

**Coosa Valley Regional
Bicycle and Pedestrian Plan**

Prepared by the Coosa Valley Regional Development Center

June 2005

Acknowledgements

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Executive Summary

This Region-wide Bicycle and Pedestrian Plan has been developed by the Coosa Valley RDC in order to develop a forward thinking, strategic approach for the implementation and improvement of area bicycle and pedestrian facilities. This plan incorporates public involvement from stakeholders and government officials regarding their likes and dislikes related to the area's current bicycle and pedestrian facilities. Also included in the plan is an analysis of the existing condition of trails, sidewalks, and bicycle routes by county for the entire area, a brief review of current trends and issues related to bicycle and pedestrian planning, and an analysis of bicycle and pedestrian crash data for the area.

All of this data was combined to develop a list of the ten most pressing needs in bicycle and pedestrian planning for our area.

Three main goals were derived from this list of needs:

1. Develop a Regional System of bicycle and pedestrian facilities that is safe, convenient, and accessible for all users.
2. Promote and encourage bicycling and pedestrian travel as viable forms of transportation, as healthy forms of exercise, and as a positive benefit to the environment.
3. Promote coordinated and continuous bicycle and pedestrian planning and development at the regional and local levels.

The plan outlines these goals in detail along with a series of objectives and strategies designed to meet these goals and objectives.

The plan concludes by presenting numerous recommendations related to bicycle and pedestrian planning for the area. Included is a list of recommendations tied to the strategies and objectives, specific recommendations regarding bicycle and pedestrian safety improvements, recommendations for area roads most in need of improvement, and proposals for new suggested bicycle routes.

Key recommendations presented in the plan include:

- Form a permanent "Bike and Pedestrian Task Force" made up of Planning Advisory Committee members, local government officials, and CVRDC staff to engage in many of the activities outlined as a means of meeting the goals of the plan including:
 - Assisting local organizations in providing regular bicycle and pedestrian training and safety education programs.
 - Work with local groups and develop and distribute materials related to the health and environmental benefits of bicycling and walking.

- The GDOT should contract with the CVRDC to perform the following services:
 - Coordinate on a regional scale the development of bicycle and pedestrian plans by local governments and incorporate these plans into Comprehensive Plans to make maximum use of opportunities for joint development of facilities.
 - Identify federal and state grants and provide this information to local governments.
 - Provide technical assistance to local governments concerning alternative financing mechanism including local option sales tax programs, user fees for operation and maintenance of off-road facilities, and programs to encourage tax-free contribution of funds and property.
 - Conduct an inventory of various types of public right of ways in the region that could be developed into multi-use trails.
 - Develop written, graphic, and other materials to include rules of the road, safe walking and bicycling practices, and directions to and maps of existing routes and facilities.
 - Assist local governments in advertising by putting up signs and publishing regional maps and pamphlets indicating route locations.

Roads frequently used by the Coosa Valley Cyclists Association which are in need of improvement to be used adequately as bicycle routes include:

- Everett Springs Road
- Haywood Valley Road
- Old Dalton Road
- Barnsley Garden Road
- Bells Ferry Road
- Fouche Gap Road
- Huffacre Road
- Sand Springs Road
- Texas Valley Road

New proposed bicycle routes, some of which are dependent on recommended road improvements, were recommended by the Coosa Valley Cyclists Association and the Chattanooga Bicycle Club and specifically include:

- Up the Creek Without a Pedal: 30 miles route
- Up the Creek Without a Pedal: 60 miles route
- Up the Creek Without a Pedal: 100 miles route
- 3-State 3-Mountain Challenge
- The Pocket
- Tour of Lookout Mountain
- Boynton School Bike Routes
- Gordon Lee High School to Mountain Cove Farm
- Georgia Century Plus

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Introduction

Regional Historical Background

It was in 1961 when the Center began its initial operation as an Area Planning and Development Commission. Passage of new laws, rules and regulations that cities and counties must adhere to required more technical assistance than in the past. The Regional Development Center has provided local governments with a forum to address issues of regional concern for over forty years. The agency's name was changed to the Coosa Valley Regional Development Center (CVRDC) as a result of the Georgia Planning Act of 1989.

The CVRDC is a multi-county organization consisting of ten Northwest Georgia counties and 35 municipalities. Major responsibilities of the regional development center include: (1) implementation of the Georgia Planning Act of 1989; (2) administration of the Area Agency on Aging; (3) administration of the Workforce Investment Act; and (4) providing planning and development assistance to member governments in areas they could not otherwise afford.

The counties that make up the Coosa Valley RDC are: Bartow, Catoosa, Chattooga, Dade, Floyd, Gordon, Haralson, Paulding, Polk, and Walker.

Purpose of the Plan

The purpose of the Coosa Valley RDC Region-wide Bicycle and Pedestrian Plan is to develop a forward thinking, strategic plan for the implementation and improvement of area bicycle and pedestrian facilities. First, this plan will show the current status of our system by identifying its strengths and weaknesses and presenting a Needs Assessment. Next, the plan will outline in detail our goals and objectives. Then, the plan will put forth a series of strategies designed to meet our goals and objectives. Finally, it will present a list of recommendations and discuss their implementation.

Public Involvement Process

Overview of the Public Involvement Process

From the beginning of the planning process for the Regional Bicycle and Pedestrian Plan, the involvement of the public has been a top priority. One of the first steps in the plan was to seek involvement and assistance from stakeholders and government officials in the

form of a Planning Advisory Committee. This committee, following the process described below, put together a draft of this Bicycle and Pedestrian Plan. This was presented to the general public at a public hearing on June 3rd 2004. Based on positive public reaction, the plan was adopted and formalized in this document. A draft of this document will be submitted to the GDOT for review and modified based on the resulting feedback. The revised plan will be presented at a second public hearing. After the second public hearing, the plan will be submitted to GDOT for final approval.

Public Involvement to Date

As directed under our contract with GDOT, a Planning Advisory Committee (PAC) was formed. Nominations were sought and received from a wide variety of groups, agencies, officials and individuals. For the CVRDC, we have twenty-four people selected for the PAC including school/college officials, public health officials, planning and transportation staff, state agents, local governments, business owners and bike enthusiasts. The following is PAC member list:

Chattanooga Bicycle Task Force	Philip Pugliese
NWGA PH	Karen Wetherington
USDA-NRCS Rolling Hills RC&D	Leslie Nelson
Floyd College	Ken Weatherman
City of Cartersville	Tim Jones
Coosa Valley Cycling Assn.	Peggy Moore
Rome-Floyd MPO	Joey Davidson
Polk County School District	Buddy Harrison
Georgia DCA	Leamon Scott
Chattanooga Hamilton W. GA Trans. Planning Org.	Karen V. Rhodes
Bartow County Parks & Recreation	Houston Suggs
PIC Grits	Joe Anderson
Limestone Valley RC&D	Doug Cabe
CVCA	Billy Nicholson
JJG	Brad Jones
Paulding County Dept. of Transportation	Brett Buchanan
NWGA Public Health	Diane Smith
Georgia Bikes NWGA Board Member	William Moll
City of Calhoun	Eddie Peterson
Rome	George Pullen
Chattooga County	Kathie Disney
Coosa Valley RDC	David Kenemer
Coosa Valley RDC	Dean Clemmer
Coosa Valley RDC	David Howerin

At the first PAC meeting, a group nomination process was held with the PAC members to determine likes and dislikes of current bike and pedestrian facilities. The PAC was divided into four groups that were asked to individually write down answers to biking and pedestrian related questions before reporting their responses to the group. The four groups then reconvened and reported their results to create one list.

The following is the full combined list:

LIKES

- Silver Comet / Pinhoti Trails: the PAC member stated that both of these were benchmarks.
- Good Secondary Road System: overall the secondary road system in the region was good and much better than Alabama's.
- Existing Trails Attract Tourists: PAC members stated that trails like the Silver Comet do attract tourists and our region was a key part of Tour De Georgia.
- Some Designated Bike Lanes: where there are designated bike lanes they are appreciated
- Some Prior Planning: PAC members like that GDOT now considers bike/ped lanes when new work is done on roads.
- Number of Abandoned Railroads: the number of abandoned railroads, which are great for bike/ped trails, are substantial
- Downtown Streetscape Project: recent downtown streetscape project funded mainly by TE dollars have improved many downtown areas throughout the region.
- Rural / Scenic Assets: PAC members think we have a beautiful region, which leads itself to bike/ped trails.

DISLIKES

- Routes Are Disconnected: the few bike/ped routes there are disconnected from each other
- Not Enough Routes / Facilities: need more of both
- Not Enough Funding for Planning / Facilities: need more funding
- Scenic Byways Not Designated as Bike / Pedestrian Routes: as scenic byways are worked on they should allow for bike/ped routes
- Existing Facilities Not Well Maintained: they are not kept clean and sometime left in disrepair
- Lack of Coordination / Planning Among Local Governments: local governments do not coordinate bike/ped plans
- No Safe Routes to School: would like to start that program in our region

- No Connectivity Between Activity Centers: schools, stores, libraries, doctors offices etc. should be connect by bike/ped routes.
- Existing Routes not Well Marked: need more signage.
- Lack of Enforcement of Laws: Cops do not charge people in cars like they should.
- Sidewalks Not Kept Up / No Handicapped Ramps
- Lack of Education: state should do more to educate people in cars about rules of the road and bike/ped safety
- Not Enough Off-Road Trails
- Lights Don't Change for Bikes: automated lights do not change for bikes.
- Rumble Strips: would like other technology to be used.

From the discussion of the Likes and Dislikes, a Needs Assessment was produced. The PAC members were again divided into four groups that were asked to individually write down answers to the question, "What needs to be done to improve the current bike and pedestrian facilities in the planning area?" The four groups then reconvened and reported their results to create one list. The following is the full combined list of responses provided by the breakout groups. After the full list was drafted, each PAC member was allowed four votes for the needs they felt were most important. The tally of these votes is provided in parenthesis after each need.

- Need more connectivity between bike and pedestrian facilities throughout the region to increase ease of traveling longer distances. (17)
- Inventory abandoned railroad tracks and easements to acquire land to build more trails. (13)
- Increase funding to expand current bike and pedestrian facilities and build new ones. (12)
- Make use of more secondary roads for State and other bike routes, instead of placing them along major roads as is currently often times done. (10)
- Provide more safe bike and pedestrian routes to schools for children. (6)
- Increase GDOT and other State funding opportunities and other incentives to the local governments to do more local bike and pedestrian planning. (5)
- Increase local government's bike and pedestrian planning through local means. (4)
- Understand when planning in the Coosa Valley RDC Region that bike and pedestrian facilities are used more for recreation than for transportation. (4)

- Improve educational and other informational materials to the public related to laws, safety issues, etc. regarding bike and pedestrian issues and make the information multi-lingual. (3)
- Find ways to promote biking and walking to the public as a means to improve general health and wellness. (3)
- Need better signage along roads to alert drivers that there are bikers and walkers on the roads. (3)
- Require sidewalks along streets in urban areas. (2)
- Complete trails like the Pinhoti Trail. (1)
- Keep utilities, like telephone poles, out of areas where bike and pedestrian facilities exist. (1)
- Promote the development of organized biking and pedestrian events. (1)
- Increase amenities that support biking and pedestrian activities like more trashcans, benches, etc. (1)
- Improve the traffic signals so they will change to allow bike and pedestrian crossing. (0)
- Develop a north to south biking route in state. (0)
- Increase areas and amenities where bikes can be stored and parked outside areas of public services. (0)
- Require a license to allow people to bike and/or a user fee to ride of public trails, etc. (0)

At the second PAC meeting, the Needs Assessment was consolidated to a top ten list and used in the formation of Goals, Objectives, and Strategies. Each of the Goals, Objectives, and Strategies are outlined throughout the Plan.

At the first public hearing, all of the Goals, Objectives, and Strategies were presented for review. The plan, as it was presented, was well received by the people attending the public hearing. This allowed the planning process to go forward and the plan to be formalized in this document.

Existing Conditions Analysis

Presentation of existing bicycle and pedestrian facilities

There is very little information on the state bicycle and pedestrian facilities available in the CVRDC Region other than in non-MPO areas. Each of the counties' Comprehensive Plans has a Transportation Section, but none lay out any specifics on bicycle and pedestrian planning. Only the cities of Cedartown and Cartersville presented any plan that directly addressed bicycle and pedestrian planning. However, even in those cities, bicycle and pedestrian planning was merely a limited subsection of a larger, related planning effort.

Both the Rome/Floyd County MPO and the Chattanooga/Hamilton County North Georgia TPO have good, well-developed bicycle and pedestrian plans, and we will present an overview of them in a following section.

The two jewels of bicycle and pedestrian facilities in the Coosa Valley Region are the Silver Comet and the Pinhoti Trail.

There are currently over 49 paved miles in the Silver Comet Trail; approximately 35 paved miles are within the Coosa Valley RDC Region. The paved section starts at Mayell Road in Smyrna, Cobb County, and goes to Water Street, in historic downtown Rockmart, Polk County. Then there is an 8 mile section of the trail that is still under construction to Cedartown. From Cedartown it continues west to the state line. When completed, the Silver Comet Trail could start in downtown Atlanta, Georgia, and end at the Georgia / Alabama state line.

At the Georgia / Alabama state line, the Silver Comet will connect to the 33-mile long Chief Ladiga trail that ends in Anniston, Alabama. When the construction on the Silver Comet and Chief Ladiga is finished, the trails will join to form one continuous trail. The combined trail will be over one hundred miles long.

The Pinhoti Trail is 155.6 miles long. This trail starts at the intersection of the Alabama/ Georgia state-line and Floyd / Chattooga County line it ends at the Benton Mackayte Trail at Springer Mountain. There is approximately 98 miles of the Pinhoti Trail within three of the CVRDC's counties, Floyd, Chattooga, and Walker.

The section Pinhoti Trail in the CVRDC region is mostly in the National Forest Service area and is mostly unpaved and for non-motorized traffic. However, there are several paved sections of the Trail, which are along National Forest Service, local and state roads and motorized traffic is allowed in these sections. In the CVRDC region the Pinhoti Trail passes close to Sloppy Floyd State Park, the western side of the City of Rome, and continues north from our region towards the City of Dalton.

Although the Pinhoti Trail has been mapped, there is still a need to completely mark the trail. More signage is needed in order to make the path clear. Once the trail-way markings are completed, hikers and bikers of all skill levels can better utilize the Pinhoti Trail.

Planning analysis of current facilities

Appendices A through J present Resource Maps, Present Land Use Maps, and Future Land Use Maps for all ten of Coosa Valley RDC's counties. The Resource Maps detail all available sidewalk and trail information and highlights other important facilities such as recreation areas, schools, government buildings, and other activity centers. For each county, their Present and Future Land Use Maps follow these, respectively. Finally, the Land Use Maps, along with current and future population data, were examined to determine which schools might benefit from additional sidewalks and the schools were identified on the Resource Maps.

The counties comprising the Coosa Valley RDC are: **Bartow, Catoosa, Chattooga, Dade, Floyd, Gordon, Haralson, Paulding, Polk, and Walker.**

Bartow County: As of the 2000 Census, Bartow County had a population of 76,029 and is projected to grow to 196,527 by 2025. Bartow is one of CVRDC's fastest growing counties in large part due to its access to Interstate I-75, which goes north and south through the county. A small southeastern portion of Bartow is now a part of the Atlanta Urbanized Area for transportation planning purposes.

Bartow has the Georgia State Bike Route, *March to the Sea*, which runs south and east through the County. The route connects the cities of Adairsville, Kingston, Euharlee, and Emerson. The route also connects the cities of Calhoun and Adairsville within this part of the region. Most of the sidewalks are located within the downtown areas of the cities within the County. Cartersville, being the county seat and the largest city, has by far the most sidewalks and most useable pedestrian system. Bartow County also has several hiking trails scattered throughout the county with no connectivity between them.

There were six schools identified which could benefit from the addition sidewalks.

- Adairsville Elementary School, 122 King Street, Adairsville, Georgia
- Cartersville High, 320 E. Church St., Cartersville, Georgia
- Cartersville Elementary, 340 Old Mill Road, Cartersville, Georgia
- Cartersville Primary School, 315 Etowah Drive, Cartersville, Georgia
- Adairsville Middle School, 100 College Street, Adairsville, Georgia
- Emerson Elementary School, 54 7th Street, Emerson, Georgia

Catoosa County: As of the 2000 Census, Catoosa County had a population of 53,282 and is projected to grow to 101,319 by 2025. Catoosa continues to show steady growth in large part due to its access to Interstate I-75, which goes north and south through the county. Almost all of Catoosa County is a part of the Chattanooga – North Georgia TPO.

Catoosa has the Georgia State Bike Route, *March to the Sea*, which runs south to east through the County. The route connects the cities of Rossville, Fort Oglethorpe, and Ringgold. Catoosa County has few sidewalks located in its cities. The route also

connects the cities of Rossville and Calhoun within this part of the region. There are no trails for which CVRDC has collected data within Catoosa County.

There were five schools identified which could benefit from the addition sidewalks.

- North Georgia Christian, 1701 Cross St., Fort Oglethorpe, Georgia
- Catoosa Crossroads Academy, 2 Barnhardt Cir., Fort Oglethorpe, Georgia
- Ringgold High, 29 Tiger Trail, Ringgold, Georgia
- Cloud Springs Elementary School, 163 Fernwood Drive, Rossville, Georgia
- Ringgold Middle School, 217 Tiger Trail, Ringgold, Georgia

Chattooga County: As of the 2000 Census, Chattooga County had a population of 25,470 and is projected to grow to 34,114 by 2025. Chattooga County has had relatively slow growth due mainly to its location. There are no major interstates in, or even near, the county and very little commercial or industrial development.

Chattooga has the Georgia State Bike Route, *Chattahoochee Trace*, which runs south and east through the County. The route skirts the Alabama line and connects the cities of Menlo and Lyerly. At this time there is no data collected on sidewalks by the CVRDC within Chattooga County. The Pinhoti Trail runs southwest through the county, at some sections overlapping the *Chattahoochee Trace*.

There were two schools identified which could benefit from the addition sidewalks.

- Lyerly Elementary School, 150 Oak Street, Lyerly, Georgia
- North Summerville Elementary School, 50 Eleanor Avenue, Summerville, Georgia

Dade County: As of the 2000 Census, Dade County had a population of 15,154 and is projected to grow to 22,033 by 2025. Dade County also has suffered by its location and continues to have little growth. The County is literally wedged between three states, and its geography makes it very difficult to go into or out of due to its mountainous regions and lack of interstate accessibility. A very small part of extreme northeast Dade County is a part of the Chattanooga – North Georgia TPO.

Dade has the Georgia State Bike Route, *Chattahoochee Trace*, which runs southwest through the County. The route does not connect any metropolitan area within the county. There are no sidewalks or trails mapped by the CVRDC within Dade County.

There were three schools identified which could benefit from the addition sidewalks.

- Dade Elementary School, 306 Wolverine Drive, Trenton, Georgia
- Dade Primary School, 306 Wolverine Drive, Trenton, Georgia
- Dade County High School, 300 Tradition Lane, Trenton, Georgia

Floyd County: As of the 2000 Census, Floyd County had a population of 90,565 and is projected to grow to 157,090 by 2025. Floyd County continues to have steady growth even without easy accessibility to a major interstate highway. This, in large part, is due to an aggressive and self-sustaining business and industrial community. Floyd County is a part of the Rome Floyd County MPO.

Floyd has the Georgia State Bike Route, *Chattahoochee Trace*, which runs east and south through the County. The route goes through Rome, providing a bike connection for the city. The route also connects the cities of Rome and Rockmart within this part of the region. The sidewalks and trails within Floyd County are mapped by the MPO. A portion of the Pinhoti Trail is within Floyd County and it overlaps the *Chattahoochee Trace*.

There were no schools identified which could benefit from the addition sidewalks.

Gordon County: As of the 2000 Census, Gordon County had a population of 44,104 and is projected to grow to 85,435 by 2025. Gordon County's population is set to nearly double in the next twenty years. The county's geographic location places it in the middle of two regional cities, Atlanta and Chattanooga, and has Interstate I-75 running straight through it. Development on the southern side of Chattanooga and the northern side of Atlanta has already begun along this corridor and will continue for the foreseeable future.

Gordon has the Georgia State Bike Route, *March to the Sea*, which runs south through the county. The route connects the cities of Rossville and Calhoun within this part of the region. The route goes through Calhoun, providing a bike connection for the city. There is very little mapped sidewalk and no current trails data presently at CVRDC.

There were three schools identified which could benefit from the addition sidewalks.

- Calhoun Elementary School, 399 South River Street, Calhoun, Georgia
- Calhoun Middle School, 504 Oothcaloga Street, Calhoun, Georgia
- Calhoun High, 315 S. River St., Calhoun, Georgia

Haralson County: As of the 2000 Census, Haralson County had a population of 25,690 and is projected to grow to 36,878 by 2025. Haralson County is showing signs of future solid growth. As the Metro Atlanta area continues to grow west along Interstate I-20, the southern parts of the county are gaining in population and businesses.

Haralson has the Georgia State Bike Route, *Chattahoochee Trace*, which runs south through the county. The route goes through Bremen, providing a bike connection for the city. It also connects the cities of Rockmart and Bremen within this part of the region. Haralson County has few sidewalks located in their cities. There are no trails which CVRDC has collected data for within Haralson County.

There were two schools identified which could benefit from the addition sidewalks.

- Jones Elementary School, 206 Lakeview Drive, Bremen, Georgia
- Buchanan Elementary School, 215 College Circle, Buchanan, Georgia

Paulding County: As of the 2000 Census, Paulding County had a population of 81,678 and is projected to grow to 372,329 by 2025. Paulding County is one of the nation's fastest growing counties. Located directly next to Cobb County, Paulding has grown rapidly as a major residential force by offering metro Atlanta commuters more home at a better price. It is worth noting that its projected growth for 2025 is more than four times its population in the 2000 Census.

Paulding has the Georgia State Bike Route, *Chattahoochee Trace*, which runs south through the extreme west side of the County and overlaps the Silver Comet Trail. The trail connects the cities of Dallas and Hiram within the county and the city of Rockmart within this part of the region. Most of the sidewalks are located within the downtown areas of the cities within the county.

There was one school identified which could benefit from the addition sidewalks.

- Paulding High School, 1155 Villa Rica Hwy, Dallas, Georgia

Polk County: As of the 2000 Census, Polk County had a population of 38,127 and is projected to grow to 72,735 by 2025. Polk County is now starting to experience more rapid growth, which is mostly in the eastern areas of the county, around Rockmart. As its adjoining counties, Bartow and Paulding, continue their accelerated growth rates, Polk is positioned to take in some of their development boom.

Polk has the Georgia State Bike Route, *Chattahoochee Trace*, which runs south through the county. The route connects the cities of Aragon and Rockmart within the county and the cities of Rome and Bremen within this part of the region. Most of the sidewalks are located within the downtown areas of the cities within the county. The Silver Comet Trail currently starts in Polk County within the city of Cedartown. There is also an 8 mile section that is currently under construction to the city of Rockmart where it overlaps the *Chattahoochee Trace*.

There were four schools identified which could benefit from the addition sidewalks.

- Elm Street Middle School, Morgan Valley Road, Rockmart, Georgia
- Cedar Hill Middle School, 402 East Ellawood Avenue, Cedartown, Georgia
- Euharlee Kindergarten, Gordon Street, Rockmart, Georgia
- Cherokee Elementary School, 191 Evergreen Lane, Cedartown, Georgia

Walker County: As of the 2000 Census, Walker County had a population of 61,053 and is projected to grow to 75,405 by 2025. Walker County has seen only limited growth in recent years. Interstate I-75 is to the east of the county, and there is no direct

access. Most of the growth is in the northern section of the county, which is part of the Chattanooga – North Georgia TPO.

Walker has three Georgia State Bike Routes; *Chattahoochee Trace*, *March to the Sea*, and *Mountain Crossing*, which run all through the county. The *Chattahoochee Trace* routes goes through the extreme northwest part of county as well as south along its western border. The *March to the Sea* route goes through the extreme northeast part of county as well as south along its eastern border. The *Mountain Crossing* route goes west to east through the middle the county, also going through the city of La Fayette. The CVRDC has data collected for only one small trail located in the southeast part of Walker County.

There were four schools identified which could benefit from the addition sidewalks.

- LaFayette High, 301 North Cherokee St., LaFayette, Georgia
- Lafayette Middle School, 419 Road Runner Boulevard, LaFayette, Georgia
- Gilbert Elementary School, 87 Burnt Mill Road, LaFayette, Georgia

Coosa Valley Regional Development Area: As of the 2000 Census, this area had a population of 511,142 and is projected to grow to 1,153,865 by 2025. The Coosa Valley RDC Region is poised to more than double its population in the next twenty years. The CVRDC region is in the middle of two regional cities, Atlanta and Chattanooga, and has Interstate I-75 running directly through it. As Georgia grows, the CVRDC Region is clearly on track to continue to grow with it and likely to exceed it.

Coosa Valley Regional Development Area has three Georgia State Bike Routes; *Chattahoochee Trace*, *March to the Sea*, and *Mountain Crossing*, which run all through the region. The *Chattahoochee Trace* route, starting in Lookout Mountain, goes south through the region alongside the Georgia – Alabama boarder and continues through Bremen, connecting many cities all along the way. The *March to the Sea* route, starting in Rossville, goes south through Emerson to Acworth then into Cobb County where it meets the *Central* and *Northern Crescent* routes. The *Mountain Crossing* route spurs off of the *Chattahoochee Trace* at Cloudland Canyon and goes west to Mount Vernon where it enters Whitfield County.

As presented in the previous section, the Silver Comet and the Pinhoti Trail are the two best multi-mobile facilities. The trails provide vision of what could be available throughout the region and the state with well crafted planning and implementation.

There were a total of twenty-nine schools, identified within the Coosa Valley RDC Region, which could benefit from the addition sidewalks.

Planning Analysis Conclusion

With the population projected to more than double in the next twenty years, the expansion of bicycle and pedestrian transportation will be necessary, especially in the urban areas within the region. There is no doubt that alternative forms of transportation both for commuting and recreation will help bring a greater quality of life to the region. Several of the Coosa Valley's counties have already been designated as non-attainment areas; Bartow and Paulding under the eight-hour Ozone Standards and Catoosa, Floyd, Walker, Bartow and Paulding under the PM 2.5 Standards. With non-attainment comes strict guidelines and budgets on how, when, where, and how many roads can be expanded and/or built. However, non-attainment designation also brings federal dollars which can be used to fund projects, including bike and pedestrian transportation, which will assist in raising air quality. The Coosa Valley RDC Region, with a proactive approach to alternative transportation, has a great opportunity to expand its bicycle and pedestrian routes and facilities and improve the regions air and quality of life.

Review of current trends, policies, and safety issues related to bicycle and pedestrian transportation

Federal Highway Administration (FWA) Pedestrian Facilities Users Guide

The Guide provides information on how to identify the mobility and safety needs of pedestrians. It should be used when developing local sidewalk and trail plans to promote safe and useable facilities.

Georgia Department of Transportation (GDOT) Pedestrian & Streetscape Guide

This GDOT Guide focuses on developing good planning, design, and engineering. It should be used along side of the FWA Pedestrian Facilities Users Guide when update old or developing new Pedestrian Facilities.

Floyd/Rome Urban Transportation Study

The main bicycle and pedestrian transportation issued explored in this Study is a possibly connection of downtown Rome to the Silver Comet Trail via Rockmart or Cedartown. There is great interest among the local bicyclist community in the Rome area to connect to the Silver Comet Trail, and that fact should be taken into account when developing a region system.

Trail Plan for the Coosa Valley Area

The Coosa Valley Area “Trail Plan”, drafted in 1975, is much older than all the others referenced in the Plan. However it does show a long-standing desirer for greater access to Bicycle and Pedestrian Facilities.

Georgia Department of Transportation (GDOT) Statewide Bicycle Plan

The GDOT Statewide Bicycle Plan is currently be revised, and this and the other RDC’s Region-wide Bicycle and Pedestrian Plans are a part of the State’s update. With this in mind, it is valuable to review the old State Plan as we are developing the Region-wide plan.

Chattanooga Urban Area Bicycle Facilities Master Plan

The Chattanooga Urban Area Bicycle Facilities Master Plan, drafted in 2002, is a comprehensive bike plan. The plan provides a current facilities inventory, analysis of the current system, recommendations, and implementation suggestions. In the plan it addresses what it calls the four “Es” of successfully planning; engineering, education, encouragement, and enforcement.

State of Oregon Bicycle and Pedestrian Plan

The State of Oregon is one of the nation's leaders in bicycle and pedestrian planning and the use multi-mobile facilities. Their first plan was adopted in 1984, well before most anyone else even considered the need for a bicycle and pedestrian plan. In their plan, they present a vision of a transportation system which would be: safe and convenient for all, where streets, roads and highways are designed to encourage bicycling and walking, in which people can walk or ride to and from their transit stops, and touring bicyclists can enjoy Oregon's natural beauty on roads and highways that are designed for bicycle travel.

BikePlan Source @ bikeplan.com

The "Bike Plan" Source is a commercial company that has compiled several plans and ideas for planning.

Safety Analysis

Coosa Valley RDC Regional Crash Data: 2000 – 2002

The following data has been made available from the Georgia Department of Transportation. It includes crash data on all incidents in the region which involved bicycles or pedestrians. A total of 105 incidents involving bicycles and 11 incidents involving pedestrians were reported during this period. The data below details the number of injuries and fatalities included in these incidents by county. (Note that not all reported incidents included an injury or a fatality, causing the total number of injuries and fatalities to be less than the total number of incidents reported.)

County	# Injuries	# Fatalities
Bartow	18	1
Catoosa	8	0
Chattooga	6	0
Dade	1	0
Floyd	33	2
Gordon	8	1
Haralson	5	0
Paulding	9	0
Polk	3	0
Walker	11	0
Total Sum of # Injuries		102
Total Sum of # Fatalities		4

As can be seen in the table above, there were a total of 102 injuries and 4 fatalities during this period. The greatest number of injuries and fatalities occurred in Floyd County. This was followed by Bartow County, with the second highest number. It should be noted that during this period, these were two of the most urbanized areas within the region. Of the 102 injuries reported, 30 were on roads classified as rural, while 72 were on roads classified as urban. Roads classified as urban and rural each produced 2 fatalities.

The following information details the number and type of incident by the level of lighting present at the time of the incident:

Light Level	Incident	Total
Dark-Lighted	Injuries	6
	Fatalities	1
Dark-Not Lighted	Injuries	11
	Fatalities	2
Dawn	Injuries	1
	Fatalities	0
Daylight	Injuries	78
	Fatalities	1
Dusk	Injuries	6
	Fatalities	0
Total Sum of # Injuries		102
Total Sum of # Fataals		4

Based on this data, it is worthy to note that the vast majority of incidents did happen during daylight hours. Fully three-fourths of the injuries (78) and one of the fatalities occurred during daylight. This is most likely due to the significantly higher level of bicycle and pedestrian activity during the day. However, the remaining three fatalities occurred during night-time hours. Two of the fatalities occurred at night in an unlit area. This accounts for half of all the fatalities and two-thirds of the night-time fatalities during the three year period.

It is also worthwhile to note that of the 116 total incidents reported in this area (including those not resulting in injury or fatality), 105 incidents involved bicycles while only 11 incidents involved pedestrians. According to Georgia Department of Transportation officials, this represents a marked departure from the data typical of most areas in Georgia. In other parts of the state, pedestrian incidents far outweigh bicycle incidents. This anomaly may be due to the rural nature of this region. Owing to the greater distances involved, people opting for alternative transportation may be more likely to choose bicycle travel over pedestrian travel in this area. As the area becomes more urbanized, this trend may reverse itself. Other possible causes for this anomaly in the data include the perception common in rural areas that bicycles are an unwelcome interference with traffic rather than a rightful part of it. Additionally, although winding rural roads make pedestrian travel difficult, pedestrians are better able to remove themselves from the road than are cyclists. The winding roads may be more hazardous to cyclists than pedestrians as a result.

Recommendations regarding opportunities to improve bicycle and pedestrian safety are included in the Recommendations section on pages 31 and 32.

Needs Assessment

Top Ten Needs Assessment as outlined by the Planning Advisory Committee (PAC).

In light of all the above, this needs analysis was done. As discussed earlier, public involvement, in the form of the PAC, led to the development of a Needs Assessment. Also considered in the development of the Needs Assessment were the current condition of facilities, current trends in bicycle and pedestrian planning, and the available safety data. The needs presented were made available for group votes on priority. The following needs, presented in the order of number of votes received, were collectively chosen as the ten most pressing needs related to bicycles and pedestrians.

1. Better Connectivity

There needs to be better connectivity between activity centers and bike and pedestrian facilities, and better connectivity between existing bike and pedestrian routes to increase ease of traveling longer distances.

2. Former Rail-bed Programs

Conduct an inventory of abandoned railroad right of ways; acquire access easements; and develop into multi-use trails.

3. Increased Local Funding

Increased funding to maintain and improve existing bike and pedestrian facilities and develop new ones.

4. Bicycle Routes on Secondary Roads

Utilize secondary roads for bicycle routes instead of placing them along major roads as is currently often done.

5. Safer Routes

Provide safe bike and pedestrian routes to schools for children.

6. Increase State and Federal Funding

Increase funding and other incentives to the local governments to encourage more local bike and pedestrian facility planning.

7. More Planning

More local government planning to increase bike and pedestrian facilities in local communities.

8. Better Understanding

Acknowledgment by State and local governments that bike and pedestrian facilities are used more for recreation purposes than for transportation.

9. Increased education

Increased education of the public as it relates to rules of road regarding bike and pedestrian issues, safe walking and biking practices, and where to find out about existing routes and facilities. Better signage along roads to alert drivers those bicyclists is sharing the roads. All materials need to be multiple languages.

10. Promotion

Find ways to promote biking and walking to the public as a means to improve general health and wellness, reduce traffic congestion, and reduce fuel consumption.

These top 10 needs served as the primary drivers for the development of Bicycle and Pedestrian Plan Goals. This document will outline the Bicycle and Pedestrian Plan Goals for the region. Objectives were developed as vehicles for defining these goals. In order to fulfill these objectives, specific strategies have been proposed.

In the development of goals, objectives, and strategies, Coosa Valley RDC staff, along with PAC members, shared in the creative process as well as the review and refinement process. The end result of this process is three main Bicycle and Pedestrian Plan Goals, each having multiple objectives. For each objective there are several proposed strategies presented.

Goals, Objectives, and Strategies

The Top 10 Needs provided by public involvement were examined and used as the primary drivers for the development of Bicycle and Pedestrian Plan Goals.

Goal 1: Develop a Regional System

Provide a regional system of bicycling and pedestrian facilities that is safe, convenient and accessible for all users.

This Goal specifically addresses Need 1, Better Connectivity, and Need 4, Bicycle Routes on Secondary Roads.

Goal 2: Promote Bicycle and Pedestrian Activities

Promote and encourage bicycling and pedestrian travel as viable forms of transportation, as healthy forms of exercise, and as a positive benefit to the environment.

This Goal specifically address Need 5, Safer Routes, Need 8, Better Understanding, Need 9, Increased Educations, and Need 10, Promotion.

Goal 3: Promote Bicycle and Pedestrian Planning

Promote coordinated and continuous bicycle and pedestrian planning and development at the regional and local levels.

This Goal specifically address Need 2, Former Rail-bed Programs, Need 3, Increased Local Funding, Need 4, Bicycle Routes on Secondary Roads, Need 6, Increase State and Federal Funding, and Need 7, More Planning.

Each of the Goals arrived at by the PAC has multiple objectives and strategies which are presented below:

Goal 1: Develop a Regional System

Provide a regional system of bicycling and pedestrian facilities that is safe, convenient and accessible for all users.

Objective 1.1: Develop a system of bicycle routes that will connect the region's major urban centers to the State bicycle routes. This meets Goal 1 by providing the skeletal framework of the desired system.

Strategy 1.1.a.: Identify secondary roads that connect major urban centers and utilize these for bicycle routes instead of placing them along major roads as is currently often done.

Strategy 1.1.b.: Conduct an inventory of abandoned railroad right of ways, utility right of ways, and other public right of ways in the region that could be developed into additional multi-use trails.

Strategy 1.1.c.: Once local governments have approved routes, advertise the new routes by putting up signs and publish regional maps and pamphlets indicating route locations.

Objective 1.2: Develop a system of bicycle and pedestrian facilities within local jurisdictions that will link residential areas with commercial areas, employment areas, educational centers, and cultural and recreational resources. This will further integrate connectivity between residential areas and activity centers.

Strategy 1.2.a.: Require developers to install sidewalks along new streets that are developed in the region's urban areas.

Strategy 1.2.b.: Identify and develop safe bike and pedestrian routes to schools for children, realizing that this may require different techniques in urban and rural environments.

Strategy 1.2.c.: Provide support facilities such as bicycle parking and storage, lighting, signing, pavement marking, benches and other rest areas to increase the utility

and safety of the bicycle and pedestrian system.

Strategy 1.2.d.: Encourage local governments to establish maintenance programs and maintenance standards that ensure safe and usable bicycle and pedestrian facilities.

Strategy 1.2.e.: Conduct an inventory of abandoned railroad right of ways, utility right of ways, and other public right of ways in the region that could be developed into additional multi-use trails. This strategy is key to meeting several of the plans objectives.

Objective 1.3: Support the enforcement and training of regulations that ensure safety, operation and proper use of the bicycle and pedestrian system. The Bicycle and Pedestrian System will fail in the absence of safety.

Strategy 1.3.a.: Assist local organizations and bicycle and pedestrian interest groups to conduct regular training and safety education programs.

Strategy 1.3.b.: Utilize League of American Bicyclists to conduct training sessions on bike safety to the public.

Strategy 1.3.c.: Educate local officials, enforcement officers and the public on biking rules and safety issues.

Goal 2: Promote Bicycle and Pedestrian Activities

Promote and encourage bicycling and pedestrian travel as viable forms of transportation, as healthy forms of exercise, and as a positive benefit to the environment.

Objective 2.1: Establish a regional educational and marketing program that promotes the public health, economic development and environmental benefits of bicycling and walking.

Strategy 2.1.a.: Work with local governments, local bicycle clubs, and other agencies to develop written, graphic and other materials highlighting the rules of road regarding bike and pedestrian issues, safe walking and biking practices, and where to find out about existing routes and facilities. All educational materials need to be multiple languages.

Strategy 2.1.b.: Work with regional health organizations, school systems, local bicycle clubs and other agencies to develop and distribute written, graphic and other materials citing the benefits of bicycling and walking.

Strategy 2.1.c.: Organize and promote regional and local events such as National Bike Month, Bike to Work Week, and Walk to School Day.

Strategy 2.1.d.: Create walking clubs to promote wellness.

Goal 3: Promote Bicycle and Pedestrian Planning

Promote coordinated and continuous bicycle and pedestrian planning and development at the regional and local levels.

Objective 3.1: Encourage and provide assistance to local governments to prepare local plans that assess local bicycle and pedestrian needs and establish new bike and pedestrian facilities where needed or desired. The local governments lack, on their own, the resources and knowledge to engage in substantial planning in this area.

Strategy 3.1.a.: Identify federal and state grants and provide information to local governments.

Strategy 3.1.b.: Coordinate the development of local bicycle and pedestrian plans between local government to make maximum use of opportunities for joint development of facilities.

Objective 3.2: Establish policies that require the incorporation of bicycle and pedestrian design elements in all transportation projects that are identified as part of a local or regional bicycle or pedestrian route. This involves a shifting of the mindset of local officials, planners and developers.

Strategy 3.2.a.: Encourage and provide technical assistance for zoning, land use plans, subdivision regulations, roadway design changes, public transportation (bus service), and other similar areas to promote bicycle and pedestrian friendly development.

Strategy 3.2.b.: Encourage GDOT to add more staff or contract the Regional Development Centers to do more bicycle and pedestrian planning.

Objective 3.3: Provide adequate funding for project development and maintaining high quality regional and local bicycle and pedestrian systems. Continuous funding is required, as local governments lack the current financial resources to properly develop

and maintain these resources. One-time grants, though useful for startup efforts, are insufficient for the long-term maintenance of these resources.

Strategy 3.3.a.: Identify federal and state grants and provide information to local governments.

Strategy 3.3.b.: Provide technical assistance to local governments concerning alternative financing mechanisms for bicycle and pedestrian facilities including local option sales tax programs, user fees for operations and maintenance of off-road facilities, and programs to encourage tax-free contribution of funds and property.

Strategy 3.3.c.: Encourage local governments to set aside an equitable amount of transportation funding for bicycle and pedestrian projects incorporating design, right-of-way acquisition, and construction.

Strategy 3.3.d.: Investigate the use of “user fees” to help pay for bike and pedestrian projects.

Strategy 3.3.e.: Encourage special events that raise money for bike and pedestrian projects.

Recommendations

Recommendation Tied to Goals and Objectives

The following recommendations are directly tied to the goals and objectives outlined in previous sections of this plan:

Goal	Objective	<u>Recommendations</u>	Funding Source	Responsible Agency
1	1.1	Form a permanent Bike and Pedestrian Task Force made up of PAC members, local government officials, and CVRDC staff, to identify secondary roads that connect major urban centers.	GDOT & CVRDC	CVRDC
1	1.1	The GDOT should contract with the CVRDC to conduct an inventory of abandoned railroad right of ways, utility right of ways, and other public right of ways in the region that could be developed into additional multi-use trails.	GDOT & CVRDC	CVRDC
1	1.1	Once new routes are established, the Task Force and CVRDC would assist local governments in advertising them by putting up signs and publishing regional maps and pamphlets indicating route locations.	GDOT & CVRDC	CVRDC
1	1.2	The Task Force should encourage local governments to require developers to install sidewalks along new streets that are developed in the region's urban areas.	GDOT & CVRDC	CVRDC

Goal	Objective	<u>Recommendations</u>	Funding Source	Responsible Agency
1	1.2	The CVRDC should assist the Task Force in identifying and developing safe bike and pedestrian routes to schools for children.	GDOT & CVRDC	CVRDC
1	1.2	The Task Force with aid from the CVRDC should encourage local governments to provide support facilities such as bicycle parking and storage, lighting, signing, pavement marking, benches and other rest areas to increase the utility and safety of the bicycle and pedestrian system.	GDOT & CVRDC	CVRDC
1	1.2	The Task Force should encourage local governments to establish maintenance programs and maintenance standards that ensure safe and usable bicycle and pedestrian facilities.	GDOT & CVRDC	CVRDC
1	1.2	GDOT should contract with the CVRDC to conduct an inventory of abandoned railroad right of ways, utility right of ways, and other public right of ways in the region that could be developed into additional multi-use trails.	GDOT & CVRDC	CVRDC
1	1.3	The Task Force with aid from the CVRDC to assist local organizations and bicycle and pedestrian interest groups to conduct regular training and safety education programs.	GDOT & CVRDC	CVRDC
1	1.3	The Task Force should work with League of American Bicyclists to conduct training sessions bike safety to the public.	GDOT & CVRDC	CVRDC

Goal	Objective	<u>Recommendations</u>	Funding Source	Responsible Agency
1	1.3	GDOT should contract with the CVRDC to educate local officials and enforcement officers on biking rules and safety issues.	GDOT & CVRDC	CVRDC
2	2.1	GDOT should contracts with the CVRDC staff to work with local governments, local bicycle clubs, and other agencies to develop written, graphic and other materials. It should include rules of road, safe walking and biking practices, and directions and maps of existing routes and facilities.	GDOT & CVRDC	CVRDC
2	2.1	The Task Force should encourage local communities to create walking clubs to promote wellness.	GDOT & CVRDC	CVRDC
2	2.1	GDOT should contract with the CVRDC staff to work with regional health organizations, school systems, local bicycle clubs and other agencies to develop and distribute written, graphic and other materials citing the benefits of bicycling and walking.	GDOT & CVRDC	CVRDC
2	2.1	The Task Force with aid from the CVRDC should organize and promote regional and local events such as National Bike Month, Bike to Work Week, and Walk to School Day.	GDOT & CVRDC	CVRDC
3	3.1	GDOT should contract with CVRDC to identify federal and state grants and provide information to local governments.	GDOT & CVRDC	CVRDC

Goal	Objective	<u>Recommendations</u>	Funding Source	Responsible Agency
3	3.1	GDOT should contract with the CVRDC to coordinate, on a regional scale, the development of local bicycle and pedestrian plans and incorporate them into Comprehensive Plans to make maximum use of opportunities for joint development of facilities.	GDOT & CVRDC	CVRDC
3	3.1	The Task Force with aid from the CVRDC to establish policies that require the incorporation of bicycle and pedestrian design elements in all transportation projects that are identified as part of a local or regional bicycle or pedestrian route. Involves a shifting of the mindset of local officials, planners and developers.	GDOT & CVRDC	CVRDC
3	3.2	GDOT should contract with the CVRDC to encourage and provide technical assistance for zoning, land use plans, subdivision regulations, roadway design changes, public transportation (bus service), and other similar areas to promote bicycle and pedestrian friendly development.	GDOT & CVRDC	CVRDC
3	3.2	GDOT should contract with CVRDC to promote and assist in developing and implementing bike and pedestrian plans for local governments.	GDOT & CVRDC	CVRDC

Goal	Objective	<u>Recommendations</u>	Funding Source	Responsible Agency
3	3.3	The Task Force should encourage local governments to set aside an equitable amount of transportation funding for bicycle and pedestrian projects incorporating design, right-of-way acquisition, and construction.	GDOT & CVRDC	CVRDC
3	3.3	GDOT should contract with the CVRDC to identify federal and state grants and provide information to local governments.	GDOT & CVRDC	CVRDC
3	3.3	GDOT should contract with the CVRDC to provide technical assistance to local governments concerning alternative financing mechanisms for bicycle and pedestrian facilities including local option sales tax programs, user fees for operations and maintenance of off-road facilities, and programs to encourage tax-free contribution of funds and property.	GDOT & CVRDC	CVRDC

Bicycle and Pedestrian Safety Improvement Suggestions

Based on a review of the Federal Highway Administration (FHWA) recommendations contained in the *Pedestrian Facilities User Guide* and other bicycle and pedestrian plans, the following are the most relevant suggestions for improving the safety our region's bicycle and pedestrian facilities:

- Sidewalks and walkways: The Institute of Transportation Engineers (ITE) recommends a width of at least 5 feet for sidewalks and walkway, which is adequate to allow two pedestrians to pass while traveling in opposite directions. They also recommend a buffer zone of 4 to 6 feet be maintained between the sidewalk and the roadway.
- Curb Ramps/Wheelchair Ramps: These slanted surfaces provide smooth access between raised sidewalks and roadways at crossing points for wheeled vehicles, including wheelchairs, strollers, skateboards, etc. These should have a grade of no more than 8.33% (a rise of 1 in./ft.) and be constructed in accordance with ADA guidelines.
- Marked Crosswalks: Designated crossing areas should be marked with standardized markings (several federally approved markings are acceptable) and be placed at optimal crossing points. In more urban areas, crossing signals should be considered.
- Pedestrian Signals: Signals are of most use in cases where pedestrians cannot see the traffic signals, traffic signals are complex, special pedestrian-only periods are provided in the traffic signal pattern, where street width makes crossing take longer, and in school zones.
- Roadway Lighting Improvement: Adequate lighting for commercial areas with night time pedestrian activity includes street lights on both sides of the road and possibly additional lighting on crosswalks. This contributes both to the safety of pedestrians and motorists as well as the general ambiance of the area.
- Raised Medians: Raising the center median in a multi-lane roadway provides a safe resting area for pedestrians crossing at areas other than designated crosswalks while allowing for landscaping that may alter the character of a roadway, thereby lowering speeds.
- Gateways: The intention of a gateway is to clearly mark for motorists when they are passing from one type of area to another (for example, commercial to residential) wherein a reduction in speed is required. Elements of gateways may include a narrowing of the roadway, signage, changes in landscaping, or other aesthetic changes that make the difference between areas notable.
- Transit Stop Treatments: Although the use of public transportation is limited within our region, where it is available, certain measures should be taken to

ensure the safety and comfort of these areas. Waiting areas for transit should include proper lighting, clear signage, adequate shelters with seating areas, garbage receptacles, and bicycle parking.

- **Street Furniture:** Benches, water fountains, and garbage receptacles should all be available with relative frequency in order to make the pedestrian experience more pleasant.
- **Landscaping:** In addition to being aesthetically pleasing, landscaping increases the physical buffer between motorists, cyclist and pedestrians and makes roadways look narrower, in turn reducing speeds. This landscaping can capitalize on the existing buffer area between sidewalks and the street.
- **Signage:** Signage should be evaluated to ensure that signs are used enough in cases where motorists should be warned of an upcoming situation that requires additional attention and a reduction in speed but not overused, so as to avoid visual clutter and a general disregard for signage.
- **Pave shoulders:** Adding paved shoulders along narrow road can provide much needed space for cyclists to ride. However, rumble-strips may prevent cyclists from riding safely along a paved shoulder. If rumble-strips are present in a paved shoulder, it is prudent to extend the paving three feet beyond them.
- **Widen roadway:** Increasing the width of a road can provide safer means of travel for both cyclists and drivers. Additional space can allow for drivers to safely pass cyclists without coming too close to them.
- **Bicycle Lanes:** Clearly marked bicycle lanes improve both the cyclist and pedestrian experience by reducing automobile speeds, increasing the buffer distance between automobiles and pedestrians, raising driver awareness of the presence of cyclists and pedestrians, and decreasing the distance a pedestrian must travel to cross automobile lanes.
- **Reduce on-street parking:** In urban areas on-street parking lessens the rideable area of the road and contributes to congestion, thereby increasing the risk of collision.
- **Bike racks:** It is very important to have a safe place to store bicycles. Bikes racks outside business and government buildings welcome cyclists and provide a place where they can safely leave their bikes.
- **Bike safety education:** Through education, both cyclists and motorist will better understand the rules of the road and act in a safer manner toward each other.
- **Motorist awareness:** An awareness campaign including signs, guides, safety education, and ads can heighten understanding that pedestrians and cyclists are present along our roadways and that they have the right to be there.

- Traffic calming: The use of landscaping, road narrowing, and medians are just a few ways to encourage motorists to reduce their speed and can even make them more aware pedestrians and cyclists in the area.
- Speed limit enforcement: Road that are frequently patrolled by the police are less likely to have many speeders on them. If the police are known to patrol and ticket traffic offenders, motorists behavior in that area can be greatly modified.

Roads Most in Need of Improvement

All three Georgia State Bicycle Routes in the Coosa Valley RDC Region, *Chattahoochee Trace*, *March to the Sea*, and *Mountain Crossing* need to be significantly improved. None these three routes has any signage to identify it as a State Bicycle Route. This presents a two-fold safety hazard. Cyclists unfamiliar with the route may become confused and create unusual safety hazards while trying to find their way. Additionally, proper signage makes drivers aware that they have an increased likelihood of encountering cyclists, allowing them to be better prepared to share the roadway properly and take evasive action if required.

Each of the three State Bicycle Routes in our region is on a major roadway. Traffic flow along these roadways is fairly heavy and travels at a significant rate of speed. This makes it all the more necessary for cyclists to travel out of the traffic lanes if possible. These roadways need to be properly striped and widened to allow for safer use of the routes by cyclists.

The members of the Coosa Valley Cyclists Association also report that they ride extensively on the following roads: Everett Springs Road, Haywood Valley Road, Old Dalton Road, Texas Valley Road, Huffacre, Fouche Gap, Sand Springs Road, Bells Ferry Road and Barnsley Garden Roads. These roads are difficult to ride safely using the preferred cyclist procedure of riding on the shoulder because they do not have adequate shoulders. In addition, the pavement does not extend widely enough next to the lane to make traveling outside the traffic lane feasible in most places. However, the traffic on these roads is usually light and slow enough to allow skilled cyclists to ride in the traffic lanes with fewer safety concerns than would be the case on the major roadways. These smaller roadways also would benefit from additional signage and widening for the reasons noted above.

New Suggested Bicycle Routes

Appendices A through J also present maps of proposed bike routes, which are currently being use by regional bicycle associations. These are proposed roads and routes, which could be officially added to Coosa Valley RDC and GDOT bicycle route system.

With the addition of good bike route signage, bicyclists in the Coosa Valley Cyclists Association suggest routes along the following roads:

Name	Length	County/City	Turn	Road Name	Description
Up the Creek Without a Pedal 30	30 miles	Floyd/Rome			<i>Start at Mt. Berry Square Mall</i>
			R	Old Dalton	Rural Road
			L	Lover's Lane	Rural Road
			L	Old Summerville	Rural Road
			R	Old Dalton	Rural Road
			L	Mt. Berry Square	Parking Lot End

Name	Length	County/City	Turn	Road Name	Description
Up the Creek Without a Pedal 60	60 Miles	Floyd/Rome Walker/LaFayette			<i>Start at Mt. Berry Square Mall</i>
			R	Old Dalton	Rural Road
			L	Hwy 136	State Highway
			L	East Armuchee	Rural Road
			L	Haywood Valley	Rural Road
			L	Hwy 156	State Highway
			R	Floyd Springs	Rural Road
			L	Old Summerville	Rural Road
			R	Old Dalton	Rural Road
L	Mt. Berry Square	Parking Lot End			

Name	Length	County/City	Turn	Road Name	Description
Up the Creek Without a Pedal 100	100 miles	Floyd/Rome Walker/LaFayette Catoosa	R	Old Dalton	<i>Start at Mt. Berry Square Mall</i> Rural Road
			L	Hwy 136	State Highway
			R	N. Dick Creek	Rural Road
			R	Gordon Springs	Rural Road
			L	Tate	Rural Road
			L	Old Ringgold	Rural Road
			L	Houston Valley	Rural Road
			R	Mt. Vernon	Rural Road
			L	Quarles	Rural Road
			R	Mill Creek	Rural Road
			L	Hwy 201	State Highway
			L	East Armuchee	Rural Road
			L	Haywood Valley	Rural Road
			L	Hwy 156	State Highway
			R	Floyd Springs	Rural Road
			L	Old Summerville	Rural Road
			R	Old Dalton	Rural Road
			L	Mt. Berry Square	Parking Lot End

More information of each of these routes can be found at cvca.org.

Also, with the addition of good bike route signage, bicyclists in the Chattanooga Bicycle Club present the following routes:

Name	<u>Length</u>	County/City	Turn	Road Name	Description
North Georgia Century	100 Miles	Walker/LaFayette Chattooga/Summerville	L	Farming Rock	<i>Start at Gordon Lee High School</i> Rural Road
			R	Red Belt	Rural Road
			R	Long Hollow	Rural Road
			L	East Long Hollow	Rural Road
			R	Beaumont	Rural Road
			L	Hwy 95	State Highway
			R	Millsap	Rural Road
			R	Round Pond	Rural Road
			L	Cook	Rural Road
			L	Lee Mason	Rural Road
			L	Dunwoody	Rural Road
			R	Hwy 151	State Highway
			L	Hwy 136	State Highway
			R	West Armuchee	Rural Road
			R	Hwy 27	State Highway

Name	Length	County/City	Turn	Road Name	Description
North Georgia Century	100 Miles	Walker/LaFayette Chattooga/Summerville	L	Sloppy Floyd Lake	Rural Road
			R	Lick Skillet	Rural Road
			L	Wildlife Lake	Rural Road
			R	Hwy 100	State Highway
			L	Norton	Rural Road
			L	Hwy 114	State Highway
			R	Raccoon Creek	Rural Road
			R	Back Berryton	Rural Road
			L	Filter Plant	Rural Road
			L	Hair Lake	Rural Road
			R	Filter Plant	Rural Road
			R	Hair Lake	Rural Road
			R	Hwy 337	State Highway
			L	Cooper	Rural Road
			R	Neal Gap	Rural Road
			R	Stop Sign	Rural Road
			R	Hwy 337	State Highway
			L	York	Rural Road

Name	Length	County/City	Turn	Road Name	Description
North Georgia Century	100 Miles	Walker/LaFayette Chattooga/Summerville	L	Hwy 337	State Highway
			L	Chamberlain	Rural Road
			L	Hwy 193	State Highway
			R	Kensington	Rural Road
			L	Cove	Rural Road
			R	Old Bethel	Rural Road
			R	Cove	Rural Road
			L		<i>End Gordon Lee High School</i>

Name	Length	County/City	Turn	Road Name	Description
The Pocket	46 Mile	Walker Chattooga Floyd	L	Pocket	<i>Start at The Pocket Recreation Area</i>
			R	Rosedale	Rural Road
			R	Haywood Valley	Rural Road
			R	Dry Creek Valley	Rural Road
			R	Subligna- Villanow	Rural Road
			R	Still E. Armuchee	Rural Road
			R	Hwy 136	State Highway
			R	Pocket	Rural Road
			L		<i>End at The Pocket</i>

Name	Length	County/City	Turn	Road Name	Description
Tour de Lookout Mountain	31 Miles	Walker			<i>Start at Fairyland School</i>
			L	Lula Lake	Rural Road
			R	Ascalon	Rural Road
			R	Scenic Hwy	Rural Road
			Bear R		In Front of Covenant College
			L	Fort Stephenson	Rural Road
			L	Stephenson	Rural Road
			L	West Sunset	Rural Road
			L	West Brow	Rural Road
			R	Point Park	Rural Road
			R	East Brow	Rural Road
			R	North Bragg	Rural Road
			R	Watauga	Rural Road
			R	Scenic Hwy	Rural Road
			R		<i>End at Fairyland School</i>

Name	Length	County/City	Turn	Road Name	Description
Gordon Lee High to Mt. Cove Farms	46 Miles	Walker	R	Garretts Chapel	<i>Start at Gordon Lee High</i> Rural Road
			L	North Marble Top	Rural Road
			R	Hwy 136	State Highway
			L	Hwy 193	State Highway
			L	West Cove	Rural Road
			R	Hog Jowl	Rural Road
			L	Hwy 193	State Highway
			R	Kensington	Rural Road
			L	Hwy 341	State Highway
			R	Jones	Rural Road
			L		<i>End at Gordon Lee High School</i>

Name	Length	County/City	Turn	Road Name	Description
Boynton:					<i>Start at Boynton School</i>
Easiest Route	19 miles	Walker Catoosa	R	Boynton	Rural Road
			L	Post Oak	Rural Road
			R	Three Notch	Rural Road
			L	Mel McDaniel	Rural Road
			R	Peavine	Rural Road
			L	Cooper	Rural Road
			L	Kay Conley	Rural Road
			L	Beaumont	Rural Road
			L	Peavine	Rural Road
			R	Old Three Notch	Rural Road
			L	Mel McDaniel	Rural Road
			R	Three Notch	Rural Road
			L	Post Oak	Rural Road
			R	Boynton	<i>End at Boynton School</i>

Name	Length	County/City	Turn	Road Name	Description
Boynton:					<i>Start at Boynton School</i>
Davis Ridge	19 miles	Walker Catoosa	R	Boynton	Rural Road
			L	Post Oak	Rural Road
			R	Three Notch	Rural Road
			L	Mel McDaniel	Rural Road
			R	Peavine	Rural Road
			L	Cooper	Rural Road
			L	Kay Conley	Rural Road
			L	Beaumont	Rural Road
			L	Three Notch	Rural Road
			R	Post Oak	Rural Road
			R	Boynton	<i>End at Boynton School</i>

Name	Length	County/City	Turn	Road Name	Description
Boynton: 27 Mile Loop	27 miles	Walker Catoosa			<i>Start at Boynton School</i>
			R	Boynton	Rural Road
			L	Post Oak	Rural Road
			R	Three Notch	Rural Road
			L	Mel McDaniel	Rural Road
			R	Peavine	Rural Road
			L	Cooper	Rural Road
			L	Kay Conley	Rural Road
			R	Beaumont	Rural Road
			R	Center Grove	Rural Road
			R	Jones	Rural Road
			R	Straight Gut	Rural Road
			L	Old Lafayette	Rural Road
			R	Red Belt	Rural Road
			L	Post Oak	Rural Road
			R	Boynton	<i>End at Boynton School</i>

Name	Length	County/City	Turn	Road Name	Description
Battlefield Route: Shorter	26 miles	Walker Catoosa			<i>Start at Boynton Rural Road</i>
			R	Boynton	Rural Road
			L	Post Oak	Rural Road
			R	Three Notch	Rural Road
			L	Mel McDaniel	Rural Road
			R	Peavine	Rural Road
			R	Kay Conley	Rural Road
			R	Old Lafayette	Rural Road
			L	Lee Clarkson	Rural Road
			R	Cove	Rural Road
			R	1 st Road pass light	Rural Road
			L	Thomas	Rural Road
			R	Terri	Rural Road
			R	5 Points	Rural Road
			L	Osburn	Rural Road
			R	Access	Rural Road
			R	Glenn-Kelly	Rural Road
			L	Alexander Bridge	Rural Road
			L	Burning Bush	Rural Road
			R	Poplar Springs	Rural Road
L	Post Oak	Rural Road			
R	Boynton	<i>End at Boynton</i>			

Name	Length	County/City	Turn	Road Name	Description
Battlefield Route: Long	27 miles	Walker Catoosa			<i>Start at Boynton School</i>
			R	Boynton	Rural Road
			L	Post Oak	Rural Road
			R	Three Notch	Rural Road
			L	Mel McDaniel	Rural Road
			R	Peavine	Rural Road
			L	Cooper	Rural Road
			L	Kay Conley	Rural Road
			R	Beaumont	Rural Road
			L	Center Grove	Rural Road
			R	Old Ringgold	Rural Road
			R	East Reed	Rural Road
			R	Straight Gut	Rural Road
			L	Old Lafayette	Rural Road
			L	Glass Mill	Rural Road
			R	Cove	Rural Road
			R	1 st Road pass light	Rural Road
L	Thomas	Rural Road			
R	Terri	Rural Road			
R	5 Points	Rural Road			
L	Osburn	Rural Road			

Name	Length	County/City	Turn	Road Name	Description
Battlefield Route: Long	27 miles	Walker Catoosa	R	Glenn-Kelly	Rural Road
			L	Alexander Bridge	Rural Road
			L	Burning Bush	Rural Road
			R	Poplar Springs	Rural Road
			L	Post Oak	Rural Road
			R	Boynton	<i>End at Boynton</i>

More information of each of these routes can be found at chattbike.com.

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