn Waller Rd. – need path, especially along the west side	•	•
Savannah-to-Tybee bicycle connection needed		•
Shell Rd./Bannon Dr./Tuberson Ave. – need sidewalk	•	
Sunset Blvd. – complete sidewalk near Johnson High School, from canal to Whatley Ave.	•	
Tybee Island – secure bike storage facility, with fee if necessary		•
US 80 – eliminate the rumble strips towards the islands		•
US 80 – need bike facility between Wilmington Island and Tybee Island		•
Whitefield Ave. – need bike facility from Montgomery Cross Rd. to Ferguson Ave.		•
Whitemarsh Island Rd. – bus stop needs a shelter	•	•
Whitemarsh Island Rd. – need bike facility		•
Wilmington Island perimeter roads – need bike facility		•
Wilmington Island Rd. – consider a roundabout at Cromwell Rd.		
Wormsloe Plantation – add bridge and let bikes use trails beyond plantation toward Diamond Cswy.		•
West, Northwest, and Southwest County and Cities		
Adjacent counties – coordinate to continue facilities across county lines		•
Airways Ave./Pooler Pkwy. – need bike facilities for Gulfstream commuters		•
Gulfstream facilities – need [bike/ped] projects all around	•	•
Gulfstream Rd. – need bike facilities for Gulfstream commuters		•
Ida J. Gadsden Dr. – need bike facilities for Gulfstream commuters		•
King George Blvd. – complete the sidewalks between Abercorn Ext. and Grove Point Rd.	•	
Pine Barren Rd. – need paths connecting residences to Southwest Elementary and Middle Schools	•	•
Robert Miller, Jr. Rd. – need shoulders or bike lanes to help Gulfstream commuters		•
SR 21 – need bike lanes to connect Effingham County to Gulfstream jobs		•
SR 204 at King George Blvd. – access to ped signal push button	•	
SR 204 – add bike/ped facility connecting US 17, Georgetown, and Savannah Mall area	•	•
US 17 – continue bike lanes		•
US 17 – maintain existing bike lanes south of Dean Forest Rd. to be free of debris		•

Conclusion

The public participation efforts in the development of the Non-motorized Transportation Plan provided staff with a variety of helpful information which contributed to:

- The development of the Goals and Objectives of the Non-motorized Transportation Plan;
- An understanding of obstacles to walking and bicycling;
- Staff's understanding that Engineering, Education, and Enforcement (among the "Five 'E's'") are the non-motorized transportation topics needing the most attention in Chatham County;
- Staff's awareness of policies affecting non-motorized transportation;
- Awareness of the availability of certain, relevant data;
- The beginning of a listing of infrastructure needs for pedestrians and bicyclists, to be further developed through evaluation of conditions during the planning process.
- Revised, final maps, project lists and Plan document, incorporating final comments.

Attachments

1. Press Release for April, 2010, Open House for Non-motorized Transportation Planning
2. Public Meeting Notice, *Savannah Morning News*, April 11, 2010
3. Public Meeting Notice, *Connect Savannah*, April 21-27, 2010
4. Sign-in Sheet from the Public Mapping Session, April 2010
5. Contacts List from Outreach at Healthy Savannah Forum and at Washington Avenue Cyclovia, May, 2010
6. Press Release for Bicycle and Pedestrian Online Surveys and Online Issue Mapping, June 24, 2010
7. Public Notice for Surveys and Online Mapping, *Savannah Morning News*, July 16, 2010
8. Public Notice for Surveys and Online Mapping, *Connect Savannah*, July, 2010
9. Memorandum on Summary of Bicycle Survey Results, October 12, 2010
10. Memorandum on Summary of Pedestrian Survey Results, October 12, 2010
11. Agenda from Meeting of Savannah Bicycle Campaign's Infrastructure Committee, April 28, 2011
12. Sign-in Sheet from City of Savannah "Bike Summit," August 28, 2014
13. Press Release for CORE MPO Draft Non-motorized Transportation Plan's Public Comment Period, Public Meeting, and Public Hearings, October 10, 2014
14. Cover Letter to Public Review Agencies, October 10, 2014
15. Savannah Bicycle Campaign's Weekly Email Newsletter Item for CORE MPO Draft Non-motorized Transportation Plan's Public Comment Period, Public Meeting, and Public Hearings, October 15, 2014
16. Public Notice for Draft Non-motorized Transportation Plan's Public Comment Period, Public Meeting, and Public Hearings, *Savannah Morning News*, October 19, 2014
17. Community Events Posting for CORE MPO Comment Period for Draft Non-motorized Transportation Plan, *Savannah Now* (online version of *Savannah Morning News*), October, 2014
18. Sign-in Sheet from Public Meeting on the CORE MPO Draft Non-motorized Transportation Plan, October 20, 2014
19. Comment Forms received at Public Meeting on the CORE MPO Draft Non-motorized Transportation Plan, October 20, 2014
20. Compilation of Comments and Responses on the CORE MPO Draft Non-motorized Transportation Plan, October, 2014



C H A T H A M C O U N T Y - S A V A N N A H

METROPOLITAN PLANNING COMMISSION

"Planning the Future - Respecting the Past"

M E M O R A N D U M

For Immediate Release:
April 14, 2010

Contact:
Thomas L. Thomson, P.E. AICP, Executive Director
Chatham County - Savannah MPC
P.O. Box 8246, 110 East State Street
Savannah, GA 31412 - 8246
Telephone: 912 - 651 - 1446
Facsimile: 912 - 651 - 1480
thomsont@thempc.org

Thomas L. Thomson, P.E., AICP, Executive Director of the Chatham County - Savannah Metropolitan Planning Commission announces that:

The Coastal Region Metropolitan Planning Organization (CORE MPO), which is the transportation planning entity for the Chatham County area, is holding a Public Open House for non-motorized transportation planning efforts, on April 22, 2010, from 6:15 p.m. – 7:30 p.m., in the MPC Hearing Room, 112 E. State St, Savannah, GA. Citizens are invited to drop in and mark their bicycle, pedestrian, and/or other non-motorized concerns or destinations on the available maps.

Please call Tom Thomson at 651-1446 or Jane Love at 651-1443 for additional information.

AFFIDAVIT OF PUBLICATION
SAVANNAH MORNING NEWS

STATE OF GEORGIA
COUNTY OF CHATHAM

Personally appeared before me, Alaina Fincher, to me known, who being sworn, deposes and says:

That she is the Obituary/Legal Clerk for Southeastern Newspaper Corporation, a Georgia corporation, doing business in Chatham County, GA, under the trade name of Savannah Morning News, a daily newspaper published in said county;

That he is authorized to make affidavits of publication on behalf of said published corporation;

That said newspaper is of general circulation in said county and in the area adjacent thereto;

That he has reviewed the regular editions of the Savannah Morning News, published on:

April 11, 2010, _____, 2010,
_____, 2010, _____, 2010,
and finds that the following advertisement, to-wit:

PUBLIC NOTICE
for Open House on
Bicycle, Pedestrian,
Non-motorized Planning
Thursday, April 22
6:15 P.M. - 7:30 P.M.
Mendonsa Hearing Room
112 East State Street
Savannah, GA 31401
Staff for the Coastal
Region Metropolitan
Planning Organization
(CORE MPO), which is
the transportation
planning organization for
the Savannah-Chatham
area, is interested in
hearing what you have to
say about specific issues
and amenities for
non-motorized travel, or
where you often go by
bicycle, by foot or other
human-powered
methods. Citizens
throughout Chatham
County are invited to put
their knowledge on the
maps which will be
available at the Open
House.
If you have any questions
regarding the Open
House or need to request
special accommodation,
please contact Ms. Jane
Love at 912-651-1443 or at
lovej@themac.org. If you
are unable to attend this
event, there will be
additional opportunities
to provide your input via
the Internet in the near
future. Also you may
contact Ms. Love at any
time to share your
knowledge of issues or of
populations, local
destinations for
non-motorized users.

RECEIVED
APR 16 2010
METROPOLITAN PLANNING COMMISSION

Appeared in each of said editions.
Sworn to and subscribed before me

This 14 day of April, 2010

Al Fincher
(Deponent)

Eugene J. Cronk
Notary Public, Chatham County, Ga.

EUGENE J. CRONK
Notary Public, Chatham County, GA
My Commission Expire January 25, 2014

THIS WEEK | COMPILED BY PATRICK RODGERS | patrick@connectsavannah.com

www.connectsavannah.com/wag

WEEK AT A GLANCE

21

Wednesday

Philharmonic Fund-raiser

WHAT: Cocktail reception and performance by the Philharmonic. Silent auction and raffle. Proceeds benefit the Philharmonic.
WHEN: April 21, 5-8 p.m.
WHERE: First City Club, 32 Bull St.
COST: \$25 (incl. 2 drink tickets)

SUAFilm

WHAT: Showcase of local and regional filmmakers. Part of the Savannah Urban Arts Festival.
WHEN: Wed. April 21, 6 p.m.
WHERE: Indigo Arts Center, 703D Louisville Rd.
COST: Donations accepted
INFO: <http://www.savannahurbanartsfestival.com/>

Film: Teenage Strangler (USA, 1964)

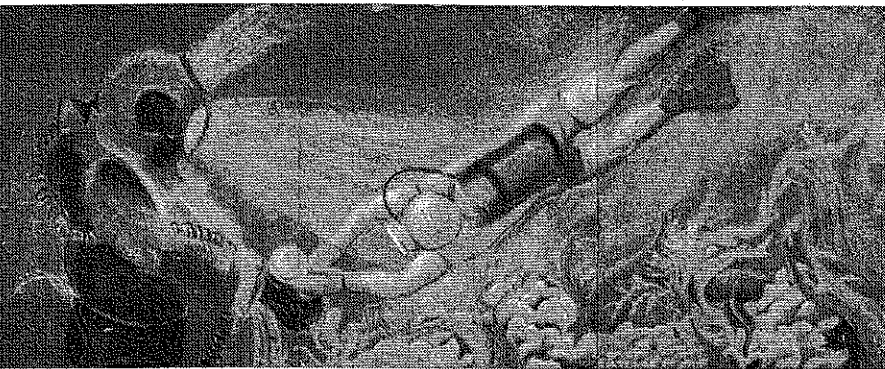
WHAT: Zero-budget, pseudo-horror schlock fest. The film made a famous appearance on MST3K. Presented by Psychotronic Film Society.
WHEN: Wed. April 21, 8 p.m.
WHERE: Sentient Bean, 13 E. Park Ave.
COST: \$5

22

Thursday

Bike and Pedestrian Traffic Meeting

WHAT: The Metropolitan Planning Commission is inviting public input on bicycle and pedestrian issues. For more info, contact Ms. Jane Love at 912-651-1443 or at lovej@dpw.org



An outstanding example of the kind of work at the Sidewalk Arts Festival

thempc.org
WHEN: April 22, 6-7:30 p.m.
WHERE: MPC Medosa Hearing Room, 112 E. State St.,

Film: Back to the Future

WHAT: The classic about a time traveling DeLorean, starring Michael J. Fox and Christopher Lloyd. A kick-off for the Sidewalk Arts Festival weekend.
WHEN: Thu. April 22, 8 p.m.
WHERE: Forsyth Park
COST: Free

SUAF Launch Party

WHAT: A showcase of local and regional music, dance and poetry. Part of the Savannah Urban Arts Festival.
WHEN: Thu. April 22, 9 p.m.
WHERE: American Legion Ballroom, 1810 Bull St.,
COST: Free

23

Friday

Fine Arts on the River

WHAT: A selection of local, regional and national artists and artisans line Rousakis Plaza. Live music from the Lipbone Herring, The Showmen and more.
WHEN: Fri. April 23, Sat. April 24
WHERE: River Street

COST: Free
INFO: <http://www.riverstreetsavannah.com/>

GHS Annual Book Sale

WHAT: Georgia Historical Society raises money for its library and archives.
WHEN: Fri. April 23, 10 a.m.-5 p.m., Sat. April 24, 10 a.m.-5 p.m.
WHERE: Georgia Historical Society, 501 Whitaker St.
COST: Free & open to public

Tour of Hidden Gardens

WHAT: The Garden Club of Savannah hosts this tour of eight walled gardens. Afternoon tea will also be served.
WHEN: Fri. April 23, 10 a.m.-4 p.m., Sat. April 24, 10 a.m.-4 p.m.
COST: \$45/person
INFO: 912-961-4805. <http://www.gcfsavannagstour.org/>

SUAF: Music Art Skate Session

WHAT: Skateboard demos, DJs, and live painting from local artists Troy Wandzel, Matt Hebermehl and more. Part of the Savannah Urban Arts Festival.
WHEN: Fri. April 23, 5:30 p.m.-8:30 p.m.
WHERE: Woody's Skate Park, 218 Windsor Rd.
COST: Free

HOLA Scholarship Gala

WHAT: AASU's Hispanic Outreach and Leadership group hosts this fundraising event featuring live music and hors d'oeuvres.
WHEN: April 23, 7:30 p.m.
WHERE: Armstrong Center, 13040 Abercorn St.
COST: \$35/adv. \$40/door
INFO: 912-344-2652. <http://hola.armstrong.edu/>

Film: Up

WHAT: A screening of the Academy Award winning animated film about a whimsical journey of a boy who attaches thousands of balloons to his house. Part of the Sidewalk Arts Festival weekend.
WHEN: Fri. April 23, 8 p.m.
WHERE: Forsyth Park
COST: Free

SUAF: Battle Night

WHAT: Live music showcase, outdoor video game tournament and the King of the Beats producer battle and more. Part of the Savannah Urban Arts Festival.
WHEN: Fri. April 23, 9 p.m.
WHERE: Indigo Arts Center, 703D Louisville Rd.
COST: Donations
INFO: <http://www.savannahurbanartsfestival.com/>

24

Saturday

Annual Orchid Show

WHAT: The 28th annual orchid show hosted by the Deep South Orchid Society. Exhibits, vendors, competitions and hundreds of species of orchids.
WHEN: Sat. April 24, Sun. April 25
WHERE: Savannah Mall Center Court
COST: Free & open to public

Birding with Diana

WHAT: Join Diana Chu for a trip through the Wassaw Island National Wildlife Refuge. Reservations required.
WHEN: April 24, 8 a.m. p.m.
WHERE: Wilderness Society
COST: \$50, includes binoculars and use of binoculars
INFO: www.wildernesssoutheast.org/

Dogs on the Beach at Fort Pulaski

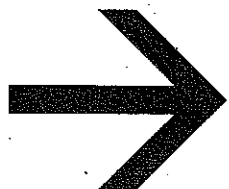
WHAT: Dog lovers and furry friends still can't the beach on Tybee, but one day only, catch some sun and fun at the Fort. Dogs must be leashed.
WHEN: Sat. April 24, 9-2 p.m.
WHERE: Fort Pulaski National Monument
COST: \$3/car

Forsyth Farmer's Market

WHAT: Fresh produce, plants and other goods from local farmers and businesses.
WHEN: Sat. April 24, 9-1 p.m.
WHERE: Forsyth Park

FREEBIE OF THE WEEK | The Making of Fashion Week

WHAT: Fern Mallis, who is widely credited with founding NYC's Fashion Week, gives a talk about the fashion industry. April 26, 3:30pm in the SCAD Student Center. 120 Montgomery St. Part of SCAD's Fashion Week.
COST: Free



4/22/10

SIGN-IN SHEET

Name	Affiliation	Mailing Address	Email
1. <i>Arte Rahn</i>			
2. <i>Russell Clarke</i>			
3. <i>JOEL SMOKE</i>	<i>YMCA</i>		
4. <i>Patti Sistrunk</i>	<i>SRTS</i>		
5. <i>Gazeron Mark</i>	<i>COS</i>		
6. <i>Chantel Morton</i>	<i>City of Tybee Isl</i>		
7. <i>FRANK McINTOSH</i>	<i>SBC</i>		
8. <i>Sean Brandon</i>	<i>COS</i>		
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			

Personal contact
information obscured

NON-MOTORIZED TRANSPORTATION PLAN



YES, please keep me posted on the progress of the Non-motorized Transportation Plan and opportunities for input.

Name (please print clearly)	Contact Information (Email address or Postal Address)
✓ 1. Jamie Smith	Contact information obscured
✓ 2. Jeanne Voxnaes	
✓ 3. Brenda Marie	
✓ 4. Patra Bickman	
✓ 5. Willie McIntosh	
✓ 6. Charles & Adrienne Donaway (Hr.)	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	



C H A T H A M C O U N T Y - S A V A N N A H

METROPOLITAN PLANNING COMMISSION

"Planning the Future - Respecting the Past"

M E M O R A N D U M

For Immediate Release:
June 24, 2010

Contact:
Thomas L. Thomson, P.E. AICP, Executive Director
Chatham County - Savannah MPC
P.O. Box 8246, 110 East State Street
Savannah, GA 31412 - 8246
Telephone: 912 - 651 - 1446
Facsimile: 912 - 651 - 1480
thomsont@thempc.org

Thomas L. Thomson, P.E., AICP, Executive Director of the Chatham County - Savannah Metropolitan Planning Commission (MPC) announces that:

The Coastal Region Metropolitan Planning Organization (CORE MPO), which is the transportation planning entity for the Chatham County area, invites public participation in the development of the Non-motorized Transportation Plan, covering all of Chatham County. This plan will identify projects and policies that are needed to encourage walking, bicycling, and other self-powered methods of transportation. Types of projects included in the plan may be facilities such as sidewalks, bike lanes, or multi-use paths, but may also be streetscaping or other amenities to create a more human-scaled environment in certain areas.

The following options for participation are available through July 22, 2010, on the MPC website (www.thempc.org):

- Online, interactive mapping of issues and preferences
- Survey on Bicycle Planning
- Survey on Pedestrian Planning

In addition, Chatham County residents may contact MPO staff directly to share comments or to take the surveys over the phone.

The Non-motorized Transportation Plan is one element of the CORE MPO Total Mobility Plan, a long range, multi-modal transportation plan, which is simultaneously under development.

Please contact Jane Love, at 912-651-1443 or lovej@thempc.org, for additional information about the Non-motorized Transportation Plan. For more information about the overall Total Mobility Plan, contact Mark Wilkes, at 912-651-1451 or wilkesm@thempc.org.

COMING SATURDAY The Garden City Fire Department plans to raise \$10,000 for muscular dystrophy with its boot drive.

Council ready to snuff out smoking

Proposed ordinance would place more restrictions on where people can light up

BY LESLEY CONN • 912-652-0326
lesley.conn@savannahnow.com

Savannah City Council members are ready to endorse a proposed ordinance that further bans smoking in bars, restaurants and some outdoor spaces.

Council members Thursday had their first discussion of the proposal,

which is endorsed by Healthy Savannah, the American Cancer Society and the American Lung Association. Mayor Otis Johnson also has endorsed the ordinance, saying it is an important step in protecting those who, like him, have heart conditions or other health risks aggravated by exposure to secondhand smoke.

"We have to engage in this for the good of the people in spite of whatever opposition we might get," he said. "We know it's the right thing to do."

SEE SMOKING, PAGE 9A

ON THE WEB



To read the proposed ordinance that would ban smoking in all bars, restaurants and in outdoor areas such as within 20 feet of a door or window of a public building or restaurant, go to savannahnow.com.

CITY MANAGER SEARCH

Council authorized the mayor to hire the search firm Affion Public of Harrisburg, Pa., to conduct the search for a city manager. Affion will be paid \$23,500 plus travel expenses for bringing applicants to Savannah. Key factors in the selection of Affion, Johnson said, were that Affion proposed to organize focus groups and stakeholder meetings to get public input, agreed to subcontract with local consultant Charles McMillan, and included an explicit statement it would work to create a diverse pool of applicants.

Coffee Bluff gathering

Coffee Bluff residents are invited to a special event at the Coffee Bluff Marina Saturday at which they can meet their neighbors and let Savannah officials know what is on their minds.

The event, "Dogs on the Bluff," is 11 a.m.-3 p.m. at the marina, 14915 Coffee Bluff Road. Residents will have the opportunity to check out the marina, owned by the city of Savannah, and voice their issues with District 6 Alderman Tony Thomas.

Attendees can also enjoy hot dogs, boiled peanuts and a moonwalk for children.

Christ Church turns to high court

Appeal to Georgia Supreme Court could postpone final ruling on ownership of downtown property

BY DANA CLARK FELTY
912-652-0311
dana.felty@savannahnow.com

Leaders of Christ Church in Savannah say they plan to ask the state's top court to review a July 8 Court of Appeals decision that the church's historic downtown property belongs to the Episcopal Church.

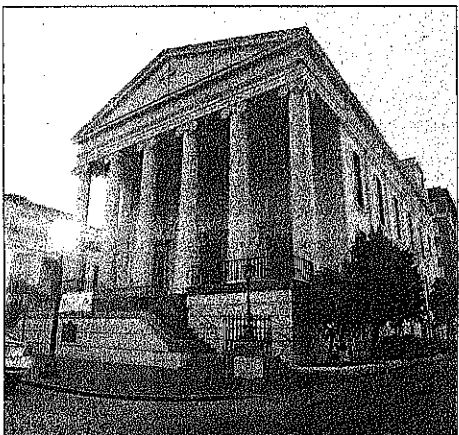
"We had decided some time back that we would pursue any reasonable, legal option," said Christ Church rector the Rev. Marc Robertson. "We feel like an appeal to the Georgia Supreme Court is a reasonable option, and it's our legal right to do that."

Once Christ Church in Savannah notifies the Court of Appeals of its intention, the church will have until July 28 to file documents with the Supreme Court asking it to review the case.

"If we deny it, then it's denied and over," said Lynn Stinchcomb, deputy clerk of court for the state Supreme Court.

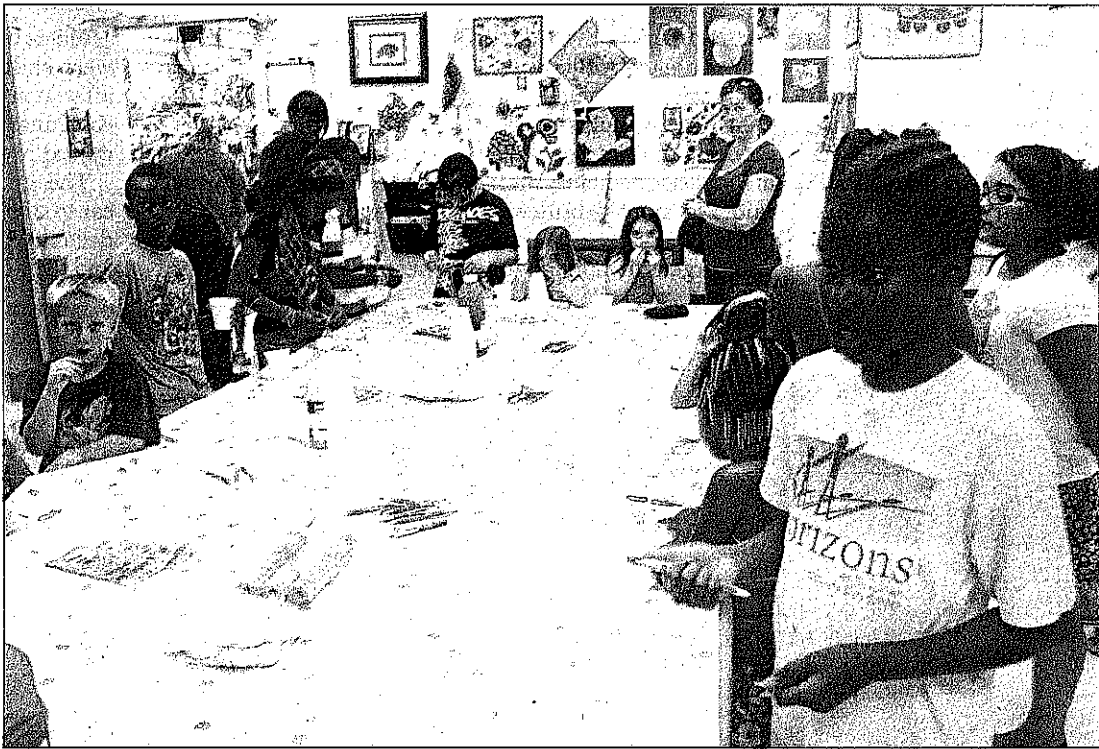
If the court agrees to hear the case, a final ruling in the two-and-a-half-year-old property dispute between the national Episcopal Church and its former congregation could be postponed months.

SEE CHURCH, PAGE 7A



Richard Burkhardt/Savannah Morning News

Christ Church is located on Johnson Square.



Photos by Dashiell Coleman/Savannah Morning News

Children trade Silly Bandz on Thursday at A.C. Moore in Savannah Mall.

Kids swap Silly Bandz at mall event

BY DASHIELL COLEMAN
912-652-0354 • dashiell.coleman@savannahnow.com

Kids' fads come and go, and these days Silly Bandz are all the rage. Fashioned into outlines of various shapes — such as gorillas or rocket ships — the colored pieces of silicone can be stretched out and worn as bracelets kids collect and trade.

"I have about 46," said Mia Hudson, 7, of Woodbridge, Va. "My cowboy on a horse is my favorite one because I like horses."

Mia was one of about 50 children who stopped by A.C. Moore's Savannah Mall location Thursday afternoon for a two-hour Silly Bandz trading event. Held in unison at 134 store locations throughout the Eastern Seaboard, the event offered kids the chance to meet and trade with other Silly Bandz enthusiasts.

"I think it's fun for the kids," said Barbara Hudson, Mia's grandmother. "They get to use their imagination."

ON THE WEB

To view more photos and video from the World's Largest Silly Bandz trading event at AC Moore, go to coastalmommies.com.

SEE SWAP, PAGE 7A



"I have about 46. My cowboy on a horse is my favorite one because I like horses."

Mia Hudson, 7, of Woodbridge, Va., shows off her plunder above.

Help develop a nonmotorized transportation plan

The public has through July 22 to participate in the development of the Coastal Region Metropolitan Planning Organization's nonmotorized transportation plan, covering all of Chatham County. The plan is meant to identify projects and policies needed to encourage walking, bicycling and other self-powered methods of transportation.

Interactive mapping of issues and preferences as well as surveys on bicycle and pedestrian planning are available at www.thempc.org. In addition, Chatham County residents may contact MPO staff directly to share comments or to take the surveys over the phone. Contact Jane Love at 912-651-1443 or lovej@thempc.org for additional information.

Wilderness Southeast offers tour to Wassaw

Wilderness Southeast's "Wild Island & Estuary" program is 8:30 a.m.-12:30 p.m. Sunday.

Enjoy a motorboat ride through the estuary to the pristine wilderness of Wassaw Island National Wildlife Refuge.

As your official naturalist guide gives you a new angle on the coast, your open boat will meander the watery twists and turns between walls of bright green marsh grass. Discover the life that depends on the rich estuarine waters as you observe dolphins, egrets, crabs and even oysters on your boat ride, then hike the spectacular beach and forest of this gorgeous island.

The cost is \$55 per person. Tour size is limited to six people.

For reservations, call 912-236-8115 or sign up at www.wilderness-southeast.org.

LOTTERIES

THURSDAY LOTTERIES GEORGIA

Cash 3 Midday: 3-3-1
Cash 4 Midday: 0-4-3-4
Cash 3 Evening: 5-7-5
Cash 4 Evening: 0-9-8-3
Fantasy 5: 10-15-18-19-35
FLORIDA

CITY NOTEBOOK

BY PATRICK RODGERS | patrick@connectsavannah.com



A new start for the old hospital

After last week's City Council meeting, Wecco, the Charleston-based design-build firm responsible for local projects like the Starland Lofts and the Frogtown building, came another step closer to redeveloping the old Candler Hospital near the northeast end of Forsyth Park.

Having received a recommendation for approval from the Metropolitan Planning Commission, Wecco principal William Cogswell was hoping for—and got—approval of two zoning amendments from mayor and council.

The changes sought included changing the allowance for the total number of units allowed per acre in plots designated RIPD and the minimum lot size. Both changes were necessary for the company to carry out plans to renovate the former hospital into a mixed use development with one and two bedroom units on the upper stories. However, all plans are, at this point, tentative because no actual designs have been submitted to the MPC or council.

During discussion prior to voting, Mayor Johnson and Alderman Jones expressed some concern about the potential impacts on the nearby Chatham apartment building in the future. The building was formerly part of the Candler complex, but had since been sold to different owners.

"I would hate to see us try to do something good that would have a negative impact," Johnson said plainly to Cogswell.

"It's called gentrification," he added a few minutes later.

Cogswell assured council that at the moment, they had no plans for the apartment building in question, but had spoken to the owners about potentially leasing parking spaces from them.

Despite some additional discussion about the total number of parking spaces available for the potential development, all the zoning amendments passed.

20,000 pounds of food

Last week, a gold tractor trailer from DOT Foods stopped at the Second Harvest Food Bank on President Street to drop off a donation of 20,000 pounds of food. The donation is part of a national campaign to celebrate the company's 50th anniversary by donating over 270,000 pounds of food to 11 food banks across the country.

According to local Second Harvest Executive Director Mary Jane Crouch, the food, which is enough to serve 15,000 meals, arrives at a time when the organization could use the help.

"This is a time of year when food drives slow down," Crouch says. "Children are out of school and not getting that meal, so we try to step up."

In addition to food bank, Second Harvest also runs programs that help deliver groceries to seniors in need, as well as the Kids Café, which provides meals to thousands of youth in dozens of counties across Southeast Georgia.



Pedal power

The push to improve bicycle and foot traffic in the city and across the county is taking another step forward this month.

The Coastal Region Metropolitan Planning Organization, which is responsible for transportation planning in Chatham County, is inviting the public to take part in two surveys that will help decide the priorities for bicyclists and pedestrians across the county.



The survey covers questions about how often respondents use bicycles and sidewalks, where they ride or walk, what types of facilities they'd like to see created and what obstacles exist that keep them from riding or walking more often.

The goal is to "identify a network to focus on and figure out where demand is," according to Jane Love with the Metropolitan Planning Commission. They hope to have input from across the spectrum of users "to provide improvements for everyone."

If you want to make your voice heard on non-motorized matters across the county, there is an online survey available (www.thempc.org/transportation.htm), or you can call Love to answer the survey by phone (912-651-1443).

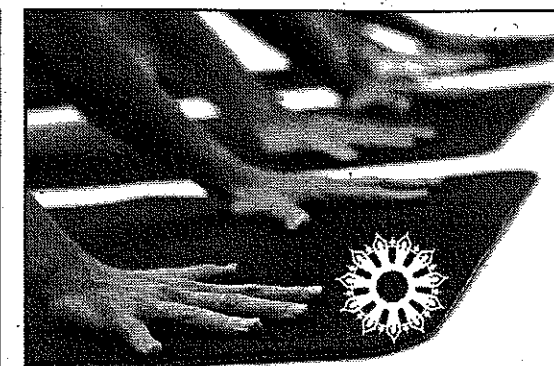
The deadline to take the survey is July 22, and once all the responses have been gathered they'll be used to create a set of recommendations for potential solutions and new facilities next year. cs

Have you tried Johnny Harris'...

Fried Chicken
lately?



Johnny Harris RESTAURANT
1651 E. Victory Dr. Savannah • 354-7810



THE YOGA CO-OP
TRANSFORM TOGETHER

- 7/9 : Movie Night
- 7/11 : Second Sunday Satsang
- 7/24 : Breema Workshop
- 7/31 : Yoga For Golf
- 7/31 : Prajna JULY Fundraiser
- Second Sunday Satsangs
- Movie Nights
- And More

2424 Drayton Street

www.yogagoopsavannah.com

912.376.3188

MEMORANDUM

Date: October 12, 2010
To: CORE MPO Board and Committees
From: Jane Love, Transportation Planner
RE: **Summary of Bicycle Survey Results for the Non-motorized Transportation Plan**

MPO staff developed surveys in order to obtain a variety of information to guide the development of the Non-motorized Transportation Plan. The CORE MPO Survey for Bikeway Planning and CORE MPO Survey for Pedestrian Planning were deployed through a link on several pages of the MPC website, from mid-June to mid-July. Interested parties also had the option of calling MPO staff and taking the survey over telephone. The surveys were advertised in print media, radio broadcast, and through social networking.

Respondents were self-selected, not random; thus, results are an indication of the perspectives of interested parties.

The Bikeway Planning Survey and the Pedestrian Planning Survey had some, but not all questions, in common. A total of 150 submissions were received for Bikeway Planning. The results are summarized below. The results of the Pedestrian Planning Survey are summarized in a separate memorandum.

Summary of Bikeway Planning Survey Results

The survey consisted of 15 questions related to visions of ideal bicycling community, frequency of riding, trip purpose, perceived barriers, facility preferences, and mode choice for recurring trips.

Vision of the Ideal Bicycling Community

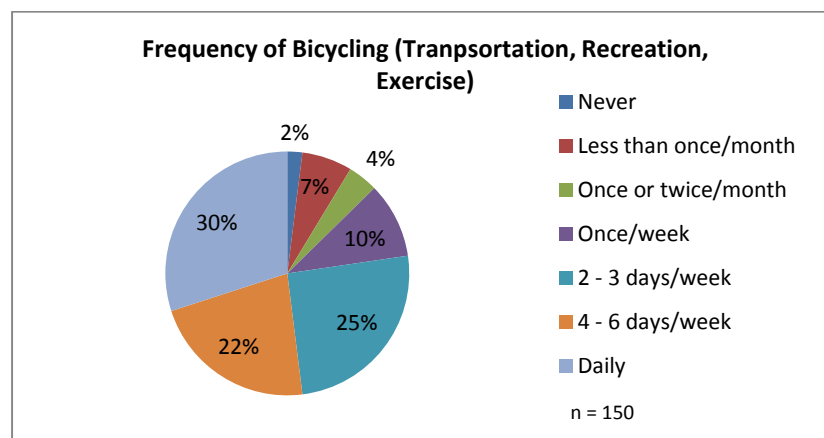
The survey asked participants to list four words to describe an ideal bicycling environment. Several themes emerged. The following chart shows the predominant concepts, based on the first word that came to mind for respondents as well as the number of times a given concept appeared under this question overall.

Ideal Community Concepts		
	As First Word	Total mentions
Safe	32	61
Positive attitude and encouragement (friendly, respectful, etc.)	22	85
Infrastructure (lanes/shoulders/paths/racks/wide pavement/ lighting, etc.)	15	72
Beneficial network (connected,/complete/accessible/convenient/planned)	13	59

Comfort (Flat/shady/good climate/low traffic)	13	35
Educated/aware/responsible	8	50
Green/eco-sensitive	5	22
Healthy	4	23
Mixed use/compact/dense/urban	4	17
Progressive/forward-thinking	4	17
Clean	2	11
Enforced rules	1	4
Scenic/picturesque/pleasant	0	16

Frequency of bicycle-riding for transportation, recreation, or exercise

Answers to the question on frequency of riding provide an idea of the type of people who responded to the survey. A large number of respondents ride their bicycle several times per week.

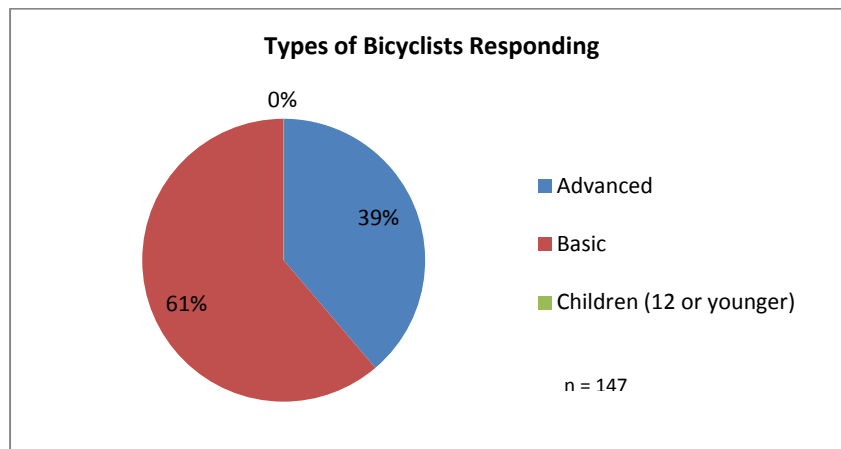


Types of Bicyclists

Another way to categorize the respondents is according to The Federal Highway Administration's (FHWA's) definitions of three different groups. The purpose of the categorization is to assist designers in understanding impacts of facility design to different types of bicyclists. Respondents (other than those who said they never ride) identified which category definition most closely describes themselves as bicyclists. The definitions of categories are below:

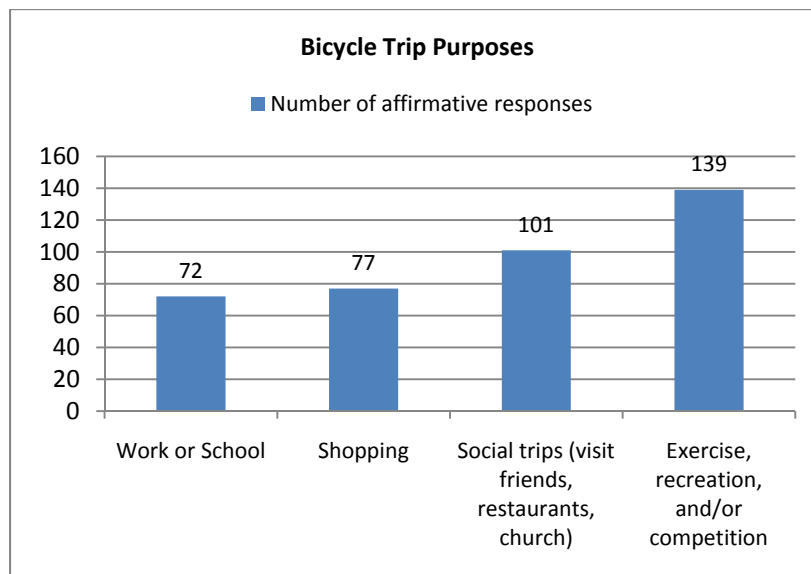
- **Group A (Advanced):** bicyclist who operates bicycle as a vehicle, and is usually comfortable operating with motor vehicle traffic.
- **Group B (Basic):** bicyclist who prefers to avoid roads with fast and busy motor vehicle traffic unless there is ample roadway width to allow safe and easy passing by faster vehicles.
- **Group C (Children):** A young bicyclist (pre-teen in this survey); travels more slowly than adults; has need to access key destinations, such as school, while avoiding busier roads.

Most respondents placed themselves in Group B. None were children.



Bicycle Trip Purposes

The respondents use bicycles for a variety of trip purposes, but most commonly for recreation/exercise/competition and for social trips. This information shows that focusing on “journey to work” data, such as that available from the U.S. Census Bureau, would lead to an underestimation of bicycle trips.



Note: Respondents were allowed to choose more than one trip purpose.

Respondents Use of Private Motorized Vehicles

The majority of bicycle survey respondents use a motor vehicle for some portion of their commute, with bicycling being the second most popular mode. Unlike the Journey to Work question posed by the U.S. Census Bureau, respondents in this survey were allowed to choose

as many modes as they use on a single, typical day. Therefore these numbers are not translated into percent of mode share, because the categories here are not mutually exclusive.

The results show that the many of the people who were interested in our survey (and presumably interested in the bicycling environment) are not unlike the “average American,” who drives to work. This also means that many people in our area who are interested in a better bicycling environment are currently buying fuel and thus paying motor fuel taxes, although the state does not spend motor fuel tax revenue on bicycle and pedestrian facilities unless they are part of a roadway project.

Respondents' Modes to Work/School (n=148)	
Drive alone	107
Carpool	14
Bus or Teleride	7
Ferry	0
Bicycle	68
Walk	24
Skateboard	0
Work from home	3
Taxi	1
Dropped off by friend	1

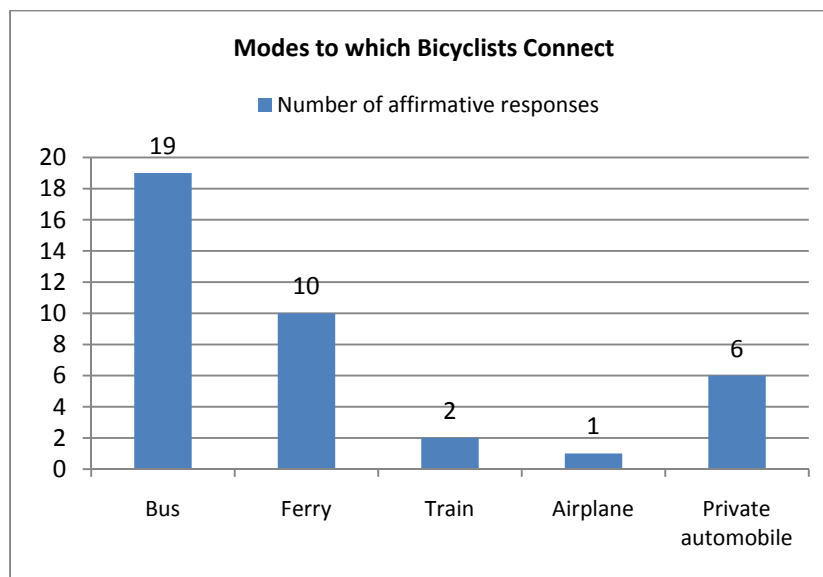
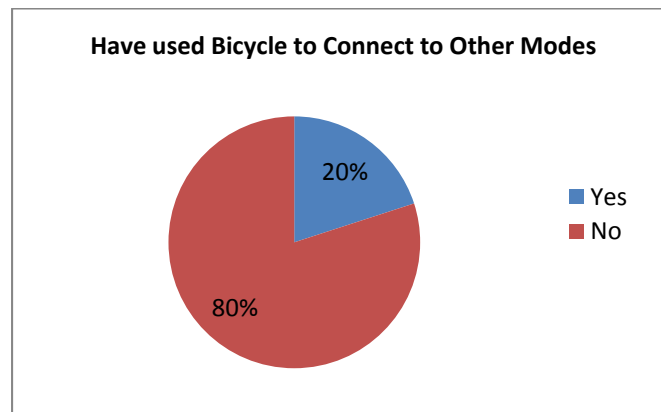
Note: Respondents were allowed to indicate more than one mode for their typical trip.

A large majority of the respondents to the bicycle survey come from households with at least one motor vehicle. However, with input from a question on the number of drivers in the households, staff determined that 9% of the respondents are in households with fewer motor vehicles than drivers.

Respondents' Household Motor Vehicle Ownership	
Household with Zero Motor Vehicles	5
Household with One Motor Vehicle	34
Household with Two Motor Vehicles	81
Household with Three or More Motor Vehicles	0

Bicycling in Conjunction with Other Modes

A minority of respondents have used a bicycle in conjunction with another mode on their trips (any kind of trip, not just work trips). Of those who have, the most common type of connection was to a bus (Chatham Area Transit [CAT] buses have bicycle racks accommodating two bicycles per bus.) A ferry connection was second most frequent type cited, presumably CAT's Savannah Belles ferries. The spatial relationship of bicycle facilities to transit facilities will be considered in the Non-motorized Transportation Plan.



Obstacles to More Bicycling

One question on the survey was design to determine what would need to change in order to increase the number of trips respondents made by bicycle. Respondents ranked a list of potential barriers, according to what they perceive being the most influential factors in their decisions not to bicycle for more trips. The following chart shows that better infrastructure and better driver education are among the top needs in order to allow more use of this non-polluting, physically active mode of transportation. Interestingly, distance and time are less substantial factors in respondents' decisions not to use a bicycle for more trips.

Ranking of Factors in Decisions Not to Bike for More Trips	
Factors (from most important to least)	Points
1. Trip seems unsafe (traffic) or impossible, due to lack of facilities in route, or due to inadequate or poorly maintained facilities.	358
2. Drivers of motor vehicles don't know how to operate around bicyclists, or are intentionally rude.	313

3. The weather is unpleasant in some way, or seems likely to become so during my trip.	216
4. Bicycle parking at my destinations is inadequate or non-existent.	202
5. There aren't any showering or changing areas at my destinations.	172
6. I can't find information about what routes are good for bicycling.	167
7. I wouldn't feel safe from crime during the trip.	164
8. Trip seems unpleasant due to appearances (lack of landscaping and shade, presence of ugly buildings or parking lots, etc.).	115
9. It would take more time than I want to spend on the trip, even if the distance was physically possible and safe for me.	107
10. Trip distances would be too physically challenging for me, even if my route was made safe and pleasant.	62
11. I don't own a bicycle.	21

Types of Bicycle Improvements Desired

Recognizing that general lack of bicycle facilities likely would be cited as one of the more substantial obstacles, staff included a question on the survey about the type of facilities that respondents believe are important to add to the system. The top four types of facilities are so close in score that they can be assumed to be equally important. The actual recommendations for specific facilities in the Non-motorized Transportation Plan will depend on additional environmental factors in each particular situation. The following chart provides a general idea of what type of improvements would help survey respondents use a bicycle for more trips.

Ranking of Importance of Various Physical Improvements	
Type of Improvement (from most important to least)	Points
Wider Outside Lanes	519
Paved Shoulders	510
Striped Bike Lanes	507
Sharrows (shared lane pavement marking)	506
Multi-use paths	488
Built environment that allows more destinations to be within a bikeable distance of more people	482
Bicycle Parking	457
Street Trees or Other Aesthetic Elements	361

Bicycle Improvement Priorities

The survey included an open-ended question asking participants to share their top three priorities for improving bicycling in the community, whether related to policies or physical changes. There was a substantial amount of repetition among the answers from the respondents, and most did not mention specific projects. Staff categorized the answers and awarded three points each time a topic was mentioned in under Priority 1, two points each time mentioned under Priority 2, and one point each time mentioned under Priority 3. The top three themes were:

1. Bicycle infrastructure (terms most often used were “bike lanes” and “bike paths”, although staff cannot rely on a literal interpretation, due to observations that some people use the terms interchangeably and even to mean bikeways in general)
2. Education, whether for motorists or for bicyclists
3. Enforcement (on issues such as aggressive driving, right of way, parking in bike lanes, etc.)

A few respondents were more geographically specific in wording their priorities. Ten percent of respondents mentioned access to and from Tybee Island, among their three priorities. Other locations were mentioned also, but less than half as much as Tybee Island.

Conclusion

The CORE MPO Survey on Bicycle Planning has provided valuable information about interested citizens' vision, facility preferences, and perceptions of bicycle needs. The information will be used in conjunction with data collected in previous public mapping exercises to guide staff's proposals for policies, routes, facilities and other amenities in the Non-motorized Transportation Plan, to be completed in 2011.

JAL

cc: Tom Thomson, Executive Director
Transportation
Comprehensive Planning
Special Projects

MEMORANDUM

Date: October 12, 2010
 To: CORE MPO Board and Committees
 From: Jane Love, Transportation Planner
 RE: **Summary of Pedestrian Survey Results for the Non-motorized Transportation Plan**

In order obtain a variety of information to guide the development of the Non-motorized Transportation Plan, MPO staff developed surveys. The CORE MPO Survey for Bikeway Planning and CORE MPO Survey for Pedestrian Planning were deployed through a link on several pages of the MPC website, from mid-June to mid-July. Interested parties also had the option of calling MPO staff and taking the surveys over telephone. The surveys were advertised in print media, radio broadcast, and through social networking.

Respondents were self-selected, not random; thus, results are an indication of the perspectives of interested parties.

A total of 58 submissions were received for Pedestrian Planning. The results are summarized below. The results of the Bicycle Planning Survey are summarized in a separate memorandum.

Summary of Pedestrian Planning Survey Results

The survey consisted of 14 questions related to visions of ideal pedestrian environment, trip purpose, perceived barriers, facility needs, and mode choice for recurring trips.

Vision of the Ideal Walking Community

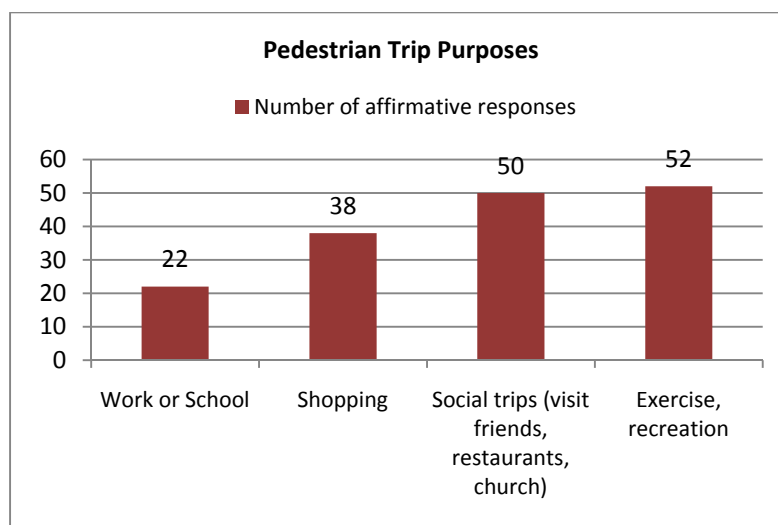
The survey asked participants to list four words to describe an ideal walking environment. The following chart shows the predominant concepts, based on the first word that came to mind for respondents as well as the number of times a given concept appeared under this question overall.

Ideal Community Concepts		
	As first word	Total mentions
Safe	14	28
Infrastructure (sidewalks, crosswalks, ramps, trees, waste baskets, lighting)	11	34
Beneficial network (convenient, connected, accessible, unobstructed)	11	22
Positive attitude or encouragement	7	23
Comfort (flat/shady/climate/low or slow traffic)	2	20
Healthy	2	10
Mixed use/compact/dense/urban	1	10

Clean	1	10
Progressive/Forward-thinking	1	4
Scenic/picturesque/pleasant	1	8
Enforced rules	1	3
Green/eco-sensitive	0	8
Educated, aware, responsible	0	3

Pedestrian Trip Purposes

The respondents walk (or use a wheelchair) for a variety of trip purposes, but most commonly for recreation, exercise and for social trips. The least common trip purpose is work or school commutes. Pedestrian trips are thus generally underestimated nationwide, because data exists for work trips but not for other types of trips.



Note: Respondents were allowed to choose more than one trip purpose.

Respondents Use of Private Motorized Vehicles

The majority of pedestrian survey respondents use a motor vehicle for some portion of their typical commute. Bicycling and walking are even as the next most frequent modes. Unlike the Journey to Work question posed by the U.S. Census Bureau, respondents in this survey were allowed to choose as many modes as they use on a single, typical day. Therefore these numbers are not translated into percent of mode share, because the categories here are not mutually exclusive.

However, the results show that the many of the people who were interested in our survey (and presumably interested in the walking environment) are not unlike the “average American,” who drives to work.

Repondents' Modes to Work/School (n=57)	
Drive alone	38
Carpool	7
Bus or Teleridde	6
Ferry	0
Bicycle	19
Walk	19
Skateboard	0

Note: Respondents were allowed to indicate more than one mode for their typical trip.

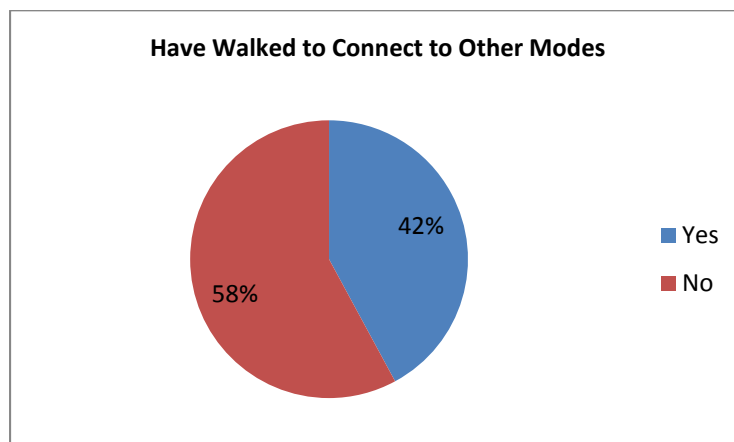
Most of the respondents to the pedestrian survey come from households with at least one motor vehicle. However, with input from a question on the number of drivers in the households, staff determined that 14% of the respondents are in households with fewer motor vehicles than drivers.

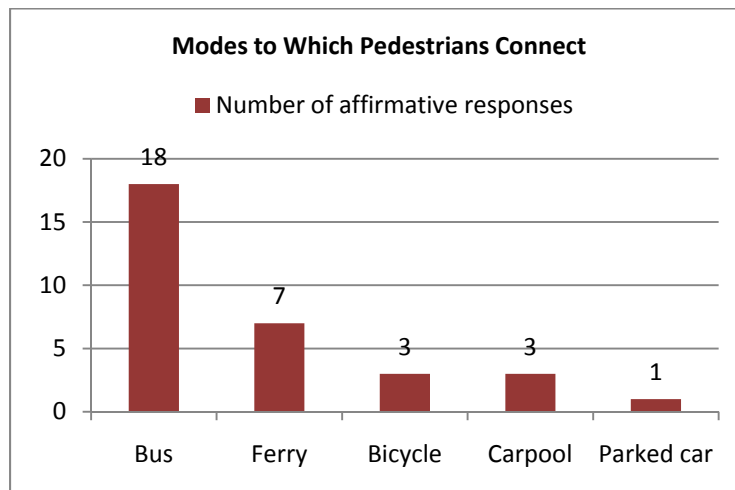
Repondents' Household Motor Vehicle Ownership	
Household with Zero Motor Vehicles	5
Household with One Motor Vehicle	14
Household with Two Motor Vehicle	32
Household with Three or More Motor Vehicles	4

Walking in Conjunction with Other Modes

Slightly less than half of respondents have walked in conjunction with another mode on their trips (any kind of trip, not just work trips). Of those who have, the most common type of connection was to a bus. A ferry connection was second most frequent type cited, presumably CAT's Savannah Belles ferries. The spatial relationship of pedestrian facilities to transit facilities will be considered in the Non-motorized Transportation Plan.

One person stated that they walk to a parked car. No doubt, almost everyone who drives could say that they walk to a parked car. This is a reminder that everyone is a pedestrian at some point in their day, especially considering that those who use wheelchairs are counted as pedestrians as well.





Obstacles to More Walking

The survey included a question designed to determine what would need to change in order to increase the number of trips respondents made by foot (or wheelchair). Respondents ranked a list of potential barriers, according to what they perceive being the most influential factors in their decisions not to walk for more trips. Like the results in the bicycle survey, the following chart shows that better infrastructure and better driver education are among the top needs in order to allow more walking. Also like the responses in the bicycle survey, distance and time are less important factors in respondents' decisions not to walk for more trips.

Ranking of Factors in Decisions Not to Walk for More Trips	
Factors (from biggest obstacle to smallest obstacle)	Points
1. Trip seems unsafe (traffic) or impossible, due to lack of facilities in route, or due to inadequate or poorly maintained facilities.	136
2. Drivers of motor vehicles don't know how to operate around pedestrians, or are intentionally rude.	118
3. I wouldn't feel safe from crime during the trip.	107
4. The weather is unpleasant in some way, or seems likely to become so during my trip.	103
5. It would take more time than I want to spend on the trip, even if the distance was physically possible and safe for me.	82
6. Trip seems unpleasant due to appearances (lack of landscaping and shade, presence of ugly buildings or parking lots, etc.).	78
7. Trip distances would be too physically challenging for me, even if my route was made safe and pleasant.	47

Types of Pedestrian Improvements Desired

Staff included a question on the survey about the type of improvements that respondents believe need the most attention. Interestingly the desire for a walkable urban form topped the list. This information will be shared with staffs who are involved in land use planning and zoning. Not far behind were new sidewalks, increased safety at existing crossings, sidewalk maintenance, and additional crossings. The actual recommendations for specific facilities in the Non-motorized Transportation Plan will depend on additional environmental factors in each

particular situation. The following chart provides a general idea of what type of improvements would help survey respondents walk for more trips.

Ranking of Importance of Various Physical Improvements	
Type of Improvement (from needing the most attention to the least)	Points
Encourage a built environment that brings more destinations within a walkable distance of more people	143
Build or extend sidewalks or paved paths.	142
Make safety enhancements at some existing street-crossings.	140
Maintain existing sidewalks or paved paths.	139
Increase street-crossing opportunities for pedestrians.	134
Install amenities such as street trees, pedestrian-scaled street lamps, benches.	124
Install ADA-compliant ramps at existing crosswalks or bus stops.	109
Widen existing sidewalks or paved paths.	106

Pedestrian Improvement Priorities

The survey included an open-ended question asking participants to share their top three priorities for improving the walking environment, whether related to policies or physical changes. Due to repetition in the responses, staff was able to categorize the answers. Three points were awarded each time a topic was mentioned in under Priority 1, two points each time mentioned under Priority 2, and one point each time mentioned under Priority 3. The top three themes were:

1. Sidewalks or paths;
2. Planning, zoning, urban design;
3. Education and awareness, whether targeted to motorists or to pedestrians

A few respondents were more geographically specific in wording their priorities. However, "downtown," "outside downtown," and "southside" were mentioned about equally.

Conclusion

The CORE MPO Survey on Pedestrian Planning provides MPO and MPC staff with valuable information about interested citizens' vision, facility preferences, and perceptions of pedestrian needs. The information will be used in conjunction with data collected in previous public mapping exercises to guide staff's proposals for policies, facilities and other amenities in the Non-motorized Transportation Plan, to be completed in 2011.

JAL

cc: Tom Thomson, Executive Director
Transportation
Comprehensive Planning
Special Projects

**Savannah Bicycle Campaign
Infrastructure Committee Meeting**

Thursday, April 28, 5:00-6:00 pm

SBC International HQ & Logistics Ctr.

Agenda

- Welcome (2 min.)
 - Patty McIntosh, Infrastructure Chair
 - Drew
- Introductions (5 min.)
- Updates (Jane is only one below absolutely confirmed but invites tendered to others)
 - Jane Love, MPC (8 min.)
 - Sean Brandon, City of Savannah (8 min.)
 - Pat Shay, Chatham County (8 min.)
- Strategy going forward as (5 min.)
- Project advocacy: (10 min.)
 - What is the next Price Street? *Liberty St (connect to 266 & state routes on Louisville)*
 - Priorities from MPC and other plans *but politically might have to be something outside of downtown*
- Semi-stuck projects (e.g., Truman Linear trail), and (5 min.)
- Mayoral/council candidate forum
 - Launch planning. (5 min.)
- Adjourn
 - Planning session for Midnight Garden Ride to follow

City of Savannah "Bike Summit" 8/28/14
(in room at Civic Center)

NON-MOTORIZED TRANSPORTATION PLAN



YES, please keep me posted on the progress of the Non-motorized Transportation Plan and opportunities for input.

Name (please print clearly)

1. Michele Strickland
2. Maria Bungeane
3. William McIntosh
4. CAILA BROWN
5. Paula Kreissler
6. BRENT Buice
7. JOHN BENNETT
8. Victoria McDonald
9. Joe Shearouse Jr.
10. Ben Herron
11. Nick Deffly
12. ANTHONY Hood
13. Horie Odan
14. Chris Foran
15. Joe Shearouse Sr.
16. ~~Joe Shearouse~~ Jerry Flemming
17. ANTHONY GALLO
18. Dominic Ross
- Jane Lowe

Contact information intentionally obscured.



C H A T H A M C O U N T Y - S A V A N N A H

METROPOLITAN PLANNING COMMISSION

"Planning the Future - Respecting the Past"

M E M O R A N D U M

For Immediate Release:
October 10, 2010

Contact:
Thomas L. Thomson, P.E. AICP, Executive Director
Chatham County - Savannah MPC
P.O. Box 8246, 110 East State Street
Savannah, GA 31412 - 8246
Telephone: 912 - 651 - 1446
Facsimile: 912 - 651 - 1480
thomson@thempc.org

Thomas L. Thomson, P.E., AICP, Executive Director of the Chatham County - Savannah Metropolitan Planning Commission announces that:

The Coastal Region Metropolitan Planning Organization (CORE MPO) offers several public participation opportunities before the Draft Non-motorized Transportation Plan (a bicycle and pedestrian plan) is considered for adoption by the CORE MPO Board on Oct. 29, 2014. The draft document is available online at: <http://www.thempc.org/Transportation/Non-motorTranspPlan.html>, and in hard copy at the MPC and at public libraries.

Public Review and Comment Period

- October 10 – 27, 2014. Comments should be sent to Jane Love at lovej@thempc.org.

Public Meeting (Drop-in)

- Monday, October 20, 2014 – beginning at 5:30 p.m. in the MPC Hearing Room, 112 E. State St., Savannah, GA. Citizens are invited to drop in and review maps and lists of proposed long-range pedestrian and bicycle projects. Comments will be accepted.

Public Hearings

- CORE MPO Citizens Advisory Committee Meeting – Thursday, October 16, 2014 – beginning at 5:00 p.m. in the MPC Hearing Room, 112 E. State St. Savannah, GA. Parties wishing to speak will be given time to address the committee at a specific point on the agenda.
- CORE MPO Board Meeting – Thursday, October 29, 2014 – beginning at 10:00 a.m. in the MPC Hearing Room, 112 E. State St. Savannah, GA. Parties wishing to speak will be given time to address the board at a specific point on the agenda.

The CORE MPO is the transportation planning entity for the Chatham County area, and is supported by the transportation staff of MPC.

Please call Tom Thomson at 651-1446 or Jane Love at 651-1449 for additional information.



METROPOLITAN PLANNING ORGANIZATION

Albert Scott
Chairman

Edna Jackson
Vice-Chairman

James Aberson
LTC Clarence Bowman III
Jason Buelterman
Shedrick Coleman
Stephanie Cutter
Mark Egan
Curtis Foltz
Beth Goette
Keith Golden
Tennyson Holder
William Hubbard
James Hungerpiller
Glenn Jones
Greg Kelly
Mike Lamb
Pete Liakakis
Chad Reese
Ben Rozier
Lee Smith
Trip Tollison

Thomas L. Thomson,
RE, AICP
Executive Director

Mark Wilkes,
RE, AICP
Director
Transportation Planning

This board is supported by
the staff of the Chatham
County - Savannah
Metropolitan Planning
Commission

www.thempc.org



October 10, 2014

Public Review Agencies

Dear Sir/Madam:

The enclosed document, Draft Non-motorized Transportation Plan, of the Coastal Region Metropolitan Planning Organization (CORE MPO), is provided to your agency or organization for access by the public. CORE MPO is the transportation planning board for the Savannah urbanized area.

A public review and comment period on the Draft Non-motorized Transportation Plan runs October 13 - 27, 2014. The draft document includes maps and lists of pedestrian and bicycle projects that might be undertaken over a long-range time-frame as funding becomes available.

The Coastal Region Metropolitan Planning Organization requests that you please keep the document on hand during the comment period, for review by interested members of the public.

Should you have any questions, please feel free to contact me at 912-651-1449.
Thank you very much.

Sincerely,

A handwritten signature in black ink, appearing to read "Jane Love".

Jane Love
Transportation Planner

Enclosure

From Savannah Bicycle Campaign's weekly email to their members and email subscribers, received Wed., Oct. 15, 2014.

CORE MPO Seeking input on Non-motorized Transportation Plan

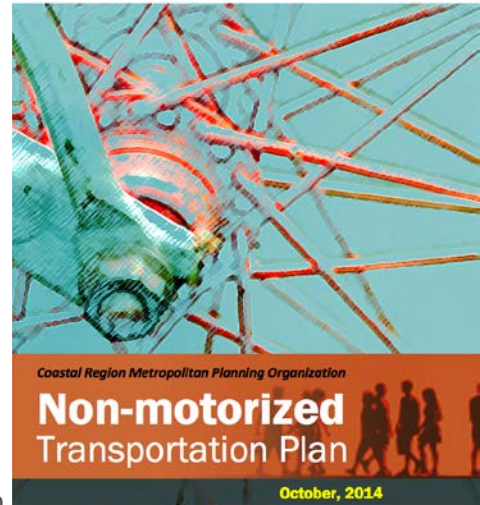
The Coastal Region Metropolitan Planning Organization's **Non-motorized Transportation Plan**, as part of the Total Mobility Plan, will serve as an update to the MPO's Bikeway Plan of 2000 as well as providing a plan now to address the needs of pedestrians. The plan has been developed by identifying needed improvements for the non-motorized modes and prioritizing improvements.

The resulting prioritized lists will guide the MPO in allocating a portion of its federal funding to advance pedestrian and bicycle transportation. The Non-motorized Transportation Plan can also guide local governments in the development of Capital Improvement Programs, and guide organizations applying for grants in the future, under such programs as Transportation Alternatives. Input from citizens is available through these public participation opportunities:

- Citizens Advisory Committee Meeting: Oct. 16, 5 p.m.
- Public Meeting: Oct. 20, 5:30 p.m.
- MPO Board Meeting: Oct 29, 10 a.m.

All meetings will be held in the MPC Mendonsa Hearing Room, 112 E. State St.

Public comments may also be made to Jane Love, transportation planner, 912-651-1449 or lovej@thempc.org through Oct. 27.



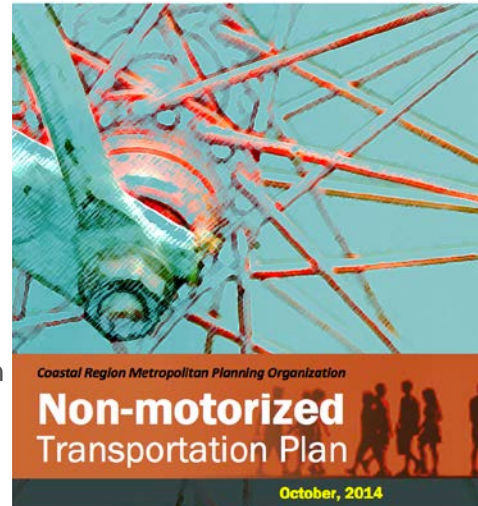
From Savannah Bicycle Campaign's weekly email to their members and email subscribers, received Wed., Oct. 22, 2014.

CORE MPO Seeking input on Non-motorized Transportation Plan

The Coastal Region Metropolitan Planning Organization's **Non-motorized Transportation Plan**, as part of the Total Mobility Plan, will serve as an update to the MPO's Bikeway Plan of 2000 as well as providing a plan now to address the needs of pedestrians. The plan has been developed by identifying needed improvements for the non-motorized modes and prioritizing improvements.

The resulting prioritized lists will guide the MPO in allocating a portion of its federal funding to advance pedestrian and bicycle transportation. The Non-motorized Transportation Plan can also guide local governments in the development of Capital Improvement Programs, and guide organizations applying for grants in the future, under such programs as Transportation Alternatives. The public may comment on the plan at the MPO Board Meeting on Oct 29, 10 a.m. in the MPC Mendonsa Hearing Room, 112 E. State St.

Public comments may also be made to Jane Love, transportation planner, 912-651-1449 or lovej@thempc.org through Oct. 27.



RECEIVED

OCT 21 2014

METROPOLITAN PLANNING
COMMISSION

AFFIDAVIT OF PUBLICATION
SAVANNAH MORNING NEWS

STATE OF GEORGIA
COUNTY OF CHATHAM

Personally appeared before me, Alaina Fincher, to me known,
who being sworn, deposes and says:

That he/she is the authorized agent of Southeastern Newspapers
Company, LLC d.b.a. Savannah Morning News, a Georgia corporation,
doing business in Chatham County, Georgia as a daily newspaper published
in said county;

That he/she is authorized to make affidavits of publication on behalf
of said company;

That said newspaper is of general circulation in said county
and in the area adjacent thereto;

That said newspaper is the legal organ for publication
in Chatham County, Georgia

That he/she has reviewed the regular editions of the
Savannah Morning News, published on:

Oct. 19, 2014, _____, 2014,
_____, 2014, _____, 2014,

and finds that the following advertisement, to-wit:

PUBLIC NOTICE
Participation in the CORE MPO
Non-motorized Transportation Plan
The Coastal Region Metropolitan
Planning Organization (CORE
MPO) offers several public
participation opportunities before
the Draft Non-motorized
Transportation Plan (a bicycle and
pedestrian plan) is considered for
adoption by the CORE MPO Board,
October 29, 2014. The draft
document is available online at:
<http://www.themopc.org/Transportation/Non-motorTransportPlan.html>,
and in hard copy at the MPC
and at public libraries.
Public Review and Comment
Period: Until close of business,
October 27, 2014. Comments should
be sent to Jane Love at
jlove@themopc.org or at 110 East
State St., Savannah, GA 31401.
Public Meeting (Drop-in):
Monday, October 20, 2014,
beginning at 5:30 P.M. in the MPC
Hearing Room, 112 East State St.,
Savannah, GA. Citizens are invited
to drop in and review maps and
lists of proposed long-range
pedestrian and bicycle projects.
Comments will be accepted.
Public Hearing: CORE MPO Board
Meeting, Wednesday, October 29,
2014, beginning at 10:00 A.M. in the
MPC Hearing Room, 112 East State
St. Savannah, GA. Parties wishing
to speak about the plan will be
given time to address the board
at a specific point on the agenda.
The CORE MPO is the
transportation planning entity for
the Chatham County area, and is
supported by the transportation
staff of MPC.



(Deponent)

appeared in each of said editions.
Sworn to and subscribed before me

This 20 day of Oct., 2014


Notary Public; Chatham County, Ga.

EUGENE J. CRONK
Notary Public, Chatham County GA

Inbox - Microsoft Outlook

http://events.savannahnow.com/events?field_da Upcoming Events | Events

File Edit View Favorites Tools Help

Convert Select

successful wellness program.

Read More

Microsoft Office – Excel 2 Course

Coastal Georgia Center – Savannah

Repeats every day every Tuesday and every Thursday until Thu Oct 30 2014 .
Tue, 10/28/2014 – 6:30pm
Advance in Excel.

Read More

Non-motorized Transportation Plan consideration at CORE MPO meeting

Savannah

Wed, 10/29/2014 – 10:00am
The Non-motorized Transportation Plan (a bike and ped plan for all Chatham Co.

Read More


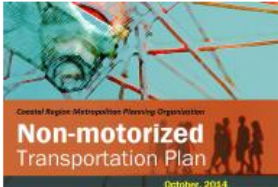

Two Stepping for Two Causes

Sigma Gamma Rho Sorority, Inc. – Alpha Iota Sigma Alumnae Chapter – Savannah

Wed, 10/29/2014 – 7:00pm
SSU Department of Student Life, Sigma Gamma Rho Sorority, Inc.

Facebook Twitter Pinterest YouTube RSS

Facebook Twitter +



See next page for view of the web page that comes up when user clicks “Read More” on this page.

Inbox - Microsoft Outlook

http://events.savannahnow.com/event/communi Non-motorized Transportat...

File Edit View Favorites Tools Help

Convert Select

Back to DO Back to savannahnow.com Find Events Venues Organizations Do "Big Calendar"

savannahnow.com events

Savannah Morning News Bluffton Today BiS Savannah coastalmommies.com

CITY OF savannah GET INVOLVED WITH YOUR LOCAL GOVERNMENT

CLICK HERE TO VIEW OPPORTUNITIES

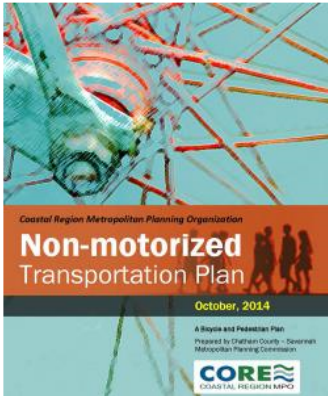
Non-motorized Transportation Plan consideration at CORE MPO meeting

The Non-motorized Transportation Plan (a bike and ped plan for all Chatham Co. area) will be considered by the Coastal Region Metropolitan Planning Organization (CORE MPO) board for adoption. Draft document available at MPC website, MPC office, and libraries. A public comment period is running until Oct. 27. Send questions to lovej@thempc. CORE MPO is responsible for long range transportation planning for the Chatham area, and is supported by transportation staff of the Metropolitan Planning Commission.


Website:
http://www.thempc.org/Transportation/Non-motorTranspPlan.html

Type: Community

Like 0 Tweet 0 +1 0 Share



Location



Map Satellite

POST YOUR EVENT

To post an event, please log in to your Savannahnow account.


October

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

MOVIE LISTINGS

Movies Theaters

Opening this Week [more..](#)

	1. Fury	
	2. The Best of Me	PG-1
	3. The Book of Life	P
	4. Fury: The IMAX Expe...	
	5. Birdman or (The Une...	

Now Playing [more](#)

10:41 AM 10/17/2014

Note: The date of the MPO Board Meeting is shown on the event list on prior page.

SIGN-IN SHEET

Name	E-Mail	Area of Residence
1. Paula Kreissler		
2. Jason Combs		
3. Kelly Hoke		
4. CALISTANA VARRAS		
5. Karen Jenkins		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		

Personal Contact Information obscured

CORE MPO Non-motorized Transportation Plan

Public Comment Form
October, 2014

Name: Kelly Klokow

Date: 10/20/2014

Address, neighborhood, or town: Abercorn St.

How did you become aware of this public comment period (check as many as apply)?

☐ Savannah Morning News Classifieds

☐ Email from MPC/MPO staff

☐ Savannah Morning News "Do" Events/
Announcements section

☐ Email through Savannah Bicycle Campaign

☐ MPC/MPO web site

☒ Word of mouth

Other: _____

Comments on the Draft Non-motorized Transportation Plan

(If you already submitted a comment via email, it is NOT necessary to repeat it here.)

I would like to see ~~more~~ a bike lane to
Tybee Island. I would also like to see improvements
for the Lincoln St. Bike lane.

(continued on back)

Due
Friday

CORE MPO Non-motorized Transportation Plan

Public Comment Form
October, 2014

lovej@thempc.org

Name: Karen Jenkins

Date: Oct 20th

Address, neighborhood, or town: Savannah/Chatham Co.

How did you become aware of this public comment period (check as many as apply)?

☐ Savannah Morning News Classifieds

☒ Email from MPC/MPO staff

☐ Savannah Morning News "Do" Events/
Announcements section

☐ Email through Savannah Bicycle Campaign

☐ MPC/MPO web site

☐ Word of mouth

Other: _____

Comments on the Draft Non-motorized Transportation Plan

(If you already submitted a comment via email, it is NOT necessary to repeat it here.)

(
- Wilshire Blvd at Abercorn

- sidewalk needed on Wilshire
back into neighborhood

- Lincoln Street bike path needs to
be repaved and moved to other
side

- more shaded sidewalks (continued on back)

CORE MPO Non-motorized Transportation Plan

Public Comment Form
October, 2014

Name: PALLETANA VARGAS Date: 10/15/14²⁰

Address, neighborhood, or town: ABERCORN AND WALDBURG
SAVANNAH GA

How did you become aware of this public comment period (check as many as apply)?

- | | |
|--|--|
| <input type="checkbox"/> Savannah Morning News Classifieds | <input type="checkbox"/> Email from MPC/MPO staff |
| <input type="checkbox"/> Savannah Morning News "Do" Events/
Announcements section | <input type="checkbox"/> Email through Savannah Bicycle Campaign |
| <input type="checkbox"/> MPC/MPO web site | <input checked="" type="checkbox"/> Word of mouth |

Other: _____

Comments on the Draft Non-motorized Transportation Plan

(If you already submitted a comment via email, it is NOT necessary to repeat it here.)

A BIKEWAY TO SLIDAWAY ISLAND
11 11 11 TYBEE ISLAND
LINCOLN STREET REPAVED

_____ (continued on back)

Compilation of Comments and Responses on the Non-motorized Transportation Plan Draft Document – October, 2014

Comments received Oct. 16, 2014, from Erain Tranado, Quality Engineer, Gulfstream Aerospace
MPO Staff Response sent Oct. 27, 2014

Good morning, Jane,

Thank you for adding me to this distribution list. For a while I thought this was a forgotten issue. With all the continued build up in and around Gulfstream I've kept pressing the leadership around here to see if this would be a continued effort here. There are plenty of folks here that have a vested interest in projects around here coming to fruition. As you've been able to tell this facility is not pedestrian or bicycle friendly at all. We've grown to over 15,000 employees and I've yet to see a bike rack in any of the facilities and I can understand why, as getting here on a bike is nearly impossible without putting your life in peril. The traffic during peak times is as horrible as ever and as I sit in it every day I ponder how easily I could get home in a shorter amount of time, get my daily exercise, and derive pleasure from the whole experience. In any case I do have some questions and comments after I've looked through the plan.

1. Some proposed projects show N/A in total cost; is there a reason (I'm particularly interested in the section of HWY 21 connecting to Effingham county)? **If a project is assumed to be carried out as part of a larger road project, then the cost column has "NA" because the cost would be developed for the larger project and would reflect a lot more than just the bicycle and/or pedestrian elements. We did not want to show a huge cost that is mostly from other non-bike-ped elements in the project, but it also was not possible separate out how much of the larger project cost was due to the bike-ped elements alone. On the section of SR 21 that you mentioned, the SR 21 Corridor Study proposed a large scale project that would include a multiuse path along one side. As you can guess, construction is a long way off, and cost estimates are likely to be updated multiple times by then.**

2. Here in the north part of the county there are many people that work at the ports, Gulfstream, and many other facilities that are sprouting around the area; these folks commute from other counties. Has there been any type of coordination with the adjacent counties to allow for a continuance of projects that end at the county line? **We looked at neighboring counties plans, State Bike Routes, and at the Coastal Regional Commission's Bicycle and Pedestrian Plan. Once our plan is adopted, we will inform neighboring counties about any of our routes that reach their borders. Additional coordination will be needed in the future once any of those projects get closer to implementation. If a bike-ped project is being built as part of a bigger road project on a state road, it is likely to continue across a county line to a logical termination point.** On the same token, has there been coordination with Gulfstream to pursue projects around its facilities? **The Savannah Airport Commission has coordinated with us, on a planning level, about facilities in the area. I sent Mr. George Fidler, at the Airport, our recommended bikeway routes (which reflected your earlier suggestions) for their awareness, and he also asked us to add a path to our plan (connection through wetland from Gulfstream building at McKenna Drive to the bus stop and restaurants at Aviation Village) which we did. SAC applied for 80% of funding from CORE MPO for their wetland path connection but we would rather have funded a connection along Airways Ave, as a spine serving more than only Gulfstream. Neither is currently funded. The estimated cost of the wetland path was \$541,545; perhaps Gulfstream could assist the airport with funding if such path is the priority.**

3. As I mentioned construction is currently in full swing on the roads around the Gulfstream campus, this seems like the optimal time to push these projects. Is there a way we could make this more tangible? **The approach depends on how the project is funded and which agency is managing it, so I would need more specifics about which roads. The push for bicycle and/or pedestrian accommodation needs to occur earlier in project design, well before construction. If projects are carried out with a type of funding other than the federal surface transportation funds that fall under the CORE MPO, then we do not always hear about the plans early on. The airport does a lot without our funding assistance, on land that they own. Gulfstream decision-makers also need**

to realize what their employees want when they (the decision-makers) go to the Airport Commission or GDOT asking for transportation improvements. All the decision-makers, whether at Gulfstream, the Airport Commission, GDOT, or the MPO need to see numbers – i.e. they need to hear demand for bikeways from numerous sources, not just one speaking for the invisible others.

Again I appreciate the inclusion and I am very interested in this matter. I will attempt to make one of the public meetings.

Thank you for your continued interest in bicycle transportation. I am pointing to your commute description in my presentation to the committees, as an example of people wanting options for bicycling.

Comments received Oct. 16, 2014, from Brent Buice, Executive Director, Georgia Bikes!
MPO Staff Response sent Oct. 17, 2014

Hi, Jane.

I gave the the Plan a pretty thorough read. It looks good, but I have a few questions/suggestions:

- Excellent section on data and the need for more!
- It would be nice to see mention of the Portland study about attitudes towards transportation cycling, e.g. the 60% of the population who are "interested but concerned" and how our infrastructure should cater to them rather than the Lycra crowd
- Why aren't there plans to close the gaps in the existing bike lanes, namely the dangerous gaps on Habersham at both Habersham Village and at the small commercial center at Washington? Creating continuous facilities at these locations would greatly improve bicycle access and safety. The Village would benefit tremendously from reverse-angle parking...or better yet, greatly extended sidewalks (cafe seating), parallel parking, and a parking-protected bike lane. **Regarding Habersham Village, the idea of extending the sidewalk and creating bike lanes with parallel parking worth exploring and is a large enough project to be added as a line item in the project list. On the other hand, the alternative idea for keeping diagonal parking but changing it to reverse angle, as we've heard suggested before, can be mentioned as an option in the verbal route description. Regarding Habersham bike lane gap near Washington Ave., the current on-street parking in that short block supports the businesses there and sustains the mixed use character of the area, and there is not room for both a bike lane and the parking.**
- Habersham could be a buffered bike lane right now with a little paint. It would be great to see it listed as a "Proposed Buffered Bike Lane." The extra paint would have no effect on motor vehicle traffic and would create an even safer space for cyclists (and the oblivious joggers who run in the bike lane). **We can mention this in the route description.**
- For northbound bike traffic from midtown, it is somewhat dangerous to have to make a left to access the Lincoln St lanes without a light. A bike box at Victory, along with traffic signal timing and sharrows on Victory, would provide a much safer access point to Lincoln St. **What you suggest is one idea, and there may be others also for that uncomfortable route-transition area. The area needs a closer look and can be considered in CORE MPO's Victory Drive Corridor study, which is beginning now for the purpose of preserving historical landscaping and other features, as well as improving transportation options.**
- Speaking of Lincoln...when repaved, the lane should be moved to the right side and should be protected by a curb and on-street parking. This would be a fairly easy cycletrack conversion and moving the lane to the right would likely reduce the endemic wrong-way cycling on Lincoln. **We've heard that shifting bicycle lane to other side on Lincoln St. would happen when Lincoln is re-surfaced. Therefore we are considering this as a maintenance project, which would not be a line item in the MPO project lists. We will add right-side placement recommendation to the verbal route description. The decision on whether the bike lane should be traditional design or parking-protected needs more study because of several impacts that would stem from the frequency of the intersections along Lincoln St.**

- Ditto for Habersham St and Washington St lanes. Protecting cyclists with parked cars would be better, along w/ robust intersection treatments. **The Habersham St. bike lane only exists where there is not on-street parking because of width constraints. We will mention parking protected lane as an potential option for Washington Ave., within the route description.**
- Intersection treatments are not mentioned, though intersections are listed as the major crash risk area. It would be good to see inclusion of intersection treatments such as sharrows, painted lanes and/or bike boxes along with traffic signal timing...or even bike specific signals! **We did not attempt to go to this level of detail for the large planning area. If local governments need federal assistance for certain of these projects, we would consider the project to be consistent with the Non-motorized Transportation Plan if the subject intersection is on one of the plan's bike routes. The project could be amended into the MPO's financially balanced long-range plan when the local government comes forward with local match as project sponsor.**
- A general design policy improvement, esp for the downtown business district, would be adoption of 10' motor vehicle travel lanes. Atlanta did that recently and has freed up a lot of space for bike lanes and buffered bike lanes. Likewise for road diets. Do the two together and you can create some really welcoming facilities! **Concerns about trucks and buses will make this a case-by-case decision in practice, but we can note that 10-foot lanes within lower-speed urban areas are within existing AASHTO minimums and how that creates opportunities. We do already have some specific proposals within the Non-motorized Transportation Plan for lane-narrowings on some segments and reductions in number of lanes (road diets) on other segments, although mostly outside of downtown. CORE MPO also has already included funds for a Road Diet Feasibility Study within a current planning contract -- to try to implement one of the Non-motorized Transportation Plan proposals, for general safety improvements, including bicycle accommodation.**
- I am opposed to listing a "wide shared lane" as a bike facility. Better a 10' motor vehicle lane with a 3.5' striped shoulder than a 14' wide shared lane. The wider lane striping just encourages faster speeds and unsafe passing of cyclists. **Some of the "wide curb lanes" or "wide outside lanes" in the Non-motorized Transportation Plan are in a lane beside on-street parking (the lane plus parking area is about 22' wide in those cases). It is better not to stripe off a narrow space in those cases. On streets with "wide curb lanes" but no on-street parking, we will consider recommending striping the narrow shoulder. This is already recommended for some wide streets in the plan, such as Wallin St. and part of Pennsylvania Ave.**
- Re: enforcement, it would be good to see a balanced set of recommendations for specific enforcement activities, e.g. wrong-way cycling, lack of lights, and the 3' passing law. **These can be mentioned under the existing Education and Enforcement sub-section of chapter 6 (Strategies) in the plan, as some specific examples for focus.**
- Thanks for the great section on bridges and multiple mentions of SBC and their good work!

Thanks for taking time to look at the plan. It looks like you've sent in some good ideas for how to upgrade many of the **existing** facilities. I admit our focus in the plan was on extending the network to additional areas more than on the details of re-designing what exists. There are many small but important potential solutions (e.g. crosswalks for peds, intersection treatments for bicyclists) that are not in the plan, because of the inherent trade-off between addressing a broad planning area and studying detailed behaviors at specific points. But I am making some revisions to the draft in light of your comments. Please see details [above].

In other cases, smaller-scaled, detailed studies in the future may lead to small projects being amended into the MPO plans later. Or such projects could happen without being in this plan, if funded without MPO assistance.

In general, the specificity on types of bicycle facilities was necessary to develop cost estimates in this plan, but none of the facility types are set in stone; the agencies who implement particular projects will certainly reconsider treatments during preliminary design, and the MPO will encourage them to involve the public and stakeholders at that time.

Thanks again!

Comments received Oct. 16, 2014, from Patty McIntosh, Community Planning and Development, City of Savannah

MPO Staff Response sent Oct. 22, 2014

Tremendous job on the draft Non-motorized Plan!

One of the projects I'm working on is implementation of the Woodville Neighborhood Plan, which was adopted by City Council in 2012. The plan calls for the following pedestrian and bicycle infrastructure improvements:

- Alfred Street sidewalk installation - Market St. to Pecan Ct.
- Alfred Street sidewalk installation - Fair St. to Lissner and Morin St.
- Alfred Street and Fair Street - bicycle lanes
- Alfred Street pedestrian crossing over Dundee Canal
- Fair Street sidewalk installation, repair and clean-up – Bay Street to Louisville Road
- Lissner Street sidewalk installation - Alfred St. to Morin St.
- Dundee Canal walking trail

We will have CDBG funds to put toward the Woodville improvements but will be seeking other sources as well. The environmental work has been completed.

Another project I'm managing is the Augusta Avenue Corridor Revitalization Improvements Project. I see that the Augusta Avenue sidewalk installation is included in the plan, but there are also improvements identified in the Augusta Avenue Corridor Plan for bulb-outs and pedestrian crosswalks at 8 priority intersections, bus pullover lanes and various CAT stop amenities.

Can these be added to the plan? I've got cost estimates and distances if you need them. Let me know if you'd like to discuss—I'm hoping to get to the public drop-in meeting on Monday.

Hi Patty:

Thanks for the notes. I'll add the Woodville Plan items you listed. When you say sidewalk installation, does that mean both sides?

Regarding Augusta Ave. bulb-outs and pedestrian crosswalks, if you already have cost estimates then I'll probably add them. I haven't gone to the level of detail of crosswalks for other areas of our planning area, but if you've already done the work for us in that geographic location, might as well tie it in! Please send the costs and distances that you have.

Thanks!

Jane

Just one side of the street for all sidewalk projects.
Patty

Comments received at Public Meeting on Oct. 20, 2014, from Kelly Klokon, Savannah resident near Abercorn St. and Waldburg St.

MPO Staff Response provided in person at same meeting

I would like to see a bike lane to Tybee Island. I would also like to see improvements for the Lincoln St. bike lane (repaving specified verbally).

A Savannah-to-Tybee bikeway connection is recommended in the Plan with the Savannah-Whitemarsh Corridor bikeway and US 80 Eastern Corridor bikeway. This connection is one of the most common requests. Regarding Lincoln St., we've heard that the City is aware that it needs repaving and are considering re-positioning the bike lane during the re-striping at that time.

Comments received at Public Meeting on Oct. 20, 2014, from Palletana Vargias, Savannah resident near Abercorn St. and Waldburg St.

MPO Staff Response provided in person at same meeting

A bikeway to Skidaway Island

A bikeway to Tybee Island

Lincoln Street repaved

The plan recommends improvements for the Skidaway Island Corridor bikeway, on Diamond Causeway. A Savannah-to-Tybee bikeway connection also is recommended in the Plan with the Savannah-Whitemarsh Corridor bikeway and US 80 Eastern Corridor bikeway. This connection is one of the most common requests. Regarding Lincoln St., we've heard that the City is aware that it needs repaving and is considering re-positioning the bike lane during the re-striping at that time.

Comments received at Public Meeting on Oct. 20, 2014, from Karen Jenkins, Executive Director, Savannah Tree Foundation

MPO Staff Response provided in person at same meeting

Wilshire Blvd. at Abercorn. Sidewalk needed on Wilshire back into neighborhood.

Lincoln Street bike lane needs to be repaved and moved to other side.

More shaded sidewalks.

We can add Wilshire sidewalk to the list and map.

Regarding Lincoln St., we've heard that the City is aware that it needs repaving and is considering re-positioning the bike lane during the re-striping at that time.

Comments received Oct. 22 - 28, 2014, from Jo Hickson, Executive Director, Coastal Georgia Greenway, Inc.

MPO Staff Responses sent Oct. 22 – 27, 2014

Hello Jane,

I have reviewed the revised trail ranking table and have put the segments in order south to north and find some missing sections and some other minor changes. Please review the attached and revised Table 8.6 as needed. Call if we need to review this together.

Thank you!

Hi again, Jane,

I still find the following errors from Table 8.2:

Segment 117, a 0.64 mi. portion of this route is on the CGG, from Pine Barren Road to Tom Triplett Community Park. There it joins an existing trail from US 80 to and around the lake (0.71 mile minimum not around the whole

lake) then there is a segment that needs to be built in the park from the Lake Trail to the Savannah-Ogeechee Canal and bridging the canal. Then it would join segment 185 from Lock 3 to Dean Forest Road.

Note: the trail does not follow the canal between Lock 3 west to Pine Barren (not Meadow) Road! So segment 184 can be deleted. The route is on Pine Barren to its intersection with US 80.

Thanks for the opportunity to comment on the Non-Motorized transportation plan. And thanks for all of your work to put together this great network of trails in Chatham County!!

Hi Jo:

You are correct that the piece of path from Triplett lake down to the canal was missing. I will add that. The little bit along US 80 from Pine Barren Rd. to Triplett entrance will be accomplished by segment 52.03 (line number 117 on the Bikeway by Route Number sheet), but I just need to add "(portion CGG)" to project name and put "91" into one of the route and segment columns on that line.

As for the segment along canal from Meadow Rd. to Lock 3, that was shown in the S&O Canal plan but not the CGG route. It is identified in NMTP as S&O Canal only (segment 87.05, or line number 184 on the Bikeway by Route Number sheet).

...Also, within the written document, in the chapter on Project Ranking, I am adding a comment about how useful the CGG would be once the entire route is accomplished (how well it would score if not segmented into separate projects). Although I don't think it is feasible for all parts within our county to proceed as one project, we do want people to understand the vision.

Again, thanks Jane. The portion between Canal Bank Road and Quacco Road only has a 240+/- LF wooden bridge, 8-foot wide. There is a 12-foot wide gravel road used by automobiles from Little Neck Road to the Bridge, after that there is no gravel, just a dirt path to Canal Bank road. A 10-foot wide concrete trail is recommended past the bridge. Asphalt paving before the route with signage and Share the Road pavement marking would work though the road is used as a 2-way driveway to one or more properties.

OK, I'll put this segment in.

Your reference to "asphalt paving before the route with signage and Share the Road pavement marking" refers to what section?

Thanks, Jane,

It refers to the section of trail between Little Neck Road and the Bridge, approximately 400 LF, this should be an interim measure as I am pretty sure the road is owned by the City of Savannah and the properties who access their sites DO NOT HAVE AN ACCESS EASEMENT. Legally they need to find other means of access to their properties! So really the trail should be 10-foot wide concrete with NO VEHICULAR ACCESS.

Your best call on how to handle this in your plan is needed.

Hi Jo:

As I mentioned previously, I'm adding at page 8.6 of the document a sub-section about the opportunities of the Greenway, how it was handled in our prioritization method, and how it would score if ranked as one long project.

I also will add an alternative, separated line item at the top of each Ranking List, showing how the CGG scores as a single project, for general awareness. The separate segments will remain listed as well. The cost will not be double-counted. Notes will explain the additional listing.

Here is the text I've added to the draft document on page 8.6, for your awareness before the MPO Board meeting this Wednesday.

Begin pasted text _____

Consideration of the Coastal Georgia Greenway in Prioritization

The Coastal Georgia Greenway is designated Route 91 in the Non-motorized Transportation Plan. Parts of it overlap other routes that are retained from prior CORE MPO bikeway plans. The Greenway provides the Georgia link of the East Coast Greenway, which will run from Key West, FL to Calais, ME. The Coastal Georgia Greenway also is recognized in regional plans, such as the Coastal Regional Commission's "Regional Plan" (amended January, 2011) and the "Coastal Georgia Regional Bicycle and Pedestrian Plan (adopted May, 2005), as well as the Coastal Georgia Land Trusts' master plan called "Gateway to Coastal Georgia: Connecting the Coast."

As a long-distance route, the Coastal Georgia Greenway would provide not only transportation options, but also economic development opportunities. There are many people in this country and in others who are looking for long-distance bicycling or hiking vacations, in which they proceed from lodge to lodge (or camp sites) enjoying the trip itself as much as the destinations. This would be a new type of tourism in the area, thus creating opportunities for entrepreneurs (e.g. Bed and Breakfast Inns along the route) and additional business for those in the service industry.

Because of this special potential of the Coastal Georgia Greenway, CORE MPO's project ranking method for bikeway projects awarded points to each segment of the Coastal Georgia Greenway under the criteria of both "Usefulness" and "Public Request." (See Appendix G: Technical Report on the Non-motorized Project Ranking Process.) After criteria weights are taken into account, Greenway projects received advantages in the bikeway ranking in the following ways: 16 points out of a project's potential total of 64 for Usefulness were due to being on the mainline of the Coastal Georgia Greenway; and Greenway projects (and any other specifically requested route) also received the maximum score of 12 under the Public Request criterion. Together, this means that within a Greenway segment's total weighted score in the bikeway prioritization, 28 points, out of a potential maximum total bikeway score of 226, are the result of being on the Greenway route.

Scoring the Coastal Georgia Greenway as a Single, Comprehensive Route

It is important to note though that project segmentation affects a project's ranking score; longer segments tend to score higher, which makes sense because more geographic area becomes connected by such projects.

Within the Non-motorized Transportation Plan's project lists, the Coastal Georgia Greenway route in the CORE MPO planning area is divided into separate projects, covering different segments of the route. This segmentation reflects the assumption that the approximately 35 miles of Greenway within this planning area is unlikely to be constructed all at once, due to the many different jurisdictions it crosses and the typical practices for project manageability. The idea behind ranking practical-length segments is to try to compare projects in a form in which they would be presented to the MPO for funding. For instance, when a funding opportunity arises, one project on the table for consideration by the MPO is more likely to be a particular segment of the Greenway rather than the entire portion from Richmond Hill to South Carolina.

However, it is a fact that the Coastal Georgia Greenway would receive a higher ranking score if all parts of the route within the planning area were viewed as a single project. Ranking it that way would

recognize the longer term benefits to be gained when the route is finished, as opposed to short-term benefits seen during incremental progress.

In order to demonstrate the potential benefit of completing the Greenway from Richmond Hill, GA, through Chatham County and Savannah, to the South Carolina line on the US 17 Back River Bridge, its alternative, long-distance scores are presented here and in notes at the top of the Project Ranking lists.

Table 8.5 Ranking Score of the Whole Coastal Georgia Greenway within CORE MPO Planning Area

	Ped Score (max 232)	Ped Rank	Bike Score (max 226)	Bike Rank
All of Coastal GA Greenway, from Richmond Hill to SC	180	6	186	1 (tie)

Thus, when considered as a whole, the Coastal Georgia Greenway ranks among the top non-motorized transportation projects.

End pasted text_____

Jane,

Your approach to ranking the Coastal Georgia Greenway indicates your thorough approach and it reflects your careful consideration of the Coastal Georgia Greenway as part of the Non-Motorized Transportation Plan. I agree with your assessment and its ranking if built as a whole. As I have indicated to you, our organization is working with the GA legislature to introduce a feasibility study to look at a significant role for the state in construction of the 155-mile CGG as a whole or into 2-3 phases. I have attached that draft resolution.

In preparation of this approach, we introduced a resolution to Chatham County, proposing that the CGG be its top priority for construction, both in the Non-Motorized Transportation Plan and for state consideration of this approach. The resolution passed last Friday. I will get you an executed copy when available. In the meantime I have attached the unsigned resolution.

Thanks for all you do to improve transportation options in Chatham/Savannah and other jurisdictions. I wholeheartedly support adoption of the Non-Motorized transportation Plan, as you have indicated below and with recognition that Chatham County has made it their top priority for construction.

Comment received Oct. 22, 2014, from Capt. Bob Morrissey, resident of Skidaway Island

Response sent Oct. Oct. 23, 2014

Jane Love - MPC

I received your email address from the Savannah Bicycle Campaign and they said you would be receiving public input on needed bicycle improvements. I am a resident of Skidaway Island and would like to **urge you to promote a bicycle lane on the Diamond Causeway from the Skidaway Narrows ICW Bridge to Ferguson Ave.** Many bicyclists use this road now, to visit the Skidaway Island State Park, UGA Marine Extension Aquarium, SKIO (Skidaway Institute of Oceanography) and the the Rodney Hall Boat Ramp aka Butter Bean Beach. Some residents ride up to the Marsh Point shopping center and even further into Savannah since Whitefield Ave from Ferguson to Montgomery Crossroads, now has an excellent bike lane. Completion of a bike lane along the Diamond Causeway would do a great deal of ensuring the safety of bicyclists and I urge your promotion of this project. Thank you for your consideration.

Capt. Morrissey:

Thank you for submitting this concern. That segment is part of the plan (Bikeway Route #21: Skidaway Island Corridor) and is on the long list of needed projects. Funding is scarce. The Coastal Region Metropolitan Planning Organization (CORE MPO) has a small amount of funds to award each year in a competitive process. If Chatham County, as a local sponsor, decides to submit that project, it would be compared to other submitted projects for possible funding.

Your comment definitely helps us know where people are already bicycling and need improved conditions.

Mr. Lee Smith - Chatham County Manager

Please see the email correspondence between Jane Love - CORE MPO and myself. **The bicyclists of Savannah would really appreciate your support in getting a bike path along Bikeway Route #21: Skidaway Island Corridor.** The Moon River Bridge may be a concern to the county in doing this project since that would take major funding to widen it. My suggestion is to forget about widening that bridge in the near future and just concentrate on the roadway itself which would not be out of this world expensive and would tremendously reduce the exposure of bicyclists to serious injury or even death.

Thank you.
CAPT BOB MORRISSEY
Skidaway Island, GA

Comment received Oct. 23, 2014, from Michele Strickland, Traffic Engineer Coordinator, City of Savannah

Response sent Oct. 24 and 28, 2014

Hi Jane,

Mike asked me to send the attached list of street segments that need sidewalk that didn't make it into the draft plan. They're from the City's Sidewalk Priority List. If I've inadvertently included segments that did make the draft, please accept my apologies!

Thanks! I'll take a look.

Hi Michele:

Just one question:

- How long ago were the costs estimates developed – wondering if I should apply an annual inflation factor like I've applied to some other estimates in our plan... for consistency.

Thanks.

To the best of my knowledge, they were developed for the transportation tax referendum. Feel free to apply away!

Comments received Oct. 27, 2014, from Paula Kreissler, Director of Healthy Living & Community Development, Healthy Savannah and YMCA of Coastal Georgia

Response sent Oct. 28, 2014

First if some of these are already on your list/map – I apologize!

1. Entire distance of Lincoln Street – wider bike lane and moved to other side of the street.

2. **Bike lanes – next ones design for between curb and parked car lanes**
 3. **Insure shared use path around Forsyth Park remains intact!**
 4. **Add bike lane on Stephenson Ave between Hodgson Memorial and Waters Ave and from Habersham to Whitebluff – both sides ..to continue existing lanes on Stephenson between Habersham and Hodgson Memorial**
 5. **Truman Linear Park Trail – based on input from many as well as Memorial Hospital executives, I have suggested to City that building the trail along the west side for its entirety would be welcome!**
 6. **Big picture – all Schools and particularly Title I schools should have at a minimum sidewalks within the attendances zone that can insure kids can walk safely (off the street) to/from school – and designated bike lanes**
- Brock Elementary – inside the school attendance zone priorities requested by the community
 - o There are NO sidewalks linking the school directly to the attendance zone/neighborhoods
 - o Sidewalks needed along Louisville or Comer
 - o Sidewalks that connect to Comer across Augusta Avenue from the north
 - o Sidewalk on Millen Street
 - HODGE Elementary – inside the school attendance zone priorities requested by the community
 - o Cann Park – sidewalks and bike lanes leading from Hodge Elementary to and from Cann Park
 - o Clinch Street needs sidewalks
 - o Amaranth AVE needs sidewalks
 - o W 53rd needs sidewalks
 - o Need improvement in crossings / school zone lights and signals
 - Windsor Forest Elementary– inside the school attendance zone priorities requested by the community – you were there – so I think you have this already
 - o Sidewalks on Windsor Road
 - o Sidewalks and Lighting on Sharondale
 - o Sidewalks on Windsor Road
 - o Largo - Four way
 - o Wildcat Way Trail
 - o Lighting
 - o Crosswalk - Windsor Road
 - o Crosswalks - Marked
 - o Sidewalk Woodley Road Cut Through
 - o Wildcat Way Trail
 - o Lighting on Windsor Road
 - o Sidewalks on Main Roads
 - o Bike Lanes on LARGO
 - o Sidewalks - Briarcliff Circle
 - o Sidewalks - maintained better
 - o Northwood Road
 - Pulaski Elementary– inside the school attendance zone priorities requested by the community
 - o School Zone Signs and Signals for Pulaski
 - o Bike Lanes on Middleground Road
 - o Road Diet/traffic calming on Middleground Road
 - o Curb Extensions at Middleground and Tibet

Let me know if you have questions! - thanks for asking!!!!!!!!!!!!!!!!!!!!!!

Hi Paula:

- **I'll add sidewalks around the schools if they aren't in the plan already.**
- **I looked at Stephenson again. All of the lanes are already less than 12 feet wide, when I measure on the aerial. So lane narrowing and restriping would not create enough space for either standard bike lanes or even 3-foot paved shoulders.**

- Regarding the requested bike lanes suggested through road diet on Middleground, the only way to fit bike lanes on that road (without another widening there) would be to remove travel lanes – the raised median and current lane widths don't allow for lane narrowing to work. Since they just recently added lanes to that road, I don't think removing travel lanes on Middleground should be among our earliest road diets. It looks like there are ways to get to Pulaski without using Middleground, although perhaps some students have to cross Middleground. However, the Plan already proposes a road diet for Tibet (4 lanes converted to three with bike lanes and refuge islands).
- We can revise Truman trail on our map and the description later if the City actually decides to shift it.
- As for parking-protected bike lanes, it would depend on the location and characteristics of the particular road.

Thanks for looking at the plan and sharing your comments.

Jane