

BICYCLE AND PEDESTRIAN WAYS

In many parts of the country bikeways, sidewalks, and other pedestrian and recreational facilities have become integral parts of a holistic strategy to improve quality of life for neighborhoods and the communities that use them. The call for more walkable, livable, and accessible communities has resulted in bicycling and walking to emerge as indicators of the health and quality of life of a community. Accommodations for bicycling, walking, and other recreational facilities should be a routine part of the planning, design, construction, operation, and maintenance of transportation facilities in the Macon Area Transportation Study (MATS) area and not as a last afterthought or “icing on the cake”.

This portion of the 2030 Comprehensive Plan and the Long Range Transportation Plan draws from the Macon-Bibb County Bikeways and Pedestrian Plan. The plan was meant to be primarily informational to serve as a first step in a comprehensive endeavor to address bicycle and pedestrian issues in the MATS area. A more in depth implementation strategy will be forth coming in the near future. The plan completed in FY 03 presented proposed routes that were selected from a citizens committee and the plan also discussed improvements along current routes. The pedestrian element identified pedestrian needs such as sidewalks along transit routes throughout the community that are operated by the Macon Transit Authority.

The proposed bicycle routes in the plan were chosen based upon various criteria that took into consideration the complexity that would be involved into bringing the routes fruition. Therefore, the bicycle element was driven by two objectives. The first objective was to identify existing routes and new routes that could be improved by adding striping to accommodate a bike lane and/or signage within the existing pavement width without requiring a major road project. The second objective was to identify new routes that would require new construction and coordinate the construction of these routes with Transportation Improvement Program (TIP) projects.

Lastly, the Visual Preference Survey (VPS) provided invaluable community input on the importance of bicycle and pedestrian facilities in Bibb County. The VPS was most useful in articulating the community desires as they relate to bicycle and pedestrian facilities.

I. Inventory of Existing Conditions

Bikeways

The MATS area currently contains a total of six designated bikeways. One of the bikeways, the Ocmulgee Heritage Greenway, is also a multi-use path. The information in this section will provide a general description of the routes and the trip generators that are served by each route.

Table _ Existing Designated Bicycle Routes				
Route	From	To	Type	Length
East Macon	Coliseum Dr. / Main St	Shurling Dr./ Millerfield Rd	Shared Lane	4.4 mi.
Downtown	Tatnall Square Park	Central City Park	Shared Lane	2.9 mi.
Freedom Park	Tatnall Square Academy	Napier Ave. / Forsyth Rd	Shared Lane / Bike Lane	5.9 mi.
Columbus Road	Brentwood Ave.	Columbus Rd.	Shared Lane	3.5 mi.
Central Route	Monroe Co. Line	Houston Co. Line	Shared Lane	21.1 mi.
Ocmulgee Heritage Greenway	MLK Bridge	Glenridge Dr.	Muti-Use Off Road Facility	1.5 mi.

East Macon Bikeway

The East Macon bikeway traverses along a historically and culturally significant portion of the city. The southern portion starts at Main Street and traverses to Emery Highway. The northern spur encompasses the length of Fort Hill Street from Main Street to Shurling Drive. This route then heads east on Shurling Drive and ends at Millerfield Road. Bicycle route signs are found along the route and sidewalks are provided. This route offers access to several attractions in East Macon. Attractions such as Fort Hawkins, Ocmulgee National Monument, Northeast Plaza Shopping Center, Shurlington Plaza, and various schools can be reached along this route.



Fort Hill Street

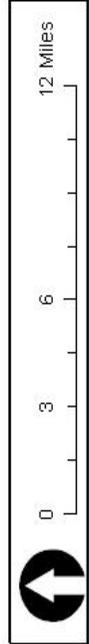
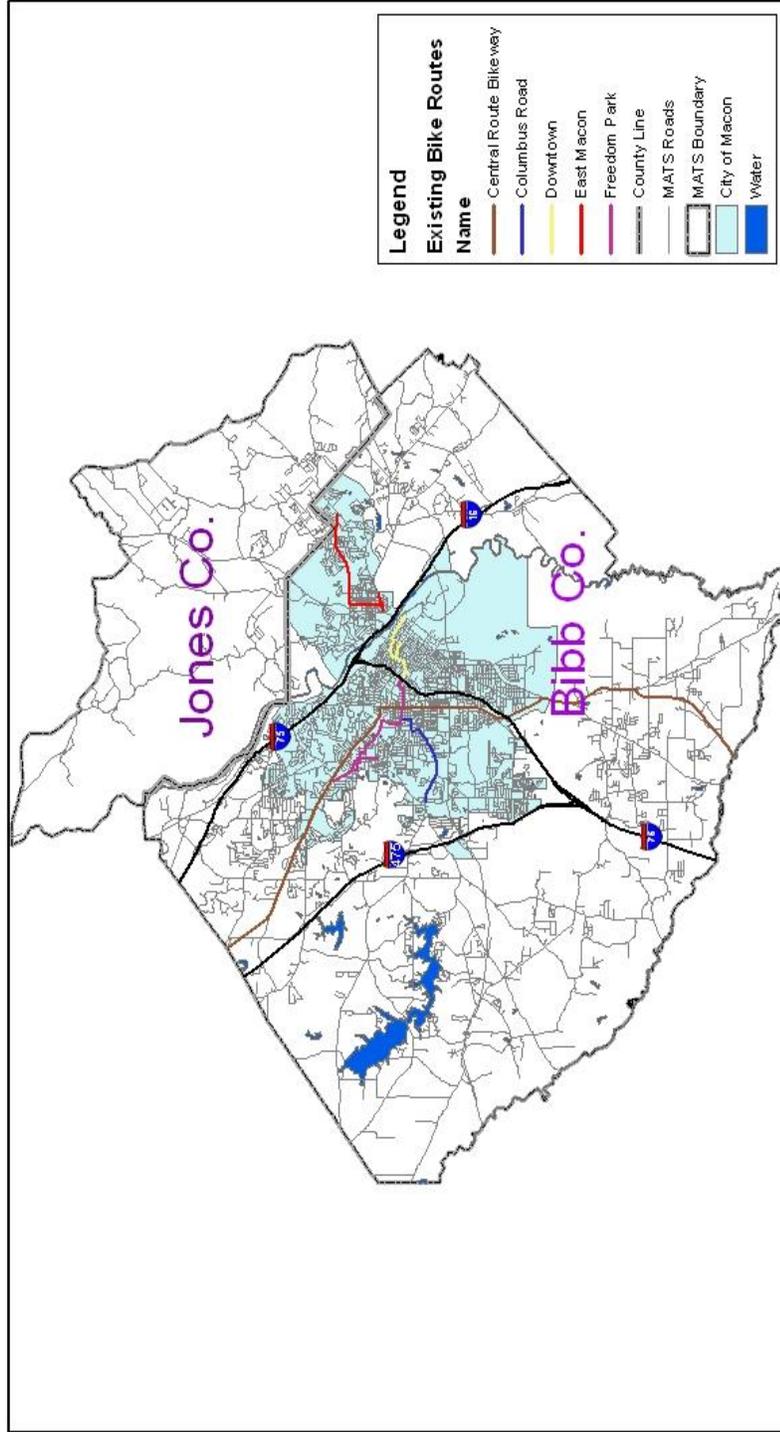
Downtown Bikeway

The Downtown route traverses through many historical areas and neighborhoods in Macon. This bikeway originates at Tatnall Square Park and it follows Oglethorpe Street, College Street, Georgia Avenue, New Street and Walnut Street. This route offers access to such



College Street and Cotton Street

Current Designated Bike Routes



facilities as the U.S. Post Office, Washington Park, the Municipal Auditorium, Central City Park, and Tatnall Square Park. A portion of the bikeway traverses through the Central Business District

Freedom Park Bikeway

This facility originates at Tatnall Square Park. The bikeway proceeds north on Dannenberg Avenue, changes direction southward along Holt Avenue and then proceeds west on Beech Avenue. The bikeway then heads northward along Wood Street and includes Bartlett Street, Roff Avenue, Lake Street, Fairmont Avenue, and Napier Avenue. The facility ends at the intersection of Napier and Forsyth Road. This bikeway provides access to various schools and some shopping.



Napier Avenue

Columbus Road Bikeway

This bikeway is 3.5 miles long and starts on Brentwood Avenue and proceeds southward to Churchill Street. From Churchill Street, the route proceeds along Berkner Street and then heads west along Mercer University Drive until it stops at Columbus Road. This is a shared lane facility; however, cyclists may use the sidewalks along Mercer University Drive. The route offers access



Mercer University Drive

to regional shopping centers such as the Macon Mall, Presidential Parkway shopping center, and many other attractions.

Central Route Bikeway

The central bike route is a state designated bike route and is part of network of bike routes throughout the State of Georgia. The route spans the entire length of the county beginning on Forsyth Road near the



Vineville Avenue

Monroe County line and ending on Industrial Highway near the Houston County line. The route travels south along Forsyth Road, Vineville Avenue, Pio Nono Avenue, Hawkinsville Road and Industrial Highway. The entire length of the route is 21 miles. Currently this is a shared use facility with no signage.

Biking, Exercise, and Hiking Trails

The Ocmulgee Heritage Greenway

The Ocmulgee Heritage Greenway way is a recent addition to the recreation system in Macon-Bibb County. The greenway is a multi-use path that can accommodate a variety of uses such as, walking, skating, cycling ,and general exercise to name a few.



Ocmulgee Heritage Greenway

Currently the greenway spans a little over a mile from the Otis Redding Bridge to Glenn Ridge Drive in the Shirley Hills neighborhood. In less than three years the greenway will continue to the Old Macon Water Works site near North Pierce Avenue. The greenway, when fully implemented, will span the entire length of the county by traversing along the Ocmulgee River. By spanning the entire length of the county, the greenway will provide a means of connectivity for many areas in the county.

East Macon Park

East Macon Park is the only park in Bibb County that offers facilities that are specifically designed for cycling and hiking. The park operates a BMX bike trail for people interested in what has now become known as Extreme Sports or it can be used for novice level use. The park also has a nature trail that can be used for nature hiking or biking.



East Macon Park Nature Trail

Pedestrian Facilities

As previously mentioned, the pedestrian element identified pedestrian needs along transit routes throughout the community that are operated by the Macon Transit Authority. The

scope of the pedestrian element was confined to pedestrian facilities along transit routes; primarily due to the funding source of the study being the Federal Transit Administration. Pedestrian facilities such as sidewalks along transit routes were important to examine because many times transit users walk along transit routes out of necessity due to the lack of personal transportation rather than for recreation or health benefits. These sidewalks are probably the most used per capita. This being the case, it is very important that these facilities be available and in good condition.

Vineville/Charter Hospital Route - #1

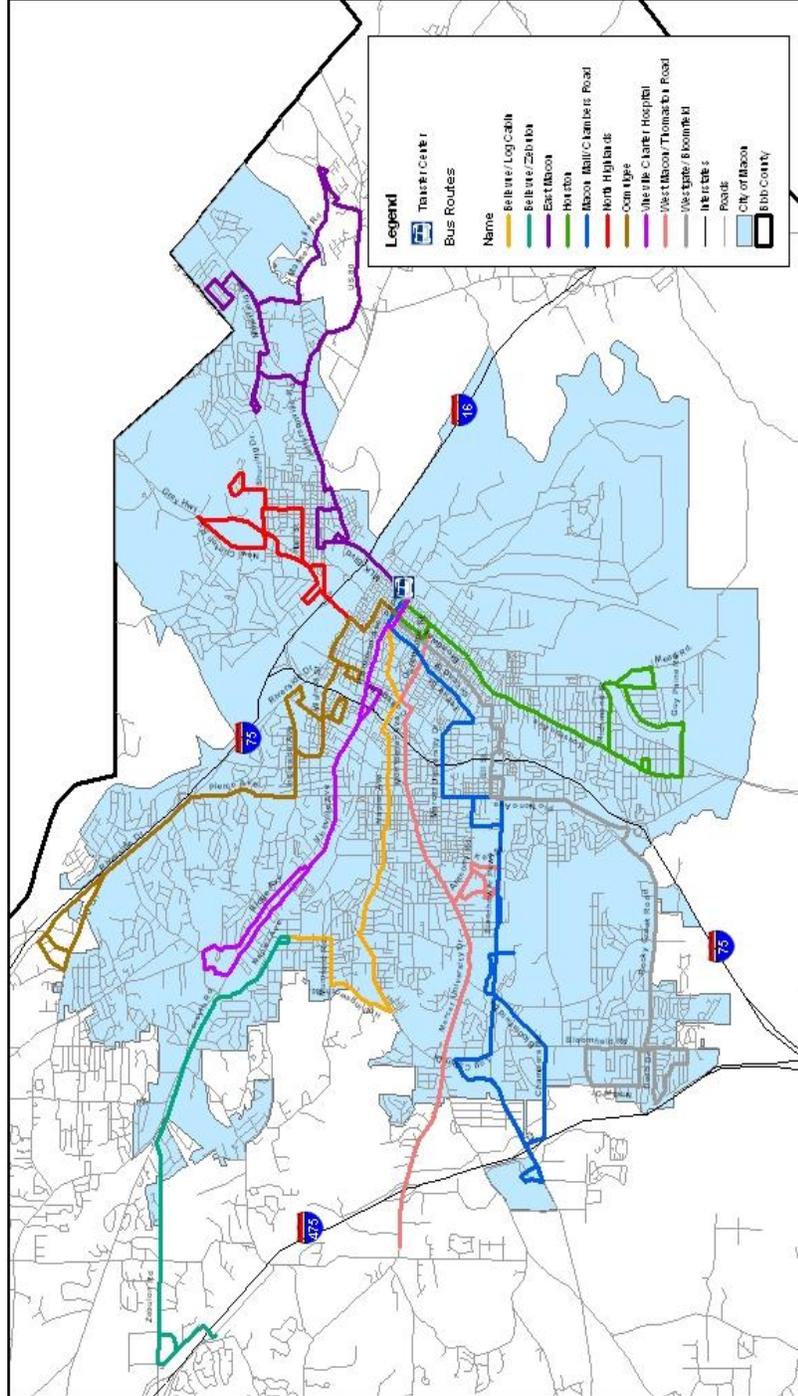
The Vineville/Charter Hospital Route serves the population mainly throughout what is considered as “Midtown Macon” along Vineville Ave/Ridge Avenue. The route is approximately 10 miles round trip and normally takes an average of 60 minutes to complete. During the course of the route, data was collected to inventory existing conditions that pertain to: Number of lanes – one direction, speed limit, turn lanes, on-street parking, sidewalks (on/off curb), sidewalk conditions & land-use (See attached datasheet).

Vineville/Charter Hospital Route - #1								
Inventory of Existing Conditions								
	Transit Route - Location	# of Lanes - one direction	Speed Limit (MPH)	Turn Lane (y/n) Left, Right, Both	Onstreet Parking (y/n)	Sidewalks (On Curb/Off Curb)	Sidewalk Conditions (1 to 10)	Land Use (Commercial/Residential/Institutional)
1	Hardeman Ave: College St to Ward St	2 to 3	30	Y(@ intersections)	Yes	On/Off	2 to 5; 6 to 9	Institutional/ Commercial
2	Vineville Ave: Ward St to Pierce Avenue	2	30	Both	No	On/Off	6 to 9	Res; Prof. Off; Institutional
3	Vineville Ave: Pierce Ave to Riley Ave	2 to 3	35	No	No	On	2 to 5	Res; Commercial; Prof. Off
4	Vineville Ave: Riley Ave to Park Street	2 to 3	45	No	No	Portion of Route	2 to 5	Res; Commercial; Prof. Off
5	Vineville Ave: Park St to Charter Blvd	2	45	Both	No	On	6 to 9	Institutional/ Prof. Office
6	Charter Blvd: Vineville Ave to Forest Hill Rd	1	Not Posted	No	No	N/A	N/A	Vacant; Instit; Prof. Off
7	Forest Hill Rd: Charter Blvd to Ridge Ave	1	30	No	No	N/A	N/A	Residential; Institutional
8	Ridge Ave: Forest Hill Rd to Riley Ave	1	35	No	Yes	Off	6 to 9	Res; Instit; Recreation
9	Ridge Ave: Riley Ave to Blind Academy	1	35	No	No	N/A	N/A	Res; Instit; Prof. Office
10	Vineville Ave: Forsyth St to College St	3	30	Y(@ intersections)	No	On	2 to 5	Residential; Commercial
11	College St: Forsyth St to Washington Ave	2 to 3	30	No	Yes	On	6 to 9	Residential
12	Washington Ave: College St to 2nd St	1	25	Y(@ intersections)	Yes	On	6 to 9	Res; Instit; Prof. Office

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:** Recreational; **Light Ind:** Light Industrial

Transit Routes



Bellevue/Log Cabin/Zebulon Road Route - #2/2B

The Bellevue/Log Cabin/Zebulon Drive route serves the population mainly throughout the Bellevue and Northwest Macon area. The route is approximately 13 miles round trip and normally takes an average of 60 minutes to complete during the weekday, and approximately 25 miles round trip which normally takes an average of 75 minutes to complete during the weekend. (See attached datasheet)

Bellevue/Log Cabin/Zebulon Road Route - #2/2B								
Inventory of Existing Conditions								
	Transit Route - Location	# of Lanes - one direction	Speed Limit (MPH)	Turn Lane (y/n) Left, Right, Both	Onstreet Parking (y/n)	Sidewalks (On Curb/Off Curb)	Sidewalk Conditions (1 to 10)	Land Use (Commercial/Residential/Institutional)
1	Cotton Ave: Poplar St to College St	1	Not Posted	No	Yes	On/Off	2 to 5; 6 to 9	Comm; Instit; Prof. Office
2	College St: Cotton Ave to Oglethorpe St	1	30	Yes	Yes	On	6 to 9	Res; Instit; Commercial
3	Oglethorpe St: College St to Adams St	1	30	No	Yes	On	6 to 9	Recreation; Prof. Office
4	Adams St: Oglethorpe/Chestnut/Monroe/St	1	25	No	Yes	On/Off	6 to 9	Residential
5	Forsyth St: Monroe St to College St	3	30	Yes	No	On/Off	6 to 9	Res; Instit; Prof. Office
6	Adams St: Oglethorpe St to Coleman Av	1	25	No	Yes	Off	6 to 9	Residential; Recreation
7	Coleman Ave: Adams St to Napier Av	1	25	No	No	On	6 to 9	Institutional; Recreation
8	Napier Ave: Carling Ave to Pio Nono Av	1	30	No	Yes	On/Off	2 to 5; 6 to 9	Institutional; Recreation
9	Napier Ave: Pio Nono Av to Hillcrest Blvd	1	35	Y(@ Intersection)	No	On/Off	6 to 9	Institutional; Recreation
10	Napier Ave: Hillcrest Blvd to Log Cabin	1	35	Y(@ Intersection)	No	On/Off	2 to 5; 6 to 9	Res; Comm; Instit; Prof. Office
11	Log Cabin Dr: Napier Ave to Hollingsworth	1	25-30	Y(@ Intersection)	No	On	10	Residential; Institutional
12	Hollingsworth Rd: Log Cabin to Mumford Rd	1	25	No	No	N/A	N/A	Residential; Institutional
13	Mumford Rd: Hollingsworth Rd to Napier Av	1	25	No	No	On	10	Residential; Institutional
14	Napier Ave: Mumford Ave to N. Napier Apts	1	35-40	Yes	No	On	6 to 9	Res; Comm; Institutional
15	Napier Ave: N. Napier Apts to Park St	1	40	Both	No	On	10	Residential; Institutional
16	Napier Ave: Park St to Forsyth Rd	1	40	Y(@ Intersection)	No	N/A	N/A	Commercial; Residential
17	Forsyth Rd: Napier Ave to Tucker Rd	2	45	Both	No	On	10	Commercial
18	Forsyth Rd: Tucker Rd to Zebulon Rd	2	45	Both	No	On	10	Residential; Institutional
19	Zebulon Rd: Forsyth Rd to Bass Rd	2	45	Both	No	Off	10	Residential
20	Zebulon Rd: Bass Rd to Plantation Centre	2	45	Both	No	Off	10	Residential; Institutional
21	Zebulon Rd: Plantation Centre to Peake Rd	2	45	Both	No	Off	10	Commercial; Institutional
22	Peake Rd: Zebulon Rd to Peake Nursing Center	1	35	No	No	Off	10	Comm; Res; Prof. Office

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

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Light Ind: Light Industrial

West Macon/Thomaston Road Route - #3

The West Macon/Thomaston Road route serves the population mainly throughout the westerly portion of the county. The route is approximately 19 miles round trip and normally takes an average of 75 minutes to complete. (See attached datasheet)

West Macon/Thomaston Road Route - #3								
Inventory of Existing Conditions								
	Transit Route - Location	# of Lanes - one direction	Speed Limit (MPH)	Turn Lane (y/n) Left, Right, Both	Onstreet Parking (y/n)	Sidewalks (On Curb/Off Curb)	Sidewalk Conditions (1 to 10)	Land Use (Commercial/Residential /Institutional)
1	Poplar St: 2nd St to Broadway/MLK	2	25	Both	Yes	On	6 to 9	Commercial; Residential
2	Broadway/MLK: Poplar St to Oglethorpe St	2	30	Both	Yes	On	10	Commercial; Res; Prof. Office
3	Oglethorpe St: Broadway to 1st St	1	35	No	Yes	On	6 to 9	Comm; Prof. Office
4	Oglethorpe St: 1st St to College St	1	35	No	Yes	On	6 to 9	Comm; Instit; Residential
5	College St: Oglethorpe St to Coleman Av	1 to 2	25	Both	Yes	On	6 to 9	Recreation; Instit; Prof. Office
6	Coleman Av: College St to Adams St	1	30	No	Yes	On/Off	10	Recreation; Institutional
7	Montpelier Av: Adams St to Pio Nono Av	1	35	No	Yes	On	6 to 9; 10	Instit; Comm; Res; Prof. Office
8	Montpelier Av: Pio Nono Av to Mercer Univ Drive	1	35	No	No	On	6 to 9	Instit; Comm; Residential
9	Mercer Univ Dr: Montpelier Av to Anthony Rd	2	45	Both	No	On	10	Commercial; Prof. Office
10	Anthony Rd: Mercer Univ Dr to Key St	1	40	Both	No	Off	10	Comm; Res; Rec; Instit; Prof. Office
11	Key St: Anthony Rd to Eisenhower Pkwy	1	Not Posted	No	No	N/A	N/A	Commercial
12	Eisenhower Pkwy: Key St to Heron/Mallard St	2	45	Both	No	N/A	N/A	Commercial
13	Heron/Mallard St: Eisenhower Pkwy to Anthony Rd	1	25	No	Yes	On	10	Residential
14	Mercer Univ Dr: Anthony Rd to Edna Place	2	45	Both	No	On	10	Commercial
15	Mercer Univ Dr: Edna Place to Bloomfield Rd	2	45	Both	No	On	10	Institutional; Commercial
16	Mercer Univ Dr: Bloomfield Rd to Log Cabin	2	45	Both	No	On	10	Institutional; Commercial
17	Mercer Univ Dr: Log Cabin to Food Lion	2	45	Both	No	On/Off	6 to 9	Comm; Res; Prof. Off; light Ind.

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:** Recreational; **Light Ind:** Light Industrial

North Highland Route - #4

The North Highland Route serves the population mainly throughout the Ft. Hill Neighborhood, as well as, areas along Clinton Road. The route is approximately 12 miles round trip and normally takes an average of 60 minutes to complete. (See attached datasheet)

North Highland Route - #4								
Inventory of Existing Conditions								
	Transit Route - Location	# of Lanes - one direction	Speed Limit (MPH)	Turn Lane (y/n) Left, Right, Both	Onstreet Parking (y/n)	Sidewalks (On Curb/Off Curb)	Sidewalk Conditions (1 to 10)	Land Use (Commercial/Residential /Institutional)
1	Spring St: Riverside Dr. to Emery Hwy.	2 to 3	35	Both	No	On	10	Comm; Ocmulgee River
2	Baconsfield Dr: Gray Hwy to Nottingham	1	Not Posted	No	No	On/Off	6 to 9	Residential
3	Nottingham Dr: Baconsfield to Gray Hwy	1	35	No	No	On/Off	6 to 9	Commercial
4	Gray Hwy: Nottingham to Clinton Rd	3	35	Yes	No	Off	2 to 5	Commercial
5	Clinton Rd: Gray Hwy to Lexington	1	35	No	No	Off	10	Comm; Residential
6	Lexington St: Clinton Rd to Gray Hwy	1	Not Posted	No	No	N/A	N/A	Commercial
7	Gray Hwy: Lexington to Clinton Rd	2 to 3	35/50	Both	No	Off	6 to 9	Commercial
8	Clinton Rd: Gray Hwy to Upper River Rd	1	35	No	No	N/A	N/A	Residential
9	Shurling Dr: Clinton Rd to Kitchens Rd	1 to 2	45	Both	No	On	6 to 9	Commercial
10	Kitchens Rd: Shurling Dr to Haywood Rd	1	25	No	No	On	10	Residential
11	Maynard St: Shurling to Hall St	1	25	No	Yes	On	6 to 9	Res; Instit; Rec.
12	Hall St: Maynard St to Gray Hwy	1	25	No	Yes	On	6 to 9	Res; Instit;
13	2nd St: Gray Hwy to Emery Hwy	2	45	Left	No	N/A	N/A	Res; Vacant
14	Emery Hwy: 2nd St to Gray Hwy	2	35	No	No	Off	6 to 9	Commercial

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

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Ocmulgee/Tom Hill/VA Hospital Route - #5/5B

The Ocmulgee/Tom Hill/VA Hospital Route serves the population mainly throughout the Pleasant Hill and North Macon area. The route is approximately 19 miles round trip and normally takes an average of 75 minutes to complete. (See attached datasheet)

Ocmulgee/Tom Hill/VA Hospital Route - #5/5B								
Inventory of Existing Conditions								
	Transit Route - Location	# of Lanes - one direction	Speed Limit (MPH)	Turn Lane (y/n) Left, Right, Both	Onstreet Parking (y/n)	Sidewalks (On Curb/Off Curb)	Sidewalk Conditions (1 to 10)	Land Use (Commercial/Residential/Institutional)
1	Riverside Dr: Spring St to Madison St	2	25	Both	No	Off	6 to 9	Commercial
2	Madison St: Riverside Dr to Jefferson St	1	25	No	Yes	On	6 to 9	Residential; Institutional
3	Jefferson St: Madison St to Monroe St	1	Not Posted	No	Yes	On	6 to 9	Residential; Recreation
4	Monroe St: Jefferson St to Stewart St	1	Not Posted	No	Yes	On	2 to 5	Residential
5	Stewart St: Monroe St to Madison St	1	Not Posted	No	Yes	N/A	N/A	Residential
6	Walnut St: Madison St to Ward St	1	25-35	No	Yes	Off	6 to 9	Institutional; Residential
7	Ward St: Walnut St to 2nd & 3rd Ave	1	Not Posted	No	Yes	N/A	N/A	Institutional; Residential
8	3rd Ave: 2nd Ave to Forest Ave	1	25	No	Yes	On	2 to 5	Institutional; Residential
9	3rd Ave: Forest Ave to Rogers Ave	1	25	No	Yes	On	2 to 5	Residential
10	Rogers Ave: 3rd Ave to Ingleside Ave	1	25	No	No	N/A	N/A	Residential
11	Ingleside Ave: Rogers Ave to Riverside Dr	1	35	No	No	On	10	Residential; Prof. Office
12	Riverside Dr: Ingleside Ave to Baxter Ave	2	45	Both	No	N/A	N/A	Commercial
13	Baxter Ave: Riverside Dr to Forest Ave	1	Not Posted	No	No	N/A	N/A	Residential
14	Forest Ave: Baxter Ave to 3rd Ave	1	25	No	Yes	On	6 to 9	Residential
15	Ingleside Ave: Rogers Ave to Pierce Ave	1	35	No	No	N/A	N/A	Residential; Commercial
16	Pierce Ave: Ingleside Av to Old Holton Rd	1	40	No	No	N/A	N/A	Residential
17	Pierce Ave: Old Holton Rd to Riverside Dr	1	35-40	No	No	Off	10	Institutional; Residential
18	Riverside Dr: Pierce Ave to Wimbish Rd	2	45	Both	No	N/A	N/A	Commercial; Institutional
19	Riverside Dr: Wimbish Rd to North Crest	1 to 2	45	Both	No	N/A	N/A	Res; Comm; Institutional
20	North Crest: Riverside to Elnora/N.Side Dr	1	Not Posted	No	No	N/A	N/A	Commercial; Prof. Office
21	Northside Dr: Elnora Dr to Riverside Dr	2	45	Both	No	On	10	Commercial; Institutional
22	Tom Hill Sr: Northside Dr to Riverside Dr	2	35	Both	No	N/A	N/A	Commercial; Institutional

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

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Westgate/Bloomfield Route - #6

The Westgate/Bloomfield route serves the population mainly throughout the South Macon/Bloomfield area. The route is approximately 20 miles round trip and normally takes an average of 75 minutes to complete. (See attached datasheet).

Westgate/Bloomfield Route - #6								
Inventory of Existing Conditions								
	Transit Route - Location	# of Lanes - one direction	Speed Limit (MPH)	Turn Lane (y/n) Left, Right, Both	Onstreet Parking (y/n)	Sidewalks (On Curb/Off Curb)	Sidewalk Conditions (1 to 10)	Land Use (Commercial/Residential /Institutional)
1	Poplar St: 2nd St to 3rd St	2	25	Both	Yes	On	6 to 9	Commercial; Prof. Office
2	3rd St: Poplar St to Plum St	2	Not Posted	Both	Yes	On	6 to 9	Commercial; Prof. Office
3	Plum St: 3rd St to 2nd St	1	Not Posted	No	Yes	On	2 to 5	Commercial
4	2nd St: Plum St to Poplar St	1 to 2	25	No	Yes	On	2 to 5	Commercial
5	2nd St: Plum St to 2nd Street Bridge	1 to 2	25-30	No	Yes	On	2 to 5	Comm; Prof. Off; Institutional
6	2nd St: 2nd St. Bridge to Edgewood Ave	1	30	No	Yes	On/Off	2 to 5	Residential; Institutional
7	2nd St: Edgewood Ave to Ell St	1	30	No	Yes	On	2 to 5	Residential; Instit; Commercial
8	Ell St: 2nd St to Murphy Homes	1	25	No	No	On	6 to 9	Residential; Institutional
9	Ell St: Murphy Homes to Pio Nono Av	1	25	No	Yes	On	6 to 9	Residential
10	Eisenhower Pkwy: Laveta Dr to Pio Nono Ave	3	45	Both	No	On	6 to 9	Commercial
11	Pio Nono Av: Ell St to Newberg Ave	2	40-45	Both	No	On	10	Comm; Prof. Off; Institutional
12	Pio Nono Av: Newberg Ave to Rocky Creek Rd	2	45	Both	No	N/A	N/A	Commercial; Institutional
13	Rocky Creek Rd: Pio Nono Av to Bloomfield Dr	2	45	Both	No	On	10	Commercial; Residential
14	Rocky Creek Rd: Bloomfield Dr to Bloomfield Rd	2	45	Both	No	On	10	Residential; Instit; Commercial
15	Bloomfield Rd: Rocky Creek Rd to Nisbet Rd/Dr	1	40	No	No	Off	10	Residential; Institutional
16	Nisbet Rd/Dr: Bloomfield Rd to Bonnie Ave	1	25	No	No	N/A	N/A	Residential; Institutional
17	Bonnie Ave: Nisbet Dr to Bloomfield Rd	1	25	No	No	N/A	N/A	Residential
18	Deeb Dr: Bloomfield Rd to Walmar Dr	1	25	No	No	N/A	N/A	Residential
19	Walmar Dr: Deeb Dr to Leone Dr/Bloomfield Rd	1	25	No	No	N/A	N/A	Residential
20	Bloomfield Rd: Leone Dr to Deeb Dr	1	25	No	No	Off	10	Residential

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

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Macon Mall/Chambers Road Route - #9

The Macon Mall/Chambers Road route serves the population mainly throughout the Unionville area, Macon Mall and the westerly portion of the county at Macon State College.

The route is approximately 18 miles round trip and normally takes an average of 90 minutes to complete. (See attached datasheet)

Macon Mall/Chambers Road Route - #9								
Inventory of Existing Conditions								
	Transit Route - Location	# of Lanes - one direction	Speed Limit (MPH)	Turn Lane (y/n) Left, Right, Both	Onstreet Parking (y/n)	Sidewalks (On Curb/Off Curb)	Sidewalk Conditions (1 to 10)	Land Use (Commercial/Residential/Institutional)
1	College Station Dr: Romeiser Dr to Eisenhower Pkwy/Rally Rd	1	Not Posted	No	No	N/A	N/A	Commercial; Institutional
2	Eisenhower Pkwy: Rally Rd to Chambers Rd	2	45	Both	No	N/A	N/A	Commercial
3	Chambers Rd: Eisenhower Pkwy to Log Cabin	1	35	No	No	N/A	N/A	Comm; Res; Institutional
4	Bloomfield Rd: Log Cabin to Eisenhower	1	40	No	No	Off	10	Comm; Res; Institutional
5	Eisenhower Pkwy: Bloomfield Rd to Log Cabin	2	45	Both	No	N/A	N/A	Commercial
6	Log Cabin: Eisenhower Pkwy to Presidential Pkwy	1	40	No	No	N/A	N/A	Commercial
7	Presidential Pkwy: Log Cabin to Eisenhower Pkwy	2	30	Both	No	Off	10	Commercial
8	Eisenhower Pkwy: Bloomfield Rd to Walsh Pkwy	2	45	Both	No	N/A	N/A	Commercial
9	Eisenhower Pkwy: Walsh Pkwy to Pio Nono Av	2 to 3	45	Both	No	N/A	N/A	Commercial
10	Pio Nono Av: Eisenhower Pkwy to Anthony Rd	2	40	Both	No	On	10	Commercial
11	Anthony Rd: Pio Nono to Anthony Terr.	1	40	Both	No	Off	10	Residential
12	Anthony Terr: Anthony Rd to Eisenhower	1	Not Posted	No	No	N/A	N/A	Residential
13	Pio Nono Av: Anthony Rd to Mercer Univ. Dr	2	40	Both	No	On/Off	10	Comm; Res; Institutional
14	Mercer Univ. Dr: Pio Nono Av to Plant St	2	35-40	Both	No	On	6 to 9	Comm; Res; Institutional
15	Plant St/Felton Av: Mercer Univ. Dr to Jeff Davis	1	30	No	Yes	On/Off	10	Residential
16	Jeff Davis/Telfair: Felton Av to Oglethorpe St	1	30	No	No	On/Off	6 to 9	Residential; Institutional
17	1st St: Oglethorpe St to Poplar St	2	25	No	Yes	On	6 to 9	Commercial; Institutional

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:** Recreational; **Light Ind:** Light Industrial

East Macon/Kings Park Route - #11

The East Macon/Kings Park Route serves the population mainly throughout the County portion of East Bibb County. The route is approximately 18 miles round trip and normally takes an average of 75 minutes to complete (See attached datasheet).

East Macon/Kings Park Route - #11								
Inventory of Existing Conditions								
	Transit Route - Location	# of Lanes - one direction	Speed Limit (MPH)	Turn Lane (y/n) Left, Right, Both	Onstreet Parking (y/n)	Sidewalks (On Curb/Off Curb)	Sidewalk Conditions (1 to 10)	Land Use (Commercial/Residential /Institutional)
1	Coliseum Drive: I-16 to Emery	3	35	Both	No	On/Off	10	Comm; Instit; Rec.
2	Lexington St: Emery to Woolfolk	1	25	No	Yes	N/A	N/A	Res; Light Ind.
3	Woolfolk: Lexington to Ft. Hill St	1	25	No	Yes	On	9	Residential
4	Maynard St: Woolfolk to Main St	1	25	No	Yes	On/Off	10	Residential
5	Main St: Emery to Garden/Church St	1	30	No	Yes	On/Off	6-9; 10	Residential
6	Emery: Main St. to Jeffersonville	2	40	Both	No	On	10	Residential
7	Jeffersonville: Emery to Millerfield	1	40	No	No	N/A	N/A	Comm; Residential
8	Millerfield: Jeffersonville to New Clinton	1	35	No	No	N/A	N/A	Commercial
9	New Clinton: Millerfield to Pine Hill Dr	1	35	Both	No	Off	10	Residential
10	Pine Hill Dr: Donald Ave to Millerfield	1	25	No	No	N/A	N/A	Residential
11	Millerfield: Donald Ave to Laney Ave	1	35	No	No	N/A	N/A	Comm; Instit;
12	Jordan Ave: Millerfield to Masseyville	1	Not Posted	No	No	N/A	N/A	Residential
13	Masseyville: Recreation to Queens Dr	1	25/35	No	No	N/A	N/A	Res; Vacant
14	Queens Dr: Masseyville to Mogul Rd	1	Not Posted	No	No	N/A	N/A	Residential
15	Mogul Rd: Queens Dr to Jeffersonville	1	Not Posted	No	No	N/A	N/A	Res; Comm.
16	Jeffersonville: Mogul to Morningside	2	45	Both	No	N/A	N/A	Res; Comm.
17	Morningside: Jeffersonville to Recreation	1	25	No	Yes	N/A	N/A	Residential
18	Recreation: Morningside to Millerfield Rd	1	40	No	No	N/A	N/A	Res; Light Ind.

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition
Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:** Recreational; **Light Ind:** Light Industrial

Houston Ave/Albert/Peach Orchard Route - #12/B/C

The Houston Avenue/Albert/Peach Orchard route serves the population mainly throughout the South Macon area. The route is approximately 8 miles round trip and normally takes an average of 50 minutes to complete (See attached datasheet)

Houston Ave/Albert/Peach Orchard Route - #12/B/C								
Inventory of Existing Conditions								
	Transit Route - Location	# of Lanes - one direction	Speed Limit (MPH)	Turn Lane (y/n) Left, Right, Both	Onstreet Parking (y/n)	Sidewalks (On Curb/Off Curb)	Sidewalk Conditions (1 to 10)	Land Use (Commercial/Residential /Institutional)
1	Poplar St: 2nd St to Broadway/MLK	2	25	Both	Yes	On	6 to 9	Commercial; Residential
2	Broadway/MLK: Poplar St to Oglethorpe St	2	30	Both	Yes	On	10	Commercial; Res; Prof. Office
3	Broadway/MLK: Oglethorpe St to Houston Ave	2	30	No	No	On/Off	2 to 5; 6 to 9	Commercial
4	Houston Av: Broadway to Eisenhower Pkwy	1	30	No	No	On/Off	2 to 5	Residential; Commercial
5	Houston Av: Eisenhower Pkwy to Ponce De Leon	1	30	No	No	On	6 to 9	Instit; Comm; Residential
6	Houston Av: Ponce De Leon to Richmond St	1	30	No	No	On/Off	6 to 9	Instit; Comm; Residential
7	Houston Av: Richmond St to Chatham St	1	35	No	No	N/A	N/A	Instit; Comm; Residential
8	Houston Av: Chatham St to Guy Paine Rd	1	40	No	No	N/A	N/A	Instit; Comm; Residential
9	Guy Paine Rd: Houston Av to Marion Av	2	35	Both	No	Off	6 to 9	Commercial; Light Industrial
10	Marion Av: Guy Paine Rd to San Carlos Dr	1	25	No	No	N/A	N/A	Residential; Light Industrial
11	San Carlos Dr: Marion Av to Albert St	1	35	No	No	N/A	N/A	Residential; Light Industrial
12	Albert St: San Carlos Dr to Meade Rd	1	Not Posted	No	No	N/A	N/A	Light Industrial
13	Meade Rd: Albert St to Broadway	1	45	No	No	N/A	N/A	Recreation; Vacant; Light Ind.
14	Richmond St: Broadway to Houston Av	1	25	No	Yes	N/A	N/A	Residential; Commercial

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:** Recreational; **Light Ind:** Light Industrial

II. Assessment of Current and Future Needs

The support and encouragement of bicycle and pedestrian usage in Bibb County will have to come to the forefront of importance to meet future demand. The demand for these facilities is expected to increase in the future. This hypothesis is supported by two recent occurrences; the first being the overwhelmingly positive community response to the Ocmulgee Heritage Greenway, and the second being that Bibb County has been designated a Non-Attainment Area by the Environmental Protection Agency. The non-attainment designation will place more emphasis on making modification to and placing more restrictions on traditional transportation modes. Moreover, alternative transportation modes such as bicycling and walking will garner greater interest and demand.

Although the designated bike routes and pedestrian facilities along the transit routes generally cover the major trip generators in the community; Bibb County will have to make investments in upgrading currently designated routes, designating new routes and maintaining current pedestrian facilities and establish new facilities as needed to accommodate this future demand. The following is an assessment of the currently designated bike routes in the community and pedestrian facilities along the transit routes.

Bikeways

East Macon

In terms of analysis, this route has some serious issues to overcome to make it safer. According to the most recent traffic counts, the portion of Shurling Drive that contains the bike route has an average daily traffic (ADT) count of 27,709. The other issue is speeding. The speeds for this link of Shurling Drive have been recorded to reach in excess of 60 mph. The speed data was recorded in the Congestion Management Study that was completed in 2002. Without the addition of a bike lane, the combination of high traffic and speeding make this portion of the route not very conducive for cycling.

Street	ADT	Functional Classification	Posted Speed	Lane Width	On-Street Parking	Pavement Condition	Bike Lane Present
Main Street	3,940	Neighborhood	30	18 EB 11 WB	Yes	Fair	No
Ft Hill Street	3,621	Neighborhood	25	15	Yes	Good	No
Shurling Drive	27,709	Arterial	45	12	no	Good	No

Downtown Bikeway

The ADT's along the route are low to moderate and the speeds are low. There is, however, a substantial amount of on street parking along the route. According to local traffic officials, the on street parking along the routes inhibits the placement of a bike lane along streets such as College and Oglethorpe that have adequate width. This route has the potential to offer a good cycling experience.

Street	ADT	Road Class	Posted Speed	Lane Width	On-Street Parking	Pavement Condition	Bike Lane Present
Oglethorpe Street	732 -5,100	Neighborhood	30	12' – 22'	Yes	Good	No
College Street	4,536 –12,500	Arterial	30	16 ft	Yes	Good	No
Georgia Avenue	6,573 – 9,730	Arterial	30	14 ft	Yes	Good	No
New Street	3,276	Collector	30	10 ft	No	Good	No
Walnut Street	5,325	Collector	30	11 ft	yes	Good	No

Freedom Park Bikeway

This route is primarily composed of neighborhood streets. The ADT on most of these streets were not available; however, neighborhood streets will usually have ADT below 3,000 and low speeds. This is the only route with a bike lane; however, it is less than a mile in length. This route also has opportunities for bike lane striping along Dannenberg Avenue.

Street	ADT	Road Class	Posted Speed	Lane Width	On-Street Parking	Pavement Condition	Bike Lane Present
Dannenberg Ave.	Not Available	Neighborhood	30	12'– 22'	Yes	Good	No
Holt Ave.	Not Available	Collector	30	16 ft	No	Good	No
Beech Ave.	Not Available	Neighborhood	35	12 ft	Yes	Fair	No
Wood St	Not Available	Neighborhood	30	10 ft	No	Good	No
Bartlett St.	Not Available	Neighborhood	30	12ft	Yes	Good	No
Roff Ave.	Not Available	Neighborhood	30	10ft	No	Fair to Poor	No
Lake St.	Not Available	Neighborhood	35	10ft	Yes	Good	No
Fairmont Ave.	Not Available	Neighborhood	35	11ft	Yes	Good	No
Napier Ave.	2,216 – 15,300	Arterial	35	12 ft – 18	No	Good	Yes

Columbus Road Bikeway

This route is a mixture of low traffic neighborhood streets and a high traffic arterial. The portion along Mercer University Drive is in need of a bike lane to make it more conducive for cycling.

Street	ADT	Road Class	Posted Speed	Lane Width	On-Street Parking	Pavement Condition	Bike Lane Present
Brentwood Ave	Not Available	Neighborhood	25	11 ft	Yes	Good	No
Churchill St.	Not Available	Neighborhood	25	11 ft	Yes	Good	No
Berkner Street	Not Available	Neighborhood	25	10 ft	No	Good	No
Mercer Univ. Dr.	22,264 – 30,312	Arterial	45	12 ft	No	Good	No

Central Route Bikeway

The Central Route Bikeway as previously mentioned is a state designated bike route; however, it lacks many safety amenities. There are many hazards along this route such as high traffic, high speeds and ill placed drainage facilities. For example, the portion that travels along Hawkinsville Road is exposed to high speeds. Speeds



Truck Traffic on Industrial HWY

along Hawkinsville Road can often exceed 65 mph. Another safety hazard is the presence of large trucks, especially near Industrial Highway. To make this a safer route, the addition of bike lanes and signage would be a must. Another option is to abandoned this route altogether and designate an alternate state route through the county.

Street	ADT	Road Class	Posted Speed	Lane Width	On-Street Parking	Pavement Condition	Bike Lane Present
Forsyth Rd.	4,436 – 23,176	Arterial	25	12 ft	No	Good	No
Vineville Ave.	17,007 – 26,757	Arterial	25	11 ft	No	Good	No
Pio Nono Ave.	14,418 – 32,761	Arterial	25	12 ft	No	Good	No
Hawkinsville Rd	25,796 – 29,189	Arterial	55	12 ft	No	Good	No
Industrial Hwy.	7,325 – 7,594	Arterial	55	12 ft	No	Good	No

Pedestrian Facilities

Vineville/Charter Hospital Route - #1

While conducting a windshield survey of the existing sidewalk conditions along this route, there was some evidence of pedestrian activity occurring along the route at Ridge Avenue/Riley Avenue. Based on the data collected, the majority of the route does have sidewalks, on and off the curb. Almost half of the existing sidewalks along the route need moderate improvements, whereas the remaining half needs minor improvements. See below, photographed images of existing sidewalk conditions along portions of the Vineville/Charter Hospital Route.



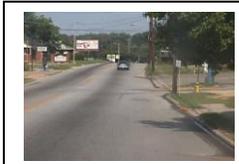
Recommendations:

Based on the windshield survey conducted along the Vineville/Charter Hospital transit route it is recommended that sidewalk improvements should be made along some portions of the route:

- Improvements should be made to sidewalk curb-cuts in the Midtown area, near Midtown Plaza;
- The sidewalk @ Ridge Ave/Riley Ave should be extended, due to pedestrian activity.

Bellevue/Log Cabin/Zebulon Road Route- #2/2B

While conducting a windshield survey of the existing sidewalk conditions along this route, there was some evidence of pedestrian activity occurring near Bartlett Street & Carlisle Avenue on Napier Avenue. Based on the data collected, the majority of the sidewalks along the route are in good conditions that may need minor improvements. See below, photographed images of existing sidewalk conditions along portions of the Bellevue/Log Cabin/Zebulon Road Route.



Napier Avenue: @
Hillcrest Blvd



Napier Avenue: @
Bartlett Street



Napier Avenue:
Near Carlisle Ave



Napier Avenue:
Near Brookdale Ave



Napier Avenue

Recommendations:

Based on the windshield survey conducted along the Bellevue/Log Cabin/Zebulon Road transit route it is recommended that minor sidewalk improvements should be made along some portions of the route:

- Sidewalks should be placed along portions of Napier Avenue @ Bartlett Street and Carlisle Avenue due to pedestrian activity.

West Macon/Thomaston Road Route - #3

While conducting a windshield survey of the existing sidewalk conditions along this route, there was little evidence of pedestrian activity occurring on Mercer University Drive @ Woodfield Drive. Based on the data collected, the majority of the sidewalks along the route are in good conditions that may need minor improvements. See below, photographed images of existing sidewalk conditions along portions of the West Macon/Thomaston Road Route.



Broadway/MLK Blvd: @ Pine
Street Ln



Anthony Rd: @ Hartley
Elementary School



Mercer Univ. Drive: @
Woodfield Drive

Recommendations:

Based on the windshield survey conducted along the West Macon/Thomaston Road transit route it is recommended that minor sidewalk improvements should be made along some portions of the route:

- Sidewalks should be considered along portions of Mercer University Drive @ Woodfield Drive due to low evidence of pedestrian activity.
- Curb-cut improvements should be considered along portions of the route, as it relates to sidewalks.

North Highland Route - #4

While conducting a windshield survey of the existing sidewalk conditions along this route, there was no evidence of pedestrian activity occurring along the route. Based on the data collected, the majority of the route does have sidewalks, on and off the curb. The sidewalks between Nottingham & Clinton Road on Gray Highway, needs moderate improvements. However, sidewalks that are present along the remainder of the route needs minor improvements. See below, photographed images of existing sidewalk conditions along portions of the North Highland Route.



Recommendations:

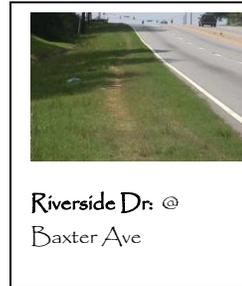
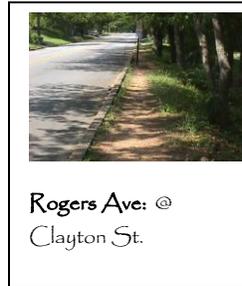
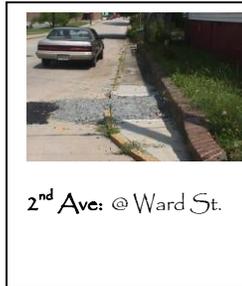
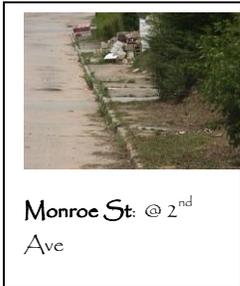
Based on the windshield survey conducted along the North Highland transit route it is recommended that minor sidewalk improvements should be made along some portions of the route:

- It appears, as a result of pedestrian activity on Kitchens Street near the Military unit, sidewalks were constructed to better accommodate pedestrians.

Ocmulgee/Tom Hill/VA Hospital Route - #5/5B

While conducting a windshield survey of the existing sidewalk conditions along this route, there was some evidence of pedestrian activity occurring at Riverside Dr/Baxter Ave &

Rogers Ave/Clayton Street. Based on the data collected, there are no sidewalks along the major arterials such as Riverside Drive and Tom Hill Sr. Blvd. In the Pleasant Hill area, sidewalks that are present along the route needs moderate improvements. See below, photographed images of existing sidewalk conditions along portions of the Ocmulgee/Tom Hill/VA Hospital Route.



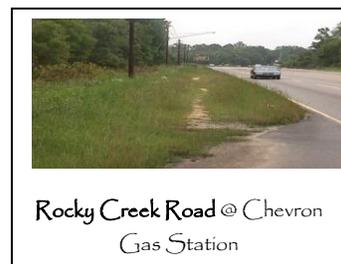
Recommendations:

Based on the windshield survey conducted along the Ocmulgee/Tom Hill/VA Hospital transit route it is recommended that sidewalk improvements should be made along some portions of the route:

- Sidewalks should be placed along portions of Rogers Avenue and Riverside Drive due to pedestrian activity.
- Although there was no evidence of pedestrian activity along Tom Hill Sr. Blvd and Riverside Drive, north of Pierce Ave, it is recommended that sidewalks should be considered in these areas.

Westgate/Bloomfield Route - #6

While conducting a windshield survey of the existing sidewalk conditions along this route, it was apparent that more than half of the sidewalks present along the route needs minor to moderate improvements. However, the portion between Newberg Avenue and Rocky Creek Rd may need to be considered as a possible location for sidewalks. See below, photographed images of existing sidewalk conditions along portions of the Westgate/Bloomfield Route.



Recommendations:

Based on the windshield survey conducted along the Westgate/Bloomfield transit route it is recommended that minor to moderate sidewalk improvements should be made along some portions of the route:

- Sidewalks should be considered along a portion of the route due to evidence of pedestrian activity. Evidence of pedestrian activity occurs @: Rocky Creek Road and the Chevron Gas Station, as well as areas near the Westgate shopping center.

Macon Mall/Chambers Road Route - #9

While conducting a windshield survey of the existing sidewalk conditions along this route, there was an abundance of pedestrian activity occurring along portions of the route. Based on the data collected, the majority of the sidewalks along the route are in good conditions that may need minor improvements. See below, photographed images of existing sidewalk conditions along portions of the Macon Mall/Chambers Road Route.



Recommendations:

Based on the windshield survey conducted along the Macon Mall/Chambers Road transit route it is recommended that minor sidewalk improvements should be made along some portions of the route:

- Sidewalks should be considered along several portions of the route due to evidence of pedestrian activity. Evidence of pedestrian activity occurs @: Chambers Rd/Log Cabin Dr.; Bloomfield Rd/Johnson Ave.; Eisenhower Pkwy/near Suburban Lodge Hotel; & Felton Ave/Jeff Davis Street.

East Macon/Kings Park Route - #11

While conducting a windshield survey of the existing sidewalk conditions along this route, there was some evidence that pedestrian activity occurs along portions of the route, but there were no sidewalks present. Based on the data collected, the majority of the route does not have sidewalks. Sidewalks that are present along the route needs minor improvements. See below, photographed images of existing sidewalk conditions and evidence of pedestrian activity along portions of the East Macon/Kings Park Route.



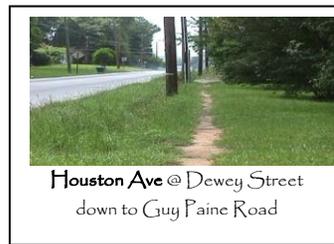
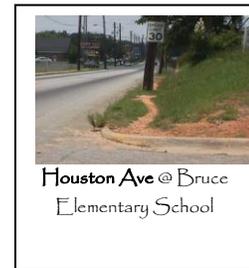
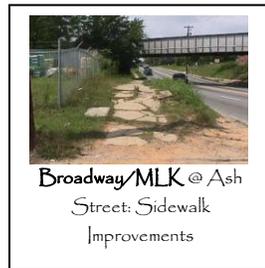
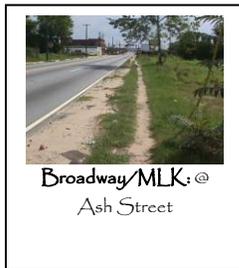
Recommendations:

Based on the windshield survey conducted along the East Macon/Kings Park transit route it is recommended that sidewalk improvements should be made along some portions of the route:

- Improvements should be made to sidewalks along portions of Main Street;
- Sidewalks should be placed along portions of Jeffersonville Road near Magnolia Drive & Millerfield Road.

Houston Ave/Albert/Peach Orchard Route - #12/B/C

While conducting a windshield survey of the existing sidewalk conditions along this route, there was an abundance of pedestrian activity occurring along portions of the route. The majority of the route does not have sidewalks, but it is evident that pedestrian activity is present. Based on the data collected, the sidewalks that are present along the route needs minor to moderate improvements. See below, photographed images of existing sidewalk conditions along portions of the Houston Avenue/Albert/Peach Orchard Route.



Recommendations:

Based on the windshield survey conducted along the Houston Avenue/Albert/Peach Orchard transit route it is recommended that minor to moderate sidewalk improvements should be made along some portions of the route:

- Sidewalks should be considered along several portions of the route due to evidence of pedestrian activity. Evidence of pedestrian activity occurs @: Houston Ave/Buena Vista; Broadway-MLK/Ash St; Houston Ave/Bruce Elementary School; Houston Ave/Unionville Baptist Church; Houston Ave/Dewey Street; & Guy Paine Rd/Marion Avenue.

Proposed Bicycle Routes

The task of proposing new routes in the MATS area was undertaken by a bicycle and pedestrian committee. This committee was made up of citizens, staff of the Macon-Bibb County Planning and Zoning Commission, staff of the City of Macon, and business owners. It was decided by the committee that there was ample opportunity to incorporate new bike routes and improve existing routes in the MATS area. To this end, a list of routes that could be implemented in the short term by lane striping, upgraded signage or additional signage was proposed. These projects could be implemented within a three year horizon. For more information on the proposed routes, please refer to a copy of the Macon-Bibb County Bikeways and Pedestrian Plan.

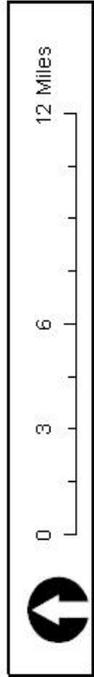
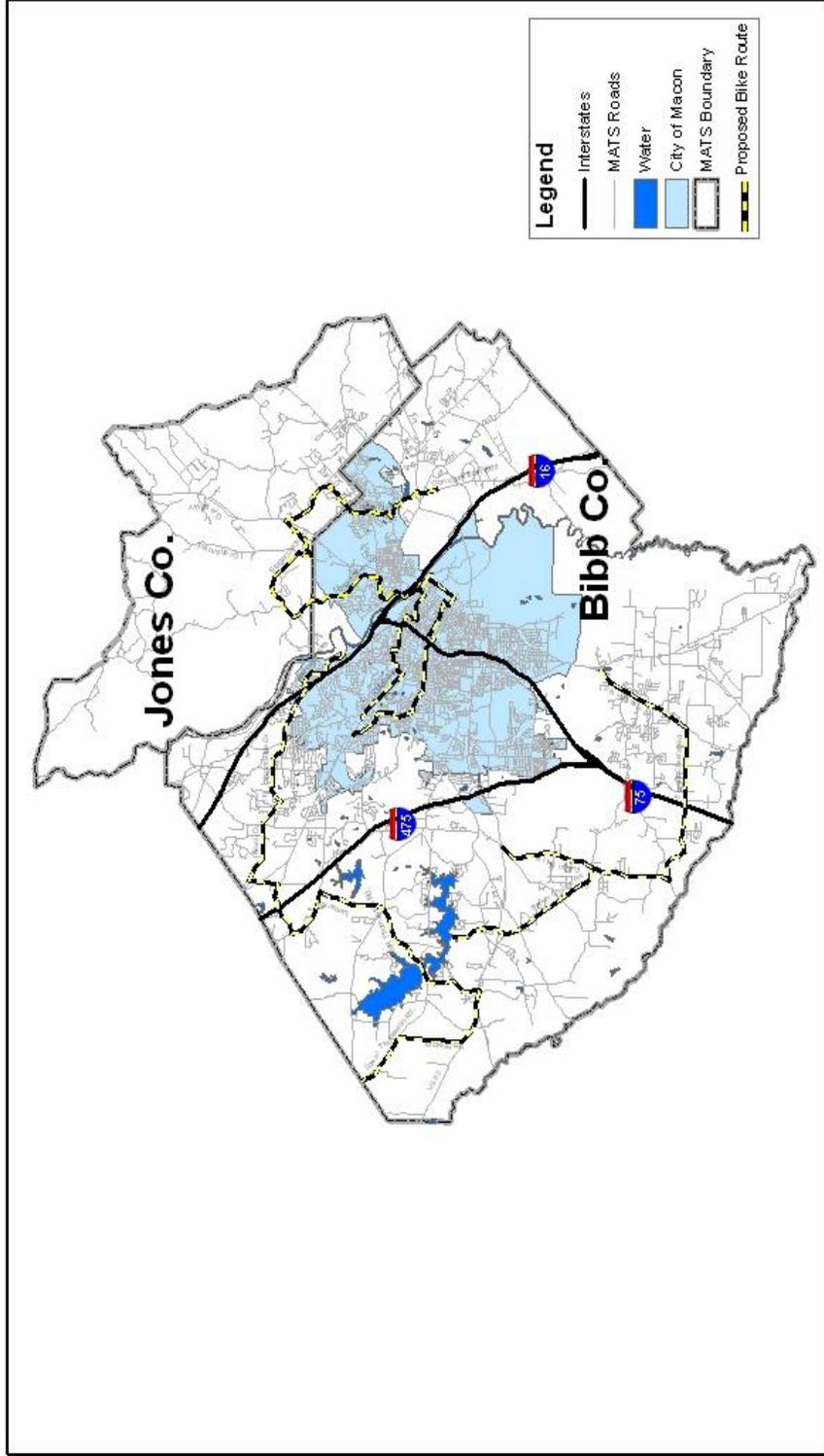
1. Short Term Projects

To address the short term projects, the MATS area was divided into six sectors and each committee member was assigned a sector to conduct a reconnaissance survey. Each committee member was asked to propose two types of routes in their respective sector. One route would be primarily recreational and the other for commuting. Once the committee members returned their suggested routes, the routes were reviewed by the local traffic engineering officials in order to be in compliance with local traffic safety standards.

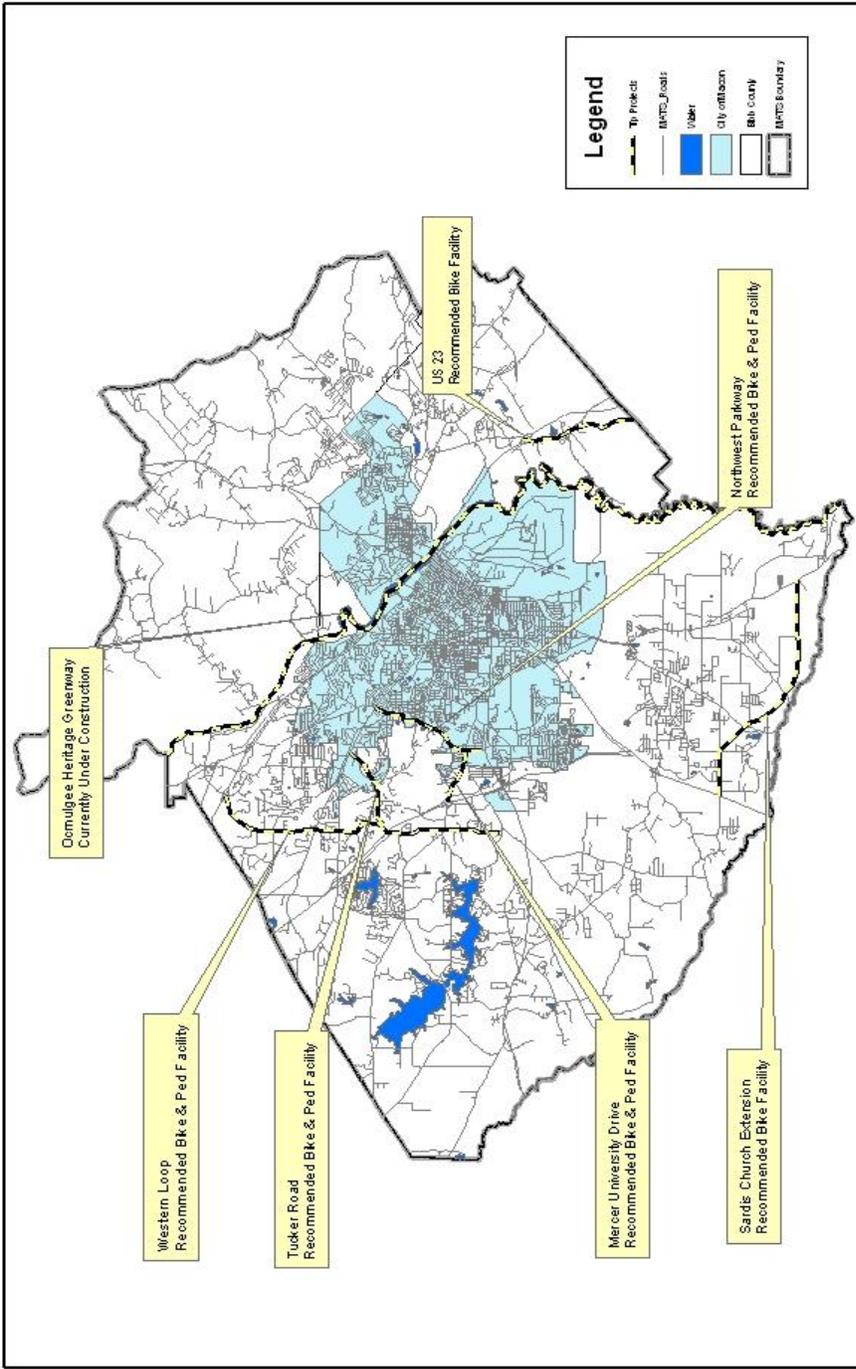
2. Long Term Projects

As previously mentioned, the long term projects would require major construction to accommodate a bike lane. The TIP was thought to be the most economical and feasible way to bring these routes to fruition. The long term projects are listed in the June 2004 TIP that is entitled, "Transportation Improvement Program: Fiscal Years 2005-2007, Macon Area Transportation Study." Many of the routes include a pedestrian facility as well as a bike lane equipped facility.

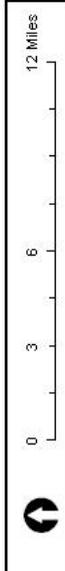
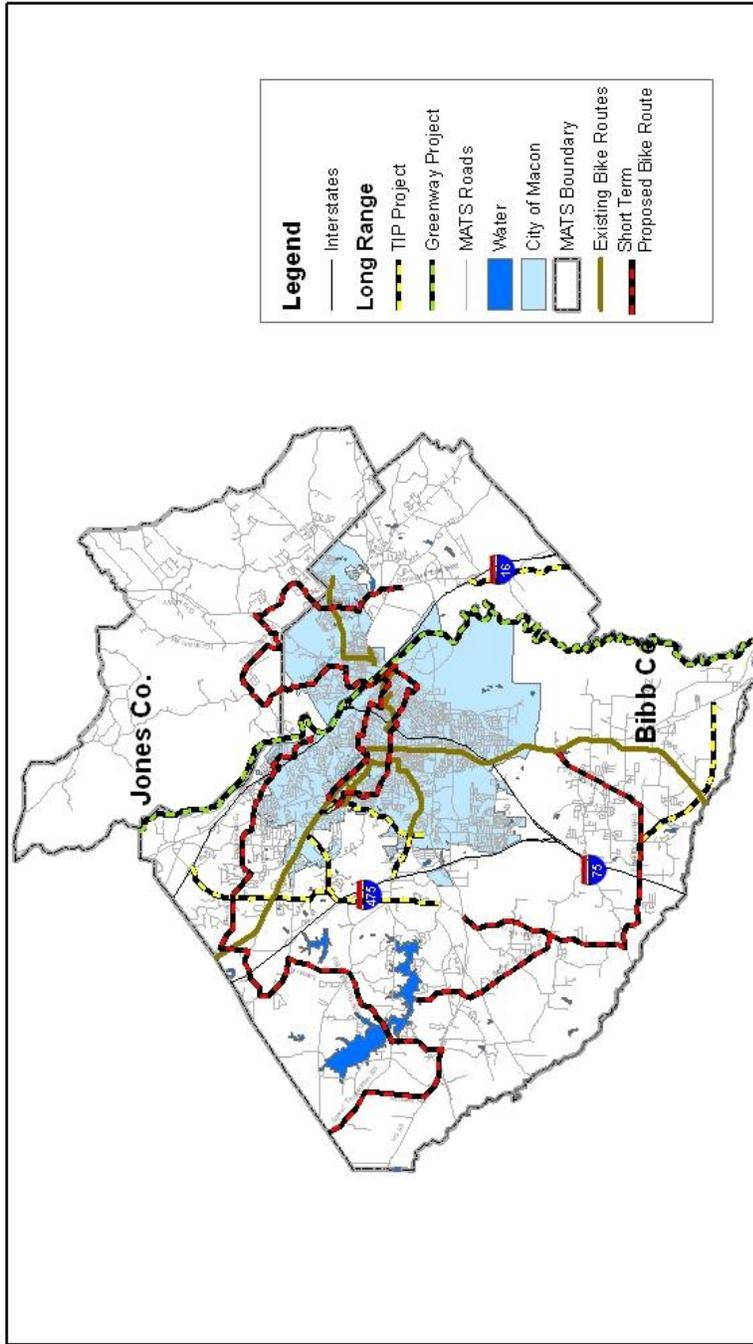
Short Term Proposed Bicycle Routes



Long Term Bike Routes TIP Projects with a Bike & Ped Facility



MATS Existing and Proposed Bicycle Routes



III. Articulations of Community Vision, Goals and Associated Implementation Program

The Macon-Bibb County Visual Preference Survey (VPS) was a very successful attempt to harness the vision of the people of Bibb County and craft this vision into a future comprehensive plan for the community. Over 1,300 persons from every cross section of the community took this survey. In essence, the VPS represents the collective vision and voice of the community.

VPS participants were asked a series of question that involved everything from development options to mobility options. The county was dissected into three distinct regions; The Downtown, Neighborhoods, and the Rural/Suburban Region. In each region, development and mobility options were presented. Mobility options, which included bicycle and pedestrian facilities, were found to be highly desired options in each region.

The following are guidelines and policy recommendations from each region. These guidelines and policy recommendations are the articulation of citizen responses to the VPS regarding bicycle and pedestrian facilities.

Downtown

Bicycling was not identified as a preferred mobility option in the downtown by the VPS. However, the Bikeways and Pedestrian Plan survey primarily identified the Ocmulgee Heritage Greenway for recreational use. The greenway can be considered a part of the downtown realm.

The Downtown Pedestrian Realm should include the following characteristics:

- *sidewalks wide enough to accommodate projected pedestrian traffic*
- *commercial buildings built up to the sidewalk edge*
- *design guidelines to ensure uniformity of realm*
- *pedestrian furniture such as benches, trash baskets, planters, etc.*
- *street trees and on-street parking to provide protection*
- *continuous awnings in commercial areas to provide protection*
- *semi-public edge treatments such as fencing or hedging in residential areas*
- *pedestrian scaled lighting fixtures*
- *textured crosswalks*

Neighborhoods

The Neighborhood Mobility Options section indicated that bicycle paths on local streets and transit buses with front end bicycle hangers were highly desired. The guidelines and policy recommendations section indicated, in regards to bicycling and pedestrian activities, that:

- *a range of mobility alternatives should be made available to neighborhoods; it should include walkability, bicycle transit and multi-modal connections.*

To enhance the Neighborhood Pedestrian Realm the following development guidelines and policy recommendations were suggested:

- *map and document all pedestrian realm features in an Existing Conditions Map and deteriorated or marginalized pedestrian realms in a Susceptibility to change Map*
- *develop a phased plan to repair and redevelop all deteriorated public pedestrian realm features in Macon-Bibb county neighborhoods*
- *develop and adopt a Design Plan for the redevelopment of all deteriorated public pedestrian realm features not meeting the full potential of Macon-Bibb County neighborhoods*
- *establish maintenance standards; regulate property maintenance and penalize property owners who fail to maintain properties per maintenance standards*
- *establish standards for design elements including sidewalks, street tree type and sizes, fence and hedge standards, window openings, awnings, etc.*

Rural/Suburban

The Rural/Suburban Mobility Options section indicated that bicycle lanes and paths should complement automobiles as a mobility alternative. The guidelines and policy recommendations section indicated, in regards to bicycling, that:

- *a range of mobility alternatives should be made available to rural and suburban areas; it should include walkability, bicycle transit and multi-modal connections*

Rural/Suburban Pedestrian Realms should include the following characteristics:

- *sidewalks wide enough to accommodate projected pedestrian traffic*
- *commercial buildings built up to the sidewalk edge*
- *design guidelines to ensure uniformity of realm*
- *pedestrian furniture such as benches, trash baskets, planters, etc.*
- *street trees and on-street parking to provide protection*
- *continuous awnings in commercial areas to provide protection*
- *semi-public edge treatments such as fencing or hedging in residential areas*
- *pedestrian scaled lighting fixtures*
- *textured crosswalks*

To enhance the Rural/ Suburban Realm the following development guidelines and policy recommendations were suggested:

- *map and document all pedestrian realm features in an Existing Conditions Map and deteriorated or marginalized pedestrian realms in a Susceptibility to change Map*
- *develop a phased plan to repair and redevelop all deteriorated public pedestrian realm features in Macon-Bibb county neighborhoods*
- *develop and adopt a Design Plan for the redevelopment of all deteriorated public pedestrian realm features not meeting the full potential of Macon-Bibb County neighborhoods*
- *establish maintenance standards; regulate property maintenance and penalize property owners who fail to maintain properties per maintenance standards*
- *establish standards for design elements including sidewalks, street tree type and sizes, fence and hedge standards, window openings, awnings, etc.*

Draft

BICYCLE AND PEDESTRIAN WAYS

Macon-Bibb County Planning & Zoning Commission

Gregory T. Floyd, Planner