TRIPP STREET CORRIDOR PLAN

public right-of-way

new development

gateway
TRIPP STREET CORRIDOR PLAN

Design Plan and Standards

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Introduction
Tripp Street in Americus Georgia has the potential to be redeveloped into a gateway corridor that would act as an entrance way to Georgia Southwestern University (GSW). GSW is a key anchor to the corridor and could grow into an even larger economic asset for the surrounding area, especially the Tripp Street Corridor. Streetscape and design improvements would greatly assist GSWU’s economic impact. For this reason, the Sumter County Archway Partnership contracted with the Fanning Institute to develop a vision for the future of Tripp Street.

Scope of Work
The Fanning Institute in collaboration with the Sumter County Archway Executive Committee, Archway Partnership faculty and staff as well as the Americus/Sumter County community created multiple right-of-way plans and design standards for the Tripp Street—Georgia Southwestern University corridor.

The boundary of the project is the GSWU entry corridor along both sides of Tripp Street, starting at the Tripp Street/US 280 intersection and proceeding south to the entrance of GSWU.

Process
The process was based upon principles that maximize group participation in a creative, problem solving method. It was structured to solicit and use the full range of interests, expertise and input of the Archway Partnership, Tripp Street businesses owners, Tripp Street property owners and local realtors and developers who are concerned about the future growth and development of the Tripp Street Corridor. This process was designed to develop multiple options to help guide the growth and development of the corridor into the future.

The report illustrates:
- Three different public right of way designs
- Two different design standards scenarios
- Two gateway corridor designs
- Gateway planting plan

Appendices
- Medium design standards
- Strict design standards
- Public interview results
- Three lane conversion research results
- Baxter Street image examples
PUBLIC RIGHT-OF-WAY

- **Option A** - 4 lanes with sidewalks and street trees
- **Option B** - 3 lanes with sidewalks, street trees and pedestrian crossing islands
- **Option C** - 3 lanes with sidewalks, street trees and divided medians
OPTION A
4-lanes with sidewalks and street trees

OPTION B
4-lanes to 3-lanes with sidewalks, street trees and pedestrian crossing islands

OPTION C
4-lanes to 3-lanes with sidewalks, street trees and divided medians
OPTION A
sidewalks separated by planted buffer
TRIPP STREET CORRIDOR

BIRD’S EYE view
OPTION B

mid-block pedestrian crossing with sidewalk buffers

4-lanes to 3-lanes with sidewalks, street trees and pedestrian crossing islands
TRIPP STREET CORRIDOR

BIRD’S EYE view

public right-of-way
OPTION C  planted median and sidewalk buffers

PLAN view

4-lanes to 3-lanes with sidewalks, street trees and divided medians

STREET LEVEL view

buffer  2-lane with planted median  sidewalk
TRIPP STREET CORRIDOR

BIRD’S EYE view

TRIPP STREET CORRIDOR

public right-of-way
NEW DEVELOPMENT design standards

- Parking
- Setbacks
- Roof Shape
- Materials
- Windows & Doors
- Mechanical Equipment
- Signage
Parking
» side and rear

Walkability
» sidewalk

Size
» human scale
» traditional style

Orientation
» small setback
» building fronts primary road
» building covers 50% of the site width

Landscape
» vegetative buffer
» shrubs and trees

Signage
» small freestanding sign
» signs below roofline
» small signs affixed to buildings

Materials
» constructed using brick
» windows and doors break up façade

Roof
» hidden flat roof/mechanical equipment
Large setbacks, parking in front, multiple curb cuts, non-connecting parking lots, little to no vegetation, no building material standards
TRIPP STREET CORRIDOR design standards
Setbacks, landscaping requirements, parking mostly on side and rear of property, fewer curb cuts, front sidewalk access and connectivity
Setbacks, landscaping requirements, parking on side and rear of property, connectivity, material standards, signage standards, tree islands

**Strict design standards**
GATEWAY

- Lamar Street Gateway
- University Drive Gateway
- University Drive Gateway Planting Plan
By using similar columns to GSWU’s current campus entrance it announces you are arriving.
Planting triangle and adding one column will signal visitors to turn to the right.
APPENDICES

- Appendix A - Medium Design Standards
- Appendix B - Strict Design Standards
- Appendix C - Public Interview Results
- Appendix D - Three Lane Conversions
- Appendix E - Baxter Street Image Examples
APPENDIX A
MEDIUM Design Standards

Parking
a. There shall be a minimum ten (10) foot vegetative buffer around parking areas. Buffers shall consist of densely planted trees and shrubs.
b. Trees shall be at least two and one-half (2-½) inch diameter.
c. Shrubs shall be at least one and one-half (1-½) feet in height. There shall only be one row of parking between the building and the curb. The majority of the parking shall be at the sides and rear of the building.
d. Curb cuts shall be kept to a minimum to prevent problems with vehicular and pedestrian traffic.
e. Where possible, curb cuts shall be shared between neighboring properties.
f. Parking lots shall connect with adjacent parking lots.

Setbacks
1.4.1 There shall be a setback of between twenty (20) and seventy (70) feet from the edge of the road, and landscaped buffers shall be used to separate structures from thoroughfares.
1.4.2 Structures shall front upon primary thoroughfares.
1.4.3 No structures other than signs shall be placed between the front property line and the building’s façade.

Orientation
1.4.4 Buildings shall be oriented to face the primary thoroughfare.

Roof Shape
1.4.5 Rooflines shall be broken up so that the roofline shall not go for more than hundred (100) feet without changing height.
1.4.6 Cornices shall be utilized on the front of the building.
1.4.7 A flat roof must be concealed by a parapet along the roofline so that mechanical equipment on the roof is concealed on all sides of the structure.

Materials
1.4.8 Exterior building finishes cannot be metal.
1.4.9 Building windows shall not utilize tinted glass.
1.4.10 Roofing materials must be consistent with the pitch of the roof, form of the structure, and its use. Some appropriate materials include standing seam metal, asphalt shingles, and slate. Exposed storm drainage devices such as gutters and downspouts should be consistent with the roofing system and building forms, with references to Americus’ historic built design.
Fenestration

1.4.11 All types of structures shall have regular fenestration.
1.4.12 The length of façade without intervening fenestration or entryway shall not exceed twenty (20) feet.
1.4.13 Fenestration shall begin not more than three (3) feet above the floor and shall extend to a height not more than ten (10) feet above the floor.
1.4.14 Fenestration shall be provided for a minimum of sixty percent (60%) of the length of street frontages.
1.4.15 Entryways may be counted towards fenestration requirements.

Accessory Structures

1.4.16 Accessory structures shall be consistent with the design of the dominant structure.
1.4.17 Trashcans and benches shall be free from advertisements and shall be constructed using metal, wood, brick, or stone.

Mechanical Equipment, Utilities, and Dumpsters/Receptacles

1.4.18 Architectural features such as parapets shall be used to screen mechanical and HVAC equipment from view by pedestrian and vehicular traffic.
1.4.19 Mechanical equipment, HVAC systems, and/or utilities located at ground level shall be screened from pedestrian and vehicular traffic through the use of fencing and vegetation.
1.4.20 Any dumpster, trash, grease, or waste receptacle shall be located at the rear of the property. Any such receptacle shall not be visible from the public right-of-way and shall be enclosed (i.e., not seen from front, sides, or rear) by a wall.

Signage

1.4.21 Freestanding signs shall be no more than seven (7) feet tall and ten (10) feet wide.
1.4.22 No property shall have more than two (2) signs.
1.4.23 Signs affixed to buildings shall not extend above the roofline.
1.4.24 Signs affixed to buildings shall not occupy more than twenty percent (20%) of the façade.
APPENDIX B

STRICT Design Standards

Parking
a. There shall be a minimum fifteen (15) foot vegetative buffer around parking areas. Buffers shall consist of densely planted trees and shrubs.
b. Trees shall be at least two and one-half (2-½) inch diameter
c. Shrubs shall be at least two and one-half (2-½) feet in height.
d. There shall be one (1) tree with a two and one-half (2-½) inch diameter minimum planted for every eight (8) parking spaces in the parking lot.
e. Planted islands with trees are encouraged and should not be smaller than nine (9) feet by eighteen (18) feet.
f. Parking shall be at the sides and rear of the building.
g. Curb cuts shall be kept to a minimum to prevent problems with vehicular and pedestrian traffic.
h. There shall not be more than one (1) curb cut per two hundred (200) feet.
i. Where possible, curb cuts shall be shared between neighboring properties.
j. Parking lots shall connect with adjacent parking lots.
k. Parking lots in excess of fifty (50) parking spaces shall incorporate pedestrian walkways between parking aisles that lead to the building’s entrance. Plantings shall be included on either side of the walkway.
l. Where feasible, parking lots shall utilize rain gardens to collect rainwater.

Walkability
1.4.1 New sidewalks shall be cement stamped with hexagonal shapes to resemble those in downtown Americus.
1.4.2 Each structure shall be connected to the sidewalk along the right-of-way by a front walk at least five (5) feet in width.

Setbacks
1.4.3 The building shall be out of the right-of-way.
1.4.4 The setback shall be between twenty (20) and fifty (50) feet from the edge of the road, and landscaped buffers shall be used to separate structures from thoroughfares.
1.4.5 Structures shall front upon primary thoroughfares.
1.4.6 No structures other than signs shall be placed between the front property line and the building’s façade.

Orientation
1.4.7 Buildings shall be oriented to face the primary thoroughfare.
1.4.8 For corner lots, buildings shall be oriented towards both roads by addressing the corner as the primary facade.
1.4.9 The building shall cover fifty percent (50%) of the site width. When measuring site width, only buildable portions of the site shall be included.
1.4.10 The building shall not be placed in a corner of the lot. Rather, the building shall be sited so that there is approximately the same distance between the building and each side property line.

Scale

1.4.11 The proportions of a structure shall be such that a sense of human scale is established. That is, the size of architectural elements shall not be overpowering and shall relate to pedestrian circulation.

xiii. The traditional style of buildings in downtown Americus demonstrates appropriate scale.

xiv. Architectural elements such as trellises, canopies, or terraces at grade level are important to consider in achieving human scale.

Roof Shape

1.4.12 Rooflines shall be articulated to provide visual interest and minimize large expanses.

i. This may be accomplished through the use of gables, parapets, hip roof design, or changes in the height of the roofline along the course of the building.

ii. Offsetting planes with a variety of depths also creates visual interest. Overhangs of sufficient depth and in proportion to the façade height can be important to roof form.

1.4.13 Rooflines shall be broken up so that the roofline shall not go for more than one hundred (100) feet without changing height.

1.4.14 Cornices shall be utilized on three (3) sides of the building.

1.4.15 A flat roof must be concealed by a parapet along the roofline so that mechanical equipment on the roof is concealed on all sides of the structure.

Materials

1.4.16 Exterior building finishes and materials shall be compatible with that of downtown Americus. Buildings in downtown Americus are characterized primarily by the use of brick and stone with some wood accents or trim.

1.4.17 Facades shall be primarily constructed using brick or stone with wood or Hardiplank© as accent. Stucco is allowed, but not preferred.

1.4.18 Building windows shall not utilize tinted glass.

1.4.19 Appropriate non-flat roofing materials, include standing seam metal and asphalt shingles, shall be used.

1.4.20 Exposed storm drainage devices such as gutters and downspouts should be consistent with the roofing system and building forms.

Fenestration

1.4.21 All types of structures shall have regular fenestration.

1.4.22 The length of façade without intervening fenestration or entryway shall not exceed twenty (20) feet.

1.4.23 Fenestration shall begin not more than three (3) feet above the floor and shall extend to a height not more than ten (10) feet above the floor.
1.4.24 Fenestration shall be provided for a minimum of seventy-five percent (75%) of the length of street frontages.
1.4.25 Entryways may be counted towards fenestration requirements.

**Accessory Structures**
- 1.4.26 Accessory structures shall be consistent with the design of the dominant structure.
- 1.4.27 Accessory structures shall be constructed of brick, stone, wood, stucco, or Hardiplank®.
- 1.4.28 Accessory structures (car wash, cashier’s booth, etc.) shall have consistent architectural detail and design elements to provide a cohesive project site. Accessory structures shall be integrated into the design of the site so that they are unified with the other structures and landscaping on the site rather than standing out from the rest of the site.
- 1.4.29 Trashcans and benches shall be free from advertisements and shall be constructed using metal, wood, brick, or stone.

**Mechanical Equipment, Utilities, and Dumpsters/Receptacles**
- 1.4.30 Architectural features such as parapets shall be used to screen mechanical and HVAC equipment from view by pedestrian and vehicular traffic.
- 1.4.31 Mechanical equipment, HVAC systems, and/or utilities located at ground level shall be screened from pedestrian and vehicular traffic through the use of fencing and vegetation.
  - i. All fences to screen mechanical equipment shall be constructed using brick, wood, stone, or Hardiplank®.
- 1.4.32 Utility entrances shall be located at the rear of the building. To the greatest extent possible, utilities are to be run underground. Items such as electrical transformers, water meters, and other devices are preferred to be underground. If that is not feasible, these utility devices shall be screened.
- 1.4.33 Any dumpster, trash, grease, or waste receptacle shall be located at the rear of the property. Any such receptacle shall not be visible from the public right-of-way and shall be enclosed (i.e., not seen from front, sides, or rear) by a wall.
  - i. Doors to the waste receptacle enclosure shall be constructed of wood, metal or plastic made to resemble wood.

**Signage**
- 1.4.34 Freestanding signs shall be no more than seven (7) feet tall and ten (10) feet wide and shall be a pedestal-type sign.
- 1.4.35 No property shall have more than two (2) signs.
- 1.4.36 Signs cannot be internally lit.
- 1.4.37 Signs affixed to buildings shall not extend above the roofline.
- 1.4.38 Signs affixed to buildings shall not occupy more than twenty percent (20%) of the façade.
- 1.4.39 Signs affixed to buildings shall resemble the style of signs in downtown Americus.
  - i. Signs in downtown Americus do not overwhelm the front of the building. They may be affixed to the building and if so should be affixed above the front door area.
APPENDIX C
Public Interview Results

Main Issues
1. Public Safety
2. Housing Authority Properties
3. Business
4. Tripp Street Aesthetics

Summary:
When asked what their vision for Tripp Street is, participants’ responses fell into the following four main categories: public safety/cleanliness, university/student concerns, road design/layout, and business. These four areas also characterize responses to the other survey questions that are concerned with the overall image of the city, in particular how it is perceived by the college students. Landscaping the street and improving lighting along the street are two persistent suggestions to help address this concern. The general consensus is that there should be significant improvements made aesthetically to the roadway in an attempt to increase all types of traffic. Finally, businesses should be generally focused on students’ interests. This approach is viewed as encouraging growth and long term development.

1.) What is your vision for Tripp Street? Why?

The answers fell into the four following categories: public safety/cleanliness, university/student concerns, road design/layout, and business. Many citizens think that the city has made some effort in cleaning up Tripp St. and its surrounding areas; however they would like to see these efforts continued and expanded. The public housing development is a major complaint. The citizens want to find a way to utilize Tripp St. as a means to better integrate the students with the city. The main focus for students and their parents was the public safety of Tripp St. There are a wide range of opinions concerning the layout of Tripp St. Finally, there is a desire for the city to focus on business attraction and retention.

Cleanliness/Safety

- The city did a good job of cleaning the street up and making it safer; however, it needs more cleaning.
- It is travelled frequently by a mix of people to get to many other places.
- Would like to see the city clean up the buildings that are just dead-looking on the outside; for instance, the shirt company.
- Cleaning up the projects near the college.
- A business planted bushes and put stone on the building with personal money.
- Good change—government housing destroyed.
• Do something with the old Manhattan Shirt Factory building.
• People take many of the residential side streets as shortcuts.
• The projects behind the car wash are not a big plus.

University/Student Concerns
• Make the street a recognizable path to the University.
• Some don’t want Americus to become a college town, but things are heading that way, and it really wouldn’t be such a bad thing.
• Should have things that the students can walk to.
• Though I cannot think of any specific concerns for safety, the street needs to have a safe environment for the students.
• The entry area to the college goes through the housing authority property, and the area around that has lots of vacant properties and is scary for them, particularly at night.
• The split at the end of Tripp St. would be better designed for accessing the campus.
• It is a gateway to the college.
• The apartments on either side of the corridor look fine now and should be kept that way into the future.
• Need to protect our biggest investment—the school: great project for the town and school to partner together on.

Road Design/Layout
• It looks unplanned now; a very unappealing site.
• There is a definite need to put streetlights in.
• Needs to be the University’s gateway.
• Looks horrible and ugly.
• Landscape needs to be improved.
• More trees and bushes.
• A center median would look like a boulevard.
• Widening the existing sidewalks would be allowable.
• Do not make the street any narrower.
• Doesn’t need widening.
• The road needs to stay four lanes.
• Three lanes could work.
• Two lanes with a planted median would look the best.
• No two-lane street.
• Some changes should wait until the school has 10,000 students, because students really don’t have that much discretionary income.
• The northern stretch of the street works, but past Felder it does not.
• Visitors come into the college area on 49, and the area around Winn Dixie is fine, but once they get past that, it goes downhill.
• Redo the road, complete the development.
• Don’t think changing the actual lanes (four versus two) really matters.
• Two-laning wouldn’t be a problem at certain times during the day.
  » Cherokee Elementary Traffic: currently talking with the School Board about eliminating schools because of drop in enrollment, and Cherokee might be one of those, which would eliminate heavy traffic times at 7:45AM and 2:30PM.

Business Focus
• Does not need any more gas stations, there are too many of those.
• Recruit businesses to come through tax breaks, micro-loans, etc. Tripp Street already has buildings there—there are vacant buildings and lots that could be used.
• There should be a retail focus.
• Need well-kept businesses.
• Need more business.
• More businesses would be great.
• Empty lots need to be used.
• Access point to Wal-Mart, and has lots of gas stations that tend to have cheaper gas.
• Taxes need to be come down because they were raised “sky high” recently.
• There is a popular liquor store.
• It needs to be rebuilt back to what it used to be. It is a vacant street now. More businesses need to be added.
• Nice to see some more retail—more pedestrian friendly.

2.) What types of uses would you like to see?

Students, businesses, traffic, and beautification concerns dominated the responses to this question. Participants were concerned about: student safety, attractiveness, and the lack of student-focused businesses. Specifically, participants were concerned about the lack of retail shops and quality restaurants that would appeal to college students. Traffic concerns include increasing pedestrian traffic as well as pedestrian safety. Also, maintaining a healthy level of automobile traffic along Tripp St was important. Beautification concerns include: increasing lighting along the street, decreasing vacancy, and improving landscaping along the street.

Student Focus
• More focused on college kids and what they like; put in what the youngsters want to do. Put in the places they like to eat, places with Wi-Fi where they can sit and study, perhaps a bookstore, coffee shops and places that are open late at night for students.
• Make a way for students to get off campus.
• Should be more college-focused.
• Should have more of an identification with the college.
• The students tend to take shortcuts that avoid the street; these should be eliminated.
• Student organization houses [Greek] that are currently hidden on campus.
• More college-student-focused, more attractive.
• It could be somewhat of a college-student-focus. Not all but a little. There has been a loss of a lot of foot traffic in recent years. The college students could bring that back if the right businesses were added.
• It could become a college focus, but the street can be dangerous so it might not be the best idea to focus on the college students until the street is cleaned up of crime.
• It is terrible to see the projects as you drive to the school. It may make parents scared to leave their college kids there.
• Safety should always be a concern because this is always a concern for parents.
• A college girl was raped on the street last year while walking down the side of the road. The street is not safe for people to be walking alone.
• We need to be conscious of the signage for the University.
• Need bike lanes to get students to use the road and businesses.
• Just want something done. It is a pitiful entrance to the school and reflects poorly on the University.

**Business Focus**

• Need some businesses to go and set up shop there.
• Everything should be retail. Everything should also be market-driven.
• The businesses that should be there should be the businesses that kids use, such as videogames and electronics.
  » Try to get the business to put a smaller store in Americus.
  » Change the appeal of the business from the big box store.
• Target specific commercial businesses.
• Restaurants with outdoor seating.
• A bookstore.
• It needs to be solely commercial.
• Commercial: there are large trucks that deliver to businesses; therefore, residential cannot work in this area.
• Need wide roads.
• The majority of business is from college students.
• Perhaps targeting a business would have the quickest impact. Again, micro-loans would help. Target businesses like a wireless provider [like Verizon] or some sort of electronics place.

**Traffic Concerns**

• Don’t focus specifically on pedestrian traffic or automobile traffic; encourage both—just get more traffic. Pedestrians go where more cars are—this offers more of a sense of security. Increased traffic draws in more of both types of traffic.
• There is too much traffic for two-laning to be plausible. The new Health and Human Service building on campus measured 700 cars per hour, and Tripp St. has to be at least that, probably more.
• If the students are walking, they are walking for a purpose (have something they specifically want to buy), they do not walk around just to browse. Thus a transit system would help—it would help because they have a lot of heavy stuff to carry—the students need a transit system.

Development/Beautification
• Something has to be done with the Manhattan Shirt Company. It was a temporary site for the library, which gave the building new life. It would be a great meeting facility, business resource, a medium sized facility to house smaller conventions. That business is being lost to Columbus and Tifton. It could be a smaller-scale Classic Center in Athens with breakout rooms. We already have the hotels to accommodate visitors.
• Need a place to have receptions and business dinners for 150-350 people.
• Planting trees and shrubbery for beautification purposes would be good.
• Should look nicer.
• We don’t need to make the triangle/split on Tripp Street feel like it is campus, just that campus is coming up.
• Something has to be done with the lighting on the Simmons Street side (right when you have the split).

3.) What needs to be improved?

Sidewalks and bike lanes, lighting, business type and quality, government housing and beautification are all areas that the citizens suggested improving. More pedestrian traffic, in particular from students, is seen as a necessity. Bike lanes and sidewalks would allow for more alternative traffic and be healthier than driving. Lighting remains a big concern. A focus on increased business quality and decreased vacancy persists. Many of the respondents want the housing projects demolished, or at the very least for the appearance of these buildings to be significantly improved. Finally, better landscaping would improve the look of the corridor.

Sidewalks/Bike Lanes
• Make the sidewalks places for kids to ride bikes: widen the sidewalks enough for a small 2-wheeler.
• More foot traffic is necessary.
• Sidewalks should be added for student access, similar to what is seen on Lee Street on campus.
• Bike lanes would help; need to be more health conscious for all.
• Bikers are all going to the country because it is not safe/practical to bike in town.
• Sidewalks are necessary.
• Bike lanes would be a good addition.

Lighting
• Lighting needs to be better.
• More lamp posts.
• The city should put in wider sidewalks, lighting, and street trees, but not a median. Landscaping should be done—fix it up.

**Businesses**
• Put in an affordable good restaurant within walking distance of the college.
• The students need a place where they could go sit and read—something like a bookstore (Books-a-million) where they can sit and read and also buy books if they need them.
• An all night pizza delivery place would be great.
• Some of the businesses don’t contribute much to the street, such as the car wash.
• Too many vacant properties.
• The manufacturing facility needs to be revamped for small businesses and shops or torn down.
• The vacancies caused by the absence of businesses are the biggest negative.
• It would be nice to see fast food places cater to the college students.
• If you want businesses to come and kids to shop you have to increase the traffic count—this causes more people to come.
• Need better commitment to businesses and aesthetics—all or nothing approach.
• The Wachovia, Cobe’s Pools, and State Farm have all done good landscaping.
• Curb appeal alone would attract businesses, but it wouldn’t cause students to shop more.
• Need a Chick-fil-A.
• Need walkable restaurants to campus to provide for students.

**Public Housing**
• Projects at the triangle/split.
• Demolishing the old housing projects helped a great deal.
• It is primarily the project houses that look really bad right now.
• The largest problem is the projects right now, including the physical appearance and the violence that comes along with it. Crime rates are high because of the projects. It is a busy street, but it does not have a neighborhood feel. You can change the street, but unless you change the projects, nothing would change.
• No public housing. This business has attempted beautifying, but they and the business next door are the only ones on the street that have done it.

**Beautification**
• The old Library Facility (Manhattan Building).
• Something needs to be added to the blank spots on the street.
• Improve the landscapes.
• Landscaping along the entire route would help.
• Trees and plants would be good.
• Needs to look more appealing when you drive down the street.
• The street needs better landscaping: more trees and flowers. This is better for prospective students and their parents—creates a better picture of the whole place and makes them more likely to come.

**Other thoughts**
• Needs to be repaved.
• The old vet building needs to be torn down or rehabilitated.
• There is an empty building at Tripp and Lamar that should be used.
• There are a lot of other areas in Americus that could use the tax dollars rather than this street specifically.
• Beautification is nice but there are other things in the city that need money more.
• There is nowhere to eat between Furlow and Fairfield.
• Would welcome a bunch of any number of plans for improvement.

4.) **Think about other towns and places you have been to that you liked. What was it that you liked about those places? Could Tripp Street utilize some of those aspects?**

Streets and sidewalks, beautification, and codes/planning are the three areas that the respondents identified as aspects from other cities that they thought Trip St. could utilize. The cities specifically mentioned as ‘model’ cities were Oxford, MS; Athens, GA; St. Simons, GA; and Augusta, GA. The focus on street/sidewalks and beautification essentially repeat the responses from previous questions. Respondents also suggested that a unified building code would be helpful to the long term development of Tripp St.

**Specific Locations**
• FL has good access to eateries for students.
• Oxford, MS is a good example, just on a different scale.
• Athens, GA has a good integration of downtown and campus, and the restaurants are plentiful and have outdoor seating, but campus housing on Baxter Street next to Housing Authority doesn’t work. “Bulldogs” all over Athens.
• It would be great for the city to look and feel like Athens, but the city needs to bring in a lot more businesses in the town before anything can happen. More restaurants and more growth to prevent it from drying up. The city will not allow that.
• St. Simons where there are no neon signs and lots of restraints and regulations placed on building. More of a classic strip. This is very feasible down the road for Tripp Street.
• The Riverwalk in Augusta by the Marriott is nice, but the approach through the projects is not good.

**Street/Sidewalks**
• The street needs to have a certain uniformity—perhaps by putting in light posts. Make it more appealing: give it an old antique look—perhaps by putting in dark awnings on the businesses. There needs to be similarity in everything you see.
• Should be welcoming to bikes: have bike paths in the street, also have better sidewalks.
• Consistency along the sidewalk, tying everything together in terms of branding.
• The sidewalks are very good on the street, which is a big plus.
• The road could be improved a bit, as it is a bit bumpy.
• Has to be more biker/walker accessible.

**Beautification**
• Add trees, plants and landscaping.
• Improve the look, making it nicer.
• Shrubbery: needs to be uniform with buildings and landscape.
• Beautifying the street is fine.

**Codes/Planning**
• Certain standards need to be developed for building and planning purposes.
• More unified building codes for the street.

**Other thoughts**
• More places to visit while walking.
• Have a variety of activities there.

### 5.) Anything that I missed? Anything you would like to add?

The main focuses are students, business, planning, and beautification.

• Should bring more attraction in—more students. These are kids spending their parents’ money, they bring in a lot of revenue, so we should focus on them. There are more college students than anything else here. Parents are more likely to send their children here if it looks nice.
• The whole process should go through stages that parallel the growth of the school. The school is going to grow, and it is a huge asset, but any changes to Tripp Street should only reflect the growth of the student body.
• Stay behind growth of the schools.
• Give available land to the school or city for a nominal fee and give them a chance to enhance what’s there.
• Incorporate the University and South GA Tech.
• The college has done a lot to help the corridor.
• Better signage.
• Jackson Street between Lamar and Forsyth should be shut down and made into a greenway: have Wi-Fi, a fountain, and open greenspace.
• The Ice House is an eyesore.
• The city needs to really think about it before they invest the money into this street specifically.
• There needs to be more businesses and a focus on cleaning up other areas first.
• There are several large manufacturing buildings that need to be taken care of on Tripp Street specifically.
• The city needs to do something with the storm water runoff and drainage of the street. I’m surprised that there have not been more wrecks, because of all the water that sits around during and after storms.
• Anything would be better than the way it is now.
APPENDIX D

Three Lane Conversions

Urban planners and transportation engineers throughout North America have begun to advocate for the conversion of existing four-lane roads to three-lanes to create more inviting pedestrian environments, calm traffic, and increase safety. Three-lane roads require less roadway, making more space available for sidewalks and for related pedestrian uses. Their capacity in congested urban settings is not much different from four-lane roads, which tend to function as three-lanes (because of turning movements) under these circumstances. They work by separating turning movements from the main flow of traffic into a continuous left-turn lane. By doing so, they discourage lane switching and passing, and calm traffic, make traffic speed more consistent, and improve pedestrian safety. Current practice is now to convert roads carrying up to 30,000 vehicles per day to three-lanes. PPS, in their analysis of the Lake Street Reconstruction Project, cite the example of Edgewater Drive, in Florida, with ADT (average daily traffic) counts between 18,681 to 27,684 through its length.

After conversion to three-lanes, it was found that the crash rate for the road decreased 34% while the injury rate decreased 68%. Part of this is the result of lower, more uniform speeds made possible by the new road configuration: the percentage of vehicles traveling at speeds greater than 36 mph was reduced from 15.7% to 7.5%. Traffic volumes decreased 9%, while traffic volumes through neighborhood roads also decreased. The big surprise in this case is that pedestrian and bicycle use increased more than 20% each (23% for pedestrians, 30% for bikes). The total increase in travel time for those in cars was 50 seconds. Although resistance to conversion remains strong at some state and local levels, there is a growing body of evidence attesting to the many benefits three-lane roads can bring to urban areas. You can find background information and case studies below:

Research:

Four to Three Lane Conversions
[http://www.c-d-g.org/resources/transportation/guidelines_and_studies/three_lane/PPNA-4-to-3lane.pdf] - prepared by members of Powderhorn Park Neighborhood Association’s Housing and Land Use Committee, this document summarizes the main issues related to conversion of Lake Street to three lanes, including advantages, disadvantages, and the specific conditions on Lake Street that make this a reasonable design option. Also includes a short discussion of traffic forecasting and reviews the performance of prior traffic projections.

The Conversion of Four-Lane Undivided Urban Roadways to Three-Lane Facilities[http://www.c-d-g.org/resources/transportation/guidelines_and_studies/three_lane/converting_4lanes_to3lanes_urban_roadways.pdf] – a summary of issues related to the conversion of urban four lane roadways like Lake Street to three lanes. From a paper presented to AASHTO’s Transportation Research Board. AASHTO [the American Association of State and Highway Transportation Officials] sets national engineering and design standards related to highway transportation. Includes an example from the conversion of Rice Street [in St. Paul] from four lanes to three.
Road Diets - Fixing the Big Roads [http://www.c-d-g.org/resources/transportation/guidelines_and_studies/three_lane/RoadDiets-fixing_big_roads.pdf] presents a summary of experiences in improving roadway efficiency while reducing the number of lanes roads carry. Includes examples from the US and Canada.

The Chicago Bikelane Design Guide [http://www.c-d-g.org/resources/transportation/guidelines_and_studies/Chicago-bike_lane_design_guide.pdf] - how the city of Chicago manages to fit cars, permanent on-street parking, and bikelanes on 55 ft wide streets (Lake Street is 60 ft wide).

Resources:

http://www.ctre.iastate.edu/research/4laneto3lane.htm
http://www.urbanstreet.info/3rd_sym_proceedings/Four-Lane%20to%20Three-Lane.pdf
http://nsag-crossroads.org/resourcepdf/convert_4lanes_to3lanes_urban_roadways.pdf
http://www.iowadot.gov/iowabikes/pdf/Road%20Diet.pdf
http://www.urbanstreet.info/2nd_sym_proceedings/Volume%202/Knapp.pdf
http://www.midtownroads.com/spenard/documents/Handout3LaneReduction.pdf
http://www.c-d-g.org/resources/transportation/three_lane.htm

**This is from the Community Development Group’s website**
APPENDIX E
Baxter Street Image Examples

Pedestrian Walkway

Roadway

Sidewalk Improvements