

*City of*  
**BAINBRIDGE**  
**GEORGIA**

**Shotwell and Scott  
Streets Study**

# Contents

	<b>Page No.</b>
<b>Contents .....</b>	<b>i</b>
<b>Introduction .....</b>	<b>1</b>
<b>Historical Context and Background .....</b>	<b>3</b>
<b>Project Approach .....</b>	<b>6</b>
<b>Purpose and Vision .....</b>	<b>7</b>
<b>Site Context .....</b>	<b>9</b>
<b>Study Area .....</b>	<b>13</b>
<b>Community Engagement .....</b>	<b>18</b>

**Goals and Objectives ..... 21**

**Creating Public Engagement for Economic Development ..... 33**

**Concept Plans ..... 36**

**Shotwell Concept Plans ..... 39**

**Scott Concept Plans ..... 43**

**Looking to the Future ..... 47**

**Action Plan ..... 49**

# Introduction

The City of Bainbridge engaged Robert and Company (RAC) to prepare a planning study for the two most important local road corridors in the eastern portion of the city in 2023. The planning study was proposed as a preliminary study to update information from the Comprehensive Plan, evaluate economic opportunities to support the current business community, and identify potential enhancement and development projects the city could pursue to support quality of life, continued community growth, and economic investment.

The purpose of the Bainbridge Shotwell and Scott Streets Planning Study is to guide the economic revitalization of eastern Bainbridge in a holistic and sustainable manner, taking into account social, economic, environmental, and cultural factors to create a vibrant, livable, and resilient community for local residents.

The findings of the Shotwell and Scott Streets Planning Study will serve as a foundation for prioritizing community goals, making informed decisions, and guiding future development.



Figure 1: Shotwell and Scott Streets

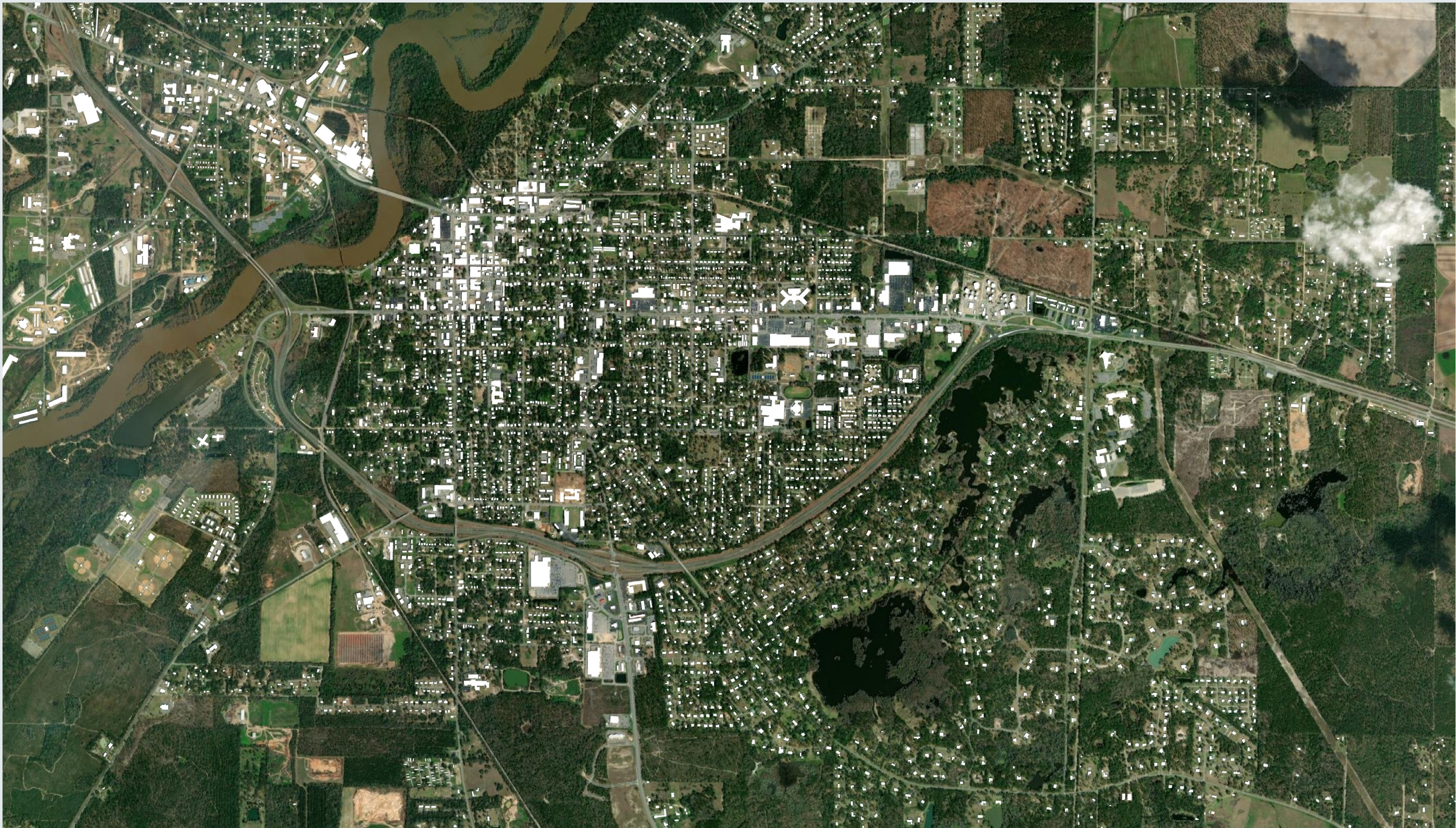


Figure 2: Bainbridge, Georgia



Figure 3: Willis Park, Downtown Bainbridge, Georgia  
 Photograph by Carla Parris

## Historical Context and Background

Originally created as a trading post in 1765, the City of Bainbridge was created in 1829 as the county seat of Decatur County in Southwest Georgia. The city is located near the geographic center of the county on the Flint River approximately 20 miles above where the Flint joins the Chattahoochee to create the Apalachicola River. The City of Thomasville is 38 miles to the east; Tallahassee, Florida is 42 miles to the southeast; and Dothan, Alabama is 54 miles to the northwest. US 84 provides east/west connections to Dothan and Thomasville. US 27 connects Bainbridge to Tallahassee and Columbus, Georgia (128 miles to the north).

Bainbridge encompasses a total land area of 12,659 acres (19.9 square miles) including a large parcel off of US 84 approximately four miles east of the city that was annexed as the site for the new Bainbridge High School and a new middle school (under construction in 2023). The downtown commercial area is active and vibrant with new restaurants and shops. A historic district encompasses most of downtown Bainbridge and the surrounding streets with antebellum homes.

The city's 2020 population was 14,468 persons in 4,471 households according to the US census. Major employment sectors are carpet and fiber manufacturing, agribusiness, glass press manufacturing, health, and education. A campus on the eastern edge of the city provides local programs for Abraham Baldwin Agricultural College and Southern Regional Technical College.

Bainbridge is in the fourteen-county Southwest Georgia Region. Southwest Georgia is dominated by agriculture and forestry with expanding industrial investments including the relocation of Taurus USA from Miami to Bainbridge in 2022 and the 2023 announcement of the construction of a new 1.5-Million square foot manufacturing plant for Anovion Technologies.

As a historical inland port city, Bainbridge is bisected by the Flint River. Today, the river and associated lakes and waterways provide scenery and recreational opportunities. Recent

investments by the city and private investors have created some success in redevelopment and reinvestment in downtown Bainbridge including streetscape improvements and new shops and restaurants catering to the Boat Basin Park and local tourism.

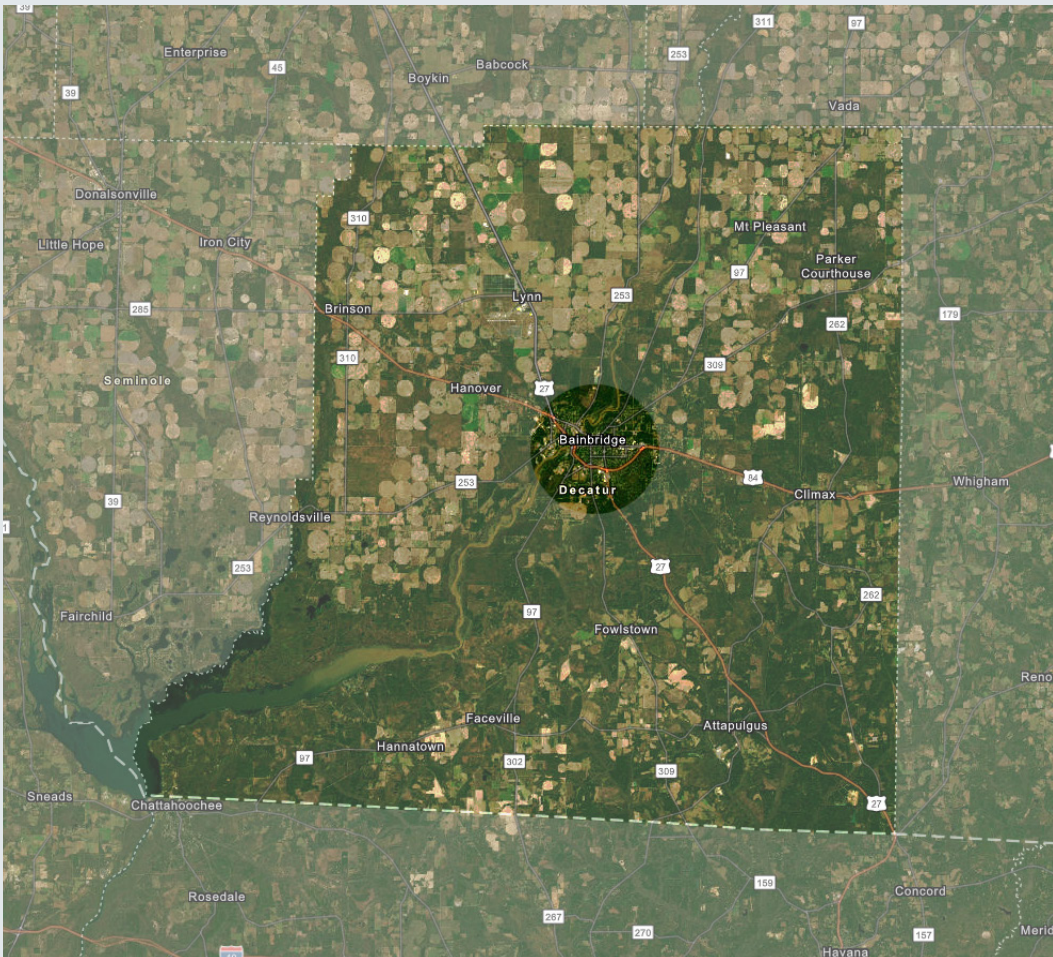
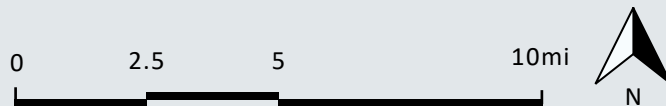


Figure 4: Bainbridge and Decatur County Context Area



## Project Approach

The Shotwell and Scott Streets planning project identifies improvements that can help make east Bainbridge and the specific areas adjacent to Shotwell and Scott Streets evolve into places where people can successfully live, work, and play. The planning effort identifies investments and resources that can be made to encourage redevelopment of existing facilities and to encourage a complementary mix of land uses designed to be connected, walkable, and accessible by multiple transportation modes including automobile, bus, bicycle, or by foot. The plan process provides a step-by-step progression that begins with defining the area and existing conditions (including both positive and negative elements), identifying potential development goals and alternatives, and recommending strategic action plans to implement a positive evolution of the area that supports the community's goals.

Local public input is essential in determining what improvement alternatives are viable and affordable and how much they reflect values that local stakeholders uphold. This is small area planning and speed of implementation may be a critical factor in determining specific design projects that will help enhance and revitalize economic investment along the two corridors by empowering reinvestment in the existing commercial, institutional, and residential assets in the study area and adjacent neighborhoods.

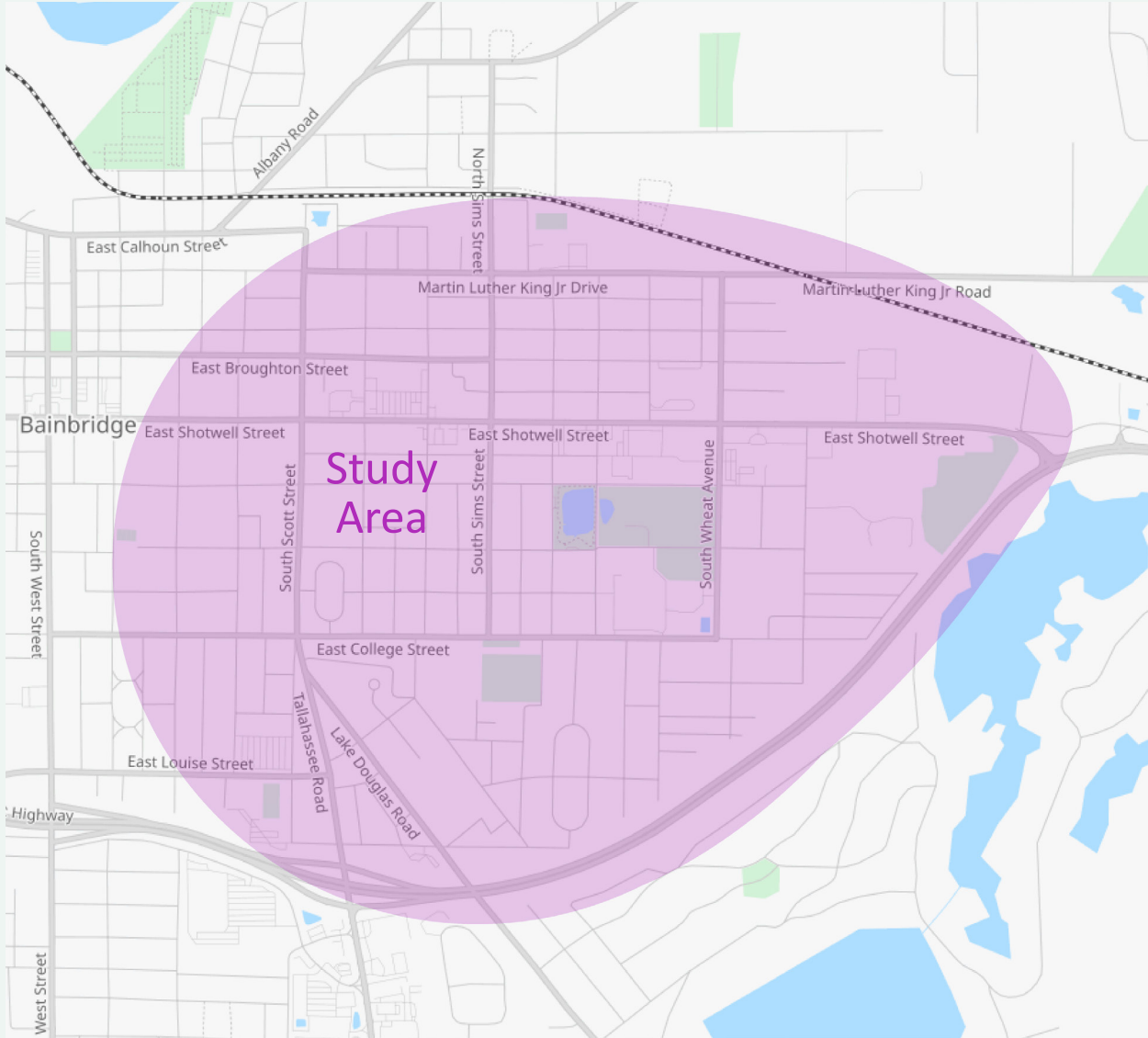


Figure 5: Shotwell and Scott Streets Study Area

## Purpose and Vision

The Shotwell and Scott Streets Planning Study offers conceptual plans designed to address spatial challenges, along with a detailed work program for scheduling, design, and engineering in proposed area improvements. Serving as a catalyst, the study is integral to the next iteration of the City of Bainbridge Comprehensive Plan, shaping the vision for the eastern part of the city.

This planning study serves as a valuable guide for decision-makers, encompassing local government officials, community stakeholders, and leaders. It equips them to make everyday decisions aligning with future goals. By presenting multiple problem statements, the study becomes a tool for local government when evaluating development proposals, including rezoning applications and redevelopment plans. For residents, business owners, and the development community, it offers insights into appropriate land uses and development locations throughout the city. Furthermore, it serves as a reference for government staff and elected officials when developing city capital improvement programs and associated budgets.

The Shotwell and Scott Streets Planning Study marks a preliminary step in formulating strategic policy recommendations unique to future redevelopment on the city's east side. Anchored by an updated assessment of existing conditions, the study establishes a forum for building relationships and consensus on the vision for the community's commercial, institutional, and residential assets. It reflects a vision driven by community input, providing a foundation for decision-makers at city, county, state, and federal levels.

### **Relevant Issues**

City of Bainbridge officials and Bainbridge community members present at public meetings identified several relevant issues while outlining needs and opportunities for the 2020 Comprehensive Plan update. These concerns include:

- The city lacks an adequate number of jobs and economic opportunities.
- The city should improve its labor force through enhanced training

programs.

- The city seems overly reliant on one or two industries.
- The city must address both drainage issues and improve the condition of local streets.
- The city needs to facilitate improvements in public housing.
- The city should take action on blighted, abandoned, and derelict properties neglected by absent landlords.
- The city should identify and implement plans to revitalize older, neglected neighborhoods.

The city identified several policies to address these needs in the most recent Comprehensive Plan update. However, the age of infrastructure and housing in the eastern area of the city and the limited reinvestment in older properties and facilities are important cues that major redevelopment within the Shotwell and Scott planning area is likely needed to support economic revitalization.

The Shotwell and Scott Streets planning study provides planning recommendations that will support east Bainbridge to develop into a thriving community where residents and visitors can live, work, and play. Capital improvements along and adjacent to the two primary transportation corridors in the study area should encourage development that is connected, walkable, and accessible by multiple transportation modes. Automobile and pedestrian access should be accompanied by bicycle and bus modes to ensure equitable access for all, including younger and older residents.

## Site Context

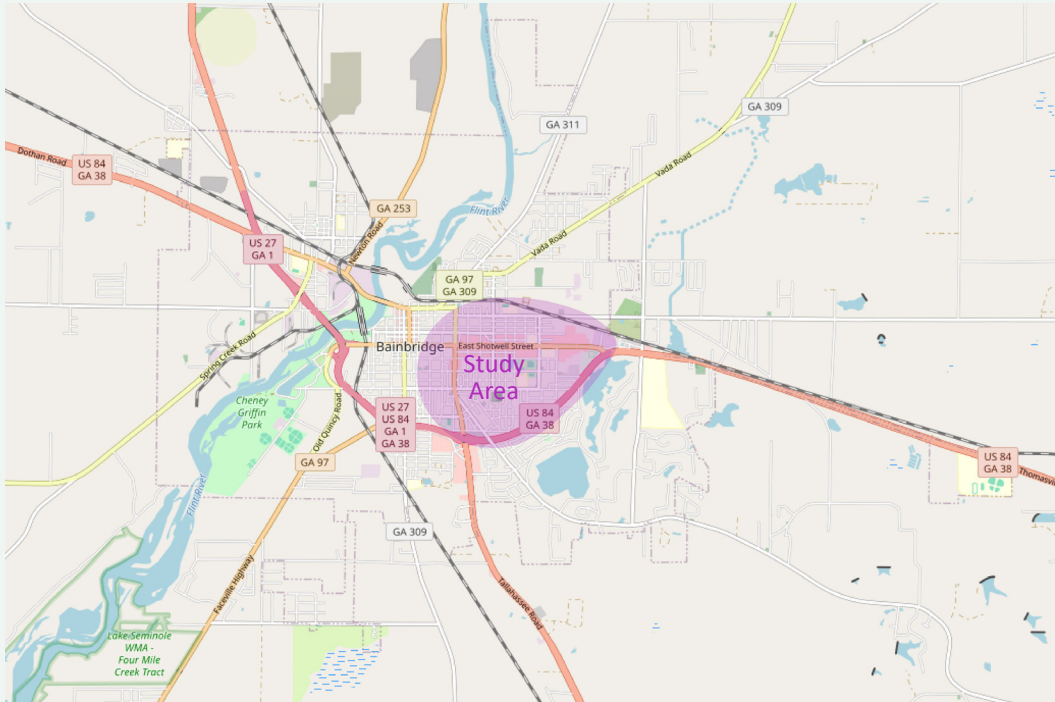


Figure 6: Regional Transportation Network

The study area serves as the eastern and southern gateway to Bainbridge's downtown located approximately 1/2 mile west of the study area. Shotwell Street and Scott Street are very important to the city's transportation network, connecting downtown Bainbridge with the Tallahassee Highway (US Route 27) to the south and the Thomasville Highway (US Route 84) to the east. Both US Route corridors carry significant regional automobile and interstate truck traffic around western and southern edges of the city on the State Route 38 Loop Bypass completed in 1965. The Bypass was constructed as a divided four-lane freeway with grade-separated interchanges between Dothan Road to the northwest and Thomasville Road to the east. Traffic volumes on the Bypass range from 20,200 average

vehicles per day on the western segment north of the Shotwell interchange to 9,270 average vehicles per day on the southeastern segment south of the Thomasville Highway interchange.

The Bypass carries much of the regional through-traffic around Bainbridge connecting US Route 84 between Dothan Highway (US 84) and Colquitt Highway (US 27) on the west with Tallahassee Highway (US27) to the south and the Thomasville Highway (US 84) to the east.

US Route 27 provides north/south access from Fort Wayne, Indiana to Miami, Florida and travels through the western counties of Georgia from Rossville to Rome, Carrollton, LaGrange, Columbus, Blakely, Bainbridge, and Attapulgus before extending south into Florida on its way to Tallahassee. US 27, known as the Martha Berry Highway in Georgia, shares a concurrency with Georgia State Route 1. Additionally, US 27 holds the designation as part of the Governor's Road Improvement Program (GRIP) corridor EDS-27.

The construction of the Bypass permitted the redesignation of the original US 27 and US 84 routes through downtown Bainbridge as numbered US Business Routes. US 27 Business diverges from US 27 at the interchange with US 84 northwest of the Flint River and heads southeast on Dothan Road across the Flint River where it becomes Calhoun Street. US 27 Business turns south on Broad Street past Willis Park and then turns east on Shotwell Street to Scott Street where it joins the US 84 Business route. At Scott Street, US 27 Business turns south onto South Scott Street to a five-point intersection at College Street and Tallahassee Highway. Proceeding southeastward, the US 27 Business route ends at the Bypass and merges into US Route 27.

US 27 Business is concurrent with Georgia State Route 1 Business and is thought to use the same streets through the heart of Bainbridge as the original State Route 1 when it was created in 1919. The designation of the US 27 Route followed in 1934.

US Route 84, designated as an east/west Federal Highway corridor, originally spanned from

Dothan, Alabama to Brunswick, Georgia, passing through towns such as Donalsonville, Bainbridge, Thomasville, Quitman, Valdosta, and Waycross. Established in 1926, it initially covered a shorter section but was later extended to reach from Colorado to coastal Georgia. In 1989, due to local road changes around Waycross, the route number system was exchanged with US 82, prompting US 84 to be rerouted to a new terminus near Midway at I-95 on the East Coast. US 84 also is also designated as the “El Camino Highway” between Sweetwater, Texas and Waycross, Georgia. In addition, US 84 is designated as the “Wiregrass Georgia Parkway” and is considered a major east/west route for Georgia’s economic and industrial development. Most of the route is a multi-lane divided highway to support the key role US 84 plays in east/west transportation across southern Georgia.

US 84 Business exits the Bypass (including US Route 84) at the Old Quincy Road interchange and travels east along West Shotwell Street across the CSX Rail line, to the concurrent route with US 27 Business at Broad Street. West Shotwell becomes East Shotwell at West Street. The combined business routes travel together to Scott Street where US 27 Business turns south. US 84 Business continues due east to an interchange with Thomasville Road where it merges with US Route 84 to the east. US 84 Business is concurrent with Shotwell Street for its entire length.

The eastern intersection of the Bypass at East Shotwell Street was reconstructed in 2019 to improve traffic safety and terminate Shotwell into a signalized at-grade “T” intersection with US Route 84. As US 84 continues to the east it encounters two more signalized intersections at Whigham Dairy Road and the entrance to the combined Abraham Baldwin Agricultural College (formerly Brunswick College) and the Southwest Georgia Technical College campus. The recently constructed Bainbridge High School and the ongoing construction site for Bainbridge Middle School are situated approximately four miles east of the East Shotwell intersection with US Route 84

Through traffic predominantly utilizes the State Route 38 Loop, which encircles the western and southern sides of Bainbridge and is shared with US Route 84 and US Route 27

(in part). As a result, traffic on the business routes primarily consists of vehicles heading to or coming from local destinations.

Downtown Bainbridge is located approximately ½ mile to the west of the study area and has seen a significant interest in new restaurants, shops, local government, and investment properties. Recent projects include improvements to river access and enhancement of downtown amenities.

The section of US 84 (Thomasville Road) extending from the Shotwell Street interchange to the Abraham Baldwin Agricultural College at Bainbridge (ABAC) / Southern Regional Technical College (SRTC) campus entrance is predominantly commercial on the north side. However, access is constrained by rural freeway design standards for US 84 and the convergence of the highway and railroad corridors, occurring roughly 1,000 feet east of the signalized Whigham Dairy Road intersection.

On the south side of US 84, between Shotwell Street and Whigham Dairy Road, the property consists of very low-density residential areas with no direct access to US 84 due to the proximity of Twin Lakes and the divided highway design. The only existing access points on the south side of US 84 to the east of Shotwell Street are Whigham Dairy Road and the access roadway to ABAC at Bainbridge and Southern Regional Technical College. Both Whigham Dairy Road and the ABAC/SRTC entrance have signalized intersections.

## Study Area

The first public meeting focused on identifying planning tasks and setting the boundaries of the planning area to guide the assessment of existing conditions. The discussion established a soft boundary for the study, roughly including Clay Street to the west, Martin Luther King Jr. Drive to the north, Whigham Dairy Road to the east, and the US 84 Bypass to the south.

Additionally, key educational facilities south of Thomasville Highway on the east side of Whigham Dairy Road and four miles to the east were noted. Despite their proximity, the planning team decided to treat secondary and post-secondary education facilities as traffic generators/destinations outside the study area.

The consultant team was tasked with defining a planning study area at the start of the study, with a focus on the primary transportation corridors of Shotwell Street, particularly east of downtown Bainbridge, and Scott Street. The planning boundaries selected are flexible, rather than “hard” or definitive. The edges of the established boundaries should be considered soft transition zones to accommodate the changing needs of the city. The study stretches to include some of the area west of Broad Street because the First Baptist Church at Clay Street is a recognizable landmark and the mass of the building provides an undeniable transition from the residential building-lined portion of Shotwell Street leading into downtown Bainbridge.

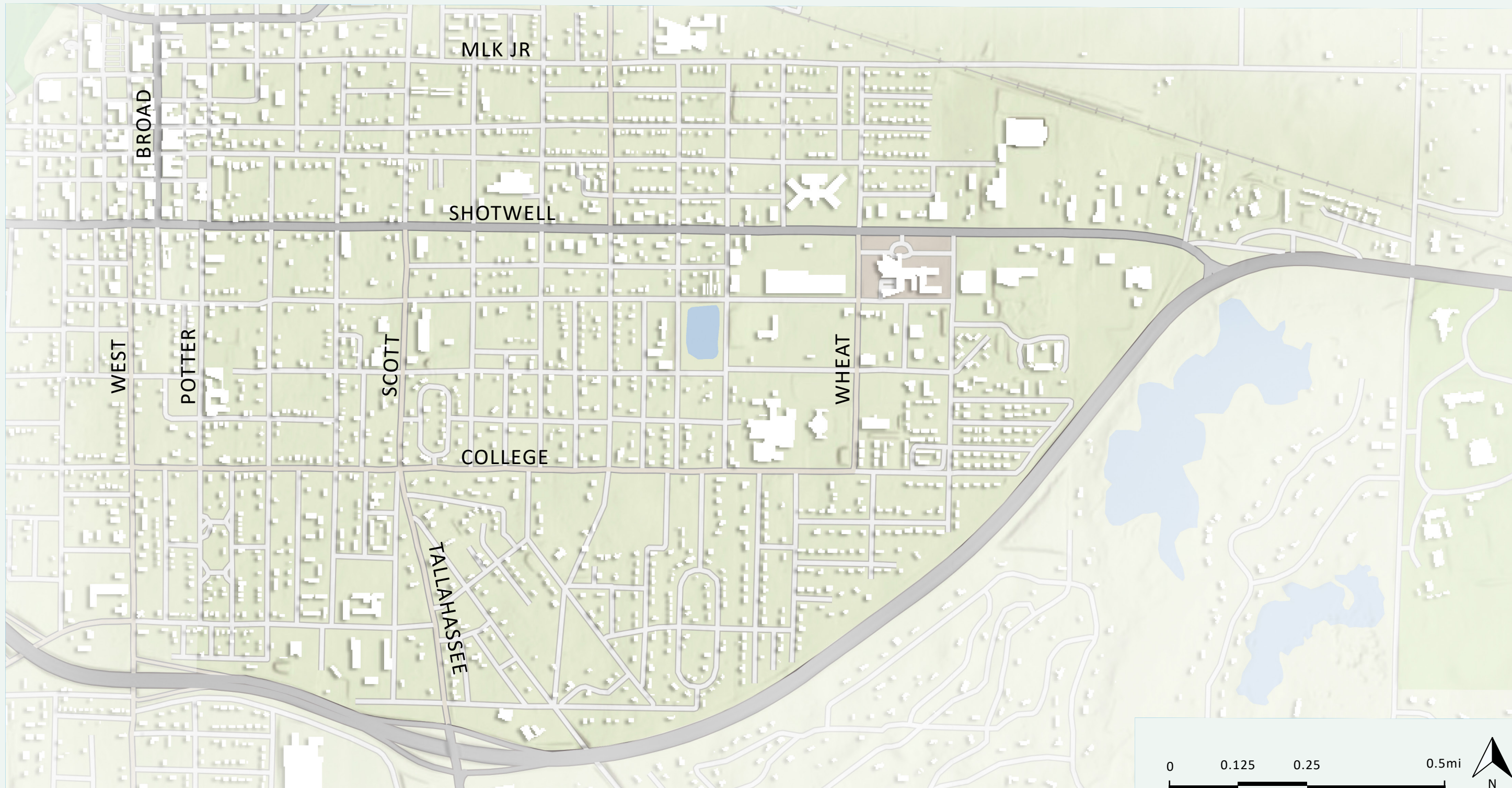
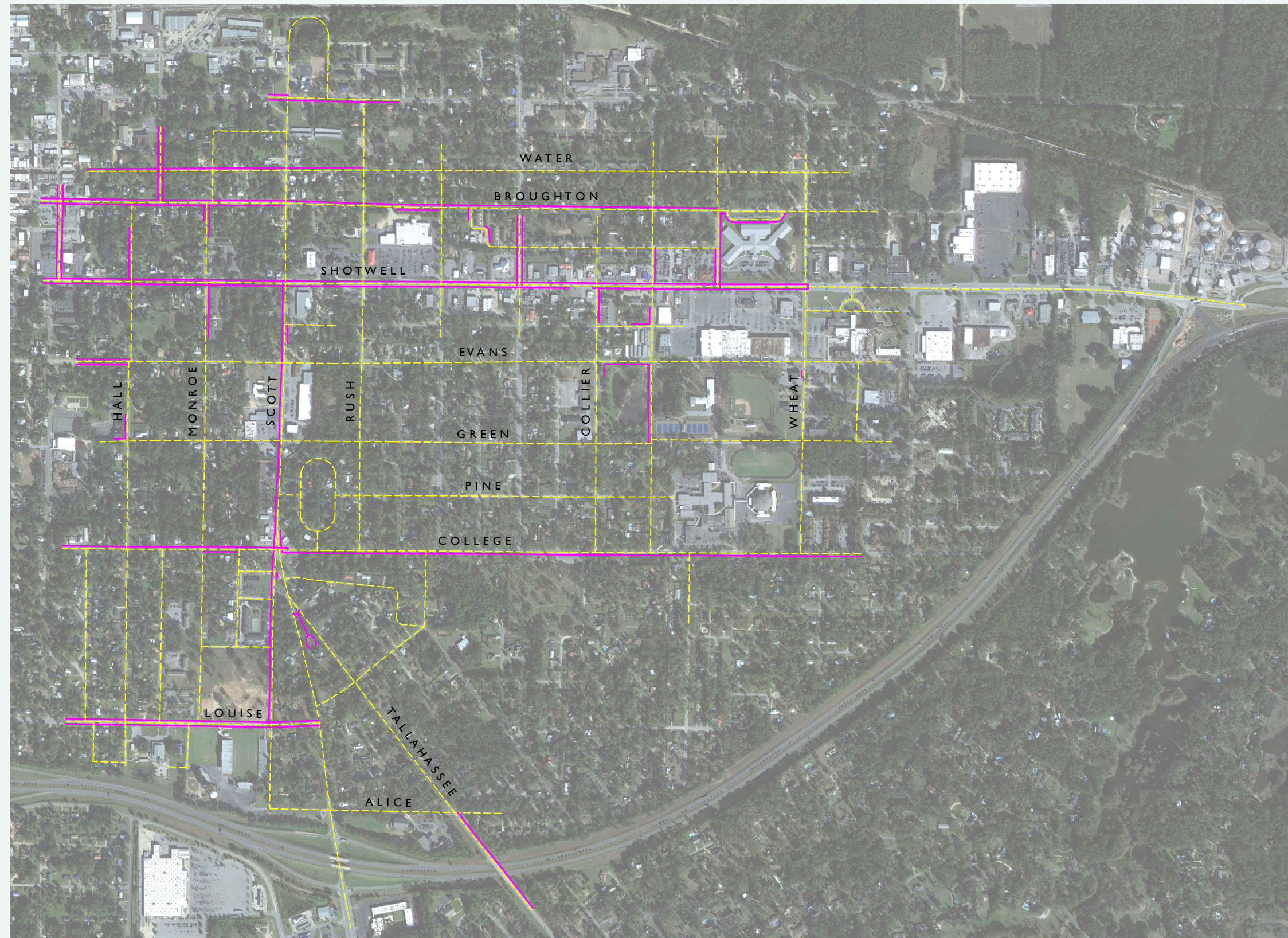


Figure 7: Shotwell and Scott Streets Study Area



This map shows the gaps in existing sidewalk network.

### Legend

Street  
Sidewalk

The legend consists of two entries. The first entry is 'Street', represented by a dashed yellow line. The second entry is 'Sidewalk', represented by a solid magenta line. Both entries are shown next to a small rectangular inset of the map area.



Figure 8: Existing Sidewalk Network

The northern boundary had similar considerations. South Scott Street changes to North Scott Street at East Broughton Street, only one block north of Shotwell. Martin Luther King Jr Drive is three blocks farther to the north and East Calhoun Street intersects North Scott one further block to the north, approximately 2,000 feet from the Shotwell intersection. The east/west CSX Railroad line is located about 600' farther to the north. A comfortable "rule of thumb" for pedestrian walking distance design is considered approximately  $\frac{1}{4}$  mile (1320') to  $\frac{1}{2}$  mile (2640'). Field visits produced a sense that the area of North Scott at Martin Luther King Jr Drive and Calhoun Street is more closely tied to downtown Bainbridge and the Albany Road corridor than to the Shotwell corridor.

Review of census block information identified the CSX Railroad as the northern edge of Census Tract Block Group (BG) 9704. The planning team was able to use and allocate block group information to identify area population characteristics and economic demographics. Therefore, the CSX Railroad was identified as a natural northern boundary for assessment and planning. Establishing the eastern boundaries was more difficult. Census Tract 9704 BG 3 extends to include areas north of the Railroad to Belcher Lane which required the planners to allocate portions of the demographics into and outside the planning area.

The commercial development along Shotwell extends along Thomasville Highway (US 84) about  $\frac{1}{2}$  mile to the east of the Shotwell intersection with US Route 84. Although the planning area is considered outside the study area, the commercial, industrial, and multi-family uses on the north side of US 84 (Thomasville Highway) are expected to continue as automobile-oriented land uses. However, the commercial areas on the north side of Thomasville Highway east of the Shotwell Street intersection are limited by the convergence of the CSX Railroad right of way to immediately adjacent to the north side of Thomasville Highway approximately 5,000' east of Shotwell and 2400' east of Whigham Dairy Road limiting interaction with the study area.

Development of the south side of the Thomasville Highway (US 84) and the Bypass and is limited by flood plains and the campuses of Abraham Baldwin Agricultural College and

Southwest Georgia Technical College. Therefore, although the general planning area may include a short segment of Thomasville Highway, planning and design recommendations are expected to be limited to the area east of the Shotwell Road intersection with US Route 84.

The bypass defines the southern boundary of the study area. The area adjacent to the bypass encompasses two complete Census Tract block groups and part of a third. The Tallahassee Highway interchange is approximately 5,000' south of the Shotwell and Scott intersection and 2,500' south of the Five Points intersection of Scott Street, College Street and Tallahassee Highway.

# Community Engagement

Residents, businesses, and other community members often have a deep understanding of the area's needs and potential. They may voice concerns about safety, accessibility, aesthetics, or other aspects of urban design. They can also express their aspirations for the community's future. Local community desires were gathered very early in the planning process for east Bainbridge, which allowed the planning team to understand community needs and preferences prior to developing any recommendations. Over the course of four public meetings, feedback and input was gathered from residents and other local stakeholders. These public meetings served as forums for direct interaction with the community and a platform for Bainbridge residents to voice opinions, ask questions, and later in the process, engage in open discussions about proposed recommendations.

The consultant team's goal for the community engagement process is for the economic development outcomes generated from the Shotwell and Scott Streets Project to accurately reflect the needs, desires, and values of eastern Bainbridge residents and visitors who will ultimately use and inhabit these spaces.

To begin the public engagement process, City of Bainbridge held two public kickoff meetings. Both meetings were advertised on flyers, on the city's website, and on the Chamber of Commerce website.

The first meeting was held at 6:00pm on April, 27th 2023 at the Potter Street Community Center. Approximately nine persons attended; poor weather may have negatively affected turnout. A presentation was provided by the planning team project manager.

One of the first questions asked was "How should the planning team define the study area?" The most common response was to identify the Shotwell Street corridor between Potter Street on the west and the US 84 Highway intersection on the east as the primary study area.

The second meeting was held at the Gazebo in Willis Park at 10:00am on Saturday, April

29th, 2023. This meeting was an open discussion. Approximately 12 persons attended this meeting. Comments on the project extents were consistent with the first meeting; it was echoed that the socioeconomic study area should include Shotwell Street from the Clay and Potter Streets on the west to Whigham Dairy Road on the east, and from the US 84 Bypass on the south to the railroad on the north. In contrast, it was established that conceptual design should focus primarily on Shotwell between Clay Street and the US84 intersection and Scott Street between Broughton Street and College Street.

The third community meeting was held on July 20th, 2023. Approximately eight residents attended the meeting. After a brief recap of work completed to date, RAC presented several revitalization and economic development alternatives, followed by transportation corridor and infrastructure alternatives.

The list of alternatives was informed by prior resident feedback, most notably through strength, weakness, opportunities, and threats (SWOT) analysis conducted with community participation.

Residents at the meeting emphasized the following priorities, listed in order of importance:

- Pedestrian-oriented infrastructure improvements to enhance safety, access, and circulation, such as updated road geometry for safer crossings.
- Rehabilitation of existing housing prioritized over new infill development, with acknowledgment that infill development is preferable to no development.
- Stormwater management improvements.
- Increased sidewalk connectivity, particularly on Scott Street between Evans and College.
- Prioritization of homeownership support programs, followed by programs for renters, with programs supporting new businesses considered lowest priority.
- Prioritization of smart growth policies that allow existing residents to combat displacement.

One resident who attended the third meeting also asked for consideration of the pedestrians that use Tallahassee Highway south of College Street to access the commercial facilities south of the US84 Bypass.

# Goals and Objectives

Proposed goals and objectives were informed by the resident feedback outlined in the previous section, most notably through the strength, weakness, opportunities, and threats (SWOT) analysis and other major takeaways from the series of public meetings. SWOT analysis highlighted several advantages that Bainbridge can capitalize on, and traffic and pedestrian flow data was used to inform design decisions and identify areas with high pedestrian activity.

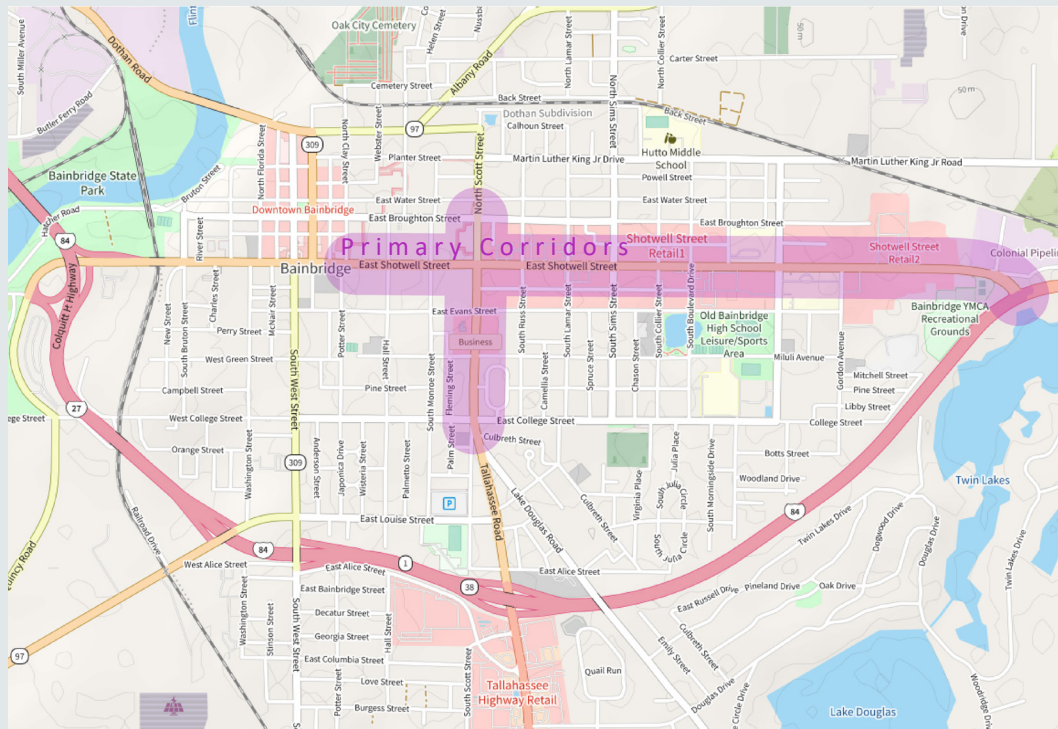


Figure 9: Bainbridge Street Network

## Objective #1

Improve safety, access to jobs, businesses, recreational opportunities, and other resources and amenities through updates to transportation infrastructure.

Transportation infrastructure is fundamental for Bainbridge's economic growth and overall prosperity. An efficient transportation system facilitates the movement of people and goods, which supports trade, commerce, and access to job opportunities. A well-developed transportation network will ensure that residents and visitors can move freely within the city, with easy access to essential services such as healthcare, education, dining, shopping, recreation, and more. A high-functioning transportation system that supports many different travel modes is especially crucial for individuals who may not have access to private transportation. Additionally, an efficient transportation system that offers several modes of transportation, such as public transit, cycling, and walking, will help reduce vehicular congestion by giving people alternative options for getting around east Bainbridge and beyond.

There are many benefits to having fewer cars on the road beyond softening congestion issues, including less air and water pollution. Alternative modes of transportation, such as buses, walking, and cycling, can help mitigate our impact. Non-electric car engines burn gasoline or diesel fuel, and in doing so, produce a mixture of gases and particles, e.g., NO<sub>x</sub>, CO, CO<sub>2</sub>, VOCs, etc., that negatively affect air quality. Cars on the road contribute to stormwater pollution by depositing contaminants, e.g., oil, grease, heavy metals from brake pads, particulate matter from exhaust fumes, etc., onto road surfaces. These contaminants are mobilized by rainwater and eventually enter local water bodies via traditional stormwater management systems. This represents a significant contribution to stormwater pollution, which is why managing runoff and adopting practices that reduce the impact of urban transportation on water quality is very important.

Beyond environmental impacts, well-designed transportation networks are essential for social equity and inclusivity, ensuring that all residents, regardless of income or

physical ability, have access to essential services and opportunities. Sidewalks should be continuous and cater to pedestrians of all abilities, including those using wheelchairs or strollers. With a more equitable and diverse urban environment, everyone can participate fully in east Bainbridge's offerings. A comprehensive, multi-modal transportation network will integrate eastern Bainbridge to other parts of a city, as well as connecting it to neighboring regions. Transportation infrastructure supports local arts and culture by providing easy access to important places of interest, e.g., downtown Bainbridge, the growing waterfront, parks, and local entertainment venues.

Together with streetscape amenities, sidewalks will also enhance the visual appeal of east Bainbridge. Streetscape amenities are elements that provide shade, seating, and visual appeal, may include street trees, benches, public art, bike racks, trash receptacles, adequate lighting for safety and security, and other features that contribute to a pleasant urban environment. These elements should be consistent throughout the area to create a cohesive and distinct sense of place. Thoughtful design has the ability to combat what Seth Kaplan highlighted in his book *Fragile Neighborhoods* — "A placeless society maximizes social isolation and vulnerability." In contrast, spatial coherence engenders social cohesion through shared infrastructure that connects people to important community institutions, facilities, and programs. These improvements will also make east Bainbridge more appealing to tourists, which has benefits for economic development. A well-connected sidewalk network will encourage visitors to explore more of the city on foot, increasing foot traffic around businesses and other places of interest.

At intersections, sidewalks should be expanded, as possible, to provide secure waiting areas for pedestrians and clear sight-lines for drivers. The east/west crossings on Shotwell would be worth evaluating with this in mind. Completion of the sidewalk network on Shotwell and Scott streets should be prioritized, as they are the two primary streets in eastern Bainbridge, and subsequently, efforts should be made to extend the network to adjacent streets and neighborhoods. This interconnected sidewalk system will reduce the need for pedestrians to walk on roads or next to roads on unlevel surfaces, which will

increase pedestrian safety. Lastly, sidewalks play a role in public health by encouraging physical activity, promoting a healthier lifestyle and reducing the risk of related health issues caused by a more sedentary lifestyle.

For safety, high-visibility marked crosswalks should be provided at regular intervals, especially at intersections and areas with high pedestrian traffic. High-visibility crosswalks increase driver awareness of potential conflicts with pedestrians and cyclists. This is also an opportunity for branding and placemaking, as the crosswalk pattern could be a pattern unique to east Bainbridge, as a subtle signifier and visual cue that one has entered the area. Intersections should be designed with pedestrians in mind, featuring shorter crossing distances where possible, clear markings, and intuitive signal phasing. To achieve shorter crossing distances, curb extensions, also known as bulb-outs or curb bump-outs, should be used where feasible to reduce crossing distances and improve pedestrian visibility. These extensions can also contribute to traffic calming by narrowing roadways where they are implemented.

Busy intersections should have pedestrian-activated signals or traffic lights installed, and Leading Pedestrian Intervals (LPIs) can be implemented to give pedestrians a head start before vehicles are allowed to turn. Wayfinding cues should be installed for those with audio and/or visual impairments, and curb ramps should be designed and maintained in accordance with the most up-to-date accessibility standards to accommodate individuals with mobility impairments. This includes clear and informative pedestrian signage that can guide pedestrians to safe crossings and destinations. Proper ongoing maintenance of all pedestrian infrastructure will be needed, to keep the infrastructure residents and visitors rely on in working condition.

## Objective #2

Prioritize rehabilitation of existing housing stock over new infill development to maintain housing affordability for existing residents and help maintain the unique, existing neighborhood character of eastern Bainbridge.

A significant portion of the existing building stock in east Bainbridge has been identified to be in dilapidated condition. While much of the commercial building stock and existing infrastructure in Bainbridge is aging and in need of reinvestment to reattain economic vitality, this still represents an opportunity, as a significant level of necessary infrastructure already in place.

Any existing barriers that slow or inhibit building stock rehabilitation should be carefully reevaluated. Bainbridge zoning codes and regulations should not only accommodate but also incentivize housing rehabilitation, including providing flexibility for adaptive reuse and renovation projects. Wherever possible, the permitting process should be streamlined for housing rehabilitation projects. For example, a special track could be created to expedite local permitting for rehabilitation projects. By simplifying administrative procedures and eliminating rigamarole and the associated time and financial costs, property owners would be encouraged to invest in renovations, catalyzing neighborhood revitalization.

Workshops and resources should be extended to eastern Bainbridge homeowners, providing them with information on local policy on rehabilitation and adaptive reuse, the advantages of rehabilitation, renovation best practices. Public awareness campaigns could be used to spread the word that these resources are available for those who are interested. Information shared could cover relevant grant programs, tax incentives, and low-interest loans for are available for rehabilitation projects. Providing these resources in one place can alleviate the financial burden and necessary time associated with doing the research on one's own.

Public-Private Partnerships could be entered with non-profit organizations, community groups, and local businesses to support rehabilitation efforts by increasing available capital, access to technical knowledge, volunteer labor, and other resources.

Together, these efforts will result not only in a physical transformation of eastern Bainbridge, but also deepen the sense of community and support economic revitalization.

## Objective #3

### Improve stormwater management to reduce stormwater runoff and prevent flooding.

A thorough evaluation of the existing drainage system is critical. This should begin by assessing the current capacity of the system. Stormwater basins and pipes should be assessed to ensure they are appropriately sized and capable of handling present-day runoff volumes during heavy rain events, and inlet and outlet structures of existing drainage basins should also be inspected. As part of routine maintenance, obstructions should be cleared and damaged components should be repaired or replaced expeditiously. If possible, a schedule of ongoing regular inspection and maintenance should be implemented to ensure ongoing effectiveness. An analysis of runoff flow should also be conducted to determine if regrading is necessary as part of future, more-extensive streetscape work to prevent ponding by better directing water towards gutters and storm basins and away from pedestrian pathways. If chronic ponding issues persist and cannot be resolved through simple fixes, redesign or retrofit of the existing drainage system should be explored to enhance its capacity and efficiency.

Green infrastructure can work synergistically with the existing traditional stormwater management system, as green infrastructure creates additional opportunities for stormwater capture. Green infrastructure comprises natural and semi-natural elements, such as greenspaces, vegetation, and green stormwater management methods, that operate through various natural mechanisms, including absorbing and slowing down runoff through root systems, intercepting rainwater, reducing soil compaction, and regulating moisture content. It also entails a reduction in impervious surfaces within a given area. Infiltration trenches alongside streets are an option that could be considered. These trenches are typically planted and lined below their well-graded, permeable materials like loamy soils, gravel, sand, and crushed stone. Plants in the infiltration trench slow down and capture runoff, and what is not captured and released into the air by the plants through the process of transpiration, is allowed to easily infiltrate into the ground.

As part of this effort, the urban canopy network should be filled out, where feasible. This means that street trees should be planted along sections of the primary study-area corridors, Shotwell and Scott, with the potential for extension onto adjacent streets. Trees serve as a lower maintenance investment compared to shrubs, and they offer a myriad of benefits. They provide shade, enhance visual appeal, and contribute to placemaking efforts by establishing a consistent aesthetic. A street tree selection list should be created and updated periodically to ensure visual continuity throughout eastern Bainbridge. Lastly, another example of green infrastructure, pavement treatments like open-graded asphalt or porous asphalt overlays could be used instead of traditional paving materials, which would increase water infiltration. Together, these green strategies can help curb runoff and aid in averting catastrophic flooding events.

## Objective #4

Prioritize programs that support homeownership first, then secondarily programs for renters, and then thirdly programs that support new businesses.

Bainbridge can leverage existing state and federal programs that can make it easier for residents to invest in local property. Georgia offers a range of programs to facilitate affordable access to homeownership. The Georgia Dream Homeownership Program is one such cornerstone, providing eligible home-buyers with affordable mortgage financing and down payment assistance. This program extends down-payment assistance in the form of an interest-free second mortgage, with repayment due upon resale or refinancing. Another avenue is the Conventional 97 Loan Program, which permits up to a 97% loan-to-value ratio for first-time home-buyers with a requisite credit score above 620 and a debt-to-income ratio not exceeding 43%. Additionally, the Federal Housing Administration (FHA) Loan Program accommodates individuals with less-than-optimal credit scores or a history of bankruptcy or foreclosure. The HOME Investment Partnerships Program, administered through HUD, encompasses financing assistance for home purchase or rehabilitation. It also supports the construction or renovation of housing for rent or ownership, along with covering associated expenses like site acquisition and relocation.

The Community Development Block Grant (CDBG) Program is another important housing initiative, also funded by HUD. Operating on a formula basis, it allocates grants to states, cities, and counties to enhance urban communities. This includes provisions for decent housing, suitable living environments, and expanded economic opportunities, particularly for low- and moderate-income individuals. Georgia stands out as a leading recipient of CDBG funding, reflecting the state's commitment to community development.

Turning to rental assistance, various programs address the needs of individuals and families. The Project-Based Rental Assistance (HUD 811) program targets individuals aged 18 to 61 with long-term disabilities who face the risk of homelessness or institutionalization

without support. This initiative provides not only rental assistance but also supportive services, ensuring a stable housing situation. The Georgia Rental Assistance Program, administered by the Georgia Department of Community Affairs (DCA), offers a lifeline to individuals, families, and landlords. This program provides 18 months of rental payment relief, offering emergency support during challenging times. It's important to note that this program is designed as a short-term intervention, and as of July 2023, DCA has limited applications to those seeking eviction prevention services through specified legal aid organizations.

Lastly, the Housing Choice Voucher Program (formerly known as Section 8) addresses the housing needs of very low-income families, the elderly, and the disabled. This federal program assists participants in locating and securing housing in the private market, spanning various housing types. Like many of the other programs already discussed, this initiative plays a crucial role in ensuring housing stability for vulnerable populations.

## Objective #5

Prioritize a multifaceted and compassionate smart-growth policy that allows existing residents to avoid displacement.

Most cities and towns encounter issues of housing affordability as reinvestment occurs, and it's become an unintended, negative externality that many fear when economic revitalization growth begins in historically disadvantaged communities. There are many things Bainbridge can do to combat this from happening to its east side.

From the beginning, it is critical to uphold equitable and transparent planning processes. This involves making information clear and accessible regarding upcoming major development projects, their potential impacts, and measures that will be put in place to protect those who may be affected. This transparency not only fosters trust in local government but also empowers informed communities to be a part of the planning process.

Monitoring and Accountability mechanisms ensure close ongoing review and evaluation of development projects, guaranteeing that displacement prevention and mitigation measures remain effectively put into practice. Developers and other responsible parties must be held accountable for any negative impacts resulting from these projects.

In tandem with development, social impact assessments could be conducted proactively. These assessments involve identifying potential displacement risks and formulating strategies to minimize adverse effects, encompassing economic, social, and cultural considerations within communities.

Stringent legal safeguards should be put in place against arbitrary displacement. Inclusive housing policies, like local rent control regulations and other measures to secure stable

housing options for residents, can be implemented to safeguard the rights of marginalized communities, prioritize affordability, and prevent the eviction of vulnerable populations. Additionally, establishing legal frameworks that guarantee secure land rights can provide a safety net for those at risk of displacement.

If displacement is unavoidable, it is imperative to ensure that affected communities receive fair compensation, along with access to adequate resettlement options and support to rebuild their lives in their new location. This encompasses providing access to basic services, livelihood opportunities, and a network of social support. Job training and skill development programs can help with this, empowering residents with the tools necessary to attain more secure livelihoods. With higher individual employability among residents in the east Bainbridge community, as well as more jobs and income opportunities, the economic impact of displacement can be mitigated.

Engagement with non-governmental organizations (NGOs) and civil society organizations can help. Leveraging the expertise, resources, and advocacy efforts of NGOs can play a sizable role in tackling displacement and promoting inclusive economic development. Collaborative endeavors with these entities could amplify the effectiveness of efforts that Bainbridge local government would otherwise make on its own.

## Creating Public Engagement for Economic Development

Community meetings were a significant part of the planning process as the project team talked with residents, property owners, city staff, infrastructure providers, business owners, and elected officials about their concerns and hopes for the Shotwell and Scott Street corridors. Meetings were advertised although attendance was sparse. However, conversations with diverse stakeholders provided insights regarding the historic appeal of the Shotwell and Scott corridors and current conditions. A generalized assumption by some stakeholders was that the Shotwell and Scott Street corridors have experienced a decline in their economic attractiveness (and competitiveness). Competition from commercial development south of the Bypass along Tallahassee Highway has created an alternative to the older commercial districts on East Shotwell Street and South Scott Street.

The historic Bainbridge central business district has been engaged in a significant recovery through active programs and redevelopment along the Flint River and the adjacent downtown area. Much of this growth has brought visitors and tourists into the city. The city has been active in promoting events and supporting redevelopment of existing and new structures to accommodate visitors and service businesses in the downtown core. Several stakeholders have asked if something similar could be provided in the Shotwell and Scott Street corridors.

A review of the Bainbridge calendar of events through the year illustrated that most events are held downtown or at the Earle May Boat Basin on the Flint River. Only one event, the Christmas Parade was identified as beginning at the Middle School and proceeding to downtown. The Shotwell and Scott corridors provide access to the downtown events but are not the center of attention.

There are only a few “public gathering spots” on the Shotwell and Scott Street corridors that could accommodate an active event, such as the Jones-Wheat Primary School at 1401 East Shotwell Street, the grounds of the current Bainbridge Middle School, College Street Park, or the Bainbridge Centennial Stadium grounds at South Scott and East Louise Streets. However, there are several potential private property activity centers that may be

open to hosting a public event. These properties include:

- The Mall at 1400 East Shotwell Street.
- The Bainbridge Town Mall at 1615 East Shotwell Street (the former K-Mart Shopping Center).
- The local YMCA facility grounds at 1818 East Shotwell Street.
- The Grocery Outlet and Salvation Army Thrift Store at 602 Scott Street.

Proximity to the Shotwell and Scott Street corridors is important to encourage business community involvement and interaction. A public event could be sponsored by local businesses and services in addition to the city to engage the community and create awareness and excitement for events and positive growth on the eastern side of the city. The proposed renovation of the old K-Mart building by Rural King could provide an opportunity to establish an annual tradition beginning with a grand reopening and dedication of the city to continue serving the Decatur County and the surrounding agricultural community.

Publicly supported events could help enhance a sense of community connections between the commercial entities along the corridors and the neighboring residents that live a block or two away and visit the corridors every day. Proposed streetscape improvements are intended to create a sustainable mix of business activities and residential living options by providing a walkable, civic infrastructure that engenders pride and identity in Bainbridge east of downtown.

A short menu of events that could be proposed include:

- Winter's End (early to mid-February) could be an early Spring event on a weekend related to Groundhog Day and the ending of winter and early planting for Spring crops. This or another event below could be an arts-based festival.

- In April, there could be a Spring event to attract the agricultural community or to celebrate the warmer weather. This event also would have the opportunity to attract the northbound snowbirds on their way back north from the Florida Gulf Coast.
- Summertime (late May or early June) could provide an event for celebrating “School’s out” and summer pursuits.
- A Homecoming event (September or October) could celebrate education in Bainbridge and link the school system resources with the Shotwell and Scott corridors. The Jones Wheat primary school will soon be the only school resource in the study area, but Shotwell will remain the primary link to the Middle and High Schools on Thomasville Road.
- Holiday Afternoon (2nd Thursday in December) event to initiate the City’s Christmas Parade.

All of the suggested events can seamlessly integrate into the City's current events schedule. It is advisable for the city to consider supporting one or more of these events to promote them across Decatur County, however, it's essential to explore alternative opportunities as well. Emphasizing the importance of regular events aims to establish Bainbridge as a city with attractions extending beyond downtown. These events are primarily designed for residents and families within Bainbridge and Decatur County. While focused on the local community, visitors from nearby areas may also find these events enjoyable.

# Concept Plans

Shotwell and Scott are the two most heavily trafficked streets in east Bainbridge, and accordingly, they are the most important corridors as far as defining the overall aesthetic that could be carried out through the rest of the study area.

Conceptual design alternatives were built from a thorough analysis of eastern Bainbridge, taking into account its historical context, spatial context and existing infrastructure, and ample feedback generated from community engagement. Feedback was collected in various forms, e.g., written comments, surveys, and in-person comments during public meetings. In addition to in-person meetings, feedback was also gathered online to reach a wider audience and allow residents to provide feedback at their convenience. This data was then organized and analyzed for trends, patterns, and common concerns. The Consultant team's urban designers, planners, and architects evaluated this feedback through the lens of their respective professional fields to develop conceptual design alternatives that align with industry best practices, local conditions including Bainbridge zoning regulations, and community aspirations.

Over the course of the study, the design concepts were continually updated and refined to respond to insightful comments raised by Bainbridge local government and community members at every step of the public engagement process. To maintain clarity and transparency at each public meeting, Bainbridge community members were led through the design team's thought process for concept plan development, and at subsequent meetings the community was informed about how their input had been considered and integrated into the plans. All along the way, feedback was documented to serve as a record of the process.

Traffic analysis by Sain Associates (sub-consultant), indicates that Shotwell is built for a higher level of traffic than it carries, and thus, could be adapted from a four-lane road to a three-lane road between Scott and Wheat without negatively impacting traffic flow. Conversion from four-lane to three-lane would allow the additional space that is currently allocated for vehicular traffic to be repurposed for other modes of travel. Shotwell Concept

Plans A and B show streetscape alternatives that reallocate this additional space into design plans that are pedestrian-oriented, however it should be noted that this additional space could also be utilized in alternative design concepts that prioritize other modes, like bus or bike. The consultant team recommends prioritizing pedestrian improvements over bus and bike improvements on Shotwell, as there does not appear to be enough demand or density to support bus transit and there are other nearby streets in eastern Bainbridge that would more safely and easily accommodate bicycle traffic.

Shotwell has three distinct segments. Between the extent of Shotwell south of downtown until just west of Scott, Shotwell is a two-lane street with continuous, tree-lined sidewalk on the south side of the street and continuous sidewalk with prominent utility poles on the north side. Until the last block of this segment, curb cuts are of a reasonable number and the associated driveway-aprons are of a reasonable width. The middle segment of Shotwell is four-lane with a considerably high number of curb cuts, very wide driveway aprons that span 40' or more in many cases, few street trees, instances of turning lanes for entering parking lots, very thin green buffers that serve little-to-no functional or aesthetic purpose, and few north/south crosswalks. While there are curb ramps at street corners throughout this middle section, not all are up-to current ADA standards. The eastern-most segment of Shotwell continues the general feel of the middle segment with the addition of a fifth traffic lane. The eastern-most segment is without sidewalks and is difficult to safely traverse from north-to-south or south-to-north on foot or bike.

Concept plans for Shotwell are based on a typical block of the four-lane, middle segment – Shotwell between Boulevard and Wheat. This block presents challenges that are characteristic to much of the four lane segment – frequent, very large curb cuts; narrow sidewalk widths; patchy accessibility conditions at street corners; little-to-no pedestrian amenities; very few street trees for shade, visual interest, and stormwater management; large expanses of underutilized parking; very few safe north/south crossing opportunities; very large building setbacks; inconsistent curb and gutter; continuous utility poles, primarily on north side of Shotwell; and little-to-no pedestrian-oriented signage. The consultant team sought to address these challenges through thoughtful design, while staying cognizant of practicality and financial feasibility.

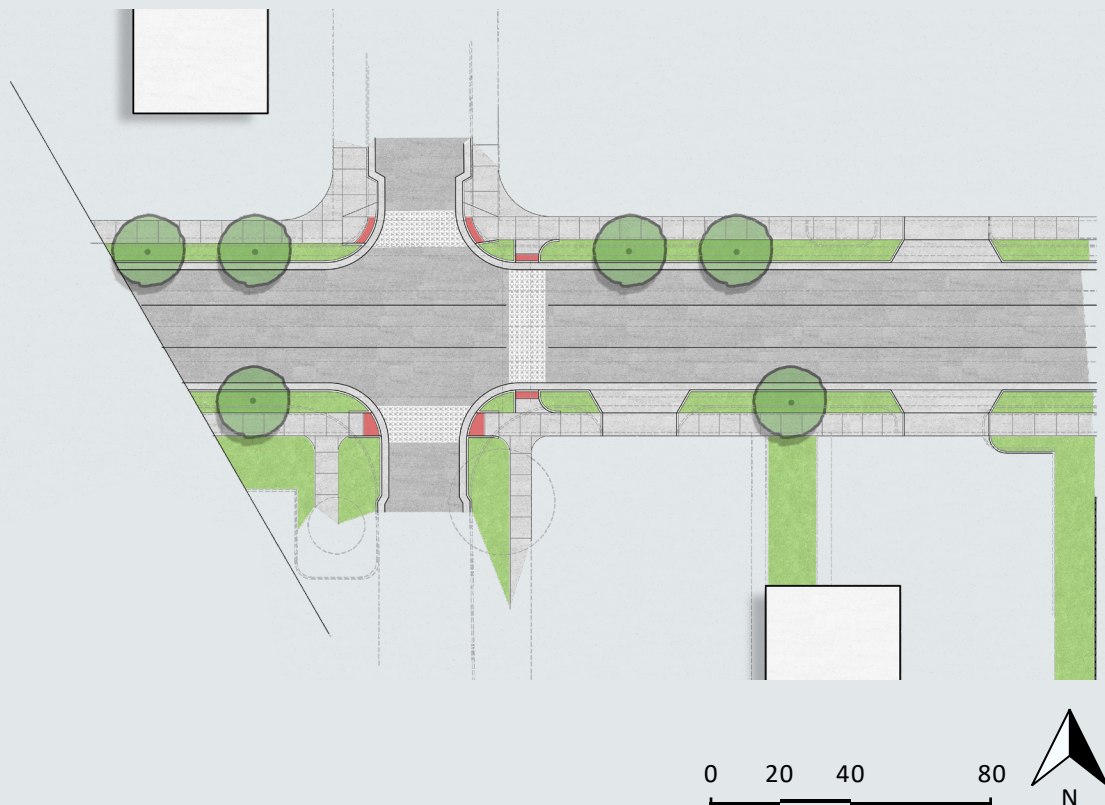
## Shotwell – Concept Plan A

Concept A features 6-foot sidewalks throughout, which is enough space to accommodate two pedestrians walking in opposite directions to comfortably pass one other. Curb ramps that meet contemporary ADA accessibility standards are present at every corner where a crossing is present. The consultant team recommends opting for a unique, high visibility crosswalk that catches motorists' eyes and also serve to further demarcate eastern Bainbridge as a distinct place with its own urban topology.

Concept A features a green buffer, a.k.a. “verge,” that provides breathing room between vehicular and pedestrian traffic, and creates a more pleasant, comfortable walking experience. Street trees are recommended wherever possible, though tree section and spacing would have to be designed with the existing utility poles in mind. Street trees

Figure 10:

### Concept A — Shotwell Street between Boulevard and Wheat



should be set back from intersections and should be high branching, to allow for better visibility. This three-lane design concept plan for Shotwell assumes 10' through lanes and a central turning lane of 12'.

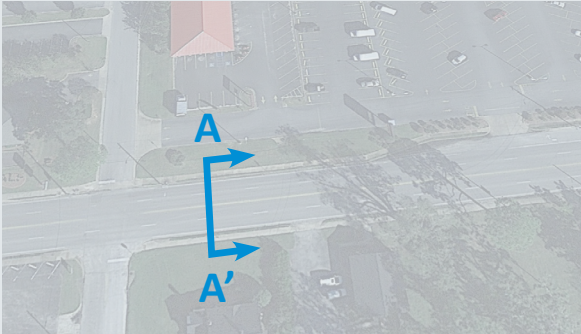
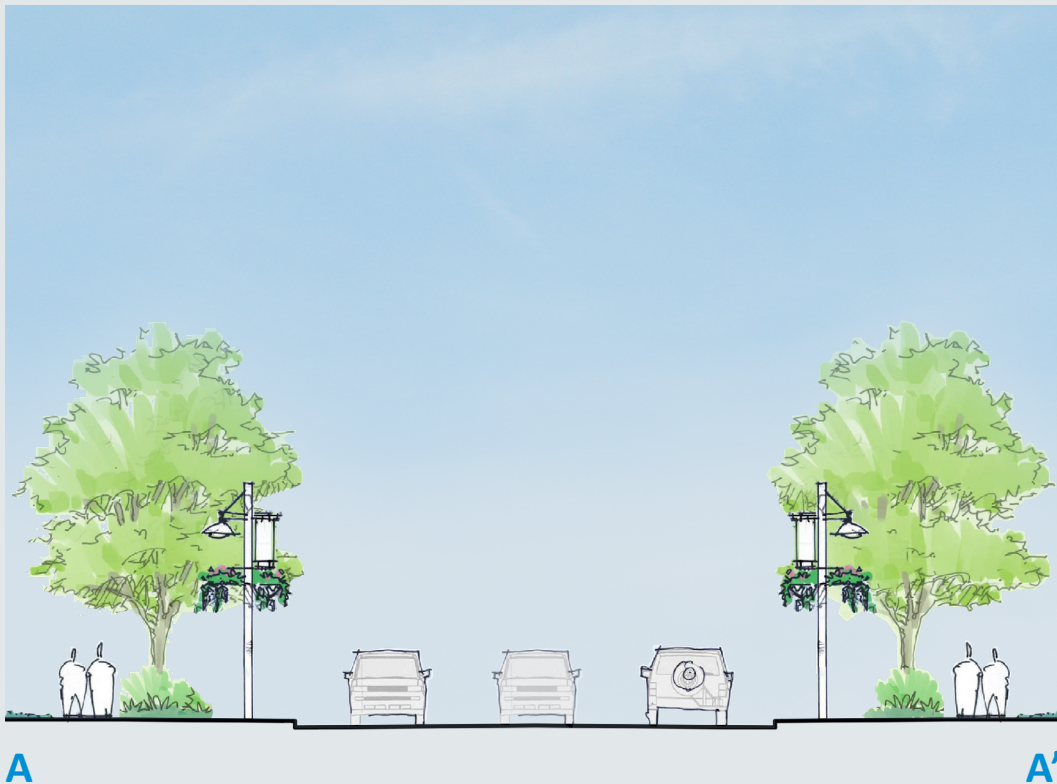


Figure 11: Cut-Line for Section (see Figure 12 below)

Figure 12:

### Concept A — Shotwell Street between Rush and Lamar

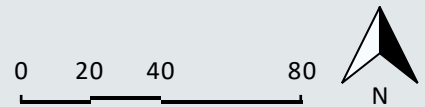
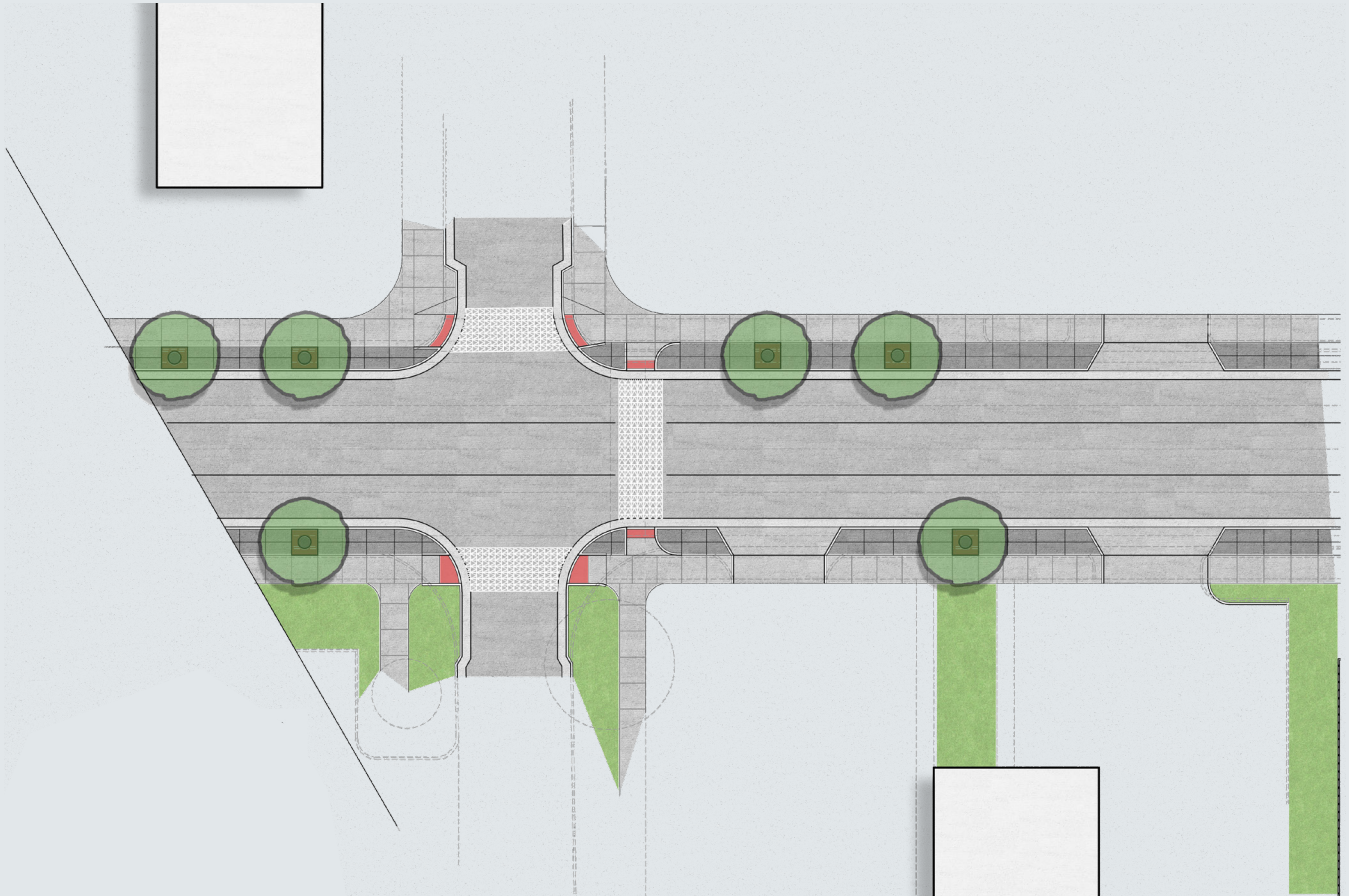


## Shotwell – Concept Plan B

Concept B is similar to Concept A, with the most significant difference being that the sidewalk in Concept B is contiguous with a paved area for pedestrian amenities instead of a grass buffer across the east/west length of Shotwell. North/south connections with adjacent neighborhood streets could maintain this treatment or incorporate a treatment similar to Concept A with green buffers. The latter is shown in the concept drawing on the opposing page.

The consultant team recommends that a unique pavement treatment be used for the pedestrian amenities zone throughout eastern Bainbridge as a placemaking strategy that reinforces the feeling that eastern Bainbridge is its own distinct and memorable place. Opting for a pedestrian amenities zone instead of a green buffer provides ample space for benches, bike racks, trash receptacles, signage, above ground utilities, street trees and other plants, and allows for flex space that can serve functionally as a wider sidewalk if/when the primary walkway is crowded.

Figure 13:  
Concept B — Shotwell Street between Boulevard and Wheat



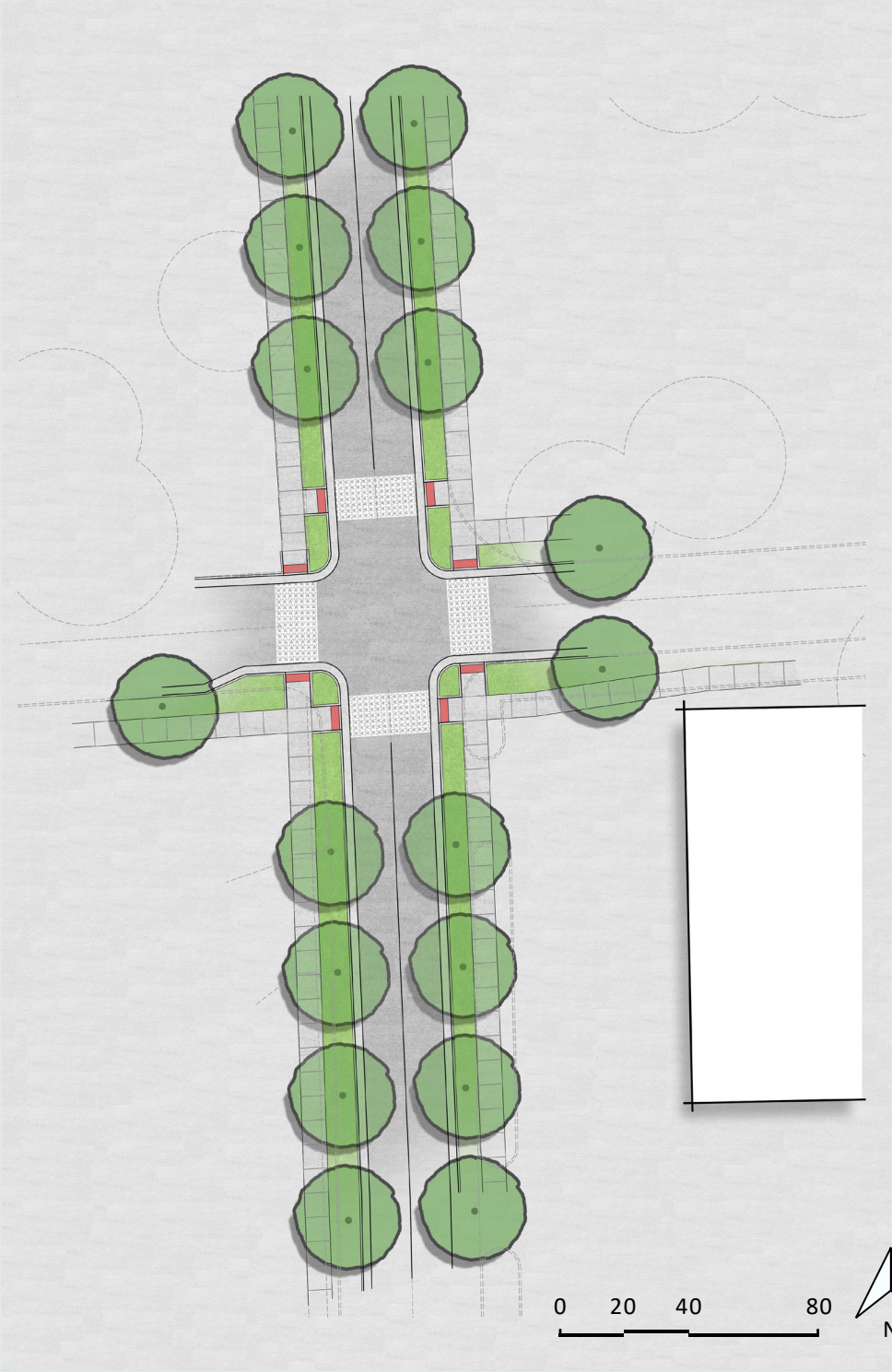
## Scott Street – Concept Plans

While Shotwell and Scott are the two primary streets in eastern Bainbridge, the two streets have their own set of design challenges and therefore should not be treated in an identical manner. In terms of local vehicular traffic, Scott is less traveled than Shotwell, but as the primary north/south corridor, it is no less important to eastern Bainbridge.

Scott Street is home to many important points of interest for the local community, including a modestly sized grocery store, restaurants, and other local businesses. Despite only having a continuous sidewalk on the western side of the street, Scott boasts more foot-traffic than Shotwell. Scott is only two lanes, however both lanes are very generously sized, which offers the potential for some space to be reallocated without negatively affecting vehicular traffic. Curb and gutter along Scott are inconsistent, which may contribute to poor drainage during heavy rainfall, as curb and gutter typically serve functionally to direct rainwater toward catch basins and separate the roadway from pedestrian-only areas.

Concepts for Scott were developed around two important intersections at Evans and Green Streets. While the extent between intersections could be generally uniform, spatial layout at the intersections along Scott poses a greater challenge due to various spatial constraints including turning radii constraints, the need to bring pedestrian crossings up to current ADA standards, and pedestrian desire-lines that crisscross Scott. These concept plans incorporate street trees to create a retreat from the starkness of the large and pervasive parking lots. Similar to Shotwell, it is recommended for trees on Scott to be of high-branching varieties/cultivars to allow for safety and visibility.

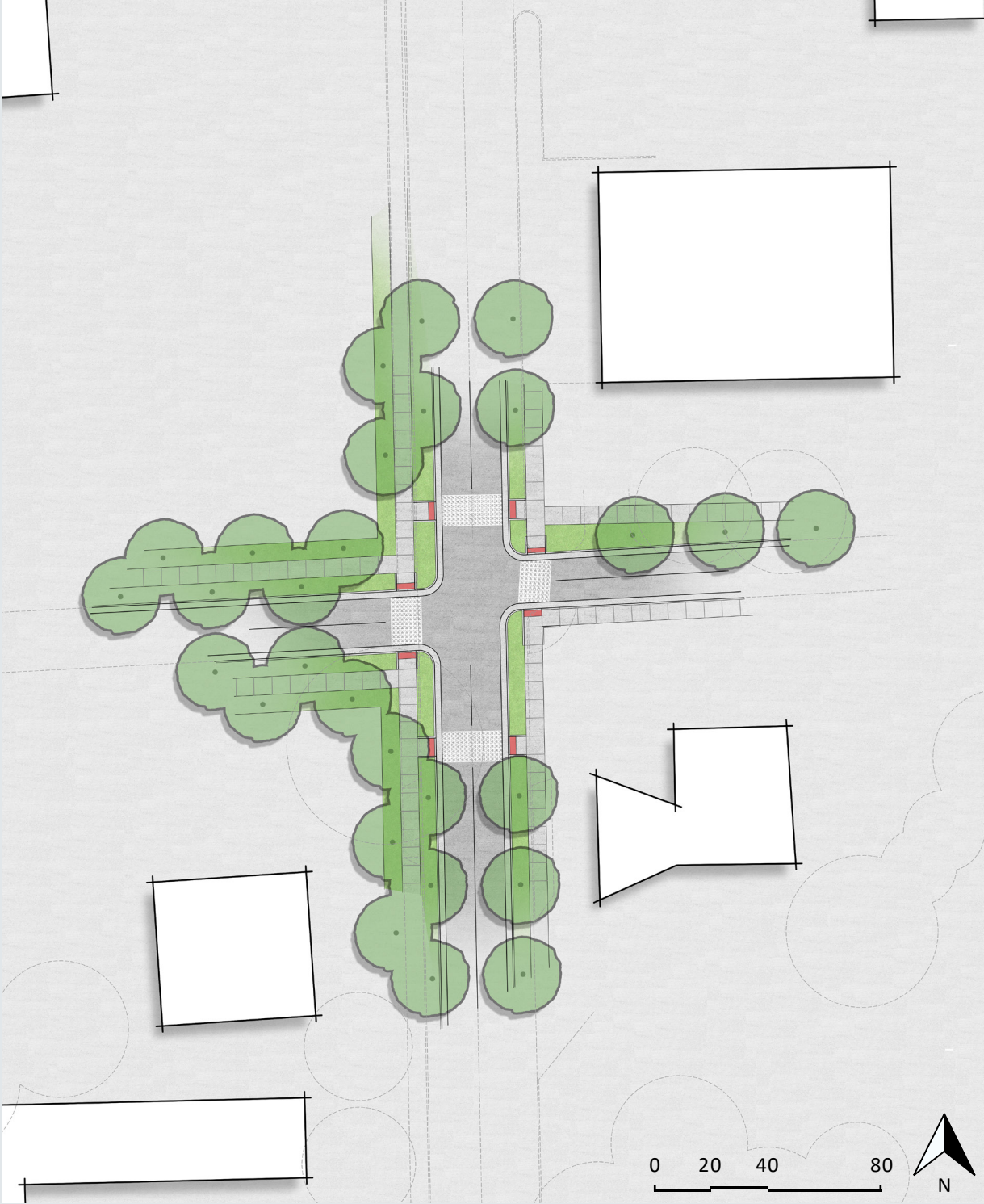
Figure 14:  
Scott Street at Evans



Conceptual designs for Shotwell and Scott followed a vision for eastern Bainbridge that aligns with residents' stated needs and aspirations. The conceptual design alternatives balance safety and functionality, aesthetic quality, and long-term sustainability/resilience. Each design alternative prioritizes walkability and accessibility, with a focus on creating a pedestrian-friendly environment that encourages social interaction and ease of travel regardless of mode. East Bainbridge today is easy to navigate via car, but is challenging to navigate using other modes. The conceptual design alternatives aim for safe, efficient multi-modal transportation, including well-planned cycling routes with the possibility of future incorporation of bus transit as community demand and future density allows, all seamlessly integrated into the urban fabric. Green spaces, parks, and recreational areas, such as the growing Bainbridge waterfront northwest of downtown, play a crucial role in enhancing the quality of life for residents by providing opportunities for relaxation and outdoor activities; thus, it is critical that the street network allows for safe multi-modal travel to and from such spaces.

In addition to figures 14 and 15, the consultant team also evaluated other alternatives that provide wider turning radii for truck turning movements. Future design of intersections along Scott Street will need to balance the need for pedestrian safety with the need to accommodate commercial truck turning movements along Scott Street.

Figure 15:  
Scott Street at Green



## Looking Toward the Future

As eastern Bainbridge continues to grow and develop over time, architectural guidelines (form-based code) and zoning regulations will play a crucial role in establishing consistency and coherence in building styles, heights, and materials. Attention to architectural details, both in vertical and horizontal development, will help create visually harmonious streetscapes while preserving the area's unique character. Additionally, incorporating sustainable practices, such as green infrastructure, will ensure eastern Bainbridge's long-term resilience. As retail, commercial, and cultural spaces are thoughtfully encouraged to locate on Shotwell and Scott through zoning regulations, cohesive streetscape design will further tie eastern Bainbridge together, increasing accessibility and thereby promoting economic activity.

Over time, priorities should be continuously reevaluated to ensure that those priorities reflect residents' changing needs and aspirations. Maintaining open channels for ongoing feedback and community engagement will be crucial for refining and adapting the design plans as time passes, ensuring that design continues to meet the evolving needs of the residents and businesses within the urban area. This iterative process will help support economic development by encouraging a responsive, thriving urban environment that meets community wishes.

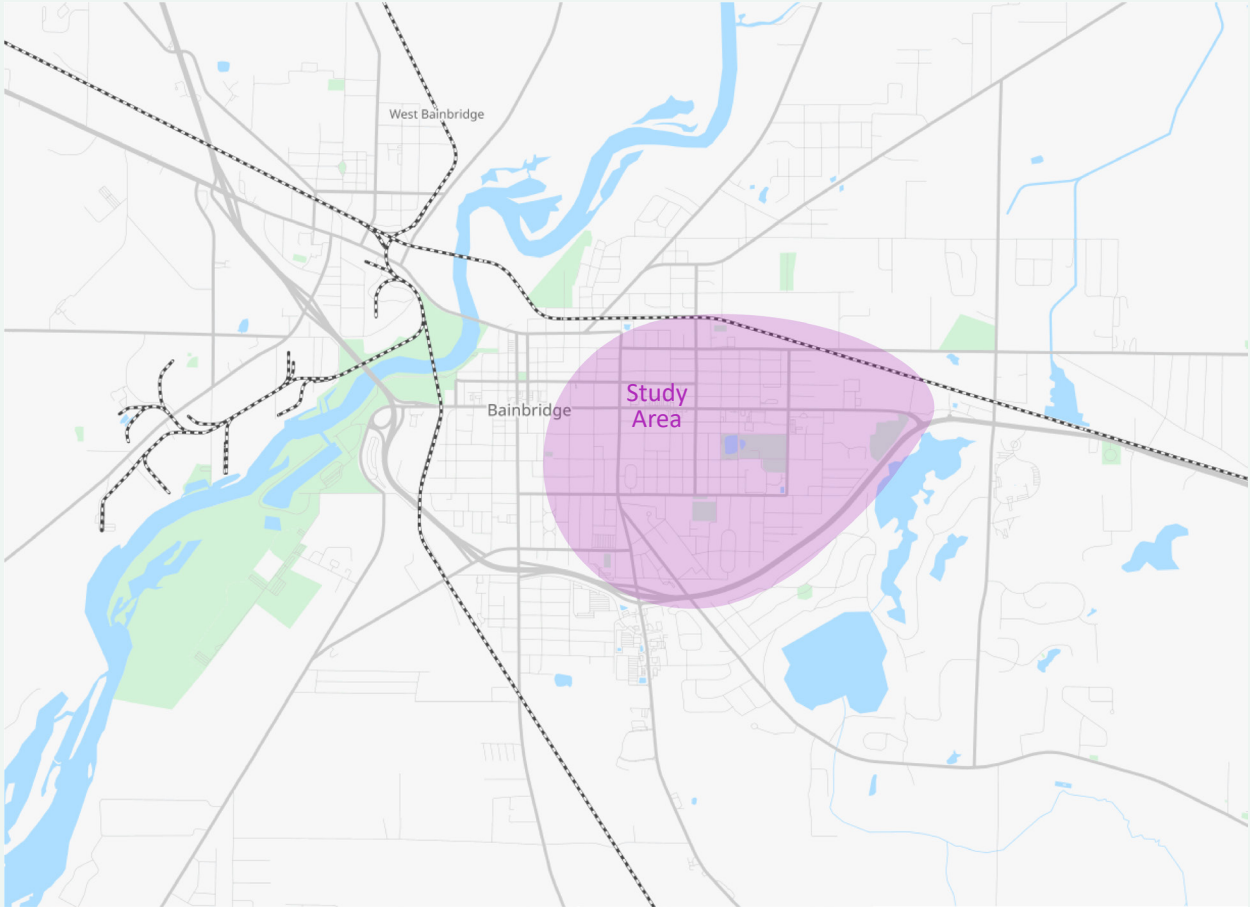


Figure 16: Spatial Layout and Physical Characteristics of Bainbridge, GA

## Action Plan

Suggested recommendations were identified based on stakeholder interviews, community meetings, and careful consideration of the community vision to enhance the Shotwell and Scott Street corridors and the neighborhood streets and residences that surround them. The recommendations identify the objectives, recommended actions, and estimated costs for improvements to meet the recommendation.

Priorities are proposed based on Short, Medium, and Long-term schedules. Short-term identifies recommendations for implementation over the next five years. Recommendations that are proposed for implementation within a period of five to ten years are proposed as medium-term priorities. Long-term priorities are proposed as appropriate for a period that is ten to twenty years in the future.

Long-term priority projects may also be defined as “Aspirational” projects. This list is future-oriented, so programs that are already in-progress, such as the city’s currently ongoing Broadband expansion, are not captured in the matrix of recommendations.

Many of the recommendations could be facilitated by the establishment of a Tax Allocation District (TAD), though it is possible that not all areas within the study area would be eligible. The Downtown Bainbridge Development Authority, a local congressional authority, could aid in establishing a TAD in the area.

Figure 17: Action Plan

Bainbridge Shotwell and Scott Streets Study Action Plan				
<b>General Purpose:</b> The purpose of the Bainbridge Shotwell Street and Scott Street Planning Study is to guide the economic revitalization of eastern Bainbridge in a holistic and sustainable manner by implementing policy that enhances quality of life, supports continued community growth, and spurs economic investment.				
Purpose	Project(s)	Priority	Cost Estimate	Source
<b>0.1. Use City and other governments investments in the Public Realm for Place-making:</b>	A. Create a Community Identification Program for the Bainbridge "EastSide" community. Create Gateway to EastSide Bainbridge at Scott Street, College Street, and Tallahassee Highway (Five Points) and enhance pedestrian access to and across the Bypass.	Medium/Long	\$125k (includes 30k for item 5.1.E)	City
	B. Design and construct streetscape improvements on Shotwell Street from Scott Street to Boulevard Street that enhances pedestrian access.	Short	\$5mm	Federal/State
	C. Design and construct streetscape improvements on Scott Street from Shotwell to College Street to accommodate existing and growing pedestrian traffic.	Medium	\$2mm	Federal/State
	D. Create Gateway to Bainbridge EastSide between the Hospital and US84 at Shotwell Street (Assumes \$30k as part of item 0.1.A.).	Long	Please refer to item 0.1.A	City
<b>0.2. Use public resources to enhance Housing opportunities and choices:</b>	E. Redevelop public housing and support private investment in housing.	Short	\$1mm to \$10mm, depending on the scale of investment	Federal/State

Figure 17: Action Plan *Continued*

<b>#1: Improve safety, access to jobs, businesses, recreational opportunities, and other resources and amenities through optimization of transportation infrastructure.</b>				
Purpose	Project(s)	Priority	Cost Estimate	Source
<b>1.1. Optimize Roadway Geometry:</b>	A. Maintain 3-lane roadway geometry on Shotwell between Potter and Scott.	Short	n/a	State
	B. Convert 4-lane roadway geometry on Shotwell between Scott and Wheat into 3-lane configuration and reallocate additional space to pedestrian-oriented streetscape amenities (Estimate includes streetscape elements specific to the section of Shotwell between Scott and Wheat).	Medium	\$5mm	State & City
	C. Evaluate feasibility and potential benefits of crosswalks with pedestrian refuge islands on the 5-lane segment of Shotwell east of Wheat to allow pedestrians to safely cross one direction of traffic at a time. E.g., a mid-block pedestrian refuge island and actuated crossing signal between the YMCA and Bainbridge Town Center to accommodate access the five-lane segment of the eastern portion of Shotwell.	Long	tbd	State
	D. Narrow lanes on Scott north of College and reallocate additional space to pedestrian-oriented streetscape improvements.	Short	Refer to 0.1.C.	State
	E. Implement traffic calming strategies to adjacent streets within the neighborhood, where possible (Will require GDOT coordination).	Long	tbd	City
<b>1.2. Sidewalk Network Design and Expansion:</b>	A. Identify design parameters for continuous sidewalks that accommodate pedestrians, including those with mobility impairments. Where possible, expand sidewalks at intersections to provide safe waiting areas for pedestrians and higher visibility for drivers.	Short	n/a	City w/State Input
	B. Shotwell (Potter to Scott): Maintain existing sidewalks on both sides of roadway including mitigation of damages caused by tree roots, drainage issues, etc.	Short	n/a	Federal /State
	C. Shotwell (Scott to Wheat): Enhance and maintain existing sidewalks on both sides by removing any redundant/unused curb cuts and replacing damaged sections.	Medium	Refer to 1.1B.	Federal /State
	D. Shotwell (Wheat to US84): Provide sidewalks on both sides of Shotwell to Bainbridge Town Center on the north side and the YMCA on the south side.	Medium	\$125k	Federal /State
	E. Scott (North of Shotwell): Provide sidewalks on at least one side of the street to facilitate safe pedestrian access to Shotwell. <sup>[1]</sup>	Long	\$2.5k	Federal /State
	F. Scott: (Shotwell to College): Maintain the existing sidewalk on the west side of Scott . Build a new 6' sidewalk on east side of Scott from Green Street to Shotwell Street (May require land acquisition for stretches where the ROW is exceptionally narrow, which could substantially increase total cost).	Short	\$10k	Federal /State
	G. Scott (College to Louise): Maintain existing sidewalk between College Street and King Street and extend a collector sidewalk adjacent to the stadium to connect to Louise Street.	Medium	\$3k	Federal /State
	H. Louise Street (Scott to Tallahassee Highway) and Tallahassee Highway: Construct a sidewalk to provide access to and beneath the Bainbridge Bypass for pedestrians to access the Tallahassee Highway business area.	Medium (requires GDOT support)	\$7.5k	Federal /State

[1] This link will be challenging due to the narrow ROW on both sides.

Figure 17: Action Plan *Continued*

Purpose	Project(s)	Priority	Cost Estimate	Source
<b>1.2. Sidewalk Network Design and Expansion:</b>	I. MLK (North Scott to US84): Support the construction of sidewalks along the proposed improvement of State Route 312 to urban highway standards by GDOT.	Short	\$10k	Federal /State
	J. Local Streets: Provide or extend collector sidewalks on Russ, Sims, Wheat, and Boulevard Streets to connect MLK to Shotwell and College and provide north/south pedestrian access. Connect collector sidewalk on east side of Monroe Street south of Broughton Street with Shotwell and extend the sidewalk south of Shotwell to accommodate pedestrian access from the south. Provide a collector sidewalk on Green Street to connect Potter Street to Wheat Street for east/west pedestrian access. Extend the collector sidewalk on Broughton Street to access Bainbridge Town Center.	Medium /Long	\$10k	Federal /State
	K. Implement marked crosswalks at regular intervals, especially at intersections and high pedestrian-traffic areas. Use unique, high-visibility crosswalk markings to increase driver awareness of potential crossing conflicts. If unique crosswalk patterns for branding/placemaking are not possible, consider ladder or zebra crossings.	Short	\$20k	Federal /State
	L. Use curb extensions (also known as bulb-outs or curb bump-outs) to reduce crossing distances and enhance pedestrian visibility. These extensions can also help calm traffic by narrowing the roadway (Total cost depends on the total number of curb extensions deemed appropriate during the design phase of project).	Short /Medium	TBD	Local /State /Federal
	O. Implement Leading Pedestrian Intervals (LPIs) to allow pedestrians a head start before vehicles are allowed to turn at Curb Extensions and Bulb-Outs (assume 10 intersections at 50k per intersection).	Short	\$500k	Federal /State
	M. Install wayfinding cues for pedestrians, including those with audio and/or visual impairments. E.g., clear and informative pedestrian signage to guide pedestrians to safe crossings and destinations.	Short /Medium	\$250k	Federal /State
	N. Introduce intuitive push-button signal phasing at high traffic volume locations.	Short	\$500k	Federal /State
	O. Ensure that curb ramps are properly designed and maintained, complying with ADA accessibility standards to accommodate people with disabilities.	Short	n/a	Federal /State
	P. Establish maintenance program to repair damaged or inadequate curb ramps as accessibility standards and best practices continue to change.	Medium /Long	\$900 per ramp	City
<b>1.3. Green Infrastructure:</b>	A. Incorporate landscape elements that provide shade, seating, and visual appeal for pedestrians. These elements should be consistent throughout to instill the sense that the whole area is identified as one cohesive and distinct place.	Short	Can vary widely based on scale	Federal /State
	B. Use street furniture like benches, bike racks, and public art to create pedestrian-friendly environments.	Medium /Long	Can vary widely based on scale	Federal /State
<b>1.4. Maintenance and Visibility:</b>	A. Create a lighting plan to ensure adequate street lighting for safety and security.	Short	\$100k	City
	B. Establish program for proper maintenance of all pedestrian infrastructure, including keeping sidewalks clear of debris.	Short /Medium	TBD	City

Figure 17: Action Plan *Continued*

<b>#2: Prioritize rehabilitation of existing housing stock over new infill development to maintain housing affordability for existing residents and help maintain the unique, existing neighborhood character of East Bainbridge.</b>				
Purpose	Project(s)	Priority	Cost Estimate	Source
<b>2.1. Zoning and Regulations:</b>	A. Review zoning codes and regulations to ensure that they support and incentivize housing rehabilitation. Offer flexibility for adaptive reuse and renovation.	Short	10k	City
<b>2.2. Streamlined Permitting Process:</b>	B. Create a fast-track local permitting process specifically for rehabilitation projects, to encourage property owners to invest in renovations.	Short	10k	City
<b>2.3. Educational Programs:</b>	C. Provide city-led public awareness campaign with workshops to support housing rehabilitation for homeowners and investors.	Short /Medium	10k	City
<b>2.4. Partnerships and Collaborations:</b>	D. Partner with non-profit organizations, community groups, and local businesses to support maintenance and rehabilitation efforts through funding, resources, and volunteer labor.	Long	10k	City /Private
<b>2.5. Financial Incentives:</b>	E. Identify and provide financial incentives for property owners to undertake rehabilitation projects, such as grants, tax incentives, or low-interest loans.	Short	10k	City

<b>#3: Improve stormwater management to reduce stormwater runoff and prevent flooding.</b>				
Purpose	Project(s)	Priority	Cost Estimate	Source
<b>3.1. Evaluate Drainage System:</b>	A. Establish a maintenance/monitoring program to review the design of existing drainage basins to ensure that they are appropriately sized and designed to handle the expected volume of runoff during heavy rain events. Ensure that any new storm grates that are installed are safe for bicycles and pedestrians.	Medium	\$33k	City
	B. Establish a maintenance/monitoring program to regularly inspect the inlet and outlet structures of the drainage basins to ensure they are functioning correctly. Clear any obstructions, and if needed, repair or replace damaged components. Maintain a regular schedule of inspection and maintenance.	Long	\$33k	City
	C. Analyze the flow paths of runoff. Make sure that water is directed away from the road and pedestrian pathways and towards designated drainage points, preventing ponding.	Short	\$33k	City
	D. Consider redesign or retrofit of existing drainage systems if the ponding issue is chronic and can't be resolved through simple fixes.	Medium	\$1 to \$2 million	City
<b>3.2. Green Infrastructure:</b>	A. Prepare a landscape standards manual for tree selection, planting, and maintenance guidelines.	Medium /Long	\$40k	City
	B. Establish a tree maintenance program to support tree health and mitigate damage caused by aging trees, soil compaction, erosion, or loss of impervious surfaces.	Long	\$10k to \$100k+ depending on project scale	State /Federal

Figure 17: Action Plan *Continued*

<b>#4: Prioritize educational programs that support homeownership first, then secondary programs for renters, and then thirdly programs that support new businesses.</b>				
Purpose	Project(s)	Priority	Cost Estimate	Source
<b>4.1 Educational programs for Homeowners, Renters, and Local Business Owners:</b>	A. Establish accessible, educational programs to provide support for residents who need resources and assistance.	Medium	\$50k	City
<b>4.2 Community Development Block Grant (CDBG) Program:</b>	B. Identify potential CDBG grant projects for improving housing and community facilities in the eligible CDBG opportunity zones which are north of Shotwell Street. Projects should emphasize housing improvements, street and sidewalks paving, stormwater drainage, utilities, and recreation facilities to provide decent housing, suitable living environment, and economic opportunities.	Short	\$1.5 million	Federal with Local match

<b>#5: Prioritize smart growth policies that allow existing residents, businesses, and institutions to avoid displacement.</b>				
Purpose	Project(s)	Priority	Cost Estimate	Source
<b>5.1 Policies for Local Government-led Economic Development:</b>	A. Invest in local economic development projects that create jobs and income opportunities for affected communities to mitigate the economic impact of displacement and support the overall well-being of the area.	Medium/Long	\$100k	City
	B. Strongly support and invest in the expansion and growth of the Memorial Hospital as an economic asset to the community.	Short/Medium	\$20mm (private) \$100k (city support)	Private & City
	C. Support renovation and re-use of existing commercial structures along Shotwell. Key Investment Locations: <ul style="list-style-type: none"> <li>Bainbridge Town Center</li> <li>Bainbridge Mall</li> </ul> Consider development of out-lots along the street and pedestrian gathering space and access within the interior of the large commercial parking lots to accommodate interactive social activities.	Short	\$100k (city support)	Private & City
	D. Encourage expansion or creation of an outdoor "street market" or festival market to encourage local food, arts, and craft vendors to attract local customers. Key Investment Location: <ul style="list-style-type: none"> <li>Grocery Outlet &amp; the Salvation Army Center</li> </ul> Provide support for re-paving and re-marking the parking lots to provide outdoor market area.	Medium	\$50k	Seed Money from City
	E. Identify and mark with signage "EastSide Bainbridge Gateways" at Five Points (Scott Street, College Street and Tallahassee Highway) and Shotwell Street between Pipeline Road and US84 intersection (This work fits under Community Identification Program. Please refer to General Purpose 0.A).	Short/Medium	Refer to Gen Purpose 0.A	City
<b>5.2 Policies to Support Residents</b>	A. Implement policies that prioritize affordable housing and prevent the displacement of vulnerable populations (e.g., rent control regulations). Offer job training and skill development programs to displaced individuals to enhance their employability and help them attain better livelihoods. Implement and enforce strong legal safeguards against arbitrary displacement, which includes laws that require developers to follow proper procedures, provide adequate compensation, and ensure the well-being of displaced populations. Engage with NGOs, civil society organizations, and international bodies to leverage their expertise, resources, and advocacy efforts in addressing displacement and promoting inclusive economic development. Lastly, provide clear and accessible information about the development projects, potential impacts, and mitigation measures.	Short/Medium/Long	\$500k	City Investment

# Appendix

## Materials from Public Meeting #1

### COMMUNITY & ECONOMIC DEVELOPMENT

Building Department
Online Permit Portal
+ Planning & Zoning
+ Code Enforcement/Marshal's Office
Downtown Development Authority
+ Animal Control
+ Parks & Facilities
+ City Cemeteries
City of Bainbridge to Undergo Housing Needs Assessment

### UPCOMING EVENTS

- Public Meeting  
04/27/2023 - 6:00pm
- Public Meeting  
04/29/2023 - 10:00am

[View](#) [Edit](#) [Revisions](#) [Clone content](#)

## City to Hold Public Meetings Regarding Scott and Shotwell Street Improvement Plans

Contact: Steve O'Neil  
 Telephone 229-400-9303  
 Email: [steveo@bainbridgecity.com](mailto:steveo@bainbridgecity.com)  
 Website: [www.bainbridgecity.com](http://www.bainbridgecity.com)

FOR IMMEDIATE RELEASE

### CITY OF BAINBRIDGE HOLDS PUBLIC MEETINGS TO DISCUSS SHOTWELL AND SCOTT STREET PLANS

(Bainbridge, GA) The City of Bainbridge announces that it will hold two public meetings to seek public input for the preparation of a plan for Shotwell and Scott Streets improvements. The plan is intended to assist the city in identifying and planning potential improvements along both corridors inside the city. The purpose of the planning study is to encourage economic development and land uses that are complementary with an active, accessible, walkable community connected to the surrounding residential neighborhoods.

The public meetings will be held on the following dates:

1. Thursday, April 27<sup>th</sup> at the Joe Sweet Jr Community Center (601 Potter Street) from 6:00 pm to 7:30 pm.
2. Saturday, April 29<sup>th</sup> at the Gazebo in Willis Park (or if raining, the meeting will be at Bainbridge Council Chambers at 101 South Broad Street from 10:00 am to 1:00 pm.

The city desires to engage the community prior to the development of improvement plans on either corridor and support economic growth that supports the surrounding neighborhoods by providing safe streets that support automobile, bicycle, and pedestrian use through enhanced attention to road and sidewalk design and crossings.

Each meeting will provide a short presentation by the city's planning consultant, opportunities to ask questions, and a breakout group exercise to provide input regarding future land use development and street access and safety issues along and across both road corridors. Your opinion and input are important

### CONTACT INFORMATION

101 S. Broad Street  
 Bainbridge, GA 39818

#### Hours

8am - 5pm  
 Monday - Friday

[Edit Contact Details](#)

[View Full Contact Details](#)

**SIGN-UP / SIGN-IN SHEET**

**Shotwell and Scott Streets Planning Study Public Meeting**

DATE: April 27, 2023 (Thursday)

PRINT NAME	Address	E-Mail	Phone
Jessica Hicks	545 Flint River Heights	j.k.hicks1399@gmail	229-205-5353
GABRIEL M MENDENHALL	City of Bainbridge	GABRIELM@BainbridgeCity.com	229-726-4098
Carlton Crawford	1223 Washington St		(229) 254 8004
Tyler Kirby	2002 Twin Lakes Dr Bainbridge, GA		
Kendra Butler	725 E Evans St Bainbridge	kendrabu@gmail.com	229-224 7090

# Appendix

## Materials from Public Meeting #1

STRENGTHS   WEAKNESSES   OPPORTUNITIES   THREATS ECONOMIC GROWTH AND CONSERVATION OF HERITAGE		
SWOT	Opportunities	Threats
Strengths	Price Advantage (Value)? Infrastructure is There Hospital	Challenges of Attractor Businesses Make of Middle School/ Traffic on 2 Lane? Quality of Life
Weaknesses	Rural King as Attractor? Public Housing/Apartments Investment? Local Ownership? Can We Identify Financial Opportunities?	3 Types Corridor on Shotwell/ Competition from Hwy 27 Older Commercial Structures Reuse?

STRENGTHS   WEAKNESSES   OPPORTUNITIES   THREATS SAFETY AND ACCESS		
SWOT	Opportunities	Threats
Strengths	Access Frontage Road	Shuttle / ISSOS with Neighborhoods Signage
Weaknesses	Sidewalks	Pedestrian Crossing Turn Conflicts

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## Appendix

Materials from Public Meeting #2

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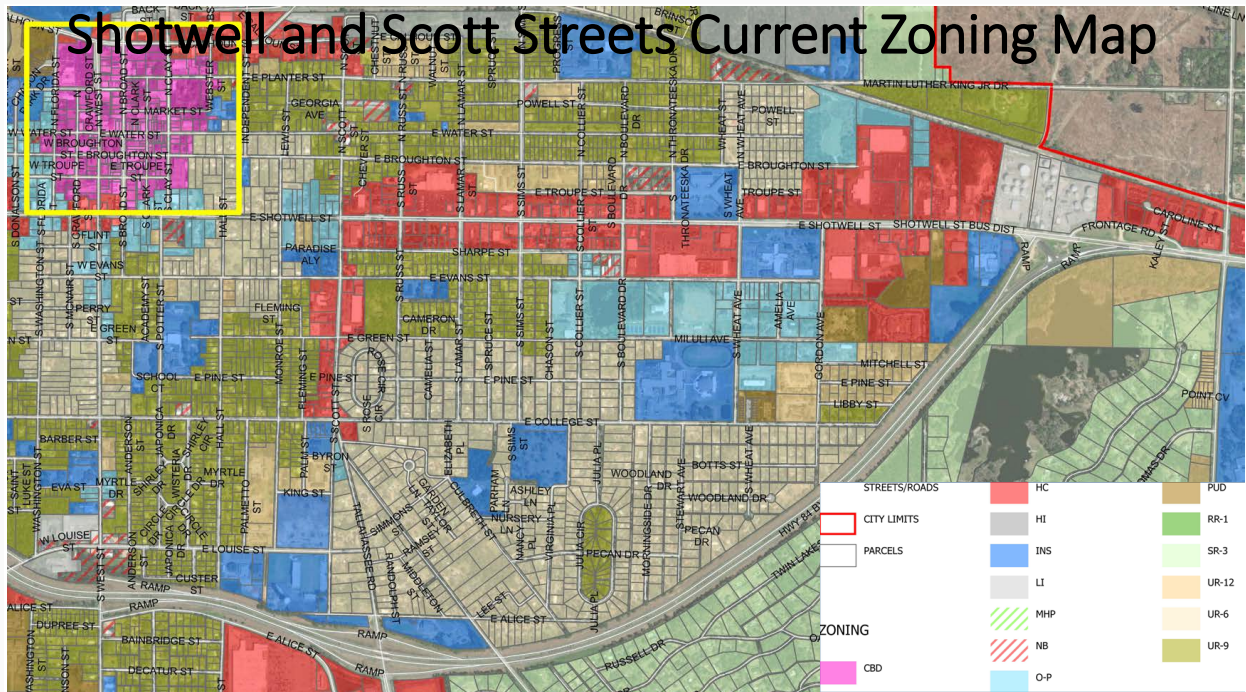
The image is a screenshot of a Facebook post. At the top left is the Bainbridge-Decatur County Chamber of Commerce logo, which includes a circular icon with 'CHAMBER' and the text 'Bainbridge-Decatur County Chamber of Commerce' and '5d · 🌐'. The main content is a photograph of a street lined with trees and buildings. Overlaid on the photo is a white rectangular box with a blue header and footer. The header contains the text 'SHOTWELL AND SCOTT STREET' in white. The main body of the box contains the text 'IMPROVEMENT PLAN CHARRETTE' in large, dark blue, serif capital letters. The footer of the box contains the text 'June 15, 2023 5:30 PM @ Joe L Sweet Jr Community Center' in white.

**Bainbridge-Decatur County Chamber of Commerce**  
5d · 🌐

**SHOTWELL AND SCOTT STREET**

**IMPROVEMENT  
PLAN  
CHARRETTE**

June 15, 2023 5:30 PM @ Joe L Sweet Jr Community Center



## Appendix

### Materials from Public Meeting #2

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## Strengths | Weaknesses | Opportunities | Threats

### Economic Growth and Conservation of Heritage

	Opportunities	Threats
Strengths	<ul style="list-style-type: none"> <li>• High Occupancy for Commercial Buildings</li> <li>• Price Advantages (Value for Start-ups?)</li> <li>• Significant Infrastructure is Already There</li> <li>• Significant Local Ownership</li> <li>• Can Rural King be an Anchor Store for Town Center?</li> </ul>	<ul style="list-style-type: none"> <li>• Challenges to Attracting New Businesses</li> <li>• Hospital is Aging</li> <li>• Middle School is Moving</li> <li>• Age of Public Housing and Housing</li> <li>• Quality of Life on East Shotwell needs reinvestment</li> </ul>
Weaknesses	<ul style="list-style-type: none"> <li>• Public Housing needs Renewal</li> <li>• Are Investors Interested?</li> <li>• Can we Identify Financial Opportunities?</li> <li>• Need Financial Incentive Programs for Key Properties</li> </ul>	<ul style="list-style-type: none"> <li>• Competition from Highway 27 (Greenfield Sites)</li> <li>• Three Types of Land Use Corridors on Shotwell</li> <li>• Many Existing Commercial Structures are Older</li> <li>• Are Reuses Commercially Viable? Adjacent</li> <li>• Neighborhoods are Older and need investment</li> </ul>

## Strengths | Weaknesses | Opportunities | Threats

### Street Design, Safety, and Access

	Opportunities	Threats
Strengths	<ul style="list-style-type: none"> <li>• Corridors have Good Accessibility to Region</li> <li>• New Intersection for Shotwell at US 84 Improved Intersection Management</li> <li>• Bypass Carries Through Traffic</li> <li>• Collateral Streets are on Grid System</li> <li>• MLK Drive being improved to GDOT Standards</li> </ul>	<ul style="list-style-type: none"> <li>• US 84 and US 27 Business require GDOT for Decisions</li> <li>• Signage is Chaotic</li> <li>• Pedestrian Traffic but No Sidewalks on Scott</li> <li>• Drainage Issues during Heavy Storm Events</li> <li>• Frontage Road on US 84 between Shotwell and Whigham Dairy is separated from Shotwell by Tank Farm</li> </ul>
Weaknesses	<ul style="list-style-type: none"> <li>• Automobile Centric Development</li> <li>• No Corridor Placemaking Initiatives</li> <li>• Heaviest Traffic Volumes are on the 2 Lane Segment thru Historic Area with Turn at Scott</li> <li>• Need to Identify Gateway at east Shotwell</li> </ul>	<ul style="list-style-type: none"> <li>• Sidewalk and Auto conflicts on Shotwell</li> <li>• Pedestrian Crossing Conflicts</li> <li>• Turn Movement Conflicts</li> <li>• No Sidewalk Shade on Shotwell east of Scott</li> <li>• The State Highways are Not Designed for Bicycles or Walking</li> </ul>

## Appendix

### Notes from Public Meeting #2

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6-22-23 Public Meeting and Charrette

Community Comments:

#### Housing

- Are there any programs or established systems for rehabbing/enhancing residential housing stock?
- Is it possible to develop amenities that do not result in further hollowing out of the current housing stock?
- Is there an opportunity for a community survey that could help determine what kind of amenities are most important to residents?
  - Survey for new residents; e.g., what brought you to Bainbridge and what kind of amenities would you like to see here?
  - Are residents within the study area interested in grocery stores, healthcare, fast food options, banking options? I.e., what are things people want access to nearby?
- There was a comment that often, when homes are condemned, they aren't torn down quickly enough. Finding and allocating the funds necessary to demolish these properties on a faster timeline has been a challenge that the city faces.

#### Economic Development

- What incentives can be leveraged to encourage the establishment and growth of more small businesses in the study area? The infrastructure exists, now how do we get the businesses?
- What sort of activities in addition to the YMCA could be introduced into the neighborhood/study area for youth?
- Does it make sense to encourage entertainment activities on East Shotwell? If so, what kind? Or should this be encouraged elsewhere?
- How can we attract local residents who live in the immediate area to the Shotwell corridor?

# Appendix

In other words, how can we encourage nearby residents to patronize businesses located close to them on Shotwell, as opposed to Shotwell adjacent residents driving out of the area to the Tallahassee?

- How can we encourage more employment opportunities in the study area?
- A comment was made that there isn't enough office space in the study area.
- NICHQ's specialize in perinatal and children's health. A comment was made that there is a hospital in the study area, but it does not have a NICHQ, which means that parents who need health services for their children need to leave the area to visit hospitals in places that are farther out.

## Infrastructure

- A community member noted that the Elcan-King retention pond, near John Johnson Elementary School, is near flood stage. The study team will need to check with the Bainbridge city engineer regarding potential improvements.
- There is interest in studying whether it is feasible to update all of the lighting within the study area (primary corridors as well as parallel streets). In addition to the amount of light, the quality of that light (LEDs instead of sodium, for example) should be considered.
- There is an interest in adding more sidewalks. People often make trips on foot regardless of whether or not there is a sidewalk, although oftentimes this is dangerous as people may choose to walk in the street in the absence of sidewalks (putting them in harms way in terms of vehicular traffic) or walk on in the unpaved, grassy areas adjacent to the street (which slope significantly in some areas and aren't the conducive to pedestrian foot traffic).
- Riverfront: A community member suggested during the meeting that flat concrete pads for people who'd like to fish along the river would be a cost-efficient addition that could encourage more activity at the riverfront. A "Go Fish" program could be developed and introduced.

## Questions for Planning Team

- Should the corridor be split into two primary sections (e.g., Shotwell and Scott) or two primary sections?

## Appendix

### Notes from Public Meeting #2 *Continued*

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- What makes the corridors of the study area special? What makes this part of Bainbridge this part of Bainbridge (i.e., what positive aspects make this area what it is today)?

## Materials from Public Meeting #3

Recorded Responses to Revitalization and Economic Development Alternatives					
No.	Item	Y or N (in-person)	Y or N (online)	If Y, Priority Level (0 to 3) (in person)	If Y, Priority Level (0 to 3) (online)
3a	To increase capital for small businesses in the study area, would you like to pursue state and federal grant opportunities?	4Y, 1N, 1"iffy"	18Y	0,3,1	3,3,3,2,3,3,3,2,2,3,3,3,2,3,3,0,0,0
1	Would you prefer to prioritize rehabilitation of existing housing before new infill development?	6Y, 1N	16Y, 2N	3,3,2,3	3,1,3,0,2,2,3,2,3,3,3,2,3,3,2,2,1,3
2	Would you like to support homeownership models that would allow study area residents to remain in their current homes?	7Y	16Y, 2N	3,2,2,2	3,2,3,1,3,0,3,2,3,3,3,1,2,3,3,2,3,3
3b	To increase capital for small businesses in the study area, would you like to initiate local policy initiatives and programs?	4Y, 2N	15Y, 3N	0,2,1	0,3,3,2,3,2,3,2,0,3,2,2,1,3,2,2,1,3

Results / Averages				
Y or N (in-person)	Y or N (online)	If Y, Priority Level (3 to 0) (in-person)	If Y, Priority Level (3 to 0) (online)	If Y, Priority Level (3 to 0) Combined Average
Y	Y	1.33	2.75	2.57
Y	Y	2.75	2.28	2.36
Y	Y	2.50	2.39	2.36
Y	Y	1.00	2.06	1.90

Recorded Responses to Transportation Corridors and Infrastructure Alternatives					
No.	Item	Y or N (in-person)	Y or N (online)	If Y, Priority Level (0 to 3) (in person)	If Y, Priority Level (0 to 3) (online)
3	Would you like to expand sidewalk connectivity to prioritize safe pedestrian circulation, particularly for the aging population and people with ambulatory and vision disabilities?	7Y, 1N	17Y, 1N	2,3,3,2,3	2,1,3,3,3,0,3,3,3,3,3,2,3,3,3,3,3,3
7	Would you like to improve stormwater management for existing roadway network?	4Y, 2N	16Y, 2N	3,3,2	3,1,3,3,3,0,3,1,1,2,3,2,3,3,3,3,3,3
8	Would you like to expand and Improve Fiber Optic Network?	5Y, 1N	16Y, 2N	3,3,3	0,3,2,3,3,3,2,3,0,3,3,2,2,2,3,1,3,3
4	Would you like to introduce pedestrian-oriented infrastructure to increase corridor access and circulation?	5Y, 1N	15Y, 3N	3,3,3	0,0,3,2,3,0,2,1,3,3,3,2,2,3,3,2,3,2
2	Would you like to improve equitable access to services along the corridor through streetscape safety improvements, with particular emphasis on updated roadway geometry, to prioritize safe pedestrian circulation?	5Y, 1N	16Y, 2N	3,3,2,3	2,2,3,1,3,0,1,2,2,3,2,0,2,3,3,2,3,2
5	Would you like to introduce bicycle-oriented infrastructure to increase corridor access and circulation?	4Y, 3N	16Y, 2N	3,1,3	1,3,3,2,3,0,1,1,3,3,2,1,1,3,2,2,1,3
1	Would you like to improve roadway safety by encouraging slower traffic speeds and other potential traffic calming measures?	4Y, 3N	13Y, 5N	3,0,0,2	0,0,3,2,3,1,0,3,3,1,2,1,1,3,3,2,3,2
9	Would you like to providing more street furnishings and amenities throughout the study area?	5Y, 2N	13Y, 5N	3,1,0,1	0,1,3,0,3,2,0,0,0,3,2,0,2,2,2,2,2,3
6	Would you like to introduce bus-oriented infrastructure increase corridor access and circulation?	3Y, 5N	10Y, 8N	3,0,0	0,0,3,0,3,0,0,1,0,2,0,1,3,3,3,2,3,2

Results / Averages				
Y or N (in-person)	Y or N (online)	If Y, Priority Level (3 to 0) (in-person)	If Y, Priority Level (3 to 0) (online)	If Y, Priority Level (3 to 0) Combined Average
Y	Y	2.60	2.61	2.61
Y	Y	2.67	2.39	2.43
Y	Y	3.00	2.28	2.38
Y	Y	3.00	2.06	2.19
Y	Y	2.75	2.00	2.14
Y	Y	2.33	1.94	2.00
Y	Y	1.25	1.83	1.73
Y	Y	1.25	1.50	1.45
N	Y	1.00	1.44	1.38

# Appendix

## Notes from Public Meeting #3

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7- 20-23 Public Meeting

### Attendees from the Community

1. Cari T. Lynn
2. Bo Jones
3. Tammie D. Green
4. Tyler Giles
5. Doris V. Crosby
6. Roslyn Palmer
7. Sylvia Washington
8. Debbi Howard

### Community Feedback

- “Sidewalks and pedestrian crossing on Scott Street between Evans and College.”
- “Hosting future meetings on Zoom would be helpful” (speaker currently lives outside of Bainbridge).
- “Intersection of Lake Douglas Road and 27s (Tallahassee Road) should be altered to a different angle. This would require taking a small portion of Greenwood Triangle and moving a power pole and fire plug.”
- “Mixed feelings on these, [increasing capital for small businesses through state/federal and local programs] — business can’t succeed if they are dependent on initiatives.”
- “If this [streetscape improvements, with particular emphasis on updated roadway geometry to prioritize safe pedestrian circulation] means a town full of roundabouts then no.”
- “The idea [to introduce pedestrian and bike-oriented infrastructure to increase corridor access] is nice but funding could be [an] issue.”

### Notes and Takeaways

## Notes from Public Meeting #3 *Continued*

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- Pedestrian-oriented improvements are desired.
- Bus improvements received the least support.
- Bike-oriented infrastructure improvements were controversial but received more support than disapproval.
- There was greater support for economic development alternatives for residents (homeowners and renters) than for new businesses.

# Appendix

## Materials from Public Meeting #4

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### SHOTWELL & SCOTT STREETS PLANNING STUDY

BAINBRIDGE, GA

**PLAN & DESIGN MEETING**  
7 SEPTEMBER 2023

---

## TONIGHT

We would like to discuss these planning issues:

- Primary Issues addressed by this Plan
  - Population and Socioeconomic Conditions
  - Corridor Safety
  - Road Access
  - Economic Planning Resources
  - Cultural Preservation
  - Design for Livability
- Programs to Reinvest in Area Housing
- Programs to Reinvest in Commercial and Retail Development
  - Aesthetic Community and Street Design to promote a Livable Community
  - Local Support for Investment

BAINBRIDGE SHOTWELL AND SCOTT STREETS PLANNING STUDY



# Appendix

## Materials from Public Meeting #4

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### STRENGTHS | WEAKNESSES | OPPORTUNITIES | THREATS ECONOMIC GROWTH AND CONSERVATION OF HERITAGE

	Opportunities	Threats
Strengths	<ul style="list-style-type: none"> <li>• High Occupancy for Commercial Buildings</li> <li>• Price Advantages (Value for Start-ups?)</li> <li>• Significant Infrastructure is Already There</li> <li>• Significant Local Ownership</li> <li>• Can Rural King be an Anchor Store for Town Center?</li> </ul>	<ul style="list-style-type: none"> <li>• Challenges to Attracting New Businesses</li> <li>• Hospital is Aging</li> <li>• Middle School is Moving</li> <li>• Age of Public Housing and Housing</li> <li>• Quality of Life on East Shotwell needs reinvestment</li> </ul>
Weaknesses	<ul style="list-style-type: none"> <li>• Public Housing needs Renewal</li> <li>• Are Investors Interested?</li> <li>• Can we Identify Financial Opportunities?</li> <li>• Need Financial Incentive Programs for Key Properties</li> </ul>	<ul style="list-style-type: none"> <li>• Competition from Highway 27 (Greenfield Sites)</li> <li>• Three Types of Land Use Corridors on Shotwell</li> <li>• Many Existing Commercial Structures are Older</li> <li>• Are Reuses Commercially Viable? Adjacent</li> <li>• Neighborhoods are Older and need investment</li> </ul>

## STRENGTHS | WEAKNESSES | OPPORTUNITIES | THREATS STREET DESIGN, SAFETY, AND ACCESS

	Opportunities	Threats
Strong	<ul style="list-style-type: none"> <li>• Corridors have Good Accessibility to Region</li> <li>• New Intersection for Shotwell at US 84 Improved Intersection Management</li> <li>• Bypass Carries Through Traffic</li> <li>• Collateral Streets are on Grid System</li> <li>• MLK Drive being improved to GDOT Standards</li> </ul>	<ul style="list-style-type: none"> <li>• US 84 and US 27 Business require decisions by GDOT</li> <li>• Signage is Chaotic</li> <li>• Pedestrian Traffic but No Sidewalks on Scott</li> <li>• Drainage Issues during Heavy Storm Events</li> <li>• Frontage Road on US 84 between Shotwell and Whigham Dairy is separated from Shotwell by Tank Farm</li> </ul>
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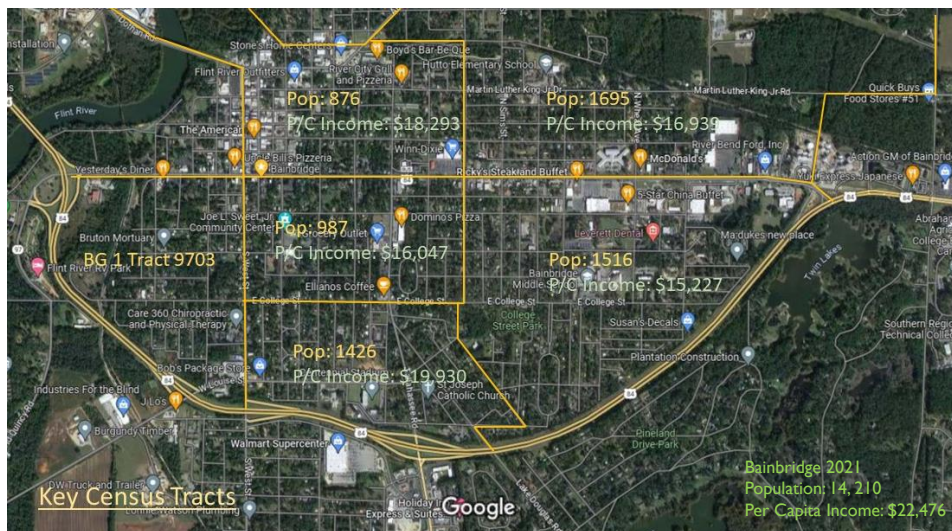
BAINBRIDGE SHOTWELL AND SCOTT STREETS PLANNING STUDY

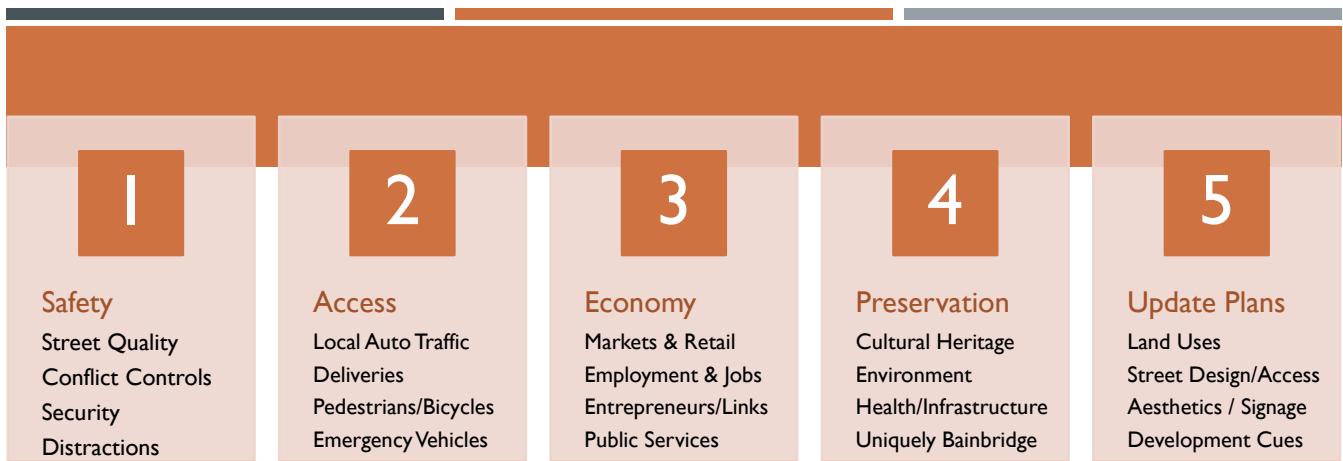
# Appendix

## Materials from Public Meeting #4

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### POPULATION AND PER CAPITA INCOME BY KEY CENSUS TRACT





## KEY PLANNING ISSUES

# Appendix

## Materials from Public Meeting #4

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### SAFETY FIRST

- Street Quality
  - GDOT Urban Design Standards
  - Appropriate Lane Widths
  - Sidewalks
- Conflict Controls
  - Signals
  - Crosswalks
  - Turn Radius Standards
  - Pedestrian Visibility
- Security
  - Lighting
- Limit Distractions
  - Vehicles and Pedestrians
  - Signage



## TRAFFIC COUNTS

2022 Traffic Counts

 4,930



BAINBRIDGE SHOTWELL AND SCOTT STREETS PLANNING STUDY

Imagery ©2023 CNES / Airbus, Maxar Technologies, USDA/FPAC/GE0, Map data ©2023 500 ft

# Appendix

## Materials from Public Meeting #4

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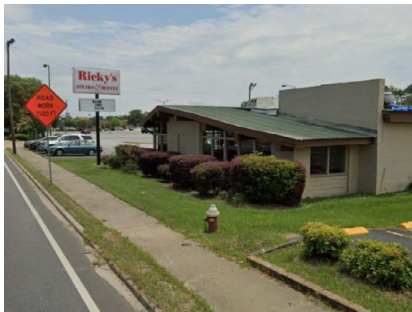
### ACCESS

Roads & Driveways

Sidewalks and  
Pedestrian Paths

Connections &  
Conflict Zones





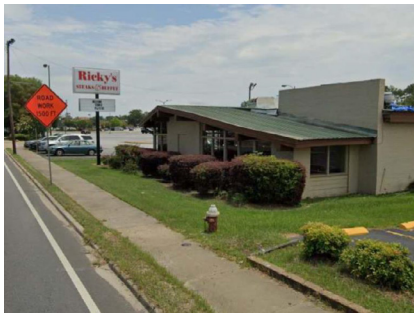
## ECONOMIC HEALTH

- Markets & Retail
  - Drive Through Commercial
  - Local Shopping Centers
  - Stop and Specialty Shop
- Employment & Jobs
  - Health Industries
  - East End Energy & Ag Support (Rural King)
- Public Services Commercial
  - Education
  - Hospital
  - Youth Recreation

# Appendix

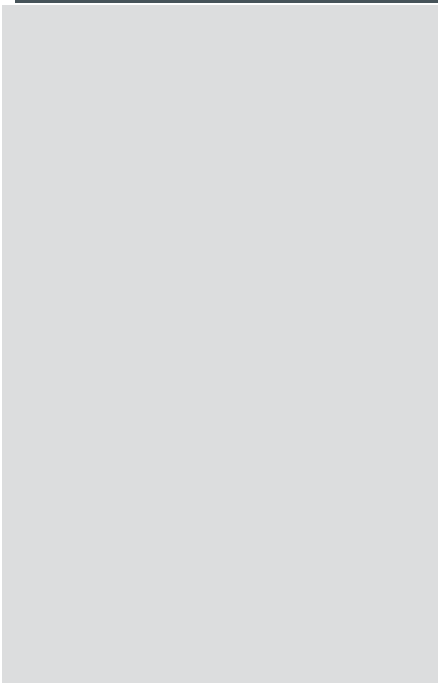
## Materials from Public Meeting #4

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### ECONOMIC HEALTH

- Markets & Retail
  - Drive Through Commercial
  - Local Shopping Centers
  - Stop and Specialty Shop
- Employment & Jobs
  - Health Industries
  - East End Energy & Ag Support (Rural King)
- Public Services Commercial
  - Education
  - Hospital
  - Youth Recreation



## ECONOMIC HEALTH

### What's Missing?

- Local Entertainment
  - Movies
  - Bowling
  - Community Recreation Park (north of Shotwell)
- Sit-Down Restaurant
- Hospital and Health Expansion
- East End Food Vendors
- Entrepreneur Start Up Spaces
- Signature Gateway & Identity

## Appendix

### Additional Comments from Community Members

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#### Accessibility Recommendations

1. Ensure that crosswalks use Accessible Pedestrian Systems with Audible Beacons.  
Article about it that makes the case for usage of this technology:  
[https://polara.com/guide/aps-audible-beaconing#:~:text=Accessible%20pedestrian%20signals%20\(APS\)%20use,information%20to%20cross%20the%20street.](https://polara.com/guide/aps-audible-beaconing#:~:text=Accessible%20pedestrian%20signals%20(APS)%20use,information%20to%20cross%20the%20street.)
2. Ensure that all Street Signs on Shotwell/Scott Street have Tactile Markings (braille). This is required by the ADA.
3. Ensure that Tactile Paving is utilized to better notify the visually impaired of surface changes.  
[https://en.wikipedia.org/wiki/Tactile\\_paving](https://en.wikipedia.org/wiki/Tactile_paving)
4. Make Major Lighting Improvements to provide Consistent Lighting with Equal Brightness on Both Streets.
5. Ensure that Street Upgrades follow Access Board Guidelines. These are also beneficial for the bike paths on MLK from Scott.  
Please look closely at these guidelines:  
<https://www.access-board.gov/prowag/>  
Here is more info on the ABA:  
<https://www.access-board.gov/law/aba.html>
6. Use Contrasting Colors in Sidewalk/Curb Design. Using contrasting colors for sidewalks and curb ramps can help individuals with visual impairments differentiate between different surfaces and identify potential hazards.  
For example, if you want to differentiate between a sidewalk and a curb, add a bright white or yellow line to the edge of the curb, which will differentiate it from the dark pavement.

Please also take a look at this:

<https://www.bigrentz.com/blog/ultimate-guide-designing-navigating-spaces-people-vision-impairment#:~:text=Use%20color%20contrasts%20to%20indicate,it%20from%20the%20dark%20pavement.>

7. Ensure that ADA compliant Trash Cans are utilized.
8. Outdoor Benches — There are limited ADA guidelines for outdoor benches as of now but the access board is working on it:

<https://www.sitescapesonline.com/ada.asp#:~:text=Benches%20should%20have%20a%20seat,above%20ground%20or%20floor%20space.&text=Clear%20%22firm%20and%20stable%22%20ground,of%2030%22%20x%2048%22.&text=Seat%20backs%20should%20be%20provided,full%20length%20of%20the%20seat.>

Important Contact:

The Access Board provides free technical assistance on accessibility guidelines and standards through its helpline at 1-202-272-0080, extension 3, and by email at [ta@access-board.gov](mailto:ta@access-board.gov) from 10:00 a.m. to 5:00 p.m. (ET) weekdays. For technical assistance specifically on accessibility of public right-of-way, including sidewalks, street crossings, and other pedestrian used features, email [row@access-board.gov](mailto:row@access-board.gov).

9. Helpful Resources:

<https://www.ada.gov/>

The Federal Govt's official ADA Site

<https://www.access-board.gov/>

The Federal Agency responsible for setting Accessibility Guidelines

<https://www.access-board.gov/news/2023/08/08/u-s-access-board-issues-final-rule-on-public-right-of-way-accessibility-guidelines/>

Access Board issues final rule on Public Right of Way Accessibility Guidelines

10. A weakness would be lack of access to abundant instant transportation options. We have a cab service and there is a transportation service in Attapulugus that does transport for the local elderly

## Appendix

### Additional Comments from Community Members

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population but there is no abundant access to Uber/Lyft. Most Uber Drivers have to come out of Tallahassee or Thomasville. The transportation buses require a 24 hour lead time and they do not run on weekends. This issue effects the general population but especially the large population of people with disabilities in Decatur County. Bainbridge has a large blindness population due to GIB being here.

11. Add signs about the bike path that is part of the state bike route
12. Please also note that Bainbridge has a growing Airbnb market. Some of my family is staying in one right now due to a major remodel on their home. I believe a while back the City also passed specific regulations regarding Airbnbs. The reason Airbnb is growing here is because we only have a few good quality Hotels (hence the demand for the new hotel) so people are monetizing their houses when large events come here.
13. Tactile Signs which include braille (bainbridge has a large blindness/low vision community)
14. Ensure that all Street Signs on Shotwell/Scott Street have Tactile Markings (braille). This is required by the ADA.
15. Ensure that Curb Ramps are present and tested with real people with mobility devices and visual impairments to ensure effectiveness of design.
16. Ensure that Street Upgrades follow Access Board Guidelines. These are also beneficial for the bike paths on MLK from Scott.

Please look closely at these guidelines and include in the report/appendix:

<https://www.access-board.gov/prowag/>

Here is more info on the ABA:

<https://www.access-board.gov/law/aba.html>

17. Please also make sure to include a direct link to the Access Board. It is the official federal

# Appendix

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agency responsible for setting accessibility guidelines in the U.S.:

<https://www.access-board.gov/>

18. Sidewalks wide enough for wheelchairs and scooters

19. Use Contrasting Colors in Sidewalk/Curb Design. Using contrasting colors for sidewalks and curb ramps can help individuals with visual impairments differentiate between different surfaces and identify potential hazards

For example, if you want to differentiate between a sidewalk and a curb, add a bright white or yellow line to the edge of the curb, which will differentiate it from the dark pavement.

Please also take a look at this and include a link in the appendix:

<https://www.bigrentz.com/blog/ultimate-guide-designing-navigating-spaces-people-vision-impairment#:~:text=Use%20color%20contrasts%20to%20indicate,it%20from%20the%20dark%20pavement>

20. Bright Lighting (for both safety and accessibility). Make Major Lighting Improvements to provide Consistent Lighting with Equal Brightness on Both Streets.

21. Signaling /street Crossing Systems that give off both visual and audible feedback

22. There appear to be some grants that can help with economic development. This was just announced this morning [10-23-23]:

<https://www.whitehouse.gov/briefing-room/statements-releases/2023/10/23/fact-sheet-biden-harris-administration-announces-31-regional-tech-hubs-to-spur-american-innovation-strengthen-manufacturing-and-create-good-paying-jobs-in-every-region-of-the-country/>

23. There are limited ADA guidelines for outdoor benches as of now but the access board is working on it:

<https://www.sitescapesonline.com/ada.asp#:~:text=Benches%20should%20have%20a%20seat,above%20ground%20or%20floor%20space.&text=Clear%20%22firm%20and%20stable%22%20ground,of%2030%22%20x%2048%22.&text=Seat%20backs%20should%20>

## Appendix

### Additional Comments from Community Members

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be%20provided,full%20length%20of%20the%20seat

24. Ensure that ADA compliant Trash Cans are utilized. Home Depot actually sells these.

25. Right now the main events that use that area are the:

- Christmas Parade (which is coming up on Dec 14)

- Homecoming Parade

One idea could be a 5k or 10k run that could start at the middle school and hospital area and go down shotwell. That could take people past historic Houses and through the downtown area.

26. There also could be a black history event on Scott Street. Scott intersects with MLK and that is a major historic area in the black community due to Hutto. What is now Hutto Elementary used to be Hutto High School, the segregated black high school.

27. A Cycling Event that could start at the middle school/hospital area and go through the state bike route on MLK.

28. Ensure that all physical elements (including lighting features, furniture, trash cans,. and other physical elements are designed with accessibility in mind. Make sure that input from people with disabilities in the community is sought throughout the design, implementation, and testing processes.

**Notes:**

xxxii

