



CONNECTING AMERICUS

FINAL REPORT
MARCH 2020





Acknowledgments

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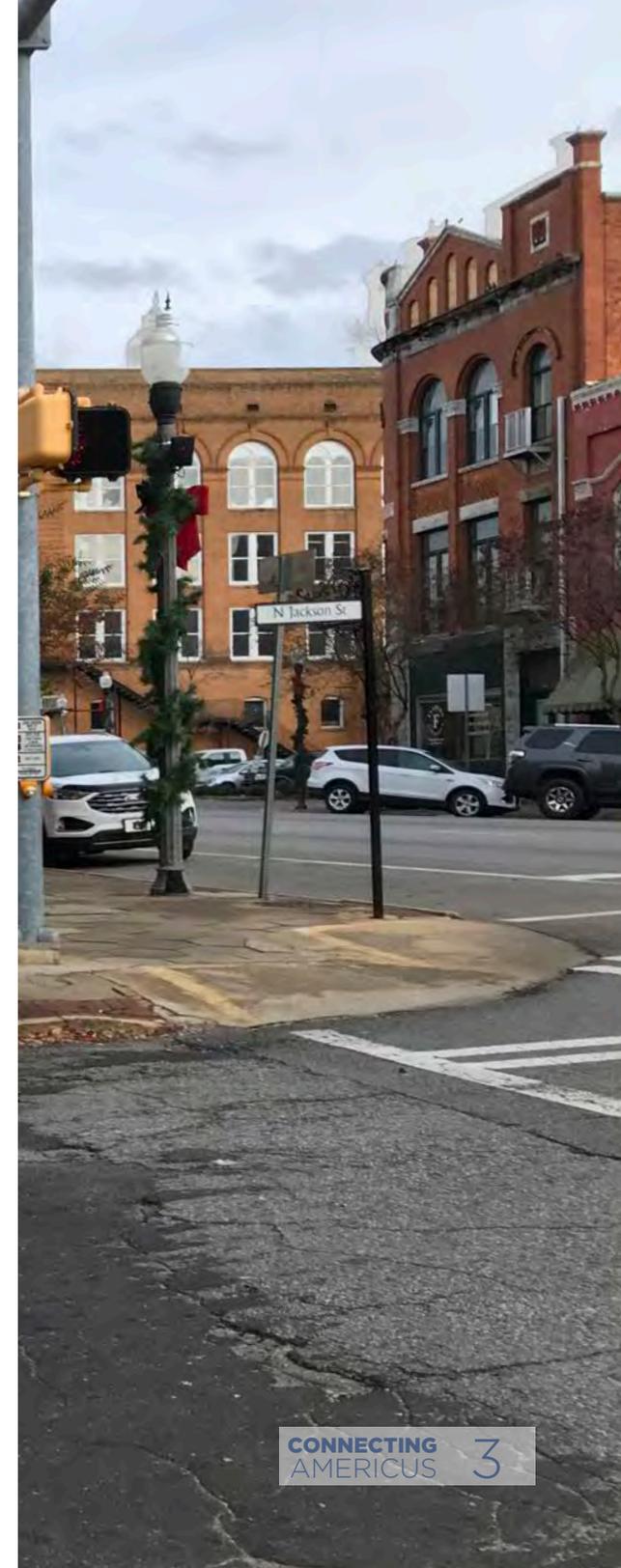
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I. Introduction

Background

This study comes in the wake of previous planning processes and informal conversations that defined priority destinations and corridors for enhancements that would make it easier to choose biking in Americus. Some of these previous planning processes include:

- Young Gamechangers Project (2013)
- City of Americus Renaissance Strategic Vision and Plan (2015)
- Americus and Sumter County Comprehensive Plan (2017)
- Furlow Charter School Safety-Focused Safe Routes to School Report (2017)
- City of Americus Bicycle and Pedestrian Plan (2017)

These plans address the need for better multi-modal connectivity, in particular as it relates to community services and destinations. These plans emphasize Americus's downtown and educational

institutions as key destinations to be connected. The Renaissance Strategic Vision and Plan, emphasizes the need for routes from downtown to Highway 19 park, GSW, and Americus Sumter High School.

The City of Americus, in partnership with the River Valley Regional Commission (RVRC), local bicycling advocates and business and community leaders, initiated this plan to study the feasibility of bike and shared use path projects connecting the city's key destinations. In 2014, Americus voted for a Special-Purpose Local-Option Sales Tax (SPLOST) to fund community improvements. Approximately \$900,000 from that SPLOST was earmarked for walking and biking infrastructure, but is otherwise unprogrammed. *Connecting Americus* was largely motivated by the need to use this funding. As such, this study builds on the recommendations from previous plans, with an emphasis on feasibility and implementation.

More people walking, running, riding bicycles creates stronger, safer and healthier communities. The key to getting more people active is to provide safe, convenient and attractive places to walk, run, and ride.

SAFE

A commonly cited reason more Americus community members do not choose to walk or bike is that they don't feel safe on the streets. Only a small percentage of residents feel comfortable using streets without dedicated space, and ideally additional space for a buffer, for walking or biking. Dedicated space and buffers from vehicle traffic give more people the comfort and confidence to get out and walk or ride.

CONVENIENT

Great places to walk and bike need to be connected. People ride more when they can access networks of active transportation facilities that get them comfortably wherever they want to go, whether to work or school, running errands, or just to be active.

ATTRACTIVE

Active transportation and recreation networks should appeal to all kinds of people — kids, parents, older people, athletes, and casual users. Attractive, comfortable facilities can draw new users that typically would not consider walking or biking, expanding their perspective on how enjoyable walking and biking can be.

Project Goals

Implement active transportation and recreation infrastructure

Identify and define projects for SPLOST funding – use it or lose it by next year

Assess feasibility and cost of projects that have been previously discussed/proposed

Describe how the projects are connected and how they fit in a network

Create a map of projects and list of actionable next steps

Outline a clear path for how to wisely spend available funding (approx. \$900,000)

Analyze ideas for feasibility



II. Process

The River Valley Regional Commission hosted a community charrette December 9-11, 2020. Over the course of these three days, there were multiple opportunities for community members and stakeholders to weigh in on the issues and proposed solutions.

PRE-WORKSHOP



RESEARCH & PLAN REVIEW

The process began with a review of previously completed planning documents and a review of existing conditions along the corridors. This included compiling data and conducting a desktop analysis of the study extents, using available GIS data, aerial photography, and Google Streetview imagery.

DAY ONE

BUS TOUR

Fieldwork began with a bus tour including staff from the River Valley Regional Commission, Alta Planning + Design, and representatives from Sumter Cycling.

KICK-OFF MEETING

Staff from RVRC, One Sumter, South Georgia Technical College (SGTC), Georgia Southwestern State University (GSW), Phoebe Sumter Medical Center, Sumter County School Board, City of Americus, Mayor Blount, City Council members, and representatives from Sumter Cycling were invited to a workshop to educate key parties about the project, and brainstorm ideas for near term change.



BIKE TOUR

Consultants and bicyclists from Sumter Cycling toured the focus corridors on bike to see the streets from the handlebar perspective. The bike tour did not cover all of the shared use path corridors due to limited time, access constraints, and feasibility challenges identified during desktop analysis and the bus tour. The bike tour highlighted the suitability of Americus's neighborhoods for bicycling, and underscored the need for safety improvements along the major roadways, and at intersections.



STAKEHOLDER MEETING 1

The first of three stakeholder meetings was held in the afternoon of day one at the office of RVRC. The core team and some of the attendees from the kick-off meeting returned for more detailed conversations about the feasibility of the previously proposed bike routes and how those schematics could look.

DAY TWO



PROJECT DEFINITION

Team members worked throughout day two to document the conditions observed through fieldwork in diagrams and maps. Team members also worked on draft cross sections showing potential schematics for the projects that emerged as priorities through stakeholder conversations.

STAKEHOLDER MEETINGS 2 AND 3

Two additional stakeholder meetings allowed the core team and additional stakeholders to make decisions about routing based on roadway conditions and proximity to major destinations.

FIELD VERIFICATION

Once preferred alignments and facility types were discussed at the stakeholder meetings, team members revisited the corridors to take additional measurements and confirm feasibility.

PUBLIC MEETING

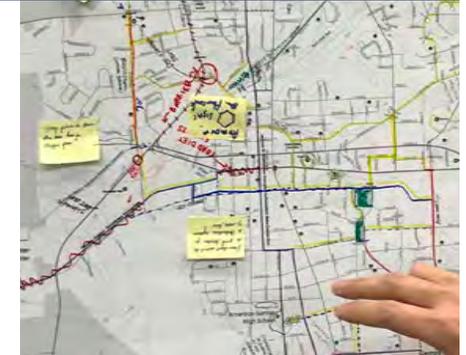
An open house was held on the evening of Tuesday December 10th at Cafe Campesino. Roughly 20 community members came to learn about the project and share their ideas. They were also presented with some of the preferred solutions coming out of the stakeholder meetings and fieldwork. Most of the attendees were people who like to bicycle for recreation and would like routes in town that connect them to the region's excellent bicycling routes. Others were people who like to bike and walk around their neighborhoods.

DAY THREE

PROJECT SCOPING & DESIGN

Following the project definition, team members began to segment the preferred network into near-term feasible projects and long-term projects that may be feasible, but that will require further study, funding, and time for design. For the near term projects, team members defined where dedicated bikeways could be implemented through restriping and proposed configurations for shared lanes.

The shared use path projects are important, but there are significant challenges to constructing these in the near term, so they are not included in the final near-term list. Instead, the City and its partners should continue to promote these projects for long term implementation by studying the environmental constraints, coordinating with stakeholders like rail companies and property owners, and finding new funding sources.



SUMMARY PRESENTATION

Team members gave a final presentation to attendees at City Hall. Invitations were shared with all invitees from the kick off meeting. Mayor Blount was in attendance for the presentation. The presentation included a summary of the process, and the proposed project extents and schematic designs.

III. Opportunities & Constraints

OPPORTUNITIES



STRONG REGIONAL CYCLING COMMUNITY

There is a strong recreational bicycling community. Sumter Cycling is the local recreational bicycle club in Sumter County, which also advocates for bicycle infrastructure. In spite of lack of infrastructure, there are popular bicycling routes in the city as well as regional routes connecting east to Plains and north to Andersonville. Recreational bicycling and bike tourism can generate significant economic activities, and better connections into downtown Americus could help local businesses connect with potential customers visiting Americus from out of town.



NEIGHBORHOOD STREETS ARE RELATIVELY CALM

Americus has an existing network of calm neighborhood streets. These streets form a connected grid and have relatively low traffic volumes, so they are already fairly comfortable for most bicyclists. Inexpensive treatments like signage and shared lane markings can help formalize these streets and bikeways and make bicyclists feel more confident using these routes.



RESTRIPING OPPORTUNITIES

There are several opportunities to reduce the width or number of existing travel lanes in order to accommodate bicycle lanes. These improvements are relatively low cost and have potential to connect to destinations, make it more comfortable to ride along busier roadways, and complete gaps in the low-stress network.



TOPOGRAPHY

Americus's incorporated area is relatively flat, providing opportunities for feasible shared use path development. Flat terrain also encourages more practical trips by foot or bike, reducing automobile dependency and offering transportation choices to families.

CONSTRAINTS



MAJOR ROADWAYS POSE BARRIERS

There are currently no bicycle facilities on the higher speed, higher volume roadways in Americus. There are long distances between safe crossings, and those crossings do not always line up with major destination points.



RAILROAD CORRIDORS

There are several rail lines in Americus, posing multiple challenges. There are inactive rail corridors that have not been abandoned, so they cannot yet be repurposed as shared use paths, as some members of the community have envisioned. Railroads also pose challenges where a bikeway must cross it. Where a railroad crosses an on-street bikeway, the pavement quality is often degraded because it is difficult to repave the road. For off-street shared use paths, railroads can be a barrier because it is difficult to negotiate new crossings with the rail company.



ON-STREET VEHICLE PARKING

Americus has existing angled parking on downtown streets, and has plans to add more angled parking. Head-in angled parking poses a safety risk to bicyclists because it is difficult for drivers to see approaching bicyclists as they back out of the parking space. Because of concerns about the quantity of parking spaces downtown, any reconfiguration that reduces the number of parking spaces may be unfavorable to some community members. However, there is a near-term project planned for Lamar Street that would add parking spaces.



SEVERAL KEY DESTINATIONS ARE FAR FROM DOWNTOWN

People are most likely to choose bicycling for shorter trips. Trips of three miles or less have the greatest potential for bicycling activity. Americus is relatively small, but several key educational destinations are located in the northeast corner of the city, near the airport. This includes South Georgia Technical University and the new high school.

PRIORITY PROJECT #1

Boone Park to Georgia Southwestern State University

This route connects Boone Park and the Columns Community Center, through downtown to the Georgia Southwestern State University campus. This route is considered a top priority because it connects several key destinations, bridges a current perceived barrier between neighborhoods on the north and south sides of town, and is feasible to implement in the near term.

This route could relatively easily be converted to a bike-friendly combination of shared lanes and bike lanes. Bike lanes, represented by pink lines on the map, are most appropriate from Patterson Street to Forsyth Street because there is sufficient roadway width and there are few homes that regularly need to use the road for on-street parking. Glessner is another location where bike lanes will fit within the existing curb-to-curb width.

Road segments highlighted with purple lines could feature bike route signage and shared lane markings where there is insufficient roadway width or it is undesirable to restrict on-street parking (see page 12 and 26 for more information on shared streets). Transition zones could be marked using dashed lane striping between the bike lanes and the shared lanes to give bicyclists and motorists enough warning to safely merge.

Intersections that currently have stop signs on all four approaches may be converted to two-way stop control (stop signs only for cross-traffic) where appropriate to reduce delay for bicyclists. If intersections are converted from four-way to two-way stop control, traffic calming should be added along the bike route to discourage cut-through vehicle traffic from using the bike route.

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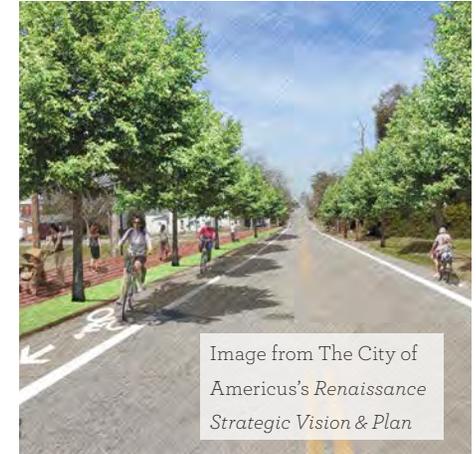
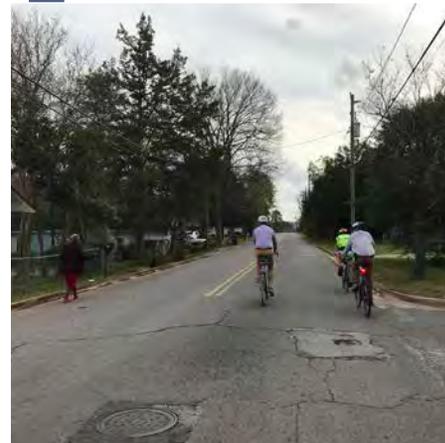
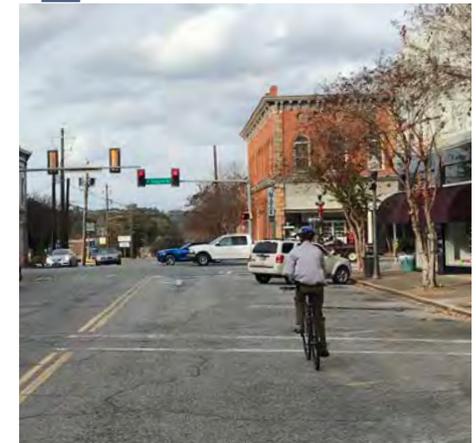


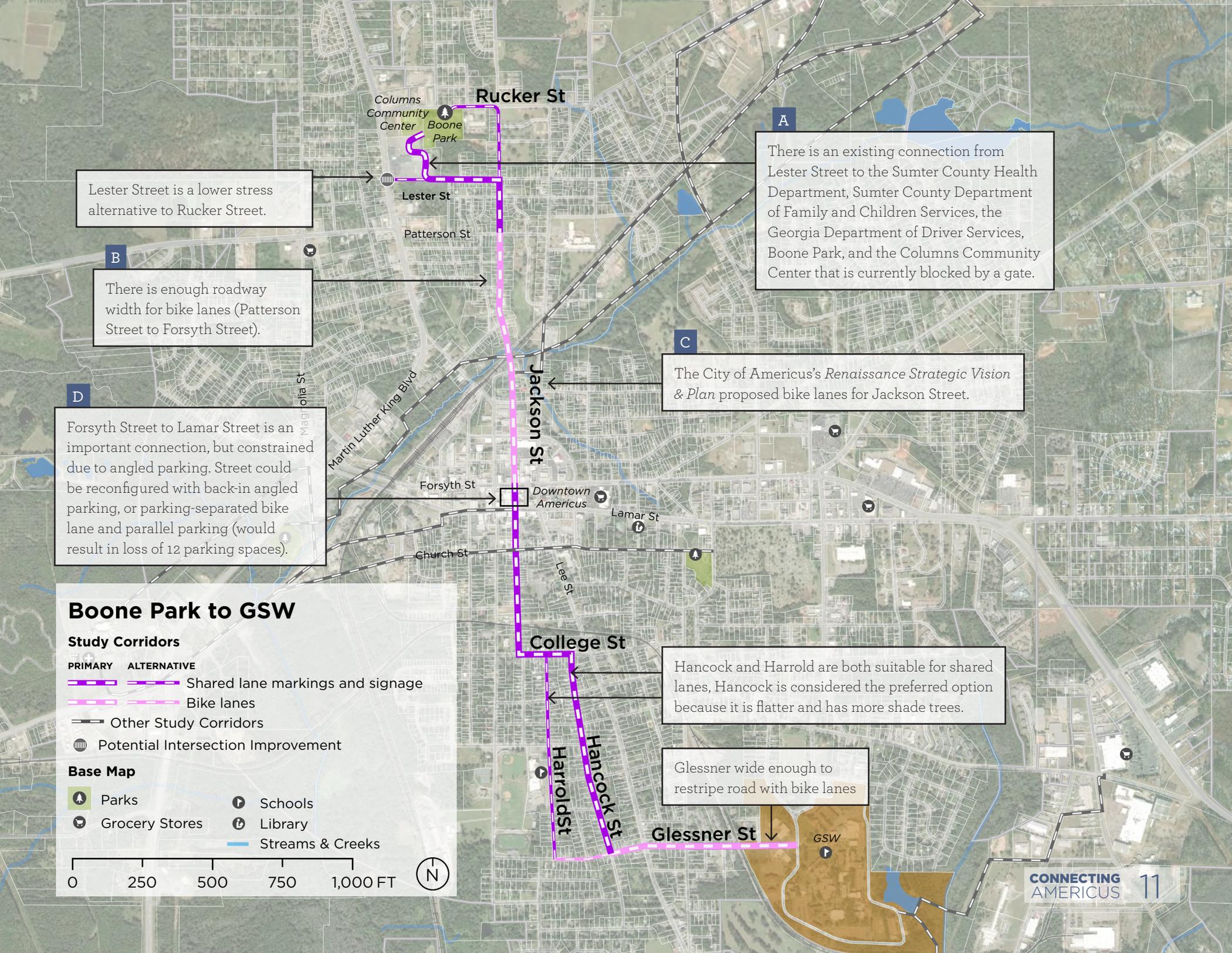
Image from The City of Americus's *Renaissance Strategic Vision & Plan*

B



D





Lester Street is a lower stress alternative to Rucker Street.

There is enough roadway width for bike lanes (Patterson Street to Forsyth Street).

Forsyth Street to Lamar Street is an important connection, but constrained due to angled parking. Street could be reconfigured with back-in angled parking, or parking-separated bike lane and parallel parking (would result in loss of 12 parking spaces).

There is an existing connection from Lester Street to the Sumter County Health Department, Sumter County Department of Family and Children Services, the Georgia Department of Driver Services, Boone Park, and the Columns Community Center that is currently blocked by a gate.

The City of Americus's *Renaissance Strategic Vision & Plan* proposed bike lanes for Jackson Street.

Hancock and Harrold are both suitable for shared lanes, Hancock is considered the preferred option because it is flatter and has more shade trees.

Glessner wide enough to restripe road with bike lanes

Boone Park to GSW

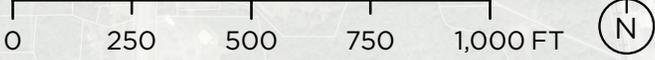
Study Corridors

- PRIMARY** Shared lane markings and signage
- ALTERNATIVE** Bike lanes
- Other Study Corridors

Potential Intersection Improvement

Base Map

- Parks
- Schools
- Grocery Stores
- Library
- Streams & Creeks



PRIORITY PROJECT #2

Additional Quick Build Opportunities

Americus already has a network of low speed, low volume streets that could be enhanced with shared lane markings and signage to encourage people to bike and increase bicyclists' conspicuity.

These routes have been identified in order to ensure that the City's SPLOST money, earmarked for walking and biking can be spent. Given that several more ambitious potential shared use path projects are unlikely to be feasible to construct in the near term, with available funding, the project team explored this set of additional quick build opportunities during the 3-day charrette.

Orange lines on the facing map represent streets that are good candidates for shared lane markings. Red lines represent quick implementation projects that can be implemented through roadway reconfigurations. For example, on Tripp Street, there are currently two lanes in each direction but it may be possible to accommodate current traffic volumes with fewer lanes. One

opportunity identified by the project team is to reduce the number of travel lanes to one lane in each direction with a two-way left turn lane in the center of the roadway. Reconfiguring the roadway in this fashion would free up enough space for bike lanes. FHWA Guidance states that streets with up to 20,000 vehicles per day could be candidates for this lane configuration change.

On Felder Street, excess lane width at several locations provides an opportunity to keep the existing centerline in place and simply add 5' bike lanes.

Bike lanes can also be implemented on Glessner Street and Magnolia Street through restriping.

Shared Route Example



Roadway Reconfiguration Example



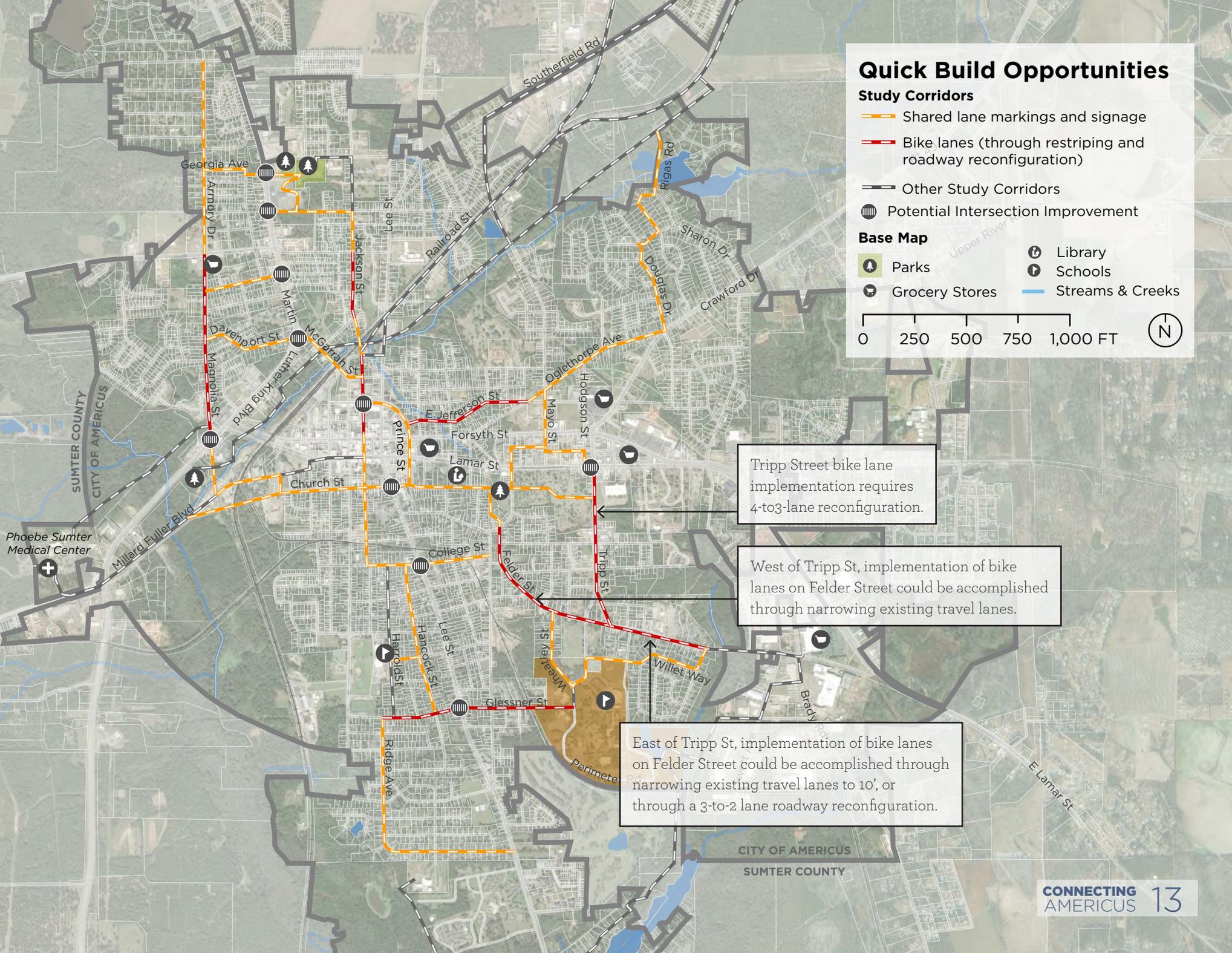
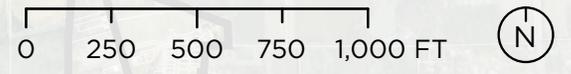
Quick Build Opportunities

Study Corridors

- Shared lane markings and signage
- Bike lanes (through restriping and roadway reconfiguration)
- Other Study Corridors
- Potential Intersection Improvement

Base Map

- Parks
- Grocery Stores
- Library
- Schools
- Streams & Creeks



Tripp Street bike lane implementation requires 4-to-3-lane reconfiguration.

West of Tripp St, implementation of bike lanes on Felder Street could be accomplished through narrowing existing travel lanes.

East of Tripp St, implementation of bike lanes on Felder Street could be accomplished through narrowing existing travel lanes to 10', or through a 3-to-2 lane roadway reconfiguration.

SUMTER COUNTY
CITY OF AMERICUS

Phoebe Sumter
Medical Center

CITY OF AMERICUS
SUMTER COUNTY

PRIORITY PROJECT #3

Railroad Street to South Georgia Technical College

This route presents an opportunity for a shared use path that could extend to the future high school and South Georgia Technical College. Currently Southerfield Rd is the only way to access the northeast corner of Americus, but it is a challenging road for biking.

Railroad street is a low-stress street because it is a low-volume street; it currently ends in a cul-de-sac. A dirt road continues in the city right-of-way.

There are approximately six private parcels (and five property owners) that would be potentially impacted if this alignment moved into implementation. Based on early conversations, many of the property owners have been supportive of this project. The proposed path could connect to a newly paved access road on the opposite side of two private parcels near the airport.

There is support for this shared use path and there are opportunities for implementation, but there are several key stakeholders that will need to be involved in planning

and design. These include private property owners, airport staff, and Norfolk Southern. Coordination with stakeholders, additional feasibility study, and shared use path design is anticipated to consume more time than is available for this to be a feasible near-term project. However, the commission of detailed feasibility study and preliminary design may be an appropriate use of available funds.



Railroad Street to South Georgia Technical College

Study Corridors

PRIMARY ALTERNATIVE

-  Shared use path
-  Shared lane markings and signage
-  Other Study Corridors
-  Potential Intersection Improvement

Base Map

-  Parks
-  Grocery Stores
-  Airport
-  Schools
-  Streams & Creeks

0 250 500 750 1,000 Feet



Southerfield Road is a challenging road to retrofit as a bikeway due to high speeds and vehicle volumes. Without road expansion, there is not sufficient roadway width to create an appropriate bike facility.

Private parcel poses opportunity to circumvent Lee Street. Existing floodplain makes parcel undevelopable. Path construction would require stream crossing.

Connection to downtown Americus via Jackson Street

Railroad Street is a low volume, low speed street, suitable for shared lanes.

New paved access road could be used for bicycle route.

Current property owners may be amenable to a path on the edge of their parcels.

Off-street shared use path is within a city right-of-way, but parallel to an active railroad. Some vertical separation may be needed to address security/safety concerns.

Connection to Town Creek path (long term)

Connection to South Georgia Technical College. Add crossing at S Georgia Tech Pkwy to connect to new High School.

Fence relocation required to use private parcel.

Security concerns pose a challenge to path entering airport parcel.

PRIORITY PROJECT #4

Georgia Southwestern State University- Wal-Mart Connection

Wal-Mart is one of Sumter County's largest employers—employing almost as many people as Phoebe Sumter Medical Center. For people who are trying to access Wal-Mart by foot, conditions today are not safe. Currently, there is a sidewalk gap, and crossing Felder Street is challenging. The sidewalk ends at the city boundary. Sumter County has identified this sidewalk gap as a priority project to include in an upcoming SPLOST list.

There are multiple potential options for routing a path from Georgia Southwestern State University (GSW) and adjacent neighborhoods to Wal-Mart. One option is a connection through the industrial area around Brady Road and Warren Avenue. However, the utility corridor that would be key to this route is used for research and projects at GSW. Another challenge is that Warren Avenue, Swett Avenue, and Brady Road have heavy vehicle traffic and the industrial context is less conducive to walking and bicycling. Finally, it serves students well but not the neighborhood residents.

A more desirable option utilizes neighborhood streets (Willet Way, Wildwood Circle, Anthony Drive), so it also serves the neighborhood residents.

The Georgia Department of Transportation (GDOT) is studying Felder St between Brady Ave and SR 280. This study is a potential opportunity for the City of Americus, Sumter County, and GDOT to explore improvements to multi-modal safety and connectivity, possibly including the installation of a shared use path connection along Felder St from Wildwood Circle to the Wal-Mart entrance (about 600 feet east of Brady Rd). A shared use path would be beneficial because there is not sufficient roadway width to restripe the road with bike lanes. Additionally, a shared use path benefits pedestrians in a way that bike lanes do not. A shared use path would likely be more desirable than bike lanes for less experienced riders

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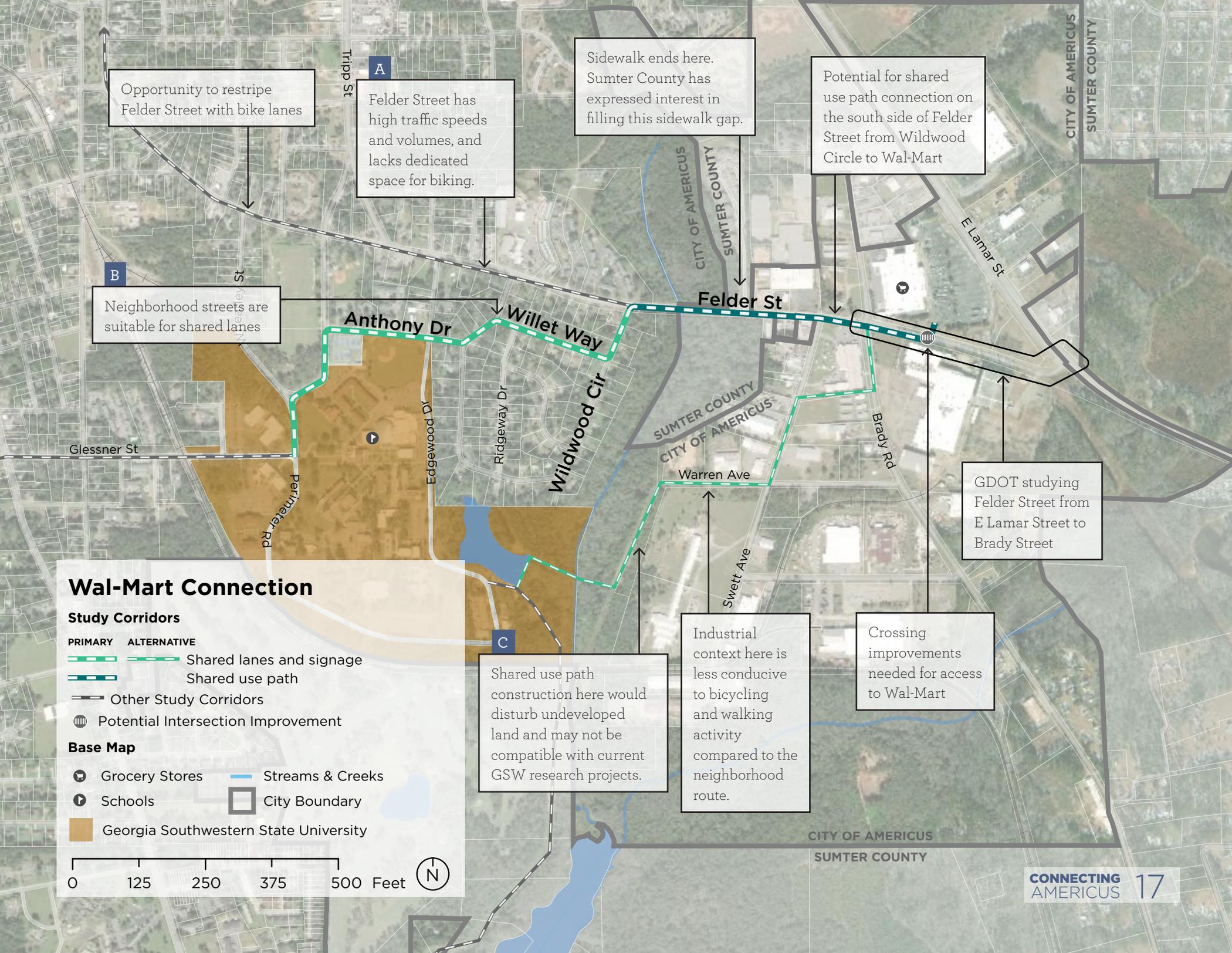


B



C





Opportunity to restripe Felder Street with bike lanes

A
Felder Street has high traffic speeds and volumes, and lacks dedicated space for biking.

Sidewalk ends here. Sumter County has expressed interest in filling this sidewalk gap.

Potential for shared use path connection on the south side of Felder Street from Wildwood Circle to Wal-Mart

B
Neighborhood streets are suitable for shared lanes

Anthony Dr
Willet Way

Felder St

GDOT studying Felder Street from E Lamar Street to Brady Street

Wal-Mart Connection

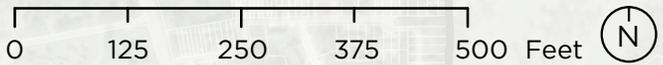
Study Corridors

- PRIMARY** Shared lanes and signage
- ALTERNATIVE** Shared use path
- Other Study Corridors

Potential Intersection Improvement

Base Map

- Grocery Stores
- Schools
- Streams & Creeks
- City Boundary
- Georgia Southwestern State University



Shared use path construction here would disturb undeveloped land and may not be compatible with current GSW research projects.

Industrial context here is less conducive to bicycling and walking activity compared to the neighborhood route.

Crossing improvements needed for access to Wal-Mart

PRIORITY PROJECT #5

Phoebe Sumter Connection

Thousands of employees, patients, and visitors arrive and depart from Phoebe Sumter Medical Center each day. The Medical Center has an initiative to increase healthy lifestyles, and owns the majority of land along a potential shared use path corridor that could help connect Phoebe Sumter to Magnolia Street, making them a strong candidate to partner on a project.

The current on-street route to access Phoebe Sumter from downtown via Millard Fuller Blvd is intimidating. Some more confident bicyclists may be comfortable, but steep hills and busy intersections make this route unsuitable for accommodating people of all ages and abilities.

The majority of the off-street connection shown in the map on the following page goes through land owned by the Medical Center. There is one private owner that would need to be engaged.

A floodplain overlaps with the proposed alignment of the shared use path, which means that the medical center (or a private property owner) would have difficulty developing the land. Shared use paths can be designed to be flood-friendly so the area could potentially be a suitable off-street shared use path corridor.

A



B



Potential to partner with Phoebe Sumter to construct off-street path through their parcels

Development unlikely due to flood zone, but the same restrictions do not apply to shared use path development

Town Creek presents long term shared use path opportunity

Lamar is a challenging connection due to one-way traffic

Church Street is suitable for shared lanes

Potential connection from Muckalee Park and proposed Town Creek Path

Steep hill is challenging for inexperienced bicyclists

Connection to McMath Mill Rd via hospital's existing shared use paths. McMath Mill Rd is a popular route for recreational bicyclists to get to Plains

Intersection of Martin Luther King Blvd and Millard Fuller Blvd is intimidating for bicyclists.

Phoebe Sumter Connection

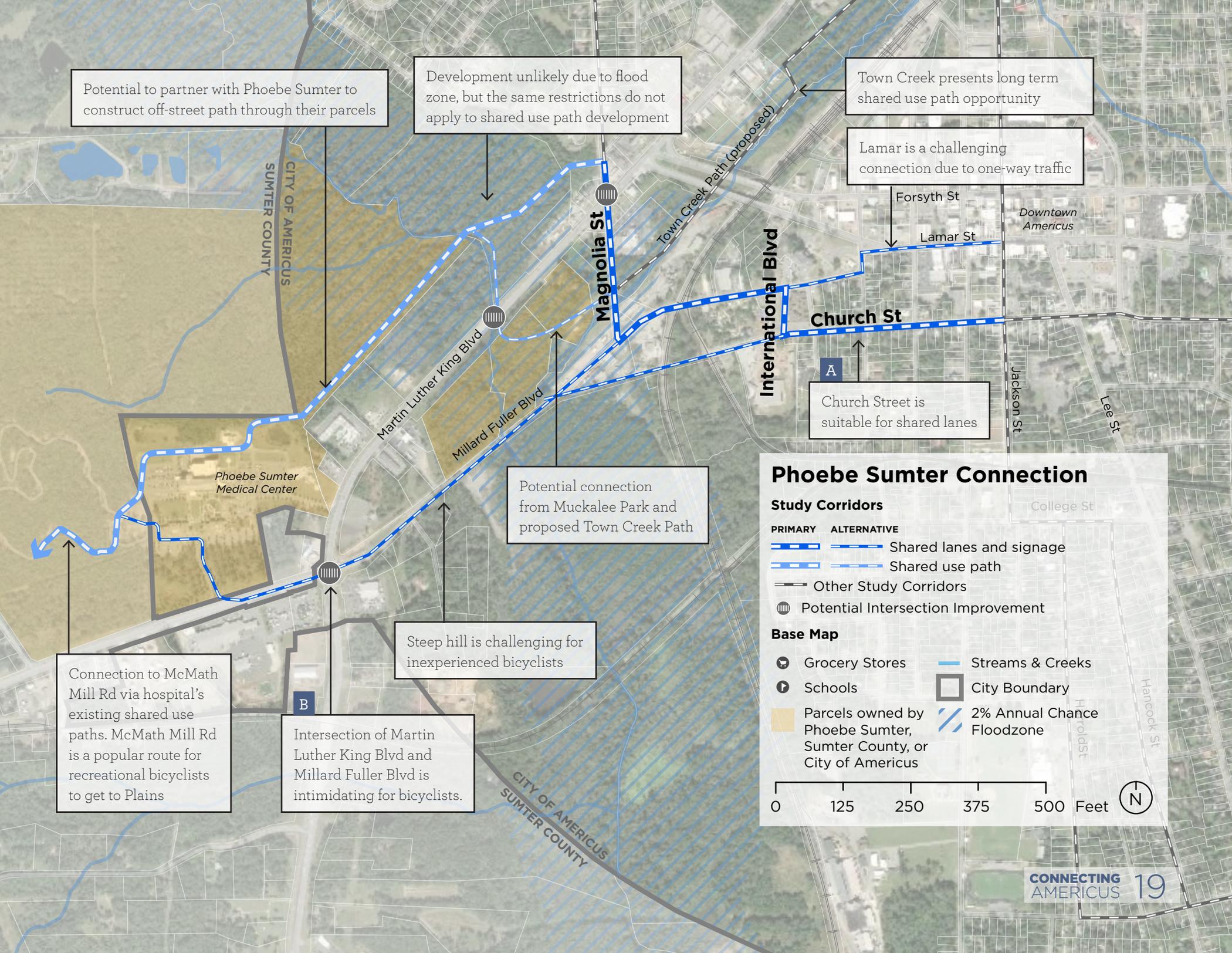
Study Corridors

- PRIMARY** Shared lanes and signage
- ALTERNATIVE** Shared use path
- Other Study Corridors
- Potential Intersection Improvement

Base Map

- Grocery Stores
- Schools
- Parcels owned by Phoebe Sumter, Sumter County, or City of Americus
- Streams & Creeks
- City Boundary
- 2% Annual Chance Floodzone

0 125 250 375 500 Feet



Long-Term Projects

The following projects have support among the community, but have significant feasibility challenges and require further study.

MILL CREEK SHARED USE PATH

The Mill Creek Shared use path is a visionary project that would provide much-needed connectivity between the Sumter County Parks and Recreation Complex and the City of Americus. It is currently very difficult to walk or bike to the Sumter County Parks and Recreation Complex because there are no dedicated facilities, roads are high speed, and the road network is not connected.

The proposed Mill Creek Shared use path is an appealing project in terms of the benefits to the community, but there

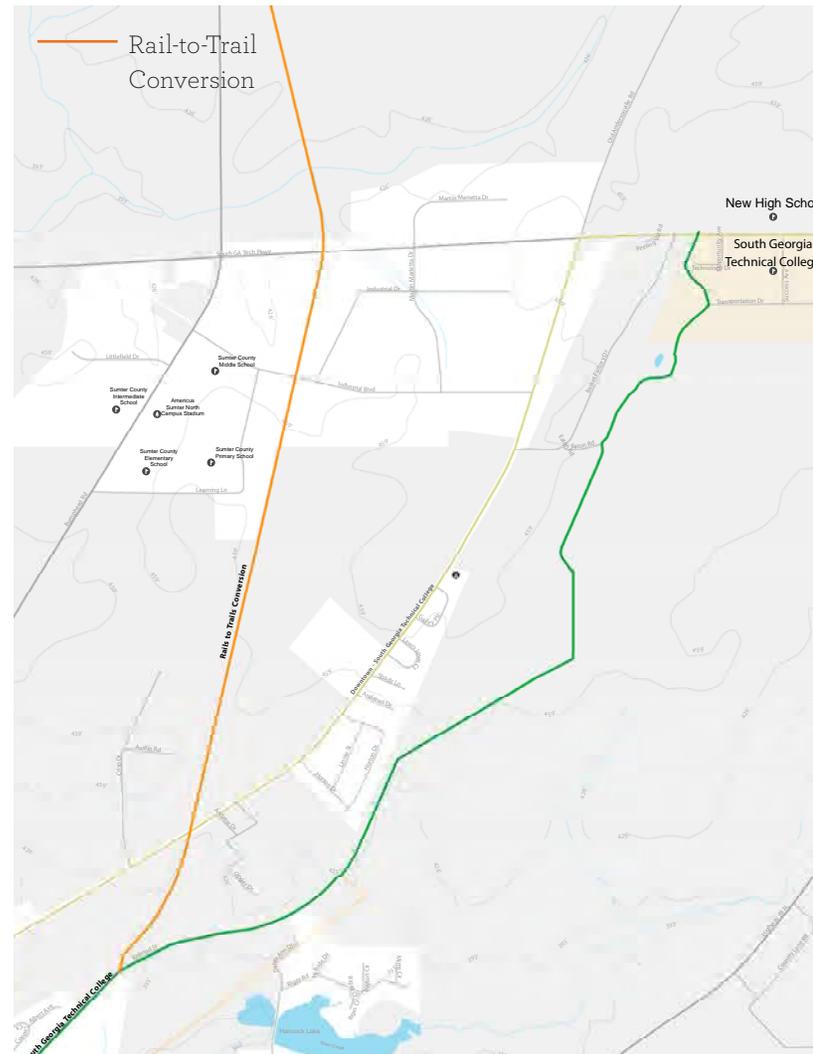
are several implementation challenges. The shared use path would need to cross an active rail line, which would require extensive coordination with the owner of the railroad and likely require a new grade-separated crossing. A preliminary alignment showed the shared use path passing through publicly-owned land adjacent to a water treatment plant. Security concerns expressed by management of the water treatment plant led the project team to explore an alternative alignment that would avoid water treatment plant property, but the alternative would require an easement or ROW acquisition of private property. Substantial City and state-owned properties along the alignment, however, make this a promising potential connection in the longer term.



RAIL-TO-TRAIL CONVERSION

The project team explored the feasibility of converting a portion of a currently inactive rail spur connecting Americus to Columbus into a shared use path. The portion of the rail line that is particularly attractive as a shared use path connection runs from Railroad Ave north to four Sumter County Schools. The shared use path could also connect to the new high school and South Georgia Technical via bike lanes along S Georgia Tech Parkway.

While the rail spur was perceived as abandoned, our research and conversations with County officials revealed that it is still owned by Norfolk Southern, and that Norfolk Southern has no intention of selling the right-of-way needed to make the rail-to-shared use path conversion possible. If this rail does become abandoned in the future, this alignment could be an opportunity for a regional shared use path connection.



IV. Recommendations & Implementation

Recommended Facility Types



SHARED LANE MARKINGS

Shared lane markings, or “sharrows,” are road markings used to indicate a shared lane environment for bicycles and automobiles. Shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicycle positioning, and may be configured to offer directional and wayfinding guidance. Shared lane markings are not technically a facility type, but rather a pavement marking with a variety of uses to support a complete bikeway network where roadway width is constrained and vehicle speeds and volumes are low.



BIKE LANES AND BUFFERED BIKE LANES

Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. Bike lanes are located adjacent to motor vehicle travel lanes and flow in the same direction as motor vehicle traffic. Buffered bike lanes are conventional bicycle lanes paired with a painted buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. These lanes provide greater separation between bicyclists and motor vehicles, increasing a sense of safety.



SHARED USE PATHS

Shared use paths are off-street bike facilities that are designed to accommodate bicyclists and pedestrians. Shared use paths can be placed adjacent to a street and take the place of a sidewalk or be completely separated from a street, such as along a greenway. Off-street bikeways can be combined with on-street bikeways on any roadway type.

Based on the feasibility of the projects explored in the Opportunities and Constraints section, this section describes an implementation strategy and associated cost estimate for the projects that are achievable with the City's SPLOST funding earmarked for walking and biking projects.

Cost estimates are calculated on a per-linear-foot basis with the basic design features. The estimates consider recent bids to get relatively accurate estimates. Their ultimate accuracy will depend on materials used and contractor availability and bids. Note that intersection improvements identified in the opportunities and constraints section on page 13 are not included in cost estimates.

Project List

BOONE PARK-GSW

The Boone Park-GSW Route was the most feasible of the originally proposed routes. Table 1 details each segment of that route with proposed facility type, implementation strategy, cost, and length. These segments correspond to the map on page 11 of this report.

The estimated total cost of recommended improvements to this route is \$203,200. Design schematics for this route are also included starting on page 24.

QUICK-BUILD OPPORTUNITIES

Based on the City's balance of SPLOST funds, the City can also implement a wider network of shared lanes and bike lanes. These projects are described in Table 2. These projects can also be implemented through adding shared lane markings and signage, or by reconfiguring the roadway to accommodate bike lanes. These projects are estimated to cost approximately \$614,100. Together, these projects and the Boone Park-GSW projects are estimated to cost \$817,300.

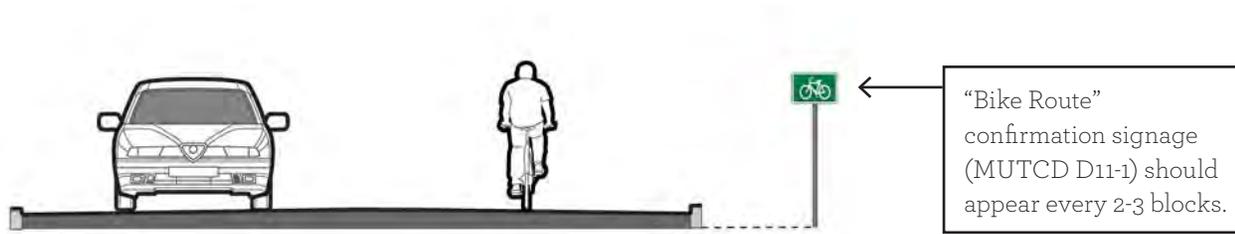
OTHER IDEAS

With the remaining SPLOST funding, the City could fund one or multiple of the following projects:

- Partner with Sumter County and/or GDOT to fund a shared use path along Felder Street from Wildwood Circle to the Wal-Mart entrance.
- Commission a shared use path feasibility study for the proposed Railroad Street - Southern Georgia Technical College route.
- Create and implement a bicycle wayfinding system plan that includes design intent drawings for signage, a signage placement plan, and destinations to be featured.

Boone Park to GSW Route Cross Sections

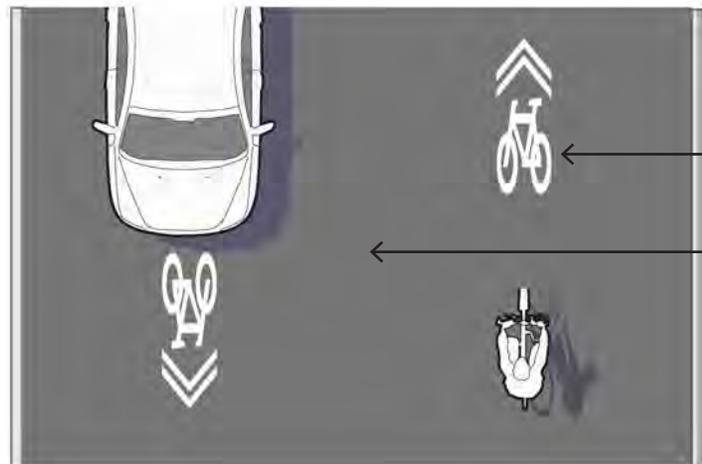
JACKSON STREET (LESTER TO PATTERSON) - PROPOSED



No Lane Striping

28'

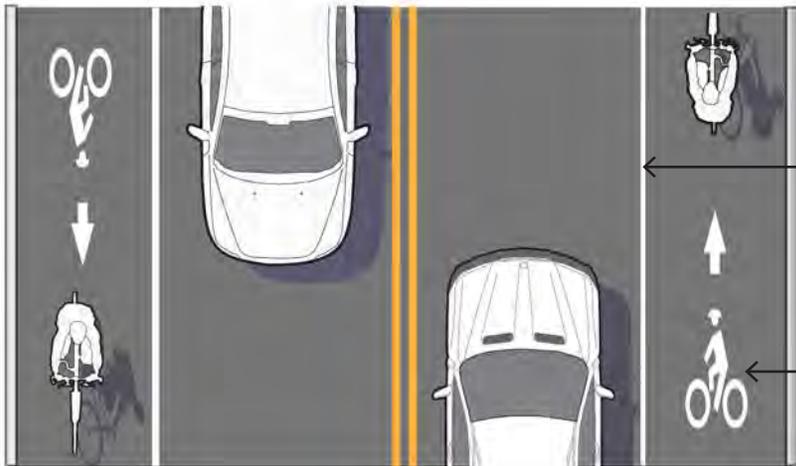
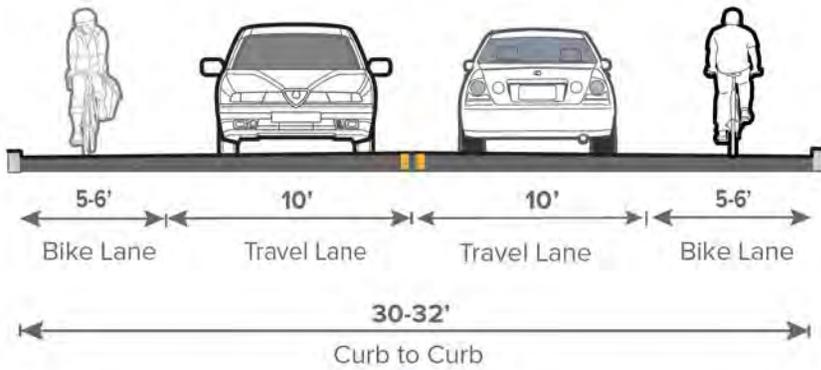
Curb to Curb



Shared lane markings should be at least 4' from the edge of pavement, preferably in the center of the travel lane. appear every 250' and after every intersection

Remove existing centerline striping to encourage slower driving speeds

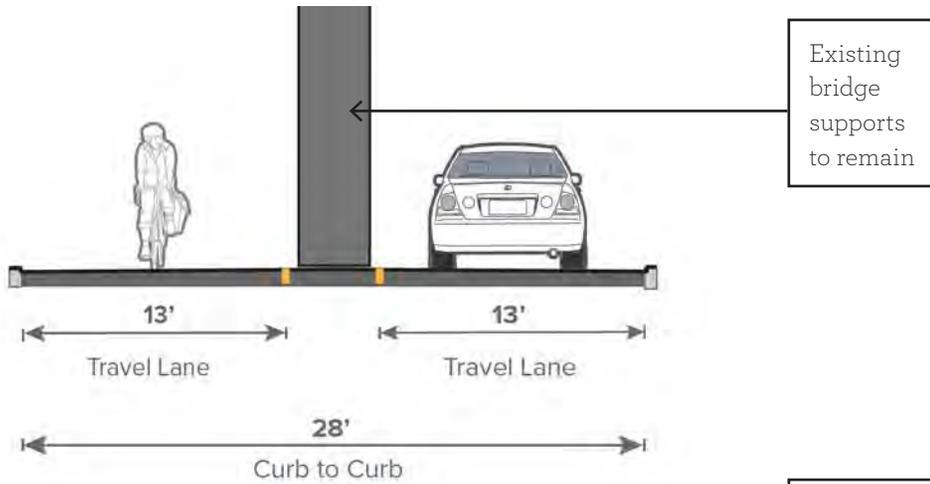
JACKSON STREET (PATTERSON TO RAILROAD UNDERCROSSING) - PROPOSED



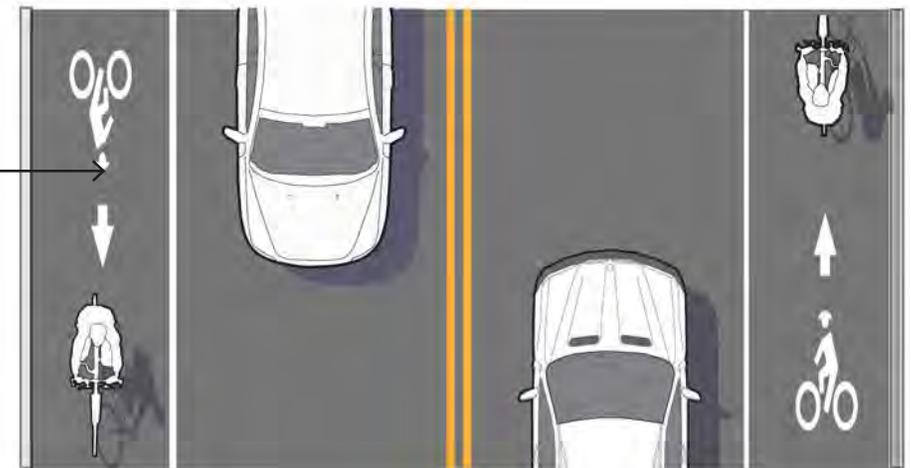
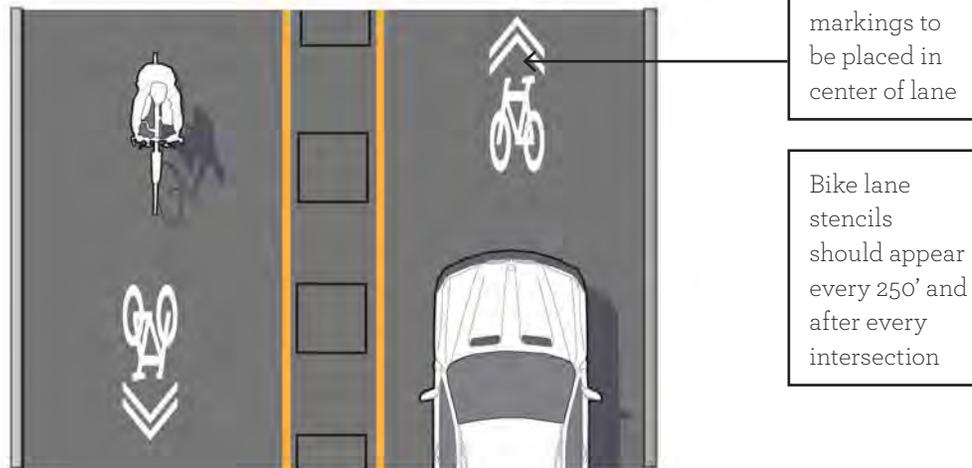
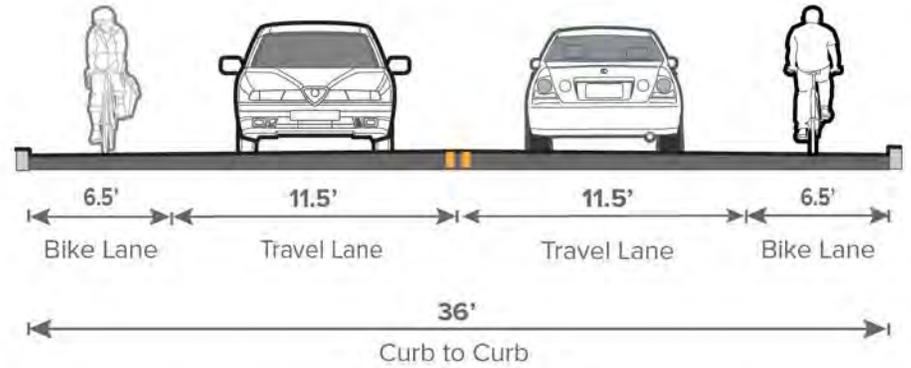
6" white stripe

Bike lane stencils should appear every 250' and after every intersection

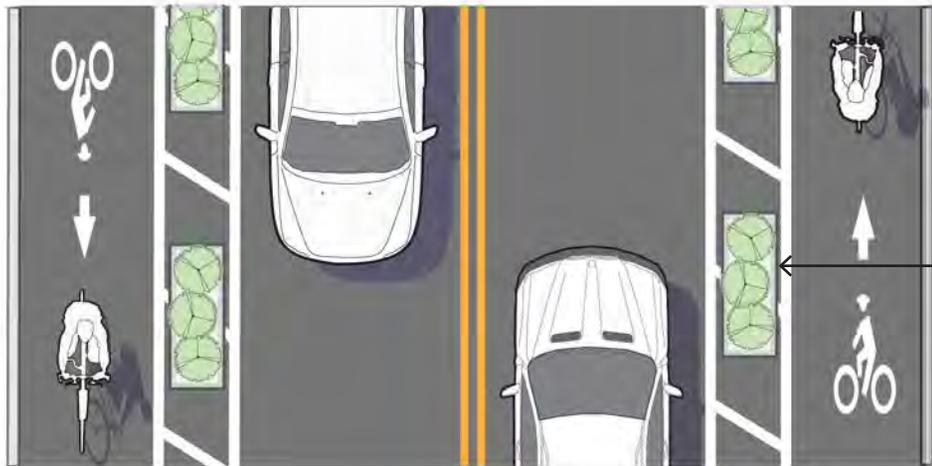
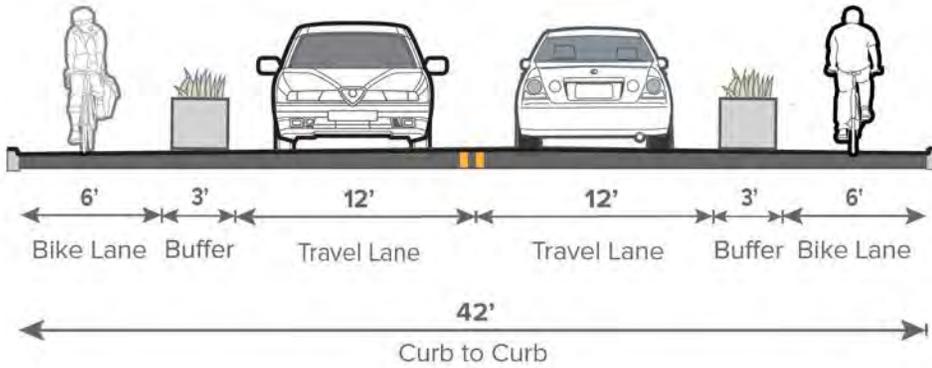
JACKSON STREET (RAILROAD UNDERCROSSING) - PROPOSED



JACKSON STREET (RAILROAD UNDERCROSSING TO JR CAMPBELL) - PROPOSED



JACKSON STREET (JR CAMPBELL TO CULLIGAN) - PROPOSED



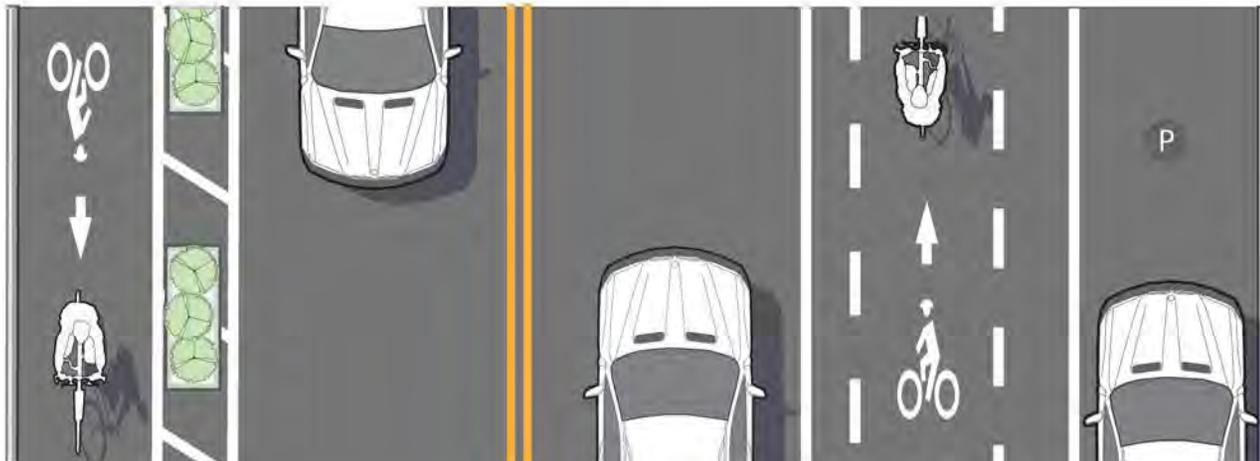
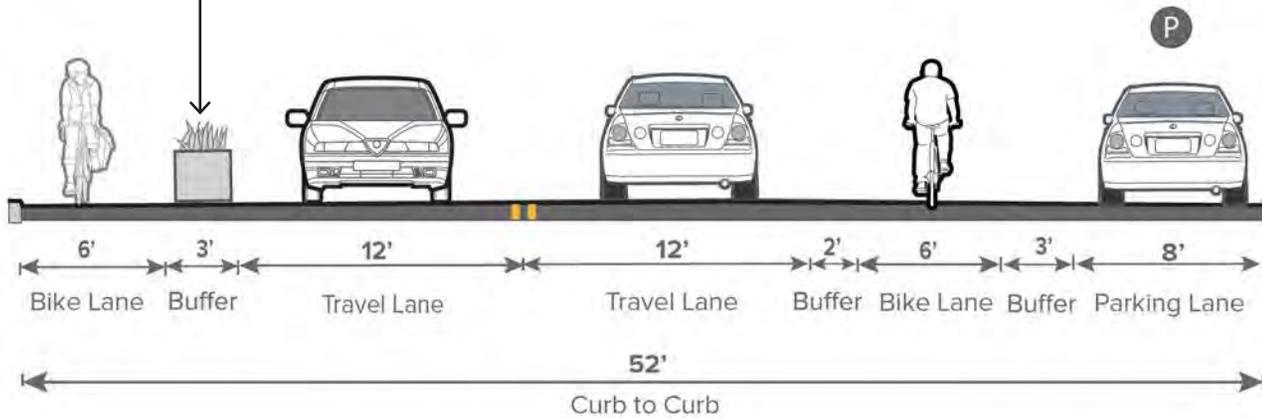
Optional: Planter boxes reinforce the separation between the bike lane and travel lane. There are also other options, including lower-cost flexible bollards.

Separated bike lane with planter boxes

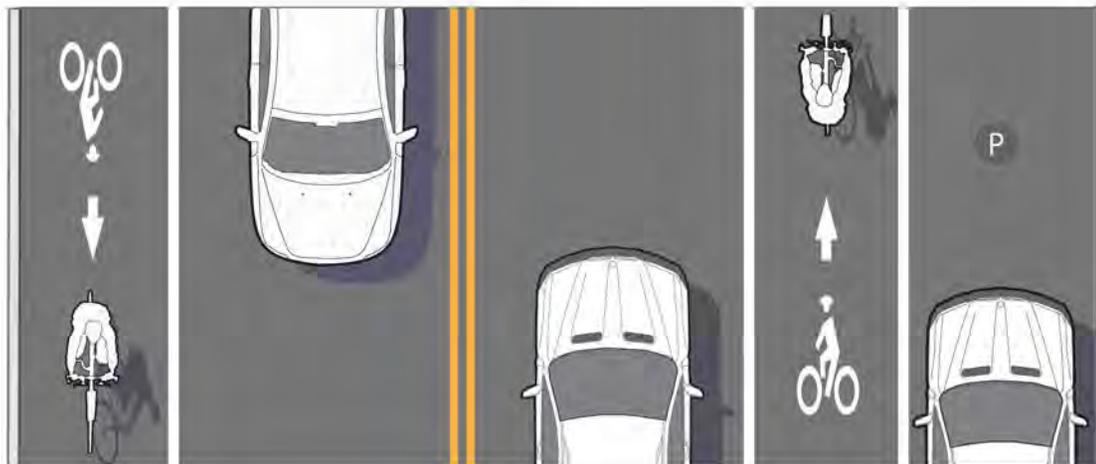
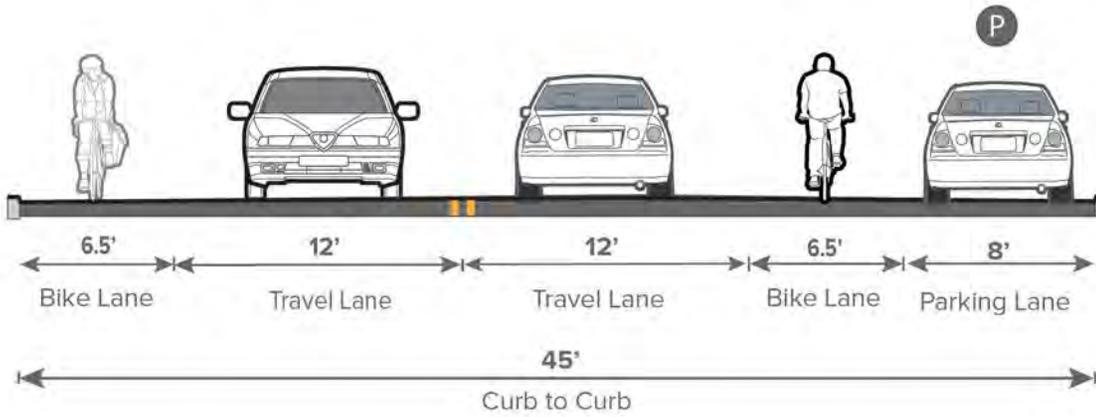


JACKSON STREET (CULLIGAN TO JEFFERSON) - PROPOSED

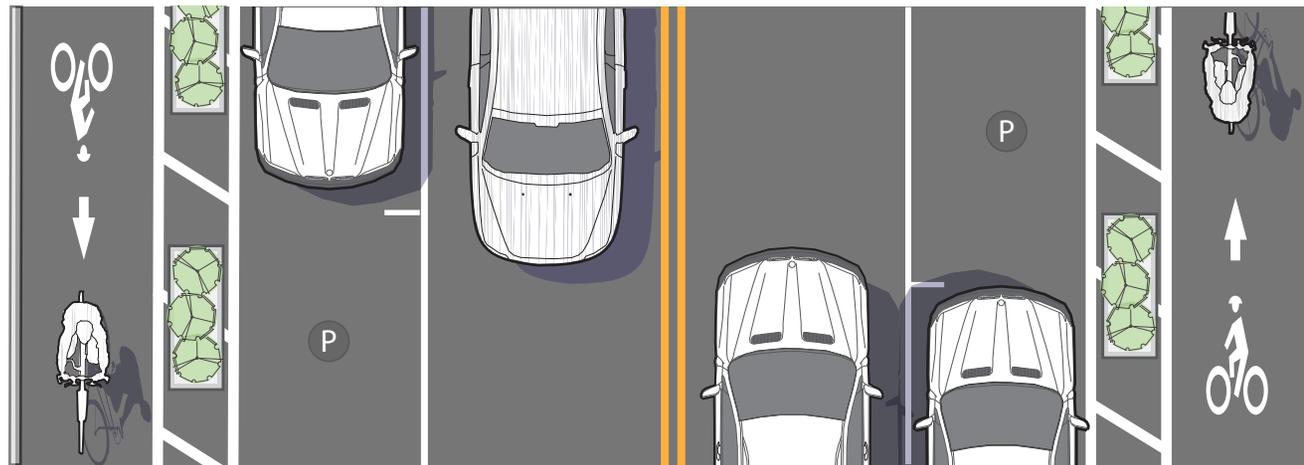
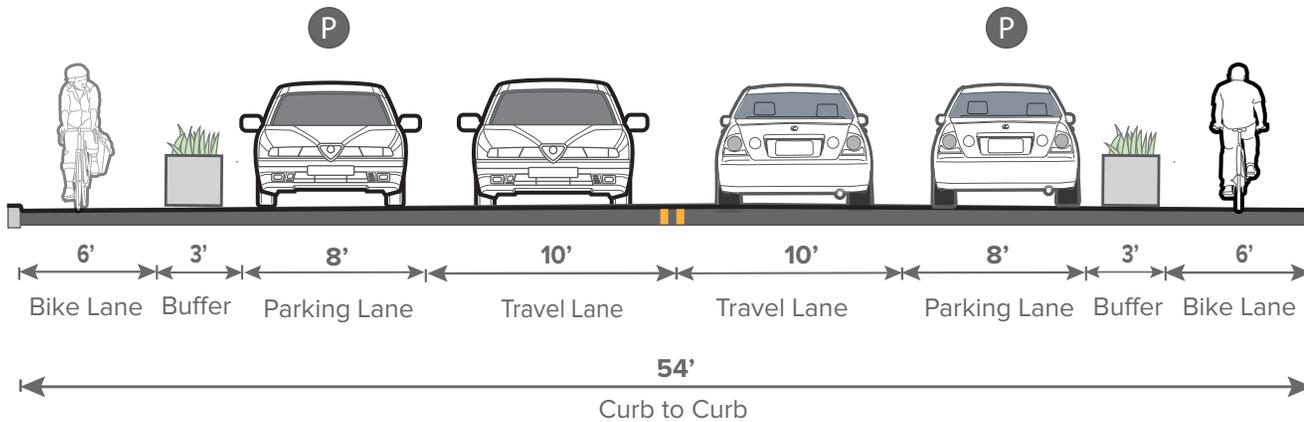
Optional: Planter boxes reinforce the separation between the bike lane and travel lane. There are also other options, including lower-cost flexible bollards.



JACKSON STREET (JEFFERSON TO FORSYTH) - PROPOSED



JACKSON STREET (FORSYTH TO LAMAR) - PROPOSED A



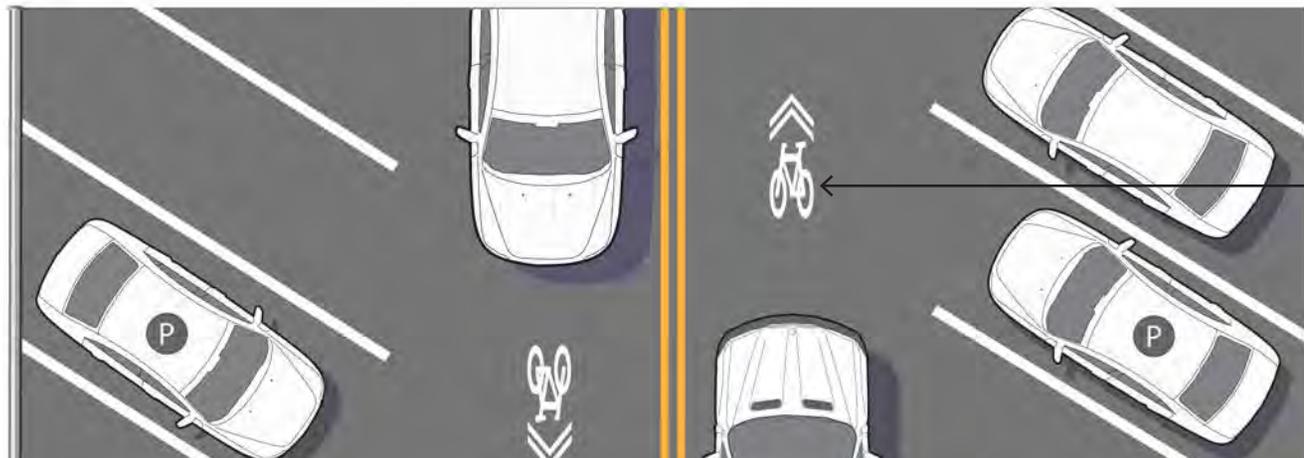
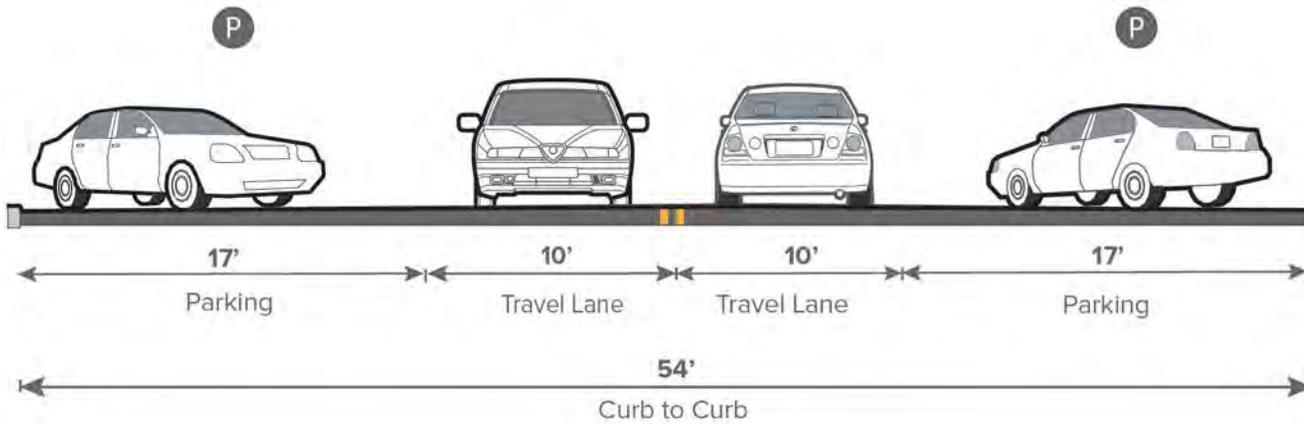
Option A: Separated bike lanes with parallel parking

This option shows a conversion of the angled parking to parallel parking, which creates space for a parking-separated bike lane. A 3-foot buffer provides space for people to get out of the car before proceeding across the bike lane after they park. This would result in the loss of 14 parking spaces between Lamar Street and Forsyth Street, which would be offset by a gain of spaces on Lamar St as part of a separate project. This configuration could be set up with temporary materials like paint and planter boxes to test its viability, or to activate the block during public events.

Example of bike lane with temporary materials



JACKSON STREET (FORSYTH TO LAMAR) - PROPOSED B



Option B: Back-in angled parking with shared lane markings

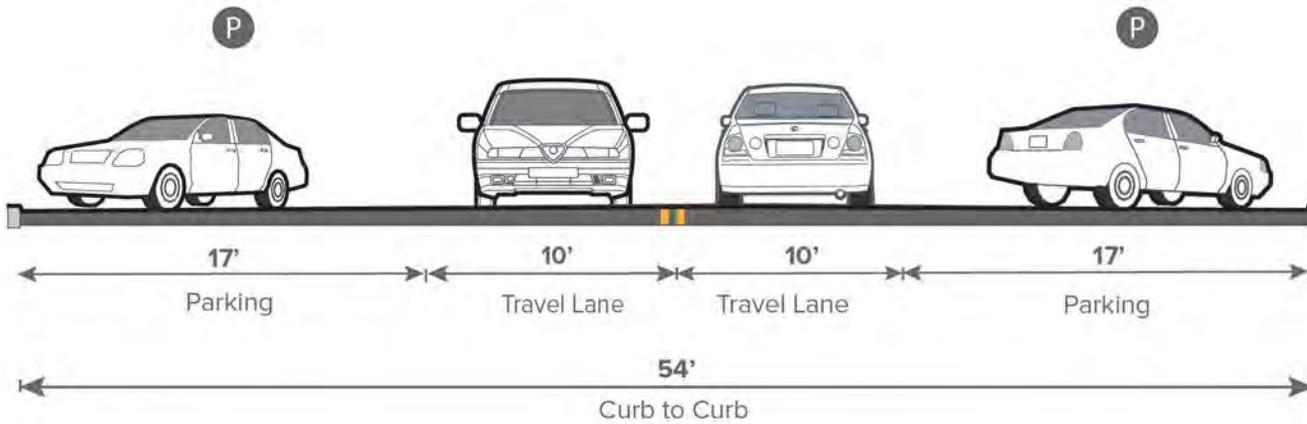
This option retains the angled parking, but flips it to back-in angle parking, which has safety benefits over front-in angle parking (as shown in Option B). It also alerts drivers to look for bicyclists with shared lane markings.

Back-in angle parking example



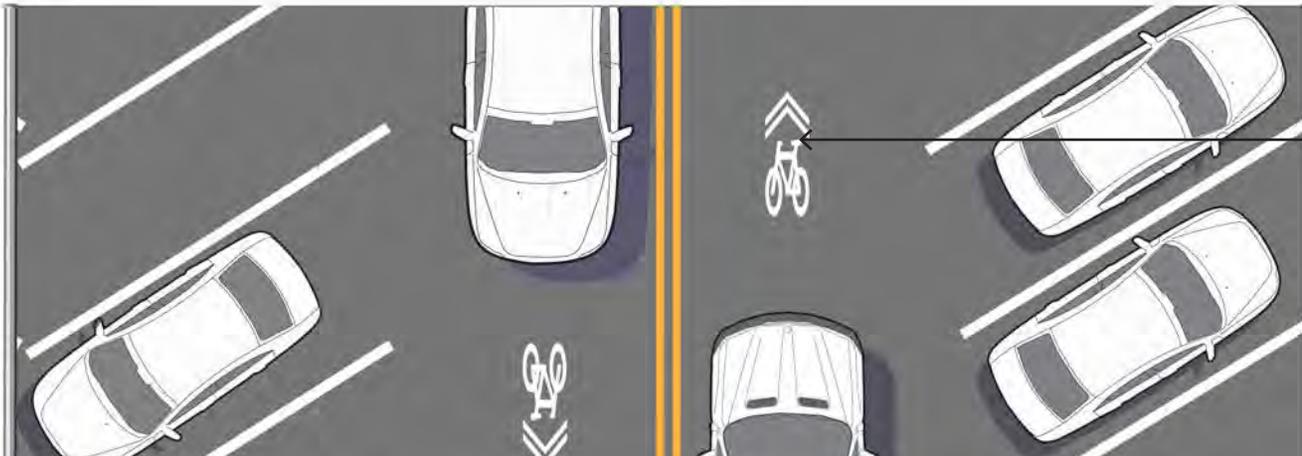
Preferred placement of shared lane markings is in the center of the travel lane

JACKSON STREET (FORSYTH TO LAMAR) - PROPOSED C



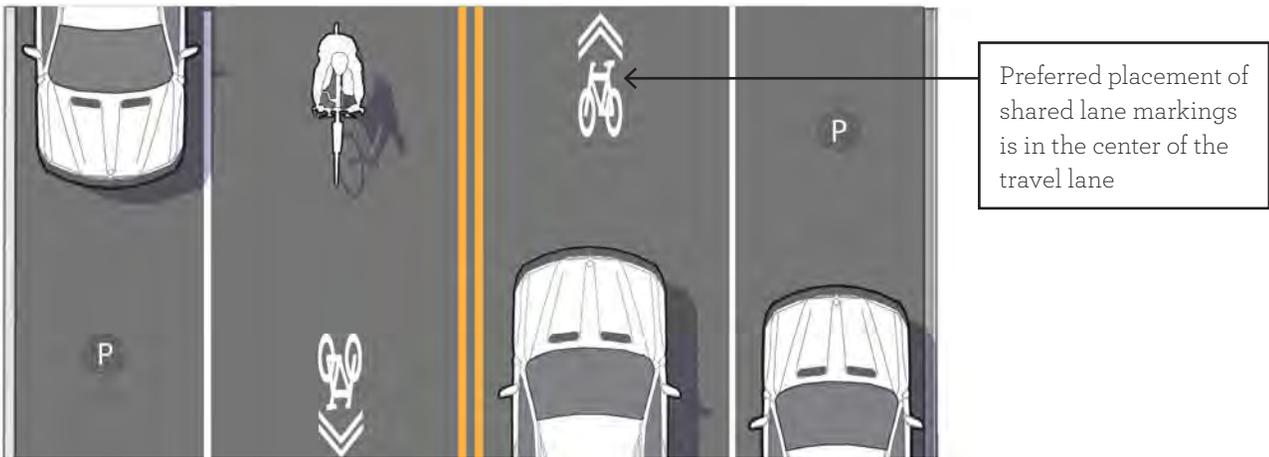
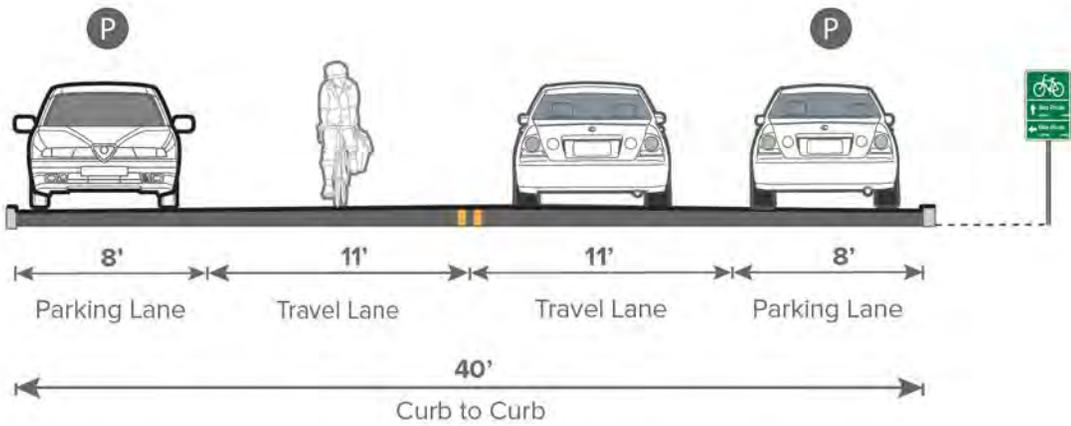
Option C: Head-in angled parking with shared lane markings

This option adds shared lane markings to the existing travel lanes, leaving the existing parking configuration untouched.

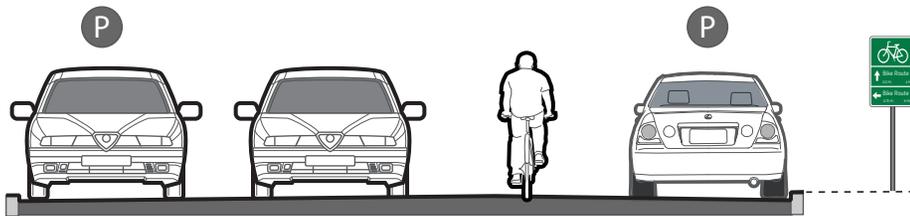


Preferred placement of shared lane markings is in the center of the travel lane

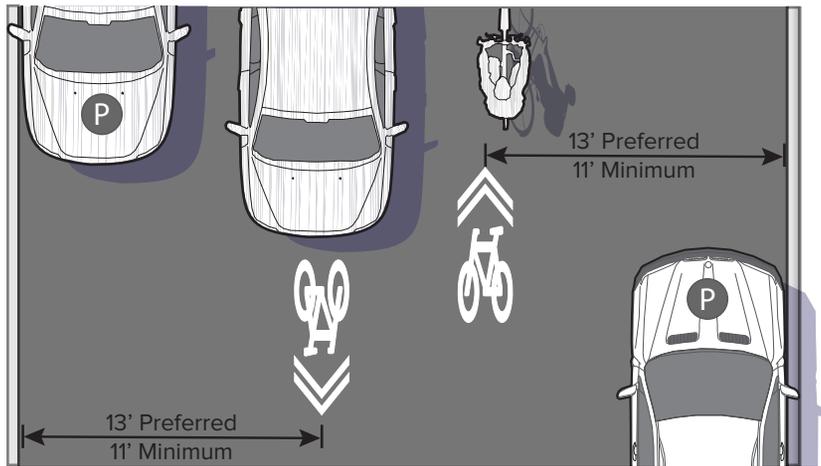
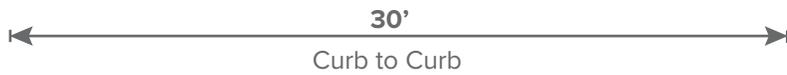
JACKSON STREET (LAMAR TO COLLEGE) - PROPOSED



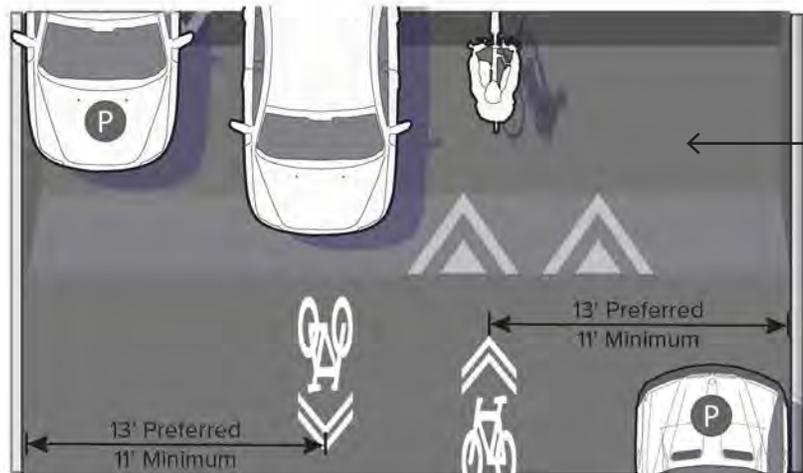
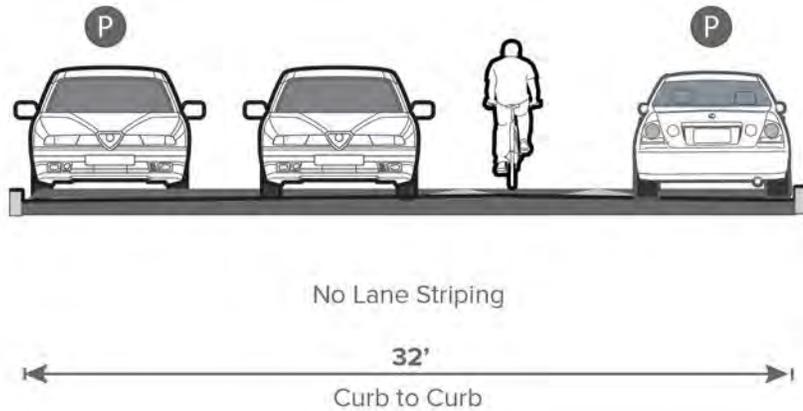
COLLEGE STREET (JACKSON TO HANCOCK) - PROPOSED



No Lane Striping



HANCOCK DRIVE (COLLEGE TO GLESSNER) - PROPOSED

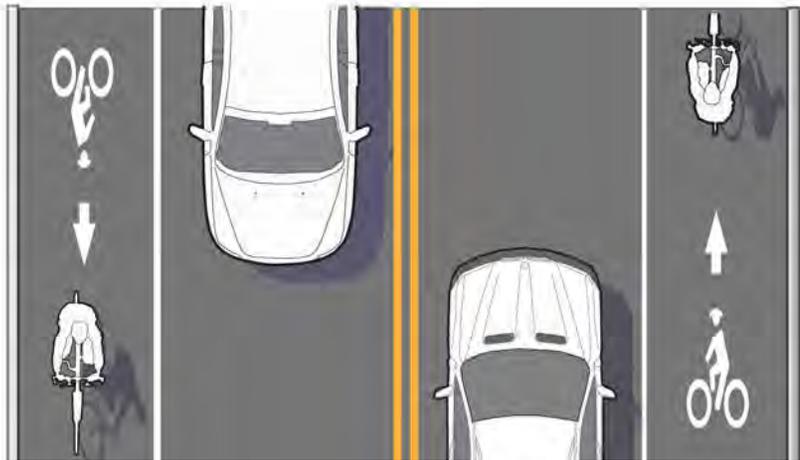
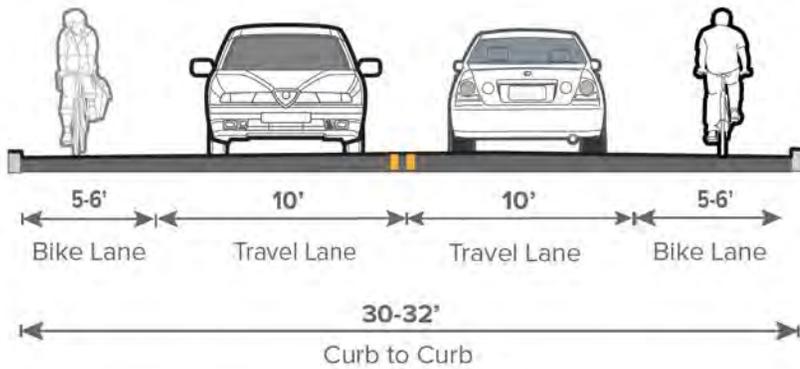


Shared lanes with signage and traffic calming example



Speed tables are a proven traffic calming treatment that are preferred for emergency vehicle access over speed humps. They should be placed at 350' intervals. This treatment is designed to achieve vehicle speeds of 18-20mph, and are different from speed bumps commonly used in parking lots.

GLESSNER STREET (HANCOCK TO PERIMETER) - PROPOSED



Note: Existing loop detectors at the intersection of Lee and Glessner do not detect people on bicycles. Adjusting loop detector sensitivity and/or installing loop detectors in appropriate locations is recommended. The costs of these improvements are not included in this report, since the precise solution to the problem is not yet known.

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