



# REGIONAL BICYCLE AND PEDESTRIAN PLAN

## FOR THE LOWER CHATTAHOOCHEE REGION





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## ACKNOWLEDGEMENTS

This plan was developed by:

The Lower Chattahoochee Regional Development Center  
Planning Department  
1428 Second Avenue  
Columbus, Georgia 31902

In collaboration with the Planning Advisory Committee, comprised of members from:

Georgia Department of Transportation	Arnold Bicycle Sales
Columbus Cycling Club	Mikes Bikes
Callaway Gardens	Ride On Bikes
Greater Columbus Sports and Events Council	Clay County Recreation Commission
Georgia Conservancy Chattahoochee Valley Land Trust	Harris County Chamber of Commerce
Cusseta-Chattahoochee Co. Parks and Rec. Dept.	The Copley Group
Andrew College	Local planning departments
Columbus State University	County and City Governments
Columbus Parks and Rec. Department	City of Columbus – Transportation Department
Harris County Rec. Department	
Talbot County Rec. Department	

The creation of the regional bicycle and pedestrian plan has been a lengthy and difficult process. Special thanks go out to all those who have contributed their time, knowledge, and dedication toward the development of this plan. Should there be any comments or questions regarding this plan or request for copies via mail, e-mail, or phone:

Lower Chattahoochee RDC  
Planning Department  
P.O. Box 1908 or  
1428 Second Avenue  
Columbus, Georgia 31902-1908

cbryant@lcrdc.org  
(706) -256-2910

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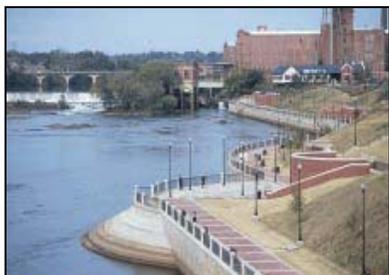
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## EXECUTIVE SUMMARY



*Columbus Riverwalk*

### Vision

The vision of the Lower Chattahoochee RDC is to enhance the region's quality of life for cyclists and pedestrians by promoting health and tourism while providing convenient, safe and passive recreation as a practical means of transportation.

The Lower Chattahoochee Regional Development Center's Regional Bicycle and Pedestrian Plan represent the efforts of the LCRDC staff, the Regional Bicycle and Pedestrian Planning Advisory Committee, local agencies, advocacy groups, and countless dedicated citizens in the Lower Chattahoochee region.

The Bicycle and Pedestrian Plan provides direction to the residents and local governments in the Lower Chattahoochee RDC region in promoting non-motorized transportation modes of bicycling and walking. The plan will provide guidelines to the Georgia Department of Transportation (GDOT) on the needs and desires of the Lower Chattahoochee region. The goals of the plan are listed below.

- ✚ Promote non-motorized transportation as a means of mobility in the urban and rural areas of the region.
- ✚ Establish a primary network for bicycling and walking throughout the region providing connectivity between cities and counties.
- ✚ Encourage economic development opportunities.
- ✚ Promote non-motorized transportation facilities to compliment public transportation facilities.
- ✚ Promote non-motorized transportation as being environmentally friendly.

The Regional Bicycle and Pedestrian plan focuses on the goal of establishing a network of routes throughout the region.

The following steps were used in order to identify, plan, and evaluate the Lower



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Chattahoochee Regional Bicycle and Pedestrian Plan.

**Develop a public involvement plan.**

Established the Planning Advisory Committee (PAC) made up of stakeholders from various organizations, cities, and counties. In addition to establishing the PAC, public involvement was also sought by hosting public hearings to gain input from citizens and advocacy groups in the region.

**Identify goals, objectives, and performance measures.**

Public hearings and meetings with the Planning Advisory Committee were conducted to establish the goals, objectives, and performance measures for the plan. The goals and objectives were refined by the PAC by identifying routes, marketing strategies, programs, health benefits, funding, etc.

**Assessment of needs and existing conditions.**

The cornerstone of any planning process includes the assessment of needs and existing conditions. The Lower Chattahoochee RDC conducted an analysis to assess current needs and trends within the Lower Chattahoochee region. Based on the assessment the PAC along with RDC staff identified needed facilities and routes to be proposed in the plan.

**Implementation Strategy of Bicycle and Pedestrian Plan.**

Completing the needs assessment and conducting an analysis of existing conditions within the region, the RDC staff along with the PAC developed implementation strategies in establishing the regional plan.

The importance of this plan is explained from different perspectives such as economics and social impact. The resulting plan provides an overview of the Regional Bicycle and Pedestrian Strategies. Recommendations are also outlined to identify ways of integrating and establishing the non-motorized transportation modes of bicycling and

walking throughout the region. In addition, with current and future development of the regional bicycle system, the stakeholders must encourage developers and other planning partners to become more involved in designing bike and pedestrian facilities. Furthermore, additional analysis has identified the increasing desire to establish a bike and pedestrian network throughout the Lower Chattahoochee Region.

**KEY RECOMMENDATIONS**

Using the Plan's established goals, objectives, and performance measures, the Lower Chattahoochee RDC bicycle and pedestrian planning partners along with local governments identified proposed and potential facilities for the region. With the growing interest of cycling and walking, the planning partners of the Plan understand the importance of identifying and implementing the Regional Bicycle and Pedestrian Plan. However, implementation can not occur without the availability of funds. Due to the competitiveness for funds, there will not be enough money to fund all projects. Therefore, it is important for the planning partners and local governments to prioritize local projects, and work closely with the Georgia Department of Transportation to incorporate on-street projects along with road improvements throughout the region.



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## Section 1: Introduction

As bicycling and walking are increasing in popularity among youth and adults across America, they are becoming viable modes of non-motorized transportation.

Many urban areas experience roadway congestion, lack of parking, and stop-go movement in everyday traffic situations. These combined traffic situations create an excellent opportunity for bicycling and walking. Leisure time is becoming increasingly scarce due to a number of factors; specifically the increase in the normal work day because society is working more.

In today's society, there are benefits of bicycling and walking. The benefits are listed below.

- ✚ Reduce traffic congestion;
- ✚ Reduce air and noise pollution;
- ✚ Reduce wear and tear on roads;
- ✚ Reduce consumption of gasoline;
- ✚ Reduce crashes and property damage;
- ✚ Reduce the need for additional roads, travel lanes and parking; and
- ✚ Improving health and the quality of life.

Bicycling and walking to work and personal trips provides an enjoyable, efficient, and environmentally friendly method of incorporating exercise into today's hectic schedules. With this mind, the Georgia Department of Transportation along with Regional Development Centers (RDC) throughout the state, are looking to these transportation modes to relieve some strain of traffic in urban areas and providing a way of improving the quality of life for rural areas.

## The Lower Chattahoochee Region

The Lower Chattahoochee RDC is the region's planning organization for an eight county area that includes the counties of Harris, Talbot, Muscogee, Chattahoochee, Stewart, Randolph, Quitman, and Clay. The Lower Chattahoochee RDC echoes the objective of the Georgia Department of Transportation (GDOT) in emphasizing bicycle and pedestrian transportation throughout the state. In order to make these strides in the Lower Chattahoochee region, the concept of cycling and walking as a non-motorized mode of transportation must be embraced by the local governments, advocacy groups, and partner agencies in the region.

### PUBLIC INVOLVEMENT

Public involvement in bicycle and pedestrian planning is essential and works best when the community is involved from the beginning. Bicycle and pedestrian facilities can rarely be implemented to meet all of a community's needs. Choices that prioritize investment and citizen involvement are essential to determine the needs and desires of the community.

To successfully achieve this goal, a Public Involvement Process was developed. The Public Involvement Plan defines coordination and collaboration efforts between the LCRDC, general public, local governments, and advocacy groups. The initial public involvement in the development of the Regional Bike and Pedestrian Plan began when the LCRDC convened an oversight committee that included the appointment of a Planning Advisory Committee. The committee consisted of elected local government officials, chambers of commerce, and stakeholder groups. This partnership approach ensured that representatives from a variety of stakeholder groups with different areas of expertise could provide input and guidance on the



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development of the plan. The Planning Advisory Committee provided valuable direction and guidance to the overall plan effort.

A series of public meetings were held throughout the region. Issues were raised during public meetings and by the Planning Advisory Committee. The primary concerns were the lack of facilities, shoulder width, pavement conditions, accommodation for cyclists on roadways and sidewalks throughout the region. Also discussed was the need to provide alternative facilities where there is no accommodation for cyclists and pedestrians. Another consistent concern was the lack of marketing and information about the region's existing bicycles and pedestrian routes and facilities.

Concluding the public meetings, the LCRDC evaluated and discussed with the PAC different alternatives in addressing the concerns of the region. Bicyclists are considered to be the primary users of the regional system. However, in developing the goals and objectives for the regional system, pedestrians were considered to be viable in the local municipalities. In addition to goals and objectives, several recommendations were discussed which included the creation of new routes for the extension and connectivity of existing routes, and the concentration of pedestrian travel within urban areas. Shorter trips and greater development densities make walking a feasible mode of transportation in urban areas. Other alternatives will be addressed throughout the plan.



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## Section 2: Bicycle and Pedestrian Goals and Objectives

The LCRDC staff and PAC defined goals and objectives for the Regional Bicycle and Pedestrian Plan. Goals are generalized expressions which provide direction for bicycle and pedestrian planning and help achieve the vision of the plan. Objectives are specific obtainable targets, which are used to measure the goals of the plan. These specific goals and objectives were developed to guide the present and future implementation of the plan.

### Goals and Objectives

**Goal 1: Provide a regional system which is safe, convenient and accessible for cyclists and pedestrians.**

Objective 1: Develop connectivity between destination points within the region and local jurisdictions – (i.e., urban areas- employment and educational centers, services; rural areas- natural, cultural, and recreational centers).

Objective 2: Establish maintenance programs and standards that ensure safe and usable bicycle and pedestrian facilities.

Objective 3: Develop the bicycle and pedestrian system to meet the highest safety standards, including ADA standards.

Objective 4: Establish partnerships with community organizations, local governments, school districts, law enforcement agencies, recreation organizations, and other interested parties on educating the region about bicycle and pedestrian transportation.

Objective 5: Update motor vehicle training materials to include bicycle and pedestrian safety techniques and measures.

Objective 6: Develop a regional bicycle and pedestrian information guide.

Objective 7: Provide user friendly signage on roadways to increase awareness of bicycle and pedestrian activity.

**Goal 2: Identify adequate funding resources to assist in the continuous development and implementation for the regional system.**

Objective 1: Identify eligible federal, state, local, and private funding sources for bicycle and pedestrian planning and development.

Objective 2: Coordinate the development of joint bicycle and pedestrian projects using public or private resources.

Objective 3: Ensure a reasonable amount of transportation funding for bicycle and pedestrian projects.

Objective 4: Provide technical assistance to local governments implementing inventive ways of financing options for bicycle and pedestrian facilities (i.e., local sales tax, capital improvement programs, and user fees).



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**Goal 4: Encourage tourist and economic development opportunities that enhance bicycle and pedestrian mobility.**

Objective 1: Promote communities and the region as a bicycle and pedestrian friendly area.

Objective 2: Encourage and establish bicycle and walking tours, races, festivals, and fundraisers for the cities/region.

Objective 3: Promote local trails, pathway, walkways, and local attractions.

**Goal 5: Promote coordinated and continuous bicycle and pedestrian activities and development at the local and regional levels.**

Objective 1: Continue the participation of local governments, public health representatives, parks and recreation departments, and advocacy groups in development of local and regional bicycle and pedestrian policies, plan, and programs.

Objective 3: Encourage the continuous development of local and regional events promoting bicycling and walking.

Objective 4: Partner with Visitor's Bureau, local Chambers of Commerce, and other organizations to continue promoting local and regional festivals, races, and tours.

**Goal 6: Promote programs to encourage bicycle and pedestrian travel as a viable form of transportation, as a healthy form of exercise and as an environmentally sensitive way to travel.**

Objective 1: Establish programs that encourage family-oriented activities and active lifestyles.

Objective 2: Encourage participation from local schools to promote bicycle and pedestrian activities and the health benefits associated with them.

Objective 3: Recognize and promote bicycle and pedestrian activities throughout the region (i.e., National Bike Month, Walk-to-School/ Bike to Work Week).

Objective 4: Provide regional forums for bicycle and pedestrian planning with public health officials to discuss the health benefits associated with bicycling and walking.

Objective 5: Incorporate demonstrations and literature of the health benefits of cycling and walking at public health fairs.

### **Performance Measures**

Performance measures are used to evaluate the goals and objectives of this plan. The outcome is designed to provide information to the transportation planning process relevant to decision making. To ensure that the Lower Chattahoochee RDC is meeting its goals, the Bicycle/Pedestrian Program tracks three performance measures:

- 1. Projects that meet criteria for accommodating pedestrians and bicyclists (i.e., paved shoulders, bike lanes, sidewalks, or wide curb lanes).**



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2. **Funding sources which have been established for developing, improving, and maintaining bicycle and pedestrian facilities.**
  3. **Coordination and collaboration of programs and services to educate bicyclist, motorists, and pedestrians of "Share-The-Road" education in addition to health benefits.**

With the implementation of the bicycle and pedestrian plan, the Lower Chattahoochee RDC plans to continue collecting data required to successfully meet the performance measures used to identify the Regional Bicycle and Pedestrian Plan goals and objectives.

During the bicycle and pedestrian planning process, it was recommended that the LCRDC staff develop the best practices for bicycle and pedestrian facility design as a technical resource for local governments. The development for design along with typical cost estimates for recommended facilities will be identified in the project recommendations.

In order to identify the design for a facility, it is important to understand the users of the proposed facilities. The varying types of users have different requirements. A successful bicycle and pedestrian network of facilities must be provided for all types of users if it is to be successful as a viable transportation network.



## USERS AND FACILITY TYPES

### DEFINING RIDER TYPES

In 1994 the Federal Highway Administration (FHWA) conducted a study that identified bicycle user types (A, B, C) to assist highway designers in determining the impact of different facility types and roadway conditions on bicyclists:



1. Advanced bicyclists are experienced riders who can operate under most traffic conditions. They comprise the majority of the current users of collector and arterial streets and are best served by the following:
  - a. Direct access to destinations via existing streets and highway;
  - b. The opportunity to operate at maximum speed with minimum delays; and
  - c. Sufficient operating space on the roadway or shoulder to reduce the need for either the bicyclist or the motor vehicle operator to change position when passing.
2. Basic bicyclists are casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. Basic bicyclist prefer:
  - a. Comfortable access to destinations, preferably by a direct route (i.e., low traffic volumes streets and designated bicycle facilities); and
  - b. Well defined separation of bicycles and motor vehicles on arterial and collector streets, or separate paths.
3. Child riders usually are initially monitored by parents, but eventually released and are independent to access the system. Young riders and their parents prefer:
  - a. Access to key destinations surrounding residential areas, including schools, recreation facilities, shopping, or other residential areas;
  - b. Resident streets with low motor vehicle speed limits and volumes; and
  - c. Well-defined separation of bicycles and motor vehicles on arterial and collector streets, or separate bicycle paths.

### FACILITY TYPES

Evaluation of bicycle facility types is dependent on many factors, including the ability of the users, specific corridor conditions and facility cost. The descriptions below provide an overview of each specific facility type and general design for the Lower Chattahoochee region.

#### a. **Signed Shared Roadway.**

The AASHTO Guide describes signed shared roadways as "those that have been identified by signing as preferred bike routes" and goes on to describe the reasons why routes might be so designated:

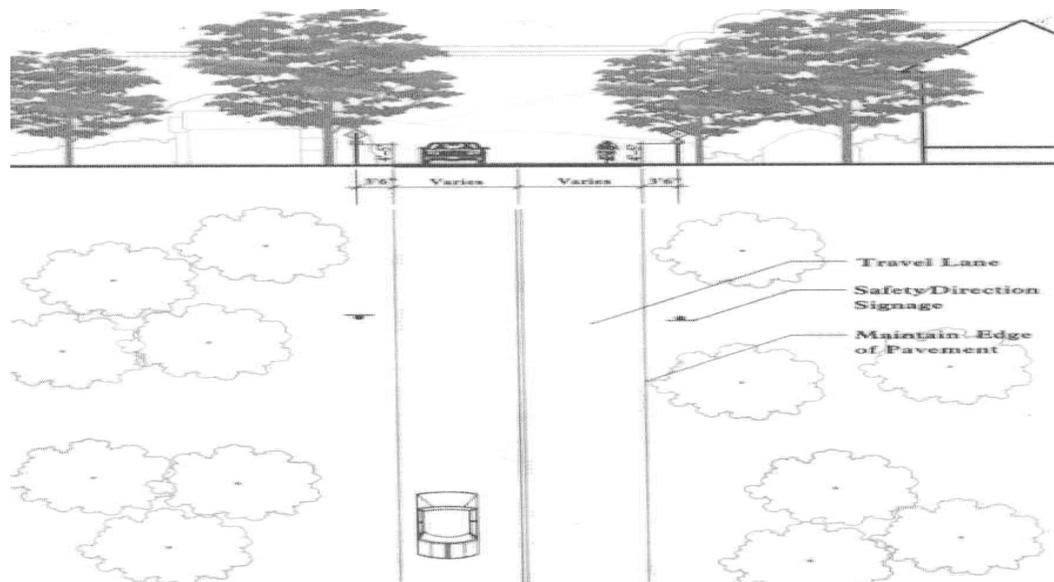
- ✚ continuity between bicycle lanes, trails or other bicycle facilities;
- ✚ marking a common route for bicyclists through a high demand corridor;





- ✚ directing cyclists to low volume roads or those with a paved shoulder; and
- ✚ directing cyclists to particular destinations (e.g. park, school or commercial district).

In addition, designation indicates that there are particular advantages to using the route rather than an alternative. Signed shared roadways generally do not succeed in diverting cyclists away from routes that are more direct, faster, and more convenient even though they may be on quieter streets.



Design by: PBSJ

Figure 1:  
Signed shared roadway

b. **Bicycle Lane.** Bicycle lanes are established with appropriate pavement markings and signing along streets in corridors where there is significant bicycle demand and where there are distinct needs that can be served by them. The purpose of bike lanes is to improve the conditions for bicyclists on the streets. Bicycle lanes are intended to delineate the right of way assigned to bicyclists and motorist and to provide for more predictable movements by each. Bicycle lanes also help to increase the total capacities of highways carrying mixed bicycle and motor vehicle traffic. Another reason for constructing bicycle lanes is to better accommodate bicyclists where insufficient space exists for comfortable bicycling on existing streets. Regular maintenance of bicycle lanes should be a top priority, since bicyclists are unable to use a lane with potholes, debris or broken glass.



If bicycle travel is to improve, special efforts should be made to assure that a quality network is provided with these lanes. However, the needs of both the motorist and the bicyclist must be considered in the decision to provide bike lanes.

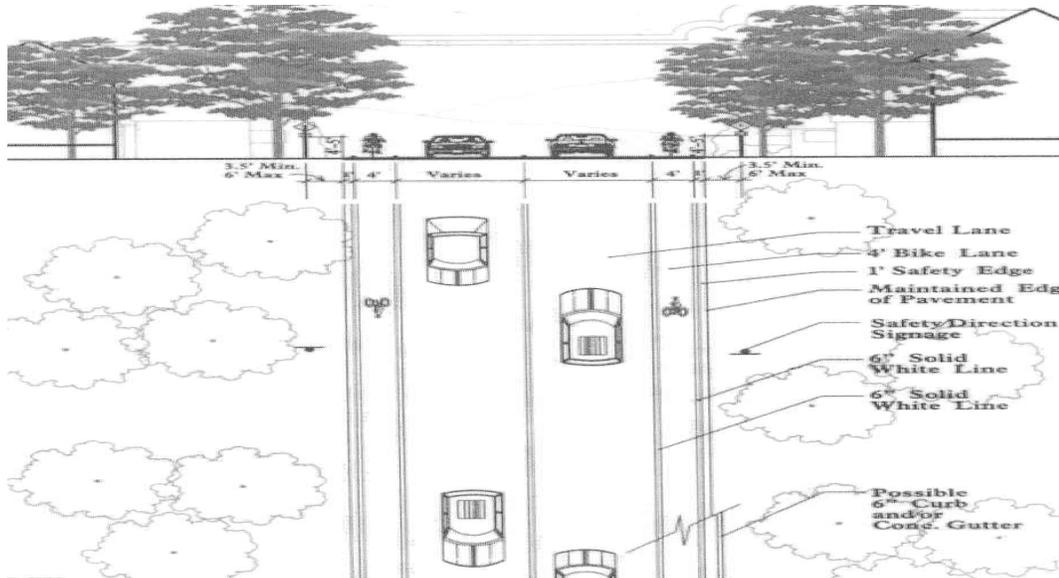
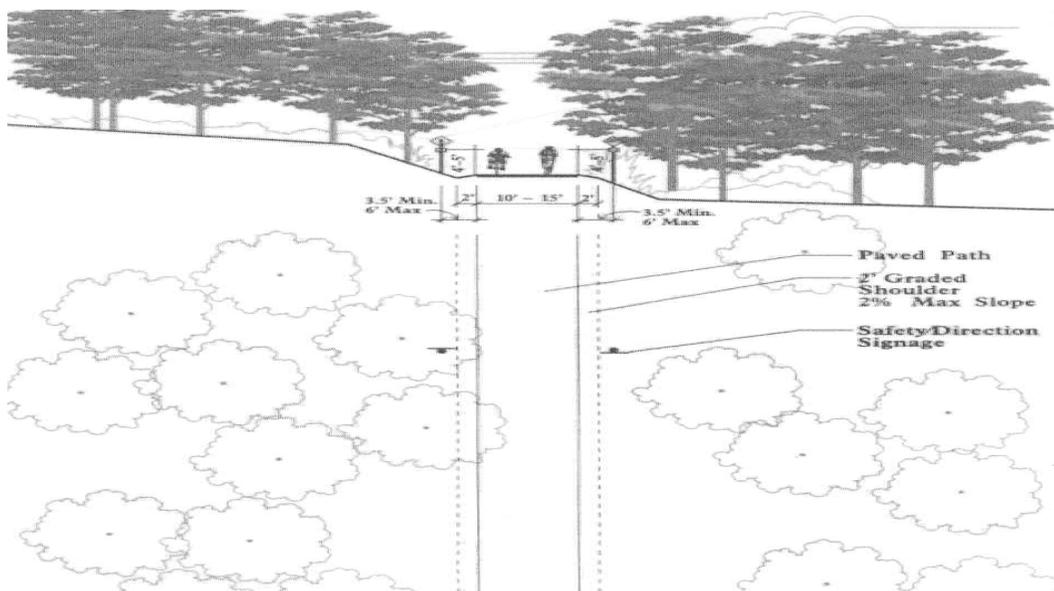


Figure 2:  
Bicycle Lane

Design by: PBSJ

c. **Shared Use Path.** Shared-use paths should be used to serve corridors not served by streets and highways permitting such facilities to be constructed away from the influence of parallel streets. Shared-use paths offer opportunities, such as recreation, that are not provided by the road system. There may be many situations where such facilities can be provided as part of planned developments. For example, in 1994 the Columbus Riverwalk was completed providing opportunities for a shared use path for bicyclists and walkers along the Chattahoochee River.

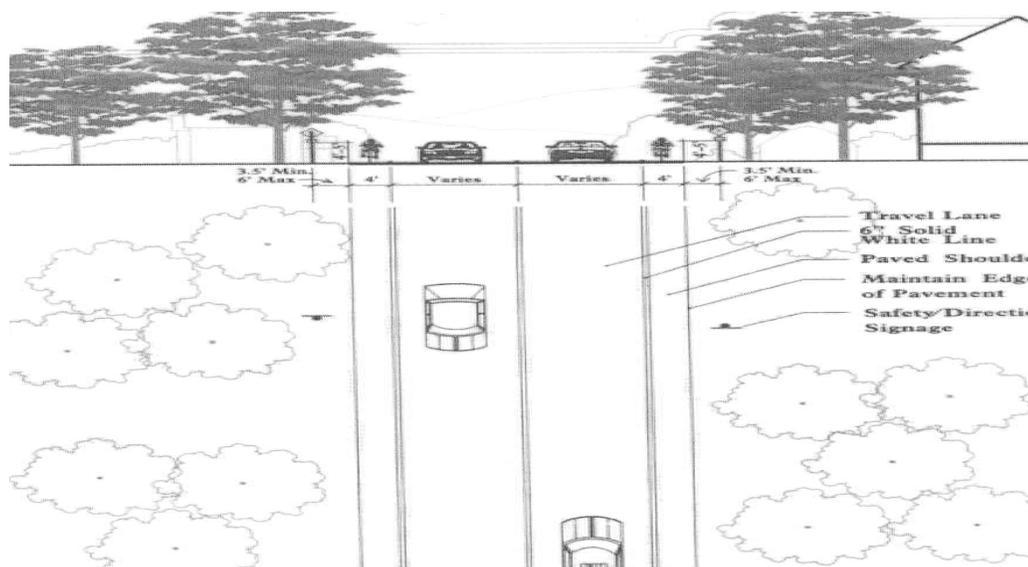


Design by: PBSJ

Figure 3:  
Shared-Use Path



- d. **Paved Shoulder:** Smooth paved roadway shoulders provide a suitable area for bicycling, with few conflicts with faster moving motor vehicles. In the Lower Chattahoochee region, paved roadway shoulders are an effective way to provide better bicycling facilities. In developing paved shoulders for the rural communities, GDOT uses AASHTO's guidelines for the design of bicycle facilities. GDOT uses a 5' bike lane in urban sections and a 6.5' paved shoulder for rural sections. However, GDOT does require that rumble strips be installed on rural sections with posted speed limit of 50 mph or higher. The design standard includes a 16' long by 4' wide milled rumble strip that begins one foot from the edge of the travel lane. Providing paved shoulders and following the standards for rural sections by GDOT adds safety to cyclists by providing a means for emergency pull-off and riding on steep inclines or sharp curves in the region. Paved shoulders can be beneficial for improved safety and mobility for both cyclists and motorists.



**Figure 4:**  
Paved Shoulder

Design by: PBSJ

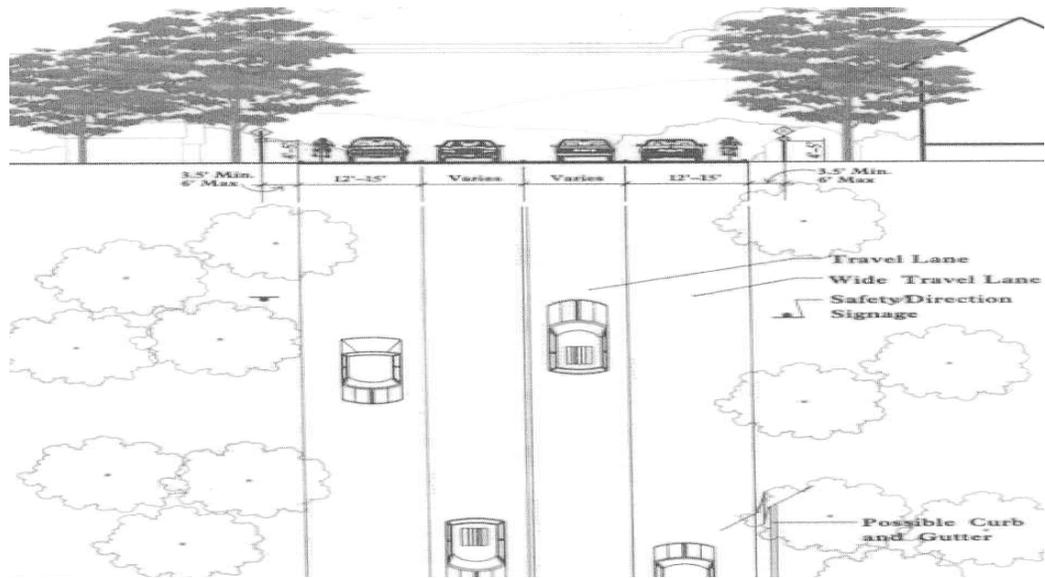
- d. **Wide Outside Lanes:** In urban areas, paved shoulders are not normally provided on major roads. A wider outside lane allows a motorist to safely pass a cyclist while remaining in the same lane. This can be a significant benefit and an improvement for cyclists, especially more experienced riders. A wider outside lane also helps trucks, buses, and vehicles turning onto the major road from a driveway or wide street.

Dimensions: 14-ft. (4.2m) recommended width for outside lane must be useable and measurement should be from the edge line or joint of the gutter pan to the lane line.

Fifteen feet (4.5m) preferred where extra space required for maneuvering or to keep clear of on-street parking or other obstacles. Continuous stretches of lane 15 feet or wider may encourage the undesirable operation of two motor vehicles



in one lane. Where this much width is available, consideration should be given to striping bike lanes or shoulders.



Design by: PBSJ

Figure 5:  
Wide Outside Lane



## BICYCLE SAFETY

Bicycle crashes usually do not involve collisions with motor vehicles. However, motor vehicles do cause bicycle crashes by squeezing the cyclist into the curb, swerving to avoid being cut off by a car, or swerving to avoid stationary objects. Injury crashes caused by loss of control can be greatly reduced by:

- ✚ Improving riding skills;
- ✚ Ensuring that all equipment is functional (brakes, tire pressure and condition, etc.);
- ✚ Ensuring that bicycle lanes are clear of obstructions, debris and rough surfaces.

Many bicycles/motor vehicle crashes are not reported. In the Lower Chattahoochee region there were 85 bicycle accidents reported to the Georgia Department of Transportation and Georgia Department of Motor Vehicle Safety (DMVS) in 2002. Seventy nine of the 85 accidents were reported to have taken place in Muscogee County. Of the 79, 68 of the crashes involved injuries, including two fatalities (see chart 1-page 16).

An apparent solution to bicycle safety would be bicyclist education. However, motorist education and engineering solutions should also be considered when developing programs for educating all persons sharing the roads.

### A. ENGINEERING SOLUTIONS TO COMMON PROBLEMS

Although most bicycle/motor vehicle crashes are caused by improper behavior, many improvements can be made to roads to reduce the potential for crashes. Well-designed facilities encourage proper behavior, decreasing the likelihood of crashes. With the growing trend of cycling and walking, GDOT is beginning to provide facilities that encourage all users to obey the rules of the road.

### A.1. Wrong-Way Riding

Riding against traffic can be discouraged by:

- ✚ Including a directional arrow on bike lane markings;
- ✚ Placing bike lanes on both sides of a two-way street or placing bike lanes on both legs of a one-way couplet;
- ✚ Replacing existing two-way bike lanes with one-way bike lanes on each side of the road;
- ✚ Providing equal width shoulders on each side of the road;
- ✚ Providing more crossing opportunities on wide streets; and
- ✚ Avoiding two-way multi-use paths that begin or end at mid-block.

### A.2. Cyclist Disregard Stop Signs

It is natural for bicyclists to want to ride without breaking their momentum. Good planning places bicycle lanes on streets where there are not excessive stops by:

- ✚ Providing bike lanes on arterials, which have the right-of-way at most intersections;
- ✚ Avoid directing cyclists to local streets with many stops, which encourages bicyclists to disregard stop signs that slow them down;
- ✚ Avoid placing unnecessary four-way stop signs on local streets.

### A.3. Cyclist Enter the Roadway from Driveway

Entering to the roadway from a driveway is mostly common among young riders. Young riders tend to not have fully developed their perception



skills. Some simple steps that can help improve motorists' awareness of children are:

- ✦ Improving sight distance by restricting on-street parking and by removing excessive vegetation and other obstructions;
- ✦ Designing residential streets to discourage excessive motor vehicle speeds.

#### **A.4. Motorist enter the Road from Driveway or Alley**

This is a constant source of conflicts for cyclists riding on busy streets with many accesses. Engineering solutions include:

- ✦ Reducing the number of accesses by elimination or consolidation; and
- ✦ Improving sight distance, by restricting on-street parking and by removing excess vegetation and other obstructions.

#### **A.5. Motorist Disregard Sign or Signal**

Motorists often commit this infraction because they didn't see a bicyclist. The best engineering solutions to improve the visibility of cyclists include:

- ✦ Designing bike lanes or paved shoulders that place bicyclists in the flow of traffic; and
- ✦ Improving sight distance, by restricting on-street parking and by removing excess vegetation and other obstructions.

### **B. Education Solutions**

Education of both motorists and bicyclists can curtail unintentional infractions as well as promote other safe riding and driving practices. For bicyclists and motorist to safely coexist with each other, they need to understand the vehicle codes and regulations as well as develop good principles of sharing the road. Education provides this knowledge to both users. Comprehensive bicycle

safety education programs are designed for users to understand the common errors committed while riding bicycles.

At present, the Lower Chattahoochee Region does not have a comprehensive bicycle safety education program. Funds, expert personnel, and persons or agencies directly responsible for bicycle safety education are needed to establish bicycle education programs. In order to establish a foundation of bicycle safety, advocacy groups such as the Columbus Cycling Club, local governments, Chambers of Commerce, SAFE KIDS, and Boards of Education can assist in establishing the foundation needed to educate citizens in their community.

### **C. Enforcement Solutions**

Law enforcement is a necessary component of bicycle safety. Stricter enforcement can limit both intentional and unintentional infractions. As with any law, lack of enforcement leads to a general disregard of the law. Local police officers should be willing to enforce the motor vehicle code with bicyclists and motorists. There are practical problems in citing bicyclists, since they often lack positive identification, such as a driver's license.

A way to resolve these practical problems is to have frequent contact between local bicycle advisory committees, parks and recreation departments, and law enforcement to collaborate and highlight the need for enforcement in identified problem areas. Community education and support of enforcement efforts builds respect between bicyclists and motorists.



## D. Equipment Solutions

There are several bicycle features which contribute to a riders' ability to control their movements:

- ✦ **Size:** a bicycle must be properly fitted. If it is too small or too big, the rider will have trouble reacting properly when stopping, turning or accelerating. The wrong size bicycle is also uncomfortable, leading to fatigue.
- ✦ **Brakes:** by law, brakes must be sufficiently powerful to enable a rider to bring a bicycle to a skid on dry pavement. Brake levers must be readily accessible.
- ✦ **Tires:** must be in good condition and inflated to their recommended pressure.
- ✦ **Fenders:** prevent lights and reflectors from getting dirty in wet weather.
- ✦ **Luggage racks and panniers:** bicyclists should never attempt to carry loads in their arms while riding.
- ✦ **Lights:** by law, when riding after dark, the bicycle or the rider must be equipped with a white light visible at least 500 feet to the front and a red light or reflector visible at least 600 feet to the rear.

## E. Riding Skills

Poor riding skills is one factor associated with bicycle crashes. However, there are many different factors to bicycle crashes with some involving motor vehicles. In riding a bicycle, one must have a good sense of balance, by looking ahead and to the sides, by avoiding distractions such as personal stereos, and by ensuring that one's bike is in good working order, falls and collisions with fixed objects can be largely avoided. Many crashes with motor vehicles could be avoided if riders learned to control their bicycles better, pay better attention to their surroundings, and maneuvering the bicycle to avoid collisions.

## F. Helmets

Wearing a helmet does not reduce the chances of a crash, but can reduce the severity of injuries or the possibility of a fatality. A properly worn bicycle helmet can reduce the severity of head injuries by up to 80%. The Columbus SAFE KIDS is a part of the National organization which promotes awareness campaigns aimed to increasing safety among children. The Columbus branch of SAFE KIDS is instrumental in providing education to children about the importance of bicycle safety and helmet use in the Lower Chattahoochee region. Proper fit is an important aspect of responsible helmet use.

Chart 1 Lower Chattahoochee Region 2000-2002 Bicycle Crash Data			
County	2000	2001	2002
Chattahoochee Co.	0	0	1
Clay Co.	0	0	0
Harris Co.	2	1	0
Muscogee Co.	24	35	19
Quitman Co.	0	0	0
Randolph Co.	1	0	1
Stewart Co.	0	1	0
Talbot Co.	0	1	0

Source: Georgia Department of Transportation and Georgia Department of Motor Vehicle



### DEFINING PEDESTRIANS TYPES

AASHTO has not defined types of pedestrians. For the purpose of this plan, pedestrians will be designated into three types: Adult Pedestrian, Children Pedestrians, and Pedestrians with Disabilities.

1. **Child Pedestrians:** Children Pedestrians use the facilities for playing. They often have trouble judging traffic speed, gaps in traffic, or whether a car is coming, going or standing still.
2. **Adult Pedestrians:** Adult Pedestrians use pedestrian facilities for commuting, recreation, and exercise.
3. **Pedestrians with Disabilities:** The Americans with Disabilities Act (ADA) prohibits discrimination to pedestrians with disabilities. Pedestrians who are blind, deaf, or who rely on wheelchairs need visible warnings about crossing vehicular traffic. For example, people who are deaf need visible warnings about crossing vehicular traffic and people who are visually impaired need tactile indications that they are approaching an intersection or hazard.

### DEFINING PEDESTRIANS FACILITIES

When designing pedestrian facilities, understanding the need of pedestrians is an important factor that affects pedestrian travel. In the Lower Chattahoochee region pedestrian travel is not a vital mode of transportation due to the widespread of rural land in the region. However, in some areas of the region pedestrian travel is visible among children and young adults walking for leisure, attending educational institutions, and going to concentrated businesses areas in local municipalities.

Most pedestrians' facilities are located in the concentrated business areas of local municipalities. The pedestrian facilities in the local municipalities include mostly sidewalks with some areas with crosswalks and paved shoulders mostly on state routes.

Each municipality is comprised of least 0.5 miles in sidewalk. Currently the Lower Chattahoochee region is comprised of approximately 170 miles of sidewalk. With greater density in population, Columbus, Muscogee County comprises approximately 160 miles of sidewalk. Providing this amount of sidewalk allows pedestrians to access business centers, educational institutions, recreational activity centers, transportation centers, and shopping centers (in most cases) throughout the city. In preparing this plan the Lower Chattahoochee RDC staff, along with the Planning Advisory Committee (PAC) recognizes that there is some need of pedestrian facilities throughout the unpopulated regions. Identified in the 2000 Statewide Transportation Plan created by Georgia Department of Transportation (GDOT) recognizes "pedestrian facilities" as being more than just sidewalks. Illustrated in the figures below are the different types of pedestrian facilities identified by GDOT with the emphasis of which facilities are relevant to the Lower Chattahoochee region.



Crosswalks



Walkway, Pathway



Sidewalks



Paved Shoulder



Curb ramps



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## PEDESTRIAN SAFETY

Compared to bicycle crashes, reported pedestrian crashes are the result of a collision with a motor vehicle. This is mostly due to our perceptions. When a person trips and falls while walking, the resulting injury is rarely reported as a pedestrian crash. Most pedestrian crashes are the result of an attempt to cross a roadway. Fewer occur as pedestrians walk along a roadway.

Analysis of pedestrian-motor vehicle crashes can help establish engineering, education and enforcement solutions. One important factor in all pedestrian crashes is speed.

Reducing traffic speeds not only reduces the severity of pedestrian crashes, but may also reduce their occurrence. Slower speeds decrease braking distances and reaction time. For example, in each school zone located in the Lower Chattahoochee region all zones are designated by a flashing caution light indicating a speed of 25mph during posted morning and afternoon school hours.

All engineering, education and enforcement programs should include the reduction of speed as an important step in pedestrian safety. This does not necessarily mean reducing existing speed limits, as much as ensuring that the current limits are observed.

### Long-term trends

A future trend may be the rise in the number and severity of pedestrian crashes of cars being built with more safety features, i.e. the isolation of sound. This could lead to pedestrians being invisible to or ignored by motorists. Pedestrian fatalities have been on the rise in the last few years. The statewide data collected by GDMVS and the Georgia

Department of Transportation reveals the nature of crashes between pedestrians and motor vehicles in the Lower Chattahoochee region (see chart 2 pg. 18). As identified, there were 13 pedestrian crashes reported during 2000-2002 in the Lower Chattahoochee region. In 2003, the number of pedestrian crashes decreased to three (3); however, the three pedestrian crashes reported were fatalities.

### A. ENGINEERING SOLUTIONS

Even though most pedestrian-motor vehicle crashes are caused by improper behavior, many improvements can be made to roads to reduce the potential for crashes. If facilities are well-designed and pedestrians and motorists use them correctly, the likelihood of crashes will decrease.

The most important step transportation agencies can take is to design pedestrian facilities that enable motorists to clearly see pedestrians along the roadway and those preparing to cross the roadway. Pedestrians must be given opportunities to cross roadways with minimal conflicts with motor vehicles. Engineering solutions for the region are as listed:

- ✚ The addition of sidewalks in urban areas and wider shoulders in rural areas;
- ✚ sidewalks separated from traffic with planter strips increasing pedestrian safety;
- ✚ include road improvement techniques including curbs;
- ✚ placement of signs reminding motorists of their duty to yield to pedestrians when they turn left or right



- ✦ illuminate streets to improve the visibility of pedestrians under nighttime conditions; and
- ✦ improve marking of crosswalks to enhance their visibility.

Chart 2

Lower Chattahoochee Region 2000-2002 Pedestrian Crash Data			
County	2000	2001	2002
Chattahoochee Co.	0	0	0
Clay Co.	0	0	0
Harris Co.	0	0	1
Muscogee Co.	4	5	3
Quitman Co.	0	0	0
Randolph Co.	0	0	0
Stewart Co.	0	0	0
Talbot Co.	0	0	0

Source: Georgia Department of Transportation and Georgia Department of Motor Vehicle

#### A.4. Motorist Speeding

Although this is usually considered an enforcement issue, there are many roadway design features that influence the speed at which motorists drive. Motorists will usually travel at speeds that seem appropriate for the roadway. Traffic calming measures can be used on local streets and minor collectors. On arterials and major collectors, there are features that can be incorporated that discourage excessive speeds i.e. trees along the road, narrower lanes, landscaping, bike lanes, etc (see figures 1-3).

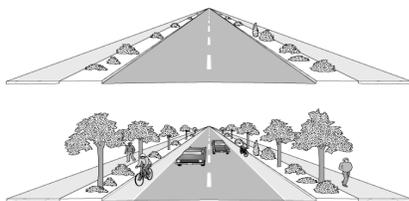


Figure 1: Traffic Calming Street

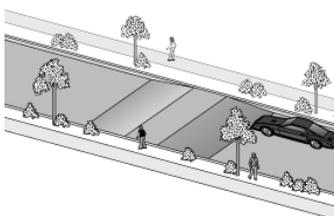


Figure 2: Speed hump

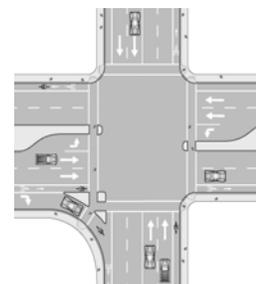


Figure 3: Raised islands at intersection

#### B. EDUCATION SOLUTIONS

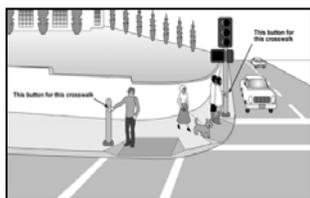


Figure 4: Pedestrian friendly crosswalk

Many of the pedestrian crashes are due to lack of knowledge of the rules pertaining to the right-of-way. More information should be made available to motorists resulting in their knowledge that pedestrians have the right-of-way at crosswalks, both marked and unmarked. The consequences of excessive travel speeds must be made known to the motorists. Many do not understand traveling above the speed limit in residential areas can result in a fatal pedestrian crash.



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Pedestrians must know how to safely cross streets. It should never be assumed that a signal guarantees safety. One should always look before crossing. The meaning of "WALK/DON'T WALK" signals is not clearly understood by all.

While there are many situations in which the pedestrian is technically at fault, more emphasis needs to be placed on the driver's responsibility because he or she is the one moving in a high-speed, heavy vehicle.

### **C. ENFORCEMENT SOLUTIONS**

Along with education, increased enforcement can have the greatest effect on pedestrian safety. The lack of consequences to motorists who run lights and stop signs or fail to yield at crosswalks is mostly due to the insufficient numbers of law enforcement officers dedicated to traffic enforcement.

Increased education efforts aimed at law enforcement officers can help them understand the severity of pedestrian infractions. Attitudes towards the relative severity of pedestrian crashes need to change among prosecutors and judges. Motorists often get off lightly following crashes that result in pedestrian injuries or deaths. The pedestrian is often assumed to be partially at fault for simply "being in the road." In order for motorists to change their behavior, the consequences of failing to yield to pedestrians needs to be more severe and better publicized.

### **OTHER PLANNING CONSIDERATIONS**

#### **Land Use**

Many land use practices result in long distances between origin and destination points, requiring an automobile for most trips. Zoning for high densities of employment, housing and mixed-use development places origin and destination points closer together, creating a more pedestrian and bicycle-friendly environment. This can be done more easily in new developments, but can be retrofitted into established areas with neighborhood commerce zoning.

#### **Connecting Streets**

Disconnected streets and cul-de-sacs create long travel distances, even though the actual distance from origin to destination may be fairly short, making walking and bicycling impractical. A grid street system provides continuity for pedestrians and bicyclists along the shortest routes. Lacking this, disconnected streets can be improved with connecting paths

#### **Street Crossings**

Wide multi-lane roadways are difficult to cross on foot. Crossing opportunities can be provided with techniques such as raised medians, refuge islands, curb extensions and pedestrian signals, where appropriate.

#### **Intersections**

Intersections built for the movement of motor vehicles can be very difficult for pedestrians and bicyclists to cross. A network of streets with sidewalks and bike lanes does not fully accommodate pedestrians and bicyclists if intersections present obstacles. Improvements for pedestrians include refuge islands, shorter crossing distances, reduced curb radii, crossings at right angles and slower traffic speeds. At busy interchanges, grade-separation for bicyclists and pedestrians may be needed.



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### **Access Management**

Every driveway creates conflicts for pedestrians and bicyclists. One component of access management deals with the number of driveways connecting to the road. Reducing the number of driveways and limiting access from one or more directions improves pedestrian and bicyclist safety and comfort.

### **Suburbs**

Suburbs create an environment that is conducive to walking or bicycling. Most suburbs are within an urban growth boundary. However, suburbs are becoming more visible in rural areas due to the aging population moving to rural areas for retirement. In suburban areas planning for bicycle and pedestrian travel should be considered. Many enhancements other than providing bikeways and walkways are needed to make a suburban environment more conducive to bicycling and walking:

- ✚ Providing safe bicycle and pedestrian access to employment, recreation, and educational centers;
- ✚ Redesigning parking lots to allow better pedestrian access and circulation;
- ✚ Providing safe crossings of multi-lane roads;
- ✚ Encouraging land-use patterns that place origin and destination points within reasonable walking and bicycling distance;
- ✚ Connecting cul-de-sacs and dead-end streets with streets or paths; and
- ✚ Shortening travel distances with multi-use paths.



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### Section 3: EXISTING CONDITIONS ANALYSIS

The Lower Chattahoochee current bicycle and pedestrian system is comprised of 13 routes totaling approximately 221.7 miles in length. Of these 13 routes, three are on state routes. Bicycle routes total approximately 166 miles in length on these state routes. The remaining 10 routes are existing bicycle and pedestrian trails and pathways throughout the region totaling approximately 55.7 miles. Table 1 shows the total mileage of each route and trail.

The facilities in the region include sidewalks, crosswalks, paved shoulders, and bike lanes already incorporated with the current transportation system. Cyclists are able to access all state route facilities. This however, does not include interstate highways throughout the region. Existing and planned bicycle facilities are described in the Bicycle and Pedestrian plan summary shown in Table 3.

Figure 1 shows the entire Lower Chattahoochee region Existing Bicycle and Pedestrian Facilities. This map is intended to show the existing routes and trails within the Lower Chattahoochee region.

The majority of the Lower Chattahoochee region is rural with the exception of Columbus. Cycling and walking as a means of non-motorized transportation is limited because travel distances tend to be lengthy. In addition to length, rural communities in the region do not have adequate roadways and pedestrian facilities to provide for bicycle and pedestrian activity in their community.

Columbus provides accommodations for non-motorized transportation for bicyclists and pedestrians. With a higher population density and serving as the regional center for the Lower Chattahoochee region, Columbus provides many opportunities for bicycle and pedestrian activity with the continuous improvements of existing streets in downtown, incorporating sidewalks into residential developments, and the continued growth of educational institutions. However, just as in the rural communities, most commuters depend on motorized transportation as a means of getting to and from their destination.

As rural communities strive for growth, many once quiet streets could someday carry large volumes of high-speed traffic with no pedestrian or bicycle facilities thus discouraging many people from using these modes. Currently, it is not evident that traffic will pick up in the rural communities; however, cities such as Cuthbert, Lumpkin, Richland, Hamilton, Pine Mountain, Cusseta, Fort Gaines, and Georgetown provide the potential for more traffic volume with U.S. and state highways running through these communities.

With the possibility of growth and development within the region, road improvement projects by GDOT and commercial/ residential development can provide opportunities to incorporate bicycle and pedestrian facilities. Providing good bicycle and pedestrian facilities in the region will encourage many more people to use an alternative mode of transportation whether it is moving from destination to destination or recreational use. Furthermore, good bicycle and pedestrian facilities enhance opportunities for economic growth, tourism, improving the quality of life, and reducing the wear and tear on roadways throughout the region. Retrofitting these streets by providing good facilities and meeting ADA compliance will make the accessibility to bicyclists and pedestrians more encouraging.



**Table 1  
Route Mileage  
Total for Lower Chattahoochee Region**

Route –Trail Number and Name	Total Mileage
5-Chattahoochee Trace	111
40-TransGeorgia	38
45- Little White House	17
Columbus Riverwalk	14
Discovery Bicycle Trail	10
Harris County Palmetto Creek Pedestrian and Biking Trail	4.6
Pine Mountain Trail	23
Shellman Walking Trail	1
Shiloh Walking Trail	1
Waverly Hall Walking Trail	1
Woodland Pedestrian and Bike Trail	1

**Sum Totals**

**221.7**

**Table 2  
Existing and Future Facility Miles**

Existing Facilities		Future Facilities		Total
Off-Road	On-Road	Off-Road	On-Road	
55.7 miles	166 miles	6.37 miles*	45 miles*	273.07 miles

\* Proposed Future Off-Road Facilities

*Pedestrian and Biking Trail, Columbus, GA – 6.37miles*

*Fort Gaines Phenomenon Trail, Fort Gaines, GA – 6 miles*

\* Proposed Future On-Road Facilities (See maps 1-3)

*State Hwy. 315 – Ellerslie, GA to Talbot, GA*

*State Hwy. 116 – Hamilton, GA to Woodland, GA*

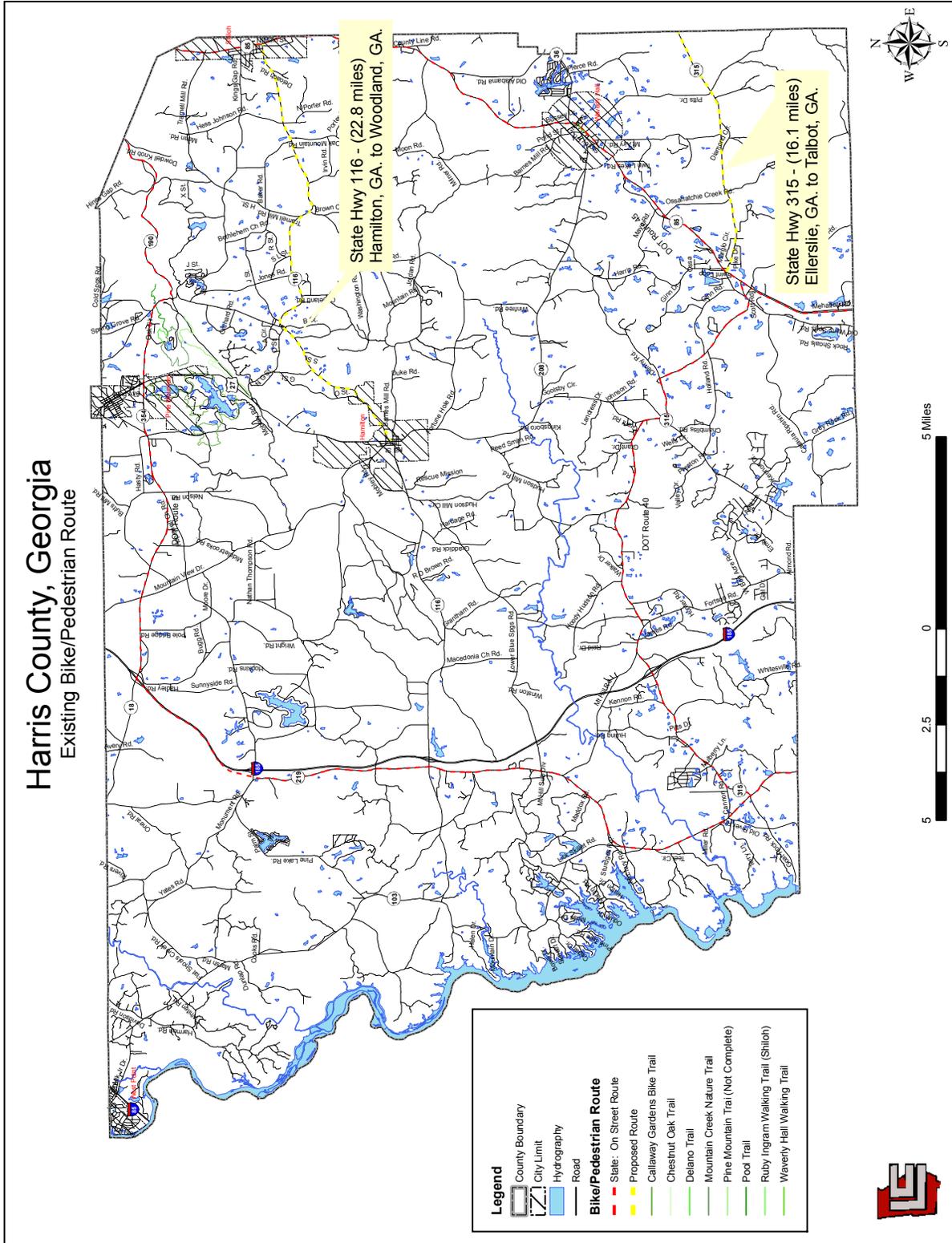
*State Hwy. 39 – U.S. Hwy 27 to Omaha, GA*

*U.S. Hwy. 82 – Cuthbert, GA to Shellman, GA*



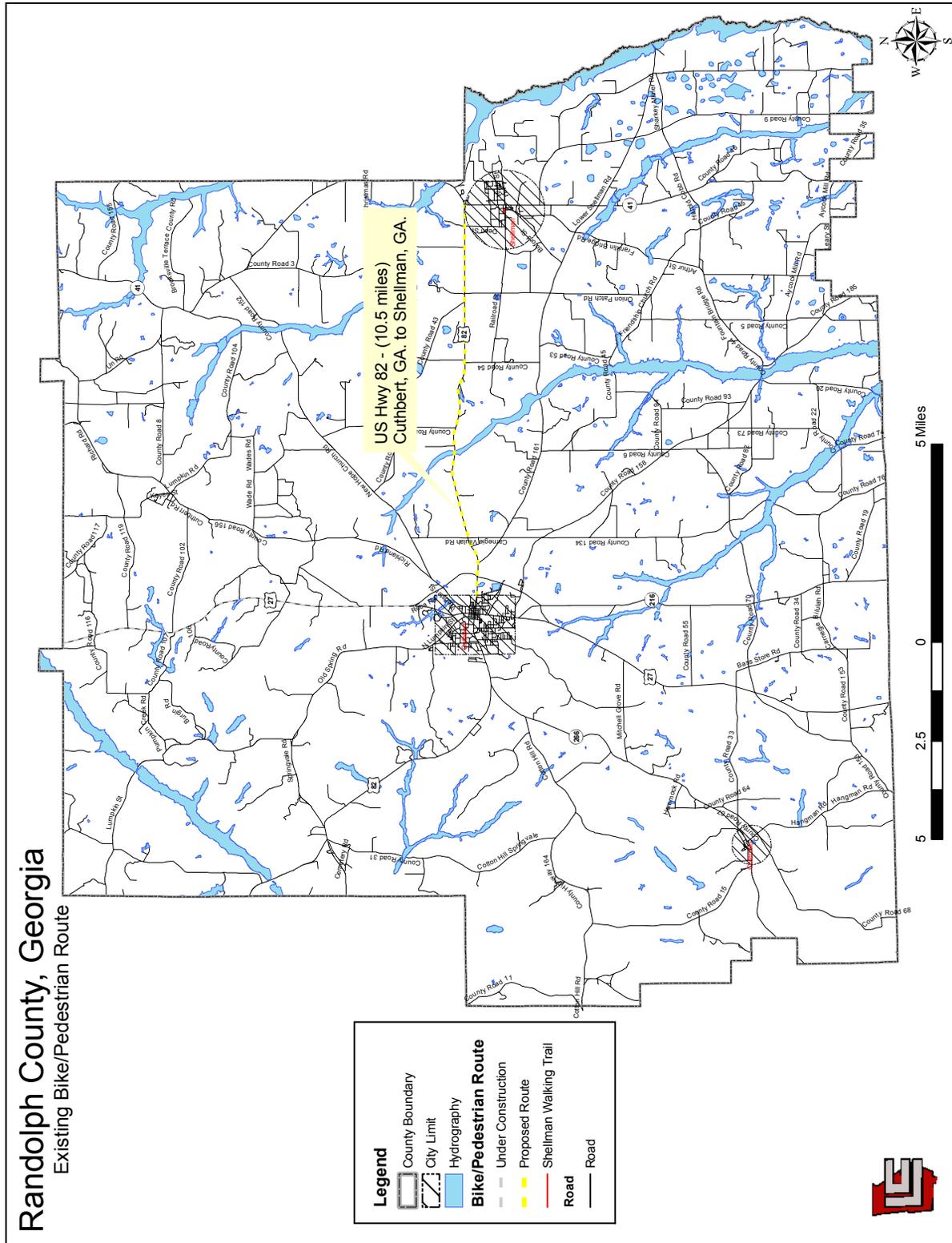
# Proposed Future On-Road Facilities

Map1: Harris County, Georgia



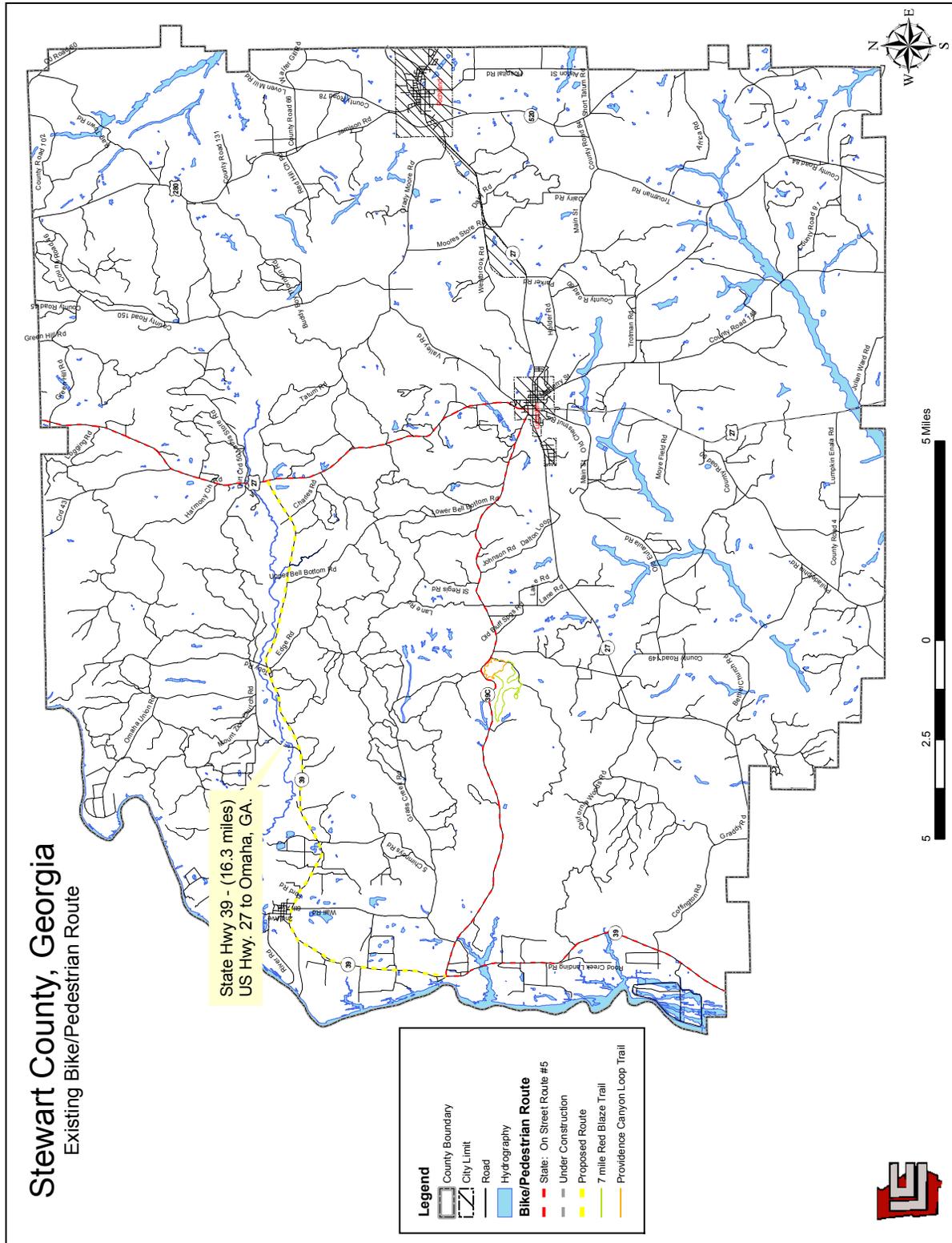


Map 2: Randolph County, Georgia





Map3: Stewart County, Georgia





Map 4: Talbot County, Georgia

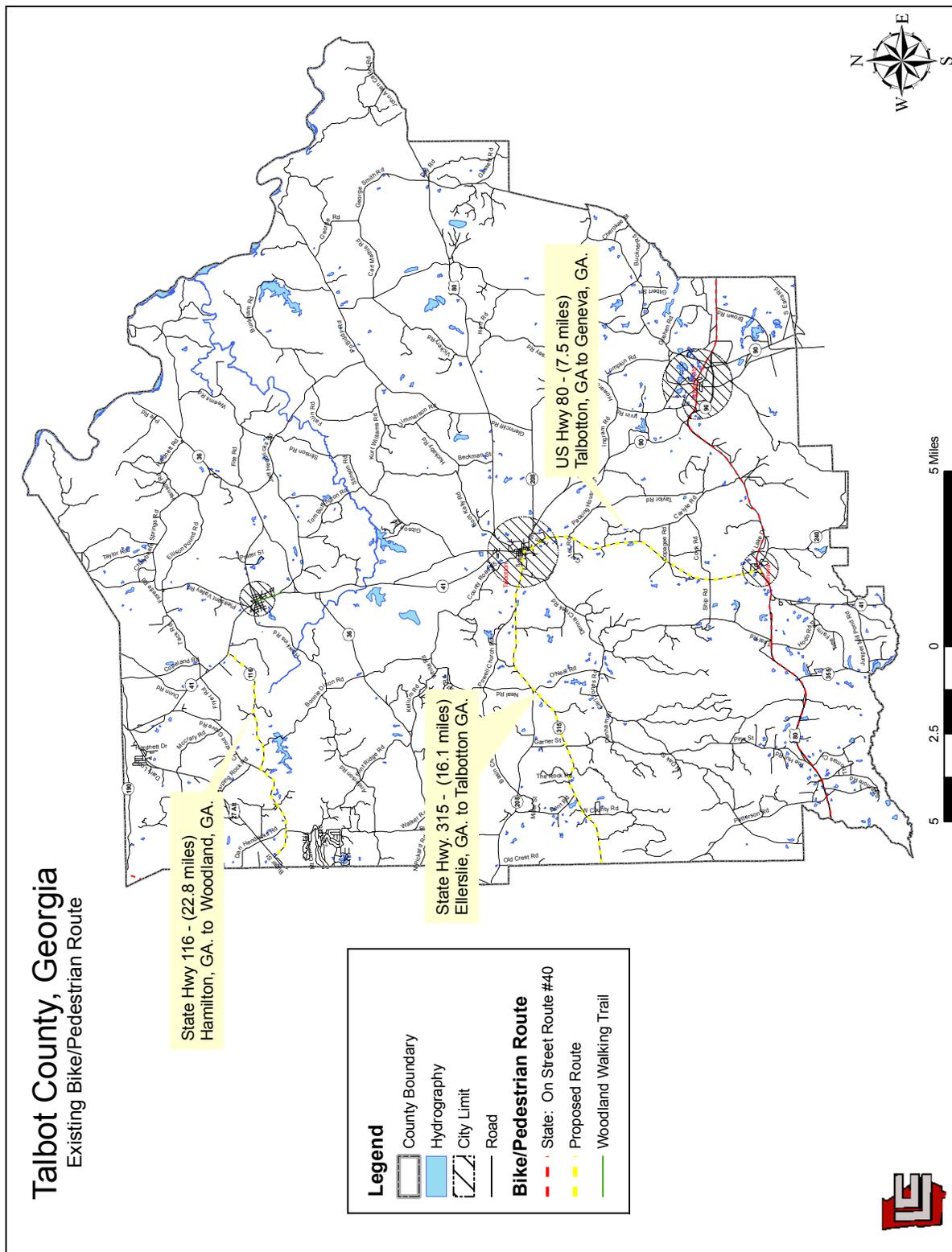


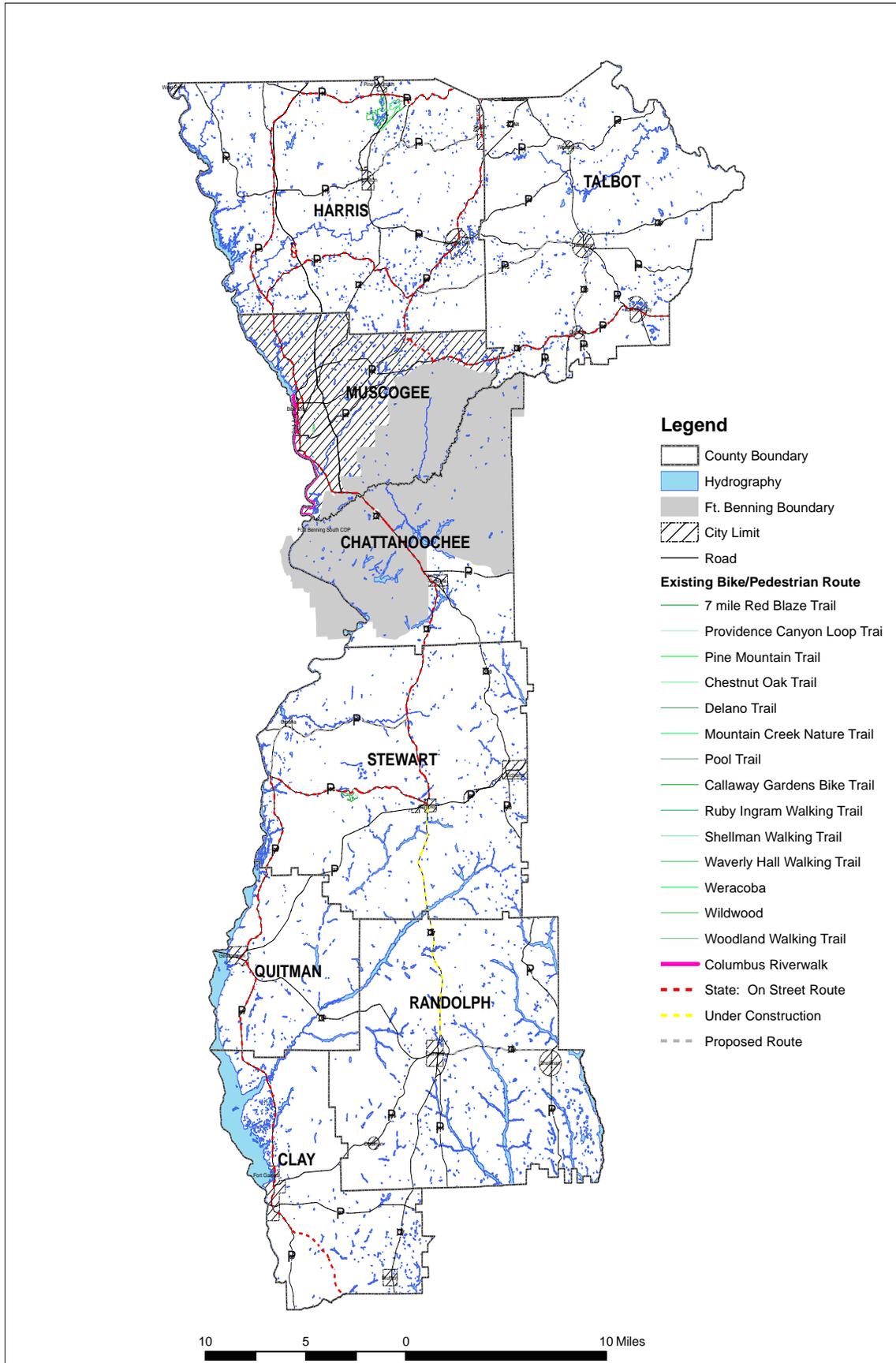


Table 3

**Existing Facilities  
Bicycle and Pedestrian Facilities**

Name of Project	Date of Plan/Completion	Status	Length in Miles	Brief Summary of Plan
Columbus Riverwalk	1994	Majority Complete	14	Multi-use path developed by Columbus Consolidated Government; extends from Lake Oliver Marina to Fort Benning with the exception of connecting some central portions. This is currently in the planning stages.
Discovery Bicycle Trail	1989	Complete	10	Located on the grounds of Callaway Gardens used for biking/walking.
Harris County Palmetto Creek Pedestrian and Biking Trail	2006	In design phase	4.6	Multi-use trail that will run from a park behind the Hamilton City Hall to the Harris County Agriplex in Pine Mountain Valley
Pine Mountain Trail	1975	Complete	23	Nature walking trail that begins 6 miles north of Hamilton and ends at Dowdel Knob in Warm Springs
Shellman Walking Trail	1999	Complete	1	Walking trail located in central Shellman that includes picnic areas and lighting. The City plans to enhance this trail with lighting and benches.
Shiloh Walking Trail	2002	Partially Complete	1	Walking trail located in central Shiloh that the City plans to enhance with paving, lighting, and benches.
Waverly Hall Walking Trail	1996	Complete	1	Walking trail located in central Waverly Hall that is paved and includes lighting, benches, and trash receptacles.
Woodland Pedestrian and Bike Trail	2004	Complete	1	Pedestrian and bike trail in the City of Woodland extending from the park behind City Hall to the Woodland Recreation Center that included ADA accessible improvements for the recreation center. This trail allows an alternative to citizens as a means to access the recreation area without the use of automobiles.

These existing plans and facilities will be used as a foundation for developing proposed improvements relating to these existing plans (i.e. enhancing or extending bicycle and pedestrian trails.) These facilities will also be used in supporting the interconnectivity of proposed bicycle and pedestrian facilities throughout the region.





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## Section 4: IMPLEMENTATION

One of the main purposes of this plan is to educate and encourage increased bicycle and pedestrian facilities. To achieve this goal, many different entities will be called upon to implement the programs and actions that are necessary to achieve the plan's vision, goals, and objectives which are described in the context below

In discussing the implementation strategy of this plan, GDOT, RDC, local municipalities, and advocates of bicycle and pedestrian usage can implement the plan with collaboration and involving the right resources. Successful implementation requires a systematic approach by transportation agencies and affected parties. Additionally, it will take a number of years of implementation and additional investments to create a transportation system that fosters increased safe bicycle and pedestrian use.

The Regional Bicycle and Pedestrian Plan provide the foundation for a successful network of alternative transportation facilities. The most important purpose is to develop a supportive environment for bicycling and walking throughout the Lower Chattahoochee region.

### **Roles and Responsibilities**

This section identifies strategies for implementing the bicycle and pedestrian plan in the Lower Chattahoochee Region. The list identifies the most prominent participants called upon to assist with implementing the plan. Following this section are implementation strategies that discuss how these responsibilities can be put into action.

#### **GDOT:**

- ✚ Design the State Highway system with a strong consideration of bicycle accommodation.
- ✚ Incorporate proposed improvements from local and regional bicycle and pedestrian plans in the state's long range plans and construction work program.
- ✚ Provide funding opportunities (such as Transportation Enhancement, Surface and Transportation Programs).
- ✚ Incorporate bicycle and pedestrian facilities into TIP and STIP projects, as well as scenic byway projects.
- ✚ Develop a strategy for funding the safety (education and enforcement) recommendations of the plan, involving GDOT and the Office of Traffic Safety.
- ✚ Provide technical assistance on the planning and design of bikeways to the RDCs, local and regional communities.
- ✚ Provide liaison and coordination with federal agencies, MPOs, RDCs, and local governments.
- ✚ Encourage public transit systems across the state to provide bicycle accommodations on buses and in bus stations (e.g., bicycle racks and storage).
- ✚ Continue to assist in the development of state, regional and local bicycle maps.



- 
- ✚ Develop enforcement strategies and programs aimed at decreasing bicycle and pedestrian crashes.
  - ✚ Develop maintenance policies and guidelines for bikeways.
  - ✚ Provide user friendly signage on roadways to increase motorist and bicyclist awareness.
  - ✚ Make additions to driver's education materials that emphasize bicycle and pedestrian as a non-motorized transportation.
  - ✚ Assist with promoting and supporting National Bike and Pedestrian Days (e.g., bike-to-work).

### **Lower Chattahoochee Regional Development Center**

- ✚ Establish partnerships with community organizations, local governments, school districts, law enforcement agencies, recreation organizations, and other interested parties on educating the region about bicycle and pedestrian transportation.
- ✚ Identify funding sources for implementation and continuation of the plan.
- ✚ Develop, revise and update short and long-range goals and objectives for regional plans.
- ✚ Develop Transportation Improvement Program (TIP) project selection criteria that apply to bike and pedestrian facilities.
- ✚ In collaboration with local agencies, host a minimum of one elementary level Traffic Safety Instructor Course annually to train teachers, law enforcement officers and community volunteers how to teach children bicycle and pedestrian safety.

### **Lower Chattahoochee Region (Counties, Municipalities, and Educational Establishments)**

- ✚ Consider the needs of bicyclists and pedestrians in all road projects and building facilities.
- ✚ Promote land use policies that are bicycle and pedestrian friendly.
- ✚ Educate local law enforcement on share-the-road safety techniques and enforcement strategies for specific high-risk bicyclist and motorist infractions of the law.
- ✚ Partnership and collaboration with local community organizations, local government, school district, law enforcement, recreation, and private companies.
- ✚ Promote bicyclist and pedestrian friendly oriented developments through Comprehensive Plans, Zoning and subdivision regulations.



- ✚ Provide bicycle racks at public, educational, and commercial areas.
- ✚ Integrate existing pathways, walkways, trails, local attractions, and parks in the plan.
- ✚ Develop facilities to encourage bike and pedestrian activities.
- ✚ Consider adopting a shoulder paving policy in addition to creating user friendly shoulders and sidewalks that are accessible to bicyclist and pedestrians.
- ✚ Promote and support National Bike and Pedestrian days.
- ✚ Develop partnerships with local Visitor's Bureau or local Chambers of Commerce to promote local and regional festivals, local and regional attractions, races, and tours by developing visitors guide and maps linking all activities and attractions.

## A. IMPLEMENTING

The regional bike and pedestrian plan makes many recommendations that will require substantial effort on the part of GDOT and other partners to implement. Clearly, with the resources now at hand, plus those envisioned to be available in the near future, all of the recommended action steps cannot be tackled at once.

Therefore, it is necessary to set priorities regarding which aspects of the plan to implement first. Some of the recommendations will require the integration of bicycle and pedestrian planning into a complex array of ongoing plans, policies, and programs. To become a reality, many of these types of recommendations will need to be part of a larger, overall process of change. Some of this larger overall change is likely to take place in the near future, while some of it may occur at a later date. A number of of these changes are susceptible to concerted action by GDOT and other partners, while some are dependent on other factors.

Other recommendations, however, are easily identified as distinct actions which can be taken to implement the plan, independent of the slow process of institutional and societal change. Many of these actions are already ongoing and should be continued; others should have a high priority for immediate implementation; and some will require a longer period of time to accomplish.

### Priorities for Immediate Implementation (A)

There are a number of discrete actions which can be taken within a relatively short time frame toward implementing the bicycle and pedestrian plan. However, it is not realistic to expect that all of these actions will take place immediately and simultaneously. Therefore, they are listed here in recommended order of priority.

<b>Goal A.1:</b>	<b><u>Planning</u></b>
Objective A.1.a:	Establish Bike and Pedestrian Committee. (COMPLETED)
Objective A.1.b:	Meet with local agencies and organization to discuss the plan.
Objective A.1.c:	Provide opportunities for public involvement by continuing to host public meets to identify needs. (ONGOING)
Objective A.1.d:	Collaborate with local officials and the public in assessing bike lanes and determining where other lanes are conductive.



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- Goal A.2**      **Education and Enforcement**
- Objective A.2.a:      Develop a statewide promotion program for bicycling in Georgia.
- Objective A.2.b:      Work with regional planning entities to develop a regional and statewide route system and map for bicycling interest.
- Objective A.2.c:      Develop a bicycle/pedestrian design manual.
- Objective A.2.d:      Establish and implement pedestrian safety education and training programs for children, teens, adults, seniors, and motorists through partnerships with schools and local law enforcement agencies.
- Objective A.2.e:      Educate local law enforcement on “Share-The-Road” safety techniques and enforcement strategies for specific high-risk bicyclists and motorists infractions of the law.
- Objective A.2.f:      Publicize the Regional Bicycle and Pedestrian Plan in the Lower Chattahoochee region’s municipalities to raise awareness of its availability.
- Objective A.2.g:      Provide “Share-The-Road” education and programs in the region.
- Goal A.3:**      **Funding Sources**
- Objective A.3.a:      Lower Chattahoochee RDC assist in identifying funding sources and/or researching national programs promoting bicycle and pedestrian awareness and safety.
- Goal A.4:**      **Tourism and Marketing**
- Objective A.4.a:      Promote and support National Bike and Pedestrian Days.
- Objective A.4.b:      Promote the Lower Chattahoochee region and its cities as bicycle and pedestrian friendly.
- Objective A.4.c:      Promote the Lower Chattahoochee region’s municipalities’ trails, pathways, and attractions.
- Objective A.4.d:      Develop maps of multi-use paths (bicycle/walking trails) identifying tourist attractions.
- Objective A.4.e:      Partner with regional Visitor Bureaus, Chambers of Commerce, and other organizations to promote local and regional festivals, races, and tours by using visitor’s guides for map linking attractions.
- Goal A.5:**      **Health Benefits**
- Objective A.5.a:      Encourage participation from local schools to promote bicycle and pedestrian activities and the health benefits associated with these activities.



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## Priorities for Medium-Range Implementation (B)

Once the immediate priorities are in place, efforts should begin on the following tasks. These are considerably more complex than the immediate tasks and will require significant effort. They are also listed in order of priority.

### **Goal B.1: Planning**

- Objective B.1.a: Provide bicycle and pedestrian signage and pavement markings for user friendly roads.
- Objective B.1.b: Prepare pedestrian facility and infrastructure improvement plans for counties and cities in the region.
- Objective B.1.c: Integrate existing pathways, walkways, trails, local attractions, and parks with county and city plans.
- Objective B.1.d: Encourage developers to incorporate sidewalks into their developments both residential and commercial.
- Objective B.1.e: Encourage local governments to amend local ordinances and codes to require sidewalks in new developments.

### **Goal B.2: Education and Enforcement**

- Objective B.2.a: Make additions to driver's education products that emphasize safe motorist driving when encountering bicyclists on the road.

### **Goal B.3: Funding Sources**

- Objective B.3.a: Initiate a small grants program along with researching private foundations for municipal bicycle and pedestrian facilities.
- Objective B.3.b: Incorporate bicycle improvements in conjunction to new construction and reconstruction projects which may use state and/or federal funding (e.g., paved shoulders, bike lanes, sidewalks, or wide curb lanes).
- Objective B.3.c: Initiate grants from the state and federal governments for bicycle and pedestrian facilities.

### **Goal B.4: Tourism and Marketing**

- Objective B.4.a: Establish (annual) regional events for cycling and walking incorporating outdoor recreational resources.
- Objective B.4.b: Promote and establish bicycle and walking tours, races, festivals, and fundraisers for the municipalities/region.

### **Goal B.5: Health Benefits**

- Objective B.5.a: Establish programs that encourage family-oriented activities and active lifestyles.
- Objective B.5.b: Establish and implement health and fitness programs utilizing walking as well as stationary and non-stationary bicycles.



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### **Priorities for Long-Range Implementation (C)**

Once the immediate and medium-range tasks are implemented, the following should be considered.

- Goal C.1:**            **Planning**
- Objective C.1.a:        Develop a program for improving road shoulders along extensive stretches of major state highways (example: STIP).
- Objective C.1.b:        Develop a program of traffic calming to enhance user-friendliness for pedestrians and bicyclists along major state highways which pass through towns and other neighborhood areas.
- Objective C.1.c:        Establish user friendly shoulders and sidewalks for bicycle and pedestrian activity.
- Objective C.1.d:        Establish developments to encourage bicycle and pedestrian activity.
- Objective C.1.e:        Require all bike and pedestrian facilities to be ADA accessible.

### **Funding Sources**

The regional bicycle and pedestrian system will be improved and in some areas established in conjunction with current roadway construction and roadway improvement projects. Overall, there will not be a cost to incorporate bicycle and pedestrian friendly facilities into road improvement projects and new roadway construction; however, with these facilities there must be posted signage for motorist, cyclist, and pedestrian to make them aware of users of the regional system. In funding signage for the regional bicycle and pedestrian system, there are opportunities provided by the Georgia Department of Transportation, local municipalities, and the private sector. There are several sections within the Transportation Equity Act for the 21<sup>st</sup> Century (TEA21), which specifically incorporates bicycle and pedestrian activities and related programs.

### **Section 1202-National Highway System Funds (NHS)**

The NHS provides flexible funding that may be used by State and local municipalities for projects on any National Highway System. NHS funds may be used to construct bicycle and pedestrian facilities on land adjacent to any highway on the National Highway System. In the Lower Chattahoochee region, Section 1202 could benefit Interstate I-185 in providing bicycle facilities from Muscogee County to Harris County.

### **Section 1108-Surface Transportation Program Funds (STP)**

Bicycle and pedestrian projects are eligible for STP funding. This program can be used to improve and establish sidewalks throughout the Lower Chattahoochee region to comply with the Americans with Disabilities Act (ADA).

### **Section 1201-Transportation Enhancement Activities Program Funds (TEA)**

These funds may be used for construction activities or non construction activities, such as brochures, route maps, and public service announcements. TEA funds may be used to establish information stations along the network to identify user activities.



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### **Section 1115-Federal Lands Highway Funds**

These funds may be used to construct bicycle and pedestrian facilities in conjunction with roads, highways, and pathways.

### **Section 1219- Scenic Byways Program Funds**

These funds may be used to construct facilities along scenic highways for the use of bicyclists and pedestrians. Currently, there are no scenic byways within the Lower Chattahoochee region. However, with the diverse scenic beauty and history within each unique community, scenic byways could significantly attract new opportunities for economic growth and tourism to the region.

### **Section 1112- National Recreational Trails Funds**

The Recreational Trails Program provides funds to develop and maintain recreational trails for motorized and non-motorized recreational trail users.

### **Section 3003- Transit Enhancement Activity Funding**

This funding program clarifies ISTEA's transit funding allowances for pedestrian and bicycle access to transit facilities. This funding source may be used for bicycle and pedestrian access to mass transportation, including facilities to store bicycles and installing equipment for transporting bicycles on public transportation vehicles.

### **Other Funding Sources**

As stated before, there are other possible funding sources for providing bicycle and pedestrian facilities in local municipalities. Local municipalities within the region can incorporate funding allocated with city or county transportation budgets, general operating budgets, and the Special Purpose Local Option Sales Tax (SPLOST) initiatives.

The private sector provides another source of revenue for the construction of bicycle and pedestrian facilities. Civic and advocacy groups may be willing to donate momentary contributions, materials, and labor to help construct and maintain facilities. Also civic and advocacy groups could play another role in the overall implementation program (see Appendix II).

### **Maintenance**

During the study for the Lower Chattahoochee Regional Bicycle and Pedestrian Plan, there were several concerns about the construction of existing and proposed facilities in the region. Unless these facilities are maintained, they can quickly become unsafe. Before bicycle and pedestrian facilities are constructed, maintenance procedures and responsibilities must be considered. A maintenance policy should be in place before any portion of the system is marked, signed, or improved.

### **Monitoring and Evaluation**

With any expenditure of public funds, it is desirable to monitor how efficient funding is being used and the actual use of the bicycle and pedestrian facilities in the region. To identify bicycle and pedestrian activities in the region potential high volume segments in the urban areas should be identified and targeted for counts during peak bicycling season. The rural areas are different from that of urban areas. In rural areas distances between destinations are quite lengthy leaving prolonged periods of time with no activity. With this idea in mind, a data collection technique in rural areas can be self-reports along the traveled route to identify user activities. This could provide insight into general travel patterns, relative volumes and characteristics of the system users.



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Another approach in collecting data is to establish information stations along state routes and in local municipalities. This station could be constructed with materials usually found on an all weather bulletin board. The information stations would provide a supply of questionnaire post cards to allow users to record their activities along the route. For strategic positioning of the stations, the LCRDC, PAC, and local municipalities can continue to develop partnerships with other civic and advocacy groups in providing input and information to be placed at the stations. The system users could benefit greatly from easy access to brochures and pamphlets on motels, camping, regional and local events, bicycle shops and local points of interest which could be placed at an information station or near the local municipalities along the system.



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## Section 5: FUTURE ACTIVITIES

At the present, there has only been a little talk about the future activities for the regional system. However, with the growing interest by bicyclists and pedestrians, the Lower Chattahoochee RDC staff recognized the need to continue the steps to transform concepts into physical reality. Efforts that must be undertaken by LCRDC staff include the following:

1. Work closely with local municipalities' planning commissions to work with new developments to include construction of bicycle and pedestrian facilities in new developments.
2. Ensure that connectivity with the bicycle and pedestrian systems is reviewed as a routine matter during both the planning and engineering phases of every new development.
3. The Planning Advisory Committee should review current and proposed routes which pass through their jurisdiction and suggest any necessary improvements needed in the system.
4. Work closely with the GDOT to execute the implementation strategy of the Lower Chattahoochee Regional Bicycle and Pedestrian Plan.
5. Continue to communicate with GDOT in revising and planning local and regional plans for bicycle and pedestrian facilities and in reflecting the future versions of the Statewide Bicycle and Pedestrian Plan.
6. Continue to build partnerships with civic and advocacy groups implementing ways in promoting the Lower Chattahoochee region as being bicycle and pedestrian friendly.
7. Coordination with adjacent regions should be collaborated allowing routes to be integrated with neighboring RDC regions.
8. Lastly, promote the system through a public information campaign involving newspapers, television, and public service announcements. Bicycle and pedestrian facilities can provide an economic boost to communities by demonstrating that their communities are safe and family oriented. Ecotourism is growing swiftly in the Lower Chattahoochee region. With the region's diverse scenic beauty, favorable weather, interesting history and unique communities, everyone stands to capitalize significantly if the regional bicycle and pedestrian system can be implemented and promoted in the present and the near future.



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## Appendix I: Lower Chattahoochee RDC Region

Chattahoochee County

Clay County

Harris County

Muscogee County

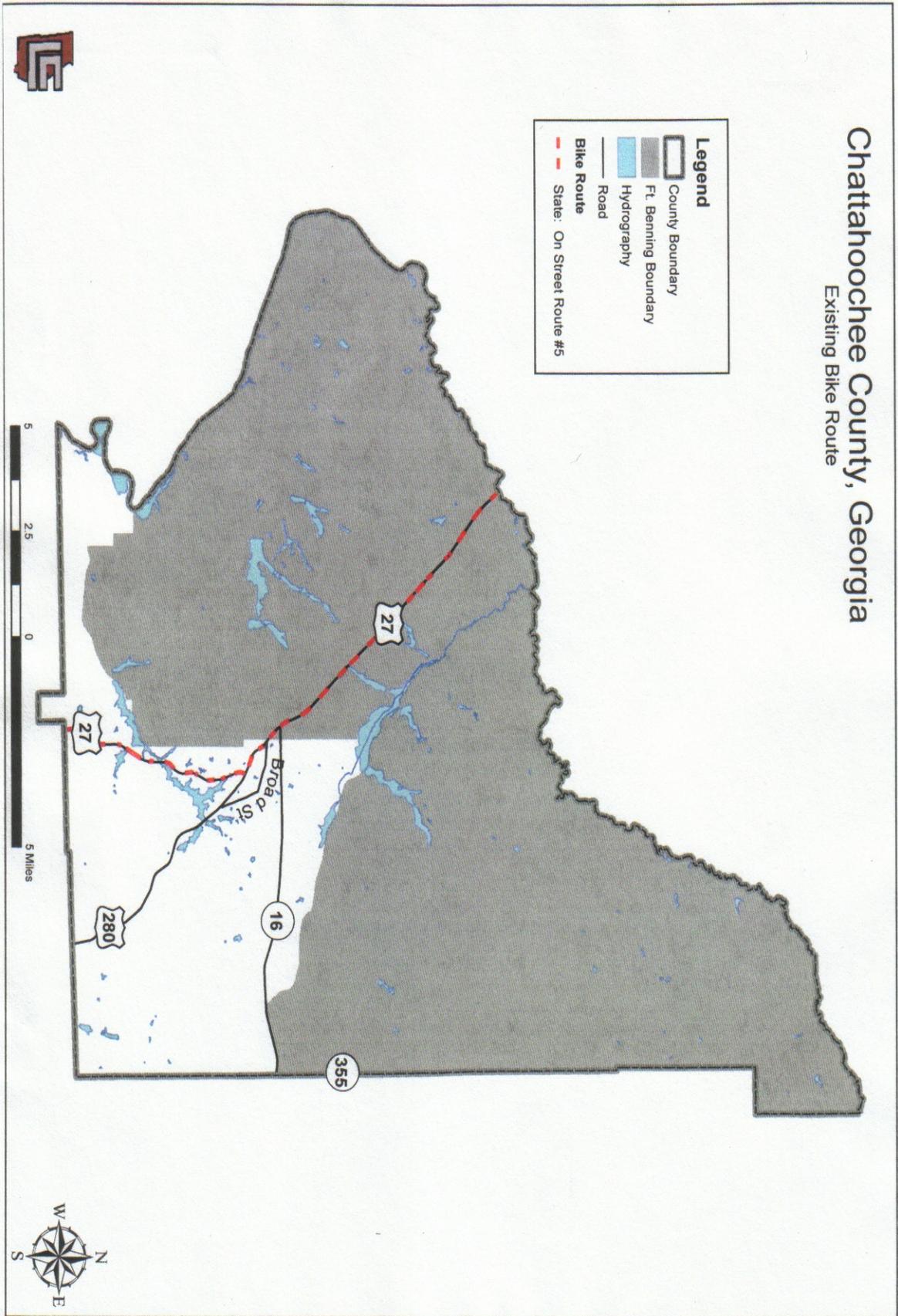
Quitman County

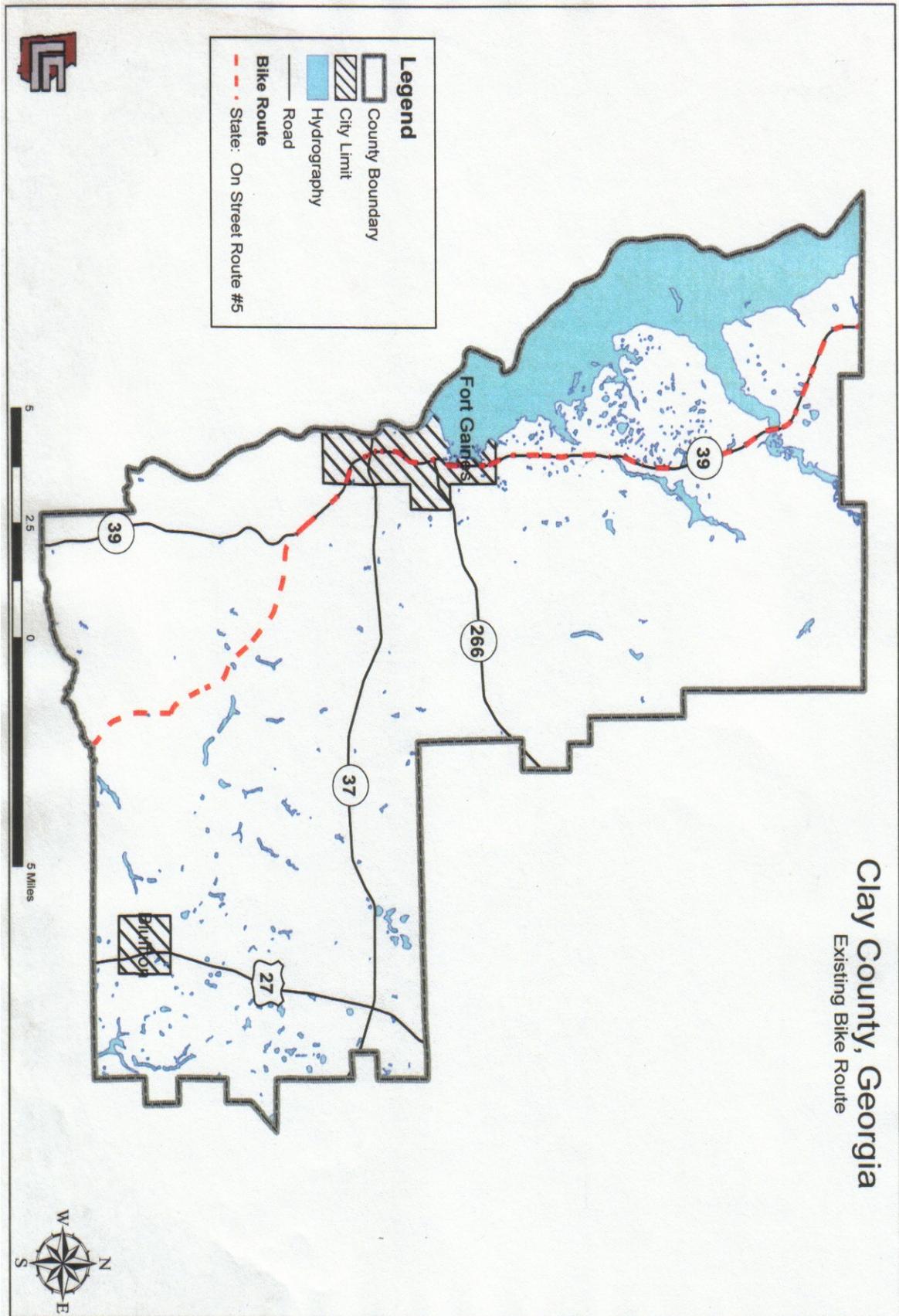
Randolph County

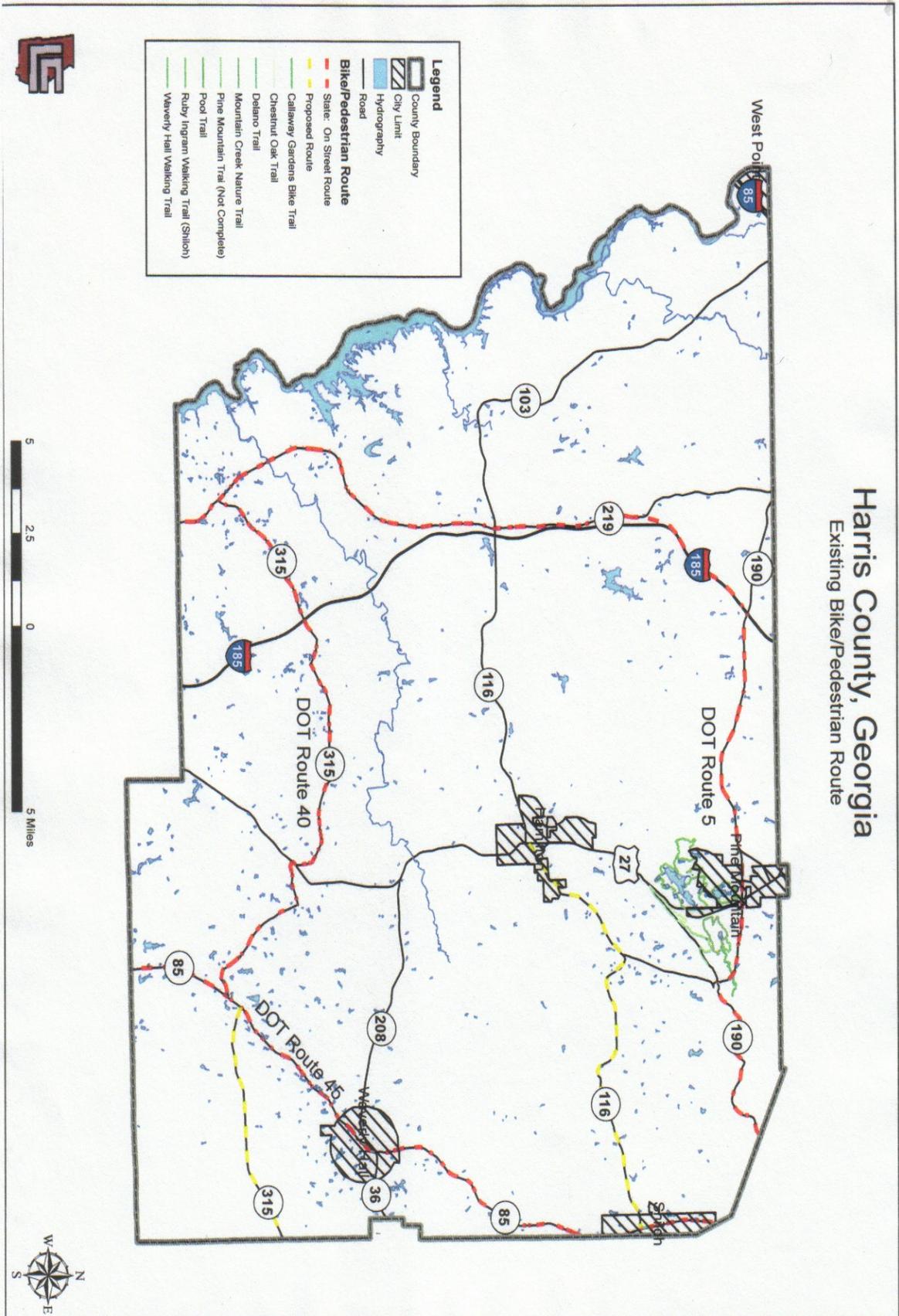
Stewart County

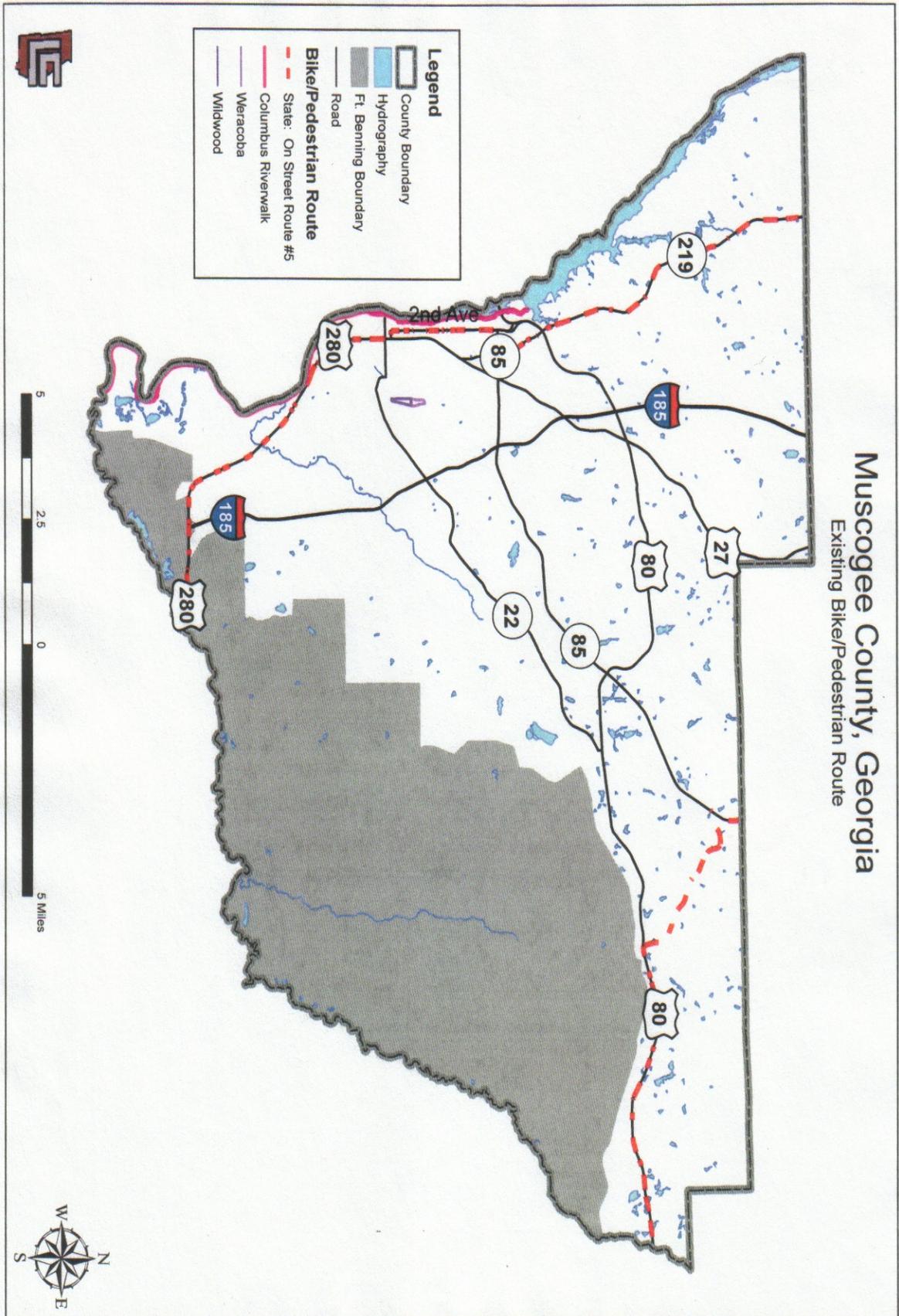
Talbot County

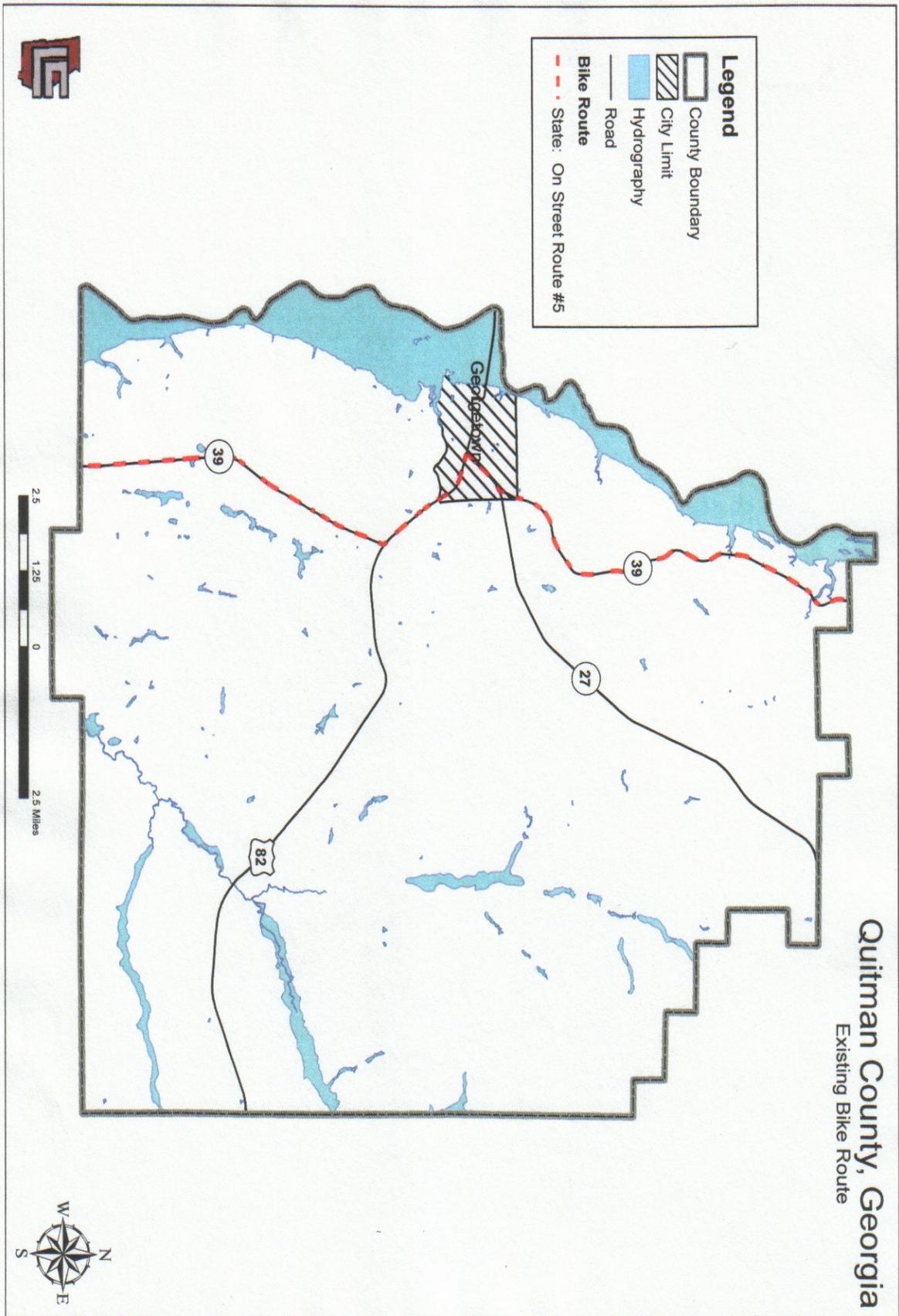








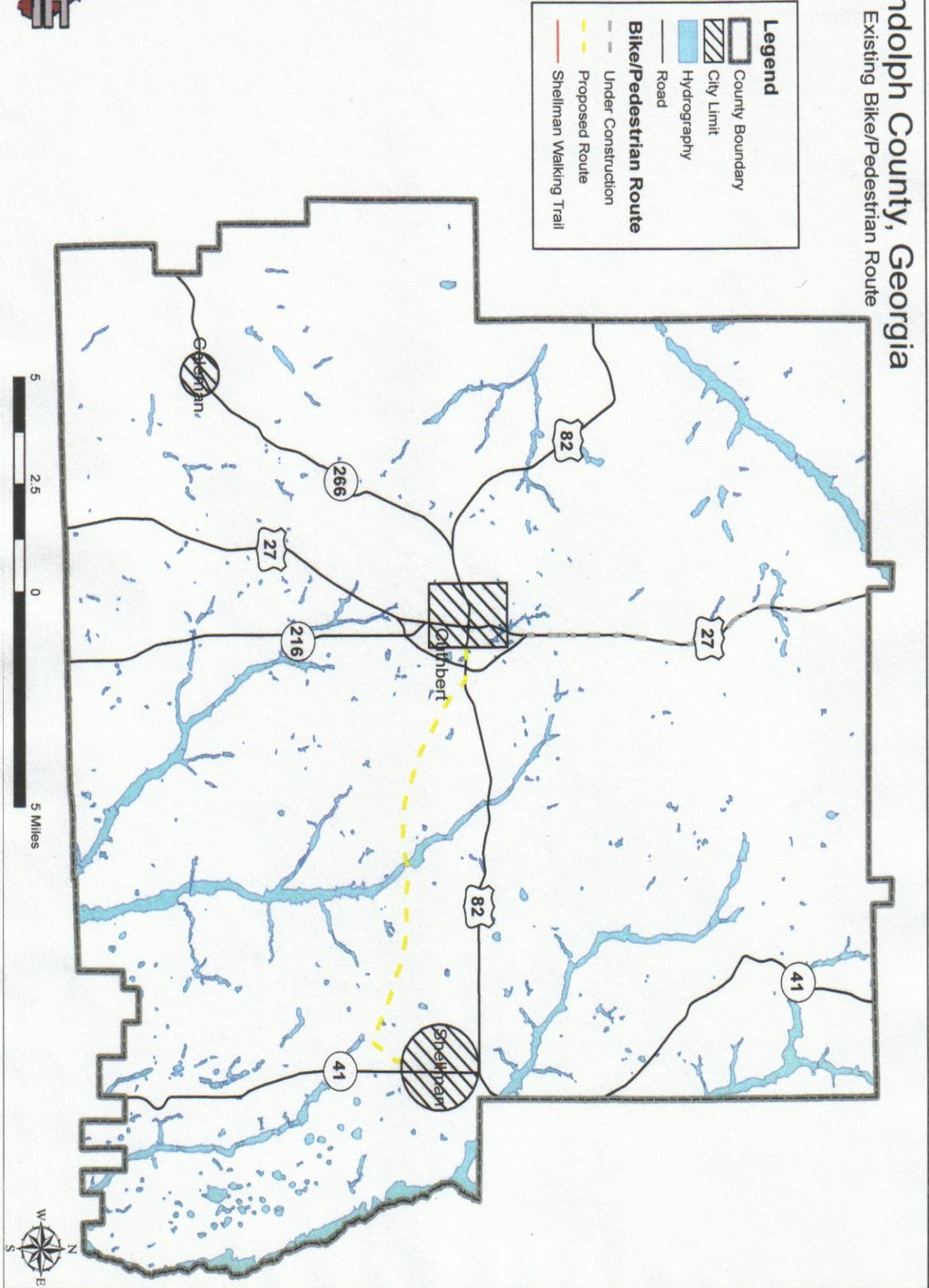


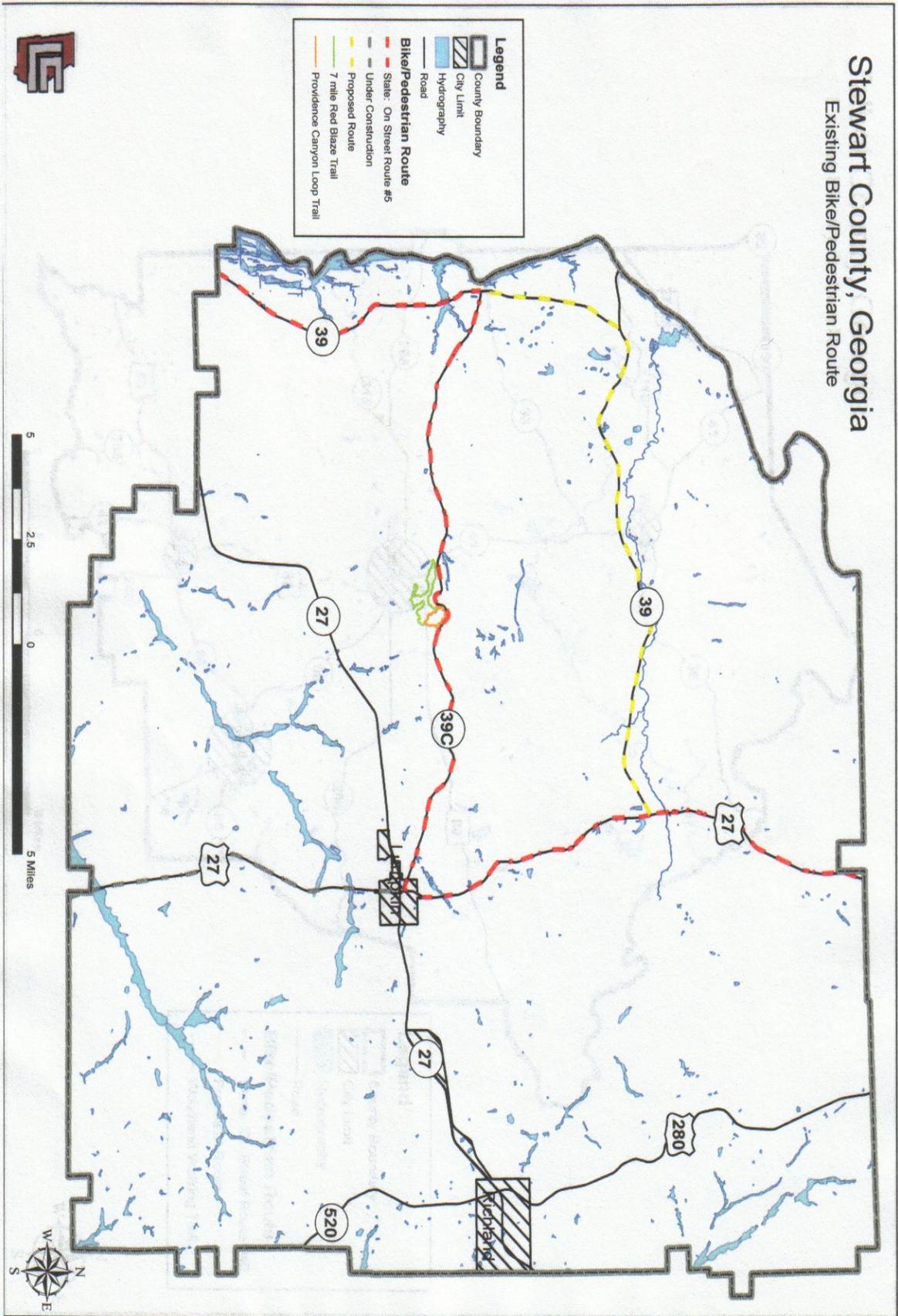




# Randolph County, Georgia

## Existing Bike/Pedestrian Route







## Boy on bicycle hit by vehicle

An 8-year-old boy was hit on his bike at the corner of 25th Street and Third Avenue around sunset Tuesday.

Jaquais Dozier was transported to Doctors Hospital, but he was only complaining about pain in his arms at the scene, Columbus police said.

Robert White of Valley, Ala., said he was driving his Toyota Tundra south on Third Avenue when the boy, riding a bike with some friends, darted in front of him. White slammed on his brakes and stopped in the

road. Jaquais was lying in a ditch on the corner of the street when police and paramedics arrived.

"He just came out of that side street," White said. "I didn't even see him."

Neighbors gathered to watch and some witnesses said the boy's bike flipped as it was struck. The bike's front tire was bent and separated from the bike.

Some neighbors said they have complained to Columbus Council about adding speed limit signs, speed bumps or "children playing" signs, but the street features none.

Angela Milum, who lives at the corner of 25th Street and Third Avenue, said that since the neighborhood has grown, there are more children playing, especially near the street. She said many people who drive up and down the street are speeding.

"Kids morning and night around here," she said.



March, 2005  
Volume 2, Spring Issue

# CPCMPPO INSIDER

A Publication of the Columbus-Phenix City  
Metropolitan Planning Organization

## OPEN HOUSE SET FOR NEW PEDESTRIAN/BIKING TRAIL

On April 19<sup>th</sup> the Metropolitan Planning Organization will hold a Public Information Open House on a new pedestrian/biking trail for the Columbus community. Phase I of the project will consist of 6.37 miles, beginning at the 14th Street Pedestrian Bridge and ending at Cooper Creek Park.



Conceptual of New Walking/Biking Trail

This phase of the trail will use the old existing Southern Railway right-of-way to construct a 10 to 12 foot multi-use trail for both pedestrians and bicyclist to improve connections between downtown Columbus, the Medical Center Complex, Columbus State University, , shopping locations, schools, and several City Parks. Decorative street lighting, street furniture, landscaping and bus stops will be incorporated into the downtown and urban sections of the trail. A trailhead with parking and a restroom facility with be included along Warm Springs Road and a trailhead with a park and ride facility will be proposed across from Peachtree Mall.

The open house will run from 4 p.m. until 7 p.m. and will be located at the Hannan Magnet Academy located at 1338 Talbotton Road, Columbus, Georgia. For more information, call the Metropolitan Planning Organization's office at 706-653-4421.

### Upcoming Meetings in April

- **Citizens Advisory Committee** - April 12th  
2:00 p.m. 420 10th Street  
Columbus Government Center Annex
- **Public Information Open House**  
April 19th  
4 p.m. to 7 p.m.  
Hannan Magnet Academy  
1338 Talbotton Road
- **Technical Advisory Committee** - April 14th  
10:30 a.m. 420 10th Street  
Columbus Government Center Annex
- **Policy Committee** - April 29th  
10:00 a.m. Columbus Government Center Annex

### Upcoming Meetings in May

- **Citizens Advisory Committee** - May 10th  
2:00 p.m. 420 10th Street,  
Columbus Government Center Annex
- **Technical Advisory Committee** - May 12th  
10:30 a.m. 420 10th Street,  
Columbus Government Center Annex
- **Policy Committee** - May 27th  
10:30 a.m. 420 10th Street,  
Columbus Government Center Annex

### Upcoming Meetings in June

- **Citizens Advisory Committee** - June 7th  
2:00 p.m. 420 10th Street,  
Columbus Government Center Annex
- **Technical Advisory Committee** - June 9th  
10:30 a.m. 420 10th Street,  
Columbus Government Center Annex
- **Policy Committee** - June 24th  
10:30 a.m. 420 10th Street,  
Columbus Government Center Annex

### Inside this issue:

Welcome To Columbus South	2
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New Publications Now Available	2
Air Quality Update	3
MPO Merges Staff Operations	3



## Two for the road



PHILIP WARTENA *Ledger-Enquirer*

A bicyclist casts a shadow before she goes under a bridge on Highway 354 in Pine Mountain during the Wheels O' Fire Century Cycle Tour in Harris County on Saturday. The 300-plus riders chose between 26-, 45-, 68- and 101-mile rides with rest stops offering first aid, refreshment and mechanical support along the way. A portion of the proceeds will be donated to the Harris County Volunteer Fire Department.



# Columbus Cycling Club to blaze trail at Flat Rock

Group plans mountain bikers' paradise

BY BRYAN BRASHER  
Staff Writer

The annual March winds have come early this year.

So have the April showers.

And for the next few days, they'll combine forces with frigid winter temperatures to create weather that is hardly bicycle friendly.

But even with the springtime riding rush still a couple of months away, members of the Columbus Cycling Club are hard at work on a plan to create a mountain bikers' paradise at Flat Rock Park.

The plan calls for an overhaul of a trail that is already used frequently by area mountain bikers. It will promote

cycling fitness and safety, particularly for young riders. And it won't cost the city a dime.

If all goes well, the improvements will be in place by April.

"What we want to do is take what's already there and make it a lot better," said Barry Carswell, president of the Columbus Cycling Club. "We want to make a place where families



MIKE HASKEY Ledger-Enquirer

Nicki Sutherland of Columbus rides underneath a tree limb on a portion of the mountain bike trail at Flat Rock Park last year.

See TRAIL, Page A3

## TRAIL | Plan to renew Flat Rock

From A1

can go and ride together, a perfect destination for beginning and intermediate riders."

All changes made during the project will come right out of the trail-building guidebook published by the International Mountain Biking Association. The project will involve delicate landscaping changes like raking and minor digging, but no tree-cutting.

One of the most noticeable changes will be the addition of signs purchased by the Columbus Cycling Club. Signs that promote cycling safety will be placed at various locations around the park, and directional signs will be used to mark areas of the trail that are currently confusing.

"Some of the most interesting parts of the course have really become just a spider web of improvised trails," Carswell said. "With some added signage in those areas, we can make the trail safer and easier to use."

Carswell said the trail overhaul would likely lure more avid mountain bikers — both from the Columbus area and

from out of town. He said the trail will be the perfect venue for youth club outings and could someday be the site of organized races and rodeos.

Annette Santiago, vice president of the Columbus Cycling Club, said the trail will also be used by people who aren't interested in mountain biking.

"Part of the mountain bike culture is that you design multi-use trails," Santiago said. "This will be a perfect venue for cross country runners. It will also be great for hikers and walkers. We're even planning to do a kiddie loop where parents can take their children and let them run a small obstacle course."

"This is not going to be a trail used by only a small group of mountain bikers."

### Boost to Flat Rock

Both Carswell and Santiago believe the improvements will breathe new life into the park and make for a safer environment by drawing a larger "positive demographic" of visitors. City officials agree.

"We feel this is something that will enhance and reinvigorate the park," said

interim city manager Isaiah Hugley. "It will be an added attraction for Columbus, and it will come at no cost to the city."

Hugley said the city will issue a memorandum of understanding to the Columbus Cycling Club that details the club's intent to handle all future maintenance and costs associated with the project. Before the project begins, Hugley also asked club members to hold public meetings in the area to hear any concerns nearby residents may have.

The first meeting was held last Monday, and Carswell said the feedback was entirely positive. Another meeting is scheduled for Feb. 7 at 6:45 p.m. in the cafeteria at Midland Middle School.

"Mountain bikers have a very fun, festive culture," said Carswell, who also presented his club's plan to the Columbus City Council this week. "When it's too cold to be riding, we still want to be out doing something together to enhance our sport. That's what we're going to do at Flat Rock Park — and we would like to get started right away."



# Area Happenings

The Harris County Journal  
Thursday, March 17, 2005 - Page 1-C

## Another Exciting Year for Cyclists



**TAKING A BREAK** – Cyclist Jim Rice of Macon, right, receives a needed break and refreshment from Wheels O' Fire volunteers, left to right, Cindy and Roy Bailey and Steve Childers.



**HUGHSTON SUPPORT** – Bruce Getz, second from right, representing Hughston Sports Medicine as manager of sports relations, with Chase Grant, Anna Carlisle and Kimberly Ambruster.





**EMS SUPPORT** – Harris County EMS's Jimmy Carver, offers timely assistance to Steve Antrobus of Anderson, S.C, as the cyclist took a tough spill near Pine Mountain, while Jim Rice of Macon offers a salute to the volunteers for Wheels O' Fire Cycle Tour.



**Photographs By:  
Michael C. Snider**

See story Page 2C



**WHEELS O' FIRE** – The 2005 Cycle Tour hosted over 360 cyclists, as volunteers like HCHS students Chloe Hancock and Kari Smith, offering assistance to Lisa Rutland of Albany, Ga., in above photo. At top left, Ken Price of St. Mary's, Ga. and son Jason Price of McDonough, Ga. repair tire enroute to their planned 101-mile tour. At bottom left, Shiloh VFD fire chief Sean Marion, center, talks with two riders at the Shiloh rest stop.



## PAC Meeting Minutes

*Lower Chattahoochee RDC  
September 20, 2004*

The Lower Chattahoochee Regional and Pedestrian Planning Advisory Committee met on Monday, September 20, 2004 at 3:00 p.m. in the Lower Chattahoochee RDC Board Room. (See attached list for those in attendance.) Chris Bryant with LCRDC presided over the meeting and opening with a welcome and introductions made by the PAC members.

The first order of business was to update the PAC members of the current progress of the plan. After discussing the updates, the floor was opened for the discussion of the implementation and strategy phase of the plan. Before the discussion began, one committee member asked about the summary of issues and concerns brought up during a public hearing meeting held at Northside Recreation Center in Columbus in early March. (March 2004 public hearing and PAC minutes attached.)

Chris Bryant passed out a summary of the ideas presented by PAC members for review and discussion on implementing the Bicycle and Pedestrian Plan. Next, the PAC began discussing goals and objectives for the plan.

Goals and Objectives are as follows:

- Goal 1: Education for cyclist and motorist about bike and pedestrian safety.**
- Objective: Partnerships with community organizations, local governments, school district, law enforcement, recreation, companies, etc.
  - Objective: Update motor vehicle training materials.
  - Objective: Develop statewide curriculum guide.
  - Objective: Provide user friendly signage on roadways to increase awareness.
- Goal 2: Identify funding and resources to assist in the continuation of plan.**
- Objective: Work with local RDC to identify funding resources.
  - Objective: Incorporate national local, statewide, and nation programs for funding.
- Goal 3: Develop acquaint planning in the development of plan.**
- Objective: Establish Bike and Pedestrian Committee.
  - Objective: Meet with local organizations to identify needs.
  - Objective: Hold monthly public hearing meeting to identify the needs of the public.
  - Objective: Integrate existing pathways, walkways, trails, local attractions, and parks with proposed plan.
  - Objective: Create user friendly shoulders and sidewalks for bicycles and pedestrians.
  - Objective: Develop areas to encourage bike and pedestrian activity.
  - Objective: Incorporate TIP and STIP projects, scenic byways



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**Goal 4: Develop and promote ways to attract tourism to the cities and counties in the region.**

- Objective: Promote and support National Bike and Pedestrian days.
- Objective: Promote cities and region as bicycle and pedestrian friendly.
- Objective: Encourage and establish bicycle and walking tours, races, festivals, and fundraisers for the cities/region.
- Objective: Promote local trails, pathway, walkways, and local attractions.

**Goal 5: Promote and encourage tourism for bicyclist and pedestrian.**

- Objective: Host and support existing events such as Wheels on Fire, Tour de-Georgia, Pine Mountain Challenge, Bragg Bicycle Race, Country's Barbecue Midnight Run and annual local festivals in the region.
- Objective: Develop maps of multi-use paths (bicycle/walking trails) identifying tourist attractions.
- Objective: Develop an annual regional cycling event incorporating outdoor recreational resources.
- Objective: Partner with Visitor's Bureau, local Chamber of Commerce, and other organizations to promote local and regional festival, races, and tours by using visitor's guide or maps linking attractions

**Goal 6: Promote programs to encourage bicycle and pedestrian activities in promoting healthy lifestyles.**

- Objective: Establish programs that encourage family-oriented activities and active lifestyles.
- Objective: Encourage participation from local schools to promote bicycle and pedestrian activities and the health benefits associated with them.

Chris Bryant stated that he would write notes from this meeting and distribute them to all PAC members during the week and solicit additional comments and recommendations. Concluding discussion and comments there was a public hearing meeting scheduled for Tuesday, September 28, 2004 at 6:30 p.m., location TBA. Meeting was adjourned at 4:15 p.m.

\*Because of staff changes and updates the public hearing meeting will be cancelled until a later date in October. Before the next public hearing, Chris will meet with the PAC members on Monday, October 11, 2004, at 3:00 p.m. in the Lower Chattahoochee RDC Board Room to finalize the implementation and strategy for the Bike and Pedestrian Plan.

**Next meeting: Monday, October 11, 2004, at 3:00 p.m.  
Lower Chattahoochee RDC Board Room**

**Discussion: Finalize implementation and strategy**



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MINUTES  
**LOWER CHATTAHOOCHEE REGIONAL  
BICYCLE AND PEDESTRIAN PLAN**  
PUBLIC INFORMATION MEETING  
MARCH 11, 2004  
6:00 PM

The Lower Chattahoochee Regional Development Center held a public information meeting on the Regional Bicycle and Pedestrian Plan on Thursday, March 11, 2004 at 6 p.m. at Andrew College in Cuthbert, Georgia. See attached list for those in attendance. Tavoires Edwards, Planner, presided over the meeting and introduced himself to those in attendance. He stated that the plan is being done through a contract that each RDC has with the Georgia Department of Transportation. GDOT will use the regional plans to incorporate into their Statewide Bicycle and Pedestrian Plan. Tavoires Edwards then began a power point presentation on the benefits of bicycle and pedestrian activities, what the plan will be used for, and the elements of the plan. After the presentation, the floor was opened for questions and thoughts from the public on the regional bicycle and pedestrian plan. The following is a summary of the issues and concerns brought up by those present at the meeting:

- Promote bicycling as part of the Lumpkin Fair on the Square
- Add bike lanes and signage along Hwy 39
- Hwy 39 as a scenic byway
- U.S. Hwy 27 widening (from Cusseta through Cuthbert to Clay County) to include bike lanes
- Future U.S. Hwy 82 widening (from Georgetown around Cuthbert to Shellman) to include bike lanes
- Streetscape projects in downtown areas including lighting and sidewalks in Cuthbert, Shellman, Lumpkin, Richland, Fort Gaines, and Georgetown.
- Enhance walking trail in Shellman
- Construct walking trail in Coleman
- Musical Mile Streetscape project in Cuthbert with sidewalks and lighting to along Andrew Street to Iris Garden Park and Amphitheater.
- Promote bicycling and pedestrian activities in connection to local festivals including the Fletcher Henderson Jazz Festival (Cuthbert) and other festivals in the region.
- Develop cycling races and festivals in the area
- Andrew College providing lodging during area cycling events (as a hostel).

Tavoires Edwards stated that these ideas would be brought before the Planning Advisory Committee at their meeting later in the month to develop goals and objectives for the plan. With no further questions or comments, the meeting adjourned at 7:15 p.m.



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MINUTES  
**LOWER CHATTAHOOCHEE REGIONAL  
BICYCLE AND PEDESTRIAN PLAN**  
PUBLIC INFORMATION MEETING  
MARCH 4, 2004  
6:00 PM

The Lower Chattahoochee Regional Development Center held its first public information meeting on the Regional Bicycle and Pedestrian Plan on Thursday, March 4, 2004 at 6 p.m. at Northside Recreation Center in Columbus. See attached list for those in attendance. Tavoires Edwards, Planner, presided over the meeting and introduced him and other RDC staff present to those in attendance. He stated that the plan is being done through a contract that each RDC has with the Georgia Department of Transportation. GDOT will use the regional plans to incorporate into their Statewide Bicycle and Pedestrian Plan. Tavoires Edwards then began a power point presentation on the benefits of bicycle and pedestrian activities, what the plan will be used for, and the elements of the plan. After the presentation, the floor was opened for questions and thoughts from the public on the regional bicycle and pedestrian plan. The following is a summary of the issues and concerns brought up by those present at the meeting:

- Use existing resources including the East-West Bicycle line, abandoned railroad corridors, and any tie-ins to the Columbus Riverwalk
- Prioritize Projects and link with other planned road projects
- Use of existing street network (shared lanes)
- Educate motorist and cyclist about safety and the importance of sharing the road; understanding and implementing signage
- U.S. Hwy 27 widening (Veterans Parkway north into Harris County) to include bike lanes
- Macon Road widening to include sidewalk
- Bike lanes along Macon Road past Beaver Ruin to Ga Hwy 96 in Talbot County (Fall Line Freeway)
- Lanes along Hwy 39 through Stewart, Quitman, and Clay counties
- Keep bike lanes clean
- Bike lane along Warm Springs Road—incorporate into repaving project
- Off Road Trails for mountain bikes and that are ecologically safe
- Adequate lighting and patrols for paths
- Close down one lane along street routes on Sundays when there is less traffic for biking
- Implement bike races and tie these in to outdoor recreation centers
- Rumble strips on far side of bike lanes
- Painting white line along roadside closer in (example: GA Hwy 85 around Shiloh)
- Gainesville, Florida: Excellent example of bicycle and pedestrian plan
- Buckhead—Wieuca Road in Atlanta: Example of how bike lane is incorporated in a busy area.
- Gwinnett County: All sewer and water improvements have bike paths incorporated
- Promote and support National Bike-to-Work Day in the region through use of established organizations and T.V., Radio, and Newspapers.
- Work with developers and builders to incorporate more pedestrian and bicycle facilities in their developments
  - Educational Programs for developers through Chamber partnerships



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- Look to local Zoning Requirements
  - Look at the TIP and STIP for projects and comment in the planning stages
  - Linking attractions in the region (i.e. State Parks)
    - Bicycling on Natchez Trace
  - Neighborhood security increases with bike paths
  - Develop accurate local maps of bicycle and multi-use paths as a tourism tool for the region (Example: Chattahoochee Trace Maps).
  - Realize that biking is a national trend
  - Promote bicycle friendly schools
  - Promote Bicycle Friendly Cities through League of America Bicyclist
  - Cycling in the downtown area, incorporate bike lanes, bike racks in the downtown area and on public transportation (METRA), signage.
  - Incorporate Historic districts and attractions along bike routes and incorporate in local bike maps and itineraries.
  - Partner with Visitors Bureau and the Midtown Project
  - Emphasize existing races and festivals in the area and work to develop others.
  - Mountain Bike Trails at area State Parks, Adams Botanical property, and Watershed area on Macon Road
  - Bicycling as a basic access that allows for more independence in both the young and old.

Tavores Edwards stated that these ideas would be brought before the Planning Advisory Committee at their meeting later in the month to develop goals and objectives for the plan. With no further questions or comments, the meeting adjourned at 7:45 p.m.



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MINUTES

# LOWER CHATTAHOOCHEE REGIONAL BICYCLE AND PEDESTRIAN

PLANNING ADVISORY COMMITTEE MEETING

JANUARY 21, 2004

3:00 PM

The Lower Chattahoochee Regional Bicycle and Pedestrian Planning Advisory Committee held its first meeting on Wednesday, January 21, 2004 at 3 p.m. at the Lower Chattahoochee RDC Board Room. See attached list for those in attendance. Tavoires Edwards, Planner, presided over the meeting and introduced himself to the PAC. The PAC then introduced themselves to each other. Tavoires Edwards then began his power point presentation concerning the regional bicycle and pedestrian plan. See attached power point. After the presentation, the floor was opened for questions from the committee.

David Denman, Harris County Planner, asked Tom Queen with GDOT District 3 Planning & Programming questions on future road projects in Harris County and how they related to bicycle and pedestrian plans. Tom Queen explained how if there is a DOT road widening or new construction, then bicycle lanes with signage could be added into the project if the local government desires it. Tavoires Edwards stated that this has been done in Talbot County along GA96 and in Stewart County along US27. David Denman talked about how the new annexation in the City of Hamilton for residential and commercial development will include sidewalks and Hamilton has a multi-use trail proposed for the park behind city hall. This trail may extend to the Pine Mountain Valley. According to David Denman, connecting these two projects would be ideal. Harris County has also been discussing a possible rails to trails project that would extend from Meriwether County south to Muscogee County. The proposed trail would go through Pine Mountain, Callaway Gardens, Hamilton, and south to Columbus. This project is still in the discussion stage. Tom Queen stated that it is important to address ADA Accessibility on existing and future plans. Ebony White, Middle Flint RDC, says it is important to focus on things like sidewalks in areas of the region where bike paths are not a priority.

Ken Henson, Chattahoochee Valley Land Trust, asked who were the other members on the committee. Tavoires Edwards briefed him on the make-up of the PAC. Tom Queen recommended adding someone from the Eufaula Wildlife Refuge, Providence Canyon, the Regional DNR Supervisor for the area (Pate Bridges), a representative from the Governors Office of Highway Safety, Safe Kids, and a representative for the Aging. Tavoires Edwards stated that additional persons could be added to the committee if they desired to participate. Tammy Pierce, Town of Pine Mountain, stated that she was also a member of the Chattahoochee Cycling Club and would act as a representative for them as well as Pine Mountain.

Tavoires Edwards asked if most of the members preferred meeting in Columbus. The PAC agreed that Columbus was the most centralized location for future meetings. Tavoires Edwards stated that the first public hearing is tentatively scheduled for February 26, 2004 with a Columbus location to be announced. He asked for the PAC to be present and to be thinking of goals and objectives for the bike/ped plan both overall and for their particular communities. The meeting adjourned at 4:15 p.m.



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MINUTES

# LOWER CHATTAHOOCHEE REGIONAL BICYCLE AND PEDESTRIAN

## PLANNING ADVISORY COMMITTEE MEETING

MARCH 17, 2004

3:00 PM

The Lower Chattahoochee Regional Bicycle and Pedestrian Planning Advisory Committee met on Wednesday, March 17, 2004 at 3:00 p.m. in the Lower Chattahoochee RDC Board Room. See attached list for those in attendance. Tavoires Edwards with LCRDC presided over the meeting and informed the PAC of the public information meetings held earlier in the month. Tavoires Edwards stated that a lot of good input was received at the meetings in Columbus and Cuthbert. Tavoires Edwards passed out a summary of the ideas received from both meetings for review and discussion. Next, the PAC began developing goals and objectives for the plan.

Goals and Objectives developed by the PAC are as follows:

- Goal:** Educate cyclist and motorist about safe riding and sharing lanes.  
**Objective:** Provide “Share-The-Road” education and programs in the region.  
**Objective:** Provide signage on roadways to increase awareness.
- Goal:** Support Rails To Trails projects throughout the region.  
**Objective:** Identify potential areas for locating bicycle paths and routes along abandoned railroad corridors.  
**Objective:** Promote interconnectivity of bicycle routes.
- Goal:** Develop maps of bicycle routes and multi-use paths showing local tourist designations and attractions in the area.  
**Objective:** Partner with local Chambers of Commerce, Visitors Bureaus, and other organizations to promote maps as a tourism tool for the region.  
**Objective:** Develop regional maps linking attractions in the region (i.e. Natchez Trace and Chattahoochee Trace).
- Goal:** Promote and encourage bicycling and pedestrian events at annual festivals throughout the region.  
**Objective:** Support existing events such as Wheels of Fire, Tour de Georgia, and local festivals in the region.  
**Objective:** Develop an annual region-wide cycling event incorporating outdoor recreation activity centers in the region.
- Goal:** Work with local governments to develop programs to keep bike lanes clean.  
**Objective:** Develop “Adopt-A-Mile” program in each county for bicycle lanes throughout the region.  
**Objective:** Encourage participation from local organizations, clubs, and civic groups to assist in keeping bike lanes clean in their communities.
- Goal:** Develop an inventory of existing bicycle lanes and assess their efficiency.  
**Objective:** Work with local transportation staff and the public in assessing bicycle lanes and determining where other lanes are needed.



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**Goal:** Promote programs to encourage bicycle and pedestrian activities in promoting healthy lifestyles.  
**Objective:** Develop programs that encourage family-oriented activities and active lifestyles.  
**Objective:** Encourage participation from local schools to promote bicycle and pedestrian activities and the health benefits associated with them.

**Goal:** Encourage developers to incorporate sidewalks into their developments both residential and commercial.  
**Objective:** Encourage local governments to amend local ordinances and codes to require sidewalks in new developments.  
**Objective:** Require all sidewalks to be ADA accessible to promote equal access.

**Goal:** Encourage walking and cycling to schools.  
**Objective:** Construct sidewalks within 1 mile of every school.  
**Objective:** Work with schools to develop programs for students and their parents to increase walking and biking to school.  
**Objective:** Provide bicycle racks at schools.

These goals and objectives will be e-mailed to all committee members any further input. After all discussion and comments were made, the meeting adjourned at 4:00 p.m.