

Project Need & Purpose

- From 2005 through 2009:
 - 393 crashes, 163 injuries
 - 4 fatalities (1 pedestrian, 1 cyclist)
 - Crash and injury rates are 1.5 times the statewide average for similar facilities
 - Fatality rate is 5 times the statewide average

- Existing sidewalks and roadway crossings do not comply with Americans with Disabilities Act (ADA) guidelines
- Sidewalks are in disrepair, less than 5' wide and adjacent to roadway curb

- Lack of turn lanes at most intersections
- Traffic signals are not coordinated
- Uncontrolled driveway access

Begin Project

End Project

Year	Fatalities	Fatality Rate
2016	1	9.4 (1.31)
2017	0	0.0 (1.34)
2018	1	10.9 (1.54)
2019	0	0.0 (1.27)
2020	0	0.0 (1.21)
2021	0	0.0 (1.68)
2022	2	21.1 (1.69)
2023	1	10.5 (1.51)
2024	0	0.0 (1.33)

Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate
2000	88	826 (493)	45	423 (126)	1	9.4 (1.31)
2001	93	839 (560)	40	361 (142)	0	0.0 (1.34)
2002	96	1,041 (588)	34	369 (148)	1	10.9 (1.54)
2003	77	961 (613)	41	512 (243)	0	0.0 (1.27)
2004	86	970 (515)	47	530 (203)	0	0.0 (1.21)
2005	80	751 (573)	31	291 (225)	0	0.0 (1.68)
2006	91	960 (545)	39	411 (207)	2	21.1 (1.69)
2007	80	837 (549)	41	429 (201)	1	10.5 (1.51)
2008	70	733 (524)	17	178 (191)	0	0.0 (1.33)
2009	72	754 n/a	35	366 n/a	1	n/a n/a

Rates are per 100 Million Vehicle Miles
Numbers in parentheses are statewide average rates for Urban Principal Arterials.

Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate
2005-09	393	807 (548)	163	335 (206)	4	8.4 (1.55)
		147%		163%		541%

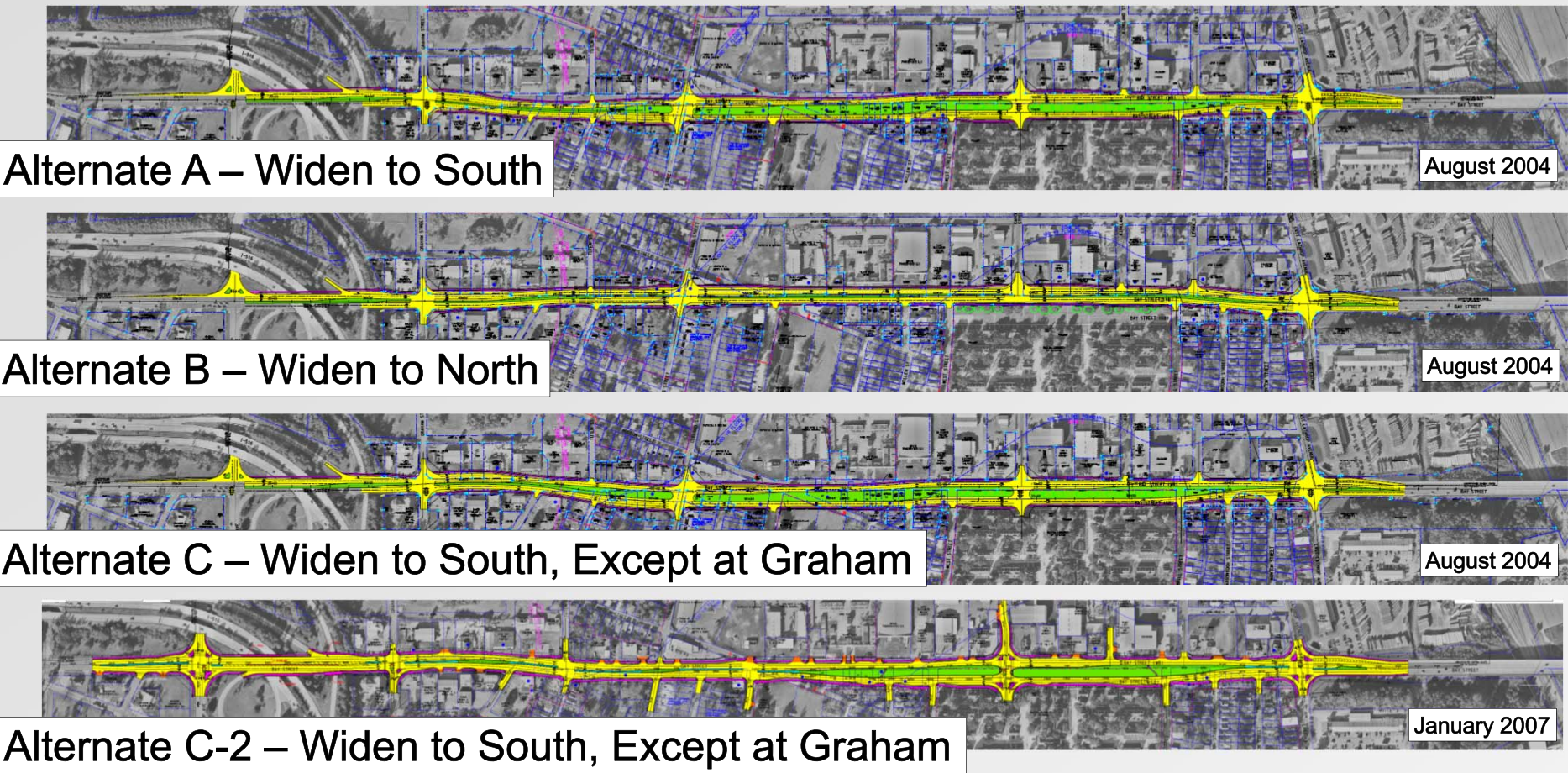
- Provides raised median
- Provides 11'-12' travel lanes
- Provides access management
- Provides adequate sight distance

- Provides 6'-8' wide sidewalks with 2'-6' buffer
- Provides ADA compliant curb ramps
- Provides appropriate pedestrian crossings
- Provides raised median for pedestrian refuge

- Provides appropriate turn lanes at key intersections
- Provides traffic signal coordination
- Widens travel lanes
- Controls driveway access and eliminate “on-street” parking
- Median reduces conflict points at driveways and most side streets



2004-07 Alternatives Analysis



Design Development Goals

- Provide design that will reduce crashes, provide appropriate pedestrian facilities and improve traffic operations
- Avoid adverse impacts to historic properties and parks
- Minimize residential and commercial displacements
- Minimize impact to other environmentally sensitive areas and community resources
- Minimize right of way and construction costs

Alternatives Analysis

- From NEPA Environmental Document
- Alternate C-2 Selected, Minimizes Displacements and Employment Impact

Impact	Alternative					
	Widen to South		Widen to North	Widen Mainly to South		
	A	A-1	B	C	C-1	Selected C-2
Residential Displacements	2	2	1	2	2	2
Business Displacements	16	14	27	15	13	13
Non-Profit Displacements	1	1	1	1	1	1
Employment Impact	96	92	204	70	70	70
Right of Way Costs (millions)	\$11.3	\$10.7	\$15.5	\$10.5	\$10.2	\$10.2
Historic Resources and Anticipated Effect	2-minor	2-minor	1-adverse 1-minor	2-minor	2-minor	2-minor *

* The effects to historic resources, while the same in number as other alternatives, are least in terms of area impacted with the selected alternative.

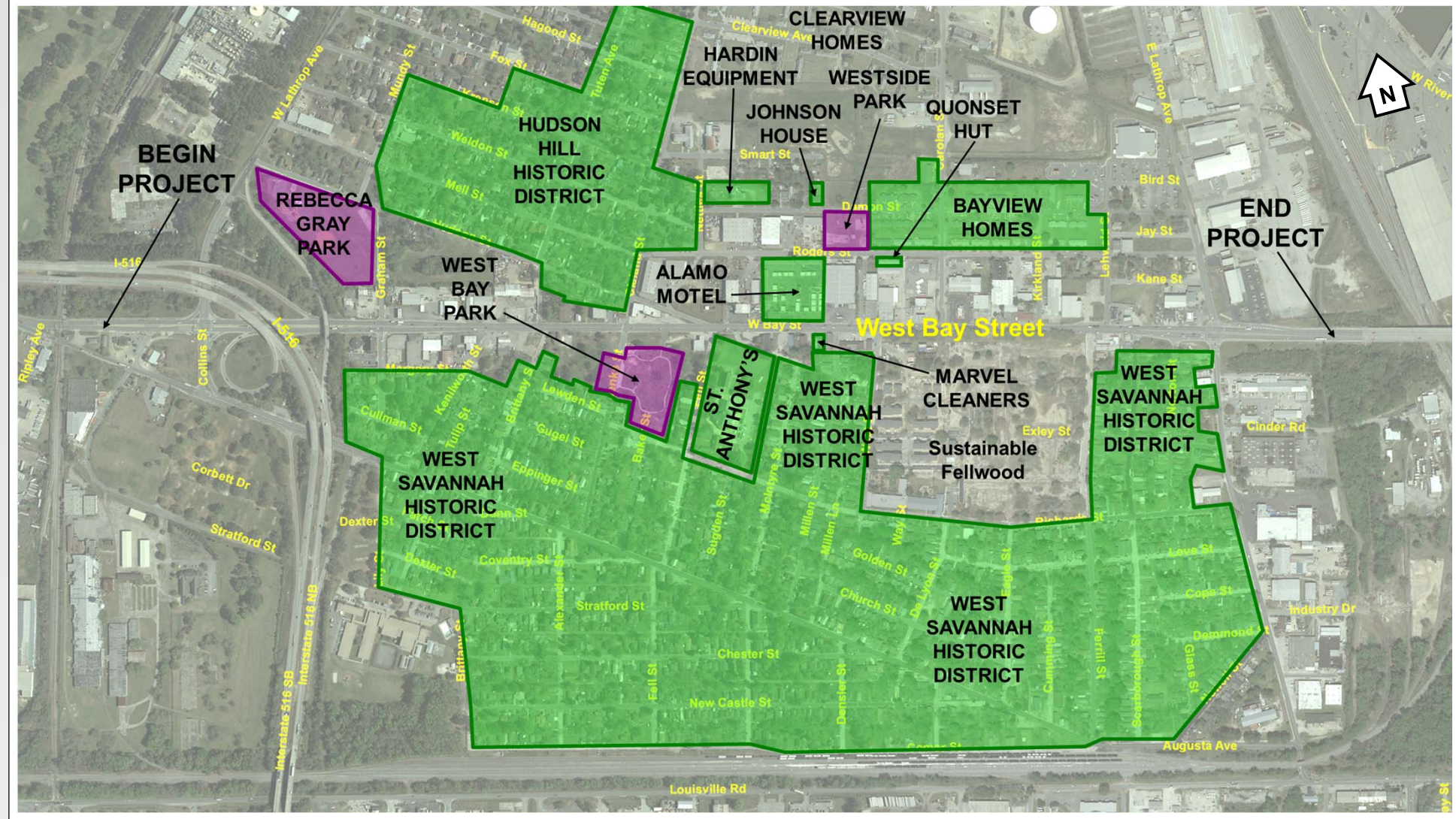
Section 4(f) Properties

- There is no feasible and prudent alternative to the use of land
- The action includes all possible planning to minimize harm to the property resulting from use

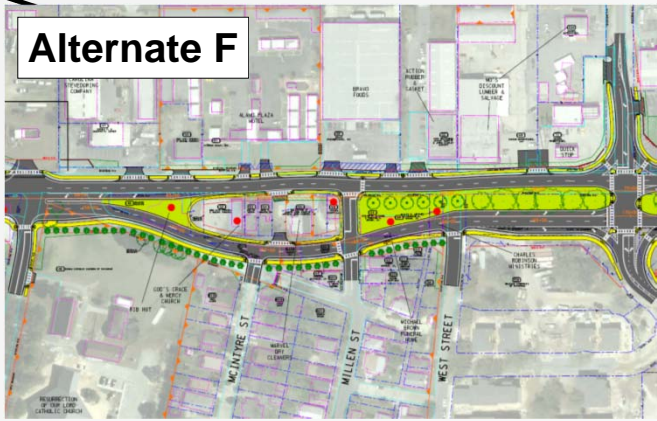
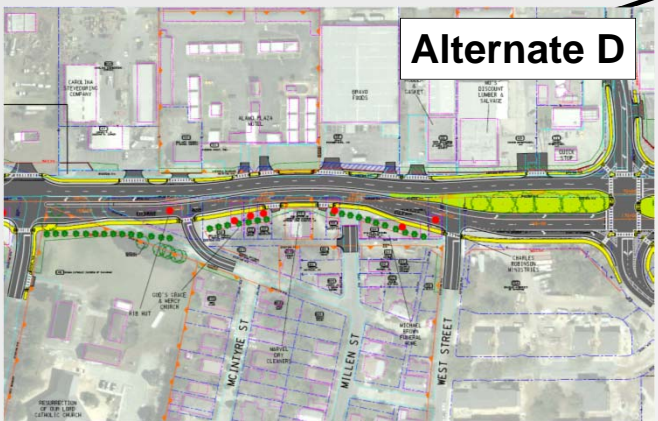
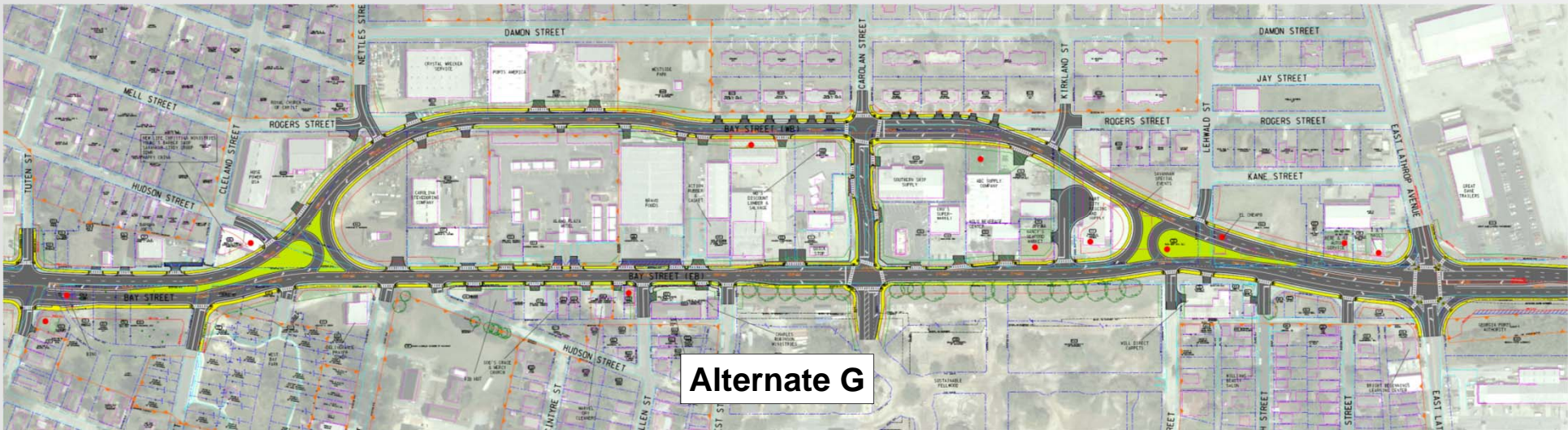
- 2004 survey determined **not eligible** by SHPO for the National Register of Historic Places
- Determined **eligible** by SHPO in August 2010 after considering additional information
- Current plan would displace this Section 4(f) historic resource (**adverse effect**)



- Develop alternatives to avoid and/or minimize impacts to Section 4(f) parks and historic properties.
- Eliminate alternatives that do not meet the need & purpose for the project.
- Analyze remaining alternatives for impacts to Section 4(f) properties, along with other environmental and community impacts, and project costs.
- Eliminate alternatives that are not prudent or feasible.
- Select prudent and feasible alternative that has the least impact to Section 4(f) properties.



Section 4(f) Alternatives



Section 4(f) Analysis

IMPACT		ALTERNATIVE				
		C-2	D	E	F	G
Residential Displacements		2	2	2	1	1
Business Displacements		13	12	12	11	15
Non-Profit Displacements		4	4	4	4	4
Employees Affected		83	79	79	79	106
Property Parcels Affected		85	85	83	91	81
Historic Resources Effects	West Savannah District	Right of Way, Temporary Easements	Right of Way, Temporary Easements	Right of Way, Temporary Easements	Displaces 4 Residential Lots, 1 Vacant Residence	Right of Way, Temporary Easements
	Hudson Hill District	-	-	-	-	Temporary Easements
	St. Anthony's Church	Right of Way, Temporary Easements	Right of Way, Temporary Easements	Right of Way, Temporary Easements	Right of Way, Temporary Easements	-
	Alamo Motel	Temporary and Permanent Easements	Temporary and Permanent Easements	Displaces Portion of Front Lawn	Temporary and Permanent Easements	Temporary and Permanent Easements
	Marvel Cleaners	Displaces Building	Displaces Sign & Front Parking	Temporary Easements	Temporary Easements	Temporary Easements
	Quonset Hut	-	-	-	-	Displaces Building
	Bayview Homes	-	-	-	-	Right of Way, Temporary Easements
Park Effects	West Bay Park	Right of Way, Temporary Easements	Right of Way, Temporary Easements	Right of Way, Temporary Easements	Right of Way, Temporary Easements	Right of Way, Temporary Easements
	Westside Park	-	-	-	-	Right of Way, Temporary Easements
Right of Way Costs		\$11,300,000	\$11,000,000	\$11,200,000	\$10,800,000	\$13,700,000
Construction Costs		\$11,600,000	\$11,600,000	\$11,600,000	\$11,700,000	\$12,500,000