

A3. Stakeholder Feedback November Community Meeting

Phase III Truman Parkway Focus Area Report

Victory Drive Corridor Study

December 14, 2016





VICTORY DRIVE CORRIDOR STUDY – PH III
November 17, 2016 Comment Card Summary

		Level of Support					Unsure/ No opinion	Weighted Average
		Strongly Support			Do Not Support			
		5	4	3	2	1		
TRANSPORTATION:								
A	Implement Complete Streets Concepts							
i	Provide sidewalks along both sides of Victory Drive	54	5	6	2	13	1	4.06
ii	Provide pedestrian lighting along both sides of Victory Drive	46	14	6	3	12	0	3.98
iii	Provide fully functional, four-way accessible crosswalks at all signalized intersections	52	9	5	4	10	0	4.11
iv	Explore alternate, parallel routes for bicycles off of Victory Drive	52	7	5	2	14	1	4.01
v	Provide benches and shelters at major transit stops	49	6	11	3	11	1	3.99
vi	Adjacent local road network shall accommodate people on foot, on bicycle, and in cars and trucks	47	8	7	1	12	5	4.03

COMMENTS

- yes - if you are elderly, have young children or carrying a lot of packages or have had to walk a long distance to a bus top, you know how important the bench at the bus stop is!
- explore options to increase the number of parallel streets as development opportunities emerge as an incentive to developers in exchange for benefits to their development (relief from required number of parking spots; tax incentives; etc.)
- "- make lighting motion - sensed at nighttime
 - ped lighting - yes, but down-focused and not overkill - just enough to be attractive lighting, there is too much light pollution as it is
 - crosswalks - sensor to need, not automatic and wasteful of time"
- "- Provide a signalized crosswalk at Atlantic Mall. 1) School children cross here both to Savannah Arts Academy and to Charles Ellis schools. 2) The Mall walkway continues on both sides of Victory. Pedestrians walk on the mall walkway. 3) There is a playground in Baldwin Park on the north side of Victory. Residents on the south side of Victory use this kid's playground. Traffic on Victory does not stop for pedestrians in the crosswalk here. Is there a state law? Please insist on a push button light.
- There needs to be a bicycle route from Bull St to Tybee Island. Where is this recommendation?"
- designated areas for ped/bike, and for shade trees and landscaping
- fewer signals, keep pedestrian lighting attractive, not too bright; newspaper and TV news education of drivers!; parallel routes - try the alley to the north of Victory Drive=light it, pave it, share with the garbage pickup
- "lighting - if it is pedestrian scale and attractive
- benches and shelters - if they are attractive"



- A bike lane on Victory Drive would be nice.
- I'd prefer bike routes ON Victory, but you don't give that option.
- only works if skidaway is given equal attention.
- Re: Bicycle trails, etc. This must be done in an aesthetically pleasing manner that is least disruptive to the existing landscape. Otherwise it is just more pavement.
- Please incorporate bicycle paths.
- There needs to be a safe amount of space designated for bicyclists or they will not know where to ride and it will be dangerous for anyone involved. Price St is a good example of great planning.
- One of the things that impresses my out of town friends the most when they come to Savannah is the functionality and beauty of her roadways and pedestrian areas. I always tell people we got most of it right.....except the Victory/Truman area which is just a mess. It's one of the only areas where I ever run into any traffic and it's one of the few areas that lacks the complete planning element including trees, bike routes and pedestrian interchanges. I'm looking forward to this area being improved!!
- We need to implement for everyone at all times
- Any Overlay District proposal should include not only the area directly adjacent to Victory Drive, but also any neighboring streets that would be affected. For example, Carey Street, Bee Road, and 52nd Street should be included because they would be affected.
- One sidewalk is enough. There are more people biking than walking.
- Strongly support
- Bicycles need to be accommodated on Victory Dr with separated infrastructure, not shoved off to an adjacent street.
- "Provide sidewalks on adjacent local road networks so residents can walk to shopping from adjoining neighborhoods.
- Provide additional incentives and marketing to encourage transit use."
- Please eliminate the u-turn at the intersection of Victory and Dixie-very dangerous.
- As a resident of Ardsley Park since 2005 and owner of another property on E42nd Street, I utilize the Victory Drive corridor constantly. The improvements you are proposing would dramatically enhance not only safety, but quality of life for local residents and the entire city of Savannah. Let's hope this doesn't go the way of the DeRenne project, however. Savannah MUST address its transportation infrastructure, not just build more hotels.
- SIDEWALKS ARE ESSENTIAL
- "Shall accommodate" is too vague & I heard no detail about this at the meeting. Since I live in an "adjacent road network", I'm concerned that traffic will be diverted into my neighborhood to solve Victory's problems. Can't support that without knowing more. I particularly oppose widening or increasing speed (intentionally or not) on Washington.
- I appreciate the efforts to find "alternate" routes for people riding bikes, but what do these people do if their destination is ON Victory? Do they have to be shunted off on side streets and forced to travel behind buildings with dumpsters? Whatever the alternative routes are will need to be of a high design quality that strives to maximize a safe, comfortable, and pleasant experience for bicycling by all ages and abilities.
- "Complete Streets" and other such context should not exist in the environment of Federal Highways. Using catch phrases to draw in opinions should not be a part of this survey.



- The bus stops at the Wallin Street/Victory Drive intersection need to be upgraded and need to be better maintained. I use these stops every day -- the one going west-bound on Victory always has overturned shopping carts scattered around the bus shelter and is littered with trash. Going east-bound on Victory, the bus stop is merely a painted telephone pole with terrible pedestrian access. These stops get used frequently but are inadequate for those who use the CAT bus.
- Making the corridor friendly to vehicle, bike, and pedestrian use should slow down traffic in key areas where that would benefit the boulevard and historic areas of the drive.
- Bus passengers are there to shop and usually push a cart to the stop. So stops need a place to leave the carts afterward without having to block the bus stop or sidewalk. Most of the bus stops now back up to a ditch.

		Level of Support					Unsure/ No opinion	Weighted Average
		Strongly Support			Do Not Support			
		5	4	3	2	1		
B	Improve traffic flow via access management							
i	Develop and adopt an Access Management Policy for the corridor	43	8	5	2	12	7	3.97
ii	Manage the location and spacing of driveways/access points	42	6	4	5	12	7	3.88
iii	Manage median opening and intersection spacing	44	9	6	1	12	4	4.00

COMMENTS

- Fix Home Depot problems!!!
- Lower speed limits, maintaining or narrowing lane widths (road dieting), use of different pavement materials and textures to calm traffic
- - nicely landscaped and with attractive signage - like our orange bus stops and cement post street markers
- - don't compromise beauty for safety IF not safe then don't have median opening there
- How many more grocery stores do we need between Daffin Park and Skidaway Road along Victory Drive?
- Please stop with the excessive jargon. I have no idea what an Access Management Policy is and I went to the meetings! What I want is for Victory Drive to stop becoming more suburbanized with big box shopping centers. If this improved flow leads to big box stores, then hell no I don't want it.
- n/n
- Safeguards need to be put in place to protect drivers, cyclists, and those on foot, and these safeguards need to be mandatory, not dependent on the goodwill of developers.
- Do something about the entrance to Target/Home Depot. Going in is a nightmare and holds up all other traffic in the eastbound lane of Victory. Coming out the exit should be wide enough to allow cars crossing Victory to go around those turning left onto Victory westbound.



- There are far too many driveways on Victory, which is a major cause for congestion. It also poses a serious risk to people walking and riding bicycles.
- Access should be determined by existing conditions.
- Wallin Drive turn lane must be lengthened.

		Level of Support					Unsure/ No opinion	Weighted Average
		Strongly Support			Do Not Support			
		5	4	3	2	1		
C		Maintain and/or reestablish local street network						
	i	38	10	6	3	15	5	3.74
	ii	37	6	11	2	12	6	3.79
	iii	32	10	7	4	16	6	3.55

COMMENTS

- yes, it will reduce traffic on Victory and accidents on Victory
- - only if there is a stop sign at every intersection - to keep traffic slow so not used as an alternative speedway - small road, 2 lanes only, landscaped
 - ii: not by merger/veer off, only 90 degree turns on and off
 - iii: in planning concept only
- Local road network integration could be nice but it could equally turn those streets into busy tangled messes and severely degrade the quality of life of people living on those streets
- These are false choices. I want Victory itself to accommodate cars, pedestrians and bikes.
- "Future connections to adjacent parcels": Yes, if it is done with sensitivity and in accordance with Traditional Neighborhood Design principles; no if it is done to encourage yet more development.
- this may be a solution.
- Again, any Overlay District should include these side streets, not just the area along Victory Drive itself.
- If providing for a local road network adjacent to Victory Drive encourages more shopping traffic cutting through neighborhoods, than I would not support this. If a local network provides benefits primarily for neighborhood residents, then I would support it.
- Westbound traffic on Victory could be reduced if there was a way to get from the islands to southbound on Skidaway without having to come to the Vic/skid intersection. The only way to do that now is to make a left on Skidaway without a traffic light t (e.g. at Sunset St.). If one could get off Victory at e.g. Mechanics Ave, take side streets around Johnson High and then turn left onto Skidaway with a light somewhere south of Victory, much WB traffic could be diverted.
- Extend the grid wherever possible! Ensure that these streets are designated as "quiet streets" or "bike boulevards" from the outset.
- This is impossible to do unless the City is willing to condemn property and pay for it.
- Unless compensation is in order, anything done with respect to future connections to adjacent parcels is a taking. This is a very sneaky way of asking a question to remove property rights



- All good ideas, but how do we compensate owners? This is the major issue lacking in this report.

		Level of Support						Weighted Average
		Strongly Support			Do Not Support		Unsure/ No opinion	
		5	4	3	2	1		
D	Increase East/West Travel Options:							
	i As major redevelopment occurs, additional context sensitive roadway connections across the Truman Pkwy should be explored.	33	12	8	2	14	6	3.70
	ii Previous recommendations that provide for through connections across Skidaway Rd should be implemented.	27	12	8	1	14	13	3.60
	iii Provide for local road network adjacent to Victory Drive that accommodates cars, pedestrians and bicycles.	37	12	5	5	12	3	3.80

COMMENTS

- see previous comments, improve to have minimal negative impact if passing through a residential neighborhood; maximize positive image through landscaping
- We live at Reynolds & 41st. At present we drive on Washington Ave.
- Some sort of parallel access roads should be developed to removed unnecessary access points and reduce cars on victory drive proper in this area. Many times during the day east - west flow comes to a complete stop. Cars on the south side of Victory have to enter Victory just to access the Truman to go south. Would not be necessary if an access road had been installed during development of that strip center.
- More need for bike/ped and bus east-west along Victory Drive.
- yes
- I do not want Parkside and other nearby neighborhoods to become a dumping ground for Victory traffic.
- This is tricky because it's extremely important that the road network not interfere with the quiet enjoyment of local neighborhoods.
- Again, any Overlay District should include these side streets, not just the area along Victory Drive itself. And such an overlay district must be mandatory, as past development has shown little concern for sidewalks, bikeways, or connectivity.
- If providing for a local road network adjacent to Victory Drive encourages more shopping traffic cutting through neighborhoods, than I would not support this. If a local network provides benefits primarily for neighborhood residents, then I would support it.
- See comment above.
- Define "context sensitive" ... Otherwise this is again a leading way to elicit a response. The questioning here is flawed.
- The problem with this idea is that only 52nd Street is able to serve in this capacity and it already is overloaded.

	Level of Support	
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		Strongly Support					Do Not Support	Unsure/ No opinion	Weighted Average
		5	4	3	2	1			
E	Analyze Alternative Interchange Treatments at Truman Parkway: These could include Single Point Urban Interchange (SPUI) and Diverging Diamond concepts	27	9	9	2	16	12	3.46	

COMMENTS

- Divert federal funding from highway widening or other projects to this very important initiative
- Both SPUI and DDI look like a terrible direction to take
- Oh for crying out loud! What are you talking about? Speak English. I can't spend all this time educating myself about urban planning lingo just to fill out this survey.
- don't use 52 nd St as alternative of Victory That is already happening, They fly down 52nd St already. even with the barrels out there.
- This intersection is a disaster waiting to happen and needs to be fixed.
- I don't see that Truman is a hugely significant part of the problem. Most traffic seems to either go to the businesses along Victory or passes through toward T'bolt. Traffic is rarely lined up to enter SB Truman and I've never seen a line to enter NB Truman. The only problem is traffic coming off NB Truman onto EB Victory but that is a problem only because traffic is already bottlenecked on EB Victory. Solve the Victory backup first. Building some fancy interchange to get off Truman won't help if it only funnels traffic onto an already backed up Victory.
- This seems very expensive and disruptive.
- This will never happen ... It's too costly, I only see this question being included as "fluff and more smoke and mirrors"
- This all sounds and looks good; but does it really work?

		Level of Support					Unsure/ No opinion	Weighted Average
		Strongly Support			Do Not Support			
		5	4	3	2	1		
F	City to evaluate Street Abandonment Policy/Process: Include relevant departments: MPC, Parking Mobility, Parking Services, Traffic Engineering, Real Property, etc.	35	9	8	1	14	8	3.75

COMMENTS

- Munster Street should be formally established as a street and not just maintained as a right of way.
- yes, I want to do whatever possible to help restrict land use of Johnny Harris property to be sensitive to local residents - form? Landscaping center, garden center, greenhouse; equestrian center; grocery store; NOT massive commercial space w/tons of asphalt and cement
- I don't understand this
- Would also like community gardens in abandoned area
- Also include people who live nearby. And when neighbors speak don't completely ignore them like council did on Munster Street.



- Um, how about homeowners too? I think the hundreds of millions of dollars that local homeowners have invested in the area both through home purchases and taxes entitles them to a seat at the table when these decisions are made.
- I support providing it does not encourage and support the wrong kind (read BIG BOX STORES) of development in the area.
- I do not support abandonment that is done to allow some developer to build what he wants on publicly owned ROW as was done with Johnny Harris. Until MPC recognizes that it exists to serve the public, not developers, it has no business "abandoning" our property to private parties. At least, it should demand some concessions, enforceable promises, etc in return.
- There is already adequate processes in place for this.
- There is nothing in the Phase III section that would indicate the need for policy or process change.
- Not sure if by "Real Property" you are talking about the property owners. They need to be there, as do the nearby resident spokespersons.

		Level of Support					Unsure/ No opinion	Weighted Average
		Strongly Support			Do Not Support			
		5	4	3	2	1		
G	Provide for increased bicycle and pedestrian access to and thru the study area							
i	Provide east-west multi-use trail connectivity over the Casey Canal and Truman Parkway, connecting neighborhoods to the commercial core	49	12	3	2	11	2	4.12
ii	Provide multi-use trail(s) along the Casey Canal connecting the Police Memorial Trail to points north	52	10	3	1	10	3	4.22
iii	Provide for local road network adjacent to Victory Drive that accommodates cars, pedestrians and bicycles.	41	11	4	4	12	5	3.90

COMMENTS

- It's not safe!!
- provide bicycle trail from Bull Street to Tybee
- Again, I'd prefer that Victory itself accommodates cars, pedestrians and bikes but you don't provide that option. I'm afraid that checking "strongly support" here weakens that stance that I prefer.
- A bicyclist should be able to smoothly and safely connect from downtown to victory Drive shopping centers.
- RE: #3 above
This is tricky because it's extremely important that the road network not interfere with the quiet enjoyment of local neighborhoods.
- From Derenne to the River, it's incredibly easy to get around via bicycle! Savannah has the luxury of no hills and plenty of parallel/adjacent routes that make staying off of busy car roads a relatively simple task.....until you try to go east of the Truman or out further West as well! Most of our suburbs aren't that far and biking into town would be easy if there were good routes for it which would benefit the health/wellness and livability for other neighborhoods.
- all roads need to be safe biker, walkers and autos



- Savannah is not that big of a city. Providing good, easy to use bicycle and pedestrian access would likely reduce traffic. I, for one, would bike more in this area if I weren't worried about being killed will cycling in a place where it's all about cars.
- Let's keep/make Savannah as green and connected (without cars) as possible!
- Crucial factors in the success of this initiative.
- See comments above
- Crossing Victory - or traveling along it - are very stressful experiences outside of a motor vehicle.
- Are we aware that "Police Memorial Trail" is soon to be the "Linear trail?" It changes things ... I think for the better.

		Level of Support						Weighted Average
		Strongly Support			Do Not Support		Unsure/ No opinion	
		5	4	3	2	1		
H	Speed Limit: GDOT study possibility of reducing the speed limit to 35 MPH	40	3	6	4	19	6	3.57

COMMENTS

- speed bumps!!! It's still a race track!
- Along with other traffic calming options
- as long as flow of traffic is maintained; maybe center lane is travel lane only - no turning so traffic can flow
- Just reduce it. It is stupid to drive 40 MPH from one stop light to another.
- studies show that more cars can move through an area at 35 MPH than any other speed
- If the roadway is well designed then the current speed limit should be fine.
- Where? What's the limit now? C'mon! Provide the necessary context to answer these questions or it's a waste of time.
- It should be lowered to 30.
- It's rare that you can even get to the 40 MPH speed limit due to all the traffic congestion.
- no need to go fast
- i think the speed limit should be 35
- Reduce the traffic and turn this area more into a "Main Street" than a thoroughfare.
- 25 should be. at 35 the hit is still bad. it hurts.
- SLOW TRAFFIC ON VICTORY DRIVE ,, , please ,, , not only are pedestrians 4 inches (curb width) from high speed traffic but people actually have homes on Victory that are about 20 feet from high speed traffic ,, , with need for access from driveways as part of their HOMES ,, , people actually live on that road ,, , !!!!
- When the environment is beautiful people don't mind traveling more slowly.
- Agree with the speaker at the meeting that this is largely irrelevant given the traffic congestion.
- A lower posted speed limit is well and good, but the only proven method for actually reducing motor vehicle speeds is street design: narrow the lanes, narrow the field of vision by bringing trees and buildings closer to the curb.
- Speed limits mean nothing. Drivers travel at the speeds they are most comfortable.



LANDSCAPE / ENVIRONMENT:

		Level of Support						Weighted Average	
		Strongly Support			Do Not Support		Unsure/ No opinion		
		5	4	3	2	1			
I		Reestablish Historic Landscape Framework							
	i	Plant palms and live oaks where possible based on the historic framework	53	5	3	2	12	1	4.13
	ii	Reestablish the median where possible; replant existing gaps in the median landscape	53	4	4	1	12	3	4.15

COMMENTS

- but make sure the car drivers still have ability to see oncoming cars when they are turning onto another street - too many big live oak trunks and huge azalea shrubs to block drivers view
- - and maintain with irrigation, fertilizer, and pruning
- - noise barrier, beauty, visual barrier from opposite traffic
- Never existed in this area
- if planning to replant--MUST have irrigation!!!
- yes, very important!
- I actually hate palms and would prefer to see real canopy trees. Nobody is impressed anymore with palms the way they were when Victory was first planned. Now they're cheap parking lot fillers that say "Miami Beach" to the uninitiated. They are useless at providing shade and they aren't great carbon sinks either.
- This should be near the top of the list of priorities.
- Victory Drive's medians and tree cover are an iconic part of Savannah and I'd love to see them continued wherever possible
- but need to change the design approval board. latest approved projects are horrible! money talks and is screwing savannah landscape with horrible buldings!
- Victory drive has become awful looking. It use to be full of beautify azalea bushes ,, and vibrant palms and trees ,, please fix it.,
- The more green the better, not only for beauty, but for the environment, which so far Savannah lags far behind on from a national perspective.
- There is NO SUCH FRAMEWORK that you reference here.
- THIS IS AN HISTORIC ROAD. ITS HISTORIC LANDSCAPE MUST BE RE-ESTABLISHED AND MAINTAINED.
- YES YES YES YES YES YES YES
- You cannot force place live oak trees on owner's property along the ROW.
- Vegetative in nature ... Ok, if this is construed in any other way, then NO WAY.
- The median is beautiful but it limits the right-of-way space. Should consider slimming the median in certain areas to allow for wider sidewalks and/or bike lanes.
- Fill the median with more azaleas, not just one here and there. Make it full of plantings again.



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		Level of Support					Unsure/ No opinion	Weighted Average
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		5	4	3	2	1		
J	Implement Median Improvement Program							
	i Utilize the current Park & Tree median proto-type installed between Bull and Drayton Streets	36	10	4	3	13	9	3.80
	ii Coordinate with GDOT; install City irrigation system in median	40	10	7	3	11	7	3.92
	iii Reestablish granite median curb	35	13	3	5	11	9	3.84

COMMENTS

- I would only support reestablishing the granite median curb if there were bicycle access ramps regularly spaced for crossing. One place that is definitely in need of an easy bicycle crossing is across Victory at both sides of the Atlantic Avenue green way
- The prototype is better than the scabby median further east, but we could do something modern and better. How about you make the median a rain garden so it provides drainage and doesn't need a curb or irrigation.
- a lot of victory still floods badly around the daffin park area down to abercorn
- We need to reach out to the BEST landscape designers in the nation in making final decisions about the median.
- ALL IMPORTANT. IRRIGATION ESSENTIAL. GRANITE CURBING MUST BE RE-INSTALLED TO PROTECT MEDIAN PLANTING.
- YES AGAIN
- Create safe, protected crossings that utilize hybrid beacons.
- Will have to shrink the median to build curb. Not enough room in the ROW.
- Since there is no true definition of the prototype ... There is no way to answer this. It's another guiding question.

		Level of Support					Unsure/ No opinion	Weighted Average
		Strongly Support			Do Not Support			
		5	4	3	2	1		
K	Conduct Tree Condition Assessment within the Right-of-Way							
	i Identify specimen and exceptional trees	49	6	6	0	13	3	4.05
	ii City to address trees requiring removal and/or maintenance pruning	43	12	6	2	10	3	4.04
	iii Implement routine corridor maintenance program	45	12	5	0	11	3	4.10



COMMENTS

- just hurry up!!
- highlight specimen trees; ii - not city - an arborist tells the city what to do - no fear-based decisions!; maintenance by an arborist- not by GA power or city officials
- What the heck is a "corridor maintenance program curb?" Again, speak English! This survey is making my blood pressure skyrocket.
- Considering Victory is used as an access point to Tybee attractions and places such as Bonaventure and Wormsloe this area should be beautiful since it's part of the tourist reach.
- WE SHOULD BE ASHAMED BY THE CONDITION OF VICTORY DRIVE. FUTURE MAINTENANCE IS A NECESSITY.
- The City's maintenance plan seems to be "cut what we can reach". Its removal plan is "if it looks like a tree, remove it". So I can't say that I support what the city is doing now. We need a more comprehensive plan - the goal of which is to remove when necessary but then to replant according to some schedule that will result in more trees going in than coming out. The City's website once said that we need to add 1200 trees per year to maintain the urban forest. We are probably 30 years behind by now!
- Trees need to be moved to center of median away from traffic
- What is program curb?
- The city already maintains the Victory Live Oaks very well. Only one had damage from Hurricane Matthew because of how well the city maintains the trees.

		Level of Support						Weighted Average
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		5	4	3	2	1		
	Identify Potential Additional Green Space Opportunities Along the Corridor	44	6	4	1	16	1	3.86

COMMENTS

- Rather than establishing green spaces along the corridor, connectivity to nearby green spaces, such as the linear trail, should be more of a priority. Green space directly fronting Victory Drive, unless large scale, would not have a very high quality. Pocket parks sheltered from direct noise pollution, however, might have merit, such as within the centre of larger developments.
- This is SO important.
- In addition to adding Green Space, make keeping existing green space a priority by adding stipulations to any Overlay District.
- Great idea!
- CURRENTLY TOO MUCH COMMERCIAL DEVELOPMENT, LACK OF PEDESTRIAN SPACE. FUTURE: CARS AND PARKING LOTS!!
- Your concern about green space, trees, etc. is very heartening. I expected to see you emphasize traffic and convenience over beauty and the environment. Glad I was wrong.
- Cannot create greenspace out of this air. Has to be purchased by someone.
- There are few areas where this can be implemented, but it is a good idea.
- If we are talking about installing plants, I agree. "Parks" and park-like areas would just be abused. Daffin Park is across the street!



		Level of Support						Weighted Average	
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		5	4	3	2	1			
M	Create Landscape Gateway Zone At Truman / Victory Interchange								
	i Develop Landscape Improvement Plan for Gateway Area	43	12	8	0	12	2	3.99	
	ii City to Partner with GDOT and Chatham County to implement the landscape gateway plan	38	13	7	2	11	5	3.92	
	iii Apply for GDOT Gateway Grant funding	42	10	3	0	13	5	4.00	

COMMENTS

- is there anyway to incorporate the spirit of the name "Victory Drive" into the gateway? (and as an honor to our service members?) see Fort Benning overpass in Columbus GA
- Landscape plans should be compatible with traditional Victory Drive plan of Palms, Oaks and Azaleas
- While enhancing the Truman/Victory interchange would be nice, it is not a priority. Get the sidewalks reclaimed along Victory, protect the existing tree lawns from future development--don't waste a lot of time and resources going after \$50K from GDOT gateway grant funding.
- Do not prioritize funding for a gateway beautification over real life safety and health improvements for pedestrians and bicyclists.
- GOOD LUCK WITH GDOT!!
- Huge waste of funds. Landscaping the banks of highways is the proverbial "lipstick on a pig" and diverts resources from useful projects. Plan native trees and shrubs and leave it alone.
- After the waste that the Victory Study has been, there is no way the GDOT should be in favor of giving additional funding to this area.
- This was not adequately explained.

		Level of Support						Weighted Average	
		Strongly Support				Do Not Support			Unsure/ No opinion
		5	4	3	2	1			
N	Reestablish Historic Tree Lawns & Sidewalks: Provide tree lawns & sidewalks per the appropriate prototype section	48	7	2	1	16	1	3.95	

COMMENTS

- But develop strategies for this goal be adaptive depending on the nature of the existing conditions, since a uniform solution is not going to be possible.
- Why word something under the disguise that it "reestablishes" a feature that was never in this part of Victory Drive. This is guiding, and a misrepresentation
- most important!



- More tree lawns!
- Absolutely.
- Another gross misrepresentation. What could possibly be "reestablished" when it did not exist in the first place. This section of Victory has NEVER HAD TREE LAWNS AND SIDEWALKS.
- TREMENDOUSLY IMPORTANT FOR PEDESTRIANS
- There is no historic context for this in Phase III because the tree lawns and sidewalks have never existed there.
- There are no historic tree lawns or sidewalks in this area. This is incorrect and leading.
- There are/were no historic Tree Lawns or Sidewalks to "Reestablish" in these areas. This question is a misrepresentation of fact.
- In the historic sections of Victory between Bull Street and Bee Road, this may be difficult to change. Most homes have the sidewalk at the road edge with trees behind that. Homes on Victory have large expanses of Azaleas and other plantings behind that, so if the sidewalks were moved away from the road it would impact those plantings and the size of home lots. Be careful here.
- THERE IS NO HISTORIC TREE LAWN AND SIDEWALK!

		Level of Support						Weighted Average
		Strongly Support			Do Not Support		Unsure/ No opinion	
		5	4	3	2	1		
O	Screen Surface Parking Lots from Victory Drive							
	i Utilize evergreen hedge plant material in a staggered double row	34	11	8	2	13	9	3.75
	ii Utilize City Approved Plant List for hedge material	36	9	9	2	15	5	3.69
	iii Shrubs to be maintained at an average height of 30"-36"	30	10	11	2	15	7	3.56

COMMENTS

- ii - they are not too smart??
- due to all the pick-up trucks and SUVs, I would raise the shrub height to between 36 - 40" tall to better screen these out landscapers keep cutting them down to little nubs! how to enforce height?
- This is like a nature bandaid solution. At 3 feet tall they won't block the view so it is unclear what value they'll offer. If taller, they may create areas where people at night may worry about their safety.
- ii - city doesn't know; - iii - not high enough to shield view of passing cars; The City has provided some trees in parks or streets that were unfavorable, did not succeed.; - Will 30 or 36" height scree the parking lots from Victory? I do not think so.
- 30-36" doesn't seem tall enough to hide the blight of those parking lots.
- insist on share trees in parking lots!
- shrubs at least 36" in height
- No. Screen existing surface lots but don't create more of those monstrosities that are so ugly and out of scale that you have to hide them behind shrubs!



- This is a CRUCIAL area that is being reduced to time-worn formulas. We need EXPERT and CREATIVE assistance to not only screen out ugliness but to make Victory Drive BEAUTIFUL. There is a difference! Rows of evergreens, while better than nothing, do not cut it!
- I wouldn't be opposed to vegetation/shrubs being even higher than 36" to block parking lots from the streets, to be honest.
- Hardscape screening should also be required- fences, walls. Plants die. Surface parking lots should be located to the side or rear of buildings and not at the street.
- Take a look at Bluffton, Charleston, Beaufort, Hilton Head. You can't see the commercial buildings from the road.
- GREEN - GREEN - GREEN!! NECESSARY!
- Per existing ordinance, period.
- Median shrub heights of 30-36" would be fine, but will be difficult to maintain since Azaleas usually grow to 4-6 feet high.
- How do we do this without affecting the businesses?

		Level of Support					Unsure/ No opinion	Weighted Average
		Strongly Support			Do Not Support			
		5	4	3	2	1		
P	Improve Stormwater Management Through the Corridor							
i	City to initiate a corridor-wide stormwater master plan	52	4	3	2	11	4	4.17
ii	City to utilize, wherever possible, Green Infrastructure Concepts and other Best Management Practices (BMP's) within the ROW	47	7	2	0	13	5	4.09
iii	Incentives for commercial properties to implement, wherever possible, Green Infrastructure Concepts and other BMP's	42	11	4	2	11	4	4.01

COMMENTS

- iii - looks better too!
- Yes, and start by nixing the giant seas of blacktop that create the stormwater mess in the first place. No more suburban style developments on Victory!
- victory still floods often. the whole midtown area does
- Some of the Green Infrastructure Concepts should be mandatory, not just as incentives, and built into the Overlay District.
- Green infrastructure concepts should be required, not encouraged
- Why not just pass ordinances that require high standards for commercial development on victory drive.
- BELIEVE IN INCENTIVES....
- Incentives should not include things that contradict other goals of the plan e.g. to develop green space, trees. For example, letting developer cut down a bunch of trees in return for a promise to use "green concepts" isn't a fair trade.
- The city already is doing all it can and requiring more expensive procedures will delay progress in other areas.



VICTORY DRIVE CORRIDOR STUDY – PH III
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		Level of Support					Weighted Average	
		Strongly Support			Do Not Support			Unsure/ No opinion
		5	4	3	2	1		
Q	Friends of Victory Drive: Establish a non-profit, public-private partnership organization dedicated to the improvement, preservation, advocacy and support of the Victory Drive/US-80 corridor	37	6	10	0	14	6	3.78

COMMENTS

- would this already be covered by neighborhood assoc who could get together?
- If this is a way to shut up opposition to suburban style developments, then no. If this is really about advocacy and support, then yes. The devil is in the details here.
- If it has an independent voice, yes. If it is an attempt to buy off critics of the MPC, no.
- While this is a good idea, it's important that we're careful not to use this organization to shirk the City's responsibility for long term planning and maintenance for the corridor.
- SUCH AN ORGANIZATION WILL CONTINUE TO PROD PUBLIC OFFICIALS IN THE RIGHT DIRECTION BOTH LOCALS AND GDOT. IT WILL HAVE BUT 1 INTEREST! AND THAT'S VICTORY!
- Run by the biggest bunch of loudmouth, persistent #\$\$ that we can find
- It is going to be difficult to do this without buy in from the owners.
- Good luck with that idea.
- I don't see one body serving all the Victory Drive communities being successful

LANDUSE / URBAN DESIGN:

		Level of Support					Weighted Average	
		Strongly Support			Do Not Support			Unsure/ No opinion
		5	4	3	2	1		
R	Building Orientation: Primary entrance of new buildings face Victory Drive, with direct pedestrian/sidewalk access from the Victory Drive sidewalk.	34	6	12	3	16	5	3.55

COMMENTS

- If this works best with the current aesthetics of the corridor
- with restrictions on type of advertising on building frontage
- why is this so important?
- It depends, if the buildings are more ugly big box stores with an expanse of parking lot in front of them and garish neon signs, then I don't think this is advantageous.
- This is too broad a statement for me to agree to it fully. I want good design, whichever direction the entrance faces. I'd prefer an entrance face away from Victory than to have the entrance far back from the street across a wide parking lot.



- Entrances can be facing off of Victory Dr. but allow for easy pedestrian access from Victory Dr.
- Bring buildings up to the street.
- Implement a height restriction, and lighting guidelines to reduce visual and light pollution.
- This will re-align Victory with the beloved old urbanism of the historic city center. No more frontage parking lots, please!
- The majority of the buildings in Phase III are not on Victory Drive.
- We must try to influence but we cannot control what developers need. We run the danger of increasing Savannah's reputation as being difficult to work with if we don't do this right. I am adamantly opposed to that. We can't slap property owners around! They will sue us and bring the entire project to a screeching halt!

		Level of Support					Weighted Average	
		Strongly Support			Do Not Support			Unsure/ No opinion
		5	4	3	2	1		
S	Parking: If parking is provided in front of the building, the parking area shall be a maximum of one bay (2 parking rows) deep. If parking is not placed between the building and Victory Drive the existing building setback shall apply.	28	13	6	2	21	5	3.36

COMMENTS

- I would prefer parking to the side - not in the front; if parking is in the front at all, extend the sidewalk alongside parking lot to front door and if over parking lot, painted crosswalk if high pedestrian volume and elevated walkway/speed bump or stop sign. also, tree islands at end of parking lot to help direct traffic and shade cars and parking lots and trees along walkways from ROW to store to shade pedestrians.
- max should be 1/2 bay - only one parking row
- why provide parking between Victory and the building?
- It would be best to not have parking on victory
- parking only in rear
- yes, Make this a place people feel comfortable walking around.
- Yes Yes Yes! There is nothing uglier than a huge parking lot along Victory.
- A vast sea of frontal parking is so unappealing to the overall charm of the area.
- There should not be parking.
- Parking should not be provided in front of the building.
- PREFER AS LITTLE PARKING AREA IN FRONT OF BUILDINGS AS PRACTICAL
- NO frontage parking.
- All lots and projects are different. Cannot predetermine this. Trying to do so will prevent redevelopment which is needed.
- My vision for all new Victory Drive construction is to model historically sensitive edifices and appropriate landscape with sidewalks on both sides. New signage to fit upgraded historic guidelines. Zoning upgraded for all new VD construction. On south side of VD construct a new gateway feeder street with bike pathway from Bee Road to Whole foods area parallel to VD. This new feeder street could ultimately connect with Truman for restricted south access.
- Again, this smacks of an overlay that restricts use of property. See answer above.



		Level of Support					Weighted Average	
		Strongly Support			Do Not Support			Unsure/ No opinion
		5	4	3	2	1		
T	Service & Loading: All service and loading areas shall not face Victory Drive and shall be outside of the Frontage Zone.	43	7	6	1	16	4	3.82

COMMENTS

- Shall not be visible from Victory Drive
- By allowing loading facing Victory Dr. this can cut down on the burden neighborhoods have to shoulder to be the roadway for large trucks.
- This will force trucks and traffic onto Bee Road and other adjacent neighborhood streets in order to get to the back of the Victory-facing buildings. These streets are not designed for that. e.g, picture 18 wheelers coming down 52nd or Washington to get behind the businesses between Bee and Dixie

		Level of Support					Weighted Average	
		Strongly Support			Do Not Support			Unsure/ No opinion
		5	4	3	2	1		
U	Landscape Framework: An 8’ minimum tree lawn and a 5’ minimum width sidewalk shall be provided along the Victory Drive frontage within the public ROW.	44	8	5	1	16	3	3.85

COMMENTS

- Strategies for accomplishing this where private property would have to be acquired need to be defined better.
- ban 'all night lighting' in buildings - use motion-sensored attached to alarm systems *reduce light pollution
- Sidewalks should be 8 feet wide with the goal of putting all non motorized traffic on them. If they are too narrow it feels crowded and people will use alternatives. Also if it is narrow a sweeper cannot fit. If it is regularly swept and kept in good repair it will be used and lessen the congestion in the car travel lanes.
- Please be careful of a height incentive.
- Not only should a tree lawn be provided, but it should be required to plant trees (live oaks) in it.
- Has never existed and cannot take property owner's land for this public purpose without compensation.
- My concern is that some properties don't have room for that large a tree lawn and sidewalk. I'd hate to see these requirements end up 'eating' up a home owner's property.
- Need to see how we pay for this.



INCENTIVES

		Level of Support					Unsure/ No opinion	Weighted Average
		Strongly Support			Do Not Support			
		5	4	3	2	1		
V	Some recommendations include potential incentives for adjacent property owners, which should be proportional to the extent of the proposed impacts. These incentives could include:							
i	Expedited Permit Review Process	22	14	11	3	15	10	3.38
ii	Property Tax Credit / Abatement (3-5 year)	27	14	11	5	11	9	3.60
iii	Increased Density / Lot Coverage and/or Building Height	22	6	9	5	26	6	2.90
iv	Reduced Parking Requirements	33	7	10	4	15	7	3.57
v	Stormwater Credits for Green Infrastructure	40	11	7	3	9	5	4.00

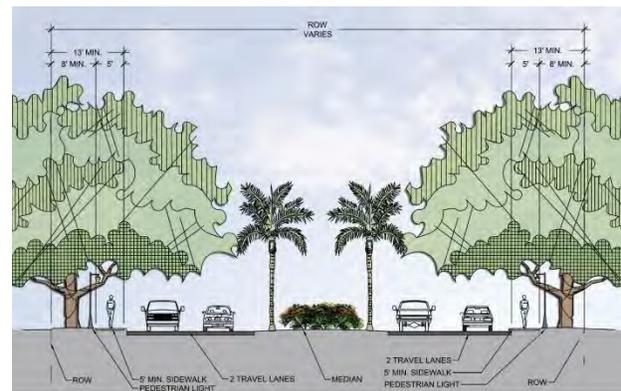
COMMENTS

- My concern would be the possibility of putting existing local business out of business if they can't afford to make the necessary upgrades, etc.
I do not support additional building heights.
Reduce parking only if it doesn't negatively impact residential neighborhoods.
- whatever!! pick up trash!!
- let some shopping go elsewhere
- Some of these seem more like a way to fleece the citizens and line the pockets of developers with little advantage to us
- Increased density? Yes. Increased height? No. Expedited review, tax abatement **MUST BE TIED TO THE DEVELOPERS WILLINGNESS TO ADHERE TO TRADITIONAL NEIGHBORHOOD DESIGN PRACTICES.**
- I'd actually prefer to avoid incentives altogether by having a strong Overlay District which places a high value on green space, mixed use, and bicycle and pedestrian access. But if we have to use incentives, I prefer those that focus on maintaining and expanding the features I mention above, and I oppose anything that will add increased height in the area.
- Since this area is not entirely capped on height it would be important to be careful about allowing more height. As for expedited permit review - this is tricky because the community needs to have time to fight a development if it's not a good one for our area.
- This is the right thing to do- we should be careful of providing too many incentives (bribes) for developers to do the right thing in the first place.
- Include all neighborhoods before any building decisions or permits are granted.

- I don't see that this plan places any great burdens on adjacent businesses. Giving a bit of their parking lot to accommodate a sidewalk or a tree is no big deal. The city doesn't need to "pay" the owner for such inconvenience - that is part of being a property owner (has happened to me more than once and got nothing for my inconvenience!). ESPECIALLY do not give in on density and height requirements.
- Anything we can do to encourage density and reduce parking is highly desirable.
- Way more info is necessary to understand this scenario
- So ... we now purposely delay permit reviews? (If not, how are we going to expedite them?) The other ideas are worth discussing, but how does the city fund this? And, is this what the property owners need to get them on board. Again, you can't slap these guys around.

Each proposed section includes two alternatives, as shown below. Please check which option you prefer:

72.2% (56) Option A: Travel lane | tree yard | sidewalk 8.3% (6) Option B: Travel lane | sidewalk | tree yard
19.4% (14) No Opinion



- I hope that the type of trees planted are ones with less invasive root systems. Our current problem with raised sidewalks are hazardous to pedestrians.
- Either plan is good. Some areas probably do not have room for option A. If there is not enough room for option A, then option B should be used.
- Not much fun/enjoyable walking directly adjacent to the travel lane and getting dust, dirt, puddle water kicked up at you or having to look directly at all the litter and debris in the street. Also not as safe.
- Given how busy Victory Drive is and the speed with which cars pass pedestrians, trees being between the curb and the sidewalk provide a nice sense of security.
- I hope trees can be found that are hardy, with luscious crowns as shown in the figure. Crepe myrtles do not have luscious crowns.
- No change necessary
- Neither
- Separate the cars from the pedestrians with the trees!
- A would do a better job of traffic calming and protecting pedestrians.
- seems safer to keep the pedestrians further from the road on the other side of the trees.
- Neither the sidewalks are too small.
- Appears to be safer to separate pedestrians and traffic.



- Designate an area for bicyclist. Victory is too congested with automobile traffic to allow a biker to safely ride in the street. Therefore there needs to be a designated bike path aside from the street and sidewalk.
- Many of the trees already border the street so this seems to be the most logical choice since trees cannot be cut down. In some areas this differs so I don't believe one way is the right way, it'll need to adapt to each area.
- Victory is a busy road! Option A gives pedestrians and bikers the feeling of safety and makes it more likely to be used
- this way I can access my car the correct way
- Cycling lines?????
- Road diet and add protected bicycle lanes.
- Add protected bike lanes
- Neither. How about trying to maintain what exists before you recommend spending anyone's money on something else that won't be properly maintained either. Fix what's there. See how that works, and if and only if it does try to expand that down the road.
- NO CHANGE
- walking along high-speed traffic (35+ mph) is not comfortable or safe. the tree buffer is preferred.
- Only if there is room in the ROW.
- Existing conditions are fine.
- Hobson's choice.
- Neither option presented here is a realistic option. This line of questioning is attempting to guide results.
- My preference is A. But, there are some areas where cutting in a sidewalk at the rear of the Oak trees would mean loss of property to a homeowner. In my case, it would mean losing our bank of mature Azaleas to change the sidewalk to being away from the road. In the historic area of Victory between Ogeechee and Waters Ave. the sidewalks are at the edge of the road. I'd leave those. Beyond Waters toward Skidway and River in Thunderbolt, there is more room for a plan with sidewalks behind the oak canopy. That could work. Slowing down traffic to 30 mph in these areas will help with safety, lessen road vibration damage to historic homes and would also make pedestrians more safe using the sidewalks.
- Option A makes it more difficult for pedestrians to access bus stops
- A no-brainer, given the choices.

ADDITIONAL COMMENTS

- I am a fairly new resident. I've lived in Savannah for 2 years. I invested in the Edgemere neighborhood and I am happy to see more development come to this area. What I believe most residents want is it to be thoughtful in design. Meaning, thoughtful of the environment; thoughtful of the residential neighborhoods; thoughtful of maintaining quality of life; thoughtful of local business growth and thoughtful of living wage job creation.
- Remove large billboards along Victory Drive
- increase trash pick up (litter) along all of Victory
- "- excellent and easy to read graphics on your presentation boards!
- excellent presentation and the list of draft recommendations very clear, concise, understandable!
- Thank you!"



- "Suggestion: flag poles attached to light poles for ""Victory Drive Days"" - 4th of July = US flag; 12 Feb = GA flags; UN Day = multinational flags; flag days ONLY for US/city/state occasions, NOT for other causes - keep it restricted and special
- Important = reduce light pollution; reduce visual pollution; less = more (less signage, but communicate with color coding on roads, keep info simple), keep Victory Drive a corridor, just make it pretty! and accessible! and flowing! and inclusive to all modes"
- This study is a complete waste of City, County, GDOT and Federal money. The manner that this has evolved outside of a TRANSPORTATION STUDY is indicative that the system at the MPC and related bodies is broken. Time for a complete revamp on how tax dollars are spent.
- I would like to see the results of this study adopted as a master plan to be used as the guide lines for all work that is done on Victory Drive. Any parts of the plan that can be incorporated into annual budgets should proceed as funding is sought for the overall project.
- This is a gorgeous street that will improve quality of the city with improvements
- ""historic"" lighting; live oak trees; azaleas; be safer
- A key element of this study is missing - land use/density/height/footprint suggestions. This place is defined by Victory Drive, not by the buildings that come and go and are adjacent to it. Therefore restoring, maintaining the prototype is paramount which requires limiting the need for the drive as access to buildings there on. Traffic studies must not lead to widening Victory Drive to accommodate development - development must be limited to what a 4-lane landscaped Victory Drive can accommodate.
- Thanks for all of the work that obviously went into this planning process!
- Keep up the good work!
- Overall, please implement smart growth strategies wherever possible. Make this a walkable and bikable stretch of roadway and not just a place to zoom through on your way to the next big box store. Savannah doesn't need another Abercorn!
- How bitterly disappointing that there is nothing in this survey about land use, form-based zoning, architectural review and aesthetics. You have failed. Whatever "intense legal pressure" you've felt from developers, you have failed. This process has been underway for years, and you have failed.
- Please take into account the need for bike infrastructure along this corridor or neighboring passages and the lack of existing bike infrastructure. Also, the lack of options for bike infrastructure development in your proposal.
- There are a lot of good ideas presented by the Victory Drive Corridor Study. I hope, however, that the proposal will have teeth, with a strong and mandatory Overlay District that emphasizes green space, bike and pedestrian access, good modern design concepts, and a commitment to the environment. I hope that planners will recognize that the biggest investment in this area comes not from developers, but from the thousands of homeowners that have invested hundreds of millions of dollars in real estate and tax money into the area around and including the Victory Drive Corridor.
- You can add as many lanes as you would like, people will just fill them with cars. You need to figure out how to get people out of cars. Jason Moore 9128440326
- A designated bike path along Victory Drive is the main improvement that will better the lives of Savannahians and also make the traffic safer, as proven from the wonderful Improvements on Price Street.
- This is a very sensitive area when it comes to creating both a beautiful, welcoming space and an area for development. Developers like to build fast, cheap and move on while the community bears the weight of loosey goosey backdoor hand shakes. I'm very nervous that these recommendations don't have a harder edge to them as anything that someone can get away with, will happen.



- "PLEASE DON'T DIFFER TRAFFIC FROM VICTORY DR TO 52ND ST. WE ARE HAVING ENOUGH PROBLEMS ON THAT STREET
- 7 / 7 THANK YOU
- 100%
- ""Savanah could be a model for the rest of the country in the adoption of separated bicycle infrastructure.
- The introduction of the automobile to the historic core of the city nearly ruined it. Time to change the conversation."
- Just don't ruin any old trees and try to keep pedestrians and cyclists safe! :)
- "Let's get the commercial sections of Victory drive right without delay !!!
- It may be too late if the city waits to get proper ordinances in place ,,, "
- Please always remember the neighborhoods along Victory Drive are important, and the residents should have a say in development that will impact them on a daily basis.
- The work represented by this so called "study" is another complete waste of taxpayer money. The only folks benefiting are the consultants who are obviously overpaid ... The questions here are unrelated to "transportation" and are only representative of the new urbanism agenda that was brought into this mix as the grant morphed mid way through the actual study.
- all the development rules are already in place, no need for any additional rules or regs
- No Overlay
- Any of this will be very hard to do as there is no existing or historic framework for what is proposed. Also puts all of the burden on owners as there is no plan given for how to accomplish this other than asking owners to give their property to the City or GDOT.
- There is no need to segregate this section of Victory Drive from other properties in Savannah from a zoning ordinance standpoint via an overlay district of other new regulations. We have enough regulations to deal with already.
- "Before any of this can be done, we should redo and strengthen zoning requirements to make it more difficult to get variances, or else buildings of inappropriate height and mass will be built.
- There seems to be no zoning there now."
- Special interest groups should not be allowed to control and/seed studies such as this one. The Federal Highway Administraton, GDOT, the City of Savannah and Chatham County should audit the process the consultants utilized for this work. It is apparent that the design was skewed from the point whereby special interest groups "funded" and then were solicited as stakeholders. Such bias by the consultants and individuals attempting to design a project outcome is not reflective of the way taxpayer money should be spent.
- "The phase three Victory Drive study has been an attempt by the consultants, the now unemployed Tom Thomson and special interest groups to hijack a Federal Highway funded transportation plan to achieve some very narrow minded goals. The Federal Highway Commission and GDOT should investigate the entire process involved with this Study
- The City of Savannah and Chatham County should also examine its practice of allowing special interest groups to attempt to control survey and study results."
- "Your team has attempted to craft a study that is geared to some small special interest groups without full engagement of a level playing field and the involvement of true stakeholders. It is a travesty that you have wasted the taxpayer money here that you have.
- By example, the City, County and DOT should think long and hard about utilizing studies such as this in the future. the study is flawed when it channels toward a goal of special interests. "
- I am thrilled to see this process ongoing and am anxious to see some of these ideas implemented. I live on Victory Drive and think the historic landscape needs to be developed more fully as it is a major



VICTORY DRIVE CORRIDOR STUDY – PH III

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gateway and makes a statement to visitors about our city. I strongly encourage a speed limit reduction for the areas between Bee Road and Ogeechee Road. Many historic homes are there and more pedestrians.

- "Of the meetings I attended last week, in each participants were advised that we did not have time for a lot of comment. Indeed, given the time allotted, there was not time. It was pretty disappointing. Many of us were wondering after the meeting, what was the purpose of them.
- Where do we go from here? I suggest another team of consultants take this information and **INCLUDE ALL PARTICIPANTS** in devising an actual plan for the area."