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. <u>Leadership commitment and goal setting</u> 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. <u>Planning structure</u> A designated group, such as a committee or task force, oversees the development, implementation, and monitoring of the Action Plan.
- 3. <u>Safety analysis</u> 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. <u>Engagement and collaboration</u> Active involvement of the public, stakeholders, and overlapping jurisdictions to ensure feedback is integrated into the Action Plan, aligned with other governmental plans.
- 5. <u>Equity</u> Inclusive processes that identify underserved communities, assess equity impacts, and incorporate population data into planning and strategy development.
- 6. <u>Policy and process changes</u> Evaluation and revision of policies, guidelines, and standards to enhance transportation safety and align processes with Action Plan priorities.
- 7. <u>Strategy and project selections</u> A prioritized list of evidence-based safety projects and strategies addressing identified risks, with timelines for short-, mid-, and long-term implementation.
- 8. <u>Progress and transparency</u> 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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INTRODUCTION

The goal of this project is to create a comprehensive Safety Action Plan for unincorporated areas within Chatham County that will identify the most significant roadway safety concerns in our community and make short, mid, and long-term recommendations for projects and strategies to address those concerns with welldefined solutions. These solutions should guide the way to the ultimate goal of vision zero, a road safety strategy that aims to eliminate traffic deaths and serious injury crashes. This Plan outlines a holistic, welldefined strategy to reduce roadway fatalities and serious injuries in unincorporated Chatham County, including an analysis of crash locations, severity, contributing factors, crash types for all road users, and systemic and specific safety needs, as well as geospatial identification of high-risk areas

Crash data for the period from January 1, 2018, to December 31, 2022, was obtained from the AASHTOWare Safety (Numetric) database. The database uses the KABCO Severity ranking of crashes as follows:

- K Killed
- A Suspected Serious Injury
- B Suspected Minor/Visible Injury
- C Possible Injury/Complaint
- 0 No Injury

During the five-year period, there were 12,463 total crashes within unincorporated Chatham County that included 82 fatal (K) injury crashes and 274 serious injury (A or SI) crashes. The analysis focuses on the 356 fatal and serious injury (KSI) crashes in unincorporated Chatham County. Input was also received from Stakeholder and Steering Group meetings, and input from a public outreach program conducted via an inperson public events and comments received via the Social Pinpoint Engagement website especially developed for the project.

Figure 1 shows a map of Chatham County with the incorporated areas highlighted in green. The unincorporated areas of Chatham County are defined as any County land that does not fall within a city jurisdiction.

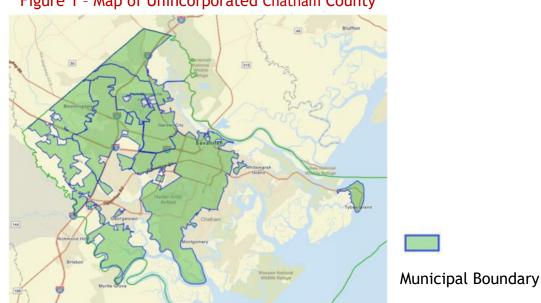


Figure 1 - Map of Unincorporated Chatham County



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)

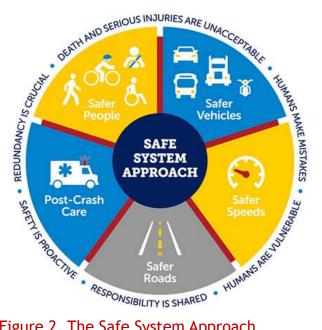


SAFE SYSTEM APPROACH

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.





- 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 <u>https://www.transportation.Nov/sites/dot_Nov/files/2022-02/USDOT-</u> National-Roadway-Safety-Strategy.pdf

⁴ National Highway Traffic Safety Administration Overview of Motor Vehicle Crashes in 2022.

https://crashstats.nhtsa.dot.Nov/Api/Public/V iewPublication/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



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	 Substantially reduce fatal and serious injury crashes 						
Humans Make Mistakes	 Identify opportunities to improve the roadway network that allows human error to occur without resulting in a fatality or serious injury 						
Humans are Vulnerable	 Remove severe conflict points Reduce vehicle speeds Prioritize safety over travel time 						
Responsibility is Shared	 Formalize a traffic safety task force or forum to meet regularly including partner agencies and organizations 						
Safety is Proactive	 Include systemic countermeasures and strategies to proactively address safety Implement proven countermeasures at locations with higher potential crash risk 						
Redundancy is Crucial	 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	 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	 Support legislation and other implementation strategies to develop safe vehicle technologies
Safe Speeds	• Support and implement countermeasures and strategies to reduce unsafe speeds including engineering roadway design, public education, and equitable enforcement efforts
Safe Roads	• 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	 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 <u>Chatham County Engineering</u>:

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.

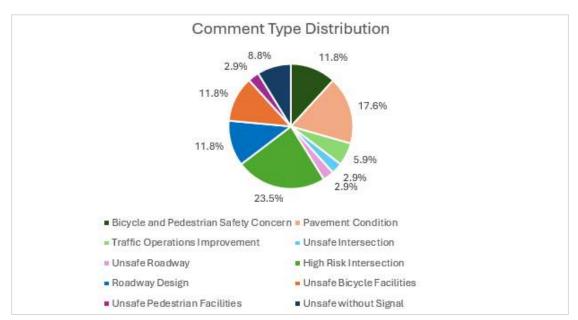


Figure 1: Comment Type Distribution

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**.

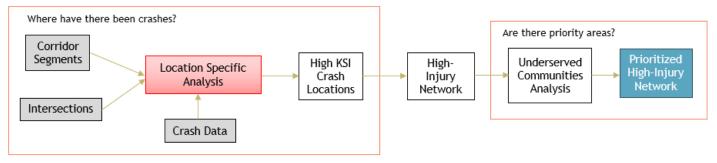


SAFETY ANALYSIS AND RESULTS

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.





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												
	Crash Type											
Year	Rear End	Not A Collision With Motor Vehicle	Sideswipe Same Direction	Sideswipe Opposite Direction		Right Angle Crash	Angle (Other)	Head On	None	Total		
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.



lable 2 - clashes by real and severity											
Year		Severity of Crashes									
real	K	Α	В	C	0	Total					
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					

Table 2 - Crashes by Year and Severity

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

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.

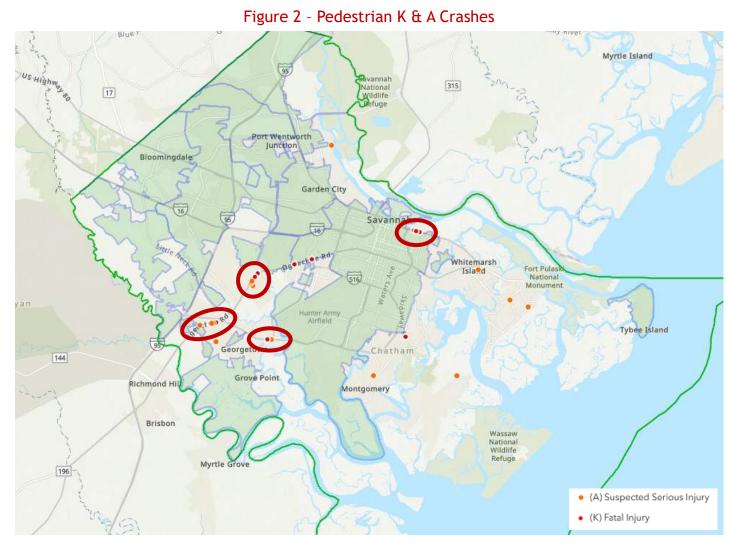
K & A CRASH ANALYSIS

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.



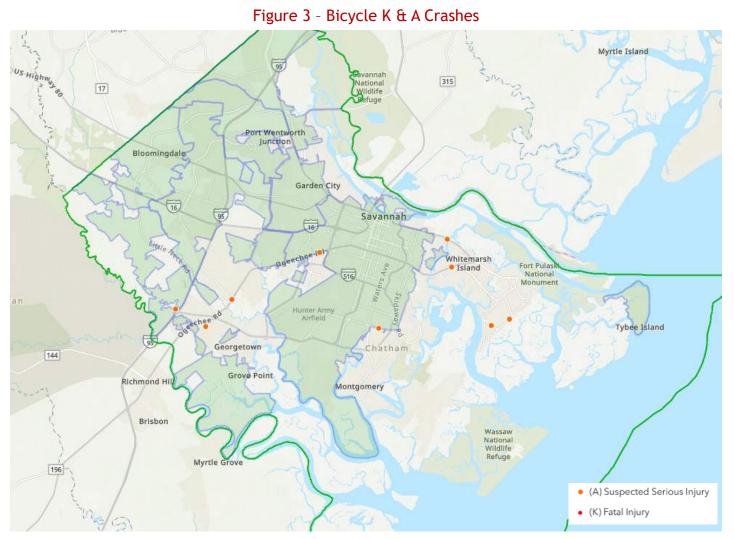


As shown in Figure 2, the pedestrian K & A crashes are mainly occurring at the following locations:

- 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.





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 unicorporated Chatham County along designated bike routes. This analysis indicated 1 crash occured 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.

January 2025



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.

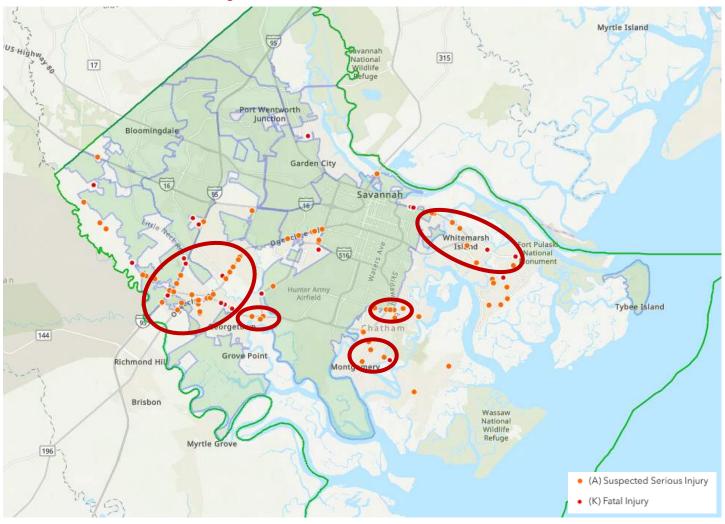


Figure 4 - Distracted Driver K & A Crashes

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 ٠
- SR 204 (Abercorn Street/Fort Argyle Road) east and west of I-95 •
- SR 204 (Abercorn Street) at Veterans Parkway interchange ٠
- Whitefield Avenue south of Truman Parkway ٠
- 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.

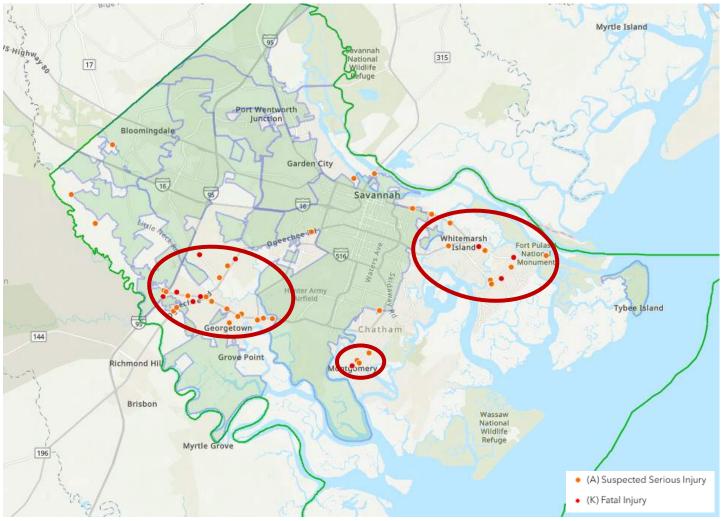


Figure 5 - Motorcycle K & A Crashes

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.

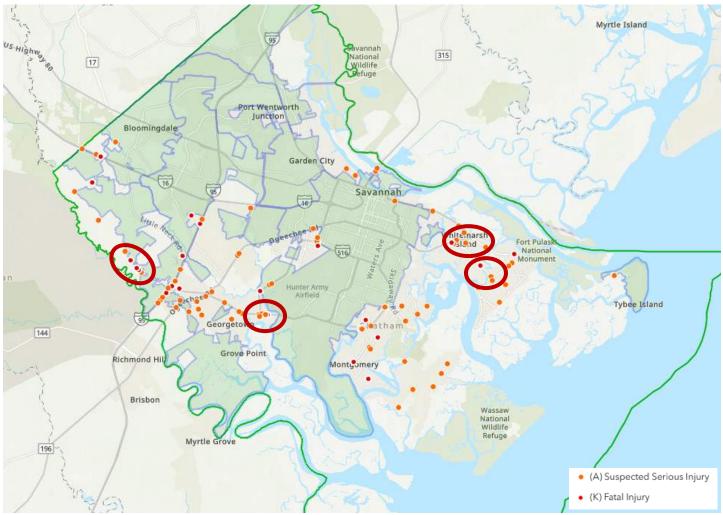


Figure 6 - Single Motor Vehicle K & A Crashes

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.

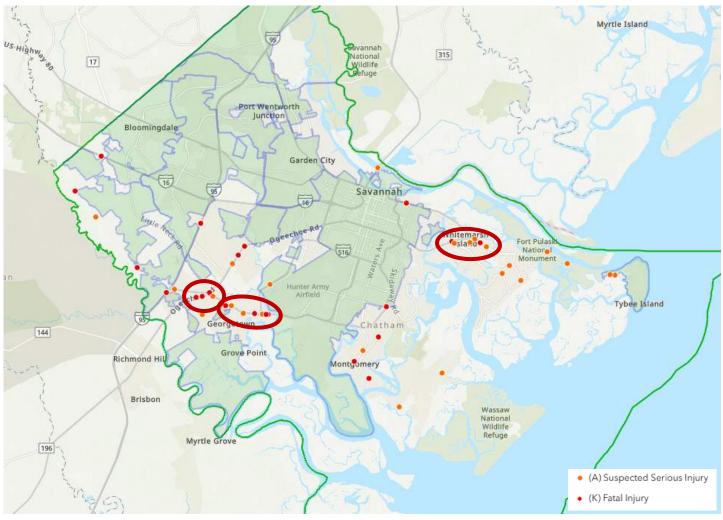


Figure 7 - Impaired Driver K & A Crashes

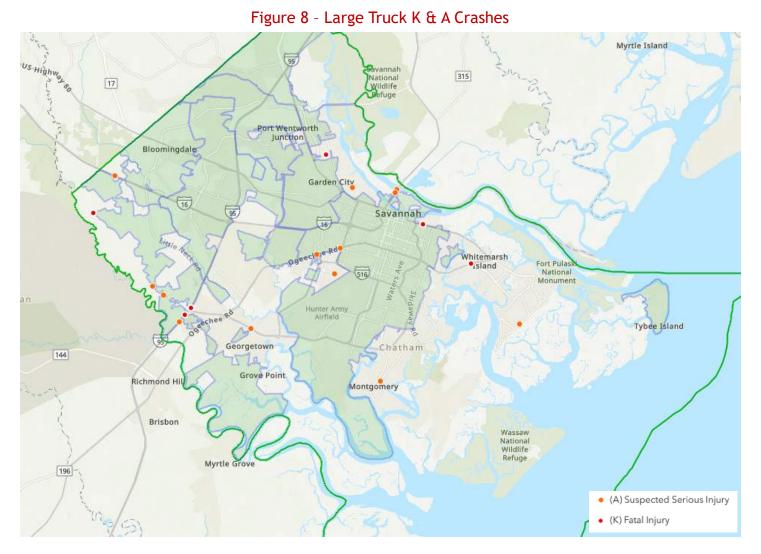
As shown in Figure 7, the impaired driver K & A crashes are mainly occurring at the following locations:

- 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. Figures 8 shows the location of the large trucks crashes within unincorporated Chatham County.



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. Figures 9 shows the location of the intersection crashes within unincorporated Chatham County.

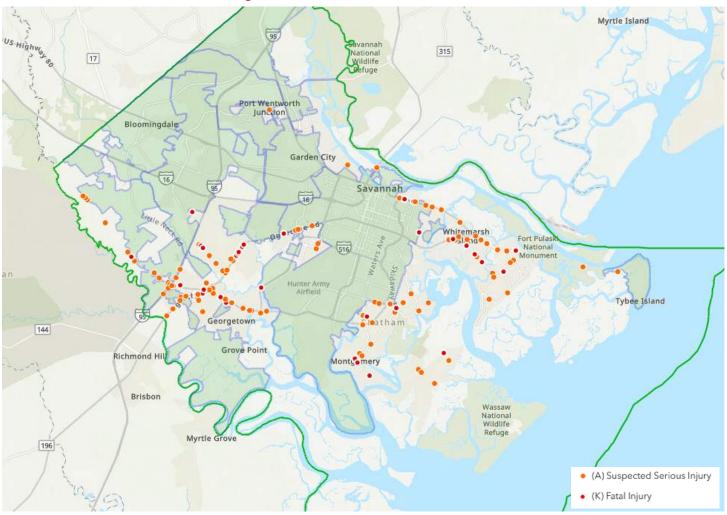


Figure 9 - Intersection K & A Crashes

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:

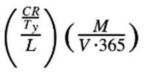
- Multiple locations along US 17/SR 25 (Ogeechee Road)
 - Quacco Road, Berwick Boulevard, Cottonvale Road, Mersy Way, Chatham Parkway, & SR 204 (Abercorn Street) ramps
- Multiple locations along SR 204 (Fort Argyle Road)
 - Highgate Boulevard, Sweetwater Station Drive, Ford Avenue, & I-95 ramps/Gateway 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:



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 <u>three or</u> 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)
- Grimball 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.



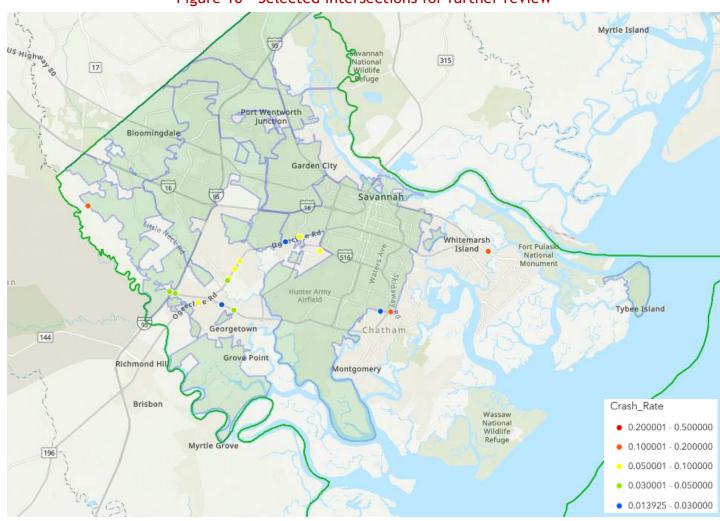
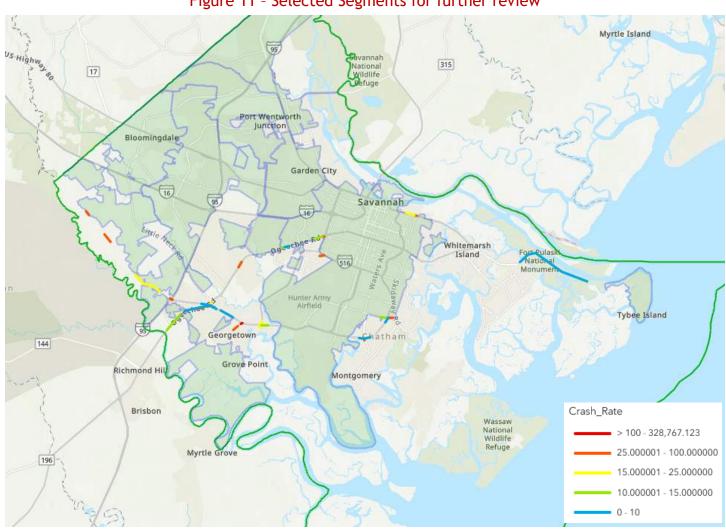


Figure 10 - Selected Intersections for further review







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.

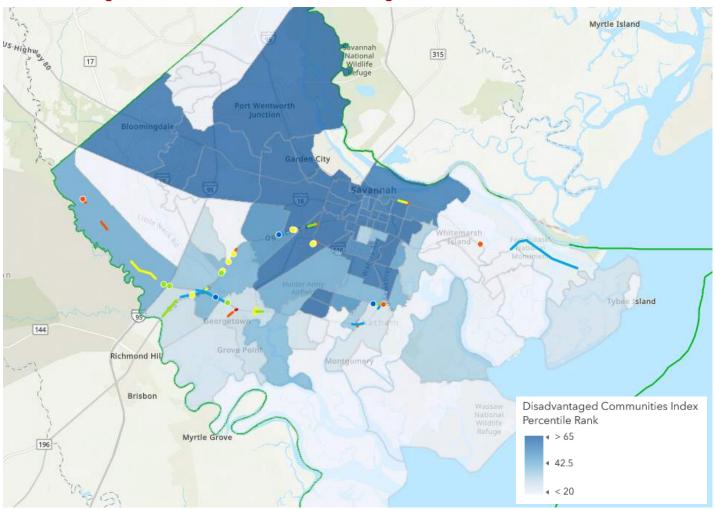


Figure 12 - Selected Intersections and Segments within Underserved Areas



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.

Evaluation Metric	Criteria	Description	Weight
SS4A	High-Injury Network	Project is within the High-Injury Network	10
554A	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
Safety Needs	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
Equity	Poverty Level	Project is within an area of persistant poverty	7
	Pedestrian or Bicycle Involved Crash	Bicycle or pedestrian crash occurred within project area	10
Multi-Modal	Bicycle Facility	Project area lacks exisitng bicycle facilities	3
	Sidewalk Facility	Project area lacks exisitng pedestrian facilities	3
Engagement	Stakeholder / Public Participation	Project identified through stakeholder and/or public participation	4

Table 8 - Project Prioritization Criteria

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

	SS	4A	Safety Needs Equi		Equity Multi-Modal			Engagement			
Location	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	Total
	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

	SS4A Safety Needs		Equity		Multi-Modal			Engagement			
Location	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	Total
	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

	SS	4A	Safety Needs Equ		uity		Multi-Moda	Engagement			
Location	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	Total
	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)



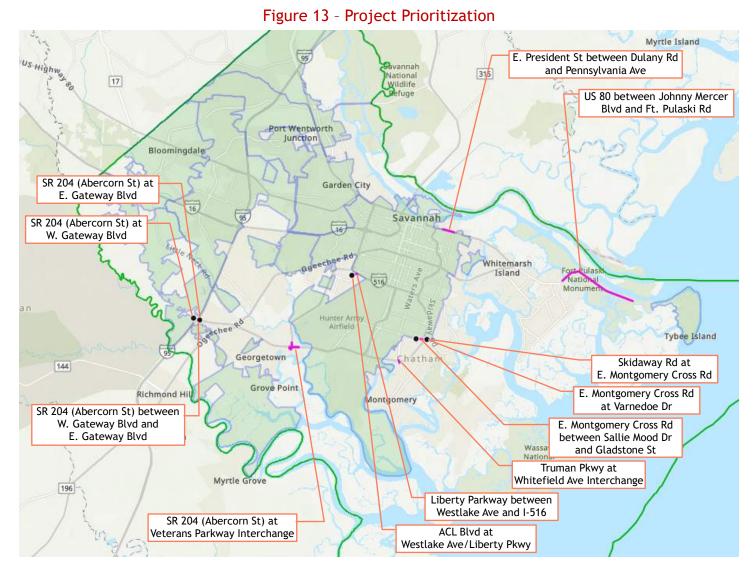
- US 80 at Bryan Woods Road (30)
- Diamond Causeway at McWhorter Drive (20)
- LaRoche Road at Norwood Avenue (20)
- Grimball Point Road at Dolan Drive (10)

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.







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



<u>Appropriate Speed</u> <u>Limits for All Road</u> <u>Users</u>



Speed Safety Cameras



Pedestrian/Bicyclist



<u>Bicycle Lanes</u>



Crosswalk Visibility Enhancements



Leading Pedestrian Interval



<u>Medians and</u> <u>Pedestrian Refuge</u> <u>Islands in Urban and</u> Suburban Areas



<u>Pedestrian Hybrid</u> <u>Beacons</u>



Rectangular Rapid Flashing Beacons (RRFB)



<u>Road Diets</u> (<u>Roadway</u> Reconfiguration)



<u>Walkways</u>

Roadway Departure



Enhanced Delineation for Horizontal Curves



Roadside Design Improvements at Curves



Longitudinal Rumble Strips and Stripes on Two-Lane Roads

<u>SafetyEdge™</u>



Median Barriers





Intersections



Backplates with Retroreflective Borders







Dedicated Left- and **Right-Turn Lanes at** Intersections



Reduced Left-Turn Conflict Intersections





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



Yellow Change Intervals

Crosscutting





Road Safety Audit





Pavement Friction Management



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.

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	
E Clearinghouse - https://cmfclearinghouse ft	wa dat gov/index php		1

Table 1 - Segment Analysis

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

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 /
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. Consid programs. Include dynamic message sign Add "intersection and signal ahead" signs and mid-block crossings; Add pedestrian phases and crosswalks a Avenue intersection.
Image: Constrained state stat			ADD LIGHTING, SIDEWALKS, AND MID-BLOCK CROSSINGS ALONG THE SEGMENT OF ROADWAY INSTALL D MESSAGE ALONG CO SPEED O	T T T T T T T T T T T T T T T T T T T
			PRESIDENT STREET	
ADD INTERSECTION AHEAD/SIGNAL AHEAD SIGNS ALONG CORRIDOR		NSTALL DYNAMIC MESSAGE SIGNS ALONG CORRIDOR-		ADD PEDESTRIAN PHASES AND CROSSWALKS AT PRESIDENT ST./PENNSYLVANIA AVE. INTERSECTION
		SPEED CONTROL	AND	© 2024 Microsoft



Location	Rank (# of 145)	KSI Crashes / Mile	FHWA Countermeasure Criteria	Countermeasure
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	 Speeding along corridor. Consider publi programs. Include fixed dynamic messa Install advanced warning signs - "Overp Modify ACL Boulevard/Liberty Parkway.
Egin Limits- Begin Limits- Que de la companya de la compa	CL BLVD/LIBERTY STLAKE AVE TION		tree	In THE BERE AND INTER AND IN
VEST VEST <t< th=""><th>LE DI LI DI</th><th></th><th>Install Install Install Install Install Install Install Install Install</th><th></th></t<>	LE DI LI DI		Install Install Install Install Install Install Install Install Install	

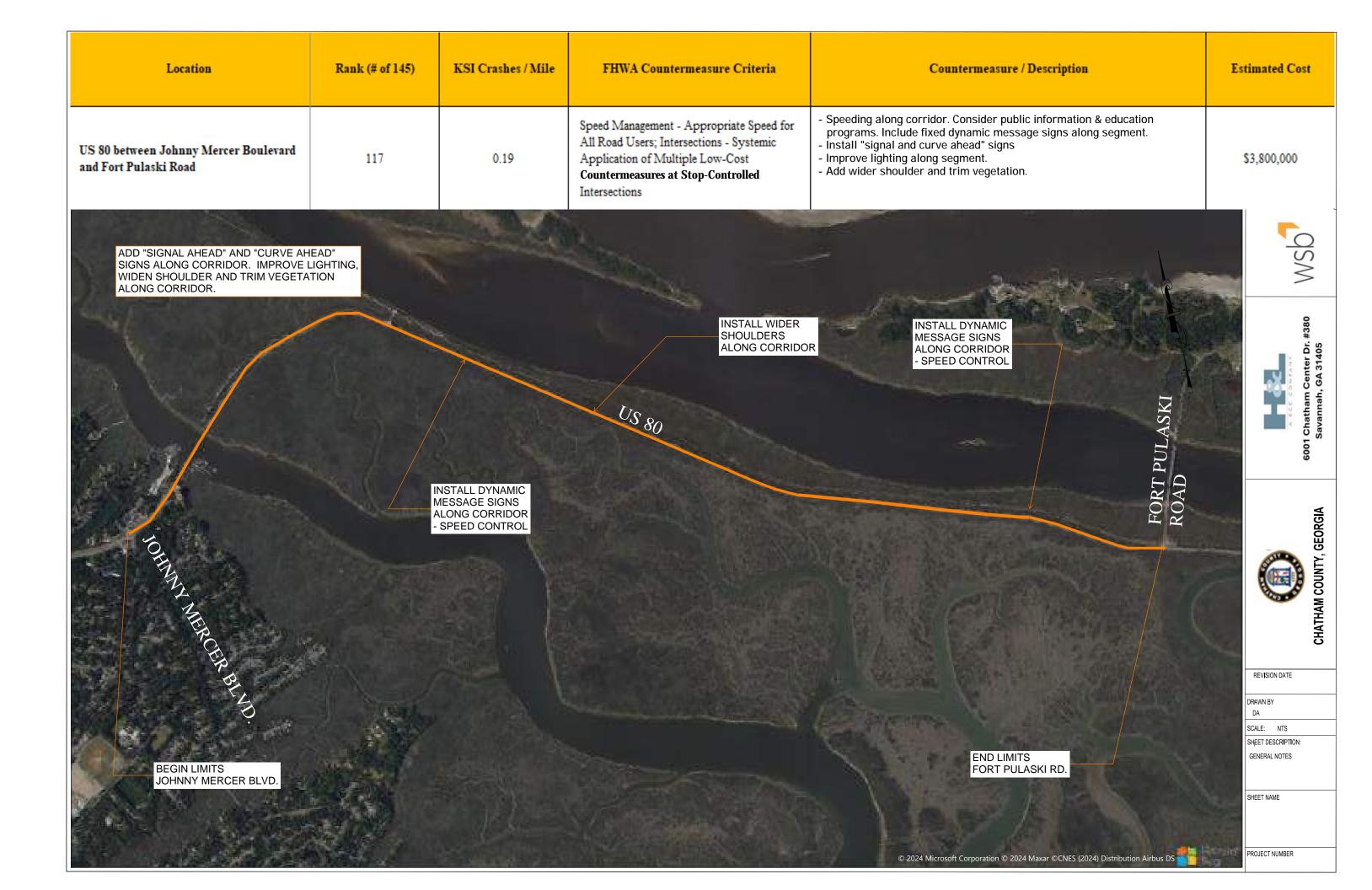


Location	Rank (# of 145)	KSI Crashes / Mile	FHWA Countermeasure Criteria	Countermeasure
SR 204 Veterans Parkway Interchange	70	0.79	Speed Management - Appropriate Speed Limits for All Road Users; Crosscutting - Lighting	 Speeding along corridor. Consider public programs. Include fixed dynamic mess Install "advanced warning and reduce service lighting.
	DD ADVANCE ARNING/REDUCE DED SIGNS NSTALL DYNAMIC MESSAGE SIGNS ALONG CORRIDOR SPEED CONTROL		The second	
IMPROVE/UPGRADE LIGHTING				INSTALL DYNAMIC MESSAGE SIGNS ALONG CORRIDOR - SPEED CONTROL



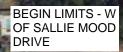
Location	Rank (# of 145)	KSI Crashes / Mile	FHWA Countermeasure Criteria	Countermeasure
Whitefield Avenue at Truman Parkway Interchange	104	9.6	Speed Management - Appropriate Speed Limits for All Road Users; Crosscutting - Lighting; Intersections - Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	 Speeding along corridor. Consider publ programs. Include fixed dynamic mess Install "signal ahead" signs. Improve lighting along segment and int
Begin Limits - bry Begin Limits - bry Dread			HARK STRUMAN HARK AND	INPROVE LIGHTING ADONG CORRIDOR AND TINTERSECTIONS
IMPROVE LIGHTING ALONG CORRIDOR AND AT INTERSECTIONS				INSTALL I MESSAGE ALONG C • SPEED C





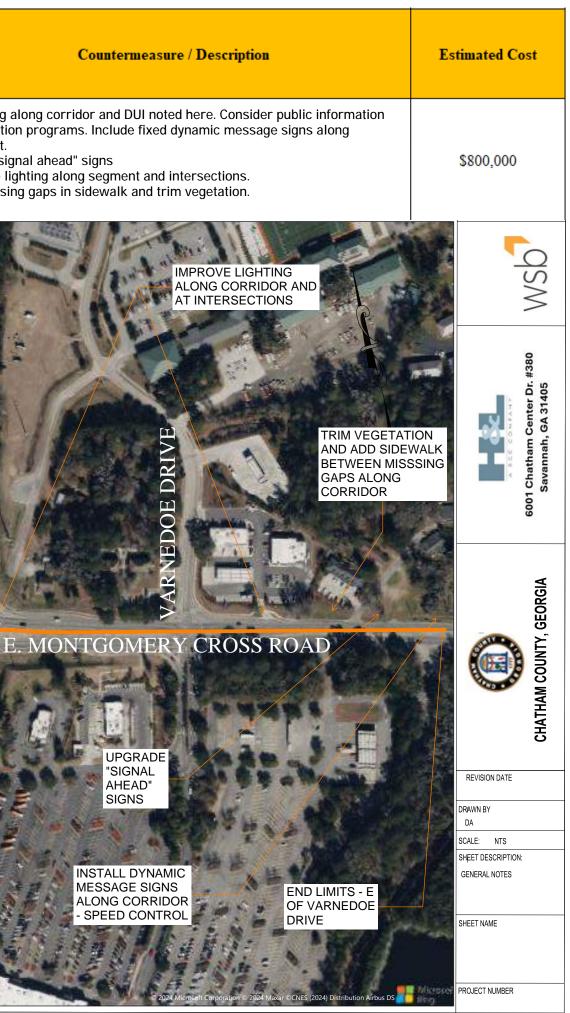
Location	Rank (# of 145)	KSI Crashes / Mile	FHWA Countermeasure Criteria	Countermeasure
E. Montgomery Cross Road between Sallie Mood Drive and Gladstone Street (multiple segments)	97 / 34 / 36 / 59	0.67 / 2.50 / 1.89 / 2.22	Speed Management - Appropriate Speed Limits for All Road Users; Crosscutting - Lighting; Intersections - Systemic Application of Multiple Low-Cost Countermeasures at Stop- Controlled Intersections	 Speeding along corridor and DUI noted & education programs. Include fixed dy segment. Install "signal ahead" signs Improve lighting along segment and int Add missing gaps in sidewalk and trim





TRIM VEGETATION AND ADD SIDEWALK BETWEEN MISSSING GAPS ALONG CORRIDOR

IMPROVE LIGHTING ALONG CORRIDOR AND AT INTERSECTIONS



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	 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
BEGIN LIMITS UD. WEST			<complex-block></complex-block>	IDEWALK GMENT & TIONS - LANE	CHATHAM COUNTY, GEORGIA Bavannah, GA 31405 Savannah, GA 31405 Savannah, GA 31405 Savannah, GA 31405
ALONG CORRIDOR - SPEED CONTROL	UPGRADE "SIGNAL AHEAD" SIGNS		INTERSTATE 95	END LIMITS GOF GATEWAY BUD. EAST UD. EAST MPROVE LIGHTING ALONG SEGMENT C 2024 Microsoft Corporation © 2024 Maxar © CNES (2024) Distribution Airbus DS	DRAWN BY DA SCALE: NTS SHEET DESCRIPTION: GENERAL NOTES SHEET NAME PROJECT NUMBER



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.

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

Table 2 - Intersection Analysis

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

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.

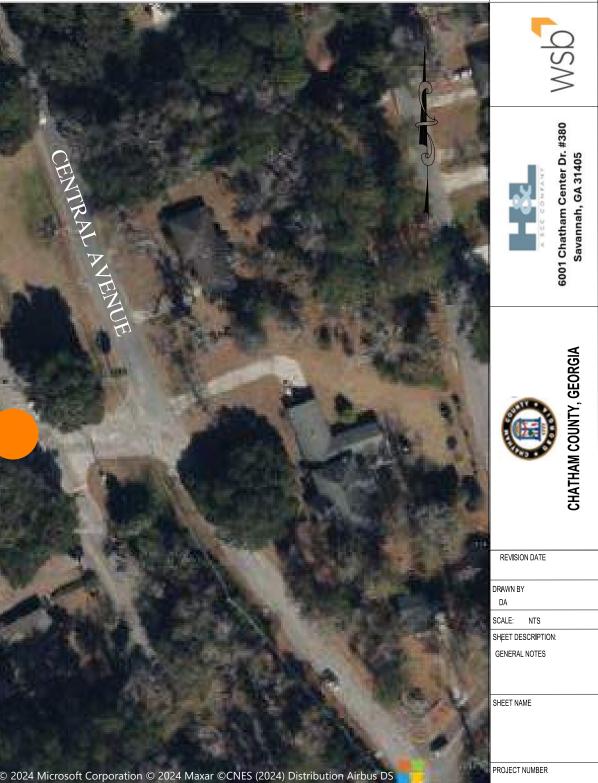
Intersection Location	Rank (# of 78)	KSI Crash Rate	FHWA Countermeasure Criteria	Countermeasure / De
Skidaway Road at E. Montgomery Cross Road	-	-	Intersections - Roundabouts	Install roundabout at combined E. Montgomer Road/Central Avenue intersection and incorpor facilites.
		INSTALL ROUNDABOUT INCORPORAT PEDESTRIAN BICYCLE FACILITIES	E	CEINTRAL AVENUE
E. N	IONTGOMERY	CROSS ROAD		© 2024 Microsoft Corporation © 2024 Maxa

escription

Estimated Cost

ery Cross Road/Skidaway porate pedestrian and bicycle

\$2,000,000



Intersection Location	Rank (# of 78)	KSI Crash Rate	FHWA Countermeasure Criteria	Countermeasure / Dese
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- sections and convert to two intersections as eithe

REALIGN ROADWAY/CLOSE INTERSECTIONS & CONVERT TO TWO INTERSECTIONS AS ROUNDABOUT OR SIGNALS

ACL BOULEVARD

ADD "CURVE AHEAD" SIGN

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scription

Estimated Cost

Re-align roadway/close ther roundabouts or signals.

\$2,000,000

ACL BOULEVARD

ADD "CURVE AHEAD" SIGN

WSb #380 6001 Chatham Center Dr. Savannah, GA 31405 الة: CHATHAM COUNTY, GEORGIA REVISION DATE DRAWN BY DA SCALE: NTS SHEET DESCRIPTION: GENERAL NOTES

SHEET NAME

PROJECT NUMBER

Intersection Location	Rank (# of 78)	KSI Crash Rate	FHWA Countermeasure Criteria	Countermeasure / Des
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 proto phasing on Montgomery Cross Rd to protected pedestrian interval (LPI)
	CONSIDER UPGRADING SI TO PROTECTEI & ADDING LEAD PEDESTRIAN INTERVAL (LPI)	D ONLY DING	ARNEDOE DRIVE	
E.MON	COMERY CRO	DSS ROAD		© 2024 Microsoft Corporation © 2024 Maxer of

rotected/permissive left-turn ted only and adding leading

\$14,000



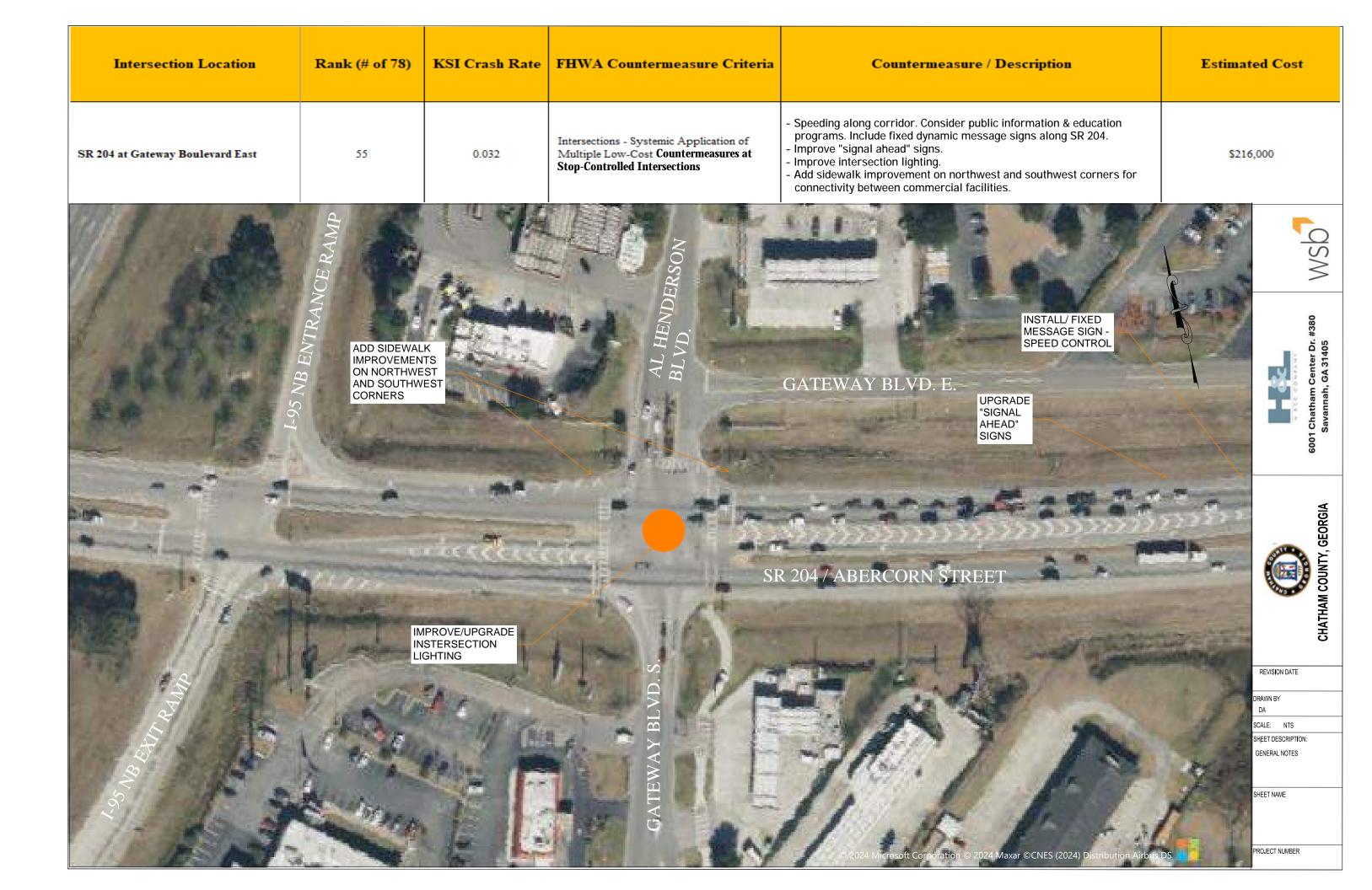
Intersection Location	Rank (# of 78)	KSI Crash Rate	FHWA Countermeasure Criteria	Countermeasure / Desc
SR 204 at Gateway Boulevard West	51	0.034	Intersections - Systemic Application of Multiple Low-Cost Countermeasures at Stop - Controlled Intersections and Dedicated Left and Right-turn Lanes at Intersections	 Speeding along corridor. Consider public infor programs. Include fixed dynamic message sig Add "intersection ahead" signs. Improve intersection lighting. Add turn lanes.
	ADD TURN/ AUXILLARY ANES		EATEWAR BLAD. W	
SR 204/FORT ARGY	LE RD.	and the second se		
	INSTALL "INTERSECTION AHEAD" SIGN INSTALL FIXED DYNAMIC MESSA SIGN - SPEED CO	GENTROL		© 2024 Microsoft Corporation © 2024 Maxar ©

formation & education signs along SR 204.

Estimated Cost

\$565,000





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.



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

<u>Neighborhood Traffic Calming Policy</u>: 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 cutthrough 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:

<u>Chatham County-Savannah Comprehensive Plan (Plan 2040)</u>: 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.

<u>Non-Motorized Transportation Plan</u>: 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

<u>Freight Transportation Plan Update</u>: 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

<u>Urban Flooding Model Study</u>: 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

<u>Metropolitan Transportation Plan (MTP) Update</u>: 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:

- <u>SR 25/US 17 Corridor Study</u>: 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. <u>SR 204 Study</u>: 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. <u>President Street Railroad Crossing Elimination Study</u>: 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)

<u>Georgia Strategic Highway Safety Plan (SHSP)</u>: 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

<u>Chatham Community Blueprint</u>: 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 selfsufficiency.
- 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.

<u>SAVZ</u> - <u>City of Savannah Vision Zero Action Plan</u>: 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.

<u>GDOT Safe Routes to School Program</u>: 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.



IMPLEMENATION

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 communitybased 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 _____ day of ______, 2024.

CHATHAM COUNTY BOARD OF COMMISSIONERS By: Chairman >Clerk Attest:

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

Architects Engineers Planners Constructors

HEADQUARTERS OFFICE 3500 Parkway Lane, Suite 500 Peachtree Corners, GA 30092

Safe Streets for	All – Social Pinpoint Summary Memo	August 2024
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.

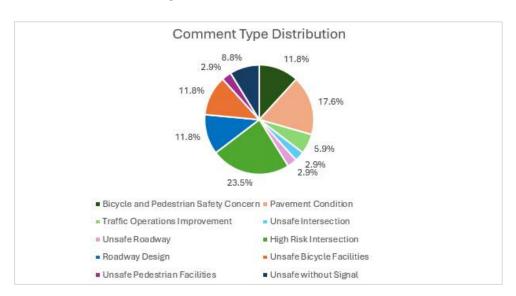


Figure 1: Comment Type Distribution



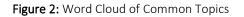
POND & COMPANY | CHATHAM COUNTY - SAFE STREETS FOR ALL

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.

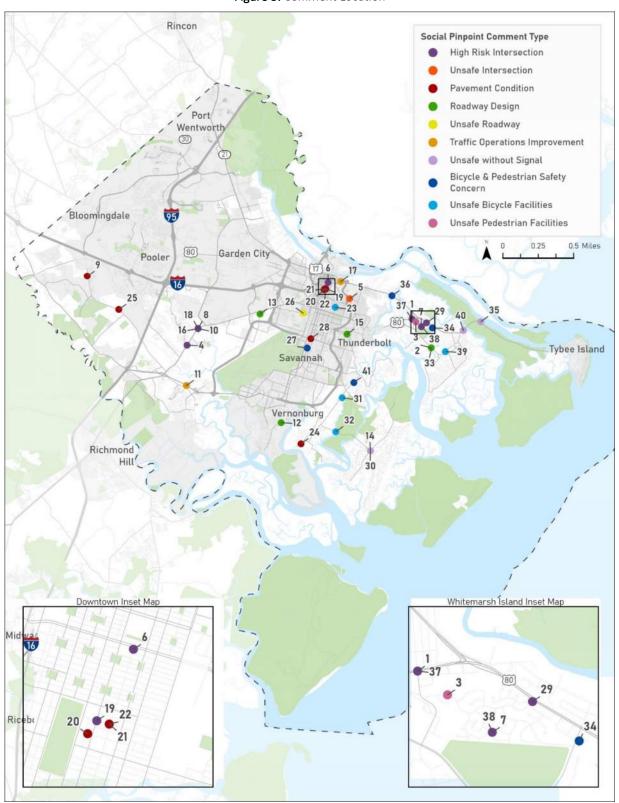
Specific locations with a history of crashes are also identified and are important focuses for safety improvements. Comments related to roadway design called out roadways with high speeds, a lack of bicycle and pedestrian facilities, and dangerous curves. A number of comments identified areas with poor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







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





Safe Streets for All – Social Pinpoint Summary Memo

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.

Comment ID	Туре	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. 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
3	Unsafe Pedestrian Facilities			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

Table 1: List of Comments Received



August 2024

sale Str	eets for All – Social	Pinpoint Summary Memo A	ugust 20	124
		pedestrians, the working class, students who bus and travel by car as		
		there are established communities of fa		
17	Traffic Operations	The light to left turn on Eastern Wharf Ave from E President St arrow stay	0	0
	Improvement	red for a long period of time. Turing the red arrow into a yellow Yield		
		arrow .		
18	High Risk	Very dangerous intersection with big semi's using frequently, U- turns,	0	0
	Intersection	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		
19	High Risk	When SCAD is in session, its buses park along Abercorn Street, blocking	0	0
	Intersection	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!		
20	Pavement Condition	The bricks on E Hall Street are broken in this area, posing a hazard for	0	0
		cars, bikes, and pedestrians.		
21	Pavement Condition	The road has worn down here, revealing old brick underneath. This has	0	0
		created a ridge/lip, which is especially dangerous for cyclists.		
22	Pavement Condition	Edit: The actual location is at the E Huntingdon and Habersham Street	0	0
		intersection.		
23	Unsafe Bicycle	Need protected bike lanes downtown!	1	0
	Facilities			
24	Pavement Condition	Right side of road is severely buckled, taking up almost 1/2 of the entire	0	0
		lane. The asphalt is about 6 inches in some areas with chunks of asphalt		
		missing in others. Tire and road hazard.		
25	Pavement Condition	Bad pot holes	0	0
26	Unsafe Roadway	speeding	0	0
27	Bicycle & Pedestrian	not safe for pedestrians	0	0
	Safety Concern			
28	Pavement Condition	bumps are real hard on cars and tires	0	0
29	High Risk	This is a very dangerous intersection for traffic leaving BATTERY POINT	0	0
	Intersection	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		
30	Unsafe without	Traffic Circle needed as soon as possible to improve traffic flow and	0	0
	Signal	reduce injuries.		
31	Unsafe Bicycle	Bicycling is unsafe on Ferguson Ave, Norwood Ave and the Diamond	1	0
	Facilities	Causeway from Ferguson to McWhorter road.		
32	Unsafe Bicycle	Need bike path on Diamond Causeway	0	0
	Facilities			
33	Roadway Design	While my house is only about 1/3 mile away from the Chatham Co Tree	0	0
		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		
34	Bicycle & Pedestrian	No Safe passage over the Turner Creek Bridge for pedestrians or bicyclists	0	0
	Safety Concern	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		
35	Unsafe without	The Feds took out parking between the 2 areas of Rails to Trails path	0	0
	Signal	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		
36	Bicycle & Pedestrian	Wilmington River Bridge is almost finished and there appears to be NO	0	0
	Safety Concern	pedestrian or bicycle access in this plan. I know the construction is		
		overdue, but this is 2024.		
37	High Risk	and an area with 3 schools.	0	0
	Intersection			



Safe Streets for	All - Social Pin	point Summary	y Memo
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August 2024

Sale Su	1001 m = 500 m	i inpoint Summary Memo	Tugust 2	-02T
38	High Risk	True that. I've nearly been hit by other cars many times.	0	0
	Intersection			
39	Unsafe Bicycle	Still no progress with a bike path on Johnny Mercer through the	0	0
	Facilities	Whitemarsh and Wilmington areas.		
40	Unsafe without	Exit from approximately 50 homesites including townhomes, private	0	0
	Signal	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		
41	Bicycle & Pedestrian	Norwood Ave is unsafe for bicycles and pedestrians and is in desperate	1	0
	Safety Concern	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		



APPENDIX C

Safety Analysis Results



January 2025

Intersections

Ran	k Intersection Intersection	ion Name	Inter_ID	Crashes	Crash Rate	ePDO
13			33709	6.0	0.1221	1,280.7
8			31811	5.0	0.1501	836.1
18			32006	4.0	0.0856	1,085.0
24			32803	4.0	0.0689	391.4
25			33060	4.0	0.0676	391.4
36			34167	4.0	0.0520	391.4
52	0512006800I, Abercorn Street (0511020400I), Abercorn Street Extension (0511020400D), Don Zipperer Drive (0512119900I) Abercorn S	St at Don Zipperer Dr	31745	4.0	0.0336	1,085.0
26	0513231807I, Ogeechee Road (0511002500I) Ogeechee	e Rd at Mersey Way	34159	3.0	0.0652	293.6
37	0511002500D, 0512004200I, Larchmont Drive (0512004200D), Ogeechee Road (0511002500I) Ogeechee	e Rd at Larchmont Dr	32533	3.0	0.0517	293.6
42		e Rd at Quacco Rd	32462	3.0	0.0450	293.6
61			31931	3.0	0.0256	293.6
6	Glade Street (0512010400I), Whitefield Avenue (0512124100I)		31070	2.0	0.2007	195.7
21	0512114300D, Bradley Creek Drive (0512019900I), Johnny Mercer Boulevard (0512114300I)		33217	2.0	0.0713	542.5
28	05110204SPD, 05110204SPI, 0512162400I, Lake Street (0512162400D)		30986	2.0	0.0651	195.7
29	0512265400I, 0512267900I, Abercorn Street (0511020400I), Cougar Lane (0512270200I)		33027	2.0	0.0649	195.7
33	Savannah Harbor Parkway (0512074400D), Savannah Harbor Parkway (0513229407I)		36403	2.0	0.0616	195.7
34 39	0512114300D, Bryan Woods Road (0512114300I), Whitemarsh Island Drive (0512153500I) 0512140200D, 0512140200I, Butler Avenue (0511002600I), Ogeechee Road (0511002600D)		33597 33863	2.0 2.0	0.0592 0.0495	889.3 542.5
39 40	Diamond Causeway (05110204SPI), Ferguson Avenue (0512076700I)		31122	2.0	0.0495	195.7
40	Atlantic Coastal Highway (0511002500D), Basin Road (0512008400I), Basin Road (0512008500I), Brampton Avenue (0511002500I)		31404	2.0	0.0473	195.7
47	0512016400I, 0512114300I, Walthour Road (0512014800I)		33044	2.0	0.0383	195.7
48	0512078700D, 0512163400I, 0513109607I, Islands Expressway (0512078700I)		35611	2.0	0.0375	195.7
50	0512078700D, 0512078700I, Dulany Avenue (0512095600I)		35679	2.0	0.0367	889.3
55	0512077400D, 0512147500I, Abercorn Street (0511020400I), Abercorn Street Extension (0511020400D), Abercorn Street Extension (051207740 Abercorn St		32207	2.0	0.0322	195.7
57	0512077200I, Atlantic Coastal Highway (0511002500D), Forrester Zipperer Circle (0512004000I), Ogeechee Road (0511002500I)		32192	2.0	0.0290	195.7
60	0512114300l, 0512171500l, 0512171700D, 0512171700l, Butler Avenue (0511002600l), Ogeechee Road (0511002600D)		33434	2.0	0.0269	889.3
1	05120456001, 05120468001		31474	1.0	0.3131	444.6
2	0512056600I, Tiffany Place (0512056900I)		31867	1.0	0.3048	97.9
2	Basin Court (0512257700l), Basin Road (0512008400l)		31875	1.0	0.3048	97.9
4	0512054900I, 0512077900I, Cardinal Road (0512056200I)		31630	1.0	0.2220	97.9
5	0512012200D, 0512013000I, 0512014300I, 0512280700I, North Millward Road (0512012800I), Winchester Drive (0512012200I)		32060	1.0	0.2125	97.9
7	0512274100I, Chevis Road (0512007600I)		31856	1.0	0.1696	97.9
9	Bonaventure Road (0512079700I), Bonaventure Road (0513072307I), Downing Avenue (0513155411I)		34134	1.0	0.1487	444.6
10	Ferguson Avenue (05120767001), Shipyard Road (05120775001)		31027	1.0	0.1477	444.6
11	Mendel Avenue (0512009800I), Whitefield Avenue (0512124100I)		31046	1.0	0.1460	444.6
12			35503	1.0	0.1251	97.9
14 15	Concord Road (0512016200I), Penn Waller Road (0512015400I) Acl Boulevard (0512060100I), Louis Mills Boulevard (0512059700I)		32643 33281	1.0 1.0	0.1203 0.0955	444.6 97.9
16	0512104500I, Beechwood Avenue (0512104100I), Ferguson Avenue (0512076700I)		31587	1.0	0.0935	97.9 97.9
17		at Westlake Ave/Liberty Pkwy (ped crash plus sec		1.0	0.0935	97.9 97.9
19	Larbre Road (0512016300I), Penn Waller Road (0512015400I), Wassaw Road (0512021900I)		32685	1.0	0.0769	97.9
20	0512021700I, 0512022400I, Mayer Avenue (0512014800I), Wilmington Village Way (0512021600I)		32504	1.0	0.0730	97.9
22	0512023000l, 0512023100l, 0512094700l, Butler Avenue (0511002600l), Ogeechee Road (0511002600D)		32742	1.0	0.0702	97.9
23	0512077900l, Norwood Avenue (0512076700l)		32147	1.0	0.0694	97.9
27	Abercorn Street (0511020400I), Arkwright Lane (0512257600I)		32345	1.0	0.0652	97.9
30	0512050700I, Bakers Crossing (0512160100I), Norwood Avenue (0512076700I)		31873	1.0	0.0640	97.9
31	0512077200I, Abercorn Street Extension (0512077400I)		32262	1.0	0.0631	97.9
32	Abercorn Street (0511020400I), Bush Road (0512003800I)		32726	1.0	0.0618	97.9
35		at Westlake Ave/Liberty Pkwy (ped crash plus seg		1.0	0.0530	97.9
38	05110204SPD, 05110204SPI, 0512098200I, Mc Whorter Drive (0512010600I)		30975	1.0	0.0504	97.9
41	Elmhurst Avenue (0512083600I), Smith Drive (0512077900I)		31689	1.0	0.0453	444.6
43	Laurelwood Drive (0512145200I), Quacco Road (0512077300I)		32949	1.0	0.0428	97.9
43 46	Quacco Road (0512077300l), Quacco Trail (0512281100l) 0512138200l, Johnny Mercer Boulevard (0512114300D), Johnny Mercer Boulevard (0512114300l), Lyman Hall (0512138200D)		33336 33811	1.0 1.0	0.0428 0.0401	97.9 07.0
40 49	0512017700I, Butler Avenue (0511002600I), Ogeechee Road (0511002600D), Penrose Drive (0512017300I)		34061	1.0	0.0367	97.9 97.9
49 51			32251	1.0	0.0366	97.9 97.9
53	0512099100I, Butler Avenue (0511002600I), Mobley Drive (0512079900I), Mobley Street (0512019300I), Ogeechee Road (0511002600D)	, a i o ,	33988	1.0	0.0336	97.9
54	0512078700D, 0512113400D, Islands Expressway (0512078700I), Runaway Point Road (0512113400I)		35437	1.0	0.0331	97.9
56	0512045600I, East Montgomery Cross Road (0512030200I), Marlborough Way (0513116307I)		31852	1.0	0.0303	97.9
58	Gulfstream Road (0512009001), Robert B Miller Road (05121119001)		36903	1.0	0.0288	97.9
59		omery Cross Rd at Heather Wood Dr (ped crash plu		1.0	0.0271	97.9
62	0512016500I, Butler Avenue (0511002600I), Ogeechee Road (0511002600D)	· · ·	33395	1.0	0.0253	97.9
62	Butler Avenue (0511002600I), Ogeechee Road (0511002600D), Suncrest Boulevard (0512016700I)		33445	1.0	0.0253	97.9
64	0512078700D, 0512095800I, Islands Expressway (0512078700I)		35348	1.0	0.0250	97.9
65	0512078700D, 0513083507I, East President Street (0512078700I)		35631	1.0	0.0250	444.6
66	0512078700D, 0512078700I, 0512089900I, 0512170400I, East Pines Road (0512017700I)		34711	1.0	0.0247	97.9
67	0512016500I, Johnny Mercer Boulevard (0512114300I)		32936	1.0	0.0229	97.9
68	0512020700I, 0512114300D, Johnny Mercer Boulevard (0512114300I)		32925	1.0	0.0224	444.6
69	0512017200I, 0512114300D, 0512170700I, Johnny Mercer Boulevard (0512114300I)		33142	1.0	0.0216	97.9
70	Bradley Boulevard (0512278800l), Ogeechee Road (0511002500D), Ogeechee Road (0511002500l)		31777	1.0	0.0211	97.9 07.0
71	0512058900I, 0513231507I, Ogeechee Road (0511002500I)		34345	1.0	0.0210	97.9

		Crash	Count	s by S	everity	
Intersec_1	к	A	в	с	0	U
26920	2	4	0	0	0	0
18250	1 2	4	0	0	0	0
25590 31800	2	2 4	0 0	0 0	0 0	0 0
32399	0	4	0	0	0	0
42150	0	4	0	0	0	0
65209	2	2	0	0	0	0
25200	0	3	0	0	0	0
31800	0	3	0	0	0	0
36500	0	3	0	0	0	0
64100 5460	0 0	3 2	0 0	0 0	0 0	0 0
15374	1	2	0	0	0	0
16825	0	2	0	0	0	0
16895	0	2	0	0	0	0
17799	0	2	0	0	0	0
18500	2	0	0	0	0	0
22132	1	1	0	0	0	0
23050 26599	0 0	2 2	0 0	0 0	0 0	0 0
28590	0	2	0	0	0	0
29200	0	2	0	0	0	0
29900	2	0	0	0	0	0
33984	0	2	0	0	0	0
37850	0	2	0	0	0	0
40790	2	0	0	0	0	0
1750	1	0	0	0	0	0
1798 1798	0 0	1 1	0 0	0 0	0 0	0 0
2468	0	1	0	0	0	0
2578	0	1	0	0	0	0
3230	0	1	0	0	0	0
3684	1	0	0	0	0	0
3710	1	0	0	0	0	0
3754	1	0	0	0	0	0
4379	0	1	0	0	0	0
4554 5740	1 0	0 1	0 0	0 0	0 0	0 0
5859	0	1	0	0	0	0
5990	0	1	0	0	0	0
7130	0	1	0	0	0	0
7502	0	1	0	0	0	0
7802	0	1	0	0	0	0
7895	0	1	0	0	0	0
8410 8564	0 0	1 1	0 0	0 0	0 0	0 0
8685	0	1	0	0	0	0
8860	0	1	0	0	0	0
10334	0	1	0	0	0	0
10864	0	1	0	0	0	0
12100	1	0	0	0	0	0
12800	0	1	0	0	0	0
12800 13650	0 0	1 1	0 0	0 0	0 0	0 0
14945	0	1	0	0	0	0
14969	0	1	0	0	0	0
16321	0	1	0	0	0	0
16574	0	1	0	0	0	0
18074	0	1	0	0	0	0
19050	0	1	0	0	0	0
20214	0	1	0	0	0	0
21699 21699	0 0	1 1	0 0	0 0	0 0	0 0
21999	0	1	0	0	0	0
21950	1	0	0	0	0	0
22190	0	1	0	0	0	0
23900	0	1	0	0	0	0
24499	1	0	0	0	0	0
25370	0	1	0	0	0	0
26000	0	1 1	0	0 0	0	0
26124	0	1	0	0	0	0

In	tersections					
Ran	k Intersection	Intersection Name	Inter_ID	Crashes	Crash Rate	ePDO
72	0512046800I, 0512048200I, Blakeley Road (0512046700I), Whitefield Avenue (05110204SPI)		31523	1.0	0.0204	97.9
73	Ogeechee Road (0511002500I), Trailer Park Road (0512005600I)	Ogeechee Rd at Ridge Rd (ped crash plus segment)	33947	1.0	0.0204	444.6
74	74 0512021500I, Johnny Mercer Boulevard (0512114300I), River Oaks Road (0512014800I)				0.0192	97.9
75	0511002500D, Gateway Boulevard East (0512077400I), Ogeechee Road (0511002500I)		31910	1.0	0.0182	97.9
76	0511002500D, 0512078000l, 0512271100l, Elk Road (0512107200l), Ogeechee Road (0511002500l)		33289	1.0	0.0171	444.6
77	Fountain Road (0512107600l), Ogeechee Road (0511002500D), Ogeechee Road (0511002500l)		32025	1.0	0.0152	444.6
78	0512168300I, 0512168400I, Butler Avenue (0511002600I), Johnny Mercer Boulevard (0512114300D), Johnny Mercer Boulevard (05121	14300I), Shipwatch Road (0512168300D)	33906	1.0	0.0139	444.6

		Crash	Count	s by Se	everity	
Intersec_1	к	A	в	с	0	U
26798	0	1	0	0	0	0
26900	1	0	0	0	0	0
28610	0	1	0	0	0	0
30100	0	1	0	0	0	0
32100	1	0	0	0	0	0
36000	1	0	0	0	0	0
39350	1	0	0	0	0	0

Se	gments				Orachae Der				C	ash Cou	unts b	y Severi	ity
Rank	Route / MP	Section	Crashes	Crash Rate	Crashes Per Mile	ePDO	Segment AADT	Segment Length (Rounded) K	A	в	с	ο	U
68	Abercorn Street (0511020400I) / 5.96 - 7.64	Abercorn St btw Bush Rd and Arkwright Ln	6.0	23.7	0.7	1,280.7	•	1.68 2	4	0	0	0	0
127	0511040500D / 18.2757 - 20.0751	I-95	5.0	3.9	0.6	489.3	39100	1.7994 0	5	0	0	0	0
3	King George Boulevard (0512119700I) / 0.86 - 0.963	King George Blvd btw Mariiners Way and SR 204	4.0	1,076.3	7.8	391.4	1977	0.103 0	4	0	0	0	0
70	Veterans Parkway (0512097500D) / 5.7016 - 6.714	Abercorn St at Veterans Pkwy interchange	4.0	21.3	0.8	738.2	10150	1.0124 1	3	0	0	0	0
117	Butler Avenue (0511002600I) / 27.14 - 31.362	Butler Ave (US 80)	4.0	5.0	0.2	391.4		4.222 0	4	0	0	0	0
143	05110405001 / 2.48 - 7.12	Quacco Rd btw Soling Ave and Laurelwood Dr	4.0	1.2	0.2	1,085.0		4.64 2	2	0	0	0	0
32	Abercorn Street Extension (0511020400D) / 16.0526 - 16.1802	Abercorn St btw I-95 ramps	3.0	88.5	4.7	293.6		0.1276 0	3	0	0	0	0
62	Atlantic Coastal Highway (0511002500D) / 0.8935 - 1.2327	Ogeechee Rd btw Cottonvale Rd and Elk Rd	3.0	31.1	1.8	293.6		0.3392 0	3	0	0	0	0
63 87	Ogeechee Road (0511002500I) / 2.3 - 2.64	Ogeechee Rd btw Chevis Rd and Fountain Rd	3.0	27.3 14.3	1.8	293.6		0.34 0 0.363 0	3	0	0	0	0 0
87 113	Abercorn Street (0511020400I) / 13.582 - 13.945 Abercorn Street (0511020400I) / 11.16 - 11.88	Abercorn St at Veterans Pkwy interchange Abercorn St btw Ford Ave and Sweetwater Station Dr	3.0 3.0	7.2	1.7 0.8	293.6 640.4		0.363 0	ა 2	0	0	0	0
93	Brampton Avenue (0511002500I) / 0.23 - 1.34	Brampton Ave (US 17) btw Chief of love Rd and Bradley Blvd	3.0	11.7	0.5	640.4		1.11 1	2	0	0	0	0
110	Ogeechee Road (0511002500D) / 3.9409 - 5.1358	Ogeechee Rd btw Canebrake Rd and Abercorn St	3.0	7.8	0.5	640.4		1.1949 1	2	0	0	0	0
144	0511040500D / 12.9882 - 17.679	I-95	3.0	0.9	0.1	293.6		4.6908 0	3	0	0	0 0	0
35	Atlantic Coastal Highway (0511002500D) / 3.7547 - 3.8411		2.0	71.7	4.6	195.7	17700	0.0864 0	2	0	0	0	0
31	Atlantic Coastal Highway (0511002500I) / 10.58 - 10.68	Ogeechee Rd btw Westgate Blvd and I-516 ramps	2.0	89.1	4.0	195.7	12300	0.1 0	2	0	0	0	0
38	Abercorn Street (0511020400I) / 8.32 - 8.45	Abercorn St btw W Gateway Blvd and E Gateway Blvd	2.0	57.9	3.1	195.7	14550	0.13 0	2	0	0	0	0
21	Abercorn Street Extension (0511020400I) / 0.69 - 0.85		2.0	167.9	2.5	195.7	4080	0.16 0	2	0	0	0	0
40	Red Fox Drive (0512119700I) / 0.66 - 0.846		2.0	57.2	2.2	195.7		0.186 0	2	0	0	0	0
67	Johnny Mercer Boulevard (0512114300I) / 3.34 - 3.53		2.0	24.8	2.1	195.7		0.19 0	2	0	0	0	0
72	Ogeechee Road (0511002500I) / 5.6 - 5.94		2.0	20.7	1.2	542.5		0.34 1	1	0	0	0	0
103	Abercorn Street Extension (0511020400D) / 10.932 - 11.2866		2.0	9.7	1.1	542.5		0.3546 1	1	0	0	0	0
88	Lynes Parkway (0511042100D) / 4.3591 - 4.7336		2.0	14.1	1.1	195.7		0.3745 0	2	0	0	0	0
14	Beaufort Road (0512007800I) / 0.13 - 0.51		2.0	240.5	1.1	195.7		0.38 0	2	0	0	0	0 0
30 108	Chevis Road (05120076001) / 0.39 - 0.78		2.0 2.0	91.2 8.3	1.0 1.0	195.7 195.7		0.39 0 0.418 0	2	0	0 0	0	0
83	Abercorn Street (0511020400I) / 10.472 - 10.89 0511002500D / 0.157 - 0.5837		2.0	o.o 16.5	0.9	542.5		0.416 0	2	0	0	0	0
83 99	Ogeechee Road (0511002500I) / 10.15 - 10.58	Ogeechee Rd btw Blosson Dr and Westgate Blvd	2.0	10.5	0.9	195.7		0.43 0	2	0	0	0	0
55 74	Quacco Road (0512077300I) / 2.14 - 2.59	Ogeechee Nu blw blosson branu westgate blvu	2.0	20.0	0.9	542.5		0.45 0	2 1	0	0	0	0
86	Atlantic Coastal Highway (0511002500D) / 1.2327 - 1.7004		2.0	15.0	0.9	542.5		0.4677 1	1	0	0	0	0
85	0512078700I / 0.49 - 0.97	E President St btw Dulany Rd and Goebel Ave	2.0	15.6	0.8	889.3		0.48 2	0	0 0	Ő	Õ	0
50	Butler Avenue (0511002600I) / 32.63 - 33.16		2.0	43.8	0.8	542.5		0.53 1	1	0	0	0	0
120	0511040500D / 17.679 - 18.2757		2.0	4.8	0.7	542.5		0.5967 1	1	0	0	0	0
122	0511040500I / 1.87 - 2.48		2.0	4.7	0.7	542.5		0.61 1	1	0	0	0	0
104	Harry Truman Parkway (0512114800D) / 1.4597 - 2.0728	Truman Pkwy at Whitefield Ave interchange	2.0	9.6	0.7	542.5	18650	0.6131 1	1	0	0	0	0
92	Quacco Road (0512077300I) / 0.56 - 1.27		2.0	12.7	0.6	542.5	12200	0.71 1	1	0	0	0	0
61	Abercorn Street Extension (0511020400I) / 2.38 - 3.22		2.0	32.0	0.5	195.7	4080	0.84 0	2	0	0	0	0
125	Butler Avenue (0511002600I) / 22.38 - 23.26		2.0	4.1	0.5	195.7	30100	0.88 0	2	0	0	0	0
128	East de Renne Avenue (0511020400D) / 9.6053 - 10.6436		2.0	3.4	0.4	195.7		1.0383 0	2	0	0	0	0
130	Abercorn Street Extension (0511020400D) / 12.6201 - 13.717		2.0	3.1	0.4	542.5		1.0969 1	1	0	0	0	0
109	East President Street (0512078700I) / 2.57 - 3.82		2.0	8.2	0.3	195.7	10650	1.25 0	2	0	0	0	0
	Diamond Causeway (05110204SPI) / 4.5 - 5.76		2.0	4.5	0.3	542.5	19300	1.26 1	1	0	0	0	0
119	Abercorn Street Extension (0511020400D) / 14.4565 - 15.9716		2.0	5.0	0.3	195.7		1.5151 0	2	0	0	0	0
133 131	0511040400I / 0 - 2.47 Veterans Parkway (0512097500D) / 2.0521 - 5.7016		2.0 2.0	2.7 3.0	0.2 0.1	542.5 542.5		2.47 1 3.6495 1	1	0	0	0	0
5	05161148201 / 0.259 - 0.27		2.0 1.0	3.0 905.7	18.2	97.9		0.011 0	1	0	0	0	0
1	0516114834I / 0 - 0.012		1.0	930.0	16.7	97.9		0.012 0	1	0	0	0	0
4 16	Woodhull Road (0512078700I) / 0 - 0.018		1.0	207.8	11.1	97.9		0.012 0	1	0	0	0	0
10	0512135900D / 0.1609 - 0.1932		1.0	2,829.7	6.2	97.9		0.0323 0	1	0 0	0 0	Õ	0
23	Atlantic Coastal Highway (0511002500I) / 10.68 - 10.714		1.0	131.0	5.9	97.9		0.034 0	1	0	0	0	0
2	05122566001 / 0.05 - 0.09		1.0	1,142.5	5.0	444.6		0.04 1	0	0	0	0	0
33	Whitefield Avenue (05110204SPI) / 2.668 - 2.717		1.0	87.4	4.1	97.9		0.049 0	1	0	0	0	0
42	05110404SPI / 2.546 - 2.61		1.0	50.7	3.1	97.9		0.064 0	1	0	0	0	0
6	Sandhill Avenue (0512089700I) / 0 - 0.08		1.0	571.3	2.5	444.6	1199	0.08 1	0	0	0	0	0
46	Abercorn Street (0511020400I) / 8.45 - 8.53		1.0	47.1	2.5	444.6		0.08 1	0	0	0	0	0
11	Smith Drive (0512077900I) / 0.97 - 1.05		1.0	327.7	2.5	97.9		0.08 0	1	0	0	0	0
34	East Montgomery Cross Road (0512030200I) / 1.04 - 1.12	Truman Pkwy at E Montgomery Cross Rd interchange	1.0	81.1	2.5	97.9		0.08 0	1	0	0	0	0
57	Ogeechee Road (0511002500I) / 2.9 - 2.989		1.0	34.8	2.2	97.9		0.089 0	1	0	0	0	0
59 7	East Montgomery Cross Road (0512030200I) / 1.23 - 1.32	E Montgomery Cross Rd btw Varnadee Dr and Gladstone St	1.0	33.1	2.2	97.9		0.09 0	1	U	0	0	0
7	05120132001 / 0.31 - 0.41		1.0	457.0	2.0	97.9		0.1 0	1	U	0	0	0
7	05121402001 / 0.8 - 0.9	E Montgomony Cross Pd hty Trumon Plying comes and Vernados Dr	1.0	457.0	2.0	97.9		0.1 0	1	0	0	0	0
36 51	East Montgomery Cross Road (0512030200D) / 0 - 0.1061 East President Street (0512078700I) / 0.97 - 1.09	E Montgomery Cross Rd btw Truman Pkwy ramps and Varnadee Dr E President St btw Goebel Ave and Pennsylvania Ave	1.0 1.0	61.1 42.9	1.9 1.7	97.9 444.6		0.1061 0 0.12 1	1	0	0	0	0
51 47		E President St blw Goedel Ave and Pennsylvania Ave	1.0	46.4	1.7	97.9		0.12 1	1	0	0	0	0
47 48	West Montgomery Cross Road (05110204SPD) / 0.1516 - 0.2722 Diamond Causeway (05110204SPI) / 2.717 - 2.84	Whitefield Ave at Truman Pkwy interchange	1.0	46.4 45.5	1.7	97.9 97.9		0.1206 0	1	0	0	0	0
40 29	Abercorn Street (05110204001) / 8.19 - 8.32	whiteheid Ave at Human rivey interchange	1.0	45.5 102.1	1.5	97.9 97.9		0.123 0	1	0	0	0	0
29 55	0512078700I / 1.61 - 1.75		1.0	36.8	1.5 1.4	97.9 97.9		0.13 0	1	0	0	0	0
12	05120842001 / 0.13 - 0.27		1.0	326.4	1.4	444.6		0.14 0	0	0	0	0	0
73	Ogeechee Road (0511002500I) / 3.08 - 3.23		1.0	20.6	1.4	444.6		0.14 1	0	0	0	0	0
13	05121402001 / 0.65 - 0.8		1.0	304.7	1.3	97.9		0.15 0	1	0	0	0	0
17	Walthour Road (0512014800I) / 6.159 - 6.31		1.0	191.0	1.3	97.9		0.151 0	1	0	0	0	0
26	Chevis Road (0512007600I) / 0.2 - 0.36		1.0	111.2	1.3	97.9		0.16 0	1	0 0	0 0	ů 0	0 0
90		Ogeechee Rd btw Azalea Plaza and Ridge Rd	1.0	13.0	1.3	444.6		0.16 1	0	0	0	0	0
79	Lynes Parkway (0511042100D) / 4.9148 - 5.0804	.	1.0	18.6	1.2	444.6		0.1656 1	0	0	0	0	0

Segments				Crashes Per			Segment Length	Cı	ash Cor	unts by	Severi	ity
ank Route / MP	Section	Crashes	Crash Rate	Mile		Segment AADT	(Rounded)	A	в	С	ο	
North Lathrop Avenue (0512074000I) / 0.48 - 0.65		1.0	107.1	1.2			0.17 0	1	0	0	0	-
0512119700D / 0.1275 - 0.3062		1.0	390.6	1.1			0.1787 0	1	0	0	0	
Lynes Parkway (0511042100D) / 4.7336 - 4.9148		1.0	17.0	1.1			0.1812 0	1	0	0	0	
East Montgomery Cross Road (0512030200I) / 1.32 - 1.51		1.0	15.7	1.1	97.9		0.19 0	1	0	0	0	
Blue Lake Boulevard (0512256000I) / 0.05 - 0.25 Walthour Road (0512014800I) / 5.75 - 5.95		1.0 1.0	228.5 144.2	1.0 1.0			0.2 1 0.2 0	1	0	0	0	
Ogeechee Road (05120146001) / 5.75 - 5.95		1.0	144.2	1.0			0.2 0	0	0	0	0	
East President Street (05120787001) / 0.018 - 0.24		1.0	16.8	0.9			0.222	1	0	0	0	
Smith Drive (0512077900I) / 0 - 0.23		1.0	20.7	0.9			0.222 0	1	0	0	0	
05121494001 / 0.01 - 0.241		1.0	395.7	0.9			0.231 0	1	0	Õ	0	
05121241001 / 0.661 - 0.899		1.0	47.4	0.8			0.238	1	0	0	0	
05120187001 / 0.14 - 0.38		1.0	190.4	0.8			0.24 0	1	0	0	0	
Penn Waller Road (0512015400I) / 0.65 - 0.89		1.0	57.7	0.8	97.9	3954	0.24 0	1	0	0	0	
Walthour Road (0512014800I) / 7.37 - 7.61		1.0	48.7	0.8	97.9	4690	0.24 0	1	0	0	0	
Ogeechee Road (0511002500I) / 8.47 - 8.71	Ogeechee Rd btw Ridge Rd and Ogeechee Rd ext	1.0	8.7	0.8	97.9	26300	0.24 0	1	0	0	0	
Gateway Boulevard West (0512276300I) / 0.048 - 0.29		1.0	188.8	0.8	97.9	1199	0.242 0	1	0	0	0	
Ferguson Avenue (0512076700I) / 0.23 - 0.48		1.0	60.9	0.8	97.9	3600	0.25 0	1	0	0	0	
05120046001 / 0.23 - 0.49		1.0	175.8	0.8	97.9	1199	0.26 0	1	0	0	0	
Fort Argyle Road (0511020400I) / 1.6 - 1.86	Abercorn St btw Highgate Blvd and Canvasback Dr	1.0	51.7	0.8			0.26 0	1	0	0	0	
05120601001/0-0.274	Liberty Pkwy btw Westlake Ave and I-516	1.0	35.1	0.7			0.274 1	0	0	0	0	
05120975001 / 6.1 - 6.374		1.0	19.7	0.7			0.274 0	1	0	0	0	
Butler Avenue (0511002600I) / 23.315 - 23.6		1.0	41.2	0.7			0.285 0	1	0	0	0	
Ogeechee Road (0511002600D) / 4.6658 - 4.9523		1.0	12.7	0.7			0.2865 0	1	0	0	0	
Harry Truman Parkway (0512114800I) / 3.503 - 3.796	Truman Pkwy at E Montgomery Cross Rd interchange	1.0	9.7	0.7	444.6		0.293 1	0	0	0	0	
05164050701 / 0 - 0.3	E Mantanana Casas Dalibto Callia Mand Dalard Transa Disco anang	1.0	42.8	0.7			0.3 0	1	0	0	0	
East Montgomery Cross Road (05120302001) / 0.66 - 0.96	E Montgomery Cross Rd btw Sallie Mood Dr and Truman Pkwy ramps	1.0 1.0	10.8 11.3	0.7	97.9 444.6		0.3 0	1	0	0	0	
Ogeechee Road (0511002500I) / 5.94 - 6.25 Diamond Causeway (05110204SPI) / 3.39 - 3.7		1.0	9.0	0.6 0.6			0.31 1 0.31 0	1	0	0	0	
Abercorn Street Extension (0511020400D) / 13.717 - 14.0287		1.0	5.5	0.6			0.3117 0	1	0	0	0	
05164050711 / 0.012 - 0.33		1.0	40.4	0.6			0.318	1	0	0	0	
King George Boulevard (0512119700D) / 0.3062 - 0.6338	King George Blvd btw Red Fox Dr and Grove Point Rd	1.0	32.5	0.6			0.3276	1	0	0	0	
West Lathrop Avenue (0512114200I) / 0.06 - 0.39		1.0	48.0	0.6			0.33	1	0	Ő	0	
Quacco Road (0512077300I) / 1.81 - 2.14		1.0	13.6	0.6			0.33	1	0	0	0	
Abercorn Street (0511020400I) / 5.61 - 5.96		1.0	19.0	0.6	444.6		0.35 1	0	0	0 0	0	
Ogeechee Road (0511002500I) / 8.93 - 9.28		1.0	6.0	0.6	97.9		0.35 0	1	0	0	0	
Grove Point Road (0512006600I) / 0 - 0.35		1.0	130.6	0.6			0.35 0	1	0	0	0	
Abercorn Street (0511020400I) / 13.19 - 13.573		1.0	4.5	0.5	97.9	31750	0.383 0	1	0	0	0	
Abercorn Street (0511020400I) / 4.81 - 5.2		1.0	17.0	0.5	97.9	8260	0.39 0	1	0	0	0	
Grove Point Road (0512081400I) / 0.23 - 0.64		1.0	111.5	0.5	444.6	1199	0.41 1	0	0	0	0	
Abercorn Street Extension (0511020400D) / 14.042 - 14.4565		1.0	9.1	0.5	444.6	14550	0.4145 1	0	0	0	0	
05169750021/0-0.45		1.0	26.6	0.4			0.45 0	1	0	0	0	
Ogeechee Road (0511002500I) / 5.13 - 5.6		1.0	7.5	0.4	444.6		0.47 1	0	0	0	0	
Islands Expressway (0512078700I) / 2.1 - 2.57		1.0	10.9	0.4	97.9		0.47 0	1	0	0	0	
05121143001 / 4.28 - 4.75		1.0	5.0	0.4			0.47 0	1	0	0	0	
0512078700D / 4.3898 - 4.8743		1.0	7.7	0.4			0.4845 1	0	0	0	0	
Abercorn Street (05110204001) / 3.22 - 3.74	Abercorn St btw Cape Fear Dr and Highgate Blvd	1.0	25.8	0.4			0.52 0	1	0	0	0	
Abercorn Street Extension (0511020400I) / 1.08 - 1.6		1.0	25.8	0.4			0.52 0	1	0	0	0	
Atlantic Coastal Highway (0511002500D) / 1.7052 - 2.2954		1.0	6.0	0.3			0.5902 0	1	0	0	0	
Diamond Causeway (05110204SPI) / 3.9 - 4.5 Johnny Mercer Boulevard (0512114300D) / 1.467 - 2.093		1.0 1.0	4.7 9.8	0.3 0.3			0.6 0 0.626 1	1	U	0	0	
Abercorn Street (0511020400I) / 11.88 - 12.52		1.0	9.8 2.7	0.3			0.626 1 0.64 0	U 1	0	0	0	
Shipyard Road (0512077500I) / 0.82 - 1.46		1.0	2.7 44.8	0.3			0.64 0	0	0	0	0	
Abercorn Street Extension (0511020400D) / 11.9719 - 12.6201		1.0	2.7	0.3			0.6482	1	0	0	0	
Abercorn Street Extension (0511020400D) / 11.9719 - 12.0201 Abercorn Street Extension (0511020400D) / 12.53 - 13.19		1.0	2.6	0.3			0.66	1	0	0	0	
Abercorn Street Extension (0512077400I) / 0.94 - 1.61		1.0	19.6	0.3			0.67 1	0	n	0 0	õ	
Abercorn Street Extension (0511020400D) / 11.2866 - 11.9719		1.0	2.5	0.3			0.6853	1	0	0	õ	
0512008100I / 0.32 - 1.091		1.0	109.3	0.3			0.771 0	. 1	0	0	0	
Bourne Avenue (0511030700I) / 7.59 - 8.49		1.0	4.1	0.2			0.9 1	0	Ő	0	0	
Abercorn Street (0511020400I) / 13.945 - 14.9		1.0	1.9	0.2			0.955 1	0	0	0	0	
Teresa Lane (0511002600D) / 0.034 - 1.1971		1.0	10.0	0.2			1.1631 0	1	0	0	0	
05120148001 / 0.64 - 1.809		1.0	10.9	0.2			1.169 0	1	0	0	0	
0512114800I / 2.203 - 3.503		1.0	2.2	0.2	97.9	19200	1.3 0	1	0	0	0	
05120033001 / 0 - 1.32		1.0	34.6	0.2	97.9	1199	1.32 0	1	0	0	0	
John Carter Road (0512077100I) / 0.11 - 1.46		1.0	19.6	0.1	444.6	2070	1.35 1	0	0	0	0	
Abercorn Street (0511020400I) / 8.53 - 10.11		1.0	2.4	0.1	97.9		1.58 0	1	0	0	0	
05110405001 / 0 - 1.87		1.0	0.7	0.1			1.87 1	0	0	0	0	
0512078700D / 1.2347 - 3.1281		1.0	2.7	0.1	97.9		1.8934 0	1	0	0	0	
05120982001 / 0 - 2.14		1.0	21.4	0.1	97.9	1199	2.14 0	1	0	0	0	
0511040400D / 13.9934 - 16.3588		1.0	1.4	0.1			2.3654 0	1	0	0	0	
05120772001 / 1.031 - 3.64		1.0	3.2	0.1	444.6	6600	2.609 1	0	0	0	0	
Veterans Parkway (0512097500I) / 0.8 - 4.423		1.0	1.5	0.1	97.9	10150	3.623 0	4	0	0	0	

APPENDIX D Site Visit Worksheets



January 2025



Site Visit Log

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

Site Name: US 17 at Chatham Parkway

Intersection/Segment Sketch: MCD- HUSEDS MODIAN attention plany No RIGHT 14AL Dep! US 17 Jers Soll SINCLE K chos. Description: Signalized intersection Observed Issues/Concerns: Prompts: qual Sight of stark Sight Distance Speeding Intersection Spacing some lighting on MrD corner. Skewed Approach Lighting **Distracted Driving** Passing Zones Shoulder Conditions/Clear Zones Access/Driveway Density Pavement Conditions Heavy Vehicles **Driver Behavior** Unsafe Crossing Shown goeve Sidewalks/Bike Lanes Other Potential Countermeasures:

6001 Chatham Center Dr. # 380 Savavannah, GA 31405	Chatham County SS4A Site Visit Log	Job No.: Rep./Name: Date:	1023533
Site Name:	2 e Mersey War	1	
Intersection/Segment Sketch:			
	A 11 1 (cirdek	Bis stop
As cente mph.	<u> </u>	Eur lane	
Zaxby's.	1 5700	Brutto Kig	
Description: 4 leg n	ns snalized interses	tor.	
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: Port S. Art destance no highting oebail no Schenalks ex		
Potential Countermeasures:			
night-in / nigh	F-art. Other mor	Then pruy	DED

6001 Chatham Center Dr. # 380 Savavannah, GA 31405	Chatham County SS4A Site Visit Log	Job No.: 1023533 Rep./Name: Date:
Site Name: US 17	e cottonvale Tr1.	
Intersection/Segment Sketch:		
US Bis CVS. Idt-tum phases all approad Description: A-leg Sig	Left of Altersectures	Birs stop Birs stop
Observed Issues/Concerns: Promots: 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 Other Potential Countermeasures: Duffer Annual Contermeasures: Duffer Annual Contermeasures: D	General Notes: 9 and sight distants PRODABLY No lighting: No lightin	Hon valle by Expross oil L Story Change

1023533 Job No.: **Chatham County SS4A** Rep./Name: 6001 Chatham Center Dr. # 380 Date: Site Visit Log Savavannah, GA 31405 Berwick Blud. Site Name: 0 Intersection/Segment Sketch: split phate NVF. diry oBis Sty. O ZAVE S MEDIA MEDIAN US 17 Bus shy. main street has left-turn place Description: Bleg signalized intersecta, crossualks, all offwach Observed Issues/Concerns: Ra \$) have Promots: **General Notes:** good sight al stance Sight Distance Speeding STRAIGHT FLAT ROAD Intersection Spacing Juce **Skewed Approach** 10 10' no lighting Lighting Distracted Driving No 4 LANE APPROACH **Passing Zones** Shoulder Conditions/Clear Zones SHLDRS 1-125-Access/Driveway Density **Pavement Conditions** GOOD Heavy Vehicles - no sidenalk un apre a kintersetur. bike lanes Driver Behavior **Unsafe Crossing** Sidewalks/Bike Lanes Other Potential Countermeasures:

1023533 Job No.: **Chatham County SS4A** Rep./Name: 6001 Chatham Center Dr. # 380 Date: Site Visit Log Savavannah, GA 31405 Gerrard Ave at Lane Ave. Site Name: Intersection/Segment Sketch: line Dr TREES Lane Gerard Curre walnys. DL Lane (deaderd) Bus route no stops rear intersection. Description: 3-leg unsignalized on arme **Observed Issues/Concerns:** good Syst distance on side street. not an issue Prompts: Sight Distance Speeding Intersection Spacing Skewed Approach - some Lighting. Lighting **Distracted Driving** Passing Zones soveral drivenays close by s on curve Shoulder Conditions/Clear Zones Access/Driveway Density **Pavement Conditions Heavy Vehicles Driver Behavior** no sidewalks · PED ACTIVITY NOTED ALONG SHOULDERS ON OUTLIDE OF CUIVE Unsafe Crossing Sidewalks/Bike Lanes Other Potential Countermeasures:

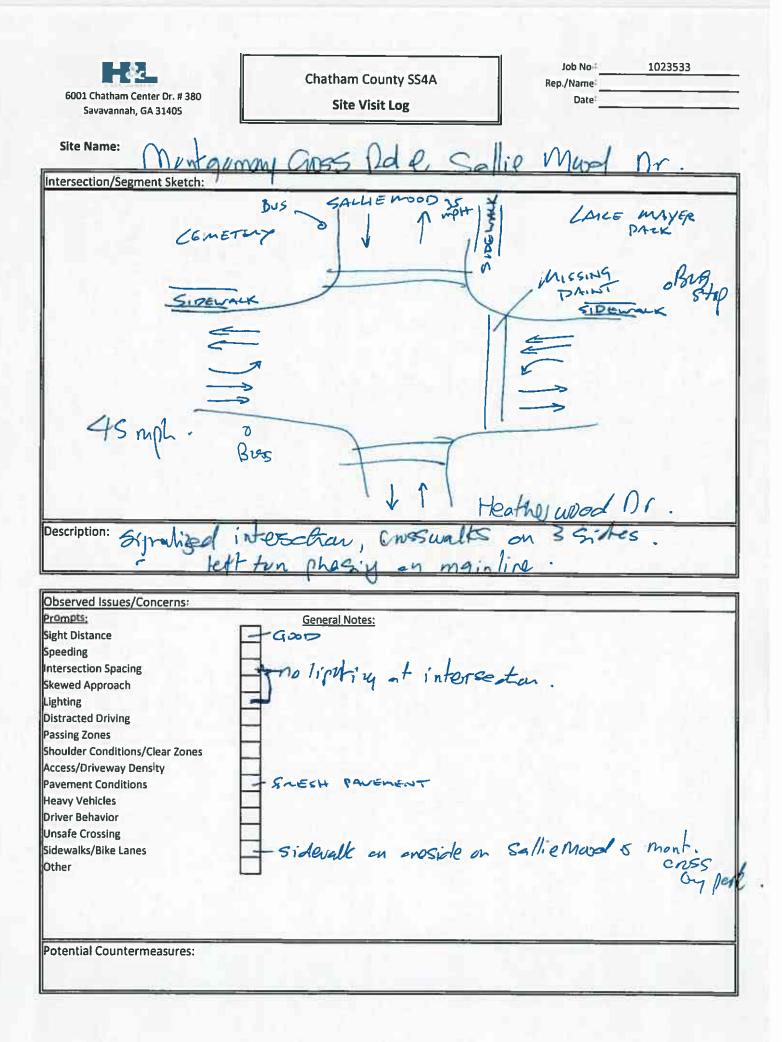
Job No.: 1023533 **Chatham County SS4A** Rep./Name: 6001 Chatham Center Dr. # 380 Date: Site Visit Log Savavannah, GA 31405 Site Name: ACLBING at Westlake Ave/Liberty Intersection/Segment Sketch: 401 EA Acc. DRAG Description: Observed Issues/Concerns: issue for stapped -prochos. Prompts: Sight Distance Speeding have lighting Intersection Spacing Skewed Approach Lighting **Distracted Driving Passing Zones** Shoulder Conditions/Clear Zones Access/Driveway Density **Pavement Conditions Heavy Vehicles Driver Behavior Unsafe Crossing** no sidewalks. Sidewalks/Bike Lanes Other in a fiberry the for ance. advance wain S Potential Countermeasures: Ratic wadney / dosing sectors / gppoches. s convert to the intersections as either oursports ar signals

Job No.: 1023533 **Chatham County SS4A** Rep./Name: 6001 Chatham Center Dr. # 380 Date: Site Visit Log Savavannah, GA 31405 Blan inmogel Point He Site Name: 120 Intersection/Segment Sketch: Docor Dr 5 F Gringare LLY AWE ALL 25 MPH eq intersetion unsignized. Description: Observed Issues/Concerns: Prompts: **General Notes:** from Oulan cannot see 2-lane from wylieg " " othes eta Sight Distance POOR Speeding Intersection Spacing * low speed vondways D median vegatatan blocks sieg **Skewed Approach** no liphtion 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: * chose wylly a merte ; fwith Odan- need to congile for.

Description: Contraj Observed Issues/Concerns: Prompts: Sight Distance	Ave at da hoad Nowson Step Mierian Mierian Mierian Mierian Mierian Mierian Mierian Mierian	
Description: Confusion Description: Confusion Description: Confusion Co	Mischan Mischan Mischan	Y I (
Description: Confusion Description: Confusion Confusion Sight Distance	Mischan Mischan Mischan	Y I (
Observed Issues/Concerns: Prompts: Sight Distance	intesection.	
Prompts: Sight Distance	the second second second	
Prompts: Sight Distance		
Lighting Distracted Driving Passing Zones Shoulder Conditions/Clear Zones Access/Driveway Density	ENVIRONMENTALLY SENCIT	SIGNS
Potential Countermeasures: Loundaban	t. <u>close</u> mide ne not	lle lanes gany anjutère.

1023533 Job No= - &c -**Chatham County SS4A** Rep./Name 6001 Chatham Center Dr. # 380 Date Site Visit Log Savavannah, GA 31405 Skidaway Norwood Site Name: at terghsm Intersection/Segment Sketch: Nerwood. NO PED FACILMES Skidanay BSnpl Skidoway 35 pmpl Silviliza inter **Description:** left tun phasing MINSMS NO rwood Observed Issues/Concerns: Prompts: **General Notes:** UZVE DAD TCHT WB 15 Sight Distance SKIDALAY W 9000 Speeding Intersection Spacing Skewed Approach Sighting at intersection Lighting **Distracted Driving** Passing Zones Shoulder Conditions/Clear Zones divenants close to intersection not good scerpe, nushoulders. Access/Driveway Density **Pavement Conditions Heavy Vehicles** NO DANIHAGE FACILINES PRODADLY FLOODS Driver Behavior Unsafe Crossing no Sidevalks. Sidewalks/Bike Lanes Other position signal heads contrising on one diagnal line Potential Countermeasures: FULL SIGNAL UPGARDE

Site Name: Montgomen Gooss fol at Skidquay. Intersection/Segment Sketch: CHIVRCH. AS MM. AS MM. Description: Signalized intersection. no port. for a liftes. Description: Signalized intersection. no port. for a liftes. Description: Signalized intersection. no port. for a liftes. Description: Signalized intersection. Description: Signalized intersection. Signalized intersection processing intersection specing Stewed Approach Lighting Distracted Driving Pasing Zones Shoulder Conditions/Clear Zones Access/Drivary Density.	6001 Chatham Center Dr. # 380 Savavannah, GA 31405	Chatham County SS4A Site Visit Log	Job No.= Rep./Name: Date:	1023533
CHURCH. Smusserment for the sector of the s	montgen	new Goss fol at St	sidanay.	
Description: Signalized intersection . no pad. to a liftes . To left and the section . To pad. to a liftes . To left and the section . To pad. to a liftes . To left and the section . To pad. to a liftes . To left and the section . To pad. to a liftes . To left and the section . To pad. to a liftes . To left and the section . To pad. to a liftes . To left and the section . To pad. to a liftes . To left and the section . To pad. to a liftes . To left and the section . To pad. to a liftes . To left and the section . To pad. to a liftes . To left and the section . To pad. to a liftes . To left and the section . To pad. to a liftes . To a liftes . To a lifted section . To a li	AS not cross	J J J J J	4	An An
Prompts: General Notes: Sight Distance	Description: Signalized in Lettern pha	tersecton. no pod.	to a lites	1
Pavement Conditions Heavy Vehicles Driver Behavior Unsafe Crossing Sidewalks/Bike Lanes Other	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:		



1023533 Job No - &c-**Chatham County SS4A** Rep /Name 6001 Chatham Center Dr. # 380 Date **Site Visit Log** Savavannah, GA 31405 Site Name: E. Montgomen Chiss Rde Vernadue Drive Intersection/Segment Sketch: VERNADOE Splitphose LIGHT POLE to merciano Mondomeny X Roam RECENTLY REPANED NOT ALL MARKING resper Description: Sympliged intersecta Observed Issues/Concerns: Prompts: **General Notes:** Good Sight Distance Speeding Intersection Spacing NONE ALL 90" **Skewed Approach** Lighting SEG NOTE **Distracted Driving Passing Zones** Shoulder Conditions/Clear Zones Access/Driveway Density **Pavement Conditions** Heavy Vehicles re Crossing valks/Bike Lanes r recently repared, crosswalks not yet painted. Letterplaging all pippiched. ntial Countermeasures: **Driver Behavior** Unsafe Crossing Sidewalks/Bike Lanes Other Potential Countermeasures:

Job No 1023533 **Chatham County SS4A** Rep./Name: 6001 Chatham Center Dr. # 380 Date **Site Visit Log** Savavannah, GA 31405 US to (Islands Expressing) at Bryan Woods OS Site Name: Intersection/Segment Sketch: 25npl BIKE LANG ENDS Asneh. Asneh. **Description:** mahzed Observed Issues/Concerns: good lovery ub not looky EB ony spead y appears to be Gride. Prompts: Sight Distance Speeding Intersection Spacing Skewed Approach nolighting Lighting **Distracted Driving** Passing Zones Shoulder Conditions/Clear Zones Access/Driveway Density -good. Pavement Conditions Heavy Vehicles **Driver Behavior** Unsafe Crossing - no & levalks/bila/ares. Sidewalks/Bike Lanes Other pod phases. Left tun phasing all approaches. Potential Countermeasures:

Job No. 1023533 - & -**Chatham County SS4A** Rep./Name: 6001 Chatham Center Dr. # 380 Date Site Visit Log Savavannah, GA 31405 Diamond Canferran Site Name: Mc Whorter. 6 Intersection/Segment Sketch: 300 CARIC THE LANDINGS. ST She anssvall. Sho SUN()L devalk Description: A-leg allway sty control with multilanes ch amm Sullua **Observed Issues/Concerns:** General Notes: 9009 S. M.A. Stance Prompts: Sight Distance Speeding not an issue Intersection Spacing Skewed Approach no Street Lighting. Lighting **Distracted Driving Passing Zones** Shoulder Conditions/Clear Zones Access/Driveway Density - golt couts crossing roadway. Sidena k Pavement Conditions **Heavy Vehicles Driver Behavior** Unsafe Crossing Sidewalks/Bike Lanes Öther golf casts going from The Landy to the parte Potential Countermeasures: potential traffic simal with gelt out crossing

Job No 1023533 - &c Chatham County SS4A Rep./Name 6001 Chatham Center Dr. # 380 Date Site Visit Log Savavannah, GA 31405 Ro Site Name: CN US17 Intersection/Segment Sketch: AG Paushape Church Babcolk Ridge Rd. (deadard Description: intersection - 00 no gossualks gard synt di stance. Speeding but gepsintrettic aug. Welle St Observed Issues/Concerns: Promots: Sight Distance Speeding Intersection Spacing Skewed Approach no liphting Lighting Distracted Driving Passing Zones Shoulder Conditions/Clear Zones Access/Driveway Density Pavement Conditions Heavy Vehicles **Driver Behavior** Unsafe Crossing no crosswalks/sdenalks. Sidewalks/Bike Lanes Other observed pedestinan aussing US 17. Potential Countermeasures:

Job No 1023533 - <u>&</u>-**Chatham County SS4A** Rep./Name: 6001 Chatham Center Dr. # 380 Date: Site Visit Log Savavannah, GA 31405 Site Name: SITEK 5 idae Rol Intersection/Segment Sketch: Ridge of Coleaderd). Hold toto SALRS. Unsight interestion some crosswalk across site steet Description: lep Observed Issues/Concerns: Promots: General Notes: sight distance betw directions Sight Distance Speeding Intersection Spacing Skewed Approach Lighting **Distracted Driving** Passing Zones wona Shoulder Conditions/Clear Zones Access/Driveway Density ft-l Pavement Conditions Heavy Vehicles **Driver Behavior** m -no sidenalks. **Unsafe Crossing** US 17 Sidewalks/Bike Lanes an observed crossing US17. Other rede Potential Countermeasures:

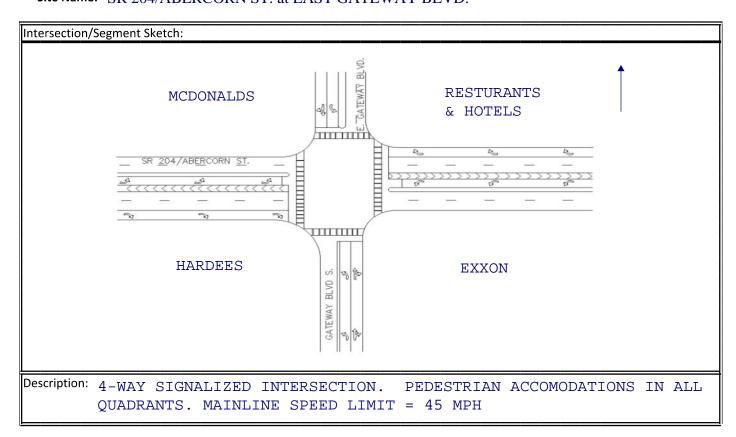


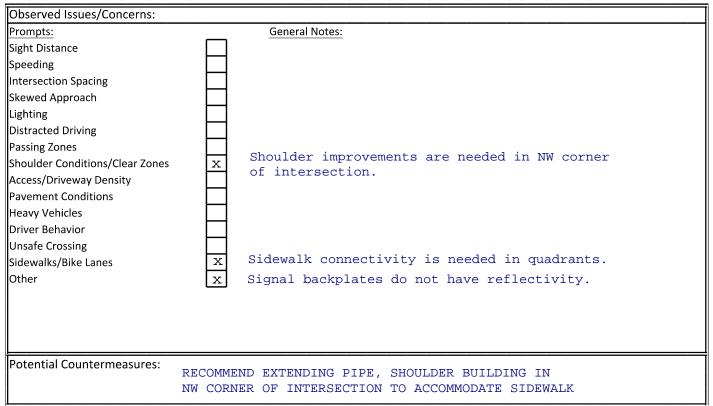
Site Visit Log

Job No.: 1023533 Rep./Name:

Date:

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







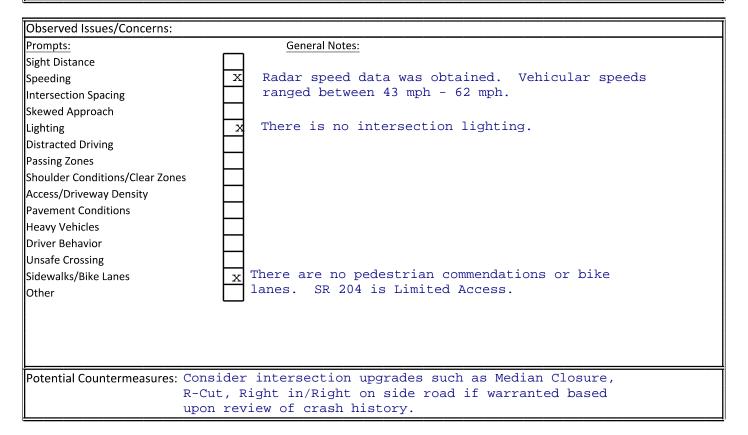
Job No.: 1023533 Rep./Name:

Date:

Site Visit Log

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

Intersection/	Segment S	ketch:								
				MARSI	H LAND					
		VACANT L	TC				VACANT LOI		Î	
	<u>SR 2</u>	204/ABERCO	RN ST.		- F	_	6			
	67	ANIMAL HOSPITA		1 the second sec	AVE.		VACANT	LOT		
					EORD A					
Description:		INTERSECTI TYPICAL, L								н.





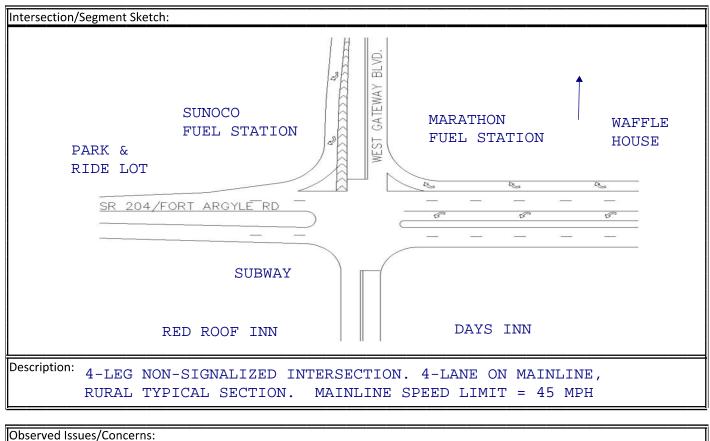
Rep./Name: _____ Date:

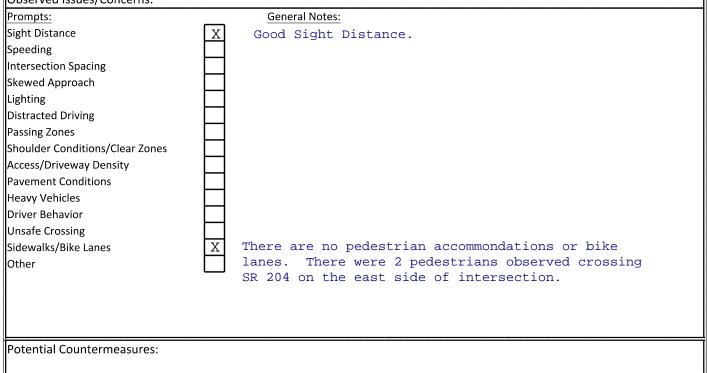
Job No.:

1023533

Site Visit Log

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

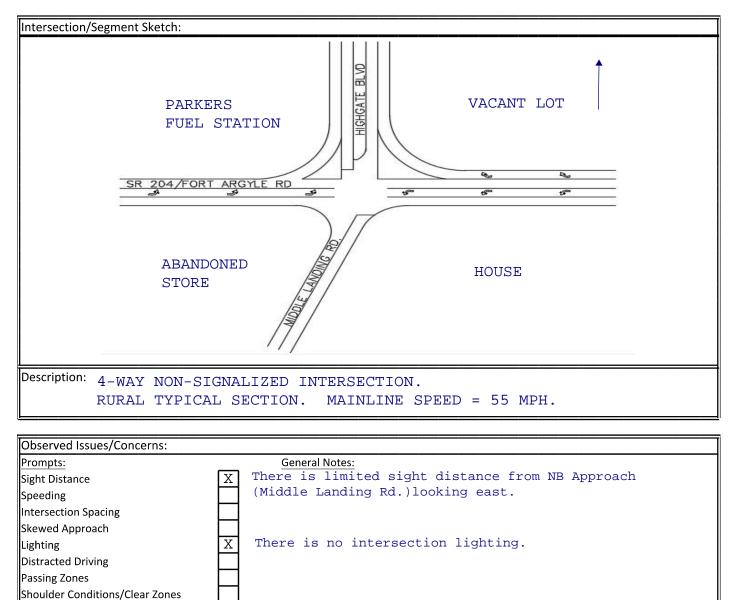






Site Visit Log

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



There is an extra wide driveway located on abandoned lot with limited spacing from intersection.

There are no pedestrian accommodations or bike lanes.

X There are several residential developments under construction within the area known as the New Hampstead community. There is is also a new K8 elementary school.

Potential Countermeasures:

Access/Driveway Density

Pavement Conditions Heavy Vehicles Driver Behavior Unsafe Crossing

Sidewalks/Bike Lanes

Other

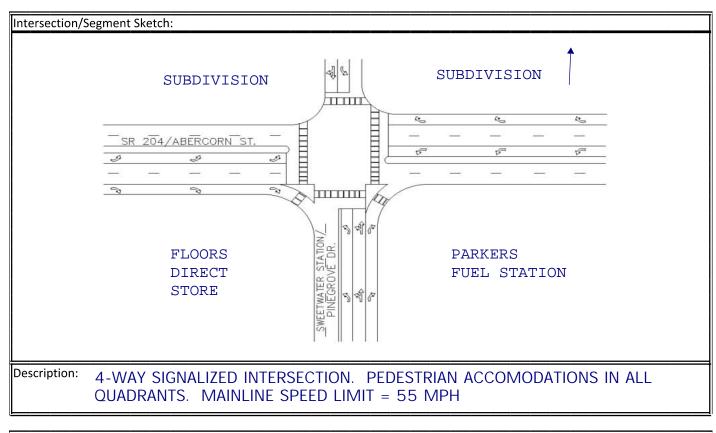


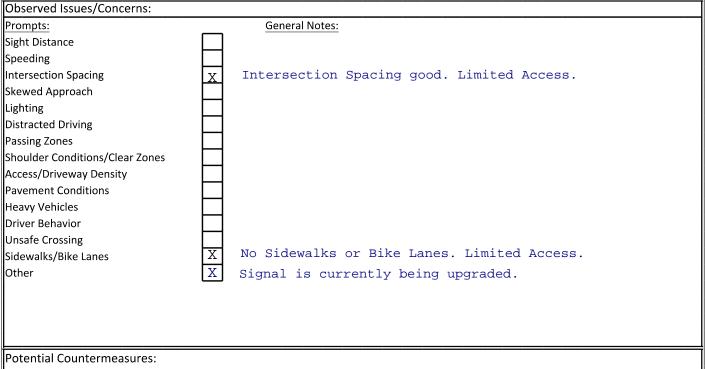
Site Visit Log

Job No.: ____ Rep./Name: 1023533

Date:

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





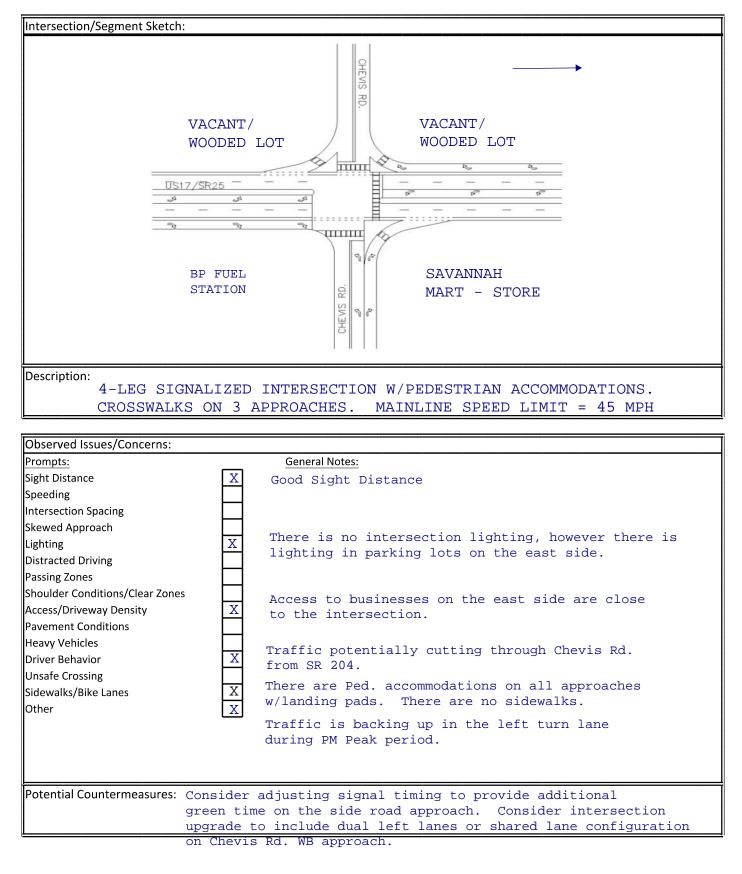


Job No.: 1023533 Rep./Name:

Date:

Site Visit Log

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



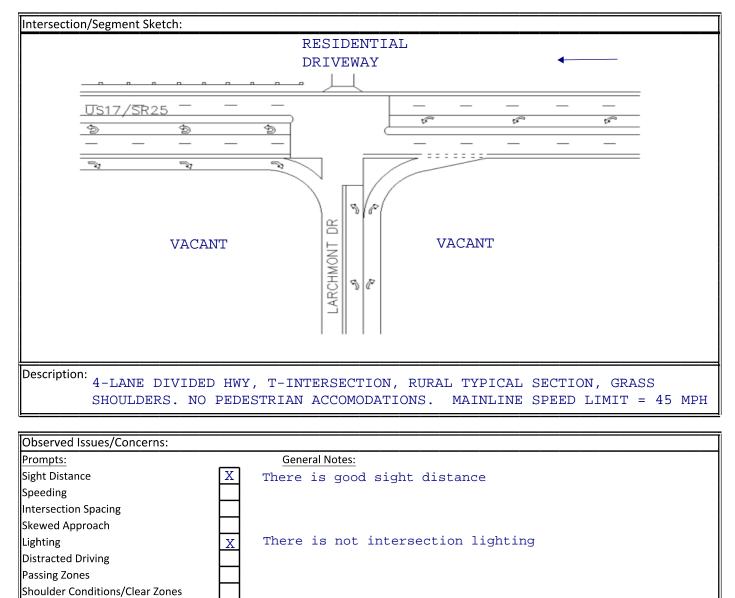


Job No.: 1023533 Rep./Name:

Site Visit Log

. Date:

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



There are bike lanes on both sides of US 17. However, there are no pedestrian accommodations/ sidewalks within the intersection.

Potential Countermeasures:

Access/Driveway Density Pavement Conditions Heavy Vehicles Driver Behavior Unsafe Crossing

Sidewalks/Bike Lanes

Other



Site Visit Log

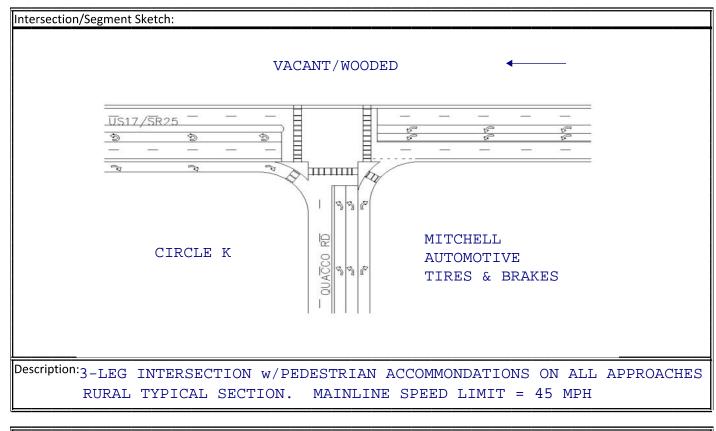
Rep./Name:

1023533

Date:

Job No.:

Site Name: US 17 at QUACCO RD.



Observed Issues/Concerns:	
Prompts:	General Notes:
Sight Distance	There is good sight distance.
Speeding	
Intersection Spacing	
Skewed Approach	
Lighting	There is no intersection lighting.
Distracted Driving	
Passing Zones	
Shoulder Conditions/Clear Zones	There is limited spacing between driveway in
Access/Driveway Density X	SW quadrant to the intersection.
Pavement Conditions	
Heavy Vehicles	_
Driver Behavior	-
Unsafe Crossing	There is are bike lanes on US 17. However, there
Sidewalks/Bike Lanes	are no sidewalks. Observed a food trail on the
Other	shoulder.
Potential Countermeasures: Conside	r installing sidewalk and intersection lighting.

6001 Chatham Center Dr. # 380 Savavannah, GA 31405			am Cour te Visit I				Job No.: Rep./Name: Date: Segi		t transcribed
Site Name: SR 204	btu	Ford	Ave	und	Sweet	water	fnon		
Intersection/Segment Sketch:								P1]
Description: Aber Winn SA. Westy Observed Issues/Concerns: Prompts: Sight Distance		<u>General N</u>	lotes:	U St	10	Ford	Ave)(V	1 lane -	livike)
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		Has pe Hanc Nas pe Hanc no stre Astbom Ford Au Acep du	to st destrice divide ret in t copoff	n cre ed w Shtin	ssirgs / ID f g signal	-1 shi	lited v10 culters	sitew	a)}_s
Potential Countermeasures:	1								

6001 Chatham Center Dr. # 380 Savavannah, GA 31405	Chatham County SS4A Site Visit Log	Job No.: 1023533 Rep./Name: Date: Segment sheet transcribed
Site Name: King George B	Iv) Stw Mariners Uny and Red	
tersection/Segment Sketch:		
scription: NB 201 ws.'Mal	ized ramps to Red Fox Rd	
Served issues/concerns. ompts: iht Distance eeding ersection Spacing ewed Approach hting tracted Driving ssing Zones oulder Conditions/Clear Zones cess/Driveway Density vement Conditions avy Vehicles ver Behavior safe Crossing ewalks/Bike Lanes per	- Merinus way int. has no street lighting - - northbord site walks both -	Grove point Rd signalized intersection side valle southbound side valle southbound side valle southbound speed limit 35 mph inerthood at Red Rox side valles both sides

6001 Chatham Center Dr. # 380 Savavannah, GA 31405	Chatham County SS4A Site Visit Log	Job No.: 1023533 Rep./Name: Date:
Site Name: Montgomery	Cross Rd Shu Sallie Mood	Segment sheet transcrib from video recording Or and Gladstone st
Intersection/Segment Sketch:		
Description: Gladstone St to	(4 lanc undivided) to Sallic	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	General Notes: - Some pavement morking: - no shreet lighting - sidewalk on castbound - Bus stops - sidewalks both sides a - some overgrown	side
Potential Countermeasures:		

6001 Chatham Center Dr. # 380 Savavannah, GA 31405	Chatham County SS4A Site Visit Log	Job No.: 1023533 Rep./Name: Date:
site Name: fresident st	55W Dulancy R& and Penns	Segment sheet transcrib from video recording
Intersection/Segment Sketch:		
Description:		
	ennsylvania Ave (4 June	hivided)
Observed Issues/Concerns: Prompts: Sight Distance Speeding Intersection Spacing Skewed Approach Lighting Distracted Driving Passing Zones Shoulder Conditions/Clear Zones	General Notes: - nd site walks - steep tropoff - speed limit 45 mph - nd crocking facilities	of PA. HUE except east link & North link
Access/Driveway Density Pavement Conditions Heavy Vehicles Driver Behavior Unsafe Crossing Sidewalks/Bike Lanes Other	- sole will at PA Ave inte - left turn lanes for dri - lobs of trucks	rection
Potential Countermeasures:		

6001 Chatham Center Dr. # 380 Savavannah, GA 31405	Chatham County SS4A Site Visit Log	Job No.: 1023533 Rep./Name: Date: Segment sheet transcribed from video recording
	1 Azalea Plaza and Ridge 12	d
Intersection/Segment Sketch:		
Observed Issues/Concerns:	to Ridge Rd (5 lane un	tivited)
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	<u>General Notes</u> - 5 lanc untivited v1 centur - speed limit 45 mph - no site lanes - no site lanes - no site valks cause peter	
Potential Countermeasures:		

6001 Chatham Center Dr. # 380 Savavannah, GA 31405 Site Name: 5R 25 5H	Chatham County SS4A Site Visit Log D Blosson Dr and I-516 Fam	Job No.: 1023533 Rep./Name: Date: Segment sheet transcribe from video recording
Intersection/Segment Sketch:		
Description: 516 North beam Observed Issues/Concerns:	d ramps to Blossom Or (3	5 lane untivited)
Prompts:	General Notes:	
Sight Distance Speeding	-4 lance firites Ji metian	、 、
Intersection Spacing	- sitevalles on both sites	
Skewed Approach Lighting		
Distracted Driving	- usisignalized intersections	w/retail
Passing Zones Shoulder Conditions/Clear Zones Access/Driveway Density Pavement Conditions Heavy Vehicles Driver Behavior Unsafe Crossing Sidewalks/Bike Lanes Other	- changes to 5 lane und - evidence pedestrian activit - congested segment	
Potential Countermeasures:		

6001 Chatham Center Dr. # 380 Savavannah, GA 31405	Chatham County SS4A Job No.: 1023533 Site Visit Log Date:
Site Name: SR 23	btw Cavebrake Rd and Little Nak Rd
ntersection/Segment Sketch:	
escription:	
	27 to Little Neck RJ (14 have hadde))
	ed to wittle Near RJ (4 lane tivited)
Carebrake R	ed to Little Nexic Rf (4 lane fivited)
Carebrate R served Issues/Concerns:	
Carebrate R served Issues/Concerns: mpts: nt Distance	General Notes:
Cavebrake for served Issues/Concerns: mpts: nt Distance eding	
Cave State for served Issues/Concerns: mpts: nt Distance eding prsection Spacing	General Notes: - currebrate int. signalized w/ turn lanes
Care State for served Issues/Concerns: mpts: ht Distance eding rsection Spacing wed Approach	General Notes: - currebrace int. signalized w/ turn lanes - 4 lane divided 35 mph w/ school zone
Carebrake for served Issues/Concerns: mpts: It Distance eding rsection Spacing wed Approach ting	General Notes: - currebrate int. signalized w/ turn lanes
Carebrake for served Issues/Concerns: mpts: at Distance eding rsection Spacing wed Approach ting racted Driving	General Notes: - Cunebrack int. signalized w/ turn lanes - 4 lane divided 35 mph w/ school zone 45 mpn w/o school zone
Carebrake R served Issues/Concerns: mpts: nt Distance eding ersection Spacing wed Approach ating tracted Driving sing Zones ulder Conditions/Clear Zones	General Notes: - Cunebrack int. signalize) w/ turn lanes - 4 lane divided 35 mph w/ school zone 45 mpn w/o school zone - 5.14 lanes present
Carebrake R served Issues/Concerns: mpts: nt Distance eding ersection Spacing wed Approach nting tracted Driving sing Zones ulder Conditions/Clear Zones ess/Driveway Density	General Notes: - Cunebrack int. signalized w/ turn lanes - 4 lane divided 35 mph w/ school zone 45 mpn w/o school zone
Carebrake R served Issues/Concerns: mpts: nt Distance eding ersection Spacing wed Approach nting tracted Driving sing Zones ulder Conditions/Clear Zones ess/Driveway Density ement Conditions	General Notes: - currebrack int. signalized w/ turn lanes - 4 lane divided 35 mph w/ school zone 45 mph w/o school zone - 5.14 lanes present - no steep property no-though US-17
Carebrate R served Issues/Concerns: mpts: ht Distance reding ersection Spacing wed Approach hting tracted Driving sing Zones ulder Conditions/Clear Zones ess/Driveway Density ement Conditions wy Vehicles	General Notes: - Currebrate int. signalized w/ turn lanes - 4 lane divided 35 mph v/ school zone 45 mpn w/o school zone - 5.14 lanes present - no steep vopoles no-tubend US-17 - no street lights
Carebrake R period Issues/Concerns: pampts: ht Distance beding ersection Spacing ewed Approach hting tracted Driving uder Conditions/Clear Zones pulder Conditions person Con	General Notes: - currebrack int. signalized w/ turn lanes - 4 lane divided 35 mph w/ school zone 45 mph w/o school zone - 5.14 lanes present - no steep property no-though US-17
Carebrake R period Issues/Concerns: pompts: th Distance eeding ersection Spacing ewed Approach hting tracted Driving ssing Zones pulder Conditions/Clear Zones cess/Driveway Density vement Conditions avy Vehicles ver Behavior safe Crossing ewalks/Bike Lanes	General Notes: - Currebrack int. signalize) w/ turn lanes - 4 lane divided 35 mph v/ school zone 45 mpn w/o school zone - bille lanes present - no steep vopoles no-thound US-17 - no steep vopoles no-thound US-17 - no street lights - Bus stop mean Aberlorn st. ramps
Carebrate R oserved Issues/Concerns: ompts: ompts: ompts: ompts: out Distance eeding tersection Spacing ewed Approach thing stracted Driving ssing Zones oulder Conditions/Clear Zones cess/Driveway Density vement Conditions avy Vehicles ver Behavior safe Crossing ewalks/Bike Lanes	General Notes: - Currebrace int. signalized w/ turn lanes - 4 lane divided 35 mph J1 school zone 45 mph w/o school zone - 5.14 lanes present - no steep diopolds no-inbond US-17 - no street lights - Bus dop new new Aberlorn st. ramps - little new int, has left turn loves and pelestion
escription: (archracke for observed Issues/Concerns: ompts:	General Notes: - Currebrack int. signalize) w/ turn lanes - 4 lane divided 35 mph v/ school zone 45 mpn w/o school zone - bille lanes present - no steep vopoles no-thound US-17 - no steep vopoles no-thound US-17 - no street lights - Bus stop mean Aberlorn st. ramps

6001 Chatham Center Dr. # 380 Savavannah, GA 31405	Chatham County SS4A Site Visit Log	Job No.: 1023533 Rep./Name: Date: Segment sheet transcribe
Site Name: SR 25 b	tw Chief of Love Rd and	for a state of the second base
Intersection/Segment Sketch:		
Description: Bradley Blvd Observed Issues/Concerns: Prompts: Sight Distance Speeding	HO CHIEP OF LOUG R& (General Notes: South young	
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	- 4 lane fivited w) guard - speed limit 55 mph - no street lights - then laws at intersection - chief of Love intersect Northbound - guard port no guard r	ail w/ skep dropost
Other	- guard rail begins after - no lighting - speed drops to ye mp	

6001 Chatham Center Dr. # 380 Savavannah, GA 31405	Chatham County SS4A Site Visit Log	Job No.: 1023533 Rep./Name: Date: Segment sheet transcribed
Site Name: 3 R 204	at veterans PKvy interchange	from video recording
Intersection/Segment Sketch:	, 0-	
Observed Issues/Concerns: Prompts:	(n street castsound (4 lane General Notes:	divited)
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 TAMP WALL DAMAGE	Southbound - single lane ramp w/ 12 Eastbound - two lone offramp w/ sharp - advisor i speed limit 25 - curve sign markings - outsite wall tamaged North bound - y lane divited	curve to myht
Potential Countermeasures:		

6001 Chatham Center Dr. # 380 Savavannah, GA 31405	Chatham County SS4A Site Visit Log	Job No Rep./Name Date	
Site Name: SR 204	btw Bush Rd and Artunigh	t in	from video recording
ntersection/Segment Sketch:			
bserved Issues/Concerns: rompts: ght Distance	Bush Rd (FOR HIGHE RD) (<u>General Notes:</u> Northbound	2 lane	undivited)
beeding tersection Spacing sewed Approach ghting istracted Driving	- speed limit 55 mph - drainage diten both sites - site strets have turn lar		
assing Zones noulder Conditions/Clear Zones ccess/Driveway Density avement Conditions eavy Vehicles river Behavior nsafe Crossing dewalks/Bike Lanes ther	- no lighting steep tropol - possing zone present Southbound - no side walks, pedestrion to - no lighting		WYEARC
ptential Countermeasures:	- passing zone - no curve warning signs		

6001 Chatham Center Dr. # 380 Savavannah, GA 31405	Chatham County SS4A Site Visit Log	Job No.: Rep./Name: Date:	
	btw Highgate Blud and Can	C `	gment sheet transcrik m video recording
ntersection/Segment Sketch:		VIJGACE DA	
	annasiback or to Highgalk	1011)(2 h	ane untivited
bserved Issues/Concerns:	General Notes:		
ght Distance	6 Northbound		
eeding tersection Spacing	- school bus stop		_
ewed Approach	- 4 Ft shoulds w/ dop	alf ditch	w/ waler
hting	4		o j vulo
stracted Driving ssing Zones	- turn lance at intersection	ison	
oulder Conditions/Clear Zones	- no lighting		
ccess/Driveway Density wement Conditions	Soundernoz		
eavy Vehicles			
iver Behavior	- In Station (ICS		
nsafe Crossing dewalks/Bike Lanes	- no highting		
her	- no sidewalks - no highting - lots of drivewarts		
otential Countermeasures:			
tential Countermeasures:			

6001 Chatham Center Dr. # 380 Savavannah, GA 31405	Chatham County SS4A Site Visit Log	Rep./Name: Date: Segment sheet transcribed
Site Name: SR 204 5t	J Gatevary Blud on J E Gate	
ntersection/Segment Sketch:		
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6001 Chatham Center Dr. # 380 Savavannah, GA 31405 Site Name: Whitefield	Chatham County SS4A Site Visit Log AVE at Trummer PKDY in	Job No.: 1023533 Rep./Name: Date: Segment sheet transcriber from video recording NHETCHONGE
Intersection/Segment Sketch:		
	rouching Truman PKWY inter	thouge (4 Jane Juited)
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