

## Adopted Changes to the Non-Motorized Transportation Plan

Map ID	Segments	Type	Reason
<b>Recommended to be added to the Adopted Bikeway Network</b>			
1	Fulton Rd. south of Apache, Roger Warlick (southside) connecting Rio Road to the existing path on Roger Warlick	Shared use path	Provides comfortable alternative parallel to Abercorn St. near GSU and connects to existing path
2	Windsor Canal, from Largo Dr. to GSU path	Shared use path	In the top ten list of the Chatham County Greenway Implementation Plan. Connects to existing path.
3	Wilshire Canal, from Mercy Blvd. and Middleground Rd. to Keystone Dr.	Shared use path	Link neighborhoods, jobs, schools and shopping via off-road system.
4	Harmon Canal, from Middleground Rd. to Edgewater Dr. to Montgomery Cross Rd.	Shared use path	Link neighborhoods, jobs, schools and shopping via off-road system.
5	Chippewa Canal	Shared use path	Link neighborhoods, jobs, schools and shopping via off-road system.
6	Casey Canal South, from Montgomery Cross Rd. to Sallie Mood Dr.	Shared use path	Link neighborhoods, jobs, schools and shopping via off-road system.
7	Truman Trail southward extension, from Montgomery Cross Rd. to points south (alignment TBD)	Shared use path	Chatham County Engineering plans. Links Lake Mayer and the upcoming Truman Linear Park Trail with points south.
8	Madison Ave., Highland Dr., and General George Lynch Blvd.	Shared lane route	Provides comfortable alternative parallel to Montgomery Cross Rd. Links to proposed Chippewa Canal path.
9	Casey Canal South, from Abercorn St. to Habersham St.	Shared use path	Links commercial areas on Abercorn St. to existing bike lane on Habersham St. Forms part of a link to future Hampstead Blvd. (Project DeRenne)
10	Reynolds St. and Atlantic Ave.	Shared use lanes, bike lanes, and Bike Boulevard	Replace Paulsen St. in the adopted network. Atlantic Ave. as Bicycle Boulevard was proposed in the Eastside CNU Charrette. This would take advantage of the string of parks in the corridor. General concept to have a north/south bike boulevard replacing Paulsen Street in the current bikeway plan. The exact alignment to be determined possibility using Reynolds Street, Harmon Street and/or Atlantic Avenue. This bicycle corridor would connect several parks starting at approximately Kensington Drive and ending at Gwinnet Street. Areas north of Baldwin Park may be more challenging. ADA issues in sections.
11	Montgomery Street - Staley Ave to Victory Drive	Cycle Track	Safety: Data supports this type of improvement on Montgomery Street corridor which currently has no facility for underserved commuters.
12	Path from Clinch St. to 62 <sup>nd</sup> St.	Shared use path	Links two corridors in the adopted bikeway network connecting to 62nd Street/Bull Street to Springfield Canal
13	Trail from Clinch St. to Wheaton	Shared use path	Link neighborhoods, jobs, schools and shopping via off-road system.

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14	41st Street (replaces 40th Street)	Recommend shared lane/Bicycle Boulevard	Provides comfortable alternative parallel to Victory Dr. on north side and connectivity to parks. Recommend bike boulevard (traffic calming) only if segment meets required minimum volume/speed thresh hold and resident support required by City of Savannah's Traffic Calming program. Avoid making changes to segments without supporting data.
15	33rd St.	Recommend shared lane/Bicycle Boulevard	Provides comfortable alternative parallel south of Henry/ Anderson St., until the latter can be improved for bikes and connectivity to parks. Recommend bike boulevard (traffic calming) only if segment meets required minimum volume/speed thresh hold and resident support as required by City of Savannah's Traffic Calming program. The city recommended replacing with Park Boulevard which is already in the adopted plan. Park Ave is not an equal replacement to 33rd Avenue based on distance. CORE staff recommends leaving 33rd Avenue in the plan as a safe alternate to the Henry/Anderson corridor. This a "shared lane" recommendation until data supports a higher level facility.
16	W. Gwinnett St. from Telfair St. to existing route at Stiles Ave.	Shared use path on Gwinnett to Carver St., then shared lanes in Carver Heights	Links eminent bike lanes in Gwinnett St. widening (and Canal District) to Coastal Georgia Greenway,
17	Low-speed streets in Landmark Historic District	Shared lanes	Acknowledges the "bikeability" of most downtown streets. Eliminates emphasis on the circuitous, sightseeing route from old bike plans, as it did not serve transportation purposes well.  East/West Road Segments: Zubley/Broughton, Bay, State , Congress, York, Hull, Perry, Harris, Charlton, Taylor and Gordon.  North/South Segments: Montgomery, Jefferson, Barnard, Habersham, Houston, Bull and Abercorn  Remove segments from plan: Jones, E. York and Lincoln
18	Select streets in Eastern Wharf	Shared lanes	Recommends these future low-speed streets to be part of the bikeway network. Avery Street connecting to Liberty/Wheaton. East/West connections to Avery Street from Pilot Street, Altamaha Street and a North/South connection to East Boundary Street.
19	Goebel Avenue from Gwinnett Street to Capital and Lawton Avenue (short segment) to connect to Causton Bluff Road connecting to President Street	Shared lane route	Modified alignment to provide a calmer route that makes similar connection. Goebel Street has had upgrades that will make it more suitable as a bikeway than when this recommendation was first suggested. Recommendations was to keep Goebel and combines 23 and 19.
20	Wilmington Canal	Shared use path	In the top ten list of the Chatham County Greenway Implementation Plan.

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Map ID	Segments	Type	Reason
<b>Recommended to be Removed from Adopted Bikeway Network</b>			
21	Remove Abercorn/Truman Parkway from King George Boulevard to Whitefield Avenue	Recommended as future bike lanes in adopted plan. Sidewalks or multi use path are still recommended in viable sections.	Inclusion of this segment in the adopted plan was contingent upon a major project in the corridor which has not advanced. The addition Fulton St. (see above), would serve this segment's purpose.
22	Paulsen St., Oxford Dr. (Route #71 segment)	Recommended as future bike lanes (on Paulsen) in adopted plan	The addition of Reynolds St. and Atlantic Ave. (see above) would serve these segments' purpose, while avoiding section on Paulsen with more driveways and turning movements.
<b>Recommended Type of Bikeway Revised</b>			
23	Bull St., from Thackery Place to Washington Ave.	Shared use path	Extend the currently adopted Bull Street (Washington to Victory) segment. See 11 & 24. Replace cycle track with Montgomery. Bull Street from Washington to Victory is in the adopted plan but add Thackery Place to Washington Ave as a Shared us path extending the currently adopted Bull Street (Washington to Victory) segment.
24	Bull St., from Washington Ave. to Victory Dr. (existing)	Shared use path	In combination with a new proposed bikeway extension on Bull St. listed above (south of Washington to Thackery Pl.), this segment's revised type of facility would provide more protection in a corridor the city wishes to emphasize for bicyclists. See 11 & 24. Replace cycle track with Montgomery. Bull Street from Washington to Victory is in the adopted plan but add Thackery Place to Washington Ave as a Shared us path extending the currently adopted Bull Street (Washington to Victory) segment. This segment is in the adopted plan.
25	River St.	From shared lane to cycle track	Proposal from River Street Streetscape Plan

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Map ID	Segments	Type	Reason
<b>Non Motorized Consistent Policy</b>			
	Include spurs and connections to priority trail projects	Shared Use path	Offer critical connections to priority trail projects such as Truman Linear Park Trail, Tide To Town, Route US 1, East Cast Greenway, Coastal Georgia Greenway and other priority routes).
	Roadways with speeds over 35mph are eligible to as a protected facility type when no alternate routing is available.	Protected Facility type	Upgrades facility type on roadways with speeds over 35mph if there are no alternative routing.
	Include all segments of local priority bike routes	Varies	There are several priority bike route projects in the region but as planning and design emerge exact segments may be modified. This is an overall policy statement that these routes are a regional priority and are consistent with the non motorized plan although exact locations may vary slightly from what is in the plan. This allows some flexibility of plan consistency for priorities routes still being designed.
<b>Sidewalk Additions</b>			
	Wildcat Drive sidewalk: Harris Trail Rd to Richmond Hill High School	Sidewalk/Shared use	Updates from Richmond Hill
	Richmond Hill Middle School sidewalk: Harris Trail Rd to Richmond Hill Middle Sch.	Sidewalk/Shared use	Updates from Richmond Hill
	Frances Meeks Way sidewalk: Ford Avenue to Shady Hill Circle	Sidewalk/Shared use	Updates from Richmond Hill
	Ivey Street sidewalk: Ford Avenue to Ross Way	Sidewalk/Shared use	Updates from Richmond Hill
	Maple Street sidewalk: Dogwood Avenue to Linwood Avenue	Sidewalk/Shared use	Updates from Richmond Hill
	Constitution Way sidewalk: Dogwood Avenue to Ford Avenue	Sidewalk/Shared use	Updates from Richmond Hill
	Cherry Street sidewalk: Ford Avenue to Linwood Avenue	Sidewalk/Shared use	Updates from Richmond Hill
	Linwood Avenue sidewalk: Cherry Street to Maple Street	Sidewalk/Shared use	Updates from Richmond Hill
	Richmond Hill High School Shared Use Path: County Recreation Center to Richmond Hill High School	Sidewalk/Shared use	Updates from Richmond Hill
	Ford Avenue sidewalk: Railroad Tracks to I-95	Sidewalk/Shared use	Updates from Richmond Hill
	Ford Avenue sidewalk: Railroad Tracks to Timber Trail	Sidewalk/Shared use	Updates from Richmond Hill
	Timber Trail Road sidewalk: Ford Avenue to Development	Sidewalk/Shared use	Updates from Richmond Hill
	SR 25/US 17 sidewalk: Harris Trail to Kroger Drive	Sidewalk/Shared use	Updates from Richmond Hill
	Harris Trail sidewalk: Timber Trail to Creek Valley	Sidewalk/Shared use	Updates from Richmond Hill
	Brisbon Road sidewalk: Harris Trail to Town Centre Drive	Sidewalk/Shared use	Updates from Richmond Hill