

Appendix E

Bikeway Route Notes: Descriptions of Routes and Treatments

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Purpose and use of the Bikeway Route Notes

In this long-range bikeway planning effort, route identification is a primary task. A secondary task is to provide recommendations for specific types of bikeway treatments on each segment of the route network (e.g. should this segment have bicycle lanes or sidepaths?). Those recommendations are used in this plan to create planning-level cost estimates. It is possible for the recommendation for a certain type of facility (and thus also the cost estimate) to change by the time a given segment is funded and design begins. Deviations from the recommended treatments during the implementation of bikeway projects will not require an amendment to this plan; however, as projects are completed, the MPO's online map of existing bikeway facilities will be updated.

For each bikeway route, an overview describes the roads, streets, or other passages that the route follows. Following the overview, details are provided about the various types of facilities on segments of the route.

Definition of terms

Many of the following definitions are based on those found in the AASHTO Guide for the Development of Bicycle Facilities (Fourth Edition) or the NACTO Urban Bikeway Design Guide (Second Edition), or are developed from guidelines from the Federal Highway Administration.

General Terms
Bicycle – The Official Code of Georgia classifies bicycles as vehicles, and the code and regulations that apply to vehicles apply to bicycles, unless the term “motor vehicle” is used.
Bicycle facilities – A general term denoting improvements and provision to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways regardless of whether they are specifically designated for bicycle use.
Bikeway – A general term for any road, street, path, or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.
Lane diet – Within the Non-motorized Transportation Plan, this term describes an action in which the <i>width</i> of one or more roadway lanes is reduced, while total number of lanes remains unchanged. Reasons for such actions, depending on the situation, might include: to allow space to stripe a bicycle lane or to reduce motor vehicle speeds.
Road diet – Within the Non-motorized Transportation Plan, this term describes an action in which the <i>number</i> of lanes on a give roadway is reduced, e.g. a four-lane roadway being converted to a 3-lane roadway. Reasons for such action, depending upon the situation, are generally to improve safety for multiple types of users by: allowing space to stripe a bicycle lane, providing a protected pedestrian refuge area in the center of the road to facilitate crossings, providing a lane for left-turning vehicles to exit the main traffic stream.

Specific Types of Bikeway Facilities or Treatments



MPC / Jane Love



www.pedbikemages.org / Lyubov Zuyeva

Bicycle lane – A portion of roadway that has been designated for preferential or exclusive use by bicyclists, by lane stripes with bike symbols, and, if used, signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane. Two-way streets usually have one bicycle lane on each side. One special type of bicycle lane is a “*buffered bicycle lane*,” which has additional pavement area between it and the regular travel lane.

This lower image is an example of a **buffered bicycle lane**.



www.pedbikemages.org / Carl Sundstrom



Georgia Bikes! / Brent Buice

Cycle track – A type of bikeway that is physically protected from the adjacent motor vehicle traffic by some kind of barrier, such as a parking lane, tubular markers within a buffer area, raised or mountable curbs (in the case of “raised cycle tracks”), street furnishings, or low vegetation. Cycle tracks may be *one-way* (like an extra-protected, conventional bicycle lane) or *two-way*.

This lower image is an example of a **two-way cycle track**.






Google[®] Maps

Paved shoulder (narrow) – Within this plan, these are distinguished from regular “paved shoulders” in the following way: The pavement outside the line (and free of longitudinal joints and rumble strips) has width equal to or greater than 3 feet but less than 4 feet (unless on a road segment having posted speed limit greater than 45 mph, in which case widths less than 5 feet are also considered “narrow”). These are mostly referenced as existing conditions in certain segments, rather than as recommendations.



www.pedbikemages.org / Dan Burden

Paved shoulder (standard) – A paved portion of roadway contiguous with the traveled way that accommodates stopped vehicles, emergency use, and lateral support of subbase, base and surface courses, and which may be used by bicyclists and pedestrians. Within this plan, the paved area must have at least 4 feet free of longitudinal joints or rumble strips (unless on segments having speed limit greater than 45 mph, in which case it must have at least 5 feet).

 <p>MPC / Jane Love</p> <p>MPC / Jane Love</p>	<p>Shared lane – A lane of a traveled way that is open to bicycle and motor vehicle travel. It may or may not contain a pavement marking called a “<i>sharrow</i>” (share + arrow).</p> <p>This lower image shows a sharrow on Barnard St.</p>
 <p>MPC / Joanna Bounds</p> <p>www.pedbikeimages.org / Reuben Moore</p>	<p>Shared use path – A facility shared by multiple types of users, such as bicyclists, pedestrians, skaters, and runners, and that is physically separated from the motor vehicle traffic by an open space or barrier. Shared use paths are usually two-way facilities. Such a path may be within an independent right-of-way or within the highway right-of-way. The latter type can be called a “<i>sidepath</i>,” and is located immediately adjacent and parallel to the roadway.</p> <p>This lower image is an example of a sidepath.</p>
 <p>MPC / Jane Love</p>	<p>Wide curb lane (or wide outside lane) – A wide travel lane, next to curb or edge of roadway, which is at least 14 feet wide, not counting the gutter pan or the area used by on-street parking. This is essentially a wider-than-usual shared lane. (The reason that this segment of Paulsen St., pictured at left, has wide curb lanes, while Habersham St. pictured for “Shared Lane” above does not, is because on-street parking is not allowed on this segment of Paulsen St.)</p>

Descriptions of all bikeway routes and treatments

Route 1: SR 204 Corridor

Route overview

(Portions of this route assume that various roadway recommendations from the CORE MPO's SR 204 Corridor Study will be implemented.) Starting on Fort Argyle Rd. at the Bryan/Chatham County line, the bikeway would run to I-95 where it would continue on SR 204 under the interchange to Gateway Blvd. South. From here, one route option continues along SR 204 to Sweetwater Station Dr. The other route option turns south onto Gateway Blvd. On Canebrake Rd. the route runs east to US 17, where it turns northeast. It continues until just before the SR 204 eastbound on-ramp, where the bikeway would consist of a path within the right-of-way (ROW) until reaching Grove Point Rd. It would continue on the latter road crossing the railroad on an overpass that would be built as part of the SR 204 Corridor Study implementation. At Sweetwater Station Dr., the bikeway would cross SR 204, under a future overpass from the SR 204 Corridor Study. It then would continue eastward, on a future path adjacent to the collector/distributor road that will run between King George Blvd. and Pine Grove Dr., also from the SR 204 Corridor Study. On King George Blvd., the route runs north until reaching the canal ROW where it turns east. It would continue along canals outside the southwest corner of the Village Green development, until it rejoins the SR 204 ROW. On proposed paths, the bikeway would continue eastward under interchange ramps and along a future addition to the bridge over Forest River to Rio Rd. It would continue on SR 204/Abercorn St., as bicycle lanes recommended in the SR 204 Corridor Study. The route ends at the collector/distributor for the Truman Pkwy., where it would meet the Truman Greenway Southern Corridor.

Treatment descriptions

- On Fort Argyle Rd., buffered bicycle lanes are recommended. The buffering in this currently rural segment would be extra pavement between travel lanes and bike lanes, recommended due to 55 mph posted speed limit.
- From just west of the Park & Ride lot on Fort Argyle Rd. until Gateway Blvd. South, a sidepath is recommended along the south side of SR 204, assuming the interchange configuration recommended in the SR 204 Corridor Study: crossing the I-95 northbound off-ramp at a signal, crossing the north-to-east ramp at a path crossing, and skirting the south edge of a retaining wall for the future south-to-east ramp from I-95 to SR 204.
- Along SR 204, one route option would be a sidepath with the ROW, from Gateway Blvd. to Sweetwater Station Dr.
- On the other route option, on Gateway Blvd. South and Canebrake Rd., the bikeway would consist of a sidepath.
- On US 17, the bikeway uses existing bicycle lanes to reach the SR 204 eastbound on-ramp. Crossing improvements are necessary at the intersection of US 17 and Canebrake Rd. and at US 17 and the SR 204 on-ramp.
- On Grove Point Rd. bicycle lanes are recommended for the bikeway, and should be included in construction of the railroad overpass that is recommended in the SR 204 Corridor Study.
- On Sweetwater Station Dr., from Grove Point Rd. to Pine Grove Dr., bicycle lanes should be included in the construction of the future interchange recommended in the SR 204 Corridor Study.

- Along a collector/distributor road in the SRS 204 Corridor Study, a side path is recommended in the ROW, utilizing the north-side shoulder of the railroad overpass and continuing to King George Blvd.
- On King George Blvd., north of SR 204, bicycle lanes are recommended to be striped in the existing wide curb lanes.
- Along canals, paths are recommended.
- Along the north side of SR 204, the bikeway would consist of a sidepath. If wetland impacts or the height of the Veterans Pkwy. ramps do not allow the path to go under the ramps, then the bikeway would cross the ramps at grade, at an appropriate location and angle. (Signage and path markings would instruct path users to yield to motor traffic.) The AASHTO Bicycle Facilities guide has examples of ramp crossings. An addition to the Forest River bridge on SR 204 would be necessary for the bikeway river crossing.
- On SR 204/Abercorn St., from Rio Rd. to the collector/distributor road for the Truman Pkwy., bicycle lanes would be installed in at-grade roadway in this segment when the SR 204 Corridor Study's proposed elevated lanes for through-traffic are implemented.

Route 2: Bloomingdale/Little Neck Corridor

Route overview:

This bikeway route runs on Little Neck Rd., from the I-16 interchange to US 17.

Treatment descriptions

- Buffered bicycle lanes are recommended for the length of the corridor. The buffering in this currently rural corridor would be additional pavement space, due to the 55 mph posted speed limit for much of the corridor.

Route 3: Cloverdale/W. Gwinnett Corridor

Route overview

The bikeway uses Cynthia St., Belair St., and Cloverdale Dr. within the Cloverdale neighborhood to connect the school with Stiles Ave. It uses Crosby St. within the Carver Heights neighborhood to connect residents to W. Gwinnett St. The route runs on W. Gwinnett St. to Forsyth Park. A spur uses May St. to reach the Henry/Anderson Bikeway and the US 17 bikeway to the south. At Forsyth Park the bikeway uses the perimeter path. It then runs on Bull St. south of the park, to connect to the Henry/Anderson bikeway.

Treatment descriptions

- On Cynthia St., Belair St., Cloverdale St., and Crosby St., the bikeway consists of shared lanes.
- On W. Gwinnett St. from Crosby St. to Stiles St., the bikeway uses existing wide curb lanes.
- From Stiles St. to the I-16 interchange, the W. Gwinnett St. improvement project will include bicycle lanes.
- Under the I-16 overpass, bicycle lanes are recommended, potentially achieved by lane-narrowing in the eastbound direction, and by re-striping some extra pavement in the westbound direction.
- From I-16, across MLK, Jr. Blvd., to Forsyth Park, cyclists would use shared lanes.
- On May St. the spur route uses shared lanes.

- The route uses the existing shared use perimeter path at Forsyth Park.
- On Bull St. from the south end of Forsyth Park to Henry St. and Anderson St., the bikeway uses shared lanes.

Route 4: East-West Corridor

Route overview

The bikeway runs on W. 52nd St./Mills B. Lane Blvd. from US 17 to Skidaway Rd. A spur uses Ward St., to connect to the LaRoche Corridor bikeway.

Treatment descriptions

- On W. 52nd St./Mills B. Lane Blvd. the bikeway would consist of bicycle lanes from US 17 to Montgomery St. The bridge over the railroad tracks has wide shoulders to carry the bicycle lanes.
- On 52nd St. from Montgomery St. to Bee Rd. the bikeway consists of shared lanes in residential neighborhoods.
- From Bee Rd. to Oakland Dr., bicycles cross the Truman Pkwy. on the bridge, using either the pathway that would be provided as part of the Truman Park Linear Trail project, or shared lanes.
- On E. 52nd St., from Oakland Dr. to Skidaway Rd., bicycle lanes should be striped in the existing wide travel lanes.
- The spur on Ward St. consists of shared lanes.

Route 5: Henry/Anderson Corridor

Route overview

Henry St. and Anderson St. are two-lane, one-way streets in Savannah, separated by one block, and they function together like a divided roadway (i.e. they are “one-way pairs”). It should be understood in the following description that, because they are one-way streets, Henry St. is for westbound bicycle travel and Anderson St. is for eastbound bicycle travel – as is the case for motor vehicles. The bicycle route uses the Henry and Anderson streets between May St. and Skidaway Rd. It continues farther to the east, for both directions of travel, on Henry St. (which is a two-way street east of Skidaway Rd.), Florida Ave., Georgia Ave., and Tennessee Ave. At the east end of the latter street, the route would use a proposed path in the old streetcar alignment to end at Bonaventure Rd. and connect to the proposed Placentia Canal Corridor bikeway.

The Henry/Anderson Corridor also includes a parallel alternative, on Park Ave., between Montgomery St. and Ash St., for those bicyclists who would not be comfortable using the shared lane facilities on Henry and Anderson streets.

Treatment descriptions

- On Henry St. and Anderson St. between May St. and Ash St., the route consists mostly of the existing shared lanes, or in some sections, an existing wide outside lane.
- There are two sections within the above segments (between May St. and Ash St.) where the left lane could be narrowed slightly during the next resurfacing to allow existing shared lanes to become wide outside lanes: On Henry St. approaching and passing under the railroad trestle; on Anderson St., from Grove St. to Cedar St.

- Between Ash St. and Bee Rd., Anderson St., in spite of the on-street parking, has a wide outside lane currently, which can remain. (The parking is not proposed to be removed for a bike lane because the bike lane would soon transition to shared lanes at the downstream intersection unless the turn lane were removed.) In these blocks of Henry St., a bicycle lane is proposed by removing on-street parking (since residences in these blocks have off-street parking, and the bicycle lanes would be contiguous with the segment described next).
- Between Bee Rd. and Skidaway Rd., bicycle lanes are recommended. This could be accomplished by narrowing the current travel lanes under the Truman Pkwy. overpass and by removing on-street parking east of the parkway.
- On Henry St. east of Skidaway Rd., the route consists of shared lanes for both directions in the residential neighborhood.
- On Florida Ave., Georgia Ave., and Tennessee Ave., the route consists of shared lanes.
- Between the east end of Tennessee Ave. and Bonaventure Rd., a shared use path is proposed in the old streetcar alignment. (One short portion near Bonaventure Rd. is now private property, and would require an easement or purchase of ROW.)

Route 6: Hopkins St. Corridor

Route overview

The bikeway runs on Hopkins St. from W. 52nd St. to W. 39th St. For two blocks between W. 41st St. and W. 39th St., Hopkins St. is one-way northbound; therefore southbound bicyclists would bypass those two blocks by using shared lanes on either Sadler St. or Stevens St., depending on the direction of their origin, and cutting back over to Hopkins on W. 41 St. to resume southward on the two-way segments.

Treatment descriptions

- On Hopkins St., from W. 52nd St. to W. 41st St., the bikeway consists of shared lanes.
- North of W. 41st St., the bikeway consists of a paved shoulder or narrow paved shoulder on Hopkins St. for northbound travel, and shared lanes on Sadler St., Stevens St. and 41st St. for southbound travel. (The paved shoulder is not considered a bike lane because it has no bike lane symbol and it is likely intended for pedestrian use as well, in this segment where constrained conditions make sidewalk provision difficult.) The narrow paved shoulder between W. 40th St. and W. 39th St. should be restriped to make wider.

Route 7: Isle of Hope Corridor

Route overview

The bikeway runs on Skidaway Rd. from Furguson Ave. and Norwood Ave. to Parkersburg Rd. then continues east onto Cornus Dr., south on St. Thomas Ave., and east on Bluff Dr. to LaRoche Ave.

Treatment descriptions

- On Skidway Rd., four-foot rural bicycle lanes are recommended, avoiding impacts to the colonnade of palm trees. Approaching the culverts over Herb River, bicyclists would merge to shared lanes for the length of the guard rails. Any future culvert replacement should allow wider shoulders on the crossing.

- On Parkersburg Rd., Cornus Dr., St. Thomas Ave., and Bluff Dr., the bikeway consists of shared lanes.

Route 8: Johnny Mercer Blvd. Corridor

Route overview

The bikeway runs along Johnny Mercer Blvd., from its western intersection with US 80, across Turner's Creek, and through the commercial district. The route uses the frontage roads from Sapelo Rd. until they end. It continues along Johnny Mercer to Walthour Rd., where it meets the existing Robert McCorkle Trail, which runs to Johnny Mercer Blvd.'s eastern intersection with US 80.

Treatment descriptions

- On Johnny Mercer Blvd. from US 80 to Sapelo Rd. bicycle lanes could be implemented by restriping the existing 12-foot lanes to be 10-foot lanes with the remaining space providing at least four feet of asphalt that is free of longitudinal joints. Lane narrowing could reduce instances of speeding in the corridor.
- From Sapelo Rd., where Johnny Mercer Blvd. becomes a two-lane facility, the bikeway would consist of shared lanes on the existing frontage roads.
- From the end of the frontage roads to the intersection with Penn Waller Rd., sidepaths on each side would be constructed to avoid impacts to live oak trees.
- Along Johnny Mercer Blvd., from Penn Waller Rd. to Waltour Rd., a sidepath could be constructed on the southeast edge to link to the Robert McCorkle Trail which connects to US 80 near Bull River.

Route 9: Jimmy Deloach Pkwy. Corridor

Route overview

Describing from southwest to northeast, this bikeway will run on the Jimmy Deloach Pkwy. Phase II from I-16 to US 80. That road project will widen Bloomingdale Rd. from I-16 to Pine Barren Rd., and will be on new alignment from Pine Barren Rd. to US 80. The bikeway continues on Jimmy Deloach Pkwy. to Pierce Ave., where it turns to reach the SR 21 Corridor Bikeway.

Treatment descriptions

- From I-16 to the US 80 interchange, the Jimmy Deloach Pkwy. Phase II project will provide bicycle lanes approximately four feet wide within paved shoulders of 6.5 feet total width, according to cross-sections in the revised concept report of January, 2013.
- The Jimmy Deloach/US 80 Interchange Project will provide bicycle lanes on the off-ramps and on-ramps, requiring through-traveling bicyclists to cross US 80 at grade and proceed straight to re-enter the parkway. The project designer's intent is to avoid bicycle/motor vehicle merging conflicts at the ramp exits and entrances on the parkway.
- From US 80 to Crossroads Pkwy., 6.5-foot paved shoulders are recommended to be installed by widening the existing narrow paved shoulders. The bridges over a wetland and over I-95 already have wide shoulders.

- From Crossroads Pkwy. to just before the bridge over SR 21, the bikeway would consist of paths on each side, behind the existing curb and gutter. This would be a way to connect the existing or proposed paved shoulders at either end of this segment, without removing existing curb.
- From just west of the bridge over SR 21 to where the bikeway meets SR 21 on Pierce Ave., the bikeway uses existing paved shoulders.

Route 10: Lake Mayer Connectors

Route overview

This bikeway provides short connections between Truman Linear Park Trail and both Eisenhower Dr. and Montgomery Cross Rd. From the corner of Montgomery Cross Rd. and Sallie Mood Dr., a path will lead directly to the Truman Linear Park Trail on the southwest corner of the Lake Mayer perimeter path, to avoid the need from bicyclists coming from the west to go all the way to the Lake Mayer park entrance. The other connector will run along Sallie Mood Dr., from the point where the Truman Linear Park Trail turns behind the ball fields, to Eisenhower Dr.

Treatment descriptions

- The bikeway connectors will consist of shared use paths, for consistency with the path to which they connect.

Route 11: LaRoche Corridor

Route overview

From Bluff Dr., the route runs on LaRoche Ave. and Delesseps Ave., to the point on Delesseps Ave. where the future Truman Linear Park trail is planned to cross. Within the Isle of Hope, a spur also runs on Paxton St. and Cardinal Rd.

Treatment descriptions

- On LaRoche Ave. from Bluff Dr. to Grimball Point Rd., the bikeway consists of shared lanes.
- From the latter road to Vickburg Dr., it would be 4-foot rural bicycle lanes. The bridge over Herb Creek has sufficient shoulders for bicycle use.
- From Vicksburg Dr. to Skidaway Rd. the bikeway would be a one-way cycle track (5-foot wide path, not shared with pedestrians) on the southbound side to allow weaving alignment for tree preservation and a bicycle lane for northbound. The sidewalk on the east side would be rebuilt up on a curb. Approaching Tompkins St., the northbound bicycle lane could take the place of the existing curbless sidewalk that is immediately adjacent to the road, and a new sidewalk could be built behind the trees.
- From Skidaway Rd. and onto Delesseps Ave. to the crossing of the planned Truman Linear Park trail, bicycle lanes are proposed in the concept of the Delesseps Ave. sidewalk and roadway improvement project.
- On the spur route, on Paxton St. and Cardinal Rd. on the Isle of Hope, the bikeway consists of shared lanes.

Route 12: Lathrop and Stiles Corridor

Route overview

The route runs on Stiles Ave. from Ogeechee Rd. to Louisville Rd., where it zigzags over to E. Lathrop Ave. to continue northward to Bay St.

Treatment descriptions

- On Stiles Ave., from Ogeechee Rd. to the I-16 overpass, the bikeway would consist of bicycle lanes.
- North of the I-16 overpass, as far as Gwinnett St., the bikeway would consist of shared lanes due to the presence of homes close to the street. A path along Springfield Canal, as recommended for Bikeway Route 65, could provide a parallel, off-road alternative.
- North of Gwinnett St., bicycle lanes could be installed by striping the existing wide lanes, as gutter pan is absent. At the intersection with Louisville Rd., bicyclists would use shared lanes appropriate for their destination.
- On E. Lathrop Ave., the bikeway would consist of bicycle lanes by widening the pavement. Existing sidewalk on west side would be reconstructed with curb and gutter. The road under the railroad trestle currently has wide lanes.

Route 13: March to the Sea/TransGeorgia/Savannah River Run/ Coastal State Bicycle Routes (State Routes 35, 40, 85, and 95)

Route overview

Four statewide bicycle routes converge on US 80 outside of Chatham County and enter the county on that highway. (Because of this, Chatham and Effingham counties can boast of having more statewide bicycle routes than any other county in the state,) The routes turn south on Cherry St. in Bloomingdale, then east on Pine Barren Rd., continuing all the way across I-95. The routes cross US 80 to reach Old Louisville Rd. They continue on the latter road to Heidt Ave., turn south and cross US 80 again to reach Chatham Pkwy. At Telfair Pl., the Coastal Route continues southward as local Route 19 of the MPO's bikeway plan, and the other three state routes turn eastward as local Route 14.

Treatment descriptions

- On US 80 at the Chatham County line, the bikeway consists of paved shoulders. Where curb and gutter begin at Adams St., the existing sidewalks along each side could be widened to become shared use paths, consistent with the US 80 Western Corridor bikeway.
- On Cherry St., the bikeway would consist of bicycle lanes, continuing on Bloomingdale Rd.
- On Pine Barren Rd., bicycle lanes are recommended all the way to US 80. The bridge over I-95 currently has wide shoulders.
- On US 80, the bikeway would use a sidepath proposed in the US 80 Western Corridor bikeway.
- On Old Louisville Rd., 4-foot, rural bicycle lanes are recommended.
- On Heidt Ave., bicycle lanes would continue.
- On Chatham Pkwy., the shoulders should be widened to provide bicycle lanes. Rumble strip, if used, should be placed to allow at least four feet of smooth riding surface between the strip and the outside edge of pavement and should also include periodic gaps.

Route 14: March to the Sea/ TransGeorgia/Savannah River Run State Bicycle Routes (State Routes 35, 40, and 85)***Route overview***

This is a continuation of three of the state bicycle routes, after one of the state routes (Coastal Route) splits off at the intersection of Chatham Pkwy. and Telfair Pl. Local Route 14 runs east on Telfair Pl., north on Telfair Rd., then east on Louisville Rd. to enter the Savannah Landmark Historic District. It continues on Liberty St. until reaching Bull St., where it turns northward to end at Bay St. in front of Savannah's City Hall.

Treatment descriptions

- On Telfair Pl. and Telfair Rd. bicycle lanes are recommended.
- On Louisville Rd., bicycle lanes are recommended from Telfair Rd. to the northbound off-ramp from US 17. (Three-foot shoulders or shared lanes may be used for short segments or at intersection approaches where constraints exist.)
- The route would consist of shared lanes from US 17, eastward across MLK, Jr. Blvd. onto Liberty St.
- On Liberty St., from Tattnall St. to Bull St., the route would consist of shared lanes.
- On Bull St., Route 14 heads northward on shared lanes around the squares to the end at City Hall.

Route 15: North-South Corridor***Route overview***

From south to north, the route begins at behind Savannah Mall on Shawnee St. It turns on Middleground Rd. to reach Armstrong Atlantic State University, where two Transportation Enhancement grants will create or have created shared use paths around the edge of campus. At Roger Warlick Dr. and Science Dr. the route takes Science Dr. to Windsor Rd. to Largo Dr., where it turns northward, crosses Abercorn St. and runs to Tibet Ave. There it turns eastward, crosses Abercorn St. again, crosses White Bluff Rd. and enters Paradise Park on Lorwood Dr. The route turns north onto Dyches Dr. then turns onto Leach Dr. It uses a cut-through at the end of Leach Dr. to continue on Attwood St. At Croatan St., the route cuts over to Edgewater Rd. and turns north, continuing across Montgomery Cross Rd. onto Hodgson Memorial Dr. It jogs on Stephenson Ave. over to Habersham St., where it continues north all the way into the Landmark Historic District ending at E. Bryan St., where it meets the Historic District Corridor.

Treatment descriptions

- On Shawnee St., from Rio Rd. to Apache Ave., the route consists of shared lanes.
- From Apache Ave. to Middleground Rd., the route consists of wide curb lanes.
- On Middleground Rd., from Shawnee St., across Abercorn St. and onto a short segment of Science Dr. entering AASU, a sidepath is recommended.
- On AASU campus and along Roger Warlick Dr., the route consists of shared use paths.
- On Science Dr. from Roger Warlick Dr. to Windsor Rd., bicycle lanes are recommended, by striping the existing wide travel lanes and prohibiting on-street parking if currently allowed (adjacent houses have driveways and use of on-street parking apparently is rare).

- On Windsor Rd., to Largo Dr., bicycle lanes are recommended by striping the existing wide travel lanes and prohibiting on-street parking. (The eastern part of Windsor Rd., beyond Largo Dr., has bicycle lanes recommended as part of the newly added Windsor Rd. Corridor.)
- On Largo Dr., bicycle lanes exist up to Wilshire Dr. (The next time this street is resurfaced, the bicycle lane should be widened by placing the stripes farther from the curb. Currently the regular travel lane has room to spare, while the bicycle lane encourages cyclists to ride uncomfortably close to curb-side mailboxes.) North of Wilshire Dr., Largo Dr. has shared lanes until reaching Tibet Ave.
- On Tibet Ave., from Middleground Rd. to just west of Abercorn St., a road diet could be implemented to make space for bicycle lanes, if supported by a traffic study. (AADT has been the range of 6000-9000 over several years.) The existing four lanes could be reduced to two through-lanes with a two-way left turn lane with pedestrian refuge islands where needed.
- On Tibet Ave. through the intersection of Abercorn St. to White Bluff, the feasibility of bicycle lanes should be investigated by either re-evaluating demand for turn lanes or by narrowing each of the many lanes.
- Through Paradise Park, the route consists of shared lanes until reaching Edgewater Rd.
- On Edgewater Rd., bicycle lanes currently exist.
- On Hodgson Memorial Dr., inner lanes should be narrowed to allow wider outside lanes.
- On Stephenson between Hodgson Memorial Dr. and Habersham St., the route consists of bicycle lanes.
- On Habersham St., bicycle lanes exist from north of the YMCA to Victory Dr., except for short segments of shared lanes (with “sharrow” markings) in Habersham Village and near Washington Ave. Between DeRenne Ave. and Victory Dr., most segments of Habersham St. have sufficient width to provide “buffered bike lanes,” via pavement markings, instead of the standard type that currently exists. Each side would have a cross-section from the centerline consisting of 10- or 11-foot travel lane, 2- or 3-foot marked buffer area, 4- or 5-foot bike lane, and existing curb and gutter.
- To improve comfort through Habersham Village, it is recommended to remove the diagonal parking and instead use the space for extended sidewalks, bicycle lanes, and parallel parking. A large off-street parking area is already present. An alternative improvement for the area would be to change the diagonal parking to reverse angle. Although it would not provide the desired bike lane continuity, such alteration would improve visibility of bicyclists to departing drivers and also would allow passenger and package loading and unloading towards the sidewalk instead of the travel lanes.
- On Habersham St., north of Victory Dr., the route consists of shared lanes.

Route 16: Lincoln St. Bikeway

Route overview

The route runs on Lincoln St. from Victory Dr. at the south end to Liberty St. at the north end. Also the route includes 41st St., between Lincoln St. and Habersham St. to connect to the North-South Corridor.

Treatment descriptions

- On the one-way portion of Lincoln St., from Victory Dr. to Liberty St., a one-way, northbound bicycle lane exists. When Lincoln St. is next repaved, the bicycle lane should be repositioned to towards the right side of the road, in adherence to the traffic principle for faster traffic to pass on the left side of slower traffic.

Route 17: Penn Waller Corridor

Route overview

The route runs the length of Penn Waller Rd. from Walthour Rd. to Johnny Mercer Blvd.

Treatment descriptions

- On Penn Waller Rd. bicycle lanes are recommended for the entire length by widening the pavement, except for the approaches and crossing of the canal, where the bicyclists would either merge into shared lanes or use the existing sidepaths and off-road bridge at St. Andrews school. (Any future improvement of the canal crossing should included shoulders or bike lanes.) Even though sidepaths exist for part of the route, the paths are narrow and switch from one side of the road to the other, thus not serving advanced bicyclists well.
- Sidepaths currently exist along Penn Waller Rd., from Deerwood Rd. to Concord Rd.
- Additionally, for continuity, extension of the sidepath is recommended along Penn Waller Rd. from Concord Rd. to Johnny Mercer Blvd., to allow less confident bicyclists as well as pedestrians to access the commercial area.

Route 18: Quacco Corridor

Route overview

The route runs on Pooler Pkwy from just south of the I-16 ramps to Quacco Rd. and continues on that road to US 17/Ogeechee Rd.

Treatment descriptions

- Bicycle lanes are recommended by widening pavement for the length of the corridor, except for the bridge over I-95 where bicyclists would use existing shoulders or shared lanes. If interchange construction is considered, it should include bicycle lanes on the bridge and approaches.

Route 19: Coastal Route (State Route 95)

Route overview

Route 19 includes the part of the state bike route called Coastal Route which is not overlapped by either local route 24 on US 17 or local route 13 described above. Thus the route runs on Chatham Pkwy. from US 17 to Telfair Pl.

Treatment descriptions

- On Chatham Pkwy., from US 17 to the I-16 interchange, bicycle lanes are recommended through restriping. If an analysis of crash rates and types allows, the existing median-divided four lanes would be restriped and narrowed to provide bicycle lanes on each side (each consisting of four feet of asphalt with no longitudinal seams; the gutter pan provides additional shy space from the curb face). Where the two-way left-turn lane exists, the new cross section would be 12-foot two-way left turn lane, 10-foot inside lanes,, 11-foot outside lanes, and 4-foot bike lanes, inside of the existing curb and gutter. In the segment with raised median, the new cross-section on each side of

the median would be 10-foot inside lanes, 10-foot outside lanes, and 4-foot bike lanes, inside of the existing curb and gutter.

- Crossing the interchange, the route consists of shared lanes. Any future bridge replacement should provide better accommodations.
- On Chatham Pkwy., from I-16 to US 80, bicycle lanes are recommended through widening of existing shoulders.

Route 20: Savannah-Whitemarsh Corridor

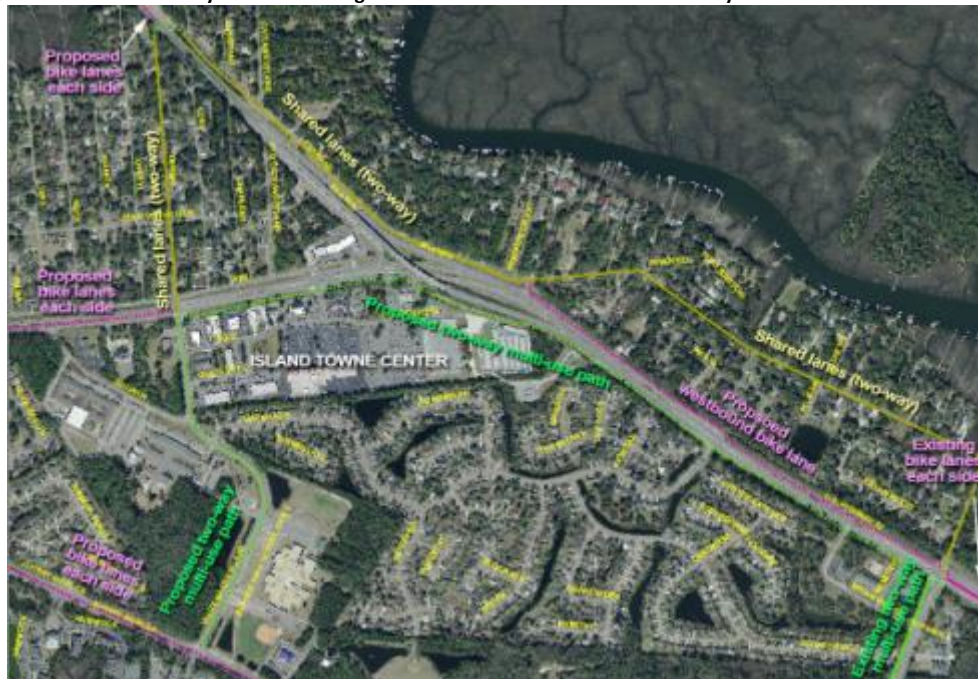
Route overview

The route runs along E. President St. and Islands Expwy., from Goebel Ave. (Liberty/Wheaton Corridor bikeway) to US 80 on Whitemarsh Island. A spur also would run from Islands Expwy. on Debbie St. across US 80 and along Whitemarsh Island Rd. to reach the Johnny Mercer Corridor.

Treatment descriptions

- On E. President St., from Goebel Ave. to Runaway Point Rd. the route would consist of a sidepath along the south side of the road (a continuation of the facility recommended for part of the E. President St. Connector).
- On Islands Expwy., from Runaway Point Rd. to a point aligned with Debbie St., one-way cycle tracks, separated from the road by grassed buffer, are recommended in order to connect to the 8-foot shoulders along each side of the future Islands Expwy. bridge replacement and the 6.5-foot paved shoulders on the future approaches. (These are called one-way cycle tracks instead of multi-use paths, in order to encourage one-way bicycle travel in appropriate directions, rather than two-way bicycle travel in the shoulders of the bridge and approaches.) An enhanced crossing would be provided at Runaway Point Rd. to transition from the two-way path on one side to the one-way cycle tracks on each side.
- At the point aligned with Debbie St., short paths are recommended to connect to existing street network on each side of the expressway to allow bicyclists to bypass the flyover to either the north or south. A crossing of Islands Expwy. is recommended here to facilitate the transition from directional, one-way cycle tracks west of this point to the two-way street routes east and south of this point. The short path on the north side of the expressway would connect to the end of Penrose Dr. and the route would follow that street to connect to US 80, at Bryan's Wood Rd., east of the flyover. On the south side of the expressway, a short path would cut through to Debbie St. allowing a connection to the Island Towne Center on US 80 west of the flyover.
- This southern spur would continue across US 80 onto Whitemarsh Island Rd., where the existing sidewalk along the east side could be widened to provide a shared use path all the way to the Johnny Mercer Corridor bikeway.

The image below shows how bicyclists could navigate the Island Towne Center and US 80 flyover area via a combination of routes.



Route 21: Skidaway Island Corridor

Route overview

From north to south, the route runs on Whitefield Ave. onto Diamond Causeway to McWhorter Dr. where it turns northeast and runs to the Skidaway Institute of Oceanography on Modena Island Dr. and to the Wilmington River on Osca Rd. The Skidaway Island State Park Rd. is also part of the route.

Treatment descriptions

- On Whitefield Ave., from about Hendry St. to the split with Diamond Causeway, bicycle lanes were provided as part of the Whitefield Ave. widening project.
- On Diamond Causeway, from Whitefield Ave. to Ferguson Ave., paved shoulders were provided as part of the Whitefield Ave. widening project.
- On Diamond Causeway from Ferguson Ave. to the new approach to the Skidaway Narrows Bridge, paved shoulders are recommended. The bridge over Moon River (051-0146-0), with minimal shoulders currently, would need to be widened or replaced to provide wider shoulders. According to GDOT data, it was built in 1970 and had a sufficiency rating of 59.78 in 2012.
- On the Skidaway Narrows Bridge, paved shoulders were provided on the bridge and approaches in that replacement project.
- From Skidaway Island State Park Rd. to McWhorter Dr., paved shoulders are recommended.
- On McWhorter Dr., Modena Island Dr., and Osca Rd., paved shoulders are recommended.
- On Skidaway Island State Park Rd., the route uses shared lanes.

Route 22: Houlihan Bridge Corridor

Route overview

The route runs on Crossgate Rd., from SR 21 to SR 25, where it turns north and follows SR 25 across the Houlihan Bridge over the Savannah River into South Carolina.

Treatment descriptions

- On Crossgate Rd., from SR 21 to the railroad track, paved shoulders are recommended.
- On Crossgate Rd., from the railroad track to SR 25, bicycle lanes are recommended. Sidewalks are also estimated to be part of the project on this segment.
- On SR 25, from Crossgate Rd. to Dorset Rd., bicycle lanes are recommended. Palm tree replacements and sidewalks are also estimated to be part of the project.
- On SR 25, from Dorset to the southern segment of Appleby Rd., multiuse paths are recommended on the approaches and bridge over the railroad, by widening the existing sidewalks on each side.
- On SR 25, from the southern segment of Appleby Rd. to Bonnybridge Rd., bicycle lanes are recommended. Palm tree replacements and sidewalks are also estimated to be part of the project.
- On SR 25, from Bonnybridge Rd. to Appleby Rd., bicycle lanes are recommended. Palm tree replacements and a sidewalk (one side) are also estimated to be part of the project.
- On SR 25, from Appleby Rd. to the boat ramp entrance, paved shoulders are recommended. Palm tree replacements are also estimated to be part of the project.
- Bikeable shoulders on the Houlihan Bridge and its approaches should be provided in an eventual Houlihan Bridge replacement project, which is in the 2040 long range plan.
- The Middle River Bridge (051-0055-0) would need to be widened or replaced to provide bikeable shoulders. The current bridge was built in 1953 and had a sufficiency rating of 51.10 in 2014.

Route 23: US 80 Eastern Corridor

Formerly this was called the Tybee Island Corridor, but because this plan update includes other bikeways on Tybee Island, from the City of Tybee Island's bikeway plan, the name of this route has been changed to US 80 Eastern Corridor to avoid confusion.

Route overview

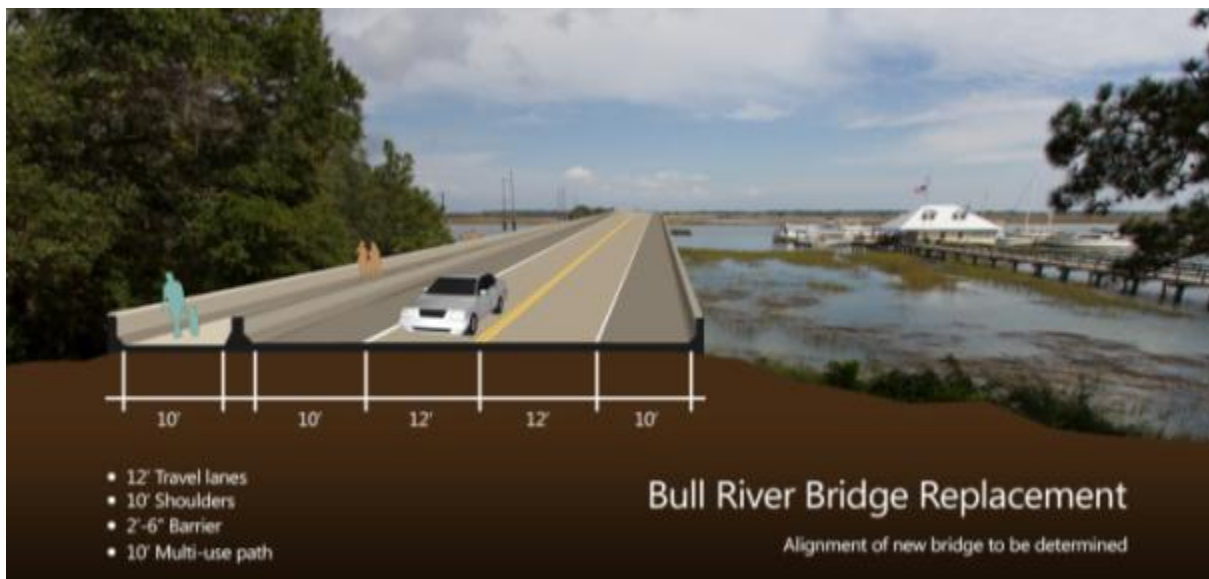
The route runs on US 80 from River Dr. in Thunderbolt to the southern end of Butler Ave. on Tybee Island.

Treatment descriptions

- On US 80, from River Dr. to the eastern end of the bridge over the Wilmington River, the travel lanes could be narrowed from 12 feet to 11 feet to allow additional shoulder space and bicycle lanes. The intersection of US 80 at River Dr. would need bicycle friendly treatments and signage to help bicyclists recognize the opportunities to avoid tighter sections of Victory Dr. farther to the west by using the parallel networks.
- From the eastern end of the bridge to Whitmarsh Island Rd., bicycle lanes are recommended by widening of the pavement and the replacement of old rumble strips with bicycle friendly design. The bridge over Gray's Creek currently has wide shoulders.

- From Whitemarsh Island Rd. to Bryans Wood Rd., a shared use path along the south edge of US 80 is recommended to avoid merging traffic from flyover ramps. Along the north edge of US 80, the westbound bicycle lane would continue westward from Bryans Wood Rd. to reach the turn-off for Penrose Dr., as shown in the image within the description of Route 20 above.
- From Bryans Wood Rd. to just west of the Bull River, bicycle lanes exist.
- From just west of the Bull River Bridge to just east of the Lazaretto Creek Bridge, paved shoulders are recommended on US 80 in the CORE MPO US 80 Bridges Study. On the proposed new bridges at the Bull River and Lazaretto Creek crossings, barrier-separated paths along the north edge are also recommended in the Study to provide the connection for less confident cyclists and pedestrians. A sidepath is recommended to connect the path on the Bull River bridge to the McQueen's Island Trailhead at the parking area. An eastward extension of McQueen's Island Trail is recommended to connect the existing trail to the future path on the Lazaretto Creek Bridge (the extension also is recommended in the NPS' General Management Plan for Fort Pulaski National Monument). East of Lazaretto Creek, a sidepath would connect the bridge's path to Tybee Island's Marsh Hen Trail which will be on the old railroad bed.
- On US 80, from just east of Lazaretto Creek to where curb and gutter start, paved shoulders are recommended.
- From the start of curb and gutter to the 90-degree curve, wide outside lanes are recommended through restriping that narrows the inside lanes to ten feet, in this 35 mph section with existing parking lanes.
- From the 90-degree curve to the southern end of the island, bicyclists would use shared lanes.

The image below shows the proposed bridge design for both Bull River and Lazaretto Creek crossings on the US 80 Eastern Bicycle Route. It would include wide shoulders as well as a shared use path along one side. The recommendation is from the CORE MPO US 80 Bridges study.



Perspective illustration: Alejandro Silva, ASilvas.com

Route 24: US 17 Corridor

Route overview

The route starts in Bryan County on US 17 and enters Chatham County, continuing on US 17 Ogeechee Rd. all the way to the junction with Anderson St. and the East-West Corridor bikeway.

Treatment descriptions

- On US 17 in Richmond Hill and Bryan County, from the southern boundary of the MPO planning area to the Chatham County line (Ogeechee River), buffered bicycle lanes are recommended where curb and gutter do not exist and one-way cycle tracks behind curbs are recommended where curb and gutter already do exist. The bridges over the railroad and over the river already have wide shoulders, but should have bicycle lane striping added when the rest of the corridor has bicycle lanes installed.
- On US 17, from the Ogeechee River to about Bradley Blvd., wide paved shoulders exist on each side of the highway, but this plan recommends bicycle lanes be striped within the shoulders for continuity to the existing bicycle lanes to the north.
- From Bradley Blvd. to just south of Dean Forest Rd., the route consists of existing bike lanes within the shoulder on each side. During the next resurfacing, it is recommended that the bike lane be striped farther away from the edge of the travel lanes to provide more comfortable buffering.
- From the northern terminus of the bicycle lanes to the urban section with curb and gutter, just north of Salt Creek, paved shoulders exist.
- From the southern end of the urban section to just northeast of I-516, sidepaths are recommended for each side, given the evidence of desire paths and the few signalized crossing opportunities. Reduction in the number of driveways is recommended. Some parcels currently have more than one driveway. On the bridge over the railroad track north of Chatham Parkway, the narrow sidewalks up on curbs are not of sufficient width for shared bike/ped use. Consideration should be given to tapering down the flush median on the bridge to fit bicycle lanes there, with transitional ramps from the shared use paths onto the bike lanes. The paths here should be marked for one-way bicycle travel on half of the path's width, to discourage wrong-way travel in the bicycle lane portion of the segment.
- From I-516 to Victory Dr., bicycle lanes will be implemented as part of the Ogeechee Rd. widening project.
- From Victory Dr. to 40th St., the bikeway consists of shared lanes over the historic brick culvert at the Springfield canal, unless the Ogeechee Rd. project affects this segment, in which case bicycle lanes should be provided.
- From 40th St. to Anderson St., bicycle lanes are recommended through re-striping the edge stripes. Total pavement width in this segment with granite curbs and no gutter pan is generally 30 feet. This plan recommends the re-striping provide a cross-section consisting of two travel lanes of 10 feet each, with bicycle lanes of 5 feet on each side. This part of Ogeechee Rd. is densely developed and has a posted speed of 30 mph. The short segment north of the I-16 connector will need to have on-street parking prohibited along the east side to allow the bicycle lanes. Currently parking is allowed along the east side.

Route 25: Washington Corridor

Route overview

The route runs from Bull St. in the west to Waters Ave., then along the south edge of Daffin Park to Bee Rd. where it turns south to reach 52nd St.

Treatment descriptions

- Bicycle lanes currently exist on Washington Ave. from Bull St. to Waters Ave.
- The route uses the shared use path on the south edge of Daffin Park.
- Bicycle lanes of varying width currently exist on Bee Rd. from Daffin Park to just north of 52nd St. The lanes are nearly overgrown with grass in some places. Future resurfacing of Bee Rd. should reestablish standard-width bicycle lanes.

Route 26: Wilmington Cross Connectors

Route overview

This route provides connections through the center of Wilmington Island, linking other corridors. From southwest to northeast, the route runs on Winchester St. from Walthour Rd. to Cromwell Rd. It follows Cromwell Rd. all the way to the end at Wilmington Island Rd. The route also includes all of Deerwood Rd., linking Cromwell Rd. to Penn Waller Rd.

Treatment descriptions

- On Winchester St., the route consists of shared lanes.
- On Cromwell Rd., from Winchester St. to Deerwood Rd., the currently wide travel lanes are recommended to be striped for bicycle lanes, which may provide an added benefit of reducing speeding in this residential neighborhood.
- On Cromwell Rd., from Deerwood Rd. to Wilmington Island Rd., the route consists of a sidepath along the east side.
- On Deerwood Rd., paved shoulders are currently striped. Bicycle lane markings and prohibition of on-street parking is recommended to make these bicycle lanes.

Route 27: Windsor Forest Connectors

Route overview

This route connects the North-South Corridor to White Bluff Rd. On Largo Dr., from where the North-South Corridor turns., the Windsor Forest Connector route runs southward to Plantation Dr., where it turns eastward. It uses Old Mill Rd., Old Mill Ln., and Mill Ct. to reach White Bluff Rd. The route also now includes the east part of Windsor Rd., from Largo Dr. to White Bluff Rd., which was not previously included in the Bikeway Plan of 2000.

Treatment descriptions

- On Largo Dr., from Windsor Rd. to Plantation Dr., bicycle lanes are recommended to be striped in the currently wide lanes.

- On Plantation Dr. and the “mill-themed” streets, the route consists of shared lanes.
- On Windsor Rd., from Largo Dr. to White Bluff Rd., bicycle lanes are recommended to be striped in the currently wide lanes.

Route 28: Robert McCorkle Corridor

Route overview

This is an existing route on Wilmington Island. It runs along Wilmington Island Rd., from the curve at the golf course to Sea Island Dr., continuing to Saint Catherine St., where it turns to reach Port Royal Dr. and then Penn Waller Rd. It jogs over to Concord Rd. and continues northeast to Walthour, where it turns north to reach Johnny Mercer Blvd. There it runs northeast to US 80.

Treatment descriptions

- On Wilmington Island Rd. and Sea Island Dr., a sidepath exists.
- On Saint Catherine St. and Port Royal Dr., the route consists of shared lanes.
- Along Penn Waller Rd., Concord Rd., Walthour Rd. and Johnny Mercer Blvd., sidepaths exist.

Route 29: Historic District Corridor

Route overview

This is an existing route that makes a loop through Savannah’s Landmark Historic District. Described from the southwest end, it runs on Gordon St., Lincoln St., around Colonial Park Cemetery on Perry Ln., Abercorn St., and Ogelthorpe Ave., where it continues again on Lincoln St., President St., Houston St., Bryan St., Bull St., State St., Barnard St., York St., Bull St. again, Harris St., Barnard St. again, to Gordon St. where this description began.

Treatment descriptions

- Most of the route consists of shared lanes on the traffic-calmed streets of the Landmark Historic District.
- The part of the route on Lincoln St., between Gordon St. and Liberty St. currently has a bicycle lane.

Route 30: Historic District Corridor Extension

Route overview

This is an existing route that was added in the past to connect River St. to the Historic District Corridor. At Bryan St. and Lincoln St. it runs north and down the Lincoln St. ramp to River St. where it turns east and runs to the East Broad St ramp and up to Bay St. It returns to Lincoln St. on the drive along Factors Walk.

Treatment descriptions

- The entire route consists of shared lanes.

Route 31: Habersham/Lincoln Connector

Route overview

This is an existing additional route in the Landmark Historic District. It runs on Abercorn St. between Charlton St. and Bay St. East-west connections between Abercorn St. and Habersham St. or Lincoln St. exist on Charlton St., Perry Ln., and Bay St.

Treatment descriptions

- Most of the route consists of shared lanes.
- On Bay St. between Abercorn St. and Lincoln St., a path exists along the north edge.

Route 32: Reserved

Route 33: City Market Connector

Route overview

This is an existing additional route in the Landmark Historic District. It makes a loop off of the Historic District Corridor to circle City Market. From Bryan St at Bull St. it runs west to Montgomery St. around Franklin Square, back east on Congress St. to Bull St. where it reconnects to the Historic District Corridor.

Treatment descriptions

- The entire route consists of shared lanes.

Route 34: Liberty/Wheaton Corridor

Part of this route was described in the previous plan as the Liberty/Wheaton Connector. It was added into that plan as an alternative to E. President St. This new plan proposes routes on both Wheaton St. (this route) and President St. (see Route 69, E. President St. Connector). Wheaton St. is the most direct connection between Gordonston and downtown Savannah, and is also the subject of a HUD Choice Neighborhood Initiative planning grant, obtained by the Housing Authority of Savannah.

Route overview

Starting in the west, the Liberty/Wheaton Corridor route runs on Liberty St. from the intersection with Bull St. (where the state bike routes turn off of Liberty St.) to Wheaton St., continuing east to Gwinnett St. and Goebel St. On the latter street, the route runs north to reach E. President St.

Treatment descriptions

- On Liberty St., from Bull St. to Randolph St., the route consists of shared lanes.
- On Wheaton St., from Randolph St. to Bee Rd., bicycle lanes are recommended by narrowing the existing three lanes. The 38 feet of asphalt could be re-configured for three 10-foot lanes, leaving four feet of asphalt on each side for bicycle lanes (5.5 feet to curb face).
- From Bee Rd. to Gwinnett St., the route consists of shared lanes.

- On Gwinnett St. to Goebel St., shared lanes continue.
- On Goebel St., the route consists of shared lanes.

Route 35: Reserved

Route 36: Reserved

Route 37: 37th Street Corridor

37th Street can provide a better east-west connection for bicyclists with some minor improvements. Although parallel streets existing in the vicinity, most have numerous stop signs for east-west travelers, which makes those streets less attractive for bicycling just as much as for driving.

Route overview

Starting at the west end, the route runs on 37th Street from Ogeechee Rd. to Bee Rd.

Treatment descriptions

- On 37th St. from Ogeechee Rd. to Abercorn St., bicycle lanes are recommended by eliminating one travel lane in each direction, or by eliminating the on-street parking in the more central segments. Already, motorists seem to feel that there is not actually enough room for two through lanes and on-street parking. In the segment west of Martin Luther King Jr. Blvd., most motorists use the left most lane because of the tight space next to parked cars, even though traffic volumes are highest there (approximately 19,000 AADT). Since one through lane is likely underutilized, the street would probably function just as well with a bicycle lane instead. The image below allows one to imagine how a bicycle lane fits more easily than a second travel lane into the available space. Parking near intersections could be removed to allow turn lanes in addition to the bicycle lanes. In the segments from MLK King Jr. Blvd. to Abercorn St. (with about 13,000 AADT), the on-street parking appears to be underutilized.
- From Abercorn St. to Price St., travel lanes are already tapered to one in each direction and on-street parking is allowed, but there is 24 feet of asphalt on each side of the median, allowing bicycle lanes to be considered by simply striping.
- From Price St. to Bee Rd., the route consists of shared lanes, since motor traffic volumes are lower (about 7000 AADT, or only 3000 AADT east of Waters Ave.), on-street parking is more highly used and each travel lane is only 17 feet wide.

On 37th St., west of MLK Jr. Blvd., if on-street parking is retained, a bicycle lane would fit better than the outside (uncomfortable) travel lane does now.



Source: Google Streetview

Route 38: Hunter Perimeter Bikeway

The route is located inside of Hunter Army Airfield (HAAF). It uses the roads around the perimeter of the base. Use of the route requires adherence to the rules stipulated by HAAF and enforced at the gates. At the time of this writing, a photo ID and helmet are required during daylight, as well as reflective clothing and bicycle headlight and tail light at dusk and night. (Two other separate routes at Hunter are also found within this plan: Route 93: Hunter AAF On-base Paths recognizes the existing on-base paths; and Route 67: Hunter AAF Fence Path is proposed to be located outside of the base fence.)

Route overview

Route 38 is described as follows: From Horace Emmett Wilson Blvd. the route runs south on Perimeter Rd. around the southwest end of base and back north. Due to a reconfiguration of Perimeter Rd. in the northeast corner of the base, the route turns to follow Stephen Douglas Rd., Duncan Dr., Cook Blvd., Haley Ave., and Gannam Ave. to reconnect with Perimeter Rd. where it turns south to return to Horace Emmett Wilson Blvd.

Treatment descriptions

- This route consists of shared lanes, due to its origin as a recreational loop route for advanced bicyclists. The existing on-base paths are included in Route 93.

Route 39: Truman Greenway

Route overview

This bikeway will be provided by the project known as the Truman Linear Park Trail. This route connects Lake Mayer and Daffin Park mostly via off-road paths. From the perimeter path around Lake Mayer, it will run along Sallie Mood Dr., around behind the ballfields at the Minick Sports Complex. An alternative trail connects Lake Mayer to Eisenhower Dr. along the canal through the woods. The route then runs along the south edge of Eisenhower Dr. to the southbound ramps of the Truman Pkwy., where it will cross the road and continue under the overpass. The route will turn north and run along the east side of the Truman Pkwy. It will cross DeRenne Ave. at the existing signal and go under the bridge of Reuben Clark Dr. At 52nd St., the route will cross the Truman Pkwy. on the existing roadway bridge. Near Bee Rd., the route continues north on the existing Police Memorial Trail to Kerry St. and returns to Bee Rd., across from Daffin Park.

Treatment descriptions

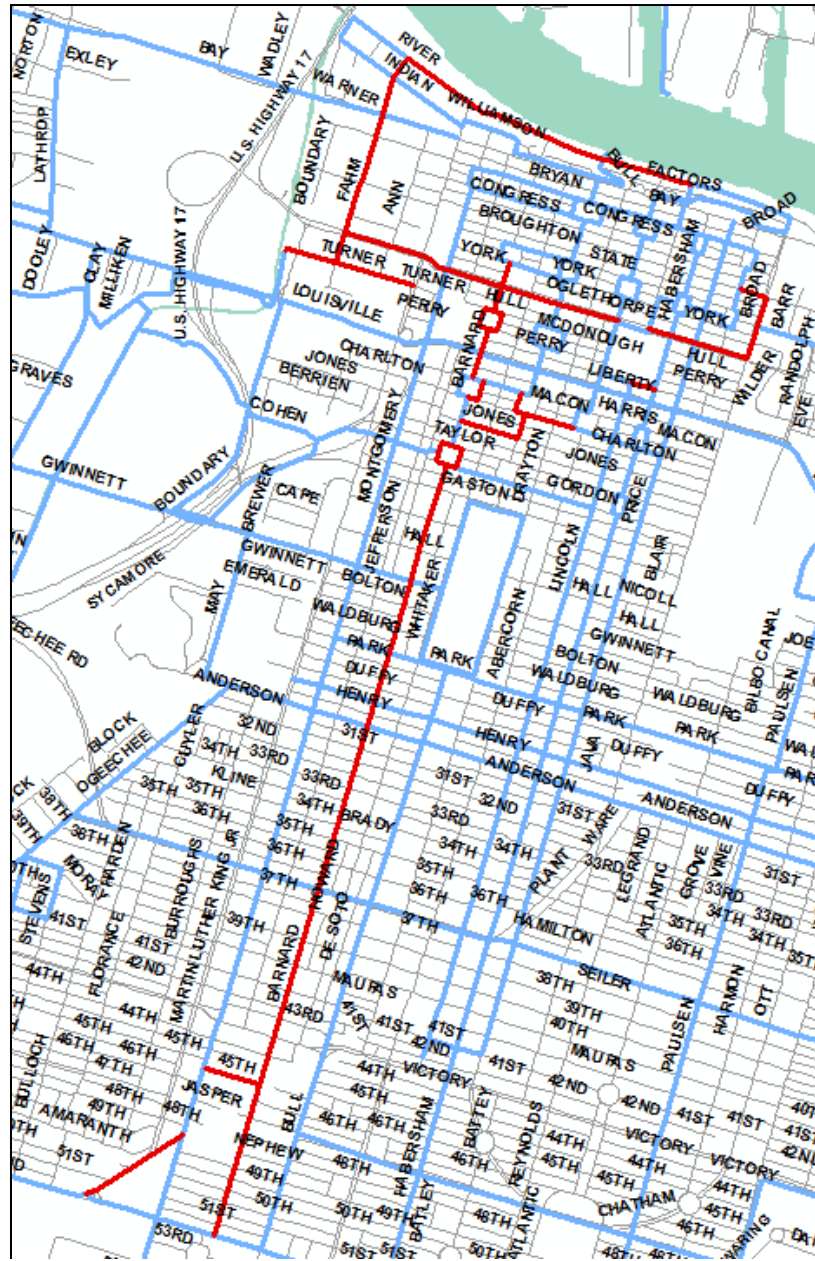
- The route consists of shared use paths, which can include boardwalk in wetland locations.

Route 40: SCAD Additional Bikeways

Route overview

This route consists of additional connections, mostly in downtown Savannah, that were included in the 2000 Bikeway Plan at the suggestion of City of Savannah engineers and Savannah College of Art and Design staff, with the intent to meet bicycle demand generated by SCAD students. The image below highlights the connections that were not already included in other bikeway routes in the 2000 Plan.

Map of SCAD Additional Bikeways among other downtown bikeways



- SCAD Additional Bikeways
- Other bicycle network routes

Treatment descriptions

- Most of the route consists of shared lanes.
- On Exchange St., bicycle lanes are recommended through widening of pavement.

Route 41: Reserved

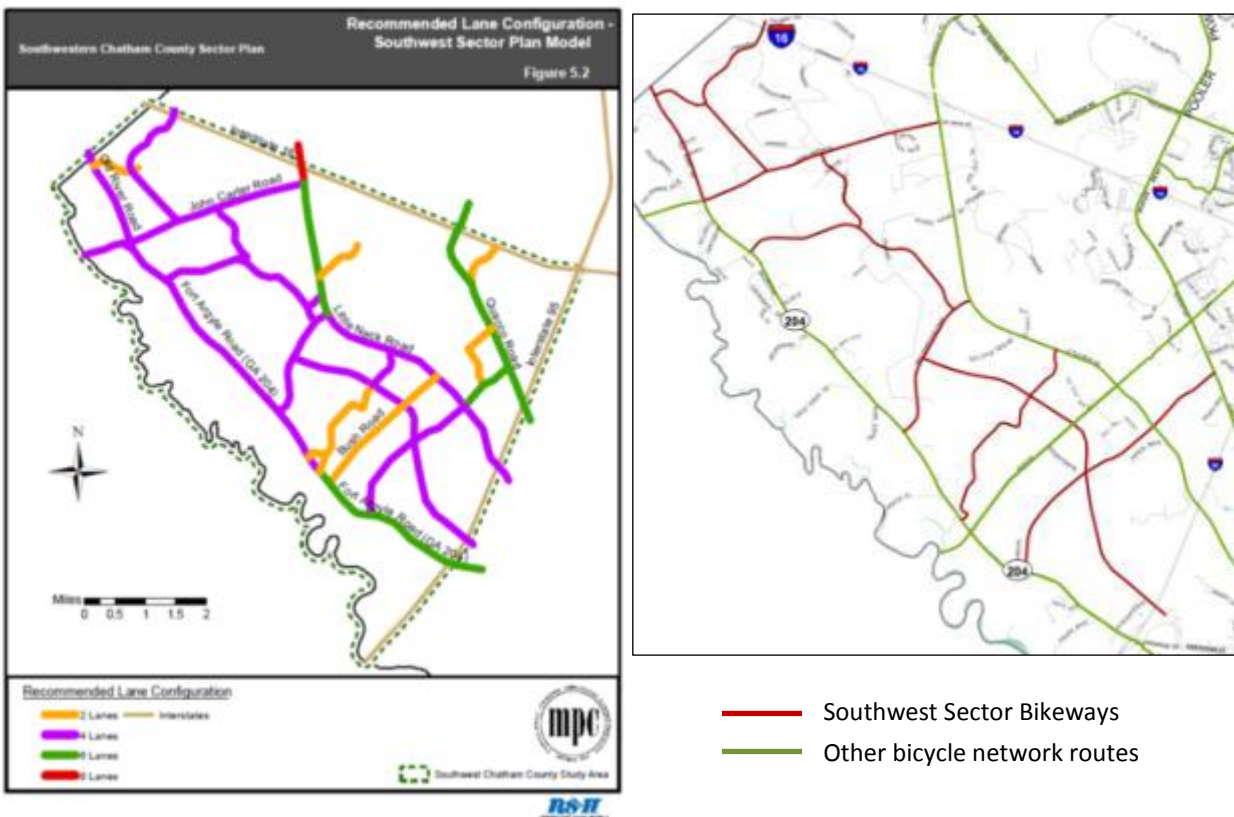
Route 42: Southwest Sector Bikeways

In 2008 and 2009, the MPC and MPO developed the Southwest Sector Plan in order to identify needs for new and reconstructed roads in advance of planned and expected growth in the area of Chatham County south of I-16 and west of I-95. The Southwest Sector Bikeways include routes from that plan that are not already part of other routes in the bikeway network. In the event that the recommendations of the Southwest Sector Plan are implemented, the new roads and reconstructed roads should include the design elements appropriate for the roadway context and function, as outlined in the Thoroughfare Plan.

Route overview

Below is a map from the Southwest Sector Plan as well as a map showing which of the segments are part of the Southwest Sector Bikeways in the Non-motorized Transportation Plan.

Maps of proposed road improvements and bikeway network in the Southwest Sector



Treatment descriptions

- On Old River Rd., from the county line to SR 204, bicycle lanes are recommended within paved shoulders, unless a multilane, urban section is installed due to development, in which case the bicycle lanes would occur as part of the roadway upgrade.

- On John Carter Rd., from SR 204 to Little Neck Rd., bicycle lanes are recommended within paved shoulders, unless a multilane, urban section is installed due to development, in which case the bicycle lanes would occur as part of the roadway upgrade.
- On the other segments of the Southwest Sector Bikeways, bicycle lanes are recommended as part of larger projects implemented from the Southwest Sector Plan.

Route 43: Reserved

Route 44: Reserved

Route 45: Thunderbolt Network

Route overview

Describing from the southern-most and western-most end of the network, the route begins outside of Thunderbolt on the Savannah State University (SSU) campus. It runs through the campus on Tompkins Rd., College St., and into Thunderbolt on Falligant Ave. River Dr. takes the route along the bluff and across Victory to Mechanics Ave. Whatley Ave. takes the route from SSU as far as Furber Ave., where an east-west connection is recommended between a possible Placentia Canal Path and Mechanics Ave. The latter street connects River Dr. and Shell Rd., while Shell Rd., Bannon Dr. and Tuberson Ave. form another east-west connection between the possible Placentia Canal Path and the river.

Sunset Blvd. and Rowland Ave. are partially within Thunderbolt and are also part of the bicycle network, but these streets are included in the Victory Square Cross-connectors Route, described farther down.

Treatment descriptions

- On Tompkins Rd. and College St. through SSU, bicyclists would use shared lanes.
- On Falligant Ave., from Whatley Ave. to Casino Ave. bicycle lanes are recommended through widening the pavement within existing ROW. To avoid impact to the existing sidewalk (currently intermittent), the pavement could be widened along the north edge of Falligant Ave. and the centerline shifted to create 4-foot bicycle lanes on each side (no curbs).
- On the curve from Falligant Ave. to River Dr., the route would use shared lanes between the existing curbs and sidewalks.
- On River Dr., from the curve, along the river, and across Victory Dr. to Mechanics Ave., the route would consist of shared lanes.
- On Whatley Ave., from Falligant Ave. to Rowland Ave., bicycle lanes are recommended through widening the pavement within existing ROW. Curb, gutter, and sidewalk exist on the western edge, so the widening would be along the eastern edge and the centerline shifted.
- On Whatley, from Rowland Ave., across Victory to Furber Ave., bicyclists would use shared lanes.
- In the unpaved western alignment of Furber Ave., a shared use path and bridge is recommended to connect across the canal to the recommended Placentia Canal Trail. The route on the paved portion of Furber Ave., east of Whatley Ave., would be shared lanes.
- On Mechanics Ave., from Shell Rd. to River Dr. the route would consist of shared lanes.
- On Shell Rd., from the recommended crossing of the Placentia Canal Trail to Bannon Dr. and on to Tuberson Ave., the route would use shared lanes to connect to River Dr. The streets should remain narrow and without centerline striping to encourage low traffic speeds and negotiations between users in opposite directions and of various modes.

Route 46: Bee Rd. Connector

Route overview

The route uses Bee Rd. to connect the Truman Greenway Corridor, the Washington Ave. Corridor bikeway, and Daffin Park with the Henry/Anderson Corridor bikeway. Continuing from where existing bicycle lanes end on Bee Rd. at Kerry St., the route runs north across Victory Dr. to Anderson St.

Treatment descriptions

- On Bee Rd., from Kerry St. to where turn lanes form, bicycle lanes are recommended by widening.
- From the turn lanes south of Victory Dr. through the tree-lined segment up to 40th St., the route consists of shared lanes.
- From 40th St. to Anderson St., bicycle lanes are recommended, by widening pavement and adding curb, gutter, and sidewalk.

Route 47: Pooler Central Corridor

Route overview

This route follows a north-south route through the middle of Pooler's downtown. Starting at the south end, from where it intersects the Pooler Parkway Corridor bikeway, this route runs on Memorial Blvd., Quacco Rd., Rogers St. across US 80 to Holly Ave., where it turns west. It turns north on Newton St. to reach Benton Dr. At the end of Benton Dr. the bikeway would continue in the Benton Dr. ROW to the canal ROW where it would turn west. The route then turns south to reach Durham Park Blvd. where it turns west to come back out on the Pooler Pkwy. at the intersection.

Treatment descriptions

- On Memorial Blvd., a shared use path is recommended by widening existing sidewalk along the north side.
- On Quacco Rd., from Memorial Blvd. to Pine Barren Rd., a shared use path is recommended along the west side. This side is chosen over the east side of the road due to the fact that fewer driveways exist along the west side, much of which is adjacent to a buffer owned by Bridgewater Homeowners Association. Existing sidewalk would be widened and new path would be extended from where current sidewalk ends.
- On Rogers St., from Pine Barren Rd. to US 80, bicycle lanes are recommended through widening.
- On Rogers St., between the two one-way pairs that constitute US 80, bicyclists would use shared lanes appropriate for their destination.
- On Rogers St. from US 80 to Holly Ave., and on Holly Ave., Newton St., and Benton Dr., the route consists of shared lanes in a residential setting.
- At the end of Benton Dr., a shared use path would continue ahead in the ROW to reach the canal ROW.
- Along the canal, a shared use path would run along the south bank and around to Durham Park Blvd.
- On Durham Park Blvd., bicyclists would use shared lanes for the short segment to reach the intersection and connect with the Pooler Parkway Corridor bikeway.

Route 48: Pooler Pkwy. Corridor***Route overview***

From south to north, this route runs on Pooler Pkwy., from the I-16 interchange to Benton Blvd. Due to possible discomfort of merging traffic at the ramps at the interchange with US 80, this bikeway route also includes an alternative leg in which bicyclists would exit Pooler Pkwy. on the ramp shoulder on the south of the interchange, take US 80 west to Sangrena Dr., turn north and go to Plantation Dr., turn east and go to the end where a path would cross the back of the Pooler YMCA property to reach Isaac LaRoche Dr. and return to Pooler Pkwy.

Treatment descriptions

- On Pooler Pkwy. from south of the I-16 interchange to Memorial Blvd., the route consists of paved shoulders, except for a small segment near Memorial Blvd. on the southbound side where the paved shoulder needs to be widened to provide smooth surface outside of the existing rumble strip.
- From Memorial Blvd. to Pine Barren Rd., paved shoulders are recommended for continuity. Currently rumble strips consume most of the shoulder.
- From Pine Barren Rd. to US 80, the route consists of existing paved shoulders. The bridge over a railroad has wide shoulders.
- On Pooler Pkwy., from US 80 to Durham Park Blvd./Isaac LaRoche Dr., the current narrow paved shoulders are recommended to be widened, starting from where the wider shoulders currently taper off north of US 80.
- On an alternative route, bicyclists may use paved shoulders on the northbound exit ramp or the southbound entrance ramp.
- Still on the alternative route, bicyclists would use the US 80 western corridor bikeway to reach N. Sangrena Dr.
- Still on the alternative route, bicyclists would use shared lanes on N. Sangrena Dr. and on Plantation Dr.
- Still on the alternative route, a shared use path is recommended to connect Plantation Dr. across the edge of the Pooler YMCA property to Isaac LaRoche Dr.
- Finishing the alternative route, bicyclists would use shared lanes on Isaac LaRoche Dr. to return to Pooler Pkwy.
- Along Pooler Pkwy., from Durham Park Blvd./Isaac LaRoche Dr. to Benton Blvd., a shared use path is recommended. This is envisioned along the east side of the road where more commercial development currently exists.

Route 49: Airport/Gulfstream Corridors

This route was added to the network because Gulfstream Aerospace is one of the largest employers in Chatham County. The company also has its own sustainability initiative. Employees who live in Pooler could easily bicycle to work if more inviting bicycle infrastructure were provided. Airport employees could also benefit from improvements in these corridors. Finally, although most airline passengers do not bicycle to and from the airport, customers traveling light may desire to do so. Numerous other US cities (Washington, DC, San Diego, San Francisco, Portland, and others) provide bikeways to their airports. The Savannah Airport Commission envisions the airport as a hub for multiple types of transportation.

Route overview

From west to east, the route picks up at the end of the Pooler Parkway Corridor bikeway at Benton Blvd. and runs across I-95, along Airways Ave. to the airport terminal. It also uses Ida J. Gadsden Dr. and Patrick S. Graham Dr. to reach Gulfstream Rd. which it follows to the SR 21 Corridor bikeway. Another leg of the route runs on Robert B. Miller, Jr. Rd. from Gulfstream Rd. to Dean Forest Rd.

Treatment descriptions

- On Pooler Pkwy. from Benton Blvd. onto Airways Ave. to the intersection with Crossroads Pkwy., bicycle lanes are recommended by widening the paved shoulders and revising the type of rumble strip where the strips currently exist west of I-95. The bridge over I-95 currently has 8-foot shoulders. Any future bridge projects should consider bicycle accommodation. AASHTO provides guidance for bicycle travel through interchange areas.
- Along Airways Ave., from Crossroads Pkwy. a short distance to where the median widens just before the airport welcome sign, sidepaths are recommended on each side as a transition from the bicycle lanes to a proposed two-way shared use path in the median, as described next.
- In the very wide median of Airways Ave., from just west of the Airport welcome sign to the terminal, a shared use path is envisioned, curving to avoid trees and swales as needed. This part is mapped in the median closer to the west bound side of Airways Ave., as this is the more direct way to the terminal and is closer to some of Gulfstream's facilities. Bicycle parking facilities should be provided at the terminal near the path.
- A direct connection between the newer Gulfstream building and Aviation Village also could be provided through the wetland mitigation area, via boardwalk, as suggested by the Savannah Airport Commission engineering department.
- On Ida J. Gadsden Dr. and on Patrick S. Graham Dr., sidepaths are recommended.
- On Gulfstream Rd., bicycle lanes are recommended by widening the pavement. Approaching and passing through the tunnel under the taxiway, the bicycle lanes would taper and bicyclists would merge into shared lanes, because the tunnel was built with sidewalk on raised curbs.
- On Robert B. Miller, Jr. Rd., paved shoulders are recommended. In advance of the roundabouts at the Gulfstream facility driveways, bicyclists should merge with traffic to proceed through the roundabout in the same manner as other vehicles, in order to avoid conflicts.

Route 50: Benton Blvd. Corridor**Route overview**

The route runs along Benton Blvd., from Pooler Pkwy. to Highlands Blvd.

Treatment descriptions

- At the south end of the route, on the existing four-lane section of Benton Blvd., curb and gutter and wide sidewalks currently exist. The recommendation is to widen the sidewalks on each side to shift the sidewalk away from the curb and mark one-way, cycle-tracks on the pavement that is currently sidewalk. The cross section of each bicycle-and-pedestrian zone, from edge of curb to outside edge of path, would be: 5-foot buffer area (paved, since part of the existing sidewalk would be converted to this buffer), 6.5-foot one-way cycle track (also on the existing sidewalk mostly), 5-foot pedestrian area. The cycle track may be narrowed to 5 feet at intersections and pinch points. Stripes or the use of color on pavement should distinguish the cycle track from the buffer and from the adjacent sidewalk. See the NACTO Urban Bikeway Design Guide.

- For the two-lane portion of Benton Blvd. where four lanes are obviously expected in the future, the existing sidewalk on the west side is recommended to be expanded to fit a one-way cycle track (southbound) as described above. Until the future roadway widening, in which the northbound cycle track could be included, the cycle track and sidewalk on the west side would be used as a two-way multi-use path instead.
- On a future extension of Benton Blvd., from Highland Blvd. to SR 30, cycle tracks should be provided for consistency with the other segments, described above.

Route 51: Old S&S Corridor

In an effort to include more off-road paths in the bicycle plan, parts of the old Savannah & Statesboro Railway corridor are recommended as a bikeway, to serve as an alternative to US 80. Well to the west, in Bulloch County, the City of Statesboro has begun transforming the railbed into a shared use path. Not all of the original corridor between Statesboro and Savannah can be converted into off-road path, as some segments have already been transformed into roads. This plan considers the approach from Effingham County into the western parts of Chatham County.

Route overview

Meldrim and Bloomingdale could potentially be connected via a path along the old railroad bed. Although Meldrim and this part of Effingham County are not within the MPO planning area currently, those locales are mentioned as the western terminus of this route for purposes of logical termini and future coordination. The route involves crossing of a spur railroad. The spur serves one industrial property. Assuming this crossing is possible, since it is not the main rail line, the route would begin in Meldrim at the end of Railroad Rd. and would follow the railroad bed until reaching the re-aligned Osteen Rd., west of Bloomingdale's Main St., which will be a result of the Jimmy Deloach Pkwy./US 80 interchange project. The route would follow Osteen Rd. to US 80, where it would use the US 80 Western Corridor bikeway until reaching a canal ROW before Hickory St. The canal ROW would connect to W. Main St., which uses the old railbed to pass through Bloomingdale. It continues on the railbed onto Wildcat Dam Rd. to reach the US 80 Corridor bikeway again, in order to cross Pooler Pkwy. and proceed through Pooler. At Continental Blvd. the S&S Corridor resumes off-road in ROW of the former railroad until reaching Dean Forest Rd.

Treatment descriptions

- On the railroad bed, from the end of Railroad Rd. in Meldrim to the re-aligned Osteen Rd., the route would consist of a shared use path. (The portion of this segment that is within Chatham County is inside of the CORE MPO planning area.)
- On the re-aligned Osteen Rd., bicyclists would use shared lanes.
- Along US 80, bicyclists would use the existing paved shoulders, which are part of the US 80 Western Corridor bikeway.
- Along the canal ROW just west of Hickory St., a shared use path is recommended.
- On W. Main St. in Bloomingdale, bicyclists would use shared lanes until reaching Cherry St.
- On E. Main St, from Cherry St. to Ash St., bicycle lanes are recommended.
- On the old railroad bed in east Bloomingdale and on Wildcat Dam Rd., a bicycle-friendly surface is recommended for sharing the dirt roads.
- On US 80 through Pooler, refer to the US 80 Western Corridor bikeway.
- On the old railroad bed, from Continental Blvd. to Dean Forest Rd., a shared use path is recommended.

Route 52: US 80 Western Corridor

Route overview

This route continues on US 80, from where the State Bike Routes turn off in Bloomingdale. It runs on through Pooler and into Garden City, ending at SR 25 where the W. Bay Corridor bikeway picks up.

Treatment descriptions

- On US 80, from the beginning of curb west of Cherry St. in Bloomingdale to Parsons St./Governor Treutlen Rd. in Pooler, shared use paths are recommended along each side, separating with the one-way pair in the middle of Pooler. (Existing sidewalks in Pooler could be widened to form portions of the path. Right-of-way would likely need to be acquired along north edge of the US 80 westbound lanes.) Along the eastbound segment of the one-way pairs (southern edge of US 80), the path could transition at Sheftall St. onto the residential dirt road that runs along the old railroad bed. (The road apparently is on an easement from Norfolk Southern Corporation.). It is important to note that, in this divided section of US 80 in downtown Pooler, bicyclists should be expected to ride in the both directions along each of the one way pairs, because it would be onerous to cross over to the other one-way pair if trying to travel “upstream” only a few hundred feet. Therefore these two-way facilities, rather than one-way bicycle lanes, are proposed along each one-way pair.

Note: the above recommendation is one of the simpler approaches. However, if Pooler is interested in promoting more of a traffic-calming, downtown feel along the more commercialized, westbound segment of the one-way pair, a larger project, in cooperation with GDOT could be to use the existing right-of-way (plus a few additional feet in some places) to create a bigger landscape buffer within a modified cross-section as follows: From south edge of road to north edge, 2.5-foot curb and gutter, 12-foot travel lane, 12-foot travel lane, 2.5-foot curb and gutter, 5-foot buffer with street trees, 10-foot shared used path. Implementation might involve moving the existing curb and gutter into the paved shoulder that currently exists, in order to minimize need for additional right-of-way.

- From Parsons St./Governor Treutlen Rd. through the I-95 interchange and all the way to Griffin Ave. a shared use path is recommended along the south side. Due to the fact that, under I-95, US 80 has a standard sidewalk on the north edge and an 8-foot shoulder on the south edge, the path will use the shoulder for two-way travel at this pinch point. At Continental Blvd. bicyclists could cross back to the north side if desiring to reach the Old S&S Corridor bikeway where the old railroad bed separates from the US 80 alignment again. To stay on the Bikeway Route 52 (on US 80), a shared use path would continue along the south side of US 80 and contribute to the Coastal Georgia Greenway between Pine Barren Rd. and Triplett Park. East of the park entrance, boardwalk is likely needed for a short segment adjacent to wetland.
- From Griffin Ave. to Chatham Pkwy., shared use paths are recommended on both sides, because of residences lining both sides and the proximity to Garden City Elementary School. Boardwalk is likely needed behind guardrails for short segment adjacent to wetlands
- From Chatham Pkwy. to Junction Ave., one-way cycle tracks behind curb and grass buffer are recommended.
- From Junction Ave. across bridge over the railroad to the beginning of curb east of the bridge, bicycle lanes are recommended. This could be accomplished by widening paved shoulders on the bridge approaches. The bridge had wide shoulders currently.
- From the beginning of the curb east of the bridge to Alfred St., one-way cycle tracks behind curb and grass buffer are recommended.

- From Alfred St. to Burnsed Blvd., two-way shared use paths are recommended by widening the existing sidewalks. Northeast of Burnsed Blvd., the side path would continue only along the southeast edge as far as the intersection with Garden City's Main St. (or to the city limit), to connect to the W. Bay Corridor bikeway.

Route 53: Reserved

Route 54: SR 30 Corridor

Route overview

From west to east, this route starts on SR 30 within the MPO planning area in Effingham County and continues into Chatham County to SR 21.

Treatment descriptions

- On SR 30 in Effingham County, paved shoulders are recommended by widening the pavement.
- From the Chatham County line to SR 21, the bikeway consists of paved shoulders that currently exist, with about four feet of asphalt outside of the rumble strip.

Route 55: Hodgeville Corridor

Route overview

From west to east, this route starts on Hodgeville Rd. within the MPO planning area in Effingham County and continues into Chatham County to SR 30.

Treatment descriptions

- On Hodgeville Rd., paved shoulders are recommended. Any rumble strips should be bike-friendly, allowing at least 4 feet of smooth riding surface within the paved shoulder.

Route 56: SR 21 Corridor

Route overview

From south to north, this route begins in Garden City on Third Ave. at US 80 and runs to Minus Ave. and SR 21 where it turns northwestward to follow SR 21 to the northwest edge of the Metropolitan Planning Area (MPA), which is at the Effingham/Chatham county line at this writing.

Although the MPO planning area does not extend to Rincon or Springfield in Effingham County, a bikeway on SR 21 in Effingham County ideally should connect the CORE MPO's SR 21 Corridor Bikeway in Chatham County to the two State Bicycle Routes that pass through Springfield (Route 85: Savannah River Run Bike Route; and Route 95: Coastal Bike Route).

Treatment descriptions

The proposed treatments for most segments of this route are based on the recommended alternative in the MPO's SR 21 Corridor Study.

- On Third Ave. in Garden City, from US 80 to Minus Ave., the route consists of shared lanes.
- On Minus Ave. from Third Ave. to SR 21, the route consists of shared lanes.
- On SR 21, from Minus Ave. to Smith Ave., bicycle lanes are recommended as part of the Complete Streets conversion for the at-grade portion of SR 21. The SR 21 Corridor Study recommends elevated lanes for through traffic in this segment and the conversion of at-grade travel lanes to bicycle lanes.
- Along SR 21, in Garden City and Port Wentworth, from Smith Ave. to Old Augusta Rd., a shared use path is recommended along the northeast side, as part of the capacity projects from the SR 21 Corridor Study.

Route 57: Dean Forest Corridor

Route overview

From south to north, the route runs on Dean Forest Rd. from US 17 to SR 21. It connects the US 17 and SR 21 bikeway corridors and also crosses the planned Coastal Georgia Greenway at the S&O Canal. Garden City's City Hall and Town Center development is also located on Dean Forest Rd.

Treatment descriptions

- From US 17 to I-16, a shared use path along one side is recommended.
- On the approach and overpass of I-16, any future bridge improvement should accommodate bicyclists with more protection than currently provided by the shared lanes.
- From I-16 to SR 21, a shared use path along one side is recommended, due to heavy truck volumes. It may be necessary to acquire ROW in a few locations.

Route 58: W. Bay Corridor

Route overview

From west to east, the route runs along W. Bay St., from (Garden City) Main St. to Augusta Ave., where it veers southward to avoid the I-516 interchange. On Augusta Ave. at Graham St., it splits into a northern segment and a southern segment. The southern segment turns onto Lily St. and follows Stratford St., Abbott St., and Comer St. to return to August Ave. and reach E. Lathrop Ave., where it connects to the E. Lathrop/Stiles Corridor bikeway. The northern segment takes Graham St. back to W. Bay St. and runs east across the viaduct to MLK, Jr. Blvd. and downtown Savannah.

Treatment descriptions

- On W. Bay St., from (Garden City) Main St. to Augusta Ave., a shared use path is recommended along the south side of the street, by widening existing sidewalk.
- On the one-way off-shoot to Augusta Ave., an eastbound bicycle lane and a contra-flow westbound bicycle lane is recommended by widening pavement in this short segment.

- On Augusta Ave., from W. Lathrop Ave. to Graham St., the four lanes are recommended for conversion to three lanes (one eastbound and two westbound) with bicycle lanes on each side via re-striping.
- On Lily St., Stratford St., Abbott St. Comer St., and the east end of August Ave., in the southern segment of the W. Bay Corridor bikeway, the route consists of shared lanes.
- In the northern segment of the bikeway, on Graham St. bicycle lanes are recommended by striping the existing wide travel lanes.
- Along W. Bay St., from Graham St. to E. Lathrop Ave., a shared use path is recommended along the southern side of the street, by widening the sidewalk that will be provided in the W. Bay St. Improvement project.
- From just east of E. Lathrop Ave. across the viaduct to just east of the canal, if analysis supports reducing the number of westbound lanes from three to two, then the centerline on the viaduct should be shifted toward the north edge, and a two-way cycle track installed in the lane that is freed up on the south edge of the viaduct, next to the sidewalk. (Pedestrians would continue to use the existing sidewalk on the viaduct.) This recommendation provides continuity for two-way bicycle travel along the south edge of W. Bay St., connecting the recommended shared use paths at each end. See the NACTO Urban Bikeway Design Guide for examples of cycle tracks.
- From just east of the canal to MLK Jr. Blvd., a shared use path is recommended along the south edge of W. Bay St., by widening the existing sidewalk.

Route 59: Liberty City Corridor

Route overview

This route runs on Chatham Pkwy. from US 17 to Garrard Ave. and onto Louis B. Mills Blvd. It turns northward on ACL Blvd. and crosses I-516 on Liberty Pkwy., crossing W. 52nd St. (the East-West Corridor bikeway) and continuing to Ogeechee Rd.

Treatment descriptions

- On Chatham Pkwy., from US 17 to Garrard Ave., bicycle lanes are recommended by widening the pavement slightly and removing rumble strips along this 35 mph segment. The bridges over railroad and over Veterans Pkwy. currently have sufficient shoulders.
- On Louis Mills Blvd. and ACL Blvd., from Garrard Ave. to Liberty Pkwy., bicycle lanes are recommended by widening pavement.
- On Liberty Pkwy. on the approaches and bridge over I-516, the route consists of shared lanes, as there is not sufficient room to stripe bicycle lanes in this section where curb, gutter, and slopes exist.
- On Liberty Pkwy. from Staley Ave. to Ogeechee Rd. bicycle lanes are recommended by widening the pavement.

Route 60: Staley Corridor

Route overview

This route runs on Staley Ave., from Liberty Pkwy. to Montgomery St., connecting two bikeway corridors.

Treatment descriptions

- On Staley Ave., from Liberty Pkwy. to just west of the bridge over the CSX railroads, bicycle lanes are recommended, by widening the pavement to the south side and shifting the centerline southward to allow bicycle lanes on each side. Curb and gutter already exist along the north edge. Curb and gutter and sidewalk along the south edge would likely be part of the project, as a drainage ditch exists about ten feet from the south edge currently.
- On the west side of the railroad bridge, the bicycle lanes would temporarily pinch down to shared lanes, due to constraints, before resuming on the wide shoulder that already exists on the bridge.
- From just east of the bridge over the railroads to Montgomery St., the bikeway consists of shared lanes due to constrained ROW and existing curb and gutter.

Route 61: Reserved

Route 62: Reserved

Route 63: Coffee Bluff Corridor

Route overview

This route runs on Coffee Bluff Rd. and White Bluff Rd., from the city-owned marina on the Forest River to White Bluff Elementary School.

Treatment descriptions

- On Coffee Bluff Rd., from Back St. to Windsor Rd., a shared use path is recommended. This project was among those proposed by the City of Savannah in the 2010 “T-SPLOST” referendum, indicating that the City believes it is needed or wanted. Voters rejected the additional tax. However, this particular project was not the subject of public comments against the tax.
- From Windsor Rd. to Paradise Dr., a shared use path is recommended on one side.

Route 64: Montgomery St. Corridor

Route overview

From the south end at Hunter Army Airfield, the route runs north on Montgomery St. to W. Congress St., where it reaches the City Market Connector. The route also includes Rogerwood St., for a straight shot to Hampstead Ave. or the future Poplar Place Boulevard in Project DeRenne. Both Project DeRenne and the proposed I-16 Flyover Removal project affect this corridor, as described under Treatments.

Treatment descriptions

- On Montgomery St., from the future roundabout near Hunter Army Airfield in the Project DeRenne concept, to Victory Dr., bicycle lanes are recommended by reducing the number of through lanes to one on each side. Project DeRenne already proposes the lane reduction south of DeRenne Ave., which is a median-divided segment. The City of Savannah’s concept for Project DeRenne currently shows on-street parking in the former travel lanes, but surrounding land uses do not require on-street parking, and so this plan recommends bicycle lanes instead – buffered with cross hatching if

necessary to use the width. The cross-section can continue north on Montgomery St. to the intersection with Thackery St., a segment which is also median-divided. Sufficient turn lanes would be maintained at the intersection with DeRenne Ave. The proposed bicycle lanes on Montgomery St. between Thackery St. and Victory Dr., can be installed by converting the four-lane, undivided road to a three-lane section. A typical cross section could be 5-foot bicycle lanes, 11-foot travel lanes, and a 12-foot two-way left turn lane. In the few blocks where on-street parking is needed on one side for businesses that do not have off-street parking, the bicycle lane would transition to a shared lane with on-street parking and a narrower center lane.

- From Victory Dr. to W. Congress St., the route consists of wide curb lanes. The segment from Jones St. to Broughton St. is proposed to be converted from one-way to two-way as part the I-16 Flyover Removal project.
- At the south end of the route, on the spur that uses Rogerwood St., the bikeway consists of shared lanes.

Route 65: Springfield Canal Corridor

Route overview

From south to north, the route runs along the Springfield Canal from Clinch St. to Louisville Rd.

Treatment descriptions

- The bikeway would consist of a shared use path.

Route 66: Bull St. Corridor

Route overview

From south to north, the route would run on Bull St. from 52nd St. to Anderson St. It connects the East-West Corridor bikeway to the Henry/Anderson Corridor bikeway.

Treatment descriptions

On Bull St. the entire route consists of shared lanes.

Route 67: Hunter AAF Fence Path

In 2009, the Hunter Army Airfield base commander at the time (LTC Jose Aguilar) informed MPO staff that the base's master plan included shifting their fence and/or walls farther inside of the property line. He suggested that eventually, when such project is finished, the space on the base's property *outside* of the fence could be used for a "gate-to-gate," public, shared use path, if agreement between the Army and the City could be reached allowing the City to construct the path on an easement. The agreement would need to specify maintenance responsibility as well.

Route overview

Unlike other routes at Hunter, this route would be outside of the base's fence. From south to north, the route would skirt the Hunter Army Airfield fence from the Rio Rd. gate to the Montgomery St. gate. This would create a 7-mile off-road connection through the south side of Savannah, linking the SR 204 Corridor bikeway to the DeRenne Corridor bikeway.

Treatment descriptions

- The entire bikeway is proposed to be a shared use path.

Route 68: Price St. Bikeway

Route overview

From north to south, which is the legal direction of travel on Price St., the route runs from E. Bay St. to 41st St. where it turns westward to reach the North-South Corridor bikeway on Habersham St. just north of Victory Dr.

Treatment descriptions

- On Price St., southbound bicycle lane currently exists from E. Bay St. to 41st St.
- On 41st St. to Habersham St., the route consists of shared lanes.

Route 69: E. President Connector

Route overview

This route would run along E. President St. from E. Broad St. to Goebel St., in order to directly connect downtown Savannah to the Savannah-Whitemarsh Corridor bikeway which would provide access to the islands.

Treatment descriptions

- A shared use path is recommended along the south edge of E. President St.

Route 70: Gordonston Connectors

Route overview

This route would connect the Liberty/Wheaton Corridor bikeway to the Henry/Anderson Corridor bikeway and to the Victory Square area. It runs on Wallin St., Pennsylvania Ave., Kinzie St., California St., and Ohio St.

Treatment descriptions

- On Wallin St., 3-foot paved shoulders are recommended, by striping the existing wide lanes. These shoulders should not be designated as bicycle lanes because they would not provide four feet of pavement between the stripe and the gutter pan. However, such shoulders still improve conditions for bicyclists.
- At the intersections of Wallin St. with 36th St., Skidaway Rd., and Pennsylvania Ave., bicyclists would use existing shared lanes or wide curb lane appropriate for their direction.
- On Pennsylvania Ave., from Skidaway Rd. to Gwinnett St., 3-foot paved shoulders are recommended, by striping the existing wide lanes.
- On Kinzie St., California St., an unnamed street, and Ohio St., the route consists of shared lanes.

Route 71: Paulsen/Waters Corridor

Route overview

From south to north the route runs on Waters Ave. to Hampton St., where it turns and uses residential streets and a canal bridges in the Jackson Manor and Kensington neighborhoods to bypass a constrained tree-lined segment of Waters Ave. Through there it runs on Hampton St., Halsey St., Wheeler St., Andover Dr., Kensington Dr., and Oxford Dr. to reach Paulsen St. Then the route proceeds northward to Rockefeller St. where it goes eastward to Harmon St. to end at Wheaton St.

Treatment descriptions

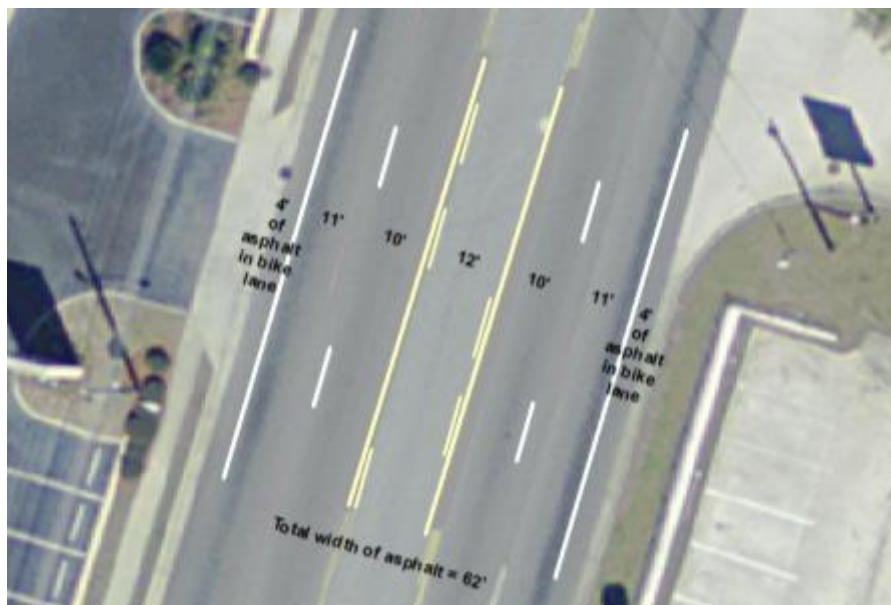
- On Waters Ave., from where Whitefield Ave. ends to Montgomery Cross Rd., if an analysis of crash rates and types allows, bicycle lanes are recommended by re-striping in order to narrow the four existing travel lanes. The new cross section would be four 10-foot travel lanes, with 4 feet of asphalt for each of the bicycle lanes, not counting curb and gutter.

Example of possible lane-narrowing to provide bicycle lanes on the four-lane segment of Waters Ave.



- On Waters Ave., from Montgomery Cross Rd. to Hampton St., if an analysis of crash rates and types allows, the existing five lanes would be restriped and narrowed to provide bicycle lanes on each side (each consisting of four feet of asphalt with no longitudinal seams; the gutter pan provides additional shy space from the curb face). The new cross-section after the restriping would be a 12-foot two-way left turn lane (TWLTL), 10-foot inside lanes, 11-foot outside lanes, and 4-foot bike lanes inside of the existing curb and gutter.

Example of possible lane-narrowing to provide bicycle lanes on the five-lane segment of Waters Ave.



- Through the Jackson Manor and Kensington neighborhoods, the bikeway uses shared lanes. A canal is crossed on a narrow bridge which is recommended to be replaced with a wider bridge.
- On Paulsen St., from Oxford Dr. to Victory Dr., the currently wide travel lanes are recommended to be striped for bicycle lanes.
- On Paulsen St., from Victory Dr. to Rockefeller St., the bikeway consists of shared lanes because on-street parking is allowed.
- On Rockefeller St., from Paulsen St. to Waters Ave., the route consist of shared lanes.
- On Waters Ave., from Rockefeller St. to Wheaton St., the route consists of shared lanes.

Route 72: Habersham Village Cross-connectors

Route overview

From west to east, the route starts from Montgomery St. and travels Thackery Pl. and 61st St to Habersham St. It proceeds straight ahead on Lamara Dr. to Reynolds St. The bikeway uses Reynolds St. for one block then continues east on 63rd St. until, after crossing Waters Ave., it curves onto Reuben Clark Dr. within the Memorial Hospital campus. This road carries the bikeway over the Truman Pkwy. and the route continues to a point even with 65th St. near Julliette Low Elementary. Here the bikeway will connect on its west side with the Truman Linear Park Trail, once the latter is constructed, and it also would connect with 65th St. to the east, via a recommended path through the 210 feet of vegetated area. Once on 65th St., the bikeway proceeds then turns northward onto Armstrong Dr. to reach Mason Dr., where it zigzags onto Wilemere Dr. to reach the LaRoche Corridor bikeway.

Treatment descriptions

- The bikeway is proposed to be almost entirely shared lanes, as it uses residential streets for most of its length. These streets will need bikeway route signage.

- Paved paths are recommended where the route leaves Rueben Clark Dr. to join with the Truman Linear Park Trail and with 65th St. The Board of Assessors' parcel layer on SAGIS indicates that an easement or purchase of right-of-way will be necessary for these short path segments.

Route 73: DeRenne Corridor

Route Overview

From west to east, the bikeway runs from the Hunter Army Airfield gate at Montgomery St. along Hampstead Ave. (the future boulevard in the Project DeRenne concept) to White Bluff where it turns north to DeRenne Ave. The route continues eastward along DeRenne Ave. Between Abercorn St. and the Truman Pkwy., it uses DeRenne Dr. The bikeway ends on E. DeRenne Ave. at Bismark Ave. and Jasmine Ave.

Treatment descriptions

The treatment recommendations for the DeRenne Corridor west of the Truman Pkwy. originated in Project DeRenne. This Non-motorized Transportation Plan makes additional recommendations for connectivity east of the Truman Pkwy. as well.

- At the westernmost end of the corridor, from Hunter Army Airfield to White Bluff Rd., Project DeRenne proposes a shared use path, most likely along the southern side of the street, as part of the "Boulevard Concept" for Hampstead Ave. A crossing would be provided at the concept's modified intersection with White Bluff Rd.
- Between the latter intersection and the intersection of DeRenne Ave. with Abercorn St., Project DeRenne proposes that a shared use path connecting these intersections be included in any plans for re-development of the "Lewis properties" and other parcels. The re-development for new uses in the area is envisioned to be a result of the transportation improvements. Parcels along the south edge of DeRenne Ave. are under a common owner at the time of this writing.
- East of Abercorn St., the bikeway uses DeRenne Dr., the residential frontage street.
- Where that street ends just before the canal and the Truman Pkwy., this plan recommends a shared use sidepath to carry the bikeway over the canal and under the Truman overpass.
- For the four lane segment of DeRenne Ave., east of the Truman Pkwy., this plan recommends a study be conducted to determine the feasibility of a road diet to create space within the existing curbs for bicycle lanes. The road diet could reduce the four lanes to two through lanes with either a flush median or a raised median with occasional turn lane bays. Pedestrians could be provided with crossing refuge as part of the project also. Average annual daily traffic volumes in this segment have hovered around 15,000, which does not rule out a road diet. A study would consider the impact of a road diet on the traffic related to the two schools that are accessed from DeRenne Ave.
- Between Skidaway Rd. and LaRoche Ave., where DeRenne Ave. is currently a two-lane road, this plan proposes bike lanes by widening the pavement (as well as sidewalks for pedestrians and curb and gutter).
- East of the LaRoche Ave., the route consists of shared lanes on Bismark Ave. until it ends at the Jasmine Ave., thus connecting to the Foss/Jasmine Corridor bikeway.

Route 74: Stephenson Corridor

Route overview

This route connects the existing North-South Corridor bikeway to the Hunter Army Airfield and to the Paulsen/Waters Corridor bikeway by using all of Stephenson Ave.

Treatment descriptions

- On Stephenson Ave., from White Bluff Rd. to Abercorn St., the route consists of shared lanes.
- From Abercorn St. to Hodgson Memorial Dr., the route consists of bicycle lanes.
- East of Hodgson Memorial Dr, in the three-lane section of Stepheson Ave., the route consists of shared lanes.

Route 75: Eisenhower Corridor

Route overview

On Eisenhower Dr., from west to east, the route runs from White Bluff Rd. to Skidaway Rd. where it continues straight onto Beaumont Dr. and Nottingham Dr.

Treatment descriptions

- On Eisenhower Dr., from White Bluff to Hodgson Memorial Dr., the route consists of shared lanes.
- From Hodgson Memorial Dr. to Truman Pkwy. southbound ramp, bicycle lanes are recommended by narrowing existing lanes, if analysis of crash rates allows.
- From Truman Pkwy. southbound ramp to Skidaway Rd., shared use paths are recommended by widening existing sidewalks. Along the north edge, the Truman Linear Park Trail will provide a shared use path under the interchange as far as the northbound on-ramp. It should be continued to Skidaway Rd. Along the south edge, the shared use path is recommended in this short section, so that eastbound bicyclists do not need to cross the road twice in order to continue on the bicycle lanes recommended in the next segment to the east.
- On Beaumont Dr. and Nottingham Dr., from Skidaway Rd. to LaRoche Ave., bicycle lanes are recommended by striping the currently wide travel lanes and prohibiting on-street parking if currently allowed. Development here is suburban residential with driveways.

Route 76: Montgomery Cross Rd.

Route overview

At the west end, the route begins on Montgomery Cross Rd. at Abercorn St., where the proposed Hunter AAF Fence Path would turn northward, and runs east to Skidaway Rd.

Treatment descriptions

- On Montgomery Cross Rd., from Abercorn to White Bluff, a shared use path is recommended along the north edge for continuity with the Hunter AAF Fence Path.

- From White Bluff Rd. to Skidaway Rd., bicycle lanes are recommended through narrowing of travel lanes and turn lanes.

Route 77: Truman Southern Corridor

The Truman Pkwy., Phase 5 was completed while the Non-motorized Transportation Plan was being developed. Design of Phase 5 began many years ago and did not include bicycle accommodations because bicycles are prohibited on the limited access parkway, and the bicycling culture was less pronounced at the time. Although political will to modify the newly built freeway facilities will remain low in the near term, a protected bicycle facility on the new river crossing nevertheless could one day help provide a valuable shortcut for bicyclists between the regional commercial areas of southern Abercorn St. and the Truman Greenway. Therefore this plan includes the Truman Southern Corridor as a visionary bikeway.

Route overview

Whenever feasible to provide a protected facility on this new freeway-style connection, the route would run along the Abercorn-White Bluff Connector and the “Phase 5” segment of the Truman Pkwy., from Abercorn St. to Whitefield Ave. The route continues northward on Old Montgomery Rd. to reach Montgomery Cross Rd. near Lake Mayer and the Truman Greenway.

Treatment descriptions

- Along the Abercorn-White Bluff Connector and Truman Pkwy., from Abercorn St. to Whitefield Ave., a protected shared use path is recommended. Cost estimates assume a facility can be cantilevered off one side of the bridge across the marsh and Vernon River.
- On Old Montgomery Rd., the route consists of shared lanes.

Route 78: Truman Northern Corridor, Phase 1

Route overview

This route would extend the Truman Greenway farther north to bring the off-road corridor closer to downtown Savannah. It would run in the ROW of Truman Pkwy. to Anderson St. then continue along Bee Rd. to Wheaton St., where it connects to the Liberty/Wheaton Corridor bikeway.

Treatment descriptions

- From the northeast corner of the current Police Memorial Trail to Henry St., the bikeway is recommended to be shared use path.
- On Bee Rd., from Henry St. to Wheaton St., the right-most southbound lane in this one-way segment of Bee Rd. could be converted to a two-way cycle track. AADTs have been around only 3000, according to GDOT’s STARS website, yet the road provides two to three lanes for southbound travel. Sidewalk and curb and gutter already exist along this edge, and a row of young live oak trees limits the expansion of the sidewalk into a shared use path.

A two-way cycle track on 10th Street in Atlanta, GA, as an example of the possibility for two-way cycle travel along the one-way portion of Bee Rd., north of Henry St. in Savannah.



Source: City of Atlanta

Route 79: Truman Northern Corridor, Phase 2

Route overview

This phase of the Truman Northern Corridor bikeway connects to Wheaton St. at a point farther east than Phase 1 does. Consistent with current proposals in the Housing Authority's East Savannah Gateway Plan, the route would run from Hubert Middle School through a ROW area that currently appears in the Board of Assessors' parcel layer in the GIS, across Wheaton St. and along the dirt road past the horse stable to E. President St. where another bikeway is proposed.

Treatment descriptions

- The bikeway is recommended to be shared use path.

Route 80: Skidaway Rd. Corridor

Route overview

The route would run along Skidaway Rd., from Ferguson Ave. in the south to Pennsylvania Ave. in the north.

Treatment descriptions

- From Ferguson Ave. to Victory Dr., this plan incorporates the design developed by Chatham County for shared use paths along each side of Skidaway Rd.

- From Victory Dr. to Pennsylvania Ave., the route consists of shared lanes, in order to reach the Gordonston Connectors bikeway and the Henry/Anderson Corridor bikeway. However more protected bicycle facilities should be included in any future road re-construction in this segment of Skidaway Rd.

Route 81: Victory Square Cross Connectors

Route overview

This route consists of three east-west connections, linking the commercial destinations in the area of the Victory Square and McAlpine Square shopping centers with residential neighborhoods in eastern Savannah and Thunderbolt. These “cross connectors” provide an alternative to Victory Dr. which has high motor vehicle volumes and constrained conditions (historic oak canopy and palm-lined median).

One part of the route is on Sunset Blvd., from Skidaway Rd. to Whatley Ave. This street connects Thunderbolt to the vicinity of the existing bikeway on 52nd St. A realignment of the west end of Sunset Blvd., to intersect Skidaway Rd. at 52nd St., has been identified as a desirable traffic improvement by local government engineers. (It was included in the plans Chatham County and City of Savannah developed for the Skidaway Rd. Complete Streets project, although the idea for the realignment is older than that project.) The realignment would make Sunset Blvd. a logical extension of the bikeway on 52nd St.

Another one of the “cross connectors” is on Rowland Ave. This street connects Thunderbolt directly to Victory Square.

A third connection is north of Victory Dr. on W. 42nd St., Raskin Ave., and W. 43rd St. Also, this plan proposes that an easement on the mobile home park drive allow access to the Placentia Canal ROW where another bikeway route is proposed.

Treatment descriptions

- On Sunset Blvd, from Skidaway Rd. to the Placentia Canal, bicycle lanes are recommended by widening the pavement.
- On Sunset blvd. east of the canal, a shared use path on boardwalk is recommended along the north side.
- On Rowland Ave., in the segment from Skidaway Rd. to the Savannah/Thunderbolt boundary (which currently has curbs and some live oak trees), shared lanes are proposed unless Rowland Ave. is upgraded as a Victory Dr. reliever, at which time bicycle lanes should be provided in this segment.
- Along Rowland Ave., from Savannah/Thunderbolt boundary to Whatley Ave., bicycle lanes are proposed by widening the pavement.
- On Rowland Ave, east of Whatley Ave., the route consists of shared lanes on the narrow, 15-mph residential street.
- On W. 42nd St., Raskin Ave., and W. 43rd St., the route consists of shared lanes.
- On Thunderbolt Regency Estates Mobile Home Park Dr., an easement is proposed to allow bicycle and pedestrian use of the existing street as it is, in conjunction with the path proposed in the next segment.
- From the Mobile Home Park Dr. to a proposed path along Placentia Canal, a shared use path is recommended.

Route 82: Placentia Canal Corridor

The right-of-way along the Placentia Canal is one of the more feasible locations for an off-road bicycle and pedestrian facility serving transportation as well as recreational purposes. This path would be variously within or bordering Town of Thunderbolt, the City of Savannah, and unincorporated Chatham County. Some segments of the canal right-of-way are controlled by Chatham County while other segments are controlled by City of Savannah. Many neighborhoods would be connected with destinations such as Johnson High School, Savannah State University, Bonaventure Cemetery, and Sunset Park. In conjunction with other proposed bikeways in the Jasmine Avenue, Howard Foss Drive, and Central Avenue corridors, the trail would help link Victory Drive to Montgomery Cross Road.

The right-of-way along the Placentia Canal



The Town of Thunderbolt evidently supports the creation of the Placentia Canal Trail. From the Town of Thunderbolt Comprehensive Plan (2008):

“The potential exists for a future bicycle/pedestrian trail to run contiguous to the Placentia Canal. According to an archaeological study conducted in 1984 that surveyed a two-hundred-foot-wide corridor along the existing 2.5-mile-long canal right-of-way, no significant archeological sites were identified.”

Thunderbolt’s Short Term Work Program, which has been updated in 2011, continues to recommend exploration of the idea for a Placentia Canal Trail. Coordination is needed with Chatham County and the City of Savannah.

Route overview

The trail would run along the bank of the canal, from LaRoche Ave. in the south to Bonaventure Rd. in the north. Crossing treatments would be necessary where the trail intersects the street network.

Treatment descriptions

- Due to the presence of special maintenance equipment within the canal ROW from time to time, a shared use path of compacted limestone dust (“stone dust”) is recommended, rather than asphalt. This recommendation is based on consultation with staff at the New York Canal Corporation. A stone dust surface meets ADA accessibility guidelines and is suitable for use by persons in wheelchairs, as well as bicyclists.

Route 83: Foss/Jasmine Corridor

Route overview

This bikeway corridor connects Sandfly and Thunderbolt. Bicyclists currently use this route as a north-south corridor east of the Truman Pkwy. From south to north, the route runs on Central Ave., from Norwood Ave. to the beginning of the school property, where it would run behind the field and the school to Howard Foss Dr. It continues northward onto Jasmine Ave. to Savannah State University.

Treatment descriptions

- On Central Ave., the route consists of shared lanes.
- Around the back of the school and along the unimproved portion of Howard Foss Dr., a shared use path is recommended.
- On the paved portion of Howard Foss Dr., from Beaumont Dr. to the drainage canal, the route consists of shared lanes.
- On Howard Foss Dr., north of the drainage canal, the wide travel lanes are recommended to be striped for bicycle lanes, which may provide the added benefit of reducing speeding. There is little friction for traffic on this segment because of few driveways, as most of the residences face other streets.
- On Jasmine Ave., the route consists of shared lanes.

Route 84: Bona Bella Corridor

Route overview

This east-west route connects neighborhoods with parks and with the future Truman Greenway using Bona Bella Ave.

Treatment descriptions

- On Bona Bella Ave., from Lovett Dr. to Skidaway Rd., the route consists of shared lanes.
- From Skidaway Rd. to Jasmine Ave., bicycle lanes are recommended by widening the pavement.

Route 85: Ferguson/Norwood Corridor

Route overview

This route runs on Ferguson Ave., from Diamond Cswy. to Skidaway Rd. and continues straight on Norwood Ave. to LaRoche Ave. The southern portion provides a parallel alternative to the Truman Parkway where bicycles are prohibited.

Treatment descriptions

- On Ferguson Ave., paved shoulders, via a modest widening, are recommended to improve the comfort of bicyclists while preserving the canopy oaks.
- On Norwood Ave., in order to preserve the colonnades of palm trees which are close to the edge of the road, a shared use path is recommended behind the palms along one side of the road. The drainage ditch on one side would likely need to be covered.

Route 86: Bryans Wood Corridor

Route overview

This corridor includes the segment of Bryans Wood Rd. from Johnny Mercer Blvd. to US 80.

Treatment descriptions

- A shared use path currently exists on the county-owned property along the northwest side of the road.

Route 87: S&O Canal Trail

Since at least 1992, the County has had a vision of providing a trail along much of the historic Savannah & Ogeechee Canal which once connected the Ogeechee and Savannah Rivers. That year the City of Savannah granted Chatham County a 50-year recreational easement. The proposed route is incorporated into the MPO's bikeway network. The route deviates from the canal ROW in some places, in order to cross railroads or interstates on existing roadways. Many segments of the route overlap portions of the Coastal Georgia Greenway route (Bikeway Route 91).

Route overview

From southwest to northeast, the trail would begin along the canal near the Ogeechee River and cross Little Neck Rd. and Quacco Rd. to a dead end at I-16. (This dead-end segment north of Quacco Rd. is included because development north of Quacco Rd. could choose to access the dead end segment as an off-road connection to Quacco Rd. and the rest of the southern trail segment.) The trail would resume on the other side of I-16 and I-95, at Pine Meadow Rd. near Tom Triplett Park and continue eastward along the canal, crossing Dean Forest Rd. and Chatham Pkwy. When it reaches the railroad track near the Amtrak station, the route would deviate from the canal ROW in order to cross the track on Telfair Rd. The route would follow Telfair Rd. to Louisville Rd. (For users going to and from the Amtrak station specifically, an alternative path would use the canal ROW from the station to Telfair Rd.) Assuming that the new at-grade railroad crossings, which would be necessary to reach the western end of the proposed Heritage Trail on the canal ROW, are infeasible, the route instead would use Louisville Rd. to reach Magazine St. where it would return to the canal ROW and follow the eastern end of the proposed Heritage Trail. Continuing east on the canal ROW, the route crosses Stiles Ave. to reach Louisville Rd. again, along which the route passes under US 17 to reach West Boundary St. There it turns northward and goes under the old brick railroad bridge. At Turner Blvd., the route turns east to reach Fahm St. It follows Fahm St. to Indian St. where it turns westward to reach the canal again, then back east along River St. to City Hall.

Treatment descriptions

- On the S&O Canal ROW from the Ogeechee River to Fort Argyle Rd., an unpaved trail exists.
- On Bush Rd., along the canal, from Fort Argyle Rd. to Little Neck Rd., bicycle lanes are recommended by widening the pavement. The widening may need to occur all to the east edge, due to the proximity of the roadway to the historic canal on the west edge.
- Along the canal, from Little Neck Rd. to a bridge over Half Moon Lake, the unpaved trail is recommended to be improved.
- Crossing Half Moon Lake, a boardwalk exists.
- From Half Moon Lake to Canal Bank Rd., the unpaved trail is recommended to be improved.

- On Canal Bank Rd. to Quacco Rd., the route consists of shared lanes.
- Along the canal, from Quacco Rd. to the I-16 embankment, an unpaved trail exists in close proximity to newer residential development.
- Northeast of the I-16/I-95 interchange, along the canal from Pine Meadow Rd. to Lock 3, a shared use path is recommended. Boardwalk is likely needed through a wetland in part of that segment.
- Along the canal from Lock 3 across Dean Forest Rd. to Chatham Pkwy., a shared use path is recommended.
- Along the canal from Chatham Pkwy to the railroad, and along the railroad to Telfair Rd., a shared use path is recommended.
- To cross the railroad, the route would use Telfair Rd. where bicycle lanes are recommended in the MPO's Bikeway Route number 14: March to the Sea/TransGeorgia/Savannah River Run State Bicycle Routes.
- For users going to and from the Amtrak station specifically, an alternative path is proposed along the canal ROW from the station to Telfair Rd.
- On Louisville Rd., bicycle lanes are recommended, as in the MPO's Bikeway Route number 14: March to the Sea/TransGeorgia/Savannah River Run State Bicycle Routes.
- On Magazine St., from Louisville Rd. to the canal, the route consists of shared lanes.
- Along the canal from near I-516., across Stiles Ave. to Louisville Rd. west of the overpass, a shared use path is recommended, as in the Heritage Trail project.
- On Louisville Rd., from the western ramps of the US 17 overpass to West Boundary St., a shared use sidepath is recommended.
- Along West Boundary St., from Louisville Rd. to Turner Blvd., a shared use path is recommended.
- On Turner Blvd., Fahm St., Indian St., Warner St., and River St., the route consists of shared lanes.

Route 88: Wilmington Island Perimeter

Route overview

This route forms a loop around the edges of Wilmington Island by connecting to the existing Robert McCorkle path at two points. From the western end of the Robert McCorkle path, near the Wilmington Plantation condominiums, the route runs southward along Wilmington Island Rd. to Walthour Rd. at the southwestern point, then follows the latter road around to the northeastern end of the island to reconnect to the Robert McCorkle path at Johnny Mercer Blvd.

Treatment descriptions

- Along Wilmington Island Rd., a shared use path is recommended from the western end of the McCorkle path around the curve to the southern entrance for the Wilmington Plantation condominiums, where a crossing would be provided to transition to paved shoulders in the next segment.
- From the condominium entrance to Walthour Rd., paved shoulders are recommended by widening the pavement.
- On Walthour Rd., paved shoulders are recommended all the way from Wilmington Island Rd. to Johnny Mercer Blvd.

Route 89: McQueen's Island Trail

Route description

This is a rail trail that runs on the old railroad bed on McQueen's Island, from the Elba Island Cut to the entrance for Fort Pulaski. An eastward extension of the trail is recommended as part of the US 80 Eastern Corridor bikeway, consistent with the MPO's US 80 Bridges Study and with the National Park Service's General Management Plan for Fort Pulaski National Monument. Portions near the western end currently have been repaired several times due to erosion from ships' wakes that reach the shore through the Elba Island Cut. These repairs have proven to be short-term solutions. This plan does not recommend continual rehabilitation at the western end. Instead this plan recommends that the priority should be funding the eastward extension mentioned above, since it, along with a new bridge over Lazaretto Creek, as recommended in the US 80 Bridges Study, would connect the McQueen's Island Trail to the Tybee Marsh Hen Trail and other Tybee Island attractions.

Treatment descriptions

- The route exists as a crushed stone shared use trail.

Route 90: Tybee Island Bikeways

This route recognizes the bikeways from the City of Tybee Island's Bikeway Plan as being part of the MPO's network as well.

Route overview

From the entrance onto the island along US 80 to the southern end of the island, the Tybee Island bikeways provide a connected system via the following facilities: the Marsh Hen Trail, Byers St., Bay St., Polk St., Fort St., Taylor St., Meddin Dr., Railwood Ave., Palmwood Ave., Cedarwood Dr., Van Horne Ave., Solomon Ave., Jones Ave., 2nd St., 2nd Ave., the path behind City Hall and the YMCA, 17th St., Chatham Ave., Venetian Dr., and 12th St.

Treatment descriptions

- On the Marsh Hen Trail, from near the west end of Battery Dr. to Estill Ave., the old railroad bed will be a shared use path. Where the railroad bed runs into Estill Ave., the path shifts over to parallel US 80 and continues to Byers St., where the route begins using a series of calm streets throughout the island.
- The segment of Tybee Island Bikeways behind City Hall and the YMCA currently exists as a paved, shared use path.
- All other segments of the Tybee Island Bikeways are shared lanes.

Route 91: Coastal Georgia Greenway

The Coastal Georgia Greenway is planned to traverse coastal counties of Georgia, linking Florida and South Carolina. When complete, it will serve as the Georgia portion of the East Coast Greenway, which will connect Key West, FL to Calais, ME. This description of the Coastal Georgia Greenway is derived from documents provided by the Coastal Georgia Greenway Inc. Much of it overlaps the proposed S&O Canal Trail and/or the state bicycle routes.

Route overview

The description runs from south to north. In Bryan County, within the MPO's planning area, the Coastal Georgia Greenway (CGG) follows US 17 into Chatham County. An alternative route could turn off of US 17 onto Harris Trail Rd. in Richmond Hill. The current proposal is to turn east on the latter road to reach the bank of Sterling Creek and follow that until just before the railroad, where the route would turn north and parallel the railroad, then west parallel with the utility lines to reach Maple St. at the school. From there, it runs northward on Maple St., west on Dogwood Ave., north on Constitution Way to Ford Ave. On Ford Ave., the route runs west to Richmond Hill City Hall and into J.F. Gregory Park on Cedar St. The route would use Mulberry Dr. to return to US 17 where it heads north, across the Ogeechee River and into Chatham County.

In Chatham County, the CGG turns off of US 17 into the Kings Ferry boat ramp area and passes under the US 17 bridge to come out on Chief O.F. Love Rd. (formerly called Basin Rd.) on the west side of US 17. It follows Chief Love Rd. to the entrance to the Chatham County Wetland Mitigation Site and continues on a shared use path which Chatham County has constructed from the wetlands mitigation site to Canebrake Rd. The route then follows Canebrake Rd. to Gateway Blvd. and SR 204, to cross under I-95 on SR 204. The route turns north at Bush Rd. and follows that road, paralleling the S&O Canal, to Little Neck Rd. North of the latter intersection, the greenway uses an existing unpaved path and boardwalk to reach Canal Bank Rd. and connect to Quacco Rd. The route then follows Quacco Rd., Pooler Pkwy., Pine Barren Rd. and US 80 to Tom Triplett Park, where it would reconnect to a trail along the S&O Canal. It follows the canal, crossing Dean Forest Rd. and Chatham Pkwy. When it reaches the railroad track near the Amtrak station, the route would deviate from the canal ROW in order to cross the track on Telfair Rd. The route would follow Telfair Rd. to Louisville Rd. (For users going to and from the northeast side of the Amtrak station, an alternative path would use the canal ROW from the station to Telfair Rd.) Assuming that the new at-grade railroad crossings, which would be necessary to reach the western end of the proposed Heritage Trail on the canal ROW, are infeasible, the route instead would use Louisville Rd. to reach Magazine St. where it would return to the canal ROW and follow the eastern end of the proposed Heritage Trail. Continuing east on the canal ROW, the route crosses Stiles Ave. to reach Louisville Rd. again, along which the route passes under US 17 to reach West Boundary St. There it turns northward and goes under the old brick railroad bridge. At Turner Blvd., the route turns east to reach Fahm St. It follows Fahm St., Indian St., Williamson St., the pathway along the north side of Bay St., and the Drayton St. ramp to reach the Savannah Belles ferry landing behind Savannah City Hall. Greenway users would take the free ferry across the Savannah River to Hutchinson Island. The remainder of this description within Chatham County is based on a Civic Master Plan for the Slip 3 area on Hutchinson Island. Users would disembark from the ferry at a new landing in Slip 3 and proceed through the streets of the proposed development to Hutchinson Island Rd. The route then heads west to where the ramps for US 17 would intersect. The CGG will use shoulders on the new US 17 Back River Bridge to enter South Carolina.

Treatment descriptions

- On US 17 in Richmond Hill, from the southern edge of the MPO planning area to the Chatham County line, buffered bicycle lanes are recommended by widening pavement. The exception would be in segments where curbs already exist; there the bicycle lanes could go behind the curb to form one-way, raised cycle tracks.
- A potential alternative route being explored involves turning off of US 17 at Harris Trail Rd. On Harris Trail Rd. to Sterling Creek, a shared use path is proposed on one side, preferably the north side since route will turn northward next.
- Still on the alternative route, along Sterling Creek, then along the railroad and then along a utility line, a shared use path is recommended from Harris Trail Rd. to Maple St.

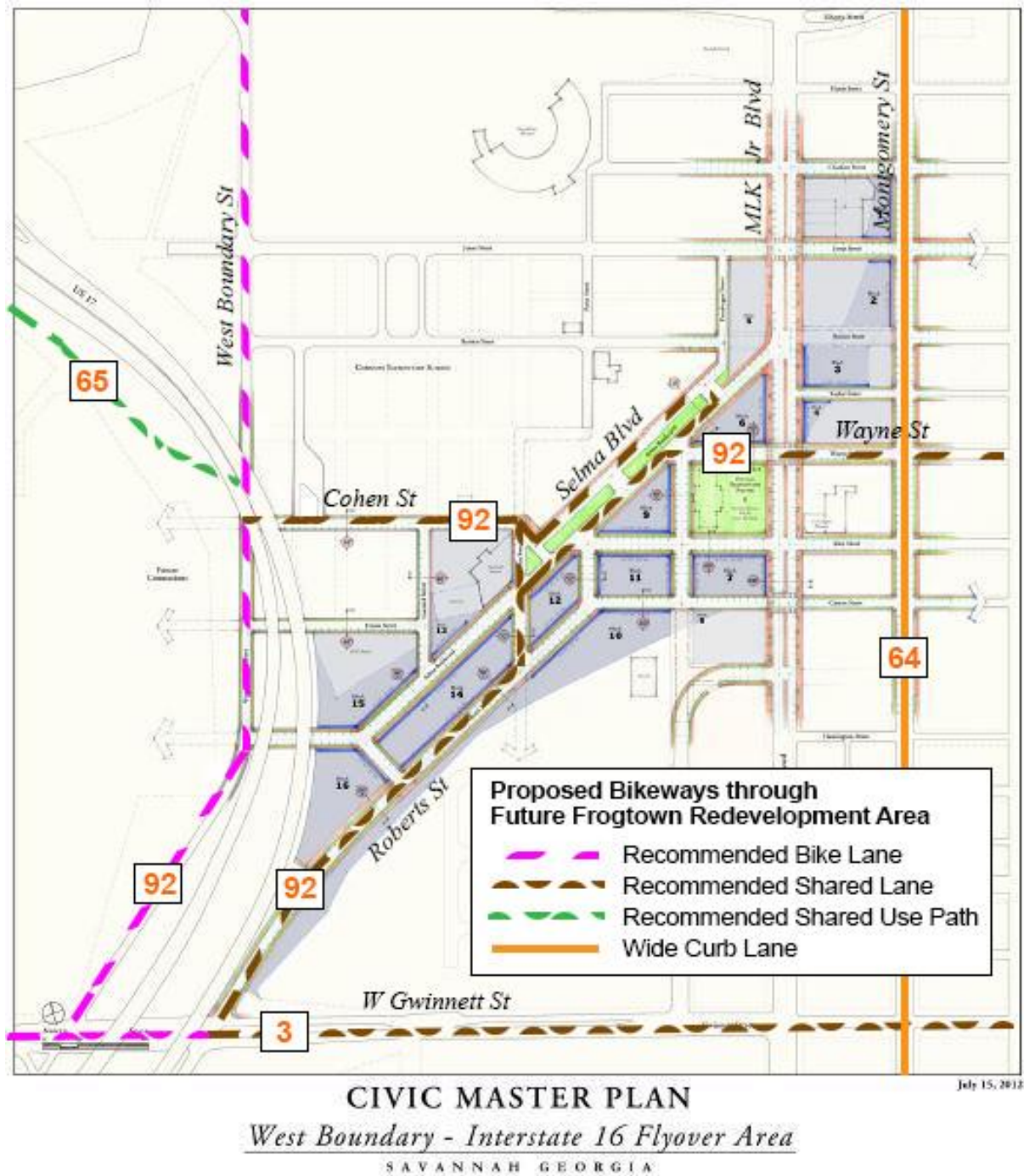
- Still on the alternative route, on Maple St., Dogwood, Ave., and Constitution Way, the route would consist of shared lanes.
- Still on the alternative route, on Ford Ave., from Constitution Way to Cedar St., a shared use path is recommended along the north edge.
- Still on the alternative route, on Cedar St., the route would consist of shared lanes. It becomes 10 mph after entering Gregory Park.
- Still on the alternative route, between Cedar St. and Mulberry Dr., a shared use path is recommended.
- Still on the alternative route, on Mulberry Dr., the route would consist of shared lanes to reach US 17 and the main line of the Greenway route.
- Back on the main part of the Greenway route, on US 17 at the Ogeechee River Bridge, the route consists of paved shoulders to the Kings Ferry boat ramp entrance in Chatham County. It is recommended that bicycle lanes be striped within the shoulders for consistency with the recommendations or existing conditions on other segments of US 17.
- On the boat ramp road around under the bridge and up to Chief O.F. Love Rd., the route consists of shared lanes.
- On Chief Love Rd., the route consists of shared lanes since this street now has no outlet for motor vehicle traffic, which implies low volumes.
- At the Chatham County mitigation site recreation area, a shared use path begins and runs in the former road bed to just south of the apartment complex where the north end of Chief Love Rd. resumes. The path continues alongside the road to Canebrake Rd. and west to Canebrake Village apartments.
- On the remainder of Canebrake Rd., the shared use path is recommended to continue.
- On Gateway Blvd. South and along SR 204, under the I-95 overpass to where the four-lane section ends, a shared use path is recommended, consistent with the MPO's SR 204 Corridor bikeway.
- On SR 204/Fort Argyle Rd., buffered bicycle lanes are recommended in this 55 mph segment, by widening the pavement, consistent with the MPO's SR 204 Corridor bikeway.
- Along Bush Rd., from Fort Argyle Rd. to Little Neck Rd., bicycle lanes are recommended on this segment that also contributes to the S&O Canal Corridor bikeway route.
- Along the canal, from Little Neck Rd. to a bridge over Half Moon Lake, the unpaved trail is recommended to be improved.
- Crossing Half Moon Lake, a boardwalk exists.
- From Half Moon Lake to Canal Bank Rd., the unpaved trail is recommended to be improved.
- On Canal Bank Rd., the route consists of shared lanes.
- On Quacco Rd. from the canal to Pooler Pkwy., bicycle lanes are recommended, consistent with the MPO's Quacco Rd. Corridor bikeway.
- On Pooler Pkwy. crossing I-16 to Memorial Blvd., the route consists of paved shoulders, except for a small segment near Memorial Blvd. on the southbound side where the paved shoulder needs to be widened to provide smooth surface outside of the existing rumble strip.
- On Pooler Pkwy., from Memorial Blvd. to Pine Barren Rd, paved shoulders are recommended, consistent with the MPO's Pooler Pkwy. Corridor. Currently rumble strips consume most of the shoulder.
- On Pine Barren Rd., from Pooler Pkwy. to Cross Creek Dr., a shared use path is recommended along one side to provide separated facility accessing the schools. (The MPO's Route 13 recommends bicycle lanes also in this segment for the advanced bicyclists using the state routes that overlap here.)
- On Pine Barren Rd., from Cross Creek Rd., where the residential development ends, to US 80, bicycle lanes are recommended.

- Along the south edge of US 80 to the entrance to Tom Triplett Park, a shared use path is recommended.
- Through Triplett Park, the route uses the entrance road and the existing path around the pond.
- From the southwest corner of the pond through woods to the S&O Canal ROW, a shared use path is recommended.
- Along the canal, crossing Dean Forest Rd. and Chatham Pkwy., to Telfair Rd. west of the railroad and Amtrak station, a shared use path is recommended, consistent with the County's S&O Canal Trail Master Plan. Boardwalk is likely needed in the wetland section east of Kelly Hill Rd.
- To cross the railroad, the route would use Telfair Rd. where bicycle lanes are recommended in the MPO's Bikeway Route number 14: March to the Sea/TransGeorgia/Savannah River Run State Bicycle Routes.
- For users going to and from the northeast side of the Amtrak station specifically, an alternative path is proposed along the canal ROW from the station to Telfair Rd.
- On Louisville Rd., bicycle lanes are recommended, as in the MPO's Bikeway Route number 14: March to the Sea/TransGeorgia/Savannah River Run State Bicycle Routes.
- On Magazine St., from Louisville Rd. to the canal, the route consists of shared lanes.
- Along the canal from near I-516., across Stiles Ave. to Louisville Rd. west of the overpass, a shared use path is recommended, as in the Heritage Trail project.
- On Louisville Rd., from the western ramps of the US 17 overpass to West Boundary St., a shared use sidepath is recommended.
- Along West Boundary St., from Louisville Rd. to Turner Blvd., a shared use path is recommended.
- On Turner Blvd., Fahm St., Indian St., Williams St., Bay St., and the Drayton St. ramp, the route consists of existing shared lanes or pathways, to reach the Savannah Belles Ferry Landing on River St. behind Savannah's City Hall.
- To cross the Savannah River, the route uses the free ferry to a proposed new landing on Hutchinson Island. (Until that is built, all ferry users land at Slip 2.)
- On Hutchinson Island, a ferry terminal and plaza is proposed at Slip 3.
- On the new roads within the proposed development (Civic Master Plan) on Hutchinson Island, the route would be shared lanes in a walkable urban environment.
- On Hutchinson Island Rd., bicycle lanes are recommended.
- On the proposed new connection to the north bound US 17 on-ramp, bicycle lanes are recommended.
- On the US 17 on- and off ramps, paved shoulders are recommended.
- On the Back River Bridge on US 17, from Hutchinson Island to SC, paved shoulders will be provided in the bridge replacement project (PI 522920).

Route 92: Frogtown Corridor

Frogtown is an area west of MLK Jr. Blvd. through which the I-16 ramp currently passes. This bikeway route assumes that recommendations from the MPO's "Reclaiming Old West Broad Street: the I-16 Exit Ramp Removal Study" will be implemented. The study's Civic Master Plan sketches a network of streets that could be redeveloped in the area where the I-16 ramp would be removed and in Frogtown. This bikeway route would provide connections through this redeveloped area.

Proposed bikeways are overlain, below, on the Civic Master Plan for the Frogtown area.



Route overview

West Boundary St. would be a north-south route through Frogtown. The reconstructed Roberts St., from W. Gwinnett St. into the center of the redeveloped area, would be another north-south route. Cohen St. would extend into the center as well, providing an east-west segment. The future Selma Blvd., in the old ramp alignment, would connect these latter two segments to a westward extension of Wayne St. and then the route would cross MLK Jr. Blvd. to the Historic District Corridor bikeway.

Treatment descriptions

- On West Boundary St., a bicycle lane is recommended to be included in implementation projects from the Reclaiming Old West Broad St. study, as this street is one of the more direct connections in the Civic Master Plan.
- On the other parts of the Frogtown Corridor bikeway, the new and reconstructed streets are expected to have traffic calming characteristics similar to streets in the Landmark Historic District, and therefore shared lanes are recommended.

Route 93: Hunter AAF On-base Paths

This route recognizes existing sidepaths that have been constructed on the base at Hunter Army Airfield (HAAF). (A separate on-street route around the perimeter roads at the base has been in the MPO's bikeway plan for many years: Route 38.) Like the Perimeter Rd. route, the base paths are located inside of Hunter Army Airfield. Use of the route requires adherence to the rules stipulated by HAAF and enforced at the gates.

Route overview

The most continuous segment of the on-base paths runs from the Rio Rd. gate along Lott's Island Rd. to Perimeter Rd. and then around to Horace Emmett Wilson Blvd. and beyond to the roundabout at Gannam Ave. Paths also run next to portions of Horace Emmett Wilson Blvd., N. Lightning Rd., S. Lightning Rd., Middleground Rd., and Duncan Dr.

Treatment descriptions

- All of these segments exist as shared use paths.

Route 94: Berwick/Southbridge Corridor

This route was added to bring an existing sidepath on Berwick Blvd. into the bicycle network and to connect it to other roadways.

Route overview

The route runs on Berwick Blvd. and on Southbridge Blvd. from US 17 to Dean Forest Rd.

Treatment descriptions

- Along Berwick Blvd., from US 17 to the first shopping center entrance, a shared use sidepath is recommended to connect to the existing sidepath in the next segment.
- Along Berwick Blvd., from the first shopping center entrance to the roundabout joining Berwick Blvd. and Southbridge Blvd., a sidepath already exists on the east side of the roadway.
- On Southbridge Blvd., from the roundabout to Golf Club Drive, the route consists of shared lanes on the unstriped neighborhood street.
- Along Southbridge Blvd., where the double yellow line and fewer driveways exist from Golf Club Drive to Wedgefield Crossing, the sidewalk on the north side is proposed to be widened to a shared use path.
- Along Southbridge Blvd., from Wedgefield Crossing to Dean Forest Rd., a sidepath is proposed to be constructed to continue the path along the north edge.

Route 95: Woodville Connectors

This route incorporates elements from the City of Savannah Community Planning and Development department's Woodville Neighborhood Plan.

Route overview

The route runs on Alfred St. and Fair St., and includes a proposed path along part of Dundee Canal.

Treatment descriptions

- Along Alfred St., from US 80 to Lissner Ave., bicycle lanes are proposed, along with sidewalk continuity. (The Woodville Neighborhood Plan includes only the segments east of Market St., but the Non-motorized Transportation Plan recommends an additional segment, for a more logical terminus at US 80.)
- Along Fair St., from Louisville Rd. to Bay St., bicycle lanes are proposed along with sidewalk upgrade.
- Along Dundee Canal, from Darling St. to US 80, a crushed stone, shared use path is proposed. (The Woodville Neighborhood Plan includes only the segments southeast of Market St., but the Non-motorized Transportation Plan recommends an additional segment to reach all the way to US 80, where other facilities are proposed.)