



# Middle Flint Regional *Bicycle & Pedestrian Plan* 2005

Prepared by Middle Flint Regional Bicycle/Pedestrian Planning Advisory Committee  
and Middle Flint Regional Development Center

## EXECUTIVE SUMMARY

In order to develop a statewide bicycle and pedestrian planning document with meaningful input from interested citizens and local officials, the Georgia Department of Transportation (GDOT) contracted with the state's regional development centers to produce regional planning documents. Under the direction of GDOT, the Middle Flint Regional Development Center (MFRDC) developed a Bicycle and Pedestrian Planning Advisory Committee (PAC) and solicited input regarding bicycling and pedestrian issues from this group and from the public. In 2004, the PAC held meetings on February 10, April 13, May 25, September 14, October 12, and November 23. Public meetings were conducted on March 2 in Americus, March 9 in Cordele, and November 23 in Americus. Although attendance at both PAC and public meetings was low, those persons in attendance were generally enthusiastic and provided valuable input. From this information, MFRDC staff developed the "Goals and Objectives" and "Recommendations and Implementation Strategy" sections of this document.

The "Goals and Objectives," and thus, the "Recommendations and Implementation Strategy," identified by the PAC and public for the Middle Flint Region focus on the safety of bicyclists and pedestrians, the health benefits of increased physical activity from cycling or walking, and the potential economic benefit of increased tourism due to improved bicycling facilities. Goals and recommendations generally include: developing and implementing public education campaigns for all ages that address both safety and health issues; maintaining and improving existing facilities to ensure safety and comfort; and identifying the need for and developing new facilities.

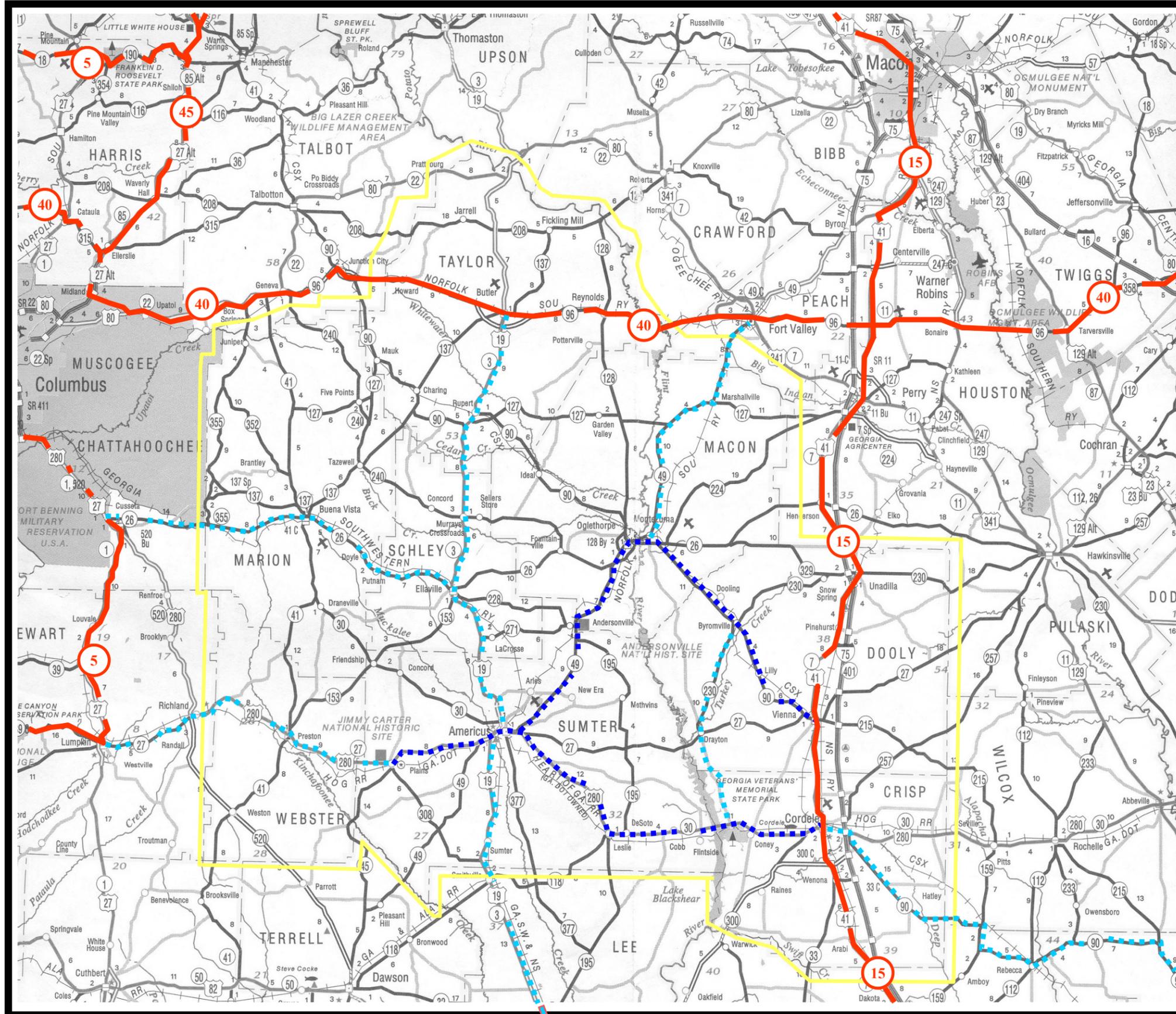
Bicycling and pedestrian activities are generally limited in the Middle Flint Region. As the region's communities lack any significant transportation congestion, interest in alternative transportation modes such as cycling and walking is generally a reflection of personal recreational or fitness interest. Nevertheless, the PAC recognizes that significant health and economic benefits could accrue to the region should bicycle and pedestrian planning goals and recommendations be addressed, encouraged, and implemented. This document represents a "starting point" from which the Middle Flint Region's citizens and communities can begin to understand and appreciate those benefits and develop policies, programs, and projects to promote them.

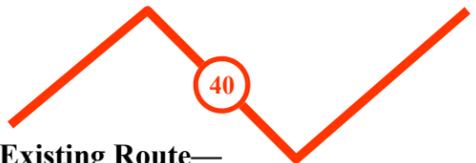
### Proposed Bicycle and Pedestrian Routes and Facilities

- Designate US 280 from Plains to Cordele bike route (Sumter, Crisp counties)
- Implement Components of Plains and Jimmy Carter N.H.S. *GreenPrint* (Sumter County)
  - Designate SR 49 and SR 90 Loop Route (Sumter, Macon, Dooly counties)
- Designate and install bicycle lanes on US 19 bike route (Taylor, Schley, Sumter counties)
  - Create Georgia Southwestern State University Pedestrian Trail (Americus)
  - Develop and implement Lee Street Sidewalk Improvements (Americus)
- Designate US 280 from Plains bike route (Sumter, Webster counties)
- Designate SR 49 from Montezuma/Oglethorpe bike route (Macon County)
- Designate SR 230/Drayton Rd./Cannon Rd. Route (Sumter, Dooly counties)
- Designate SR 26 from Ellaville to Buena Vista bike route (Marion County)
- Designate SR 90 from Cordele toward Fitzgerald bike route (Crisp county)

# EXISTING AND PROPOSED BICYCLE ROUTES

MIDDLE FLINT  
BICYCLE/PEDESTRIAN PLANNING  
ADVISORY COMMITTEE



  
Existing Route—  
State Bicycle Routes\*

  
Proposed Route—  
Priority

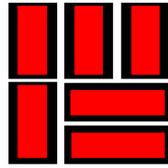
  
Proposed Route—  
Long term

  
Middle Flint  
RDC Boundary

\*Existing route denotes designation as a State Bicycle Route; however, designated routes do not necessarily have bicycle shoulders or facilities on them.

To State  
Bike Route 20

To State  
Bike Route 20



**Middle Flint**  
Regional Development Center

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*Planning Director*

Mariyana Kostova  
*GIS Manager*

Carley Averett  
*WIA/MIS Specialist*

# MIDDLE FLINT REGIONAL BICYCLE AND PEDESTRIAN PLAN 2005



## **Middle Flint Regional Bicycle and Pedestrian Planning Advisory Committee**

### CONTRIBUTORS

Vanessa Askren	Jack Kearbey
Kelly Coleman	Bill McGowan
Patsy Brunson	Carvis Passmore
Angela Davis	Tom Queen
Jennifer J. Dawson	Nelson Rodriguez
Rendell Day	Greg Speight
Sherry Evans	Shannon Walker
Will Goforth	Mack Wells
Becky Jones	

*Compiled by:*  
Matthew F. K. McDaniel and Mariyana Kostova

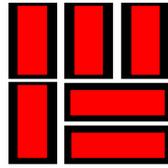
Middle Flint Regional Development Center  
228 West Lamar Street  
Americus, Georgia 31709

*For more information:*  
(229) 931-2909 or [www.middleflintrdc.org](http://www.middleflintrdc.org)

# MIDDLE FLINT REGIONAL BICYCLE AND PEDESTRIAN PLAN 2005

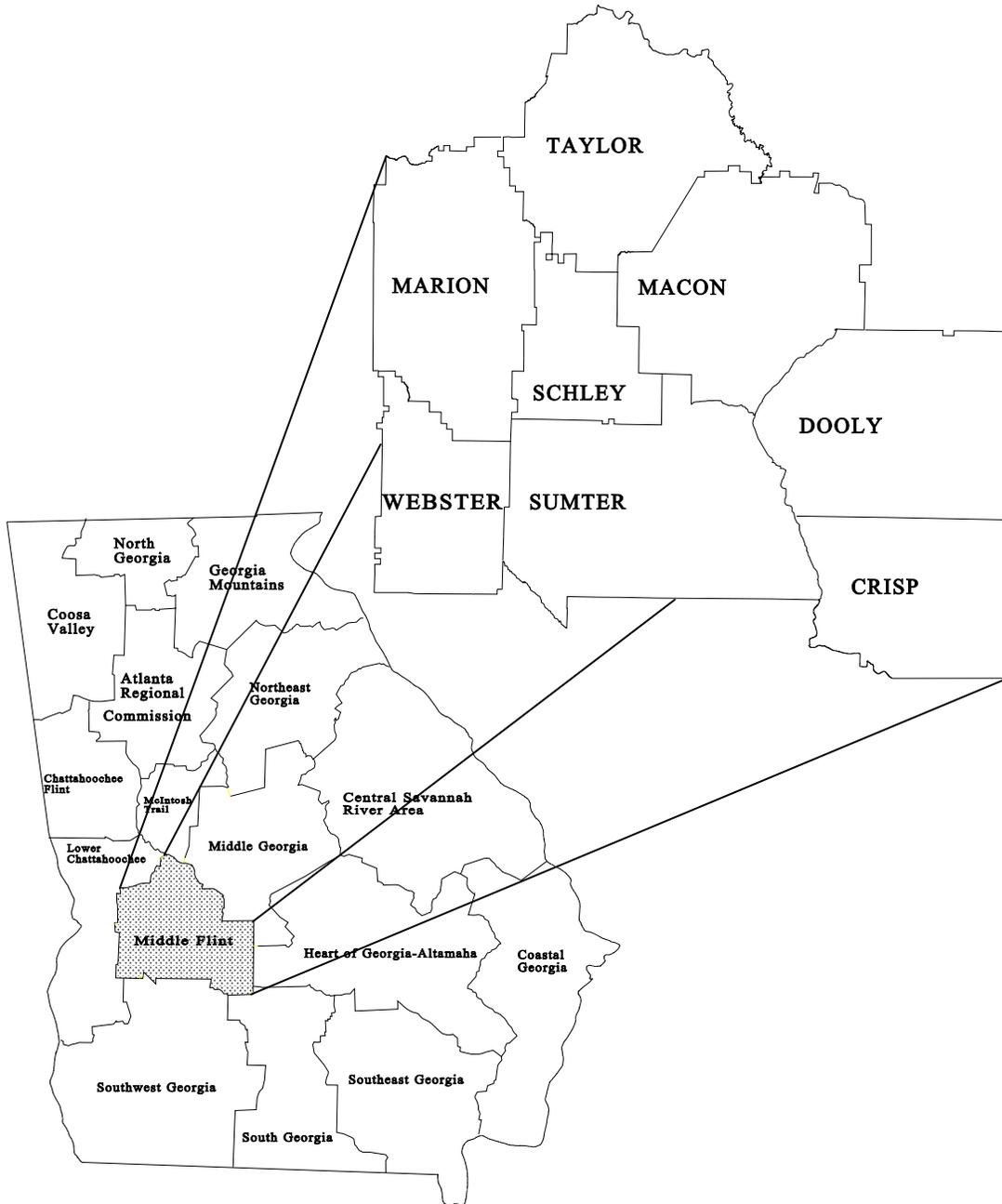
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**Middle Flint**  
Regional Development Center

## REGIONAL MAP



# INTRODUCTION

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Under the direction of the Georgia Department of Transportation, the Middle Flint Regional Development Center (MFRDC) and the Middle Flint Regional Bicycle and Pedestrian Planning Advisory Committee (PAC) have developed regional recommendations for promoting bicycle and pedestrian activity and improving the experience for those who choose to participate in such activities. Generally, bicycling and pedestrian activities are not popular transportation alternatives in this rural region due to a lack of automobile traffic congestion and dedicated cycling and pedestrian facilities, and the presence of an abundance of rural routes for those who choose to ride bicycles for recreation or fitness. Nonetheless, those persons interested in bicycling and pedestrian issues are dedicated to improving safety for participants, enhancing facilities and access, and promoting the potential economic and public health benefits that an increase in tourism and physical activity could provide the region.

The PAC includes members of local government, cycling enthusiasts, and persons affiliated with local organizations or institutions with a potential interest in this planning process. The group met regularly during the spring and fall of 2004 and discussed regional bicycle and pedestrian issues and concerns. To encourage public participation in the planning process, the PAC and the MFRDC held two public meetings in the spring and one in the fall of 2004. These public meetings were advertised in regional newspapers and on local media outlets, including both radio and television. Contact information for those who were interested but could not attend these meetings was also disseminated. Although attendance and interest in both PAC and public meetings has been limited, those persons who chose to participate provided valuable information crucial to the development of regional goals, objectives, and recommendations.

# GOALS and OBJECTIVES

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The regional Bicycle and Pedestrian Plan’s “Goals and Objectives” were developed through public meetings and regional Planning Advisory Committee (PAC) meetings administered by the Middle Flint Regional Development Center (MFRDC).

## **GOAL 1**

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*Educate cyclists and motorists about safe riding and sharing lanes to improve safety*

OBJECTIVES:

- ▶ Promote “Share-The-Road” media and education campaign and programs in the region.
- ▶ Provide driver’s education material concerning bicycle and pedestrian safety to schools within the region.
- ▶ Partner with other outreach programs to educate students on bicycle and pedestrian safety and health issues.
- ▶ Create curriculum and pamphlets for students.
- ▶ Install signage on roadways to increase awareness.



## **GOAL 2**

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*Promote programs to encourage bicycle and pedestrian activities as part of a healthy lifestyle*

OBJECTIVES:

- ▶ Develop programs that encourage family-oriented activities and active lifestyles.
- ▶ Educate community about basic health benefits of bicycling and walking.
- ▶ Establish trails in communities linking neighborhoods to parks, public facilities, and schools.
- ▶ Promote existing organizations, such as The Bicycle Ride Across Georgia (BRAG), and organized activities such as bike rides, races, walks, and marathons.
- ▶ Develop more “family-friendly” trails in parks.
- ▶ Improve children’s health and mobility through education and the creation of bicycle and pedestrian activities.
- ▶ Encourage participation from local schools to promote bicycle and pedestrian activities and the health benefits associated with them.

### **GOAL 3**

#### ***Develop and promote “Safe Routes to School” program for communities in the region and encourage walking and cycling to schools***

##### **OBJECTIVES:**

- ▶ Work with schools to develop programs for students and their parents to increase walking and biking to school.
- ▶ Create accessibility to schools through the construction of sidewalks to the facilities.
- ▶ Promote and initiate a “Safe Routes to School” Day in the region and/or state.
- ▶ Provide uniformed, adult supervision, such as crossing guards or police officers, to assist children walking to school.
- ▶ Encourage, develop, and support bicycle clubs in area schools.

### **GOAL 4**

#### ***Include bicycle and pedestrian facilities in community land use planning***

##### **OBJECTIVES:**

- ▶ Incorporate designated bike lanes, sidewalks, and trails into county and city future land-use plans.
- ▶ Incorporate provisions for sidewalks and safe bicycle and pedestrian facilities into zoning and subdivision ordinances.
- ▶ Develop bicycle and pedestrian plans specifically for each city and county.

### **GOAL 5**

#### ***Create regional bicycle routes***

##### **OBJECTIVES:**

- ▶ Create designated bicycle routes to include bicycle lanes and signage.
- ▶ Develop routes connecting regional cultural and historic sites.
- ▶ Create routes that will connect communities and attractions in region.



### **GOAL 6**

#### ***Support “Rails To Trails” projects throughout the region***

##### **OBJECTIVE:**

- ▶ Identify potential areas for locating bicycle paths and routes along abandoned railroad corridors.

## **GOAL 7**

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### ***Build bicycle and pedestrian facilities throughout the region***

#### OBJECTIVE:

- ▶ Create bicycle and pedestrian trails in every community.

## **GOAL 8**

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### ***Maintain and repair sidewalks for a safer and more enjoyable pedestrian experience***

#### OBJECTIVE:

- ▶ Encourage local governments to maintain existing and construct new sidewalks.

## **GOAL 9**

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### ***Develop maps of bicycle routes and multi-use paths showing local tourist attractions in the area***



#### OBJECTIVES:

- ▶ Partner with local chambers of commerce, visitors bureaus, and other organizations to promote maps as a tourism tool for the region.
- ▶ Develop regional maps linking attractions (i.e. Natchez Trace and Chattahoochee Trace).

## **GOAL 10**

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### ***Promote and encourage bicycling and pedestrian events at annual festivals throughout the region***

#### OBJECTIVE:

- ▶ Support existing events, such as Wheels of Fire and Tour de Georgia, and encourage existing and new events at local festivals in the region.

## **GOAL 11**

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### ***Work with local governments to develop programs to keep bike lanes clean***

#### OBJECTIVES:

- ▶ Develop “Adopt-A-Mile” program in each county for bicycle lanes in the region.
- ▶ Encourage participation from local organizations, clubs, and civic groups to assist with keeping bike lanes clean in their communities.

# EXISTING CONDITIONS and NEEDS ASSESSMENT

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Bicycling and walking are becoming increasingly popular in the nation's urban areas. State and metropolitan transportation agencies are looking to these transportation modes to relieve some of the stress on a transportation infrastructure overburdened by private automobile travel. The Middle Flint Region is not confronted with such traffic congestion. Although bicycling and walking are popular primarily as leisure activities, these modes could be viable alternatives for trips within downtown centers, in and around schools, and to and from local attractions.

Two state bicycle routes developed in the 1997 Georgia Statewide Bicycle and Pedestrian Plan pass through the Middle Flint Region. The TransGeorgia route (Route #40) transverses the state (Columbus-Savannah) passing through Taylor County along GA 96, which is being developed as the Fall Line Freeway. The local segment of this state route is twenty-five miles long. The Central Route (Route #15) travels from northwest of Atlanta to the Florida state line, passing through the region along U.S. 41/ GA. 7 in Dooly (twenty miles) and Crisp (eighteen miles) counties. At this writing, eight years after state designation, neither of the routes has bicycle route signage, and both bypass the Region's primary tourist attractions, which include: Lake Blackshear Resort and Golf Club, Andersonville Civil War Village, Andersonville National Historic Site and Prisoner of War Museum, Habitat for Humanity International/Global Village, Georgia Rural Telephone Museum, Windsor Hotel and Rylander Theatre, Jimmy Carter National Historic Site.

Due to the region's sparse population and rural setting, bicycle routes have not become a priority transportation need. The region has a number of secluded rural roads for leisurely recreational rides. Consequently, this is not a need addressed in local comprehensive plans and the same sentiment carries over to the Regional level.

Furthermore, as schools continue to consolidate facilities they relocate to larger tracts of land farther away from established residential areas making it difficult for students to ride bicycles or walk to school; examples of this exist in all eight

# EXISTING BICYCLE and PEDESTRIAN FACILITIES

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A review of existing bicycle and pedestrian facilities in the Middle Flint region reveals that facilities for cyclists are few while pedestrian facilities are fairly common in the region's towns.

The only bicycle facilities in the region are represented by the designation of State Route (SR) 96 in Taylor County as State Bicycle Route (SBR) 40 and of US Highway (US) 41 in Crisp and Dooly Counties as SBR 15. Four-lane sections of SR 96 in the western half of Taylor County contain dedicated bicycle lanes and safety signage; those portions of SR 96 in the eastern area of the county are currently under widening construction and will contain bike lanes and signage upon completion. However, the US 41/SBR 15 facility contains no designated bicycle lanes and no safety signage. Neither bicycle route contains any signage identifying them as designated state routes. US 41 through Crisp and Dooly Counties has varying shoulder widths and slopes that would likely require reconstruction to incorporate dedicated bicycle lanes.

Pedestrian facilities are generally limited to sidewalks and walking trails within the region's incorporated towns, although hiking and nature trails are found in Crisp County's Georgia Veteran's Memorial State Park and Macon County's Whitewater Creek Park. Existing sidewalks in the region typically emanate from a town's historic commercial center and connect nearby historic neighborhoods; sidewalks have generally been properly maintained. In the area's larger towns, such as Americus and Cordele, sidewalks have been extended to include newer commercial areas. The region's communities generally recognize the value of sidewalks and many have utilized federal transportation enhancement (TE) funding to undertake pedestrian expansion and improvement projects. Recently, the cities of Americus, Butler, Cordele, and Reynolds, and Georgia Southwestern State University in Americus have employed TE funding to improve and expand walkways, as well as provide some additional pedestrian-oriented amenities, such as benches, information kiosks, and small parks. Georgia Southwestern, Butler, and Vienna have received additional TE funding for sidewalk expansion and improvements.

Pedestrian trails and tracks are found in each county and include small, variously paved ovals and meandering paths, and athletic tracks on active and defunct school campuses. These facilities are found almost exclusively in the region’s towns, although the aforementioned state and county park nature trails are located in rural areas. The tracks and trails are commonly utilized by fitness-minded residents for both walking and jogging.

The following table summarized existing bicycle and pedestrian facilities by county, location, and type of facility:

County	City/Area	Bike/ Ped	Park/Facility	Facility Description
Crisp	Countywide	B	State Bicycle Route 15	Route follows US41 through county
Crisp	Cordele	P	Crisp County Hospital	Walking/jogging track
Crisp	Cordele	P	Williams Field Athletic Complex	Walking/jogging track
Crisp	Cordele	P	Crisp County High School	Walking/jogging track
Crisp	Cordele	P	Harmon Park	Walking/jogging track
Crisp	Cordele	P	Turner Park	Walking/jogging track
Crisp	Lake Blackshear	P	Georgia Veterans Memorial State Park	Yucca Trace (1 mile) and Lake Shore (1/2 mile) nature trails
Dooly	Countywide	B	State Bicycle Route 15	Route follows US41 through county
Dooly	Unadilla	P	Jewel Bowen Park	Walking/jogging track
Dooly	Vienna	P	Vienna Walking Track	Walking/jogging track
Dooly	Vienna	P	Vienna Elementary School	Walking/jogging track
Macon	Montezuma	P	Blacks Recreation Complex	Walking/jogging track
Macon	Montezuma vic.	P	Whitewater Creek Park	Walking/nature trail
Macon	Oglethorpe	P	Buck Creek Bypass Park	Walking/jogging track
Marion	Buena Vista	P	City Park	Walking/nature trail
Schley	Ellaville	P	Board of Education	Walking/jogging track
Sumter	Americus	P	Finklea-Robinson Field Track	Walking/jogging track
Sumter	Americus	P	Ga. Southwestern State University	Walking trail
Sumter	Americus	P	T. G. Barnum Senior Citizens Park	Walking trail
Sumter	Americus	P	Muckalee Creek Park	Walking trail
Sumter	Americus	P	W. L. Walton “Boone” Park	Walking trail
Taylor	Countywide	B	State Bicycle Route 40	Route follows SR 96 through county
Taylor	Butler	P	County Recreation Complex	Walking/jogging track
Taylor	Reynolds	P	Liberty Street Park	Walking/jogging track
Webster	Preston	P	Webster County Elem. School	Parking lot used as walking area

# ANALYSIS of MOTOR VEHICLE ACCIDENT DATA

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Compared to statewide averages for motor vehicle collisions with cyclists and pedestrians, the counties making up the Middle Flint region are a relatively safe place to bike, walk, or jog. According to accident data provided by the Georgia Department of Transportation, 21 motor vehicle accidents involving cyclists and two involving pedestrians occurred in the region during the years 2000 through 2002. None of these incidents resulted in a fatality, although 83% resulted in injury.

When this data was broken down by county and then averaged for the region, the Middle Flint area had a much lower annual per county occurrence of such accidents than per county averages considering the same data statewide.

Average Annual Motor Vehicle Collisions Involving Cyclists and Pedestrians,  
Per County for State and Middle Flint Region, 2000-2002

	State Bike Avg	MF Bike Avg	State Ped Avg	MF Ped Avg
2000	4.37	1.13	0.44	0.13
2001	3.69	0.38	0.92	0.13
2002	4.03	1.13	0.42	0.00

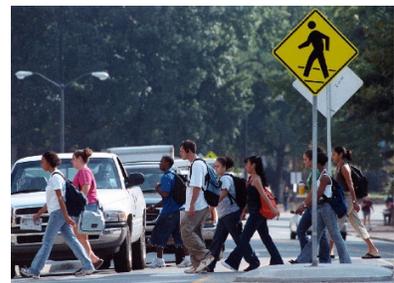
This lower occurrence of accidents involving cyclists and pedestrians in the Middle Flint Region is likely related to the area's smaller population base and consequent smaller number of motorists, cyclists, and pedestrians compared to urban regions included in statewide averages. Notably, when the locations of Middle Flint accidents are mapped, almost all of these incidents occurred in urbanized areas of the region's towns, particularly the larger cities of Americus and Cordele (see following map). Thus, the data reflects that accidents are more likely to occur in the Middle Flint region where greater population density and resultant higher traffic volumes occur.

Although complete accident data was not available for 2003, it is notable that three fatalities occurred in the Middle Flint region during that year after none were reported for the years 2000-2002. A pedestrian was killed in each of Crisp, Marion, and Taylor counties.

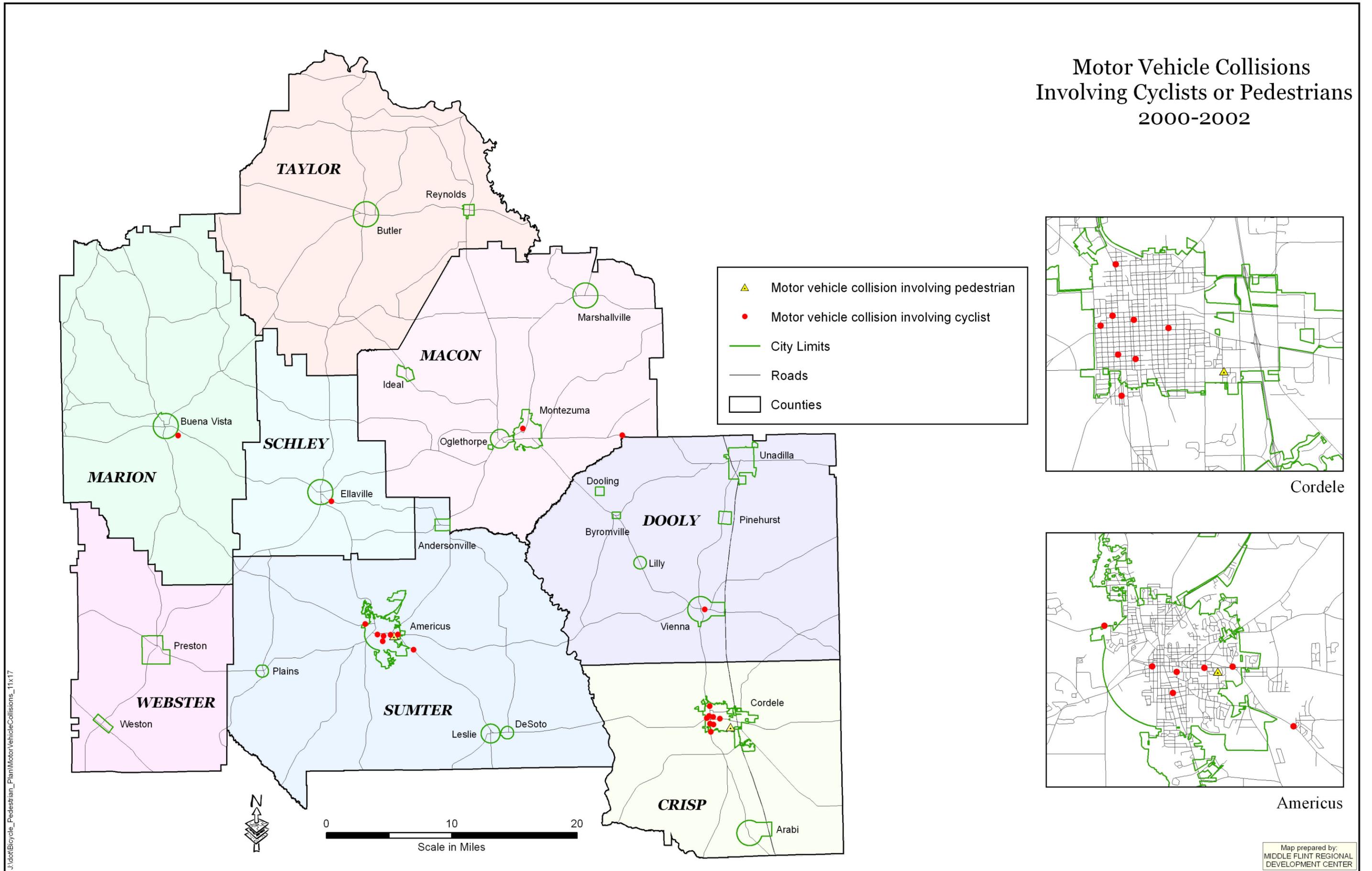
## Assessment

For the years 2000-2002, the number of motor vehicle accidents involving cyclists and pedestrians in the Middle Flint region was relatively low when compared to statewide data. Almost all of the accidents reported occurred within the region's towns or in their immediate proximity, and Americus and Cordele alone accounted for 17 of the 23 total accidents, or 74%. However, when these accidents are plotted on a map, the only pattern that emerges is that urban areas are most susceptible to such incidents, and no specific areas, within any particular county or city, represented a specific area of concern. Within Americus and Cordele, no particular area contained a concentration of accident sites.

Thus, it may be inferred that the region's communities, cyclists, and pedestrians would all benefit from improved facilities and safety-related signage throughout the region, as well as educational programs, particularly in urban areas.



# Motor Vehicle Collisions Involving Cyclists or Pedestrians 2000-2002



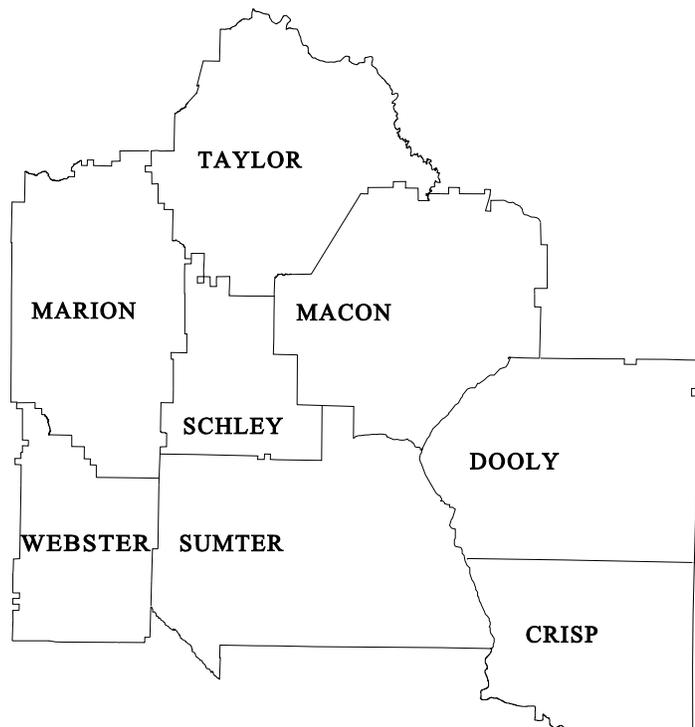
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Map prepared by:  
MIDDLE FLINT REGIONAL  
DEVELOPMENT CENTER

# EXISTING CONDITIONS and FACILITIES

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## By County



# CRISP COUNTY

## Arabi ♦ Cordele

**Transportation:** Crisp County is crisscrossed by 695 miles of state routes, county roads, and city streets, 60% of which are paved. The county provides maintenance for all county roads and the city streets in Arabi, which account for 76% of the road mileage in Crisp County.



**Recreation:** Crisp County and the City of Cordele jointly fund a recreation department operated by a four-person city staff. The department offers 38 different programs providing active and passive recreational opportunities and maintains seven parks, three pools, three ball fields, four tennis courts, and a gymnasium, all located on twelve sites in the city. The programs offered range from softball and basketball to aerobics and pottery classes. In addition, there are also softball and baseball leagues in Cordele and three golf courses located in the county. Lake Blackshear, an 8,500 acre impoundment of the Flint River, affords opportunities for boating, fishing, skiing, and swimming. There are five county parks on the lake. Interest has been expressed in the preparation of a recreation master plan. The last such plan to be prepared is out-of-date.

The state operates Georgia Veterans Memorial State Park and museum. This park offers a golf course, a museum with displays of military history, medals, aircraft, combat vehicles, and weaponry, and two nature trails. This park regularly records the highest visitation of all of Georgia's state parks, and consequently is a valuable economic resource for the community and region.

*Bicycle and Pedestrian Facilities:* State Bicycle Route 15 follows US Highway 41 through the county. Walking trails are located in Cordele at Crisp County Hospital, the County Recreation Center, Harmon Park, and Turner Park. Two nature trails are located at Georgia Veterans Memorial State Park (see above), including the one mile Yucca Trace Trail and the half-mile Lake Shore Trail.

**Cultural and Natural Resources:** Georgia Veterans Memorial State Park is located on the county's western boundary at Lake Blackshear.

The SAM Shortline, a tourist-oriented scenic railway, connects the City of Cordele and Georgia Veterans Memorial State Park, both in Crisp County, with the Sumter County cities of Leslie, Americus, and Plains.

**Education:** The Crisp County Board of Education is accountable to local residents for operation of five county schools, all located within the corporate limits of Cordele.

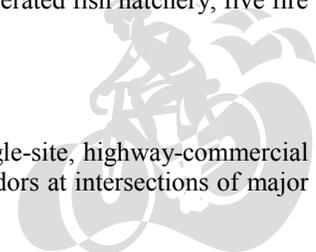
**Land Use:** Agriculture is by far the dominant land use in Crisp County. Forty-six percent of the land area is classified as prime farmland, a resource distributed throughout the county.

Housing is distributed throughout the county with the greatest number of dwellings found in the northeast quadrant. The largest concentrations are found on the perimeter of Cordele and along Lake Blackshear.

Public/semi-public land uses are also dispersed throughout the county, a majority of which are churches and cemeteries. Other public/semi-public land uses include the State Farmers Market, a state-operated fish hatchery, five fire houses, the county jail, road department, airport, and sanitary landfill.

Five industrial sites are located in the unincorporated portion of the county.

Commercial land uses in the unincorporated portions of the county are primarily single-site, highway-commercial developments near the City of Cordele. They developed along the major traffic corridors at intersections of major roads and in small communities in the county.



### **CITY OF ARABI:**

**Transportation:** Arabi has 14.73 miles of streets, 81% of which are unpaved. The majority of streets are residential in design.

**Recreation:** The city is devoid of public recreational facilities; there is a need.

**Education:** There are no schools in Arabi. Children attend schools located in Cordele.

### **CITY OF CORDELE:**

**Transportation:** Cordele is served by four major highway systems. Primary access to and through the city is provided by U.S. Interstate Highway I-75 which runs north and south near the municipality's eastern corporate limit. US Highway 41 also travels a north-south route and passes through the city's central business district. A third major highway, US Highway 280, travels east-west through the city providing access to Americus, west of Cordele. State Route 300 is located on the city's south-side and provides four-lane access from I-75 to Albany, Georgia.

**Parks and Recreation:** There are ten parks within the City of Cordele. In addition to the typical list of recreational activities and facilities, the city offers a wide variety of educational and craft programs to satisfy the recreational needs of all age groups. Walking trails are located at Crisp County Hospital, Harmon Park, and Turner Park.

The 1975 study, *A Comprehensive Master Development Plan for Outdoor Recreational Facilities in Cordele and Crisp County, Georgia*, provided an inventory of existing facilities and made specific recommendations for achieving a well-balanced park system capable of providing for the varied needs of the county and community. To a large extent, little appears to have been done to implement the proposed improvements and goals set forth in that study.

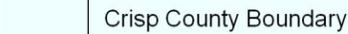
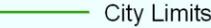
**Cultural Resources:** The city contains three designated National Register of Historic Places historic districts, including the downtown Commercial Historic District, the Gillespie-Selden Historic District, and the O'Neal School Neighborhood Historic District. The city's U.S. Post Office is individually listed in the National Register.

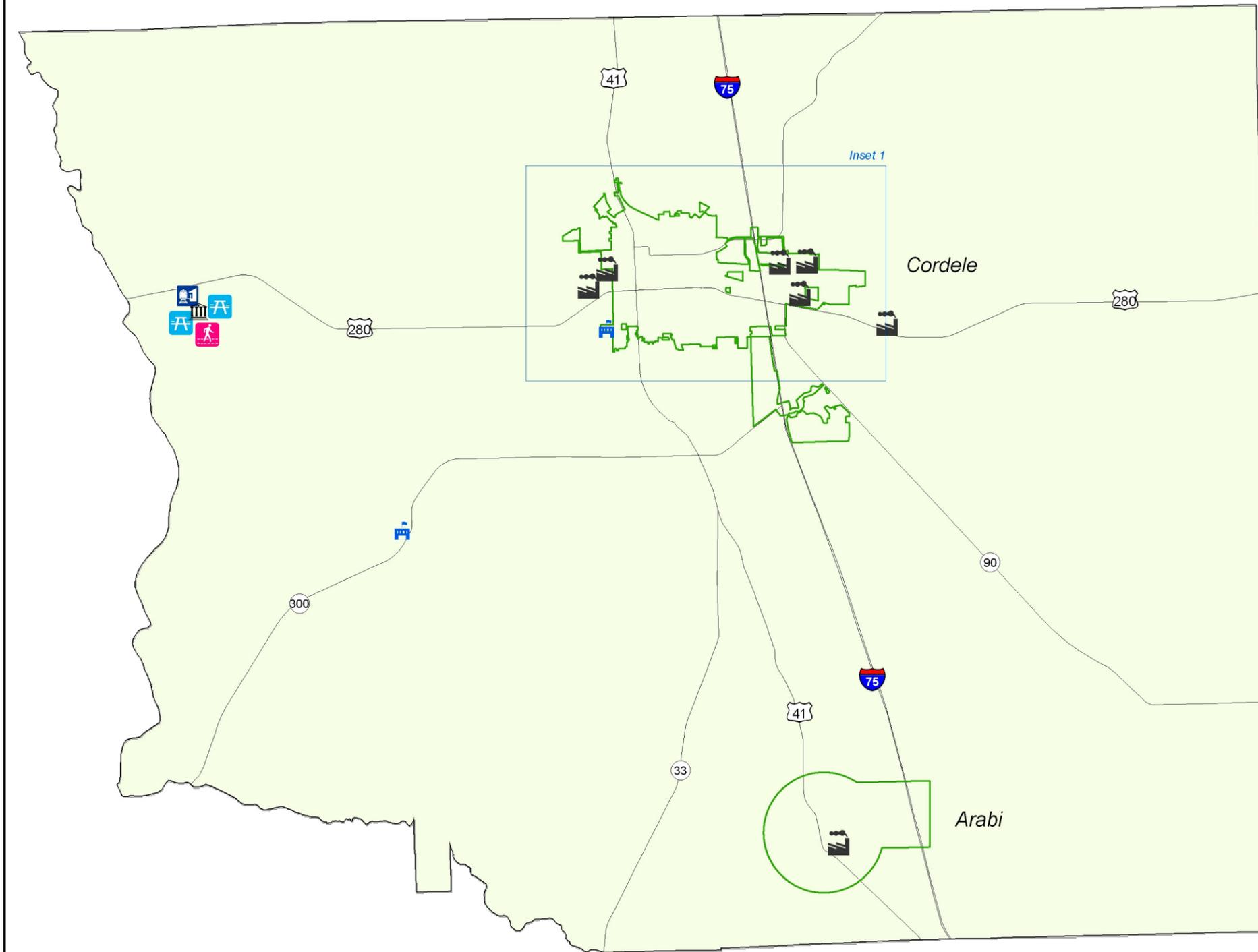
A SAM Shortline Railway stop and platform are located in downtown Cordele. The tourist-oriented scenic railway connects Cordele to Georgia Veterans State Park, Leslie, Americus, and Plains.

**Education:** The Crisp County School System provides oversight of the five public schools located in the City of Cordele. South Georgia Technical College offers Adult Education classes and instruction in post-secondary technical programs on the satellite campus.



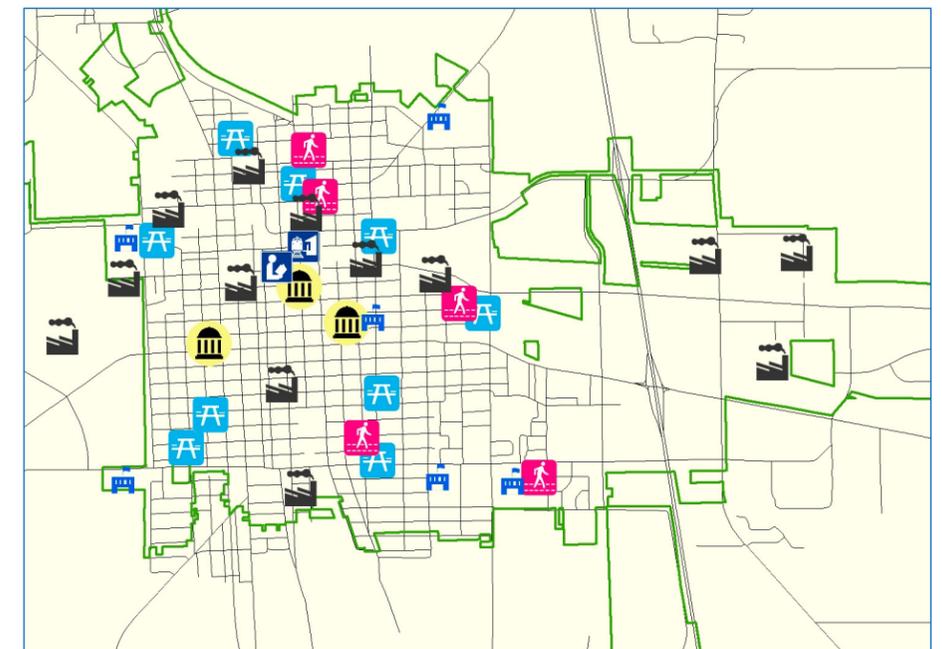
# Crisp County Selected Activity Centers and Points of Interest

-  Historic site or area
-  School or college campus
-  Walking track
-  Industrial site or area
-  Library
-  Park and/or recreational area
-  Museum or cultural attraction
-  SAM Shortline Railroad Stop
-  Crisp County Boundary
-  City Limits
-  Roads



*Inset 1*

*Inset 1 - Cordele*



# DOOLY COUNTY

## Byromville ♦ Lilly ♦ Pinehurst ♦ Unadilla ♦ Vienna ♦ Dooling

**Transportation:** Dooly County is crisscrossed by 780 miles of public roads, 49% of which are paved. The county road department provides maintenance on all but the city streets of Vienna and the state routes, and thus maintains eighty percent of the public roadway in the county.



**Recreation:** The county has a strong recreation department and offers a variety of athletic programs.

*Bicycle and Pedestrian Facilities:* State Bicycle Route 15 follows US Highway 41 through the county. Walking trails are located at Jewel Bowen Park in Unadilla, just south of downtown Vienna, and at Vienna Elementary School. Walking and nature trails are planned for Vienna's proposed Pennahatchee Creek park.

**Natural Resources:** The Flint River and Lake Blackshear make up a portion of the county's western boundary.

**Education:** The Dooly County School System has a K-8 facility near Pinehurst, and the county high school is located in Vienna. Fullington Academy, a private school located in Pinehurst, serves grades K-12.

**Land Use:** Agriculture is by far the predominant land use in Dooly County. With an abundance of prime farmland the county has maintained a strong agricultural base.

Residential development is dispersed throughout the county, with the greatest number of dwellings located in the eastern half of the jurisdiction.

Commercial land uses within the unincorporated county have developed in a random manner without an organized center.

The majority of public/semi-public land uses are churches and cemeteries. Other semi-public land uses include the Dooly Campground, five firehouses, the county road department, and sanitary landfill.

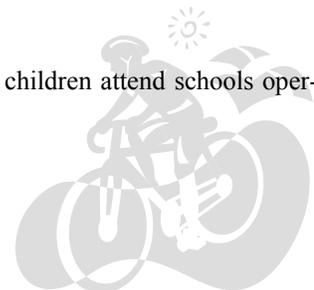
Limited industrial acreage is found in the unincorporated areas. A single tract owned by Georgia Pacific on the outskirts of Vienna constitutes the largest tract of such acreage.

### TOWN OF BYROMVILLE

**Transportation:** There are seven miles of streets in Byromville. State Route 90 is an east-west corridor and State Route 230 runs generally in a north-south direction. State roadways are maintained by the Georgia Department of Transportation while Dooly County maintains all other roadways.

**Recreation:** Byromville does not offer any recreation programs.

**Education:** There are no schools operating in the Town of Byromville. School age children attend schools operated by the Dooly County Board of Education or the private school in Pinehurst.



## CITY OF LILLY

**Transportation:** Lilly has 4.24 miles of streets, 90% of which are paved. The county maintains all but State Route 90 through the city.

**Recreation:** The city does not have any recreation facilities or programs.

**Cultural Resources:** A large portion of the city has been listed in the National Register of Historic Places as the Lilly Historic District. The city is undertaking a phased restoration of the old Lilly Schoolhouse; which is occasionally utilized as a theater and arts center.

**Education:** There are no schools located within Lilly. The school age population attends county-operated facilities in Vienna or private Fullington Academy located in Pinehurst.

**Land Use:** Public/semi-public is the smallest of the developed land uses. Structures include four churches, a cemetery, an abandoned school building and several city buildings. The only areas devoted to transportation use in Lilly are the street and railroad rights-of-way. There is no recreational land use in the community.

## CITY OF PINEHURST

**Transportation:** Pinehurst has a 6.8 mile network of streets. The county maintains all but US Highway 41/State Route 7 running north-south through the city.

**Recreation:** Pinehurst does not offer any recreation programs. There are no programs or facilities within the city.

**Education:** Fullington Academy, a private school, offers grades K through 12. Facilities include five structures located on six acres of land. The county public school system operates a K-8 facility on the outskirts of Pinehurst.

**Land Use:** Agricultural is the predominant land use in the city, accounting for 65% of the total area, and is followed by Public/Semi-public (12%) and Residential (11%). Public/Semi-public land area is composed of a private school, the cemetery, various city buildings, and all public right-of-way. The only areas devoted to transportation land use in Pinehurst are the street and railroad rights-of-way..

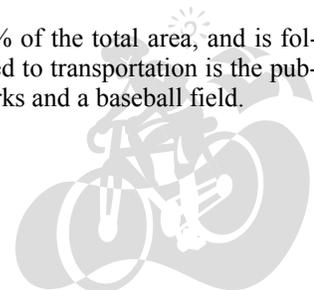
## CITY OF UNADILLA

**Transportation:** There are thirty miles of local streets and interstate in the City of Unadilla; all but ten percent of this amount has been paved. Maintenance of this network is shared by Dooly County and the Georgia Department of Transportation. Two interchanges connect I-75 to the local road system.

**Recreation:** Although the city does not provide a recreation program, facilities are available for public use. The city maintains two parks, one in the Tybee Neighborhood and Jewel Bowen Park along US Highway 41 North, as well as a lighted baseball field. Walking trails are located at Jewel Bowen Park.

**Education:** No public or private educational facilities are located in the city.

**Land Use:** Agricultural is the predominant land use in the city, accounting for 69% of the total area, and is followed by Public/Semi-public (17%) and Residential (10%). The only portion devoted to transportation is the public and railroad right-of-way. Recreational land use consists of two neighborhood parks and a baseball field.



## CITY OF VIENNA

**Transportation:** Ninety-five percent of Vienna’s 30 miles of public roadway is paved. The state maintains 20% of the total mileage while the city maintains all other public roadways in the jurisdiction.

**Recreation:** Although the city does not offer an organized recreation program, existing facilities include four neighborhood parks. The city maintains a little league ballfield near the eastern boundary of the city. Walking trails are just south of downtown and at Vienna Elementary School. Walking and nature trails are planned for the proposed Pennahatchee Creek park.

**Cultural Resources:** The Dooly County Courthouse is listed in the National Register of Historic Places. A National Register nomination for a historic district, including the city square and adjacent historic neighborhoods, is pending. The Georgia State Cotton Museum and the Walter F. George Law Museum are located in Vienna.

**Education:** Dooly County High School and a church-sponsored Christian school are located in Vienna.

**Land Use:** Agriculture is by far the predominant land use in the city. The second largest land use is open space, consisting of vacant lots amidst other land uses and areas on the periphery of farmland but not in agricultural production. Residential land use is distributed throughout the community with the single largest concentration around the geographic center of the city. Public/semi-public land use accounts for thirteen percent of the total area. Transportation land use is confined to the public right-of-way. Recreational land uses consist of four neighborhood parks distributed throughout the community.

**Related Projects:** Vienna has received Transportation Enhancement (DOT) funding to make streetscape and sidewalk improvements in the downtown area, and to improve and/or construct sidewalks between downtown and neighborhoods beyond the city’s central business district.

## TOWN OF DOOLING

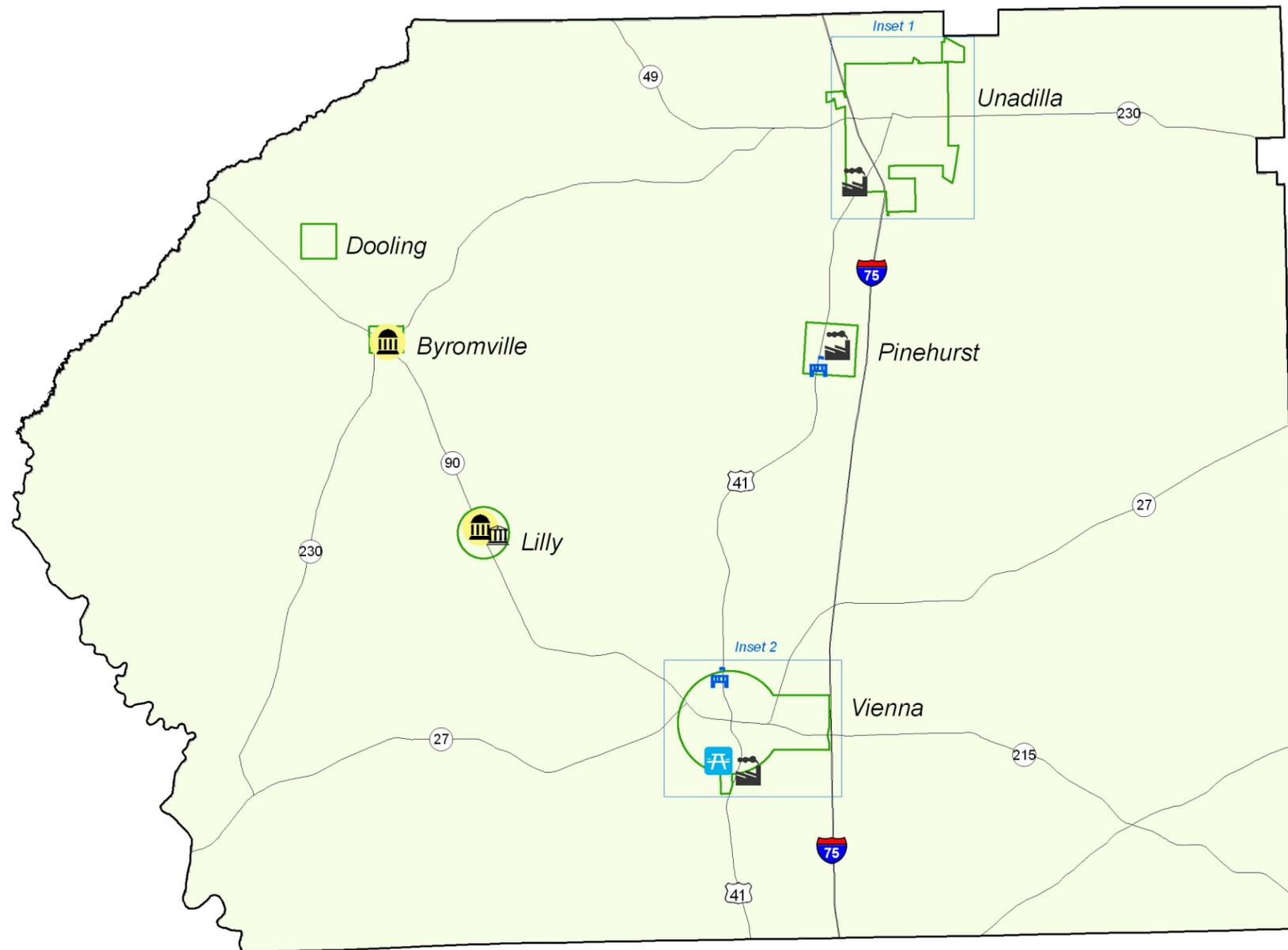
**Transportation:** There are 3.8 miles of public roadway in Dooling, less than a mile of which is not paved. The small community is located on County Road 321, 0.6 miles northeast of State Route 90.

**Recreation:** Dooling does not offer any recreation programs, and there are no recreational facilities.

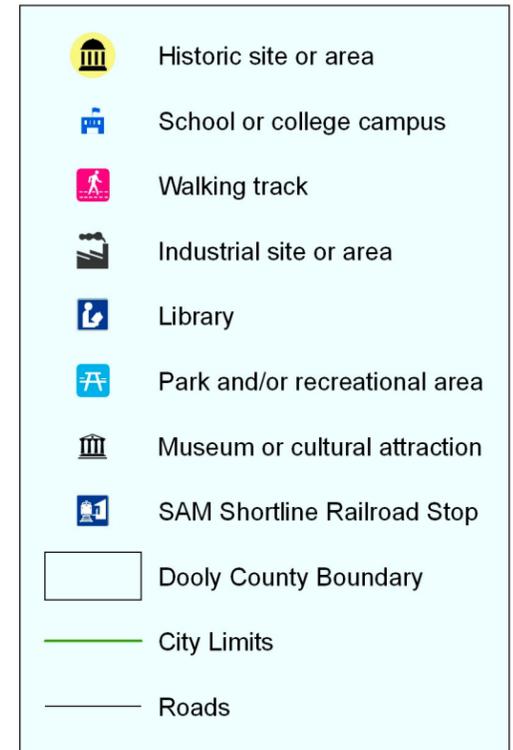
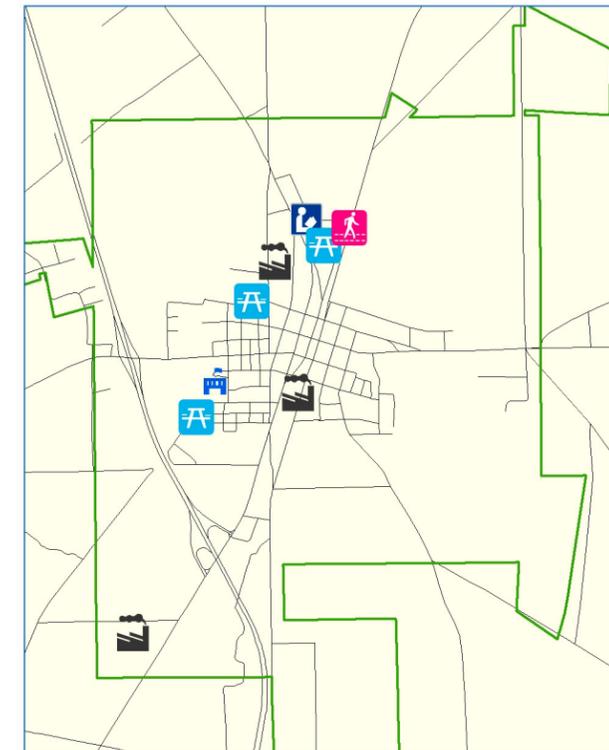
**Education:** There are no schools in Dooling. The school age population attends a county operated facility in Vienna, or the private school in Pinehurst.



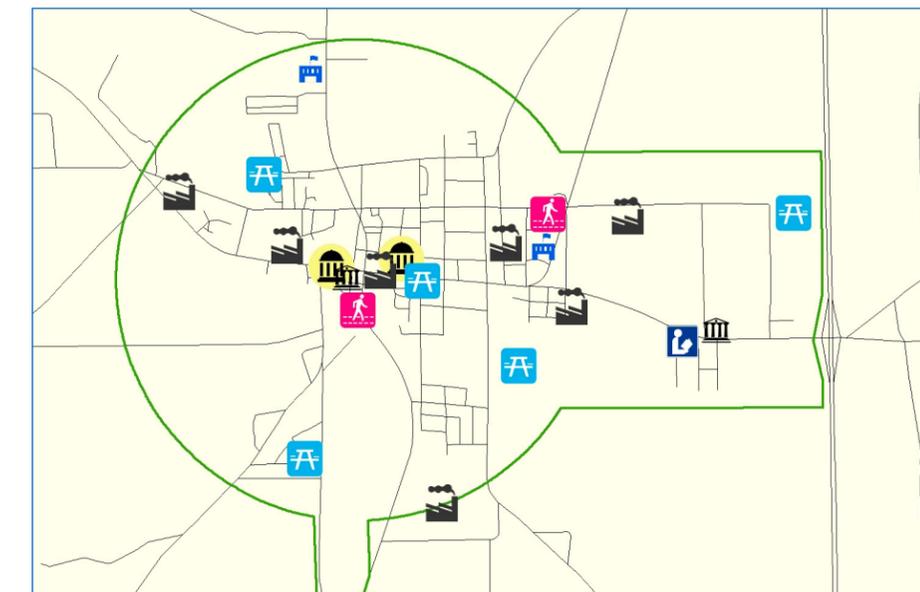
# Dooly County Selected Activity Centers and Points of Interest



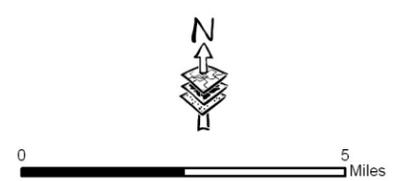
*Inset 1 - Unadilla*



*Inset 2 - Vienna*



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# MACON COUNTY

## Ideal ♦ Marshallville ♦ Montezuma ♦ Oglethorpe

**Transportation:** There are 620 miles of streets and roads in Macon County, fifty-four percent of which are paved. The county maintains 71% of this network with the state maintaining the balance.

**Recreation:** Macon County offers both active and passive recreational opportunities for residents. The William F. Blanks Recreation Complex, a 20-acre park located in Montezuma, is the site of four athletic fields and a community center.

County-owned Whitewater Creek Park, located approximately three miles north of Oglethorpe, offers a fishing lake with pier, boat ramp, man-made beach, picnic area, and hiking trail.

*Bicycle and Pedestrian Facilities:* A walking trail is located at the county's William F. Blanks Recreation Complex in Montezuma, and a hiking trail is located in Whitewater Creek Park (see above). In Oglethorpe, a paved running/jogging track is located along Buck Creek Bypass north of downtown, and a walking trail is planned as part of a proposed historical park on the Flint River.

**Cultural and Natural Resources:** Andersonville National Historic Site is located on the county's southern boundary. A significant national historic landmark, the 515 acre park is also the site of the National Prisoner of War museum, historic Camp Sumter prison site, and a national cemetery.

The Flint River bisects the county; a lake is located within Whitewater Creek Park (see above).

**Education:** The Macon County Board of Education is responsible for three county schools: an elementary facility in Oglethorpe and middle and high schools in Montezuma.

**Land Use:** Agriculture/Forestry is by far the predominant land use, comprising 92% of the county's total area. Forestry comprises 60% of this area while the balance is devoted to farmland.

Approximately 4% of the county is classified as Undeveloped/Unused, the second largest land use category. The Flint River comprises approximately 2,500 acres with the balance consisting of farm ponds, creeks, and low-lying forest and woodland.

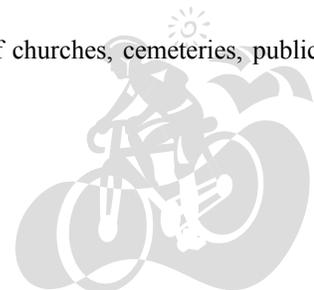
Commercial establishments are located throughout the county.

Industrial development accounts for 2,550 acres of the unincorporated area. This acreage is concentrated in the southwest quadrant of the county.

Two sites are included in the Park/Recreation/Conservation land use category: Whitewater Creek Park and Andersonville National Historic Site, one of only three National Historic Sites in the state.

Public/Institutional land use makes up approximately 2% of the total, consisting of churches, cemeteries, public roadways, and the public works complex north of Oglethorpe.

Residential Development accounts for 2% of the unincorporated area's land use.



## CITY OF IDEAL

**Transportation:** Ideal is crisscrossed by 8 miles of streets, 73% of which are paved. All but the state routes are maintained by the county.

**Recreation:** There is not an active recreation program, but the city maintains a basketball court and playground area in a recreation park on west Martin Luther King Jr. Drive. This is one of the most densely populated neighborhoods in the city.

**Education:** School-age children in Ideal attend the public schools of Macon County located in Montezuma and Oglethorpe.

**Land Use:** Agriculture is the predominant land use in the community, accounting for approximately 60% of the land area. Residential is the second largest use with a significant Undeveloped/Unused component intermixed within the residential area. The city's Transportation acreage is limited to approximately forty-five acres of street and railroad right-of-way.

## CITY OF MARSHALLVILLE

**Transportation:** Marshallville is traversed by fifteen miles of streets, all but 3% are paved. The city and Georgia Department of Transportation maintain this road network. A sidewalk is needed from the central business district north along State Route 49 to the recreation site on Sleepy Hollow Road.

**Recreation:** The city does not have locally organized recreational activities but participates in the county recreation program. There are plans to create a jogging track around the existing Sleepy Hollow recreational complex.

**Cultural Resources:** The City of Marshallville has three National Register of Historic Places districts, including: the Commercial District, West Main Street Residential District, and East Main Street Residential District. Masee Lane Gardens, national headquarters of the American Camellia Society and located just north of Marshallville, is also listed on the National Register.

**Education:** The school-age population attends elementary school in Oglethorpe or middle and high school in Montezuma.

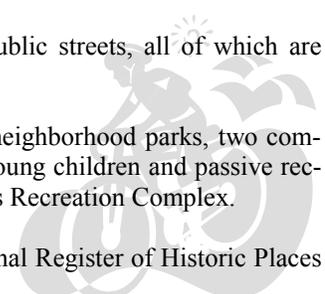
**Land Use:** Agriculture/Forest is the predominant land use in the city. Residential development accounts for a distant second largest land use and is heavily concentrated along the city's east-west axis and in the south-central/southwest portion of the city. Commercial development is concentrated around the geographic center of the city. Transportation land use is limited to the street and railroad right-of-way. Park/Recreation sites are distributed among residential neighborhoods and include a three acre ball field in the southern extremity, a neighborhood playground in Evans Subdivision near the center of the city, and a two acre softball field on Sleepy Hollow Road in the northwest quadrant.

## CITY OF MONTEZUMA

**Transportation:** The City of Montezuma maintains approximately 40 miles of public streets, all of which are paved. Montezuma is also the site of the only public airport in the county.

**Recreation:** Municipally-owned and operated recreation facilities consist of three neighborhood parks, two community centers, and two tennis courts. The parks offer playground equipment for young children and passive recreation for adults. A walking trail is located at the county-operated William F. Blanks Recreation Complex.

**Cultural and Natural Resources:** A large portion of the city is listed in the National Register of Historic Places



as the Montezuma Historic District. This district consists of the city's commercial center and adjacent historic neighborhoods. The city's depot is individually listed in the National Register. Montezuma is located on the eastern bank of the Flint River.

**Education:** Montezuma is the site of the county's public middle and high schools. These adjacent facilities are located in the southeast quadrant of the city.

## CITY OF OGLETHORPE

**Transportation:** Oglethorpe has sixteen miles of streets, all but three percent of which are paved. The city's street department maintains the network of streets while the county and state repair and maintain their respective routes and rights-of-way located in the city.

**Recreation:** The city has two parks. North Randolph Street Park has two tennis courts and playground equipment, and South Randolph Street Park offers four basketball courts and playground equipment. Residents also have access to a walking track behind the Board of Education office on Buck Creek Bypass. Oglethorpe does not have an ongoing recreation program. A paved running/jogging track is located along Buck Creek Bypass north of downtown, and a walking trail is planned as part of a proposed historical park on the Flint River.

**Cultural and Natural Resources:** The Macon County Courthouse is listed in the National Register of Historic Places. The city is located on the western bank of the Flint River.

**Education:** School-age residents attend either the Macon County Elementary School in Oglethorpe or the county's middle or high school in Montezuma.

**Land Use:** Approximately half of the acreage in Oglethorpe is devoted to Agriculture/Forest land use and is in agricultural production. Residential development comprises the city's second largest land use and consists primarily of single-family housing concentrated along the full length of the north-south axis.

Commercial land use is concentrated in the downtown area and adjacent to and east of the city's geographic center. This area has a relatively high elevation relative to the river nearby, and is proximate to the first rail line constructed in the community. Limited commercial development extends further east along State Route 49 and the Oglethorpe/Montezuma south bypass (State Route 26).

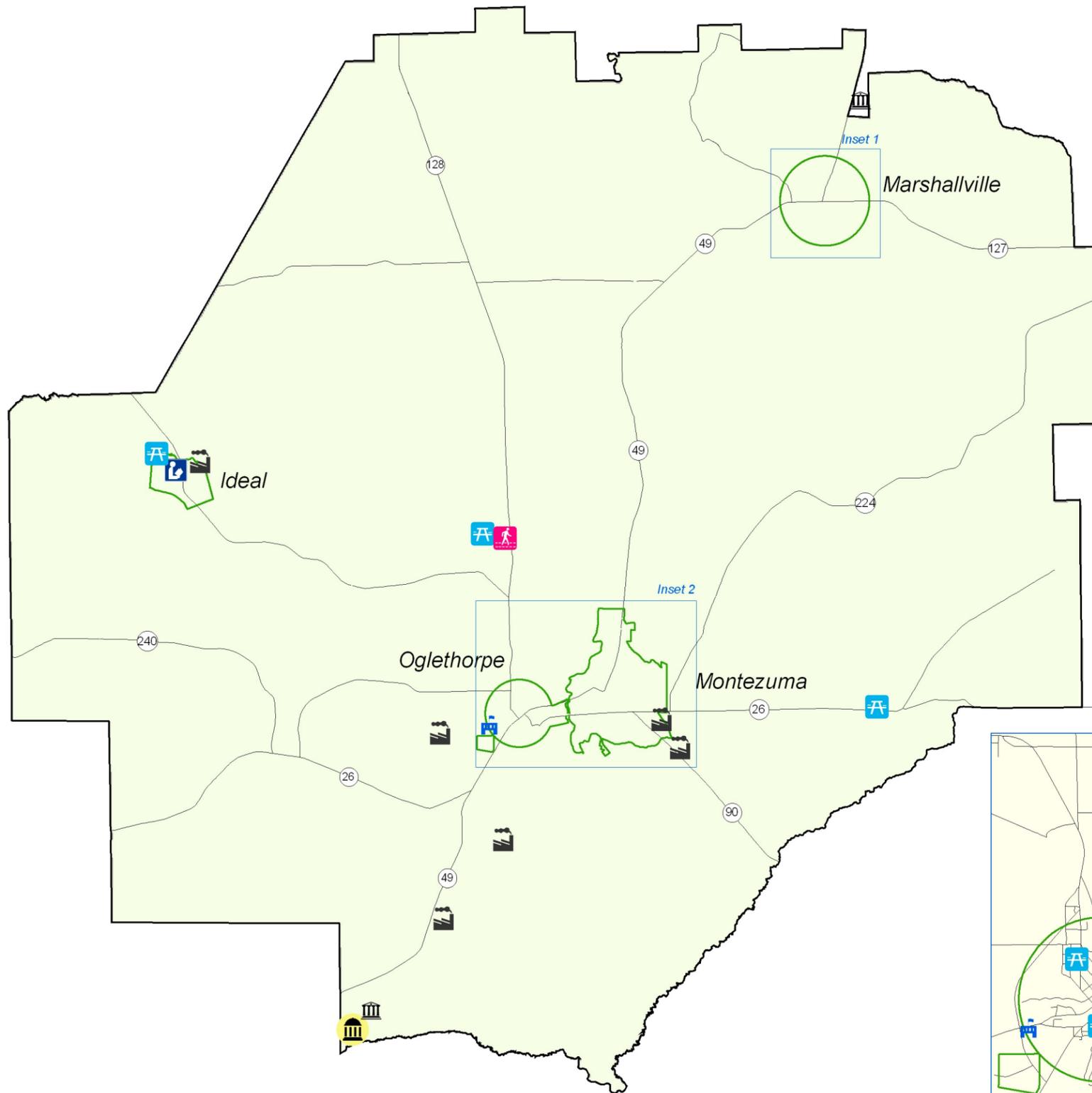
Oglethorpe has a small amount of acreage devoted to Industrial land use, most of which is agriculturally-oriented, and generally located adjacent to rail lines.

Park/Recreation/Conservation land includes a half-acre neighborhood park on North Randolph Street, a five acre park on South Randolph Street, and a four acre outdoor track behind the Board of Education office.

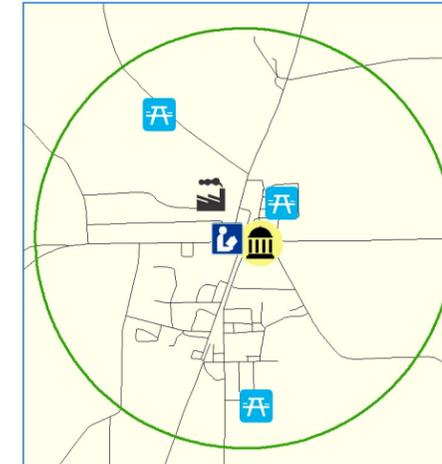
Public/Institutional land uses are concentrated in the east-central part of the city. Churches, two schools, and the Board of Education office and maintenance barn account for the bulk of acreage in this category.



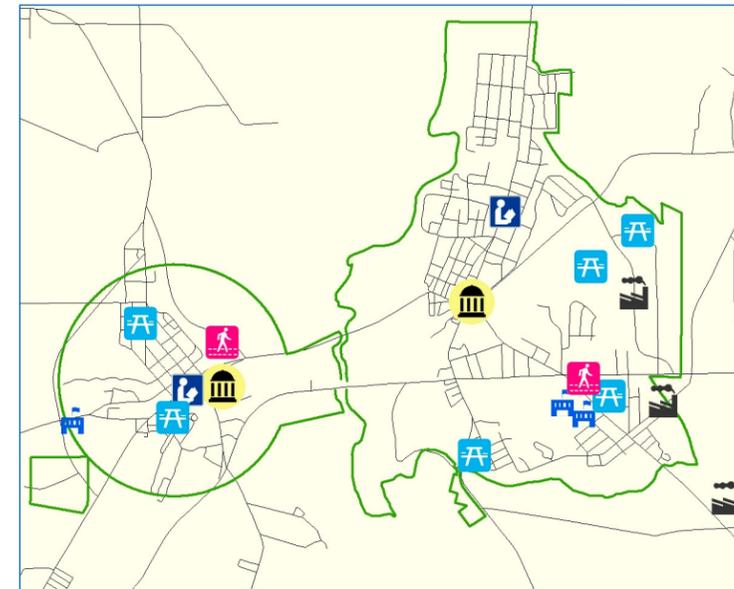
# Macon County Selected Activity Centers and Points of Interest

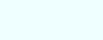


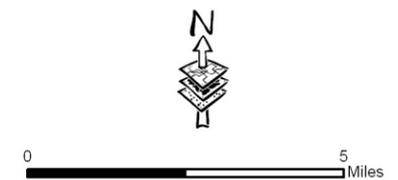
*Inset 1 - Marshallville*



*Inset 2 - Montezuma and Oglethorpe*



-  Historic site or area
-  School or college campus
-  Walking track
-  Industrial site or area
-  Library
-  Park and/or recreational area
-  Museum or cultural attraction
-  SAM Shortline Railroad Stop
-  Macon County Boundary
-  City Limits
-  Roads



# MARION COUNTY

## Buena Vista

**Transportation:** Of 454 miles of public roadway in Marion County, three percent is located in Buena Vista. 98% of city streets and 59% of county roads are paved. Both the city and county have departments which maintain the roadways. Buena Vista is the only incorporated municipality in the county.

**Recreation:** Although neither the city nor county has formal recreation departments or programs, both jurisdictions have recreation facilities. The city maintains a five acre recreation area located on the north end of Rosa B. Lane. This city park has two lighted tennis courts, a children's playground, and one basketball court. A 1,000 feet, unimproved nature trail connects the north end of the park with State Route 137/Oliver Street. The county maintains three softball fields adjacent to the airport in the south half of the county.



*Bicycle and Pedestrian Facilities:* The City of Buena Vista has received Transportation Enhancement (DOT) funding to construct a walking path/multi-use trail connecting a public housing complex, the city park (see above), and the county's middle school in the northern section of the city. The park currently contains an unimproved walking track and nature trail. The nature trail is slated for improvement as part of the Transportation Enhancement grant. Additional facilities used for exercise walking include tracks at Marion Middle School and Palmer School in Buena Vista.

**Cultural Resources:** The current Marion County Courthouse in Buena Vista and the Old Marion County Courthouse in Tazewell (unincorporated) are listed in the National Register of Historic Places. Pasaquan, a "visionary" folk art site, is located northwest of Buena Vista.

**Education:** Marion County Elementary School and Marion Middle School are located in Buena Vista. Marion County's high school students attend Tri-County High School in the Draneville community. The high school is located several miles south of Buena Vista near the county line and serves both Marion and Webster counties.

**Land Use:** Agriculture/Forest accounts for 96% of the total county area, and the vast majority of this acreage is in forest/woodlands. There are approximately 30 commercial sites accounting for 50 rural acres.

Approximately 20 Park/Recreation acres are located in the unincorporated area and include a private campground, a ten acre baseball complex adjacent to the airport, and a private baseball field on Pineville Road. All three sites are in the southern half of the county.

Residential is the fourth largest land use in the rural area, accounting for 1633 acres.

In the City of Buena Vista, forest and residential development are the two largest land use categories. Commercial development is concentrated around the courthouse square, the geographic center of the city. Developed industrial acreage is located near the northwest and southeast city limits. The city park is located just beyond the northeast perimeter of the central core.

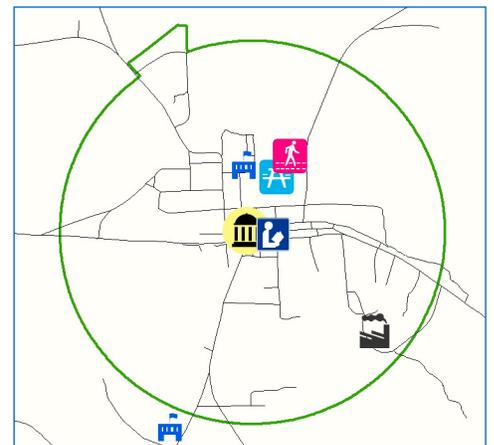


# Marion County Selected Activity Centers and Points of Interest



-  Historic site or area
-  School or college campus
-  Walking track
-  Industrial site or area
-  Library
-  Park and/or recreational area
-  Museum or cultural attraction
-  SAM Shortline Railroad Stop
-  Marion County Boundary
-  City Limits
-  Roads

*Inset 1 - Buena Vista*



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# SCHLEY COUNTY

## Ellaville

**Transportation:** Schley County is crisscrossed by 236 miles of public roadway, 64% of which is paved. Of total county roadway, 9% is located in the corporate limits of Ellaville. The county's public works department repairs pot-holes on paved county routes, and city personnel maintain and repair city streets.

**Recreation:** Ellaville leases and maintains two public recreation sites from the Board of Education which includes a basketball court, softball field, and two tennis courts.

*Bicycle and Pedestrian Facilities:* A walking track is located at the Board of Education in Ellaville.

**Cultural Resources:** The Schley County Courthouse in Ellaville is listed in the National Register of Historic Places.

**Education:** The Schley County Board of Education constructed an elementary school (grades PK-6) in 1993 and the high school (7-12) in 1999 one mile south of the Ellaville city limits.

**Land Use:** Agriculture/Forest is by far the dominant land use in Schley County's rural area, accounting for 97% of total acreage.

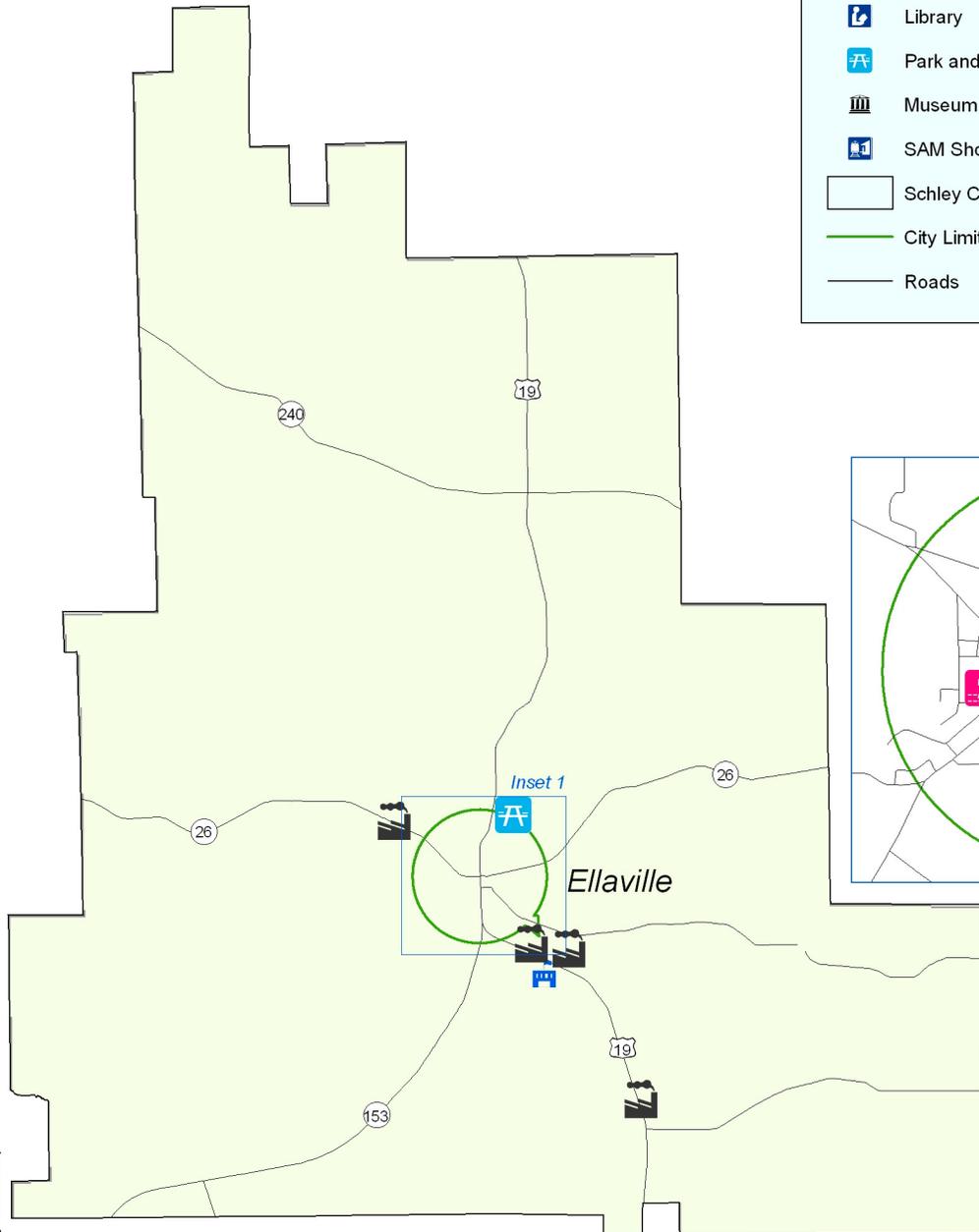
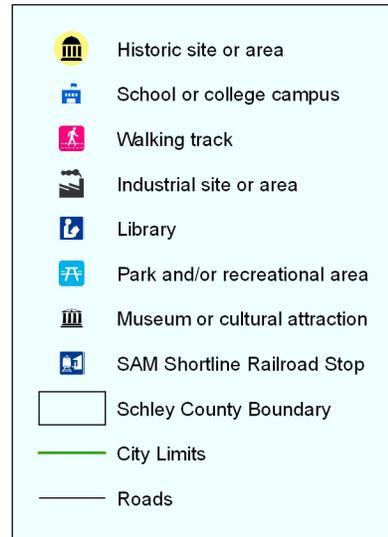
Of the four industrial sites in the unincorporated area, three are on the periphery of the Ellaville city limits. Ellaville has significant acreage in industrial use, concentrated in the southern part of the city but including some areas on the northern city limits.

The county's Recreational land use consists of a three acre neighborhood park (basketball court and softball field) on the city's northern corporate limit, and Cedar Creek Country Club and Golf Course in extreme northwest Schley County. Near the Schley County Board of Education office is a ten acre site offering two lighted tennis courts and an open field. The county owns a basketball gym just off the town square, and there is also a baseball field in the southeast quadrant of the city.

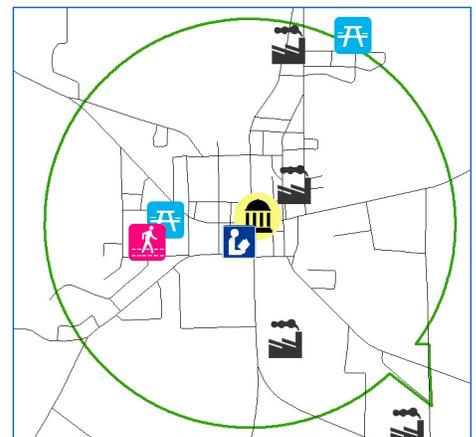
Approximately 20% of the city's land area is in residential development.



# Schley County Selected Activity Centers and Points of Interest



*Inset 1 - Ellaville*



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# SUMTER COUNTY

## Americus ♦ Andersonville ♦ De Soto ♦ Leslie ♦ Plains

**Transportation:** Sumter County is crisscrossed by 787 miles of roads, 75% of which are paved. US Highway 19 provides a primary north-south route, and US 280 provides a similar east-west route. The county is responsible for maintenance of 526 miles of county roadway, portions of which are located in the Cities of Plains, Andersonville, Leslie, and the Town of De Soto.



**Recreation:** Public recreation is funded jointly by the City of Americus and Sumter County. A large city-county recreational complex, including a variety of playing fields, is located just south of Americus on US Highway 19/State Route 3. A horse riding arena is located on Southerfield Road in northeast Americus; a baseball field is located on the outskirts of De Soto. Additional facilities are located in Americus (see Americus below).

**Bicycle and Pedestrian Facilities:** Several walking trails and paths are located at parks and on the campus of Georgia Southwestern State University in Americus.

**Natural Resources:** The Flint River and Lake Blackshear comprise the county's western boundary.

**Education:** The Sumter County Board of Education operates elementary, middle, and high schools for school-age residents throughout the county. All facilities are located within the city of Americus. Two private schools, Southland Academy and Brooklyn Heights, are located near Americus' east and west corporate limits, respectively.

Georgia Southwestern State University and South Georgia Technical College are located in Americus and provide post-secondary educational programs.

**Land use:** Agriculture/Forest is by far the predominant land use in Sumter County, accounting for 84% of the total area.

Commercial establishments are located throughout the county, although approximately half of them are located within one mile of the Americus city limits.

Eighty percent of the county's industrial acreage is comprised of the Mullite Corporation of America (Mulcoa) facility near Andersonville on the county's northern boundary. Additional industrial sites are located near Americus, Plains, and Cobb (unincorporated).

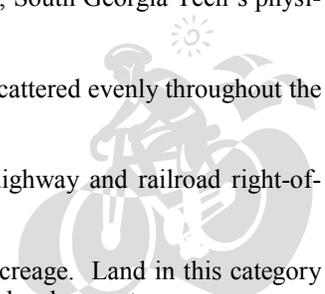
Park/Recreation/Conservation land use is primarily limited to Brickyard Plantation, a private golf course on US Highway 280 west of Americus, and a city-county recreation complex located south of the city on US Highway 19.

Public/Institutional land use is scattered across 61 sites in the rural area; half of the acreage is comprised of church property and cemeteries. Additional facilities include county property and buildings, South Georgia Tech's physical plant, and the University of Georgia's Agricultural Experiment Station.

Residential use accounts for approximately 2% of acreage in Sumter County and is scattered evenly throughout the rural area.

Transportation/Communication/Utilities land use is almost entirely comprised of highway and railroad right-of-way and Souther Field near Americus.

Undeveloped/Unused land accounts for approximately 12.5% of Sumter County's acreage. Land in this category contains soils that are generally unsuitable for agricultural use or most other types of development.



## CITY OF AMERICUS

**Transportation:** Americus is crisscrossed by 99.48 miles of roads, less than a mile of which is not paved. The city provides basic maintenance for city and county streets and rights-of-way.

**Recreation:** Public recreation is funded jointly by the City of Americus and Sumter County. A large city-county recreational complex with a variety of playing fields is located south of Americus on US Highway 19/State Route 3. Within the City of Americus, the department maintains twelve parks, three swimming pools, five ball fields, and six tennis courts. Additional facilities include a horse arena on Southerfield Road just northeast of the city. Walking trails are located at Rucker Street Park, Muckalee Creek Park, Barnum Senior Citizens Park, and on the campus of Georgia Southwestern State University.

**Cultural Resources:** A large portion of the city is listed in the National Register of Historic Places. The Americus Historic District includes the city's commercial center and adjacent historic neighborhoods. A second National Register district, the Ashby Street Shotgun Row Historic District, is located northeast of downtown.

The renovated Windsor Hotel in downtown is one of a very few historic hotels still operating in the state, and is included among the National Trust for Historic Preservation's "Historic Hotels of America." The restored Rylander Theatre, a circa 1920 performing arts and movie theater, maintains a regular schedule of events. Americus is also home to Habitat for Humanity and the organization's Global Village and Discovery Center.

**Education:** Students attend either Sumter County Schools or private schools located in Americus. The two private school systems include Southland Academy, located just east of the city limit, serving grades K4 through 12, and Brooklyn Heights, the only church supported school in the city, serving grades K-12, and located on church grounds in west Americus.

Post-secondary institutions include Georgia Southwestern State University (GSW) and South Georgia Technical College (SGTC). GSW has one of the smaller enrollments of the University System's Senior Colleges, and the school offers a variety of undergraduate and graduate degrees and academic programs. SGTC is a residential, vocational-technical school offering a variety of programs related to technical, business, and health-oriented occupations.

Americus is headquarters of the Lake Blackshear Regional Library System, part of the organizational structure through which the Georgia Department of Education dispenses state funds for public libraries and their operations.

**Land use:** Land use categories in the city include Agricultural/Forest, Commercial, Industrial, Park/Recreation/Conservation, Public/Institutional, Residential, Transportation/Communication/Utilities, and Undeveloped/Unused. Residential land use is by far the most prevalent land use accounting for 42% of the total area, followed by Undeveloped/Unused at 20%, and Transportation/Communication/Utilities at 16%. No other land use represented more than 7% of the total area.

**Related Projects:** The Americus bicycle and pedestrian corridor will provide a multi-use path linking downtown with outlying areas, and connecting points of interest within the city. Multi-use paths on the campus of Georgia Southwestern State University will connect the central campus to facilities on the perimeter.



## CITY OF ANDERSONVILLE

**Transportation:** There are approximately 7.7 miles of public roadway in Andersonville, 91% of which are paved. The city provides basic maintenance for city streets; GDOT and the county maintain their respective roads and right-of-ways.

**Recreation:** Andersonville owns and maintains three recreation sites. Andersonville City Park, located on East Church Street, consists of a full length, lighted basketball court. This recreation site also contains children's playground equipment and a picnic table. A lighted tennis court is located at the intersection of Ellaville and Oglethorpe streets. A large, unfenced and unmarked adjoining grass field is available for softball, football, and other activities. The third recreation site consists of a half-court basketball court, playground equipment, and picnic tables on West Johnson Street.

**Cultural Resources:** The Andersonville National Historic Site and National Prisoner of War Museum, a unit of the National Park Service, is located immediately east of the city. The site commemorates and interprets the legacy of the Civil War-era prison, Camp Sumter, and the experience and ordeal of American prisoners of war generally.

**Education:** There are no school facilities in the community. Students who live in Andersonville attend either the consolidated Sumter County school system in Americus or attend a local private school.

**Land use:** Land use categories in the city include Agriculture/Forest, Commercial, Industrial, Park/Recreation/Open Space, Public/Institutional, Residential, Transportation/Communication/Utilities, and Undeveloped/Unused. The largest proportion (43%) of the incorporated area is in agriculture/forest land use, followed by Undeveloped/Unused (29%), and Residential (11%). No other land use represented more than 7% of the total area.

## TOWN OF DE SOTO

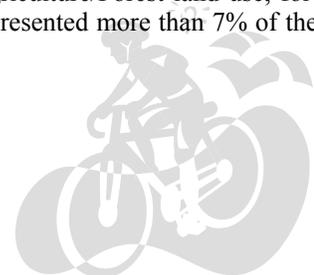
**Transportation:** De Soto has 4.3 miles of public streets, 97% of which are paved.

**Recreation:** There are no recreational programs, activities, or services available in De Soto, but a county program is available. A county recreation facility located in the vicinity of De Soto includes a lighted baseball/softball field with bleachers, a playground, and a hard surface basketball court.

**Cultural Resources:** A surface well, supposedly dug by Don Hernando De Soto, Spanish explorer, is located less than one-half mile east of the current town limits. No steps have been undertaken to preserve or interpret the site.

**Education:** There are no school facilities in the community. Students who live in De Soto attend either the consolidated Sumter County school system or a private school, both located in Americus.

**Land use:** Land use categories in the town include Agriculture/Forest, Commercial, Industrial, Park/Recreation/Conservation, Public/Institutional, Residential, Transportation/Communication/Utilities, and Undeveloped/Unused. The largest proportion (64%) of the incorporated area is in Agriculture/Forest land use, followed by Undeveloped/Unused (12%), and Residential (9%). No other land use represented more than 7% of the total area.



## CITY OF LESLIE

**Transportation:** Leslie has almost 9.5 miles of public streets, 98% of which are paved.

**Recreation:** There are no recreational programs, activities, or services available in Leslie, but a county program is available. A county recreation facility located in the vicinity of nearby De Soto includes a lighted baseball/softball field with bleachers, a playground, and a hard surface basketball court.

**Cultural Resources:** The city is home to the Georgia Rural Telephone Museum, dubbed “the largest collection of telephones and telephone memorabilia in the world.”

**Education:** There are no school facilities in the community. Students who live in Leslie attend either the consolidated Sumter County school system or a private school, both located in Americus.

**Land use:** Land use categories in the city include Agriculture/Forest, Commercial, Industrial, Park/Recreation/Conservation, Public/Institutional, Residential, Transportation/Communication/Utilities, and Undeveloped/Unused. The largest proportion (73%) of the incorporated area is in Agriculture/Forest land use, followed by Undeveloped/Unused (8%), Transportation/Communication/Utilities (8%), and Residential (8%). No other land use represented more than 2% of the total area.

## CITY OF PLAINS

**Transportation:** Plains has 6.61 miles of streets, all but 0.01 miles of which are paved. The city makes minor road repairs and provides general maintenance.

**Recreation:** The City does not operate any public recreation facilities, though the City Park is available for picnicking. Recreation programs and facilities are provided in cooperation with Sumter County.

**Cultural Resources:** Plains is home to former President Jimmy Carter, and a significant portion of the city has been acquired and/or designated as Jimmy Carter National Historic Site and Preservation District. The National Park Service operates a museum in the old Plains High School building. The downtown and adjacent historic neighborhoods have been listed in the National Register of Historic Places as the Plains Historic District. A state-sanctioned welcome center is located on US 280 on the eastern city limits.

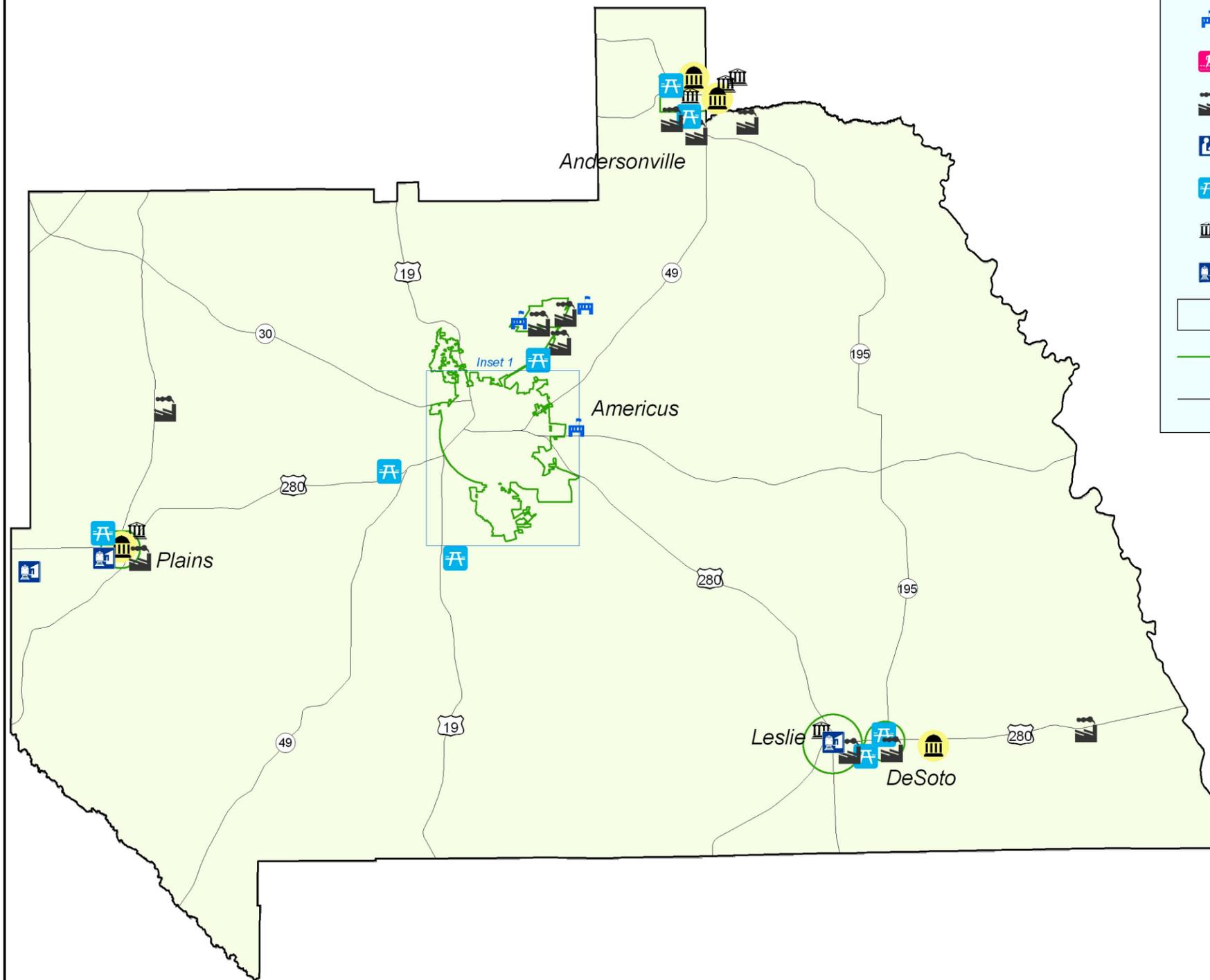
**Education:** There are no school facilities in the community. Students who live in Plains attend either the consolidated Sumter County school system or a private school, both located in Americus.

**Land use:** Land use categories in the city include Residential, Commercial, Public/Semi-public, Agricultural/Undeveloped/Vacant, Industrial, and Streets & Public right of ways. The largest proportion (40.3%) of the incorporated area is in Agricultural/Undeveloped/Vacant land use, followed by Residential (32.1%), Streets and Public rights of way (9.8%), and Commercial (7.9%). No other land use represented more than 7% of the total area.

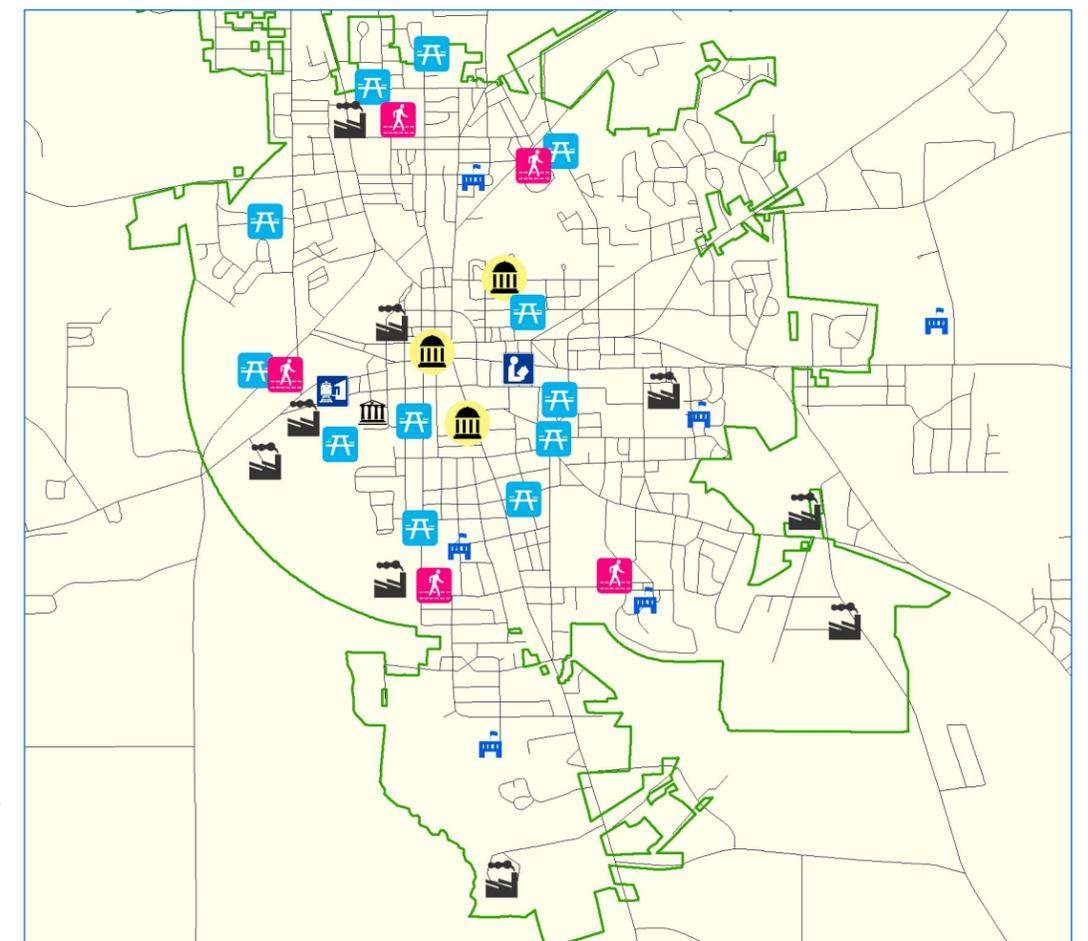


# Sumter County Selected Activity Centers and Points of Interest

-  Historic site or area
-  School or college campus
-  Walking track
-  Industrial site or area
-  Library
-  Park and/or recreational area
-  Museum or cultural attraction
-  SAM Shortline Railroad Stop
-  Sumter County Boundary
-  City Limits
-  Roads



*Inset 1 - Americus*



# TAYLOR COUNTY

## Butler ♦ Reynolds

**Transportation:** State Route 96 traverses Taylor County from east to west and US Highway 19 runs north and south. Both corridors are prime areas for potential development.

**Recreation:** The County Recreation Department, working with the Cities of Butler and Reynolds, maintains several baseball fields, tennis courts, playground facilities, and two walking trails.

*Bicycle and Pedestrian Facilities:* State Bicycle Route 40 follows State Highway Route 96 through the county. Walking trails are located at the county recreation complex west of Butler, on State Route 137, and along Liberty Street in Reynolds.



**Cultural and/or Natural Resources:** The Taylor County Courthouse in Butler is listed in the National Register of Historic Places. The Flint River comprises the county's northeastern boundary.

**Education:** The Taylor County Public School System serves all of Butler, Reynolds, and the remaining areas of the County.

**Land Use:** The majority of land in Taylor County falls into two major land use categories. These are agriculture/forest and undeveloped/unused. Together these categories make up 96.6% of the total land area for the county.

At the time of the last survey, 370 (0.2%) acres were in Commercial use, and 1,300 acres (0.5%) were Industrial. Park/Recreation/Conservation land uses totaled fifty acres (0.1%), Public/Institutional land use accounted for 220 acres (0.1%), and Residential was the third largest land use in the rural area, accounting for 5,280 acres (2.1%).

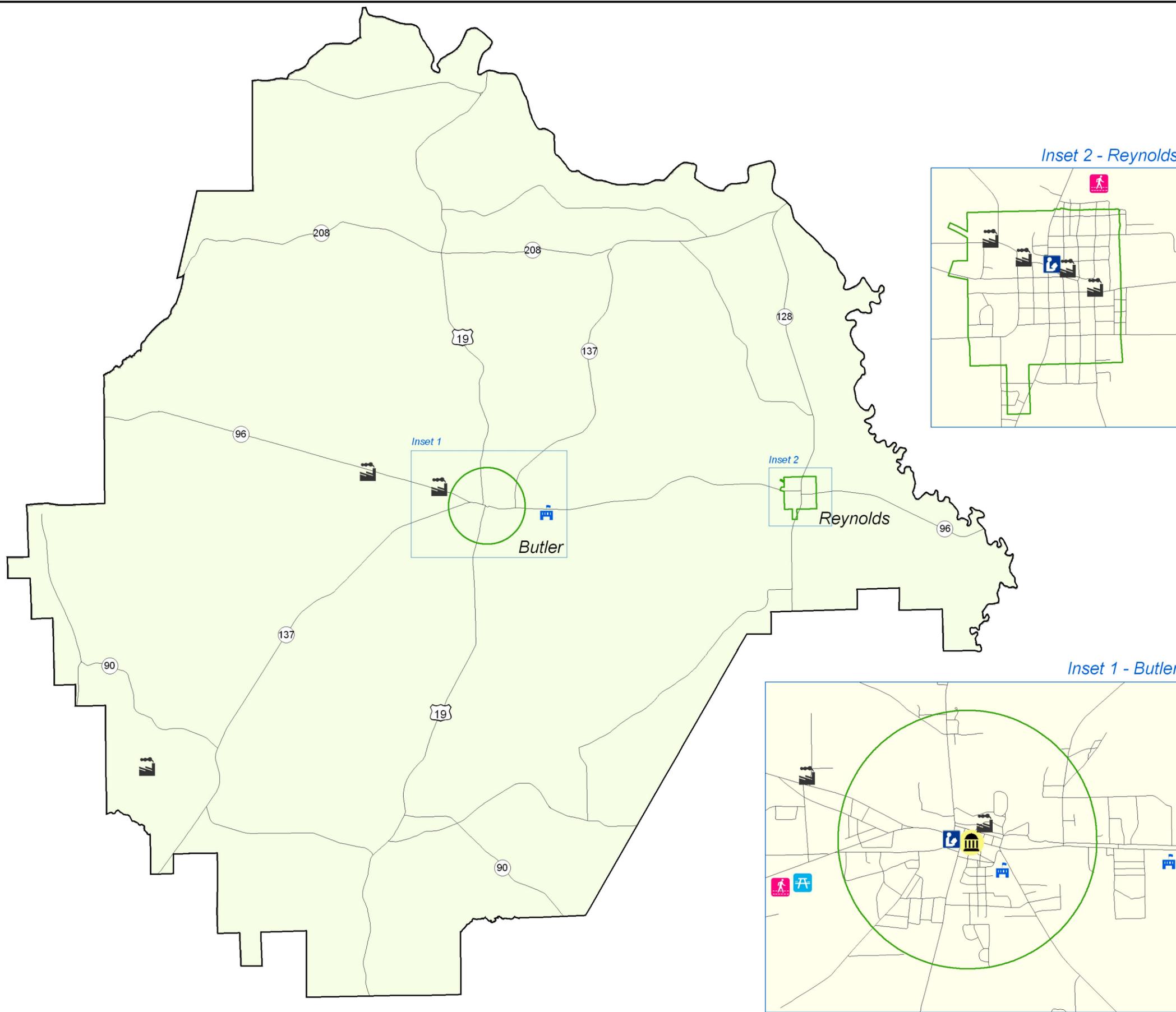
In the City of Butler, the predominant land use is Residential (37.2%), followed by Undeveloped/Unused (27.9%), Transportation/Communication/Utilities (15.8%), Agriculture/Forest (9.5%), and Commercial (6.9%). No other use constituted more than 1.7% of the total land area.

In the City of Reynolds, the predominant land use is also Residential (36.2%), followed by Undeveloped/Unused (27.8%), Agriculture/Forest (11.5%), Transportation/Communication/Utilities (9.3%), and Commercial (7.4%). No other use constituted more than 3.6% of the total land area.

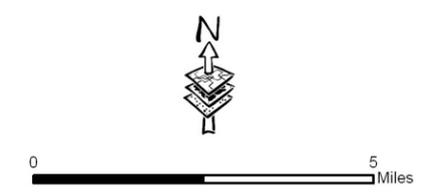
**Related Projects:** Using Transportation Enhancement funding from the Department of Transportation, the City of Butler proposes to construct a five-foot sidewalk along Cedar Street and State Route 137 from the western city limit to US Highway 19/State Route 3. The project proposes to connect residential neighborhoods in the western portion of the city, the County recreation complex, and the downtown area.



# Taylor County Selected Activity Centers and Points of Interest



	Historic site or area
	School or college campus
	Walking track
	Industrial site or area
	Library
	Park and/or recreational area
	Museum or cultural attraction
	SAM Shortline Railroad Stop
	Taylor County Boundary
	City Limits
	Roads



Map prepared by:  
MIDDLE FLINT REGIONAL  
DEVELOPMENT CENTER

# WEBSTER COUNTY

## Preston ♦ Weston

**Transportation:** Throughout Webster County there are 258 miles of public roadway, 4% of which is in Preston, 2% in Weston, and 94% in the unincorporated area. Twenty percent of the county's roadways are state routes, 79% are county roads, and 1% are city streets. Webster County maintains the local transportation network with financial assistance from the Georgia Department of Transportation.

**Recreation:** There are no publicly organized or operated recreation programs in Preston, Weston, or Webster County.

*Bicycle and Pedestrian Facilities:* The parking lot of the Webster County Elementary School is frequently used as a walking area.

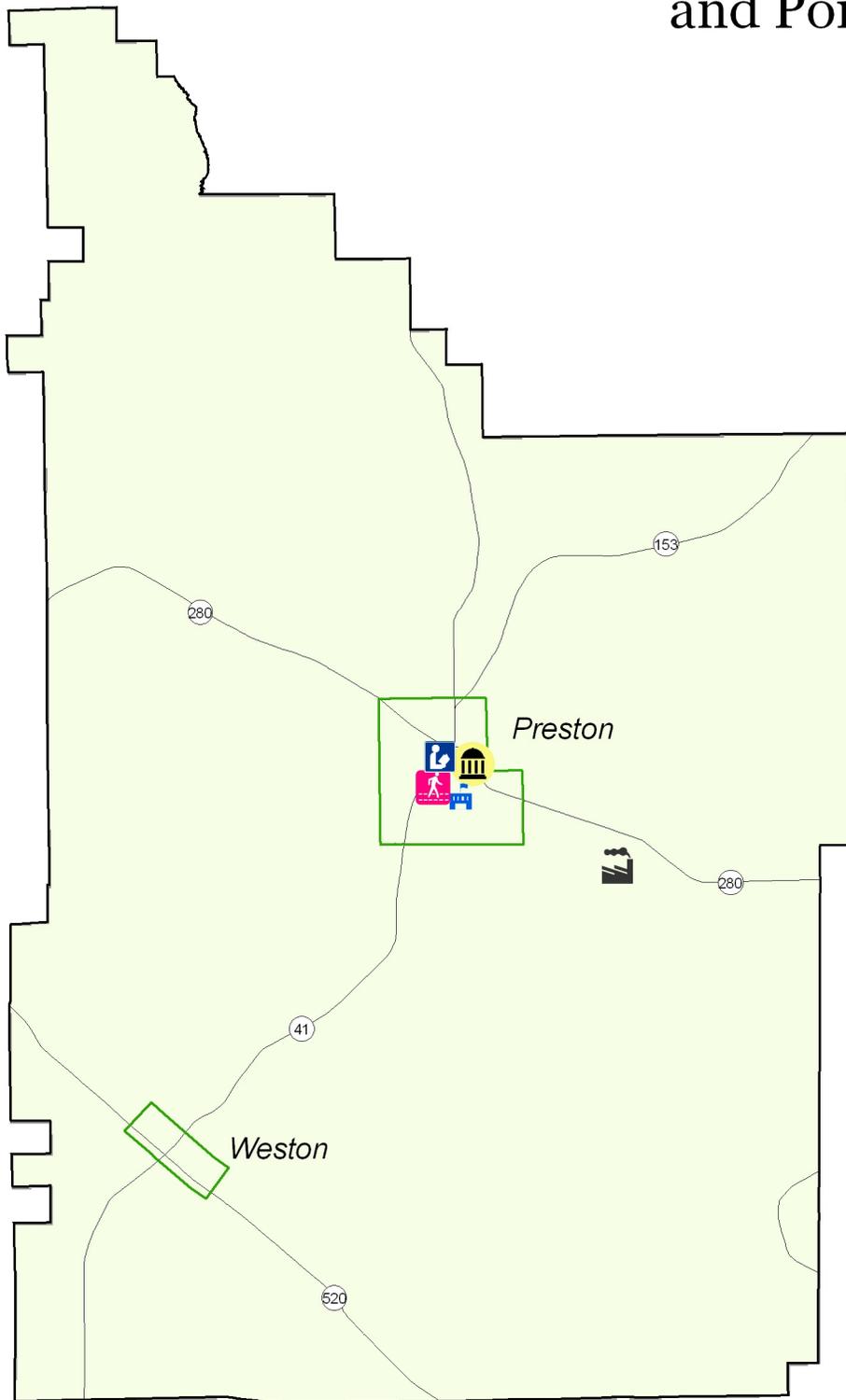
**Cultural Resources:** The Webster County Courthouse in Preston is listed in the National Register of Historic Places. A pair of nearby historic jail buildings are also listed in the National Register.

**Education:** Webster County's high school students (grades 8-12) attend Tri County High School, 5.5 miles north of the county's northern boundary on county route 127 and ten miles north of Preston. Webster County Elementary School is located in Preston.

**Land Use:** Agriculture/Forest is by far the predominant land use, accounting for 98% of the total area. There are approximately fourteen commercial establishments distributed throughout the rural area. Tolleson Lumber Company, Inc., accounts for the vast majority of the county's 50 industrial acres. There was no Park/Recreation/Conservation land use documented in the unincorporated area. Churches and cemeteries account for virtually all Public/Institutional acreage. Residential land use accounted for less than one percent of total rural acreage.



# Webster County Selected Activity Centers and Points of Interest



-  Historic site or area
-  School or college campus
-  Walking track
-  Industrial site or area
-  Library
-  Park and/or recreational area
-  Museum or cultural attraction
-  SAM Shortline Railroad Stop
-  Webster County Boundary
-  City Limits
-  Roads



Map prepared by:  
MIDDLE FLINT REGIONAL  
DEVELOPMENT CENTER

# NEEDS ASSESSMENT

The Middle Flint Region is characterized by rural, agricultural counties with relatively small, compact community centers. The region is crisscrossed by a network of federal, state, and local highways and roadways that provide access to the area's various communities and cultural and natural resources, and good inter- and intra-regional access. The region has an abundance of cultural resources; the Flint River and Lake Blackshear provide the area's primary natural resource attractions. Schools are variously located in towns or in less accessible rural locations. Because of acreage needs, recreational facilities also tend to be developed in less accessible locations. Existing facilities generally do not incorporate pedestrian elements.

As an agricultural region with a relatively small population base, the Middle Flint area does not suffer from traffic congestion and, therefore, pedestrian and bicycling activity are, and are likely to remain, primarily recreational and fitness activities. Nonetheless, cycling and walking should be encouraged and developed as viable transportation alternatives for those who desire additional mobility choices. For example, cycling and walking are sometimes the only transportation modes available to the young, the elderly, and the poor. Beyond providing a cheap and efficient means of getting around, these transportation alternatives also provide significant health benefits. As obesity rates continue to increase nationally and represent mounting future public health costs, cycling and walking, whether for transit or pleasure, provides important exercise activity for communities. Promoting cycling and walking will require education programs that explain both the benefits of those activities as well as safety concerns for its participants and the general public.

As much of the cycling and pedestrian activity is likely to be recreational in nature, regional partners should also encourage tourism development for riders from outside the area. The region's abundant cultural and natural resources provide a unique opportunity to connect a large number of resources within a relatively small area.

Generally, the region lacks significant bicycle and pedestrian programs or facilities. The development, promotion, and implementation of any programs and projects will represent significant progress toward the meaningful inclusion of cycling and pedestrian interests in area transportation planning, recreational enhancement, and economic development.

# RECOMMENDATIONS and IMPLEMENTATION STRATEGY

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The regional Bicycle and Pedestrian Plan’s “Recommendations” were developed with input received at public meetings and from the regional Planning Advisory Committee (PAC) meetings administered by the Middle Flint Regional Development Center (MFRDC).

Separate public meetings and PAC meetings were held by the MFRDC, and a range of needs, goals, and objectives were identified. From this information, and from the existing conditions assessment assembled and provided by the MFRDC, region-wide and project-specific recommendations have also been developed.

Thus, these recommendations can generally be categorized as “regional” or location specific “project” recommendations. They are listed below and explained in the following pages.

## **Regional Recommendations:**

- 1▶ Create [permanent regional bicycle and pedestrian planning committee](#) under auspices of RDC
- 2▶ Develop and promote [safety and health education campaigns](#)
- 3▶ Develop [Safe Routes to School Program](#)
- 4▶ Encourage bicycling and pedestrian consideration in [local land use planning](#)
- 5▶ Ensure [maintenance of existing sidewalk networks](#) within communities
- 6▶ Promote bicycling and pedestrian activities at [local annual festivals](#)
- 7▶ Develop programs to [keep existing bike lanes clear of debris](#)
- 8▶ Develop “[Rails-to-Trails](#)” projects
- 9▶ Create [new bicycle and pedestrian facilities](#)
- 10▶ Install and maintain [appropriate signage on bicycle routes](#)
- 11▶ [Study additional bicycle routes](#), including along county maintained routes
- 12▶ [Separate bicycle lanes from vehicle traffic](#) whenever feasible
- 13▶ Develop bicycle routes that incorporate [natural and cultural resources](#)
- 14▶ Develop [regional map](#) of bicycle routes and multi-use paths
- 15▶ Identify, restore, and construct highway [waysides](#) along bicycle routes

## **Project Recommendations:**

- 1▶ Designate US 280 from Plains to Cordele bike route
- 2▶ Implement Components of Plains and Jimmy Carter N.H.S. *GreenPrint*
- 3▶ Designate SR 49 and SR 90 Loop Route
- 4▶ Designate and install bicycle lanes on US 19 bike route
- 5▶ Create Georgia Southwestern State University Pedestrian Trail
- 6▶ Develop and implement Lee Street Sidewalk Improvements
- 7▶ Designate US 280 from Plains bike route
- 8▶ Designate SR 49 from Montezuma/Oglethorpe bike route
- 9▶ Designate SR 230/Drayton Rd./Cannon Rd. Route
- 10▶ Designate SR 26 from Ellaville to Buena Vista
- 11▶ Designate SR 90 from Cordele toward Fitzgerald
- 12▶ Provide safety signage along roads connecting sites to bicycle route system



**REGIONAL RECOMMENDATION 1:**

**Regional Bicycle and Pedestrian Planning Committee**

A permanent regional bicycle and pedestrian advisory committee should be formalized following completion of the current planning study. This committee will continue to provide input and encourage implementation of regional program and project recommendations. Such a committee could be administered by the Middle Flint RDC and supported with financial assistance from GDOT. The committee should continue to represent the entire region, and its membership should reflect a variety of interests related to bike and pedestrian planning.

PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
X	X	X	X	X	X	RDC, GDOT	GDOT

**REGIONAL RECOMMENDATION 2:**

**Safety and Health Education Campaigns**

Create, promote, and operate a statewide and/or regional safety education campaign and program for cyclists, pedestrians, and motorists. In combination with a safety program or separately, create, promote, and operate a statewide or regional health education campaign indicating the benefits of bicycling and walking for transportation and/or recreation. Safety efforts should be coordinated by GDOT and implemented in conjunction with the Georgia Department of Motor Vehicle Safety and local governments. Health programs will require coordination between various state and local health and education departments. Information regarding bicycle and pedestrian safety and the health benefits of exercise are widely available; the proposed programs should focus on methods of delivery rather than development.



PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
X	X	X	X	X	X	RDC, GDOT and DMVS, Local Boards of Education and Police	State/Federal Grants, GDOT, Local

**REGIONAL RECOMMENDATION 3:**

**Safe Routes to School Program**

Develop and promote a regional “Safe Routes to School” outreach program and encourage walking and cycling to schools wherever possible. Although the region is largely rural, maintain existing community schools and establish new schools within communities whenever feasible. Work with local governments and school boards to encourage location of new schools within a safe walking or cycling distance for students. Construct or maintain bicycle and pedestrian facilities within campus vicinities, such as sidewalks and/or bike lanes and racks.



PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
	X	X	X	X	X	RDC/PAC, Local governments and Boards of Education, GDOT	GDOT, Local

**REGIONAL RECOMMENDATION 4:**

**Land Use Planning**



Encourage local governments to incorporate bicycle and pedestrian facilities into community land use planning. New developments within municipalities should accommodate bicycle and pedestrian access (e.g. sidewalks, bike lanes and/or racks). Local governments and planning departments should consider including alternative transportation access among facilities provided to new commercial, residential, and industrial developments.

PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
X	X	X	X	X	X	RDC/PAC, Local governments and planning departments	RDC, Local

**REGIONAL RECOMMENDATION 5:**

**Maintain Sidewalks**



Ensure maintenance of existing sidewalk networks throughout region’s communities. GDOT should help maintain sidewalks along state routes. RDC staff and planning advisory committee can help inform local governments about programs and funding sources to assist with sidewalk maintenance and improvements.

PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
X	X	X	X	X	X	RDC, GDOT, Local governments and public works	State/Federal grants, GDOT, Local

**REGIONAL RECOMMENDATION 6:**

**Annual Festival Opportunities**

Promote and encourage bicycling and pedestrian events at annual festivals throughout the region. Planning committee and RDC staff should develop inventory of region’s annual festivals and events and prepare a methodology and promotional materials with which to approach event organizers. Encourage bicycle safety demonstrations, rides, tours, and/or competitions, and short and medium distance “fun” runs and walks. Distribute information on the health benefits of cycling and exercising, on safety issues, and on community benefits related to bicycle and pedestrian planning.



PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
	X	X	X	X	X	RDC/PAC, Local governments and festival committees	RDC, Local

Continued





**REGIONAL RECOMMENDATION 7:**  
**Keep Bike Lanes Clear**

Encourage local governments to develop programs in cooperation with GDOT to keep existing and future bike lanes clear of various debris and in good repair. New programs could coordinate with, become a component of, or be modeled after existing programs such as “Adopt-A-Highway” and rely partly on volunteer efforts.

PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
	X	X	X	X	X	RDC/PAC, GDOT, Local governments and public works	GDOT, Local

**REGIONAL RECOMMENDATION 8:**  
**Rails-To-Trails**

Promote development of “Rails-to-Trails” projects throughout the region. Currently, no potential Rails-to-Trails projects have been identified in the region. However, if any rail alignments are abandoned or otherwise made available for alternative uses in the future, efforts should be made to determine their feasibility for Rails-to-Trails use, and implementation of viable projects should be supported.



PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
	X	X	X	X	X	RDC/PAC, GDOT, Local governments	State/Federal grants, GDOT

**REGIONAL RECOMMENDATION 9:**  
**Create New Facilities**

Designate bicycle routes and create bicycle and pedestrian facilities throughout the region. At least one state bicycle route or portion of a route should be designated and developed for each county in the region. New transportation projects should consider feasibility of accommodating bicycle and/or pedestrian traffic.



PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
	X	X	X	X	X	RDC/PAC, GDOT, Local governments	State/Federal grants, GDOT, Local



Continued

**REGIONAL RECOMMENDATION 10:**

**Signage**

All designated bicycle routes should be well marked with appropriate signage indicating the route and alerting motorists to the possible presence of riders. Current signage on designated routes is inadequate or non-existent. Appropriate signage is imperative for the safety of both cyclists and motorists. Additional signage and the improvement of existing signage could also indicate the location of public facilities and sites of interest to both automobile and cycling traffic.

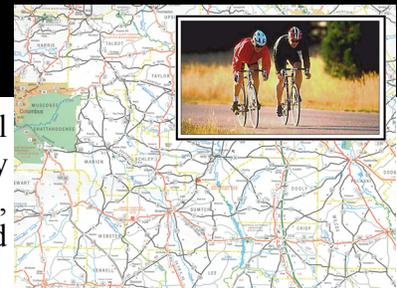


PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
X	X	X	X	X	X	GDOT, Local governments	GDOT

**REGIONAL RECOMMENDATION 11:**

**Additional Route Study**

Promote and facilitate continued study to develop additional bicycle routes and assess their feasibility. Less traveled county routes often provide safer alternatives for bicycle riders, and, thus, “county bicycle routes” should be developed and supported both by local governments and GDOT.

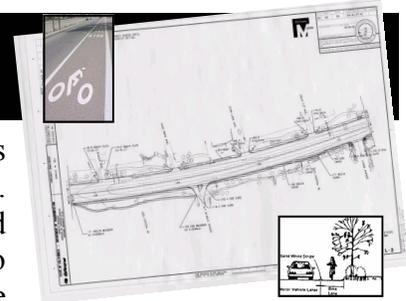


PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
	X	X	X	X	X	RDC/PAC, GDOT, Local governments	State/Federal grants, GDOT

**REGIONAL RECOMMENDATION 12:**

**Separate Bicycle Lanes**

Any state or U.S. highways designated as state bicycle routes should contain separate and/or divided bicycle travel lanes. Existing bicycle lanes should be maintained and improved, and highways without such facilities should be modified to incorporate them. Specialized highway safety paints could divide automobile traffic lanes from bicycle traffic lanes. If “rumble strips” are utilized for this purpose, they should be of a bicycle-friendly design (with gaps for cyclist entrance and exit) and should not intrude upon the bicycle lane itself.



PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
	X	X	X	X	X	GDOT, Local governments	State/Federal grants, GDOT

**REGIONAL RECOMMENDATION 13:**

**Cultural and Natural Resources**

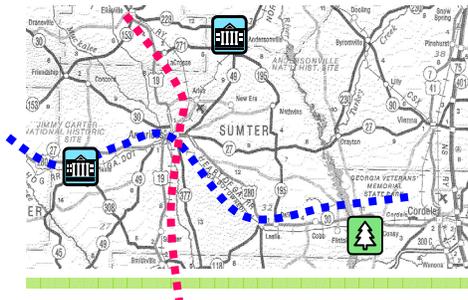
With all future bicycle routes, develop routes to ensure incorporation of all sites of cultural, natural, and aesthetic interest. Diversion from a primary highway facility is acceptable and encouraged to provide route access to historic sites or areas, significant natural features or areas, and/or scenery or vistas of high aesthetic quality.



PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
	X	X	X	X	X	RDC/PAC, GDOT, DNR, Local governments	State/Federal grants, GDOT, DNR

**REGIONAL RECOMMENDATION 14:**

**Regional Map**



Develop regional map of bicycle routes and multi-use paths showing potential tourist attractions such as historic sites, natural areas, parks, and other sites or areas of interest. Include larger-scale inset maps indicating routes through cities and towns. Map should indicate locations of facilities and shops that would be of use to or provide goods or services of interest to cyclists.

PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
		X	X			RDC/PAC, GDOT, Local governments	State/Federal grants, GDOT, Local, Private

**REGIONAL RECOMMENDATION 15:**

**Waysides**

Identify, restore, and construct highway “waysides” along existing and future bicycle routes. Existing and proposed waysides could be improved or constructed to include picnic tables, garbage receptacles, tourist information, and/or shelter, running water, water fountains, and restroom facilities.



PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
		X	X	X	X	GDOT, Local governments	GDOT

**PROJECT RECOMMENDATION 1:**

**US 280 Route: Plains to Cordele**



With all future bicycle routes, develop routes to ensure incorporation of all sites of cultural, natural, and aesthetic interest. Diversion from a primary highway facility is acceptable and encouraged to provide route access to historic sites or areas, significant natural features or areas, and/or scenery or vistas of high aesthetic quality.

PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
X	X	X	X	X		RDC/PAC, GDOT, Local governments	State/Federal grants, GDOT

**PROJECT RECOMMENDATION 2:**

**Implement Components of Plains and Jimmy Carter N.H.S. *GreenPrint***



Implement bicycle and pedestrian components of the Plains “GreenPrint” study prepared by the Trust for Public Land in 2002. This proposal calls for a number of bicycle routes and walking trails in Plains and the town’s vicinity that will connect and provide access to the downtown, historic neighborhoods, Jimmy Carter National Historic Site, and the surrounding countryside.

PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
X	X	X	X	X		RDC/PAC, GDOT, Local governments	State/Federal grants, GDOT

**PROJECT RECOMMENDATION 3:**

**SR 49 and SR 90 Loop Route**



Develop spur or “loop” route on SR 49 from proposed US 280 bike route at Americus to incorporate Andersonville National Historic Site and POW Museum, and Andersonville Civil War village. Proposed route intersects SR 90 at Oglethorpe/Montezuma and provides access to State Bicycle Route 15 at Vienna. SR 90 route passes through scenic agricultural lands and small farming towns in Dooly County, including Lilly and Byromville.

PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
X	X	X	X	X		RDC/PAC, GDOT, Local governments	State/Federal grants, GDOT

Continued



**PROJECT RECOMMENDATION 4:**

**Install Bike Lanes on US 19**



Incorporate bike lanes into impending improvements to US 19 and designate as a state bicycle route. Route could begin at State Bicycle Route 40 at Butler (SR 96—Fall Line Freeway) and continue southward, passing through Ellaville and Americus (crossing proposed designation of US 280), en route to State Bicycle Route 20 at Leesburg (Lee County).

PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
X	X	X	X	X	X	RDC/PAC, GDOT, Local governments	State/Federal grants, GDOT

**PROJECT RECOMMENDATION 5:**

**Georgia Southwestern State University Pedestrian Trail**



Develop and construct a shared-use bicycle and pedestrian trail connecting the Georgia Southwestern State University campus with the Americus-Sumter County recreational complex located south of the city.



PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
	X	X	X	X	X	RDC/PAC, GSW, City of Americus	State/Federal grants, Local, Private

**PROJECT RECOMMENDATION 6:**

**Lee Street Sidewalk Improvements in Americus**



Repair, reconstruct, and/or improve sidewalks along Lee Street. Include mile markers to indicate distances traveled.

PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
	X	X	X	X		RDC/PAC, GDOT, City of Americus	State/Federal grants, GDOT, Local

**PROJECT RECOMMENDATION 7:**

**US 280 Route: Plains to Lumpkin**



Complete bicycle route designation of proposed US 280 route from Plains to Cordele by extending westward through Preston and Webster County toward existing State Bicycle Route 5 at Lumpkin. This route would connect aforementioned tourist sites in the Middle Flint Region with historic sites in Lumpkin (Westville, etc.) and state parks (Providence Canyon and Florence Marina) on SBR 5 in Stewart County.

PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
			X	X	X	RDC/PAC, GDOT, Local governments	State/Federal grants, GDOT

**PROJECT RECOMMENDATION 8:**

**SR 49 Route: Continue toward Fort Valley**

Extend proposed route on SR 49 (aforementioned “loop route”) from Montezuma/Oglethorpe through Marshallville and toward existing State Bicycle Route 40 at Fort Valley.



PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
			X	X	X	RDC/PAC, GDOT, Local governments	State/Federal grants, GDOT

**PROJECT RECOMMENDATION 9:**

**SR 230/Drayton Road/Cannon Road Route**

Complete bicycle route between Byromville and Georgia Veterans Memorial State Park on SR 230 and county routes.



PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
			X	X	X	RDC/PAC, GDOT, Local governments	State/Federal grants, GDOT

**PROJECT RECOMMENDATION 10 and 11:**

**Long term routes: SR 26 and extending SR 90**



Develop bicycle route from Ellaville to Buena Vista on SR 26 and toward Cusseta and SBR 5. Also, develop route on SR 90 from Cordele toward Fitzgerald and SBR 20.

PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
					X	RDC/PAC, GDOT, Local governments	State/Federal grants, GDOT

**PROJECT RECOMMENDATION 12:**

**Provide safety signage along roads connecting sites to bicycle route system**

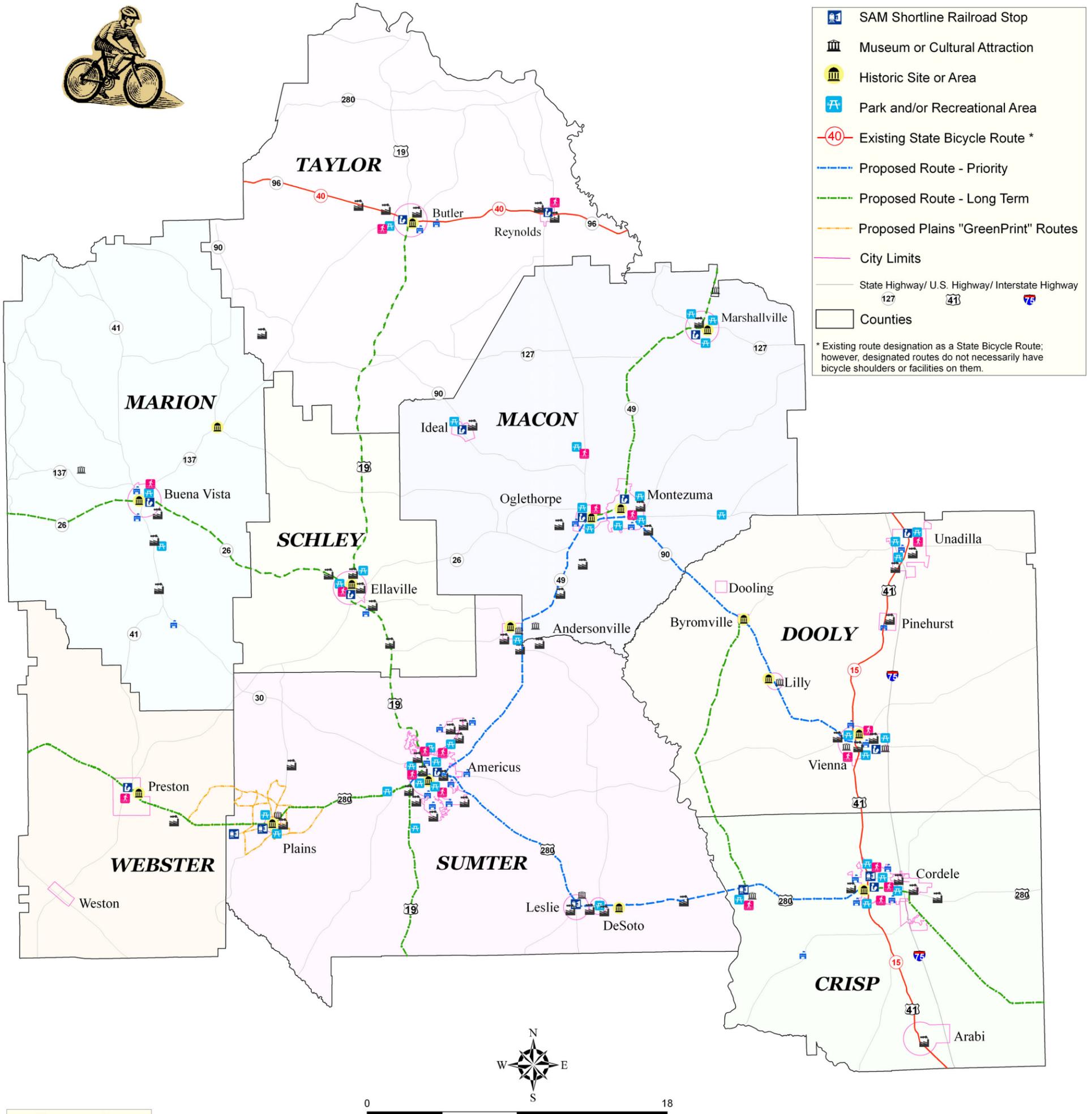


Although the proposed route system passes by or is in close proximity to the majority of identified trip generating sites in the region, some sites are located just off or within a short distance of a proposed route and will require relatively short trips along connector roads for access. Rather than identifying all of these shorter connections as routes, ample safety signage should be provided to alert motorists to the possible presence of cyclists.

PROGRAM YEAR(S)						Likely Project Involvement	Possible Funding Sources
2005	2006	2007	2008	2009	2010+		
X	X	X	X	X	X	RDC/PAC, GDOT, Local Governments and public works	State/Federal grants, GDOT, Local

# EXISTING AND PROPOSED BICYCLE ROUTES

## MIDDLE FLINT BICYCLE/PEDESTRIAN PLANNING ADVISORY COMMITTEE



Map prepared by:  
MIDDLE FLINT REGIONAL  
DEVELOPMENT CENTER



# APPENDIX

Meeting Minutes

**Middle Flint Regional Development Center  
Notes from the Public Meetings**

**Americus 3-2-04**

Contact GDOT and show interest in including bike lanes in Hwy 280 and 19 expansion.

\*\*\*\*A bicycle route that would extend from Americus to Cordele along 280.

Find out if there are any abandoned rail lines in the region. **Answer:** There is only one in Webster County and it is only partially in this region.

Look into tourism trail (Andersonville etc....)

Draw bike routes on maps at the next PAC mtg.

Possible Sub-committees

Walking vs. biking

Local vs. county

What are your strong points/interests?

**Cordele 3-9-04**

Discussion of additional bike routes:

Route to follow SAM Shortline Excursion Train route

Possible mountain trail at GA Vets State Park

Funding possibilities discussed:

Transportation Enhancement (80/20 % Federal/Local match)

Wood Johnson

Adopt-A-Highway

Use of gas tax money towards bike/pedestrian trails

Bicycle racks have be removed from both jobs and schools due to theft.

Possible Collaboration with Crisp Dooly Empowerment Zone using Youth Build program participants as possible labor.

BRAG-Bike Ride Across Georgia

SORBA-Southern Off-Road Bicycle Association [www.sorba.org](http://www.sorba.org)

SORBA is a member-based, nonprofit organization formed to promote trail preservation and development, mountain bike racing, touring, fun and fellowship for all mountain bicyclists in the southeast.

Youth

Create BMX track within the region (example: BMX track @ Chehaw Park).

No sidewalks or bicycle racks which prohibit children from riding to school.

When sponsoring bicycling events incorporate a youth/family event as well.

## PAC Meeting Minutes

February 10, 2004

3:00 pm

Middle Flint Regional Development Center

Present: Kelly Coleman, Nelson Rodriguez, Becky Jones, Mack Wells, Carvis Passmore, Jack Kearbey, Mayor McGowan, Angela Davis, Jennifer J. Dawson, Patsy Brunson, Shannon Walker, and Rendell Day.

The meeting was opened with a welcome from Ebony White (staff to PAC). Introductions were made from PAC members, and a detailed description of the purpose of the PAC (members were chosen from the 8 county Middle Flint region).

### Topics discussed:

#### **Bicycle/Pedestrian Plan**

The Importance of Bicycle & Pedestrian Transportation: Potential for cleaner air, provides basic access and transportation choice, promotes a healthy, active lifestyle, supports efficient land use and development patterns, creates more livable communities, supports transit, reduces congestion, quality of life and property values.

Our Mission: To create a regional bicycle and pedestrian plan that will serve as a tool to integrate bicycle and pedestrian activities into statewide and local decision-making processes.

Outline: Executive Summary, Introduction, Goals, Objectives, and Performance Measures, Existing Conditions and Needs Assessment, Recommendations, and Implementation Strategy.

Due Date of the B/P Plan: December 2004.

#### **Issues/Concerns:**

- Narrow and rougher roads for bicyclist (rumble strips)
- No bicycle signage along roads
- Safety and education as major thrusts
- A need for safe routes
- Safer sidewalks and in some cases a need for sidewalks (ADA Accessibility)
- Encourage walkable communities for quality of life (mile markers along popular routes and trails)
- Creating routes/trails connecting community facilities
- Creating a route that will connect historic resources within region
- Connecting routes to other regions (example: Americus/Cordele to Columbus)
- Rails to Trails (using abandoned railroads as a bike/pedestrian trail)
- The inclusion of bike lanes when widening state highways
- Some cities already have existing plans for trails in their communities (examples: Americus, Oglethorpe, and GA Veterans Park)
- Regional Bike Tour (future event which will not only increase tourism but economic development as well)

#### **Meeting Dates**

Next PAC meeting will be held on *April 13, 2004, 3:00 pm* at the Middle Flint RDC.

Public Meetings: (Please attend the public meeting that is closest to you)

*Americus:* Russell Thomas Jr. Public Safety Bldg.,  
(City Council Chambers)  
Tuesday March 2, 2004, 7pm

*Macon County:* (location TBD),  
Thursday March 4, 2004, 7pm

*Cordele:* Cordele City Hall  
Tuesday March 9, 2004 7pm

**With no further discussion, meeting was adjourned**

Notes from PAC Meeting  
April 13, 2004  
Middle Flint Regional Development Center

Members Present: Angela Davis, Mayor Bill McGowan, Jack Kearby, Patsy Brunson, Shannon Walker, Sherry Evans, Greg Speight, Will Goforth, Tom Queen, Carvis Passmore, Rendell Day, Kelly Coleman  
New Member: Vanessa Askren

Minutes from last month were reviewed with no changes.

Reviewed what was discussed at public meetings:

- Include Youth Project in planning process (Chehaw Park)
- Bicycle racks and lack thereof and as it pertains to theft

New Business:

A major thrust should be to get information out about cyclists' rights to the road.

Have a speaker from law enforcement come to the next PAC meeting to talk about bicyclist/pedestrians rights.

Group Exercise: **GOALS**

- |                               |  |
|-------------------------------|--|
| <b>Safety:</b>                | Create ad focus more on drivers education material<br>Media Coverage   |
| <b>Signage</b>                | Create Adopt-a-Sign campaign specific to Bike/Ped program.<br>Increase number of signs erected in the region.                  |
| <b>Education</b>              | Partner with schools and DARE Program to include Bicycle/Pedestrian education<br>Marketing                                     |
| <b>Health &amp; Exercise</b>  | More promotion of local organization i.e. BRAG<br>More family friendly programs, whether it be trails, 5k runs, or bike tours. |
| <b>Regional Bicycle Route</b> | Connect Communities<br>Include Historic Resources and Attractions<br>Create bicycle routes<br>HOG on Bicycle route             |

Next Meeting May 25, 2004 3pm Middle Flint RDC

We will further discuss: Sub-committees  
Maps drawn for possible routes  
Vision Statement

DOT Meeting June 10 purpose is to discuss Hwy 280 Project

Notes from PAC Meeting  
May 25, 2004  
Middle Flint Regional Development Center

**Members Present:** Angela Davis, Mayor Bill McGowan, Tom Queen, Carvis Passmore, & Jennifer J. Dawson

**Guest Speaker-**Sgt. Tim Green (Americus Police Department)

Sgt. Green discussed 2 sections in the code book which consists of:

1. Pedestrian Laws
2. Bicyclist Laws

He gave several good pointers on how pedestrians, bicyclists, and drivers can be successful and safe on the road.

**Next Meeting-**Goals and Objectives and the Vision Statement will be discussed at the next meeting.

Maps will also be drawn for possible routes.

**Next Meeting Date and Location:** September 14, 2004, Ellaville, GA. Time: TBD

DOT Meeting June 10 purpose is to discuss Hwy 280 Project

**Middle Flint Regional Development Center**  
Bicycle/Pedestrian Planning Advisory Committee

Notes from PAC Meeting  
September 14, 2004

**Committee members present:** Patsy Brunson, Angela Davis, Carvis Passmore, Greg Speight

**Staff member present:** Matt McDaniel, MFRDC

Committee briefly reviewed “Goals and Objectives” developed from previous meetings and a draft document integrating recommendations from both MFRDC PAC and the Lower Chattahoochee RDC PAC.

Matt McDaniel indicated that the final document had to be produced by the end of the year, and that it was time to develop more specific recommendations and implementation strategy.

Recommendations developed by committee members present include:

*A standing regional bike and pedestrian advisory committee should be maintained in some form following completion of the current planning study.* This committee would continue to develop, support, and implement bike and pedestrian planning and programs. This committee should work in conjunction with a similar group from the Lower Chattahoochee RDC region, if such a group is formed and maintained, possibly through annual or bi-annual meetings of both groups.

*Primary potential bicycle route identified is U.S. Hwy. 280 from Plains to Cordele; incorporate bicycle lanes with “rumble strip” dividers on four-lane section from Americus to Cordele.* This route passes by or near a variety of local tourist attractions (such as Jimmy Carter N.H.S., Americus attractions, Ga. Veterans Memorial State Park/Lake Blackshear), and spur or loop routes can connect additional sites of interest, such as Andersonville N.H.S. and village and farming communities and countryside in Dooly County. Potential exists to continue this route from Plains westward to Lumpkin (Stewart Co.) and connect with State Bicycle Route 5.

*A region-wide study may be necessary to develop additional bicycle routes and determine their feasibility.* This effort may be supported by continued interest of a regional bicycle and pedestrian committee and accomplished by that group and/or an independent consultant.

*At least one bicycle route or portion of a route should be identified and developed for each county in the region.* Citizens in every county should have access to a safe and well-marked bicycle route.

*With all future bike routes, develop routes to ensure incorporation of all sites of cultural, natural, and aesthetic interest.* New highway construction sometimes reroutes primary travel lanes away from significant historical or sensitive natural features. Ensure that bicycle routes deviate from primary highway facilities to former roadways and sections that still pass by or through such areas. Example: Memorial Mile, a designed and landscaped section of U.S. Hwy. 19 in northern Sumter County, is being bypassed by highway widening that would otherwise destroy that resource. A potential bike route on U.S. 19 should leave that facility, pass through this older section of roadway, and then return to the primary U.S. 19 facility.

*Bike lanes on state highways should continue use of or be modified to incorporate “rumble strips” dividing automobile traffic lanes and bicycle traffic lanes.* This separation will improve safety for both drivers and riders and increase comfort for bike riders.

*Identify, restore, and construct “waysides” along existing and future bicycle routes.* Traditional highway waysides often include picnic areas, refuse receptacles, and water fountains; such amenities would likely be useful to and enjoyed by bicycle riders. Additionally, informational signage at these facilities could promote local sites of cultural and natural interest.

***A bike and pedestrian trail connecting Georgia Southwestern State University in Americus to the city's recreational complex should be constructed.***

Additionally, the committee recognized that many of the previously identified "Goals and Objectives" could be reworded and developed as specific recommendations. Therefore, Matt McDaniel will review these items and develop additional recommendations from them.

Because of limited attendance and time constraints at the current meeting, it was decided that implementation strategy would have to be developed at the next meeting. Matt McDaniel stated that he would write notes from this meeting and distribute them within a week and solicit additional comments and recommendations from those members unable to attend. At the next meeting, a final list of recommendations will be reviewed and implementation strategies developed.

Meeting was adjourned.

**Next Meeting: October 12, 2004, 3pm, Middle Flint RDC, Americus**  
***Review final recommendations and develop implementation strategy***

**Middle Flint Regional Development Center**  
Bicycle/Pedestrian Planning Advisory Committee

Notes from PAC Meeting  
October 12, 2004

**Committee members present:** Vanessa Askren, Patsy Brunson, Angela Davis, Jack Kearbey, Bill McGowan, Nelson Rodriguez, Greg Speight

**Staff member present:** Matt McDaniel, MFRDC

Matt McDaniel noted that the MFRDC and the PAC would no longer develop a joint document with the Lower Chattahoochee RDC as had been previously indicated.

Committee briefly reviewed the draft "Recommendations" developed from the "Goals and Objectives" section. Regarding use of "rumble strips" to divide bicycle and motorized vehicle lanes, the group indicated the necessity of properly constructing the lanes and ensuring that the strips do not intrude upon the bike lanes. Vanessa Askren also mentioned the use of special paints in Florida that serve the same safety purpose but are less disruptive to bike riders.

Additionally, the committee stressed the importance of signage along designated bicycle routes to indicate the possible presence of riders. The group was not aware of such signage on Bicycle Route 15/ U.S. Highway 41 in the region. The committee also voiced concern over the designation and use of busy, hilly, and/or winding state and U.S. highway routes as bicycle routes; generally, it was agreed that use of such routes would require the construction of designated bike lanes. Further discussion indicated the need to identify additional routes on less used and possibly safer county roadways. The committee suggested the possibility of counties identifying and maintaining such routes.

Matt McDaniel explained a draft bicycle map he had prepared. The map included "proposed" routes suggested at the previous PAC meeting: the US 280 route, connecting Plains to Cordele via Americus, and the "spur" SR 49/SR 90 route, connecting Americus to Vienna via Andersonville, Oglethorpe, Montezuma, Byromville, and Lilly. "Potential" routes on the map included: US 19 from Butler south to Lee County and toward State Bike Route 20 at Leesburg; the extension of the proposed US 280 route west from Plains through Webster County toward State Bike Route 5 at Lumpkin; and continuing the proposed SR 49 bike route northward through Marshallville and toward State Bike Route 40 at Fort Valley. Additional proposed routes included SR 26 west from Ellaville (from proposed US 19 route) to Buena Vista and westward toward State Bike Route 5 at Cusseta, and SR 90 from Cordele toward Rebecca (Turner County) and State Bike Route 20 at Fitzgerald (Ben Hill County).

The committee agreed that the originally identified US 280 "Plains to Cordele" route and SR 49/ SR 90 "spur" route should be the priority routes. Additionally, it was agreed that further study would be needed to address the potential for routes along county maintained roadways. If committee members became aware of any such routes before the next meeting, they were invited to contact Matt McDaniel.

Mr. McDaniel also noted that Jennifer Jenkins, via email, had proposed a walking route on Lee Street in Americus including mile markers and the repaving of sidewalks. The committee agreed to include this item in its recommendations. A brief discussion of pedestrian facilities did not result in any additional recommendations, and it was generally agreed that such facilities should be identified and maintained by and within cities.

Due to time constraints and based on developed recommendations, Mr. McDaniel suggested that he prepare an implementation strategy document similar to the one prepared by Middle Georgia RDC and provide it to the PAC for comment. Because the final document was due at the end of the year, Mr. McDaniel also suggested that he prepare a draft of the final document and provide it to the PAC before a final meeting in late November to review and comment on the draft. The committee agreed to both suggestions, and a final meeting date was set for Tuesday, November 23, at 3pm in the Middle Flint RDC boardroom.

Meeting was adjourned.

**Next Meeting: November 23, 2004, 3pm, Middle Flint RDC, Americus**  
*Review and comments on draft of final plan to be presented to GDOT*

**Middle Flint Regional Development Center**  
Bicycle/Pedestrian Planning Advisory Committee

Notes from PAC Public Meeting  
November 23, 2004

**Committee members present:** Kelly Coleman, Jack Kearbey, Carvis Passmore

**Public present:** Bill Harris, Michael Ross (Americus Times-Recorder)

**Staff member present:** Matt McDaniel, MFRDC

Matt McDaniel briefly reviewed the planning process for Mr. Harris and Mr. Ross.

Mr. McDaniel presented a “power point” presentation addressing the committee’s recommendations and corresponding implementation strategies. McDaniel noted that the format of the presentation would be similar to that which would be inserted into the draft planning document. The committee members discussed and approved the recommendations and suggested adding an additional rural route, including State Route 230, Drayton Road, and Cannon Road in Crisp and Dooly Counties. The route would connect Georgia Veterans Memorial State Park with Byromville and pass through scenic countryside. Additionally, automobile traffic on this route was lighter when compared with some of the other proposed routes.

Mr. Harris noted that he had been contacted by Bike Ride Across Georgia (BRAG) about a possible trip in the Americus area. Mr. McDaniel noted that, in the future, if the committee remained intact, the group could help support and promote these types of activities. Mr. McDaniel also noted the possibility of formalizing a bike and pedestrian committee under the RDC. The members present agreed to support a standing committee and to discuss the possible BRAG ride at the next meeting.

With no other business, the meeting was adjourned.

**Next Meeting: January 18, 2004, 3pm, Middle Flint RDC, Americus**  
*Review and comments on draft of final plan to be presented to GDOT*  
*Discussion of proposal for BRAG ride in Americus area*