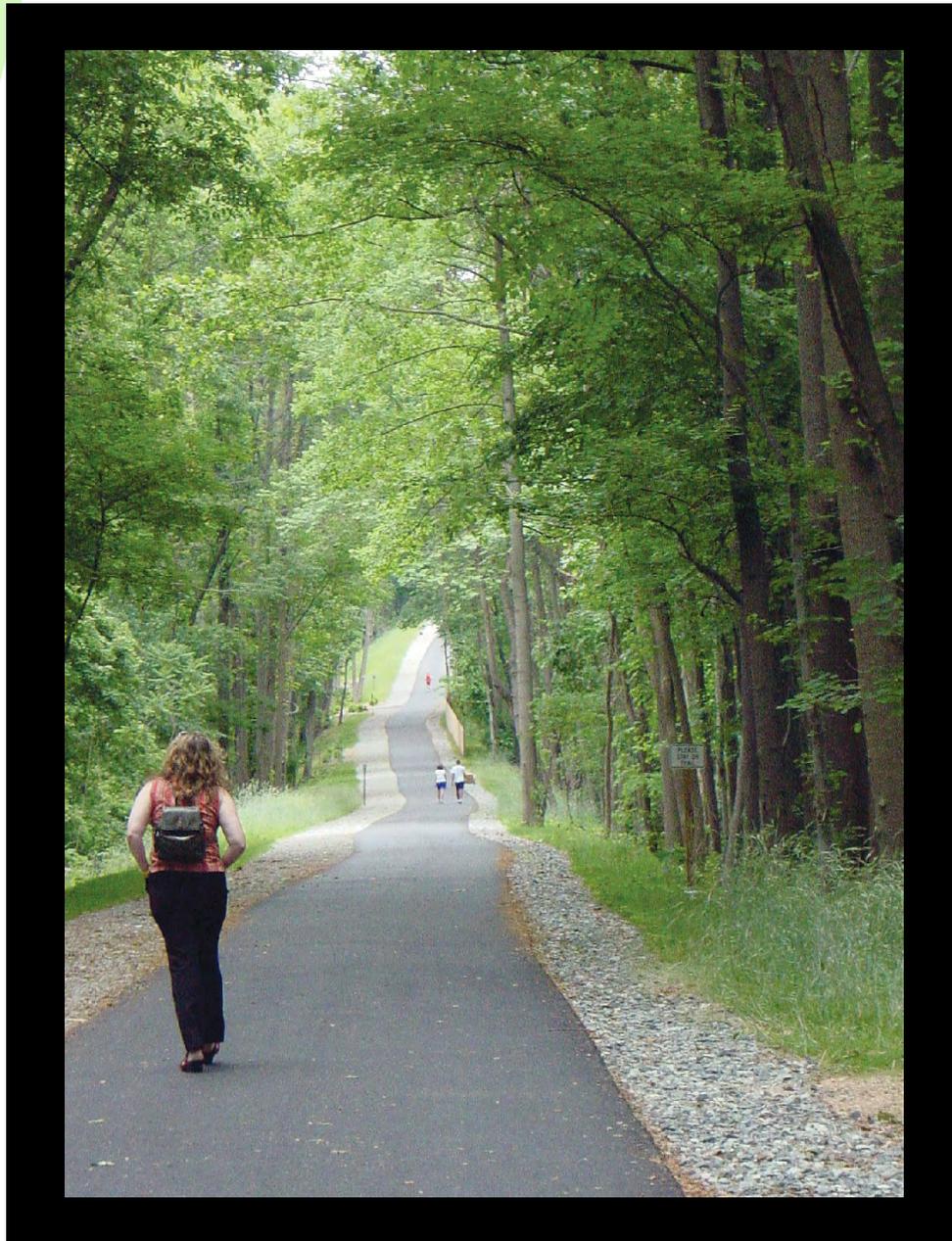


# Washington's Multi-use Trails Plan Washington, Georgia



*Prepared by the CSRA Regional Development Center • FY2008*



Prepared by:  
**CSRA Regional Development Center**

For:  
**Washington, Georgia**

**Disclaimer**

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# **Chapter 1: Introduction**

### 1.1 INTRODUCTION OF MULTI-USE FACILITIES

The City of Washington, GA seeks to provide a multi-use trails network throughout the city to meet the recreation, health, conservation, and alternative transportation needs of its residents. The idea of a trails network in the city came about during the planning process of the *Southwest Washington Urban Redevelopment Plan*. It became apparent during that planning process that Washington had a unique opportunity to provide its citizens with a trails network. This planning document has had much support from its residents, staff and elected officials. (Letters of support can be found in **Appendix A**.)

The City of Washington's trail network will be a series of interconnecting, multi-modal transportation corridors for walkers, runners, cyclists, hikers and other non-motorized users. The ultimate goal of *Washington's Multi-use Trails Plan* is to identify and develop an off-street network of greenways, trails, and bicycle-pedestrian facilities that connect existing parks, school, historical landmarks, and other key locations throughout the city. Not only will this network enable residents to travel short distances to local points of interest in the community, the network will also be a way for tourists to access of historical and cultural landmarks throughout the city. The routes will be comprised of bicycle and pedestrian oriented transportation corridors utilizing, park paths, floodplains, utility and power line easements, as well as some sidewalks. Although the network will utilize limited segments of sidewalks and other on-street facilities to ensure network interconnectivity, the focus of this plan is to facilitate the creation of an off-street trails network.

Although trails are often viewed as mere pathways for recreation use, they are much more than that. A trail network can increase transportation options, improve air quality, reduce roadway congestion, encourage eco-tourism and adventure travel, boost economic development, improve recreation and exercise options, help to connect citizens with their community, and create new public spaces. The City of Washington hopes to create a trail network with all of these potential uses in mind.

### 1.2 BENEFITS OF A MULTI-USE TRAILS NETWORK

Trails offer numerous aesthetic and recreational opportunities, as well as commuter options for traveling to and from destinations. Residents who desire to go for a family bike ride to the park or library, experience an undeveloped natural area, or bicycle or walk to work will benefit from a system of safe, well-connected network of trails. Trails are a feature that set the community apart; they often help raise property values, provide common space for social interactions, improve community safety, and encourage healthy lifestyles. Multi-use trails, and the corridors in which they are located, are vital pieces of infrastructure, taking their place along with roads, parks, utilities, and storm drainage improvements as important and essential public assets and resources. The development of trails has the potential to transform and enhance the landscape of Washington, Georgia. This section describes just a few of the benefits of a multi-use trails network, including health, transportation and recreation.

### 1.2.1 Health

Trails and greenways create healthy recreation and transportation opportunities by providing people of all ages with attractive, safe, accessible and low- or no-cost places to cycle, walk, hike, jog or skate. Trails help people of all ages incorporate exercise into their daily routines by connecting them with places they want or need to go. Communities that encourage physical activity by making use of their linear corridors in the form of trails can see a significant effect on public health and wellness.

To promote healthy lifestyles and combat the rising trend of obesity and inactivity in the US, the Center for Disease Control (CDC) recommends that Americans get 30 minutes of moderate physical activity at least five times per week. This can occur in a number of ways, including walking or biking to work, running errands on foot instead of by car, or taking a quick stroll through a park. The CDC's emphasis is less on grueling workouts at the gym, and more on encouraging Americans to be active during their everyday

lives. Trails play an important role in achieving the CDC's recommendations. The trails network in Washington will not only provide a designated place to walk and bike, its residents will be more likely to exercise and be active because safe, welcoming environments such as trails are available.



A multi-use trails network in a community can help promote a healthy lifestyle for its citizens.

### 1.2.2 Recreation

The growing popularity of outdoor recreation activities, such as jogging, roller blading and mountain biking, combined with the rapid loss of community open spaces has increased the need for quality recreational facilities, such as trails and greenways. Trails and greenways can not only serve as stand-alone facilities, complete with parking areas and amenities, such as benches and informational signage, they can also enhance the existing recreation resources in an area by linking parks, school and recreational centers.

### 1.2.3 Transportation

In addition to providing a safe place for people to enjoy recreational activities, greenways and trails function as viable transportation corridors. Two-thirds of all trips made are a distance of five miles or less. Trail networks offer transportation alternatives by connecting homes, workplace, schools, parks, shopping centers and cultural attractions. Using trails to bike or walk for short distance trips help to reduce ozone levels and air pollution and increases the mobility of those who cannot drive.

Trails can be a crucial element to a seamless urban or regional multi-modal transportation system and can serve as an important component of a community's transportation infrastructure. Many areas of the country incorporate trails and similar facilities into their transit plans, relying upon trail facilities to "feed" people in to and out of transit stations in a safe and efficient manner. The ability to avoid congested streets and highways, and travel through natural areas on foot or by non-motorized means, is a large factor in a community's "livability."

### 1.2.4 Economic Benefits

A trails network offers numerous economic benefits, including increased tourism, recreation revenues and cost savings for public services. Tourism is a major component of Georgia's economy and nature-based and heritage-based tourism is becoming a rapidly growing segment of the economy. Nature-based and heritage-based tourism adds employment opportunities, distributes economic benefits of tourism all along the trail network, and has the ability to strengthen the appeal of the City of Washington.

### 1.3 DEFINITION OF FACILITY TYPES

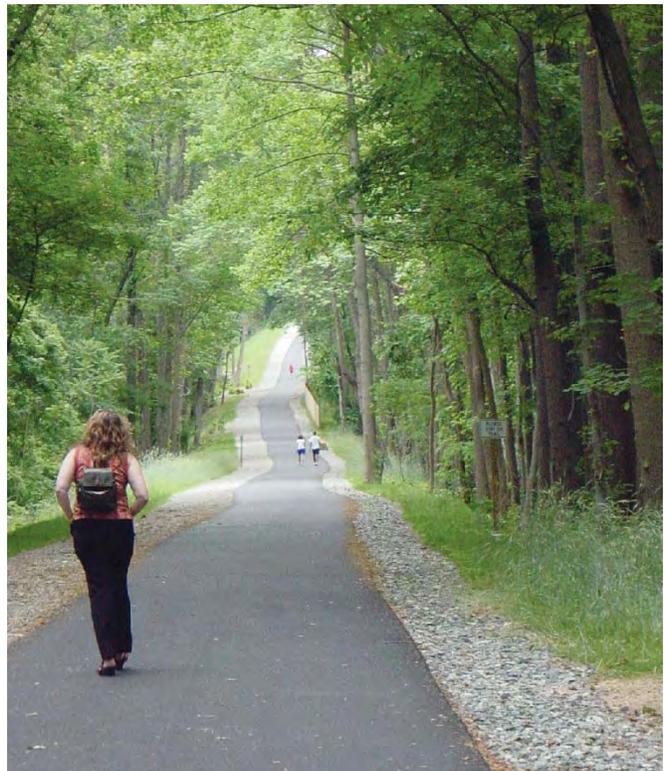
There are many different types of facilities to consider when planning a multi-use trails network. It is possible for a network to include: trails, paths, greenways, linear parks, sidewalks, shared-use path, bicycle lanes, bicycle boulevards, etc. No matter the terminology used, a trails network should have the following characteristics: continuity, multi-modal potential, safety, planning for wildlife, and anticipation of future development and expansion.

#### 1.3.1 Off-Street Facilities

The following terms and definitions will be used throughout this document when referring to off-street facility types:

**Trails and Paths.** A trail or path is a designated land corridor that provides a marked path with little interruption in travel. The terms trail and path are used interchangeably within this plan. A trail can be a paved surface or unpaved soft-surface and is generally between 3'-12' in width.

An unpaved or soft-surface path is usually between 3'-8' wide and has a surface consisting of gravel, crushed limestone, dirt, or other semi-pervious material. Developed dirt and gravel trails are used primarily by



A paved path can accommodate a wide variety of users.

pedestrians, but they may also serve bicyclist as well.

A paved path is generally between 3'-12' and can a variety of surface options, including concrete and asphalt. A paved path will serve the widest spectrum of trail users.

For a detailed discussion of surface options, see **Chapter 3**.

For the purposes of this plan, all proposed trails and paths will be considered multi-use trails. A multi-use trail or path is one which accommodates a variety of non-motorized transportation options such as walking, cycling, skating, jogging, etc. Multi-use trails are an element of the off-street transportation network that can utilized for travel and for recreational purposes.



This paved path, or linear park, is located in a natural setting within a flood plain.

**Linear Park.** A linear park is a park that has a much larger length than width. A linear park typically contains a trail and can also be a part of a much larger greenway. Typically the linear park is located on an easement and is owned, managed and/or operated by the local government's parks and recreation department. It is important to note that the difference between a trail and a linear park can be imperceptible.

**Greenways.** Greenways are linear parks which preserve undeveloped ribbons of natural habitat, usually through urban areas. Greenways typically follow stream corridors or abandoned railroad rights-of-way. Hard surfaced paths with minimal grade provide access to walkers, runners, bicyclist, in-line skaters, wheelchairs and baby strollers.

A greenway often contains a trail and linear park, but these facilities are not necessarily a greenway. The term greenway describes the setting of a trail and/or linear park, although the terms cannot be used interchangeably.

### 1.3.2 On-Street Facilities

The following terms and definitions will be used throughout this document when referring to on-street facility



With the presence of bike lanes and sidewalks, this segment of roadway is well equipped with both bicycle and pedestrian facilities.

types:

**Sidewalks.** A sidewalk is a paved path along a street that is located within the right-of-way. Sidewalks are generally 4'-6' in width and cross driveways and intersections. Ideally, sidewalks should be at least 5' in width in order to accommodate two adults walking side by side and are separated from the roadway by a raised curb and/or a minimum 6' in width planting strip. Sidewalks are intended to serve pedestrians and wheelchair users and are the principal component of a pedestrian network.

**Walkways.** Walkways are elements the off-street pedestrian system similar to a sidewalk which may or may not be located within a public or private street right-of-way. Walkways provide pedestrian access between adjacent streets, residential developments, shopping or employment centers, parks, schools or other public facilities.<sup>1</sup>

Typically, sidewalks and walkways are not considered a part of the trail network – they are merely an extension. In this plan, existing sidewalks will be used as connectors that link existing facilities with proposed off-street facilities.

**Bicycle Facilities.** Bike lanes are defined as portions of the roadway that has been designated by striping, signing and/or pavement markings for the preferential or exclusive use of cyclists. These lanes serve to safely separate bicyclists from traffic. Bike lanes are generally found on major arterial and collector roadways and are 4'-6' wide. Although currently there are no bike lanes in Washington, Georgia, recent road work on Whitehall Street has created an ideal space for bike lanes.



Bike lanes are merely portions of the roadway dedicated to cyclists by pavement markings or signage.



This portion of the newly paved Whitehall Street could easily have bike lanes with the addition of pavement marking and the proper “Share the Road” signage.

<sup>1</sup> Greene County, Missouri's Linear Park (Greenway) Trails and Pedestrian Access Subdivision Regulations

## CHAPTER 1: INTRODUCTION

Bicycle boulevards are low-traffic neighborhood streets that have been identified and signed as good bicycle routes. Additional engineering steps may also be taken to provide a safe bicycle journey; for instance, the addition of “Share the Road” signage and pavement markings may make a cyclist’s route safer along neighborhood streets.

Of course trail, paths, greenways, bike lanes and sidewalks are not the only types of facilities to consider when creating a network, but it is important that the facilities link people to their environment. Typically, a multi-use trails network has a mixture of facilities that include ribbons of open space that include paths for pedestrians and cyclists. When a community successfully makes linkages to key locations in the city, pathways and trails can serve as alternative modes of transportation.



# **Chapter 2: Data Collection**

### 2.1 INTRODUCTION

Preparation of *Washington's Multi-use Trails Plan* requires a process by which conditions can be measured in order to understand the public's perception of a proposed multi-use trails network in the community and to determine preferred needs and goals as well as outcomes and recommendations. This chapter provides an overview of the study components and methodology used to generate the recommendations of this *Plan* as well as an overview of the data collected during the planning process.

#### 2.1.1 Study Components

A successful trails plan integrates health, recreation, fitness and alternative transportation options into its components. In order to ensure that these components are a part of the *Multi-use Trails Plan* in Washington, the following steps were taken:

- Inventory of pertinent background information including, but not limited to: sidewalks (condition, continuity and obstacles), bike routes, public spaces, parks and other destinations within the city (See **Section 2.2**).
- Identification of potential routes (See **Chapter 3**).
- Formation of specific recommendations which will improve the interconnectivity of the City of Washington and form a trails network throughout the city (See **Chapter 3**).
- Identification of costs and potential funding sources for proposed recommendations (See **Chapter 3 and 4**).

#### 2.1.2 Methodology

The process of creating a multi-use trails network in Washington included several broad working tasks. These tasks included:

**Background Data Collection.** Background documentation for Washington's multi-use trails network was collected by examining established trails, greenways and other multi-use facilities from across the country. Another component was to examine the existing condition in Washington, Georgia. The following is a list of tasks completed in order to collect pertinent background data:

- Sidewalk and bike lane inventory (**Map A**)
- Parks and recreational facilities
- Location of utility and sewer lines though out the city and determination of access language of easement
- Map of flood plains (**Map B**)
- Historical landmarks
- New development

**Discussion with Public Officials.** On September 28, 2007, the CSRA Regional Development Center staff made a presentation to Washington's City Council. Staff gave a PowerPoint presentation introducing the council members to the trails network. The

presentation included an overview of data collection, the proposed routes and network and discussion of the next steps in the planning process. A letters of support for the Multi-use trails in Washington can be found in **Appendix A**.

**Public Outreach.** On November 12, 2007, a public open house was held at the City of Washington's Pope Center. In the hope to get a large number of attendees at the meeting, RDC staff attempted to contacted adjacent landowners and conducted outreach to the general public, including flyers and newspaper ads.

The public meeting was designed to educate the public about the multi-use trails network, to administer and collect survey data, and to foster discussion about the proposed trails network. During the public meeting, the following tasks were completed:

- Present background data
- Administer surveys (**Appendix B**)
- Refine study goals and objectives
- Develop recommendations
- Allow for questions and comments

**Analysis.** During the analysis phase of the program, CSRA RDC staff reviewed the data collected during the public open house meeting. The following tasks were completed as a part of the trails plan analysis:

- Display conditions and trails network
- Note barriers and safety concerns along routes
- Note issues and opportunities
- Analyze the public opinion survey

**Determine Cost and Potential Funding.** In order to determine feasibility and cost of potential projects, CSRA RDC staff researched local and regional trails as well as trails from across the country. A thorough discussion of potential funding sources as well as recommendations for what sources would work best for Washington can be found in **Chapter 4**.

**Chose a Priority Segment.** The RDC staff, along with Washington's Mayor, the City Council and the residents of Washington, chose a priority segment. This segment was chosen because of its central location in the city, easy access for Gordon Street and Liberty Street and its connectivity to key locations in the city. For more information on the priority segment and the other portions of the multi-use trail network, see **Chapter 5**.

**Final Plan Adoption.** While the *Multi-use Trails Plan* was requested by the Mayor of Washington, GA and representatives of the city council, implementation of the recommendations contained in the plan can best be assured by formal plan adoption. A formal commitment of the recommendations contained in *Washington's Multi-use Trails Plan* illustrates to the public that community leaders are truly committed to improving the quality of

life of the residents of Washington, GA. In order for this plan to be finalized, the following steps were required:

- Draft plan document
- Final plan document
- Submit final plan document to the Bicycle and Pedestrian Coordinator at GDOT
- Adoption by Washington's City Council

### 2.2 DATA COLLECTION

The first step in the planning process was conducting a thorough inventory of the parks, green space, and recreational facilities in Washington, as well as compiling any other background research that will impact the future trail corridors, such as flood plains and easements.

#### 2.2.1 Parks and Recreation

The City of Washington has a well established parks and recreation department that offers its citizens a wide variety of recreation options. The Washington-Wilkes Parks and Recreation Board oversees the department and staff. The board is made up of seven members, two county commissioners, two City of Washington councilpersons, and three appointees. The City of Washington and the Board of Parks and Recreation is committed to offering amenities and facilities that advance the quality of life for its citizens.

In 1993, Wilkes County purchased 41 acres on Lexington Avenue which included two buildings and playing fields. Since that time, Wilkes County and the City of Washington have worked together to bring parks, programs and recreational facilities to its residents. The 2006 *Washington-Wilkes Parks and Recreation Strategic Process Plan* showed that 1,750 households were registered participant of Parks and Recreation Department programs.

#### 2.2.2 Existing Facilities

**Sidewalks.** The City of Washington has an extensive sidewalk network. Sidewalks extend the entire length of Robert Toombs Street, a majority on both sides of the street, with most of the city's remaining sidewalks stem from this segment. The entire length of the sidewalks in Washington is over 15 miles long. (See **Map A** for a complete sidewalk inventory.)

Although the map shows a fairly extensive sidewalk network within the city, it does not show the condition of the various segments. The sidewalk along Robert Toombs and throughout the central downtown area, are in fair to good condition. Outside of the downtown area there are many portions that are in poor condition and are in need of repair or replacement. For example, portions of Lexington Avenue, Liberty Street and Water Street are in poor condition.

According to Chapter 70, Article III of Washington's Official Code of Ordinances, sidewalks are not currently required with new development; however, the city is under contract with the CSRA Regional Development Center to make appropriate code revisions. It is also important to note that most trails networks do not include sidewalks. A trails network is composed mainly of off-

street facilities; however in Washington, some linkages and connections to trail will be made with sidewalks. Although sidewalks are only a small portion of this plan, they provided much needed access and linkage to major facilities and existing destinations in the city with the trails network.



The pictures to the left are examples of a portion of sidewalk on Robert Toombs Road just outside of downtown that is in need of repair or replacement.

**Parks.** In addition to an extensive sidewalk network, there are seven public parks within the City of Washington. **Table 2-1** gives a detailed description of Washington-Wilkes public parks and facilities.



Fort Washington Park is located behind the courthouse in Washington's historic downtown square. The park's existing path would connect to a proposed trail.



Liberty Street Park is located at the corner of Liberty and Allison Streets and is a proposed site for a trail head.

**Table 2-1: Public Parks In Washington, GA**

Name	Location	Owner/ Operator	Maintained by:	Facilities
Ashley Park	222 Ashley Ave.	Wilkes County/ City of Washington	Parks & Recreation Commission	3 baseball/softball fields, outdoor basketball court, picnic area
Liberty Street Park	202 W. Liberty St.	Parks & Recreation	City of Washington	Playground equipment
Booker Street Park	118 Whitehall St.	Parks & Recreation	City of Washington	Playground equipment
Holiday Park	Off Ohara Standard Rd.	Army Corps of Engineers/ Wilkes County	Wilkes County	Boat ramp and campsites
Wilkes Academy Park	22 Lexington Ave.	Parks & Recreation/ County	Parks & Recreation	Parks and Rec offices, indoor basketball courts, indoor track, football/ soccer field, baseball field (1 in construction)
Fort Washington Park	100 Court St.	City of Washington	City of Washington	Walking path and picnic area
School Street Park	On School St. near Maple St.	City of Washington	City of Washington	Playground equipment, outdoor basketball courts

**Bicycle Facilities.** The City of Washington does not have any designated bike lane within the city; although, the segment of Whitehall Street that was widened in 2005 has very wide shoulders. According to AASHTO, “An operating space of 1.2 m (4 feet) is assumed as the minimum width for any facility designed for exclusive or preferential use by bicyclists. Where motor vehicle traffic volumes, motor vehicle or bicyclist speed, and the mix of truck and bus traffic increase, a more comfortable operating space of 1.5 m (5 feet) or more is desirable.” For the purposes of this plan, a minimum of 5 to 6 feet in width will adequately accommodate cyclists. With the appropriate signage and pavement markings, Whitehall Street could be the start to a bicycle network in the city.

**2.2.3 Flood Plains and Wetlands**

Flood plains and wetlands are often an ideal place for linear parks and trails. These designations often follow stream beds or low lying areas that are undeveloped and green. Although it is very important to be aware of the potential challenges associated with flood plains and wetlands, such as proper drainage and potential flooding, presence of wildlife, sub-grade and soils, stream access, and permitted surfaces.

Wetlands are a valuable natural resource and are protected by Section 404 of the Clean Water Act. The use of impermeable surfaces, fill material, and other construction through wetlands requires a permit from the US Army Corps of Engineers. Because of these issues, one of the best ways to accommodate trail users is by constructing board walks, observation decks, bridges, or some other elevated structure.



The city of Washington has several flood plains and stream beds throughout the city (**Map B**). Washington has a higher elevation than the surrounding county. Because of this, the flood plains and wetlands radiate from the center of the city to the city limits and beyond. These locations are identified in the conceptual trail network and serve as a connection from the city center to the city limits.

### 2.2.4 Easements and Right-of-Way

Easements and rights-of-way can also make great locations for a linear park or trail. An easement is a legally binding agreement between a land owner and a private organization or public agency in which the landowner grants rights of public access, such as a trail, or forgoes development rights of the land, either for a specified period of time or permanently, for conservation purposes.

An easement is a powerful way to protect trail corridors while maintaining land in private ownership. Easements may be donated, sold, or traded. Full title to the land is not purchased, only those rights granted in the easement agreement, so the easement purchased price is less than full title value. A permanent or period-specific trail easement is attached to the title of the land, remaining in force when the property is sold or passed on to future generations of landowners.

It is important to note that a conservation easement differs from a trail easement, but some easements grant both types of benefits. A conservation easement is oriented to the conservation of land resources, while a trail easement secures the right of public access and use.

Right-of-way on the other hand, is the legal ownership of a piece of property, not just the right to access the property. Legal ownership of property is a costly method for acquiring land for trails, but it does give the local government full ownership of and full access to the trail corridor. Right-of-way can be obtained by fee-simple purchase, bargain sale, and donation of land, among others.

In Washington, these man-made corridors provide connections to neighborhoods, parks, office buildings – literally everywhere in the city that has water, sewer and power. Washington's network of water, sanitary sewer, and electrical and phones lines, will be useful in the development of a trails network. These utility rights-of-way are identified in the conceptual trail network.

Although Washington has access to water and sewer line rights-of-way and has been performing routine maintenance on the lines for decades, there are no formalized easements in place. Easements would have to be legally formalized before trail construction began. This plan recommends that the City of Washington formalize easements for all utility lines within the city. For that reason, this plan will refer to utility corridors without formalized legal agreements as easements.

See **Map C** for all of the proposed trail segments that are located on sewer, water and power line easements and rights-of-way.

### 2.3 COMMON PROPERTY OWNER CONCERNS

Over time, common concerns have surfaced time and time again when communities consider a trails network. Some of the most common concerns of land owners are crime, property values and liability. Throughout the planning process, it is important to provide property owners, especially those within close proximity to an existing or proposed trail corridor, an opportunity to express their fear and concerns about the project. Luckily, Washington is not a pioneer in this planning effort. There are many examples of research in the field of trails planning and plenty of solutions to the most common property owner concern. Some common concerns include declining property values, liability, vandalism, litter, privacy, and other management issues. Numerous studies and the experience of trail managers all over the country have shown that these issues are more perceived problems than actual problems.

#### 2.3.1 Safety and Crime

Safety consideration should be given top priority when planning a trails network. Because of safety concerns and the potential risk of injury, whenever possible, trails should not be located in areas where users must cross busy intersections, negotiate steep grades, or come in contact with other barriers or hazard areas. It is important to avoid “dumping” trail users into a hazardous situation. For example, having a trail terminate at a busy road before reaching a desired destination, such as a school, park or activities center, may entice users – especially children – into an undesirable situation. This type of scenario and others like it should be avoided.

Another safety concern is crime. Many residents are concerned that the presence of a trails network may have a negative impact on their community, namely an increase in crime. It is a common misconception that a public access trail will increase crime and decrease safety. On the contrary, when empty and abandoned corridors are cleaned up and landscaped, they reduce crime by attracting people to use the trail for recreation and transportation. A recent comprehensive study conducted by the Rails-to-Trails Conservancy revealed that trails are some of the safest places in the country. Of the 372 trail managers responding to the study, only three percent reported that any major criminal activity had occurred on their trail. Only 25 percent reported any type of minor crime, such as graffiti or littering, and these problems were quickly corrected as part of routine maintenance. Although studies show that crime on trails is rare, nevertheless it is a legitimate concern for resident and trail users and should be treated accordingly.

According to national crime statistics, parks and trails are among the safest places to be – people are two to three times safer on a trail than in a parking lot, on the street, or even inside their homes. For a full report of studies conducted by the Rails-to-Trails conservancy, visit [www.railtrails.org](http://www.railtrails.org).

#### 2.3.2 Property Values

The studies mentioned above have also addressed concerns about property values. No negative effect on property values has been found, and in some cases property values have increased. In

fact, it is common to see home-sale advertisements featuring the properties close proximity to trails as a major selling point.

Trails and greenways have been shown to bolster property values and make adjacent properties easier to sell. In a 2002 survey of recent home buyers sponsored by the National Association of Realtors and the National Association of Home Builders, trails ranked as the second most important community amenity out of a list of 18 choices.

### 2.3.3 Liability

Liability is another common concern among land owners. Concerns about liability are only natural. Some may wonder, “What happens if someone gets hurt?” “Can I get sued?” and “Does my insurance cover this?” They fear that a trail user will wander onto their property, get injured, and they sue for liability. Fortunately, liability is has not been much of a problem on multi-use trails. In this case, the person entering the property adjacent to the trail would be considered a trespasser and the landowner owes limited duty of care to a trespasser.

Furthermore, Recreational Use Statutes (RUS) are on the books in all 50 states. Under these statutes, no land owner is liable for recreational injuries resulting from mere carelessness if they have provided public access to their land for recreational purposes. Admittedly, the RUS does not necessarily prevent landowners from being sued, but it will grant them certain protections. For a complete copy of Georgia’s RUS, or Official Code of Georgia 51-3-2, see **Appendix C**.

## 2.4 PUBLIC INVOLVEMENT

Public involvement is the key to any successful trail planning effort. By engaging the community and gaining support of the residents of Washington this *Plan* will aim meet the recreation, transportation, and health needs of the community.

As previously mentioned in **Section 2.1**, every effort was made to contact property owners along the proposed network as well as potential users of the trails and residents in Washington. Attendees of the September public meeting, were introduced to the idea of a multi-use trails network in Washington, were asked to fill out a survey (**Appendix B**) and were given an opportunity to browse maps and ask questions.

Although attendance was low at the public meeting, a few important issues surfaced:

- All survey respondents indicated that they would support the allocation of city funds for trail construction and perpetual care;
- All respondents said that if a trails network was built in Washington, they would use it;
- Respondents indicated that they had some concerns about the trails network, including vandalism, safety and crime;
- Finally, all respondents indicated that they would participate in volunteer activities to offset the cost of labor, maintenance and other expenses. Some of the volunteer activities mentioned were trail clean up, fundraising, and joining a “Friends of the Trails”

advocacy group. For more information about “Friends of the Trail” groups, see **Chapter 3**.



# **Chapter 3: Creation of a Trails Network**

### 3.1 INTRODUCTION

Creating a multi-use trails network with the best possible design for each location can be a lengthy, complicated process. Any single trail project is a very large undertaking and is a significant community amenity that will be enjoyed for generations to come. It is important to keep in mind that multi-use trails are public facilities and need to be designed with both the safety of the users and the integrity of the landscape and environment in mind. For the proposed trail-network to become a reality, several important features need to be explored. The remainder of this chapter will explore the various aspects involved in designing and implementing a trails network, including location, design, maintenance, cost and funding.

### 3.2 ANTICIPATE USE/ FUNCTIONALITY

Who are the anticipated users of the trail? Will the trail surface need to accommodate equestrians, wheelchairs, maintenance vehicles, bicycles, etc.? Multiple use trails attempt to meet the needs of all anticipated trail users; although, this may not be feasible with a single trail surface. Each surface has varying degrees of roughness and therefore accommodates varying users.

#### 3.2.1 Pedestrians, Cyclists and Other Non-Motorized Users

The multi-use trails network in Washington will need to accommodate non-motorized users, such as pedestrians and cyclists. Pedestrians include a wide variety of people, including walkers, hikers, joggers, runners, in-line skaters, people pushing baby strollers, etc. These users travel at low speeds (an average of 3-7 miles per hour) and tend to have fewer specific design requirements than other users, such as cyclists. According to the Rails-to-Trails Conservancy, many trail users prefer a surface that is softer than asphalt or concrete to prevent knee, shin, and foot strain. Other pedestrians may be attracted to hard surfaces so that they can walk faster or push a stroller more easily. However, in-line skates, for example, cannot be used on a chip seal surface or most permeable concrete surfaces due to the coarseness of the finished surface.



Many non-motorized users take advantage of this multi-use path and linear park in San Diego, California.

Cyclist users often use a multi-use trail for commuting, recreation and touring. The different types of bicycles include road or “touring” bikes, all track bikes, three-wheel bikes, tandem bikes and mountain bikes. The different types of cyclists and equipment imply somewhat differing needs, abilities and design requirements. For the purposes of this plan, all of the trails in

Washington should be designed to accommodate cyclists, pedestrians and other non-motorized users.

Meeting AASHTO requirements are often a must when applying to state and federal funding, such as Transportation Enhancement Funds. Many transportation agencies will not fund a trail that is not designed to accommodate commuting cyclist, as well as pedestrians and other users. AASHTO recommends a minimum 10-foot width for bicycle paths under most conditions, with at least a 2-foot-wide cleared, graded shoulder on either side. Depending on the other anticipated uses of the trail, a 12- or 14-foot-wide trail with shoulders may be advisable.

In general, and for the purposes of this plan, the *Guide for the Development of Bicycle Facilities* published by The American Association of State Highway and Transportation Officials (AASHTO) should be used as the design guidelines for sight distances, trail width, and trail clearances. More information on trail design can be found in **Section 3.5**, Facility Design Options.

### 3.2.2 Equestrian users

Also, some communities plan their trails network to accommodate equestrian users. Equestrian usage can create problems on a paved path; therefore, special site considerations must be taken. Hard surfaces like asphalt and concrete are undesirable for equestrians because they can injure horses' hooves. Horses can also have a negative effect on hard surface as well; for instance, horse hooves can damage concrete and leave imprints in asphalt on a hot day.



Because horse hooves can ruin a paved multi-use pedestrian trail, a separate parallel equestrian trail is a solution.

Site considerations include a minimum vertical and horizontal clearance. The minimum horizontal clearance, or path width, is at least 5 feet and the minimum vertical clearance is at least 10 feet. Low hanging tree limbs should be cut flush with the trunk also leave, branches and other protrusions that could injure the horse or rider should be removed. Within the tread large rocks, stumps and other debris should be cleared.

The City of Washington is rural in character and equestrian users should be considered when planning for anticipated users. Because this plan recommends hard surfaces for the majority of the trails, Washington should consider including a softer, separate 5 ft. wide tread for equestrian users parallel to some proposed trail segments. Washington's non-profit equestrian group, Classic South Equine Association, should be contacted for technical support, site considerations, and expertise in equestrian matters when planning for a parallel trail.

The Rocky Creek Trail and portions of the Washington-Wilkes South Side Trail would be ideal locations for an equestrian path. Both trail segments are located on the periphery of town yet are easily accessible to both equestrian and other non-motorized users. In order to accommodate equestrian users, parking and staging areas are particularly critical and require a substantial amount of space. In particular, the Rocky Creek Trail has the potential for parking and staging areas for adequate horses and their riders. For more information about the proposed segments with equestrian trails, see **Chapter 5**.

### 3.2.3 Recommendations

- All of the multi-use trails in Washington should accommodate non-motorized users.
- AASHTO guidelines should be followed in the design of the trail to accommodate all anticipated non-motorized users of the trails network.
- Select segments of the network should contain a separate, parallel, soft surface path to accommodate equestrian users.
- An equestrian trail should be located parallel to the following trail segments, Rocky Creek Trail and Little Beaver Dam Creek Trail.
- Equestrian paths should have a minimum of 5' horizontal clearance and a minimum 10' vertical distance; and should also include adequate parking and staging areas at the trail heads. Contact the Classic South Equine Association for expertise and guidance.

### 3.3 LOCATION

Multi-use trails should be located along corridors that assure maximum use by the intended user groups. User groups can include road and mountain cyclists, walkers, runners, in-line skaters, and other non-motorized users.

The trails will connect residents to all corners of a community and allow them to reach key destinations without getting in their car. Key destinations in the city of Washington are listed in **Table 3-1** and are also located in **Map D**. As previously discussed, not only will this trails network provide alternative transportation routes to key destinations in the city, it will also provide users with additional recreation options and numerous health benefits. **Map E** shows the location of the entire proposed multi-use trails network in Washington.

Primarily, the trails are located in floodplain corridors and on utility corridors, including power line and sewer easements. Additionally, a few of the segments will be located along road rights-of-way. Regardless of the location of a trail, formal easement agreements will be required for each segment. **Map F** shows the various trails with their corridor type indicated by color.

#### 3.3.1 Floodplain Corridors

Floodplains are prime locations for trails because they are typically corridors of green space with little development potential. Although there are environmental concerns, with the appropriate surfacing options and engineering, floodplains are viable options for a trails network.

Because Washington was built on elevated land, the city's floodplains radiate out from the center of town. These corridors would allow for a trail to connect the city center with the outer edges of the county. Floodplains in Washington are illustrated on **Map B**.

### 3.3.2 Utility Corridors

According to the Rails-to-Trails Conservancy, nearly 40 percent of all trails across the county do double duty as corridors for utility lines, pipes, and cables. Like floodplain corridors, utility corridors are also ribbons of undeveloped land ideal for trails. The utilities best suited for trails are those that can be installed underground, such as water, sewer, natural gas, and buried electric or fiber optic lines. They are typically cleared and are used to allow maintenance vehicles along the utility line. Typically easements already exist and need to be modified to permit trail development and public access within that corridor.



Existing sewer corridor in Washington, Georgia and is the location of a proposed multi-use trail.



With the implementation of this plan, Washington could transform the existing corridor to resemble this multi-use path.

In Washington, however, there are no clear easements for utility and sewer lines, although maintenance and has occurred for decades. Historically, many utility corridors and trails crossed private lands, often on farm and forest roads, usually through informal arrangements among neighbors. By necessity, as both the physical and legal landscape in Washington changes, arrangements for trails on private lands are becoming more formal. Prior to trail development and construction, Washington's easement would have to be in place.

An easement is a perpetual legal agreement that allows others to use someone's land in the manner provided for within the agreement. An easement can be very broad, granting access to

the easement holder and the public, or it can restrict what kind of access, when and under what conditions access can be used. For instance, the easement can be for public access to an entire property, or it could be restricted to certain users on a trail of a certain width. An easement can be used for hiking only, or lake access, or bicycling, or hunting, etc; whatever uses the parties agree to, limited or expanded to the extent they decide.

Model easement language for trail access on utility corridors and other privately owned property can be found in **Appendix D**. Additionally, the city’s ordinances should be updated to include the multi-use trails in the existing ordinances and subdivision regulations. The ordinance language included in this plan is tailored to meet the specific need of Washington, Georgia and may not be appropriate for other municipalities. Proposed ordinance revisions to the city’s codes, pertaining to easements which accommodate the construction of multi-use trails, can be found in **Appendix E**.

### **3.3.3 Power line Right-of-Way**

The existing main power line corridor in Washington creates a large U-shape in the southern portion of the city and is approximately 150 feet in width. The power line is owned by MEAG, a jointly owned public corporation that provides power to 49 Georgia communities. Each of the communities owns shares of the corporation and its assets. The land that houses the power lines is owned by the Georgia Integrated Transmission System, a business partnership between MEAG, Georgia Power, and Georgia EMC.



The existing power line right-of-way in Washington is a man-made corridor that creates a semicircle around the southern portion of the city. Much like Highway 78 on the north side of the city, the power line intersects the radiation flood plain corridors on the south side of the city.

The potential trail within the corridor should be located on the periphery of the corridor. As with the other segments, the trail width should be at least 10

foot-width with a 2 foot buffer on either side. In total, the trail corridor should be at least 14 feet wide. Alternatively, the trail could be located just outside of the existing right-of-way, but that would mean obtaining easements from surrounding property owners and clearing additional land. If at all possible, Washington should locate the trail within the existing right-of-way.

In order to create a buffer between the trail corridor and the overhead utility lines, trees and other vegetation should be planted. The vegetation will not only create a visual buffer between the trail and the utility corridor, it will also discourage its users from wandering outside of the trail right-of-way.

There are no known health risks associated with sewer and water pipes, telephone lines, fiber optics, or any other underground utility; there are minimal safety risks associated with gas lines. In recent years there has been concern over the possible health risks connected with exposure to electromagnetic fields (EMFs), which are present whenever electricity passes through a powerline. While studies have indicated that long-term exposure to EMFs can be harmful, the studies related to short-term exposure, like that experienced when using trails with overhead power lines, show little health risk associated with EMFs.



From the top of the hill overlooking a trail on a power line right-of-way in Portland, Oregon, the corridor looks barren, sparsely landscaped, and uninviting...



...but on the ground, trail users have a buffer of vegetation that not only keeps users away from the power lines, but acts as a visual buffer. With the proper landscaping, trails on a power line corridor will still have natural scenery.

### **3.3.4 Road Rights-of-Way**

As previously mentioned, the proposed trails network in Washington will consist of mainly off-street facilities; although, some connectors and trail segments will access road rights-of-way.

On-street connectors will be useful in creating a contiguous, interconnected trail network throughout the city. Also, trails can be built at the outside edge of a large road right-of-way.

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The picture to the right shows a multi-use path that was built along a section of a four-lane highway in North Augusta, South Carolina. This type of construction would be appropriate for the proposed segment along Hwy 78 in Washington.

Highway 78 is a four-lane principal arterial street that connects the cities of Thomson and Washington to Athens, Georgia. The highway arches over the northern portion of the city and bisects many of the proposed trail segments. As previously mentioned, the flood plains and the proposed trail segments within the flood plains radiate from the center of the city; a trail within the right-of-way of Highway 78, would enhance the interconnectivity of the proposed trails network by connecting the various flood plain corridors. The proposed trail segment along Highway 78 can be seen on **Map I** and is explained in greater detail in **Chapter 5**.



A multi-use path is located on a 4-lane highway in North Augusta, South Carolina

The City of Washington would also benefit from developing and adopting a “Complete Streets” policy. “Complete Streets” are roadways that are properly designed to accommodate the needs for all users by incorporating the appropriate facilities for all modes of transportation in roadway design. If a “Complete Streets” policy was adopted in Washington, bicyclists, motorists, and pedestrians of all ages and abilities would be able to safely travel along the City’s “complete streets.” This policy could be accomplished with revisions to the City’s ordinances. For more information about “Complete Streets” and its policies visit [www.completestreets.org](http://www.completestreets.org).

When considering trail facilities on or near road rights-of-way it is important to consider the intended users, traffic volume, grade, necessary signage, etc. appropriate for the design of trail/street intersections and crossings. For a detailed discussion on intersections, see **Section 3.6**.

In some limited scenarios, an alternative to a trail parallel to the roadway is the abandonment of an existing right-of-way. In the series of pictures on the following page, the first picture shows the current conditions at the intersection of Liberty Street and Allison Street followed by a picture where right-of-way has been abandoned. The second picture, taken in Springfield, Missouri, is an excellent example of what Washington could do to improve the accessibility of Liberty Street Park and the priority segment of the trails network. Not only could the street closure make the park safer and more pedestrian friendly, the project could also tie into the existing streetscape project along Robert Toombs Avenue and make important connections to on-street facilities downtown.



These are the current conditions facing south at the intersection of Liberty Street and Allison Street in Washington. This could be a proposed site for street closing and trail access. These improvements would allow for easy access and increased safety to Liberty Street Park, as seen on the right in this photo.



A very similar effort was implemented with this streetscape and park in Springfield, Missouri. As a part of the multi-use trails network in Springfield, Missouri the existing street was closed and a park and trail head was built to make the area more pedestrian friendly.

### 3.3.5 Recommendations

- Trails should be located within easement along corridors such as floodplains and utility corridors,
- In a limited number, trails should be located along of road rights-of-way.
- The location of trails should accommodate all non-motorized vehicles, including but not limited to runners, walkers, cyclists, and in-line skaters.
- Formal easement agreements should replace all existing “handshake” agreements on utility rights-of-way. (See **Appendix D**.)
- Adopt appropriate revisions to Washington’s Subdivision Regulations and incorporate a “Complete Streets” policy.
- Abandon road right-of-way on Allison Street between Liberty and Simpson Streets and create a more pedestrian friendly access point to Liberty Street Park and the priority segment of the trails network.

- Trails located within power line rights-of-way should be located in the periphery of the corridor, or the outer 20 ft, and should be separated with a vegetative buffer on both sides.

**3.4 DESTINATIONS**

One of the goals of the multi-use trails network in Washington is to link neighborhoods to existing community facilities, such as the library, civic and community centers, recreational facilities, schools, historic areas, and other commercial and retail activity centers in Washington and Wilkes County. Creating a true network in the City of Washington will increase transportation options, improve air quality, reduce roadway congestion, encourage eco-tourism and adventure travel, promote local economic development, help create new public space, and help to connect the people to their community.

Because creating an extensive trails network is a long-term project, the system should be developed incrementally. The City of Washington should aim to distribute and prioritize segments of the network throughout the city and be careful not to limit early construction to only certain portions of the city. Developing portions of the network in varying locations across the city will promote broad community support for the trails. Projects should be prioritized by the segment’s ability to provide connectivity, serve underserved areas, and improve safety in areas of concern.

There are no fewer than 19 key locations throughout the city that should be linked via the multi-use trail network. See **Map D** and **Table 3-1** for a complete list of key locations.

1	Washington-Wilkes Elementary School	East Street
2	Washington-Wilkes Middle and High School*	Gordon Street
3	Wills Memorial High School	Gordon Street
4	National Registry Historic Jail	West Court Street
5	Farmer's Market	West Court Street
6	Wilkes County Court House	Court Street
7	Post Office	East Court Street
8	Historic Washington Academy and Mary Willis Library	Jefferson and Liberty Street
9	Wilkes Academy	Robert Toombs
10	Washington-Wilkes Tiger Stadium	South Pecan Street
11	Robert Toombs House	Robert Toombs
12	Washington Historic Museum	Robert Toombs
13	Elementary School Park	East Street
14	School Street Park	School Street
15	Booker Park	118 Whitehall Street
16	Ashley Park	222 Ashley Street
17	Liberty Street Park	202 West Liberty Street
18	Fort Washington Park	100 Court Street
19	Wilkes Academy Park	22 Lexington Avenue
* There are plans to change the location of the Middle and High School to a location outside Washington’s city limits.		



When talking about linking destinations throughout the city, it is important to mention walkways again. Walkways are similar to a sidewalk and they may or may not be located within the road right-of-way, but the importance of walkway is that they provide pedestrian access between adjacent streets, residential developments, shopping or employment centers, parks, schools or other public facilities. Currently, walkways are not a part of Washington's subdivision regulations, but this plan recommends that the city's code be amended to include walkways.

### 3.4.1 Future Development

There is only one constant in planning for trails – things change! Not only does Washington need to consider connecting the existing destinations listed in **Table 3-1**, but they also need to plan for future development and growth. Future residential, commercial and industrial development along trail corridors will likely impact the trails in two ways. First, projects such as new roads, utility crossings, and drainage projects can make trails impassable – at least temporarily; and secondly, land-use changes along the corridor can alter the experience or feeling of trail user.

This plan offers a long-term blue print for an interconnected trails network throughout the city – inevitably, the city will grow and changes to the blue print will be necessary. Because change is inevitable, the following planning documents/city departments should be consulted prior to trail construction: *Washington's Multi-use Trails Plan*, the city's *Comprehensive Plan*, Washington's land use and subdivision regulations, the appropriate planning and zoning staff, and any subsequent overriding planning documents.

It is important to mention here again, that currently the City of Washington does not have ordinances requiring the construction of sidewalks, walkways and other pedestrian facilities to link new construction. In order to insure the implementation and success of this *Plan*, it is imperative that the Washington amends their city code to include these requirements. For more information and recommendations concerning updates to the city's code, see **Section 2.2.4** and **Appendix E**.

### 3.4.2 Recommendations

- The multi-use trails network in Washington, Georgia should connect its residents to key community facilities and destination within the city. The trails network should connect the key locations and destination listed in **Table 3-1** among others.
- Segments of the trails network should be developed incrementally with the goal of completing the network within the next 20 years.
- Trails should be developed in various portions of the city to encourage city-wide support.
- Trails should be prioritized by their ability to increase connectivity, access, safety, and promotion of the network.
- The city should update their subdivision regulations to require the construction of pedestrian facilities, such as sidewalks, walkways, multi-use trails, and bicycle lanes, with new construction and future development.

- Before construction, when researching site consideration for a proposed segment, the city should do their due diligence in consulting this plan, as well as the city’s *Comprehensive Plan*, land use and subdivision regulations, the appropriate planning and zoning staff, and any subsequent overriding planning documents to ensure that all recommendations have been followed.

**3.5 FACILITY DESIGN OPTIONS**

Following the assessment of the existing facilities, involving the public in the planning process, and choosing the location for the trails, the next step is designing the multi-use trails. The following section summarizes facility design options that should be considered when designing and constructing each individual trail segment.

**3.5.1 Design and Construction**

All public facilities should be built to meet the requirements of the American’s with Disabilities Act (ADA). The act was established to prohibit discrimination on the basis of disability by public accommodations and requires places of public accommodation and commercial facilities to be designed, constructed and altered in compliance with the accessibility standards established by ADA.

ADA design standards establish criteria to support universal access. Simple details to be considered in the planning process can greatly enhance accessibility to and within the planned system. **Table 3-1** details ADA guidelines for development of accessible trails.

<b>Table 3-1: ADA Trail Development Guidelines</b>		
<b>Item</b>	<b>Recommended Treatment</b>	<b>Purpose</b>
Trail Surface	Hard surface such as, asphalt, concrete, wood, compacted gravel	Provide a smooth surface that accommodates wheelchairs
Trail Gradient	Maximum of 5% without landings Maximum of 8.3% with landings	Greater than 5% is too strenuous for users
Trail Cross Slope	2% maximum	Provide positive trail drainage, but avoid excessive gravitation to side of trail
Trail Width	5’ Minimum	Accommodate a wide variety of users
Trail Amenities, phones, drinking fountains, pedestrian actuated buttons	Place no higher than 4’ off ground	Provide access within reach of wheelchair users
Detectable pavement changes at curb ramp approaches	Place at top of ramp before entering roadways	Provide cues for visually impaired
Trailhead Signage	Accessibility information such as trail gradient/profile, distances, tread conditions, location of drinking fountains and rest stops	User convenience and safety
Parking	Provide at least one accessible parking area at each trailhead	User convenience and safety

*Source: U.S. Access Board website and FHWA’s “Designing Sidewalks and Trails for Access”*



### 3.5.2 Surface Options

Surface materials are either hard or soft. Soft surfaces often do not hold up well under heavy use or varying weather conditions, and therefore are not ideal for multi-use trails. Hard-surfaced materials are more practical for multi-use trails. They are more expensive to purchase and install, but require less maintenance and can withstand frequent use.

When choosing a surface the following factors need to be considered: availability of the surface material, cost to purchase and install material, life expectancy, geography, accessibility, cost of maintaining surface, and user acceptance and satisfaction.

Soil conditions are a given and play a critical role in surface selection. When considering the use of a permeable concrete or asphalt surface, the success rate directly correlates to the permeability of the soil and climate conditions. The lower the permeability and moisture, the greater risk of failure.

A great trail surface in one area of the country may prove cost-prohibitive in another area due to availability of materials. For example, limestone-treated trail surfaces are common in the eastern US, but are unheard of in the west due to a lack of limestone. It is important to consider the specific conditions in Washington before choosing a surface.

Traditionally, asphalt and/or concrete are the most commonly used materials for shared use paths. These surfaces last the longest, meet ADA requirements and meet the needs of most users. Other possible trail surfacing options include, but are not limited to commercial soil stabilizers, resin-based stabilized material, geotextile confinement, chip seal, crusher fines, limestone surfaces, rubberized surfaces, such as “Nike Grind,” organic surfaces, such as park mulch, and wood planer shavings, agricultural by-products, such as filbert shells, wooden board walks, recycled plastic lumber.

Asphalt is a hard surface that is very popular in a wide variety of trail settings and landscapes. Asphalt is “cement” comprised of aggregate stones, tar and oils. Because asphalt is flexible, it conforms to the contours of the sub-base and sub-grade. If the sub-grade and sub-base have been prepared properly, the surface will be smooth and level. Asphalt can be installed on virtually any slope, but cross slopes should not exceed two percent. Under normal surface drainage flows, asphalt pavement will not “bubble up” or float away. However, extreme flooding



This trail in Gresham, Oregon is an example of a multi-use trail with a pervious asphalt surface that is located on a power line right-of-way.

can ruin asphalt, just as it does almost all other trail surfaces, except concrete. The approximate cost per square foot is \$40.00-45.00 per linear foot for a 10 foot wide trail.

Concrete is the hardest of all trail surfaces. It is used most often in urban areas with severe climate changes, susceptibility to flooding, and anticipated heavy use. Although concrete is the most expensive surface, it lasts longer than any other – often 25 years or more. Approximate cost for concrete are \$55.00 to \$95.00 per linear foot for a 10 foot-wide trail. When properly installed, concrete will need virtually no maintenance.

The anticipated life of a trail surface can vary from a single year, such as a bark surface in a moist climate, up to 25+ years, such as a concrete surface. Each trail surface has varying maintenance needs that will require regular to sporadic inspections and follow up. Some surface repairs can be made with volunteer support, such as bark chip trails, while others, such as a concrete surface, will require trained maintenance staff to perform the repairs.

### 3.5.3 Initial Capital Cost

Trail surface costs vary dramatically and money to build trails is scarce. Construction cost includes excavation, sub-base preparation, aggregate base placement, and application of the selected trail surface. Cost can vary from a low of \$2.00 per square foot for a bark mulch trail, to \$12.00-13.00 per square foot for a rubberized surface. As previously mentioned, the trail width should be no less than 10 feet wide.

More information about sources of funds for initial capital costs can be found in **Chapter 4**.

### 3.5.4 Recommendations

- All trails should comply with ADA construction standards.
- The majority of trails should have either concrete or asphalt surfaces in order to accommodate pedestrians, cyclist and other non-motorized users.
- Existing soil and environmental conditions should be taken into consideration when deciding on a trail surface type.
- The trail width should be no less than 10 feet.

## 3.6 INTERSECTIONS AND STREET CROSSINGS

Intersections can pose challenges to trail design and development, but they can also provide trail access. It is critical that trail heads and trail endings are not located at hazardous intersections or at intersections without safe crossing facilities. Some important intersection considerations in Washington are roadways, rail lines, and driveways.

Roadways are the most hazardous and frequently encountered trail intersection. Grade consideration should be taken when considering how the trail will cross the road. Will the trail cross the road at grade, below-grade, or above-grade? Other considerations include, number of lanes, width, speed limit, and sight distance. In order to ensure the safety to potential trail users, all of these issues must be considered with designing a trail network.

### 3.6.1 Trail-Roadway Crossings

Because one of the main goals of the multi-use trails plan in Washington is to connect residents to all corners of the city, trails must cross roadways at certain points. While at-grade crossings create a potentially high level of conflict between trail users and motorists, according to the Rails-to-Trails Conservancy, well designed crossings have not historically posed a safety problem. Thousands of successful trails around the United States utilize at-grade crossings.



This mid-street, at grade pedestrian crosswalk is the most common type of street crossing. Because of the inherent danger of at-grade crossings, it is imperative that the appropriate signage for drivers and pedestrians is present.

Trail crossings should comply with the Association of American State Highway and Transportation Official's (AASHTO) *Guide for the Development of Bikeway Facilities* as well as guidelines from the Georgia Department of Transportation (GDOT).



A mid-street raised pedestrian crosswalk, also called a speed table, is appropriate for streets with moderate traffic volume and higher car speeds.

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Evaluation of trail crossings involves analysis of vehicular and trail user traffic patterns, including speeds, street width, traffic volumes (average daily traffic, peak hour traffic), line of sight, and trail user profile. This level of evaluation identifies the most appropriate crossing options given available information.

In Washington, the most common and practical option for trail-roadway crossings on roads with light traffic and low speeds will be marked/un-signalized crossings. A marked/un-signalized crossing consists of a crosswalk, pavement markings and signage. The approach to the designing crossings at midblock locations depends of an evaluation of vehicular traffic, line of sight, trail traffic, use patterns, vehicle speed, road type and width, and other safety issues.

On roads with a moderate car volume and higher traffic speeds, a raised crosswalk or speed table may be the most appropriate design to improve pedestrian safety. The crosswalks are raised 77 mm above the roadway pavement, similar to speed bumps, to an elevation that matches the adjacent sidewalks. The top of the cross is flat and typically make of asphalt, patterned concrete or brick pavers. Cost can range from \$5,000 to \$20,000 per crosswalk depending of the width of the street, the drainage



In Georgia, it is mandatory for traffic to stop for pedestrians. This pedestrian crossing is an example of one with appropriate signage.

improvements affected and the materials used in construction.



Flashing yellow beacon light used to signal drivers of a bike/pedestrian crossing.

On roadways with higher traffic volumes, a flashing yellow beacon should be used, preferably one that is activated by the trail user rather than operating continuously. Costs range from \$5,000 to \$15,000 depending on the need for poles, overhead mounts and other infrastructure. These lights can be activated by trail users tripping video or motion detectors on the trail. This type of equipment, while

slightly more expensive, helps keep motorists alert.

In situations where an on-street crossing is not feasible or unsafe, a below grade crossings may be appropriate. Going under the roadway usually involves the installation of a pedestrian tunnel. In some situations, an existing drainage structure can be converted to a pedestrian passage. There are advantages and disadvantages to below-grade crossings. The big disadvantage is that trail users can feel threatened and tunnels may collect trash and graffiti. They will also have to be designed so they do not flood during heavy rain falls. On the plus side, tunnels work well for bicyclists.

In general, trail users prefer a well-lit, open, wide, and short crossing under the roadway. The proper design of a below-grade crossing will ensure that the crossing will be used it built. According to AASHTO, the preferred minimum vertical clearance of a multi-use trail tunnel is 10 feet – any lower than 10 feet and emergency vehicles may have difficulty passing through. Additionally, narrower spaces can make the tunnel darker and more “closed-in,” causing the trail users to feel less secure about using the trail. The minimum clear width should be 10 to 20 percent wider than the paved multi-use path, and the desirable clear width on both sides of the surface path should be 2 feet.



Pedestrian tunnels are often used in below-grade street crossings. According to the Rails-to-Trails Conservancy, trail users prefer well-lit, open, wide, and short crossings under a roadway.

In Washington, a below-grade tunnel may be appropriate for trail intersections along Highway 78. Because trail users would have to cross a busy four lane highway and an at-grade crossing would not be feasible, a tunnel may be the most a practical solution.

### 3.6.2 Controlling Access to the Trail

Where there is pedestrian access to a trail, it may also be necessary to limit access to cars and other motorized vehicles. Limiting access can be achieved in a number of ways, including bollards, landscaping and bicycle dismount zones.

Bollards are a commonly used method of controlling motor vehicle access to multi-use trails. Although, bollard can pose a hazard to trail users and make it difficult for maintenance and emergency vehicles to access trails. If it is determined that bollards are necessary in Washington to restrict unauthorized vehicles, the barriers should be well marked and visible to cyclists, day and night – by installing reflectors or using reflector tape.



Multi-use trail access point can be limited with bollards. Bollards prevent motorized vehicles from entering the path while allowing bike/ped access.



Landscaping is a less invasive way to prevent access to trails.

Bollards must be at least 3 feet tall and should be placed 10 feet from the intersection. This will allow trail users to cross the intersection before negotiating the barrier posts. One bollard is generally sufficient to indicate that the path is not open to motorized vehicles. In this case, the post should be placed in the center of the trail tread. Where more than one bollard is necessary, 5 foot spacing should be used to permit passage of bicycle trailers, adult tricycles and wheelchairs. Always use one or three bollards – never two. Two bollards placed in the paved portion of the trail will channel trail users into the center of the trail possibly causing a head-on collision.

Bollards should be designed to be removable or hinged to permit entrance by emergency, service or maintenance vehicles. Once the trail is established, the need to prevent access may decrease. Many trail managers discover that after a few years unauthorized vehicle access is not longer a problem, so they remove the bollards at all but their most problematic intersections.



Creating a bicycle dismount zone is the most restrictive way to limit access to a trail.

An alternative method of restricting entry of motor vehicles is to split the entry into two 5 foot sections separated by low landscaping. The landscaping on the trail is a subtle reminder to drivers that the trail is for pedestrians and cyclists only and is fairly successful in preventing motor vehicles from accessing the trail. Emergency vehicles can still enter the trail if necessary by straddling the landscaping.

Another more restrictive method of preventing entry of vehicles to a trail is creating a bicycle dismount zone. Not only will this obstruction restrict vehicle entry, it causes cyclist to dismount before continuing through an intersection. Although this method is very effective in restricting cars from entering the trail, it also restricts access for users in wheelchairs and bike carts.

When controlling access to trails, it is important that emergency vehicles and maintenance personnel still have access when needed. In Washington, all emergency personnel, including ambulances, police cars, and fire trucks, should have the appropriate keys to obtain entrance onto the trail corridor in case of an emergency. In addition, Washington's maintenance vehicles should also be equipped with keys in order to keep the trail corridors in proper working order.

### 3.6.3 Recommendations

- Special care and planning should take place in the construction on street crossings and intersections. The selection of the type of crossing and signage should depend on the traffic volume, speed limit, sight distance, and road width among other issues.
- All crosswalks and at-/below-grade street crossings should comply with both the *AASHTO Guide for the Development of Bikeway Facilities* as well as the Georgia Department of Transportation guidelines.
- It should be determined if bollards are necessary to restrict access to the trails. If necessary, one or three bollards, measuring at least 3 feet in height, should be placed 10 feet from the intersection. Bollards should have reflectors and be designed to be removable or hinged for emergency vehicle access.
- Because of their restrictive nature, bicycle dismount zones should be used in a very limited capacity in Washington – if they are used at all.
- Supply keys to all maintenance vehicles and emergency personnel to gain access to the trail corridors when necessary.

### 3.7 TRAIL SUPPORT FACILITIES

The types of support facilities Washington's trails will need and the placement along the trail will depend on several factors, including the setting and proposed uses of the trails, the intensity of use, the level of servicing and maintenance that the facilities need and the utility or infrastructure requirement of the facilities. Access points to the trail are opportunities to link the trail with the surrounding community, so it is also important that the trail access points are located near developed areas – such as shopping centers public parks, and residential developments, and with access to transportations options – such as parking lots, bus stops and sidewalks. Access points should contain the appropriate signage and can contain the following trail support facilities: parking areas, restrooms, drinking fountains, benches, shelters, bike racks, picnic areas, emergency telephones, and trash receptacles.

Whatever the location, user groups, and desired activities along the trail, support facilities should be planned for from the start. Funding may not be available immediately and some facilities will need to be upgraded as trail use increases, but the ultimate goal of support facilities for any trail segment should be planned for on the front end. As with all of the facilities

recommended in this plan, trail support facilities should be accessible to all and meet ADA standards.



Whenever possible, access points to trails should be located near developed areas and contain support facilities such as bike racks, a payphone, benches, etc.

### 3.7.1 Minor Trail Heads

Minor trail heads should be simple pedestrian and bicycle entrances to the trails network at easily accessible locations and locally known spots, such as park and residential developments. In effect, every street crossing serves as an access point. The difference between minor trail heads and major ones is the number of facilities and the amount of parking at each point. Minor trail heads can include basic amenities such as sitting areas, shade shelters, picnic areas, and informational and/or interpretive signage. Minor trail heads should require little maintenance over its lifetime.

Minor trail heads should be located at:

- Gordon Street near Washington-Wilkes High School
- Tiger Stadium
- Fort Washington Park
- Tyrone Road at the power line right-of-way
- Jackson Street
- Georgia Ave intersection at right-of-way

These locations are appropriate for minor trail heads because they are easily accessible, they are widely known locations throughout



This minor trail head at North Augusta's Greenway, contains signage and maps. Also not pictured is the trailhead's available parking and proximity to a gas station.

the community, and most already contain basic amenities needed for an access point to the trails network. For a map of the proposed major trail heads, see **Map G**.

The minor trail heads at these locations could include, but are not limited to, the following amenities:

- sitting areas
- shade shelters
- picnic areas
- appropriate signage, including maps and trail rules (See **Section 3.8**)

For more details about the location minor trail heads, see **Chapter 5**.

### 3.7.2 Major Trail Heads

As previously mentioned, the difference between major and minor trail heads is the amount of parking and the number of amenities. Major trail heads will have more amenities, are highly accessible and should have ample parking. Major trail heads can include restrooms, a drinking fountain, a phone, a recycling drop-off point, an air pump for bicycles, and possibly even vending machines for snacks and drinks. Major trail heads should be located near more heavily used access points.

Major trail heads should be located at:

- Liberty Street Park, at the corner of Liberty at Allison Streets
- Lexington Avenue near the Pope Center
- E. Robert Toombs Avenue near Washington-Wilkes Primary School

These locations are appropriate for major trail heads because they are in well known, well traveled locations within the city. They are areas where many resident travel on a regular basis for community functions or daily activities and they are a central location for many access points to potential trail segments. For a map of the proposed major trail heads, see **Map G**.

These major trail heads could include, but are not limited to, the following amenities:

- Trail head signage (trail rules, trail map, etc) See **Section 3.8**
- parking areas
- restrooms
- drinking fountain
- benches
- shelters
- bike racks
- picnic area
- emergency telephone
- trash receptacles

- tire pump
- vending machines

For more details about the location major trail heads, see **Chapter 5**.

### 3.7.3 Recommendations

- Major and minor trail heads should be located in highly accessible locations, such as near developed areas, shopping centers, parks, community facilities and other key locations throughout the city.
- Minor trail heads should include the appropriate amenities, such as sitting areas, shade shelters, picnic areas, and informational and/or interpretive signage.
- Major trail heads should include the appropriate amenities, such as trail head signage, parking areas, restrooms, drinking fountain, benches, shelters, bike racks, picnic area, emergency telephone, and trash receptacles
- The priority trail head location is at the access point to the Liberty Street Park Trail. All other subsequent trail head locations should be decided upon as funding is available for construction.

## 3.8 SIGNAGE

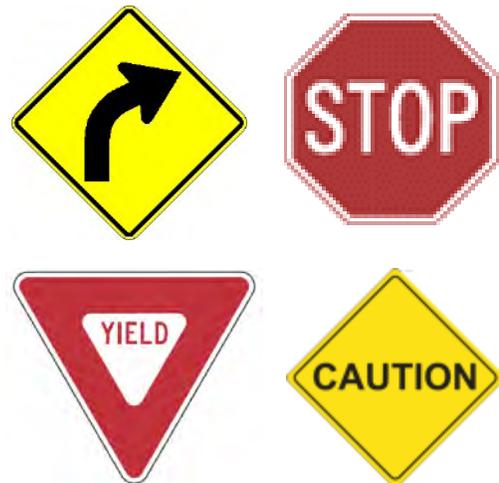
Signs play an important role in trail design. They give direction, offer needed information, and give safety tips along trails. The primary role of trail signs is to aid and instruct users along the linear route. There are four types: regulatory, warning, information and educational signs.

### 3.8.1 Regulatory Signs

Regulatory signs typically give operational requirements of the trails and are easily recognizable by the trail users because they are commonly used for traffic control. Typical transportation signs should be

adapted for trail use. Trails are transportation corridors, so road signage is entirely appropriate. Regulatory signs include stop and yield signs, right of way signs, speed limit signs and exclusion signs. These are normally posed only where the specific regulation applies.

The Federal Highway Administration has outlined the size, shape and color criteria for signs in the *Manual for Uniform Traffic Control Devices*. Standard shapes and colors should be used for trail signs where feasible. Minimum sizes of signs for bicycle facilities are provided in the *MUTCD* and at <http://mutcd.fhwa.dot.gov>.



Examples of regulatory signage that can be used on streets or bike/ped facilities

### 3.8.2 Warning Signs

Warning signs point out existing or potentially hazardous conditions on or near the trail. Warning signs are typically used near intersections, bridges, crossings and tunnels; they indicate significant grades changes, upcoming traffic control devices and changes in road conditions.



Example of a warning sign used on a multi-use path in the Coronado National Forest, Arizona.

### 3.8.3 Informational Signs

Informational signs are used to provide trilside information to orient trail users geographically, informational signs often point out nearby support facilities, such as water, restrooms, and emergency phones, and local points of interest. Informational signs include distance and mileage markers as well as kiosks along the trails that orient users to their surroundings.

The proper use of the network depends on the users of trails. It is important to encourage the users to practice the following measure to help make the network safer and more pleasant for everyone:



Informational signage at North Augusta's Greenway in South Carolina, including maps, distances, and trail rules.

- Always stay to the right of the path, and yield to slower traffic.
- Kindly notify others of your presence; alert others that you are coming up behind them by calling out, "Passing on your left," at least 2 or 3 seconds before passing other users
- Keep pets on a leash and under control at all times – it's the law!
- Always use a helmet when cycling
- Use crosswalks whenever possible
- Be predictable and alert to others
- Dispose of litter properly to minimize dangerous obstacles on the path
- Stop and proceed with extreme caution at intersections and other dangerous areas

These trail rules should be posted along with the signage where ever there is trail access.

### 3.8.4 Educational Signs

Educational signs point out areas of interest that make the trail unique, including natural and historic features. The City of Washington should consider highlighting historically significant points by calling attention to sites of importance.



Educational signage should highlight important features at the trail heads and along the corridor.



The four types of signs can be coupled together to give the trail user more information.

### 3.8.5 Recommendations

- Regulatory, warning, informational and educational signage should be used throughout the trails network to alert the trail users of potential dangers, provide direction and trail information, and notify users of trail rules, regulations and points of interest.
- Signage should be uniform throughout the trails network and present at all major and minor trail heads and along trail corridors.

## 3.9 MAINTENANCE AND LONG-TERM DURABILITY

Trail management and maintenance are important to ensure that a trail user's experience is pleasant and safe, the community derives the most benefits from the trails network and so there is longevity of the initial investment.

The cost of maintaining trails and trail systems is usually included in a general budget for the trail or parks system. Most trails do not charge user fees. Many trail managers hold events to raise funds or rely on advocacy organizations to help raise funds to supplement their maintenance budgets. Involving the community in maintaining the trail is a great way for residents to participate in improving their community. These advocates act as the eyes and ears of the trail and help report any needed maintenance. Communities are also important partners in promoting the trail through special events, educational programming, outreach and more.

In Washington, the trails network should be managed by the Parks and Recreation Department. The staff of the Parks and Recreation Department should consider instituting a monthly work day to have volunteers help with minor maintenance and repairs. In order to curb the cost

associated with maintenance of the trails network, volunteers should be a major part of the maintenance work force.

### 3.9.1 Volunteers

Volunteers are at the heart of almost every trail maintenance effort. Even a trail fortunate enough to have some paid maintenance staff, utilize volunteers whenever possible. This is the best way to stretch scarce trails maintenance dollars as far as possible.

The Rails-to-Trails Conservancy offers the following tips for using and finding volunteers:

- Some sources of volunteer labor include boy and girl scout troops, school and church groups, Adult service clubs (such as Rotary, Kiwanis, Lions, etc.), and alternative education programs for at-risk youth. Often the county court system or corrections department can provide individuals who are incarcerated or have mandatory community service sentences.
- Volunteers should always work under the direction and supervision of a responsible adult. This person should preferably represent the entity that will be liable if any mishap occurs.
- Volunteers should not do anything that runs contrary to insurance coverage, private property rights, laws, ordinances, regulations, etc.
- Power tools and equipment would not be operated by minors or in the presence of unattended children
- Volunteers should not engage in any police or medical functions unless they are properly certified to do so.

Another way to spread the maintenance load is through an adopt-a-trail program. This follows the adopt-a-highway model. A business, community group, or even a single individual or family, agrees to take on certain routine maintenance functions for a section of the trail. Much like the highway program, “adopters” do not fix the trail surface, but they can cut the grass, keep the trail clean and attractive, and inform the regular trail maintenance organization of problems and hazards before they get out of hand. With existing skills or a modicum of instruction, volunteers can do almost everything associated with the maintenance and operation of a trail.

### 3.9.2 Advocacy Group Support

The formation of a private, nonprofit “Friends of the Trail” organization can be critical to the long-term success of the trails network in Washington. Although most of the maintenance and management will come through the City, there will always be time when a group of active volunteers can



The Friends of the Centennial Trail in Spokane, Washington is a non-profit, volunteer organization that advocates trail improvement and development. They also raise money for the trails through selling memberships and apparel.

provide the kind of assistance that will noticeably improve the trails. The single most important function of a “Friends” organization is to act as an advocate for the trail, defending it when necessary and promoting it the rest of the time.

Advocacy support groups can provide many services such as:

- Physical labor, including litter clean up, sweeping, brush cutting, painting, minor bridge repairs, and construction of support facilities such as benches, picnic tables and kiosks.
- “Eyes and ears” surveillance and reporting of any problems, dangers, or inappropriate activities taking place on or near the trail.
- Fund-raising to pay for trail structures, amenities or threatened adjacent properties of environmental significance that are not included in the regular budget for the trail.
- Developing maps, newsletters, and other publications to educate users and improve the quality of their experience on the trail; and
- Promoting the trail as a tourist destination throughout the state and region.



Volunteers can provide valuable labor, such as trail clean-up.

Many nonprofit groups seek nonprofit corporate status to obtain exemptions from federal and state income taxes. The most common federal tax exemption for nonprofits comes from Section 501(c)(3) of the Internal Revenue Code, which is why nonprofits are sometimes called 501(c)(3) corporations.

If a group obtains tax-exempt status, not only is it free from paying taxes on all income from activities related to its nonprofit purpose, but people and organizations that donate to the nonprofit can take a tax deduction for their contributions.

Forming a nonprofit corporation normally protects the directors, officers, and members of the nonprofit from personal liability for the corporation's debts and other obligations. Called limited liability, this shield ensures that anyone who obtains a judgment against the nonprofit can reach only the assets of the corporation, not the bank accounts, houses, or other property owned by the individuals who manage, work for, or participate in the business.

Gaining nonprofit status would be an important step in the formation of a “Friends” organization in Washington.

### 3.9.3 Equipment

Aside from major surfacing and resurfacing projects, most of the equipment needed for trail maintenance is within easy reach of trail maintenance organizations. The parks department and/or public works department of a community may already own everything needed – many of the tools are the same as what the average homeowner uses for yard maintenance. Tools can be

owned outright as a result of donation or purchase, or they can be borrowed or rented as needed. Tools and equipment that the average trail maintenance organization should have access to include: hand tools (flat and round shovels, garden and leaf rakes, hoe, cultivator, broom, digging bar, tamper, axe, hand saw, pruners and loppers, buckets and trash bags, rope and chain, and carpentry tools), power tools (walk-behind mowers, string trimmer, chainsaw, and DR trimmer or sickle-bar mower), and power equipment (lawn tractor and garden tractor with attachments). Larger power equipment, such as a bobcat, chipper, dump truck, grader, paver, etc, will most likely have to be rented or provided by a contractor.

### 3.9.4 Recommendations

- The City of Washington should include maintenance and management costs of the trails into the annual budget.
- The budget should be supplemented with volunteer labor and fundraising events throughout the year.
- A non-profit “Friend of the Trails” group should be started to provide volunteer labor and support to the trails network.
- Scheduled maintenance and upkeep on the trails should be conducted using equipment owned by park and recreation and/or public works department.

### 3.10 IMPLEMENTATION OF RECOMMENDATIONS

The recommendations listed throughout this chapter were considered when formulating the trail segments and five-year short-term work program contained in **Chapter 5**. It is important to remember however, that the completion of the trail network proposed in this *Plan* is envisioned as a long-term endeavor. As a result, not all of the recommendations listed in this chapter will be specifically referenced in the short-term work program. Regardless, the city of Washington should consider all of the recommendations contained within this chapter as it develops its trail network throughout the immediate and long-term planning period, and be willing to revise the short-term work program accordingly to accommodate unforeseen opportunities.



# **Chapter 4: Funding**

### 4.1. INTRODUCTION

A successful method of funding trail design, development, and management is to combine funds from local, state, and federal sources with private sector funds. Although often overlooked as a source of funding for trails, the private sector can contribute significant financial support to local projects as well.

In Washington, local, state, federal and private sector funds should be considered as finance options for the trails network.

### 4.2 FEDERAL FUNDING

The largest source of federal funding for trails are Transportation Enhancement (TE) Funds, authorized through Federal Surface Transportation Legislation in Title 23 United States Code. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) amended Title 23 to provide the first broad eligibility of bicycle and pedestrian transportation facilities, including trails. ISTEA authorized millions of dollars for bicycle/pedestrian facilities and trails between 1992 and 1997. The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), enacted in 1998, expanded the eligibility and funding for trails. TEA-21 authorized millions of dollars more from 1998 to 2003. In August 2005, a new bill reauthorizing TEA-21 came into law. SAFETEA-LU (Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users) is a five-year piece of legislation designating billions to current and new bicycle and pedestrian programs.

Funds from the TE Program are awarded by the Georgia Department of Transportation through a competitive “Call for Projects” Process. The State Transportation Board Member serving the applicable congressional district makes the final selections and determines funding levels for each selected project. The TE funding cycle is historically every two years. TE grants are historically offered every two years; the next application round will be in 2009. Applications are due late spring and the funding will be announced in late fall of 2009. Applicants can apply every funding cycle. Funding max is \$1,000,000 with a cash match of \$250,000 for a total project of \$1,250,000.

In addition to TE funds, Surface Transportation Program (STP) funds may be used for pedestrian and bicycle facility construction or non-construction projects such as brochures, public services announcement, and route maps. The STP is a block grant program that is targeted at improving Georgia’s rural transportation network. Projects must provide pedestrian and bicycle transportation and be consistent with statewide and metropolitan long-range plans. Since Washington is a non-metropolitan area (population less than 50,000), the State of Georgia selects projects for funding through the statewide transportation improvement plan (STIP). (In populations over 50,000, the MPO selects projects for funding through the metropolitan transportation improvement program (TIP)).

Another potential federal funding source is the Land and Water Conservation Fund (LWCF). The Land and Water Conservation Fund Act, passed in 1965, was created to assist in the preservation, development and accessibility of outdoor recreational resources so that such

resources can we utilized and enjoyed by residents and visitors. Federal assistance can be used for planning acquisition and development of land for conservation purposes. Georgia's agency responsible for distributing LWCF funds is the Department of Natural Resources' Parks, Recreation, and Historic Sites Division (PRHSD). The PRHSD is also responsible for outlining Georgia's outdoor recreation priorities through the development of the State Comprehensive Outdoor Recreation Plan (SCORP).

During the 2008 funding cycle of the LWCF, \$1.2 million will be dispersed to local governments. To provide for governments that do not have the means to meet the recreational needs of its citizens, 10 percent of the grant dollars will be set aside for jurisdictions that are determined to be disadvantaged. The remaining funds will be dispersed as follows: 35 percent for land acquisition, 20 percent for development projects and 35 percents for rehabilitation projects. The LWCF requires grant recipients to provide at least 50 percent in matching funds for each selected project. For the 2008 funding cycle, as \$25,000 minimum (or a total project cost of \$50,000) and a \$100,000 grant (or a total project cost of \$200,000) maximum will apply. The deadline for pre-application is April 30, 2008.

### 4.3 STATE FUNDING

State funding sources for the trail may dictate the trail surface characteristics. If the trail has federal funds and is being administered through a GDOT, GDOT will need to review and approve the selected trail surface. Some funding sources may have other regulations, such as ADA standards, for example.

The Georgia Department of Community Affairs (DCA) offers a matching grant program to fund community improvement activities called the Local Development Fund. The state appropriated grant program funds community projects such as recreation improvements, tourism and marketing and preservation improvements, just to name a few. All Georgia cities and counties are eligible to apply. A 50 percent cash or in-kind match is required. Single-commodity applicants can apply for up to \$20,000 and joint-commodity applicants can apply for up to \$50,000. Semi-annual competitions are held in the spring and fall of each year.

Georgia's Recreational Trails Program, or RTP, is a grant program administered at the state level and managed by the Federal Highway Administration. The purpose of the RTP is to provide and maintain recreational trails and trail-related facilities identified in, or that further a specific goal of, the SCORP. Grants are generally awarded on an annual basis. The Georgia Recreational Trails Program will be accepting all applications in the fall of 2008. Funds awarded through this program range between \$20,000 and \$100,000. The RTP program is set up as a reimbursement program. A grant recipient must pay for 100 percent of an item's cost before submitting an application for reimbursement for 80 percent of the eligible costs. Donation of private funds as well as materials, new right-of-way, and services at fair market value can be counted toward the match.

Lastly is the Georgia Land Conservation Program (GLCP). The GLCP provides a flexible framework and land conservation funding options including grants, low interest loans, and tax incentives which augment local, state, and federal funding sources to achieve the permanent conservation of land through the acquisition of conservation easements and fee simple ownership. Applications are due on March 1, June 1, September 1, and December 1 of each year. Each application project area is visited by GLCP staff and scored, generally within 5 weeks of receipt. The Council considers applications at each of its quarterly meetings, pending available funds, but will typically not take action on an application until at least one MAI appraisal has been completed and there is a land acquisition agreement in place with the landowner. Funding max is \$100,000. Funds awarded through the GLCP could be used to acquire right-of-way or conservation easements to establish and link passive recreation facilities like a trail network.

Other types of potential state funds are recreation, transportation, conservation, and water quality programs. In some instances, trails can be funded through grants related to other activities. For example, there is a potential to link the Cemetery Loop trail to funding related to historic preservation. Currently, the City of Washington has a grant through Preserve America to add interpretive signage and walking trails throughout the historic grounds of the cemetery.

### 4.4 LOCAL FUNDING

Although local governments have less money available for trail development than other public sources, their funds can be used to match state and federal funds in order to obtain a higher level of funding for the project. Taxes, bond referenda, and local capital improvement programs are methods that have been used by other communities to fund trail development and management.

For example, the development of trails can be funded through sales tax revenues, called Special Local Option Sales Tax or SPLOST. Locally, the North Augusta Greenway in South Carolina was partially funded by a temporary \$.01 SPLOST that was voted on by residents of North Augusta, South Carolina. The temporary tax generated nearly half a million dollars and funded the completion of the initial phase of the trails network. Similarly, Oklahoma City, Oklahoma generated millions of dollars through a temporary sales tax and used the funds for land acquisition and development of trails. SPLOST funds can be used for land acquisition and trail construction. A SPLOST in Washington would help in the effort to incrementally incorporate the construction of trail segments over time.

Another option for locally funded trail dollars are impact fees and excise taxes. These one-time charges levied by a local government on new developments can be used to finance trails and other projects located outside the boundary of development. These fees can be levied through the subdivision or building permit process and are commonly set as a charge per dwelling unit or per 1,000 square feet of nonresidential floor space. Many developing communities use impact fees to purchase trail land.

Lastly, some local governments have initiated a yearly appropriation for trail development in their capital improvements program or general fund. In Raleigh, North Carolina, for example,

trails continue to be built and maintained, year after year, thanks to the dedicated source of annual funding administered through the local Parks and Recreation Department. In Washington, this source could be used to acquire, develop, and manage trail corridors year after year.

It is important to reiterate that the City of Washington will be monetarily responsible for the long-term maintenance and perpetual care of the trails network. Additionally, responsibility lies with the city to for budgeting for matching funds as well as construction, long-term maintenance, and capital costs associated with the trails network.

### 4.5 PRIVATE SECTOR FUNDS

Private sector funds can contribute significant financial support to local projects. This source of funding is often over looked, but soliciting private sector dollars can generate community-wide support of the project while leveraging public sector funds. Private sector funds can come from sources such as land trusts, local and national foundations, local businesses, endowments, donations and sponsorships, among others.

A land trust is typically a private, non-profit organization that is engaged in the protection and conservation of real estate. National, state and local land trusts can be a great resource for protecting trail corridors. Land trusts can use a variety of tools to protect funds from individual donors for the acquisition and conservation land.

There are many, many examples of communities that have solicited trail finding from a variety of private foundations. As a general rule, local foundations will have a greater interest in and will be more likely to fund local projects; therefore, local funding sources should be approached first. National foundations include the American Greenways DuPont Awards and the REI Environmental Grants, just to name a couple. Other sources can be found on the Rails-to-Trails Conservancy website as well as the local library and the internet.

The following methods could be used by local industries and private businesses to provide support for the acquisition, development, and management of trails:

- Donations of cash to specific trail segments or amenities (especially if it is located near the business.)
- Donation of services by local businesses to reduce the cost of developing trails, including equipment and labor to construct and install elements of a project.
- Reductions in the cost of materials purchased from local businesses that can supply essential products for facility development.
- Contribution of employee volunteer time to work on the trail projects.

These methods of fundraising can require a great deal of staff coordination and hard work, but it can be a successful endeavor. For example the Swift Creek Greenway in Cary, North Carolina raised a total of \$40,000 in donated construction material and labor. Because of their dedicated fundraising efforts, the Swift Creek Greenway is an award-winning demonstration project.

Donations from the community, both monetarily and through volunteer hours, will help tremendously to keep the cost of trail development and maintenance down. Community volunteers may help with project construction, as well as fundraising. Potential sources of volunteer labor in the community include running and bicycling enthusiasts, historical groups, neighborhood association, churches, scout troupes, garden clubs, school groups and civic clubs, such as Kiwanis, Rotary and Lions Clubs. Monetary donations can be collected in many ways. Some creative ideas include “Buy-A-Foot” programs, t-shirt giveaways, golf tournaments, and raffles. As previously mention, a “Friends of the Trail” group can provide volunteers to fundraise and organize events to raise money for the trails.

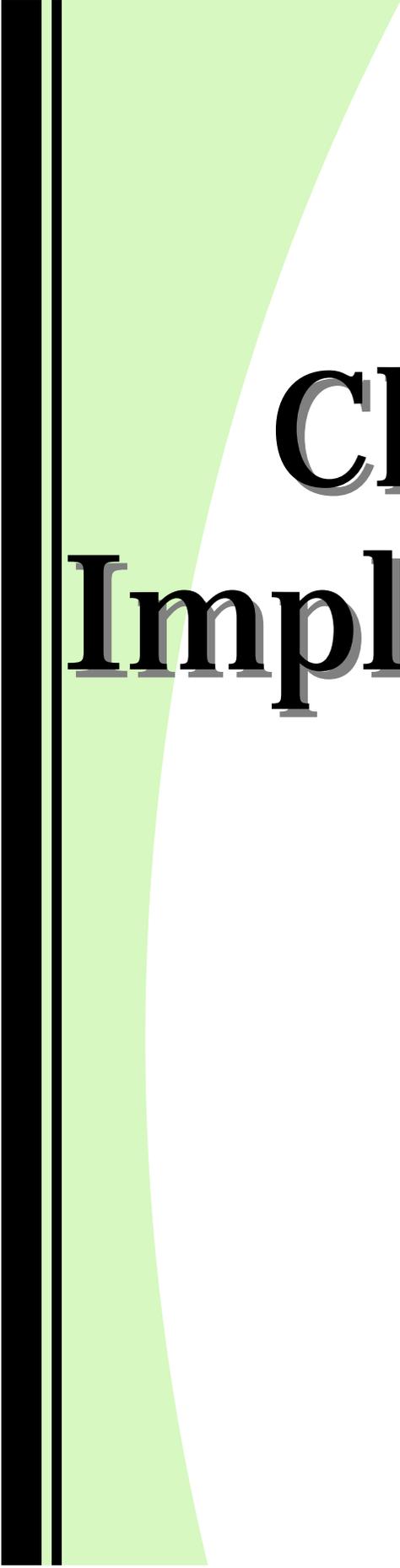
Additionally, the city should seek out the expertise of an established land trust. Land trusts are organizations that operate independently of the government and work with communities to help “save America’s land heritage.” The US has over 1,600 non-profit land trusts that have successfully protected more than 37 million acres of land. There are several land trust in the region that could be of assistance in donation and purchase of land for trails, easement language, and other conservation efforts.

### 4.6 RECOMMENDATIONS

- Apply for the following Federal grants:
  - Transportation Enhancement
  - Surface Transportation Program
  - Land and Water Conservation Fund
- Apply for the following State grants:
  - Georgia’s Recreational Trails Program
  - Georgia Land Conservation Program
- Consider taxes, bond referenda, and local capital improvement programs as sources for local funds
- Seek private sector funds
- “Friends of the Trail” group in Washington should be formed to help with fundraising for trail expenditures
- Partnership with land trust in the region, such as CSRA Land Trust, Athens Land Trust, or Georgia Land Trust Service Center.

### 4.7 IMPLEMENTATION OF RECOMMENDATIONS

The recommendations listed in **Section 4.6** were considered when formulating the trail segments and five-year short-term work program contained in **Chapter 5**. It is important to remember however, that the completion of the trail network proposed in this *Plan* is envisioned as a long-term endeavor. As a result, not all of the recommendations listed within this chapter will be specifically referenced in the short-term work program. Regardless, the city of Washington should consider all of the recommended funding sources contained within this chapter as it develops its trail network throughout the immediate and long-term planning period.



# **Chapter 5: Implementation Plan**

### 5.1 INTRODUCTION

**Chapter 5** provides the framework for *Plan* implementation. Generated via public input, stakeholder assistance, and survey and data collection efforts, the recommendations contained in **Chapters 3** and **4** have been utilized to prepare the parameters for each segment in Washington's proposed trail network. Many of the recommendations listed in previous chapters have also been incorporated into a five-year short-term work-program.

While the *Plan* envisions a 20-year implementation period, the five-year strategic short-term work program contained in this chapter is the sole framework provided for implementation. A long-term implementation schedule or list of objectives has not been incorporated into the *Plan* because these items are best represented by the recommended trails segments listed in this Chapter. Long-term *Plan* implementation can best be accommodated via periodic review of the recommendations contained in **Chapters 3** and **4**, and subsequent revisions to the short-term work program. At a minimum, the short-term work program should be revised at least every five years to facilitate construction of future

### 5.2 THE TRAIL NETWORK

#### 5.2.1 In General

To this point, the *Plan* has provided guidelines for Washington's multi-use trails network in general terms. With this *Plan*, the City of Washington now has a blue print for the entire network and has a long-term vision of what the trail's network will look like many years from now. This section of the *Plan* will analyze each segment of the proposed trails network in Washington individually. Each segment will be described according to its location, length, route, land uses, intended users, natural and cultural facilities, and potential issues and opportunities. With this analysis in mind, construction and design options will also be proposed for each segment.

#### 5.2.2 Location and Land Use

In order to make sure that the trail network becomes a viable alternative transportation option as well as a recreational facility, its location as well as its existing and future land uses need to be considered. The Georgia Department of Community Affairs' (DCA) "Standards and Procedures for Local Comprehensive Planning" includes a list of standard land use categories. The broadly defined land use categories contained in the list establish the parameters under which each local jurisdiction should classify existing parcels. These land use categories include residential, agricultural/forestry, park/recreation/conservation, public/institutional, commercial, industrial, transportation/communication/utility, undeveloped and mixed uses.

#### 5.2.3 Site Considerations

It is very important that information is gathered about the ownership of the corridor, adjacent lands, legal status of right-of-way, and existing natural and cultural features of the routes.

**Property Owners.** It is critical that information is gathered about the ownership of the corridor, as well as adjacent land. Ownership of the corridor may be difficult to define since deed information may be very old and properties may have changed hand many times. In some cases, the land is owned by a single land owner; however, most corridors are owned by numerous individuals, and ownership may constitute an easement instead of a deed.

**Right-of-Way.** As previously mentioned, it will be crucial to determine the existing legal status of the proposed trail prior to construction. In some cases, proposed segments are located on road and utility corridors where there are no established legal agreements. Before construction begins, the city should formalize the “handshake agreements” they have functioned under for years so grant public access and to insure legality of the right-of-way.

**Natural and Cultural Features.** Lakes, ponds, streams, wetlands, and other natural features, as well as cultural resources such as historic homes, buildings and properties, are important attractions within the City of Washington. When considering a location of a trail, one should note the size, shape, location, ownership, and other aspects of the natural or cultural feature present. Some features may be on private lands while others will be publicly owned. It is important to determine if the feature is accessible to the public and if public access will result in deterioration. Significant natural and cultural features can be a highlight to a trail, but they also can be developmental constraints, so it is important to research these features carefully before the construction of a trail segment begins.

### 5.2.4 The Trail Network – Priority Segment Parameters

The proposed portion of the Liberty Street Park Trail in **Map X** is recommended as the multi-use trail network’s priority segment – and as such, serves as the starting point within the five-year short-term work program found in **Section 5.3**. As previously mentioned, this priority segment was chosen for several reasons, including its central location in the city, easy access for Gordon Street and Liberty Street and its connectivity to key locations in the city. An overview of the Liberty Street Park Trail parameters is provided on page 48.

### 5.2.5 The Trail Network – Supporting Segment Parameters

Washington’s proposed multi-use trails network consist of nine recommended segments – the priority segment is just a portion of one of the nine trails. Overviews of the nine segments are located on pages 48 through 56.

## 5.3 SHORT TERM WORK PROGRAM

Following the segment descriptions is a short-term work program. This five-year timeline provides a framework for the steps that need to be taken to transition from the planning stages in this *Plan* to future goals of trail design, construction and maintenance. The short-term work program for Washington’s trails network can be found on pages 57 and 58.

***Liberty Street Park Trail (including the Priority Segment)***

**Location and Segment Length:**

The Liberty Street Park Trail begins at Liberty and Allison Street and ends at the City’s southern boundary (**Map H**). Included in the trail is the *Plan’s* priority segment (**Map R**). The priority segment meanders along property lines and on sewer easements in between Liberty Street and Gordon Street. The priority segment is approximately ½ mile long. The remaining portion of the trail continues on the sewer easement and then on to the property line via a flood plain corridor. The entire segment is approximately 1.3 mile in length.

**Route Description and Destinations:**

The Liberty Street Park Trail will connect the downtown historic and commercial districts to Washington-Wilkes High School, Middle School and Wills Memorial Hospital. The route will also connect the Boy Scout hut, located at the end of Springdale Park Dr, with Liberty Street Park, Wills Memorial Hospital, and the middle and high schools. The priority segment will also tie into the West Robert Toombs Avenue Streetscape and Building Improvements Project, also called the Main Street project, which includes building façades, streetscape improvements, architectural and lighting treatments, and a gateway feature. The remaining portions of the trail intersect with the South Side trail.

**Existing Zoning and Land Uses:**

According to Washington’s most up to date zoning maps, the properties surrounding the priority segment are primarily residential and public uses. (See **Map Q**.) There are little to no non-conforming properties.

**Construction and Design:**

- Asphalt surface
- 10’ wide minimum trail width with 2’ wide gravel shoulder
- Major trail head at Liberty Street Park; should include the following amenities:
  - Trail head signage (trail rules, trail map, etc), parking areas, restrooms, drinking fountain, benches, shelters, bike racks, picnic area, emergency telephone, and trash receptacles
- Minor trail head on Gordon St. near high school; should include: sitting areas, shade shelters, picnic areas, appropriate signage
- Potential location for a one block road closing of South Allison Drive at Liberty Street Park (see **Section 3.3.3** for a description and photos of the proposed street closing)
- Meets all ADA and AASHTO trail design requirements (see **Section 3.5**)

**Potential Issues and Opportunities:**

Issues:

- Lack of easements
- Residents in close proximity to the corridor
- Resistance to proposed street closing
- Residential driveway on block where street closing is proposed

Opportunities:

- Offers connectivity to important recreational, commercial, and historic destinations in the city
- Scenic route
- Path located on sewer right-of-way
- One land owner
- Alternative transportation route from downtown and Liberty Street Park to Boy Scout hut and hospital.



There are many natural corridors in Washington. With the addition of a trail and some trail amenities those corridors could look like the greenway pictured.

***Washington-Wilkes North Side Trail***

**Location and Segment Length:**

This segment is highlighted on **Map I** and Highway 78 creating an n-shape in the northern half of the city. The trail is approximately 4 miles in length. It begins on E. Robert Toombs Avenue between Crescent Drive and East Pine Street heading north where it follows the utility corridor until it reaches Highway 78. The segment follows the road right-of-way and terminates on Lexington Avenue at the county line on the western boundary.

**Route Description and Destinations:**

The route stretches from Washington’s gateway into the city on Robert Toombs to the western edge of the county on Lexington Avenue. The route connects to the South Side Trail to make a truly interconnected system connecting with many important cultural and historical destinations throughout the city. All other proposed segments that radiate from the city’s center on a flood plain corridor intersect with this trail. The access point for this trail should also contain a major trail head.

**Existing Zoning and Land Uses:**

According to Washington’s most up to date zoning maps, the properties surrounding the segment are primarily residential and light industrial, as well as a small portion of public use. (See **Map Q.**) There are little to no properties with non-conforming uses.

**Construction and Design:**

- Located on the periphery of the cleared right-of-way
- Asphalt surface
- 10’ wide minimum trail width with 2’ wide gravel shoulder
- Appropriate signage
- Meets all ADA and AASHTO trail design requirements (see **Section 3.5**)
- Plant trees and shrubbery to create a visual buffer, a natural setting and deter users from accessing the adjacent roadway
- Major trail head at Liberty Street Park; should include the following amenities:
- Trail head signage (trail rules, trail map, etc), parking areas, restrooms, drinking fountain, benches, shelters, bike racks, picnic area, emergency telephone, and trash receptacles

**Potential Issues and Opportunities:**

Issues:

- Major intersections at Highway 87 and Bypass 17
- Heavy truck traffic
- Concerns over land ownership and feasibility of gaining right-of-way to build trails

Opportunities:

- Large cleared, undeveloped right-of-way along most of Highway 78
- Offers connectivity to the entire trails network because many of the flood plain corridors radiating from the center of the city intersect the highway



In North Augusta, South Carolina, a four-lane highway in a bustling commercial district includes a multi-use path. This path offers a safe place for residents to walk to work or the store or to exercise.

**Washington-Wilkes South Side Trail**

**Location and Segment Length:**

This segment is highlighted on **Map J** and follows the major power line right of way that creates a U-shape in the southern half of the city. The trail is approximately 3.5 miles in length. The segment begins on E. Robert Toombs Avenue between Crescent Drive and East Pine Street. The segment follows the power line ROW and terminates on Lexington Avenue at the county line.

**Route Description and Destinations:**

The route stretches from Washington’s gateway into the city on Robert Toombs to the western edge of the county on Lexington Avenue. The route connects to the North Side Trail to make a truly interconnected system connecting with many important cultural and historical destinations throughout the city. The trails location also allows for interconnectivity with various other proposed segments, including the priority segment – Liberty Street Park Trail. All other proposed segments that radiate from the city’s center on a flood plain corridor intersect with this trail as well. The access point for the North and South Side trails will contain a major trail head.

**Existing Zoning and Land Uses:**

According to Washington’s most up to date zoning maps, the segment intersects many different land uses, including residential and commercial districts. (See **Map Q.**) There are little to no properties with non-conforming uses.

**Construction and Design:**

- The trail should be located on the periphery of the existing corridor
- Asphalt surface
- 10’ wide minimum trail width with 2’ wide gravel shoulder
- Appropriate signage
- Meets all ADA and AASHTO trail design requirements (see **Section 3.5**)
- Plant trees and shrubbery to create a visual buffer, a natural setting and deter users from accessing the adjacent utility corridor
- Major trail head (shared with North Side trail.)
- Minor trail head at ROW on Tyrone Rd. and Georgia Ave.; should include: sitting areas, shade shelters, picnic areas, appropriate signage
- Parallel equestrian trail
  - Soft surface
  - 5’ horizontal clearance and a minimum 10’ vertical distance
  - Adequate parking and staging area at access point



Power line corridors offer the ideal location for a multi-use trail. Virtually every business, residence and community facility needs power, therefore power line networks are widespread and far reaching in the community.

**Potential Issues and Opportunities:**

Issues:

- Safety concerns power lines
- Concerns over land ownership and feasibility of gaining ROW to build trails

Opportunities:

- Cleared and undeveloped corridor
- Offers connectivity to the entire trails network because many of the flood plain corridors radiating from the center of the city intersect the ROW

**Wynn Creek Trail**

**Location and Segment Length:**

The priority segment is highlighted on **Map K**. The trail is approximately 1 mile and creates a loop connecting to the North Side Trail. The trail extends from the Highway 78 and follows the flood plane to the county line. At approximately .35 miles from Highway 78, the trail crosses a power line ROW; at that crossing, the trail splits and continues to follow the utility corridor for .4 miles until it reaches the North Side Trail at Bypass 17.

**Route Description and Destinations:**

This route will make a nice walking trail for the residents in Northeast Washington and has the potential to connect with the proposed Washington-Wilkes High and Middles Schools in the unincorporated portions of the county.

**Existing Zoning and Land Uses:**

According to Washington's most up to date zoning maps, the properties surrounding the Wynn Creek trail are primarily residential but also as a small portion located in the highway commercial district, located at Hwy 78 and the 17 Bypass. (See **Map Q**.) There are little to no properties with non-conforming uses.

**Construction and Design:**

- Asphalt surface
- 10' wide minimum trail width with 2' wide gravel shoulder
- Tunnel under Highway 17 (See **Section 3.6.1**)
- Appropriate warning signage (concerning street crossing/tunnel/power line ROW) and informational signage.
- Meets all ADA and AASHTO trail design requirements (see **Section 3.5**)
- Plant a visual and protective buffer between the trail and the power line right-of-way

**Potential Issues and Opportunities:**

Issues:

- Major intersection at Bypass 17
- Heavy truck traffic on Bypass 17
- Lack of easements of utility corridor

Opportunities:

- Undeveloped flood plain corridor
- Potential to connect to the new proposed Washington-Wilkes High School located in the unincorporated county.



This trail will contain features such as a tunnel passing under Bypass 17 as well as a portion of the trail within the power line right-of-way.

**Three Mile Creek Trail**

**Location and Segment Length:**

The priority segment is highlighted on **Map L**. The trail is approximately 1.3 mile long meanders along a flood plain extending from Lexington Avenue north to the county line. Its main access point is located on Lexington Avenue near the Pope Center.

**Route Description and Destinations:**

The trail would connect Wilkes Academy, Wilkes Academy Park and the Pope Center to the scenic and natural landscape of Three Mile Creek in Northwest Washington. The trail will be located on an undeveloped and scenic flood plain corridor. Its location near the Pope Center would allow for easy access to both on street and off-street facilities as well as many other destinations in the community.

**Existing Zoning and Land Uses:**

According to Washington’s most up to date zoning maps, the properties surrounding the segment are primarily residential and light industrial. (See **Map Q**.) There are little to no properties with non-conforming uses.

**Construction and Design:**

- Concrete and asphalt surface (depending on location)
- 10’ wide minimum trail width with 2’ wide gravel shoulder
- Appropriate signage
- Meets all ADA and AASHTO trail design requirements (see **Section 3.5**)
- Major trail head at the Pope Center; should include the following amenities:
  - Trail head signage (trail rules, trail map, etc), parking areas, restrooms, drinking fountain, benches, shelters, bike racks, picnic area, emergency telephone, and trash receptacles

**Potential Issues and Opportunities:**

Issues:

- Residents in close proximity to the proposed easement
- Possible environmental issues associated with the flood plain

Opportunities:

- Undeveloped flood plain corridor
- Scenic route
- Some trail head facilities and amenities already located at the Pope Center



The Pope Center offers an ideal location for a major trail head. It is already a well know gathering spot in the community and offers existing amenities that would enhance the trail head.

**Fort Washington Park Trail**

**Location and Segment Length:**

The trail segment is highlighted on **Map M** and is approximately 1.8 miles in length. Both of the entrances to the trail are on West Robert Toombs Avenue and are located on either side of Greens Grove Road. The trail follows the flood plain and continues to the edge of the county.

**Route Description and Destinations:**

It connects to the Liberty Street Park Trail via on-street connections. The distance between the two trails is less than ¼ mile and is connected via sidewalks. Fort Washington Park is the location of one of the earliest fort sites in the country.

**Existing Zoning and Land Uses:**

According to Washington’s most up to date zoning maps, the properties surrounding the segment are primarily residential uses (See **Map Q.**) There are little to no properties with non-conforming uses.

**Construction and Design:**

- Concrete and asphalt surface (depending on location)
- 10’ wide minimum trail width with 2’ wide gravel shoulder
- Appropriate signage
- Meets all ADA and AASHTO trail design requirements (see **Section 3.5**)
- Minor trail head at the park; should include: sitting areas, shade shelters, picnic areas, appropriate signage

**Potential Issues and Opportunities:**

Issues:

- Residents in close proximity to the floodplain
- Possible environmental issues associated with the flood plain

Opportunities:

- Connectivity to the Liberty Street Park Trail and trail head
- Close proximity and alternative transportation opportunity to the Downtown Historic and Commercial Districts, including the Washington-Wilkes Courthouse, post office, Farmer’s market and old jail.
- Scenic route
- Undeveloped floodplain corridor
- Park already include some minor trail head facilities, such as parking and picnic areas



Fort Washington Park, pictured on the left, contains park amenities such as benches and picnic tables. The park is also the historic landmark of one of the earliest fort sites in the US. The park will be an access point to the Fort Washington Park Trail.

***Little Beaverdam Creek Trail***

**Location and Segment Length:**

The priority segment is highlighted on **Map N**. The trail segment is approximately 1 ½ miles long and stems from the Washington-Wilkes Southside Trail. Approximately halfway between the beginning of the segment and the county line, the Little Beaverdam Creek Trail meets the Cemetery loop Trail (See Map X).

**Route Description and Destinations:**

It connects the Southside Trail with the Cemetery Loop. Booker Park and School Street Park are both destination along the trail. It is also in close proximity to Wilkes Academy Park and the Pope Center and can easily be access by on street sidewalks.

**Existing Zoning and Land Uses:**

According to Washington’s most up to date zoning maps, the properties surrounding the segment are high density residential and redevelopment residential district land uses. (See **Map Q**.) There are little to no properties with non-conforming uses.

**Construction and Design:**

- Concrete and asphalt surface (depending on location)
- 10’ wide minimum trail width with 2’ wide gravel shoulder
- Appropriate signage
- Meets all ADA and AASHTO trail design requirements (see **Section 3.5**)

**Potential Issues and Opportunities:**

Issues:

- Residents in close proximity to the floodplain
- Possible environmental issues associated with the flood plain

Opportunities:

- Scenic route
- Undeveloped floodplain corridor
- Connectivity to Cemetery Loop, Southside Trail and the Three Mile Creek as well as to other recreation and cultural facilities in the city



Because the area surround much of this trail segments is residential, the trails can offer interconnectivity for neighborhoods and other destinations in the community.

***Cemetery Loop***

**Location and Segment Length:**

This segment is highlighted on **Map O** and is approximately .70 miles long. The loop is an extension of the Little Beaverdam Creek Trail. At the intersection of the trails, a trail user is approximately .75 miles from both the county line and Lexington Ave.

**Route Description and Destinations:**

This trail creates a loop adjacent to the Little Beaverdam Creek Trail and creates a loop around the Old School Street Cemetery. The route is also in close proximity to School Street Park.

**Existing Zoning and Land Uses:**

According to Washington’s most up to date zoning maps, the properties surrounding the segment are high density residential and redevelopment residential district land uses. (See **Map Q**) There are little to no properties with non-conforming uses.

**Construction and Design:**

- Asphalt surface
- 10’ wide minimum trail width with 2’ wide gravel shoulder
- Appropriate signage
- Meets all ADA and AASHTO trail design requirements (see **Section 3.5**)

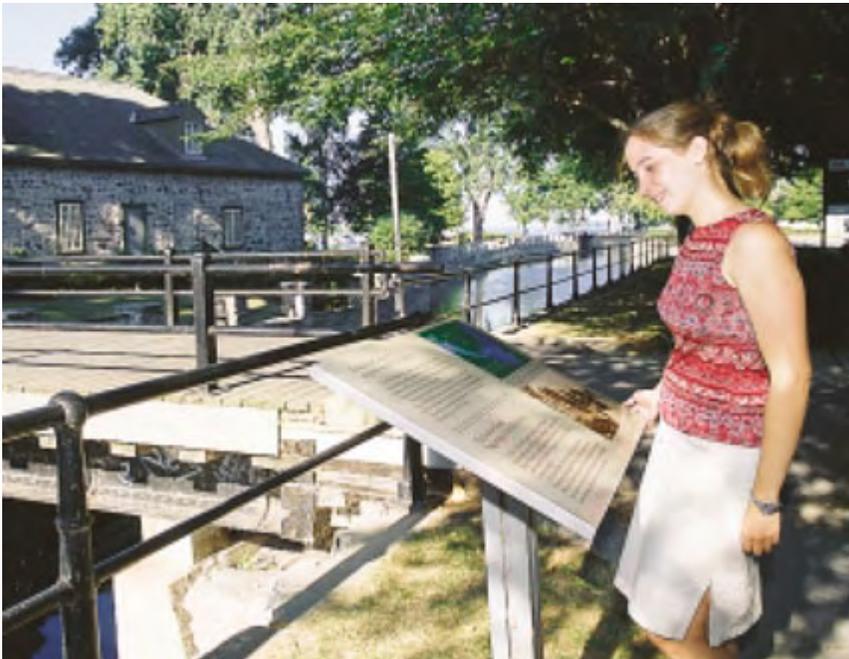
**Potential Issues and Opportunities:**

Issues:

- Legitimate concerns with building trails near a cemetery
- In close proximity to a high-density residential district

Opportunities:

- Scenic route
- Offers connectivity with the Little Beaverdam Creek Trail
- An archeological study of the area has already been conducted and plans for an interpretive walking trail within the cemetery is in the research and development stages of planning.



Visitors to an interpretive trail can stop and read signs about local historical sites and facts about Washington. Linking an the larger multi-use trails network with an interpretive trail – like the one proposed at the historic School Street Cemetery, could be an important addition to Washington inventory of tourist attractions.

***Rocky Creek Trail***

**Location and Segment Length:**

The segment is highlighted on **Map P** and extends from Tiger Stadium off South Pecan Street and follows the flood plain corridor to the city limits. About .75 miles from the fields, the trail crosses the Southside trail. Towards the city limits the flood plain splits and there are opportunities for the trail to branch off in multiple directions into portions of the unincorporated county.

**Route Description and Destinations:**

The route connects the Washington-Wilkes Tiger stadium to the rest of the trails network. This trail access will allow student, spectators and families to have a transportation alternative when attending sporting events and other festivals at the arena. The trail head is within close proximity to the extensive downtown sidewalk network as well.

**Existing Zoning and Land Uses:**

According to Washington’s most up to date zoning maps, the properties surrounding the segment are primarily residential and industrial uses. (See **Map Q.**) There are little to no properties with non-conforming uses.

**Construction and Design:**

- Asphalt surface
- 10’ wide minimum trail width with 2’ wide gravel shoulder
- Tunnel under Andrew Drive (See **Section 3.6.1**)
- Appropriate signage
- Meets all ADA and AASHTO trail design requirements (see **Section 3.5**)
- Parallel equestrian trail
  - Soft surface
  - 5’ horizontal clearance and a minimum 10’ vertical distance
  - Adequate parking and staging area at access point
- Minor trail head at the Tiger Stadium; should include the following amenities:
  - Trail head signage, parking areas, restrooms, drinking fountain, benches, shelters, bike racks, picnic area, emergency telephone, trash receptacles, and parking/staging area for equestrian users

**Potential Issues and Opportunities:**

Issues:

- In close proximity to a high-density residential district
- Possible environmental issues associated with the flood plain

Opportunities:

- Scenic route
- Undeveloped floodplain corridor
- Some trail head facilities and amenities already located at the stadium



Tiger Stadium is an existing facility that attracts Washington’s residents for various outdoor activities. Some important key features already exist that could be included in a trail head.

## CHAPTER 5: IMPLEMENTATION PLAN

<b>CITY OF WASHINGTON – SHORT-TERM WORK PROGRAM</b>								
Activity		Year of Implementation					Responsible Party	Potential Funding Source(s)
		2008	2009	2010	2011	2012		
<b>Trail Construction</b>								
A.	Research property owners on and surrounding the priority segment	X					City of Washington	General Fund
B.	Meeting with property owner(s) surrounding the priority segment	X					City of Washington	General Fund
C.	Easement acquisition	X					City of Washington	General Fund/ Grants
D.	Stakeholder meeting	X					City of Washington/ Stakeholders	General Fund
E.	RFP process to secure a project engineer	X					City of Washington	General Fund
F.	Choose surface option(s), uniform signage, and other design options.	X					City of Washington/ Stakeholders	General Fund/ Grants
G.	Trail construction of priority segment of Liberty Street Park Trail	X	X				City of Washington	Grants/ SPLOST
H.	Maintenance	X	X	X	X	X	Parks and Recreation	General Fund/ Fundraising
I.	Identify next segment for trail construction			X		X	City of Washington/ Stakeholders	General Fund/ Grants
<b>Trail Head Construction</b>								
A.	Finalize location of first major trail head at Liberty Street Park		X				City of Washington/ Stakeholders	General Fund/ Grants
B.	Choose design options, such as signage, amenities, etc.		X				City of Washington/ Stakeholders	General Fund/ Grants
C.	Major Trail head construction			X			City of Washington/ Stakeholders	General Fund/ Grants
D.	Maintenance of Trail heads		X	X	X	X	Park and Recreation	General Fund
E.	Select the priority location for the first minor trail head				X		City of Washington/ Stakeholders	General Fund/ Grants
F.	Minor Trail Head construction					X	City of Washington/ Stakeholders	General Fund/ Grants
<b>Formalize Easements throughout the City</b>								
A.	Research property owners	X	X	X	X	X	City of Washington	General Fund
B.	Meet with Lawyer	X	X	X	X	X	City of Washington	General Fund
C.	Sign agreements	X	X	X	X	X	City of Washington	General Fund
<b>Update City's Code</b>								
A.	Revise city's subdivision regulations and development code	X					CSRA RDC	General fund
<b>Community Outreach and Support</b>								
A.	Consensus building workshops	X	X	X	X	X	City of Washington	General fund/ fundraising
B.	Seek private sector funding	X	X	X	X	X	Volunteer labor	
C.	Plan communitywide fundraisers	X	X	X	X	X	Volunteer labor	General Fund/ Fundraising
D.	Form "Friends of the Trails" 501(c)3 organization			X			Volunteer labor	General Fund/ Fundraising
E.	Solicit membership (flyers, promotions, incentives, etc.)			X	X	X	Volunteer labor	General Fund/ Fundraising

## CHAPTER 5: IMPLEMENTATION PLAN

<b>CITY OF WASHINGTON – SHORT-TERM WORK PROGRAM (Continued)</b>								
Activity		Year of Implementation					Responsible Party	Potential Funding Source(s)
		2008	2009	2010	2011	2012		
<b>Apply for Funding</b>								
<b>A.</b>	Apply for TE funds		X		X		CSRA RDC	General Fund/ Fundraising
<b>B.</b>	Apply for the federal Land and Water Conservation Fund Grant	X					City of Washington/ CSRA RDC	General Fund/ Fundraising
<b>C.</b>	Apply for funding through DNR's Recreational Trails Program	X	X	X	X	X	CSRA RDC	General Fund/ Fundraising
<b>D.</b>	Apply for other Federal Funds	X	X	X	X	X	City of Washington/ CSRA RDC	General Fund/ Fundraising
<b>E.</b>	Apply for other State Funds (DCA's Local Development Fund, Land & Water Conservation Fund, Georgia's LCP)	X	X	X	X	X	City of Washington/ CSRA RDC	General Fund/ Fundraising
<b>F.</b>	Research other funding sources	X	X	X	X	X	CSRA RDC/ City of Washington	General Fund
<b>5-Year Update</b>								
<b>A.</b>	Revisit STWP, make changes to priorities where necessary, and make new recommendations for construction					X	Volunteer labor/ Stakeholders	General Fund



# Appendices



# City of Washington

Post Office Box 9  
Washington, Georgia 30673  
706-678-3277  
Fax: 706-678-3752

Willie E. Burns, Mayor  
Michael P. Eskew, Administrator  
Debbie L. Danner, Clerk  
Barry A. Fleming, Attorney

**Council Members**  
G.L. Avery  
Nathaniel Cullars, Sr.  
Pamela L.G. Eaton  
Robert Ray Hardy  
Maceo D. Mahoney  
Edward B. Pope, Jr.

October 9, 2007

Andy Crosson  
Executive Director  
CSRA Regional Development Center  
3023 River Watch Parkway  
Augusta, GA 30907

Re: City of Washington's Multi-use Trails Plan

Dear Andy,

As previously discussed during the planning process of the Southwest Washington Redevelopment Plan, the City of Washington would like to express our interest and support of a Multi-use Trails Plan. A trail network in the City of Washington will provide a safe, environmentally friendly, fun way for its citizens to exercise, play and travel to key locations in the city.

The addition of this component to the City's bicycle and pedestrian network, is sure to provide a great benefit to residents and visitors to the area. Thank you for your consideration in preparing this project.

Sincerely,

Mayor W. E. Burns

# City of Washington



Post Office Box 9  
Washington, Georgia 30673  
706-678-3277  
Fax: 706-678-3752  
January 23, 2008

Willie E. Burns, Mayor  
Michael P. Eskew, Administrator  
Debbie L. Danner, Clerk  
Barry A. Fleming, Attorney

**Council Members**  
G.L. Avery  
Nathaniel Cullars, Sr.  
Pamela L.G. Eaton  
Robert Ray Hardy  
Maceo D. Mahoney  
Edward B. Pope, Jr.

Mr. Andy Crosson, Executive Director  
CSRA Regional Development Center  
Suite A  
3023 Riverwatch Parkway  
Augusta, GA 30907

Dear Mr. Crosson:

I am writing in support of the Trails Plan you are developing with the Department of Transportation. The trails you are working to develop are an essential component of the Washington Main Street Program and our economic development program.

The health aspects are obvious. But the trails do mesh well with our Wilkes Wild about Wellness program and our partnership with the University of Georgia. Expanding our walking opportunities across all of our neighborhoods will benefit all of our citizens.

We do have quite a number of people who walk or bicycle as their chief means of transportation. Establishing the correct trails will improve their quality of life and make for safer trips around Washington.

At this time Washington is involved in a Brownfields Redevelopment program. In working with your staff, the Department of Community Affairs, and the Environmental Protection Agency we have incorporated the downtown Trail as an integral component of the West Robert Toombs Brownfield Redevelopment Project. As we continue to develop our manufacturing base I am finding that having walking/cycling trails are received very favorably by prospects and can and have made a difference in a decision.

Finally, I work with Troop 34 of the Boy Scouts of America. Our Scout Hut is located adjacent to a proposed Trail. We see the development of the trail as an opportunity to provide service opportunities and to build leadership skills as we work with the City of Washington to volunteer clean-up and small maintenance repairs. I look forward to fully implementing the Trails Plan!

Sincerely,

David Jenkins  
Manager, Main Street Program

First in the name of George Washington

Incorporated January 23, 1780



*Washington-Wilkes Chamber of Commerce*

P.O. Box 661  
29 West Square  
Washington, GA 30673  
(706) 678-2013  
washcham@washingtonwilkes.org  
tourism@washingtonwilkes.org

To Whom It May Concern:

As the Tourism Director for the City of Washington, I would like to express my delight in the Multi-Use Trails Network Plan which the City is applying for. I support the efforts of the City in their far-reaching ideas for the health and welfare of our citizens. This trail could be used by people of all ages and I am of the firm belief that this trail would be a most popular addition to our beautiful city.

Washington is visited by numerous tourists every day of the year. This trail could be advertised as yet another attraction which would bring visitors to our area. As far as I can tell, this is a win/win situation for Wilkes County and its citizens.

Sincerely,

A handwritten signature in cursive script that reads "Ashley Turner-Barnett".

Ashley Turner-Barnett  
Tourism Director  
Washington ~Wilkes County



**Washington's Multi-use Trails Network  
Public Information Meeting  
November 12, 2007**



1. Complete the sentence below by checking all that apply:

- I am a City of Washington:  Resident  
 Property owner  
 Business owner

2. In the average week, how often do you participate in outdoor activities such as walking, running, hiking, and bicycling?

- Occasionally  At least once a week  2 to 3 times a week  
 4 to 5 times a week  5 or more times a week  Never

3. Please indicate all of the outdoor activities you participate in:

- Walking  Running/jogging  Hiking  
 Cycling  Rollerblading  Horseback riding  
 Other: \_\_\_\_\_

4. Is there a segment of the proposed trails network within walking distance from your house?

- Yes  No

5. If a trail was built in Washington, would you use it?

- Yes  No

If you answered "No" to this question, please skip to question 7.

6. Please check all that apply. I would use the multi-use trails in Washington for the following reasons:

- Exercise  Recreation  Fresh air  
 Enjoy nature  See beautiful scenery  Health benefits  
 Have fun with friends and family  Alternative to driving a car

7. Although some of the trails will be funded by federal funds and grants, local funds will also be required for construction, labor, perpetual maintenance, and other costs.

Would you support the allocation of city funds for trail construction?

- Yes  No

Would you support the allocation of city funds for perpetual care and maintenance?

- Yes  No

8. Would you be willing to volunteer or join a "Friends of the Trails" advocacy group to offset cost of labor, maintenance and other costs?

- Yes  No

If you answered "No" to this question, please skip to question 10.



**APPENDIX B: SURVEY**

9. What volunteer activities would you be willing to help with?

- |                                        |                                                                            |
|----------------------------------------|----------------------------------------------------------------------------|
| <input type="checkbox"/> Trail cleanup | <input type="checkbox"/> Building small facilities (benches, kiosks, etc.) |
| <input type="checkbox"/> Minor repairs | <input type="checkbox"/> Landscaping                                       |
| <input type="checkbox"/> Fundraising   | <input type="checkbox"/> Painting                                          |
| <input type="checkbox"/> Other: _____  |                                                                            |

10. Please check all that apply. What are your biggest concerns about a multi-use trails network being built in the City of Washington??

- |                                              |                                                      |                                      |
|----------------------------------------------|------------------------------------------------------|--------------------------------------|
| <input type="checkbox"/> Funding             | <input type="checkbox"/> Safety                      | <input type="checkbox"/> Crime       |
| <input type="checkbox"/> Littering           | <input type="checkbox"/> Vandalism                   | <input type="checkbox"/> Trespassing |
| <input type="checkbox"/> Increased liability | <input type="checkbox"/> Environmental concerns      | <input type="checkbox"/> Burglary    |
| <input type="checkbox"/> Maintenance Costs   | <input type="checkbox"/> Decrease in property values |                                      |
| <input type="checkbox"/> Other: _____        |                                                      |                                      |

11. Please elaborate on the concerns you checked in question 10.

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12. Please elaborate on any other concerns, comments or suggestion you may have.

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If you would like to receive more information about the trails in Washington as it becomes available, please fill out the contact information below.

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**E-Mail:** \_\_\_\_\_

Thank you for your input and suggestions. Work on the Washington's Multi-use Trails Plan will continue over the next several months. If you have additional comments or questions, please contact:

**Christian Lentz or Mandy Prior**

CSRA Regional Development Center

3023 River Watch Parkway, Suite A

Augusta, GA 30907

(706) 210-2000

[clentz@csrardc.org](mailto:clentz@csrardc.org) or [aprior@csrardc.org](mailto:aprior@csrardc.org)



# **Georgia Recreational Use Statute**

## **OFFICIAL CODE OF GEORGIA**

### **TITLE 51. TORTS**

#### **CHAPTER 3. LIABILITY OF OWNERS AND OCCUPIERS OF LAND**

#### **ARTICLE 2. OWNERS OF PROPERTY USED FOR RECREATIONAL PURPOSES**

#### **51-3-20. Purpose of article**

The purpose of this article is to encourage owners of land to make land and water areas available to the public for recreational purposes by limiting the owners' liability toward persons entering thereon for recreational purposes.

#### **51-3-21. Definitions**

As used in this article, the term:

- (1) "Charge" means the admission price or fee asked in return for invitation or permission to enter or go upon the land.
- (2) "Land" means land, roads, water, watercourses, private ways and buildings, structures, and machinery or equipment when attached to the realty.
- (3) "Owner" means the possessor of a fee interest, a tenant, a lessee, an occupant, or a person in control of the premises.
- (4) "Recreational purpose" includes, but is not limited to, any of the following or any combination thereof: hunting, fishing, swimming, boating, camping, picnicking, hiking, pleasure driving, nature study, water skiing, winter sports, and viewing or enjoying historical, archeological, scenic, or scientific sites.

#### **51-3-22. Duty of owner of land to those using same for recreation generally**

Except as specifically recognized by or provided in Code Section 51-3-25, an owner of land owes no duty of care to keep the premises safe for entry or use by others for recreational purposes or to give any warning of a dangerous condition, use, structure, or activity on the premises to persons entering for recreational purposes.

#### **51-3-23. Effect of invitation or permission to use land for recreation**

Except as specifically recognized by or provided in Code Section 51-3-25, an owner of land who either directly or indirectly invites or permits without charge any person to use the property for recreational purposes does not thereby:

- (1) Extend any assurance that the premises are safe for any purpose;

(2) Confer upon such person the legal status of an invitee or licensee to whom a duty of care is owed; or

(3) Assume responsibility for or incur liability for any injury to person or property caused by an act of omission of such persons.

**51-3-24. Applicability of Code Sections 51-3-22 and 51-3- 23 to owner of land leased to state or subdivision for recreation**

Unless otherwise agreed in writing, Code Sections 51-3-22 and 51-3-23 shall be deemed applicable to the duties and liability of an owner of land leased to the state or any subdivision thereof for recreational purposes.

**51-3-25. Certain liability not limited**

Nothing in this article limits in any way any liability which otherwise exists:

(1) For willful or malicious failure to guard or warn against a dangerous condition, use, structure, or activity; or

(2) For injury suffered in any case when the owner of land charges the person or persons who enter or go on the land for the recreational use thereof, except that, in the case of land leased to the state or a subdivision thereof any, consideration received by the owner for the lease shall not be deemed a charge within the meaning of this Code section.

**51-3-26. Construction of article**

Nothing in this article shall be construed to:

(1) Create a duty of care or ground of liability for injury to persons or property; or

(2) Relieve any person using the land of another for recreational purposes from any obligation which he may have in the absence of this article to exercise care in his use of the land and in his activities thereon or from the legal consequences of failure to employ such care.

**Sample “Utility” and Trail Easement**

This indenture, made this \_\_\_\_ day of \_\_\_\_\_, 2008, by and between \_\_\_\_\_, a single person of the County of Wilkes, State of Georgia, hereinafter called “Grantor,” and the City of Washington, Georgia, a municipal corporation, hereinafter called “Grantee.” The mailing address of the Grantee is: P.O. Box 9, Washington, GA 30673.

Witnesseth, that said Grantor, in consideration of the sum of \_\_\_\_\_ Dollar(s) (\$\_\_\_\_) and other valuable consideration, to said Grantor in hand paid by the said presents grant, bargain, and sell, convey and confirm unto the said Grantee, its successors and assigns, the following described real estate and interests in real estate in the County of Wilkes, State of Georgia, to-wit:

See Exhibit “A”

**I. Purposes**

The purposes of this Easement as set forth below are hereinafter collectively referred to as the “Purposes of the Easement” and Grantor and Grantee acknowledge that the Purposes of this easement are:

- (i) Constructing and maintaining a “utility” system;
- (ii) Provide permanent and perpetual public, passive, recreational access to locate a trail that provides pedestrian, non-motorized, recreation;
- (iii) and, Preserve the scenic beauty and natural, ecological qualities of Washington, GA, to limit erosion caused by public use of a Trail consistent with public recreational and other uses specifically permitted by this Easement, and to protect and maintain any private or public investment made in obtaining this Easement, in establishing the Trail, and in constructing and managing the trail

**II. Uses and Obligations**

- (i) To have and to hold the same for the purposes mentioned above or for such other purpose hereinabove set out, together with all and singular the rights, privileges, appurtenances and immunities thereto belonging, or in anywise appertaining, unto the said Grantee, an unto its successors and assigns, forever; the said Grantor hereby covenanting on his part and on behalf of his heirs and assigns that said Grantor is lawfully seized of an indefeasible estate in fee in the premises herein conveyed; that said Grantor has good right to convey the same; that the said premises are free and clear of any encumbrances done or suffered by Grantor or those under whom Grantor claims; and that said Grantor will warrant and defend the title to the said premises unto the said Grantee and unto its successors and assigns forever against the lawful claims and demands of all persons whosoever, except the lien of taxes for the current year and none.
- (ii) Said Grantor further covenants on his/her part and on behalf of his/her heirs and assigns that said Grantor will not cause any building to be erected on the real estate herein conveyed without the express approval of the Grantee.

## APPENDIX D: SAMPLE EASEMENT LANGUAGE

- (iii) By acceptance of this conveyance, said Grantee hereby covenants on its behalf, and on the behalf of its successors and assignments, that it will for the benefit of the Grantor, his heirs and assignments, possible to the same condition in which it existed immediately prior to any construction activity as may be done thereon and therein from time to time all within a reasonable time hereafter; the grantee further covenanting in this regarding that it will, among other things; (1) insofar as reasonably possible cause any excavation upon the real estate to be backfilled and graded to the original grade; (2) remove, insofar as reasonable possible, all debris resulting from construction; (3) cause the re-seeding of any disturbed area; (4) use reasonable care to preserve those trees located within the easement, except those purchase by the Grantee as part of the compensation for this easement; (5) provide, at reasonable times during construction, access to the public street where any excavation upon the real estate might otherwise interfere therewith; and (6) that it will replace any improved walkway, drive, or retaining wall damaged or destroyed by construction.
- (iv) Grantee may permit, in its sole discretion, public access to the Trail for four-season, pedestrian or mechanized, non-motorized recreational activities such as walking and cross-country skiing. Except as provided below, motorized vehicles are not permitted. Overnight camping and fires are not permitted. Grantee shall have the right, in its sole discretion, to restrict or limit public use and access to the Trail. If use of the Trail materially interferes with Grantor's quiet enjoyment of the Premises on a frequent, continuous basis, and measures taken by Grantee do not, in Grantor's reasonable opinion, sufficiently abate the interference, Grantor may close the Trail for a period not to exceed two weeks to enable Grantee to take corrective action. Grantor shall provide written notice to Grantee of such closure no less than one (1) week prior to the aforementioned action.
- (v) While the location of the Trail is generally described in Exhibit A attached hereto and incorporated herein, the precise location shall be fixed on the ground by mutual agreement of Grantee and Grantor, and marked by blazing, signs or otherwise along the perimeter of the Trail by Grantee. The Trail location may be altered from time to time by mutual consent of Grantee and Grantor. Grantor and Grantee shall locate the Trail in a manner consistent with the Purposes of this Easement. If Grantor and Grantee are unable to agree on the Trail location, said matter shall be submitted for binding arbitration as provided in Section IV, below.
- (vi) Trail Construction/Maintenance: Grantee shall have the right, but not the obligation, at Grantee's expense, to construct, manage, use, repair and maintain a Trail, including the right to install, maintain, repair and replace waterbars, steps and other trail surface structures, as well as bridges and/or culverts as necessary to traverse surface waters within the Trail. Prior to the initial Trail installation, Trail relocation, and major maintenance activity, Grantee shall give at least two (2) weeks notice to Grantor in writing. The treadway of the Trail shall not exceed 8 feet in width. Grantor shall have no obligation to construct, reconstruct, repair or maintain the Trail or any trail surface structures or other improvements thereon, including without limitation, any construction, reconstruction, repair or maintenance required in order to comply with any current or future laws or regulations concerning handicap accessibility. Grantee shall obtain and bear any costs associated with obtaining permits required carry out trail or trail related improvements.

## APPENDIX D: SAMPLE EASEMENT LANGUAGE

- (vii) **Vegetation Management:** Grantee shall not cut or remove any vegetation from the Premises until the Trail has been located on the ground as provided above. Grantee may clear brush as required to maintain the Trail and may remove dead, dying or diseased vegetation within the Trail which poses a safety risk or impediment to travel along the Trail, as well as remove invasive and/or exotic vegetation, after the Trail has been constructed; otherwise, Grantee may cut or remove additional vegetation only with prior written consent of Grantor. Grantor shall not harvest any trees along the Trail without the prior written consent of Grantee, except that Grantor may remove dead, diseased or dying trees or invasive and/or exotic vegetation without prior permission of Grantee, provided that Grantor have given Grantee notice of the proposed activity so that Grantee can divert public use of the Trail, if necessary.
- (viii) **Fencing, Barriers and Signs:** Grantee, or Grantor with Grantee's prior written consent, may erect and maintain such fencing and barriers along the Trail as may be reasonably necessary to prevent access to the Trail by motorized vehicles. Grantee shall have the right to erect reasonable signs, blazing or other markings along the Trail to inform the public of the Trail location or other Trail features. Grantor shall not erect fences, barriers or signs that impede permitted access to or use of the Trail.
- (ix) **Motor Vehicles:** Grantee may use motorized vehicles and equipment along the Trail to construct, relocate, maintain, repair and patrol the Trail, and for medical emergencies. Grantee shall permit motorized wheelchairs and similar vehicles for the handicapped along the Trail. Grantor and Grantee shall not use or permit the use of motor vehicles along the Trail, except as specifically provided in this Section II.
- (x) Grantor shall use the Trail exclusively for recreational and open space purposes. No residential, commercial or industrial activities shall be permitted, and no building or structures shall be constructed, created, erected or moved into or along the Trail, other than the Trail surface structures mentioned in Section II(3).
- (xi) Except as provided in Section II(3), there shall be no disturbance of the surface of the Premises, including, but not limited to filling excavation, removal of topsoil, sand, gravel, rocks or minerals, or change of the topography of the Trail in any manner. In no case shall surface mining of subsurface oil, gas, or other minerals be permitted. Further, there shall be no placement, collection, or storage of trash, human waste, ashes, chemicals, hazardous or toxic substances, or any other unsightly or offensive material within or along the Trail.
  - (xii) Grantor may, in Grantor's discretion, close the Trail to public use in the event the landowner liability protection afforded by Georgia Recreational Use Statute (GRUS), Official Code of Georgia Title 51, Torts Chapter 3, Liability of Owners and Occupiers of Land, Article 2, Owners of Property Used for Recreational Purposes is repealed or altered in a manner which materially increases, in Grantor's reasonable opinion, Grantor's potential liability to public users of the Trail, and (a) no other statute or law affords Grantor, in Grantor's reasonable opinion, liability protection which is substantially similar to that now afforded by GRUS c.3, §2; and (b) Grantee elects not to provide reasonable insurance coverage or otherwise agrees to hold Grantor harmless against potential liability to public users of the Trail.

## APPENDIX D: SAMPLE EASEMENT LANGUAGE

- (xiii) No use shall be made of the Trail, and no activity shall be permitted along the Trail which, in the reasonable opinion of Grantee, is or may possess the potential to become inconsistent with the Purposes of this Easement.

### III. MISCELLANEOUS PROVISIONS

- (i) The burdens of this Easement shall run with the Premises in perpetuity, and shall be enforceable against Grantor and the successors and assigns of Grantor that hold any interest in the Premises. The benefits of this Easement shall be in gross and shall not be assignable by Grantee, except to a State agency, municipality, or "qualified organization", as defined in Section 170(h) of the Internal Revenue Code of 1986, as amended, in accordance with the laws of the State of Georgia and the regulations established by the Internal Revenue Service governing such transfers.
- (ii) In the event this Easement is extinguished by eminent domain or other legal proceedings, Grantee shall be entitled to any proceeds which pertain to the extinguishment of Grantee's rights and interests in this Easement.
- (iii) Upon the transfer of all or part of the Premises, Grantor shall notify Grantee in writing no less than twenty (20) days after the transfer of the Premises to new owners, and shall include the name(s) and address(es) of Grantor's successor(s) in interest.
- (iv) The term "Grantor" shall include the heirs, successors and assigns of the original Grantor, East Overshoe Conservation Trust, Inc. The Term "Grantee" shall include the successors and assigns of the original Grantee, Trail Stewardship Trust, Inc.
- (v) Invalidation of any provision hereof shall not affect any other provision of this Easement.
- (vi) Grantor represents that the conveyance herein does not constitute all or substantially all of Grantor's assets in the State of Georgia.
- (vii) For Grantor's title, see deed recorded with Registry of Deeds in Book \_\_\_\_\_, Page \_\_\_\_\_.

Except as herein granted, the Grantor shall continue to have the full use and enjoyment of the property.

To have and to hold the said easement unto the Grantee and unto its successors and assigns forever.

**APPENDIX D: SAMPLE EASEMENT LANGUAGE**

IN WITNESS WHEREOF, the said parties hereto have executed this agreement as of the date entered above.

**OWNER/PARTY OF THE FIRST PART**

**CITY OF WASHINGTON, GEORGIA**

By: \_\_\_\_\_

By: \_\_\_\_\_

Mayor

By: \_\_\_\_\_

Chairman

Approved as to form: \_\_\_\_\_, City Attorney



**MULTI-USE TRAILS AND PEDESTRIAN FACILITIES**

(Note: Additions to text are in **bold**. Deletions to text are ~~struck~~.)

Section 70-1. Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Land subdivision* or *subdivision* includes all divisions of a tract or parcel of land into two or more lots, building sites, or other divisions for the purpose, whether immediate or future, of sale, legacy, or building development and includes all divisions of land involving a new street or a change in existing streets and includes resubdivision and, where appropriate to the context, relates to the process of subdividing or to the land or area subdivided; provided, however, that the following are not included within this definition:

- (1) The combination or recombination of portions of previously platted lots where the total number of lots is not increased and the resultant lots are equal to the standards set forth in this chapter.
- (2) The division of land into parcels of five acres or more where no new street is involved.

***Multi-use trail.* A path or trail which accommodates a variety of non-motorized transportation options such as walking, cycling, skating, jogging, etc. Multi-use trails are an element of the off-street transportation network that can utilized for travel and for recreational purposes.**

***Walkway.* An element of the off-street pedestrian system similar to a sidewalk which may or may not be located within a public or private street right-of-way. Walkways provide pedestrian access between adjacent streets, residential developments, shopping or employment centers, parks, schools or other public facilities.**

(Code 1989, § 16-1)

**Cross references:** Definitions generally, § 1-2.

Section 70-?? **Sidewalks.**

**(a) *Applicability.* Sidewalks shall be provided by the subdivider on one side of all streets constructed in subdivisions in accordance with the article. The mayor and council may, subject to the approval of the appropriate agency, also require that sidewalks be provided by the subdivider along the entire frontage of existing streets which abut the subdivision.**

**(b) Location.** Sidewalks shall be included in the dedicated non-pavement right-of-way of roads and shall parallel the street pavement as much as possible; provided however, that the mayor and council may permit sidewalks to be designed and constructed so that they meander around permanent obstructions or deviate from a linear path for design purposes.

**(c) Standards.** Sidewalks shall be a minimum of five feet wide. A median strip of grassed or landscaped areas shall be provided in residential areas to separate all sidewalks from adjacent curbs. Where possible, median strips shall be at least six feet wide; but, shall in no case be less than two feet in width.

**Section 70-??.** Walkways.

**(a) Applicability.** In some instances, the on-street sidewalk system may not provide adequate and convenient pedestrian connections between subdivisions and adjacent properties. In order to promote maximum pedestrian interconnectivity throughout Washington, walkways generally located outside of street rights-of-way may be required by the mayor and council in the following instances:

**(1) To provide access between streets whenever a proposed or existing block exceeds thirteen hundred and twenty (1320) feet in length;**

**(2) To provide access to a school, park or other public facility;**

**(3) To provide access to a multi-use trail in accordance with Section 70-?? of this article.**

**(4) To provide access to existing or future adjacent streets, residential developments, or shopping or employment centers.**

**(5) To provide access to adjacent parcels that provide, or are projected to provide, walkways to those facilities identified in items (2) (3) and (4) listed within this subsection.**

**(b) Standards.** Walkways shall be located within a minimum fifteen (15) foot wide right-of-way or public pedestrian access easement and shall adhere to the following standards:

**(1) Walkways to be constructed within a right-of-way shall adhere to the standards for the design of sidewalks set forth within Section 70-?? of this article; except, that they shall be a minimum of six (6) feet in width.**

(2) Walkways to be constructed within a public pedestrian access easement shall be a minimum of six (6) feet in width but may be provided with alternative all-weather hard surface materials such as concrete, asphalt or pavers subject to the approval of the mayor and council.

**Section 70-??.** Multi-Use Trails.

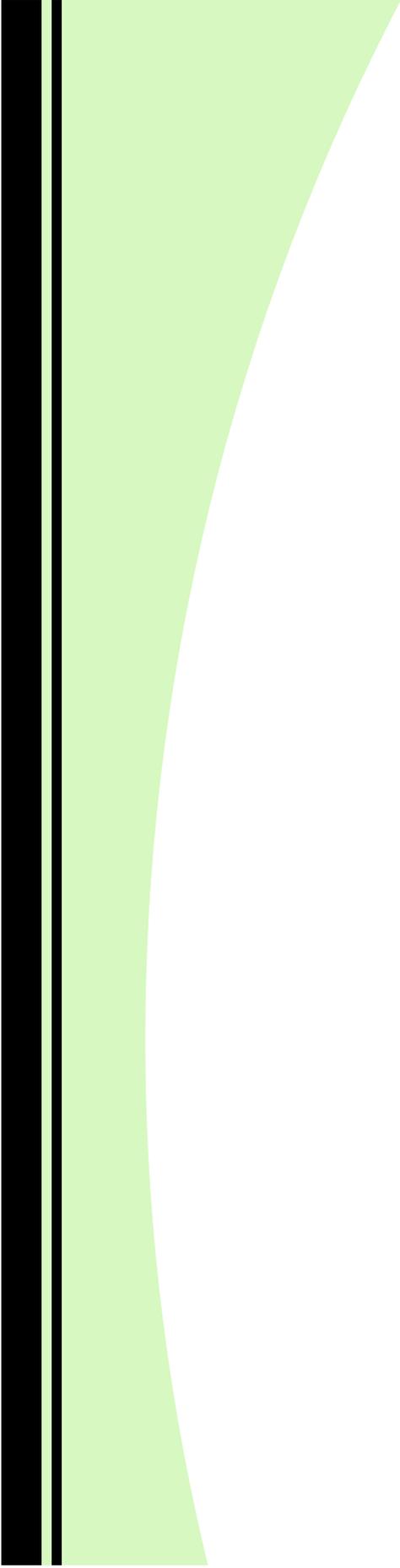
(a) *Multi-Use Trail Easement Dedication.* The mayor and council may require a subdivider to dedicate a minimum thirty (30) foot wide easement for the provision of a multi-use trail whenever such a trail is intended to be incorporated into a greenway or linear park corridor as identified by the *Washington Multi-Use Trails Plan* or subsequent and overriding plans adopted by the city. New multi-use trail easements shall generally follow the alignment identified in the applicable guiding plan document and/or be located within the subdivision in such a manner that they align with previously established easements on adjacent sites.

(b) *Walkway Access to Multi-Use Trails.* Where a greenway or linear park corridor identified in the *Washington Multi-Use Trails Plan* or subsequent and overriding plans adopted by the city is to be located within a subdivision, or on an adjacent parcel, the mayor and council may require the subdivider to provide pedestrian access to the planned or existing trail.

(1) Where the multi-use trail does not yet exist within the corridor, and a funding source for the construction of such trail has not yet been identified, the subdivider may be required to provide the necessary right-of-way or public pedestrian access easement to accommodate a future walkway between the street right-of-way and the multi-use trail easement in accordance with the standards established in Section 70-?? of this article.

(2) Where the multi-use trail exists or has an identified funding source for construction within the corridor, the subdivider may be required to provide a walkway between the street right-of-way and the multi-use trail in accordance with the standards established in Section 70-?? of this article.

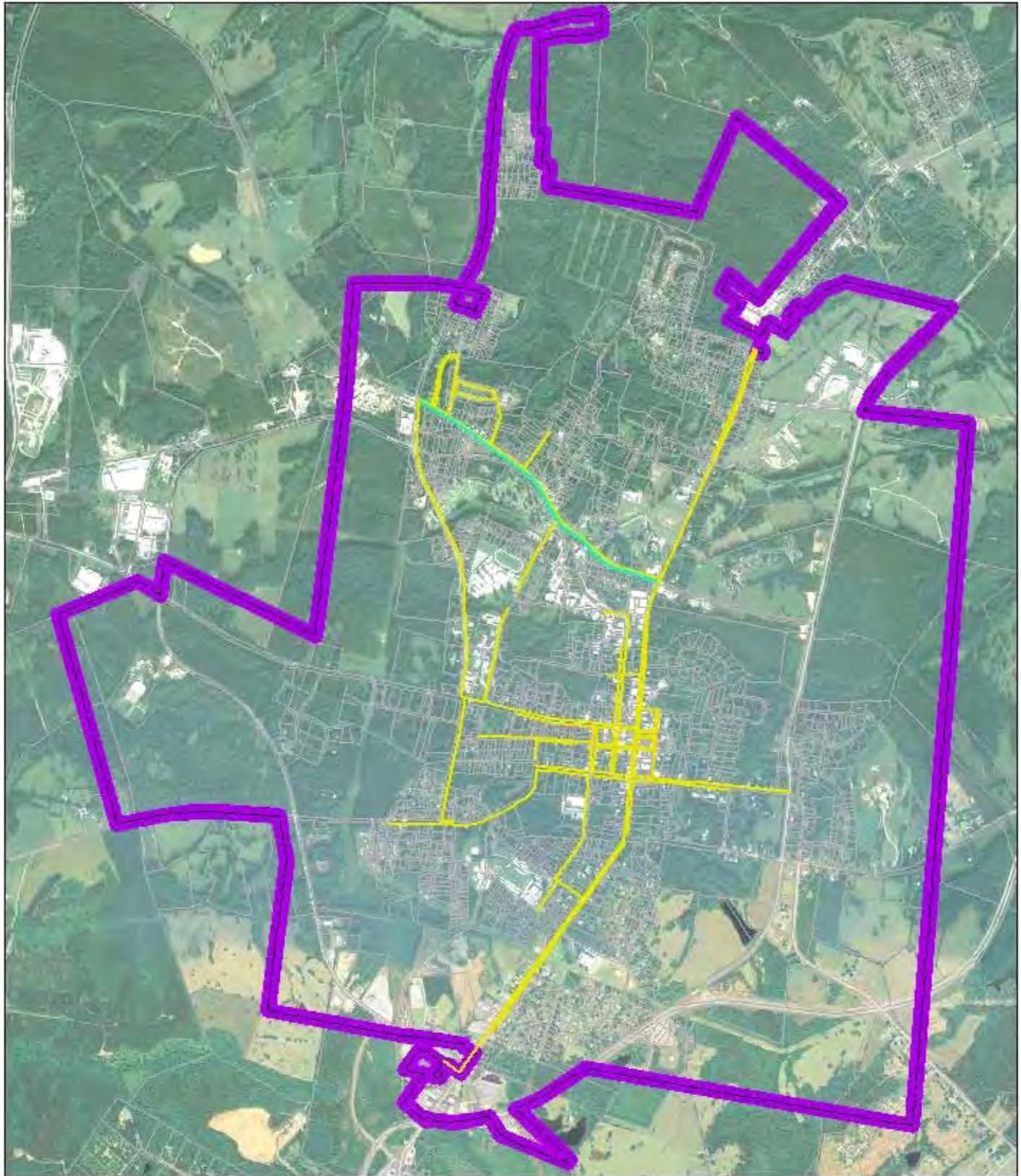
(3) The mayor and council may require additional walkways and/or the necessary walkway right-of-way or public pedestrian access easements connecting street rights-of-way within a subdivision to each other, or to a proposed or existing multi-use trail, where the layout or size of such subdivision does not provide sufficient access between the trail and all subdivision lots.



# Maps

# City of Washington Existing Sidewalks with Bike Lane

## Map A

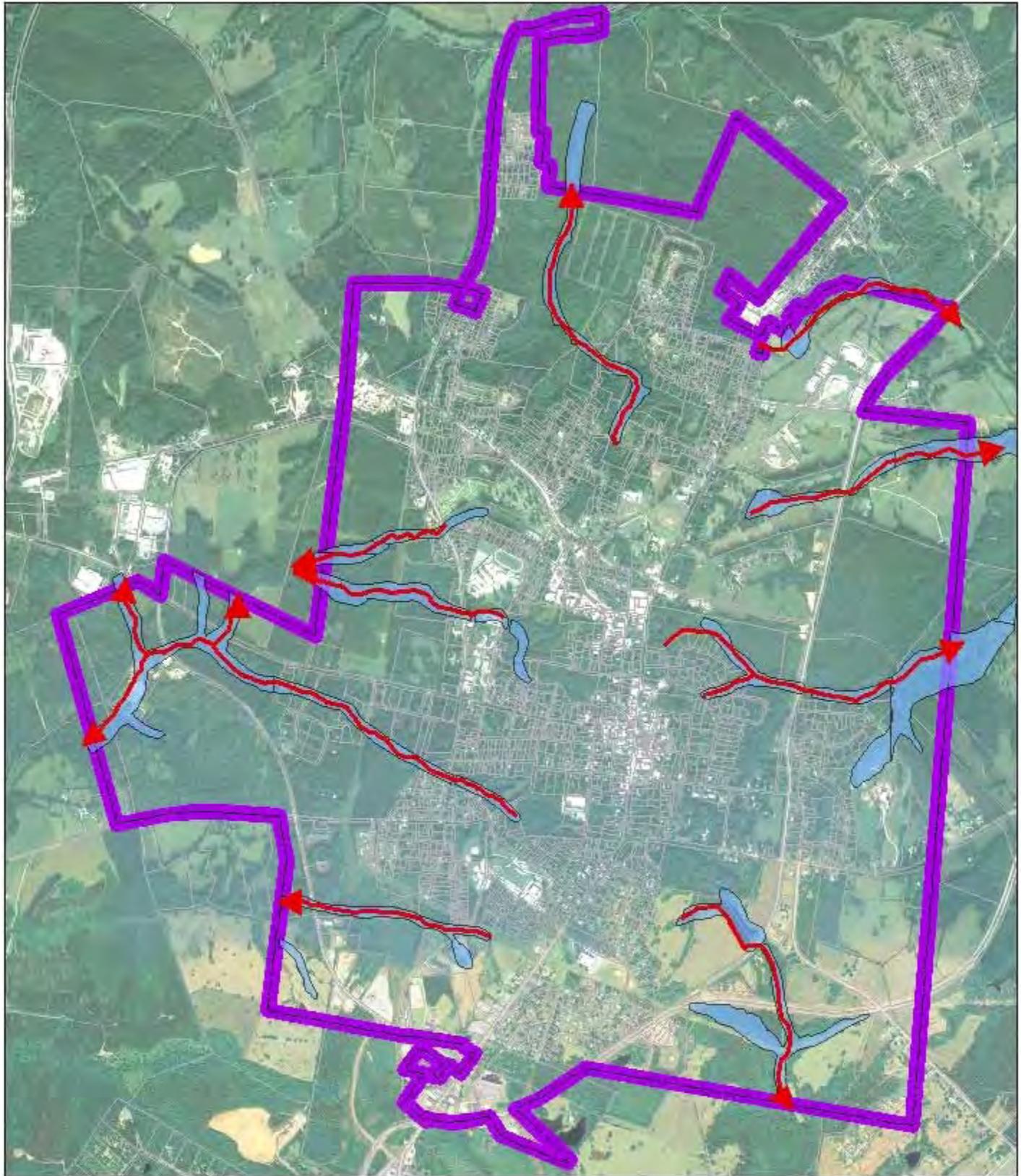


CSRA Regional Development Center  
3023 River Watch Parkway  
Suite A  
Augusta, Georgia 30907  
706-210-2000  
December 2007



**Legend**

- bike route
- 317 sidewalks
- Washington City Limits
- Parcels



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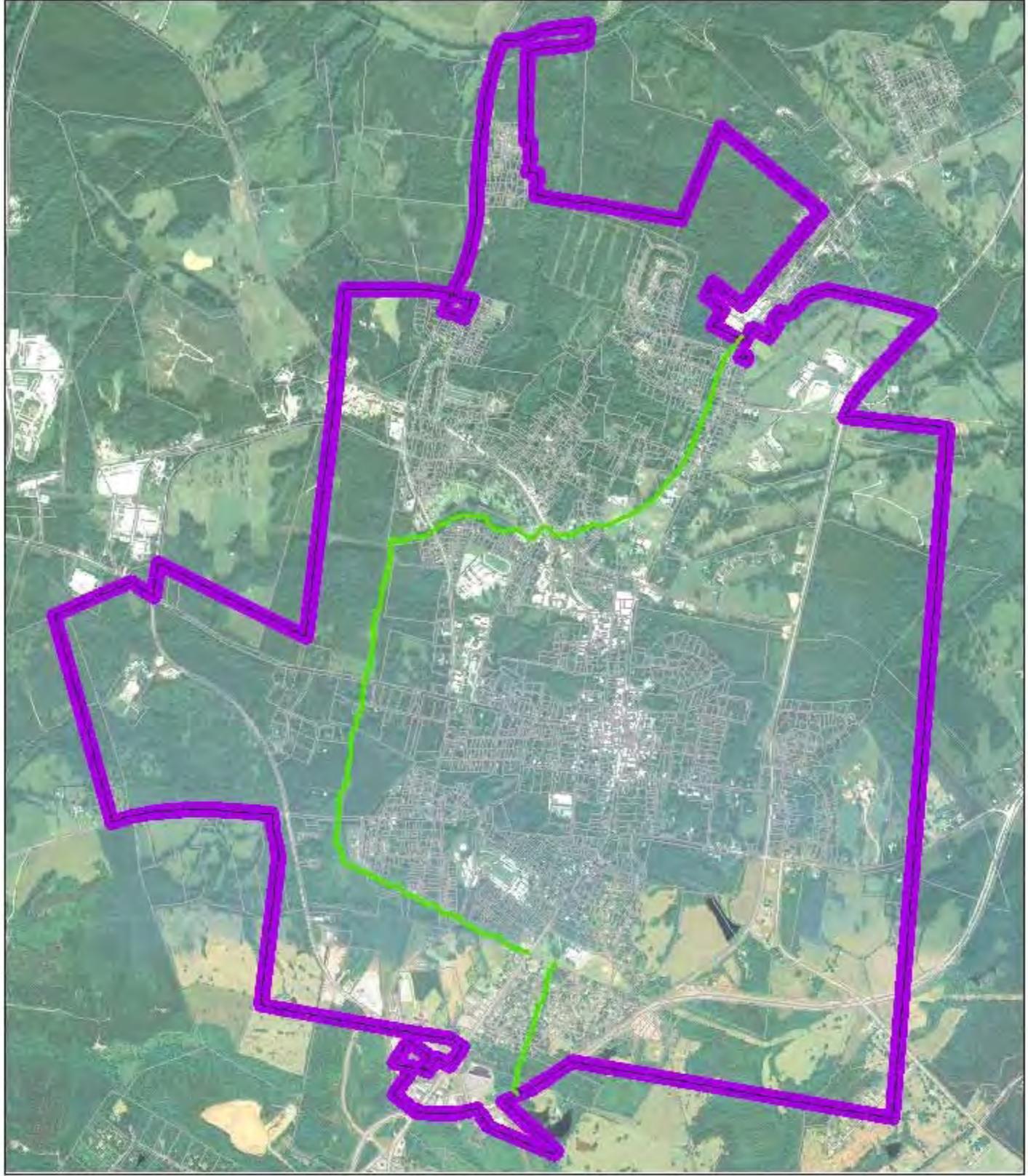


**Legend**

-  FEMA A Flood Zone
-  Floodplain Trails
-  Washington
-  Parcels

# City of Washington Proposed Utility Trails

# Map C



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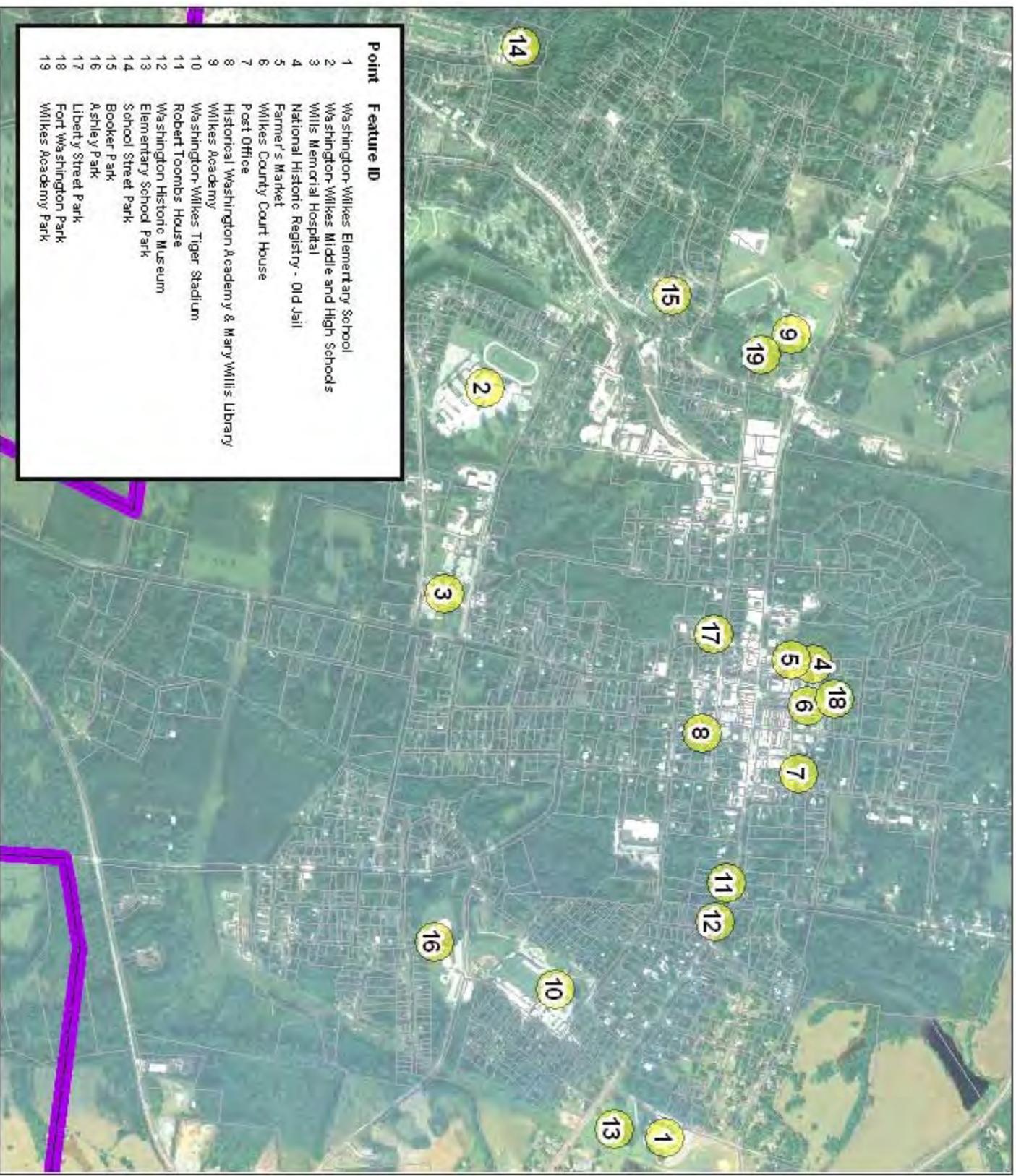


**Legend**

- Utility Trails
- Washington City Limits
- Parcels

# City of Washington Destinations by Locations

## Map D



Point ID	Feature ID
1	Washington-Wilkes Elementary School
2	Washington-Wilkes Middle and High Schools
3	Wills Memorial Hospital
4	National Historic Registry - Old Jail
5	Farmer's Market
6	Wilkes County Court House
7	Post Office
8	Historical Washington Academy & Mary Willis Library
9	Wilkes Academy
10	Washington-Wilkes Tiger Stadium
11	Robert Toombs House
12	Washington Historic Museum
13	Elementary School Park
14	School Street Park
15	Booker Park
16	Ashley Park
17	Liberty Street Park
18	Fort Washington Park
19	Wilkes Academy Park



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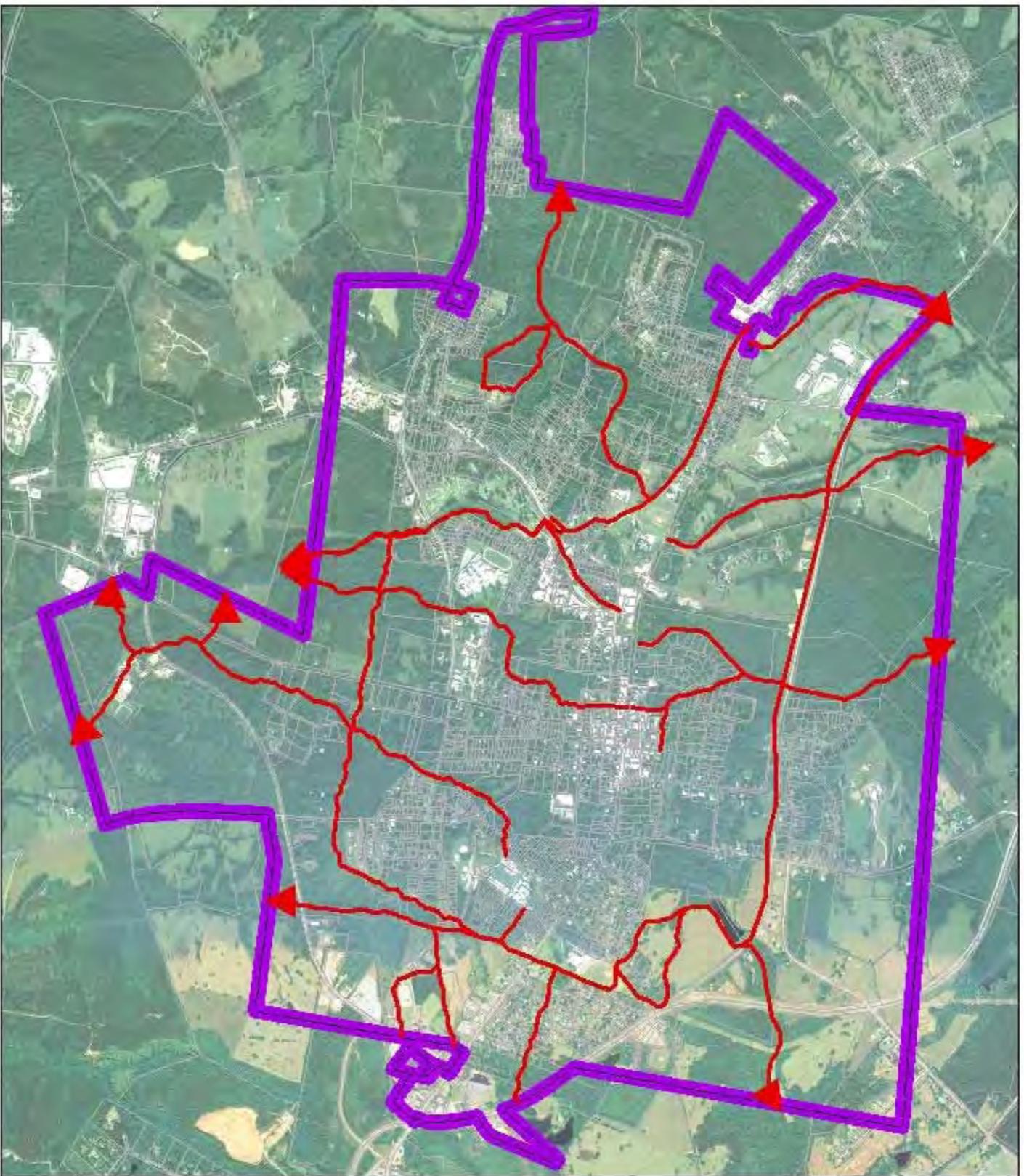


**Legend**

-  Points of Interest
-  Washington City Limits
-  Parcels

# City of Washington Proposed Trails Network

## Map E



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706-210-2000  
December 2007

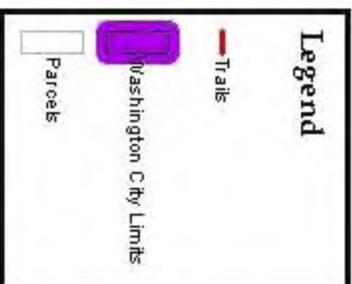


### Legend

— Trails

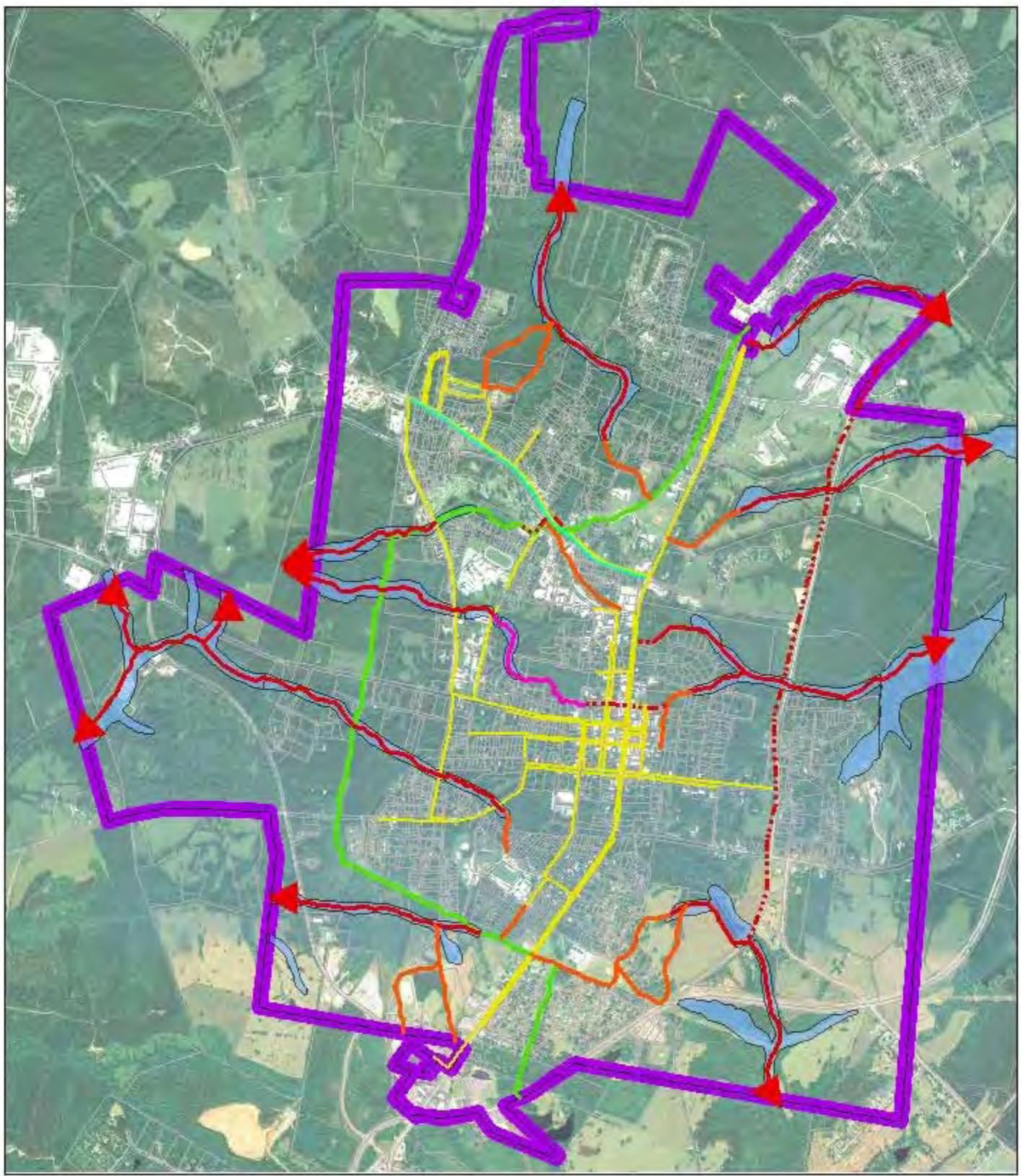
Washington City Limits

Parcels



# City of Washington Proposed Trails Network

# Map F

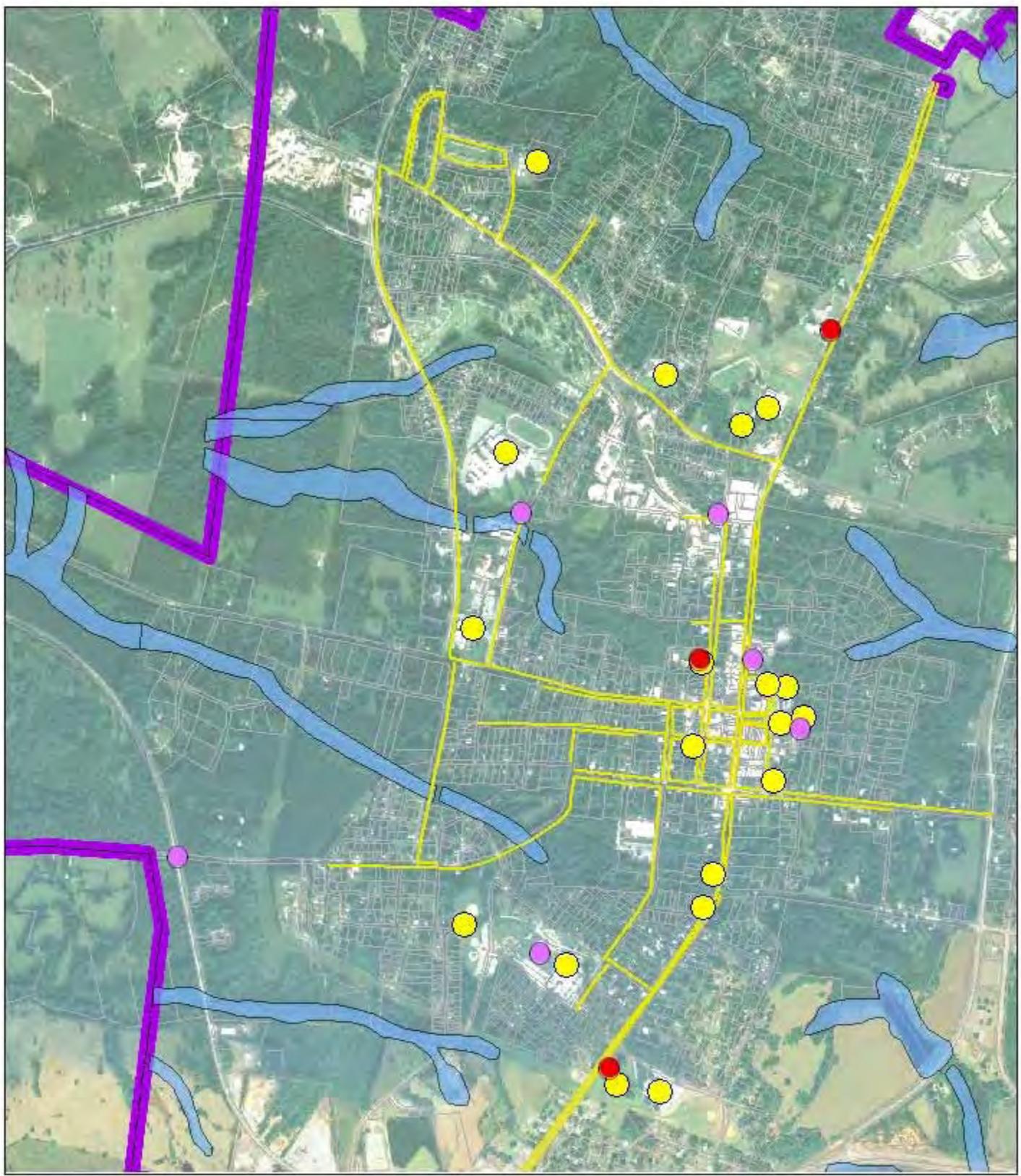


CSRA Regional Development Center  
 3023 River Watch Parkway  
 Augusta, Georgia 30907  
 706-210-2000  
 December 2007



**Legend**

- Mile Lake
- Possible Trails
- Connector Trails
- Floodplain Trails
- Priority Trail
- Utility Trails
- 317 Milewide
- FEMA Flood Zone
- Existing in City Limits
- Parcel



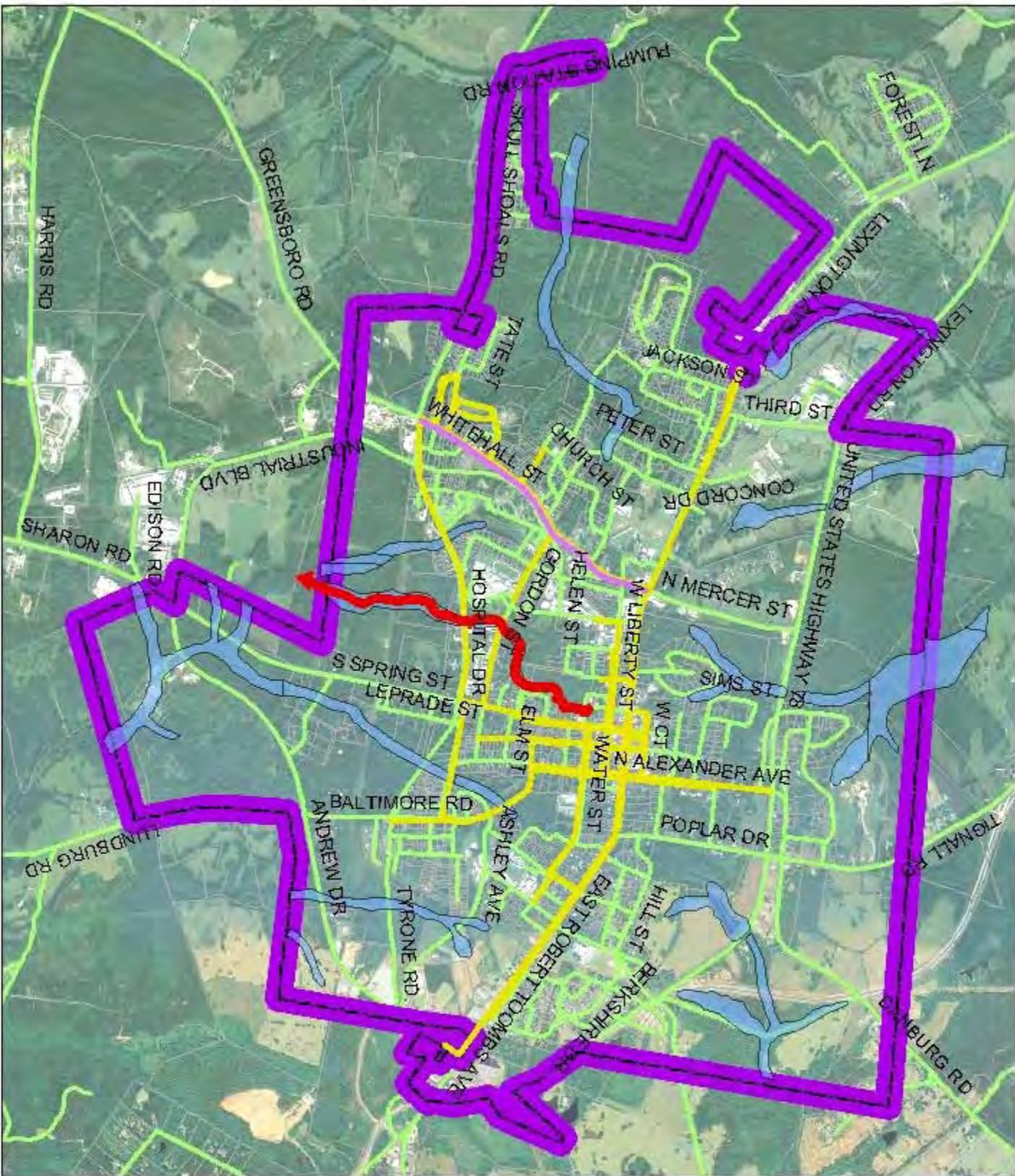
CSRA Regional Development Center  
 3023 River Watch Parkway  
 Suite A  
 Augusta, Georgia 30907  
 706-210-2000



**Legend**

- Major Trail Heads
- Minor Trail Heads
- Points of Interest
- 347 sidewalks
- FEMA Flood Zone
- Washington City Limits
- Parcels

# Liberty Street Park Trail



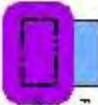
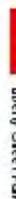
# Map H

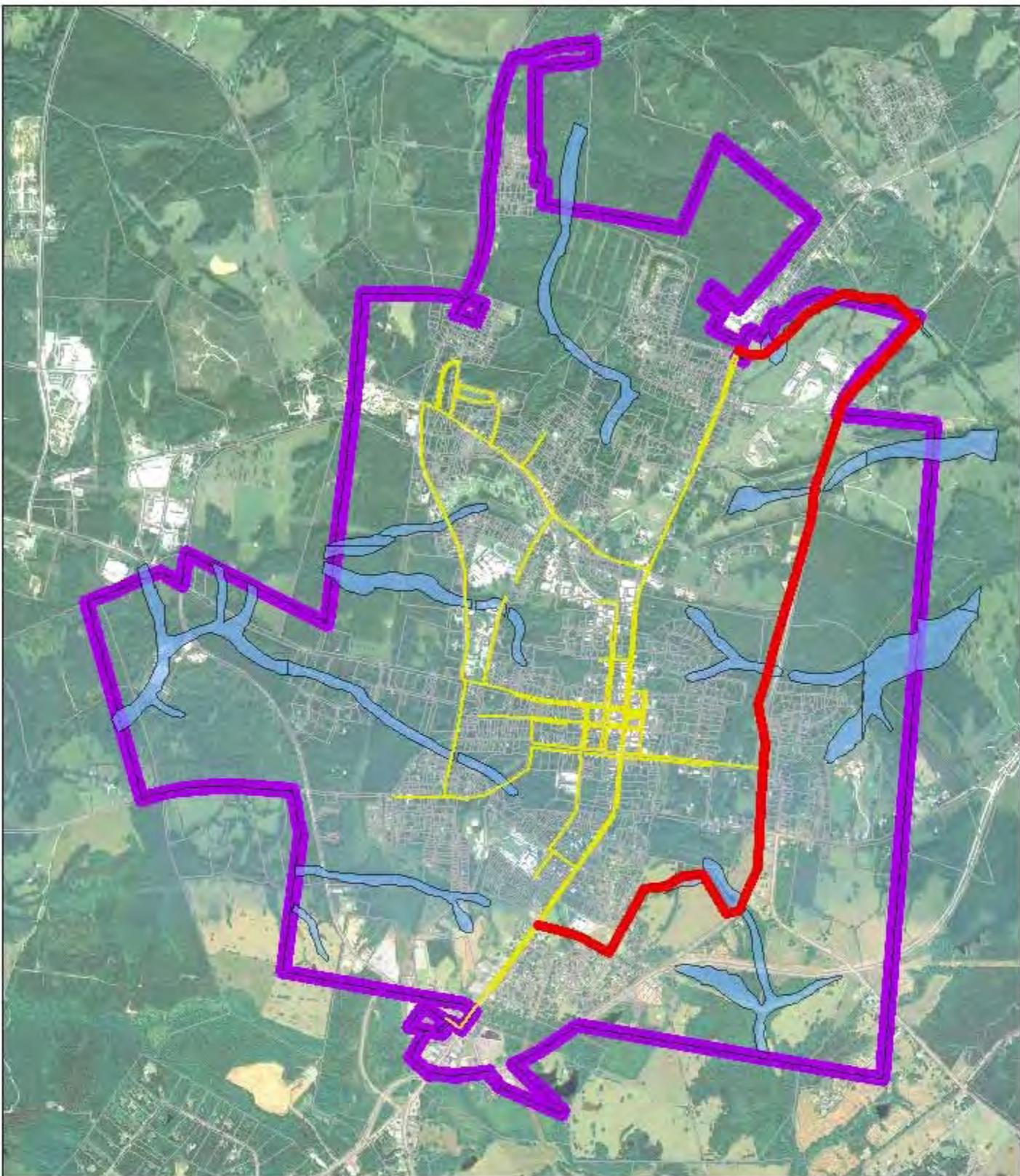


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 706-210-2000

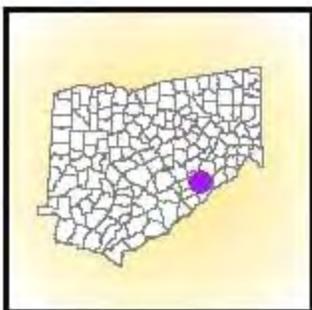


## Legend

-  FEMA Flood Plain
-  Distribution City Limits
-  Sidewalks
-  Priority Trail
-  Bike Route
-  Liberty Street Park

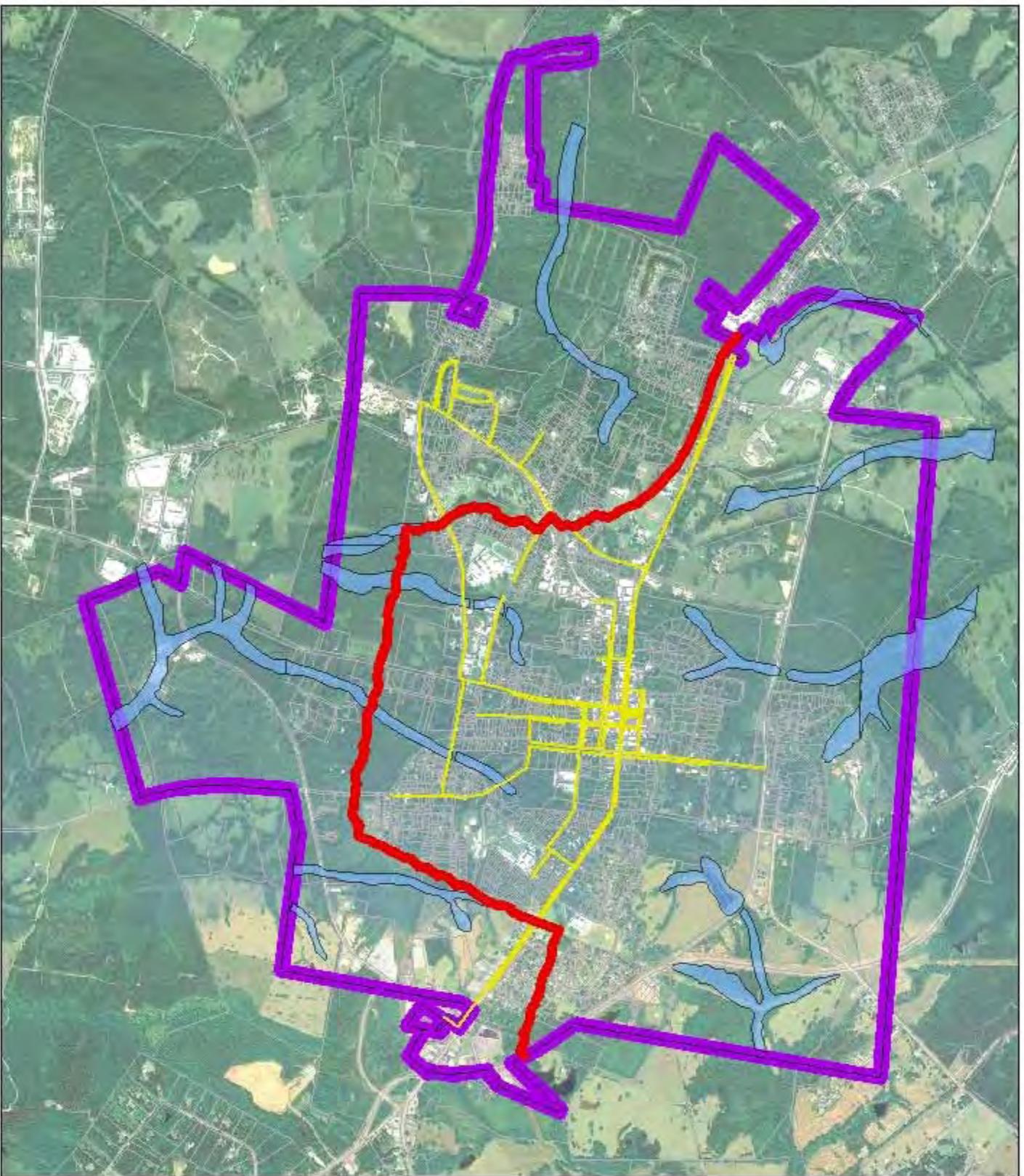


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706-210-2000



**Legend**

- 32' sidewalks
- FEMA Flood Zone
- Washington City Limits
- Parcels
- WVWNS Trail

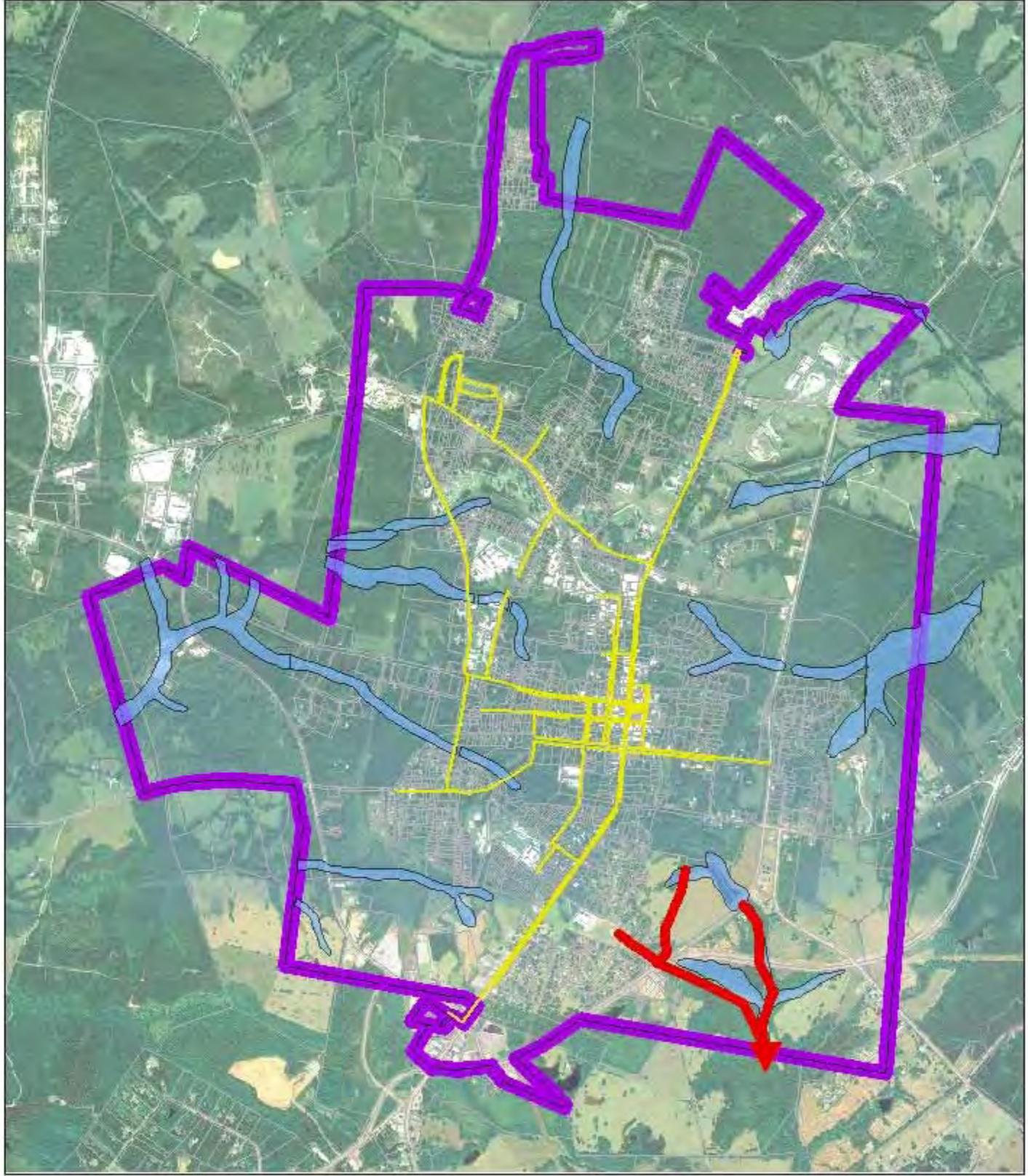


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**Legend**

- 3/4" sidewalks
- FEMA Flood Zone
- Washington City Limits
- Parcels
- WVSS Trail



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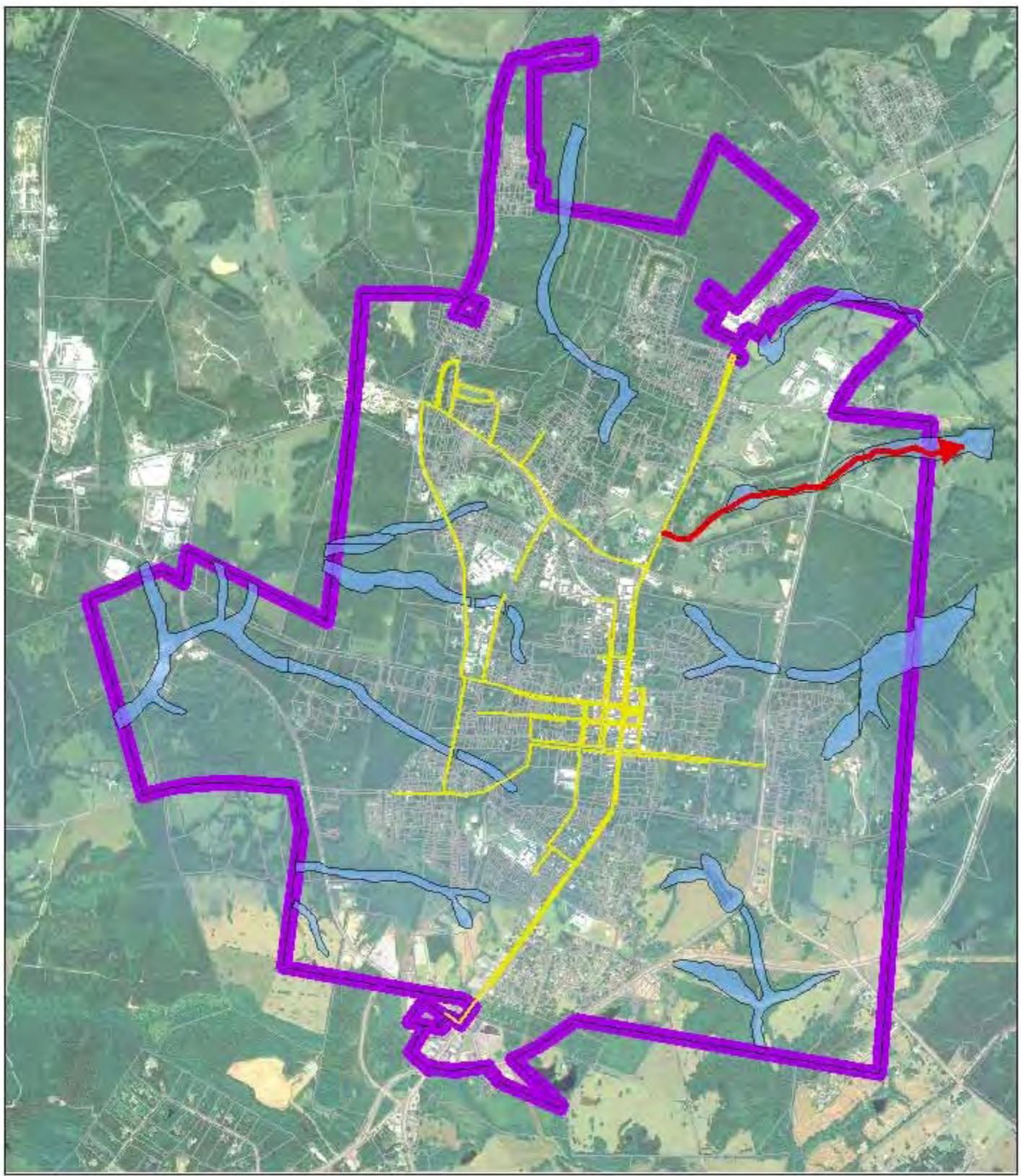


**Legend**

- 32' sidewalks
- FEMA Flood Zone
- Washington City limits
- Parcels
- Wynn Creek

# Three Mile Creek Trail

# Map L



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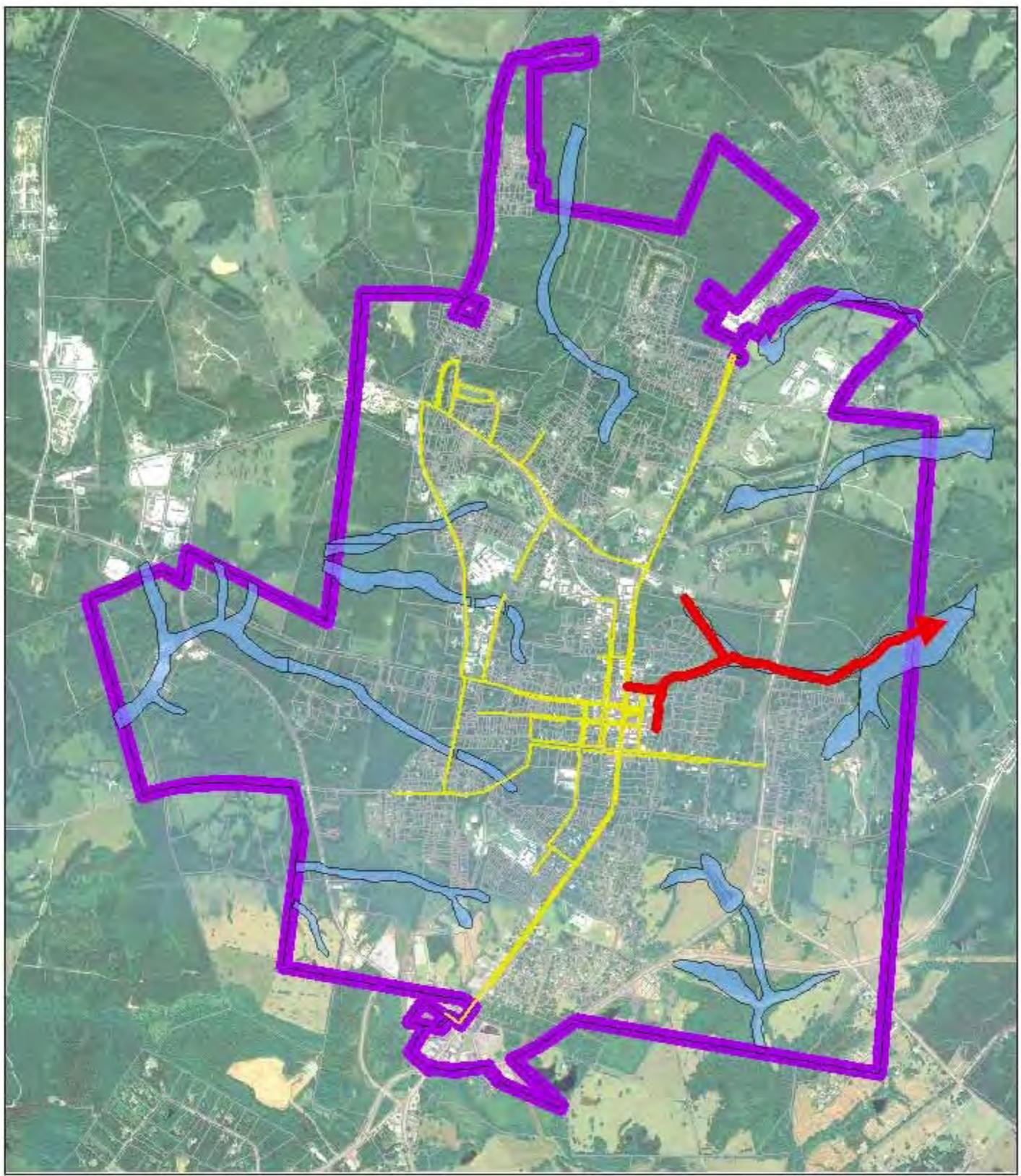


**Legend**

- 3/7 sidewalks
- FEMA Flood Zone
- Washington City limits
- Parcels
- 3 mile Creek

# FT Washington Park Trail

## Map M



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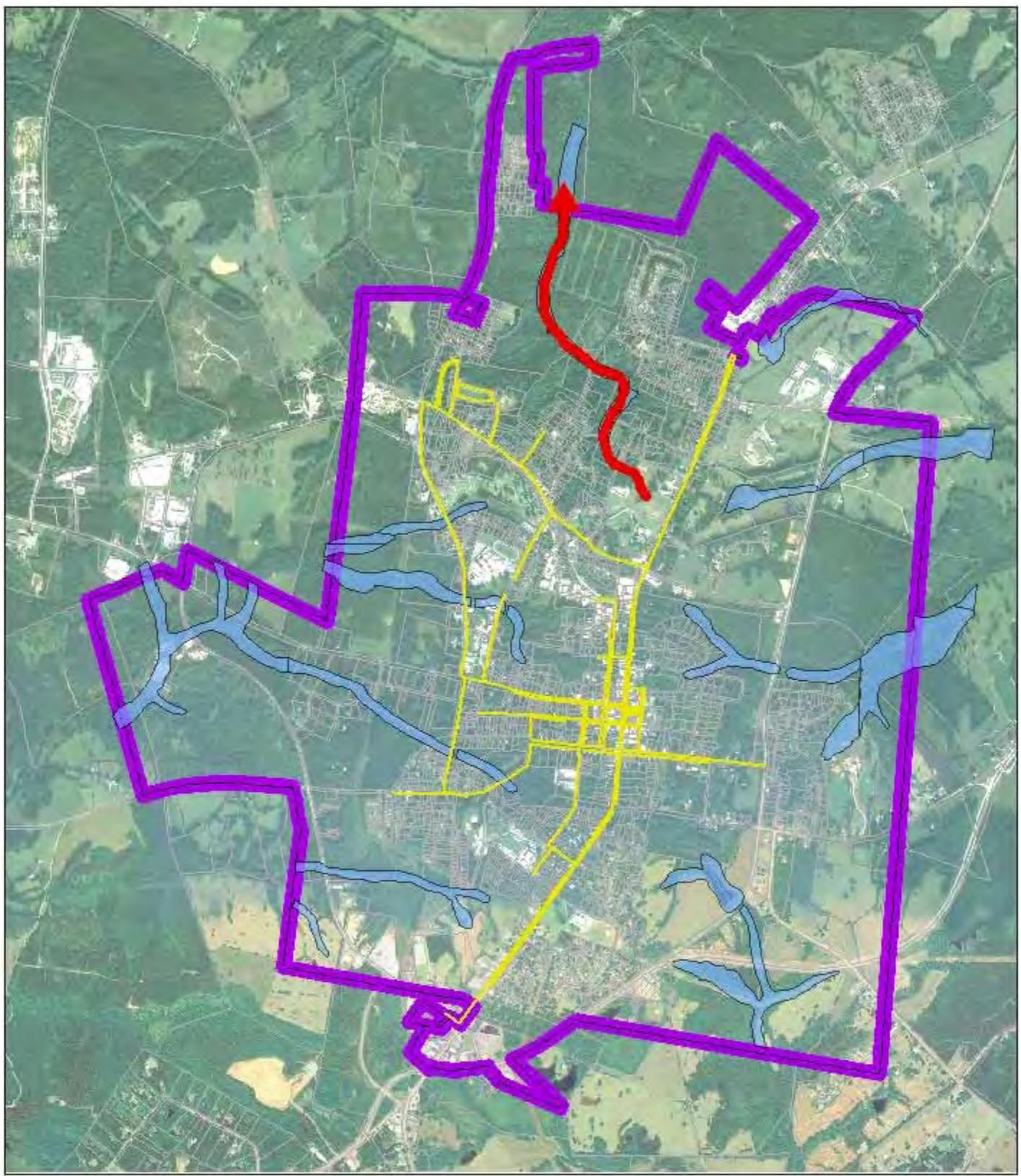


**Legend**

- 32' sidewalks
- FEMA A Flood Zone
- Washington City limits
- Parcels
- FT Washington

# Little Beaverdam Creek Trail

Map N



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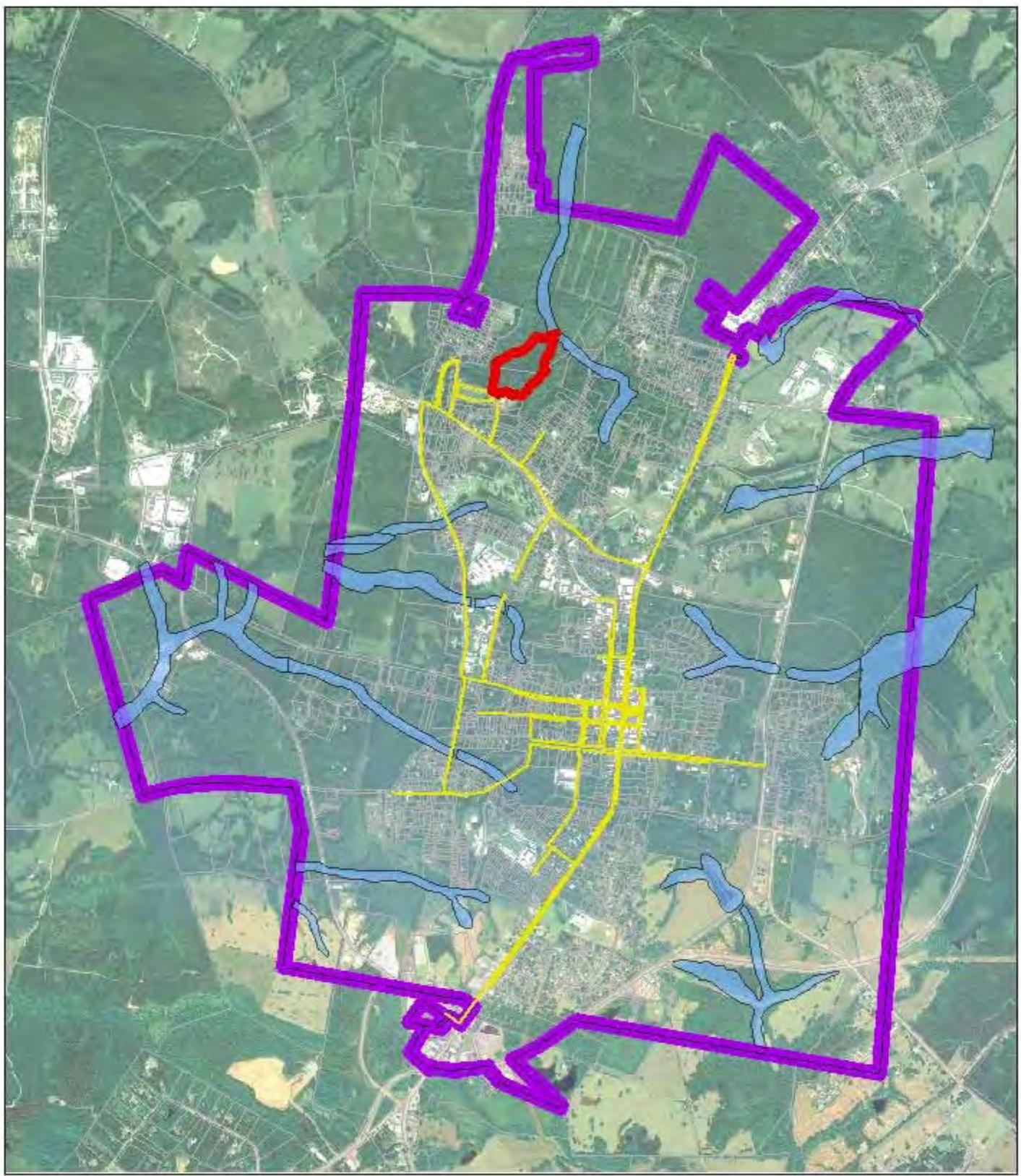


**Legend**

- 32' sidewalks
- FEMA A Flood Zone
- Washington City limits
- Parcels
- Little Beaverdam

# Old School Street Cemetery Loop Trail

Map 0

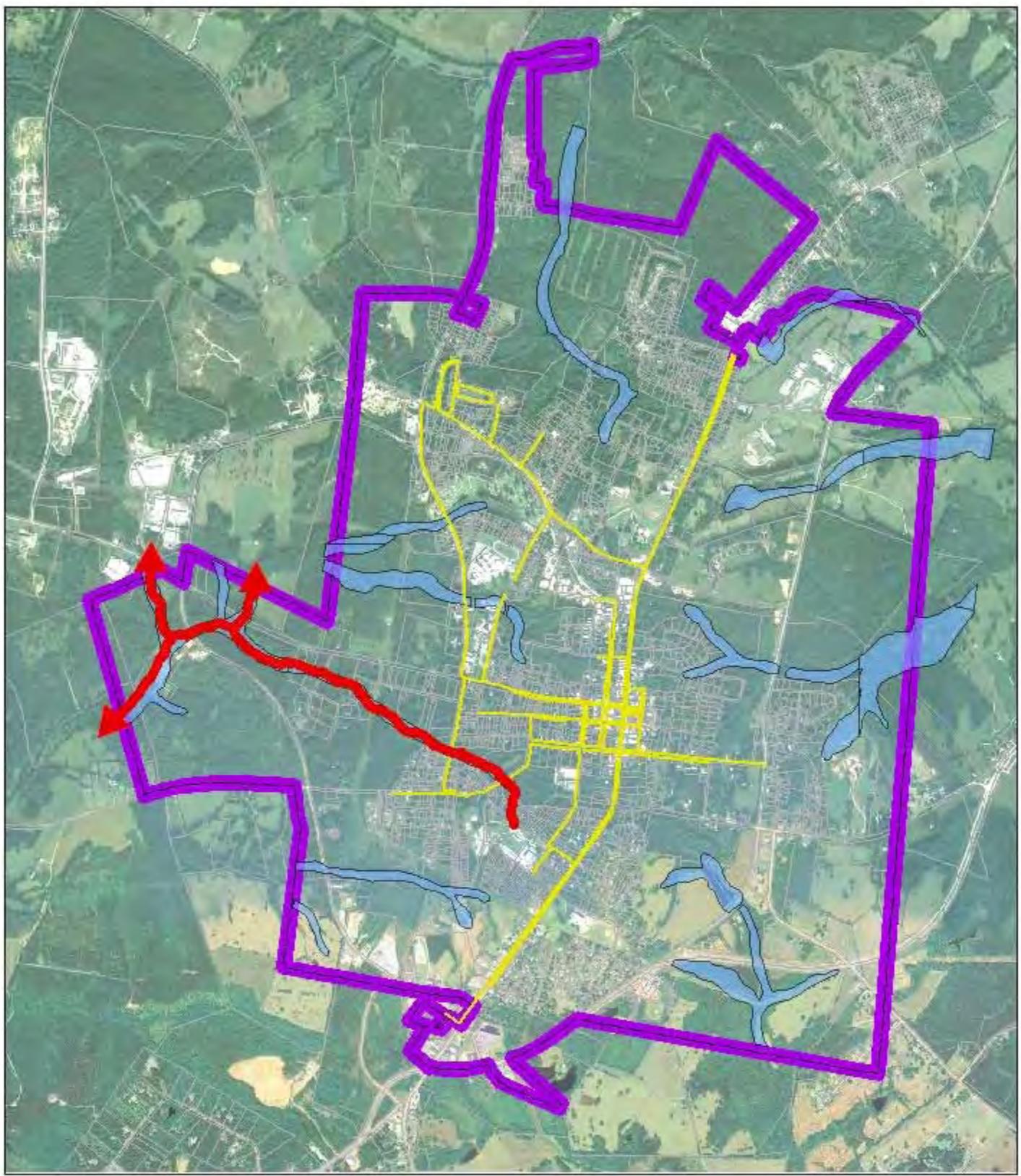


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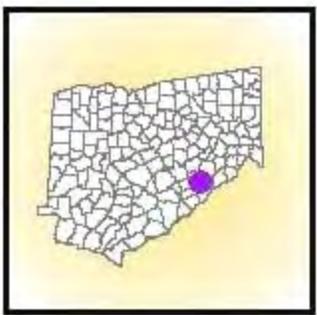


**Legend**

- 32' sidewalks
- FEMA Flood Zone
- Washington City limits
- Parcels
- Cemetery Loop



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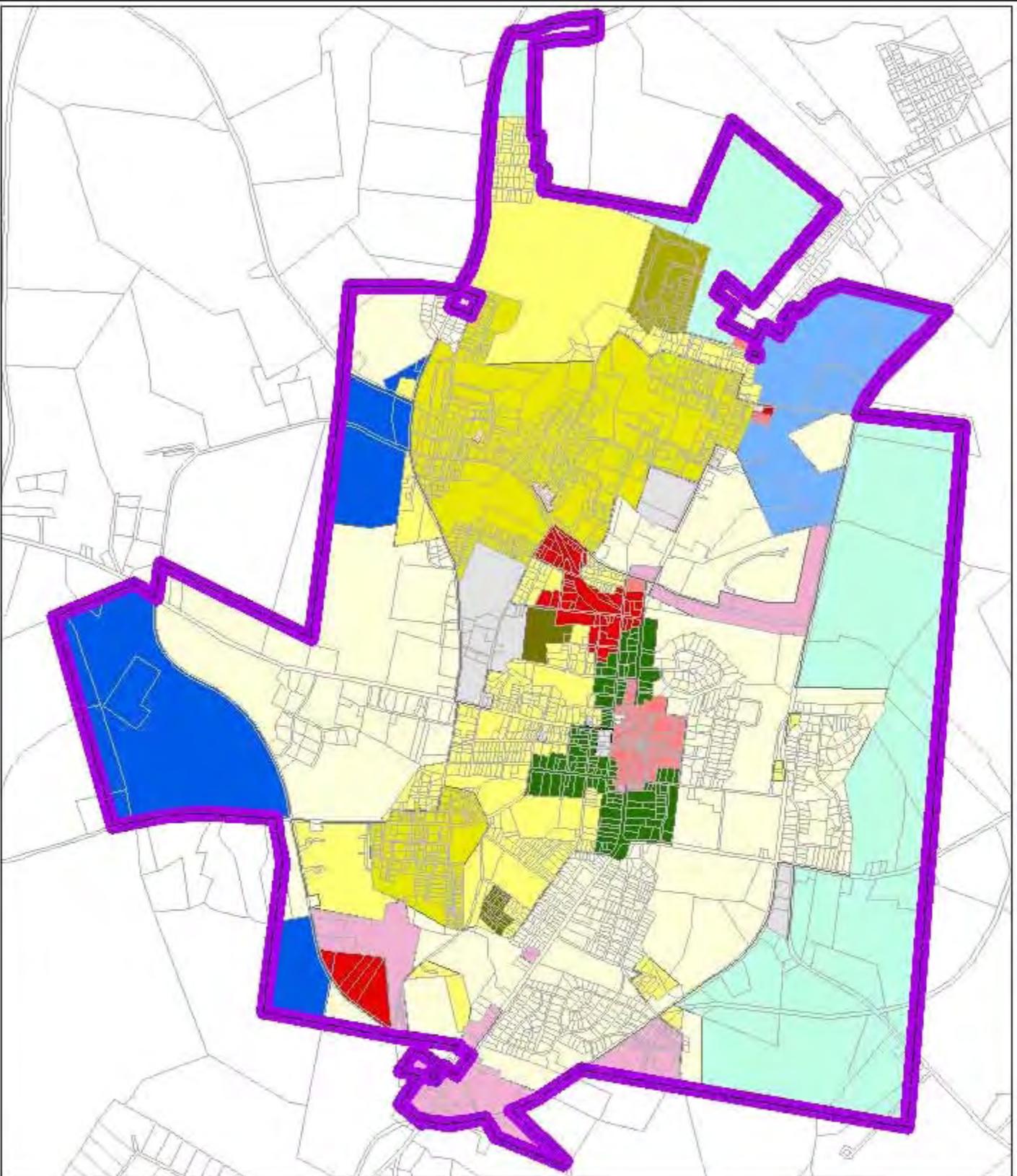


**Legend**

- 3/4" sidewalks
- FEM A Flood Zone
- Washington City limits
- Parcels
- Rocky Creek

# City of Washington Zoning

# Map Q



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Legend

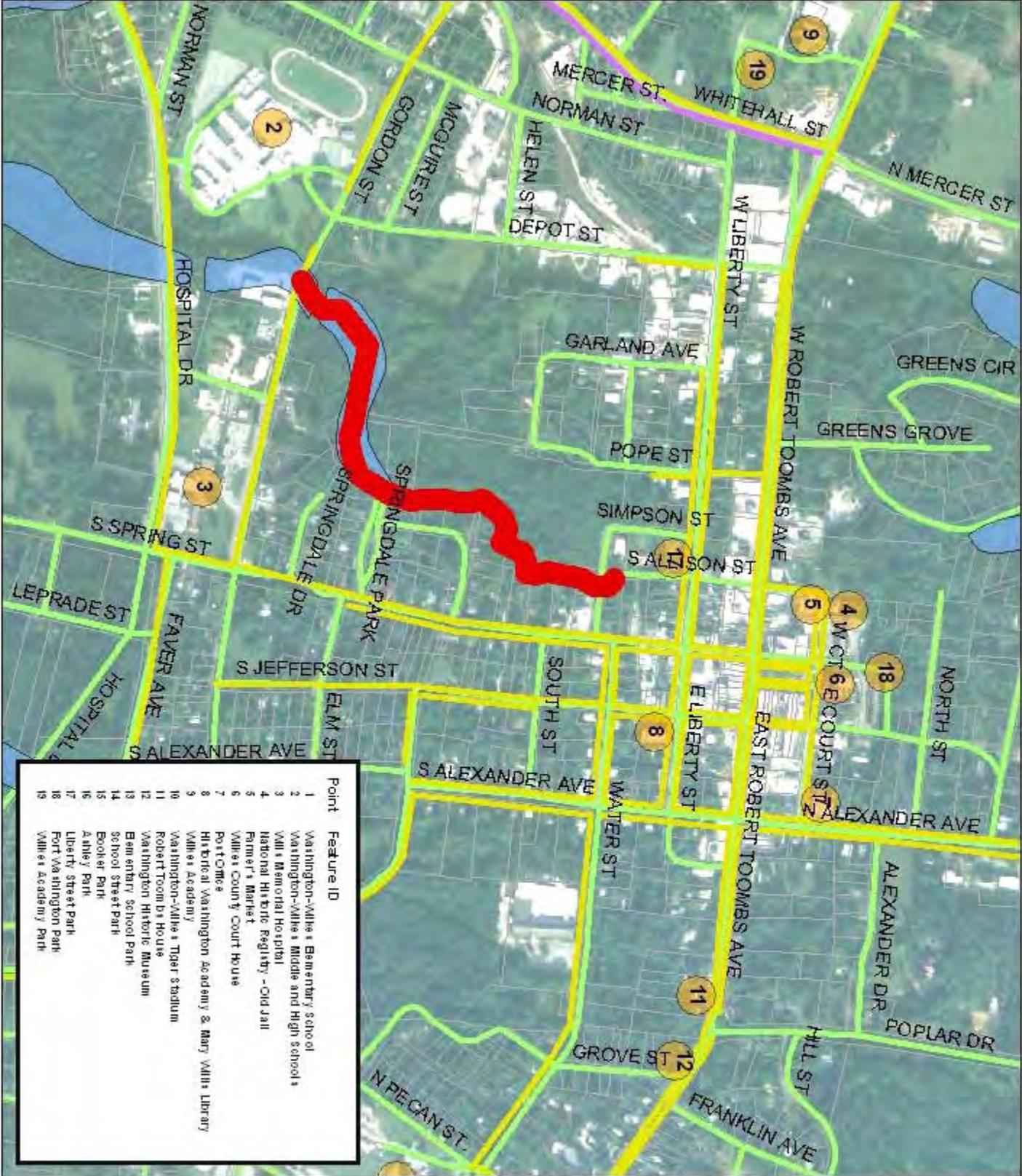
- City of Washington
- City of Washington
- City of Washington

**ZONING**

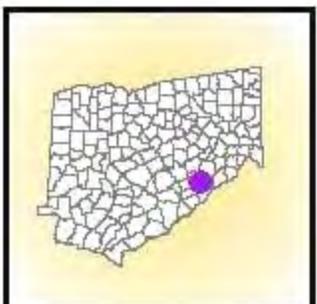
- C1 - Neighborhood Commercial
- C2 - Highway Commercial
- C3 - Primary Commercial
- C4 - Heavy Commercial
- HI - Historical
- LI - Light Industrial
- M2 - General Industrial
- P1 - Professional and Civic
- R1 - Agriculture Residential
- R2 - General Residential
- R3 - High Density Residential
- R3A - Redevelopment Residential
- R3B - Special High-Density Residential
- R4H - Residential Middle Home

# Priority Segment of Liberty Street Park Trail

# Map R



Point	Feature ID
1	Washington-Village's Benemery's school
2	Washington-Village's Middle and High School's
3	Will's Memorial Hospital
4	National Historic Registry - Old Jail
5	Fanner's Market
6	Willer County Court House
7	PostOffice
8	Historical Washington Academy & Mary Willis Library
9	Willer Academy
10	Washington-Village's Tiger Stadium
11	Robert Toombs House
12	Washington Historic Museum
13	Benemery School Park
14	School Street Park
15	Booker Park
16	Ashley Park
17	Liberty Street Park
18	Fort Washington Park
19	Willer Academy Park



### Legend

- Point of Interest
- Bike Route
- Priority Trail
- Streets
- FEMA Flood Plain
- Washington City Limit
- 401 Road 317 SR



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