

CHATHAM COUNTY

Safe Streets for All Safety Action Plan



6001 Chatham Center Dr. STE 380
Savannah, GA 31405

January 2025



Statutory Notice

23 U.S.C. § 409: US Code - Section 409: Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway- highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



Safety Action Plan Components

An eligible Action Plan is determined by the Self-Certification Eligibility Worksheet. The Action Plan requirements are listed below. This Chatham County Safety Action Plan serves as the eligible Action Plan to enable local jurisdictions to apply for SS4A Implementation Grants.

8 Components of an Action Plan

The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribal area, or region.

A successful Action Plan includes the following eight key components:

1. Leadership commitment and goal setting - A public pledge by leaders or governing bodies to achieve zero roadway fatalities and serious injuries, with a specific timeline or ambitious reduction goals.
2. Planning structure - A designated group, such as a committee or task force, oversees the development, implementation, and monitoring of the Action Plan.
3. Safety analysis - A detailed review of crash data, locations, and contributing factors to identify high-risk areas and systemic safety needs, using geospatial tools to create a high-injury network.
4. Engagement and collaboration - Active involvement of the public, stakeholders, and overlapping jurisdictions to ensure feedback is integrated into the Action Plan, aligned with other governmental plans.
5. Equity - Inclusive processes that identify underserved communities, assess equity impacts, and incorporate population data into planning and strategy development.
6. Policy and process changes - Evaluation and revision of policies, guidelines, and standards to enhance transportation safety and align processes with Action Plan priorities.
7. Strategy and project selections - A prioritized list of evidence-based safety projects and strategies addressing identified risks, with timelines for short-, mid-, and long-term implementation.
8. Progress and transparency - Regular measurement and reporting of progress, including annual updates and public posting of the Action Plan to maintain transparency and accountability.



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Alignment With Statewide Efforts

The 2022-2024 Strategic Highway Safety Plan (SHSP) is a statewide, coordinated safety plan that identifies key safety needs and helps direct funding to improvements that reduce highway fatalities and serious injuries on all public roads in Georgia¹. It is a data-driven, strategic plan that integrates the four E's: engineering, education, enforcement, and emergency medical services (EMS) using the Safe System Approach.

The 2022-2024 SHSP builds on Georgia's 14 emphasis areas, or areas that are the main topics for roadway safety in Georgia. These emphasis areas include:

- Lane Departure Crashes
- Impaired Driving
- Occupant Protection
- Speeding and Aggressive Driving
- Intersection Crashes
- Pedestrians
- Older Drivers
- Motorcycle Crashes
- Younger Drivers
- Large Truck-Involved Crashes
- Driver Distraction
- Bicyclists
- Safety of Persons Working on Roadways
- At-Grade Rail Crossings

The 2024 SHSP identifies six initiatives to create safer roadways across the State:

1. Address Top-Risk Locations and Populations
2. Implement Speed Management to Realize Safer Speeds
3. Take an Active Role to Affect Change in Vehicle Design, Features, and Use
4. Double Down on What Works
5. Accelerate Research and Adoption of Technology
6. Implement New Approaches to Public Education and Awareness

¹ Georgia Strategic Highway Safety Plan, 2022-2024 (SHSP)

SAFE SYSTEM APPROACH

In January 2022, the United States Department of Transportation released its National Roadway Safety Strategy³ that adopted the Safe System Approach as its core strategy (Figure 2). In 2022, Georgia adopted the Safe System Approach in its Strategic Highway Safety Plan (SHSP). The Safe System Approach focuses on modifying transportation system design to anticipate human errors and lessen impact forces to reduce crash severity and save lives. In a Safe System, all stakeholders work together, including, but are not limited to, road users, transportation system managers, law enforcement, emergency responders, and vehicle manufacturers.

This timely adoption of the Safe System Approach will help the nation respond to traffic deaths that continue to be unacceptably high across the country. In 2022, there were 42,514 traffic-related fatalities in the United States⁴. In Georgia, there were 1,797 fatalities in 2022. These numbers do not include serious injury crashes that also significantly change the lives of people involved and the communities they live in. The Safe System Approach aims to eliminate fatal and serious injuries on roadways and will require change in traffic safety culture, standards, practices, and partnerships.

There are three key components of the Safe System Approach to understand: the Safe System “approach,” “principles,” and “elements.” In addition, the term “Safe System” is singular to depict an overall safe road system rather than individual elements that would be addressed in isolation.



Figure 2. The Safe System Approach (USDOT, FHWA)

- The Safe System “approach” aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system.
- The Safe System approach is founded on six core “principles”, which collectively form the framework’s foundation. A successful implementation integrates all six principles. The six principles are shown around the outside ring of the graphic.
- Making a commitment to zero deaths means addressing every aspect of crash risks through the five “elements” of a Safe System. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.

3 Nation at Roadway Safety Strategy, United States Department of Transportation, January 2022 <https://www.transportation.gov/sites/dotgov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>

4 National Highway Traffic Safety Administration Overview of Motor Vehicle Crashes in 2022. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813560>



Roadway system managers in the Safe System Approach use a proactive approach to safety to try and address safety concerns before crashes occur, contrasting with traditional road safety practices that are reactive to when crashes occur, **Figure 3**. This involves using crash data, roadway design characteristics and employing a data- driven approach to identify crash patterns and trends associated with crash risk. Transportation system managers then systemically implement proven safety countermeasures at all locations matching those crash risk factors to mitigate against future crashes.

Figure 3. Safe System vs. Traditional Approach (USDOT, FHWA)

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

Traditional

Safe System

- Prevent crashes → Prevent deaths and serious injuries
- Improve human behavior → Design for human mistakes/limitations
- Control speeding → Reduce system kinetic energy
- Individuals are responsible → Share responsibility
- React based on crash history → Proactively identify and address risks

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

Finally, redundancy is key in reducing crash occurrences in a transportation system. All parts of the system should be strengthened so that if one part fails, other parts of the system still protect roadway users. A simple implementation of this would be rumble strips that protect people when their own ability to be safe road users is compromised by distractions or drowsiness.

While Georgia's SHSP addresses statewide safety issues, Chatham County's Safety Action Plan focuses on local challenges. Adopting the Safe System Approach at the local level involves applying its principles and elements to guide decisions and foster collaboration among various roadway stakeholders. The plan aligns with the Safe System Approach principles and elements outlined in **Table 1** and **Table 2**.

Chatham County's Safety Action Plan embraces forward-thinking strategies, recognizing that traditional traffic safety methods have not sufficiently prevented fatal and serious injuries. The plan's success relies on the commitment of County staff and road safety partners to prioritize safety and implement both proven and innovative solutions, aligning with recent national and state commitments to improve roadway safety.

The vision, goals, supporting information, and actions for the Action Plan are documented in the following sections.



Table 1 - Safe System Principles Alignment

Principle	Applicability to the Chatham SS4A Plan
Death/Serious Injury is Unacceptable	<ul style="list-style-type: none"> Substantially reduce fatal and serious injury crashes
Humans Make Mistakes	<ul style="list-style-type: none"> Identify opportunities to improve the roadway network that allows human error to occur without resulting in a fatality or serious injury
Humans are Vulnerable	<ul style="list-style-type: none"> Remove severe conflict points Reduce vehicle speeds Prioritize safety over travel time
Responsibility is Shared	<ul style="list-style-type: none"> Formalize a traffic safety task force or forum to meet regularly including partner agencies and organizations
Safety is Proactive	<ul style="list-style-type: none"> Include systemic countermeasures and strategies to proactively address safety Implement proven countermeasures at locations with higher potential crash risk
Redundancy is Crucial	<ul style="list-style-type: none"> Overlap efforts between all roadway safety partners to create a culture of traffic safety

Table 2 - Safe System Elements Alignment

Element	Applicability to the Chatham SS4A Plan
Safe Road Users	<ul style="list-style-type: none"> Identify engineering countermeasures to prioritize vulnerable roadway users Support and develop public education materials and equitable enforcement efforts to address safety emphasis areas
Safe Vehicles	<ul style="list-style-type: none"> Support legislation and other implementation strategies to develop safe vehicle technologies
Safe Speeds	<ul style="list-style-type: none"> Support and implement countermeasures and strategies to reduce unsafe speeds including engineering roadway design, public education, and equitable enforcement efforts
Safe Roads	<ul style="list-style-type: none"> Ensure roads and road features are designed and constructed in compliance with established policies, design standards, and decision-making processes that prioritize safe road design (e.g., apply the Safe System Road Design Hierarchy)
Post-Crash Care	<ul style="list-style-type: none"> Identify opportunities to reduce emergency medical times or improve access to crash sites or medical care Support on-scene crash incident safety and medical training



LEADERSHIP COMMITMENT AND GOALS

Steering Committee

The following group was charged with the development, monitoring, and implementation of the plan that included the following members of Chatham County Engineering:

- Deana Brooks, PE
Senior Engineer, Project Manager
- Nathaniel Panther, PE
Senior Engineer
- Damon Rice
Engineer

These members were chosen for their leadership roles within the County and their ability to guide, implement, and oversee the plan's progress in the years to follow.

During the development of the safety action plan, the group and the design team met on a monthly basis to monitor its progress and discuss next steps. This same group is charged with implementing the plan.

Leadership Commitment

The Safety Commitment Resolution, included in **Appendix A**, was adopted by the Chatham County Board of Commissioners on November 1, 2024. The Chatham Board of Commissioners is comprised of nine local elected officials elected by County residents and includes the Chairman as well as Representatives of each of the eight Districts of the County.



Goals

This plan's goals have been established to reflect discussions with Chatham County staff, various stakeholders identified by County staff, input from community members, and a review of existing plans/policies in the area. This plan also supports the goal of zero fatalities from traffic collisions by 2050, which is consistent with the mission established within Georgia's Strategic Highway Safety Plan of "Striving Towards Zero Deaths".

REDUCTION OF ROADWAY DEATHS

Chatham County is committed to reducing roadway deaths to zero through intelligent planning effort and roadway design activities. Key actions to achieve this goal include:

- Reduce traffic speed limits where appropriate and enact appropriate enforcement measures
- Incorporating design elements to roadways that not only encourage alternate methods of transportation, but encourage drivers to reduce speeds
- Promote public education campaigns focused on safe driving habits and pedestrian awareness.

PROVIDING SAFE OPERATIONS FOR ALL ROADWAY USERS

Chatham County will provide safe transportation through new policies, projects, and operations improvements. Key actions to achieve this goal include:

- Evaluating pedestrian crossings and improving safety by installing adequate signage, crossing lights (i.e. RRFB's, PHB's, Traffic Signals, etc.), buffered medians and ADA compliant warning systems.
- Promoting safe bicycling through consistent, best-practice-driven design

ENSURING THAT ALL RESIDENTS HAVE A SAY IN SAFE PRACTICES

Chatham County will include all residents, particularly those in historically underserved communities, in the planning process. Key actions to achieve this goal include:

- Collaboration with the public, key stakeholders, and agencies in other local governments as part of the development and implementation of this plan
- Identification of historically underserved residents in the city to develop targeted outreach
- Ensuring that benefits from the safety action plan are distributed in an equitable manner

CREATING A DATA-DRIVEN APPROACH TO SAFETY

Chatham County will develop this plan using a data-driven approach and will continue to leverage available data and emerging technologies to improve roadway safety into the future. Key actions to achieve this goal include:

- Developing a data collection method to continuously monitor and evaluate the County's performance on the goals and objectives laid out in this Safety Action Plan
- Plans for implementing future innovative technologies to enhance safety throughout the transportation network.
- Establishment of a method to use this plan to prioritize funding for future projects.



OUTREACH

The public outreach activities included public outreach events, stakeholder meetings, a project website, media releases, and an online survey to engage the community.

Public Outreach

Two public events were held to engage the community in the development of the safety action plan. The first event, held on July 31, 2024, at Chatham County Memorial Stadium, focused on reviewing baseline conditions, including crash hotspots, data from underserved areas, and potential countermeasures. The second event, held on November 21, 2024, at Lake Mayer Community Park, presented draft safety project recommendations and educational programs while gathering community feedback to refine the plan. To ensure effective engagement and inclusivity, best practices were implemented, such as clear communication, bilingual materials, Spanish-speaking staff, meeting locations tailored to underserved communities, and virtual participation options to broaden accessibility.

Stakeholder Involvement

Stakeholder involvement for the Plan centered on creating a well-rounded Stakeholder Committee to oversee the development, implementation, and monitoring of the plan. The committee included representatives from local government, public works, public safety, planners, GDOT, CORE MPO, educational institutions, public health agencies, and community groups, ensuring diverse perspectives and expertise. The committee met twice during key milestones to review safety data, prioritize projects, and finalize recommendations, fostering collaboration and ownership for effective plan implementation. Input from these stakeholders will shape strategies to improve road safety across the county. 2 virtual meetings were held with the Stakeholder Committee on June 12, 2024, and November 14, 2024.

Project Website

The Project team developed a user-friendly, accessible website hosted on the Chatham County webpage to support the Plan. The site evolved along with the project through four phases: initial development to provide an overview and engagement opportunities, data updates during baseline analysis, detailed plan development with public input, and plan completion with draft recommendations and safety resources. After plan adoption, the site will transition into a Vision Zero Program platform, featuring project updates, public input mechanisms, educational materials, and event notifications, ensuring ongoing engagement and promoting safety in Chatham County.

Media Releases

Media releases were scheduled to align with the outreach program, promoting attendance and participation through timely announcements.

Online Survey

The public engagement strategy included participation through an online public engagement portal powered by Social Pinpoint. Social Pinpoint was used to provide an online public input map, on which participants identified specific challenges and opportunities throughout the County. A total of 41 map comments were received between April 2, 2024, to August 15, 2024. Comments call out the location of specific issues or

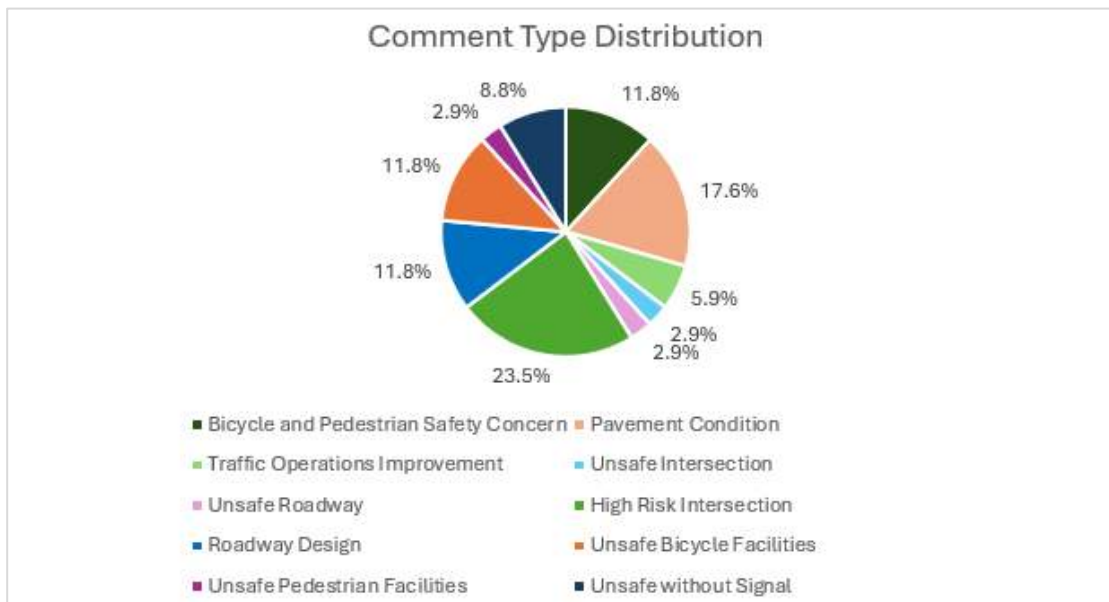


needed improvements throughout the County. Additionally, participants were able to up-vote or down-vote comments that were left on the public map.

Summary

Figure 1 shows a summary of the comments received by type. Almost a quarter of the comments received were related to high-risk intersections throughout the County. A large proportion of comments, 17.6%, were also related to pavement conditions, calling out specific issues. Comments related to roadway design, unsafe bicycle facilities, and bicycle and pedestrian safety concerns each made up 11.8% of the total comments. Few comments fell under the comment types of unsafe roadways, unsafe intersection, and traffic operations improvement, although comments categorized as other comment types may have additional information about these topics.

Figure 1: Comment Type Distribution



The comments identified potentially hazardous locations throughout the County. While comments provide specific detail and information, similar sentiments can be seen throughout much of the information provided. The full results of the Social Pinpoint analysis has been included in **Appendix B**.

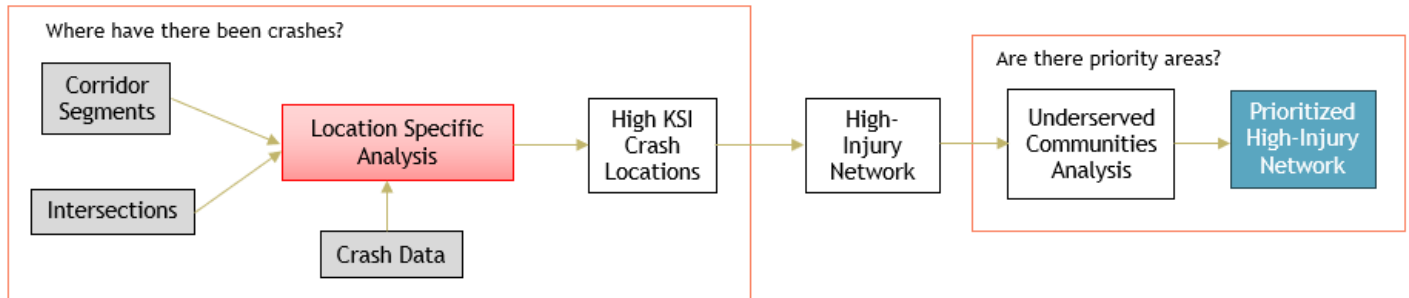


SAFETY ANALYSIS AND RESULTS

High-Injury Network (HIN)

The safety analysis develops a High-Injury Network that prioritizing segments and intersections with fatalities and serious injuries through historic needs. The following figure illustrates the methodology to identifying the prioritized high-injury network in unincorporated Chatham County.

Figure 1 - Study Methodology



Iterations were made to the scoring of the HIN to prioritize segment and intersection locations that could be the most impactful. Our scoring method ensured that the HIN consisted of both high-crash locations and highly impactful locations related to equity. This High Injury Network was used to determine corridors and intersections considered for countermeasure selection based on a set of countermeasures preferred by the County. These countermeasures were chosen based on ease of county programmatic approval, not effectiveness. Prioritization of these projects is shown in the following pages.

Historical Trends

Within unincorporated Chatham County, there were 12,463 total crashes within the five-year analysis period, from 2018 to 2022. Table 1 shows the breakdown of crashes by year into various types of crash.

Table 1 - Crashes by Year and Type

Year	Crash Type									Total
	Rear End	Not A Collision With Motor Vehicle	Sideswipe Same Direction	Sideswipe Opposite Direction	Left Angle Crash	Right Angle Crash	Angle (Other)	Head On	None	
2018	919	509	222	80	206	26	205	43	32	2,242
2019	1,057	508	329	82	227	36	309	85	18	2,651
2020	830	479	297	52	193	37	254	108	11	2,261
2021	1,135	410	351	65	277	48	321	109	12	2,728
2022	1,111	371	353	59	257	54	265	101	10	2,581
Total	5,052	2,277	1,552	338	1,160	201	1,354	446	83	12,463

As shown in Table 1, the predominant crash types are Rear End and Not A Collision With Motor Vehicle. Typical crashes associated with Not A Collision With Motor Vehicle involve collisions with objects either on or off the roadway such as pedestrians, bicycles, parked vehicles, trees, guard rail, utility poles, and animals.



Table 2 shows the breakdown of total crashes by year into severity of crashes.

Table 2 - Crashes by Year and Severity

Year	Severity of Crashes					Total
	K	A	B	C	O	
2018	9	29	138	303	1,763	2,242
2019	5	48	172	407	2,019	2,651
2020	13	66	160	369	1,653	2,261
2021	32	62	240	392	2,002	2,728
2022	23	69	194	449	1,846	2,581
Total	82	274	904	1,920	9,283	12,463

The crash severity is divided into what is referred to as KABCO Crash Analysis which refers to a standardized method used to classify and analyze traffic crashes based on the severity of injuries sustained by individuals involved. The KABCO scale, which stands for K - Killed, A - Suspected Serious Injury, B - Suspected Minor Injury, C - Possible Injury, and O - No Apparent Injury, is widely used in traffic safety and transportation planning. For the purposes of this Plan, analysis was conducted to study only locations where fatalities and serious injuries have occurred; therefore, between both K and A, the Plan would review 356 locations.

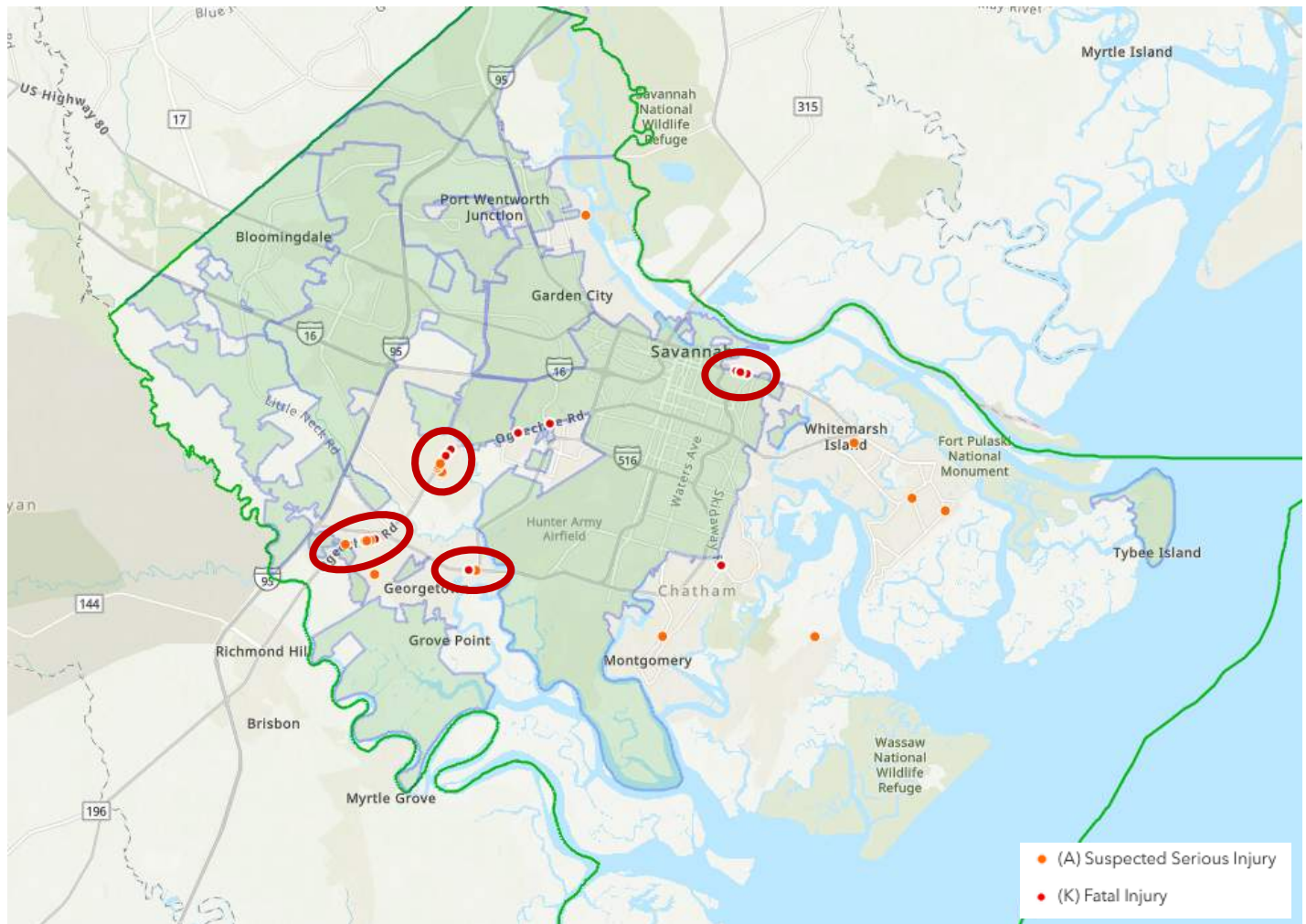
K & A CRASH ANALYSIS

The Numetric database classifies crash causes into the following crash related categories: pedestrians, bicycles, distracted drivers, motorcycles, single motor vehicles, impaired drivers, large trucks, and intersections. It is noted that a crash can include more than one of the above categories, such as a crash can be both pedestrian and intersection related. The following sections illustrate where fatal and serious injury crashes are occurring within unincorporated Chatham County based on the Numetric database categories.

Pedestrian and Bicycle Crashes

Of the 356 fatal and serious injury (K & A) crashes, 29 (8%) were pedestrian related of which 11 were fatal crashes, and 9 (3%) were bicycle related of which 0 were fatal crashes. Figures 2 and 3 show the locations of the pedestrian and bicycle crashes within unincorporated Chatham County.

Figure 2 - Pedestrian K & A Crashes

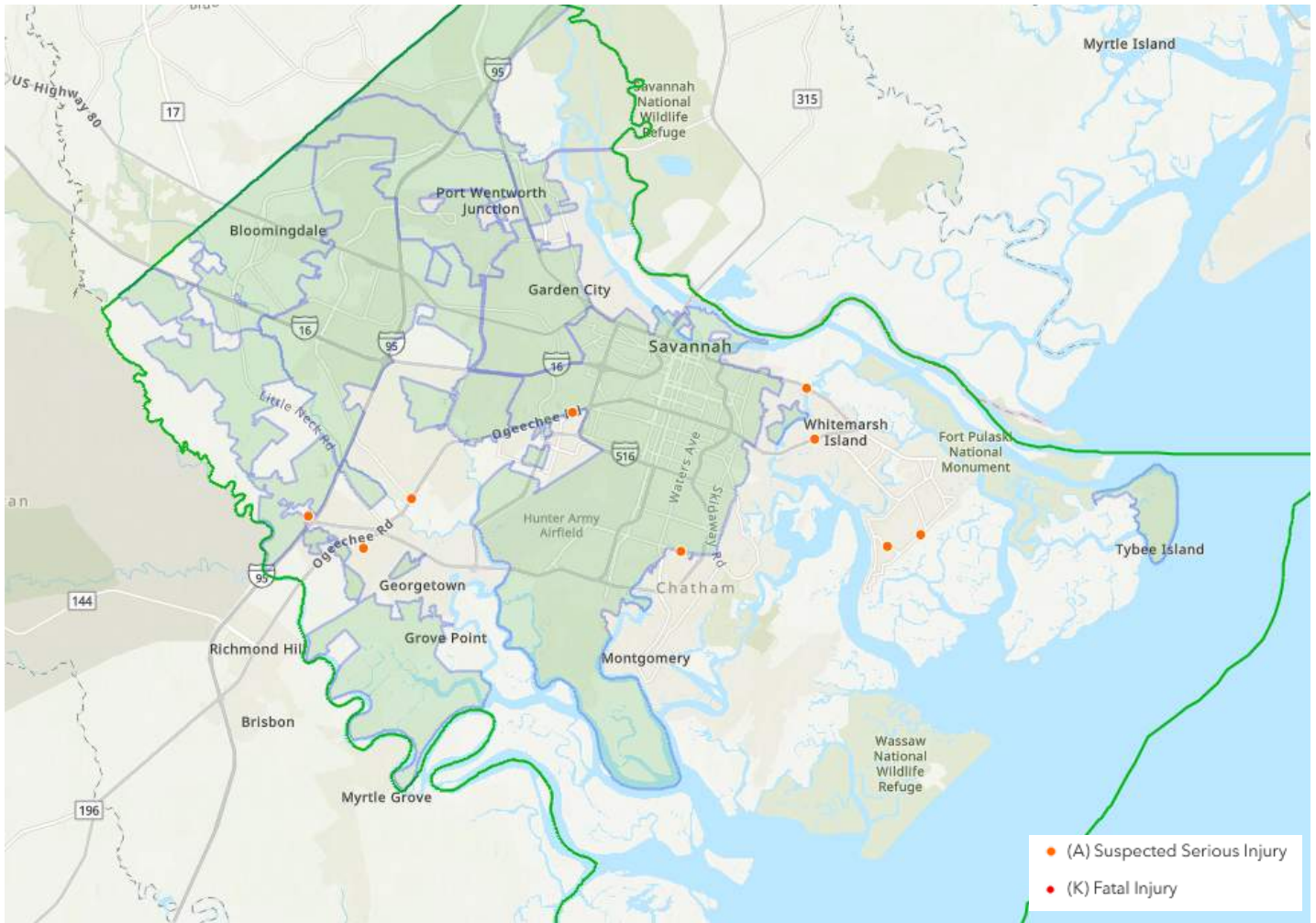


As shown in Figure 2, the pedestrian K & A crashes are mainly occurring at the following locations:

- US 17/SR 25 (Ogeechee Road) corridor between Derrick Inn Road & Dean Forest Road
- US 17/SR 25 (Ogeechee Road) corridor between Chevis Road and SR 204
- SR 204 (Abercorn Street) between King George Boulevard and Veterans Parkway
- E. President Street between Truman Parkway and Goebel Avenue

The majority of pedestrian K & A crashes occurred along roadways without sidewalks particularly along E. President Street and along US 17/SR 25 (Ogeechee Road). Several crashes occurred near or at signalized intersections with pedestrian signals, however, at the majority of locations sidewalks were not present.

Figure 3 - Bicycle K & A Crashes



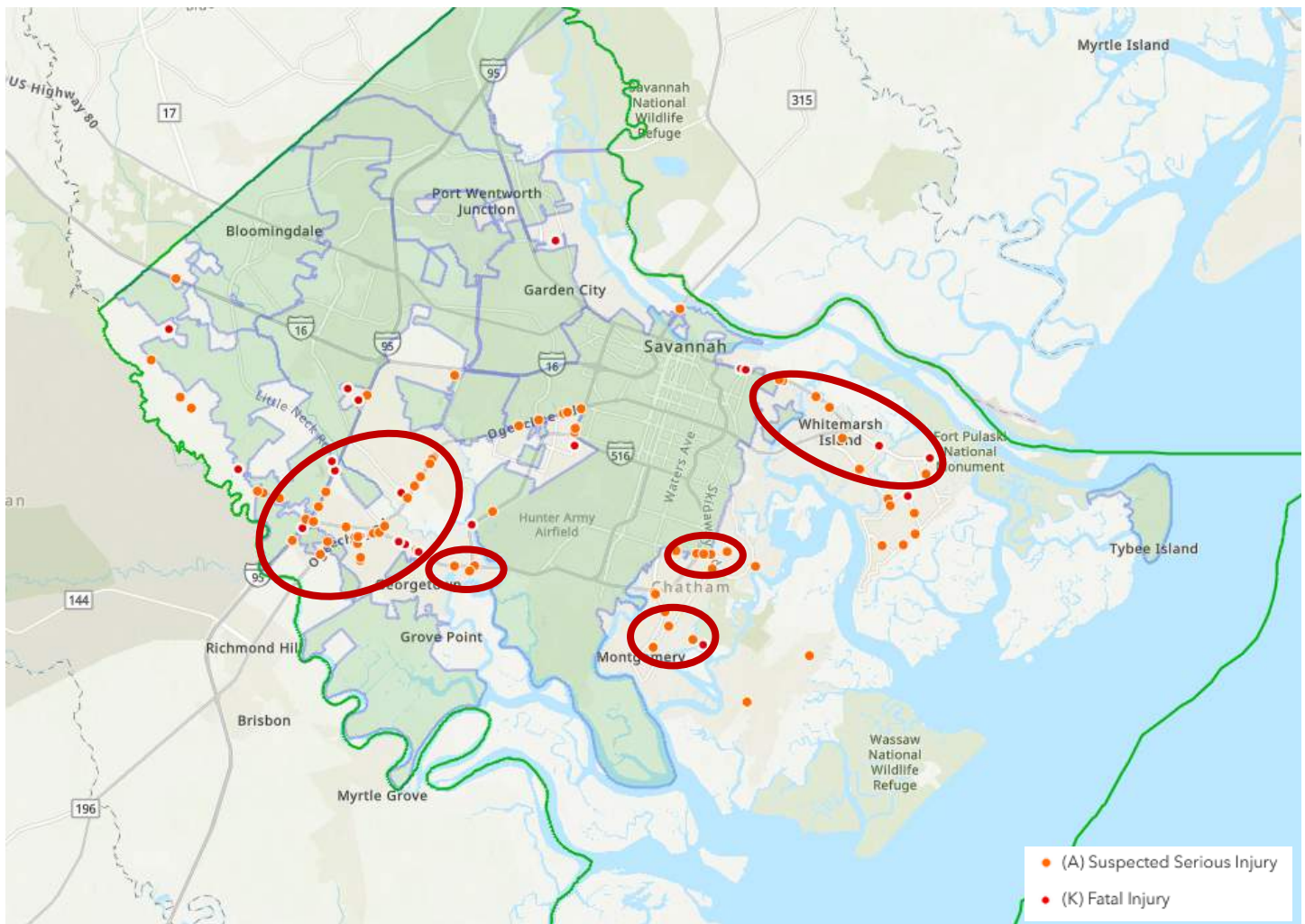
As shown in Figure 3, the bicycle K & A crashes are sporadic mainly along SR 204 (Abercorn Street), US 17/SR 25 (Ogeechee Road), and US 80.

Additional analysis was done to study the bicycle K & A crashes through unincorporated Chatham County along designated bike routes. This analysis indicated 1 crash occurred along US 17/SR 25 (Ogeechee Road) near Quacco Road along the East Coast Greenway. None of the other bicycle K & A crashes occurred along designated bike routes.

Distracted Driver Crashes

Of the 356 fatal and serious injury (K & A) crashes, 105 (30%) were distracted driver related of which 21 were fatal crashes. Distracted driver crashes typically involve: inattentive driver; driver distraction from texting, talking on hand-held device or hands-free device, and/or other occupants in vehicle; and driver distraction from other vehicle interior or exterior factors. Figure 4 shows the location of the distracted driver crashes within unincorporated Chatham County.

Figure 4 - Distracted Driver K & A Crashes



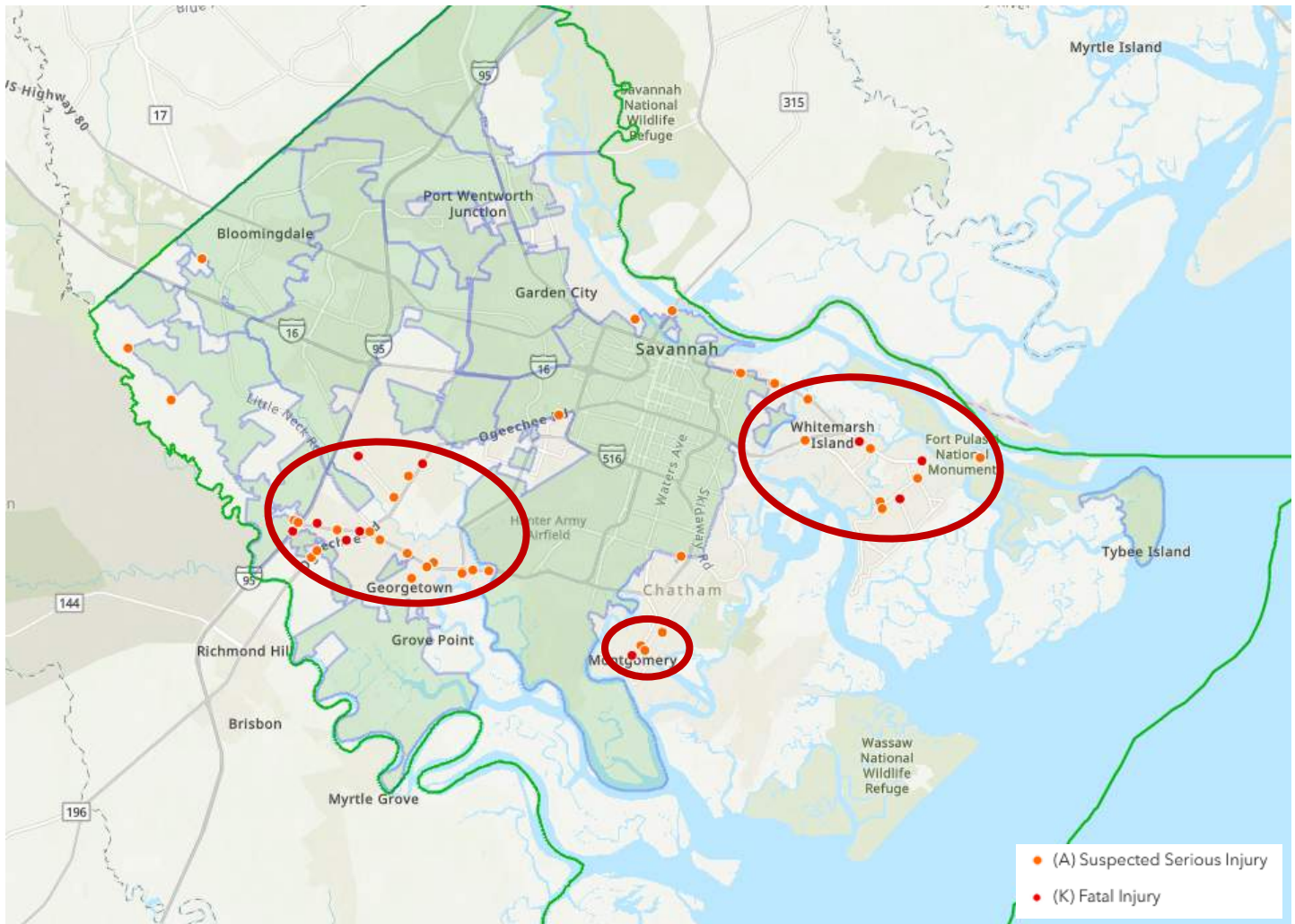
As shown in Figure 4, the distracted driver K & A crashes are mainly occurring at the following locations:

- US 17/SR 25 (Ogeechee Road) at SR 204 (Abercorn Street) interchange
- US 17/SR 25 (Ogeechee Road) between Berwick Boulevard and Derrick Inn Road
- US 17/SR 25 (Ogeechee Road) between Chatham Parkway and I-516
- SR 204 (Abercorn Street/Fort Argyle Road) east and west of I-95
- SR 204 (Abercorn Street) at Veterans Parkway interchange
- Whitefield Avenue south of Truman Parkway
- E. Montgomery Cross Road east of Truman Parkway
- US 80 east of Elba Island Road

Motorcycle Crashes

Of the 356 fatal and serious injury (K & A) crashes, 53 (15%) were motorcycle related of which 13 were fatal crashes. The majority of the crashes occurred while the motorcycle was in motion and the driver lost control. Figure 5 shows the location of the motorcycle crashes within unincorporated Chatham County.

Figure 5 - Motorcycle K & A Crashes



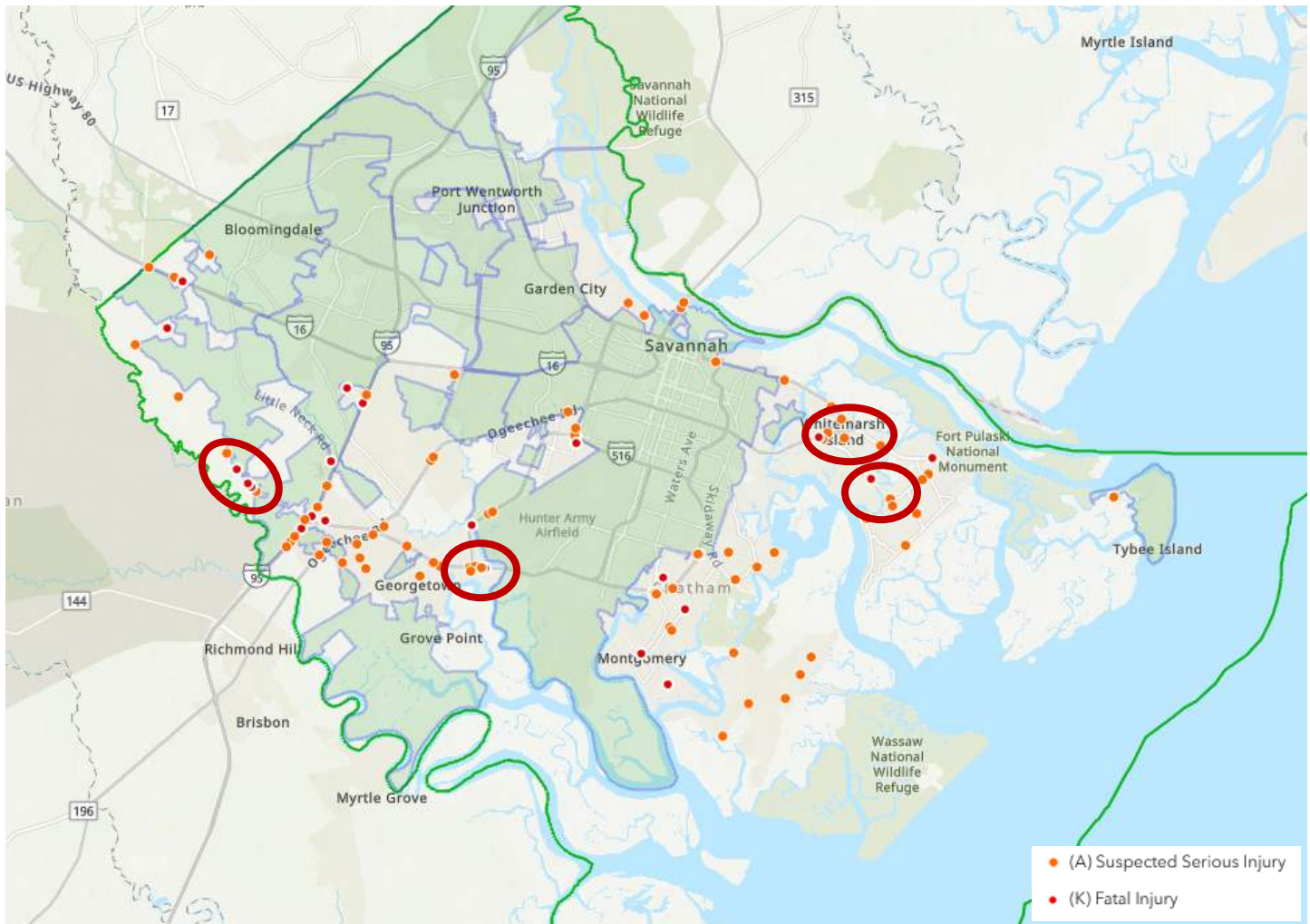
As shown in Figure 5, motorcycle K & A crashes are mainly occurring at the following locations:

- SR 204 (Abercorn Street) between I-95 and Veterans Parkway
- US 17/SR 25 (Ogeechee Road) between SR 204 (Abercorn Street) and Dean Forest Road
- US 80 east of Truman Parkway
- Johnny Mercer Boulevard south of US 80
- Whitefield Avenue south of SR 204 (Abercorn Street)

Single Motor Vehicle Crashes

Of the 356 fatal and serious injury (K & A) crashes, 105 (30%) were single motor vehicle related of which 26 were fatal crashes. The majority of the crashes were attributed to the driver losing control of the vehicle. Figure 6 shows the location of the single motor vehicle crashes within unincorporated Chatham County.

Figure 6 - Single Motor Vehicle K & A Crashes



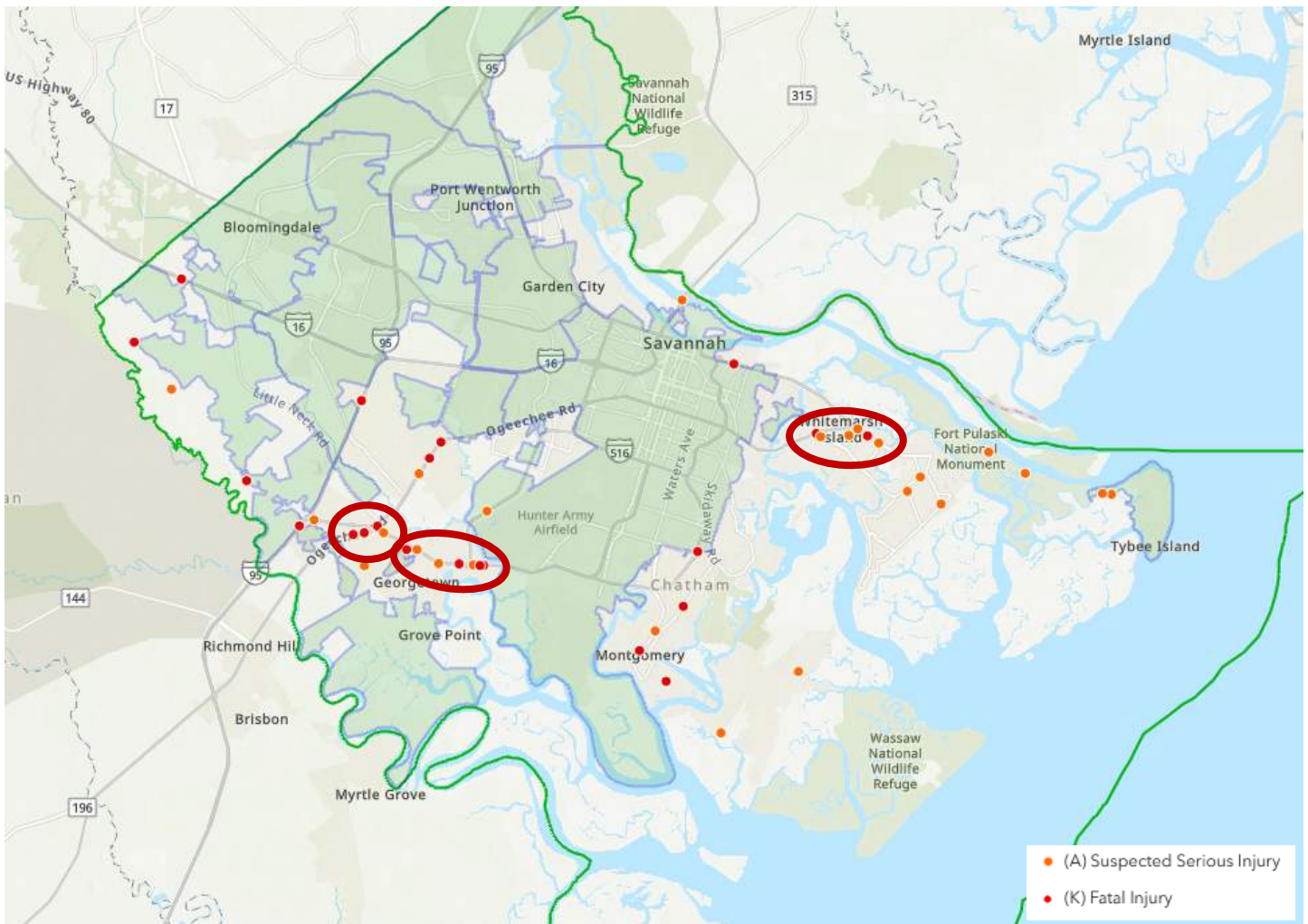
As shown in Figure 6, the single motor vehicle K & A crashes occur throughout unincorporated locations within Chatham County, but high clusters are noted at the following locations:

- SR 204 (Fort Argyle Road) west of I-95
- SR 204 (Abercorn Street) at Veterans Parkway interchange
- US 80 between Johnny Mercer Boulevard and Bryan Woods Road
- Johnny Mercer Boulevard between Bryan Woods Road and Sea Island Drive

Impaired Driver Crashes

Of the 356 fatal and serious injury (K & A) crashes, 49 (14%) were impaired driver related of which 23 were fatal crashes. Impaired driver crashes typically involve driver driving under the influence of drugs or alcohol. Figure 7 shows the location of the impaired driver crashes within unincorporated Chatham County.

Figure 7 - Impaired Driver K & A Crashes



As shown in Figure 7, the impaired driver K & A crashes are mainly occurring at the following locations:

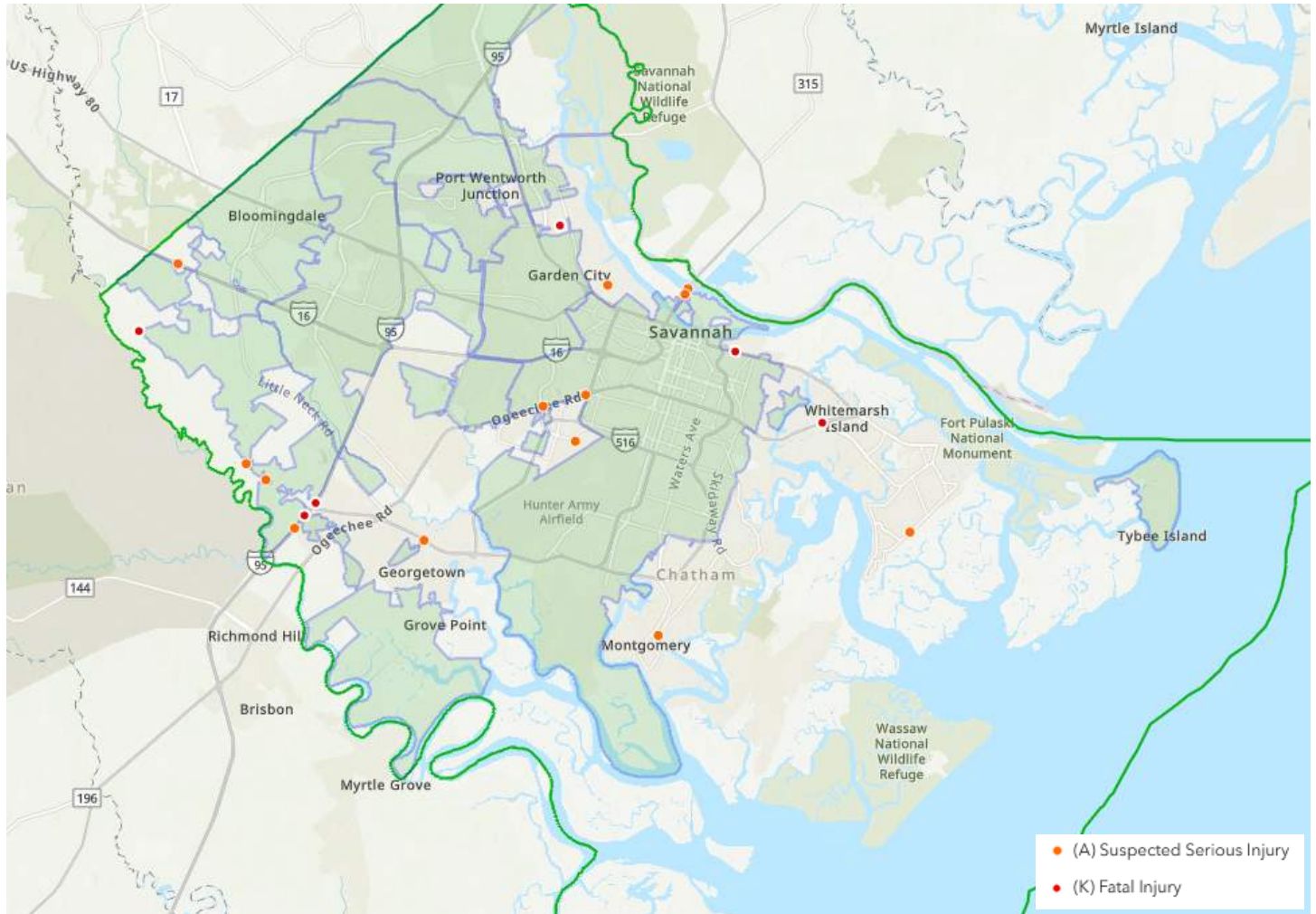
- US 17/SR 25 (Ogeechee Road) at SR 204 (Abercorn Street) interchange
- SR 204 (Abercorn Street) east of US 17/SR 25 (Ogeechee Road)
- SR 204 (Abercorn Street) at Veterans Parkway interchange
- US 80 between Johnny Mercer Boulevard and Bryan Woods Road



Large Truck Crashes

Of the 356 fatal and serious injury (K & A) crashes, 19 (5%) were large truck related of which 6 were fatal crashes. Figure 8 shows the location of the large trucks crashes within unincorporated Chatham County.

Figure 8 - Large Truck K & A Crashes

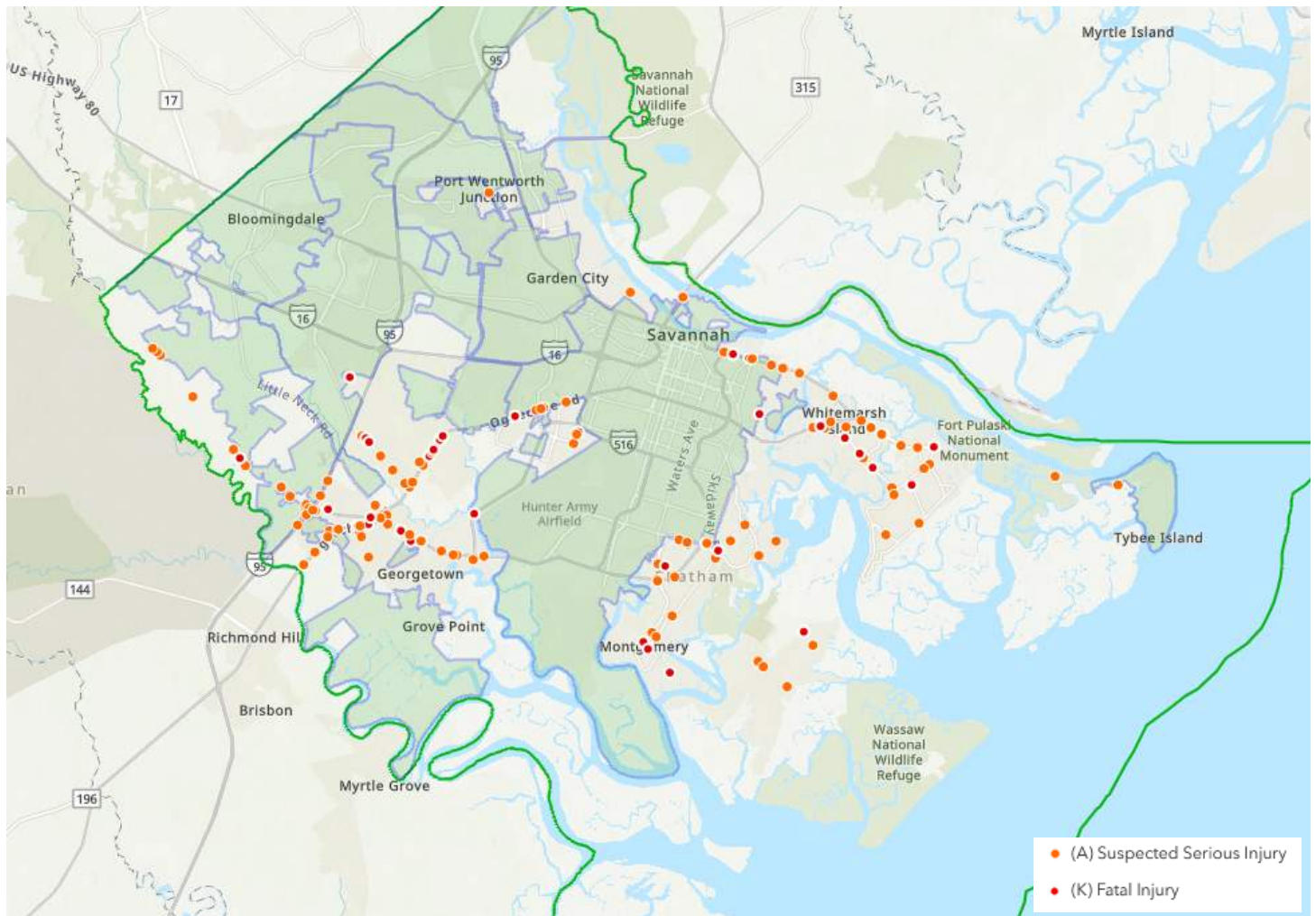


As shown in Figure 8, the large truck K & A crashes are sporadic across areas of Chatham County. There are a Fatal Injury crashes along US 17/SR 25 (Ogeechee Road), US 80, and President Street.

Intersection Crashes

Of the 356 fatal and serious injury (K & A) crashes, 186 (52%) were intersection related of which 43 were fatal crashes. The findings reveal that the majority of intersection crashes were Angle Crash types. Figure 9 shows the location of the intersection crashes within unincorporated Chatham County.

Figure 9 - Intersection K & A Crashes



As shown in Figure 9, the intersection K & A crashes occur throughout unincorporated locations within Chatham County, but high clusters are noted at the following locations:

- Multiple locations along US 17/SR 25 (Ogeechee Road)
 - Quacco Road, Berwick Boulevard, Cottonvale Road, Mersy Way, Chatham Parkway, & SR 204 (Abercorn Street) ramps
- Multiple locations along SR 204 (Fort Argyle Road)
 - Highgate Boulevard, Sweetwater Station Drive, Ford Avenue, & I-95 ramps/Gateway Boulevard S./Gateway Boulevard W.
- ACL Boulevard at Westlake Avenue/Liberty Parkway
- E. Montgomery Cross Road at Varnedoe Drive
- US 80 at Bryan Woods Road/Sea Island Drive
- Quacco Road at Quacco Trl & Pink Dogwood Drive



K & A SAFETY ANALYSIS

The Numetric database provides crash rates for intersections and roadway segments, which was utilized in determining the High-Injury Network (HIN).

From the Numetric Calculations Overview, the crash rate is calculated using the following equation:

$$\left(\frac{CR}{T_y}\right) \left(\frac{M}{V \cdot 365}\right)$$

Where:

CR is the total number of crashes in the study period.

T_y is the time in years.

L is the Length of the roadway segment in miles (default 1 for intersections)

M is the Crash Multiplier, customized for each agency.

V is the Annual Average Daily Traffic (total entering vehicles for intersections).

The analysis of fatal and serious injury (K & A) crashes revealed that over 50% occurred at intersections, highlighting the critical need to address intersection safety. Additionally, pedestrian and bicycle-related crashes accounted for approximately 10% of all crashes. While no bicycle fatalities were reported during the study period, there were 11 pedestrian deaths on Chatham County roadways, underscoring the disproportionate risks faced by pedestrians. Pedestrians and bicyclists are among the most vulnerable road users, as they lack the physical protection provided to drivers and passengers in vehicles. National research reinforces this concern, showing that pedestrians and bicyclists are five times more likely to be fatally injured in a collision compared to vehicle occupants.

To develop the High-Injury Network, the Numetric database was analyzed, focusing on crash rates for both intersection and pedestrian crashes. Bicycle-related crashes were not included in this analysis as they were sporadically distributed across unincorporated Chatham County. The investigation identified 78 intersections ranked by crash rate and 145 roadway segments, some of which involved pedestrian crashes.

In some cases, intersections or segments with one fatal or serious injury crash (K & A) ranked higher than locations with two or more crashes. This discrepancy is primarily due to traffic volume; locations with lower traffic volumes often have higher crash rates. To refine the analysis, intersections and segments with three or more K & A crashes or those involving pedestrian crashes were re-evaluated.

Using this methodology, specific intersections and segments from the initial 78 intersections and 145 segments were selected for further review. Additional locations were identified and included based on input from stakeholders. The selected intersections and segments are listed below.

Intersections:

- US 17/SR 25 (Ogeechee Road) at Chevis Road
- US 17/US 25 (Ogeechee Road) at Berwick Boulevard
- US 17/SR 25 (Ogeechee Road) at Cottonvale Trail



- US 17/SR 25 (Ogeechee Road) at Mersey Way
- US 17/SR 25 (Ogeechee Road) at Chatham Parkway
- US 17/SR 25 (Ogeechee Road) at Larchmont Drive
- US 17/SR 25 (Ogeechee Road) at Quacco Road
- US 17/SR 25 (Ogeechee Road) at Ridge Road (includes pedestrian crash and segment)
- SR 204 (Fort Argyle Road) at Highgate Boulevard (includes pedestrian crash and segment)
- SR 204 (Abercorn Street) at W Gateway Boulevard (includes pedestrian crash and segment)
- SR 204 (Abercorn Street) at Don Zipperer Drive/Sweetwater Station Drive
- SR 204 (Abercorn Street) at E Gateway Boulevard (includes pedestrian crash and segment)
- SR 204 (Abercorn Street) at Ford Avenue
- ACL Boulevard at Westlake Avenue/Liberty Parkway (includes pedestrian crash and segment)
- E. Montgomery Cross Road at Varnedoe Drive (includes segment)
- E. Montgomery Cross Road at Sallie Mood Drive/Heatherwood Drive (includes pedestrian crash and segment)
- US 80 at Bryan Woods Road
- Gerrard Avenue at Lane Avenue (through Stakeholder)
- Grimboll Point Road at Dolan Road (through Stakeholder)
- E. Montgomery Cross Road at Skidaway Road (through Stakeholder)
- Skidaway Road at Norwood Avenue/Ferguson Avenue (through Stakeholder)
- Norwood Avenue at La Roche Avenue (through Stakeholder)
- Diamond Causeway at McWhorter Drive/Green Island Road (through Stakeholder)

Segments:

- US 17/SR 25 (Ogeechee Road) between Blossom Drive and I-516 ramps
- US 17/SR 25 (Ogeechee Road) between Azalea Plaza and Ridge Road
- US 17/SR 25 (Ogeechee Road) between Canebrake Road and Little Neck Road
- US 17/SR 25 (Ogeechee Road) at SR 204 (Abercorn Street) interchange
- US 17/SR 25 (Ogeechee Road) between Chief of Love Road and Bradley Boulevard
- SR 204 (Fort Argyle Road/Abercorn Street) between W Gateway Boulevard and E Gateway Boulevard
- SR 204 (Fort Argyle Road) between Highgate Boulevard and Canvasback Drive
- SR 204 (Fort Argyle Road) between Bush Road and Arkwright Lane
- SR 204 (Abercorn Street) at Veterans Parkway interchange
- SR 204 (Abercorn Street) between Ford Avenue and Sweetwater Station Drive
- US 80 between Johnny Mercer Boulevard and Fort Pulaski Road
- Truman Parkway at Montgomery Cross Road interchange
- Truman Parkway at Whitefield Avenue interchange
- E. Montgomery Cross Road between Sallie Mood Drive/Heatherwood Drive and Gladstone Street
- E. President Street between Dulany Road and Pennsylvania Avenue
- Liberty Parkway between Westlake Avenue and I-516
- King George Boulevard between Mariners Way and SR 204 (Abercorn Street) ramps
- King George Boulevard between Red Fox Drive and Grove Point Road

Figures 10 & 11 show the selected intersections and segments for further review within unincorporated Chatham County.



Figure 10 - Selected Intersections for further review

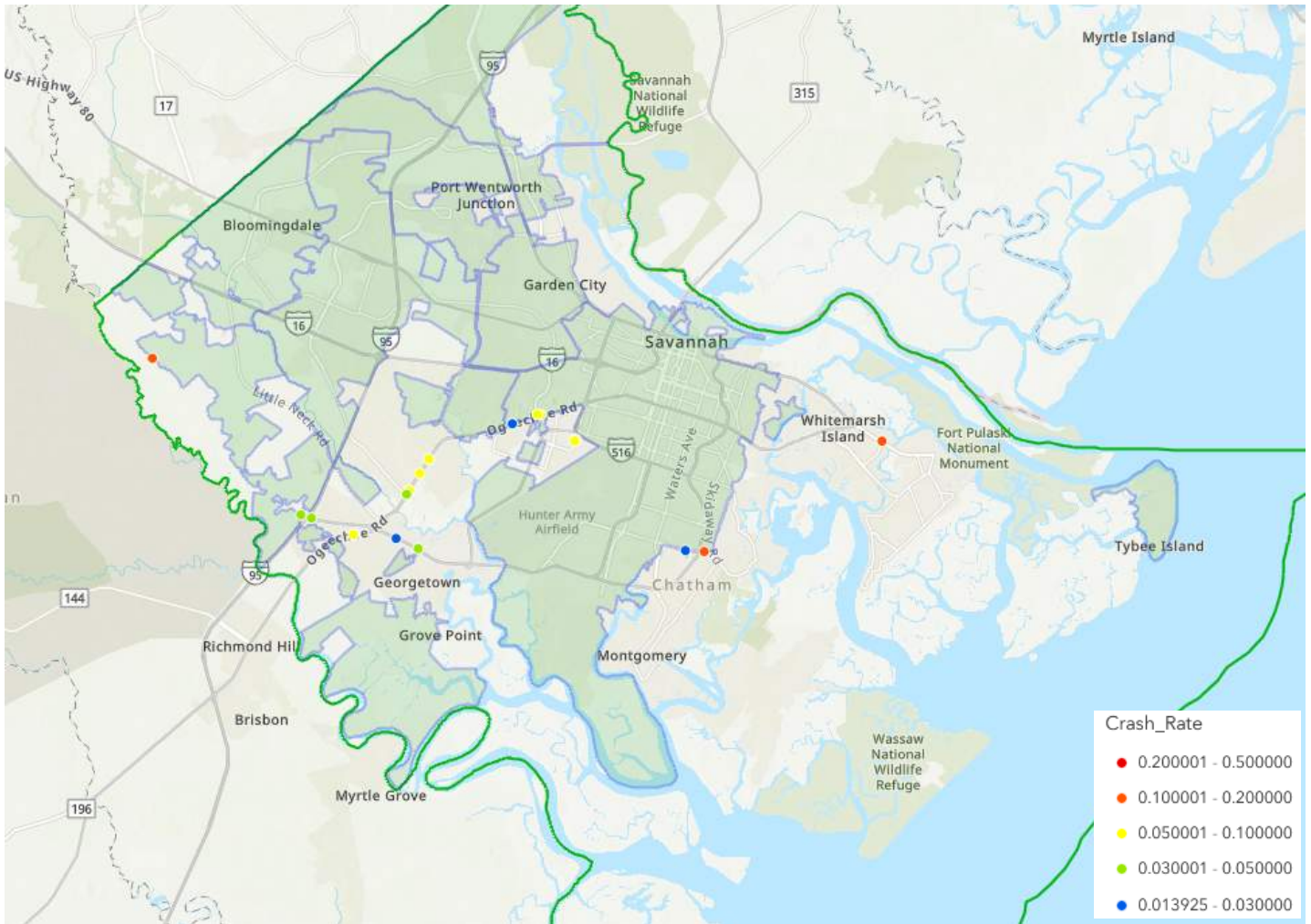
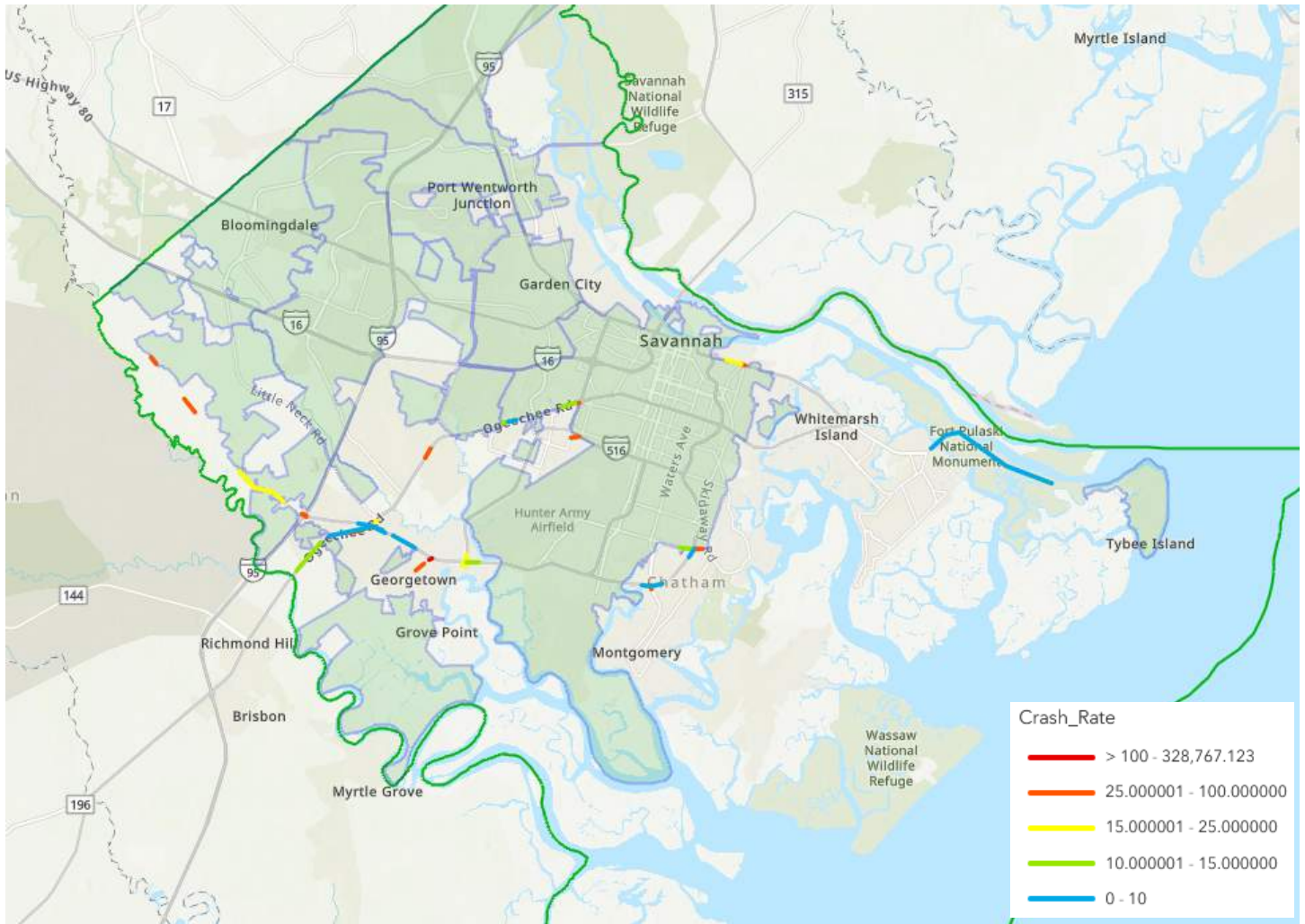




Figure 11 - Selected Segments for further review

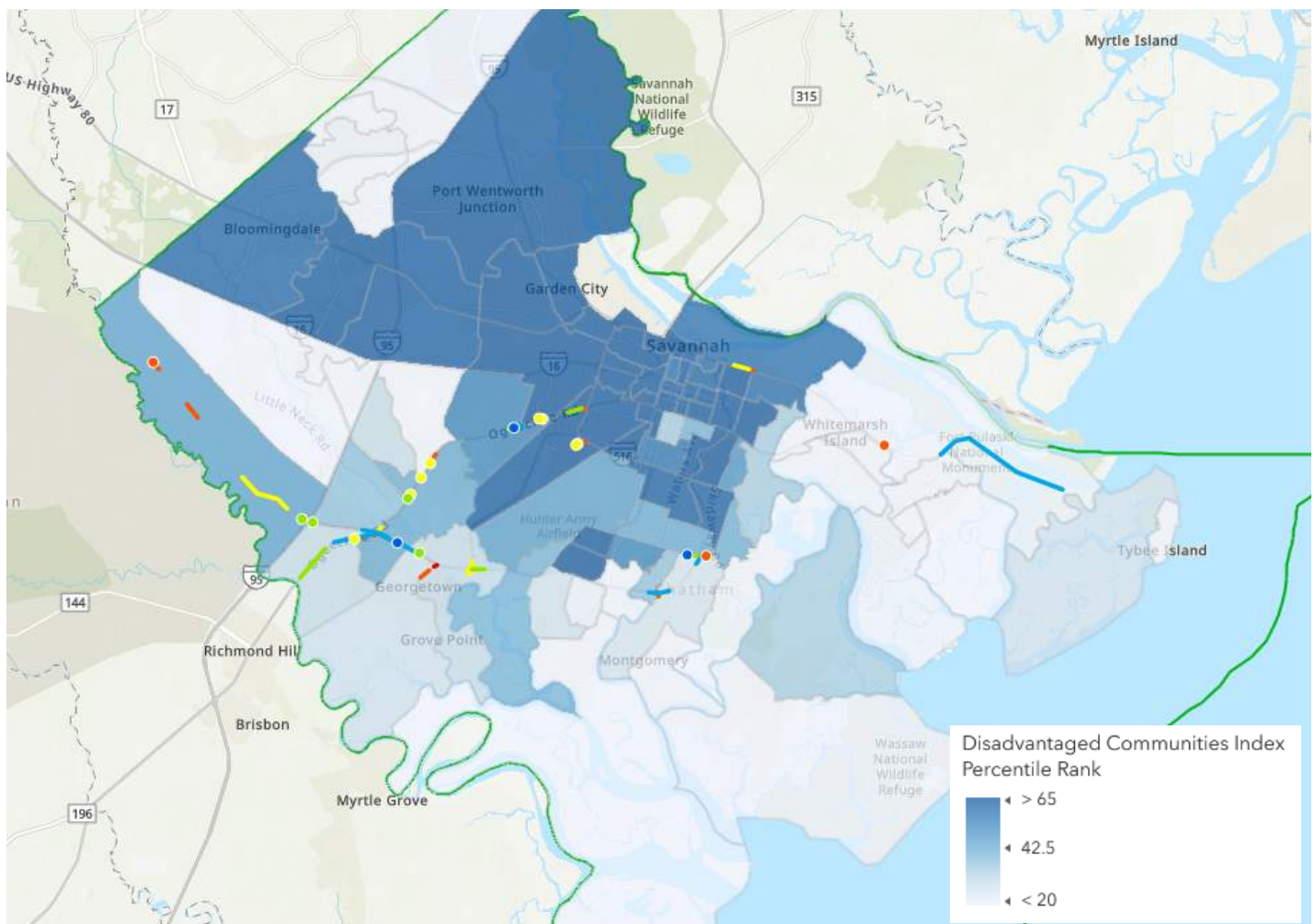


Equity Analysis

The Safe Streets for All (SS4A) Initiative emphasizes equity considerations including identifying underserved areas within the study area in the development of the Safety Action Plan. Per direction provided by the Steering Group, the US Department of Transportation’s (DOT) Equitable Transportation Community (ETC) Explorer database was reviewed to determine the underserved areas within Chatham County. Project locations falling within the darker blue shaded areas were given higher consideration than the lighter shaded areas.

Figure 12 shows the selected intersections and segments for further review within unincorporated Chatham County in relation to the underserved areas.

Figure 12 - Selected Intersections and Segments within Underserved Areas





EVALUATION

Site Visits

Once the list of locations was narrowed down, location site visits to assess roadway safety were conducted, specifically focusing on identifying elements of the existing roadway segment or intersection that pose risks to drivers, pedestrians, and cyclists. Particular attention was given to areas where collisions, especially those resulting in fatalities or serious injuries, have been documented to occur. These might include intersections with inadequate turning lanes, crosswalks without sufficient refuge or signalization, or stretches of road with abrupt curves or steep grades. During the visit, the team examined critical features, such as pavement conditions, lane markings, signage, lighting, and the design of intersections or pedestrian crossings. The team looked for potential hazards, such as insufficient visibility, confusing signage, narrow shoulders, or high-speed traffic near vulnerable road users. Additionally, observing traffic flow, vehicle speeds, and user behaviors is also a key part of evaluating the roadway’s safety.

The site visit enabled the team to identify these hazards in their real-world context, providing crucial insights into how infrastructure can be improved. The information gathered was used to develop site specific countermeasures to prioritize safety interventions, such as adding traffic calming measures, installing barriers, enhancing signage, or redesigning intersections, with the goal of reducing the likelihood and severity of crashes. The site visit worksheets can be found in **Appendix D**.

Project Prioritization

To meet the goals of the SS4A program, the recommended countermeasures at the identified locations were evaluated using a prioritization process for project prioritization criteria as shown in Table 8. The evaluation metric and criteria were weighed in order to develop project rankings. In keeping with the SS4A program, locations with safety issues and needs plus locations within disadvantaged areas were given a higher weighting. Locations that have on-going projects were excluded from the project prioritization evaluation as these locations already have funding sources identified.

Table 8 - Project Prioritization Criteria

Evaluation Metric	Criteria	Description	Weight
SS4A	High-Injury Network	Project is within the High-Injury Network	10
	Disadvantaged Area	Project is within a disadvantaged area	7
Safety Needs	Fatal or Serious Injury Crash	Fatal or serious injury crash within project area (Min. 3)	10
	Speed Limit	Project located along high-speed roadway (45 mph or above)	7
Equity	Minority Population	Percentage of minority population within the project area	7
	Poverty Level	Project is within an area of persistent poverty	7
Multi-Modal	Pedestrian or Bicycle Involved Crash	Bicycle or pedestrian crash occurred within project area	10
	Bicycle Facility	Project area lacks existing bicycle facilities	3
	Sidewalk Facility	Project area lacks existing pedestrian facilities	3
Engagement	Stakeholder / Public Participation	Project identified through stakeholder and/or public participation	4

Tables 9 and 10 show the results of the project prioritization for the intersections from the high injury network analysis and stakeholder input, respectively. Table 11 shows the results of the project prioritization for the segments based on the high injury network analysis.



Table 9 - Intersection Countermeasures - High Injury Network Project Prioritization Evaluation

Location	SS4A		Safety Needs		Equity		Multi-Modal			Engagement	Total
	High Injury Network	Disadvantaged Area	Fatal or Serious Injury Crash	High Speed Roadway (45 mph or above)	Minority Population	Poverty Level	Bicycle or Pedestrian Crash	Lacks Bicycle Facility	Lacks Sidewalk	Stakeholder / Public Input	
	0 or 10	0 or 7	0 or 10	0 or 7	0 or 7	0 or 7	0 or 10	0 or 3	0 or 3	0 or 4	
High Injury Network											
ACL Boulevard at Westlake Avenue / Liberty Parkway	10	7	10	0	7	7	0	3	3	0	47
E. Montgomery Cross Road at Varnedoe Drive	10	0	10	7	0	0	10	3	3	0	43
E. Montgomery Cross Road at Sallie Mood Drive / Heatherwood Drive	10	0	10	7	0	0	0	3	0	0	30
SR 204 at Highgate Boulevard	10	0	10	7	0	0	0	3	3	0	33
SR 204 at Gateway Boulevard West	10	0	10	7	0	0	0	3	3	4	37
SR 204 at Gateway Boulevard East	10	0	10	7	0	0	0	3	3	4	37
US 80 at Bryan Woods Road	10	0	10	7	0	0	0	0	3	0	30

Table 10 - Intersection Countermeasures - Stakeholder Input Project Prioritization Evaluation

Location	SS4A		Safety Needs		Equity		Multi-Modal			Engagement	Total
	High Injury Network	Disadvantaged Area	Fatal or Serious Injury Crash	High Speed Roadway (45 mph or above)	Minority Population	Poverty Level	Bicycle or Pedestrian Crash	Lacks Bicycle Facility	Lacks Sidewalk	Stakeholder / Public Input	
	0 or 10	0 or 7	0 or 10	0 or 7	0 or 7	0 or 7	0 or 10	0 or 3	0 or 3	0 or 4	
Stakeholder Input											
Skidaway Road at E. Montgomery Cross Road	0	7	10	7	7	7	10	3	3	4	58
Diamond Causeway at McWhorter Drive	0	0	10	0	0	0	0	3	3	4	20
LaRoche Road at Norwood Avenue	0	0	10	0	0	0	0	3	3	4	20
Grimball Point Road at Dolan Drive	0	0	0	0	0	0	0	3	3	4	10



Table 11 - Segment Countermeasures - High Injury Network Project Prioritization Evaluation

Location	SS4A		Safety Needs		Equity		Multi-Modal			Engagement	Total
	High Injury Network	Disadvantaged Area	Fatal or Serious Injury Crash	High Speed Roadway (45 mph or above)	Minority Population	Poverty Level	Bicycle or Pedestrian Crash	Lacks Bicycle Facility	Lacks Sidewalk	Stakeholder / Public Input	
	0 or 10	0 or 7	0 or 10	0 or 7	0 or 7	0 or 7	0 or 10	0 or 3	0 or 3	0 or 4	
High Injury Network											
SR 204 between Highgate Boulevard and Canvasback Drive	10	0	10	7	0	0	0	3	3	0	33
SR 204 between Bush Road and Arkwright Lane	10	0	10	7	0	0	0	3	3	0	33
SR 204 between W Gateway Boulevard and E Gateway Boulevard	10	0	10	7	0	0	0	3	3	4	37
SR 204 Veterans Parkway Interchange	10	0	10	7	0	0	10	3	3	0	43
King George Boulevard between Red Fox Drive and Grove Point Road	10	0	10	0	0	0	10	3	0	0	33
King George Boulevard between Mariners Way and SR 204 ramps	10	0	10	0	0	0	0	3	0	0	23
Whitefield Avenue at Truman Parkway Interchange	10	0	10	7	0	0	10	3	3	0	43
E. Montgomery Cross Road between Sallie Mood Drive and Gladstone Street (multiple segments)	10	0	10	7	0	0	10	3	0	0	40
President Street between Dulany Road and Pennsylvania Avenue (multiple segments)	10	7	10	0	7	7	10	3	3	0	57
US 80 between Johnny Mercer Boulevard and Fort Pulaski Road	10	0	10	7	0	0	10	3	3	0	43
Liberty Parkway between Westlake Avenue and I-516	10	7	10	0	7	7	0	3	3	0	47

Project Selection

Given the project prioritization criteria developed for this project that included safety issues and equity considerations, locations with a score of 37 or above are identified to be prioritized for Implementation Grants.

Tables 9 and 10 above show the intersection rankings including the total score and again, intersections that fall below the 37-score threshold will not move forward into project prioritization:

- Skidaway Road at E. Montgomery Cross Road (58)
- ACL Boulevard at Westlake Avenue/Liberty Parkway (47)
- E. Montgomery Cross Road at Varnedoe Drive (43)
- SR 204 (Abercorn Street) at W Gateway Boulevard (37)
- SR 204 (Abercorn Street) at E Gateway Boulevard (37)
- SR 204 (Fort Argyle Road) at Highgate Boulevard (33)
- E. Montgomery Cross Road at Sallie Mood Drive/Heatherwood Drive (30)



- US 80 at Bryan Woods Road (30)
- Diamond Causeway at McWhorter Drive (20)
- LaRoche Road at Norwood Avenue (20)
- Grimboll Point Road at Dolan Drive (10)

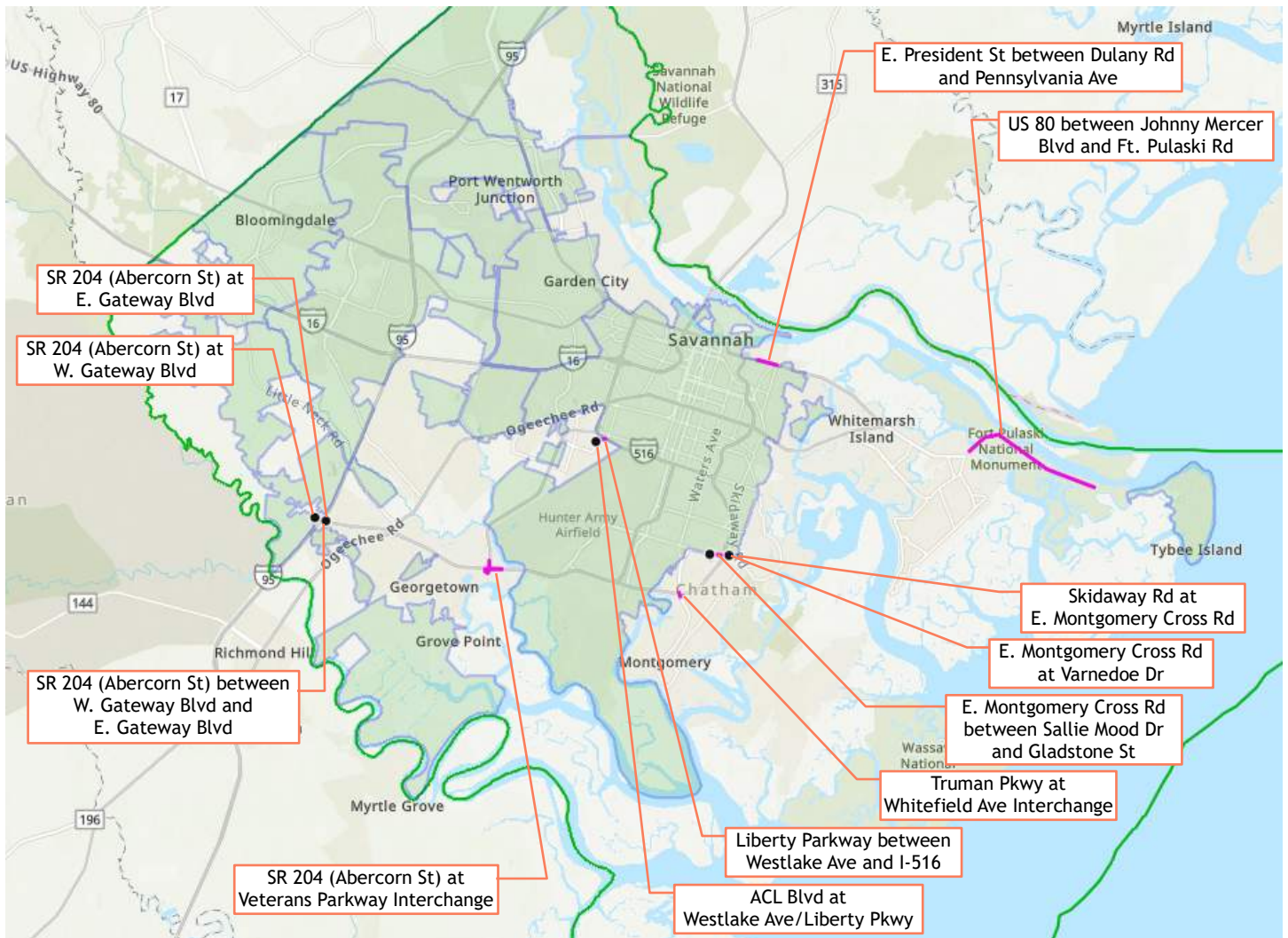
Table 11 shows the segment rankings including the total score and again, segments that fall below the 37-score threshold will not move forward into project prioritization:

- E. President Street between Dulany Road and Pennsylvania Avenue (57)
- Liberty Parkway between Westlake Avenue and I-516 (47)
- US 80 between Johnny Mercer Boulevard and Fort Pulaski Road (43)
- Truman Parkway at Whitefield Avenue interchange (43)
- SR 204 (Abercorn Street) at Veterans Parkway interchange (43)
- E. Montgomery Cross Road between Sallie Mood Drive/Heatherwood Drive and Gladstone Street (40)
- SR 204 (Fort Argyle Road/Abercorn Street) between W Gateway Boulevard and E Gateway Boulevard (37)
- SR 204 (Fort Argyle Road) between Highgate Boulevard and Canvasback Drive (33)
- SR 204 (Fort Argyle Road) between Bush Road and Arkwright Lane (33)
- King George Boulevard between Red Fox Drive and Grove Point Road (33)
- King George Boulevard between Mariners Way and SR 204 (Abercorn Street) ramps (23)

Figure 13 maps the prioritized intersection (black dots) and segment (pink lines) projects that scored 37 and above.



Figure 13 - Project Prioritization





COUNTERMEASURES

Improving roadway safety in Chatham County will take a coordinated effort from various partners and viewpoints. This section presents multidisciplinary recommendations for Chatham to consider as they make county-wide investments and advancements to improve roadway safety.

The recommendations are based on the crash patterns and trends described in previous sections. They are organized into three safety treatment categories:

- **Countermeasures:** A term used for engineering infrastructure improvements that can be implemented to reduce the risk of crashes.
- **Strategies:** A term used for non-engineering practices that address traffic safety – often related to behavior or components of a Safe System that build a culture of safety.
- **Policies:** A term used for non-engineering practices that address traffic safety and are often related to government documents that form a basis for decision-making.

Countermeasures

The project team compiled a list of engineering countermeasures with the following considerations:

- **Crash reduction potential** - Countermeasures that address Chatham's High Injury Network (HIN) and fall reduce risk of serious and fatal injury crashes by removing severe conflicts, reducing vehicle speeds, managing conflicts in time, and increasing attentiveness and awareness.
- **Potential for systemic application** - Countermeasures that can be applied systemically throughout the county. The project team focused on systemic countermeasures that can address Chatham's three chosen SHSP emphasis areas: bicycle, pedestrian, and speeding/aggressive driving.
- **Cost/resource alignment** - Countermeasures that can be implemented using existing or expected resources.
- **Community input** - Countermeasures that will resonate with the community and meet the community's needs.

These countermeasures are generally organized into three categories:

- Bicycle Treatments
- Pedestrian Treatments
- Roadway Treatments

The following is the matrix of FHWA approved Countermeasures that address both short and long term in nature, were focused on: Speed Management; Bicycles/Pedestrians; Road Departures; Intersections; and Crosscutting.

Speed Management



[Appropriate Speed Limits for All Road Users](#)



[Speed Safety Cameras](#)



[Variable Speed Limits](#)

Pedestrian/Bicyclist



[Bicycle Lanes](#)



[Crosswalk Visibility Enhancements](#)



[Leading Pedestrian Interval](#)



[Medians and Pedestrian Refuge Islands in Urban and Suburban Areas](#)



[Pedestrian Hybrid Beacons](#)



[Rectangular Rapid Flashing Beacons \(RRFB\)](#)



[Road Diets \(Roadway Reconfiguration\)](#)



[Walkways](#)

Roadway Departure



[Enhanced Delineation for Horizontal Curves](#)



[Longitudinal Rumble Strips and Stripes on Two-Lane Roads](#)



[Median Barriers](#)



[Roadside Design Improvements at Curves](#)



[SafetyEdgeSM](#)



[Wider Edge Lines](#)



Intersections



Backplates with Retroreflective Borders



Corridor Access Management



Dedicated Left- and Right-Turn Lanes at Intersections



Reduced Left-Turn Conflict Intersections



Roundabouts



Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections



Yellow Change Intervals

Crosscutting



Lighting



Local Road Safety Plans



Pavement Friction Management



Road Safety Audit



PROJECT RECOMMENDATIONS

Segment Analysis

The following analysis of the recommended segments in the HIN applied multiple countermeasures to determine the potential reduction in fatalities and serious injuries based on the countermeasure’s crash modification factors, or CMF. Table 1 shows the number of countermeasures applied and the potential reduction in fatalities and serious injuries. To be considered, the total HIN Score needed to be above 37, as discussed in previous sections of this Study. In conjunction with the county, the team identified countermeasures that were specific to their community and easily programable for each segment.

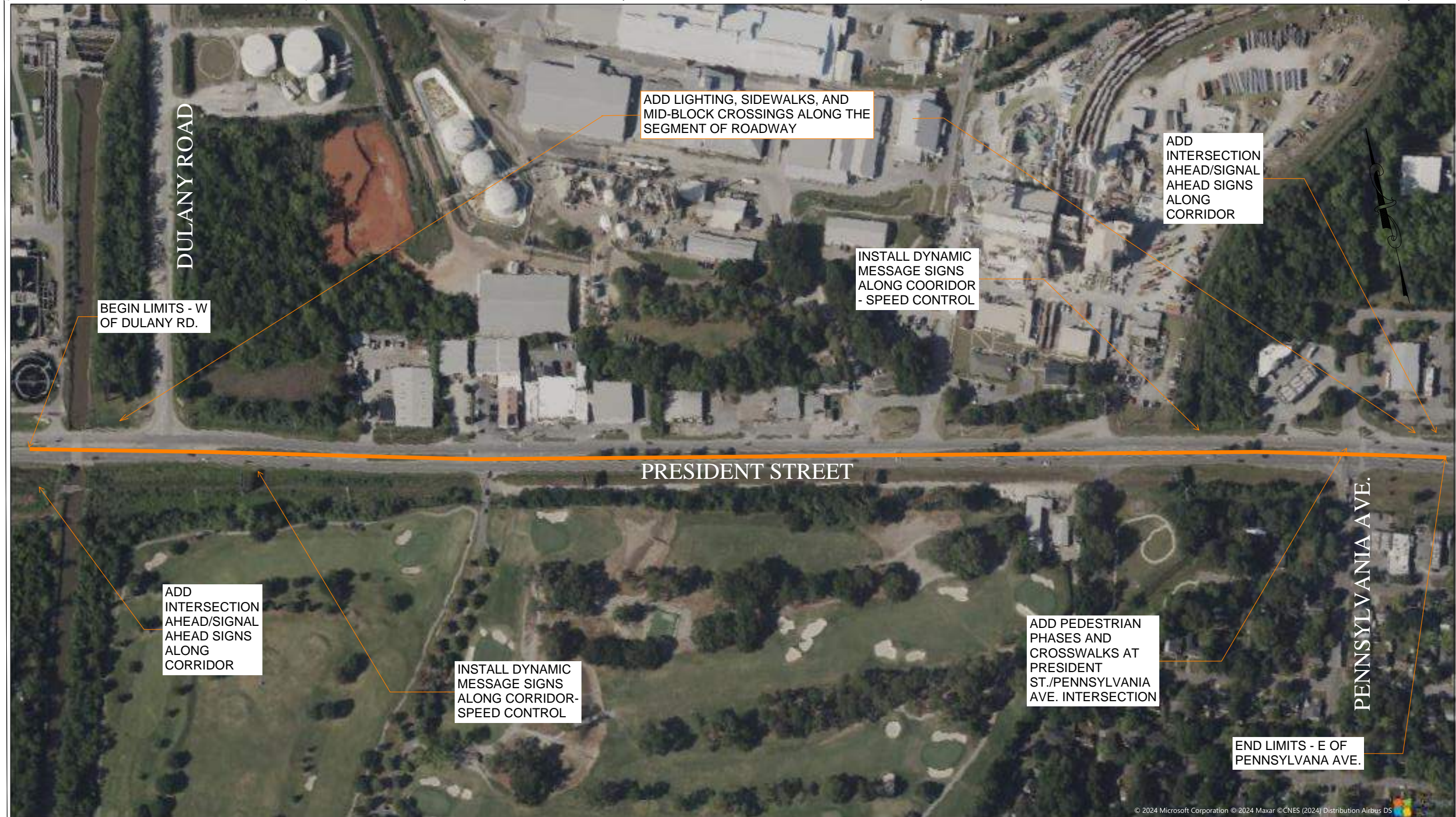
Table 1 - Segment Analysis

Segment	Number of Applicable Countermeasures Applied	Potential Fatalities and Serious Injuries Reduced based on selected CMF ¹	HIN Score
President Street between Dulany Road and Pennsylvania Avenue (multiple segments)	5	2	57
Liberty Parkway between Westlake Avenue and I-516	2	1	47
SR 204 Veterans Parkway Interchange	2	2	43
Whitefield Avenue at Truman Parkway Interchange	3	1	43
US 80 between Johnny Mercer Boulevard and Fort Pulaski Road	5	3	43
E. Montgomery Cross Road between Sallie Mood Drive and Gladstone Street (multiple segments)	5	3	40
SR 204 between W Gateway Boulevard and E Gateway Boulevard	6	3	37
Total		15	

¹ CMF Clearinghouse - <https://cmfclearinghouse.fhwa.dot.gov/index.php>

The following pages are project fact sheets from the analysis of the recommended countermeasures for each segment in the HIN. Each fact sheet was developed to show the location of each recommended project site, the selected countermeasures based on deficiencies noted during a safety visit, and an associated project cost to install all countermeasures identified.

Location	Rank (# of 145)	KSI Crashes / Mile	FHWA Countermeasure Criteria	Countermeasure / Description	Estimated Cost
President Street between Dulany Road and Pennsylvania Avenue (multiple segments)	85 / 51	0.83 / 1.67	Speed Management - Appropriate Speed for All Road Users; Intersections - Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	- Speeding rampant along corridor. Consider public information & education programs. Include dynamic message signs along segment. - Add "intersection and signal ahead" signs, add lighting, add sidewalks and mid-block crossings; - Add pedestrian phases and crosswalks at President Street/Pennsylvania Avenue intersection.	\$715,000



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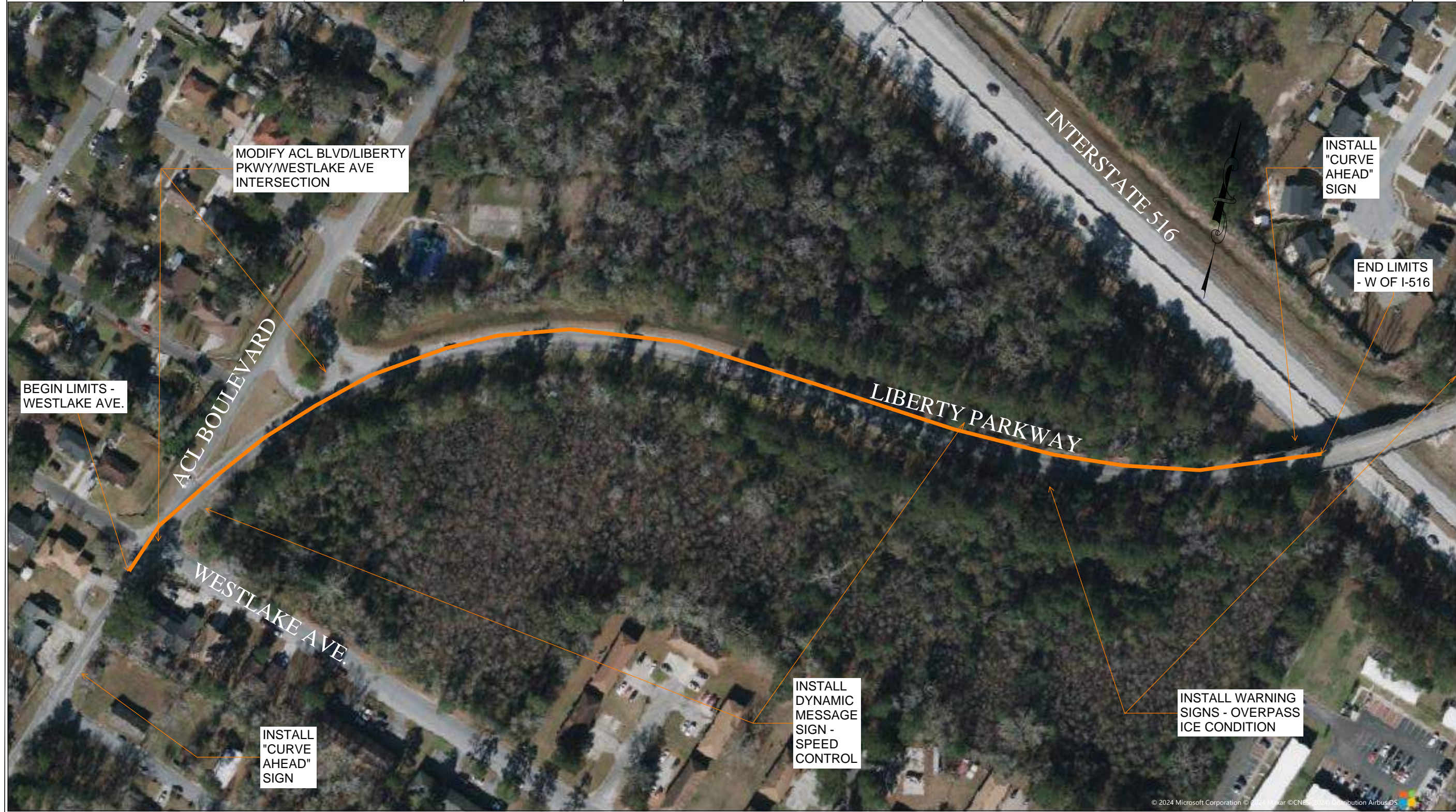
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Location	Rank (# of 145)	KSI Crashes / Mile	FHWA Countermeasure Criteria	Countermeasure / Description	Estimated Cost
Liberty Parkway between Westlake Avenue and I-516	56	0.73	Speed Management - Appropriate Speed for All Road Users; Intersections - Roundabouts or Other Stop-Controlled Intersection Improvements	<ul style="list-style-type: none"> - Speeding along corridor. Consider public information & education programs. Include fixed dynamic message signs along segment. - Install advanced warning signs - "Overpass Ice Condition and Curve Ahead" - Modify ACL Boulevard/Liberty Parkway/Westlake Avenue Intersection. 	\$2,210,000 (includes modifying intersection)






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Location	Rank (# of 145)	KSI Crashes / Mile	FHWA Countermeasure Criteria	Countermeasure / Description	Estimated Cost
SR 204 Veterans Parkway Interchange	70	0.79	Speed Management - Appropriate Speed Limits for All Road Users; Crosscutting - Lighting	<ul style="list-style-type: none"> - Speeding along corridor. Consider public information & education programs. Include fixed dynamic message signs along SR 204. - Install "advanced warning and reduce speed" signs - Improve lighting. 	\$210,000







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Location	Rank (# of 145)	KSI Crashes / Mile	FHWA Countermeasure Criteria	Countermeasure / Description	Estimated Cost
Whitefield Avenue at Truman Parkway Interchange	104	9.6	Speed Management - Appropriate Speed Limits for All Road Users; Crosscutting - Lighting; Intersections - Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	<ul style="list-style-type: none"> - Speeding along corridor. Consider public information & education programs. Include fixed dynamic message signs along segment. - Install "signal ahead" signs. - Improve lighting along segment and intersections. 	\$210,000







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Location	Rank (# of 145)	KSI Crashes / Mile	FHWA Countermeasure Criteria	Countermeasure / Description	Estimated Cost
US 80 between Johnny Mercer Boulevard and Fort Pulaski Road	117	0.19	Speed Management - Appropriate Speed for All Road Users; Intersections - Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	<ul style="list-style-type: none"> - Speeding along corridor. Consider public information & education programs. Include fixed dynamic message signs along segment. - Install "signal and curve ahead" signs - Improve lighting along segment. - Add wider shoulder and trim vegetation. 	\$3,800,000



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Location	Rank (# of 145)	KSI Crashes / Mile	FHWA Countermeasure Criteria	Countermeasure / Description	Estimated Cost
E. Montgomery Cross Road between Sallie Mood Drive and Gladstone Street (multiple segments)	97 / 34 / 36 / 59	0.67 / 2.50 / 1.89 / 2.22	Speed Management - Appropriate Speed Limits for All Road Users; Crosscutting - Lighting; Intersections - Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	<ul style="list-style-type: none"> - Speeding along corridor and DUI noted here. Consider public information & education programs. Include fixed dynamic message signs along segment. - Install "signal ahead" signs - Improve lighting along segment and intersections. - Add missing gaps in sidewalk and trim vegetation. 	\$800,000







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Location	Rank (# of 145)	KSI Crashes / Mile	FHWA Countermeasure Criteria	Countermeasure / Description	Estimated Cost
SR 204 between W Gateway Boulevard and E Gateway Boulevard	32 / 38	4.70 / 3.08	Speed Management - Appropriate Speed for All Road Users; Intersections - Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections and Dedicated Left and Right-turn Lanes at Intersections	<ul style="list-style-type: none"> - Speeding along corridor. Consider public information & education programs. Include fixed dynamic message signs along SR 204. - Improve "signal ahead" signs - Improve lighting along segment. - Add sidewalk along segment and improve at intersections. - Add turn lanes at intersections. 	\$1,250,000





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Intersection Analysis

The following analysis of the recommended intersections in the HIN applied multiple countermeasures to determine the potential reduction in fatalities and serious injuries based on the countermeasure’s crash modification factors, or CMF. Table 2 shows the number of countermeasures applied and the potential reduction in fatalities and serious injuries. To be considered, the total HIN Score needed to be above 37, as discussed in previous sections of this Study. In conjunction with the County, the team identified countermeasures that were specific to their community and easily programable for each intersection.

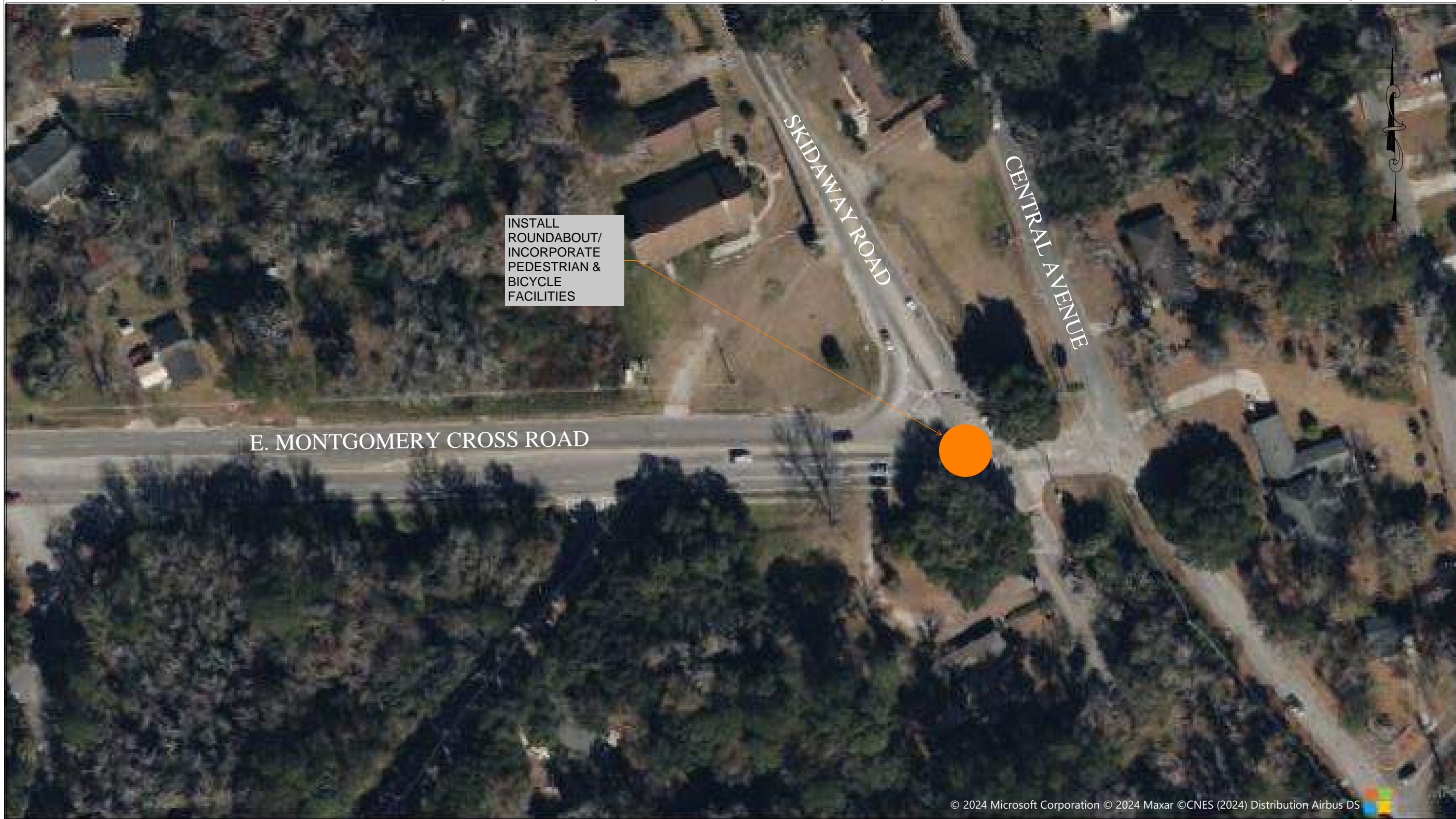
Table 2 - Intersection Analysis


Segment	Number of Applicable Countermeasures Applied	Potential Fatalities and Serious Injuries Reduced based on selected CMF ¹	HIN Score
Skidaway Road at E. Montgomery Cross Road	1	0	58
ACL Boulevard at Westlake Avenue / Liberty Parkway	1	1	47
E. Montgomery Cross Road at Varnedoe Drive	2	1	43
SR 204 at Gateway Boulevard West	3	1	37
SR 204 at Gateway Boulevard East	4	1	37
Total		4	

¹ CMF Clearinghouse - <https://cmfclearinghouse.fhwa.dot.gov/index.php>

The following pages are project fact sheets from the analysis of the recommended countermeasures for each intersection in the HIN. Each fact sheet was developed to show the location of each recommended project site, the selected countermeasures based on deficiencies noted during a safety visit, and an associated project cost to install all countermeasures identified.


Intersection Location	Rank (# of 78)	KSI Crash Rate	FHWA Countermeasure Criteria	Countermeasure / Description	Estimated Cost
Skidaway Road at E. Montgomery Cross Road	-	-	Intersections - Roundabouts	Install roundabout at combined E. Montgomery Cross Road/Skidaway Road/Central Avenue intersection and incorporate pedestrian and bicycle facilities.	\$2,000,000







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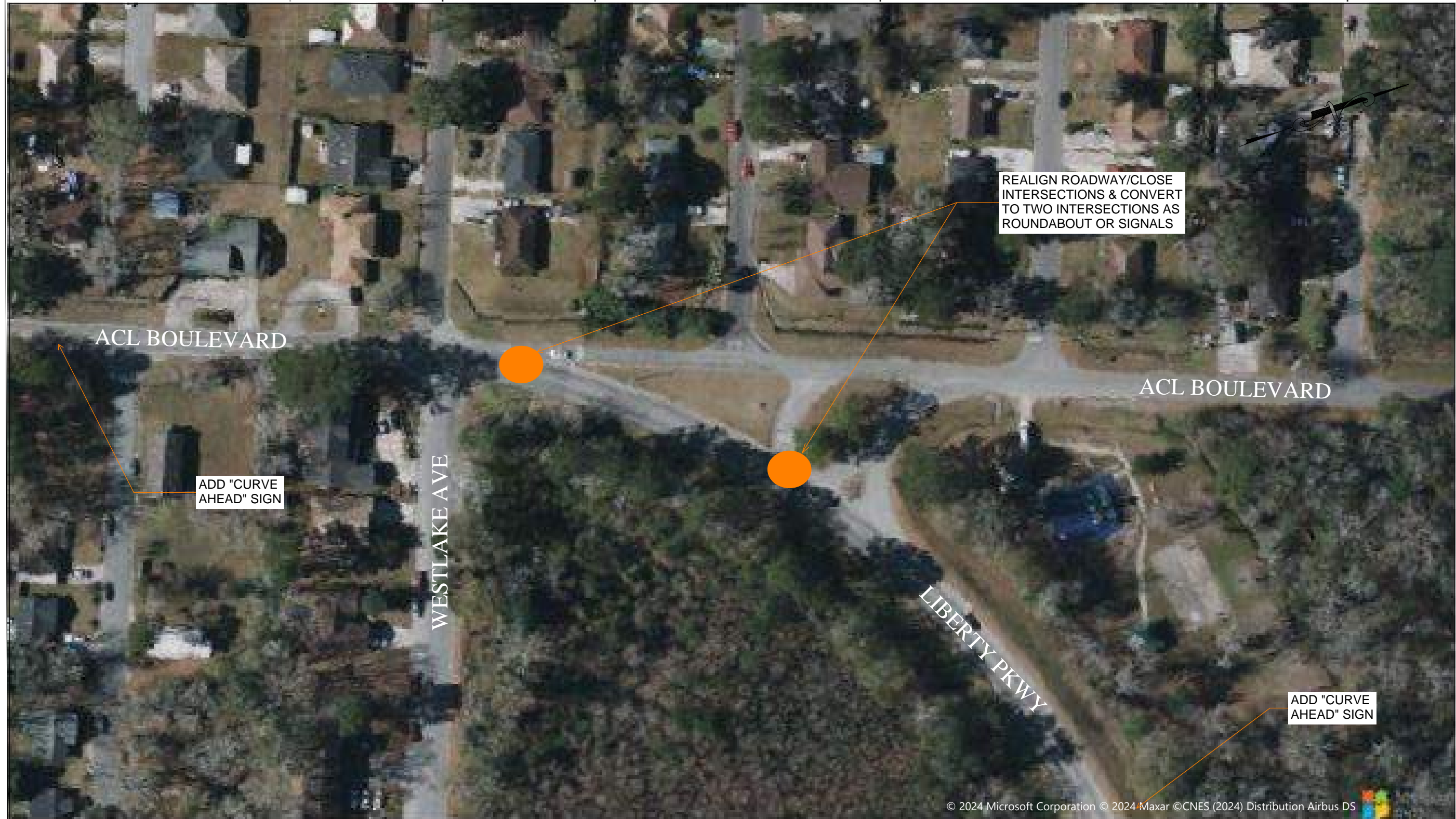
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Intersection Location	Rank (# of 78)	KSI Crash Rate	FHWA Countermeasure Criteria	Countermeasure / Description	Estimated Cost
ACL Boulevard at Westlake Avenue / Liberty Parkway	17 / 35	0.053 / 0.052	Intersections - Roundabouts or Other Stop-Controlled Intersection Improvements	Install "curve ahead" signs on Liberty Pkwy. Re-align roadway/close sections and convert to two intersections as either roundabouts or signals.	\$2,000,000



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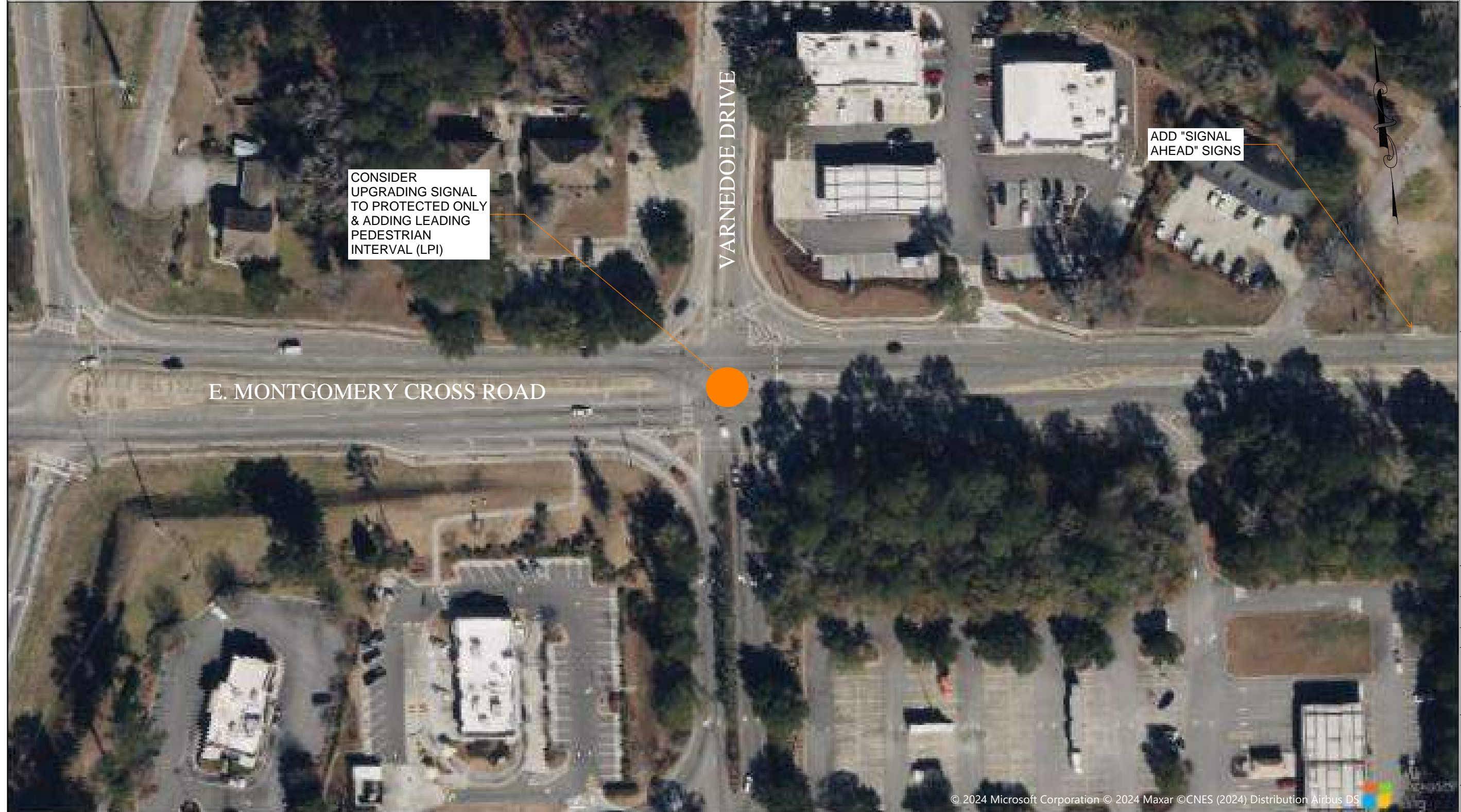
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Intersection Location	Rank (# of 78)	KSI Crash Rate	FHWA Countermeasure Criteria	Countermeasure / Description	Estimated Cost
E. Montgomery Cross Road at Varnedoe Drive	8	0.15	Intersections - Systemic Application of Multiple Low-Cost Countermeasures at - Stop-Controlled Intersections	Add "signal ahead" signs, consider changing protected/permissive left-turn phasing on Montgomery Cross Rd to protected only and adding leading pedestrian interval (LPI)	\$14,000



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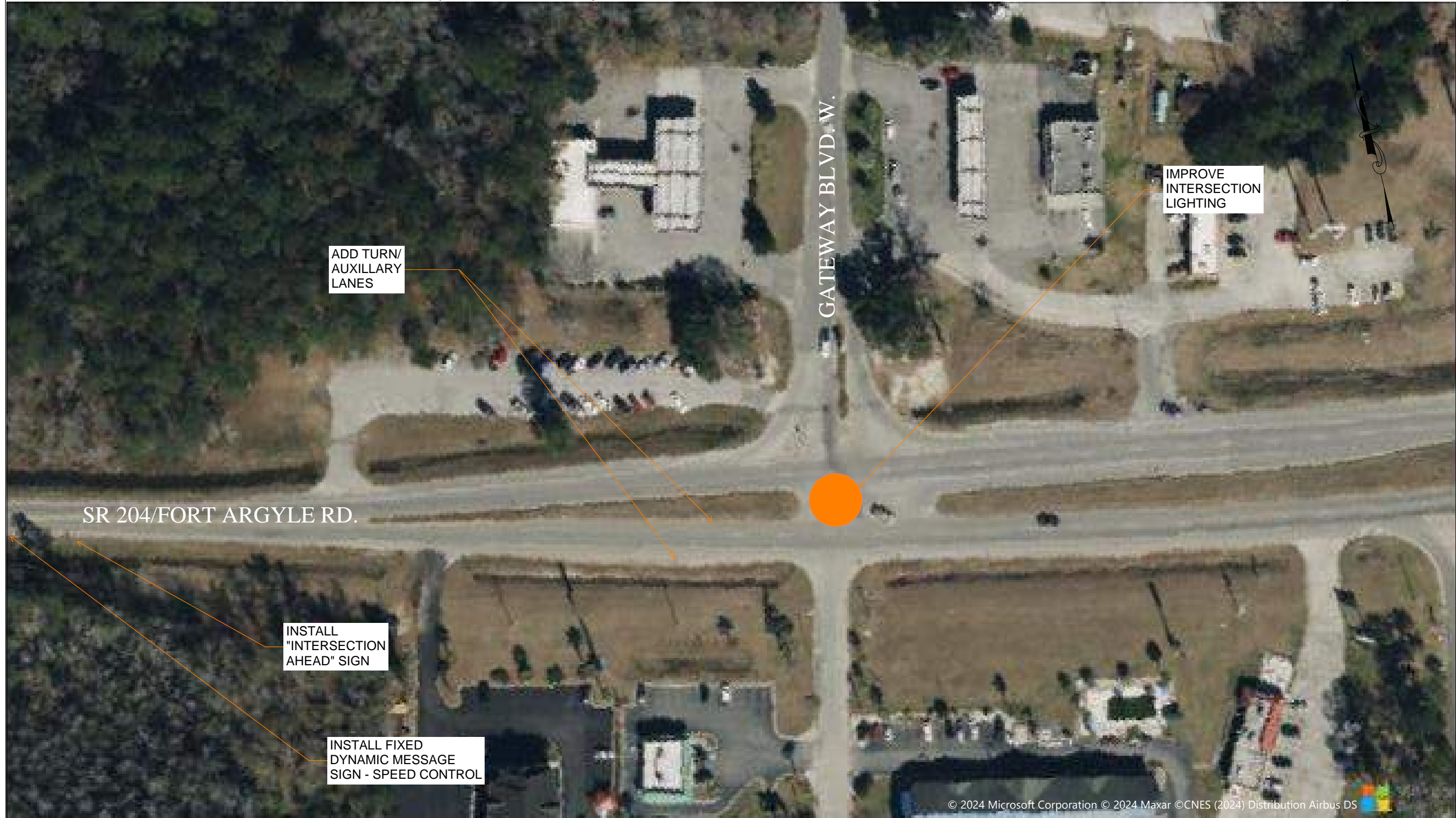
SCALE: NTS

SHEET DESCRIPTION:
GENERAL NOTES

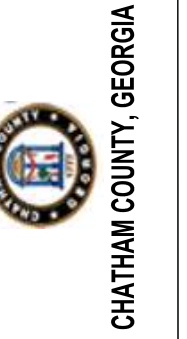
SHEET NAME

PROJECT NUMBER

Intersection Location	Rank (# of 78)	KSI Crash Rate	FHWA Countermeasure Criteria	Countermeasure / Description	Estimated Cost
SR 204 at Gateway Boulevard West	51	0.034	Intersections - Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections and Dedicated Left and Right-turn Lanes at Intersections	<ul style="list-style-type: none"> - Speeding along corridor. Consider public information & education programs. Include fixed dynamic message signs along SR 204. - Add "intersection ahead" signs. - Improve intersection lighting. - Add turn lanes. 	\$565,000



6001 Chatham Center Dr. #380
Savannah, GA 31405



REVISION DATE
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SCALE: NTS
SHEET DESCRIPTION: GENERAL NOTES
SHEET NAME
PROJECT NUMBER

Intersection Location	Rank (# of 78)	KSI Crash Rate	FHWA Countermeasure Criteria	Countermeasure / Description	Estimated Cost
SR 204 at Gateway Boulevard East	55	0.032	Intersections - Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	<ul style="list-style-type: none"> - Speeding along corridor. Consider public information & education programs. Include fixed dynamic message signs along SR 204. - Improve "signal ahead" signs. - Improve intersection lighting. - Add sidewalk improvement on northwest and southwest corners for connectivity between commercial facilities. 	\$216,000



wsb

6001 Chatham Center Dr. #380
Savannah, GA 31405

CHATHAM COUNTY, GEORGIA

REVISION DATE

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DA

SCALE: NTS

SHEET DESCRIPTION:
GENERAL NOTES

SHEET NAME

PROJECT NUMBER

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STRATEGIES

Education Strategies

Education strategies are focused on teaching road users the principles of traffic safety. These strategies can be developed to include interactive activities, comprehensive teaching notes and information on road safety messages and concepts that can be taught at school or in other community spaces.

Potential partners for implementation include:

- Chatham County Board of Health
- Chatham County Sheriff's Office
- Chatham County Public Schools
- Community Based Organizations

The following are recommended education-related strategies identified for Chatham County.

Road Safety Education to Children

Road safety education to children includes strategies such as safe routes to school, walking school bus, and bicycle trains that promote road safety to all users, particularly for pedestrians and bicyclists. These strategies or practices have shown communities and families that walking and biking can be a viable and safe transportation option, and thus can be incorporated into their own daily travel patterns.

School-focused road safety education for drivers of all ages is an important complement to road safety education for children. Transportation safety campaigns scheduled at times when higher numbers of children may walk or bike to school (e.g., beginning of the school year, after Spring Vacation) can foster community awareness of a shared responsibility for road safety near schools.

Seat Belt Safety Campaign

A safety campaign to increase seat belt use may help improve safety throughout the County. Seat Belt Safety Campaigns may include strategies like targeted communication for low-belt-use groups, car seat checks to provide hands-on education for installing and using child car seats, increased publicizing of fines for seat belt law violations, and high-visibility seat belt law enforcement. These strategies inform residents of the risks of not using a seat belt and encourage them to use seat belts.

Speed Monitoring Awareness Radar Trailer

The speed trailer is an educational device that helps drivers become more aware of their speed in relation to the posted speed. This trailer is usually deployed in a street or neighborhood for a few days so the residents can monitor the speeds on their own streets and become aware of their own driving behaviors.

Visibility Enhancements and Education

The purpose of enhancing visibility for pedestrians is to increase the opportunity for drivers to see and avoid pedestrians, particularly when it is dark. Educating pedestrians to wear reflective clothing and walk in well-lit areas can be implemented as targeted campaigns.

These campaigns can include giveaways of wearable lights and reflectors for people to use when traveling at night. GDOT's 2023 SHSP includes a goal to expand existing programs to get more safety equipment into the hands of road users (e.g., bicycle lights, car seats).



Vulnerable Road User Education

Road safety education regarding vulnerable road users like pedestrians and bicyclists includes strategies involving education from police officers. If the driver encroaches into the bike lane or fails to yield to the pedestrian at the crossing, the police officer pulls the driver over and hands them a flyer that has the information for drivers to adapt their behavior towards all road users; this can be in addition to a citation.

High-Visibility Cell Phone and Text Messaging Media Campaign

The High Visibility Enforcement model combines dedicated law enforcement with paid and earned media supporting the enforcement activity. Paid media includes advertisements on TV, radio, online, and via billboards, while earned media includes things like press events and news releases covering the efforts. Both types of media support enforcement activity are needed to ensure the public is aware of the enforcement activity, and to create the impression that violators will be caught.

DUI Educational Programs

An educational program to reduce driving under the influence of drugs or alcohol may help improve safety throughout the county. A DUI program may involve collaborating with community partners to identify opportunities to influence driving under the influence behaviors, as well as coordinating with enforcement to identify focus locations for enforcement activities and education opportunities. It may also be beneficial to implement educational programs with local school districts to target underage, impaired driving.

Safe Vehicles Education

Another way to increase roadway safety is to ensure vehicles are performing as designed. This includes vehicles upkeep, maintenance, and record keeping. Chatham County may consider producing media campaigns encouraging maintenance, provide programs to alleviate maintenance costs, and partner with local organizations, mechanics, and auto shops to promote upkeep.

EQUITABLE ENFORCEMENT STRATEGIES

Police enforcement can increase driver awareness and consequently reduce crashes. Any directed enforcement strategies should be undertaken with great care to avoid inequitable enforcement activities. The most effective enforcement strategies tend to be those that can be done transparently, consistently, and in coordination with education or outreach campaigns such as enforcement in school zones during school hours. Potential partners for implementation include:

- Chatham County Sheriff's Office
- Education Strategy Partners
- Municipal Police Departments

The following outlines enforcement-related strategies identified for Chatham County.

Progressive Ticketing

Progressive ticketing is a method for introducing ticketing through a three-staged process. Issuing tickets is the strongest strategy of an enforcement program and it is usually reserved for changing unsafe behaviors that other strategies failed to change or that pose a real threat to the safety of road users. There are three main steps of an effective progressive ticketing program:

- 1) Educating - Establish community awareness of the problem. The public needs to understand that drivers are speeding and the consequences for road safety. Raising awareness about the problem will change some behaviors and create public support for the enforcement efforts to follow.



- 2) Warning - Announce what action will be taken and why. Give the public time to change behaviors before ticketing starts. Fliers, signs, newspaper stories and official warnings from officers can all serve as reminders.
- 3) Ticketing – After the “warning” period, hold a press conference announcing when and where the police operations will occur. If offenders continue their unsafe behaviors, police officers issue tickets.

Speed Enforcement in School Zones

Strict enforcement of speed limits in school zones is an effective law enforcement strategy to enhance safety for children walking or biking to school, as well as for drivers and other road users. This can be achieved through measures such as adopting a "zero-tolerance" policy for speeding violations in these areas and imposing higher fines for drivers who exceed posted school zone speed limits. These approaches help reinforce the importance of slowing down in school zones, where children may unpredictably enter the roadway, creating a safer environment for everyone.

High Visibility Saturation Patrols

A saturation patrol, also called a dedicated DWI patrol, consists of many law enforcement officers patrolling a specific area to look for drivers who may be impaired. These patrols usually take place at times and locations where impaired driving crashes commonly occur. Like publicized sobriety checkpoint programs, the primary purpose of publicized saturation patrol programs is to deter driving after drinking by increasing the perceived risk of arrest.

Emergency Response Strategies

Emergency response is critical in reducing the severity of injuries sustained from crashes. The effectiveness of emergency response is tied closely to the time it takes for a person injured in a crash to receive medical care. Research indicates there is a “golden hour”—if pre-hospital time is under 60 minutes, the patient is more likely to live. Potential partners for Implementation:

- Chatham County Board of Health
- Chatham County Fire Department
- Chatham Sheriff’s Office
- The Coastal Health District of Georgia

The following outlines emergency response-related strategies identified for Chatham County.

Partner with Local Hospitals or Outreach Groups

Partnering with local hospitals or outreach groups can help provide bystander training courses for the public (i.e., train members of the public to respond to emergencies since they are sometimes the first on the scene at a crash.)

Opportunities for this strategy include:

- Partnering with hospitals offering public education courses
- Exploring and engaging Community Emergency Response Team (CERT) program, which trains community members in first responder skills
- Work with local groups, such as fire departments, to be trainers themselves and then offer training more frequently in their local community
- Partner with local trauma centers which are required to provide injury prevention programs



- Consider a collaborative media campaign to inform and educate motorists on how to help emergency vehicles move faster by slowing down and moving over

Work with Partners

The County can collaborate with partners such as emergency service groups to:

- Maximize efficiency with response times through evidence-based techniques
- Identify reasons for delay in transport for both ground EMS (using registry data and EMS records)
- Identify equipment upgrades, training, or enhancements that would improve patient outcomes
- Identify barriers if any to rapid transfer of patients from lower-acuity hospitals to nearby trauma centers

State Highway Coordination Strategies

Work on state-owned roads will take coordination and funding, but opportunities for both exist. The Safe Streets and Roads for All (SS4A) grant program funds planning, demonstrations and implementation projects for safety which can include work on state- and county-owned roads.

Other funding opportunities exist outside of the SS4A program that are managed either by the Georgia Department of Transportation (GDOT) or the CORE MPO.

In general, for the segments and intersections on the State Highway System the following countermeasures should be discussed with these entities with the goal of programming funds for:

- Feedback Speed Monitoring
- Intersection Delineation
- Improved Lighting
- Development of Shared-Use Paths

The following outlines the recommended state highway strategies identified for Chatham County that will lead to improvements of the HIN.

Prioritize Safety in Planning and Funding Efforts

In terms of setting policies, planning, and implementation, the Core MPO could work with Chatham County to use data, targets, and metrics to ensure safety is prioritized regionally and part of the HIN in the County.

Measure And Share Speeding-Related Data to Make Policy and Design Change

Chatham can document and advocate for safety improvements, including those on the state system. GDOT is increasingly being asked to update their approach to speed management to reflect best practices

Include State Agency Staff and Policymakers in Local Vision Zero Planning

Collaborating with peers in other local communities on similar issues can inspire innovative ways to achieve Vision Zero goals, not just in individual places but also within the state system. Recognizing that most communities face similar challenges and opportunities for improvement, there is benefit in making more systemic safety changes by including GDOT as part of those conversations.

Collaborate On Safety Improvements to GDOT Roads

The CSAP plan highlights areas of concern on GDOT-owned roads and collaborate with to address them. Safety improvements may be quick-build pilot projects or longer-term efforts that take significant planning and funding. Georgia DOT's Quick Response Program (QR) is making a huge difference in reducing congestion and



improving safety in Georgia’s communities. The QR Program, which is administered by the Local Grants Office, allows the Department a mechanism to quickly identify, approve, and construct small traffic operational projects through the District.

This may involve collaborating with community partners to identify opportunities to influence driving under the influence behaviors, as well as coordinating with enforcement to identify focus locations for enforcement activities and education opportunities. It may also be beneficial to implement educational programs with local school districts to target underage, impaired driving.



POLICY

Existing plans, policies, and projects that were recently completed, planned, or on-going were compiled at the start of the Study process to gain perspective on the existing efforts for transportation-related improvements within the County. High-level key points regarding transportation improvements and safety-related topics were identified to inform decision making in the Safety Action Plan.

Existing Policies

Neighborhood Traffic Calming Policy: Chatham County’s Traffic Calming Policy aims to enhance roadway safety and the quality of life in residential areas by addressing issues like speeding, excessive traffic volumes, and pedestrian or cyclist risks. This policy involves a structured process that includes collaboration with residents and engineering evaluations to determine the most effective measures for specific locations. This initiative aligns with broader goals to support safe streets and enhance pedestrian-friendly environments across the region. Key features of the policy include:

- **Community Engagement:** Residents initiate traffic calming requests, often starting with petitions or forms documenting community support.
- **Evaluation Process:** The County evaluates streets based on traffic volume, speed, crash history, and proximity to schools or pedestrian-heavy areas.
- **Measures Implemented:** Common solutions include speed humps, traffic circles, narrowed streets, and other engineered features designed to slow vehicles and improve safety for all road users.
- **Policy Objectives:** The program seeks to reduce crash severity, slow vehicle speeds, discourage cut-through traffic, and enhance non-motorized user safety while maintaining neighborhood livability.

Existing Plans and Studies (CORE MPO)

The Coastal Region Metropolitan Planning Organization (CORE MPO) is engaged in several ongoing studies and initiatives that could inform and align with this Safety Action Plan:

Chatham County-Savannah Comprehensive Plan (Plan 2040): The Chatham County-Savannah Comprehensive Plan (Plan 2040) is a strategic document guiding growth, development, and preservation efforts over a 20-year horizon for the city of Savannah, Chatham County, and nearby municipalities like Pooler and Garden City. It is structured to address key elements including land use, housing, economic development, transportation, natural resources, and quality of life. The plan integrates community input and aligns with broader regional strategies to balance urban development with the preservation of natural and cultural resources. Key aspects of the plan include:

- **Land Use and Growth Management:** It promotes sustainable development patterns, encourages mixed-use areas, and integrates land use with transportation planning.
- **Transportation and Mobility:** The plan emphasizes multi-modal transportation options, including public transit, pedestrian, and bike infrastructure, while reducing dependence on personal vehicles.
- **Economic Development:** It focuses on supporting local industries, fostering workforce development, and leveraging assets like the Port of Savannah to boost economic opportunities.
- **Environmental Stewardship:** It underscores the protection of natural resources, such as marshlands and rivers, and addresses resiliency against climate-related challenges.
- **Housing:** It identifies strategies to increase the availability of affordable and diverse housing options to meet community needs



The plan, recently updated in 2024, is updated every five years and works in tandem with the Chatham Community Blueprint, ensuring consistency across service delivery and infrastructure projects to enhance the region's livability and equity.

Non-Motorized Transportation Plan: This initiative focuses on improving pedestrian and bicycle safety by identifying gaps in infrastructure and planning enhancements like safer crosswalks and dedicated bike lanes. These improvements are directly relevant to reducing pedestrian and cyclist fatalities and injuries as outlined in SS4A goals

Freight Transportation Plan Update: This study evaluates how freight movement interacts with the broader transportation network, including safety impacts on high-crash corridors. Freight planning can address challenges like heavy truck traffic, which contributes to severe crashes on key roadways

Urban Flooding Model Study: While primarily focused on mitigating flood risks, this study intersects with safety by exploring infrastructure vulnerabilities that could create hazardous conditions for all road users during severe weather events. Integrating resilience measures is crucial for safer streets

Metropolitan Transportation Plan (MTP) Update: The 2050 MTP update incorporates long-term goals for enhancing safety, reducing congestion, and integrating multimodal transportation options. Its focus on systemic safety improvements supports SS4A's objectives.

Corridor Safety Analysis:

1. **SR 25/US 17 Corridor Study:** This study will identify and prioritize short-term (0-5 years) and long-term (5+ years) improvement projects needed for the SR 25/US 17/Ogeechee Road corridor to address future travel demands, safety, and accessibility for all users including motorists, pedestrians, cyclists, and transit users. The study will result in a prioritized list of recommendations to facilitate the planning and programming of projects through the CORE MPO's Metropolitan Transportation Plan (MTP) process. The study will help justify the future programming of projects in the CORE MPO's Transportation Improvement Program (TIP) and Moving Forward Together 2050 Plan. This step is required to advance projects into design and construction.
2. **SR 204 Study:** The SR 204 study will evaluate the operation and safety of SR 204/ Abercorn Street between US 17 and King George Boulevard. It will also look at alternative access options at Ford Avenue, Pine Grove Drive, and Don Zipperer Road. Since the completion of the King George Interchange, the traffic signal at Pine Grove Drive is the new bottleneck point, with a crash frequency well above state average. Due to the high crash frequency, the Department of Transportation is considering closing the median crossing and eliminating the traffic signal. This would improve the operation and safety on State Route 204 but will likely add 10 to 20 minutes of travel time for residents in the communities of Pine Grove Drive and Don Zipperer Road.
3. **President Street Railroad Crossing Elimination Study:** The purpose of this study is to identify options for the elimination of the railroad crossing on President Street at its intersection with Truman Parkway. The study will evaluate the existing and future traffic volumes and needs and the operation and safety conditions of the interchange to develop alternatives and costs to eliminate the at-grade railroad crossing. The study will consider freight, commuter and local traffic, and pedestrian/bicyclist travelers. The study will also account for current and future land use patterns and anticipated continued growth, especially for the industrial areas east of Truman Parkway.



Plan & Studies (Others)

Georgia Strategic Highway Safety Plan (SHSP): The SHSP is a comprehensive, data-driven initiative designed to reduce traffic fatalities and serious injuries statewide. It emphasizes collaboration across a wide range of partners, including state and local government agencies, law enforcement, regional planning organizations, and community groups. Using the "4 Es" of traffic safety—engineering, education, enforcement, and emergency response, the SHSP targets specific safety challenges through tailored strategies.

Key emphasis areas of the plan include addressing intersection and roadway departure crashes through engineering solutions like rumble strips, high-friction surface treatments, and alternative intersection designs. It also focuses on combating impaired and distracted driving with public awareness campaigns, law enforcement initiatives, and programs such as sobriety checkpoints and officer phlebotomy pilots. Pedestrian and bicyclist safety is enhanced through infrastructure improvements, targeted enforcement, and education campaigns. In addition, the SHSP prioritizes occupant protection through seatbelt and airbag safety programs, and it addresses risks faced by vulnerable users, including older drivers, teenagers, and motorcyclists.

Aligned with the Highway Safety Improvement Program (HSIP), the SHSP also supports the development of Local Road Safety Plans (LRSPs) to enable communities to identify and address specific roadway safety issues. These efforts are guided by detailed crash data and focus on implementing effective, localized solutions to enhance overall safety

Chatham Community Blueprint: The Chatham Community Blueprint is a strategic framework developed to guide the community toward a 20-year vision of improved quality of life across economic, health, education, and community safety sectors. Overseen by the Coastal Georgia Indicators Coalition (CGIC), the Blueprint emphasizes collaboration among government, education, and community organizations to achieve specific goals. The Blueprint focuses on measurable progress in areas such as:

- **Economy**: Encouraging local job creation and training programs to improve income levels and self-sufficiency.
- **Education**: Enhancing graduation rates and supporting early literacy to build a skilled workforce.
- **Health**: Reducing preventable health issues like suicide through community interventions.
- **Quality of Life**: Addressing challenges such as recidivism and homelessness by developing supportive initiatives like behavioral health units and specialized courts.

The Blueprint integrates broader community initiatives, such as transportation planning via the CORE MPO, affordable housing strategies, and public safety improvements, ensuring alignment with regional growth objectives.

SAVZ - City of Savannah Vision Zero Action Plan: The City of Savannah Vision Zero Action Plan is a comprehensive strategy aimed at eliminating traffic fatalities and serious injuries by 2027, prioritizing safety, equity, and collaboration. Savannah's Vision Zero builds on past safety initiatives and aligns with national best practices to reduce preventable traffic incidents and create a safer, more accessible environment for all modes of travel. Key focus areas of the plan include:

- **Engineering Safer Streets**: Implementing road redesigns, Complete Streets policies, and traffic calming measures to improve infrastructure for all users. Actions include narrowing lanes, adding pedestrian crossings, and improving lighting to reduce crash risks.
- **Equity-Centered Efforts**: Addressing the disproportionate impacts of traffic violence in underserved communities, ensuring that interventions focus on areas with higher incidents of serious crashes.



- **Data-Driven Interventions:** The plan uses crash data analysis to identify high-risk areas, such as roads with higher speed limits (35-45 mph), where most fatal and serious injury crashes occur. Improvements target locations with deficient pedestrian or bicycle infrastructure, like Abercorn Street and Skidaway Road.
- **Public Engagement and Policy Development:** The city emphasizes community involvement through the Vision Zero Task Force and plans regular updates to goals. It seeks to embed safety in all transportation initiatives and foster a culture of accountability and awareness.

GDOT Safe Routes to School Program: As part of the County’s commitment to encouraging alternative methods of transportation and enhancing roadway safety, especially for the most vulnerable users, Chatham County has partnered with GDOT to adopt the principles of its Safe Routes to School program. The purpose of the program is to enable and encourage families to walk or bike to school whenever and wherever it is safe for them to do so. The program provides hands-on technical assistance to schools and communities that help improve safety and reduce barriers for students walking or biking to school through it. The program provides resources to address its “Six E’s”:

- **Education:** providing safety lessons to students and bike/ped awareness programs to drivers
- **Encouragement:** providing incentives for students and their families to walk or bike to school
- **Evaluation:** analyzing the effectiveness of various safety strategies
- **Engagement:** collaborating with community stakeholders, including city officials, local businesses, and law enforcement
- **Equity:** implementing strategies in such a way as to ensure that all demographics benefit
- **Engineering:** physically improving routes to school to make them safer

Guidelines and/or Standards

Chatham County follows the GDOT Design Policy, a resource for design guidelines and standards. These standards include policies and principles adopted by GDOT, Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), and other research agencies, as well as standards created by GDOT itself.

Chatham County ensures that GDOT design standards are followed for all arterial and local/collector streets. Lane and shoulder widths meet AASHTO and GDOT design standards.



IMPLEMENTATION

This section describes the steps that Chatham County can take to evaluate the success of this Safety Action Plan and steps needed to update the Plan in the future.

OUTCOME MEASURES

Measures that the County can use to evaluate its ongoing success in reducing fatal and serious injury crashes and crash risk include:

- Total number of fatal and serious injury crashes on county roads
- Number of fatal and serious injury crashes on county roads by the following categories:
 - Pedestrian-involved crashes
 - Bicycle-involved crashes
 - Speeding and aggressive driving-related crashes

Fatal and serious injury crashes may be reported annually, with performance evaluated within the context of the latest five-year annual average to normalize for random fluctuations in crashes on a year-over-year basis.

IMPLEMENTATION MEASURES

Measures that the county can use to evaluate progress in implementing the Safety Action Plan include:

- Number of Projects/Strategies implemented
- Number of Projects/Strategies continued from prior year
- Frequency of communication with Chatham County Stakeholders
- Number of changes to guidance, policies, practices, or standards to support the Safe System

UPDATING THE PLAN

The Safety Action Plan relies on crash data from 2018–2022. Data was collected between December 2023 and May 2024. Chatham County should review crash data for key findings and performance measures to track progress annually. More substantial updates to the Safe Action Plan can occur at longer intervals (approximately every three years).

Chatham County can assess the Plan, consider new trends and technologies, and determine if an update to the Plan is needed. As new strategies are identified, the County may update goals and assign champions for specific projects and strategies.

APPENDIX A

Leadership Commitment



January 2025

**A RESOLUTION BY THE BOARD OF COMMISSIONERS OF CHATHAM COUNTY
TO PREVENT CRASHES THROUGH THE “SAFE STREETS FOR ALL” PLAN**

WHEREAS, From January 1st, 2018 to December 31st, 2022, there have been 12,463 total crashes in Unincorporated Chatham County, of which 356 were fatal and serious injury crashes.

WHEREAS, Of the 356 crashes, 29 were pedestrian related of which 11 were fatal crashes, and 9 were bicycle related of which 0 were fatal crashes.

WHEREAS, Of the 356 crashes, 105 were distracted driver related of which 21 were fatal crashes. Distracted driver crashes typically involve: inattentive driver; driver distraction from texting, talking on hand-held device or hands-free device, other occupants in vehicle; and driver distraction from other vehicle interior or exterior factors.

WHEREAS, Of the 356 crashes, 49 were impaired driver related of which 23 were fatal crashes. Impaired driver crashes typically involve driver driving under the influence of drugs or alcohol.

WHEREAS, Of the 356 crashes, 186 were intersection related of which 43 were fatal crashes

WHEREAS, Chatham County acknowledges that serious traffic crashes are preventable, that fatal and severe crashes can be significantly diminished through a Safe Systems approach, and saving life is an objective of the highest order

WHEREAS, it would be beneficial to adopt a comprehensive plan to address the multifaceted nature of traffic safety in Chatham County

WHEREAS, Safe Streets for All aims to achieve zero traffic fatalities and zero serious injuries in the roadway

WHEREAS, Commitment to Safe Streets for All can achieve safe, healthy, and equitable mobility for all road users by providing a holistic approach to road safety, infrastructure improvements, and policies

NOW, THEREFORE, BE IT RESOLVED, that the Board of Commissioners of Chatham County, as the governing authority of Chatham County, does hereby recognize the hazards identified above, and supports the efforts to reduce crashes in Chatham County through the “Safe Streets for All” plan, with the aim of zero traffic fatalities and serious injuries by the year 2050; public safety shall be a priority in designing the County’s public rights-of-way.

BE IT FURTHER RESOLVED, that Chatham County commits to develop a Safe Streets for All action plan within 6 months of the adoption of this Resolution by inviting partnerships with communities, institutional partners, businesses, non-profit and community-based organizations, and residents, as well as collaborating with surrounding communities in

achieving this goal. This body also commits to re-evaluating these goals and associated planning efforts at least once every 2 years, as policies, funding opportunities, and economic feasibility of this commitment evolve

BE IT FURTHER RESOLVED, that Chatham County will develop and implement policies and programs that lead to a comprehensive effort to successfully support this initiative.

BE IT FURTHER RESOLVED, that Chatham County will support efforts to address disparities and other equity-related issues related to transportation safety

BE IT FURTHER RESOLVED, that to the extent practicable, Chatham County will develop procedures for implementing Complete Streets, Traffic Calming Measures, and Street Redesign, with an equitable approach to all County rights-of-way.

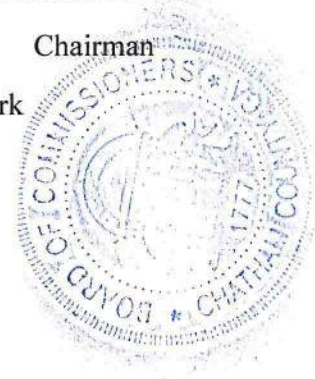
IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of Chatham County, Georgia to be affixed this 1st day of November, 2024.

CHATHAM COUNTY BOARD OF COMMISSIONERS

By: [Signature]

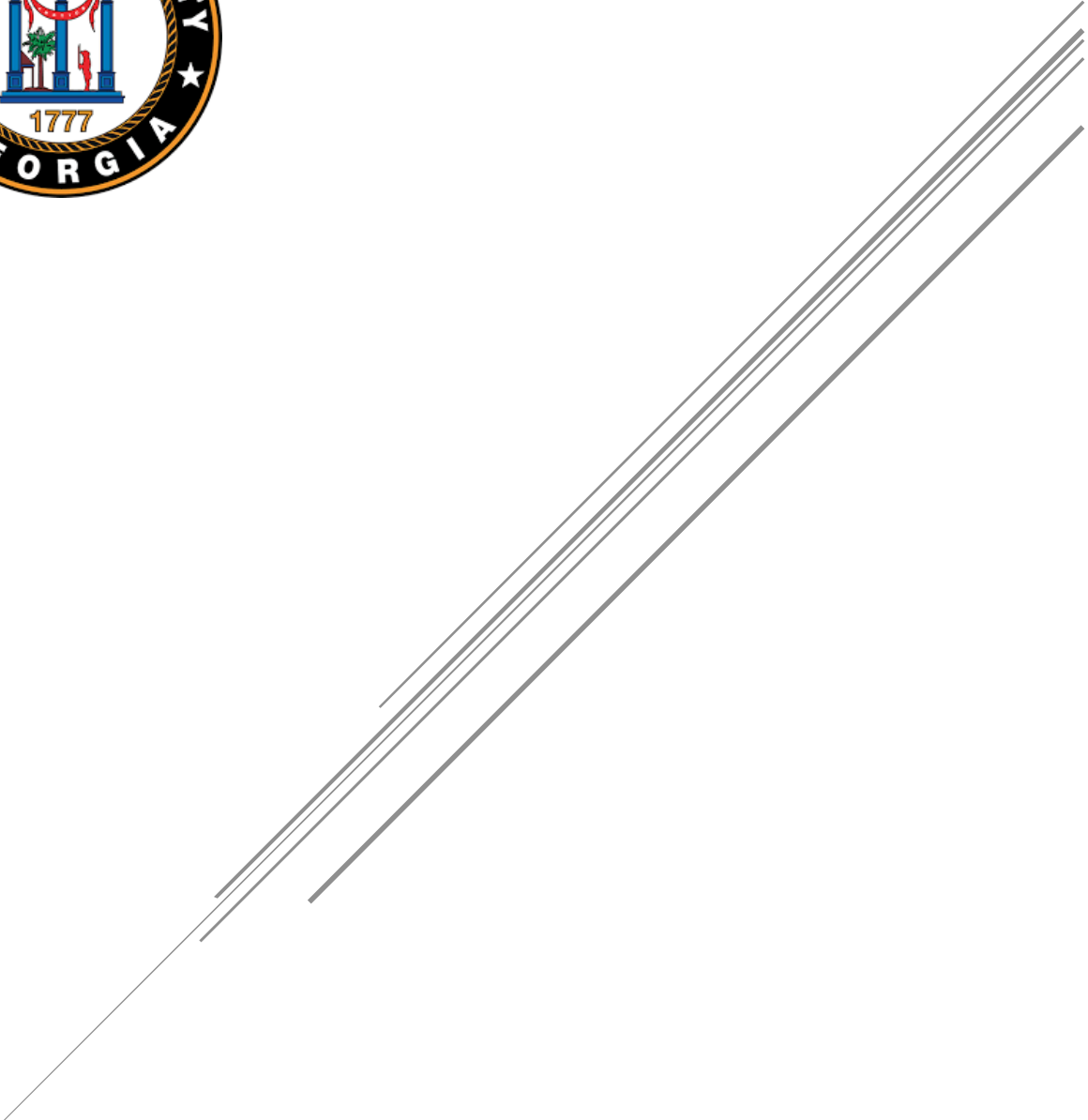
Chairman

Attest: [Signature] Clerk



APPENDIX B

Social Pinpoint Summary Memo



January 2025

Chatham County Safe Streets for All

Social Pinpoint Engagement Summary

Chatham County, Georgia

Date: August 2024

Prepared for: Chatham County

To: Deana Brooks, Chatham County

From: Matt Flynn, PE, Pond & Company

CC: Matt Calak, PE, Heath & Lineback

Date: December 16, 2024

Subject: Social Pinpoint Engagement Summary

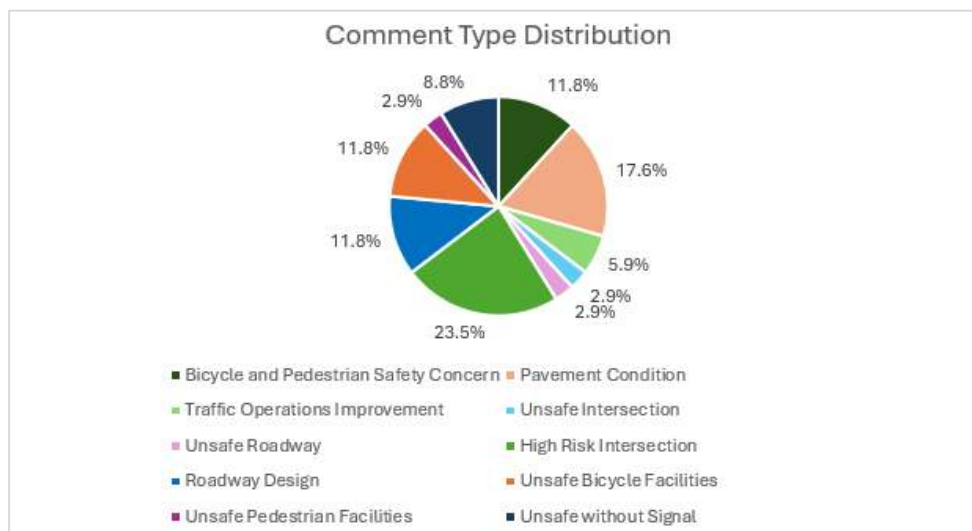
Introduction

The Chatham County Safe Streets for All planning process included in depth public engagement. Social Pinpoint was used to provide an online public input map, on which participants identified specific challenges and opportunities throughout the County. A total of 41 map comments were received between April 2, 2024, to August 15, 2024. Comments call out the location of specific issues or needed improvements throughout the County. Additionally, participants were able to up-vote or down-vote comments that were left on the public map.

Summary

Figure 1 shows the distribution of comments received across the comment types that were available to be placed on the online map. Almost a quarter of the comments received were related to high-risk intersections throughout the County. A large proportion of comments, 17.6%, were also related to pavement conditions, calling out specific issues. Comments related to roadway design, unsafe bicycle facilities, and bicycle and pedestrian safety concerns unsafe each made up 11.8% of the total comments. Few comments fell under the comment types of unsafe roadways, unsafe intersection, and traffic operations improvement, although comments categorized as other comment types may have additional information about these topics.

Figure 1: Comment Type Distribution



Overall, most of the comments received identified dangerous locations for a number of reasons. While comments provide specific detail and information, similar sentiments can be seen throughout much of the information provided. Figure 2 shows words that were frequently used throughout all of the comments as a word cloud.

Comments related to high-risk intersections identified specific locations that are seen as creating dangerous conditions or traffic. A few comments mention blind spots resulting from curved road alignments and on-street parking. Many of these issues are concentrated in Midtown Savannah, Atlantic Coastal Highway, and Islands Expressway on Whitemarsh Island. One specific intersection had four comments identifying it as a high-risk intersection, located along US-17 at Silk Hope Road. The danger of intersections to bicyclists is called out by one comment. Improvements in traffic management in many of these areas is also suggested to address merging issues, speeding, and the need for improved traffic signals or signage.

Many comments noted locations that are unsafe for pedestrians and bicyclists, as well as locations where active transportation facilities or improvements are needed. Traffic is noted as a safety concern for active transportation users. Certain bridges are identified as lacking pedestrian and bicycle facilities, such as the Turner Creek Bridge and Wilmington River Bridge. Specific treatments are suggested for Norwood Avenue, another unsafe roadway for active transportation users. Additionally, there are concerns about missing or unsafe (unprotected) bike lanes and sidewalks in downtown and midtown areas, near Diamond Causeway, and along connecting routes.

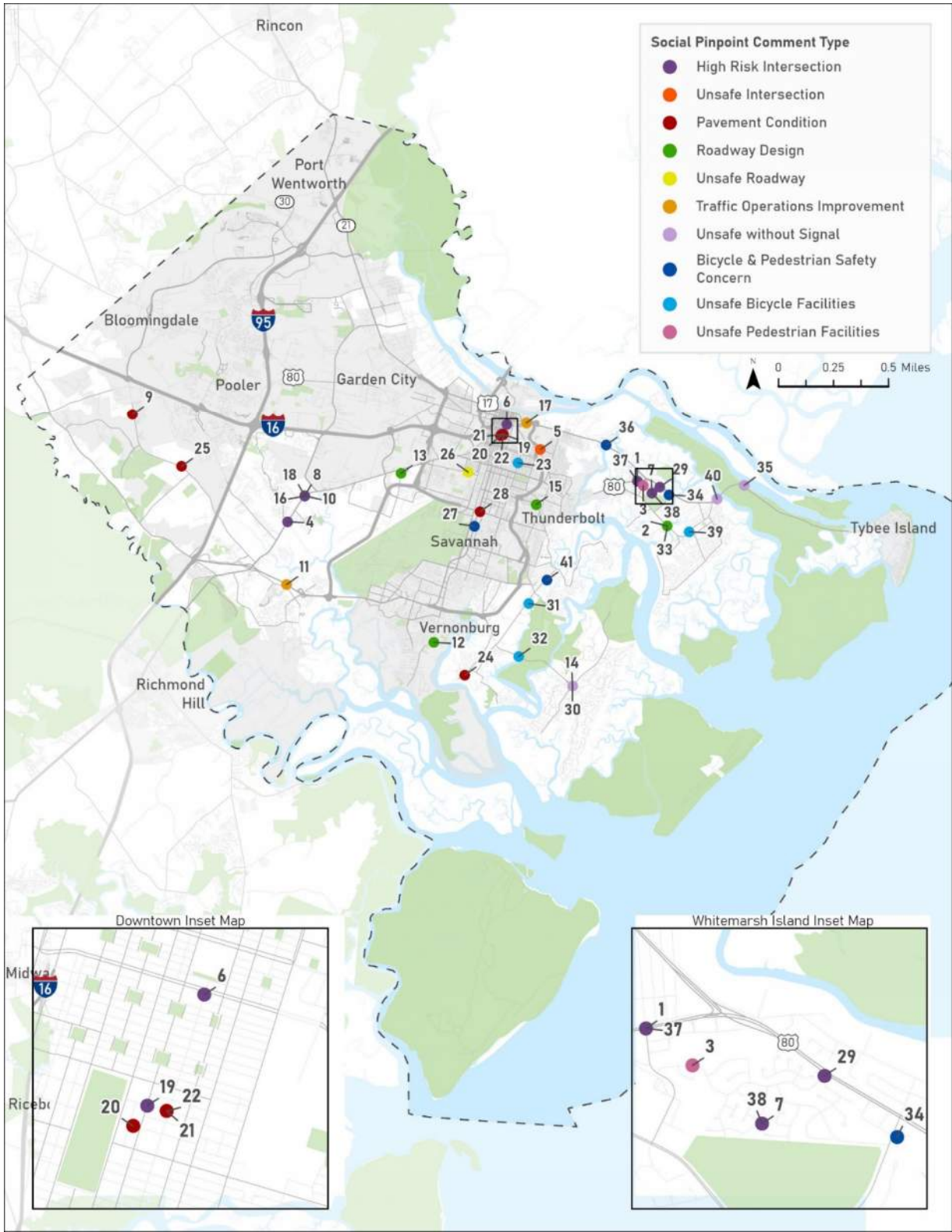
Specific locations with a history of crashes are also identified and are important focuses for safety improvements. Comments related to roadway design called out roadways with high speeds, a lack of bicycle and pedestrian facilities, and dangerous curves. A number of comments identified areas with poor pavement conditions, including Midtown Savannah, Montgomery Island, and rural areas along Little Neck Rd.

Figure 2: Word Cloud of Common Topics



The following map shows comment location on the map of Chatham County with a comment ID that relates to Table 1.

Figure 3: Comment Location



The table below shows each comment that was received, as well as the comment type and ID that is related to the location on the above map. The up-votes and down-votes that each comment received is also listed, showing general agreement or disagreement.

Table 1: List of Comments Received

Comment ID	Type	Comments	Up Votes	Down Votes
1	High Risk Intersection	Highway 80 is filled with highrisk intersections as people love on either side of it and yet the traffic is set up for fast speeds. No protected bike lanes, few if any public transportation and the cement island are not painted to see at night with low l	1	0
2	Roadway Design	The johnny mercer roadway between whitemarsh and wilmington island is very dangerous high speed design with no options for bicyclists and pedestrians of the surrounding neighborhoods to use to get across between the islands.	2	0
3	Unsafe Pedestrian Facilities	Mapmaker lane is used by a lot of traffic to cut through the sections of route 80. Children walk and bike to school and many in battery pointe walk and bike to shops for work. The curvy road make visibility minimal. Road speed bumps at entrances and sidewalk	0	0
4	High Risk Intersection	Always trouble here with traffic not knowing how to merge.	0	0
5	Unsafe Intersection	The placement of the mirror at this intersection is far from the stop sign, making it difficult to see oncoming traffic coming from the right if you are turning left from Skidaway.	2	0
6	High Risk Intersection	On-street parking creates a difficult blind spot for cyclists taking the Lincoln St bike lane downtown. It forces cyclists to be in the intersection longer than is safe. The removal of a few spaces of on street parking or the addition of a blind spot m	1	0
7	High Risk Intersection	It is dangerous going East on Island Expressway and taking the overpass to Hwy80 East. Cars in the right hand lane don't merge left until the end of the ramp. By then cars coming from the rest on Hwy 80 are wanting to move to the left hand lane to turn i	1	0
8	High Risk Intersection	This intersection is highly dangerous. I have witnessed multiple accidents. Turning from Derrick Inn Road causes multiple blind spots.	1	0
9	Pavement Condition	The entire length of Little Neck Road desperately needs repaving.	1	0
10	High Risk Intersection	Something has to be done about this intersection. Several accidents have occurred here. People are making illegal moves to try and get through the intersection faster. People that are making u-turns is making it extremely hard to get through. I've seen	2	0
11	Traffic Operations Improvement	This light constantly causes traffic on 204 that backs all the way up to Rio Rd and further during rush hour. This is one of the main arteries of traffic and the time it takes to get from Rio Rd to King George BLVD can sometimes be 30-45 minutes when tr	2	0
12	Roadway Design	There is always a lady walking down white bluff/coffee bluff but there is no sidewalk/path and its pretty dangerous.	0	0
13	Roadway Design	Dangerous curve with several crashes in recent years including one fatality. Something needs to be done to get people to slow down.	0	0
14	Unsafe without Signal	This intersection is difficult to navigate without a signal. We only have stop signs, but it's a four way stop from a four lane road.	1	0
15	Roadway Design	could use improvement	0	0
16	High Risk Intersection	This intersection is highly accident prone. There have been several MVAs (Motor Vehicle Accidents) over the last 3 years. It threatens safety of	1	0

		pedestrians, the working class, students who bus and travel by car as there are established communities of fa		
17	Traffic Operations Improvement	The light to left turn on Eastern Wharf Ave from E President St arrow stay red for a long period of time. Turing the red arrow into a yellow Yield arrow .	0	0
18	High Risk Intersection	Very dangerous intersection with big semi's using frequently, U- turns, school busses all using it and creating very high risks when try to cross or turn. I've watched two school busses nearly hit at the intersection and there have been multiple accident	0	0
19	High Risk Intersection	When SCAD is in session, its buses park along Abercorn Street, blocking pedestrians' visibility. There is no crosswalk to make this safer. I've seen many students nearly get hit trying to cross because they can't see around the buses!	0	0
20	Pavement Condition	The bricks on E Hall Street are broken in this area, posing a hazard for cars, bikes, and pedestrians.	0	0
21	Pavement Condition	The road has worn down here, revealing old brick underneath. This has created a ridge/lip, which is especially dangerous for cyclists.	0	0
22	Pavement Condition	Edit: The actual location is at the E Huntingdon and Habersham Street intersection.	0	0
23	Unsafe Bicycle Facilities	Need protected bike lanes downtown!	1	0
24	Pavement Condition	Right side of road is severely buckled, taking up almost 1/2 of the entire lane. The asphalt is about 6 inches in some areas with chunks of asphalt missing in others. Tire and road hazard.	0	0
25	Pavement Condition	Bad pot holes	0	0
26	Unsafe Roadway	speeding	0	0
27	Bicycle & Pedestrian Safety Concern	not safe for pedestrians	0	0
28	Pavement Condition	bumps are real hard on cars and tires	0	0
29	High Risk Intersection	This is a very dangerous intersection for traffic leaving BATTERY POINT PLANTATION AND ENTERING ISLANDS EXPY. The traffic on the Expressway and the speeding on this stretch has significantly increased and I believe a traffic light would improve both the	0	0
30	Unsafe without Signal	Traffic Circle needed as soon as possible to improve traffic flow and reduce injuries.	0	0
31	Unsafe Bicycle Facilities	Bicycling is unsafe on Ferguson Ave, Norwood Ave and the Diamond Causeway from Ferguson to McWhorter road.	1	0
32	Unsafe Bicycle Facilities	Need bike path on Diamond Causeway	0	0
33	Roadway Design	While my house is only about 1/3 mile away from the Chatham Co Tree Preserve where there are bike paths and single track trails, Hwy 80 is torturous to get there. I must load my bike in my car, park, and unload for a trip that should only take 5 minutes	0	0
34	Bicycle & Pedestrian Safety Concern	No Safe passage over the Turner Creek Bridge for pedestrians or bicyclists on Hwy 80. Unless you cart your bike by car, there is no safe access to the bike trails in the Whitemarsh Tree Preserve from anywhere but YMCA sidewalk on Johnny Mercer or Bradley	0	0
35	Unsafe without Signal	The Feds took out parking between the 2 areas of Rails to Trails path from Bull River to Ft Pulaski, stating the curve on Hwy 80 is dangerous. Even if you found a way there, the bridge to the trail from the creek no longer exists. The only access is Ft P	0	0
36	Bicycle & Pedestrian Safety Concern	Wilmington River Bridge is almost finished and there appears to be NO pedestrian or bicycle access in this plan. I know the construction is overdue, but this is 2024.	0	0
37	High Risk Intersection	..and an area with 3 schools.	0	0

38	High Risk Intersection	True that. I've nearly been hit by other cars many times.	0	0
39	Unsafe Bicycle Facilities	Still no progress with a bike path on Johnny Mercer through the Whitemarsh and Wilmington areas.	0	0
40	Unsafe without Signal	Exit from approximately 50 homesites including townhomes, private residences and a condominium building will make a left hand turn virtually impossible when the new bridge is built to the south of the current Hwy 80E. The Bull River Marina also use this	0	0
41	Bicycle & Pedestrian Safety Concern	Norwood Ave is unsafe for bicycles and pedestrians and is in desperate need of traffic calming measures. Many people use this road to walk or bike to shops and their places of employment, as well as walking their dogs. Traffic is consistently speeding ov	1	0

APPENDIX C

Safety Analysis Results



January 2025

Intersections

Rank	Intersection	Intersection Name	Inter_ID	Crashes	Crash Rate	ePDO	Intersec_1	Crash Counts by Severity					
								K	A	B	C	O	U
72	0512046800I, 0512048200I, Blakeley Road (0512046700I), Whitefield Avenue (05110204SPI)		31523	1.0	0.0204	97.9	26798	0	1	0	0	0	0
73	Ogeechee Road (0511002500I), Trailer Park Road (0512005600I)	Ogeechee Rd at Ridge Rd (ped crash plus segment)	33947	1.0	0.0204	444.6	26900	1	0	0	0	0	0
74	0512021500I, Johnny Mercer Boulevard (0512114300I), River Oaks Road (0512014800I)		32628	1.0	0.0192	97.9	28610	0	1	0	0	0	0
75	0511002500D, Gateway Boulevard East (0512077400I), Ogeechee Road (0511002500I)		31910	1.0	0.0182	97.9	30100	0	1	0	0	0	0
76	0511002500D, 0512078000I, 0512271100I, Elk Road (0512107200I), Ogeechee Road (0511002500I)		33289	1.0	0.0171	444.6	32100	1	0	0	0	0	0
77	Fountain Road (0512107600I), Ogeechee Road (0511002500D), Ogeechee Road (0511002500I)		32025	1.0	0.0152	444.6	36000	1	0	0	0	0	0
78	0512168300I, 0512168400I, Butler Avenue (0511002600I), Johnny Mercer Boulevard (0512114300D), Johnny Mercer Boulevard (0512114300I), Shipwatch Road (0512168300D)		33906	1.0	0.0139	444.6	39350	1	0	0	0	0	0

APPENDIX D

Site Visit Worksheets



January 2025



6001 Chatham Center Dr. # 380
Savannah, GA 31405

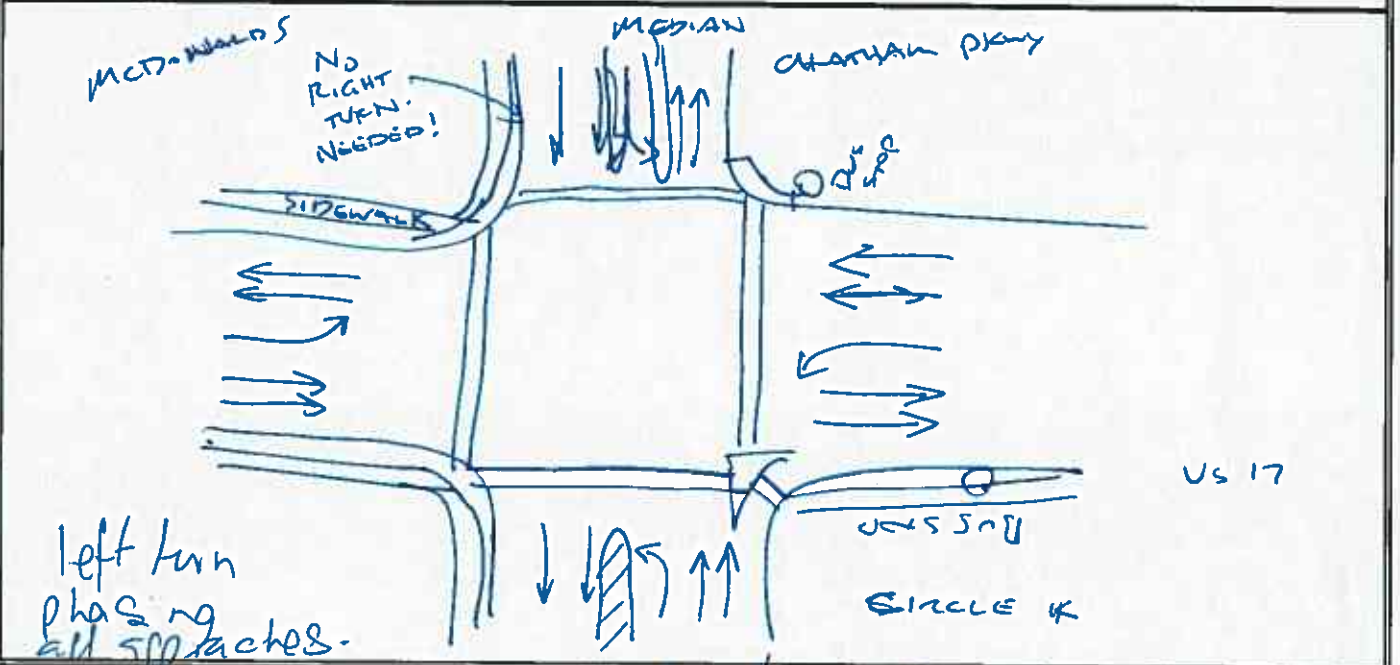
Chatham County SS4A

Site Visit Log

Job No.: 1023533
Rep./Name: _____
Date: _____

Site Name: US 17 at Chatham Parkway

Intersection/Segment Sketch:



Description: 4-leg signalized intersection with ped facilities all round.

Observed Issues/Concerns:

- Prompts:
- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:

— good sight distance

— some lighting on McO corner.

— shown above

Potential Countermeasures:



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Chatham County SS4A

Site Visit Log

Job No.: 1023533

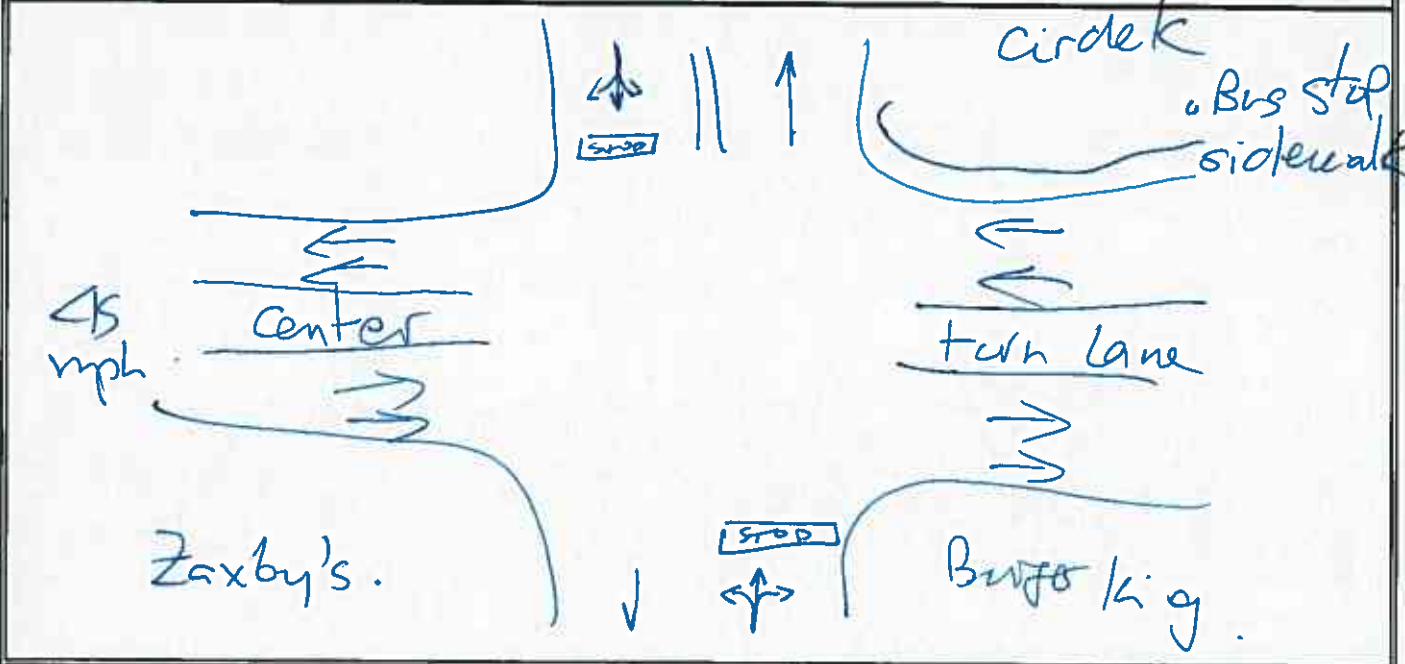
Rep./Name: _____

Date: _____

Site Name:

US 17 e Mersey Way.

Intersection/Segment Sketch:



Description:

4 leg unsignalized intersection.

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:

good sight distance, US 17 very busy.

no lighting.

obstruction

no sidewalks except by circle k.

Potential Countermeasures:

right-in/right-out.

OTHER MOVEMENTS PROVIDED BY CHATHAM PKUY



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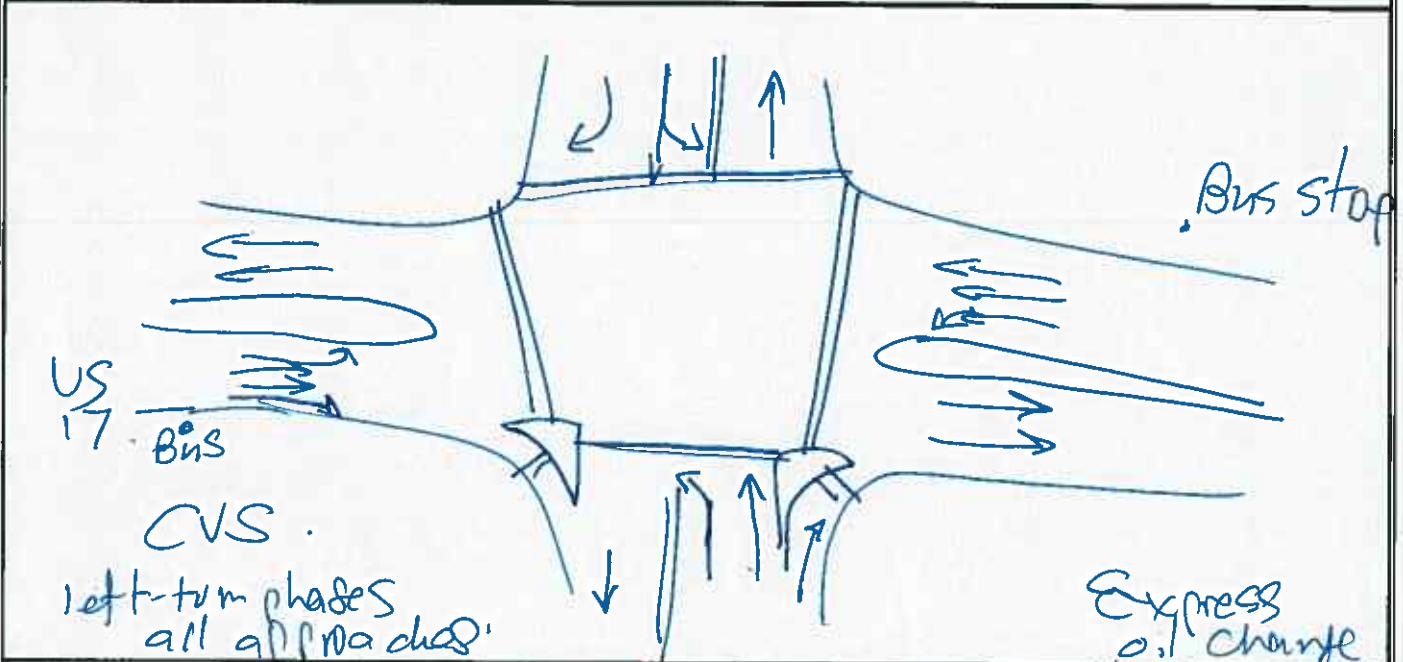
Chatham County SS4A

Site Visit Log

Job No.: 1023533
Rep./Name: _____
Date: _____

Site Name: US 17 e Cottonvale Trl.

Intersection/Segment Sketch:



Description: 4-leg signalized intersection; crosswalks & ped facilities all-round.

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:

- good sight distance
- PROBABLY
- no lighting.

- crosswalks on cottonvale by Express oil change
[long cycle length for ped crossing]

observed ped crossing US 17 after dropped off by bus

Potential Countermeasures:

potential midblock crossings along US 17.



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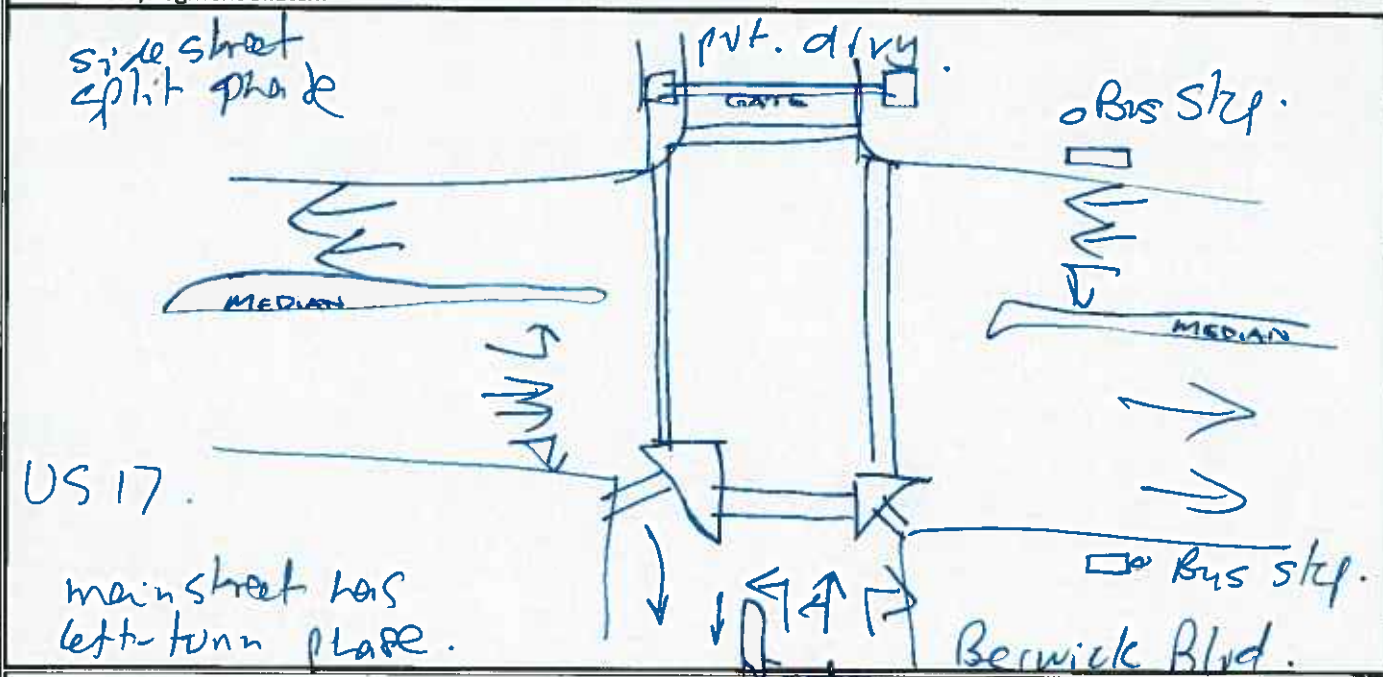
Chatham County SS4A

Site Visit Log

Job No.: 1023533
Rep./Name: _____
Date: _____

Site Name: US 17 e Berwick Blvd.

Intersection/Segment Sketch:



Description:

4 leg signalized intersection, crosswalks, all approaches & ped phases

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:

- good sight distance
- probably on US 17 - STRAIGHT FLAT ROADWAY WIDE CORRIDOR
- good
- NO 90°
- no lighting
- NO 4 LANE APPROACH
- WIDE SHOULDERS
- GOOD
- no sidewalk on approach to intersection. bike lanes present.

Potential Countermeasures:



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Chatham County SS4A

Site Visit Log

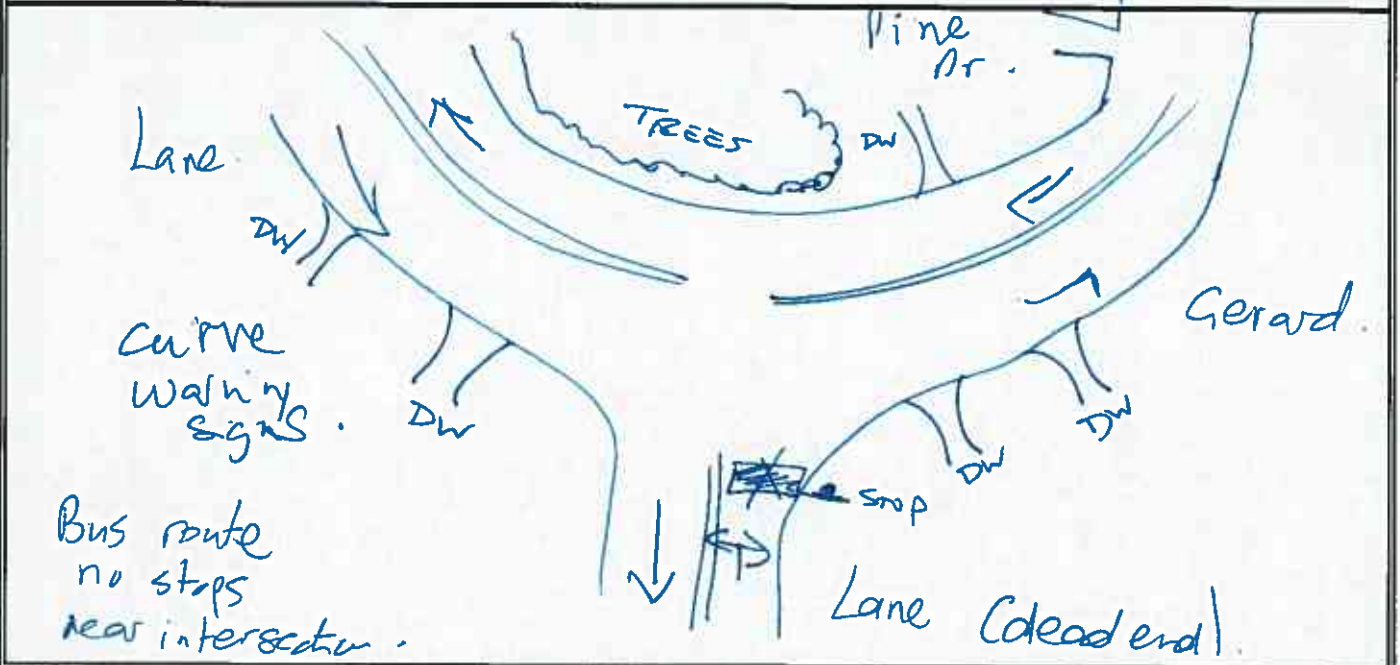
Job No.: 1023533

Rep./Name: _____

Date: _____

Site Name: Gerard Ave at Lane Ave.

Intersection/Segment Sketch:



Description: 3-leg unsignalized on curve

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:



good sight distance on side street.
not an issue.

some lighting.

several driveways close by on curve.

no sidewalks. PED ACTIVITY NOTED ALONG SHOULDERS ON OUTSIDE OF CURVE

Potential Countermeasures:



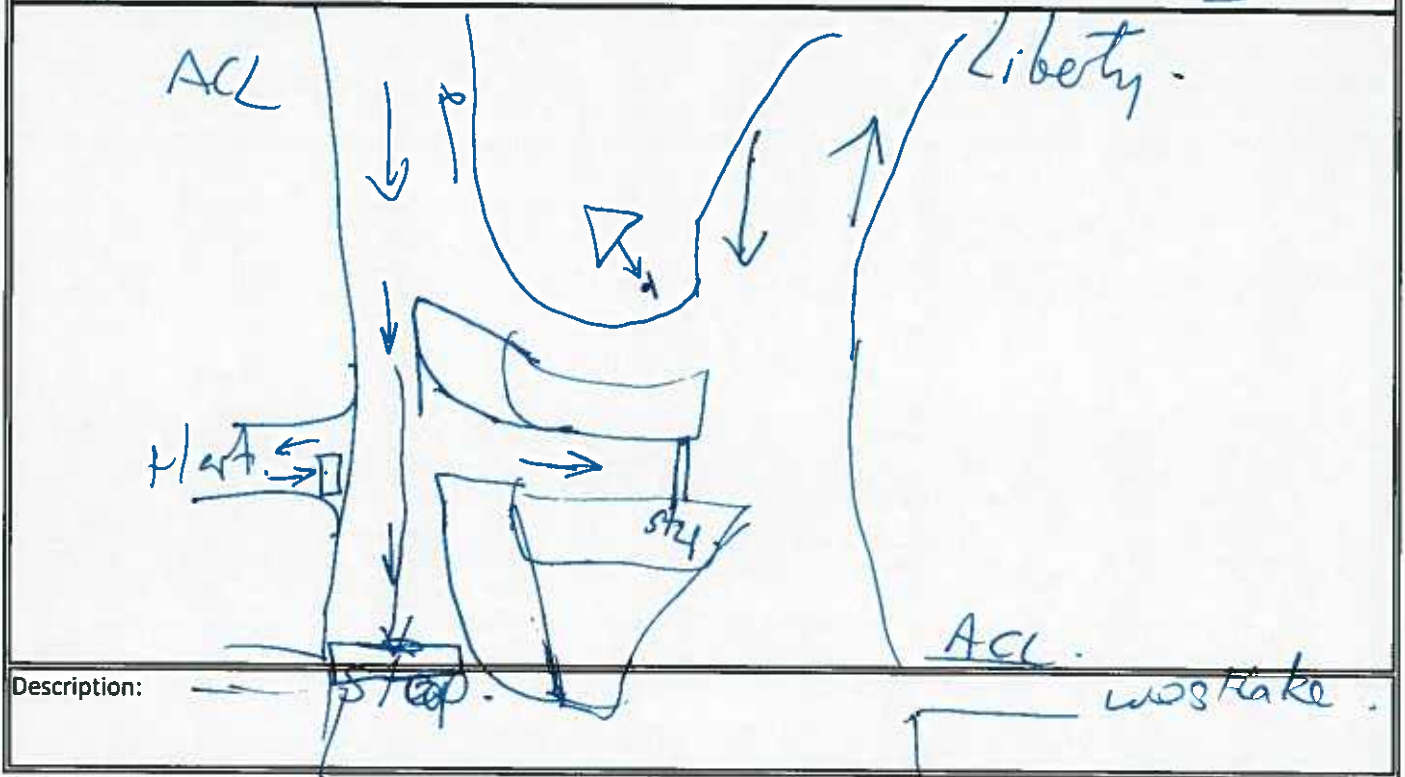
6001 Chatham Center Dr. # 380
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Chatham County SS4A
Site Visit Log

Job No.: 1023533
Rep./Name: _____
Date: _____

Site Name: ACL Blvd at Westlake Ave / Liberty Pkwy.

Intersection/Segment Sketch:

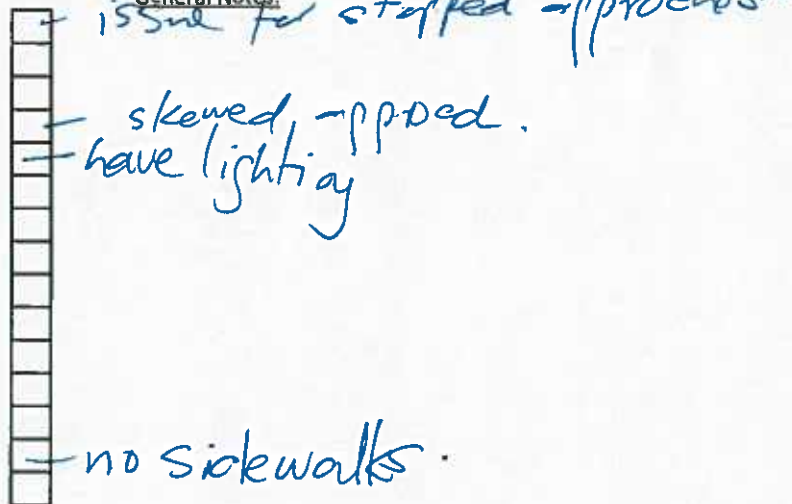


Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:



advance warning sign on Liberty Ave for curve.

Potential Countermeasures:

realize roadway design & details / approaches
& convert to two intersections
as either roundabouts or signals



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Chatham County SS4A

Site Visit Log

Job No.: 1023533

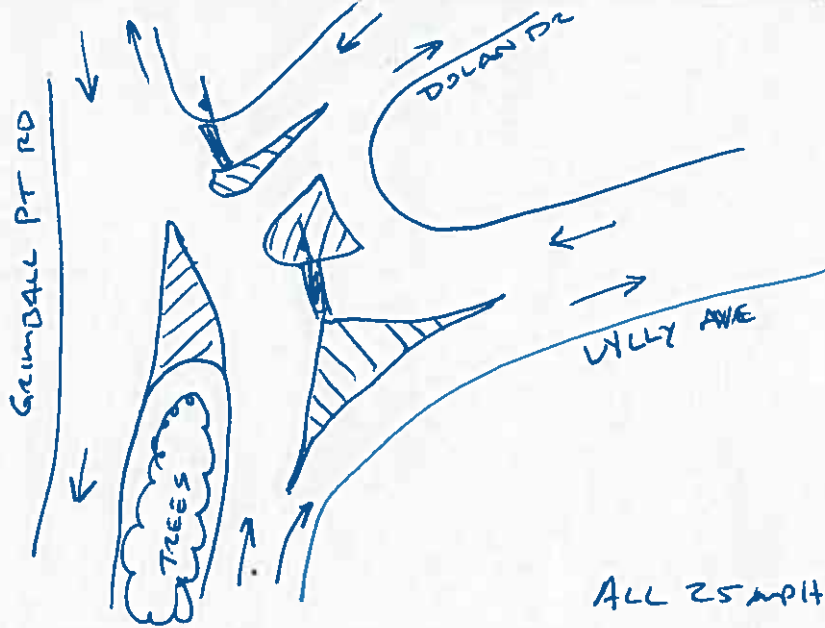
Rep./Name: _____

Date: _____

Site Name:

Gimball Point Rd at ~~Dolan~~ Wylie Ave.

Intersection/Segment Sketch:



Description:

4-way intersection unsignalized.

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:



poor from Dolan cannot see 2-lane roadway.
from Wylie " " other direction.
-no lighting.
* low speed roadways.
median vegetation blocks view.

Potential Countermeasures:

* potential want/need to consider

* close Wylie + merge it with Dolan - need to require law. side streets.



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Chatham County SS4A
Site Visit Log

Job No.: 1023533

Rep./Name: _____

Date: _____

Site Name:

Norwood ~~Rd~~^{Ave} at La Roche Ave.

Intersection/Segment Sketch:



Description:

confusing intersection.

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:

- skewed sight distance at stop bars.
- NOT NOTICEABLE
- TOUGH SIGHT AT STOP SIGNS
- NO
- ENVIRONMENTALLY SENSITIVE AREAS
- OLD

Potential Countermeasures:

Roundabout. close middle lanes
w/ by pass lane. not gain anywhere.



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Chatham County SS4A

Site Visit Log

Job No.: 1023533

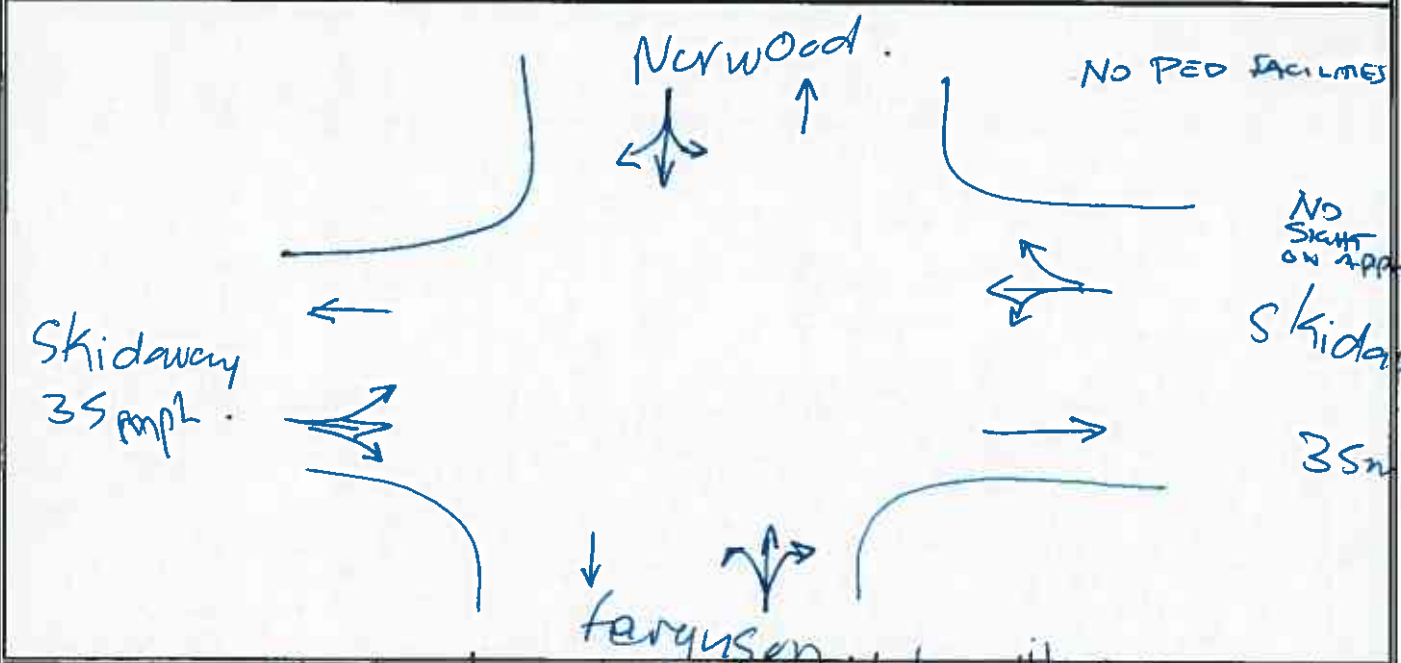
Rep./Name: _____

Date: _____

Site Name:

Skidaway/Norwood at Ferguson.

Intersection/Segment Sketch:



Description:

signalized intersection, no ped facilities
left turn phasing on Ferguson's Norwood.

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:

- SKIDAWAY WB IS BAD TIGHT CURVE
OTHER LEGS GOOD
- lighting at intersection.
- driveways close to intersection.
not good slope, no shoulders.
NO DRAINAGE FACILITIES
PROBABLY FLOODS
- no sidewalks.

position signal heads confusing on one diagonal line.

Potential Countermeasures:

Full signal upgrade



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Chatham County SS4A

Site Visit Log

Job No.: 1023533

Rep./Name: _____

Date: _____

Site Name: Montgomery Cross Rd at Skidaway.

Intersection/Segment Sketch:

Description: Signalized intersection. no ped. facilities. left turn phase for NB approach only.

Observed Issues/Concerns:

Prompts:	General Notes:
Sight Distance	
Speeding	
Intersection Spacing	
Skewed Approach	
Lighting	
Distracted Driving	
Passing Zones	
Shoulder Conditions/Clear Zones	
Access/Driveway Density	
Pavement Conditions	
Heavy Vehicles	
Driver Behavior	
Unsafe Crossing	
Sidewalks/Bike Lanes	
Other	

Potential Countermeasures:



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Site Visit Log

Job No: 1023533

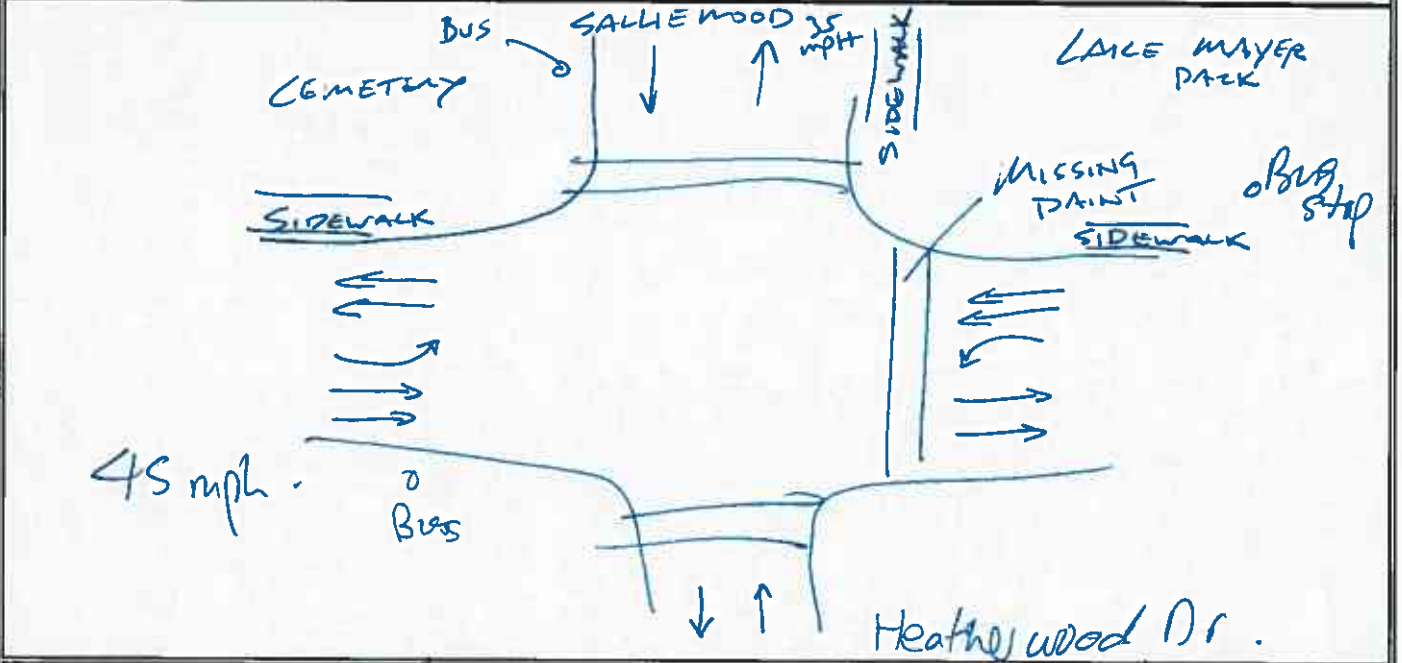
Rep./Name: _____

Date: _____

Site Name:

Montgomery Cross Rd & Sallie Wood Dr.

Intersection/Segment Sketch:



Description:

Signalized intersection, crosswalks on 3 sides.
left turn phasing on mainline.

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:

— Good

— no lighting at intersection.

— FRESH PAVEMENT

— sidewalk on cross side on Sallie Wood & mont. cross by park.

Potential Countermeasures:



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Site Visit Log

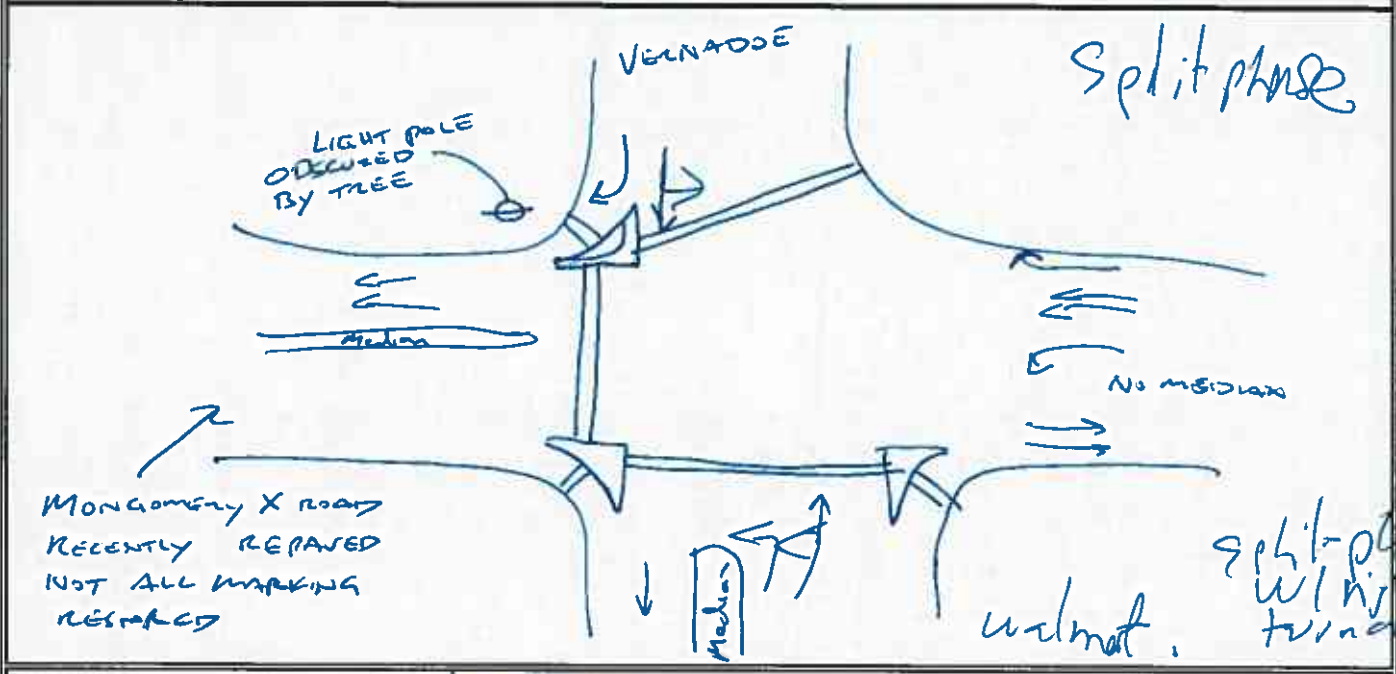
Job No: 1023533

Rep/Name: _____

Date: _____

Site Name: E. Montgomery Cross Rd & Vernadue Drive

Intersection/Segment Sketch:



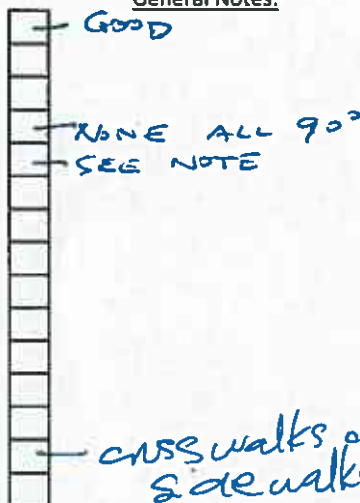
Description: Signalized intersection

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:



recently repaved, crosswalks not yet painted.

left-turning all approaches.

Potential Countermeasures:



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Site Visit Log

Job No.: 1023533

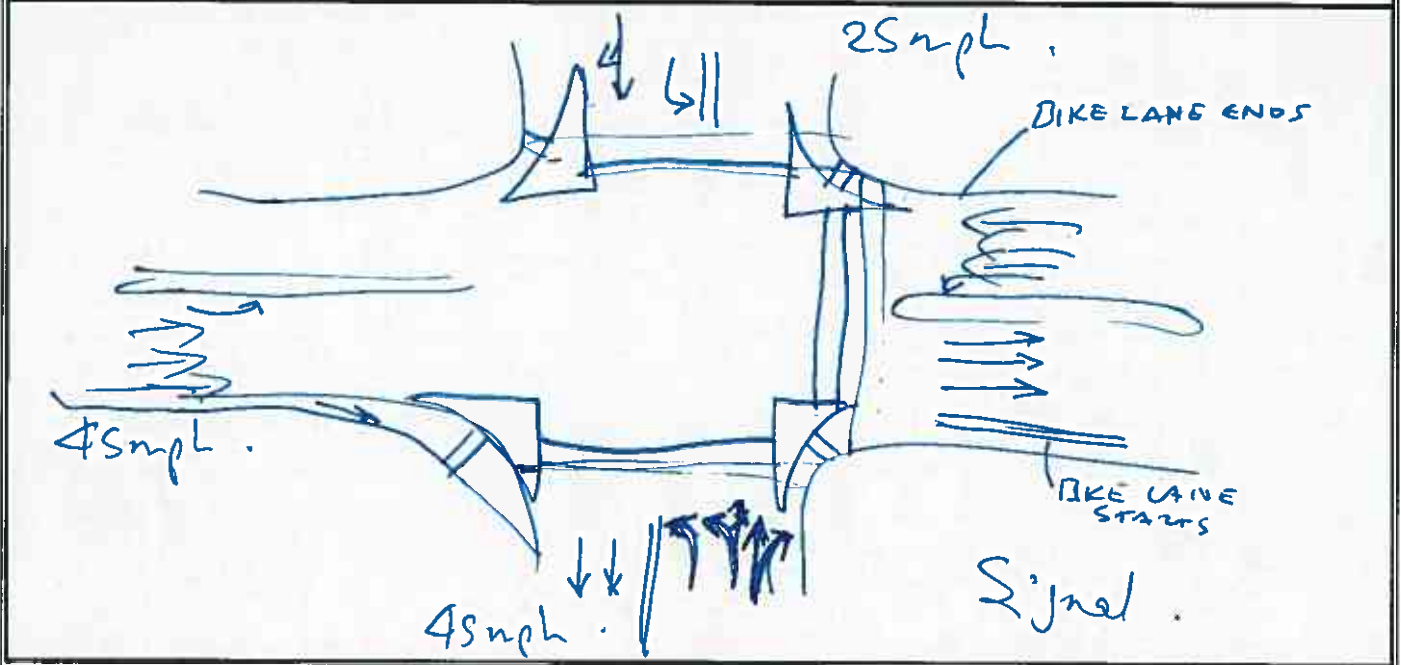
Rep./Name: _____

Date: _____

Site Name:

US 80 (Islands Expressway) at Bryan Woods Dr.

Intersection/Segment Sketch:



Description:

Signalized intersection.

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:

- good taking WB not looking EB only bridge.
- Speeding appears to be an issue.
- good.
- no lighting.
- good.
- no sidewalks/bike lanes.

pod phases.
left turn phasing all approaches.

Potential Countermeasures:



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Chatham County SS4A

Site Visit Log

Job No.: 1023533

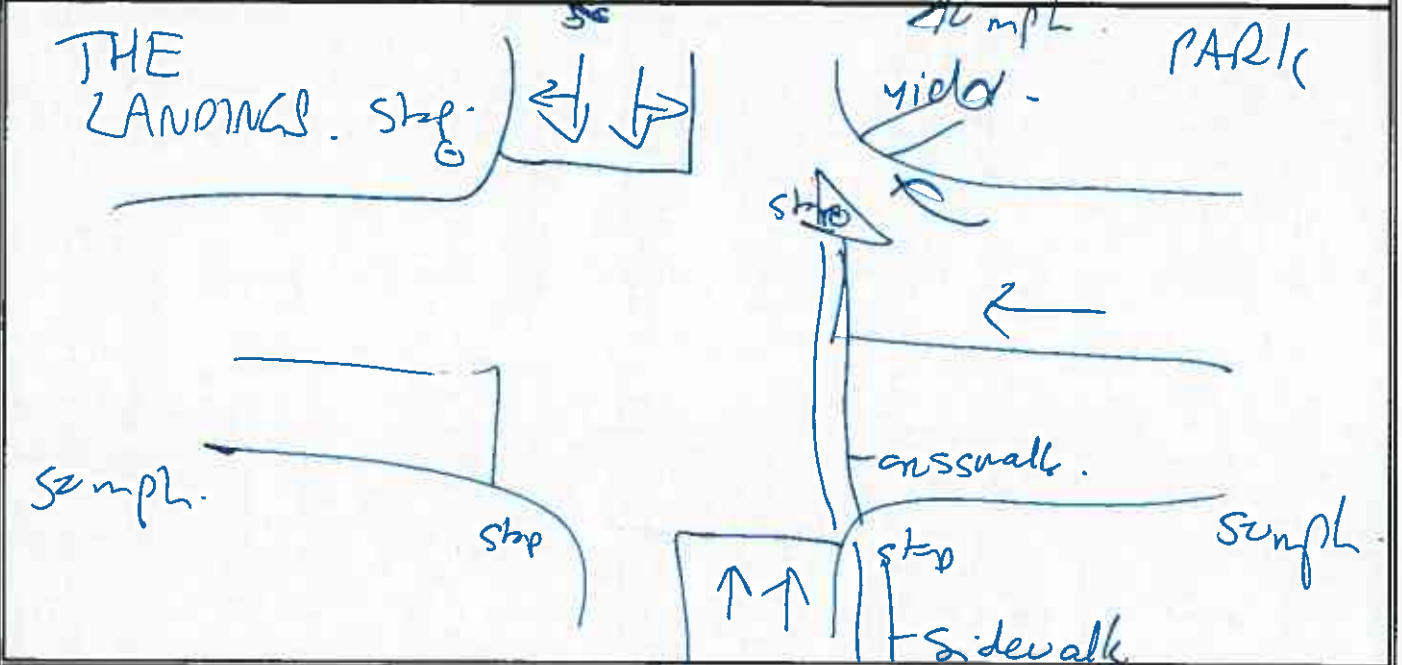
Rep./Name: _____

Date: _____

Site Name:

Diamond Causeway & McWhorter.

Intersection/Segment Sketch:



Description:

4-leg allway stop control with multilanes on

Diamond Causeway

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:

- good sight distance
- not an issue.
- no street lighting.
- golf carts crossing roadway.
- sidewalk

golf carts going from The Landings to the park.

Potential Countermeasures:

potential traffic signal with golf cart crossing.



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Chatham County SS4A

Site Visit Log

Job No: 1023533

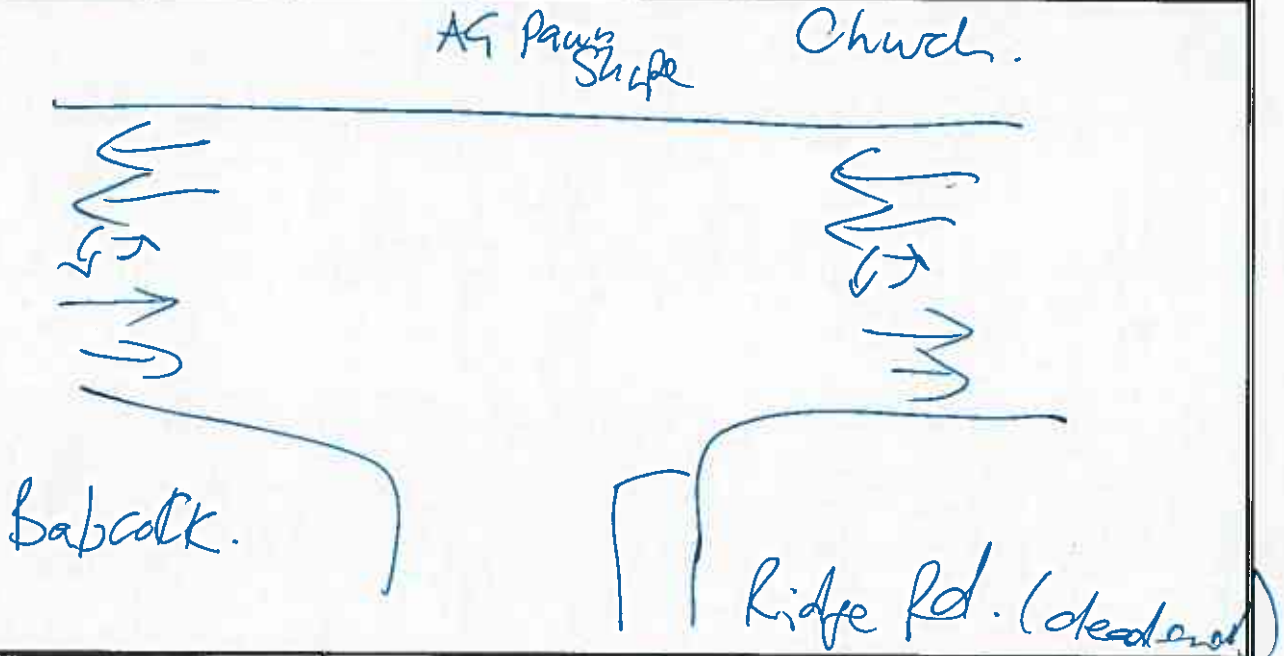
Rep./Name:

Date:

Site Name:

US 17 @ Ridge Rd (N)

Intersection/Segment Sketch:



Description:

3-lead intersection no crosswalks

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:

good sight distance.
 speeding but gaps in traffic available
 no lighting.
 no crosswalks/sidewalks.

observed pedestrian crossing US 17.

Potential Countermeasures:



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Savannah, GA 31405

Chatham County SS4A

Site Visit Log

Job No: 1023533

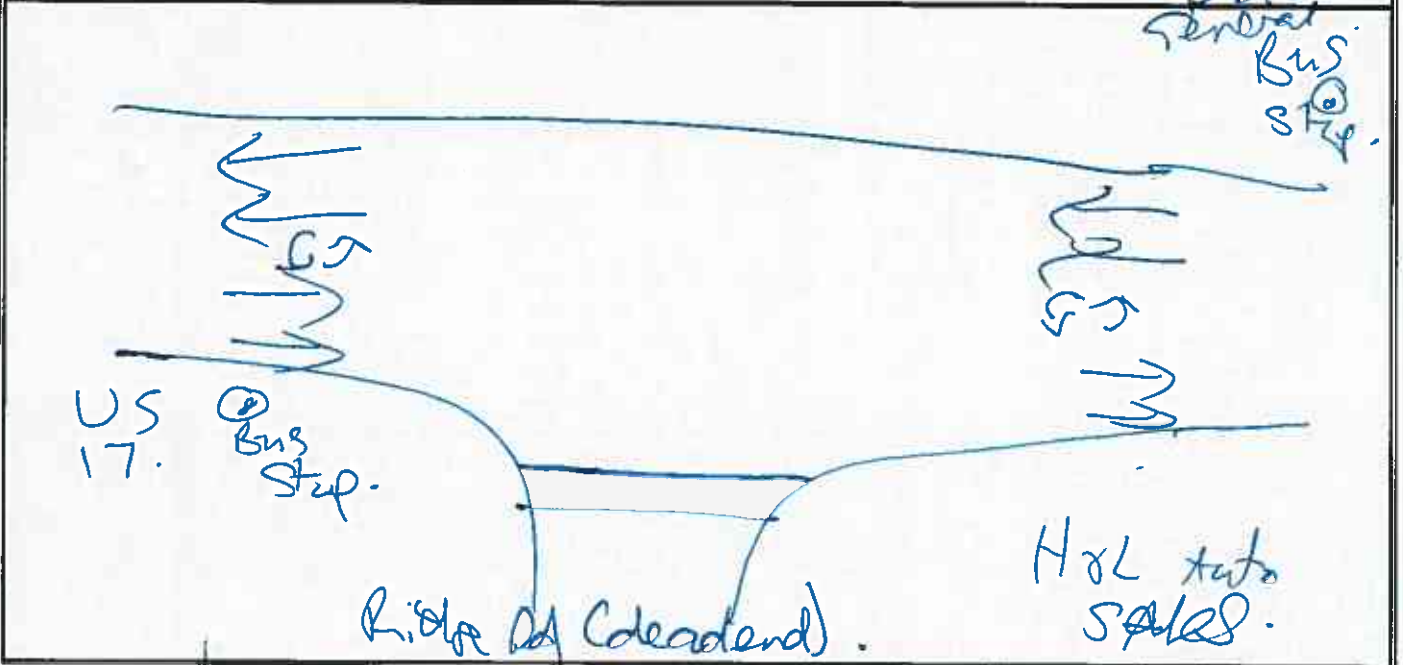
Rep./Name:

Date:

Site Name:

US 17 e Ridge Rd (S)

Intersection/Segment Sketch:



Description:

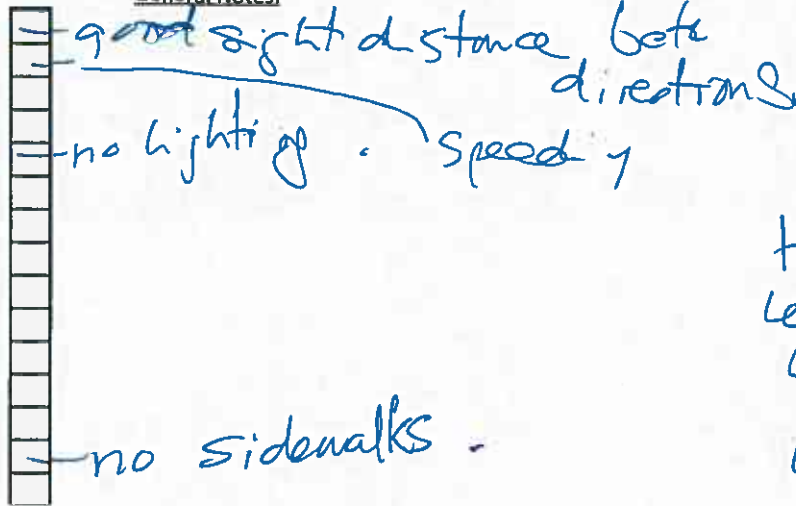
3-leg unsignalized intersection, no crosswalk across side street

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:



two-way left-turn lane on US 17

pedestrian observed crossing US 17

Potential Countermeasures:



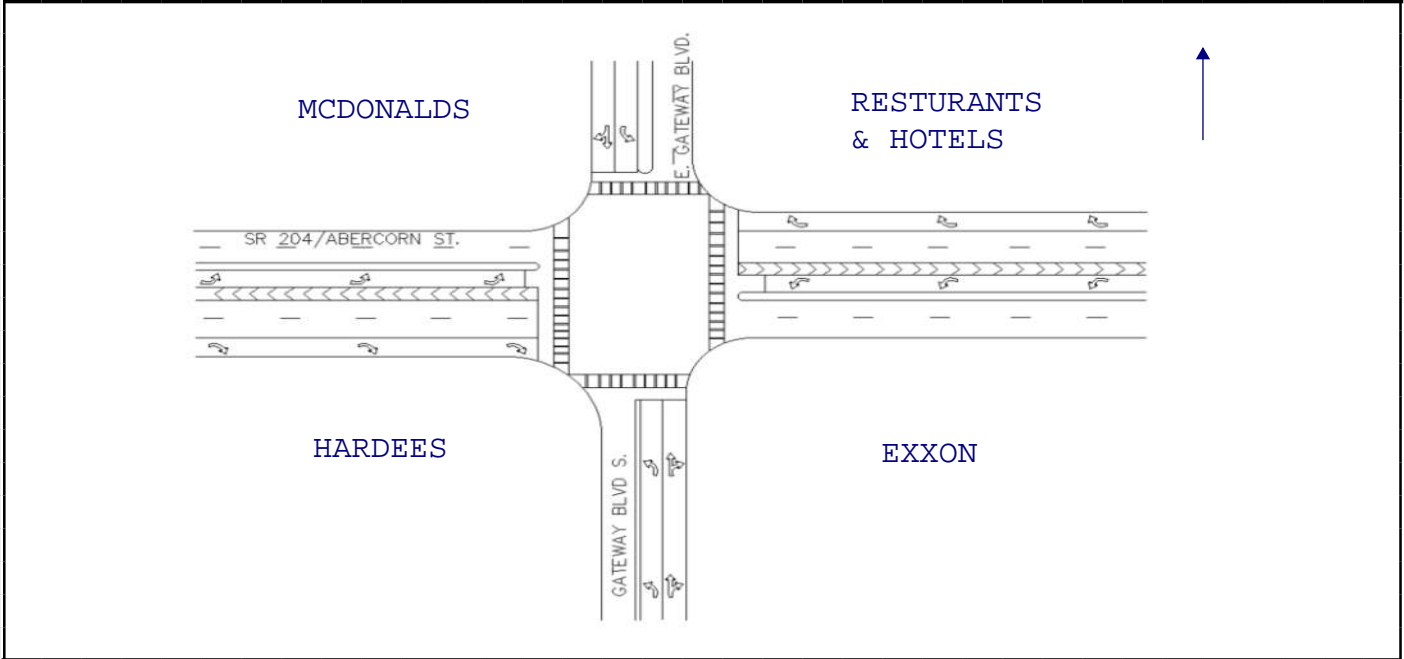
6001 Chatham Center Dr. # 380
Savannah, GA 31405

Chatham County SS4A
Site Visit Log

Job No.: 1023533
Rep./Name: _____
Date: _____

Site Name: SR 204/ABERCORN ST. at EAST GATEWAY BLVD.

Intersection/Segment Sketch:



Description: 4-WAY SIGNALIZED INTERSECTION. PEDESTRIAN ACCOMODATIONS IN ALL QUADRANTS. MAINLINE SPEED LIMIT = 45 MPH

Observed Issues/Concerns:

- Prompts:
- Sight Distance
 - Speeding
 - Intersection Spacing
 - Skewed Approach
 - Lighting
 - Distracted Driving
 - Passing Zones
 - Shoulder Conditions/Clear Zones
 - Access/Driveway Density
 - Pavement Conditions
 - Heavy Vehicles
 - Driver Behavior
 - Unsafe Crossing
 - Sidewalks/Bike Lanes
 - Other

General Notes:

Shoulder improvements are needed in NW corner of intersection.

Sidewalk connectivity is needed in quadrants.

Signal backplates do not have reflectivity.

Potential Countermeasures: RECOMMEND EXTENDING PIPE, SHOULDER BUILDING IN NW CORNER OF INTERSECTION TO ACCOMMODATE SIDEWALK

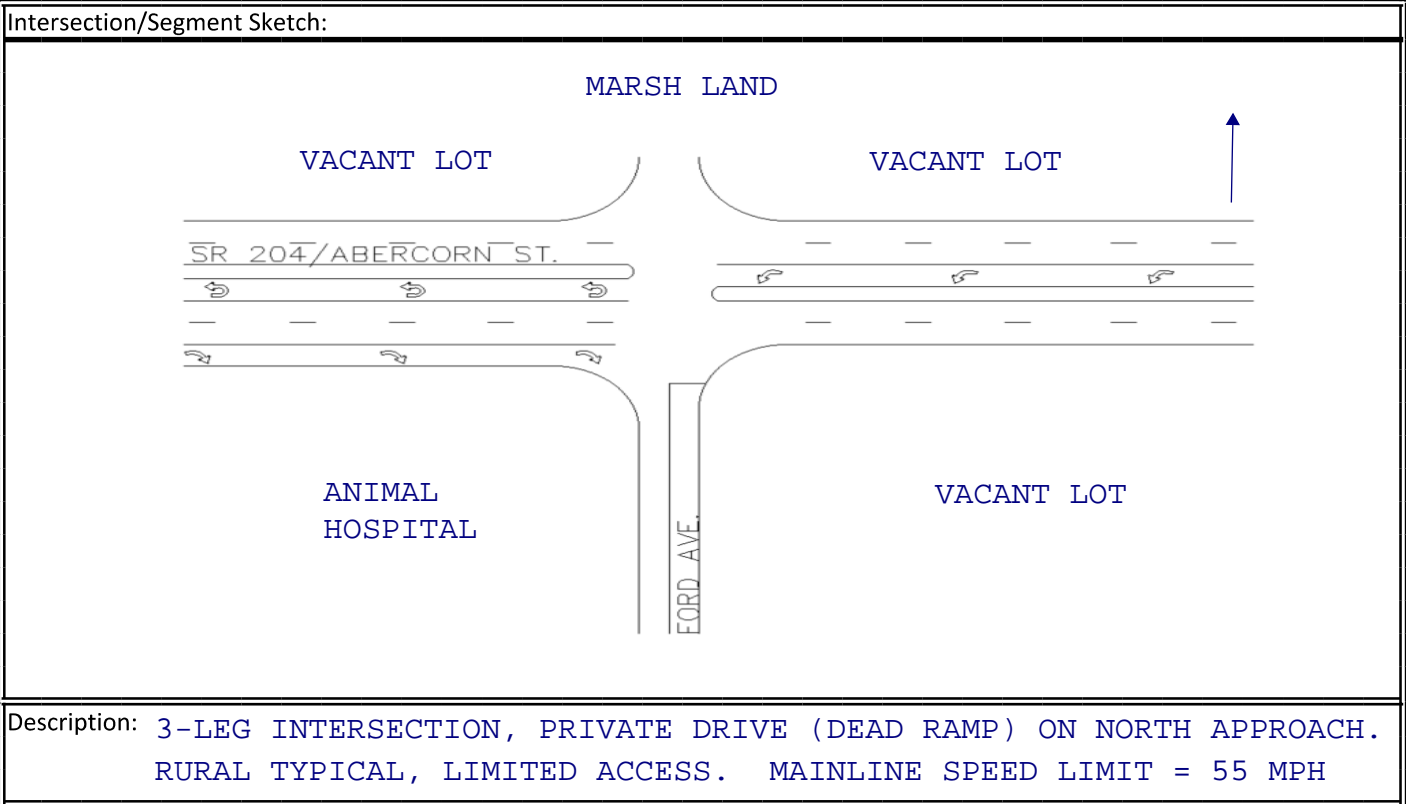


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Chatham County SS4A
Site Visit Log

Job No.: 1023533
Rep./Name: _____
Date: _____

Site Name: SR 204/ABERCORN ST at FORD AVE.



Observed Issues/Concerns:

Prompts:	General Notes:
Sight Distance	
Speeding	<input checked="" type="checkbox"/> Radar speed data was obtained. Vehicular speeds ranged between 43 mph - 62 mph.
Intersection Spacing	
Skewed Approach	
Lighting	<input checked="" type="checkbox"/> There is no intersection lighting.
Distracted Driving	
Passing Zones	
Shoulder Conditions/Clear Zones	
Access/Driveway Density	
Pavement Conditions	
Heavy Vehicles	
Driver Behavior	
Unsafe Crossing	
Sidewalks/Bike Lanes	<input checked="" type="checkbox"/> There are no pedestrian commmendations or bike lanes. SR 204 is Limited Access.
Other	

Potential Countermeasures: Consider intersection upgrades such as Median Closure, R-Cut, Right in/Right on side road if warranted based upon review of crash history.



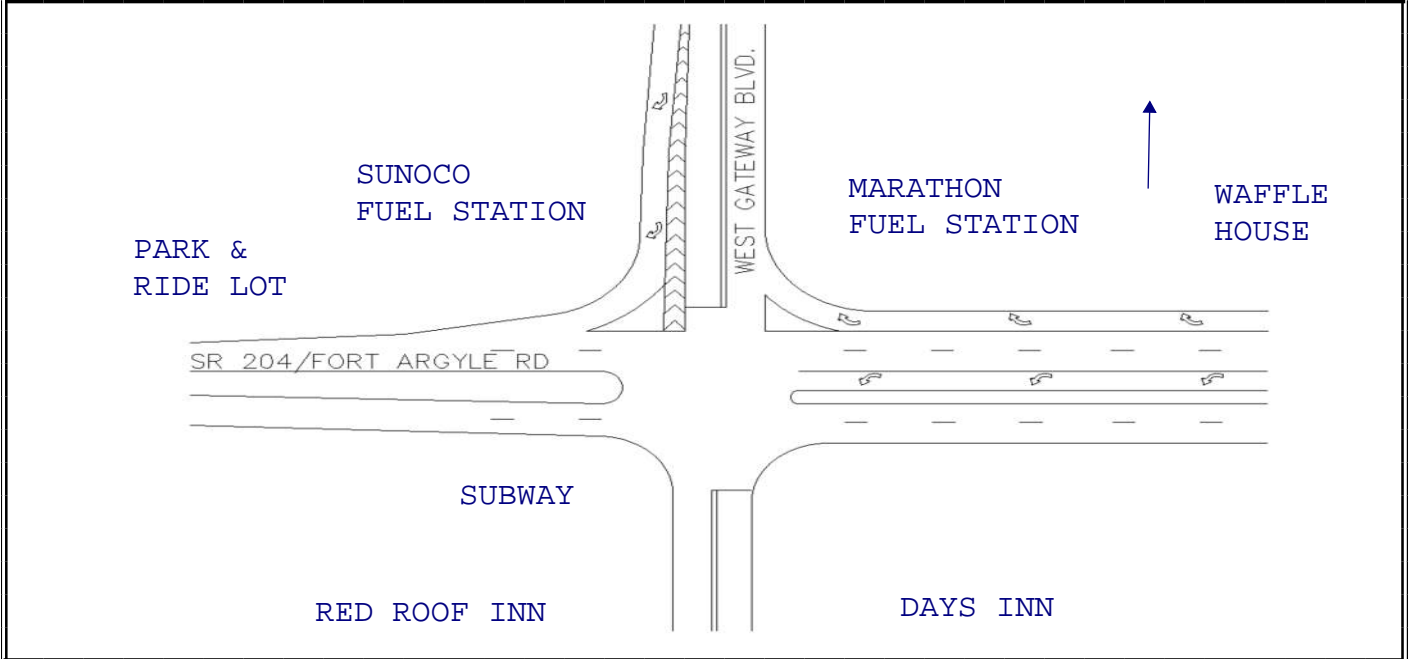
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Chatham County SS4A
Site Visit Log

Job No.: 1023533
Rep./Name: _____
Date: _____

Site Name: SR 204/FT. ARGYLE RD. at WEST GATEWAY BLVD.

Intersection/Segment Sketch:



Description: 4-LEG NON-SIGNALIZED INTERSECTION. 4-LANE ON MAINLINE, RURAL TYPICAL SECTION. MAINLINE SPEED LIMIT = 45 MPH

Observed Issues/Concerns:

- Prompts:
- Sight Distance
 - Speeding
 - Intersection Spacing
 - Skewed Approach
 - Lighting
 - Distracted Driving
 - Passing Zones
 - Shoulder Conditions/Clear Zones
 - Access/Driveway Density
 - Pavement Conditions
 - Heavy Vehicles
 - Driver Behavior
 - Unsafe Crossing
 - Sidewalks/Bike Lanes
 - Other

General Notes:

Good Sight Distance.

There are no pedestrian accommodations or bike lanes. There were 2 pedestrians observed crossing SR 204 on the east side of intersection.

Potential Countermeasures:



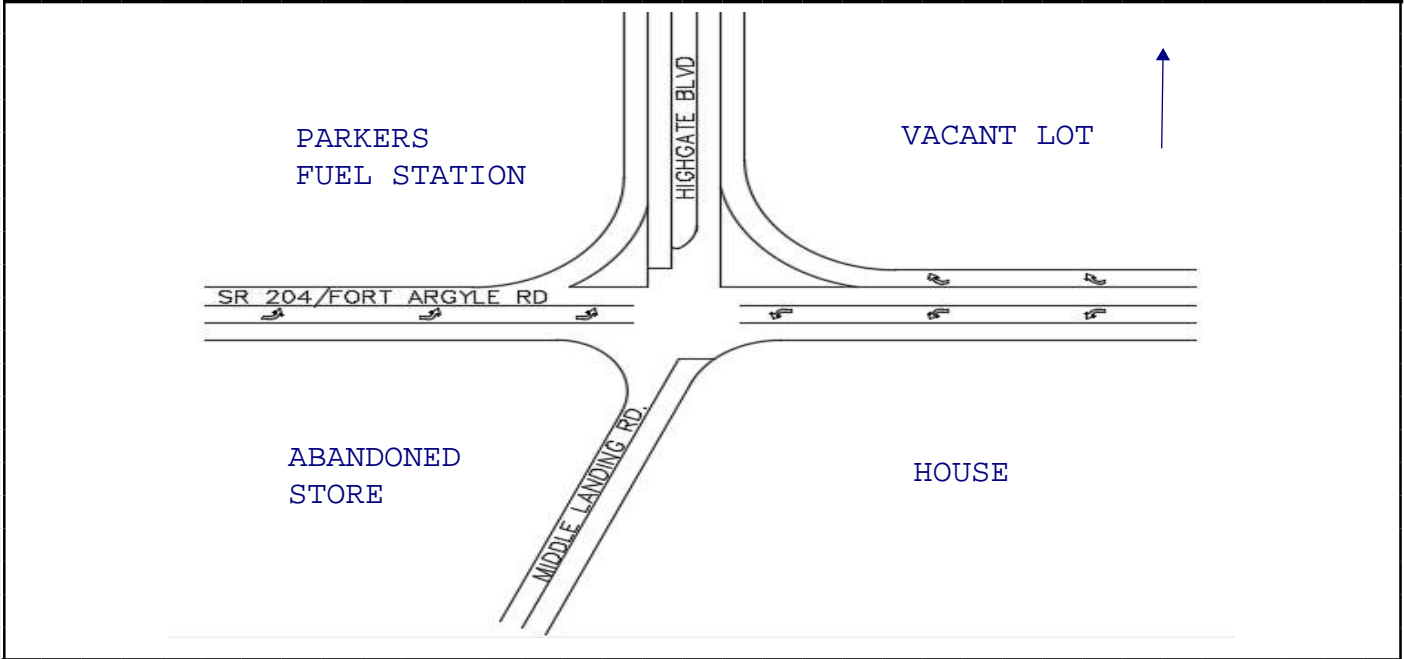
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Chatham County SS4A
Site Visit Log

Job No.: 1023533
Rep./Name: _____
Date: _____

Site Name: SR 204/FT. ARGYLE R. at HIGHGATE BLVD.

Intersection/Segment Sketch:



Description: 4-WAY NON-SIGNALIZED INTERSECTION.
RURAL TYPICAL SECTION. MAINLINE SPEED = 55 MPH.

Observed Issues/Concerns:

Prompts:	General Notes:
Sight Distance	<input checked="" type="checkbox"/> There is limited sight distance from NB Approach (Middle Landing Rd.) looking east.
Speeding	<input type="checkbox"/>
Intersection Spacing	<input type="checkbox"/>
Skewed Approach	<input type="checkbox"/>
Lighting	<input checked="" type="checkbox"/> There is no intersection lighting.
Distracted Driving	<input type="checkbox"/>
Passing Zones	<input type="checkbox"/>
Shoulder Conditions/Clear Zones	<input type="checkbox"/>
Access/Driveway Density	<input checked="" type="checkbox"/> There is an extra wide driveway located on abandoned lot with limited spacing from intersection.
Pavement Conditions	<input type="checkbox"/>
Heavy Vehicles	<input type="checkbox"/>
Driver Behavior	<input type="checkbox"/>
Unsafe Crossing	<input type="checkbox"/>
Sidewalks/Bike Lanes	<input checked="" type="checkbox"/> There are no pedestrian accommodations or bike lanes.
Other	<input checked="" type="checkbox"/> There are several residential developments under construction within the area known as the New Hampstead community. There is also a new K8 elementary school.

Potential Countermeasures:



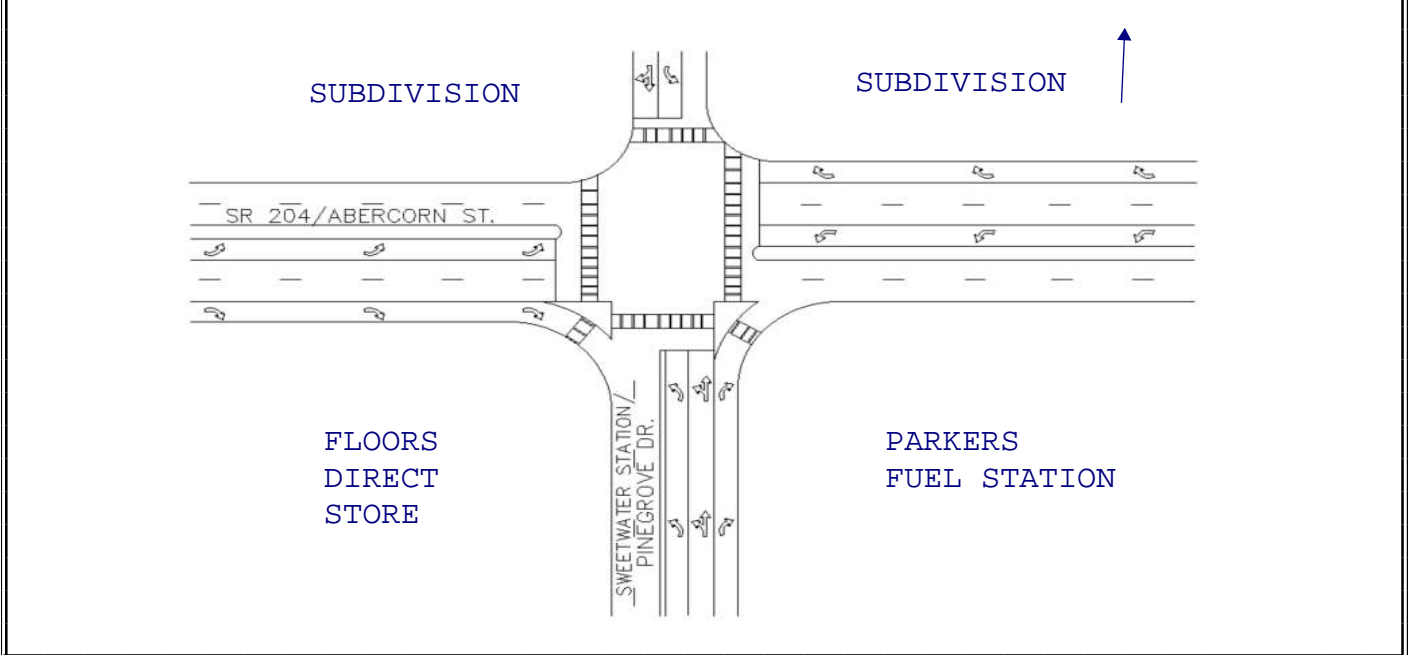
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Chatham County SS4A
Site Visit Log

Job No.: 1023533
Rep./Name: _____
Date: _____

Site Name: SR 204/ABERCORN ST. at PINEGROVE/SWEETWATER RD.

Intersection/Segment Sketch:



Description: 4-WAY SIGNALIZED INTERSECTION. PEDESTRIAN ACCOMODATIONS IN ALL QUADRANTS. MAINLINE SPEED LIMIT = 55 MPH

Observed Issues/Concerns:

Prompts:	General Notes:
Sight Distance	
Speeding	
Intersection Spacing	X Intersection Spacing good. Limited Access.
Skewed Approach	
Lighting	
Distracted Driving	
Passing Zones	
Shoulder Conditions/Clear Zones	
Access/Driveway Density	
Pavement Conditions	
Heavy Vehicles	
Driver Behavior	
Unsafe Crossing	
Sidewalks/Bike Lanes	X No Sidewalks or Bike Lanes. Limited Access.
Other	X Signal is currently being upgraded.

Potential Countermeasures:

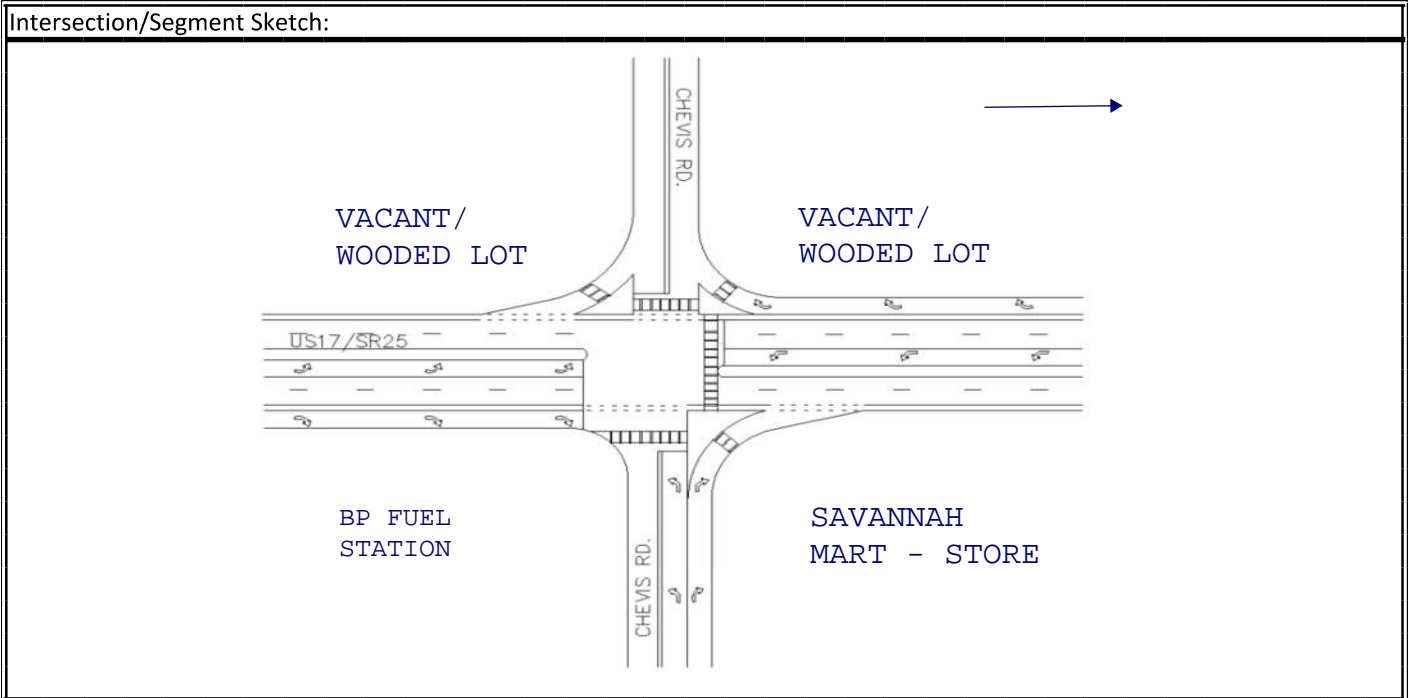


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Chatham County SS4A
Site Visit Log

Job No.: 1023533
Rep./Name: _____
Date: _____

Site Name: US 17/SR 25 AT CHEVIS RD.



Description: 4-LEG SIGNALIZED INTERSECTION W/PEDESTRIAN ACCOMMODATIONS. CROSSWALKS ON 3 APPROACHES. MAINLINE SPEED LIMIT = 45 MPH

Observed Issues/Concerns:		General Notes:
Prompts:		
Sight Distance	<input checked="" type="checkbox"/>	Good Sight Distance
Speeding	<input type="checkbox"/>	
Intersection Spacing	<input type="checkbox"/>	
Skewed Approach	<input type="checkbox"/>	
Lighting	<input checked="" type="checkbox"/>	There is no intersection lighting, however there is lighting in parking lots on the east side.
Distracted Driving	<input type="checkbox"/>	
Passing Zones	<input type="checkbox"/>	
Shoulder Conditions/Clear Zones	<input type="checkbox"/>	
Access/Driveway Density	<input checked="" type="checkbox"/>	Access to businesses on the east side are close to the intersection.
Pavement Conditions	<input type="checkbox"/>	
Heavy Vehicles	<input type="checkbox"/>	
Driver Behavior	<input checked="" type="checkbox"/>	Traffic potentially cutting through Chevis Rd. from SR 204.
Unsafe Crossing	<input type="checkbox"/>	
Sidewalks/Bike Lanes	<input checked="" type="checkbox"/>	There are Ped. accommodations on all approaches w/landing pads. There are no sidewalks.
Other	<input checked="" type="checkbox"/>	Traffic is backing up in the left turn lane during PM Peak period.

Potential Countermeasures: Consider adjusting signal timing to provide additional green time on the side road approach. Consider intersection upgrade to include dual left lanes or shared lane configuration on Chevis Rd. WB approach.

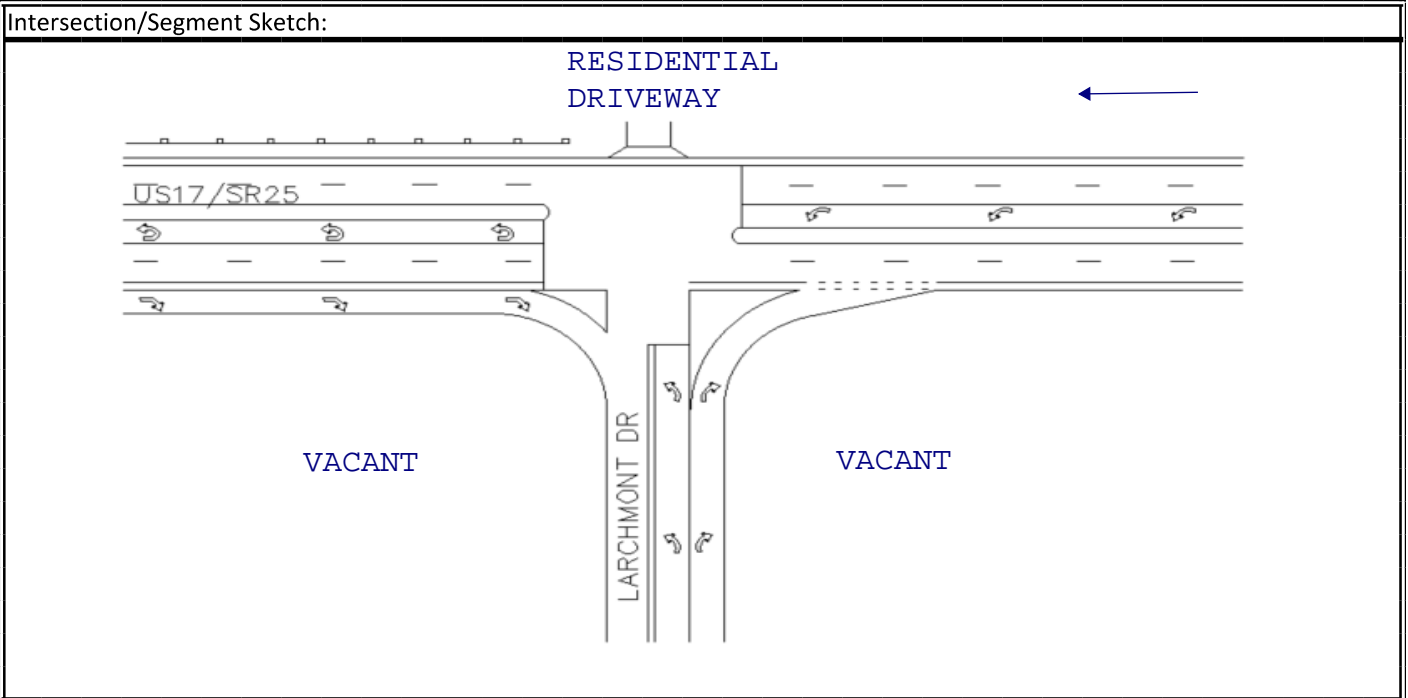


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Chatham County SS4A
Site Visit Log

Job No.: 1023533
Rep./Name: _____
Date: _____

Site Name: US 17/SR 25 at LARCHMONT DR.



Description: 4-LANE DIVIDED HWY, T-INTERSECTION, RURAL TYPICAL SECTION, GRASS SHOULDERS. NO PEDESTRIAN ACCOMODATIONS. MAINLINE SPEED LIMIT = 45 MPH

Observed Issues/Concerns:		General Notes:
Prompts:		
Sight Distance	<input checked="" type="checkbox"/>	There is good sight distance
Speeding	<input type="checkbox"/>	
Intersection Spacing	<input type="checkbox"/>	
Skewed Approach	<input type="checkbox"/>	
Lighting	<input checked="" type="checkbox"/>	There is not intersection lighting
Distracted Driving	<input type="checkbox"/>	
Passing Zones	<input type="checkbox"/>	
Shoulder Conditions/Clear Zones	<input type="checkbox"/>	
Access/Driveway Density	<input type="checkbox"/>	
Pavement Conditions	<input type="checkbox"/>	
Heavy Vehicles	<input type="checkbox"/>	
Driver Behavior	<input type="checkbox"/>	
Unsafe Crossing	<input type="checkbox"/>	
Sidewalks/Bike Lanes	<input checked="" type="checkbox"/>	There are bike lanes on both sides of US 17. However, there are no pedestrian accommodations/sidewalks within the intersection.
Other	<input type="checkbox"/>	

Potential Countermeasures:



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Chatham County SS4A
Site Visit Log

Job No.: 1023533
Rep./Name: _____
Date: _____

Site Name: US 17 at QUACCO RD.

Intersection/Segment Sketch:

Description: 3-LEG INTERSECTION w/PEDESTRIAN ACCOMMODATIONS ON ALL APPROACHES
RURAL TYPICAL SECTION. MAINLINE SPEED LIMIT = 45 MPH

Observed Issues/Concerns:

Prompts:		General Notes:
Sight Distance	<input checked="" type="checkbox"/>	There is good sight distance.
Speeding	<input type="checkbox"/>	
Intersection Spacing	<input type="checkbox"/>	
Skewed Approach	<input type="checkbox"/>	
Lighting	<input checked="" type="checkbox"/>	There is no intersection lighting.
Distracted Driving	<input type="checkbox"/>	
Passing Zones	<input type="checkbox"/>	
Shoulder Conditions/Clear Zones	<input type="checkbox"/>	
Access/Driveway Density	<input checked="" type="checkbox"/>	There is limited spacing between driveway in SW quadrant to the intersection.
Pavement Conditions	<input type="checkbox"/>	
Heavy Vehicles	<input type="checkbox"/>	
Driver Behavior	<input type="checkbox"/>	
Unsafe Crossing	<input type="checkbox"/>	
Sidewalks/Bike Lanes	<input checked="" type="checkbox"/>	There is are bike lanes on US 17. However, there are no sidewalks. Observed a food trail on the shoulder.
Other	<input type="checkbox"/>	

Potential Countermeasures: Consider installing sidewalk and intersection lighting.



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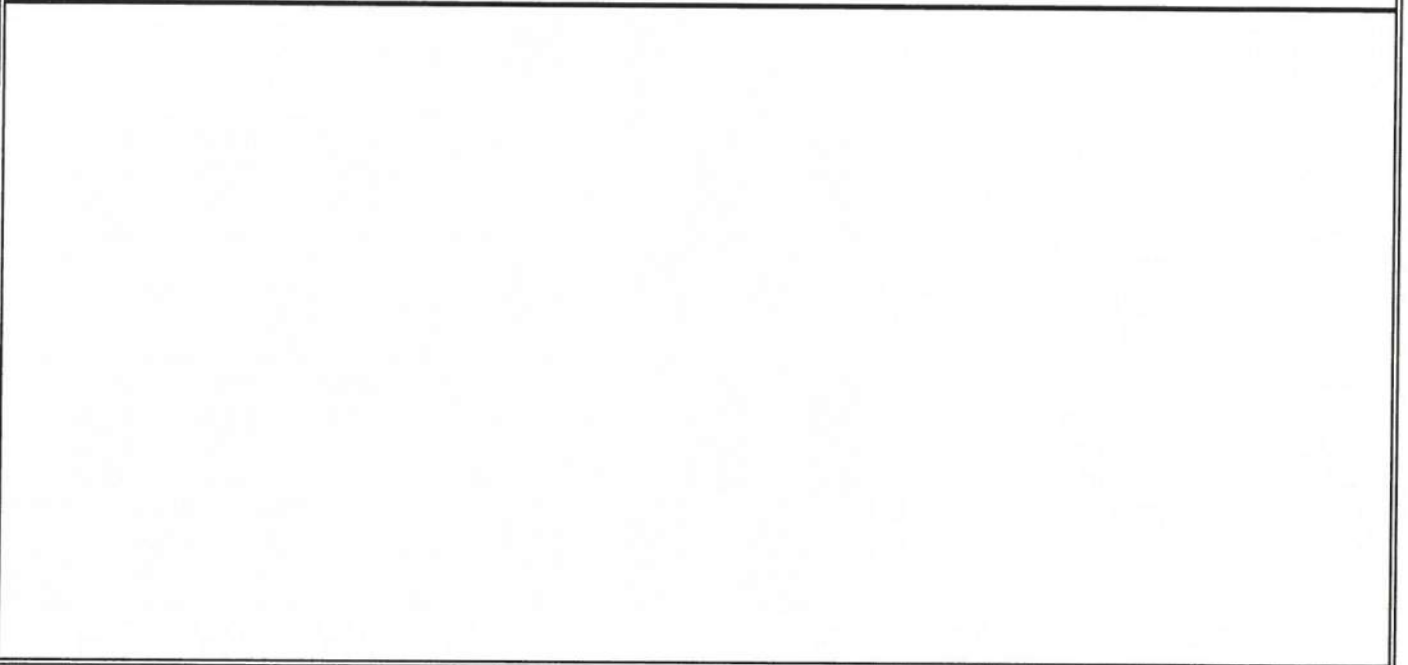
Rep./Name:

Date:

Segment sheet transcribed
from video recording

Site Name: SR 204 btw Ford Ave and Sweetwater station Dr

Intersection/Segment Sketch:



Description:

Abercorn st. westbound (sweetwater st to Ford Ave) (4 lane divided)

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:

- | | |
|-------------------------------------|--|
| <input type="checkbox"/> | Westbound |
| <input type="checkbox"/> | - sweetwater st. intersection signalized w/o sidewalks |
| <input checked="" type="checkbox"/> | - has pedestrian crossings |
| <input type="checkbox"/> | - 4 lane divided w/ 12 ft shoulders |
| <input type="checkbox"/> | - no street lighting |
| <input type="checkbox"/> | Eastbound |
| <input type="checkbox"/> | - Ford Ave int. - unsignalized |
| <input type="checkbox"/> | - steep dropoff |
| <input type="checkbox"/> | - no street lighting |

Potential Countermeasures:



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**Chatham County SS4A
Site Visit Log**

Job No.: 1023533
Rep./Name: _____
Date: _____

**Segment sheet transcribed
from video recording**

Site Name: King George Blvd btw Mariners Way and Red Fox Dr and Grove Point Rd

Intersection/Segment Sketch:

Description: NB 201 was signalized ramps to Red Fox Rd

Observed Issues/Concerns:

Prompts:		
Sight Distance	<input type="checkbox"/>	
Speeding	<input type="checkbox"/>	
Intersection Spacing	<input type="checkbox"/>	
Skewed Approach	<input type="checkbox"/>	
Lighting	<input checked="" type="checkbox"/>	
Distracted Driving	<input type="checkbox"/>	
Passing Zones	<input type="checkbox"/>	
Shoulder Conditions/Clear Zones	<input type="checkbox"/>	
Access/Driveway Density	<input type="checkbox"/>	
Pavement Conditions	<input type="checkbox"/>	
Heavy Vehicles	<input type="checkbox"/>	
Driver Behavior	<input type="checkbox"/>	
Unsafe Crossing	<input type="checkbox"/>	
Sidewalks/Bike Lanes	<input checked="" type="checkbox"/>	
Other	<input type="checkbox"/>	

General Notes: King George Blvd Grove point Rd

- sidewalks both sides
- lighting at intersection
- Mariners way int. has no street lighting
- northbound sidewalks both sides
- signalized intersection
- sidewalk southbound side
- speed limit 35 mph
- northbound at Red Fox sidewalks both sides

Potential Countermeasures:



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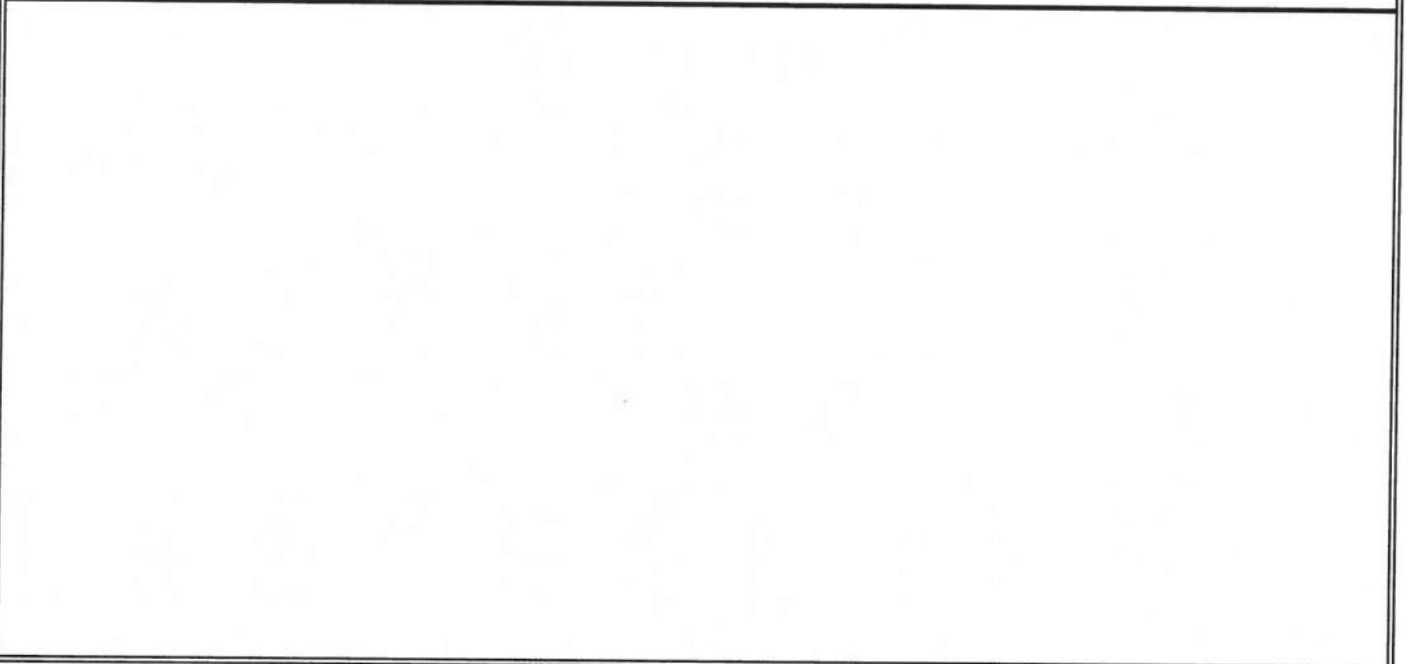
Rep./Name: _____

Date: _____

Segment sheet transcribed
from video recording

Site Name: Montgomery Cross Rd SW Sallie Mood Dr and Gladstone St.

Intersection/Segment Sketch:



Description:

Gladstone St ~~to~~ (4 lane undivided) to Sallie Mood Dr

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>

General Notes:

- some pavement marking still missing
- no street lighting
- sidewalk on eastbound side
- bus stops
- sidewalks both sides @ montgomery cross rd
- some overgrown

Potential Countermeasures:

Empty box for Potential Countermeasures.



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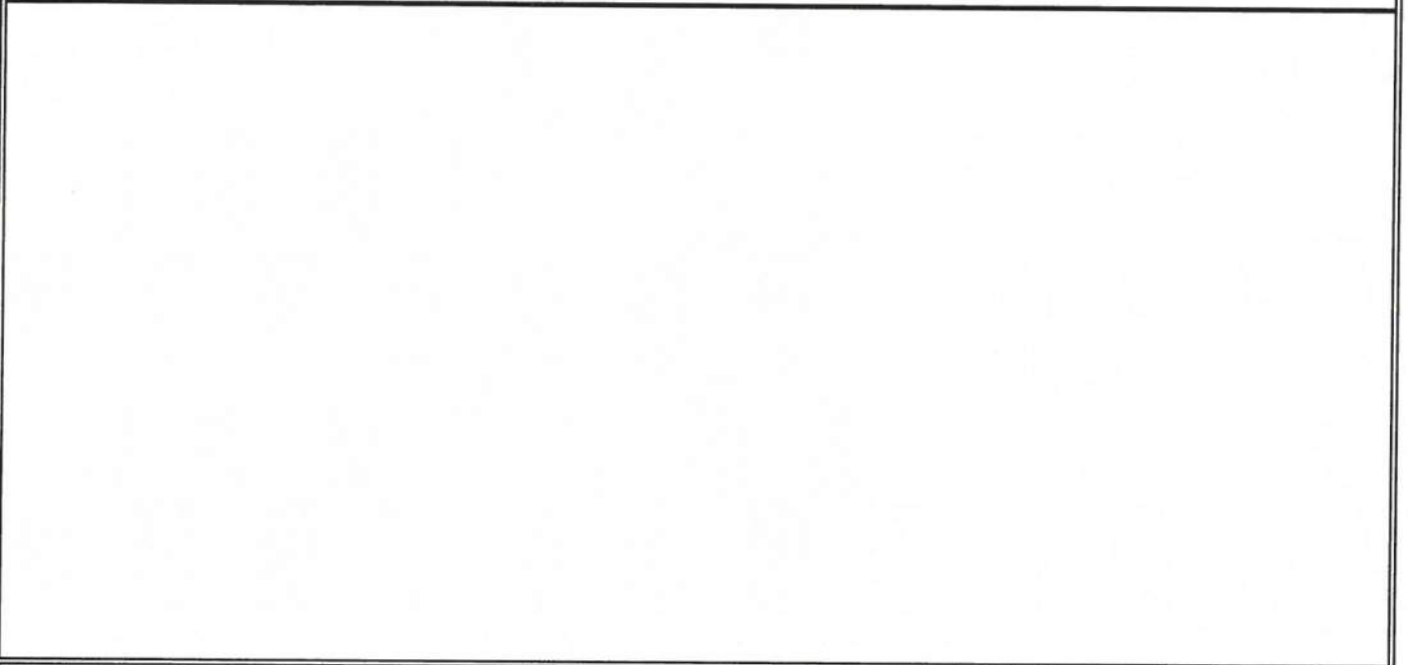
Rep./Name:

Date:

Segment sheet transcribed
from video recording

Site Name: President st btw Dulaney Rd and Pennsylvania Ave

Intersection/Segment Sketch:



Description:

Dulaney Rd to Pennsylvania Ave (4 lane divided)

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

<input type="checkbox"/>
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<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>

General Notes:

- no sidewalks
- steep dropoff
- speed limit 45 mph
- no crossing facilities at PA Ave except east link & north link
- sidewalk at PA Ave intersection
- left turn lanes for driveways, no right turn lanes
- lots of trucks

Potential Countermeasures:



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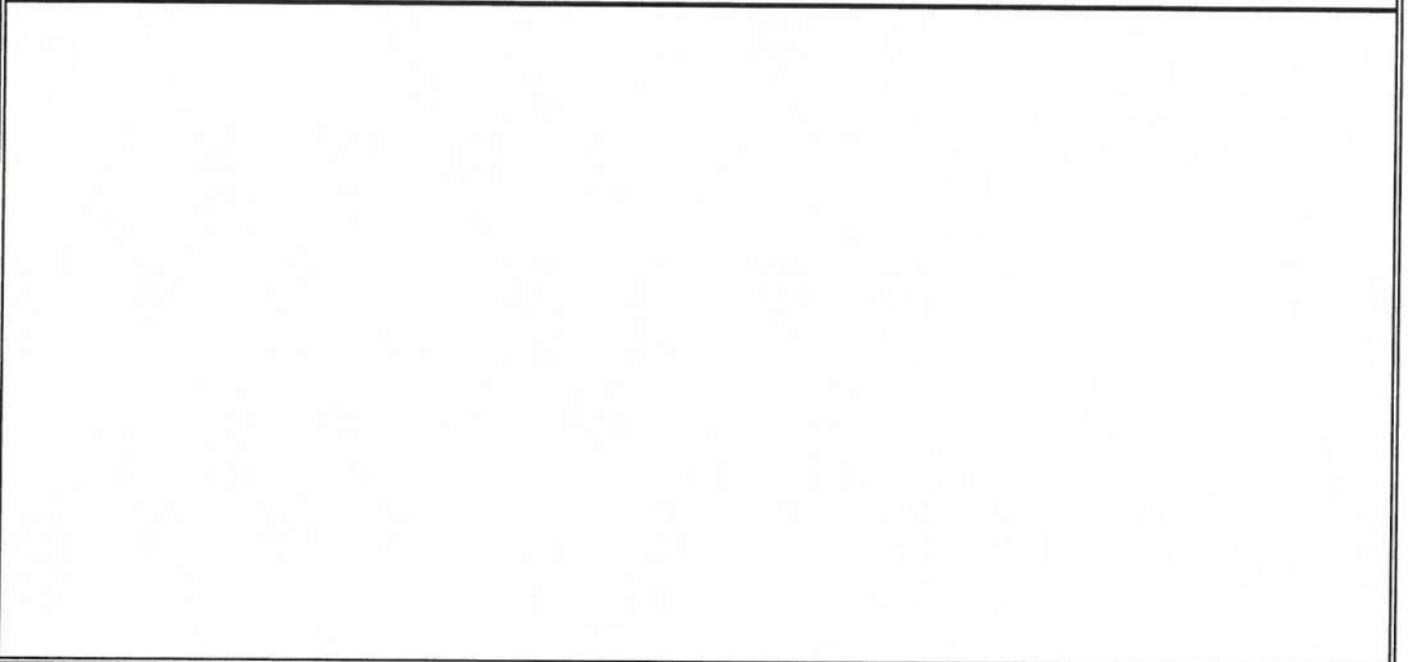
Rep./Name: _____

Date: _____

Segment sheet transcribed
from video recording

Site Name: SR 25 btw Azalea Plaza and Ridge Rd

Intersection/Segment Sketch:



Description:

Azalea Plaza to Ridge Rd (5 lane undivided)

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:

<input type="checkbox"/>
<input type="checkbox"/>
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<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>

- 5 lane undivided w/ center turn lane
- speed limit 45 mph
- no bike lanes
- no sidewalks cause pedestrian activity

Potential Countermeasures:



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Site Visit Log

Job No.: 1023533
Rep./Name:
Date:

Segment sheet transcribed
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Site Name: SR 25 btw Blossom Dr and I-516 ramps

Intersection/Segment Sketch:

Description:
516 Northbound ramps to Blossom Dr (5 lane unidirectional)

Observed Issues/Concerns:	General Notes:
Prompts:	
Sight Distance	<ul style="list-style-type: none"> - 4 lane divided w/ median - sidewalks on both sides w/ retail - unsignalized intersections w/ retail - changes to 5 lane unidirectional and sidewalk steps - evidence pedestrian activity - congested segment
Speeding	
Intersection Spacing	
Skewed Approach	
Lighting	
Distracted Driving	
Passing Zones	
Shoulder Conditions/Clear Zones	
Access/Driveway Density	
Pavement Conditions	
Heavy Vehicles	
Driver Behavior	
Unsafe Crossing	
Sidewalks/Bike Lanes	
Other	

Potential Countermeasures:



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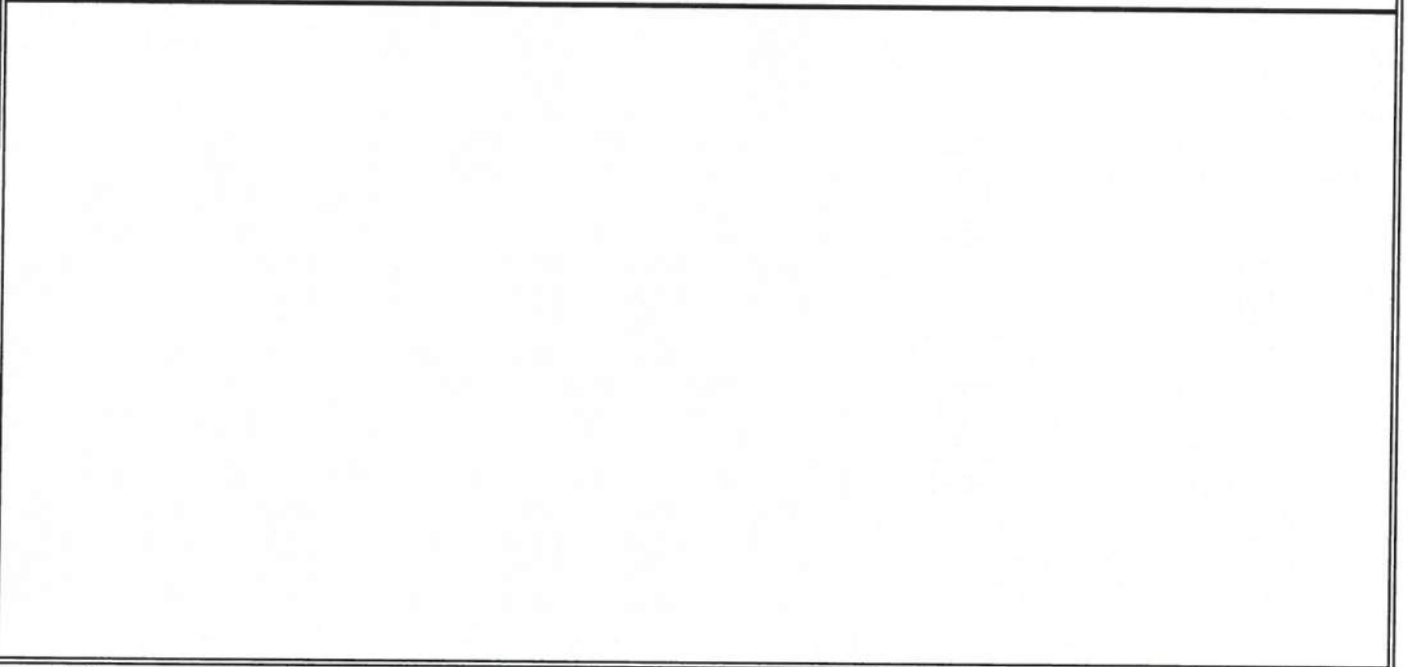
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Job No.: 1023533
Rep./Name: _____
Date: _____

Segment sheet transcribed
from video recording

Site Name: SR 25 btw Canebrake Rd and Little Neck Rd

Intersection/Segment Sketch:



Description:

Canebrake Rd to Little Neck Rd (4 lane divided)

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:

- Canebrake int. signalized w/ turn lanes
- 4 lane divided 35 mph w/ school zone
- 45 mph w/o school zone
- bike lanes present
- no steep dropoffs northbound US-17
- no streetlights
- Bus stop ~~near~~ near Abercorn St. ramps
- little neck int. has left turn lanes and pedestrian crosswalks
- steep dropoff approaching park gas st.
- no sidewalk northbound near Chen's

Potential Countermeasures:



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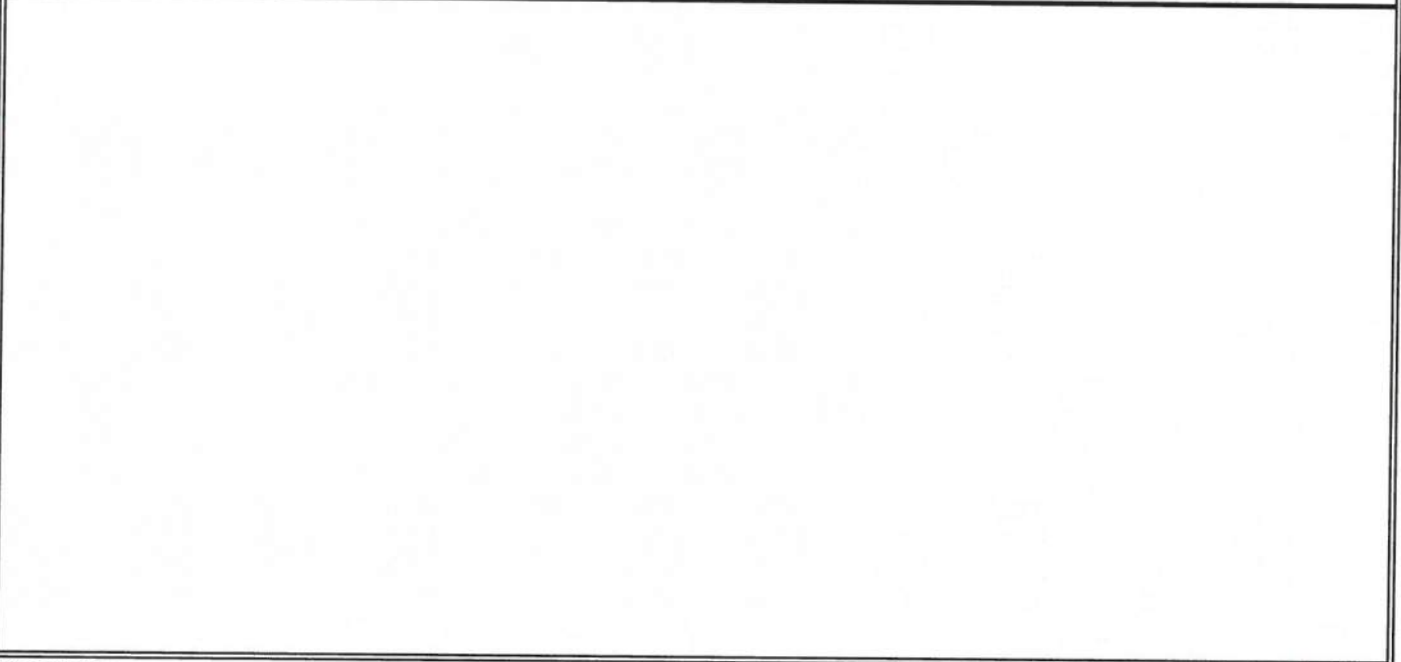
 Date: _____

Segment sheet transcribed

 from video recording

Site Name: SR 25 btw Chief of Love Rd and Bradley Blvd

Intersection/Segment Sketch:



Description:

Bradley Blvd to Chief of Love Rd (4 lane divided)

Observed Issues/Concerns:

<p>Prompts:</p> <ul style="list-style-type: none"> Sight Distance Speeding Intersection Spacing Skewed Approach Lighting Distracted Driving Passing Zones Shoulder Conditions/Clear Zones Access/Driveway Density Pavement Conditions Heavy Vehicles Driver Behavior Unsafe Crossing Sidewalks/Bike Lanes Other 	<p>General Notes:</p> <ul style="list-style-type: none"> <u>Southbound</u> - 4 lane divided w/ guard rails - speed limit 55 mph - no street lights - turn lanes at intersections - Chief of Love intersection unsignalized <u>Northbound</u> - guard rail no guard rail w/ steep dropoff - guard rail begins after bridge - no lighting - speed drops to 45 mph approaching Bradley
--	---

Potential Countermeasures:



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Chatham County SS4A
Site Visit Log

Job No.: 1023533
Rep./Name: _____
Date: _____

Segment sheet transcribed
from video recording

Site Name: SR 204 at Veterans Pkwy interchange

Intersection/Segment Sketch:

Description:
SR 204 Abercorn street eastbound (4 lane divided)

Observed Issues/Concerns:

<p><u>Prompts:</u></p> <ul style="list-style-type: none"> Sight Distance Speeding Intersection Spacing Skewed Approach Lighting Distracted Driving Passing Zones Shoulder Conditions/Clear Zones Access/Driveway Density Pavement Conditions Heavy Vehicles Driver Behavior Unsafe Crossing Sidewalks/Bike Lanes Other 	<p><u>General Notes:</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Southbound <input type="checkbox"/> - single lane ramp w/ 12 ft. shoulder <input type="checkbox"/> Eastbound <input type="checkbox"/> - two lane offramp w/ sharp curve to right <input type="checkbox"/> - advisory speed limit 25 mph <input type="checkbox"/> - curve sign markings <input type="checkbox"/> - outside wall damaged <input type="checkbox"/> Northbound <input checked="" type="checkbox"/> - 4 lane divided
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ramp wall damage

Potential Countermeasures:

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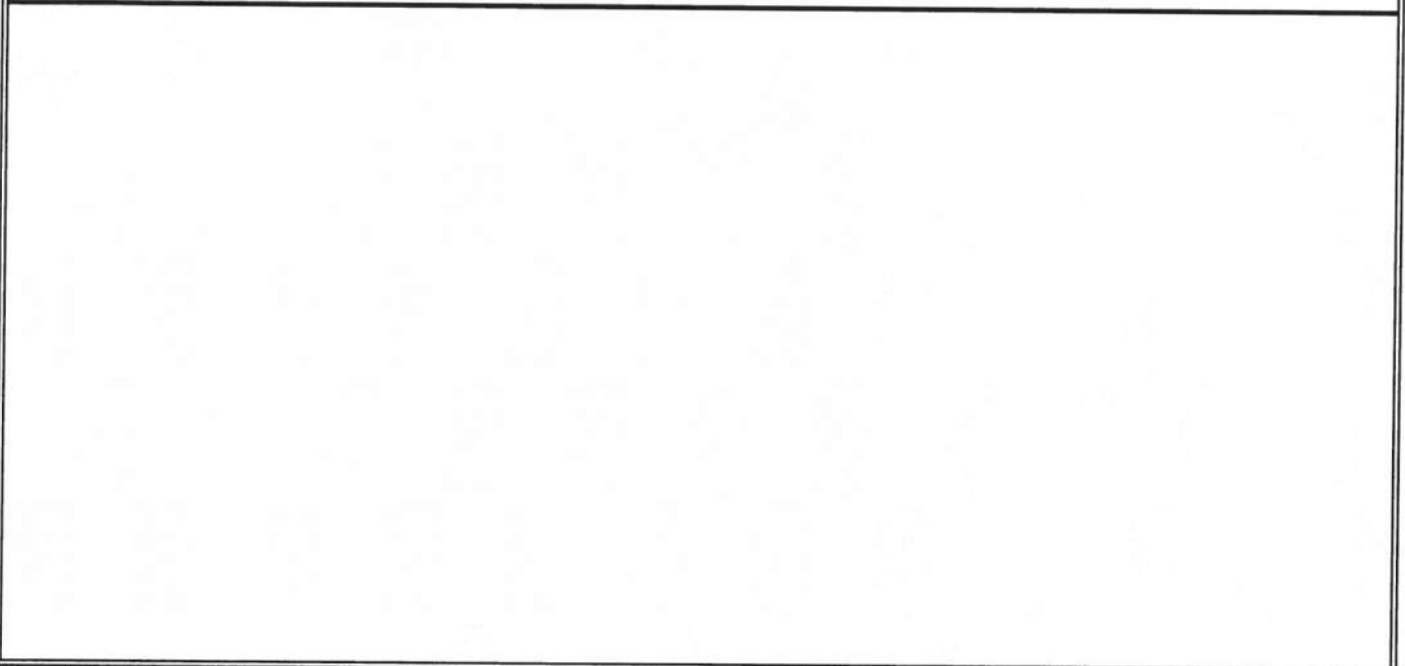
 Rep./Name: _____

 Date: _____

**Segment sheet transcribed
 from video recording**

Site Name: SR 204 btw Bush Rd and Arkwright Ln

Intersection/Segment Sketch:



Description:
 Arkwright Rd to Bush Rd (Fort Argyle Rd) (2 lane undivided)

Observed Issues/Concerns:

<p>Prompts:</p> <ul style="list-style-type: none"> Sight Distance Speeding Intersection Spacing Skewed Approach Lighting Distracted Driving Passing Zones Shoulder Conditions/Clear Zones Access/Driveway Density Pavement Conditions Heavy Vehicles Driver Behavior Unsafe Crossing Sidewalks/Bike Lanes Other 	<table border="0"> <tr><td><input type="checkbox"/></td></tr> <tr><td><input type="checkbox"/></td></tr> <tr><td><input type="checkbox"/></td></tr> <tr><td><input type="checkbox"/></td></tr> <tr><td><input checked="" type="checkbox"/></td></tr> <tr><td><input type="checkbox"/></td></tr> <tr><td><input type="checkbox"/></td></tr> <tr><td><input type="checkbox"/></td></tr> <tr><td><input type="checkbox"/></td></tr> <tr><td><input type="checkbox"/></td></tr> <tr><td><input type="checkbox"/></td></tr> <tr><td><input checked="" type="checkbox"/></td></tr> </table>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>General Notes:</p> <p>Northbound</p> <ul style="list-style-type: none"> - speed limit 55 mph - drainage ditch both sides - side streets have turn lanes - no lighting, steep drops - passing zone present <p>Southbound</p> <ul style="list-style-type: none"> - no sidewalks, pedestrian traffic evidence - no lighting - passing zone - no curve warning signs
<input type="checkbox"/>														
<input type="checkbox"/>														
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<input type="checkbox"/>														
<input type="checkbox"/>														
<input type="checkbox"/>														
<input type="checkbox"/>														
<input checked="" type="checkbox"/>														

Potential Countermeasures:



6001 Chatham Center Dr. # 380
Savannah, GA 31405

Chatham County SS4A

Site Visit Log

Job No.: 1023533

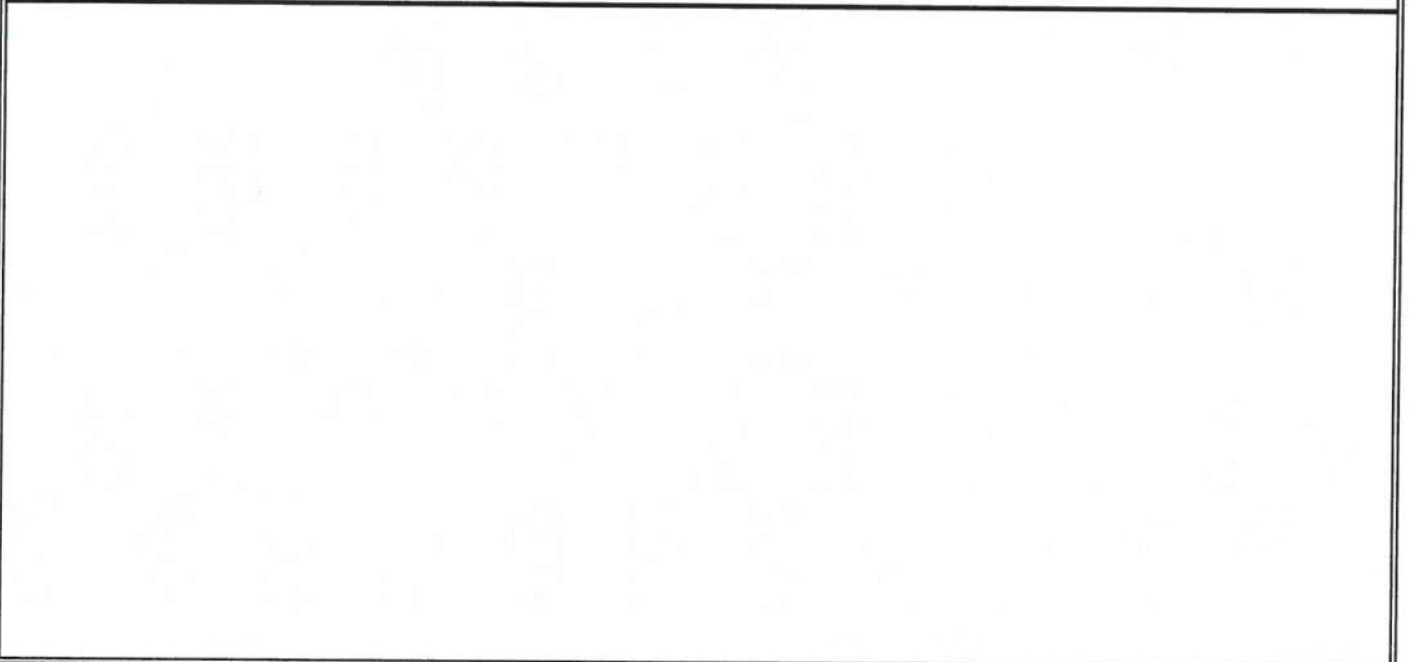
Rep./Name: _____

Date: _____

Segment sheet transcribed
from video recording

Site Name: SR 204 btw Highgate Blvd and Canvasback Dr

Intersection/Segment Sketch:



Description:

Fort Argyll Rd (Canvasback Dr to Highgate Blvd) (2 lane undivided)

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:

- | | |
|-------------------------------------|---|
| <input type="checkbox"/> | Northbound |
| <input type="checkbox"/> | - school bus stop |
| <input type="checkbox"/> | - 4 ft shoulders w/ top off, ditch w/ water |
| <input checked="" type="checkbox"/> | - turn lanes at intersection |
| <input type="checkbox"/> | - no lighting |
| <input checked="" type="checkbox"/> | Southbound |
| <input type="checkbox"/> | - no sidewalks |
| <input type="checkbox"/> | - no lighting |
| <input type="checkbox"/> | - lots of driveways |

Potential Countermeasures:





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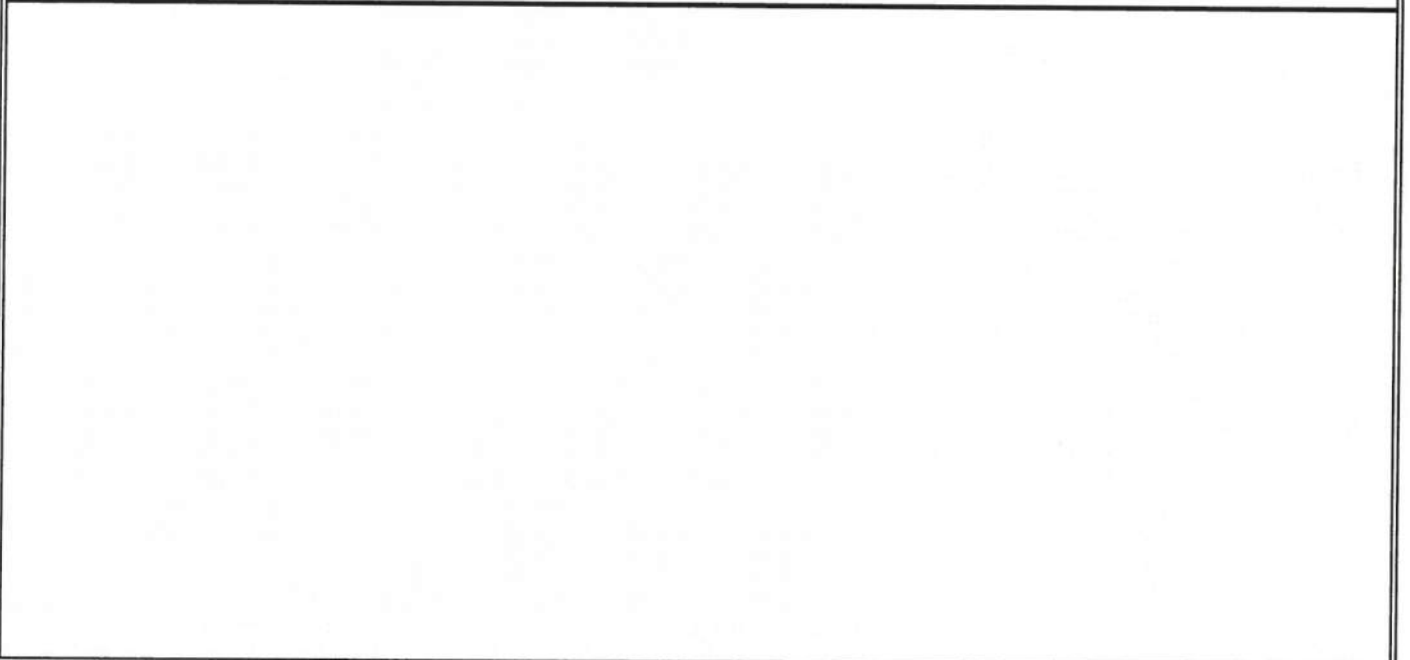
Chatham County SS4A
Site Visit Log

Job No.: 1023533
Rep./Name: _____
Date: _____

Segment sheet transcribed
from video recording

Site Name: SR 204 btw Gateway Blvd and E Gateway Blvd

Intersection/Segment Sketch:



Description:

Abercorn st (Gateway Blvd W to Gateway Blvd S) (4 lane divided)

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input checked="" type="checkbox"/>

~~West~~ Eastbound
 - 4 lane divided w/ median & steep dropoffs
 - poorly timed signalization, not synced
 - commercial intersection has turn lanes
 Westbound
 - 4 lane divided
 - streetlights present

poorly timed signalization

Potential Countermeasures:

Chatham County SS4A

Site Visit Log

Job No.: 1023533

 Rep./Name: _____

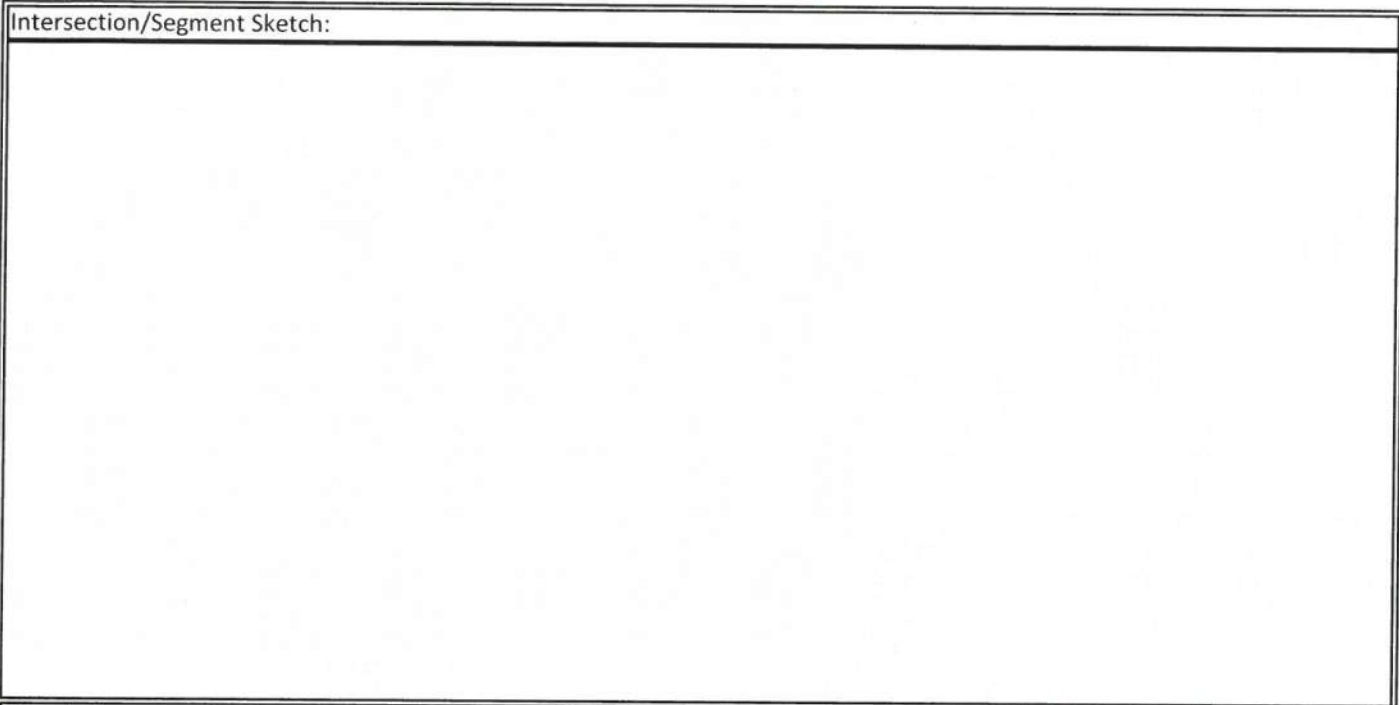
 Date: _____

Segment sheet transcribed

 from video recording

Site Name: us 80 btw Johnny Mercer Blvd and Fort Pulaski Rd

Intersection/Segment Sketch:



Description:

us 80 (Johnny Mercer Blvd to Fort Pulaski Rd) (4 lane divided)

Observed Issues/Concerns:

<p>Prompts:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Sight Distance <input type="checkbox"/> Speeding <input type="checkbox"/> Intersection Spacing <input type="checkbox"/> Skewed Approach <input checked="" type="checkbox"/> Lighting <input type="checkbox"/> Distracted Driving <input type="checkbox"/> Passing Zones <input type="checkbox"/> Shoulder Conditions/Clear Zones <input type="checkbox"/> Access/Driveway Density <input type="checkbox"/> Pavement Conditions <input type="checkbox"/> Heavy Vehicles <input type="checkbox"/> Driver Behavior <input type="checkbox"/> Unsafe Crossing <input type="checkbox"/> Sidewalks/Bike Lanes <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/> Vegetation 	<p>General Notes:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Eastbound <ul style="list-style-type: none"> - speed limit 55 mph - no sidewalks, steep dropoff, <u>no lighting</u> - pedestrian entrance on shoulder - school zone present: 35 mph speed limit - becomes 6 lane divided w/ turn lanes - bike lane crossing bridge then continues <input type="checkbox"/> Westbound <ul style="list-style-type: none"> - 2 lane divided - advisory signs present for curves - vegetation up against shoulder - dropoff present over shoulder (4 ft)
---	---

- bike lane present

 - no sidewalk leading to quarterman sidewalk

 - pedestrian facilities at signalized intersection

Potential Countermeasures:



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Chatham County SS4A

Site Visit Log

Job No.: 1023533

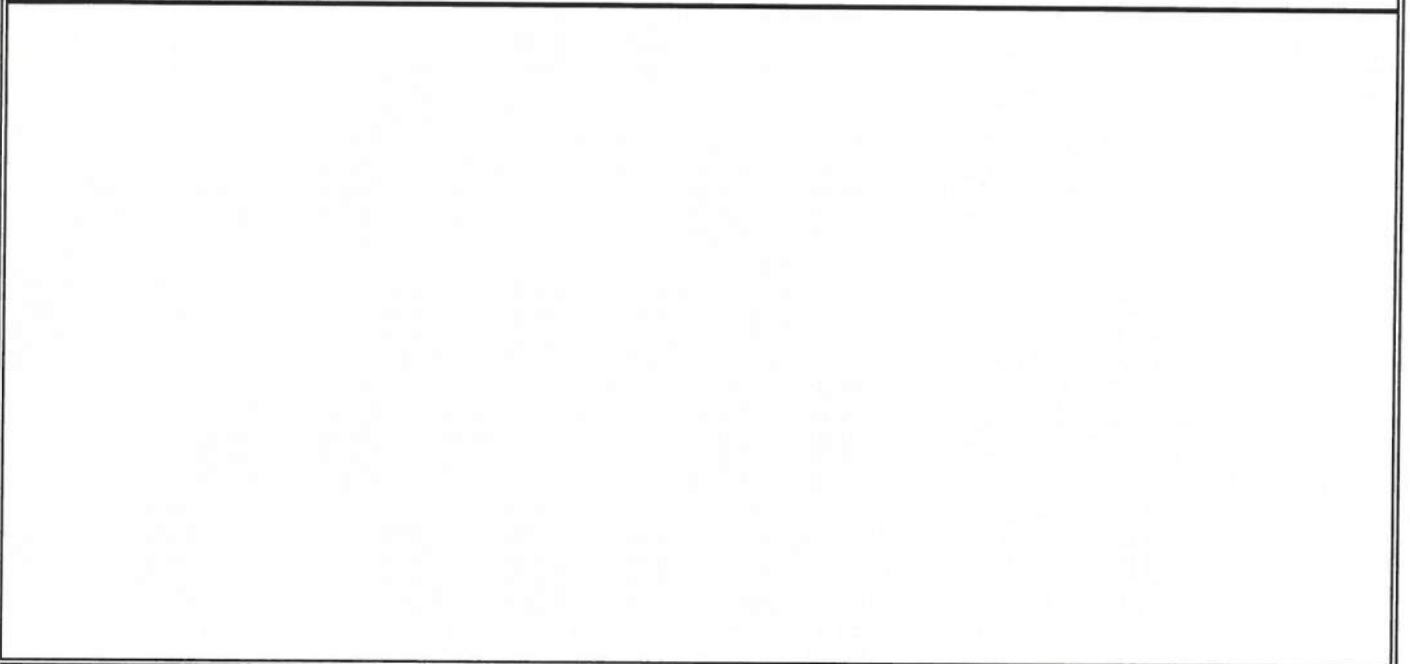
Rep./Name: _____

Date: _____

Segment sheet transcribed
from video recording

Site Name: Whitefield Ave at Truman Pkwy interchange

Intersection/Segment Sketch:



Description:

Whitefield Ave approaching Truman Pkwy interchange (4 lane divided)

Observed Issues/Concerns:

Prompts:

- Sight Distance
- Speeding
- Intersection Spacing
- Skewed Approach
- Lighting
- Distracted Driving
- Passing Zones
- Shoulder Conditions/Clear Zones
- Access/Driveway Density
- Pavement Conditions
- Heavy Vehicles
- Driver Behavior
- Unsafe Crossing
- Sidewalks/Bike Lanes
- Other

General Notes:

- | | |
|--------------------------|---|
| <input type="checkbox"/> | Westbound |
| <input type="checkbox"/> | - 4 lane divided speed limit 35 mph |
| <input type="checkbox"/> | - bike lanes and sidewalks present |
| <input type="checkbox"/> | - intersections signalized |
| <input type="checkbox"/> | Eastbound |
| <input type="checkbox"/> | - sidewalks both sides |
| <input type="checkbox"/> | - lighting on southbound ramp |
| <input type="checkbox"/> | - lighting under bridge and northbound ramp |

Potential Countermeasures:

