

# **City of Jeffersonville Pedestrian Facility/Sidewalk Infrastructure Improvement Plan**

*Prepared for*  
The City of Jeffersonville

*Prepared by*  
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# City of Jeffersonville

## Pedestrian Facility/Sidewalk Infrastructure Improvement Plan

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**City of Jeffersonville**  
**Pedestrian Facility/Sidewalk**  
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## *Introduction*

Prior to the advent of the modern suburb, American cities were compact and walkable, with circulation patterns and connectivity designed for pedestrians. The first American suburbs began to be constructed along street car lines in the late 1800s and early 1900s. It was not until post-World War II that suburbanization rapidly increased, largely aided by the availability of low-cost, long-term mortgages especially geared toward veterans; advances in construction technology; increase of automobile ownership; and the start of the Baby Boom.

Another key component in the rise of American suburbs was passage of the Federal Highway Act of 1956, under President Dwight D. Eisenhower, which greatly accelerated the construction of highways across the nation and cemented the domination of the automobile in American life and culture. During the 1960s a significant amount of retail businesses moved out of the city centers and the construction of suburban industrial and office parks began in earnest. This decentralization of cities and dependence on automobiles as the primary mode of transportation has continued through the 21<sup>st</sup> Century. However, studies are showing that more and more Americans are beginning to tire of long commutes and indistinguishable places, and they are once more seeking distinct communities that have a sense of place and high quality of life, communities which emphasize safety and transportation choices.

The realization that people are actively seeking places and communities that offer a range of transportation alternatives, such as biking and walking, coupled with issues of rising fuel costs and environmental concerns, more and more communities across the nation are beginning to re-emphasize the connection between land use and transportation planning when undertaking new projects and making civic improvements. These issues are especially timely for communities in the State of Georgia since according to the U.S. Census Bureau, Georgia is one of the fastest growing states in the nation. The combination of tremendous growth at a rapid rate is resulting in an increased amount of asphalt roadways and people who travel on new and existing road networks.

To ease the strain and congestion of infrastructure that is primarily geared toward private automobile travel, the Georgia Department of Transportation (GDOT) has begun to diversify its efforts and focus by placing additional emphasis on the development of alternative transportation modes. One way GDOT is seeking to provide greater transportation alternatives and choices to people who may or may not have access to private automobiles is by focusing on walking and bicycling as viable modes of transportation.

Because of this growing need for more and better accessible modes of transportation, planning for bicycle and pedestrian facilities is on the rise. In 1991, with the passage of the Federal Intermodal Surface Transportation Efficiency Act (ISTEA), a new focus was placed on bicycle and pedestrian activities. The Act established the Transportation Enhancement (TE) Program, which has become the primary funding source for bicycle and pedestrian facilities, and mandated that State Departments of Transportation create a

State Bicycle and Pedestrian Coordinator position. According to ISTEA, the broad responsibility of the State Bicycle and Pedestrian Coordinator is to promote and facilitate “the increased use of non-motorized modes of transportation, including developing facilities for the use of pedestrians and bicyclists, and public education, promotional, and safety programs for using such facilities.”

Since 1991, GDOT has worked to achieve the goals laid out in the federal legislation. Under the direction of the State Bicycle and Pedestrian Program, GDOT has developed and begun implementing a state bicycle plan, a pedestrian planning and design guide, more than a dozen regional bicycle and pedestrian plans, educational and safety materials, and coordinated with project managers to get hundreds of miles of bike facilities included in GDOT roadway construction projects. The Bike/Ped Program also works with various local governments, regional planning agencies, public health and safety agencies, non-profit organizations and stakeholders to promote bicycling and walking as a healthy, non-polluting, efficient means of transportation.

In August 1995, GDOT adopted several goals to guide the development and implementation of a statewide bicycle and pedestrian system. These goals include:

- Promote non-motorized transportation as a means of congestion mitigation.
- Promote non-motorized transportation as an environmentally friendly means of mobility.
- Promote connectivity of non-motorized facilities with other modes of transportation.
- Promote bicycling and walking as mobility options in urban and rural areas of the state.
- Develop a transportation network of primary bicycle routes throughout the state to provide connectivity for intrastate and interstate bicycle travel.
- Promote establishment of U.S. numbered bicycle routes in Georgia as apart of a national network of bicycle routes.
- Encourage economic development opportunities that enhance bicycle and pedestrian mobility.

In 2004, GDOT contracted with the Middle Georgia Regional Development Center (RDC) to collect sidewalk data for the City of Jeffersonville. This data consisted of identifying sidewalk condition, sidewalk surface construction material, sidewalk width, beginning and end points, and compliance with the Americans with Disabilities Act (ADA) as well as creating a map of the sidewalk network. Then in 2005, the sidewalk survey database was incorporated into the Bicycle/Pedestrian Plan for the Middle Georgia Region.

The five-year implementation strategy portion of the Bicycle/Pedestrian Plan for the Middle Georgia Region identifies, as a follow-on activity, the development of a Pedestrian Facility and Sidewalk Infrastructure Improvement Plan for the City of Jeffersonville. This Pedestrian Facility and Sidewalk Infrastructure Improvement Plan is intended to provide local public officials with a comprehensive plan for current and

future sidewalk maintenance, as well as sound recommendations for expansion to major activity centers and neighborhoods not currently served by bicycle and/or pedestrian friendly transportation facilities. Additionally, the plan can be used to encourage walking and bicycling within the community whether for exercise and recreation, health benefits, or going to-and-from work.

The Georgia Department of Transportation published *The Georgia Guidebook for Pedestrian Planning* in June, 2006. The purpose of the Guidebook is to help assist municipalities, counties, regional entities, and other public and private entities in pedestrian planning activities. The Jeffersonville Pedestrian Facility and Sidewalk Infrastructure Improvement Plan is modeled after the principles and objectives outlined in the Guidebook.

## ***Community Benefits***

The benefits of promoting a more pedestrian friendly community include increased health and fitness, additional transportation options, lower levels of traffic congestion, improved air quality, and an increased sense of community among residents.

Obesity from poor eating habits and lack of exercise has become a critical issue in America today. Unhealthy lifestyles have led to increased rates of many diseases. The increased rates of disease reduce overall quality of life for individuals and lead to increased medical costs for families, employers and local governments. Increasing activity levels is a crucial part of any strategy directed at improving overall community health, and walking and bicycling are excellent ways to increase activity levels.

Many factors go into determining quality of life for citizens of a community. The local education system, employment opportunities, and affordable housing are all factors commonly cited. Increasingly though, citizens claim that access to quality recreational opportunities such as parks, trails, greenways and bicycle routes are important factors for them in determining their satisfaction with a community. Sidewalks provide connectivity to these desired resources, limiting the need for automobile traffic. Communities that are attractive for residents can also attract new businesses and industries, and in turn, additional residents.

When individuals decide to get out of their cars and onto sidewalks, they make a positive environmental impact. They help to reduce the consumption of gasoline, which in turn reduces the volume of pollutants released into the air. Other positive impacts are a reduction in neighborhood noise levels and improvements in local water quality as fewer automobile-related discharges end up in local rivers, streams and lakes.

In 2001, the National Household Travel Survey found that approximately 40% of all trips taken by car are less than two miles. By walking rather than driving, citizens can have a substantial impact on local traffic and congestion. Additionally, many people do not have

access to an automobile or are not able to drive. A viable sidewalk network provides greater and safer mobility for these residents.

## ***Demographic Analysis***

The demographic composition of a community is one of the most important factors to consider when working toward becoming and/or sustaining a walkable, pedestrian-oriented community. Demographic information such as population density, concentrations of disabled and elderly populations, poverty status, and household income were analyzed to identify current and possible future pedestrian transit needs in the City of Jeffersonville.

The City of Jeffersonville is located in Twiggs County, approximately 25 miles southeast of the City of Macon and only a few miles off of Interstate 16. In many ways, Jeffersonville is a typical rural community; however, the community is slowly evolving. The rural portions of northern Twiggs County are beginning to experience suburban development from Macon. Although this growth has not yet reached Jeffersonville, the city's future role within the county will be affected by it. As residential development occurs in the unincorporated areas of the county, Jeffersonville could face increased demand to serve as the commercial and service center for a larger population.

The population projections through the year 2020 suggest that the county's population will decline relative to the region. However, those projections are based on the county's historic trends since 1930, and are influenced more by the decline from 1940 to 1960 than by the recent trends towards new suburban development. It is likely that the suburban development trends will continue and increase with the completion of the Fall Line Freeway, a four lane divided highway that will eventually link Columbus, Macon and Augusta.

Coupled with the recent construction just outside the city limits of a 600,000 square foot Academy Sports Distribution Center with a projected workforce of 380, an increase in pedestrian traffic in the downtown area will surely be realized. These activities make efforts towards pedestrian connectivity and pedestrian facility improvements paramount to the community and its leaders.

Analysis of demographic data indicates that the City is faced with many of the variables that would suggest the need for immediate and future pedestrian transit planning. A steadily growing population, along with a corresponding growth in the senior population, many of which no longer drive, burgeoning economic development opportunities, and a notable low-income population segment all place a demand on the community's existing pedestrian infrastructure.

Typically, a strong indicator of transit dependency is income, as low-income households are less able to purchase and maintain automobiles. A more specific measure of transit need is the population with income below the poverty level. With the City of

Jeffersonville having an annual per capita income of only \$22,172 and a 19.7 percent poverty level, having a safe, well-maintained network of pedestrian facilities becomes even more important.

### ***Current Conditions for Existing Pedestrian Facilities***

Several factors were considered during the condition assessment of existing pedestrian facilities in the City of Jeffersonville. These factors include: circulation and connectivity; obstacles or barriers; design and function; proper maintenance; adequate/appropriate signage; adequate/appropriate pedestrian furniture; and ADA compliance. Additionally, observations were made concerning cleanliness, presence of litter and the overall aesthetic conditions of the city's sidewalk network.

The Middle Georgia RDC reviewed all existing community plans and planned pedestrian facility improvements identified by city leaders and community officials. Community leaders are presently involved in efforts to improve the city's sidewalk network and have been very aggressive in pursuing a streetscape project for the downtown area through the use of High Priority Project Transportation Improvement (HPP/TI) funding assistance. Awarded \$500,000 in HPP/TI assistance, the community is aggressively engaged in various fund raising activities in order to secure the required matching funds (\$125,000). An informational brochure used for the capital campaign is found in ***Appendix A***.

The project consists of the enhancement of a 4 square block section to include a combination of brick and cement sidewalks, flower boxes, marked parking areas, Americana-styled lighting throughout the area, and the addition of small parks. Additionally, the plan involves the establishment of a railroad museum and visitor center in the terminal building as the anchor of the downtown area. Bicycle trails are proposed that would begin at the train depot as a way to draw visitors to the facility.

These improvements are the first phase of streetscape improvements which will create improved pedestrian connections throughout the City of Jeffersonville. An illustration showing the proposed downtown streetscape enhancements can be found in ***Appendix B***.

### ***Circulation and Connectivity***

For the purpose of this plan, circulation is defined as the ease of movement of pedestrians into and around a community. Connectivity is equally important when evaluating a sidewalk system to serve as a mode of transportation. For the system to function properly it must connect to the most popular destination points within a community. It also should be a seamless system, one free of obstructions or missing segments and one in which pedestrians feel safe and comfortable.

As with most cities, Jeffersonville is composed of various "trip generators" with each trip generator serving as a destination. Some of the more obvious and popular destinations in

Jeffersonville include the Twiggs County Courthouse, Jeffersonville City Hall, the Twiggs County Public Library, the Post Office, Twiggs County Health Department, Peoples State Bank, the local grocery store (Piggly Wiggly) and surrounding residential neighborhoods.

Currently, a significant portion of the City of Jeffersonville is lacking in sidewalks, with much of the existing network in poor condition. Specific data related to the sidewalk network (i.e. beginning and end points, construction material, condition, width and status of ADA compliance) was obtained from the Bicycle/Pedestrian Plan for the Middle Georgia Region. An update of this data was accomplished by the RDC, via a walking and windshield survey, conducted in conjunction with the creation of this plan. A copy of the existing sidewalk network inventory data is found in *Appendix C*. Community leaders will use this data to help determine how to improve access to the downtown and other community points of interest and to consider possible actions involving improvements and extensions to the local sidewalk system in order to establish better access to local activity centers.

Pedestrian safety when moving between destinations is jeopardized by Jeffersonville's sporadic and poorly maintained sidewalk network. Connectivity from the downtown area to neighboring residential areas is insufficient and not conducive to pedestrian use.

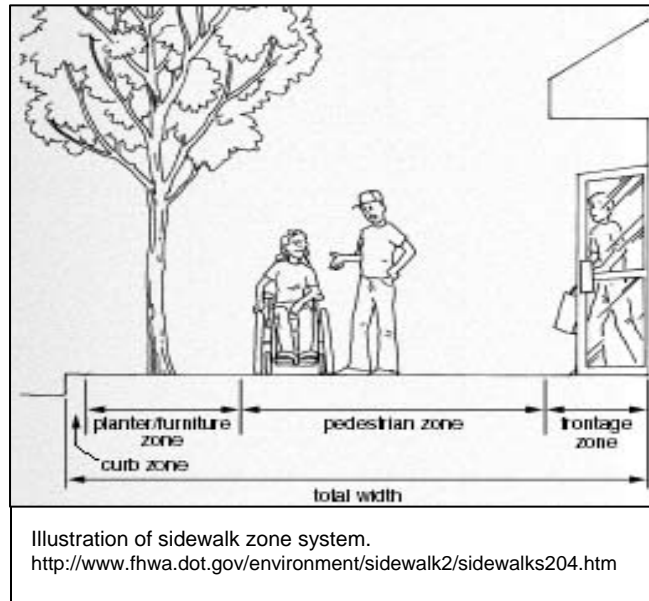
Bicycle access is limited to shared-lane usage on the streets and roadways throughout the city. The development of new bicycle and pedestrian facilities must be supported with effective marketing and outreach programs that concentrate on bicycle/pedestrian safety education and training, health and fitness programs, promoting usage, and developing an understanding and appreciation of the importance these facilities have on the community.

Community leaders are actively engaged in efforts to improve the sidewalk network and upgrade pedestrian amenities on the streets in the Jeffersonville downtown area. A large majority of the city's population lives within a mile or mile and one-half of the downtown. By providing an attractive and safe sidewalk system between these residential areas and the downtown, more residents would have an incentive to walk rather than take their automobile. Reducing the number of automobiles in the downtown area would result in less space needed for parking, thus opening up land for open space and other amenities. Once the downtown streetscape project is successfully completed, Jeffersonville has the opportunity to improve upon other existing sidewalks as well as connect in-town residential areas to employment centers.

## ***Condition Assessment***

The Middle Georgia RDC performed a comprehensive field survey and condition assessment of the existing sidewalk network in the City of Jeffersonville. The evaluation of Jeffersonville's existing sidewalk network focused on sidewalk material type, availability of pedestrian furniture, identification of sidewalk obstructions and obstacles, pedestrian and frontage zones, ADA accessibility and overall sidewalk condition.

Photographs depicting various elements of the city's pedestrian infrastructure can be found in *Appendix D* of this plan.



The following is a brief synopsis of the results of the assessment.

- Sporadic sidewalk network in and around the downtown area. No visible pedestrian furniture, i.e. benches, planters, appropriate trash receptacles, etc.
- Sidewalk material is predominately concrete with the exception of a few areas where brick serves as the construction material.
- Missing street signage.
- No markings for wheelchair/handicap accessibility (one exception is at the Twiggs County Courthouse).
- Notable lack of ADA accessible crossings.
- No crosswalk markings.
- Non-existent sidewalk zone system (i.e. furniture zone, pedestrian zone, frontage zone).
- Sidewalks showing signs of decay throughout the city; need for street lighting beyond the immediate downtown area.

- Poor sidewalk connectivity from surrounding residential areas to nearby downtown/commercial area.
- Sidewalk access to the Courthouse and City Hall is limited to front of buildings only.
- No sidewalk connectivity to key trip generators (e.g. library, post office, grocery store).
- Narrow, un-kept sidewalks in many residential areas; potentially impacts pedestrian safety.
- Some obstacles/barriers (garbage bins, soft drink machines, parked cars) prevalent on streets around the downtown area.
- No bicycle racks within the downtown vicinity.
- Sporadic sidewalk network in nearby residential areas (e.g. sidewalk available on only one side of Magnolia Street, no sidewalks on either side of Main Street between Church Street and Ash Street).

***Sidewalk Survey Summary:***

Overall Condition of Sidewalk Network: Poor

Aesthetic Appearance: Poor

Pedestrian Crossings: Poor

Bicycle Racks: Poor

Trash Receptacles: Poor

Street Lighting: Fair; consider extending beyond immediate downtown area

Greenspace: Poor; active efforts/proposed streetscape project includes greenspace

Connectivity to Downtown: Poor

Connectivity to Points of Interest: Poor

Connectivity to Neighborhoods: Poor

***Facilities Data***

In addition to performing a conditions assessment, RDC personnel collected a series of data related to the sidewalk network in the City of Jeffersonville. A visual representation of the existing network is reflected on the map found in ***Appendix E***.

During the survey and inventory process, not only were the location of the sidewalks recorded, but the width, type of construction material used, sidewalk condition, available pedestrian facilities, and sidewalk obstructions were also recorded. The survey findings are as follows:

**Sidewalk Width** - Sidewalk width changes periodically throughout the city's existing network. Sidewalk widths were found to be predominantly less than 4 feet, with many as narrow as 2 feet in width. Wider sidewalks were usually located in the downtown and courthouse area.

**Sidewalk Material Type** – The vast majority of sidewalks found in the City of Jeffersonville are constructed using concrete. There are a few segments located in the downtown area where brick and gravel are the construction materials used.

**Sidewalk Condition** – As indicated previously, the overall condition of the sidewalk network in the City of Jeffersonville is deemed poor. Sidewalks are cracked and decaying and with areas of uplifting.

**Pedestrian Facilities** – Pedestrian facilities, or sidewalk furniture, while designed to serve the needs of pedestrians, can also fall into the category of sidewalk obstructions when done in excess. The City of Jeffersonville has no pedestrian facilities available in the downtown area.

**Sidewalk Obstructions** – An obstruction, for the purposes of this plan, is defined as anything blocking the sidewalk in which a person who is disabled could not safely navigate and continue on to their destination. Sidewalk obstructions are most prevalent in the downtown area due to a competition for limited space. Some of the more common sidewalk obstructions observed include: soft drink machines, trash bins, parking curbs, and automobiles parked on the sidewalk. Photographs found in *Appendix D* help to illustrate the degree to which these items pose an obstruction.

It should be noted, the sidewalk network map and related data described above have been used to update the applicable sections of the *March 2005 Bicycle/Pedestrian Plan for the Middle Georgia Region* that pertain to the City of Jeffersonville.

## ***Community Vision***

Jeffersonville will become a community where residents and visitors alike will choose to make walking and bicycling a part of their everyday lives. This will become a reality through the planning and development of accessible, convenient, and safe sidewalks, bicycling facilities and multi-use trails, routes and roads.

## ***Goals, Objectives and Recommendations***

City officials and other community leaders recognize that pedestrian planning is an ongoing endeavor needed to ensure that Jeffersonville becomes a vibrant, pedestrian-friendly community. With that in mind, a series of goals, objectives and recommendations have been established to steer the community's future pedestrian planning efforts.

**Goal #1:** Increase and improve the availability of pedestrian facilities throughout the City of Jeffersonville.

*Objectives for Goal #1:*

- Initiate and complete downtown streetscape project.
- Perform comprehensive evaluation of resources versus needs.

*Recommendations for Goal #1:*

- Build upon previous successes, such as the downtown streetscape project.
- Aggressively pursue grant funding to assist with sidewalk improvement and enhancement efforts.
- Each trip generator should be considered when determining locations for improvements, sidewalk extensions, and other pedestrian facilities such as crosswalks and signage.
- Ensure future sidewalk construction and connectivity is addressed in all community planning documents.

**Goal #2:** Improve the quality of both future and existing pedestrian facilities throughout the City of Jeffersonville.

*Objectives for Goal #2:*

- Identify and correct unsafe areas.
- Institute on-going sidewalk repair and maintenance.

*Recommendations for Goal #2:*

- Develop improvement plans for deteriorating and unsafe areas of the sidewalk network.
- Eliminate sidewalk obstructions where feasible or ensure adequate clearance around obstructions.
- Provide highest priority to sidewalk repair and maintenance to those areas determined to pose a safety or trip hazard to pedestrians.
- Survey and evaluate adequacy of existing bicycle/pedestrian facilities/furniture; identify deficiencies (e.g. bicycle racks, benches, trash receptacles); pursue remedies.

**Goal #3:** Continually promote and enhance pedestrian safety.

*Objectives for Goal #3:*

- Traffic/parking enforcement.
- Education and awareness.
- Identify and correct unsafe areas.
- Sidewalk repair and maintenance.

*Recommendations for Goal #3:*

- Strictly enforce traffic/parking laws to better protect pedestrians.

- Educate and inform both pedestrians and motorists regarding pedestrian rights and rules of the road.
- Incorporate pedestrian/bicycle facilities into community projects (infrastructure, transportation, recreation, construction, etc.) to ensure safe movement.
- Eliminate sidewalk obstructions where feasible or ensure adequate clearance around obstructions.
- Provide highest priority to sidewalk repair and maintenance to those areas determined to pose a safety or trip hazard to pedestrians.
- Consider developing and adopting bicycle/pedestrian related ordinances and policies.
- Partner with GDOT personnel to ensure local transportation projects consider pedestrian safety measures.

**Goal #4:** Enhance the community's quality of life.

*Objectives for Goal #3:*

- Increase physical activity and exercise.
- Reduce vehicular traffic.
- Improve air quality.

*Recommendations for Goal #3:*

- Encourage and promote healthier lifestyles through walking and bicycling.
- Promote the use of sidewalks to reduce motor vehicle trips and improve air quality.
- Institute encouragement and/or incentive programs.
- Develop and implement a public education and awareness program (school-based programs, parent education programs, government staff training, public service announcements, etc.).

These goals, objectives and recommendations are grounded in realistic expectations of funding levels and other variables that may influence implementation, but are also aggressive enough to inspire confidence that the Community Vision of the Jeffersonville Pedestrian/Sidewalk Infrastructure Improvement Plan will be achieved.

## ***Implementation Program***

The implementation program is the overall strategy for achieving the Community Vision and accomplishing the stated goals and objectives. The implementation program identifies specific actions the City of Jeffersonville and other entities intend to take during the first five-year time frame of the planning period. This includes any ordinances, administrative actions, community improvements or investments, financing arrangements, or other programs or initiatives to be put in place to implement the plan. The specific measures to be undertaken by the City of Jeffersonville, along with an implementation timeline and cost determination, are included in ***Appendix F***.

## *Sources of Funding Assistance*

Potential funding sources that can assist with implementing the City of Jeffersonville Pedestrian Facility/Sidewalk Infrastructure Improvement Plan are many and varied. The sources listed below are not all inclusive, but represent the more commonly known and utilized programs. They include:

### Bikes Belong Coalition

Bikes Belong is a national coalition of bicycle suppliers and individuals working together to put more people on bicycles. Bikes Belong accepts requests for funding of up to \$10,000 for facility projects. The facility project objective is to connect existing facilities, or create new opportunities; leverage federal, state and private funds; influence policy; and generate economic activity. Eligible facility projects include bike paths, trails, routes, and lanes, and innovative and unique high-profile projects. Bikes Belong will consider funding advocacy work and construction cost matching funds.

### Community Development Block Grant (CDBG)

The Community Development Block Grant (CDBG) Program is administered by the U.S. Department of Housing and Urban Development (HUD) through the Georgia Department of Community Affairs (DCA) to assist low-to-moderate income neighborhoods. CDBG funds can be used for improving sidewalks and pedestrian accessibility.

### Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Funds may be used for construction and non-construction projects that benefit bicyclists and pedestrians while alleviating motor-vehicle traffic congestion and improving air quality.

### Downtown Development Revolving Loan Fund (DDRLF)

The purpose of the Downtown Development Revolving Loan Fund is to assist cities, counties and development authorities in their efforts to revitalize and enhance downtown areas by providing below-market rate financing to fund capital projects in core historic downtown areas and adjacent historic neighborhoods where DDRLF will spur commercial redevelopment. Funds may be used for such activities as: real estate acquisition, development, redevelopment, and new construction; rehabilitation of public and private infrastructure and facilities (to include sidewalks).

### Georgia Division of Public Health (GDPH)

The Georgia Division of Public Health provides support and assistance to jurisdictions and local community groups related to planning, preparing grant applications, and conducting fundraising activities for walking trail projects.

### Georgia Land Conservation Program (GLCP)

The Georgia Land Conservation Program provides grants, low-interest loans, tax incentives and consultation/referrals/technical support to carry out its goals to improve water quality and conserve fragile, threatened and natural habitats and forest and agricultural lands. An eligible land conservation project must demonstrate that it meets

one or more of the ten specific objectives, including the provision of recreation in the form of boating, hiking, camping, fishing, hunting, running, jogging, biking, walking and similar outdoor activities.

#### Highway Bridge Program

The Highway Bridge Program provides funding that is primarily intended for use in replacing and rehabilitating highway bridges along with systematic preventative maintenance. Sidewalks can be built as part of bridge rehabilitation, as well as pathway undercrossings or bridges. A requirement of this program for pedestrian facilities, on bridge structures when bridges are rehabilitated or replaced, is that there is pedestrian use at each end of the bridge and safe facilities can be provided at a reasonable cost.

#### Impact Fees

Some communities institute impact fees that require residential, industrial and commercial developments to provide for public improvements such as sidewalks, bike paths and trails.

#### Local Development Fund

The Local Development Fund is designed to provide communities with limited state financial assistance to meet important local community development or improvement needs without supplanting other major sources of assistance. Eligible activities include affordable housing, recreation improvements, and community facilities.

#### National Recreation and Park Association (NRPA) KaBoom Program

The NRPA KaBoom Program provides various community partners (i.e. nonprofit organizations, community development organizations, neighborhood coalitions, charter schools, etc.) with supplemental resources needed to build recreational facilities that serve children from low-income or disadvantaged backgrounds.

#### Recreational Trails Program (RTP)

The purpose of the RTP is to provide and maintain recreational trails and trails-related facilities identified in, or that further a specific goal of, the Statewide Comprehensive Outdoor Recreation Plan. The RTP mandates that the grant funds be allocated by the following categories and percentages: motorized, not less than 30 percent; non-motorized, not less than 30 percent; and diversified, not less than 40 percent.

#### Safe Routes to School (SRTS)

The Safe Routes to School (SRTS) initiative is a national program that has gained considerable attention in recent years. Concern over the health and well-being of our nation's youth and the need to improve safety and reduce traffic congestion and air pollution in the vicinity of schools has prompted parents, community leaders, and representatives from local, state and federal government to come together to form local SRTS programs. Successful SRTS initiatives that have been established in the United States usually include the following:

- Walkability and bikeability audits of the safety of streets around schools;
- Programs to improve sidewalk conditions near the schools;

- Use of traffic calming devices to slow traffic and give pedestrians priority;
- Programs that educate children on walking and biking safety and challenge them to walk and bike often;
- “Walking School Buses” in which one or two parents or volunteers escort a group of children on the walk to school;
- Increased traffic enforcement around schools;
- School construction that includes renovation and improvement of existing schools and locating new schools to reduce major traffic threats to walking and bicycling;
- Participation in the Annual Walk to School Day; and
- Cooperation between school officials, law enforcement, and community planners.

The SRTS program provides an avenue to increase the activity levels of children as well as to create stronger communities that have good bicycle and pedestrian environments. By working together to find solutions to local safety issues (such as the Walking School Bus), along with financial assistance from state, local and private resources, children can be provided new opportunities to walk and ride to school.

#### Special Purpose Local Option Sales Tax (SPLOST)

Special Purpose Local Option Sales Tax is an alternative many communities have used to improve or expand their infrastructure base and/or to create recreational opportunities.

#### Surface Transportation Program (STP)

STP funds may be used for construction or non-construction projects that benefit bicycles and pedestrians. Construction projects include the modification of existing sidewalks and intersections to comply with ADA requirements; non-construction projects include such items as maps, brochures, and public service announcements.

#### Transportation Enhancement (TE) Program

The TE Program is administered by the Georgia Department of Transportation’s Office of Planning and offers funding assistance for projects that integrate transportation into the environment. The program is designed to improve non-motorized transportation, enhance the public’s traveling experience, revitalize communities, and improve quality of life. Eligible activities include the provision of facilities for pedestrians and bicycles as well as bike/pedestrian safety and educational activities.

### ***Summary***

The City of Jeffersonville recognizes that education and awareness are essential to the successful achievement of the goals and objectives stated in this plan. Building sidewalks and other facilities is important, but the bottom line is getting citizens to safely use the sidewalk network by demonstrating that pedestrian and bicycle transportation provides real benefits to the individual and to the community at large. Strong, aggressive efforts aimed at encouraging changes in travel behavior, and educating pedestrians and motorists alike on basic safety and traffic laws, needs to be accomplished on a regular basis. Successfully raising public and government awareness regarding the importance of

pedestrian and bicycle transportation will require close collaboration between citizens, local government officials, and state agencies.

## **Appendix A**

### **Capital Campaign Brochure**

City of Jeffersonville Streetscapes Grant  
 C/O Mrs. Mae Starley  
 Peoples State Bank  
 P. O. Box 296  
 Jeffersonville, GA 31044

For: Streetscapes Grant

Make check payable to:  
 To: City of Jeffersonville DDA

Detach and return by mail to:

Name \_\_\_\_\_

Business/Organization \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_

Contributions are tax deductible.

Contributions made as of  
 June 2008  
 (DDA will update monthly.)

Twiggs County Commissioners  
 Jeffersonville Subway  
 Twiggs County Farm Bureau  
 AlphaSkills, Inc.  
 City of Jeffersonville  
 Peoples State Bank  
 Piggly Wiggly  
 IHS Pharmacy # 3  
 T Lee's

To Go:  
 \$72,200

# WILL YOU HELP?

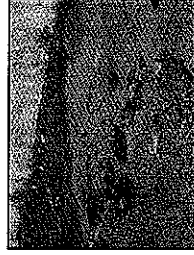
Thanks for any contribution you can make. Make checks payable to "City of Jeffersonville DDA." Contributions are tax deductible.

City of Jeffersonville  
 Downtown Development Authority  
 Dr. Sarah Beck Hawthorne,  
 Chairperson

Members  
 Will Methvin  
 Annie Williams  
 Jason Hobbs  
 Mae Starley  
 Alberta Carden  
 Charlie Logsdon

## Downtown Jeffersonville

Can we have better sidewalks?

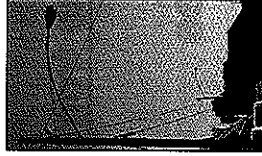


Ours

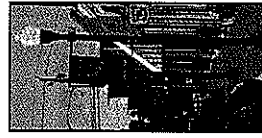


\*Theirs

Can we have better lighting?



Ours



\*Theirs

Can we have better landscaping?



Ours



\*Theirs

\* "Theirs" based on results of Streetscapes Grant in Gray, GA



**But we need your help.**

**We must collect \$125,000 local dollars to match the \$500,000 federal grant.**

**Funding can come from:**

- Businesses**
- Individuals**
- Churches**
- Family Groups**
- Organizations**
- and**
- Others**

The City of Jeffersonville, Georgia has been awarded a \$500,000 Streetscapes Grant by the Department of Transportation in order to improve sidewalks, lighting, and landscaping in the downtown area as a part of "Transportation Facility Improvements". This grant was to begin in fiscal year 2008 but has been moved to 2009. It requires that \$125,000 (25%) in matching funds be secured from other sources.

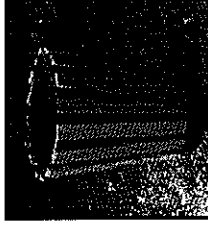
The City of Jeffersonville Downtown Development Authority has been designated as the group to oversee the planning for and implementation of the project. Both the City of Jeffersonville and the Twiggs County Commission, as local government representatives, have approved and entered into the agreement for the grant.

Support is needed from all interested sources, both within and outside the community, to raise the needed \$125,000 matching funds. In addition, support is needed as plans are made and community input is sought.

**Twiggs County can have a county seat that is inviting to all:**



**Benches**



**Trashcans**

**And One Day . . .**



**Park Areas**



**Farmers' Market**



**A Thriving Business in Each Building**

## **Appendix B**

### **Proposed Downtown Streetscape**



## **Appendix C**

### **Sidewalk Network Data**

**Existing Sidewalk Network  
City of Jeffersonville**

FIPS CODE	BEGINNING POINT	BEGINNING DESCRIPTION	BEGINNING ADA COMPLIANT	ROAD NAME	SURFACE TYPE	SIDEWALK WIDTH	SIDEWALK COND	END POINT	END POINT ADA COMPLIANT	END POINT DESCRIPTION
Twiggs	Driveway	Driveway	No	Georgia Highway 96	Concrete	Less than 4	Poor	North Church Street	No	Road Intersec
Twiggs	North Church Street	Road Intersec	No	Georgia Highway 96	Concrete	Less than 4	Poor	Morningside Drive	Yes	Road Intersec
Twiggs	Morningside Drive	Road Intersec	No	Unknown	Concrete	Less than 4	Poor	Twiggs County School Board	No	Driveway
Twiggs	Main Street	Road Intersec	No	North Church Street	Concrete	Less than 4	Poor	Library Street	No	Road Intersec
Twiggs	Library Street	Road Intersec	No	North Church Street	Concrete	Less than 4	Poor	North Railroad Street	No	Road Intersec
Twiggs	Railroad Tracks	Other	No	North Church Street	Concrete	Less than 4	Poor	Main Street	Yes	Road Intersec
Twiggs	Main Street	Road Intersec	No	South Church Street	Concrete	Less than 4	Poor	Bank Driveway	No	Driveway
Twiggs	Bank Driveway	Road Intersec	No	Suoth Church Street	Concrete	Less than 4	Poor	Dead end	No	Dead End
Twiggs	North Church Street	Road Intersec	No	Unknown	Concrete	5	Poor	Unknown	No	Road Intersec
Twiggs	North Church Street	Road Intersec	No	Unknown	Brick	5	Poor	Ash Street	No	Road Intersec
Twiggs	Ash Street	Road Intersec	No	Unknown	Concrete	6	Good	Georgia Highway 18	Yes	Road Intersec
Twiggs	Unknown	Road Intersec	No	Georgia Highway 18	Concrete	5	Good	Dead end	Yes	Dead End
Twiggs	Georgi Highway 18	Road Intersec	No	Unknown	Concrete	Less than 4	Poor	Martin Luther King jr Boulevard	Yes	Road Intersec
Twiggs	Gas Station	Road Intersec	No	Unknown	Concrete	Less than 4	Good	Driveway Twiggs County Public Works	No	Driveway
Twiggs	Driveway	Driveway	No	Bullard Road	Concrete	Less than 4	Poor	US Highway 80	No	Road Intersec

## **Appendix D**

### **Photographs**



**Photo 1: Downtown Jeffersonville sidewalk parking.**



**Photo 2: Poorly maintained brick sidewalk.**



**Photo 3: Twiggs County Public Library lacking sidewalk access.**



**Photo 4: Poorly maintained sidewalk with obstructions.**



**Photo 5: Highway 80 through downtown Jeffersonville area.**



**Photo 6: Downtown sidewalk with obstructions.**



**Photo 7: Deteriorating sidewalk due to vehicles parking on surface.**



**Photo 8: Lack of sidewalk connectivity into residential areas.**



**Photo 9: Aging sidewalk leading from the downtown area.**



**Photo 10: Sidewalk and crosswalk in front of Twiggs County Courthouse.**



**Photo 11: Lack of sidewalks in residential areas of the city.**

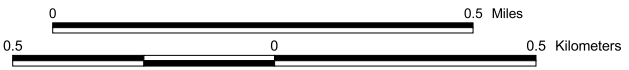
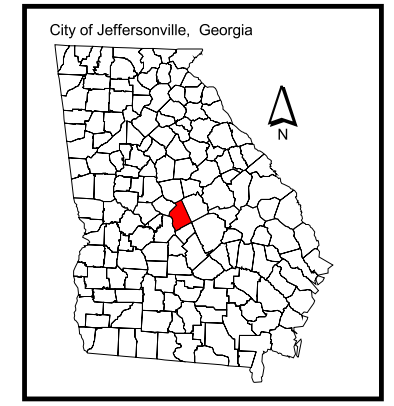
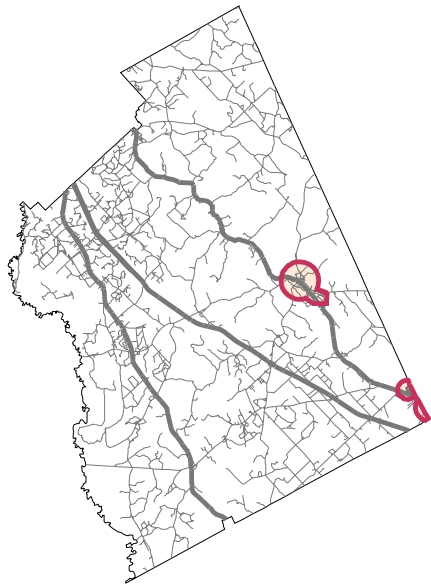


**Photo 12: No sidewalk connectivity.**

## **Appendix E**

### **Sidewalk Network Map**

# Existing Sidewalk Network - City of Jeffersonville



Serving the eleven counties and twenty-two cities of Middle Georgia

**Legend**

- Existing Sidewalk Network

## **Appendix F**

### **Plan Implementation Timeline**

## Implementation Timeline

Action Item	Responsible Party	Estimated Cost	Funding Source(s)	Estimated Completion Time
Continue Capital Campaign in order to raise needed matching funds for streetscape grant award.	City of Jeffersonville, Twiggs County, DDA	\$125,000	Cash/In-Kind Contributions	2009
Implement High Priority Project (HPP) improvements (streetscape) in the downtown area.	City of Jeffersonville, Twiggs County, DDA	\$625,000	Grant/Matching Funds/In-Kind	2012
Aggressively pursue additional funding sources for pedestrian/bicycle improvements and initiatives.	City of Jeffersonville, DDA, RDC	Staff-Time	Budget, General Fund, Grants	2010
Survey/evaluate existing bike/pedestrian facilities; identify deficiencies; pursue corrections/remedies.	City of Jeffersonville	Staff-Time + \$10,000	Budget, General Fund, Grants	2010
Ensure future sidewalk construction and connectivity is addressed in all community planning documents.	City of Jeffersonville	Staff-Time	Budget	2009, on-going
Strictly enforce traffic/parking laws.	City of Jeffersonville, Twiggs County	Staff-Time	Budget	2009, on-going
Provide highest priority to sidewalk repair and maintenance to areas with greatest pedestrian trip hazard risks.	City of Jeffersonville	\$10,000	Budget, General Fund	2009, on-going
Develop and implement a public education and awareness program; seek to educate and inform pedestrian and motorists regarding rules of the road.	City of Jeffersonville, BOE	\$5,000	General Fund, Grants	2010
Incorporate bike/ped facilities into future community projects; partner with GDOT for inclusion in transportation projects.	City of Jeffersonville, Twiggs County, GDOT	Staff-Time	Budget	2009, on-going
Eliminate/mitigate sidewalk obstructions.	City of Jeffersonville	Staff-Time + \$2,000	Budget, General Fund	2011
Institute community-wide encouragement and/or incentive programs for walking and/or bicycling.	City of Jeffersonville, BOE, COC, State Agencies	Staff Time + \$2,000	Budget, Donations	2010, on-going