

City of **Douglas, Georgia**

Sidewalk Master Plan 2020

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Introduction

Preserving and expanding a high-quality pedestrian environment has been a long-term goal of the City of Douglas for many years. As a college town (the home of South Georgia State College) with a highly walkable historic Downtown area and strategically located greenway trail, walkability is a high priority for the community. The creation of a Sidewalk Master Plan was listed as a desired project in the 2018 Comprehensive Plan for the City of Douglas.

During the 2019-2020 fiscal year, the opportunity arose for the Southern Georgia Regional Commission (SGRC) to prepare this Sidewalk Master Plan for the City of Douglas at no cost to the community. This plan was paid for using Federal Highway Administration funds provided through the Georgia Department of Transportation's annual contract with the Southern Georgia Regional Commission for pedestrian and bicycle planning activities.

The goals of this plan are as follows:

1. Provide a method for prioritizing sidewalk projects.
2. Identify high-priority sidewalk projects and rank projects in order of priority.
3. Identify policies and best practices that could be most applicable for the future development of the pedestrian environment in the City of Douglas.
4. Provide additional information requested by the City, including potential funding sources and an analysis of available right-of-way for bicycle lanes.

The primary focus of this plan is the construction of new sidewalks where none currently exist. Although there are many areas in the City of Douglas where existing sidewalks need maintenance and/or need to be improved to current standards, this plan focuses on expanding the pedestrian networks and closing gaps because that is judged to be the City's most pressing need.

1. Sidewalk Design Best Practices

The best practices provided in this section are adapted from the National Association of City Transportation Officials (NACTO) Urban Street Design Guide, with special consideration given to the unique qualities and needs of the City of Douglas. This section contains an overview of the important role sidewalks play and a summary of recommended best practices and considerations for sidewalk design in the community within the scope of this Sidewalk Master Plan.

Sidewalks play a vital role in city life. As conduits for pedestrian movement and access, they enhance connectivity and promote walking. As public spaces, sidewalks serve as the front steps to the city, activating streets socially and economically. Safe, accessible, and well-maintained sidewalks are a fundamental and necessary investment for cities, and have been found to enhance general public health and maximize social capital. Just as roadway expansions and improvements have historically enhanced travel for motorists, superior sidewalk design can encourage walking by making it more attractive.¹

Prevailing design guidelines recommend a minimum sidewalk cross-section of 5 feet, exclusive of other amenities and large enough for two people walking side by side. While this dimension meets minimum ADA accessibility standards, many cities have chosen to adopt wider standards. Sidewalk standards should accommodate higher anticipated pedestrian volumes and provide ample space for an expanded frontage zone as well as other street furniture, such as trash receptacles, benches, and signage.

Figure 1 shows the four zones of the sidewalk, labeled with the numbers 1 through 4:

- 1) The frontage zone (1) functions as an extension of the building, and may contain entryways, doors, awnings, outdoor seating, or signage.
- 2) The pedestrian through zone (2) is the primary, accessible pathway that runs parallel to the street. The through zone must be kept clear. It ensures that pedestrians have a safe and adequate place to walk and should be at least 5 feet wide in residential settings, preferably wider in downtown or commercial areas.
- 3) The street furniture zone (3) is the section of the sidewalk between the curb and the through zone in which street furniture and amenities, such as lighting, benches, newspaper kiosks, utility poles, and bicycle parking are provided. Landscaping, bushes, grass, planters, and trees are also located in this zone.
- 4) The optional enhancement zone (4) may contain bicycle lanes, curb extensions, parklets, stormwater management features, parking, bike racks, or other features.

¹ National Association of City Transportation Officials. "Urban Street Design Guide: Sidewalks." <https://nacto.org/publication/urban-street-design-guide/street-design-elements/sidewalks/>



Figure 1. The four zones of sidewalk design. Source: NACTO.

Keeping Sidewalks Clear

As in many communities, it is a challenge for the City of Douglas to keep sidewalks cleared of encroaching vegetation and other blockages. During field visits, SGRC staff observed several sidewalks that were partly blocked by vegetation, trash cans, and other items (see the photos below).



Figure 2. Sidewalk blocked by trash cans in the City of Douglas. Residents could be instructed to place trash cans on the grassy buffer strip to avoid this problem. Photo: Ariel Godwin.



Figure 3. Sidewalk blocked by vegetation. Photo: Ariel Godwin.

To address this problem, one cost-effective method that has met with success in many other communities is to use a smartphone app on which residents can report a range of maintenance problems. The City can then monitor the data submitted and respond accordingly. As an example, in the nearby community of Valdosta, residents can use an app called Click 'N Fix to report issues.

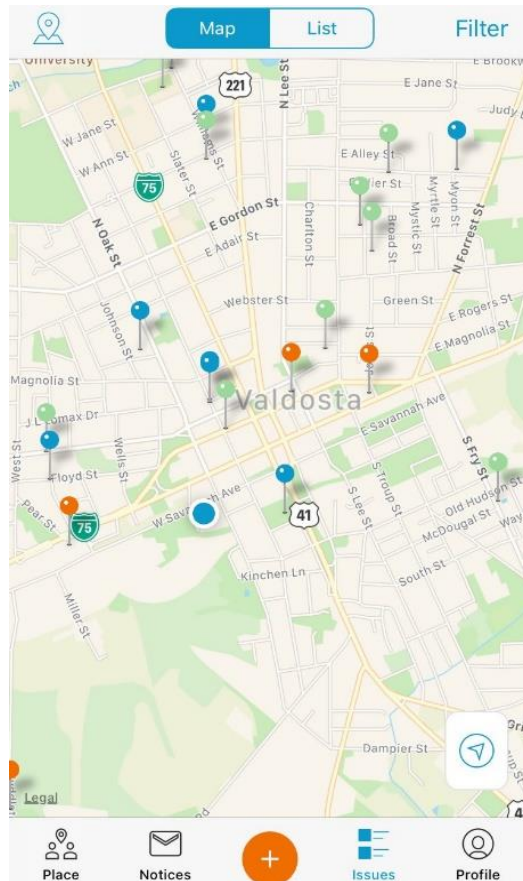


Figure 4. Screenshot of the Valdosta Click 'N Fix smartphone app, which allows residents to view maintenance issues and report new ones.

Street Trees

Street trees enhance city streets both functionally and aesthetically. Trees provide shade to homes, businesses, and pedestrians—something especially important in the subtropical climate of southern Georgia, where daytime temperatures in the summer months routinely top 90° Fahrenheit. Street trees also have the potential to slow traffic speeds, especially when placed on a curb extension in line with on-street parking, and may increase pavement life by avoiding extreme heat. Aesthetically, street trees frame the street and the sidewalk as discrete public realms, enriching each with a sense of rhythm and human scale.

The trees and plants that are recommended, or not recommended, for sidewalk plantings and related landscaping purposes are listed below. This list was adapted from the list of preferred and prohibited trees provided in the Unified Land Development Code of nearby Lowndes County, Georgia.



Figure 5. Street trees in Downtown Douglas. Photo: Ariel Godwin.

Small Trees

Trident Maple (*Acer buergeranum*)
Japanese Maple (*Acer palmatum*)
Pindo Palm (*Butia capitata*)
Eastern Redbud (*Cercis Canadensis*)
Fringe Tree (*Chionanthus virginicus*)
Flowering Dogwood (*Cornus florida*)
Hawthorn (*Crataegus uniflora*)
Loquat (*Eriobotrya japonica*)
Two-wing Silverbell (*Halesia diptera*)
Carolina Silverbell (*Halesia Carolina*)
Lusterleaf holly (*Ilex latifolia*)
Yaupon Holly (*Ilex vomitoria*)
Star Anise (*Illicium parviflorum*)
Crape Myrtle (*Lagerstroemia indica*)

Little Gem (*Magnolia grandiflora*)
Japanese Saucer Magnolia (*Magnolia X soulangeana*)
Flowering Crabapples (*Malus species*)
Wax Myrtle or Bayberry (*Myrica cerifera*)
Wild Olive (*Osmanthus americanus*)
Eastern Hornbeam (*Ostrya virginiana*)
Flowering Cherry (*Prunus campanulata 'Okame'*)
Aristocrat (*Pyrus calleryana*)
Needle palm (*Rhapidophyllum hystrix*)
Cabbage or Sabal Palm (*Sabal palmetto*)
Windmill Palm (*Trachycarpus fourtunei*)

Canopy Trees Permitted Within 20-30 Feet of Overhead Utility Lines

River Birch (*Betula nigra*)
American Holly (*Ilex opaca*)
Eastern Red Cedar (*Juniperus virginiana*)
Dawn Redwood (*Metasequoia glyptostroboides*)
Blackgum (*Nyssa sylvatica*)
Sourwood (*Oxydendrum arboretum*)
Shortleaf Pine (*Pinus echinata*)

Slash Pine (*Pinus elliottii*)
Spruce Pine (*Pinus glabra*)
Longleaf Pine (*Pinus palustris*)
Loblolly Pine (*Pinus taeda*)
Chinese Pistachio (*Pistacia chinensis*)
Common Sassafras (*Sassafras albidum*)
Pond Cypress (*Taxodium ascendens*)
Bald Cypress (*Taxodium distichum*)



Figure 6. Flowering dogwood (*Cornus florida*). Source: Wikimedia Commons.

Canopy Trees

Florida Maple (<i>Acer barbatum</i>)	Slash Pine (<i>Pinus elliottii</i>)
Red Maple (<i>Acer rubrum</i>)	Spruce Pine (<i>Pinus glabra</i>)
Silver Maple (<i>Acer saccharinum</i>)	Longleaf Pine (<i>Pinus palustris</i>)
River Birch (<i>Betula nigra</i>)	Loblolly Pine (<i>Pinus taeda</i>)
Pecan (<i>Carya illinoensis</i>)	Chinese Pistachio (<i>Pistacia chinensis</i>)
Pignut Hickory (<i>Carya glabra</i>)	Sycamore (<i>Platanus occidentalis</i>)
Mockernut Hickory (<i>Carya tomentosa</i>)	Eastern Cottonwood (<i>Populus deltoids</i>)
Southern Catalpa (<i>Catalpa bignonioides</i>)	White Oak (<i>Quercus alba</i>)
Sugarberry (<i>Celtis laevigata</i>)	Laurel Oak (<i>Quercus henisphaerica</i>)
China-fir (<i>Cunninghamia lanceolata</i>)	Diamondleaf Oak (<i>Quercus laurifolia</i>)
Arizona-cypress (<i>Cupressus glabra</i>)	Overcup Oak (<i>Quercus lyrata</i>)
American Beech (<i>Fagus grandifolia</i>)	Swamp Chestnut Oak (<i>Quercus michauxii</i>)
White Ash (<i>Fraxinus Americana</i>)	Water Oak (<i>Quercus nigra</i>)
Green Ash (<i>Fraxinus pennsylvanica</i>)	Willow Oak (<i>Quercus phellos</i>)
Honey Locust (<i>Gleditsia triacanthos</i>)	Shumard Oak (<i>Quercus shumardii</i>)
Loblolly-bay (<i>Gordonia lasianthus</i>)	Post Oak (<i>Quercus stellata</i>)
American Holly (<i>Ilex opaca</i>)	Black Oak (<i>Quercus velutina</i>)
Eastern Red Cedar (<i>Juniperus virginiana</i>)	Live Oak (<i>Quercus virginiana</i>)
Golden Raintree (<i>Koelreuteria paniculata</i>)	Weeping Willow (<i>Salix babylonica</i>)
American Sweetgum (<i>Liquidambar styraciflua</i>)	Sassafras (<i>Sassafras albidum</i>)
Yellow Poplar (<i>Liriodendron tulipifera</i>)	Pond Cypress (<i>Taxodium ascendens</i>)
Southern Magnolia (<i>Magnolia grandiflora</i>)	Bald Cypress (<i>Taxodium distichum</i>)
Sweetbay Magnolia (<i>Magnolia virginiana</i>)	Winged Elm (<i>Ulmus alata</i>)
Dawn Redwood (<i>Metasequoia glyptostroboides</i>)	American Elm (<i>Ulmus Americana</i>)
Blackgum (<i>Nyssa sylvatica</i>)	Ailee Elm (<i>Ulmus parvifolia 'Ailee'</i>)
Sourwood (<i>Oxydendrum arboretum</i>)	Bosque Elm (<i>Ulmus parvifolia</i>)
Shortleaf Pine (<i>Pinus echinata</i>)	Chinese Elm (<i>Ulmus parvifolia 'Athena'</i>)
	Drake Elm (<i>Ulmus parvifolia 'Drake'</i>)



Figure 7. Live oak (*Quercus virginiana*). Source: Wikimedia Commons.

Plants to be avoided (due to invasive status or other undesirable qualities)

Kudzu (<i>Pueraria Montana</i>)	Japanese knotweed (<i>Polygonum cuspidatum</i>)
Chinese privet (<i>Ligustrum sinense</i>)	Johnsongrass (<i>Sorghum halepense</i>)
Japanese honeysuckle (<i>Lonicera japonica</i>)	Lespedeza, bicolor (<i>Lespedeza bicolor</i>)
Hydrilla (<i>Hydrilla verticillata</i>)	Lespedeza, sericea (<i>Lespedeza cuneata</i>)
Chinese tallow tree (<i>Triadica sebifera</i>)	Multiflora rose (<i>Rosa multiflora</i>)
Nepalese browntop (<i>Microtegium vimineum</i>)	Musk thistle (<i>Carduus nutans</i>)
Bamboo (<i>Phyllostachys aurea</i>)	Nandina (<i>Nandina domestica</i>)
Autumn olive (silverberry) (<i>Elaeagnus umbellata</i>)	Parrotfeather (<i>Myriophyllum aquaticum</i>)
Chinese wisteria (<i>Wisteria sinensis</i>)	Phragmites (common reed) (<i>Phragmites australis</i>)
Mimosa (<i>Albizia julibrissin</i>)	Paulownia (Princess-tree) (<i>Paulownia tomentosa</i>)
Alligatorweed (<i>Alternanthera philoxeroides</i>)	Privet, Waxleaf (<i>Ligustrum lucidum</i>)
Benghal dayflower (<i>Commelina benghalensis</i>)	Queen Anne's Lace (Wild Carrot) (<i>Daucus carota</i>)
Bermudagrass (<i>Cynodon dactylon</i>)	Rattlebush (rattlebox) (<i>Sesbania punicea</i>)
Cogongrass (<i>Imperata cylindrical</i>)	Salvinia, giant (<i>Salvinia molesta</i>)
Chinaberry (<i>Melia azedarach</i>)	Salvinia (<i>Salvinia auriculata</i>)
Chinese silvergrass (zebragrass) (<i>Miscanthus sinensis</i>)	Salvinia (<i>Salvinia biloba</i>)
Common broomrape (<i>Orobanche minor</i>)	Salvinia (<i>Salvinia herzogii</i>)
English ivy (<i>Hedera helix</i>)	Tall fescue (<i>Festuca arundinacea</i>)
French tamarix (salt-cedar) (<i>Tamarix gallica</i>)	Tall vervain (<i>Verbena bonariensis</i>)
Giant reed (<i>Arundo donax</i>)	Torpedograss (<i>Panicum repens</i>)
Itchgrass (<i>Rottboellia cochinchinensis</i>)	Tropical soda apple (<i>Solanum viarum</i>)
Japanese climbing fern (<i>Lygodium japonicum</i>)	Water hyacinth (<i>Eichornia crassipes</i>)
	Wintercreeper (<i>Euonymus fortunei</i>)



Figure 8. Kudzu (*Pueraria Montana*). Source: Wikimedia Commons.

Minimal-cost solutions

While sidewalks, using the latest and best design practices, are undoubtedly the best solution for accommodating pedestrians, it is acknowledged that the cost of installing a sidewalk on an existing street can sometimes not be justified and can make such a project infeasible. Faced with such situations, many other communities have developed low-cost solutions (temporary or permanent) that make use of the existing paved right-of-way to accommodate pedestrians. The following figures show examples of such solutions.



Figure 9. Pedestrian lane striped as a temporary measure (St. Augustine, FL). Flexible delineators, as shown in the following picture, would further improve safety. (Photo: Ariel Godwin)



Figure 10. Pedestrian lane with flexible bollards (New Zealand). (Photo: Vanguard Group, <https://www.vanguardgroup.co.nz/products/car-park-and-traffic-management/flexible-bollards-and-lane-dividers/product/flexible-bollard-one-piece/>)

2. Existing Plans and Studies

The 2018 Comprehensive Plan for the City of Douglas (a joint comprehensive plan that also includes Coffee County and the Cities of Ambrose, Broxton, and Nicholls) calls for the development and implementation of this Sidewalk Master Plan during the 2019-2023 fiscal years. The Comprehensive Plan also calls for various other projects that will expand and improve the pedestrian and bicycle network in the community, including the extension of the Greenway Trail.

In 2018, the Southern Georgia Regional Commission created a comprehensive regional dataset of “cow paths” (also known as “desire paths,” and referring to locations with no sidewalk where the vegetation is trodden down by people walking, indicating the need for a sidewalk). The resulting database includes some locations in the City of Douglas, which have been included for proposed sidewalk installation in the present Sidewalk Master Plan.

A Downtown Master Plan for the City of Douglas was created by the private firm Lord Aeck Sargent in 2016. The Downtown Master Plan included several action items that related to sidewalks and walkability; these measures are reiterated in the present Sidewalk Master Plan. They include extending ADA-compliant sidewalks across the railway; streetscape enhancements, such as decorative pavers; and additional sidewalks to be constructed in specific locations.

A Bike and Pedestrian Connectivity Assessment for the City of Douglas Greenway Trail was prepared by the Southern Georgia Regional Commission in 2013. The assessment included recommendations for sidewalk improvements for connectivity to the Greenway Trail, which are incorporated into the present Sidewalk Master Plan.

A Parks Master Plan was prepared for the City in 2002 by the firm Jordan, Jones, and Goulding, Inc. The Parks Master Plan includes recommendations for sidewalk improvements, many of which have been implemented since then. The present Sidewalk Master Plan incorporates these previous efforts.

The Southern Georgia Regional Commission also produced a Senior Walking Route Map for the City of Douglas, showing walkable destinations in the City and walkable streets. This map is available at City Hall and at senior centers in Douglas, and on the SGRC website.²

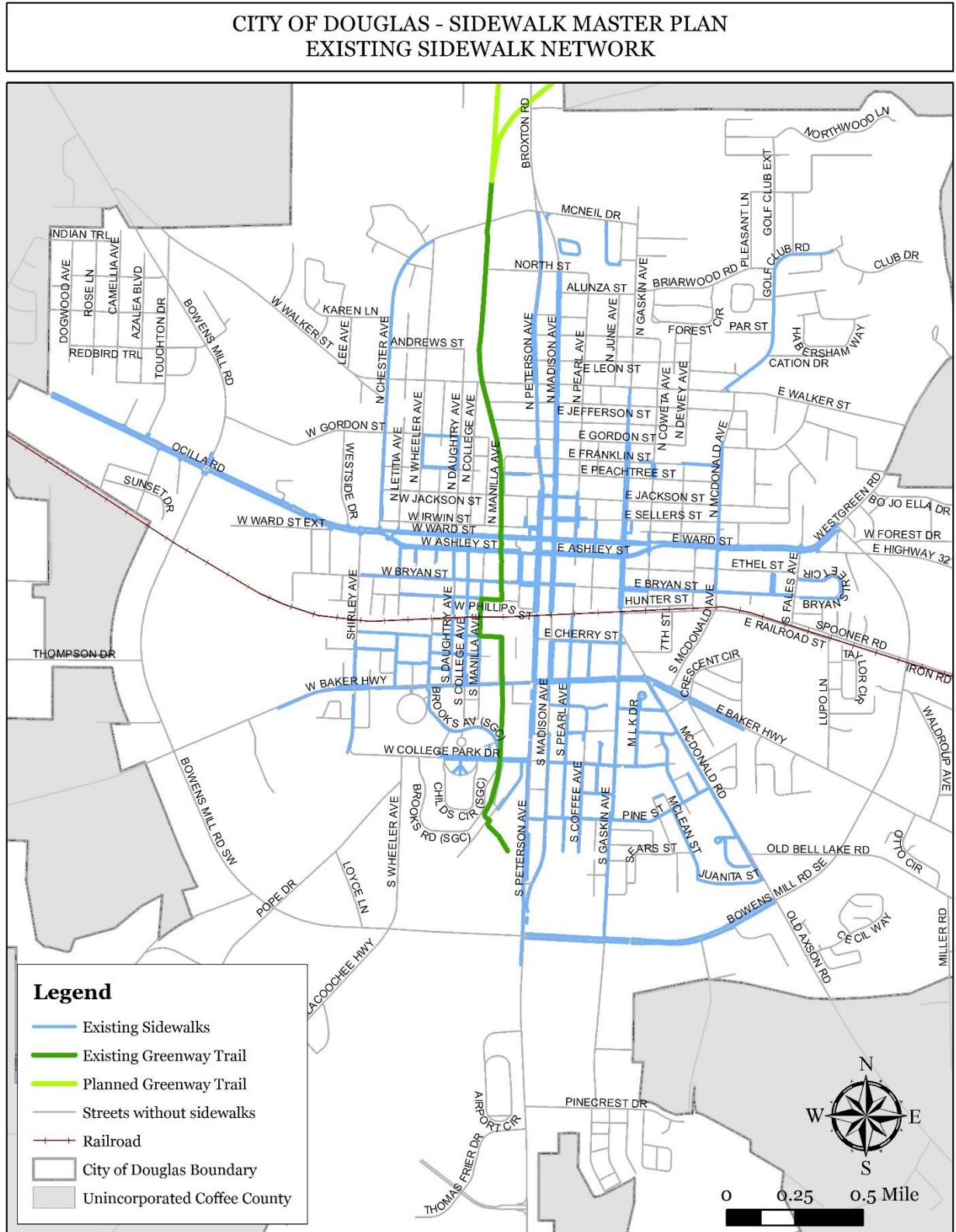
² Southern Georgia Regional Commission. Douglas Senior Resource Guide. <https://sgrc.us/documents/bicycle/78ccd43e060ccc795e2fa1a81686e20d.pdf>

3. Existing Conditions

Map 1 shows the existing sidewalk network in the City of Douglas. There are an estimated total of 44.4 miles of sidewalk in Douglas, plus the 2.7-mile Greenway Trail. The sidewalk network connects directly to the Greenway Trail at 8 locations.

Several short gaps in the sidewalk network are "low-hanging fruit" for the City, in the sense that they could be filled at relatively low cost but would have a substantial impact in improving pedestrian connectivity. Other gaps are longer and would be more costly to fill. Further details are included in the "Action Plan" section, which includes a list of prioritized projects.

Many existing sidewalks are in disrepair, due to factors such as tree roots and normal wear and tear. Some sidewalks also do not meet current standards because they are not wide enough to meet current standards, lack ADA ramps, and/or have blockages (most commonly utility infrastructure and vegetation). However, due to the substantial mileage of streets in Douglas that have no sidewalk at all, this plan focuses on opportunities to create new sidewalks where there currently are none. A future planning effort could include action steps to bring existing sidewalks up to current standards.

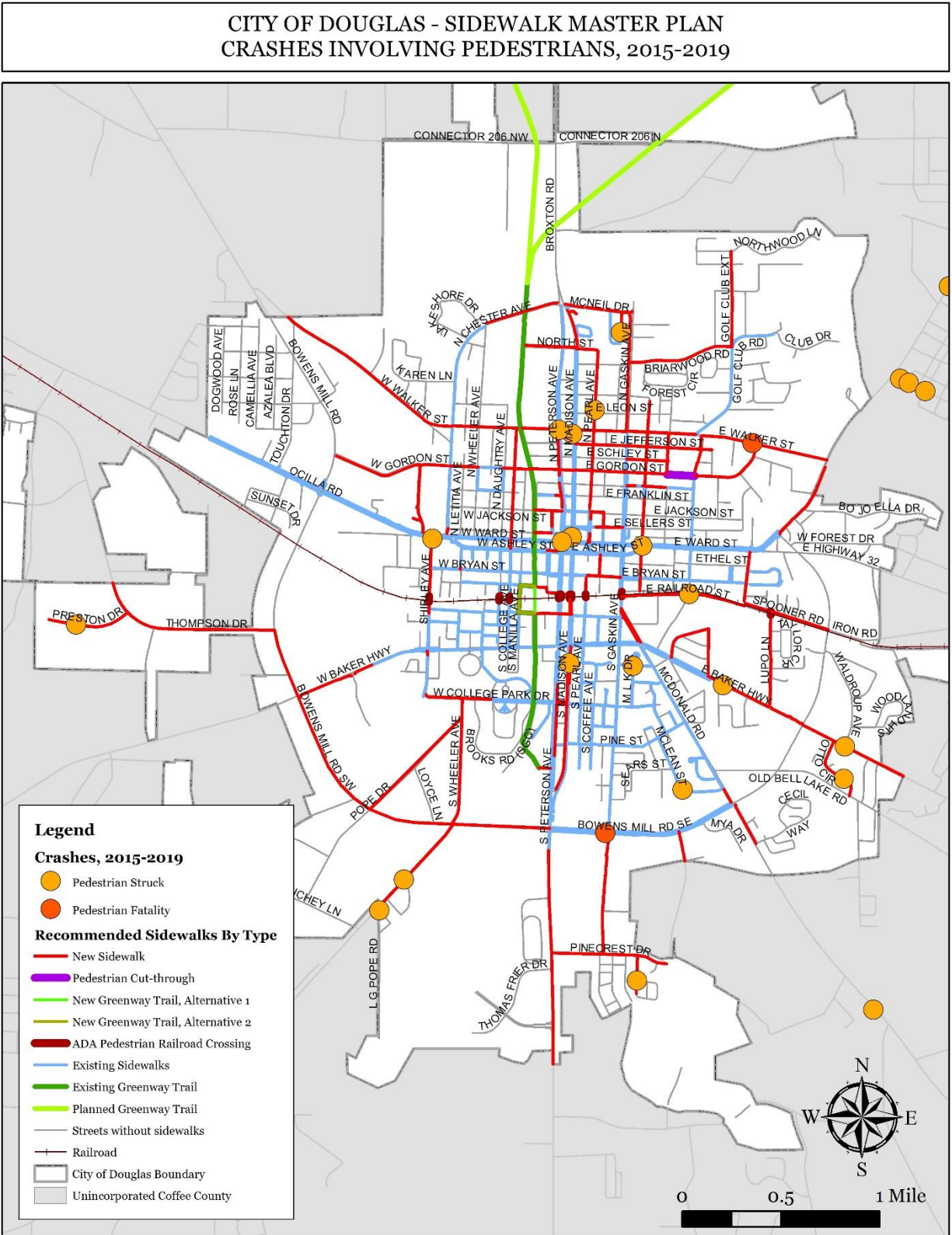


Map 1

4. Crashes

From Jan. 1, 2015 to Dec. 31, 2019, according to data from the Georgia Department of Transportation (GDOT), there were 23 crashes where pedestrians were hit by motor vehicles. According to the data, these resulted in 18 injuries and 2 fatalities. The locations where pedestrians were struck are shown on Map 2 on the following page.

Of the injury crashes, 6 occurred at locations where sidewalks already exist; 5 occurred at locations where a sidewalk is planned; and 10 occurred at locations where no sidewalk exists, nor is one currently planned. Of the two fatalities, one occurred at an intersection where a sidewalk is currently planned for one of the roads (Walker Street at Gordon Street) and the other occurred at an intersection that currently has existing sidewalks plus an additional sidewalk planned (Bowens Mill Road at South Gaskin Avenue).



Map 2

5. Public Involvement

The public involvement phase of this plan took place during a period of social distancing brought on by the global COVID-19 pandemic in 2020. However, the pandemic has highlighted the importance of sidewalks; at least anecdotally, increased rates of walking have been reported. Furthermore, a robust public involvement element for this plan was developed in the form of an internet-based survey, built in the form of an interactive map and publicized through social media advertising targeting the Douglas area.

The interactive map was available online for 2 weeks in May 2020 and was advertised on Facebook, Twitter, the City of Douglas website, the *Douglas Enterprise* (local newspaper), DouglasNow.com (local news website), and via an e-mail list distribution. Screenshots of the interactive map appear below.

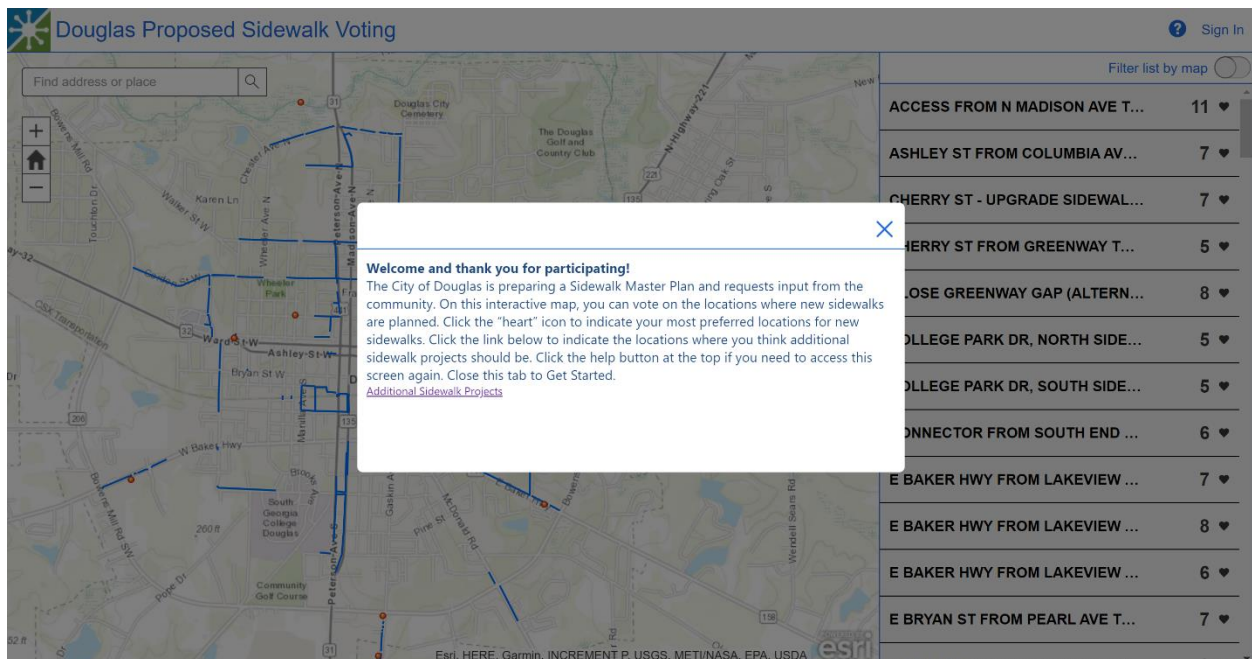


Figure 11. Interactive map screen shot 1.

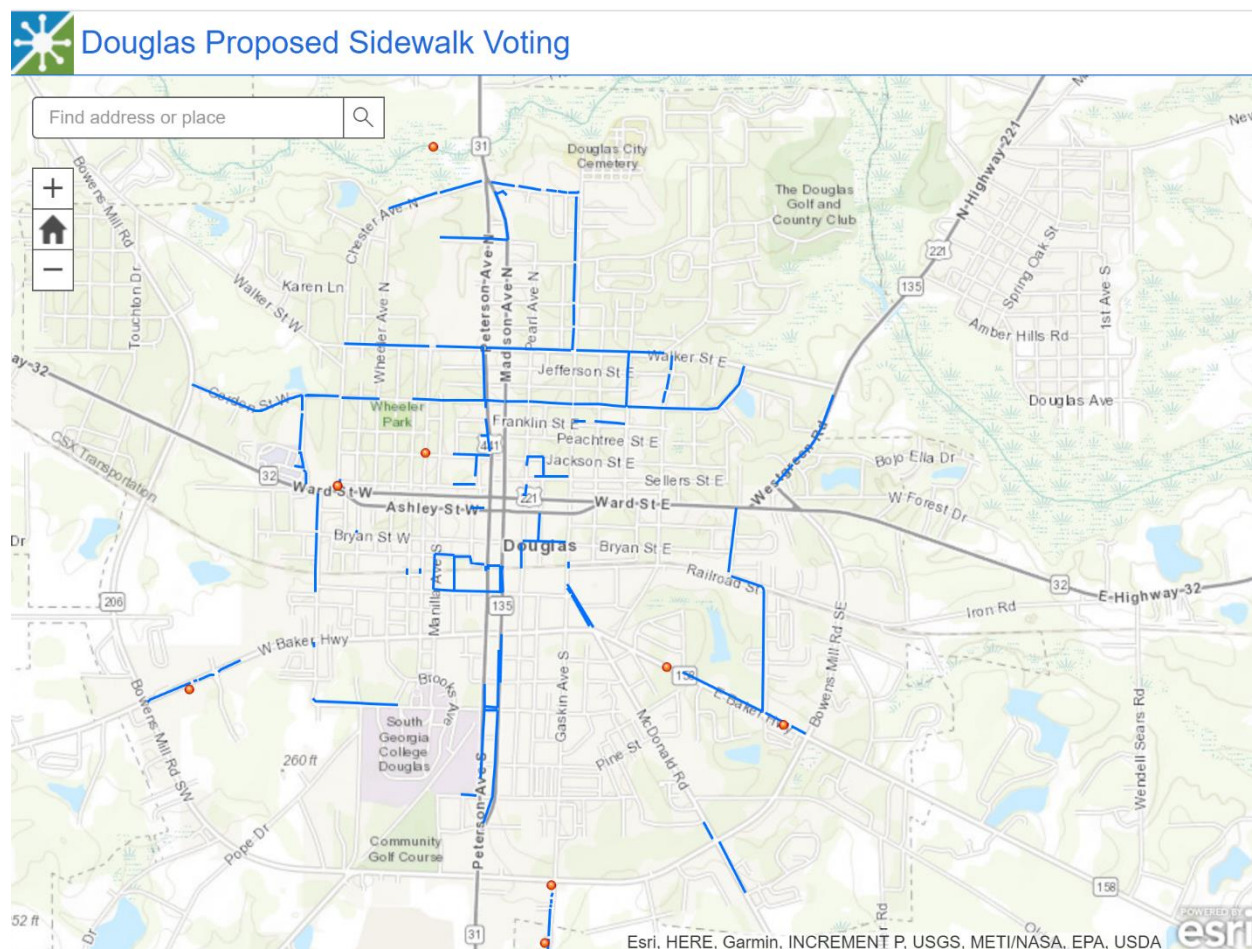


Figure 12. Interactive map screen shot 2.

Interactive Map Input

The interactive map included a “heart” icon with the option for members of the community to click to vote for any project. Of the 109 proposed new sidewalk projects listed on the interactive map, 80 projects were voted on, each receiving at least two votes. The maximum number of votes for a single project was 22.

The top vote projects (those receiving 10 or more votes) were the following:

- E Walker St from Peterson Ave to Golf Club Rd (22 votes)
- Access from N Madison Ave to Georgia Woods Apts - cow path (18 votes)
- N Chester Ave from Wheeler Ave to Greenway (18 votes)
- W Walker St from Chester Ave to Greenway (17 votes)
- N Chester Ave from Greenway to Peterson Ave (15 votes)
- Westside Dr from Ward St to Hospital entrance (12 votes)
- N Chester Ave, Half-Block Gap south of Irwin St (11 votes)
- Ashley St from Columbia Ave to Peterson Ave (10 votes)

Scores from the interactive map voting were added to scores from other public input under criterion #9 (see the “Prioritization Process and Criteria” section).

Facebook Discussion Input

In addition, a post on the City of Douglas Facebook page, publicizing the interactive map, sparked a discussion in which many residents provided further input. 148 comments were posted, and the post was shared 69 times. The input provided is summarized below.

- Commenters noted the need for sidewalks at the following locations, which have been incorporated into this plan.
 - South Gaskin Ave from Bowens Mill Rd to Pinecrest Dr
 - All of Walker St
 - All of McDonald Ave
 - Willacoochee Hwy
 - E Baker Hwy
 - E Jefferson St
 - Coweta Ave
 - All streets around Eastside Elementary School
 - Shirley Ave
 - S Peterson Ave from existing sidewalk south to City limits
 - Pinecrest Dr
 - Thompson Dr
 - Crescent Cir
 - Lupo Ln
 - Spooner Rd
 - S Fales Ave
 - Roads around Elixir Extrusions and other major places of employment in the vicinity
 - All places where pedestrians have been hit by vehicles
- 18 people indicated that there was a need for sidewalks “everywhere,” “throughout the whole City,” “on all streets,” or similar.
- The need for sidewalks in areas with a high proportion of African-American population was indicated.
- Commenters also noted that more street lights are needed and sewer repairs and upgrades are needed.
- In addition to the need for sidewalks, several commenters mentioned the need for road repairs and paving of dirt roads. People mentioned the following specific roads in need: Evergreen Ave and E Bryan St.

6. Prioritization Process and Criteria

For the purposes of this Master Plan, a process for prioritizing sidewalk projects was developed, based on methods that have been successfully applied in other communities and tailored to the unique qualities and needs of the City of Douglas.

Previously, in 2017, the Southern Georgia Regional Commission developed a Complete Streets Suitability Index for the Valdosta-Lowndes Metropolitan Planning Organization area. This index assigns roadway segments up to 200 points, based on various criteria, allowing them to be prioritized based on need, cost, and other factors.

In addition, as part of the FY 2019 contract with the Georgia Department of Transportation for bicycle and pedestrian planning activities, the Southern Georgia Regional Commission produced a set of criteria for prioritizing the installation of sidewalks in areas where “cow paths” are present. This prioritization methodology accompanied a regional cow path inventory created by the SGRC.

Building on these two methodologies, which are tailored to the needs and character of the Southern Georgia region and were developed specifically to the communities in the area, the present Sidewalk Master Plan includes prioritization criteria for new sidewalk projects in the City of Douglas. The prioritization process is intended to be applied to new sidewalk projects identified in this plan or in future plans or studies. Each project can be assigned up to 40 points (up to 5 points each for 8 criteria). In this section, the criteria are described along with the reasoning behind them. Specific recommended projects are scored and ranked in the “Action Plan” section.

1. Would the new sidewalk connect to key destinations to which people might want to, or already do, walk?

(Sidewalks that are the most well-used represent the best use of funds, measured in terms of their benefit to the community.)

- 5 points – Elementary, middle, or high school
- 5 points – College (South Georgia State College or Wiregrass)
- 5 points – Downtown Douglas (Central Business District)
- 5 points – Major employer
- 5 points – Shopping districts, grocery stores, or pharmacies
- 5 points – Parks/recreation

2. What size gap would the new sidewalk close between existing sidewalks?

(Smaller sidewalk gaps are generally less costly to fill, and therefore these lower-cost projects receive higher priority.)

- 5 points – 0 – 100-foot gap
- 4 points – 101 – 500-foot gap
- 3 points – 501 – 1,000-foot gap
- 2 points – 1,001 – 2,500-foot gap
- 1 point – 2,501-foot gap or more
- 0 points – sidewalk would not close a gap

3. Is there already a "cow path" where the sidewalk would be?

(As was mentioned above, cow paths indicate the need for a sidewalk because they show that people are walking there.)

5 points – Yes

0 points – No

4. Are there features that might significantly increase the cost of installing a sidewalk along the location where the cow path is currently?

(Examples: utility poles that would need to be moved; open drainage ditches)

0 point – Yes

5 points – No

5. What is the speed limit on the roadway?

(When a driver hits a pedestrian, the chance of death increases greatly with the speed. The higher the speed of traffic on the road, the more important it is to separate pedestrians from vehicles.)

5 points – 45+ mph

2 points – 25 mph

4 points – 35 – 40 mph

1 point – 20 mph

3 points – 30 mph

0 points – 15 mph or less

6. What is the Average Daily Traffic (ADT) of the roadway?

(Average Daily Traffic (ADT) can be an indicator of the need for a sidewalk. Roads with lower traffic volumes may be safe for pedestrians even if there is no sidewalk. Therefore, roads with higher traffic volumes are prioritized.)

5 points – 5,000 or more

3 points – 1,000 – 4,999

1 point – 500 – 999

0 points – Under 500, not adjacent to a roadway, or ADT data unavailable

7. Have pedestrians been injured or killed on this road segment?

(Pedestrian injuries and fatalities are one of the strongest indicators that improved facilities are needed in order to enhance safety.)

10 points per pedestrian fatality

5 points per pedestrian injury

8. Would the new sidewalk connect to the Greenway Trail?

(Connectivity to the trail has been identified as a community priority for many years.)

5 points – Yes

0 points – No

9. Did citizens indicate a need for the project during the public involvement phase of the Sidewalk Master Plan?

5 points – Indicated verbally through comments via social media, e-mail, or phone call

1 point for each vote received through interactive online map

0 points – no mention during public involvement phase

7. Equity of Projects

During the planning process, two equity concerns were mentioned: The equitable distribution of projects among the wards of the City Council, and the distribution of projects among majority Black/African-American areas compared to majority White areas. This section examines existing and proposed sidewalks in relation to demographics and City wards.

Demographics

During the public involvement phase, the lack of sidewalks in the Black community was mentioned. This section attempts to analyze this issue and work toward improving the racial equity of the distribution of projects in this plan.

According to the most recent available (2019) Census Bureau estimates,³ the population of the City of Douglas is 50.8% Black of African America; 42.9% White; 2.5% two or more races; 0.4% American Indian and Alaska Native; and 0.2% Asian. Hispanic or Latino of any race are 12.2% of the population.

To investigate the location of existing and proposed sidewalks in detail, an analysis was performed at the census block level. 2010 census data were the most recent available at the census block level. Although the population and demographics of the City of Douglas have changed somewhat since 2010, the changes are considered small enough that the analysis can still reasonably be performed using the available 2010 data. The changes in demographics from 2010 to 2019 are shown in Table 1.

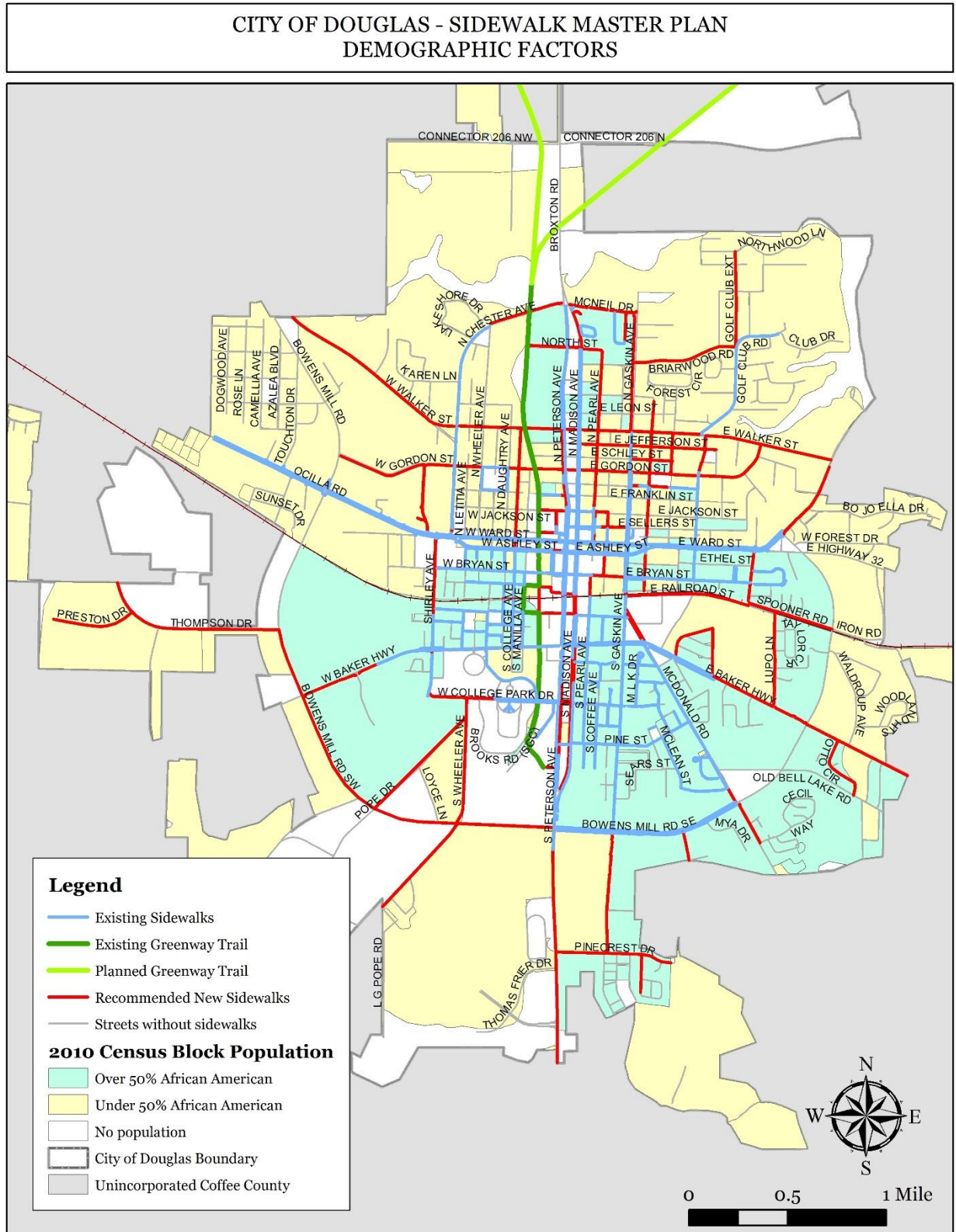
	2010 Census	2019 American Community Survey Estimates	Percent change
Total population	11589	11695	+0.9%
Black or African American	52.6%	50.8%	-1.8%
White	40.9%	42.9%	+2.0%
Two or More Races	0.3%	2.5%	+2.2%
American Indian and Alaska Native	0.4%	0.4%	0.0%
Asian	0.0%	0.2%	+0.2%
Hispanic or Latino of any race	3.3%	12.2%	+8.9%

With regard to population demographics, existing and proposed sidewalks in the City of Douglas are distributed as follows:

³ US Census Bureau. QuickFacts: Douglas, Georgia.
<https://www.census.gov/quickfacts/fact/table/douglascitygeorgia,US/PST045219>

- 21.8 miles of existing sidewalks in or adjacent to census blocks with over 50% African American population.
- 20.8 miles of existing sidewalks in or adjacent to census blocks with under 50% African American population.
- 21.1 miles of proposed sidewalks in or adjacent to census blocks with over 50% African American population.
- 26.0 miles of proposed sidewalks in or adjacent to census blocks with under 50% African American population.

Map 3 shows the location of existing and proposed sidewalks along with the demographics of census blocks with regard to the African American population.



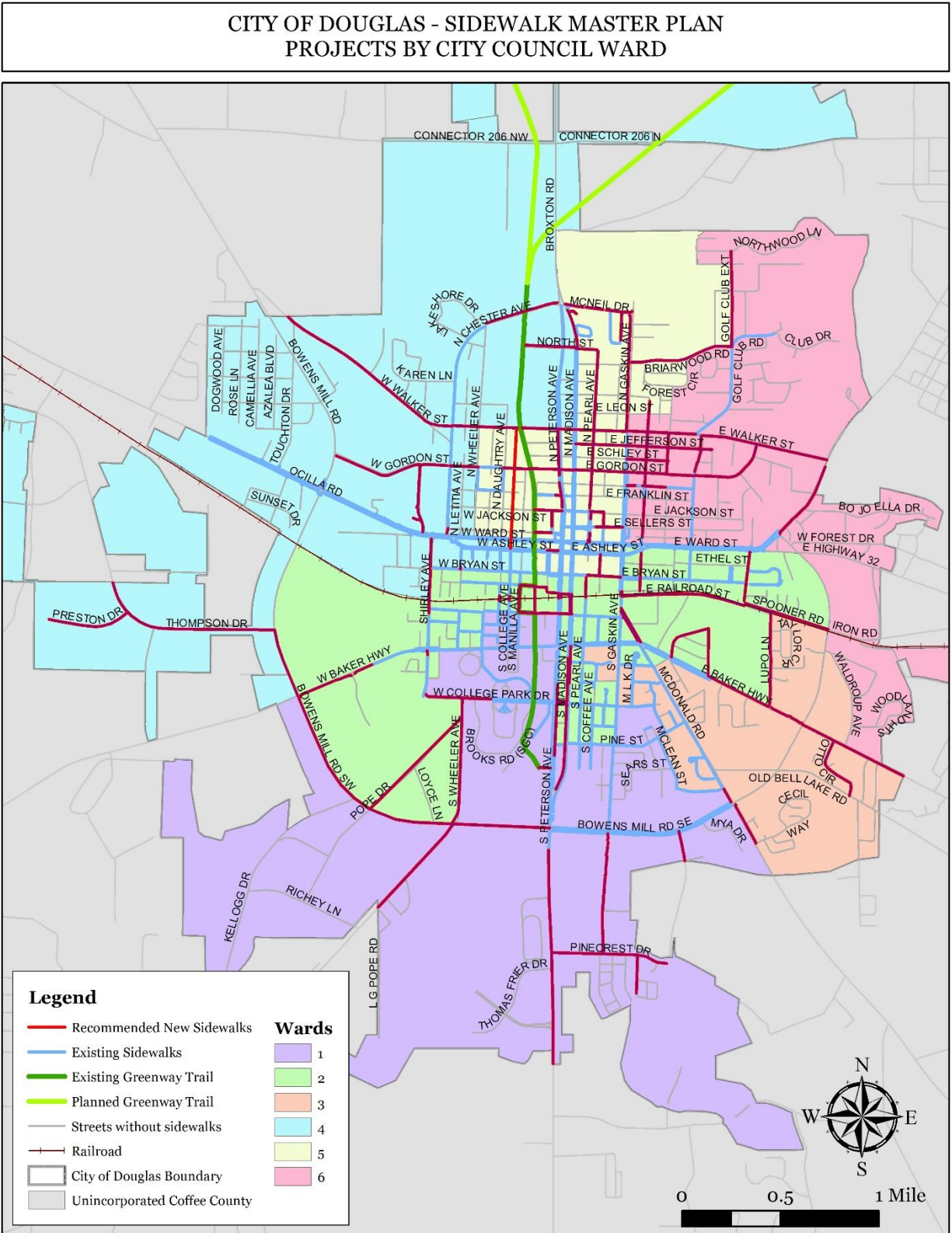
Map 3

Distribution of Projects among City Council Wards

The intent of this plan is to achieve an equitable distribution of projects among the six City Council districts of the City of Douglas. However, there are significant differences among the districts in terms of the mileage of existing sidewalks, connectivity needs, and overall character. This means that some districts may have different sidewalk requirements than others.

Map 4 shows the distribution of projects recommended in this plan by City Council ward. Table 2 below shows the mileage of existing sidewalks and recommended new sidewalks per ward. In cases where a project runs along the boundary between two wards, it is counted in the mileage for both wards.

District	Miles of existing sidewalks	Miles of proposed sidewalk projects
1	8.27	6.47
2	10.86	9.50
3	2.66	2.36
4	7.48	5.55
5	7.54	7.49
6	2.77	5.77



Map 4

8. Action Plan

This section contains a rating of the sidewalk projects listed in this plan, along with additional data regarding each project and each project's score according to the methodology described in the previous section. Each project's rank number is also noted, with the highest-scored project ranking #1. Since many projects have the same score, many projects are tied with the same rank number. This plan calls for a total of 14 miles of new sidewalks, which would increase the City's sidewalk network by 31.5 percent.

The recommended new sidewalks with their priority scores are shown in the table below. Project locations are shown in the subsequent maps. Map 5 shows projects by priority score, Map 6 shows projects by plan origin, and Map 7 shows projects by infrastructure type.

Project	Length (feet)	Scores (see Section 5 for description of each criterion)									Total Score	Rank
		#1	#2	#3	#4	#5	#6	#7	#8	#9		
E Walker St from Peterson Ave to Golf Club Rd	3537	5	1	0	5	3	5	5	0	27	51	1
Access from N Madison Ave to Georgia Woods Apts - cow path	244	5	4	5	5	0	0	0	0	18	37	2
N Chester Ave from Wheeler Ave to greenway	1052	0	2	0	5	4	3	0	5	18	37	2
Walker St from Greenway to Peterson Ave	972	0	3	0	5	3	3	5	5	13	37	2
Close Greenway Gap (alternative to upgrading sidewalk detour)	720	5	3	5	5	3	0	0	5	9	35	3
N Chester Ave from greenway to Peterson Ave	882	0	3	0	5	4	3	0	5	15	35	3
N Chester Ave, half-block gap south of Irwin St	133	5	4	0	5	4	0	0	0	16	34	4
S Madison Ave from Mitchell St to College Park Dr	1160	5	2	0	5	4	5	5	0	8	34	4
S Madison Ave, east side, from Baker Hwy to Ross St	986	5	3	0	5	4	5	5	0	7	34	4
W Walker St from N Chester Ave to City limits	5350	0	0	0	5	4	3	0	0	22	34	4
E Baker Hwy from Lakeview Ave to Bowens Mill Rd	2732	0	0	0	5	4	5	5	0	14	33	5
E Walker St from Golf Club Rd to City limits	3390	5	1	0	5	4	3	10	0	5	33	5

Project	Length (feet)	Scores (see Section 5 for description of each criterion)									Total Score	Rank
		#1	#2	#3	#4	#5	#6	#7	#8	#9		
Shirley Ave from Cherry St to Ward St	1796	5	2	0	5	3	5	5	0	8	33	5
West Green Rd from Bowens Mill Rd to Walker St	2145	0	2	0	5	4	5	0	0	13	33	5
Ashley St from Columbia Ave to Peterson Ave	286	5	4	0	5	3	5	0	0	10	32	6
Cherry St - upgrade sidewalks to multi-use trail standards	428	5	4	0	5	3	1	0	5	9	32	6
S Gaskin Ave from Bowens Mill Rd to Pinecrest Dr	3001	5	0	0	5	4	0	10	0	8	32	6
Shirley Ave, small gap south of Baker Hwy	107	5	4	0	5	4	5	0	0	8	31	7
Connector from south end of greenway to Peterson Ave	306	5	4	0	5	4	0	0	5	7	30	8
S Madison Ave from road split north to Pine St	1220	5	2	0	5	4	5	0	0	9	30	8
S Peterson Ave, east side, from Ross St to existing sidewalk south of Pine St	1906	5	2	0	5	4	5	0	0	9	30	8
W Baker Hwy from Bowens Mill Rd to existing sidewalk	1917	5	0	0	5	4	5	0	0	11	30	8
Westside Dr from Ward St to hospital entrance	264	5	4	0	5	4	0	0	0	12	30	8
Cherry St from greenway to Madison Ave	984	5	3	0	5	3	1	0	5	7	29	9
College Park Dr, south side, from Peterson Ave to Madison Ave	265	5	4	0	5	4	3	0	0	8	29	9
E Gordon St from McDonald Ave to Walker St	2162	5	0	0	5	4	0	10	0	5	29	9
McDonald Ave from Baker Hwy to Gaskin Ave, both sides	1927	0	2	5	5	4	3	0	0	10	29	9
N Peterson Ave, west side, from Walker St to Gordon St	1036	5	2	0	5	3	5	5	0	4	29	9
S Madison Ave from College Park Dr to Pine St	1099	5	2	0	5	4	5	0	0	8	29	9
College Park Dr, north side, from Peterson Ave to Madison Ave	265	5	4	0	5	4	3	0	0	7	28	10

Project	Length (feet)	Scores (see Section 5 for description of each criterion)									Total Score	Rank
		#1	#2	#3	#4	#5	#6	#7	#8	#9		
N McDonald Ave from Walker St to Gordon St	894	5	3	0	5	3	3	0	0	9	28	10
E Bryan St from Pearl Ave to Gaskin Ave	886	5	3	0	5	3	3	0	0	8	27	11
Jackson St from greenway to Peterson Ave	743	5	3	0	5	3	0	0	5	6	27	11
W Gordon St from Chester Ave to Peterson Ave	2281	5	2	0	5	3	0	0	5	7	27	11
Madison Ave from Cherry to Phillips	415	5	4	0	5	3	5	0	0	4	26	12
N Gaskin Ave from McNeil Dr to Walker St	2943	5	0	0	5	3	3	0	0	10	26	12
Shirley Ave ADA railroad crossing	149	5	4	0	0	4	5	0	0	8	26	12
Bowens Mill Rd from Peterson Ave to Thompson Dr	10412	5	0	0	5	5	5	0	0	5	25	13
E Baker Hwy From Bowens Mill Rd to City limits	3015	0	0	0	5	5	5	5	0	5	25	13
E Gordon St from Peterson Ave to Dewey Ave	2746	5	1	0	5	3	0	0	0	11	25	13
Phillips St - upgrade sidewalks to multi-use trail standards	392	5	4	0	5	3	0	0	5	3	25	13
S Peterson Ave from existing sidewalk south to City limits	5717	5	0	0	5	5	5	0	0	5	25	13
W Irwin St from greenway to Tanner St	444	5	4	0	5	3	0	0	5	3	25	13
W Peachtree St, small gap west of Peterson Ave	154	5	4	0	5	3	5	0	0	3	25	13
Willacoochee Hwy from Bowens Mill Rd to City limits	2996	0	0	0	5	5	5	5	0	5	25	13
N Madison Ave from McNeil Dr to North St	1025	5	2	0	5	3	5	0	0	4	24	14
N Pearl Ave from Jackson St to North St	4803	5	1	0	5	3	0	5	0	5	24	14
N Peterson Ave, west side, from Franklin St to Jackson St	665	5	3	0	5	3	5	0	0	3	24	14
N Peterson Ave, west side, half-block gap south of Gordon St	152	5	4	0	5	3	5	0	0	2	24	14
Preston Dr	2223	5	0	0	5	4	0	5	0	5	24	14
S Madison Ave from railroad to Cherry St	410	5	4	0	5	3	5	0	0	2	24	14

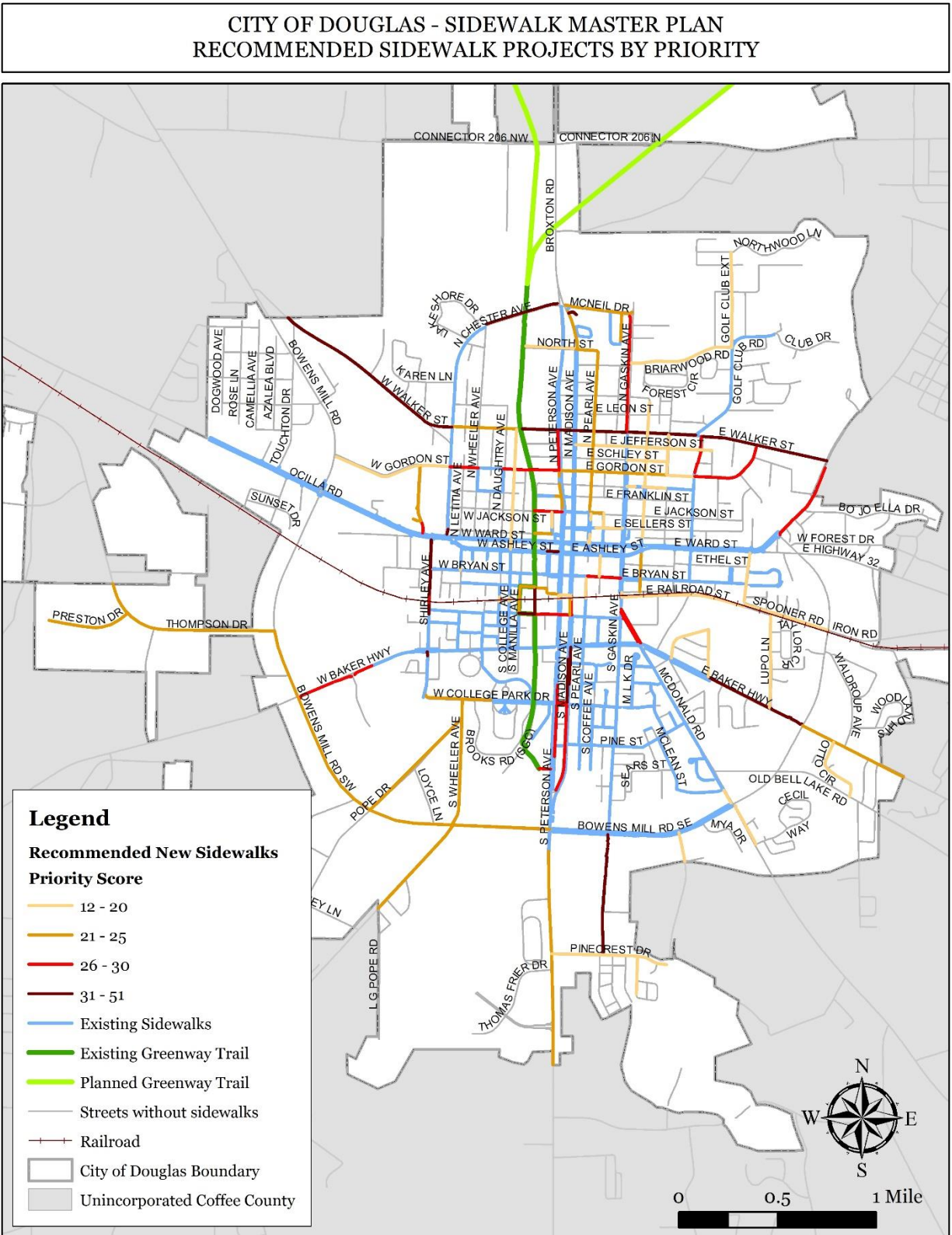
Project	Length (feet)	Scores (see Section 5 for description of each criterion)									Total Score	Rank
		#1	#2	#3	#4	#5	#6	#7	#8	#9		
Jackson St from Pearl Ave to Coffee Ave	363	5	4	0	5	3	3	0	0	3	23	15
June Ave from Clay St to McNeil Dr	725	5	0	0	5	3	0	5	0	5	23	15
Phillips St from greenway to Peterson	725	5	3	0	5	3	0	0	5	2	23	15
S Coweta Ave from Hunter St to Ashley St	1013	0	2	0	5	3	3	5	0	5	23	15
S Manilla Ave - upgrade sidewalks to multi-use trail standards	723	5	3	0	5	3	0	0	5	2	23	15
W Walker St from Chester Ave to greenway	1738	0	2	0	5	3	3	0	5	5	23	15
McNeil Dr from Madison Ave to Gaskin Ave	1556	5	0	0	5	4	3	0	0	5	22	16
Pope Dr from Wheeler Ave to Bowens Mill Rd	3481	5	0	0	5	4	3	0	0	5	22	16
S Wheeler Ave from College Park Dr to Bowens Mill Rd	3395	5	0	0	5	4	3	0	0	5	22	16
Thompson Dr from Bowens Mill Rd to City limits	4940	5	0	0	5	4	3	0	0	5	22	16
W College Park Dr from Shirley Ave to Quincey Cir	1768	5	2	0	5	4	3	0	0	2	21	17
Westside Dr from Gordon St to Ward St	1709	5	0	0	5	4	0	0	0	7	21	17
E Franklin St from Coweta Ave to Dewey Ave	609	5	3	0	5	3	0	0	0	4	20	18
E Schley St from Gaskin Ave to Dewey Ave	1104	5	2	0	5	3	0	0	0	5	20	18
N Coffee Ave from Jackson St to Sellers St	400	5	4	0	5	3	0	0	0	3	20	18
N Pearl Ave, East side, half-block gap north of Ward St	236	5	4	0	5	3	0	0	0	3	20	18
N Pearl Ave, West side, small gap north of Ward St	54	5	5	0	5	3	0	0	0	2	20	18
S Pearl Ave from Bryan St to Rr Tracks	431	5	4	0	5	3	0	0	0	3	20	18
S Peterson Ave ADA railroad crossing, east side	94	5	5	0	0	3	5	0	0	2	20	18
E Jefferson St from Madison Ave to Raintree Dr	3648	5	1	0	5	3	0	0	0	5	19	19

Project	Length (feet)	Scores (see Section 5 for description of each criterion)									Total Score	Rank
		#1	#2	#3	#4	#5	#6	#7	#8	#9		
E Railroad St from Gaskin Ave to Fales Ave	3318	0	0	0	5	4	0	5	0	5	19	19
E Sellers St from Gaskin Ave to existing sidewalk between Coffee and Pearl Aves	715	5	3	0	5	3	0	0	0	3	19	19
Fales Ave from Spooner Rd to Ward St	1313	0	2	0	5	4	0	0	0	8	19	19
N Pearl Ave, East side, half-block gap south of Jackson St	161	5	4	0	5	3	0	0	0	2	19	19
Phillips St from Peterson Ave to Madison Ave	264	5	4	0	5	3	0	0	0	2	19	19
S Madison Ave ADA railroad crossing, east side	112	5	4	0	0	3	5	0	0	2	19	19
S Madison Ave ADA railroad crossing, West side	112	5	4	0	0	3	5	0	0	2	19	19
S Peterson Ave ADA railroad crossing, west side	101	5	4	0	0	3	5	0	0	2	19	19
Tanner St from Jackson St south to existing sidewalk	405	5	4	0	5	3	0	0	0	2	19	19
W Gordon St from Westside Dr to Bowens Mill Rd/apt complexes	2401	5	0	0	5	4	0	0	0	5	19	19
W Gordon St from Westside Dr to N Chester Ave	690	5	0	0	5	3	0	0	0	6	19	19
E Gordon St from Dewey Ave to McDonald Ave	736	5	3	0	5	0	0	0	0	5	18	20
Lupo Lane from Baker Hwy to Railroad St	2451	0	0	0	5	4	0	0	0	9	18	20
Otto Cir from Baker Hwy to Old Bell Lake Rd	1859	0	0	0	5	3	0	5	0	5	18	20
S Coffee Ave from Bryan to Ashley	569	5	3	0	5	3	0	0	0	2	18	20
Vivian Ave	1023	0	0	0	5	3	0	5	0	5	18	20
McDonald Rd from Bowens Mill Rd to existing sidewalk	394	0	4	0	5	4	0	0	0	4	17	21
North St from greenway to Peterson Ave	1002	0	2	0	5	3	0	0	5	2	17	21
Spooner Rd from Fales Ave to Lupo Ln	695	0	0	0	5	4	0	0	0	8	17	21
Lupo Ln ADA railroad crossing	117	0	4	0	0	4	0	0	0	8	16	22

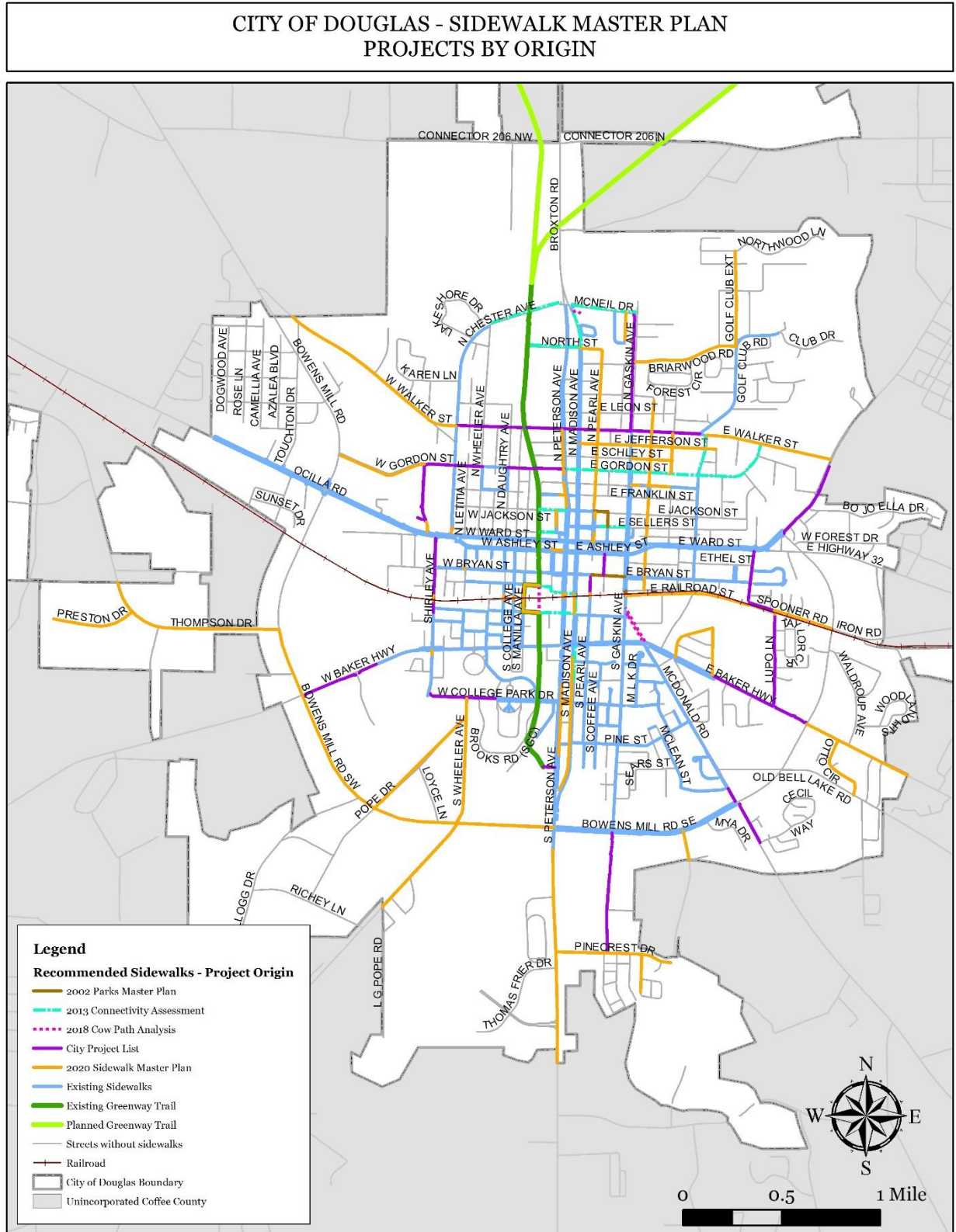
Project	Length (feet)	Scores (see Section 5 for description of each criterion)									Total Score	Rank
		#1	#2	#3	#4	#5	#6	#7	#8	#9		
N Dewey Ave from Walker St to Gordon St	1078	5	0	0	5	3	0	0	0	3	16	22
S Pearl Ave ADA railroad crossing	83	5	5	0	0	3	0	0	0	3	16	22
N College Ave from Walker St to Ashley St	3210	0	1	0	5	3	1	0	0	5	15	23
E Franklin St, half-block gap east of Gaskin Ave	224	0	4	0	5	3	0	0	0	3	15	23
N Coweta Ave from Cleveland St to Peachtree St	1026	0	2	0	5	3	0	0	0	5	15	23
S Letitia Ave, small gap north of Bryan St	51	0	5	0	5	3	0	0	0	2	15	23
Brantley Blvd from Bowens Mill Rd to City limits	799	0	0	0	5	4	0	0	0	5	14	24
Briarwood Rd from Gaskin Ave to Golf Club Rd	2772	0	0	0	5	3	1	0	0	5	14	24
North St from Peterson Ave to Madison Ave	383	0	4	0	5	3	0	0	0	2	14	24
Pinecrest Dr from Peterson Ave to Brantley Blvd	3124	0	0	0	5	4	0	0	0	5	14	24
S College Ave ADA railroad crossing	106	5	4	0	0	3	0	0	0	2	14	24
S Daughtry Ave ADA railroad crossing	126	5	4	0	0	3	0	0	0	2	14	24
Spooner Rd from Mackenzie Cir to Bowens Mill Rd	1592	0	0	0	5	4	0	0	0	5	14	24
Crescent Circle/Lakeview Dr	2700	0	0	0	5	3	0	0	0	5	13	25
Golf Club Ext from Northwood Ln to Golf Club Rd	2551	0	0	0	5	3	0	0	0	5	13	25
N Coweta Ave from Franklin St to Wilson St	2208	0	0	0	5	3	0	0	0	5	13	25
Old Axson Rd from Bowens Mill Rd to Cecil Way	1172	0	0	0	5	5	0	0	0	2	12	26
S Gaskin Ave ADA Railroad Crossing	133	0	4	0	0	3	3	0	0	2	12	26

Timeline for Plan Implementation

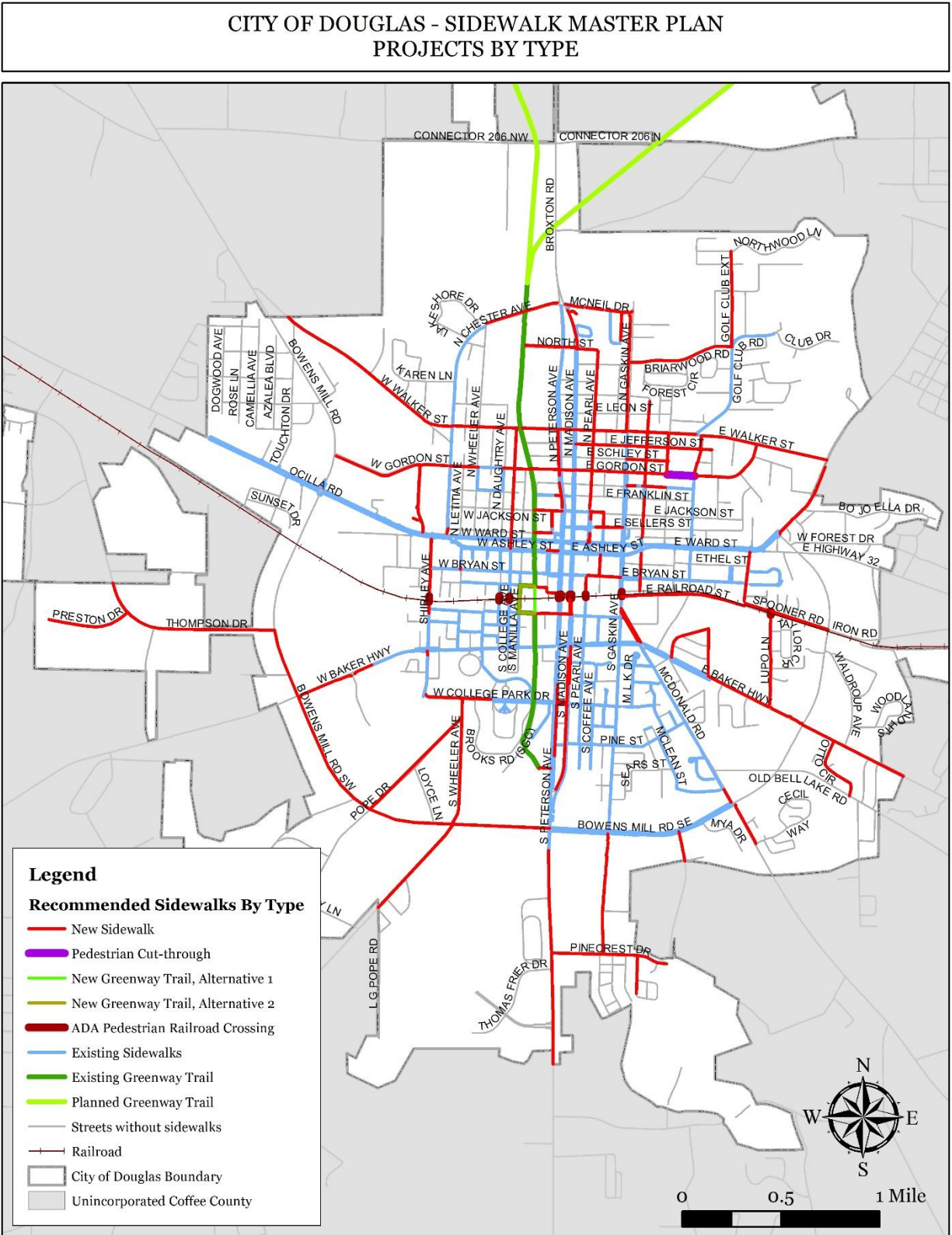
The City of Douglas typically spends approximately \$25,000 per year on sidewalk construction. However, the City has recently applied for a \$1.5 million TAP grant, which, if awarded, would enable a much more comprehensive implementation of the projects with highest priority. Pending TAP funds, the timeline is yet to be determined.



Map 5



Map 6



Map 7

8. Potential Funding Sources

This section lists some potential funding sources that could help to fund implementation of the recommendations of this plan. Some of the recommendations in this Sidewalk Master Plan have very low costs, which can likely be covered as part of the City's operating budget (for example, the closing of a small sidewalk gap under 20 feet). In some cases, bicycle lanes and clearly demarcated pedestrian lanes can be added as part of a needed resurfacing project at no cost beyond that of the paint (in addition to potential design costs). Other items are far more ambitious and require substantial funding.

Potential funding sources:

- CDBG (Community Development Block Grants) - a flexible program that provides communities with resources to address a wide range of unique community development needs.
- The LMIG (Local Maintenance & Improvement Grants) Program, provided by the Georgia Department of Transportation (GDOT), helps local governments to achieve much-needed improvements to the state's roadway network.
- T-SPLOST (the Transportation Special Purpose Local Option Sales Tax) provides discretionary funds that can be used by each local government as they see fit for transportation purposes.
- The Georgia DNR (Department of Natural Resources) provides funding for recreational trail construction, trail maintenance, and trail education. This program does not fund trails alongside roads.
- TAP (Transportation Alternatives Program) funds are distributed through the Georgia Department of Transportation (GDOT) via grant applications. The program is highly competitive.
- Several communities in Georgia and around the country have seen success in partnering with local businesses and community foundations to build and develop bicycle and pedestrian infrastructure in their communities. For example, Carrolton, Georgia has seen some great successes in this regard.
- The Georgia Transportation Infrastructure Bank (GTIB) is a grant and low-interest loan program administered by the State Road and Tollway Authority (SRTA). Since inception, GTIB has provided over \$124 million in grants and loans to highly competitive transportation projects that have enhanced mobility in local communities throughout Georgia.
- The Georgia Outdoor Stewardship Program is a grant program that provides funding to support parks and trails and provide stewardship and acquisition of critical conservation lands.
- BUILD (Better Utilizing Investments to Leverage Development) grants, from the U.S. Department of Transportation (DOT), are awarded on a competitive basis for major projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation. This funding is typically awarded for large projects and could be pursued with city-wide plan implementation in mind.

References

Coffee County. “2018 Comprehensive Plan for Coffee County and the Cities of Ambrose, Douglas, Broxton, and Nicholls.” Prepared by the Southern Georgia Regional Commission. Adopted June 18, 2018.

Douglas, City of. Downtown Master Plan. 2017.

Georgia Department of Transportation (GDOT). Georgia Electronic Accident Reporting System (GEARS) database. <https://www.gearsportal.com/Pages/Public/Home.aspx>

Georgia Department of Transportation (GDOT). Traffic counts database. <https://gdottrafficdata.drakewell.com/publicmultinodemap.asp>

Lowndes County. “Unified Land Development Code.” Adopted December 8, 2015.

National Association of City Transportation Officials. “Urban Street Design Guide: Sidewalks.” <https://nacto.org/publication/urban-street-design-guide/street-design-elements/sidewalks/>

Southern Georgia Regional Commission. “City of Douglas Greenway Trail: Bike and Pedestrian Connectivity Assessment.” 2013.

Appendix

A. Historic Maps

Douglas Greenway Trail JJ&G Sidewalk Recommendations

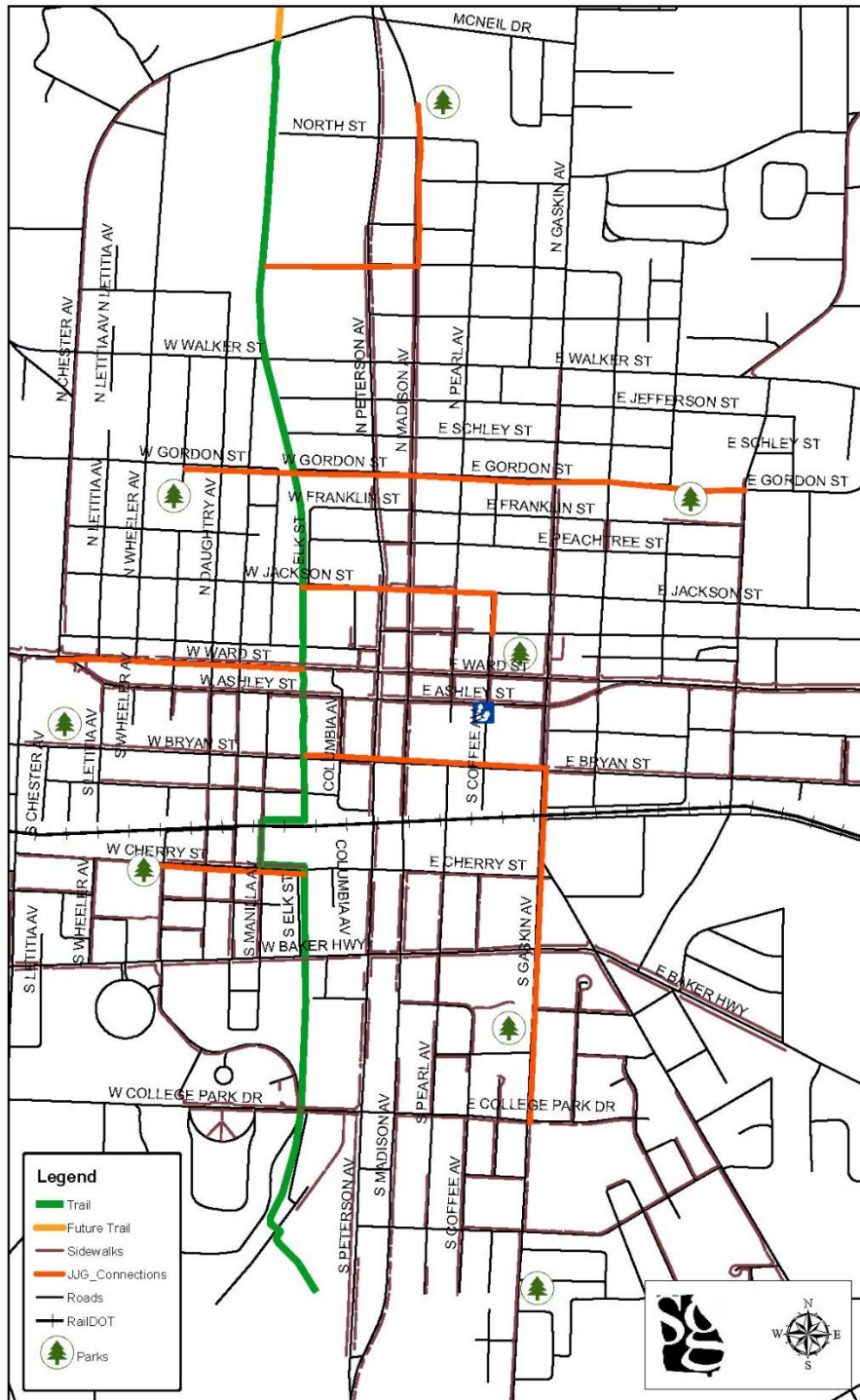


Figure 13. Recommended sidewalks to connect to the Greenway Trail, per the 2002 Parks Master Plan.

Douglas Greenway Trail Sidewalk Connection Recommendations

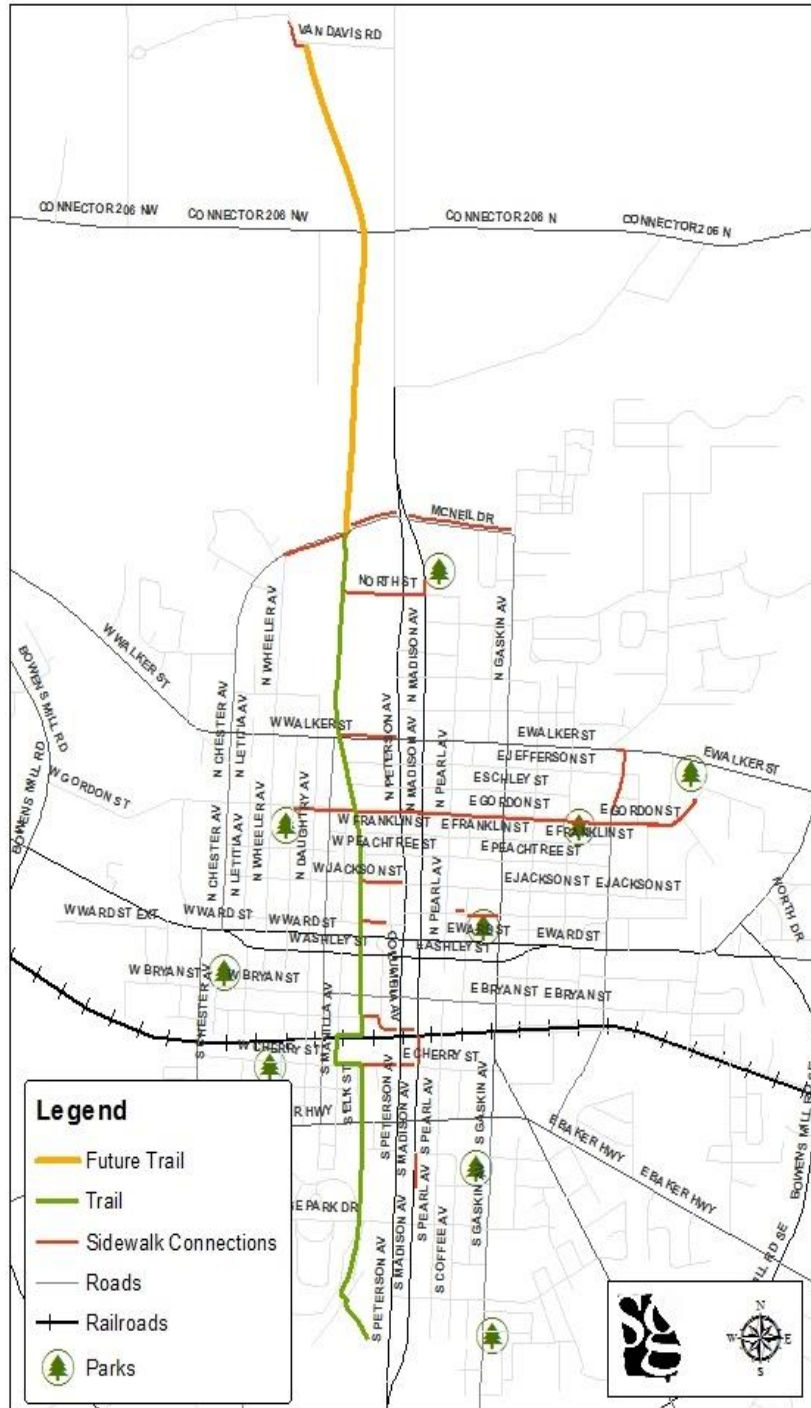


Figure 14. Recommended sidewalks to connect to the Greenway Trail, per the 2013 Connectivity Assessment.

B. Examples of Pedestrian Safety Outreach Materials

This appendix contains examples of public information materials from other communities supporting campaigns for driver, pedestrian, and cyclist education, encouragement, and enforcement.

This appendix reproduces the following materials:

1. Brochure intended for law enforcement officers, developed for the Cleveland, Ohio area: “Enforcement for Pedestrian & Bicycle Safety: Are You Prepared?” Also available online at: <https://www.bikecleveland.org/enforcement/>
2. Flyer intended for motorists, illustrating stopping distances at various speeds, from Portland, Oregon (<https://www.portlandoregon.gov/transportation/article/565219>)
3. Brochure intended for motorists (page 1) and bicyclists (page 2), developed by Bicycle Indiana. Also available online at: http://bicycleindiana.org/images/STR-Motorist_Cyclists.pdf
4. Walkability Checklist produced by Georgia Safe Routes to School
5. Senior Resource Map for the City of Douglas produced by the SGRC

The following are some other useful resources that are not reproduced in this appendix:

- Georgia Governor’s Office of Highway Safety: Pedestrian Safety Tips (<https://www.gahighwaysafety.org/campaigns/pedestrian-safety/pedestrian-safety/pedestrian-safety-tips/>)
- Georgia Bikes! Bicyclist Pocket Guide (4th edition, 2015), available online at: http://bike.gatech.edu/wp-content/uploads/2016/02/GB_15_BicyclistPocketGuide_Print1.pdf
- Georgia Department of Transportation brochure: *Georgia Bike Sense: A Guide for Bicyclists*. Available online at: <http://www.dot.ga.gov/drivesmart/travel/Documents/English-fullversion.pdf>
- American Automobile Association “share the road” bicycle safety video (motorists are the intended audience). Available online at: <https://vimeo.com/60585187>

New and improved trails, sidewalks and bike lanes have increased the number of people riding bikes and walking across Northeast Ohio. In fact the number of people bicycling to work has gone up over 200% in the last 5 years. As we continue to see more people walking and biking it is important to ensure our laws are enforced to prevent crashes. **As a law enforcement officer, you are the only one who can enforce laws (for motorists, bicyclists, and pedestrians) that can stop crashes before they happen.**



Photo ©Ken Bar

Remember, bicycles are vehicles under ORC 4511.01G, and pedestrians, bicycles and motor vehicles are all traffic (ORC 4511.01TT).

TRAINING/RESOURCES

Here are some free resource available to help you better enforce laws for bicycle and pedestrian safety:

Pedestrian and Bicycle

Law Enforcement Training Workshop

Contact: Jacob VanSickle, Executive Director

Bike Cleveland

Phone: 216-245-3101

Email: jacob@bikecleveland.org

Website: BikeCleveland.org

National Highway Traffic Safety

Administration (NHTSA)

Law Enforcement Roll Call Video

"Enforcing Laws for Bicyclists" &

Enhancing Bicycle Safety:

Law Enforcement's Roll (CD-ROM Training)

Both available at NHTSA.DOT.GOV

ADDITIONAL RESOURCES

International Police Mountain Bike

Association (IPMBA)

Police Cyclists Course

Website: IPMBA.org

OCBC Traffic Skills 101

Contact: Jim Sheehan, Executive Director

Ohio City Bicycle Co-op

Phone: 216-830-2667

Email: Jim@ohiocitycycles.org

Website: OhioCityCycles.org



This brochure is a program of

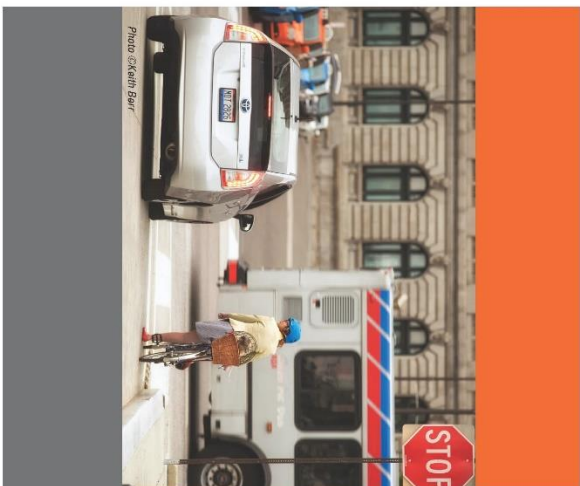


Photo ©Ken Bar

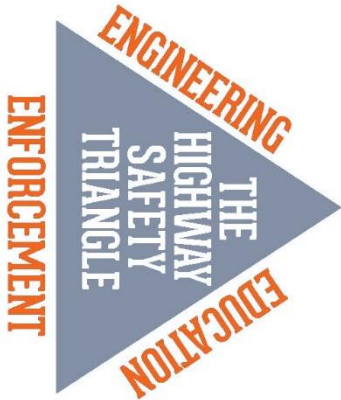
ENFORCEMENT FOR
**PEDESTRIAN
 & BICYCLE
 SAFETY:**
**ARE YOU
 PREPARED?**

What are the leading causes of pedestrian and bicycle crashes in your community?

If you don't know, then how do you know which laws to enforce to keep pedestrians and bicyclists safe?



Where does law enforcement fit into pedestrian and bicycle safety?



The three key components of highway safety are Engineering, Education and Enforcement. Together, they are often referred to as the Highway Safety Triangle, or the "3E's." While all three "E's" are important individually, no one component has the ability to completely solve pedestrian and/or bicycle safety problems. The most-effective safety strategies draw on all three E's to come up with a long-lasting solution to a problem. Law enforcement is a key component of the Highway Safety Triangle.

More than 80% of pedestrian and bicycle crashes with motor vehicles involve the following violations.

Motorists

Failure to yield right-of-way to pedestrian/bicyclist within crosswalk	4511.46 (A)
Passing vehicle stopped for pedestrians	4511.46 (D)
Failure to yield right-of-way to pedestrian on sidewalk	4511.441
Failure to yield right-of-way when turning left	4511.42
Failure to stop and yield right-of-way at stop sign	4511.43 (A)
Failure to obey traffic control signal	4511.13 (C)(1)(a)
Improper right turn	4511.36 (A)(1)
Failure to pass vehicle safely	4511.27 (A)(1)
Failure to stop for stopped School Bus	4511.75
Speed	4511.21 (A)
Failure to exercise due care	4511.48 (E)
OVI	4511.19 (A)(1)

Bicyclists

Riding facing traffic	4511.55 (A)
Failure to stop and yield right-of-way at stop sign	4511.43 (A)
Failure to obey traffic control signal	4511.13 (C)(1)(a)
Improper left turn	4511.36 (A)(2) & (3)
Failure to signal turn	4511.39
Required lights and reflectors (on-road, sidewalks)	4511.56 (A)(1) & (2) & (3)

Pedestrians

Failure to obey pedestrian control signals	4511.14 (B) & (C)
Crossing against red light	4511.13 (C)(3)
Sudden entry into roadway – crosswalk	4511.46 (B)
Failure to yield right-of-way to vehicle – non-intersection or cross-walk	4511.48 (A)
Walking on roadway with traffic	4511.50 (C)

TRAINING IS THE KEY:

Officers don't enforce laws they do not know and they do not enforce laws they cannot defend...

See back for free Pedestrian and Bicycle Law Enforcement Training and other resources.

Where will you STOP?

Remember
School Zones are
20 mph
on school days between
9am and 5 pm

At 20 mph:
it takes **64 feet** to stop

At 30 mph:
it takes **112 feet** to stop

At 40 mph
it takes **170 feet** to stop

The faster you go, the longer it takes to stop!

64 feet to stop	Traveling at 20 mph
86 feet to stop	Traveling at 25 mph
112 feet to stop	Traveling at 30 mph
138 feet to stop	Traveling at 35 mph
170 feet to stop	Traveling at 40 mph



For years, roads were built with only automobiles in mind – and the rules of the road were focused on them. But these days, with more cyclists on the road and more bike lanes being added to streets, it's essential that drivers and cyclists alike understand **the rules of the road**.

The motorist's responsibility:

- **Pass with care.** Slow down and give bicycles at least three feet of clearance when passing. If there isn't room, be patient and wait until it's safe to pass.
- **Don't honk.** A car horn can startle a cyclist, causing a wreck.

First of all, it's important to note that, once they enter the roadway, cyclists have the same rights and responsibilities as drivers of motorized vehicles. They must:

- Obey all traffic laws.
- Stop at stop signs and traffic lights.
- Signal all turns.
- Ride *with* traffic, in the right side of the lane.
- Use lights when it's dark.

- **Treat bicycles like other vehicles.** Never cut them off. Yield to them when turning. Always assume bicyclists are traveling straight unless they signal otherwise.
- **Keep it clean.** Glass and other trash create hazards for bicyclists.
- **Be aware.** Watch out for cyclists, treat them with respect and give them the room they need to be safe.

However, there are special rules cyclists must follow – and drivers must accommodate.

- **Two abreast.** Bicyclists may ride two-abreast, even in traffic.
- **Room to ride.** Bicyclists are *not* required to ride on the shoulder or to surrender the lane to vehicles. When riding with traffic, they are expected to ride as far to the right as practical when the lane can be shared safely with other vehicles.
- **Extra room.** Bicyclists may move away from the right side of the road when passing another vehicle going in the same direction, or when avoiding a hazard such as a pothole, debris, animals or other vehicles.
- **Left lane.** Bicyclists may use the left lane or move to the left side of a single lane when preparing to make a left turn – just like a car.



Creating a bicycle-friendly Indiana through promotion, education and advocacy.

317.466.9701
800.BIKE.110
www.bicycleindiana.org

Bicycles are alternate modes of transportation that benefit us all – whether we ride them or not. They are pollution-free and add no wear or tear to our roadways – and that means cleaner communities and lower roadway maintenance costs for Hoosier taxpayers. And that makes sharing the road not just sensible, but also worthwhile.



The Share the Road brochure is published and distributed by Bicycle Indiana as part of a project funded by a grant from the Indiana Department of Transportation, administered by INShape Indiana, through Transportation Enhancement funds distributed by the Federal Highway Administration. Matching funds provided by the CIBA Foundation. (Also available in Spanish)





Riding a bicycle on the road means sharing the road with cars, trucks and motorcycles. That can be a scary thought, but if you **ride smart**, you can be safe and enjoy the ride. Following are a few tips to remember so you share the road with sense.



Creating a bicycle-friendly Indiana through promotion, education and advocacy.

317.466.9701
800.BIKE.110
www.bicycleindiana.org

First of all, remember that, when you ride in traffic, you're really just another driver, with the same rules and responsibilities as everyone else. That means you must:

- Obey all traffic laws.
- Stop at stop signs and traffic lights.
- Signal all turns.
- Ride *with* traffic, in the right side of the lane.
- Always look back, signal and check for traffic before turning or entering the roadway.
- Be aware of what's going on around you.

On the other hand, as a bicyclist, you're smaller, slower and less protected than other drivers on the road. That means you need to think about things other drivers don't. Here are some dos and don'ts:

- Do wear a helmet. (It could save your life!)
- Do wear bright colors to help drivers see you.
- Don't surprise other drivers. Ride straight, with no sudden changes in direction.
- Don't hog the road: Two cyclists, side-by-side, is the limit. If the lane can be safely shared with a car, ride single-file.
- Do let motorists pass when it's safe, but hold your lane so you have room to ride.
- Do allow four feet between you and parked cars so you don't get surprised by an opening door.
- Do let pedestrians go first.
- Do be prepared: Carry water and tools.
- Do allow extra distance for stopping in wet weather.
- Do use a light and wear reflective clothing if you must ride when it's dark. Reflective patches and reflective wheel strips also help.

How Walkable is Your Community?



Take a walk! Remember to be safe. Analyze how walkable your community is by answering the five questions below. Rate your community's walkability using a six-point scale where **6 is best**. Use the back if you need more space. Adapted from pedbikeinfo.org.

- 1. Did you have room to walk?** *Select all that apply.*
- Yes
 - Sidewalks/paths started and stopped
 - Sidewalks were broken or cracked
 - Sidewalks were blocked (poles, plants, trash cans)
 - No sidewalks, paths, or wide shoulders to walk on
 - There was too much traffic
 - No sidewalks, and roadway was not safe to walk along
 - Something else _____

Rating 1 2 3 4 5 6
 Location of problems: _____

- 2. Was it easy to cross the street?** *Select all that apply.*
- Yes
 - Road was very wide
 - Traffic signals made us wait too long or did not give us enough time to cross
 - Needed striped crosswalks or traffic signals
 - There was no safe place to cross
 - Trees or plants blocked our view of traffic
 - Something else _____

Rating 1 2 3 4 5 6
 Location of problems: _____

- 3. Did drivers behave well?** *Select all that apply.*
- Yes
 - They backed out of driveways without looking
 - They did not yield to people crossing the street
 - They turned into the path of people crossing the street
 - They drove too fast
 - They disregarded traffic signs or signals or sped up to drive through signals
 - Something else _____

Rating 1 2 3 4 5 6
 Location of problems: _____

- 4. Was it easy to follow safety rules?**
- Could you cross at crosswalks or where you could see and be seen by drivers?
 - Could you stop and look left, right, and left again before crossing streets?
 - Could you walk on sidewalks or shoulders facing traffic where there were no sidewalks?
 - Could you cross with the traffic signal?
 - Could you make eye contact with drivers before crossing?

Rating 1 2 3 4 5 6
 Location of problems: _____

- 5. Was your walk pleasant?** *Select all that apply.*
- Yes
 - More grass, flowers, and/or trees are needed
 - There were scary people, animals, and/or buildings
 - There was not enough lighting
 - There was a lot of litter and/or debris
 - The air smelled or looked dirty due to vehicle exhaust
 - There was a lot of unpleasant noise
 - Something else _____

Rating 1 2 3 4 5 6
 Location of problems: _____

Add it up!	Walkability Scale
1. _____	26 - 30 Celebrate! You have a great neighborhood for walking!
2. _____	
3. _____	21 - 25 Pretty good.
4. _____	
5. _____	16 - 20 Okay, but it needs work.
Total	
<div style="background-color: yellow; width: 50px; height: 20px; display: inline-block;"></div>	11 - 15 Needs a lot of work.
	5 - 10 This is a bad place for walking!

NEXT STEPS: Share what you learned! For concerns regarding signs, signals, sidewalks, and other infrastructure needs, contact your local city or county engineering office or office of public works. For illegal activities or scary people or animals, contact local law enforcement. For overgrown plants or debris/trash, contact public works, neighborhood associations, or have a neighborhood clean up party. For more go to www.saferoutesga.org. Encourage others to assess their walk routes, too.

Local Senior Housing

The locations below provide safe, affordable housing for seniors in Douglas, Georgia.



Georgian Woods Apartments
120 McNeil Dr
912-384-3233



The Landings of Douglas
1360 W Gordon St
912-384-6522



Hunter's Run Apartments
701 Lupo Lane
912-384-0002



Pine Meadows
1315 W Gordon St
912-383-7070



Lakeside Senior Living Center
1025 N Chester Ave
912-501-3373



Southern Senior Living
215 E Sellers St
912-383-9883

Safe Walking Tips

- Choose a comfortable shoe that fits well and is the right type for your local weather and terrain.
- Wear comfortable, bright/visible, loose-fitting clothing that is suitable for the weather.
- Good walking techniques include: good posture, strong arm motion, heel-to-toe steps, and smaller, more frequent steps.
- Where there's no sidewalk, walk facing oncoming traffic.

Other Senior Resources

Several state and regional agencies and organizations provide critical services and resources for older residents. Below are phone numbers for some of the more commonly needed resource agencies within Coffee County and throughout the State of Georgia.

Adult Protective Services

Georgia Department of Human Services, Division of Aging
1-866-552-4464, Press '3'

Aging and Disability Resource Connection

Southern Georgia Regional Commission, 1-888-732-4464

Department of Family and Children Services (DFCS)

Georgia Department of Human Services
1-877-423-4746; in Coffee County call: 912-389-4286

U.S. Social Security Administration Office

303 Isabella St., Waycross, GA 31501; 912-283-9980

U.S. Department of Veterans Affairs, VA Clinic

515B City Blvd, Waycross, GA 31501, 912-279-4400

Coffee County Emergency Management Agency

2624 US Hwy 221 N, Douglas GA 31533; 912-384-5440



**About the Southern Georgia
Regional Commission's
Area Agency on Aging**

The Southern Georgia AAA develops, provides, and coordinates programs and services for older individuals at-risk adults, and persons with disabilities in an 18-county region. The AAA serves as your Aging and Disability Resource Connection (ARDC). When a client or caregiver calls 1-888-732-4464, an ARDC counselor will provide information and assistance, explore long-term care options, and/or screen for program eligibility. The nurses and social workers who work as ARDC counselors are impartial and trained to help you navigate the labyrinth of potential services and programs. If you have interest in any of the following services—or just don't know where to begin—pick up the phone and make that call.

- Legal Assistance
- Home Modification
- Homemaker Services
- Alzheimer's Adult Day Care
- Nutrition & Senior Center Services
- GeorgiaCares Services
- Wellness Programs
- Personal Care Services
- Caregiver In-Home Respite
- Coordinated Transportation
- Care Consultation
- Caregiver Education
- Assistive Technology
- Elderly & Disabled Waiver Program

2018 Edition

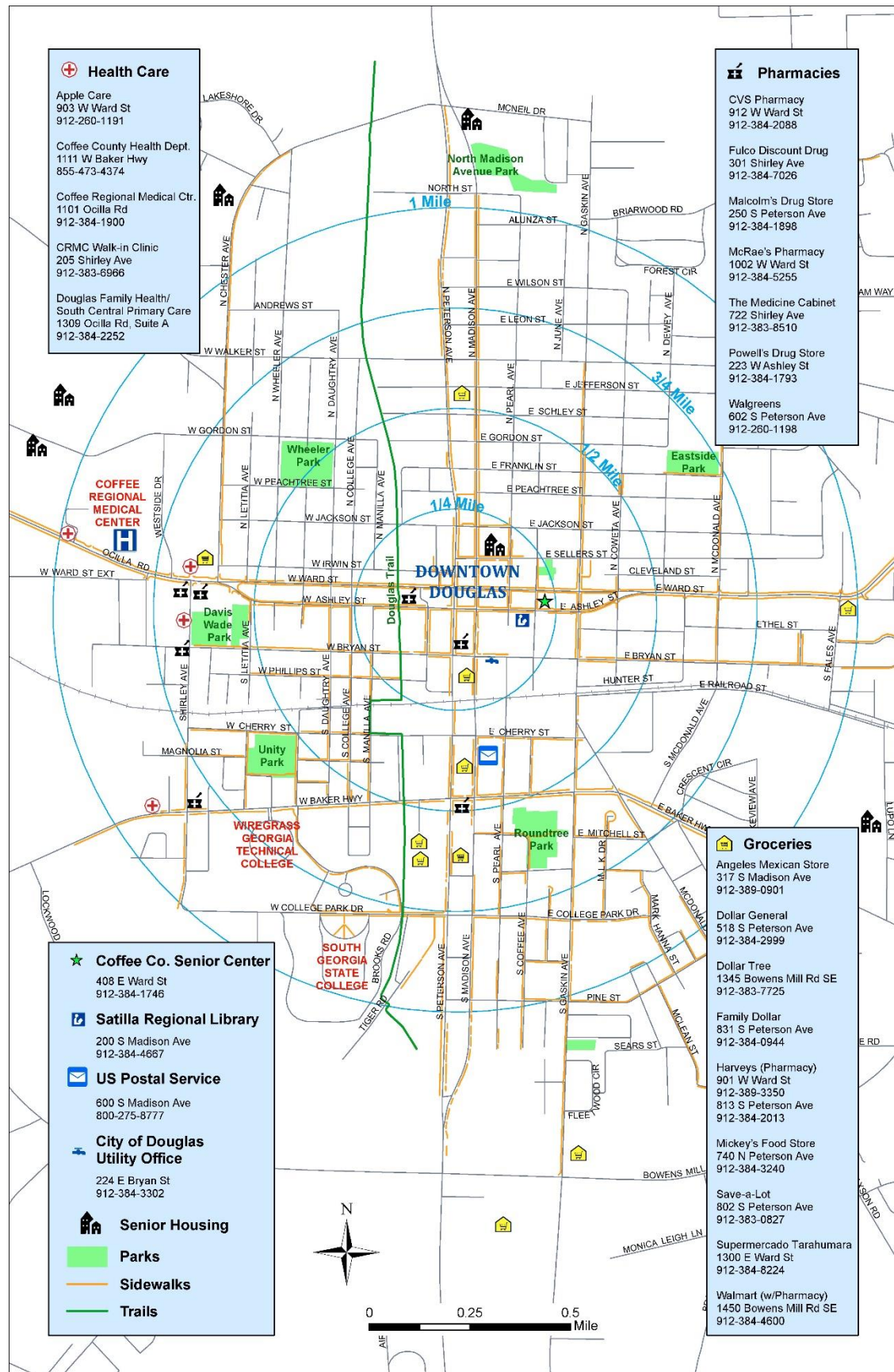
Douglas Senior Resource Guide

A COMMUNITY WALKING MAP FOR ACTIVE OLDER ADULTS



327 W Savannah Ave
Valdosta, GA 31601
229-333-5277
www.sgcr.com

1725 S Georgia Pkwy W
Waycross, GA 31503
912-285-8007



C. Model Complete Streets Policy

The following Model Complete Streets Policy was developed for municipalities in southern Georgia. The Valdosta-Lowndes Metropolitan Planning Organization Complete Streets Policy (adopted September 2019) was used as a basis. The model policy is intended to be used as a starting point for potential Complete Streets policies to be adopted by municipalities in southern Georgia; the text can be adapted to suit the needs of the individual community. The model policy includes the elements recommended by the National Complete Streets Coalition.

MODEL COMPLETE STREETS POLICY For Southern Georgia Municipalities

BACKGROUND

The City of _____ supports the creation of a multimodal, safe, efficient transportation system that ensures accessibility to all roadway users. The Georgia Department of Transportation (GDOT) and the City of _____ have already constructed numerous projects that provide this accessibility. Such projects range from low-cost striping and signage improvements associated with roadway resurfacing projects to more significant enhancements installed in and along roadways during reconstruction projects, as well as the construction of multi-use trails.

A statewide Complete Streets Design Policy (*Design Policy Manual*, Chapter 9) was adopted by GDOT on September 20, 2012, calling for the Department to “routinely incorporate bicycle, pedestrian, and transit accommodations into transportation infrastructure projects as a means for improving mobility, access, and safety for the traveling public.”⁴

At the federal level, the FAST Act, signed into law on December 4, 2015, was the first federal transportation bill ever to include Complete Streets provisions.⁵

In addition, the Comprehensive Plan for the City of _____ calls for a range of improvements in the transportation system in order to better accommodate pedestrians, bicyclists, and all other users and modes.

There is a widely recognized need for better accommodation of non-motorized travel modes throughout the City of _____. An estimated _____ percent of households in the City have no vehicle available. Besides those residents of the region who use non-motorized travel modes out of necessity, there are also many residents who use non-motorized travel modes by choice, whether for reasons of health or simply for

⁴ Georgia Department of Transportation. 2018. *Design Policy Manual*. Revision 5.6, 9/6/2018.

<http://www.dot.ga.gov/PartnerSmart/DesignManuals/DesignPolicy/GDOT-DPM.pdf>

⁵ Smart Growth America. (No date.) “Fixing America’s Surface Transportation (FAST) Act.”

<https://smartgrowthamerica.org/app/legacy/documents/Complete-Streets-FAST-Act-One-Pager.pdf>

personal enjoyment. In addition, some corridors and areas need improved accommodation for motorized travel modes, including freight. The safe, equitable accommodation of all users and all modes is a key element of the Complete Streets concept.

In addition, like many other communities in the United States, residents of the City of _____ experience health problems related to a lack of exercise. Studies in similar areas have shown that improvements in the transportation system tend to lead to more people using active transportation modes, with associated higher levels of exercise and improved health outcomes.⁶

By adopting, in the form of a policy, the Complete Streets principles that are already being called for and implemented through local, state, and federal plans, policies, and laws, the City of _____ will affirm its commitment to the safe and efficient accommodation of all users in the City's transportation system, and will continue to build a safe, efficient multimodal transportation system that accommodates all roadway users.

VISION AND INTENT

The vision guiding this Complete Streets Policy is that the City of _____ will continue to create and improve an equitable, well-balanced, efficient, safe, interconnected transportation network where all roadway users of all ages and abilities (including but not limited to pedestrians, bicyclists, mobility aid users, seniors, children, automobile drivers, freight drivers, and public transit users) can travel safely and comfortably, and where sustainable transportation options are available to everyone.

Further, the intent of this policy is to continue improving connectivity and coverage for all transportation modes in the City's transportation network, and to work towards creating a complete, connected network for all travel modes. Currently, automobile users experience gaps in connectivity, areas of recurrent traffic congestion, and corridors that lack signal synchronization. There are many gaps in the sidewalk network. The community has a few miles of bicycle facilities (lanes and trails) that are not well connected, as well as some roadways that are designated as state bicycle routes but that lack bicycle accommodations. Accommodations for freight traffic are sub-optimal on some major freight corridors.

COMPLETE STREETS POLICY

GENERAL REQUIREMENTS

In the development and operation of the transportation network, special attention should be paid to the safe accommodation of all roadway users and modes, of all ages and abilities. Moreover, special attention should be paid to improving conditions in areas of the community that are currently, or have been, underinvested and underserved.

⁶ For example: Mueller, Natalie, et al. 2015. "Health impact assessment of active transportation: A systematic review." *Preventive Medicine* 76:103-114; and Giles-Corti, Billie. 2010. "The co-benefits for health of investing in active transportation." *NSW Public Health Bulletin* 21(6):122-127.

Recognizing the importance of coordination between land use and transportation decisions, the surrounding community's current and expected transportation, land use, and utility needs (including broadband) should be considered continually and comprehensively in the development and operation of the transportation network.

The various agencies within the City of _____ should coordinate and work together to implement the vision and intent of this policy and fulfill its requirements.

APPLICABILITY

The requirements of this Complete Streets Policy shall apply to all new construction, retrofit/reconstruction, resurfacing, maintenance (including pavement marking maintenance), and ongoing locally-sponsored projects within the City of _____.

PROJECT REQUIREMENTS

The following requirements shall apply to any locally-sponsored roadway project within the City of _____.

1. Any roadway which is to be newly constructed or completely reconstructed shall be designed and constructed to:
 - a. Provide for the safety and convenience of all users of all ages and abilities, including but not limited to pedestrians, bicyclists, motorists, and freight users; and
 - b. Address the needs of all users both along roadway corridors and crossing the corridors.
2. Any project in which an existing roadway surface is to be restored or rehabilitated, and any remediation of deficient or non-existent sidewalks, shall be reviewed for the potential of making the roadway a complete street.

DESIGN STANDARDS

The latest and best design criteria and guidelines should be used in the implementation of all projects to which this policy applies. The Complete Streets design solutions that are used should complement the context of the community. The resources listed below are examples of recommended design standards as of the adoption of this policy. The latest and best design standards are subject to change as materials are updated and new resources become available.

Examples of Recommended Design Standards:

- American Association of State Highway and Transportation Officials (AASHTO), *Policy on Geometric Design of Highways and Streets* (7th edition, 2018).
- AASHTO, *Guide for the Development of Bicycle Facilities* (4th edition, 2012).
- Georgia Department of Transportation, *Design Policy Manual* (Revision 4.21, 6/1/2017), Ch. 9: Complete Streets Design Policy.

- Federal Highway Administration (FHWA) *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD). 2009 edition with Revisions 1 and 2 incorporated (May 2012).
- National Association of City Transportation Officials (NACTO), *Urban Street Design Guide* (2013).
- NACTO, *Urban Bikeway Design Guide* (2nd edition, 2014).

EXCEPTIONS

Any exception to applying this Complete Streets Policy to a specific roadway project must be approved by the City Council. Documentation of the reason for the exception, and supporting data, shall be made publicly available.

The City Council may allow an exception to this Complete Streets Policy under the following circumstances:

- a. Ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, or spot repair), but not involving resurfacing, pavement marking maintenance, or reconstruction.
- b. The project involves a roadway that bicyclists and pedestrians are prohibited by law from using.
- c. There are extreme right-of-way, topographic, or natural resource constraints.

IMPLEMENTATION

Implementation of the City of _____ Complete Streets Policy will proceed as follows:

- City staff will make the Complete Streets policy a routine part of everyday operations and may approach all transportation projects and plans as an opportunity to improve the transportation network for all users of all abilities while working in coordination with all jurisdictions.
- City staff will document the Complete Streets elements to be implemented as part of each applicable project.
- The City will continue to monitor the construction of a comprehensive network of bicycle and pedestrian infrastructure and identify key projects that could help to eliminate any gaps within that network.
- The City will continue to train staff, elected officials, engineers, and other decision-makers on the latest and best Complete Streets principles and practices.
- The City will seek out appropriate funding sources for successful implementation of Complete Streets policies.

PERFORMANCE MEASURES

In order to assess and quantify the effectiveness and successful implementation of this Complete Streets Policy, a range of performance measures, to be determined, will be tracked and reported on annually by the City.

D. Public Comments

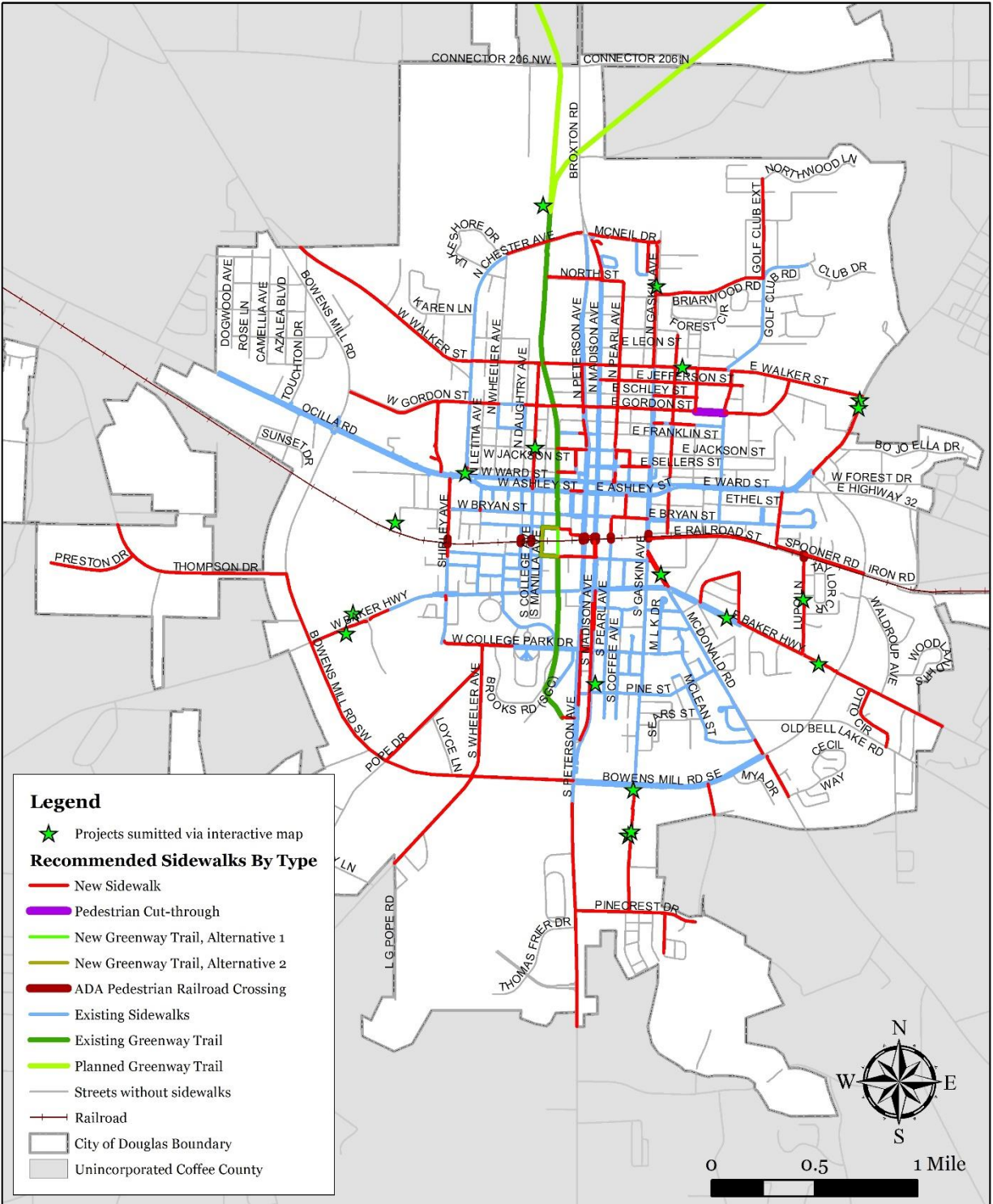
Interactive Map Comments

The interactive online map allowed people to vote on proposed sidewalk projects and to submit additional projects. 19 new project points were submitted to the map. These locations have been integrated into the project list and prioritization scores in this plan. The comments added via this interface are listed below.

- WE NEED ONE FROM Gaskin to Walmart lots of people walk this way but there is no sidewalk once you cross Bowens Mill to Walmart
- East Baker Hwy
- This street needs a sidewalk bad!! We have lots of kids that walk this road getting on and off the bus hospital personnel that jog and walk bicycles etc and they ride in the road this road isn't big enough for them we need a sidewalk
- Yes side walks
- Please make absolutely sure that the Douglas Greenway has continuity through the new mall project so walkers and bikers can get to Walmart. Please complete the Greenway northbound to the High School and Middle School.
- I would love to see both ends of Chester Ave have the sidewalks completed. We jog Chester Avenue weekly. We have to run on the thick grass areas b/c we don't want to get ran over by vehicles especially when we jog to get on the trail.... it would be great
- I would love to see both ends of Chester Ave have the sidewalks completed. We walk Chester Avenue weekly.

The locations of sidewalk projects submitted on the interactive map are shown on Map 8. All of the locations submitted have proposed sidewalks in this plan, except for one location that is on a minor street (Cherokee Ave.) where a sidewalk is not considered optimal due to the estimated traffic volumes and cost.

CITY OF DOUGLAS - SIDEWALK MASTER PLAN PROJECTS SUBMITTED VIA INTERACTIVE MAP



Map 8

Facebook Comments

This section contains the comments submitted by community residents on a discussion thread on the City of Douglas Facebook page. The names of commenters have been removed and the comments are presented in this section as bullet points, with replies as sub-bullets. All these comments were incorporated into the Sidewalk Master Plan. Analysis of the comments is presented in Section 5, Public Involvement.

City of Douglas, GA Government
 May 8 at 3:00 PM · 🌐

CITY OF DOUGLAS IS CONDUCTING A SIDEWALK PLAN SURVEY

The City of Douglas is preparing a Sidewalk Master Plan and requests input from the community. Citizens can vote on the locations where new sidewalks are planned. Citizens can also submit additional project ideas. To participate in the survey, go to <http://valorgis.maps.arcgis.com/apps/CrowdsourcingPolling/index.html?appid=e222df4821c643509ff3f3dd388e725a>

SIDEWALK SURVEY
 Where do you think Douglas needs sidewalks?

City of Douglas, GA Government
 Government Organization

Send Message

- Sidewalks are needed all the way to the end of South Gaskin (Pincrest dead end).
- From Wendys to Lowes (until gaskin/bowens mill) definitely.
 - there is a sidewalk from Wendy's to McDonald Road
- The whole City Limit needs sidewalks so people can Safely walk to Work, School or Grocery store without having to stray onto a busy street or flooded ditch. If it's within the city limits, it needs a sidewalk!

- yes yes its a lot of people walk to work yes d whole city. We r growing so lets do it right. It will really make it look good. N Safe
- absolutely!
- agreed, all within city limits, every part. Too many people don't have vehicles and there's not really any public transportation, the only way anyone without easy access to a vehicle can get around to work or school or shopping is to walk oor ride a bike. Way too dangerous without sidewalks.
- I agree the whole city needs sidewalks and finish the walking trail from where it stops at the tracks on the South side of town
- All of Walker would be great.
- All of McDonald Ave especially by Eastside school
 - yes, absolutely N. Mcdonald!!
- Willichoochee hwy needs sidewalks and more lighting.. Too many people have been hit by cars on this road from clydes to a few miles out.. Too many lives have been lost just because of no sidewalks and no lightning
- If you notice in the Black Community we don't have sidewalks.
- Can someone tell me when the shopping center will be started that we voted in
- Douglas needs to incentivise businesses to invest in our town! We need the shopping center that was "proposed" last year... what happened to that??
- From Carter's on Waycross hwy to in and out
- Brantley Blvd needs sidewalk since they put these new bypass coming down Brantley Blvd to Hwy ,441south
- Any place that has car activities
- We want our roads fixed on Evergreen Ave.
- Instead of making side walks where no body walks on any ways why dont yall pave some of these dirt roads that need it done when it rains so bad
 - are there still dirt roads in the city limits? If so, they certainly need to be paved.
 - I was not talking about the city I was talking about the country I ain't stupid I know they was talking about the city
 - why would they pave dirt roads in the country lol
 - did you mean the county?
- Coming from kenwood mobile home park lots of people be walking as I pass by
- Where you see alot of pedestrians walking
- Jefferson st east and Coweta, everybody is always walking from park
- Need lights on the sandridge instead of sidewalks!!!!
- I think y'all need to build the so called mini mall first... ppl light bill 800 an y'all wasting it on sidewalk
- Got to the last few places people have been hit on the side of the road and start there.

- In the all areas leading up to East side elementary. Lots of parents and children walking
- How about in the Golf Club Extension area, where cars come whizzing down the streets and over the inclines where they can't see pedestrians.
- Please make sure the Douglas Greenway has continuity through the new mall so pedestrians and cyclists can get to Walmart and other places safely. B
- Walker Street. Start from Chester and go East on Walker until Hwy 221.
- The one by the west green highway needs be cleaned up , from in front of Prince Ford to the seventeen mile bridge!
- Definitely along Shirley Ave. even if it's only one side of the street !!
- There's a lot of places around here that needs them & street lights too
- Need sidewalks all the way down way down peterson road. Going toward Pearson.
- I know there are some roads that need to be repaved badly in Douglas.
 - they don't care. I've called more than once about an issue like that
- Waste of tax payers money
- Need sidewalks down road in front of the Move Of God Church and across from Deer Field Apartments.
- How about fixing some things that are ACTUALLY BROKEN AND NOT WASTING MONEY ON ANOTHER FRIGGIN CAR WASH OR GAS STATION THAT ALREADY HAVE TOO MANY OF IN DOUGLAS!!! Douglas, Ga is the city of car washes and gas stations and car dealerships! It's like a bunch of brain dead Neanderthals running this city!!!!
 - Douglas is ran by retarded people. Everyone knows.
- In front of the jail house!
- Yay! More sidewalks.... for people to look at while they still walk on the side of the street!!
- I'm excited for this project. I would love to see sidewalks all the way down Peterson/Madison. All the way to the city limits, especially on the south end of town.
- How about fixing these roads? I have called twice and NOTHING. Yet, these contractors are still messing them up!
- All the way down Walker to the West Green Hwy
- Roads need to be repaired first. They are awful.
- Quit wasting tax dollars!!!
- Yea need come the sand rig our downwe tie walk in mud we
- _on756_spring_oak_st
- Yes we do need side walk all over town
- **City of Douglas, GA Government:** Thank you all for responding to the ad. Please be sure to take the survey by clicking on the link and add comments at the end. Have a nice day.

- how about responding to the roads that need to be prepared!
 - is Briarwood Rd included in this proposal? I couldn't tell from the survey.
- We need those like we need those brick curbs stickn out n the road & a \$60,000 brick corner building
- Nobody uses them, a HUGE WASTE OF TAX PAYERS MONEY
- Get a job then you want have all this time to waste on this topic
 - exactly u said it waste of tax payers \$
- What is the cost to the taxpayers or will this be splost money?
- I'd say wait to see if we are in a serious recession or depression. Don't spend money you ain't got.
 - I agree we need light bill relief
 - 70 bucks.minimum bill.
- I think we need cheaper light bills bad
- Take some "sidewalk" money and pay some of the covid-19 victims hospital bills.
- Everywhere
- WHY , YOU ARE JUST GOING TO WALK ON THEM !
- Depends on budget. .
- And what else could we do for our youth . big as oak park is it has no playground. Yet has more kids than near any other community .and more than most
- Another public pool .. Mayb set up a ride park with go cart track and such .. We can also do much more to beautify our city . more is better
- 158 East past Budget Car Sales, to the city limits signs.
- Plenty of places although it wouldn't do anything to curb jaywalking
- Everywhere jaja
- wherever residence and businesses are is where they should be.
- They actually need to some new roads & things for these kids to do around here smh Crooked Coffee
- Yes! And we would love to have sidewalks on Briarwood!!
- City of Douglas is planning how 2 waste your tax dollars
- Crescent circle
- Don't worry about the sidewalks, we need new roads in westgreen!!
- HOY WASH CLEAN UP THE BUSHES ON CORNERS OF STREETS SO WE CAN SEE
- Every where and give me the contracts
- North Gaskin
- Everywhere

- Every where
- EVERY WHERE
- Incentivising businesses to come to Douglas should be a top priority over any sidewalk waste of tax dollars.
 - why? We don't get what we ask for as it is. And another note. No business wants to come here in the first place because we have to many folks who don't want to work that we are paying for. Businesses are having such a hard time now finding folks who want to work and will come to work on time everyday.
 - So why should we stop asking and accept failure? I don't believe that's the reason they aren't coming to the county.
 - the truth is its true. No corporations when any of it. They need a good workforce and its not here. Too many living off our taxes for nothing. And some are making more than the ones with a full time job.
 - I agree with you there & see what you're saying completely. But why do we need to accept that kind of failure? I'm sure there's plenty of people who would like a job if the opportunity presents its self. The employees could come from any nearby county, not just Coffee. Lack of quality local government allows this type of thing to happen like it has been forever. Just gotta vote em out.
 - those that want a job already have one and a good one at that. The rest are job hoppers. The trailer plants and cargo plants are hurting for good production. They always hunting somebody to work every day and week.
 - I heard the plants didn't pay good.
 - yes they do . Neen there done that.
- I would like to have a sidewalk in my yard. If u can go ahead and put a work order in; that would be great.
 - Too bad you don't live in the city.
- Lupo Lane needs it desperately because it is a thoroughfare and people be walking on the road or in the middle of the road with high traffic volume. I am so terrified for people walking especially in the dark.
- On Spooner Rd in which was supposedly have been done 31 year ago

- At what price per yard of concrete? Let's make sure the local owners of concrete companies get whatever they want, right when they want it. The sidewalk plan is about getting a lot of money over to the cartel. The mayor and them won't care what it costs. If a depression recession takes hold, they will shrug and say at least we helped the concrete cartel.
- Why new sidewalks. No one uses them. All they do is jaywalk down the road anyways.
 - instead of sidewalks they need to get that sewer fixed where it stop running over into the creek
 - yes sir that's probably top priority.
- From ockpark all around douglas
- No we do not need more sidewalks. We need better people in office that won't waste taxpayers money.
- Yes, sidewalks are needed
- Don't need anymore they would still walk in the road
- From aden's to the In-N-Out
- Doesn't matter where you put them 😞 they don't use them or crosswalks. Waste of money!
- Put them in middle of the street, that's where people walk anyway.
- Where ever it's needed!
- Put the money in that sewer system. Lol
- That's fine, but our Evergreen Avenue residents wants our roads fixed where the concrete is all broken right in front of our doors, our roads are awful to drive on and had been this way for years and we have been told for years that they were gonna fix them and years has gone by more years has come in and the roads are still the same !!!!!
- We probably need to ask Leo since he seems to walk wherever he feels!
- Everywhere but need all dirt roads paved first wether it's city or county tax payers shouldn't be forgotten
- Commerce department and their rich friends have stopped so much business from locating in Douglas because they said they'd have to pay their employees more to stay Douglas could have grown so nicely if not for a handful of greedy families whom control every change for the better they stand in the way of Douglas being prosperous for all
 - you know that is correct Argument , Im think here live people like dont see Future.
- Been here since 93 very little has changed except of course the rich get richer they don't truly have southern values as the every day people do these power money hungry control freaks act just like those in big cities of the north
 - Rich more Rich , Im Hate Douglas
 - yes it's a shame they don't do more for the citizens of Douglas the rich are so greedy
 - yes I've been here since 98 I've seen about 2 changes lol i am from Florida this place is a sick joke, with nothing but, creed, and crooks cops and all they're nasty !

And sit on the front row of church every sunday praying for the sins they are gonna commit in the week to come. I'm just about through with this place.

- And do u think they care about an "outsider" no sir it's a buddy system . Not what i know but who you know.
- Its a buddy system i meant.
- yes it's sad indeed although we can pray for many as I'm sure our Lord and Savior would love us to but until each individual humbles themselves before the Lord they will not change their ways AMEN 🙏 I'm not being Judgmental of them that is for our Holly Father AMEN 🙏
- Instead of working on side walks fix some roads especially east bryan street
- The ave.that runs on the side of Eastside Baptist church
- Yes it would make bike riding easier
- Better put money in water and sewage system instead of sidewalks with all the cuts coming in money from the state. After that there are roads in Douglas that need paving badly.
- On the way to elixir I got hit and left in the road their. A lot of people walk and ride their bikes pope it's close to the college it is money well spent a lot of people cant afford transportation so we walk or ride bikes.
- Yes I say that all the time...then again most people can't drive up here so the sidewalk won't matter
- Can we get them things like at the airport🤔 so we can just float around
- Pave the Old Waycross Hwy!!!! Please
- Pave the dirt roads instead
- Sadly, even if you make beautiful sidewalks, they still walk in the road....just asking to get hit by a car. So, I agree, pave the horrible dirt roads.