

Memo

To: City of Dasher Mayor and City Council
From: VLMPO Staff
CC:
Date: 7/12/2018
Re: Bike/Pedestrian/Golf Cart Trail Recommendations for the City of Dasher

The City of Dasher is proposing to construct off-road trails for use by bicyclists, pedestrians, and golf carts. The City has requested recommendations from VLMPO staff regarding potential trail corridors, design guidelines, and best practices. This memorandum contains recommendations based on research and field visits conducted by VLMPO staff between February and June of 2018.

The City of Dasher already has some excellent public facilities, including a walking trail at the City's central park (see Map 1). Development of additional trails could further enhance the quality of life in the City.

A total of 4.5 miles of potential corridors for trail development have been identified, as follows (see Map 2):

- Carroll Ulmer Road, between existing road and railroad tracks
- Johnston Road
- Dasher Road
- Triple Lake Drive/Triple Lake Road, connecting through to Glen Meade Drive
- Old US 41 South

An Equal Opportunity Employer / Program

1. General Recommendations

- a. To accommodate golf carts in addition to bicyclists and pedestrians, all trails should be at least 10 feet in width, in keeping with AASHTO design standards and with practices used by other communities allowing golf carts on trails, for example Peachtree City.
- b. Best practices specific to pedestrian and bicycle infrastructure for rural communities in this region are in the SGRC report, "[Best Practices for Complete Streets in Rural Communities](#)." Most of the City of Dasher is suburban or rural in character (see Best Practices Guide pp. 15-18 for specific recommendations).
- c. A "rails-with-trails" project could potentially be part of this trail system (along Carroll Ulmer Road). A summary of the potential for "rails-with-trails" projects in this region is contained in the SGRC report, "[Potential Rails-With-Trails Corridors In Southern Georgia](#)."
- d. Signs should be posted indicating the trails' intended users (see Figure 1). Consider posting signs with speed limits and/or general rules for trail users.

2. Specific Recommendations

- a. The new trail system should connect directly to Dasher Park, with appropriately marked street crossings (see Figure 2). Golf cart parking at Dasher Park may become an issue and should be clearly demarcated (see Figure 3).
- b. For an east-west connection, trails would be feasible alongside both Johnston Road and Dasher Road, but Dasher Road has more right-of-way width available. The right-of-way on Dasher Road is 60 feet wide, whereas it is 40 feet wide on Johnston Road. A trail along Dasher Road would also have the advantage of connecting directly to Georgia Christian School.
- c. Along the Carroll Ulmer Road right-of-way, sufficient space is available between the road and the railway to construct a "rails-with-trails" project. The right of way is approximately 150 feet wide from Dasher Road north to the point where Carroll Ulmer Road diverges from the railroad (see Map 3). Considerable clearing and grading would be needed in some locations. The City should coordinate with the railroad company (Norfolk Southern) and determine the exact location of the railroad easement. The costs of constructing shared-use paths vary substantially depending on materials used, right-of-way costs, and other factors. A paved multi-use trail can cost anywhere from approximately \$65,000 per mile to more than \$4 million per mile. Annual maintenance costs per mile may range from approximately \$2,000 to \$12,000.¹

¹ Sources: Pedestrian and Bicycle Information Center (http://www.pedbikeinfo.org/planning/facilities_ped_paths.cfm) and Rails to Trails Conservancy (<https://www.railstotrails.org/resourcehandler.ashx?id=6336>).

(Sources:

http://www.pedbikeinfo.org/planning/facilities_ped_paths.cfm).

<https://www.railstotrails.org/resourcehandler.ashx?id=6336>).

- d. At the corner of Triple Lake Drive and Triple Lake Road there is a City park with a lake. A connection to this park would be a good amenity for the community. From there, the trail could continue either along Triple Lake Drive and/or to the south of the large lake, and continue east to US-41. Some of the land in this area is owned by the City, but some is owned by private individuals. A further trail along US-41 could then proceed along Glen Meade Drive and connect through to Johnson Road (see Map 2). Note that golf carts cannot be operated on US-41, and any activities within the right of way of a state or federal highway must be overseen by the appropriate state or federal agency.
- e. The community has indicated that a connection from Raintree Drive through to Triple Lake Circle is not desired.

Attachments:

Figures 1 through 3

Map 1 – Existing Pedestrian Facilities

Map 2 – Potential Corridors for Trail Development

Map 3 – Potential Rails-with-trails Corridor



Figure 1. Shared trail sign examples.



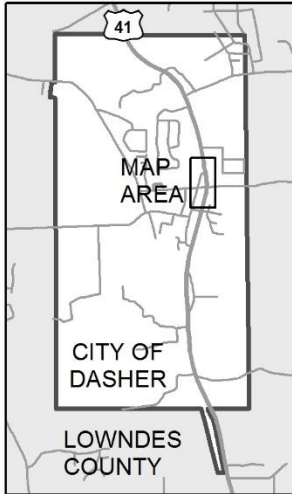
Figure 2. Example of a roundabout with marked crosswalks and connection to a multi-use trail. (Dublin, Ohio; Source: Google Street View)



Figure 3. Example of a golf cart parking sign.

CITY OF DASHER

MAP 1.
EXISTING
PEDESTRIAN
FACILITIES




Legend

Existing Facilities

-  Sidewalk
-  Walking track

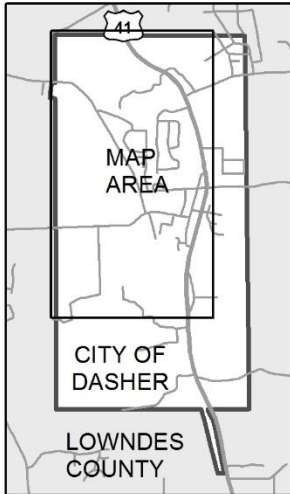


0 100 200
 Feet



CITY OF DASHER

MAP 2.
POTENTIAL
CORRIDORS
FOR TRAIL
DEVELOPMENT



Legend

Proposed Facilities

 Bike/Ped/Golf Cart Trail

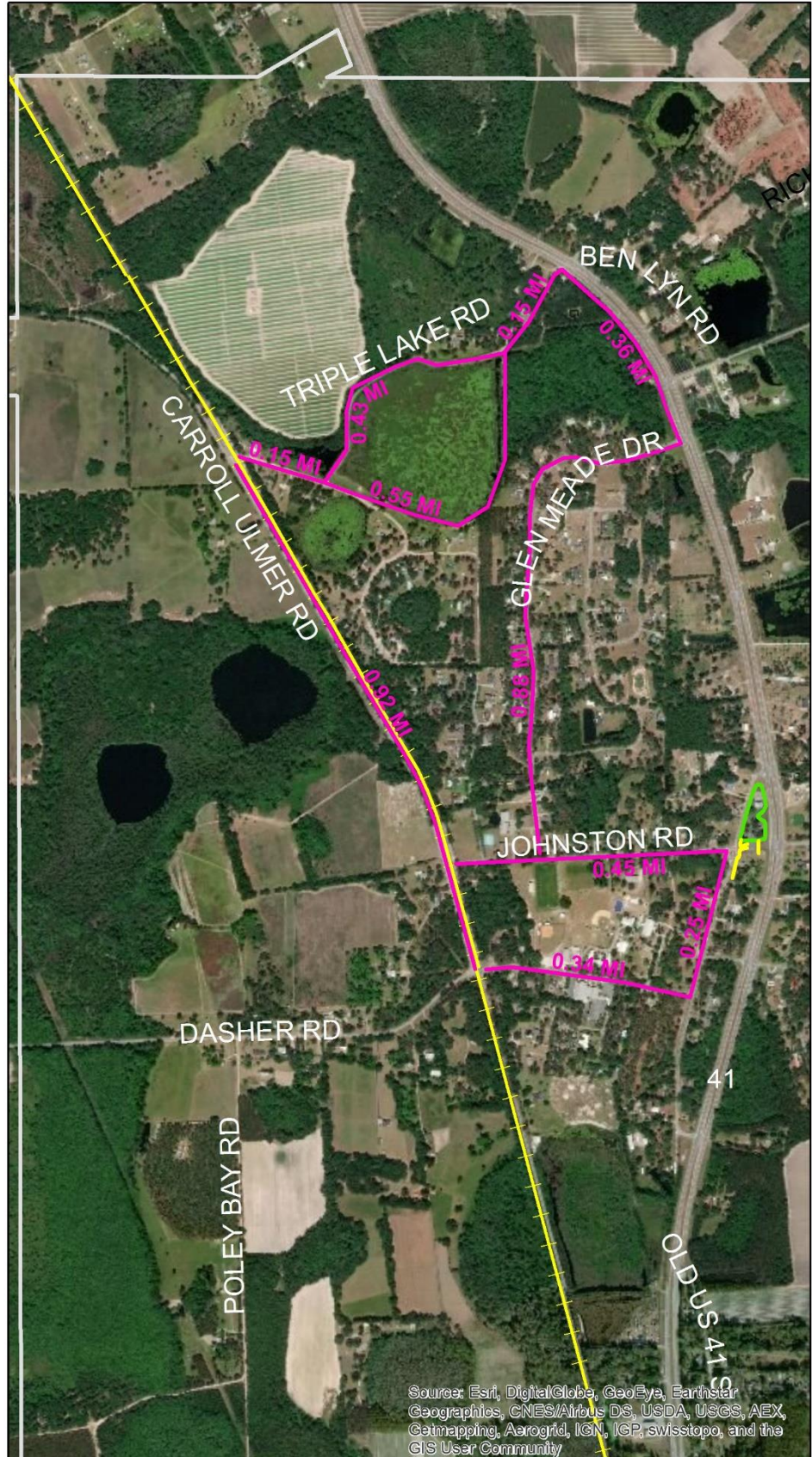
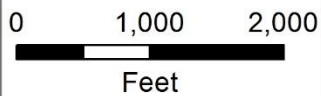
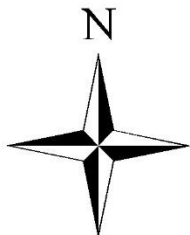
Existing Facilities

 Sidewalk

 Walking track

 Railroad

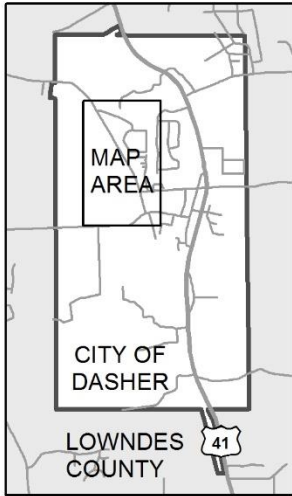
 Dasher City Boundary



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

CITY OF DASHER

MAP 3. POTENTIAL RAILS-WITH- TRAILS CORRIDOR



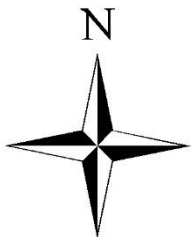
Legend

—+— Railroad

□ Parcel Boundaries

Proposed Facilities

— Bike/Ped/Golf Cart Trail



0 500
Feet

