

Appendix 3: West Jackson St. Corridor Improvements



Construction Costs

- Interim Phase (finishing sidewalks & stripping)
\$750,000
- Proposed Ultimate Phase
Dependent on public input, traffic analysis during interim phase, and final design

Funding Source

- Interim Phase Work
SPLOST
- Proposed Ultimate Phase
Because of pending Urban Redevelopment Area adopting, the source of funds for the ultimate work can be a mix of state, federal, and local sources

Traffic Operations

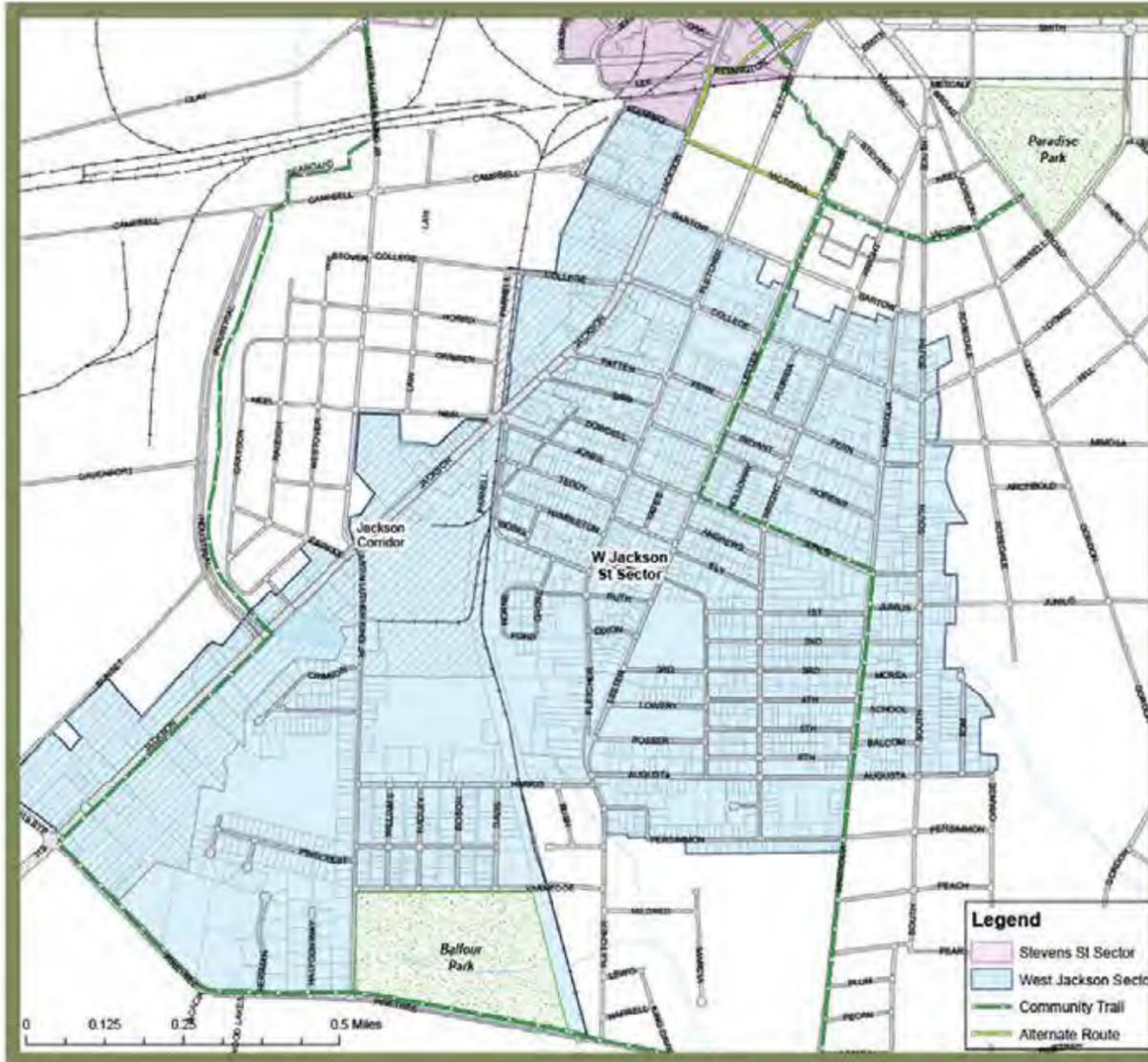
- Current Traffic Counts
9,000 to 11,000 vehicle trips per day (GDOT) equal to 375 to 458 trips per hour.
- Carrying Capacity for two-lane thoroughfare
The American Association of State Highway Transportation Officials (AASHTO) and the Institute for Transportation Engineers (ITE) indicate that a two-lane thoroughfare can carry upwards of 18,000 vehicles per day (or 750 vehicle per hour) and still operate at a Free-flowing, relatively un-congested, level of service (LOS A and B).
- Changes to Thoroughfare Access
Any potential changes to access will be thoroughly studied during the Interim Phase. All options will be studied, from permissible U-Turns at intersections to Indirect Left Turns.

Schedule

- Interim Phase (finishing sidewalks & stripping)
The re-stripping and sidewalk work is scheduled to begin in May of 2017.
- Ultimate Phase
Completely dependent on funding and public feedback throughout the project.

W Jackson Street Corridor

June 2016



Trails and Extent of Redevelopment Area

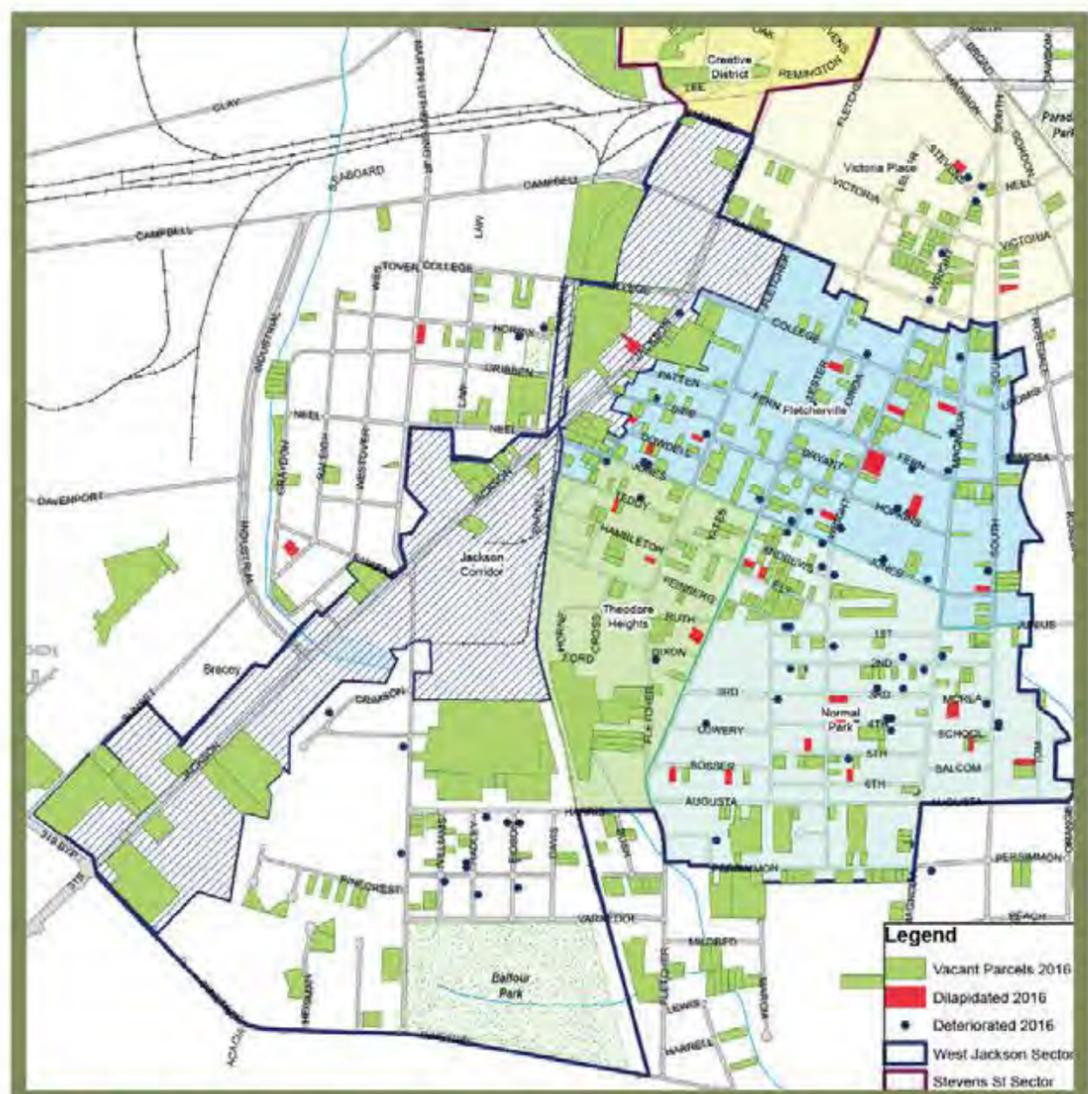
“Under interrupted-flow operating conditions at low speeds (45 mph or less), narrower lane widths are normally adequate and have some advantages. For example, allowing shorter pedestrian crossing times because of reduced crossing distances. Arterials with reduced lane widths are also more economical to construct. **An 11-ft lane width is adequate for through lanes, continuous two-way turn lanes, and lanes adjacent to a painted median.**”

Excerpt from *A Policy on Geometric Design of Highways and Streets* (American Association of State Highway and Transportation Officials)

Level of Service	Two Lane Roadways
A Free-Flow	420 vehicles per hour total two-way
B Reasonably Free-Flow	750 vehicles per hour total two-way
C Operation Stable But Becoming Critical	1200 vehicles per hour total two-way
D Lower Range of Stable	1800 vehicles per hour total two-way
E Unstable	2800 vehicles per hour total two-way
F Forced Flow	Greater than E Limit

American Association of State Highway and Transportation Officials (AASHTO) & Institute of Transportation Engineers (ITE) guidelines for Service Flow

Current average number of vehicles traveling on West Jackson Street ranges from 375 to 458 vehicles per hour total two-way (per current GDOT traffic counts). A two-lane section (one travel lane in each direction) would still allow a **Free Flowing Level of Service** (low A to high B).



Property Conditions Along Corridor and in Redevelopment Area

CITY OF THOMASVILLE, GA

West Jackson Street Corridor

March 2016



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The West Jackson Street Corridor currently has a variety of architectural character and land uses, including a number of historic structures, such as this Hotel which can be restored and/or retrofitted.

INTRODUCTION AND BACKGROUND

Alta Planning + Design collaborated with the City of Thomasville for a two-day worksession focused on the West Jackson Street corridor between Pine Tree Boulevard and Madison Street in downtown. The corridor is the primary gateway to the Downtown from the southern city limits, and is the first view of Thomasville that travelers from Tallahassee and points south. The mission for the two day workshop was to develop a concept to enhance the entry experience to Thomasville, create opportunities for pedestrian and bicycle facilities, and to draw some of the character of downtown south toward the city limits along the corridor to create an identity and facilitate economic reinvestment along West Jackson Street.

Currently, West Jackson Street is characterized by three to four travel lanes with a center turn lane for most of the corridor and parking on one side as the street approaches downtown. The street is also under City jurisdiction, with the City taking over the street from GDOT when the bypass/Pine Tree Boulevard was constructed. The various cross sections and breakpoints are illustrated in the existing sections below; the curb to curb width of the street varies between 68 feet and 45 feet.

Daily traffic volumes range from around 9,000 to 11,000 vehicles per day, which is well within the capacity of a four lane facility (typical values for capacity of a four lane street are in the 30,000 to 45,000 range. In fact, two lane streets in a similar configuration with a center turn lane or left turn pockets regularly carry between

15,000 and 20,000 vehicles per day. Given that fact, there is currently excess capacity on West Jackson Street, which opens the door to consider a reallocation of the space between the curbs for elements such as additional on street parking or bicycle facilities, which would provide options for how people move along the corridor.

CHARRETTE

The corridor alternatives were developed in a collaborative “mini-charrette” with City staff having input over the course of two days. The charrette was kicked off with a meeting including City staff, two members of City Council, and representatives from the Main Street organization. The initial session set the guiding principles for the development of a vision for West Jackson Street; the guiding principles are as follows:

- » Create an identity for West Jackson Street with a high level of aesthetics and an appropriate entry to Downtown Thomasville;
- » Provide a multitude of choices for how people move along the corridor;
- » Incorporate planned trail connections;
- » Right-size and reallocate the pavement to leverage economic investment; and
- » Minimize reconstruction of the street required/maintain the existing curbline

Armed with these guiding principles, the design team began development of the alternatives, and presented the results back to the core stakeholder group on the afternoon of the second charrette day.

RECOMMENDATIONS

The recommended alternatives developed during the charrette and presented back to the stakeholder group were divided into four segments:

- » Pine Tree Boulevard to Industrial Boulevard
- » Industrial Boulevard to Bartow Street
- » Bartow Street to Remington Avenue
- » Remington Avenue to Madison Street

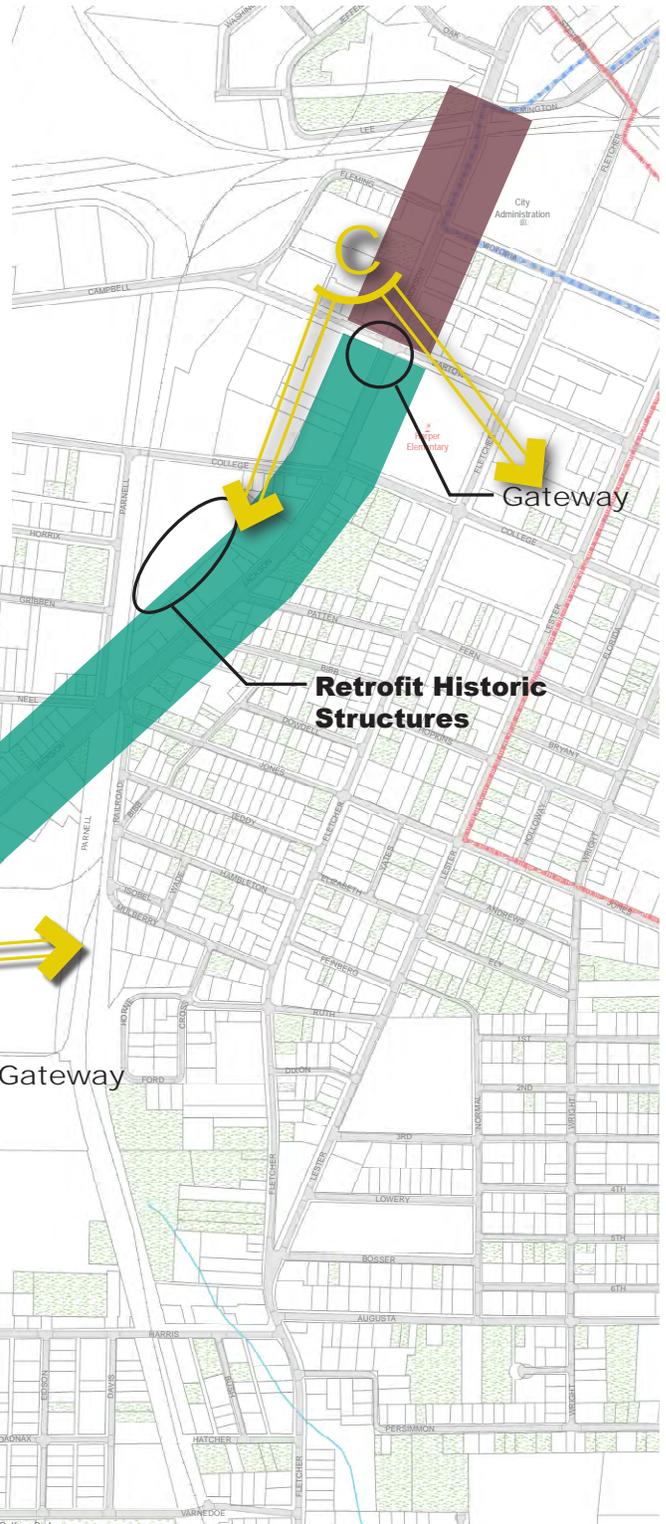
Recommendations for each segment are summarized below. Each segment included a recommendation for an “interim” enhancement which could be accomplished simply through restriping, and an “ultimate” configuration that incorporated planted medians and streetscape that could be added as funding becomes available.



Proposed gateway “A” at West Jackson St. and Pine Tree Boulevard. Proposed “ultimate” improvements include landscape medians, protected bike lanes, a gateway monument, and improved pedestrian scale lighting.



Protected bike lanes provide transportation facilities for users of all ages and abilities. They better divide the pavement, so that bikes, pedestrians, and automobiles have designated spaces for travel.



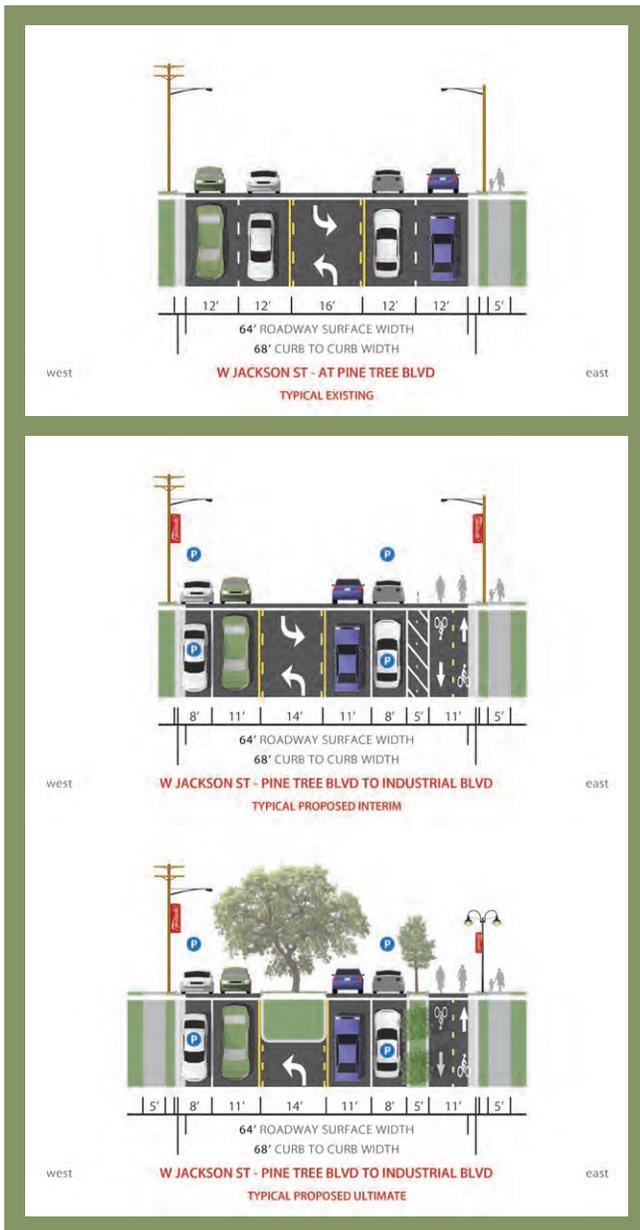
The West Jackson Street Corridor map provides a key for proposed improvements. The proposed sections are color coded. Please reference the sections on the following pages. A-C are references to the locations of the gateway photosimulations on the previous and following pages.

NEW SECTIONS

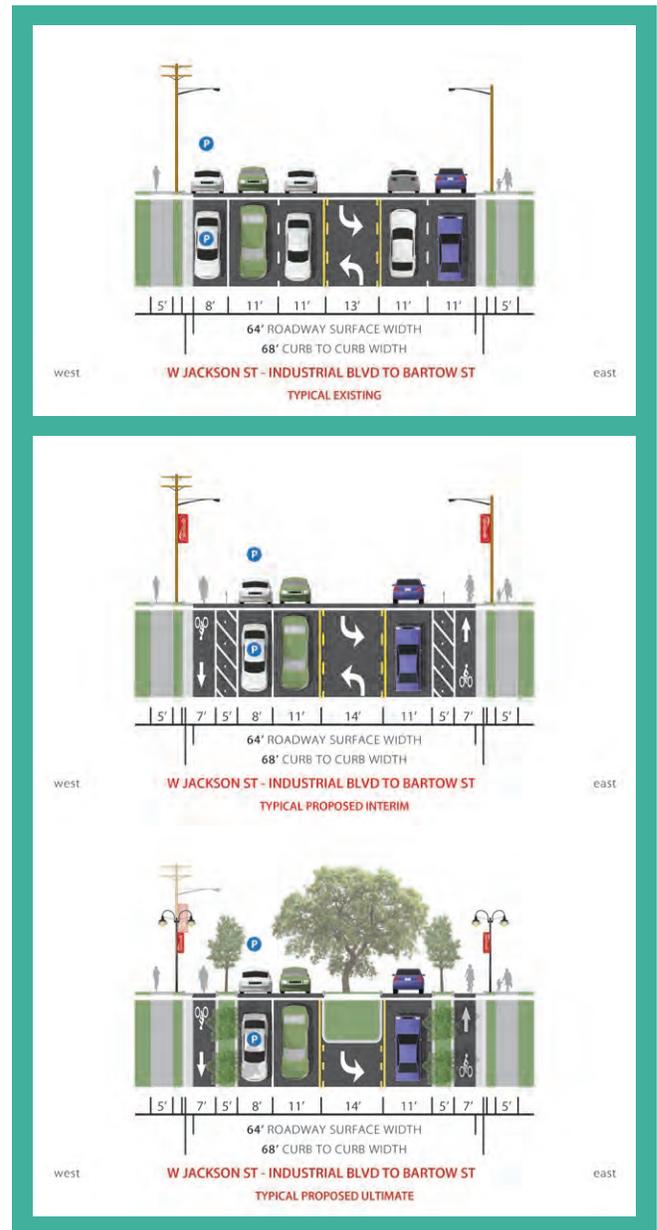
Pine Tree Boulevard to Industrial Boulevard

As the entry point into the City, the intersection with Pine Tree Boulevard holds a special place in the corridor. In addition, the planned trail system that parallels South Pine Tree Boulevard, is planned to continue north on West Jackson Street, then cross into a parallel off-street greenway along the north side of Industrial Boulevard. Several initiatives were developed for this segment to emphasize its importance as the true gateway to Thomasville:

- » Pavement reallocated to incorporate one travel lane per direction, with intermittent spot medians allowing canopy tree plantings while maintaining left turn provisions;
- » Development of a two-way separated bike lane to provide the link for the trail along West Jackson Street; and
- » Creation of an entry feature at the intersection of Pine Tree Boulevard to celebrate the entry to Thomasville.



Proposed “interim” and “ultimate” cross section for Pine Tree Boulevard to Industrial Boulevard.



Proposed “interim” and “ultimate” cross section for Industrial Boulevard to Bartow Street.

Industrial Boulevard to Bartow Street

The segment north of Industrial Boulevard continues the pavement reallocation principle, but incorporates a one-way separated bike lane as well as maintaining the parallel on-street parking that exists today. Specific recommendations for this segment include the following:

- » Pavement reallocated to incorporate one travel lane per direction, with intermittent spot medians allowing canopy tree plantings while maintaining left turn provisions;
- » Maintenance of parallel on-street parking on one side;
- » Development of one-way separated bike lanes to facilitate bike travel along the corridor; and
- » Creation of a neighborhood gateway feature at Martin Luther King, Jr. Drive, using a brick artwork structure and enhanced landscape to reflect the history of Thomasville and the neighborhood.

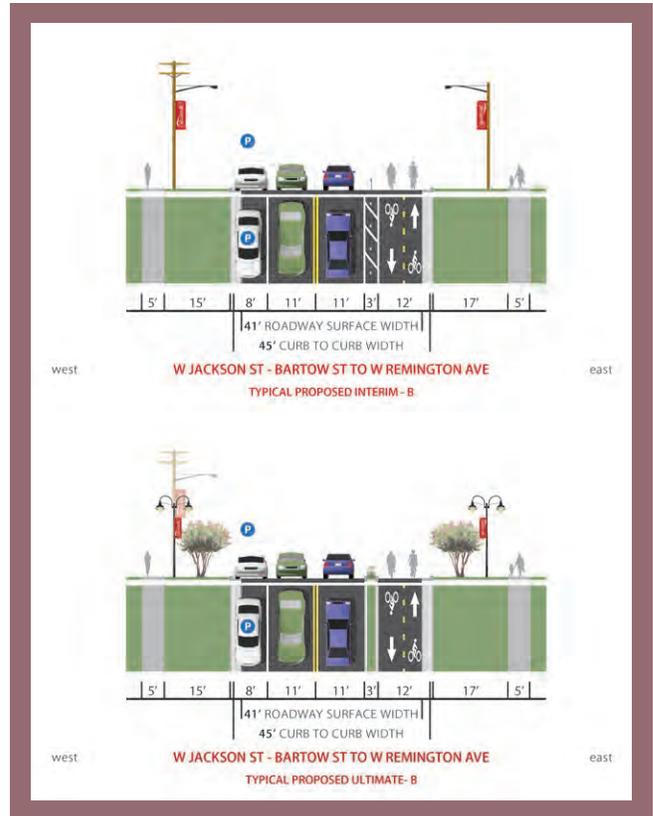
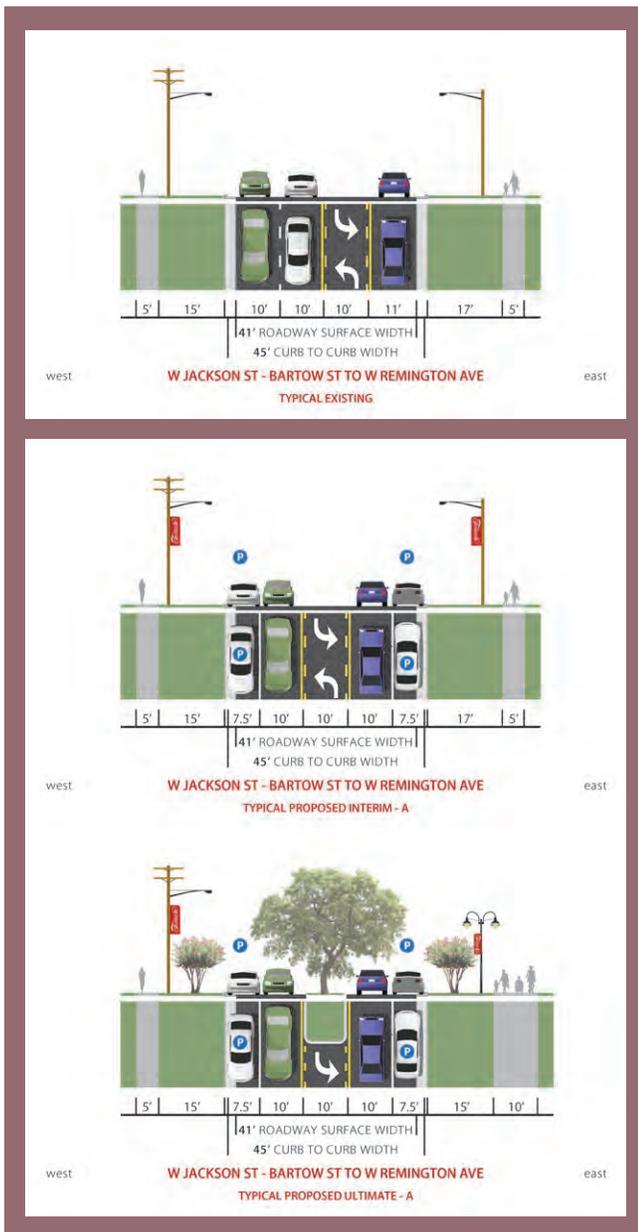


Proposed gateway “B” at West Jackson St. and MLK Jr. Dr. Proposed “ultimate” improvements include landscape medians, protected bike lanes, a contemporary gateway monument, and improved pedestrian scale lighting.

Bartow Street to Remington Avenue

The street width narrows at Bartow Street from 68 feet to 45 feet, with two travel lanes northbound and only one southbound. The recommended concept normalizes the cross section to one travel lane per direction, incorporating on street parking on both sides of the street to support redevelopment, and widening the existing sidewalk on the south/east side of the street to 10 feet to create a shared use path condition that facilitates both bicycle and pedestrian travel. Specific recommendations for this segment include the following:

- » Pavement reallocated to incorporate one travel lane per direction, with intermittent spot medians allowing canopy tree plantings while maintaining left turn provisions;
- » Provision of on-street parallel parking on both sides of street;
- » Development of 10-foot shared use path to facilitate bike travel along the corridor; and
- » Enhancement of the intersection at Bartow Street to incorporate public art installation and enhanced pedestrian crossing facilities at the school.



Proposed “interim” and “ultimate” cross section for Bartow Street to Remington Avenue. Two options were developed. Option “A” is the preferred option to accommodate parking for economic development opportunities.



Existing



Intersection improvements will be required to provide safe crossing for protected bike lanes, including bike signals and high visibility pavement markings. One such location will be the intersection with Industrial Boulevard, where a bike signal and bike box can allow the transition from the two way to the one way separated bike lanes and the continuation of the trail along Industrial Street.



Proposed

Proposed gateway “C” at West Jackson St. and Bartow St. Proposed “ultimate” improvements include landscape medians, protected bike lanes, public art, and improved school accessibility.



Proposed improvements from Remington Avenue to Madison Street include minor improvements via pavement markings to alert motorists that bicycles would be sharing the travel lane.

Remington Avenue to Madison Street

North of Remington Avenue, the street takes on a character consistent with the street character of Downtown Thomasville, with one travel lane per direction, on street parking on both sides of the street, and a brick street surface. As no bike facilities are highlighted on this segment, the recommendation is to simply add shared lane markings to alert motorists that bicycles would be sharing the travel lane.

CONCLUSIONS

The interim concepts could be implemented simply through restriping of the street and addition of flexible delineators where noted. Ultimately, and as funding comes available, the interim condition can be easily converted to the ultimate with hard construction of landscaped islands in the place of the striped separators. In addition, the islands could be constructed as green infrastructure elements such as bioswales or rain gardens. The gateway features could be constructed through partnerships with local businesses, foundations, or neighborhood groups. It is recommended that a pilot/demonstration project be implemented once community engagement builds consensus on the recommended concepts. In short, a rethink of this corridor could have tremendous impact on the community's perception of the West Jackson Street corridor, and can set the table for reinvestment in the corridor similar to the success seen in Downtown Thomasville.