

Interactive Workshop

Summary Report

August 8-9, 2023

VISION ZERØ Savannah



One life lost on our streets is too many.

WHAT IS VISION ZERO?

The City of Savannah adopted a Vision Zero Resolution and plan in early 2022. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

In early 2022, the Vision Zero Task Force was established to provide input and help advance key strategies, policies, and recommendations. The group meets regularly every two weeks and are responsible for:

- Identifying multi-year strategies and benchmarks for reducing crashes and getting to zero
- Making recommendations for policies, outreach and education, design improvements, and enforcement strategies;
- Evaluating data and best practices;
- Identifying resources and partnerships;
- Communicating updates to the public; and
- Regularly updating the Vision Zero Action Plan every 12-months.

Members of the Task Force include representatives from the City Manager's Office, Office of the Chief Infrastructure and Development Officer, Traffic Engineering, Savannah Police Department, Savannah Fire Department, Planning and Urban Design, Communications, Parking and Mobility Services, Management and Budget, and community members to ensure representation from multiple disciplines and sectors.

What are the guiding principles for Vision Zero Savannah to help create safer streets?

1. Traffic deaths and serious injuries are preventable and unacceptable.
2. Saving human lives is an objective of the highest order.
3. Solutions should be comprehensive, collaborative, equitable, and data-driven.
4. Savannah as a whole - elected officials, staff, community members and visitors - are accountable for implementing the Vision Zero Action Plan.

How will Savannah ensure that Vision Zero supports an equitable transportation system?

The City of Savannah can reduce disproportionate impacts of transportation-related serious injuries and deaths by:

- Encouraging meaningful dialogue and partnerships, seeking input from diverse voices about traffic safety,
- Prioritizing safety improvements that provide transportation options in areas most in need, and
- Measuring the success of safety improvements to ensure equitable outcomes.

PUBLIC PARTICIPATION

As part of the Vision Zero efforts, the city hosted a series of Vision Zero drop-in sessions and interactive workshops for the public on August 8 and 9, 2023. There was a focus on the areas in the geographic south of the city on August 8 with the meetings held at the Savannah Civic Center Ballroom. The meetings on August 9 were held at the Armstrong Center and focused on the areas in the geographic north half of the city.

The drop in sessions were held in the mornings and invited participants to stop by at their convenience to ask questions and provide input. The evening interactive workshops began with introductions by representatives from the city and a brief presentation to orient participants to Vision Zero and the exercises for the evening. People were working in small groups around tables to identify areas of concern as well as to provide suggestions for interventions.

In addition to the in-person meetings, an online survey with questions and exercises similar to the ones conducted in person were available for people to provide information and input at their convenience through September 1, 2023.

This summary report is the results of that public input gathered from the community.



Participants work at tables in groups and present their work back to the larger assembly during the interactive workshop and drop-in sessions.

VISUAL PREFERENCES

When people first arrived they were asked to review a set of tools to make walking, biking, and traffic calming measures that people like and feel they make the community safer. They were asked to place red and green dots for the interventions were appropriate or inappropriate in Savannah but not tied to a specific location. Most people stayed positive and only used green dots. The following are the results of that exercise.

TOOLS TO MAKE WALKING BOTH SAFER AND A MORE ATTRACTIVE TRAVEL OPTION: TOP 3 RESPONSES FROM THE AUGUST WORKSHOPS

Participants at the August workshops chose Street Trees, Crosswalks, and Raised Crosswalks, in that order as their preferred Vision Zero tools. This tabulation subtracts the red, negative responses, from the green, positive responses. Street trees make traveling sidewalks and bike lanes a more comfortable experience. When there are higher numbers of walkers and cyclists on the road motorists become more alert to the presence of each individual walker and cyclist. Crosswalks and Raised Crosswalks reserve space for walkers on the roadway and signal to motorists that walkers and cyclists may be present.



Street Trees
Trees between the sidewalk and edge of travel lane to shade pedestrians



Crosswalks
Convenient and clearly defined locations for pedestrians to cross a street



Raised Crosswalk
Crosswalks that are constructed a few inches above the elevation of the street so that pedestrians can cross at the same level as the sidewalk.



WALKING

TRAFFIC ENHANCEMENT VISUAL PREFERENCE

For your neighborhood - ● Appropriate! OR ● Not appropriate?



Crosswalks
Convenient and clearly defined locations for pedestrians to cross a street



Bulb-out
Extensions of a sidewalk into the street, at either the middle of a long block or at intersections, that shortens the pedestrian crossing



Walking School Bus (WSBs)
A program that organizes interested schools, families, and classes to walk in groups of all sizes to public and private schools



Flashing Pedestrian Crossing
Bright LED flashers activated by a pedestrian on-demand with a push button



Raised Crosswalk
Crosswalks that are constructed a few inches above the elevation of the street so that pedestrians can cross at the same level as the sidewalk



Street Trees
Trees between the sidewalk and edge of travel lane to shade pedestrians



Roundabout
These slow traffic speeds and allow a more efficient free-flowing vehicular movement which reduces the likelihood of head-on collisions and replaces the traffic light wait



Traffic Signal
Use of signalized lights instead of a four-way stop that allow pedestrians ample time to cross an intersection and minimise conflict with vehicles.



Connections
Pedestrian access between streets that are closed to vehicular traffic



TOOLS TO MAKE BIKING BOTH SAFER AND A MORE ATTRACTIVE TRAVEL OPTION: TOP 3 RESPONSES FROM THE AUGUST WORKSHOPS

Participants at the August workshops chose Protected Bike Lanes, High Visibility Bike Lanes, and Bike Parking as their preferred Vision Zero tools. This tabulation subtracts the red, negative responses, from the green, positive responses. Generally, the public responded positively to all of the Vision Zero tools related to increasing the safety and attractiveness of cycling. Bike Share was the only exception. In conversations with the public around the boards for the Tolls Exercise, Consultant Team members heard fears expressed that bike share can lead to temporarily abandoned bicycles littering the sidewalks.



Protected Bike Lane
Separated lanes reserved for bicycle travel make bike travel safer.

22 0



High Visibility Bike Lanes
Greening bike lanes with long lasting, anti-skid thermoplastic increases visibility and encourages yielding. It reinforces priority to bicyclists in conflict areas and in areas with pressure of illegal parking.

20 0



Bike Parking
Conveniently located spaces for short term bike parking

17 0



BIKING

TRAFFIC ENHANCEMENT VISUAL PREFERENCE

For your neighborhood - ● Appropriate! ● Not appropriate?



Protected Bike Lane
Separated lanes reserved for bicycle travel make bike travel safer.

22 0



High Visibility Bike Lanes
Greening bike lanes with long lasting, anti-skid thermoplastic increases visibility and encourages yielding. It reinforces priority to bicyclists in conflict areas and in areas with pressure of illegal parking.

20 0



Bike Connection
Easy bike access to existing streets closed to car traffic or with restricted turning movements, and can include civic monuments or markers

16 0



Bike Trains to School
Programs that provide a way for children to bike to school safely in a group with adult supervision

11 1



Bike Box
Designated area at an intersection that provides cyclists a safe and visible way to be ahead of spacing traffic

16 0



Bike Share
Kiosks located around the city that provides easy access to rental bikes for residents and visitors

7 4



Bike Parking
Conveniently located spaces for short term bike parking

17 0



Covered Bike Parking
Secure and covered place for bike commuters to store bikes

12 0



Driver Feedback Signs
These radar signs inform drivers of their actual speed, if they're speeding, and/or by how much to alert speeding drivers to slow down

17 1

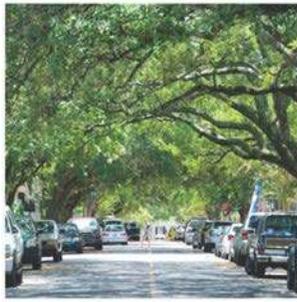
TOOLS TO MAKE TRAFFIC CALMING BOTH SAFER AND A MORE ATTRACTIVE TRAVEL OPTION: TOP 3 RESPONSES FROM THE AUGUST WORKSHOPS

Participants at the August workshops chose Reduce Speed Limit, Tree-lined Streets, and Medians as their preferred Vision Zero tools. This tabulation subtracts the red, negative responses, from the green, positive responses. Reducing speed limits was also a popular response to the dot exercises.



Reduce Speed Limit
Lower speed limits to discourage speeding near residential areas and businesses

24 4



Tree Lined Streets
Planted rows of shade trees to curb speeding

19 0



Median
Addition of a strip of land between travel lanes creates a refuge for pedestrians

19 2

VISION ZER0 Savannah



TRAFFIC CALMING

TRAFFIC ENHANCEMENT VISUAL PREFERENCE

For your neighborhood - ● Appropriate! OR ● Not appropriate?



Mini Roundabout
Efficient free-flowing slow speed traffic vehicular movement for small, neighborhood streets which reduces the likelihood of head-on collisions and replaces the traffic light wait

19 4



Tree Lined Streets
Planted rows of shade trees to curb speeding

19 0



Road Diet
Reduction of the number of traffic lanes and reallocation of pavement to other modes of transportation and street trees

16 1



Median
Addition of a strip of land between travel lanes creates a refuge for pedestrians

19 2



Two-Way
Re-configuring the existing one-way streets to accommodate two-way traffic. This slows speeds and makes streets safe.

11 5



Traffic Diverter
Roadway design feature that either slows or prohibits through traffic on local streets

15 1



Shared Space or Woonerf
Street design that mixes vehicular traffic with pedestrians and bikes, and encourages slow speeds in order to negotiate priority

12 5



Reduce Speed Limit
Lower speed limits to discourage speeding near residential areas and businesses

24 4



Stop Sign
Addition of a stop sign to control speeding or to replace a traffic light.

15 4

MAP EXERCISES

During the drop in sessions and interactive workshops, printed maps of Savannah covering the major areas were used during an interactive map exercise. The Savannah area key plan shows where all of the areas are located. Maps A through M are zoomed in versions of each areas. Each table had a set of maps of Savannah focused on either the northern or southern areas of the City as well as a set of maps that noted where serious or fatal incidents had occurred throughout the City.

The goal of the exercise is to listen to what people have to say about how they get around Savannah and any improvements they may suggest. A set of stickers with a toolkit of suggestions was provided. People could also use markers to make additional suggestions or note areas of concern.

During the sessions, the following questions were answered:

- Where do you go as a pedestrian?
- What's your walking route?
- Where do you go as a cyclist?
- What areas in the city do you see pedestrians or cyclists?
- What are the dangerous intersections? (FOR Pedestrians, cyclists, or cars)

People were asked to look at the incident maps for reference.

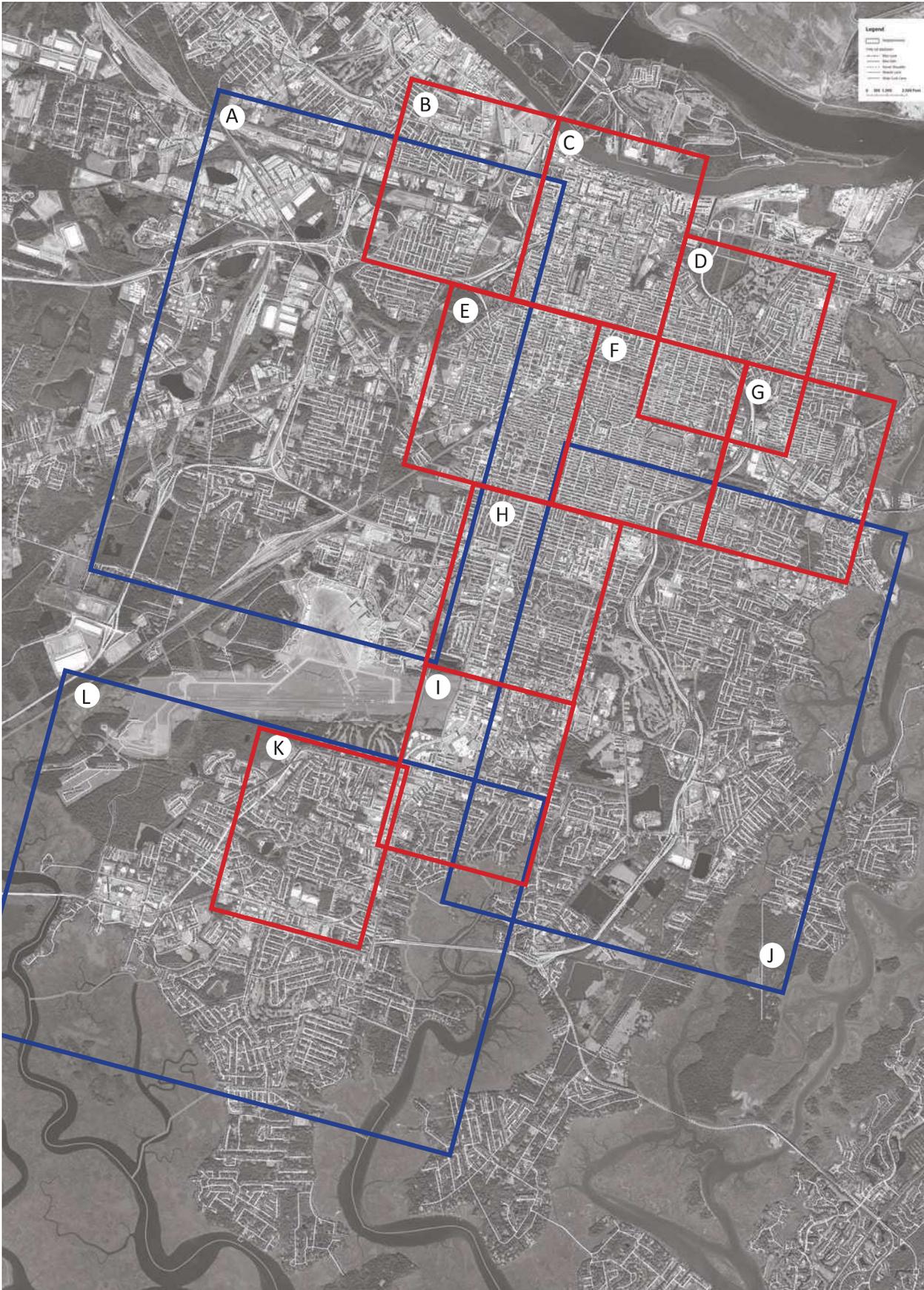
- Do you travel along the routes that have numerous reported incidents?
- Do you feel safe in locations where there are numerous incidents?
- What interventions from the toolkit would you recommend to make the area safer.

At the end of the interactive workshop sessions, a participant from each table presented their work and major concerns to the larger group. The following maps summarizes the big ideas and concerns brought up from the participants for each focus areas.



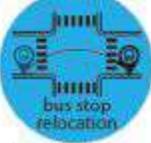
SAVANNAH AREAS KEY PLAN

The Savannah areas key plan show the location of focus areas A through M, and help participants orient themselves on a larger map.



STICKER LEGEND

The following is a legend for the toolkit of stickers used during the map exercise and is used on the maps throughout this summary report.

				 paddle sign
	Pedestrian Infrastructure			
 REDUCE SPEED LIMIT	 shade	 scramble crosswalk	 sidewalks	 crosswalks
Reduce Speed Limit	Shade	Scramble Crosswalks	Sidewalks	Crosswalks
 speed table	 bulb-out	 refuge island	 pedestrian lvl lighting	 flashing beacon
Speed Table	Bulb-out	Refuge Island	Pedestrian Level Street Lighting	Pedestrian Activated Flashing Beacon
	Roadway Infrastructure			
 roundabout	 two-way	 one-way	 traffic diverter	 no right on red
Roundabout	Two Way	One Way	Traffic Diverter	No Right on Red
 road diet	 P on-street parking	 median		
Road Diet	On-Street Parking	Median		
	Bike Infrastructure			
 bike connection	 bike lane	 bike blvd	 P bike parking	 POLICE enforcement
Bike Connection	Bike Lane	Bike Boulevard	Bike Parking	Enforcement
	Transit Infrastructure			
 new transit	 bus stop relocation	 transit shelter	 bus bulb	 education
New Transit	Bus Stop Relocation	Transit Shelter	Bus Bulb	Education

SAVANNAH NORTH: MAP A



City Controlled Roadways

High Priority Injury Areas

- Louisville Road bike infrastructure is insufficient to make cyclists feel safe. Consider looking at conflicts between truck traffic, cyclists, and pedestrians. Further study may be needed given the limited ROW, railroad ROW and historic structures.
- Consider a road diet on Whitaker Street, Drayton Street, Chatham Parkway.
- Consider more enforcement along Ogeechee Road, when the posted speed limits decrease from 55 to 45.

Low Injury Priority Areas

- Staley Avenue, part of the East Coast Greenway has no bike infrastructure – safety improvement for all modes of mobility suggested. Care should be given due to limited size of the existing ROW.

County or State Controlled Roadways

- There are conflicts with trucks at Chatham Parkway, Ogeechee Road and Veterans Parkway intersections that could be should be studied.
- Consider a Road Diet, instead of a road widening on Ogeechee Road.
- Victory Parkway and Ogeechee Road intersection could have a traffic light or a roundabout. The addition of protected bike lanes running in both directions should be considered on Victory Drive.
- Consider reducing the posted speed limit along Highway 17 from Ogeechee River to Bradley Point.
- Add sidewalks along Ogeechee Road/Highway 17 all the way to Richmond Hills.
- Add pedestrian crosswalks to Ogeechee Road.

SAVANNAH NORTH: MAP B



City Controlled Roadways

High Priority Injury Areas

- Bike connection suggested on MLK- Gwinnett Street to West 52, on Montgomery Street- West Gwinnett to West 52.
- Louisville Road has no infrastructure or shoulder for biking. Further study suggested given the limited ROW.
- Existing bike path on Gwinnett Street needs high visibility green paint.
- Bike lane suggested on Gwinnett Street.
- On-street parking spaces obstruct the view when they are too close to intersections throughout the downtown.
- Consider a roundabout on Bull Street and 37th Street and on Jefferson Street and Gwinnett Street. Existing ROW and historic canopy oaks should be considered when accessing a potential design.

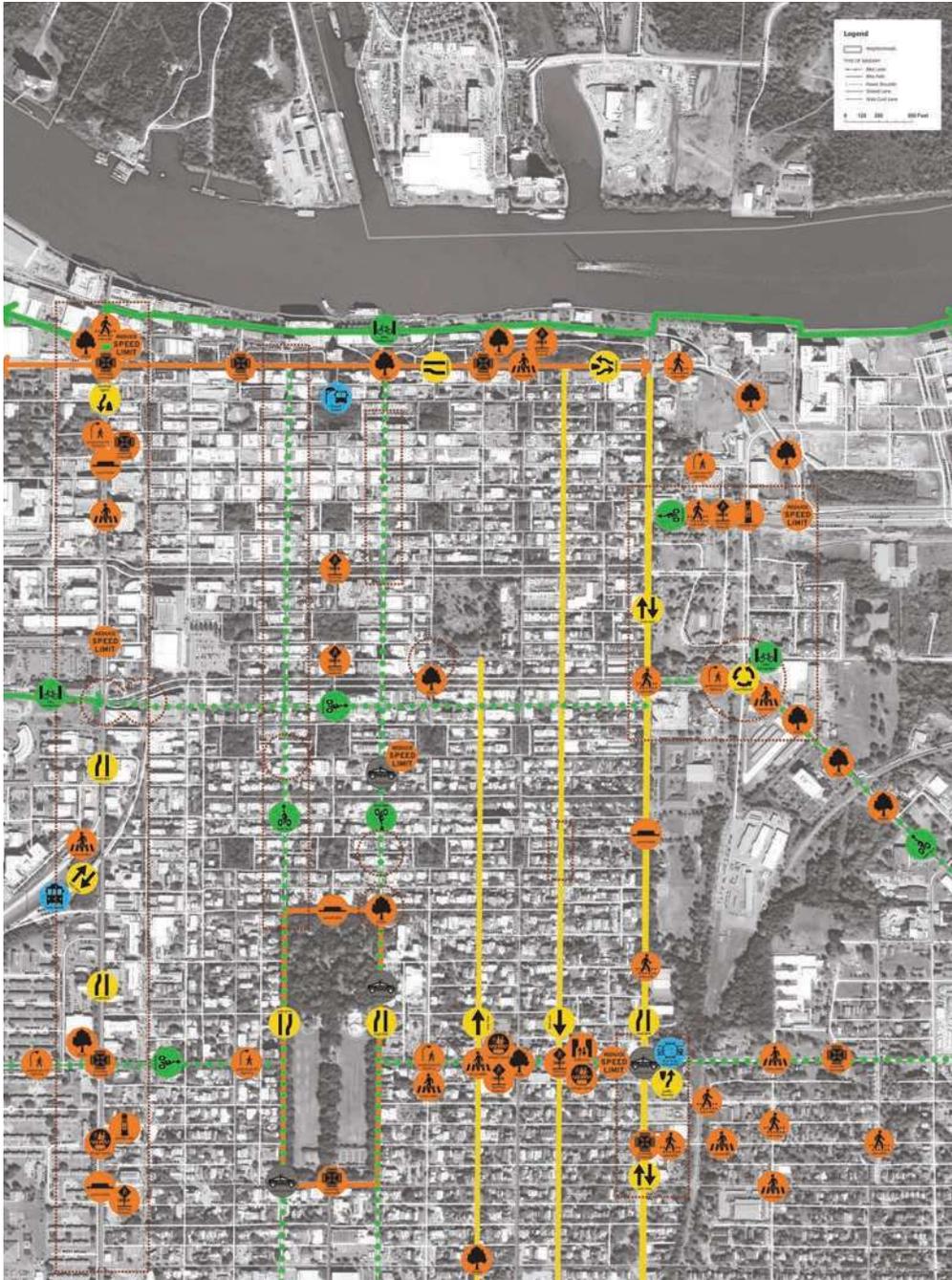
Low Priority Injury Areas

- Truck traffic could be calmed on Magazine Avenue.

County or State Controlled Roadways

- Suggested removal of right turn lane at Bay Street and Lathrop Avenue.
- Gwinnett St Kroger (private property) needs GOOD bike parking.

SAVANNAH NORTH: MAP C



City Controlled Roadways

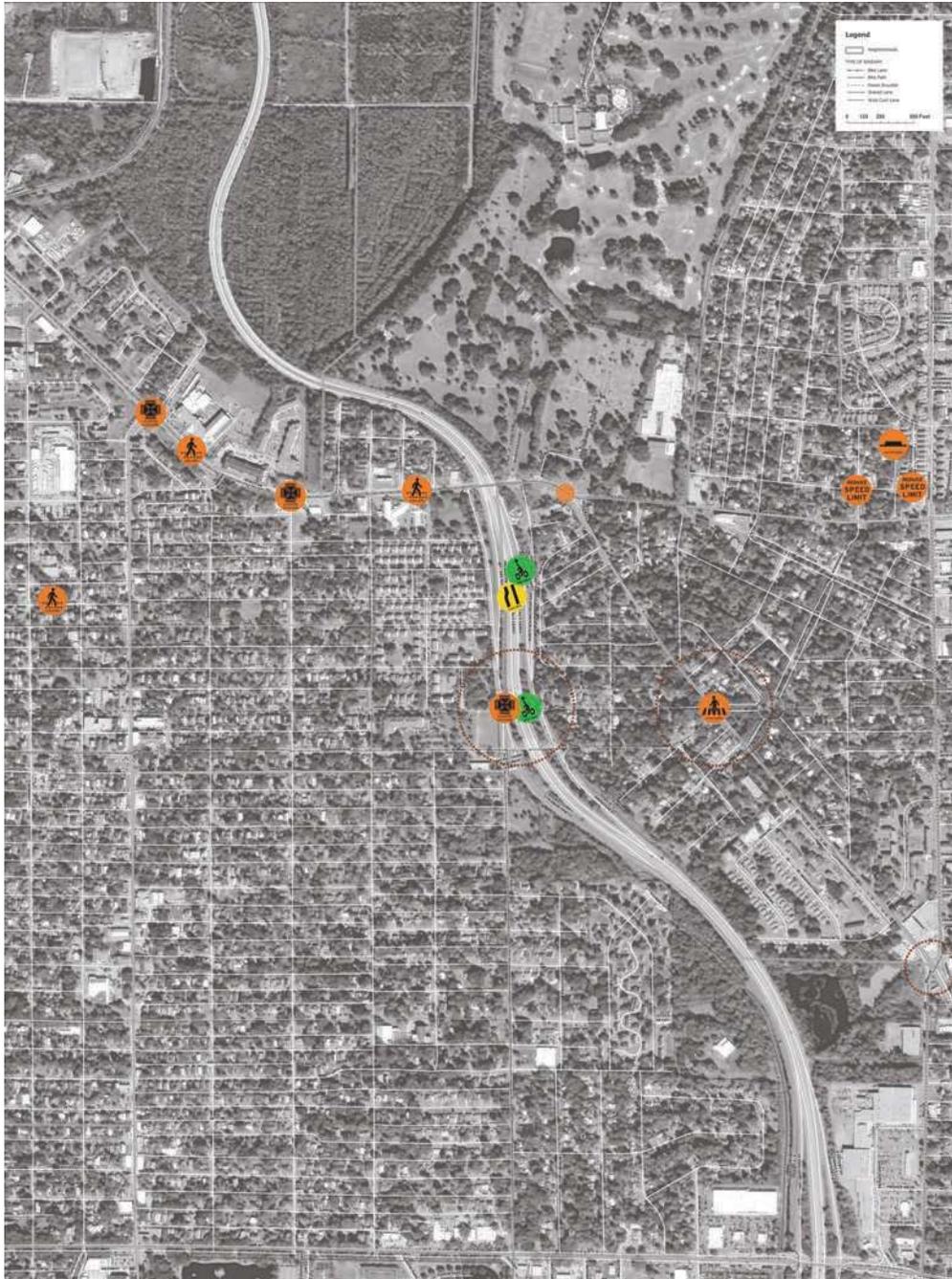
High Priority Injury Areas

- Left turn conflict at Whitaker Street and Charlton Street intersection poses a risk to pedestrians.
- Leading pedestrian interval required at Bay Street and Martin Luther King Jr intersection signal suggested.
- Dangerous intersections with MLK and Montgomery Street on Liberty Street.
- Intersection of Gwinnett Street and Broad Street feels dangerous. Suggested two-way traffic movement all along Broad Street. Truck traffic needs management.

Low Priority Injury Areas

- Suggested pedestrian and bike only path around Forsyth Park.
- Consider dedicated one way bike lanes along Whitaker Street (going north) and Drayton Street (going south).
- Bike lanes need green buffer on Liberty Street.
- Bulb-outs suggested along Drayton Street with attention to maintain sight lines at the corners. Drayton Street could use more shaded sidewalks. Further study suggested given the limited ROW.
- Suggested bike lane on Harris Street (to be parallel to Liberty Street). Further study suggested given the limited ROW.
- Sight line issues due to parking causes crashes between Taylor Street and Gordon Street on Price Street.
- High visibility crosswalks requested on Gaston Street at Habersham Street and Abercorn Street as well as on Price Street at Gordon Street and downtown at Bay Street.

SAVANNAH NORTH: MAP D



City Controlled Roadways

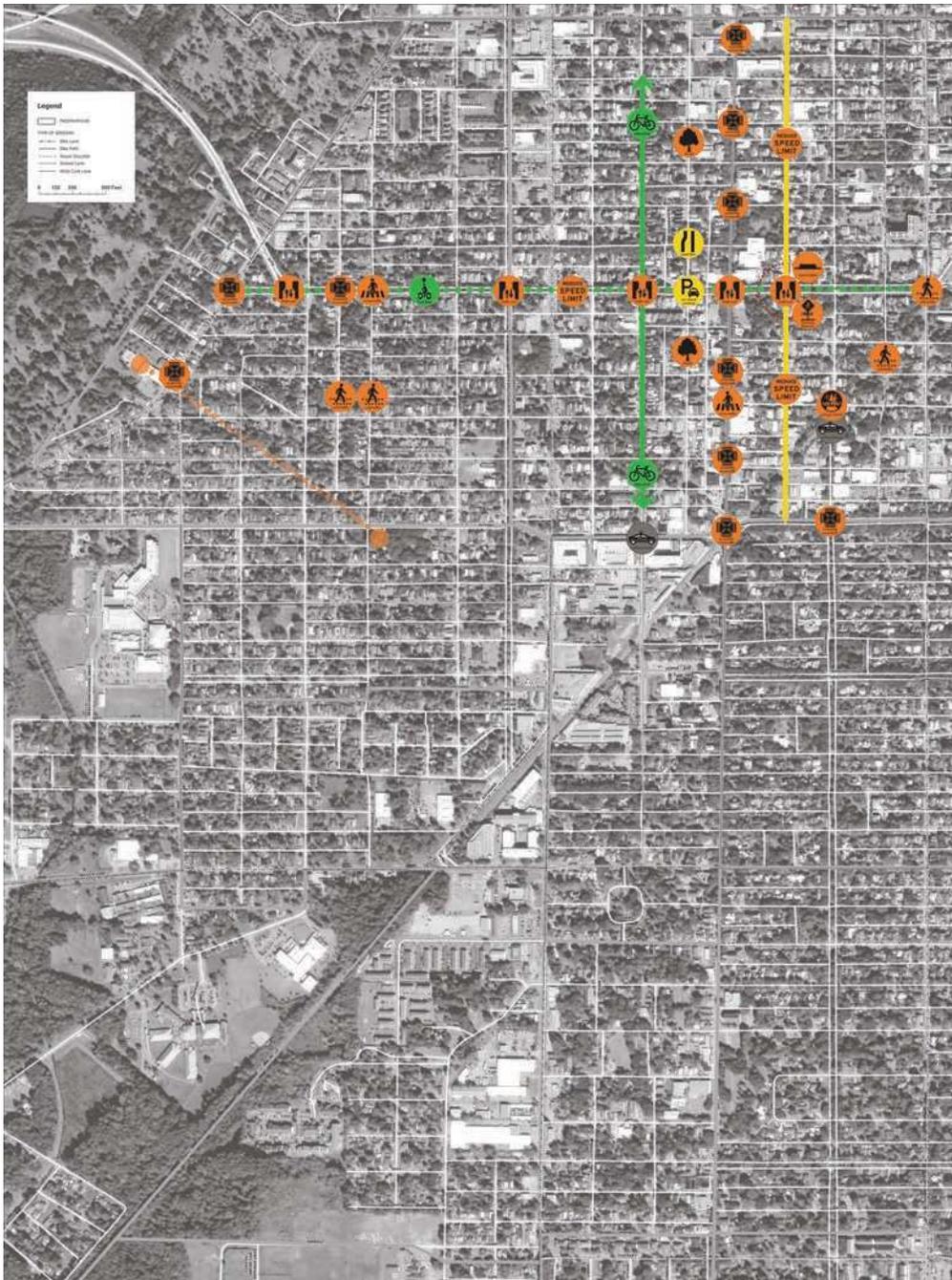
High Priority Injury Areas

- Raised crosswalks suggested by Andrea Williams Elementary School-adjacent intersections of Wheaton Street.
- Wheaton Street could use more “curb appeal” such as trees, flowers, and better pavement maintenance.
- Bulb outs are suggested along Wheaton Street from Skidaway Road towards downtown.
- Consider making Anderson Street and Henry Street two way streets.
- Consider a redesign of the multi-road intersection of Wallin Street, Pennsylvania Avenue, Skidaway Road, and Bonaventure Road.

Low Priority Injury Areas

- Trees are obstructing visibility at Gwinnett Street and Skidaway Road junction.
- Bike Lanes suggested on 52nd Street from Habersham Street to Skidaway Road, along Bee Road from Victory Drive to Henry Street, and along all of Skidaway Road from Northwood Avenue to Wheaton Street.
- The intersection of Skidaway Road and Henry Street feels dangerous. Consider a redesign to better manage vehicles and so pedestrians and bikes are accommodated.

SAVANNAH NORTH: MAP E



City Controlled Roadways

High Priority Injury Areas

- Safe pedestrian connection between the Thompson Recreation Center and Alfred E. Beach High school on Victory Drive.
- Raised scramble crosswalks suggested along 37th Street.
- Consider assessing the stormwater drainage on 37th Street. Manhole covers require repair.
- Corner parking spaces on 37th Street suggested to be removed.
- Truck traffic north of Victory Drive cause conflicts within the community.
- Consider raised crosswalks with flashing beacons at the intersection of 37th Street and Drayton Street. Corner building poses visibility obstructions and conflicts.
- Bus stop relocation suggested on MLK, Bull Street, Oglethorpe Avenue, and Liberty Street.
- Every intersection on Montgomery Street should have visible crosswalks.

- Bulb outs suggested on 37th Street, Whitaker Street, Drayton Street, E Broad Street, Henry Street, Anderson Street, MLK, Montgomery Street, and Bull Street.

Low Priority Injury Areas

- Raised scramble crosswalks suggested along Bull Street.

County or State Controlled Roadways

- Painted crosswalks with street art suggested at Abercorn Street and Victory Drive.

SAVANNAH NORTH: MAP F



City Controlled Roadways

High Priority Injury Areas

- Cedar Street could be made more walkable with crosswalks and stop signs.
- Bulb Outs requested on Waters Avenue.

Low Priority Injury Areas

- Suggested pedestrian and bike only path along Atlantic Street and existing parks until 61st Street.
- One-way signage on Atlantic Street could be made more visible.
- More east-west bike routes are needed in the city. 52nd Street is not adequately equipped for safe biking.
- Bike connections are recommended on Price Street and Lincoln Street. Bike lanes are more comfortable along the sidewalk and not in between parking and moving traffic.

- A more frequent bus service is requested on Reynolds Street.

County or State Controlled Roadways

- Intersection at Victory Drive and Atlantic Street could use better pedestrian and bike crossings – suggested traffic signal, pedestrian refuge island, flashing HAWK signal, and/or painted crosswalks with street art.
- Bulb Outs requested on Victory Drive.

SAVANNAH NORTH: MAP G



City Controlled Roadways

High Priority Injury Areas

- NO RIGHT ON RED at DeLesseps Avenue and Skidaway Road.
- Dedicated bike lanes are recommended on Bee Road connecting to downtown and through LaRoche Avenue to Savannah State.
- Roundabouts suggested on five points intersection at Skidaway Road, 52nd Street and Habersham Street, as well as Pennsylvania Avenue and Wallin Street. Further study suggested given the limited ROW.
- Reduce posted speed limit on LaRoche Avenue (SSU students have to walk to the grocery store with no safe infrastructure and fast vehicular speeds).

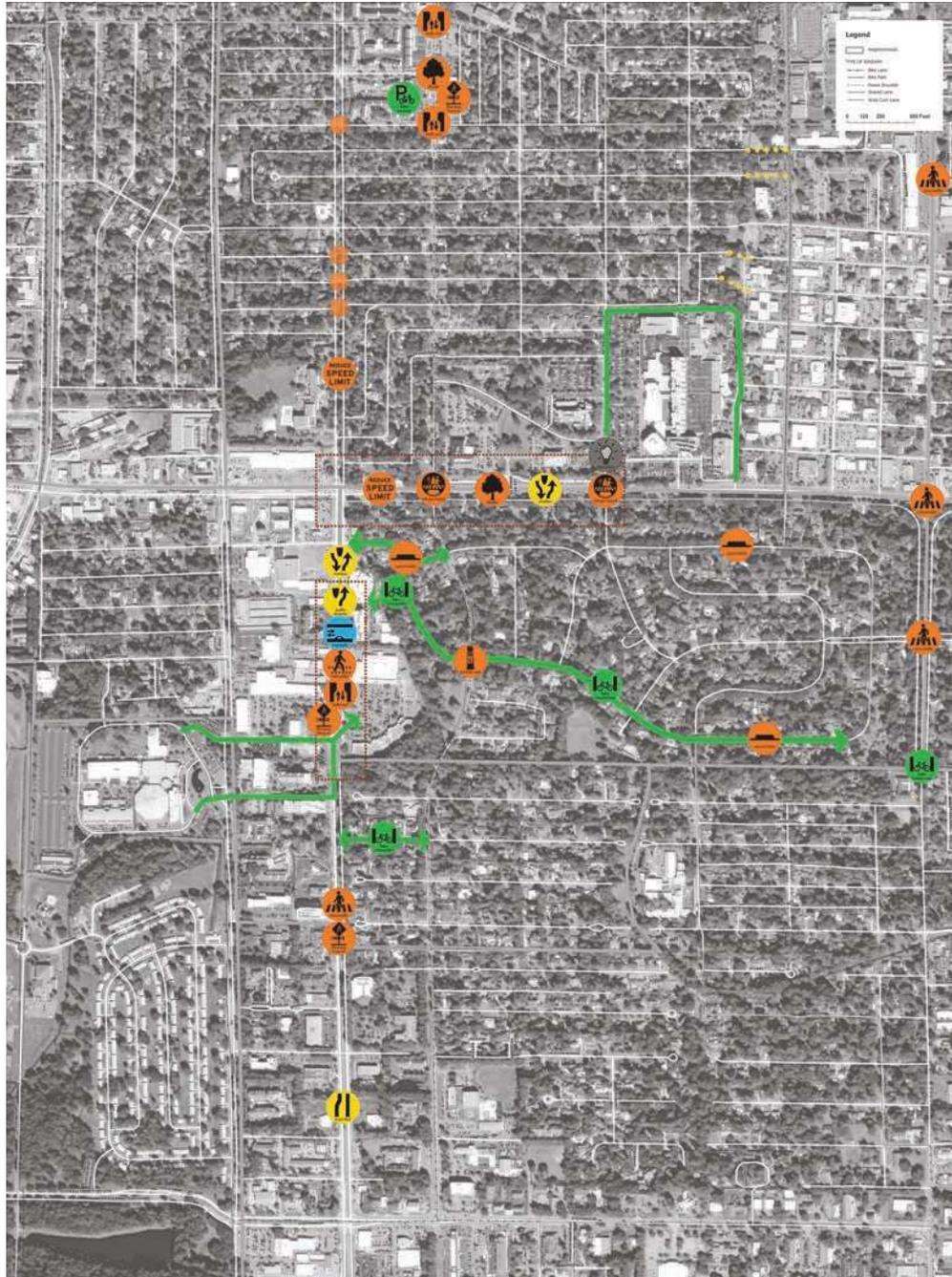
Low Priority Injury Areas

- Sidewalks recommended on 52nd Street from Skidaway Road to Bee Road.
- Speed tables suggested at every intersection along E 48th Street to E 51st Street from Waters Avenue to Bee Road.

County or State Controlled Roadways

- Reconsider traffic signal timing at right turn lane to Victory Drive from Harry S Truman Parkway to reduce backups and conflicts.
- Reduce posted speed limit on Victory Drive from Bull to Bee Road, and on DeRenne Avenue.
- Consider a redesign of the intersection of Wallin Street and Victory Drive.

SAVANNAH SOUTH: MAP H



City Controlled Roadways

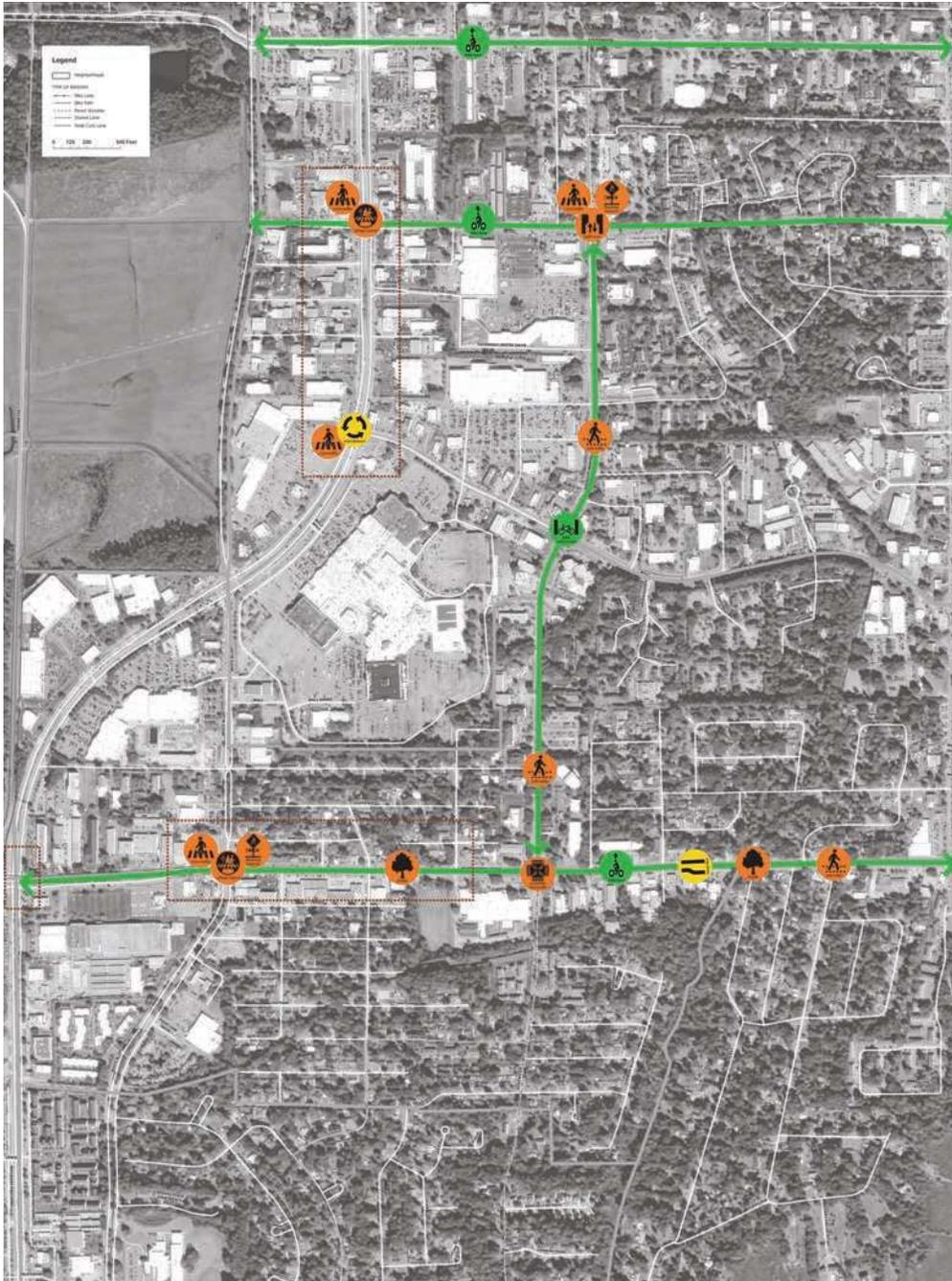
High Priority Injury Areas

- Designated bikeways and signage would be useful around the Candler Hospital.
- Posted vehicular speed could be reduced and monitored on Abercorn Street, especially by residential neighborhood areas.
- Traffic management on DeRenne Avenue should be reviewed with diverters and a median suggested.
- A safe east-west bike connection within half a mile and parallel to DeRenne Avenue are suggested through Kensington Drive.
- Reduce posted speed limit all along Habersham Street and 49th Street, from Washington Street south into Habersham Village, from Washington Street to Reynolds Street, from Columbus Drive to Battey Street.
- Sidewalks requested on Varn Drive, between Habersham Street and Abercorn Street.

Low Priority Injury Areas

- Bike connections requested between Habersham Street and Abercorn Street. Explore the possibility of making connections from 61st Street through 65th Street.
- There is a noted sight line conflict at Abercorn Street and 63rd Street.

SAVANNAH SOUTH: MAP I



City Controlled Roadways

High Priority Injury Areas

- A gap in bike facility network was identified along Hodgson Memorial Drive between Montgomery Cross Road up to Eisenhower Drive.
- Median requested on Montgomery Street and Montgomery Cross Road.
- Sidewalks requested on White Bluff Road to Coffee Bluff Marina, on the south side of Eisenhower Drive; on the south side of Mall Boulevard; on the west side of Abercorn Street from DeRenne Avenue to Montgomery Cross Road; and on President Street.
- There is an evening rush hour conflict in the area around Oglethorpe Mall that should be studied and addressed.
- Stop Sign requested at Abercorn Street and White Bluff Road intersection.

- Bulb out requested on Abercorn Street at Mall Boulevard and Twelve Oaks Shopping Center, along Bull Street to White Bluff Road, and along Montgomery Cross Road.
- Roundabout suggested on Abercorn Street at Mall Boulevard and Montgomery Cross Road.
- Consider implementing a road diet on Montgomery Cross Road, from White Bluff Road to Sallie Mood Drive, and Tibet Avenue.

SAVANNAH SOUTH: MAP K



City Controlled Roadways

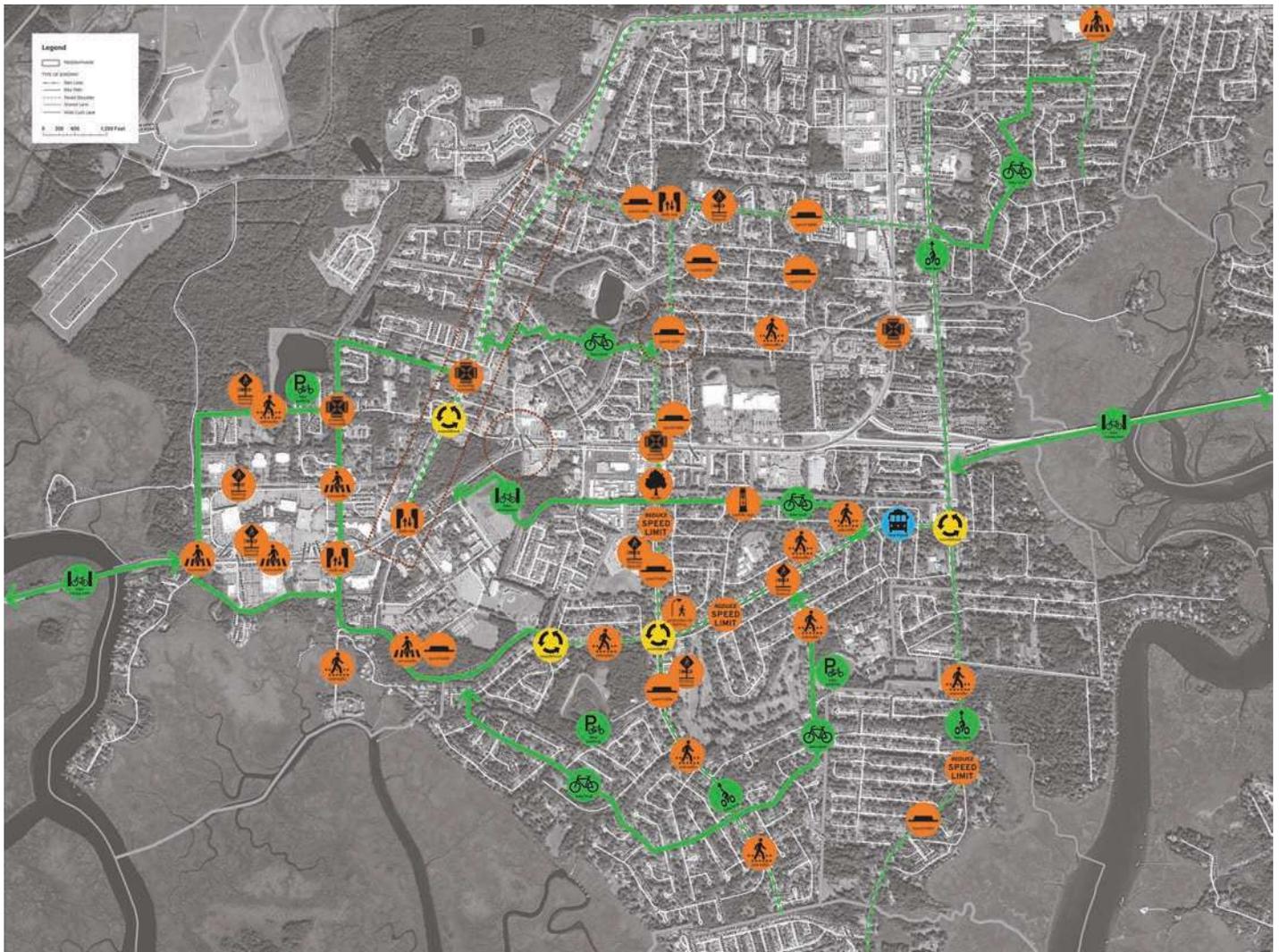
High Priority Injury Areas

- Mercy Boulevard near Abercorn Street feels dangerous around the parking lots.
- Strict enforcement of existing traffic laws required on Abercorn Street.
- Abercorn Street needs pedestrian paddle signs.

Low Priority Injury Areas

- More paths for pedestrians and bikes on from Daffin Heights to Forest Park.

SAVANNAH SOUTH: MAP L



City Controlled Roadways

High Priority Injury Areas

- Overall residential area posted speed limit requested to be reduced.
- Abercorn Street and Mercy Boulevard intersection requires better crosswalk timings – suggested scramble crosswalk.
- Walking and biking facilities around Georgia Southern University need further study to make better, safer connections.
- Speed tables requested on Largo Drive with clear markings in median cut.
- Intersection of Largo Drive and Windsor Road needs stormwater drainage improvements.

Low Priority Injury Areas

- Sidewalks requested on White Bluff Road. A multi-use path with bike lanes also requested.
- High visibility bike lanes are required on Windsor Road.
- Speed limit enforcement needed at intersection of Windsor Road and Warlick Drive.
- Pedestrian level street lights near Daffin Park need to be functional.

County or State Controlled Roadways

- Dangerous intersection identified at Mohawk Street and Abercorn Street.
- Bike lane on Perimeter Road is not accessible.

SAVANNAH WEST: MAP M



City Controlled Roadways

- Enforce speed limits on Ogeechee Road.

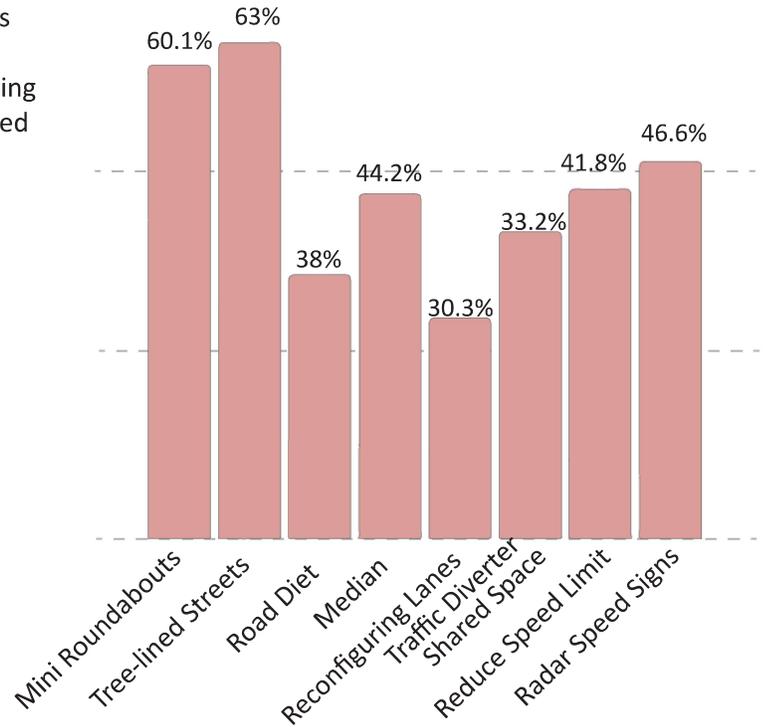
County or State Controlled Roadways

- Continuous bike lanes are requested on Ogeechee Road as part of the East Coast Greenway.
- The bike lane on Little Neck Road is dangerous, significant improvements are requested for safe use.
- Sidewalks needed to facilitate Crossing on Canebrake Road.

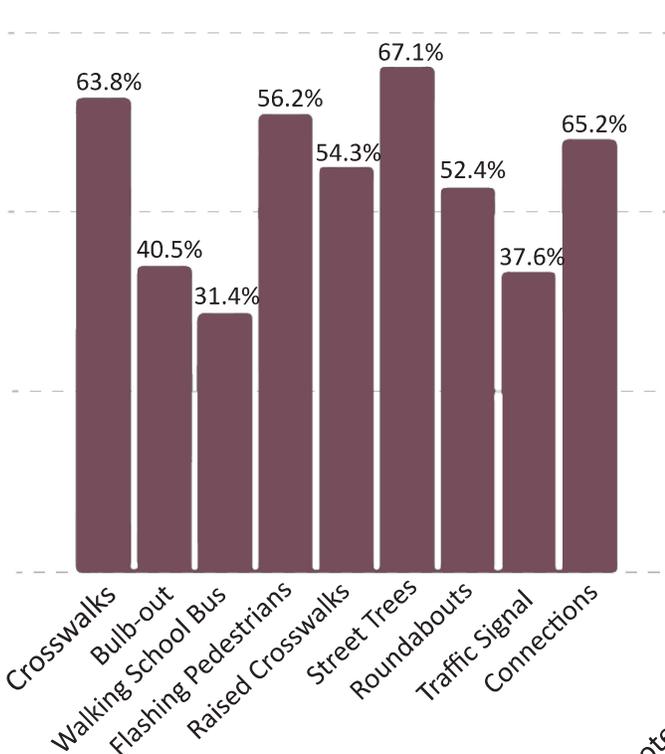
RESULTS FROM THE PROJECT'S INTERACTIVE WEBSITE

A website was created to allow people to participate in the activities held on-site during the workshops on August 8 and 9, of 2023. Online participants were asked a series of questions and given the opportunity to engage the exercises online. The results are displayed on the following pages. As of September 1, 2023, 217 people had engaged online.

Which traffic calming measurements do you believe will make your neighborhood streets safer?



Which of the design elements below would you like to see more of in your city?



Which biking enhancement methods would you like to see more of in your city?

