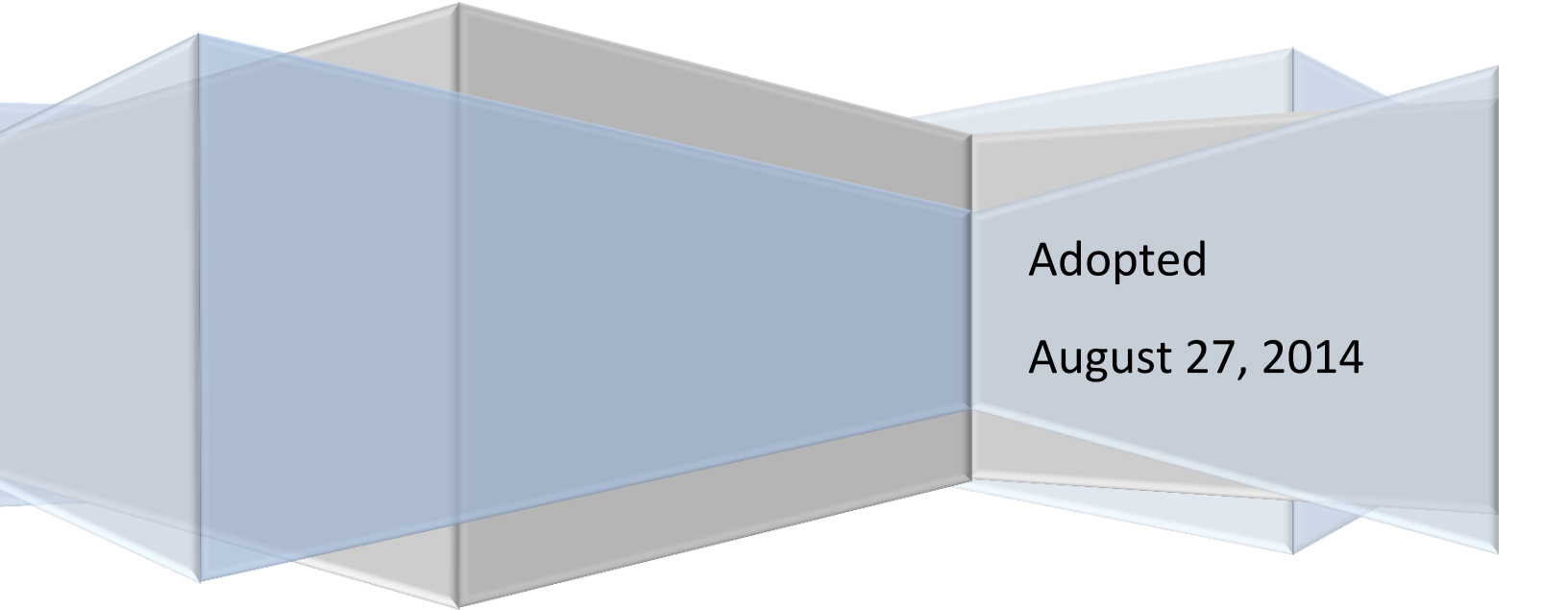


# TOTAL MOBILITY PLAN

## 2040 METROPOLITAN TRANSPORTATION PLAN



Adopted

August 27, 2014



## METROPOLITAN PLANNING ORGANIZATION

### **Resolution to Adopt the Total Mobility Plan CORE MPO 2040 Metropolitan Transportation Plan**

**WHEREAS**, federal regulations for metropolitan transportation planning issued on February 14, 2007, require that the Coastal Region Metropolitan Planning Organization (formerly the Chatham Urban Transportation Study), in cooperation with participants in the planning process, develop and update the Metropolitan Transportation Plan (MTP) every five years; and

**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**, the staff of the Chatham County-Savannah Metropolitan Planning Commission and the Georgia Department of Transportation have reviewed the organization and activities of the planning process and found them to be in conformance with the requirements of law and regulations; and

**WHEREAS**, the locally developed and adopted process for public participation has been followed in the development of the CORE MPO Total Mobility Plan / 2040 MTP.

**WHEREAS**, the Coastal Region Metropolitan Planning Organization, in accordance with federal requirements for a Long Range Transportation Plan, has developed a twenty-five year integrated plan for federally-funded highway and transit projects for the Savannah urbanized area; and

**WHEREAS**, the CORE MPO Total Mobility Plan / 2040 MTP is consistent with all plans, goals and objectives of the Coastal Region Metropolitan Planning Organization, and shall be updated at least every five years with revisions to reflect changes in program emphasis and anticipated funding availability; and

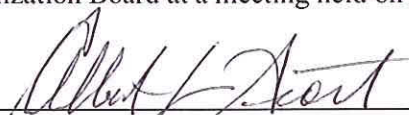
**WHEREAS**, the CORE MPO Total Mobility Plan / 2040 MTP includes the plans for motorized, non-motorized, and transit projects in the Savannah urbanized area for the next 25 years; and

**NOW, THEREFORE BE IT RESOLVED**, that the Coastal Region Metropolitan Planning Organization Board adopts the attached CORE MPO Total Mobility Plan / 2040 MTP; and

**BE IT FURTHER RESOLVED**, that the Coastal Region Metropolitan Planning Organization Board finds that the requirements of applicable law and regulation regarding Metropolitan Transportation Planning have been met and authorizes the MPC Executive Director to execute a joint certification to this effect with the Georgia Department of Transportation.

#### **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 August 27, 2014.

  
\_\_\_\_\_  
**Albert J. Scott, Chairman**  
**Coastal Region Metropolitan Planning Organization**

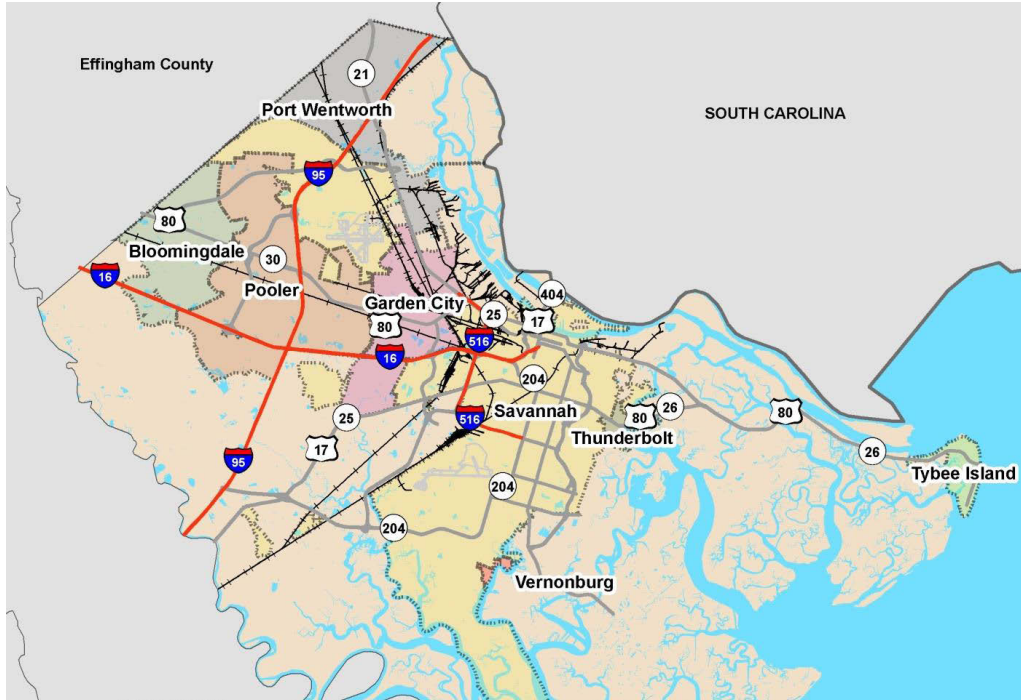
## Preface

### The Total Mobility Plan: 2040 Metropolitan Transportation Plan

#### Coastal Region Metropolitan Planning Organization

The Coastal Region Metropolitan Planning Organization<sup>1</sup> (CORE MPO) is the designated Metropolitan Planning Organization (MPO) for the Savannah urbanized area, a Census-designated area that includes the City of Savannah as well as surrounding Census blocks with at least 500 people per square mile.

Metropolitan planning processes are governed by federal law (23 USC 134), with regulations included in 23 CFR 450. Since 1962, federal law has mandated that



*Coastal Region MPO Area: Chatham County*

metropolitan transportation plans and programs be developed through a continuing, cooperative and comprehensive (3-C) planning process.

According to law, transportation planning processes must be organized and directed by MPOs for all urbanized areas with a population of at least 50,000 as defined by the US Census Bureau. MPOs oversee the transportation planning processes for the urbanized area, as well as the area expected to become urbanized in the next 20 years. The map depicts the geographic extent of the CORE MPO planning area and the included jurisdictions.

Since the 2000 U.S. Census, the Savannah Urbanized Area population exceeded 200,000, designating the MPO as a Transportation Management Area (TMA). In addition to the federal requirements of MPOs, TMAs are also responsible for developing congestion management processes, Transportation

<sup>1</sup> The CORE MPO was formerly designated the Chatham Urban Transportation Study (CUTS). The MPO formally changed its name in 2009.



Improvement Programs (TIP) project selection, and are subject to a joint federal certification review of the planning process at least every four years. The CORE MPO Board (CORE Board) includes elected and appointed officials from Chatham County and its municipalities, and executives from local, state and federal agencies. There are three committees that advise the CORE Board and help them carry out the 3-C process. These committees include the Technical Coordinating Committee (TCC), the Citizens Advisory Committee (CAC) and the Advisory Committee on Accessible Transportation (ACAT).

The Coastal Region Metropolitan Planning Organization (CORE MPO) has developed this 2040 MTP within the federal and state regulatory framework and meets all federal and state requirements. This Metropolitan Transportation Plan (MTP) is compliant with the MTP regulations issued by the Federal Highway Administration and Federal Transit Administration that govern the development of transportation plans and programs for Metropolitan Planning Organizations and their planning areas. The Total Mobility Plan was prepared in accordance with federal statute (23 CFR Part 450), which requires the development and update of transportation plans. This plan update replaces the 2035 Long Range Transportation Plan and satisfies all federal and state requirements.

**MAP – 21 Requirements**

In July, 2012, passage of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP – 21) federal transportation legislation established new and revised requirements for metropolitan transportation plans, as well as the underlying planning processes. Compliance with MAP-21’s new and revised planning provisions is required for all new/updated plans. These provisions are included in MAP-21 and described more fully in the joint regulation issued by the Federal Highway Administration and Federal Transit Administration (23 U.S.C., Section 134 (h)).

MAP-21 emphasizes key elements for incorporation into the plan, which include the establishment of a transportation and accountable framework for identifying multimodal capital projects and project prioritization; establishment of a sound multimodal planning process, and the incorporation of the eight planning factors that remains consistent with the previous legislation (SAFETEA-LU).

The goals and objectives identified for the Total Mobility Plan meet each of the eight planning factors and provide the framework for the development of the plan. MAP-21 also identifies national performance measures. Performance measures identified for the Total Mobility Plan will be further refined as the performance measures are finalized within the MAP-21 process and the CORE MPO will coordinate with its federal and state planning partners to ensure the consistency within the performance measures.

<b>MAP -21 Planning Factors</b>	<b>Total Mobility Plan Goals</b>
Support Economic Vitality	Support Economic Vitality
Increase Safety	Ensure and Increase Safety
Increase Security	Ensure and Increase Security
Increase Accessibility and Mobility	Accessibility, Mobility and Connectivity
Environmental and Quality of Life	Protect and Enhance the Environment and Quality of Life
Enhance System Integration and Connectivity	System Management and Maintenance
Promote System Management and Operations	Intergovernmental Coordination
System Preservation	

## Congestion Management Process

As noted above, the CORE MPO is also responsible for the development of a Congestion Management Process. In, 2009, the CORE MPO *Congestion Management Process (CMP) Update* was developed to evaluate and address congestion in Chatham County. The CMP seeks to address congestion and improve the transportation network using a streamlined approach. This was accomplished through identified performance measures and tools, as well as goals established in the previous 2004 Congestion Management Process (CMP) Report. Goals from the 2004 CMP include: 1) identifying problem areas through the use of travel-time studies, and 2) presenting recommendations to improve the traffic flow on the transportation system as whole, as well as on specific corridors. Performance measures identified through the CMP process are both quantitative and qualitative, and include:

- Congestion Index;
- Approach Level of Service;
- Preservation of regional mobility through the implementation of alternative access improvements to enhance local mobility;
- Implementation of sustainable development through the incorporation of mixed-use, pedestrian-oriented design that helps to minimize trip length; and
- Promotion of multimodal connectivity through the implementation of transit, bicycle, and pedestrian enhancements.

The CMP recommended addressing congestion through an ongoing process involving improving traffic operations and management on existing roads and adding capacity, among other strategies. These strategies have been incorporated into the performance measures identified in this plan update and will be used to address roadway system performance, land use and development impacts, and freight system service.

At this writing, the CORE MPO is actively continuing the CMP through the development of the Savannah Regional Traffic Management Center Plan to address a key finding of the 2004 CMP report. In addition, a series of recommended capacity improvements from the 2004 CMP have been addressed in the Framework Mobility Plan 2035 MTP and the Total Mobility Plan 2040 MTP, and detailed plans for corridors and traffic hot spots are being addressed in coordination with local land use through efforts such as the CORE MPO Freight Plan and the Victory Drive Study.

The CMP will be updated again during the next planning cycle.

# Coastal Region Metropolitan Planning Organization TOTAL MOBILITY PLAN - 2040

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The Chatham County-Savannah Metropolitan Planning Commission (MPC) and Coastal Region Metropolitan Planning Organization (CORE MPO) are committed to the principle of affirmative action and prohibit discrimination against otherwise qualified persons on the basis of race, color, religion, national origin, age, physical or mental handicap, or disability, and where applicable, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, or because all or part of an individual's income is derived from any public assistance program in its recruitment, employment, facility and program accessibility or services.

MPC and CORE MPO are committed to enforcing the provisions of the Civil Rights Act, Title VI, and all the related requirements mentioned above. CORE MPO is also committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs.

The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, or the Federal Highway Administration.

*Prepared in cooperation with the Department of Transportation, Federal Highway Administration.*

## Regional Conditions and Future Trends

Savannah and Chatham County have long served as the regional center for Coastal Georgia and the Lowcountry of South Carolina for employment, shopping and recreation. In addition to serving as the regional center for residents, Savannah, with its designated Historic Landmark District, is host to over 12 million visitors each year and has become one of the top tourist destinations, both nationally and internationally.

Chatham County is also home to the Port of Savannah, which is the second largest export facility in the nation, as well as the fourth busiest container port, moving almost 3.0 million twenty foot container units in FY 2013. The port is a major economic engine for the region, as well as the State of Georgia.



### CORE MPO:

- Population (2012 Estimated)
  - 276,434
- Land Area (Square Miles)
  - 424.44
- Planning Area:
  - All of Chatham County and its local jurisdictions

The City of Savannah's Landmark Historic District is the largest designated district in the United States

Over 12.5 million tourists visit Savannah and Chatham County annually and spend over \$2 billion

The CORE MPO coordinates with its regional partners: The Hinesville Area MPO in Liberty County and the Lowcountry Council of Governments in SC



Source: Georgia Ports Authority

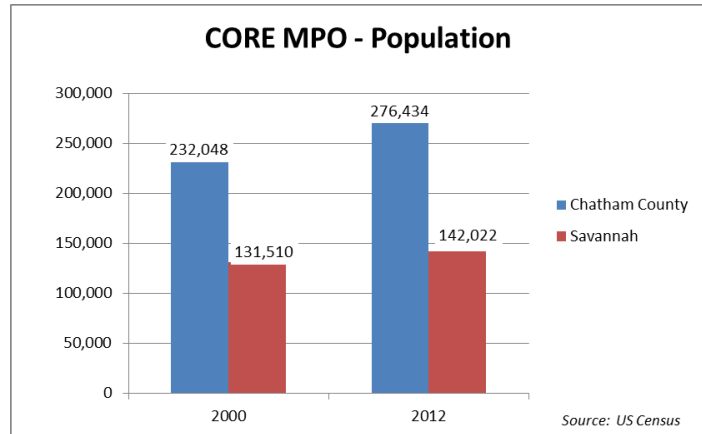


The CORE MPO region is also home to a number of other regional employment centers, including medical, military and educational institutions, port-related industries and manufacturing centers. ***An efficient transportation system that effectively provides for the movement of people and goods is critical to the continued economic vitality of the region.***

### Population

The population of Chatham County and Savannah has continued its upward growth over the years. Before the economic downturn, the population for the six county coastal region of Georgia was anticipated to be close to 1,000,000 people, with Chatham County projected to remain the largest population center in the region. With the recession, the pace of growth along the coast slowed dramatically; however, growth still continued to climb within the MPO area, but at a slower pace than earlier projections expected.

According to the US Census, the population grew in Chatham County from 232,048 in 2000 to an estimated 276,434 in 2012. The City of Savannah is the largest municipality in the County and its population also continued the growth trend,



moving from 131,510 in 2000 to an estimated 142,022 in 2012.



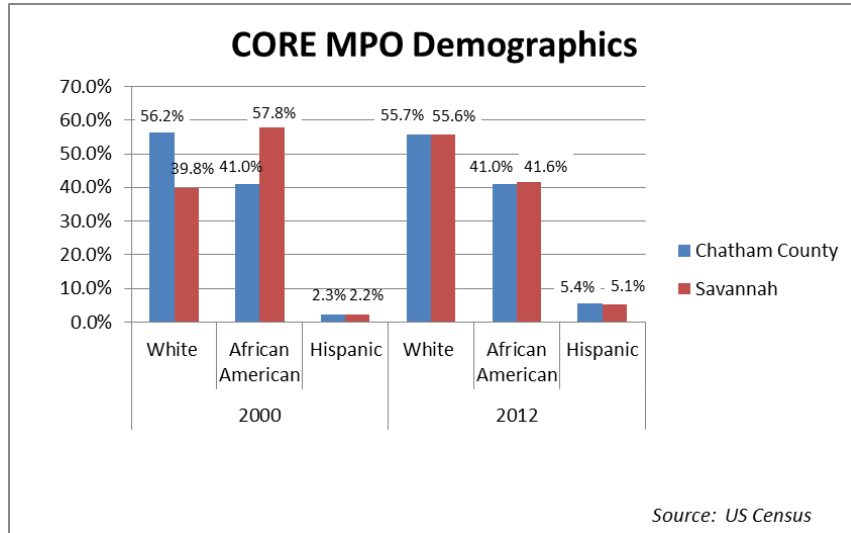
The populations in other municipalities in Chatham County have remained relatively stable, other than the City of Pooler and the City of Port Wentworth. The major growth areas are located in the western portion of the County and are concentrated in these two cities. Since the 2000 census, Port Wentworth has shown an almost 64% increase; the City of Pooler has experienced a huge boom of population growth with an increase from 2000 to 2010 of approximately 195%, growing from a population in 2000 of 6,494 to a population in 2010 of

19,140. This area is continuing to grow, with an estimated population in 2012 of 20,598.

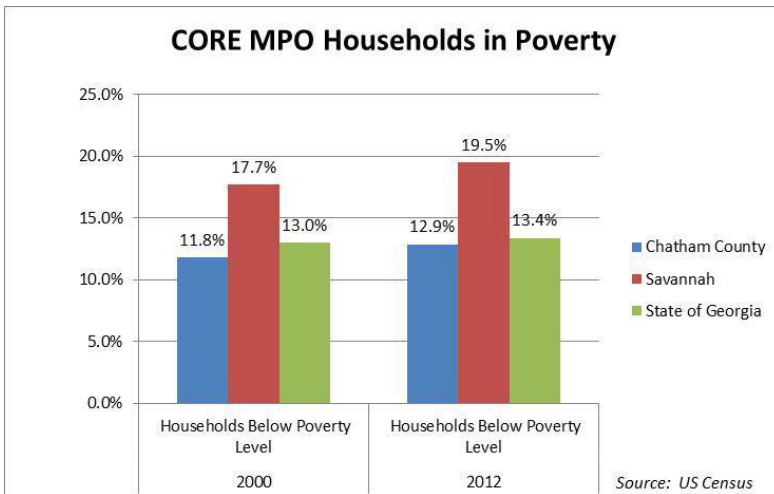
**Demographics and Environmental Justice**

As part of the planning process, any adverse impacts to the defined Environmental Justice (EJ) populations must be considered. These populations include low-income and minorities, which includes the African American, Hispanic, Asian American, American Indian/Alaskan natives, and native Hawaiian/Pacific Island populations. In addition, impacts on low income communities must also be considered.

The MPO area is home to a very diverse population. The demographics of the EJ communities have



remained relatively constant over the last decade, with the African American population almost the same within the City of Savannah and Chatham County. The Hispanic population has grown since 2000, with the population increasing from over 2% in the County and City of Savannah to over 5% in both jurisdictions.



The number of households living in poverty, according to the US Census in 2000 for Chatham County, is 11.8% and 17.7% in the City of Savannah, as compared to the 13% in the state. In 2012, the estimated households living in poverty increased slightly with 12.9% in the County and 19.5% in the City of Savannah. The state also experienced a slight increase to 13.4%. Often, these populations are underserved in transportation and the CORE MPO, as

part of its public engagement efforts, strives to ensure adequate opportunities for all demographic groups to participate in the process.

As part of the federal requirements for developing a transportation plan, the CORE MPO identified where these traditionally underserved population groups, or environmental justice communities, are located to ensure that there are no disproportionate or adverse impacts from the planned transportation projects. The location of the environmental justice communities were mapped to fully understand the locations and to correlate with the planned improvements.

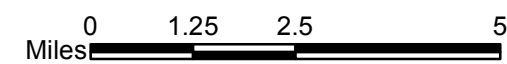
# Total Mobility Plan

Minority Population

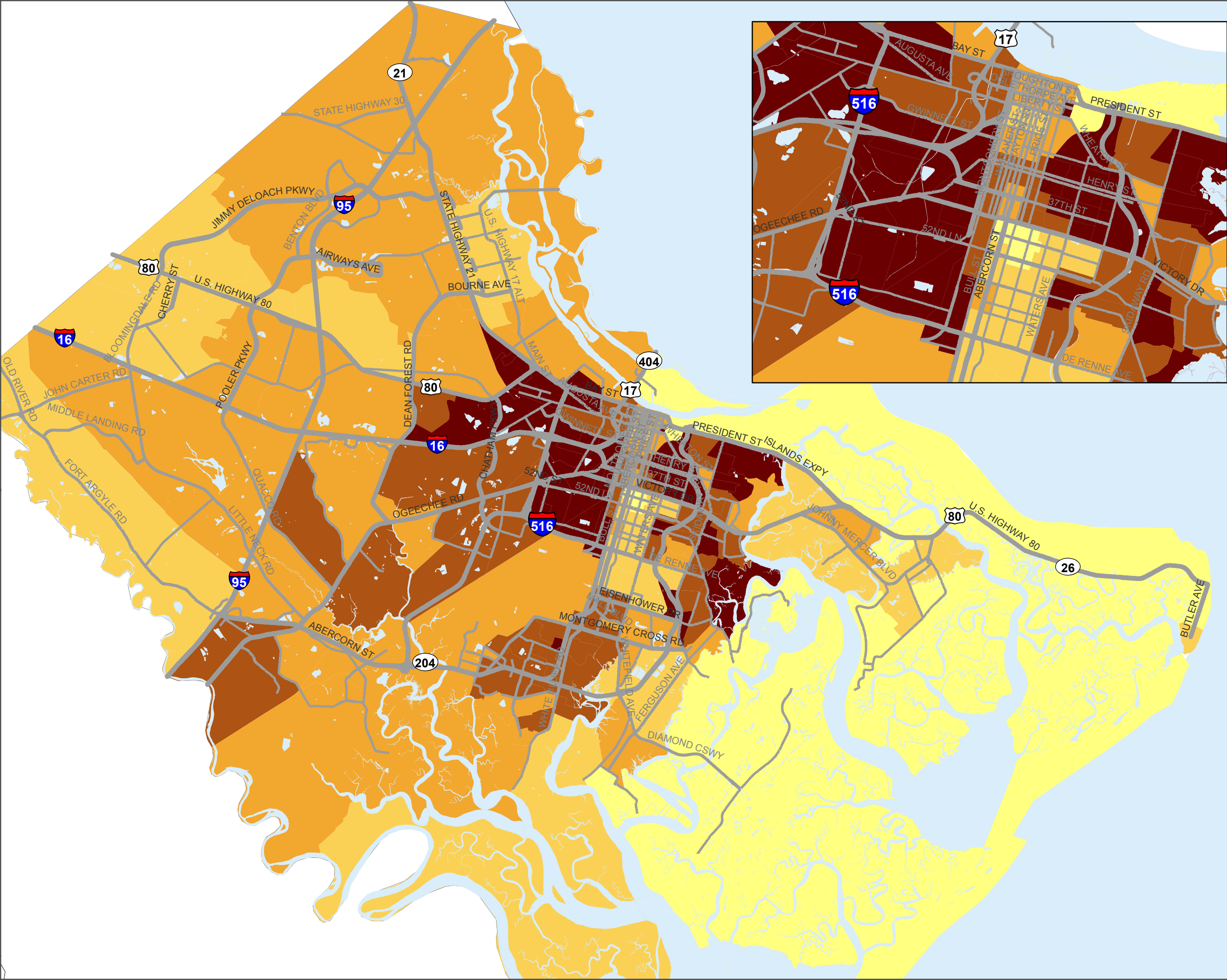
## Minority Population

- 0 - 10%
- 10 - 25%
- 25 - 50%
- 50 - 80%
- 80% +

Water



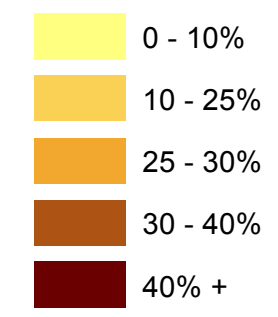
Source: Chatham County, Savannah Area GIS



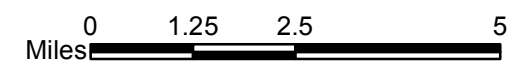
# Total Mobility Plan

Low Income Worker Home Locations

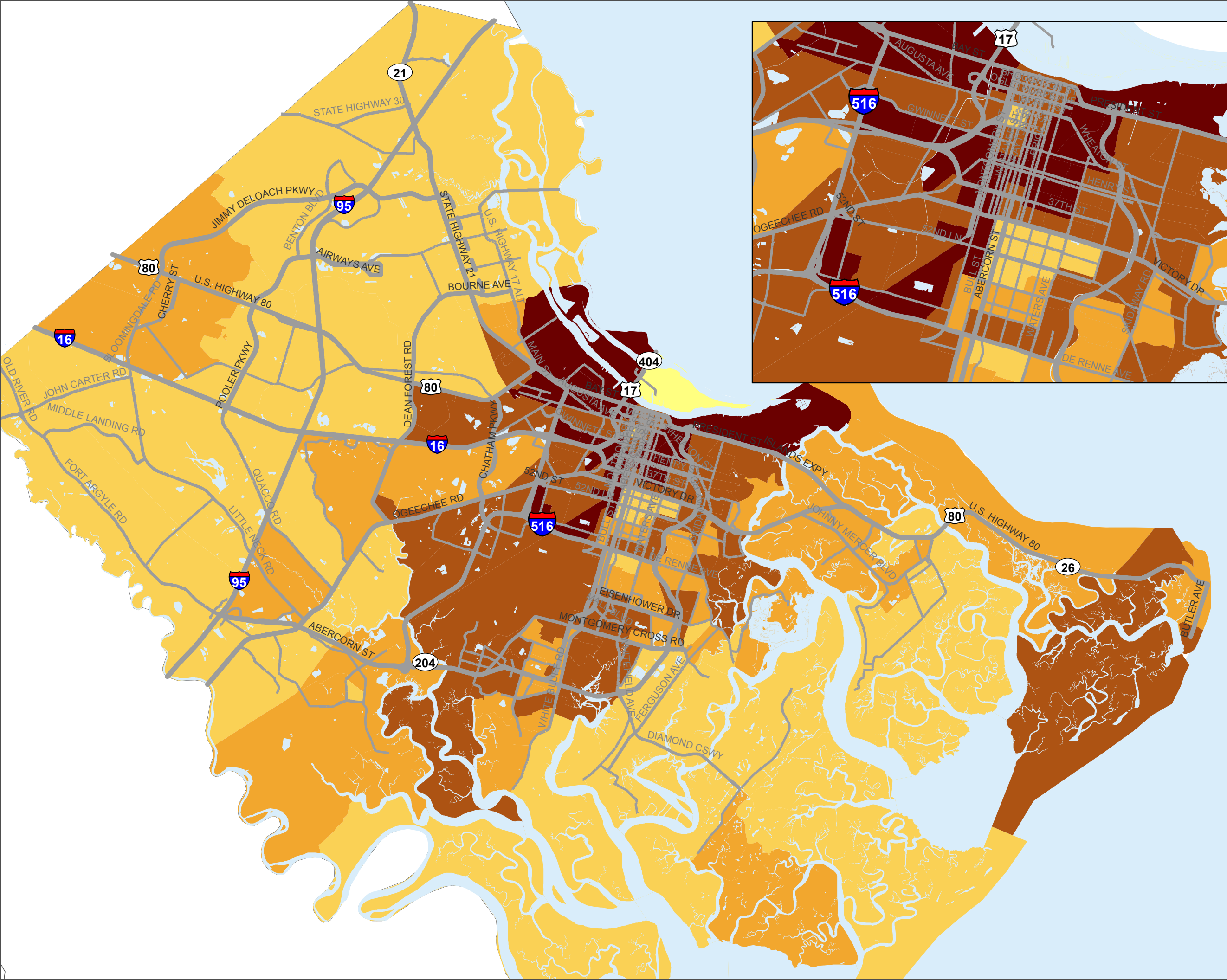
## Low Income Workers



Water



Source: Chatham County, Savannah Area GIS













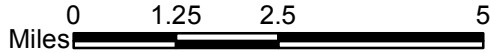
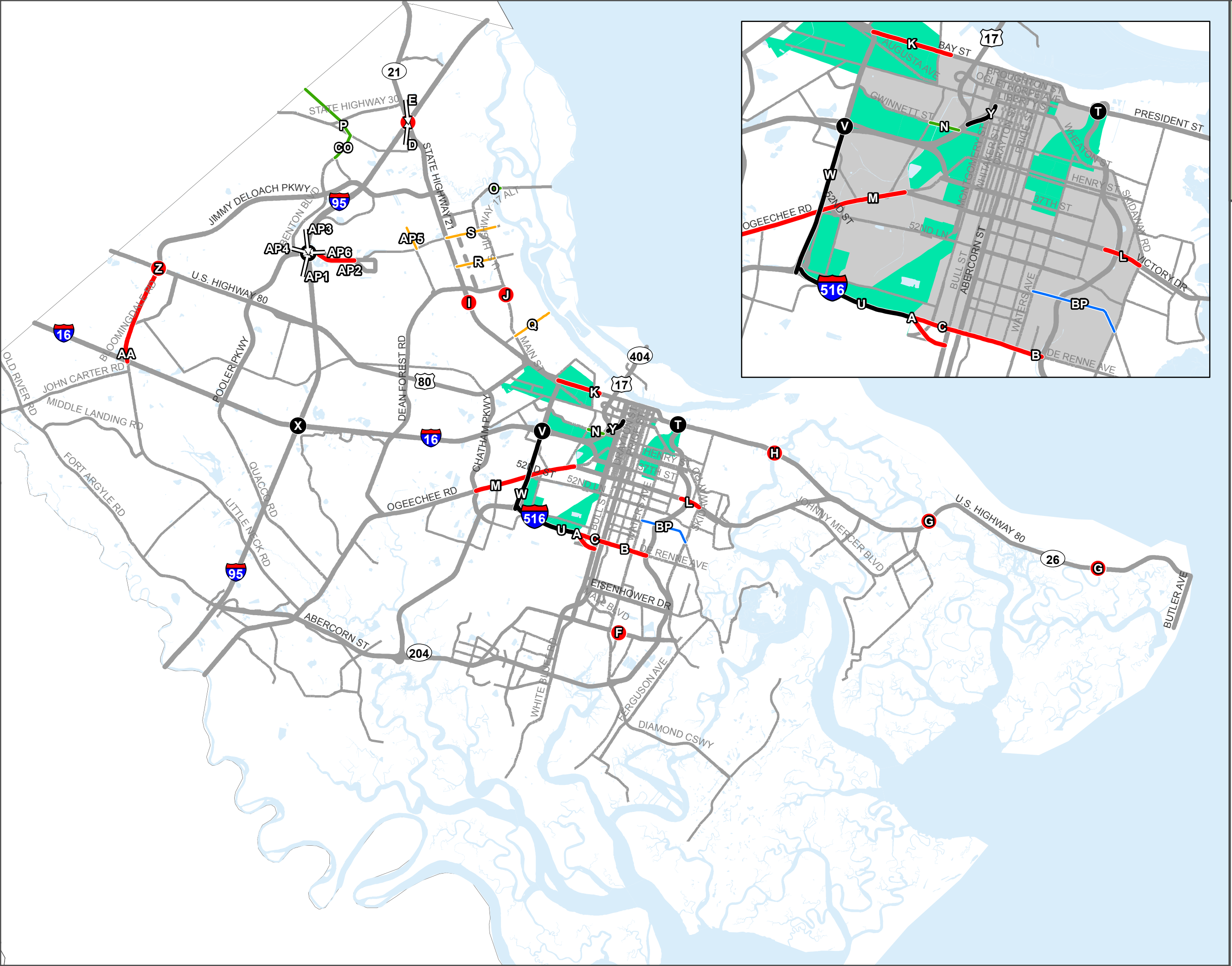
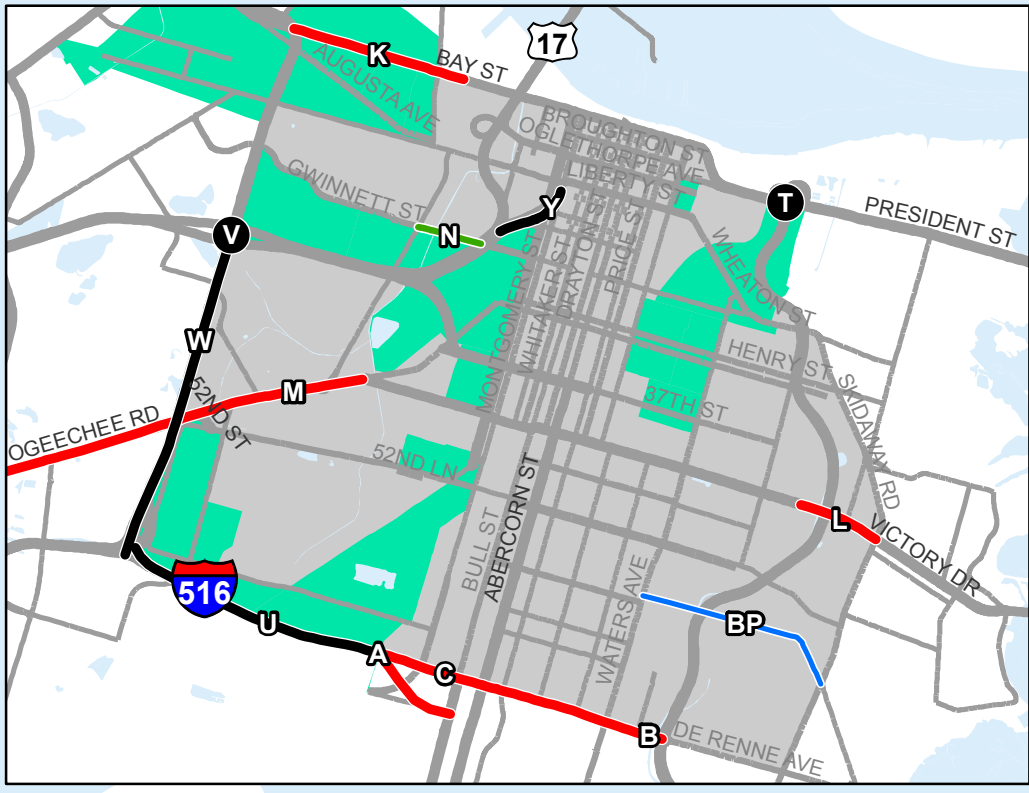
The MTP projects were overlaid over the higher percentages of low income and minority populations. The projects that are located in, or adjacent to, those areas incorporate improved multimodal facilities as well as enhancements to improve the character of the adjacent communities. The map of the projects and the EJ communities is shown on the next page.

# Total Mobility Plan Projects (by Thoroughfare Class)

Low Income  $\geq$  40%  
 Minority  $\geq$  80%

## Thoroughfare Class

-  N/A
-  Major Arterial
-  Minor Arterial
-  Collector
-  Bike/Ped
-  Project Identifier
-  Low Income / Minority
-  Water



Source: Chatham County, Savannah Area GIS



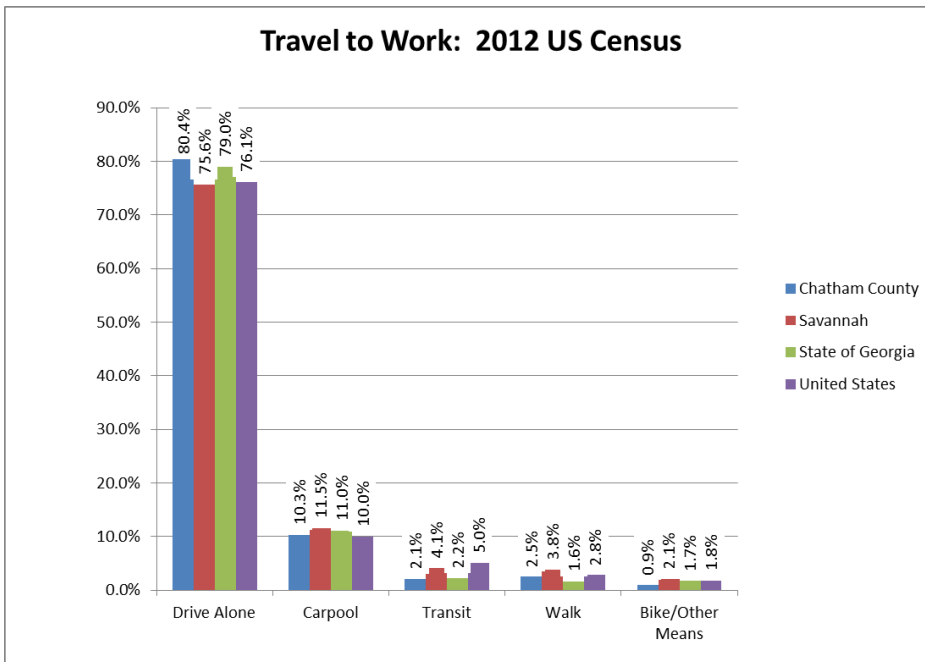
### Travel Characteristics

In order to appropriately plan transportation improvements that will serve the existing and future needs, the travel characteristics and mobility patterns within the area must be understood. In addition, the plan update must also consider all modes of transportation. The warm climate, flat terrain, and strong grid pattern within the City of Savannah, particularly north of DeRenne Avenue, is conducive to workers utilizing a variety of modes in traveling to their places of employment, although driving alone is still the mode choice of the majority of workers. The City and Chatham County are continuing to invest in bicycle and pedestrian infrastructure to ensure the safety of the users and to provide network connectivity.

County of Residence	Workplace County - Chatham
Bryan	58.68%
Bulloch	11.07%
Chatham	95.45%
Effingham	58.92%
Liberty	11.59%

In the 2000 census, the City of Savannah had 70.8% of its workers driving to work alone and 76.4% of the workers in Chatham County drove alone to work, as compared to 85% in the state and 75.5% in the US. Those carpooling in both the County and Savannah was higher than both the state and the US, as well as transit usage.

The City of Savannah also exhibits a high percentage of walking (4.3%) and biking (2.3%). With the 2012 estimates, the percentage of those driving alone increased, which could be attributed to the growth in the suburban western areas of the County. However, the transit, walking and biking percentage remained relatively stable.



### Regional Commuting Patterns

Chatham County and the City of Savannah are regional hubs for employment, shopping, recreation, medical and educational institutions, and other economic generators. Many residents of neighboring counties commute into Chatham County for work each day, greatly impacting the traffic patterns and overall efficiency of the transportation network. Within Chatham County, over 95% of the Chatham County residents work in Chatham County.

The neighboring counties of Bryan and Effingham both have over 58% of their residents commuting into Chatham County for work each day. Other nearby counties also experience a significant out-commuting

pattern. Liberty and Bulloch Counties both have approximately 11% of their population working in Chatham County and those workers have a typical commute time of about one hour each way. Jasper County, SC, just across the Savannah River, has about 10% of its population commuting into Chatham County for work each day.

*Trends for the Future*



Predicting the trends for the future is always a difficult task. Conditions are constantly changing and the advances in technology over the last decade have been astounding. Within this changing framework, the task of identifying future conditions can be a daunting one. To accomplish this future look, a number of resources are used and combined with predictive tools such as the travel demand model.

It is anticipated that over the planning horizon years, Savannah and Chatham County will continue to grow in population. As noted earlier, before the economic downturn, the population projections for

the six county coastal region of Georgia, which included the Chatham County/Savannah area, were tremendous. Although, not anticipated to reach that earlier predicted level of growth, Chatham County/Savannah is expected to continue as the major regional center and the population is expected to grow to over 320,000 by 2040.

In conjunction with this expected population growth, the components needed to serve this growth, such as retail, medical and educational, will also continue to grow. This growth is expected to continue in the western portions of the county. There are already large-scale retail developments planned for the interchange of I-95 and Pooler Parkway and this development is expected to continue to draw more shoppers, residents and visitors to the area. Other redevelopment areas in downtown Savannah are also already in place and are anticipated to be underway or completed within the next decade.

Savannah and Chatham County also continue to gain national and international prominence as a tourist destination. The tourism industry is already a major component of the economy and is anticipated to continue as an important economic driver. Savannah has been named by several organizations as one of the top destinations and more and more international tourists are enjoying the area.

The Port of Savannah is also expected to continue its upward trend. As a major economic driver for the entire state, the importance of the port and access to its facilities will continue to be of vital importance. Currently, port related jobs account for over 8% of the state’s employment and almost 8% of the total state GDP. With the expected harbor deepening in conjunction with the Panama Canal expansion, the port will continue to be one of the busiest in the country.



The movement of freight and goods will continue to have a great impact on the transportation facilities. Over the last decades, more and more goods have been imported, as the manufacturing in the US has moved overseas. This trend has already led to an increased focus on addressing the needs of freight and this focus will continue. The CORE MPO has completed the first phase of a freight plan for the area and has the second phase underway. This second phase will be coordinated with the development of the Hinesville Area MPO freight plan and provide a regional approach to the efficient movement of freight and goods. The CORE MPO freight plan is also coordinated with the recently completed GDOT statewide freight plan.



Demographic factors will also have an impact on planning for our mobility. The Baby Boomers, the generation born between 1946 and 1964, are aging. This generation has had a tremendous impact as it has moved through its different ages, and the same will be true for their retirement years. Addressing the need to for mobility for seniors and for the ability to age in place with adequate transportation facilities will be a focus.

The Millennial generation, those born between 1980 and 1999, are also having a significant impact as they age. Members of the Millennial generation are more focused on urban living rather than the long-held suburban, “picket fence” model. In addition, this technology focused generation is no longer tied to the standard 9 to 5 job and have a much stronger focus on work and life balance. With this lifestyle, the provision of safe, pleasant, connected and accessible multimodal options, including bicycle, pedestrian and transit, will be a key element of transportation planning for the future.



### Planning Transportation for the Future

Traditional transportation planning has focused on how quickly and efficiently vehicles can move from point to point. This approach typically has not considered the impacts and relationships on land use, community character and the quality of life. The CORE MPO and its members are committed to wisely investing in the transportation network to address the growth of the area while enhancing mobility for people and goods and



ensuring a sustainable future. This commitment is incorporated in this plan update through a diverse and wide-ranging process, including an assessment of transportation needs in coordination with the future regional growth and anticipated future trends.

Because transportation projects are typically funded with a combination of federal, state and local dollars, there are specific requirements for transportation planning set forth in the federal transportation legislation known as Moving Ahead for Progress in the 21<sup>st</sup> Century, or MAP-21. **The Coastal Region Metropolitan Planning Organization, or CORE MPO,** is the federally designated organization responsible for cooperatively planning for transportation in the region. Comprised of the local governments in the metropolitan area, the MPO plans for the expenditure of federal transportation funds through a coordinated, cooperative and continuing process.

The CORE MPO consists of the local governments in Chatham County. In addition, with the 2010 US Census, the planning area will expand into the adjacent counties of Effingham and Bryan. The expanded planning boundary will be finalized and the next plan update will incorporate these additional areas. Other transportation providers, including the Georgia Department of Transportation, Chatham Area Transit, the Georgia Ports Authority, and the Savannah Hilton Head International Airport are also part of the MPO and the planning process.

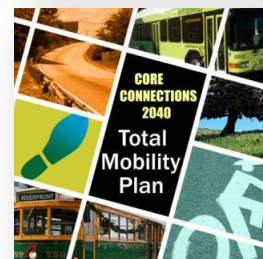
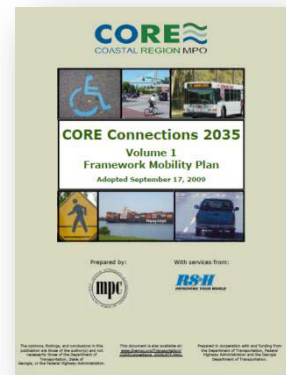
The CORE MPO transportation planning activities include identifying and evaluating transportation alternatives, developing and maintaining the required transportation planning documents and programs, coordinating public involvement and stakeholder outreach activities, and ensuring that the federal and state transportation funds are used wisely and efficiently.

***The Long Range Transportation Plan/Metropolitan Transportation Plan***

The Long Range Transportation Plan (LRTP) or, as designated in MAP-21, the Metropolitan Transportation Plan (MTP), is the 20-year plan that identifies the vision, goals and objectives, strategies and projects that promote mobility within and through the region for both people and goods. This long range plan, which is required to be updated every five years, is focused on addressing the changing conditions and transportation needs and has a planning horizon year of 2040.

In September, 2009, the Coastal Region Metropolitan Planning Organization (CORE MPO) adopted the Long Range Transportation Plan called the 2035 Framework Mobility Plan. At that time, the CORE MPO took advantage of the opportunities created by the plan update process to craft the Framework Mobility Plan as the policy foundation for a more in-depth planning effort, the Total Mobility Plan.

The 2040 Total Mobility Plan updates the Framework Mobility Plan with added emphasis on sustainability, complete streets, context sensitive design



and non-motorized transportation. The overall goal of the Total Mobility Plan is to continue moving the planning process beyond a singular focus on moving motor vehicles and consider transportation issues from a comprehensive perspective that incorporates community values, needs, land use and modal alternatives.

The plan is also required to be financially feasible with project costs matching the anticipated revenues over the planning period. In addition, the project costs and anticipated revenues must be identified by year of expenditure. The plan is divided into “cost bands” of five to ten years, and both project costs and expected revenues are inflated to account for their year of expenditure. The horizon years or cost bands for the Total Mobility Plan are:

- 2015 – 2020
- 2021 – 2030
- 2031 – 2040

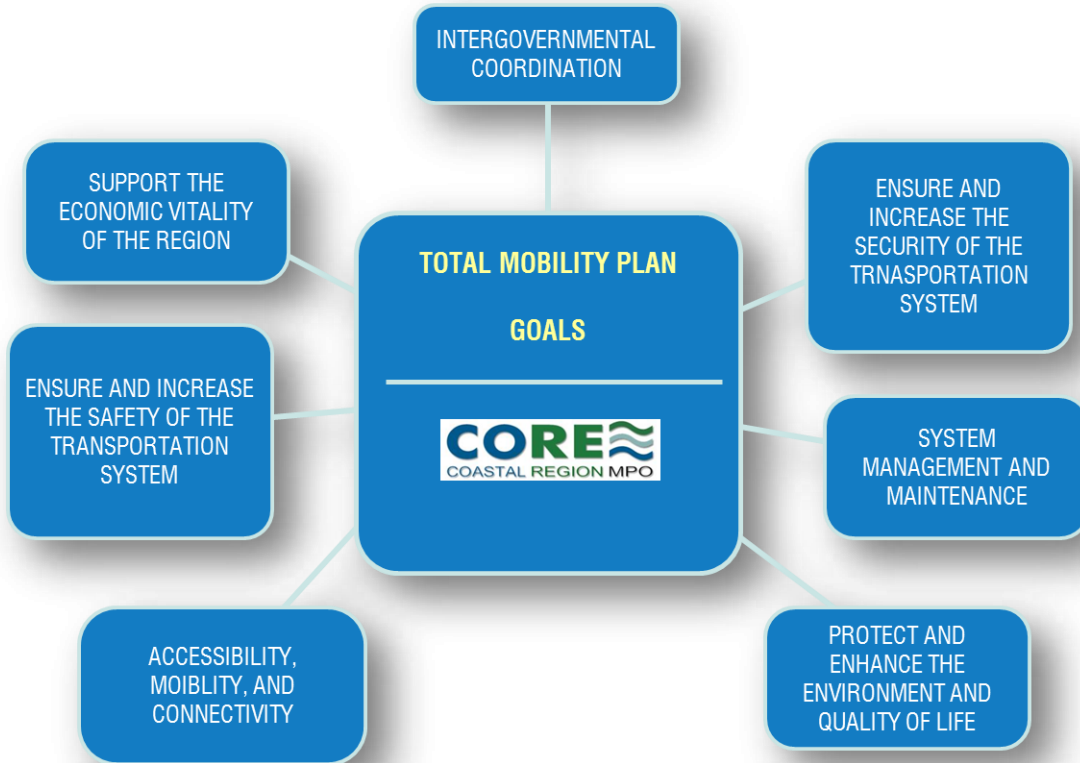
The result of this effort is the development of the financially balanced Cost Feasible Plan and the Vision Plan, or unfunded list of projects.

***Transportation Policy and Regional Goals***

In addition to the required financial constraints, MAP-21 also includes other key components, such as the establishment of transparent, multimodal planning process, project prioritization and performance measures, and the identification of eight planning factors that must be addressed by the MPOs. The goals and objectives identified for the Total Mobility Plan meet each of the eight planning factors and provide the framework for the development of the plan.



These goals and objectives were developed in cooperation with stakeholders and members of the public. These goals and objectives are targeted to ensure that the transportation system helps the region attain their overall vision for the future. Stakeholders and citizens worked together during meetings to identify these goals and objectives, which provide the framework for the provision of a safe, secure, efficient, multimodal transportation network that meets the mobility needs of both people and freight. Goals are shown below and objectives are shown with performance measures found on page 28.



**Focus Areas for Mobility**

With the existing and future considerations and the planning framework provided by the identified goals and objectives, the transportation planning efforts for addressing the anticipated needs for the 2040 planning horizon incorporated a focus on economic vitality and sustaining and growing the existing economic engines; the accommodation of freight movement; addressing the needs of the aging population; the provision of a safe and secure, connected, accessible and multimodal network, and the preservation and maintenance of the existing transportation infrastructure.

**Safety and Security**

The goals adopted for the plan include a focus on ensuring and increasing the safety and security of the transportation system for all users, including motorized vehicles, bicyclists and pedestrians.

The traffic crashes in Chatham County over the last five year reporting period (2008-2012) available from the Governor’s Office of Highway Safety, have fluctuated slightly, but have remained relatively constant over the period. The number of crashes, the number of injury crashes and the number of fatal crashes for the CORE MPO area (Chatham County) are shown below. The injury crashes have declined over the five year period and the fatal crashes dropped significantly in 2011 and remained at that level in 2012.

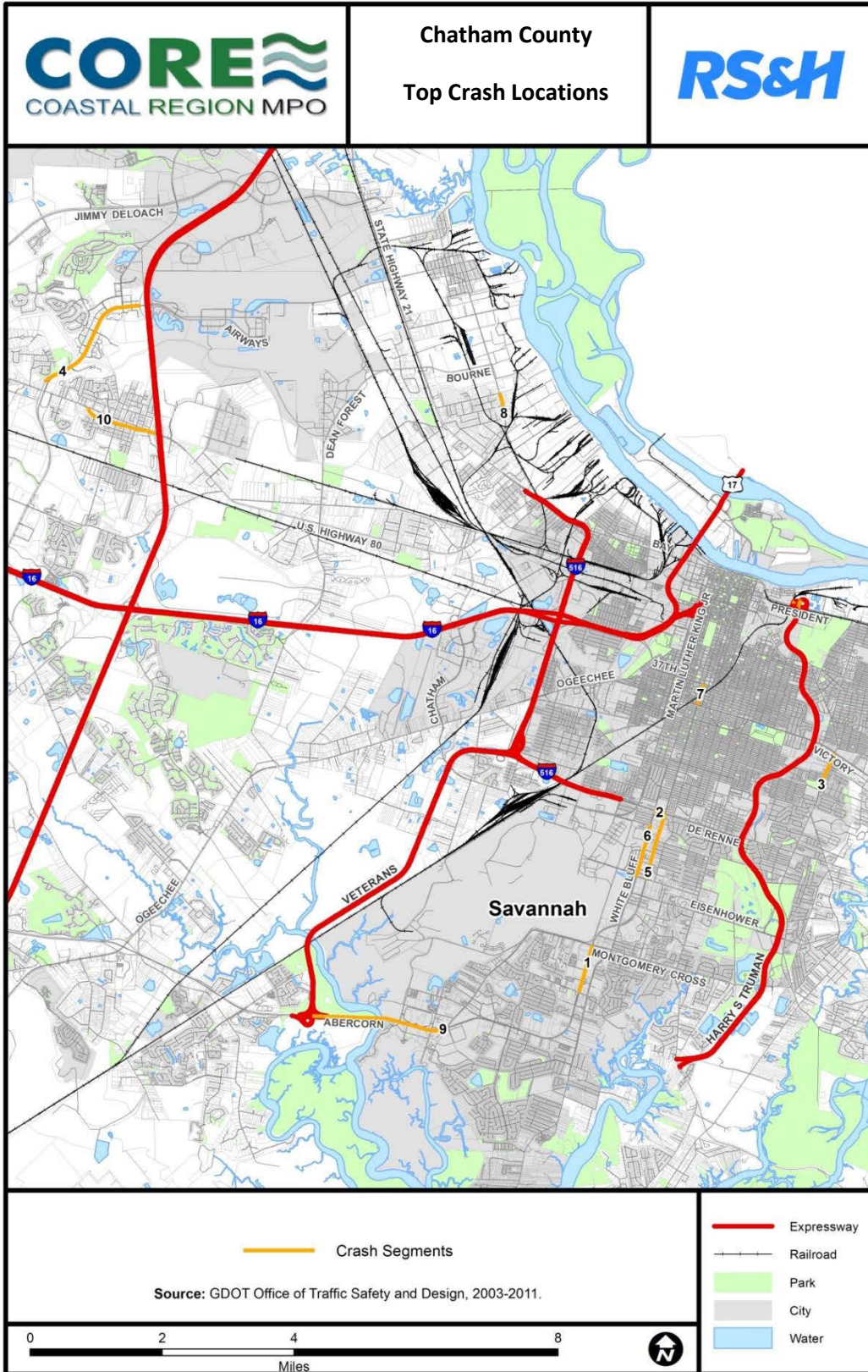
	2008	2009	2010	2011	2012	2008-2012
<b>CORE MPO Crashes</b>						
Number of Crashes	12,597	12,534	11,320	12,130	12,792	61,373
<b>CORE MPO Injury Crashes</b>						
Number of Injury Crashes	4,102	4,330	3,838	3,577	3,838	19,685
<b>CORE MPO Fatal Crashes</b>						
Number of Fatal Crashes	41	37	43	21	20	162

The goal is to coordinate the safety measures with planning efforts. In addition to the countywide crashes, the top crash locations for vehicles, pedestrians and bicyclists in the MPO area have been identified. The information also includes the crashes with fatalities, injuries and property damage only. These locations have been identified by GDOT and are shown in the table and map below.

Road Name	Crashes	Fatal Crash	Injury Crash	PDO Crash	Truck Crash	Ped Crash	Bike Crash
Collins St	448	0	122	326	13	0	1
Abercorn St	443	0	86	357	3	0	1
S Coastal Hwy	368	0	106	262	2	7	1
Abercorn St	274	0	56	218	0	1	1
White Bluff Rd	259	1	60	198	0	3	0

Abercorn St	232	1	45	186	2	0	2
Truman Pkwy Ramp	225	0	50	175	0	0	0
Skidaway Rd	207	0	44	163	1	3	1
W DeRenne Ave	198	0	36	162	1	1	1
Abercorn St	193	0	43	150	2	2	1

*PDO: Property Damage Only*



These locations can potentially be addressed through some of the projects incorporated in the cost feasible plan. Others may qualify for and be addressed through GDOT’s Quick Response program, which implements small scale projects using available safety funding. Qualifying projects are typically those ranging from intersection improvements to operational improvements, such as signal timing, and are generally less than \$750,000 for all project phases. Projects for Quick Response funding can be submitted by local governments, GDOT or the Federal Highway Administration. Submittals for eligible projects must also include information that summarizes the operational issues, supporting data, the proposed improvement, and cost estimates.

In addition to the safety of the roadway network, the CORE MPO also strives to coordinate with local jurisdictions to ensure the safety of all modes, including the bicycle and pedestrian users. Safety for these modal users is of critical importance, and the CORE MPO has developed a non-motorized transportation plan to address the provision of a safe, connected network.

To meet the goal of ensuring and enhancing the security of the transportation system and users, the CORE MPO, although not the lead agency, coordinates closely with, and supports the local and state agencies that are responsible. Through this coordination and the incorporation of the agencies in the planning process, the CORE MPO can address the overall security goal.



These local and state agencies that are responsible for the emergency management, disaster preparation, and homeland security include the Chatham Emergency Management Agency (CEMA), the Georgia Emergency Management Agency (GEMA), the Georgia Office of Homeland Security, the area’s fire department, and the area’s police departments. These agencies are responsible for the preparation of

the disaster preparedness plans, the coordination for emergency responses, and working to educate the public on their responses to emergency situations.



With the CORE MPO’s coastal location and potential for hurricane evacuation, in addition to the local agencies, GDOT also has a role in evacuation planning. The east-west interstate, I-16 from Chatham County is equipped to utilize all four lanes for evacuation purposes when needed. Drop gate barriers at exit and entrance ramps along the interstate prevent vehicles from traveling in the wrong direction during the evacuation process. Various state routes



along the coast, such as US 80 leading from Tybee Island, may also be utilized as one-way routes towards inland areas of Georgia.

The transit agency, Chatham Area Transit Authority (CAT), is responsible for the provision of public transit services in the area. CAT must also address security in their planning efforts and coordinates through the emergency management agencies. The Federal Transit Administration (FTA) has a number of requirements in place to address security for transit agencies. Examples of these requirements include a written security plan and employee training. In addition to the procedures CAT has in place to meet these requirements, the agency also coordinates with CEMA in their evacuation plan. CAT buses will be utilized in the case of an emergency to assist in the evacuation process



***System Maintenance and Preservation***

Over the last decade, state and local transportation agencies have faced tremendous funding shortfalls. Agencies have struggled to keep up with their expanding transportation needs with continually shrinking budget. In 2012, each region in Georgia identified a list of projects within their region and a vote was taken to implement a one-cent sales tax on the region to fund the identified projects. Three regions in Georgia passed the authorization; however, the Coastal Region was not one of the three.



In addition to the transportation funding shortfalls, many major transportation improvement projects such as additional capacity or new facilities are met with strong opposition from members of the general public, as well as from interest groups focused on elements such as the environment. Within this context, it is critical for the MPO to preserve and maintain the existing system and infrastructure and to maximize the benefits of any transportation investments.

***Economic Vitality***

One of the goals identified for the Total Mobility Plan is the support of the economic vitality of the region and enabling local, regional and global competitiveness, productivity and efficiency. As discussed, there are a number of critical economic drivers in the region, including the Port of Savannah and the tourism industry, primarily focused in the Historic District and Tybee Island. The transportation network supporting these drivers is a key component in their sustainability and success.

As noted above, good access to the port facilities is key in continuing its growth in the future. The Savannah Hilton Head Airport is another of the modal economic engines for the region. The CORE MPO, in recognition of their impacts on both the transportation system and mobility, as well as the economic vitality of the region, coordinates closely with both entities to ensure that their needs are incorporated into the short and long term transportation assessments.

A number of projects in the cost constrained plans over the years have been targeted at addressing accessibility and connectivity issues for these economic engines. The freight plan that the CORE MPO has underway will incorporate these, and other, freight intensive generators to ensure the efficient movement of freight. The freight planning effort will also be coordinated with the Hinesville Area MPO freight plan.



Freight movement does not recognize political jurisdictions and this coordinated effort will ensure a regional approach.

***Mobility and Sustainability***

The goals of the Total Mobility Plan also include a focus on the preservation and enhancement of the environment and quality of life and the provision of an accessible, connected transportation system that



provides viable multimodal choices for mobility. The CORE MPO has had a long standing commitment to the provision of safe, connected bicycle and pedestrian facilities. The CORE MPO has developed a non-motorized transportation plan specifically for identifying and prioritizing the pedestrian and bicycle needs. In addition, in the previous plan, a substantial amount of funding was set-aside for the completion of these types of projects. This set aside of funding is continued and incorporated into this financially feasible plan.

## Transportation Network

The CORE MPO area has a total of 1,280 miles of roadway within Chatham County. These roadways are state and county roads and city streets. These roadways are categorized by their use and the amount of traffic that is carried. These categories, as defined by the Federal Highway Administration (FHWA) and their mileage in Chatham County include:

### **Interstate/Freeway: 46.62 miles**

Roads that are fully accessed controlled and are designed to carry large amount of traffic at a high rate of speed; examples include roadways such as I-16 and Harry Truman Parkway.

### **Arterials: 107.26 miles**

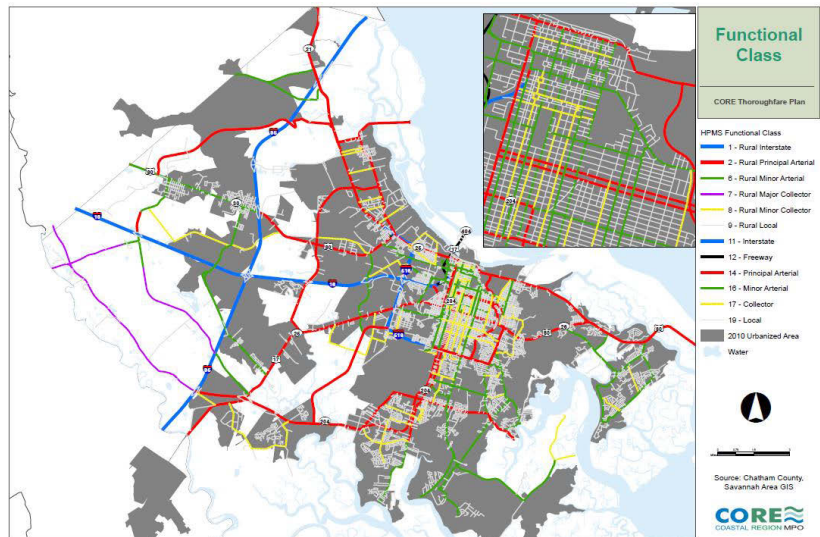
Roads that are designed to carry large amounts of traffic at a relatively high speed, often over longer distances. Often some degree of access management is incorporated; examples of arterials include Bay Street, Islands Expressway, and SR 204 and US 80.

### **Collectors: 11.19 miles**

Roads that are designed to carry less traffic at lower levels of speed for shorter distances. These roadways typically “collect” traffic from the local roadways and provide the access to arterials. Examples of collectors include Habersham Street, LaRoche Avenue; and Old Louisville Road.

### **Local Roadways: 887.54 miles**

Local roadways are those not otherwise classified and tend to serve short, local trips or connect with the collectors to access the broader roadway network.

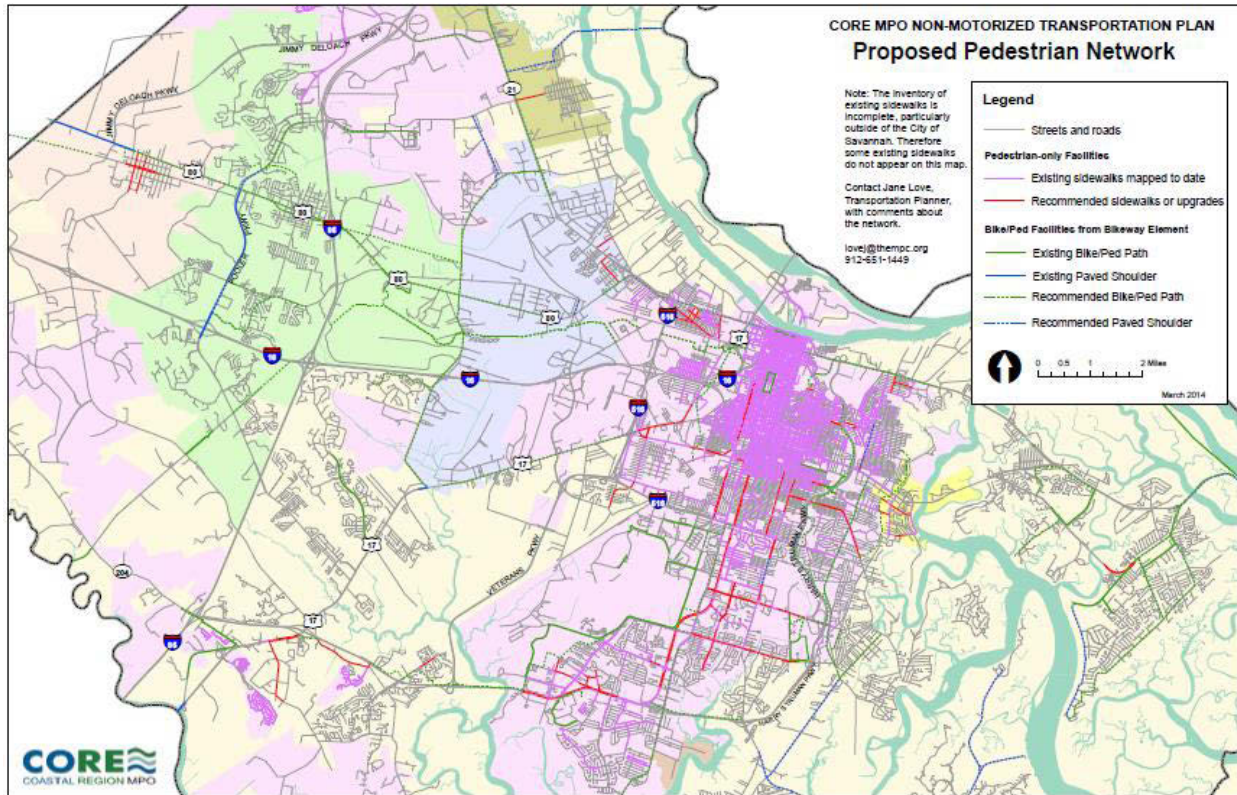


The map depicts the functional classification of the roadway network.

The travel demand model is one of the analysis tools used to more fully understand the existing and future traffic patterns and to measure the impacts of any planned improvements. The travel demand model is one tool that provides information on how the network is functioning, such as the depiction of Level of Service. Level of Service (LOS), which measures how well a facility is functioning, is presented in letter grades from LOS “A” which means the free flow of traffic, to LOS “F” which indicates gridlock.

While the automobile is the primary mode of transportation in the area, bicycling and walking are important modes. The MPO and the local jurisdictions all have a strong commitment to the provision of safe, connected facilities for pedestrians and bicyclists. There are a number of bicycle facilities, both lanes and trails that have been recently completed or are underway. In addition, there is a robust sidewalk network, particularly in the City of Savannah.

The map below, from the non-motorized transportation plan, depicts the existing and proposed pedestrian and shared use path network. As noted above, the highest concentration of pedestrian facilities is located within the City of Savannah and the recommendations include connections from this network to the south. The existing and proposed bicycle network includes multi-use paths, designated bike lanes and paved shoulders.



## The Thoroughfare Plan

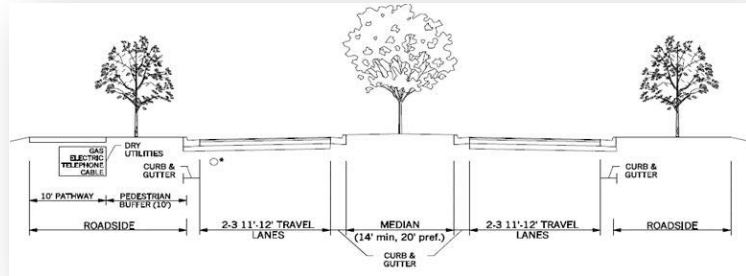
To achieve the goals of the Total Mobility Plan, as well as those of the updated Comprehensive Plan, the CORE MPO, together with local jurisdictions, developed a Thoroughfare Plan for the region.

This Thoroughfare Plan, coordinated with the Non-motorized Transportation Plan, is intended to:

- Ensure/increase accessibility, mobility, and connectivity for people and freight.
- Promote safe and efficient travel for all users and create a framework for common sense trade-offs between automobile capacity and multimodal design elements.
- Support community development and land use goals and promote a sense of place and support activities with on-street parking, bike travel, land access, and pedestrian friendly intersections.

- Establish transparent expectations for transportation infrastructure and create consistency in code references to the road network, which provides predictable and consistent information to development community

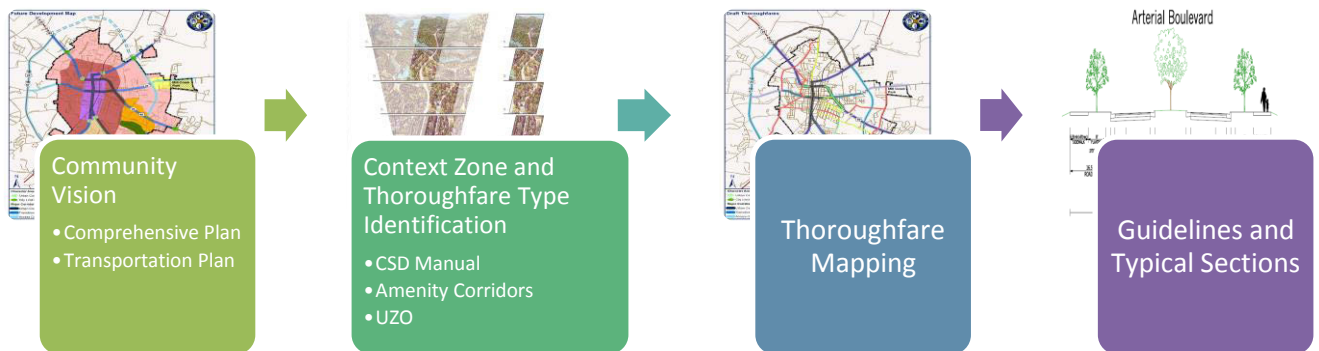
Thoroughfare types are defined by their function in the road network as well as the character of the area they serve. The duality of transportation function and the relationship with the character, or context, of each facility informs each thoroughfare type’s recommended design parameters. Thoroughfare planning is promoted as part of a larger movement called context sensitive design or context sensitive solutions. The Institute of



Transportation Engineers (ITE) defines context sensitive solutions (CSS) as follows:

*CSS is a different way to approach the planning and design of transportation projects. It is a process of balancing the competing needs of many stakeholders starting in the earliest stages of project development. It is also flexibility in the application of design controls, guidelines and standards to design a facility that is safe for all users regardless of the mode of travel they choose.*

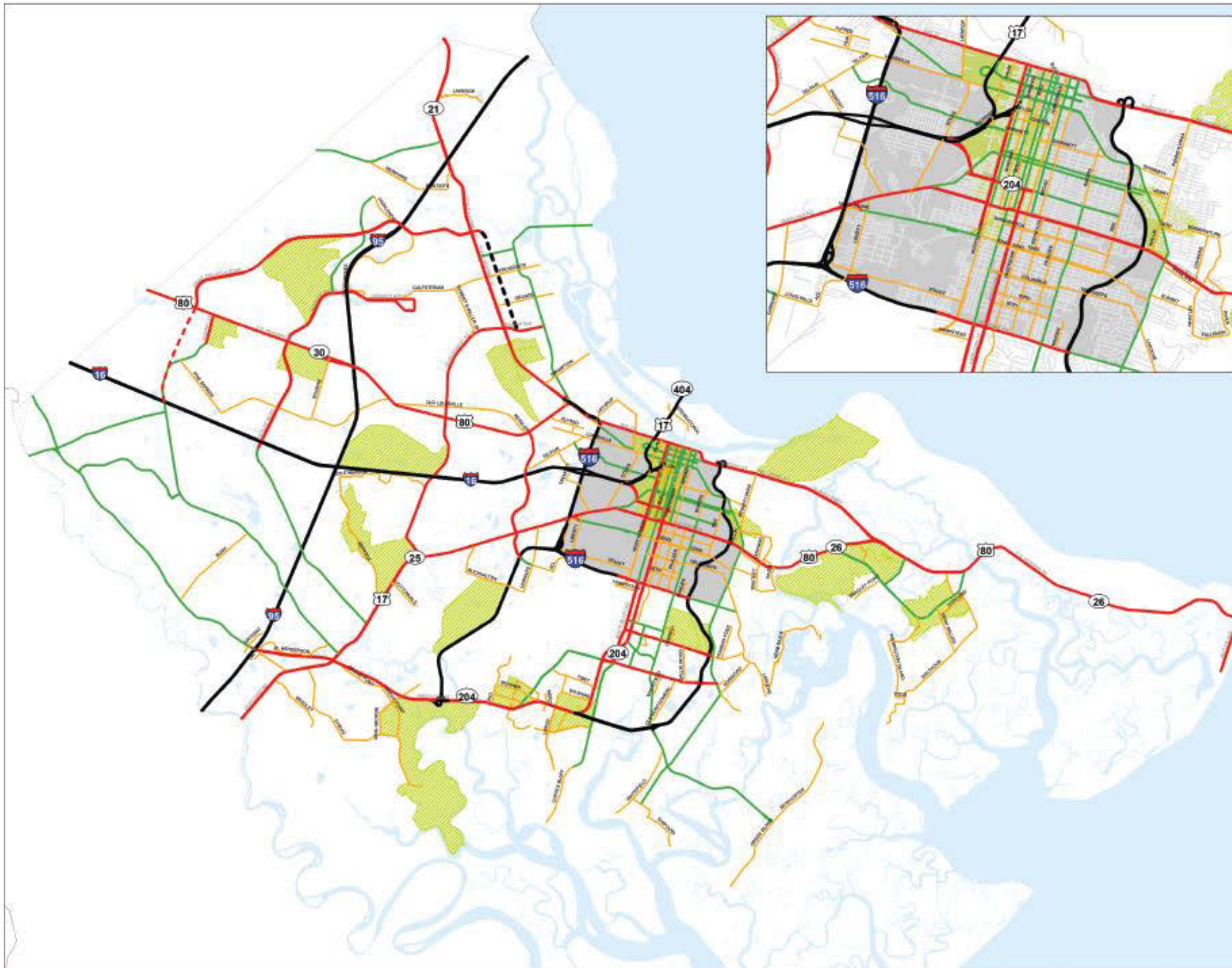
In this planning effort, the CORE MPO worked closely with its local planning partners to identify the appropriate context sensitive parameters for each roadway classification and developed typical sections that incorporated these treatments. These desired typical sections provide the framework for identifying deficiencies in the existing network and a guideline for future infrastructure and can be found on pages 47 and 48 of this document. In addition, the Thoroughfare Plan established a consistent and transparent set of expectations for transportation infrastructure for the development community; with this information, developers are aware from the onset of a project what infrastructure requirements are in place.



The typical sections identified include Major Arterials, Minor Arterials and Collectors. Each of these classifications is then further categorized as Urban or Suburban and the typical sections include the design elements that appropriately serve the transportation need, as well as the adjacent land uses and community character.

Each of the identified projects in the MTP has been correlated with the Thoroughfare Plan to incorporate the appropriate design elements based on the roadway typology. In addition, the Vision Plan, or unfunded projects, includes the complete list of projects identified through the Thoroughfare Plan. The Thoroughfare Plan was also coordinated with the Non-motorized Transportation Plan to ensure consistency throughout the planning efforts.





# Thoroughfare Type

CORE Thoroughfare Plan

## Thoroughfare Class

-  Interstate/Freeway
-  Major Arterial
-  Minor Arterial
-  Collector
-  Central Savannah
-  Activity Centers
-  Water



Source: Chatham County, Savannah Area GIS

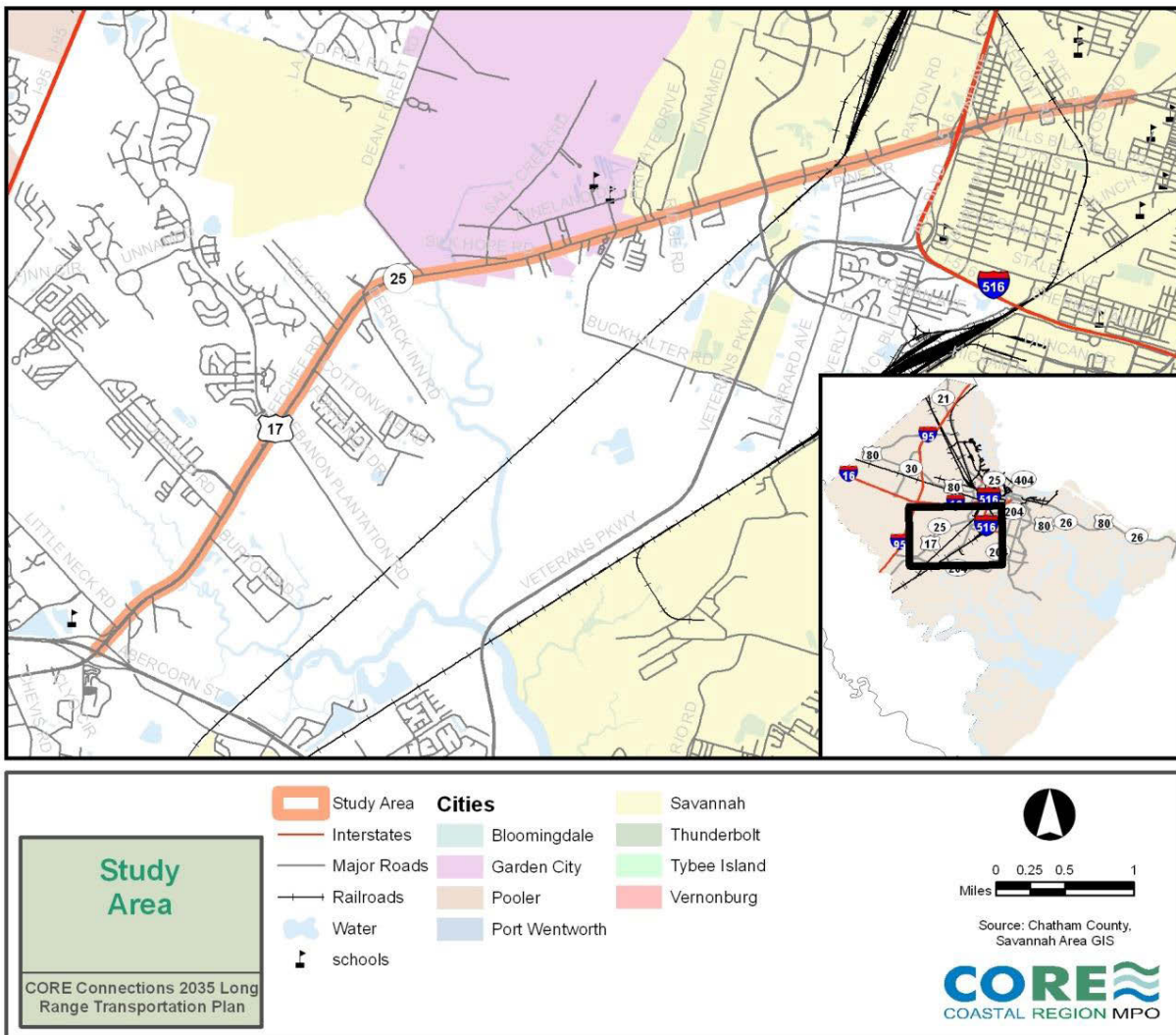


## Sector Planning

As part of the Total Mobility Plan, the CORE MPO undertook two specific planning efforts: the Ogeechee Road Sector Plan and the Victory Drive Sector Plan. The sector planning process is one of the tools available to develop a detailed future plan for specific areas and provides a conceptual, long term approach that addresses existing and anticipated needs.

### Ogeechee Road / US 17

The Ogeechee Road sector plan assessed the performance of Ogeechee Road/US 17 from Abercorn Extension/SR 204 in southside Savannah to US 80/Victory Drive just west of the downtown historic district. The plan identified the existing conditions, and in coordination with the non-motorized and thoroughfare plans, identified transportation strategies to preserve and enhance community character, accommodate pedestrians and bicyclists, and preserve the capacity of the roadway as the area develops and/or redevelops. The study area for the Ogeechee Road sector plan is shown in the map below.





There are a number of issues that were identified within the corridor as part of the planning process. These issues include the following:

1. Lack of parallel facilities; lack of inter-parcel access
2. Two-way left turn lane conflicts, safety and traffic impacts
3. Density of access points (driveways and intersections) reduces capacity of roadway; some areas with open curbs to parking rather than driveways
4. Some areas of blight, lack of building and site maintenance
5. Corridor aesthetics, signage, and landscaping
6. Lack of pedestrian facilities, in particular a lack of sidewalks linking bus stops with destinations
7. Lack of pedestrian and transit amenities such as shelters, trees, benches, lighting
8. Compatibility of light industrial uses, warehousing, junk yards, auto-oriented uses with residential, recreation, hotel/motels, commercial areas that generate increasing pedestrian trips

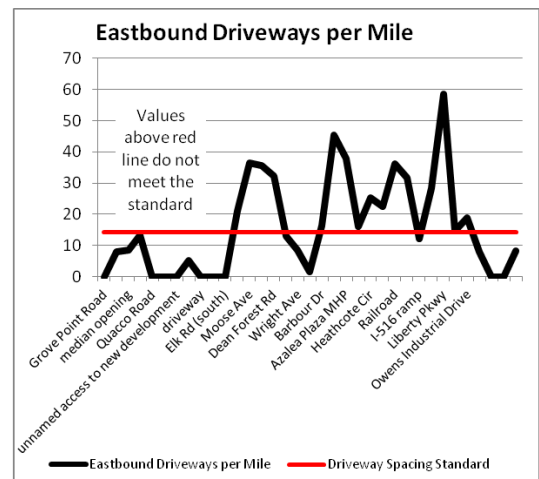
*Roadside pedestrian paths in commercial areas indicate that sidewalks would be a welcome improvement for people walking in the sector area. Sidewalks would also improve access to bus stops.*



In addition, there were also a number of opportunities within the sector area that were identified. These opportunities include:

1. Redevelopment potential of adjacent parcels creates an opportunity to increase access management and provide pedestrian facilities as the area redevelops
2. New or recent developments with frontage roads or other parallel facilities
3. Currently used by autos, transit, bicyclists, and pedestrians
4. Transportation strategies to increase mobility for lower income population (e.g., mobile home parks)
5. Widening project in constrained 2035 LRTP to extend four-lane section from I-516 to Victory Drive
6. Natural resources in area and scenic vista amenity corridor on two segments

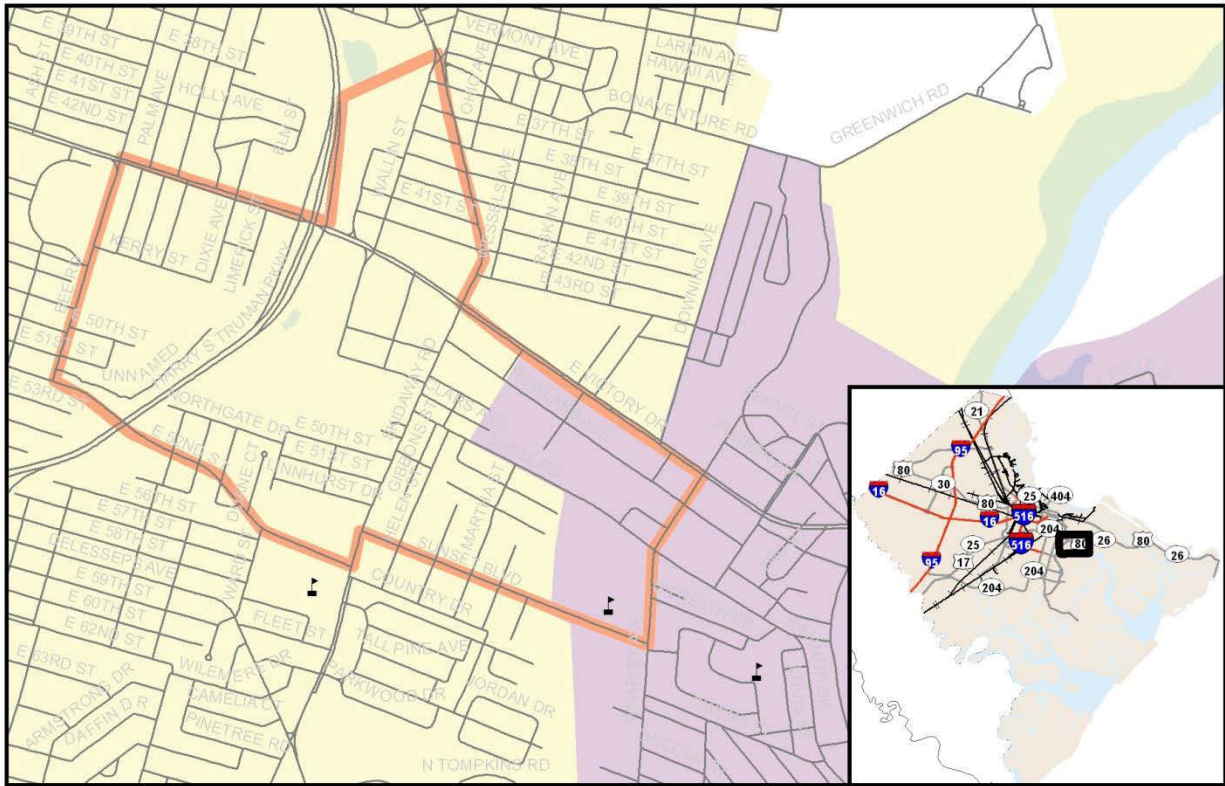
To address the issues and take advantage of the opportunities and develop recommendations, the effort was coordinated with the Thoroughfare Plan and projects were identified for implementation of the appropriate complete streets and context sensitive design approach. These projects, identified along Ogeechee Road / US 17 were then incorporated into the



planning process and the development of the balanced Cost Feasible Plan and the Vision Plan, or unfunded needs list.

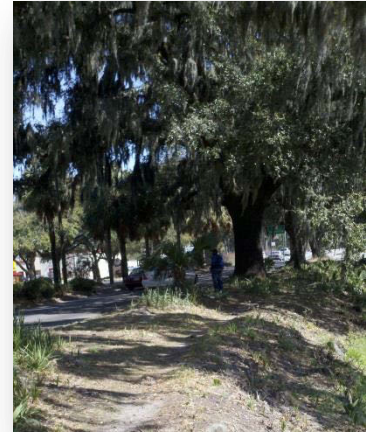
**Victory Drive**

The Victory Drive Area Sector Plan focuses on the area surrounding Victory Drive/US 80 at Truman Parkway due to the key transportation facilities that connect in the area, its role as a gateway between the islands and downtown Savannah, transportation system impacts of recent commercial development, and active development proposals in various stages. The plan resulted in recommended transportation strategies to preserve and enhance community character, accommodate pedestrians and bicyclists, and preserve the capacity of major roadways as the area redevelops. The study area is shown in the map below.



There were a number of issues identified in the sector planning area which include the following:

- Truman Parkway serves as a barrier to traffic, limiting east-west movements to 52<sup>nd</sup> Street or Victory Drive/US 80.
- High level of access intersections to Victory Drive/US 80 and Skidaway Road via driveways and limits the capacity for through traffic.
- There is a bottleneck at the Truman Parkway and Victory Drive interchange due to traffic volumes, including both local traffic to shopping centers and through traffic between islands and Savannah.
- Constrained land area limits improvements that can be made without significant impacts to natural resources or private property.



In addition, there were also a number of opportunities within the sector area that were identified. These opportunities include:

- Development and redevelopment opportunities
- Proposed and planned bicycle/pedestrian facilities
- Historic character and oak trees make Victory Drive a signature route in Savannah
- City of Savannah Economic Development Department activities to provide detailed plans on strategic corridors
- The County has a planned project to improve Skidaway Road through the study area
- Improved local road connectivity through road projects or redevelopment

Several recommended operational improvements have been completed in the area in order to accommodate the new developments and address any impacts in the area. As with the Ogeechee Road sector plan, this effort was fully coordinated with the Thoroughfare Plan to identify the complete streets/context sensitive design solutions. In addition, the long term option of additional access to the shopping area across Truman Parkway from the west and upgrading facilities for parallel capacity east of Skidaway along Victory Drive were identified for further study.



## Plan Development

There are a number of elements in addition to those efforts described above that must be incorporated into the development of the MTP. With the continuing funding shortfalls for transportation, and no viable solutions identified for the near future, MAP-21 includes an emphasis on performance based planning and achieving the maximum benefits from expenditures of transportation projects.

### Performance Measures

Along with the development of the goals and objectives developed for the Total Mobility Plan, performance measures for each goal were also identified by stakeholders and members of the general public. These performance measures were identified in the Framework Mobility Plan (2035) and, with the consensus of the stakeholders, public, and decision-makers, were brought forward into this plan update. These performance measures will be further refined as the performance measures are finalized within the MAP-21 process and CORE MPO will coordinate with its federal and state planning partners to ensure the consistency within the performance measures. The identified measures, aligned with the goals include:

<b>GOAL 1</b>	<b>Economic Activity:</b> Support the economic vitality of the region, matching the community's goals, especially by enabling local, regional and global competitiveness, productivity and efficiency.	
	<b>Objectives:</b> <ul style="list-style-type: none"> <li>○ Minimize work trip congestion</li> <li>○ Promote projects which provide the maximum travel benefit per cost</li> </ul>	<b>Performance Measures:</b> <ul style="list-style-type: none"> <li>○ Project cost/vehicle miles of travel (VMT)</li> <li>○ Reductions in VMT</li> <li>○ Work trip vehicle hours of travel (VHT)</li> <li>○ Sustained or increased funding status</li> <li>○ Increased Sustainable development incorporating mixed-use, pedestrian-oriented design</li> </ul>
<b>GOAL 2</b>	<b>Safety:</b> Ensure and increase the safety of the transportation system for all users, including motorized vehicles, bicyclists and pedestrians.	
	<b>Objectives:</b> <ul style="list-style-type: none"> <li>○ Eliminate at-grade railroad crossings</li> <li>○ Minimize frequency and severity of vehicular accidents</li> <li>○ Minimize conflicts and increase safety for non-motorized users</li> </ul>	<b>Performance Measures:</b> <ul style="list-style-type: none"> <li>○ Total accidents per million miles traveled, involving all user types</li> <li>○ Injury accidents per million miles traveled, involving all user types</li> <li>○ Fatal accidents per million miles traveled, involving all user types</li> <li>○ Implementation of transit and other safety projects</li> <li>○ Number of increased bike and pedestrian facilities</li> <li>○ Number of at-grade crossings reduced</li> </ul>

GOAL 3	<b>Security:</b> Ensure and increase the security of the transportation system for all users, including motorized vehicles, bicyclists and pedestrians.	
	<b>Objectives:</b> <ul style="list-style-type: none"> <li>○ Promote projects which aid in hurricane evacuation</li> <li>○ Adequately prepare for coordinated responses to incidents</li> <li>○ Monitor vulnerable infrastructure through visual and other inspection methods</li> </ul>	<b>Performance Measures:</b> <ul style="list-style-type: none"> <li>○ Hurricane evacuation route status</li> <li>○ Improved emergency responses (e.g., ambulance travel times to hospitals)</li> <li>○ Maximize transportation system mobility during disruptive events (such as reductions in time to clear major crashes from through lanes)</li> <li>○ Reduction in vulnerability of the transportation system (such as implementation of monitoring infrastructure for major transportation system)</li> </ul>
GOAL 4	<b>Accessibility, Mobility and Connectivity:</b> Ensure and increase the accessibility, mobility and connectivity options available to people and freight, and ensure the integration of modes, where appropriate.	
	<b>Objectives:</b> <ul style="list-style-type: none"> <li>○ Minimize congestion delays</li> <li>○ Maximize regional population and employment accessibility</li> <li>○ Provide efficient and reliable freight corridors</li> <li>○ Minimize delays in corridors served by transit</li> <li>○ Encourage use of transit and non-motorized modes, focusing on areas with low rates of automobile ownership or high population of elderly and/or disabled populations</li> <li>○ Expand transit service area and increase service frequency</li> </ul>	<b>Performance Measures:</b> <ul style="list-style-type: none"> <li>○ Base year vs. future year volume/capacity ratios for various modes</li> <li>○ Percent of population within ½ mile of transit route or facility connecting to regional activity center(s)</li> <li>○ Daily freight truck use/lane</li> <li>○ Operational performance of transit system (buses arriving/departing on schedule)</li> <li>○ Percent of population within ½ mile of bicycle facility connecting to regional activity center(s)</li> <li>○ Transit ridership</li> </ul>

<b>GOAL 5</b>	<b>Environment and Quality of Life:</b> Protect, enhance and sustain the environment and quality of life, promote energy conservation and address climate change.	
	<p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>○ Protect wetlands, historic resources, neighborhoods, recreational facilities and other important resources</li> <li>○ Support infill development</li> <li>○ Implement green infrastructure to reduce region’s impact on stormwater pollution and address potential impacts from a changing climate.</li> </ul>	<p><b>Performance Measures:</b></p> <ul style="list-style-type: none"> <li>○ Impacts to natural environment (such as rate of development of greenspace compared to the rate of greenspace preservation).</li> <li>○ Impacts to historic and cultural resources (such as the strengthening of regulations to protect historic and cultural resources)</li> <li>○ Strengthening of regulations promoting infill and brownfield development</li> <li>○ Project utilization of green infrastructure</li> <li>○ Vehicle miles of travel</li> <li>○ Energy consumption trends</li> <li>○ Air quality trends</li> </ul>
<b>GOAL 6</b>	<b>System Management and Maintenance:</b> Assess the transportation system to determine what works well, what does not work well, and potential improvement options.	
	<p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>○ Maximize efficiency of signalized intersections</li> <li>○ Expand use of Intelligent Transportation Systems (ITS)</li> <li>○ Continue existing levels of maintenance for highways and bridges</li> </ul>	<p><b>Performance Measures:</b></p> <ul style="list-style-type: none"> <li>○ Average Daily Traffic (ADT) per lane</li> <li>○ Congestion Index (CI)</li> <li>○ Level of Service (LOS)</li> <li>○ ITS coverage of region</li> <li>○ Roadway pavement ratings and bridge sufficiency ratings</li> <li>○ Bicycle and pedestrian facility surface conditions</li> <li>○ Transit user satisfaction (such as reliability)</li> </ul>
<b>GOAL 7</b>	<b>Intergovernmental Coordination:</b> Ensure coordination in the transportation planning process between intra- and inter-regional partners, including both state and local agencies.	
	<p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>○ Enhance coordination between CORE MPO, Georgia Department of Transportation, County departments and with other City governments</li> </ul>	<p><b>Performance Measures:</b></p> <ul style="list-style-type: none"> <li>○ CORE MPO represented at all project development meetings</li> <li>○ Establishment of coordination policies to promote communications between various agencies</li> </ul>

**Project Prioritization**

MAP-21 also includes a requirement that MPOs utilize a defined process for determining what projects are included in the plan, as well as developing performance measures to determine how well a plan is addressing the region’s transportation needs. The CORE MPO developed the prioritization process within the framework of the identified goals and the eight planning factors. The process also follows the Federal Highway Administration’s guidance using the “SMART” principle which focuses on using existing data and avoids placing an unrealistic burden on staff.

Due to the financial shortfall in this update, the prioritization process was not applied to the existing projects already incorporated into the cost feasible plan. However, this process will be utilized in subsequent planning efforts as new projects are included into the plan.

The project prioritization process consists of two screens which are structured around the CORE MPO goals. The first screen is based on need and the second screen is based on factors focused on a sustainable mobility system.

**Screen 1:**

Goal	Factor	Data Source
Economic Vitality	<ul style="list-style-type: none"> <li>Connecting population and employment</li> <li>Freight connections to strategic infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Travel Demand Model</li> <li>GIS</li> </ul>
Safety	<ul style="list-style-type: none"> <li>Crash rate</li> </ul>	<ul style="list-style-type: none"> <li>Georgia Department of Transportation</li> </ul>
Security	<ul style="list-style-type: none"> <li>Designated evacuation route</li> </ul>	<ul style="list-style-type: none"> <li>Chatham Emergency Management Agency</li> </ul>
Accessibility, Mobility and Connectivity	<ul style="list-style-type: none"> <li>Level of Service</li> <li>Truck Traffic</li> <li>Non-motorized Plan priorities</li> </ul>	<ul style="list-style-type: none"> <li>Travel Demand Model</li> <li>Non-motorized Plan</li> </ul>

**Screen 2:**

Goal	Factor	Data Source
Environment and Quality of Life	<ul style="list-style-type: none"> <li>Impacts to environmental, cultural and social resources</li> </ul>	<ul style="list-style-type: none"> <li>GIS</li> </ul>
System Management and Maintenance	<ul style="list-style-type: none"> <li>Bridge Sufficiency Rating</li> <li>Benefit/Cost</li> </ul>	<ul style="list-style-type: none"> <li>Georgia Department of Transportation</li> <li>Cost Estimates</li> <li>Travel Demand Model</li> </ul>
Intergovernmental Coordination	<ul style="list-style-type: none"> <li>Project Status</li> <li>Local Priority</li> <li>Consistency with other local, regional and state plans</li> <li>Financial feasibility</li> </ul>	<ul style="list-style-type: none"> <li>Local Governments</li> <li>Georgia Department of Transportation</li> <li>Financial analysis</li> </ul>

Each factor accomplishing the identified goal is awarded five points; if not, no points are awarded. Projects are then prioritized by the score, with the highest score ranking first. However, there are a number of other factors that must be incorporated into the prioritization process. These additional filters are applied to projects, resulting in the final prioritization. These additional filters include:

- Project Benefits/Costs
- Existing Project Status
- Local Priority
- Consistency with Other Local, Regional and State Plans
- Financial Feasibility

### Engagement, Input and Coordination

Citizen engagement is one of the most important elements in the development of the plan and the CORE MPO has a long standing history of successfully incorporating citizen and stakeholder input into the planning process. Many opportunities for input have been available throughout the planning process. These opportunities have included a series of four public workshops/open houses held at milestones during the planning process. Each of these four meetings were held at four locations throughout the County to ensure all citizens could have convenient access to attend. Each of the



meeting locations was identified based on its accessibility by all populations, as well as proximity to transit and environmental justice communities. In addition to these meetings targeted for the general public, three stakeholder workshops were also held. These stakeholder workshops involved targeted input and provided valuable insights from stakeholders into the development of the plan.

Public workshops were also held for the sector planning efforts. Each sector plan had two public meetings held in conjunction with the overall Total Mobility Plan workshops. In addition, the Total Mobility Plan was developed in conjunction with the update of the Savannah – Chatham County Comprehensive Plan. Because transportation plays such a pivotal role in the Comprehensive Plan, the workshops were targeted to include information and input opportunities by stakeholders and members of the public on the development of the Total Mobility Plan.

Targeted stakeholder efforts were also held with the planning partners for various components of the plan update. County and city staff worked closely with the update team on the development of the Thoroughfare Plan. Monthly workshops involving technical staff were held over the course of the Thoroughfare Plan development and additional individual meetings were held with technical staff to ensure their input was incorporated. Each of the studies which are included in the Total Mobility Plan also had specific public outreach efforts focused on those efforts. This input was incorporated into the development of the studies and the results are incorporated into the cost feasible and vision plans. A workshop involving stakeholders and interested members of the public was also held regarding climate change, its impacts, and potential mitigation strategies. This workshop was hosted at the MPO offices



and included educational materials, discussion of various strategies, and the identification of specific approaches to deal with climate change in the region.

In addition to the close coordination with the local jurisdictions, the CORE MPO has also included extensive coordination with its other planning partners in the development of the Total Mobility Plan and its components. These efforts have included working closely with state agencies, the Coastal Regional Commission, Chatham Area Transit, the Georgia Ports Authority, Savannah-Hilton Head International Airport, and the Chamber of Commerce. The CORE MPO also maintains an extensive list of regional, state and federal agencies which are included in the coordination effort. These agencies are notified of meetings and the availability of planning documents, and are also provided the opportunity to review and comment on the recommendations contained in the update. These agencies are encouraged to review all documents and participate in meetings to provide any comments to the CORE MPO with regard to potential social, human and environmental impacts. Also, numerous plans from these agencies were gathered and reviewed to ensure the coordinated planning effort. In addition to this extensive coordination with its partners, the CORE MPO is continuing to work with its partners in the expanded planning areas of Bryan and Effingham Counties. Once the expanded planning boundary is finalized, the plan will be updated to incorporate the additional areas.



The CORE MPO also works closely and coordinates with its regional partners. In addition to the Coastal Regional Commission, the MPO has a close working relationship with its neighboring MPOs that include the Hinesville Area MPO in Liberty County and the Bluffton-Hilton Head MPO in SC. Staff from both neighboring MPOs have a standing invitation to participate in the MPO Policy Committee meetings and CORE staff regularly attend the Hinesville Policy Committee meetings. Coordination on specific planning efforts that may have more wide-ranging impacts, such as a freight assessment, also regularly occurs.



## Chatham Area Transit Authority

Chatham Area Transit (CAT) is the agency responsible for the provision of transit services to the Savannah area, including fixed route and paratransit. The agency is governed by a Board of Directors consisting of three members of the Chatham County Board of Commissioners, one resident from unincorporated Chatham County, one resident with a disability, one resident at-large, one member of the City of Savannah Board of Aldermen, one resident of the City of Savannah, and one resident of a municipality in the County outside of Savannah.

A Transit Development Plan (TDP), required by federal and state agencies, provides a 5-year capital and operating program and a longer term 10-year guide and planning tool for the transit agency to provide consumers with the most effective and efficient transit service. The TDP process includes a major update accomplished every five years, as well as annual updates to address changing conditions. The components of a TDP update include public involvement, coordination with other state and local transportation plans, an assessment of the existing and future conditions, agency goals and objectives, the development and evaluation of alternative strategies and action steps, a financial analysis, a 5-year operating plan and a 10-year implementation plan for the identified longer term strategies.

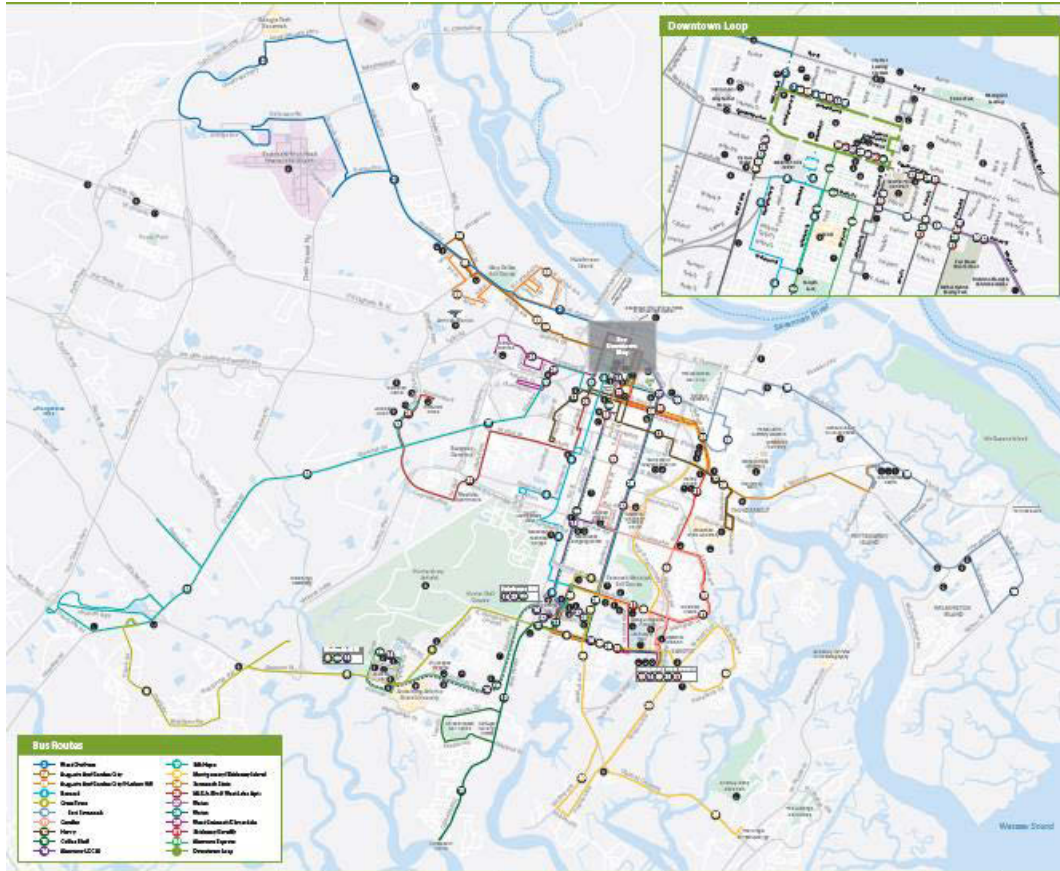
### *Ridership*

In order to better understand the ridership, trips, rider behavior and satisfaction, an on-board survey was conducted. The results were categorized into trip characteristics, demographics, rider behavior and customer satisfaction. According to the TDP, major findings from the survey respondents indicated that the majority of CAT riders walk three blocks or less to the bus stop and to their destination; the trip is primarily for work or shopping; more than half of the trips require a transfer; trips typically end either at home or at work. The majority of the riders are male and fall between the ages of 18 and 54 and almost 80% of the ridership is African American. Over 90% of the riders' income is less than \$30,000 per year. Almost 70% of the riders use transit 5-7 days per week.

A survey was also conducted for the users of the CAT Teleride service. Almost 25% of the riders use the service on a daily basis and over 45% use the service 2 to 4 times per week. The majority of the riders use Teleride for medical appointments. Over 65% of riders were between the ages of 55 and 84 and are primarily African American.

### *Routes and Facilities*

CAT currently operates 17 routes, which includes two express routes. These express routes provide service from the Savannah Hilton Head International Airport to the transit center in downtown Savannah and along Abercorn Street to the transit center from the Gateway Park and Ride facility located at SR 204 and I-95. In addition, a downtown circulator shuttle is also operated.



A new downtown intermodal facility was completed in 2013 and accommodates both CAT and Greyhound buses. There are two GDOT park and ride facilities in Chatham County and three others in the region, outside of Chatham County.

### Planned Improvements

According to the recently adopted TDP, CAT has identified a “Family of Services” designed to enhance the ridership, appeal to additional markets and improve the existing services. This approach includes:

- Quality of Service Improvements:
  - Improve service hours of operation and frequency of service, particularly on weekends
  - Improve on-time performance
  - Add additional routes to improve east-west connectivity and travel options utilizing 37<sup>th</sup> Street, Victory Drive, 59<sup>th</sup> Street/Columbus and DeLesseps Avenue
  - Add zonal services utilizing smaller vehicles that connect to the fixed route service, including Montgomery/Victory Southwest, Midtown, Savannah State East, and Southside areas
  - Implement regional commuter express service from neighboring counties
  - Enhance commuter services (carpools and ridematching, employer vanpools)

According to the TDP, the five year prioritized program of improvements is shown in the figure below.



The TDP also includes a financial analysis of CAT operating costs and the strategic planning program over the five year period, as well as the Capital Improvement Program.

Transit Development Plan						
CAT Strategic Planning Program						
Operating Costs						
Service	2013	2014	2015	2016	2017	2018
1 <b>Operations -</b>						
a Fixed Route	\$15,392,090	\$14,713,998	\$14,934,708	\$15,158,729	\$15,386,110	\$15,616,901
b Teleride	\$2,000,000	\$2,200,000	\$2,266,000	\$2,299,990	\$2,334,490	\$2,369,507
c Marine Services	\$864,000	\$820,000	\$832,300	\$844,785	\$857,456	\$870,318
d Debt Service		\$2,137,724	\$2,137,724	\$0	\$0	\$0
e Existing Services Sub-Total	\$18,256,090	\$19,871,722	\$20,170,732	\$18,303,503	\$18,578,056	\$18,856,726
2 Running time Adjustments		\$83,487	\$84,739	\$86,010	\$87,300	\$88,610
3 Saturday Span Improvements		\$67,869	\$68,887	\$69,920	\$70,969	\$72,033
4 Sunday Span Improvements		\$162,009	\$164,439	\$166,906	\$169,410	\$171,951
5 Saturday Frequency Improvements			\$313,360	\$318,061	\$322,831	\$327,674
6 New Route - 37 <sup>th</sup> Street			\$307,807	\$312,424	\$317,111	\$321,867
7 New Route - Victory Drive				\$564,833	\$573,305	\$581,905
8 New Route - 59 <sup>th</sup> Street					\$140,419	\$142,526
9 New Route - Delesseps						\$320,682
10 Weekday Frequency Improvements				\$1,534,740	\$1,557,762	\$1,581,128
11 Zonal Service 1				\$250,862	\$254,625	\$258,445
12 Zonal Service 2					\$254,625	\$258,445
13 Zonal Service 3						\$258,445
14 Zonal Service 4						\$258,445
15 Zonal Service 5						\$258,445
16 Regional 1 - Effingham						\$184,603
17 Regional 2 - Bryan						\$184,603
18						
19 Sub-Total	\$0	\$229,878	\$854,493	\$3,217,747	\$3,661,058	\$5,181,197
20 Cost per hour	\$68	\$69	\$70	\$71	\$72	\$73
21 Estimated Annual Cost	\$18,256,090	\$20,101,600	\$21,025,225	\$21,521,250	\$22,239,113	\$24,037,923

Source: Chatham Area Transit, Transit Development Plan

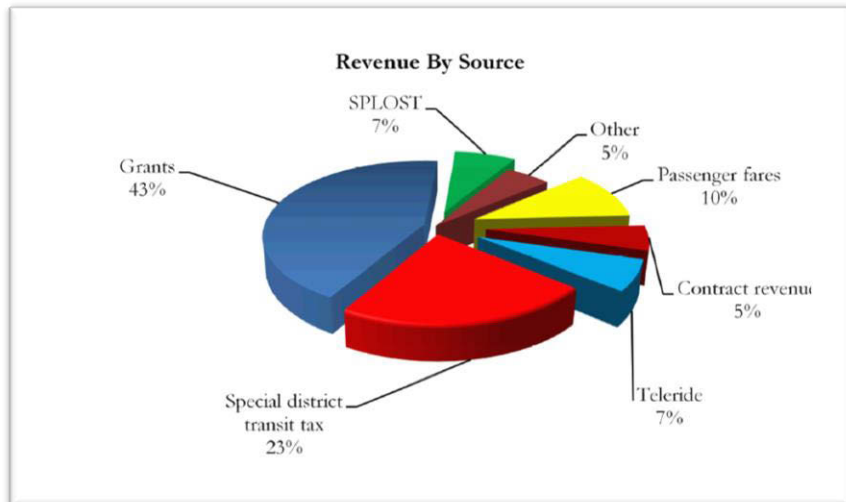
**Chatham Area Transit Authority  
Transit Development Plan 2014-2018  
Capital Improvement Program**

	Current Year FY 2013	FY 2014 Proposed Budget	FY 2015 Projected Budget	FY 2016 Projected Budget	FY 2017 Projected Budget	FY 2018 Projected Budget	5 Year Totals 2014-2018
<b>Revenues</b>							
1 Grant Funding	\$ 18,016,160	\$ 15,524,160	\$ 14,716,000	\$ 12,448,000	\$ 20,492,000	\$ 20,260,000	\$ 83,440,160
2 Local Match	4,504,040	3,881,040	3,679,000	3,112,000	5,123,000	5,065,000	20,860,040
<b>Total Revenues</b>	<b>22,520,200</b>	<b>19,405,200</b>	<b>18,395,000</b>	<b>15,560,000</b>	<b>25,615,000</b>	<b>25,325,000</b>	<b>104,300,200</b>
<b>Capital Expenditures</b>							
3 Fixed Route Buses (Replacement)	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$ 12,500,000
4 Fixed Route / Express Bus (Expansion)			\$500,000	\$500,000	\$500,000	\$1,500,000	\$ 3,000,000
5 Paratransit Buses (Replacement)	\$0	\$0	\$400,000	\$400,000	\$400,000	\$400,000	\$ 1,600,000
6 FlexRoute Coaches (Expansion)			\$360,000	\$540,000	\$360,000	\$540,000	\$ 1,800,000
7 ADA Sedans	\$120,000	\$120,000	\$20,000	\$20,000	\$20,000	\$240,000	\$ 420,000
8 Accessible Taxi	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$100,000	\$ 260,000
9 Commuter Vans			\$300,000	\$300,000	\$300,000	\$300,000	\$ 1,200,000
10 Passenger Amenities (signage, shelters, benches, superstops)	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$ 2,500,000
11 Ferry Boat Construction / Rehab	\$0	\$0	\$5,000	\$5,000	\$5,000	\$25,000	\$ 40,000
12 Downtown Intermodal Transit Center Project	\$6,300,000	\$3,600,000	\$10,000	\$10,000	\$50,000	\$50,000	\$ 3,720,000
13 Operations and Maintenance Facility Rehabilitation Project	\$6,100,000	\$3,400,000	\$3,100,000	\$10,000	\$10,000	\$50,000	\$ 6,570,000
14 Intelligent Transit System	\$1,200,000	\$1,800,000	\$50,000	\$50,000	\$50,000	\$50,000	\$ 2,000,000
15 Unified Communication	\$100,000	\$160,000	\$50,000	\$50,000	\$50,000	\$50,000	\$ 360,000
16 CCTV	\$300,000	\$150,000	\$0	\$0	\$0	\$0	\$ 150,000
17 Construction Management	\$500,000	\$400,000	\$200,000	\$200,000	\$200,000	\$200,000	\$ 1,200,000
18 Transit Development Study	\$125,000	\$100,000	\$10,000	\$10,000	\$10,000	\$200,000	\$ 330,000
19 Savannah Riverwalk Intermodal Facility	\$2,085,200	\$2,085,200	\$0	\$0	\$0	\$0	\$ 2,085,200
20 Satellite Location	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$ 2,000,000
21 Street Car Study	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$ 250,000
22 Bike Share Study	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$ 300,000
23 Bike Share Implementation			\$50,000	\$50,000	\$20,000	\$20,000	\$ 140,000
24 Capital Maintenance	\$100,000	\$2,000,000	\$100,000	\$150,000	\$150,000	\$150,000	\$ 2,550,000
25 Park n Rides				\$25,000	\$250,000	\$250,000	\$ 525,000
26 East Downtown TAD Project		\$600,000	\$10,000,000	\$10,000,000	\$20,000,000	\$18,000,000	\$ 58,600,000
27 Planning / Preliminary Engineering		\$50,000	\$100,000	\$100,000	\$100,000	\$100,000	\$ 450,000
28 Mobility Management		\$25,000	\$100,000	\$100,000	\$100,000	\$100,000	\$ 425,000
<b>Total Expenses</b>	<b>\$ 22,520,200</b>	<b>\$20,080,200</b>	<b>\$18,395,000</b>	<b>\$15,560,000</b>	<b>\$25,615,000</b>	<b>\$25,325,000</b>	<b>104,975,200</b>

Source: Chatham Area Transit, Transit Development Plan

**Revenues**

CAT's operating revenue is comprised of a combination of passenger fares, contract revenue, advertising and other miscellaneous funding from other sources. The non-operating revenue comes from a combination of sources as well, including tax revenues (Special District Transit Tax and SPLOST), federal and state grants, and Teleride. The graphic from the TDP depicts the revenue by source.



Source: Chatham Area Transit, Transit Development Plan

The TDP has incorporated action steps and strategies that are considered key elements in implementation of the recommendations, which include the continued involvement of public and stakeholders, internal departmental coordination and accountability, incorporating the TDP into the annual budgetary process and utilizing the TDP to establish an annual implementation program.

The specific strategies to improving service delivery and performance included in the TDP are:

- Continual customer research
- Improved accessibility to major activity centers
- Utilize the TDP planning analysis for prioritization of improvements
- Maintaining and enhancing the reporting functions on key indicators
- Establish flex route zonal services integrated with existing services
- Establish a commuter program providing express services and commuter assistance services



### Additional Considerations

There are several issues that impact transportation and transportation planning that have gained prominence since the last plan update. While not specifically addressed within the planning regulations, the Federal Highway Administration has recognized the importance of these issues. From the local perspective, addressing these issues through policies and strategies are a key in planning for a sustainable community.

#### *Climate Change*

One of the more discussed topics on a national level is climate change and its effects, which include sea level rise. There has been an increased focus on the federal level, with the FHWA completing research and providing the findings on best practices for MPOs to develop policies and strategies to deal with the impacts from the changing climate.

With its coastal location, the CORE MPO recognized the need for understanding any potential impacts on the existing and future transportation infrastructure and developing an approach to address and/or mitigate these impacts. An example of the impacts is the higher than normal tides that are occurring more frequently; these tides impact access to the islands, particularly Tybee Island as US 80, the only facility connecting the islands to the mainland, floods and must be closed during these tide events.



Increasing public awareness of the issues and understanding the impacts on infrastructure and mobility is an important focus for the MPO. In this effort, the MPO held a specific workshop focused on climate

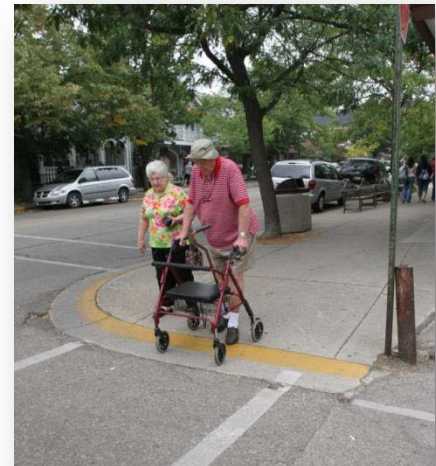
change; participants received were presented with information regarding impacts of climate change on an international and national level. Participants then identified potential impacts on the local level, as well as potential short and long term strategies to address/mitigate these impacts. Examples of the identified strategies, which incorporated environmental and infrastructure-related approaches, included:

Short Term Strategies	Long Term Strategies
<ul style="list-style-type: none"> <li>• Reestablishment of oyster beds</li> <li>• Better stormwater retention during high tides</li> <li>• Assessment of infrastructure and potential disinvestments</li> <li>• Bridge footing retrofits</li> </ul>	<ul style="list-style-type: none"> <li>• “Eco-armoring” or utilizing creative methods of protection such as berms with increased natural vegetation</li> <li>• Elevation of infrastructure</li> <li>• Transition to renewable energy</li> </ul>

### Community Health

Community and public health as it relates to transportation policy and infrastructure has come to the forefront of planning. The approach to community health spans a number of disciplines including transportation planning. The considerations when planning for transportation projects should include the promotion of active transportation and ensuring that the necessary facilities are in place, developing strategies and projects to enhance the safety of pedestrians and bicyclists, and reducing the negative impacts on the environment by increasing the number of active transportation users.

The CORE MPO recognizes and has implemented strategies to promote a more healthy community and health equity. The development of the non-motorized and thoroughfare plans, the long standing commitment to complete streets and context sensitive design principles, and the focus on accessible transportation for all populations provides the policy framework for the promotion of health considerations in transportation planning.



## Total Mobility Plan

The Total Mobility Plan is based upon the goals and visions identified in the 2035 Framework Mobility Plan. The Framework Plan provided the policy and strategy framework for this current update. The foundation for this plan, developed in the Framework Plan, is the vision of a multimodal transportation system that provides a safe, connected, accessible for all users that enhances the mobility for people and goods. The plan incorporates an approach that integrates land use with transportation, includes a complete streets/context sensitive design approach, and is focused on mobility, sustainability, and quality of life for residents and visitors. This transcendent approach is structured to ensure compliance with all federal and state requirements.

### Cost Feasible Plan

The Metropolitan Transportation Plan is required to include a financially balanced list of projects; the project costs must not exceed the anticipated funding for the planning period. The financial analysis is a key component in the development of the plan. Project costs were developed and inflated to the anticipated year of expenditure, or inflated to the year that the project is expected to be underway. Similarly, the anticipated revenues from all sources, including federal, state and local, are also inflated. The project costs must then be compared to the anticipated funding to ensure that all of the projects are financially feasible to complete. The final list of financially balanced projects is the Cost Feasible Plan. The projects identified but are not included in the Cost Feasible Plan are incorporated in the Vision Plan, or unfunded project list. Subsequent plan updates will utilize the Vision Plan for projects to include when funds become available.



A significant shortfall in funding was identified from the financial analysis when project costs were compared to the anticipated funding. In a typical plan update, projects that are completed are removed from the plan and new projects are included. However, due to the dire financial situation, this plan update accomplished the first step of removing completed projects, but resulted in further cuts to projects already incorporated into the previously adopted Cost Feasible Plan.

The table below depicts the anticipated revenues for the planning period of 2014 – 2040. The category expenditures and those for maintenance and transit are identified, but are dedicated to the specific category and are not included in the funds available for projects.



Funding Sources		2014 Total Mobility Plan	
Federal and State		\$	739,504,261
<b>Project Category Expenditures</b>			
Operational/Safety (Lump Sum)		\$	46,090,520
Non-Motorized (Lump Sum)		\$	19,526,002
<b>Total Category Expenditures</b>		\$	65,616,523
Federal and State Funds (Less Category Lump Sum)		\$	673,887,738
SPLOST		\$	358,522,987
<b>Total Project Funds Available</b>		<b>\$</b>	<b>1,032,410,725</b>
<b>Funding – Other Categories</b>			
<b>Maintenance</b>		\$	160,648,793
<b>Transit</b>		\$	820,073,296

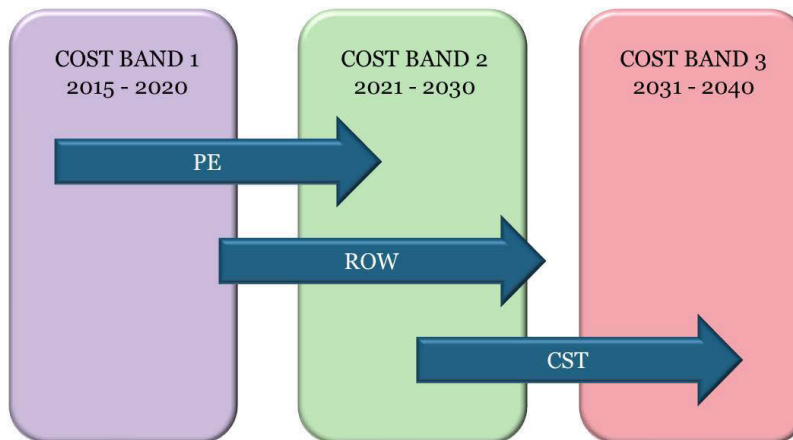
With the development of the anticipated revenues over the planning period, the next step was to review the projects included in the 2035 Framework Mobility Plan. There were a number of projects that were completed or underway that were removed from the project list. These projects included the following:

2035 Plan Projects: Under Construction or Completed	
Jimmy DeLoach Connector (Port's Last Mile)	SR 307 / Dean Forest Road Overpass
SR 204 / King George Interchange	Truman Parkway Phase V
SR 204 / Abercorn Bridge Replacement at Harmon Canal	Gulfstream Road at R. B. Miller
SR 204/Spur / Whitefield Widening	US 17 Back River Bridge
SR 21 / Augusta Rd at Cross Gate Rd and Gulfstream Rd (Intersection Improvement)	
SR 307 / Dean Forest Rd Widening	

The remaining project costs were adjusted for inflation and then the costs balanced against the anticipated revenues. This financial balancing resulted in a significant funding shortfall of almost \$280 billion. This information is shown in the table below.

PROJECT COSTS VS. ANTICIPATED FUNDING	
Total Roadway Projects Cost	\$1,187,987,286
2035 Total Non-Motorized Cost	\$ 98,556,545
2035 Total Operational/Safety Cost	\$ 25,000,000
Total – All Project Costs	\$1,311,543,831
Total Roadway Funds Available	\$1,032,410,725
<b>Total Roadway Shortfall</b>	<b>\$ -279,133,106</b>

In order to balance the anticipated revenues with the project costs for a financially feasible plan, projects had to be removed and pushed back into the Vision Plan. The financial balancing of the plan was accomplished through identifying those projects that were progressing towards implementation in a timely manner and those that were of a high local priority. These projects were candidates for remaining in the Cost Feasible Plan. An example of timely project progression is shown in the graphic below. The beginning phase of preliminary engineering leads to the acquisition of any needed right of way and then finally to construction.



The MPO worked closely with its planning partners on the local and state level to identify those projects and their phasing to remain in the Cost Feasible Plan and this coordination resulted in a financially balanced project list.



## 2040 TOTAL MOBILITY PLAN Cost Feasible Project List

GDOT PI #	Project ID	Identified Projects				2015-2020				2021-2030				2031-2040						
		NAME	TERMINI		Thoroughfare Plan Cross Section	PE	ROW	CST	Total Project Cost	PE	ROW	CST	Total Project Cost	PE	ROW	CST	Total Project Cost			
			FROM	TO																
Varies		Savannah MPO Strategic Planning Studies (Sector Eleven to Sector Fourteen)	---	---	N/A*				\$ 3,250,000				\$ 5,000,000				\$ 5,000,000			
0013277 - 0013280		CAT Vehicle Purchase for 2015 to 2018	---	---	N/A*			\$ 2,800,000	\$ 2,800,000											
N/A		Traffic Control Center Study and Construction	---	---	N/A*	\$ 300,000		\$ 5,000,000	\$ 5,300,000											
- Utilities are included in CST costs									<b>Total Band 1</b>	\$ 281,705,163	<b>Total Band 2</b>				\$ 218,472,468	<b>Total Band 3</b>				\$ 476,254,474

- N/A\*: Interstate/Freeway projects are not classified in the Thoroughfare Plan. For interchange projects, the crossing facility will be categorized with the appropriate Thoroughfare Plan type.

Total Project Costs	\$ 976,432,106
Non-Motorized	\$ 30,978,619
Safety	\$ 25,000,000
<b>Total Costs</b>	<b>\$ 1,032,410,725</b>

**Total Available Revenues** \$ 1,032,410,725

**Balance** \$ 0

### PROJECTS FUNDED WITH ALTERNATIVE SOURCES

GDOT PI #	Project ID	Identified Projects				2015-2020				2021-2030				2031-2040						
		NAME	TERMINI		Thoroughfare Plan Cross Section	PE	ROW	CST	Total Project Cost	PE	ROW	CST	Total Project Cost	PE	ROW	CST	Total Project Cost			
			FROM	TO																
10738	AP1	I-95 at Airways Avenue Interim Improvements (Funding Authorized)			N/A															
None	AP2	Airways Avenue Widening			Major Arterial - Suburban			\$ 5,846,375	\$ 5,846,375											
None	AP3	Airways Avenue Flyover to Gulfstream Rd			N/A							\$ 15,280,653	\$ 15,280,653							
None	AP4	I-95 at Airways Avenue Diverging Diamond Interchange			N/A							\$ 14,000,000	\$ 14,000,000							
None	AP5	Robert B Miller Road Extension			Collector - Suburban											\$ 1,633,262	\$ 1,633,262			
	AP6	I-95 and Airways Avenue Interchange Reconstruction			N/A											\$ 80,000,000	\$ 80,000,000			
None	CO.	Benton Boulevard	Highlands Blvd	Meinhard Rd	Minor Arterial - Suburban	\$ 154,944	\$ 1,613,700		\$ 1,768,644			\$ 6,728,208	\$ 6,728,208							
									<b>Total Band 1</b>	\$ 7,615,019	<b>Total Band 2</b>				\$ 36,008,861	<b>Total Band 3</b>				\$ 81,633,262

**Total Project Costs With Alternative Funds** \$ 125,257,142

### PROJECTS FUNDED FROM NON-MOTORIZED SET ASIDE

GDOT PI #	Project ID	Identified Projects				2015-2020				2021-2030				2031-2040						
		NAME	TERMINI		Thoroughfare Plan Cross Section	PE	ROW	CST	Total Project Cost	PE	ROW	CST	Total Project Cost	PE	ROW	CST	Total Project Cost			
			FROM	TO																
0007631		Truman Linear Park Trail - Phase II	Multi-use Trail		N/A			\$ 1,947,602	\$ 1,947,602											
0010028	BP	CS1097/DeLesseps/LaRoche Avenue From Waters Avenue to Skidaway Road (Bike/Ped Facilities)	Waters Ave	Skidaway Road	Collector - Urban	\$ 82,950	\$ 2,545,000	\$ 4,693,346	\$ 7,321,296											
0013271		Marsh Hen Trail, Phase II	East of Old Highway 80	Battery Drive	N/A			\$ 161,453	\$ 161,453											
0013272		CR/744Canebrake Road Improvement Project from Gateway Boulevard to Basin Road	Gateway Boulevard	Basin Road	N/A	\$ 300,000	\$ 200,000	\$ 1,150,000	\$ 1,650,000											
0013273		CAT Bikesare Expansion in Downtown Savannah			N/A			\$ 218,810	\$ 218,810											
None		TAP Project Oversight			N/A	\$ 25,000			\$ 25,000											
None		Hutchinson Island Riverwalk Extension and Slip Restoration			N/A	\$ 250,000		\$ 14,000,000	\$ 14,250,000											
									<b>Total Band 1</b>	\$ 25,574,161	<b>Total Band 2</b>				\$ -	<b>Total Band 3</b>				\$ -

**Total Non-Motorized Project Costs** \$ 25,574,161

**Total Non-Motorized Set Aside** \$ 33,778,619

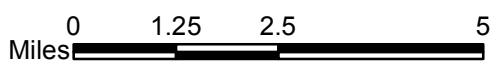
**Non-Motorized Set Aside Balance** \$ 8,204,458

# Total Mobility Plan Projects (by Thoroughfare Class)

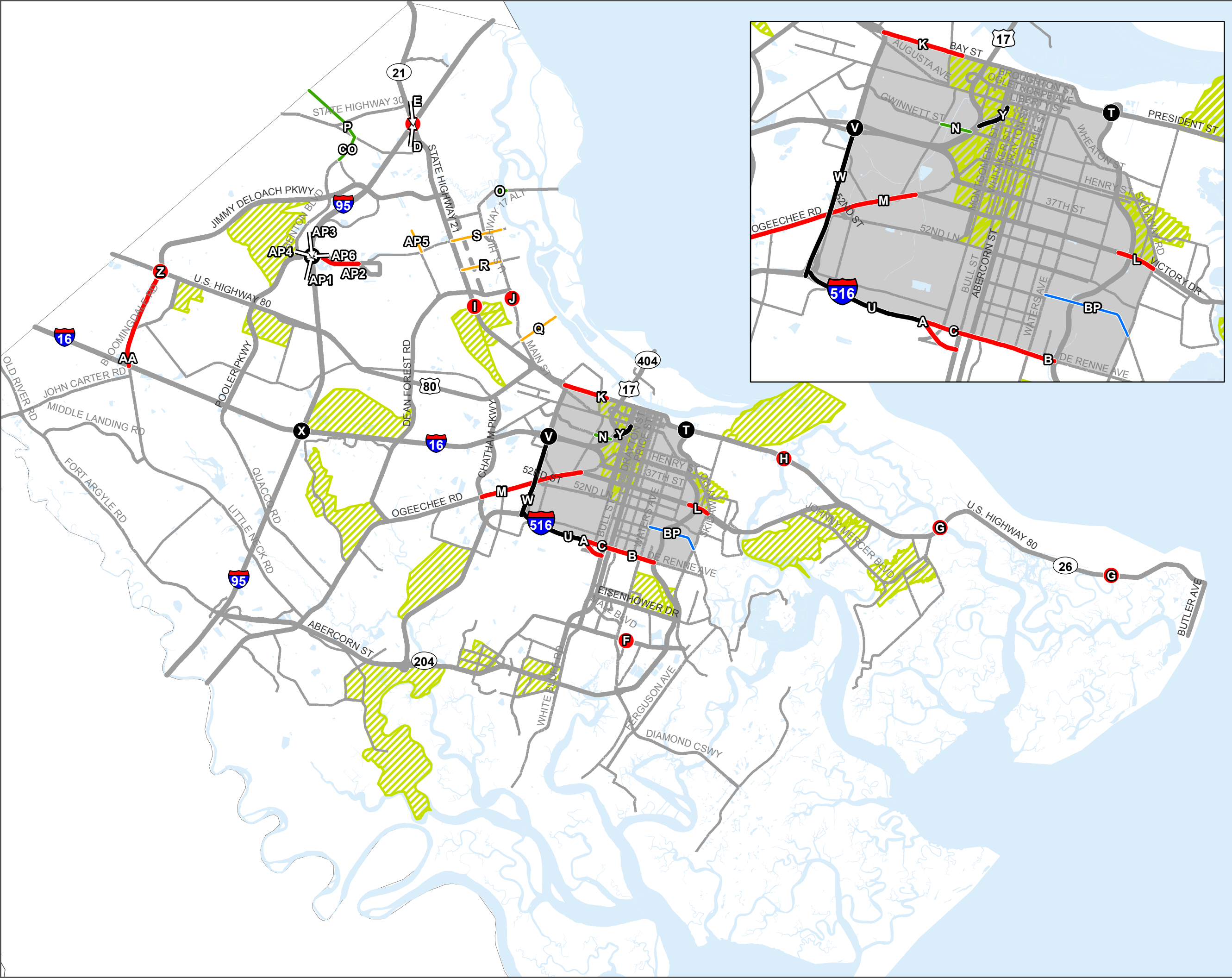
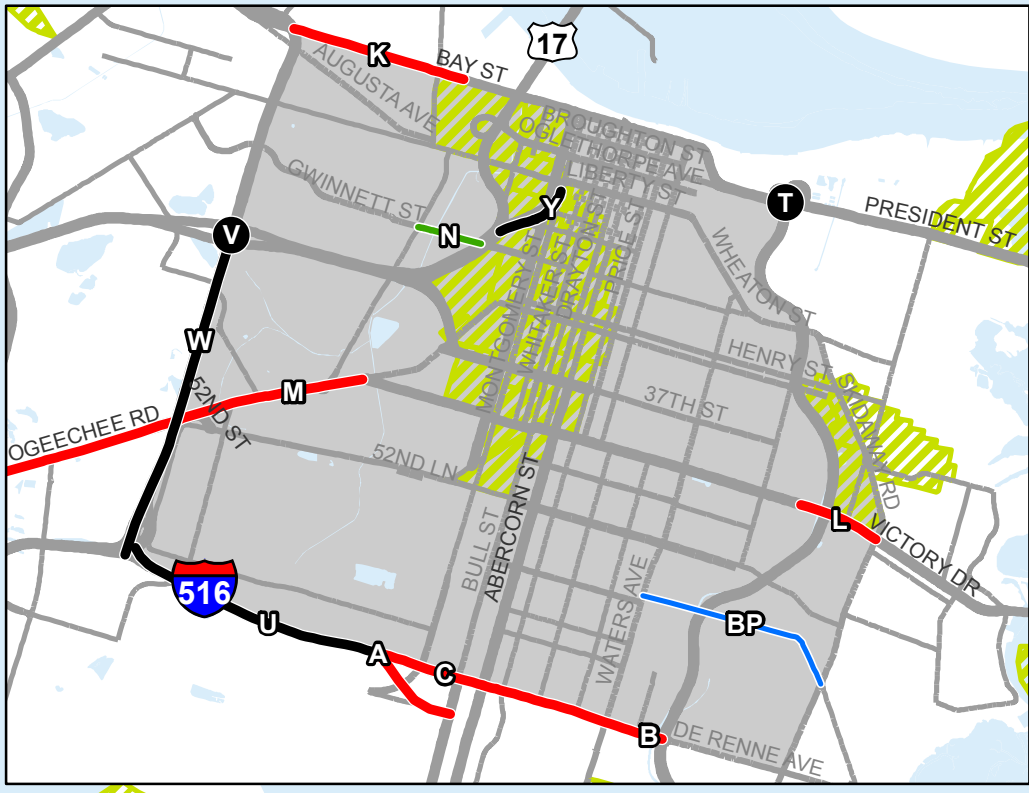
2040 Cost Feasible Project List

## Thoroughfare Class

- N/A
- Major Arterial
- Minor Arterial
- Collector
- Bike/Ped
- Project Identifier
- Activity Centers
- Central Savannah
- Water



Source: Chatham County, Savannah Area GIS



The financial assessment of the projects identified in the Cost Feasible Plan is shown in the table below.

FINANACIAL BALANCING	
Total Roadway Projects Cost	\$976,432,106
Total Non-Motorized Cost	\$30,978,619
Total Operational/Safety Cost	\$25,000,000
Total – All Project Costs	\$1,032,410,725
Total Roadway Funds Available	\$1,032,410,725

Each of these projects was included in the 2035 Framework Mobility Plan and was analyzed for any adverse impacts within the context of environmental justice, and on the community and natural environment. With no additional projects included in the 2040 Cost Feasible Plan, a review of the assessment done for 2035 and the identified environmental justice areas was accomplished for this update to ensure there are still no adverse impacts on these important community elements.

The prioritization process developed for this effort was not applied to the cost constrained plan due to the significant funding shortfall and resulting project cuts; however, the process will be in place for the subsequent plan updates.

**Thoroughfare Plan Coordination**

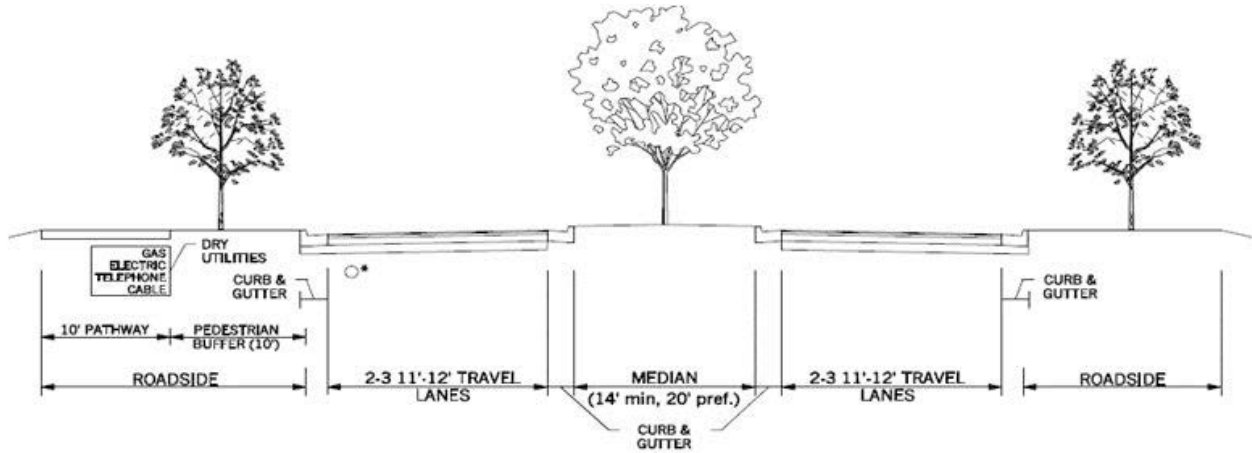
Each of the projects included in the Cost Feasible Plan were correlated with the Thoroughfare Plan to identify the roadway typology and to incorporate the corresponding design elements. The Cost Feasible Plan projects are shown below with the design elements identified in the Thoroughfare Plan. The phases identified, as well as the cost bands, are also included. Project phases include the following:

- Preliminary Engineering (PE)
- Right of Way (ROW)
- Construction (CST)

The cost bands where the project phase is anticipated is also shown. The cost bands are:

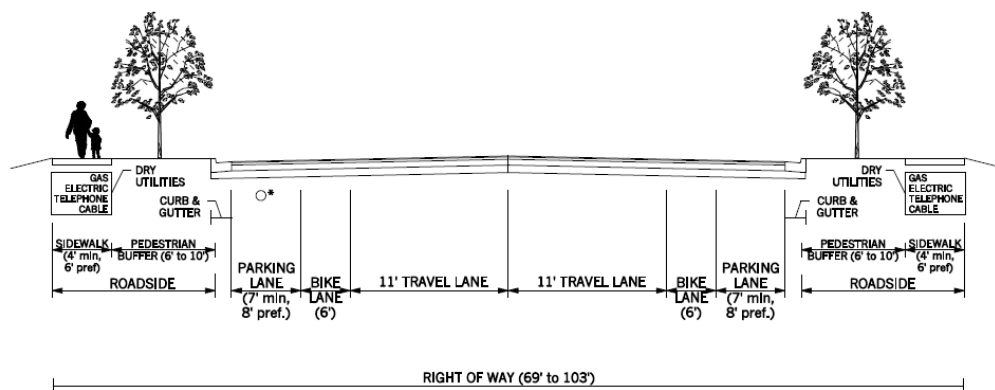
- Cost Band One: 2015 – 2020 (1)
- Cost Band Two: 2021 – 2030 (2)
- Cost Band Three: 2031 – 2040 (3)

Thoroughfare Plan Cross Section: Major Arterial Suburban



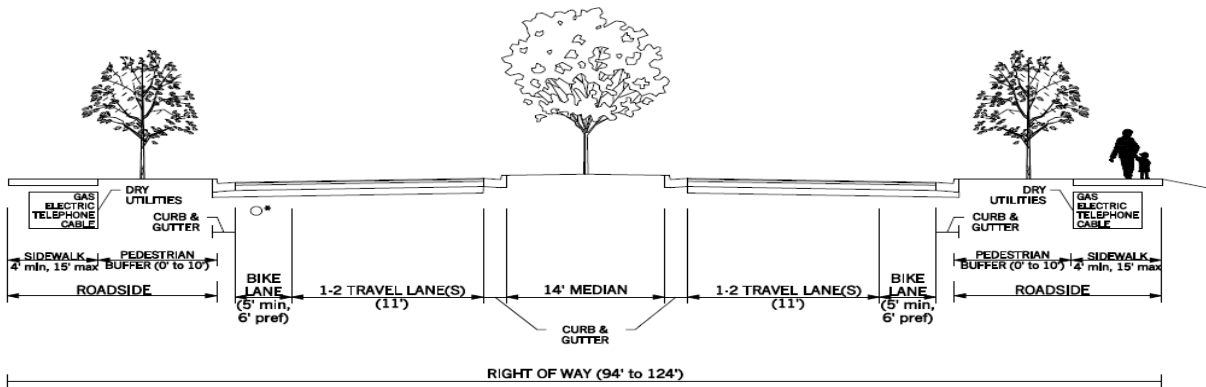
Jimmy DeLoach Parkway Extension	CST 1	SR 26/Ogeechee Road Widening	CST 1
Montgomery Crossroads Bridge Replacement	CST 2	East and West DeRenne Avenue Improvements	ROW 1 CST 2
I-516 Terminus Interchange at DeRenne (DeRenne Blvd. Option)	ROW 1 CST 2	SR 26/US 80 Bridges at Bull River and Lazaretto Creek	PE 1 CST 2
Effingham Parkway	PE 1 ROW 1 CST 2-3	President Street/Truman Parkway Interchange Reconstruction	CST 3

Thoroughfare Plan Cross Section: Major Arterial Urban



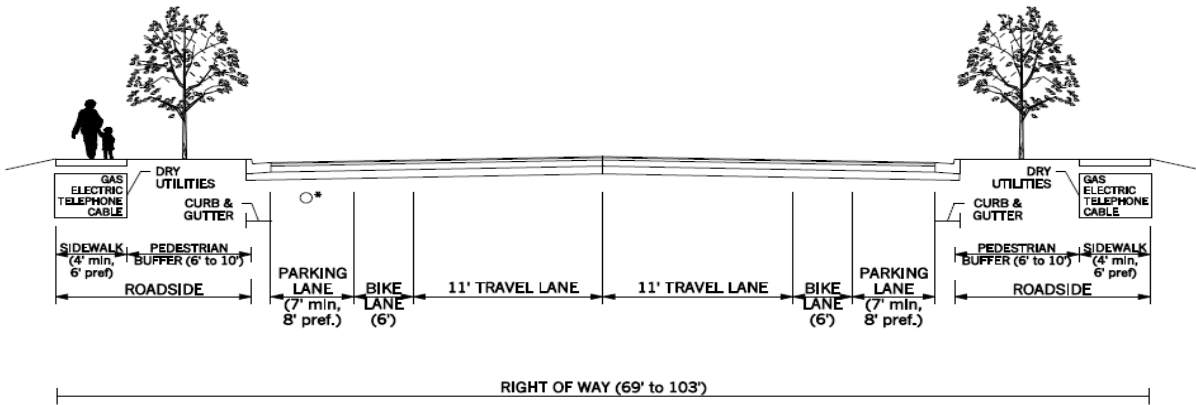
SR 25/West Bay Street Widening	CST 1	US 80/Victory Drive Improvements	CST 3
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Thoroughfare Plan Cross Section: Minor Arterial Suburban



Gwinnett Street Widening	PE 1 ROW 1 CST 2
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Thoroughfare Plan Cross Section: Collector Suburban



Grange Road Reconstruction	CST 1
Crossgate Road Reconstruction	CST 1
Brampton Road Connector	CST 2



There are a number of projects that are not classified by thoroughfare type. These projects include interstate and interchange projects, as well as culvert replacements. It is important to note that the cross sections of the facilities that cross interstates have been identified and will be incorporated into the projects.

**Thoroughfare Plan Cross Section: Not Applicable**

I-516 Widening	CST 1, 3	Interstate
I-95/SR 21 Interchange Reconstruction	CST 1	Interstate/Interchange (SR 21 – Major Arterial Suburban)
Jimmy DeLoach Parkway Interchange	CST 1	Interchange (Major Arterial Suburban)
Traffic Control Center Study and Construction	CST 1	Non-Roadway
SR 21 and SR 25	CST 1	Culvert Replacement at Pipemakers Canal
I-95/I-16 Interchange Reconstruction	PE 1 ROW 2	Interstate/Interchange
I-16 Exit Ramp Removal	PE 1	Interstate/Interchange



***Vision Plan***

In addition to the cost constrained plan, the Total Mobility Plan also includes the other identified projects not included as financially feasible. These unfunded project needs are incorporated in the priority Vision Plan and Needs Plan.

Note: On items where NMTP is cited, it means the Thoroughfare project overlaps a NMTP project, but NMTP project in many cases is a smaller retro-fit and different facility type than would be implemented in a bigger thoroughfare project.

**2040 TOTAL MOBILITY PLAN  
VISION PLAN (Unfunded Projects)**

Project Name	Thoroughfare Plan Cross Section	From	To	Estimated Cost (in 2014 \$)	Work Type	Length	Project Source
I-516 / I-16 Interchange*	N/A	--	--	\$114,121,369	Const.		Previous LRTP
SR-21 Widening	Major Arterial - Suburban	Effingham County Line	I-95	\$147,463,000	PE, ROW, Const.		SR 21 Corridor Study
SR 21 Elevated Lanes	N/A	North of SR 30	Jimmy DeLoach Connector		PE, ROW, Const.		SR 21 Corridor Study
Jimmy DeLoach Connector Express Lanes	N/A	Jimmy DeLoach Connector		\$119,897,000	PE, ROW, Const.		SR 21 Corridor Study
SR 21/Augusta Road Improvements	Major Arterial -Suburban	Smith Avenue	SR 307/Bourne		PE, ROW, Const.		Previous LRTP SR 21 Corridor Study
SR 21 Elevated Lanes	N/A	Bourne Avenue	South of Minus Avenue	\$136,921,000	PE, ROW, Const.		SR 21 Corridor Study
SR 21 Reconstruction	Major Arterial Urban	Smith Avenue	Minus Avenue		PE, ROW, Const.		SR 21 Corridor Study
SR 307/Dean Forest Rd Interchange	N/A	At Veterans Pkwy		\$13,240,300	PE, ROW, Const.		Previous LRTP
LaRoche Ave. Operational Improvements	Collector - Suburban	Skidaway Rd.	So. City Limits	\$12,893,670	PE, ROW, Const.		Previous LRTP
SR 307/Dean Forest Rd Extension (New)	Major Arterial - Suburban	US 17	Garard St	\$64,478,170	PE, ROW, Const.		Previous LRTP
Quacco Rd Widening	Minor Arterial - Suburban	Pooler Pkwy	I-95	\$29,934,566	PE, ROW, Const.		Previous LRTP Non-motorized Plan
Quacco Rd / Little Neck Rd New Interchange	N/A	At I-95	--	\$15,831,316	PE, ROW, Const.		Previous LRTP
SR 26/US 80 Operational Improvements	N/A	At Johnny Mercer Blvd	--	\$6,349,326	PE, ROW, Const.		Previous LRTP
SR 204 Reconstruction/Limited Access	Major Arterial - Suburban	I-95	US 17	\$101,100,000	PE, ROW, Const.		SR 204 Corridor Study
SR 204 / Abercorn Interchange Reconstruction	N/A	At I-95	--	\$57,794,105	PE, ROW, Const.		Previous LRTP SR 204 Corridor Study
SR 204 Widening	Major Arterial - Suburban	US 17	Rio Road	\$125,500,000	PE, ROW, Const.		SR 204 Corridor Study
SR 204 Corridor Improvements/Elevated Lanes	Major Arterial - Urban	W. of Forest River Bridge	Truman Parkway Phase V	\$211,600,000	PE, ROW, Const.		Previous LRTP SR 204 Corridor Study
Eisenhower Drive	Major Arterial -Suburban	White Bluff Rd	Waters Avenue	\$89,127,415	ROW, Const.		Previous LRTP
Eisenhower Drive	Major Arterial - Urban	Waters Avenue	Skidaway	See Project List Below			Previous LRTP Thoroughfare Plan; Non motorized Plan
Skidaway Road	Minor Arterial - Suburban	Rowland Ave.	Ferguson Ave.	\$59,761,568	ROW, Const.		Previous LRTP Thoroughfare Plan; Non motorized Plan
White/Coffee Bluff Road	Collector - Suburban	Little Ogeechee River	Willow Rd.	\$23,876,609	ROW, Const.		Previous LRTP
I-95 Widening	N/A	I-16	Effingham Co./S.C.	\$294,907,670	PE, ROW, Const.		Previous LRTP
I-95 Widening	N/A	I-16	Bryan County	\$168,548,503	PE, ROW, Const.		Previous LRTP
I-95 Interchange	N/A	At Pine Barren Rd./CR 23	--	\$93,100,584	PE, ROW, Const.		Previous LRTP
I-95 Interchange	N/A	At SR 21/Augusta Rd		\$298,707,473	PE, ROW, Const.		Previous LRTP
SR 307/Dean Forest Rd Widening	Major Arterial -Suburban	Robert. B. Miller	SR 21	\$29,284,652	PE, ROW, Const.		Previous LRTP
South Carolina -Truman Parkway Connector	N/A	HST	I-95	\$2,207,626	PE		Previous LRTP
SR 307/Dean Forest Rd Interchange Reconstruction	N/A	At I-16	--	\$68,331,494	PE, ROW, Const.		Previous LRTP
I-16 Widening / Managed Lanes \$\$\$	N/A	I-95	I-516	\$364,146,470	ROW, Const.		Previous LRTP
Effingham Parkway (New)	Minor Arterial - Suburban	Effingham County Line	SR 21 and to Jimmy DeLoach / Highlands	\$88,224,674	PE, ROW, Const.		Previous LRTP
Little Neck Road Widening	Minor Arterial - Suburban	I-95	I-16	\$53,643,585	PE, ROW, Const.		Previous LRTP Non-motorized Plan
Pooler Parkway/Quacco Road Widening	Minor Arterial - Suburban	Within SW Sector Area	--	\$33,611,518	PE, ROW, Const.		Previous LRTP Non-motorized Plan
Fort Argyle/SR 204 Widening	Minor Arterial - Suburban	I-95	John Carter Road	\$61,831,964	PE, ROW, Const.		Previous LRTP Non-motorized Plan
John Carter Road Widening	Minor Arterial - Suburban	Little Neck Road	Old River Road/Fort Argyle Road/S	\$20,431,683	PE, ROW, Const.		Previous LRTP Non-motorized Plan
Old River Road Widening	Minor Arterial - Suburban	John Carter Road	I-95	\$15,399,625	PE, ROW, Const.		Previous LRTP Non-motorized Plan
Highgate Boulevard (New Roadway 1)	Minor Arterial - Suburban	New Hampstead Pkwy	SR 204/Fort Argyle Road	\$20,222,900	PE, ROW, Const.		Previous LRTP Non-motorized Plan
New Hampstead Parkway (New Roadway 1)	Minor Arterial - Suburban	Little Neck Road	SR 204/Fort Argyle Road	\$12,835,300	PE, ROW, Const.		Previous LRTP Non-motorized Plan
Sawdust Pile Road (New Roadway 1)	Collector - Suburban	Highgate Blvd/Roadway 1	New I-16 interchange	\$21,955,751	PE, ROW, Const.		Previous LRTP Non-motorized Plan
Little Neck Road - Fort Argyle Connector (New Roadway 2)	Minor Arterial - Suburban	Quacco Road	Little Neck Road	\$17,210,183	PE, ROW, Const.		Previous LRTP Non-motorized Plan
Little Neck Road - Quacco Road Connector (New Roadway 2)	Major Arterial - Suburban	Quacco Road	Little Neck Road	\$8,267,982	PE, ROW, Const.		Previous LRTP Non-motorized Plan
Belford Spine (New Roadway 3)	Collector - Suburban	SR 204/Fort Argyle Road	New Roadway 5	\$8,624,858	PE, ROW, Const.		Previous LRTP Non-motorized Plan
Belford Spine (New Roadway 3)	Collector - Suburban	New Roadway 5	Little Neck Road	\$4,277,383	PE, ROW, Const.		Previous LRTP Non-motorized Plan
New Roadway 4	Collector - Suburban	Belford Spine/Roadway 3	John Carter Road	\$20,206,445	PE, ROW, Const.		Previous LRTP Non-motorized Plan
New Roadway 5	Collector - Suburban	I-95	New Hampstead Parkway/Roadwa	\$27,267,219	PE, ROW, Const.		Previous LRTP Non-motorized Plan
New Interchange at I-16 (Scenario Improvement #1)	N/A	I-16/new Sawdust Pile Rd	--	\$10,578,060	PE, ROW, Const.		Previous LRTP Non-motorized Plan
Old River Rd to Sawdust Pile Rd Extension Connector (Scenario Improvement #2)	Collector - Suburban	Old River Road	Sawdust Pile Road Extension	\$4,466,158	PE, ROW, Const.		Previous LRTP Non-motorized Plan
Back River Bridge - 4 Lane	N/A	Across the Back River		Cost/Construction from South Carolina			GDOT: Access to new Jasper Port facility
<b>Total Project Cost</b>				<b>\$3,078,179,172</b>			

**Thoroughfare/Non-Motorized Plan Projects**

Project Location	Functional Classification	From	To	Estimated Cost (in 2014 \$)	Project	Length	Project Source
3rd Street	Local	in Garden City		\$ 68,769	SW (1)	0.51	Nonmotorized Plan
37th Street	Minor Arterial - Urban	Price Street	Bee Road	\$ 748,172	Bike Lanes (2)	1.21	Thoroughfare Plan
52nd Street	Minor Arterial - Urban	I-516	Montgomery Street	\$ 2,552,316	Median; SW(1); Bike Lanes (2)	1.90	Thoroughfare Plan Non-motorized Plan
52nd Street	Collector - Urban	Waters Avenue	Ash Street	\$ 216,413	Bike Lanes (2)	0.35	Thoroughfare Plan
52nd Street	Collector - Urban	Ash Street	Skidaway	\$ 1,276,173	SW; Bike Lanes	1.31	Thoroughfare Plan Non-motorized Plan
63rd Street	Local	Existing SW	Waters Ave	\$ 2,697	SW (1)	0.02	Nonmotorized Plan
Abercorn Street	Major Arterial - Suburban	DeRenne	Middleground	\$ 326,314	SW (1)	2.42	Thoroughfare Plan Non-motorized Plan
Abercorn Street	Major Arterial - Suburban	DeRenne	I-95	\$ 8,013,479	Bike Lanes (2)	12.96	Thoroughfare Plan Non-motorized Plan
Abercorn Street	Major Arterial - Urban	DeRenne	56th St	\$ 231,926	SW (2)	0.86	Nonmotorized Plan
ACL Blvd	Collector - Suburban	Louis Mills Blvd	Liberty Pkwy	\$ 292,253	SW (2); Bike Lanes (2)	0.30	Thoroughfare Plan Non-motorized Plan
Airways Avenue	Major Arterial - Suburban	I-95	Airport	\$ 1,490,492	SW (2); Bike Lanes (2)	1.53	Thoroughfare Plan Non-motorized Plan
Al Henderson Blvd	Collector - Suburban	Gateway Blvd	Little Neck Rd	\$ 1,129,747	SW (1); Bike Lanes (2)	1.50	Thoroughfare Plan
Alfred St	Collector - Suburban	US 80	Hopper St	\$ 925,469	SW (2); Bike Lanes (2)	0.95	Thoroughfare Plan
Anderson Street	Minor Arterial - Urban	MLK Boulevard	Ash St	\$ 516,301	Bike Lanes (1)	1.67	Thoroughfare Plan Non-motorized Plan
Anderson Street	Minor Arterial - Urban	Ash St	Skidaway Road	\$ 295,210	SW (2); Bike Lanes (1)	0.51	Thoroughfare Plan Non-motorized Plan
Apache Avenue	Collector - Suburban	Roger Warlick Dr	Abercorn St	\$ 253,286	SW (2); Bike Lanes (2)	0.26	Thoroughfare Plan
Apache Avenue	Collector - Urban	Abercorn St	Mohawk St	\$ 602,532	SW (1); Bike Lanes (2)	0.80	Thoroughfare Plan
Augusta Ave	Local	US 80	Graham St	\$ 111,298	Bike Lanes (2)	0.18	Nonmotorized Plan
Bannon St/Tuberson Ave	Local	Whatley Ave	River Dr.	\$ 56,633	SW (1)	0.42	Nonmotorized Plan
Beaumont Drive	Collector - Suburban	Skidaway Rd	Robin Hood Dr	\$ 234,963	Bike Lanes (2)	0.38	Thoroughfare Plan Non-motorized Plan
Nottingham Dr	Collector - Suburban	Robin Hood Dr	LaRoche Ave	\$ 32,362	SW (2)	0.46	Thoroughfare Plan Non-motorized Plan
Bee Rd	Local	Kerry St	Anderson St	\$ 414,277	Bike Lanes (2); Shared Lanes	0.67	Nonmotorized Plan
Berwick Blvd	Collector - Urban	US 17/Ogeechee Rd	Trail Creek Lane	\$ 1,521,392	SW (1); Bike Lanes (1-2)	2.02	Thoroughfare Plan
Bloomington Road	Minor Arterial - Suburban	I-16	Railroad	\$ 3,473,016	Median; SW (2); Bike Lanes (2)	1.87	Thoroughfare Plan Non-motorized Plan
Bonna Bella Ave	Local	Skidaway Rd	Jasmine Ave	\$ 352,445	Bike Lanes (2)	0.57	Nonmotorized Plan
Bonnybridge Rd	Minor Arterial - Suburban	Augusta Rd	Coastal Highway	\$ 915,727	SW (2); Bike Lanes (2)	0.94	Thoroughfare Plan Non-motorized Plan
Dean Forest/Bourne Ave	Major Arterial - Suburban	Commerce Blvd	Coastal Highway	\$ 2,655,836	Median; SW (2); Bike Lanes (2)	1.43	Thoroughfare Plan Non-motorized Plan
Bradley Blvd	Collector - Suburban	Saybrook Point	17/Ogeechee Rd	\$ 1,044,968	Bike Lanes (2)	1.69	Thoroughfare Plan
Bradley Blvd	Collector - Suburban	Grayson Ave	17/Ogeechee Rd	\$ 331,708	SW (2)	1.23	Thoroughfare Plan
Brampton Ave	Collector - Suburban	US 80	I-516/SR 21	\$ 350,704	SW (2); Bike Lanes (2)	0.36	Thoroughfare Plan
Brampton Rd	Collector - Suburban	Augusta Rd/SR 21	Green St	\$ 1,198,239	SW (2); Bike Lanes (2)	1.23	Thoroughfare Plan Non-motorized Plan
Bryan Woods Rd	Minor Arterial - Suburban	Johnny Mercer Blvd	US 80/Islands Expwy	\$ 1,727,222	Median; SW (2); Bike Lanes (2)	0.93	Thoroughfare Plan
Buckhalter Rd	Collector - Suburban	Garrard Ave	US 17/Ogeechee Rd	\$ 2,338,027	SW (2); Bike Lanes (2)	2.40	Thoroughfare Plan
Bush Rd	Collector - Suburban	Fort Argyle Rd	Little Neck Rd	\$ 2,464,670	SW (2); Bike Lanes (2)	2.53	Thoroughfare Plan Non-motorized Plan
Butler Avenue	Major Arterial - Urban	16th Street	1st Street	\$ 2,176,992	Median; Bike Lanes (2)	1.45	Thoroughfare Plan
Center Dr	Collector - Suburban	McAlpin Dr	Sullivan Dr	\$ 282,512	SW (2); Bike Lanes (2)	0.29	Thoroughfare Plan
Chatham Parkway	Major Arterial - Suburban	Garrard	US 80	\$ 6,964,605	Median; SW (2); Bike Lanes (2)	3.75	Thoroughfare Plan Non-motorized Plan
Cherry St	Local	RR Track	US 80	\$ 730,634	SW (2); Bike Lanes (2)	0.75	Nonmotorized Plan
Chevis Rd	Collector - Suburban	Wild Heron Rd	US 17/Ogeechee Rd	\$ 2,240,609	SW (2); Bike Lanes (2)	2.30	Thoroughfare Plan Non-motorized Plan
Coffee Bluff Rd	Collector - Suburban	E Back St	Mill Court	\$ 1,656,103	SW (2); Bike Lanes (2)	1.70	Thoroughfare Plan Non-motorized Plan
Commercial Drive	Collector - Suburban	Hodgson Memorial Dr	Eisenhower Dr	\$ 428,638	SW (2); Bike Lanes (2)	0.44	Thoroughfare Plan
Concord Rd	Collector - Urban	Penn Waller Rd	Walthour Rd	\$ 482,293	Bike Lanes (2)	0.78	Thoroughfare Plan
Cornell Avenue	Collector - Urban	Eisenhower Dr	Waters Ave	\$ 512,152	SW (1); Bike Lanes (2)	0.68	Thoroughfare Plan
Cottonvale Rd	Collector - Suburban	Salt Landing Way	US 17/Ogeechee Rd	\$ 701,408	SW (2); Bike Lanes (2)	0.72	Thoroughfare Plan
Crossgate Rd	Collector - Suburban	SR 21	end	\$ 1,500,234	SW (1-2); Bike Lanes (2)	1.54	Thoroughfare Plan Non-motorized Plan
Crossroads Parkway	Collector - Suburban	Airways Ave	Jimmy Deloach Pkwy	\$ 3,263,496	SW (2); Bike Lanes (2)	3.35	Thoroughfare Plan
Deerfield Rd	Collector - Urban	Abercorn St	Collingwood Dr.	\$ 813,418	SW (1); Bike Lanes (2)	1.08	Thoroughfare Plan
Deerwood Rd	Local	Cromwell	Penn Waller	\$ 840	Bike Lanes (2)	0.90	Nonmotorized Plan
Dutchtown Rd	Collector - Urban	Abercorn St	Apache Ave	\$ 915,727	SW (2); Bike Lanes (2)	0.94	Thoroughfare Plan Non-motorized Plan
E Gateway Blvd	Collector - Suburban	Abercorn St	Al Henderson Blvd	\$ 438,380	SW (2); Bike Lanes (2)	0.45	Thoroughfare Plan
Edgewater	Local	Dunwoody Dr	Montgomery Cross Rd.	\$ 120,008	SW (1-2)	0.89	Nonmotorized Plan
Eisenhower Drive	Major Arterial - Urban	Waters Avenue	Skidaway Road	\$ 2,372,511	Median; SW (1); Bike Lanes (2)	1.45	Thoroughfare Plan Non-motorized Plan
Exchange St	Local	Florance St	MLK Blvd	\$ 203,354	SW (1); Bike Lanes	0.27	Nonmotorized Plan
Fair St	Collector - Suburban	Louisville Rd	Alfred St	\$ 194,836	SW; Bike Lanes	0.20	Thoroughfare Plan
Falligant Ave	Local	College St	River Dr.	\$ 333,433	SW (1); Bike Lanes (2)	0.50	Nonmotorized Plan
Fell St	Local	Stratford St	Bay St	\$ 40,452	SW (1)	0.30	Nonmotorized Plan

Project Name	Thoroughfare Plan Cross Section	From	To	Estimated Cost (in 2014 \$)	Work Type	Length	Project Source
Ferguson Avenue	Minor Arterial - Suburban	Shipyard Rd	Skidaway Rd	\$ 3,497,299	SW (2); Bike Lanes (2)	3.59	Thoroughfare Plan Non-motorized Plan
Ford Ave	Local	Constitution Way	Cedar St	\$ 144,900	Path	0.35	Nonmotorized Plan
Garrard Ave	Collector - Suburban	Buckhalter Rd	US 17/Ogeechee Rd	\$ 1,724,295	SW (2); Bike Lanes (2)	1.77	Thoroughfare Plan
Grange Rd	Collector - Suburban	SR 21/Augusta Rd	end	\$ 1,626,877	SW (2); Bike Lanes (2)	1.67	Thoroughfare Plan
Green Island Rd	Collector - Suburban	Lufburrow Way	Diamond Causeway	\$ 2,006,807	SW (2); Bike Lanes (2)	2.06	Thoroughfare Plan
Grimball Point Rd	Collector - Suburban	Hopecrest Ave	Waite Dr	\$ 418,897	SW (2); Bike Lanes (2)	0.43	Thoroughfare Plan
Grove Point Rd	Collector - Suburban	Grovepoint Island Rd	Georgetown Grove Apt	\$ 2,269,835	SW (1-2); Bike Lanes (2)	2.33	Thoroughfare Plan Non-motorized Plan
Gulfstream Rd	Collector - Suburban	Ida J Gadsden Dr	Augusta Rd/SR 21	\$ 2,571,830	SW; Bike Lanes	2.64	Thoroughfare Plan
Gwinnett Street	Collector - Urban	Habersham St.	Wheaton Street	\$ 544,125	Bike Lanes (2)	0.88	Thoroughfare Plan
Hendley Drive	Collector - Suburban	Monteith Rd	Augusta Rd/SR 21	\$ 496,831	SW (2); Bike Lanes (2)	0.51	Thoroughfare Plan
Henry Street	Minor Arterial - Urban	MLK Boulevard	Truman Parkway	\$ 581,225	Bike Lanes (1)	1.88	Thoroughfare Plan Non-motorized Plan
Henry Street	Minor Arterial - Urban	Truman Parkway	Skidaway Road	\$ 346,502	SW (2); Bike Lanes (1)	0.27	Thoroughfare Plan Non-motorized Plan
Highlands Blvd	Collector - Suburban	Jimmy DeLoach Pkwy	Benton Blvd	\$ 610,063	SW (1); Bike Lanes (2)	0.81	Thoroughfare Plan
Hodgson Memorial Drive	Minor Arterial - Suburban	Montgomery Crossroads	Stephenson Ave	\$ 2,094,483	SW (2); Bike Lanes (2)	2.15	Thoroughfare Plan Non-motorized Plan
Hodgeville Rd	Local	NW MPO Boundary	SR 30	\$ 563,994	Rural Bike Lanes (2)	0.85	Nonmotorized Plan
Hopecrest Ave	Collector - Suburban	LaRoche Ave	Grimball Point Rd	\$ 175,352	SW (2); Bike Lanes (2)	0.18	Thoroughfare Plan
Hopkins St	Local	48th St	41st St	\$ 228,780	Bike Lanes (2)	0.37	Nonmotorized Plan
Howard Foss Dr.	Collector - Suburban	Beaumont Dr	Bona Bella Ave	\$ 886,502	SW (2); Bike Lanes (2)	0.91	Thoroughfare Plan
Islands Expressway	Major Arterial - Urban	President Street	US 80	\$ 4,987,791	SW (2); Bike Lanes (2)	5.12	Thoroughfare Plan Non-motorized Plan
Joe St	Local	Burton Ct	Harmon St	\$ 16,181	SW (1)	0.12	Nonmotorized Plan
Johnny Mercer Blvd	Minor Arterial - Suburban	US 80	US 80	\$ 4,656,571	SW (2); Bike Lanes (2)	4.78	Thoroughfare Plan Non-motorized Plan
Kessler Ave	Collector - Suburban	US 80	Old Louisville Rd	\$ 662,441	SW (2); Bike Lanes (2)	0.68	Thoroughfare Plan
King George Blvd	Collector - Suburban	Wild Heron Rd	Westminster Way	\$ 1,383,333	SW (1-2); Bike Lanes (2)	1.42	Thoroughfare Plan Non-motorized Plan
Lakeside Blvd	Collector - Suburban	SR 21/Augusta Rd	Moonlight Trail	\$ 630,690	Bike Lanes (2)	1.02	Thoroughfare Plan
Largo Drive	Collector - Suburban	Spanish Moss Rd	Windsor Rd	\$ 1,061,854	SW (2); Bike Lanes (2)	1.09	Thoroughfare Plan Non-motorized Plan
Largo Drive	Collector - Urban	Windsor Rd	Abercorn St	\$ 91,692	SW (1)	0.68	Thoroughfare Plan Non-motorized Plan
Largo Drive	Collector - Urban	Abercorn St	Wilshire Blvd	\$ 121,356	SW (2)	0.45	Thoroughfare Plan Non-motorized Plan
Largo Drive	Collector - Suburban	Wilshire Blvd	Tibet Ave	\$ 331,392	SW (1); Bike Lanes (2)	0.44	Thoroughfare Plan Non-motorized Plan
Laroche Ave	Collector - Suburban	W Bluff Dr	Derenne Ave	\$ 2,571,830	SW (2); Bike Lanes (2)	2.64	Thoroughfare Plan Non-motorized Plan
Lathrop Ave	Local	Louisville Rd	Bay St	\$ 57,981	SW (1)	0.43	Nonmotorized Plan
Liberty Parkway	Collector - Suburban	ACL Blvd	US 80/Ogeechee Rd	\$ 1,461,267	SW (1-2); Bike Lanes (2)	1.50	Thoroughfare Plan Non-motorized Plan
Louis Mills Blvd	Collector - Suburban	Garrard Ave	ACL Blvd	\$ 574,765	SW (2); Bike Lanes (2)	0.59	Thoroughfare Plan Non-motorized Plan
Louisville Road	Minor Arterial - Urban	US 17	MLK	\$ 2,637,264	Median; SW (2); Bike Lanes (2)	1.42	Thoroughfare Plan
Louisville Road	Collector - Urban	I-516	US 17	\$ 376,582	SW (1); Bike Lanes (2)	0.50	Thoroughfare Plan
Main Street	Major Arterial - Suburban	Foundation Dr	Brampton Avenue	\$ 1,337,204	Median; SW (2); Bike Lanes (2)	0.72	Thoroughfare Plan
Main Street (Bloomingdale)	Local	Hickory St	Oak St	\$ 180,686	SW (2)	0.67	Nonmotorized Plan
Mall Blvd	Minor Arterial - Suburban	Waters Avenue	Abercorn St	\$ 1,820,083	Median; SW (1 - 2); Bike Lanes (2)	0.98	Thoroughfare Plan Non-motorized Plan
McAuley Dr	Local	Dutchtown Rd	Mercy Blvd	\$ 22,923	SW (1)	0.17	Nonmotorized Plan
McIntyre St	Local	Augusta Ave	Hudson St	\$ 33,710	SW (1)	0.25	Nonmotorized Plan
McWhorter Drive	Collector - Suburban	Diamond Cswy	Modena Island Dr	\$ 4,033,097	SW (2); Bike Lanes (2)	4.14	Thoroughfare Plan
Meinhard Rd	Collector - Suburban	I-95	SR 30	\$ 1,685,328	SW (2); Bike Lanes (2)	1.73	Thoroughfare Plan
Memorial Blvd	Local	Pooler Pkwy	Quacco Rd	\$ 103,827	Bike Facility	0.77	Nonmotorized Plan
Mercy Blvd	Collector - Suburban	Woodley Rd	McAuley Dr	\$ 301,266	SW (1); Bike Lanes (2)	0.40	Thoroughfare Plan Non-motorized Plan
Middle Landing Road	Minor Arterial - Suburban	Fort Argyle Rd	New Hampstead	\$ 2,961,501	SW (2); Bike Lanes (2)	3.04	Thoroughfare Plan
Middleground Road	Minor Arterial - Suburban	Abercorn St	W Montgomery Cross Rd	\$ 1,094,433	Bike Lanes (2)	1.77	Thoroughfare Plan
Minus Ave	Local	3rd St	Shopping Center	\$ 25,620	SW (1)	0.19	Nonmotorized Plan
Mohawk Street	Collector - Urban	Rio Rd	Abercorn St	\$ 876,760	SW (1-2); Bike Lanes (2)	0.90	Thoroughfare Plan
Monteith Rd	Collector - Suburban	I-95	E of Hendley Rd	\$ 691,666	SW (2); Bike Lanes (2)	0.71	Thoroughfare Plan
Montgomery Crossroads	Major Arterial - Suburban	Middleground Rd	Abercorn St	\$ 1,465,428	Bike Lanes (2)	2.37	Thoroughfare Plan Non-motorized Plan
Montgomery Crossroads	Major Arterial - Suburban	Abercorn St	White Bluff Rd	\$ 150,633	SW (1); Bike Lanes (2)	0.20	Thoroughfare Plan Non-motorized Plan
Montgomery Crossroads	Major Arterial - Suburban	White Bluff Rd	Truman Parkway	\$ 1,606,470	Median; Bike Lanes (2)	1.07	Thoroughfare Plan Non-motorized Plan
Montgomery Crossroads	Major Arterial - Suburban	White Bluff Rd	Waters Avenue	\$ 1,541,499	Median; SW (1-2); Bike Lanes (2)	0.83	Thoroughfare Plan Non-motorized Plan
Montgomery Street	Collector - Urban	Victory Drive	W. 61st Street	\$ 655,423	Bike Lanes (2)	1.06	Thoroughfare Plan Non-motorized Plan
Montgomery Street	Collector - Urban	W. 61st Street	DeRenne	\$ 474,494	SW (1); Bike Lanes (2)	0.63	Thoroughfare Plan Non-motorized Plan
Montgomery Street	Collector - Suburban	Mildred St	Derenne Ave	\$ 379,929	SW (2); Bike Lanes (2)	0.39	Thoroughfare Plan Non-motorized Plan
Montgomery Street	Collector - Urban	DeRenne	Gwinnett	\$ 225,184	SW Continuity and Upgrades	1.67	Nonmotorized Plan

Project Name	Thoroughfare Plan Cross Section	From	To	Estimated Cost (in 2014 \$)	Work Type	Length	Project Source
Nevada Street	Local	Capital St	Beech St	\$ 41,801	SW (1)	0.31	Nonmotorized Plan
New Mexico Street	Local	Nevada St	Capital ST	\$ 47,194	SW (1)	0.35	Nonmotorized Plan
Norwood Ave	Collector - Suburban	Skidaway Rd	LaRoche Ave	\$ 1,130,046	SW (2); Bike Lanes (2)	1.16	Thoroughfare Plan Non-motorized Plan
Ogeechee Road	Major Arterial - Suburban	County Line	South of Dean Forest Road	\$ 1,806,863	SW (2)	6.70	Thoroughfare Plan Non-motorized Plan; Sector Plan
Ogeechee Road	Major Arterial - Suburban	South of Dean Forest Road	I-516	\$ 7,447,484	Median; SW (2); Bike Lanes (2)	4.01	Thoroughfare Plan Non-motorized Plan; Sector Plan
Ogeechee Road	Major Arterial - Urban	I-516 / Liberty Parkway	Victory Drive	\$ 3,879,131	2 Lanes; Median; SW (2); Bike Lanes (2)	0.90	Thoroughfare Plan Sector Plan
Ogeechee Road	Local	Plymouth Ave	Stiles Ave	\$ 99,782	SW (1)	0.74	Nonmotorized Plan
Old Louisville Rd	Collector - Suburban	US 80	Kessler Ave	\$ 2,951,759	SW (2); Bike Lanes (2)	3.03	Thoroughfare Plan
Old Montgomery Rd	Collector - Suburban	Whitefield Ave	E Montgomery Crossroads	\$ 964,051	SW (1); Bike Lanes (2)	1.28	Thoroughfare Plan
Osca Dr	Local	McWhorter Dr	end	\$ 670,157	Rural Bike Lanes (2)	1.01	Nonmotorized Plan
Paulsen St	Local	DeRenne	51st St	\$ 153,718	SW (1-2)	1.14	Nonmotorized Plan
Pennsylvania Avenue	Local	Skidaway Rd	Kinzie Ave	\$ 1,144	Stripe paved shoulders	0.57	Nonmotorized Plan
Penn Waller Rd	Collector - Suburban	Walthour Dr	Johnny Mercer Blvd	\$ 1,237,206	SW (1-2); Bike Lanes (2)	1.27	Thoroughfare Plan Non-motorized Plan
Pine Street	Local	RR Track	US 80	\$ 88,995	SW (1)	0.66	Nonmotorized Plan
Pine Barren Rd	Collector - Suburban	Bloomingtondale Rd	US 80	\$ 3,175,820	SW (1-2); Bike Lanes (2)	3.26	Thoroughfare Plan Non-motorized Plan
Pooler Parkway	Major Arterial - Suburban	Durham Park Blvd	Benton Blvd	\$ 525,780	Path	1.27	Nonmotorized Plan
President Street	Major Arterial - Urban	East Broad	Truman Parkway	\$ 959,817	Median; Path	0.74	Thoroughfare Plan Non-motorized Plan
President Street	Major Arterial - Urban	Bilbo Canal	Goebel Ave	\$ 405,720	Path	0.98	Nonmotorized Plan
Quarterman Drive	Collector - Urban	Johnny Mercer Blvd	Islands Expressway	\$ 633,216	SW (2); Bike Lanes (2)	0.65	Thoroughfare Plan
Rio Rd	Collector - Urban	Abercorn St	end	\$ 516,314	SW (2); Bike Lanes (2)	0.53	Thoroughfare Plan Non-motorized Plan
Robert B Miller Rd	Collector - Suburban	Dean Forest Rd	Gulfstream Rd	\$ 1,334,624	SW (2); Bike Lanes (2)	1.37	Thoroughfare Plan Non-motorized Plan
Rogers St	Local	Pine Barren Rd	US 80	\$ 1,636,619	SW (2); Bike Lanes (2)	1.68	Nonmotorized Plan
Roger Warlick Dr	Collector - Suburban	Apache Ave	Windsor Rd	\$ 700,443	SW (1); Bike Lanes (2)	0.93	Thoroughfare Plan
Rowland Ave	Local	Shuptrine Ave	Whatley Ave	\$ 290,612	Bike Lanes (2)	0.47	Nonmotorized Plan
S Cherry Street	Major Arterial - Urban	Bloomingtondale Rd	US 80	\$ 3,637,692	2 Lanes; Median; SW (2); Bike Lanes (2)	0.77	Thoroughfare Plan
S Gateway Blvd	Collector - Suburban	Abercorn St	end	\$ 292,253	SW (2); Bike Lanes (2)	0.30	Thoroughfare Plan
S Rogers St	Collector - Suburban	Pine Barren Rd	US 80/Louisville Rd	\$ 1,212,595	SW (1); Bike Lanes (2)	1.61	Thoroughfare Plan
Sallie Mood Dr	Collector - Suburban	Montgomery Crossroads	Eisenhower Dr	\$ 905,986	SW (1-2); Bike Lanes (2)	0.93	Thoroughfare Plan
Shawnee St	Collector - Urban	Rio Rd	Middleground Rd	\$ 595,000	SW (1); Bike Lanes (2)	0.79	Thoroughfare Plan
Shell Rd	Local	W of Placentia Canal	Johnson High School	\$ 16,181	SW (1)	0.12	Nonmotorized Plan
Shipyards Rd	Collector - Suburban	Center Dr	Whitefield Ave	\$ 1,529,459	SW (2); Bike Lanes (2)	1.57	Thoroughfare Plan
Skidaway Road	Minor Arterial - Suburban	Parkersburg Rd	DeRenne	\$ 5,571,684	Median; SW (2); Bike Lanes (2)	3.00	Thoroughfare Plan Non-motorized Plan
Skidaway Road	Minor Arterial - Urban	DeRenne	Victory Dr	\$ 1,100,000	Paths	1.63	Nonmotorized Plan
Southbridge Blvd	Collector - Urban	Berwick Blvd	Trail Creek Lane	\$ 75,250	SW (2); Bike Lanes (1)	0.13	Thoroughfare Plan
Southbridge Blvd	Collector - Urban	Trail Creek Lane	Golf Club Dr	\$ 1,854,972	Bike Lanes (2)	3.00	Thoroughfare Plan
Southbridge Blvd	Collector - Suburban	Golf Club Dr	Wedgfield Crossing	\$ 90,380	SW (1); Bike Lanes (2)	0.12	Thoroughfare Plan Non-motorized Plan
Southbridge Blvd	Collector - Suburban	Wedgfield Crossing	Dean Forest	\$ 155,868	SW (2); Bike Lanes (2)	0.16	Thoroughfare Plan Non-motorized Plan
SR 21	Major Arterial - Suburban	I-516	Minis Ave	\$ 555,281	SW (2); Bike Lanes (2)	0.57	Thoroughfare Plan Non-motorized Plan
SR 21	Major Arterial - Urban	Minis Ave	Smith Ave	\$ 2,237,047	Median; Bike Lanes (2)	1.49	Thoroughfare Plan Non-motorized Plan; SR 21 Corridor Study
SR 21	Major Arterial - Suburban	Smith Avenue	County Line	\$ 8,485,090	SW (2); Bike Lanes (2)	8.71	Thoroughfare Plan Non-motorized Plan
SR 30	Minor Arterial - Suburban	County Line	SR 21	\$ 6,333,147	Median; SW (2); Bike Lanes (2)	3.41	Thoroughfare Plan Non-motorized Plan
Staley Ave	Local	Liberty City Parkway	W. of RR bridge	\$ 376,582	SW (1); Bike Lanes (2)	0.50	Nonmotorized Plan
Stephenson Avenue	Minor Arterial - Suburban	White Bluff Rd	Abercorn St	\$ 297,156	Median; SW (2); Bike Lanes (2)	0.16	Thoroughfare Plan
Stephenson Avenue	Minor Arterial - Suburban	Abercorn St	Hodgson Memorial	\$ 282,576	Median	0.32	Thoroughfare Plan
Stephenson Avenue	Minor Arterial - Suburban	Hodgson Memorial Dr	Waters Ave	\$ 765,701	Median; Bike Lanes (2)	0.51	Thoroughfare Plan
Stiles Avenue	Local	US 17	Louisville Rd	\$ 678,952	SW (1); Bike Lanes (2); Shared Lanes	1.74	Nonmotorized Plan
Stratford St	Local	Lily St	Augusta Ave	\$ 53,936	SW (1)	0.40	Nonmotorized Plan
Sunset Blvd	Local	Victory Drive	Whatley Ave	\$ 955,218	SW (2); Bike Lanes (2); Path	0.66	Nonmotorized Plan
Telfair Rd	Collector - Suburban	Chatham Pkwy	Louisville Rd	\$ 1,714,553	SW (2); Bike Lanes (2)	1.76	Thoroughfare Plan
Tibet Ave	Collector - Suburban	Middleground Rd	Leeds Gate Rd	\$ 575,041	Bike Lanes (2)	0.93	Thoroughfare Plan Non-motorized Plan
Tibet Ave	Collector - Suburban	Leeds Gate Rd	White Bluff Rd	\$ 428,638	SW (2); Bike Lanes (2)	0.44	Thoroughfare Plan Non-motorized Plan
Todd St	Collector - Suburban	Wilmington Island Rd	Walthour Rd	\$ 233,803	SW (2); Bike Lanes (2)	0.24	Thoroughfare Plan
Tremont Rd	Collector - Suburban	I-516	Telfair Rd	\$ 1,188,497	SW (2); Bike Lanes (2)	1.22	Thoroughfare Plan
US 17 A	Minor Arterial - Suburban	Main Street	Brampton Avenue	\$ 1,392,921	Median; SW (2); Bike Lanes (2)	0.75	Thoroughfare Plan
US 17 A	Minor Arterial - Suburban	Brampton Avenue	Blackburn Street	\$ 3,414,824	2 Lanes; Median; SW (1); Bike Lanes (2)	0.65	Thoroughfare Plan
US 17 A	Minor Arterial - Suburban	Blackburn Street	State Line	\$ 6,333,147	Median; SW (2); Bike Lanes (2)	3.41	Thoroughfare Plan Non-motorized Plan

Project Name	Thoroughfare Plan Cross Section	From	To	Estimated Cost (in 2014 \$)	Work Type	Length	Project Source
US 80	Major Arterial - Suburban	County Line	I-95	\$ 8,227,520	Median; SW (2); Bike Lanes (2)	4.43	Thoroughfare Plan Non-motorized Plan
US 80	Major Arterial - Suburban	I-95	Louisville Rd	\$ 4,492,016	2 Lanes; Median; SW (2); Bike Lanes (2)	1.23	Thoroughfare Plan
US 80	Major Arterial - Suburban	East of Bull River	East of Lazaretto Creek	\$ 13,005,276	SW (2); Bike Lanes (2)	13.35	Thoroughfare Plan Non-motorized Plan
US 80	Major Arterial - Suburban	East of Lazeretto Creek	Curb	\$ 862,579	Rural Bike Lanes (2)	1.30	Nonmotorized Plan
W. Bay St	Major Arterial - Urban	Graham	MLK Blvd	\$ 385,124	Path: Cycle Track	1.81	Nonmotorized Plan
W. Gateway Blvd	Collector - Suburban	Fort Argyle Rd	end	\$ 506,573	SW (2); Bike Lanes (2)	0.52	Thoroughfare Plan
Waite Dr	Collector - Suburban	Grimball Point Rd	Herb River Dr	\$ 194,836	SW (2); Bike Lanes (2)	0.20	Thoroughfare Plan
Wallin St	Local	Victory Drive	38th St	\$ 35,821	SW; Stripe Paved Shoulders	0.38	Nonmotorized Plan
Walthour Rd	Collector - Suburban	Wilmington Island Rd	Johnny Mercer Blvd	\$ 4,763,730	SW (1-2); Bike Lanes (1-2)	4.89	Thoroughfare Plan Non-motorized Plan
Washington St	Collector - Suburban	Central Ave	Garfield St	\$ 204,577	SW (2); Bike Lanes (2)	0.21	Thoroughfare Plan
Waters Avenue	Minor Arterial - Suburban	Whitefield Ave	E Montgomery Cross Rd	\$ 1,344,366	SW (2); Bike Lanes (2)	1.38	Thoroughfare Plan
Waters Avenue	Minor Arterial - Urban	E Montgomery Cross Rd	DeRenne	\$ 1,178,755	SW (1-2); Bike Lanes (2)	1.21	Thoroughfare Plan Non-motorized Plan
Waters Avenue	Minor Arterial - Urban	Memorial Hospital	53rd St	\$ 68,769	SW (1)	0.51	Nonmotorized Plan
Whatley Avenue	Local	Falligant Ave	Rowland Ave	\$ 408,094	Bike Lanes (2)	0.66	Nonmotorized Plan
Wheaton Street	Minor Arterial - Urban	East Broad	Skidaway	\$ 2,056,882	Median; Bike Lanes (2)	1.37	Thoroughfare Plan
White Bluff Road	Major Arterial - Suburban	Willow Road	DeRenne	\$ 3,643,426	SW (2); Bike Lanes (2)	3.74	Thoroughfare Plan Non-motorized Plan
Whitefield Ave	Collector - Suburban	Montgomery Crossroads	Cartwright Street	\$ 2,678,990	SW (1-2); Bike Lanes (2)	2.75	Thoroughfare Plan
Whitemarsh Island Rd	Collector - Suburban	Johnny Mercer Blvd	Dolphin Lane	\$ 323,861	SW (1); Bike Lanes (2)	0.43	Thoroughfare Plan Non-motorized Plan
Whitemarsh Island Rd	Collector - Suburban	Dolphin Lane	US 80	\$ 98,932	Bike Lanes (2)	0.16	Thoroughfare Plan Non-motorized Plan
Wild Heron Rd	Collector - Suburban	Chevis Rd	Grove Point Rd	\$ 1,412,558	SW (1-2); Bike Lanes (2)	1.45	Thoroughfare Plan
Wilmington Island Rd	Collector - Suburban	Todd St	Wilmington Island Village Way	\$ 2,464,670	SW (2); Bike Lanes (2)	2.53	Thoroughfare Plan Non-motorized Plan
Wilmington Island Village Rd	Collector - Urban	Wilmington Island Rd	Johnny Mercer Blvd	\$ 243,545	SW (2); Bike Lanes (2)	0.25	Thoroughfare Plan Non-motorized Plan
Wilshire Blvd	Collector - Urban	Largo Dr	White Bluff Rd	\$ 935,211	SW (2); Bike Lanes (2)	0.96	Thoroughfare Plan
Windsor Rd	Collector - Suburban	Science Dr	White Bluff Rd	\$ 1,490,492	SW (1-2); Bike Lanes (2)	1.53	Thoroughfare Plan Non-motorized Plan
<b>Total Project Cost</b>				<b>\$ 263,680,755</b>			
Multiuse Path Facilities	Functional Classification	From	To	Estimated Cost (in 2014 \$)	Project	Length	Project Source
Springfield Canal Path		Clinch St	Louisville Rd	\$ 1,200,600	Path	2.90	Non motorized Plan
Truman Greenway Ext, Northern Phase 2		Paulsen St	Wheaton Street	\$ 157,320	Path	0.38	Non motorized Plan
Truman Greenway Ext, Northern Phase 2		Wheaton Street	President St	\$ 231,840	Path	0.56	Non motorized Plan
Truman Greenway Ext, Northern Phase 1		Police Memorial Trail	Wheaton St	\$ 640,028	Path	1.59	Non motorized Plan
Truman Greenway Ext, Southern		White Bluff	Whitefield Ave	\$ 3,200,886	Path (cantilevered)	1.50	Non motorized Plan
Truman Greenway Ext, Southern		Abercorn St	White Bluff Rd	\$ 103,500	Path	0.25	Non motorized Plan
Placentia Canal Path		Laroche Ave	Bonaventure Ave	\$ 964,620	Path	2.33	Non motorized Plan
Coastal Georgia Greenway along S&O Canal		I-516	Louisville Rd	\$ 1,473,840	Path	3.56	Non motorized Plan
Coastal Georgia Greenway along S&O Canal		Chatham Parkway	Telfair Rd/Amtrak	\$ 372,600	Path	0.90	Non motorized Plan
Coastal Georgia Greenway along S&O Canal		Dean Forest Rd	Chatham Parkway	\$ 935,640	Path	2.26	Non motorized Plan
Coastal Georgia Greenway along S&O Canal		Tom Triplett Park	Dean Forest Rd	\$ 745,200	Path	1.80	Non motorized Plan
Coastal Georgia Greenway along Bush Rd		Fort Argyle Rd	Little Neck Rd	\$ 928,931	Rural Bike Lanes (2)	1.40	Non motorized Plan
Coastal Georgia Greenway along Pine Barren Rd		Pooler Parkway	Cross Creek Dr	\$ 658,260	Path	1.59	Non motorized Plan
Coastal Georgia Greenway along Harris Trail Rd		US 17	Sterling Creek	\$ 95,220	Path	0.23	Non motorized Plan
Coastal Georgia Greenway along Sterling Creek		Harris Trail Rd	Maple St	\$ 579,600	Path	1.40	Non motorized Plan
SR204 and Gateway Blvd Path		W of I-95	Canebrake Rd	\$ 202,860	Path	0.49	Non motorized Plan
Path near Oglethorpe Charter School		Central Ave	Beaumont Dr	\$ 182,160	Path	0.44	Non motorized Plan
Path		Benton Drive	Durham Park Blvd	\$ 318,780	Path	0.77	Non motorized Plan
Railroad Bed Path		US 80	Dean Forest Rd	\$ 993,600	Path	2.40	Non motorized Plan
US 80 Path		Parsons Rd	Dean Forest Rd	\$ 1,262,700	Path	3.05	Non motorized Plan
Connecting Path		Reuben Clark Dr/Truman Gree	65th St/	\$ 24,840	Path	0.06	Non motorized Plan
Path		End of Tennessee St	Bonaventure Ave	\$ 132,480	Path	0.32	Non motorized Plan
Railroad Bed Path		Western MPO Boundary	Osteen Rd (realigned)	\$ 484,380	Path	1.17	Non motorized Plan
Railroad Bed Path		Ash St	Lynn St.	\$ 136,620	Path	0.33	Non motorized Plan
<b>Total Project Cost</b>				<b>\$ 16,026,505</b>			
<b>GRAND TOTAL PROJECT COST</b>				<b>\$ 3,357,886,432</b>			

## Summaries of Other Plans

The CORE MPO has undertaken a number of other planning initiatives to address specific transportation needs within the region. These planning studies have informed for the Total Mobility Plan and are incorporated as part of the planning process. These studies include the following:

### *SR 21 Corridor Study*

The SR 21 corridor is a key thoroughfare in Chatham County that serves commuter traffic between Effingham County and Savannah and provides a primary means of access to major industries and the Port of Savannah. SR 21 is vital to the local and regional economy and serves a strategic purpose as a hurricane evacuation route. Recommended projects from the study include the following:

PROJECT	THROUGHFARE PLAN CROSS SECTION	TERMINI	ESTIMATED COST	WORK TYPE
SR-21 Widening	Major Arterial - Suburban	Effingham Co. to I-95	\$147,463,000	PE ROW CST
SR 21 Elevated Lanes	N/A	North of SR 30 to Jimmy DeLoach Connector		
Jimmy DeLoach Connector Express Lanes	N/A	Jimmy DeLoach Connector	\$119,897,000	PE ROW CST
SR 21/Augusta Road Improvements	Major Arterial - Suburban	Smith Avenue to SR 307/Bourne		
SR 21 Elevated Lanes	N/A	Bourne Avenue to South of Minus Avenue	\$136,921,000	PE ROW CST
SR 21 Reconstruction	Major Arterial Urban	Smith Avenue to Minus Avenue		

### *US 80 Bridges Study*

The purpose of this study was to identify potential solutions that would improve bridge and roadway conditions in a shorter time frame than was possible with the previous GDOT four-lane concept. The study was conducted to determine the feasibility of:

- Improving emergency access by replacing or modifying the existing bridges to accommodate shoulders,
- Improving access for bicyclists pedestrians to Tybee Island and McQueen’s Island Trail,
- Providing additional capacity at specific locations to provide congestion or incident relief,
- Improving conditions of flood prone areas.

### *Recommended Alternative*

Six alternatives were analyzed for feasibility and compared to the GDOT four-lane concept. The evaluation criteria for recommending an alternative were: ability to improve safety, initial project cost,

benefit to cost ratio, life cycle cost, maintenance of traffic, potential environmental impacts, bicycle and pedestrian access, constructability and public comment.

The recommended alternative will replace existing bridges at Bull River and Lazaretto Creek with new bridges that have a ten-foot, bikeable shoulders and a ten-foot, barrier-separated multi-use trail. The existing road will be widened with ten-foot paved shoulders. The roadway near Fort Pulaski will be restriped to allow for a left-hand and right-hand turn lane. An 18-space parking area will be constructed at the entrance to McQueen’s Island Trail and have a left-hand and right hand turn lanes for improved access. The project is currently under development by GDOT.

**SR 204 Corridor Study**

The SR 204 corridor is the key arterial connection across the southern part of Chatham County linking I-95 to US 17, Veterans Parkway, and Truman Parkway. Recommended projects from the study include the following:

PROJECT	THROUGHFARE PLAN CROSS SECTION	TERMINI	ESTIMATED COST	WORK TYPE
SR-204 Reconstruction/Limited Access	Major Arterial - Suburban	I-95 to US 17	\$101,100,000	PE ROW CST
SR 204/Abercorn Interchange Reconstruction	N/A	At I-95	\$57,794,105	PE ROW CST
SR 204 Widening	Major Arterial - Suburban	US 17 to Rio Road	\$125,500,000	PE ROW CST
SR 204 Corridor Improvement/Elevated Lanes	Major Arterial - Suburban	West of Forest River Bridge to Truman Parkway Phase V	\$211,600,000	PE ROW CST

**Non-motorized Transportation Plan**

Non-motorized transportation includes walking or using a wheelchair, bicycling, skating, and using pedicabs. The Non-motorized Transportation Plan, as part of the Total Mobility Plan, will serve as an update to the MPO’s Bikeway Plan of 2000 and provides a plan to address the needs of pedestrians, and other self-powered travelers. The 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;
- Prioritizes improvements and identifying funding opportunities

The resulting prioritized lists will guide the MPO in programming the approximately \$30 million that is set aside for non-motorized transportation over 25 years in the Total Mobility Plan. The lists 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.

### ***Transit Mobility Vision Plan***

The Transit Mobility Vision Plan, as part of the Total Mobility Plan, is a regional, long range transit plan that encompasses five (5) counties in Georgia (Chatham, Bryan, Liberty, Effingham, and Bulloch counties) and two (2) counties in South Carolina (Beaufort and Jasper counties). It is a high-level study that is looking at all modes of transit to determine what modes are feasible, where those modes should be located and when those modes should be implemented in relation to the CORE MPO's 2040 Total Mobility Plan.

The next steps of the Transit Mobility Vision and the Park and Ride Feasibility Study is underway.

### ***Freight Transportation Plan***

This study is being developed to document the existing freight assets in the CORE MPO region and identify the needs related to freight movements in the area. Recommendations will be developed on how to improve the freight infrastructure and to facilitate economic development. A detailed assessment of freight and goods movement, freight performance measures and regional freight profiles are also part of the effort. The study is incorporating input from stakeholders and includes an Economic Development and Freight Advisory Committee that is providing input and guidance throughout the planning process.

### ***Urban Circulator Feasibility Study***

This effort is a data driven, technical study designed to determine the feasibility of an urban circulator system, such as a modern streetcar or enhanced bus service in Savannah. The completed study will provide the basis for the need for an urban circulator and the initial information needed to justify the investment and will be compatible with federal, state and local requirements. This feasibility study will provide a solid technical foundation for further study, if justified, needed for the implementation of a system. This study examines vehicle and system technology (i.e., track guideways, power source), potential corridors based on infrastructure technology requirements and existing/future development, and includes a financial analysis identifying capital and operating costs, as well as revenues and ridership estimates. The identification of potential funding strategies for implementation, including transit oriented development and other development strategies.

### ***I-16 Flyover Removal***

The I-16 overpass at MLK Jr. Blvd. and Montgomery Street has frequently been seen as a physical and psychological barrier to economic development, pedestrian activity and neighborhood revitalization along the corridor. While the area to the north of the flyover has thrived in recent years, the area to the south has not seen the same rate of revitalization. This study builds on previous studies conducted by the Savannah Development Renewal Authority in 1998, 2002, 2004 and 2009; and the 2008 GDOT study. The project has included a very extensive and comprehensive public participation process.

This planning study developed a preferred concept for the future removal of the I-16 overpass at Martin Luther King, Jr. Boulevard and the extension of the downtown street grid into the reclaimed land. Alternatives were developed and vetted through public and stakeholder meetings and charrettes. The resulting Civic Master Plan and implementation strategy outline the desired urban form and the steps necessary for implementation. The next phase of the I-16 flyover removal effort, the Interchange Modification Report (IMR) is currently underway.

### ***Bryan and Effingham County Transportation Plans***

At the time of this plan update, revisions to the CORE MPO Metropolitan Planning Area (MPA) boundary are underway and the revised MPA boundary is in the process of being finalized. The new CORE MPO MPA will include parts of Bryan and Effingham Counties as required by the 2010 Census Urbanized Area (UA) delineation.

Both Bryan and Effingham Counties have had recent Comprehensive Transportation Plans completed and the results of these plans will be reviewed and updated for the next MTP update.

With the final MPO boundary established, an interim plan update will be accomplished to include the new areas in the planning process.

## APPENDIX:

### PUBLIC PARTICIPATION AND ENGAGEMENT

Citizen engagement is one of the most important elements in the development of the plan and the CORE MPO has a long standing history of successfully incorporating citizen and stakeholder input into the planning process. Numerous opportunities for citizen and stakeholder input occurred throughout the development of this plan. These opportunities included stakeholder committee meetings and workshops, traditional public meetings, issue-related workshops, such as climate change, and the use of technology in on-line surveys. Meetings and workshops occurred at critical project milestones and meeting locations were identified to ensure convenient accessibility by all populations, with proximity to transit and environmental justice communities.

Targeted stakeholder efforts were also held with the planning partners for various components of the plan update. County and city staff worked closely with the update team on the development of the Thoroughfare Plan. Monthly workshops involving technical staff were held over the course of the Thoroughfare Plan development and additional individual meetings were held with technical staff to ensure their input was incorporated. Each of the studies which are included in the Total Mobility Plan also had specific public outreach efforts focused on those efforts.

The Total Mobility Plan update was also coordinated with the update of the Chatham County-Savannah Comprehensive Plan and stakeholder committee participation provided another avenue for public input. In addition, workshops targeted to address specific issues were also held. These workshops focused specifically on climate change, its impacts, and potential mitigation strategies and on healthy communities and the role of transportation and infrastructure. This workshop was hosted at the MPO offices and included educational materials, discussion of various strategies, and the identification of specific approaches to deal with climate change in the region.

In addition to the close coordination with the local jurisdictions, the CORE MPO has also included extensive coordination with its other planning partners in the development of the Total Mobility Plan and its components. These efforts have included working closely with state agencies, the Coastal Regional Commission, Chatham Area Transit, the Georgia Ports Authority, Savannah-Hilton Head International Airport, Savannah Bicycle Campaign, Healthy Savannah, and the Chamber of Commerce.

The CORE MPO also works closely and coordinates with its regional partners. In addition to the Coastal Regional Commission, the MPO has a close working relationship with its neighboring MPOs that include the Hinesville Area MPO in Liberty County and the Bluffton-Hilton Head MPO in SC. Staff from both neighboring MPOs have a standing invitation to participate in the MPO Policy Committee meetings and CORE staff regularly attend the Hinesville Policy Committee meetings. Coordination on specific planning efforts that may have more wide-ranging impacts, such as a freight assessment, also regularly occurs.

The Total Mobility Plan and its components had over 100 opportunities for public and stakeholder participation and input. These opportunities were supplemented with stakeholder interviews, stakeholder surveys, and on-line surveys and exercises. All meeting advertisements and notifications were conducted in compliance with, or exceeded the requirements found in the adopted CORE MPO Public Participation Plan. The table below includes the specific engagement activities incorporated in the development of the Total Mobility Plan.

<b>PLAN DEVELOPMENT INPUT OPPORTUNITIES</b>	
<b>Total Mobility Plan</b>	
Public Meetings	16
Stakeholder Advisory Committee workshops	3
<b>Victory Drive Sector Plan</b>	
Public Meeting	1
<b>Ogeechee Road/US 17 Sector Plan</b>	
Public Meeting	1
<b>Comprehensive Plan Update Coordination</b>	
Public/Stakeholder workshops	2
Transportation Committee meetings	4
Land Use Committee meetings	4
Healthy Savannah workshop	1
<b>Special Workshop: Climate Change</b>	<b>1</b>
<b>Thoroughfare Plan</b>	
Technical Task Force meetings	6
City Staff meetings	3
County Staff meetings	3
MPO Staff meetings	2
<b>MPO Committees</b>	
Workshops	2
Committee meetings (CAC and ACAT)	20
<b>Garden City – City Hall Meeting</b>	<b>1</b>
<b>Total Mobility Plan Final Public Hearing</b>	<b>1</b>
<b>Specific Project Outreach: Urban Circulator Feasibility Study</b>	
Technical Task Force meetings	6
City Staff	3
<b>Specific Project Outreach: SR 21, SR 204, US 80 Studies</b>	
Public Meetings (All studies combined)	14
<b>Specific Project Outreach: Park and Ride Feasibility Study</b>	
Stakeholder meetings	5
<b>Specific Project Outreach: I-16 Flyover Removal Study</b>	
Design Charrette	1
Open Houses	2
<b>Specific Project Outreach: Freight Transportation Plan</b>	
Advisory Committee meetings	3
<b>Specific Project Outreach: Transit Mobility Vision Plan</b>	

Stakeholder meetings	5
<b>Specific Project Outreach: Non-motorized Transportation Plan</b>	
Stakeholder meetings	4
<b>TOTAL MEETING/WORKSHOP INPUT OPPORTUNITIES</b>	<b>114</b>

<b>ADDITIONAL INPUT OPPORTUNITIES</b>	
<b>Stakeholder Interviews</b>	
Park and Ride Feasibility Study	
Transit Mobility Vision Plan	
Non-motorized Transportation Plan	
<b>Stakeholder and Public Surveys</b>	
Total Mobility Plan	
Freight Transportation Plan	
Non-motorized Transportation Plan	
<b>ADDITIONAL SPECIFIC PARTNER COORDINATION</b>	
<b>City of Savannah</b>	
Traffic Engineering	
Engineering and Utilities	
Parking and Mobility Services	
<b>Chatham County Engineering</b>	
<b>Town of Pooler</b>	
<b>City of Garden City</b>	
<b>City of Tybee Island</b>	
<b>Metropolitan Planning Commission</b>	
<b>Chatham Area Transit</b>	
<b>Savannah Hilton Head International Airport</b>	
<b>Georgia Ports Authority</b>	
<b>Savannah Area Chamber of Commerce</b>	
<b>Coastal Regional Commission</b>	
<b>Hinesville Area Metropolitan Planning Organization</b>	
<b>Georgia Department of Transportation</b>	
<b>Federal Highway Administration</b>	
<b>Federal Transit Administration</b>	
<b>Savannah Bicycle Campaign</b>	
<b>Healthy Savannah</b>	
<b>Savannah Tree Foundation</b>	
<b>Coastal Georgia Greenway</b>	