



Project Costs

Project costs were estimated using the Atlanta Regional Commission’s Transportation Project Costing Tool. Assuming reasonable expenditure for activities such as right-of-way acquisition, grading, paving, drainage, and curb and gutter construction, **Table 6.1** shows the per-mile cost of various types of transportation improvements. These unit costs were multiplied by the length of each project, in miles, to provide an estimate of the financial obligation of undertaking particular improvements.

Table 6.1 Assumed Per-mile Cost of Various Types of Transportation Improvements

Improvement Type	Est. Cost per Mile
New Construction	
2 lanes, no sidewalk	\$ 2,960,000
2 lanes, one sidewalk	\$ 3,200,000
2 lanes, wide shoulder, one sidewalk	\$ 3,450,000
Roadway Improvement	
Paving of two-lane road	\$ 610,000
Center turn lane	\$ 1,960,000
Divided roadway with occasional left and right turn lanes	\$ 2,400,000
Occasional right turn lanes	\$ 710,000
Widen shoulders, 16'	\$ 760,000
Bike lane	\$ 1,050,000
Sidewalk, one side	\$ 435,000
Sidewalks, both sides	\$ 870,000
Widen, 2 new lanes with bike lanes and sidewalk	\$ 4,800,000
Widen with median and 8' multi-use path on both sides	\$ 5,390,000
Turn lane with 8' multi-use path on both sides	\$ 2,600,000
Intersection	
Geometric realignment	\$ 2,880,000
Turn lanes	\$ 750,000
Signalization	\$ 120,000
ITS coordination of signals	\$ 50,000
4 crosswalks and 4 pedestrian signals	\$ 25,000
Rumble strips, signage	\$ 20,000
Crosswalks only (each)	\$ 500
Multi-Use Path (Bike/Ped)	
8', both sides of roadway	\$ 1,100,000
12', with additional ROW	\$ 1,000,000
12', without additional ROW	\$ 600,000



In sum, 135 roadway segment projects, 14 intersection improvements, and 3 park-and-ride lots were recommended in Effingham County. Most roadway segments had multiple types of proposed improvements, including those supporting automobiles, pedestrians, or bicyclists. **Figure 6.6** depicts a cost breakdown by mode. *The overall planning-level cost of all proposed projects is approximately \$461.7 million in 2008 dollars. Intersection improvements account for \$7.2 million of that sum.*

Transit is not included in costs since it is being managed by the Coastal Georgia RDC. Because the region has a stronger hand than individual counties in applying for federal funding sources, it is currently pursuing Rural Public Transit (5311), Job Access and Reverse Commute (5316), and New Freedom Initiative Funding (5317). With these grants, Effingham County would be responsible for a 10 percent local farebox match plus 50 percent of the net operating deficit. Preliminary estimates show that it would cost Effingham County approximately \$40,000 to begin implementing vanpools and regional paratransit services. The Coastal Georgia RDC plans on subsidizing the capital costs associated with vanpools.

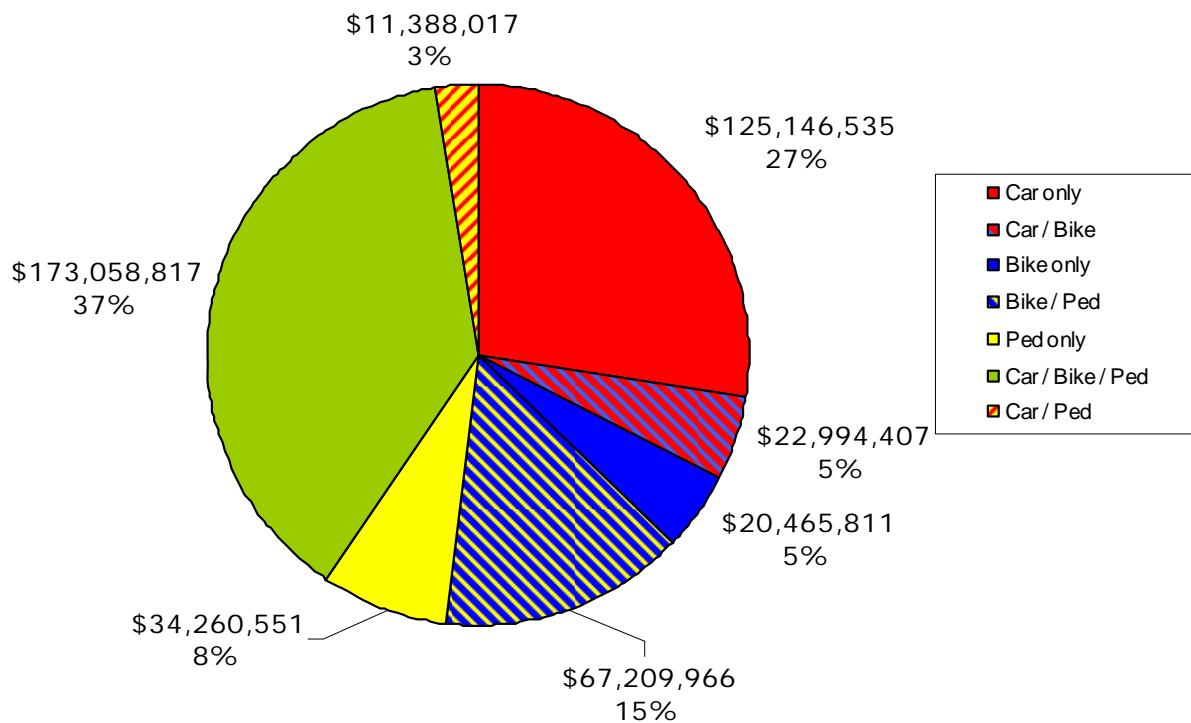


Figure 6.6 Estimated Cost of Roadway Segment Improvements Benefitting Each Mode

(Note: Transit, carpool, and vanpool recommendations are not included in this estimate)

Improvements along a total of 278.5 miles of new or existing transportation corridors are detailed in the project list. **Figure 6.7** displays the number of miles associated with various kinds of transportation improvements. Since most projects benefit multiple modes, they are included within multiple columns.

Fifty-five percent of project miles benefit automobile travel, while seventy-two percent are recommended to include pedestrian or bicycle improvements, typically alongside existing motor vehicle facilities. With the recent, and likely permanent, steep rise in energy costs, it is increasingly important to retrofit roadways to accommodate more energy-efficient forms of transportation than single or multi-occupant personal vehicles. Pedestrian and bicycle infrastructure, valuable for non-motorized transport, is also necessary to support successful public and paratransit services.

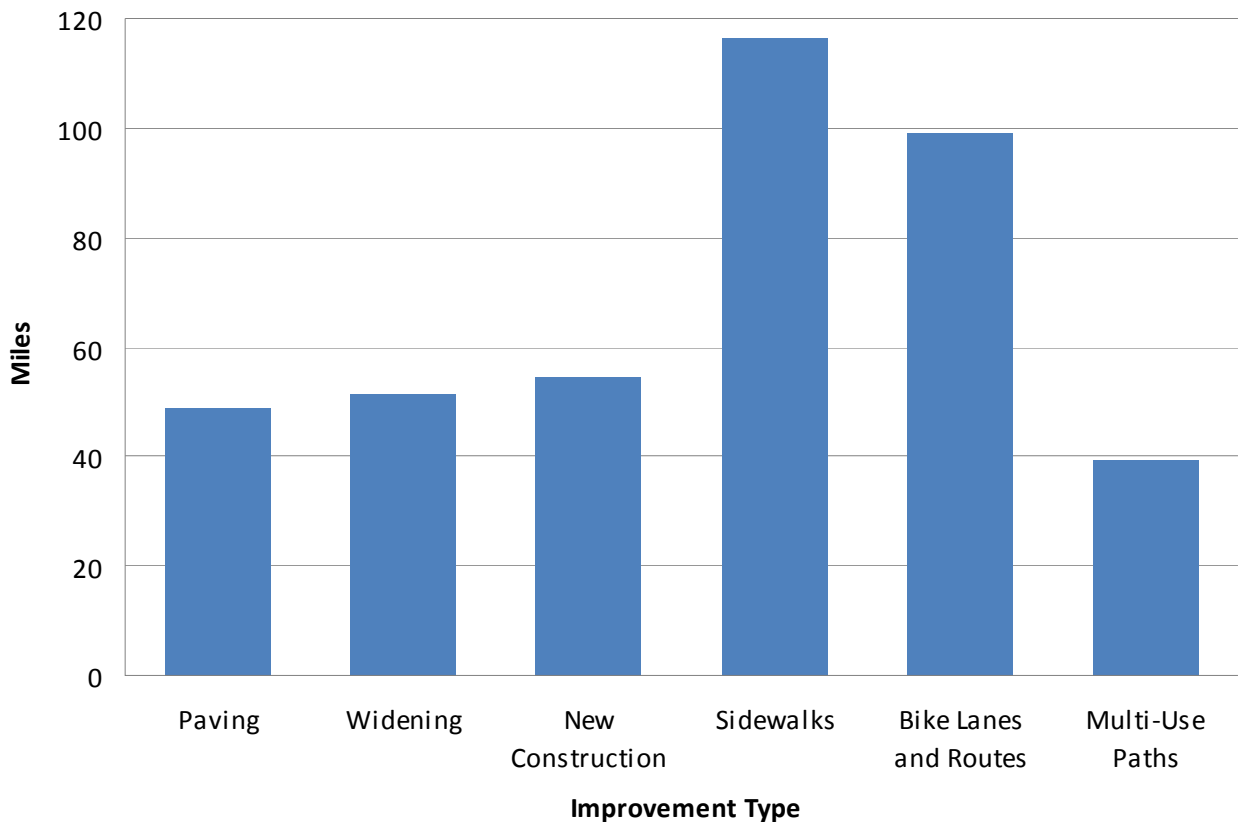


Figure 6.7 Number of Miles of Roadway Recommended for Various Types of Improvements

Project Evaluation and Prioritization

Recommended projects were evaluated according to a number of quantitative and qualitative factors. The evaluation factors are as follows:

- Conformance to the goals of the Comprehensive Plan: multimodal accessibility, connectivity, and mobility; support of public transportation; character and aesthetics
- Increase in Level of Service based on travel demand modeling results (**Appendix C**)
- Potential to reduce number or severity of vehicular incidents
- Support of economic development and freight movement



- Aid in emergency vehicle response or evacuation (categorized under “Mobility” and “Level of Service”)
- General importance in transportation network (arterial and collector projects as well as those potentially supporting future transit services)
- Benefit to local community via proximity to community facilities
- Steering committee and public feedback

Points were systematically assigned to each factor based on professional judgment to assist in determining potential project phasing and prioritization. **Table 6.2** shows the list of evaluation factors, how points were assigned to these factors, and eligible project types as necessary.

Prioritization, of the overall project list and by mode (automobile, bicycle, and pedestrian), was based on the sum of numerical scores associated with each factor. While cost was calculated, the project list is not financially constrained. Thus, this study is aspirational and should be used primarily for guidance when creating an official Comprehensive Transportation Plan or when considering implementing transportation improvement projects through 2030.

An overview of all prioritized projects can be seen in **Table 6.3**. The complete project list is sorted in a descending manner based on the sum of “roadway”, “bicycle”, “pedestrian”, and “general” evaluation factor scores. Because they garner points in the most categories, “Complete Streets” projects with multi-modal improvements tend to have the highest scores. **Tables 6.4 through 6.6** display ranked projects by mode, sorted first by the sum of the modal and general score, and then by the overall score. In the event of a tie, projects were then listed according to their identification numbers. Project identification numbers were assigned based solely on their geographic location. The detailed version of the project list and prioritization scores is seen in Appendix E, sorted by project ID.



Table 6.2 Evaluation Factors and Associated Points

Evaluation Factor	Maximum Points Per Category				Max. Pts Per Project	Notes
	Roadway	Bike	Ped.	General		
Accessibility	5	5	5	0	15	The following project types receive points: Roadway (new construction), Bicycle, Pedestrian.
Connectivity	7.5	5	5	0	17.5	The following project types receive points: Roadway (new construction or paving), Bicycle, Pedestrian.
Mobility	4	3	3	0	10	The following project types receive points: Roadway (new construction, paving, or widening), Bicycle, Pedestrian.
Level of Service / Congestion	10	0	0	0	10	The following project types receive points: Roadway (paving or widening).
Safety	10	5	5	0	20	Projects located in the vicinity of hotspots (Figures 5.4A & 5.4B) as well as those providing dedicated facilities for bicycles or pedestrians (bike lanes, sidewalks, multi-use paths) receive points.
Economic Development	6	0	4	0	10	Roadway (new construction or widening) projects that enhance freight movement as well as pedestrian projects in cities or near commercial areas receive points.
Supports Public Transit	0	2.5	5	0	7.5	All projects with bicycle and pedestrian components receive points.
Character - Multi-Use Path	0	5	0	0	5	Minimal impact multi-use paths receive points.
Character - Scenic Corridor	0	0	0	2.5	2.5	Projects along designated scenic corridors receive points.
Local Benefit - Located on arterial or collector	0	0	0	2.5	2.5	Projects along high-volume direct routes (arterials and collectors) receive points.
Local Benefit - Proximity to Community Facilities	0	0	0	10	10	All projects are assumed to provide some local benefit. Projects within 500 feet of a park, 1/2 mile of an elementary school, or 1 mile of a middle school or high school receive more points.
Feedback from Stakeholders or Public	0	0	0	10	10	Projects specifically requested or supported by stakeholders and the general public during the public involvement process were given points.
TOTAL	42.5	25.5	27	25	120	-



Prioritized Project Lists by Mode

Table 6.3 Prioritized List of All Recommended Potential Projects (Overview)

ID	Facility Name	Extents	Roadway Improvement	Bicycle Improvement	Pedestrian Improvement	Score
44	Effingham Parkway, Segment 2	Blue Jay Road to SR 119	New Two-Lane Road	Marked Bicycle Lanes	Sidewalks on Both Sides	101
133	SR 21, Segment 1	Old Augusta to Ft Howard Road	Widen (4-->6 Lanes)	Multi-Use Path	Multi-Use Path	99
126	Fort Howard Road, Segment 2	SR 21 to Old Augusta Road	Widen (+ turn lane)	Marked Bicycle Lanes	Sidewalks on Both Sides	99
47	Research Forest E-W connector	McCall Road to Hodgeville Road (in DRI)	New Two-Lane Road	Marked Bicycle Lanes	Sidewalks on Both Sides	96
78	SR 119, Segment 2	SR 17 to SR 21	Widen (2-->3 Lanes)	Multi-Use Path	Multi-Use Path	92
123	Blue Jay / Blandford Road	SR 21 to McCall Road	Occasional Right Turn Lanes	Multi-Use Path	Multi-Use Path	89
45	Effingham Parkway (Chatham)	Chatham County Line to vicinity of Monteith Road (Chatham)	New Four-Lane Road	Marked Bicycle Lanes	Sidewalks on Both Sides	89
65	Effingham Parkway, Segment 1	County Line to Blue Jay Road	New Four-Lane Road	Marked Bicycle Lanes	Sidewalks on Both Sides	89
101	US 80, Segment 2	SR 17 to Sandhill Road	Widen (2-->4 Lanes)	Marked Bicycle Lanes	Sidewalks on Both Sides	87
91	Sand Hill Road, Segment 1	US 80 to Stagefield Road	Widen (+ turn lane)	Marked Bicycle Lanes	Sidewalks on Both Sides	86
89	Rails-to-Trails	Downtown Guyton to Meldrim @ 2nd Street	None	Multi-Use Path	Multi-Use Path	83
92	Sand Hill Road, Segment 2	Stagefield Road to Boggy Road	Widen (+ turn lane)	Marked Bicycle Lanes	Sidewalks on Both Sides	82
127	Fort Howard Road, Segment 3	SR 21 to McCall Road	New Two-Lane Road	Marked Bicycle Lanes	Sidewalks on Both Sides	81
84	Meldrim - Jabez Jones Connector	US 80 to Jabez Jones Road	New Two-Lane Road	Marked Bicycle Lanes	Sidewalks on Both Sides	81
39	Blue Jay Road	McCall Road to SandHill Road	Widen (2-->3 Lanes)	Multi-Use Path	Multi-Use Path	80
134	SR 21, Segment 2	Ft Howard Road to 4th Street (Rincon)	None	Multi-Use Path	Multi-Use Path	79
135	SR 21, Segment 3	4th St (Rincon) to Laurel St (Springfield)	None	Marked Bicycle Lanes	Sidewalks on Both Sides	79



Table 6.3 Prioritized List of All Recommended Potential Projects (Overview), Continued

ID	Facility Name	Extents	Roadway Improvement	Bicycle Improvement	Pedestrian Improvement	Score
122	4th Street / Rincon Stillwell Road	SR 21 to Bunyan Kessler Road	None	Marked Bicycle Lanes	Sidewalks on One Side	75
124	Carolina Avenuenue (South)	W 17th Street to N Ridge Drive	New Two-Lane Road	Wide Shoulder	Sidewalks on One Side	75
95	SR 17, Segment 1	US 80 to Blue Jay Road	None	Marked Bicycle Lanes	Sidewalks on Both Sides	74
48	Goshen Road	SR 21 to Effingham Parkway	None	Marked Bicycle Lanes	Sidewalks on Both Sides	72
98	SR 30, Segment 2	SR 17 to Nease Road	None	Marked Bicycle Lanes	Sidewalks on Both Sides	70
76	Multi-Use Path along power line easement	Courthouse Road to SR 119	None	Multi-Use Path	Multi-Use Path	69
83	Jabez Jones Road	SR 17 to SR 30	None	Marked Bicycle Lanes	Sidewalks on Both Sides	69
100	US 80, Segment 1	SR 17 to Chatham County Line	None	Marked Bicycle Lanes	Sidewalks on Both Sides	65
115	S Laurel Street	SR 21 to SR 119/SR 21 Realign	None	Marked Bicycle Lanes	Sidewalks on Both Sides	64
53	McCall Road	SR 21 to Blue Jay Road (Blanford Rd)	None	Wide Shoulder	Sidewalks on Both Sides	64
105	Guyton Rails-To-Trails (underway)	Downtown Guyton	None	Multi-Use Path	Multi-Use Path	63
117	SR 119, Segment 3	SR 21 to Laurel St	None	Multi-Use Path	Multi-Use Path	61
107	119/21 Realignment in Springfield	SR 119 at school driveway to Old Tusculsum Road	New Two-Lane Road	None	Sidewalks on Both Sides	61
9	Powell Road Extension	4th Avenue to SR 119 (intersect w/ Little McCall Realignment)	New Two-Lane Road	None	Sidewalks on One Side	61
102	US 80, Segment 3	Sandhill Road to Bulloch County Line	None	Wide Shoulder	Sidewalks on Both Sides	60
116	Springfield Elementary School Drive Extension	Early Street to Spring ES driveway entrance	New Two-Lane Road	None	Sidewalks on Both Sides	60
33	SR 119, Segment 4	SR 21 realign (Springfield) to SC State Line	Shoulder Increase	Wide Shoulder	None	59
90	S Effingham High School woodland path	Richmond Drive to back of HS (between baseball and football field)	None	Multi-Use Path	Multi-Use Path	59



Table 6.3 Prioritized List of All Recommended Potential Projects (Overview), Continued

ID	Facility Name	Extents	Roadway Improvement	Bicycle Improvement	Pedestrian Improvement	Score
94	SR 119, Segment 1	SR 17 to Bulloch County Line	Shoulder Increase	Wide Shoulder	None	57
80	Courthouse Road	SR 17 to Stagecoach Avenue	New Two-Lane Road	None	Sidewalks on Both Sides	56
64	Courthouse Road	SR 21 to SR 17	None	Rural Route - Signage Only	Sidewalks on Both Sides	52
82	Honey Ridge Road	SR 17 to SR 119	None	None	Sidewalks on Both Sides	52
128	Lexington Avenuenue	9th Street to Madison Oaks Drive (Rincon)	None	None	Sidewalks on Both Sides	52
49	Goshen/Hodgeville/Kolick Helmey Roads	Effingham Parkway to SR 30	None	None	Sidewalks on Both Sides	49
43	Ebenezer Road	SR 21 to Waldhour Road (by powerlines)	None	None	Sidewalks on Both Sides	48
118	SR 21, Segment 4	SR 21@ S Laurel Street to SR 119/SR 21 Realign	None	None	Sidewalks on Both Sides	48
73	Pleasant Acres Road	SR 21 to Little McCall Road (or powerline easement)	Paving	None	None	48
130	Richland Avenuenue Extension	10th Street (Rincon) to Fort Howard Road	New Two-Lane Road	None	None	48
60	Wylly /High Bluff/ Tommy Long Road	Long Bridge Road to End	None	None	Sidewalks on One Side	47
119	Standard Lane	SR 119 to Old Tusculum Road	None	None	Sidewalks on Both Sides	47
24	Indigo Road	Mock Road to Stillwell-Clyo Road	Paving	Rural Route - Signage Only	None	47
81	Heidt Landing Road	Central Avenue to existing rd connecting to SR 119	Paving	Rural Route - Signage Only	None	47
88	Old River Road	US 80 to John Carter Road	Widen (2-->4 Lanes)	None	None	46
16	SR 21, Segment 5	Old Tusculum to Springfield-Egypt Road	None	None	Sidewalks on One Side	44
15	SR 17, Segment 4	Old Elam Cemetary Road to 1300 ft S of Egypt Ardmore Road	None	None	Sidewalks on One Side	43
56	Old Augusta Road	SR 21 to Ft Howard Road	None	Wide Shoulder	None	43
87	Nease Road	SR 30 to St. Matthew's Road	None	None	Sidewalks on One Side	43



Table 6.3 Prioritized List of All Recommended Potential Projects (Overview), Continued

ID	Facility Name	Extents	Roadway Improvement	Bicycle Improvement	Pedestrian Improvement	Score
3	Effingham Parkway - Northeastern	119 to Boaen Road@Sawmill Road	New Two-Lane Road	None	None	43
21	Clyo-Kildare Road	SR 119 to Marion Avenue	None	None	Sidewalks on One Side	42
27	Marion Avenue	SR 119 to Clyo-Kildare Road	None	None	Sidewalks on One Side	42
86	Midland Road	SR 30 to Rails-to-Trails	None	None	Sidewalks on Both Sides	42
131	Rincon Stillwell Road	Ft Howard Road to Ebenezer Road	None	Marked Bicycle Lanes	None	42
6	Morgan Road Extension	Springfield-Egypt Road to SR 17	New Two-Lane Road	Rural Route - Signage Only	None	42
97	SR 30, Segment 1	Nease Road to Kolic Helmey Road	None	None	Sidewalks on Both Sides	39
57	Stephens Drive	Goshen Road to McCall Road	None	None	Sidewalks on One Side	38
59	Westwood Drive	Vale Royal Dr to SR 21	None	None	Sidewalks on Both Sides	38
1	Boaen Road	Springfield-Egypt Road to Sawmill Road	Paving	None	None	38
5	Morgan Road	SR 21 to Springfield-Egypt Road	Paving	None	None	38
10	Sawmill Drive	Springfield-Tusculum Road to Boaen Road	Paving	None	None	38
14	Springfield-Egypt Road	Shawnee-Egypt Road to SR 21	Paving	None	None	38
20	Bark Drive	SR 119 to end	Paving	None	None	38
22	Corinth Church Road	Clyo-Kildare Road to Bird Road	Paving	None	None	38
29	Sam Smart Road	Corinth Church Road to end	Paving	None	None	38
42	Chimney - Busch Connector	Busch Road to SR 21	New Two-Lane Road	None	None	38
70	Low Ground Road	McCall Road to Midland Road	Paving	None	None	38
74	Pound Road / Floyd Road	Entire length of both roads (to SR 17)	Paving	None	None	38



Table 6.3 Prioritized List of All Recommended Potential Projects (Overview), Continued

ID	Facility Name	Extents	Roadway Improvement	Bicycle Improvement	Pedestrian Improvement	Score
96	SR 17, Segment 2	Blue Jay Road to Midland Road	None	Marked Bicycle Lanes	None	37
46	Fort Howard Road, Segment 1	Old Augusta Road to Rincon-Stillwell Road	None	Wide Shoulder	None	37
103	Anderson Street	SR 17 to Magnolia Street	None	None	Sidewalks on Both Sides	37
104	Gracen Road	SR 119 to Summer Place	None	None	Sidewalks on Both Sides	37
106	Magnolia Street	SR 119 to Anderson Street	None	None	Sidewalks on Both Sides	37
111	Ash Street / Ash Street Extension	S Laurel Street to Early Street	None	None	Sidewalks on Both Sides	37
112	E Madison Street	Laurel Street to N Ash Street	None	None	Sidewalks on Both Sides	37
121	W 1st Street Extension	SR 21 to SR 119	None	None	Sidewalks on Both Sides	37
125	E 9th Street (Rincon)	SR 21 to Lexington Avenue	None	None	Sidewalks on Both Sides	37
108	119/21 Realignment in Springfield	Laurel Street to Old Dixie Highway	New Two-Lane Road	None	None	34
34	SR 119, Segment 5	Marion Avenue to Clyo-Kildare Road	None	None	Sidewalks on One Side	33
35	SR 21, Segment 6	Shawnee Egypt Road to 500 ft N of Shawnee Road	None	None	Sidewalks on One Side	33
79	SR 17, Segment 3	Midland Road to Pound Road	None	None	Sidewalks on One Side	33
7	Old Tusculum Road, Segment 2	SR 21 to Standard Lane	None	None	Sidewalks on Both Sides	33
11	Long Bridge Road	Ebenezer Road to Wylly Road	None	Marked Bicycle Lanes	None	33
50	Long Bridge Road	Ebenezer Road to 4000 ft N of Wylly Road	None	None	Sidewalks on One Side	33
51	Long Pond Road	Ft Howard Road to Rincon Stillwell Road	None	Wide Shoulder	None	33
58	Vale Royal Drive	McCall Road to Westwood Drive	None	None	Sidewalks on Both Sides	33
72	Old Tusculum Road, Segment 1	SR 21 to SR 119 realign (GDOT)	None	None	Sidewalks on Both Sides	33



Table 6.3 Prioritized List of All Recommended Potential Projects (Overview), Continued

ID	Facility Name	Extents	Roadway Improvement	Bicycle Improvement	Pedestrian Improvement	Score
67	HS Access (to Deerfield Road)	Pleasant Acre Road (straightened) to SR 119 between HS and MS	New Two-Lane Road	None	None	33
75	Pound Road - Pleasant Acres Connector	End of Pound Road to Pleasant Acres Road in vicinity of powerline easement	New Two-Lane Road	None	None	33
129	North Ridge Road	end of current road to Carolina Avenue extension parallel to RR Tracks (Rincon)	New Two-Lane Road	None	None	33
132	Smith Avenue Extension	Smith Avenue to E 4th Street (Rincon)	New Two-Lane Road	None	None	33
17	4th Street	Marion Avenue to Stillwell-Clyo Road	None	None	Sidewalks on One Side	32
23	Fair Street	Clyo-Stillwell Road to community center	None	None	Sidewalks on One Side	32
30	Shawnee Road, Segment 1	SR 21 to Old Dixie Highway	None	None	Sidewalks on One Side	32
36	Stillwell-Clyo Road	4th Street to Fair Street	None	None	Sidewalks on One Side	32
109	2nd Street	Ash Street to RR Avenue	None	None	Sidewalks on Both Sides	32
110	3rd Street	SR 21 to S Laurel Street	None	None	Sidewalks on Both Sides	32
113	Early Street	Laurel Street to "Springfield ES Drive Ext" between Ash Street and Lake Dr	None	None	Sidewalks on Both Sides	32
114	Railroad Avenue	W 2nd Street to W 3rd Street	None	None	Sidewalks on One Side	32
120	Stillwell Road	Laurel Street to Ash Street	None	None	Sidewalks on Both Sides	32
40	Bunyan Kessler Road	Rincon-Stillwell Road to Fort Howard Road	None	Wide Shoulder	None	31
41	Chimney Road	SR 21 to Old Augusta Road	None	Wide Shoulder	None	31
77	Rahn Station Road	SR 21 to McCall Road at Effingham Parkway	None	Wide Shoulder	None	31
85	Meldrim Road	Central Avenue (Meldrim) to US 80	None	Wide Shoulder	None	31



Table 6.3 Prioritized List of All Recommended Potential Projects (Overview), Continued

ID	Facility Name	Extents	Roadway Improvement	Bicycle Improvement	Pedestrian Improvement	Score
2	Boaen Road Extension	Springfield-Egypt Road to SR 21	New Two-Lane Road	None	None	28
4	Griffin Lake Road Extension	SR 17 to Springfield-Egypt Road	New Two-Lane Road	None	None	28
8	Porter Road	Old Louisville Road to Riverside Drive	New Two-Lane Road	None	None	28
12	Shearwood Road	Old Louisville Road to Ogeechee River	New Two-Lane Road	None	None	28
13	Springfield-Tusculum Road	SR 17 to Brogdon Road	Paving	None	None	28
18	Angus Exley Road Extension	End of Angus Exley Road to Bark Dr	New Two-Lane Road	None	None	28
19	Angus Exley Road	Sister's Ferry Rd to End	Paving	None	None	28
25	Josiah Morgan - Sam Smart Connector	Connect Josiah Morgan Road to Sam Smart Road (at ends)	New Two-Lane Road	None	None	28
26	Josiah Morgan Road	Clyo-Shawnee Road to JM/SS Connector (new)	Paving	None	None	28
28	Lorenzo Hurst / Elbert Arnsdorff	SR 21 to Old Dixie Highway	Paving	None	None	28
31	Shawnee Road, Segment 2	Old Dixie to Corinth Church Road	New Two-Lane Road	None	None	28
32	Sisters Ferry Road	SR 119 to Green Morgan School Road	Paving	None	None	28
38	Azalea - Commercial Connector	end of Azalea Avenue to Goshen Commercial Park Dr	New Two-Lane Road	None	None	28
52	Low Ground - Blue Jay Connector	end of Hodgeville Road (realign to be perpendicular to Blue Jay) to just E of Sagepoint Road	New Two-Lane Road	None	None	28
54	McCall Road Extension	SR 21 to Azalea-Commercial Connector (New)	New Two-Lane Road	None	None	28
55	Mock Road Extension	SR 21 to Stillwell Road (Springfield)	New Two-Lane Road	None	None	28
61	Zipperer - Hodgeville Connector	Zipperer Paddock (end) to Hodgeville Road	New Two-Lane Road	None	None	28
62	Zipperer Road	Midland Road to end	Paving	None	None	28



Table 6.3 Prioritized List of All Recommended Potential Projects (Overview), Continued

ID	Facility Name	Extents	Roadway Improvement	Bicycle Improvement	Pedestrian Improvement	Score
63	Big T Road	Courthouse Road to Shirley Road	Paving	None	None	28
66	Existing private road Off Low Ground Road	Low Ground Road to LowGround-Shirley Connector (new)	Paving	None	None	28
68	Little McCall Road north terminus realign	north end of road to SR 119	New Two-Lane Road	None	None	28
69	Low Ground - Shirley Connector	Shirley Road to end of #66	New Two-Lane Road	None	None	28
71	Magnolia - Big T Connector	Magnolia Street Ext to Courthouse Road (E of Indica Pl)	New Two-Lane Road	None	None	28
99	Unknown road between Honey Ridge Road and Ogeechee River on 119	Entire length	Paving	None	None	28
93	Sand Hill Road, Segment 3	Boggy Road to railbed	None	Wide Shoulder	None	24
37	4th Street / Rincon-Stillwell Road	Bunyan Kessler Road to Long Pond Road	None	Wide Shoulder	None	23

Table 6.4 Ranked List of Recommended Potential Roadway Projects

Note: Does not include recommended paving projects

Rank	Map ID	Facility Name	Extents	Details / Justification	Roadway Improvement	Length (miles)	Total Score	Roadway Score	Bike Score	Pedestrian Score	General Score	Roadway +General
1	44	Effingham Parkway, Segment 2	Blue Jay Road to SR 119	Building a primary N-S roadway in the south central part of Effingham County would support high-impact economic development opportunities, serve as a truck bypass (to SR 21), and greatly increase regional connectivity. Effingham Parkway is listed in both the STIP and Capital Improvement Plan.	New Two-Lane Road	7.85	101.0	32.5	25.5	23.0	20.0	52.50
2	47	Research Forest E-W connector	McCall Road to Hodgeville Road (in DRI)	If Research Forest Industrial Park is developed, E-W connectivity between McCall Road and SR 21 (and optimally Hodgeville Road) is needed. Coordinate planning and construction of this road with the Research Forest Site Plan and eventually Effingham Pkwy. Construct as "Complete Street" with pedestrian and bike facilities.	New Two-Lane Road	2.65	96.0	32.5	25.5	23.0	15.0	47.50
3	130	Richland Avenue Extension	10th Street (Rincon) to Fort Howard Road	Parallel/Rear access to development along SR 21 from residential Rincon. Requested by Rincon city planner. Increases connectivity, mobility, and access.	New Two-Lane Road	0.77	47.5	32.5	0.0	0.0	15.0	47.50
4	126	Fort Howard Road, Segment 2	SR 21 to Old Augusta Road	Roadway operations and access to residential development would be improved with turn lanes. This road is the primary means of access to Rincon and SR 21 for many residents, and dedicated pedestrian and bicycle facilities are recommended to give all residents transportation choice. Fort Howard Road is also a key segment of an integrated bicycle network to the east of Rincon	Widen (+ turn lane)	2.51	98.8	30.0	25.5	23.0	16.3	46.25
5	133	SR 21, Segment 1	Old Augusta to Ft Howard Road	Widening to 6 lanes (from 1-95 through the City of Rincon) is justified by this study's travel demand model to provide adequate automobile capacity for Level of Service C or above in 2030, based on current travel behavior. However, any widening of SR 21 within Rincon city limits would negatively impact the existing urban character and future corridor revitalization efforts. Thus, Fort Howard Road is recommended as the northernmost potential terminus of this roadway widening project. Based on the preliminary environmental review, there are also a number of properties and structures along SR 21 between Goshen Road and Fort Howard Road in unincorporated Effingham that would be potentially impacted by a roadway widening. First implementing appropriate ITS and operational improvements (access management, channelized right turn lanes) on SR 21 in Chatham County could delay the need for widening of SR 21 north of the Effingham/Chatham County Line or Goshen Road. Regardless of improvements implemented for automobile movement, safe pedestrian and bicycle access is necessary along this corridor. Due to high adjacent traffic volume and speeds, a multi-use path on each side of SR-21 is recommended to separate walkers and bicyclists from cars.	Widen (4-->6 Lanes)	3.60	98.8	30.0	25.5	23.0	16.3	46.25
6	88	Old River Road	US 80 to John Carter Road	Operational improvements and widening are needed along Old River Road, which connects to the only Interstate exit in Effingham County. Directional signage pointing from US 80 to Old River Road is also necessary.	Widen (2-->4 Lanes)	4.09	46.3	30.0	0.0	0.0	16.3	46.25
7	78	SR 119, Segment 2	SR 17 to SR 21	A center turning lane along with right turn bays along this length of road as well as bike/pedestrian accommodation (multi-use path) is recommended to improve traffic operations and provide greater accessibility through mode choice. 2030 travel demand model runs do not show excessive congestion to warrant additional through-lanes by 2030. If local input still shows desire for eventual 4-lane road, however, a multi-use path must be placed far enough from road to preserve adequate future ROW. A multi-use path, rather than bike lanes and sidewalks, is recommended due to the probable use of the facility by schoolchildren. Widening recommendations are in the Capital Improvement Plan.	Widen (2-->3 Lanes)	5.02	92.3	30.0	25.5	23.0	13.8	43.75
8	33	SR 119, Segment 4	SR 21 realign (Springfield) to SC State Line	This winding segment of SR 119 lacks a shoulder and has experienced several fatal crashes. Adding an improved shoulder (to standards of other State Route segments in the County) will help with safety in the area. Additionally adding roadside reflectors will reduce incidents based on failure to navigate turns at night.	Shoulder Increase	11.65	59.3	30.0	15.5	0.0	13.8	43.75
9	3	Effingham Parkway - Northeastern	119 to Boaen Road@Sawmill Road	First segment of potential Northeastern extension of Effingham Parkway. Though currently considered a "county project" due to relatively low traffic volumes projected by the study's travel demand model, completing this segment will allow Effingham Parkway traffic to channel back to SR 21 north of Springfield (via additional projects #1 and #2), rather than completely loading on to SR 119. Undertaking project #13 in addition to this one will enable vehicle movement to SR 17 north of Guyton, rather than directing offloading traffic through the center of Guyton.	New Two-Lane Road	3.00	42.5	32.5	0.0	0.0	10.0	42.50

Table 6.4 Ranked List of Recommended Potential Roadway Projects, Continued

Rank	Map ID	Facility Name	Extents	Details / Justification	Roadway Improvement	Length (miles)	Total Score	Roadway Score	Bike Score	Pedestrian Score	General Score	Roadway + General
10	94	SR 119, Segment 1	SR 17 to Bulloch County Line	Adding an improved shoulder (to standards of other State Route segments in the County) will help with safety in the area. It will also allow recreational bicyclists to travel more easily between proposed multi-use paths and a bike route located in Bulloch County (119/Stilson Road) which eventually leads to Statesboro. A river recreation area is accessed from SR 119 at the county line.	Shoulder Increase	4.23	56.8	30.0	15.5	0.0	11.3	41.25
11	45	Effingham Parkway (Chatham)	Chatham County Line to vicinity of Monteith Road (Chatham)	This segment of Effingham Parkway (project #44) is located in Chatham County and is a necessary link in connecting the potential parkway to a southern terminus that can handle a high potential volume of vehicles.	New Four-Lane Road	1.76	88.5	25.0	25.5	23.0	15.0	40.00
12	65	Effingham Parkway, Segment 1	County Line to Blue Jay Road	Building a major N-S roadway in the south central part of Effingham County would support high-impact economic development opportunities, serve as a truck bypass (to SR 21), and greatly increase regional connectivity. Effingham Parkway is listed in both the STIP and Capital Improvement Plan.	New Four-Lane Road	5.11	88.5	25.0	25.5	23.0	15.0	40.00
13	101	US 80, Segment 2	SR 17 to Sandhill Road	Continuation of widening from Chatham County, terminate at Sand Hill Road (or Old River Road). State bike route, provide facilities (lanes/sidewalks) on all of US 80 within Effingham. Four state bike routes utilize this stretch of road and should have dedicated facilities for safety. All arterials should have sidewalks.	Widen (2-->4 Lanes)	4.48	87.3	30.0	25.5	23.0	8.8	38.75
14	9	Powell Road Extension	4th Avenue to SR 119 (intersect w/ Little McCall Realignment)	Constructing this road will allow local vehicular and pedestrian access to the residential areas of Guyton without forcing vehicular traffic through the busy SR 119 / SR 17 intersection in downtown Guyton. Would be most effective in combination with project # 78 (realignment of Little McCall Road intersection with SR 119).	New Two-Lane Road	0.54	60.5	32.5	0.0	23.0	5.0	37.50
15	42	Chimney - Busch Connector	Busch Road to SR 21	Creating an official road in place of the existing parking lot will allow area residents to access the current traffic signal at Chimney Road and SR 21, reducing reliance on McCall Road until the intersection there can be upgraded.	New Two-Lane Road	0.07	37.5	32.5	0.0	0.0	5.0	37.50
16	123	Blue Jay / Blandford Road	SR 21 to McCall Road	Blue Jay is the primary E-W connector south of SR 119 and should have dedicated pedestrian and bicycle facilities. Occasional right turn lanes will improve traffic flow, though additional vehicular through-lanes are not justified by the study's travel demand model at this time.	Occasional Right Turn Lanes	1.89	88.8	20.0	25.5	23.0	16.3	36.25
17	91	Sand Hill Road, Segment 1	US 80 to Stagefield Road	Adding turn lanes will improve mobility and safe vehicular access to neighborhoods. Pedestrian and bicycle facilities will help residents access schools and recreational areas, as well as potential commuter bus stops along US 80 and SR17. Segment in Capital Improvement Plan.	Widen (+ turn lane)	3.11	86.3	20.0	25.5	23.0	13.8	33.75
18	92	Sand Hill Road, Segment 2	Stagefield Road to Bogy Road	Adding turn lanes will improve mobility and safe vehicular access to neighborhoods. Pedestrian and bicycle facilities will help residents access schools and recreational areas, as well as potential commuter bus stops along US 80 and SR17.	Widen (+ turn lane)	1.31	82.3	20.0	25.5	23.0	13.8	33.75
19	107	119/21 Realignment in Springfield	SR 119 at school driveway to Old Tusculsum Road	GDOT has finished the design phase for this project, which will lead to more optimal truck movement in the area. However, sidewalks should be added to this roadway segment to connect west and east Springfield to each other, as well as a nearby school. In STIP.	New Two-Lane Road	0.52	60.8	22.5	0.0	23.0	11.3	33.75
20	108	119/21 Realignment in Springfield	Laurel Street to Old Dixie Highway	GDOT has finished the design phase for this project, which will lead to more optimal truck movement in the area. In STIP.	New Two-Lane Road	0.34	33.8	22.5	0.0	0.0	11.3	33.75
21	84	Meldrim - Jabez Jones Connector	US 80 to Jabez Jones Road	Constructing a facility to connect Meldrim Road and Jabez Jones Road will greatly aid in regional connectivity and increased safety for area residents (especially in Meldrim). It will improve access to highways and schools, and reduce volumes at the intersections of SR 17 with US 80 and SR 30. Construct as a "Complete Street" with sidewalks and bike lanes in addition to automobile travel lanes. It may be necessary to signalize the intersection of US 80 with this project, based on traffic volume.	New Two-Lane Road	1.70	81.0	22.5	25.5	23.0	10.0	32.50
22	116	Springfield Elementary School Drive Extension	Early Street to Spring ES driveway entrance	Extending Ash St northward (to the left side of the Armory) to Early Street will provide a direct connection between homes and residences in the area and downtown Springfield. This is an essential link in creating a more connected street network on the northern side of town and reducing dependency on automobiles for local trips.	New Two-Lane Road	0.33	59.5	22.5	0.0	23.0	10.0	32.50
23	80	Courthouse Road	SR 17 to Stagecoach Avenue	Extending Courthouse Road to the Stagecoach Avenue off of Sand Hill Road will provide greater regional connectivity, allowing better citizen access to a major recreation center.	New Two-Lane Road	2.34	55.5	22.5	0.0	23.0	10.0	32.50

Table 6.4 Ranked List of Recommended Potential Roadway Projects, Continued

Rank	Map ID	Facility Name	Extents	Details / Justification	Roadway Improvement	Length (miles)	Total Score	Roadway Score	Bike Score	Pedestrian Score	General Score	Roadway + General
24	6	Morgan Road Extension	Springfield-Egypt Road to SR 17	Extending Morgan Road between Springfield-Egypt Road and SR 17 will improve high-level connectivity in the Northern part of the county, aiding in emergency vehicle movement. E-W connectors between SR 17 and SR 21 north of Guyton were specifically requested by public safety officials. This improvement would be most effective in combination with Projects #5 and #14, and is already recorded in the Effingham Capital Improvement Plan.	New Two-Lane Road	2.74	41.5	22.5	9.0	0.0	10.0	32.50
25	67	HS Access (to Deerfield Road)	Pleasant Acre Road (straightened) to SR 119 between HS and MS	This roadway connection allows Effingham Middle and High Schools to be accessed from the rear, thus reducing pressure on SR 119.	New Two-Lane Road	0.71	32.5	22.5	0.0	0.0	10.0	32.50
26	75	Pound Road - Pleasant Acres Connector	End of Pound Road to Pleasant Acres Road in vicinity of powerline easement	Building a new road in this location would aid local and regional connectivity, reducing reliance on primary city roads for local traffic.	New Two-Lane Road	3.39	32.5	22.5	0.0	0.0	10.0	32.50
27	129	North Ridge Road	end of current road to Carolina Avenue extension parallel to RR Tracks (Rincon)	Needed for continuation of connectivity (project #124) and providing local alternative to SR 21.	New Two-Lane Road	0.23	32.5	22.5	0.0	0.0	10.0	32.50
28	132	Smith Avenuenue Extension	Smith Avenue to E 4th Street (Rincon)	This segment is a continuation of Rincon's residential grid system. At a minimum, preserve right-of-way for transportation improvement as a part of new development.	New Two-Lane Road	0.20	32.5	22.5	0.0	0.0	10.0	32.50
29	39	Blue Jay Road	McCall Road to SandHill Road	This road is a primary E-W connector and should be upgraded to have better functionality. It can be initially widened by providing a center turning lane or otherwise adding occasional left and right turn bays in necessary places. Long-term, a four-lane road may be called for but is not currently justified by travel demand model volume projections. Blue Jay Road should also have bike lanes as it is a critical direct E-W bike link south of 119. In Capital Improvement Plan.	Widen (2-->3 Lanes)	9.36	79.8	20.0	25.5	23.0	11.3	31.25
30	127	Fort Howard Road, Segment 3	SR 21 to McCall Road	Ft Howard is an important E-W connector and should be continued west to provide direct access to employment center. Develop road (and RR crossing) as part of DRI. Construct "Complete Street" with bike lanes and sidewalks. Eventually this and parallel roads should connect to future Effingham Parkway.	New Two-Lane Road	1.29	81.3	22.5	25.5	23.0	6.3	28.75
31	124	Carolina Avenuenue (South)	W 17th Street to N Ridge Drive	This project provides rear access to Lowe's and other development along SR 21 from residential Rincon, reducing the need for local traffic to utilize arterials. It was specifically requested by the Rincon planning department.	New Two-Lane Road	0.69	75.0	22.5	20.5	23.0	5.0	27.50
32	2	Boaen Road Extension	Springfield-Egypt Road to SR 21	This road segment provides a short connector from the existing Boaen Road to SR 21, continuing from the intersection of Boaen Road and Springfield-Egypt Road. It forms the final segment of a potential Northeastern extension of Effingham Parkway, providing a convenient terminus at SR 21.	New Two-Lane Road	0.42	27.5	22.5	0.0	0.0	5.0	27.50
33	4	Griffin Lake Road Extension	SR 17 to Springfield-Egypt Road	Extending Griffin Lake Road to Springfield-Egypt/Shawnee-Egypt Road will improve high-level connectivity in the Northern part of the county, aiding in emergency vehicle movement. E-W connectors between SR 17 and SR 21 north of Guyton were specifically requested by public safety officials. This segment can form a part of a near continuous improved route from Old Louisville Road to Coyo-Kildare Road (in combination with projects #31 and #22).	New Two-Lane Road	2.20	27.5	22.5	0.0	0.0	5.0	27.50
34	8	Porter Road	Old Louisville Road to Riverside Drive	Constructing this roadway extension will aid in better access to existing or potential river-based recreation activities and emergency vehicle movement.	New Two-Lane Road	2.12	27.5	22.5	0.0	0.0	5.0	27.50
35	12	Shearwood Road	Old Louisville Road to Ogeechee River	This project is in the Capital Improvement Plan, and also provides access to potential outdoor recreation area & boat launch.	New Two-Lane Road	0.78	27.5	22.5	0.0	0.0	5.0	27.50
36	18	Angus Exley Road Extension	End of Angus Exley Road to Bark Dr	Extending Angus Exley Road to Bark Drive will cost-effectively aid in regional connectivity by utilizing existing roadways (coordinate with projects #19 and #20). Other potential connections in vicinity between SR 119 and Sister's Ferry Road can be undertaken if this extension is not feasible.	New Two-Lane Road	0.88	27.5	22.5	0.0	0.0	5.0	27.50
37	25	Josiah Morgan - Sam Smart Connector	Connect Josiah Morgan Road to Sam Smart Road (at ends)	Building a new road between Josiah Morgan Road and Sam Smart Road will cost-effectively aid in regional connectivity by utilizing existing roadways (coordinate with projects #26 and #29). It is an important local N-S link between SR 21 and SR 119 in northeastern Effingham County.	New Two-Lane Road	1.33	27.5	22.5	0.0	0.0	5.0	27.50

Table 6.4 Ranked List of Recommended Potential Roadway Projects, Continued

Rank	Map ID	Facility Name	Extents	Details / Justification	Roadway Improvement	Length (miles)	Total Score	Roadway Score	Bike Score	Pedestrian Score	General Score	Roadway + General
38	31	Shawnee Road, Segment 2	Old Dixie to Corinth Church Road	This segment is part of a continuous E-W route in the northern part of the county. Improving the road will enhance local connectivity and emergency vehicle access. Would be most effective if improved at the same time as project #22.	New Two-Lane Road	1.12	27.5	22.5	0.0	0.0	5.0	27.50
39	38	Azalea - Commercial Connector	end of Azalea Avenue to Goshen Commercial Park Dr	This parallel new road would provide a local alternative to SR 21 so that area businesses could be accessed from a low-speed rear access road rather than a high-speed high-volume arterial. It provides a terminus to a McCall Road eastern extension (#54) and increases area connectivity.	New Two-Lane Road	0.26	27.5	22.5	0.0	0.0	5.0	27.50
40	52	Low Ground - Blue Jay Connector	end of Hodgeville Road (realign to be perpendicular to Blue Jay) to just E of Sagepoint Road	This segment extends Hodgeville Road northwards and aids in macro-connectivity. A smaller project than the parallel Effingham Parkway, it can have more immediate benefit by being part of a direct route between Guyton and southern Effingham County/Coordinate with projects #69, #66, #71, #63.	New Two-Lane Road	1.73	27.5	22.5	0.0	0.0	5.0	27.50
41	54	McCall Road Extension	SR 21 to Azalea-Commercial Connector (New)	Extending McCall road across SR 21 will enhance local connectivity and decrease reliance on SR 21. Having a signalized four-way intersection here can mitigate turning-related safety issues at intersection of McCall Road and SR 21. The junction of McCall Road and SR 21 was specifically mentioned by public safety officials in relation to school bus movement.	New Two-Lane Road	0.18	27.5	22.5	0.0	0.0	5.0	27.50
42	55	Mock Road Extension	SR 21 to Stillwell Road (Springfield)	Constructing this roadway segment aids in regional connectivity, allowing local through-travelers to access 119 E from 21 N (or vice versa) without going through Springfield. If desired, add truck route restrictions to this project and enforce usage of SR 21 and SR 119 for area freight movement.	New Two-Lane Road	1.17	27.5	22.5	0.0	0.0	5.0	27.50
43	61	Zipperer - Hodgeville Connector	Zipperer Paddock (end) to Hodgeville Road	This project is a general recommendation of primary E-W connectivity for IDA Research Forest so that it meshes better with surrounding areas and transportation network. The final alignment should be coordinated with Research Forest and project #47.	New Two-Lane Road	1.03	27.5	22.5	0.0	0.0	5.0	27.50
44	68	Little McCall Road north terminus realign	north end of road to SR 119	Realign Little McCall Road at SR 119 to help mitigate intersection-related safety issues. Continue north to Powell St and provide access to Guyton residential area. Aids in local connectivity.	New Two-Lane Road	0.30	27.5	22.5	0.0	0.0	5.0	27.50
45	69	Low Ground - Shirley Connector	Shirley Road to end of #66	Constructing this road in combination with improvement projects #66, #63, #71, #52 will aid in macro-connectivity, and local and emergency vehicle movement. There are a number of more recent developments in the area that would benefit from being able to travel on roadways besides Midland Road and McCall Road which have relatively high crash rates in some locations.	New Two-Lane Road	1.25	27.5	22.5	0.0	0.0	5.0	27.50
46	71	Magnolia - Big T Connector	Magnolia Street Ext to Courthouse Road (E of Indica Pl)	A new roadway segment in this location will aid connectivity by creating another access point to and from the City of Guyton that does not depend on SR 119. It will be especially beneficial for residences along Courthouse Road.	New Two-Lane Road	3.42	27.5	22.5	0.0	0.0	5.0	27.50

Table 6.5 Ranked List of Recommended Potential Bicycle Projects

Note: Does not include Signage-Only Rural Routes

Rank	Map ID	Facility Name	Extents	Details / Justification	Bicycle Improvement	Length (miles)	Total Score	Roadway Score	Bike Score	Pedestrian Score	General Score	Bicycle + General
1	44	Effingham Parkway, Segment 2	Blue Jay Road to SR 119	Building a primary N-S roadway in the south central part of Effingham County would support high-impact economic development opportunities, serve as a truck bypass (to SR 21), and greatly increase regional connectivity. Effingham Parkway is listed in both the STIP and Capital Improvement Plan.	Marked Bicycle Lanes	7.85	101.0	32.5	25.5	23.0	20.0	45.50
2	89	Rails-to-Trails	Downtown Guyton to Meldrim @ 2nd Street	Prime opportunity for recreational and mobility-oriented multi-use path. Using old railbeds as low-impact trails is a method to preserve railroad right-of-way in event of future passenger train service to area.	Multi-Use Path	13.62	82.5	10.0	25.5	23.0	20.0	45.50
3	126	Fort Howard Road, Segment 2	SR 21 to Old Augusta Road	Roadway operations and access to residential development would be improved with turn lanes. This road is the primary means of access to Rincon and SR 21 for many residents, and dedicated pedestrian and bicycle facilities are recommended to give all residents transportation choice. Fort Howard Road is also a key segment of an integrated bicycle network to the east of Rincon	Marked Bicycle Lanes	2.51	98.8	30.0	25.5	23.0	16.3	41.75
	133	SR 21, Segment 1	Old Augusta to Ft Howard Road	Widening to 6 lanes (from I-95 through the City of Rincon) is justified by this study's travel demand model to provide adequate automobile capacity for Level of Service C or above in 2030, based on current travel behavior. However, any widening of SR 21 within Rincon city limits would negatively impact the existing urban character and future corridor revitalization efforts. Thus, Fort Howard Road is recommended as the northernmost potential terminus of this roadway widening project. Based on the preliminary environmental review, there are also a number of properties and structures along SR 21 between Goshen Road and Fort Howard Road in unincorporated Effingham that would be potentially impacted by a roadway widening. First implementing appropriate ITS and operational improvements (access management, channelized right turn lanes) on SR 21 in Chatham County could delay the need for widening of SR 21 north of the Effingham/Chatham County Line or Goshen Road. Regardless of improvements implemented for automobile movement, safe pedestrian and bicycle access is necessary along this corridor. Due to high adjacent traffic volume and speeds, a multi-use path on each side of SR-21 is recommended to separate walkers and bicyclists from cars.	Multi-Use Path	3.60	98.8	30.0	25.5	23.0	16.3	41.75
5	123	Blue Jay / Blandford Road	SR 21 to McCall Road	Blue Jay is the primary E-W connector south of SR 119 and should have dedicated pedestrian and bicycle facilities. Occasional right turn lanes will improve traffic flow, though additional vehicular through-lanes are not justified by the study's travel demand model at this time.	Multi-Use Path	1.89	88.8	20.0	25.5	23.0	16.3	41.75
6	134	SR 21, Segment 2	Ft Howard Road to 4th Street (Rincon)	Continue to implement multi-use paths along SR 21 to provide multi-modal access to school, downtown, residential areas. SR 21 is a key segment of an integrated multimodal network.	Multi-Use Path	1.37	78.8	10.0	25.5	23.0	16.3	41.75
	135	SR 21, Segment 3	4th St (Rincon) to Laurel St (Springfield)	Construct dedicated bicycle and pedestrian facilities along SR 21 to provide a direct multi-modal connection between Rincon and Springfield. This roadway segment is a proposed State Bike Route and also provides access to employment centers at Ebenezer Road and SR 21 as well as schools and recreational opportunities.	Marked Bicycle Lanes	6.01	78.8	10.0	25.5	23.0	16.3	41.75
8	47	Research Forest E-W connector	McCall Road to Hodgeville Road (in DRI)	If Research Forest Industrial Park is developed, E-W connectivity between McCall Road and SR 21 (and optimally Hodgeville Road) is needed. Coordinate planning and construction of this road with the Research Forest Site Plan and eventually Effingham Pkwy. Construct as "Complete Street" with pedestrian and bike facilities.	Marked Bicycle Lanes	2.65	96.0	32.5	25.5	23.0	15.0	40.50
9	45	Effingham Parkway (Chatham)	Chatham County Line to vicinity of Monteith Road (Chatham)	This segment of Effingham Parkway (project #44) is located in Chatham County and is a necessary link in connecting the potential parkway to a southern terminus that can handle a high potential volume of vehicles.	Marked Bicycle Lanes	1.76	88.5	25.0	25.5	23.0	15.0	40.50
	65	Effingham Parkway, Segment 1	County Line to Blue Jay Road	Building a major N-S roadway in the south central part of Effingham County would support high-impact economic development opportunities, serve as a truck bypass (to SR 21), and greatly increase regional connectivity. Effingham Parkway is listed in both the STIP and Capital Improvement Plan.	Marked Bicycle Lanes	5.11	88.5	25.0	25.5	23.0	15.0	40.50

Table 6.5 Ranked List of Recommended Potential Bicycle Projects, Continued

Rank	Map ID	Facility Name	Extents	Details / Justification	Bicycle Improvement	Length (miles)	Total Score	Roadway Score	Bike Score	Pedestrian Score	General Score	Bicycle + General
11	78	SR 119, Segment 2	SR 17 to SR 21	A center turning lane along with right turn bays along this length of road as well as bike/pedestrian accommodation (multi-use path) is recommended to improve traffic operations and provide greater accessibility through mode choice. 2030 travel demand model runs do not show excessive congestion to warrant additional through-lanes by 2030. If local input still shows desire for eventual 4-lane road, however, a multi-use path must be placed far enough from road to preserve adequate future ROW. A multi-use path, rather than bike lanes and sidewalks, is recommended due to the probable use of the facility by schoolchildren. Widening recommendations are in the Capital Improvement Plan.	Multi-Use Path	5.02	92.3	30.0	25.5	23.0	13.8	39.25
12	91	Sand Hill Road, Segment 1	US 80 to Stagefield Road	Adding turn lanes will improve mobility and safe vehicular access to neighborhoods. Pedestrian and bicycle facilities will help residents access schools and recreational areas, as well as potential commuter bus stops along US 80 and SR17. Segment in Capital Improvement Plan.	Marked Bicycle Lanes	3.11	86.3	20.0	25.5	23.0	13.8	39.25
13	92	Sand Hill Road, Segment 2	Stagefield Road to Bogy Road	Adding turn lanes will improve mobility and safe vehicular access to neighborhoods. Pedestrian and bicycle facilities will help residents access schools and recreational areas, as well as potential commuter bus stops along US 80 and SR17.	Marked Bicycle Lanes	1.31	82.3	20.0	25.5	23.0	13.8	39.25
14	48	Goshen Road	SR 21 to Effingham Parkway	Many residences are located in the vicinity of Goshen Road, which is part of the southernmost continuous E-W route in Effingham County. A bike lane is necessary to safely connect area residents to destinations along SR 21. Road improvements along Goshen Road are in the Capital Improvement Plan.	Marked Bicycle Lanes	2.82	72.3	10.0	25.5	23.0	13.8	39.25
15	122	4th Street / Rincon Stillwell Road	SR 21 to Buryan Kessler Road	Key segment of integrated bicycle/pedestrian network, connects residential neighborhoods with downtown Rincon and Elementary School	Marked Bicycle Lanes	1.49	75.0	10.0	25.5	23.0	12.5	38.00
16	131	Rincon Stillwell Road	Ft Howard Road to Ebenezer Road	Part of scenic route system, key segment of bicycle network, provides access from residential areas in Rincon to Ebenezer Middle School and High School and ind park. Build in conjunction with Ft Howard, Rincon Stillwell, and 4th St bicycle facilities.	Marked Bicycle Lanes	1.40	42.0	0.0	20.5	0.0	17.5	38.00
17	39	Blue Jay Road	McCall Road to SandHill Road	This road is a primary E-W connector and should be upgraded to have better functionality. It can be initially widened by providing a center turning lane or otherwise adding occasional left and right turn bays in necessary places. Long-term, a four-lane road may be called for but is not currently justified by travel demand model volume projections. Blue Jay Road should also have bike lanes as it is a critical direct E-W bike link south of 119. In Capital Improvement Plan.	Multi-Use Path	9.36	79.8	20.0	25.5	23.0	11.3	36.75
18	95	SR 17, Segment 1	US 80 to Blue Jay Road	Bike/pedestrian facilities are needed in the vicinity of schools and future activity centers. SR 17 is a current state bike route, but is not safe due to the lack of dedicated facilities providing a buffer between bicyclists and fast-moving automobiles. All major roads should have sidewalks on them, especially if they have community facilities located alongside them.	Marked Bicycle Lanes	5.30	73.8	10.0	25.5	23.0	11.3	36.75
19	98	SR 30, Segment 2	SR 17 to Nease Road	Many residents in area need to access middle and high schools. Busy road requires separate pedestrian facilities for safety. This is an important link in a continuous pedestrian network.	Marked Bicycle Lanes	2.12	69.8	10.0	25.5	23.0	11.3	36.75
20	115	S Laurel Street	SR 21 to SR 119/SR 21 Realign	One of several streets highlighted in Springfield to provide N-S city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.	Marked Bicycle Lanes	2.19	63.8	0.0	25.5	23.0	11.3	36.75
21	84	Meldrim - Jabez Jones Connector	US 80 to Jabez Jones Road	Constructing a facility to connect Meldrim Road and Jabez Jones Road will greatly aid in regional connectivity and increased safety for area residents (especially in Meldrim). It will improve access to highways and schools, and reduce volumes at the intersections of SR 17 with US 80 and SR 30. Construct as a "Complete Street" with sidewalks and bike lanes in addition to automobile travel lanes. It may be necessary to signalize the intersection of US 80 with this project, based on traffic volume.	Marked Bicycle Lanes	1.70	81.0	22.5	25.5	23.0	10.0	35.50
22	76	Multi-Use Path along power line easement	Courthouse Road to SR 119	This multi-use path project provides a scenic non-vehicular connection between a large residential area and nearby middle and high schools via a power line easement. The segment of SR 119 adjacent to the two schools has a spike in vehicular incidents at times corresponding to the start and end of the school day. Providing more non-automobile options to get to school will improve the safety of students, their parents, and other drivers utilizing SR 119 between Springfield and Guyton.	Multi-Use Path	2.76	68.5	10.0	25.5	23.0	10.0	35.50

Table 6.5 Ranked List of Recommended Potential Bicycle Projects, Continued

Rank	Map ID	Facility Name	Extents	Details / Justification	Bicycle Improvement	Length (miles)	Total Score	Roadway Score	Bike Score	Pedestrian Score	General Score	Bicycle + General
	83	Jabez Jones Road	SR 17 to SR 30	Adding pedestrian and bicycle facilities will help neighborhood kids get to the middle school and high school without having to navigate local highways by car. This is a safety improvement as well as an integral part of the overall bicycle and pedestrian network.	Marked Bicycle Lanes	1.04	68.5	10.0	25.5	23.0	10.0	35.50
24	105	Guyton Rails-To-Trails (underway)	Downtown Guyton	This project is already under construction, and provides an exciting recreational opportunity in the middle of the City of Guyton. Expanded southward into Meldrim, this rails-to-trails project also constitutes a viable bicycle commuter route.	Multi-Use Path	0.74	62.5	0.0	25.5	23.0	10.0	35.50
25	90	S Effingham High School woodland path	Richmond Drive to back of HS (between baseball and football field)	Adding a path through the woods would connect neighborhoods to middle and high school without forcing teenagers to drive on state highways, thus improving roadway safety. Consider pursuing this as a local project, potentially utilizing a boardwalk to traverse any area wetlands.	Multi-Use Path	0.35	58.5	0.0	25.5	23.0	10.0	35.50
26	101	US 80, Segment 2	SR 17 to Sandhill Road	Continuation of widening from Chatham County, terminate at Sand Hill Road (or Old River Road). State bike route, provide facilities (lanes/sidewalks) on all of US 80 within Effingham. Four state bike routes utilize this stretch of road and should have dedicated facilities for safety. All arterials should have sidewalks.	Marked Bicycle Lanes	4.48	87.3	30.0	25.5	23.0	8.8	34.25
27	117	SR 119, Segment 3	SR 21 to Laurel St	This recommended multi-use path along this roadway segment provides safe, direct multi-modal access to Downtown Springfield, and is a continuation of project #78. It also accommodates a State Bike Route.	Multi-Use Path	0.43	61.3	0.0	25.5	23.0	8.8	34.25
28	56	Old Augusta Road	SR 21 to Ft Howard Road	Paving this road will increase connectivity and reduced maintenance costs. It is also recommended to use Old Augusta Road as a scenic bicycle route. Construction has already begun on southern end. In Capital Improvement Plan.	Wide Shoulder	4.87	43.0	10.0	15.5	0.0	17.5	33.00
29	11	Long Bridge Road	Ebenezer Road to Wylly Road	Adding bike lanes to this road will connect existing county bike lanes to Old Augusta Road and Fort Howard Road (with implementation of #131 and #46), in addition to providing eventual access to SR 21 business and Downtown Rincon. It is a key segment of an integrated bicycle network, providing safe, direct transportation and recreation opportunities.	Marked Bicycle Lanes	0.10	33.0	0.0	20.5	0.0	12.5	33.00
30	127	Fort Howard Road, Segment 3	SR 21 to McCall Road	Ft Howard is an important E-W connector and should be continued west to provide direct access to employment center. Develop road (and RR crossing) as part of DRI. Construct "Complete Street" with bike lanes and sidewalks. Eventually this and parallel roads should connect to future Effingham Parkway.	Marked Bicycle Lanes	1.29	81.3	22.5	25.5	23.0	6.3	31.75
31	100	US 80, Segment 1	SR 17 to Chatham County Line	Four state bike routes utilize this stretch of road and should have dedicated facilities for safety. Additionally, all arterials should have sidewalks as they provide direction connections between many origins and destinations.	Marked Bicycle Lanes	0.78	64.8	10.0	25.5	23.0	6.3	31.75
32	53	McCall Road	SR 21 to Blue Jay Road (Blanford Rd)	McCall Road is a fairly high traffic volume road with a number of residences, schools, and nearby recreational and commercial destinations. Bicycle and pedestrian facilities are needed to safely connect neighborhoods to elementary school and park. McCall road has higher vehicular crash rate than other roads of identical functional class and the addition of wide shoulders and sidewalks can potentially help to make the road safer via mode substitution for short and mid-length trips.	Wide Shoulder	3.38	63.5	10.0	20.5	23.0	10.0	30.50
33	33	SR 119, Segment 4	SR 21 realign (Springfield) to SC State Line	This winding segment of SR 119 lacks a shoulder and has experienced several fatal crashes. Adding an improved shoulder (to standards of other State Route segments in the County) will help with safety in the area. Additionally adding roadside reflectors will reduce incidents based on failure to navigate turns at night.	Wide Shoulder	11.65	59.3	30.0	15.5	0.0	13.8	29.25
34	102	US 80, Segment 3	Sandhill Road to Bulloch County Line	Arterials should have sidewalks for multi-modal safety and accessibility. Additionally, facilities for a long distance state bike route are needed as the route continues into Bulloch County to connect with their greenway plan.	Wide Shoulder	1.09	59.8	10.0	20.5	23.0	6.3	26.75
	94	SR 119, Segment 1	SR 17 to Bulloch County Line	Adding an improved shoulder (to standards of other State Route segments in the County) will help with safety in the area. It will also allow recreational bicyclists to travel more easily between proposed multi-use paths and a bike route located in Bulloch County (119/Stilson Road) which eventually leads to Statesboro. A river recreation area is accessed from SR 119 at the county line.	Wide Shoulder	4.23	56.8	30.0	15.5	0.0	11.3	26.75
36	46	Fort Howard Road, Segment 1	Old Augusta Road to Rincon-Stillwell Road	Putting bicycle facilities along Fort Howard Road will connect large residential subdivisions to the City of Rincon, SR 21, area schools, and existing county bike lanes. It is a key segment of an integrated bicycle network.	Wide Shoulder	2.30	36.8	10.0	15.5	0.0	11.3	26.75

Table 6.5 Ranked List of Recommended Potential Bicycle Projects, Continued

Rank	Map ID	Facility Name	Extents	Details / Justification	Bicycle Improvement	Length (miles)	Total Score	Roadway Score	Bike Score	Pedestrian Score	General Score	Bicycle + General
	96	SR 17, Segment 2	Blue Jay Road to Midland Road	The State Bike Route present along this road segment should be upgraded to include dedicated facilities due to volume and speed of adjacent traffic. Because a nearby rails-to-trails conversion (#89) may be costly or take some time to plan, SR 17 should be upgraded to accommodate multiple modes.	Marked Bicycle Lanes	4.96	36.8	10.0	20.5	0.0	6.3	26.75
38	124	Carolina Avenue (South)	W 17th Street to N Ridge Drive	This project provides rear access to Lowe's and other development along SR 21 from residential Rincon, reducing the need for local traffic to utilize arterials. It was specifically requested by the Rincon planning department.	Wide Shoulder	0.69	75.0	22.5	20.5	23.0	5.0	25.50
39	93	Sand Hill Road, Segment 3	Boggy Road to railed	Adding turn lanes will improve mobility and safe vehicular access to neighborhoods. Pedestrian and bicycle facilities will help residents access schools and recreational areas, as well as potential commuter bus stops along US 80 and SR17.	Wide Shoulder	1.70	24.3	0.0	15.5	0.0	8.8	24.25
40	51	Long Pond Road	Ft Howard Road to Rincon Stillwell Road	In tandem with projects #122, #46, and #11, bicycle facilities along this roadway segment allow Rincon residents to access schools, recreation areas, and existing/proposed bike lanes.	Wide Shoulder	0.97	33.0	10.0	15.5	0.0	7.5	23.00
41	37	4th Street / Rincon-Stillwell Road	Bunyan Kessler Road to Long Pond Road	This is a key segment of an integrated bicycle network and would be most effective built in conjunction with projects #122 and #51.	Wide Shoulder	0.24	23.0	0.0	15.5	0.0	7.5	23.00
42	40	Bunyan Kessler Road	Rincon-Stillwell Road to Fort Howard Road	Adding a shoulder to Bunyan Kessler Road will help bicyclists travel north and south just outside of Rincon. It is a key segment of an integrated bicycle network and increases safety and connectivity.	Wide Shoulder	0.91	30.5	10.0	15.5	0.0	5.0	20.50
	41	Chimney Road	SR 21 to Old Augusta Road	Chimney Road has many residences located along it and is the first E-W connector between SR 21 and Old Augusta Road when entering Effingham County from the south. It is a critical link for adding bicycle facilities, which will enable children to get to school and parks more easily as well as generally increasing non-vehicular access to commercial destinations along SR 21.	Wide Shoulder	2.13	30.5	10.0	15.5	0.0	5.0	20.50
	77	Rahn Station Road	SR 21 to McCall Road at Effingham Parkway	Rahn Station Road is one of four recommended E-W bike routes in the southern half of the county. A facility on this road will connect existing lanes along Ebenezer Road to new lanes along Effingham Parkway, providing a decent level of large-scale bicycle network connectivity in the area.	Wide Shoulder	3.60	30.5	10.0	15.5	0.0	5.0	20.50
	85	Meldrim Road	Central Avenue (Meldrim) to US 80	This project provides greater opportunity for Meldrim residents to access the highway and community facilities by bike.	Wide Shoulder	1.28	30.5	10.0	15.5	0.0	5.0	20.50

Table 6.6 Ranked List of Recommended Potential Pedestrian Projects

Rank	Map ID	Facility Name	Extents	Details / Justification	Pedestrian Improvement	Length (miles)	Total Score	Roadway Score	Bike Score	Pedestrian Score	General Score	Pedestrian +General
1	44	Effingham Parkway, Segment 2	Blue Jay Road to SR 119	Building a primary N-S roadway in the south central part of Effingham County would support high-impact economic development opportunities, serve as a truck bypass (to SR 21), and greatly increase regional connectivity. Effingham Parkway is listed in both the STIP and Capital Improvement Plan.	Sidewalks on Both Sides	7.85	101.0	32.5	25.5	23.0	20.0	43.00
2	89	Rails-to-Trails	Downtown Guyton to Meldrim @ 2nd Street	Prime opportunity for recreational and mobility-oriented multi-use path. Using old railbeds as low-impact trails is a method to preserve railroad right-of-way in event of future passenger train service to area.	Multi-Use Path	13.62	82.5	10.0	25.5	23.0	20.0	43.00
3	126	Fort Howard Road, Segment 2	SR 21 to Old Augusta Road	Roadway operations and access to residential development would be improved with turn lanes. This road is the primary means of access to Rincon and SR 21 for many residents, and dedicated pedestrian and bicycle facilities are recommended to give all residents transportation choice. Fort Howard Road is also a key segment of an integrated bicycle network to the east of Rincon	Sidewalks on Both Sides	2.51	98.8	30.0	25.5	23.0	16.3	39.25
5	123	Blue Jay / Blandford Road	SR 21 to McCall Road	Widening to 6 lanes (from 1-95 through the City of Rincon) is justified by this study's travel demand model to provide adequate automobile capacity for Level of Service C or above in 2030, based on current travel behavior. However, any widening of SR 21 within Rincon city limits would negatively impact the existing urban character and future corridor revitalization efforts. Thus, Fort Howard Road is recommended as the northernmost potential terminus of this roadway widening project. Based on the preliminary environmental review, there are also a number of properties and structures along SR 21 between Goshen Road and Fort Howard Road in unincorporated Effingham that would be potentially impacted by a roadway widening. First implementing appropriate ITS and operational improvements (access management, channelized right turn lanes) on SR 21 in Chatham County could delay the need for widening of SR 21 north of the Effingham/Chatham County Line or Goshen Road. Regardless of improvements implemented for automobile movement, safe pedestrian and bicycle access is necessary along this corridor. Due to high adjacent traffic volume and speeds, a multi-use path on each side of SR-21 is recommended to separate walkers and bicyclists from cars.	Multi-Use Path	3.60	98.8	30.0	25.5	23.0	16.3	39.25
6	134	SR 21, Segment 2	Ft Howard Road to 4th Street (Rincon)	Blue Jay is the primary E-W connector south of SR 119 and should have dedicated pedestrian and bicycle facilities. Occasional right turn lanes will improve traffic flow, though additional vehicular through-lanes are not justified by the study's travel demand model at this time.	Multi-Use Path	1.89	88.8	20.0	25.5	23.0	16.3	39.25
8	49	Goshen/Hodgeville/Kolick Helmey Roads	Effingham Parkway to SR 30	Continue to implement multi-use paths along SR 21 to provide multi-modal access to school, downtown, residential areas. SR 21 is a key segment of an integrated multimodal network. Construct dedicated bicycle and pedestrian facilities along SR 21 to provide a direct multi-modal connection between Rincon and Springfield. This roadway segment is a proposed State Bike Route and also provides access to employment centers at Ebenezer Road and SR 21 as well as schools and recreational opportunities.	Sidewalks on Both Sides	6.01	78.8	10.0	25.5	23.0	16.3	39.25
9	47	Research Forest E-W connector	McCall Road to Hodgeville Road (in DRI)	Many residences are located in the vicinity of this corridor, which is the southernmost continuous E-W route in Effingham County. Sidewalks are necessary to safely connect area residents to a number of schools as well as destinations along SR 21. Adding sidewalks to this corridor is a critical link in the pedestrian network.	Sidewalks on Both Sides	3.75	49.3	10.0	0.0	23.0	16.3	39.25
10	45	Effingham Parkway (Chatham)	Chatham County Line to vicinity of Monteith Road (Chatham)	If Research Forest Industrial Park is developed, E-W connectivity between McCall Road and SR 21 (and optimally Hodgeville Road) is needed. Coordinate planning and construction of this road with the Research Forest Site Plan and eventually Effingham Pkwy. Construct as "Complete Street" with pedestrian and bike facilities.	Sidewalks on Both Sides	2.65	96.0	32.5	25.5	23.0	15.0	38.00
12	82	Honey Ridge Road	SR 17 to SR 119	This segment of Effingham Parkway (project #44) is located in Chatham County and is a necessary link in connecting the potential parkway to a southern terminus that can handle a high potential volume of vehicles.	Sidewalks on Both Sides	1.76	88.5	25.0	25.5	23.0	15.0	38.00
13	128	Lexington Avenue	9th Street to Madison Oaks Drive (Rincon)	Building a major N-S roadway in the south central part of Effingham County would support high-impact economic development opportunities, serve as a truck bypass (to SR 21), and greatly increase regional connectivity. Effingham Parkway is listed in both the STIP and Capital Improvement Plan.	Sidewalks on Both Sides	5.11	88.5	25.0	25.5	23.0	15.0	38.00
				Sidewalks are necessary along Honey Ridge Road to safely access the recreation area and better separate pedestrians (including neighborhood children) from adjacent truck movement as this road is currently used as a shortcut from SR 17 to SR 119 to avoid their intersection in Guyton.	Sidewalks on Both Sides	2.25	52.0	10.0	0.0	23.0	15.0	38.00
				Lexington Avenue is a key segment of an integrated pedestrian network. It connects residential areas with downtown Rincon, a ballpark, and an elementary school.	Sidewalks on Both Sides	1.44	52.0	10.0	0.0	23.0	15.0	38.00

Table 6.6 Ranked List of Recommended Potential Pedestrian Projects, Continued

Rank	Map ID	Facility Name	Extents	Details / Justification	Pedestrian Improvement	Length (miles)	Total Score	Roadway Score	Bike Score	Pedestrian Score	General Score	Pedestrian + General
14	78	SR 119, Segment 2	SR 17 to SR 21	A center turning lane along with right turn bays along this length of road as well as bike/pedestrian accommodation (multi-use path) is recommended to improve traffic operations and provide greater accessibility through mode choice. 2030 travel demand model runs do not show excessive congestion to warrant additional through-lanes by 2030. If local input still shows desire for eventual 4-lane road, however, a multi-use path must be placed far enough from road to preserve adequate future ROW. A multi-use path, rather than bike lanes and sidewalks, is recommended due to the probable use of the facility by schoolchildren. Widening recommendations are in the Capital Improvement Plan.	Multi-Use Path	5.02	92.3	30.0	25.5	23.0	13.8	36.75
15	91	Sand Hill Road, Segment 1	US 80 to Stagefield Road	Adding turn lanes will improve mobility and safe vehicular access to neighborhoods. Pedestrian and bicycle facilities will help residents access schools and recreational areas, as well as potential commuter bus stops along US 80 and SR17. Segment in Capital Improvement Plan.	Sidewalks on Both Sides	3.11	86.3	20.0	25.5	23.0	13.8	36.75
16	92	Sand Hill Road, Segment 2	Stagefield Road to Bogy Road	Adding turn lanes will improve mobility and safe vehicular access to neighborhoods. Pedestrian and bicycle facilities will help residents access schools and recreational areas, as well as potential commuter bus stops along US 80 and SR17.	Sidewalks on Both Sides	1.31	82.3	20.0	25.5	23.0	13.8	36.75
17	48	Goshen Road	SR 21 to Effingham Parkway	Many residences are located in the vicinity of Goshen Road, which is part of the southernmost continuous E-W route in Effingham County. A bike lane is necessary to safely connect area residents to destinations along SR 21. Road improvements along Goshen Road are in the Capital Improvement Plan.	Sidewalks on Both Sides	2.82	72.3	10.0	25.5	23.0	13.8	36.75
18	122	4th Street / Rincon Stillwell Road	SR 21 to Bunyan Kessler Road	Key segment of integrated bicycle/pedestrian network, connects residential neighborhoods with downtown Rincon and Elementary School	Sidewalks on One Side	1.49	75.0	10.0	25.5	23.0	12.5	35.50
19	39	Blue Jay Road	McCall Road to SandHill Road	This road is a primary E-W connector and should be upgraded to have better functionality. It can be initially widened by providing a center turning lane or otherwise adding occasional left and right turn bays in necessary places. Long-term, a four-lane road may be called for but is not currently justified by travel demand model volume projections. Blue Jay Road should also have bike lanes as it is a critical direct E-W bike link south of 119. In Capital Improvement Plan.	Multi-Use Path	9.36	79.8	20.0	25.5	23.0	11.3	34.25
20	95	SR 17, Segment 1	US 80 to Blue Jay Road	Bike/pedestrian facilities are needed in the vicinity of schools and future activity centers. SR 17 is a current state bike route, but is not safe due to the lack of dedicated facilities providing a buffer between bicyclists and fast-moving automobiles. All major roads should have sidewalks on them, especially if they have community facilities located alongside them.	Sidewalks on Both Sides	5.30	73.8	10.0	25.5	23.0	11.3	34.25
21	98	SR 30, Segment 2	SR 17 to Nease Road	Many residents in area need to access middle and high schools. Busy road requires separate pedestrian facilities for safety. This is an important link in a continuous pedestrian network.	Sidewalks on Both Sides	2.12	69.8	10.0	25.5	23.0	11.3	34.25
22	115	S Laurel Street	SR 21 to SR 119/SR 21 Realignment	One of several streets highlighted in Springfield to provide N-S city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.	Sidewalks on Both Sides	2.19	63.8	0.0	25.5	23.0	11.3	34.25
23	107	119/21 Realignment in Springfield	SR 119 at school driveway to Old Tusculsum Road	GDOT has finished the design phase for this project, which will lead to more optimal truck movement in the area. However, sidewalks should be added to this roadway segment to connect west and east Springfield to each other, as well as a nearby school. In STIP.	Sidewalks on Both Sides	0.52	60.8	22.5	0.0	23.0	11.3	34.25
24	43	Ebenezer Road	SR 21 to Waidhour Road (by powerlines)	New sidewalks along Ebenezer Road are critical in safely connecting nearby residential areas to a county middle school and elementary school.	Sidewalks on Both Sides	3.28	48.3	10.0	0.0	23.0	11.3	34.25
26	16	SR 21, Segment 5	Old Tusculsum to Springfield-Egypt Road	One of several streets highlighted in Springfield to provide N-S city street connectivity. This segment provides direct access to the primary County Hospital and Veterans Park. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.	Sidewalks on Both Sides	2.65	48.3	10.0	0.0	23.0	11.3	34.25
27	84	Meldrim - Jabez Jones Connector	US 80 to Jabez Jones Road	Adding a sidewalk provides opportunity for area residents to access the highway and community facilities in Springfield. Implement in combination with projects # 72, #118, #117, and #115.	Sidewalks on One Side	2.46	44.3	10.0	0.0	23.0	11.3	34.25
				Constructing a facility to connect Meldrim Road and Jabez Jones Road will greatly aid in regional connectivity and increased safety for area residents (especially in Meldrim). It will improve access to highways and schools, and reduce volumes at the intersections of SR 17 with US 80 and SR 30. Construct as a "Complete Street" with sidewalks and bike lanes in addition to automobile travel lanes. It may be necessary to signalize the intersection of US 80 with this project, based on traffic volume.	Sidewalks on Both Sides	1.70	81.0	22.5	25.5	23.0	10.0	33.00

Table 6.6 Ranked List of Recommended Potential Pedestrian Projects, Continued

Rank	Map ID	Facility Name	Extents	Details / Justification	Pedestrian Improvement	Length (miles)	Total Score	Roadway Score	Bike Score	Pedestrian Score	General Score	Pedestrian + General
28	76	Multi-Use Path along power line easement	Courthouse Road to SR 119	This multi-use path project provides a scenic non-vehicular connection between a large residential area and nearby middle and high schools via a power line easement. The segment of SR 119 adjacent to the two schools has a spike in vehicular incidents at times corresponding to the start and end of the school day. Providing more non-automobile options to get to school will improve the safety of students, their parents, and other drivers utilizing SR 119 between Springfield and Guyton.	Multi-Use Path	2.76	68.5	10.0	25.5	23.0	10.0	33.00
	83	Jabez Jones Road	SR 17 to SR 30	Adding pedestrian and bicycle facilities will help neighborhood kids get to the middle school and high school without having to navigate local highways by car. This is a safety improvement as well as an integral part of the overall bicycle and pedestrian network.	Sidewalks on Both Sides	1.04	68.5	10.0	25.5	23.0	10.0	33.00
30	53	McCall Road	SR 21 to Blue Jay Road (Blanford Rd)	McCall Road is a fairly high traffic volume road with a number of residences, schools, and nearby recreational and commercial destinations. Bicycle and pedestrian facilities are needed to safely connect neighborhoods to elementary school and park. McCall road has higher vehicular crash rate than other roads of identical functional class and the addition of wide shoulders and sidewalks can potentially help to make the road safer via mode substitution for short and mid-length trips.	Sidewalks on Both Sides	3.38	63.5	10.0	20.5	23.0	10.0	33.00
31	105	Guyton Rails-To-Trails (underway)	Downtown Guyton	This project is already under construction, and provides an exciting recreational opportunity in the middle of the City of Guyton. Expanded southward into Meldrim, this rails-to-trails project also constitutes a viable bicycle commuter route.	Multi-Use Path	0.74	62.5	0.0	25.5	23.0	10.0	33.00
	116	Springfield Elementary School Drive Extension	Early Street to Spring ES driveway entrance	Extending Ash St northward (to the left side of the Armory) to Early Street will provide a direct connection between homes and residences in the area and downtown Springfield. This is an essential link in creating a more connected street network on the northern side of town and reducing dependency on automobiles for local trips.	Sidewalks on Both Sides	0.33	59.5	22.5	0.0	23.0	10.0	33.00
33	90	S Effingham High School woodland path	Richmond Drive to back of HS (between baseball and football field)	Adding a path through the woods would connect neighborhoods to middle and high school without forcing teenagers to drive on state highways, thus improving roadway safety. Consider pursuing this as a local project, potentially utilizing a boardwalk to traverse any area wetlands.	Multi-Use Path	0.35	58.5	0.0	25.5	23.0	10.0	33.00
34	80	Courthouse Road	SR 17 to Stagecoach Avenue	Extending Courthouse Road to the Stagecoach Avenue off of Sand Hill Road will provide greater regional connectivity, allowing better citizen access to a major recreation center.	Sidewalks on Both Sides	2.34	55.5	22.5	0.0	23.0	10.0	33.00
35	60	Wyly /High Bluff/ Tommy Long Road	Long Bridge Road to End	A sidewalk on this road allows nearby residents to safely access both schools and recreational opportunities in the area without a vehicle.	Sidewalks on One Side	2.34	47.0	10.0	0.0	23.0	10.0	33.00
36	119	Standard Lane	SR 119 to Old Tusculum Road	This roadway segment is recommended to include sidewalks as it will provide direct pedestrian connectivity between neighborhoods, a school, hospital, and park.	Sidewalks on Both Sides	0.91	47.0	10.0	0.0	23.0	10.0	33.00
	87	Nease Road	SR 30 to St. Matthew's Road	This sidewalk will allow neighborhood children to safely walk down a neighborhood through-street to access the nearby high school and middle school.	Sidewalks on One Side	0.55	43.0	10.0	0.0	23.0	10.0	33.00
38	103	Anderson Street	SR 17 to Magnolia Street	This is a key segment of integrated pedestrian network in Guyton, and connects an elementary school to a park, and local residents to both.	Sidewalks on Both Sides	0.29	37.0	0.0	0.0	23.0	10.0	33.00
39	104	Gracen Road	SR 119 to Summer Place	This is a key segment of integrated pedestrian network in Guyton, and connects an elementary school to a park, and local residents to both.	Sidewalks on Both Sides	0.45	37.0	0.0	0.0	23.0	10.0	33.00
	106	Magnolia Street	SR 119 to Anderson Street	This is a key segment of integrated pedestrian network in Guyton, and safely connects residents to multiple parks as well as area business located along SR 119.	Sidewalks on Both Sides	0.85	37.0	0.0	0.0	23.0	10.0	33.00
	111	Ash Street / Ash Street Extension	S Laurel Street to Early Street	One of several streets highlighted in Springfield to provide N-S city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.	Sidewalks on Both Sides	1.97	37.0	0.0	0.0	23.0	10.0	33.00
	112	E Madison Street	Laurel Street to N Ash Street	One of several streets highlighted in Springfield to provide E-W city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.	Sidewalks on Both Sides	0.28	37.0	0.0	0.0	23.0	10.0	33.00
	121	W 1st Street Extension	SR 21 to SR 119	A sidewalk is needed in front of the hospital and Veteran's Park to provide connectivity between them and downtown Springfield's commercial areas, neighborhoods, and community facilities.	Sidewalks on Both Sides	0.39	37.0	0.0	0.0	23.0	10.0	33.00
	125	E 9th Street (Rincon)	SR 21 to Lexington Avenue	One of several streets highlighted in Rincon to provide E-W city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Rincon, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.	Sidewalks on Both Sides	0.18	37.0	0.0	0.0	23.0	10.0	33.00

Table 6.6 Ranked List of Recommended Potential Pedestrian Projects, Continued

Rank	Map ID	Facility Name	Extents	Details / Justification	Pedestrian Improvement	Length (miles)	Total Score	Roadway Score	Bike Score	Pedestrian Score	General Score	Pedestrian + General
	121	W 1st Street Extension	SR 21 to SR 119	A sidewalk is needed in front of the hospital and Veteran's Park to provide connectivity between them and downtown Springfield's commercial areas, neighborhoods, and community facilities.	Sidewalks on Both Sides	0.39	37.0	0.0	0.0	23.0	10.0	33.00
	125	E 9th Street (Rincon)	SR 21 to Lexington Avenue	One of several streets highlighted in Rincon to provide E-W city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Rincon, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.	Sidewalks on Both Sides	0.18	37.0	0.0	0.0	23.0	10.0	33.00
	7	Old Tusculum Road, Segment 2	SR 21 to Standard Lane	Adding sidewalks to this road will enable children to safely walk to local schools, and allow general pedestrian access to destinations along SR 21 and in downtown Springfield. This improvement would be most effective in combination with projects #72, #121, and #118.	Sidewalks on Both Sides	0.33	33.0	0.0	0.0	23.0	10.0	33.00
46	50	Long Bridge Road	Ebenezer Road to 4000 ft N of Wylly Rd	Adding a sidewalk here would provide a pedestrian connection to a recreation area, as well as providing a facility on which children could walk to Ebenezer Middle and Elementary Schools.	Sidewalks on One Side	1.60	33.0	0.0	0.0	23.0	10.0	33.00
	58	Vale Royal Drive	McCall Road to Westwood Drive	This is a central road within a compact existing neighborhood. In combination with project #59, sidewalks along this street segment will help area residents safely access SR 21 commercial and employment opportunities, recreational areas, and a nearby school.	Sidewalks on Both Sides	0.29	33.0	0.0	0.0	23.0	10.0	33.00
	72	Old Tusculum Road, Segment 1	SR 21 to SR 119 realign (GDOT)	Adding sidewalks to this road will enable children to safely walk to local schools, and allow general pedestrian access to destinations along SR 21 and in downtown Springfield. This improvement would be most effective in combination with projects #7, #121, and #118.	Sidewalks on Both Sides	0.18	33.0	0.0	0.0	23.0	10.0	33.00
	101	US 80, Segment 2	SR 17 to Sandhill Road	Continuation of widening from Chatham County, terminate at Sand Hill Road (or Old River Road). State bike route. provide facilities (lanes/sidewalks) on all of US 80 within Effingham. Four state bike routes utilize this stretch of road and should have dedicated facilities for safety. All arterials should have sidewalks.	Sidewalks on Both Sides	4.48	87.3	30.0	25.5	23.0	8.8	31.75
50	117	SR 119, Segment 3	SR 21 to Laurel St	This recommended multi-use path along this roadway segment provides safe, direct multi-modal access to Downtown Springfield, and is a continuation of project #78. It also accommodates a State Bike Route.	Multi-Use Path	0.43	61.3	0.0	25.5	23.0	8.8	31.75
51	127	Fort Howard Road, Segment 3	SR 21 to McCall Road	Ft Howard is an important E-W connector and should be continued west to provide direct access to employment center. Develop road (and RR crossing) as part of DRI. Construct "Complete Street" with bike lanes and sidewalks. Eventually this and parallel roads should connect to future Effingham Parkway.	Sidewalks on Both Sides	1.29	81.3	22.5	25.5	23.0	6.3	29.25
52	100	US 80, Segment 1	SR 17 to Chatham County Line	Four state bike routes utilize this stretch of road and should have dedicated facilities for safety. Additionally, all arterials should have sidewalks as they provide direction connections between many origins and destinations.	Sidewalks on Both Sides	0.78	64.8	10.0	25.5	23.0	6.3	29.25
53	102	US 80, Segment 3	Sandhill Road to Bulloch County Line	Arterials should have sidewalks for multi-modal safety and accessibility. Additionally, facilities for a long distance state bike route are needed as the route continues into Bulloch County to connect with their greenway plan.	Sidewalks on Both Sides	1.09	59.8	10.0	20.5	23.0	6.3	29.25
54	15	SR 17, Segment 4	Old Elam Cemetery Road to 1300 ft S of Egypt Ardmore Road	SR 17 is the main street in the Egypt community, and adding a short sidewalk will help local residents safely access commercial destinations in the area. Eventually add pedestrian crosswalk and/or signal at Egypt-Ardmore Road to aid in local multimodal mobility. Locate the sidewalk on the northeast side of road.	Sidewalks on One Side	0.42	43.3	10.0	0.0	23.0	6.3	29.25
55	97	SR 30, Segment 1	Nease Road to Kollic Helmeiy Road	Many residents in area need to access middle and high schools. Busy road requires separate pedestrian facilities for safety. This is an important link in a continuous pedestrian network.	Sidewalks on Both Sides	3.06	39.3	10.0	0.0	23.0	6.3	29.25
56	34	SR 119, Segment 5	Marion Avenue to Cloy-Kildare Road	Adding a sidewalk to the east side of SR 119 will increase pedestrian safety and access to future businesses on SR 21 in vicinity of Cloy.	Sidewalks on One Side	0.68	33.3	0.0	0.0	23.0	6.3	29.25
57	35	SR 21, Segment 6	Shawnee Egypt Road to 500 ft N of Shawnee Road	Providing a short sidewalk will enhance pedestrian access to commercial development and potential transit stops for local residents. Sidewalk is recommended on northeast side of SR 21. This project is located in an environmental justice area where people are more likely to visit destinations through some means other than driving themselves.	Sidewalks on One Side	0.32	33.3	0.0	0.0	23.0	6.3	29.25
58	79	SR 17, Segment 3	Midland Road to Pound Road	This sidewalk connects recommended sidewalk facilities along Midland Road to the multi-use path corridor (#89) in Pineora via SR 17. It is part of an integrated pedestrian network.	Sidewalks on One Side	0.66	33.3	0.0	0.0	23.0	6.3	29.25
59	124	Carolina Avenueneue (South)	W 17th Street to N Ridge Drive	This project provides rear access to Lowe's and other development along SR 21 from residential Rincon, reducing the need for local traffic to utilize arterials. It was specifically requested by the Rincon planning department.	Sidewalks on One Side	0.69	75.0	22.5	20.5	23.0	5.0	28.00
60	9	Powell Road Extension	4th Avenue to SR 119 (intersect w/ Little McCall Realignment)	Constructing this road will allow local vehicular and pedestrian access to the residential areas of Guyton without forcing vehicular traffic through the busy SR 119 / SR 17 intersection in downtown Guyton. Would be most effective in combination with project # 78 (realignment of Little McCall Road intersection with SR 119).	Sidewalks on One Side	0.54	60.5	32.5	0.0	23.0	5.0	28.00

Table 6.6 Ranked List of Recommended Potential Pedestrian Projects, Continued

Rank	Map ID	Facility Name	Extents	Details / Justification	Pedestrian Improvement	Length (miles)	Total Score	Roadway Score	Bike Score	Pedestrian Score	General Score	Pedestrian + General
60	9	Powell Road Extension	4th Avenue to SR 119 (Intersect w/ Little McCall Realignment)	Constructing this road will allow local vehicular and pedestrian access to the residential areas of Guyton without forcing vehicular traffic through the busy SR 119 / SR 17 intersection in downtown Guyton. Would be most effective in combination with project # 78 (realignment of Little McCall Road intersection with SR 119).	Sidewalks on One Side	0.54	60.5	32.5	0.0	23.0	5.0	28.00
61	64	Courthouse Road	SR 21 to SR 17	Many neighborhoods are located along Courthouse Road and sidewalks would more safely connect residents to Springfield and parks. Currently, vehicles travel along this road in numbers and at speeds that make it unsafe for pedestrians to share the road with them.	Sidewalks on Both Sides	8.35	52.0	10.0	14.0	23.0	5.0	28.00
62	21	Clyo-Kildare Road	SR 119 to Marion Avenue	Local pedestrian connectivity, access to SR 119. Most effective in combination with projects #27, #34, and #17	Sidewalks on One Side	0.09	42.0	10.0	0.0	23.0	5.0	28.00
63	27	Marion Avenue	SR 119 to Clyo-Kildare Road	A sidewalk is recommended for the eastern side of the street to aid in pedestrian safety and connectivity to SR 119. Several fatal vehicular incidents occurred in vicinity, and adding a sidewalk may reduce the chance of pedestrian involvement or give a vehicle an additional correction buffer.	Sidewalks on One Side	0.69	42.0	10.0	0.0	23.0	5.0	28.00
64	86	Midland Road	SR 30 to Rails-to-Trails	Adding a pedestrian facilities along Midland Road will help people to access to future commercial nodes as well as subdivisions, schools, and recreational areas. It is an important piece of a large-scale pedestrian network that will be necessary as the county expands. Minimally, right-of-way should be preserved and sidewalks could be implemented on one side at a time, beginning with the northernmost section accommodating existing neighborhoods between Courthouse Road and SR 17.	Sidewalks on Both Sides	8.38	42.0	10.0	0.0	23.0	5.0	28.00
65	57	Stephens Drive	Goshen Road to McCall Road	A sidewalk is needed to provide a pedestrian connection between Goshen Road and McCall Road without having to utilize SR 21. This road helps areas residents to access a nearby park and elementary school.	Sidewalks on One Side	0.58	38.0	10.0	0.0	23.0	5.0	28.00
66	59	Westwood Drive	Vale Royal Dr to SR 21	This is a central road within a compact existing neighborhood. In combination with project #58, sidewalks along this street segment will help area residents safely access SR 21 commercial and employment opportunities, recreational areas, and a nearby school.	Sidewalks on Both Sides	0.46	38.0	10.0	0.0	23.0	5.0	28.00
67	17	4th Street	Marion Avenue to Stillwell-Clyo Road	4th Street is a primary street in Clyo. Adding a sidewalk to it will provide a continuous connection between future pedestrian facilities on Marion Avenue and Stillwell-Clyo Road. Locate sidewalk on south side of 4th Street, and build in combination with project #36.	Sidewalks on One Side	0.22	32.0	0.0	0.0	23.0	5.0	28.00
68	23	Fair Street	Clyo-Stillwell Road to community center	Adding a sidewalk to this road will provides opportunity for area residents to access Clyo community center safely, and helps to address environmental justice issues in this low-income part of the county.	Sidewalks on One Side	0.32	32.0	0.0	0.0	23.0	5.0	28.00
69	30	Shawnee Road, Segment 1	SR 21 to Old Dixie Highway	Paving this street provides opportunity for area residents to access SR 21 and community facilities in Shawnee. Also provides pedestrian safety if #31 built as the road may experience slight increase in traffic.	Sidewalks on One Side	1.05	32.0	0.0	0.0	23.0	5.0	28.00
70	36	Stillwell-Clyo Road	4th Street to Fair Street	Stillwell-Clyo Rd is a local direct travel route with fast-moving vehicles. Adding a sidewalk on the west side of the street will help Clyo residents safely access the community center on Fair St	Sidewalks on One Side	0.58	32.0	0.0	0.0	23.0	5.0	28.00
71	109	2nd Street	Ash Street to RR Avenue	One of several streets highlighted in Springfield to provide E-W city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.	Sidewalks on Both Sides	0.34	32.0	0.0	0.0	23.0	5.0	28.00
72	110	3rd Street	SR 21 to S Laurel Street	One of several streets highlighted in Springfield to provide E-W city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.	Sidewalks on Both Sides	0.63	32.0	0.0	0.0	23.0	5.0	28.00
73	113	Early Street	Laurel Street to "Springfield ES Drive Ext" between Ash Street and Lake Dr	One of several streets highlighted in Springfield to provide E-W city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.	Sidewalks on Both Sides	0.35	32.0	0.0	0.0	23.0	5.0	28.00
74	114	Railroad Avenue	W 2nd Street to W 3rd Street	One of several streets highlighted in Springfield to provide N-S city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.	Sidewalks on One Side	0.07	32.0	0.0	0.0	23.0	5.0	28.00
75	120	Stillwell Road	Laurel Street to Ash Street	One of several streets highlighted in Springfield to provide E-W city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.	Sidewalks on Both Sides	0.36	32.0	0.0	0.0	23.0	5.0	28.00



Recommended Policies

In addition to the project list, which supports the goals of the transportation plan, a number of policies will help Effingham to attain its vision of being inclusive, sustainable, and supportive of the environment and continued high quality of life. These policies can be incorporated into the Effingham County Comprehensive Plan, future Transportation Plan, local ordinances, and departmental guidelines as appropriate at the discretion of Effingham County or local jurisdictions and governing bodies. The policies are beneficial to the community as a whole in understanding the relationship between transportation and other comprehensive planning elements.

Multi-Modal Connectivity, Mobility, and Access

To have a balanced transportation system that accommodates and provides choices for all users, it is necessary to have connected and accessible multi-modal networks. The following policies can assist in working towards this goal:

- Follow a policy of “Complete Streets” whereby provisions are made for automobiles, bicyclists, transit users, and pedestrians on every major transportation project. If it is not feasible to construct multi-modal facilities due to lack of current need or financial resources, preserve right-of-way so that they can be constructed in the future.
- Establish guidelines for ensuring bicycle and pedestrian connectivity between neighborhoods and adjacent land uses, which are often within close proximity but do not provide convenient access to pedestrians. This could include roadway design or short paths that link the areas.
- Update the zoning code to require that certain commercial and mixed-use land development projects include bicycle parking facilities and other bicycle-related amenities.
- Develop and promote education, enforcement and awareness programs to encourage bicycling and walking, advance safety and awareness for cyclists, walkers and drivers, and understand the rules of sharing right-of-way.

Travel Demand Management (TDM)

Travel Demand Management refers to a series of strategies that increase transportation system efficiency by lessening the number of vehicles using the transportation network, particularly roadways that are already strained beyond their capacity. TDM tactics include programs to increase usage of travel modes other than single occupant vehicles, employer-based programs such as flex-time or telecommuting, carpools, vanpools, and economic incentives. Rising energy prices and the negative environmental impact of many forms of transportation further underscore the need for effective TDM strategies, including the following:



- Encourage mixed-use development patterns via the future land use plan and zoning code(s) for the purpose of reducing automobile travel trip demand as well as vehicle miles traveled. Within appropriate locations, improve the balance between employment, housing, recreational, commercial, and other activities.
- Ensure that bicycle, pedestrian, and transit networks are at least as effective and convenient as automobiles.
- Implement access management along high-volume corridors.
- Encourage area employers to offer incentives for commuter alternative mode usage.
- Use traffic calming techniques along local roads where speeding is a concern, such as on-street parking, narrower widths, roundabouts, street trees, and speed humps.

Access Management

Access management focuses on the process of balancing access to property with the desire to preserve efficient through-movement. As development increases along a roadway, effective systems should combine and reduce street access points to increase public safety, extend the life of the roadway, reduce congestion, support alternative modes of transportation, and improve roadway character.

- Fund and complete corridor-specific access management plans along SR 21, SR 119, US 80, and other roads of high functional classification. The purpose of these plans is to develop implementable access management solutions as well as provide guidance to future land development access issues.
- Limit number of driveways per property, and locate them on lowest adjacent functionally classified road.
- Require interparcel connectivity by linking adjacent parking areas and walkways.
- Define minimum and maximum spacing of access points (both cross-streets and driveways) to provide a balance between efficient vehicle movement and multi-modal connectivity. For instance, pedestrian access points should be spaced between 200 and 500 feet apart, whereas intersections along arterials should be at least 1000 feet apart. Collector and local streets with lower design speeds can have more closely spaced intersections and driveways than arterials. Along high-volume roads, provide protected pedestrian crossing facilities at each signalized intersection.

Parking

While discussion of the storage of roadway vehicles is appropriate in a transportation plan, parking is most effectively addressed by ordinances governing urban design, land use, zoning, and development. Parking is the proverbial tail that wags the dog: provision of parking facilities and access to them often dictate the site layout and potential building footprints for any new construction.



To encourage multi-modal access to destinations and positively address other planning areas such as aesthetics of public space, economic development, housing affordability, and stormwater management, there are a number of guidelines concerning parking facilities that can be implemented, and which are important even in rural areas:

- Locate off-street parking in new developments behind or to the side of buildings. The majority of surface parking spaces should not be visible from roads. Directional signage can be used to assist patrons in locating vehicle parking areas as necessary.
- All local streets in commercial, mixed-use, or more dense residential areas (>8 dwelling units per acre) should have on-street parking on at least one side.
- Encourage businesses and organizations with different peak demand times to share parking areas whenever possible. Commuter park-and-ride lots can also utilize shared parking arrangements, particularly with churches or retail centers with excess weekday parking capacity.
- Implement maximum parking space requirements for all new developments and reduce or remove minimum requirements.
- Require the installation of bicycle parking racks in multi-family housing and all other non-residential developments according to a minimum ratio (to be determined) with motor vehicle spaces. For medium/large employers, encourage the creation/labeling of carpool spaces that are easily accessible to building entry/exit points to provide incentive for employee ridesharing.
- Promote the use of permeable or semi-permeable parking surfaces throughout the county to help control stormwater run-off and reduce negative impact to water quality.
- To minimize driveway access points, reduce impervious surface, assist with housing affordability, and enhance the small-town character of residences: encourage shared driveways; reduce construction of attached, front-facing garages; and/or provide rear (alley) entry or set-back vehicle storage areas.

Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems utilize technology to improve transportation system operations. ITS includes infrastructure applications to manage arterials, incidents, tolling, information, safety, general roadway operations, and emergency vehicle movement. Though Effingham is a primarily rural county, current commuting patterns and future growth rates will necessitate the use of some ITS strategies to make more efficient use of transportation infrastructure, preferably prior to investing in expensive upgrades and new projects. The following strategies could be utilized in Effingham for this purpose:



- Interconnect and coordinate all traffic signals in proximity to each other. For instance, implementing a coordinated and adaptive system along SR 21 may increase the effective capacity of this corridor.
- Provide traffic signal preemption for emergency vehicles.
- Provide information to travelers about congestion, route closings, and transit options. Implement a ridesharing/matching program in concert with new transit service. Information can be provided via the internet, 511, radio, kiosks, etc.
- Install warning signs for railroad crossings and in areas where roadway geometry is an identified safety issue.

Urban Design, Planning, and Zoning Tools

Urban design and streetscape guidelines are powerful tools to inform would-be developers of the desired character of a place. Defining roadway cross sections, building height ranges, architectural materials, and placement of streetscape features such as trees and lighting will help places to maintain their current charm as they grow. If detailed guidelines are employed in cities, it will be necessary to implement some level of design guidance and/or development restriction in unincorporated parts of the county to prevent builders from locating just outside city limits and contributing to sprawl, if current suburban style infrastructure patterns are continued. In Effingham, “character areas” have already been defined as part of the Comprehensive Plan effort. The physical attributes of these character areas must be described and enforced through zoning and development codes to be meaningful. Additional tools such as the use of “Transfer of Development Rights” (TDR) can be used to maintain rural areas and farms, guiding future new construction towards already-developed areas while still compensating rural landowners who wish to sell [development rights associated with] their property to builders.