

## MEMORANDUM

To: Mr. Allen Blake, P.E. – Chatham County

From: Rhodes Hunt, P.E. – Kimley-Horn

CC: Joseph Capello, P.E. – GDOT District 5  
Daniel Summers, P.E. – GDOT District 5  
Tina Bockhold, P.E. – Chatham County

Date: November 25, 2024

Subject: *PI 0019011, SR 25/US 17 Corridor Study – Survey No. 1 Comment Responses*

### Background

On August 28, 2024, a virtual Community/Neighborhood Meeting was held for the subject study. Although anyone interested in the study was invited to attend, this meeting was intended primarily for leaders of neighborhood associations along the SR 25/US 17 corridor. Representatives from Southbridge, Fords Pointe Apartments & Townhomes, Bradley Pointe South, and Berwick Plantation attended the meeting. Following this meeting, an online survey was launched to solicit feedback on the existing conditions and potential improvements. The comment period began on August 28, 2024 and ended on September 30, 2024, and **137** online survey comments were received. The study team has prepared this memorandum to generally summarize the comments received and also provide responses as included below in blue, italicized text.

### Comment Responses

1. Comment to signalize the intersection of SR 25/US 17 at Fords Pointe Circle/Bradley Boulevard and concern regarding safety at the existing intersection.

*In partnership with the Georgia Department of Transportation (GDOT), the study team completed a Traffic Signal Warrant Analysis (TSWA) on August 22, 2024 and considered traffic count data collected by GDOT on April 23, 2024 (i.e., while nearby schools were in session). The TSWA determined that criteria required for installation of a traffic signal at this intersection were not met under existing conditions. However, the TSWA suggested that these criteria would likely be met under projected 2026 conditions. Accordingly, GDOT is considering collecting additional traffic data in early 2025 to further evaluate the potential installation of a signal at this intersection. Future intersection control improvements will consider crash reduction potential and safety enhancements for motorists, pedestrians, and bicyclists.*

2. Comment to improve capacity (e.g., additional lanes) and reduce congestion along the corridor, especially at key intersections such as the SR 204/Abercorn Street ramps, Berwick Boulevard, and Chatham Parkway.

*The study team has identified several key bottlenecks along the corridor, and reducing congestion, minimizing crash frequency, and improving capacity and travel time reliability at these locations are key objectives of the study. The study will identify and prioritize both short-term (0-5 years) and long-term (5+ years) improvement projects to help accomplish these objectives. While specific recommendations are still in development, short-term capacity or operational improvements will likely be recommended at several intersections including Fords Pointe Circle/Bradley Boulevard; the SR 204/Abercorn Street ramps; Berwick Boulevard; Cottonvale Road; and Chatham Parkway.*

3. Concern with the safety or lack of multimodal transportation facilities along SR 25/US 17 including sidewalks, bicycle facilities, and transit accommodations.

*Additional sidewalks and separated shared-use paths will be considered to improve safety and user comfort and to enhance connectivity to existing commercial and recreational destinations. Specific recommendations will consider improvements identified in the Coastal Region Metropolitan Planning Organization's (CORE MPO) Non-Motorized Transportation Plan. As specific recommendations are developed, the study team will coordinate with Chatham Area Transit (CAT) to identify potential pull-off areas along Bus Routes 17 and 25 to help reduce disruptions to through traffic and to provide direct connectivity to these expanded non-motorist facilities. Further, expansions to CAT's SMART microtransit service will also be considered in accordance with recommendations set forth in CAT's Transit Master Plan.*

4. Concern regarding future industrial, residential, and commercial growth along the corridor and subsequent increase in traffic.

*The study team has coordinated with GDOT, Chatham County, the Chatham County-Savannah Metropolitan Planning Commission, and the Cities of Garden City and Savannah to develop a comprehensive inventory of planned developments and potential land use updates that could influence future growth and traffic characteristics along SR 25/US 17. Further, the study team has included all known developments in preparation of a 2050 Traffic Forecast. Long-term improvements that accommodate this anticipated traffic will be recommended to assist with project programming through the CORE MPO's Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) process.*

5. Comment to beautify the corridor and improve roadway and pedestrian lighting.

*In addition to new sidewalks and shared-use paths as described above, the study will likely recommend a raised grassed median in areas where one does not exist, like between SR 307/Dean Forest Road and the I-516/SR 21 interchange, to provide opportunities for additional landscaping and to help improve safety. Recent crash data suggests that a high frequency of pedestrian-involved crashes occurs during dark conditions, which indicates that improved pedestrian and roadway lighting could be cost-effective safety countermeasures and should be considered as recommended improvements along the corridor.*