



Traffic Calming, Vision Zero, and T-SPLOST



Mission Statement

It is the policy of the City of Savannah to reduce the speed and/or volume of traffic through the modification of driver behavior in our neighborhoods.

GOALS

- Resident safety and quality of life
- Reduce traffic impacts on residential neighborhood streets
- Modify driver behavior via engineered traffic calming solutions



Traffic Calming Committee

Nine members appointed, one each, by the Mayor and Aldermen for 3-year staggered terms.

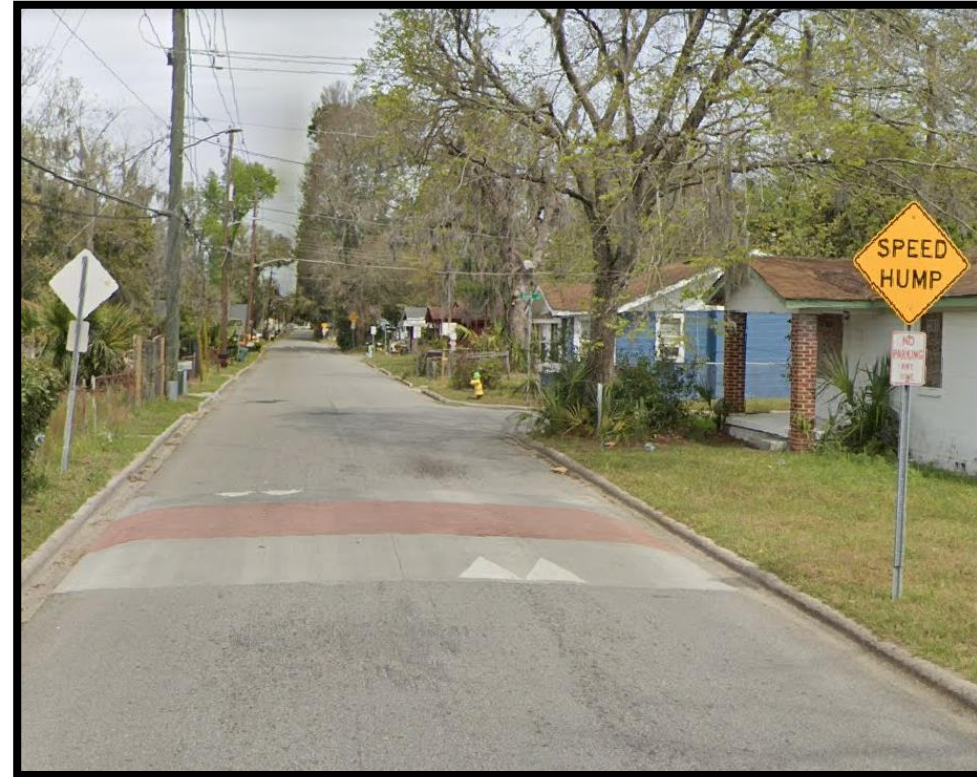
The Traffic Calming committee members shall be educated on the traffic calming policy and the variety of measures that calm traffic.

Current Traffic Calming Committee:

- James (Mickey) Rountree, Jr., Mayor's Appointee
- Gloria Williams, District 1 Appointee
- Jamie Parks, District 2 Appointee
- Rubin Huckabee, District 3 Appointee
- Caila Brown, District 4 Appointee
- Traci Cole, District 5 Appointee
- Shane Lawson, District 6 Appointee
- Matthew Hallett, At-Large Post 1 Appointee
- Latasha Barnes, At-Large Post 2 Appointee

The Traffic Calming Policy seeks to

- **Maintain or improve resident quality of life and neighborhood livability** by reducing the impact of vehicular traffic on residential neighborhoods through reductions in traffic volumes and/or speed;
- Maintain or improve the **safety and attractiveness of neighborhood streets for pedestrians and bicyclists**;
- Ensure that permanent **traffic calming measures are designed in conformance with sound engineering practices**;



The Traffic Calming Policy Requires

- **Resident involvement in the application** of the traffic calming program, from the initial request through implementation of selected device(s);
- **That emergency vehicle access is preserved** at levels that meet national response standards; and
- **Consideration of the effects** of traffic calming to traffic on adjacent streets



Implementation of Traffic Calming

Submission of Traffic Calming Requests:

- Directly through the City's Traffic Calming webpage or
- Download from the Traffic Calming webpage, complete and return via email or
- Request a hard copy from Traffic Engineering, complete, and return via postal mail.
- Contact Traffic Engineering, 912-651-6600, directly with any questions or needed support.
- Only one resident request is needed to begin the process, additional requests for the same street segment will have no impact on advancing the project status.



Implementation of Traffic Calming

Traffic Committee's Review for Eligibility

- Applicant must be a resident of the requested street, AND
- Only residential streets with speed limits of 30 mph or less, AND
- Minimum 1000 feet in length with through interconnectivity, AND
- Not a primary emergency response route or transit route, AND
- Maximum width of 40 feet, AND
- Maximum grade of 8%, AND
- Traffic calming is likely to resolve the problem(s)



Implementation of Traffic Calming

Traffic Engineering Data Collection

- Eligible requests forwarded by the Traffic Calming Committee
- Speed and volume data collected
- Crash analysis
- Site visit to evaluate neighborhood conditions
 - Sidewalk availability
 - Nearby schools
 - Nearby parks
 - Other relevant site characteristics
- Traffic Engineering report submitted to the Traffic Calming Committee



Implementation of Traffic Calming

Committee Report Review and Recommendation

- Report returned to the Traffic Calming Committee
- Committee review and discussion of the Needs Assessment
- Committee vote to “Recommend” or “Not Recommend” that the requested traffic calming project be placed on the City of Savannah’s Priority List of Traffic Calming Projects.
- Requests “Not Recommended” may be re-submitted by resident for consideration after 1 year.
- Requests “Recommended” for plan development are sent to Traffic Engineering for plan design.

Implementation of Traffic Calming

Traffic Engineering Plan Design

- Measures and documents street geometry and identifies potential conflicts
 - Block length
 - Driveway widths and offsets
 - Lot widths
 - Flooded intersections and flooded parcels
 - Fire hydrants
 - Manholes
 - Storm inlets, etc.
- Selection of traffic calming measures and placement options are inversely proportional to the number of conflicts on a street or street segment.
- When possible, staff prepares two or more plan options from which residents may choose. Most often, conflicts constrain design to one plan.
- Completed plans are submitted to the Traffic Calming Committee for citizen presentation.

Implementation of Traffic Calming

Resident Responsibilities

- The resident works with his or her neighbors to secure the necessary agreement to the plan as a whole (50% plus 1) and a majority of the owners whose properties will abut the traffic calming measure (50% plus 1).
- After required signatures have been returned to Traffic Engineering, a 90-day trial period of temporary measures is scheduled.
- Upon completion of the 90-day trial, residents are again solicited by the requestor to affirm that permanent measure installation is desired per the requirements in the first bullet.
- If residential support is not obtained, the traffic calming request will remain on HOLD.

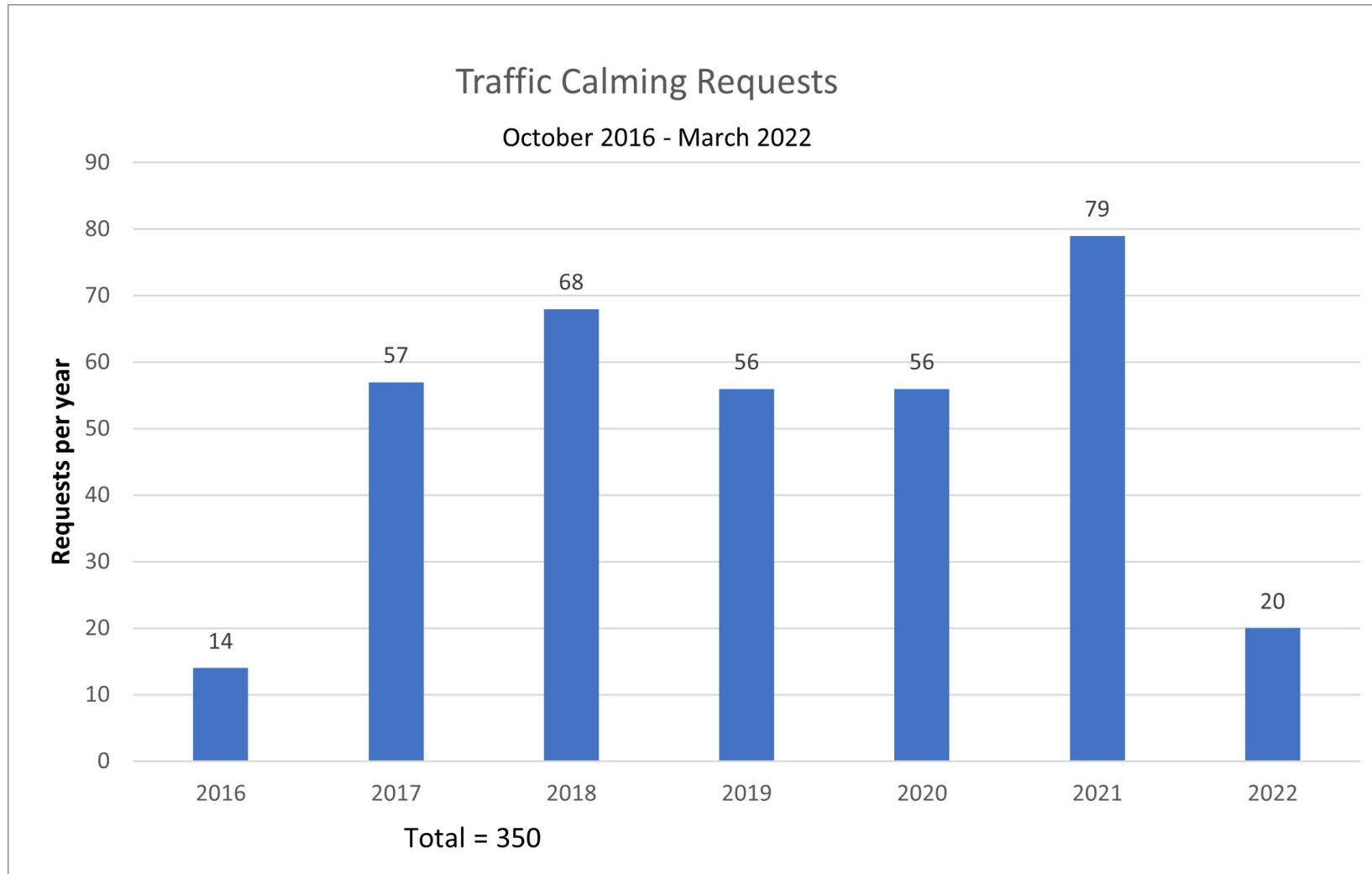
Implementation of Traffic Calming

Construction Phase

- After resident signatures have been provided to Traffic Engineering, construction of permanent measures is scheduled.



Traffic Calming Requests



Traffic Calming Requests

2021 Summary:

- **79 applications received** for Traffic Calming
- 29 applications qualified for Data Collection
- 23 applications were duplicates
- 16 requests did not qualify for Traffic Calming
- 11 applications are pending review by the Committee
- 5 street segments (of the 29 qualified) were approved for project development
- 4 temporary traffic calming (90-trial) measures were installed

Traffic Calming Policy Implementation

Summary of Traffic Calming Committee's Role:

- Examines requests for initial eligibility.
 - Street length
 - Street width
 - Street type
 - Through connectivity
 - Transit Route
 - Primary Emergency Route
- Evaluates collected data and determines if plan development is “Recommended” or “Not Recommended”
- Presents traffic calming plan design to requestor



Traffic Calming Policy Implementation

Summary of Traffic Engineering's Role:

- Accepts application submissions and forwards to the Traffic Calming Committee for review.
- Collects speed, volume, collision, and other neighborhood data and submits in report form to the Traffic Calming Committee.
- Coordinates traffic calming plan design.
- Schedules 90-day trial measure installation.
- Schedules and oversees construction.



Traffic Calming Policy Implementation

Summary of Resident's Role:

- Policy requires “resident” involvement from the initial request through implementation of a traffic calming device, if approved.
- Resident must obtain neighborhood support to move forward with an approved traffic calming plan
- A minimum of 50% plus 1 of the residents within the project area and a majority of the adjacent property owners must be secured by the resident for both the initial 90-day trial period of temporary measures and permanent measures.



QUESTIONS?



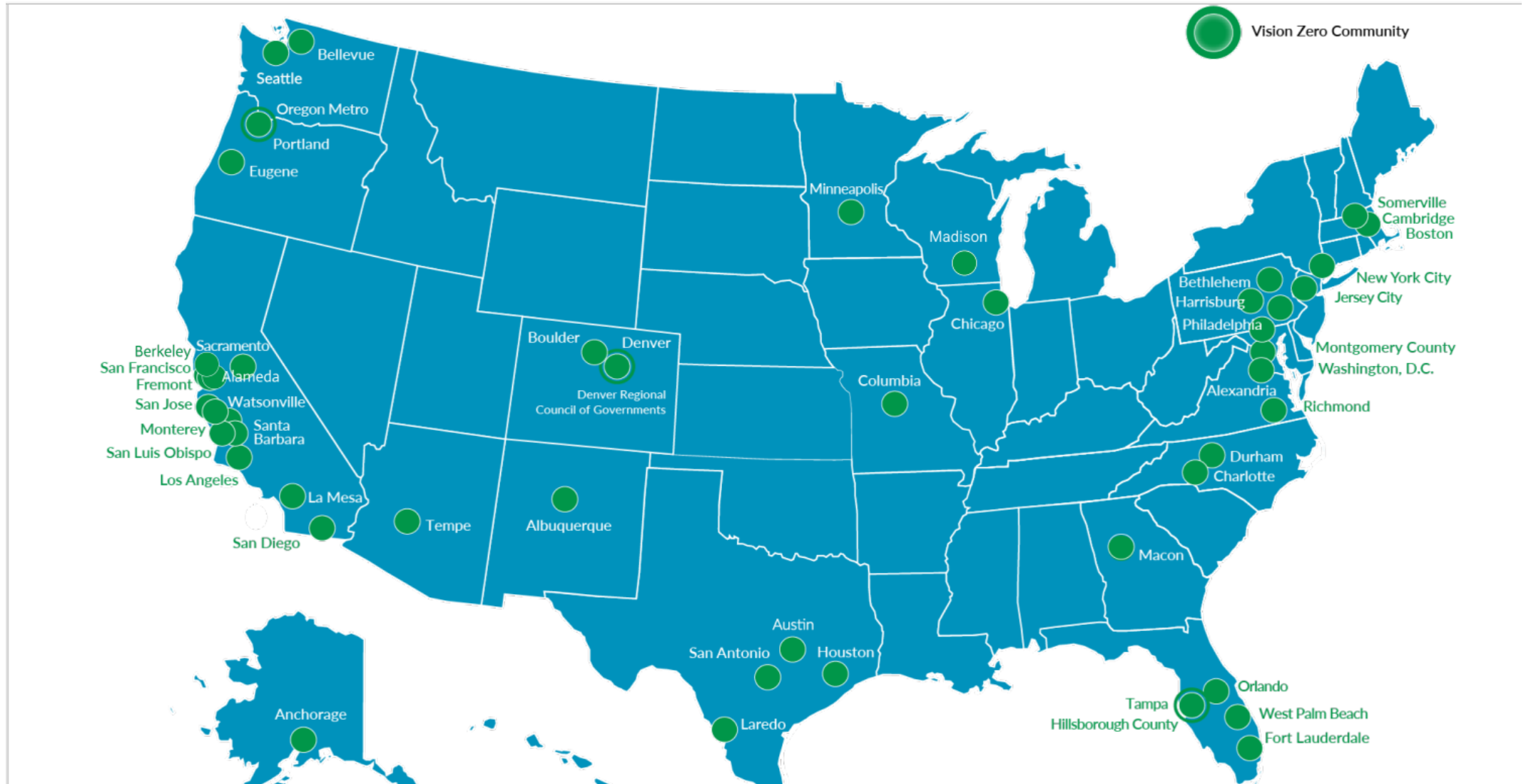
Vision Zero

Where to Start

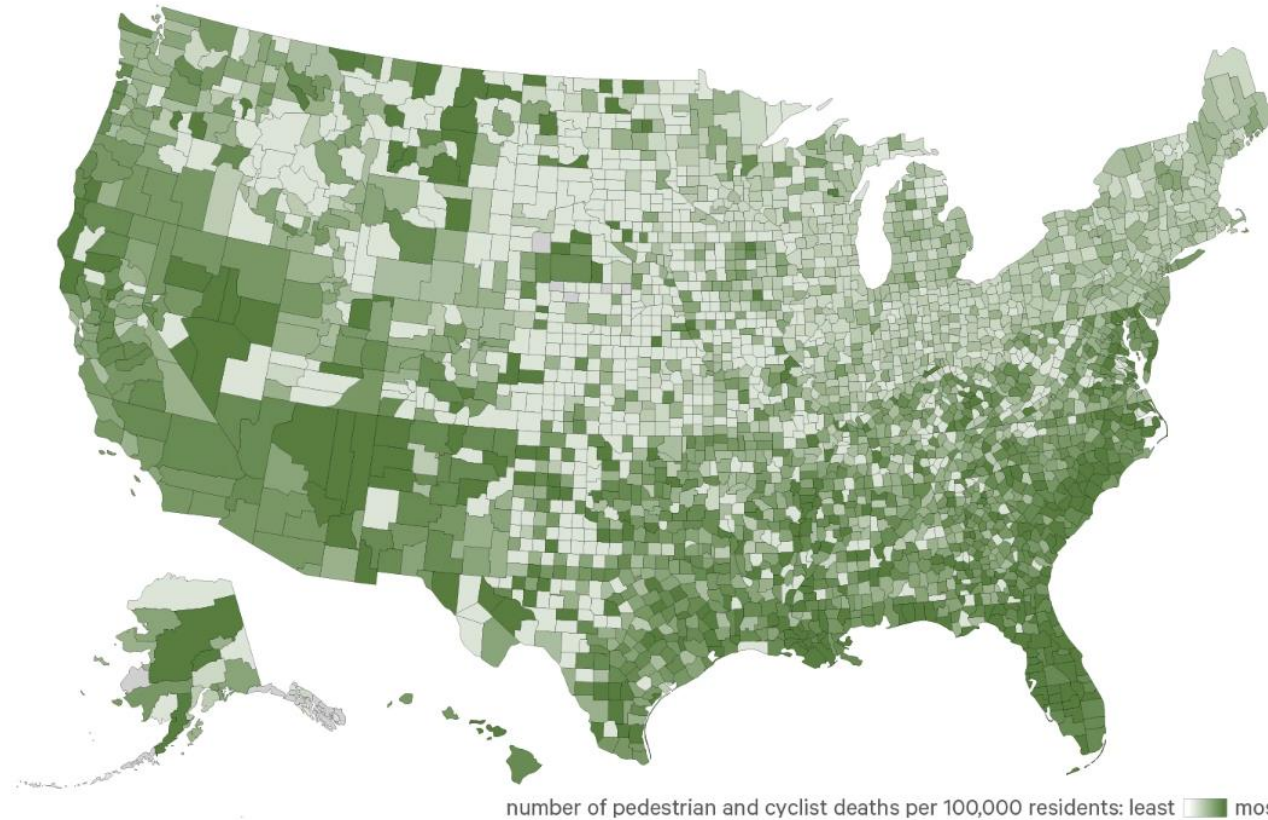
on the Road to Vision Zero

VS

Vision Zero Communities



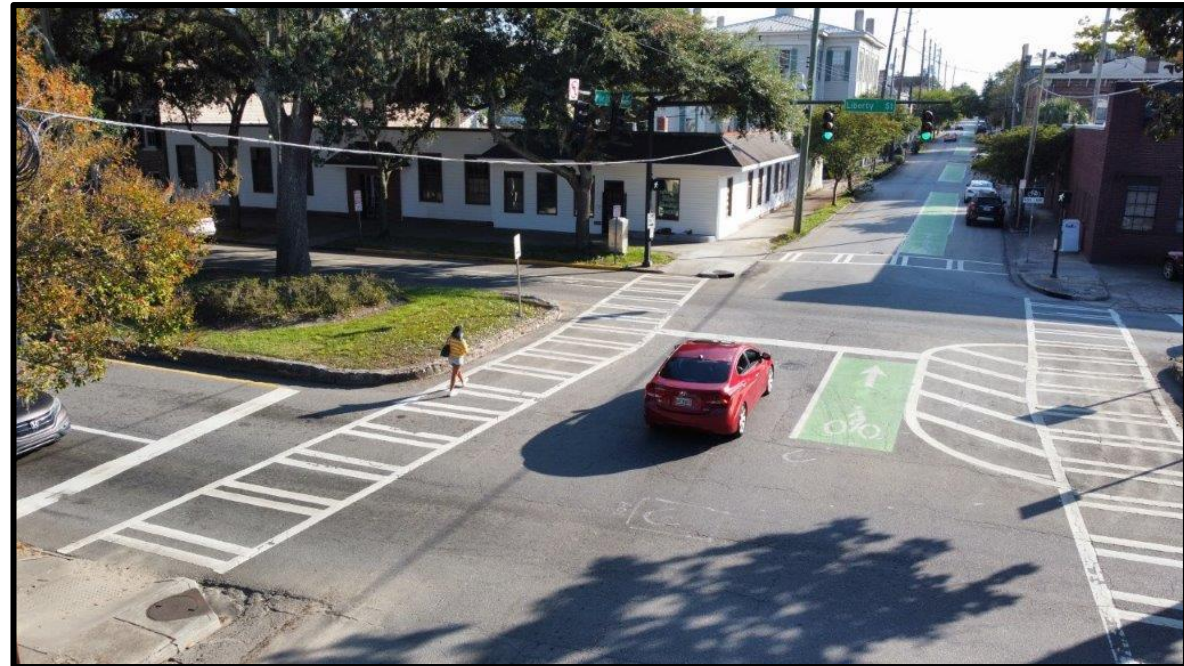
Visualizing pedestrian and cyclist deaths by county



Pedestrian and Cyclist deaths by County

Vision Zero

*Five years to
eliminate fatal and
serious injury
crashes in Savannah*



TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behavior

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

Vision Zero

Through **engineering** and/or **behavior** we endeavor to **prevent** and/or **minimize** the **impact** when modes of transportation interact

Vision Zero

Commitments



Vision Zero

Remainder 2022



**Identify and commit
financial resources
necessary to launch Vision
Zero**

2022 mid-year – 1 additional FTE
(Vision Zero
Coordinator/Transportation
Planner)

2022 mid-year – funding to engage
a consultant/facilitator to work
with new staff and the Vision Zero
Task Force to develop a
comprehensive Vision Zero Action
Plan

2023 – 2 additional FTEs (3 total) (1
Data Analyst & 1 GIS Analyst)



Remainder of 2022

Hire and onboard
Vision Zero Coordinator
Identify Vision Zero
Task Force Members
Select Vision Zero
Action Plan consultant

Vision Zero

2023

First Quarter 2023

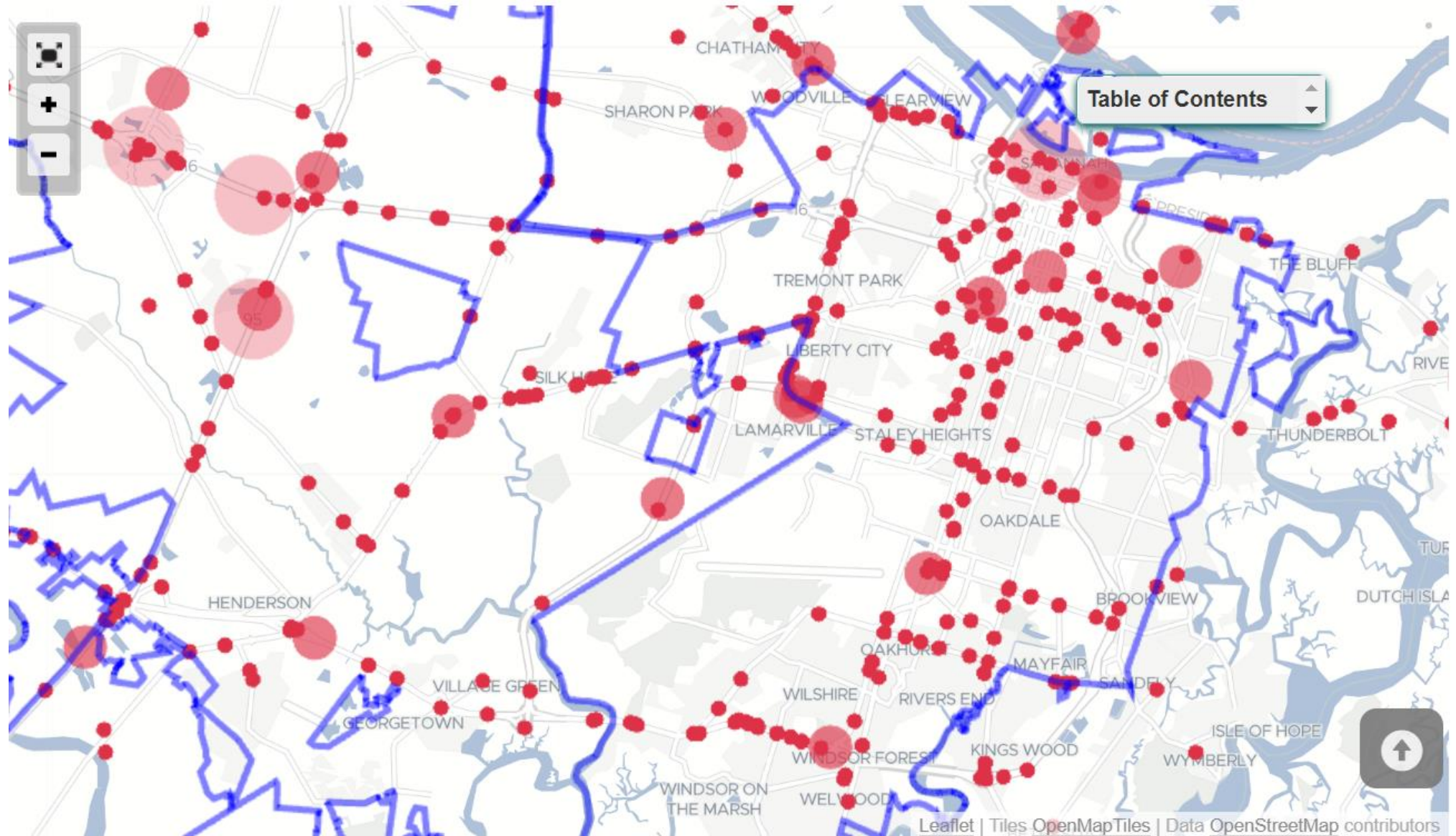
- Vision Zero Kickoff
- Vision Zero strategic planning with consultant
- Onboard Data and GIS Analysts to support Vision Zero development and implementation
- Develop Vision Zero Action Plan

Second Quarter 2023

- Present Vision Zero Action Plan to Mayor and Council
- Request permanent, dedicated funding for Vision Zero implementation, including capital project funding for identified infrastructure projects (FY 2024)



Data Driven and Evidence Based



Equity
aspect of
Vision
Zero



VISION ZERO IN FOCUS

PEOPLE

BEHIND THE

PROGRESS

T-SPLOST

April 28, 2022

CITY OF SAVANNAH

T-SPLOST

A Transportation Special Purpose Local Option Sales Tax (TSPLOST) is a 1% sales tax collected for a specific program of transportation projects. For a TSPLOST to be enacted, it **must be approved by voters in a referendum.**

The general guidelines regarding TSPLOST projects are indicated below:

- “Transportation projects” includes roads, bridges, public transit, rails, airports, buses, and all accompanying infrastructure and services necessary to provide access to these facilities.
- Roads, streets, sidewalks, bicycle paths, and bridge aspects to include but not limited to the following:
 - acquisition of rights of way;
 - construction;
 - renovation and improvement of said facilities, including resurfacing;
 - relocation of utilities;
 - patching, leveling, milling, widening, shoulder preparation, culvert repair, and other repairs necessary for their preservation.
- Stormwater and drainage capital outlay projects, in conjunction with and adjacent to said transportation projects

T-SPLOST

- The T-SPLOST list would support **all modes of transportation**:
 - Sidewalks
 - Traffic Safety
 - Congestion Relief
 - Drainage (connected to road improvements)
 - Pedestrian and Bike Improvements
 - Multi-Use Paths
 - Road Maintenance and Paving



Proposed Tier 1 Projects

Little Neck Road widening: \$50 million project sponsored by the county

Quacco Road widening: \$10 million project sponsored by Pooler

Benton Boulevard widening: \$31.8 million project to widen sections in Port Wentworth and Savannah

Old Louisville Road improvements: \$8.5 million project sponsored by Garden City

Truman Parkway improvements: \$10 million project sponsored by the county

I-95 at the Gateway Interchange: \$8 million for safety improvements from the county

Airways Avenue and Pooler Parkway: \$43 million project from the county.

Resurfacing Distribution Request

Municipality	Resurfacing Distribution Request
Chatham County	\$9,000,000
Savannah	\$20,000,000
Pooler	\$5,500,000
Garden City	\$2,400,000
Bloomingtondale	\$500,000
Port Wentworth	\$4,650,000
Thunderbolt	\$2,585,000
Tybee Island	\$2,600,000
Vernonberg	\$125,000
Total	\$47,360,000

TSPLOST

City of Savannah		
<u>PROJECTS</u>	<u>LOCAL</u>	<u>REGIONAL (TIER 1)</u>
Resurfacing	\$20,000,000	
Benton Boulevard, Phase II (South of JDP)		\$ 14,000,000
Benton Boulevard, Phase I (North of JDP)		\$ 12,500,000
Congestion Mitigation	\$47,500,000	
Montgomery Cross Road (<i>Hayner's Creek Drainage</i>)	\$4,000,000	
Tide to Town / Bikeways	\$4,000,000	
Safety/Signal Upgrades (City Wide)	\$24,000,000	
Sidewalk Program	\$18,000,000	
Pedestrian Safety (includes crosswalks and bike paths)	\$6,000,000	
Ogeechee and Victory Drive (<i>Drainage on Springfield Canal</i>)	\$3,000,000	
Traffic Calming	\$7,500,000	
Bridge Repair Program	\$3,000,000	
	\$117,000,000	\$26,500,000
	TOTAL	\$143,500,000

Safety/Signal Upgrades

- Safety
 - Improved Safety at Intersections
- Signal Upgrades
 - 270 signals nearly 25 years old



Sidewalk Program

We need sidewalks...

CITY WIDE!





Pedestrian Safety Improvements



QUESTIONS?