



Downtown Hinesville Circulation Study

August 2008

I) Background and Purpose

Downtown Hinesville is undergoing several major initiatives. These include the relocation of Washington Avenue and Memorial Drive; the construction and renovation of several government facilities; and the upcoming implementation of a transit system. These projects will affect the function and landscape of Downtown Hinesville. The purpose of the Downtown Hinesville Circulation Study is to analyze the existing state of the area's transportation and land use networks, identify operational and infrastructure deficiencies, and recommend improvements for traffic circulation, pedestrian facilities, and access to the upcoming transit system. The analysis and recommendations will include an assessment of land uses in order to appropriately target the location and infrastructure for development and re-development opportunities.

The study area is generally bounded by Mills Avenue, US 84/Oglethorpe Highway, General Screven Way, and Gause Street. The "core downtown" area, where the majority of anticipated changes and recommendations are targeted towards, is loosely defined as the area bounded by Washington Avenue, US 84/Oglethorpe Highway, Ashmore Street, and Hendry Street. The study area is shown in **Figure 1**.

Study Area
Downtown Hinesville Circulation Study
Figure 1

The map shows an aerial view of downtown Hinesville, Georgia. A central area is highlighted in blue, representing the core study area. A red dashed line outlines a larger study area that extends beyond the blue-shaded region. The map is labeled with numerous street names, including MORRIS, COLLINS, REBECCA, BOOKER, MILLS, MAIN, WILSON, LECOUNT, BRADWELL, GEN STEWART, WOODLAND, HARRISON, PARKVIEW, SHERWOOD, WASHINGTON, CASWELL, COURT, WEST, MIDWAY, BRADWELL, COURT, BAGLEY, ML KING JR, LIBERTY, HENDRY, COMMERCE, FRASER, NORMAN, LAYTON, REGENCY, HERITAGE, CREEKVIEW, ROYCE, PATTON, SIMPSON, MYRTLE, BOUY, FOREST, STEWART, RYON, LINDA, OGLETHORPE, TIMBERLANE, PINEVIEW, DEEN, CANAL, DYKES, ASHMORE, SCHOOL HOUSE, EG MILES, GEN SCREVEN, CASWELL, AZALEA, WELBORN, ASHMORE, GAUSE, GRIFFIN, ROLAND, FRASER, PAFFORD, and OGDEN. The map is titled 'Study Area' and 'Downtown Hinesville Circulation Study Figure 1'.

N



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II) Downtown Hinesville Today

A) Land Use and Major Activities

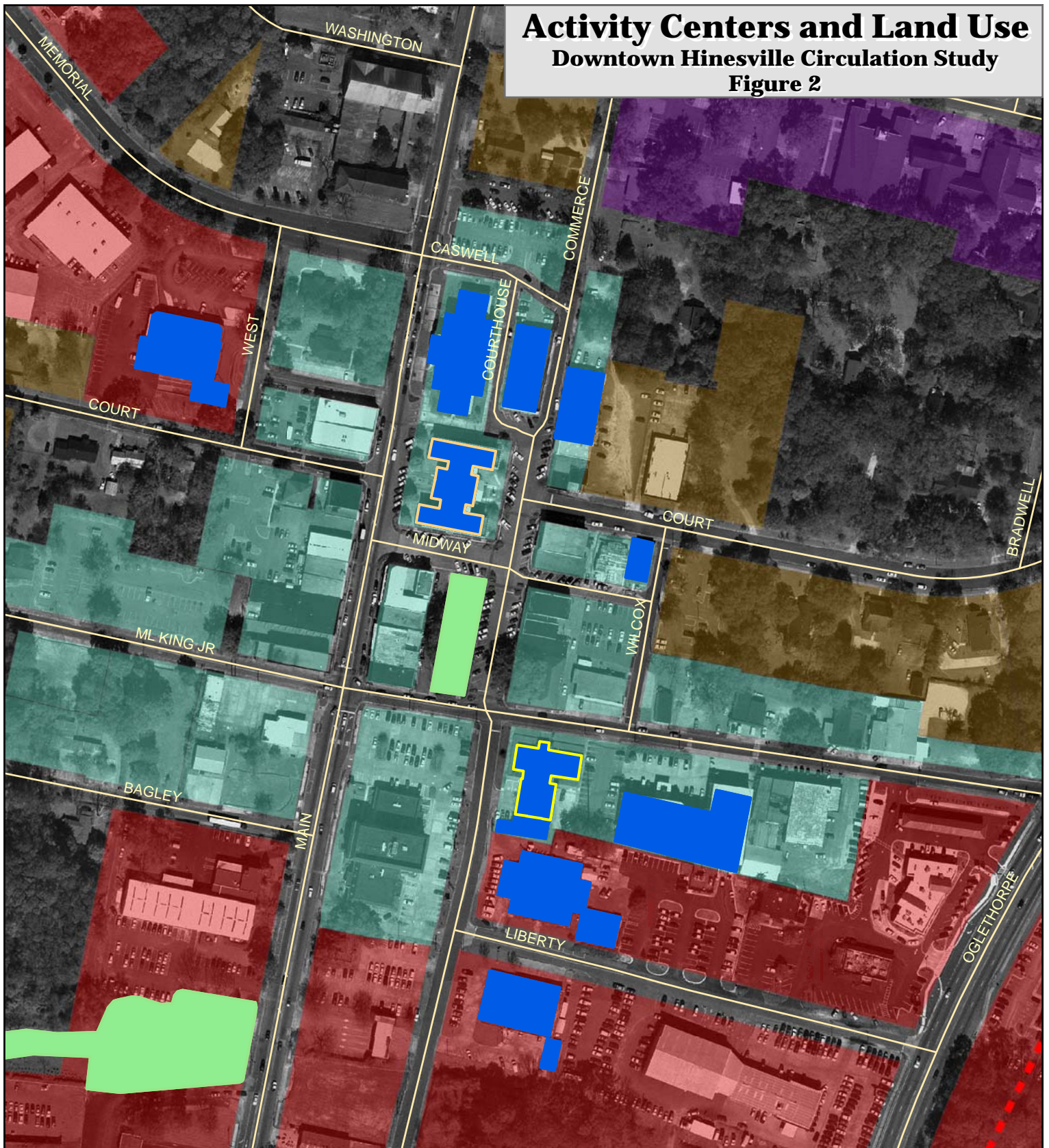
According to the City of Hinesville Zoning Map, most of the parcels within the core downtown area are zoned for the central business district, commercial, downtown development, and office uses.¹ Although there is not an existing parcel-level existing land use map for Hinesville, major attractors and activity centers have been identified. **Figure 2** shows that many County and City government buildings are located within the study area, concentrated in the central business district. The Liberty County Courthouse and Hinesville City Hall are major traffic generators in the City; these have been highlighted in **Figure 2**. Downtown Hinesville is home to many commercial establishments that serve residents throughout the County. Numerous small businesses, including shops, restaurants, and other retail establishments, are located in the downtown area. These are concentrated along Memorial Drive and US 84/Oglethorpe Highway as well as in the area south of the central business district. Interspersed throughout the study area are parcels zoned for Downtown Development as part of the City's ongoing revitalization process. The study area also features several large parks and recreational facilities.

¹ Commercial zoning shown represents general commercial and highway commercial districts. Office zoning shown represents office-institutional and office-commercial districts.










Activity Centers and Land Use

Downtown Hinesville Circulation Study

Figure 2



Activity Centers and Land Use

- | | | | |
|--|--|---|---|
|  Central Business District |  Hinesville City Hall |  Parks |  Study Area |
|  Downtown Development |  County Courthouse | | |
|  Commercial |  Government Buildings | | |
|  Office | | | |

0 390 780
Feet

N



Source: RS&H, LCPC

B) Regulatory Controls

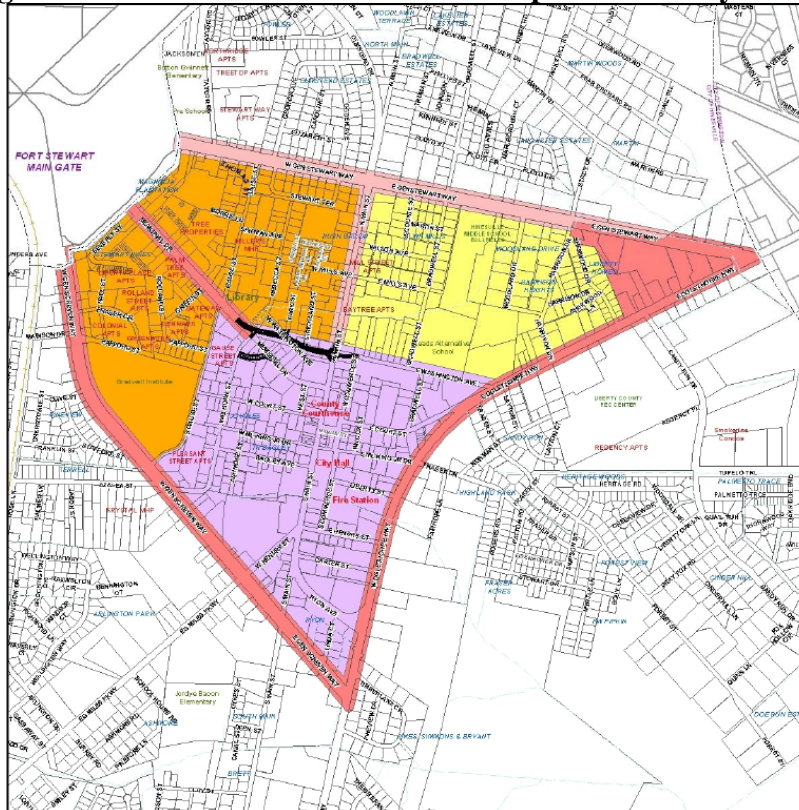
Downtown Hinesville is under the jurisdiction of a number of regulatory controls, including the City of Hinesville Zoning Ordinance and Subdivision Regulations, Downtown Redevelopment Overlay District, and Liberty Consolidated Comprehensive Plan. These regulations guide the development of the city and ensure that it remains a desirable place to live and visit. The Master Plan for the Downtown Redevelopment District and the Liberty Consolidated Comprehensive Plan, in particular, address the development regulations in the downtown area. These are discussed in the following sections.

a) Downtown Redevelopment Overlay District

In March 2003, the City of Hinesville adopted the Redevelopment Master Plan² for Downtown Hinesville. The Downtown Redevelopment Overlay District is governed by a special set of design standards that are more stringent than those of the City or the County. These are designed to enhance aesthetics, create pedestrian-scaled infrastructure, facilitate alternate modes of transportation, and develop Downtown Hinesville into a public gathering spot. The boundaries of the Overlay District are shown in **Figure 3**. There are four sub-areas within the district, as designated by the colors on the map above. The purple area is the “Historic Urban Core”; the light and dark pink are “Mixed Use Corridors”; the orange is “Multi-Family Residential Redevelopment”; and the yellow is “Single-Family Residential Redevelopment.”

² Developed by W.K. Dickinson and staff

Figure 3. Hinesville Downtown Redevelopment Overlay District



Source: Overlay District Design Guidelines, W.K. Dickinson and Staff

The study area falls within the Historic Urban Core area of the Overlay District, as shown in **Figure 3**. Key corridors within the Historic Urban Core are designated as Levels 1, 2, 3, or 4. New construction along these corridors is subject to special design standards beyond those of the surrounding area. **Tables 1** through **4** list the roads are designated as special corridors within the Overlay District. These are also shown in **Figure 4** below. **Tables 5** through **8** summarize the Design Guidelines for the corridors within the study area.

Table 1. Level 1 Corridors (Downtown Redevelopment Overlay District)

Facility	From	To
South Main Street	General Screven Way	Washington Avenue
East M L King, Jr. Drive	Main Street	Oglethorpe Highway (US 84)
Liberty Street	Main Street	Oglethorpe Highway (US 84)

Source: Overlay District Design Guidelines, W.K. Dickinson and Staff

Table 2. Level 2 Corridors (Downtown Redevelopment Overlay District)

Facility	From	To
Oglethorpe Highway (US 84)	General Screven Way	General Stewart Way
General Screven Way	Fort Stewart Boundary	Oglethorpe Highway (US 84)
General Stewart Way	General Screven Way / SR 38 Connector	Oglethorpe Highway (US 84)
EG Miles Pkwy / W Hendry Street	General Screven Way	Main Street
Memorial Drive (realigned)	Fort Stewart Boundary	Oglethorpe Highway (US 84)
Washington Street	Oglethorpe Highway	Main Street

Source: Overlay District Design Guidelines, W.K. Dickinson and Staff

Table 3. Level 3 Corridors (Downtown Redevelopment Overlay District)

Facility	From	To
North Main Street	Washington Avenue	General Stewart Way
Court Street	South Gause Street	Oglethorpe Highway (US 84)
Commerce Street	Martin Luther King, Jr. Drive	Washington Avenue
Carter Street	South Main Street	Oglethorpe Highway (US 84)
Bradwell Street	Washington Avenue	General Stewart Way
South Wellborn Street	General Screven Way	Court Street
North Wellborn Street	Court Street	Washington Avenue
Fraser Circle	General Screven Way	South Gause Street
Liberty Street	South Main Street	Oglethorpe Highway (US 84)
East Hendry Street	South Main Street	Oglethorpe Highway (US 84)

Source: Overlay District Design Guidelines, W.K. Dickinson and Staff

Table 4. Level 4 Corridors (Downtown Redevelopment Overlay District)

Facility	From	To
Commerce Street	Liberty County Courthouse	Hendry Street
Ryon Avenue	South Main Street	Oglethorpe Highway (US 84)
Gause Street	General Screven Way	General Stewart Way

Source: Overlay District Design Guidelines, W.K. Dickinson and Staff

Overlay District Corridors

Downtown Hinesville Circulation Study

Figure 4



Legend

- Level 1
- Level 2
- Level 3
- Level 4
- - - Study Area

N



0 Miles Sources: RS&H, LCPC 0.25

Table 5. Design Guidelines for Level 1 Corridors

Feature	Details
Pedestrian Nodes and Bulbouts	Shaded with understory or flowering canopy trees
	Located at intersections and/or mid-block
	Extension of 12 feet into the roadway
Sidewalks	Minimum width: 11 feet
	Minimum verge area: 13.5 feet
	Concrete paving at building face right-of-way
	Hexagonal paving system for the pedestrian zone, to occupy a minimum 42-inch verge
	Verge area with minimum width: 3.5 feet
	Outside vending areas with minimum area of 5 feet, preferred 7 feet
Intermittent placement of benches and trash receptacles	--
Street lighting for both vehicular and pedestrian traffic	--
Street trees in the verge area (between curb and sidewalk)	--

Source: Overlay District Design Guidelines, W.K. Dickinson and Staff

Table 6. Design Guidelines for Level 2 Corridors

Feature	Details
Sidewalks	Minimum width: 8 feet
	Minimum verge area: 6 feet
Mandatory placement of benches and trash receptacles at transit stops	--
Street lighting for both vehicular and pedestrian traffic	--
Street trees in the verge area (between curb and sidewalk)	--
Understory and flowering trees in medians and other physically-constrained areas	--

Source: Overlay District Design Guidelines, W.K. Dickinson and Staff

Table 7. Design Guidelines for Level 3 Corridors

Feature	Details
Sidewalks	Preferred width: 8 feet; Minimum width: 6 feet
	Minimum verge area: 6 feet
Placement of benches and trash receptacles along corridor	--
Street lighting for pedestrian traffic	--
Street trees in the verge area (between curb and sidewalk)	Preserve existing tree canopy where possible

Source: Overlay District Design Guidelines, W.K. Dickinson and Staff

Table 8. Design Guidelines for Level 4 Corridors

Feature	Details
Sidewalks	Preferred width: 16 to 20 feet with concrete interlocking pavers
Multi-use trails (for existing roadways)	Minimum width: 8 feet; Maximum width: 10 feet
	Composed of asphalt
Multi-use trails (for new roadways)	Preferred width: 10 to 12 feet, composed of asphalt
	Composed of asphalt
Placement of benches and trash receptacles along corridor	--
Street lighting for pedestrian traffic	--
Street trees in the verge area (between curb and sidewalk)	Preserve existing tree canopy where possible
Understory and flowering trees in medians and other physically-constrained areas	--

Source: Overlay District Design Guidelines, W.K. Dickinson and Staff

The remainder of Downtown Redevelopment Overlay District is guided by numerous design guidelines. These can be found in the Overlay District Design Guidelines in **Appendix A.**

A number of recommendations from the Overlay District Design Guidelines have been implemented in Downtown Hinesville. The improvements are most evident in the vicinity of the County Courthouse and Hinesville City Hall, where there is significant pedestrian traffic from both citizens and employees. The enhancements implemented include wide sidewalks with contrasting pavers, canopy trees and landscaping, enhanced crosswalks and curb cuts, and pedestrian-scaled lighting.



Enhancements in Downtown Hinesville

b) Liberty Consolidated Comprehensive Plan

The Liberty Consolidated Comprehensive Plan was completed in mid-2008 and is awaiting final approval from the Georgia Department of Community Affairs. The plan set forth a vision for Liberty County, including Hinesville, as well as recommendations to achieve this vision.

The Community Agenda of the Comprehensive Plan designates the study area as part of the 'Urban Core' of Liberty County. Within the Urban Core, US 84/Oglethorpe Highway and General Screven Way have been designated as 'Major Corridors.' Numerous principles govern the Urban Core and Major Corridors, emphasizing the re-development of a traditional downtown with attractive, mixed-use, pedestrian-friendly places; the siting of employment close to residences; higher density development along major corridors; infill development on vacant sites; small-lot residential development; the installation of landscaped medians along corridors where possible; and enhanced community facilities.

Tables 9 and 10 below outline the short-term transportation, land use, and development recommendations developed for Hinesville as part of the Comprehensive Plan.

Table 9
Liberty Consolidated Comprehensive Plan
Five Year Short Term Work Program - City of Hinesville
Transportation

Work Activity	Ongoing	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Implement Citywide Transit System.		X	X	X	X	X	City Council/Staff LCPC Ft. Stewart	\$578,000	FTA Grant Local Match
Create gateway standards to beautify key entry corridors into the City of Hinesville.		X					City Council/Staff	N/A	General Budget
Complete Downtown Circulator Parking Study		X	X				City Council/Staff	\$25,000	General Budget
Support the enhancement of the bicycle and pedestrian transportation network within the City, including construction of sidewalks, bicycle lanes and multi-purpose paths.		X					City Council/Staff HAMPO	N/A	General Budget
US 84 Access Management Improvements - Frasier / M.L. King to West (south) of General Screven		PE		CST			GDOT	\$1,377,117	GDOT Budget
US 84 Access Management Improvements - Frasier / M.L. King to east (north) of General Stewart Way		PE		CST			GDOT	\$1,511,587	GDOT Budget

Notes:

LCPC: Liberty Consolidated Planning Commission

FTA: Federal Transit Administration

HAMPO: Hinesville Area Metropolitan Planning Organization

SPLOST: Special Purpose Local Option Sales Tax

GDOT: Georgia Department of Transportation

PE: Preliminary Engineering

ROW: Right of Way

CST: Construction

Table 10
Liberty Consolidated Comprehensive Plan
Five Year Short Term Work Program - City of Hinesville
Land Use and Development Patterns

Work Activity	Ongoing	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Actively recruit restaurants and retail developments in downtown through the development of a plan to create a "Downtown Business Round Table"		X					ChComm; CC; DDA	N/A	General Budgets
Develop a plan and recommend priorities for land assembly and acquisition to make recommendations to City Council.			X				DDA	N/A	General Budgets
Coordinate land use with development to ensure that adequate facilities are in place, and to promote a mix of uses and transportation modes.		X					CS, CC	N/A	General Budgets

Notes:

ChComm: Chamber of Commerce

CC: City Council

DDA: Downtown Development Authority

CS: City Staff

B) Transportation

a) Thoroughfares and Vehicle Circulation

The study area consists of primarily two-lane roads; the exceptions are US 84 / Oglethorpe Highway and SR 119 / General Screven Way, which are four-lane roads. The circulation analysis in the study area focuses on corridors in the core downtown area, which include Liberty Street, Martin Luther King, Jr. Drive, Court Street, Washington Avenue, Memorial Drive, Midway Street, Main Street, and Commerce Street. The functional classification of these roads is shown in **Table 11** below and displayed in **Figure 6**.

Table 11. Functional Classification of Roads in Downtown Hinesville

Road	Functional Classification
Main Street	Minor Arterial
Washington Avenue	Major Collector
Martin Luther King, Jr. Drive	Major Collector
Memorial Drive	Major Collector
Court Street	Local Road
Liberty Street	Local Road
Midway Street	Local Road
Commerce Street	Local Road
Wilcox Street	Local Road
Courthouse Drive	Local Road
Bradwell Street	Local Road
Caswell Street	Local Road

Source: LCPC

Most of the roads within the study area operate as two-way streets, with the exception of Midway Street, North Commerce Street (north of Midway Street), and Caswell Street. **Figure 5** below shows the existing circulation pattern near the one-way streets in the core downtown area, in the vicinity of the County Courthouse.

Figure 5. Circulation Pattern of One-Way Streets in Core Downtown Area of Hinesville³



Sources: RS&H, LCPC

Currently, the circulation pattern of the roads in the core downtown area directs traffic towards the County Courthouse and parking areas for the Courthouse (on Commerce Street, Courthouse Street, and Caswell Street) and out of the core area to the east (on Midway Street).

Table 12 below lists the location of traffic signals in the core downtown area. These are shown in **Figure 6**, along with road classifications and traffic counts.

Table 12. Traffic Signals in Core Downtown Area







Intersections
Martin Luther King, Jr. Drive and US 84 / Oglethorpe Highway
Martin Luther King, Jr. Drive and Main Street
Main Street and Memorial Drive
Main Street and EG Miles Parkway
Washington Avenue and US 84 / Oglethorpe Highway

³ Streets that are not highlighted with a circulation pattern allow two-way travel.

Figure 6



Road Functional Classification

-  Local
  Traffic Count
-  Major Collector
  Traffic Lights
-  Minor Arterial
-  Principal Arterial

0 0.25 0.5
Miles



Source: RS&H, LCPC

Figure 6 shows that the core downtown area has significantly more traffic than surrounding areas. As a major thoroughfare, US 84/Oglethorpe Highway has traffic volumes ranging from 26,250 to 26,750 vehicles per day. Main Street also has significant traffic volume, ranging from 13,450 to 21,900 vehicles per day. The high amount of traffic in this area is due to the numerous Hinesville and Liberty County government offices that are here, including Hinesville City Hall and the County Courthouse. These are destinations both for employment and for local citizens' services.

b) Pedestrian Facilities

The street and road system within the study area generally reflect a traditional grid pattern that is centered on several civic and government buildings. The street pattern of Downtown Hinesville is conducive to pedestrian mobility, as buildings are within close proximity to one another, and sidewalks are present along many streets. The streets within the downtown area are primarily two lanes in width and therefore generally have slower speeds compared to four or six lane arterials. Major thoroughfares, which include Main and Commerce Streets, are lined with angled, on street parking, which typically provides a "traffic calming" effect for motorized vehicles.

There are sidewalks and crosswalks within the study area to serve local citizens. The sidewalks in place within the core downtown area are listed in **Table 13** and shown in **Figure 7** below.

Table 13. Sidewalks in Core Downtown Area

Corridors with Sidewalks	Location of Sidewalks	Termini
Main Street	Both Sides	Throughout
Martin Luther King, Jr. Drive	Both Sides	Hinesville City Hall to Parking Area #11
	South Side	US 84/Oglethorpe Highway to Hinesville City Hall
Midway Street	Both Sides	Main Street to Commerce Street
Court Street	Both Sides	US 84/Oglethorpe Highway to Commerce Street
	North Side	Main Street to Gause Street
Caswell Street	Both Sides	Commerce Street to Main Street
Memorial Drive	Both Sides	Main Street to Fort Stewart Boundary
Washington Avenue	Both Sides	US 84/Oglethorpe Highway to Main Street

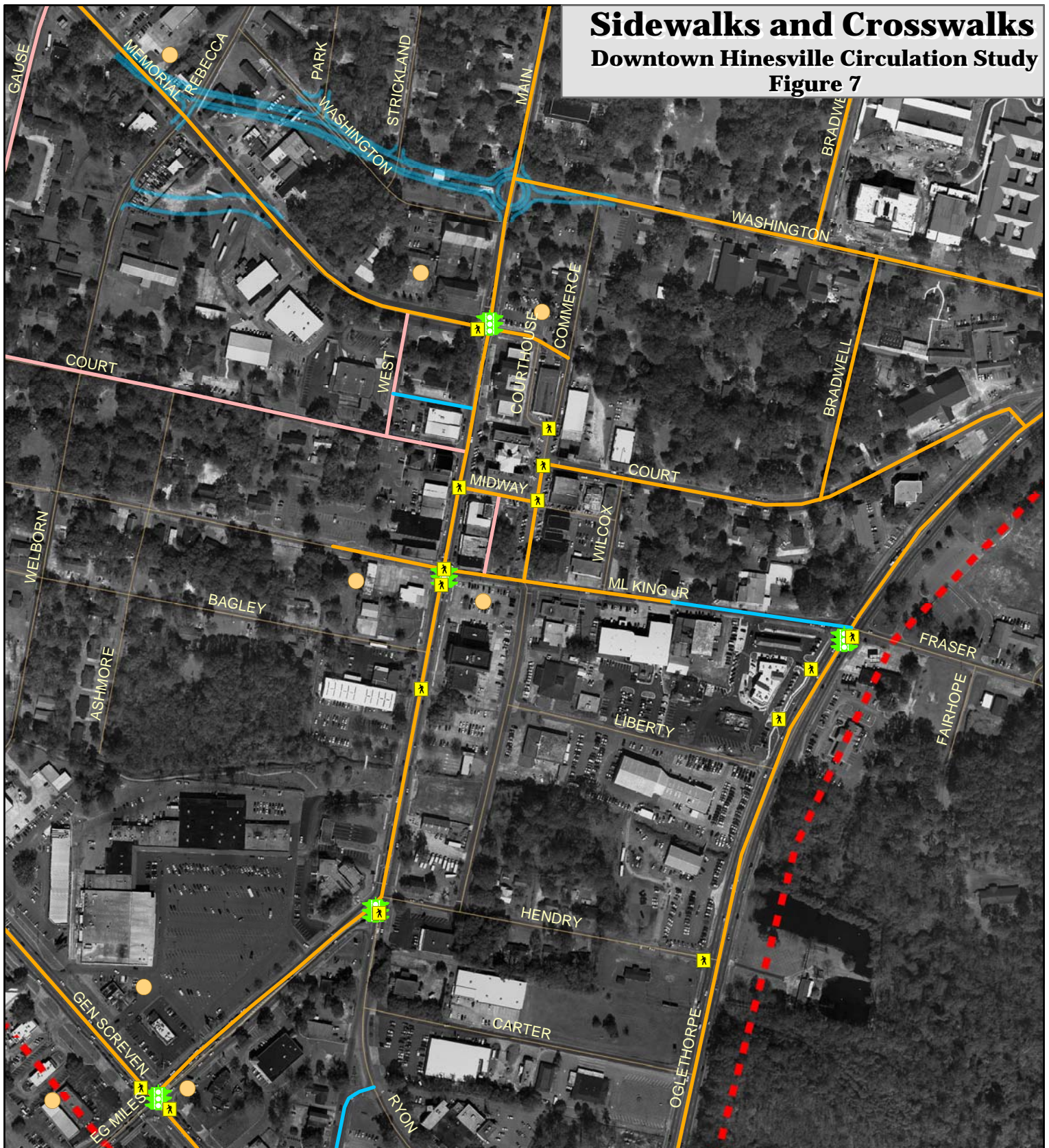
Source: RS&H

There are a few crosswalks in the core downtown area. The most prominent crosswalks are along Main Street, near Caswell Street, Martin Luther King, Jr. Drive, and across from City Hall. These, along with sidewalks locations, were determined from a field survey conducted on June 25 and 26, 2008. There may be more crosswalks in the area that are worn or have faded paint and therefore were not readily visible to the surveyor.

Sidewalks and Crosswalks

Downtown Hinesville Circulation Study

Figure 7



Sidewalk and Crosswalk

- Both Sides
- Left Side
- Right Side
- ⚡ Crosswalk
- Proposed Transit Stops
- 🚦 Traffic Lights



Study Area

0 350 700
Feet



Note: Sidewalk side is determined on a North-South and East-West basis. View as if traveling North or East along sidewalks.

Source: RS&H, LCPC

c) Parking

Downtown Hinesville has a significant number of public parking areas. In July 2008, a parking survey of the downtown core area was conducted by the City of Hinesville to assess public parking space availability. A particular parking area in the southern part of the study area (lot 8 in **Figure 8**) is used primarily by the Hinesville Police Department and was not included in the inventory by the City. In June 2008, RS&H conducted a separate field study to identify deficiencies in circulation, parking, and pedestrian facilities. During this study, it was noted that this parking area is officially designated as public parking. Therefore, the spaces in lot 8 have been added to the total parking inventory.

The public parking areas in the core downtown area are presented in **Figure 8**.

Existing Public Parking Areas

Downtown Hinesville Circulation Study

Figure 8



0 250 500
Feet

Public Parking Areas

- Parking Lots
- Parallel Parking
- Angled Parking
- Roads

1. North Main St. Lot
2. North Commerce St. Lot
3. N. Commerce Street Parking
4. E. Court Street Parking
5. E. Court St. Lot
6. Wilcox St. Lot
7. Midway St. Parking
8. E. ML King, Jr. Dr. Lot
9. S. Commerce St. Lot
10. Liberty Street Parking
11. S. Main St. Parking
12. N. Main St. Parking
13. W. ML King, Jr. Dr. Lot
14. W. ML King, Jr. Dr. Lot
15. W. Court Street Lot
16. Memorial Dr. Lot
17. Midway St. Parking
18. Lot behind Hinesville Police Dept.



Sources: RS&H, LCPC

Parking Inventory

According to the parking survey conducted by the City of Hinesville, 607 public parking spaces are available in Downtown Hinesville. The parking survey was conducted on Tuesday, Wednesday and Friday of two consecutive weeks. For this analysis, Wednesday, July 16, 2008 and Friday, July 18, 2008 were used. Wednesday serves as a peak day due to courthouse activity, and Friday represents a more typical “non-peak” day. The majority (402 spaces, or 66 percent) of the parking spaces are off-street parking associated with government buildings or office/retail centers. A total of 205 on-street spaces make up the remaining 34 percent of the parking inventory.

Parking Occupancy

Parking occupancy information was collected at 9:00 am, 12:00 noon, and 4:00 pm in each lot. The occupancy rates have been categorized into levels: 0%, 1 - 50%, 51 - 75%, 76 - 89%, and 90 - 100%. **Figures 9, 10, and 11** summarize the occupancy levels observed on Wednesday, July 16 and Friday, July 18, 2008.

When occupancy rates approach 90%, drivers are significantly burdened to find an open parking space, and parking areas are considered overutilized. Overutilized parking areas were observed primarily on Wednesday, the “peak” day in the analysis, although the North Main Lot (lot 1) remained overutilized on Friday as well. These are shown in **Table 14**.

Table 14. Overutilized Parking Areas in Downtown Hinesville

Wednesday, July 16		
Lot	Occupancy Rate	Time
1. North Main St. Lot	95%	12:00 PM
1. North Main St. Lot	90%	9:00 AM
3. N. Commerce Street Parking	92%	9:00 AM

*Observed on Friday, July 18 as well

According to the survey, the follow parking lots were underutilized (less than 50% occupancy rate) on Wednesday and Friday.

**Table 15. Underutilized Parking Areas in Downtown Hinesville
Wednesday, July 16, 2008**

Wednesday, July 16		
Lot	Occupancy Rate	Time
4. E. Court Street Parking	29%	9:00 AM
4. E. Court Street Parking	17%	12:00 PM
4. E. Court Street Parking	9%	4:00 PM
5. E. Court St. Lot	45%	12:00 PM & 4:00 PM
6. Wilcox St. Lot	50%	9:00 AM
6. Wilcox St. Lot	40%	12:00 PM
6. Wilcox St. Lot	35%	4:00 PM
7. Midway St. Parking	46%	9:00 AM & 4:00 PM
10. Liberty Street Parking	0%	9:00 AM, 12:00 PM & 4:00 PM
11. S. Main St. Parking	0%	9:00 AM, 12:00 PM & 4:00 PM
12. N. Main St. Parking	42%	12:00 PM
13. W. ML King, Jr. Dr. Lot	21%	9:00 AM
13. W. ML King, Jr. Dr. Lot	12%	4:00 PM
13. W. ML King, Jr. Dr. Lot	9%	12:00 PM
14. W. ML King, Jr. Dr. Lot	15%	12:00 PM
14. W. ML King, Jr. Dr. Lot	12%	9:00 AM & 4:00 PM
14. W. ML King, Jr. Dr. Lot	9%	4:00 PM
15. W. Court Street Lot	49%	9:00 AM
16. Memorial Dr. Lot	33%	4:00 PM
16. Memorial Dr. Lot	29%	9:00 AM & 12:00 PM

**Table 16. Underutilized Parking Areas in Downtown Hinesville
Friday, July 18, 2008**

Friday, July 18		
Lot	Occupancy Rate	Time
2. North Commerce St. Lot	33%	9:00 AM
2. North Commerce St. Lot	50%	4:00 PM
4. E. Court Street Parking	9%	4:00 PM
4. E. Court Street Parking	14%	9:00 AM
4. E. Court Street Parking	20%	12:00 PM
5. E. Court St. Lot	21%	12:00 PM
5. E. Court St. Lot	26%	9:00 AM
5. E. Court St. Lot	39%	4:00 PM
6. Wilcox St. Lot	50%	12:00 PM
7. Midway St. Parking	38%	4:00 PM
10. Liberty Street Parking	0%	9:00 AM, 12:00 PM & 4:00 PM
11. S. Main St. Parking	0%	9:00 AM, 12:00 PM & 4:00 PM
12. N. Main St. Parking	44%	4:00 PM
12. N. Main St. Parking	47%	9:00 AM
13. W. ML King, Jr. Dr. Lot	12%	12:00 PM
13. W. ML King, Jr. Dr. Lot	26%	9:00 AM
13. W. ML King, Jr. Dr. Lot	29%	4:00 PM
14. W. ML King, Jr. Dr. Lot	0%	9:00 AM, 12:00 PM & 4:00 PM
15. W. Court Street Lot	32%	9:00 AM
15. W. Court Street Lot	49%	9:00 AM
15. W. Court Street Lot	49%	4:00 PM
16. Memorial Dr. Lot	24%	12:00 PM
16. Memorial Dr. Lot	29%	9:00 AM
16. Memorial Dr. Lot	43%	4:00 PM
17. Midway St. Parking	30%	9:00 AM
17. Midway St. Parking	33%	4:00 PM

Significant findings from the parking survey conducted by the City of Hinesville as well as the field study by RS&H are summarized below.

- Many parking areas in the vicinity of the downtown courthouse are near capacity.
- The lots that are most full on Wednesday mornings are those adjacent to the County Courthouse, as well as City Hall.
- On Wednesday and Friday afternoons, the core downtown parking areas are not near capacity, but still show significant occupancy.
- For areas where walking distances to destinations are typically shorter, such as local businesses, automobiles are often parked in the grass or on the curb rather than in parking lots.
- Public parking areas and directional signage to public parking is often not clearly marked. As a result, traffic is not easily directed to public parking lots. This applies in particular to the North Main Street Lot (lot 1) at Caswell Street and Main Street.
- Parking lot 18 is often occupied by City of Hinesville police vehicles, leaving little availability for the public.
- The majority of the public parking is long-term, with the exception of three-hour parking located in various places downtown.
- There are no meters present to enforce the designated three-hour parking.

Parking Inventory Analysis

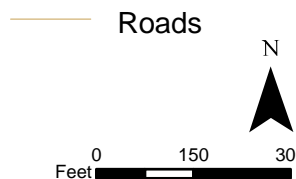
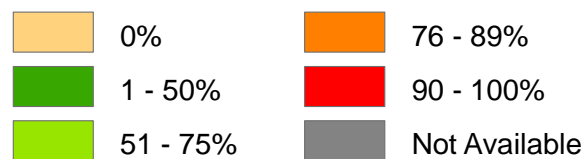
Downtown Hinesville Circulation Study

Figure 9



Utilization of Public Parking Areas

Wednesday, July 16, 2008
9:00 am

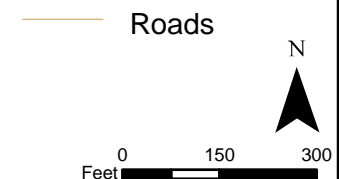
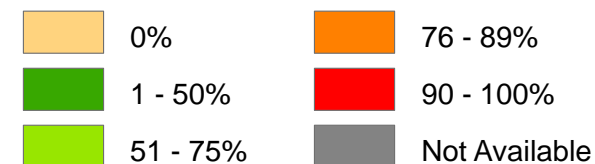


Sources: RS&H, LCPC

August 2008

Utilization of Public Parking Areas

Friday, July 18, 2008
9:00 am



Sources: RS&H, LCPC

Parking Inventory Analysis

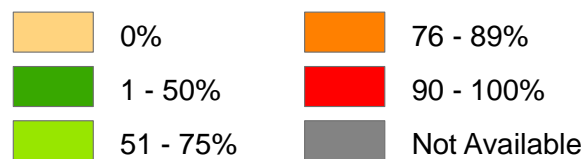
Downtown Hinesville Circulation Study

Figure 10

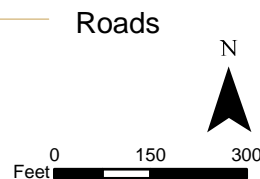


Utilization of Public Parking Areas

Wednesday, July 16, 2008
12:00 pm



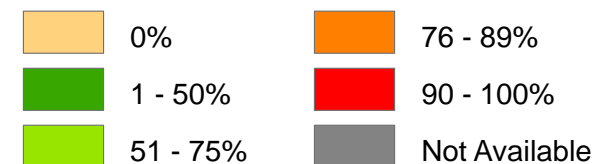
Sources: RS&H, LCPC



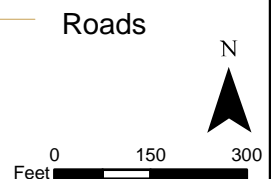
August 2008

Utilization of Public Parking Areas

Friday, July 18, 2008
12:00 pm



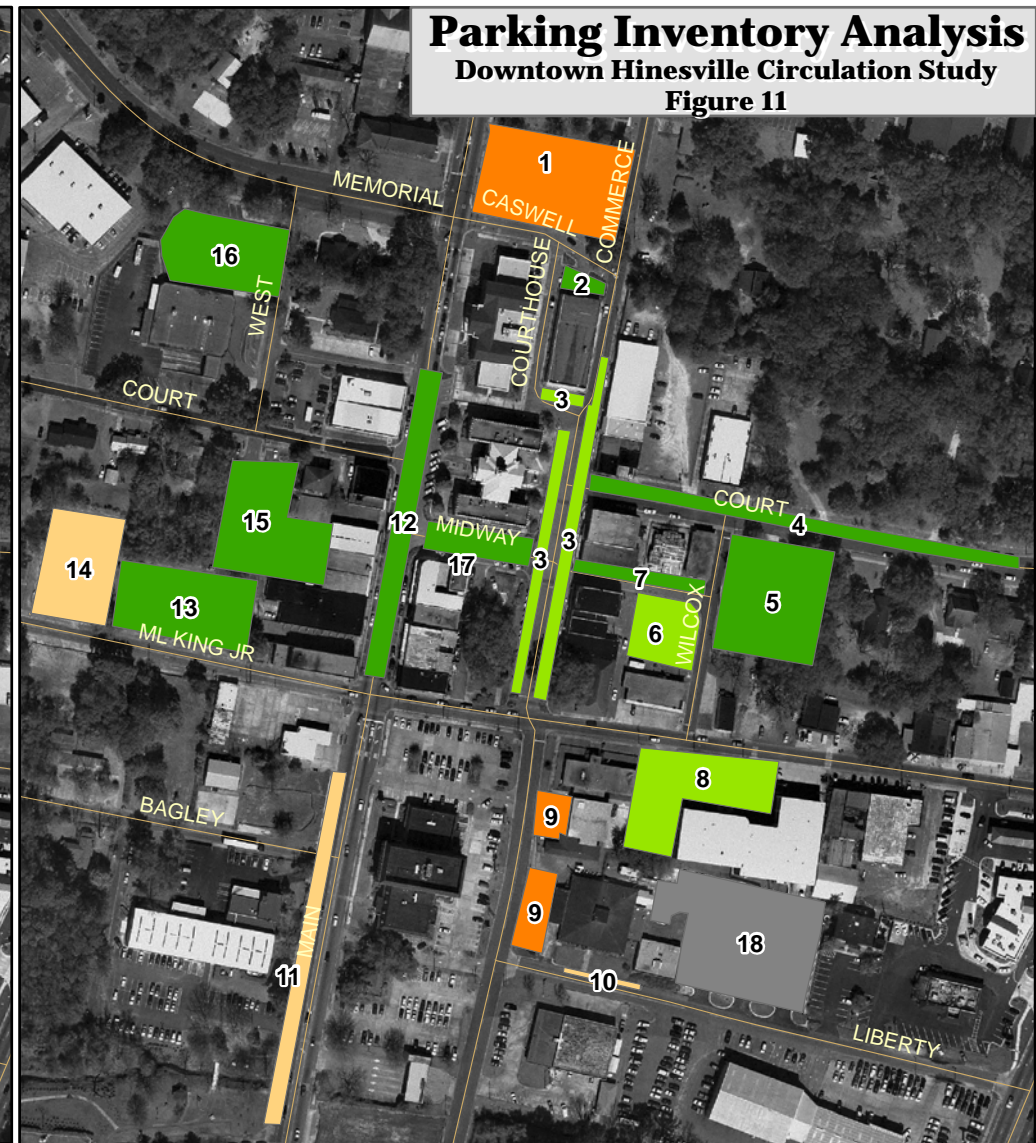
Sources: RS&H, LCPC



Parking Inventory Analysis

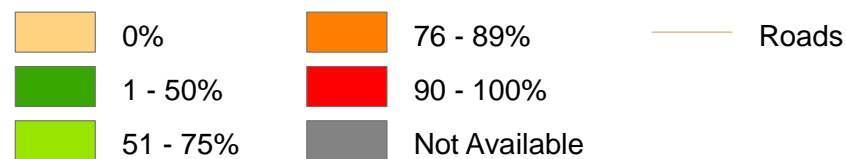
Downtown Hinesville Circulation Study

Figure 11



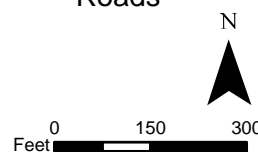
Utilization of Public Parking Areas

Wednesday, July 16, 2008
4:00 pm



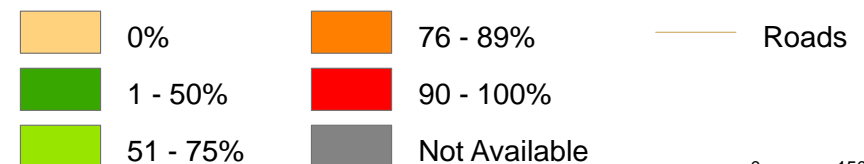
Sources: RS&H, LCPC

August 2008



Utilization of Public Parking Areas

Friday, July 18, 2008
4:00 pm



Sources: RS&H, LCPC



d) Crash Data

Figure 12 displays crash events that have occurred in the study area between 2005 and 2007. Between 2005 and 2007, a total of 675 crash events occurred in the study area. On the map shown in **Figure 12**, many of these crash events are overlapping, so that one point represents multiple crash events. The majority of crashes in the study area, or 70%, are crashes that caused property damage only. The remaining 30% of crashes involved at least one injury. A total of five of these crashes involved pedestrians. None of the pedestrian crashes involved a fatality, though they all involved at least one injury. The pedestrian crashes occurred at the following locations:

- General Screven Way and Welborn Street
- South Main Street and Bagley Avenue
- US 84/Oglethorpe Avenue and General Screven Way
- US 84/Oglethorpe Avenue and Sandy Run Drive

Figure 13 shows crashes from 2005 to 2007 in the core downtown area where improper backing was the major contributing factor. Each point on the map may represent multiple crash events. The data shows that many of the improper backing crashes occurred adjacent to parallel and angled parking areas, indicating that vehicles park in these areas have trouble maneuvering into traffic.

2005-2007 Crash Events

Downtown Hinesville Circulation Study

Figure 12



Crash Type

- Injury Crash
- Property Damage Only Crash
- Pedestrian Crashes

Circulation Pattern

- ➡ East
- ➡ North
- 🚦 Traffic Lights

0 0.25 0.5
Miles

- Roads
- 🔲 Study Area



Sources: RS&H, LCPC

Improper Backing Crashes

Downtown Hinesville Circulation Study

Figure 13



0 200 400 600
Feet



Parking Lots



Parallel Parking



Angled Parking



Crashes Caused by Improper Backing



Roads

N



Crash events occur during 2005 through 2007.

Sources: RS&H, LCPC

III) Deficiencies

The existing conditions analysis presented in the preceding section reflects deficiencies in Downtown Hinesville's transportation system, particularly with regard to how they affect efficient mobility among Downtown destinations and activities. Many of these deficiencies were observed during the field study conducted by RS&H in June 2008. These deficiencies are discussed below.

A) Traffic

In the core downtown area, there is significant traffic volume along Main Street, Commerce Street, and Martin Luther King, Jr. Drive. This sometimes creates congested conditions, especially when there is heavy activity downtown (such as during Wednesday morning Courthouse activities). The congestion is sometimes amplified where there are conflicting vehicular movements between traffic and vehicles attempting to park on the street (see *Section D* below).

A level-of-service (LOS) analysis was completed for the streets within the core downtown area. The Florida Department of Transportation (FDOT) Generalized LOS tables were used for the analysis, which are based upon calculations from the Highway Capacity Manual. The analysis utilized the 2006 annual daily traffic (ADT) volumes obtained for this study, and also incorporates specific data for each street including number of lanes, presence of turn lanes, frequency of signalized intersections and whether the street is divided or undivided.

The LOS results are based on a range of A to F, with A representing free flow non-congested conditions, and F representing the most congested, or "stop and go" conditions. The results for the Hinesville core downtown area are presented in **Table 17** below. Based upon the data available, all of the streets analyzed are currently operating at LOC C or better conditions. However, this analysis represents average conditions and not the worst peak period conditions that may result in limited "spot" congested at certain locations. With increasing growth and traffic volumes within downtown Hinesville, the LOS results are most likely to worsen over time.

Table 17. Downtown Hinesville LOS Analysis

Roadway	Segment	Traffic Counts (vehicles per day)	LOS
Main Street	Hendry to South of Bagley	13,540	B
Main Street	South of Bagley to South of Memorial	13,210	B
Main Street	South of Memorial to North of Washington	7,910	B
E. MLK Dr	US 84 to Main Street	4,960	C
W. MLK Dr	Main Street to Welborn	1,260	B
Memorial	Ft Stewart to East of Gause	3,450	A
Memorial	East of Gause to East of Rebecca	3,270	A
Washington	Main Street to West of Bradwell	2,740	B
Washington	West of Bradwell	2,140	B

B) Circulation

The current circulation pattern in the core downtown area, presented in **Figure 5**, is not conducive to efficient travel. The County Courthouse was originally a central point in the City and served as the center of a town square. When a new courthouse annex was built adjacent to the Courthouse, the circulation patterns were altered. The one-way pair of Courthouse Street and Commerce Street around the County Courthouse directs travel northward out of the core downtown area, rather than the typical one-way pair that allows travel in both directions. Midway Street south of the Courthouse also directs travel eastward out of the city core. The existing circulation pattern is particularly challenging for visitors and tourists who are not familiar with Downtown Hinesville.

C) Signage and Pavement Markings

Some roads in Downtown Hinesville have been altered in circulation pattern over the past several years. The signage and pavement markings for these roads, however, have not been updated, creating a confusing and potentially dangerous situation. North Commerce Street north of Midway Street is currently a one-way street. There are signs clearly marked “one way” and “do not enter”, but there are also double yellow lines in the pavement, indicating two-way traffic flow. This is shown in the graphic below.



Conflicting signage and pavement markings on North Commerce Street

D) Parking

a) On-Street Parking

Based on the parking survey discussed in a previous section, there is currently sufficient parking to meet the needs of visitors and employees in Downtown Hinesville, although County Courthouse activities on Wednesday morning fill some parking areas to capacity. Much of the parking in the downtown area is on-street. On-street parking is parallel in some areas, including Main Street, East Court Street, and Liberty Street. Parallel parking poses a problem on narrow roads, where a vehicle attempting to parallel park may block oncoming traffic behind it, creating a bottleneck. An example of a narrow street with parallel parking is shown in the graphic below.



Parallel parking on Main Street

In other areas of Downtown Hinesville, on-street parking is perpendicular to the roadway at an angle, including on Main Street, Midway Street, and Commerce Street. These parking maneuvers generally occur more quickly than parallel parking, and are therefore

not as prone to creating bottlenecks. Also, a corridor can accommodate more angled parking spaces than parallel parking spaces. Angled parking spaces extend further into the roadway, however, occupying pavement that could potentially be used to widen sidewalks or add sidewalks where none exist. An example of this is shown in the graphic below of Midway Street.



Angled parking occupies significant area along Midway Street

In late 2008, a new transit bus system will be initiated in Hinesville and Flemington, in conjunction with Fort Stewart. The buses will run along proposed route along Main Street through Downtown Hinesville. Currently, there is parallel parking along Main Street in the vicinity of proposed transit stops. In order to accommodate the new transit system, there is an opportunity to retrofit some of the spaces to become bus pull-out areas. This is discussed further in *Section V*.

b) Parking Lots

There are many public parking lots for the both visitors and employees to park in Downtown Hinesville. Although some are filled to capacity in days with heavy activity downtown, there is still ample parking available on-street and in alternate lots. Parking lot 8, located behind City Hall and the Hinesville Police Department, is a designated public parking area. However, on most days, there are several City police vehicles parked in the lot. The police vehicles occupy space that could otherwise be used for parking by the public. Also, the presence of police vehicles throughout the lot may give the impression that the lot is for police vehicles only, effectively removing the parking lot capacity for the public. This “quasi-public” parking lot is displayed in the graphic below.



Public parking lot occupied by police vehicles

The field study conducted in June 2008 also found that some vehicles were improperly parking in grassed area rather than in designated spaces. Not only is this harmful to landscaping, but it detracts from the image of the area. This is shown in the graphic below.



Vehicles parked in the landscaped area of a public parking lot

E) Pedestrian Facilities

a) Connectivity

Figure 7 shows existing sidewalks and crosswalks in Downtown Hinesville. While a significant portion of the core downtown area has pedestrian facilities, there are some deficiencies in sidewalk connectivity to destinations. These deficiencies have been shown in **Figure 14** and are summarized below.

- The most significant deficiencies are the lack of sidewalks on South Commerce Street from Martin Luther King, Jr. Drive southward and Liberty Street between South Commerce Street and US 84/Oglethorpe Highway. There are government offices on this block, including Hinesville City Hall, the Hinesville Police Department, and Liberty County Emergency Management Agency. People who choose to walk to these offices from residential areas south of the core downtown area or US 84/Oglethorpe Avenue are forced to walk in the streets or among the properties on the road, creating a dangerous situation for pedestrians.
- There are also no sidewalks on Wilcox Street, a common pedestrian thoroughfare between parking areas and government offices such as the Liberty Consolidated Planning Commission.
- On Martin Luther King, Jr. Drive between US 84/Oglethorpe Highway and the Hinesville Police Department, there are sidewalks only on one side of the road. The intersection of Martin Luther King, Jr. Drive and US 84/Oglethorpe Highway is intended to be a “gateway” into the City of Hinesville, and should feature sidewalks on both sides of the road.
- There are also sidewalks only on one side of the road on Court Street, West Street, and East South Street, which are in the core downtown area.
- There are far too few crosswalks in the core downtown area, particularly at intersections and between parking areas and government buildings. Even in areas where sidewalks have been widened and streetscapes have been enhanced, there are no crosswalks for people to safely cross the road. This is shown in the graphic below.



Although sidewalks and the streetscape have been improved, there is no crosswalk at this intersection.

Sidewalks and Destinations

Downtown Hinesville Circulation Study

Figure 14



Sidewalks

- Both Sides
- Left Side
- Right Side



Parking Lots

Parallel Parking

Angled Parking



Hinesville City Hall

Liberty County Courthouse

Government Buildings



Roads

Study Area

0 200 400
Feet

Sources: RS&H, LCPC

b) Quality

Many of the sidewalks in the core downtown area are insufficient to meet the needs of pedestrians. Many sidewalks are not wide enough to accommodate pedestrian traffic, creating unsafe conditions for those who walk in the area. Other sidewalks are discontinuous, abruptly ending after a curb cut or intersection; or, sidewalks may only be present on one side of the road. In addition, many sidewalks are overgrown and dilapidated, making it difficult for those in wheelchairs to navigate the pathway. Along certain corridors, such as Martin Luther King, Jr. Drive, the configuration of the roadway gutter and placement of parking in front buildings encourages vehicles to traverse the sidewalk to park, therefore blocking the sidewalk and creating a conflict between pedestrians and parking/backing vehicles. These sidewalk issues typically require pedestrians to find alternate pathways, either alongside buildings or in grass, or in the street, which creates a dangerous situation for pedestrians. Examples of these sidewalk deficiencies in Downtown Hinesville are shown in the graphics below.



Narrow sidewalks



Discontinuous sidewalks



Sidewalk on one side of road only



Sidewalk with overgrowth



Parked cars blocking sidewalk

The quality of the existing crosswalks is generally good. Some crosswalks in the core downtown area are constructed with contrasting pavers, to create a distinctive path across the road visible to both pedestrians and motorists. Other crosswalks on the outskirts of the study area are marked with white paint on the pavement.

c) Conflict with Vehicular Traffic

Many streets in Downtown Hinesville allow on-street parking but do not provide adequate sidewalks for pedestrians. This creates a consistent and dangerous mix of pedestrians and vehicles traveling in the same area. The graphic below shows Midway Street, a road in the core downtown area near the County Courthouse and several other government offices. This street provides on-street parking, but it experiences a significant amount of pedestrian traffic and lacks sufficiently wide sidewalks.



Midway Street

IV) Anticipated Changes in Downtown Hinesville

A) Land Use

As mentioned in the *Background and Introduction* section, there are several changes underway in Downtown Hinesville. These include the construction of several government offices as well as retail and service opportunities.

Construction is underway to build a new County Courthouse facility, called the Justice Center, in Downtown Hinesville. This facility will be located at the corner of South Main Street and West Martin Luther King, Jr. Drive. The location of the Justice Center is shown in **Figure 15**.

The current courthouse facilities will remain in use as government offices; several agencies and departments are anticipated to re-locate to the courthouse and annex building.

In addition, the Hinesville City Hall is expanding its space, adding at least one additional level to the building. This will accommodate additional employees and increase the need for parking in the vicinity of City Hall.

Lastly, a mixed-use development is under construction on East Martin Luther King, Jr. Drive across from City Hall. This will bring more traffic in the vicinity and increase the demand for additional parking spaces. This mixed-use area, under construction, is shown in the graphic below, towards the right side of the photo.



New mixed-use development under construction

All of these facilities serve the public either in a civic or business setting and will become key destinations in the downtown area. The construction and/or expansion of these establishments underscore the need for enhanced pedestrian facilities, efficient circulation patterns, and sufficient parking to serve visitors.

B) Parking

To accommodate parking for the new Justice Center, a parking lot with 78 spaces is being constructed to the west of the Justice Center building between West Martin Luther King, Jr. Drive and Bagley Avenue. In addition, an additional 42 spaces⁴ are being added to parking lot 15 north of West Martin Luther King, Jr. Drive. These new parking lots are shown in **Figure 15**.

C) Transit

The Cities of Hinesville and Flemington, in cooperation with Fort Stewart are initiating a public transit service to begin operations in late 2008. The routes and stops are not yet finalized; a transit management agency is under contract, and the proposed routes and bus stops depicted in this study may change over the next several months. In Downtown Hinesville, the current proposed bus route runs along Memorial Drive and Main Street. This is shown in **Figure 15**.

D) Memorial Drive Re-Alignment

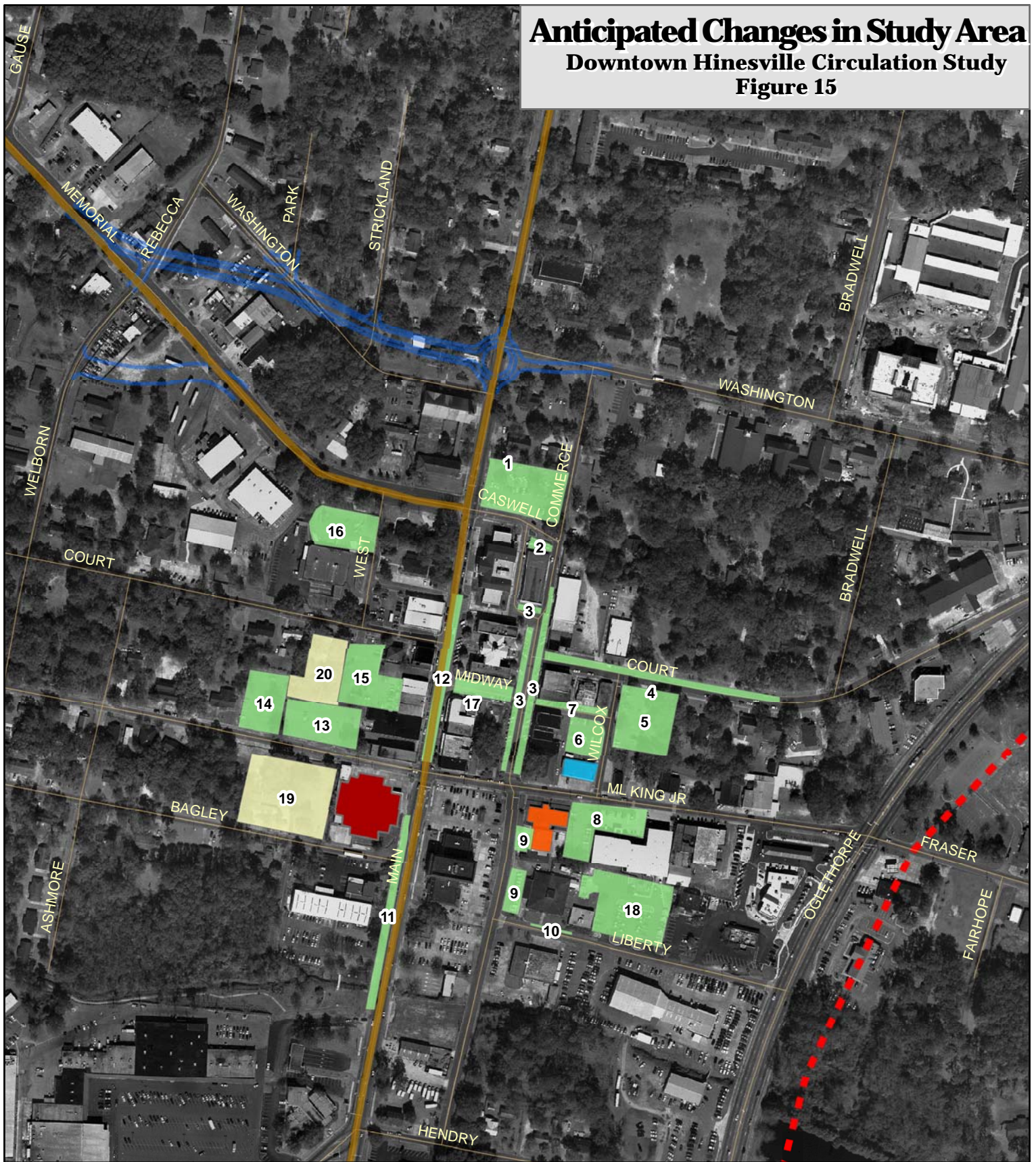
There is construction underway to re-align Memorial Drive north of the core downtown area and add a round-about at its new intersection with Washington Street. The re-alignment of the road will alleviate the current busy intersection of Memorial Drive and Main Street and direct more traffic northward along Main Street. This is shown in **Figure 15**.

⁴ Approximate estimation from Liberty County Courthouse preliminary site plan

Anticipated Changes in Study Area

Downtown Hinesville Circulation Study

Figure 15



- Proposed Transit Routes
- Memorial Dr Re-Alignment
- Future Justice Center
- City Hall Expansion
- New Mixed-Use Building
- Public Parking (Existing)
- Parking Under Construction
- - - Study Area
- Roads

0 250 500
Feet



Sources: RS&H, LCPC

V) Recommendations for the Future of Downtown Hinesville

Based on the existing conditions and identified deficiencies discussed above, there are a number of measures that may be taken to enhance Downtown Hinesville. The goals of these recommendations is to improve the flow of pedestrian and vehicular traffic, minimize conflict between the two, provide for adequate parking in the downtown area, and facilitate and encourage alternate modes of transportation, including transit and walking.

A) Circulation

As mentioned in *Section III* above, the circulation pattern in the downtown core area is non-intuitive, as there are two one-way roads (Courthouse Street and North Commerce Street) parallel to one another. The current circulation system directs traffic toward parking areas for the Courthouse. With the relocation of the Courthouse to the new Justice Center, however, this circulation pattern will not be as functional, and will be inefficient as traffic is directed out of the city. Therefore, recommendations for the circulation pattern are as follows:

- Change Midway Street between Main Street and Commerce Street to a two-way facility.
- Change North Commerce Street between Midway Street and Courthouse Street to a two-way facility, as a continuation of the two-way movement on Commerce Street below Midway Street.
- Retain the one-way northbound traffic on North Commerce Street between Courthouse Street and Caswell Street.
- Change Caswell Street to a two-way street between Main Street and Courthouse Street.
- Change Courthouse Street to a one-way street going southbound.

This circulation pattern will accommodate traffic going in all directions around the government offices in the vicinity, while retaining the one-way circulation as needed for efficient movements and to accommodate some narrow roadways. The current and proposed circulation pattern of one-way roads in the core downtown area is presented in **Figure 16**.

South Main Street Intersection Improvements

Traffic operations at two “hot spot” intersections identified by LCPC staff along South Main Street (East/West Hendry and Ryon Avenue) were observed on July 23, 2008 by RS&H staff. The observations noted for each intersection and potential improvements for each are listed below.

○ **East / West Hendry Streets at South Main Street**

The intersection of East and West Hendry Streets at South Main Street serves high traffic volumes on three of the four legs of the intersection as presented below (based upon the Figure 6 data):

- 10,000-11,000 vpd on West Hendry:
- 2,000 – 3,000 vpd on East Hendry
- 12,000 to 13,000 on South Main Street (both north and south of intersection)

The intersection signal phasing provides movements for each leg; thereby, sacrificing “green” time for the heavier movements (Northbound and Southbound South Main Street traffic and West Hendry Street traffic) to allow East Hendry Street traffic to enter the intersection.

Without detailed turning movement traffic counts for this intersection, there appears to be several potential improvements that could be implemented to improve traffic operations. The least costly and intrusive would be to make the East Hendry Street leg a “right-in / right-out”. This would prevent vehicles traveling southbound on South Main Street from turning onto East Hendry, as well as preventing westbound East Hendry Street traffic from turning left or going across South Main Street onto West Hendry Street. The benefits of this improvement would be increased “green time” for the major traffic movements along north and southbound South Main Street and West Hendry Street.



East and West Hendry Streets at South Main Street

Another potential improvement option would be to install a roundabout at this intersection – similar to the new roundabout under construction at Washington Avenue and North Main Street. The drawbacks associated with a roundabout are cost and loss of land to property owners adjacent to the improvement, as well as inconveniences associated during construction. The positives associated with a roundabout would be to add a significant gateway feature into downtown Hinesville from the south, which would mirror that soon to be in place on the north. A more detailed analysis would be required to determine the engineering geometric and operational needs required for a roundabout at this location based upon existing and projected traffic volumes.

○ **Ryon Avenue at South Main Street:**

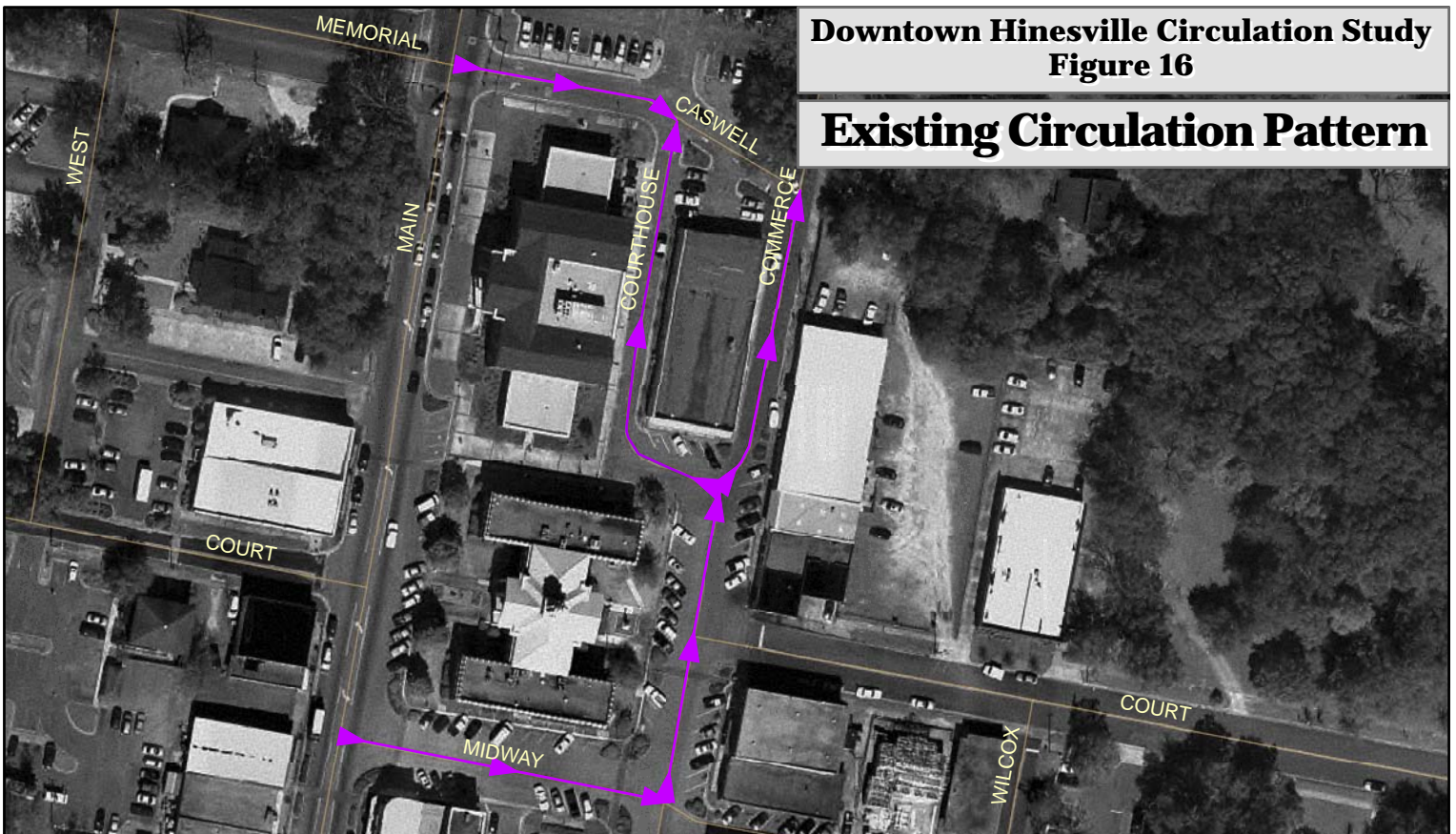
The intersection of South Main Street at Ryon Avenue (SR 138 Loop) has several deficiencies. During the field visit (lunch hour), the predominant travel movements observed were along north and southbound South Main Street. However, the intersection configuration is such that Ryon Avenue is provided the (non-stop controlled) through movement, with South Main Street stop controlled in the north-bound direction. North bound and south bound queuing (traffic backups) was observed in both directions, and not along Ryon Avenue. According to the 2006 traffic count data presented on Figure 6, South Main Street traffic counts range between 12,000-13,000 vehicles per day (vpd), where Ryon Avenue Counts are approximately 2000 vpd. With increasing growth pressures within Hinesville throughout Liberty County and the Fort Stewart area, traffic along South Main Street is expected to continue to increase, as well. The recommended improvement for this intersection is to modify the current design such that South Main Street is provided the through movement (not stop-controlled), with Ryon Avenue re-configured to “T” into South Main Street.



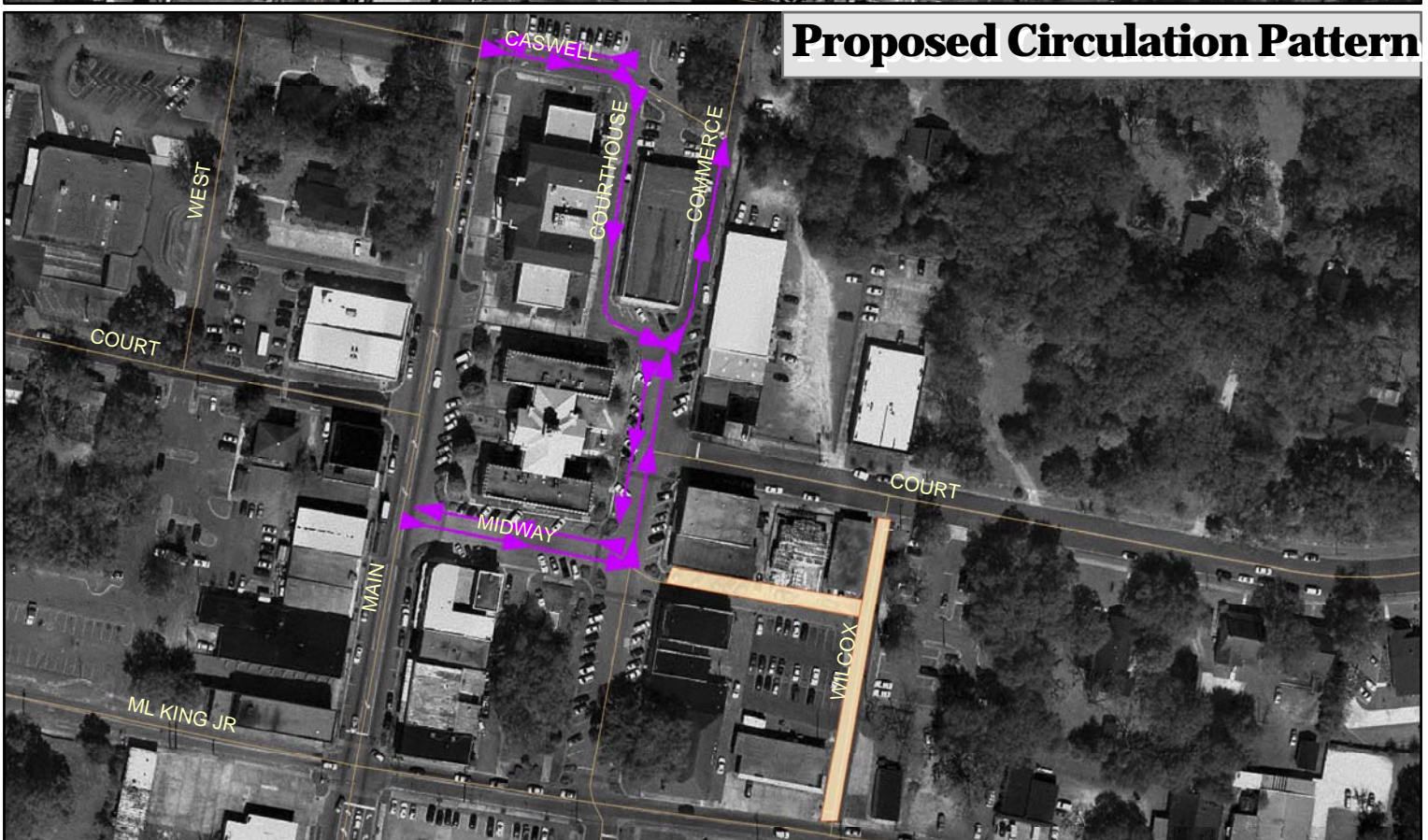
Ryon Avenue at South Main Street

Downtown Hinesville Circulation Study
Figure 16

Existing Circulation Pattern



Proposed Circulation Pattern



▶▶▶ Proposed Circulation Pattern

▭ Pedestrian-Only Areas

— Roads

* All other roads are two-way

0 50 100 150 200
 Feet



Sources: RS&H, LCPC

B) Pedestrian Facilities

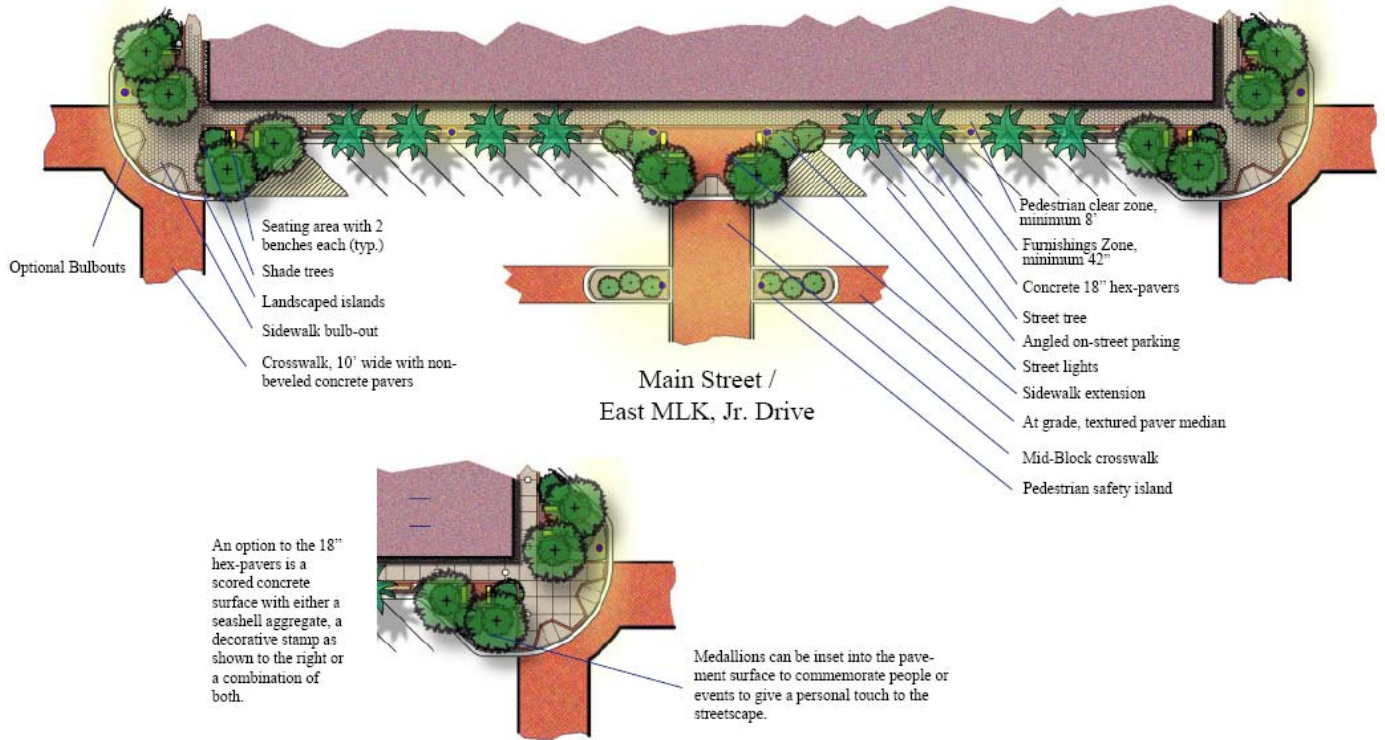
The following improvements are recommended for pedestrian facilities in the core downtown area of Hinesville. These improvements involve extending the designation of Levels 1, 3, and 4 Corridors in the core downtown area and implementing enhancements in accordance with the Downtown Redevelopment Overlay District.

a) Level 1 Corridor Improvements

- Implement Level 1 Corridor Improvements on existing Level 1 Corridors, in accordance with the Downtown Redevelopment Overlay District. These include:
 - Main Street from Washington Avenue to Hendry Street (*in vicinity of new Justice Center*)
 - Liberty Street from Commerce Street to US 84/Oglethorpe Highway (*in vicinity of Hinesville City Hall*)
 - Martin Luther King, Jr. Drive from Main Street to US 84/Oglethorpe Highway (*serves as “gateway corridor” to the city*)
- Extend the Level 1 Corridor to the following roads, and implement Level 1 Corridor Improvements:
 - Martin Luther King, Jr. Drive from Ashmore Street to Main Street
 - Midway Street from Main Street to Commerce Street
 - Midway Street from Commerce Street to Wilcox Street⁵
 - Wilcox Street from Martin Luther King, Jr. Drive to Court Street⁵

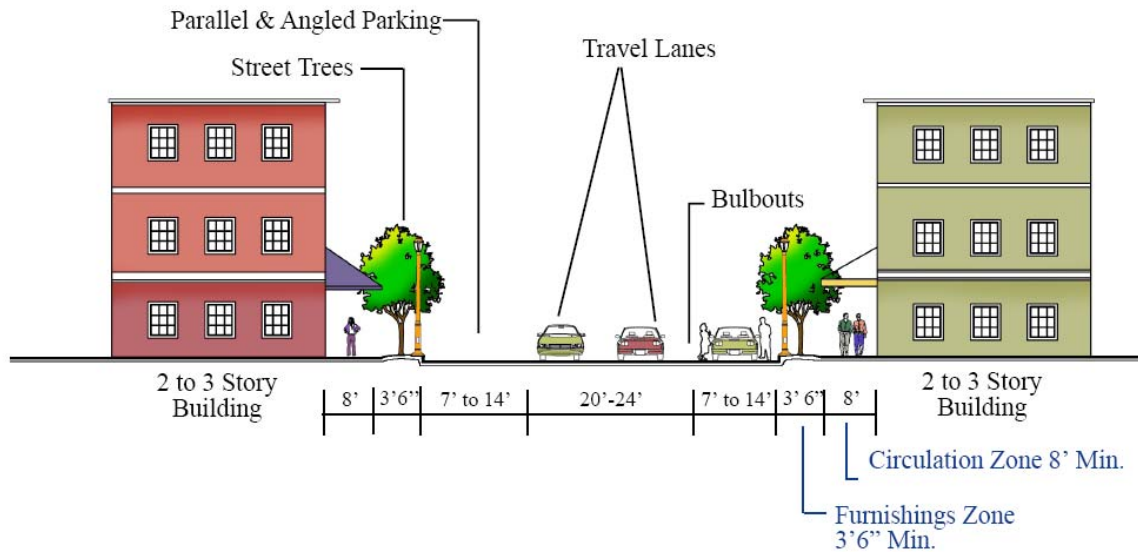
The graphics below, taken from the Overlay District Guidelines, illustrates the improvements that should be implemented on Level 1 Corridors.

⁵ Recommended to be pedestrian-only, so travel lane recommendations do not apply.



Streetscape Level 1

Main Street and East Martin Luther King, Jr. Drive and Liberty Street.



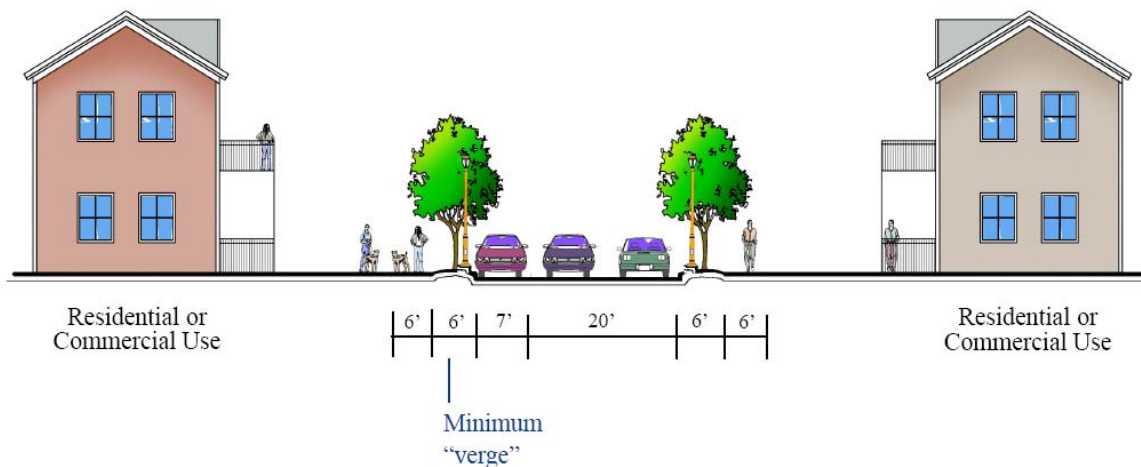
b) Level 3 Corridor Improvements

- Implement Level 3 Corridor Improvements on existing Level 3 Corridors, in accordance with the Downtown Redevelopment Overlay District. These include:
 - Court Street from Commerce Street to Bradwell Street
 - Court Street from Ashmore Street to Main Street
 - Commerce Street from Courthouse Street to Washington Avenue
- Extend the Level 3 Corridor to the following roads, and implement Level 3 Corridor Improvements:
 - Courthouse Street from Caswell Street to Commerce Street
 - Re-aligned Wilcox Street from Court Street to Martin Luther King, Jr. Drive

The graphic below, taken from the Overlay District Guidelines, illustrates the improvements that should be implemented on Level 3 Corridors.

Streetscape Level 3

Commercial and residential connectors.



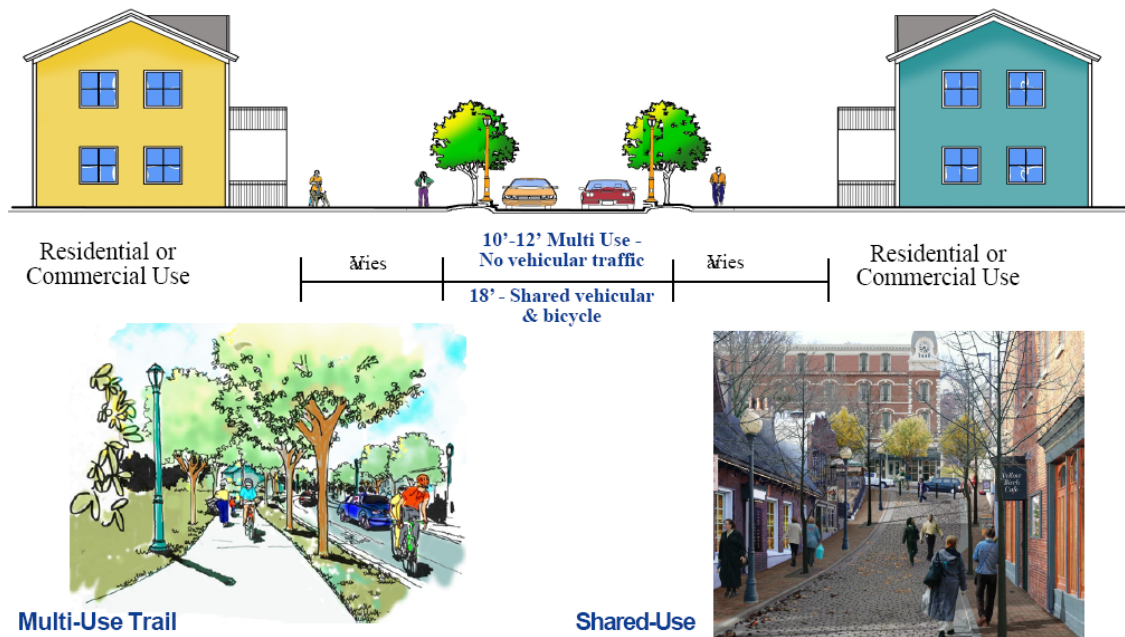
c) Level 4 Corridor Improvements

- Implement Level 4 Corridor Improvements on existing Level 4 Corridors, in accordance with the Downtown Redevelopment Overlay District. These include:
 - Commerce Street from Liberty Street to Courthouse Street
- Extend the Level 4 Corridor to the following roads, and implement Level 4 Corridor Improvements:
 - Caswell Street from Main Street to Commerce Street

The graphic below, taken from the Overlay District Guidelines, illustrates the improvements that should be implemented on Level 4 Corridors.

Streetscape Level 4

Shared-use streets and multi-use trails, Commerce Street from Liberty County Court House to Hendry Street and Midway Street, Also, multi-use trails as identified in the City of Hinesville Redevelopment Master Plan.



The recommended extensions of the Corridors are designed to extend the design features of the existing corridors to areas where downtown public parking is designated, in order to provide a seamless, functional pedestrian network from all public parking areas to downtown destinations.

d) Pedestrian-Only Areas

Additional recommendations to enhance the pedestrian infrastructure in Downtown Hinesville are to designate Midway Street between Commerce Street and Wilcox Street, as well as Wilcox Street itself, as pedestrian-only areas. These roads may be closed to vehicular traffic in order to accommodate the heavy pedestrian use for the surrounding uses, which include a park, government offices, and a new mixed-use development. In order to retain the north-south flow in the area, Wilcox may be re-aligned slightly to the east. Furthermore, in order to access the parking area (parking lot #9) behind the new mixed-use development, an adjacent alleyway may be deeded to the local government for use as a passage to the parking area. An official easement is required to ensure that the alleyway will not be developed, blocking access to the rear parking area.

C) Parking

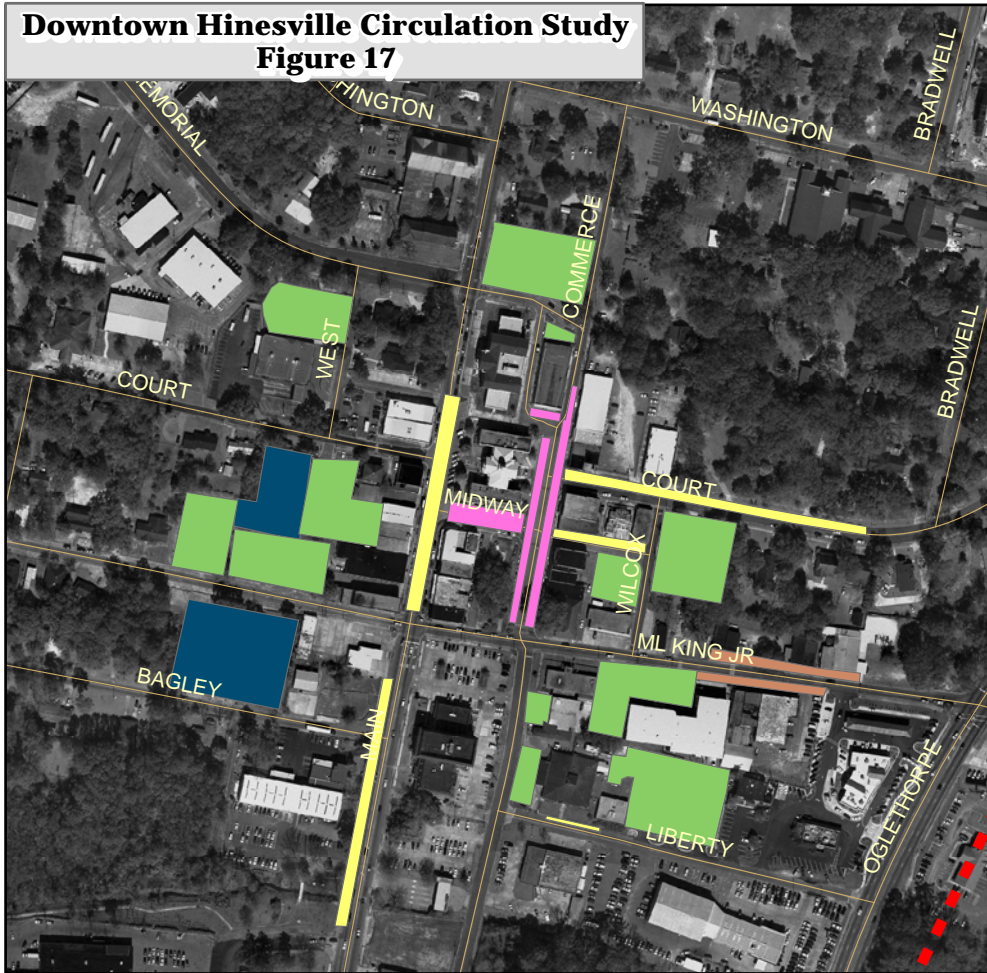
In addition to the anticipated parking changes in Downtown Hinesville, presented in **Figure 17**, the following recommendations have been made regarding parking areas in the core downtown area:

- On Main Street, the two sides of angled parking will change to parallel parking on both sides. Parallel parking will not be placed where space is needed for a transit pull-out.
- On Commerce Street, one side of the road will retain angled parking, while the other side will shift to parallel parking. This will accommodate wider sidewalks on the western side of the road.
- On Midway Street, the angled parking will change to parallel parking in order to accommodate wider sidewalks.
- The Hinesville Police Department will move their vehicles to an alternate lot in order to free additional public parking near City Hall.
- Parking will be prohibited at building fronts on East Martin Luther King, Jr. Drive. This will be effective with the implementation of the streetscaping on the corridor, which will change the V-gutter configuration to a traditional curb and gutter configuration.
- Shared parking opportunities will be explored with churches on the north side of the study area.

These recommendations are shown in **Figure 17**.

Downtown Hinesville Circulation Study

Figure 17



Existing Parking

- Parking Lots
- Angled Parking
- Parallel Parking
- Parking Under Construction
- Parking Allowed in Front of Building
- Roads
- Study Area



0 250 500
Feet

Sources: RS&H, LCPC

August 2008



New Parking Recommendations

- Parallel Parking (with accomodations for transit)
- New Parallel Parking
- Enforce Public Parking
- Remove Parking
- Shared Parking Opportunity
- Existing/Planned Parking
- Roads
- Study Area



0 250 500
Feet

Sources: RS&H, LCPC

The following table summarizes all the enhancements and improvements recommended for the core downtown area as part of the Downtown Hinesville Circulation Study.

Table 15. Recommendations for Core Downtown Area

Circulation				
Project Name	Project Type	Cost	Responsible Party	Timeframe
Convert Midway St between Main St and Commerce St from one-way to two-way road	Circulation		City of Hinesville, LCPC, GDOT	2010-2015
Convert N. Commerce St between Midway St and Courthouse St from one-way to two-way road	Circulation		City of Hinesville, LCPC, GDOT	2010-2015
Convert Caswell St from a one-way to a two-way road between Main St and Courthouse St	Circulation		City of Hinesville, LCPC, GDOT	2010-2015
Convert Courthouse St to a one-way road in the southbound direction	Circulation		City of Hinesville, LCPC, GDOT	2010-2015
Parking				
Project Name	Project Type	Cost	Responsible Party	Timeframe
South Main St: convert parallel parking on both sides of road to angled parking	Parking		City of Hinesville, LCPC	2010-2015
Commerce St: convert angled parking on west side of road to parallel parking	Parking		City of Hinesville, LCPC	2010-2015
Midway St (between Main St and Commerce St): convert angled parking to parallel parking	Parking		City of Hinesville, LCPC	2010-2015
Intersection Improvements				
Project Name	Project Type	Cost	Responsible Party	Timeframe
Convert East Hendry Street at South Main Street to a "right-in", "right-out" intersection	Intersection Improvements		City of Hinesville, LCPC, GDOT	2010-2015
Reconfigure the traffic controls at Ryon Avenue and South Main Street so that South Main Street is allowed through movement and Ryon Avenue is re-configured to a T-intersection	Intersection Improvements		City of Hinesville, LCPC, GDOT	2010-2015
Pedestrian Facilities				
Project Name	Project Type	Cost	Responsible Party	Timeframe
Level 1 Corridor Improvements - Main St (Washington Ave to Hendry St)	Corridor Improvements		City of Hinesville	2010-2015
Level 1 Corridor Improvements - Liberty St (Commerce St to US 84/Oglethorpe Hwy)	Corridor Improvements		City of Hinesville	2010-2015
Level 1 Corridor Improvements - Martin Luther King, Jr. Dr (Main St to US 84/Oglethorpe Hwy), including curb/gutter reconfiguration	Corridor Improvements		City of Hinesville	2010-2015
Level 1 Corridor Improvements (Extension) - Martin Luther King, Jr. Drive from Ashmore St to Main St	Corridor Improvements		City of Hinesville	2015-2020
Level 1 Corridor Improvements (Extension) - Midway St from Main St to Commerce St	Corridor Improvements		City of Hinesville	2015-2020
Level 1 Corridor Improvements (Extension) - Midway St from Commerce St to Wilcox St	Corridor Improvements		City of Hinesville	2015-2020
Level 1 Corridor Improvements (Extension) - Wilcox St from Martin Luther King, Jr. Dr to Court St	Corridor Improvements		City of Hinesville	2015-2020
Level 3 Corridor Improvements - Court St (Commerce St to Bradwell St)	Corridor Improvements		City of Hinesville	2010-2015
Level 3 Corridor Improvements - Court St (Ashmore St to Main St)	Corridor Improvements		City of Hinesville	2010-2015
Level 3 Corridor Improvements - Commerce St (Courthouse St to Washington Ave)	Corridor Improvements		City of Hinesville	2010-2015
Level 3 Corridor Improvements (Extension) - Courthouse St from Caswell St to Commerce St	Corridor Improvements		City of Hinesville	2015-2020
Level 3 Corridor Improvements (Extension) - Wilcox St (re-aligned) from Court St to Martin Luther King, Jr. Dr	Corridor Improvements		City of Hinesville	2015-2020
Level 4 Corridor Improvements - Commerce St (Liberty St to Courthouse St)	Corridor Improvements		City of Hinesville	2010-2015
Level 4 Corridor Improvements (Extension) - Caswell St from Main St to Commerce St	Corridor Improvements		City of Hinesville	2015-2020

Table 15 (continued). Recommendations for Core Downtown Area

Pedestrian Areas				
Project Name	Project Type	Cost	Responsible Party	Timeframe
Close existing Wilcox St to traffic to create a pedestrian-only zone	Pedestrian Areas		City of Hinesville, LCPC	2010-2015
Close Midway Street to traffic between Commerce St and Wilcox St to create a pedestrian-only zone	Pedestrian Areas		City of Hinesville, LCPC	2010-2015
Close Midway Street to traffic between Commerce St and Wilcox St to create a pedestrian-only zone	Pedestrian Areas		City of Hinesville, LCPC	2010-2015
Other				
Project Name	Project Type	Cost	Responsible Party	Timeframe
Re-align Wilcox St slightly to the east	Re-alignment		City of Hinesville, LCPC, GDOT	2010-2015
Construct at least four pullouts for bus stops along South Main St	Transit		Transit Authority	2008-2009
Purchase an alleyway easement next to new mixed use development so that vehicles may access parking area 6	Acquisition		City of Hinesville	2010-2015
Additional Action Items				
Work with Hinesville Police Dept. to find alternate parking for police vehicles, in order to free space in lot 18 for public parking				
Prohibit parking at fronts of building along East Martin Luther King, Jr. Dr				