

Coastal Region Metropolitan Planning Organization

Non - motorized Transportation Plan



February 26, 2020





METROPOLITAN PLANNING ORGANIZATION

RESOLUTION TO ADOPT THE UPDATE TO THE NON-MOTORIZED TRANSPORTATION PLAN COASTAL REGION METROPOLITAN PLANNING ORGANIZATION

WHEREAS, the Coastal Region Metropolitan Planning Organization has been designated by the Governor as the Metropolitan Planning Organization (MPO) of the Savannah Urbanized Area; and

WHEREAS, current federal regulations for metropolitan transportation planning, require that the Coastal Region Metropolitan Planning Organization in cooperation with participants in the planning process, develop and update the Metropolitan Transportation Plan (MTP) every five years; and

WHEREAS, current federal regulations for metropolitan transportation planning, require that the Metropolitan Transportation Plan include proposed nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities) over the period of the long range transportation plan.

WHEREAS, the currently adopted financially constrained MTP, Mobility 2045, references the Non-Motorized Transportation Plan to identify proposed non-motorized projects.

WHEREAS, the currently adopted financially constrained MTP, requires by policy that non-motorized transportation projects be consistent with the adopted CORE MPO Non-Motorized Transportation Plan to be eligible for federal funding.

WHEREAS, the Non-Motorized Transportation Plan is consistent with all plans, goals and objectives of the Coastal Region Metropolitan Planning Organization and shall be updated a regular intervals to maintain consistency with the MTP.

NOW, THEREFORE BE IT RESOLVED, that the Coastal Region Metropolitan Planning Organization Board adopts the attached update to the Non-motorized Transportation Plan.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on February 26, 2020.

A handwritten signature in blue ink, appearing to read "Albert J. Scott". The signature is written over a horizontal line.

Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization

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The opinions, findings, and conclusions in this publication are those of the author(s) and those individuals are responsible for the facts and the accuracy of the data presented herein. The contents of this report do not necessarily reflect the views or policies of the Department of Transportation, State of Georgia, the Federal Highway Administration, or the Federal Transit Administration. This report does not constitute a standard, specification or regulation.

Melanie Wilson, Executive Director

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Introduction

The Coastal Region Metropolitan Planning Organization (CORE MPO) has had a long standing commitment to the provision of safe, connected bicycle and pedestrian facilities. The CORE MPO developed a detailed non-motorized transportation plan specifically for identifying and prioritizing the pedestrian and bicycle needs which was adopted in October 2014.

Since 2014, CORE MPO staff has continued to coordinate with local governments and interest groups, has collected additional data, and has continued to re-evaluate the 2014 Non-motorized Transportation Plan (NMTP). Based on this information a comprehensive list of amendments was drafted and later adopted on February 26, 2020 to better align the plan with current trends and needs. This document serves as an addendum to the 2014 NMTP as the majority of the 2014 plan remains unchanged.



Why Update?

Several things have occurred in the region since 2014 and this update addresses those changes. New plans and concepts have been developed as well as several local and regional trail concepts. This update incorporates those changes as well as provides some updates to regional non-motorized data.

Mobility 2045

The Non-motorized Transportation Plan, as a component of the Metropolitan Transportation Plan (MTP), Mobility 2045, provides a plan to address the needs of pedestrians, and other self-powered travelers. CORE MPO typically conducts transportation planning on regular cycle, culminating with the modal plans for freight transportation, non-motorized transportation, thoroughfares and transit inform, and are incorporated into the MTP. The Non-motorized Transportation Plan identifies needed improvements for the non-motorized modes; identifies areas for amenities to help create a human-scaled environment that encourages use of physically active modes; and prioritizes improvements and identifying funding opportunities.

Mobility 2045

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Funding is set-aside for the completion of these types of projects as part of Mobility 2045 policy. The Mobility 2045 financial plan, incorporates non-motorized transportation projects provided that “the project is consistent with the adopted CORE MPO Non-Motorized Transportation Plan.”

“Any bicycle, sidewalk or trail project seeking CORE MPO highway funding is considered consistent with the MPO’s 2045 Metropolitan Transportation Plan provided that 1) the project is consistent with the adopted CORE MPO Non-Motorized Transportation Plan; and 2) the project has a dedicated local sponsor with local match funding commitment”



The NMTP will guide the MPO in programming the approximately \$22 million that is anticipated for non-motorized transportation projects over the 25 year Mobility 2045 Plan. The NMTP can also guide local governments in the development of Capital Improvement Programs, and guide organizations applying for grants in the future, under such programs as Transportation Alternatives and the Surface Transportation Block Grant Program.

Because of the relationship between the NMTP and the Mobility 2045 financial plan it is important to keep the NMTP current. Projects consistent with the adopted MTP are eligible for federal funding through inclusion in a Transportation Improvement Program (TIP) and could move forward with implementation.

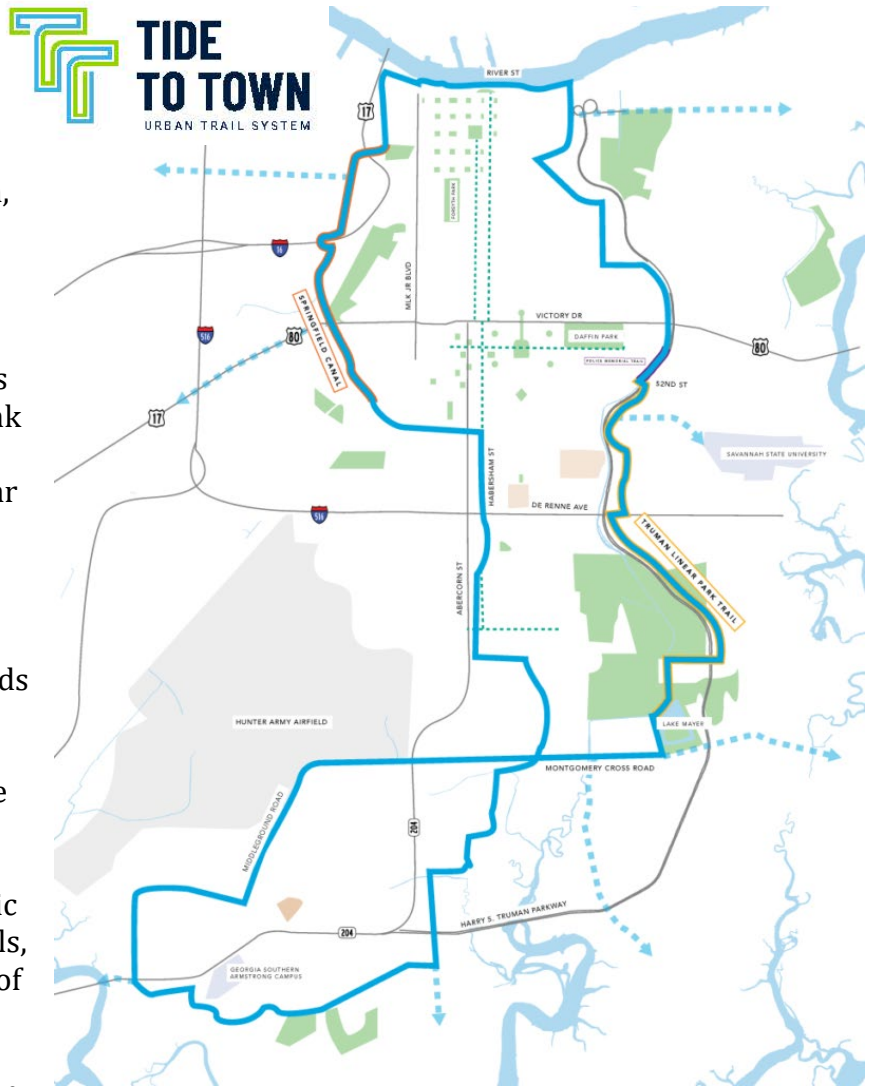
New Plans and Studies

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

Tide to Town

Following the lead of many communities across Georgia, a coalition of citizens in Savannah is coordinating the effort to create a branded urban trails system, Tide to Town. Tide to Town, like Atlanta’s Beltline and Carrollton’s Greenbelt, will be a network of protected walking and bicycling facilities connecting all of Savannah’s neighborhoods. Tide to Town will link together existing and planned projects, including the Truman Linear Trail and the Springfield Canal Trail. The core of the system is a 30-mile route that encircles the City. Additional miles of connector paths will connect to priority neighborhoods as the system grows. Spur trails to popular destinations will also be added as the system expands outside of the City of Savannah.

The system maximizes existing public rights-of-way along streets and canals, which significantly reduces the cost of implementation. The Friends of Tide to Town coalition formed in 2017 to lead the development of Tide to Town.



The Tide to Town trail system has quickly become a regional priority and has garnered additional support through the special-purpose local-option sales tax (SPLOST) passed in 2019.

East Coast Greenway

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

The nonprofit East Coast Greenway Alliance leads the development of the trail network working with hundreds of volunteers, partner organizations, and officials at the local, state, regional and national level to continue moving more of the route onto protected paths. The trail system connects people to nature and communities via a safe, accessible Greenway. The Greenway mostly follows the Coastal Georgia Greenway route through the state's six coastal counties. The route links historic and cultural sites, waterways, and natural habitats.



The route through Georgia mostly follows the Coastal Georgia Greenway, connecting South Carolina to Florida through Georgia’s six coastal counties. The network links towns, attractions, recreational sites, historic and cultural sites, waterways, and natural habitats of the coast. The route consists of 165 miles, 14 of which are protected greenway.

The Greenway will follow various north-south routes, including the U.S. Highway 17 corridor, abandoned rail lines, and historic canal corridors, from which visitors can sample coastal imagery. Most of the Georgia route is still on road, but a growing number of volunteers and municipal officials are working diligently to make this trail a reality.

United State Bicycle Route System – US 1

The United States Bicycle Route System (USBRS) is the national cycling route network of the United States. It consists of interstate long-distance cycling routes that use multiple types of bicycling infrastructure, including off-road paths, bicycle lanes, and low-traffic roads. As with the complementary United States Numbered Highways system for motorists, each U.S. Bicycle Route is maintained by state and local governments. The USBRS is intended to eventually traverse the entire country.



The USBRS was established in 1978 by the American Association of State Highway and Transportation Officials (AASHTO), the same body that coordinates the numbering of Interstate highways and U.S. Routes. In order for a route to qualify as a U.S. Bike Route, it needs to connect two or more states, connect multiple U.S. Bike Routes, or connect a U.S. Bike Route with a national border.

The first two U.S. Bicycle Routes were established in 1982 which included USBR 1 that will run close to the East Coast and thus parallel U.S. Route 1 (US 1). As of October 2019, there are 24 official routes in varying stages of completion.

New Data

In 2017 MPO staff conducted analysis of existing bicycling conditions in the greater downtown area to assess the routes and streets. Based on the information and conditions observed some modifications to the plan were recommended.

Additional information was also obtained related to mapping sidewalks and the pedestrian needs and mapped sidewalks were update accordingly.

Community Preferences

There is increasing desire within the community for types of bikeways that provide more separation from automobile traffic, as have been implemented in many other cities throughout the nation. The 2014 Plan included a few of these types of facilities, such as buffered bike lanes and protected bike lanes (also known as “cycle tracks”). The 2020 update expands on those recommendations and add additional locations that are candidates for these types of facilities.



What Changed?

The changes to the NMTP primarily affect the bikeway network. However new proposals for shared use paths affect both the bikeway network and the pedestrian network. The amendments are mainly recommended future projects (not yet funded) rather than additions to a current usable network. Additional neighborhood engagement would be conducted prior to

implementation of new paths. In addition to new routes the plan update also includes policy statements, upgrades to facilities and the removal a couple routes.

Additions

Several new segments were added to the network to accommodate new routes and developments. In addition to new routes a few policies have also been added to allow for flexibility with route design.

Routes

The 2014 Plan included several new off-road alignments, but more have been added due to recent emphasis from Chatham County, City of Savannah, the Savannah Development and Renewal Authority, and others. In addition, on-street segments have been identified which are considered bike friendly and simplify the downtown routing as opposed to emphasizing only the circuitous, sightseeing route inherited from a very old bikeway plan. A summary of the additions include:

- Truman Trail southward extension
- Bull Street extension (Washington to Thackery)
- Canal District Area
- Aspiration concepts such as bike boulevards and rail to trail
- Modifications to downtown bike routing
- Alternate parallel roads providing more bikeable routing
- Addition of Eastern Wharf streets
- Updated Richmond Hill sidewalks
- Updated Chatham County sidewalks
- Identify regional routes: Tide to Town, East Coast reenway and US 1 Route

Policy

Three new policies have been added to the non - motorized plan to allow for flexibility, particularly with new route concepts that are still subject to a final design.

- Priority trail project concepts with generalized alignments are included in the NMTP to allow flexibility as the exact alignment may change at the time of design.
- Connectivity spurs to priority trail projects are considered consistent with the NMTP although the exact locations may vary once design is complete.
- Roadways with speeds over 35mph are eligible for protected facilities types when no alternate routing is available.

Complete Street Ordinance

Complete Streets ordinance was adopted by the City of Savannah in 2015 after the completion of the 2014 NMTP an included as part of the City of Savannah new zoning ordinance which was approved in July 2019 by the Savannah City Council. Complete streets infrastructure means design features that contribute to a safe, convenient or comfortable travel experience for users, including, but not limited to, features such as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs, accessible curb ramps; bulb outs; crosswalks, refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage' street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signalization; traffic calming devices such as

traffic circles, and surface treatments such as paving blocks, textured asphalt and concrete; narrow vehicle lanes; raised medians; and dedicated transit lanes.

Upgrades of Recommended Type of Facility

The 2014 bikeway plan covers a range of bikeway types that vary in the level of separation or protection. The 2020 plan update includes a facility type upgrade of a couple of adopted segments to a two-way cycle track. The image below gives examples of what this type of facilities can look like.

- Cycle Track on Montgomery
- Cycle Track on River Street



Removals

A few routes were removed from the bikeway network, as they were considered less desirable passages than others, or the original concept was dependent on a preceding project that will no longer occur.

- Paulsen Street has been replaced with a Reynolds Street/Atlantic Avenue north south concept
- Abercorn Street/Truman Parkway removed from the plan from King George Boulevard to Whitefield Avenue

Updated Project Lists

The following list and maps highlight the locations of additions, revisions, and removals in the bikeway network and the pedestrian network.

Adopted Amendments to Bikeways

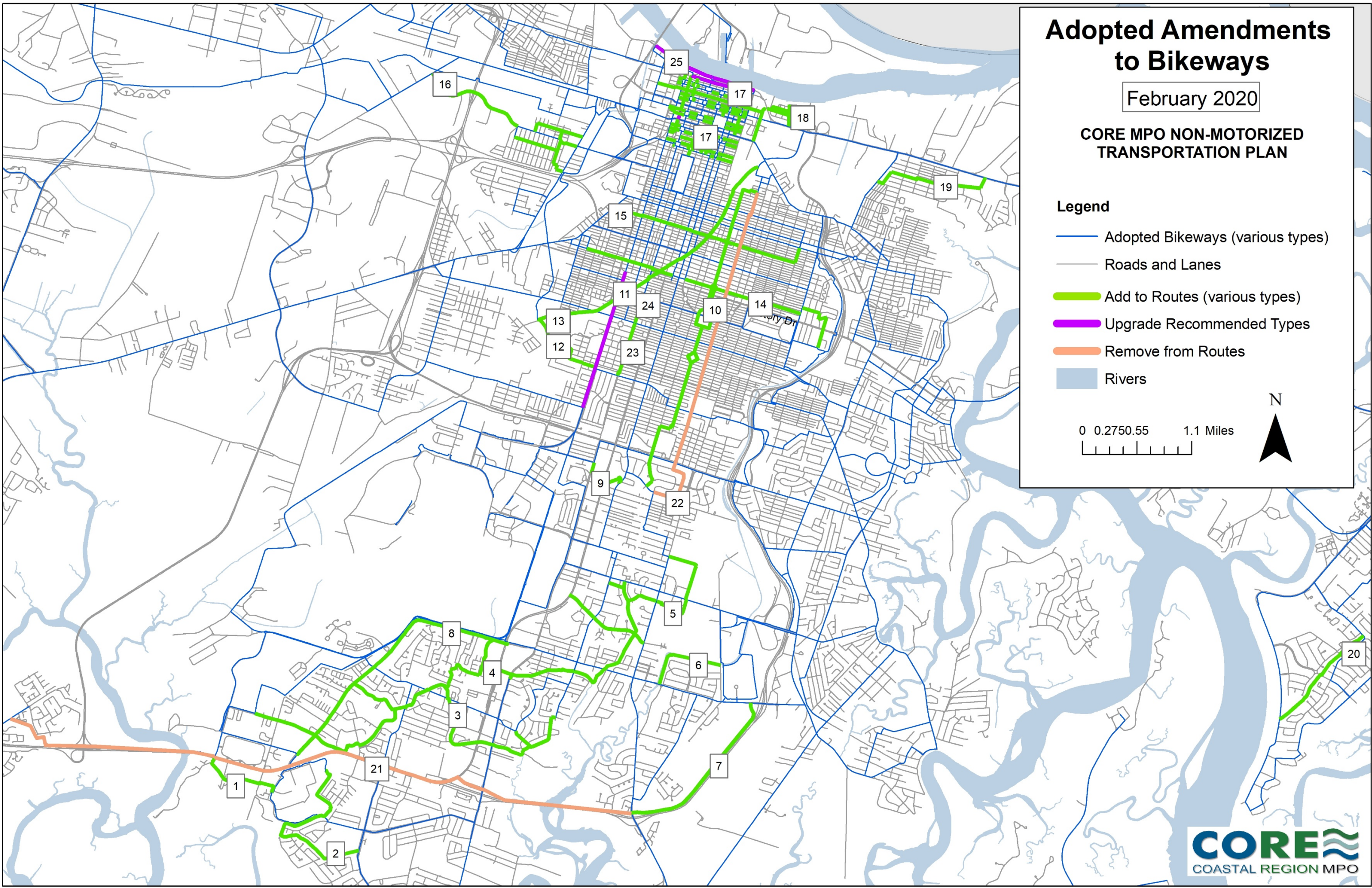
February 2020

CORE MPO NON-MOTORIZED TRANSPORTATION PLAN

Legend

- Adopted Bikeways (various types)
- Roads and Lanes
- Add to Routes (various types)
- Upgrade Recommended Types
- Remove from Routes
- Rivers

0 0.275 0.55 1.1 Miles



Adopted Amendments to Pedestrian Network

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CORE MPO NON-MOTORIZED TRANSPORTATION PLAN

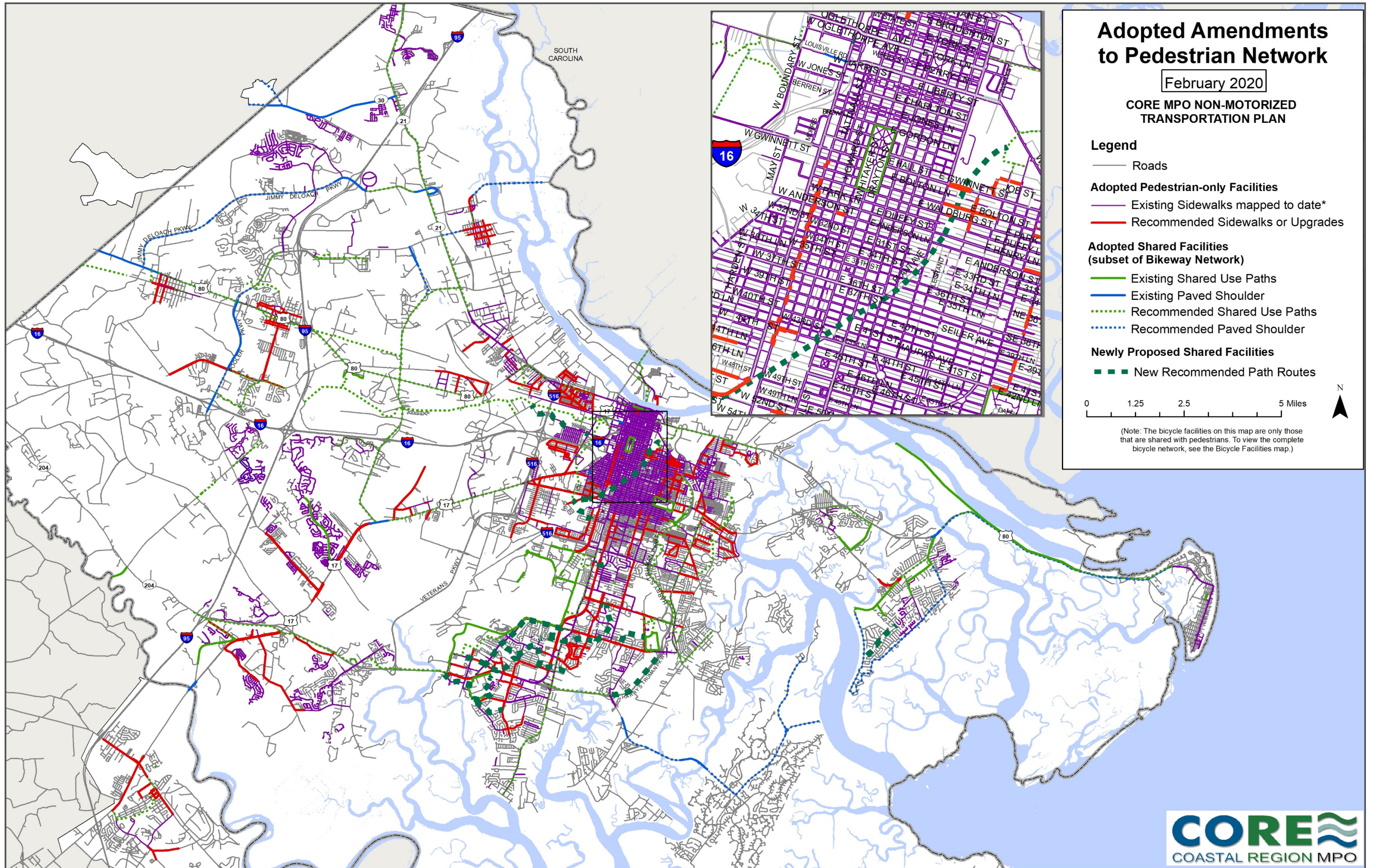
Legend

- Roads
- Adopted Pedestrian-only Facilities**
 - Existing Sidewalks mapped to date*
 - Recommended Sidewalks or Upgrades
- Adopted Shared Facilities (subset of Bikeway Network)**
 - Existing Shared Use Paths
 - Existing Paved Shoulder
 - Recommended Shared Use Paths
 - Recommended Paved Shoulder
- Newly Proposed Shared Facilities**
 - New Recommended Path Routes

0 1.25 2.5 5 Miles



(Note: The bicycle facilities on this map are only those that are shared with pedestrians. To view the complete bicycle network, see the Bicycle Facilities map.)



Adopted Changes to the Non-Motorized Transportation Plan

Map ID	Segments	Type	Reason
Recommended to be added to the Adopted Bikeway Network			
1	Fulton Rd. south of Apache, Roger Warlick (southside) connecting Rio Road to the existing path on Roger Warlick	Shared use path	Provides comfortable alternative parallel to Abercorn St. near GSU and connects to existing path
2	Windsor Canal, from Largo Dr. to GSU path	Shared use path	In the top ten list of the Chatham County Greenway Implementation Plan. Connects to existing path.
3	Wilshire Canal, from Mercy Blvd. and Middleground Rd. to Keystone Dr.	Shared use path	Link neighborhoods, jobs, schools and shopping via off-road system.
4	Harmon Canal, from Middleground Rd. to Edgewater Dr. to Montgomery Cross Rd.	Shared use path	Link neighborhoods, jobs, schools and shopping via off-road system.
5	Chippewa Canal	Shared use path	Link neighborhoods, jobs, schools and shopping via off-road system.
6	Casey Canal South, from Montgomery Cross Rd. to Sallie Mood Dr.	Shared use path	Link neighborhoods, jobs, schools and shopping via off-road system.
7	Truman Trail southward extension, from Montgomery Cross Rd. to points south (alignment TBD)	Shared use path	Chatham County Engineering plans. Links Lake Mayer and the upcoming Truman Linear Park Trail with points south.
8	Madison Ave., Highland Dr., and General George Lynch Blvd.	Shared lane route	Provides comfortable alternative parallel to Montgomery Cross Rd. Links to proposed Chippewa Canal path.
9	Casey Canal South, from Abercorn St. to Habersham St.	Shared use path	Links commercial areas on Abercorn St. to existing bike lane on Habersham St. Forms part of a link to future Hampstead Blvd. (Project DeRenne)
10	Reynolds St. and Atlantic Ave.	Shared use lanes, bike lanes, and Bike Boulevard	Replace Paulsen St. in the adopted network. Atlantic Ave. as Bicycle Boulevard was proposed in the Eastside CNU Charrette. This would take advantage of the string of parks in the corridor. General concept to have a north/south bike boulevard replacing Paulsen Street in the current bikeway plan. The exact alignment to be determined possibility using Reynolds Street, Harmon Street and/or Atlantic Avenue. This bicycle corridor would connect several parks starting at approximately Kensington Drive and ending at Gwinnet Street. Areas north of Baldwin Park may be more challenging. ADA issues in sections.
11	Montgomery Street - Staley Ave to Victory Drive	Cycle Track	Safety: Data supports this type of improvement on Montgomery Street corridor which currently has no facility for underserved commuters.
12	Path from Clinch St. to 62 nd St.	Shared use path	Links two corridors in the adopted bikeway network connecting to 62nd Street/Bull Street to Springfield Canal
13	Trail from Clinch St. to Wheaton	Shared use path	Link neighborhoods, jobs, schools and shopping via off-road system.

Adopted Changes to the Non-Motorized Transportation Plan

Map ID	Segments	Type	Reason
14	41st Street (replaces 40th Street)	Recommend shared lane/Bicycle Boulevard	Provides comfortable alternative parallel to Victory Dr. on north side and connectivity to parks. Recommend bike boulevard (traffic calming) only if segment meets required minimum volume/speed thresh hold and resident support required by City of Savannah's Traffic Calming program. Avoid making changes to segments without supporting data.
15	33rd St.	Recommend shared lane/Bicycle Boulevard	Provides comfortable alternative parallel south of Henry/ Anderson St., until the latter can be improved for bikes and connectivity to parks. Recommend bike boulevard (traffic calming) only if segment meets required minimum volume/speed thresh hold and resident support as required by City of Savannah's Traffic Calming program. The city recommended replacing with Park Boulevard which is already in the adopted plan. Park Ave is not an equal replacement to 33rd Avenue based on distance. CORE staff recommends leaving 33rd Avenue in the plan as a safe alternate to the Henry/Anderson corridor. This a "shared lane" recommendation until data supports a higher level facility.
16	W. Gwinnett St. from Telfair St. to existing route at Stiles Ave.	Shared use path on Gwinnett to Carver St., then shared lanes in Carver Heights	Links eminent bike lanes in Gwinnett St. widening (and Canal District) to Coastal Georgia Greenway,
17	Low-speed streets in Landmark Historic District	Shared lanes	Acknowledges the "bikeability" of most downtown streets. Eliminates emphasis on the circuitous, sightseeing route from old bike plans, as it did not serve transportation purposes well. East/West Road Segments: Zubley/Broughton, Bay, State , Congress, York, Hull, Perry, Harris, Charlton, Taylor and Gordon. North/South Segments: Montgomery, Jefferson, Barnard, Habersham, Houston, Bull and Abercorn Remove segments from plan: Jones, E. York and Lincoln
18	Select streets in Eastern Wharf	Shared lanes	Recommends these future low-speed streets to be part of the bikeway network. Avery Street connecting to Liberty/Wheaton. East/West connections to Avery Street from Pilot Street, Altamaha Street and a North/South connection to East Boundary Street.
19	Goebel Avenue from Gwinnett Street to Capital and Lawton Avenue (short segment) to connect to Causton Bluff Road connecting to President Street	Shared lane route	Modified alignment to provide a calmer route that makes similar connection. Goebel Street has had upgrades that will make it more suitable as a bikeway than when this recommendation was first suggested. Recommendations was to keep Goebel and combines 23 and 19.
20	Wilmington Canal	Shared use path	In the top ten list of the Chatham County Greenway Implementation Plan.

Adopted Changes to the Non-Motorized Transportation Plan

Map ID	Segments	Type	Reason
Recommended to be Removed from Adopted Bikeway Network			
21	Remove Abercorn/Truman Parkway from King George Boulevard to Whitefield Avenue	Recommended as future bike lanes in adopted plan. Sidewalks or multi use path are still recommended in viable sections.	Inclusion of this segment in the adopted plan was contingent upon a major project in the corridor which has not advanced. The addition Fulton St. (see above), would serve this segment's purpose.
22	Paulsen St., Oxford Dr. (Route #71 segment)	Recommended as future bike lanes (on Paulsen) in adopted plan	The addition of Reynolds St. and Atlantic Ave. (see above) would serve these segments' purpose, while avoiding section on Paulsen with more driveways and turning movements.
Recommended Type of Bikeway Revised			
23	Bull St., from Thackery Place to Washington Ave.	Shared use path	Extend the currently adopted Bull Street (Washington to Victory) segment. See 11 & 24. Replace cycle track with Montgomery. Bull Street from Washington to Victory is in the adopted plan but add Thackery Place to Washington Ave as a Shared us path extending the currently adopted Bull Street (Washington to Victory) segment.
24	Bull St., from Washington Ave. to Victory Dr. (existing)	Shared use path	In combination with a new proposed bikeway extension on Bull St. listed above (south of Washington to Thackery Pl.), this segment's revised type of facility would provide more protection in a corridor the city wishes to emphasize for bicyclists. See 11 & 24. Replace cycle track with Montgomery. Bull Street from Washington to Victory is in the adopted plan but add Thackery Place to Washington Ave as a Shared us path extending the currently adopted Bull Street (Washington to Victory) segment. This segment is in the adopted plan.
25	River St.	From shared lane to cycle track	Proposal from River Street Streetscape Plan

Adopted Changes to the Non-Motorized Transportation Plan

Map ID	Segments	Type	Reason
Non Motorized Consistent Policy			
	Include spurs and connections to priority trail projects	Shared Use path	Offer critical connections to priority trail projects such as Truman Linear Park Trail, Tide To Town, Route US 1, East Cast Greenway, Coastal Georgia Greenway and other priority routes).
	Roadways with speeds over 35mph are eligible to as a protected facility type when no alternate routing is available.	Protected Facility type	Upgrades facility type on roadways with speeds over 35mph if there are no alternative routing.
	Include all segments of local priority bike routes	Varies	There are several priority bike route projects in the region but as planning and design emerge exact segments may be modified. This is an overall policy statement that these routes are a regional priority and are consistent with the non motorized plan although exact locations may vary slightly from what is in the plan. This allows some flexibility of plan consistency for priorities routes still being designed.
Sidewalk Additions			
	Wildcat Drive sidewalk: Harris Trail Rd to Richmond Hill High School	Sidewalk/Shared use	Updates from Richmond Hill
	Richmond Hill Middle School sidewalk: Harris Trail Rd to Richmond Hill Middle Sch.	Sidewalk/Shared use	Updates from Richmond Hill
	Frances Meeks Way sidewalk: Ford Avenue to Shady Hill Circle	Sidewalk/Shared use	Updates from Richmond Hill
	Ivey Street sidewalk: Ford Avenue to Ross Way	Sidewalk/Shared use	Updates from Richmond Hill
	Maple Street sidewalk: Dogwood Avenue to Linwood Avenue	Sidewalk/Shared use	Updates from Richmond Hill
	Constitution Way sidewalk: Dogwood Avenue to Ford Avenue	Sidewalk/Shared use	Updates from Richmond Hill
	Cherry Street sidewalk: Ford Avenue to Linwood Avenue	Sidewalk/Shared use	Updates from Richmond Hill
	Linwood Avenue sidewalk: Cherry Street to Maple Street	Sidewalk/Shared use	Updates from Richmond Hill
	Richmond Hill High School Shared Use Path: County Recreation Center to Richmond Hill High School	Sidewalk/Shared use	Updates from Richmond Hill
	Ford Avenue sidewalk: Railroad Tracks to I-95	Sidewalk/Shared use	Updates from Richmond Hill
	Ford Avenue sidewalk: Railroad Tracks to Timber Trail	Sidewalk/Shared use	Updates from Richmond Hill
	Timber Trail Road sidewalk: Ford Avenue to Development	Sidewalk/Shared use	Updates from Richmond Hill
	SR 25/US 17 sidewalk: Harris Trail to Kroger Drive	Sidewalk/Shared use	Updates from Richmond Hill
	Harris Trail sidewalk: Timber Trail to Creek Valley	Sidewalk/Shared use	Updates from Richmond Hill
	Brisbon Road sidewalk: Harris Trail to Town Centre Drive	Sidewalk/Shared use	Updates from Richmond Hill

Bicycle Facilities Updates

Although there hasn’t been a great deal of change since 2014 in terms of new bicycle facilities there are four projects currently under or near construction that are anticipated to be completed in the next two years that will add 13 miles of non-motorized facilities to the network (see Table 1). Truman Linear Park Trail Phase II A and Phase II B will add 8 miles of bicycle and shared use trails to the region. The Delesseps Road SR 26 improvement project will add almost an additional 3 miles of improved sidewalks and shared use facilities. Approximately two miles of bike lanes are being added to Wheaton/Liberty Street from Barnard to Truman Parkway.

Table 1: Mileage of Existing Bicycle Facilities

Miles Existing	
2020	
5Bicycle Lanes	17.4
Paved Shoulder	6.8
Shared Lanes	44.8
Shared Use Path	30.5
Totals	99.5

Bike Share Service

Bike and scooter share systems offer fleets of bicycles and scooters for short term rental within a defined service area. Currently the only service in the region is offered to SCAD students. Chatham Area Transit (CAT) used to operate a station based bicycle share system but has discontinued the service. The technology has changed rapidly for bike share systems and the industry is now favoring private companies to own or operate systems. There are companies exploring the Savannah area particularly the historic downtown area as well as some of the college campuses.

In 2018 the Savannah City Council approved an ordinance that prohibits any shared mobility device from being placed in the public right-of-way, on public property or offered for use anywhere in the City. Other cities have found that without docking stations, scooters and other shared-use electric devices are often abandoned by users on streets, sidewalks and other public places. The scooters can become hazards for motorists and pedestrians. After seeing some of the challenges stemming from the introduction of these devices in other cities, the City of Savannah chose to get in front of the issue so that we could establish appropriate guidance and regulation for their use. The ordinance is intended to be a short-term response, allowing City Staff and the community to work together to develop a long-term solution.

Bike Racks

The City of Savannah has continued to install bike racks throughout Savannah. Between 2009 and the completion of the 2014 NMTP 64 bike racks had been installed and additional 50 were installed since. The following table list the locations bike racks in Savannah:

1 E Broughton St. @ Bull St.	2201 Bull Street	5002 Paulsen St
102 E Liberty St	2220 Sallie Mood Dr.	514 Berrien St
102 E Liberty St (in the lane)	225 W Broughton St.	535 E. Liberty St
102 East Victory Dr	2311 Habersham St.	601 E. 66th St.
102 W Congress St	234 MLK Blvd.	633 East Broad St
102 W. Broughton St	2403 Bull St.	7 East Congress St.
102 West Broughton St.	2427 Desoto Ave	701 MLK Blvd.
11 W Liberty St	2430 Habersham St.	703 Wheaton St.
111 MLK Blvd.	2431-B Habersham St.	Atlantic St. @ Washington Ave.
1112 East 69th St	2438 Bull St	Back in the Day Bakery
112 West Broughton St.	2819 Bull St	Barnard St. @ Congress St
12 W 41st St	3 West Henry St	Barnard St. @ Congress St.
1200 Bull St. @ Park Ave.	300 Bull St. at Liberty St.	Broughton St. @ Abercorn St.
1205 Bull St	300 Bull Street at Liberty	Bull & Perry Lane (Perry Bike)
1206 E 68th Street	300 E. Macon St.	Bull St @ Johnson Sq
1215 Barnard St	301 West Jefferson St	Bull St. @ Broughton St.
123 W 44th St	302 West Victory Dr	Bull St. @ Henry St
1302 Drayton St	306 Jefferson St. @ Liberty St.	Bull St. @ Park Ave.
1305 1/2 Barnard St	309 W Broughton St	Civic Center
1313 Habersham St	3101 Waters Ave.	Congress & Barnard
136 Bull St	311 Whitaker St.	Fahm St. @ Visitors' Center
14 Barnard St	32 Abercorn & Congress	Forsyth Park on Gaston St. @ Whitaker St.
1401 E Victory Dr.	321 Habersham St	Forsyth Park, next to stage
145 Bull St	322 E. Taylor St	Gamble Building catwalk
15 West York St.	3405 Waters Ave	Habersham & Bay St.
151 Bull St	36 MLK Blvd. @ Congress St.	Jefferson St. and Montgomery St.
1514 Bull St	400 MLK Blvd.	Liberty St. @ Whitaker St., parking lot
1515 Bull St	405 West Congress St.	Montgomery St. @ Broughton St.
1600 Habersham St #25	408 MLK Blvd.	Old Liberty St.
1602 Drayton St	408 W Broughton St	Police Headquarters
1702 Abercorn St.	414 Whitaker St	Price St. & Broughton St.
1801 Habersham St.	422 W. 43rd St	State St. Parking Garage entrance
1813 Bull St	428 Bull St. @ Taylor St.	Thunderbird Hotel
1821 Bull St	44 MLK Blvd.	Utrecht Art Supply
1919 Bull St.	4406 Waters Ave	Wesley Monumental Church
1919 Bull St.	4430 Habersham St.	Whitaker & Howard St.
2 E. Liberty St	5 W. 40th St.	Whitaker St. garage
204 W. Victory Dr	500 MLK Blvd.	York @ Barnard

Pedestrian Facilities Updates

Only some minor adjustments were made to the sidewalk recommendations overall and approximately 126 miles of additional sidewalks have been mapped since the 2014 NMTP was adopted.

The Urbanized Area expanded in 2015 adding Richmond Hill to the Metropolitan Planning Organization boundary. Several sidewalks that are planned in Richmond Hill were added to the pedestrian plan while almost 3 miles of completed sidewalks were added to the sidewalk maps (see Table 2).



Chatham County also completed some sidewalk improvements along King George Boulevard and Wild Heron Road which have been added to the sidewalk map. Chatham County also has some planned sidewalk improvements that were included in the plan along Chevis Road.

Table 2: Mileage of Existing Sidewalks and Shared Use Paths

	Miles Existing
	2020
Sidewalks*	574+
Shared Use Paths**	31
Totals	605

*Sidewalks mapped to date

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

Non – Motorized Plan Working Group

A working group of subject matter experts and interested parties was formed to review a proposed list of amendments. The group met twice and communicated via email over the course of three months. The proposed amendments along with the suggestions of the working group were shared with the CORE MPO committees for additional comments before going to MPO board in February 26th 2020 for final adoption.

The working group members represented:

- The City of Savannah – Traffic Engineering
- The City of Savannah – Mobility and Parking
- The City of Savannah – Office of Sustainability
- Savannah – Hilton Head Airport
- Healthy Savannah

- Metropolitan Planning Commission – Comprehensive Planning
- Metropolitan Planning Commission – SAGIS
- Chatham County
- Garden City
- Richmond Hill
- Coastal Region Commission
- Bike Walk Savannah
- East Coast Greenway
- Advisory Committee on Accessible Transportation members
- Citizen Advisory Committee members
- Local Alderman

Design Guidelines and Resources

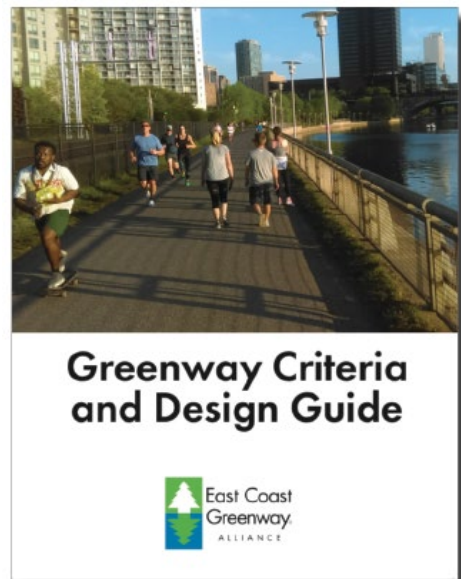
Since the 2014 adoption of the Non – Motorized Transportation Plan there has been several new resources and design guides made available. Designs should be sensitive to the context and expected usage. Below are several resources for designers. The authoring agencies and organizations periodically update many of these; users should be sure to check for the most current version.

General Design Guidance

- [Complete Streets](#) ordinance was adopted by the City of Savannah in 2015.
- CORE MPO [Thoroughfare Plan](#), 2014:
- [Manual on Uniform Traffic Control Devices](#) (MUTCD), Federal Highway Administration (FHWA), 2009
- [A Policy on Geometric Design of Highways and Streets](#), 7th Edition, 2018.
- [Urban Street Design Guidelines](#), National Association of City Transportation Officials (NATCO), 2013
- [Designing Walkable Urban Thoroughfares: A Context Sensitive Approach](#), Institute of Transportation Engineers and The Congress for New Urbanism (CNU), 2010
- [FHWA Bicycle and Pedestrian Program](#)

Design Guidance for Bicycles

- East coast greenway Design guidelines
The updated [Greenway Criteria & Design Guide](#) (2019), developed by East Coast Greenway Alliance staff and volunteer partners includes information and resources for the planning, design, construction, promotion, and maintenance of local East Coast Greenway segments. The guide defines the vision of a protected, connected series of safe facilities for a continuous non-motorized route from Maine to Florida and the requirements for Greenway



segment design and construction, illustrated with photographs, along with links to best-practice planning and design guidelines.

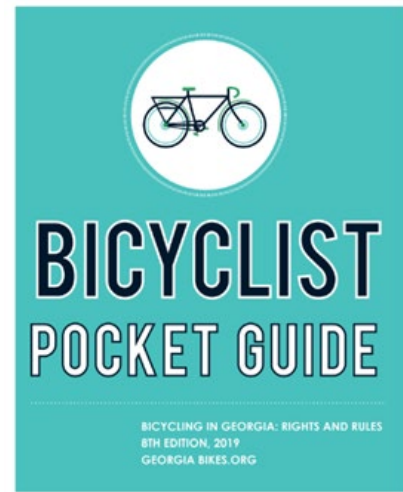
- [Urban Bikeway Design Guide](#), NATCO, 2014
- [Guide for the Development of Bicycle Facilities](#), AASHTO, 2012 (2020 in Draft)

Design Guidance for Pedestrians

- [Update Guide for Planning, Design and Operations of Pedestrian Facilities](#), AASHTO, 2010
- [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-Ways](#), Planning and Designing for Alterations, Public Rights-of-Way Access Advisory Committee, 2007
- [Improving Pedestrian Safety at Unsignalized Crossing](#) (TCRP 112/NCHRP 562), Transit Cooperative Research Program (TCRP) and National Cooperative Research Program (NCHRP), 2006

General Resources for Cyclists and Pedestrians

- [Bicyclist Pocket Guide 8th Edition](#)
The Bicyclist Pocket Guide is produced and published by Georgia Bikes with generous assistance from the Governor’s Office of Highway Safety, Georgia Department of Transportation, and Bike Law Georgia.
- [Georgia Bike laws](#)



Visit us at our website for more information about the Non-motorized planning
<https://www.thempc.org/Core/Bpp>

