

CITY OF DOUGLAS GREENWAY TRAIL



BIKE AND PEDESTRIAN CONNECTIVITY ASSESSMENT

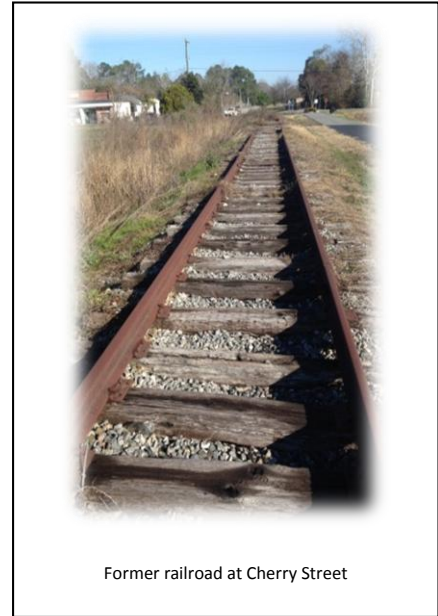
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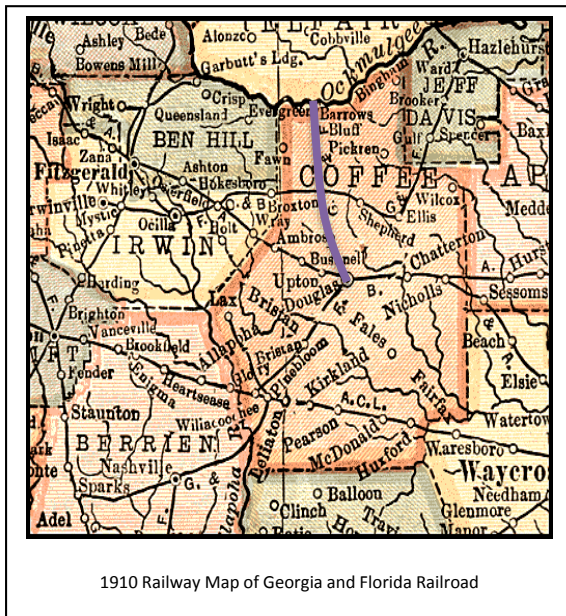
History of City of Douglas Greenway Trail

The right-of-way upon which the City of Douglas Greenway Trail was developed was first constructed as a railroad line between Barrow's Bluff along the Ocmulgee River and the City of Douglas to the southeast between 1902 and 1904 by the Wadley and Mount Vernon Railway. This section of the railway was sold in 1906 to the Douglas, Augusta and Gulf Railway. One year later in 1907, the Douglas, Augusta and Gulf Railway was merged with the Georgia and Florida Railway, later named the Georgia and Florida Railroad. In 1958 the Georgia and Florida Railroad abandoned the line between Douglas and Barrow's Bluff. The line remained unused while Southern Railway bought out the Georgia and Florida Railroad in 1963, and Southern was later merged with Norfolk Western in 1982, to form Norfolk Southern. In 2000, the City of Douglas purchased the line from Norfolk Southern, a.k.a. Central of Georgia Railroad, for the creation of the Greenway Trail. (www.railga.com)



Former railroad at Cherry Street

The Douglas Greenway Trail has enjoyed widespread community support even from its inception in the summer of 2000. Private organizations, the Chamber of Commerce, local businesses and residents all signed petitions to support the creation of the trail.



1910 Railway Map of Georgia and Florida Railroad

Funding for the creation of the trail came from a \$1,000,000 Transportation Enhancement grant from the Georgia Department of Transportation, and a local match of \$250,000 from the City of Douglas. These funds were utilized to develop the multi-use trail in three separate phases. Phase 1 extends between the Coffee County Board of Education building (formerly the West Coffee Middle School) and North Chester Avenue. Phase 2 extends north from North Chester Avenue to the 206 Connector. This phase is currently being constructed, including the new bridge over the Old Shop Pond area. Phase 3 will connect the trail from the 206 Connector to the J. C. Adams Municipal Park at the northernmost point of the City.

Prior Planning Efforts

A review of existing and previous plans for the trail and local parks and recreation facilities focused on the June 2002 Individual Parks Master Plan prepared by Jordan, Jones and Goulding, Inc. The plan includes master plan layouts for each City park, as well as recommendations for connections to the Greenway Trail and for signage. The Master Plan makes recommendations for connections to the trail along North Madison Avenue and Wilson Street, Gordon Street, North Coffee Avenue and Jackson Street, South Gaskins Avenue and Bryan Street, West Ashley Street, and West Cherry Street. A map of the recommended connections is included below.

The Master Plan also made recommendations for five different styles of signage within the parks and along the trail. These included the following styles:

- 1) Low Directional Signage – Low set signs with simple and concise wording and directional information, similar to the existing “Public Parking” signs within the City;



- 2) Downtown Signage – Downtown character signs or banners mounted on light poles, located between North Peterson Avenue and Pearl Avenue;



- 3) Destination Signage – Simple and straightforward signs located at each park and at the terminus of the trail;



- 4) Heritage Museum Signage – Suggestion to replicate existing sign on opposite side of the museum sidewalk;
- 5) Individual Park Signage – Utilize existing signage at parks, with regular evaluation and upgrading when necessary.

In addition to these recommendations, the Master Plan provided cost estimates for the proposed changes. However, these estimates are now outdated, having been developed in 2002.

Douglas Greenway Trail



Connectivity Assessment

Major Activity Centers

Parks

There are a total of 12 parks owned and operated by the City of Douglas and Coffee County. With the exception of Jackson Park, Bell Lake Park and the J. C. Adams Municipal Park, all parks lie within the perimeter roads of Bowens Mill Road and Chester Avenue. All the parks are in good condition, and are currently well maintained by the Parks and Recreation Department. The following is a list of all City Parks.

- Bell Lake
- Clara “Jackie” Allen
- Davis Wade
- Eastside
- Emma Ward
- Jackson
- J. C. Adams Municipal
- North Madison
- Roundtree
- Unity
- Wheeler
- Whispering Pines

Some existing sidewalks, but mostly roadways, serve as the sole means of pedestrian and bicyclist connection between the parks and the Greenway Trail. Currently, all parks within the perimeter roads referenced above have varying degrees of sidewalk connectivity to the trail, with the exception of Wheeler Park, Eastside Park and Whispering Pines Park. All three of these parks lie along Gordon Street. However, Gordon Street is not continuous, but is broken up at the Greenway Trail and at the Eastside Elementary School. Thus, a sidewalk running along Gordon Street between Wheeler Park and Whispering Pines Park would provide connectivity to all three parks, and serve the local residential neighborhoods.



College Park Dr. & Brooks Dr.

South Georgia State College Located on 190 acres in the City of Douglas, the South Georgia State College provides a 4 year residential collegiate institution for more than 2,000 students. The campus serves as the first stop on the City of Douglas Greenway Trail north of its beginning point on the Board of Education property at 1311 South Peterson Avenue. Crossing through the campus from south to north, the student body regularly utilize the trail for access to various points throughout the campus and the city, as well as for recreational purposes including walking, jogging and bicycling. Access between the trail and the campus is excellent, and, with the exception of repainting some crosswalks, the trail is in good condition.

Downtown

The downtown area of Douglas lies primarily along Peterson Avenue and Madison Avenue between Columbia Avenue and Jackson Street. The downtown area is encompassed within the larger Main Street District of the City of Douglas, which covers a 16 block area and includes approximately 120 businesses and merchants. Existing sidewalks along Ashley, Bryan and Ward Streets serve to connect the downtown area to the trail. However, additional opportunities for connections exist at Jackson, Irwin, Columbia and Philips Streets. Given the proximity of the trail to the downtown area and the multiple existing and potential connections, there is a great opportunity to create a healthy symbiotic relationship between these two areas.

Southern Commercial Area

Immediately south and east of the beginning point of the trail at the Board of Education property are several retail and fast food franchises, including a Krystals, McDonald's, Taco Bell, Wal-Mart and other retail and food establishments. Consequently, the area generates a significant amount of activity, and draws people from throughout the city, including the South Georgia Campus. However, due to the high traffic volumes and speeds within the area, there are no connections between the trail and this commercial area. Given that pedestrians currently do access the area via the trail, future connections to this area should be considered.

Peterson Avenue and Madison Avenue

U.S. Highway 441 runs south to north in Coffee County and the City of Douglas. As the highway crosses the perimeter road (Bowens Mill Road), it splits into two one-way streets. The northbound one-way street (Madison Avenue) has two lanes of travel with sidewalks on both sides along the majority of its length, and has several left and right turn lanes and pedestrian crosswalks. The road begins as the northbound access for the numerous retail and restaurant franchises that are located between the two one-way streets, but changes character as it enters the downtown area, providing rear access and parking for the downtown storefront shops that front on the southbound one-way street (Peterson Avenue), and providing primary access for the various professional and institutional uses located one block off the downtown storefronts.

The potential for connections between Madison Avenue and the Greenway Trail are somewhat limited, as the road and the trail do not intersect (both run north-south). Furthermore, the Trail is on the other side of the southbound one-way street, Peterson Avenue. However, there are sidewalks along the majority of Madison Avenue between Bowens Mill Road and North Street, with only a couple of short gaps between East College Park Drive and West Baker Highway, and East Cherry Street and East Bryan Street. It is the recommendation of this report that those gaps be eliminated with sidewalks.

The southbound one-way street, Peterson Avenue, also has two lanes of travel with sidewalks along the entire corridor and crosswalks within the downtown area. The road serves as the southbound access for both the retail and restaurant chains at the south end of the corridor where it meets with Bowens Mill Road, as well as a variety of professional, service and industrial uses along the north end of the corridor

between Chester Avenue and Irwin Avenue. Within the downtown area Peterson Avenue serves as the primary access for the downtown storefronts, providing angled, on-street parking between Irwin Avenue and the CSX railroad tracks.

Currently, there are several sidewalk connections between the Trail and Peterson Avenue at Ward Street, Ashley Street, Bryan Street, Baker Highway and College Park Drive. However, there are several additional potential connections that could be easily made. Specifically, sidewalk connections could be added between the Trail and Peterson Avenue at North Street, Walker Street, Gordon Street, Jackson Street, Irwin Street, Phillips Street/Columbia Avenue, and Cherry Street. The merits of these potential connections will be discussed later in this report.

Bowens Mill Road

Bowens Mill Road serves as the perimeter road around the southern half of the City, providing four lanes of travel and a shared center lane west of 441/221, and two lanes of traffic east of 441/221. In the northwest, Bowens Mill Road turns into SR 206 heading toward Fitzgerald, GA. In the northeast, the road dead ends into SR 136/US 221 heading northeast to West Green, Denton and Hazelhurst, GA. The road serves a variety of suburban retail shops, car dealerships, industrial and warehousing, and service and institutional uses. The road carries a large volume of traffic traveling at higher speeds around the City.

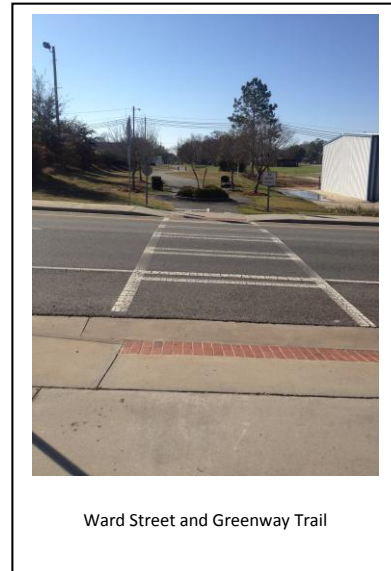
There are currently no sidewalks along the roadway, and there are no connections between the road and the Greenway Trail. With the high volumes and accelerated speeds, the roadway does not accommodate pedestrian traffic well.

SR 158/Baker Highway

State Route 158 (Baker Highway) runs east-west through the City, intersecting Bowens Mill Road on both the east and west sides of the City. Between the intersections with Bowens Mill Road, the highway provides 4 lanes of travel, and includes sidewalks along the majority of its length within the city. At the western intersection with Bowens Mill Road, the highway provides access to a variety of service, professional and industrial uses, including the large Wal-Mart distribution center. As the road comes through the center of the City it passes Unity Park, Wiregrass Georgia Technical College and the South Georgia State College campus. Prior to the intersection with Peterson Avenue, the road intersects the Greenway Trail. At Peterson and Madison Avenues the road provides access to several retail and service uses, before entering predominantly residential neighborhoods on the eastern side of the City.

Ashley and Ward Street

Running east-west, State Route 32 bisects downtown Douglas as the two, one-way streets of Ashley Street and Ward Street. Ward Street provides westbound access through the downtown area, transitioning from residential uses to professional uses, and to retail and restaurants uses in the center of the city. Continuing westbound, the uses transition back to professional and service uses, and ultimately to predominantly residential neighborhoods. At the point of rejoining of the one-way streets, the two roads provide access to Wade Davis Park to the west of downtown. Sidewalks line both sides of Ward Street for its duration as a one-way street between Coweta and Letitia Avenues. The Greenway Trail intersects Ward Avenue at the old depot, which now serves as the Heritage Station Museum and houses the offices of the City’s Main Street program.



Ward Street and Greenway Trail

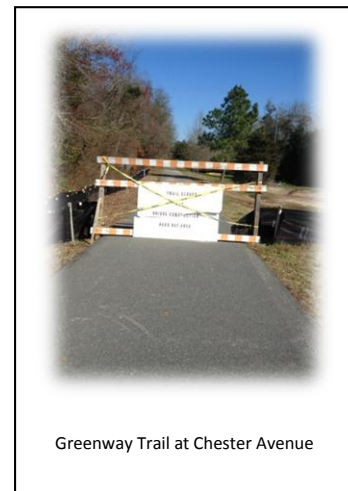


Heritage Station Museum

Ashley Street provides an eastbound mirror image of Ward Street, including two lanes of travel, sidewalks on both sides of the road, and transitioning between residential uses at the fringes of the downtown area, professional and services uses closer to the downtown, and retail and restaurant uses located within the downtown. Both Ward Street and Ashley Street provide access to several historic buildings within the City, including the County Courthouse, the old depot building (Heritage Station Museum), the Martin Centre and the Union Banking Company building (BB&T Bank)

Chester Avenue

Chester Avenue is a two-lane collector road that begins at the western intersection of Ward and Ashley Street. From this point the road travels north and then east encompassing the northwestern portion of the city, and providing access to multiple older residential neighborhoods. There is a sidewalk on the east side of the road running from Ward Street to the intersection of Wheeler Avenue just prior to the intersection with the Greenway Trail. The last two blocks between Wheeler Avenue and Peterson Avenue have no sidewalks, and are predominantly rural and undeveloped. It is at this point where the Greenway Trail intersects Chester Avenue. The intersection, however, does not currently have any improvements, and could serve as a good access location with parking, signage and amenities.



Greenway Trail at Chester Avenue

SR 206 Connector

The North Connector Road, or Georgia 206 Connector, provides two lanes of travel between SR 135 and Bowens Mill Road/SR 206. The road serves predominantly rural uses in addition to the Coffee Middle School, and has no sidewalks. There are few access points along the road, and travel speeds are higher. The road is proposed to intersect the Greenway Trail due west of the SR 31/441 intersection as a part of Phase 3 of the Greenway Trail project.

Accessibility

Residents may be deterred from utilizing the Greenway Trail due to a variety of factors, including proximity, travel costs, physical impediments, facilities, ease of use and security concerns. Given that the Trail only passes through one small, older residential neighborhood and pedestrian connections are limited between existing neighborhoods, potential Trail users currently have to get in their vehicle and drive to a location where they can access it. The distances required to travel and the time and convenience costs associated therewith, create a deterrent to further use of th Trail. In some instances a lack of facilities such as benches and water fountains deter Trail use. It is clear that there is a need to evaluate the accessibility of the trail to these population segments. To that end, the following analyses summarize some of the major obstacles to trail accessibility for these groups.

Grade Changes

In several locations along the completed trail there are significant grade changes between the trail and the adjacent neighborhoods and properties. In some locations the grade difference can be between 4' to 8' or more. This is particularly true where the trail passes through several residential neighborhoods between Jackson Street and Wheeler Street. The grade difference is clearly a physical barrier to local residents accessing the trail, particularly elderly or physically challenged individuals. In addition, none of these locations are equipped with railings, steps or ramps.



Fences

As mentioned above, although there are several locations with significant grade differences between the trail and the adjacent properties, no fences/railings have been provided along the trail. However, the former railroad right-of-way is sufficiently wide enough that there is little risk of pedestrians falling off the trail at these locations. Particularly, since the trail has been developed fairly centered in the middle of this large right-of-way.

Within the above described residential portion of the trail, there are several locations where access points and connections are either recommended or should be considered. However, given the severe grade difference between the trail and the residential areas to the east, any access point or connection would most likely require stairs, steps or a ramp. If such a connection is made, there will be a clear need for a safety railing in conjunction with stairs, steps or a ramp accessing the trail.

Surfaces, Detours and Sidewalks

The trail is made of predominantly asphalt, and is fairly smooth, straight and easy to traverse. Surface condition issues are more prevalent where the trail transfers to existing sidewalks to cross the railroad tracks. Specifically, the trail switches to concrete sidewalks as it turns west on Cherry Street, then north on Manilla Avenue, and then east on Phillips Street in order to utilize the existing railroad crossing on Manilla Avenue. In these locations, the concrete sidewalk is broken up, uneven and difficult to travel in several spots. The condition of the sidewalks and the detour off the trail could be a deterrent to some residents.



Sidewalk Conditions on Manilla Ave.

Facilities

Amenities and facilities are only located in a few locations along the trail, primarily near the downtown area. While benches and trash cans encourage use of the trail, particularly of elderly or physically challenged persons, there are currently no water fountains along the trail. Furthermore, there are no benches or trash receptacles on the South Georgia State College campus, nor between Chester Avenue and Jackson Street. Without areas to rest, the trail is less attractive to the elderly and physically challenged populations.

Security

Security, or a sense of safety, while travelling the trail is critically important for users, particularly elderly/vulnerable pedestrians. While the trail is fairly wide and clear of hiding places such as dense shrubbery close to the trail, there is no lighting along the trail. This can be a concern throughout the year, as during the fall and winter when the daylight hours are shorter and is often the same time local residents desire to use the trail (early in the morning and in the evening). During the summer months, many trail users (particularly the elderly and physically challenged) find it more comfortable to travel the trail during low light hours when the temperatures are cooler. While it may not be practical to provide lighting along the entire trail, there are strategic locations where utilities are close to the trail, particularly where residences and businesses abut the trail. In order to encourage safe use of the trail, though, it is recommended that hours of operation be established for the trail based upon either existing park hours of operation or a “dawn to dusk” timeframe. The hours should be posted at each trailhead.

Bicycle Lanes and Racks

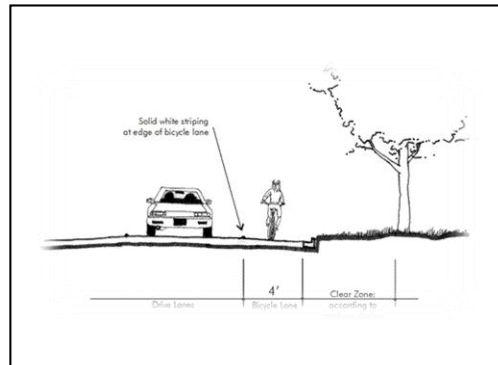
While bicycling is allowed and encouraged along the trail, currently there are no bicycle racks provided along trail, nor are there any bicycle lanes provided on any of the intersecting streets. Even State Bicycle Route 20, which runs along Ward and Ashley Streets through the City, does not provide bicycle lanes. Without such facilities and amenities, bicycling along the trail is effectively discouraged from a practical standpoint.

Connectivity Recommendations

Connections

College Park Drive

Traveling north on the trail from the southern terminus of the Trail at the Board of Education building, the first major intersection is at West College Park Drive, where existing sidewalks serve to connect the trail to the South Georgia State College campus and Peterson Avenue. The sidewalk connection extends between Quincy Circle to the west, to Mark Hanna Street to the east, with a missing piece between Peterson and Madison Avenues. Filling in the missing piece of sidewalk between Peterson and Madison is problematic due to the small lot sizes and site layouts on the adjacent parcels.



While at this time no additional sidewalks or connections are recommended at College Park Drive due to costs, a long term goal should be to make a connection between the trail and the retail and restaurant uses to the east to benefit local residents and college students. In addition to sidewalk connections, bicycling connections should be considered. The concentration of young college students in the area generates a larger bicycling population in the area. Thus, accommodations for bicycling should be made in this location. Based upon a cursory review of the right-of-way, it appears a bike lane can be accommodated between Shirley and Madison Avenues.

Baker Highway

Continuing north the trail leaves the South Georgia State College campus and travels behind (west of) the Harveys Supermarket shopping center on Peterson Avenue, and then intersects with Baker Highway. Sidewalks exist to both the east and the west of the trail along Baker Highway, and sufficiently connect the local businesses and residences. Bike lanes along Baker Highway between Bowens Mill Road SW and Bowens Mill Road SE should be considered as this is a key corridor for transportation throughout the city as well as providing a key connection to the Greenway Trail.

Cherry and Phillips Streets

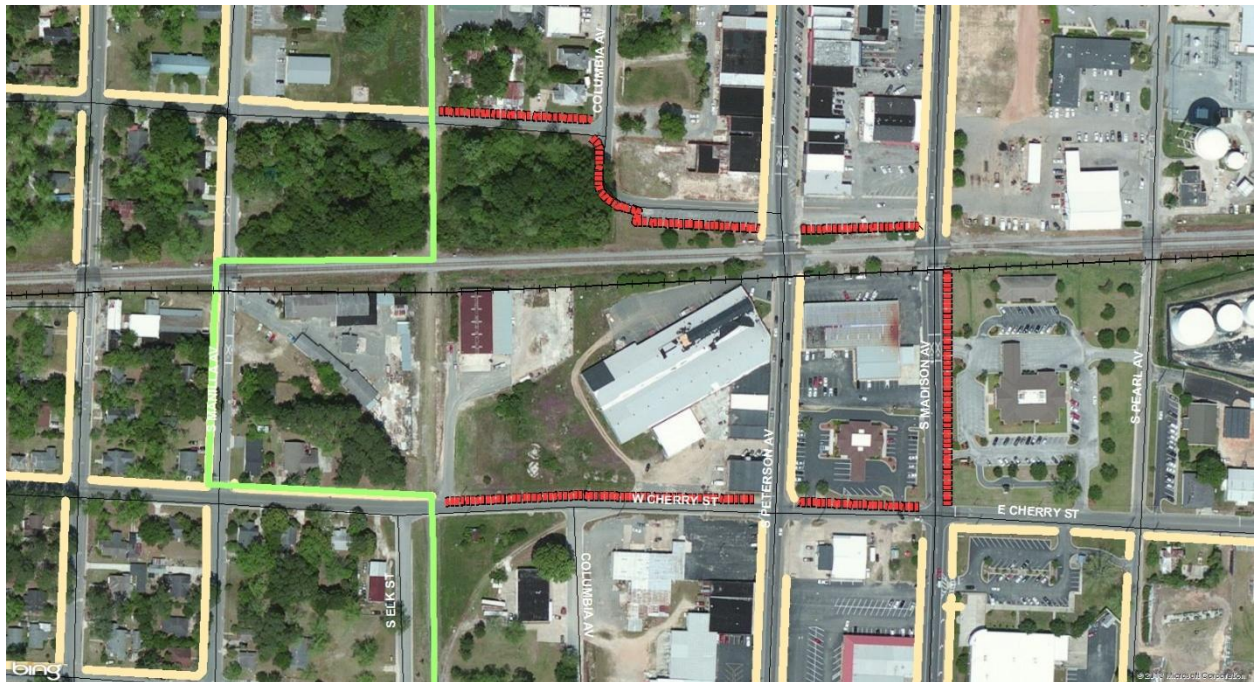
As the trail intersects with Cherry Street to the north, the lack of a railroad crossing between Cherry and Phillips Street causes the trail to detour to the west, and follow existing sidewalks to Manilla Avenue and Phillips Street before returning to the former railroad right-of-way at Phillips Street. The existing sidewalk along Manilla Avenue is in poor condition, and should be repaired as soon as possible. A longer term goal should be to develop a safe, pedestrian railroad crossing at the former railroad right-of-way intersection with the existing railroad tracks.

At Cherry Street, an existing sidewalk to the west connects the trail to Unity Park and on to Shirley Avenue. However, to the east there is no sidewalk connection between the trail and Madison Avenue. A sidewalk connection is recommended in this location. However, because the few uses located on Cherry Street at Peterson and Madison are not particularly pedestrian friendly uses, the connection should not be a high priority.



Pedestrian Railroad Crossing, Waycross, GA

As the trail detours to the west to Manilla Avenue to utilize the existing railroad crossing, and then connects to Phillips Street, it utilizes existing sidewalks which run along Manilla Avenue between Baker Highway and Bryan Street. On Phillips Street, a sidewalk connects the trail with Letitia Avenue to the west. However, there are no sidewalk connections to the east along Phillips Street. Given that the southern terminus of the downtown storefront shops begins at the point where Phillips Street and Columbia Avenue intersect with Peterson Avenue, and there is a public parking lot at this intersection, a sidewalk connection is highly recommended at this location, extending between the trail and Madison Avenue.



Sidewalk connections at Cherry, Madison and Phillips/Columbia Avenue

Bryan Street

Bryan Street serves as a east-west connection through the City just south of the downtown one-way streets. The road extends from Cherokee Avenue in the west to South Fales Avenue in the east, and consists of two paved lanes with a sidewalk running along the north side of the road between Wade Davis Park in the west to its termination at South Fales Avenue in the east, with a short break between Pearl Avenue and Gaskins Avenue. Given its distance from the trail, it is not recommended that the sidewalk gap be filled at this time. However, no bicycle lanes have been provided along Bryan Street, even though it provides a strong east-west connection through the City, connecting residential neighborhoods, Wade Davis Park, the downtown area and the Greenway Trail. Thus, bicycle lanes should be considered along Bryan Street between Wade Davis Park and South Gaskins Avenue. A preliminary cursory review of the right-of-way seems to indicate sufficient room for bike lanes outside of the downtown. Within the downtown area, sharrows (arrows painted in the travel lane to indicate the lane is shared with bicycle traffic) could be utilized.



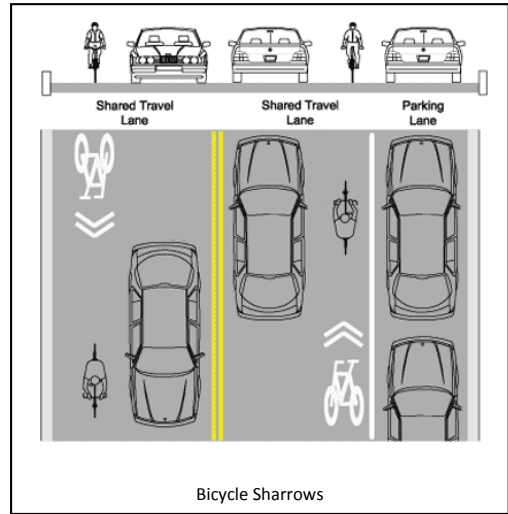
Madison and Peterson Avenue

North of the CSX railroad tracks, sidewalks are provided on both sides of Madison and Peterson Avenues. However, south of the railroad tracks sidewalks are sporadically provided along Madison Avenue, and there are several gaps. In order to provide better connectivity within the City as a whole, as well as to the trail, it is recommended these gaps be bridged. Specifically, sidewalk connections should be provided along South Madison from Ross Street to Mitchell Street, and from Cherry Street to the CSX railroad tracks. A majority of the length of Madison and Peterson Avenues are sufficiently wide enough for the addition of bike lanes or sharrows. Bike lanes are appropriate south of Ashley Street and north of Ward Street, while sharrows are more appropriate in the immediate downtown area on both Madison and Peterson Avenues. It is recommended the bike lanes extend the length of both one way streets.

Ashley and Ward Streets

Ashley and Ward Street serve as the east and west one-way streets running through the downtown area. The two streets have existing sidewalks on both sides, and serve as a strong connection between the downtown area, the trail and Wade Davis Park to the west and Emma Wade Park to the east.

While Ward and Ashley Streets serve as State Bike Route 20 through the City, there are no bike lanes on Ward or Ashley Street. Given the location of the bike route and the direct connection to the downtown area with these streets, it is recommended that a bike lane be provided along Ward and Ashley Streets between Chester and South Coffee Avenues, incorporating sharrows within the downtown areas where there is not enough width to accommodate a separate bike lane.



Irwin Street

Between Ward and Irwin Streets, the trail passes by the Heritage Station Museum. Although Ward Street has sidewalks on both sides connecting to the downtown area and to the west, Irwin Street has no existing sidewalk connections to the east or west. In order to further bolster the connection between the Trail and the downtown area, it is recommended a sidewalk connection be considered along Irwin Street between the Trail and Tanner Street, where an existing sidewalk connects to Peterson Avenue.

Sellers Street

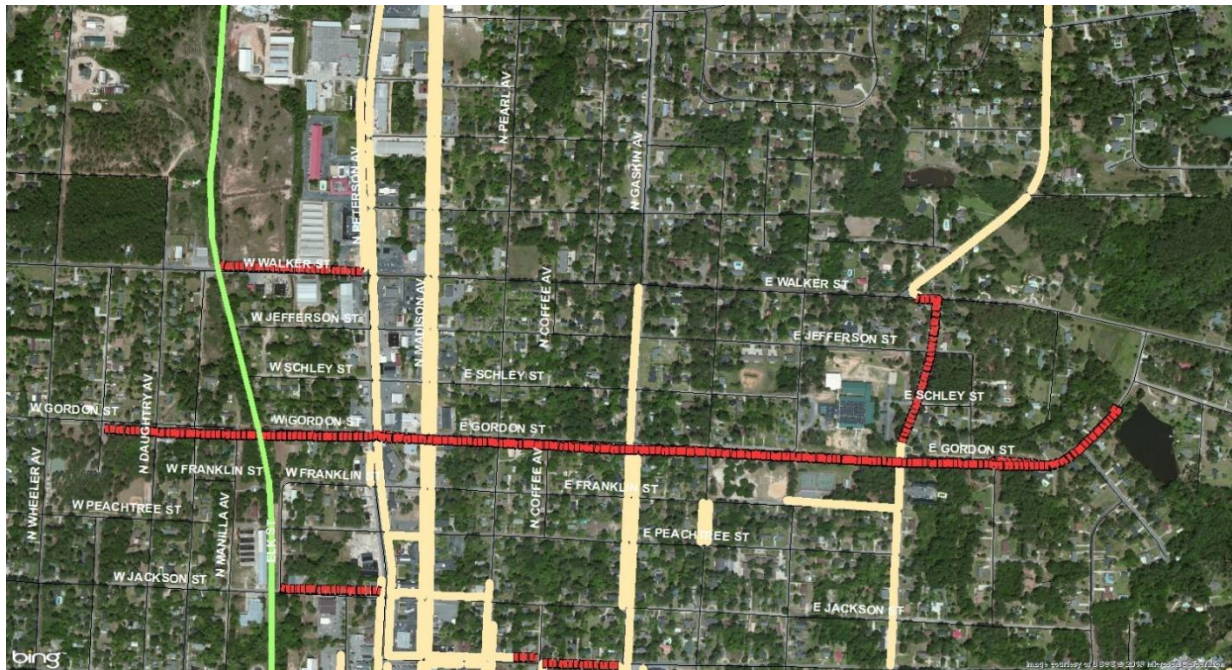
While Emma Ward Park faces Ward Street and has sidewalks along Ward Street and both Coffee and Gaskins Streets to the west and east, respectively, no sidewalks have been provided along the north side of the park on Sellers Street. Since Sellers Street provides a good residential street connection between the park, the downtown area and the trail, it is recommended that a sidewalk connection be added along Sellers Street to fill the gap between the existing sidewalk and the park.

Jackson Street

Currently there are no sidewalks along Jackson Street, and the trail has no connections to the neighborhoods to the east or west in this location. To the east, the Jackson Street/Peterson Avenue intersection serves as a northern terminus of the downtown area, and as such should be connected to the trail. Therefore, it is recommended that a sidewalk connection be made between the trail and Peterson Avenue along Jackson Street.



Sidewalk Connections at Irwin, Sellers and Jackson Streets



Sidewalk connections at Gordon and Walker Streets

Gordon Street, North McDonald Avenue and Walker Street

North of Jackson Street the Trail passes through several residential neighborhoods, but does not intersect with a street until Walker Street. However, there is clear and obvious existing access being made at Gordon Street. Furthermore, two blocks to the west of the trail along Gordon Street is Wheeler Park. Gordon Street also connects to Eastside Park and Whispering Pines Park to the east. Given its multiple connections to park and residential neighborhoods, as well as the existing use, it is recommended a sidewalk connection be made along Gordon Street between Wheeler Park in the west and Whispering Pines Park in the east. As this recommended connection is the longest of all the recommendations, it should be noted that each individual project may be broken into several projects/segments in order to facilitate the completion of the connection. Furthermore, it recommended that a bike lane be added to Gordon Street between Wheeler Park and Whispering Pines Park. However, the bike lane on this mostly residential, low volume road could be provided as road markings provided at regular intervals instead of a continuous lane. At the intersection with the Trail where the road terminates, it is the recommendation of this plan that only the bike and pedestrian paths be connected to the Trail.

As Gordon passes the Eastside Elementary School, it crosses North McDonald Avenue, which has sidewalks along its west side. However, the sidewalk ends behind the school, and does not make a connection to the sidewalk on Golf Club Road. Connecting the North McDonald Avenue sidewalk to the Golf Club Road sidewalk would serve both the school and the neighborhoods in the area. Therefore, a sidewalk connection has been recommended in this location. The Georgia Safe Routes to School program would be an option for funding this connection as it promotes walking and biking to school.

Continuing north along the Trail from Gordon Street, Walker Street is the last road intersection along the Trail before Chester Avenue, as the Trail heads north through a predominantly undeveloped portion of the City. It is recommended a sidewalk connection be made between the Trail and Peterson Avenue at Walker Street. This connection would serve to connect the Trail to businesses along the Peterson Avenue commercial corridor and the residential neighborhoods to the east. In conjunction with the sidewalk, a bike lane should be provided along Walker Street between Chester and Madison Avenue. A preliminary review of the road suggests there is sufficient right-of-way to accommodate a bike lane in this area.



Sidewalk connections at North Street, Chester Avenue and McNeil Drive

North Street, Chester Avenue and McNeil Drive

North Street turns into a dirt road between Peterson Avenue and the Trail. However, it does provide the shortest possible connection to the North Madison Park, and would connect the trail to the businesses along the northern stretch of Peterson and Madison Avenue. In addition, it would provide a connection between the trail and the residential neighborhoods to the east. Therefore, it is recommended a sidewalk connection be made between the trail and Madison Avenue at North Street.

While there are currently no sidewalk connections along Chester Avenue at its intersection with the trail, there is an existing sidewalk approximately ¼ mile to the west at the Wheeler Avenue intersection. East of the trail at Chester Avenue, Peterson and Madison Avenue come back together as a two way street. Across Peterson and Madison Avenues, the street continues as Mcneil Drive, and provides access to the Pilgrim's Pride poultry processing facility. Given the proximity of the existing sidewalk to the west, the multiple residential neighborhoods along Chester Avenue, and the proximity of such a large employer to

the east, a sidewalk connection is recommended along Chester Avenue between Wheeler Avenue and Peterson Avenue, and continuing east on McNeil Drive to North Gaskins Avenue.

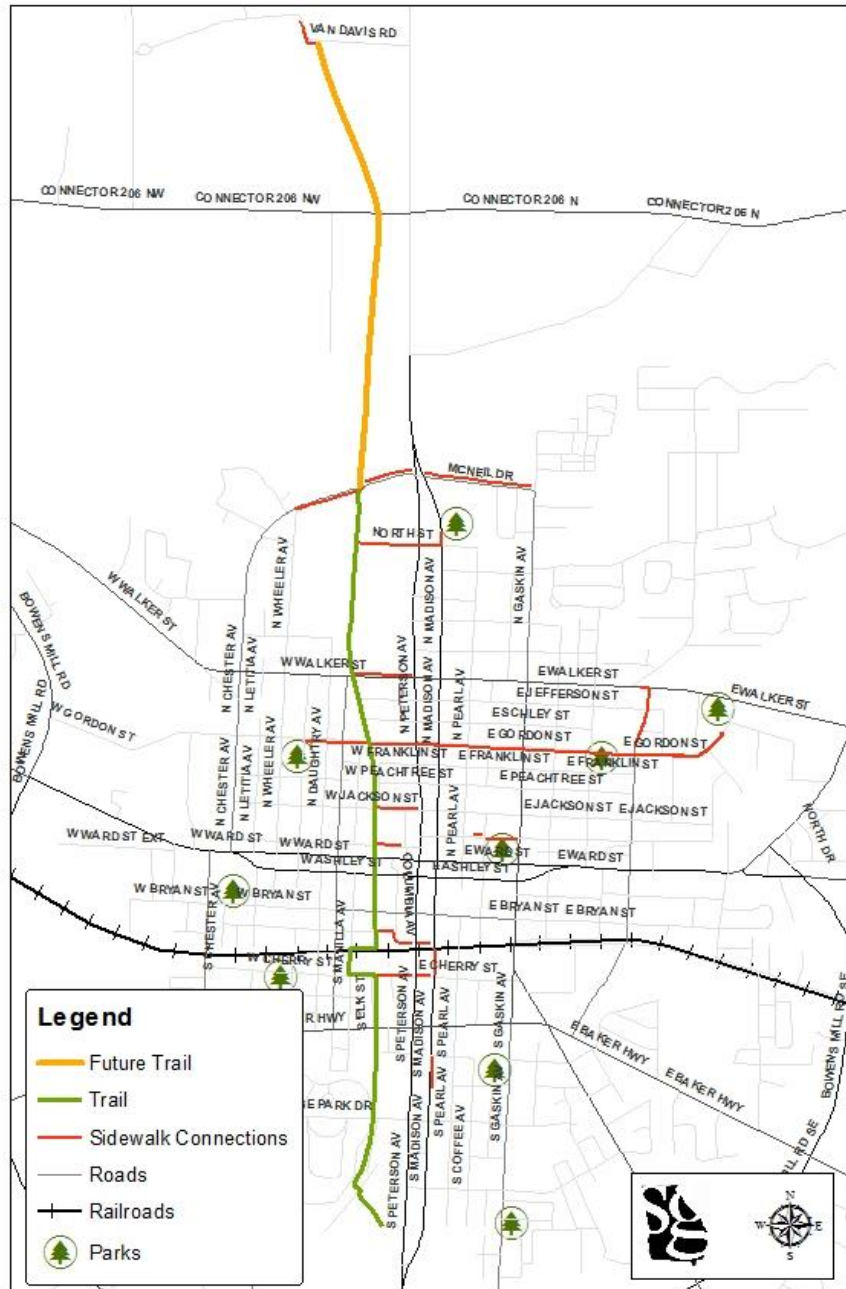
The nearby residential neighborhoods are also a likely source of Trail users, and should be linked to the Trail via bike lanes and/or sharrows where possible. It is therefore recommended that a bike lane be provided along Chester Avenue between Ward and Gaskin Avenue.

Highway 206 Connector and Davis Road

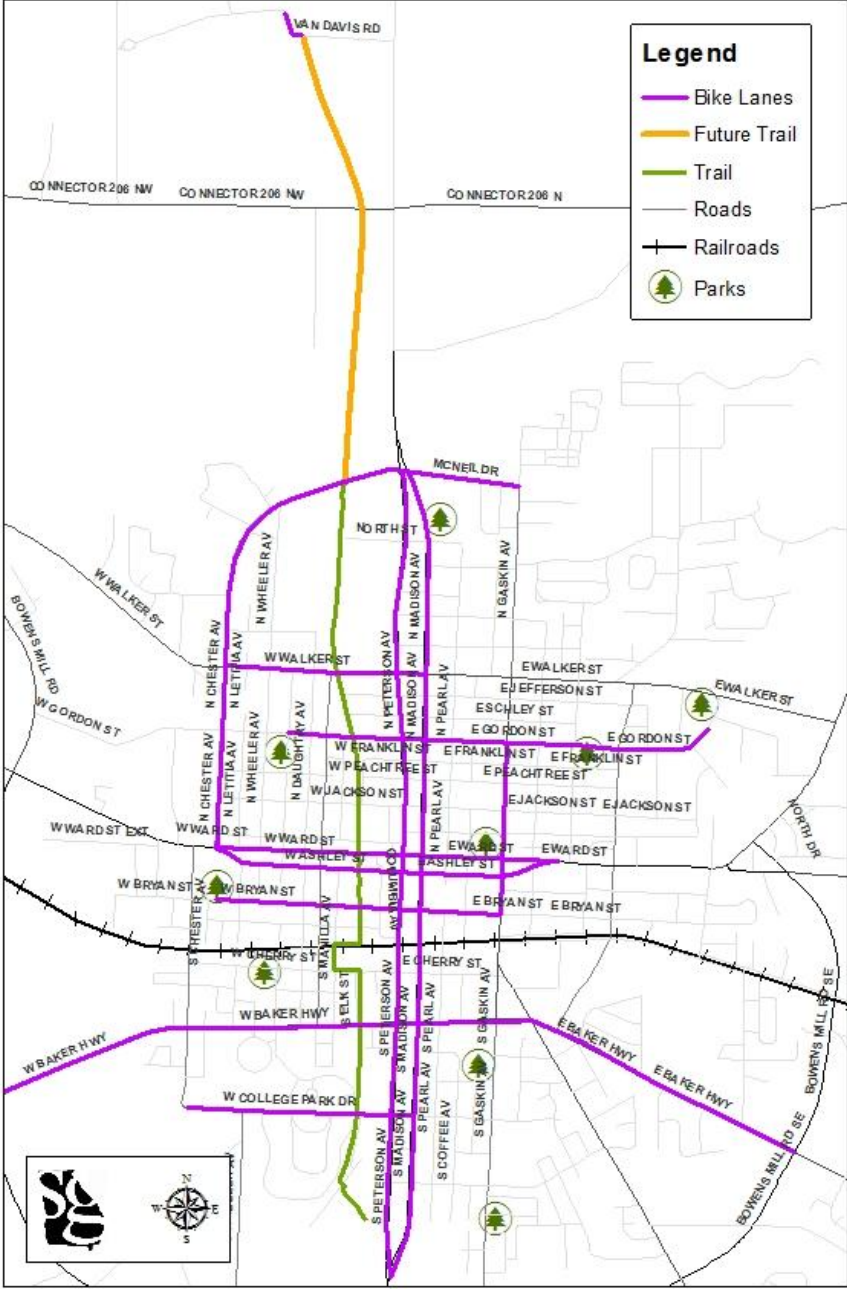
North of Chester Avenue, the Trail is currently being constructed. As the former railroad right-of-way travels north on its way to the J. C. Adams Municipal Park and Coffee County High School, it passes through predominantly undevelopable wetlands and a small industrial area south of the Highway 206 Connector road. There are no sidewalks on the 206 Connector, and it is not recommended to make any new connections along this mostly rural, high speed collector road. However, the JJ&G Parks Master Plan did recommend a future boardwalk or overlook at the Shop Pond wetland area. While it is not the recommendation of this report, consideration should be given to the development of this amenity at the Shop Pond location.

As the Trail approaches its northern terminus at J. C. Adams Municipal Park, it intersects with Davis Road, which will serve as one of the primary access points into the Park. It is recommended that a sidewalk and bike lane be provided along Davis Road leading from the old railroad right-of-way into the Park at the time of construction.

Douglas Greenway Trail Sidewalk Connection Recommendations



Douglas Greenway Trail Bike Lane Connection Recommendations



Amenity Recommendations

Parking

In order to facilitate use of the Trail by residents who do not live in the neighborhoods immediately adjacent to the Trail, public parking areas should be provided at strategic locations. The two most obvious locations for such parking facilities are the southern and northern terminus of the Trail. At the southern terminus, a small area of designated parking spaces should be provided on the Board of Education property, nearest the trailhead. At the northern terminus of the Trail at the J. C. Adams Municipal Park, a small parking area should be provided along Davis Road. In addition, a public parking area should be provided at the current northern terminus of the Trail at Chester Avenue. On the north side of Chester Avenue are two properties, both of which are owned by the City and would serve well as a parking area for Trail access.



Trailhead Parking Example

Currently, there are 22 public parking spaces provided along Columbia Avenue at its intersection with Peterson Avenue, one block east of the Trail. These parking spaces would be ideal for Trail users, but are not currently connected to the Trail via a sidewalk, pathway. Therefore, a sidewalk connection and signage has been recommended for this location in conjunction with the existing public parking spaces.

Landscaping

Several locations along the trail are impacted by the visual clutter of adjacent uses, detracting from the overall experience. In some of these locations, trees have been planted to help beautify the trail, but the size of the areas and limited funding has made effective screening and/or beautification difficult. These locations include:

- East side of the trail between the South Georgia State College campus and Baker Highway, behind the Harveys Supermarket shopping center on Peterson Avenue
- West side of the trail between Baker Highway and Cherry Street
- West side of the unimproved trail between Cherry Street and the railroad right-of-way, adjacent to the City's public works facility
- East side of the trail between Phillips Street and Bryan Street



Landscaping along Trail

While the cost of purchasing landscaping materials and having them installed and maintained may be prohibitive, there are several low cost alternatives and low maintenance options to providing additional landscaping in these areas. One recommendation is to coordinate with local nurseries/service clubs for an Arbor Day community event, that would include local volunteers planting donated landscape materials. Such an event may not only provide a landscape screen along the trail, but will also foster local support and pride for the Trail. Additionally, drought tolerant species may be used to minimize the cost of maintenance. The County Extension office is a good resource for drought tolerant planting ideas.

Water Fountains



Currently there are no water fountains provided along the trail. At over 5 miles when complete, the trail will take more than an hour to walk from start to finish. During the warmer months of spring and summer, water fountains would greatly enhance the usability of the trail. Through a field visit to the trail and an analysis of the area and the location of city water lines in a geographical information system database, the following potential locations for water fountains have been identified.

- On South Georgia State College campus at College Park Drive
- North side of Bryan St. next to Douglas Police Department building
- At the intersection of Gordon Street
- On the north side of Chester Avenue

Each of these recommended locations for water fountains currently has a water line located in the adjacent right-of-way. Therefore, connection to the existing lines should be relatively easy.

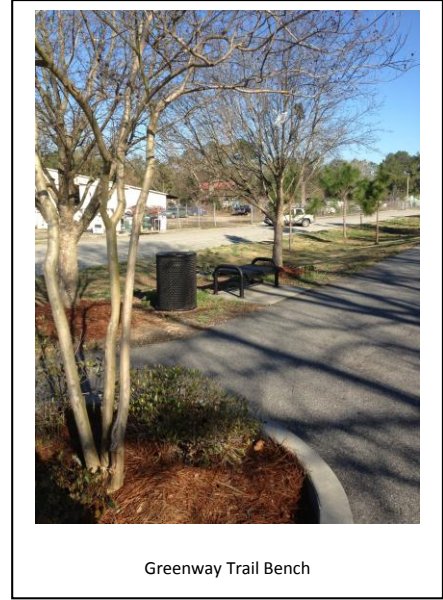
Benches

There are several benches and trash receptacles located along the trail, primarily near the downtown area. Specifically, benches and trash receptacles have been provided at Baker Highway, Bryan Street, Ward Street and Jackson Street. These locations provide a good spacing between benches in the downtown area, but leaves large areas at the southern and northern ends of the trail without any rest areas. In order to provide additional rest areas and improve the usability of the trail, benches and trash receptacles have been recommended at College Park Drive, Cherry Street, Gordon Street, Walker Street and Chester Avenue. Signage



In order to provide basic locational information to trail users, and encourage users to visit local parks, museums and downtown businesses, it is recommended four different types of signs be installed along the trail and throughout the City at point of interest and activity. These four types of signs are as follows:

1. **Trail Map Signs:** As the name indicates, trail maps signs should include a map of the trail, with a clear and understandable legend. The map should focus on the particular section of the trail where the sign is located, with a small inset map of the entire trail. Major activity centers and areas of interest should be highlighted and labeled for ease of reference, and a “You Are Here” point symbol should be utilized. Trail Map signs should be placed at the following locations:



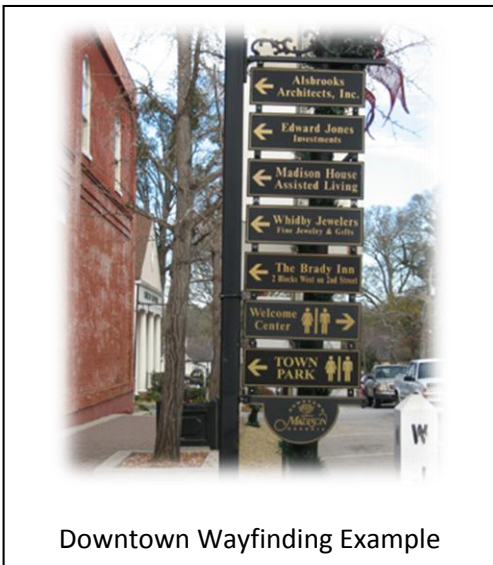
- Southern trailhead at the Board of Education buildings;
- Columbia Avenue and Phillips Street at public parking area;
- Heritage Station Museum at Ward Street;
- Chester Avenue by the recommended public parking area;
- Northern terminus of the trail at the J. C. Adams Municipal Park.

2. **Trail Directional Signs:** Directional signs should provide direction and distances to local parks and points of interest in a simple and straightforward format. The same format should be used for all directional signs. Trail Directional signs should be placed at the following locations:

- Baker Highway – include direction to Rountree Park and Adult Education Center
- Cherry Street – include direction to Unity Park
- Bryan Street – include direction to Wade Davis Park
- Ashley Street – include direction to public library and Martin Center
- Ward Street – include direction to Emma Wade Park and Union Banking Co. Building
- Gordon Street – include direction to Wheeler, Eastside and Whispering Pines Park
- North Street – include direction to North Madison Park



Trail Directional Example



Downtown Wayfinding Example

3. Downtown Wayfinding

Signs: Downtown

Wayfinding Signs should be simple directional signs with the name of downtown businesses and points of interest, and should be designed in a distinct, historic style dissimilar to the Trail Directional Signs. Downtown Wayfinding Signs should be placed at the following locations:

- Phillips Street
- Bryan Street
- Ashley Street
- Ward Street
- Irwin Street
- Jackson Street

Downtown Wayfinding Signs may be co-located on a single pole with other signs at a particular location, so long as the signs are dissimilar enough to make a clear distinction between the signs. Furthermore, given that many of the downtown wayfinding signs will advertise private businesses in the downtown, local businesses should be approached for sponsorship of the signs.

4. Greenway Trail Signs: Signs directing pedestrians to the Greenway Trail should be placed at major points of interest and activity centers throughout the City. It is recommended the signs be of the same style, design and materials, including a Greenway symbol or logo and a simple directional arrow. The following locations would be ideal for such Greenway Trail signs.

- South Georgia State College campus
- Unity Park
- Public Parking at Columbia and Peterson Avenues
- Wade Davis Park
- Coffee County Courthouse
- Wheeler Park
- North Madison Park



Greenway Trail Example

Trailheads

Trailhead locations should be provided at both the northern and southern terminus of the trail, as well as at the intersection of Chester Avenue. At the southern terminus, this recommendation would include providing a small parking area within the Board of Education property designated specifically for trail users. Trailhead amenities at this location should include a Greenway Trail Map Sign, a bike rack and a kiosk providing general trail information.

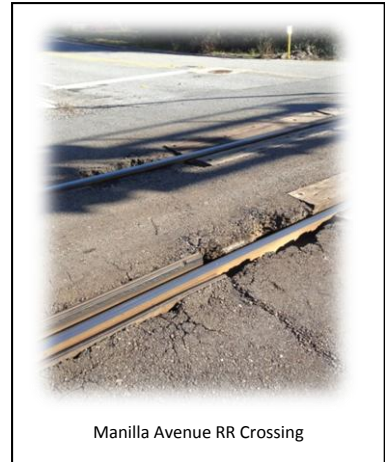


At the intersection with Chester Avenue are two parcels of land on the north side of the street owned by the City. Either side would be an ideal location for a trailhead, which local and county residents could utilize to access the trail without having to travel to the south side of the City, nor starting at J. C. Adams Municipal Park to the north, placing them closer to the downtown area. This would be particularly useful during the interim period when the final phases of the trail to the north are under construction. At this recommended trailhead location, amenities should include public parking, a Greenway Trail Map sign, a kiosk with general trail information, a bench and trash can, a bike rack and a water fountain.

At the northern terminus of the trail at J. C. Adams Municipal Park, a trailhead should be provided. An ideal location would be at the bend in Davis Road, being that it is closest to the trail. A trailhead at this location would be particularly effective at providing access to the trail in its most rural sections, where it traverses a wetland and waterbodies to the south. Amenities at this recommended trailhead location should also include public parking, a Greenway Trail Map sign, a bike rack and a kiosk with general trail information.

Railroad Crossings & Alternate Routes

As referenced previously, at the Cherry Street intersection the trail detours to the west utilizing existing sidewalks to access the railroad crossing at Manilla Avenue. However, the former railroad right-of-way still exists, and is clearly still being used by pedestrians. Currently, the detour to the west via Manilla Avenue and Phillips Street should be maintained, and the existing sidewalks repaired. However, a long term goal should be to improve the old railroad right-of-way to continue the paved trail connecting Cherry and Phillips Streets, and to construct a safe pedestrian railroad crossing over the existing tracks.



Manilla Avenue RR Crossing

Fences and Railings



Fence/Railing on Trail at Baker and Elk Streets

Grade changes between the trail and the adjacent properties primarily occur between Chester Avenue and Jackson Street. However, the former railroad right-of-way is sufficiently wide enough in most of these locations to negate the need for safety railings. Therefore, no railings are recommended at this time. Should an access point be constructed between the trail and the neighborhoods to the east in this area, though, steps, stairs or a ramp with a safety railing will be necessary. In addition, the existing railings/fence at Baker and Elk Street should be repaired to replace missing and broken boards.

Bicycle Racks

Bicycle racks are not present along the trail, nor at many activity centers and local areas of interest. As a result, bicycling is effectively discouraged along the trail and throughout the City, and there is a major disconnect between the biking public. In order to encourage more use of the Trail for both bicyclists and pedestrians, bicycle racks should be installed along the trail, at local schools, parks and in the downtown area. Specific locations recommended for the installation of bike racks include the following.

- Board of Education Property/Trailhead
- College Park Drive
- Ashley Street
- Ward Street
- Gordon Street
- Chester Avenue
- Davis Road/Trailhead
- Atrium Building in downtown
- Courthouse
- Columbia Avenue public parking
- Eastside Elementary
- Eastside Park
- North Madison Park
- Peterson Avenue public parking
- Westside Elementary
- Wade Davis Park
- Wheeler Park

Vandalism Mitigation

During a site visit to the trail, vandalism was observed on several signs along the trail, as well as to the actual trail itself in one location. As vandalism is often an ongoing problem, any recommendation for addressing the issue will necessarily involve ongoing implementation. With that said, a best practices implementation strategy for addressing local vandalism should always start with local education and community involvement efforts. In this manner, local residents, and even perpetrators, can be incorporated into the solution through education and the cultivation of local pride in the trail. This recommendation necessarily includes an element of local marketing and promotion of the trail itself.

In addition to the education, marketing and promotion practices recommended above, graffiti resistant coatings are now on the market which only require soap and water to remove graffiti on any treated surface. These coatings can be relatively inexpensive, and save communities time and money due to repainting of signs.



Douglas Greenway Trail Amenity Recommendations - North



Conclusions and Recommendations

The City of Douglas's Greenway Trail is currently in good condition, with few maintenance issues other than re-painting of crosswalks which have faded over the years. Furthermore, the City has an extensive system of sidewalks which provide connections between the trail and local activity centers. However, several key locations are missing sidewalk connections, and there is a general lack of signage directing pedestrian traffic to and from the trail. The growing use of bicycles for recreational use and daily commuting also provides the opportunity for new infrastructure connections in the City.

Therefore, it is the recommendation of this report that sidewalk connections between the trail and local activity centers, as well as gaps in important sections of existing sidewalks, be provided at Cherry Street, Phillips Street/Columbia Avenue, Irwin Street, Sellers Street, Jackson Street, Gordon Street, North McDonald Avenue, Walker Street, North Street, Chester Avenue, McNeil Drive and Davis Road. In addition, it is recommended that gaps in the sidewalk along Madison Avenue be filled at North Street, Cherry Street and Mitchell Street. These proposed sidewalks will provide connections between the trail and local historical and cultural sites, recreational amenities and commercial activity centers. By providing these connections, the City will not only be promoting increased use of the trail, but also the cultural, recreational and economic development of the City.

The trail assessment and field visit uncovered a lack of bicycle facilities and amenities, which acts to deter use of the trail, and limit its use as a corridor for alternative modes of travel. Therefore, bike racks should be installed at the following locations.

- Board of Education Property/Trailhead
- College Park Drive
- Ashley Street
- Ward Street
- Gordon Street
- Chester Avenue
- Davis Road/Trailhead
- Atrium Building in downtown
- Courthouse
- Columbia Avenue public parking
- Eastside Elementary
- Eastside Park
- North Madison Park
- Peterson Avenue public parking
- Westside Elementary
- Wade Davis Park
- Wheeler Park

In addition, the potential for the installation of bike lanes should be reviewed, and the lanes should be constructed where possible. An initial review of the major roads in the City indicated the following roads would be good candidates for bike lanes.

- Davis Road
- Chester Avenue
- College Park Drive
- Walker Street
- Ward Street
- Ashley Street
- Madison Avenue
- Peterson Avenue

- Bryan Street

- Baker Highway

Sufficient road width appears to be available in all the above roads except the downtown sections of the above streets, respectively. In these locations, sharrows (arrows painted in the travel lane to indicate bicycle traffic) should be utilized.

One of the most obvious means to promote increased use of the trail and local activity centers is to provide informational and directional signage at strategic locations along the trail and throughout the City. Therefore, four sign types have been recommended for installation at specific locations. In summary, those sign types include Trail Map Signs providing placement orientation; Trail Directional Signs providing directions to nearby activity centers and points of interest; Downtown Wayfinding Signs directing pedestrians to local downtown businesses and restaurants; and Greenway Trail Signs located off the trail, and directing pedestrians to the trail.

As a part of promoting increased use of the trail, it is critical to ensure that the trail is as usable and pedestrian friendly as possible. Therefore, several recommendations have been made to increase the usability of the trail. While there are significant grade changes between the trail and adjacent properties, particularly in the residential neighborhoods between Jackson Street and Walker Street, the width of the trail and proper maintenance thereof has negated the need for any railings along the trail. Nevertheless, access accommodations between the adjoining neighborhoods and the trail should be considered, particularly at Gordon, Schley and Jefferson Streets, where existing access is already occurring. Such access points would require stairs, steps or ramps with railings.

Due to the length of the trail and the warm climate, water fountains at strategic locations would significantly improve the usability of the trail. Therefore, water fountains have been recommended at locations with nearby existing waterlines. Specifically, water fountains are recommended at College Park Drive on the South Georgia State College campus, at Bryan Street adjacent to the police station, at Gordon Street with a new sidewalk connection, and at Chester Avenue on the City's property.

Given that the trail will ultimately be over 5 miles long, and currently there are only benches and trash receptacles near the downtown, additional benches and trash bins should be provided. The current placement of benches on both sides of Baker Highway, Bryan Street, Ward Street and Jackson Street provides good coverage. However, the northern and southern portions of the trail lack benches and trash receptacles. Therefore, benches and trash receptacles have been recommended for College Park Drive, Cherry Street, Gordon Street, Walker Street and Chester Avenue.

As the network of sidewalks improve the usability of the trail by connecting it to local activity centers, maintenance of sidewalks throughout the City is critical. Therefore, it is recommended the City review the condition of all sidewalks in the City, and make repairs and improvements where necessary, particularly on Manilla Avenue and on those sidewalks connected to the trail.

Dumpsters behind commercial buildings, old dilapidated boats, cars, and general junk alongside the trail detract from the experience, and discourage recreational use. Screening these areas can be effectively accomplished through landscaping, which also serves to beautify the area and provide shade along the

trail. Given that landscaping material and installation can be expensive, it has been suggested that a community service and local volunteer community event could help defray the costs, particularly if it was coordinated with a special event or day such as Arbor Day, and local nurseries were able to provide some of the materials. Such events often help instill pride in the trail, and increase use thereof. Furthermore, the use of drought tolerant, low maintenance plantings could significantly reduce the high cost of maintenance.

Without sufficient parking at the trailheads and along the trail, use of the trail will be limited to predominantly local residents. However, there are clearly other potential users, as during a weekday morning field visit, local pedestrians were observed parking at the unimproved right-of-way at Chester Avenue. This location, as well as at the northern and southern terminus of the trail and the existing public parking at Columbia Avenue have been recommended as potential public parking areas for trail users.

Currently, pedestrians along the trail clearly are utilizing the unimproved portion of the former railroad right-of-way at the existing railroad in lieu of detouring to the east to utilize the existing sidewalks and railroad crossing. While it is not recommended that the use of the unimproved railroad right-of-way in this location be encouraged, a long term goal should be established to ultimately design and construct a safe pedestrian railroad crossing in this location.

Vandalism and graffiti on the trail and trail signs deters from the overall trail experience, and impedes the deliverance of basic information and directions to pedestrians. It has been recommended that a local education and community involvement effort be implemented as a preventative first step to addressing this local problem. Additionally, it is recommended that graffiti resistant coatings be applied to all signs and structures which are being targeted by vandals. These coatings require only soap and water to remove graffiti on a treated surface.

Recommended Project List

The following tables identify each of the recommendations described in this report for better review and access. In addition, rough estimates of the cost of each project has been identified where such cost was available or determinable. These cost estimates were developed at the time of the publication of this report, April 2013.

City of Douglas Greenway Trail

Connectivity Assessment – Project Recommendations

Ref. No. #	Project Type	Project Name	Description	Priority	Current Materials Cost Estimate
1	Crosswalks	Crosswalk Repainting	Repaint all crosswalks along the trail	1	\$125 per 5 gallons (www.sealmaster.net)
2	Public Parking	Trailhead/BOE Parking	Provide public parking at the southern terminus of the trail at the BOE property	1	\$2,000 for restriping
3	Sidewalk Connection	Phillips/Columbia	Add a sidewalk to the south side of Phillips Street and Columbia Avenue between the trail and Madison Avenue	1	915' @ TBD
4	Signage	Trailhead Map South	Install a Trail Map sign at the southern trailhead at the BOE property	1	\$1,500
5	Signage	Phillips Downtown	Install sign with public parking and downtown shops identified	1	\$2,500
6	Signage	Bryan Downtown	Install sign with downtown shops identified	1	\$2,500
7	Signage	Ashley Downtown	Install sign with Martin Center and downtown shops identified	1	\$2,500
8	Signage	Ward Downtown	Install sign with Union Banking Co. Building, County Courthouse and downtown shops identified	1	\$2,500
9	Signage	Columbia PP Trail	Install sign at the public parking on Columbia Avenue directing pedestrians to the trail	1	\$1,000
10	Signage	Courthouse Trail	Install sign at the County Courthouse directing pedestrians to the trail	1	\$2,000

Ref. No. #	Project Type	Project Name	Description	Priority	Current Materials Cost Estimate
11	Amenities - Water Fountain	College Park Dr. Water	Install a water fountain at the southeast corner of the trail and College Park Drive	2	\$3,000
12	Benches and Trash Bins	Chester Bench and Trash	Install a bench and trash receptacle on the north side of Chester Avenue at the proposed public parking area	2	\$1,200
13	Bike Racks	Board of Education/Trailhead	Install a bike rack at the beginning of the trail at the Board of Education property	2	\$500
14	Bike Racks	Ashley Street	Install a bike rack at the intersection of the trail and Ashley Street	2	\$500
15	Bike Racks	Ward Street	Install a bike rack at the intersection of the trail and Ward Street	2	\$500
16	Public Parking	Chester Avenue Parking	Provide public parking on the north side of Chester Avenue at the trail intersection	2	\$5,000 for 2,000 sf
17	Sidewalk Connection	Irwin	Add a sidewalk to the north side of Irwin Street between the trail and Tanner Street	2	430' @ TBD
18	Sidewalk Connection	Jackson	Add a sidewalk to the south side of Jackson Street between the trail and Peterson Avenue	2	685' @ TBD
19	Sidewalk Connection	Gordon Street	Install a sidewalk on the south side of Gordon Street between Wheeler Park and Whispering Pines Park	2	7,000' @ TBD
20	Signage	Heritate Station Trail Map	Install a Trail Map sign at the Heritage Station Museum site	2	\$1,500
21	Signage	Ashley Directional	Install sign with public libray identified	2	\$1,000

Ref. No. #	Project Type	Project Name	Description	Priority	Current Materials Cost Estimate
22	Signage	Ward Directional	Install sign with Emma Ward Park identified	2	\$1,000
23	Signage	Irwin Downtown	Install sign with downtown shops identified	2	\$2,500
24	Signage	Jackson Downtown	Install sign with downtown shops identified	2	\$2,500
25	Signage	Wade Davis Trail	Install sign at Wade Davis Park directing pedestrians to the trail	2	\$1,000
26	Signage	Columbia Parking Map	Install a Trail Map sign at the existing public parking area on Columbia Avenue	2	\$1,000
27	Vandalism Protection	Anti-Graffiti Coating	Apply anti-graffiti painting to all trail signs and amenities which may be target for graffiti	2	\$1.50 per sf (www.sherwin-williams.com)
28	Amenities - Water Fountain	Gordon Street Water	Install a water fountain at the intersection of Gordon Street and the trail	3	\$3,000
29	Benches and Trash Bins	Gordon Bench and Trash	Install a bench and trash receptacle at the Gordon Street intersection with the trail	3	\$1,200
30	Bike Lane & Sharrows	Ashley and Ward Street	Install a bike lane and Sharrows along the one way portions of Ashley and Ward Streets, including intersection improvements	3	\$13,000 + and \$250 per Sharrow
31	Bike Racks	College Park Drive	Install a bike rack at the intersection of the trail and College Park Drive	3	\$500
32	Fence Repair	Baker Highway and Elk St.	Repair fence boards on fence at Baker Hwy.	3	\$500

Ref. No. #	Project Type	Project Name	Description	Priority	Current Materials Cost Estimate
33	Sidewalk Connection	Walker	Add a sidewalk to the south side of Walker Street between the trail and Peterson Avenue	3	975' @ TBD
34	Sidewalk Connection	North/Madison	Add a trail and sidewalk to the north side of North Street, and on Madison Avenue between the trail and the access point for North Madison Park	3	1,650' @ TBD
35	Sidewalk Connection	Chester/McNeil	Add a sidewalk to Chester Avenue and McNeil Drive between Wheeler Avenue and North Gaskins Avenue	3	3,775' @ TBD
36	Signage	Baker Directional	Install sign with Rountree Park and the Adult Education Center identified	3	\$2,000
37	Signage	Cherry Directional	Install sign with Unity Park identified	3	\$2,000
38	Signage	Bryan Directional	Install sign with Wade Davis Park identified	3	\$2,000
39	Signage	Gordon Directional	Install sign with Wheeler Park, Eastside Park and Whispering Pines Park identified	3	\$2,000
40	Signage	Wheeler Park Trail	Install sign at Wheeler Park directing pedestrians to the trail	3	\$1,000
41	Signage	Chester Ave Map	Install a Trail Map sign at the proposed public parking area on Chester Avenue	3	\$1,500
42	Amenities - Water Fountain	Bryan Street Water	Install a water fountain at the northeast corner of the trail and Bryan Street	4	\$3,000
43	Benches and Trash Bins	Walker Bench and Trash	Install a bench and trash receptacle on the north side of Walker Street at the trail intersection	4	\$1,200

Ref. No. #	Project Type	Project Name	Description	Priority	Current Materials Cost Estimate
44	Bike Lane	College Park Drive	Install a bike lane on College Park Drive between Shirley and Madison, including intersection improvements	4	\$6,250 ±
45	Bike Lane	Chester Avenue	Install a bike lane along Chester between Ward Street and Madison Avenue, including intersection improvements	4	\$10,650
46	Bike Racks	Gordon Street	Install a bike rack at the intersection of the trail and Gordon Street	4	\$500
47	Bike Racks	Chester Avenue	Install a bike rack at the intersection of the trail and Chester Avenue	4	\$500
48	Bike Racks	Atrium Building Bike Rack	Install a bike rack at the Atrium Building in downtown	4	\$500
49	Bike Racks	Courthouse Bike Rack	Install a bike rack at the Courthouse	4	\$500
50	Bike Racks	Columbia Avenue Bike Rack	Install a bike rack at the public parking at Columbia Ave and the RR tracks	4	\$500
51	Bike Racks	Eastside Elementary School Bike Racks	Install a bike rack at the Eastside Elementary School	4	\$500
52	Bike Racks	Peterson Avenue Bike Rack	Install a bike rack at the public parking on Peterson Avenue between Ashley and Bryan Streets	4	\$500
53	Bike Racks	Westside Elementary School Bike Rack	Install a bike rack at Westside Elementary	4	\$500
54	Landscaping	Harvey's Landscaping	Provide landscaping on the east side of the trail between the trail and the rear of the Harvey's shopping center on Peterson Avenue	4	Varies

Ref. No. #	Project Type	Project Name	Description	Priority	Current Materials Cost Estimate
83	Sidewalk Connection	McDonald Ave Sidewalk	Add sidewalk on N. McDonald Ave. behind Eastside Elementary to E. Walker St. at Golf Club Dr.	4	1,025 @ TBD
55	Landscaping	Elk Street Landscaping	Provide landscaping on the west side of the trail at Elk Street between Baker Highway and Magnolia Street	4	Varies
56	Landscaping	Phillips Street Landscaping	Provide landscaping on the east side of the trail between Phillips Street and Bryan Street	4	Varies
57	Property Acquisition	Phillips Street Property	Acquire Parcels D013 087, D013 099, and D013 086 at the southwest corner of Phillips Street and Columbia Avenue	4	Varies
58	Signage	Madison Park Trail	Install sign at North Madison Park directing pedestrians to the trail	4	\$1,000
59	Signage	SGC Trail	Install sign at South Georgia College directing pedestrians to the trail	4	\$1,000
60	Signage	Unity Park Trail	Install sign at Unity Park directing pedestrians to the trail	4	\$1,000
61	Amenities - Water Fountain	Chester Avenue Water	Install a water fountain at the northeast or northwest corner of the trail and Chester Avenue	5	\$3,000
62	Benches and Trash Bins	College Park Bench and Trash	Install a bench and trash receptacle on the south side of College Park Drive and the trail intersection	5	\$1,200
63	Benches and Trash Bins	Cherry Bench and Trash	Install a bench and trash receptacle on the south side of Cherry Street at the trail intersection	5	\$1,200

Ref. No. #	Project Type	Project Name	Description	Priority	Current Materials Cost Estimate
64	Bike Lane	Davis Road	Install a bike lane on Davis Road between the trail and the Park, including intersection improvements	5	\$4,000 ±
65	Bike Lane	Bryan Street	Install a bike lane between Wade Davis Park and South Gaskins Avenue, including intersection improvements	5	\$6,000 ±
66	Bike Lane	Walker Street	Install a bike lane between Chester and Madison Avenues, including intersection improvements	5	\$5,800 ±
67	Bike Lane	Gaskins Avenue	Install a bike lane along Gaskins Avenue between Bryan Street and Gordon Street, including intersection improvements	5	\$5,100 ±
68	Bike Racks	Davis Road	Install a bike rack at the intersection of the trail and Davis Road	5	\$500
69	Bike Racks	Eastside Park Bike Rack	Install a bike rack at Eastside Park	5	\$500
70	Bike Racks	Madison Park Bike Rack	Install a bike rack at North Madison Park	5	\$500
71	Bike Racks	Unity Park Bike Rack	Install a bike rack at Unity Park	5	\$500
72	Bike Racks	Wade Davis Park Bike Rack	Install a bike rack at Wade Davis Park	5	\$500
73	Bike Racks	Wheeler Park Bike Rack	Install a bike rack at Wheeler Park	5	\$500
74	Landscaping	Public Works Landscaping	Provide landscaping on the west side of the trail between Cherry Street and the railroad.	5	Varies

Ref. #	Project Type	Project Name	Description	Priority	Current Materials Cost Estimate
75	Property Acquisition	Bryan Street Property	Acquire either all or a portion of D013 076 at the northwest corner of Bryan Street and the trail	5	Varies
76	Public Parking	Trailhead/Davis	Provide public parking at the Municipal Park at the northern terminus of the trail	5	\$5,000 for 2,000 sf
77	Sidewalk Connection	Davis	Add a sidewalk to the south side of Davis Road between the proposed trail/railroad right-of-way and the Municipal Park	5	560' @ TBD
78	Sidewalk Connection	South Madison sidewalk connections	Add missing pieces of existing sidewalk along S. Madison	5	898' @ TBD
79	Sidewalk Connection	Cherry Street sidewalk connection	Add missing pieces of sidewalk at Cherry Street	5	822' @ TBD
80	Sidewalk Connection	Sellers Street sidewalk connection	Add missing pieces of sidewalk at Sellers Street to Emma Ward Park	5	679' @ TBD
81	Signage	North Directional	Install sign with North Madison Park identified	5	\$1,000
82	Signage	Trailhead Map North	Install a Trail Map sign at the northern trailhead at the Municipal Park	5	\$1,500

Unless otherwise noted, all cost estimates were derived from an online survey of products conducted in April, 2013, the Low Cost Bicycling and Walking Improvements Guide produced by the Northeast Georgia Regional Commission and the GDOT Bike and Ped Program (July 2012), or per linear foot cost estimates provided by the City of Douglas Engineering Department.