



Complete Streets & Trails Plan

City of Winder, Georgia

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Acknowledgements

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- David Maynard, Mayor
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- Jimmy Terrell, Ward 3
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Prepared by the Northeast Georgia Regional Commission



Introduction

This plan provides a blueprint to local decision-makers and advocates for investing in transportation choices and conservation corridors. It is presented as a combination complete streets and trails plan because these two areas are closely linked.

Funding for this planning effort is derived from a contract between the Northeast Georgia Regional Commission, who prepared the plan and facilitated the process, and the Georgia Department of Transportation.

Barrow County is estimated to be the second fastest-growing county in the 12-county Northeast Georgia Region from 2020-2025, next to Oconee (first) and Jackson (third). This trend of above average growth is expected to continue by an annual growth rate of 1.87% by 2025 (ESRI BAO). The City of Winder is projected to receive a significant portion of that growth as the largest city and county seat. At present, the city has very limited bicycle and pedestrian facilities, with the exception of facilities located in Fort Yargo State Park. The presence of several major corridors (a heavily used rail line bisecting the city, and state and US highways) present difficulties to creating a safe atmosphere for pedestrians and bicyclists. This plan identifies corridors that will provide the greatest benefit to intra-city connectivity, regardless of barriers.

Purpose and Planning Process

This document serves as a guide to facilitate local decision-making and investment toward non-automobile transportation and outdoor recreation. The planning process that informed this document was designed to include on- and off-road facilities for walking, jogging, and/or bicycling. As a result, the City of Winder will have one comprehensive framework to reference when considering these closely related facilities and will be better equipped to strategically connect the community.

The availability of alternative transportation options provide many benefits to the overall health of a community. Having access to a diversity of active mobility options has been shown to reduce air pollution, lower obesity levels, stimulate higher economic productivity, lower transportation costs per household, and generate job creation (Speck, 2012). Specifically, multi-use trail construction has been estimated in the region to generate a total economic impact of \$1.33 for every dollar spent (GDOT). These are benefits that the City of Winder would like to see in its community moving forward.

The contents of this document were guided by a steering committee of local stakeholders, elected officials, and City staff. This committee was established to provide oversight, input, and information to the planning team. NEGRC staff worked closely with these elected officials, staff, and advocates to obtain the most current data available, seek direction on project priorities, and develop goals and objectives. Opportunities for public input were also advertised by the City of Winder to elicit feedback on the final draft of the proposed alignments before local adoption.

Goals

Implementation of this plan will be accomplished by utilizing several tools, including, but not limited to, public investment, private investment, local zoning ordinances, public-private partnerships (PPP), and non-profit advocacy. The location and type of facility is designated and prioritized in this plan. However, specific designs are not provided due to the variety of options available per facility type. This allows Winder to adapt to contextual situations when implementing each project. The goals listed below should be referenced by the City of Winder and private developers when making design decisions. The goals of the City of Winder are multi-faceted and each facility should accomplish some, if not all, of them.

- *Bicycle and pedestrian facilities will be safe and comfortable to use for all age groups.*
- *City staff and elected officials will strive to improve civic pride and public health.*
- *Develop a local outdoors-based culture and economic niche.*
- *Where practical, all bicycle and pedestrian facilities will be ADA-accessible.*
- *Miscellaneous components of a bicycle or pedestrian route (such as benches, bicycle racks, repair stands, signage, safety refuge areas, and mid-block crossings) will be incorporated where applicable.*
- *Local road repaving projects will require an evaluation to determine where pedestrian and bicycle facilities can be incorporated according to proposed routes.*
- *New developments will cater to the pedestrian and cyclist experience and provide safe access on the street-level.*
- *Level of accessibility for all user types will be used as a metric to determine the success of new projects.*

Prioritization Model

The planning process identified many routes that would provide connective benefits to the community along corridors that are considered most appropriate to retrofit for the proposed facilities. This is critical to the implementation of the greater network and to more quickly advance the City of Winder as a community where walking and biking can be modes of choice. The specific form of each proposed route will be determined during the design phases of individual corridors.

This plan segregates bicycle and pedestrian networks into priority categories. Priorities were determined based on several factors, outlined below. As the trail routes were developed, the routes were categorized into four tiers, or phases, for implementation purposes. Tier one is the highest priority in regards to implementation while tier four is the lowest. The priority levels are in place to assist the City with planning and development, but should not prevent the City from pursuing and implementing trails in lower priorities, should the right opportunity for partnership, funding, and implementation arise. In total, there are 51 miles of proposed trail and 10.6 miles of proposed on-street bicycle facilities.

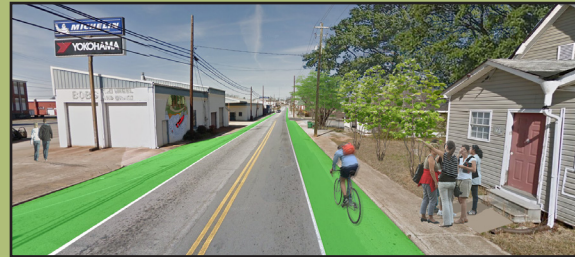


Facility Cost Estimate Overview

Note: Cost estimates do not include property acquisition, permitting and inspection, project management or administration, special site remediation, or the cost of ongoing maintenance.

On-Street Bicycle Lanes ≈ \$96/Linear Feet (LF)

- Includes green bicycle lane markings
- Each lane requires 3'-5' of existing paved road
- New signage (assume 1 sign per 500')
- Lanes are assumed to be at-grade with street



Rendering of Midland Avenue; Winder, GA

Paved Trail At-Grade ≈ \$170/LF

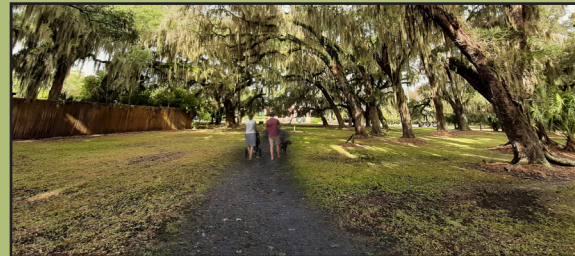
- Includes medium grading, soil erosion and sediment control, site clearing, concrete pavement, signage, and landscaping
- Trail assumed to be 12' wide and separated from the street



Firefly Trail; Winterville, GA

Unpaved Trail At-Grade ≈ \$55/LF

- Includes medium grading, soil erosion and sediment control, site clearing, concrete pavement, signage, and landscaping
- Trail assumed to be 10' wide and separated from the street



Natural Surface Trail Example; Jekyll Island, GA

Major Trailheads ≈ \$700,000 per site

- Includes site preparation, drainage improvements, asphalt and concrete paving for parking and trail access, public restrooms, kiosks, signage, electric utilities, public amenities, and landscaping.
- Major trailheads locations are expected to be limited to major recreational destinations.



Major Trailhead Example; Dudley Park - Athens, GA

Minor Trailheads ≈ \$165,000 per site

- Includes site preparation, drainage improvements, concrete paving, kiosks, signage, electric utilities, and landscaping.



Minor Trailhead Example; Arabia Mountain, GA

Priority One Bicycle Lanes and Trail Routes (BR1 & T1)

- Priority one routes center around a downtown network connected by multi-use trails and on-street bike facilities
- Priority one trails are suggested to be paved, 12-foot-wide, multi-use paths.
- Priority one facilities include 7.5 miles of trail and 3.1 miles of on-street bicycle lanes and incorporate the following points of interest:

A. Downtown Winder	F. Winder-Barrow High School
B. Wimberley Center for Community Development	G. Fort Yargo Downtown Multi-Use Trail
C. Center for Innovative Teaching	H. Victor Lord Recreational Park
D. Winder Community Center	I. Barrow County Board of Education
E. Barrow County Health Department	

Priority Two Bicycle Lanes and Trail Routes (BR2 & T2)

- Priority two trail routes are key to connecting the surrounding neighborhoods to the priority one trail loop around downtown. The trails will allow for more connectivity and walkability for the city's residential areas.
- Priority two facilities include a total of 10.7 miles of trail and 6.3 miles of on-street bicycle lanes.
- Not all trails categorized as priority two are required to be paved. Surface type is up to the discretion of the City of Winder and available funding. Natural surface trails can offer a more affordable option in certain settings (e.g. conservation areas, wooded areas, riparian zones).
- Priority two facilities incorporate the following points of interest:

J. Fort Yargo State Park	L. Employment and Retail Destinations
K. Winder Reservoir and City Pond Park	M. Northeast Georgia Medical Center - Barrow

Priority Three Trail Routes (T3)

- Priority three trail routes focus on creating a loop further emanating around priority one and priority two trail routes. Routes are focused on circling Fort Yargo and the central eastern section of the city, and will require a partnership with Fort Yargo State Park.
- The total distance of priority three trail routes is 10.7 miles.
- Not all trails categorized as priority three are required to be paved. Surface type is up to the discretion of the City of Winder and available funding. Natural surface trails can offer a more affordable option in certain settings (e.g. conservation areas, wooded areas, riparian zones).
- Priority three facilities incorporate the following points of interest:

N. Southern end of Fort Yargo State Park	P. Ingles Market
O. The Chimneys Golf Course	Q. Beech Creek

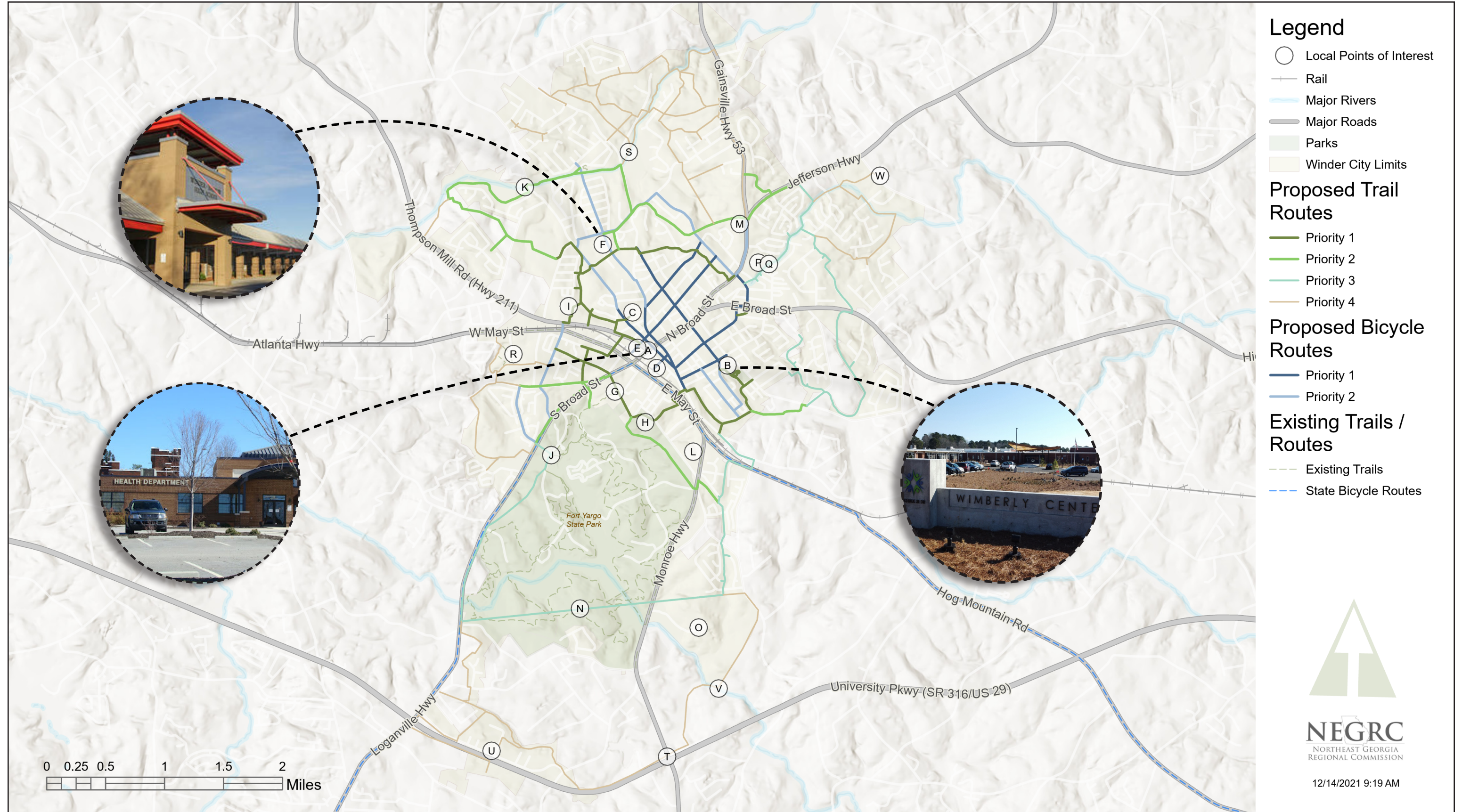
Priority Four Trail Routes (T4)

- Priority four trail routes include a connection to the southern section of city limits and focus heavily on the undeveloped outskirts of the city. This category of routes depends on the creation and development of the other priority routes for connectivity. Some of the trails exit the city limits and will require partnerships with Barrow County and private landowners.
- The total distance of priority four trail routes is 22.5 miles.
- Most trail routes listed as priority four are suggested to be natural surface trail beds as the settings are generally undeveloped, wooded areas.
- Priority four facilities incorporate the following points of interest:

R. Winder-Barrow Brad Akins YMCA	U. Exchange Center / Gateway Station
S. Cedar Creek	V. Marbury Creek
T. State Route 316 / US-29	W. Holsenbeck Elementary School



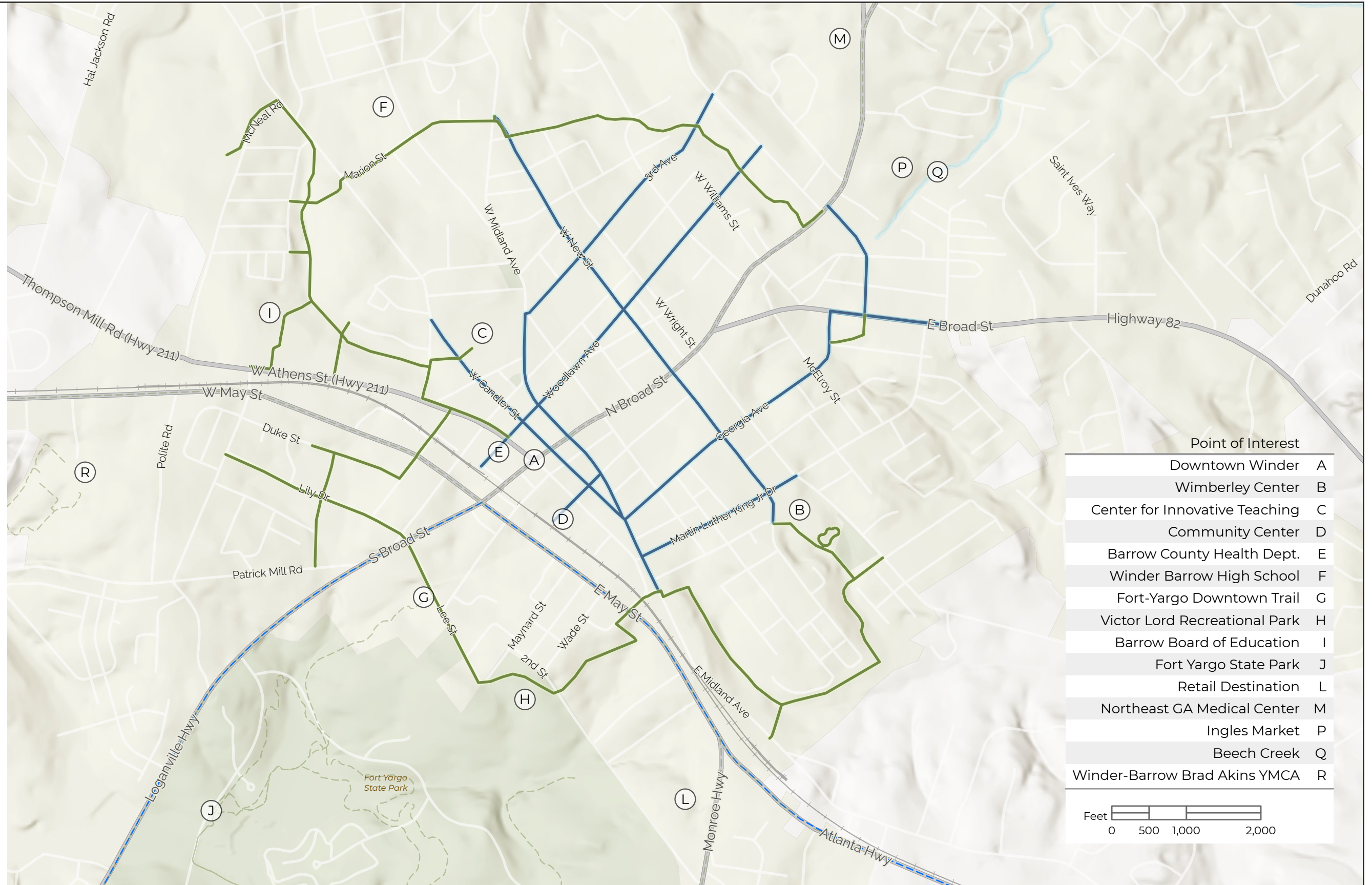
COMPLETE STREETS & TRAILS MASTER MAP



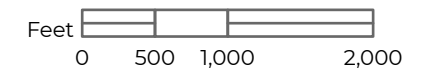
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- Legend**
- Local Points of Interest
 - Rail
 - Major Rivers
 - Major Roads
 - Parks
 - Winder City Limits
 - Priority 1**
 - Priority 1 Trail Routes
 - Priority 1 Bicycle Routes
 - Existing Trails/Routes**
 - - - Existing Trails
 - - - State Bicycle Routes



Point of Interest	
Downtown Winder	A
Wimberley Center	B
Center for Innovative Teaching	C
Community Center	D
Barrow County Health Dept.	E
Winder Barrow High School	F
Fort-Yargo Downtown Trail	G
Victor Lord Recreational Park	H
Barrow Board of Education	I
Fort Yargo State Park	J
Retail Destination	L
Northeast GA Medical Center	M
Ingles Market	P
Beech Creek	Q
Winder-Barrow Brad Akins YMCA	R



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REGIONAL COMMISSION

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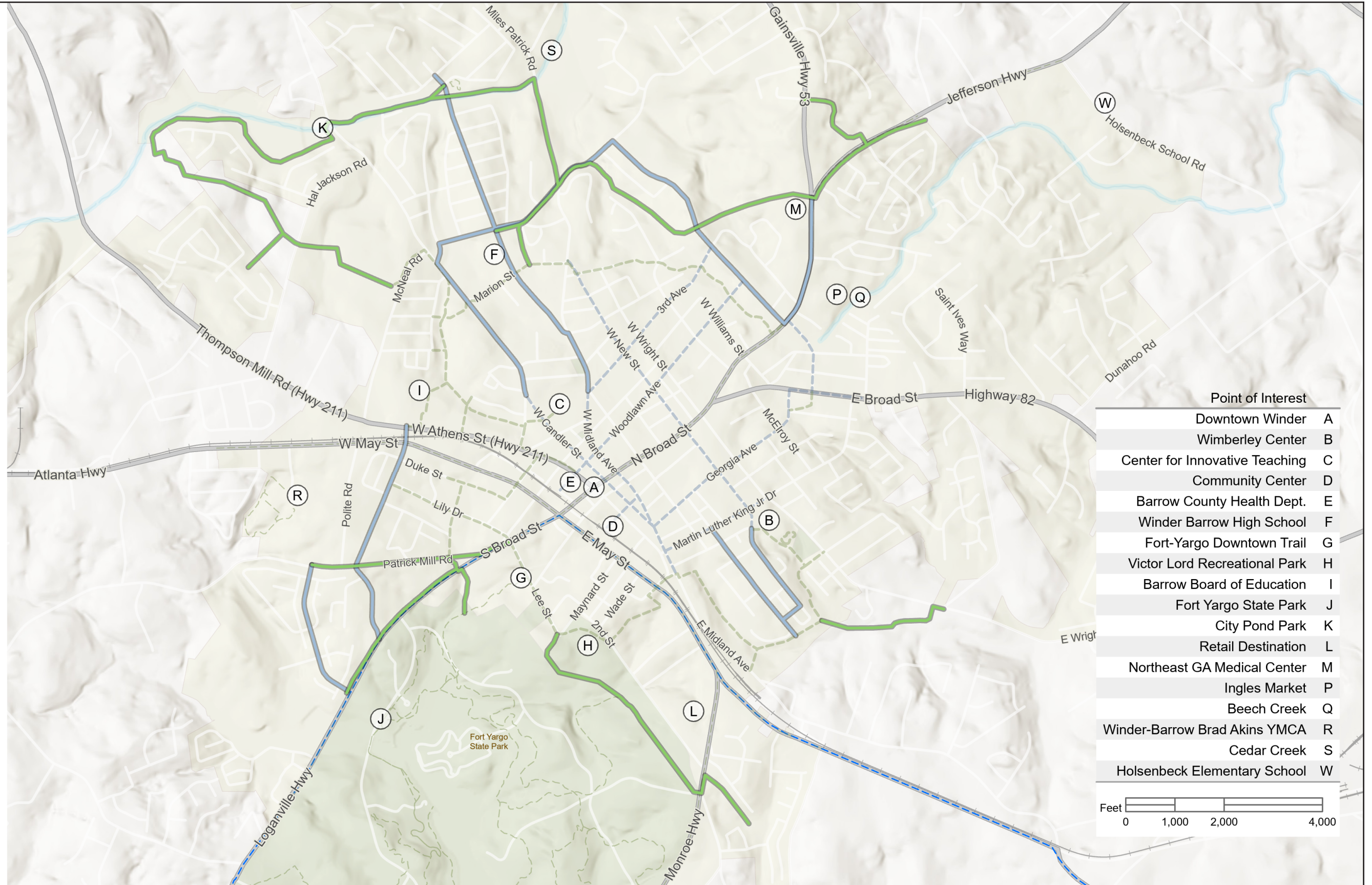


PRIORITY 1 BIKE ROUTES AND TRAILS PROJECT TABLE

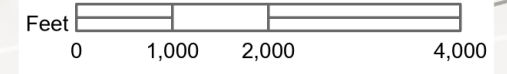
Project #	Tier	Project Name	Description	Distance (linear feet)	Distance (miles)	Cost Estimate
1	BR1	Woodlawn Avenue Bicycle Lanes	Buena Vista Street to Quarter Street	5,704	1.08	\$547,584.00
2	BR1	Candler Street Bicycle Lanes Phase 1	Betts Street to Highway-11	2,362	0.14	\$226,771.66
3	BR1	Candler Street Bicycle Lanes Phase 2	Highway-11 to Midland Avenue	1,280	0.07	\$122,834.65
4	BR1	South Park Avenue Bicycle Lanes	Midland Avenue to Winder Community Center	886	0.05	\$85,039.37
5	BR1	Midland Avenue Bicycle Lanes Phase 1	3rd Avenue to Highway-11	1,837	0.1	\$176,377.96
6	BR1	Midland Avenue Bicycle Lanes Phase 2	Highway-11 to North Williamson Street	2,461	0.14	\$236,220.48
7	BR1	King Street Bicycle Lanes	Midland Avenue to E Wright Street	2,297	0.13	\$220,472.45
8	BR1	Georgia Avenue Bicycle Lanes	Midland Avenue to East Broad Street	4,101	0.24	\$393,700.80
9	BR1	Broad Street Bicycle Lanes	Georgia Avenue to Fairview Avenue	1,575	0.09	\$151,181.11
10	BR1	New Street Bicycle Lanes Phase 1	West Midland Avenue to Highway-11	4,183	0.24	\$401,574.82
11	BR1	New Street Bicycle Lanes Phase 2	Highway-11 to Wimberley Center	2,477	0.14	\$237,795.28
12	BR1	3rd Avenue Bicycle Lanes	Buena Vista Street to West Midland Avenue	3,904	0.23	\$374,803.16
13	BR1	Mimosa Street and Linwood Avenue Bicycle Lanes	Highway-11 to East Broad Street	1,640	0.09	\$157,480.32
14	T1	Rose Hill Cemetery Segment	Off-street trail system that connects neighborhoods on West Candler Street and West Athens Street to Downtown Winder	39,567	2.28	\$2,049,704.79
15	T1	North Trail Segment	Off-street trail system that connects the Rose Hill Cemetery segment to Highway-11 along the northern portion of the city	25,131	1.45	\$1,302,329.44
16	T1	Fort Yargo – Victor Lord Connector Phase 1	Off-street trail system that connects west downtown Winder to Fort Yargo and Victor Lord Park	38,287	2.21	\$1,984,448.88
17	T1	Wimberley Center Connector Segment	Off-street trail system that connects the Wimberley Center to east downtown Winder and the Fort Yargo – Victor Lord Connector	28,543	1.65	\$1,480,249.39
18	T1	Georgia Avenue – Broad Street Bypass	Off-street pedestrian and bicycle bypass connecting Georgia Avenue to Linwood Avenue	738	0.04	\$119,914.70
						\$10,268,483.26



- Legend**
- Local Points of Interest
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 - Winder City Limits
 - Priority 2**
 - Priority 2 Trail Routes
 - Priority 2 Bicycle Routes
 - Previous Priorities**
 - - - Priority 1 Trails
 - - - Priority 1 Bicycle Routes
 - Existing Trails/Routes**
 - - - Existing Trails
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Point of Interest	
Downtown Winder	A
Wimberley Center	B
Center for Innovative Teaching	C
Community Center	D
Barrow County Health Dept.	E
Winder Barrow High School	F
Fort-Yargo Downtown Trail	G
Victor Lord Recreational Park	H
Barrow Board of Education	I
Fort Yargo State Park	J
City Pond Park	K
Retail Destination	L
Northeast GA Medical Center	M
Ingles Market	P
Beech Creek	Q
Winder-Barrow Brad Akins YMCA	R
Cedar Creek	S
Holsenbeck Elementary School	W



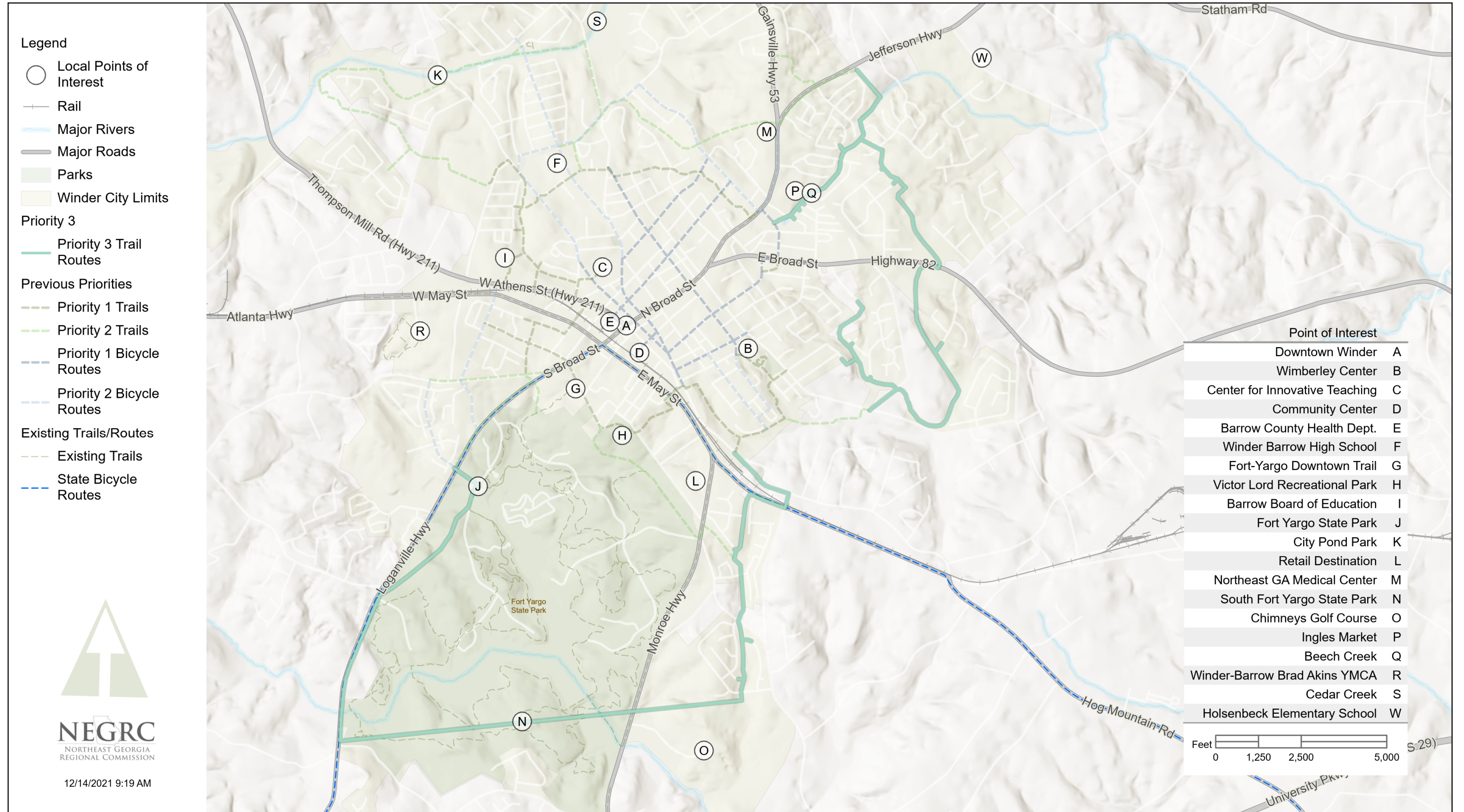
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PRIORITY 2 BIKE ROUTES AND TRAILS PROJECT TABLE

Project #	Tier	Project Name	Description	Distance (linear feet)	Distance (miles)	Cost Estimate
19	BR2	Capitol Avenue Bicycle Lanes	King Street to Wimberley Center Connector Trail	5,140	0.97	\$493,440.00
20	BR2	Wood Avenue – Pine Street Bicycle Lanes	Wimberley Center to Pine Street – Capitol Avenue intersection	2,365	0.45	\$227,040.00
21	BR2	North Broad Street (Hwy-11) Bicycle Lanes	Buena Vista Street to Highway-53	2,690	0.51	\$258,240.00
22	BR2	Buena Vista Street Bicycle Lanes	North Broad Street (Hwy-11) to Sims Road	5,200	0.98	\$499,200.00
23	BR2	Sims Road to Langford Street Bicycle Lanes	Sims Road from Buena Vista Street to intersection of Landford Street and Green Valley Drive; includes Sims Road, St. Anthony Drive, and Langford Street	4,280	0.81	\$410,880.00
24	BR2	5th Avenue Bicycle Lanes	Colonial Hill Road to West Midland Avenue	6,325	1.2	\$607,200.00
25	BR2	Midland Avenue Phase 3 Bicycle Lanes	5th Avenue to 3rd Avenue	1,283	0.24	\$123,168.00
26	BR2	Candler Street Phase 3 Bicycle Lanes	Langford Street to Betts Street; approximately 400 ft. of Green Valley Drive will be used	3,700	0.7	\$355,200.00
27	BR2	Township Avenue Bicycle Lanes	Bill Rutledge Road to Charles S Floyd Road (Hwy-81)	2,960	0.56	\$284,160.00
28	BR2	Horton Street Bicycle Lanes	West Athens Street (Hwy-211) to Charles S Floyd Road (Hwy-81)	7,590	1.44	\$728,640.00
29	T2	Victor Lord Park East Segment	Off-street trail system that connects Victor Lord Park to neighborhoods east of Highway-11	6,600	1.25	\$1,122,000.00
30	T2	East Wright Street Connector	Off-street trail segment connecting the Wimberley Center Connector Trail to East Wright Street and Lays Drive SE	2,750	0.52	\$467,500.00
31	T2	Fort Yargo North Spur Segment	Off-street trail segment connecting Patrick Mill Road to Fort Yargo State Park	1,375	0.26	\$233,750.00
32	T2	Patrick Mill Road Segment	Off-street trail segment connecting Township Avenue to Lee Street	4,156	0.79	\$706,520.00
33	T2	Highway-81 South Segment	Off-street trail segment connecting the Township Avenue to the Fort Yargo North Spur (trail) Segment	3,420	0.65	\$581,400.00
34	T2	City Pond Park South Connector	Off-street trail segment connecting City Pond Park to Winder Elementary School	11,615	2.2	\$1,974,550.00
35	T2	City Pond Park East Connector	Off-street trail segment connecting City Pond Park to 5th Avenue and West Midland Avenue	7,445	1.41	\$1,265,650.00
36	T2	Winder Barrow High School Connector	Off-street trail segment connecting Winder Barrow High School to the NE Georgia Medical Center - Barrow	8,515	1.61	\$1,447,550.00
37	T2	NE Georgia Medical Center - Barrow North Connector	Off-street trail segment connecting the NE Georgia Medical Center – Barrow to various neighborhoods along Highway-11	4,890	0.93	\$831,300.00
						\$12,617,388.00





- Legend**
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 - Major Rivers
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 - Parks
 - Winder City Limits
- Priority 3**
- Priority 3 Trail Routes
- Previous Priorities**
- - - Priority 1 Trails
 - - - Priority 2 Trails
 - - - Priority 1 Bicycle Routes
 - - - Priority 2 Bicycle Routes
- Existing Trails/Routes**
- - - Existing Trails
 - - - State Bicycle Routes

Point of Interest	
Downtown Winder	A
Wimberley Center	B
Center for Innovative Teaching	C
Community Center	D
Barrow County Health Dept.	E
Winder Barrow High School	F
Fort-Yargo Downtown Trail	G
Victor Lord Recreational Park	H
Barrow Board of Education	I
Fort Yargo State Park	J
City Pond Park	K
Retail Destination	L
Northeast GA Medical Center	M
South Fort Yargo State Park	N
Chimneys Golf Course	O
Ingles Market	P
Beech Creek	Q
Winder-Barrow Brad Akins YMCA	R
Cedar Creek	S
Holsenbeck Elementary School	W

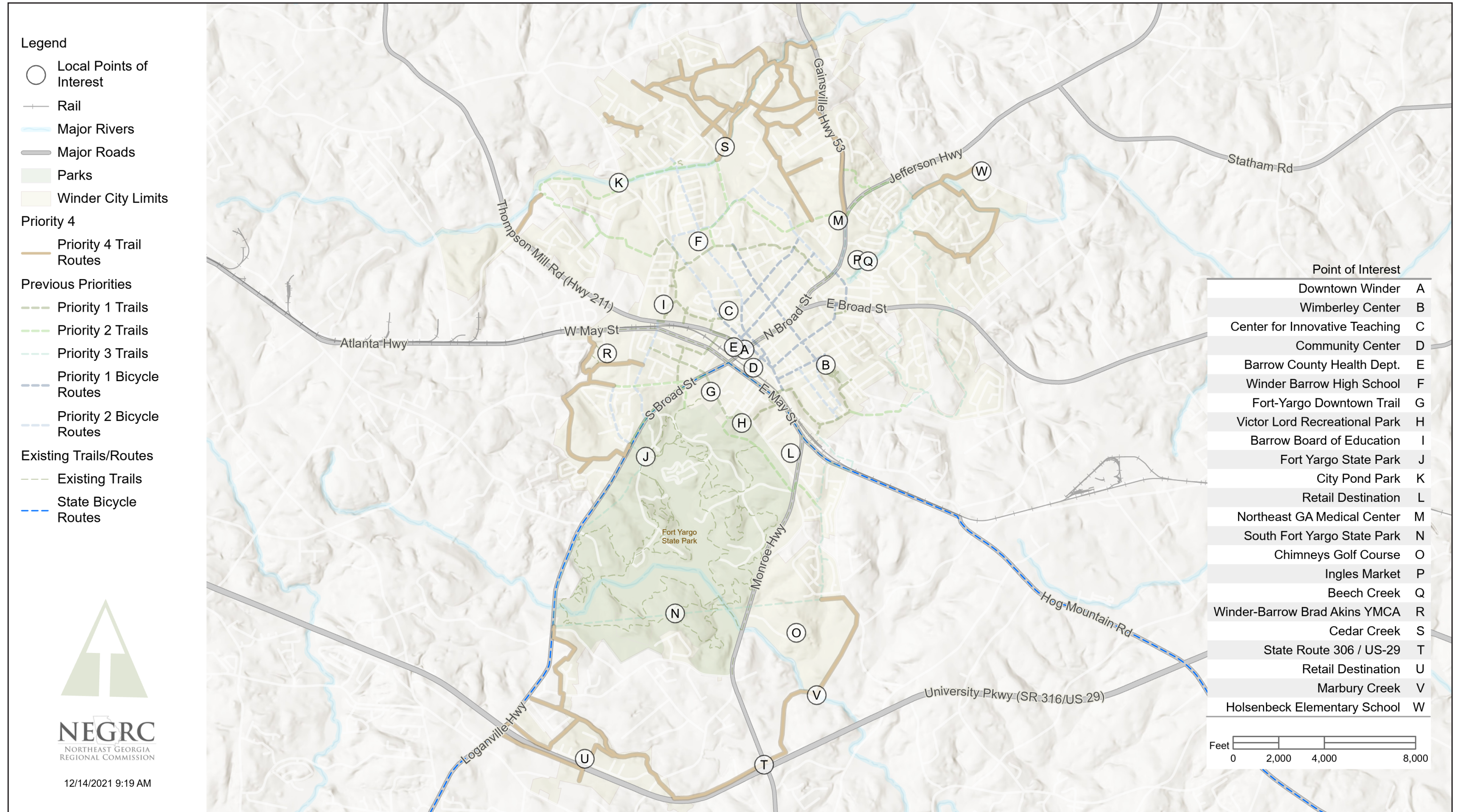


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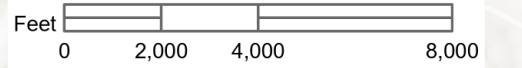
PRIORITY 3 TRAILS PROJECT TABLE

Project #	Tier	Project Name	Description	Distance (linear feet)	Distance (miles)	Cost Estimate
38	T3	Fort Yargo State Park South Connector	Off-street trail segment that connects from Charles S Floyd Road (Highway-81) to The Chimneys Golf Course; trail will loop around the southern portion of Fort Yargo Lake	21,600	4.09	\$1,188,000.00
39	T3	The Chimneys Golf Course Connector	Off-street trail segment that connects East Midland Avenue to The Chimneys Golf Course	10,380	1.97	\$570,900.00
40	T3	Eastside Loop Phase 1	Off-street trail segment through primarily wooded areas connecting various residential subdivisions on the east side of Winder; trail segment is located between Highway-82 and East Wright Street	13,510	2.56	\$743,050.00
41	T3	Eastside Loop Phase 2	Off-street trail segment through primarily wooded areas connecting various residential subdivisions on the east side of Winder; trail segment is located between Highway-82 and Highway-11	12,080	2.29	\$664,400.00
						\$3,166,350.00



- Legend**
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- Priority 4**
- Priority 4 Trail Routes
- Previous Priorities**
- - - Priority 1 Trails
 - - - Priority 2 Trails
 - - - Priority 3 Trails
 - - - Priority 1 Bicycle Routes
 - - - Priority 2 Bicycle Routes
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Point of Interest	
Downtown Winder	A
Wimberley Center	B
Center for Innovative Teaching	C
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Barrow County Health Dept.	E
Winder Barrow High School	F
Fort-Yargo Downtown Trail	G
Victor Lord Recreational Park	H
Barrow Board of Education	I
Fort Yargo State Park	J
City Pond Park	K
Retail Destination	L
Northeast GA Medical Center	M
South Fort Yargo State Park	N
Chimneys Golf Course	O
Ingles Market	P
Beech Creek	Q
Winder-Barrow Brad Akins YMCA	R
Cedar Creek	S
State Route 306 / US-29	T
Retail Destination	U
Marbury Creek	V
Holsenbeck Elementary School	W



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PRIORITY 4 TRAILS PROJECT TABLE

Project #	Tier	Project Name	Description	Distance (linear feet)	Distance (miles)	Cost Estimate
42	T4	Holsenbeck Elementary Connector	Off-street trail segment through primarily wooded areas connecting various residential subdivisions to Holsenbeck Elementary; trail incorporates a loop around Guyouzs Lake	11,900	2.25	\$654,500.00
43	T4	North Winder Water Treatment Hexa-Loop	Off-street natural surface trail system comprised of six loops around the water treatment facility and the various surrounding residential neighborhoods; trail system is made up of six loops	38,980	7.38	\$2,143,900.00
44	T4	Hexa-Loop Trailhead and Parking Area	Public parking and major trailhead area for the North Winder Water Treatment Hexa-Loop	N/A	N/A	\$165,000.00
45	T4	North Winder Hexa-Loop Wellness Connector	Off-street natural surface set of two trails connecting the North Winder Water Treatment Hexa-Loop to the Northeast Georgia Medical Center – Barrow	11,615	2.20	\$638,825.00
46	T4	North Winder Neighborhood Connector	Off-Street trail segment connecting various residential subdivisions in North Winder between Miles Patrick Road and City Pond Road	2,320	0.44	\$127,600.00
47	T4	Cedar Creek West Connector	Off-street trail segment connecting the City Pond Park South Connector to Highway-211 and Barrow Park Drive	2,150	0.41	\$118,250.00
48	T4	Massey's Lake Loop	Off-street trail segment looping around Massey's Lake from Highway-81 to Bill Rutledge Road	9,010	1.71	\$495,550.00
49	T4	Akins YMCA Loop	Off-street trail segment looping around Akin's Ford dealership and the Winder Barrow YMCA connecting US-29 to Horton Street	5,015	0.95	\$275,825.00
50	T4	South Winder Exchange Loop	Off-street trail segment connecting Fort Yargo State Park and The Chimneys Golf Course to the Exchange Boulevard shopping centers	31,810	6.02	\$1,749,550.00
51	T4	University Parkway Crossover	Combination of off-street and on-street trail segment connecting the Exchange Boulevard shopping centers to Barrow Crossing	7,400	1.40	\$407,000.00
						\$6,776,000.00

PROJECT TIER OVERVIEW

Priority Name	Description	Distance (linear feet)	Distance (miles)	Cost Estimate
Priority 1 Bicycle Lanes and Trails	A combination of on-street bicycle lanes and off-street paved trails creating a downtown network and loop	75,510	10.37	\$10,268,483.26
Priority 2 Bicycle Lanes and Trails	A combination of on-street bicycle lanes and off-street paved trails connecting the surrounding neighborhoods to the priority one trail loop around downtown	92,300	17.48	\$12,617,388.00
Priority 3 Trails	A series of unpaved, shared-use trails that circle Fort Yargo and the central-eastern areas of the city	57,570	10.90	\$3,166,350.00
Priority 4 Trails	A series of unpaved, shared-use paths that include connections to the northern and southern outskirts of the city	120,200	22.77	\$6,776,000.00
Total:		345,580	61.52	\$32,828,221.26

APPENDIX

PRELIMINARY PUBLIC INPUT SUMMARY

The City of Winder, in cooperation with the Northeast Georgia Regional Commission, surveyed residents to get their input on the City's complete streets and trails plan. The preliminary online survey was available from March 20, 2020 - August 10, 2020. The results and recommendations of this plan were drawn from the survey, which garnered 295 responses. In addition, the City of Winder also published the final draft of this plan on their website and social media pages to solicit feedback before local adoption.

Survey respondents were generally between the ages of 30-60, and the majority were female. Generally, Winder is a car-dependent city, with approximately 75% of respondents using a private automobile to get to work or school. The second-most responses were from people who do not go to work or school (17%). One-third of respondents work in Winder, 11% work in Barrow, and another one-third leave the county for work. Approximately 77% of respondents travel to work or school on a daily basis, and most respondents shop or visit restaurants on a weekly basis. Other trips, including visits to entertainment venues and healthcare offices, occur infrequently. Only 8% of respondents said they biked or walked as transportation on a daily or weekly basis, but 24% said they would do so if they had appropriate infrastructure to use. Most people indicated interest in infrastructure that would improve recreational biking (40%) and walking (84%) opportunities.

According to the survey, there are places in Winder that are comfortable for walking and places that are not. Approximately, 45% of respondents were comfortable walking but 39% were uncomfortable. When asked whether biking and walking were comfortable activities to do in the city, only 14% of people said they were comfortable. The survey did not indicate where respondents felt it was safe or dangerous to walk and bike. However, people did identify the places they wanted to be able to walk to, starting with downtown Winder (26%), Fort Yargo (22%), the local county park (17%), and the Post Office (11%). Only 6% of respondents indicated they were interested in biking or walking to work or school.

The leading preference for infrastructure improvements was an expansion of the sidewalk network, according to 22% of respondents. In a close second (20%), people requested more greenways. Connectivity to retail and entertainment emerged as the third priority (18%), while 16% prioritized increased safety at intersections and crossings. Only 10% of respondents preferred on-street bike lanes. When asked for examples of places that were comfortable and attractive for walking and biking, the City of Suwanee with its Suwanee Creek Greenway was frequently mentioned alongside Gwinnett County's parks, and Athens-Clarke County's Greenways. References of places ranging from New York City, to Greenville, South Carolina to downtown Lawrenceville, Georgia were listed as good examples of places to bike and walk.

Overall, respondents tend to conceive of walking and biking -- and their associated infrastructure -- with recreation instead of daily transportation. However, respondents also listed downtown Winder as their most desired connection. Designing bike and pedestrian infrastructure for transportation tends to produce different designs than those intended for recreation, so the City of Winder should consider dividing its approach into two categories: creating complete streets within downtown Winder and expanding that network to surrounding neighborhoods (see NEGRC's Complete Streets Guide for suggested designs), and building recreational infrastructure to connect residents with nearby parks.

Further steps should include identifying the most in-demand connections and the most dangerous streets and intersections to help prioritize improvements.

FINAL DRAFT PUBLIC INPUT RESPONSES

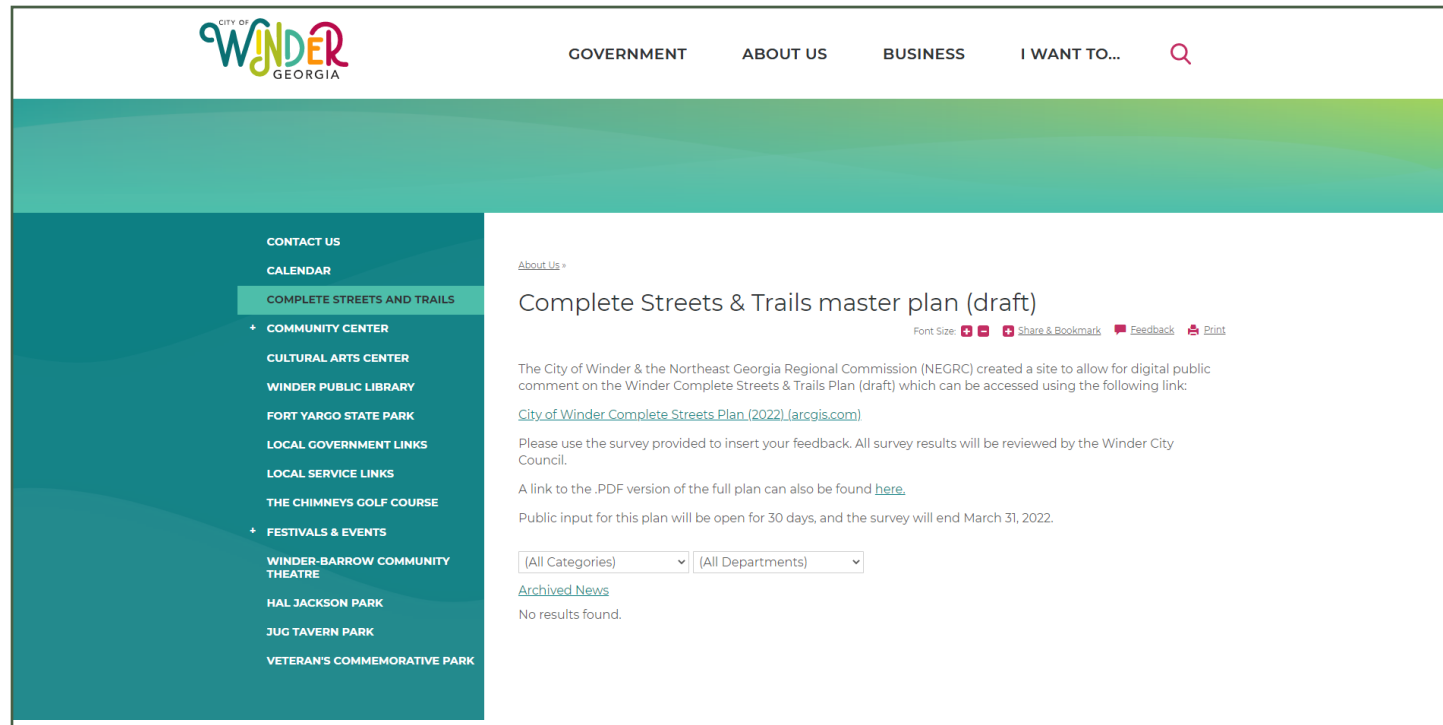
An online survey was available from March 1, 2022 - March 31, 2022, allowing the public to comment on the final draft of the plan. The survey was shared on the City of Winder website for public access. All responses are anonymous.

Do you have any comments or concerns on the proposed alignments shown in the Complete Streets and Trails Plan?

1. I love the new trail head leading to Fort Yargo, but it is hard to get to from downtown while walking/biking. I think using North Jackson St where we have great restaurants and a small park would be a logical place to have a nice walking path from the park that crosses over W May St. to the trail head. This is so exciting!
2. I am very concerned with the map of the Rose Hill cemetery trail. I would like some clarification on the exact route of this trail. Thank you
3. Really? Bike lanes? This is a serious waste of money!!!!!! Try fixing the streets we have first!
4. I think it's a great idea, however, Winder needs to get their downtown thru traffic under control before starting any projects like this that will further disrupt traffic. I live in Bellingrath Plantation. On a good day, I can arrive at the Publix at Chateau Elan faster than I can the Publix on Monroe Highway. That is just ridiculous to me, considering how much closer I am to the one in Winder. I love the idea of trails for the public's use. I currently drive to surrounding counties to access their walking trails. But Winder needs more than trails and bike lanes. They need nice playground areas for kids and public basketball goals. So many of my neighbors and their friends use my subdivision's basketball facility.
5. I love that Winder is making the streets better. The bicycle lane is very needed. I know not everyone thinks that walking trails are needed but that is a great need. It's so dangerous to walk or ride bike in most of Winder. I'm very pleased with this plan.
6. All bike lanes should be accompanied with pedestrian sidewalks. Where there are long stretches of road with no pedestrian crosswalk, install pedestrian crosswalks. Bike route to Fort Yargo Downtown Trail should go down N/S Jackson St, and include adding a crosswalk at May st. How will the E New St Bike lanes play into proposed stormwater project? 10 BR1 New Street Bicycle Lanes Phase 1 West Midland Avenue to Highway-11 4,183 0.24 \$401,574.82, 11 BR1 New Street Bicycle Lanes Phase 2 Highway-11 to Wimberley Center 2,477 0.14 \$237,795.28 In residential neighborhoods, when bike lanes are added, USPS should deliver mail on foot. In residential neighborhoods where bike lanes are added, speed cameras should be installed to deter cars from speeding. Can offset expense of bike lane construction. When bike lanes are added to residential areas, effort should be made to add street trees to increase the shade canopy of the city.



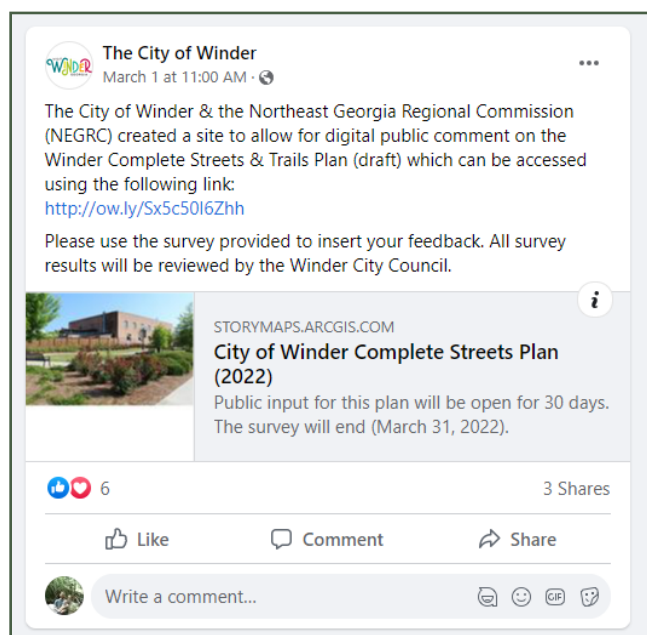
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