



GHMPO Bicycle and Pedestrian Plan

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Prepared for:
Gainesville-Hall
Metropolitan Planning Organization

Prepared by:
ARCADIS G&M, Inc.
2849 Paces Ferry Road
Suite 400
Atlanta
Georgia 30339
Tel 770 431 8666
Fax 770 435 2666

In association with:
The Jaeger Company



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1. Introduction

1.1 Background

Residents and leaders in Hall County have consistently acted to maintain and enhance the quality of life for its residents and employees. This is evidenced by the excellent park system, the local public transportation system, the Rock Creek Greenway, improvements to the Gainesville square, and ongoing sidewalk and street improvements. During the recent completion of the Gainesville-Hall County Metropolitan Planning Organization's (GHMPO's) first long-range transportation plan, study participants identified the need and desire for walking and bicycling facilities throughout the county.¹ In response, the GHMPO initiated a bicycle and pedestrian study for the entire county.

The GHMPO Bicycle and Pedestrian Plan is a result of this effort. The plan includes an overall vision as well as specific projects/actions and supporting policies for the development of a countywide pedestrian and bicycle system. The plan was developed in 2005 by the GHMPO with staff participation and community input from Hall County; the cities of Gainesville, Oakwood, Flowery Branch, Lula, Clermont, and Gillsville; the Georgia Department of Transportation; and the Georgia Mountains Regional Development Center. Technical assistance was provided by ARCADIS and The Jaeger Company.

1.2 Study Purpose

Hall County is a rapidly growing and changing area. Some bicycle and pedestrian facilities exist in Hall County, with others proposed or planned. However, Hall County does not have a comprehensive inventory or plan for bicycle and pedestrian facilities nor does it have any documents clarifying the growing demand for such facilities countywide. The GHMPO Bicycle and Pedestrian Plan identifies a comprehensive network of bicycle and pedestrian facilities designed to serve growing demand, with supporting policies, programs, and projects, as well as specific design standards and actions for implementation.

¹Hall County was designated as a Metropolitan Planning Organization in 2003.



GHMPO Bicycle and Pedestrian Plan

Introduction

The specific goals of the bicycle and pedestrian study were to:

- ✓ Identify a comprehensive system of bicycle/pedestrian facilities to serve a variety of users.
- ✓ Integrate a bicycle/pedestrian network with the GHMPO's plans for state and federally funded transportation projects.
- ✓ Identify design standards that provide for consistent and safe design of facilities.
- ✓ Identify when projects will be implemented and how they will be funded.
- ✓ Base goals and objectives for future bicycle and pedestrian mobility on a comprehensive public involvement program.

This document summarizes the study process, data, methodologies, community participation, agency coordination, bicycle and pedestrian networks, design standards, costs, and implementation priorities. This plan is accompanied by a summary report that provides an easy-to-understand overview of the study.

1.3 Study Scope and Process

The study scope included both technical and non-technical analyses. The technical analysis concentrated on identifying and analyzing existing conditions that influence pedestrian or bicycle travel, including pedestrian and bicycle facilities, socioeconomic conditions, policies/programs, existing and proposed land use patterns, the existing and proposed transportation network, and organizations. The non-technical analysis concentrated on engaging the community in identifying issues and opportunities, developing goals and objectives, and selecting and prioritizing projects, programs, and policies for implementation. To engage the community during the development of the GHMPO Bicycle and Pedestrian Plan, an innovative public involvement program (PIP) tailored specifically for the GHMPO was created. The PIP, which is described in Appendix A, included a variety of tasks designed to encourage feedback and participation from the larger community. The project process is shown to the right.





1.4 Plan Components

The GHMPO Bicycle and Pedestrian Plan includes the following components:

- √ Section 2 – Existing Conditions: Includes an overview of existing conditions and the identification of community issues, opportunities, and needs.
- √ Section 3 – Project and Strategy Identification: Includes goals and objectives, design standards, and applicable policies and programs.
- √ Section 4 – Plan Implementation: Includes a list of recommended projects, policies, and programs with supporting funding strategies, regional coordination, and plan monitoring.



2. Existing Conditions

The first task in preparing the GHMPO Bicycle and Pedestrian Plan included gathering, reviewing, and inventorying existing conditions that may impact bicycle and pedestrian mobility, including community needs, issues, and desires, as well as policies, plans, ordinances, and state statutes. This information provides the foundation for projects and also aids in the identification of relevant policies and strategies.

This section provides an overview of existing conditions and a baseline – or snapshot of the area – from which to build future recommendations.

2.1 Issues and Challenges

Assessing issues and opportunities is an initial step in identifying barriers and/or constraints that must be overcome and potential avenues for implementation. It is critical to identify what the community sees as issues/barriers and potential opportunities. Through communitywide public meetings and the GHMPO Bicycle and Pedestrian Task Force, several issues and/or barriers as well as potential outcomes for the bicycle and pedestrian plan were identified.

The community identified user safety as a primary issue to be addressed by the plan. Specifically, the community noted the existing conflict between pedestrians/bicyclists and vehicles caused by a lack of facilities, the limited separation of sidewalks from roadways, and a limited awareness of both bicyclists and drivers as to the rights of bicyclists on roadways. The community stated that the plan should address these issues by providing safe facilities and educating pedestrian/bicycle network users and drivers on the safe use of facilities and the rights of users of all systems.

The community also identified funding as a key issue. The community noted that limited funding is available to fix problems with the existing network, including roads and existing bicycle/pedestrian facilities, and that it may be difficult to justify spending money on new facilities. The community noted that the plan needs to clearly identify how bicycle and pedestrian facilities will help to alleviate current transportation problems as well as how to leverage existing funding and new avenues for funding. This could help obtain community support and understanding regarding need, desire, and usefulness of a bicycle and pedestrian system. In addition, the community identified maintenance as a funding issue, because inadequate funding for maintenance will result in deteriorated facilities, thus inhibiting use.



The presence of physical barriers, including Lake Lanier and the rolling topography of the area, was also identified as a key issue. The community noted that existing bridges over Lake Lanier will be hard to retrofit for sidewalk and/or bicycle facilities and that the rolling and in some cases steep topography, a key characteristic throughout Hall County, may be perceived as an obstacle to riding and walking in the county.

The lack of existing bicycle and pedestrian facilities was also identified as a major issue to be addressed. The community noted a lack of facilities in key areas, including the Athens Street area, the Atlanta Highway area, and downtown areas. The community stated that identifying a comprehensive network of facilities that connects key origins/destinations will help those areas already in need of these facilities and will help to promote future use. In addition, the community noted that new facilities should be prioritized for areas where they would benefit existing economic development efforts.

Jurisdictional coordination was identified as another element that may prevent successful implementation of the plan. Hall County includes seven jurisdictions, and at this time, grants and facility locating are not coordinated, and/or policies for design and construction are not consistent. The competition for grants could limit funding for this area, the lack of continuous facilities could hinder accessibility, and the lack of consistent design standards could create unsafe conditions because users may be confused as to how to travel correctly. In addition, the lack of consistent policies among different jurisdictions requiring pedestrian and/or bicycle facilities could foster competition for development.

In summary, the community stated that the primary outcome of the study should be a strategic action plan that identifies projects with realistic time frames and designated funding to be incorporated into the regional planning process.

Community input also provided direction for the plan by indicating potential benefits. These benefits, as listed below, also provide an indicator of desired outcomes from implementing this plan:

- √ Improved health
- √ Improved air quality
- √ Reduced traffic congestion



- √ Mobility for non-drivers (including children and the elderly)
- √ Increased economic development opportunities
- √ Increased social interaction
- √ Road and parking facility savings
- √ Improved quality of life
- √ Sustainable development

2.2 Socioeconomic Conditions

Similar to much of north and central Georgia, Hall County has changed significantly over the past 20 years. Hall County has had an influx of different cultures and population growth, which are changing the community's needs. Socioeconomic conditions provide insight to identify concentrations of potential origins and destinations, as well as persons with a higher-than-average propensity to use bicycle and pedestrian facilities. In addition, future transportation needs are affected by socioeconomic conditions in the study area.

2.2.1 Population

According to the 2000 Census, there are 139,277 persons in Hall County living in 47,389 housing units. This results in slightly less than 2.9 persons per household. Population density in Hall County is 354 persons per square mile, more than double the statewide density of 141 persons per square mile. Concentrations of population and/or employment, such as those typically found in municipalities, are often key origins of bicycle and pedestrian facility users. Nine jurisdictions fall completely or partially within Hall County as shown in the following table.



Jurisdiction ²	Population ³	Households
Braselton	23	8
Buford	140	53
Clermont	419	161
Flowery Branch	1,806	706
Gainesville	25,578	8,537
Gillsville	195	79
Lula	1,438	531
Oakwood	2,689	1,031
Rest Haven	151	57

Walking and cycling can comprise a significant amount of travel for work, school, and other trips for younger and older members of the population. Hall County has a significant number of young and elderly persons who are likely to rely on walking or cycling. The young age group, defined as 10 to 20 years old, includes 22,254 persons, or 16 percent of the population. Another 13,067 persons, or 9.4 percent of the population, are aged 65 or older. Together, these two groups make up 35,321 persons, or 25.4 percent of the Hall County population.

2.2.2 Journey to Work

Of the 139,277 persons residing in Hall County, 65,402, or 47 percent, are in the workforce. The private automobile is the primary mode of travel used to commute to work, making up 94.3 percent of commuter travel. In addition, drive-alone commuters make up 76.4 percent of all work trips, while carpooling accounts for 17.9 percent of all commuters. Public transportation accounts for very little of the mode share, with only 112 persons, or 0.2 percent of the workforce, using it. The total bicycle and pedestrian mode share is 1.4 percent. Very few persons, 59 persons, or 0.1 percent of all workers, bicycle to work. Significantly more persons walk to work, with 838 persons, or 1.3 percent of the workforce, traveling by foot.

Although single-occupancy vehicles clearly dominate Hall County commutes, there is evidence of bicycle/pedestrian work-related travel, indicating a need for facilities.

²Figures for Braselton, Buford, and Rest Haven include the Hall County portions only.

³All baseline data was obtained from the 2000 U.S. Census.



Although single-occupancy vehicles clearly dominate Hall County commutes, there is evidence of bicycle/pedestrian work-related travel, indicating a need for facilities. In addition, the data suggest a potential for more walking and/or biking if additional facilities were available.

Commute time is another potential indicator of bicycle and pedestrian demand. As shown in the following table, the commute time for the majority of Hall County residents is less than 30 minutes; 26.7 percent have a commute time in the 0- to 14-minute range. Persons with shorter commute times, especially in the 0- to 14-minute range, are more likely to switch from private automobile to bicycle or pedestrian modes of transportation.

Commute Time	Population⁴	Percentage
0 – 14 minutes	17,485 ⁵	26.7
15 – 29 minutes	26,356	40.3
30 – 44 minutes	11, 083	16.9
45 – 59 minutes	4,639	7.1
60 – 89 minutes	4,053	6.2
90+ minutes	1,786	2.7

2.2.3 Household Income

Household income can correlate with the propensity to use alternate modes of transportation, such as bicycling, walking, or transit. Residents with lower household incomes have fewer resources available for operating and maintaining private automobiles and are therefore more likely to meet their transportation needs through alternate modes.

The statewide median household income is \$42,433,⁶ with Hall County’s slightly higher at \$44,908. Statewide per capita income is \$21,154, while Hall County’s is

⁴2000 U.S. Census.

⁵Includes 1,428 persons who work at home.

⁶All household income numbers are from the 2000 Census and are for 1999, unless otherwise noted.



slightly lower, at \$19,690. The poverty rate in Georgia, 13.0 percent, is slightly higher than for Hall County, where 12.4 percent of the population is in poverty.

2.2.4 Vehicle Availability

An additional way to identify populations that may benefit more from and be more inclined to use bicycle and/or pedestrian facilities is to use the average number of vehicles available per occupied household. A lower number of vehicles per occupied household may indicate that residents are more likely to choose alternate modes to meet their demand for transportation.

Of the occupied households in Hall County, only 6.1 percent (2,897 households) do not have a vehicle, which is lower than the statewide rate of 8.3 percent. Another 27.7 percent (13,127) have only one vehicle available. The majority of occupied households in Hall County, 66.2 percent (31,357 occupied households), have two or more vehicles available. The data suggest that many or most of those households lacking vehicle ownership are concentrated in south Gainesville. In addition, it is highly likely that some residents and employees were not documented in the Census based on recent in-migration and local observations.

2.3 Relevant Studies, Programs, and Projects

Several bicycle- and pedestrian-related studies, programs, and projects are ongoing or have been completed at the state, regional, and local levels. Agencies and jurisdictions responsible for these efforts include Georgia Department of Transportation (DOT), the GHMPO, Georgia Mountains Regional Development Center (GMRDC), and the City of Gainesville. Documents resulting from these efforts provided a baseline from which to build the GHMPO Bicycle and Pedestrian Plan.

2.3.1 State

The 1997 Georgia Bike and Pedestrian Plan identifies the need for a statewide bicycle and pedestrian system. The system envisioned in the plan includes 14 routes totaling 2,943 miles. In the short term, each of the 14 routes will be signed as a bicycle route. To complete the long-term route enhancements recommended in the plan, Georgia DOT is implementing internal procedures for road designers to incorporate bicycle- and pedestrian-friendly elements into state-programmed improvements. By including bicycle and pedestrian elements in programmed improvements, it is anticipated that the



plan will be implemented within the next 20 years. The plan includes one route, Route 55, that runs through Hall County.

In November 2003, Georgia DOT published the Pedestrian & Streetscape Guide, which provides a toolbox of design standards aimed primarily at implementation of projects identified in the 1997 Georgia Bike and Pedestrian Plan. The principal audience of the guide includes traffic and transportation engineers, site development and building permit review staff, planners and designers, and developers.

Completed in March 2005, Georgia Bike Sense is a Georgia DOT publication that is an educational resource for both cyclists and motorists. Topics include safely and legally sharing the road, rules of the road, and trail etiquette.

The Georgia Guide to Local Pedestrian Planning is currently being developed and is expected to be completed in February or March 2006. This document will primarily provide guidance on how and why local communities should perform pedestrian planning and will include guidance on funding and project prioritization.

2.3.2 Regional

The Gainesville-Hall Transportation Study Transportation Improvement Program (TIP) includes a bicycle and pedestrian project as part of the I-985 Exit 16 Split Diamond Interchange project (project ID 10400). Because the Atlanta Highway portion of the project from I-985 to Mundy Mill Road is on state bicycle route 55, the widening of Atlanta Highway will accommodate recommendations made in the state bicycle plan (i.e., it is likely to include a bicycle lane).

The Gainesville-Hall Transportation Study 2030 Long Range Transportation Plan (LRTP) alludes to bicycle and pedestrian needs through the goal of exploring and promoting congestion relief with the use of alternate modes of transportation. The following projects in the LRTP include bicycle and pedestrian improvements:

Project	Description
Flowery Branch Streetscape	Streetscape improvement from Main Street to Railroad Avenue in downtown Flowery Branch
Friendship Road (SR 347) Widening to Lake Lanier Islands	Sidewalks from I-985 to Lake Lanier Islands
Browns Bridge Road (SR 369) Widening	Sidewalks from McEver Road (SR 53) to Forsyth County Line



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Project	Description
Cleveland Highway (U.S. 129/ SR 11) Road Widening	Sidewalks from Park Hill Drive/Limestone Parkway to Sutton Road
Atlanta/Buford Highway (SR 23) Road Widening	Sidewalks from Thompson Mill Road (Gwinnett County) to Friendship Road (SR 347)
Martin Luther King, Jr. Boulevard Road Widening	Bicycle route on Martin Luther King, Jr. Boulevard from Queen City Parkway (SR 60) to E.E. Butler Parkway (U.S. 129/SR 11)
Spout Springs Road Widening	Sidewalks from Hog Mountain Road to Gwinnett County Line
Midtown Greenway	Intown bicycling and hiking trail from Jesse Jewel Parkway to Martin Luther King, Jr. Boulevard (2011–2020)
Atlanta Highway (SR 13)/ Falcon Parkway Road Widening	Sidewalks will be incorporated from Radford Road to Winder Highway (SR 53) (2021–2030)
McEver Road Widening (SR 53)	Sidewalks on Jim Crow Road to Mundy Mill Road (2021–2030)
Park Hill Drive Widening	Sidewalks from South Enota Drive to Limestone Parkway (U.S. 129) (2021–2030)
South Enota Drive Widening	Sidewalks from Park Hill Road to Downey Boulevard (2021–2030)
Winder Highway to Jackson County Road Widening	Sidewalks from Jackson County Line to Tanners Mill Road (SR 211) (2021–2030)
Old Cornelia Road to Joe Chandler Road Road Widening	Sidewalks from Jesse Jewel Parkway (SR 369) to Joe Chandler Road (2021–2030)
Hog Mountain Road Widening	Sidewalks from Gwinnett County Line to Atlanta Highway/Falcon Parkway (2021–2030)
John Morrow Parkway/ Dawsonville Highway (SR 53) Road Widening	Sidewalks from Ahaluna Drive to Washington Street (2021–2030)
Shallowford Road Widening	Sidewalks from Dawsonville Highway (SR 53) to Pearl Nix Parkway (2021–2030)
Limestone Parkway Extension and I-985 Interchange	Sidewalks from Jesse Jewel Parkway (SR 369) to I-985 (2021–2030)
Candler Road Widening (SR 60)	Sidewalks from Lee Land Road to the existing multi-lane section (2021–2030)
Clarks Bridge Road (SR 284) Bridge Replacement	Bicycle route along Clarks Bridge Road will be accommodated when the bridge on Clarks Bridge Road at the Chattahoochee River is replaced (2021–2030)



2.3.3 Georgia Mountains Regional Development Center

The GMRDC produced the Georgia Mountains Regional Bicycle and Pedestrian Plan in 2005. This plan seeks to build on the Georgia DOT statewide plan and to promote intercounty connectivity with the Georgia Mountains region. It represents a first step toward integrating bicyclists and pedestrians into the infrastructure and land development process in the region. As such, the proposed regional routes presented in the plan are conceptual and require more detailed study. Due to the conceptual nature of the routes, engineering and cost feasibility is uncertain and will be determined through further study by local jurisdictions. The GHMPO Bicycle and Pedestrian Plan network is largely based on the identified routes.

The Georgia Mountains Regional Bicycle and Pedestrian Plan notes that tourism of the region is a significant contributor to local economies, bringing in more than \$534 million in 2003. The plan also provides examples of multiuse trails in other areas that have generated millions of dollars in tourism revenue annually. Trails in California, Florida, Iowa, and Ohio have an economic impact between \$1.5 and \$2.0 million per year. In contrast, the Great Allegheny Passage from Pittsburgh, Pennsylvania, to Cumberland, Maryland, generates \$8.9 million per year, despite not yet being complete.

A key point of the Georgia Mountains Regional Bicycle and Pedestrian Plan is a projected influx of population and automobiles into the region over the next 20 years, which could have a significant impact on air quality and quality of life. Bicycle and pedestrian improvements are intended to contribute to the mitigation of potential negative impacts, while enhancing transportation options.

2.3.4 Local Initiatives

2.3.4.1 Hall County Beautification Plan

The Hall County Beautification Plan was initiated in 1996 as a result of Gainesville being selected for the Olympic Rowing and Springs Canoe/Kayak event. This plan identified countywide beautification efforts both for preparation for the Olympics and for long-term community improvement. This plan identifies landscape requirements, road improvement opportunities, trail systems, and greenways. The plan provides information useful in determining appropriate design standards as well as opportunities to coordinate future bicycle and pedestrian projects with ongoing efforts.



2.3.4.2 Hall County Open Space Plan

The Hall County Open Space Plan, initiated as a result of the Governor’s Greenspace Program, identifies potential land acquisitions for greenspace preservation and parks as well as potential stream greenspace corridors. The information in this plan helped to identify potential multiuse trails and origins/destinations for future recreational users.

2.3.4.3 Park Facilities Master Plan

The Park Facilities Master Plan, updated in 2005, provides an implementation strategy and capital improvement programs for parks and facilities over a nine-year time span. The purpose of this plan is to identify both passive and active recreational needs and how the county will meet these needs. Information relevant to this planning study was the identified demand for trails, bikeways, and linkages between parks and county activity centers. In addition, a key objective of the plan is to “acquire land along abandoned railroad rights-of-ways or within utility easements as a means to adding to the county’s green space to provide greenways, trails, linkage and bikeways.” Greenways recommended in this plan include one between Williams Mill to Healen/Head Mill and an extension of the Central Hall recreation and multiuse trail. The plan notes that both of these projects are slated for long-term implementation as a result of limited funding. The plan also identifies a statewide effort to purchase land along the Chattahoochee River for an additional greenway, which would also allow for trail development.

2.3.4.4 Friends of the Park Initiatives

Friends of Gainesville Parks and Greenways (Friends of the Parks) is a local, nonprofit group that partners with the City of Gainesville and the Gainesville Parks and Recreation Board to enhance, preserve, restore, maintain, and connect parks and greenways. A key goal of Friends of the Parks is to connect the community through parks and greenspace. This group is working toward this goal by raising funds to fill gaps in the existing sidewalk network and to construct new sidewalks that connect schools and parks to commercial districts and neighborhoods. These sidewalks will connect several neighborhoods, four city parks, Lake Lanier, the Green Street area, and the Square.



2.4 Existing Design Standards and Guidelines

2.4.1 State

Georgia uses the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities and the Federal Highway Administration (FHWA) publication titled Selecting Roadway Design Treatments to Accommodate Bicycles for designing bicycle facilities. However, Georgia DOT has established a standard for rural bike lanes that is slightly different than the urban section bike lane recommended by AASHTO's guide. The most significant difference from AASHTO's standard bike lane is the addition of a rumble strip between the vehicular travel lane and the bicycle lane. Georgia DOT encourages the placement of a 16-inch-long by 4-inch-wide milled rumble strip that begins 1 foot from the edge of the travel lane on rural roads. The milled rumble strips are to have a 12-foot gap every 28 feet to allow cyclists to enter/exit the vehicular travel lane.

Georgia DOT has also completed a Pedestrian and Streetscape Guide (2003) that provides specific standards for the design, construction, and maintenance of pedestrian facilities. Specific standards are provided for general accessibility, children and school zones, trails and multiuse paths, sidewalks, walkways, intersections, crossings, traffic calming, access to transit, site design, and safety in work zones.

2.4.2 Regional

The Georgia Mountains Regional Bicycle and Pedestrian Plan includes elements of several design guidelines from various studies. This plan also establishes guidelines for bicycle lane widths and construction standards, bicycle lane location within the street cross section, bicycle lane pavement markings, bicycle lane signage, diagonal parking, intersections, and multiuse trails.

2.4.3 Local

Hall County and the cities of Gainesville and Oakwood require sidewalks in newly constructed areas. Oakwood recently amended its ordinance to require sidewalks on both sides of internal streets in all single-family subdivisions, along the street from which a multi-family development has access, and along all other adjoining streets and all streets adjoining a nonresidential development. Hall County requires sidewalks in subdivisions with lots of 1.25 acres or less. None of the communities maintain detailed design standards.



2.5 Existing Bicycle and Pedestrian Facilities/Networks

2.5.1 Bicycle

Existing bicycle routes in Hall County are limited to one state-designated bicycle route and a few local routes (e.g., Rock Creek Greenway) in the City of Gainesville. Several agencies, municipalities, and citizen groups have proposed various bicycle improvements, which range in scope from signing existing roads, to constructing on-street bicycle lanes, to building off-road multiuse trails.

State-designated Route 55 runs north to south through Hall County, connecting to White County on the north end and to Gwinnett County on the south end. The route enters Hall County on the north on SR 254 and then follows SR 284 (Clarks Bridge Road), Pine Valley Road, White Sulphur Road, SR 369, SR 11 (Downey Boulevard), Myrtle Street, Bradford Street, Industrial Boulevard, SR 13 (Atlanta Highway), and Hog Mountain Road.

Gainesville is the only municipality in Hall County with existing local bike routes. These signed routes include the following:

- √ Thompson Bridge Road to Oakland Drive to Woodland Drive to Montrose Drive to Wessell Road to Dixon Drive to Wilshire Road to Ivey Terrace to Northside Drive to Main Street, ending at Industrial Boulevard
- √ Enota Avenue to Riverside Drive to Glenwood Drive to Prior Street to Hunter Street to Fair Street to Martin Luther King, Jr. Boulevard to McDonald Street to Dunbar Place to DeSota Street, ending at Harvey Street
- √ Glenwood Drive to Green Street to Spring Street, ending at Main Street
- √ Academy Street and Spring Street from Main Street and Green Street
- √ Bradford Street between Academy Street and Spring Street
- √ Ridgewood Avenue
- √ Jesse Jewell Parkway from Main Street to Bradford Street, then along Bradford Street from Jesse Jewell Parkway to Martin Luther King, Jr. Boulevard



2.5.1.1 Bicycle Suitability Assessment

Another critical component in identifying current conditions is analyzing the existing transportation network for suitability for bicycle travel. This assessment not only can identify the suitability of existing roadways for bicyclists, but also can provide a basis to identify and prioritize future bicycle construction projects.

The criteria used to assess the suitability of existing corridors (taken from technical research) were applied to each roadway in Hall County classified as a collector or above.⁷ This analysis was supplemented with input from the Bicycle and Pedestrian Task Force and with the geographic information system (GIS). The criteria, shown in the table below, are based on a Type B user as described in the Guide for Development of Bicycle Facilities, published by AASHTO (further information on bicycle users is included in Section 3).

Criteria	Ranking	Rating
Traffic volume (observed)		
Light	Most Suitable	2
Medium	Suitable	1
Heavy	Not Suitable	0
Roadway width		
Existence of shoulders (at least 2 feet wide)	Most Suitable	2
No shoulders wider than 11 feet	Suitable	1
Less than 11 feet	Not Suitable	0
Driveways		
Very few driveways	Most Suitable	2
Mainly residential driveways	Suitable	1
Numerous driveways, with some being commercial	Not Suitable	0

⁷ Functional classification is based on Georgia DOT standards.



Criteria	Ranking	Rating
Automobile traffic speed (posted and observed)		
Less than 35 miles per hour	Most Suitable	2
Between 35 and 45 miles per hour	Suitable	1
More than 45 miles per hour	Not Suitable	0
Truck traffic (observed)		
Light	Most Suitable	2
Medium	Suitable	1
Heavy	Not Suitable	0
Terrain		
Smooth grades, excellent sight distance	Most Suitable	2
Moderate grades, moderate sight distance	Suitable	1
Severe grades, short sight distance	Not Suitable	0
Pavement surface		
Smooth	Most Suitable	2
Some uneven surfaces	Suitable	1
Uneven, cracked surface, drainage grates	Not Suitable	0

Corridors were assessed further using relevant GIS data by assigning a rating for each of the bicycle suitability criteria. After all criteria had been evaluated for a corridor, the ratings were totaled and an overall ranking was assigned based on the following scheme:

- √ Most suitable (10 to 14 points)
- √ Suitable (5 to 9 points)
- √ Least suitable (0 to 4 points)

The results of this analysis are illustrated on the Bicycle Suitability Index included in the Figures section of this document.



2.5.1.2 Proposed Bicycle Routes

Both Hall County and the City of Gainesville have proposed bicycle routes that will expand the existing network. The recently funded Central Hall multiuse trail will provide a valuable connection between Gainesville College and downtown Gainesville. In addition, citizen groups, including members of the Southern Off Road Bicycle Association (SORBA), have proposed routes. SORBA-proposed routes are recreational in nature and were reviewed and considered in the development of the recommended bicycle network.

2.5.2 Pedestrian Facilities

The project team conducted a general field assessment of sidewalk conditions within the county and identified specific existing gaps in sidewalks within all downtown areas (Gainesville, Flowery Branch, Oakwood, Lula, and Clermont). Gaps in the sidewalk networks were evaluated based on the following criteria:

- √ Existence of worn walking path along a roadway
- √ Pavement gap between two existing sidewalks
- √ No facility between existing sidewalk facilities and key pedestrian destination points (e.g., libraries, post offices, neighborhood stores, and churches)

It is important to note that this evaluation did not take into account sidewalk location preferences, only gaps within an existing network.

To further document existing gaps in the sidewalk network, the project team also reviewed data supplied by the Gainesville Public Works Department that depicted existing and proposed sidewalks. The sidewalk network in Gainesville is robust; however, gaps exist. The sidewalk networks in the other jurisdictions were not as complete; however, minimal gaps were identified based on the above criteria.

Although the remainder of Hall County was outside the scope of this plan, it was generally noted that sidewalks are located in some subdivisions and along a few commercial corridors (primarily those recently constructed or repaved).

An added component of evaluating existing conditions for pedestrian facilities includes identifying potential demand, as identified by the community through the public meetings and the Task Force. The majority of the community indicated a need for



sidewalks around schools, around park/recreational facilities, in downtowns, and in residential communities. Furthermore, most people indicated they are more likely to walk to entertainment venues and around their neighborhoods than to work, school, and/or to shop. This may indicate the identification of walking as a form of exercise rather than a form of transportation and/or a lack of facilities to employment, school, and/or shopping areas. When asked to what destinations they would like to walk if facilities were available, the majority of meeting participants indicated recreational areas, schools, residential areas, and work.

2.5.3 Roadway Network

Gainesville's historic role as the regional economic center resulted in a radial pattern of multiple federal and state highways converging on the city. Hall County's location between Atlanta and Charlotte led to the construction of northeast to southwest routes through the center of the county. Uneven topography in the county limited opportunities to build parallel alternate routes. Additionally, Lake Sidney Lanier runs along a substantial portion of the western side of the county and presents a major geographic challenge.

Hall County has an extensive roadway system with 66 lane miles of interstate, 230 lane miles of arterial roads, and 291 miles of collectors. Significant corridors, those that provide connections outside the county, include the following:

- √ I-985/SR 365
- √ U.S. 129 (Athens Highway/Cleveland Highway)
- √ SR 13 (Atlanta Highway)
- √ SR 60 (Thompson Bridge Road/Candler Road)
- √ SR 369 (Browns Bridge Road)
- √ SR 53 (Winder Highway/Dawsonville Highway)

Future transportation improvements are included in the GHMPO long range transportation plan (LRTP), the short range transportation improvement program (TIP), and the Hall County SPLOST program. Improvements include signal improvements, intersection improvements, road widenings, road re-pavings, and some new roadways.



Each improvement project provides an opportunity to incorporate bicycle and/or pedestrian facilities.

2.5.4 Transit Service

Fixed guideway and demand-response transit services are available in Hall County. Because of the relatively low population density of Hall County and the small size of the transit system, options are somewhat limited. The transit agency serving Hall County is Hall Area Transit (HAT), also known as Red Rabbit Transit. HAT offers bus service for three fixed routes in the City of Gainesville and four transit vans for demand-response shared-ride service in the outlying areas of Hall County. HAT also offers paratransit service for persons with disabilities.

The Hall Area Transit Comprehensive Operations Analysis, produced in 2004, includes short-term and long-term recommendations. Key recommendations include reconfiguration of the fixed-route transit service to provide more direct service and reduce passenger trip times.

Funding for future transit service is included in both the TIP and LRTP. The TIP incorporates \$6.8 million in transit funding from 2005 to 2010, which includes funds for access to jobs, operating assistance, and capital improvements. Additionally, the LRTP includes funding of \$13.4 million from 2011 to 2020 and \$17.2 million in funding dedicated to transit from 2021 to 2030.



3. Project and Strategy Identification

The result of the GHMPO Bicycle and Pedestrian Plan is the identification and selection of bicycle and pedestrian projects, policies, and programs that support a regional bicycle and pedestrian system. As stated, existing conditions provide a base from which to start identifying needed projects, programs, and policies. However, identifying the community's vision for future mobility is equally important. The following section identifies the community's goals and objectives for future bicycle and pedestrian mobility, demand for facility types and locations, and preferences for those programs that will support an interconnected network.

3.1 Goals and Objectives

Goals and objectives provide the basis for the type of recommendations that should be a result of this plan and provide a mechanism, through performance measures, to evaluate the effectiveness of the plan over time. The following goals and objectives are based on public input and provide the vision for future bicycle and pedestrian mobility.

Goal One: Implement an interconnected bicycle and pedestrian network that meets community needs in a cost-effective and coordinated manner.

Objectives:

1. Promote projects that provide bicycle and pedestrian access to key origins and destinations, including but not limited to, schools, downtowns, Lake Lanier, transit stops, parks, and health centers, thereby providing for both transportation and recreational needs.
2. Provide a system that serves the transportation needs of the transportation disadvantaged.
3. Prioritize projects that eliminate existing gaps within the bicycle and pedestrian network and connect neighborhoods to nearby destinations, with future phases to provide cross-county connections.
4. Adopt local development ordinances and guidelines that support the community's desired level of bike and pedestrian facilities.
5. Develop a forum that provides for ongoing bicycle and pedestrian planning.



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6. Maximize resources through the use of public rights-of-way (with proper retrofitting) and corridors such as roadways, utility lines, rail lines, and easements, and by coordinating with planned projects.

Goal Two: Create and maintain a safe, accessible, and convenient environment for bicycling and walking.

Objectives:

1. Develop design standards that ensure safety, accessibility, and convenience for all users.
2. Support training and enforcement of regulations to ensure safe and proper use of facilities.
3. Increase public education of pedestrians, bicyclists, and drivers of the proper use of the entire transportation network (roadways, pedestrian facilities, and bicycling facilities) by each group.
4. Promote the maintenance of facilities through dedicated funding and scheduling of maintenance activities.

Goal Three: Improve the quality of life through the provision of a bicycling and pedestrian network with supporting amenities.

Objectives:

1. Coordinate the provision of bicycling and walking facilities with designated destinations in land use plans, and especially in high-growth areas, schools, and key destinations.
2. Maximize economic development potential through provision of strategically located bicycle and sidewalk facilities.
3. Provide ancillary facilities such as bicycle parking and storage, lighting, landscaping, and signalization where appropriate and encourage funding participation toward amenities.
4. Support education and awareness programs that increase awareness of walking and bicycling benefits, including health, recreation, and energy savings.



3.2 Project Selection and Prioritization

Identifying the most appropriate pedestrian and bicycle networks to meet the goals and objectives identified above and the needs for Hall County is dependent on a variety of elements. A sidewalk network generally provides access for short trips, usually less than $\frac{1}{4}$ mile in length. Therefore, most facilities radiate from specific origins/destinations and/or districts and usually connect other travel modes (i.e., the bicycle and/or the car). A single sidewalk network does not necessarily have to connect to other sidewalk networks. A bicycle network, on the other hand, provides access for longer trips,⁸ is more comprehensive in nature, and generally radiates from a single trunk line. Hall County's bicycle network is connected countywide. While an interconnected bicycle system is ideal, it is important to note that unlike pedestrians, bicyclists are permitted to use travel lanes on all public surface streets.

A variety of considerations were factored into creating project evaluation criteria to select and prioritize projects for the bicycle and pedestrian network. These include predominant user types in Hall County, conditions along existing roadways, and facility type. The following describes each of these considerations, followed by the actual criteria used to evaluate project locations and the time frame for implementation.

3.2.1 System Users

Hall County has many types of cyclists, ranging from experienced riders who use the bicycle as their primary form of transportation and want the most direct route to their destination to casual riders who prefer the safest route to their destination. For example, the large percentage of recreational users need both access to recreational facilities (Lake Lanier) and facilities for recreational purposes alone. In addition, Hall County has a variety of pedestrians, ranging from children to the elderly and from those who walk out of necessity to those who walk for recreational purposes. Most cyclists in Hall County are recreational users. However, pedestrians include both recreational users as well as those without other options. The following definitions of users provided a basis from which the project team began to identify the types and locations of facilities needed.

⁸Most bicycle trips are less than 5 miles and connect to specific origins and destinations. Recreational users may ride much longer distances; however, their facility locations are not dependent on specific origin/destination.



3.2.1.1 Pedestrian Users

The Atlanta Regional Commission's 2002 Regional Transportation and Pedestrian Walkways Plan defines adult pedestrians, child pedestrians, environmental justice community participants, and pedestrians with disabilities. These definitions, adapted for applicability in Hall County, provided a basis for identifying to whom this plan is intended, facility types, project locations, and project prioritization. Definitions are provided below.

- ▼ **Adult Pedestrians:** Adult pedestrians use facilities for commuting, recreation, and exercise. Adult pedestrians are aware of the rules of vehicular traffic. Adult pedestrians can have difficulty crossing high-speed, multi-lane streets that lack median refuge islands or pedestrian signals.
- ▼ **Child Pedestrians:** Child pedestrians see and hear the world differently than adults. Children often have trouble judging traffic speed, gaps in traffic, or whether a car is coming, going or standing still. Children are shorter than adults and have limited peripheral vision. Neighborhood streets with sidewalks and shared-use facilities can accommodate child pedestrians.
- ▼ **Non-English Reading Pedestrians:** This category is of particular importance in Hall County because of the influx of residents of various cultures who may not read English, a high percentage of which may rely on alternate modes of transportation. Those who cannot read the English language well may not be able to read warning signs written in English. Therefore, safety and directional signage should be shown in symbols, rather than in written words, in areas with a high concentration of non-English speaking residents. The Manual on Uniform Traffic Control Devices (MUTCD) offers several options for regulating the flow of vehicular and pedestrian traffic. Symbols within those standards that are graphic, rather than written, should be encouraged for safety.
- ▼ **Pedestrians with Disabilities:** The Americans with Disabilities Act (ADA) prohibits discrimination of pedestrians with disabilities. Pedestrians who are blind, deaf, or rely on wheelchairs have needs very specific to their type of disability. For instance, people who are deaf need visible warnings about crossing vehicular traffic. People with vision impairments need tactile indications that they are approaching an intersection or other hazard. Because they cannot see safety signs, they need audible indicators to inform them of proper times to cross the street.



Pedestrians in wheelchairs are unable to negotiate curbs or maneuver through rough, narrow, or steep surfaces.

3.2.1.2 *Bicycle Users*

For the purpose of this plan, a bicycle is a two-wheeled, human-powered vehicle. The Guide for Development of Bicycle Facilities, developed by AASHTO, recognizes the following three types of bicycle facility users, which provide the basis for this plan:

Type A Cyclists – These are advanced adult cyclists aware of the road and skilled at maneuvering a bicycle through vehicular traffic. Typically commuters or other cyclists confident in their skills are interested in the shortest path to any given destination. These cyclists will use any road legally open to bicycle traffic.

Type B Cyclists – Typical adults are Type B cyclists. These cyclists know the rules of the road and how to ride a bicycle. The main distinction from Type A cyclists is that Type B cyclists prefer less-traveled routes to and from their destinations and are less confident along roadways with a high volume of vehicular traffic. These cyclists may use facilities for transportation purposes, but will forego the most direct and fastest route in favor of a less highly traveled, safer, or more scenic route. Type B cyclists need facilities that are safer and less intimidating than those required by Type A cyclists.

Type C Cyclists – Children are the prototypical Type C cyclists. These cyclists may be very skilled cyclists. Having never legally driven a motorized vehicle in traffic, they are unaware of the rules of the road. These cyclists ride for both recreation and transportation; the most obvious destination is an academic institution, such as a school or library. Type C cyclists should not travel along with motorized vehicles.

3.2.2 Existing Network

Along many corridors in Hall County, existing roadways will continue to be shared by bicycles and automobiles. In addition, sidewalks generally will be located along existing roadways. Most facilities will follow the existing roadway network for many reasons, including existing right-of-way, which can reduce project cost, and the access they generally provide to key origins and destinations. Development along existing key streets or evidence of need (worn paths along roadways) should be a primary basis for creating a sidewalk network. As such, the existing and proposed roadway network in Hall County greatly factored into the identification of needed pedestrian networks. For



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example, evidence of worn footpaths along sections of Atlanta Highway illustrates the need for sidewalks. For the bicycle network, the existing (and signed) designated state bicycle route became the trunk line from which to build the remaining bicycle network.

The existing transportation network was surveyed for the following characteristics, based on both technical analysis and community input, to determine the most appropriate facility improvement, if any, for that segment of the network:

- √ Evidence of worn path
- √ Missing link in the existing network (sidewalk)
- √ Traffic volume
- √ Traffic speed
- √ Roadway width (available right-of-way)
- √ Frequency of connecting streets/driveways
- √ Grade (hilly or flat)
- √ Sight distance

3.2.3 Facility Location and Type Considerations

3.2.3.1 *Pedestrian*

The majority of areas in need of sidewalks to provide a complete network are those where no existing sidewalk is present and either there is evidence of a worn path, such as along Athens Street, or a sidewalk would provide much-needed access to a specific destination, such as to employment destinations along Industrial Boulevard. In addition, sidewalk locations were selected based on the need to complete an existing leg of a network, such as in the downtown areas of Lula, Flowery Branch, and Oakwood.

Regarding facility type, it is acceptable to locate sidewalks directly adjacent to automobile lanes, if pedestrians are protected by a curb. However, it is preferable to incorporate a vegetative buffer, turf or other low-growing plants to separate pedestrians



from the roadway, particularly along higher-speed roadways such as McEver Road and Jesse Jewell Parkway. In many rural areas requiring new pedestrian facilities, a curb may not be present. In these instances, the roadway will likely be separated from the sidewalk by a drainage ditch.

3.2.3.2 *Bicycle*

As stated, the state-designated bicycle route along Hog Mountain Road, Atlanta Highway, and Clarks Bridge Road provided a trunk line from which to build the remainder of the bicycle network. The remainder of the network was selected to provide the best access to schools, parks, and downtowns. For example, a bicycle facility is proposed along Timberidge Road to provide access to a proposed park; this links to bicycle facilities that provide access to schools located on East Hall Road and Joe Chandler Road.

Separate striped bike lanes are recommended for roads with adequate right-of-way width, rolling topography, and relatively high traffic volumes and/or speeds, as is the case along Thompson Bridge Road. Wide curb lanes are recommended only in cases of lower automotive traffic volume and/or inadequate adjacent right-of-ways (e.g., Union Circle or Cash Road). Multiuse paths are recommended primarily as a means to make connections between corridors for which facilities adjacent to existing roadways were deemed inappropriate or when an opportunity existed to enhance other community initiatives, including open space preservation, economic development, and/or recreational needs.

3.2.4 Project Criteria

Results from the analysis described above, Task Force meetings, and public meetings were used to create publicly accepted bicycle and pedestrian project criteria and to assess the current planned program and existing roadway system, including projects contained in the Long-Range Transportation Plan. Every effort was made to ensure that proposed bicycle facilities, on-road and off-road, and pedestrian facilities were coordinated with existing and planned greenways (such as Rock Creek), pedestrian corridors, planned and programmed road improvement projects, and the transit system.



The following criteria were used to identify potential sidewalk and bicycle projects:

Sidewalk:

- √ Completes gap between existing sidewalks.
- √ There is evidence of pedestrian activity, but no sidewalks.
- √ Connects to parks, schools, and other community resources.
- √ Provides facility for transportation disadvantaged.⁹
- √ Provides facility where compatible with surrounding land uses and patterns.

Bicycle Path/Lane:

- √ Connects to parks, schools, and other community resources and key destinations.
- √ Creates an overall bicycle network (connects to main trunk line).
- √ Serves a recreational purpose.

3.2.5 Prioritization Criteria

Projects identified for the suggested networks are individual projects that must be constructed over time. The following criteria, based on public input and technical analysis, provided a mechanism to schedule individual projects. The resulting phasing plan was presented to the community for review and comment. The community indicated demand and cost as the most important criteria for determining project phasing.

- √ Existing demand for facility
- √ Cost

⁹Transportation disadvantaged in this context refers to persons without other transportation options.



- √ System connectivity
- √ Timing with currently planned roadway improvements
- √ Safety/accident history

The resulting recommended network, including priorities, is illustrated in the Figures section: Proposed Bicycle Network, Proposed Pedestrian Network, and Proposed Pedestrian Network – Gainesville.

Two projects deserve mention. While the community highly recommended both the Dawsonville Highway and Winder Highway corridors for short-term bicycle improvements, each of these roadways was already in the design phase for widening and design had progressed to a stage where incorporating bicycle facilities was not feasible. Therefore, these projects are designated as long-term improvements.

3.3 Supporting Policies and Programs

Hall County offers numerous possibilities for bicycle and pedestrian travel. Many roadways have existing pavement that may be restriped for bike lanes; existing town centers have sidewalks that can be expanded; and natural waterways and abandoned rail corridors provide multiuse trail opportunities. In addition, the community is motivated to improve conditions for bicycle and pedestrian travel. However, providing facilities alone does not make a complete network. Supporting programs and policies are needed to meet the goals and objectives established by the community. The following section identifies potential policies and programs that were identified through community participation as supportable mechanisms to meet the community's overall vision for bicycle and pedestrian mobility. Overall, the proposed funding policies received the most support from the community.

3.3.1 Funding

Bicycle and pedestrian projects can be funded as standalone projects, for which local governments identify and select projects that either meet pedestrian facility criteria or are included in the list of bicycle projects in this plan. Projects can also be funded as part of road improvements. Because low-cost projects can become more costly when funded by state or federal sources due to the regulatory conditions for their use, local or private sources may be more appropriate for funding standalone projects. More complex and costly projects are often better funded by state or federal sources because



the amount of funding available outweighs the expense of meeting regulatory conditions. Additionally, these larger projects may benefit from being funded as part of programmed road or transit improvements. A variety of funding sources are available to the GHMPO, including federal, state, local, and private organizations (summarized in Appendix B). The GHMPO must decide how to appropriate available funds in the most efficient and effective manner.

The following proposed local policies received support from the Task Force and the public:

- ✓ Set aside a percentage of future SPLOST funds for bicycle/pedestrian improvements.
- ✓ Officially suggest that local governments amend local development regulations to require pedestrian and bicycle facilities during construction of new development.

Two mechanisms received limited support: “Continue the Bike/Pedestrian Task Force to coordinate grant opportunities” and “Update project evaluation sheets that include ‘bonus points’ for projects that incorporate bicycle/pedestrian facilities into the road design.” This may have been due to a limited understanding of what the Task Force is, what the Task Force can accomplish, and how projects move through the planning process to construction.

3.3.2 Safety

Programs receiving the most support include increasing the safe use of facilities for children walking to school, teaching all levels of cyclists how to be “effective” riding in an urban environment, and increasing driver awareness and respect for other modes of transportation. Each of the programs/projects will require coordination with various organizations.

3.3.3 Awareness/Education

Although walking and bicycling are increasingly becoming viable forms of transportation and recreation choices, there is still a need to raise awareness of the benefits associated with walking and biking, including improved air quality, health benefits, and reduced congestion. Those programs receiving the most support to increase awareness/education in Hall County include:



- ✓ Distribute Suitability Index.
- ✓ Distribute “Did You Know” posters at key locations.
- ✓ Institute a Walk and/or Bike to School Day.
- ✓ Update the bicycle and pedestrian web page with highlights of the health, fitness, economic, and environmental benefits associated with walking and/or biking.

3.3.4 Design Standards/Maintenance

Bicycle and pedestrian designs should be constantly reevaluated for the most desirable and safe practices available. Roadway design should always incorporate bicycle and pedestrian facilities, when allowed, and railroad and bridge crossings should be updated to incorporate these transportation modes. Maintenance is another key consideration when selecting a design. Bicycle and pedestrian facilities are particularly sensitive to problems associated with maintenance, which can lead to a sense that these facilities are not viable options for travel. The following programs received the most support from the community:

- ✓ Extend shoulders during local roadway resurfacing projects.
- ✓ Provide a telephone number or web page comment section to provide cyclists and pedestrians with the opportunity to suggest improvements.

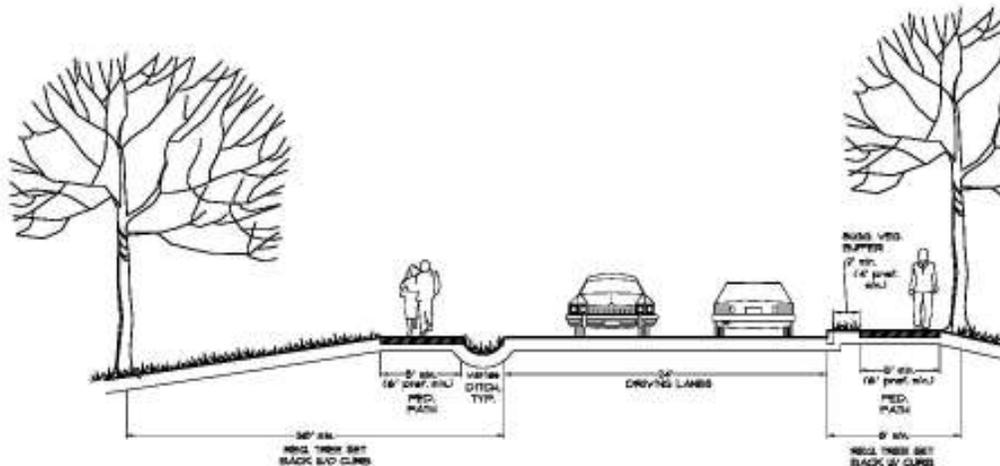
As an added component to these types of programs, the planning process included the development of minimum design standards for bicycle and pedestrian facilities. Adoption of these standards, which would involve each jurisdiction individually adopting the standards, also received support.

The minimum design standards presented on the following pages are based on standards of Georgia DOT, AASHTO, and the FHWA. The primary documents that influenced the selected standards are Georgia DOT’s Pedestrian and Streetscape Guide, AASHTO’s Guide for the Development of Bicycle Facilities, and FHWA’s Selecting Roadway Design Treatments to Accommodate Bicycles. The minimum standards were further refined by incorporating input from the Bicycle and Pedestrian Task Force members and observed needs of the community. The product of this process is a set of several recommended combinations of automobile, bicycle, and pedestrian facilities that will fit the needs of Hall County as transportation routes continue to develop and improve.



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Sidewalk With or Without Curb

Georgia DOT's Pedestrian and Streetscape Guide establishes a 5-foot minimum width for new sidewalks in the state. Although 5 feet is the established minimum, 6 feet of width is preferable, with 8 feet or more desirable in more urbanized areas. A 6-foot sidewalk width provides ample room for pedestrians to pass and for two people to walk side by side.

Some type of separation between the pedestrian and automobile traffic is necessary when no curb is present. Otherwise, the pedestrian would fall within the designated clear zone, a dangerous location for a pedestrian because it is intended to allow an errant automobile the opportunity to regain control and return to the roadway. This standard should apply to those areas outside of the town centers.

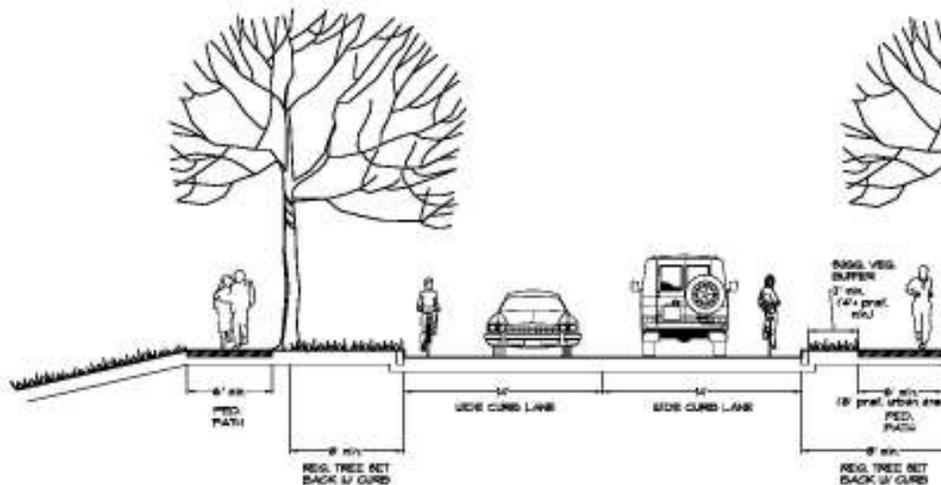
It is extremely important to make the pedestrian environment as comfortable as possible. The inclusion of shade trees, particularly in urban areas, can reduce temperatures in Georgia's often hot climate. Georgia DOT requires a minimum of an 8-foot setback from the curb of the driving lane to the center of street trees. Where curbs are not present, trees must be set back approximately 30 feet from the edge of the



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driving lane to maintain a safe clear zone. These setbacks apply only to designated state routes. Standards are typically more flexible for local roads.



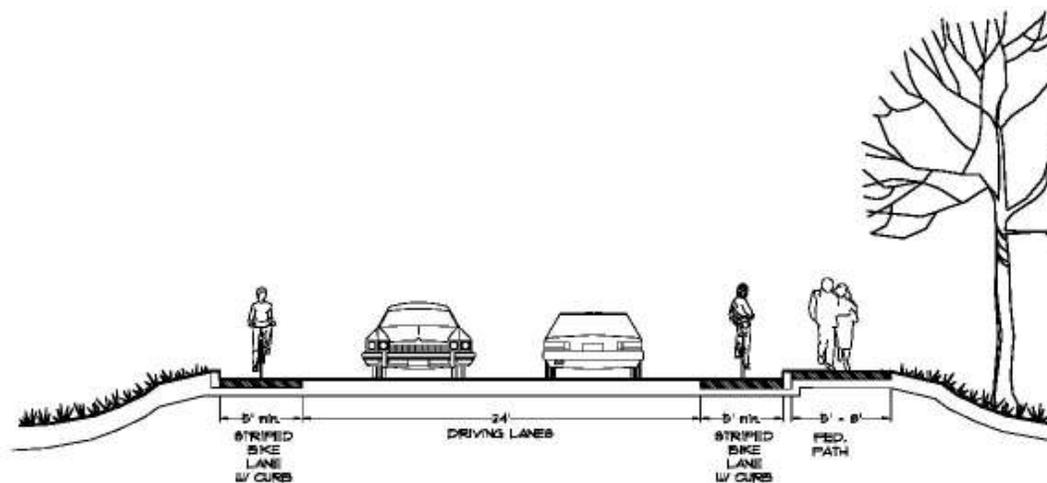
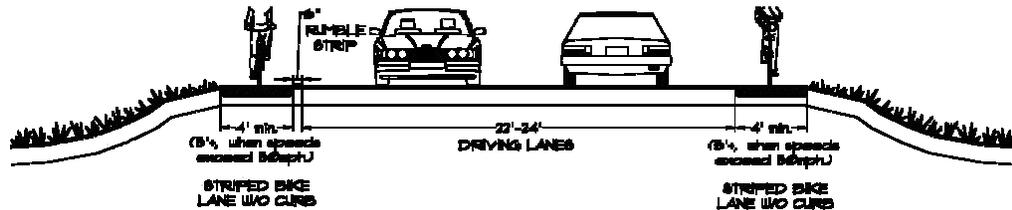
Wide Curb Lane

The AASHTO recommended minimum width for such a wide curb lane is 14 feet. This configuration is less costly than a 4-foot bicycle lane and tends to remain clear of debris. If space allows for a bicycle facility wider than 2 feet, the roadway should be striped to separate the bikeway from the driving lanes. In conjunction with bikeways, pedestrian paths may be created adjacent to driving lanes with wide curb lanes. Although the Georgia DOT minimum width for sidewalks is 5 feet, 6-foot sidewalks are recommended for comfortable pedestrian use and 8-foot widths are preferred for urban areas. Where additional space is available, it may be desirable to separate the pedestrian pathway from the roadway with a vegetative buffer. The buffer may contain shade trees as long as the center of the trunk is 8 feet from the curb of the travel lane.



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Bicycle Lanes

For areas without curbing, AASHTO's 1999 Guide for the Development of Bicycle Facilities defines the minimum width of a separated bike lane to be 4 feet. Five feet is the preferred width for separated bike lanes in areas where the speed limit exceeds 50 miles per hour or on roads with heavy truck traffic.

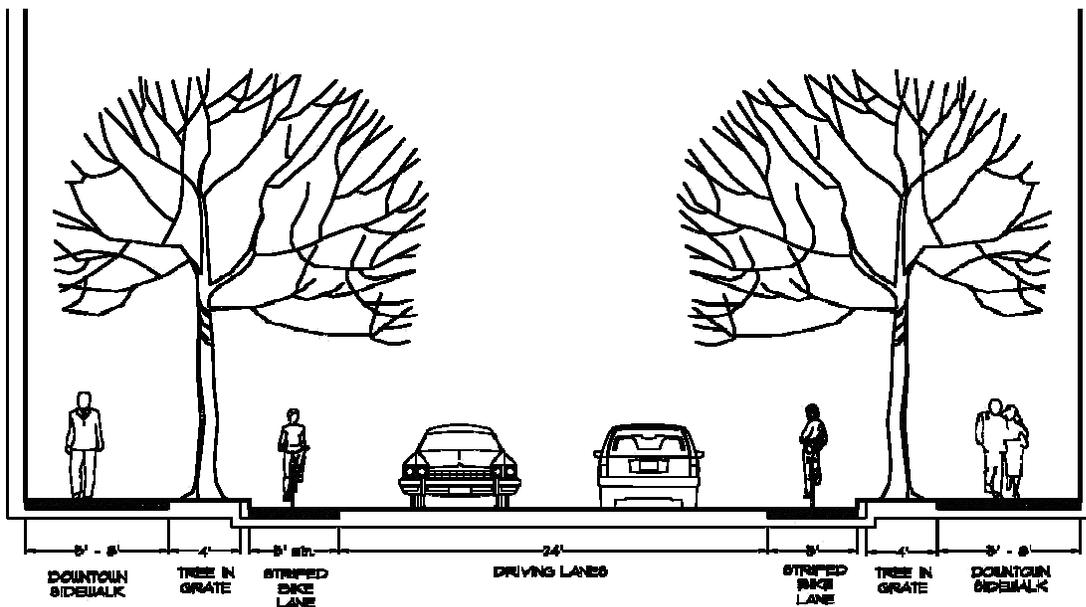
For separate bike lanes along curbed roadways, AASHTO defines the minimum width of the lane to be 5 feet. As in the previous example, an additional foot of width is desirable along corridors with high volumes and/or heavy truck use. This bike lane is to be free of drainage inlet grates, which are not safe for bike tires, and rumble strips. A painted strip should be used to separate the bike lane from automobile traffic. In this



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scenario, the bike lane will also satisfy much of the required clear zone between the automobile travel lanes and the pedestrian path.



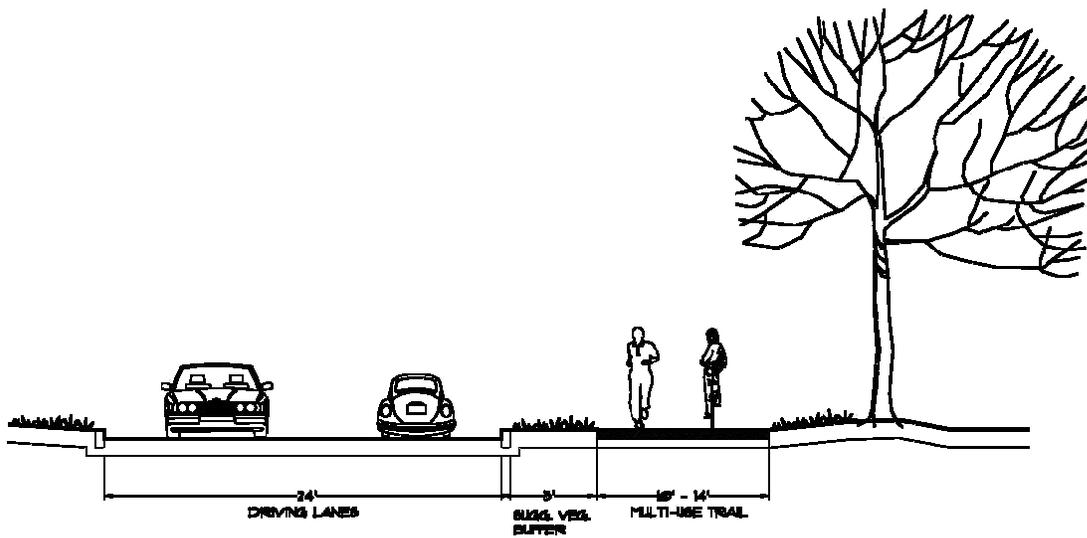
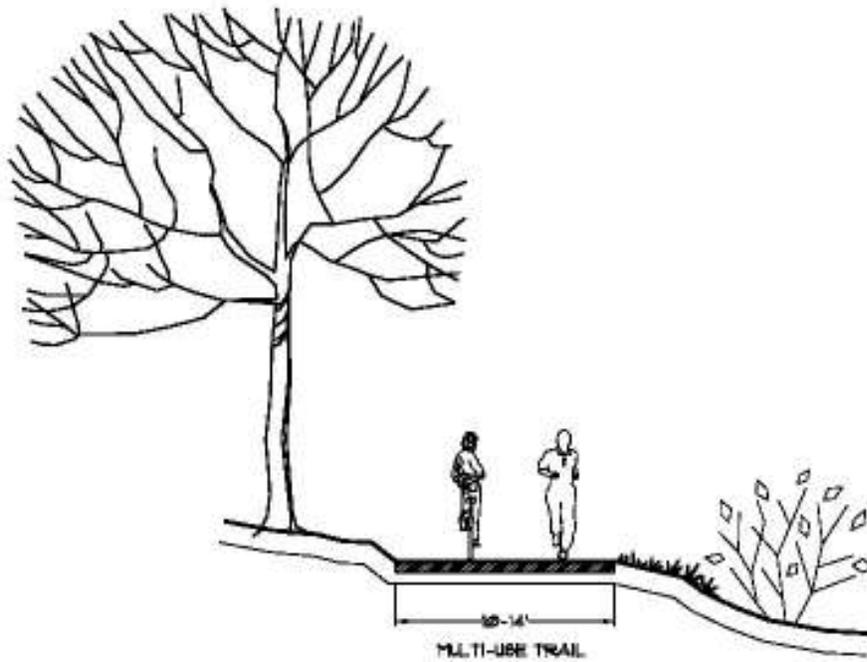
Bicycle Lane and Sidewalk

This section illustrates a typical urban section. Bike lanes are separated from the roadway with striping, and sidewalks are separated from bike lanes by curb and gutter and street trees. Five feet is the suggested width for these bike lanes, and a minimum sidewalk width of 6 feet is desirable for urban areas. In most urban areas a sidewalk width of 8 feet is more suitable, and if space allows, the width should be increased. Sidewalks in most Georgia downtown areas range from 10 to 15 feet in width. This would be appropriate along Thompson Bridge Road or McEver Road (below Browns Bridge).



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Multiuse Trails

A multiuse trail should be wide enough to accommodate two-way bicycle and pedestrian use without conflict. Ten to 14 feet is the suggested width for a trail that will



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accommodate such mixed uses. Trails built in Georgia are typically 12 feet wide, which is usually the minimum required for projects receiving Georgia DOT funding. High-demand corridors, such as Cobb County's Silver Comet Trail, are experiencing demands that warrant a wider facility. Five feet of separation is required to buffer the trail from the roadway. An 8-foot setback is necessary to incorporate street trees along a designated state route. This would be appropriate for the proposed Midtown Greenway. In this example, the trail is independent of an automotive roadway and can be useful in connecting existing bike and pedestrian ways. Additionally, these paths can be located along scenic creeks or other natural areas for recreational use as well as for transportation corridors, similar to Alpharetta's Big Creek Greenway. This is appropriate along McEver Road between Browns Bridge Road and Dawsonville Highway. Another consideration in identifying routes appropriate for multiuse trails is evidence of multiple driveways, a conflict that should be avoided.

3.3.5 Programs

A key component in promoting multimodal accessibility is providing the actual facilities along which to walk and/or bike. However, there are additional programs that can help to create a multimodal environment. The following received the most community support:

- √ Walkable Communities Programs
- √ A program whereby local residents can call and recommend bicycle parking locations on public land

The Federal Highway Administration developed the Walkable Communities Programs to provide training for MPO staff and technical assistance to conduct pedestrian planning workshops in local communities. Such workshops can be used to highlight street design and land use strategies to improve "walkability" in a neighborhood as well as to generate political support for the changes necessary.



4. Implementation

This section identifies the policies, programs, and projects that will create a bicycle and pedestrian system that supports the goals and objectives identified by the community. This section also includes funding recommendations, regional coordination, and plan monitoring, which are essential to accomplish the goals and objectives of the bicycle and pedestrian plan. Demands on the region's resources are high and funding is often scarce. The GHMPO and its partners must demonstrate that they are willing to undertake significant implementation measures. Interest from the private sector and nonprofit organizations is also required to ensure long-term success. The following action items are the initial responsibility of the GHMPO and are separated into short- and long-term actions based on the available staffing and funding of the MPO.

4.1 Projects¹⁰

Short-term:

- √ Adopt the GHMPO Bicycle and Pedestrian Plan, and incorporate it into the LRTP.
- √ Work with agencies and jurisdictions to implement the projects identified as short-term in Appendix C.
- √ Initiate discussions with local jurisdictions and the Technical Coordinating Committee (TCC) regarding implementation of the projects identified in this plan (see the network figures and project list in Appendix C) through a combination of local, regional (MPO), and/or private actions.
- √ Establish a web-based comment form on the GHMPO web site that allows citizens to request bicycle parking at desired locations; set aside funding for bicycle parking facilities.

¹⁰ The specific facility types designated in this plan are based on analysis and discussion at the time of this study. It is the intent of this Plan that facility type be re-examined at the time a specific project is proposed or related road corridor improvements go into preliminary engineering. Final analysis should consider changes in land use, traffic characteristics, and parallel facilities, as well as any financial or design constraints.



Long-term:

- ∨ Work with agencies and jurisdictions to implement the projects identified as mid-term and long-term in Appendix C.

4.2 Policies and Programs

Safety

Short-term:

- ∨ Initiate discussions with Hall County and Gainesville school boards on the Safe Routes to School Program (SR2S), provide materials describing the project, and identify an entity to lead implementation of SR2S.
- ∨ Create a list of national/federal safety publications and provide to schools, county/city offices, libraries, police stations, and the Department of Motor Vehicles office; make available (or link to) the list or the materials on the MPO web site.

Long-term:

- ∨ Create project evaluation worksheets for the TIP process. Give extra consideration to intersection improvements at pedestrian/bicyclist crash sites.

Awareness/Education

Short-term:

- ∨ Provide the Suitability Index Map on the GHMPO web site with a legal disclaimer.
- ∨ Initiate discussions with local bicycle shops regarding funding for the distribution of hard copies of the suitability map.
- ∨ Encourage the distribution of information on safety/legal requirements and/or benefits of walking/biking (e.g., “Did You Know” posters) by providing this information to local bicycle shops, grocery stores, banks, doctor/dentist offices, and park and recreational centers.



- ∨ Initiate discussions with the Gainesville and Hall County school boards regarding the Walk and/or Bike to School Day; this should be coordinated with the Safe Routes 2 School Program, if successful.
- ∨ Maintain a section of the GHMPO web site that highlights the progress of the bicycle and pedestrian plan, the benefits associated with walking/biking, and national bicycle/pedestrian resources/links.

Funding

Short-term:

- ∨ Initiate discussions with Hall County regarding setting aside a percentage of future SPLOST funds for bicycle/pedestrian improvements.
- ∨ Encourage local jurisdictions to require sidewalks in subdivisions, commercial areas, and redevelopment areas (new construction) in support of this plan.

Long-term:

- ∨ Create project evaluation worksheets for the TIP process that give special consideration to projects included in this plan.

Design Standards/Maintenance

Short-term:

- ∨ Initiate discussions with local government regarding adopting the minimum design standards in support of this plan.
- ∨ Initiate discussions with Hall County about extending shoulders during roadway resurfacing projects (Local Assistance Road Program) to allow room for bicycle travel. Provide cost/benefit analysis.
- ∨ Establish a web-based comment form on the GHMPO web site that allows citizens the opportunity to identify maintenance issues in Hall County; initiate discussions with local jurisdictions regarding establishing procedures to address the comments.



4.3 Plan Monitoring

Active monitoring is critical to successful implementation of the bicycle and pedestrian plan. Performance measures are important for tracking the progress of the plan and how well projects are meeting the plan goals and objectives. Data associated with the performance measures must be collected on a regular basis. The plan should be updated regularly, based on analyses of performance measures, as transportation conditions in the GHMPO area change.

4.3.1 Performance Measures

Performance measures provide a mechanism to evaluate the effectiveness of the existing bicycle and pedestrian system and the success of the GHMPO Bicycle and Pedestrian Plan over time. The following performance measures are based on the goals and objectives of the plan and should be quantifiable – meaning actual data is available or can be collected to evaluate changing conditions:

- √ Number of key origins and destinations connected by bicycle and pedestrian facilities. Key origins and destinations include:
 - Lake Lanier
 - Schools
 - Downtowns and activity centers
 - Government offices
 - Parks
 - Health care centers
- √ Percentage of population or employment within 1 mile of a bicycle facility and percentage within ¼ mile of a sidewalk
- √ Number of Census blocks with a lower-than-average vehicle-per-household rate within ¼ mile of bicycle or pedestrian facilities
- √ Amount of funding dedicated to bicycle/pedestrian facilities
- √ Percentage of jurisdictions that adopt recommended design standards
- √ Number of pedestrian crashes, injuries, and fatalities



4.3.2 Data Collection Needs

A variety of data must be collected and maintained to evaluate the performance measures. A GIS database that includes population, employment, bicycle and pedestrian facility locations, jurisdictional boundaries, and transit facilities is an ideal tool for assessing performance measures, since most have a geographic component. This information is currently available. Bicycle and pedestrian accident data should be collected to assess the safety of the system. This information can be collected annually from Georgia DOT. A key data collection need to measure performance of the plan is tracking and reporting development and construction of bicycle and pedestrian facilities. To track local government activity, a survey requesting information on bicycle and pedestrian improvements should be distributed yearly to each local jurisdiction.

4.3.3 Updating the Plan

As projects are implemented and new projects are conceived, the GHMPO Bicycle and Pedestrian Plan must be updated. Also, as transportation challenges evolve, projects may be reprioritized based on performance measures to meet the changing needs of constituents. Finally, plan updates should be timed to feed into the established LRTP/TIP update process.

Appendix A

Public Involvement



Public Involvement

Plan (PIP) Summary

Background

The purpose of this project is to create a Bicycle and Pedestrian Plan for the Gainesville-Hall Metropolitan Planning Organization (GHMPO) to include all of Hall County, including the member jurisdictions of Flowery Branch, Gainesville, and Oakwood. Some bicycle and pedestrian facilities currently exist in the cities and the county, and others have been proposed or planned. However, there is no comprehensive inventory or plan for bicycle and pedestrian facilities. This plan will identify a comprehensive system of bicycle/pedestrian facilities designed to serve a variety of users, integrate this system with the overall transportation system, and identify specific design standards, implementation actions, and potential funding sources. The resulting document will be a phased action plan with specific policies, strategies, and projects with cost estimates and identified funding opportunities.

The purpose of this Public Involvement Plan (PIP) is to create a Bicycle and Pedestrian Plan that meets countywide needs and is supported by the community. Public involvement ensures that the public is a partner in the process of determining strategies to be undertaken. In addition, federal regulations mandate that MPOs include a certain level of public involvement in the development of long-range transportation plans. The following federal regulations will provide guidance to this plan: National Environmental Policy Act, Americans with Disabilities Act, and the Transportation Equity Act for the 21st Century.

The following PIP is designed to take the public beyond information and engage them in the discussion of this study. The activities described below are organized by type: Outreach, Involvement and Measures of Effectiveness.

Outreach

Flyers

Flyers will be designed and distributed to announce and generate interest in the public meetings. Flyers will be distributed to community and organizational groups through the GHMPO and the Bicycle and Pedestrian Task Force members. The flyers will also be posted on the website.

Web Site Updates

The Hall County website will include a link for information describing the planning process, project schedule, and upcoming events. This information will be updated at key milestones throughout the study.



Media Outreach

In order to reach the largest segment of the general public as possible, media releases will be distributed at key milestones providing updated project information and opportunities for involvement.

Community Displays

Project information will be created and displayed at the storefront window of The Jaeger Company, located just off the Gainesville square to raise awareness of the project and to generate interest. These displays will be updated at key milestones throughout the study.

Involvement

Involvement of the community will be sought through a Bicycle and Pedestrian Task Force and two planned public meetings. The desired result of this segment of the PIP is to provide a means for everyone interested in the project to be involved and provide input during all stages of the project.

Bike and Pedestrian Task Force

A Bicycle and Pedestrian Task Force (consisting of local agency representatives, nonprofit representatives, and private sector organizations) will participate in three facilitated meetings during the planning process.

The initial meeting will include an introduction to the project and a question and answer session. The stakeholders will participate in a facilitated exercise to identify issues and opportunities they see within the region regarding bicycle and pedestrian planning. A cornerstone of the first meeting will be a suitability evaluation of existing roadway corridors for bicycle travel and a review for demand of pedestrian facilities.

A second meeting will be held toward the end of the existing conditions analysis. The objective of this meeting is to identify goals and objectives, strategies and performance measures and to review draft design standards.

A third meeting will be held near the end of the planning process. The objective of this meeting is to review, evaluate, and prioritize potential projects, strategies, and programs against the goals and objectives of the plan and performance measures. In addition, Task Force members will discuss next steps.



Public Meetings

Public meetings are critical and necessary mechanisms for involving the general public in the planning process. Two community meeting dates are planned at key points to solicit valuable public input. The first meeting date will take place early in the project to provide information to the public regarding the scope of the plan; to gather input on issues and perceived problems in the bicycle and pedestrian system; identify key origins and destinations; and to review draft goals and objectives. The second meeting date will be held during the identification and selection of projects and will emphasize consensus building exercises to finalize goals and objectives and to prioritize projects for inclusion into the plan.

Measures of Effectiveness

A combination of quantitative and qualitative measures will be used to evaluate public involvement activities. Quantitative measures are useful in providing information concerning type and level of involvement. Qualitative measures are useful in determining the level of change that has occurred regarding education and awareness of the Bicycle and Pedestrian Plan and the quality of response to this involvement. In turn, this information can be used to update the type of public involvement tools used.

Appendix B

Financial Resources



Federal Funding Programs

Several federal funding programs that can be used to finance bicycle and pedestrian facilities are available. The following list of federal funding programs includes a brief description of each program:

- ✓ **National Highway System Fund: Q05 and Q41** - NHS funds can be used within NHS corridors for bicycle and pedestrian facilities. Historically, Georgia has not used federal funding for bicycle and pedestrian facilities within NHS corridors, such as interstates;
- ✓ **Surface Transportation Program Funds: Q23 and Q24** - This program provides funding for bicycle and pedestrian facilities. STP funds can be used on any roadway classified higher than a local road or a rural minor collector. Q23 is specifically for urbanized areas and is allocated based on population;
- ✓ **Transportation Enhancement STP Setaside Fund: Q22 (33B)** - This program provides funding for a range of enhancement-related activities including facilities for pedestrians and bicycles. Within the state of Georgia, the Transportation Enhancement (TE) program is a competitive grant program, with application deadlines every two years;
- ✓ **Safety Construction STP Set aside Fund: Q21 (33A), Q26 (33M), Q27 (33N), and Q28 (33P)** - additional safety and hazard elimination, railroad crossing protective device installation, railroad/highway hazard elimination, and public roadway hazard elimination;
- ✓ **Congestion Mitigation and Air Quality Improvement Fund: Q40 and Q42** - Types of projects eligible for CMAQ funds include pedestrian and bicycle facilities. Hall County is part of the 20 county 8 hour ozone non-attainment area, therefore this program is an option;
- ✓ **Transit Funds (5309, 5307, 5311, and 5310)** – A these funds can be used for bicycle and pedestrian transit amenities such as shelters, bicycle racks on vehicles, and bicycle storage at stations or transfer centers;
- ✓ **Transportation and Community and System Preservation Pilot Program** - Under this program, governments and agencies are eligible to apply for



discretionary grants to plan and implement strategies that will improve transportation system efficiency; and

- ∨ **Community Development Block Grant** - Traditionally HUD focuses on housing and support services. However, support service may also include transportation projects. All projects must substantially benefit low- and moderate-income persons.

State Funding Programs

State funding programs for bicycle and pedestrian improvements are limited at this time. GDOT does not provide dedicated funds for physical improvements such as repaving or widening outside travel lanes to accommodate bicyclists or improving sidewalks and crosswalks for pedestrians. Current GDOT policy is to incorporate bicycle and pedestrian friendly elements into planned or programmed improvement projects as they move through the design and construction stages. State funding sources include the following:

- ∨ **Local Development Fund** - Eligible activities include recreation improvements and activities implementing approved comprehensive plans. The maximum grant amount is \$10,000 for single community projects and \$20,000 for multi-community projects. A 50 percent cash or in-kind match is required;
- ∨ **Redevelopment Fund Program** - The Redevelopment Fund provides flexible financial assistance to local governments to assist in implementation of economic and community development projects that cannot be undertaken with existing public sector grant and loan programs. This program is coordinated through the Georgia Department of Community Affairs;
- ∨ **Governor's Office of Highway Safety** - The Governor's Office of Highway Safety (GOHS) is a statewide agency that currently provides an average of \$250,000 a year in grants to local jurisdictions to promote pedestrian and bicycle education programs. Most of the dollars are expended on pedestrian programs; and
- ∨ **Quality Growth Grant Program** - The Quality Growth Grant Program provides eligible recipients with financial assistance to implement quality growth initiatives outside the typical scope of other grant or loan sources. Eligible activities include design for walkable communities, capital improvement (infrastructure) planning,



and traffic calming measures. Eligible applicants include all units of local government. Awards range between \$5,000 and \$40,000.

- ∨ **LARP** - Local Assistance Road Program helps local governments preserve their road systems by funding resurfacing activities. Each year, every city and county in the state is invited to submit a priority list of projects to the GDOT, which reviews requests and establishes priorities for resurfacing.

Potential Local and Private Funding Programs

Various local funding programs provide financing opportunities for bicycle and pedestrian enhancements. Additionally, sources of private funding for bicycle and pedestrian facilities are available. Generally, local and private funds would be utilized to satisfy local match requirements of other funding sources.

- ∨ **Tax Increment Financing** - The Tax Increment Financing (TIF) program utilizes increased tax revenues stimulated by redevelopment to pay for capital improvements required to induce the development. TIFs are complicated and require considerable financial, development, engineering, and other expertise. Due to the complexity of the funding mechanism, bicycle and pedestrian enhancements funded through a TIF would likely be part of a larger infrastructure building effort;
- ∨ **Dedicated Local Taxes/Increases in the Tax Rate** - Local taxes can provide a dedicated funding source for transportation capital and operating expenses. While the sales tax is the most common form of tax used as a revenue source, some agencies have taxed utilities instead;
- ∨ **Friends of Gainesville Parks and Greenways** - One purpose of this group, a local non-profit organization, is to raise funds to construct sidewalks connecting parks and schools. Currently, through a public-private partnership with the City of Gainesville they provide funding for materials and the city provides labor and expertise to construct the sidewalks; and

Other Funding Programs

The following programs, planning efforts, and funding strategies for greenspace and recreation initiatives are because of the close relationship between walking/bicycling and recreational use.



- ✓ **Land and Water Conservation Fund** - The Land and Water Conservation Fund (LWCF) program provides funding for the acquisition, development, and planning of outdoor recreation opportunities. This program is administered by the Georgia Department of Natural Resources. Sample projects include land acquisition and walking trail restorations.

- ✓ **Recreational Trails Program** - This federal program, administered by the Georgia Department of Natural Resources, is for acquisition and development grants for motorized and non-motorized recreational trails including new trail construction and maintenance and rehabilitation of existing trails.

- ✓ **Recreation Assistance Fund (RAF)** - This program is created to increase the supply of public recreation lands or facilities and is administered through the Georgia Department of Natural Resources. Example projects include acquisition of land, facility development, and rehabilitation of existing structures.

Appendix C

Bicycle and Pedestrian Project List



GHMPO Bicycle and Pedestrian Plan

Appendix C

Short Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Airport Drive Area	Jesse Jewell Parkway	Davis Street to Queen City Parkway	Sidewalk	14,051	2.66	\$ 116,342	\$ 1,163,423	\$ 1,279,765
Bradford Drive	Dixon Drive	Oakshire Court	Sidewalk	1,099	0.21	\$ 9,100	\$ 90,997	\$ 100,097
Chestnut Street	Mitchell Street	Railroad Avenue	Sidewalk	544	0.10	\$ 4,504	\$ 45,043	\$ 49,548
Church Street	Pine Street	Spring Street	Sidewalk	555	0.11	\$ 4,595	\$ 45,954	\$ 50,549
College Avenue/Hunter Street	Race Street	EE Butler Avenue	Sidewalk	472	0.09	\$ 3,908	\$ 39,082	\$ 42,990
Dixon Drive	Bradfor Street (500 feet west)	Pearl Nix Parkway	Sidewalk	3,648	0.69	\$ 30,205	\$ 302,054	\$ 332,260
Downey Boulevard	S Enota Drive	Wisteria Lane	Sidewalk	821	0.16	\$ 6,794	\$ 67,937	\$ 74,731
EE Butler Avenue	Summit Drive	Martin Luther King Jr. Boulevard	Sidewalk	1,257	0.24	\$ 10,408	\$ 104,080	\$ 114,488
Gainesville Street	Lights Ferry Road	Chattahoochee Street	Sidewalk	2,461	0.47	\$ 20,377	\$ 203,771	\$ 224,148
Glenwood Drive	Thompson Bridge Road	Candler Street	Sidewalk	2,174	0.41	\$ 18,001	\$ 180,007	\$ 198,008
Green Street	Northside Drive	Oak Tree Drive	Sidewalk	5,674	1.07	\$ 46,981	\$ 469,807	\$ 516,788



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Short Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Jesse Jewell Parkway	Browns Bridge Road	Auburn Avenue	Sidewalk	652	0.12	\$ 5,399	\$ 53,986	\$ 59,384
Jesse Jewell Parkway	Fair Street	Race Street	Sidewalk	1,907	0.36	\$ 15,790	\$ 157,900	\$ 173,690
Martin Luther King Jr. Boulevard	Queen City Parkway	EE Butler Avenue	Sidewalk	4,333	0.82	\$ 35,877	\$ 358,772	\$ 394,650
Old Athens Road/Harrison Drive/Brown Street/Seaboard Road/Floyd Road	Athens Street	Athens Street	Sidewalk	6,714	1.27	\$ 55,592	\$ 555,919	\$ 611,511
Park Lane	Enota Avenue	Mulberry Lane	Sidewalk	1,672	0.32	\$ 13,844	\$ 138,442	\$ 152,286
Pine Street	Mitchell Street	Church Street	Sidewalk	245	0.05	\$ 2,029	\$ 20,286	\$ 22,315
Prior Street	Spring Street	Jesse Jewell Parkway	Sidewalk	755	0.14	\$ 6,251	\$ 62,514	\$ 68,765
Railroad Avenue	Martin Street	Spring Street	Sidewalk	779	0.15	\$ 6,450	\$ 64,501	\$ 70,951
Ridgewood Avenue	Wilshire	Ridgewood Terrace	Sidewalk	764	0.14	\$ 6,326	\$ 63,259	\$ 69,585
Spring Street	Mitchell Street	Railroad Avenue	Sidewalk	538	0.10	\$ 4,455	\$ 44,546	\$ 49,001



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Short Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Thurnmon Tanner Extension	Plainview Drive	Mundy Mill Road	Sidewalk	6,220	1.18	\$ 51,493	\$ 514,933	\$ 566,427
Walnut Street/Oak Street/Railroad Street	Main Street	Oak Street	Sidewalk	2,713	0.51	\$ 22,464	\$ 224,636	\$ 247,100
Washington Street	John Morrow Parkway	West Academy Street	Sidewalk	2,974	0.56	\$ 24,625	\$ 246,247	\$ 270,872
Wessell Road	Holly Drive	Dixon Drive	Sidewalk	2,927	0.55	\$ 24,236	\$ 242,356	\$ 266,591
West Avenue	Rainey Street	Washington Avenue	Sidewalk	966	0.18	\$ 7,998	\$ 79,985	\$ 87,983
Wisteria Lane	Downey Boulevard	Jesse Jewell Parkway	Sidewalk	1,288	0.24	\$ 10,665	\$ 106,646	\$ 117,311
Woods Mill Road	Elephant Trail	Rainey Street	Sidewalk	1,313	0.25	\$ 10,872	\$ 108,716	\$ 119,588
Belton Bridge Road	Butts mountain Road	Cornelia Highway	Signage	78,456	14.86	\$ -	\$ 14,907	\$ 14,907
Beverly Road	Limestone Parkway	White Sulphur Road	Signage	2,332	0.44	\$ -	\$ 443	\$ 443
Beverly Road/Robin Hood Trail	South Enota Avenue	Limestone Parkway	Signage	6,183	1.17	\$ -	\$ 1,175	\$ 1,175
Blackjack/Williams Road	Hog Mountain Road	Friendship Road/Spout Springs Road	Signage	23,270	4.41	\$ -	\$ 4,421	\$ 4,421



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Short Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Butts Mountain Road	Hall County Line	Holly Springs Road/Belton Bridge Road	Signage	16,085	3.05	\$ -	\$ 3,056	\$ 3,056
Enota Avenue/South Enota Avenue/Downey Boulevard/Martin Luther King Boulevard	Thompson Bridge Road	E.E. Butler Parkway	Signage	19,193	3.64	\$ -	\$ 3,647	\$ 3,647
Friendship Road	I-985	Old Winder Highway	Multiuse Trail	44,158	8.36	\$304,690	\$ 3,046,902	\$ 3,351,592
Glade Farm Road	Clarks Bridge Road	Lula Road	Signage	21,332	4.04	\$ -	\$ 4,053	\$ 4,053
Glenwood Drive/Prior Street/Spring Street/Green Street/Brenau Avenue/Park Street	South Enota Avenue	Main Street/Thompson Bridge Road	Signage	9,442	1.79	\$ -	\$ 1,794	\$ 1,794
Harmony Church/Burton Mill/Greggs/Bob Bryant Road	Gillsville Highway	Athens Highway	Signage	21,858	4.14	\$ -	\$ 4,153	\$ 4,153
Holly Drive/Dixon Drive/Bradford Street/Academy Street	Northside Drive	Green Street	Signage	5,646	1.07	\$ -	\$ 1,073	\$ 1,073



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Short Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Jim Crow Road/Gainesville Street	Commodore Drive	Lights Ferry Road	Wide Curb Lane	18,493	3.50	\$ 127,602	\$ 1,276,017	\$ 1,403,619
Lights Ferry	McEver Road	Dead End	Signage	10,678	2.02	\$ -	\$ 2,029	\$ 2,029
Lynncliff/Davis Bridge Road	Dawsonville Highway	Davis Bridge Drive	Signage	12,369	2.34	\$ -	\$ 2,350	\$ 2,350
Main Street/Parker Street	Jesse Jewell Parkway	Multi Use Path	Signage	1,193	0.23	\$ -	\$ 227	\$ 227
Martin Luther King Boulevard	Queen City Parkway	E.E. Butler Parkway	Bike Lane	4,333	0.82	\$ 39,864	\$ 398,636	\$ 438,500
Mountain View Road/Meeks Road	Multi Use Path/McEver Road	Titshaw Drive	Signage	18,919	3.58	\$ -	\$ 3,595	\$ 3,595
Multiuse Trail	North of Whiting Road	South of Mundy Mill Road	Multiuse Trail	6,530	1.24	\$ 53,317	\$ 533,175	\$ 586,492
Multiuse Trail	McEver Road	Atlanta Highway	Multiuse Trail	14,375	2.72	\$ 97,534	\$ 975,344	\$ 1,072,878
Multiuse Trail	Parker Street	Industrial Boulevard	Multiuse Trail	3,353	0.64	\$ 22,750	\$ 227,501	\$ 250,251
Myrtle Street	Atlanta Highway	Queen City Parkway	Signage	3,621	0.69	\$ -	\$ 688	\$ 688
Myrtle Street/Branch Street	Jesse Jewell Parkway	Downey Boulevard	Signage	4,001	0.76	\$ -	\$ 760	\$ 760



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Short Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Nopone Road	Cleveland Highway	Clarks Bridge Road	Signage	12,984	2.46	\$ -	\$ 2,467	\$ 2,467
Old Flowery Branch Road	Mountain View Road	Memorial Park Drive	Signage	6,988	1.32	\$ -	\$ 1,328	\$ 1,328
Persimmon Tree Road	Lula Road	Belton Bridge Road	Signage	9,295	1.76	\$ -	\$ 1,766	\$ 1,766
Rainey Street/Ridgewood Avenue	John W Morrow Jr Parkway	Bradford Street	Signage	5,521	1.05	\$ -	\$ 1,049	\$ 1,049
Sardis Road Connector	Thompson Bridge Road	Chestatee/Sardis Road	Bike Lane	16,094	3.05	\$ 111,049	\$ 1,110,486	\$ 1,221,535



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Mid Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Allen Street	Walnut Street	Falcon Parkway/Atlanta Highway	Sidewalk	5,699	1.08	\$ 47,188	\$ 471,877	\$ 519,065
Atlanta Highway	Mundy Mill Road/Winder Highway	Frontage Road	Sidewalk	5,481	1.04	\$ 45,383	\$ 453,827	\$ 499,209
Browns Bridge Road	Jesse Jewell Parkway	Delta Drive`	Sidewalk	3,223	0.61	\$ 26,686	\$ 266,864	\$ 293,551
Church Street	Martin Street	Knight Drive	Sidewalk	362	0.07	\$ 2,997	\$ 29,974	\$ 32,971
Church Street	Spring Street	Reed Street	Sidewalk	459	0.09	\$ 3,801	\$ 38,005	\$ 41,806
College Avenue/Hunter Street	Prior Street	Carlton Street	Sidewalk	723	0.14	\$ 5,986	\$ 59,864	\$ 65,851
EE Butler Avenue	Chestnut Street	Martin Luther King Jr. Boulevard	Sidewalk	5,521	1.05	\$ 45,714	\$ 457,139	\$ 502,853
Elephant Trail	Elephant Trail	to existing sidewalk	Sidewalk	1,043	0.20	\$ 8,636	\$ 86,360	\$ 94,996
John Morrow Parkway	Alta Vista Road	Jesse Jewell Parkway	Sidewalk	4,539	0.86	\$ 37,579	\$ 375,788	\$ 413,367
Lights Ferry Road	McEver Road	Mitchell Street	Sidewalk	5,062	0.96	\$ 41,913	\$ 419,134	\$ 461,047
Main Street	5th Street	1st Street	Sidewalk	1,210	0.23	\$ 10,019	\$ 100,188	\$ 110,207
Main Street	Cobb Street	Charlotte Street	Sidewalk	2,738	0.52	\$ 22,671	\$ 226,706	\$ 249,377
Main Street	Banks Street	6th Street	Sidewalk	2,863	0.54	\$ 23,706	\$ 237,056	\$ 260,762



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Mid Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Maple Street/Bradford Street	Martin Luther King Jr. Boulevard	Abbey Place/Industrial Boulevard	Sidewalk	1,248	0.24	\$ 10,333	\$ 103,334	\$ 113,668
Mitchell Street	Lights Ferry Road	Spring Street	Sidewalk	1,733	0.33	\$ 14,349	\$ 143,492	\$ 157,842
Moon Drive/Homer Highway	Athens Street	County Line Road	Sidewalk	1,947	0.37	\$ 16,121	\$ 161,212	\$ 177,333
Osborne/Barnes/Mrytle Streets	Branch Street	Wall Street	Sidewalk	5,402	1.02	\$ 44,729	\$ 447,286	\$ 492,014
Patterson Drive/Harrison Drive/Daisy Drive/Landmark Place	Bicayne Drive	Athens Street	Sidewalk	2,528	0.48	\$ 20,932	\$ 209,318	\$ 230,250
Railroad Avenue	Snelling Avenue	Knight Drive	Sidewalk	1,251	0.24	\$ 10,358	\$ 103,583	\$ 113,941
Railroad Avenue	Spring Street	Chattahoochee Street	Sidewalk	768	0.15	\$ 6,359	\$ 63,590	\$ 69,949
Ridgewood Terrace	Ridgewood Avenue	Oak Street	Sidewalk	1,580	0.30	\$ 13,082	\$ 130,824	\$ 143,906
Shallowford Road	Dawsonville Highway	Pearl Nix Parkway	Sidewalk	4,274	0.81	\$ 35,389	\$ 353,887	\$ 389,276
Skelton Road	Shallowford Road	Browns Bridge Avenue	Sidewalk	1,559	0.30	\$ 12,909	\$ 129,085	\$ 141,994
Victoria Lane	Cobb Street	County Line Road	Sidewalk	7,518	1.42	\$ 62,249	\$ 622,490	\$ 684,739



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Mid Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Walnut Circle	Main Street	Main Street	Sidewalk	902	0.17	\$ 7,469	\$ 74,686	\$ 82,154
Britt Whitmire Road	Mount Vernon Road	Clarks Bridge Road	Wide Curb Lane	27,660	5.24	\$ 190,854	\$ 1,908,540	\$ 2,099,394
Browns Bridge Road	Hall County Line	McEver Road	Bike Lane	24,447	4.63	\$ 168,684	\$ 1,686,843	\$ 1,855,527
Clarks Bridge Road/Main Street	King Street	Lula Road	Wide Curb Lane	12,333	2.34	\$ 85,098	\$ 850,977	\$ 936,075
County Line Road/Main Street	Belton Bridge Road	Hood Street/Athens Street	Bike Lane	11,824	2.24	\$ 108,781	\$ 1,087,808	\$ 1,196,589
Elachee Drive	Atlanta Highway	Just south of I-985	Signage	4,813	0.91	\$ -	\$ 914	\$ 914
Friendship Road	Just North of Pass Drive	I-985	Bike Lane	19,667	3.72	\$ 135,702	\$ 1,357,023	\$ 1,492,725
Hubert Stephens Road	Thompson Bridge Road	Mount Vernon Road	Wide Curb Lane	17,359	3.29	\$ 119,777	\$ 1,197,771	\$ 1,317,548
King Street	Main Street	Cleveland Highway	Bike Lane	1,953	0.37	\$ 17,968	\$ 179,676	\$ 197,644
Lights Ferry Road/Mitchell Street/Main Street/Railroad Avenue/Snelling Avenue	McEver Road	Mulberry Street	Bike Lane	7,814	1.48	\$ 71,889	\$ 718,888	\$ 790,777



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Mid Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Main Street/Academy Street/Plainview Road	Old Oakwood Road	Atlanta Highway	Bike Lane	7,370	1.40	\$ 67,804	\$ 678,040	\$ 745,844
Martin Road	Falcon Parkway	Winder Highway	Bike Lane	10,103	1.91	\$ 69,711	\$ 697,107	\$ 766,818
Mount Vernon Road	Hubert Stevens Road	Jim Hood Road	Wide Curb Lane	3,794	0.72	\$ 26,179	\$ 261,786	\$ 287,965
Multiuse Trail	Elachee Road	Cavalry Church Road	Multiuse Trail	7,629	1.44	\$ 51,763	\$ 517,628	\$ 569,390
Multiuse Trail	Julian Baugh Road	Simpson Road	Multiuse Trail	16,329	3.09	\$ 110,792	\$ 1,107,923	\$ 1,218,715
Multiuse Trail	Simpson Road	White Sulphur Road	Multiuse Trail	12,867	2.44	\$ 87,303	\$ 873,026	\$ 960,329
North Browning Bridge Road	Clarks Bridge Road	Dead End	Signage	12,627	2.39	\$ -	\$ 2,399	\$ 2,399
Old Cleveland Highway/Main Street	Hall County Line	King Street	Bike Lane	12,125	2.30	\$ 111,550	\$ 1,115,500	\$ 1,227,050
Old Winder Highway	Winder Highway	Hall County Line	Bike Lane	17,704	3.35	\$ 122,158	\$ 1,221,576	\$ 1,343,734
Spout Springs Road	Hog Mountain Road	Hall County Line	Bike Lane	32,334	6.12	\$ 223,105	\$ 2,231,046	\$ 2,454,151
Union Circle	Spout Springs Road	Union Church Road	Wide Curb Lane	7,056	1.34	\$ 48,686	\$ 486,864	\$ 535,550



GHMPO Bicycle and Pedestrian Plan

Appendix C

Long Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Athens Street	Mill Street	West Ridge Road	Sidewalk	2,256	0.43	\$ 18,680	\$ 186,797	\$ 205,476
Atlanta Highway	Cantrell Road	Radford Road	Sidewalk	3,906	0.74	\$ 32,342	\$ 323,417	\$ 355,758
Atlanta Highway	Hazel Street	Columns Drive	Sidewalk	8,588	1.63	\$ 71,109	\$ 711,086	\$ 782,195
Auburn Avenue	Jesse Jewell Parkway	Myrtle Street	Sidewalk	916	0.17	\$ 7,584	\$ 75,845	\$ 83,429
Aviation Boulevard	Queen City Parkway	Dorsey Street	Sidewalk	1,943	0.37	\$ 16,088	\$ 160,880	\$ 176,968
Belton Bridge Place	Dead End	Belton Bridge Road	Sidewalk	975	0.18	\$ 8,073	\$ 80,730	\$ 88,803
Belton Bridge Road	Narramore Way	Old Cornelia Highway	Sidewalk	1,923	0.36	\$ 15,922	\$ 159,224	\$ 175,147
Biscayne Drive/Travis Drive/Wade Drive/Martin Drive	East Ridge Road	Athens Street	Sidewalk	3,812	0.72	\$ 31,563	\$ 315,634	\$ 347,197
Bradford Drive/Hancock Avenue/Dean Street/Marler Street/Moreno Street/Industrial Boulevard	Pine Street	West Ridge Road	Sidewalk	14,809	2.80	\$ 122,619	\$ 1,226,185	\$ 1,348,804



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Long Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Browns Bridge Road	Delta Drive`	Memorial Park Drive	Sidewalk	5,954	1.13	\$ 49,299	\$ 492,991	\$ 542,290
Bryant Quarter Road	South of Channel Road	County Line Road	Sidewalk	7,861	1.49	\$ 65,089	\$ 650,891	\$ 715,980
Chamblee Road	McEver Road	Thurmon Tanner Parkway	Sidewalk	7,819	1.48	\$ 64,741	\$ 647,413	\$ 712,155
Chattahoochee Street	Gainesville Street	Atlanta Highway	Sidewalk	1,149	0.22	\$ 9,514	\$ 95,137	\$ 104,651
Chestnut Street	Gainesville Street	Mitchell Street	Sidewalk	431	0.08	\$ 3,569	\$ 35,687	\$ 39,255
Church Street	Snelling Avenue	Martin Street	Sidewalk	492	0.09	\$ 4,074	\$ 40,738	\$ 44,811
Church Street	Reed Street	Chattahoochee Street	Sidewalk	357	0.07	\$ 2,956	\$ 29,560	\$ 32,516
County Line Road	Allen Road	Highway 52	Sidewalk	7,892	1.49	\$ 65,346	\$ 653,458	\$ 718,803
County Line Road/Helen Street	Victoria Lane	Main Street	Sidewalk	5,672	1.07	\$ 46,964	\$ 469,642	\$ 516,606
Cumberland Valley Road	Enota Avenue	Morningside Drive	Sidewalk	2,340	0.44	\$ 19,375	\$ 193,752	\$ 213,127
Downtown Clermont			Sidewalk	9,564	1.81	\$ 79,190	\$ 791,899	\$ 871,089
Downtown Lula			Sidewalk	30,510	5.78	\$ 252,623	\$ 2,526,228	\$ 2,778,851
East side of Atlanta Highway	Browns Bridge Road	Atlanta Highway	Sidewalk	30,930	5.86	\$ 256,100	\$ 2,561,004	\$ 2,817,104



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Long Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Enota Avenue	Park Hill Drive	Park Lane	Sidewalk	4,264	0.81	\$ 35,306	\$ 353,059	\$ 388,365
Enota Avenue/Riverside Drive	Thompson Bridge Road	Morningside Drive	Sidewalk	3,503	0.66	\$ 29,005	\$ 290,048	\$ 319,053
Falcon Parkway/Atlanta Highway	Warren Road	Mundy Mill Road/Winder Highway	Sidewalk	8,424	1.60	\$ 69,751	\$ 697,507	\$ 767,258
Flat Creek Road/Old Oakwood Road	J White Road	Tumbling Circle	Sidewalk	16,101	3.05	\$ 133,316	\$ 1,333,163	\$ 1,466,479
Highway 52	Wilson Drive	Diamond Hill Road	Sidewalk	5,511	1.04	\$ 45,631	\$ 456,311	\$ 501,942
Highway 52	Gillsville Highway	County Line Road	Sidewalk	6,187	1.17	\$ 51,228	\$ 512,284	\$ 563,512
Hog Mountain Road	Spout Springs Road	Cash Road	Sidewalk	2,904	0.55	\$ 24,045	\$ 240,451	\$ 264,496
J White Road	Copper Springs Drive	McEver Road	Sidewalk	18,608	3.52	\$ 154,074	\$ 1,540,742	\$ 1,694,817
Lanier Mill Circl	Lanier Mill Circle	Mundy Mill Drive	Sidewalk	830	0.16	\$ 6,872	\$ 68,724	\$ 75,596
Lula Road	Burton Drive	Old Cornelia Highway	Sidewalk	4,609	0.87	\$ 38,163	\$ 381,625	\$ 419,788
Main Street	Lula Road	Old Cornelia Highway	Sidewalk	2,822	0.53	\$ 23,366	\$ 233,662	\$ 257,028
Main Street	Gainesville Street	Mitchell Street	Sidewalk	409	0.08	\$ 3,387	\$ 33,865	\$ 37,252



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Long Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Martin Street	Mitchell Street	Railroad Avenue	Sidewalk	560	0.11	\$ 4,637	\$ 46,368	\$ 51,005
McClure Drive	Pebble Creek Drive	Main Street	Sidewalk	1,191	0.23	\$ 9,861	\$ 98,615	\$ 108,476
McEver Road	Betau Drive	M Stringer Road	Sidewalk	11,856	2.25	\$ 98,168	\$ 981,677	\$ 1,079,844
Mill Street	Athens Street	Harvey Street	Sidewalk	1,852	0.35	\$ 15,335	\$ 153,346	\$ 168,680
Morningside Drive	Enota Avenue	Oak Tree Drive	Sidewalk	2,990	0.57	\$ 24,757	\$ 247,572	\$ 272,329
Mundy Mill Drive	Mundy Mill Road	Oakwood Road	Sidewalk	1,616	0.31	\$ 13,380	\$ 133,805	\$ 147,185
Mundy Mill Road	Creekside Place/Meeks Drive	Oakwood Road/Frontage Road	Sidewalk	12,184	2.31	\$ 100,879	\$ 1,008,794	\$ 1,109,673
North Downtown Lula			Sidewalk	10,831	2.05	\$ 89,681	\$ 896,807	\$ 986,487
North of Browns Bridge Road	Browns Bridge Road	Skelton Road	Sidewalk	16,309	3.09	\$ 135,039	\$ 1,350,385	\$ 1,485,424
Oak Street	Walnut Street	Allen Street	Sidewalk	1,819	0.34	\$ 15,061	\$ 150,613	\$ 165,675
Oakwood Road/Frontage Road	Mundy Mill Drive	Atlanta Highway	Sidewalk	4,986	0.94	\$ 41,284	\$ 412,841	\$ 454,125
Old Cornelia Highway	1st Street	Tallant Drive	Sidewalk	2,337	0.44	\$ 19,350	\$ 193,504	\$ 212,854
Old Cornelia Highway	Lula Road	Main Street	Sidewalk	4,463	0.85	\$ 36,954	\$ 369,536	\$ 406,490



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Long Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Phil Neikro Boulevard/Spout Springs Road	Mulberry Street	Grand Fox Circle	Sidewalk	8,260	1.56	\$ 68,393	\$ 683,928	\$ 752,321
Pine Street	Gainesville Street	Mitchell Street	Sidewalk	422	0.08	\$ 3,494	\$ 34,942	\$ 38,436
Radford Road/Atlanta Highway	McEver Road	Cantrell Road	Sidewalk	4,589	0.87	\$ 37,997	\$ 379,969	\$ 417,966
Reed Street	Gainesville Street	Church Street	Sidewalk	674	0.13	\$ 5,581	\$ 55,807	\$ 61,388
Spring Street	Gainesville Street	Mitchell Street	Sidewalk	437	0.08	\$ 3,618	\$ 36,184	\$ 39,802
Spring Street	Railroad Avenue	Atlanta Highway	Sidewalk	158	0.03	\$ 1,308	\$ 13,082	\$ 14,391
Summit Avenue/Norwood Street/Hobbs Alley/Carlton Street/McBride Street/	Hunter Street	Martin Luther King Jr. Boulevard	Sidewalk	4,050	0.77	\$ 33,534	\$ 335,340	\$ 368,874
Thompson Bridge Road	Virginia Circle	Oak Tree Drive	Sidewalk	3,420	0.65	\$ 28,318	\$ 283,176	\$ 311,494
Thurmon Tanner Parkway	Avery Drive	Plainview Road	Sidewalk	7,760	1.47	\$ 64,253	\$ 642,528	\$ 706,781
Thurmon Tanner Parkway	Phil Neikro Boulevard	Avery Drive	Sidewalk	11,720	2.22	\$ 97,042	\$ 970,416	\$ 1,067,458



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Long Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
West End Avenue	Pearl Nix Parkway	Browns Bridge Avenue	Sidewalk	970	0.18	\$ 8,032	\$ 80,316	\$ 88,348
West Ridge Road	Hancock Avenue/Georgia Avenue	Athens Street/Airport Parkway	Sidewalk	6,856	1.30	\$ 56,768	\$ 567,677	\$ 624,444
West side of Atlanta Highway	Atlanta Highway	Industrial Boulevard	Sidewalk	19,714	3.73	\$ 163,232	\$ 1,632,319	\$ 1,795,551
Athens Highway	Gillsville Highway	Hall County Line	Bike Lane	26,061	4.94	\$ 179,821	\$ 1,798,209	\$ 1,978,030
Athens Highway	Monroe Drive	Gillsville Highway	Bike Lane	14,321	2.71	\$ 98,811	\$ 988,115	\$ 1,086,926
Athens Street	Martin Luther King Boulevard	Athens Highway	Wide Curb Lane	9,178	1.74	\$ 63,328	\$ 633,282	\$ 696,610
Atlanta Highway	Mountain View Road	Myrtle Street	Bike Lane	10,663	2.02	\$ 98,100	\$ 980,996	\$ 1,079,096
Atlanta Highway	Friendship Road	Hall County Line	Bike Lane	4,482	0.85	\$ 30,926	\$ 309,258	\$ 340,184
Atlanta Highway	Friendship Road	Phil Neikro Boulevard	Wide Curb Lane	17,563	3.33	\$ 121,185	\$ 1,211,847	\$ 1,333,032
Atlanta Highway	Phil Neikro Boulevard	Thurmon Tanner Parkway	Wide Curb Lane	6,781	1.28	\$ 46,789	\$ 467,889	\$ 514,678
Baker Road	Candler Road	Athens Highway	Signage	15,259	2.89	\$ -	\$ 2,899	\$ 2,899



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Long Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Belton Bridge Road	Cornelia Highway	Old Cornelia Highway	Bike Lane	5,067	0.96	\$ 46,616	\$ 466,164	\$ 512,780
Bradford Street	Martin Luther King Boulevard	West Ridge Road	Bike Lane	3,197	0.61	\$ 29,412	\$ 294,124	\$ 323,536
Browns Bridge Road	McEver Road	Memorial Park Drive	Bike Lane	4,731	0.90	\$ 32,644	\$ 326,439	\$ 359,083
Cash/Union Church Road	Hog Mountain Road	Hall County Line	Wide Curb Lane	31,294	5.93	\$ 215,929	\$ 2,159,286	\$ 2,375,215
Century Place/Woods Mill Road	Rainey Street	Rainey Street	Bike Lane	6,656	1.26	\$ 61,235	\$ 612,352	\$ 673,587
Chestatee Road	Cool Springs Road	Sardis Road	Wide Curb Lane	16,651	3.15	\$ 114,892	\$ 1,148,919	\$ 1,263,811
Clarks Bridge Road	North Browning Bridge Road	Just South of Little Circle	Bike Lane	21,707	4.11	\$ 149,778	\$ 1,497,783	\$ 1,647,561
Clarks Bridge Road	Just South of Little Circle	Cleveland Highway	Bike Lane	12,156	2.30	\$ 83,876	\$ 838,764	\$ 922,640
Clarks Bridge Road	Lula Road	North Browning Bridge Road	Bike Lane	15,422	2.92	\$ 106,412	\$ 1,064,118	\$ 1,170,530
Cleveland Highway	Nopone Road	Clarks Bridge Road	Wide Curb Lane	28,341	5.37	\$ 195,553	\$ 1,955,529	\$ 2,151,082
Cleveland Highway	Hall County Line	Nopone Road	Wide Curb Lane	43,694	8.28	\$ 301,489	\$ 3,014,886	\$ 3,316,375



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Long Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Cleveland Highway/Park Hill Drive	Clarks Bridge Road	South Enota Avenue	Bike Lane	5,224	0.99	\$ 48,061	\$ 480,608	\$ 528,669
Cool Springs Road	Chestatee Road	Price Road	Wide Curb Lane	22,220	4.21	\$ 153,318	\$ 1,533,180	\$ 1,686,498
County Line Road	Athens Street	Woodlin Road	Bike Lane	5,584	1.06	\$ 38,530	\$ 385,296	\$ 423,826
County Line Road/Highway 52	Woodlin Road	Hall County Line	Bike Lane	32,366	6.13	\$ 223,325	\$ 2,233,254	\$ 2,456,579
Dawsonville Highway	Sidney Drive/Lake Ranch Court	Lanier Valley Drive/Ahaluna Drive	Bike Lane	10,543	2.00	\$ 72,747	\$ 727,467	\$ 800,214
Dawsonville Highway	Lyncliff Drive	Sidney Drive/Lake Ranch Court	Bike Lane	8,201	1.55	\$ 56,587	\$ 565,869	\$ 622,456
Dawsonville Highway	Duckett Mill Road	Lyncliff Drive	Bike Lane	21,097	4.00	\$ 145,569	\$ 1,455,693	\$ 1,601,262
Dawsonville Highway	Hall County Line	Duckett Mill Road	Wide Curb Lane	10,627	2.01	\$ 73,326	\$ 733,263	\$ 806,589
East Hall Road	Old Cornelia Highway	Cedar Creek Road	Bike Lane	17,308	3.28	\$ 119,425	\$ 1,194,252	\$ 1,313,677
East Hall Road	Cedar Creek Road	Gillsville Road	Wide Curb Lane	6,030	1.14	\$ 41,607	\$ 416,070	\$ 457,677
Elrod Road	Thompson Bridge Road	Price Road	Signage	8,587	1.63	\$ -	\$ 1,632	\$ 1,632



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Long Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Falcon Drive/Atlanta Highway	Martin Road	Mundy Mill Road/Winder Highway	Bike Lane	12,773	2.42	\$ 88,134	\$ 881,337	\$ 969,471
Flat Creek Road/Old Oakwood Road	McEver Road	Mundy Mill Road/Winder Highway	Bike Lane	7,560	1.43	\$ 69,552	\$ 695,520	\$ 765,072
Gaines Ferry	I-985	North of Bailey Drive	Wide Curb Lane	21,472	4.07	\$ 148,157	\$ 1,481,568	\$ 1,629,725
Gaines Mill Road	Athens Highway	East Hall Road	Wide Curb Lane	19,688	3.73	\$ 135,847	\$ 1,358,472	\$ 1,494,319
Gillsville Highway	Athens Highway	East Hall Road	Bike Lane	16,954	3.21	\$ 116,983	\$ 1,169,826	\$ 1,286,809
Gillsville Highway	East Hall Road	Highway 52	Wide Curb Lane	25,733	4.87	\$ 177,558	\$ 1,775,577	\$ 1,953,135
H.F. Reed Industrial Parkway	McEver Road	Thurmon Tanner Parkway	Bike Lane	5,624	1.07	\$ 51,741	\$ 517,408	\$ 569,149
Hancock Avenue/Griffin Circle	West Ridge Road	Monroe Drive	Wide Curb Lane	4,691	0.89	\$ 32,368	\$ 323,679	\$ 356,047
Highway 52	Gillsville Road	Hall County Line	Bike Lane	5,905	1.12	\$ 54,326	\$ 543,260	\$ 597,586
Hog Mountain Road	Falcon Parkway	Hall County Line	Bike Lane	29,468	5.58	\$ 203,329	\$ 2,033,292	\$ 2,236,621
Holly Springs Road	Cleveland Highway	Skitts Mtn Road	Signage	21,427	4.06	\$ -	\$ 4,071	\$ 4,071
Industrial Boulevard	Pine Street	Bradford Street	Bike Lane	1,797	0.34	\$ 16,532	\$ 165,324	\$ 181,856



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Long Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Industrial Boulevard	Aviation Boulevard	Pine Street	Multiuse Trail	4,133	0.78	\$ 33,746	\$ 337,459	\$ 371,205
Industrial Boulevard	Near Way	Dorsey Street	Wide Curb Lane	3,954	0.75	\$ 27,283	\$ 272,826	\$ 300,109
Jesse Jewell Parkway	White Sulpher Road	Downey Boulevard	Bike Lane	7,420	1.41	\$ 68,259	\$ 682,594	\$ 750,853
Jim Hood Road	Mount Vernon Road	Cleveland Highway	Wide Curb Lane	15,127	2.86	\$ 104,376	\$ 1,043,763	\$ 1,148,139
Joe Chandler Road/Highway 52	Old Cornelia Highway	Gillsville Road	Bike Lane	32,824	6.22	\$ 226,486	\$ 2,264,856	\$ 2,491,342
Julian Baugh Road	Multi Use Path	Lula Road	Wide Curb Lane	6,986	1.32	\$ 48,203	\$ 482,034	\$ 530,237
Lula Road	Glade Farm Road	River Plantation Drive	Signage	43,525	8.24	\$ -	\$ 8,270	\$ 8,270
Lula Road	River Plantation Drive	Old Cornelia Highway	Signage	18,944	3.59	\$ -	\$ 3,599	\$ 3,599
Lula Road	Holly Springs Road/Belton Bridge Road	Glade Farm Road	Signage	20,091	3.81	\$ -	\$ 3,817	\$ 3,817
McEver Road	Lights Ferry Road	Flat Creek Road	Bike Lane	54,041	10.24	\$ 497,177	\$ 4,971,772	\$ 5,468,949
McEver Road	Flat Creek Road	Multi Use Path	Bike Lane	7,096	1.34	\$ 65,283	\$ 652,832	\$ 718,115



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Long Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
McEver Road	Friendship Road	Lights Ferry Road	Bike Lane	22,736	4.31	\$ 156,878	\$ 1,568,784	\$ 1,725,662
McEver Road	Multi Use Path	Browns Bridge Road	Bike Lane	11,658	2.21	\$ 107,249	\$ 1,072,490	\$ 1,179,739
McEver Road	Browns Bridge Road	Dawsonville Highway	Multiuse Trail	12,439	2.36	\$ 84,399	\$ 843,986	\$ 928,385
Monroe Drive	Old Candler Road	Athens Street	Wide Curb Lane	12,229	2.32	\$ 84,380	\$ 843,801	\$ 928,181
Mount Vernon Road	Jim Hood Road	Thompson Bridge Road	Wide Curb Lane	20,598	3.90	\$ 142,126	\$ 1,421,262	\$ 1,563,388
Multiuse Trail	McEver Road	Industrial Boulevard	Multiuse Trail	22,905	4.34	\$ 155,410	\$ 1,554,104	\$ 1,709,515
Multiuse Trail	Elachee Road	Palmour Drive	Multiuse Trail	14,585	2.76	\$ 98,959	\$ 989,592	\$ 1,088,551
Mundy Mill Road	Old Oakwood Road	Atlanta Highway	Bike Lane	7,538	1.43	\$ 69,345	\$ 693,450	\$ 762,795
Near Way/Aviation Boulevard	Atlanta Highway	Palmour Drive	Bike Lane	1,305	0.25	\$ 12,006	\$ 120,060	\$ 132,066
Old Candler Road	Monroe Drive	Candler Road	Wide Curb Lane	2,155	0.41	\$ 14,870	\$ 148,695	\$ 163,565
Old Cornelia Highway	Jesse Jewell Parkway	Jesse Jewell Parkway	Bike Lane	5,847	1.11	\$ 40,344	\$ 403,443	\$ 443,787
Old Cornelia Highway	Jesse Jewell Parkway	Joe Chandler Road	Bike Lane	7,129	1.35	\$ 49,190	\$ 491,901	\$ 541,091



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Long Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Old Cornelia Highway/Main Street	Hood Street	Shockley Road	Bike Lane	3,858	0.73	\$ 35,494	\$ 354,936	\$ 390,430
Old Cornelia Highway/Main Street	Hall County Line	Belton Bridge Road	Wide Curb Lane	17,926	3.40	\$ 123,689	\$ 1,236,894	\$ 1,360,583
Old Oakwood Road	Mundy Mill Road	Mountain View Road	Wide Curb Lane	8,216	1.56	\$ 56,690	\$ 566,904	\$ 623,594
Phil Neikro Boulevard	Mulberry Street	Hog Mountain Road	Bike Lane	5,386	1.02	\$ 49,551	\$ 495,512	\$ 545,063
Pine Valley Road	Clarks Bridge Road	White Sulphur Road	Bike Lane	5,420	1.03	\$ 37,398	\$ 373,980	\$ 411,378
Poplar Springs Church Road/Calvary Church Road	Poplar Springs Road	Candler Road	Bike Lane	21,606	4.09	\$ 149,081	\$ 1,490,814	\$ 1,639,895
Poplar Springs Road	Winder Highway	Candler Road	Bike Lane	32,346	6.13	\$ 223,187	\$ 2,231,874	\$ 2,455,061
Price Road	Thompson Bridge Road	Dead End	Bike Lane	40,059	7.59	\$ 276,407	\$ 2,764,071	\$ 3,040,478
Riverside Drive	South Enota Avenue	Green Street	Bike Lane	4,887	0.93	\$ 44,960	\$ 449,604	\$ 494,564
Sardis Road	Price Road	Chestatee Road	Bike Lane	17,773	3.37	\$ 122,634	\$ 1,226,337	\$ 1,348,971
Sardis/West Sardis Road	Chestatee Road	Dawsonville Highway	Bike Lane	2,986	0.57	\$ 20,603	\$ 206,034	\$ 226,637
Shallowford Road	Dawsonville Highway	Pearl Nix Parkway	Bike Lane	4,280	0.81	\$ 39,376	\$ 393,760	\$ 433,136



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Long Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
Sherman Allen Road	Poplar Springs Road	Tanners Mill Road	Signage	13,299	2.52	\$ -	\$ 2,527	\$ 2,527
Sloan Mill Road	Winder Highway	Poplar Springs Road	Wide Curb Lane	11,699	2.22	\$ 80,723	\$ 807,231	\$ 887,954
Stephens Road	Jim Crow Road	McEver Road	Wide Curb Lane	16,779	3.18	\$ 115,775	\$ 1,157,751	\$ 1,273,526
Tanners Mill Road	Winder Highway	Tanners Mill Circle	Wide Curb Lane	11,319	2.14	\$ 78,101	\$ 781,011	\$ 859,112
Thompson Bridge	Enota Avenue	Holly Drive/Green Street	Bike Lane	3,297	0.62	\$ 30,332	\$ 303,324	\$ 333,656
Thompson Bridge	Yellow Creek Road	Price Road/Village View Drive	Bike Lane	22,686	4.30	\$ 156,533	\$ 1,565,334	\$ 1,721,867
Thompson Bridge	Price Road/Village View Drive	Dunlap Landing Road	Bike Lane	23,038	4.36	\$ 158,962	\$ 1,589,622	\$ 1,748,584
Thompson Bridge	Dunlap Landing Road	Enota Avenue	Bike Lane	15,534	2.94	\$ 142,913	\$ 1,429,128	\$ 1,572,041
West End Avenue	Pearl Nix Parkway	Atlanta Highway	Bike Lane	1,520	0.29	\$ 13,984	\$ 139,840	\$ 153,824
West Ridge Road	Athens Street	Georgia Avenue	Wide Curb Lane	6,012	1.14	\$ 41,483	\$ 414,828	\$ 456,311
White Sulpher Road	Hillcrest Drive	Jesse Jewell Parkway	Bike Lane	18,782	3.56	\$ 172,794	\$ 1,727,944	\$ 1,900,738



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Long Term Implementation								
Facility Location	Description					Cost		
	From	To	Facility Type	Linear Feet	Miles	PE	Construction Cost	Total Cost
White Sulpher Road/Old Cornelia Highway	Hillcrest Drive	East Hall Road	Wide Curb Lane	13,166	2.49	\$ 90,845	\$ 908,454	\$ 999,299
Winder Highway	Atlanta Highway	Tanners Mill Road	Bike Lane	24,459	4.63	\$ 168,767	\$ 1,687,671	\$ 1,856,438
Winder Highway	Tanners Mill Road	Hall County Line	Bike Lane	13,918	2.64	\$ 96,034	\$ 960,342	\$ 1,056,376

Appendix D

Bicycle/Pedestrian
Task Force Guidelines



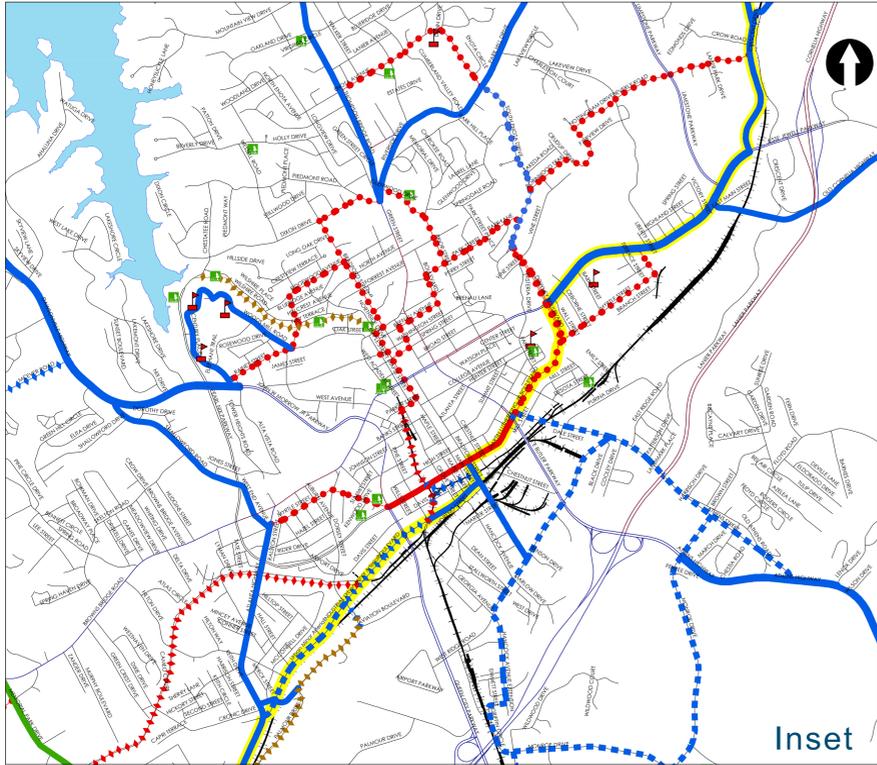
Bicycle and Pedestrian Task Force Guidelines

For successful implementation, regional coordination between GDOT, Georgia Mountains RDC, GHMPO, Hall County, local jurisdictions, and stakeholders is necessary. A steering committee provides an environment for participating agencies and the public to guide activity regarding funding, grant application and construction.

Providing a forum for quarterly regional bicycle and pedestrian steering committee meetings, which are open to the public, can prove instrumental in promoting bicycle and pedestrian usage, education, safety, and facilitate the development of regional projects. The Bicycle and Pedestrian Task Force provided invaluable guidance during the development of this plan. It is recommended that the GHMPO facilitate continued meetings of this group to guide implementation through the analysis of performance measures, implementation of recommended programs, and assistance in the selection of projects for inclusion into the TIP. Guidelines for this committee may include:

- ∨ Continuously recruit new members with a range of perspectives and abilities;
- ∨ Provide members with a description of the committee's role including duties and responsibilities, organization, and relationship with citizens, staff, and the governing body;
- ∨ Support this committee by providing training through conferences, educational presentations, relevant to bicycle and pedestrian planning, and group and advocacy processes, and quarterly meetings;
- ∨ Encourage the development of yearly priorities through a work plan;
- ∨ Communicate with transit agencies to address the needs of bicyclists and pedestrians including, but not limited to, shelters, bicycle parking, and bicycle racks on transit vehicles;
- ∨ Work to identify and change state, regional, and local policies that deter the use of bicycling and walking; and
- ∨ Recognize committee members are volunteers and need appreciation for the contribution of their time and energy

Proposed Bicycle Network



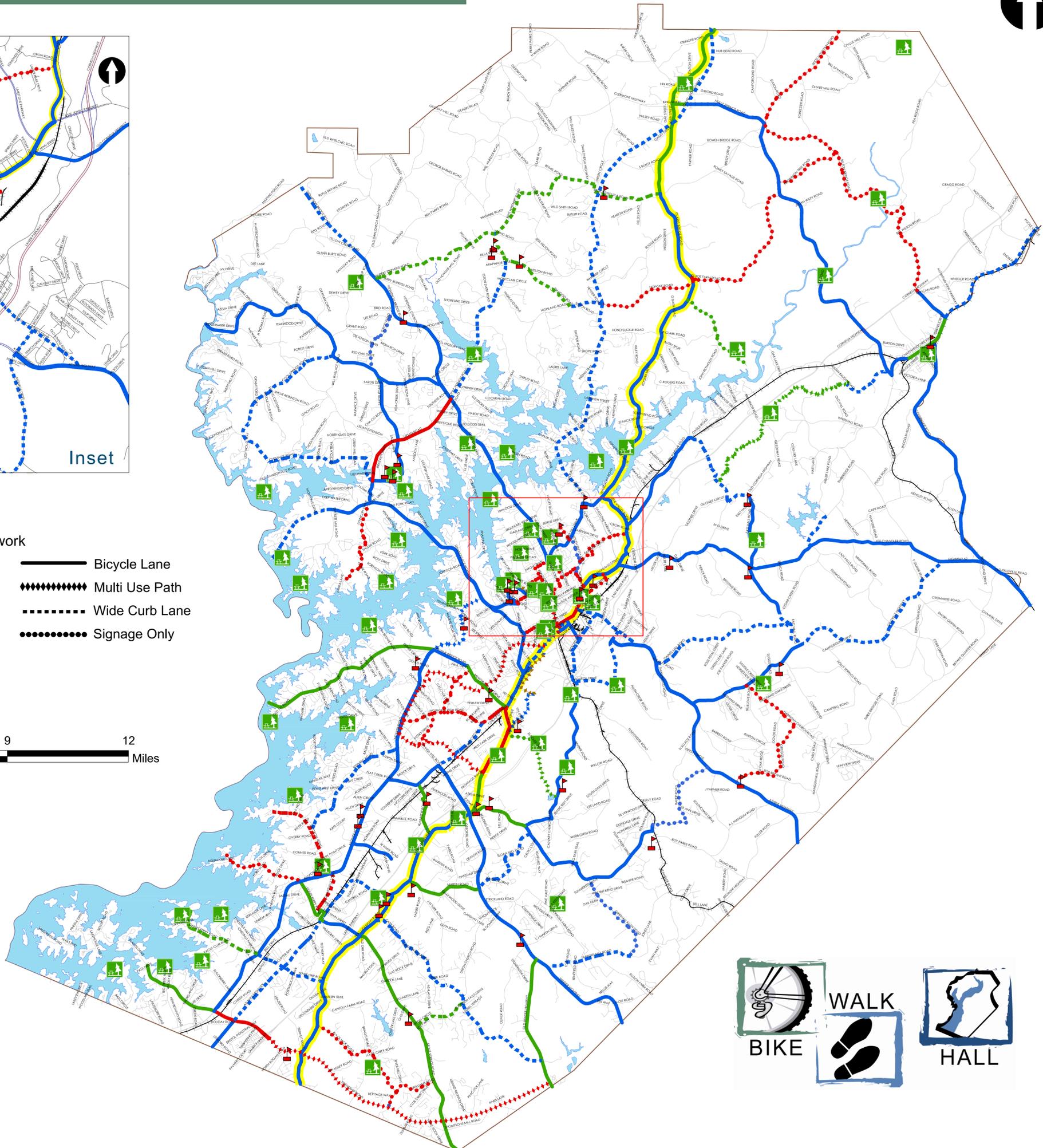
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Legend

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|---------------------|--------------------------|------------------------|----------------|
| Base Layer* | | Bicycle Network | |
| Streets | Short Term (2005 - 2010) | Bicycle Lane | Multi Use Path |
| Schools | Mid Term (2011 - 2020) | Wide Curb Lane | Signage Only |
| Railway | Long Term (2021+) | Existing Path | |
| Parks | | | |
| State Bicycle Route | | | |



The specific facility types designated on this map are based on analysis and discussion at the time of this study. It is the intent of this Plan that facility type be re-examined at the time a specific project is proposed or related road corridor improvements go into preliminary engineering. Final analysis should consider changes in land use, traffic characteristics, and parallel facilities, as well as any financial or design constraints.



* Base layer information provided by Gainesville Hall County GIS.

Proposed Pedestrian Network

Legend

Base Layer *

-  Streets
-  Buildings
-  Schools
-  Parks
-  Railway
-  Lakes and Ponds

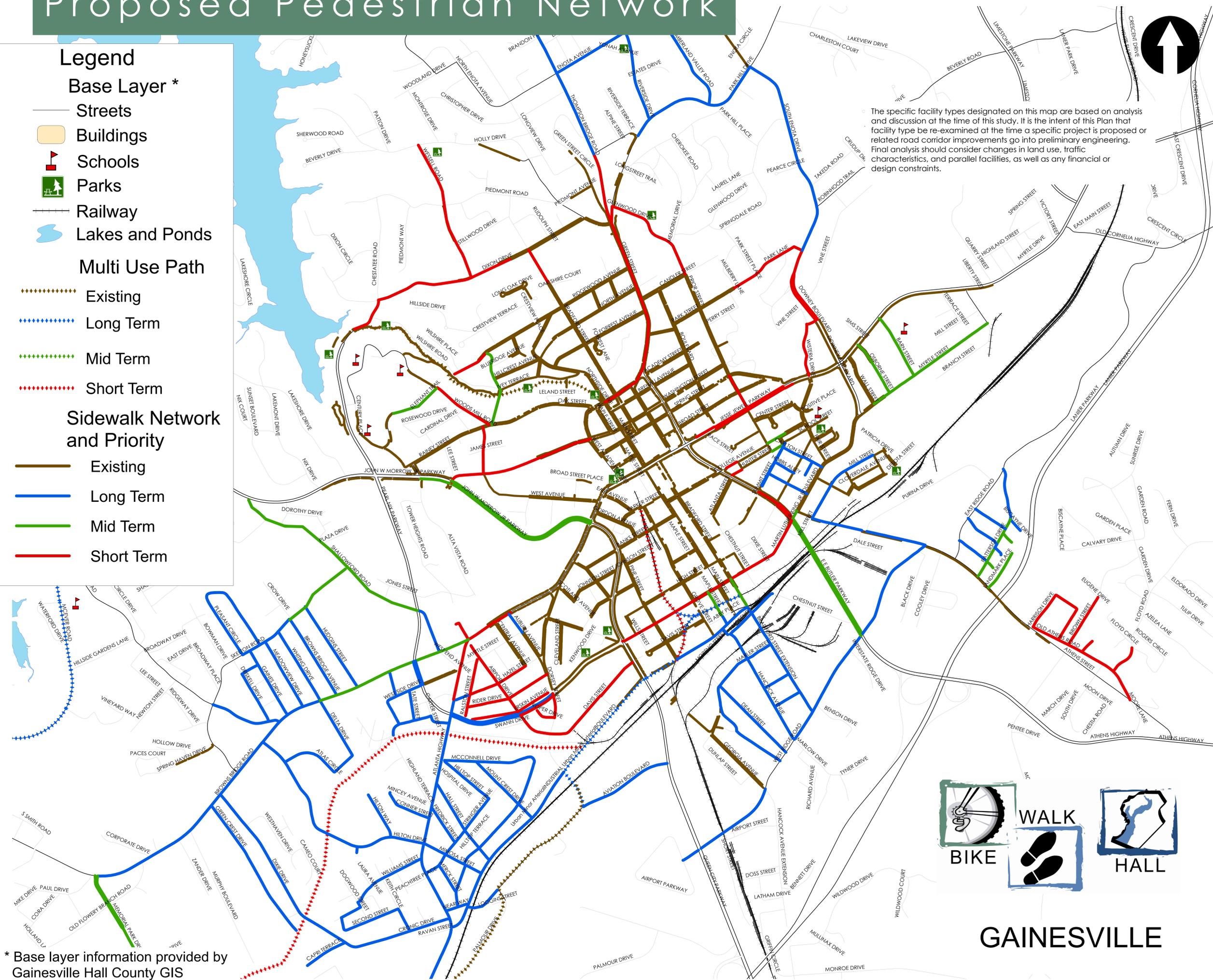
Multi Use Path

-  Existing
-  Long Term
-  Mid Term
-  Short Term

Sidewalk Network and Priority

-  Existing
-  Long Term
-  Mid Term
-  Short Term

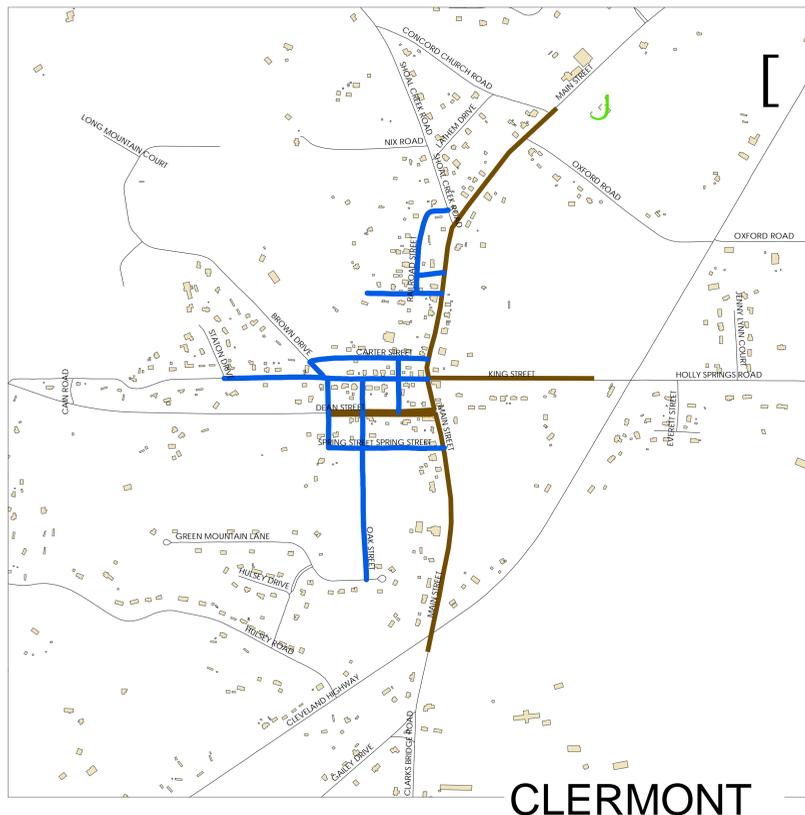
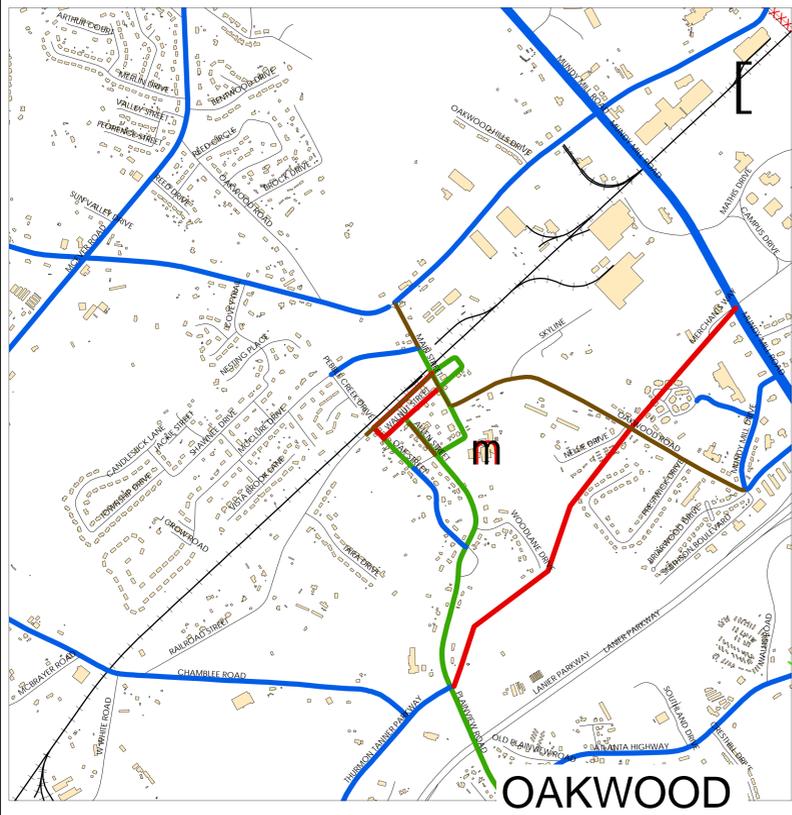
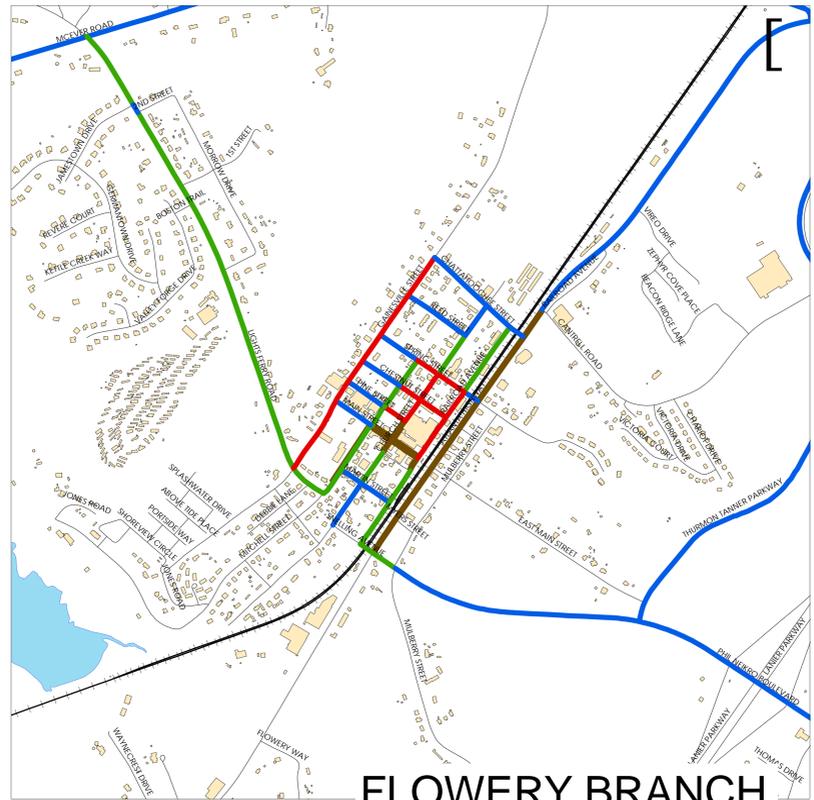
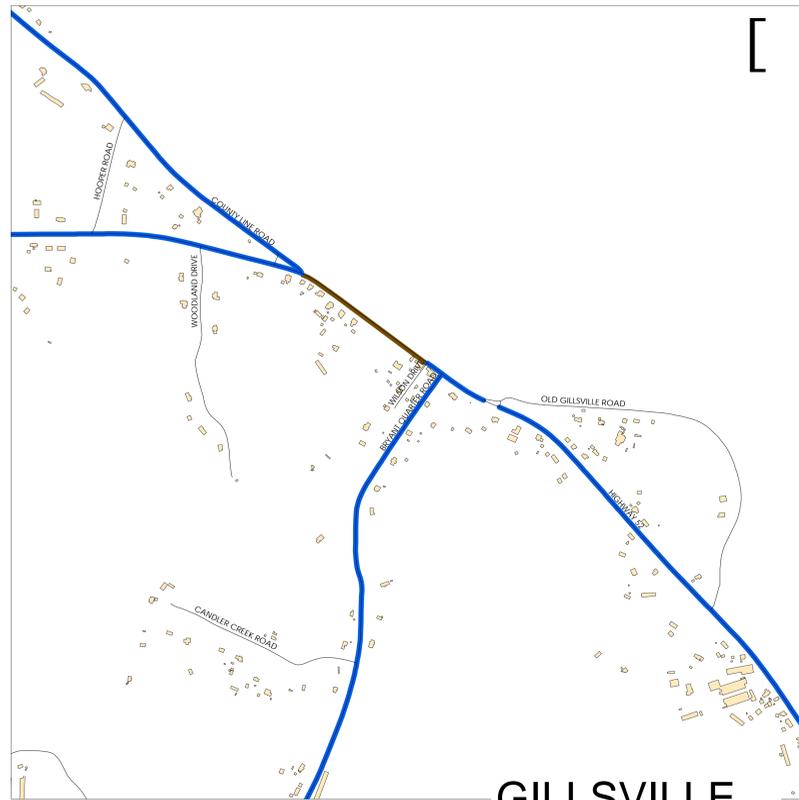
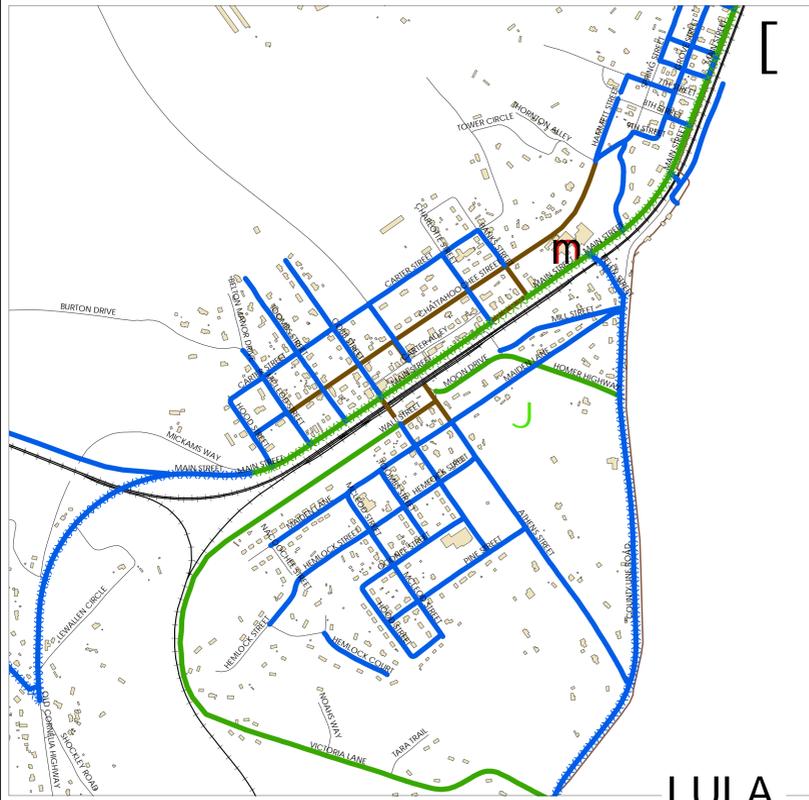
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GAINESVILLE

* Base layer information provided by Gainesville Hall County GIS

Proposed Pedestrian Network



Legend

- | | |
|---------------------|--|
| Base Layer * | Sidewalk Network and Prioritization |
| — Streets | — Long Term |
| ■ Buildings | — Mid Term |
| m Schools | — Short Term |
| J Parks | — Existing |
| — Railway | — Sidewalk |
| — Lakes and Ponds | xxxxxxx Multi Use Path |

1 inch equals 0.157338 miles

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