



Coastal Region Metropolitan Planning Organization

Non-motorized Transportation Plan

October 29, 2014

A Bicycle and Pedestrian Plan

Prepared by Chatham County – Savannah
Metropolitan Planning Commission



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Definitions

Many of following definitions are based on those found in the appropriate sources: Georgia Code; AASHTO Guide for the Development of Bicycle Facilities (Fourth Edition); the NACTO Urban Bikeway Design Guide (Second Edition), or 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.
Bikeshare – A program and facilities for short-term bicycle rental, usually accessed at kiosks with dedicated bicycles and docking stations. Within the Savannah area, “CAT Bike” is the bikeshare program administered by Chatham Area Transit (CAT) at the time of this writing.
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.
Bikeway network – Here this term means the total network of bikeways identified in a referenced plan, regardless of whether the recommended type of facility exists or is proposed. The contents of the bikeway network may differ depending upon which plan is being discussed (e.g. previously adopted Bikeway Plan of 2000 or this newly adopted Non-motorized Transportation Plan).
Crosswalk – May be either marked or unmarked. Marked crosswalks have lines or other markings on the pavement. Unmarked crosswalks exist wherever a sidewalk approaches on one side of a roadway and continues on the other side of the roadway. <i>Thus, most intersections in central business districts have crosswalks on all four sides, even if no stripes or bars are on the pavement.</i> The definition of crosswalk is important for understanding what the Georgia code says about pedestrian right-of-way.
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.
Pedestrian – Person who travels on foot or who uses assistive devices, such as a wheelchair, for mobility.
Road diet – Within the Non-motorized Transportation Plan, this term describes an action in which the <i>number</i> of lanes on a given 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.

Sidewalk – A paved facility intended for pedestrian travel. It is not designed for bicycle travel. Sidewalks are usually narrower than shared use paths, although central business districts, where many pedestrians are expected, often have wider sidewalks. Certain characteristics (such as proximity to building entrances) still make those wider sidewalks inappropriate for bicycle travel – i.e. width is not a fail-safe way to distinguish between sidewalks and shared use paths. Local ordinances may specify whether and where bicycles are allowed on sidewalks.

Specific Types of Bikeway Facilities or Treatments



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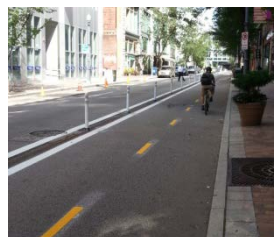
www.pedbikeways.org / Lyubov Zuyeva

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.

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



www.pedbikeways.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*.

The 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.

 <p>www.pedbikeimages.org / Dan Burden</p>	<p>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>
 <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>The 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>The 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>

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1 – Introduction to the Non-motorized Transportation Plan

What is non-motorized transportation and who uses it?

Today the phrase “non-motorized transportation” typically means walking and bicycling. And many such trips are indeed for transportation, not just recreation. In spite of being frequently lumped together, pedestrians and bicyclists do not have identical needs; in fact, in Georgia and many other states, a bicyclist is a driver of vehicle, *not* a “pedestrian on a bicycle.”

However, both modes differ from motorized modes by being smaller and often, but not always, slower. And for several decades, both have been relegated to the margins of consideration in an auto-dominated culture in the United States. A focused effort on planning, policy, and design for non-motorized modes helps ensure that these modes remain feasible or become more so, as they offer several benefits to the individual and to society (a topic covered in Section 2).

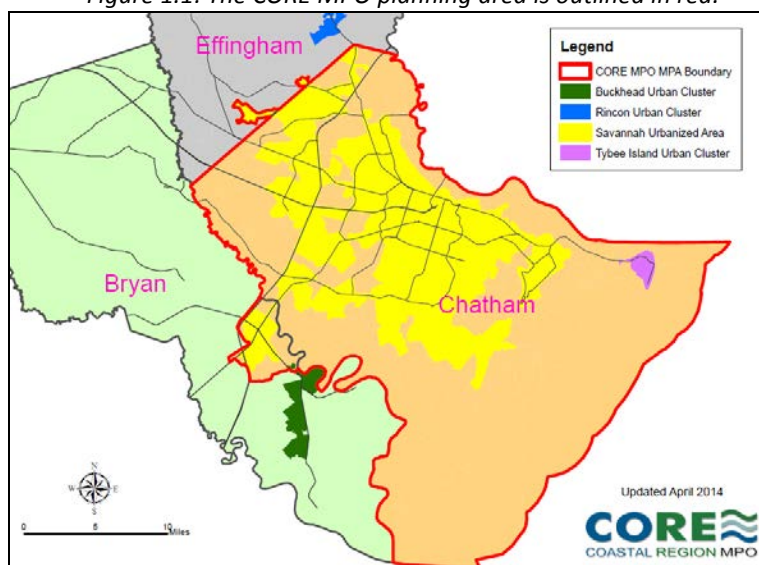
Non-motorized transportation technically could include several other methods of travel; however this plan primarily is a plan for how the Coastal Region Metropolitan Planning Organization (CORE MPO) area can encourage and facilitate travel by foot and by bicycle. The plan is intended to be a guide also for other agencies, such as the Georgia Department of Transportation, Chatham County, and the municipalities involved in implementing transportation projects in the area.

The recommendations of this plan, when implemented, will provide fundamental improvements for all types of people, not just people who think of themselves as “pedestrians” or “bicyclists.” Pedestrian and bicycle improvements often reduce crash rates for motorists as well. And besides that, almost no one uses only a single mode all of the time. People who cross the street after parking their car are pedestrians too, as are people in wheelchairs (including motorized wheelchairs). People who ride their cruiser to the store are bicyclists, as are those who make high-mileage trips wearing Lycra. Those same bicyclists may sometimes drive a car.

Relationship to the Total Mobility Plan

The Non-motorized Transportation Plan is one of several plans or studies that inform the development of the CORE MPO’s multimodal 2040 Metropolitan Transportation Plan (MTP), called the Total Mobility Plan. An MTP is a federally required long-range document, with a horizon of at least 20 years, for any urbanized area of at least 50,000 people (23 USC 134). The CORE MPO’s planning area includes all of the Chatham County, as well as small portions of Effingham County and Bryan County, primarily Richmond Hill.

Figure 1.1: The CORE MPO planning area is outlined in red.



Projects identified in the Non-motorized Transportation Plan are included in the MPO's Total Mobility Plan and will be eligible for the funding set aside in that plan for non-motorized transportation. Specific pedestrian and bicycle projects are and will be programmed with federal and local funding in the CORE MPO's short-range Transportation Improvement Program, in coordination with local sponsors.

Overall, the Non-motorized Transportation Plan's purpose of encouraging and facilitating pedestrian and bicycle modes supports several of the goals in the 2040 Total Mobility Plan, such as:

- Support economic vitality of the region;
- Ensure and increase safety on the transportation system.
- Accessibility, mobility, and connectivity;
- Protect and enhance the environment and quality of life;
- System management and maintenance.

The MPO updates the Metropolitan Transportation Plan on a regular basis, as mandated by federal legislation. In the future, updated versions of the MTP, beyond the Total Mobility Plan, may continue to incorporate projects identified in this Non-motorized Transportation Plan.

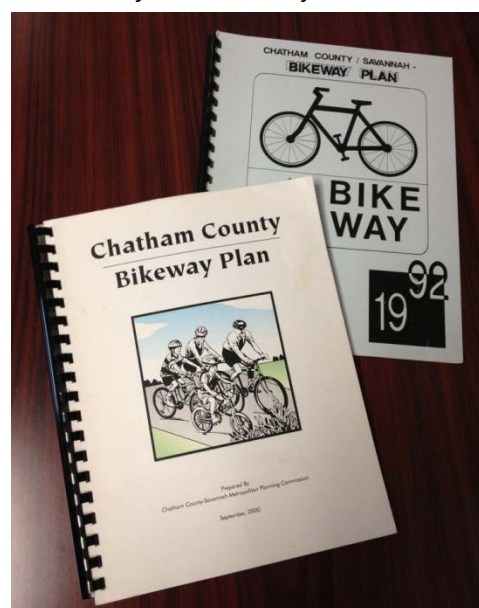
Background of CORE MPO's Pedestrian and Bicycle Planning

While the CORE MPO did not have a regional pedestrian plan at the outset of the Non-motorized Transportation Plan development process, the MPO has had developed several, successive bikeway plans during past decades. The bikeway plan in effect for the MPO planning area at the beginning of this current effort was the Chatham County Bikeway Plan, adopted by the MPO in 2000.

Much of the "selected network" from the 2000 Bikeway Plan is retained in the Non-motorized Transportation Plan, and newly proposed routes expand upon that previous network. Reasons for updating the 2000 Bikeway Plan included:

- To re-evaluate the sufficiency of the adopted network.
- To reconsider proposed facility types in light of more recent engineering guidelines and practices, and also in light of changes in land use, development, motor traffic volumes since the last update.
- To update estimated costs of bikeway projects.
- To incorporate completed bikeways into the recognized bikeway network in the MPO's regional bikeway plan.
- To incorporate proposals consistent with other MPO studies and plans since the last update (e.g. the MTP, the Southwest Sector Study, Context Sensitive Design Manual, corridor studies).
- To recognize and incorporate municipalities' own bikeway plans (e.g. the Tybee Island Bike Plan of 2010) into the MPO's regional plan.
- To respond to community desires for more off-road or separated bikeway connections.

Figure 1.2: The CORE MPO's Bikeway Plans from 1992 and from 2000.



What's new in the Non-motorized Transportation Plan

Here is a preview of what is new or different with this plan. The remainder of the document provides detail on these and other aspects of bicycle and pedestrian transportation:

- Pedestrians' needs are addressed as well as bicyclists' needs (thus the name of the plan uses the term "non-motorized," not just "bikeway").
- The regional bikeway network is expanded to include more segments, for more direct bicycle trips.
- Conditions on segments of the bikeway network are evaluated with a more recent method known as Bicycle Level of Service, version 2.
- Some of the segments retained from the Bikeway Plan of 2000 now have different types of facilities proposed.
- New project lists are generated, although some projects from the previous bikeway plan remain on the list.
- Policy recommendations are provided in a distinct section of the plan.

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2 – Benefits of Supporting Walking and Bicycling

Walking and bicycling can be viable transportation options for short and moderate-length trips, especially in a flat area like coastal Georgia. The introduction explained that the purpose of this plan is to encourage and facilitate travel by foot and by bicycle. People accustomed to driving for every trip might wonder why there is any need to do that. There are several reasons:

- Driving is not a universal option. Some people already are walking and bicycling along many public ways, regardless of whether we plan for them, as evidenced by the dirt paths (“desire paths”) in the grass along many curbs. There are others who skip or delay trips because they don’t have a car. Everyone experiences one or more situations in life when driving is not an option. This might be childhood, old age, disability, or financial hardship.
- Among those who do have an option to drive, more might choose to walk or bicycle, if it seemed safer and more convenient. Our travel behavior today is partly the result of how we’ve designed our communities, neighborhoods, and roads in the past. No one knows how many people would walk or bicycle for transportation if the amount and quality of facilities for those modes, and for transit, matched what has been provided to make driving convenient and (usually) safe.
- Walking and bicycling for transportation offers numerous benefits, for the individual and for society. This section points out some of those benefits.



For reasons such as these, it is the policy of the US Department of Transportation (DOT) that walking and bicycling should not be ignored or overlooked in planning and design. A March 2010 DOT policy statement emphasized that, “Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.”¹

Benefits of Encouraging and Accommodating Non-motorized Transportation

The benefits can be considered from the perspective of the individual who chooses walk or bike, or from the perspective of society in general. Many of these benefits can be realized from promoting transit as well.

Walking and bicycling are cheaper than driving.

- As of 2014, the average cost of owning and operating a car is about \$0.59 per mile or \$8,876 per year (for a sedan), assuming the average individual drives 15,000 miles per year.²

¹ U.S. Department of Transportation, (2010, March 11). Policy statement on bicycle and pedestrian accommodation regulations and recommendations. Retrieved from: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/policy_accom.cfm.

² American Automobile Association, (2014, May 9). Your Driving Costs. Retrieved from: <http://publicaffairsresources.aaa.biz/wp-content/uploads/2014/05/Your-Driving-Costs-2014.pdf>

- For those who can't afford to buy or maintain a car, having flexibility in transportation options increases access to jobs and reduces absenteeism at work. Freedom from car ownership also allows individuals and families to invest their income in something that will not depreciate as rapidly as an automobile.

Walking and bicycling help increase daily physical activity, for better health.

- The Centers for Disease Control and Prevention (CDC) states that people who are physically active live longer and have a lower risk for heart disease, stroke, type 2 diabetes, depression, and some cancers. The CDC recommends that agencies responsible for community planning and design consider facilitating walking and other ways to be active.³

Alternative transportation methods such as walking and bicycling can reduce emissions, air pollution and water pollution by reducing the number of motor vehicles in use.

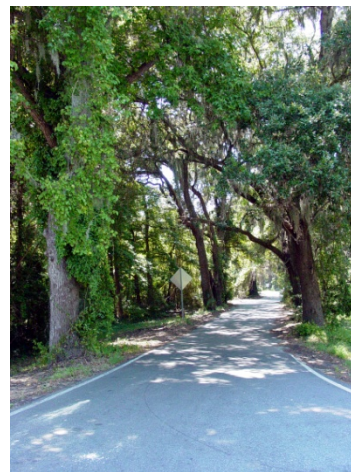
- Burning 1 gallon of gasoline releases 20 pounds of carbon dioxide (CO₂) into the atmosphere. CO₂ contributes to the “greenhouse effect,” warming earth’s atmosphere.
- Driving less also reduces other tailpipe pollutants as well as the demand for polluting activities such as the refining of oil.
- Fewer vehicles in use means less pavement is needed for roads and parking lots, and less pavement helps reduce the volume and flow of polluted storm water. Many people don’t realize that cars negatively impact water quality, not just air quality, and impervious surfaces contribute to flood events.

Alternative transportation methods can reduce the amount of oil Americans purchase from foreign countries.

- As of 2012, petroleum used for transportation in the U.S. is 141% of petroleum produced in the U.S.⁴
- The transportation sector is about 96% dependent upon petroleum as an energy source.

Having fewer motor vehicles in use reduces the demand for road widening. Besides reducing public expenditures, avoidance of road widening prevents destruction of roadside trees, which provide several economic, environmental, and social benefits.

- The presence of trees contributes to the value of real estate.⁵
- Trees in commercial districts increase patronage and positively affect purchasing behavior.
- Trees reduce the costs of heating and cooling buildings.
- Trees reduce levels of air pollution.
- Trees intercept and filter storm water.
- Trees reduce the “heat island” effect of urbanized areas.



And finally, every person who walks or bikes instead of driving is one less car in front of you at the traffic light.

³ Centers for Disease Control and Prevention, (2012, August). CDC Vital Signs. Retrieved from: <http://www.cdc.gov/vitalsigns/Walking/index.html>

⁴ Center for Transportation Analysis, (2013, July). Transportation Energy Data Book, Edition 32. Retrieved from: http://cta.ornl.gov/data/tedb32/Edition32_Full_Doc.pdf

⁵ Dixon, K. & Wolf, K., (2007, May 7). The Benefits and Risks of Urban Roadside Landscape: Finding a Livable, Balanced Response. Retrieved from: http://www.urbanstreet.info/3rd_symp_proceedings/Benefits%20and%20Risks.pdf

3 – *Participation in the Non-motorized Transportation Planning Process*

A key role for any Metropolitan Planning Organization (MPO) is to provide a public forum for decision-making, to support the best use of a given area's federal transportation funding. CORE MPO's Public Participation Plan guides the outreach efforts for all of the MPO's plans and programs, with the goal of addressing the concerns of everyone with a stake in transportation planning decisions. A good public participation process helps the MPO Board have confidence in their actions that establish policy or adopt plans affecting transportation expenditures.

This section describes the participation methods used for the development of the Non-motorized Transportation Plan. The information gained from the process contributes to multiple steps of plan development, such as identification of goals and objectives and the assessment of needs. For a summary of insights from the participation process, see Appendix A: Technical Report on Participation Methods and Results.



Participation Methods

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

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

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

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

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

Project Updates at Regular Meetings of the four CORE MPO Committees

Staff presented progress of the Non-motorized Transportation Plan, or requested feedback on certain methods, at nine rounds of MPO meetings between April of 2010 and October of 2014. All the meetings were open to the public, and the materials were publicly available. Each round of meetings provided four opportunities for participation, because there are three advisory committees in addition to the CORE MPO Board. The meetings also allowed for additional announcement of some of the activities described below. More detail on the history of board presentations during plan development is available in the summary report on participation in Appendix A.

Mapping Exercises

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

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

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

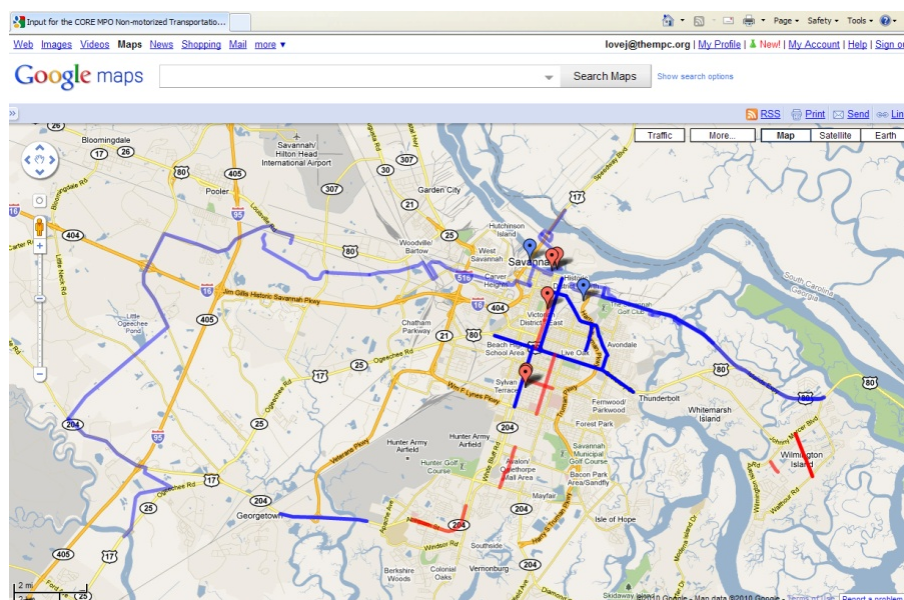
Sign-in sheets from the mapping exercises at MPO committees, Healthy Savannah, and the Washington Avenue Cyclovia are attached to the participation report in Appendix A.



Online Mapping

Following the in-person mapping opportunities, an interactive map was made available for several months on Google Maps, for collecting information about deficient bicycle and pedestrian facilities or about desired connections – a purpose similar to the in-person mapping exercises. The press release and the printed news coverage for online mapping and survey opportunities are attached to the participation report in Appendix A.

Figure 3.1: Example of the online, interactive map of issues and preferences



Online Bicycle Survey and Pedestrian Surveys

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

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

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

Meetings with advocacy representatives

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

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

Campaign Executive Director and Infrastructure Committee in April of 2011. The Infrastructure Committee's agenda from that meeting is attached to the technical report in Appendix A.

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

Interviews with Non-motorized Transportation Stakeholders

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

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

- Pedestrian, bicycle, or streetscape projects that are currently "in the pipeline" at local government agencies;
- Local government policies on the accommodation of pedestrians and bicyclists in roadway projects;
- Local government policies on maintenance of pedestrian and bicycle facilities;
- Existence of local government ordinances concerning skateboarding;
- Existence of GIS data for existing infrastructure;
- Existence of pedestrian or bicycle count data conducted by other agencies or organizations;
- Maximum densities allowed in local government land use plans;
- Requirements or incentives for bicycle and pedestrian facility provision in developments;
- Policies for mix uses in land use plans;
- Existence of "food deserts" (i.e. geographic areas where fresh food is not conveniently available within a certain distance);
- Characteristics important for a good pedestrian or good bicycling environment;
- Problem areas for pedestrians or bicyclists;
- Problems areas for citizens with disabilities that affect travel;
- Bussing policies in the local, public school system;
- Obstacles to walking and bicycling to school;
- SCAD's policies regarding students' automobiles or student parking;

Public Workshops for the 2040 Total Mobility Plan

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

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

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

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

Specific bicycle and pedestrian issues gleaned from the discussions at the workshops are incorporated into the Infrastructure Needs list, which can be found in Appendix A: Summary of Participation Methods and Results.



City of Savannah “Bike Summit”

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

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

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

Comments or requests regarding the document’s contents came in from numerous sources. These and the MPO staff responses are summarized in Appendix A: Summary of Participation Methods and Results.

Insights from Public Participation

All of the public participation efforts, described above, provided a variety of helpful information in the development of the Non-motorized Transportation Plan. This information contributed to:

- The development of the Goals and Objectives of the Non-motorized Transportation Plan;
- An understanding of obstacles to walking and bicycling;
- Staff’s understanding that Engineering, Education, and Enforcement (among the “Five ‘E’s”) are the non-motorized transportation topics needing the most attention in Chatham County;

- MPO staff's awareness of policies affecting non-motorized transportation;
- Awareness of the availability of certain, relevant data;
- The beginning of a listing of infrastructure needs for pedestrians and bicyclists, to be further developed through evaluation of conditions during the planning process.
- Revised, final maps, project lists and plan document, incorporating final comments.

The listing of the public's perceived obstacles, top priorities, and infrastructure requests are included in Appendix A: Summary of Participation Methods and Results.

4 – Existing Conditions for Non-motorized Transportation

The public participation process, described in the previous section, raised awareness of some of the “needs and wants” for the walking and bicycling modes. A systematic assessment of environmental conditions also contributes to an understanding of such issues and opportunities. Together these sources of information can illustrate which goals might be appropriate and also let the community see where it is currently in relation to that desired future state. (The pedestrian and bicycle planning “goal” will be discussed in the next section.)

Transportation planning typically looks at demand versus supply, with trip volumes representing demand, and existing and planned infrastructure representing supply. In addition to looking at levels of walking and bicycling (a portion of demand) and physical conditions (supply), this section also summarizes the analyses of crashes affecting pedestrians and bicyclists.

Levels of Walking and Bicycling

The collection of data about how many walking and bicycling trips are occurring is not nearly so standardized as the collection of data about motor vehicle trips. This paucity of information limits research and knowledge about these modes. Two available sources of information are summarized below, although neither can provide the complete picture.

U.S. Census Data: Pedestrian and Bicycle Commuting

The U.S. Census Bureau’s American Community Survey (ACS) captures information about trips to work, but not other types of trips. Most pedestrian and bicycle trips are for other purposes than for getting to work. Therefore the numbers from the ACS reveal only a small portion of walking and bicycling activity.

The following table shows ACS 2012 5-year estimates for the “walked” and “bicycle” shares from “Commuting Characteristics” for various census boundaries within the CORE MPO planning area, as compared to the U.S. and Georgia as a whole.

Table 4.1: Pedestrian and Bicycle Trips to Work, 5-year Average as of 2012

	United States	Georgia	Chatham Co.	Savannah	Pooler	Garden City	Port Wentworth	Thunderbolt	Tybee Island	Bloomingtondale	Vernonburg	Richmond Hill (in Bryan Co.)
Workers, Age 16+	139,893,639	4,234,475	119,179	58,072	9,515	3,717	2,688	1,359	1,334	1,259	66	4,766
Walked	3,917,022	67,752	2,806	2,181	25	127	0	0	63	10	1	31
% Walked	2.8%	1.6%	2.4%	3.8%	0.3%	3.4%	0%	0%	4.7%	0.8%	1.5%	0.7%
Bicycle	839,362	8469	834	697	48	0	0	5	53	0	0	0
% Bicycle	0.6%	0.2%	0.7%	1.2%	0.5%	0.0%	0%	0.4%	4.0%	0.0%	0.0%	0.0%

Source: U.S. Census Bureau, ACS, 2012, 5-year Estimate

Local Pedestrian and Bicycle Counts

Since 2009, CORE MPO has regularly conducted counts of pedestrians and bicyclists at certain locations, with assistance of volunteers, many from the Savannah Bicycle Campaign. This effort is part of the National Bicycle and Pedestrian Documentation Project, which aims to standardize data collection for these modes. The data is used locally for planning purposes and is also submitted to a national database to

facilitate research. As with any manual count program, only a limited number of locations and count periods can be included. Future counts may utilize automated methods.

The MPO's count program initially covered nine locations simultaneously during two count periods of two hours duration – one for weekday evening, and one for weekend mid-day. In later years, additional locations were added based on awareness of completed or planned pedestrian or bicycle facilities. Also, for more reliable averaging, and to provide certain data to the Savannah Bicycle Campaign, the program was expanded to include additional time periods. To balance resources, most locations are now rotated every other year. All of this means that some years have had more data samples than other years. The data is primarily useful for analysis of specific locations or time periods. However, for a general picture of activity the table below presents total volumes and volumes per sample, to account for yearly differences in the size of the program.

Table 4.2: Average Pedestrian and Bicycle Trip Volumes per Sample, by Year, 2009-2013

	2009	2010	2011	2012	2013
Pedestrian Trip Total	4495	3869	579*	342*	2655
No. of 2-hour Ped. Samples	27	18	12	10	21
Ped Trips per Ped. Sample	166	215	48*	34*	126
Bicycle Trip Total	547	596	257	3686	1432
No. of 2-hour Bike Samples	27	18	12	78	37
Bike Trips per Bike Sample	20	33	21	47	39

* The relatively low number is mainly due to the fact that the Broughton St. count station was not part of the pedestrian count program this year.

Locations were chosen based on current activity, crash locations, and expected future improvements. The following table shows averages for every location that has been sampled in one or more years. Of these, the areas of high activity in general (central business district, Kroger grocery, south end of Forsyth Park) are the busiest for pedestrians and bicyclists as well. For more detail, the data and summaries are available on the Transportation pages of the MPC web site, at: http://www.thempc.org/Transportation/Transportation_Data.htm.

Table 4.3: Average Pedestrian and Bicycle Trip Volumes per Sample, by Location, 2009-2013

Count Location	Pedestrian Trips/2-hour sample	Bicycle Trips/2-hour sample
Broughton St. midblock screen line (00 block E.)	1192	61
Broughton St., entering intersection with Bull St.	Peds not counted	63
Bull St., entering intersection with Broughton St.	Peds not counted	87
Lincoln St. midblock screen line (700 block)	68	39
Lincoln St., entering intersection with Gwinnett St.	45	43
Gwinnett St. entering intersection with Lincoln St.	71	47
Habersham St. midblock screen line (700 block)	71	47
Habersham St., entering intersection with Gwinnett St.	Peds not counted	47
Gwinnett St., entering intersection with Habersham St.	Peds not counted	48
Victory Dr. midblock screen line (300 block W.)	46	13
W. Bay St. midblock screen line (1300 block W.)	80	13
Johnny Mercer Blvd. screen line, streets and path (300 blk)	28	16
US 80 midblock screen line (west of Lazaretto Creek)	1	2
Berwick Blvd. screen line (north of Legacy) street and path	27	16
SR 21/Augusta Rd. midblock screen line (4300 block)	58	15
Price St. midblock screen line (700 block)	40	35
Price St., entering intersection with Gwinnett St.	23	34
Gwinnett St., entering intersection with Price St.	54	20
Washington Ave midblock screen line (500 block E.)	60	14
Bull St., entering intersection with Park Ave.	Peds not counted	80
Park Ave., entering intersection with Bull St.	Peds not counted	53
Habersham St., entering intersection with 52 nd St.	Peds not counted	27
52 nd St., entering intersection with Habersham St.	Peds not counted	2

While these numbers give an idea of the number of walking and bicycling trips in the current environment, there are other desired trips that are not made, or that are made by a different mode, due to discouraging conditions of the environment. Those potential trips are called “latent demand.” Because of this hidden demand, low numbers of observed pedestrian and bicycle trips should not be justification for lack of investment in improvements for those modes.

Physical Environment

This plan addresses the entire MPO planning area. Given the size of the analysis area, the assessments of existing conditions and future needs for pedestrians and bicyclists will focus on continuous and direct connections within and between key activity areas. The analyses and recommendations in this plan do not go down to the level of every local street and every street crossing. Therefore local governments should continue to assess pedestrian and bicycle needs at a finer level of detail and also evaluate their progress on the transition towards compliance with the American Disabilities Act.

Existing Pedestrian Facilities

Sidewalks, crosswalks, and pedestrian signals currently exist in most of the denser portions of the planning area. The older, urban, historic districts and new residential developments tend to have sidewalks, while areas that were developed in the latter half of the 20th century are more likely to lack sidewalks and other pedestrian amenities. Intersections that have been constructed more recently provide ADA-compliant crossing enhancements, even if a sidewalk does not yet approach the intersection.

A complete inventory of existing sidewalks, in a Geographic Information System (GIS), for the entire planning area has never been created, and is beyond the scope of this plan. City of Savannah staff maintain a GIS file of sidewalks within Savannah city limits. Chatham County staff have mapped in GIS some but not all of the sidewalks within unincorporated part of the county. Many other sidewalks exist inside other towns and cities, but some of those have not yet been mapped.



Table 4.4 lists existing mileage of sidewalk and the shared use paths from the county-wide bicycle network, as those paths may also be used by pedestrians. Loop paths that exist inside of some parks are not counted here. The map of sidewalks and shared use paths in Figure 4.1 on page 4.5 shows locations of existing sidewalks, mapped to date, and the shared use paths from the bikeway network. It does not show other bicycle facilities that are not shared with pedestrians.

Chapter 7, the Pedestrian and Bicycle Needs Assessment, addresses the gaps in the pedestrian networks.

Table 4.4: Mileage of Existing Sidewalks (each side counted separately) and Shared Use Paths

Type	Miles Existing
Sidewalks	448+ *
Shared Use Paths**	31
Totals	479+

* Sidewalks mapped to date, and thus easily measured, are mostly those within the City of Savannah (~375 miles) and unincorporated Chatham County (~73 miles).

** This type of facility is intended to be shared with bicyclists and therefore this category's mileage is also included in the bicycle facility summation in a subsequent table.

Existing Bicycle Facilities or Treatments

Bicycle facilities include bikeways (on-street types and off-road paths), as well as storage and shared bicycles (bicycle racks and bike share stations). Technically, every roadway is a bicycle facility (except roads where bicycling is explicitly prohibited), as Georgia law recognizes bicycles as vehicles with rights to the road. However, many people have concerns about riding among motor vehicles on some of the roads that are necessary for direct connections. Therefore, just because a given segment is identified as consisting of a certain type of “bikeway” or bicycle “facility” in the present does not mean that it is the preferred treatment for cyclists in that segment’s context. Chapter 7 of this plan looks at recommended treatments on an expanded network.

In this review of existing conditions, bikeways include a range of types, with varying amounts of modal exclusivity: shared use paths, bicycle lanes, paved shoulders, wide curb lanes, and shared lanes. (See the Definitions section for more description of each type.) The range of *possible* bikeway types includes some types that do not currently exist within the CORE MPO planning area (e.g. cycle tracks). Shared lanes that are located on currently signed routes are identified, although just about every road provides a shared lane.

Some of the currently signed routes are State Bicycle Routes. Interestingly, Chatham County has within it four different State Bicycle Routes (35, 40, 85, 95), making it one of only two counties in Georgia that have that many state bicycle routes (the same four routes pass through Effingham County). Three of them have Savannah as their start/end, while the fourth passes through in the western part of the county, as a mostly north-south route.



Table 4.5 lists existing bicycle facilities. As stated above, most streets and roads within the planning area are technically bicycle facilities, but existing shared lanes and paved shoulders are counted here only if on a signed route. Wide curb lanes are included in the calculation of shared lanes.

Table 4.5: Mileage of Existing Bicycle Facilities
(in centerline miles)

Type	Miles Existing
Bicycle Lanes	17.4
Paved Shoulders Narrow (on Signed Routes)	0.2
Paved Shoulders Standard (on Signed Routes)	6.6
Shared Lanes (on Signed Routes)	44.8
Shared Use Paths* (on Bikeway Network)	30.5
Total	99.5

* This type of facility is intended to be shared with pedestrians and therefore the category’s mileage is also included in the pedestrian facility summation in a previous table.

The map in Figure 4.2 shows the locations of the existing bicycle facilities listed in the chart above. The paths that are included are those that are on the identified bikeway network; other paths exist inside of parks but are not shown here.

In a later chapter, “Pedestrian and Bicycle Needs Assessment,” recommendations for bicycle network expansions will be presented and the deficiencies on the overall network will be evaluated.

Regarding bicycle storage and bike share stations:

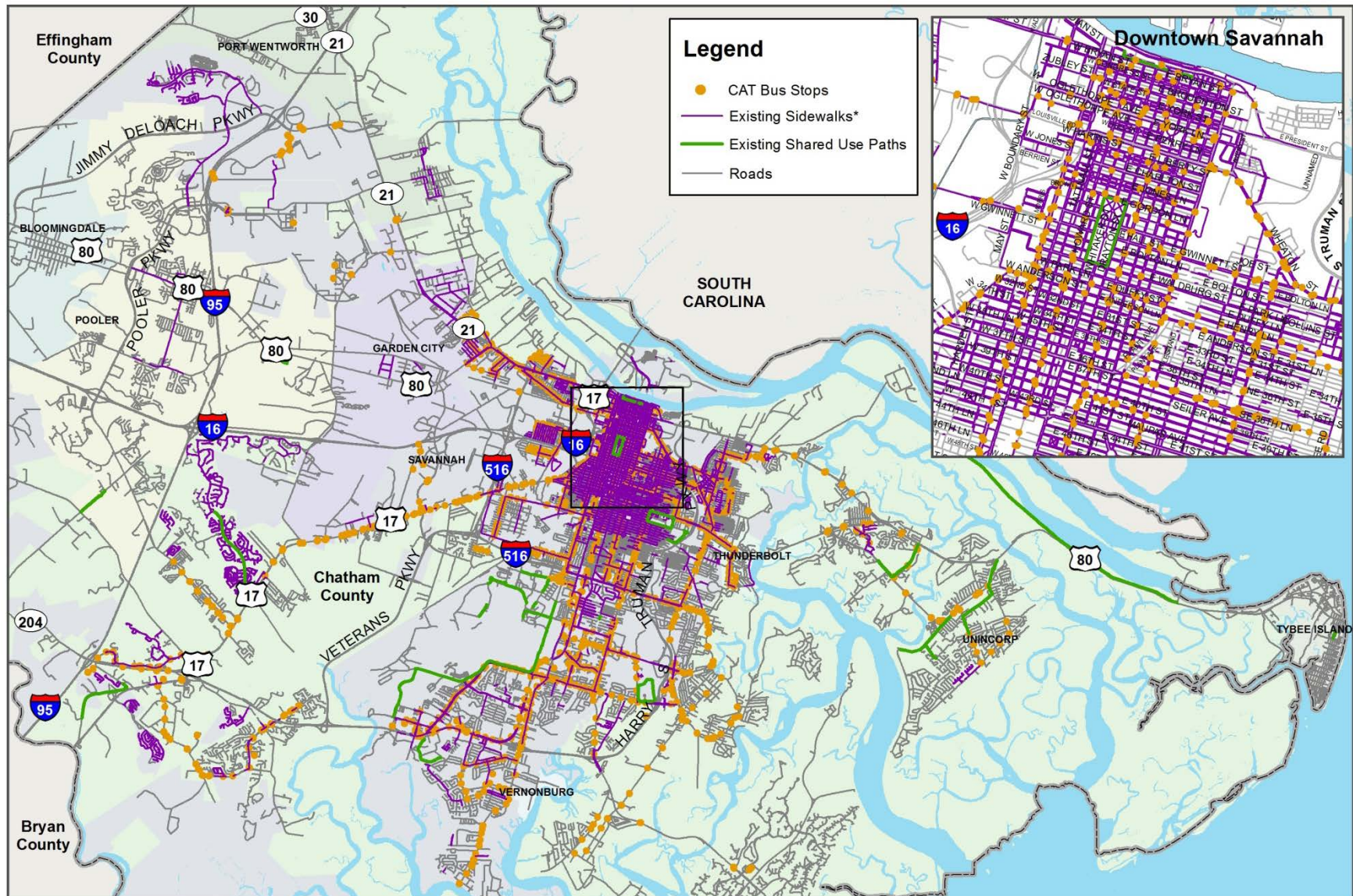
- The City of Savannah has installed public bicycle racks at more than 64 locations since 2009, and works with businesses to identify additional locations. See the list of existing rack locations in Table 4.3.
- Chatham Area Transit (CAT), in cooperation with the City of Savannah, launched a bike share system in January of 2014. The system initially consisted of two stations – one at the CAT Intermodal Transit Center and one at Ellis Square, as shown on the map of Bicycle Facilities in Figure 4.2. The CORE MPO committed Transportation Alternatives Program (TAP) funding in 2014 for CAT to provide five additional stations at downtown locations to be coordinated with the City of Savannah.

Table 4.6 Locations of Bicycle Racks installed by City of Savannah, 2009 – Early 2013.

2009	Atlantic St. @ Washington Ave.
1200 Bull St. @ Park Ave.	1 E Broughton St. @ Bull St.
300 E. Macon St.	2311 Habersham St.
Barnard St. @ Congress St	306 Jefferson St. @ Liberty St.
2010	15 West York St.
York @ Barnard	44 MLK Blvd.
Barnard St. @ Congress St.	234 MLK Blvd.
Bull St @ Johnson Sq	7 East Congress St.
Old Liberty St.	2431-B Habersham St.
400 MLK Blvd.	1919 Bull St.
500 MLK Blvd.	601 E. 66th St.
Forsyth Park, next to stage	Jefferson St. and Montgomery St.
Civic Center	Price St. & Broughton St.
Broughton St. @ Abercorn St.	311 Whitaker St.
Wesley Monumental Church	2012
State St. Parking Garage entrance	Whitaker & Howard St.
Police Headquarters	703 Wheaton St.
Back in the Day Bakery	Habersham & Bay St.
Thunderbird Hotel	1401 E Victory Dr.
Utrecht Art Supply	36 MLK Blvd. @ Congress St.
Fahm St. @ Visitors' Center	Whitaker St. garage
Congress & Barnard	428 Bull St. @ Taylor St.
Montgomery St. @ Broughton St.	Bull St. @ Park Ave.
Bull St. @ Broughton St.	3101 Waters Ave.
Liberty St. @ Whitaker St., parking lot	5 W. 40th St.
Bull St. @ Henry St	1702 Abercorn St.
2011	2220 Sallie Mood Dr.
111 MLK Blvd.	408 MLK Blvd.
2403 Bull St.	112 West Broughton St.
4430 Habersham St.	102 West Broughton St.
1801 Habersham St.	1919 Bull St.
Forsyth Park on Gaston St. @ Whitaker St.	405 West Congress St.
2430 Habersham St.	2013
701 MLK Blvd.	300 Bull St. at Liberty St.
225 W Broughton St.	

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Figure 4.1: Map of Existing Sidewalks and Shared Use Paths



0 1 2 4 Miles

Source: SAGIS, City of Savannah, Chatham County, CAT, SAC
October 29, 2014

Existing Sidewalks* and Shared Use Paths

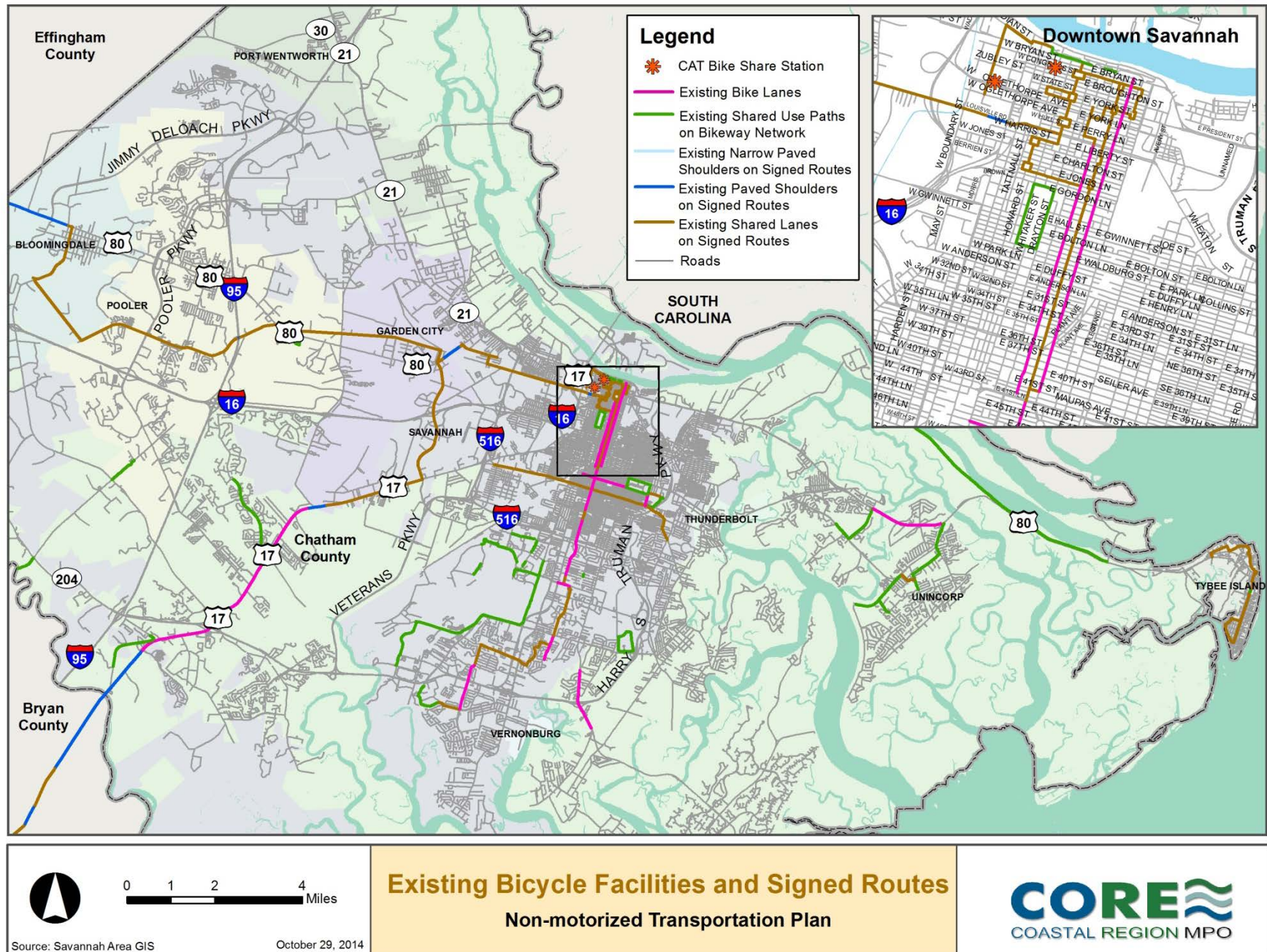
(*Some of the sidewalks outside of the City of Savannah have not been mapped.)

Non-motorized Transportation Plan



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Figure 4.2: Map of Existing Bicycle Facilities and Signed Routes



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Pedestrian and Bicycle Crashes

Safety is very important to making walking and bicycling viable options for transportation. Lack of safety from traffic was cited as a top concern by those who responded to the MPO's pedestrian and bicycle planning surveys, during initial public participation. This was the perception for pedestrians as well as bicyclists. Interestingly, while almost all crashes that are reported to the police involve vehicles, national research reports that less than one third of pedestrian or bicycle injuries involve a collision with a motor vehicle.¹



Perception of risk may differ from actual levels of risk, but perceptions can indirectly affect the actual conditions, over time. If would-be pedestrians and bicyclists can believe that their trips will be safe ones, then more trips would be made on foot or bicycle (when the trip distance allows), instead of by car. As more people walk or bicycle, then the travel environment becomes safer in general, because fewer cars are present on the roads and because drivers are more likely to expect pedestrians and bicyclists.

Analysis pedestrian and bicycle crashes can help indicate what changes are necessary for improved safety in traffic. Improving physical conditions as well as behaviors can address both the perceived risk and the actual risk. To assess the existing safety conditions, three years' worth of pedestrian and bicycle crash data for Chatham County was obtained from the Georgia Department of Transportation. The detailed summaries of the pedestrian and bicycle crash analyses are available in Appendix C: Technical Report on Pedestrian and Bicycle Crash Analyses.

Crash Locations

In looking for “high-crash” locations, the interpretation of pedestrian and bicycle crash data is greatly limited by lack of information about exposure to crashes (e.g. annual distance traveled by foot or bicycle in the area). For instance, downtown Savannah is the general location of many of the pedestrian and bicycle crashes occurring in the county, but this is partly because downtown is where more people walk and bike.

For motor vehicles, crash analysis uses number of crashes per 100 million miles of motor vehicle miles traveled. In the absence of similar information about miles traveled by foot or bicycle, MPO staff assumed a higher exposure for both pedestrians and bicyclists within a broadly defined downtown area and therefore used a different definition of “normal” (random) distribution of crashes for downtown versus outside of downtown, as determined in a Geographic Information System (GIS).



Most locations do not show crashes clustering any more than randomly expected, but there were a few “hot spots” for pedestrians and for bicyclists. The maps in Figures 5.5 – 5.8 show hot spots for: pedestrian crashes within the broader downtown area, pedestrian crashes outside of the downtown area, bicycle crashes within the broader downtown area, and bicycle crashes outside of the downtown area. The key elements on the maps are the pink or red triangles, which indicate areas with more crashes than expected based on the

¹ National Highway Traffic Safety Administration, (2012). 2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior. Retrieved from: <http://www.nhtsa.gov/nti/811841>

GIS calculation of an average spacing of crashes in that particular data set. For more information about the analysis method, see Appendix C for Pedestrian and Bicycle Crash Analysis.

Pedestrians – The high-crash locations for pedestrians, as shown by the pink or red triangles on the pedestrian crash maps can be described as follows:

- The area centered on Victory Dr. between Montgomery St. and Jefferson St., extending approximately one block in each direction;
- The area around Oglethorpe Ave. and MLK, Jr. Blvd., extending approximately one block in each direction;
- The area around on Montgomery Cross Rd. and Waters Ave.;
- The area centering on Waters Ave. between 33rd St. and 34th St.;
- The area bounded by 36th St., Waters Ave., 37th St. and Ott St.;
- The location approximately at Montgomery Cross Rd. and Hodgson Memorial Blvd.;
- The area around Abercorn St. and Largo Dr.;
- The location near Oglethorpe Ave. and Fahm St.;
- The area around Eisenhower Dr. and Waters Ave.;
- The location at DeRenne Ave. and White Bluff Rd.;
- The area around Victory Dr. and Stevens St.



Bicyclists – High-crash locations for bicyclists, as shown by the pink or red triangles on the bicycle crash maps, are as follows:

- The area around the intersection of Broughton St. and Bull St., extending approximately one block in each direction;
- The area on Habersham St., between Oglethorpe St. and Liberty St.;
- The area around the intersection of W. 38th St. and Jefferson St., extending approximately one block in each direction;
- Habersham Village area on Habersham St.;
- The area on Bull St., between 50th St. and 53rd St.;
- The intersection of 52nd St. and Montgomery St.;
- The intersection of Victory Dr. and Wallin St.;
- The intersection of Victory Dr. and Skidaway Rd.;
- The intersection of Habersham St. and DeRenne Ave.



Not all of the locations listed above should be assumed to be dangerous by design; exposure rates could still vary substantially within the “downtown” and “non-downtown” areas of analysis, causing some locations in each area to appear high-risk when actually the number of crashes *per amount of travel* could be low. Also, behavior of all road users, not just road design, may certainly be a factor in many crashes. Understanding what is needed in problematic locations requires more focused study.

Other Crash Characteristics

Analysis of numerous other attributes of the pedestrian and bicycle crashes reveals the following:

- A minority of pedestrian and bicycle crashes result in serious injury or death for those mode users (18% for pedestrians; 6% for bicyclists). See figures below.
- Urban Local Roads and Urban Principal Arterials (within the state's functional classification system) are the two most frequent types of streets for pedestrian and bicycle crashes. Exposure is likely to be a factor in the high number of crashes on the Urban Local Roads, as these are more attractive for pedestrian and bicycle trips. Design is likely more of a factor on the Urban Principal Arterials in the planning area.
- Road crossings were the pedestrian maneuver in 50% of the pedestrian crashes, with 34% being outside of a crosswalk and 16% being inside of a crosswalk.
- Angled collisions were the most common type in bicycle crashes, at 46%, implying conflicts at intersections. Being hit from behind or sideswiped added up to less than a quarter of the crashes.

Analysis of crashes is only part of the process of determining what is needed for more and better walking and bicycling. This crash analysis, along with the assessment of physical and policy conditions, enhances an overall understanding that informs the recommendations of the Non-motorized Transportation Plan.

Figure 4.3: Average Annual Pedestrian Crashes, by Injury Type

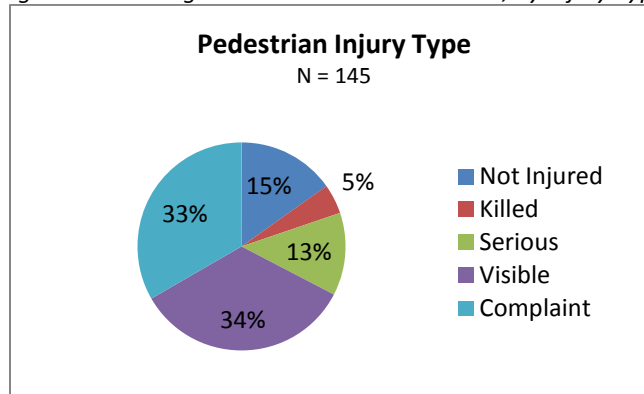
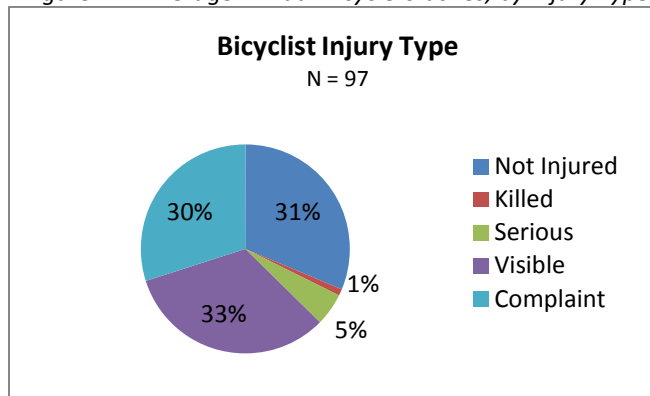
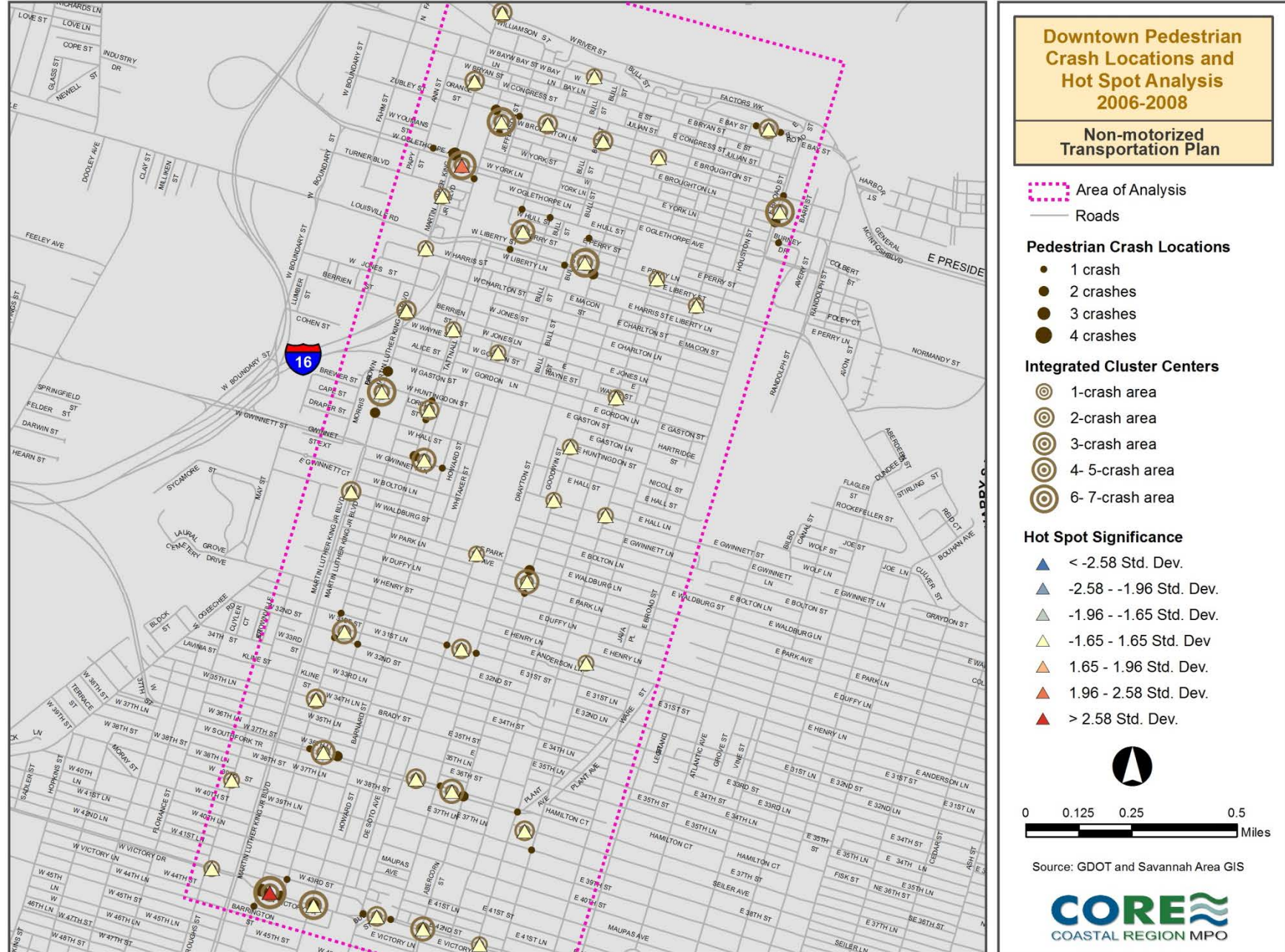


Figure 4.4: Average Annual Bicycle Crashes, by Injury Type



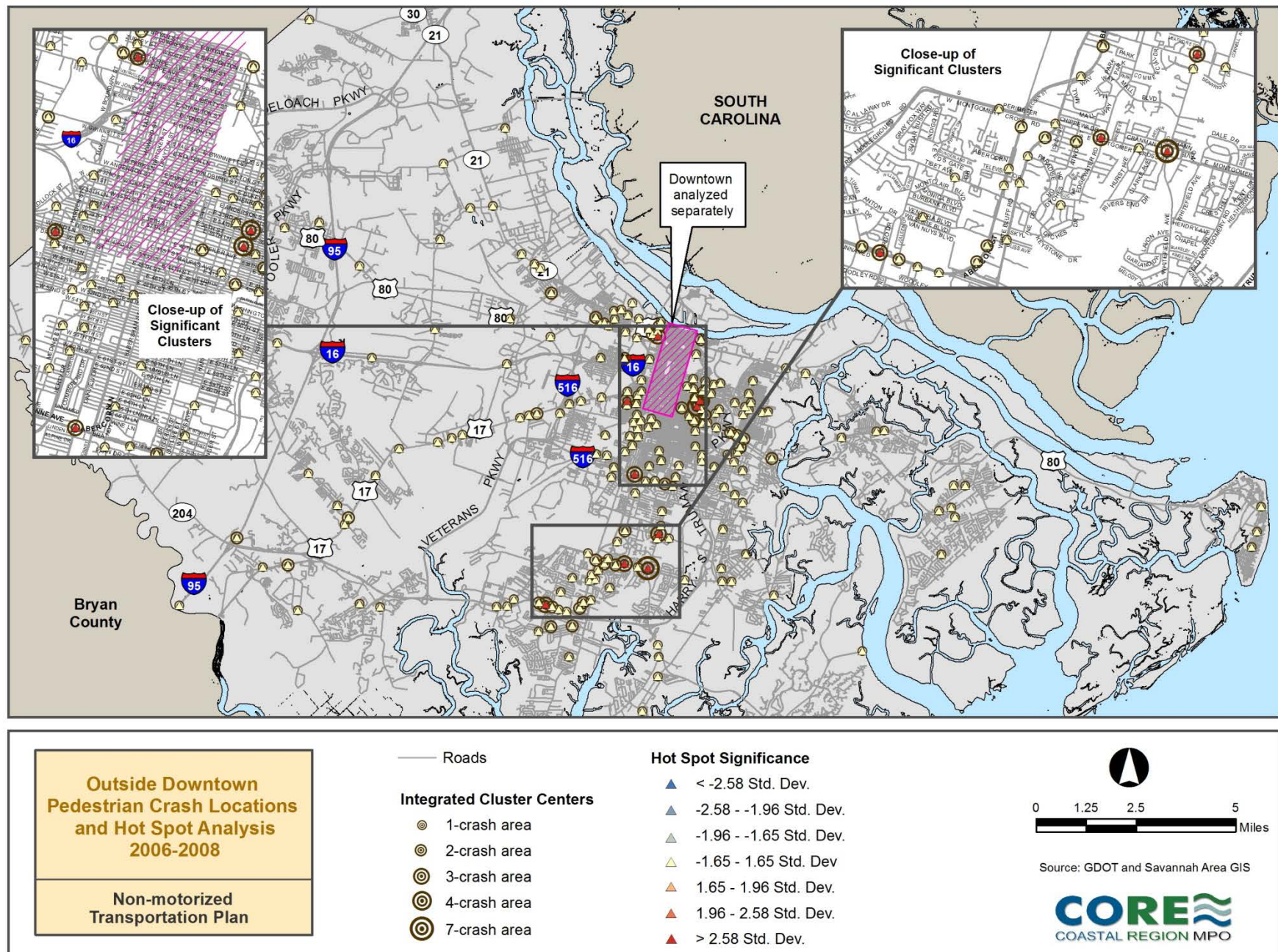
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Figure 4.5: Pedestrian Crash Clusters and Hot Spots in the Downtown Analysis Area



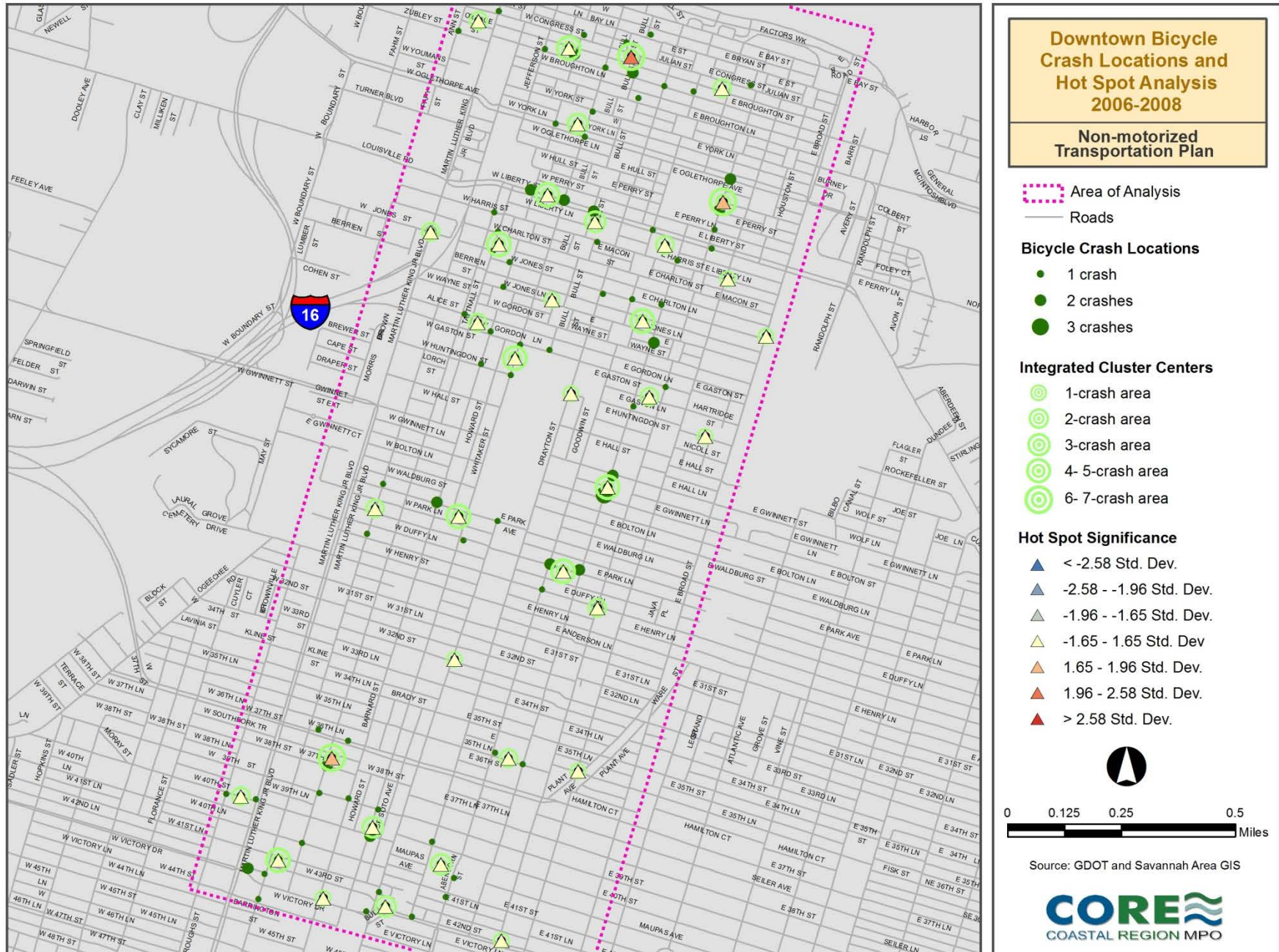
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Figure 4.6: Pedestrian Crash Clusters and Hot Spots in Analysis Area Outside of Downtown



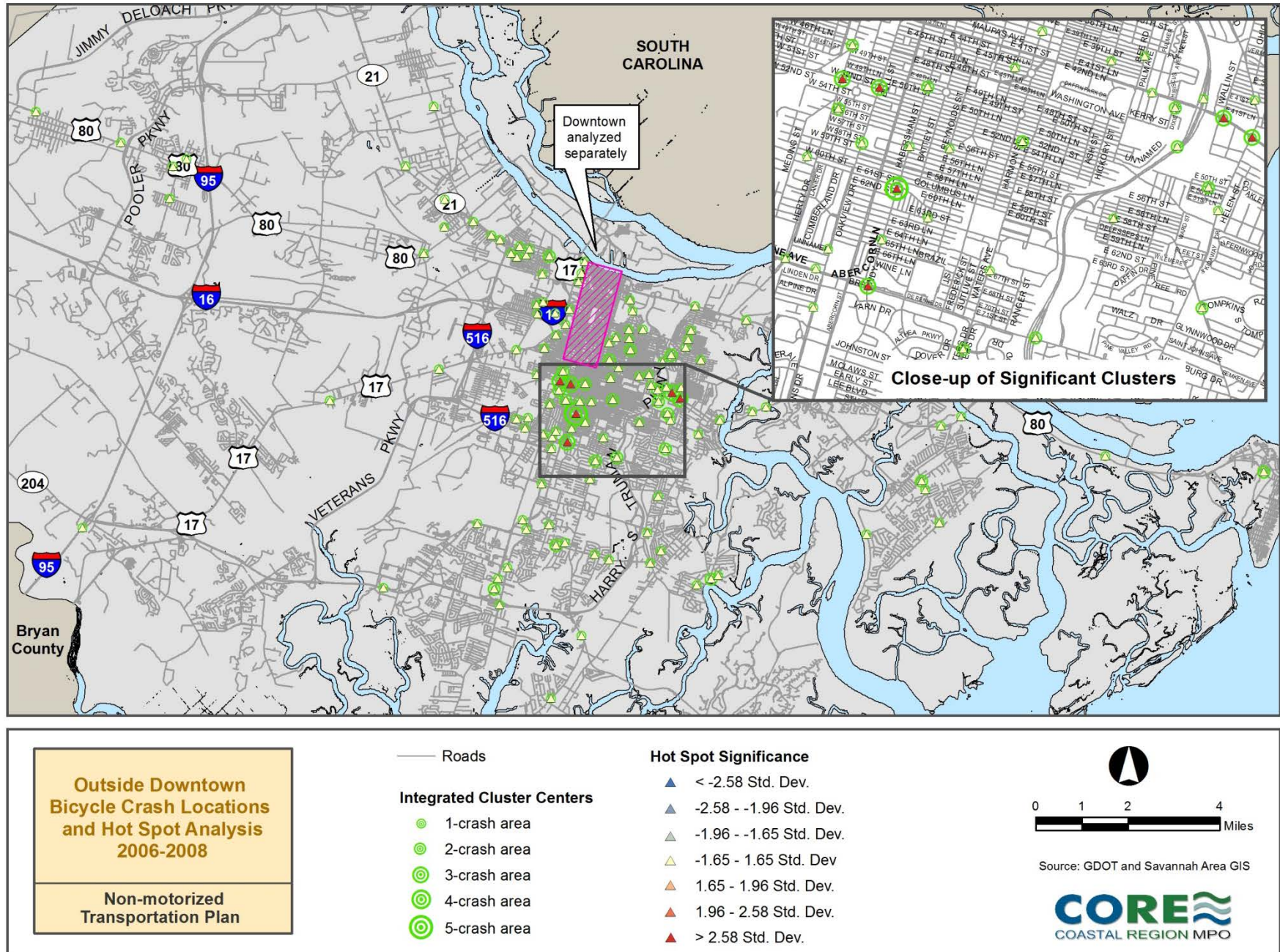
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Figure 4.7: Bicycle Crash Clusters and Hot Spots in the Downtown Analysis Area



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Figure 4.8: Bicycle Crash Clusters and Hot Spots in the Analysis Area Outside of Downtown



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5– Goals and Objectives

The development of Non-motorized Transportation Plan goals drew from several sources of information: goals of related plans (previously adopted bikeway plans, the MPO’s Metropolitan Transportation Plan, comprehensive plans), federally mandated transportation goals and purposes, and importantly, community aspirations or values, as discovered during the participation process described earlier. The technical report on goals formulation, in Appendix B, describes the information gathered from each source.

Non-motorized Transportation Plan Goal

The purpose of the Non-motorized Transportation Plan essentially is to outline the necessary steps and actions to make pedestrian and bicycle modes an attractive and feasible option. Therefore the plan goal will have a more narrow focus than those of the long-range Metropolitan Transportation Plan or of comprehensive land use plans within the planning area.

Themes that emerged from the public participation process and the scan of legacy goals and mandates suggested a desirable goal statement for the Non-motorized Transportation Plan, as follows:

Goal Statement: *Walking and bicycling are attractive and feasible transportation options in our region, as a result of respectful, informed attitudes and the provision of a safe, convenient, physical environment.*

Key characteristics are explicit or implied in the above statement; greater **safety** is explicit and it would benefit all modes; respectful, informed attitudes imply that all road users are **educated** about and honor **rights and responsibilities**; convenience implies a **direct, well-connected network**, in good condition, that provides **access** to routine destinations, as well as the presence of **amenities** such as bicycle parking. These characteristics will be addressed through the specific plan objectives, identified in this section.

Separate from the actual goal of the Non-motorized Transportation Plan, stated above, are anticipated outcomes from attaining the goal, which in turn will help meet national, regional, and local goals in other plans or in legislation.

Outcomes that contribute to broader goals in other plans:

- High quality of life for the community, due to the provision of transportation options, human-scaled settings, reductions in congestion and pollution, etc.
- Health, due to the increased feasibility of active modes of transportation, as well as recreation.
- High quality natural environment, due to reduced emissions, petroleum-laced runoff, etc.
- Efficiency, for the public sector due to lower-cost projects with many benefits, and for individuals, due to cheaper transportation options, shorter trips, or more direct trips.
- Economic vitality, due to enhanced options for tourists and opportunities for tourist-related businesses, as well as increased demand for bicycle products and repairs.

- Preservation of the existing transportation system, due to a switch of some trips to modes consisting of lighter and smaller units (bicycles or no vehicle at all), reducing wear and tear on pavements and space consumed in queues.
- Equity, due to the increased feasibility of economical modes, including transit.

Objectives

Objectives describe more specific, measurable steps that are necessary to attain the goal. Some of the objectives were suggested by the review of existing conditions, summarized in a previous section. Performance measures describe how the community will evaluate progress, or recognize that an objective has been met. The objectives in the table below are selected to achieve the end state described in the goal statement above.

Table 5.1: The Goal, Objectives, and Performance Measures of the Non-motorized Transportation Plan

GOAL: Walking and bicycling are attractive and feasible transportation options in our region as a result of respectful, informed attitudes and the provision of a safe, convenient physical environment.	
Objectives	Performance Measures
1. Provide pedestrian and bicycle facilities to achieve a connected network and convenient amenities for access to key destinations and to transit.	<ul style="list-style-type: none"> • Miles of bikeways throughout the planning area; • Miles of sidewalk throughout the planning area;
2. Reduce pedestrian and bicycle crashes	<ul style="list-style-type: none"> • Average annual numbers and rates for pedestrian and bicycle crashes in the MPO planning area will be evaluated in accordance with typical state or national measures, to the extent possible with available data.*
3. Facilitate development and redevelopment that creates attractive, dense, human-scaled, mixed use areas, to promote shorter trips.	<ul style="list-style-type: none"> • “Walk Scores” (and “Bike Scores” where available) for cities and towns within the planning area, from walkscore.com.
4. Educate drivers, bicyclists, and pedestrians about the rights and responsibilities of sharing the road.	<ul style="list-style-type: none"> • Number of educational messages broadcasted, published, or distributed.
5. Actively encourage people to walk or bike for some trips.	<ul style="list-style-type: none"> • Number of promotional events such as Walk to School days, Bike to Work days, etc.; • Number of people walking or biking at annual count locations. • Walking and biking commute mode shares from ACS
6. Institutionalize data collection for pedestrian and bicycle modes.	<ul style="list-style-type: none"> • Annual bicycle and pedestrian count data; • Results from periodic surveys; • GIS layers for bicycle and pedestrian facilities are up to date.

* FHWA’s Notice of Proposed Rule Making for Performance Measures(March 11, 2014) in the Highway Safety Improvement Program under MAP-21 acknowledges that disaggregating crashes, such as by vehicle type (bicycle) or pedestrian involvement, at the state or MPO level leads to numbers too statistically small to provide sufficient validity for the development of targets. The notice proposes measures of all fatalities and all serious injuries (regardless of mode, etc.), by 5-year average annual number and by 5-year average annual rate. However, GDOT’s disaggregated measures, available on their web site, have included pedestrian crashes, fatalities, and injuries per 10,000 population and per 10,000 licensed drivers, by county.

Specific strategies and lists of projects to address each of these objectives are detailed in separate, subsequent sections of this Plan.

6– Strategies from Policies and Practices

To address the goal and objectives described previously, not only does a community need to carry out infrastructure projects to correct the physical environment, but it also must identify and adopt the policies and practices that are the “seeds” of a pedestrian- and bicycle-friendly environment from the start. This is important in order to avoid, as much as possible, the need for expensive corrections to the physical environment later.

Common barriers for pedestrian and bicycle transportation may be found within the disciplines of: transportation planning and engineering, land use planning and development, school siting, transportation funding, traffic education and enforcement, and data collection and information sharing. The barriers are organized by discipline below.

After each policy topic, a recommendation is given for an appropriate policy for a pedestrian- and bicycle-friendly community. At the end of this section all of the recommendations are summarized in a chart showing how each addresses specific objectives and the goal of this plan.

Other sections of this plan look at specific infrastructure needs and corresponding projects that also address the goal and objectives.

Strategies will address

the goal: *Walking and bicycling are attractive and feasible transportation options in our county-wide community, as a result of respectful, informed attitudes, and the provision of a safe, convenient, physical environment.*

Policies on Roadway Design



It is obvious that several decades of road design policies have considered pedestrians and bicylists as an afterthought. But the assumption that everyone wants to drive for every trip becomes a self-fulfilling prophecy. Road design evolved during the twentieth towards a primary goal of moving motor vehicles safely and efficiently, even in dense urban areas. As a result, many people today consider walking and bicycling to be infeasible for transportation, even for short trips, and don't understand that bicycles are vehicles with rights to the road.

The U.S. Department of Transportation has a policy to include safe and convenient walking and bicycling facilities in transportation projects. “Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.”¹

Even though flexibility to respect the various land use and urban design contexts surrounding a road project has been present in design guidance, it has not always provided roads that serve all users. More explicit policies and standards apparently are needed to achieve accommodations for all types of users. These steps will improve the physical environment for pedestrians and bicyclists, over time, as future construction and re-construction projects are completed.

¹ U.S. Department of Transportation. (2010, March 11). Policy statement on bicycle and pedestrian accommodation regulations and recommendations. Retrieved from: <http://www.dot.gov/affairs/2010/bicycle-ped.html>

Status of Policies for “Complete Streets”

Complete streets are designed to **enable safe access for all users**, regardless of age, ability, or mode of transportation.² In general, “Complete Streets” policies seek to increase modal options and improve streets’ comfort and attractiveness for people, not just for cars. The CORE MPO Board originally adopted a Complete Streets policy statement within the 2035 Framework Mobility Plan (a prior Long Range Transportation Plan that was adopted in September of 2009). The Georgia Department of Transportation (GDOT) adopted Complete Streets policy, standards, and guidelines in September of 2012.

In August of 2014, CORE MPO adopted the Total Mobility Plan (the 2040 Metropolitan Transportation Plan) which more explicitly addresses complete streets through a Thoroughfare Plan (discussed below).

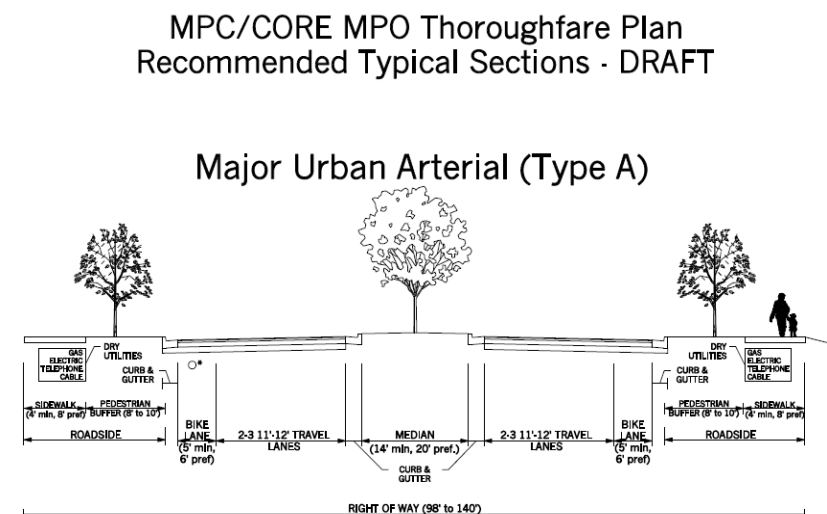


It is important for local implementing agencies as well to have some type of pedestrian and bicycle accommodation policies, because many construction and maintenance projects are managed by the local agencies. As the Non-motorized Transportation Plan is being considered for adoption, a draft complete streets ordinance is being reviewed by staff of the City of Savannah, for potential submission to City Council. The draft was based on a national model ordinance and modified for local use by Healthy Savannah, with input from MPO and MPC staff, the Savannah Bicycle Campaign, and others, as part of a grant that Healthy Savannah and the YMCA of Coastal Georgia obtained from the Healthcare Georgia Foundation. Other local government agencies within the planning area could consider customizing the draft ordinance for their own use also.

Status of Standards to Implement Complete Streets

Standards and guidelines direct the local government staff and developers on the details that will accomplish the intent of the complete streets policy. Such standards might be spelled out in an ordinance or a resolution, or alternatively an ordinance may reference a separate document of standards.

Figure 6.1: Example of a Cross-section from the Thoroughfare Plan



As mentioned above, the Total Mobility Plan includes a Thoroughfare Plan, which provides standards (on lane widths, sidewalk width, presence of median, etc.) for different types of urban roadways according to different contexts. This was developed cooperatively by the MPO and local government staffs. (Sources of guidance in the thoroughfare planning process included The Institute of Transportation Engineers [ITE] recommended practice called “Context Sensitive Solutions in Designing Major Urban

² Complete Streets Coalition. (n.d.). Complete streets FAQ. Retrieved from: <http://www.completestreets.org/complete-streets-fundamentals/complete-streets-faq/>

Thoroughfares for Walkable Communities” as well as the MPO’s Context Sensitive Design Manual.) The standards clarify more specifically the community’s expectation for the design of major roadways, to avoid the one-size-fits-all approach. The Thoroughfare Plan should be referenced in local government resolutions or ordinances, as a way to achieve the consistent progress toward complete streets throughout the planning area.

- ***Recommendation: Adopt road design policies and standards that address all users and incorporate context.***

Road Design Flexibility, for Retrofit Projects

In many urban areas, right-of-way is constrained by important features of the built or natural environment, with the result that road widening is not desirable. In those cases, another possible way to include bicycle facilities is to re-allocate the existing pavement width by re-striping to make standard travel lanes narrower. This can free up the necessary 4 feet minimum of space (not counting gutter pan) on each side for bicycle lanes.

Most travel lanes are constructed to be 11 or 12 feet wide. However design guidance from the American Association of State Highway Transportation Officials (AASHTO), provides flexibility to use travel lanes as narrow as ten feet in a variety of situations.³ Although certain factors (e.g. operating speeds, volumes, heavy vehicles) must be considered, local and state engineers should be willing to use their judgment on those factors, in order to capitalize on the opportunities provided by AASHTO’s current design flexibility.

- ***Recommendation: Recognize the current road design flexibility to use narrower lanes, where appropriate, to create opportunities for bicycle and/or pedestrian facilities.***

Bridges as Missed Opportunities



Although Complete Streets ordinances or standards theoretically would address bridges, the importance of bridges in the coastal geography rationalizes special mention of a bridge policy. The construction or widening of a bridge is a critical transportation opportunity for several related reasons, and such projects should therefore serve multiple surface modes. These opportunities are critical because they usually provide or improve a rare crossing of some natural or man-made barrier in the landscape, and they are expensive investments with long life-cycles.

Even when a community has policies to consider context as part of road design, bicycle and pedestrian accommodations could unfortunately end up being deemed “unwarranted” on

many bridges. The following describes a common scenario of land use/transportation evolution in a marshy environment which results in freeway-style bridges that prohibit bicyclists and pedestrians from a critical crossing.

1. A roadway that traverses a marshy environment inherently will have bridges but very few driveways, intersections, and trip attractions along it.
2. Because such roadway is viewed as going “through,” not “to” anything along the way, it tends to be built as a limited-access freeway, with no separated facilities for bicycles or pedestrians, even

³ American Association of State Highway Transportation Officials. (2011). A Policy on Geometric Design of Highways and Streets.

though the distance of the connection is reasonable for bicycling if not walking, and the scenery itself may be a trip attraction for any mode.

3. As a limited-access freeway, the speeds and perhaps volumes of motor traffic creates an environment considered unsafe and inappropriate for the presence of bicyclists and pedestrians.
4. Thus bicyclists and pedestrian are prohibited from the rare crossing opportunity “for their own safety,” even though these modes are the most inconvenienced by detours to find other ways of crossing. In many cases the alternative route is equally uninviting and adds an infeasible distance to the trip.

All of this results in situations where a simple two-mile trip involving a river crossing can demand access to an automobile or else conformance to a transit schedule, if such service even exists. An example of this is the oft-congested SR 204/Abercorn Extension crossing of the Forest River and its marsh, between the community of Georgetown and the rest of Savannah’s south side, where malls and universities exist. Granted, in the era in which the roadway was constructed, it was commonly assumed that everyone wanted to use an automobile for every trip, regardless of the distance. However, based on initial public comments during the development of this plan, some of the people of Georgetown already wish to bicycle to the south side of Savannah. More would likely consider it if they saw a safe facility.

The point of a policy for pedestrian and bicycle accommodation on bridges would be to modify the project evolution described above for a multimodal outcome. Even on freeway-style bridges and approaches, a barrier-separated path could be provided, and it should be if a parallel, alternative route is too far away to make bicycle and pedestrian trips feasible. Appropriate path termini should be taken into consideration as part of the overall project in each case.

- ***Recommendation: Implementing agencies should adopt a policy or otherwise make it a practice that critical-link bridge projects provide bicycle and pedestrian accommodations of appropriate types, regardless of land use context.***

Zoning and Development Policies and Practices

In the Pedestrian Planning Survey conducted as part of the public participation process for the Non-motorized Transportation Plan, one of the top three priorities identified by respondents was “planning, zoning, and urban design” to achieve a more pedestrian-friendly urban environment. Many strategies that improve the environment for pedestrians also improve the environment for bicycle users.

At the time of the development of the Non-motorized Transportation Plan, the Metropolitan Planning Commission (MPC) staff was involved in a multi-year effort to update the zoning ordinances affecting the City of Savannah and unincorporated Chatham County. Planning Commission approval of the “New Zoning Ordinances (NewZO),” followed by City Council adoption and County Commission adoption of their respective new ordinances, would favorably address, within those jurisdictions, several of the policy areas described below.

Other jurisdictions in the MPO planning area support pedestrian- and bicycle-friendly types of development to varying extents. Staffs and boards of those agencies also should review their regulations to allow such types of development styles.

Density

Low densities place only a few people within a comfortable walking distance of services, including transit stops. The standard definition of a walkable distance is ¼ mile, although tolerances vary for different trip purposes. The built environment within the CORE MPO planning area currently exhibits a range of development densities. High density does not necessarily mean high-rise development. Downtown Savannah is dense in spite of height limits for development.

Usually the denser areas are those that developed before automobile use became prevalent. According to the Tricentennial Plan, typical residential densities in developed areas within Chatham County range from six housing units per gross acre in the third-ring suburbs of the modern automobile era to 24 in Savannah's downtown and urban neighborhoods.⁴ Although development and zoning practices nationwide in the latter half of the 20th century tended to discourage higher densities, "new urbanist" development trends are now promoting nodes of development with walkable densities.

According to transit studies⁵, basic bus transit service with a bus running every 30 minutes requires a residential density of about seven dwelling units per acre within one-quarter or one-half mile area around the transit stop. Employee densities of 25 employees per gross acre can support frequent transit service.⁶ Higher employee densities would permit even higher frequency service. Frequency of service (which relies on density) is perhaps the most critical element of a successful public transit system. Bicycling, walking and transit are interdependent modes, especially the latter two. Policies, facilities, and services that improve the functioning of any one of these modes often indirectly improves functioning for the others.

- ***Recommendation: Encourage and allow densities for some areas in excess of 7 du/acre and 25 employees /acre.***

Land Use

Decades of separating land uses into distinct areas have made walking and bicycle trips inefficient. A mix of land uses goes hand in hand with higher density to facilitate walking and bicycling. Even a neighborhood of high residential density will not facilitate walking and bicycling if all of the shopping areas and employment are far away from that neighborhood. Allowing a variety of compatible uses (residential, commercial, office, etc.) within at least some districts makes trips shorter, by bringing origins and destinations closer together.

- ***Recommendation: Allow mixed uses within appropriate districts.***

Setbacks and Parking Requirements

Requiring a large amount of building setback or large amount of off-street parking increases the amount of land needed for development and spreads out origins and destinations. In districts that allow high densities and/or a mix of uses, minimum or maximum setback requirements should achieve small or zero setbacks, to enhance the sense of enclosure and reduce the extra walking needed to reach building entrances.



⁴ Chatham County – Savannah Metropolitan Planning Commission, (2006, March). Tricentennial Plan, "Community Assessment Report."

⁵ Victoria Transport Policy Institute. (n.d.). Transit Oriented Development: Using Transit to Create More Accessible and Livable Neighborhoods. Retrieved from: <http://www.vtpi.org/tod/tod45.htm>

⁶ Puget Sound Regional Council. (1999). Creating Transit Station Communities: A Transit-Oriented Development Workbook. Retrieved from: http://www.psrc.org/assets/3463/_99-09_todreport.pdf.

Requirements for minimum or maximum amounts of off-street parking in these districts should aim at low or zero amounts of off-street parking, to reflect the viability of alternatives to the automobile that are inherent with denser or mixed use areas and to reduce the negative impact that parking has on street life and the number of attractions that may occupy a given area.

- ***Recommendation: Specify pedestrian-friendly setbacks and parking requirements for the denser commercial, residential, and mixed use districts.***

Requirements for Sidewalks

Many municipalities require developers to build sidewalks in residential developments. Less frequently found are requirements for sidewalks along and within commercial or office developments and connecting to surrounding public rights-of-way or to existing and planned pathways. This failure reinforces the concept of sidewalks as a recreational feature disconnected from their role as a viable and vital component of the transportation system. Requirements for sidewalks in these areas, along with public investment outside of the developments, will create continuous connections for the most fundamental mode of transportation: walking.

- ***Recommendation: Require sidewalks in commercial development and office parks, as well as in residential developments.***

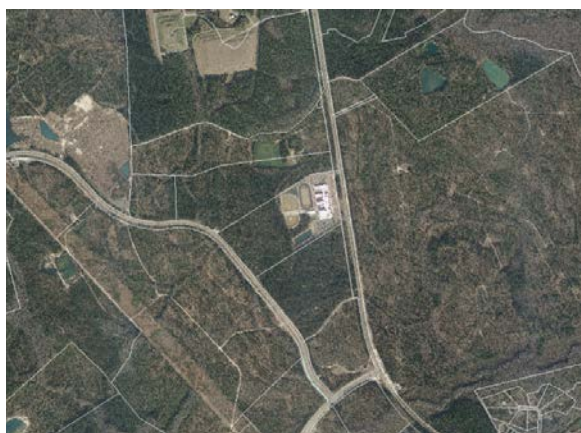
Policies on the Development of Schools

Policies regarding the location, design, and funding of schools have a long-term effect on the built environment and the viability of walking and bicycling to and from school. Transportation planning issues, such as safety, congestion, or air quality, as well as public health issues, such as the childhood obesity epidemic, are good reasons for local school boards and the Georgia Department of Education (DOE) to review their policies and practices and consider changes if necessary.

School Site Evaluation Policies and Practices

Acreage Requirements

According to the Georgia DOE guidelines regarding the selection of school sites, “well-planned and properly developed outdoor areas are essential to support outdoor activities, provide vehicular circulation, adequate and convenient parking, and also be conducive to the safety of children.”⁷ Two of the four stated objectives of the school site relate to the accommodation of vehicles, which increases the required acreage. A more balanced objective may be to select a site where access by foot, bicycle, or transit is possible, reducing the acreage required. Regardless of the reasons that large acreage is preferred, an unintended but negative effect of the acreage requirement is that it disqualifies many sites within neighborhoods. Although the guide allows deviations from the minimums to be approved if reduced acreage is appropriate, it states that large acreages are desirable. Large sites far from



⁷ Georgia Department of Education Facilities Service Unit. (2008, January 31). [The Guide for Facilities Selection](#).

neighborhoods result in students being driven to school (or driving themselves, in the case of high-schools), which increases congestion and reduces everyday physical activity. Thus the objective of accommodating vehicles through the size of the selected school site becomes a self-fulfilling prophesy, almost guaranteeing that the site will indeed need to accommodate vehicles.

- **Recommendation: Remove minimum acreage requirements for schools.**

MISCELLANEOUS SITE INFORMATION

(For each item, circle the appropriate response. If Other is selected, please enter appropriate response.)

(a) Property Zoned	Residential	Industrial	Commercial	Other: _____
(b) Adjacent Development or Existing Community Design	Residential	Industrial	Commercial	Other: _____
(c) Traffic Conditions Around Site	Congested	Moderate	Light	Other: _____
(d) Topography	Steep	Rolling	Gently Sloping	Flat
(e) Grading for Building	Excessive	Moderate	Minimal	Comments: _____ (Continue on reverse)
(f) Rock Excavation	Unlikely	Some But Not Excessive	Excessive	Comments: _____ (Continue on reverse)
(g) Area Available for Parking	Adequate Space	Limited Space	Inadequate Space	Comments: _____ (Continue on reverse)
(h) Vehicular Access to Site	Excellent Potential	Development Restricted	Development Difficult	Comments: _____ (Continue on reverse)
(i) Area Available for Athletic and Recreation Area Development	Adequate	Limited	Inadequate	Comments: _____ (Continue on reverse)

Site Access

The same *Guide for Facilities Selection* includes a Preliminary School Site Evaluation and Facility Site Approval Form. Currently, the Miscellaneous Site Information section of this form demands the evaluation of: Traffic Conditions around Site; Area Available for Parking; and Vehicular Access to Site. The form does not inquire about pedestrian and bicycle access to the site. Although the concern for parking probably relates to provisions for school employees (except in the case of high schools), the majority of individuals expected to use most schools sites will be too young to drive. The prevalence of children being driven to school by parents is a problem of the existing environment, not a desired behavior. Considering non-motorized transportation access in the site approval process would recognize the

transportation needs of the students who live near their school, and would align with the national Safe Routes to School effort and obesity reduction effort.

LEED emphasizes building locations that reduce automobile dependence, are connected by walkable streets, and are accessible to transit. If these standards were incorporated into The Guide for Facilities Selection cited above, schools would be sited closer to neighborhoods and require less land, fewer busses, and would contribute to the health of students.

- **Recommendation: Add “Non-motorized Access to Site” to the Miscellaneous Site Information section on the Georgia DOE Preliminary School Site Evaluation and Facility Site Approval Form.**
- **Recommendation: Adopt Leadership in Energy and Environmental Design-Neighborhood Development (LEED-ND) standards for siting new schools.**

Components in the Cost Analysis for Siting New Schools

School board decisions on the site of schools can increase the expenditures for other public agencies, if schools are remotely located. Not only should the school board note whether pedestrian and bicycle access already exists around a proposed site, as mentioned above, but the board’s decision process on school location should compare the relative burden that each of the candidate sites places upon the public to complete the missing off-site non-motorized connections to the new school, within a certain buffer. This is not to say that the school board must add off-site improvements to the school construction budget, but that they should be aware of how their decisions may create a need for new pedestrian and bicycle

infrastructure. The requirement to consider costs of non-motorized access from surrounding neighborhoods to proposed school sites may work in favor of locating schools closer to neighborhoods.

- ***Recommendation: Include appropriate externalities, such as costs of constructing off-site bicycle and pedestrian connections (which will later fall to local governments,) in the comparisons of potential school sites.***

State Funding for Rehabilitation of Schools

A greater disincentive to retain neighborhood schools is the state's policy to withhold funding for rehabilitation of an old school when the cost exceeds 50 percent of the cost of building a new school. Once this trigger for a new school occurs, the result is typically a larger school in a less convenient location for the students. Not only does this policy create significant additional expense, it is based upon a now-discredited theory: that a new, large school is more likely to provide a better education than an old, small school. "There is almost 40 years of existing research and literature on small schools which indicates that students in a small school have higher attendance and graduation rates, fewer drop-outs, equal to or better levels of academic achievement and fewer incidences of discipline and violence."⁸ Although fewer and larger schools are also favored for reducing administrative costs, those savings may not be justified by the negative impacts of large, more remote schools mentioned above. State funding policies should not discourage the continued use of neighborhood schools.

- ***Recommendation: Eliminate policy that, when school refurbishment cost exceeds 50% of new construction cost, State funds are not available for refurbishment of existing schools.***

State Policy on the Use of Motor Fuel Tax Revenue

On occasion, members of the CORE MPO Board, advisory committees or staff have urged the Georgia Department of Transportation (GDOT) to include sidepaths in road improvements along high-speed or high-volume corridors. A typical response was that, according to a 1970s-era interpretation of Georgia's constitution, motor fuel tax revenue may not be used on separated, stand-alone pathways (which reportedly includes sidepaths that are not connected to the road with contiguous pavement). The actual language in the state constitution is:



"An amount equal to all money derived from motor fuel taxes received by the state in each of the immediately preceding fiscal years, less the amount of refunds, rebates, and collection costs authorized by law, is hereby appropriated for the fiscal year beginning July 1, of each year following, for all activities incident to providing and maintaining an adequate system of public roads and bridges in this state, as authorized by laws enacted by the General Assembly of Georgia, and for grants to counties by law authorizing road construction and maintenance, as provided by law authorizing such grants."⁹

Although the Official Code of the State of Georgia defines "public road" as almost any kind of public way for public enjoyment and for use by vehicles, and defines "vehicle" in a broad way that includes

⁸ Kinnaman, Daniel E. (2007, November). "Small Schools, Big Benefits." [District Administration](#) .

⁹ State of Georgia. (2013, January). Constitution of the State of Georgia, Article III, Section IX, Paragraph VI (b). Retrieved from: http://sos.ga.gov/admin/files/Constitution_2013_Final_Printed.pdf

bicycles,¹⁰ the State Attorney General in 1973, in response to questions about the use of motor fuel tax revenue, gave the opinion that the will of the people of Georgia is to prohibit the use of that revenue on facilities strictly for bicyclists and pedestrians.¹¹

This interpretation should be re-evaluated for several reasons:

- The strict interpretation of the constitution seems to assume that drivers are a distinct group from bicyclists and pedestrians and that they consequently want their motor fuel tax revenue to go exclusively to driving facilities. In fact, all car owners are pedestrians at some point, and can benefit from pedestrian facilities. Along the same lines, the majority of bicyclists also own motor vehicles and operate them for many trips, and therefore they pay motor fuel tax like non-bicyclists do.
- Attitudes about transportation options have changed in Georgia since 1973. As of 2014, state is home to seven communities that sought and attained designation from the League of American Bicyclists as a “Bicycle Friendly Community” (including both Savannah and Tybee Island within the CORE MPO’s planning area).
- Finally, even those motor vehicle users who never consider walking or bicycling for transportation would benefit from bicycle and pedestrian facilities that reduce congestion, especially on critical links where no alternative, parallel route exists for miles and miles. Congestion is more likely on these critical links and is sometimes severe enough to incentivize a mode switch for certain users, given that a bicyclist would make faster progress on an adjacent facility at such times.
- ***Recommendation: Revise and distribute the interpretation of the Georgia State Constitution regarding the use of the state’s motor fuel tax revenue for bicycle and pedestrian facilities.***

Education and Enforcement Practices

Traffic laws and regulations are intended to promote agreement among all road users on proper and safe roadway sharing behavior, whether from motorists, bicyclists, or pedestrians. While scofflaws exist in every group, often there is earnest and sometimes heated disagreement between users of different modes, with all parties believing they are correct. Safety could be improved if all users were better informed.

Within Chatham County are several “League Certified Instructors” (LCIs) which have been certified by the League of American Bicyclists. In recent years, they have provided sessions to adults and children on safe cycling, often organized by the Savannah Bicycle Campaign. Such efforts should continue. There are also many other ways to spread awareness of traffic laws and safe road sharing practices.

Enforcement efforts are critical, but need to be carefully balanced to avoid perceptions that one particular mode is being targeted excessively. A good working relationship between officers, bicycle and pedestrian advocates, and planners helps direct enforcement activities in a manner which promotes respect among road users and increases safety. Topics particularly needing attention under education and enforcement include: pedestrian right-of way in crosswalks (whether marked or unmarked); wrong-way cycling; lack of bicycle lights at dusk and dark; and compliance with Georgia’s “3-foot passing law” (minimum horizontal clearance requirement between motor vehicle and bicyclist when overtaking the bicyclist).

¹⁰ State of Georgia. (2013). O.C.G.A. § 32-1-3

¹¹ Op. Att’y Gen. 73-133

- ***Recommendation: Provide educational tips on government channels on the subject of various traffic rules, as applies to drivers, bicyclists, and/or pedestrians, for more harmonious sharing of public ways.***
- ***Recommendation: Continue providing “safe cycling” sessions in the community to improve bicyclists’ safety through better interactions with other street users.***
- ***Recommendation: Work with local police departments on strategies to promote safe and legal behaviors among all modes.***

Data Collection and Information Sharing Practices

Obtaining Pedestrian and Bicycle Data

The availability of data influences research and knowledge. Knowledge contributes to decisions affecting the social and physical environment.

For decades various types of planning analyses about driving have relied on standardized, reliable collection of data about driving, with the end result that drivers get the facilities they need. For example, in a development impact assessment, a planner can easily look up how many car trips are generated by a particular land use, because data has been collected all over the nation and research has been carried out on those questions. Based on the knowledge of expected auto trips, the planner then checks whether the developer’s plan is adequately addressing the additional future traffic generated by the development. On the other hand, the planner usually has no data to back up requirements for bicycle or pedestrian infrastructure within the development.

Data collection for bicycle and pedestrian modes has taken place over the years at local levels across the nation, but the variety of parties collecting for different reasons and using different methodologies has made research on broad questions difficult. A standardized process and an institutionalized schedule for bicycle and pedestrian data collection would advance the treatment of these modes as transportation options.

The Federal Highway Administration recognizes that, “Further development of modeling techniques and data sources are needed to better integrate bicycle and pedestrian travel into mainstream transportation model and planning activities.”¹² Better data could:

- Help planners understand current and future demand for bicycle and pedestrian trips;
- Help justify funding for infrastructure and programs;
- Justify the use of existing roadway or additional right-of-way;
- Provide exposure rates for crash analysis;
- Help communities measure the benefits or the cost effectiveness of non-motorized transportation projects and programs.

As referenced briefly above, CORE MPO initiated the practice of annual bicycle and pedestrian counts in 2009, in accordance with the National Bicycle and Pedestrian Documentation (NBPD) Project. The MPO’s effort, with help from the Savannah Bicycle Campaign, has focused on nine to 13 locations. Over time the data has been used by MPO staff or others in the following ways:

¹² FHWA. (1999, July). “Guidebook on Methods to Estimate Non-motorized Travel.”

- As input in to specific corridor studies;
- To help counter claims by project opponents that “no one walks or bikes there anyway;”
- To help entrepreneurs estimate foot traffic for a potential store location downtown.
- To compare levels of bicycling before and after a bicycle lane was installed;
- As input on the City of Savannah’s application to be designated as a “Bicycle Friendly Community” by the League of American Bicyclists.

Additional count locations would provide a better representation of bicycling and walking activity within the MPO’s planning area and exposure rates for more crash locations. The NBPD Project recommends one count location per 15,000 of population, as a balance between representation and resource demands. On that basis, CORE MPO should include a total of at least 17 locations in the annual count effort. Technological methods would be desirable to reduce the burden on volunteers.

Conducting 24-hour counts (automated) at some or all of the count locations would identify the true peak hours for bicycle and pedestrian trips. So far the count program has used the assumption, at the recommendation of the NBPD Project, that the peak hours are from 5 p.m. – 7 p.m. on weekdays or 12 p.m. to 2 p.m. on weekends and has assigned volunteers to count manually only during those time periods.

There may be instances when information other than volume is desired. When needed, surveys administered on site to the users of bicycle and pedestrian facilities could provide data on various demographics and attitudes.

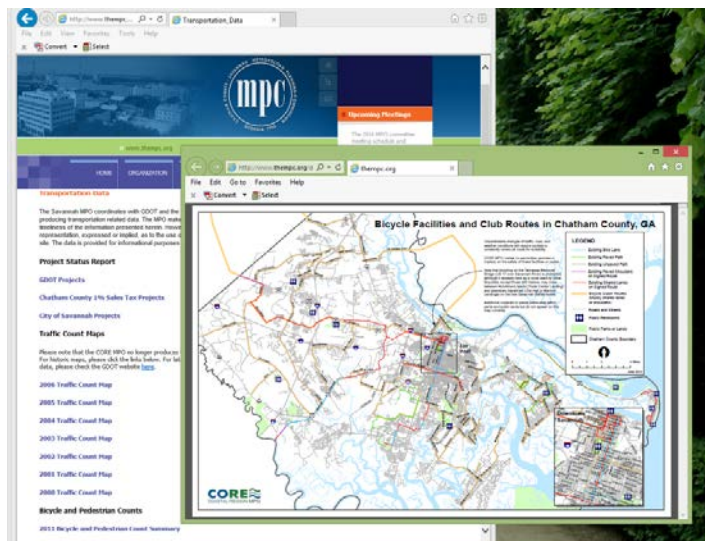
- ***Recommendation: Continue and expand the bicycle and pedestrian traffic count program to cover more locations and time periods. Conduct additional counts or surveys as warranted for particular studies.***

Providing Information to the Public

Not only do planners and engineers need information about demand (count and survey data), but users of the transportation system also need information about the supply (existing facilities). Such information influences decisions on which mode to use for a trip. A typical road map doesn’t have enough information

to help bicyclists or pedestrians know what conditions are really like for them on any given road. The bicycle and pedestrian facility maps that are prepared for analyses during the planning and evaluation processes can be maintained and formatted for public use, helping people consider these modes for particular trips.

Up-to-date maps on existing and planned facilities also help other agencies find various information they may need in order to carry out their responsibilities affecting bicycle and pedestrian transportation. The City of Savannah staff maintains a GIS file of existing sidewalks within the city limits, and this data was helpful to MPO staff in



developing this plan. A spatial inventory of sidewalks in other cities and towns and in unincorporated Chatham County seems to be lacking.

Currently available public information includes the following:

- The Georgia Department of Transportation provides state-level and county-level maps of state bicycle routes, including information about typical traffic volumes and the existence of shoulders, to help individual cyclists decide whether a given route is likely meet their needs (<http://www.dot.ga.gov/travelingingeorgia/bikepedestrian/Pages/default.aspx>).
- CORE MPO maintains a regional map showing existing bicycle facilities by type, including shared use paths, bicycle lanes, paved shoulders, and routes with shared lanes and signage (http://www.thempc.org/Transportation/Transportation_Data.htm).
- ***Recommendation: Continue to update information to provide user-friendly maps for the public and planning partners.***

Strategies of the Non-motorized Transportation Plan

Given the rationales above, the strategies listed in the next table specify actions that should be undertaken to meet the Non-motorized Transportation Plan's objectives, with the intent to bring the actual pedestrian and bicycle experience in line with the goal statement. Achieving the goal will require effort in the categories known as the "Five Es": Encouragement, Engineering, Education, Enforcement, and Evaluation & Planning. Achievement also requires effort and cooperation among multiple agencies and organizations.

Symbols indicate which objective(s) a given strategy influences, and how directly. The right-most column notes which agencies or organizations have the ability to implement each strategy.

Table 6.1: Summary Table of Strategies to Improve Non-motorized Transportation

<div>● Indicates objective is directly addressed by the strategy</div> <div>○ Indicates objective is indirectly addressed by the strategy</div>	OBJECTIVES	GOAL: <i>Walking and bicycling are attractive and feasible transportation options in our county-wide community, as a result of respectful, informed attitudes, and the provision of a safe, convenient, physical environment.</i>							
		1. Provide pedestrian and bicycle facilities to achieve a connected network and convenient amenities for access to key destinations and to transit.	2. Reduce pedestrian and bicycle crashes.	3. Facilitate development and redevelopment that creates attractive, dense, human-scaled, mixed use areas, to promote shorter trips.	4. Educate drivers, bicyclists, and pedestrians about the rights and responsibilities of sharing the road.	5. Actively encourage people to walk or bike for some trips.	6. Institutionalize data collection for pedestrian and bicycle modes.	5-E Categories (Encouragement, Engineering, Education, Enforcement, Evaluation & Planning)	Responsible Agency or Org. (SBC = Savannah Bicycle Campaign)
STRATEGIES									
Infrastructure: Retrofits and Stand-alone Projects									
Implement infrastructure projects listed in other sections of this plan.		●	●			○		Eng, Enc	MPO,GDOT Local gov's., CAT
Policies, Practices, Processes: Road Design									
Adopt road design policies and standards that address all users and incorporate context.		●	●	○		○		Eng, Enc	Local gov's.
Recognize current flexibility to use narrower lanes to allow bike/ped retrofit projects.		●				○		Eng, Enc	Local gov's., GDOT
Adopt policy that critical-link bridge projects that provide bicycle and pedestrian accommodations of approp. types, regardless of land use context.		●	●			○		Eng, Enc	MPO, GDOT, Local gov's.
Policies, Practices, Processes: Zoning and Development									
Encourage and allow densities for some areas in excess of 7 du/acre and 25 employees /acre.				●		○		Eng, Enc	MPC, Local gov's.
Allow mixed uses within some districts.				●		○		Eng, Enc	MPC, Local gov's.
Specify pedestrian-friendly setbacks and parking requirements for the denser commercial, residential, and mixed use districts.				●		○		Eng, Enc	MPC, Local gov's.
Require sidewalks in commercial development and office parks, as well as in residential developments.		●				○		Eng, Enc	MPC, Local gov's.
Policies, Practices, Processes: Development of Schools									
Remove minimum acreage requirements for schools.				○		○		Eng, Enc	Georgia DOE

Add "Non-motorized Access to Site" to the Miscellaneous Site Information section on the Georgia DOE Preliminary School Site Evaluation and Facility Site Approval Form.			○		○		Eng, Enc	Georgia DOE
Include costs of constructing off-site bicycle and pedestrian connections (which will later fall to local governments) in the cost analysis for siting new schools.			○		○		Eng, Enc	Georgia DOE, local BOE
Adopt LEED-ND (Leadership in Energy and Environmental Design - Neighborhood Development) standards for siting new schools.			○		○		Eng, Enc	Local BOE
Eliminate policy that, when school refurbishment cost exceeds 50% of new construction cost, State funds are not available for refurbishment of existing schools.			○		○		Eng, Enc	Georgia DOE
Policies, Practices, Processes: Funding								
Revise the interpretation of the Georgia State Constitution regarding the use of the state's motor fuel tax revenue for bicycle and pedestrian facilities.	○	○			○		Eng, Enc	Georgia Attorney General
Policies, Practices, Processes: Education and Enforcement for Sharing Roadways								
Provide educational tips on government channels on the subject of various traffic rules, as applies to drivers, bicyclists, and/or pedestrians, for more harmonious sharing of public ways.		●		●	○		Ed, Enf, Enc	MPO, SBC, City of Savannah PIO, Chatham County PIO
Continue providing "safe cycling" sessions in the community to improve bicyclists' safety through better interactions with other street users.		●		●	●		Ed, Enf, Enc	SBC, local LCIs
Work with local police departments on strategies to promote safe and legal behaviors among all modes.		●		●			Enf, Ed	SBC, police depts., MPO
Policies, Practices, Processes: Data and Information								
Continue and expand the bicycle and pedestrian traffic count program to cover more locations and time periods. Conduct additional counts or surveys as warranted for particular studies.	○	○				●	Eval	MPC/MPO, SBC
Continue to update information to provide user-friendly maps for the public and planning partners.					●	●	Enc, Eval	MPC/MPO

7 – Pedestrian and Bicycle Needs Infrastructure Assessment

Previous sections of this Plan included a look at the physical environment that exists already for pedestrians and bicyclists, as well as policies and practices that influence that environment. Obviously there are areas where the prior or current policies have left communities with unmet needs. Those areas will require various types of infrastructure improvements. This section explains the process of identifying gaps or deficiencies in pedestrian and bicycle infrastructure, and what is needed to address them.

Pedestrian Needs

Identification of Pedestrian Focus Areas

Because pedestrian trips are usually short, relative to other modes, the assessment approach was to look at connections within several “focus areas” throughout the planning area. In addition, the analysis looked for gaps along certain important, longer-distance corridors.

Identification of a pedestrian focus areas for the Non-motorized Transportation Plan was influenced by several types of information:

- Existing conditions, such as where sidewalk does or does not exist currently;
- Recognition of updated or recently planned projects;
 - Transportation Enhancement awards or Safe Routes to School awards;
 - Other projects planned with local government funds;
 - Implications from other completed or ongoing studies;
- Public and Stakeholder input, received during initial involvement process and any time during development of the Plan;
 - List of locationally specific, desired routes and projects, from mapping exercises and from subsequent correspondence;
- Location of pedestrian trip demand, as suggested by:
 - Land use plans from jurisdictions throughout the MPO planning area;
 - Areas of high residential density;
 - Areas of high employment density;
 - Access to transit;
 - Access to schools;
- Need for direct trips between areas of demand.



The map in Figure 7.1 on page 7.3 shows the identified pedestrian focus areas and important corridors.

Identification of Pedestrian Network Needs

The evaluation of deficiencies for pedestrian travel consisted of finding missing links in the networks within the focus areas. Given the large area of study, the evaluation did not go down to the level of signals, crosswalks, or maintenance problems. To identify gaps, existing sidewalks (those already mapped) as well as existing and planned shared use paths from the bikeway network were overlaid on an aerial photograph in a Geographic Information System (GIS). If a segment that provides a connection along main thoroughfares or between key origins and destinations within the focus areas was lacking a sidewalk or path, it was added to the list and map of pedestrian projects.

Other sources contributing to the creation of the pedestrian project list and map included:

- Feedback from CORE MPO Board and/or advisory committees;
- Specific needs mentioned by the public during initial outreach or other times during plan development;
- Chatham Area Transit's "Passenger Amenities Plan" (2012) which identifies bus stops slated to receive various types of shelter upgrades. These stops were presumed to be the higher demand stops.
- Discussions with local government staffs;
- City of Savannah proposed sidewalk projects from a 2012 memorandum regarding potential T-SPLOST Discretionary List. (Although the referendum did not pass in this region, the list provides insight into sidewalk needs within the City.)

The map in Figure 7.2 shows where sidewalks and paths are needed as a result of the evaluation of pedestrian network deficiencies.

Table 7.1 below lists the mileage of pedestrian facilities proposed in the Non-motorized Transportation Plan, as well as mileage of existing sidewalk currently mapped. The counted paths are only those on the bikeway network, and therefore do not include most loop paths or trails inside of parks.

Although the use of aerial photography in the GIS made up for the fact that many of the sidewalks outside of Savannah have not been mapped, responsibility for mapping the other sidewalks, and maintaining the created file, should be assigned.

Table 7.1: Mileage of Existing and Proposed Sidewalks (each side counted separately) and Share Use Paths

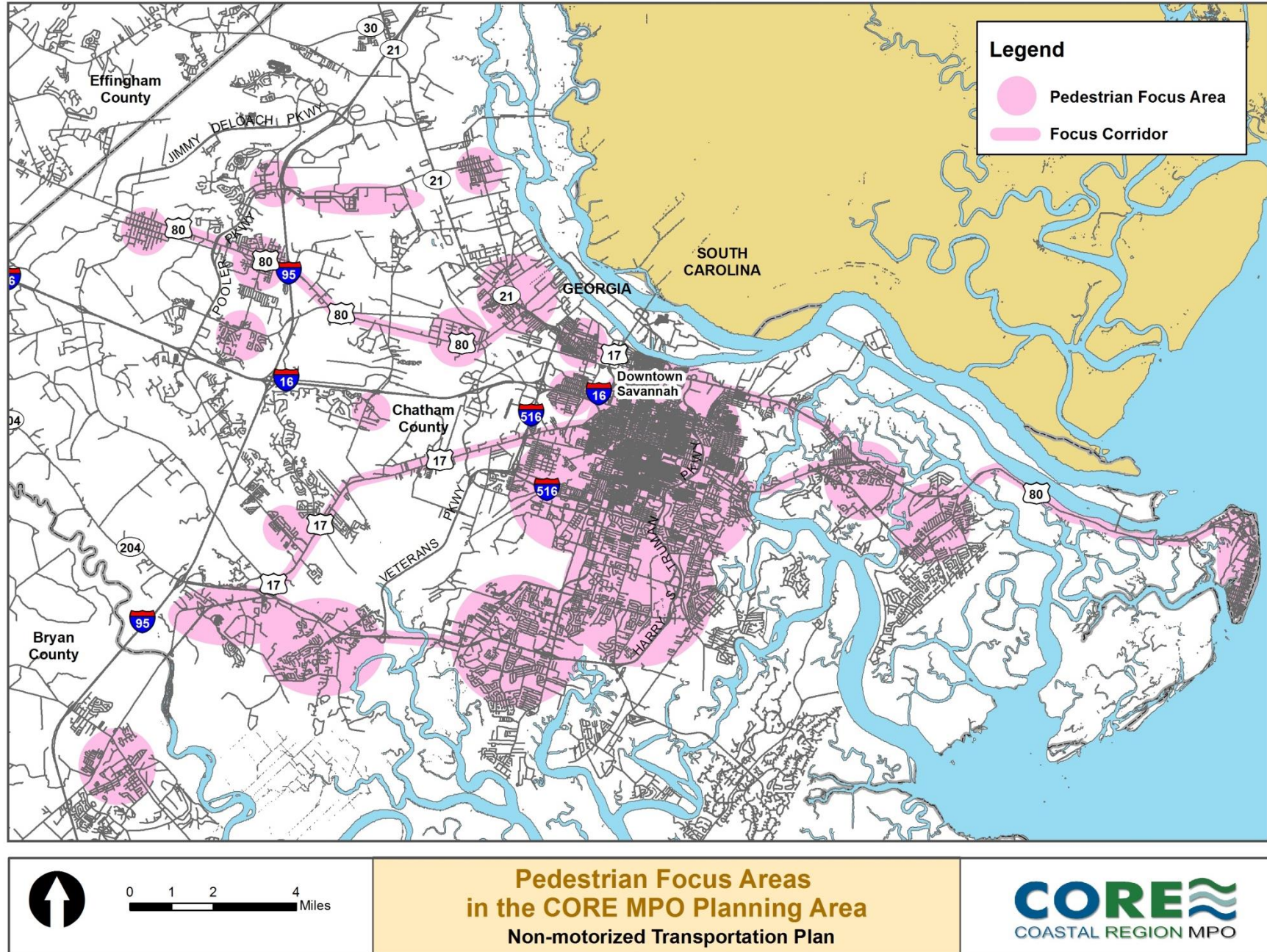
Type	Miles Existing	Miles Proposed Additions	Total
Sidewalks	448+*	115 (not counting reconstructions)	563+
Shared Use Paths**	31	114	145
Totals	479+	229	708+

* Sidewalks mapped to date, and thus easily measured, are mostly those within the City of Savannah and unincorporated Chatham County.

** This type of facility is intended to be shared with bicyclists and therefore this category's mileage is also included in the bicycle facility summation in a subsequent table.

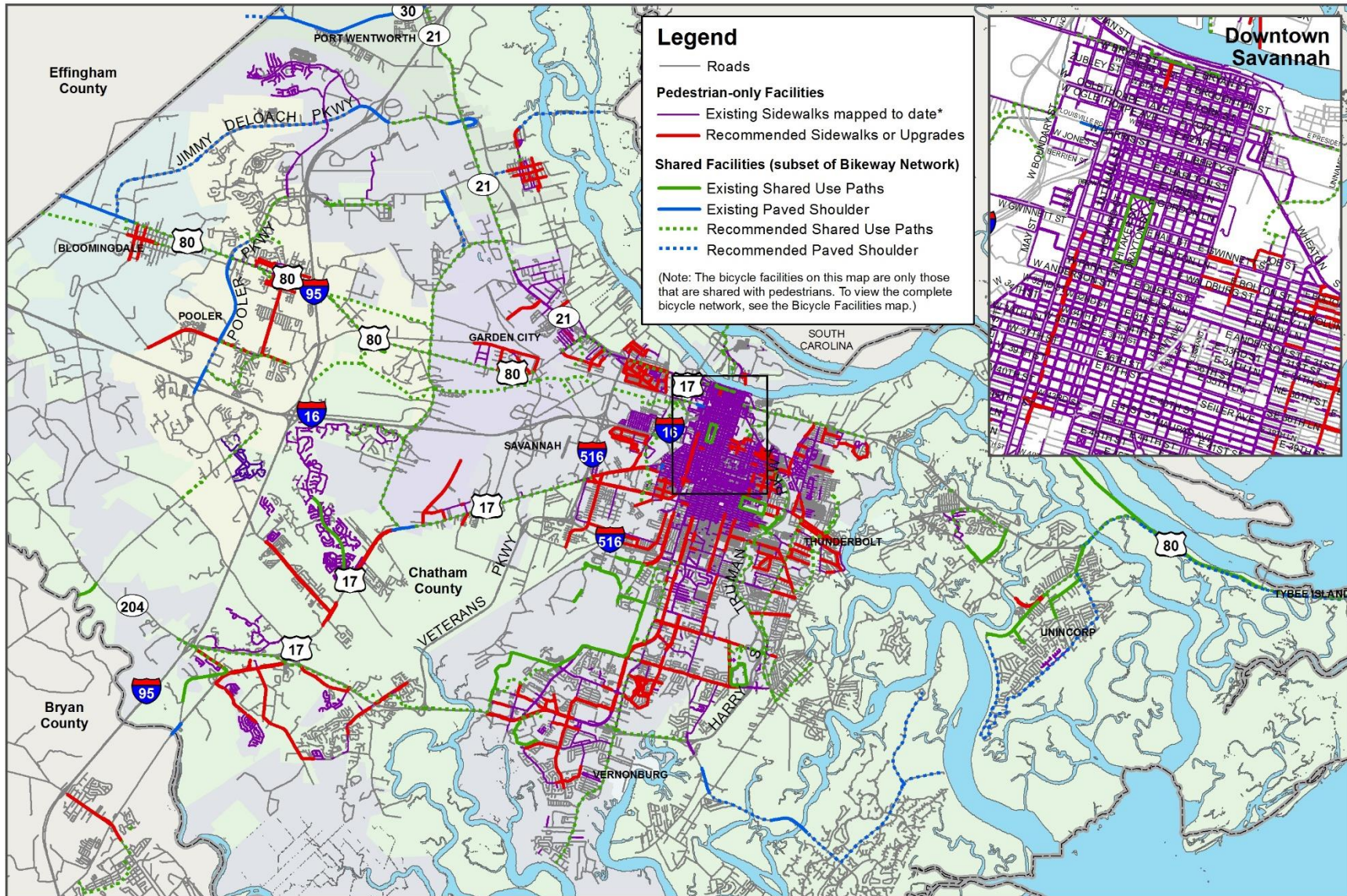
The pedestrian needs are listed as specific projects in a section of this plan for "Project Lists."

Figure 7.1: Map of Pedestrian Focus Areas and Corridors



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Figure 7.2: Map of Pedestrian Needs with Existing Facilities



0 1 2 4 Miles

Source: SAGIS, City of Savannah, Chatham County, SAC
October 29, 2014

Pedestrian Needs for Sidewalks and Paths

(*Data for Existing Sidewalks is incomplete for areas outside of City of Savannah)

Non-motorized Transportation Plan



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Bicycle Needs

Identification of the Bicycle Route Network

Because the bicycle is considered a type of vehicle in Georgia, most of the roadway network is available for bicycling whether we label the road as part of a bicycle network or not. However it is helpful to identify particular bicycle routes in order to ensure consideration for including some type of bicycle accommodation on segments that have important destinations or that provide the most direct linkage. The identification of a network does not rule out the inclusion of bicycle accommodation on other “non-network” streets, as may be implemented by local governments using local funding. It is also possible that, regardless of funding sources, “Complete Streets” policies could result in bicycle accommodations on streets that are not part of any official bikeway network; however, many such policies use the criterion of “on a bike route” as one of the warrants to determine when a bicycle facility *shall* be included in a road project (a standard), as opposed to when it *should* be included (a guideline). Thus the selection of a bikeway network is an important planning step.



The MPO Bikeway Plan of 2000 proposed a connected bikeway network, only some of which has been implemented. The Non-motorized Transportation Plan serves as an update and replacement of the 2000 Bikeway Plan. Identification of a bikeway network for the Non-motorized Transportation Plan was influenced by several types of information, including:

- The 2000 Bikeway Plan network;
- Existing conditions that may have changed since the 2000 Plan was adopted;
 - Recognition of new facilities that local governments constructed on or beside streets;
 - Re-routing of the network due to permanent street closure (Armstrong State University pedestrian plaza on Science Dr.);
- Recognition of updated plans or projects in the pipeline:
 - Updated Coastal Georgia Greenway route;
 - Updated Truman Linear Park Trail route;
 - Tybee Island Bikeway Plan;
 - Transportation Enhancement projects or Safe Routes to School projects;
 - Implications from other completed or ongoing studies;
- Public and Stakeholder input, received during initial participation process and any time during development of the Plan:
 - General desire for more off-road routes, including canal-side trails and new ideas;
 - List of locationally specific, desired routes and projects, from mapping exercises and from subsequent correspondence;
- Location of bicycle trip demand, as suggested by:
 - State Bicycle Routes;
 - Routes used by local bicycle clubs;
 - Land use plans from jurisdictions throughout the MPO planning area;
 - Areas of high residential density;

- Areas of high employment density;
- Access to transit;
- Access to schools;
- Need for trips that are as direct as possible between areas of demand.

Consideration of the above factors results in a newly proposed bikeway network, which includes the existing facilities, like bike lanes, etc., as well as many that are not yet implemented. The map in Figure 7.3 shows that most of the 2000 Bikeway Plan network is retained and many segments are newly proposed. This updated network, when fully implemented, would provide 460 centerline miles of bikeway (of various types of facilities), compared to the previous plan's network of about 200 centerline miles.

Evaluation of Bicycle Deficiencies

After the identification of a bikeway network, all segments on the network were evaluated on how appealing they are for bicycle use. The method of evaluation is known as the Bicycle Level of Service (LOS) Model, version 2, for Segments (it does not account for conditions at intersections). This method has been used by state DOTs and MPOs across the nation, and has been incorporated in the 2010 Highway Capacity Manual. It was developed by Sprinkle Consulting, based on research using actual bicyclists' perceptions. Documentation about the Bicycle Level of Service Model, v.2 for Segments is provided in Appendix D.

Important variables in the model, which positively or negatively influence a segment's score are:

- Motorized vehicle volumes;
- Motorized vehicle speeds;
- Percentage of heavy vehicles (e.g. trucks) among the traffic;
- Lane and shoulder widths;
- Pavement conditions.

Application of the model results in scores for each segment, which then are grouped into LOS categories from A to F, with LOS A indicating the most appealing segments of the bicycle network and LOS F indicating the least appealing. The purpose is to highlight the areas of dire need. It is not necessarily the goal to elevate every segment to LOS A; segments with LOS B or C are at least "good" and may not be priorities for investment, but improvements might be made if a special opportunity exists. Results of the LOS analysis are shown on the map in Figure 7.4. The results are not intended to be used as reason to prohibit bicycling on any particular road.

Surprisingly, many of the already traffic-calmed streets in Savannah's Landmark Historic District have poor level of service according to the model. Those scores are due to the bumpy ride of historic pavements such as asphalt block and to a somewhat higher assumption for heavy vehicle percentages, based on the presence of delivery trucks, public transit buses, and trolley buses. However, the model is not the last word, as local attitudes and the need to balance various community values also play a role where projects will be proposed.

The model can be used on an ongoing basis to gauge how well improvements proposed in particular projects would accommodate bicyclists. Caveats for use of the model are:

- It does not consider the affects of intersections or interchanges upon the overall bicycling experience.
- In development and calibration of the model, the values used for Heavy Vehicle Percentage did not include any values over 2% (low). Where values above 2% are entered, they have a strongly negative effect on the level of service scores within the model.

Identification of Bicycle Facility Types

There is more than one way to accommodate bicyclists, and some types of bicyclists prefer or demand different types of facilities from what others do. To meet the Plan's goal of making bicycling, as well as walking, an attractive and feasible option, it is necessary to attract not only advanced bicyclists but also basic bicyclists and children, groups that the Federal Highway Administration refers to as A, B, and C respectively. Therefore, where feasible, a facility type offering some separation from motor vehicle traffic is usually recommended unless traffic is inherently slow (as in much of the Landmark Historic District) and/or sparse (as on many residential streets).

The assessment of LOS on the network in combination with professional judgment and published guidance (Guide for the Development of Bicycle Facilities¹, the Urban Bikeway Design Guide², and FHWA-RD-92-073³) led to the proposal for specific facility types, intended to improve future conditions. It is possible that the agencies that eventually design and build the bicycle improvements or road improvements will choose to install a different type of facility than recommended in this plan, or that events over time will rule out the option to use the recommended facility type by the time the project is designed. Therefore the specific type of facility proposed is not set in stone, but is a planning recommendation that is necessary for the development of cost estimates provided in a subsequent section of this plan.

The choice of facility type on each segment also was influenced to various extents by the constraints of the surrounding area, such as buildings, steep side slopes, large trees, or other elements that would increase impacts or costs. Generally the assumption was that the bicycle improvement would be implemented as a "stand-alone" project, or in combination with a pedestrian improvement, unless a road project was already identified.

The map in Figure 7.5 shows recommended bicycle facility types on each part of the bikeway network that was identified above. Route numbers on the map provide reference to the appropriate portion of the written description of the routes and facility types, called Bikeway Route Notes, found in Appendix E.

The range of bikeway facility types that exist or are proposed *on the bikeway network* includes those shown in the table below. To understand the distinctions between these types of facilities, please see the Definitions section in this plan or in the Bikeway Route Notes in Appendix E. About one third of the network exists as an acceptable type of facility currently. Many of the existing shared lanes, paved shoulders, and unopened segments are proposed to be upgraded to a more dedicated or protected type.

Table 7.2: Existing versus Proposed Bicycling Environments *on the 2014 Bikeway Network* (in centerline miles)

Type	Existing 2014 Network Composition (in miles)	Proposed 2014 Network Composition (in miles)
Bicycle Lanes	17	159
Cycle Tracks	0	8
Paved Shoulders (narrow)	14	3
Paved Shoulders (standard)	28	47
Shared Lanes	296	95
Shared Use Paths*	31	145
Unopened	71	0
Totals	457	457

*This type of facility is intended to be shared with pedestrians and therefore the category's mileage is also included in the pedestrian facility summation in a previous table.

The bicycle needs are listed as specific projects in the section of this plan for "Project Lists."

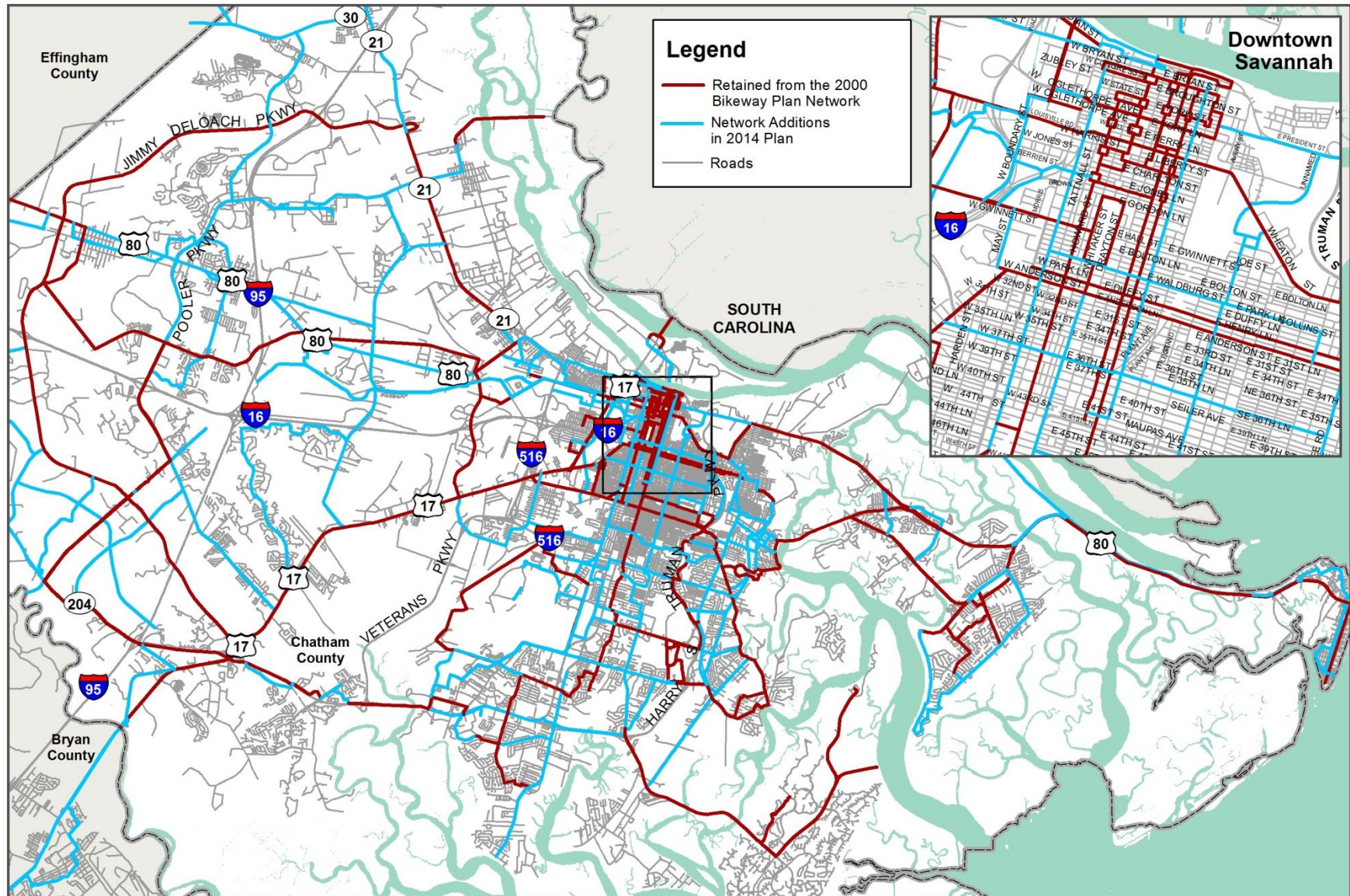
¹ American Association of State Highway and Transportation Officials, (2012). Guide for the Development of Bicycle Facilities, Fourth Edition.

² National Association of City Transportation Officials, (2012). Urban Bikeway Design Guide, Second Edition.

³ Federal Highway Administration, (n.d.). FHWA-RD-92-073.

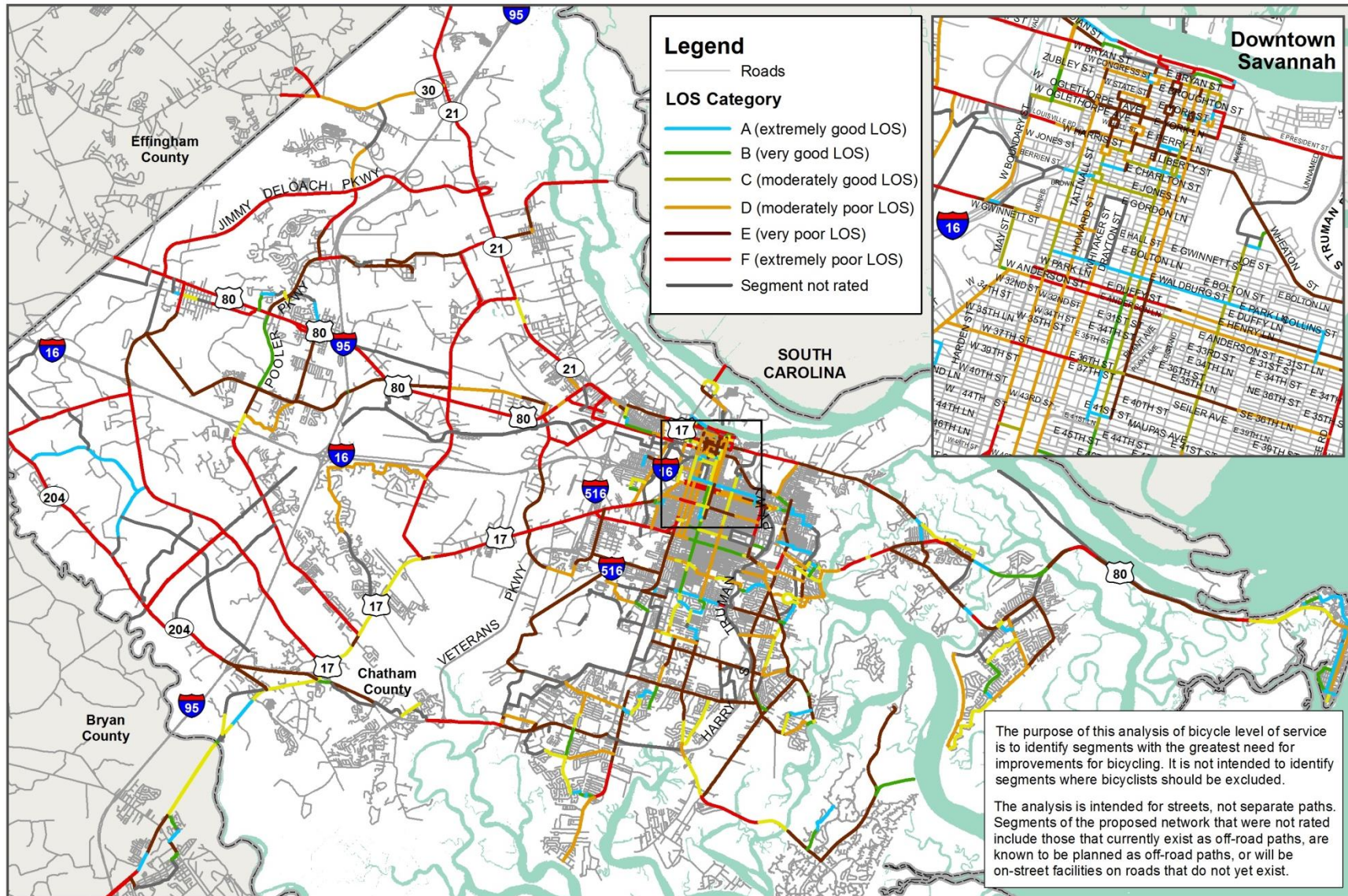
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Figure 7.3: Map of Previously Adopted and New Additions to the Planned Bikeway Network



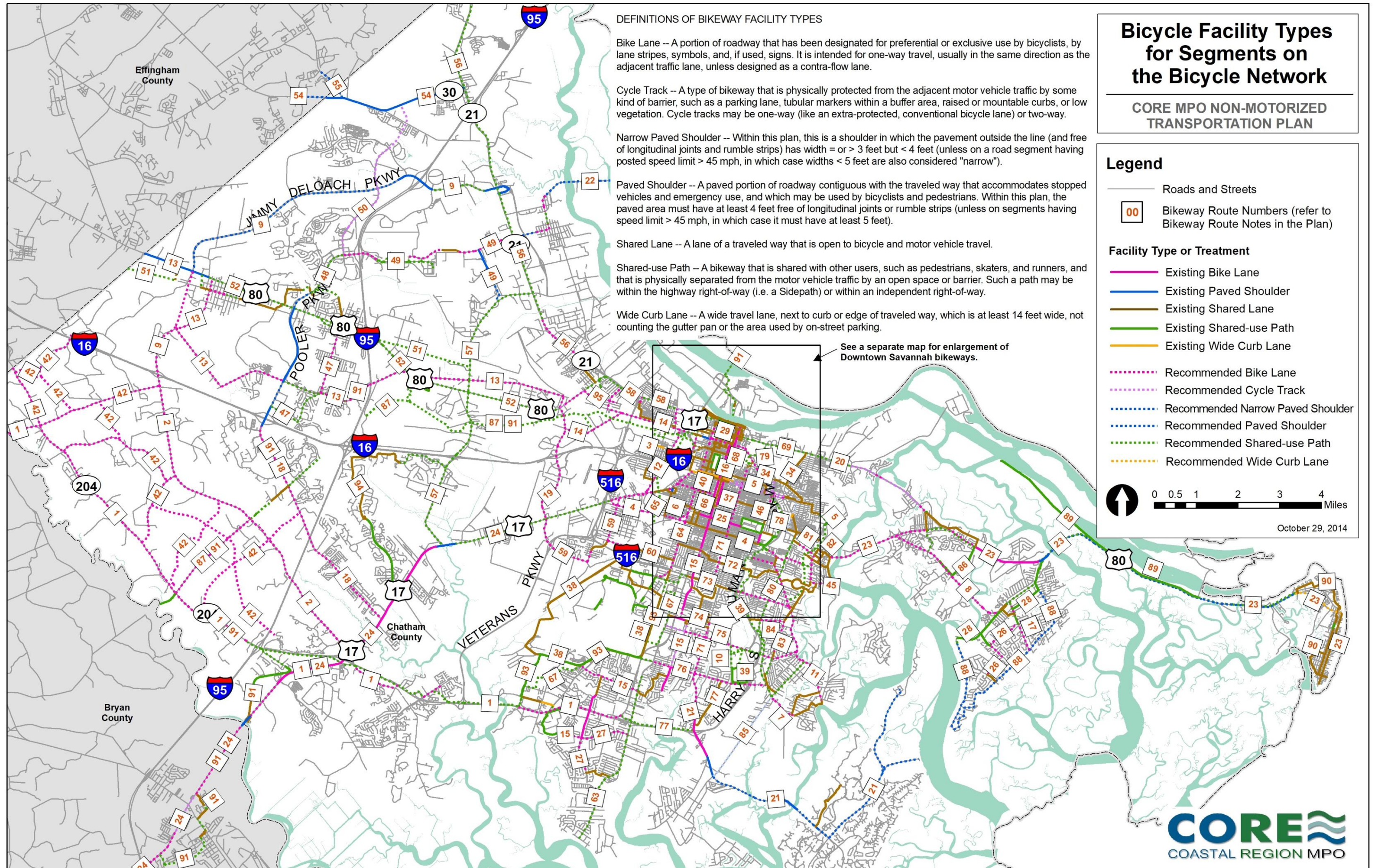
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Figure 7.4: Map of Bicycle Level of Service (LOS) for Segments on the Bikeway Network



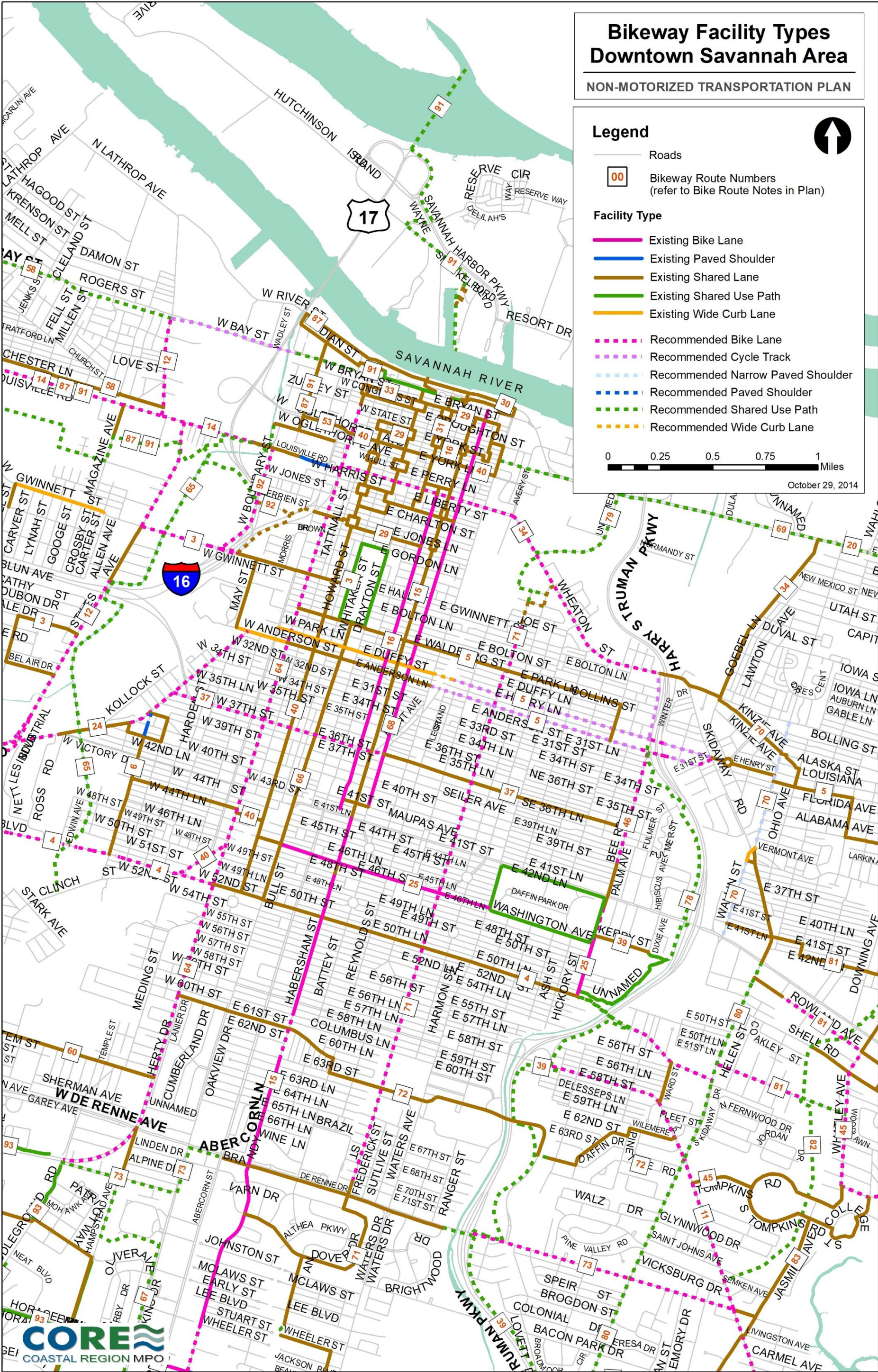
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Figure 7.5: Map of Bicycle Facility Types on the Bikeway Network



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Figure 7.6: Map of Bicycle Facility Types on the Bikeway Network: Close-up of Downtown Savannah



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8 – Project Lists and Rankings

One of the stated objectives in the Non-motorized Transportation Plan is to provide and improve pedestrian and bicycle facilities. This section of the plan identifies and prioritizes particular projects to improve pedestrian and/or bicycle transportation. It is intended as a reference for any group involved in planning, funding and/or implementing transportation projects and programs. This includes not only the MPO but also agencies and organizations such as the Georgia Department of Transportation, the Coastal Regional Commission, local governments within in the MPO planning area, Chatham Area Transit, and advocacy groups.



Project Lists

Pedestrian and bicycle needs were identified from public input and staff assessment, as described in previous sections of this plan. The mapped routes and linkages were then listed as segments considered practical for implementation, as related to length and factors affecting project termini. For instance, jurisdictional boundaries, in practice, tend to influence the termini of certain types of non-motorized transportation facilities (e.g. sidewalks) more so than in bigger roadway projects. Overall, the segmentations are assumptions that are necessary to produce cost estimates in this plan; an agency sponsoring a particular project may choose to implement a longer or shorter segment and would develop a new cost estimate at that time.

Relationship to the CORE MPO Thoroughfare Plan

It is important to note that the Non-motorized Transportation Plan's recommendations are generally "stand-alone" pedestrian and/or bicycle projects, unless a larger roadway project is already planned or underway on the subject road segment. In contrast, the Thoroughfare Plan in the MPO's Metropolitan Transportation Plan (MTP) provides a set of comprehensive roadway cross-sections (categorized according to the surrounding context) that show the desired roadway design to be implemented whenever a road is constructed or reconstructed. Those designs specify certain types of pedestrian and bicycle facilities which may or may not be identical to what the Non-motorized Transportation Plan recommends for the given segment. In essence, the Non-motorized Transportation Plan's project lists can be viewed as simpler options to improve pedestrian and bicycle transportation in the short term, in cases where a larger construction or reconstruction project on a particular roadway is currently not foreseen.

Cost Estimates

A cost estimate (in 2014 dollars) is shown for each project in the lists, unless the improvement is expected to only be implemented as part of a larger road project (in which case "NA" is shown in the cost column). In some cases, it is expected that the bicycle and pedestrian improvement would be implemented together in one project. To avoid double counting in the summation of the plan's costs, the costs of such projects are shown only in the bikeway project list, with a reference note in the pedestrian project list.

Construction costs for the projects were estimated using per-mile assumptions for each type of project, based on weighted averages from GDOT item mean summaries. Estimates for certain, less common

project elements (e.g. boardwalk, pre-fabricated bridges) were obtained from a recent national study of bicycle and pedestrian facility costs¹, or from various studies on similar projects in the southeast. An annual inflation rate (1.025 from GDOT) was applied to any estimates that were based on cost information from years prior to 2014. Estimates for right-of-way costs and utility costs were developed using GDOT's Right-of-way and Utilities Cost Estimation (RUCEST) tool. Additional detail on the method is provided in Appendix F: Technical Report on Cost Estimation Methodology.

The Pedestrian Projects are listed in Table 8.1 and the Bikeway Projects are listed in Table 8.2. The total cost to address all of the projects (excluding those that are part of larger road projects), based on the recommendations for facility types, is approximately \$245 million. Only a few of the needs are funded in the MPO's Total Mobility Plan (the 2040 Metropolitan Transportation Plan). When subtracting the assigned and unassigned "non-motorized set-aside" (value of funded non-motorized projects) in that plan, the total cost of the remaining non-motorized transportation needs in the Non-motorized Transportation Plan (excluding those that would be part of larger road projects) is approximately \$211 million at the time of this writing.

The range of potential funding sources is described in another section of this plan. Projects with federal funding (on one or more phases) are listed in the CORE MPO's Transportation Program (TIP). In the lists below, the projects that reference Project Identification numbers are currently part of a project in GDOT's Construction Work Program, indicating at least one phase of such project is funded. Some projects might be funded through local governments' Capital Improvement Programs.

¹ Bushell, M. A., Poole, B. W., Zegeer, C. V., & Rodriguez, D. A., (2013, October). *Costs for pedestrian and bicyclist infrastructure improvements: A resource for researchers, engineers, planners, and the general public*. Chapel Hill, N.C, UNC Highway Safety Research Center.

	Table 8.1: Pedestrian Projects, in Alphabetical Order, in the CORE MPO Non-motorized Transportation Plan										
	CORE MPO Pedestrian Projects, in Alphabetical Order										
	Green means Ped project likely would be done along with Bike project, and thus segment's cost estimate is captured in one but not both of those lists (usually Bikeway List).										
	Termini described here may differ slightly from bikeway list, for pedestrian ranking considerations.				In the Cost column, "NA" is used if the project is expected to be implemented within a larger roadway project.						
	Yellow means the segment would NOT be addressed by implementation of the Thoroughfare Plan										
(CGG)	If shown in project name/description, indicates segment is part of the Coastal Georgia Greenway (a.k.a. Bike Rt. 91) main line (and thus also East Coast Greenway)										
NA	If shown in the Cost column, indicates the project is expected to be implemented as part of a larger roadway project										
Line #	Segment description	Use	On bike Rte	TOTAL (0-232)	Project Description	Lngh (mi)	PE	ROW	Utilities	Const	TOTAL COST
				Weighted Score							
	Coastal GA Greenway (CGG), whole MPO route, alternative listing for scoring as a whole (segments already included below)	Bike/Ped	91	180		37.65	Costs displayed by segment in Bikeway Project list (any on Route 91)				
1	3 rd St. in Garden City, sidewalk addition	Ped	56	100	SW (1)	0.48	\$8,544	\$0	\$0	\$56,957	\$65,500
2	33rd St. sidewalk continuity, from Cedar St. to Bee Rd.	Ped		124	SW (1-2)	0.45	\$8,010	\$0	\$0	\$53,397	\$61,406
3	37th St. sidewalk continuity, from Cedar St. to Fulmer St.	Ped	37	114	SW (1-2)	0.7	\$12,459	\$0	\$0	\$83,062	\$95,521
4	46th St., sidewalk continuity one side, from Hopkins St. to existing sidewalk east of Florance St.	Ped		140	SW (1)	0.09	\$1,602	\$0	\$0	\$10,679	\$12,281
5	52nd St., curb and sidewalks, US 17 to Montgomery St.	Ped	4	172	See Bikeway List						See Bikeway List
6	52nd St., sidewalk continuity, Montgomery St. to Bee Rd.	Ped	4	124	SW (1-2)	0.52	\$9,255	\$0	\$0	\$61,703	\$70,959
7	52nd St., sidewalk, from ACL Blvd. to Liberty Pkwy.	Ped		152	SW	0.29	\$9,290			\$61,935	\$71,226
8	62nd St., sidewalk one side, from Springhill Rd. to Mason Dr.	Ped		34	SW (1)	0.3	\$5,340	\$0	\$0	\$35,598	\$40,938
9	63rd St., from sidewalk to Waters Ave.	Ped	72	136	SW (1)	0.02	\$356	\$0	\$0	\$2,373	\$2,729
10	65th St., sidewalk, from Habersham St. to Battey St.	Ped		50	SW	0.12	\$3,844			\$25,629	\$29,473
11	Abbott St., sidewalk one side, from Comer St. to Stratford St.	Ped	58	48	SW (1)	0.15	\$2,670	\$0	\$0	\$17,799	\$20,469
12	Abercorn St., sidewalk 1-2 sides, from just south of Wilshire Blvd. to Montgomery Cross Rd.	Ped		162	SW (1-2)	1.83	\$66,955			\$446,368	\$513,324
13	Abercorn St., sidewalk 1-2 sides, from Montgomery Cross Rd. to DeRenne Ave.	Ped		178	SW (1-2)	2.75	\$100,272			\$668,478	\$768,750
14	Abercorn St., sidewalk continuity, from Rio Rd. to Idlewood Dr.	Ped	1	194	SW (1-2)	2.4	\$42,718	\$0	\$0	\$284,783	\$327,501
15	Abercorn St., sidewalk, from DeRenne Ave. to 55th St.	Ped		148	SW	1.03	\$32,997			\$219,978	\$252,974
16	ACL Blvd./Liberty Pkwy., sidewalk west side, from Louis Mills Blvd. to I-516 bridge	Ped	59	64	See Bikeway List						See Bikeway List
17	Airways Ave., path from Crossroads Pkwy. to terminal	Bike/Ped	49	114	See Bikeway List						See Bikeway List
18	Alfred St., sidewalk continuity, one side, wtih canal crossing, from Market St. to Lissner Ave.	Ped	95	118	See Bikeway List						See Bikeway List
19	Alfred St., sidewalk, one side, from US 80 to Market St.	Ped	95	94	See Bikeway List						See Bikeway List
20	Amaranth Ave., sidewalk one side, from Hopkins St. to MLK Jr. Blvd.	Ped		140	SW (1) by widening into street (eli	0.47	\$25,495	\$0	\$0	\$169,966	\$195,461
21	Anderson St., sidewalk south side, from Cabell St. to Skidaway Rd.	Ped	5	96	SW (1)	0.03	\$961			\$6,407	\$7,368
22	Anderson St., sidewalk upgrade, from Barnard St. to Whitaker St.	Ped	5	136	SW	0.06	\$1,922			\$12,814	\$14,737
23	Anderson St., sidewalk, from Ash St. to Bee Rd.	Ped	5	112	SW	0.38	\$12,173			\$81,157	\$93,330
24	Anderson St., sidewalk, from Waters Ave. to Live Oak St.	Ped	5	136	SW	0.1	\$3,204			\$21,357	\$24,561
25	Apache Ave., sidewalk, from Mohawk St. to Dutchtown Rd.	Ped		96	SW	0.25	\$8,009			\$53,393	\$61,402
26	Armadale Rd., sidewalk one side, from Cantyre St. to Clifton Dr.	Ped		42	SW (1)	0.52	\$12,099	\$0	\$0	\$80,659	\$92,758
27	Armstrong Dr., sidewalk one side, from Mason Dr. to Mason Dr.	Ped	72	16	SW (1)	0.37	\$6,586	\$0	\$0	\$43,904	\$50,490
28	Ash St., sidewalk continuity one side, from Victory Dr. to Henry St.	Ped		124	SW (1)	0.57	\$10,145	\$0	\$0	\$67,636	\$77,781
29	Atlantic Ave., sidewalk one side, from Duffy St. to 105 feet south of Duffy St.	Ped		132	SW (1)	0.2	\$3,560	\$0	\$13,000	\$23,732	\$40,292
30	Augusta Ave., sidewalk upgrade, from Graham St. to Scarborough St.	Ped		130	SW demol: SW (1) w C&G	0.91	\$31,011	\$0	\$132,000	\$206,739	\$369,749
31	Bannon Dr. and Tuberson Ave., sidewalk one side from Whatley Ave. to River Dr.	Ped	45	84	SW (1)	0.42	\$7,476	\$14,000	\$46,000	\$49,837	\$117,313
32	Bannon Dr., sidewalk one side, from Owens St. to Tuberson Ave.	Ped		0	SW (1)	0.28	\$4,984	\$0	\$0	\$33,225	\$38,208
33	Barnsley Rd., sidewalk one side, from Falkirk St. to Clifton Dr.	Ped		42	SW (1)	0.63	\$14,658	\$0	\$0	\$97,721	\$112,380
34	Bay St., from I-516 to Viaduct (PI 0002923)	Ped	58	138	SW upgrades (2)	1.1	To be part of road project (PI 0002923)				NA
35	Beaumont Dr., drom Damascus St. to Howard Foss Dr. (city limit)	Ped	75	112	SW	0.12	\$3,844			\$25,629	\$29,473
36	Bee Rd. sidewalk west side, from 40th St. to Anderson St.	Ped	46	110	See Bikeway List						See Bikeway List
37	Birkenhead Rd., sidewalk one side, from Barnsley Rd. to Armadale Rd.	Ped		24	SW (1)	0.14	\$3,257	\$0	\$0	\$21,716	\$24,973
38	Bolton St., sidewalk continuity both sides, from Live Oak St. to Ash St.	Ped		140	SW (2)	0.36	\$6,408	\$0	\$0	\$42,718	\$49,125
39	Bona Bella Ave., sidewalk one to two sides, from Lovett Dr. to Jasmine St.	Ped	84	22	See Bikeway List						See Bikeway List
40	Bradley Blvd., sidewalk one side, from Ogeechee Rd. to Grayson Ave.	Ped		58	SW (1)	1.05	\$18,689	\$0	\$0	\$124,593	\$143,282
41	Bradley Point Rd, from Yacht Club to Johnny Mercer Blvd.	Ped		66	SW (1)	1	\$17,799	\$0	\$0	\$118,660	\$136,459
42	Brampton Rd., sidewalk one side, from SR 21 to SR 25	Ped		62	SW (1)	0.34	\$7,911	\$0	\$0	\$52,739	\$60,649
43	Bridge on Montgomery Cross Rd. @ Casey Canal (PI 533205)	Ped	76	104	SW (1)	0.03	To be part of bridge project (PI 533205)				NA
44	Brittany St., sidewalk one side, from Augusta Ave. from Bay St.	Ped		116	SW (1)	0.19	\$3,382	\$0	\$0	\$22,545	\$25,927
45	Buckhalter Rd., sidewalk one side, from Mortons MHP south entrance to US 17	Ped		86	SW (1)	0.25	\$5,817	\$0	\$0	\$38,778	\$44,595
46	Bulloch St., sidewalk one side, from Clinch St. to 45th St.	Ped		108	SW (1)	0.37	\$6,586	\$0	\$0	\$43,904	\$50,490
47	Burton St., sidewalk one side, from Gwinnett St. to Joe St.	Ped		90	SW (1)	0.11	\$1,958	\$0	\$0	\$13,053	\$15,010
48	Canebrake Rd. (CGG), path and sidewalk from Gateway Blvd. to Chief O.F. Love Rd. (PI 0013272)	Bike/Ped	1/91	78	See Bikeway List						See Bikeway List
49	Cann Park, perimeter sidewalk continuity	Ped		68	SW (1)	0.16	\$2,848	\$0	\$0	\$18,986	\$21,833
50	Capital St., sidewalk one side, from fire station to 285 feet east	Ped		92	SW (1)	0.05	\$890	\$0	\$0	\$5,933	\$6,823
51	Casino Ave., sidewalk one side, from Falligant Ave. to Owens St.	Ped		18	SW (1)	0.12	\$2,136	\$0	\$0	\$14,239	\$16,375
52	Cherry St., sidewalk two sides, from RR track to US 80	Ped	13	22	See Bikeway List						See Bikeway List
53	Chestnut St., sidewalk one side, from Whatley St. to US 80 westbound	Ped		34	SW (1)	0.22	\$5,119	\$26,000	\$0	\$34,125	\$65,244
54	Chevis Rd., sidewalk one side, from Beaufort Rd. to Ogeechee Rd.	Ped		110	SW (1)	1.23	\$28,618	\$0	\$0	\$190,789	\$219,408
55	Chevy Chase Dr., sidewalk one side, from Cloverdale Dr. to Claremont Cir.	Ped		82	SW (1)	0.69	\$12,281	\$0	\$0	\$81,875	\$94,156

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	Termini described here may differ slightly from bikeway list, for pedestrian ranking considerations.																			
	Yellow means the segment would NOT be addressed by implementation of the Thoroughfare Plan																			
(CGG)	If shown in project name/description, indicates segment is part of the Coastal Georgia Greenway (a.k.a. Bike Rt. 91) main line (and thus also East Coast Greenway)																			
NA	If shown in the Cost column, indicates the project is expected to be implemented as part of a larger roadway project																			
Line #	Segment description	Use	On bike Rte	TOTAL (0-232)	Project Description	Lngh (mi)	(PE	ROW	Utilities	Const	TOTAL COST									
56	Claremont Dr., sidewalk one side, from Cynthia St. to Bel Air Dr	Ped		100	SW (1)	0.18	\$3,204		\$0	\$0	\$21,359	\$24,563								
57	Cleland St., sidewalk one side, from Smart St. to Clearview St.	Ped		74	SW (1)	0.15	\$2,670		\$0	\$0	\$17,799	\$20,469								
58	Clinch St., sidewalk, from Stark Ave. to Hopkins St.	Ped		138	SW	0.17	\$5,446				\$36,307	\$41,754								
59	Cloverdale Dr., sidewalk from Eleanor St. to Stiles Ave.	Ped	3	114	SW	0.05	\$1,602				\$10,679	\$12,280								
60	Cloverdale Dr., sidewalk one side, from Glen Ridge Dr. to Cynthia St.	Ped		82	SW (1)	0.55	\$9,789		\$0	\$0	\$65,263	\$75,052								
61	Coffee Bluff Rd. and White Bluff Rd., from Back St. to Windsor Rd.	Bike/Ped	63	94	See Bikeway List							See Bikeway List								
62	Collins St., sidewalk 1-2 sides, from Waters Ave. to Ash St.	Ped		140	SW (1-2)	0.32	\$5,696		\$0	\$0	\$37,971	\$43,667								
63	Comer St., sidewalk one side, from Abbott St. to Augusta Ave.	Ped	58	122	SW (1)	0.67	\$11,925		\$0	\$0	\$79,502	\$91,427								
64	Crossgate Rd., sidewalk 1-2 sides, from SR 25 to Clifton Dr.	Ped	22	42	SW (1-2)	0.39	\$8,801		\$0	\$0	\$58,672	\$67,472								
65	Crossgate Rd., sidewalk upgrade and continuity, 1-2 sides, from RR to SR 25	Ped	22	24	See Bikeway List							See Bikeway List								
66	Dean Forest Rd., from I-16 to SR 21	Bike/Ped	57	64	See Bikeway List							See Bikeway List								
67	Dean Forest Rd., from US 17 to I-16	Bike/Ped	57	58	See Bikeway List							See Bikeway List								
68	Delano St., sidewalk one side, from Chevy Chase Dr. to Eleanor St.	Ped		16	SW (1)	0.21	\$3,738		\$0	\$0	\$24,919	\$28,656								
69	Delesseps Ave., LaRoche Ave., sidewalk from Waters Ave. to Skidaway Rd. (PI 0010028)	Ped	4	158	SW (2); BL (2) partial length	1.39	Authorized	\$2,545,000	\$2,593,200	\$2,100,146	\$7,238,346									
70	Delyon St., sidewalk one side, from Augusta Ave. to Richards St.	Ped		116	SW (1)	0.14	\$2,492		\$0	\$0	\$16,612	\$19,104								
71	DeRenne Ave., sidewalk both sides, from Skidaway Rd. to LaRoche Ave.	Ped	73	92	See Bikeway List							See Bikeway List								
72	Dillon Ave., sidewalk one side, from Sherman Ave. to 610 feet north	Ped		74	SW (1)	0.04	\$712		\$0	\$0	\$4,746	\$5,458								
73	Dundee Canal Trail, from Darling St. to Market St.	Bike/Ped	95	76	See Bikeway List							See Bikeway List								
74	Dundee Canal Trail, from Market St. to US 80	Bike/Ped	95	110	See Bikeway List							See Bikeway List								
75	Dunwoody Dr., sidewalk one side, from Inglewood Dr. to Edgewater Rd.	Ped		0	SW (1)	0.45	\$8,010		\$0	\$0	\$53,397	\$61,406								
76	Durden Dr., sidewalk one side, from US 80 to Holly Ave.	Ped		18	SW (1)	0.16	\$3,723		\$0	\$0	\$24,818	\$28,541								
77	Dutchtown Rd., sidewalk one side, from Mohawk St. to existing sidewalk on Dutchtown Rd.	Ped		88	SW (1)	0.24	\$4,709		\$0	\$0	\$31,395	\$36,104								
78	Dyches Dr., sidewalk one side, from Paradise Dr. northern intersection to Dunwoody Dr.	Ped	15	0	SW (1)	1.24	\$22,071		\$0	\$0	\$147,138	\$169,209								
79	East Lathrop Ave., sidewalk upgrade, from Louisville Rd. to W. Bay St.	Ped	12	128	See Bikeway List							See Bikeway List								
80	Edgewater Rd., sidewalk continuity both sides, from Dunwoody Dr to Montgomery Cross Rd.	Ped	15	130	SW (1-2)	0.9	\$20,274	\$91,000	\$20,000	\$135,161	\$266,435									
81	Eisenhower Dr., sidewalk continuity, from White Bluff Rd. to Casey Canal	Ped	75	204	SW (2); SW (1)	2.58	\$45,921	\$1,583,000	\$0	\$306,142	\$1,935,063									
82	Eleanor St., sidewalk one side, from Glen Ridge Dr. to Cloverdale Dr.	Ped		100	SW (1)	0.97	\$17,265		\$0	\$0	\$115,100	\$132,365								
83	Elgin St., sidewalk one side, from Goebel Ave. to Crescent Ln.	Ped		92	SW (1)	0.17	\$3,955		\$0	\$0	\$26,369	\$30,325								
84	Ewell St., sidewalk one side, from Sherman Ave. to Tatum St.	Ped		16	SW (1)	0.14	\$2,492		\$0	\$0	\$16,612	\$19,104								
85	Exchange St., sidewalk west side, from Florance St. to MLK Jr. Blvd.	Ped	40	118	See Bikeway List							See Bikeway List								
86	Fair St., sidewalk upgrade, from Louisville Rd. to Bay St.	Ped	95	78	See Bikeway List							See Bikeway List								
87	Falligant Ave., sidewalk continuity, one side, from College St. to Casino Ave.	Ped	45	106	See Bikeway List							See Bikeway List								
88	Fell St., sidewalk east side, from Stratford St. to Bay St.	Ped		124	SW (1)	0.3	\$10,251				\$68,343	\$78,595								
89	Fernwood Dr. (north), sidewalk one side, from Skidaway Dr. to end	Pedd		24	SW (1)	0.43	\$7,654		\$0	\$0	\$51,024	\$58,677								
90	Ferrell St., sidewalk one side, from Augusta Ave. to Richards St.	Ped		116	SW (1)	0.23	\$4,094		\$0	\$0	\$27,292	\$31,385								
91	Ford Ave./SR 144 (CGG) path from Constitution Way to Cedar St.	Bike/Ped	91	76	See Bikeway List							See Bikeway List								
92	Ford Ave./SR 144, sidewalk 1-2 sides, from Thunderbird Dr to Cedar St.	Ped		100	SW (1-2)	1.7	\$30,258		\$0	\$0	\$201,722	\$231,980								
93	Glynnwood Ave., sidewalk, from Skidaway Rd. to LaRoche Ave.	Ped		84	SW	0.28	\$8,970				\$59,799	\$68,769								
94	Goebel Ave., sidewalk continuity one side, from Capital St. to President St.	Ped		80	SW (1)	0.35	\$6,230		\$0	\$0	\$41,531	\$47,761								
95	Goebel Ave., sidewalk, from Skidaway Rd. to Kinzie Ave.	Ped		122	SW	0.22	\$7,048				\$46,986	\$54,034								
96	Graham St., sidewalk one side, from Augusta Ave. to Bay St.	Ped	58	116	SW	0.13	\$2,314		\$0	\$0	\$15,426	\$17,740								
97	Grant St., sidewalk one side, from 110 feet west to Burton St.	Ped		90	SW (1)	0.02	\$356		\$0	\$0	\$2,373	\$2,729								
98	Graydon St., sidewalk both sides, from Live Oak St. to Cedar St.	Ped		140	SW (2)	0.19	\$3,382		\$0	\$0	\$22,545	\$25,927								
99	Greenville St., sidewalk 1-2 sides, from Goebel Ave. to 80 feet west of Atkinson Ave	Ped		92	SW (1-2)	0.38	\$6,764		\$0	\$0	\$45,091	\$51,854								
100	Gregory St., sidewalk one side, from Capital St. to Riverview Dr.	Ped		74	SW (1)	0.34	\$6,052		\$0	\$0	\$40,344	\$46,396								
101	Grove Point Rd., sidewalk one side, from proposed path near US 17 to Sweetwater Station Dr. and under proposed SR 204 overpass to Pine Grove Dr. (SR 204 study)	Ped	1	48	See Bikeway List							See Bikeway List								
102	Gwinnett St., sidewalk upgrade, from East Broad St. to 200 feet west of Atlantic Ave.	Ped		128	SW	0.37	\$23,639				\$157,593	\$181,232								
103	Gwinnett St., sidewalk, from Long St. to dead end east	Ped		100	SW	0.41	\$13,135				\$87,564	\$100,699								
104	Habersham St., sidewalk widening both sides, from 63rd St. to 60th Ln	Ped	15	36	See Bikeway List							See Bikeway List								
105	Hagood St., sidewalk one side, from West Lathrop Ave. to Cleland St.	Ped		74	SW (1)	0.34	\$6,052		\$0	\$0	\$40,344	\$46,396								
106	Harris Trail Rd., Sterling Creek, RR, utility line off-road path from US 17 to Maple St. (CGG)	Bike/Ped	91	60	See Bikeway List							See Bikeway List								
107	Henry St., sidewalk continuity, 1-2 sides, from west of Ash St. to Skidaway Rd.	Ped	5	106	SW (1-2)	0.51	\$35,239				\$234,928	\$270,167								
108	Heritage Trail/S&O Canal (CGG), from I-516 across Stiles Ave. to Louisville Rd. (PI 0007620)	Bike/Ped	87/91	112	See Bikeway List							See Bikeway List								
109	Hillyer Dr., sidewalk one side, from Dyches Dr. western intersection to Dyches Dr. eastern intersection	Ped		0	SW (1)	0.25	\$4,450		\$0	\$0	\$29,665	\$34,115								
110	Hodgson Memorial Dr., sidewalk continuity, from Montgomery Cross Rd. to Stephenson Ave.	Ped	15	182	SW (1-2)	1.64	\$29,190	\$1,536,000		\$0	\$194,602	\$1,759,792								
111	Holly Ave., sidewalk continuity one side, from Durden Dr. to Rogers St.	Ped		34	SW (1)	0.43	\$10,005		\$0	\$0	\$66,699	\$76,704								
112	Hopkins St., from 41st St to Ogeechee Rd.	Ped	6	116	SW	0.2	\$6,407				\$42,714	\$49,121								
113	Hutchinson Island Riverwalk Extension at Slip 1	Ped		70	SW	0.35	\$250,000				\$14,000,000	\$14,250,000								
114	Inglewood Dr., sidewalk 1-2 sides, from west end to Harmon Bluff Rd.	Ped		18	SW (1-2)	0.59	\$10,501		\$0	\$0	\$70,009	\$80,511								

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	Termini described here may differ slightly from bikeway list, for pedestrian ranking considerations.					In the Cost column, "NA" is used if the project is expected to be implemented within a larger roadway project.						
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(CGG)	If shown in project name/description, indicates segment is part of the Coastal Georgia Greenway (a.k.a. Bike Rt. 91) main line (and thus also East Coast Greenway)											
NA	If shown in the Cost column, indicates the project is expected to be implemented as part of a larger roadway project											
Line #	Segment description	Use	On bike Rte	TOTAL (0-232)	Project Description	Lngh (mi)	PE	ROW	Utilities	Const	TOTAL COST	
115	Joe St., sidewalk, from Burton Ct. to Harmon St.	Ped		92	SW	0.08	\$2,563			\$17,085	\$19,648	
116	Johnny Mercer Blvd. then frontage roads, sidewalks both sides, from western traffic light (drug stores) to Kroger entrance	Ped	8	68	SW (2)	0.69	\$24,563	\$256,000	\$0	\$163,750	\$444,313	
117	Johnny Mercer Blvd., paths both sides in front of Kroger, path one side from Penn Waller Rd. to Walthour Rd.	Bike/Ped	8	78	See Bikeway List							See Bikeway List
118	Kerry St. and Dixie St., from Bee Rd. to Victory Dr.	Ped	39	92	SW (1)	0.45	\$8,010	\$0	\$0	\$53,397	\$61,406	
119	Kessler Ave., sidewalk one side, from existing sidewalk to US 80	Ped		56	SW (1)	0.42	\$7,476	\$0	\$0	\$49,837	\$57,313	
120	King George Blvd., sidewalk continuity, one side, from SR 204 to Orchid Ln.	Ped	1	70	SW (1)	0.52	\$9,255	\$0	\$0	\$61,703	\$70,959	
121	Krenson St., sidewalk one side, from West Lathrop Ave to Cleland St	Ped		74	SW (1)	0.37	\$6,586	\$0	\$0	\$43,904	\$50,490	
122	Largo Dr., sidewalk continuity, one side, from Abercorn St. to Wilshire Blvd.	Ped	15	88	SW (1)	0.4	\$7,120	\$0	\$0	\$47,464	\$54,583	
123	Largo Dr., sidewalk, from Plantation Dr. to Tribble Park driveway	Ped	27	30	SW (1)	0.64	\$11,391	\$0	\$0	\$75,942	\$87,334	
124	Largo Dr., sidewalk, from Tribble Park driveway to Windsor Rd.	Ped	27	70	SW	0.22	\$7,048			\$46,986	\$54,034	
125	Largo Dr., sidewalk, from Windsor Rd. to Abercorn St.	Ped	15	94	SW	0.66	\$21,144			\$140,957	\$162,101	
126	LaRoche Ave., sidewalk upgrade, from Savannah limits to Skidaway Rd.,	Ped	11	120	See Bikeway List							See Bikeway List
127	Leach Dr., sidewalk one side, from Dyches Dr. to Inglewood Dr.	Ped	15	34	SW (1)	0.13	\$2,314	\$0	\$0	\$15,426	\$17,740	
128	Liberty Pkwy., sidewalk 1-2 sides, from I-516 bridge to Ogeechee Rd.	Ped	59	136	See Bikeway List							See Bikeway List
129	Lily St., sidewalk upgrade one side, from Stratford St. to Augusta Ave.	Ped	58	114	SW (1)	0.12	\$2,136	\$0	\$0	\$14,239	\$16,375	
130	Lissner Ave., sidewalk one side, from Alfred St. to Morin St.	Ped		80	SW (1)	0.2	\$3,840	\$0	\$0	\$25,600	\$29,440	
131	Live Oak St., sidewalk one side, from Collins St. to Gwinnett St.	Ped		108	SW (1)	0.37	\$6,586	\$0	\$0	\$43,904	\$50,490	
132	Lorwood Dr., sidewalk one side, from White Bluff Rd. to Dyches Dr.	Ped	15	50	SW (1)	0.21	\$3,738	\$0	\$0	\$24,919	\$28,656	
133	Main St. in Bloomingadale, sidewalks, from Hickory St. to Oak St. (with bike lanes on a portion)	Ped	51	16	See Bikeway List							See Bikeway List
134	Mall Blvd., sidewalk continuity, from Abercorn St. to Hodgson Memorial Dr.	Ped		166	SW (1-2)	0.27	\$4,806	\$0	\$0	\$32,038	\$36,844	
135	Marsh Hen Trail Phase 2, path on old railroad bed from east of Old Hwy 80 to Battery Dr. (PI 0013271)	Bike/Ped	90	54	See Bikeway List							See Bikeway List
136	Marsh Hen Trail Phase 1, path on old railroad bed from Battery Dr. to Byers St. (PI 0010582)	Bike/Ped	90	72	See Bikeway List							See Bikeway List
137	Mason Dr., sidewalk one side, from Springhill Rd. to 62nd St.	Ped		34	SW (1)	0.61	\$10,857	\$0	\$0	\$72,382	\$83,240	
138	Maywood Ave., sidewalk one side, from Cynthia St. to Chevy Chase Dr.	Ped		82	SW (1)	0.11	\$1,958	\$0	\$0	\$13,053	\$15,010	
139	McAuley Dr, sidewalk from Dutchtown Rd. to Mercy Blvd.	Ped		24	SW (1)	0.17	\$3,026	\$0	\$0	\$20,172	\$23,198	
140	Mcintyre St, sidewalk one side, from Comer St. to Hudson St.	Ped		106	SW (1)	0.4	\$7,120	\$0	\$0	\$47,464	\$54,583	
141	Meding St., sidewalk, from Staley Ave. to Montgomery St.	Ped		140	SW	0.87	\$27,871			\$185,807	\$213,678	
142	Mercy Blvd., sidewalk continuity and extension from Abercorn St to San Anton Dr.	Ped		96	SW (1-2)	0.49	\$8,721	\$0	\$0	\$58,143	\$66,865	
143	Mildred St., sidewalk one side, from Sherman Ave. to Staley Ave.	Ped		74	SW (1)	0.2	\$3,560	\$22,000	\$0	\$23,732	\$49,292	
144	Minus Ave., sidewalk additions, from 3rd St. to shopping center	Ped	56	100	SW (1-2)	0.2	\$3,560	\$307,000	\$0	\$23,732	\$334,292	
145	Mohawk St., sidewalk continuity north side, from Apache Ave. to Abercorn St.	Ped		104	SW (1)	0.61	\$18,229	\$0	\$0	\$121,528	\$139,757	
146	Montgomery Cross Rd., path from Abercorn St. to White Bluff Rd.	Bike/Ped	76	156	See Bikeway List							See Bikeway List
147	Montgomery Cross Rd., sidewalk continuity, from Casey Canal to Lake Mayer (Chatham)	Ped	76	160	SW (1-2)	0.99	\$17,621	\$0	\$0	\$117,473	\$135,094	
148	Montgomery Cross Rd., sidewalk continuity, from White Bluff Rd. to Casey Canal (Savannah)	Ped	76	188	SW (1-2)	1.44	\$25,631	\$303,000	\$0	\$170,870	\$499,501	
149	Montgomery St., sidewalk addition and upgrade, from DeRenne Ave. to Thackery Pl.	Ped	64	132	See Bikeway List							See Bikeway List
150	Montgomery St., sidewalk definition, from Thackery PI to Victory Dr	Ped	64	150	See Bikeway List							See Bikeway List
151	Montgomery St., sidewalks both sides, from HAAF to DeRenne Ave.	Ped	64	92	See Bikeway List							See Bikeway List
152	Montgomry St., sidewalk continutiy and definition, from Victory Dr. to Gwinnett St.	Ped	64	136	SW (1-2)	0.8	\$14,239	\$0	\$0	\$94,928	\$109,167	
153	Munda St., sidewalk one side, from Hudson St. to Krenson St.	Ped		74	SW (1)	0.13	\$2,314	\$0	\$0	\$15,426	\$17,740	
154	Nevada St., sidewalk, from Capital St. to Beech St.	Ped		82	SW	0.41	\$13,136			\$87,572	\$100,707	
155	New Mexico St., sidewalk, from Nevada St. to Capital St.	Ped		82	SW	0.4	\$12,814			\$85,429	\$98,244	
156	Norwood Ave., from Skidaway Rd. to LaRoche Ave.	Bike/Ped	85	100	See Bikeway List							See Bikeway List
157	Ogeechee Rd., sidewalk both sides, from I-516 to Victory Dr. (PI 521855)	Ped	24	156	See Bikeway List		Should be part of road project (PI 521855)					NA
158	Owens St., sidewalk one side, from Whatley Ave. to Bannon Dr.	Ped		58	SW (1)	0.41	\$9,539	\$0	\$0	\$63,596	\$73,136	
159	Paradise Dr. sidewalk one side, from Dyches Dr. middle intersection to White Bluff Rd.	Ped		58	SW (1)	0.54	\$9,611	\$0	\$0	\$64,076	\$73,688	
160	Park Ave., sidewalk 1-2 sides, from 110 feet east of Live Oak St. to Dieter St.	Ped		146	SW (1-2)	0.34	\$6,052	\$0	\$0	\$40,344	\$46,396	
161	Park Ave., sidewalk upgrade, from RR to 200 feet west	Ped	5	82	SW	0.04	\$1,281			\$8,543	\$9,824	
162	Parkwood Dr., sidewalk one side, from Pecan Dr. to 2150 feet east	Ped		24	SW (1)	0.41	\$7,298	\$0	\$0	\$48,650	\$55,948	
163	Path Bridge Replacement over canal at Andover Dr.	Bike/Ped	71	56	See Bikeway List							See Bikeway List
164	Path off-road along Pipemakers Canal, from Benton Dr. to Durham Park Blvd.	Bike/Ped	47	80	See Bikeway List							See Bikeway List
165	Path off-road around south and east edge of Oglethorpe Charter School, from Central Ave. along Howard Foss Dr. unimproved ROW to Beaumont Dr.	Bike/Ped	83	92	See Bikeway List							See Bikeway List
166	Path off-road connecting Cedar St and Mulberry Dr (CGG)	Bike/Ped	91	60	See Bikeway List							See Bikeway List
167	Path off-road connecting Reuben Clark Dr. and Truman Linear Park to E. 65th St.	Bike/Ped	72	64	See Bikeway List							See Bikeway List
168	Path off-road connecting to Sprinfield Canal Path	Bike/Ped	65	50	See Bikeway List							See Bikeway List
169	Path off-road from end of Tennessee Ave. to Bonaventure Rd.	Bike/Ped	5	46	See Bikeway List							See Bikeway List
170	Path off-road through Airport wetland mitigation area	Bike/Ped	49	108	See Bikeway List							See Bikeway List
171	Path on outside of HAAF fence, from Shawnee St. to future Poplar Place Blvd.	Bike/Ped	67	154	See Bikeway List							See Bikeway List
172	Paulsen St., sidewalk continuity, from DeRenne Ave. to 51st St	Ped	71	114	SW	1.4	\$41,646			\$277,642	\$319,289	
173	Pecan Dr., sidewalk one side, from Skidaway Dr. to Fernwood Dr.	Ped		24	SW (1)	0.2	\$3,560	\$0	\$0	\$23,732	\$27,292	

	CORE MPO Pedestrian Projects, in Alphabetical Order										
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	Yellow means the segment would NOT be addressed by implementation of the Thoroughfare Plan										
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NA	If shown in the Cost column, indicates the project is expected to be implemented as part of a larger roadway project										
Line #	Segment description	Use	On bike Rte	TOTAL (0-232)	Project Description	Lngh (mi)	(PE	ROW	Utilities	Const	TOTAL COST
174	Phillips Ave., sidewalk one side, from SR 25 to 120 feet north of Dorset Rd.	Ped		22	SW (1)	0.68	\$15,822	\$0	\$0	\$105,477	\$121,299
175	Pine Barren Rd. (CGG) path and sidewalk continuity from Pooler Pkwy. to Cross Creek Dr.	Bike/Ped	91	88	See Bikeway List						See Bikeway List
176	Pine Barren Rd., sidewalks both sides, from 90 degree turn to Pooler Pkwy.	Ped		28	See Bikeway List						See Bikeway List
177	Pine St., sidewalk one side, from RR track to US 80	Ped		16	SW (1)	0.68	\$15,822	\$51,000	\$0	\$105,477	\$172,299
178	Pineland Dr., sidewalk south side, from 350 feet west to Fall St.	Ped		92	SW (1)	0.07	\$1,629	\$0	\$0	\$10,858	\$12,487
179	Pineland Dr., sidewalk south side, from Salt Creek Rd. to Tower Dr.	Ped		50	SW (1)	0.4	\$162	\$0	\$0	\$1,081	\$1,244
180	Placentia Canal, path from LaRoche Ave. to Bonaventure Rd.	Bike/Ped	82	130	See Bikeway List						See Bikeway List
181	Pooler Pkwy., path from Durham Park Blvd. to Benton Blvd.	Bike/Ped	48	114	See Bikeway List						See Bikeway List
182	Poplar Place Blvd. (Project DeRenne Boulevard Option), from HAA to White Bluff Rd. (PI 0008358)	Bike/Ped	73	96	See Bikeway List		To be part of road project				NA
183	President St., path along south side from East Broad St. to Bilbo Canal	Bike/Ped	69	192	See Bikeway List						See Bikeway List
184	President St., path along south side from Bilbo Canal to Goebel Ave.	Bike/Ped	69	116	See Bikeway List						See Bikeway List
185	President St., path from Goebel Ave. to Runaway Point Rd.	Bike/Ped	20	116	See Bikeway List						See Bikeway List
186	Priscilla Thomas Way, sidewalk 1-2 sides from end to SR 21	Ped		80	SW (1-2)	1.07	\$24,896	\$0	\$0	\$165,971	\$190,867
187	Quacco Rd., sidewalks both sides, from Soling Ave to US 17	Ped	18	94	See Bikeway List		Should be part of SPLOST project				NA
188	Richards St., sidewalk continuity on north side, from Jenks. St. to E. Lathrop Ave.	Ped		98	SW (1)	0.35	\$6,230	\$0	\$0	\$41,531	\$47,761
189	Rio Rd. path from Abercorn St. to Shawnee St.	Bike/Ped	67	102	See Bikeway List						See Bikeway List
190	Riverview Dr. and Runaway Point Rd., sidewalk one side from city limit to park cut-through	Ped		42	SW (1)	0.52	\$9,255	\$0	\$0	\$61,703	\$70,959
191	Riverview Dr., sidewalk one side, from city limit to Runaway Point Park	Ped		42	SW (1)	0.28	\$4,984	\$0	\$0	\$33,225	\$38,208
192	Rogers St., sidewalk construction and upgrade, from Pine Barren Rd. to US 80	Ped	47	74	See Bikeway List						See Bikeway List
193	Rogers St., sidewalk one side, from US 80 to Holly Ave.	Ped	47	34	SW (1)	0.23	\$5,351	\$0	\$0	\$35,676	\$41,027
194	Rothwell St., sidewalk one side, from Rogers St. to Parsons Ave.	Ped		0	SW (1)	0.48	\$11,168	\$71,000	\$0	\$74,454	\$156,623
195	Rowland Ave., sidewalk one side, from Shuptrine Ave (city limits) to Whatley Ave.	Ped	81	80	See Bikeway List						See Bikeway List
196	Rowland Ave., sidewalk one side, from Skidaway Rd. to Shuptrine Ave. (city limits)	Ped	81	54	SW (1)	0.14	\$2,492	\$233,000	\$0	\$16,612	\$252,104
197	S&O Canal (CGG) off-road path (Middle Sect. 2), from Triplett Park connector path to Dean Forest Rd.	Bike/Ped	87/91	48	See Bikeway List						See Bikeway List
198	S&O Canal (CGG) off-road path (Middle Sect. 3), from Dean Forest Rd. to Chatham Pkwy.	Bike/Ped	87/91	48	See Bikeway List						See Bikeway List
199	S&O Canal (CGG) off-road path (Middle Sect. 4), from Chatham Pkwy. to Telfair Rd.	Bike/Ped	87/91	54	See Bikeway List						See Bikeway List
200	S&O Canal (CGG) off-road path through Half Moon Lake area	Bike/Ped	87/91	60	See Bikeway List						See Bikeway List
201	S&O Canal off-road path, north of Quacco Rd., to future Gateway Dr. in subdivision	Bike/Ped	87	70	See Bikeway List						See Bikeway List
202	S&O Canal off-road path (Middle Sect. 1), from Pine Meadow Rd. to Triplett Park connector path	Bike/Ped	87	30	See Bikeway List						See Bikeway List
203	S&S railroad bed, path from Ash St. to Lynn St.	Bike/Ped	51	16	See Bikeway List						See Bikeway List
204	S&S railroad bed, path from US 80 to Dean Forest Rd.	Bike/Ped	51	64	See Bikeway List						See Bikeway List
205	S&S railroad bed, path from western edge of MPO planning area to the realigned Osteen Rd.	Bike/Ped	51	40	See Bikeway List						See Bikeway List
206	Sallie Mood Dr., sidewalk west side, from Montgomery Cross Rd. to Eisenhower Dr.	Ped	10	102	SW (1)	0.92	\$29,473			\$196,486	\$225,959
207	Salt Creek Rd., sidewalk one side, from US 17 to 8500 feet north	Ped		46	SW (1)	1.61	\$37,460	\$0	\$0	\$249,732	\$287,192
208	Sharon Park Dr., sidewalk one side, from US 80 to Old Louisville Rd.	Ped		38	SW (1)	0.47	\$8,366	\$0	\$0	\$55,770	\$64,136
209	Shawnee St., sidewalk, from Rio Rd. to Apache Ave.	Ped	15	106	SW	0.64	\$20,503			\$136,685	\$157,188
210	Sheftall St., sidewalk one side, from Whatley St. to Symons St.	Ped		34	SW (1)	0.36	\$8,376	\$0	\$0	\$55,841	\$64,217
211	Shell Rd., sidewalk one side, from Skidaway Rd. to 240 feet east	Ped		50	SW (1)	0.05	\$890	\$0	\$0	\$5,933	\$6,823
212	Shell Rd., sidewalk one side, from west of Placentia Canal to existing sidewalk at Johnson High School	Ped	45	74	SW (1)	0.16	\$2,848	\$0	\$0	\$18,986	\$21,833
213	Sherman Ave., sidewalk one side, from Ewell St. to Mildred St.	Ped		56	SW (1)	0.61	\$10,857	\$0	\$13,000	\$72,382	\$96,240
214	Skidaway Rd., Phase 1, from Scott Dr. to just north of DeRenne Ave.	Bike/Ped	80	134	See Bikeway List						See Bikeway List
215	Skidaway Rd., Phase 2, from Ferguson Ave. to Scott Dr.	Bike/Ped	80	132	See Bikeway List						See Bikeway List
216	Skidaway Rd., Phase 3, from just north of DeRenne Ave. to Victory Dr.	Bike/Ped	80	166	See Bikeway List						See Bikeway List
217	Skidaway Rd., sidewalk from Victory Dr. to 37th Ln	Ped	80	134	SW (1)	0.35	\$6,230	\$140,000	\$13,000	\$41,531	\$200,761
218	Springfield Canal, path from Clinch St. to Louisville Rd.	Bike/Ped	65	152	See Bikeway List						See Bikeway List
219	SR 204 parallel, path from Pine Grove Dr. to King George Blvd.	Bike/Ped	1	102	See Bikeway List		To be part of potential road project				See Bikeway List
220	SR 204 parallel, path from US 17 to Grove Point Rd.	Bike/Ped	1	108	See Bikeway List						See Bikeway List
221	SR 204 (CGG), path from west of I-95 to Gateway Blvd.	Bike/Ped	1/91	108	See Bikeway List						See Bikeway List
222	SR 204, path connecting King George Blvd. to Rio Rd.	Bike/Ped	1	116	See Bikeway List						See Bikeway List
223	SR 21, path from Dean Forest Rd. to Pierce Ave.	Bike/Ped	56	92	See Bikeway List						See Bikeway List
224	SR 21, path from Pierce Ave. to SR 30	Bike/Ped	56	76	See Bikeway List						See Bikeway List
225	SR 21, path from Smith Ave. to Dean Forest Rd. (city limits)	Bike/Ped	56	88	See Bikeway List						See Bikeway List
226	SR 21, path from SR 30 to Old Augusta Rd.	Bike/Ped	56	70	See Bikeway List						See Bikeway List
227	SR 25 in Port Wentworth, sidewalk continuity two sides from Crossgate Rd. to Bonnybridge Rd.	Ped		70	See Bikeway List						See Bikeway List
228	SR 25 in Port Wentworth, sidewalk one side from Bonnybridge Rd. to Appleby Rd.	Ped		24	See Bikeway List						See Bikeway List
229	SR 25 in Port Wentworth, sidewalk one side from elementary school entrance to Coleraine Dr	Ped		62	SW (1)	0.09	\$2,094	\$0	\$0	\$13,960	\$16,054
230	Staley Ave., sidewalk, from Liberty Pkwy. to west of RR	Ped	60	112	See Bikeway List						See Bikeway List
231	Stiles Ave., sidewalk west side, from Ogeechee Rd. to Bel Air Dr.	Ped	12	118	See Bikeway List						See Bikeway List
232	Stillwood Dr., sidewalk one side, from Stillwood Ct. to Cedar Grove Rd.	Ped		68	SW (1)	0.7	\$12,459	\$0	\$0	\$83,062	\$95,521

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233	Stratford St., sidewalk one side, from Lily St. to Augusta Ave.	Ped		76	SW (1)	0.4	\$13,455			\$89,700	\$103,155
234	Sunset Blvd., from Skidaway Rd. to Whatley Ave., sidewalk and path	Bike/Ped	81	114	See Bikeway List						See Bikeway List
235	Symons St., sidewalk one side, from Cardinal St. to Rogers St.	Ped		34	SW (1)	0.69	\$16,054	\$0	\$0	\$107,028	\$123,082
236	Tatem St., sidewalk one side, from Ewell St. to Dillon Ave.	Ped		74	SW (1)	0.35	\$6,230	\$0	\$0	\$41,531	\$47,761
237	Tibet Ave, sidewalk north side, from Leeds Gate Rd to almost Abercorn St.	Ped	15	120	See Bikeway List						See Bikeway List
238	Tietgen St., sidewalk one side, from James Rd. to Middleton St.	Ped		34	SW (1)	0.57	\$13,262	\$60,000	\$0	\$88,415	\$161,677
239	Tower Dr. sidewalk one side, from US 17 to Pineland Dr.	Ped		74	SW (1)	0.21	\$4,886	\$0	\$0	\$32,574	\$37,460
240	Truman Greenway Northern Ext., Phase 1, path from Police Memorial Trail north to Wheaton St.	Bike/Ped	78	128	See Bikeway List						See Bikeway List
241	Truman Greenway Northern Ext., Phase 2a, path from Paulsen St. and Waters Ave. by Hubert Middle School to Wheaton St.	Bike/Ped	79	150	See Bikeway List						See Bikeway List
242	Truman Greenway Northern Ext., Phase 2b, path from Wheaton St. to E. President St.	Bike/Ped	79	98	See Bikeway List						See Bikeway List
243	Truman Greenway Southern Ext., path along Abercorn-White Bluff Connector, from Abercorn St. to White Bluff Rd.	Bike/Ped	77	58	See Bikeway List						See Bikeway List
244	Truman Greenway Southern Ext., path along Truman Pkwy. Phase 5, from White Bluff to Whitefield Ave.	Bike/Ped	77	108	See Bikeway List						See Bikeway List
245	Truman Linear Park Trail (PI 0007631), from Lake Mayer to Bee Rd.	Bike/Ped	39	174	See Bikeway List						See Bikeway List
246	Tulip St., sidewalk one side, from Stratford St. to Augusta Ave.	Ped		114	SW (1)	0.12	\$2,136	\$0	\$0	\$14,239	\$16,375
247	Turnberry St., sidewalk one side, from Armadale Rd. to SR 25	Ped		58	SW (1)	0.07	\$1,355	\$0	\$0	\$9,035	\$10,391
248	US 17/Ogeechee Rd., paths both sides, from Chatham Pkwy. to north of I-516	Bike/Ped	24	128	See Bikeway List						See Bikeway List
249	US 17/Ogeechee Rd., paths both sides, from Salt Creek to Chatham Pkwy.	Bike/Ped	24	128	See Bikeway List						See Bikeway List
250	US 17/Ogeechee Rd., sidewalk 1-2 sides, from Bradley Blvd. to proposed path along SR 204 on-ramp	Ped	1/24	136	SW (1-2)	2.4	\$42,718	\$0	\$0	\$284,783	\$327,501
251	US 17/Ogeechee Rd., sidewalk both sides, from Berwick Blvd. to paved shoulders near Dean Forest Rd	Ped	24	94	SW (2)	1.47	\$52,329	\$0	\$0	\$348,860	\$401,189
252	US 17/Ogeechee Rd., sidewalk both sides, from Bridgewater and Burton Aves to bus stops north of Quacco Rd	Ped	24	76	SW (2)	0.55	\$19,579	\$0	\$0	\$130,526	\$150,105
253	US 80, from Adams St. to Bloomindale/Pooler city limits	Bike/Ped	52	56	See Bikeway List						See Bikeway List
254	US 80, one side then two sides, from Dean Forest Rd. to Chatham Pkwy.	Bike/Ped	52	56	See Bikeway List						See Bikeway List
255	US 80, path from Whitemarsh Island Rd. to Bryans Wood Rd.	Bike/Ped	23	128	See Bikeway List						See Bikeway List
256	US 80, path one side, from Parsons Ave. to Dean Forest Rd.	Bike/Ped	52	64	See Bikeway List						See Bikeway List
257	US 80, paths from Bloomingdale/Pooler city limits to Parsons Ave.	Bike/Ped	52	100	See Bikeway List						See Bikeway List
258	US 80/McQueen's Island Trail Connections, eastern end	Bike/Ped	23	72	See Bikeway List						See Bikeway List
259	US 80/McQueen's Island Trail Connections, western end	Bike/Ped	23	84	See Bikeway List						See Bikeway List
260	Victorty Dr., sidewalk 1-2 sides, from Ogeecheed Rd. to Sadler St.	Ped		102	SW (1-2)	0.39	To be part of road project				NA
261	Victory Dr., sidewalk 1-2 sides, from Shuptrine Ave. to River Dr.	Ped		132	SW (1-2)	1.27	\$22,605	\$489,000		\$150,698	\$662,303
262	Victory Dr., sidewalk const. or upgrade, 1-2 sides, from MLK Jr. Blvd. to Barnard St.	Ped		150	SW (1-2)	0.23	\$4,094	\$0	\$0	\$27,292	\$31,385
263	Victory Dr., sidewalk continuity, from Waters Ave. to Dixie St.	Ped		154	SW (1)	0.34	\$6,052	\$1,210,000	\$0	\$40,344	\$1,256,396
264	Victory Dr., sidewalk one side, from Home Depot entrance to Shuptrine Ave	Ped		120	SW (1)	0.38	\$7,529	\$489,000		\$50,194	\$546,723
265	Waldburg St., sidewalk 1-2 sides, from Waters Ave. to Dieter St.	Ped		140	SW (1-2)	0.29	\$5,162	\$0	\$0	\$34,411	\$39,573
266	Waldburg St., sidewalk from East Broad St. to Paulsen St.	Ped		124	SW	0.34	\$10,892			\$72,614	\$83,506
267	Wallin St., sidewalk continuity, 1-2 sides, from Skidaway Rd. to Victory Dr.	Ped	70	144	SW (1-2)	0.5	\$16,018			\$106,786	\$122,803
268	Waters Ave., sidewalk continuity east side, from Memorial Hosp. sidewalk to 52nd Ln.	Ped	71	166	SW (1)	0.64	\$11,391	\$908,000	\$0	\$75,942	\$995,334
269	Waters Ave., sidewalk continuity, one side from Eisenhower Dr. to Lee Blvd.	Ped	71	188	SW (1)	0.41	\$8,763	\$233,000	\$29,000	\$58,418	\$329,180
270	Waters Dr., sidewalk, from Lee Blvd. to DeRenne Ave.	Ped	71	148	SW	0.53	\$16,979			\$113,192	\$130,171
271	West Lathrop Ave., from Hudson St. to Rankin St.	Ped		74	SW (1)	0.26	\$4,628	\$0	\$0	\$30,852	\$35,479
272	Whatley St. (Pooler), sidewalk one side, from James Rd. to Skinner Ave.	Ped		34	SW(1)	0.64	\$14,891	\$0	\$0	\$99,273	\$114,163
273	Whitaker St., sidewalk upgrade, two sides, from Broughton St. to Bay St.	Ped		106	SW (2)	0.26	\$30,000			\$554,800	\$584,800
274	White Bluff Rd., from McLaws St. to Janet Dr.	Ped		90	SW	0.13	\$4,165			\$27,764	\$31,928
275	White Bluff Rd., from Windsor Rd. to Paradise Dr.	Bike/Ped	63	144	See Bikeway List						See Bikeway List
276	Wilemere Pl., from Mason Dr. to LaRoche Ave.	Ped		58	SW (1)	0.22	\$3,916	\$0	\$0	\$26,105	\$30,021
277	Wilshire Blvd., from Largo Dr. to Abercorn St.	Ped		106	SW (1)	0.8	\$74,566	\$0	\$0	\$497,108	\$571,674
278	Windsor Rd.,sidewalk one side, from Stillwood Dr. to Largo Dr.	Ped	15	80	SW (1)	0.7	\$12,459	\$0	\$0	\$83,062	\$95,521
279	Woodley Rd., sidewalk one side, from Mercy Blvd. to Deerfield Rd.	Ped		100	SW (1)	0.57	\$10,145	\$0	\$0	\$67,636	\$77,781
	TOTAL										\$45,789,988

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Table 8.2: Bikeway Projects, by Order of Bikeway Route Number, in the CORE MPO Non-motorized Transportation Plan																			
CORE MPO Bikeway Projects, by MPO's Bike Route Number																			
	Green means the project likely would also address a recommended Pedestrian Project from this plan (e.g. it is a shared use path, or sidewalk would be installed, along some or all of length, at same time as the bikeway).																		
	Yellow means the segment would NOT be addressed by implementation of the Thoroughfare Plan																		
(CGG)	If shown in project name/description, indicates segment is part of the Coastal Georgia Greenway (a.k.a. Bike Rt. 91) main line (and thus also East Coast Greenway)																		
NA	If shown in the Cost column, indicates that the project is expected to be implemented as part of a larger roadway project																		
Some segments contribute to more than one bike route, as indicated by multiple route and segment numbers in the columns at left.																			
Line #	Bike Rt A	Bike Rt B	Bike Rt C	Seg # A	Seg # B	Seg # C	Bike Route Name	Segments that do not yet have the recommended type of facility in place	From	To	TOTAL (0-226)	Project Description	Lngh (mi)	PE	ROW	Utili	Const	TOTAL COST	
											Weighted Score								
	91						Coastal Georgia Greenway	Coastal GA Greenway (CGG), whole MPO-area route, alternative listing for scoring as a w	US 17 at southern edge of MPA	US 17 at Back River	186	Various	37.65	Costs displayed by segment below (any on Route 91)					
1	1			1.01			SR 204 Corridor	SR 204/Fort Argyle Rd.	Bryan/Chatham line	Bush Rd	56	BL (2) buffered	6.02	\$537,135	\$791,040	\$0	\$3,580,903	\$4,909,079	
2	1	91		1.02	91.10		SR 204 Corridor/Coastal GA Gr	SR 204/Fort Argyle Rd. (CGG)	Bush Rd	West of I-95	93	BL (2) buffered	2.13	\$190,050	\$0	\$0	\$1,266,997	\$1,457,047	
3	1	91		1.03	91.09		SR 204 Corridor/Coastal GA Gr	SR 204 (CGG)	West of I-95	Gateway Blvd	90	Path (1)	0.47	\$25,380	\$0	\$0	\$169,200	\$194,580	
4	1	91		1.04	91.08		SR 204 Corridor/Coastal GA Gr	Canebrake Rd. (CGG) (PI 0013272)	Gateway Blvd	Chief O.F. Love Rd	130	Path (1); SW (1); C&G (2); road lanes standardization	0.81	\$300,000	\$200,000	\$50,000	\$1,100,000	\$1,650,000	
5	1			1.06			SR 204 Corridor	SR 204	I-95	Sweetwater Station Dr	114	Path (1); pre-fab steel bridges (1 single and 1 double-ler	3.46	\$277,331	\$0	\$0	\$1,848,870	\$2,126,201	
6	1			1.07			SR 204 Corridor	Grove Point Rd./Pine Grove Rd. (SR 204 parallel)	US 17	King George Blvd	126	BL (2); Paths (1); new RR overpass	2.39	To be part of potential road project				NA	
7	1			1.08			SR 204 Corridor	SR 204, King George Blvd.	King George Blvd	Rio Rd	130	BL (2); Path (1), partly along canal, partly cantilevered o	2.77	\$567,324	\$0	\$0	\$3,782,157	\$4,349,480	
8	1			1.09			SR 204 Corridor	SR 204/Abercorn St.	Rio Rd	Truman Phase 5	134	BL (2)	2.52	To be part of potential road project				NA	
9	2			2.01			Bloomindale/Little Neck Corrid	Littleneck Rd.	I-16	US 17	114	BL (2)	8.33	\$743,246	\$0	\$0	\$4,954,971	\$5,698,216	
10	3			3.04			Cloverdale/W. Gwinnett Corrid	Gwinnett St. (PI 0007402)	Stiles Ave	I-16	106	BL (2); SW (2)	0.32	To be part of road project (PI 0007402)				NA	
11	3			3.05			Cloverdale/W. Gwinnett Corrid	Gwinnett St.	Western I-16 ramps	Eastern I-16 ramps	94	BL (2) via restriping	0.13	\$0	\$0	\$0	\$1,464	\$1,464	
12	4			4.01			East-West Corridor	52nd St.	US 17	Montgomery St	174	BL (2) via widening; demol exist SW (1); add C&G (2); ad	1.89	\$205,712	\$0	\$0	\$1,371,414	\$1,577,127	
13	4			4.04			East-West Corridor	52nd St.	Oakland Dr	Skidaway Rd	130	BL (2) via striping in the current wide curb lanes east of	0.47	\$0	\$0	\$0	\$3,233	\$3,233	
14	5			5.03			Henry/Anderson Corridor	Henry St.	West of RR tressle	East of RR tressle	74	Wide curb lane via restriping	0.1	\$0	\$0	\$0	\$180	\$180	
15	5			5.04			Henry/Anderson Corridor	Anderson St.	Grove St	Deiter St	46	Wide curb lane via restriping	0.79	\$0	\$0	\$0	\$1,418	\$1,418	
16	5			5.07			Henry/Anderson Corridor	Henry St., Anderson St.	Ash St (on Henry) and Bee Rd (on	Skidaway Rd	106	BL (2 - one on each street) via striping	0.48	\$0	\$0	\$0	\$3,285	\$3,285	
17	5			5.09			Henry/Anderson Corridor	Path off-road connecting Tennessee Ave. to Bonaventure Rd	Tennessee St	Bonaventure Rd	73	Path (1)	0.31	\$13,950	\$126,000	\$0	\$93,000	\$232,950	
18	6			6.03			Hopkins St. Corridor	Hopkins St.	41st St.	39th St.	57	PS (1) via re-positioning the existing edge stripe	0.05	\$0	\$0	\$0	\$90	\$90	
19	7			7.01			Isle of Hope Corridor	Skidaway Rd.	Ferguson Ave	Parkersburg Rd	76	BL (2) via widening	0.42	\$20,687	\$0	\$0	\$137,914	\$158,602	
20	8			8.01			Johnny Mercer Corridor	Johnny Mercer Blvd.	US 80	Bryans Wood Rd	114	BL (2) by restriping	1.71	\$0	\$0	\$0	\$20,610	\$20,610	
21	8			8.03			Johnny Mercer Corridor	Johnny Mercer Blvd.	Bryans Wood Rd	Sapelo Rd	129	BL (2) by widening for part and restriping for part	1.27	\$39,924	\$0	\$0	\$266,159	\$306,083	
22	8			8.05			Johnny Mercer Corridor	Johnny Mercer Blvd.	Sea Island Dr	Walthour Rd	93	Path (1); Paths (2) west of Penn Waller	0.88	\$54,000	\$0	\$0	\$360,000	\$414,000	
23	9			9.01			Jimmy Deloach Corridor	Jimmy Deloach Pkwy. (PI 522790)	I-16	US 80	44	BL (2)	2.73	To be part of road project (PI 522790)				NA	
24	9			9.02			Jimmy Deloach Corridor	Jimmy Deloach Pkwy.	US 80	Crossroads Pkwy	81	PS (2) continuity via widening	6.8	\$510,620	\$0	\$0	\$3,404,136	\$3,914,756	
25	9			9.03			Jimmy Deloach Corridor	Jimmy Deloach Pkwy., from Crossroads Pkwy. to SR 21	Crossroads Pkwy	SR 21	81	Paths (2) behind existing curbs, to connect existing shou	1.32	\$142,560	\$0	\$0	\$950,400	\$1,092,960	
26	10			10.01			Lake Mayer Connectors	Paths at northeast and southeast corners of Sallie Mood Dr.	Sallie Mood Dr	Truman Linear Park Trail	84	Paths (1 side)	0.23	\$12,420	\$0	\$0	\$82,800	\$95,220	
27	11			11.02			LaRoche Corridor	LaRoche Ave.	Grimball Pt Rd	Nottingham Dr	81	BL (2) via widening	1.4	\$68,957	\$0	\$0	\$459,715	\$528,672	
28	11			11.03			LaRoche Corridor	LaRoche Ave.	Nottingham Dr	Savannah limits	86	BL (2) via widening	1.3	\$64,032	\$91,000	\$180,250	\$426,878	\$762,160	
29	11			11.04			LaRoche Corridor	LaRoche Ave.	Savannah limits	Skidaway Rd	86	One-way cycle track (1); BL, SW, C&G (1)	0.63	\$68,305	\$0	\$0	\$455,369	\$523,674	
30	11			11.05			LaRoche Avenue Corridor	LaRoche Ave. (PI 0010028 with Delesseps)	Skidaway Rd	Truman Pkwy	46	See Sidewalk List (Delesseps, LaRoche)						See Sidewalk List	
31	12			12.01			Stiles/E. Lathrop Corridor	Stiles Ave.	Ogeechee Rd.	Louisville Rd	82	BL (2) via widening; BL (2) via striping existing wide lane	1.7	\$74,847	\$0	\$0	\$498,982	\$573,829	
32	12			12.04			Stiles/E. Lathrop Corridor	East Lathrop Ave.	Augusta Rd.	W. Bay St	62	BL (2); SW (1); C&G (2)	0.43	\$40,949	\$0	\$0	\$272,994	\$313,944	
33	13			13.03			MTTS/TG/SRR/Coastal state ro	Cherry St., Bloomindale Cross Rd.	US 80	Pine Barren Rd	60	BL (2); SW (2) partial; C&G (2) partial	1.63	\$159,365	\$475,000	\$150,250	\$1,062,435	\$1,847,050	
34	13			13.04			MTTS/TG/SRR state routes	Pine Barren Rd.	Bloomingdale Cross Rd.	90 degree turn	60	BL (2) via widening	1.78	\$158,821	\$0	\$0	\$1,058,805	\$1,217,626	
35	13			13.05			MTTS/TG/SRR state routes	Pine Barren Rd.	90 degree turn	Pooler Pkwy	60	BL (2); SW (2) via widening	1.62	\$176,325	\$0	\$0	\$1,175,498	\$1,351,823	
36	13	91		13.06	91.16		MTTS/TG/SRR/Coastal state ro	Pine Barren Rd. (CGG)	Pooler Pkwy	US 80	88	BL (2); SW (1) partial: Path (1) partial	3.26	\$325,918	\$0	\$0	\$2,172,784	\$2,498,701	
37	13			13.08			MTTS/TG/SRR/Coastal state ro	Old Louisville Rd.	US 80	Dean Forest Rd (city limits)	60	BL (2) via wdening	1.35	\$66,494	\$0	\$330,000	\$443,297	\$839,791	
38	13			13.09			MTTS/TG/SRR/Coastal state ro	Old Louisville Rd., Heidt St.	Dean Forest Rd (city limits)	US 80	64	BL (2); C&G (2), via widening; SW (1) partial	2.6	\$234,260	\$318,000	\$198,000	\$1,561,736	\$2,311,997	
39	14			14.01			MTTS/TG/SRR state routes	Telfair Pl.	Chatham Pkwy	Telfair Rd	90	BL (2) buffered from trucks	0.46	\$77,178	\$0	\$0	\$514,518	\$591,696	
40	14	87	91	14.02	87.10	91.24	MTTS/TG/SRR state routes/S&	Telfair Rd. (CGG)	Telfair Pl	Louisville Rd	102	BL (2) buffered from trucks	1.07	\$179,522	\$0	\$0	\$1,196,814	\$1,376,336	
41	14	87	91	14.03	87.11	91.25	MTTS/TG/SRR state routes/S&	Louisville Rd. (portion is CGG)	Fair St.	West Boundary St.	162	BL (2) via widening shoulder	2.15	\$105,899	\$0	\$0	\$705,991	\$811,889	
42	15			15.02			North-South Corridor	Middleground Rd.	Shawnee St	University Dr	94	Path (1)	0.16	\$8,640	\$372,500	\$0	\$57,600	\$438,740	
43	15			15.05			North-South Corridor	Science Dr. and Windsor Rd.	Roger Warlick Dr	Largo Dr	88	BL (2) via striping existing wide curb lanes	1.66	\$0	\$0	\$0	\$11,418	\$11,418	
44	15			15.08			North-South Corridor	Tibet Ave.	Middleground Rd	White Bluff Rd	130	BL (2) via road diet; SW continuity	1.36	\$6,250	\$0	\$0	\$41,666	\$47,915	
45	15			15.10			North-South Corridor	Hodgson Memorial Dr.	Montgomery Cross Rd	Stephenson Ave	142	Re-stripe for wide curb lanes	1.19	\$0	\$0	\$0	\$4,273	\$4,273	
46	15			15.14			North-South Corridor	Habersham St.	63rd St	60th St	114	BL (2) via parking reconfiguration; SW widening (2) into	0.21	\$11,925	\$523,000	\$0	\$79,503	\$614,429	
47	17			17.01			Penn Waller Corridor	Penn Waller Rd.	Walthour Rd	Johnny Mercer Blvd	117	BL (2) via widening; Path extension as well	1.25	\$71,829	\$0				

							CORE MPO Bikeway Projects, by MPO's Bike Route Number												
	Green means the project likely would also address a recommended Pedestrian Project from this plan (e.g. it is a shared use path, or sidewalk would be installed, along some or all of length, at same time as the bikeway).																		
	Yellow means the segment would NOT be addressed by implementation of the Thoroughfare Plan												In the Cost column, "NA" is used if the project is expected to be implemented within a larger roadway project.						
(CGG)	If shown in project name/description, indicates segment is part of the Coastal Georgia Greenway (a.k.a. Bike Rt. 91) main line (and thus also East Coast Greenway)																		
NA	If shown in the Cost column, indicates that the project is expected to be implemented as part of a larger roadway project																		
Some segments contribute to more than one bike route, as indicated by multiple route and segment numbers in the columns at left.																			
								Segments that do not yet have the recommended type of facility in place											
Line #	Bike Rt A	Bike Rt B	Bike Rt C	Seg # A	Seg # B	Seg # C	Bike Route Name	Roadway	From	To	TOTAL (0-226)	Project Description	Lngh (mi)	PE	ROW	Util	Const	TOTAL COST	
64	23			23.01			US 80 Eastern Corridor	US 80	River Dr	Whitemarsh Island Rd	118	BL (2) via widening; wider shoulders on bridge by narrow	2.45	\$166,336	\$1,121,000	\$0	\$0	\$1,108,906	\$2,396,242
65	23			23.02			US 80 Eastern Corridor	US 80	Whitemarsh Island Rd	Bryans Wood Rd	94	Path (1); Boardwalk	1.31	\$149,609	\$0	\$0	\$997,396	\$1,147,005	
66	23			23.03			US 80 Eastern Corridor	US 80 westbound	Bryans Wood Rd	Penrose Dr	85	BL (1)	0.8	\$35,690	\$0	\$0	\$237,934	\$273,624	
67	23			23.05			US 80 Eastern Corridor	US 80 (PI 0010560)	West of Bull River	East of Lazaretto Creek	157	10' paved bikeable shoulders and barrier-separated pat	5.6	To be part of road and bridges project (PI 0010560)					NA
68	23			23.06			US 80 Eastern Corridor	US 80/McQueen's Island Trail Connections, western end	Robert McCorkle Trail	McQueen's Island Trailhead	141	Path (1)	0.75	\$40,500	\$0	\$0	\$270,000	\$310,500	
69	23			23.07			US 80 Eastern Corridor	US 80/McQueen's Island Trail Connections, eastern end	Fort Pulaski Entrance	West of Lazaretto Creek	108	Path (1)	0.75	\$40,500	\$0	\$0	\$270,000	\$310,500	
70	23			23.08			US 80 Eastern Corridor	US 80	East of Lazaretto Creek	Beginning of existing curbed secti	90	Paved shoulders (2)	1.3	\$113,860	\$0	\$0	\$759,070	\$872,930	
71	23			23.09			US 80 Eastern Corridor	US 80	Beginning of existing curbed secti	90-degree curve	82	Wide outside lanes (2) via restriping	1.27	\$0	\$0	\$0	\$4,560	\$4,560	
72	24	91		24.01	91.01		US 17 Corridor	US 17/Coastal Hwy. (CGG) in Richmond Hill	Southern edge of MPA	Harris Trail Rd	84	BL (2) buffered via widening; one-way cycle tracks (2)	1.27	\$105,214	\$0	\$0	\$701,428	\$806,642	
73	24	91		24.01	91.01		US 17 Corridor	US 17/Coastal Hwy. (CGG) in Richmond Hill	Harris Trail Rd	Mulberry Dr	64	BL (2) buffered via widening; one-way cycle tracks (2)	1.49	\$136,354	\$0	\$0	\$909,026	\$1,045,380	
74	24	91		24.02	91.05		US 17 Corridor	US 17/Coastal Hwy. (CGG) near Ogeechee River	Mulberry Dr	Ogeechee River Bridge south end	87	BL (2) buffered via widening	1.98	\$176,666	\$0	\$0	\$1,177,772	\$1,354,438	
75	24			24.04			US 17 Corridor	US 17/Ogeechee Rd.	Chief O.F. Love Rd	Existing bike lanes	94	BL (2) via striping in wide shoulder; shoulder widening p	1.04	\$14,086	\$0	\$0	\$93,905	\$107,991	
76	24			24.07			US 17 Corridor	US 17/Ogeechee Rd.	Salt Creek	Chatham Pkwy	142	Paths (2)	2.26	\$244,080	\$16,000,000	\$178,000	\$1,627,200	\$18,049,280	
77	24			24.08			US 17 Corridor	US 17/Ogeechee Rd.	Chatham Pkwy	North of I-516	102	Paths (2); BL (2) on bridge via restriping	1.6	\$158,009	\$2,164,000	\$26,000	\$1,053,390	\$3,401,399	
78	24			24.09			US 17 Corridor	Ogeechee Rd. (part of road project PI 521855)	North of I-516	Victory Dr	106	BL (2); SW (2)	1.08	To be part of road project (PI 521855)				NA	
79	24			24.11			US 17 Corridor	Ogeechee Rd.	40th St	Anderson St	78	BL (2) via restriping	0.72	\$0	\$0	\$0	\$5,808	\$5,808	
80	26			26.01			Wilmington Cross Connectors	Cromwell Rd.	Winchester Dr.	Deerwood Rd.	60	BL (2) via striping existing wide curb lanes	0.95	\$0	\$0	\$0	\$6,534	\$6,534	
81	26			26.03			Wilmington Cross Connectors	Deerwood Rd.	Cromwell Rd	Penn Waller Rd	91	BL (2) by marking existing shoulder	0.9	\$0	\$0	\$0	\$2,192	\$2,192	
82	27			27.01			Windsor Forest Connectors	Largo Dr.	Windsor Rd	Plantation Dr	67	BL (2) by striping existing wide curb lanes	0.9	\$0	\$0	\$0	\$6,190	\$6,190	
83	27			27.03			Windsor Forest Connectors	Windsor Rd.	Largo Dr	White Bluff Rd	81	BL (2) via striping existing wide curb lanes	1.14	\$0	\$0	\$0	\$7,841	\$7,841	
84	34			34.02			Liberty/Wheaton Corridor	Wheaton St.	Randolph St	Bee Rd	122	BL (2) via lane narrowing	1.09	\$0	\$0	\$0	\$15,324	\$15,324	
85	37			37.01			37th St. Corridor	37th St.	Ogeechee Rd.	Bee Rd	154	BL (2) for portion via restriping; SL (2)	2.26	\$0	\$0	\$0	\$10,992	\$10,992	
86	39			39.02			Truman Greenway	Truman Linear Park Trail (PI 0007631)	Lake Mayer	Bee Rd	186	Path	5.17	\$0	\$0	\$0	\$1,947,602	\$1,947,602	
87	40			40.10			SCAD Additional Bikeways	Exchange St.	52nd St	Montgomery St	77	BL (2); SW (1)	0.52	\$49,520	\$41,000	\$20,000	\$330,133	\$440,653	
88	42			42.01			Southwest Sector Bikeways	Old River Rd.	Bryan/Chatham line	SR 204	56	BL (2)	1.72	\$153,467	\$1,864,000	\$0	\$1,023,115	\$3,040,582	
89	42			42.02			Southwest Sector Bikeways	John Carter Rd., from SR 204 to Little Neck Rd.	SR 204	Little Neck Rd	56	BL (2)	3.04	\$271,244	\$0	\$0	\$1,808,297	\$2,079,541	
90	42			42.03			Southwest Sector Bikeways	Possible future road in SW Sector	Old River Rd	Possible future road between Joh	56	BL (2)	0.69	To be part of potential road project				NA	
91	42			42.04			Southwest Sector Bikeways	Possible future road in SW Sector	I-16	John Carter Rd	56	BL (2)	2.45	To be part of potential road project				NA	
92	42			42.05			Southwest Sector Bikeways	Possible future road in SW Sector	John Carter Rd	Highgate Blvd	56	BL (2)	1.1	To be part of potential road project				NA	
93	42			42.06			Southwest Sector Bikeways	Highgate Blvd.	SR 204	New Hampstead Pwky	20	BL (2)	3.05	To be included when development requires widening				NA	
94	42			42.07			Southwest Sector Bikeways	New Hampstead Pkwy.	SR 204	Little Neck Rd	20	BL (2)	1.91	To be included when development requires widening				NA	
95	42			42.08			Southwest Sector Bikeways	Possible future road in SW Sector	New Hampstead Pkwy	Gateway area east of I-95	65	BL (2)	4.75	To be part of potential road project				NA	
96	42			42.09			Southwest Sector Bikeways	Possible future road west of Bush Rd in SW Sector	SR 204	Little Neck Rd	56	BL (2)	2.62	To be part of potential road project				NA	
97	42			42.10			Southwest Sector Bikeways	Possible future road east of Bush Rd in SW Sector	SR 204	Quacco Rd	56	BL (2)	3.5	To be part of potential road project				NA	
98	45			45.02			Thunderbolt Network	Falligant Ave.	Whatley Ave	Casino Ave	53	BL (2) via widening; SW (1) partial; (ROW for sidewalk ex	0.47	\$25,036	\$40,000	\$204,000	\$166,905	\$435,941	
99	45			45.04			Thunderbolt Network	Whatley Ave., from Falligant Ave. to Rowland Ave.	Falligatnt Ave	Rowland Ave	65	BL (2) via widening	0.66	\$32,508	\$0	\$0	\$216,723	\$249,231	
100	45			45.05			Thunderbolt Network	Trail and bridge over Placentia Canal in Furber Ave. ROW	West side of Placentia Canal	Whatley Ave	28	Path (1); pre-fab steel bridge	0.06	\$32,864	\$0	\$0	\$219,090	\$251,954	
101	46			46.01			Bee Rd. Connector	Bee Rd.	Kerry St	Anderson St	122	BL (2) via widening; North of 40th, demol exist SW (1); a	0.91	\$67,847	\$0	\$0	\$452,316	\$520,164	
102	47			47.01			Pooler Central Corridor	Memorial Blvd., from Pooler Pkwy. to Quacco Rd.	Pooler Pkwy	Quacco Rd	32	Path (1) via widening existing sidewalk and extending	0.77	\$19,135	\$0	\$0	\$127,569	\$146,704	
103	47			47.02			Pooler Central Corridor	Quacco Rd., north of I-16	Memorial Blvd	Pine Barren Rd	48	Path (1)	0.89	\$52,927	\$0	\$0	\$352,844	\$405,770	
104	47			47.03			Pooler Central Corridor	Rogers St.	Pine Barren Rd	US 80	60	BL (2); demol exist SW (1); add C&G (2); SW (2)	1.61	\$205,400	\$93,000	\$92,000	\$1,369,332	\$1,759,732	
105	47			47.05			Pooler Central Corridor	Path off-road along Pipemakers Canal	Benton Dr	Durham Park Blvd	72	Path (1)	0.77	\$34,650	\$0	\$0	\$231,000	\$265,650	
106	48	91		48.02	91.15		Pooler Pkwy. Corridor/Coastal	Pooler Pkwy. (CGG)	Memorial Blvd	Pine Barren Rd	72	Paved shoulders (2) via widening	0.67	\$58,682	\$0	\$0	\$391,213	\$449,895	
107	48			48.04			Pooler Pkwy. Corridor	Pooler Pkwy., from US 80 to Durham Park Blvd.	US 80	Durham Park Blvd	44	Paved shoulders (2) via widening	0.57	\$49,923	\$0	\$0	\$332,823	\$382,746	
108	48			48.05			Pooler Pkwy. Corridor												

				CORE MPO Bikeway Projects, by MPO's Bike Route Number																		
	Green means the project likely would also address a recommended Pedestrian Project from this plan (e.g. it is a shared use path, or sidewalk would be installed, along some or all of length, at same time as the bikeway).																					
	Yellow means the segment would NOT be addressed by implementation of the Thoroughfare Plan											In the Cost column, "NA" is used if the project is expected to be implemented within a larger roadway project.										
(CGG)	If shown in project name/description, indicates segment is part of the Coastal Georgia Greenway (a.k.a. Bike Rt. 91) main line (and thus also East Coast Greenway)																					
NA	If shown in the Cost column, indicates that the project is expected to be implemented as part of a larger roadway project																					
Some segments contribute to more than one bike route, as indicated by multiple route and segment numbers in the columns at left.																						
								Segments that do not yet have the recommended type of facility in place														
Line #	Bike Rt A	Bike Rt B	Bike Rt C	Seg # A	Seg # B	Seg # C	Bike Route Name	Roadway	From	To	TOTAL (0-226)	Project Description	Lngh (mi)	PE	ROW	Util	Const	TOTAL COST				
131	52			52.04			US 80 Western Corridor	US 80	Dean Forest Rd (city limits)	Chatham Pkwy	52	Path (1-2)	2.26	\$264,017	\$0	\$0	\$1,760,112	\$2,024,129				
132	52			52.05			US 80 Western Corridor	US 80	Chatham Pkwy	Alfred St	90	One-way cycle tracks (2): BL (2) by widening	0.71	\$35,920	\$0	\$0	\$239,468	\$275,388				
133	52			52.06			US 80 Western Corridor	US 80	Alfred St	Main St (Garden City limits)	82	Paths (2) via widening sidewalks; pre-fab steel bridges	0.61	\$78,660	\$0	\$0	\$524,400	\$603,059				
134	54			54.01			SR 30 Corridor	SR 30 in Effingham County	Northwest edge of MPA	Effingham/Chatham line	56	Paved shoulders (2)	0.51	\$44,668	\$0	\$0	\$297,789	\$342,457				
135	55			55.01			Hodgeville Corridor	Hodgeville Rd.	Northwest edge of MPA	SR 30	56	4' paved shoulders	0.85	\$41,867	\$0	\$0	\$279,113	\$320,980				
136	56			56.02			SR 21 Corridor	SR 21	Minus Ave	Smith Ave	98	BL (2)	1.49	To be part of potential road project					NA			
137	56			56.03			SR 21 Corridor	SR 21	Smith Ave	Dean Forest Rd (city limits)	47	Path (1)	0.65	To be part of potential road project					NA			
138	56			56.04			SR 21 Corridor	SR 21	Dean Forest Rd (city limits)	Pierce Ave	105	Path (1)	2.53	To be part of potential road project					NA			
139	56			56.05			SR 21 Corridor	SR 21	Pierce Ave	SR 30	89	Path (1)	2.73	To be part of potential road project					NA			
140	56			56.06			SR 21 Corridor	SR 21	SR 30	Old Augusta Rd. (near county line)	80	Path (1)	2.82	To be part of potential road project					NA			
141	57			57.01			Dean Forest Corridor	Dean Forest Rd.	US 17	I-16	89	Path (1)	2.36	\$127,440	\$0	\$0	\$849,600	\$977,040				
142	57			57.02			Dean Forest Corridor	Dean Forest Rd.	I-16	SR 21	81	Path (1)	4.9	\$264,600	\$2,178,000	\$56,000	\$1,764,000	\$4,262,600				
143	58			58.01			W. Bay Corridor	Bay St., Augusta Ave.	Main St (Garden City limits)	Graham St	110	Path (1); BL (2)	1.03	\$45,795	\$256,000	\$26,000	\$305,300	\$633,095				
144	58			58.02			W. Bay Corridor	Graham St.	Augusta Ave	Bay St	68	BL (2) via striping existing wide curb lanes	0.14	\$0	\$0	\$0	\$963	\$963				
145	58			58.03			W. Bay Corridor	Bay St.	Graham St	E Lathrop Ave	89	Path (1) via widening SW plus .16-mi-long path deviation	0.88	\$20,921	\$0	\$0	\$139,475	\$160,396				
146	58			58.04			W. Bay Corridor	Bay St.	E Lathrop	MLK Jr Blvd	170	Path (1) via sidewalk widening; 2-way Cycle Track via road	0.91	\$40,325	\$0	\$0	\$268,835	\$309,160				
147	59			59.01			Liberty City Corridor	Chatham Pkwy.	US 17	Garrard Ave	42	BL (2) via wdening	1.08	\$88,148	\$0	\$0	\$587,655	\$675,803				
148	59			59.02			Liberty City Corridor	Louis Mills Blvd., ACL Blvd., Liberty Pkwy	Garrard Ave	I-516 Bridge (city limits)	41	BL (2) via widening; shared lanes; SW (1) partial	1.18	\$80,473	\$0	\$0	\$536,490	\$616,963				
149	59			59.03			Liberty City Corridor	Liberty City Pkwy.	I-516 Bridge (city limits)	Ogeechee Rd	94	Shared lanes; BL (2) via widening; demol exist SW (1); add	1.07	\$116,461	\$0	\$0	\$776,409	\$892,871				
150	60			60.01			Staley Corridor	Staley Ave.	Liberty Pkwy	West of RR bridge	110	BL (2); SW (1)	0.5	\$47,615	\$0	\$409,000	\$317,435	\$774,051				
151	63			63.01			Coffee Bluff Corridor	Coffee Bluff Rd., White Bluff Rd.	Back St	Windsor Rd	60	Path (1)	2.87	\$161,534	\$430,756	\$0	\$1,076,891	\$1,669,181				
152	63			63.02			Coffee Bluff Corridor	White Bluff Rd.	Windsor Rd	Paradise Dr	118	Path (1)	1.49	\$80,460	\$1,229,000	\$117,000	\$536,400	\$1,962,860				
153	64			64.01			Montgomery St. Corridor	Montgomery St.	Future roundabout near Hunter Ave	DeRenne Ave	73	BL (2); SW (2)	0.23	To be part of road project (PI 0008358)					NA			
154	64			64.02			Montgomery St. Corridor	Montgomery St.	DeRenne Ave	Thackery Pl	81	Buffered BL (2) via road diet: demol existing SW; add SW	0.66	\$70,934	\$0	\$0	\$472,890	\$543,824				
155	64			64.03			Montgomery St. Corridor	Montgomery St	Thackery Pl	Victory Dr	106	BL (2) via road diet; SW upgrades	1.02	\$11,940	\$0	\$0	\$79,603	\$91,543				
156	65			65.01			Springfield Canal Corridor	Springfield Canal off-road path	Clinch St	Louisville Rd	106	Path (1); pre-fab steel bridge	2.61	\$147,614	\$256,000	\$0	\$984,090	\$1,387,704				
157	65			65.02			Springfield Canal Corridor	Path off-road connecting to Sprinfield Canal Path	Springfield Canal	Future Frogtown redevelopment	88	Path (1)	0.33	\$17,820	\$0	\$0	\$118,800	\$136,620				
158	67			67.01			Hunter Army Airfield Fence Path	Rio Rd	Abercorn St	Shawnee St	62	Path (1) (ROW to be arranged as perpetual easement in	0.25	\$13,500	\$0	\$0	\$90,000	\$103,500				
159	67			67.02			Hunter Army Airfield Fence Path	Path on outside of HAA fence	Shawnee St	Future Poplar Place Blvd	142	Path (1) (ROW to be arranged as perpetual easement in	5.96	\$321,840	\$0	\$0	\$2,145,600	\$2,467,440				
160	69			69.01			E. President St. Connector	President St.	East Broad St	Bilbo Canal	130	Path (1)	0.6	\$32,400	\$0	\$0	\$216,000	\$248,400				
161	69			69.02			E. President St. Connector	President St	Bilbo Canal	Goebel Ave	125	Path (1)	0.97	\$52,380	\$0	\$0	\$349,200	\$401,580				
162	70			70.01			Gordonston Connectors	Wallin St.	Victory Dr	Skidaway Rd	110	3' shoulder via striping existing wide lanes	0.38	\$0	\$0	\$0	\$762	\$762				
163	70			70.02			Gordonston Connectors	Pennsylvania Ave.	Skidaway Rd	Gwinnett St	102	3' shoulder via striping existing wide lanes	0.62	\$0	\$0	\$0	\$1,244	\$1,244				
164	71			71.01			Paulsen/Waters Corridor	Waters Ave.	Hendry Ave	Montgomery Cross Rd	122	BL (2) via restriping	0.66	\$0	\$0	\$0	\$6,909	\$6,909				
165	71			71.02			Paulsen/Waters Corridor	Waters Ave.	Montgomery Cross Rd	North of Stephenson Ave	106	BL (2) via restriping	1.21	\$0	\$0	\$0	\$17,011	\$17,011				
166	71			71.04			Paulsen/Waters Corridor	Path Bridge Replacement over canal at Andover Dr.	at Casey Canal		117	Replacement of narrow footbridge with wider path bridge		\$0	\$0	\$0	\$201,090	\$201,090				
167	71			71.05			Paulsen/Waters Corridor	Paulsen St.	Oxford Dr	Victory Dr	101	BL (2) via striping in current wide curb lanes	1.74	\$0	\$0	\$0	\$11,968	\$11,968				
168	72			72.03			Habersham Village Cross-conn	Path off-road connecting Reuben Clark Dr. and Truman Linear Park to E. 65th St.	Reuben Clark Dr	E 65th St	86	Path (1)	0.06	\$3,240	\$9,300	\$0	\$21,600	\$34,140				
169	73			73.01			DeRenne Corridor	Poplar Place Blvd. (Project DeRenne Boulevard Option) (PI 0008358)	Hunter AAF gate	White Bluff Rd	105	Path (1)	0.57	To be part of road project					NA			
170	73			73.02			DeRenne Corridor	Path through future private development from Project DeRenne	Poplar Place Blvd	Abercorn St	126	Path (1)	0.39	To be part of potential private redevelopment of parcels					NA			
171	73			73.04			DeRenne Corridor	DeRenne Ave., under Truman Pkwy. overpass	DeRenne Dr	Ramps east of Truman Pkwy	142	Path (1) via sidewalk widening; pre-fab steel bridge	0.15	\$32,477	\$19,000	\$4,500	\$216,516	\$272,493				
172	73			73.05			DeRenne Corridor	DeRenne Ave.	Ramps east of Truman Pkwy	Skidaway Rd	61	BL (2)	0.71	\$0	\$0	\$0	\$9,982	\$9,982				
173	73			73.06			DeRenne Corridor	DeRenne Ave.	Skidaway Rd	LaRoche Ave	65	BL (2); SW (2); C&G (2)	0.52	\$56,598	\$0	\$0	\$377,320	\$433,918				
174	75			75.02			Eisenhower Corridor	Eisenhower Dr.	Hodgson Memorial Dr	Ramps west of Truman Pkwy	118	BL (2) via restriping	1.62	\$0	\$0	\$0	\$20,					

CORE MPO Bikeway Projects, by MPO's Bike Route Number																			
	Green means the project likely would also address a recommended Pedestrian Project from this plan (e.g. it is a shared use path, or sidewalk would be installed, along some or all of length, at same time as the bikeway).																		
	Yellow means the segment would NOT be addressed by implementation of the Thoroughfare Plan											In the Cost column, "NA" is used if the project is expected to be implemented within a larger roadway project.							
(CGG)	If shown in project name/description, indicates segment is part of the Coastal Georgia Greenway (a.k.a. Bike Rt. 91) main line (and thus also East Coast Greenway)																		
NA	If shown in the Cost column, indicates that the project is expected to be implemented as part of a larger roadway project																		
Some segments contribute to more than one bike route, as indicated by multiple route and segment numbers in the columns at left.																			
								Segments that do not yet have the recommended type of facility in place											
Line #	Bike Rt A	Bike Rt B	Bike Rt C	Seg # A	Seg # B	Seg # C	Bike Route Name	Roadway	From	To	TOTAL (0-226)	Project Description	Lngh (mi)	PE	ROW	Util	Const	TOTAL COST	
198	87	91		87.02	91.11		S&O Canal Trail/Coastal Georg	Bush Rd. along S&O Canal (CGG)	Fort Argyle Rd	Little Neck Rd	84	BL(2) via widening	2.54	\$125,108	\$712,000	\$0	\$0	\$834,054	\$1,671,162
199	87	91		87.03	91.12		S&O Canal Trail/Coastal Georg	S&O Canal (CGG) off-road path through Half Moon Lake area	Little Neck Rd	Canal Bank Rd	108	Path	0.65	\$29,250	\$0	\$0	\$195,000	\$224,250	
200	87			87.04			S&O Canal Trail	S&O Canal off-road path north of Quacco Rd	Quacco Rd	Gateway Dr in future subdivision	72	Path	1.02	\$45,900	\$0	\$0	\$306,000	\$351,900	
201	87			87.05			S&O Canal Trail	S&O Canal off-road path (Middle Sect. 1)	Pine Meadow Rd	Future Triplett Park connector pa	56	Path	1.17	\$52,650	\$0	\$0	\$351,000	\$403,650	
202	87	91		87.06	91.20		S&O Canal Trail/Coastal Georg	S&O Canal (CGG) off-road path (Middle Sect. 2)	Future Triplett Park connector pa	Dean Forest Rd	84	Path	1.81	\$81,450	\$0	\$0	\$543,000	\$624,450	
203	87	91		87.07	91.21		S&O Canal Trail/Coastal Georg	S&O Canal (CGG) off-road path (Middle Sect. 3)	Dean Forest Rd	Chatham Pkwy	84	Path; Boardwalk	2.29	\$205,783	\$105,000	\$0	\$1,371,885	\$1,682,668	
204	87	91		87.08	91.22		S&O Canal Trail/Coastal Georg	S&O Canal (CGG) off-road path (Middle Sect. 4)	Chatham Pkwy	Telfair Rd	93	Path	0.9	\$40,500	\$0	\$0	\$270,000	\$310,500	
205	87	91		87.13	91.27		S&O Canal Trail/Coastal Georg	Heritage Trail/S&O Canal (CGG) (PI 0007620)	I-516	Louisville Rd	118	Path	1.82	\$0	\$0	\$0	\$251,306	\$251,306	
206	87	91		87.14	91.28		S&O Canal Trail/Coastal Georg	S&O Canal (CGG) path along Louisville Rd. and W. Boundary St.	Heritage Trail	Turner Blvd	174	Path (1) (some via sidewalk widening); boardwalk; pre-f	0.22	\$45,292	\$0	\$0	\$301,944	\$347,236	
207	88			88.01			Wilmington Island Perimeter	Wilmington Island Rd.	West end of McCorkle Trail	Walthour Rd	93	3' paved shoulders; Path (1)	2.37	\$117,494	\$0		\$783,293	\$900,787	
208	88			88.02			Wilmington Island Perimeter	Walthour Rd., from Wilmington Island Rd to Penn Waller Rd.	Wilmington Island Rd	Penn Waller Rd	69	4' paved shoulders	2.93	\$144,318	\$0	\$0	\$962,118	\$1,106,435	
209	88			88.03			Wilmington Island Perimeter	Walthour Rd., from Penn Waller Rd. to Johnny Mercer Blvd.	Penn Waller Rd	Johnny Mercer Blvd	105	4' paved shoulders	1.95	\$96,048	\$0	\$0	\$640,317	\$736,365	
210	90			90.01			Tybee Island Bikeways	Tybee Marsh Hen path Phase 1 (PI 0010582), off-road on railroad bed	Battery Dr	Byers St	78	Path	0.72	\$0	\$0	\$0	\$250,000	\$250,000	
211	90			90.02			Tybee Island Bikeways	Tybee Marsh Hen path Phase 2, (PI 0013271), off-road on railroad bed	East of Old Hwy 80	Battery Dr	54	Path	0.41	\$0	\$0	\$0	\$161,453	\$161,453	
212	91			91.02			Coastal Georgia Greenway	Harris Trail Rd., Sterling Creek, RR, utility line path (CGG)	US 17	Maple St	68	Path	1.67	\$90,180	\$0	\$0	\$601,200	\$691,380	
213	91			91.03			Coastal Georgia Greenway	Ford Ave./SR 144 (CGG)	Constitution Way	Cedar St	100	Path	0.35	\$18,900	\$99,000	\$0	\$126,000	\$243,900	
214	91			91.04			Coastal Georgia Greenway	Path off-road connecting Cedar St. and Mulberry Dr. (CGG)	Cedar St	Mulberry Dr	72	Path	0.11	\$5,940	\$0	\$0	\$39,600	\$45,540	
215	91			91.19			Coastal Georgia Greenway	Path off-road connecting Triplett Park path to S&O Canal	Triplett Park path	S&O Canal	108	Path	0.49	\$26,460	\$0	\$0	\$176,400	\$202,860	
216	91			91.31			Coastal Georgia Greenway	Hutchinson Island Riverwalk at Slip 3 (CGG)	Riverfront	1600 feet north	113	Path, plaza, ferry landing	0.3	To be part of potential development				NA	
217	91			91.32			Coastal Georgia Greenway	Hutchinson Island New Streets in Civic Master Plan (CGG)	Hutchinson Island Riverwalk Slip	Hutchinson Island Rd	64	Shared Lanes	0.19	To be part of potential development				NA	
218	91			91.33			Coastal Georgia Greenway	Hutchinson Island Rd. (CGG)	New Streets in Civic Master Plan	Hugh Tracy Blvd	40	Path	0.43	\$23,220	\$0	\$0	\$154,800	\$178,020	
219	91			91.34			Coastal Georgia Greenway	Hugh Tracy Blvd (CGG)	Hutchinson Island Rd	Savannah Harbor Pkwy	52	Path	0.14	\$7,560	\$0	\$0	\$50,400	\$57,960	
220	91			91.35			Coastal Georgia Greenway	Savannah Harbor Pkwy, US 17 N Ramp (CGG)	Hugh Tracy Blvd	New Back River Bridge approach	54	Path; Boardwalk	0.43	\$89,368	\$0	\$0	\$595,790	\$685,158	
221	91			91.36			Coastal Georgia Greenway	US 17 Back River Bridge (twin bridge) (CGG)	at Back River		84	Barrier-separated path	1	To be part of construction project when US 17 in SC is widened				NA	
222	92			92.01			Frogtown Corridors	Future roads and extensions in Frogtown (Roberts St., Selma Blvd., Wayne St., Cohen St.)			98	Shared Lanes	0.48	To be part of potential redevelopment				NA	
223	92			92.03			Frogtown Corridors	West Boundary St., from W. Gwinnett St. to Louisville Rd.	W Gwinnett St	Louisville Rd	78	BL (2)	0.56	To be part of potential redevelopment				NA	
224	94			94.04			Berwick/Southbridge Corridor	Southbridge Blvd.	Golf Club Dr	Dean Forest Rd	32	Path (1)	1.38	\$57,329	\$0	\$0	\$382,191	\$439,520	
225	95			95.01			Woodville Connectors	Alfred St.	US 80	Market St	81	BL (2); SW (1)	0.18	\$17,142	\$104,500	\$53,000	\$114,277	\$288,918	
226	95			95.02			Woodville Connectors	Alfred St.	Market St	Lissner Ave	81	BL (2); SW (1); ped canal crossing	0.67	\$73,554	\$9,000	\$139,000	\$490,363	\$711,918	
227	95			95.03			Woodville Connectors	Fair St.	Louisville Rd	Bay St	74	BL (2); SW (1)	0.62	\$59,043	\$19,000	\$1,078,000	\$393,620	\$1,549,663	
228	95			95.04			Woodville Connectors	Dundee Canal Trail	Darling St	Market St (city limit)	93	Path	0.49	\$18,423	\$0	\$0	\$122,820	\$141,243	
229	95			95.05			Woodville Connectors	Dundee Canal Trail	Market St (city limit)	US 80	90	Path	0.14	\$5,264	\$0	\$0	\$35,091	\$40,355	
230							Bike Share	Bike share stations, Phase 2 (CAT Bikeshare Exp PI 0013273)			150	Five stations with 40 bikes		\$0	\$0	\$0	\$218,810	\$218,810	
231							Bike Share	Bike share stations, Phase 3			138	Assume additional five stations with 40 more bikes		\$0	\$0	\$0	\$218,810	\$218,810	
							TOTAL											\$199,627,611	

Project Rankings

Given that there are many more projects listed than can be funded at any one time, a key question is which projects would be most beneficial? After the lists were developed, a ranking method was applied, from the pedestrian perspective and from the bicyclist perspective, to help identify the most beneficial projects, which may be different ones for pedestrians versus bicyclists.

The project ranking process consisted of three steps: identification of relevant criteria; development of a scoring system including the assignment of weights to the criteria; and application of the scoring method. CORE MPO staff identified eight criteria and how the projects would be measured on each to create raw scores. Then the CORE MPO advisory committees provided input on the relative importance of the criteria for pedestrian projects and for bicycle projects separately. Tables 8.3 and 8.4 show the final weights for pedestrian criteria and bicycle criteria, respectively, in order of declining emphasis in each case.

Table 8.3: Pedestrian Project Ranking Criteria and Selected Weights

PEDESTRIAN Project Ranking Criteria	Weight
Usefulness (How important is it to build projects that are likely to see high levels of use, by making improvements near where people live, work, go to school, recreate, etc.?)	8
Linkage to Transit Modes (How important is it to provide pedestrian connections to buses, ferries, etc.)	8
Current Discomfort (How important is it to first address the areas where walking or using a wheelchair is the most uncomfortable?)	6
Pedestrian Network Expansion (How important is it to expand and enhance the network by connecting to existing facilities?)	6
Lack of Nearby Alternative Routes (How important is it to ensure that pedestrians are not closed off from whole sections of the county by barriers such as a marsh or railroad?)	4
Pedestrian Crash Reduction (How important is it to make improvements in areas that have had higher than usual amount of pedestrian crashes?)	4
Congestion Reduction (How important is it to offer alternatives to driving in the most congested areas?)	2
Public Request (How important is it to focus on the projects that have been mentioned in the participation process?)	2
TOTAL	40

Table 8.4: Bicycle Project Ranking Criteria and Selected Weights

BICYCLE Project Ranking Criteria	Weight
Usefulness (How important is it to build projects that are likely to see high levels of use, by making improvements near where people live, work, go to school, recreate, etc.?)	8
Bicycle Network Expansion (How important is it to expand and enhance the network by connecting to existing facilities?)	8
Current Discomfort (How important is it to first address the areas where bicycling is the most uncomfortable?)	6
Lack of Nearby Alternative Routes (How important is it to ensure that bicyclists are not closed off from whole sections of the county by poor accommodation on bridges or other pinch points?)	5
Bicycle Crash Reduction (How important is it to make improvements in areas that have had higher than typical amount of bicycle crashes?)	4
Linkage to Transit Modes (How important is it to provide bicycle connections to buses, ferries, etc.)	3
Congestion Reduction (How important is it to implement bicycle improvements in congested areas in hopes of reducing the number of autos there.)	3
Public Request (How important is it to focus on the projects that have been mentioned in the participation process?)	3
TOTAL	40

Although the proximity of facilities to users is rated as very important for both pedestrians and bicyclists, other criteria vary in importance for the two modes. Linkage to transit service is considered very important for pedestrians, whereas connecting to the existing network is viewed as critical for bicyclists.

Each criterion's weight was used as a multiplier on a given project's raw score for that criterion. The projects were then ordered according to their total weighted scores, to create a ranked pedestrian project list and a separate ranked bicycle project list. More detail on the project scoring method can be found in Appendix G: Technical Report on the Non-motorized Project Ranking Process.

The resulting project scores reflect the relative, overall utility of the projects, but other considerations also influence the actual decision to fund a project. Such considerations might include the willingness of local or state agencies to sponsor the project (act as project manager and provide matching funds), the ease of implementation, eligibility of the project for a particular type of funding, and possible synchronicity with other projects. Therefore the scores do not necessarily indicate the order of implementation, but are a starting point for decision-making.

Table 8.6 shows the Pedestrian Projects in rank order and Table 8.7 shows the Bikeway Projects in rank order. Although many projects are in both lists, it is unlikely for a given project to have an identical ranking position on both pedestrian utility and bicycle utility. Again, the order of projects in these lists is not necessarily the order that projects will be implemented.

Consideration of the Coastal Georgia Greenway in Prioritization

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

As a long-distance route, the Coastal Georgia Greenway would provide not only transportation options, but also economic development opportunities. There are many people in this country and in others who are looking for long-distance bicycling or hiking vacations, in which they proceed from lodge to lodge (or camp sites) enjoying the trip itself as much as the destinations. This would be a new type of tourism in the area, thus creating opportunities for entrepreneurs (e.g. Bed and Breakfast Inns along the route) and additional business for those in the service industry. Bicyclists passing through Chatham County are likely to spend more money within the county than motorists passing through on I-95. As an example of economic development potential, improvements for bicycling along the Outer Banks in North Carolina resulted in almost a nine-to-one return on investment, due in part to positive impacts on tourism².

Because of this special potential of the Coastal Georgia Greenway, CORE MPO's project ranking method for bikeway projects awarded points to each segment of the Coastal Georgia Greenway under the criteria of both "Usefulness" and "Public Request." (See Appendix G: Technical Report on the Non-motorized Project Ranking Process.) After criteria weights are taken into account, Greenway projects received advantages in the bikeway ranking in the following ways: 16 points out of a project's potential total of 64 for Usefulness were due to being on the mainline of the Coastal Georgia Greenway; and Greenway projects (and any other specifically requested route) also received the maximum score of 12 under the Public Request criterion. Together, this means that within a Greenway segment's total weighted score in the bikeway prioritization, 38 points, out of a potential maximum total bikeway score of 226, are the result of being on the Greenway route.

² Lawrie, J., Guenther, J., Cook, T., & Meletiou, M. P. (2004, April). *The Economic impact of investments in bicycle facilities: A case study of the northern Outer Banks*. Raleigh, N.C. NCSU Institute of Transportation Research and Education.

Scoring the Coastal Georgia Greenway as a Single, Comprehensive Route

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

Within the Non-motorized Transportation Plan's project lists, the Coastal Georgia Greenway route in the CORE MPO planning area is divided into separate projects, covering different segments of the route. This segmentation reflects the assumption that the approximately 37 miles of Greenway within this planning area is unlikely to be constructed all at once, due to the many different jurisdictions it crosses and the typical practices for project manageability. The idea behind ranking practical-length segments is to try to compare projects in a form in which they would be presented to the MPO for funding. For instance, when a funding opportunity arises, it is more likely that a sponsor agency would request funds for a particular segment of the Greenway rather than for the entire portion from Richmond Hill to South Carolina.

However, it is a fact that the Coastal Georgia Greenway would receive a higher ranking score if all parts of the route within the planning area were viewed as a single project. Ranking it that way would recognize the longer term benefits to be gained when the route is finished, as opposed to short-term benefits seen during incremental progress.

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

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

	Ped Score (max 232)	Ped Rank	Bike Score (max 226)	Bike Rank
All of Coastal GA Greenway, from Richmond Hill to SC	180	7	186	1 (tie)

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

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	Table 8.6: Pedestrian Projects, in Order of Ranking Score, in the CORE MPO Non-motorized Transportation Plan					
	CORE MPO Pedestrian Projects, in Rank Order					
	Green means Ped project likely would be done along with Bike project, and thus segment's cost estimate is captured in one but not both of those lists (usually Bikeway List).					
	Termini described here may differ slightly from bikeway list, for pedestrian ranking considerations.					
	Yellow means the segment would NOT be addressed by implementation of the Thoroughfare Plan					
(CGG)	If shown in project name/description, indicates segment is part of the Coastal Georgia Greenway (a.k.a. Bike Rt. 91) main line (and thus also East Coast Greenway)					
NA	If shown in the Cost column, indicates the project is expected to be implemented as part of a larger roadway project					
Line #	Segment description	Use	On bike Rte	TOTAL (0-232)	Lngh (mi)	TOTAL COST
				Weighted Score		
	Coastal GA Greenway (CGG), whole MPO route, alternative listing for scoring as a whole (segments already included below)	Bike/Ped	91	180	37.65	
1	Eisenhower Dr., sidewalk continuity, from White Bluff Rd. to Casey Canal	Ped	75	204	2.58	\$1,935,063
2	Abercorn St., sidewalk continuity, from Rio Rd. to Idlewood Dr.	Ped	1	194	2.4	\$327,501
3	President St., path along south side from East Broad St. to Bilbo Canal	Bike/Ped	69	192		See Bikeway List
4	Montgomery Cross Rd., sidewalk continuity, from White Bluff Rd. to Casey Canal (Savannah)	Ped	76	188	1.44	\$499,501
5	Waters Ave., sidewalk continuity, one side from Eisenhower Dr. to Lee Blvd.	Ped	71	188	0.41	\$329,180
6	Hodgson Memorial Dr., sidewalk continuity, from Montgomery Cross Rd. to Stephenson Ave.	Ped	15	182	1.64	\$1,759,792
7	Abercorn St., sidewalk 1-2 sides, from Montgomery Cross Rd. to DeRenne Ave.	Ped		178	2.75	\$768,750
8	Truman Linear Park Trail (PI 0007631), from Lake Mayer to Bee Rd.	Bike/Ped	39	174		See Bikeway List
9	52nd St., curb and sidewalks, US 17 to Montgomery St.	Ped	4	172		See Bikeway List
10	Mall Blvd., sidewalk continuity, from Abercorn St. to Hodgson Memorial Dr.	Ped		166	0.27	\$36,844
11	Skidaway Rd., Phase 3, from just north of DeRenne Ave. to Victory Dr.	Bike/Ped	80	166		See Bikeway List
12	Waters Ave., sidewalk continuity east side, from Memorial Hosp. sidewalk to 52nd Ln.	Ped	71	166	0.64	\$995,334
13	Abercorn St., sidewalk 1-2 sides, from just south of Wilshire Blvd. to Montgomery Cross Rd.	Ped		162	1.83	\$513,324
14	Montgomery Cross Rd., sidewalk continuity, from Casey Canal to Lake Mayer (Chatham)	Ped	76	160	0.99	\$135,094
15	Delesseps Ave., LaRoche Ave., sidewalk from Waters Ave. to Skidaway Rd. (PI 0010028)	Ped	4	158	1.39	\$7,238,346
16	Montgomery Cross Rd., path from Abercorn St. to White Bluff Rd.	Bike/Ped	76	156		See Bikeway List
17	Ogeechee Rd., sidewalk both sides, from I-516 to Victory Dr. (PI 521855)	Ped	24	156		NA
18	Path on outside of HAAF fence, from Shawnee St. to future Poplar Place Blvd.	Bike/Ped	67	154		See Bikeway List
19	Victory Dr., sidewalk continuity, from Waters Ave. to Dixie St.	Ped		154	0.34	\$1,256,396
20	52nd St., sidewalk, from ACL Blvd. to Liberty Pkwy.	Ped		152	0.29	\$71,226
21	Springfield Canal, path from Clinch St. to Louisville Rd.	Bike/Ped	65	152		See Bikeway List
22	Montgomery St., sidewalk definition, from Thackery Pl to Victory Dr	Ped	64	150		See Bikeway List
23	Truman Greenway Northern Ext., Phase 2a, path from Paulsen St. and Waters Ave. by Hubert Middle School to Wheaton St.	Bike/Ped	79	150		See Bikeway List
24	Victory Dr., sidewalk const. or upgrade, 1-2 sides, from MLK Jr. Blvd. to Barnard St.	Ped		150	0.23	\$31,385
25	Abercorn St., sidewalk, from DeRenne Ave. to 55th St.	Ped		148	1.03	\$252,974
26	Waters Dr., sidewalk, from Lee Blvd. to DeRenne Ave.	Ped	71	148	0.53	\$130,171
27	Park Ave., sidewalk 1-2 sides, from 110 feet east of Live Oak St. to Dieter St.	Ped		146	0.34	\$46,396
28	Wallin St., sidewalk continuity, 1-2 sides, from Skidaway Rd. to Victory Dr.	Ped	70	144	0.5	\$122,803
29	White Bluff Rd., from Windsor Rd. to Paradise Dr.	Bike/Ped	63	144		See Bikeway List
30	46th St., sidewalk continuity one side, from Hopkins St. to existing sidewalk east of Florance St.	Ped		140	0.09	\$12,281
31	Amaranth Ave., sidewalk one side, from Hopkins St. to MLK Jr. Blvd.	Ped		140	0.47	\$195,461
32	Bolton St., sidewalk continuity both sides, from Live Oak St. to Ash St.	Ped		140	0.36	\$49,125
33	Collins St., sidewalk 1-2 sides, from Waters Ave. to Ash St.	Ped		140	0.32	\$43,667
34	Graydon St., sidewalk both sides, from Live Oak St. to Cedar St.	Ped		140	0.19	\$25,927
35	Meding St., sidewalk, from Staley Ave. to Montgomery St.	Ped		140	0.87	\$213,678
36	Waldburg St., sidewalk 1-2 sides, from Waters Ave. to Dieter St.	Ped		140	0.29	\$39,573
37	Bay St., from I-516 to Viaduct (PI 0002923)	Ped	58	138	1.1	NA
38	Clinch St., sidewalk, from Stark Ave. to Hopkins St.	Ped		138	0.17	\$41,754
39	63rd St., from sidewalk to Waters Ave.	Ped	72	136	0.02	\$2,729
40	Anderson St., sidewalk upgrade, from Barnard St. to Whitaker St.	Ped	5	136	0.06	\$14,737
41	Anderson St., sidewalk, from Waters Ave. to Live Oak St.	Ped	5	136	0.1	\$24,561
42	Liberty Pkwy., sidewalk 1-2 sides, from I-516 bridge to Ogeechee Rd.	Ped	59	136		See Bikeway List
43	Montgomry St., sidewalk continuti and definition, from Victory Dr. to Gwinnett St.	Ped	64	136	0.8	\$109,167
44	US 17/Ogeechee Rd., sidewalk 1-2 sides, from Bradley Blvd. to proposed path along SR 204 on-ramp	Ped	1/24	136	2.4	\$327,501
45	Skidaway Rd., Phase 1, from Scott Dr. to just north of DeRenne Ave.	Bike/Ped	80	134		See Bikeway List
46	Skidaway Rd., sidewalk from Victory Dr. to 37th Ln	Ped	80	134	0.35	\$200,761
47	Atlantic Ave., sidewalk one side, from Duffy St. to 105 feet south of Duffy St.	Ped		132	0.2	\$40,292
48	Montgomery St., sidewalk addition and upgrade, from DeRenne Ave. to Thackery Pl.	Ped	64	132		See Bikeway List
49	Skidaway Rd., Phase 2, from Ferguson Ave. to Scott Dr.	Bike/Ped	80	132		See Bikeway List
50	Victory Dr., sidewalk 1-2 sides, from Shuptrine Ave. to River Dr.	Ped		132	1.27	\$662,303
51	Augusta Ave., sidewalk upgrade, from Graham St. to Scarborough St.	Ped		130	0.91	\$369,749
52	Edgewater Rd., sidewalk continuity both sides, from Dunwoody Dr to Montgomery Cross Rd.	Ped	15	130	0.9	\$266,435
53	Placentia Canal, path from LaRoche Ave. to Bonaventure Rd.	Bike/Ped	82	130		See Bikeway List
54	East Lathrop Ave., sidewalk upgrade, from Louisville Rd. to W. Bay St.	Ped	12	128		See Bikeway List
55	Gwinnett St., sidewalk upgrade, from East Broad St. to 200 feet west of Atlantic Ave.	Ped		128	0.37	\$181,232
56	Truman Greenway Northern Ext., Phase 1, path from Police Memorial Trail north to Wheaton St.	Bike/Ped	78	128		See Bikeway List
57	US 17/Ogeechee Rd., paths both sides, from Chatham Pkwy. to north of I-516	Bike/Ped	24	128		See Bikeway List
58	US 17/Ogeechee Rd., paths both sides, from Salt Creek to Chatham Pkwy.	Bike/Ped	24	128		See Bikeway List
59	US 80, path from Whitemarsh Island Rd. to Bryans Wood Rd.	Bike/Ped	23	128		See Bikeway List
60	33rd St. sidewalk continuity, from Cedar St. to Bee Rd.	Ped		124	0.45	\$61,406
61	52nd St., sidewalk continuity, Montgomery St. to Bee Rd.	Ped	4	124	0.52	\$70,959
62	Ash St., sidewalk continuity one side, from Victory Dr. to Henry St.	Ped		124	0.57	\$77,781
63	Fell St., sidewalk east side, from Stratford St. to Bay St.	Ped		124	0.3	\$78,595
64	Waldburg St., sidewalk from East Broad St. to Paulsen St.	Ped		124	0.34	\$83,506
65	Comer St., sidewalk one side, from Abbott St. to Augusta Ave.	Ped	58	122	0.67	\$91,427
66	Goebel Ave., sidewalk, from Skidaway Rd. to Kinzie Ave.	Ped		122	0.22	\$54,034
67	LaRoche Ave., sidewalk upgrade, from Savannah limits to Skidaway Rd.,	Ped	11	120		See Bikeway List
68	Tibet Ave, sidewalk north side, from Leeds Gate Rd to almost Abercorn St.	Ped	15	120		See Bikeway List
69	Victory Dr., sidewalk one side, from Home Depot entrance to Shuptrine Ave	Ped		120	0.38	\$546,723
70	Alfred St., sidewalk continuity, one side, with canal crossing, from Market St. to Lissner Ave.	Ped	95	118		See Bikeway List
71	Exchange St., sidewalk west side, from Florance St. to MLK Jr. Blvd.	Ped	40	118		See Bikeway List
72	Stiles Ave., sidewalk west side, from Ogeechee Rd. to Bel Air Dr.	Ped	12	118		See Bikeway List
73	Brittany St., sidewalk one side, from Augusta Ave. from Bay St.	Ped		116	0.19	\$25,927
74	Delyon St., sidewalk one side, from Augusta Ave. to Richards St.	Ped		116	0.14	\$19,104
75	Ferrell St., sidewalk one side, from Augusta Ave. to Richards St.	Ped		116	0.23	\$31,385
76	Graham St., sidewalk one side, from Augusta Ave. to Bay St.	Ped	58	116	0.13	\$17,740
77	Hopkins St., from 41st St to Ogeechee Rd.	Ped	6	116	0.2	\$49,121
78	President St., path along south side from Bilbo Canal to Goebel Ave.	Bike/Ped	69	116		See Bikeway List
79	President St., path from Goebel Ave. to Runaway Point Rd.	Bike/Ped	20	116		See Bikeway List
80	SR 204, path connecting King George Blvd. to Rio Rd.	Bike/Ped	1	116		See Bikeway List
81	37th St. sidewalk continuity, from Cedar St. to Fulmer St.	Ped	37	114	0.7	\$95,521
82	Airways Ave., path from Crossroads Pkwy. to terminal	Bike/Ped	49	114		See Bikeway List
83	Cloverdale Dr., sidewalk from Eleanor St. to Stiles Ave.	Ped	3	114	0.05	\$12,280
84	Lily St., sidewalk upgrade one side, from Stratford St. to Augusta Ave.	Ped	58	114	0.12	\$16,375
85	Paulsen St., sidewalk continuity, from DeRenne Ave. to 51st St	Ped	71	114	1.4	\$319,289
86	Pooler Pkwy., path from Durham Park Blvd. to Benton Blvd.	Bike/Ped	48	114		See Bikeway List
87	Sunset Blvd., from Skidaway Rd. to Whatley Ave., sidewalk and path	Bike/Ped	81	114		See Bikeway List
88	Tulip St., sidewalk one side, from Stratford St. to Augusta Ave.	Ped		114	0.12	\$16,375
89	Anderson St., sidewalk, from Ash St. to Bee Rd.	Ped	5	112	0.38	\$93,330
90	Beaumont Dr., drom Damascus St. to Howard Foss Dr. (city limit)	Ped	75	112	0.12	\$29,473
91	Heritage Trail/S&O Canal (CGG), from I-516 across Stiles Ave. to Louisville Rd. (PI 0007620)	Bike/Ped	87/91	112		See Bikeway List
92	Staley Ave., sidewalk, from Liberty Pkwy. to west of RR	Ped	60	112		See Bikeway List
93	Bee Rd. sidewalk west side, from 40th St. to Anderson St.	Ped	46	110		See Bikeway List
94	Chevis Rd., sidewalk one side, from Beaufort Rd. to Ogeechee Rd.	Ped		110	1.23	\$219,408
95	Dundee Canal Trail, from Market St. to US 80	Bike/Ped	95	110		See Bikeway List
96	Bulloch St., sidewalk one side, from Clinch St. to 45th St.	Ped		108	0.37	\$50,490
97	Live Oak St., sidewalk one side, from Collins St. to Gwinnett St.	Ped		108	0.37	\$50,490
98	Path off-road through Airport wetland mitigation area	Bike/Ped	49	108		See Bikeway List
99	SR 204 parallel, path from US 17 to Grove Point Rd.	Bike/Ped	1	108		See Bikeway List
100	SR 204 (CGG), path from west of I-95 to Gateway Blvd.	Bike/Ped	1/91	108		See Bikeway List
101	Truman Greenway Southern Ext., path along Truman Pkwy. Phase 5, from White Bluff to Whitefield Ave.	Bike/Ped	77	108		See Bikeway List
102	Falligant Ave., sidewalk continuity, one side, from College St. to Casino Ave.	Ped	45	106		See Bikeway List
103	Henry St., sidewalk continuity, 1-2 sides, from west of Ash St. to Skidaway Rd.	Ped	5	106	0.51	\$270,167
104	Mcintyre St, sidewalk one side, from Comer St. to Hudson St.	Ped		106	0.4	\$54,583
105	Shawnee St., sidewalk, from Rio Rd. to Apache Ave.	Ped	15	106	0.64	\$157,188
106	Whitaker St., sidewalk upgrade, two sides, from Broughton St. to Bay St.	Ped		106	0.26	\$584,800
107	Wilshire Blvd., from Largo Dr. to Abercorn St.	Ped		106	0.8	\$571,674

	CORE MPO Pedestrian Projects, in Rank Order					
	Green means Ped project likely would be done along with Bike project, and thus segment's cost estimate is captured in one but not both of those lists (usually Bikeway List).					
	Termini described here may differ slightly from bikeway list, for pedestrian ranking considerations.					
	Yellow means the segment would NOT be addressed by implementation of the Thoroughfare Plan					
(CGG)	If shown in project name/description, indicates segment is part of the Coastal Georgia Greenway (a.k.a. Bike Rt. 91) main line (and thus also East Coast Greenway)					
NA	If shown in the Cost column, indicates the project is expected to be implemented as part of a larger roadway project					
Line #	Segment description	Use	On bike Rte	TOTAL (0-232)	Lngh (mi)	TOTAL COST
108	Bridge on Montgomery Cross Rd. @ Casey Canal (PI 533205)	Ped	76	104	0.03	NA
109	Mohawk St., sidewalk continuity north side, from Apache Ave. to Abercorn St.	Ped		104	0.61	\$139,757
110	Rio Rd. path from Abercorn St. to Shawnee St.	Bike/Ped	67	102		See Bikeway List
111	Sallie Mood Dr., sidewalk west side, from Montgomery Cross Rd. to Eisenhower Dr.	Ped	10	102	0.92	\$225,959
112	SR 204 parallel, path from Pine Grove Dr. to King George Blvd.	Bike/Ped	1	102		See Bikeway List
113	Victorty Dr., sidewalk 1-2 sides, from Ogeecheed Rd. to Sadler St.	Ped		102	0.39	NA
114	3 rd St. in Garden City, sidewalk addition	Ped	56	100	0.48	\$65,500
115	Claremont Dr., sidewalk one side, from Cynthia St. to Bel Air Dr	Ped		100	0.18	\$24,563
116	Eleanor St., sidewalk one side, from Glen Ridge Dr. to Cloverdale Dr.	Ped		100	0.97	\$132,365
117	Ford Ave./SR 144, sidewalk 1-2 sides, from Thunderbird Dr to Cedar St.	Ped		100	1.7	\$231,980
118	Gwinnett St., sidewalk, from Long St. to dead end east	Ped		100	0.41	\$100,699
119	Minus Ave., sidewalk additions, from 3rd St. to shopping center	Ped	56	100	0.2	\$334,292
120	Norwood Ave., from Skidaway Rd. to LaRoche Ave.	Bike/Ped	85	100		See Bikeway List
121	US 80, paths from Bloomingdale/Pooler city limits to Parsons Ave.	Bike/Ped	52	100		See Bikeway List
122	Woodley Rd., sidewalk one side, from Mercy Blvd. to Deerfield Rd.	Ped		100	0.57	\$77,781
123	Richards St., sidewalk continuity on north side, from Jenks. St. to E. Lathrop Ave.	Ped		98	0.35	\$47,761
124	Truman Greenway Northern Ext., Phase 2b, path from Wheaton St. to E. President St.	Bike/Ped	79	98		See Bikeway List
125	Anderson St., sidewalk south side, from Cabell St. to Skidaway Rd.	Ped	5	96	0.03	\$7,368
126	Apache Ave., sidewalk, from Mohawk St. to Dutchtown Rd.	Ped		96	0.25	\$61,402
127	Mercy Blvd., sidewalk continuity and extension from Abercorn St to San Anton Dr.	Ped		96	0.49	\$66,865
128	Poplar Place Blvd. (Project DeRenne Boulevard Option), from HAA to White Bluff Rd. (PI 0008358)	Bike/Ped	73	96		NA
129	Alfred St., sidewalk, one side, from US 80 to Market St.	Ped	95	94		See Bikeway List
130	Coffee Bluff Rd. and White Bluff Rd., from Back St. to Windsor Rd.	Bike/Ped	63	94		See Bikeway List
131	Largo Dr., sidewalk, from Windsor Rd. to Abercorn St.	Ped	15	94	0.66	\$162,101
132	Quacco Rd., sidewalks both sides, from Soling Ave to US 17	Ped	18	94		NA
133	US 17/Ogeechee Rd., sidewalk both sides, from Berwick Blvd. to paved shoulders near Dean Forest Rd	Ped	24	94	1.47	\$401,189
134	Capital St., sidewalk one side, from fire station to 285 feet east	Ped		92	0.05	\$6,823
135	DeRenne Ave., sidewalk both sides, from Skidaway Rd. to LaRoche Ave.	Ped	73	92		See Bikeway List
136	Elgin St., sidewalk one side, from Goebel Ave. to Crescent Ln.	Ped		92	0.17	\$30,325
137	Greenville St., sidewalk 1-2 sides, from Goebel Ave. to 80 feet west of Atkinson Ave	Ped		92	0.38	\$51,854
138	Joe St., sidewalk, from Burton Ct. to Harmon St.	Ped		92	0.08	\$19,648
139	Kerry St. and Dixie St., from Bee Rd. to Victory Dr.	Ped	39	92	0.45	\$61,406
140	Montgomery St., sidewalks both sides, from HAAF to DeRenne Ave.	Ped	64	92		See Bikeway List
141	Path off-road around south and east edge of Oglethorpe Charter School, from Central Ave. along Howard Foss Dr. unimproved ROW to Beaumont Dr.	Bike/Ped	83	92		See Bikeway List
142	Pineland Dr., sidewalk south side, from 350 feet west to Fall St.	Ped		92	0.07	\$12,487
143	SR 21, path from Dean Forest Rd. to Pierce Ave.	Bike/Ped	56	92		See Bikeway List
144	Burton St., sidewalk one side, from Gwinnett St. to Joe St.	Ped		90	0.11	\$15,010
145	Grant St., sidewalk one side, from 110 feet west to Burton St.	Ped		90	0.02	\$2,729
146	White Bluff Rd., from McLaws St. to Janet Dr.	Ped		90	0.13	\$31,928
147	Dutchtown Rd., sidewalk one side, from Mohawk St. to existing sidewalk on Dutchtown Rd.	Ped		88	0.24	\$36,104
148	Largo Dr., sidewalk continuity, one side, from Abercorn St. to Wilshire Blvd.	Ped	15	88	0.4	\$54,583
149	Pine Barren Rd. (CGG) path and sidewalk continuity from Pooler Pkwy. to Cross Creek Dr.	Bike/Ped	91	88		See Bikeway List
150	SR 21, path from Smith Ave. to Dean Forest Rd. (city limits)	Bike/Ped	56	88		See Bikeway List
151	Buckhalter Rd., sidewalk one side, from Mortons MHP south entrance to US 17	Ped		86	0.25	\$44,595
152	Bannon Dr. and Tuberson Ave., sidewalk one side from Whatley Ave. to River Dr.	Ped	45	84	0.42	\$117,313
153	Glynnwood Ave., sidewalk, from Skidaway Rd. to LaRoche Ave.	Ped		84	0.28	\$68,769
154	US 80/McQueen's Island Trail Connections, western end	Bike/Ped	23	84		See Bikeway List
155	Chevy Chase Dr., sidewalk one side, from Cloverdale Dr. to Claremont Cir.	Ped		82	0.69	\$94,156
156	Cloverdale Dr., sidewalk one side, from Glen Ridge Dr. to Cynthia St.	Ped		82	0.55	\$75,052
157	Maywood Ave., sidewalk one side, from Cynthia St. to Chevy Chase Dr.	Ped		82	0.11	\$15,010
158	Nevada St., sidewalk, from Capital St. to Beech St.	Ped		82	0.41	\$100,707
159	New Mexico St., sidewalk, from Nevada St. to Capital St.	Ped		82	0.4	\$98,244
160	Park Ave., sidewalk upgrade, from RR to 200 feet west	Ped	5	82	0.04	\$9,824
161	Goebel Ave., sidewalk continuity one side, from Capital St. to President St.	Ped		80	0.35	\$47,761
162	Lissner Ave., sidewalk one side, from Alfred St. to Morin St.	Ped		80	0.2	\$29,440
163	Path off-road along Pipemakers Canal, from Benton Dr. to Durham Park Blvd.	Bike/Ped	47	80		See Bikeway List
164	Priscilla Thomas Way, sidewalk 1-2 sides from end to SR 21	Ped		80	1.07	\$190,867
165	Rowland Ave., sidewalk one side, from Shuptrine Ave (city limits) to Whatley Ave.	Ped	81	80		See Bikeway List
166	Windsor Rd.,sidewalk one side, from Stillwood Dr. to Largo Dr.	Ped	15	80	0.7	\$95,521
167	Canebrake Rd. (CGG), path and sidewalk from Gateway Blvd. to Chief O.F. Love Rd. (PI 0013272)	Bike/Ped	1/91	78		See Bikeway List
168	Fair St., sidewalk upgrade, from Louisville Rd. to Bay St.	Ped	95	78		See Bikeway List
169	Johnny Mercer Blvd., paths both sides in front of Kroger, path one side from Penn Waller Rd. to Walthour Rd.	Bike/Ped	8	78		See Bikeway List
170	Dundee Canal Trail, from Darling St. to Market St.	Bike/Ped	95	76		See Bikeway List
171	Ford Ave./SR 144 (CGG) path from Constitution Way to Cedar St.	Bike/Ped	91	76		See Bikeway List
172	SR 21, path from Pierce Ave. to SR 30	Bike/Ped	56	76		See Bikeway List
173	Stratford St., sidewalk one side, from Lily St. to Augusta Ave.	Ped		76	0.4	\$103,155
174	US 17/Ogeechee Rd., sidewalk both sides, from Bridgewater and Burton Aves to bus stops north of Quacco Rd	Ped	24	76	0.55	\$150,105
175	Cleland St., sidewalk one side, from Smart St. to Clearview St.	Ped		74	0.15	\$20,469
176	Dillon Ave., sidewalk one side, from Sherman Ave. to 610 feet north	Ped		74	0.04	\$5,458
177	Gregory St., sidewalk one side, from Capital St. to Riverview Dr.	Ped		74	0.34	\$46,396
178	Hagood St., sidewalk one side, from West Lathrop Ave. to Cleland St.	Ped		74	0.34	\$46,396
179	Krenson St., sidewalk one side, from West Lathrop Ave to Cleland St	Ped		74	0.37	\$50,490
180	Mildred St., sidewalk one side, from Sherman Ave. to Staley Ave.	Ped		74	0.2	\$49,292
181	Mundy St., sidewalk one side, from Hudson St. to Krenson St.	Ped		74	0.13	\$17,740
182	Rogers St., sidewalk construction and upgrade, from Pine Barren Rd. to US 80	Ped	47	74		See Bikeway List
183	Shell Rd., sidewalk one side, from west of Placentia Canal to existing sidewalk at Johnson High School	Ped	45	74	0.16	\$21,833
184	Tatem St., sidewalk one side, from Ewell St. to Dillon Ave.	Ped		74	0.35	\$47,761
185	Tower Dr. sidewalk one side, from US 17 to Pineland Dr.	Ped		74	0.21	\$37,460
186	West Lathrop Ave., from Hudson St. to Rankin St.	Ped		74	0.26	\$35,479
187	Marsh Hen Trail Phase I, path on old railroad bed from Battery Dr. to Byers St. (PI 0010582)	Bike/Ped	90	72		See Bikeway List
188	US 80/McQueen's Island Trail Connections, eastern end	Bike/Ped	23	72		See Bikeway List
189	Hutchinson Island Riverwalk Extension at Slip 1	Ped		70	0.35	\$14,250,000
190	King George Blvd., sidewalk continuity, one side, from SR 204 to Orchid Ln.	Ped	1	70	0.52	\$70,959
191	Largo Dr., sidewalk, from Tribble Park driveway to Windsor Rd.	Ped	27	70	0.22	\$54,034
192	S&O Canal off-road path, north of Quacco Rd., to future Gateway Dr. in subdivision	Bike/Ped	87	70		See Bikeway List
193	SR 21, path from SR 30 to Old Augusta Rd.	Bike/Ped	56	70		See Bikeway List
194	SR 25 in Port Wentworth, sidewalk continuity two sides from Crossgate Rd. to Bonnybridge Rd.	Ped		70		See Bikeway List
195	Cann Park, perimeter sidewalk continuity	Ped		68	0.16	\$21,833
196	Johnny Mercer Blvd. then frontage roads, sidewalks both sides, from western traffic light (drug stores) to Kroger entrance	Ped	8	68	0.69	\$444,313
197	Stillwood Dr., sidewalk one side, from Stillwood Ct. to Cedar Grove Rd.	Ped		68	0.7	\$95,521
198	Bradley Point Rd, from Yacht Club to Johnny Mercer Blvd.	Ped		66	1	\$136,459
199	ACL Blvd./Liberty Pkwy., sidewalk west side, from Louis Mills Blvd. to I-516 bridge	Ped	59	64		See Bikeway List
200	Dean Forest Rd., from I-16 to SR 21	Bike/Ped	57	64		See Bikeway List
201	Path off-road connecting Reuben Clark Dr. and Truman Linear Park to E. 65th St.	Bike/Ped	72	64		See Bikeway List
202	S&S railroad bed, path from US 80 to Dean Forest Rd.	Bike/Ped	51	64		See Bikeway List
203	US 80, path one side, from Parsons Ave. to Dean Forest Rd.	Bike/Ped	52	64		See Bikeway List
204	Brampton Rd., sidewalk one side, from SR 21 to SR 25	Ped		62	0.34	\$60,649
205	SR 25 in Port Wentworth, sidewalk one side from elementary school entrance to Coleraine Dr	Ped		62	0.09	\$16,054
206	Harris Trail Rd., Sterling Creek, RR, utility line off-road path from US 17 to Maple St. (CGG)	Bike/Ped	91	60		See Bikeway List
207	Path off-road connecting Cedar St and Mulberry Dr (CGG)	Bike/Ped	91	60		See Bikeway List
208	S&O Canal (CGG) off-road path through Half Moon Lake area	Bike/Ped	87/91	60		See Bikeway List
209	Bradley Blvd., sidewalk one side, from Ogeechee Rd. to Grayson Ave.	Ped		58	1.05	\$143,282
210	Dean Forest Rd., from US 17 to I-16	Bike/Ped	57	58		See Bikeway List
211	Owens St., sidewalk one side, from Whatley Ave. to Bannon Dr.	Ped		58	0.41	\$73,136
212	Paradise Dr. sidewalk one side, from Dyches Dr. middle intersection to White Bluff Rd.	Ped		58	0.54	\$73,688
213	Truman Greenway Southern Ext., path along Abercorn-White Bluff Connector, from Abercorn St. to White Bluff Rd.	Bike/Ped	77	58		See Bikeway List
214	Turnberry Pt., sidewalk one side, from Armadale Rd. to SR 25	Ped		58	0.07	\$10,391
215	Wilemere Pl., from Mason Dr. to LaRoche Ave.	Ped		58	0.22	\$30,021
216	Kessler Ave., sidewalk one side, from existing sidewalk to US 80	Ped		56	0.42	\$57,313
217	Path Bridge Replacement over canal at Andover Dr.	Bike/Ped	71	56		See Bikeway List
218	Sherman Ave., sidewalk one side, from Ewell St. to Mildred St.	Ped		56	0.61	\$96,240

	CORE MPO Pedestrian Projects, in Rank Order					
	Green means Ped project likely would be done along with Bike project, and thus segment's cost estimate is captured in one but not both of those lists (usually Bikeway List).					
	Termini described here may differ slightly from bikeway list, for pedestrian ranking considerations.					
	Yellow means the segment would NOT be addressed by implementation of the Thoroughfare Plan					
(CGG)	If shown in project name/description, indicates segment is part of the Coastal Georgia Greenway (a.k.a. Bike Rt. 91) main line (and thus also East Coast Greenway)					
NA	If shown in the Cost column, indicates the project is expected to be implemented as part of a larger roadway project					
Line #	Segment description	Use	On bike Rte	TOTAL (0-232)	Lngh (mi)	TOTAL COST
219	US 80, from Adams St. to Bloomindale/Pooler city limits	Bike/Ped	52	56		See Bikeway List
220	US 80, one side then two sides, from Dean Forest Rd. to Chatham Pkwy.	Bike/Ped	52	56		See Bikeway List
221	Marsh Hen Trail Phase 2, path on old railroad bed from east of Old Hwy 80 to Battery Dr. (PI 0013271)	Bike/Ped	90	54		See Bikeway List
222	Rowland Ave., sidewalk one side, from Skidaway Rd. to Shuptrine Ave. (city limits)	Ped	81	54	0.14	\$252,104
223	S&O Canal (CGG) off-road path (Middle Sect. 4), from Chatham Pkwy. to Telfair Rd.	Bike/Ped	87/91	54		See Bikeway List
224	65th St., sidewalk, from Habersham St. to Battey St.	Ped		50	0.12	\$29,473
225	Lorwood Dr., sidewalk one side, from White Bluff Rd. to Dyches Dr.	Ped	15	50	0.21	\$28,656
226	Path off-road connecting to Springfield Canal Path	Bike/Ped	65	50		See Bikeway List
227	Pineland Dr., sidewalk south side, from Salt Creek Rd. to Tower Dr.	Ped		50	0.4	\$1,244
228	Shell Rd., sidewalk one side, from Skidaway Rd. to 240 feet east	Ped		50	0.05	\$6,823
229	Abbott St., sidewalk one side, from Comer St. to Stratford St.	Ped	58	48	0.15	\$20,469
230	Grove Point Rd., sidewalk one side, from proposed path near US 17 to Sweetwater Station Dr. and under proposed SR 204 overpass to Pine Grove Dr. (SR 204 study)	Ped	1	48		See Bikeway List
231	S&O Canal (CGG) off-road path (Middle Sect. 2), from Triplett Park connector path to Dean Forest Rd.	Bike/Ped	87/91	48		See Bikeway List
232	S&O Canal (CGG) off-road path (Middle Sect. 3), from Dean Forest Rd. to Chatham Pkwy.	Bike/Ped	87/91	48		See Bikeway List
233	Path off-road from end of Tennessee Ave. to Bonaventure Rd.	Bike/Ped	5	46		See Bikeway List
234	Salt Creek Rd., sidewalk one side, from US 17 to 8500 feet north	Ped		46	1.61	\$287,192
235	Armadales Rd., sidewalk one side, from Cantyre St. to Clifton Dr.	Ped		42	0.52	\$92,758
236	Barnsley Rd., sidewalk one side, from Falkirk St. to Clifton Dr.	Ped		42	0.63	\$112,380
237	Crossgate Rd., sidewalk 1-2 sides, from SR 25 to Clifton Dr.	Ped	22	42	0.39	\$67,472
238	Riverview Dr. and Runaway Point Rd., sidewalk one side from city limit to park cut-through	Ped		42	0.52	\$70,959
239	Riverview Dr., sidewalk one side, from city limit to Runaway Point Park	Ped		42	0.28	\$38,208
240	S&S railroad bed, path from western edge of MPO planning area to the realigned Osteen Rd.	Bike/Ped	51	40		See Bikeway List
241	Sharon Park Dr., sidewalk one side, from US 80 to Old Louisville Rd.	Ped		38	0.47	\$64,136
242	Habersham St., sidewalk widening both sides, from 63rd St. to 60th Ln	Ped	15	36		See Bikeway List
243	62nd St., sidewalk one side, from Springhill Rd. to Mason Dr.	Ped		34	0.3	\$40,938
244	Chestnut St., sidewalk one side, from Whatley St. to US 80 westbound	Ped		34	0.22	\$65,244
245	Holly Ave., sidewalk continuity one side, from Durden Dr. to Rogers St.	Ped		34	0.43	\$76,704
246	Leach Dr., sidewalk one side, from Dyches Dr. to Inglewood Dr.	Ped	15	34	0.13	\$17,740
247	Mason Dr., sidewalk one side, from Springhill Rd. to 62nd St.	Ped		34	0.61	\$83,240
248	Rogers St., sidewalk one side, from US 80 to Holly Ave.	Ped	47	34	0.23	\$41,027
249	Sheftall St., sidewalk one side, from Whatley St. to Symons St.	Ped		34	0.36	\$64,217
250	Symons St., sidewalk one side, from Cardinal St. to Rogers St.	Ped		34	0.69	\$123,082
251	Tietgen St., sidewalk one side, from James Rd. to Middleton St.	Ped		34	0.57	\$161,677
252	Whatley St. (Pooler), sidewalk one side, from James Rd. to Skinner Ave.	Ped		34	0.64	\$114,163
253	Largo Dr., sidewalk, from Plantation Dr. to Tribble Park driveway	Ped	27	30	0.64	\$87,334
254	S&O Canal off-road path (Middle Sect. 1), from Pine Meadow Rd. to Triplett Park connector path	Bike/Ped	87	30		See Bikeway List
255	Pine Barren Rd., sidewalks both sides, from 90 degree turn to Pooler Pkwy.	Ped		28		See Bikeway List
256	Birkenhead Rd., sidewalk one side, from Barnsley Rd. to Armadales Rd.	Ped		24	0.14	\$24,973
257	Crossgate Rd., sidewalk ugrade and continuity, 1-2 sides, from RR to SR 25	Ped	22	24		See Bikeway List
258	Fernwood Dr. (north), sidewalk one side, from Skidaway Dr. to end	Pedd		24	0.43	\$58,677
259	McAuley Dr, sidewalk from Dutchtown Rd. to Mercy Blvd.	Ped		24	0.17	\$23,198
260	Parkwood Dr., sidewalk one side, from Pecan Dr. to 2150 feet east	Ped		24	0.41	\$55,948
261	Pecan Dr., sidewalk one side, from Skidaway Dr. to Fernwood Dr.	Ped		24	0.2	\$27,292
262	SR 25 in Port Wentworth, sidewalk one side from Bonnybridge Rd. to Appleby Rd.	Ped		24		See Bikeway List
263	Bona Bella Ave., sidewalk one to two sides, from Lovett Dr. to Jasmine St.	Ped	84	22		See Bikeway List
264	Cherry St., sidewalk two sides, from RR track to US 80	Ped	13	22		See Bikeway List
265	Phillips Ave., sidewalk one side, from SR 25 to 120 feet north of Dorset Rd.	Ped		22	0.68	\$121,299
266	Casino Ave., sidewalk one side, from Falligant Ave. to Owens St.	Ped		18	0.12	\$16,375
267	Durden Dr., sidewalk one side, from US 80 to Holly Ave.	Ped		18	0.16	\$28,541
268	Inglewood Dr., sidewalk 1-2 sides, from west end to Harmon Bluff Rd.	Ped		18	0.59	\$80,511
269	Armstrong Dr., sidewalk one side, from Mason Dr. to Mason Dr.	Ped	72	16	0.37	\$50,490
270	Delano St., sidewalk one side, from Chevy Chase Dr. to Eleanor St.	Ped		16	0.21	\$28,656
271	Ewell St., sidewalk one side, from Sherman Ave. to Tatum St.	Ped		16	0.14	\$19,104
272	Main St. in Bloomingadale, sidewalks, from Hickory St. to Oak St. (with bike lanes on a portion)	Ped	51	16		See Bikeway List
273	Pine St., sidewalk one side, from RR track to US 80	Ped		16	0.68	\$172,299
274	S&S railroad bed, path from Ash St. to Lynn St.	Bike/Ped	51	16		See Bikeway List
275	Bannon Dr., sidewalk one side, from Owens St. to Tuberson Ave.	Ped		0	0.28	\$38,208
276	Dunwoody Dr., sidewalk one side, from Inglewood Dr. to Edgewater Rd.	Ped		0	0.45	\$61,406
277	Dyches Dr., sidewalk one side, from Paradise Dr. northern intersection to Dunwoody Dr.	Ped	15	0	1.24	\$169,209
278	Hillyer Dr., sidewalk one side, from Dyches Dr. western intersection to Dyches Dr. eastern intersection	Ped		0	0.25	\$34,115
279	Rothwell St., sidewalk one side, from Rogers St. to Parsons Ave.	Ped		0	0.48	\$156,623
	TOTAL					\$45,789,988

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Table 8.7: Bikeway Projects, in Order of Ranking Score, in the CORE MPO Non-motorized Transportation Plan													
							CORE MPO Bikeway Projects, in Rank Order						
	Green means the project likely would also address a recommended Pedestrian Project from this plan (e.g. it is a shared use path, or sidewalk would be installed, along some or all of length, at same time as the bikeway).												
	Yellow means the segment would NOT be addressed by implementation of the Thoroughfare Plan												
(CGG)	If shown in project name/description, indicates segment is part of the Coastal Georgia Greenway (a.k.a. Bike Rt. 91) main line (and thus also East Coast Greenway)												
NA	If shown in the Cost column, indicates that the project is expected to be implemented as part of a larger roadway project												
Some segments contribute to more than one bike route, as indicated by multiple route and segment numbers in the columns at left.													
Line #	Bike Rt A	Bike Rt B	Bike Rt C	Seg # A	Seg # B	Seg # C	Bike Route Name	Segments that do not yet have the recommended type of facility in place	From	To	TOTAL (0-226)	Lngh (mi)	TOTAL COST
								Roadway			Weighted Score		
	91						Coastal Georgia Greenway	Coastal GA Greenway (CGG), whole MPO-area route, alternative listing for scoring as a wh	US 17 at southern edge of MPA	US 17 at Back River	186	37.65	
1	39			39.02			Truman Greenway	Truman Linear Park Trail (PI 0007631)	Lake Mayer	Bee Rd	186	5.17	\$1,947,602
2	4			4.01			East-West Corridor	52nd St.	US 17	Montgomery St	174	1.89	\$1,577,127
3	87	91		87.14	91.28		S&O Canal Trail/Coastal Georgi	S&O Canal (CGG) path along Louisville Rd. and W. Boundary St.	Heritage Trail	Turner Blvd	174	0.22	\$347,236
4	58			58.04			W. Bay Corridor	Bay St.	E Lathrop	MLK Jr Blvd	170	0.91	\$309,160
5	14	87	91	14.03	87.11	91.25	MTTS/TG/SRR state routes/S&O	Louisville Rd. (portion is CGG)	Fair St.	West Boundary St.	162	2.15	\$811,889
6	23			23.05			US 80 Eastern Corridor	US 80 (PI 0010560)	West of Bull River	East of Lazaretto Creek	157	5.6	NA
7	37			37.01			37th St. Corridor	37th St.	Ogeechee Rd.	Bee Rd	154	2.26	\$10,992
8							Bike Share	Bike share stations, Phase 2 (CAT Bikeshare Exp PI 0013273)			150		\$218,810
9	15			15.10			North-South Corridor	Hodgson Memorial Dr.	Montgomery Cross Rd	Stephenson Ave	142	1.19	\$4,273
10	24			24.07			US 17 Corridor	US 17/Ogeechee Rd.	Salt Creek	Chatham Pkwy	142	2.26	\$18,049,280
11	67			67.02			Hunter Army Airfield Fence Pat	Path on outside of HAA fence	Shawnee St	Future Poplar Place Blvd	142	5.96	\$2,467,440
12	73			73.04			DeRenne Corridor	DeRenne Ave., under Truman Pkwy. overpass	DeRenne Dr	Ramps east of Truman Pkway	142	0.15	\$272,493
13	76			76.02			Montgomery Cross Rd. Corrido	Montgomery Cross Rd.	White Bluff Rd	Casey Canal	142	1.28	\$17,995
14	23			23.06			US 80 Eastern Corridor	US 80/McQueen's Island Trail Connections, western end	Robert McCorkle Trail	McQueen's Island Trailhead	141	0.75	\$310,500
15							Bike Share	Bike share stations, Phase 3			138		\$218,810
16	1			1.09			SR 204 Corridor	SR 204/Abercorn St.	Rio Rd	Truman Phase 5	134	2.52	NA
17	80			80.03			Skidaway Rd. Corridor	Skidaway Rd., Phase 3	North of DeRenne Ave	Victory Dr	134	1.54	\$2,000,000
18	1	91		1.04	91.08		SR 204 Corridor/Coastal GA Gre	Canebrake Rd. (CGG) (PI 0013272)	Gateway Blvd	Chief O.F. Love Rd	130	0.81	\$1,650,000
19	1			1.08			SR 204 Corridor	SR 204, King George Blvd.	King George Blvd	Rio Rd	130	2.77	\$4,349,480
20	4			4.04			East-West Corridor	52nd St.	Oakland Dr	Skidaway Rd	130	0.47	\$3,233
21	15			15.08			North-South Corridor	Tibet Ave.	Middleground Rd	White Bluff Rd	130	1.36	\$47,915
22	20			20.01			Savannah-Whitemarsh Corrido	President St., Islands Expressway	Goebel Ave	Debbie St, W. Penrose Dr	130	3.26	\$1,566,162
23	69			69.01			E. President St. Connector	President St.	East Broad St	Bilbo Canal	130	0.6	\$248,400
24	8			8.03			Johnny Mercer Corridor	Johnny Mercer Blvd.	Bryans Wood Rd	Sapelo Rd	129	1.27	\$306,083
25	77			77.02			Truman Southern Corridor	Truman Greenway Southern Ext., along Truman Pkwy. Phase 5	White Bluff Rd	Whitefield Ave	128	1.52	\$10,236,262
26	1			1.07			SR 204 Corridor	Grove Point Rd./Pine Grove Rd. (SR 204 parallel)	US 17	King George Blvd	126	2.39	NA
27	73			73.02			DeRenne Corridor	Path through future private development from Project DeRenne	Poplar Place Blvd	Abercorn St	126	0.39	NA
28	69			69.02			E. President St. Connector	President St	Bilbo Canal	Goebel Ave	125	0.97	\$401,580
29	34			34.02			Liberty/Wheaton Corridor	Wheaton St.	Randolph St	Bee Rd	122	1.09	\$15,324
30	46			46.01			Bee Rd. Connector	Bee Rd.	Kerry St	Anderson St	122	0.91	\$520,164
31	71			71.01			Paulsen/Waters Corridor	Waters Ave.	Hendry Ave	Montgomery Cross Rd	122	0.66	\$6,909
32	82			82.01			Placentia Canal Corridor	Placentia Canal off-road path	LaRoche Ave	Bonaventure Rd	122	2.33	\$803,850
33	23			23.01			US 80 Eastern Corridor	US 80	River Dr	Whitemarsh Island Rd	118	2.45	\$2,396,242
34	63			63.02			Coffee Bluff Corridor	White Bluff Rd.	Windsor Rd	Paradise Dr	118	1.49	\$1,962,860
35	75			75.02			Eisenhower Corridor	Eisenhower Dr.	Hodgson Memorial Dr	Ramps west of Truman Pkwy	118	1.62	\$20,944
36	87	91		87.13	91.27		S&O Canal Trail/Coastal Georgi	Heritage Trail/S&O Canal (CGG) (PI 0007620)	I-516	Louisville Rd	118	1.82	\$251,306
37	17			17.01			Penn Waller Corridor	Penn Waller Rd.	Walthour Rd	Johnny Mercer Blvd	117	1.25	\$550,689
38	71			71.04			Paulsen/Waters Corridor	Path Bridge Replacement over canal at Andover Dr.	at Casey Canal		117		\$201,090
39	1			1.06			SR 204 Corridor	SR 204	I-95	Sweetwater Station Dr	114	3.46	\$2,126,201
40	2			2.01			Bloomindale/Little Neck Corrid	Littleneck Rd.	I-16	US 17	114	8.33	\$5,698,216
41	8			8.01			Johnny Mercer Corridor	Johnny Mercer Blvd.	US 80	Bryans Wood Rd	114	1.71	\$20,610
42	15			15.14			North-South Corridor	Habersham St.	63rd St	60th St	114	0.21	\$614,429
43	85			85.01			Ferguson/Norwood Corridor	Ferguson Ave.	Whitefield Ave	Skidaway Rd	114	2.36	\$1,170,190
44	91			91.31			Coastal Georgia Greenway	Hutchinson Island Riverwalk at Slip 3 (CGG)	Riverfront	1600 feet north	113	0.3	NA
45	58			58.01			W. Bay Corridor	Bay St., Augusta Ave.	Main St (Garden City limits)	Graham St	110	1.03	\$633,095
46	60			60.01			Staley Corridor	Staley Ave.	Liberty Pkwy	West of RR bridge	110	0.5	\$774,051
47	70			70.01			Gordonston Connectors	Wallin St.	Victory Dr	Skidaway Rd	110	0.38	\$762
48	78			78.01			Truman Northern Corridor, Pha	Truman Greenway Northern Ext., Phase 1	Police Memorial Trail	Wheaton St.	110	1.61	\$1,407,867
49	18	91		18.01	91.13		Quacco Corridor/Coastal GA Gr	Quacco Rd. (CGG) (to be part of SPLOST project)	Pooler Pkwy	Canal Bank Rd	108	1.61	NA
50	21			21.03			Skidaway Island Corridor	Diamond Cswy.	Ferguson Ave	Western approach to new Skidaw	108	1.69	\$11,213,285
51	23			23.07			US 80 Eastern Corridor	US 80/McQueen's Island Trail Connections, eastern end	Fort Pulaski Entrance	West of Lazaretto Creek	108	0.75	\$310,500
52	87	91		87.03	91.12		S&O Canal Trail/Coastal Georgi	S&O Canal (CGG) off-road path through Half Moon Lake area	Little Neck Rd	Canal Bank Rd	108	0.65	\$224,250
53	91			91.19			Coastal Georgia Greenway	Path off-road connecting Triplett Park path to S&O Canal	Triplett Park path	S&O Canal	108	0.49	\$202,860
54	3			3.04			Cloverdale/W. Gwinnett Corrid	Gwinnett St. (PI 0007402)	Stiles Ave	I-16	106	0.32	NA
55	5			5.07			Henry/Anderson Corridor	Henry St., Anderson St.	Ash St (on Henry) and Bee Rd (on	Skidaway Rd	106	0.48	\$3,285
56	24			24.09			US 17 Corridor	Ogeechee Rd. (part of road project PI 521855)	North of I-516	Victory Dr	106	1.08	NA
57	64			64.03			Montgomery St. Corridor	Montgomery St	Thackery Pl	Victory Dr	106	1.02	\$91,543
58	65			65.01			Springfield Canal Corridor	Springfield Canal off-road path	Clinch St	Louisville Rd	106	2.61	\$1,387,704
59	71			71.02			Paulsen/Waters Corridor	Waters Ave					

							CORE MPO Bikeway Projects, in Rank Order						
							Green means the project likely would also address a recommended Pedestrian Project from this plan (e.g. it is a shared use path, or sidewalk would be installed, along some or all of length, at same time as the bikeway).						
							Yellow means the segment would NOT be addressed by implementation of the Thoroughfare Plan						
(CGG)							If shown in project name/description, indicates segment is part of the Coastal Georgia Greenway (a.k.a. Bike Rt. 91) main line (and thus also East Coast Greenway)						
NA							If shown in the Cost column, indicates that the project is expected to be implemented as part of a larger roadway project						
							Some segments contribute to more than one bike route, as indicated by multiple route and segment numbers in the columns at left.						
							Segments that do not yet have the recommended type of facility in place						
Line #	Bike Rt A	Bike Rt B	Bike Rt C	Seg # A	Seg # B	Seg # C	Bike Route Name	Roadway	From	To	TOTAL (0-226)	Lngh (mi)	TOTAL COST
126	57			57.02			Dean Forest Corridor	Dean Forest Rd.	I-16	SR 21	81	4.9	\$4,262,600
127	64			64.02			Montgomery St. Corridor	Montgomery St.	DeRenne Ave	Thackery Pl	81	0.66	\$543,824
128	95			95.01			Woodville Connectors	Alfred St.	US 80	Market St	81	0.18	\$288,918
129	95			95.02			Woodville Connectors	Alfred St.	Market St	Lissner Ave	81	0.67	\$711,918
130	56			56.06			SR 21 Corridor	SR 21	SR 30	Old Augusta Rd. (near county line)	80	2.82	NA
131	24			24.11			US 17 Corridor	Ogeechee Rd.	40th St	Anderson St	78	0.72	\$5,808
132	90			90.01			Tybee Island Bikeways	Tybee Marsh Hen path Phase 1 (PI 0010582), off-road on railroad bed	Battery Dr	Byers St	78	0.72	\$250,000
133	92			92.03			Frogtown Corridors	West Boundary St., from W. Gwinnett St. to Louisville Rd.	W Gwinnett St	Louisville Rd	78	0.56	NA
134	40			40.10			SCAD Additional Bikeways	Exchange St.	52nd St	Montgomery St	77	0.52	\$440,653
135	48			48.06			Pooler Pkwy. Corridor	Pooler Pkwy., from Durham Park Blvd. to Benton Blvd.	Durham Park Blvd	Benton Blvd	77	1.27	\$525,780
136	50			50.02			Benton Blvd. Corridor	Benton Blvd.	Pooler/Savannah limits	Jimmy Deloach Pkwy	77	1.66	\$918,593
137	7			7.01			Isle of Hope Corridor	Skidaway Rd.	Ferguson Ave	Parkersburg Rd	76	0.42	\$158,602
138	5			5.03			Henry/Anderson Corridor	Henry St.	West of RR tressle	East of RR tressle	74	0.1	\$180
139	75			75.04			Eisenhower Corridor	Beaumont Dr.	Skidaway Rd	Howard Foss Dr (city limit)	74	0.22	\$2,231
140	80			80.02			Skidaway Rd. Corridor	Skidaway Rd., Phase 2	Ferguson Ave	Scott Dr	74	0.6	\$750,000
141	83			83.02			Foss/Jasmine Corridor	Path around south and east edge of Oglethorpe Charter School into Howard Foss Dr. unim	Central Ave	Beaumont Dr	74	0.44	\$182,160
142	95			95.03			Woodville Connectors	Fair St.	Louisville Rd	Bay St	74	0.62	\$1,549,663
143	5			5.09			Henry/Anderson Corridor	Path off-road connecting Tennessee Ave. to Bonaventure Rd	Tennessee St	Bonaventure Rd	73	0.31	\$232,950
144	49			49.03			Airport/Gulfstream Corridors	Path off-road through Airport wetland mitigation area	Airways Ave	McKenna Dr	73	0.4	\$541,575
145	64			64.01			Montgomery St. Corridor	Montgomery St.	Future roundabout near Hunter A	DeRenne Ave	73	0.23	NA
146	21			21.05			Skidaway Island Corridor	Diamond Cswy.	Eastern approach to new Skidawa	McWhorter Dr	72	0.75	\$503,614
147	22			22.04			Houlihan Bridge Corridor	SR 25	Appleby Rd	Boat ramp entrance	72	0.52	\$399,588
148	22			22.05			Houlihan Bridge Corridor	SR 25	Western approach of Houlihan Bri	Eastern approach of Houlihan Bric	72	0.75	NA
149	22			22.06			Houlihan Bridge Corridor	SR 25	Western approach of Middle River	Eastern approach of Middle River	72	0.75	\$14,314,248
150	47			47.05			Pooler Central Corridor	Path off-road along Pipemakers Canal	Benton Dr	Durham Park Blvd	72	0.77	\$265,650
151	48	91		48.02	91.15		Pooler Pkwy. Corridor/Coastal	Pooler Pkwy. (CGG)	Memorial Blvd	Pine Barren Rd	72	0.67	\$449,895
152	51			51.01			Old S&S Corridor	S&S railroad bed, off-road path, west Bloomingdale	Western edge of MPA	Osteen Rd (realigned)	72	1.18	\$3,509,520
153	52			52.01			US 80 Western Corridor	US 80	Adams St	Bloomingdale/Pooler limits	72	1.85	\$1,531,800
154	52			52.02			US 80 Western Corridor	US 80	Bloomingdale/Pooler limits	Parsons Ave	72	2.04	\$2,737,703
155	52	91		52.03	91.17		US 80 Western Corridor	US 80 (small portion is CGG)	Parsons Ave	Dean Forest Rd (city limits)	72	3.05	\$1,438,248
156	87			87.04			S&O Canal Trail	S&O Canal off-road path north of Quacco Rd	Quacco Rd	Gateway Dr in future subdivision	72	1.02	\$351,900
157	91			91.04			Coastal Georgia Greenway	Path off-road connecting Cedar St. and Mulberry Dr. (CGG)	Cedar St	Mulberry Dr	72	0.11	\$45,540
158	80			80.01			Skidaway Rd. Corridor	Skidaway Rd., Phase 1	Scott Dr	North of DeRenne Ave	70	1.95	\$2,250,000
159	50			50.03			Benton Blvd. Corridor	Benton Blvd.	Jimmy Deloach Pkwy	Highlands Blvd	69	1.1	\$331,499
160	88			88.02			Wilmington Island Perimeter	Walthour Rd., from Wilmington Island Rd to Penn Waller Rd.	Wilmington Island Rd	Penn Waller Rd	69	2.93	\$1,106,435
161	58			58.02			W. Bay Corridor	Graham St.	Augusta Ave	Bay St	68	0.14	\$963
162	91			91.02			Coastal Georgia Greenway	Harris Trail Rd., Sterling Creek, RR, utility line path (CGG)	US 17	Maple St	68	1.67	\$691,380
163	27			27.01			Windsor Forest Connectors	Largo Dr.	Windsor Rd	Plantation Dr	67	0.9	\$6,190
164	42			42.08			Southwest Sector Bikeways	Possible future road in SW Sector	New Hampstead Pkwy	Gateway area east of I-95	65	4.75	NA
165	45			45.04			Thunderbolt Network	Whatley Ave., from Falligant Ave. to Rowland Ave.	Falligatnt Ave	Rowland Ave	65	0.66	\$249,231
166	50			50.01			Benton Blvd. Corridor	Benton Blvd.	Pooler Pkwy	Pooler/Savannah limits	65	0.28	\$1,412,480
167	50			50.04			Benton Blvd. Corridor	Benton Blvd. Extension	Highland Blvd	SR 30	65		NA
168	73			73.06			DeRenne Corridor	DeRenne Ave.	Skidaway Rd	LaRoche Ave	65	0.52	\$433,918
169	13			13.09			MTTS/TG/SRR/Coastal state ro	Old Louisville Rd., Heidt St.	US 80	Dean Forest Rd (city limits)	64	2.6	\$2,311,997
170	24	91		24.01	91.01		US 17 Corridor	US 17/Coastal Hwy. (CGG) in Richmond Hill	Harris Trail Rd	Mulberry Dr	64	1.49	\$1,045,380
171	91			91.32			Coastal Georgia Greenway	Hutchinson Island New Streets in Civic Master Plan (CGG)	Hutchinson Island Riverwalk Slip 3	Hutchinson Island Rd	64	0.19	NA
172	12			12.04			Stiles/E. Lathrop Corridor	East Lathrop Ave.	Augusta Rd.	W. Bay St	62	0.43	\$313,944
173	67			67.01			Hunter Army Airfield Fence Pat	Rio Rd	Abercorn St	Shawnee St	62	0.25	\$103,500
174	73			73.05			DeRenne Corridor	DeRenne Ave.	Ramps east of Truman Pkwy	Skidaway Rd	61	0.71	\$9,982
175	13			13.03			MTTS/TG/SRR/Coastal state ro	Cherry St., Bloomindale Cross Rd.	US 80	Pine Barren Rd	60	1.63	\$1,847,050
176	13			13.04			MTTS/TG/SRR state routes	Pine Barren Rd.	Bloomingdale Cross Rd.	90 degree turn	60	1.78	\$1,217,626
177	13			13.05			MTTS/TG/SRR state routes	Pine Barren Rd.	90 degree turn	Pooler Pkwy	60	1.62	\$1,351,823
178	13			13.08			MTTS/TG/SRR/Coastal state ro	Old Louisville Rd.	US 80	Dean Forest Rd (city limits)	60	1.35	\$839,791
179	26			26.01			Wilmington Cross Connectors	Cromwell Rd.	Winchester Dr.	Deerwood Rd.	60	0.95	\$6,534
180	47			47.03			Pooler Central Corridor	Rogers St.	Pine Barren Rd	US 80	60	1.61	\$1,759,732
181	63			63.01			Coffee Bluff Corridor	Coffee Bluff Rd., White Bluff Rd.	Back St	Windsor Rd	60	2.87	\$1,669,181
182	79			79.02			Truman Northern Corridor, Pha	Truman Greenway Northern Ext., Phase 2b, connecting Wheaton St. to E. President St.	Wheaton St.	E. President St.	58	0.57	\$196,650
183	81			81.01			Victory Sq. Cross Connectors	Sunset Blvd.	Skidaway Rd	Whatley Ave	58	0.66	\$902,660
184	81			81.02			Victory Sq. Cross Connectors	Rowland Ave.	Shuptrine Ave	Whatley Ave	58	0.46	\$772,847
185	6			6.03			Hopkins St. Corridor	Hopkins St.	41st St.	39th St.	57	0.05	\$90
186	84			84.01			Bona Bella Corridor	Bona Bella Ave.	Lovett Dr	Jasmine Ave	57	0.82	\$568,756
187	1			1.01			SR 204 Corridor	SR 204/Fort Argyle Rd.	Bryan/Chatham line	Bush Rd	56	6.02	\$4,909,079
188	42			42.01			Southwest Sector Bikeways	Old River Rd.	Bryan/Chatham line	SR 204	56	1.72	\$3,040,582
189	42			42.02			Southwest Sector Bikeways	John Carter Rd., from SR 204 to Little Neck Rd.	SR 204	Little Neck Rd	56	3.04	\$2,079,541
190	42			42.03			Southwest Sector Bikeways	Possible future road in SW Sector	Old River Rd	Possible future road between Joh	56	0.69	NA
191	42			42.04			Southwest Sector Bikeways	Possible future road in SW Sector	I-16	John Carter Rd	56	2.45	NA
192	42			42.05			Southwest Sector Bikeways	Possible future road in SW Sector	John Carter Rd	Highgate Blvd	56	1.1	NA
193	42			42.09			Southwest Sector Bikeways	Possible future road west of Bush Rd in SW Sector	SR 204	Little Neck Rd	56	2.62	NA
194	42			42.10			Southwest Sector Bikeways	Possible future road east of Bush Rd in SW Sector	SR 204	Quacco Rd	56	3.5	NA
195	51			51.06			Old S&S Corridor	Main St., Wildcat Dam Rd., bicycle-friendly surface for sharing road	Lynn St	US 80	56	1.11	\$560,182
196	51			51.07			Old S&S Corridor	S&S railroad bed, off-road path, east Pooler	US 80	Dean Forest Rd	56	2.4	\$993,600
197	54			54.01			SR 30 Corridor	SR 30 in Effingham County	Northwest edge of MPA	Effingham/Chatham line	56	0.51	\$342,457
198	55			55.01			Hodgeville Corridor	Hodgeville Rd.	Northwest edge of MPA	SR 30	56	0.85	\$320,980
199	87			87.05			S&O Canal Trail	S&O Canal off-road path (Middle Sect. 1)	Pine Meadow Rd	Future Triplett Park connector pat	56	1.17	\$403,650
200	90			90.02			Tybee Marsh Hen path Phase 2, (PI 0013271), off-road on railroad bed	East of Old Hwy 80	Battery Dr	Battery Dr	54	0.41	\$161,453
201	91			91.35			Coastal Georgia Greenway	Savannah Harbor Pkwy, US 17 N Ramp	Hugh Tracy Blvd	New Back River Bridge approach	54	0.43	\$685,158
202	22			22.01			Houlihan Bridge Corridor	Crossgate Rd.	SR 21	SR 25	53	0.86	\$662,999
203	45			45.02			Thunderbolt Network	Falligant Ave.	Whatley Ave	Casino Ave	53	0.47	\$435,941
204	75			75.05			Eisenhower Corridor	Nottingham Dr.	Howard Foss Dr (city limit)	LaRoche Ave	53	0.62	\$4,264
205	51			51.03			Old S&S Corridor	Path off-road on canal ROW west of Adams St.	US 80	Main St	52	0.3	\$254,200
206	51			51.05			Old S&S Corridor	S&S railroad bed, off-road path, central Bloomingdale	Ash St	Lynn St	52	0.33	\$136,620
207	52			52.04			US 80 Western Corridor	US 80	Dean Forest Rd (city limits)	Chatham Pkwy	52	2.26	\$2,024,129
208	91			91.34			Coastal Georgia Greenway	Hugh Tracy Blvd (CGG)	Hutchinson Island Rd	Savannah Harbor Pkwy	52	0.14	\$57,960
209	47			47.02			Pooler Central Corridor	Quacco Rd., north of I-16	Memorial Blvd	Pine Barren Rd	48	0.89	\$405,770
210	56			56.03			SR 21 Corridor	SR 21	Smith Ave	Dean Forest Rd (city limits)	47	0.65	NA
211	83			83.03			Foss/Jasmine Corridor	Howard Foss Dr.	Beaumont Dr	Bona Bella Ave	47	0.75	\$5,159
212	5			5.04			Henry/Anderson Corridor	Anderson St.	Grove St	Deiter St	46	0.79	\$1,418
213	11			11.05			LaRoche Avenue Corridor	LaRoche Ave. (PI 0010028 with Delesseps)	Skidaway Rd	Truman Pkwy	46		See Sidewalk List
214	9			9.01			Jimmy Deloach Corridor	Jimmy Deloach Pkwy. (PI 522790)	I-16	US 80	44	2.73	NA
215	21			21.06			Skidaway Island Corridor	McWhorter Dr.	Diamond Causeway	Oceanographic Institute	44	4.3	\$1,623,779
216	22			22.02			Houlihan Bridge Corridor	SR 25	Crossgate Rd	Bonnybridge Rd	44	0.57	\$370,507
217	48			48.04			Pooler Pkwy. Corridor	Pooler Pkwy., from US 80 to Durham Park Blvd.	US 80	Durham Park Blvd	44	0.57	\$382,746
218	48			48.05			Pooler Pkwy. Corridor	Path off-road across back of Pooler YMCA property	Plantation Dr	Isaac LaRoche Dr	44	0.21	\$86,940
219	59			59.01			Liberty City Corridor	Chatham Pkwy.	US 17	Garrard Ave	42	1.08	\$675,803
220	59			59.02			Liberty City Corridor	Louis Mills Blvd., ACL Blvd., Liberty Pkwy	Garrard Ave	I-516 Bridge (city limits)	41	1.18	\$616,963
221	91			91.33			Coastal Georgia Greenway	Hutchinson Island Rd. (CGG)	New Streets in Civic Master Plan	Hugh Tracy Blvd	40	0.43	\$178,020
222	77			77.01			Truman Southern Corridor	Truman Greenway Southern Ext., along Abercorn-White Bluff Connector	Abercorn St	White Bluff Rd	37	0.27	\$36,844
223	22			22.03			Houlihan Bridge Corridor	SR 25	Bonnybridge Rd	Appleby Rd	36	0.3	\$246,630
224	47			47.01			Pooler Central Corridor	Memorial Blvd., from Pooler Pkwy. to Quacco Rd.	Pooler Pkwy	Quacco Rd	32	0.77	\$146,704
225	94			94.04			Berwick/Southbridge Corridor	Southbridge Blvd.	Golf Club Dr	Dean Forest Rd	32	1.38	\$439,520
226	45			45.05			Thunderbolt Network	Trail and bridge over Placentia Canal in Furber Ave. ROW	West side of Placentia Canal	Whatley Ave	28	0.06	\$251,954
227	81	</											

9 – Project Funding and Implementation

Projects in the Non-motorized Transportation Plan may be funded through one or more of a wide variety of sources. Because the CORE MPO has incorporated the non-motorized transportation project lists into the Metropolitan Transportation Plan (MTP), the non-motorized transportation projects in this plan are eligible for federal transportation funding through the CORE MPO planning process (some local match is required).

A few of the projects in the Non-motorized Transportation Plan already have funding on one or more phases (i.e. preliminary engineering, right-of-way acquisition, or construction). Those with federal funding programmed within the next four years are listed in the CORE MPO's Transportation Improvement Program.



However, project implementers, such as local governments, also may choose to use 100 percent local funds or pursue other grants outside of the MPO process. Local governments are encouraged to consult the Non-motorized Transportation Plan project lists when developing their own Capital Improvement Programs or any other lists for particular sources of funding.

Most of the projects in this plan are not currently funded. With growing emphasis on Complete Streets, some of the identified bicycle and pedestrian improvements may be made during road construction or reconstruction. But for “stand alone” bicycle and pedestrian projects, several of the potential sources of funds are listed later in this section.

Funded Projects

The CORE MPO Transportation Improvement Program (TIP), as mentioned above, shows which projects (of various modes) have federal funding (with local and/or state match) in a given fiscal year within the immediate four-year window. In CORE MPO documents, fiscal years run from July 1 through June 30, in line with the Georgia Department of Transportation's fiscal year. As an example of the naming, fiscal year 2015 began on July 1, 2014.

As a reference for funding status at the time of adoption of this plan, the figure below list the projects that have phases programmed within the four years of the FY 2015-2018 TIP, whether with federal, state, or local funding. The list is divided into those occurring as “stand alone” bicycle and pedestrian projects (\$6,880,815 total programmed amount as of September, 2014), and those occurring incidentally within a larger highway project (\$55,164,546 total programmed amount as of September, 2014). This is merely a snapshot, as the TIP is a working document which is frequently amended. Interested parties should always check the most current version of the TIP on the CORE MPO's web pages (<http://www.thempc.org/transportation.htm>) or at the MPC office (110 E. State St., Savannah, GA).

Figure 9.1: Non-motorized Transportation Plan Projects with funding on one or more phases, as of September 2014

PROJECT NAME	TYPE OF BIKE/PED IMP.	PHASE FUNDED	FY
Stand-alone Bicycle and/or Pedestrian Projects			
Canebrake Road Improvement, from Gateway Blvd. to Basin Rd. (PI 0013272)	Path, Sidewalk	PE, ROW, Util, Const	2015, 2016, 2017
CAT Bikeshare Expansion in Downtown Savannah (PI 0013273)	5 Bike Stations and 40 Bikes	Const, Capital	2015
Marsh Hen Trail, Phase 1, from Battery Dr. to Byers St. (PI 0010582) – (not a line item because GDOT lump sum proj.)	Path	Const	Lump Sum
Marsh Hen Trail, Phase 2, from East of Old US 80 to Battery Dr. (PI 0013271)	Path	Const	2015
Truman Linear Park Trail, Phase 2 (PI 0007631)	Path	Const	2016
Delesseps Ave./LaRoche Ave. from Waters Ave. to Skidaway Rd. (PI 0010028)	Sidewalks, Bike Lanes on part	PE, ROW	2015, 2016
Funded Road Project Phases that will advance a Planned Pedestrian and/or Bicycle Improvement			
CR 787 / Islands Expressway @ Wilmington River Bascule Bridge (PI 0007128)	Bikeable Shoulders	ROW	2015
CS 1504 / Gwinnet St., from Stiles Ave. to I-16 (PI 0007402)	Sidewalks, Bike Lanes	ROW	2017
I-16 @ Montgomery St. and @ MLK, Jr. Blvd., Ramp and Overpass (PI 0011744)	Helps redevelopment of walkable, bikeable streets	Scoping	2017
I-516 @ CS 1503/DeRenne Ave. (Project DeRenne Blvd. Option) (PI 0008358)	Path, Sidewalk	PE, ROW	2016, 2018
Jimmy Deloach Pkwy. Extension, from I-16 to SR 26 / US 80 (PI 522790)	Bikeable Shoulders	Util, Const	2018
SR 25 Conn / Bay St., from I-516 to Bay St. Viaduct	Improved Sidewalks	PE, Util, Const	2015, 2016
SR 26 (Ogeechee Rd.) from I-516 to CR 188/Victory Dr. (PI 521855)	Bike Lanes	PE, ROW	2015, 2017
SR 26 / US 80 @ Bull River and @ Lazaretto Creek (PI 0010560)	Bikeable Shoulders, Path	PE	2017

There may be additional projects, not listed above, that local governments are planning to implement with 100 percent local funds.

Potential Federal Funding Sources

The projects listed in Section 8 of this plan that do not appear in the funded lists above are most likely unfunded. Additionally, some of the projects listed above have only an early phase funded and thus still need subsequent phase(s) funded in order to be completed. Below are potential sources for funding, at the time of adoption of the Non-motorized Transportation Plan. Future federal transportation authorization acts could alter the availability, titles, and natures of the federal programs.

Transportation Alternatives Program (TAP)

This federal funding source was created by Congress in the Moving Ahead for Progress in the 21st Century (MAP-21) transportation authorization act. It replaced similar programs formerly called Transportation Enhancements and Safe Routes to School, and it includes the Recreational Trails Program. However the Transportation Alternatives Program is not entirely identical to those former programs. Still, the design and construction of bicycle and pedestrian infrastructure are among the eligible activities for TAP funds. This funding requires at least 20 percent local match.

The legislation gave MPOs serving populations of at least 200,000 a role in selecting projects for their area's share of the TAP funds. CORE MPO periodically conducts the required competitive selection process to allocate the funds. The awarded projects are then programmed in the MPO's TIP. Details on

CORE MPO's Transportation Alternatives Program can be found on CORE MPO's web pages at: <http://www.thempc.org/Transportation/TAP.html>. When calling for new projects, the CORE MPO provides a TAP manual, describing amounts available and the application process.

The Recreational Trails Program (RTP) within Georgia is still managed by the state Department of Natural Resources (DNR). They periodically call for applications for the funding. Only a small portion of the funding is for strictly non-motorized trails; most is for trails for recreational motor vehicles such as all-terrain vehicles (ATVs).

Because TAP and RTP funds are federal funds, several federal requirements apply during project implementation. See the end of this section for more details.

Other Federal-aid Highway Funding

Most of the highway programs within the federal transportation authorization (currently MAP-21) allow the flexibility for use on bicycle and/or pedestrian infrastructure, as long as the subject project meets the eligibility requirements of the given program. The MAP-21 federal-aid highway programs include: National Highway Performance Program; Surface Transportation Program; Highway Safety Improvement Program; and Congestion Management and Air Quality Program. The CORE MPO planning area does not receive the latter type of funding because the area's air quality is so far meeting the federal standards on the measured attributes.

The state DOT has a large role in managing the federal funding and in choosing projects, and many of the expenditures are to be guided by the state's asset management plan or highway safety plan. However, a portion of the Surface Transportation Program (STP) funding over which the MPO has greater discretion is called "***urban attributable***" funding (code M230 under MAP-21).

- ***STP Urban Attributable Funds:*** These are highway funds for the census defined urbanized areas of at least 200,000 in population. This source requires at least 20 percent matching funds from the local sponsor, the state, or a combination of both. In the past, CORE MPO has allocated this funding to highway projects as well as to a few strictly bicycle and pedestrian projects. If the implementing agencies follow Complete Streets approaches in project design, then their M230-funded highway projects may also include bicycle and pedestrian accommodations.

CORE MPO typically makes it a priority to finish projects that have started. Occasionally there may be a balance of urban attributable funds within the TIP which can be used on a new project, as long as it is consistent with the MPO's Metropolitan Transportation Plan. Project sponsors seeking urban attributable funding for bicycle or pedestrian projects should be involved on an ongoing basis in the CORE MPO's planning process and be able to cover at least 20 percent of the project cost.

As with other federal transportation funds, several federal requirements apply during project implementation when STP funds are used.

Federal Transit Funding

Also per MAP-21, pedestrian and bicycle projects that provide access to transit are among the eligible capital projects for several types of funding through the Federal Transit Administration (FTA). The definition of capital projects even includes bicycle parking, racks on bus, and the capital costs of bike share programs. Chatham Area Transit (CAT) is the designated recipient for most of the FTA funds that come to the CORE MPO planning area.

CAT develops and maintains a Transportation Development Plan (TDP) which identifies strategies, projects, and programs over a five-year period. CORE MPO refers to the TDP when developing the Metropolitan Transportation Plan and Transportation Improvement Program. CAT may use the CORE MPO Non-motorized Transportation Plan to consider projects to improve transit access in future TDPs.

The types of FTA funding that CAT receives and that are pertinent to pedestrian and bicycle projects are:

- **Section 5307 Urbanized Area Formula Grants:** This program funds transit capital, planning, job access reverse commute projects. As mentioned above, bicycle and pedestrian infrastructure that improves access to transit is considered an eligible capital project.
- **Section 5339 Bus and Bus Facilities Grants:** This program funds the purchase, replacement, and rehabilitation of buses and related equipment as well as the construction of bus-related facilities. Again certain pedestrian and bicycle projects are eligible due to how FTA defines capital projects.

Federal Lands Programs

Federal land management agencies include: the National Parks Service, the National Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the Corps of Engineers.



- **Federal Lands Transportation Program:** Each year, the federal land management agencies may submit to the U.S. DOT Secretary applications of need for funds to cover the costs of transportation projects on the federal land they manage, or the planning and engineering of such projects. Provisions for pedestrians and bicycles are an eligible use. However, the legislation also currently prohibits the use of bicycles from roads on federally owned roads having speed limits of 30 mph or greater unless the Secretary determines the bicycle level of service is level B or higher. (Note that “federally owned roads” are not the same thing as roads on the National Highway System. The federal government owns few roads compared to what is owned by State DOTs and local governments. Some examples of federally owned roads are those inside of national parks.)
- **Federal Land Access Program:** This program is for facilities (or the planning or engineering of facilities) accessing federal lands. Funds are allocated to states that contain federal land according to a formula that accounts for recreational visitation rates, amounts of federal land, federal public roads, and federal bridges in the state. Provisions for pedestrians and bicycles are eligible uses. Programming decisions within each state are made by a committee comprised of a representative of the Federal Highway Administration, a representative of the State Department of Transportation; and a representative of any appropriate political subdivision of the State, in consultation with each applicable federal agency.

National Parks Service’s Rivers, Trails, and Conservation Assistance Program

State agencies, local agencies, tribes, non-profits, and citizen groups may apply to the National Park Service to receive technical assistance in activities such as: developing and implementing plans to conserve rivers and trails; creating inventories and evaluation of significant river and trail corridors; and providing training and advice on river and trail conservation methods.

Land and Water Conservation Fund (LWCF)

The Land and Water Conservation Fund was created by Congress in 1965 to safeguard natural areas, water resources, and cultural heritage, and to provide recreational opportunities to all Americans. Money comes into the fund from the sale or lease of non-renewable resources, primarily federal offshore oil and gas leases and surplus federal land sales. A large portion of the annual LWCF allocation goes toward the acquisition of land for federal agencies. However, some of the money is provided to local agencies to acquire and develop local parks. A 50 percent local match is required. In Georgia, the Department of Parks, Recreation, and Historic Sites (PRHS) is the lead agency for the LWCF.

Community Development Block Grants

The Department of Housing and Urban Development (HUD) provides these grants to communities for neighborhood revitalization, economic development, and improvement of community facilities and services, especially in low- and moderate-income areas. HUD provides an entitlement to a community annually and the community develops its own programs and sets its own funding priorities.

Potential State Funding Sources

Coastal Incentive Grant Program

The Georgia Department of Natural Resources, Coastal Resources Division offers funds for construction projects (as well as planning) that are relevant to certain identified themes, such as public access or sustainable communities, among others. Only the counties and municipalities in the eleven coastal counties, regional and state agencies, or state-affiliated educational and research institutions are eligible to apply. The match requirement is 50 percent.

Potential Local Funding Sources

Local funding may be used as matching funds for other grants or can be used for total project costs.

Special Purpose Local Option Sales Tax (SPLOST)

Since 1985, a series of referendums have allowed a one percent sales tax to be collected and used on certain projects or on other projects through interlocal agreement. Transportation projects historically constituted a large part of the list, but now make up a smaller proportion of allocations. Often the county's or the cities' project lists include certain amounts for general categories such as roads, sidewalks, green space, parks and recreation, or capital improvements. Specific roadway projects may also be listed. SPLOST has been leveraged as matching funds for billions of dollars of federal transportation funding over the nearly 30-year history of collections.

Other Funding Sources

Grants from non-profits, non-governmental organizations, or donations from the private sector sometimes fund smaller cost items such as wayfinding signage and pavement markings, if not larger infrastructure projects. In Georgia, the statewide bicycle advocacy organization Georgia Bikes! has used the "share the road" license tag revenue from the Governor's Office of Highway Safety to offer grants for "sharrows" (share the lane bicycle pavement markings). Sharrows on Habersham St. in Savannah were among those partially funded in this manner. Education and technical assistance are other offerings from advocacy

groups. In other regions of the country, partnerships with private companies, such as those in the healthcare industry, have funded signage and other items.

Requirements, Standards, and Guidelines involved with Federal Funding Sources

Project sponsors should be aware that federally funded projects, regardless of whether they are located within the right-of-way of a federal-aid highway, must comply with federal rules and regulations. More information is available through resources under particular funding programs.

The following is a *non-exhaustive* sample of some of the federal rules and regulations, provided here to give potential project sponsors an idea of the variety of federal requirements:

- Americans with Disabilities Act
- Letting/Procurement Procedures
- Davis-Bacon Wage Requirements
- Disadvantaged and Minority Business Enterprises
- National Environmental Policy Act
- Section 106 of the National Historic Preservation Act
- Uniform Relocation Property Assistance and Real Property Acquisition Policies Act

Also, please refer to Section 10 of this plan for guidance on the design of facilities.

Resources for Project Managers

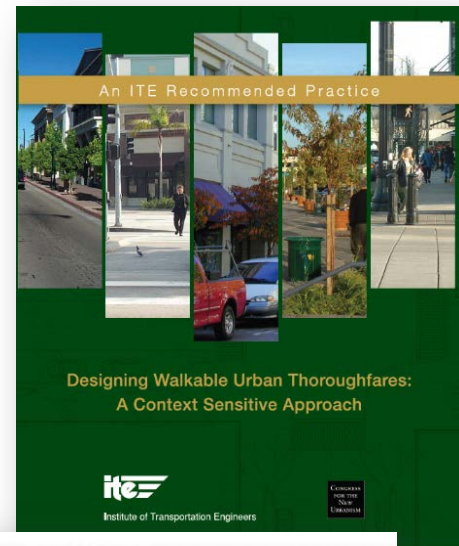
Agencies that sponsor and implement federally funded infrastructure projects are encouraged to provide their project managers with appropriate training, especially if the project manager has not previously been involved with federal-aid highway projects. A few resources are listed here.

- **FHWA educational web site for local governments handling federal aid.** This is about all types of “highway” projects in general, including but not limited to federally funded bike and ped projects. <http://www.fhwa.dot.gov/federal-aidessentials/>
- **GDOT Locally Administered Project (LAP) Manual.** This is a guide for agencies preparing to be certified by GDOT to manage a federal-aid project. A review of certain chapters of GDOT’s LAP Manual by any staff who might be a project manager would be educational. Even if the sponsoring agency is already certified, some of the background about rationale and project process in the manual, such as consultant selection, could be helpful for any new project managers within the certified agency. <http://www.dot.ga.gov/localgovernment/FundingPrograms/Pages/LAPManual.aspx>
- **GDOT Plan Development Process (PDP).** GDOT provides a manual and also sometimes a 3-day PDP class or a half-day “PDP-lite” class about the state’s particular way of handling federal-aid projects. The manual is located at: <http://www.dot.ga.gov/doingbusiness/PoliciesManuals/roads/Pages/PDP.aspx>. GDOT apparently announces training dates at the bottom of their LAP web page (link in bullet above).

10 – Resources for Design Guidance

Obviously walking and bicycling are operationally much different from driving, and from each other, and thus designing for pedestrians and for bicyclists demands particular considerations. Standards and guidelines exist for many aspects of facility design, such as width, slope, and interactions with other modes, among others. Pedestrian and shared use facilities should accommodate disabled users, such as those with impaired vision or those using wheelchairs.

Design should be sensitive to context and expected usage. Below are listed several resources for designers. The authoring agencies and organizations periodically update many of these; users should be sure to check for the most current versions.



General Design Guidance

- CORE MPO Thoroughfare Plan
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, Institute of Transportation Engineers (ITE) and The Congress for the New Urbanism (CNU).
- Urban Street Design Guidelines, National Association of City Transportation Officials (NATCO).
- A Policy on the Geometric Design of Highways and Streets, 6th Edition, American Association of Highway and Transportation Officials (AASHTO), 2001.
- Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Association (FHWA), 2009.
- FHWA Bicycle & Pedestrian Program - Design Guidelines web page, FHWA.
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/



Design for Pedestrians

- Guide for the Planning, Design, and Operation of Pedestrian Facilities, AASHTO, 2004.
- 2010 ADA Standards for Accessible Design, Department of Justice, 2010.
- Proposed Guidelines for Public Rights-of-Way (PROWAG)2, United States Access Board, 2011.

- Accessible Public Rights-of-Way, Planning and Designing for Alterations, Public Rights-of-Way Access Advisory Committee, 2007.
- Improving Pedestrian Safety at Unsignalized Crossings (TCRP 112/NCHRP 562), Transit Cooperative Research program (TCRP) and National Cooperative Research Program (NCHRP), 2006.

Design for Bicyclists

- Guide for the Development of Bicycle Facilities, AASHTO, 2012.
- Urban Bikeway Design Guide, NATCO, 2011.