



TRANSPORTATION

Overview

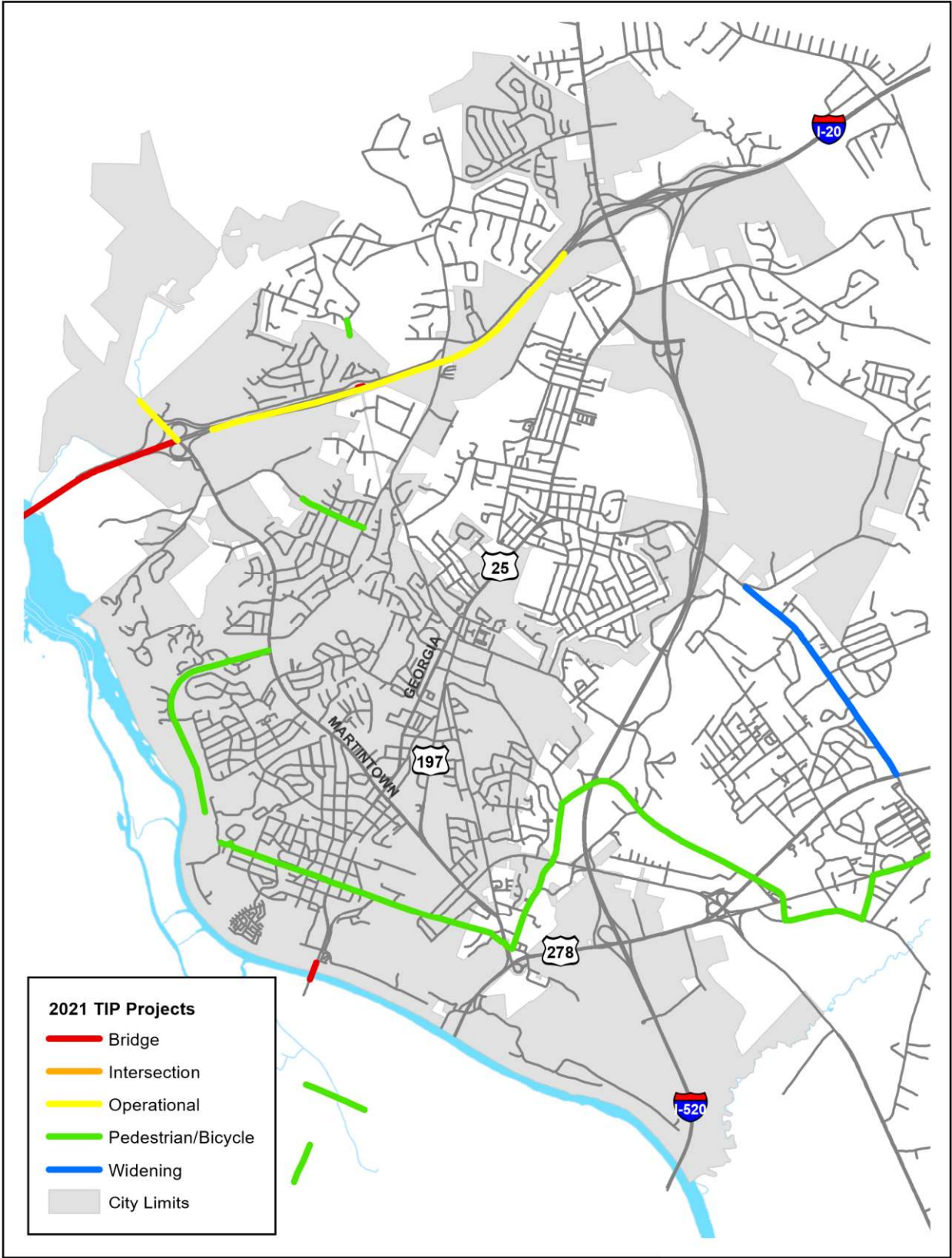
The City of North Augusta features a transportation network with over 200 miles of roads. It is the City's priority to ensure that these roads operate safely and efficiently. The City works with various organizations throughout the transportation planning process to identify key areas and projects to improve this network. In order to provide safe alternate modes of transportation, the City has focused on providing connectivity and access through a complete streets design to support members of the community who walk, ride bicycles, or use public transit.

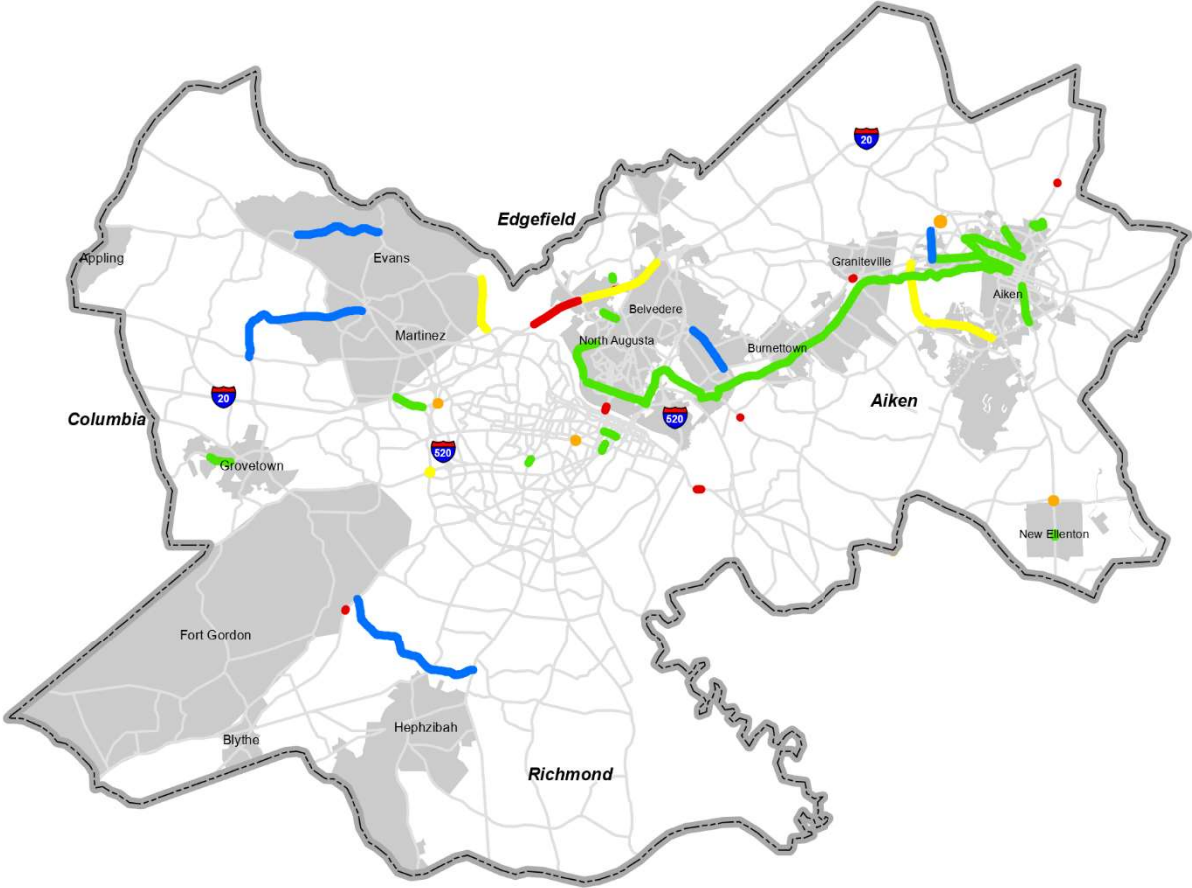
REGIONAL TRANSPORTATION

Augusta Regional Transportation Study (ARTS)

ARTS is the region's Metropolitan Planning Organization (MPO), which covers the metropolitan parts of Richmond and Columbia Counties in Georgia and Aiken and Edgefield Counties in South Carolina. ARTS was established in 1970 and serves as the regional planning entity responsible for long-range transportation planning and project selection for programming federal-aid funds throughout the Aiken and Augusta Metropolitan Area. ARTS is comprised of elected and appointed officials from the four-county region and functions through a four-committee structure, which includes a Policy Committee, Technical Coordinating Committee, Citizen Advisory Committee, and a Joint Test Network Subcommittee. Representatives from the Georgia Department of Transportation (GDOT) and the South Carolina Department of Transportation (SCDOT) also participate in planning and coordinating regional transportation system improvements and priorities for the ARTS area.

ARTS is responsible for producing the region's Long-Range Transportation Plan, a 25-year plan which identifies various types of transportation projects in the region. The most recent version of this plan is the ARTS 2050 Metropolitan Transportation Plan Update. ARTS also produces the Transportation Improvement Program (TIP), which spans from 2021-2024 for Georgia projects and 2021-2027 for South Carolina projects. The TIP is a short-range planning document, which lists projects that have been selected for funding in the ARTS study area. This document lays out each project description, estimated costs, funding allocations, as well as the responsible implementing agencies. The TIP is developed in collaboration with SCDOT and GDOT, and is included in each state's Statewide Transportation Improvement Program (STIP).





Current TIP Projects

| Project Title | Project Description | Project Cost |
|--|---|--------------|
| SC 126 (Belvedere Clearwater Road) | Widen roadway along SC 126 (Belvedere-Clearwater Rd), extending approx. 1.8 miles from US 1 (Jefferson Davis Hwy) to S1760 (Old Sudlow Lake Rd); upgrade from 2-lane to 5-lane C/G, w/ bike/ped accommodations throughout Town of Burnetttown. | \$21,707,039 |
| I-20 Widening from near GA State Line to near SC 230 (Exit 1) | Widen I-20 EB/WB to 6 lanes toward median, beginning approx. 700 ft west of the Augusta Canal Bridges in Richmond County, GA, and extending approx. 2.0 miles east, beyond Savannah River Bridges to SC 230 (W Martintown Rd)/Exit 1 in Aiken County, SC. | \$40,300,000 |
| I-20 WB over Abandoned Railroad Bridge Replacement | Bridge replacement on I-20 WB over Abandoned Railroad. | \$10,920,000 |
| TAP-Aiken/North Augusta Bicycle Route | Establish a designated bicycle route connecting the City of Aiken with the North Augusta Greenway. The route will be designated with Share the Road, route marking and destination signs. | \$55,885 |
| TAP- Knobcone Avenue Sidewalk Project | Installation of a sidewalk between Paul Knox Middle School and North Augusta High School. | \$350,000 |
| TAP- North Augusta Greenway Extension- Woodstone to Mayfield Drive | Construct an extension of the North Augusta Greenway from its current terminus in Woodstone Subdivision to Mayfield Drive. | \$97,315 |
| RTP-North Augusta Greenway Resurfacing Phase II | Greenway Upgrade (Pave section of trail). | \$125,000 |
| Pavement Reconstruction I-20 Exit 1 to Exit 5 | Pavement Reconstruction I-20 Exit 1 to Exit 5 | \$35,000 |
| SR 4/US 25BU @ SAVANNAH RIVER @SOUTH CAROLINA STATE LINE-TIA | This project will replace the existing bridge using staged construction to maintain two lanes of traffic open at all times. The new bridge will be 4 travel lanes with a center median, sidewalk on the east side, and 10 foot shared use of sidewalk on the west side with barrier separation from the outer southbound travel lane. The project team is working on incorporating out of scope trail connection and aesthetic elements | \$49,911,845 |

Rail Transportation

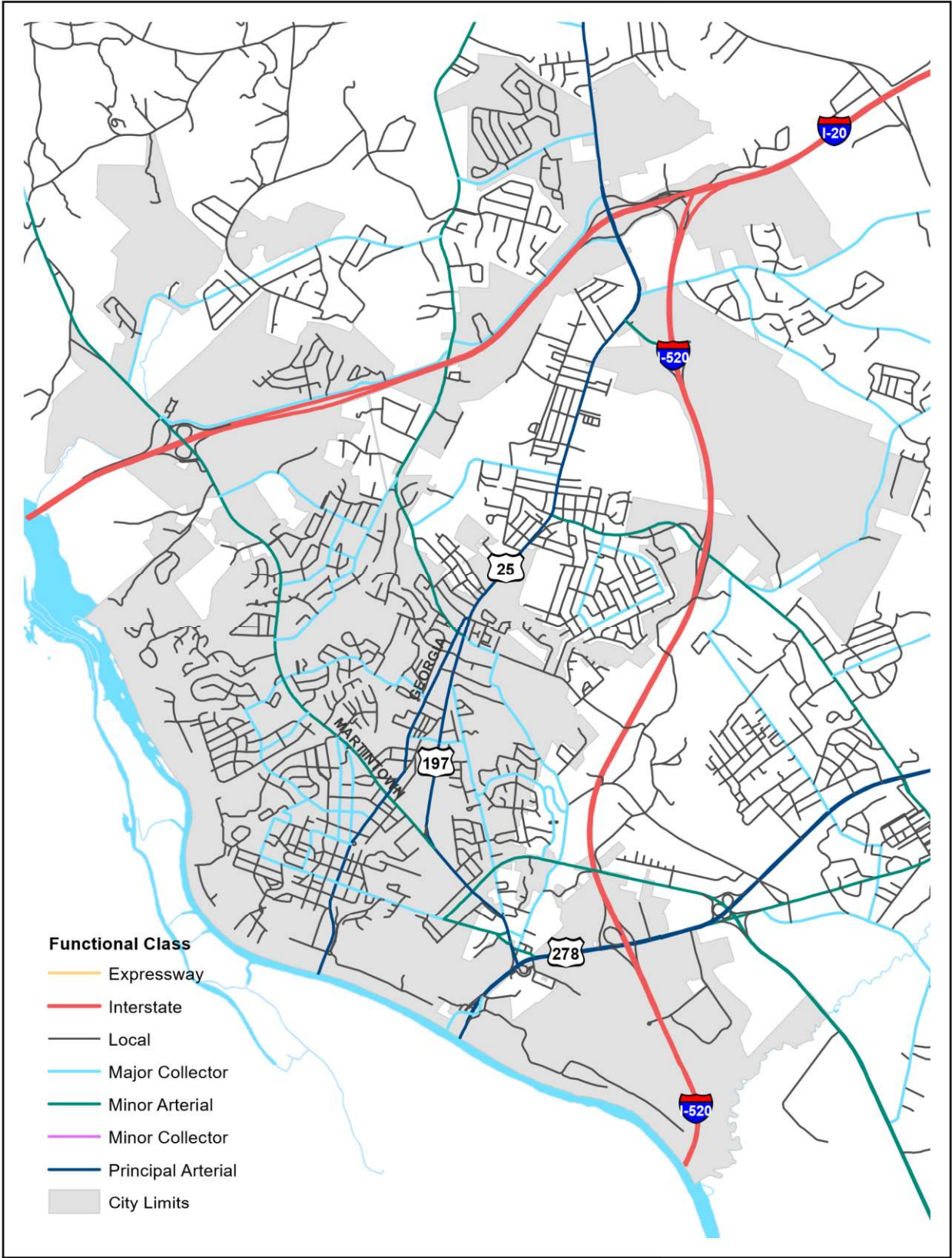
Currently, the only existing rail line in the City of North Augusta is owned by Norfolk Southern, and runs in the southeastern part of the City crossing Atomic Road and continues west through the City and crosses the Savannah River into Augusta along 6th Street. CSX has a main line which travels primarily east to west and runs south of North Augusta, connecting Spartanburg, Savannah, and Atlanta. The nearest passenger rail service for North Augusta residents is an Amtrak route in Denmark, South Carolina, located approximately 40 miles east. Other stations are located in Clemson, South Carolina and Savannah, Georgia and are located approximately 111 and 132 miles away, respectively.

Air Transportation

The Augusta Regional Airport and Daniel Field serve the Augusta metropolitan area for air transportation. The Augusta Regional Airport, only 18 minutes away, offers daily flights through Delta to Atlanta and daily flights through American Airlines to Charlotte and Dallas. Columbia Metropolitan Airport, approximately 1 hour and 5 minutes away from the City, provides flights to many locations on the eastern half of the United States through Delta, American Airlines, and United Airlines. The Hartsfield-Jackson Atlanta International Airport, located approximately 2 hours and 15 minutes from North Augusta, as well as Charlotte Douglas International Airport, located approximately 2 hours and 30 minutes away, are also utilized by North Augusta residents.

Public Transit

Public transit for North Augusta is served by the Best Friend Express. This transit service runs several routes that travel throughout Aiken and North Augusta and is managed by the Lower Savannah Council of Governments. The Best Friend Express connects Aiken to North Augusta along Jefferson Davis Highway and also connects with Augusta Public Transit. Dial-A-Ride is a service offered for individuals with disabilities that prevent them from using the regular Best Friend Express (BFE) bus routes. This service offers transportation options for anyone traveling within $\frac{3}{4}$ of a mile of the regular BFE routes. In order to use this service, an application must be filled out and signed by a physician to determine eligibility.



▲ Functional Classification Map

ROADWAY NETWORK

The City of North Augusta has over 200 miles of roads within the City limits. The transportation network includes two interstate highways (I-20 and I-520), two federal highways (US 278 and US 25), and various state primary routes and secondary routes, County and City owned roads, and private roads. Approximately 73% of roads in the City are maintained by the State, while approximately 3% are maintained by the County or are private roads. The City of North Augusta owns and maintains the remaining 24% of roads.

Functional Classification

Streets and highways are typically broken up into groups depending on the character or service they provide, which is known as functional classification. Roadways are typically broken up into 3 major groups known as arterials, collectors, or local roads. Arterials consist of major highways which offer higher mobility, but lower degree of access. In North Augusta, there are two types of arterials known as principal and minor arterials. In North Augusta, principal arterials make up approximately 6% of all roadways, while minor arterials account for approximately 5%. US 278 and US 25 are the City's principal arterials, while several other roads, such as Martintown Road and Atomic Road, serve as minor arterials. Collectors typically serve communities by linking arterials with local roads and provide a balance between mobility and access. Collectors make up approximately 12% of the City's roadways and include Knobcone Avenue, East Buena Vista Avenue, and West Woodlawn Avenue. Local roads account for approximately 67% of all road classes in the City and provide a high degree of access, but have lower mobility and typically provide access to homes, businesses, and other property.

| Functional Classification | Linear Miles | Percent of Total Miles |
|---------------------------|--------------|------------------------|
| Interstate | 22 | 10.3% |
| Principal Arterial | 13 | 6.3% |
| Minor Arterial | 11 | 5.2% |
| Collector | 25 | 11.6% |
| Local | 140 | 66.5% |
| Total | 211 | 100% |

COMPLETE STREETS

Complete streets are streets designed for the utilization and safety for all modes of transportation, such as driving, walking, cycling or the use of public transportation. Approaches to planning should consider all types of users to make the transportation network safer and more efficient. In 2019, non-motorists accounted for approximately 15% of all collision fatalities in South Carolina, which highlights the need for improving current roadways and designing roadways to accommodate alternate modes of transportation on new roads. Approaches to Complete Street planning vary on location and community needs and can include sidewalks, bike lanes, bus lanes, additional lighting, public transportation stops, median islands, cross walks, streetscape, and landscape treatments.

BICYCLE & PEDESTRIAN FACILITIES

Bicycle and pedestrian facilities offer alternate modes of transportation to members of the community. Although the City features many routes for pedestrians and cyclists, there are areas throughout the City without these amenities. This may force individuals to walk or ride their bikes on the road or in other areas that may be unsafe. Therefore, it is important to identify these areas and to consider them in future planning efforts.

The Greenway is a major asset, which offers a safe route for those riding a bike or walking. It stretches from I-20, beyond Georgia Avenue to The River Golf Club's clubhouse. The trail connects many parts of the City and there are current plans to connect the Greenway to the City's downtown. The Palmetto Parkway Trail is another paved trail, which is utilized by those walking and cycling. This trail is approximately 5 miles and runs in tandem with I-520 from Ascauga Lake Road to Atomic Road. The trail is owned by the South Carolina Department of Transportation, but is maintained by the City of North Augusta.

The City of North Augusta Greenway, Pedestrian, and Bicycle Master Plan identifies locations for future extensions of the Greenway Corridor, Greenway extensions and connectors, multi-purpose trails, bicycle lanes, and sidewalks. This plan was adopted in 2012, and was used in the development of the ARTS Bicycle and Pedestrian Plan, which was finalized in June of 2012.

GOALS & STRATEGIES

6.1

IMPLEMENT A COMPLETE STREETS POLICY:

A Complete Streets policy can ensure safety for all modes of transportation.

6.1.1. The widening of roadways and the construction of new roads should be sensitive to contextual land uses.

Planning efforts around reducing roadway congestion should consider multiple options to improve the roadways level of service. Widening is often seen as the first resort to improving congestion issues, however, considering other options should be a part of the planning process, especially in residential, natural, and historically significant areas.

6.1.2. The design of each street shall provide safe and comfortable travel for users of all modes of transportation.

Planning efforts should focus on accommodating all modes of transportation including pedestrians and cyclists when possible. This could include the addition of sidewalks, crosswalks, shared-use paths, or other alternate modes of transportation.

6.2

INCREASE CONNECTIVITY BETWEEN NEIGHBORHOODS AND DOWNTOWN:

Greater connectivity can encourage walkability and support downtown businesses by local residents.

6.2.1. Preserve and repair the existing street network through overall connectivity.

Identify new multimodal connection routes throughout the City, especially in the downtown region. Enhanced connectivity can encourage more walkability, a healthier population, and support local businesses.

6.2.2. Complete a Connectivity Study to identify and improve connections between downtown and its surrounding neighborhoods.

Conduct a planning study to identify existing areas which could serve as connections to downtown, recreation areas, neighborhoods, and other important destinations. Consideration for multimodal transportation should be used throughout the planning process and projects should include pedestrian-friendly infrastructure, such as sidewalks, street furniture, lighting, and landscaping.

6.2.3. The use of cul-de-sacs and dead-end streets should be minimized.

Cul-de-sacs and dead-end streets can impair connectivity between neighborhoods and other destinations. These street designs should only be used when sites are physically restrained by natural resources such as bodies of water, elevation changes, or to conserve other natural areas.

6.2.4. Connect the streets of new development with the street network of existing development. In new development, leave stubs for future connection.

When new development and redevelopment occurs, its street network should connect with the existing street network in as many instances as possible. This will help integrate new and existing neighborhoods, improve walkability and accessibility, and allow for more efficient transportation systems. New development that is not adjacent to existing development shall leave at least two stubs within the street network for future connectivity between neighborhoods.

6.3

PROVIDE MOBILITY SOLUTIONS FOR PEDESTRIANS AND CYCLISTS:

Safe and convenient resources can encourage citizens to use multiple types of transportation instead of reliance on the automobile.

6.3.1. Expand the Greenway to downtown and the surrounding neighborhoods.

The Greenway provides an alternative mode of transportation for members of the community and surrounding area. This trail connects many parts of the City, making it accessible to more people. Connecting the Greenway to downtown and the surrounding neighborhoods will make downtown more accessible as well.

6.3.2. Improve streetscape and pedestrian facilities on Georgia Avenue downtown to support a vibrant retail, entertainment, and mixed-use environment.

Revitalization to Georgia Avenue can enhance the downtown experience. Improvements to Georgia Avenue can include the widening of sidewalks, providing updated lighting, street furniture, and improved landscaping.

6.3.3. Complete a sidewalk inventory

Document the location and condition of existing sidewalks in the City. This inventory can be used to identify areas that need improvement and to identify areas that are currently in need of sidewalks.

6.3.4. Complete and widen sidewalks on important pedestrian routes between neighborhoods and downtown.

Increase walkability and attractiveness by widening, repairing, and completing gaps in sidewalks on important pedestrian routes between neighborhoods and downtown.

6.3.5. Implement the City of North Augusta Greenway, Pedestrian, and Bicycle Master Plan.

The City of North Augusta Greenway, Pedestrian, and Bicycle Master Plan identifies and prioritizes future facilities to enhance the walkability and bikeability experience for North Augusta. Projects identified within this plan should be considered when planning future projects in the City.

6.3.6. Require designated pedestrian facilities in activity centers between transit stops and destinations.

Future development should be accessible by pedestrians and cyclists. New facilities should include street furniture, lighting, landscaping, and be ADA accessible.

6.3.7. Encourage bicycle racks, lockers, and showers be provided in new development.

In order to improve connectivity throughout the City, adequate facilities to accommodate cyclists are necessary. For example, new development should be encouraged to include bicycle racks and new centers of employment should be encouraged to accommodate cyclists by providing lockers and showers when appropriate.

6.4

EXPAND PUBLIC TRANSIT OPPORTUNITIES:

Enhancing public transit routes and facilities will provide more transportation options to citizens.

6.4.1. Enhance local and regional bus service along important routes and corridors.

The City of North Augusta should identify important routes and corridors, which would benefit from public transit and work with local transit providers to incorporate transit along these routes.

6.4.2. Bus stops should be improved with shelters, lighting, trash receptacles, street furniture, and bike racks.

The character, cleanliness, and style of bus stops are important to promoting a well-used system and providing transit-dependent riders with dignified locations to wait. Bus stops should be prioritized based upon their proximity to activity centers and visual prominence in the community. These stops should be enhanced with high quality facilities, such as, shelters, lighting, trash receptacles, street furniture, and bike racks to encourage transit use among residents and enhance the overall appearance of these stations.

6.4.3. Pedestrian connections between development and existing or planned bus stops should be included in every major site plan.

Planning for development design should be transit and pedestrian friendly and pedestrian connections and facilities should be included in site plans approved by the City. Development should focus on the safety, comfort, and accessibility of these sites and should include street furniture, adequate lighting, landscaping, and should be ADA accessible.

6.5

PROVIDE PARKING MANAGEMENT SOLUTIONS THAT REDUCE THE IMPACT OF THE AUTOMOBILE ON OUR BUILT ENVIRONMENT:

Reduced and coordinated parking requirements can maximize available land for better development.

6.5.1. Implement shared parking strategies and eliminate minimum parking requirements.

The City of North Augusta should work between departments to develop ways to maximize land use by implementing shared parking strategies and eliminate minimum parking requirements in new development. The City should work with private landowners of major parcels in activity centers which are predominantly used as surface parking.

6.5.2. On-street parking should be provided downtown and in other activity centers where possible.

On-street parking can minimize the need for surface parking lots. Parallel on-street parking should be used primarily. Front-angled parking can also be utilized; however, reverse-angled parking should be discouraged.