

# SOUTH GEORGIA REGIONAL



## BICYCLE *and* PEDESTRIAN PLAN



**South Georgia**  
REGIONAL DEVELOPMENT CENTER

# TABLE OF CONTENTS

## EXECUTIVE SUMMARY

### PART I INTRODUCTION

Purpose.....	2
General Background .....	2
Public Process .....	2
Benefits .....	4

### PART II GOALS, OBJECTIVES AND IMPLEMENTATION STRATEGIES

#### Goal I-

<i>To promote bicycle and pedestrian safety within the South Georgia region.....</i>	<i>7</i>
--	----------

#### Goal II-

<i>Amend where applicable, local regulations to include requirements for sidewalks and bike lanes to be installed with new land disturbance activity including subdivisions, new construction or other development activities.....</i>	<i>11</i>
--	-----------

#### Goal III-

<i>Promote healthy lifestyles within the South Georgia region.....</i>	<i>12</i>
--	-----------

#### Goal IV-

<i>To promote South Georgia as a bicycle and pedestrian friendly destination, with the intent of attracting future residents and tourists .....</i>	<i>15</i>
---	-----------

#### Goal V-

<i>Connect existing local multi-modal transportation systems with the regional bicycle and pedestrian system .....</i>	<i>17</i>
<i>Pedestrian / Bicycle Serious Injuries .....</i>	<i>18</i>
<i>Existing Federal and State Policies.....</i>	<i>25</i>

### PART III EXISTING CONDITIONS

Regional Overview .....	27
Individual County Inventory and Assessment .....	27
Ben Hill County .....	29
Brooks County .....	39
Cook County .....	50
Echols County .....	60
Irwin County .....	66
Lanier County .....	76
Lowndes County .....	86
Tift County .....	103
Turner County.....	116

### PART IV REGIONAL RECOMMENDATIONS

Implementation Charts.....	127
Funding Sources.....	150
Marketing Strategies .....	152
Public Education .....	152

***PART V***

***APPENDICES***

Bicyclist and Facility Types.....154  
FY 04 PAC Yearly Schedule .....158  
Summary of Proposed Planning Process .....159  
Needs and Assessment Inventory List .....160  
PAC Agendas and Minutes.....163  
U.S. Census Bureau, American Fact Finder .....182  
Citations .....184



## LIST OF TABLES

<b><u>TABLES</u></b>	<b><u>TITLE</u></b>	<b><u>PAGE</u></b>
I-1	Planning Advisory Committee Members.....	3
II-1	South Georgia Regional Population Ages 5 - 19.....	7
II-2	Priority Schools By County .....	9
II-3	Goal I Implementation Chart .....	11
II-4	Goal II Implementation Chart.....	12
II-5	Average Childhood Obesity Rates.....	13
II-6	Goal III Implementation Chart.....	14
II-7	Serious Pedestrian Injuries Within South Georgia (2000 – 2002).....	18
III-1	Ben Hill County Traffic Counts.....	29
III-2	Ben Hill County Schools and Library.....	33
III-3	Ben Hill County Parks .....	35
III-4	Ben Hill County Analysis Chart .....	38
III-5	Brooks County Traffic Counts.....	39
III-6	Brooks County Schools and Libraries .....	45
III-7	Brooks County Parks .....	45
III-8	Brooks County Analysis Chart .....	49
III-9	Cook County Traffic Counts.....	50
III-10	Cook County School and Library .....	56
III-11	Cook County Parks .....	56
III-12	Cook County Analysis Chart .....	59
III-13	Echols County Traffic Counts .....	60
III-14	Echols County School, Library and Park.....	61
III-15	Echols County Analysis Chart.....	65
III-16	Irwin County Traffic Counts.....	66
III-17	Irwin County Schools .....	72
III-18	Irwin County Parks .....	72
III-19	Irwin County Analysis Chart .....	75
III-20	Lanier County Traffic Counts.....	76
III-21	Lanier County Schools and Library .....	82
III-22	Lanier County Parks .....	82
III-23	Lanier County Analysis Chart .....	85
III-24	Lowndes County Traffic Counts.....	86
III-25	Lowndes County Schools and Libraries .....	92
III-26	Lowndes County Parks .....	95
III-27	Lowndes County Analysis Chart .....	100
III-28	Tift County Traffic Counts .....	103
III-29	Tift County Schools and Libraries.....	110
III-30	Tift County Parks.....	110
III-31	Tift County Analysis Chart.....	114



<b><u>TABLES</u></b>	<b><u>TITLE</u></b>	<b><u>PAGE</u></b>
III-32	Turner County Traffic Counts .....	116
III-33	Turner County Schools and Library .....	120
III-34	Turner County Parks .....	120
III-35	Turner County Analysis Chart .....	123
IV-1	Ben Hill County Implementation Chart .....	129
IV-2	Brooks County Implementation Chart .....	131
IV-3	Cook County Implementation Chart .....	133
IV-4	Echols County Implementation Chart .....	135
IV-5	Irwin County Implementation Chart .....	137
IV-6	Lanier County Implementation Chart .....	139
IV-7	Lowndes County Implementation Chart .....	141
IV-8	Tift County Implementation Chart .....	145
IV-9	Turner County Implementation Chart .....	148
V-1	FY04 PAC Yearly Schedule .....	158
V-2	Needs and Assessment Inventory List .....	160



## LIST OF MAPS

<u>MAP</u>	<u>TITLE</u>	<u>PAGE</u>
II-1	City of Fitzgerald Bicycle and Pedestrian Accidents .....	19
II-2	City of Quitman Bicycle and Pedestrian Accidents.....	20
II-3	Cook County Bicycle and Pedestrian Accidents .....	21
II-4	Valdosta Area Bicycle and Pedestrian Accidents.....	22
II-5	Tifton Area Bicycle and Pedestrian Accidents .....	23
II-6	Tift County Bicycle and Pedestrian Accidents .....	24
III-1	Ben Hill County Traffic Counts.....	30
III-2	Ben Hill County Land Use.....	31
III-3	Ben Hill County Low Income and Densely Populated Areas.....	32
III-4	Ben Hill County Population Under Eighteen .....	34
III-5	Ben Hill County Parks .....	36
III-6	Fitzgerald Area Existing Facilities.....	37
III-7	Brooks County Traffic Counts.....	40
III-8	Brooks County Land Use.....	41
III-9	Brooks County Low Income and Densely Populated Areas.....	42
III-10	Brooks County Population Under Eighteen.....	44
III-11	Brooks County Parks .....	46
III-12	Greater Quitman Existing Facilities.....	48
III-13	Cook County Traffic Counts.....	51
III-14	Cook County Land Use.....	52
III-15	Cook County Low Income and Densely Populated Areas.....	53
III-16	Cook County Population Under Eighteen.....	55
III-17	Cook County Parks .....	57
III-18	Adel and Sparks Existing Facilities .....	58
III-19	Echols County Traffic Counts .....	61
III-20	Echols County Land Use .....	62
III-21	Echols County School, Library and Park.....	64
III-22	Irwin County Traffic Counts.....	67
III-23	Irwin County Land Use.....	68
III-24	Irwin County Low Income and Densely Populated Areas.....	69
III-25	Irwin County Population Under Eighteen.....	71
III-26	Irwin County Parks .....	73
III-27	Greater Ocilla Existing Facilities.....	74
III-28	Lanier County Traffic Counts.....	77
III-29	Lanier County Land Use.....	78
III-30	Lanier County Low Income and Densely Populated Areas.....	79
III-31	Lanier County Population Under Eighteen.....	81
III-32	Lanier County Parks .....	83
III-33	Greater Lakeland Existing Facilities.....	84
III-34	Lowndes County Traffic Counts.....	87
III-35	Lowndes County Land Use.....	88
III-36	Lowndes County Low Income and Densely Populated Areas.....	90
III-37	Valdosta Area Population Under Eighteen.....	93



<b><u>MAP</u></b>	<b><u>TITLE</u></b>	<b><u>PAGE</u></b>
III-38	Greater Lowndes County Population Under Eighteen.....	94
III-39	Valdosta Area Parks.....	96
III-40	Greater Lowndes Parks.....	97
III-41	Greater Valdosta Area Existing Facilities.....	99
III-42	Tift County Traffic Counts.....	104
III-43	Tift County Land Use.....	105
III-44	Tift County Low Income and Densely Populated Areas.....	107
III-45	Tift County Population Under Eighteen.....	109
III-46	Tift County Parks.....	111
III-47	Tifton Area Existing Facilities.....	113
III-48	Turner County Traffic Counts.....	117
III-49	Turner County Land Use.....	118
III-50	Turner County Low Income and Densely Populated Areas.....	119
III-51	Turner County Population Under Eighteen.....	121
III-52	Turner County Parks.....	122
III-53	Turner County Area Existing Facilities.....	124
IV-A	Regional Proposed Routes.....	128
IV-1	Ben Hill County Proposed Routes.....	130
IV-2	Brooks County Proposed Routes.....	132
IV-3	Cook County Proposed Routes.....	134
IV-4	Echols County Proposed Routes.....	136
IV-5	Irwin County Proposed Routes.....	138
IV-6	Lanier County Proposed Routes.....	140
IV-7	City of Valdosta Proposed Routes.....	143
IV-8	Lowndes County Proposed Routes.....	144
IV-9	Tift County Proposed Routes.....	147
IV-10	Turner County Proposed Routes.....	149



## EXECUTIVE SUMMARY

The South Georgia Regional Bicycle and Pedestrian Plan provides a detailed analysis of the South Georgia region by identifying the strengths and weaknesses of the existing bicycle and pedestrian infrastructure. In general the plan is intended to:

- Promote non-motorized transportation as a means of congestion mitigation
- Promote non-motorized transportation as an environmentally friendly means of mobility
- Promote connectivity of non-motorized facilities with other modes of transportation
- Promote bicycling and walking as mobility options in urban and rural areas of the region
- Develop a transportation network of primary bicycle routes throughout the region to provide connectivity for intrastate and interstate bicycle travel
- Propose other certain Georgia State Routes in order to become part of the already existing Georgia State Bicycle Route network
- Encourage economic development opportunities that enhance bicycle and pedestrian mobility

This plan is separated into five parts to provide a thorough inventory, analysis, and implementation strategy to incorporate bicycle and pedestrian facilities into the South Georgia region creating a regionally connected bicycle and pedestrian infrastructure.

Part One provides an introduction and overview of the South Georgia Regional Bicycle and Pedestrian Plan. This includes an overview of the plan with background information about why the plan was developed. Also, there is general information addressing benefits the South Georgia region may experience including economic and health benefits. Part One also outlines the public process that was followed to ensure adequate involvement from all the communities in the South Georgia region including a list of members that participated on the Planning Advisory Committee.

Part Two addresses existing conditions throughout the South Georgia RDC region. This section is divided by county and includes daily traffic counts as well as existing land uses. Also, areas within the counties that are densely populated or have low-income populations are identified to determine the greatest need for bicycle and pedestrian facilities. Finally, Part Two includes an inventory of community facilities such as parks, schools, and libraries; any existing bicycle lanes or sidewalks; current policies or trends being implemented by the counties to promote bicycle and pedestrian facilities; and an analysis of accidents involving pedestrians.

Part Three of the South Georgia Regional Bicycle and Pedestrian Plan lists the goals and objectives to be accomplished through implementation of the plan. The goals provide a general outcome and are supplemented by the more specific objectives. The South Georgia Bicycle and Pedestrian Plan identifies five goals. These include: promoting bicycle and pedestrian safety; promoting the South Georgia region as a bicycle and pedestrian friendly area to attract tourists and potential residents; connecting existing bicycle and pedestrian routes to create a regional network; updating development regulations to include the installation of bicycle and pedestrian facilities with new developments; and promoting a healthy lifestyle through exercise.

Part Four outlines the recommendations of the South Georgia Regional Bicycle and Pedestrian Plan. This includes a county-by-county list of all proposed sidewalks and bicycle facilities. Also included in Part four are estimated costs for new facilities, as well as timelines for possible installation of these facilities. This section also identifies marketing strategies to promote the region for bicycle and



pedestrian related activities; public education programs to be used in the local school systems; and funding sources to implement the recommendations.

Finally, Part Five is an appendix with supplemental information to support and help explain some of the information in the South Georgia Regional Bicycle and Pedestrian Plan. Also, all works sited in the creation of the plan are included.





**PART ONE**

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**INTRODUCTION**

## PART I: INTRODUCTION

### Purpose

The purpose of the *South Georgia Regional Bicycle and Pedestrian Plan* is to identify and determine methods for transforming South Georgia into a bicycle and pedestrian friendly region through the development of a safe and convenient regional bicycle and pedestrian network for walkers, runners, and bicyclists of all types. Existing bicycle and pedestrian facilities have been identified and methods have been determined to improve upon these facilities. Gaps within the existing infrastructure have also been identified and recommendations have been determined in order to develop an adequate and connected bicycle and pedestrian network.

### General Background

Federal transportation policy promotes increased bicycling, and encourages planners and engineers to accommodate bicycle and pedestrian needs in designing transportation facilities for all areas. In particular, the Transportation Enhancement Act of the Twenty First Century (TEA-21) requires that each state set-aside ten percent of all surface transportation program funds for transportation enhancements, which includes provisions for bicyclists and pedestrian facilities. The state of Georgia realizes a need for bicycle and pedestrian planning within the state and is working with each Regional Development Center to develop regional bicycle and pedestrian plans.

### Public Process

First, in January 2004 a South Georgia Regional Bicycle and Pedestrian Planning Advisory Committee (PAC) was formed. This PAC was ultimately responsible for identifying each county's bicycle and pedestrian needs and developing this regional bicycle and pedestrian plan.

The Planning Advisory Committee (PAC) is comprised of bicycle and pedestrian advocates; city and county engineers; city and county park and recreation directors; local school officials; local educators; and public organization directors. The members of the PAC work and live in the South Georgia region, making them familiar with existing bicycle and pedestrian needs. The members of the South Georgia Regional Bicycle and Pedestrian PAC are identified in Table I-1.



**TABLE I-1  
PLANNING ADVISORY COMMITTEE MEMBERS**

<b>David Bechler</b>	Valdosta State University	Lowndes County
<b>Andy Brewbaker</b>	Boy Scouts of America	Lowndes County
<b>Eddie Brown</b>	Turner County Representative	Turner County
<b>Crystal Carter</b>	Echols County Representative	Echols County
<b>Hanna Carrol</b>	City of Valdosta Representative	Lowndes County
<b>Mike Coker</b>	Ashburn Recreation Department	Turner County
<b>Jasmine Coppage</b>	Brooks County Representative	Brooks County
<b>Buddy Duke</b>	Cook County Representative	Cook County
<b>Greg Giddens</b>	Irwin County Representative	Irwin County
<b>Eric Hahn</b>	Valdosta – Lowndes Recreation Department	Lowndes County
<b>Ray Jordan</b>	Turner County Schools	Turner County
<b>Patrick Paige</b>	Azalea City Bike Club	Lowndes County
<b>Joe Parrish</b>	Fitzgerald - Ben Hill Recreation Department	Ben Hill County
<b>Sylvia Regan</b>	Lanier County Schools	Lanier County
<b>Kurt Seigler</b>	Tift County Engineering	Tift County
<b>Von Shipman</b>	City of Valdosta Engineering	Lowndes County
<b>Craig Sowell</b>	Tift County Recreation Department	Tift County
<b>Roy Spiker</b>	City of Tifton Engineering	Tift County
<b>Jim Tatch</b>	Brooks County Representative	Brooks County
<b>Bret Wagenhorst</b>	City of Tifton Representative	Tift County
<b>Warren Weeks</b>	Valdosta City Schools	Lowndes County
<b>Dr. Mark Whatley</b>	Valdosta State University	Lowndes County

Planning Advisory Committee meetings were held bi-monthly during the development of the plan. Since the South Georgia RDC region is comprised of nine counties, staff divided the region into north and south groups. The north group consisted of Turner, Ben Hill, Irwin and Tift Counties and met in Tifton at the Tift County Special Programs Building and the south group consisted of Brooks, Echols, Lowndes, Cook, and Lanier Counties and met in Valdosta at the South Georgia Regional Development Center.

Next a series of public meetings were held within the region during the development of the plan. The purpose of the public meetings was to solicit ideas and input and review of materials developed by the PAC. This included goals and objectives, proposed bicycle routes, needs and assessment inventory, and implementation strategies. To assure attendance public notices were placed in newspapers throughout the region whenever a public meeting was conducted.

Staff also made presentations to several local governments in the region to inform them of the development of the bicycle and pedestrian plan and to solicit their ideas and input. Presentations were also made at several senior citizen centers in the region to obtain their input on ways to better accommodate the needs of seniors. It was noted that the South Georgia region is becoming a popular destination for retired individuals to visit and live. It is becoming increasingly important to accommodate the needs of these individuals as well.

Lastly, articles were published in newspapers and city publications within the region to inform the public of the development of the plan. A public forum was held at the Valdosta – Lowndes Conference Center during July 2004 to discuss the development of this plan and greenways and trails within the



region. Staff also appeared on the Valdosta State University television channel as a way to obtain any information on the needs of the student population.

### Benefits

Residents of the South Georgia area have the potential to benefit tremendously from the activities proposed in the South Georgia Regional Bicycle and Pedestrian Plan. Benefits such as: improving the status of the local economies, increasing property values, improving the environmental status of the region, and residents benefiting from social changes.

First, communities along the bicycle routes could begin to enjoy economic benefits from tourists traveling the routes, resulting in tourist dollars invested in the local economies. This increase in tourism could lead to an increase in services, in turn creating jobs, which will raise the employment rates of South Georgia.

Second, property values along the routes have the potential to increase. Property owners may want to live near bicycle routes to commute to and from their destinations. The environment will improve when residents begin to commute to their destinations by using these routes. Traffic congestion in some areas could decrease and thus improve the air quality. Energy resources could also be conserved when the number of automobiles trips decrease.

Lastly, residents living in the region could have more available open space, bicycle routes and sidewalks/trails for walking and cycling.





**PART TWO**

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**GOALS, OBJECTIVES, AND  
IMPLEMENTATION  
STRATEGIES**



## *PART II: GOALS, OBJECTIVES, & IMPLEMENTATION STRATEGIES*

During the development of the regional bicycle and pedestrian plan, the Planning Advisory Committee identified five goals, each with supporting objectives and implementation strategies.

Goals are defined as the general results toward which all efforts will be directed. Objectives are the specific attainable results pursuant to each goal. Finally, implementation strategies are the policies, programs and projects that are the physical means to reaching each goal.

The five goals are separated into long-term and short-term goals. Short-term goals can be initiated and followed in less than a five-year time period. Long-term goals are difficult to predict the exact time of development and require a longer time line because these goals cannot be initiated until all of the gaps within the existing bicycle and pedestrian infrastructure are connected.



## SHORT TERM GOALS

### Goal I:

To promote bicycle and pedestrian safety within the South Georgia Region.

### Objective I:

Educate motorists, bicyclists and pedestrians on the existing bicycle and pedestrian laws.

### Implementation Strategy I:

Coordinate with the Department of Motor Vehicles and county tax offices to include information brochures on bicycle and pedestrian safety to citizens registering vehicles.

In order for this goal to be achieved, bicyclists, pedestrians, and motorists need to be aware of the existing Georgia Bicycle and Pedestrian Laws. Educational material could be developed identifying the laws that apply to bicycle and pedestrian concerns. These materials could be handed out when motorists renew their driver's license or vehicle registration.

### Objective II:

Educate school children on the importance of bicycle and pedestrian safety.

### Implementation Strategy II:

Coordinate with public agencies and school boards to incorporate bicycle and pedestrian programs into elementary curriculum.

Education will play a major role in the use of new bicycle and pedestrian facilities. Educational programs should include information on laws that apply to bicycle and pedestrian activities as well as the benefits of using bicycle and pedestrian facilities. One such program being supported by the Federal Highway Administration (FHWA) is the Safe Routes to School Initiative. This initiative encourages school children to ride their bicycles to school as a way to lower childhood obesity rates.

**TABLE II-1  
SOUTH GEORGIA REGIONAL POPULATION OF AGES 5-19**

5 yrs – 9 yrs	15,789
10 yrs – 14 yrs	16,342
15 yrs – 19 yrs	17,136
<b>Total</b>	<b>49,267</b>

Source: South Georgia Regional Comprehensive Plan

Table II-1 lists the population within the region between the ages of 19 and 5. This group totals 49,267 with over 32,000 individuals between the ages of 5 to 14. The 5 to 14 year old population is the main target group of the population under 19 because they are under the legal driving age and are more likely to travel by bicycle or on foot.

This being the case, children should be educated on the proper fundamentals of riding a bicycle. Currently, there are already programs established to educate children on bicycle safety issues. In particular the Greater Lowndes Coalition for Highway Safety coordinates with each school in Lowndes



County for the sole purpose of conducting seminars during school hours on the rules of bicycle safety. Some of the basic fundamentals that are covered include:

- **How to ride in a straight line without wobbling or swerving**
- **Importance of stopping**
- **Looking and yielding before entering or crossing a roadway**
- **Importance of riding with traffic (on the right-hand side of the road), rather than against traffic**
- **How to scan behind traffic before moving or until turning left**
- **Importance of helmet use**
- **Importance of using hand signals**
- **Knowledge and understanding of traffic control devices**
- **Methods of crossing intersections**

This successful program could easily be used in other schools throughout the region. The Greater Lowndes Coalition for Highway Safety intends to expand their efforts into neighboring counties to educate more school children within South Georgia.

Similarly, the Tift County Sheriff's Department hosts seminars at the their local YMCA during the summer months to educate children within Tift County on bicycle safety. This program could also be used as a model for other communities or organizations. It will be necessary to properly advertise the benefits of these programs to ensure their success.

The Public Service and Business Outreach Center at the Abraham Baldwin Agricultural College has agreed to advertise the Tift County program in their summer school catalog, which offers programs for both kids and adults. Efforts are also being directed at the Valdosta Technical College to have a page in their class catalog advertising the summer classes at the Valdosta – Lowndes YMCA.

There are several schools located within the region that have been identified by the Planning Advisory Committee as being key locations to link a school with an adjoining neighborhood via sidewalks or bicycle routes. The schools that have been identified as priority schools are listed by county in Table

II-2.



**TABLE II-2  
PRIORITY SCHOOLS BY COUNTY**

COUNTY	CITY	NAME OF SCHOOL	FACILITY TYPE
Ben Hill	Fitzgerald	Ben Hill Primary Ben Hill Elementary Ben Hill Middle	bicycle path & sidewalk
Brooks	Quitman	Quitman Elementary Brooks County Middle	bicycle path & sidewalk
Cook	Adel	Cook County Pre School Cook High School Cook Middle School	bicycle path & sidewalk
Lowndes	Valdosta	Crossroads Baptist Genesis Christian Georgia Miliary College Eastside Training Academy Lowndes Middle School Newbern Middle School St. Johns Catholic School Southeast Elementary Valdosta State University Valdosta Middle School W.G. Nunn Elementary West Gordon Elementary	bicycle path
Lowndes	Hahira	Hahira Elementary Hahira Middle	bicycle path
Lowndes	Clyattville	Clyattville Elementary	bicycle path
Tift	Tifton	ABAC North East Campus Tift County High School GO Baily	bicycle path & sidewalk

Source: Planning Advisory Committee

**Objective III:**

Encourage law enforcement to assist in educating the public on existing bicycle and pedestrian laws.

**Implementation Strategy III:**

Pursue grant funding through the Governors Office of Highway Safety to provide potential funding of educational programs.



Not only is it important to educate children on the importance of bicycle safety, but it's important to educate the general public. For example, pedestrians that choose to utilize sidewalks should be educated on the current Georgia laws and regulations regarding pedestrian safety. They need to know and comprehend the laws and safety regulations.

- **Always walk on the sidewalk, if there are no sidewalks, walk as close to the left side of the street as possible, facing traffic**
- **Cross at the crosswalk, cross only at intersections or street corners, when available, cross between the white painted crosswalk lines**
- **Stop before crossing the street, never dart or dash out into the street**
- **Obey all traffic signals**
- **Before stepping out into the street, be sure to look at all traffic signals**
- **Look left-right-left before crossing the street, make sure traffic has come to a complete stop, if a parked vehicle obstructs your view, step out far enough into the street to be able to lean forward and see the street in both directions, continue to look in both directions as you cross the street**
- **Wear bright clothes to be seen, at night, wear light colored clothes and reflective strips**
- **Watch for turning traffic**
- **Try to make eye contact with the driver**
- **Watch for right turns on red**
- **Watch for vehicles backing out of driveways**
- **Check for signs that a car might move backwards**
- **Do not play in the street**

*Source: Atlanta Bicycling Campaign*

Additionally, a bicycle safety school could be created as a means of educating the public. The school could educate through the use of ads, pamphlets, videos, and even formal classes. In conjunction with law enforcement, tickets could be issued in which the violator must attend a class, watch a video, or read a pamphlet. This could be done when a motorist fails to provide a safe and courteous environment for bicyclists or pedestrians.



**TABLE II-3  
GOAL I IMPLEMENTATION CHART**

<b>Year One / 2006</b>	Develop brochures, including information on bicycle and pedestrian safety. The brochures will be distributed to the Department of Motor Vehicles and county tax offices to be handed out to citizens registering vehicles or purchasing a drivers license.
<b>Year Two / 2007</b>	Pursue grant funding to develop educational programs that will encourage law enforcement to assist in educating the public on existing bicycle and pedestrian laws.
<b>Year Three / 2008</b>	Educate school children on the importance of bicycle and pedestrian safety. Public agencies and school boards will assist in incorporating bicycle and pedestrian programs into the elementary curriculum.

Goal II:

Amend where applicable, local regulations to include requirements for sidewalks and bike routes to be installed with new land disturbance activity including subdivisions, new construction or other development activities.

Objective I:

Encourage developers to install sidewalks and bicycle routes in new developments.

Implementation Strategy I:

Where applicable, assist local governments within the region to adopt subdivision regulations.

Developers should be encouraged to install sidewalks and bicycle routes in new developments such as residential subdivisions or multi-family establishments. Many local governments have a requirement in their land subdivision ordinance, however the subdivision regulations do not always require bicycle and pedestrian facilities to be installed with new construction projects. This will help establish a network of neighborhoods connected to schools with sidewalks and/or bicycle routes allowing children to walk to school. This would be encouraged and supported by the Safe Routes to School Initiative discussed in Goal I.

Objective II:

Encourage local governments to connect schools located near residential neighborhoods with sidewalks and bicycle routes.

Implementation Strategy II:

Encourage local governments to adopt strategic development methods, such as planned developments to provide mixed commercial and residential areas promoting the use of bicycle and pedestrian facilities.

A planned development is intended to allow flexible site planning and building arrangements under a unified plan so that innovative land planning methods may be utilized, which foster natural resource



conservation and reduce traffic congestion. A planned development can be developed in residential, commercial and mixed-use zoning districts.

Strategic development methods are currently being utilized within the region to create a sufficient bicycle and pedestrian system. One example of a community in the region trying to promote pedestrian oriented communities is the City of Valdosta. The City of Valdosta has adopted Planned Development regulations within their current zoning ordinance. These regulations allow the developer more flexibility with design standards such as density, setback requirements and minimum lot sizes, but require the incorporation of amenities like walking trails and green space.

Several benefits can occur with planned developments. One benefit is increased open space in community areas. Open space is any parcel or area of land or water essentially unimproved and set aside, dedicated or reserved for public or private use. Open space can help protect water quality by acting as a natural drainage system, help reduce municipal service costs, preserve a rural atmosphere, establish recreational areas and enhances residential developments. The cost of open space management can be minimal and the area can be utilized as green space for recreational uses and other leisure activities normally carried on outdoors.

RDC staff has fostered relationships with the development community to ensure a common goal is achieved. Staff also currently holds user groups to educate local officials and citizens as a way to increase communication between staff and the development community on issues that may affect their community.

**TABLE II-4  
GOAL II IMPLEMENTATION CHART**

<b>Year One / 2006</b>	Assist local governments in adopting subdivision regulations which will encourage developers to incorporate sidewalks and bicycle routes in new developments.
<b>Year Two / 2007</b>	Encourage local municipalities to adopt strategic development methods which will connect neighborhoods located near schools with sidewalks and bicycle routes.

Goal III:

Promote healthy lifestyles within the South Georgia region.

Objective I:

Educate school children on the importance of a healthy lifestyle.

Implementation Strategy I:

Coordinate with local health officials to determine ways to change the eating habits or activity levels of school children.

School children should be educated on the importance of living a healthy lifestyle. The Federal Government has taken the lead in developing the Safe Routes to School Initiative to encourage school children to maintain an active lifestyle by walking or riding bicycles to school. School children should also be encouraged to develop their own healthy eating habits.



The main purpose of the Safe Routes to School Initiative is to decrease childhood obesity rates throughout the United States. In 1980 one in 17 kids or six percent of children were overweight. Now, 16 percent of children nationwide are overweight. Similarly, 27 percent of African American and Hispanic children are considered overweight. Current health guidelines say adolescents need at least 20 minutes of sustained physical activity every day, and younger children need at least an hour

Walking and biking are wonderful ways for kids to get that needed exercise. Yet, only 12 percent of children age five to fifteen walk or bike to school, and almost 70 percent of all children's trips are by car. Among our nation's population at large, walking trips have declined as a share of all trips by 40 percent since 1977, while driving trips have increased to almost 90 percent<sup>1</sup>.

Childhood obesity has become a serious issue not only in the South Georgia region but also throughout the United States. Studies have shown a tremendous increase in childhood obesity rates over the past 30 years. Results from the 1999-2000 National Health and Nutrition Examination Survey (NHANES), using measured heights and weights, indicate that an estimated 15 percent of children and adolescents between the ages of 6-19 are overweight. This represents a 4 percent increase from the estimates of 11 percent obtained from NHANES III (1988-94). Table II-5 lists the findings.

**TABLE II-5  
AVERAGE CHILDHOOD OBESITY RATES**

Age (years)	1963-65 1966-70	1971-74	1976-80	1988-94	1999-2000
6-11	4	4	7	11	15
12-19	5	6	5	11	15

Source: Center for Disease Control and Prevention

### Objective II :

Develop programs within the region that encourage seniors and the rest of the population to be physically active within their communities.

### Implementation Strategy II :

Participate in national programs focused on the needs of seniors to promote and maintain an active lifestyle.

Having a safe and regionally connected bicycle system should encourage the population to use this infrastructure. Also, this could lead to the prevention of an overweight population. In the United States, obesity has risen at an epidemic rate during the past 20 years. One of the national health objectives for the year 2010 is to reduce the prevalence of obesity among adults to less than 15%. Research indicates that the situation is worsening rather than improving. Results of the National Health and Nutrition Examination Survey (NHANES) 1999–2000 indicate that an estimated 64 percent of U.S.

<sup>1</sup> Safe Routes to School, May 2002



adults are either overweight or obese, defined as having a body mass index of 25 or more<sup>2</sup>.

Objective II of Goal IV is to attract retirees that will use a bicycle and pedestrian system. To encourage this, communities should take part in a national outreach campaign that encourages seniors to maintain a healthier lifestyle. The National Recreation and Park Association has become a partner in the national outreach campaign, "*You Can! Steps to Healthier Aging.*" This program is designed to increase the number of older adults who are active and healthy by encouraging them to eat better and move more.<sup>3</sup>

Medical evidence shows that better diet and regular moderate physical activity may help prevent, delay, and treat serious health conditions, including chronic diseases such as diabetes, heart disease, stroke, high blood pressure, and some types of cancer. People who make better nutrition choices and are physically active on a regular basis are more able to do the activities of daily life and continue to live on their own longer.<sup>4</sup>

**TABLE II-6**  
**GOAL III IMPLEMENTATION CHART**

<i>Year One / 2006</i>	Coordinate with local health officials to educate school children on the importance of a healthy lifestyle.
<b>Year Two / 2007</b>	Participate in national programs focused on the needs of seniors that will encourage them to be physically active within their community.

<sup>2</sup> Center for Disease Control

<sup>3</sup> Administration on Aging

<sup>4</sup> Center for Disease Control and Prevention



## LONG TERM GOALS

### Goal IV:

To promote South Georgia as a bicycle and pedestrian friendly destination, with the intent of attracting future residents and tourists.

### Objective I:

Strive to gain official designation as a **“Pedestrian and Bicycle Friendly Community”** sponsored by the League of American Bicyclists.

### Implementation Strategy I:

Complete the required steps to potentially become a **“Pedestrian and Bicycle Friendly Community”**, which may attract tourists and future residents to South Georgia.

One way to promote South Georgia as a bicycle and pedestrian friendly area is to receive designation as a “Pedestrian and Bicycle Friendly Community” from the league of American Bicyclists. Once the designated bicycle lanes and pedestrian facilities are established the communities can apply for this designation, which is an awards program recognizing municipalities that actively support bicycling. A “Pedestrian and Bicycle Friendly Community” provides safe and accommodating routes for cyclists and encourages its residents to bike for transportation and recreation purposes.

With more people bicycling, communities may experience reduced traffic demands, improved air quality and greater physical fitness. In addition, pedestrian and bicycle friendly communities are often seen as places with a high quality of life. This can translate into increased property values, business growth and increased tourism. Earning a “Pedestrian and Bicycle Friendly Community” designation can help promote a community to a population of bicyclists and tourists alike.

### Objective II:

Attract retirees and tourists that will use a bicycle and pedestrian system.

### Implementation Strategy II:

Work with the Georgia Trade, Industrial and Tourism Authority to determine ways of marketing South Georgia to retirees.

The “Pedestrian and Bicycle Friendly Community” Campaign will not only promote a healthy life style for residents within the region, but it also has the potential of attracting retirees to the region. According to the 2000 census, the population of the United States was 282,125,000. Out of that population approximately 10,831,800 (3.8%) persons are between the ages of 60 – 64. This is the number of persons that could expect to be retiring or have already retired by the year 2005. Today many retirees are moving to communities located in a climate more appealing to their needs and also where they feel safe and can enjoy outdoor activities.

The Georgia Trade, Industrial and Tourism Authority is being asked to help market the bicycle and pedestrian infrastructure within the region once it is established. The South Georgia region is well suited for attracting bicycle and pedestrian forms of tourism because of the level terrain, pleasing year round climate and variety of natural and manmade attractions easily accessible by bicycle. Articles



showcasing the bicycle and pedestrian system could be posted on the “Georgia On My Mind” website, the “Georgia On My Mind” travel guide, or other promotional areas.

Tourism is an important economic resource for the South Georgia region. The economic impact of tourism expenditures is large and varied, and it benefits businesses, workers and local governments. Tourists are drawn to South Georgia by specific attractions, such as our historic districts, but also by a complex mix of activities and attractions that offer a variety of things to see and do. For bicycling to be a significant ingredient in the mix, an area should be considered “bicycle friendly.” This means, among other things, providing special bicycle facilities such as dedicated paths, bicycle lanes, wide paved shoulders or other amenities that make the overall cycling experience convenient, pleasurable and safe.

Objective III :

Preserve the existing natural resources with in our region.

Implementation Strategy III :

Coordinate with the Georgia Department of Forestry, Georgia State Parks and other applicable agencies to identify areas and develop potential greenways and trails to help preserve the natural resources within South Georgia.

Developing a regional bicycle and pedestrian system will have the ability to attract new residents and tourists to the area and have the potential to preserve existing natural resources within the region. There are many natural resources within South Georgia that separate it from the rest of the state. For example, Banks Lake, located in Lanier County, has pristine swamplands that are prevalent in this area. Also ,many cities located in the region are interested in developing greenways as a way to preserve their natural resources and prevent development in these environmentally sensitive areas.

Staff is coordinating with the Florida Department of Environmental Protection - Office of Greenways And Trails to extend the existing greenway trails that end at the northern border of Florida into South Georgia. The Georgia Department of Forestry and the Georgia Department of Natural Resources are aware of this intention and are supporting the effort by hosting greenway forums to educate local municipalities on the proper steps of acquiring land to develop greenways within South Georgia. Staff from the RDC will assist local governments to ensure adequate connections of greenways and trails throughout the region and into Florida.

Currently, there is only one greenway trail that is identified within the South Georgia Regional Bicycle and Pedestrian Plan. The land currently known in the community as St. Johns Trail, located in the City of Valdosta, consists of several acres of undeveloped land adjacent to the St. John's Catholic School. It is a unique spot in Valdosta that is largely unrecognized. A portion of this land belongs to the school and another larger portion of the area belongs to private citizens. Much of the area is near a creek that is part of the 100-year flood plane.

For many years, the existing trail system has been used by the community for running, hiking, exploring a natural setting, and off-road cycling. These trails have developed over the years, mostly by off-road cyclists who have quietly used the land in a responsible way. Now, the area has approximately 2.5 miles of connected trails. Lately, the interest in the area has picked up in the community, but at the same time, portions of the land are being sold for residential development. The community and the city should work to preserve this land in its natural state for public access.



Goal V:

Connect existing local multi-modal transportation systems with the regional bicycle and pedestrian system.

Objective I:

Connect local sidewalks, bicycle routes and nature trails with regional routes.

Implementation Strategy I:

Use current GIS data to locate existing sidewalks, bicycle routes and nature trails within the region to connect with existing regional bicycle routes, which will offer residents multiple options for transportation.

Existing local sidewalks, bicycle routes, and nature trails should be connected with regional routes to ensure a cohesive network. Since this regional bicycle and pedestrian plan is the first attempt in creating a bicycle and pedestrian friendly region, connecting the existing infrastructure should be a priority.

The Geographic Information Systems (GIS) Department of the South Georgia Regional Development Center has essential data that will assist in the process of connecting existing sidewalks, bicycle routes and nature trails within the region. This will offer individuals the ability to use other modes of transportation besides an automobile. If bikeways and sidewalks are not planned regionally, they may not link jurisdictions, thus creating a broken network of facilities throughout the region. Limited interruptions on bicycle paths and lanes will encourage the use of bikeways.

Before the bicycle and pedestrian system is developed, it needs to be designed to allow access to all persons. The Americans with Disabilities Act of 1990 (ADA) requires that public facilities such as bicycle and pedestrian paths be made accessible to the disabled. Improved access can be provided through the use of ramps and curb cuts at pedestrian crossings. The elimination or avoidance of major barriers along trails and the implementation of a maintenance program that includes the removal of debris along the trails should also be included.

Objective II:

Connect routes in the South Georgia RDC region with neighboring RDC regions.

Implementation Strategy II:

Meet with neighboring Regional Development Centers to establish route locations to provide continuous bicycle and pedestrian facilities within South Georgia.

As stated before, limited interruptions on bicycle lanes can encourage the use of bikeways. It is necessary for neighboring RDC's to coordinate, ensuring routes within one region connect with the neighboring regions proposed routes. This will prevent the routes from ending at a neighboring Regional Development Center's boundary and provide a larger network of bicycle and pedestrian facilities throughout the state.



### Pedestrian / Bicycle Serious Injuries

The Georgia Department of Transportation is currently attempting to lower the number pedestrian and bicycle accidents within the state by nominating numerous state routes as official state bicycle routes. This is offering citizens within the state the opportunity to commute to their destinations by bicycle instead of an automobile. Unfortunately the routes that are currently designated are shared roadways, meaning that cyclists, pedestrians and motorists travel on the same route at the same time. During peak hours, many of the routes become over capacitated by traffic, which causes congestion on these routes resulting in a potential increase in both pedestrian / bicyclist injuries and deaths.

Another common problem throughout the RDC region is gaps in the sidewalk system. This results in citizens competing with automobiles on roadways. A potential drawback becomes a feeling of decreased safety and, in turn, a dependence on the automobile resulting in citizens becoming inactive. When citizens within the region are not active, obesity rates increase which leads to an unhealthy community.

These problems within the existing infrastructure need to be corrected to encourage the safety of citizens and also promote healthy living. This would also give the chance for school children to walk to their neighboring schools on a daily basis, which will lower the rising obesity rates in children. Before this can occur, these gaps need to be connected in order to prevent potential injuries or deaths. Below, Table II-7 lists Serious Pedestrian / Bicycle Injuries for 2000 – 2002.

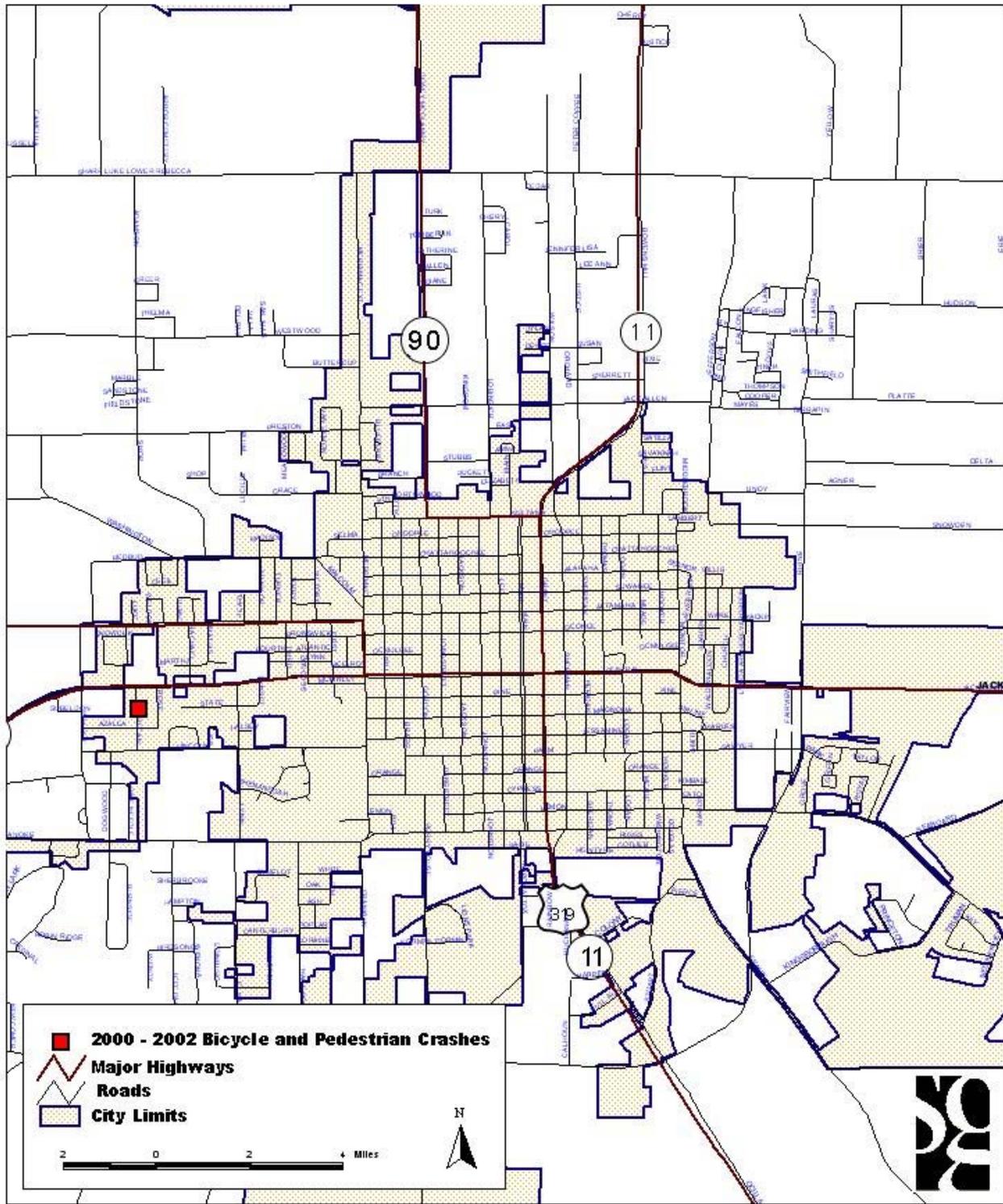
**TABLE II-7  
SERIOUS PEDESTRIAN / BICYCLE INJURIES 2000 – 2002  
WITHIN SOUTH GEORGIA**

County	2000	2001	2002	3 Year Total	3 Year Average
Ben Hill	0	0	1	1	0.3
Brooks	0	1	1	2	0.3
Cook	0	2	4	6	3
Echols	0	0	0	0	0
Irwin	0	0	0	0	0
Lanier	0	0	0	0	0
Lowndes	13	18	15	46	15.3
Tift	5	5	5	15	5
Turner	0	0	0	0	0

Source: Georgia Department of Transportation / Crash Data

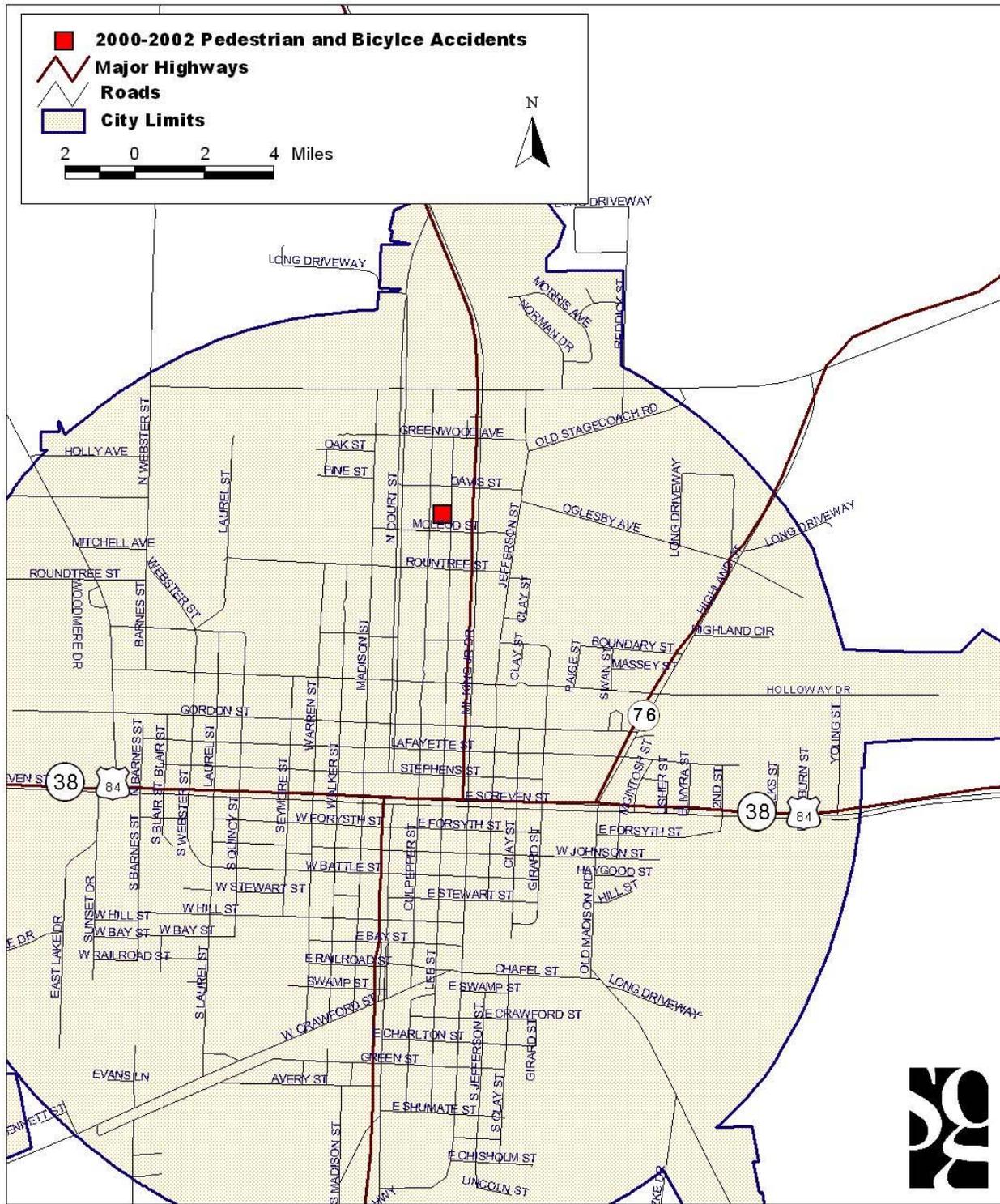
The location of each bicycle / pedestrian accident listed above has been located and mapped. This allowed the Planning Advisory Committee to analyze the trouble areas within the existing bicycle / pedestrian infrastructure and derive of strategic methods to improve the existing conditions.





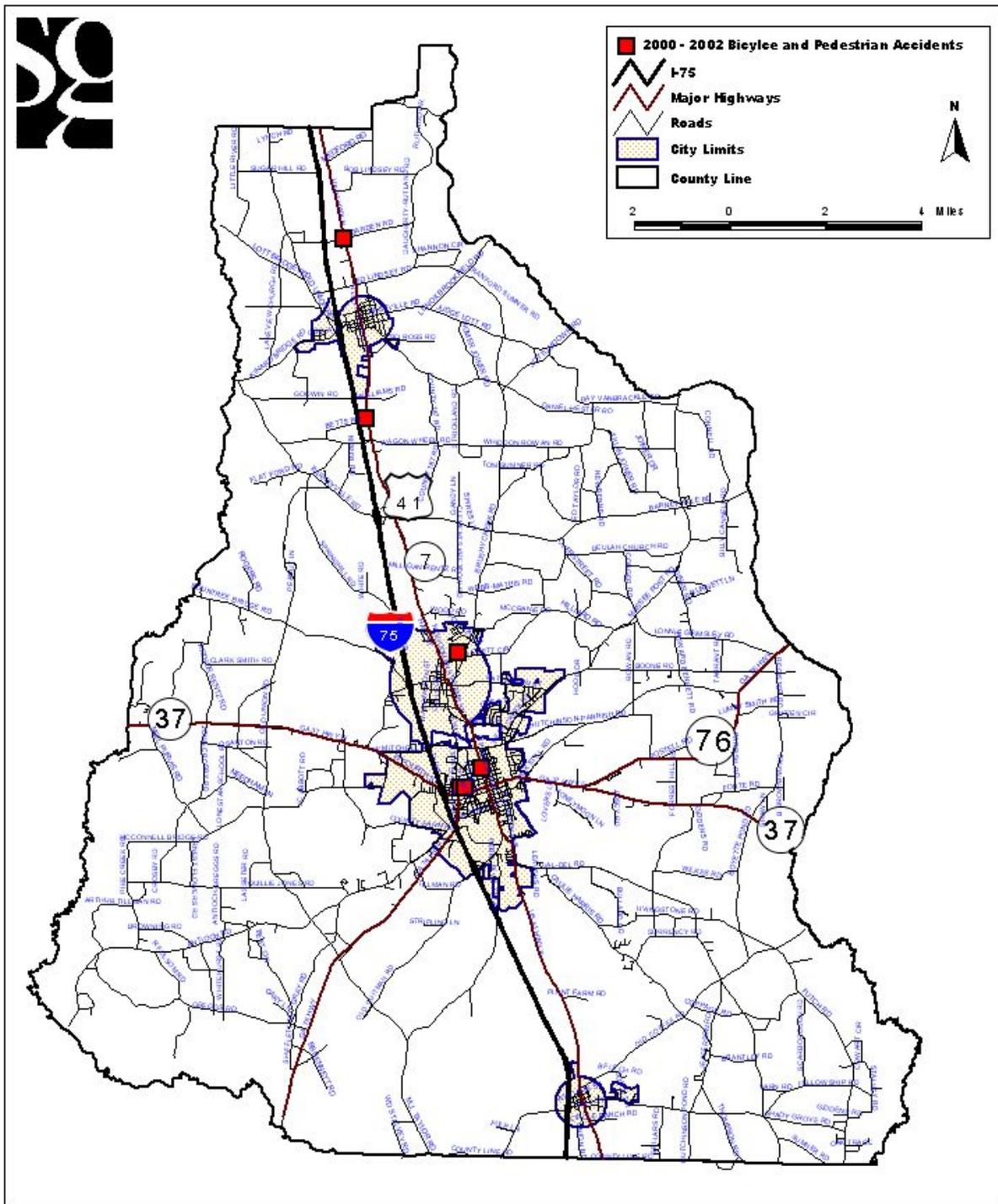
**Map II-1 City of Fitzgerald Bicycle and Pedestrian Accidents**





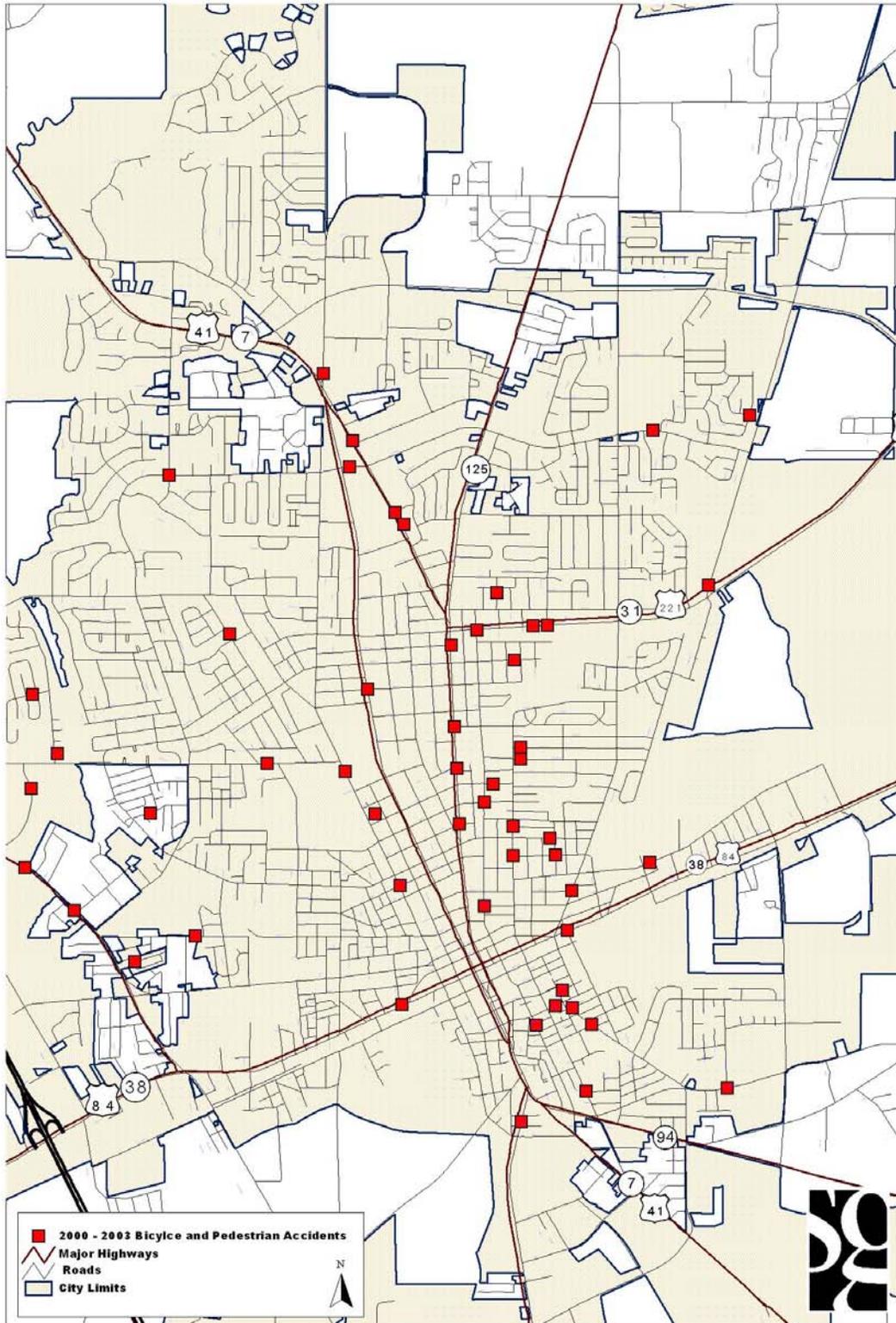
**Map II-2 City of Quitman Bicycle and Pedestrian Accidents**





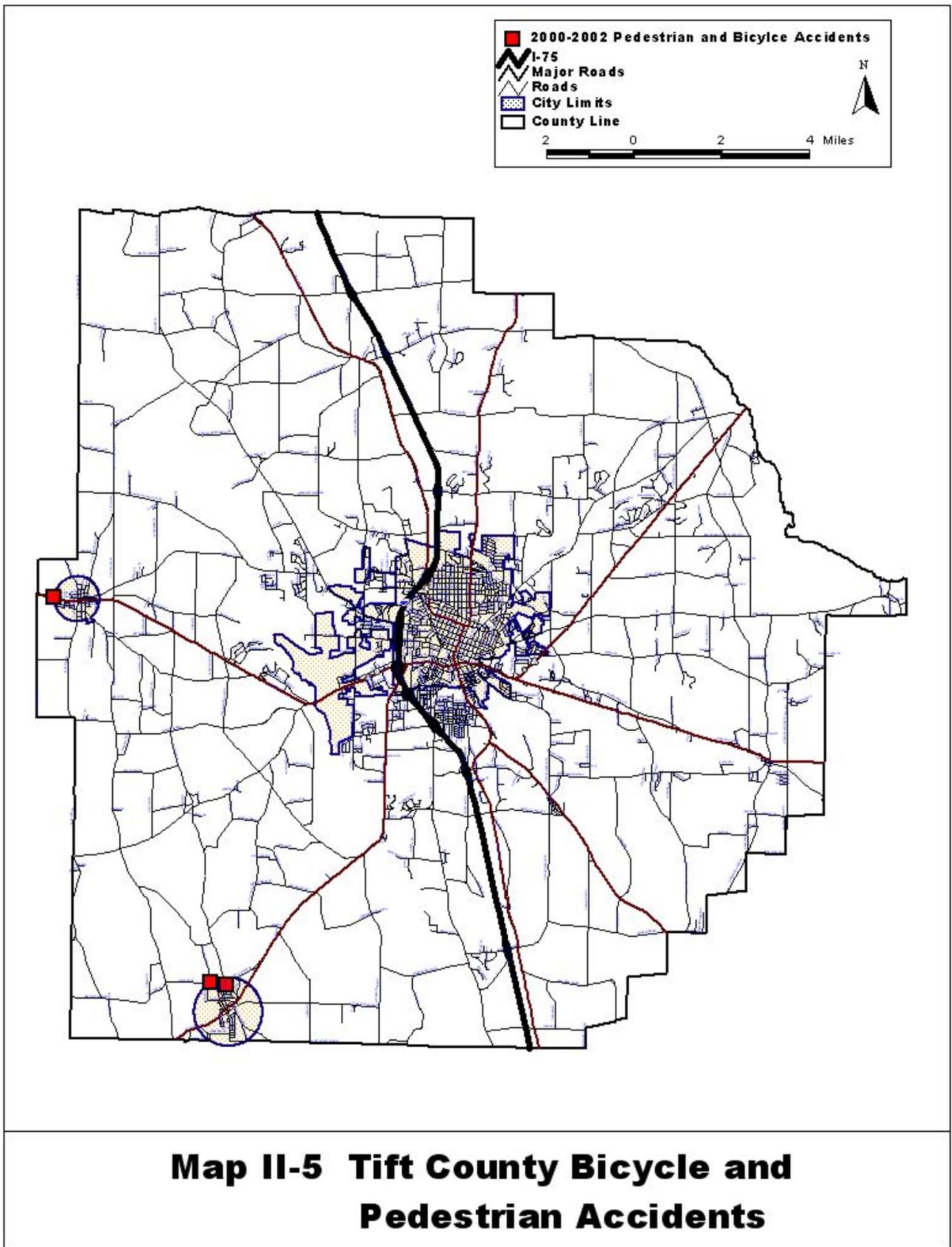
**Map II-3 Cook County Bicycle and Pedestrian Accidents**

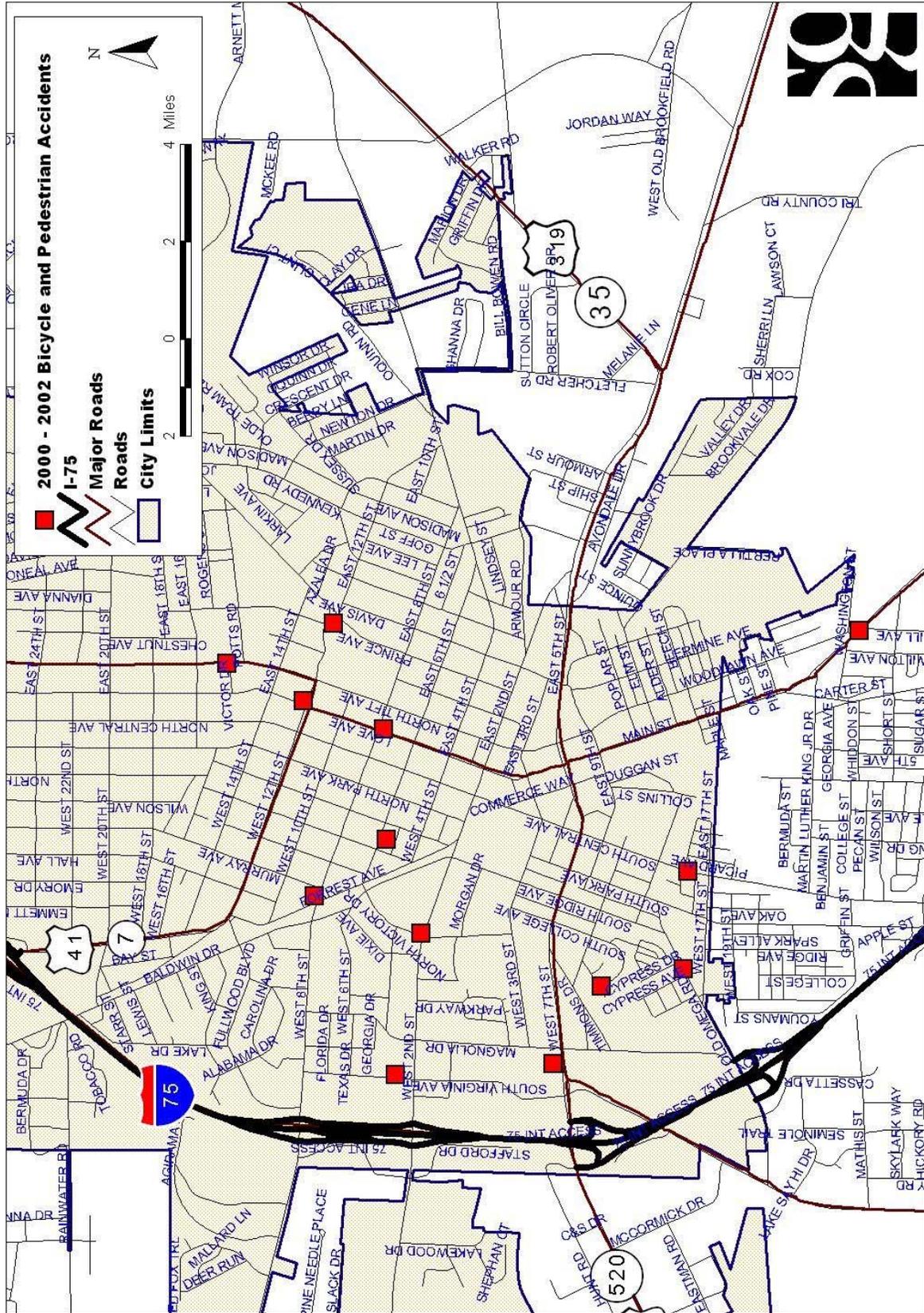




**Map II-4 Valdosta Area Bicycle and Pedestrian Accidents**







**Map II-6 Tifton Area Bicycle and Pedestrian Accidents**



### Existing Federal and State Policies

The Federal Highway Association (FHWA) realizes that the United States population can benefit tremendously by each local jurisdiction in the nation having established bicycle and pedestrian infrastructure. The Federal Highway Association has developed several policies to make this a reality, policies such as:

*Title 23, Section 217 (a) Bicycle transportation and pedestrian walkways. Paraphrased: A state may obligate STP funds for the construction of pedestrian walkways and bicycle transportation facilities, and for non-construction projects related to bicycle safety.*

*Title 23, Section 217 (g) 1 Planning and Design: Paraphrased: Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each MPO. Bicycle facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities and are integrating Bike and Pedestrian Projects into the Transportation Improvement Program.*

The state of Georgia has followed the trend undertaken by the FHWA and has also developed policies implemented by the Georgia Department of Transportation. One policy that is being implemented by the state is:

*Incorporating bicycle improvements into all widening and reconstruction projects where there is an existing bikeway, or if it is on an approved Bike Route. (Bike Route interpreted as the State Bicycle Route Network, and routes or facilities identified in a local or regional plan).*





**PART THREE**

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**EXISTING CONDITIONS**



## PART III: EXISTING CONDITIONS

### Regional Overview

The South Georgia Regional Development Center consists of nine counties: Ben Hill, Brooks, Cook, Echols, Irwin, Lanier, Lowndes, Tift, and Turner. The region is located in the extreme south central portion of the state and is 3,430 square miles in size. The population density in the year of 2000 was about 66 people per square mile, which is well below the state's 137 persons per square mile average. The largest city in the region is Valdosta, which in 2002 was designated by the Bureau of Census to be an urbanized area (50,000+ population) and has qualified for metropolitan status. Interstate 75 traverses the region north to south, where U.S. 84 and U.S. 82 traverse the region east to west. Other major metropolitan areas within easy driving distance of the region include Jacksonville and Tallahassee, Florida and Macon and Albany, Georgia.

### Individual County Inventory and Assessment

The counties within the South Georgia RDC region are mostly rural. The City of Valdosta, located in Lowndes County is the most populated followed by the City of Tifton, located in Tift County. Due to the region's rural qualities, it may not be efficient to link every existing facility such as schools, parks, and community facilities.

Based on the rural nature of the RDC region, it was decided to separate the existing conditions by county. The locations of schools, parks and several community facilities are identified for each county. When the population of the region begins to locate closer to the existing facilities, new bicycle routes should be proposed and developed to link the population to the facilities.

To properly evaluate the existing conditions of each county, the following information was collected:

- Traffic Counts
- Existing Land Use
- Low Income and Densely Populated Areas
- Current Policies
- Current Trends
- Existing Schools
- Existing Parks

*Traffic Counts:* The Georgia Department of Transportation provided traffic counts along state designated routes. These traffic-recording devices are used to determine the Annual Average Daily Traffic (AADT) Count. This information was used to determine if state routes and annual traffic volumes may be too high for the safe travel of bicycles and pedestrians.

*Existing Land Use:* Based on information collected from each county's comprehensive plan, land use data was evaluated to determine where possible demands might exist. Land use consists of 9 categories prescribed by the Georgia Department of Community Affairs (DCA) including: Residential, Commercial, Industrial, Agriculture, Forestry, Public and Institutional, Transportation Communications / Utilities, Parks / Recreation / Open Space, and Undeveloped / Unused.

*Low Income and Densely Populated Areas:* To better understand where the greatest need for bicycle and pedestrian facilities exist, data for low income areas and densely populated areas was collected.



Using information provided by the U.S. Census Bureau collected during the 2000 census, the most densely populated areas each county were identified. This will help determine where the greatest benefit of improved facilities may occur.

Similarly, information about median household incomes, persons below the poverty level, and total county population were collected from the U.S. Census Bureau. First, this data was used to calculate the percentage of persons in each county that are below the poverty level. Then, using criteria from the U.S. Department of Housing and Urban Development (HUD) to determine the qualifications for extremely low (0-30% of median income) low (31-50% median income) and moderate (51-80% median income) incomes, the areas of the counties with the greatest financial need were determined. Income data is based on earnings for 1999.

*Current Policies:* Almost all of the communities in the South Georgia RDC region have existing policies to help encourage incorporating pedestrian facilities in new development. Specific examples from each county are included in this section.

*Current Trends:* While most of the communities in the South Georgia RDC region do not experience the development pressures to warrant incorporating some of the more progressive and unique development regulations, some communities are working on ways to provide more pedestrian scaled amenities into their developments. Where applicable, current trends are included in the county overview.

*Existing Schools:* By identifying the locations of the existing schools, bicycle and pedestrian facilities can be incorporated to allow school age children options for getting to and from school.

*Existing Parks:* By identifying existing parks within each county, destination points can be established. This will allow for a more consistent network of routes for destination-oriented trips.



Ben Hill County

Ben Hill County is located in the northeast corner of the South Georgia RDC region and is bordered by Irwin, Turner, Wilcox, and Telfair counties. State Highways 90, 11, 206, 107, and 182 and U.S. Route 319 serve Ben Hill County.

Traffic Counts

Map III-1 identifies major routes within Ben Hill County and the location of several automatic traffic-recording sites. Table III-1 identifies the state route where each automatic traffic recording device is stationed, lists the annual average daily traffic (AADT) count, the speed limit of the particular state route, the total lanes of that route, the functional class of the routes and finally the available right of way (ROW) of each route.

**TABLE III-1  
BEN HILL COUNTY TRAFFIC COUNTS**

AADT Number	State Route	AADT Count	Speed Limit	Total Lanes	Functional Class	ROW
1	SR 90	280	55	2	Major Collector	100 ft.
2	SR 90	180	55	2	Minor Collector	100 ft.
3	SR 90	1850	55	2	Minor Arterial Street	100 ft.
4	SR 107	1370	55	2	Major Collector	100 ft.
5	Irwinville Highway	1720	55	2	Major Collector	150 ft.
6	SR 11	6220	55	2	Minor Collector	100 ft.
7	SR 107	5330	55	2	Minor Arterial Street	100 ft.
8	SR 107	2190	55	2	Major Collector	100 ft.
9	SR 206	2100	55	2	Major Collector	100 ft.
10	Broxton Highway	510	55	2	Major Collector	100 ft.
11	SR 107	1590	55	2	Major Collector	100 ft.
12	SR 107	1660	55	2	Major Collector	100 ft.

Source: Georgia Department of Transportation

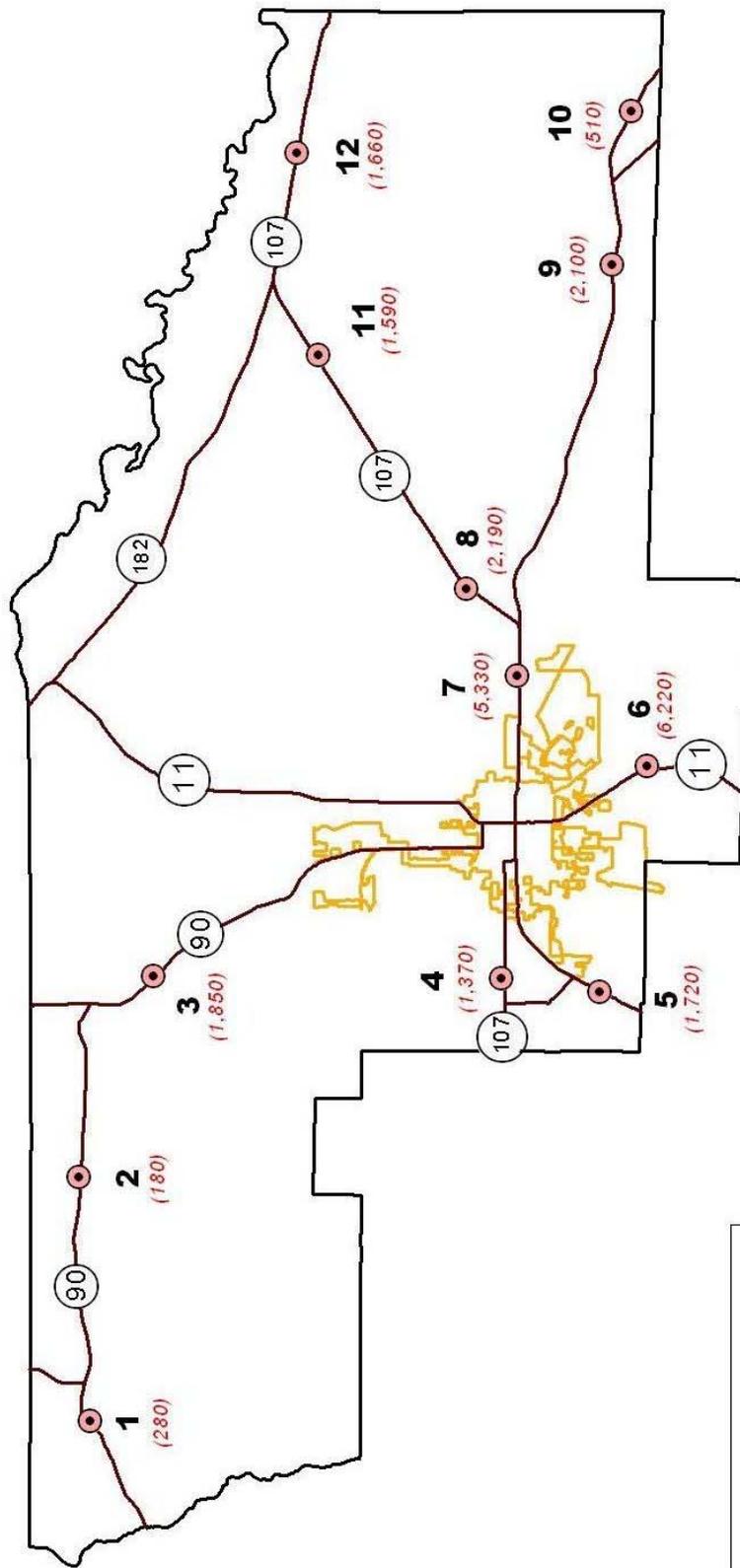
Land Use

Ben Hill County is predominantly rural in character and the majority of urban development is clustered in the City of Fitzgerald and its urban fringe. Fitzgerald is the only incorporated city in Ben Hill County. Most of the land within Ben Hill County is devoted to general agricultural uses with over 32 percent of the county’s land uses being classified as cultivated land and nearly 65 percent of the county being classified as forested. Map III-2 depicts all of the land uses of Ben Hill County.

Low - Income and Densely Populated Areas

According to the 2000 U.S. Census, Ben Hill County has a population of 17,484 and the median household income for the county is \$27,100 resulting in 21.8% of the population in poverty. This results in some of the population being dependent on alternative modes of transportation other than an automobile. Map III-3 pinpoints the exact locations within the county of where the highest demand for alternative modes of transportation is needed.



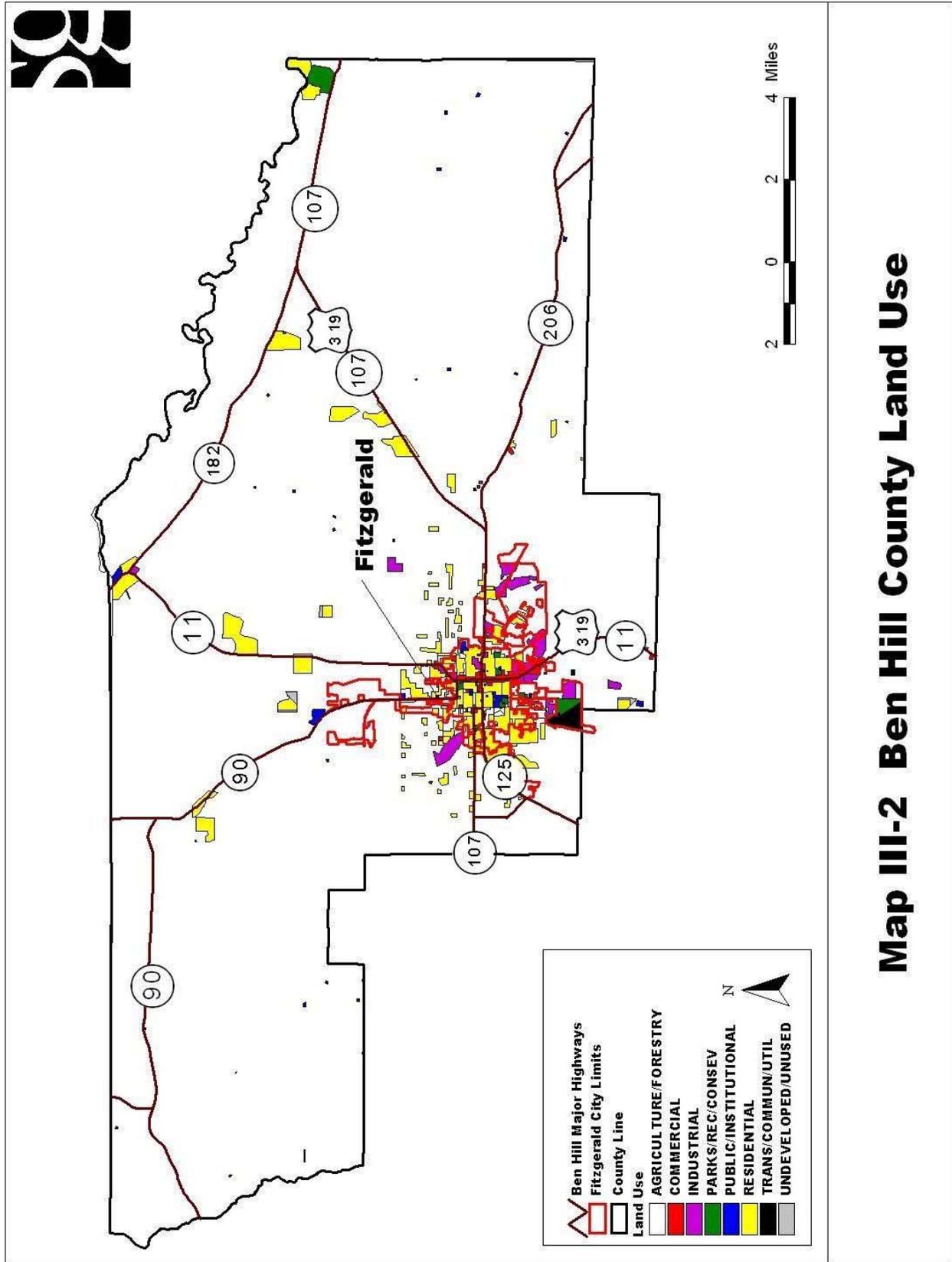


Legend:

- Traffic Count Sites (total vehicles)
- County Line
- City Limits
- Major Highways

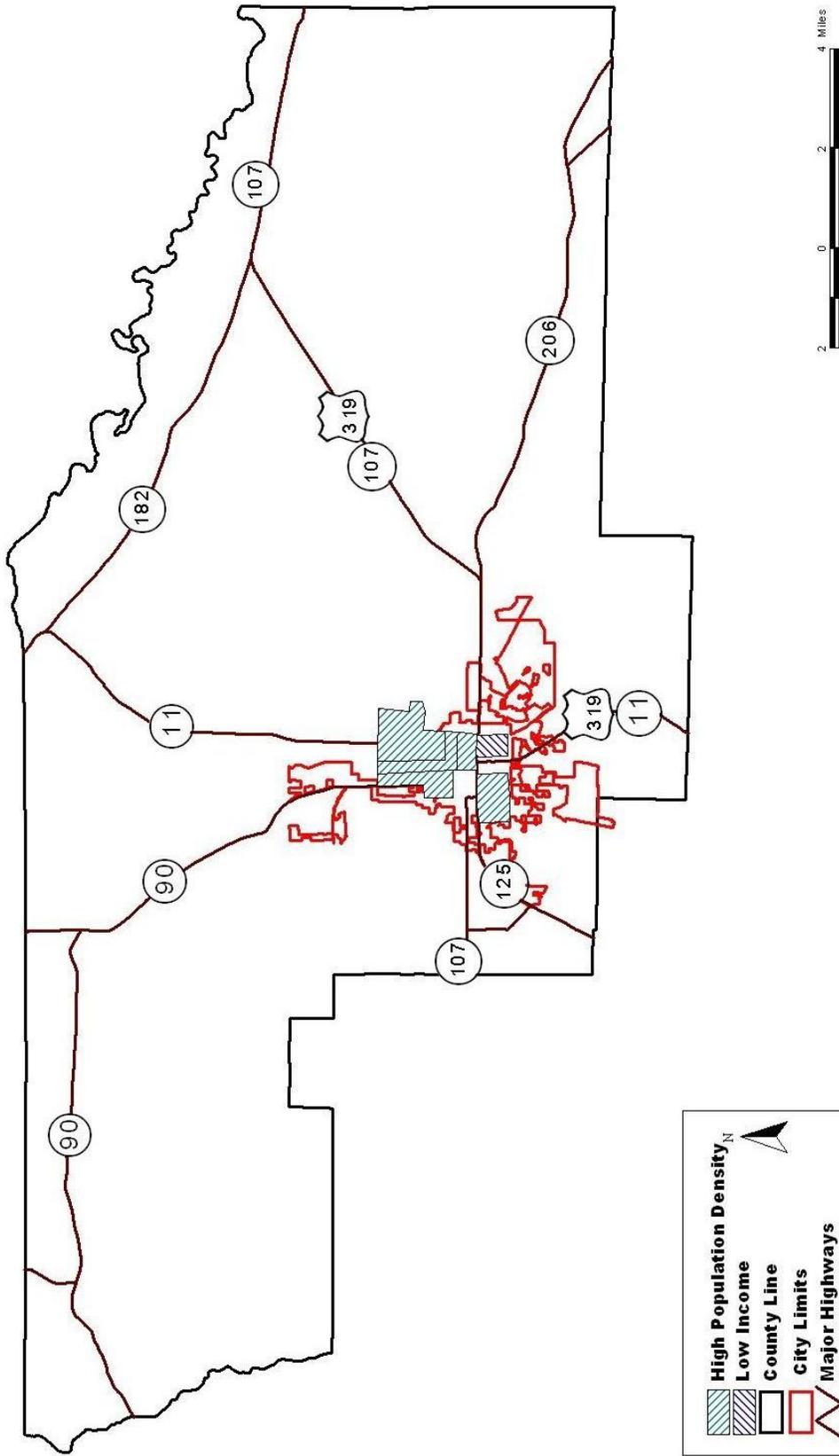
**Map III-1 Ben Hill County Traffic Counts**





**Map III-2 Ben Hill County Land Use**





**Map III-3 Ben Hill County Low - Income and Densely Populated Areas**



Using 2000 Census Data, Map III-3 identifies the block groups within Ben Hill County that are the most densely populated and also locates the block groups that have the lowest income in the county. The top five most densely populated block groups in the county were selected and the population ranged from 989 persons per square mile to 361 persons per square mile. Three block groups were selected as the lowest income block groups in the county. The annual incomes in these block groups ranged from \$10,531 - \$13,250. These block groups were selected because they are below the U.S. Housing and Urban Development (HUD) Identified Range For Low Income (0-50% of the Median Income), which for Ben Hill County is \$13,550. It is very crucial for these segments of the population to be accommodated with basic needs in order to maintain their safety while traveling to and from their destinations. If not already existent, bike lanes and sidewalks should be placed in these identified areas.

### School Facilities

Map III-4 identifies the block groups in Ben Hill County that have the highest percentage of children under the age of 18. One of the goals of this regional bicycle and pedestrian plan is to connect existing schools to areas that are highly populated with school-aged children. By locating these areas within the county, local officials can determine where to place bicycle routes or sidewalks, which in turn will help support the Safe Routes to School Initiative. It is also very important for these officials to plan for the future and locate schools in the areas that are highly populated by children under the age of 18. Map III-4 also identifies the existing schools and library in Ben Hill County. Table III-2 lists the name, address and the 2003 – 2004 student enrollment numbers of each school.

**TABLE III-2  
BEN HILL COUNTY SCHOOLS AND LIBRARY**

Number	School Name	Address	City	Grade	Enrollment
1	Ben Hill Primary	221 JC Hunter Road	Fitzgerald	K - 2 grade	810
2	Ben Hill Elementary	327 Dewey McGlamry Rd.	Fitzgerald	3 grade - 5 grade	696
3	Ben Hill Middle	134 JC Hunter Dr.	Fitzgerald	6 grade - 8 grade	723
4	Fitzgerald High School	601 W Cypress	Fitzgerald	9 grade - 12 grade	933

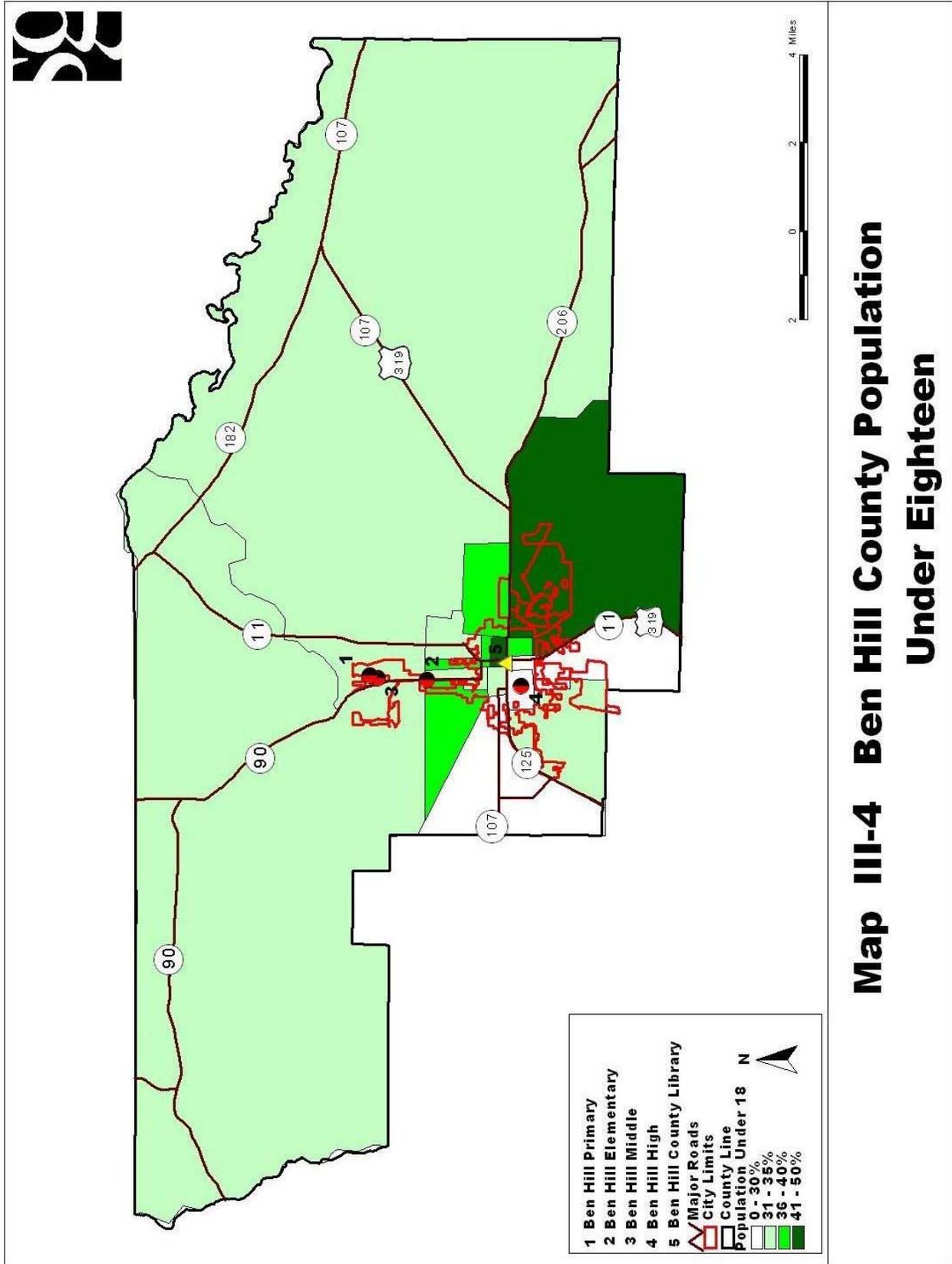
Number	Library Name	Address	City
5	Ben Hill County Library	123 North Main St	Fitzgerald

Source: Ben Hill County School Board

### Park Facilities

The parks within Ben Hill County range from small neighborhood parks like Palm Street Park, to major recreational facilities like the 95 acre Paulk Park. Map III-5 identifies the location of each park within Ben Hill County. Map III-5 can also serve as a guide to assist government officials on where to locate future parks when it becomes necessary. Table III-3 lists the name, acreage, location and amenities of each park in Ben Hill County.





**TABLE III-3  
BEN HILL COUNTY PARKS**

Number	City/County	Name	Acres	Location	Amenities
1	Fitzgerald / Ben Hill	Blue and Gray Park	13	East Palm Street	Baseball field, bleachers, grills, picnic tables, shelter, basketball courts, restrooms, natural area
2	Fitzgerald / Ben Hill	Boggus Park	6.6	West Sultana Drive	Lighted baseball field, restrooms, concessions, press box, natural area
3	Fitzgerald / Ben Hill	Compton Park	23.5	South Merrimac Drive	Three lighted baseball/softball/soccer fields, covered dugouts, bleachers, electric scoreboards, two press-boxes, volleyball/tennis courts, restrooms, concessions, picnic tables, natural area
4	Fitzgerald / Ben Hill	Legion Park	6.6	North Main Street	Legion Center, DLS offices, picnic tables, grills, barbecue pit, playground equipment, lighted horse-shoe pits, lighted outdoor basketball court, outdoor swimming pool, bathhouse, natural area
5	Fitzgerald / Ben Hill	Lions Club Park	8.2	Perry House Road	Complex for 18-and-under baseball/softball. Four lighted fields, two unlighted, bleachers, rest-rooms, concessions, press box, electric scoreboards, covered dugouts, warm-up pitching mounds, batting cages
6	Fitzgerald / Ben Hill	Monitor Park	4.8	South Monitor Drive	Monitor Center, swimming pool, bathhouse, playground equipment, outdoor basketball court, picnic tables, grills, baseball practice field, and Monitor Gym which houses two basketball goals, electric score clock, portable bleachers, concessions, and wrestling balcony
7	Fitzgerald / Ben Hill	Paulk Park	95	Perry House Road	30-acre stocked fishing lake, canoe and sail boating, boat ramp, sheltered picnic area, grill, restrooms, two 300 foot softball fields, 30 trailer camping sites with electric and water hookups (6 with direct septic), dump stations, security lights, jogging trail, concert shelter, eight-acre parking area, resident caretaker natural areas. Meeting cabin with stove, refrigerator, microwave, large grill, enclosed screen porch.
8	Fitzgerald / Ben Hill	Palm Street Park	1	West Palm Street	Six lighted, surfaced tennis courts, bleachers, picnic tables
9	Fitzgerald / Ben Hill	Wheeler Park	6.9	West Wheeler Avenue	Five practice baseball fields, natural area

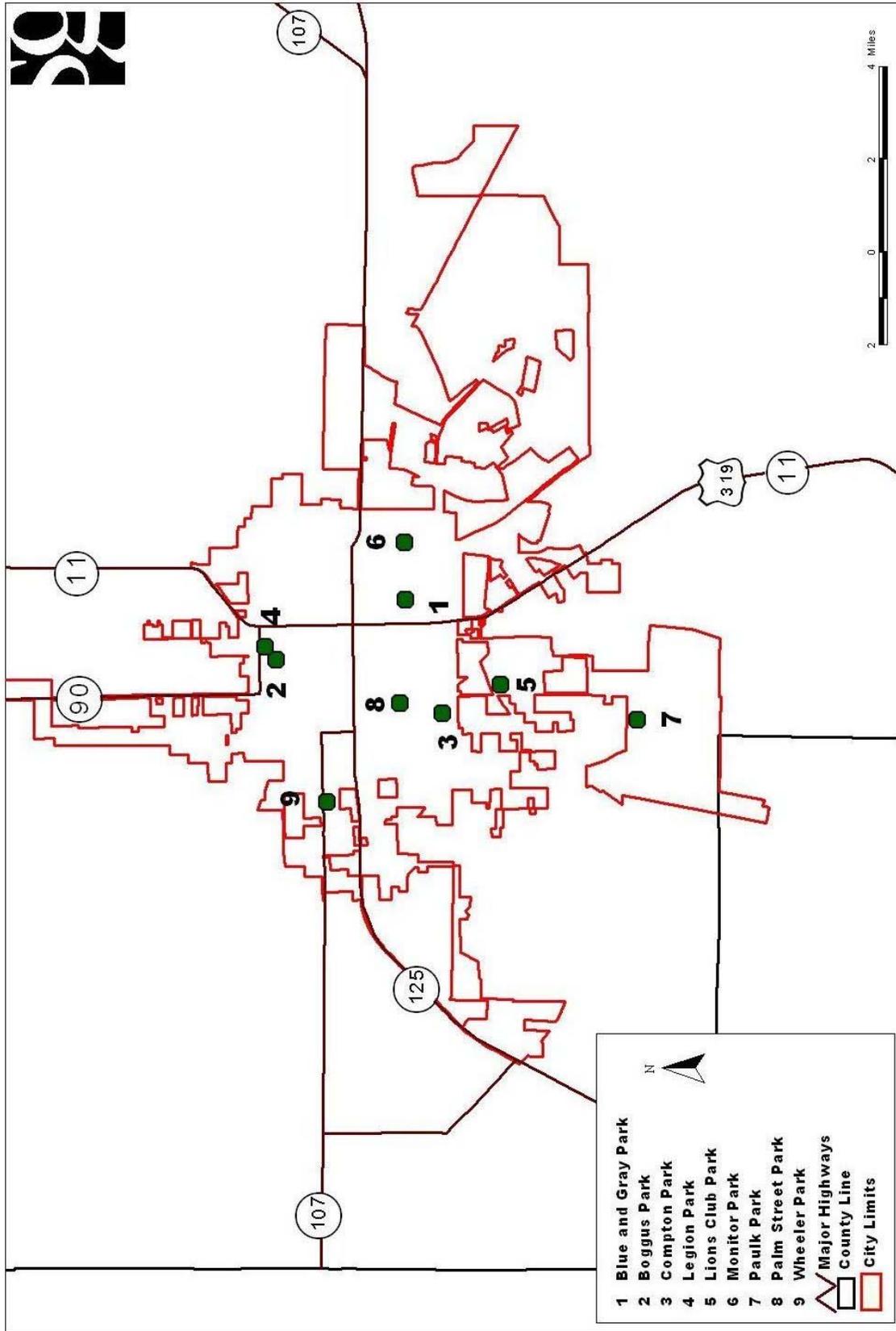
Source: Ben Hill County Comprehensive Plan

### *Inventory and Analysis*

As stated before, the City of Fitzgerald is the most populated area in Ben Hill County. A majority of the existing bicycle and pedestrian facilities have been identified within the city limits of Fitzgerald. There are approximately 5.35 miles of existing state bicycle routes, as designated by the Georgia Department of Transportation. There are also 15 miles of existing sidewalks located within the City of Fitzgerald. Nine parks, four schools and one library also exist within the city limits of Fitzgerald. Fitzgerald has a prominent historic district located in the downtown area. All of these existing facilities are indicated on Map III-6.

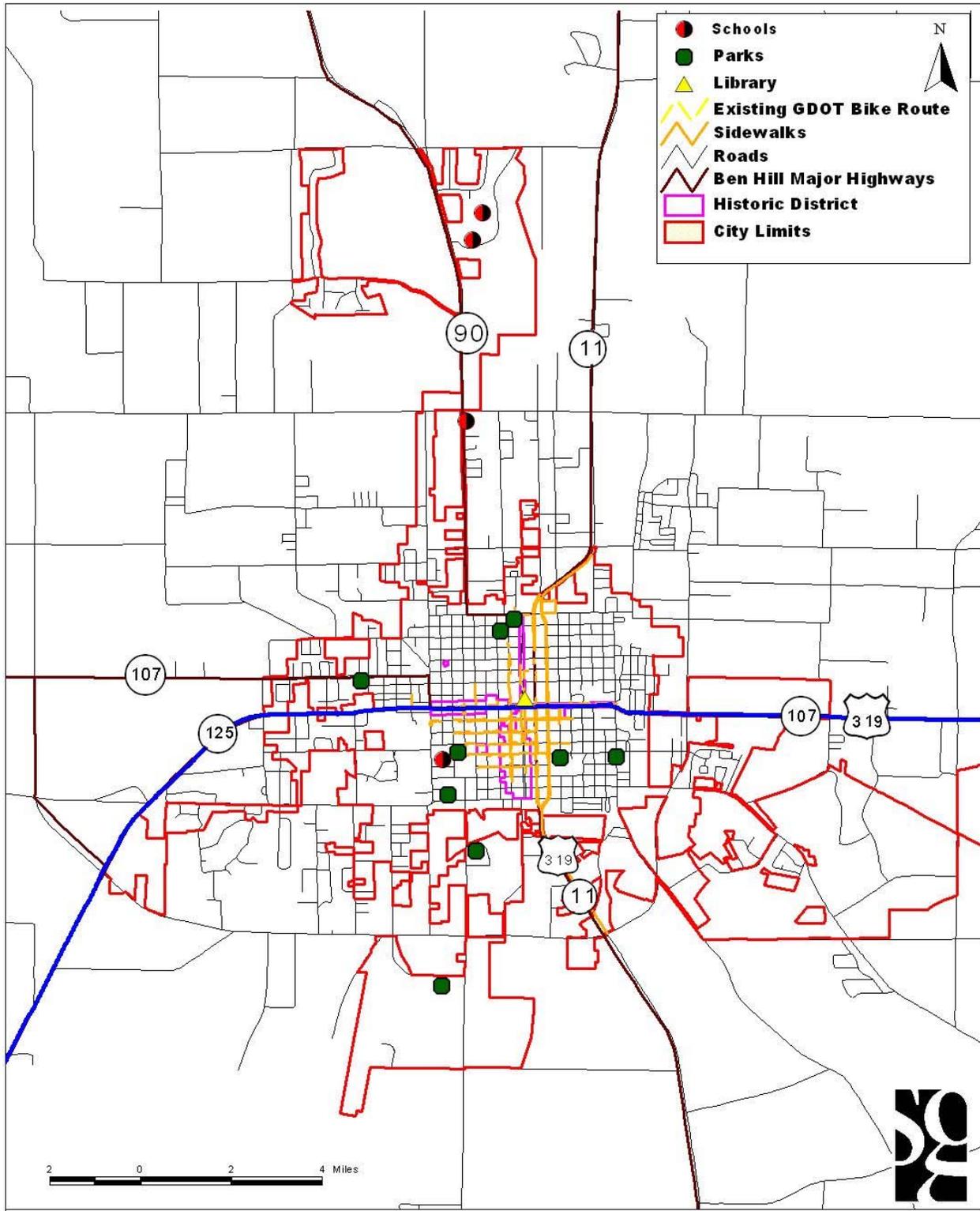
The Planning Advisory Committee was aware of all of the existing facilities within Ben Hill County and proposed six routes to become part of the regional bicycle network. These routes were selected because they are the most viable routes in the county. Table III-4 gives an overall breakdown of the proposed routes for Ben Hill County including existing traffic counts and the number of existing facilities located along each proposed route. Also, Table III-4 provides information on whether there are existing sidewalks along a proposed route, if a proposed route travels through a highly populated area, a low-income area, or an area with a high percentage of the population under the age of 18. The table also identifies routes that pass through existing historic districts. Table III-4 can be used to give an overall picture of how the proposed routes will impact existing facilities and neighborhoods.





Map III-5 Ben Hill County Parks





### III-6 Greater Fitzgerald Existing Facilities



**TABLE III-4  
BEN HILL COUNTY ANALYSIS CHART**

<b>Proposed Route</b>	<b>AADT Station Number</b>	<b>Existing Traffic Counts</b>	<b>Number of Libraries</b>	<b>Number of Schools</b>	<b>Number of Parks</b>	<b>Existing Sidewalks</b>	<b>High Population Density Area</b>	<b>Low Income Area</b>	<b>High Percentage Under -18 Area</b>	<b>Through Historic District</b>
<b>Proposed Route 1</b> <i>GA Hwy 11 &amp; 107</i>	<b>6</b>	6,220	-	-	1	Yes	-	-	Yes	Yes
	<b>8</b>	2,190								
	<b>11</b>	1,590								
	<b>12</b>	1,660								
<b>Proposed Route 2</b> <i>GA Hwy 11</i>	-	-	-	-	-	Yes	Yes	Yes	Yes	-
<b>Proposed Route 4</b> <i>GA Hwy 90</i>	<b>3</b>	1,850	-	2	1	-	Yes	-	-	-
	<b>2</b>	180								
	<b>1</b>	280								
<b>Proposed Route 5</b> <i>GA Hwy 107</i>	<b>4</b>	1,370	-	-	1	-	-	-	-	-

A map of the proposed routes can be referenced on Map IV-1 Ben Hill County Proposed Routes



## Brooks County

Brooks County is located in the southwest corner of the South Georgia RDC region and is the second largest county in the district, covering some 493.7 square miles. State Highways 94, 76, 33 and 133; and two U.S. Routes 84 and 221, serves Brooks County.

## Traffic Counts

Map III-7 identifies major routes within Brooks County and the location of several automatic traffic-recording sites. Table III-5 identifies the state route where each automatic traffic recording device is located, lists the annual average daily traffic (AADT) count, the speed limit of the particular state route, the total lanes of that route, the functional class of the routes, and the available right of way (ROW) of each identified route.

**TABLE III-5  
BROOKS COUNTY TRAFFIC COUNTS**

AADT Number	State Route	AADT Count	Speed Limit	Total Lanes	Functional Class	ROW
1	SR 122	1590	55	2	Minor Arterial	100 ft.
2	SR 38	6200	65	4	Principal Arterial	150 ft.
3	SR 333	760	55	2	Major Collector	100 ft.
4	SR 38	6920	45	4	Principal Arterial	150 ft.
5	SR 76	1810	55	2	Minor Arterial	60 ft.
6	SR 76	1310	55	2	Minor Arterial	60 ft.
7	SR 333	1040	55	2	Minor Arterial	100 ft.
8	SR 38	11000	65	4	Principal Arterial	150 ft.
9	SR 76	2130	55	2	Minor Arterial	100 ft.
10	SR 133	6280	55	2	Minor Arterial	100 ft.
11	SR 133	5620	55	2	Minor Arterial	100 ft.
12	SR 76	1830	55	2	Minor Arterial	100 ft.

Source: Georgia Department of Transportation

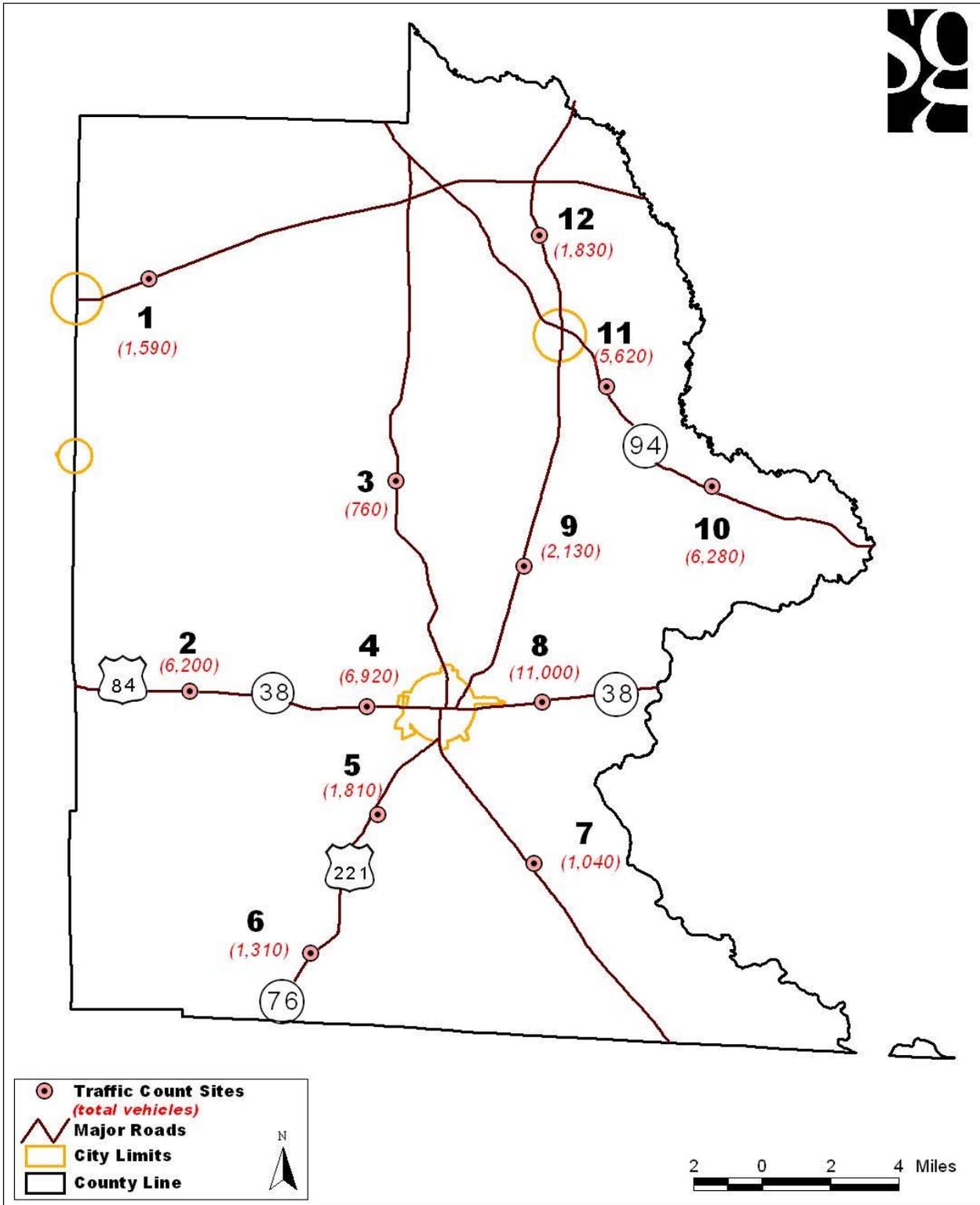
## Land Use

Brooks County is predominately rural in character and the majority of the urban development is clustered in the county's four incorporated cities. Brooks County itself is dominated by the City of Quitman, which serves as the hub of the urban activity. Brooks County's developed land uses are clustered in the county seat of Quitman, and the cities of Barwick, Pavo and Morven. The land use of most of the county is dedicated to agricultural use such as farmland. Map III-8 depicts all of the land uses of Brooks County. Little residential activity is associated with the fringe areas of the cities, with the exception of Quitman.

## Low - Income and Densely Populated Areas

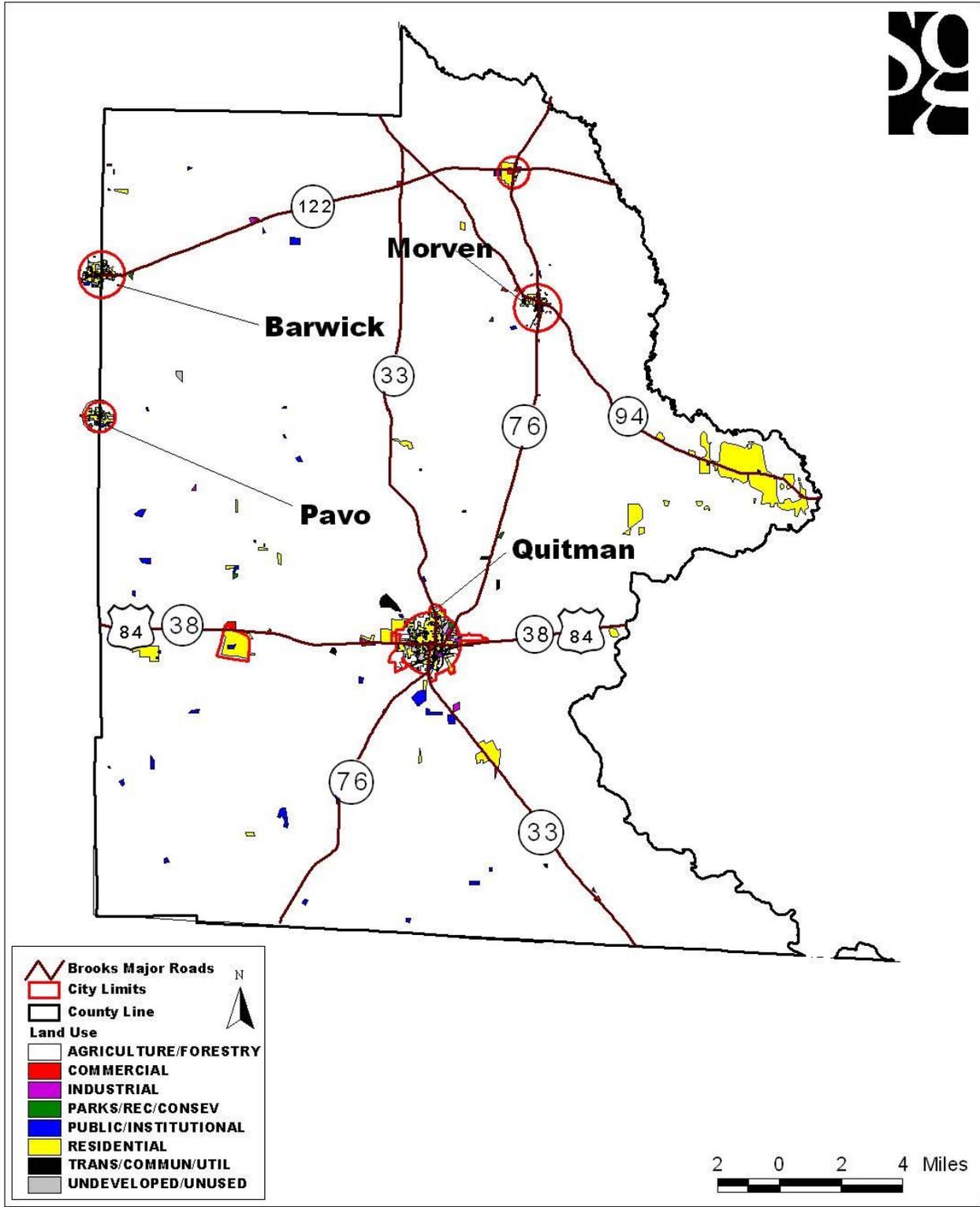
According to the 2000 U.S. Census, Brooks County has a population of 16,450 and the median household income for the county is \$26,911 resulting in 23.0% of the population in poverty. This results in some of the population being dependent on alternative modes of transportation other than an automobile. Map III-9 pinpoints the locations within the county of where the highest demand for alternative modes of transportation is needed.





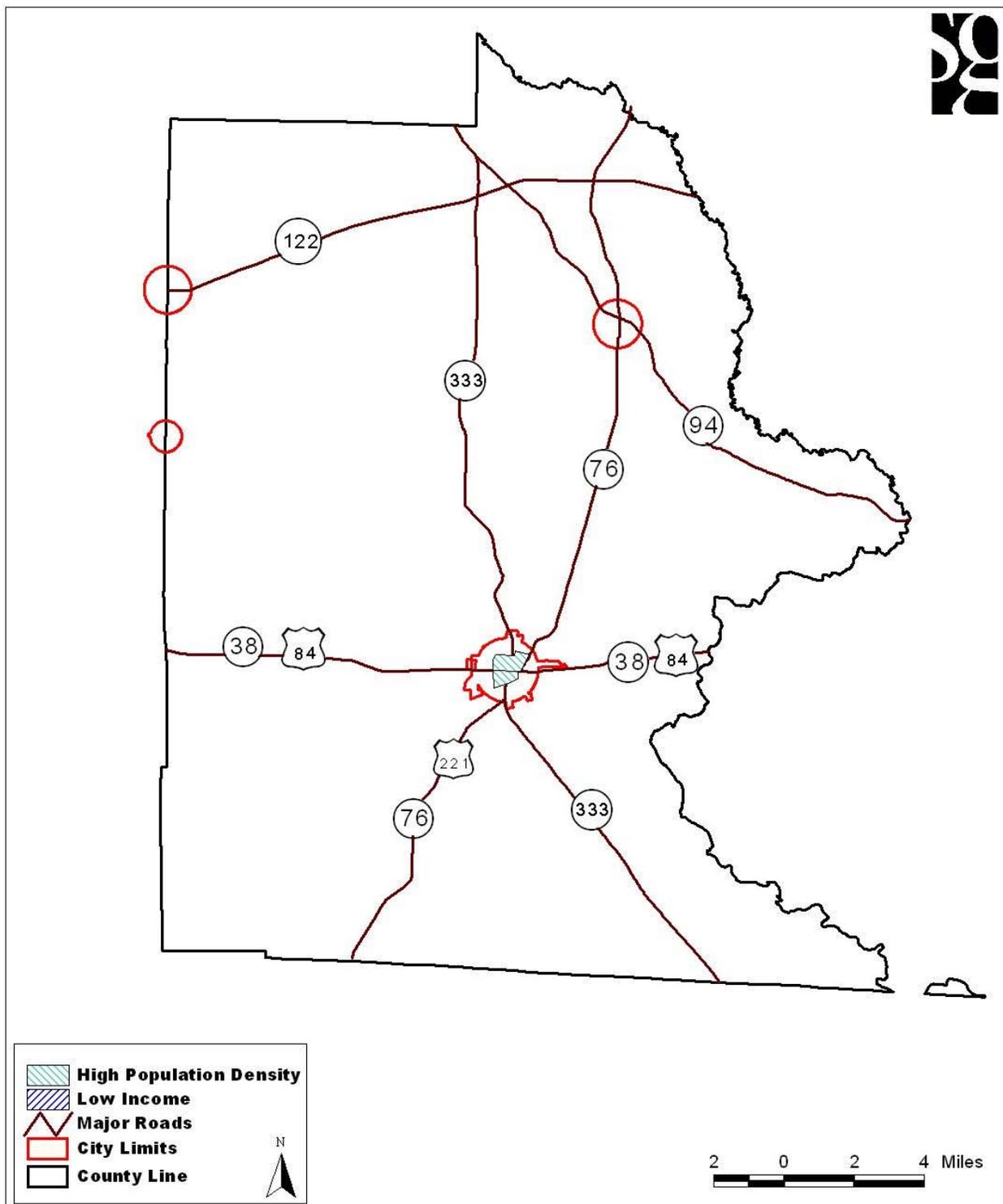
**Map III-7 Brooks County Traffic Counts**





**Map III-8 Brooks County Land Use**





**Map III-9 Brooks County Low - Income and Densely Populated Areas**



Using 2000 Census Data, Map III-9 identifies the block groups within Brooks County that are the most densely populated and also identifies the block groups that have the lowest income in the county. Two of the block groups identify the most densely populated areas in the county. One of block groups contain 991 persons per square mile and the other contains 894 persons per square mile. There is also one block group that has been identified locating the lowest income block group in the county. The annual income of this particular block group is \$11,414. This block group was selected because it is below the U.S. Housing and Urban Development (HUD) Identified Range For Low Income (0-50% of the Median Income), which for Brooks County is \$13,456. It is very crucial for these segments of the population to be accommodated with basic needs in order to maintain their safety while traveling to and from their destinations. If not already existent, bike lanes and sidewalks should be placed in these identified areas.

### Current Policies

Brooks County and the City of Quitman implement land subdivision regulations for newly developed subdivisions. This requires developers to include sidewalks within the construction phase of the newly developed subdivision. The City of Quitman's land subdivision regulations include:

*When any parcel of land within the corporate limits of the City abutting existing public streets is developed with new construction, or over half of an existing structure is remodeled or renovated, the owner or developer shall install a 4-foot wide sidewalk along the entire frontage of said parcel. Said sidewalk shall be installed within the City right-of-way in accordance with plans and specifications approved by the City Engineer. Compliance with this section shall not be required for single-family residential lots of record prior to the date of adoption of this section.*

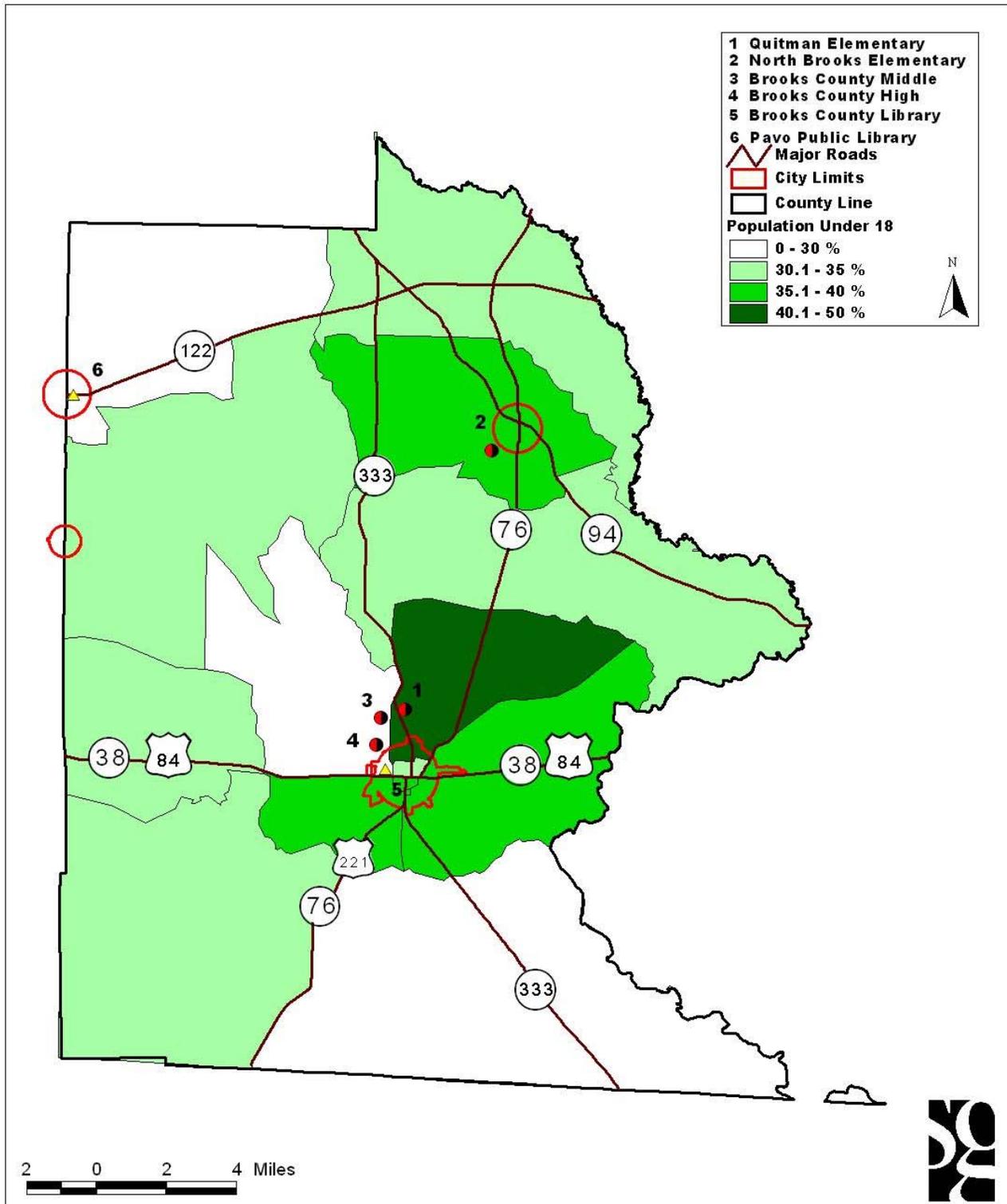
*In new subdivisions where the developer or owner is installing public streets, sidewalks shall be installed at the time of construction of residential dwellings or their structures. Said sidewalks shall be installed within the City right-of-way in accordance with the requirements set forth in subsection (a) hereof. On residential streets, sidewalk installations shall be required only on the northern right-of-way of north-south streets. Installation shall be required on both side of collector or higher classified roads.*

*No certificate of occupancy shall be granted if the provisions of this section have not been complied with and construction of the sidewalks has not been completed.*

### School Facilities

Map III-10 identifies the block groups in Brooks County that have the highest percentage of children under the age of 18. One of the goals of this regional bicycle and pedestrian plan is to connect existing schools to areas that are highly populated with school-aged children. By locating these areas within the county, local officials can determine where to place bicycle routes or sidewalks, which in turn, will help support the Safe Routes to School Initiative. It is also very important for these officials to plan for the future and locate schools in the areas that are highly populated by children under the age of 18. Map III-10 also identifies the existing schools and libraries that are located in the county. Table III-6 indicates the name, address and the 2003 – 2004 student enrollment numbers of each school.





**Map III-10 Brooks County Population Under Eighteen**



**TABLE III-6  
BROOKS COUNTY SCHOOLS AND LIBRARIES**

Number	School Name	Address	City	Grade	Enrollment
1	Quitman Elementary School	2200 Moultrie Highway	Quitman	Pre K – 5 grade	780
2	North Brooks Elementary	10295 Coffee Road	Morven	Pre K – 5 grade	440
3	Brooks County Middle School	2171 Moultrie Highway	Quitman	6 grade - 8 grade	610
4	Brooks County High School	1081 Barwick Road	Quitman	9 grade - 12 grade	637

Number	Library Name	Address	City
5	Brooks County Library	North Culpepper Street	Quitman
6	Pavo Public Library	Main Street	Pavo

Source: Brooks County School Board

### Park Facilities

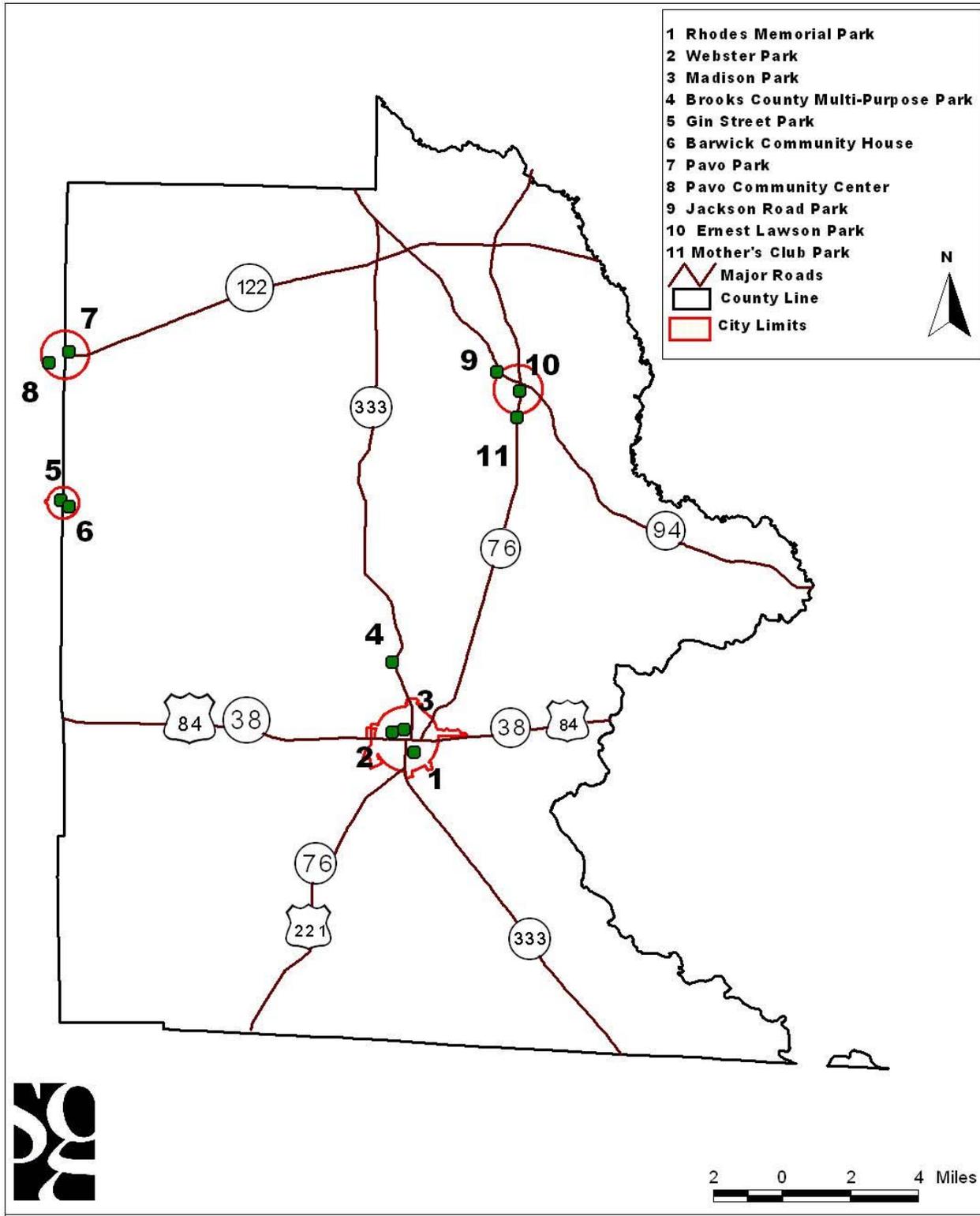
The parks within Brooks County range from small neighborhood parks like Rhodes Memorial Park, to the 5 acre Brooks County Multi-Purpose Park. Map III-11 identifies the location of each park within Brooks County. Map III-11 can also serve as a guide to assist government officials on where to locate future parks when it becomes necessary. Table III-7 lists the name, acreage, location and amenities of each park in Brooks County.

**TABLE III-7  
BROOKS COUNTY PARKS**

Number	City/County	Name	Acres	Location	Amenities
1	Quitman / Brooks	Rhodes Memorial Park	.5 acres	Railroad Street	children's playground equipment
2	Quitman / Brooks	Webster Park	2 acres	North Webster Street	four tennis courts and walking track
3	Quitman / Brooks	Madison Park	2 acres	North Madison Street	softball field
4	Quitman / Brooks	Brooks County Multi-Purpose Park	5 acres	State Route 76	four softball fields
5	Barwick / Brooks	Gin Street Park	.5 acres	Gin Street	two outdoor basketball courts
6	Barwick / Brooks	Barwick Community House	3.6 acres	Bertie Street	various amenities
7	Pavo / Brooks	Pavo Park	.5 acres	Pear Street	various amenities
8	Pavo / Thomas	Pavo Community Center	8 acres	Mc Donald Street	2 softball fields, basketball court, swing sets
9	Morven / Brooks	Jackson Road Park	6 acres	Jackson Road	softball field
10	Morven / Brooks	Ernest Lawson Park	2 acres	First Street	basketball court, tennis court
11	Morven / Brooks	Mother's Club Park	1 acre	State Route 76	picnic tables

Source: Brooks County Comprehensive Plan





**Map III-11 Brooks County Parks**



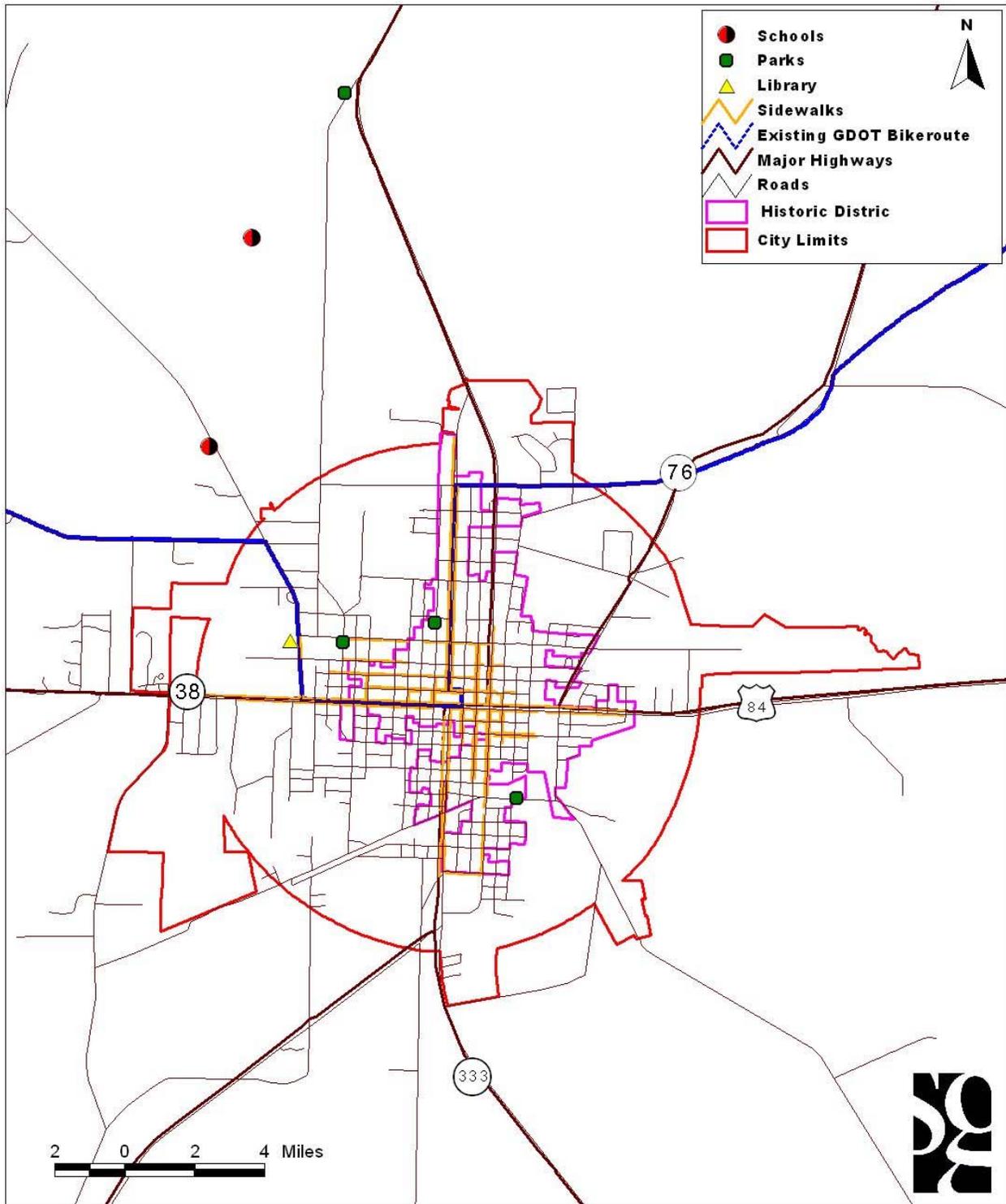
### Inventory and Analysis

As stated before, the City of Quitman is the most populated area in Brooks County. A majority of the existing bicycle and pedestrian facilities have been identified within the city limits of Quitman. There are approximately 3 miles of designated Georgia Department of Transportation within the City of Quitman. There are also 11.3 miles of existing sidewalk located within the City of Quitman along with three parks, and one library. Quitman also has a historic district located in the downtown area. \$500,000 in Transportation Enhancement grants has allowed the City of Quitman to upgrade their downtown area, including the historic district, to current AASHTO standards. All of these existing facilities can be viewed on Map III-12.

The Planning Advisory Committee was aware of all of the existing facilities within Brooks County and proposed seven routes to become part of the regional bicycle network. These routes were selected because they are the most viable routes in the county.

Table III-8 gives an overall breakdown of the proposed routes for Brooks County including existing traffic counts and the number of existing facilities located along each proposed route. Also, Table III-8 provides information on whether there are existing sidewalks along a proposed route, if a proposed route travels through a highly populated area, a low-income area, or an area with a high percentage of the population under the age of 18. The table also identifies routes that pass through existing historic districts. Table III-8 can be used to give an overall picture of how the proposed routes will impact existing facilities and neighborhoods.





**Map III-12 Greater Quitman Existing Facilities**



**TABLE III-8  
BROOKS COUNTY ANALYSIS CHART**

<b>Proposed Route</b>	<b>AADT Station Number</b>	<b>Existing Traffic Counts</b>	<b>Number of Libraries</b>	<b>Number of Schools</b>	<b>Number of Parks</b>	<b>Existing Sidewalks</b>	<b>High Population Density Area</b>	<b>Low Income Area</b>	<b>High Percentage Under -18 Area</b>	<b>Through Historic District</b>	<b>Existing Retirement Homes</b>
<b>Proposed Route 1</b> <i>GA HWY 33</i>	7	1,040	-	-	1	Yes	Yes	Yes	Yes	Yes	-
	3	760									
<b>Proposed Route 2</b> <i>GA HWY 133</i>	10	6,280	1	-	1	-	-	-	-	-	-
	11	5,620									
<b>Proposed Route 3</b> <i>Old Madison Hwy</i>	-	-	-	-	-	-	-	-	-	Yes	-
<b>Proposed Route 5</b> <i>North Webster St</i>	-	-	-	-	1	-	Yes	-	Yes	-	-
<b>Proposed Route 6</b> <i>Shiver Rd.</i>	-	-	-	-	-	-	-	-	-	-	Yes
<b>Proposed Route 7</b> <i>GA HWY 38</i>	2	6,200	-	-	-	Yes	Yes	-	-	Yes	-
	4	6,920									
	8	11,000									
<b>Proposed Route 8</b> <i>GA HWY 76</i>	9	2,130	-	-	3	-	-	-	Yes	-	-
	12	1,830									

A map of the proposed routes can be referenced on Map IV-2 Brooks County Proposed Routes



## Cook County

Cook County is located in south central Georgia and is bordered by Berrien, Brooks, Colquitt, Lowndes, and Tift Counties. I-75 serves as the major connector to the larger communities of Tifton and Valdosta, located in the counties immediately north and south. In addition to I-75, Cook County is also served by State Highways 37, 7 and 76 which traverse the county in a generally east-west direction.

## Traffic Counts

Map III-13 identifies major routes within Cook County and also identifies the location of several automatic traffic-recording sites. Table III-9 identifies the state route where each automatic traffic recording device is located, lists the annual average daily traffic (AADT) count which is collected continuously throughout the year, the speed limit of the particular state route, the total lanes of that route, the functional class of the routes, and finally the available right of way (ROW) of each route.

**TABLE III-9  
COOK COUNTY TRAFFIC COUNTS**

AADT Number	State Route	AADT Count	Speed Limit	Total Lanes	Functional Class	ROW
1	Kinard Bridge Road	940	30	2	Major Collector	80 ft.
2	SR 37	2550	55	2	Minor Arterial	100 ft.
3	SR 37	3140	55	2	Minor Arterial Street	100 ft.
4	Val-Del Road	1140	55	2	Major Collector	80 ft.
5	SR 7	2710	55	2	Minor Arterial Street	60 ft.
6	Val-Del Road	1510	55	2	Major Collector	80 ft.
7	SR 37	1730	55	2	Major Collector	100 ft.
8	SR 37	2110	55	2	Major Collector	100 ft.
9	Brushy Creek Road	660	55	2	Major Collector	60 ft.
10	Lenox Brookfield Road	560	55	2	Major Collector	80 ft.

Source: Georgia Department of Transportation

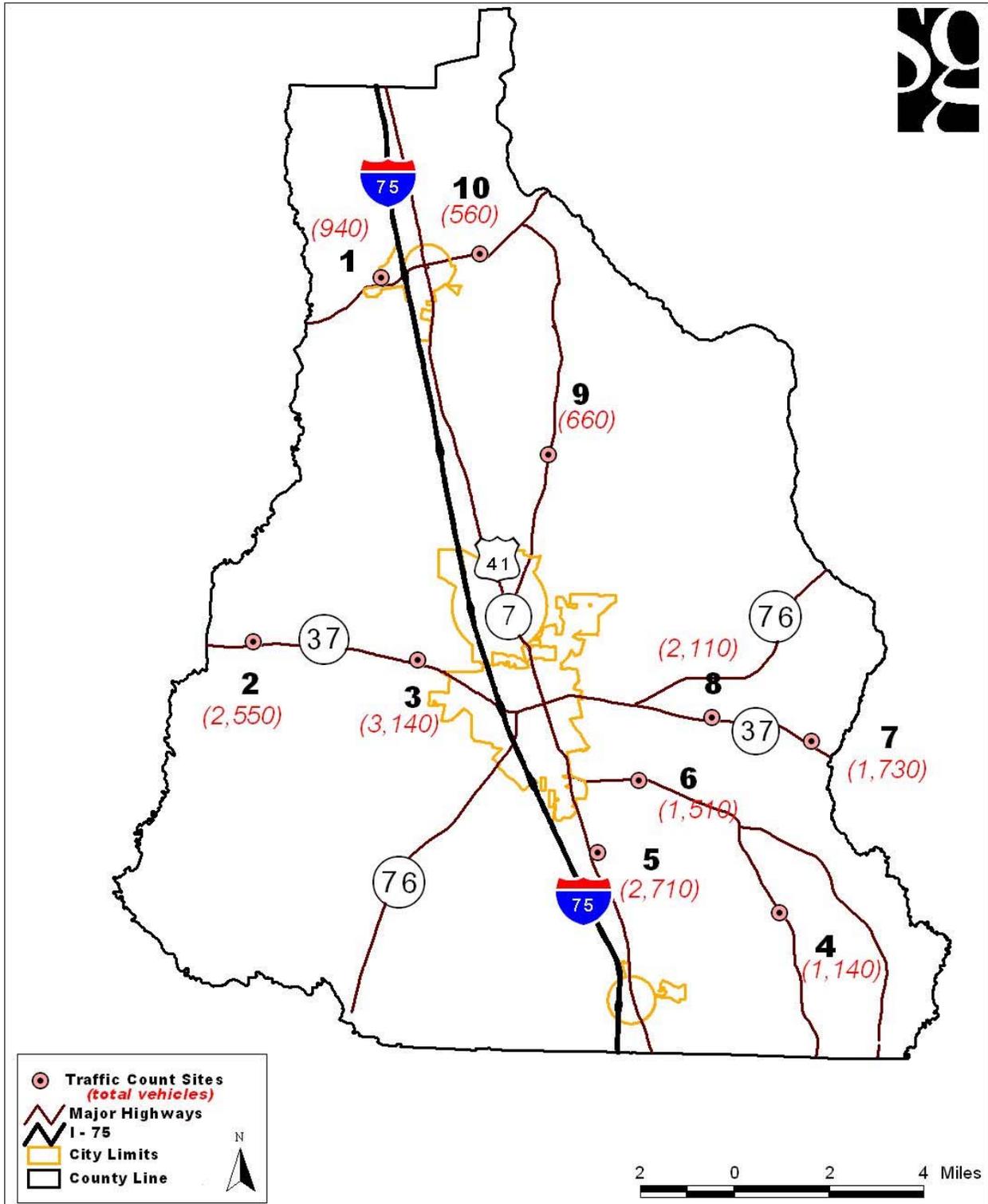
## Land Use

Cook County is predominately rural in character and the majority of the urban development is clustered in the county's four incorporated municipalities: Adel, Cecil, Lenox and Sparks. Cook County itself is dominated by the City of Adel, near the center of the county, which serves as both the county seat and the hub of urban activity. Map III-14 depicts all of the land uses of Cook County. Most of the residential land uses in the county is scattered along the county's main roads, particularly those roads leading outward from Adel and Sparks. However, there are also numerous residential subdivisions scattered throughout the rural areas, many of which are located far from any incorporated city.

## Low - Income and Densely Populated Areas

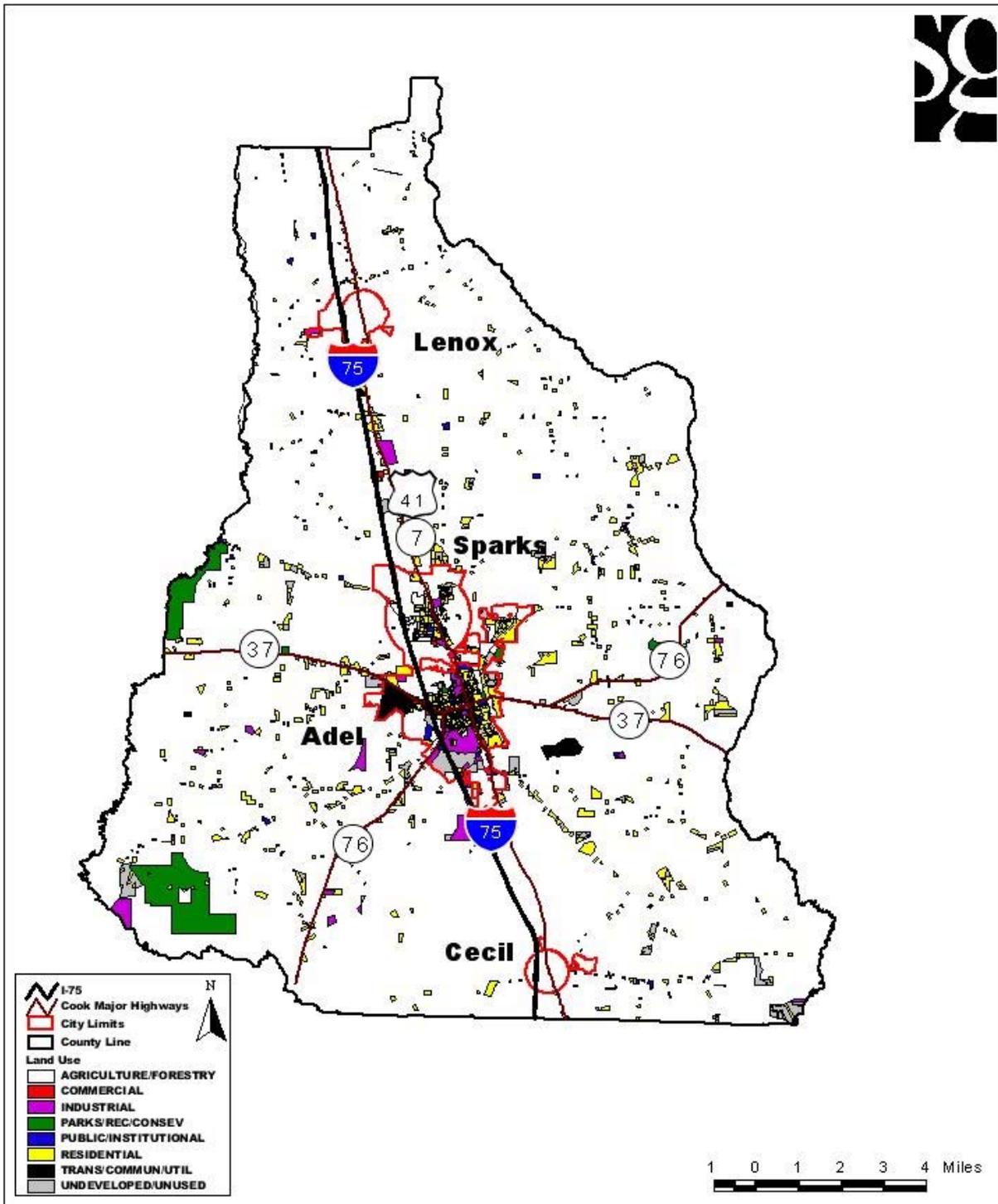
According to the 2000 U.S. Census, Cook County has a population of 15,771 and the median household income for the county is \$27,582 resulting in 20.4% of the population is in poverty. This results in some of the population being dependent on alternatives modes of transportation other than an automobile. Map III-15 pinpoints the locations within the county on where the highest demand for alternative modes of transportation is needed.





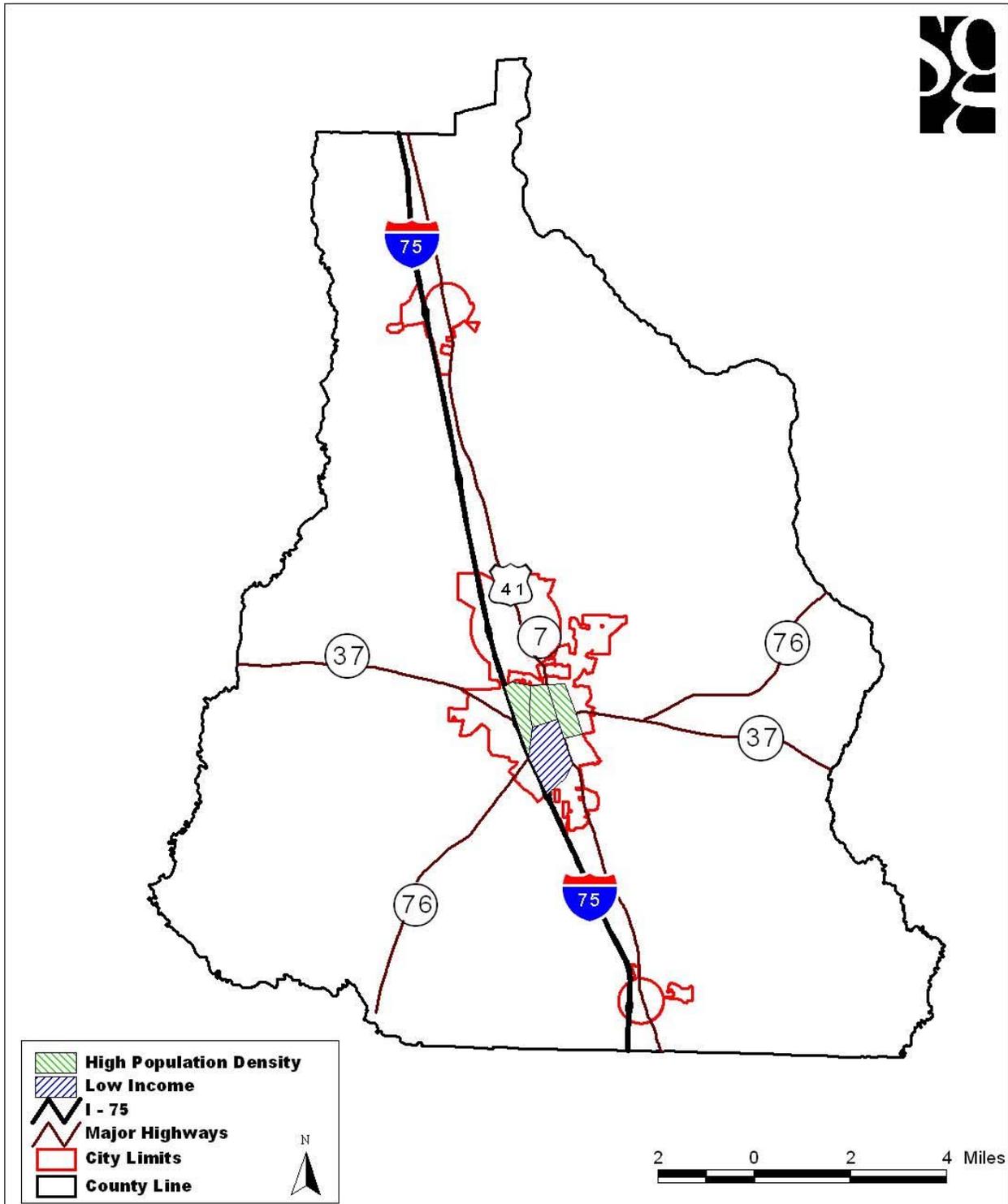
**Map III-13 Cook County Traffic Counts**





**Map III-14 Cook County Land Use**





**Map III-15 Cook County Low - Income and Densely Populated Areas**



Using 2000 Census Data, Map III-15 identifies the block groups within Cook County that are the most densely populated and also locates the block groups that have the lowest income in the county. The top three most densely populated block groups in the county contained populations of 731, 724 and 578 population per square mile. There is also one block group that has been identified locating the lowest income in the county. The annual income of this particular block group is \$9,959. This block group was selected because it is below the U.S. Housing and Urban Development (HUD) Identified Range For Low Income (0-50% of the Median Income), which for Cook County is \$13,791. It is very crucial for these segments of the population to be accommodated with basic needs in order maintain their safety while traveling to and from their destinations. If not already existent, bike lanes and sidewalks should be placed in these identified areas.

### Current Policies

Cook County and several of its municipalities implement land subdivision regulations for newly developed subdivisions. This requires developers to include sidewalks within the construction phase of the newly developed subdivision. The City of Adel's land subdivision regulations include:

*When any parcel of land within the corporate limits of the City abutting existing public streets is developed with new construction, or over half of an existing structure is remodeled or renovated, the owner or developer shall install a 4-foot wide sidewalk along the entire frontage of said parcel. Said sidewalk shall be installed within the City right-of-way in accordance with plans and specifications approved by the City Engineer. Compliance with this section shall not be required for single-family residential lots of record prior to the date of adoption of this section.*

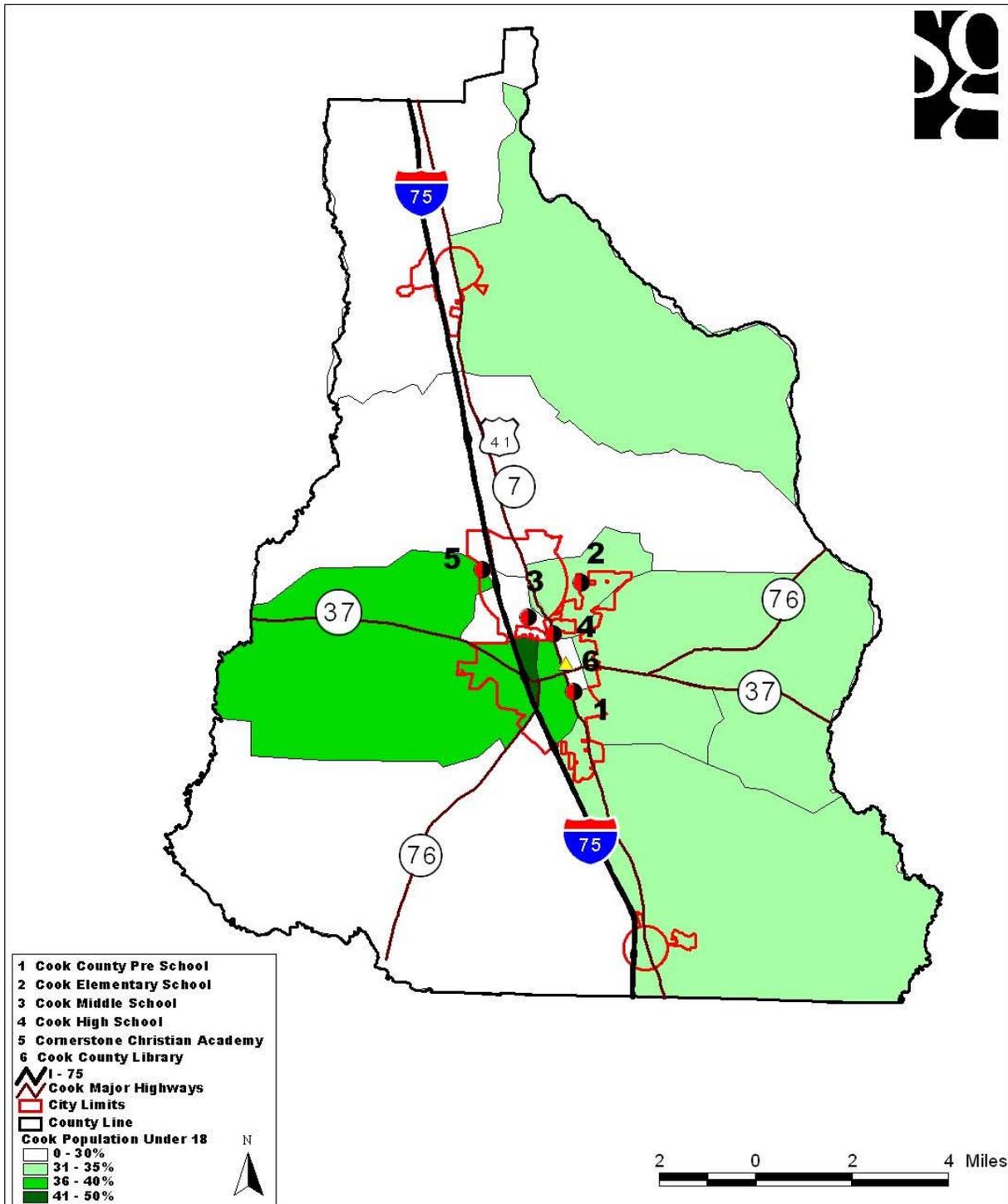
*In new subdivisions where the developer or owner is installing public streets, sidewalks shall be installed at the time of construction of residential dwellings or their structures. Said sidewalks shall be installed within the City right-of-way in accordance with the requirements set forth in subsection (a) hereof. On residential streets, sidewalk installations shall be required only on the northern right-of-way of north-south streets. Installation shall be required on both side of collector or higher classified roads.*

*No certificate of occupancy shall be granted if the provisions of this section have not been complied with and construction of the sidewalks has not been completed.*

### School Facilities

Map III-16 identifies the block groups in Cook County that have the highest percentage of the population under the age of 18. One of the goals within this regional bicycle and pedestrian plan is to connect existing schools to closely located areas that are highly populated with school-aged children. By locating these areas within the county, local officials can determine where to place bicycle routes or sidewalks, which in turn, will help support the Safe Routes to School Initiative. It is also very important for these officials to plan for the future and locate schools in the areas that are highly populated by children under the age of 18. Map III-16 also identifies the existing schools and library that are located in the county. Table III-10 labels the name, address and the 2003 – 2004 student enrollment numbers of each school.





**Map III-16 Cook County Population Under Eighteen**



**TABLE III-10  
COOK COUNTY SCHOOL AND LIBRARY**

Number	School Name	Address	City	Grade	Enrollment
1	Cook County Pre School	601 South Parrish Avenue	Adel	Pre K	200
2	Cook Elementary School	1504 Patterson Street	Adel	K – 5 grade	1,506
3	Cook Middle School	1000 Elm Street	Sparks	6 grade – 8 grade	648
4	Cook High School	1200 North Hutchinson	Adel	9 grade – 12 grade	893
5	Cornerstone Christian Academy	101 Roundtree Bridge Road	Sparks	Pre K – 12 grade	85

Number	Library Name	Address	City
6	Cook County Library	East Second Street	Adel

Source: Cook County School Board

### Park Facilities

The parks within Cook County range from small neighborhood parks like Union Park, to the 629 acre Reed Bingham State Park. Map III-17 identifies the location of each park within Brooks County. Map III-17 can also serve as a guide to assist government officials on where to locate future parks when it becomes necessary. Table III-11 lists the name, acreage, location and amenities of each park in Brooks County.

**TABLE III-11  
COOK COUNTY PARKS**

Number	City/County	Name	Acres	Location	Amenities
1	Cook	Reed Bingham State Park	629 acres	North of SR 37	camp grounds, boat ramps, fishing ponds
2	Adel / Cook	Adel Recreation Center		Brookside Avenue	various amenities
3	Adel / Cook	Elm-Pine Park	5.0 acres	N. Elm Street	one basketball court, one playground
4	Adel / Cook	Bear Creek Park	5.0 acres	Bear Creek Rd.	one baseball field, 4 tennis courts, one soccer field
5	Adel / Cook	Union Park	.5 acres	South Forrest	passive area

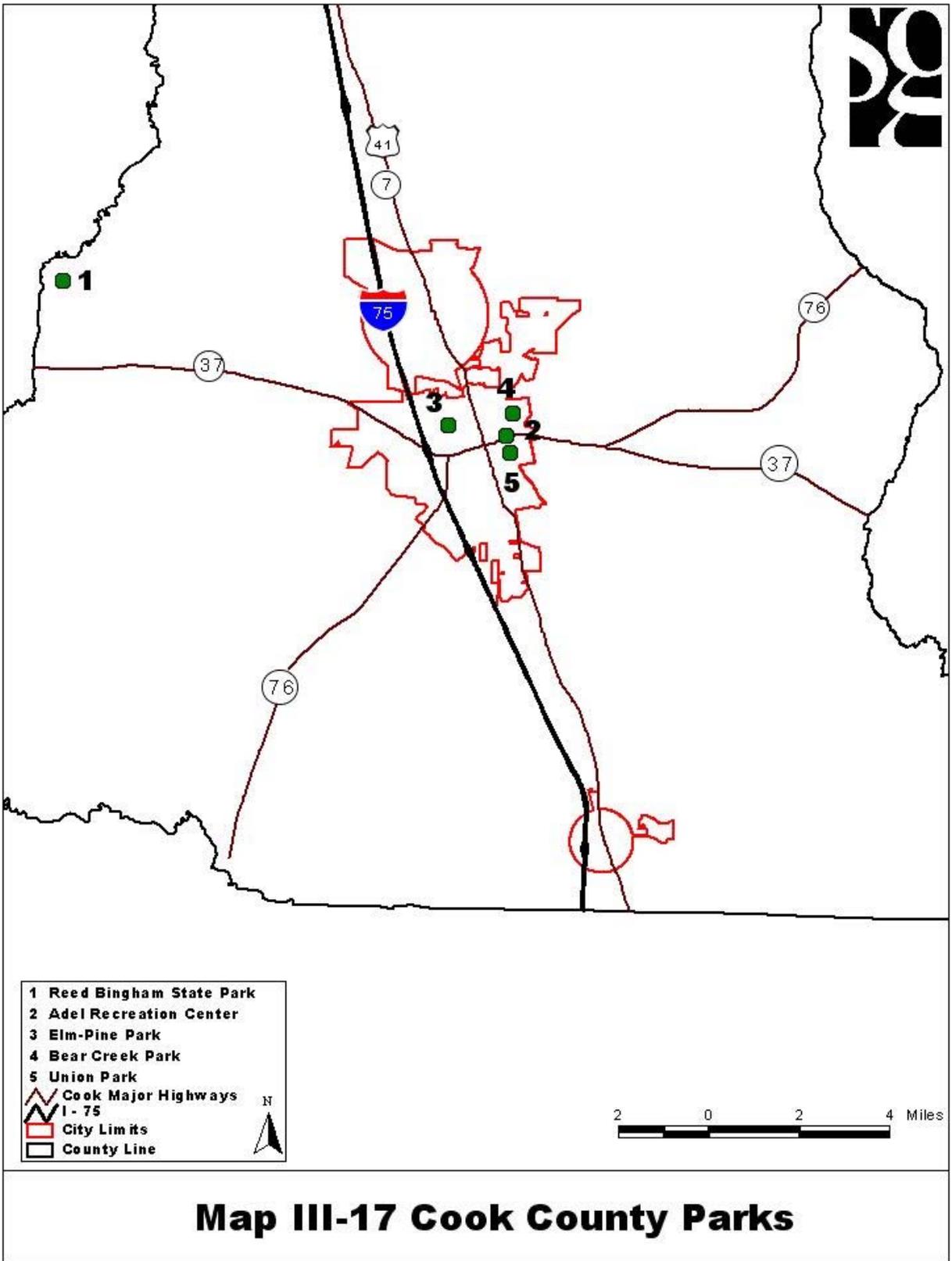
Source: Cook County Comprehensive Plan

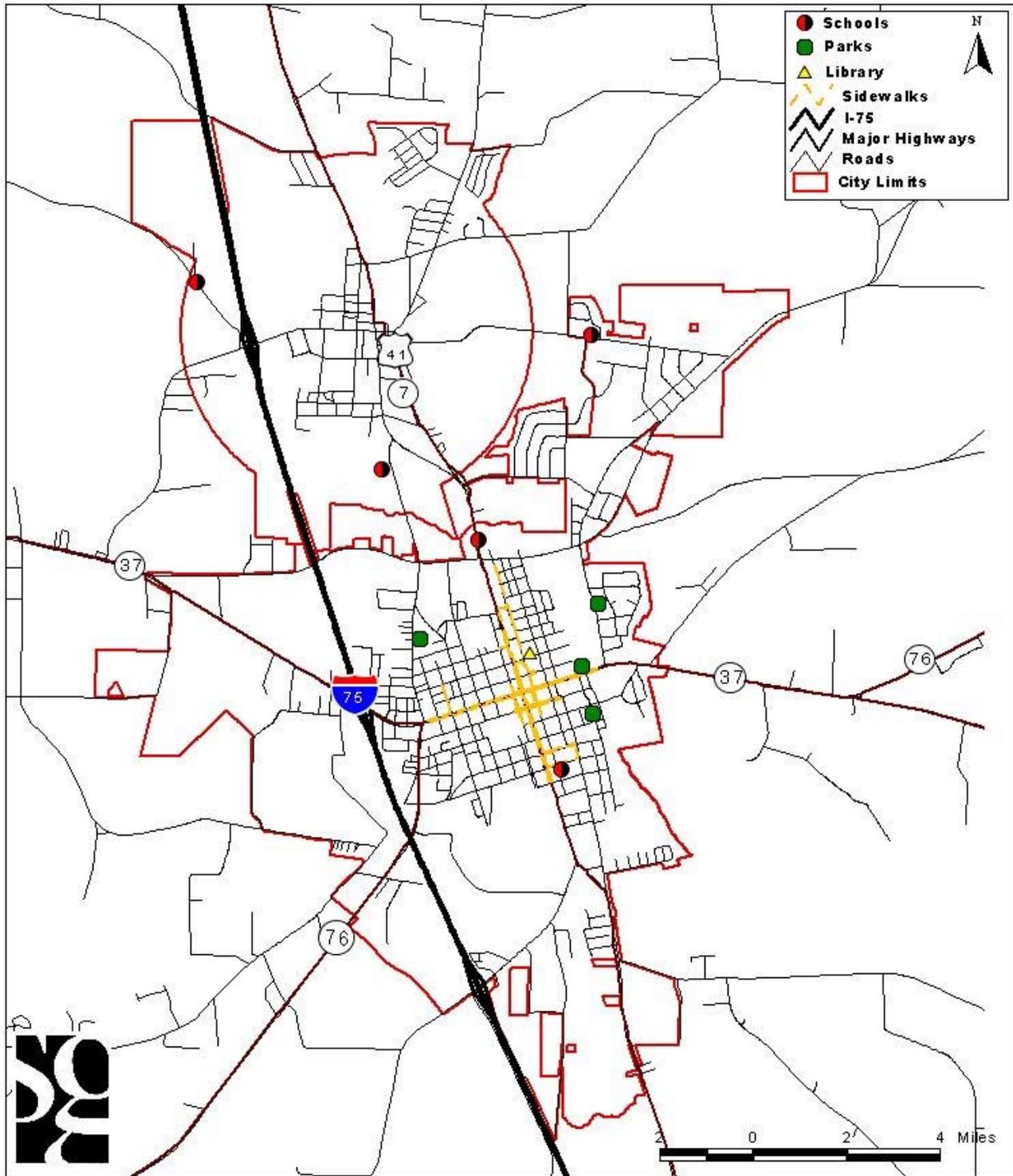
### Inventory and Analysis

As stated before the City of Adel is the most populated area in the county. A majority of the existing bicycle and pedestrian facilities have been identified within the city limits of Adel. There are exactly 6 miles of existing sidewalk that is located within the City of Adel along with three schools, four parks, and one library. The City of Adel has received \$350,000 of transportation enhancement grants to revitalize their downtown area in order to maintain the safety of today's pedestrians and to also be current with AASHTO standards. All of these existing facilities can be viewed on Map III-18.

The Planning Advisory Committee was aware of all of the existing facilities within Cook County and proposed seven routes as part of the regional bicycle system. These routes were selected because they are the most viable routes in the county. Table III-12 gives an overall breakdown of the proposed routes for Cook County including existing traffic counts and the number of existing facilities located along each proposed route.







**Map III-18 Adel and Sparks Existing Facilities**



Also, Table III-12 provides information on whether there are existing sidewalks along a proposed route, if a proposed route travels through a highly populated area, a low-income area, or an area with a high percentage of the population is under the age of 18. Table II-12 can be used to give an overall picture of how the proposed routes will impact existing facilities and neighborhoods within Cook County.

**TABLE III-12  
COOK COUNTY ANALYSIS CHART**

<b>Proposed Route</b>	<b>AADT Station Number</b>	<b>Existing Traffic Counts</b>	<b>Number of Libraries</b>	<b>Number of Schools</b>	<b>Number of Parks</b>	<b>Existing Sidewalks</b>	<b>High Population Density Area</b>	<b>Low Income Area</b>	<b>High Percentage Under - 18 Area</b>
<b>Proposed Route 1</b> <i>Val Del Rd.</i>	6	1,510	-	-	-	-	-	Yes	-
	4	1,140						(P)	
<b>Proposed Route 3</b> <i>Futch Rd.</i>	-	-	-	1	1	Yes	Yes	Yes	Yes
<b>Proposed Route 4</b> <i>West Fourth St.</i>	-	-	1 (P)	-	1 (P)	Yes	Yes	Yes	Yes
<b>Proposed Route 5</b> <i>GA HWY 7</i>	-	-	1	2	1 (P)	Yes	Yes	Yes	-
<b>Proposed Route 6</b> <i>Brushy Creek Rd.</i>	9	660	-	-	-	-	-	-	-
<b>Proposed Route 7</b> <i>Kinard Bridge Rd.</i>	1	940	-	-	-	-	-	-	-
	10	560							
<b>Proposed Route 8</b> <i>GA HWY 76</i>	-	-	-	-	-	-	Yes (P)	Yes (P)	Yes (P)

A map of the proposed routes can be referenced on Map IV-3 Cook County Proposed Routes  
(P) – proposed route is within 1600 feet



## Echols County

Echols County is located on the Georgia-Florida boundary and is bordered by Lowndes County on the west, Lanier County on the north, Clinch County on the northeast, and Hamilton and Columbia (both Florida counties) on the south. Major highways servicing Echols County include State Highways 94, 376, and 187; and U.S. States Route 129, 441 & 135.

## Traffic Counts

Map III-19 identifies major routes within Echols County and the location of several automatic traffic-recording sites. Table III-13 identifies the state route where each automatic traffic recording device is located, lists the annual average daily traffic (AADT) count, the speed limit of the particular state route, the total lanes of that route, the functional class of the route, and finally the available right of way (ROW) of each route.

**TABLE III-13  
ECHOLS COUNTY TRAFFIC COUNTS**

AADT Number	State Route	AADT Count	Speed Limit	Total Lanes	Functional Class	ROW
1	SR 94	1430	55	2	Major Collector	100 ft.
2	SR 135	290	45	2	Major Collector	100 ft.
3	SR 135	380	55	2	Major Collector	100 ft.
4	SR 94	2540	55	2	Major Collector	200 ft.
5	SR 11	2020	55	2	Minor Arterial	100 ft.
6	US 135	670	55	2	Major Collector	100 ft.
7	US 135	340	55	2	Major Collector	100 ft.
8	SR 94	660	55	2	Major Collector	250 ft.
9	SR 94	620	55	2	Major Collector	250 ft.
10	SR 94	570	55	2	Major Collector	250 ft.
11	SR 187	360	55	2	Major Collector	100 ft.
12	SR 187	300	55	2	Major Collector	100 ft.

Source: Georgia Department of Transportation

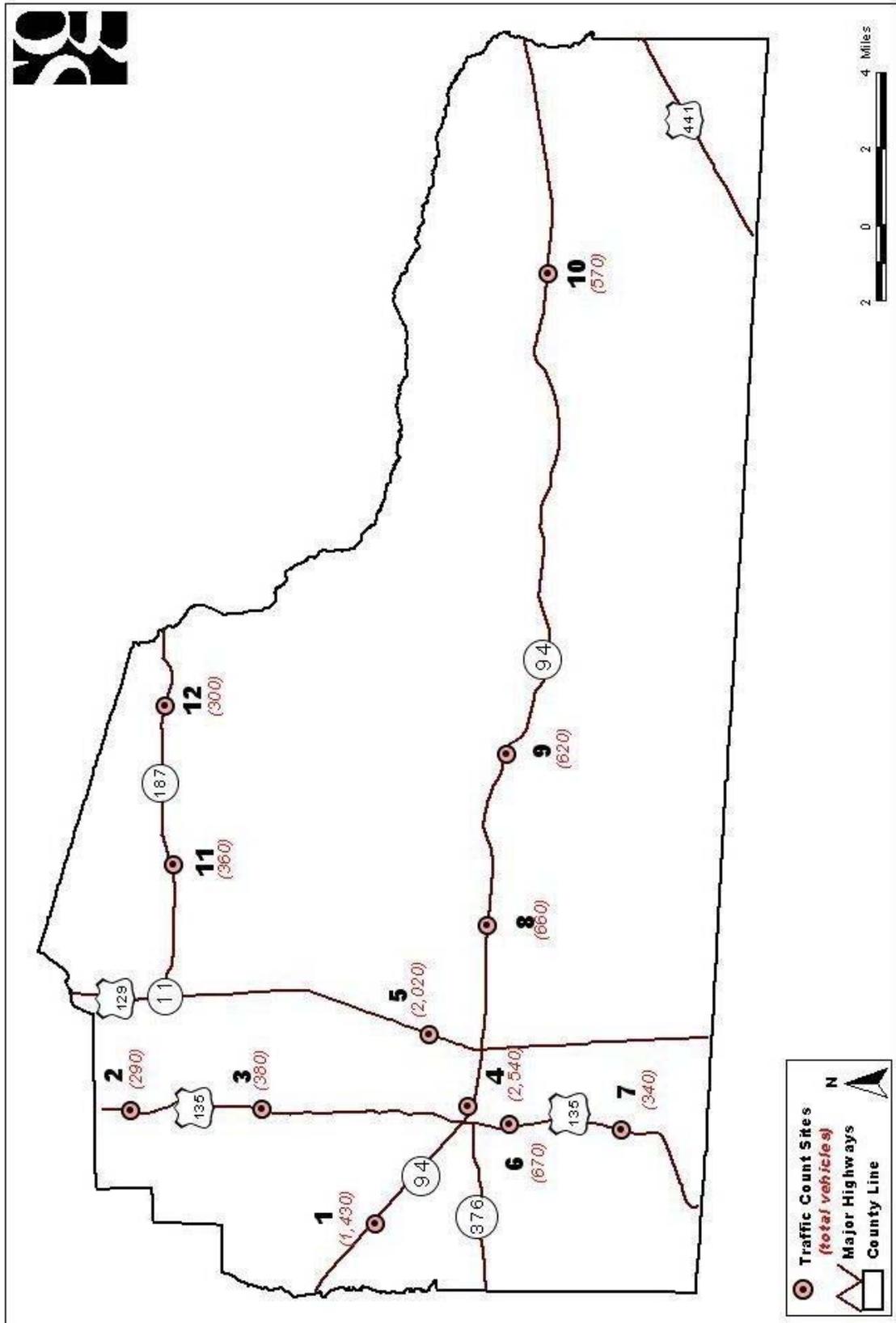
## Land Use

Echols County is a primarily rural county and although there are presently no incorporated cities the community of Statenville functions as the county's predominant rural service center. The land use of most of the county is mostly vast amounts of forested and agricultural lands spreading throughout the entire county. Forest cover by far accounts for the majority of the total land use (93.6%). Map III-20 depicts all of the land uses for Echols County. Most of the residential activity is located in many small clusters in the western portion of the county.

## Low - Income and Densely Populated Areas

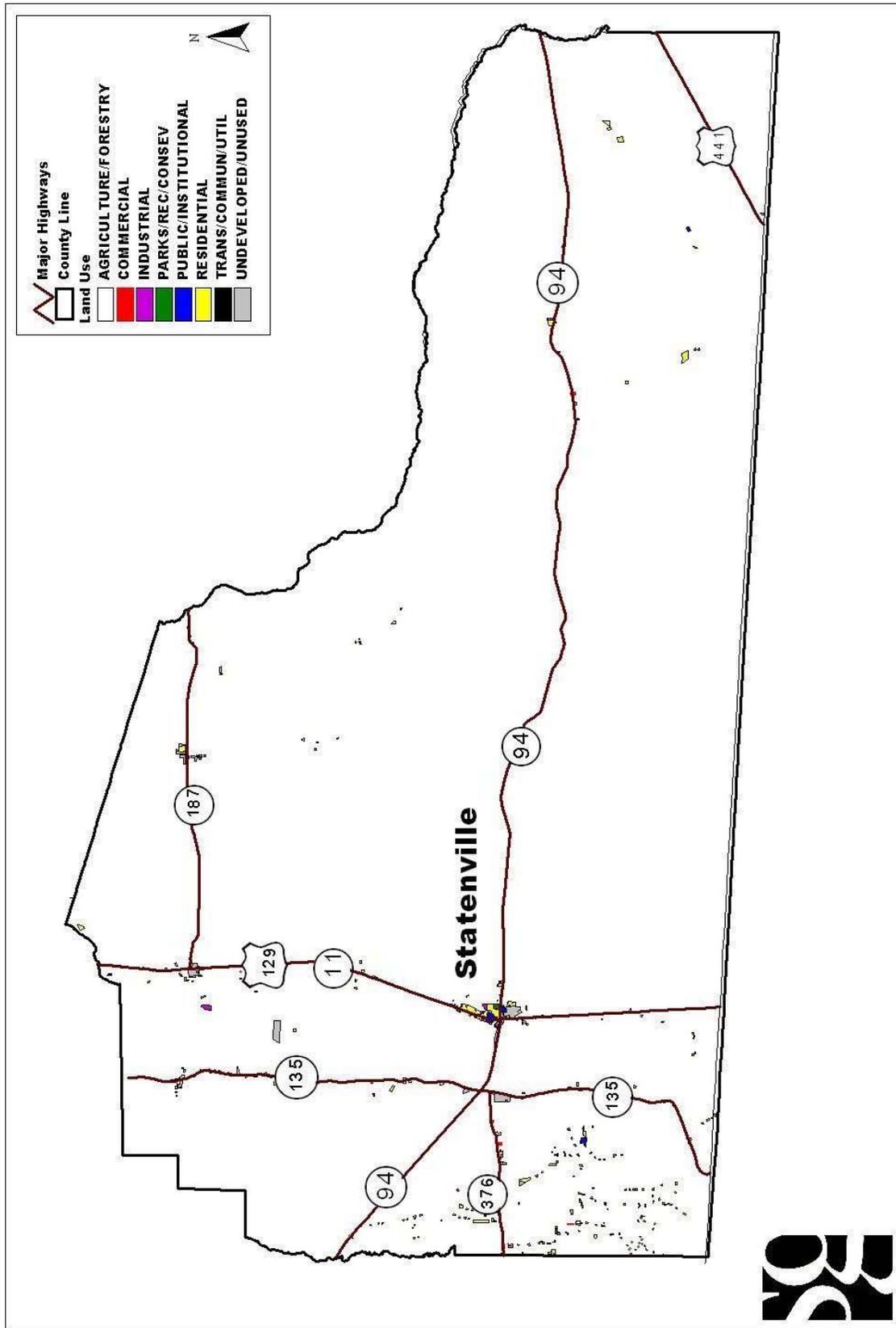
According to the 2000 U.S. Census, Echols County has a population of 3,754 persons and the median household income for the county is \$25,851 resulting in 28.2% of the population below the poverty level. This results in some of the population being dependent on alternatives modes of transportation other than automobiles. Most of the population in Echols County live in mostly small clusters in the western portion of the county. It is very crucial for these segments of the population to be





**Map III-19 Echols County Traffic Counts**





**Map III-20 Echols County Land Use**



accommodated with basic transportation needs in order maintain their safety while traveling to and from their destinations. No areas within Echols County were listed as having populations below the U.S. Department of Housing and Urban Development (HUD) Identified Low Income (0-50% of the Median Income), which is \$12,925.

Existing Facilities

Map III-21 identifies the existing school, library and park that are located in the county. Table III-14 lists the name, address and the 2003 – 2004 student enrollment numbers of each school. Table III-14 also includes the name and location of the library and park.

**TABLE III-14  
ECHOLS COUNTY SCHOOL, LIBRARY AND PARK**

School Name	Address	City	Grade	Enrollment
Echols County School	GA 94	Statenville	Pre-K-12	780

Library Name	Address	City
The Hansford Allen Echols County Library	GA 94	Statenville

City/County	Name	Acres	Location	Amenities
Statenville / Echols	Echols County Park	14.4 acres	GA 94	2 baseball/softball fields (fenced and lighted), 1 tennis court, 1 basketball court, and two playgrounds (swings, slides, etc.,)

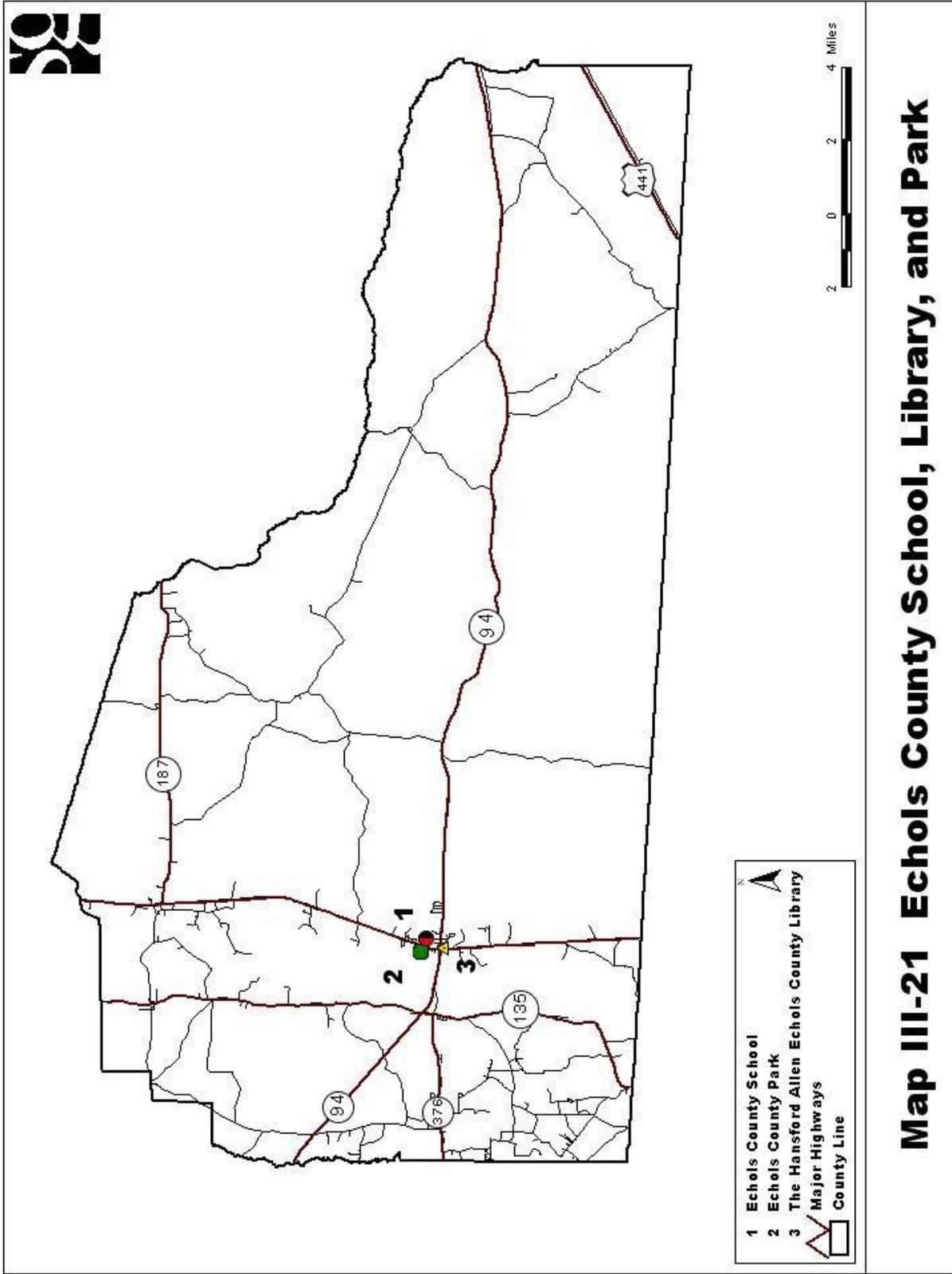
Source: Echols County Comprehensive Plan

Inventory and Analysis

Statenville is the most populated area in Echols County and a majority of the existing facilities have been identified within the Statenville area. There is one school, one park and one library located in the Statenville area. All of these facilities are shown Map III-21.

The Planning Advisory Committee was aware of all of the existing bicycle and pedestrian facilities within Echols County and proposed three routes as part of the regional bicycle network. These routes were selected because they are the most viable routes in the county that have the potential of incorporating bicycle and pedestrian facilities. Table III-15 identifies whether libraries or schools are located along the proposed routes. Table III-15 also identifies the traffic counts of several routes and indicates existing sidewalks along the proposed routes.





**TABLE III-15  
ECHOLS COUNTY ANALYSIS CHART**

<b>Proposed Route</b>	<b>AADT Station Number</b>	<b>Existing Traffic Counts</b>	<b>Number of Libraries</b>	<b>Number of Schools</b>	<b>Number of Parks</b>	<b>Existing Sidewalks</b>	<b>High Population Density Area</b>	<b>Low Income Area</b>	<b>High Percentage Under - 18 Area</b>
<b>Proposed Route 1</b> <i>GA HWY 187</i>	11	360	-	-	-	-	-	-	-
	12	300							
<b>Proposed Route 2</b> <i>GA HWY 94</i>	1	1,430	1	1 (P)	1 (P)	-	-	-	-
	4	2,540							
	8	660							
	9	620							
	10	570							
<b>Proposed Route 3</b> <i>GA HWY 135</i>	7	340	-	-	-	-	-	-	-
	6	670							
	3	380							
	2	290							

A map of the proposed routes can be referenced on Map IV-4 Echols County Proposed Routes  
(P) – Proposed Route is within 1600 ft.



## Irwin County

Irwin County is a primarily rural county located in south central Georgia and is bordered by Ben Hill, Berrien, Coffee, Tift and Turner Counties. Most major highways in Irwin County radiate outward from Ocilla and serve as connectors to these and other urban centers. The major highways include U. S. State Routes 129 and 319 and State Routes 32, 90, 107, and 125.

## Traffic Counts

Map III-22 identifies major routes within Irwin County and also identifies the location of several automatic traffic-recording sites. Table III-16 identifies the state route where each automatic traffic recording device is located, the annual average daily traffic (AADT) count, the speed limit of the particular state route, the total lanes of that route, the functional class of the routes, and finally the available right of way (ROW) of each route.

**TABLE III-16  
IRWIN COUNTY TRAFFIC COUNTS**

AADT Number	State Route	AADT Count	Speed Limit	Total Lanes	Functional Class	ROW
1	SR 107	2030	55	2	Major Collector	100 ft.
2	SR 125	3480	55	2	Minor Arterial	200 ft.
3	SR 35	4280	55	2	Minor Arterial	100 ft.
4	SR 107	2160	55	2	Major Collector	80 ft.
5	SR 125	3780	55	2	Minor Arterial	80 ft.
6	SR 32	1990	55	2	Minor Arterial	200 ft.
7	SR 35	4040	55	2	Minor Arterial	100 ft.
8	SR 135	1660	55	2	Minor Arterial	100 ft.
9	SR 135	1160	55	2	Minor Arterial	100 ft.
10	SR 90	930	55	2	Major Collector	100 ft.
11	SR 90	1680	55	2	Major Collector	100 ft.
12	SR 32	3530	55	2	Minor Arterial	80 ft.

Source: Georgia Department of Transportation

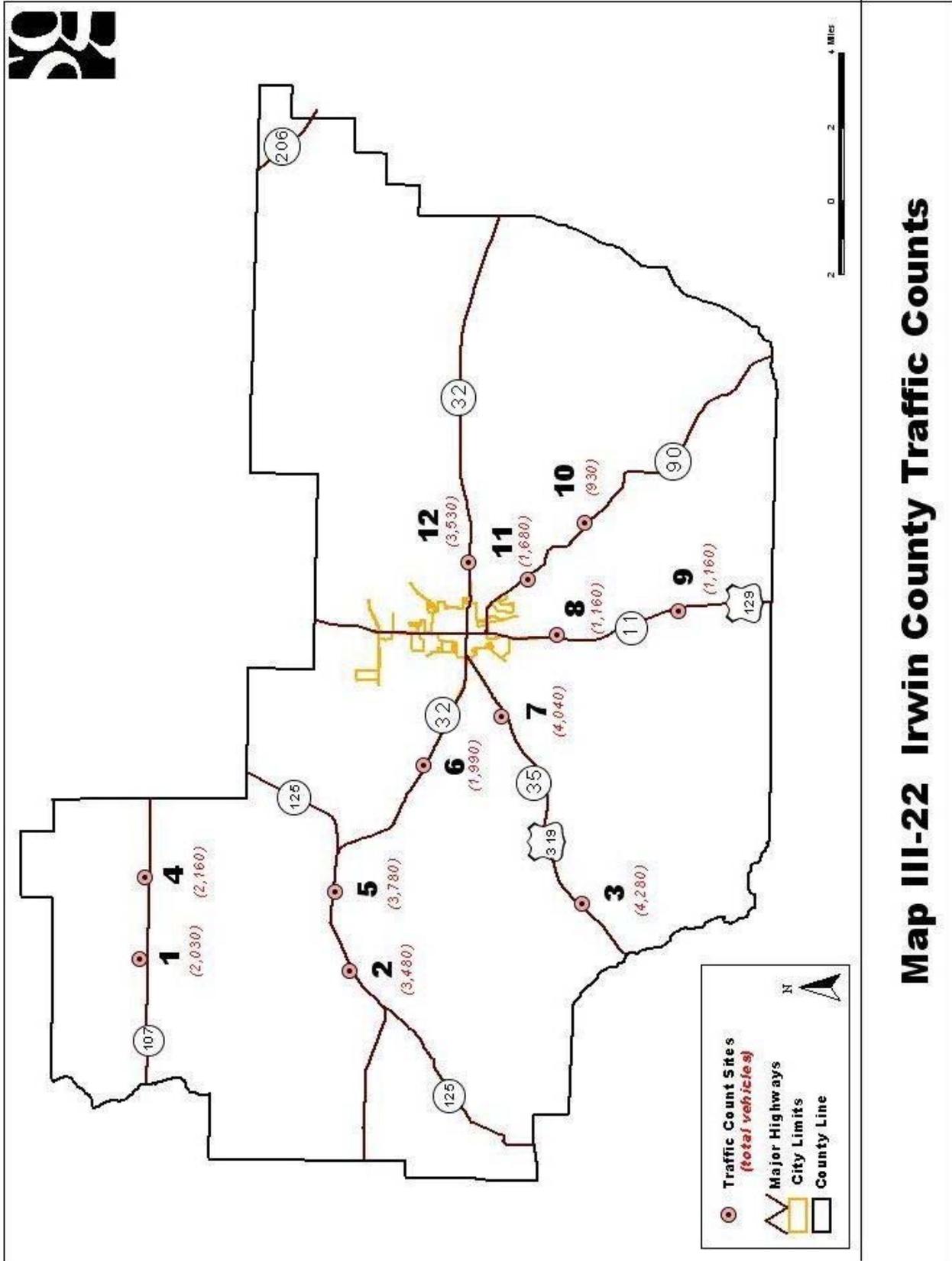
## Land Use

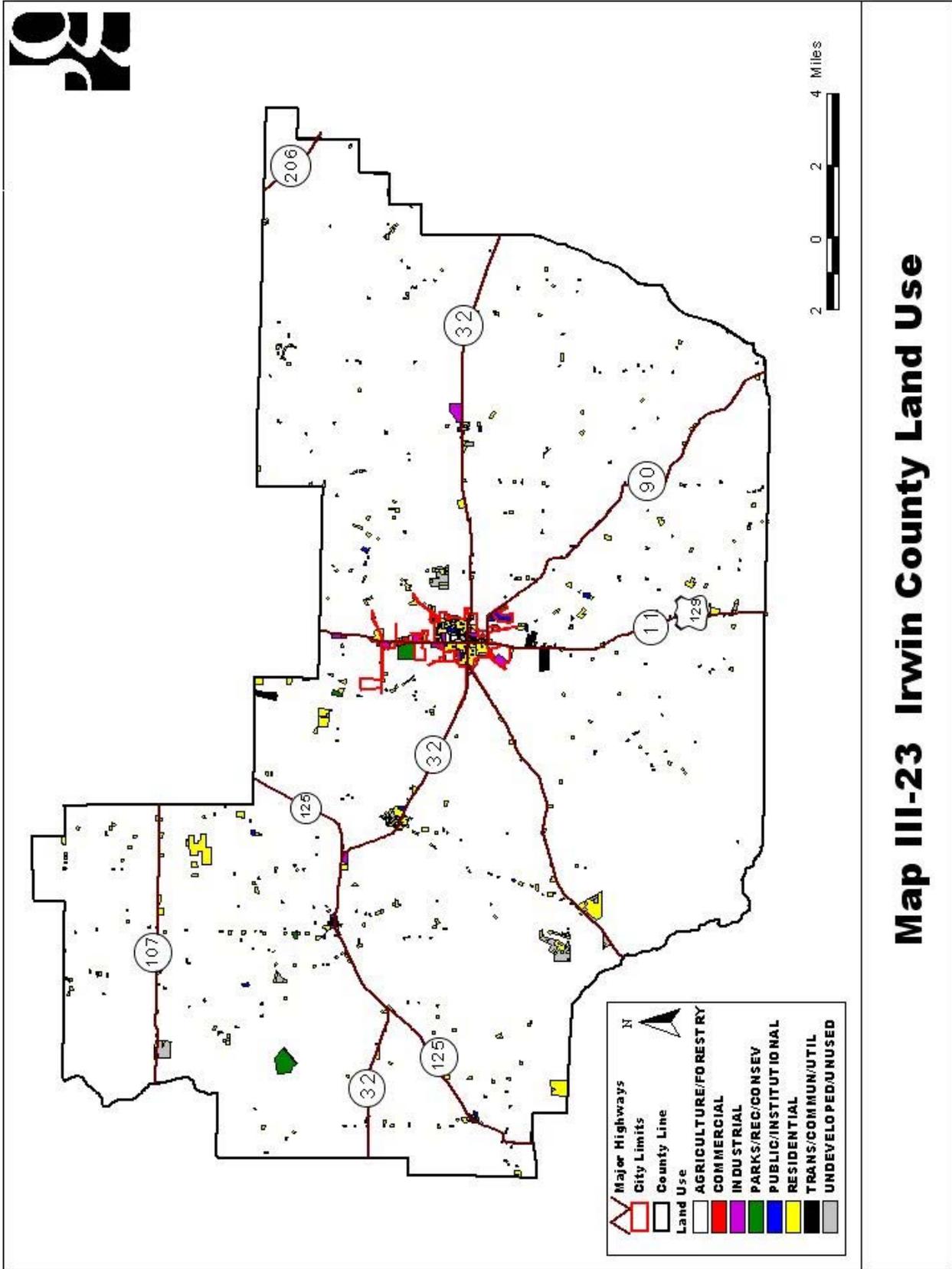
Irwin County is predominately rural in character and the majority of the urban development is clustered in the City of Ocilla. The City of Ocilla is the only active municipality and serves as the county seat and hub of urban activity. The land use of most of the county is dedicated agricultural farmland spread among forested areas in all portions of the county. Map III-23 depicts the land uses for Irwin County. A portion of the land that is developed in Irwin County is residential and found throughout Ocilla, with the greatest numbers of houses located in the northeast and southwest quadrants.

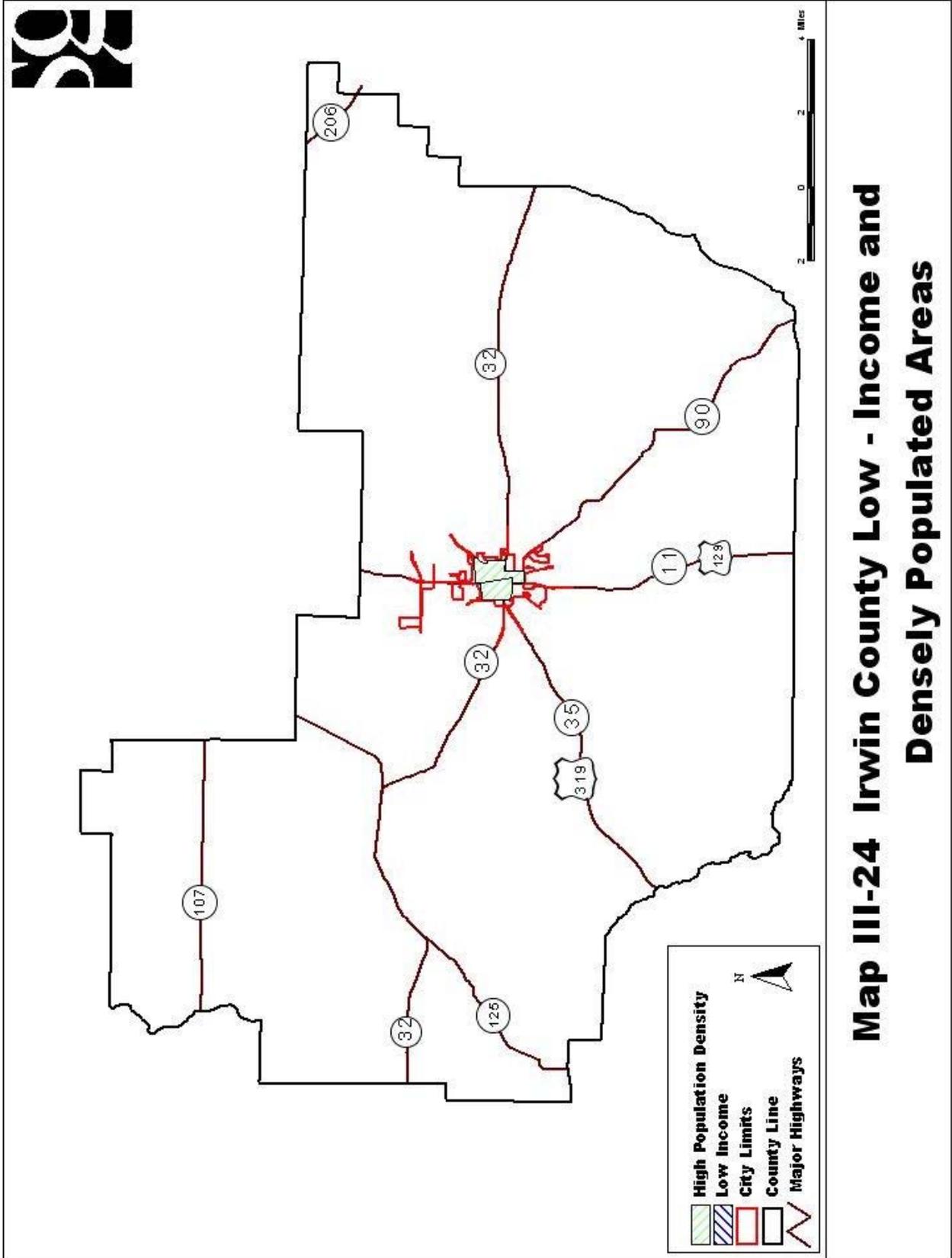
## Low - Income and Densely Populated Areas

According to the 2000 U.S. Census, Irwin County has a population of 9,931 and the median household income for the county is \$30,257 resulting in 17.0% of the population in poverty. This results in some of the population being dependent on alternatives modes of transportation other than automobiles. Map III-24 pinpoints the locations within the county where the highest potential demand for alternative modes of transportation is needed.









Using 2000 Census Data, Map III-24 identifies the block groups within Irwin County that are the most densely populated and also shows the block groups that have the lowest income in the county. The top two most densely populated block groups in the county contain populations of 707 and 705 population per square mile. There are also two block groups that were identified having the lowest incomes in the county. The annual incomes in these block groups ranged from \$10,562 and \$10,313. These block groups were selected because both are below the U.S. Housing and Urban Development (HUD) Identified Range For Low Income (0-50% of the Median Income), which for Irwin County is \$15,129. It is very crucial for these segments of the population to be accommodated with basic transportation needs in order maintain their safety while traveling to and from their destinations. If not already existing, bike lanes and sidewalks should be encouraged in these identified areas.

### Current Policies

Irwin County and the City of Ocilla implement land subdivision regulations for newly developed subdivisions. This requires developers to include sidewalks within the construction phase of the newly developed subdivision. The City of Ocilla's land subdivision regulations include:

*When any parcel of land within the corporate limits of the City abutting existing public streets is developed with new construction, or over half of an existing structure is remodeled or renovated, the owner or developer shall install a 4-foot wide sidewalk along the entire frontage of said parcel. Said sidewalk shall be installed within the City right-of-way in accordance with plans and specifications approved by the City Engineer. Compliance with this section shall not be required for single-family residential lots of record prior to the date of adoption of this section.*

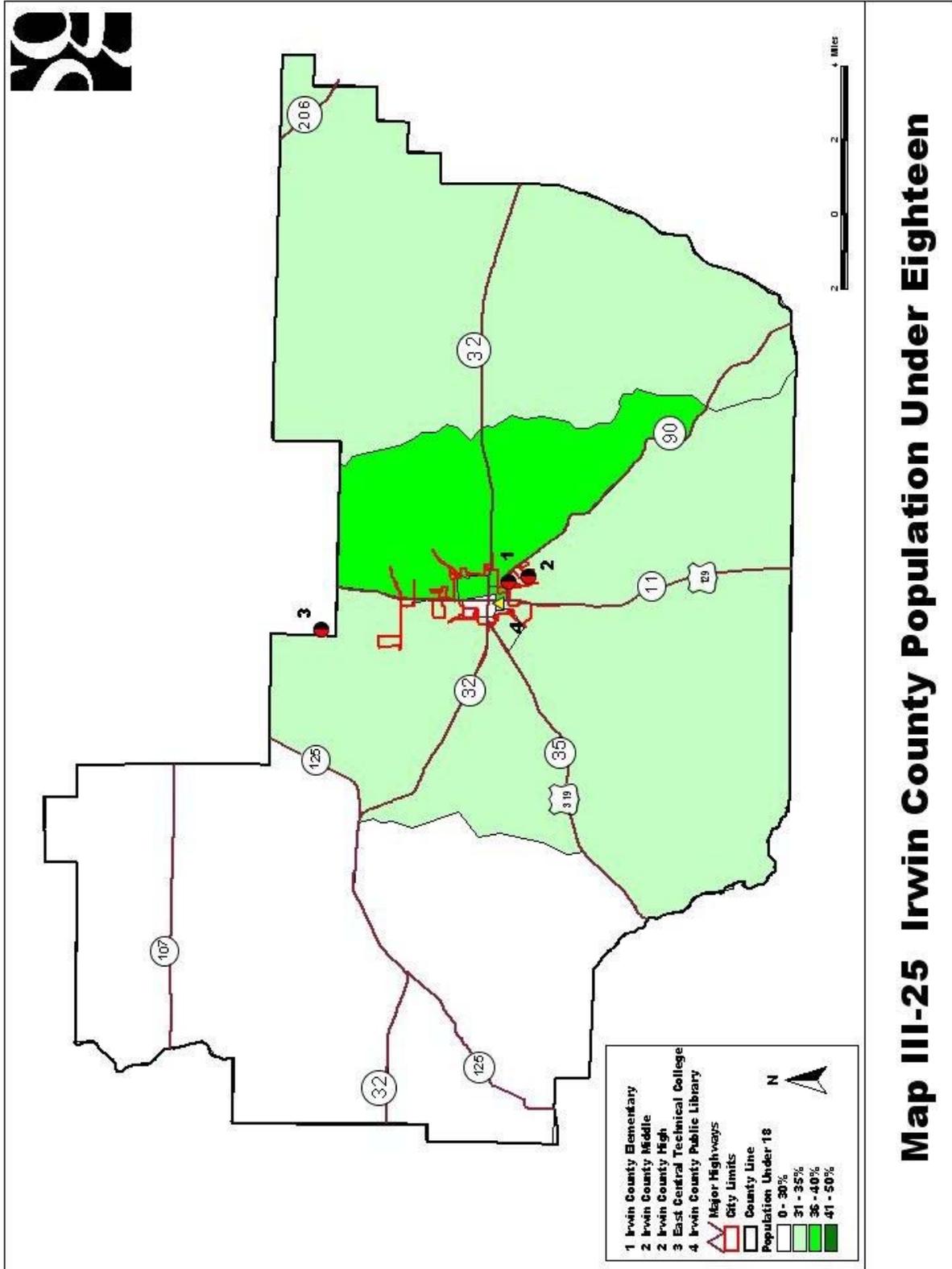
*In new subdivisions where the developer or owner is installing public streets, sidewalks shall be installed at the time of construction of residential dwellings or their structures. Said sidewalks shall be installed within the City right-of-way in accordance with the requirements set forth in subsection (a) hereof. On residential streets, sidewalk installations shall be required only on the northern right-of-way of north-south streets. Installation shall be required on both side of collector or higher classified roads.*

*No certificate of occupancy shall be granted if the provisions of this section have not been complied with and construction of the sidewalks has not been completed.*

### School Facilities

Map III-25 identifies the block groups in Irwin County with the highest percentage of the population under the age of 18. One of the goals of this regional bicycle and pedestrian plan is to connect existing schools to areas that are highly populated with school-aged children. By identifying these areas within the county, local officials can determine where to place bicycle routes or sidewalks, which in turn, will help support the Safe Routes to School Initiative. It is also very important for these officials to plan for the future and locate schools in the areas that are highly populated by children under the age of 18. Map III-25 also identifies the schools and library that are located in the county. Table III-17 lists the name, address and the 2003 – 2004 student enrollment numbers of each school.





**TABLE III-17  
IRWIN COUNTY SCHOOLS**

Number	School Name	Address	City	Grade	Enrollment
1	Irwin County Elementary	521 Lax Highway	Ocilla	K - 5 grade	850
2	Irwin County Middle School	149 Chieftain Circle	Ocilla	6 grade - 8 grade	415
2	Irwin County High School	149 Chieftain Circle	Ocilla	9 grade - 12 grade	502
3	East Central Technical College Ben Hill / Irwin Campus	667 Perry House Rd.	Fitzgerald	2 yr Technical College	N/A

Number	Library Name	Address	City
4	Irwin County Public Library	310 South Beach St.	Ocilla

Source: Irwin County School Board

### Park Facilities

The parks within Irwin County range from small neighborhood parks like Cumbee Park, to the 31.9 acre Lions Park. Map III-26 identifies the location of each park within Irwin County. Map III-26 can also serve as a guide to assist government officials on where to locate future parks when it becomes necessary. Table III-18 lists the name, acreage, location and amenities of each park in Irwin County.

**TABLE III-18  
IRWIN COUNTY PARKS**

Number	City/County	Name	Acres	Location	Amenities
1	Ocilla / Irwin	Lions Park	31.9 acre	US 129	Three lighted baseball fields
2	Ocilla / Irwin	Lax Road Park	13 acre	GA 90	Youth and adult softball and baseball
3	Ocilla / Irwin	Cumbee Park	.5 acre	South Irwin Ave.	Picnic and playground facility
4	Ocilla / Irwin	College Hill Park	4.3 acre		One ball field, one lighted and paved and two grass basketball courts with a restroom, picnic and playground area
5	Irwinville / Irwin	Jefferson Davis Picnic Area	11.7 acres	GA 107	Recreation areas, .19 mile nature trail
6	Waterloo / Irwin	Waterloo Park	2.5 acre	GA 125	Community center building, and a one-third mile walking track
7	Ocilla / Irwin	School Park	2.5 acres	West Fourth St.	Two grass basketball courts and a paved track

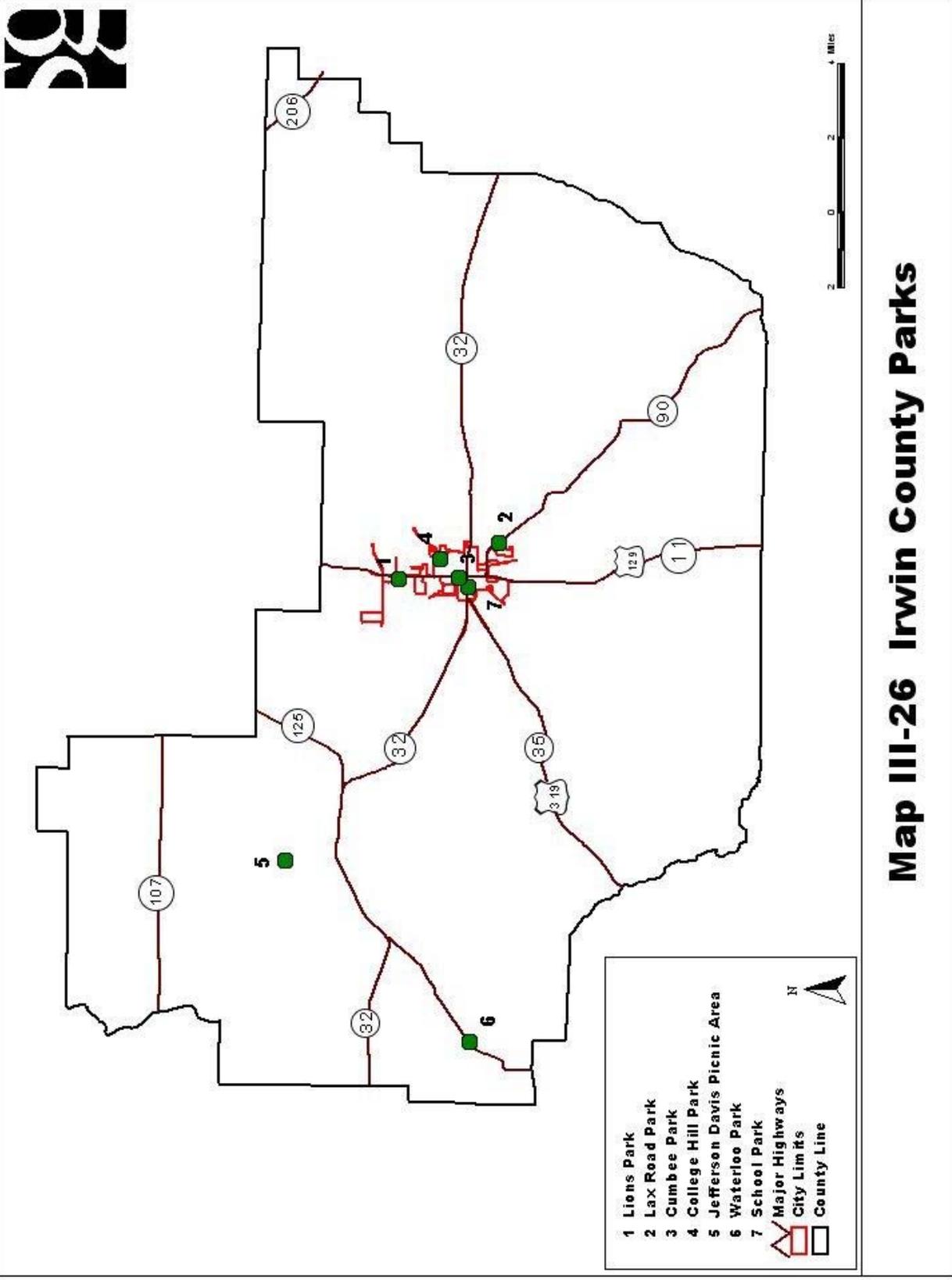
Source: Irwin County Comprehensive Plan

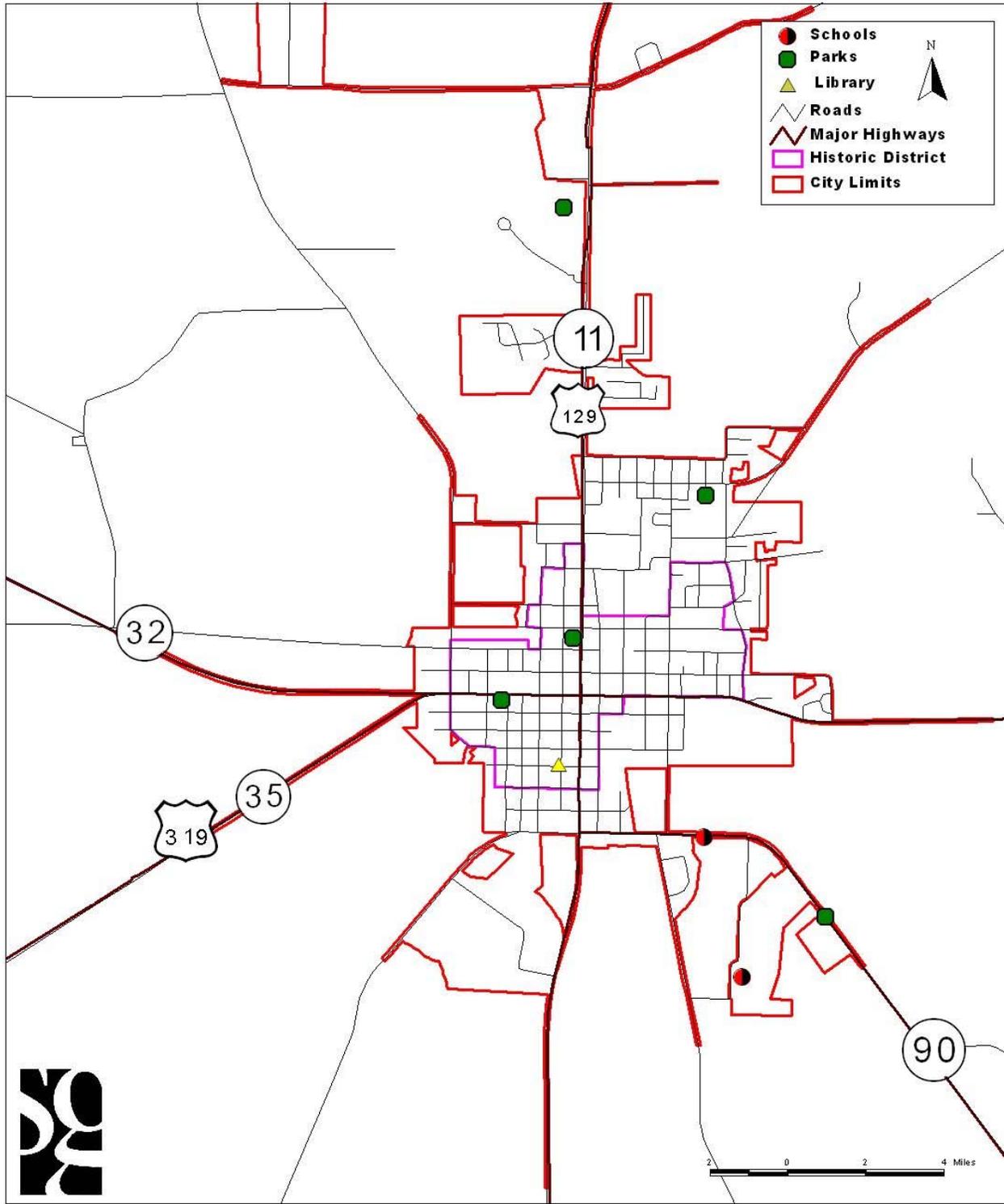
### Inventory and Analysis

As stated before the City of Ocilla is the most populated area in Irwin County. A majority of the existing bicycle and pedestrian facilities have been identified within the city limits of Ocilla. There are three schools, five parks, and one library located in Ocilla. A historic district also exists in downtown Ocilla. The City of Ocilla has received \$500,000 of transportation enhancement grants to revitalize their downtown area to maintain the safety of their pedestrians and upgrade existing facilities to AASHTO standards. All of the existing facilities can be viewed on Map III-27.

The Planning Advisory Committee was aware of all of the existing facilities within Irwin County and proposed five routes to become part of the regional bicycle network. These routes were selected because they are the most viable routes in the county.







**Map III-27 Greater Ocilla Existing Facilities**



Table III-19 gives an overall breakdown of the proposed routes for Irwin County including existing traffic counts and the number of existing facilities located along each proposed route. Also, Table III-19 provides information on whether there are existing sidewalks along a proposed route, if a proposed route travels through a highly populated area, a low-income area, or an area with a high percentage of the population under the age of 18. The table also identifies routes that pass through existing historic districts. Table III-19 can be used to give an overall picture of how the proposed routes will impact existing facilities and neighborhoods.

**TABLE III-19  
IRWIN COUNTY ANALYSIS CHART**

<b>Proposed Route</b>	<b>AADT Station Number</b>	<b>Existing Traffic Counts</b>	<b>Number of Libraries</b>	<b>Number of Schools</b>	<b>Number of Parks</b>	<b>Existing Sidewalks</b>	<b>High Population Density Area</b>	<b>Low Income Area</b>	<b>High Percentage Under - 18 Area</b>	<b>Through Historic District</b>
<b>Proposed Route 1</b> <i>GA HWY 11</i>	9	1,160	-	-	2	-	Yes	Yes	Yes	Yes
	8	1,660								
<b>Proposed Route 2</b> <i>GA HWY 32</i>	6	1,990	-	-	1	-	Yes	Yes	-	Yes
<b>Proposed Route 3</b> <i>GA HWY 35</i>	3	4,280	-	-	-	-	-	-	-	-
	7	4,040								
<b>Proposed Route 4</b> <i>GA HWY 125</i>	-	-	-	-	1	-	-	-	-	-
<b>Proposed Route 5</b> <i>GA HWY 107</i>	1	2,030	-	-	-	-	-	-	-	-
	4	2,160								

A map of the proposed routes can be referenced on Map IV-5 Irwin County Proposed Routes



## Lanier County

Lanier County is located in south central Georgia and is bordered by Berrien, Lowndes, Echols, Clinch, and Atkinson counties. State Highways 37, 64, 122, 135, and 168; and three U.S. Routes 84, 129, 221, serve Lanier County.

### Traffic Counts

Map III-28 identifies major routes within Lanier County and also identifies the location of several automatic traffic-recording sites. Table III-20 identifies the route where each automatic traffic recording device is located, the annual average daily traffic (AADT) count, the speed limit of the particular route, the total lanes of that route, the functional class of the routes, and finally the available right of way (ROW) of each route.

**TABLE III-20  
LANIER COUNTY TRAFFIC COUNTS**

AADT Number	Name of Route	AADT Count	Speed Limit	Total Lanes	Functional Class	ROW
1	SR 31	4230	55	2	Minor Arterial	100 ft.
2	SR 31	4030	55	2	Minor Arterial	100 ft.
3	SR 122	1720	55	2	Major Collector	100 ft.
4	SR 37	2440	55	2	Major Collector	100 ft.
5	SR 135	1180	55	2	Major Collector	100 ft.
6	SR 135	1140	55	2	Major Collector	100 ft.
7	SR 135	1320	55	2	Major Collector	100 ft.
8	SR 31	4350	55	2	Minor Arterial	100 ft.
9	SR 135	1410	55	2	Major Collector	100 ft.
10	SR 135	1190	55	2	Major Collector	100 ft.
11	SR 37	5870	35	2	Major Collector	60 ft.
12	SR 122	710	55	2	Major Collector	100 ft.
13	SR 31	2360	55	2	Minor Arterial	100 ft.

Source: Georgia Department of Transportation

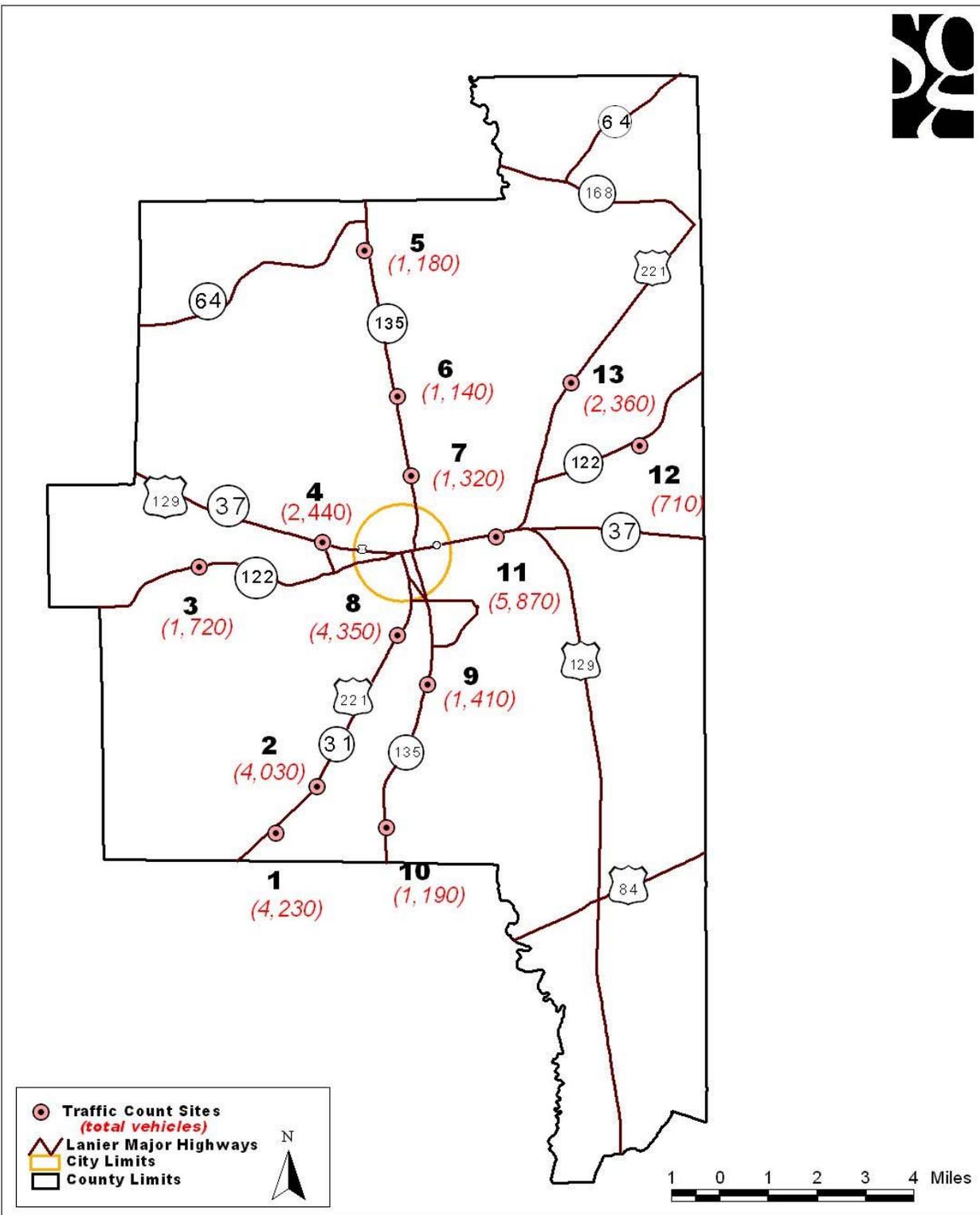
### Land Use

Lanier County is a primarily rural county with the majority of the urban development in Lanier County clustered in the county's only incorporated city Lakeland. The City of Lakeland is the only active municipality and serves as the county seat and hub of urban activity. Most major highways in Lanier County intersect Lakeland. The land use of most of the county is devoted to agriculture or forestry uses. In addition, Banks Lake and the Grand Bay Wild Life Refuge area "incorporate" over 16,000 acres. Map III-29 depicts all of the land uses of Lanier County. Most of the residential activity is scattered along the county's main roads, particularly those roads leading outward from Lakeland.

### Low - Income and Densely Populated Areas

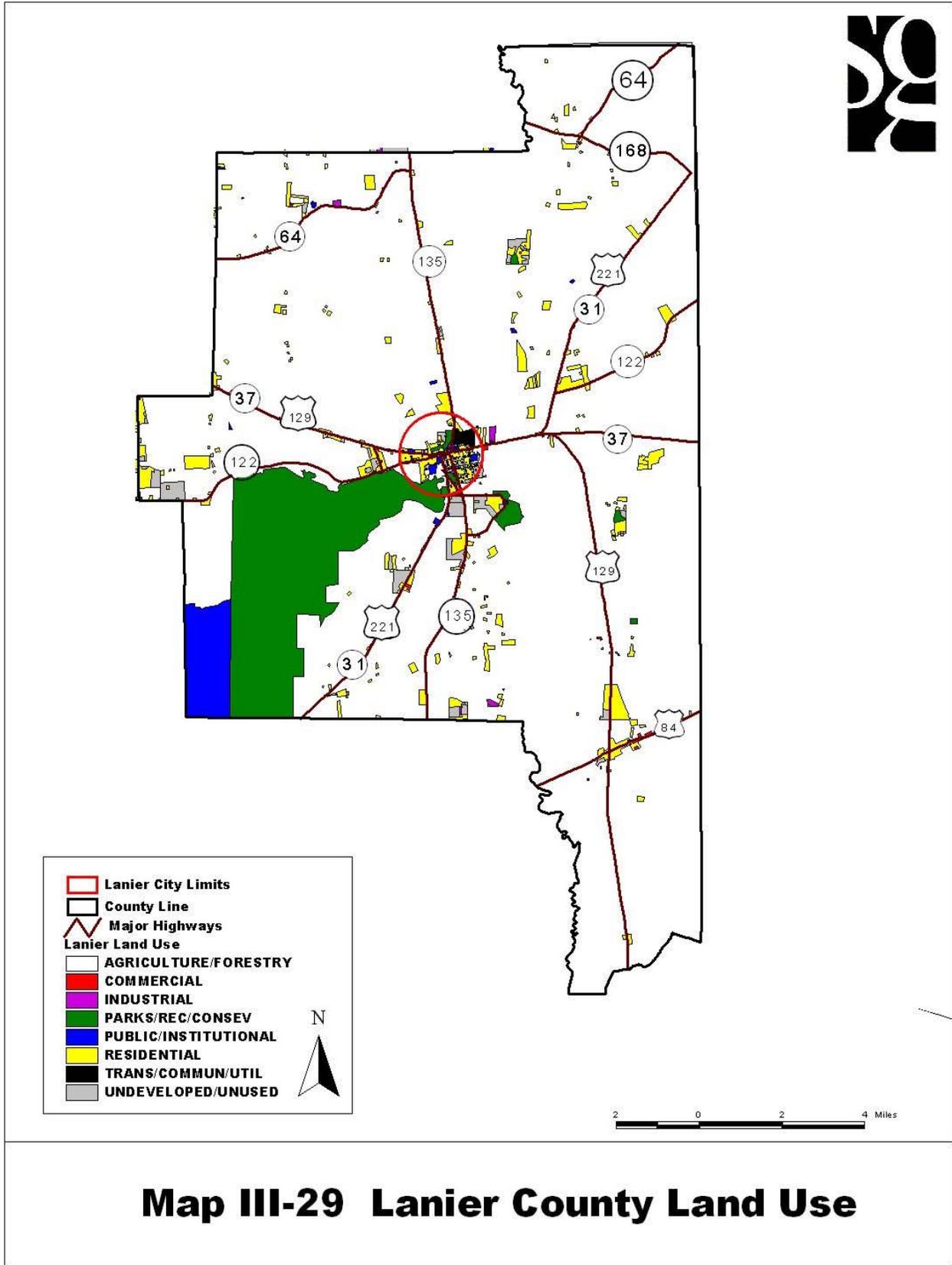
According to the 2000 U.S. Census Lanier County has a population of 7,241 and the median household income for the county is \$29,171 resulting in 17.7% of the population is in poverty. This results in some of the population being dependent on alternatives modes of transportation other than automobiles. Map III-30 pinpoints the locations within the county on where the highest demand for alternative modes of transportation is needed.

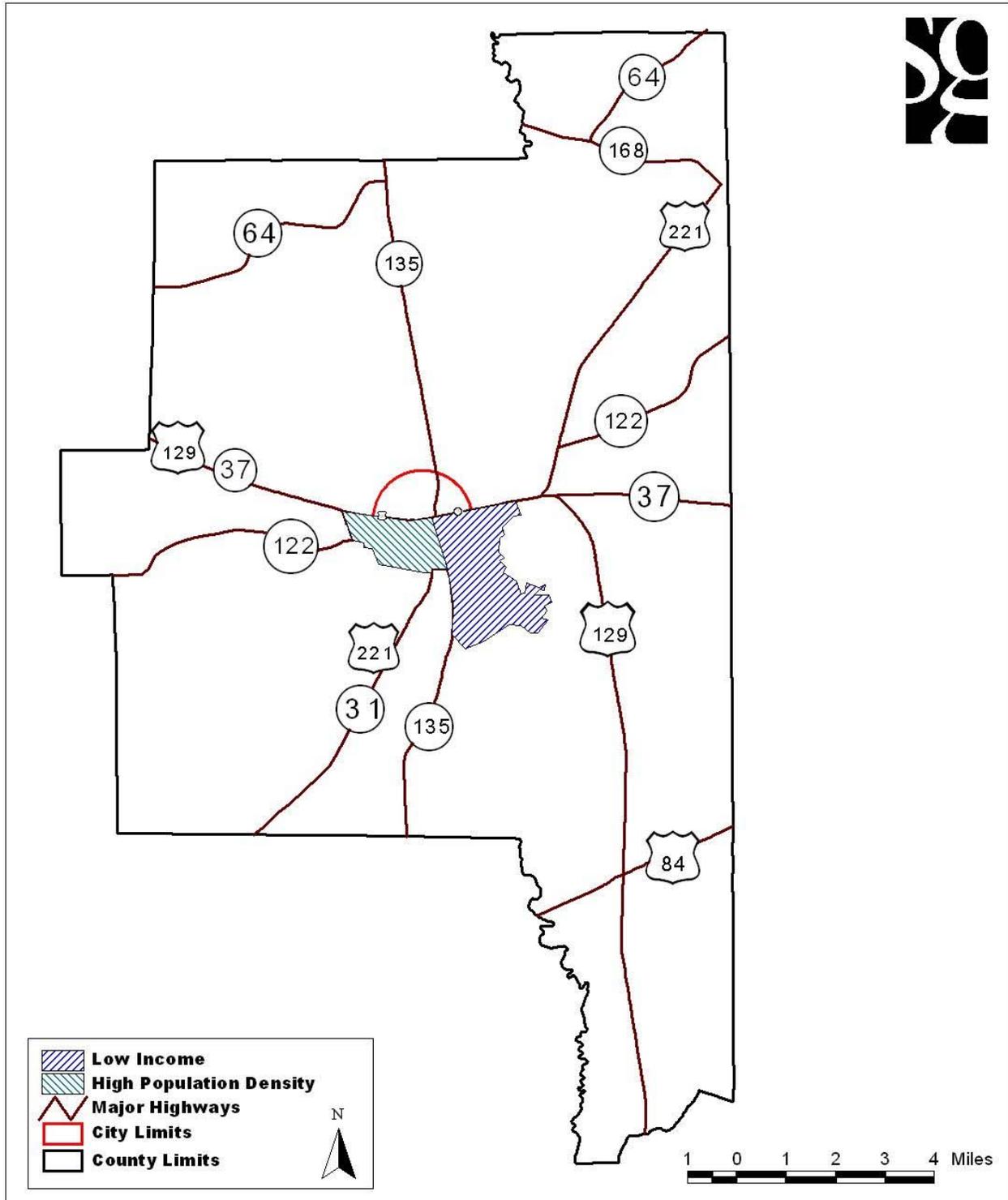




**Map III-28 Lanier County Traffic Counts**







**Map III-30 Lanier County Low - Income and Densely Populated Areas**



Using 2000 Census Data, Map III-30 identifies the block groups within Lanier County that are the most densely populated and also shows the block groups with the lowest income in the county. The top two most densely populated block groups in the county contained populations of 237 and 128 persons per square mile. There is also one block group that has been identified as the lowest income block group Lanier County. The annual income of this particular block group is \$12,264. This block group was selected because it is below the Housing and Urban Development (HUD) Identified Range for Low-Income (0-50% of the Median Income) which, for Lanier County is \$14,586. It is very crucial for these segments of the population to be accommodated with basic needs in order maintain their safety while traveling to and from their destinations. If not already existent, bike lanes and sidewalks should be placed in these identified areas.

### Current Policies

Lanier County and the City of Lakeland implement land subdivision regulations for newly developed subdivisions. This requires developers to include sidewalks within the construction phase of the newly developed subdivision. The City of Lakeland's land subdivision regulations include:

*When any parcel of land within the corporate limits of the City abutting existing public streets is developed with new construction, or over half of an existing structure is remodeled or renovated, the owner or developer shall install a 4-foot wide sidewalk along the entire frontage of said parcel. Said sidewalk shall be installed within the City right-of-way in accordance with plans and specifications approved by the City Engineer. Compliance with this section shall not be required for single-family residential lots of record prior to the date of adoption of this section.*

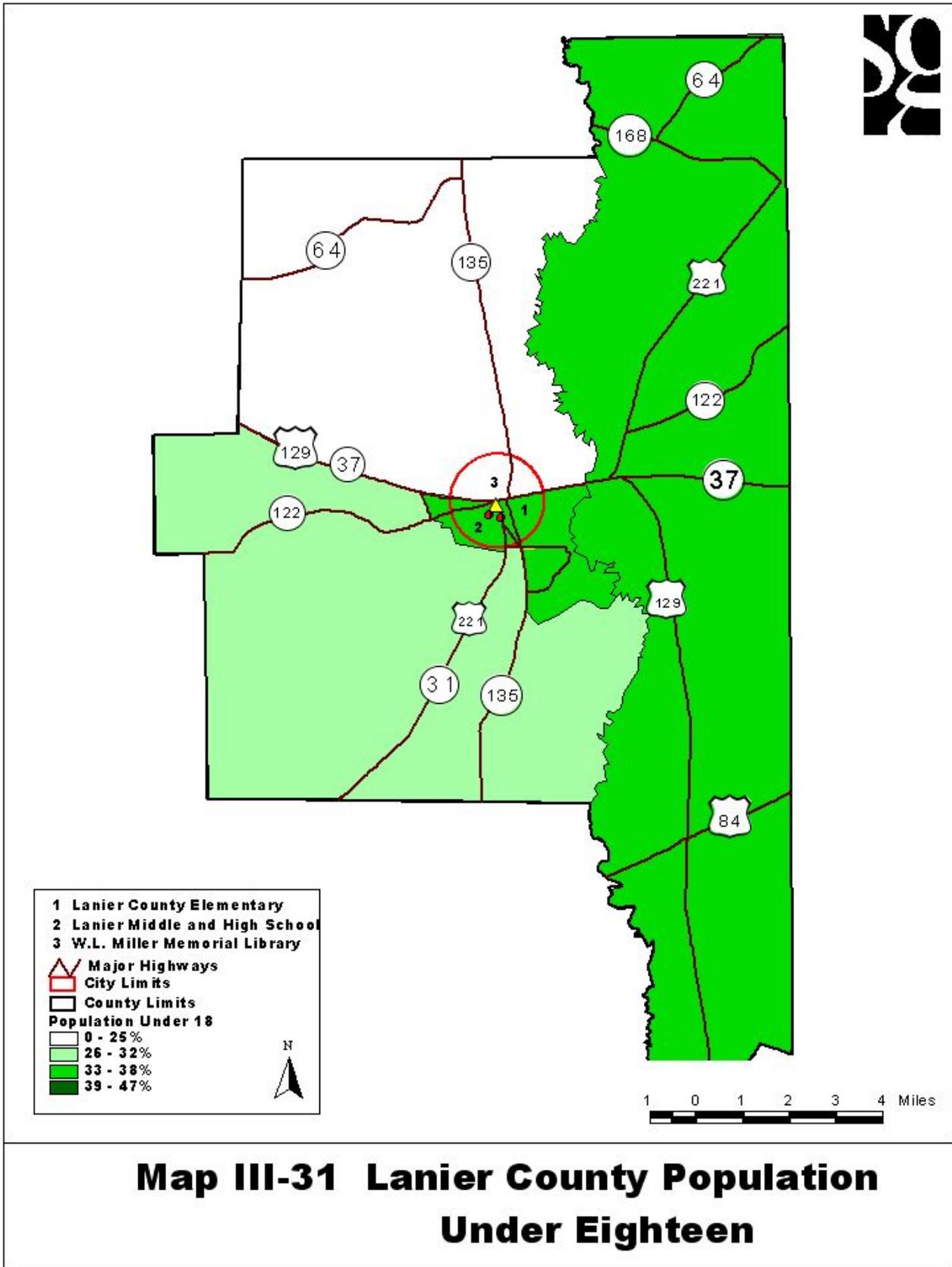
*In new subdivisions where the developer or owner is installing public streets, sidewalks shall be installed at the time of construction of residential dwellings or their structures. Said sidewalks shall be installed within the City right-of-way in accordance with the requirements set forth in subsection (a) hereof. On residential streets, sidewalk installations shall be required only on the northern right-of-way of north-south streets. Installation shall be required on both side of collector or higher classified roads.*

*No certificate of occupancy shall be granted if the provisions of this section have not been complied with and construction of the sidewalks has not been completed.*

### School Facilities

Map III-31 identifies the block groups in Lanier County that have the highest percentage of the population under the age of 18. One of the goals of this regional bicycle and pedestrian plan is to connect existing schools areas that are highly populated with school- aged children. By identifying these areas within the county, local officials can determine appropriate locations for bicycle routes or sidewalks, which in turn, will help support the Safe Routes to School Initiative. It is also very important for these officials to plan for the future and locate schools in the areas that are highly populated by children under the age of 18. Map III-31 also identifies the existing schools and library that are located in the county. Table III-21 lists the name, address and the 2003 – 2004 student enrollment numbers of each school and the library location as well.





**TABLE III-21  
LANIER COUNTY SCHOOLS AND LIBRARY**

Number	School Name	Address	City	Grade	Enrollment
1	Lanier County Elementary (1)	242 Valdosta Road	Lakeland	Pre K -5 grade	796
2	Lanier County Middle School (2)	325 W. Patten Street	Lakeland	6 grade - 8 grade	349
2	Lanier County High School (2)	325 W. Patten Street	Lakeland	9 grade - 12 grade	439

Number	Library Name	Address	City
3	W.L. Miller Memorial Library	124 South Valdosta Rd.	Lakeland

Source: Lanier County School Board

### Park Facilities

The parks within Lanier County range from the 45.15 acre Flatlanders Park to the 16,000 acre Banks Lake Wildlife Refuge. Map III-32 identifies the location of each park within Lanier County. Map III-32 can also serve as a guide to assist government officials on where to locate future parks when it becomes necessary. Table III-22 lists the name, acreage, location and amenities of each park in Lanier County.

**TABLE III-22  
LANIER COUNTY PARKS**

Number	City/County	Name	Acres	Location	Amenities
1	Lakeland / Lanier	Banks Lake Wildlife Refuge	16,000 acres	Banks Lake Road	nature trails, picnic areas, bathrooms facilities
2	Lakeland / Lanier	Camp Patten	180 acres	Burnt Church Road	Various amenities
3	Lakeland / Lanier	Flatlanders Park	45.15 acres	South Valdosta Road	3 baseball fields, 3 tennis courts
4	Lanier	Grand Bay Hunting Area	4,000 acres	Valdosta Highway	

Source: Lanier County Comprehensive Plan

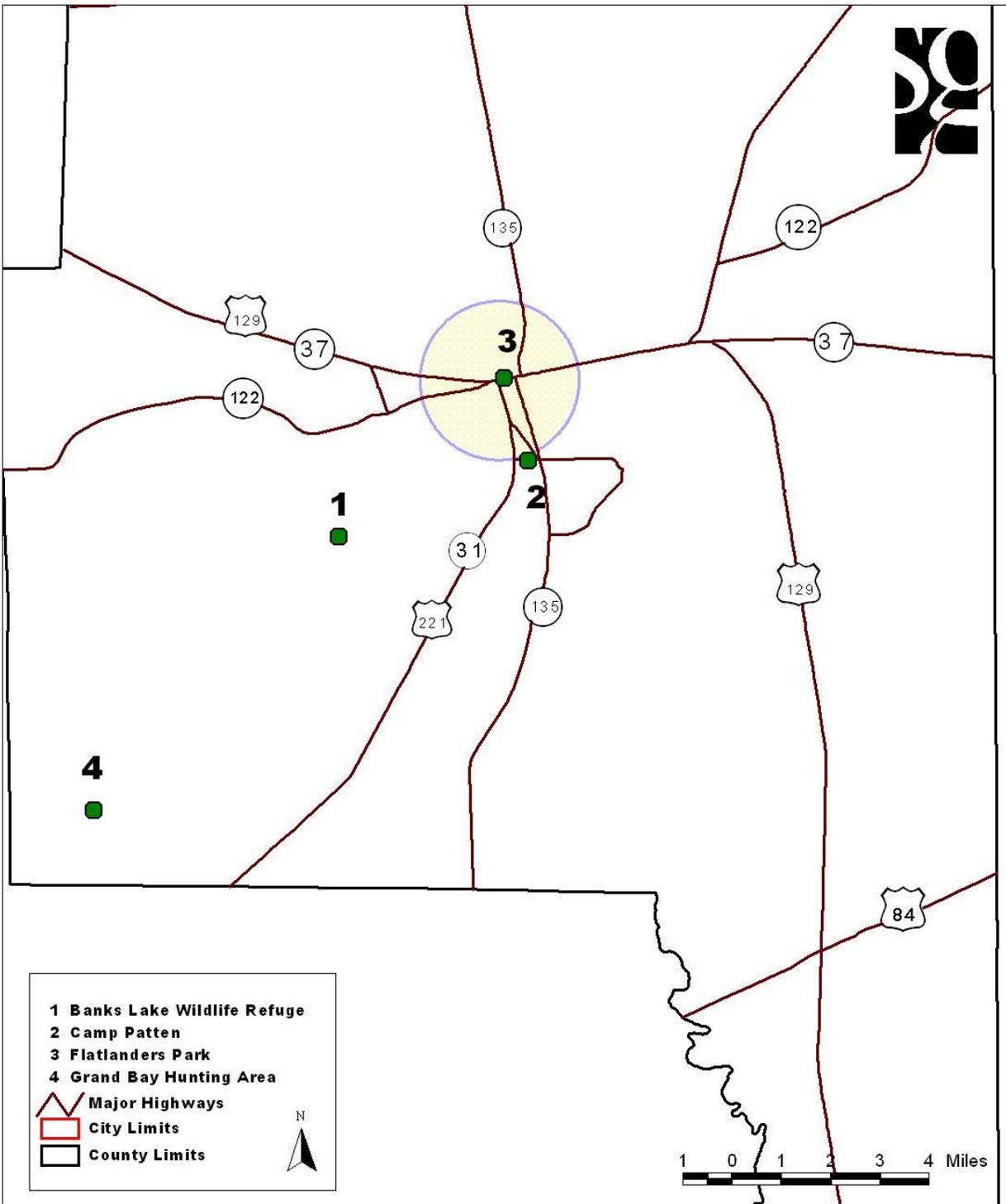
### Inventory and Analysis

As stated before, the City of Lakeland is the most populated area in Lanier County. A majority of the existing bicycle and pedestrian facilities have been identified within the city limits of Lakeland. There are approximately 2.3 miles of existing state bicycle route within the City of Lakeland, as designated by the Georgia Department of Transportation. There is also 6 miles of existing sidewalk located within the City of Lakeland along with three schools, two parks and one library. All of these existing facilities can be viewed on Map III-33.

The Planning Advisory Committee was aware of all of the existing facilities within Lanier County and proposed three routes to become part of the regional bicycle network. These routes were selected because they are the most viable routes in the county.

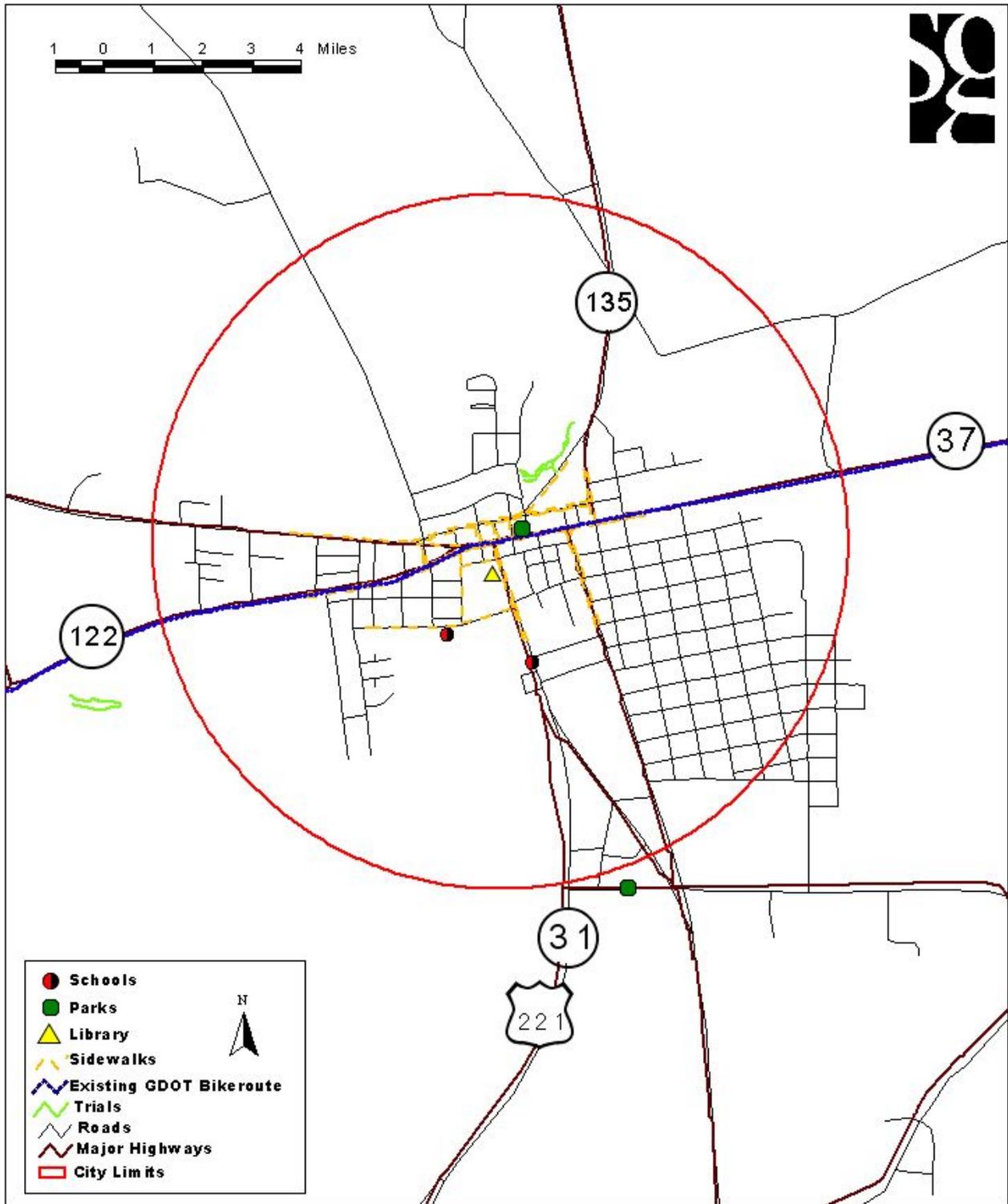
Table III-23 gives an overall breakdown of the proposed routes for Lanier County including existing traffic counts and the number of existing facilities located along each proposed route. Also, Table III-23 provides information on whether there are existing sidewalks along a proposed route, if a proposed route travels through a highly populated area, a low-income area, or an area with a high percentage of the population under the age of 18. The table also identifies routes that pass through existing historic districts. Table III-23 can be used to give an overall picture of how the proposed routes will impact existing facilities and neighborhoods within Lanier County.





**Map III-32 Lanier County Parks**





**Map III-33 Greater Lakeland Existing Facilities**



**TABLE III-23  
LANIER COUNTY ANALYSIS CHART**

<b>Proposed Route</b>	<b>AADT Station Number</b>	<b>Existing Traffic Counts</b>	<b>Number of Libraries</b>	<b>Number of Schools</b>	<b>Number of Parks</b>	<b>Existing Sidewalks</b>	<b>High Population Density Area</b>	<b>Low Income Area</b>	<b>High Percentage Under - 18 Area</b>
<b>Proposed Route 1</b> <b>GA Hwy 135</b>	<b>10</b>	1,190	-	-	-	Yes	Yes	Yes	-
	<b>9</b>	1,410							
	<b>7</b>	1,320							
	<b>6</b>	1,140							
	<b>5</b>	1,180							
<b>Proposed Route 2</b> <b>GA Hwy 31</b>	<b>1</b>	4,230	1	1	1	Yes	Yes	-	-
	<b>2</b>	4,030							
	<b>8</b>	4,350							

A map of the proposed routes can be referenced on Map IV-6 Lanier County Proposed Routes



## Lowndes County

Lowndes County includes the Cities of Valdosta, Remerton, Hahira, Lake Park and Dasher. Valdosta, the county seat, is located in the west-central portion of Lowndes County. Lowndes County lies in the south-central portion of Georgia and is adjacent to the Florida line. Lowndes County is traversed by Interstate 75 and is served by U.S. Routes 41, 84, 221. State Highways 122, 31, 376, 133 and 125 also facilitate movement of traffic through the county.

## Traffic Counts

Map III-34 identifies major routes within Lowndes County and also identifies the location of several automatic traffic-recording sites. Table III-24 identifies the route where each automatic traffic recording device is located, lists the annual average daily traffic (AADT) count, the speed limit of the particular state route, the total lanes of that route, the functional class of the routes and finally the available right of way (ROW) of each route.

**TABLE III-24  
LOWNDES COUNTY TRAFFIC COUNTS**

AADT Number	State Route	AADT Count	Speed Limit	Total Lanes	Functional Class	ROW
1	SR 38	10850	65	4	Principal Arterial	200 ft.
2	SR 38	15410	45	4	Other Arterial Street	100 ft.
3	SR 122	3390	55	2	Major Collector	100 ft.
4	SR 125	12240	45	4	Minor Arterial Street	100 ft.
5	SR 31	4050	55	2	Minor Arterial	100 ft.
6	SR 125	24420	45	4	Minor Arterial Street	100 ft.
7	SR 7	27470	55	4	Other Arterial Street	150 ft.
8	SR 38	6680	45	4	Other Principal Arterial	80 ft.
9	Howell Road	650	50	2	Major Collector	100 ft.
10	Howell Road	1930	50	2	Major Collector	100 ft.
11	SR 94	2420	55	2	Major Collector	100 ft.
12	SR 94	440	35	2	Minor Arterial Street	70 ft.
13	SR 7	7220	55	4	Minor Arterial	200 ft.
14	Loch Laurel Road	2610	50	2	Major Collector	80 ft.
15	Loch Laurel Road	1600	45	2	Major Collector	80 ft.

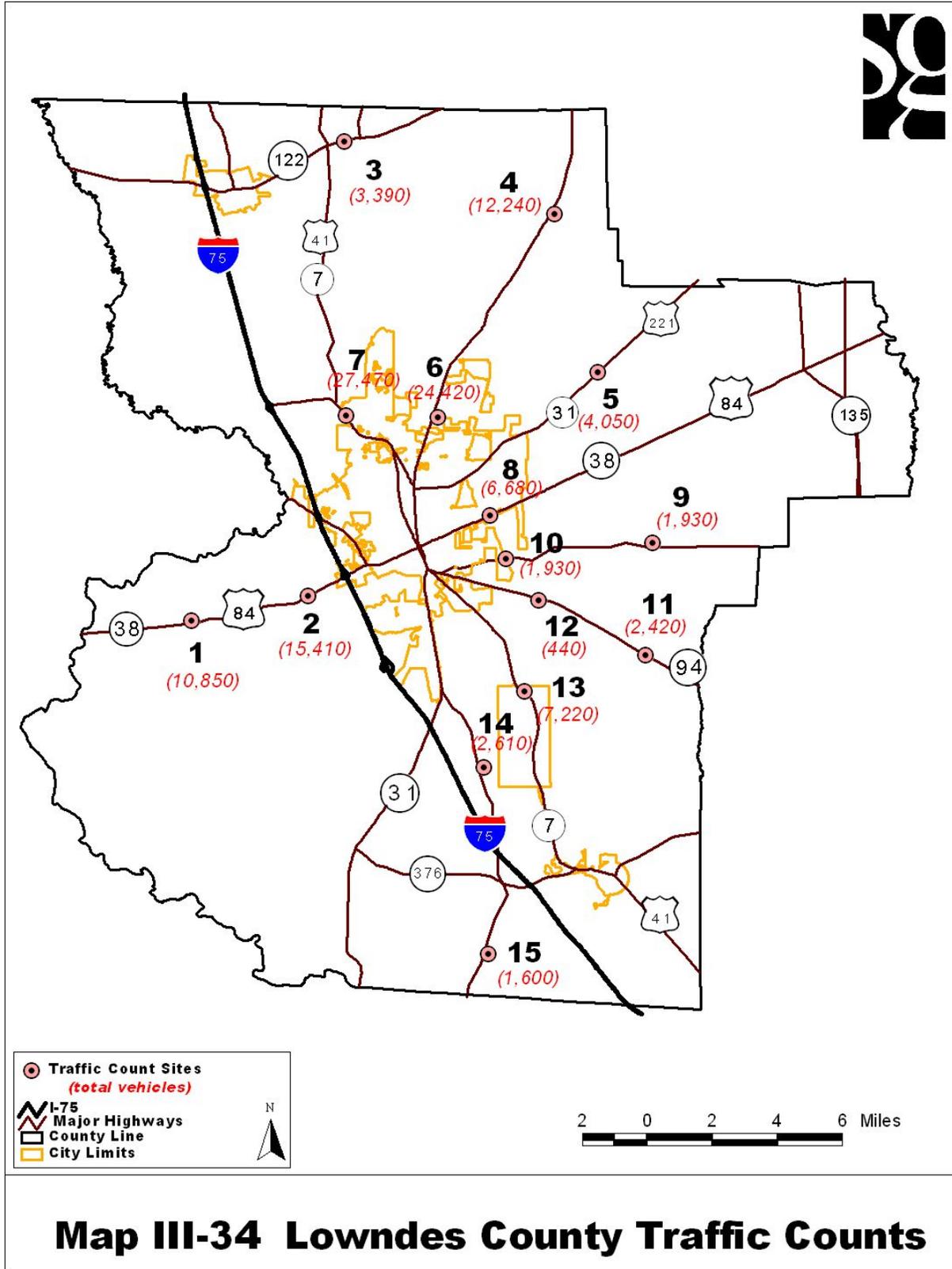
Source: Georgia Department of Transportation

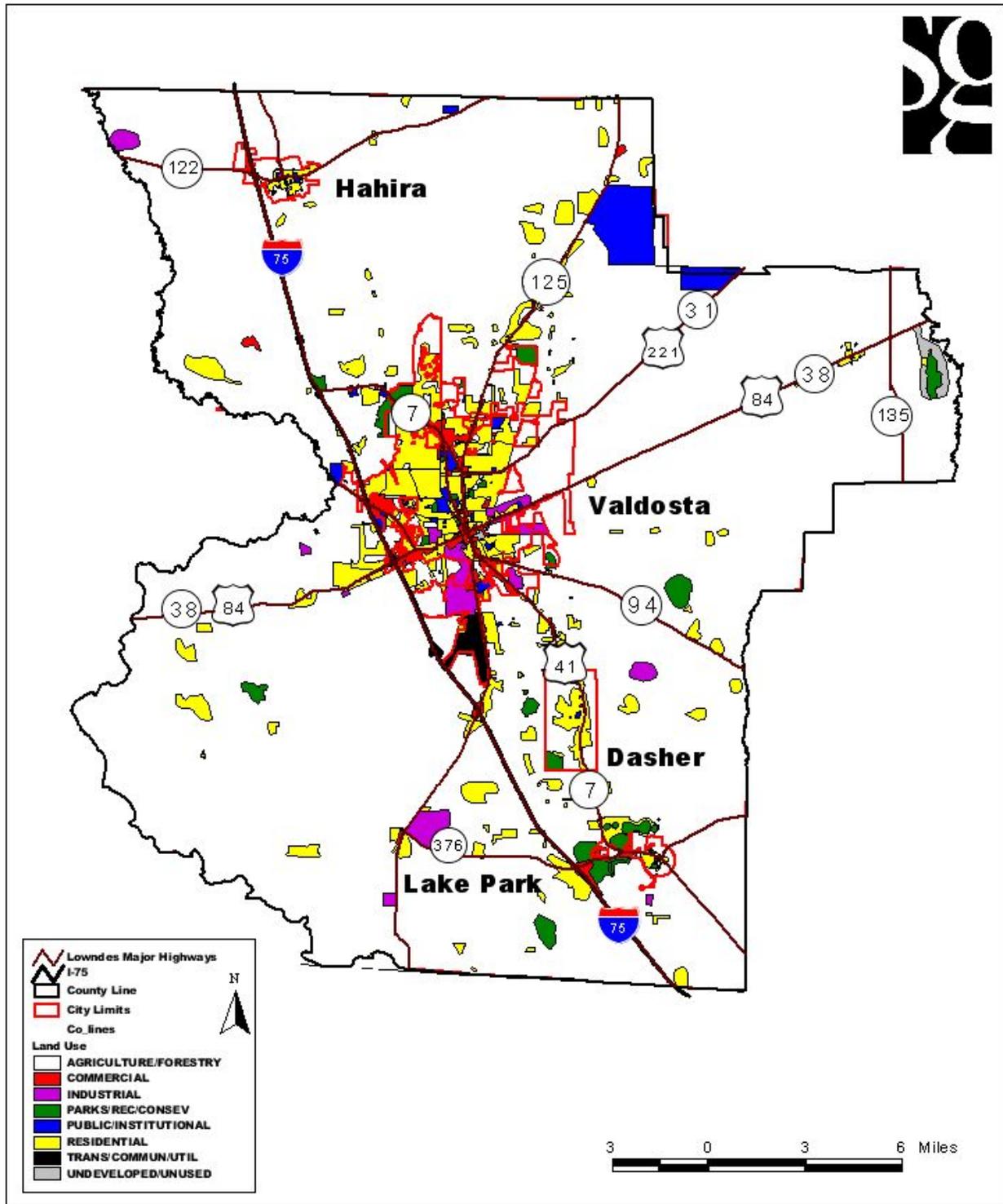
## Land Use

The majority of the urban development in the county is clustered in the county's five incorporated municipalities: Valdosta, Hahira, Lake Park, Dasher and Remerton. Lowndes County has a land area of 10,101 acres. Map III-35 depicts all of the land uses of Lowndes County.

The City of Valdosta is the most populated city within the South Georgia Regional Development Center jurisdiction. Valdosta is served by Interstate 75, US 84, US 41, US 221, and Georgia State Routes: 122, 31, 376 and 125. The City of Valdosta's residential land use classification by far encompasses the greatest percentage of developed land in the city. Valdosta's residential area is nearly 7,050 acres, and the largest residential districts are generally found north of downtown in the northeast and northwest sectors of the city.







**Map III-35 Lowndes County Land Use**



The City of Remerton lies within the City of Valdosta. In 1990, 39.3 acres of the city's 136 acres were devoted to residential land uses. Residential land uses in Remerton include numerous single-family and duplex residences with new developments including large numbers of apartments and is located in the central portion of the city.

Hahira is located in northern Lowndes County about 2½ miles south of the Cook County line. In addition to access from Interstate 75, two highways intersect near the center of Hahira; US 41 running north and south, and Georgia 122, an east-west route. The majority of Hahira's residential development is located east of US 41 as well as new residential subdivisions to the city's east/northeast portion along Georgia 122. Recreation, Park and Open Space land uses include a passive park located on US 41 just south of downtown and a restored caboose in downtown adjacent to the railroad on US 122.

Lake Park is located in south / southeast Lowndes County about 10.5 miles from Valdosta and is served by US 41. In addition, Georgia 376 and the Lake Park-Bellville Road connect Lake Park to two interchanges on Interstate 75 west of the city. With major annexations, Lake Park's city limits have brought the total land area of the city to some 880 acres. Approximately 32% of Lake Park's developed land is devoted to residential uses. Although residential uses are found throughout the city, they are concentrated generally on either side of US 41.

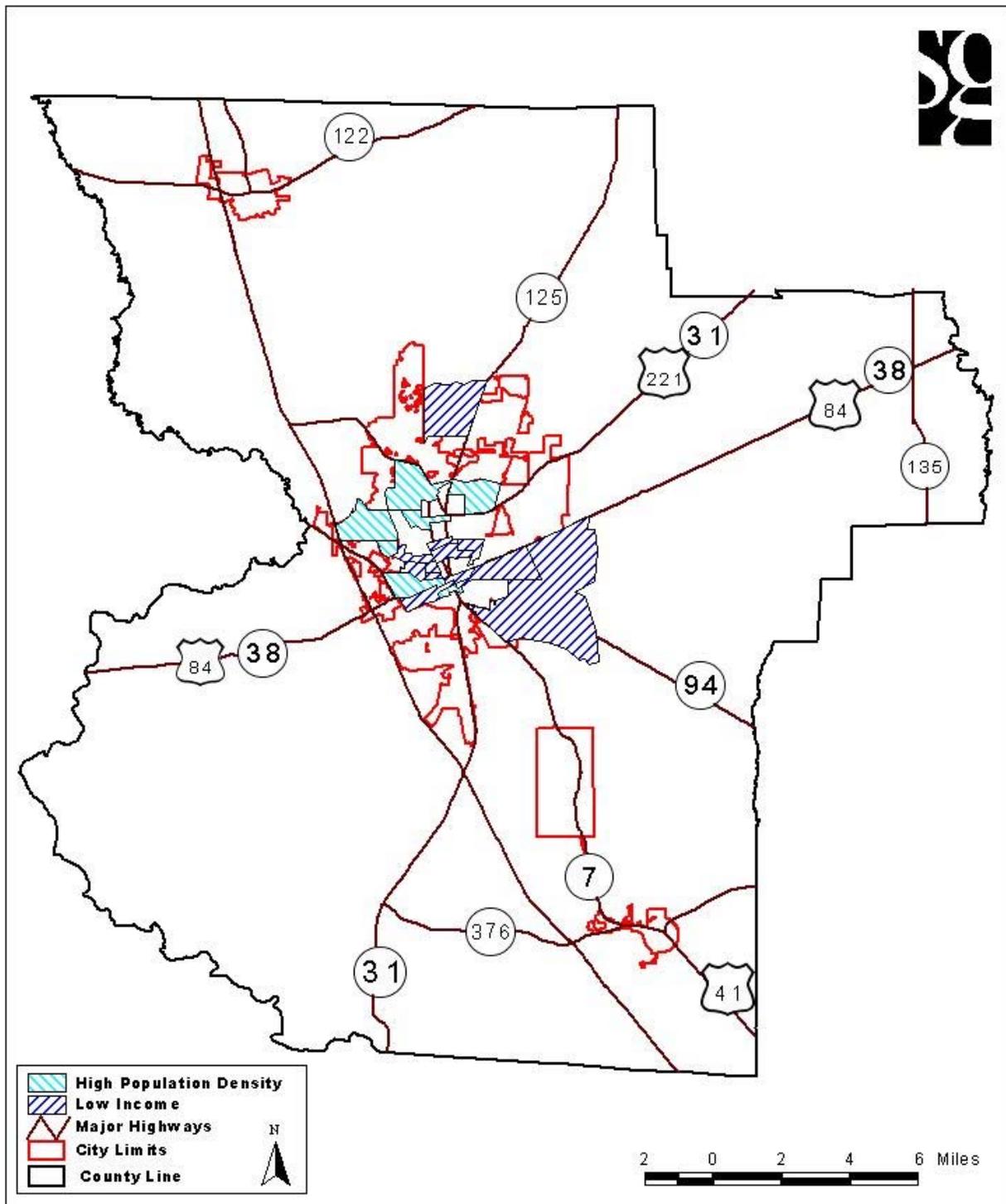
Dasher is located southeast of the City of Valdosta and is served by US 41, which traverses the city on a north-south axis. The land area within Dasher's city limits is 3,122 acres. Originally designed as a residential haven to serve the Georgia Christian School, Dasher has grown as a quiet residential community, as evidenced by the increase in residential acreage from 25 acres in 1967 to 109 acres in 1990. Minor commercial development is found adjacent to US 41 and accounts for approximately 9 acres of land usage.

### Low - Income and Densely Populated Areas

According to 2000 U.S. Census, Lowndes County has a population of 92,115 and the median household income for the county is \$32,132 resulting in 17.0% of the population in poverty. This results in some of the population being dependent on alternative modes of transportation other than automobiles. Map III-36 pinpoints the locations within the county where the highest demand for alternative modes of transportation is needed.

Using 2000 Census Data, Map III-36 identifies the block groups within Lowndes County that are the most densely populated and also shows the block groups that have the lowest income in the county. The top six most densely populated block groups in the county were selected and the population ranged from 900 per square mile to 745 per square mile. Fourteen block groups were selected locating as lowest income block groups in the county. The annual incomes in these block groups ranged from \$4,999 – \$13,281. These block groups were selected because they are below the U.S. Housing and Urban Development (HUD) Identified Range for Low Income (0-50% of the Median Income) which, for Lowndes County is \$16,066. It is crucial for these segments of the population to be accommodated with basic needs in order to maintain their safety while traveling to and from their destinations. If not already existent, bike lanes and sidewalks should be incorporated in these identified areas.





**Map III-36 Lowndes County Low Income and Densely Populated Areas**



## Current Policies

Local officials of Lowndes County feel that it is necessary for any subdivision of land to have sidewalks included during the construction of the project. This is reflected in their subdivision regulations. For example, the City of Valdosta:

*When any parcel of land within the corporate limits of the City abutting existing public streets is developed with new construction, or over half of an existing structure is remodeled or renovated, the owner or developer shall install a 4-foot wide sidewalk along the entire frontage of said parcel. Said sidewalk shall be installed within the City right-of-way in accordance with plans and specifications approved by the City Engineer. Compliance with this section shall not be required for single-family residential lots of record prior to the date of adoption of this section.*

*In new subdivisions where the developer or owner is installing public streets, sidewalks shall be installed at the time of construction of residential dwellings or their structures. Said sidewalks shall be installed within the City right-of-way in accordance with the requirements set forth in subsection (a) hereof. On residential streets, sidewalk installations shall be required only on the northern right-of-way of north-south streets. Installation shall be required on both side of collector or higher classified roads.*

*No certificate of occupancy shall be granted if the provisions of this section have not been complied with and construction of the sidewalks has not been completed.*

The cities of Valdosta and Hahira also enforce a landscape ordinance to help preserve existing vegetation during the development of land. Once the land is developed the landscape ordinance also requires developers to incorporate new vegetation in the development as a way to maximize vegetation growth and encourage green space. The landscape ordinance correlates well with Goal II Objective III as a way to preserve our existing natural resources.

## Current Trends

The City of Valdosta government is taking the lead in allowing developers to design neighborhoods that can be bicycle and pedestrian friendly. Currently, some neighborhood developments are being constructed that set aside land within the development dedicated for open space. This will allow the residents living in these neighborhoods a chance to utilize the open space for recreational purposes, which has the potential to lead to the increase of the residents physical activity. This method of site planning is known as a planned development.

The Metropolitan Planning Organization within the Valdosta-Lowndes urbanized area is responsible for transportation planning within the metropolitan area. There are federal requirements (under title 23 U.S.C) to establish a technical coordinating committee, a policy committee and a citizen advisory committee to oversee transportation planning issues. Within the Technical Coordinating Committee a representative from the South Georgia Regional Bicycle and Pedestrian Planning Advisory Committee has been chosen to ensure that bicycle and pedestrian issues are addressed.

Valdosta is also a Main Street community. "Main Street", a program developed by the National Trust for Historic Preservation, is administered on a local level by the City of Valdosta, the Central Valdosta



Downtown Development Authority, and a full-time Main Street director. The program encourages revitalization of historic downtown commercial areas through economic restructuring, promotions, design review, and merchant organization. Main Street is a valuable tool in the preservation and continued use of historically significant structures. None of the other communities in Lowndes County meet the population requirement for Main Street status; however, Georgia's "Hometown Program" is based on similar concepts. Hometown is administered on a smaller scale and could be staffed by a part-time director, thus making it a good alternative for the smaller communities with limited budgets. The Main Street program relates to this regional bicycle and pedestrian plan because bicyclists that ride the regional routes also enjoy passing through the downtown areas of the cities located within the region.

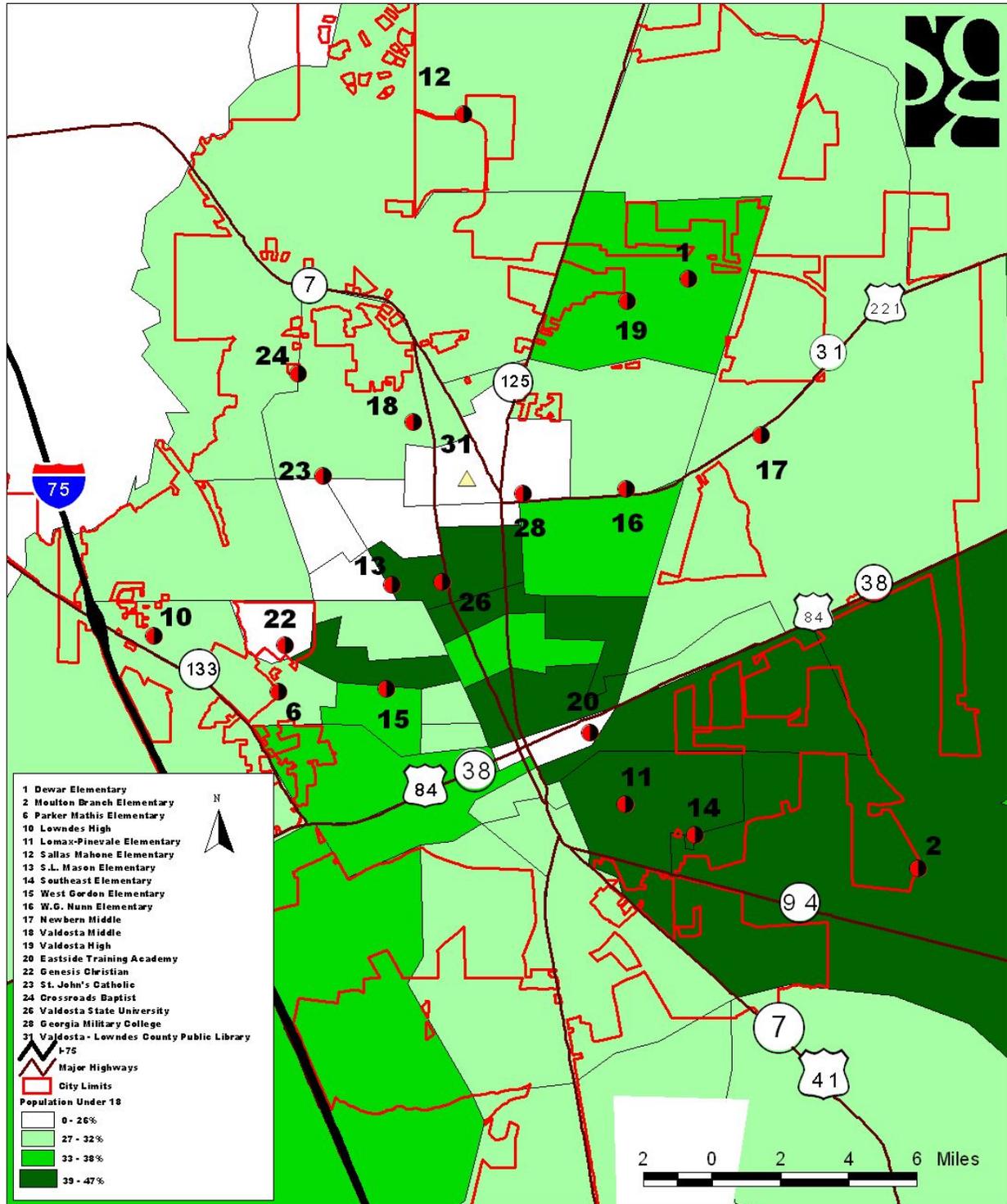
### School Facilities

Maps III-37 and III-38 identify the block groups within Lowndes County that have the highest percentage of children under the age of 18. One of the goals of the regional bicycle and pedestrian plan is to connect existing schools to areas that are highly populated with school-aged children. By identifying these areas within the county, local officials can determine where to locate bicycle routes or sidewalks, which in turn, will help support the Safe Routes to School Initiative. It is also important for these officials to plan for the future and locate schools in the areas that are highly populated by children under the age of 18. Maps III-37 and III-38 also identify the existing schools and libraries that are located throughout the county. Table III-25 labels the name, address and the 2003 – 2004 student enrollment numbers of each school. The name and location of the libraries are also listed below.

**TABLE III-25  
LOWNDES COUNTY SCHOOLS AND LIBRARIES**

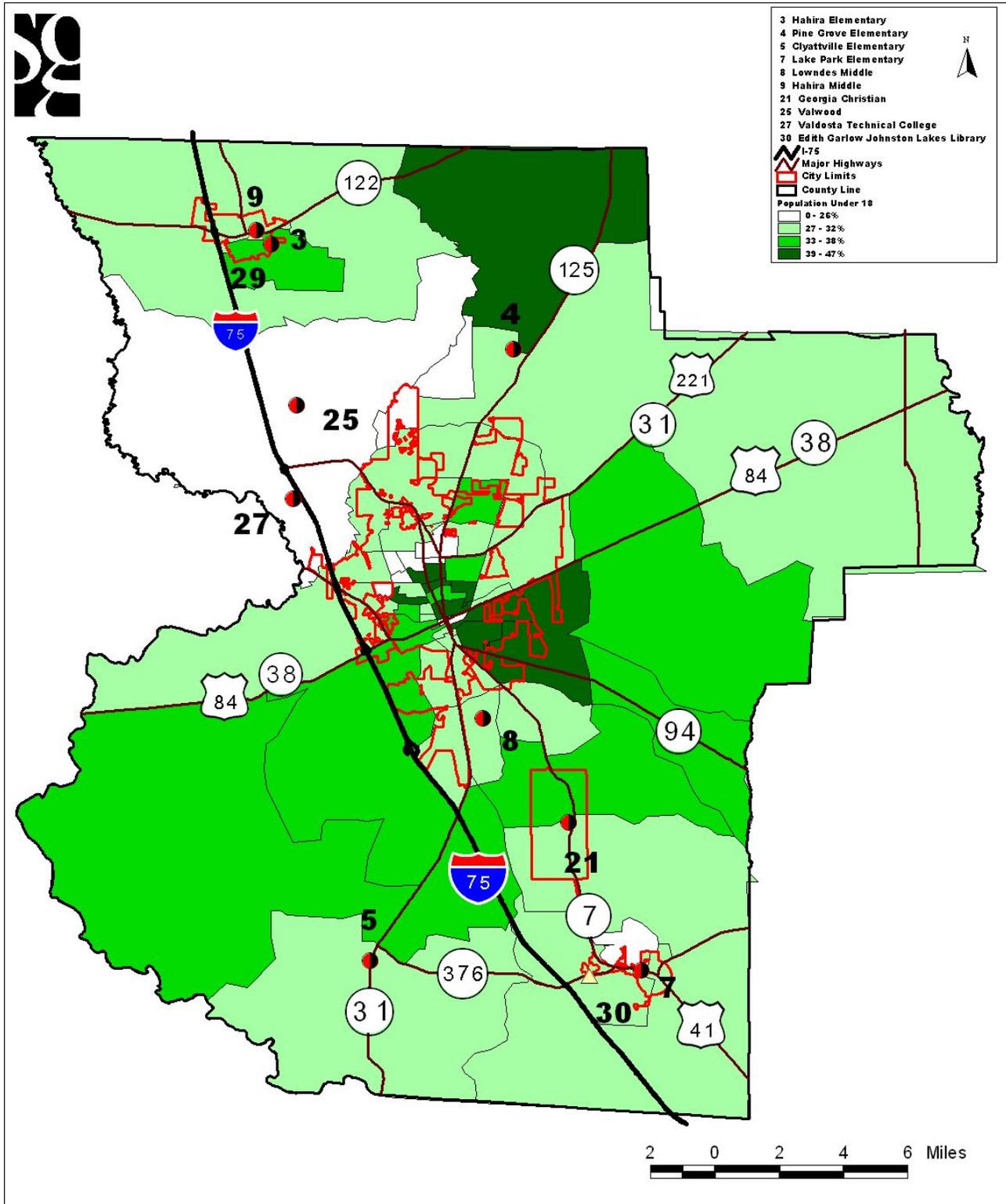
Number	School Name	Address	City	Enrollment
1	Dewar Elementary	3539 Mt. Zion Church Rd.	Valdosta 31605	744
2	Moulton Branch Elementary	5725 Perimeter Rd.	Valdosta 31601	603
3	Hahira Elementary	350 Claudia Dr.	Hahira 31632	652
4	Pine Grove Elementary	4023 Pine Grove Rd.	Valdosta 31605	626
5	Clyattville Elementary	5386 Madison Hwy.	Clyattville 31601	648
6	Parker Mathis Elementary	1500 Lankford Dr.	Valdosta 31601	399
7	Lake Park Elementary	064 W. Marion Ave.	Lake Park 31636	644
8	Lowndes Middle	2379 Copeland Rd.	Valdosta 31601	1,032
9	Hahira Middle	101 S. Nelson St.	Hahira 31632	1,166
10	Lowndes High	1112 N. Saint Augustine Rd.	Valdosta 31601	2,711
11	Lomax-Pinevale Elementary	930 Lake Park Rd.	Valdosta 31601	539
12	Sallas Mahone Elementary	3686 Lake Laurie Dr.	Valdosta 31602	544
13	S.L. Mason Elementary	1605 Azalea Dr.	Valdosta 31602	526
14	Southeast Elementary	930 Old Statenville Rd.	Valdosta 31601	559
15	West Gordon Elementary	813 West Gordon St.	Valdosta 31601	554
16	W.G. Nunn Elementary	2201 N. Forrest Ave.	Valdosta 31602	736
17	Newbern Middle	2015 E. Park Ave.	Valdosta 31602	828
18	Valdosta Middle	110 Burton Street	Valdosta 3602	903
19	Valdosta High	3101 N. Forrest St.	Valdosta 31602	1,710
20	Eastside Training Academy	110 S. Fry St.	Valdosta 31601	145
21	Georgia Christian	4359 Dasher Rd.	Dasher 31601	236
22	Genesis Christian	1736 W. Gordon St.	Valdosta 31601	38
23	St. John's Catholic School	800 Gornto Rd.	Valdosta 31602	283
24	Crossroads Baptist	3001 Country Club Rd.	Valdosta 31602	140
25	Valwood	4380 Old US Hwy 41	Valdosta 31602	343
26	Valdosta State University	1500 N. Patterson St.	Valdosta 31698	8,000
27	Valdosta Technical College	4089 Val Tech Road	Valdosta 31603	4,414
28	Georgia Military College	2113 Bemis Rd.	Valdosta 31602	800





**Map III-37 Valdosta Area Population Under Eighteen**





**Map II-38 Greater Lowndes County Population Under Eighteen**



Number	Library Name	Address	City
29	Salter Memorial Library	218 East Main Street	Hahira 31632
30	Edith Garlow Johnston Lakes Library	502 Highway 376	Lake Park 31636
31	Valdosta-Lowndes County Public Library	300 Woodrow Wilson Drive	Valdosta

Source: Lowndes County and City of Valdosta School Boards

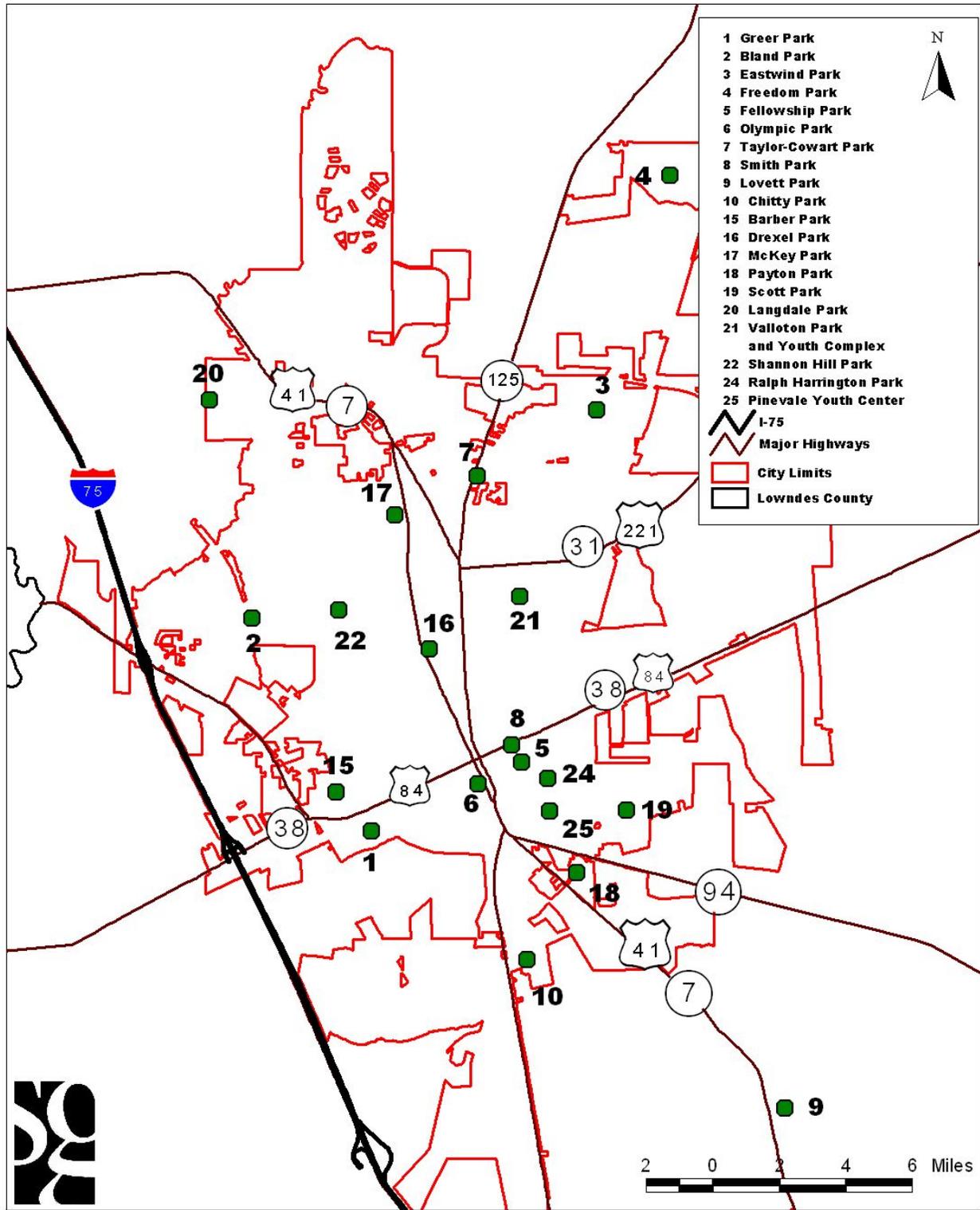
### Park Facilities and Attractions

Maps III-39 and III-40 identify the location of each park within Lowndes County. Table III-26 labels the name, acreage, location and the amenities of each park in the county.

**TABLE III-26  
LOWNDES COUNTY PARKS**

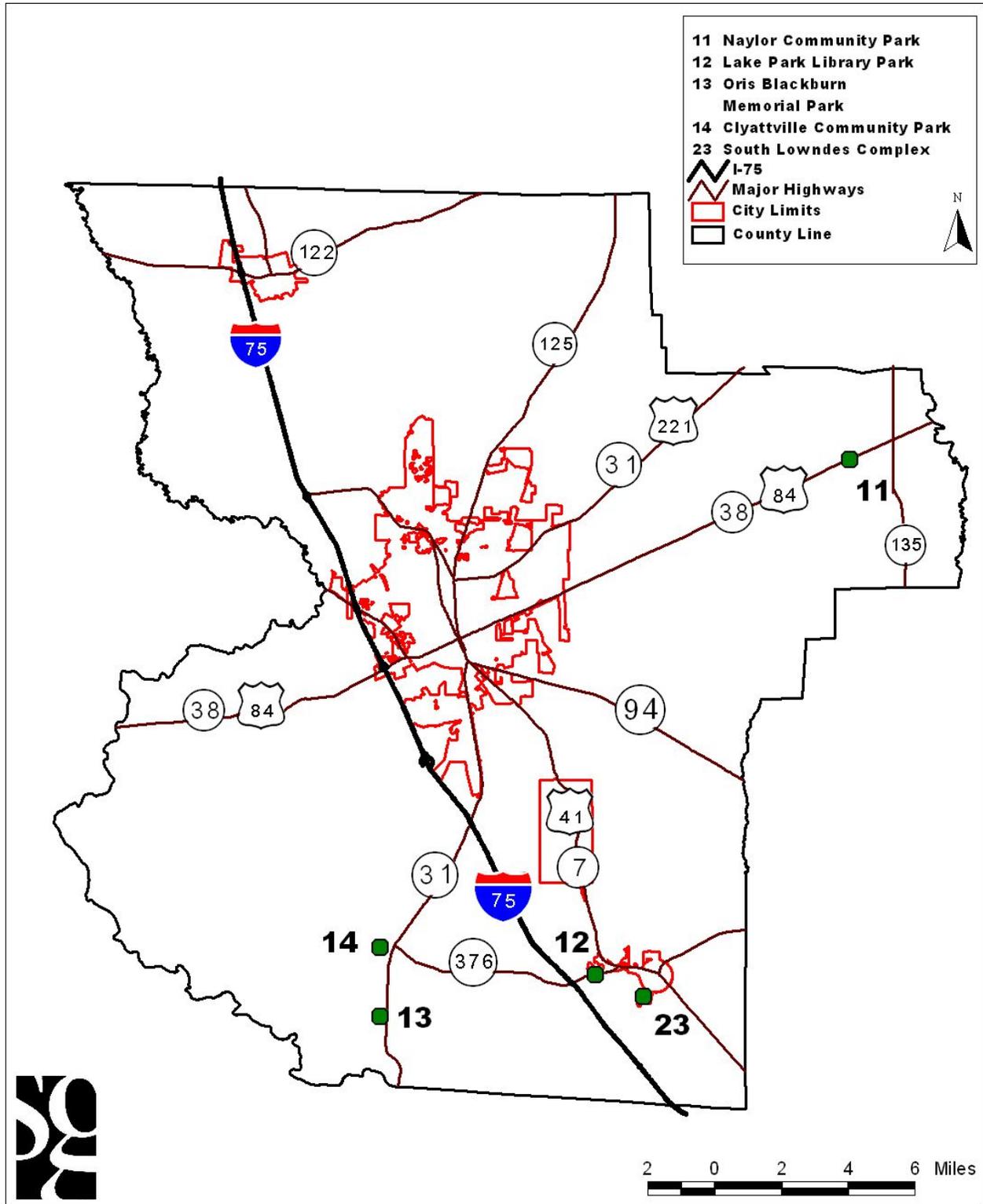
Number	City/County	Name	Acres	Location	Amenities
1	Valdosta / Lowndes	Greer Park	2.39 acres	401 Marett Avenue	Playground, restrooms, softball field, basketball goals, picnic pavilion
2	Valdosta / Lowndes	Bland Park	1 acre	2204 East Park Lane	Big Dinosaur, tot playground, grill
3	Valdosta / Lowndes	Eastwind Park	2 acres	1904 Fawnridge Drive	Playground, open space
4	Valdosta / Lowndes	Freedom Park	225 acres	3795 Guest road	8 baseball fields, 1 concession stand and meeting room
5	Valdosta / Lowndes	Fellowship Park	103 acres	Corner of Wooding Ln & Holiday Street	Picnic pavilion, playground
6	Valdosta / Lowndes	Olympic Park	2.5 acres	402 ½ South Patterson St	Pavilion, electricity, gazebo, playground, open picnic area
7	Valdosta / Lowndes	Taylor-Cowart Park	1.61 acres	2413 Bemiss Road	Gazebo, picnic tables, tot playground, electricity
8	Valdosta / Lowndes	Smith Park	1.60 acres	507 East Central Avenue	Large landscape island
9	Valdosta / Lowndes	Lovett Park	2 acres	Highway 41 South	Picnic Table, bench, kiddie ride
10	Valdosta / Lowndes	Chitty Park	2 acres	Highway 31	Two picnic tables, 1 acre fishing pond
11	Naylor / Lowndes	Naylor Community Park	2 acres	Highway 84 East	Playground, screened in pavilion, picnic tables, restrooms
12	Lake Park / Lowndes	Lake Park Library Park	2 acres	Highway 376	Playground, shelter, picnic tables, park benches, grill
13	Valdosta / Lowndes	Oris Blackburn Memorial Park	110 acres	Highway 31	Three Shelters, 5 acre fishing lake
14	Clyattville / Lowndes	Clyattville Community Park	10 acres	Highway 31	Shelter with picnic tables, restrooms, grill, basketball court, playground, softball field, ¼ mile walking track
15	Valdosta / Lowndes	Barber Park	34.4 acres	1151 River	Basketball courts, playground, restrooms, large picnic pavilion, kitchen, nature trails, open fire pit
16	Valdosta / Lowndes	Drexel Park	11.1 acres	1401 North Patterson Street	Playground, picnic area, electrical outlets
17	Valdosta / Lowndes	McKey Park	15.5 acres	112 Burton Avenue	Tennis courts, pavilions, restrooms, volleyball court, water fountain electricity
18	Valdosta / Lowndes	Payton Park	10 acres	Highway 94 East	Shelter, playground, 3 acre pond w/ fountain (no fishing allowed) ¼ mile walking track, picnic tables, grills
19	Valdosta / Lowndes	Scott Park	28 acres	1101 Old Statenville Road/ Continental Drive	Grill, pavilion, playground, 4 lighted basketball courts, 2 adult/youth baseball fields, 4 lighted tennis courts, concessions, restrooms, bandstand open field area
20	Valdosta / Lowndes	Langdale Park	175 acres	Highway 41 North	Six picnic tables, boat ramp on the Withlacoochee River, 7 ½ miles of walking trails, grills
21	Valdosta / Lowndes	Valloton Park and Youth Complex	77 acres	804 Woodlawn Drive	Large open field for baseball/softball practice with backstops, uncovered picnic area, lighted football field, 7 lighted softball fields, shelter





**Map III-39 Valdosta Area Parks**





**Map III-40 Greater Lowndes Parks**



22	Valdosta / Lowndes	Shannon Hill Park	1 acre	700 Cranford & Hillcrest	Playground, softball field and picnic tables
23	Lake Park / Lowndes	South Lowndes Complex	50 acres	6440 Ocean Pond Road	Four softball fields, soccer field, gymnasium and playground
24	Valdosta / Lowndes	Ralph Harrington Park	3 acres	509 Fry Street	Children's pool, picnic area
25	Valdosta / Lowndes	Pinevale Youth Center	2.6 acres	930 Old Lake Park Road	Playground, picnic area, basketball, football, baseball, softball fields
* parks under 1 acre are not recorded					

Source: Lowndes County Comprehensive Plan

Though there are no scenic byways within the South Georgia RDC region, the Lowndes County Commission has officially designated the following roads as scenic driving tours:

Forest Scenes: Start at Hahira take GA 122 west, south on Miller Bridge Road, Shiloh Road, Val-tech Road, Georgia 94, Norman Drive

Farming Scenes: Then east along US 84, south on Rocky Ford Road

Lake Scenes: Then east on Clyattville-Nankin Road, crossing Georgia 31 to Jumping Gulley Road, then north on Loch Laurel Road, crossing I-75 to Zeiggler Road and ending in Lake Park on Lake-Bellville Road.

The Planning Advisory Committee was aware of the driving tour and has incorporated some the sections into the proposed bicycle routes that will be identified later on in the inventory and analysis section.

Lowndes County also has a rich heritage and many historic resources. Presently, Lowndes County has nine properties and four districts listed in the National Register of Historic Places, all within the city limits of Valdosta. The historic district is also outlined later in this inventory and analysis section.

### Inventory and Analysis

As stated before, the City of Valdosta is the most populated area in Lowndes County. The City of Valdosta has large and vibrant commercial districts, its spacious parks, and its clean residential neighborhoods with broad streets and mature tree cover. Recent commercial trends include a strong reinvestment in the city's historic downtown commercial district.

A majority of the existing bicycle and pedestrian facilities have been identified within the City of Valdosta. There are approximately 19 miles of existing state bicycle route, as designated by the Georgia Department of Transportation. There are also 71 miles of existing sidewalk within the City of Valdosta. Nineteen schools, twenty-two parks and one library also exist within the city limits of Valdosta. Valdosta also has a historic district located in the downtown area. All of these existing facilities can be viewed on Map III-41.

The Planning Advisory Committee was aware of all of the existing facilities within Lowndes County and proposed twenty-six routes to become part of the regional bicycle network. These routes were selected because they are the most viable routes in the county.



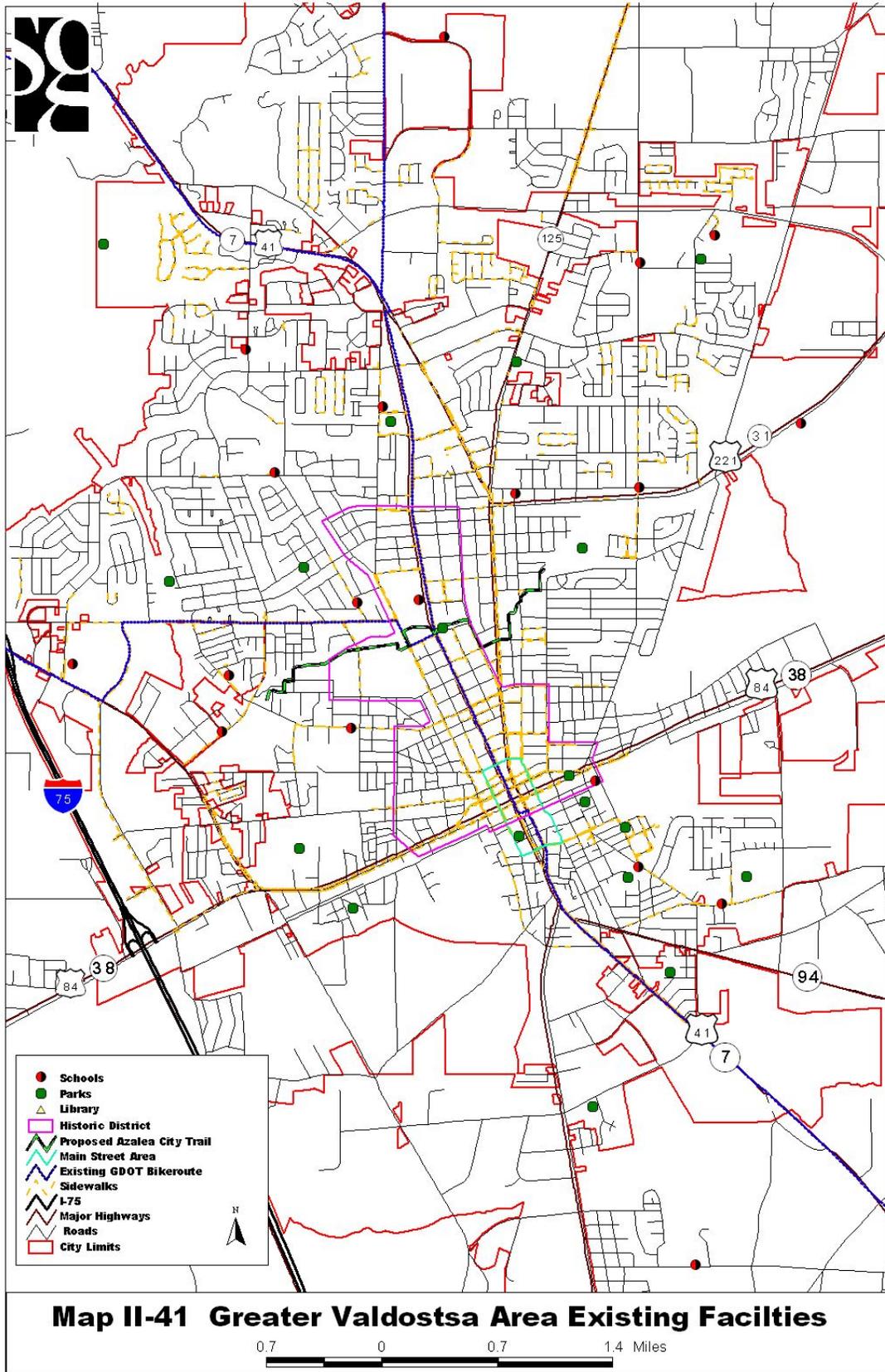


Table III-27 gives an overall breakdown of the proposed routes for Lowndes County including existing traffic counts and the number of existing facilities located along each proposed route. Also, Table III-27 provides information on whether there are existing sidewalks along a proposed route, if a proposed route travels through a highly populated area, a low-income area, or an area with a high percentage of the population under the age of 18. The table also identifies routes that pass through existing historic districts. Table III-27 can be used to give an overall picture of how the proposed routes will impact existing facilities and neighborhoods.

**TABLE III-27**  
**LOWNDES COUNTY ANALYSIS CHART**

<b>Proposed Route</b>	<b>AADT Station Number</b>	<b>Existing Traffic Counts</b>	<b>Number of Libraries</b>	<b>Number of Schools</b>	<b>Number of Parks</b>	<b>Existing Sidewalks</b>	<b>High Population Density Area</b>	<b>Low Income Area</b>	<b>High Percentage Under Eighteen</b>	<b>Historic District Boundary</b>	<b>Main Street Boundary</b>
<b><u>Proposed Route 1</u></b> <i>Gornio Rd.</i>	-	-	-	2	-	Yes	Yes	-	-	(P)	-
<b><u>Proposed Route 2</u></b> <i>Bay Tree Rd.</i>	-	-	-	1 (P)	-	Yes	Yes	-	-	-	-
<b><u>Proposed Route 3</u></b> <i>Norman Dr.</i>	-	-	-	1 (P)	-	Yes	-	-	-	-	-
<b><u>Proposed Route 4</u></b> <i>Jerry Jones Dr.</i>	-	-	-	1 (P)	-	Yes	Yes	-	-	-	-
<b><u>Proposed Route 5</u></b> <i>Oak St.</i>	6	24,420	-	2	1	Yes	Yes	Yes	Yes	Yes	-
<b><u>Proposed Route 6</u></b> <i>Patterson Ave.</i>	-	-	1 (P)	2	2	Yes	Yes	Yes	Yes	Yes	Yes
<b><u>Proposed Route 7</u></b> <i>Park Ave.</i>	-	-	-	3	1	Yes	Yes	-	-	Yes	-
<b><u>Proposed Route 8</u></b> <i>Forrest St.</i>	6	24,420	-	2	2	Yes	Yes	Yes	Yes	Yes	-
<b><u>Proposed Route 9</u></b> <i>St. Johns</i>	-	-	-	-	-	-	Yes	-	-	-	-



<b>Proposed Route</b>	<b>AADT Station Number</b>	<b>Existing Traffic Counts</b>	<b>Number of Libraries</b>	<b>Number of Schools</b>	<b>Number of Parks</b>	<b>Existing Sidewalks</b>	<b>High Population Density Area</b>	<b>Low Income Area</b>	<b>High Percentage Under Eighteen</b>	<b>Historic District Boundary</b>	<b>Main Street Boundary</b>
<b>Proposed Route 10</b> <i>Alden Ave.</i>	-	-	-	-	1	-	Yes	-	Yes	Yes	-
<b>Proposed Route 11</b> <i>Gordon St.</i>	-	-	-	2	1 (P)	Yes	Yes	Yes	Yes	Yes	-
<b>Proposed Route 12</b> <i>Hightower St.</i>	-	-	-	-	1 (P)	Yes	Yes	Yes	Yes	-	-
<b>Proposed Route 13</b> <i>River St.</i>	-	-	-	-	1 (P)	Yes	Yes	Yes	-	Yes	-
<b>Proposed Route 15</b> <i>GA Hwy 135</i>	-	-	-	-	1	-	-	-	-	-	-
<b>Proposed Route 17</b> <i>GA HWY 31</i>	5	4,050	-	1 (P)	-	-	-	-	-	-	-
<b>Proposed Route 18</b> <i>GA Hwy 38</i>	1	10,850	-	1	4	Yes	Yes	Yes	Yes	Yes	Yes
	2	15,410									
	8	6,680									
<b>Proposed Route 19</b> <i>Loch Laurel Rd.</i>	14	2,610	-	-	1	-	-	-	-	-	-
	15	1,600									
<b>Proposed Route 20</b> <i>GA Hwy 125</i>	4	12,240	1 (P)	1	1	Yes	Yes	Yes	Yes	-	-
	6	24,420									



<b>Proposed Route</b>	<b>AADT Station Number</b>	<b>Existing Traffic Counts</b>	<b>Number of Libraries</b>	<b>Number of Schools</b>	<b>Number of Parks</b>	<b>Existing Sidewalks</b>	<b>High Population Density Area</b>	<b>Low Income Area</b>	<b>High Percentage Under Eighteen</b>	<b>Historic District Boundary</b>	<b>Main Street Boundary</b>
<b>Proposed Route 21</b> <i>Rocky Ford Rd.</i>	2	15,410	-	-	-	-	-	-	-	-	-
<b>Proposed Route 22</b> <i>GA HWY 376</i>	-	-	1 (P)	1	1	Yes	-	-	-	-	-
<b>Proposed Route 24</b> <i>GA Hwy 122</i>	3	3390	1	2	-	Yes	-	-	-	-	-
<b>Proposed Route 25</b> <i>GA Hwy 94</i>	11	2,420	-	1	-	Yes	-	Yes	Yes	-	-
	12	440									
<b>Proposed Route 26</b> <i>Howell Rd.</i>	9	650	-	2	4	Yes	-	Yes	Yes	-	Yes

A map of the proposed routes can be referenced on Map IV-7 City of Valdosta Proposed Routes and Map IV-8 Lowndes County Proposed Routes  
(P) - Proposed route is within 1600 ft.



## Tift County

Tift County is located in south-central Georgia and is bordered by Turner, Irwin, Berrien, Cook, Colquitt and Worth counties. Tift County has a land area of 170,240 acres, or 266 square miles. Interstate 75 and US 41 (Georgia Route 7) provide major north-south movement through Tift County, while U.S. Routes 82 and 319 provide major east-west movement. State Highways 125 and 35 also facilitate movement of traffic through the county.

## Traffic Counts

Map III-42 identifies major routes within Tift County and also identifies the location of several automatic traffic-recording sites. Table III-29 identifies the state route where each automatic traffic recording device is located, the annual average daily traffic (AADT) count, the speed limit of the particular state route, the total lanes of that route, the functional class of the routes and finally the available right of way (ROW) of each route.

**TABLE III-29**  
**TIFT COUNTY TRAFFIC COUNTS**

AADT Number	State Route	AADT Count	Speed Limit	Total Lanes	Functional Class	ROW
1	SR 520	12240	45	4	Principal Arterial	160 ft.
2	SR 7	3740	55	2	Minor Arterial	60 ft.
3	SR 520	13120	45	4	Principal Arterial	150 ft.
4	SR 35	9460	55	4	Principal Arterial	150 ft.
5	SR 125	3430	55	2	Minor Arterial	100 ft.
6	SR 7	5630	55	2	Minor Arterial	60 ft.
7	SR 125	3960	45	4	Minor Arterial Street	100 ft.
8	SR 35	4980	55	2	Minor Arterial	100 ft.
9	SR 35	4790	55	2	Minor Arterial	100 ft.
10	SR 520	12600	55	4	Urban Principal Arterial	200 ft.
11	SR 7	7280	50	2	Minor Arterial Street	100 ft.
12	SR 125	2630	55	2	Minor Arterial	100 ft.
13	SR 520	4170	55	4	Principal Arterial	200 ft.

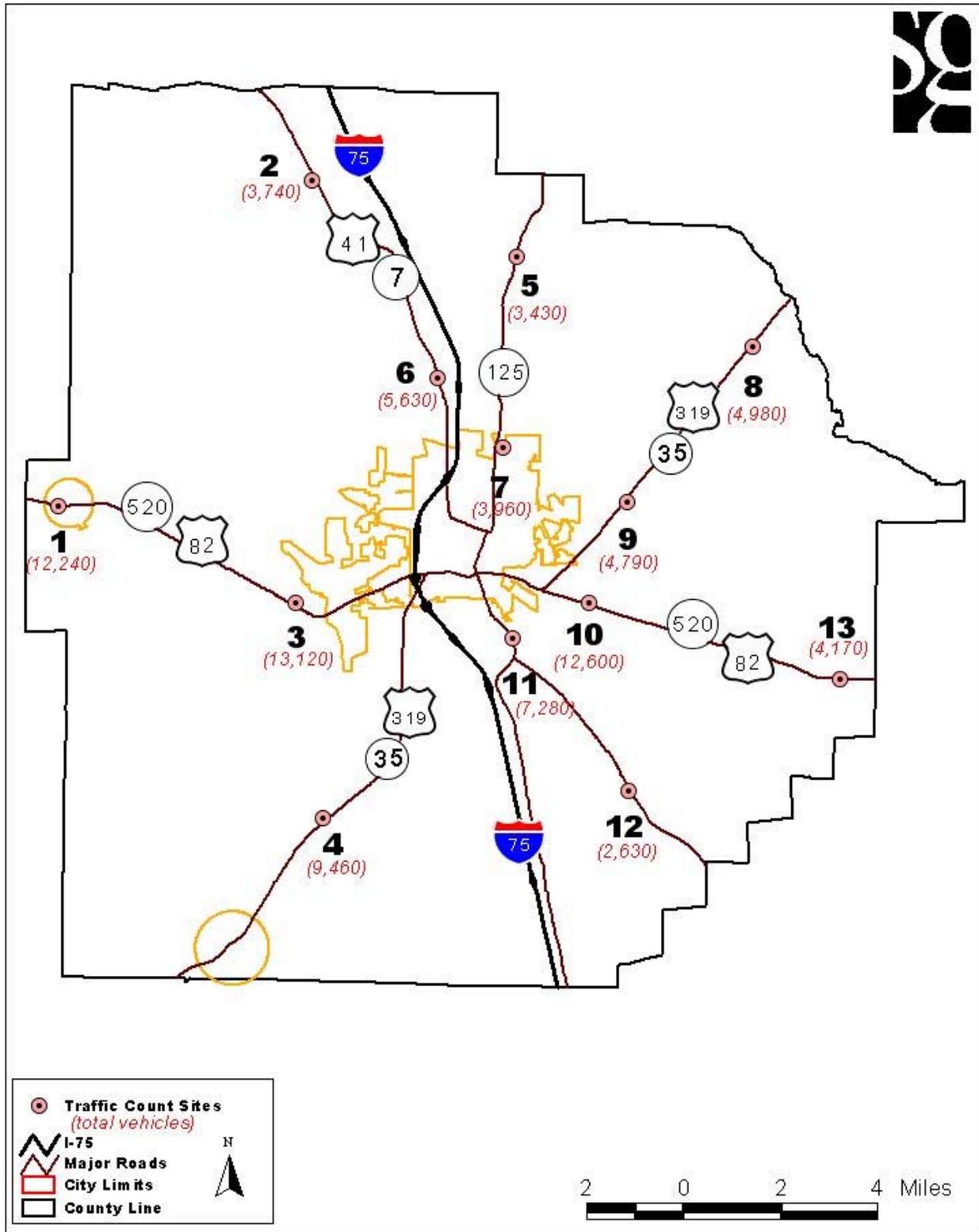
Source: Georgia Department of Transportation

## Land Use

Tift County has a land area, excluding its incorporated municipalities, of nearly 164,000 acres. The majority of the urban development is clustered in the county's three incorporated municipalities: Tifton, Omega and Ty Ty. Tifton, the county seat, is located in the central portion of Tift County. Map III-43 depicts all of the land uses of Tift County.

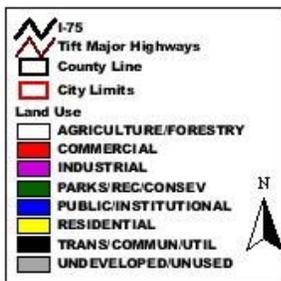
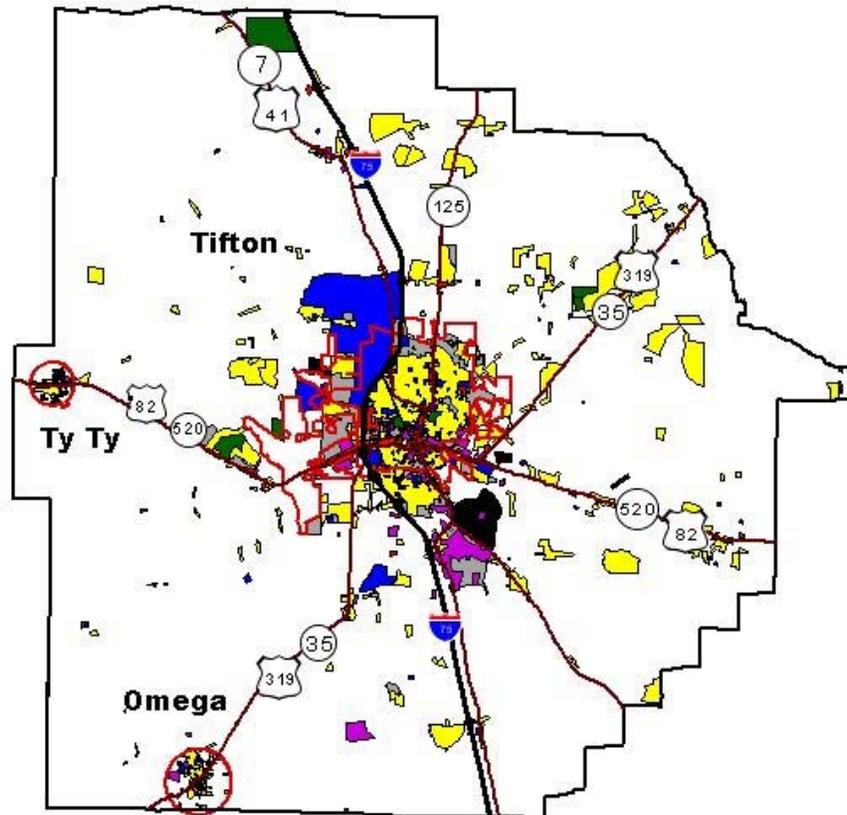
Tift County's land use patterns have several representative features. First, county growth immediately south of the Tifton city limits is historically associated with the growth and development of the City of Tifton and is totally urban in character. The second pattern is found as two distinctive commercial clusters located adjacent to Tifton's city limits: one on US Highway 82 East and the other on US Highway 82 West. Other Tifton fringe area growth is in the form of conventional subdivisions, which encircle the city.





**Map III-42 Tift County Traffic Counts**





**Map III-43 Tift County Land Use**



### Low - Income and Densely Populated Areas

According to the 2000 U.S. Census, Tift County has a population of 38,407 and the median household income for the county is \$32,616 resulting in 19.2% of the population in poverty. This results in some of the population being dependent on alternative modes of transportation other than automobiles. Map III-44 indicates the locations within the county where the highest demand for alternative modes of transportation exists.

Using 2000 Census Data, Map III-44 identifies the block groups within the Tift County that are the most densely populated and also shows the block groups that have the lowest incomes in the county. The top five most densely populated block groups in the county were selected and the population ranged from 981 per square mile to 821 per square mile. Five block groups were selected locating the lowest income block groups in the county. The annual incomes in these block groups ranged from \$9,492 - \$11,715. These block groups were selected because they are below the U.S. Housing and Urban Development (HUD) Identified Range for Low Income (0-50% of the Median Income) which, for Tift County, is \$16,308. It is crucial for these segments of the population to be accommodated with basic needs in order to maintain their safety while traveling to and from their destinations. If not already existent, bike lanes and sidewalks should be incorporated into these identified areas.

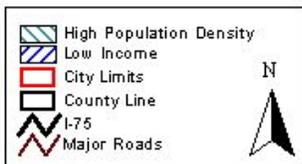
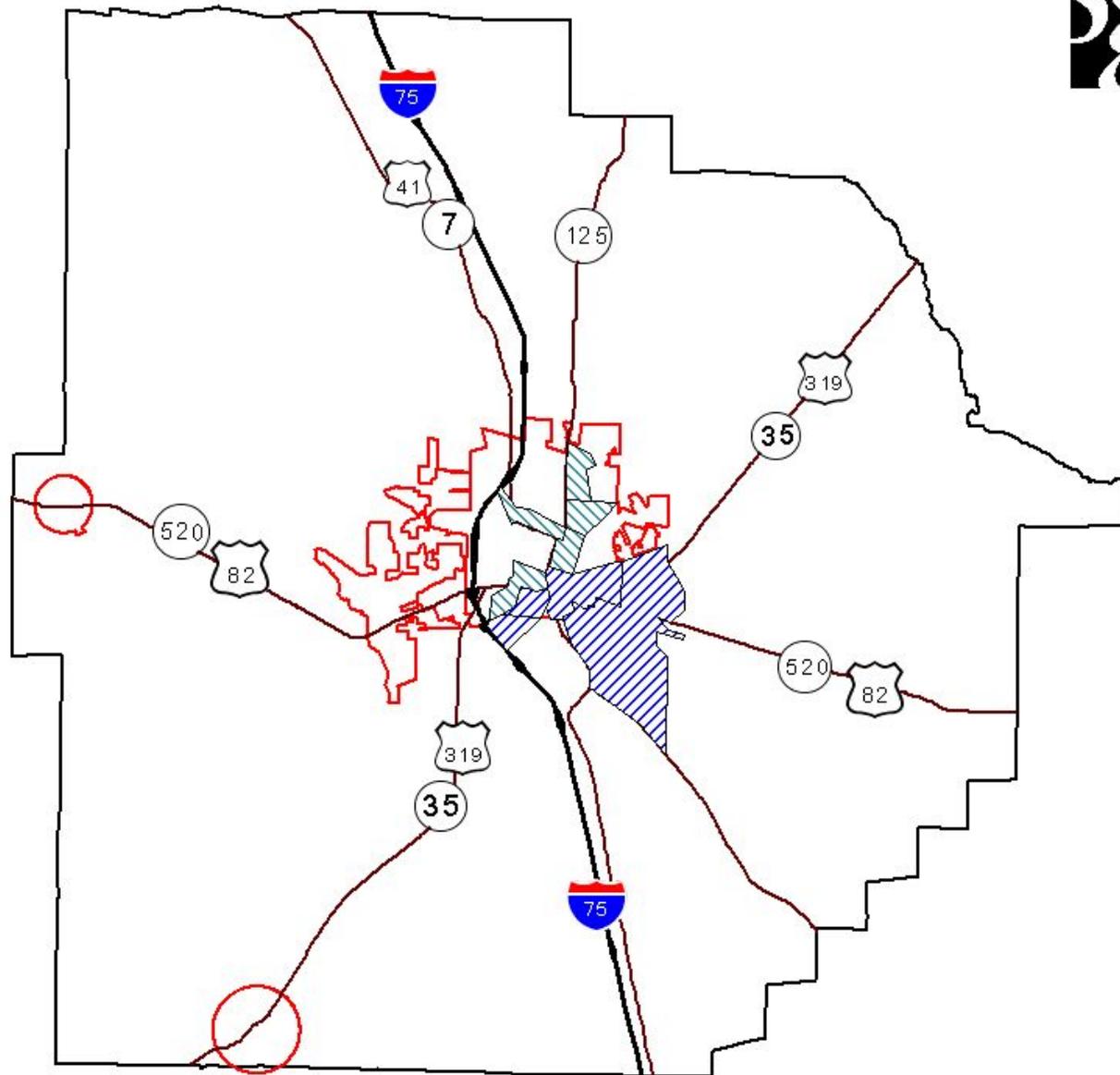
### Current Policies

Tift County implements subdivisions regulations for newly developed subdivisions. This requires developers to include sidewalks within the construction phase of the newly developed subdivision.

- a. *When any parcel of land within the corporate limits of the City abutting existing public streets is developed with new construction, or over half of an existing structure is remodeled or renovated, the owner or developer shall install a 4-foot wide sidewalk along the entire frontage of said parcel. Said sidewalk shall be installed within the City right-of-way in accordance with plans and specifications approved by the City of Tifton. Compliance with this section shall not be required for single-family residential lots of record prior to the date of adoption of this section.*
- b. *In new subdivisions where the developer or owner is installing public streets, sidewalks shall be installed at the time of construction of residential dwellings or their structures. Said sidewalks shall be installed within the City right-of-way in accordance with the requirements set forth in subsection (a) hereof. On residential streets, sidewalk installations shall be required only on the northern right-of-way of north-south streets. Installation shall be required on both side of collector or higher classified roads.*
- c. *No certificate of occupancy shall be granted if the provisions of this section have not been complied with and construction of the sidewalks has not been completed.*

The City of Tifton is in the process of developing a landscape ordinance. The purpose of the landscape ordinance is to help preserve the existing vegetation during the development of previously undeveloped land. Once the land is developed the landscape ordinance will enforce developers to plant new vegetation around the proximity of the development as a way to maximize vegetation growth and encourage green space. The landscape ordinance correlates well with Goal IV Objective III as a way to preserve our existing natural resources.





**Map III-44 Tift County Low - Income and Densely Populated Areas**



### Current Trends

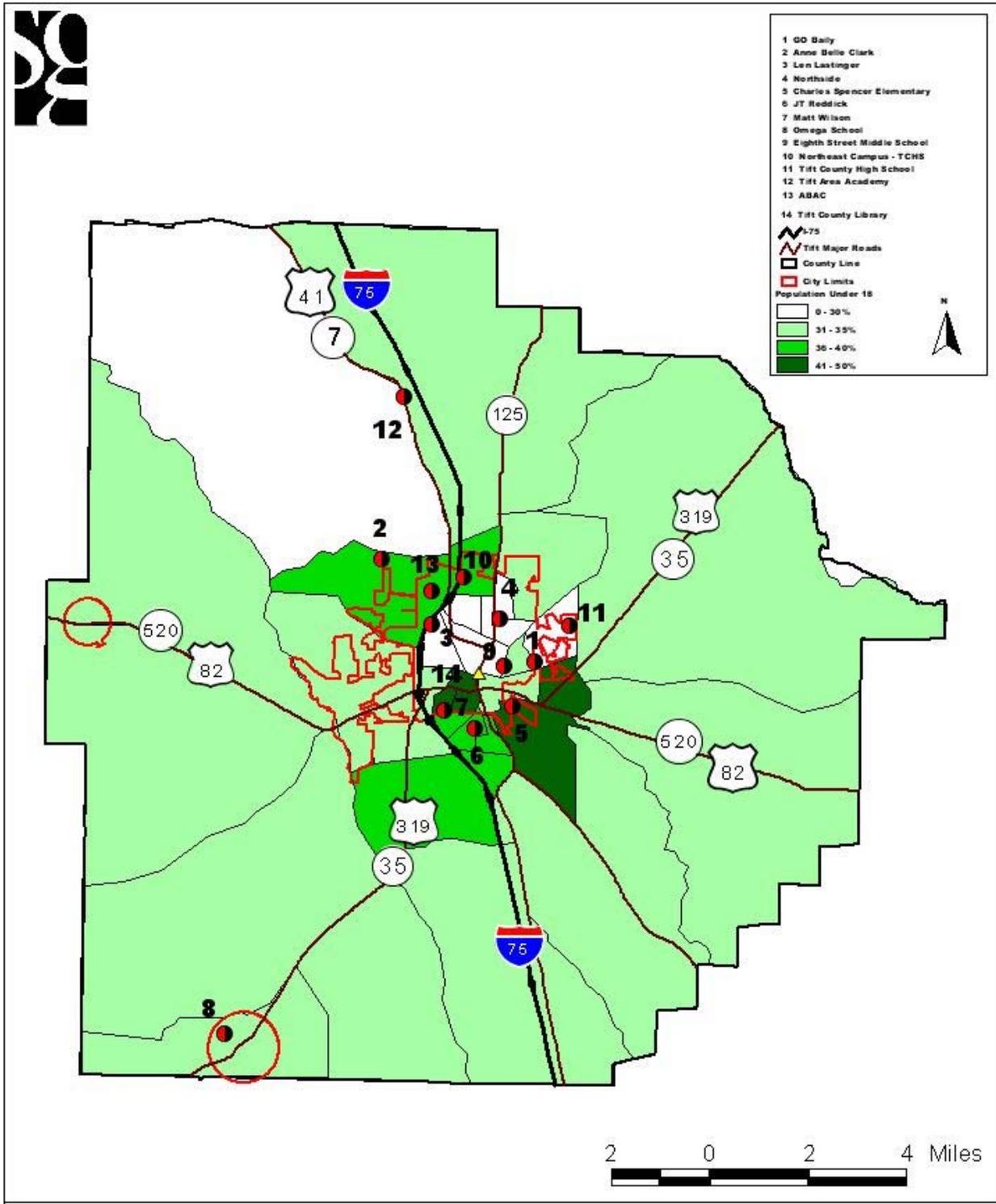
The City of Tifton government is allowing developers to design neighborhoods that are bicycle and pedestrian friendly. Currently, some neighborhood developments are being constructed that reserves land within the perimeter of the neighborhood dedicated for open space. This will allow the residents living in these neighborhoods a chance to utilize the open space areas for recreational purposes, which has the potential to lead to the increase of the residents physical activity.

Tifton is also a Main Street community. "Main Street", a program developed by the National Trust for Historic Preservation, is administered on a local level by the City of Tifton, the Central Tifton Downtown Development Authority, and a full-time Main Street director. The program encourages revitalization of historic downtown commercial areas through economic restructuring, promotions, design review, and merchant organization. Main Street is a valuable tool in the preservation and continued use of historically significant structures. None of the other communities in Tift County meet the population requirement for Main Street status; however, Georgia's "Hometown Program" is based on similar concepts. Hometown is administered on a smaller scale and could be staffed by a part-time director, thus making it a good alternative for the smaller communities with limited budgets.

### School Facilities

Map III-45 identifies the block groups in Tift County with the highest percentage of children under the age of 18. One of the goals within this regional bicycle and pedestrian plan is to connect existing schools to areas that are highly populated with school-aged children. By identifying these areas within the county, local officials can determine where to place bicycle routes or sidewalks, which in turn, will encourage the Safe Routes to School Initiative. It is also important for these officials to plan for future and locate schools in the areas that are highly populated by children under the age of 18. Map III-45 also identifies the schools and library that are located in Tift County. Table III-30 labels the name, address and the 2003 – 2004 student enrollment numbers of each school. The name and location of the library is also listed below.





**Map III-45 Tift County Population Under Eighteen**



**TABLE III-30  
TIFT COUNTY SCHOOLS AND LIBRARIES**

Number	School Name	Address	City	Grade	Enrollment
1	GO Baily (1)	1430 Newton Drive	Tifton	K - 3 grade	531
2	Annie Belle Clark (2)	1464 Carpenter Road	Tifton	K - 3 grade	814
3	Len Lastinger (3)	1210 Lake Drive	Tifton	K - 3 grade	471
4	Northside (4)	1815 Chestnut Avenue	Tifton	K - 3 grade	425
5	Charles Spencer Elementary (5)	65 Tifton - Eldorado Road	Tifton	4 grade - 6 grade	545
6	JT Reddick (6)	404 Martin Luther King Drive	Tifton	4 grade - 6 grade	485
7	Matt Wilson (7)	510 west 17th Street	Tifton	4 grade - 6 grade	522
8	Omega School (8)	150 College Avenue	Omega	K - 6 grade	428
9	Eighth Street Middle School (9)	200 West 8th street	Tifton	7 grade - 8 grade	1196
10	Northeast Campus - TCHS (10)	3021 Fulwood Rd.	Tifton	9 grade	613
11	Tift County High School (11)	One Blue Devil Way	Tifton	10 grade - 12 grade	1488
12	Tift Area Academy (12)	US 41 N	Tifton	K - 12 grade	
13	Abraham Baldwin Agricultural College (13)	ABAC Circle	Tifton	2 yr College	

Number	Library Name	Address	City
14	Tift County Library (14)	1 Library Lane	Tifton

Source: Tift County Comprehensive Plan

### Park Facilities

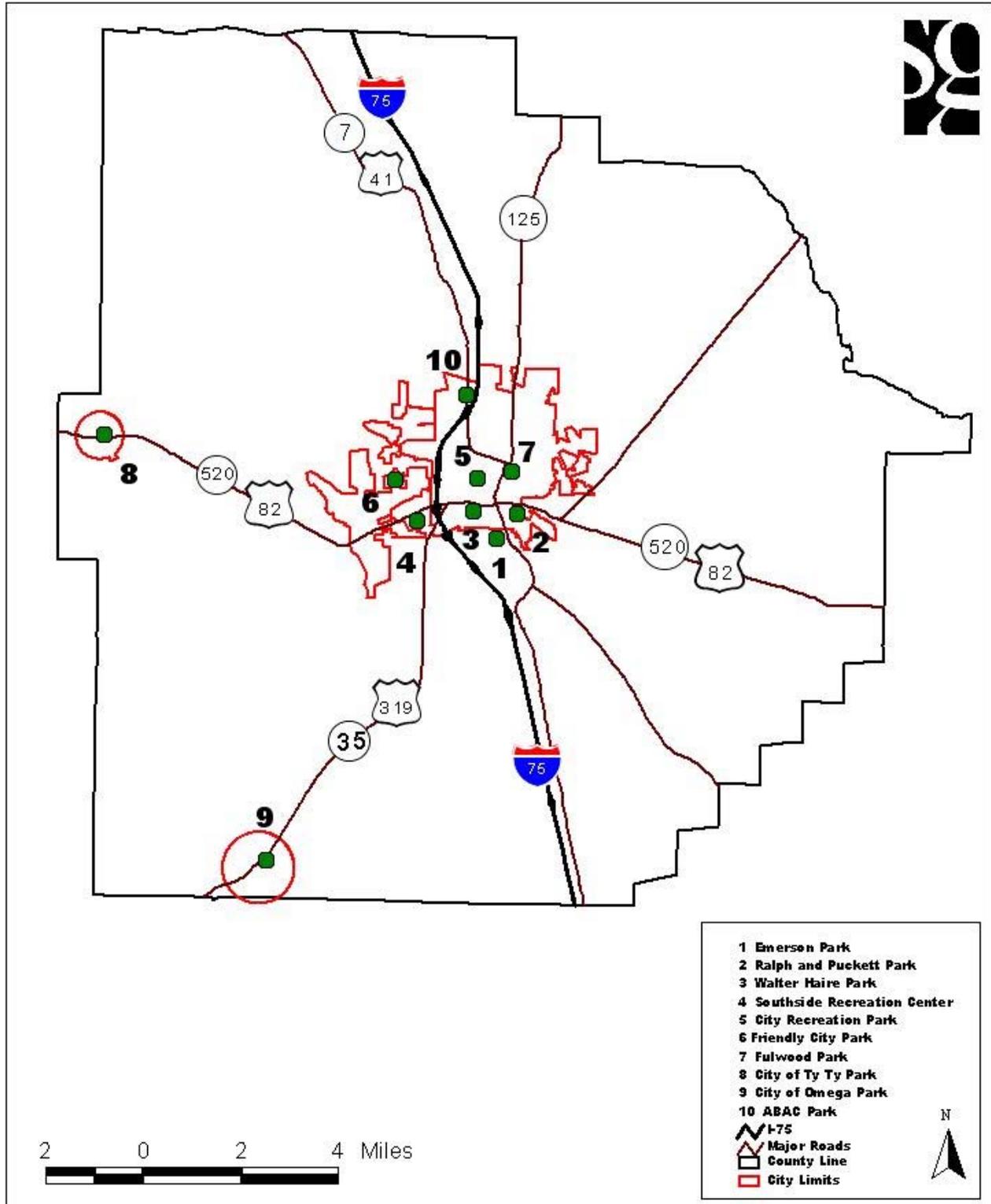
The parks within Tift County range from small neighborhood park like Ralph and Pucket Park, to the 80-acre Friendly City Park. Map III-46 identifies the location of each park within Tift County. Map III-46 can also serve as a guide to assist government officials on where to locate future parks when it becomes necessary. Table III-31 lists the name, acreage, location and amenities of each park in Tift County.

**TABLE III-31  
TIFT COUNTY PARKS**

Number	City/County	Name	Acres	Location	Amenities
1	Tifton / Tift	Emerson Park	9.22 Acres	Emerson O Bynes	1 baseball field, recreation building
2	Tifton / Tift	Ralph and Puckett Park	0.9 acres	Elm & Bellview St.	1 playground, 1 baseball field, 1 basketball field, 1 picnic area
3	Tifton / Tift	Walter Haire Park	1.0 acres	Ridge Ave & 11st.	1 soccer field, 1 passive area
4	Tifton / Tift	Southside Recreation Center	13.4 acres	Eason Avenue	3 baseball fields, 1 gym
5	Tifton / Tift	City Recreation Park	24 acres	2 <sup>nd</sup> Street	4 baseball fields, 4 tennis courts, 1 basketball court, 1 soccer field, 1 swimming pool
6	Tifton / Tift	Friendly City Park	80 acres	King Road	2 baseball fields, 4 softball fields, 1 basketball court, 1 picnic area, 4 soccer fields, 1 playground, 1 passive area , 2 fish ponds
7	Tifton / Tift	Fulwood Park	26.86 acres	Tift Avenue	1 playground, 1 passive area
8	Ty Ty / Tift	City of Ty Ty	8.7 acres	Poplar Street	1 picnic area, tennis court
9	Omega / Tift	City of Omega	7.9 acres	Park Drive	1 baseball field, 2 tennis courts, 1 picnic area, community house
10	Tifton / Tift	Abraham Baldwin Agricultural College	4.0 acres	ABAC Circle	12 tennis courts

Source: Tift County Comprehensive Plan





**Map III-46 Tift County Parks**



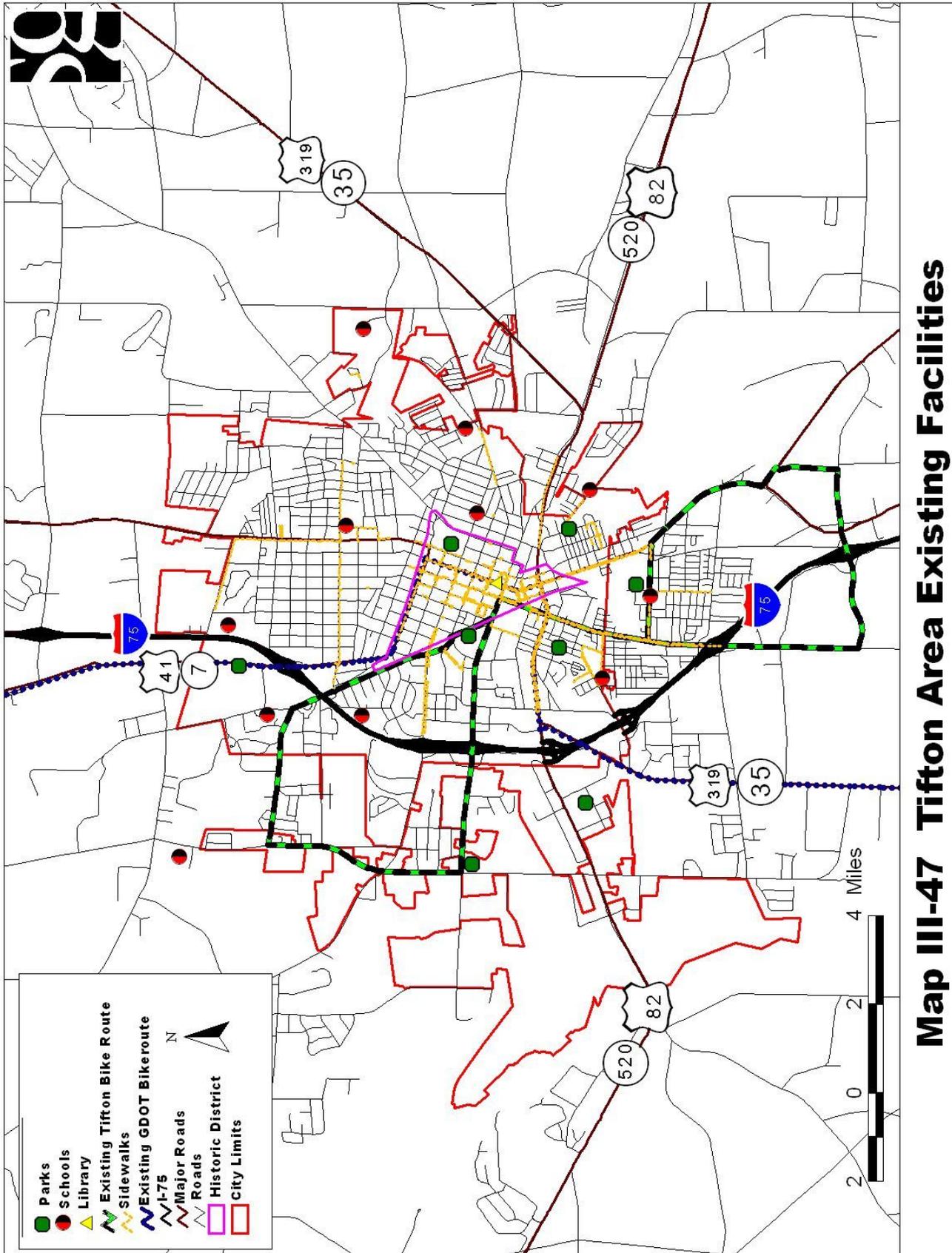
## Inventory and Analysis

As stated before, the City of Tifton is the most populated area in Tift County. The City of Tifton has vibrant commercial districts, spacious parks, and prospering clean residential neighborhoods. Recent commercial trends include a strong reinvestment in the city's historic downtown commercial district. The Tifton / Tift County Main Street Program was developed to stabilize and renovate Tifton's downtown historic district.

A majority of the existing bicycle and pedestrian facilities have been identified within the city limits of Tifton. There are approximately 5.25 miles of existing state bicycle route, as designated by the Georgia Department of Transportation. There are also approximately 23 miles of existing sidewalks located within the City of Tifton. The City of Tifton has also developed a bike route stretching 2 miles through the city. Seven schools, eight parks, and one library also exist within the city limits of Tifton. All of these existing facilities can be viewed on Map II-47.

The Planning Advisory Committee was aware of all of the existing facilities within Tift County and proposed nineteen routes to become part of the regional bicycle network. These routes were selected because they are the most viable routes in the county. Table III-32 gives an overall breakdown of the proposed routes for Brooks County including existing traffic counts and the number of existing facilities located along each proposed route. Also, Table III-32 provides information on whether there are existing sidewalks along a proposed route, if a proposed route travels through a highly populated area, a low-income area, or an area with a high percentage of the population under the age of 18. The table also identifies routes that pass through existing historic districts. Table III-32 can be used to give an overall picture of how the proposed routes will impact existing facilities and neighborhoods.





**Map III-47 Tifton Area Existing Facilities**



**TABLE II-32**  
**TIFT COUNTY ANALYSIS CHART**

<b>Proposed Route</b>	<b>AADT Station Number</b>	<b>Existing Traffic Counts</b>	<b>Number of Libraries</b>	<b>Number of Schools</b>	<b>Number of Parks</b>	<b>Existing Sidewalks</b>	<b>High Population Density Area</b>	<b>Low Income Area</b>	<b>High Percentage Under -18 Area</b>	<b>Through Historic District</b>	<b>Through Existing Bike Route</b>
<b>Proposed Route 1</b> <i>GA HWY 125</i>	5	3,430	-	1	1	Yes	Yes	-	-	Yes	-
	7	3,960		(P)	(P)						
<b>Proposed Route 2</b> <i>Chula Whiddon Mill Rd + Whiddon Mill Rd.</i>	-	-	-	-	1 (P)	Yes	Yes	-	-	Yes	Yes
<b>Proposed Route 3</b> <i>GA HWY 520</i>	1	12,240	1 (P)	1 (P)	4	Yes	Yes	Yes	Yes	Yes	Yes
	3	13,120									
	10	12,600									
	13	4,170									
<b>Proposed Route 4</b> <i>GA HWY 35</i>	9	4,790	-	-	-	-	-	Yes	Yes	-	-
	8	4,980									
<b>Proposed Route 6</b> <i>South Carpenter Rd.</i>	-	-	-	-	1	-	-	-	-	-	Yes
<b>Proposed Route 7</b> <i>Fulwood Rd.</i>	-	-	-	1	1 (P)	Yes	-	-	Yes	-	-
<b>Proposed Route 8</b> <i>New River Rd.</i>	-	-	-	1 (P)	-	-	-	Yes	Yes	-	-
<b>Proposed Route 9</b> <i>Kent Rd.</i>	-	-	-	1	-	-	-	-	-	-	-
<b>Proposed Route 10</b> <i>Old Ocilla Rd.</i>	-	-	-	-	-	-	Yes	-	-	Yes	-



<b>Proposed Route</b>	<b>AADT Station Number</b>	<b>Existing Traffic Counts</b>	<b>Number of Libraries</b>	<b>Number of Schools</b>	<b>Number of Parks</b>	<b>Existing Sidewalks</b>	<b>High Population Density Area</b>	<b>Low Income Area</b>	<b>High Percentage Under - 18 Area</b>	<b>Through Historic District</b>	<b>Through Existing Bike Route</b>
<b>Proposed Route 11</b> <i>Ty Ty Whiddon Mill Rd.</i>	1	12,240	-	-	1	-	-	-	-	-	-
<b>Proposed Route 12</b> <i>Ty Ty Omega Rd.</i>	-	-	-	1 (P)	1	-	-	-	-	-	-
<b>Proposed Route 13</b> <i>Omega El Dorado Rd.</i>	-	-	-	-	1 (P)	-	-	-	-	-	-
<b>Proposed Route 14</b> <i>Tifton El Dorado Rd.</i>	10	12,600	-	-	-	-	-	Yes	Yes	-	-
<b>Proposed Route 16</b> <i>Tri County Rd.</i>	-	-	-	-	-	-	-	Yes	Yes	-	-
<b>Proposed Route 17</b> <i>Chula Brookfield Rd.</i>	8	4,980	-	1 (P)	-	-	-	-	-	-	-
	13	4,170									
<b>Proposed Route 18</b> <i>Brookfield Lenox Rd.</i>	13	4,170	-	-	-	-	-	-	-	-	-
<b>Proposed Route 19</b> <i>Ferry Lake Rd.</i>	-	-	1	2	1 (P)	Yes	Yes	Yes	Yes	Yes	Yes (P)

A map of the proposed routes can be referenced on Map IV-9 Tift County Proposed Routes  
(P) - Proposed route is within 16,000 ft.



## Turner County

Turner County is located in the northwest corner of the South Georgia region and is bordered by Crisp, Worth, Colquitt, Irwin, Tift, and Ben Hill counties. Turner County contains three incorporated municipalities: Ashburn, Rebecca, and Sycamore. Turner county is served by State Highways 7, 32, 90, 112 and 159; and one U.S. Route 41 which parallels Interstate 75 on its west side and serves Sycamore and Ashburn.

## Traffic Counts

Map III-48 identifies major routes within Turner County and also identifies the location of several automatic traffic-recording sites. Table III-33 identifies the state route where each automatic traffic recording device is stationed, lists the annual average daily traffic (AADT) count, the speed limit of the particular state route, the total lanes of that route, the functional class of the routes and finally the available right of way (ROW) of each route.

**TABLE III-33**  
**TURNER COUNTY TRAFFIC COUNTS**

AADT Number	State Route	AADT Count	Speed Limit	Total Lanes	Functional Class	ROW
1	SR 32	1060	55	2	Minor Arterial	100 ft.
2	SR 32	1170	55	2	Minor Arterial	100 ft.
3	SR 112	1840	55	2	Minor Arterial	100 ft.
4	SR 112	1600	55	2	Minor Arterial	100 ft.
5	SR 32	1930	55	2	Minor Arterial	100 ft.
6	SR 32	1540	55	2	Minor Arterial	100 ft.
7	SR107	3620	55	2	Major Collector	100 ft.
8	SR 112	1290	55	2	Major Collector	80 ft.
9	SR 107	2190	55	2	Major Collector	100 ft.
10	SR 112	1000	55	2	Major Collector	100 ft.
11	SR 159	980	55	2	Major Collector	100 ft.
12	SR 159	380	55	2	Major Collector	100 ft.

Source: Georgia Department of Transportation

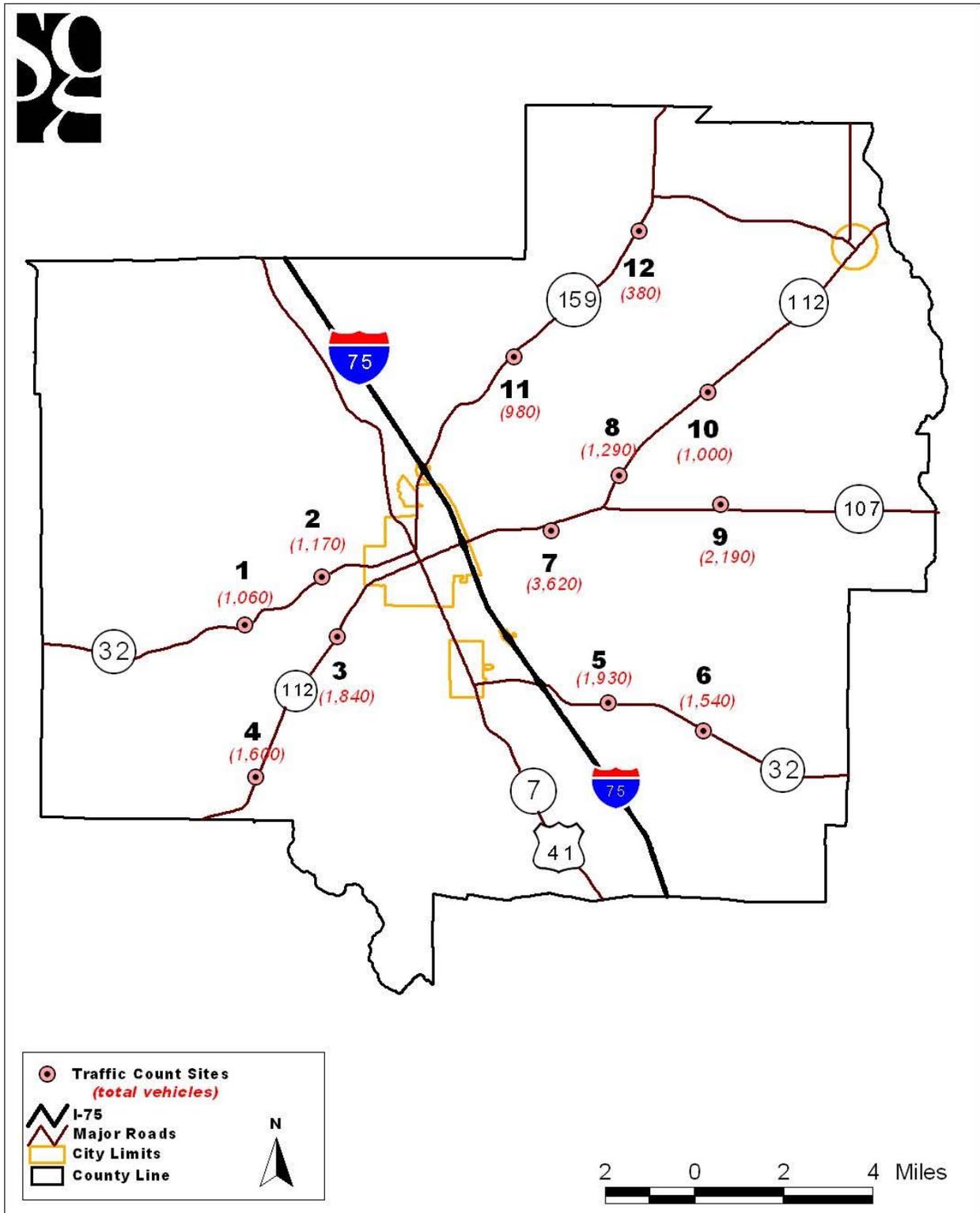
## Land Use

Turner County is predominately rural in character and the majority of the urban development is clustered in the county's three incorporated cities. Turner County itself is dominated by the City of Ashburn, near the center of the county, and serves as both the county seat and the hub of the urban activity. The land use of most of the county is dedicated to agricultural use such as farmland. Map III-49 depicts all of the land uses of Turner County. The few acres of land that are developed in the county are mostly residential. Most residential land uses are scattered along the county's main roads, particularly those roads leading outward from the three cities.

## Low - Income and Densely Populated Areas

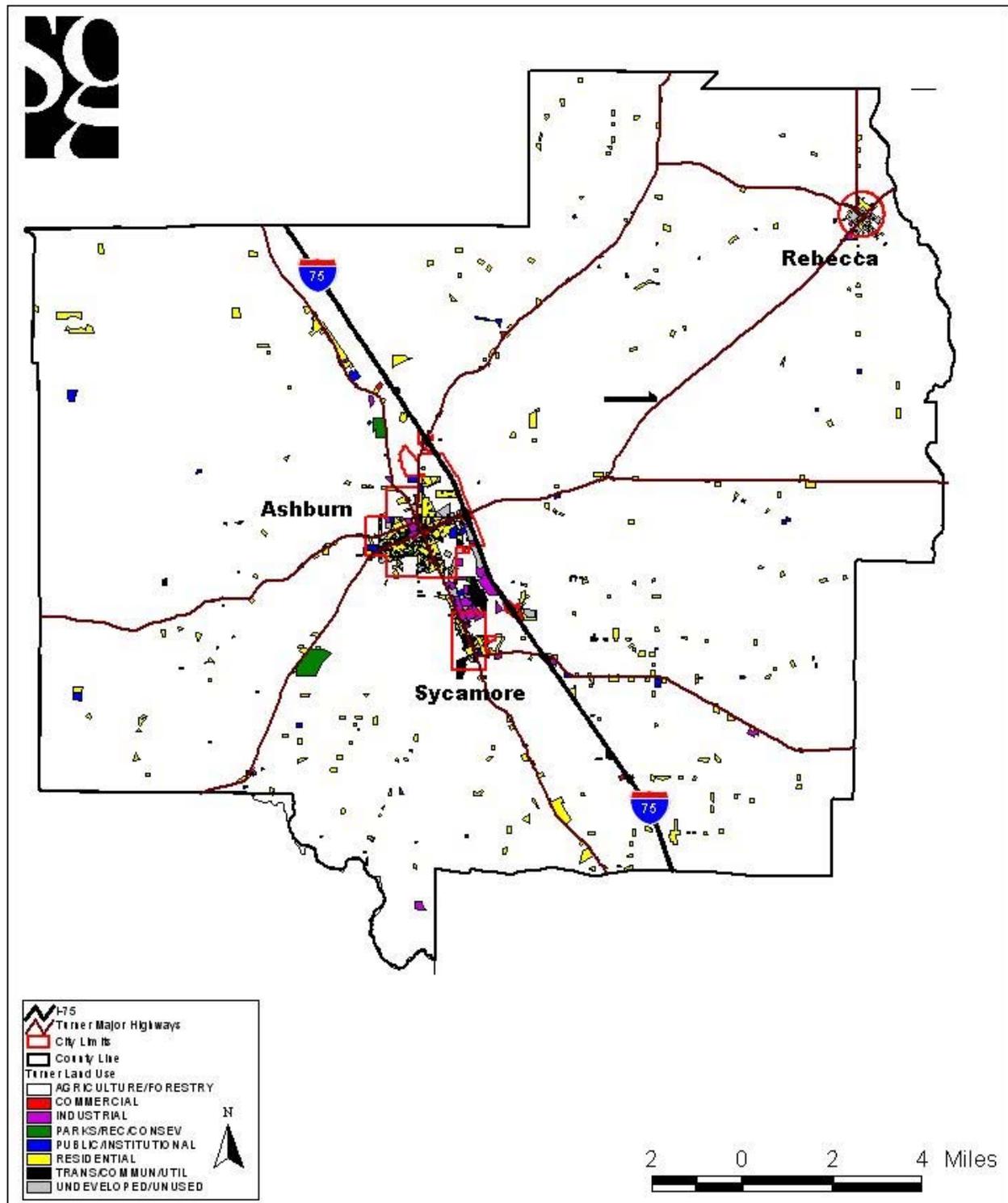
According to the 2000 U.S. Census, Turner County has a population of 9,504 and the median household income for the county is \$25,676 resulting in 26.2% of the population in poverty. This results in some of the population being dependent on alternatives modes of transportation other than automobiles. Map III-50 pin-points the locations within the county of where the highest demand for alternative modes of transportation is needed.





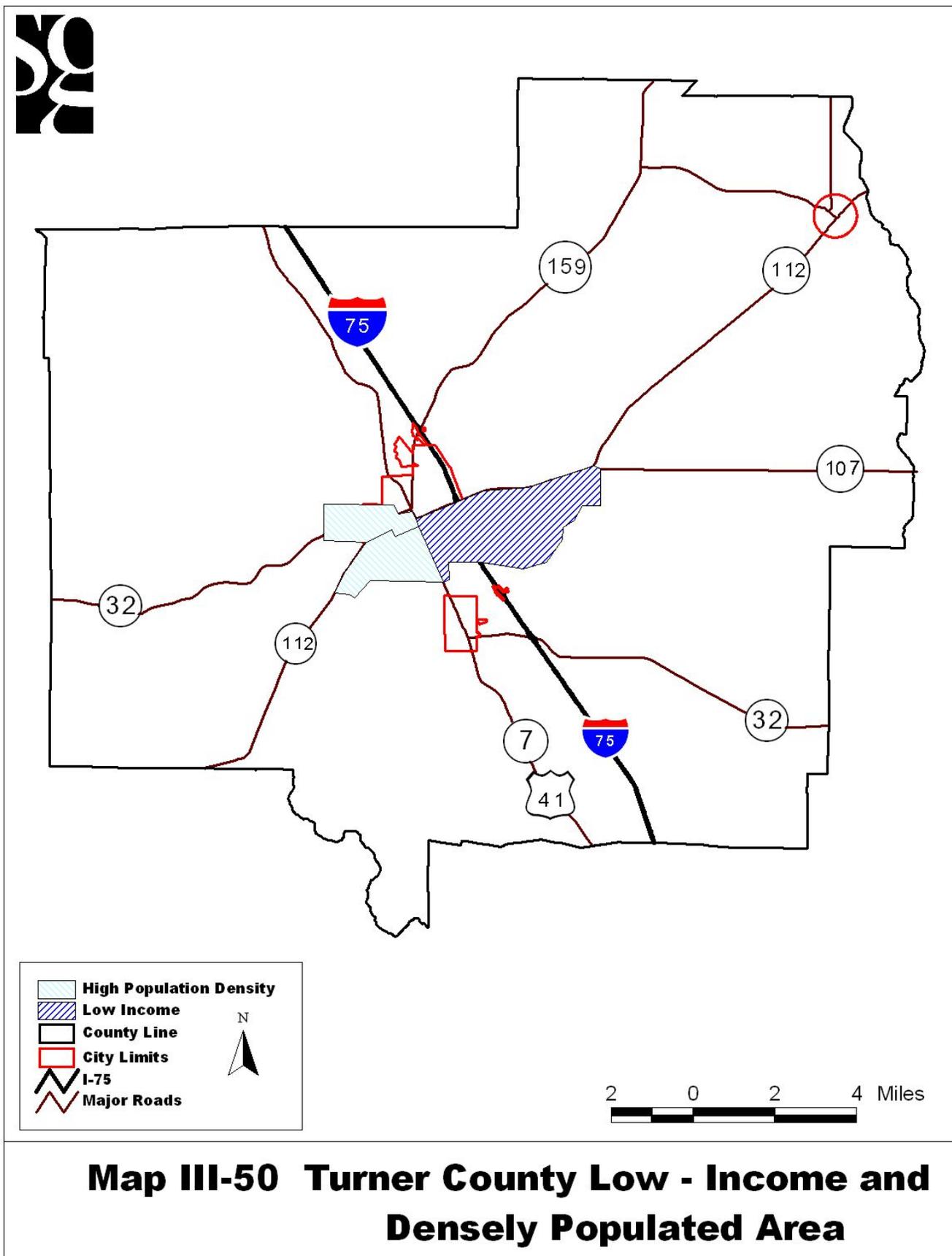
**Map III-48 Turner County Traffic Counts**





**Map III-49 Turner County Land Use**





**Map III-50 Turner County Low - Income and Densely Populated Area**



Using 2000 Census data, Map III-50 identifies the block groups within Turner County that are the most densely populated and also locates the block groups that have the lowest in the county. Two of the block groups contain the most densely populated areas in the county. One of the block groups contain 329 persons per square mile and the other has 296 per square mile. Two block groups were selected as the lowest income block groups in the county. These block groups were selected because they are below the HUD Identified Range for Low-Income (0-50% of the Median Income) which, for Turner County is \$12,838. It is very crucial for these segments of the population to be accommodated with basic transportation needs in order maintain their safety while traveling to and from their destinations. If not already existent, bike lanes and sidewalks should be incorporated into these areas.

### School Facilities

Map III-51 shows the block groups in Turner County with the highest percentage of children under the age of 18. One of the goals of this regional bicycle and pedestrian plan is to connect existing schools to areas that are highly populated with school-aged children. By locating these areas within the county, local officials can determine where to place bicycle routes or sidewalks, which in turn, will help support the Safe Routes to School Initiative. It is also very important for these officials to plan for the future and locate schools in the areas that are highly populated by children under the age of 18. Map III-51 also identifies the existing schools and library that are located in the county. Table III-34 labels the name, address and the 2003 – 2004 student enrollment numbers of each school.

**TABLE III-34  
TURNER COUNTY SCHOOLS AND LIBRARY**

Number	School Name	Address	City	Grade	Enrollment
1	Turner Co. Elementary (1)	705 Hudson Avenue	Ashburn	K - 5 grade	849
2	Turner County Middle School (2)	316 Lamar Street	Ashburn	6 grade - 8 grade	394
3	Turner Co. High School (3)	316 Lamar Street	Ashburn	9 grade - 12 grade	510
4	Turner Co. Special Services (4)	330 Gilmore Street	Rebecca	Pre K, 6 - 12 grade	143

Number	Library Name	Address	City
5	Victoria Evans Memorial Library	605 North Street	Ashburn

Source: Turner County School Board

### Park Facilities

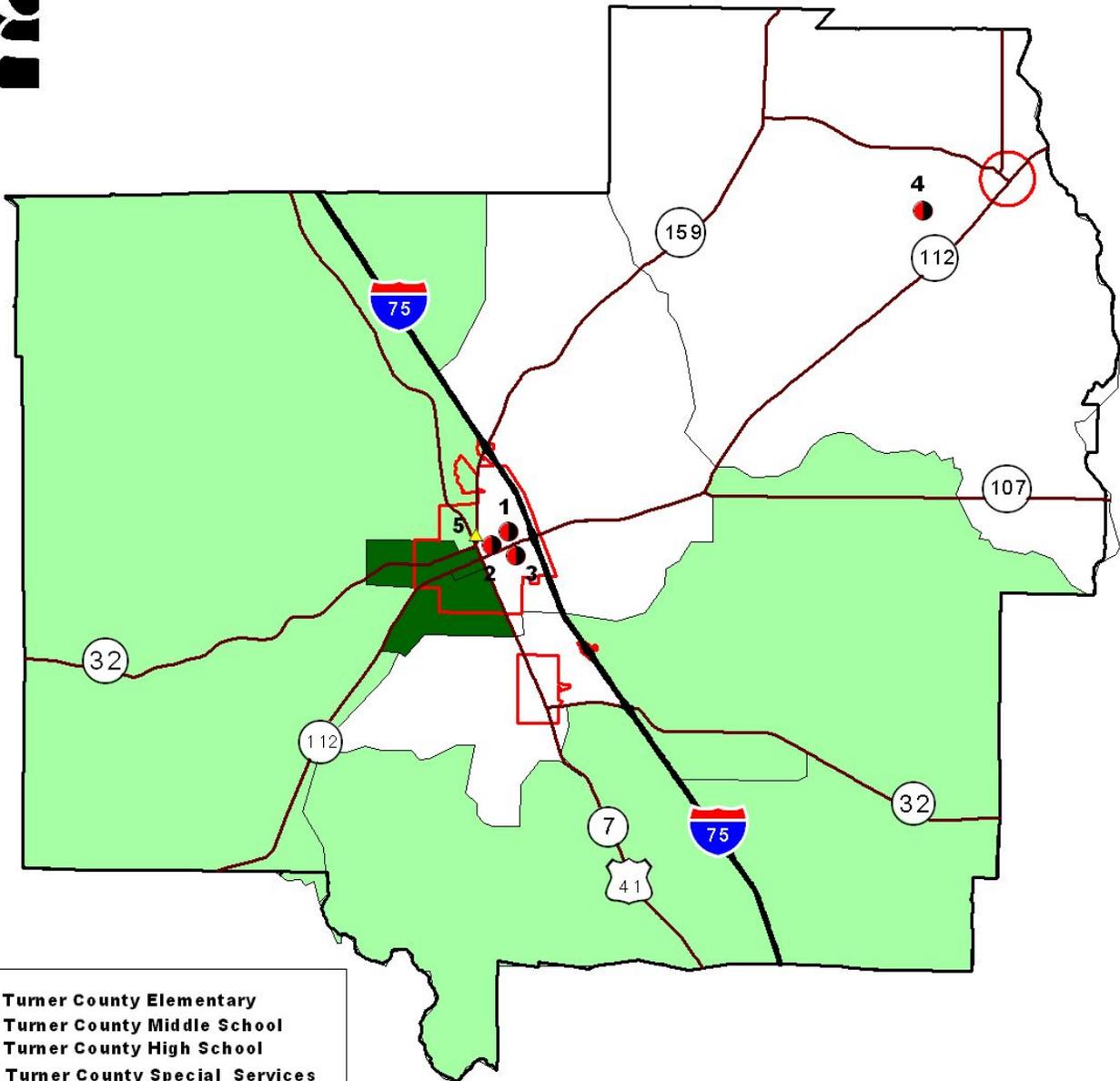
The parks within Turner County range from small neighborhood parks like the 2 acre Essa Storey Park, to major recreational facilities like the 57 acre Turner County Recreation Complex. Map III-52 identifies the location of each park within Turner County. Map III-52 can also serve as a guide to assist government officials on where to locate future parks when it becomes necessary. Table III-35 lists the name, acreage, location and amenities of each park in Turner County.

**TABLE III-35  
TURNER COUNTY PARKS**

Number	Name	Acres	Location	Amenities
1	Rebecca Community Center / Park		GA Hwy. 112	various amenities
2	Ashburn / Turner Recreation Complex	8 acres	Jackson Avenue	various amenities
3	Ashburn City Park		Martin Luther King Drive	various amenities
4	Turner County Recreation Complex	57 acres	Hwy. 41	4 baseball fields, fishing pond
5	Essa Storey Park	2 acres	N. Jefferson Street	walking track

Source: Turner County Comprehensive Plan

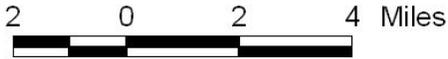




**1 Turner County Elementary**  
**2 Turner County Middle School**  
**3 Turner County High School**  
**4 Turner County Special Services**  
**5 Victoria Evans Memorial Library**

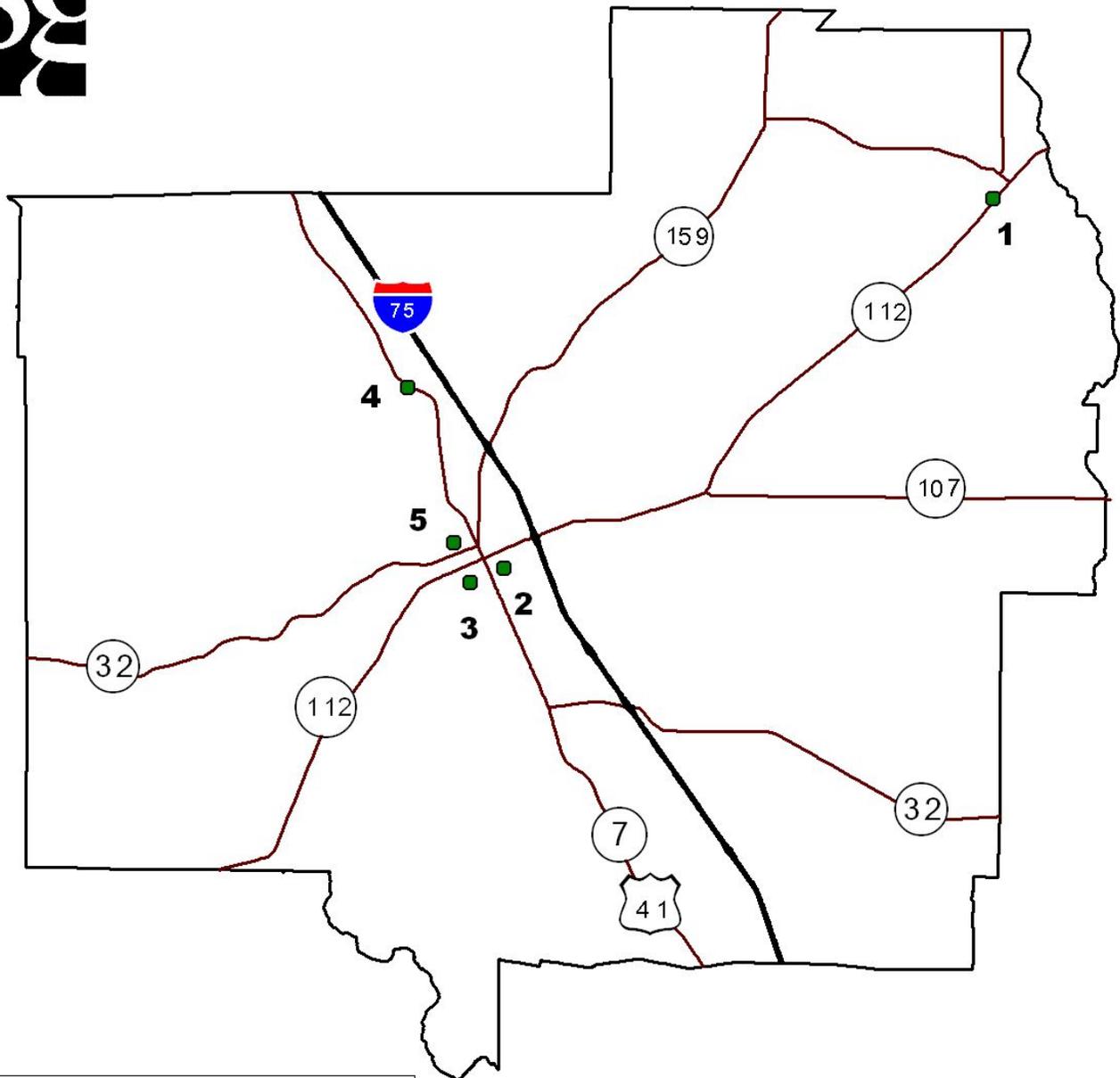
I-75  
 Turner Major Roads  
 City Limits  
 County Line

**Population Under 18**  
 0 - 30%  
 31 - 35%  
 36 - 40%  
 41 - 50%



**Map III-51 Turner County Population Under Eighteen**





**1 Rebecca Community Center / Park**  
**2 Ashburn / Turner Recreation Complex**  
**3 Ashburn City Park**  
**4 Turner County Recreation Park**  
**5 Essa Storey Park**

 I-75  
 Major Roads  
 County Line





**Map III-52 Turner County Parks**



Inventory and Analysis

As stated before, the City of Ashburn is the most populated incorporated area Turner County. The City of Ashburn is the hub of activity in the county. A majority of the existing bicycle and pedestrian facilities have been identified within the city limits of Ashburn. There are approximately 7.5 miles of existing state bicycle routes, as designated by the Georgia Department of Transportation within the city limits of Ashburn. Three parks, three schools and one library are also located within the city limits of Ashburn. A historic district does exist in downtown Ashburn and is identified in Map III-53.

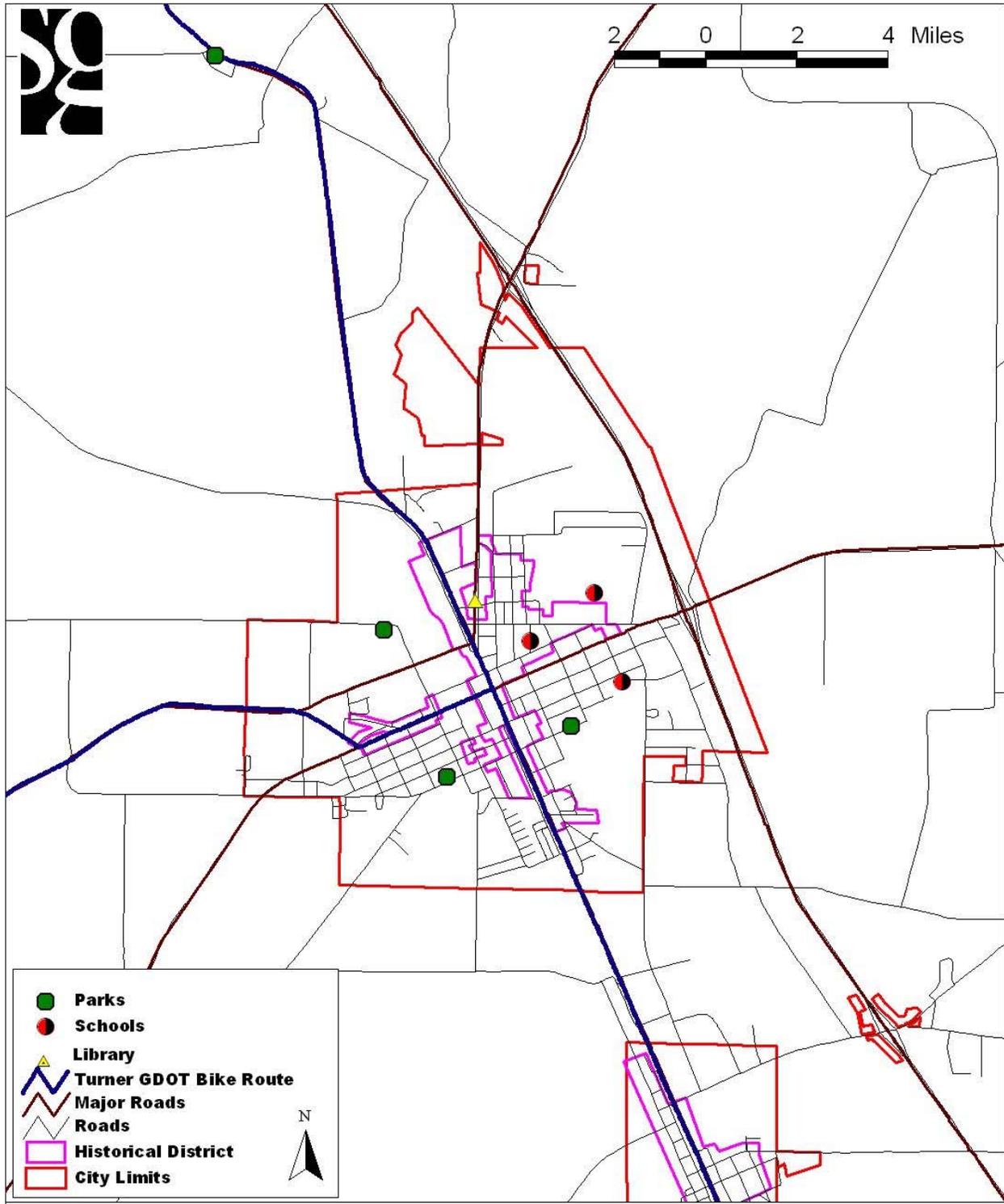
The Planning Advisory Committee was aware of all of the existing facilities within Turner County and proposed two routes to become part of the regional bicycle network. These routes were selected because they are the most viable routes in the county. Table III-36 gives an overall breakdown of the proposed routes for Turner County including existing traffic counts and the number of existing facilities located along each proposed route. Also, Table III-36 provides information on whether there are existing sidewalks along a proposed route, if a proposed route travels through a highly populated area, a low-income area, or an area with a high percentage of the population under the age of 18. The table also identifies routes that pass through existing historic districts. Table III-36 can be used to give an overall picture of how the proposed routes will impact existing facilities and neighborhoods.

**TABLE III-36  
TURNER COUNTY ANALYSIS CHART**

<b>Proposed Route</b>	<b>AAAT Station Number</b>	<b>Existing Traffic Counts</b>	<b>Number of Libraries</b>	<b>Number of Schools</b>	<b>Number of Parks</b>	<b>Existing Sidewalks</b>	<b>High Population Density Area</b>	<b>Low Income Area</b>	<b>High Percentage Under - 18 Area</b>	<b>Through Historic District</b>
<b>Proposed Route 1</b> <i>GA HWY 112</i>	4	1,600	-	-	1	-	Yes	Yes	Yes	Yes
	3	1,840								
	7	3,620								
	8	1,290								
	10	980								
<b>Proposed Route 2</b> <i>GA HWY 107</i>	9	2,190	-	-	-	-	-	-	-	-

A map of the proposed routes can be referenced on Map VI-10 Turner County Proposed Routes





**Map III-53 City of Ashburn Existing Facilities**





**PART FOUR**

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**REGIONAL  
RECOMMENDATIONS**



## *PART IV: REGIONAL RECOMMENDATIONS*

Currently, the existing state bike routes in the region are shared roadways, meaning that motor vehicles and bicyclists are utilizing the same routes at the same time. This is due to the existing roadways not being designed to accommodate bicycle travel. This regional bicycle and pedestrian plan will have the potential to modify current roadways to safely accommodate bicycle traffic. The Georgia Department of Transportation is currently implementing design features on existing state roadways to make them more compatible to bicycle travel. Design features such as including bicycle-safe drainage grates, bridge expansion joints, improved railroad crossings, smooth pavements, adequate sight distances, and signal timing and detector systems that respond to bicycles.

The routes that are identified in the regional bicycle and pedestrian plan will include two-foot paved shoulders in rural areas and four-foot bike lanes in urban areas to accommodate bicycle travel. Bike lanes in the urban areas will also be accommodated with curb and gutter, which will be in compliance with AASHTO standards. The paved shoulders and bike lanes will be added on the right side of the existing roadways and will be one-way facilities that will carry bike traffic in the same direction as adjacent motor vehicle traffic.

Rumble strips and raised pavement markers are current obstacles that need to be addressed when expanding the paved shoulders on proposed state routes. While the rumble strips are installed for a specific purpose, (to discourage or warn motorists that they are driving on the shoulder of the routes) these existing rumble strips are not conducive for riding a bicycle. The rumble strips should be removed or decreased in width unless there is a minimum clear path of one foot from the rumble strip to the travel way and four feet from the rumble strip to the outside edge of the paved shoulder. If existing conditions preclude achieving the minimum desirable clearance, the width of the rumble strip may be decreased or other appropriate alternative solutions should be considered. GDOT's current design standards is to place them 1' from edge of travel way, rumble strips are 18" wide, leaving 4' smooth pavement to the right of the rumble strip (based on a 6.5' shoulder). GDOT also provides a 12' gap every 28' so a bicyclist, can enter/exit the paved shoulder area without riding over the rumble strips.

Some of the proposed routes within the region may not need a paved shoulder installed on the side of the existing route. The desired goal may still be achieved simply by restriping the route to provide wide curb lanes for bicyclists. This could be implemented by leaving the travel lanes the same width and making the left-turn lanes narrower. This should only be considered after careful review of traffic characteristics along the corridor and supported by a documented engineering analysis based on applicable design criteria.

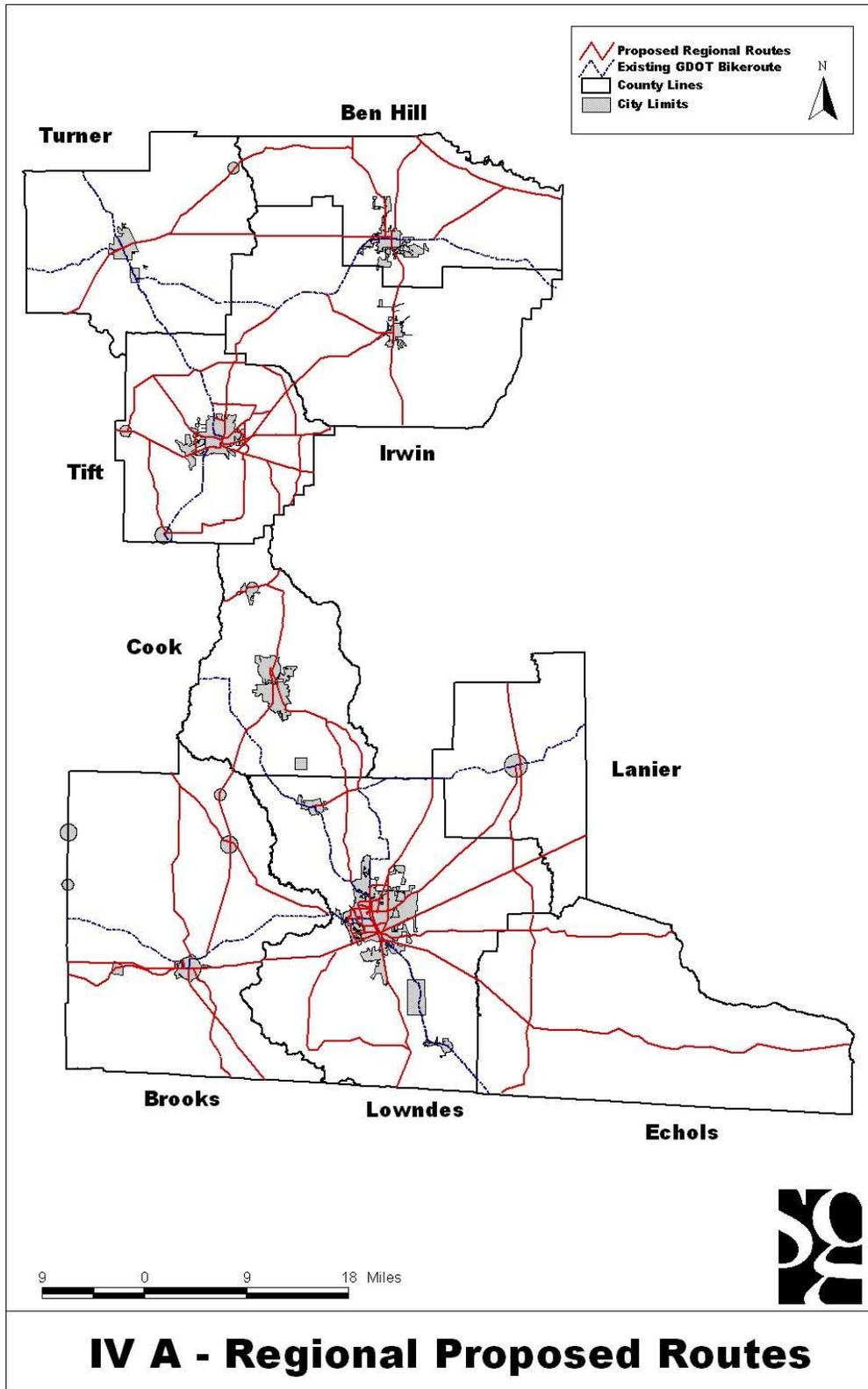


### Implementation Charts

The Planning Advisory Committee reviewed an inventory of the existing bicycle / pedestrian and community facilities within the region and determined the most appropriate locations to incorporate bicycle and pedestrian routes. Implementation Charts and Proposed Route maps have been developed for each county. The Implementation Charts lists the proposed route, length of the route, year of route development, project involvement, estimated cost and funding sources to pay for the construction of each proposed route. The Proposed Route maps have been developed to show each route that was proposed by the PAC and can be found after each implementation chart.

The cost of installing a two foot paved shoulder is estimated to be \$12,500 per mile and the cost of installing four foot wide bike lanes is estimated to be \$25,000 per mile. These estimated costs only include labor and asphalt. Mobilization, right of way, erosion control, traffic control management and crosswalk installments may all be considered with the development of either the paved shoulder or bike lane resulting in a higher cost per mile. The cost of installing sidewalks that are four foot wide and four inches thick is estimated to be \$51,612 per mile. (Source: Georgia Department of Transportation)

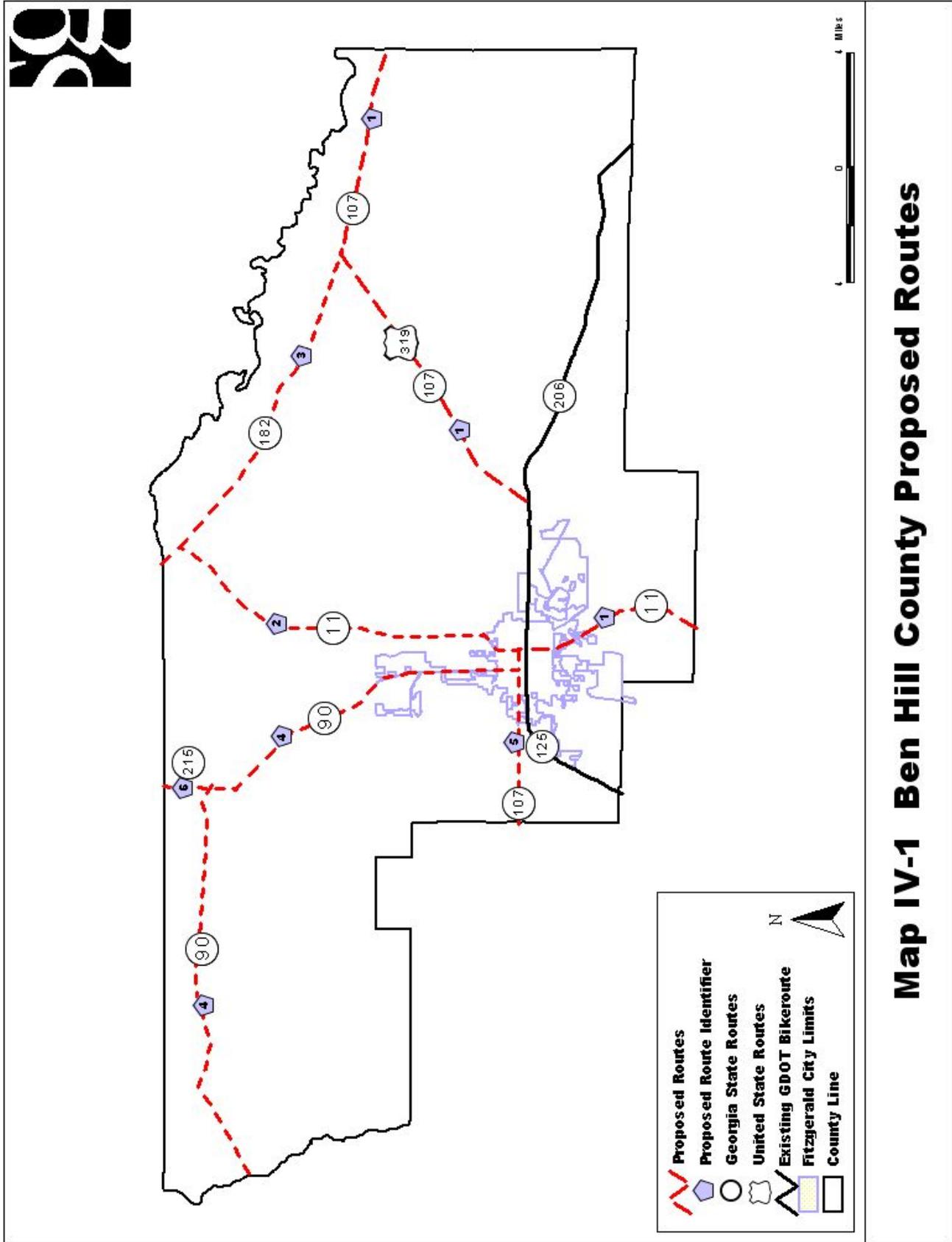




**TABLE IV-1  
BEN HILL COUNTY IMPLEMENTATION CHART**

DESCRIPTION	PROGRAM YEAR					LIKELY PROJECT INVOLVEMENT	ESTIMATED COST	POSSIBLE FUNDING SOURCES
	2005	2006	2007	2008	2009			
<b>BICYCLE FACILITIES</b>								
<b>Proposed Route 1</b> – 2 ft. paved shoulder on GA HWY 11 and 107 to Coffee County (18 miles)			X	X	X	Ben Hill County	\$225,000	GDOT
<b>Proposed Route 2</b> – 2 ft. paved shoulder on GA HWY 11 (9.5 miles)			X	X	X	Ben Hill County	\$118,750	GDOT
<b>Proposed Route 3</b> – 2 ft. paved shoulder on GA HWY 182 (9 miles)				X	X	Ben Hill County	\$112,500	GDOT
<b>Proposed Route 4</b> – 4 ft. bike lane GA HWY 90 to connect Ben Hill Primary, Ben Hill Elementary and Ben Hill Middle (3 miles) and 2 ft paved shoulder on GA HWY 90 (15 miles)		X	X	X		City of Fitzgerald and Ben Hill County	\$262,500	GDOT
<b>Proposed Route 5</b> – 2 ft. paved shoulder on GA HWY 107 (4 miles)				X	X	Ben Hill County	\$50,000	GDOT
<b>Proposed Route 6</b> – 2 ft. paved shoulder on GA HWY 215 (1 mile)			X	X		Ben Hill County	\$12,500	GDOT
<b>PEDESTRIAN FACILITIES</b>								
<b>Proposed Route 4</b> – Sidewalk on GA HWY 90 to connect Ben Hill Primary, Ben Hill Elementary and Ben Hill Middle (3 miles)		X	X	X		Ben Hill County	\$154,836	State/Federal Grants, Local

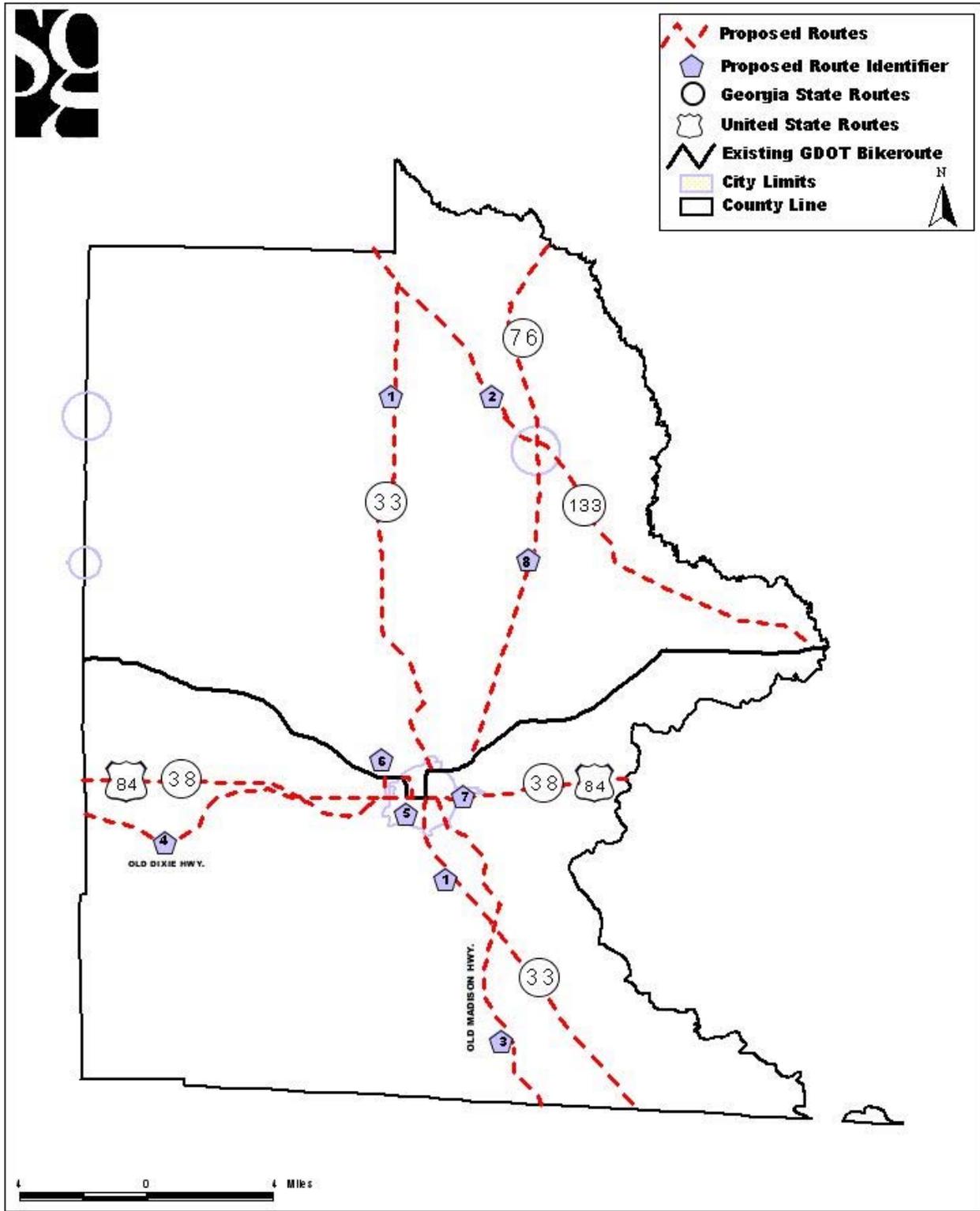




**TABLE IV-2  
BROOKS COUNTY IMPLEMENTATION CHART**

DESCRIPTION	PROGRAM YEAR					LIKELY PROJECT INVOLVEMENT	ESTIMATED COST	POSSIBLE FUNDING SOURCES
	2005	2006	2007	2008	2009			
<b>BICYCLE FACILITIES</b>								
<b>Proposed Route 1</b> – 2 ft. paved shoulder on GA HWY 33 that will also connect Quitman Elementary and Brooks County Middle School (30 miles)			X	X	X	Brooks County	\$375,000	GDOT
<b>Proposed Route 2</b> – 2 ft. paved shoulder on GA HWY 133 to Colquitt County (20.5 miles)				X	X	Brooks County	\$256,250	GDOT
<b>Proposed Route 3</b> – 2 ft. paved shoulder on Old Madison Hwy from Quitman to Florida border (11 miles)				X	X	Brooks County	\$137,500	State/Federal Grants, Local
<b>Proposed Route 4</b> – 2 ft. paved shoulder on Old Dixie Hwy from Quitman to Dixie (10.5 miles)				X	X	Brooks County	\$131,250	State/Federal Grants, Local
<b>Proposed Route 5</b> – 4 ft. bike lane on North Webster St. to connect Webster Park (1 mile)		X	X			City of Quitman	\$25,000	State/Federal Grants, Local
<b>Proposed Route 6</b> – 4 ft. bike lane on Shiver Rd. for retirement home (.5 miles)		X	X			City of Quitman	\$12,500	State/Federal Grants, Local
<b>Proposed Route 7</b> – 2 ft. paved shoulder on GA HWY 38 (17 miles)				X	X	Brooks County	\$212,500	GDOT
<b>Proposed Route 8</b> – 2 ft. paved shoulder on GA HWY 76 (17 miles)				X	X	Brooks County	\$212,500	GDOT
<b>PEDESTRIAN FACILITIES</b>								
<b>Proposed Route 5</b> – Sidewalk on North Webster St. to connect Webster Park (1 mile)			X	X		City of Quitman	\$51,612	State/Federal Grants, Local
<b>Proposed Route 6</b> – Sidewalk on Shiver Rd. for retirement home (.5 miles)			X	X		City of Quitman	\$25,806	State/Federal Grants, Local





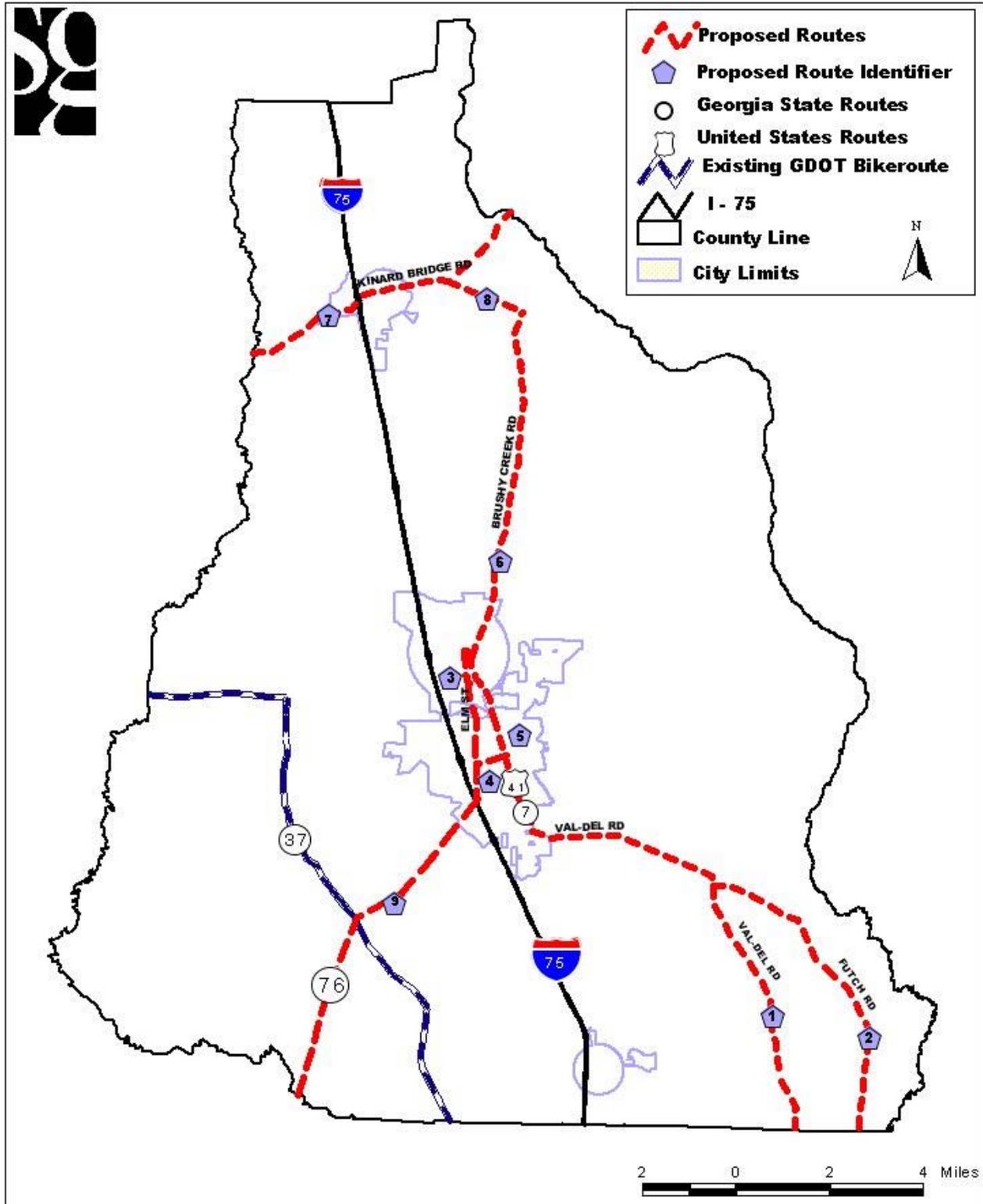
**Map IV - 2 Brooks County Proposed Routes**



**TABLE IV-3  
COOK COUNTY IMPLEMENTATION CHART**

DESCRIPTION	PROGRAM YEAR					LIKELY PROJECT INVOLVEMENT	ESTIMATED COST	POSSIBLE FUNDING SOURCES
	2005	2006	2007	2008	2009			
<b>BICYCLE FACILITIES</b>								
<b>Proposed Route 1</b> – 2 ft. paved shoulder on Val Del Road (9.5 miles)			X	X	X	Cook County	\$118,750	State/Federal Grants, Local
<b>Proposed Route 2</b> – 2 ft. paved shoulder on Futch Road (6 miles)			X	X		Cook County	\$75,000	State/Federal Grants, Local
<b>Proposed Route 3</b> – 4 ft. bike lane on Elm Street to connect Cook Middle School to neighborhoods (2.5 miles)		X	X			City of Adel	\$62,500	State/Federal Grants, Local
<b>Proposed Route 4</b> – 4 ft. bike lane on West Fourth Street (.5 miles)		X	X			City of Adel	\$12,500	State/Federal Grants, Local
<b>Proposed Route 5</b> – 4 ft. bike lane on GA HWY 7 (4 miles)		X	X			City of Adel	\$100,000	GDOT
<b>Proposed Route 6</b> – 2 ft. paved shoulder on Brushy Creek Road (7 miles)			X	X	X	Cook County	\$87,500	State/Federal Grants, Local
<b>Proposed Route 7</b> – 2 ft. paved shoulder on Kinard Bridge Road (6 miles)		X	X			Cook County	\$75,000	State/Federal Grants, Local
<b>Proposed Route 8</b> – 2 ft. paved shoulder on Judge Lott Road (1.5 miles)		X	X			Cook County	\$18,750	State/Federal Grants, Local
<b>Proposed Route 9</b> – 2 ft. paved shoulder on GA HWY 76 (7 miles)			X	X		Cook County	\$87,500	GDOT
<b>PEDESTRIAN FACILITIES</b>								
<b>Proposed Route 3</b> - Sidewalk on Elm Street to connect Cook Middle School to neighborhoods (2.5 miles)		X	X			City of Adel	\$129,030	State/Federal Grants, Local





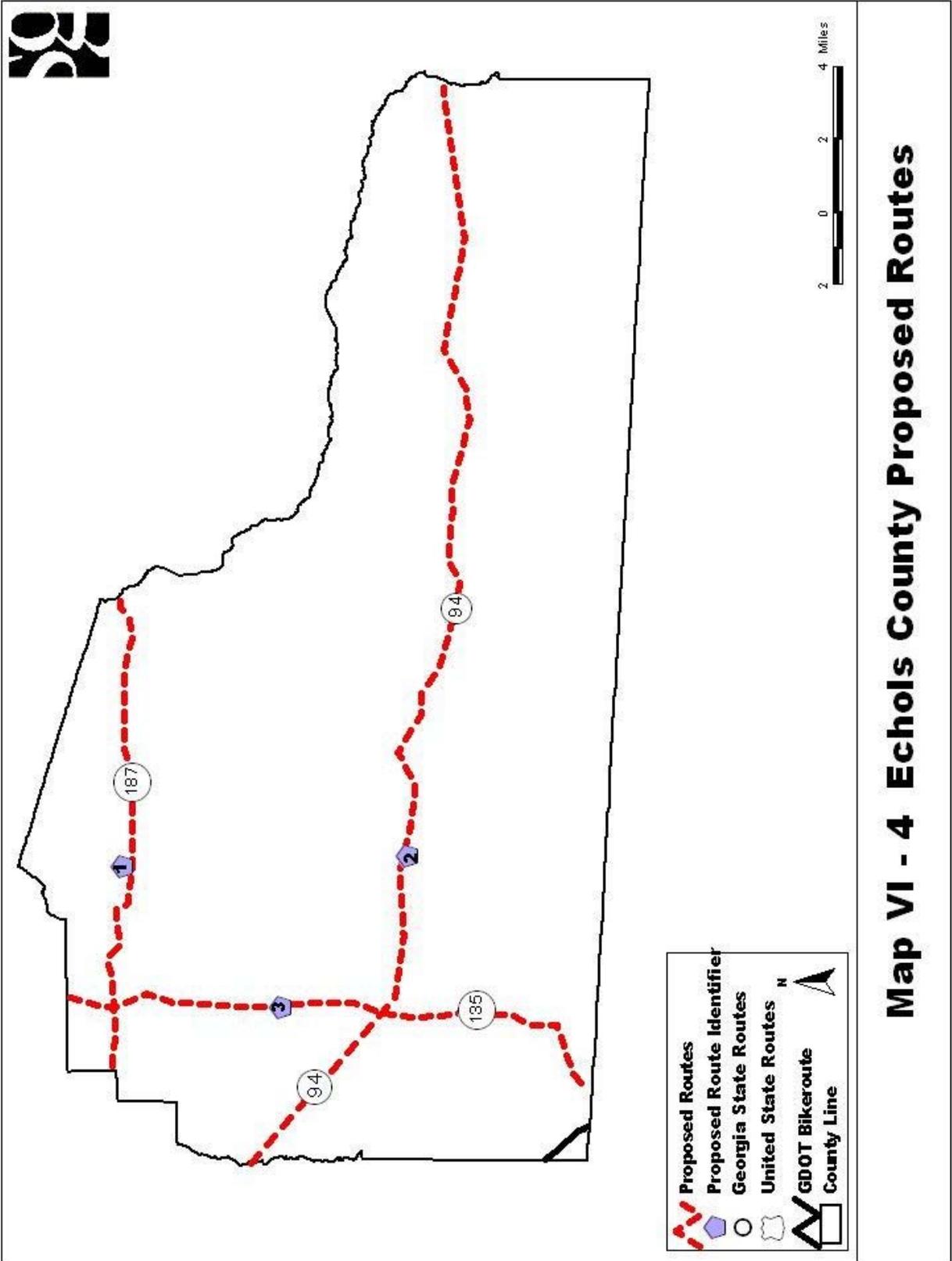
**Map IV - 3 Cook County Proposed Routes**



**TABLE IV-4  
ECHOLS COUNTY IMPLEMENTATION CHART**

DESCRIPTION	PROGRAM YEAR					LIKELY PROJECT INVOLVEMENT	ESTIMATED COST	POSSIBLE FUNDING SOURCES
	2005	2006	2007	2008	2009			
<b>BICYCLE FACILITIES</b>								
<b>Proposed Route 1</b> – 2 ft. paved shoulder on GA HWY 187 (15 miles)				X	X	Echols County	\$187,500	GDOT
<b>Proposed Route 2</b> – 2 ft. paved shoulder on GA HWY 94 (36 miles)			X	X	X	Echols County	\$450,000	GDOT
<b>Proposed Route 3</b> – 2 ft. paved shoulder on GA hwy 135 (17.5 miles)			X	X	X	Echols County	\$218,750	GDOT

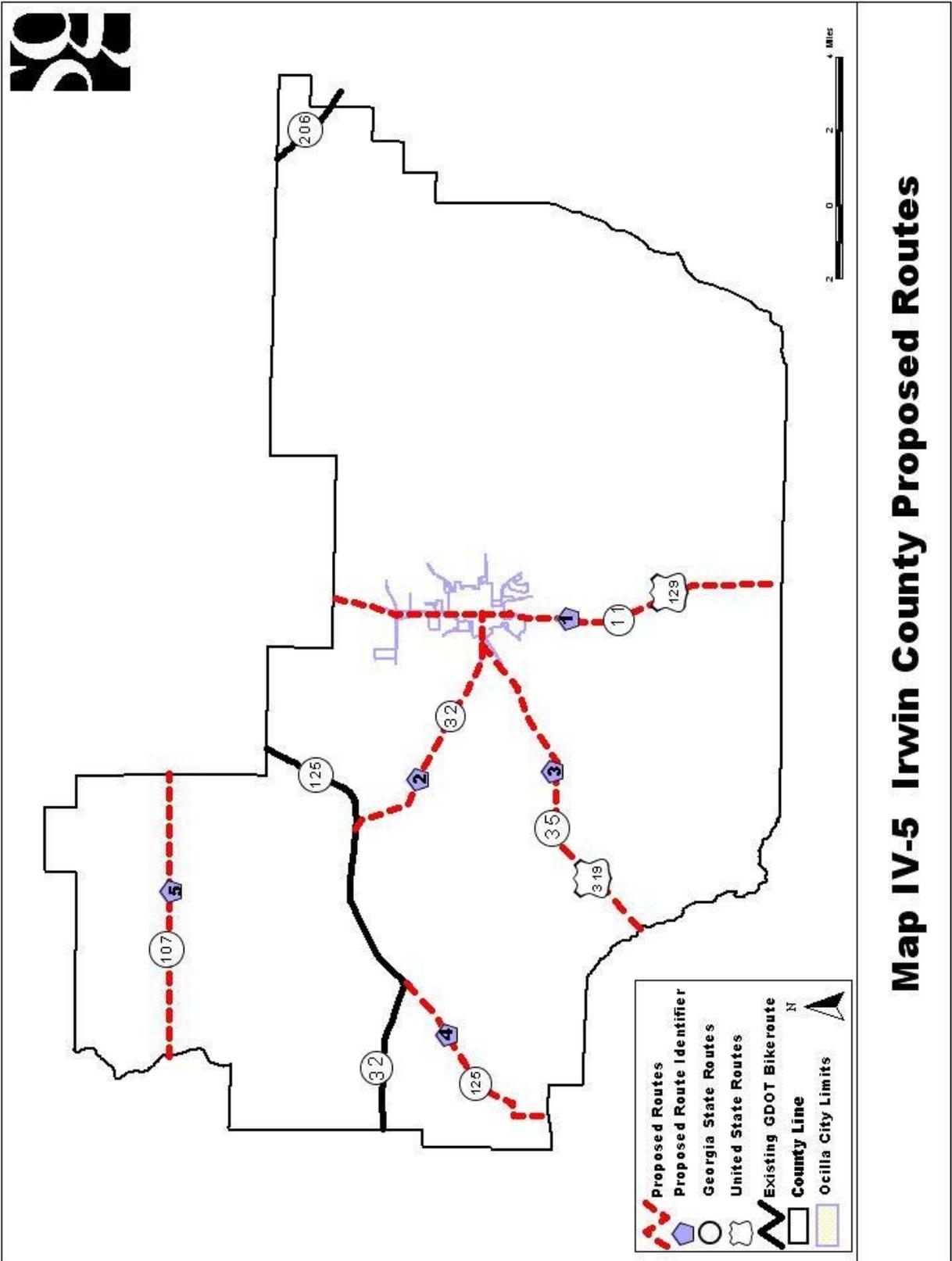




**TABLE IV-5  
IRWIN COUNTY IMPLEMENTATION CHART**

DESCRIPTION	PROGRAM YEAR					LIKELY PROJECT INVOLVEMENT	ESTIMATED COST	POSSIBLE FUNDING SOURCES
	2005	2006	2007	2008	2009			
<b>BICYCLE FACILITIES</b>								
<b>Proposed Route 1</b> – 2 ft. paved shoulder on GA HWY 11 (12.6 miles)				X	X	Irwin County	\$157,500	GDOT
<b>Proposed Route 2</b> – 2 ft. paved shoulder on GA HWY 32 (7.3 miles)				X	X	Irwin County	\$91,250	GDOT
<b>Proposed Route 3</b> – 2 ft. paved shoulder on GA HWY 35 (9.5 miles)				X	X	Irwin County	\$118,750	GDOT
<b>Proposed Route 4</b> – 2 ft. paved shoulder on GA HWY 125 (5.7 miles)				X	X	Irwin County	\$71,250	GDOT
<b>Proposed Route 5</b> – 2 ft. paved shoulder on GA HWY 107 (7.7 miles)				X	X	Irwin County	\$96,250	GDOT

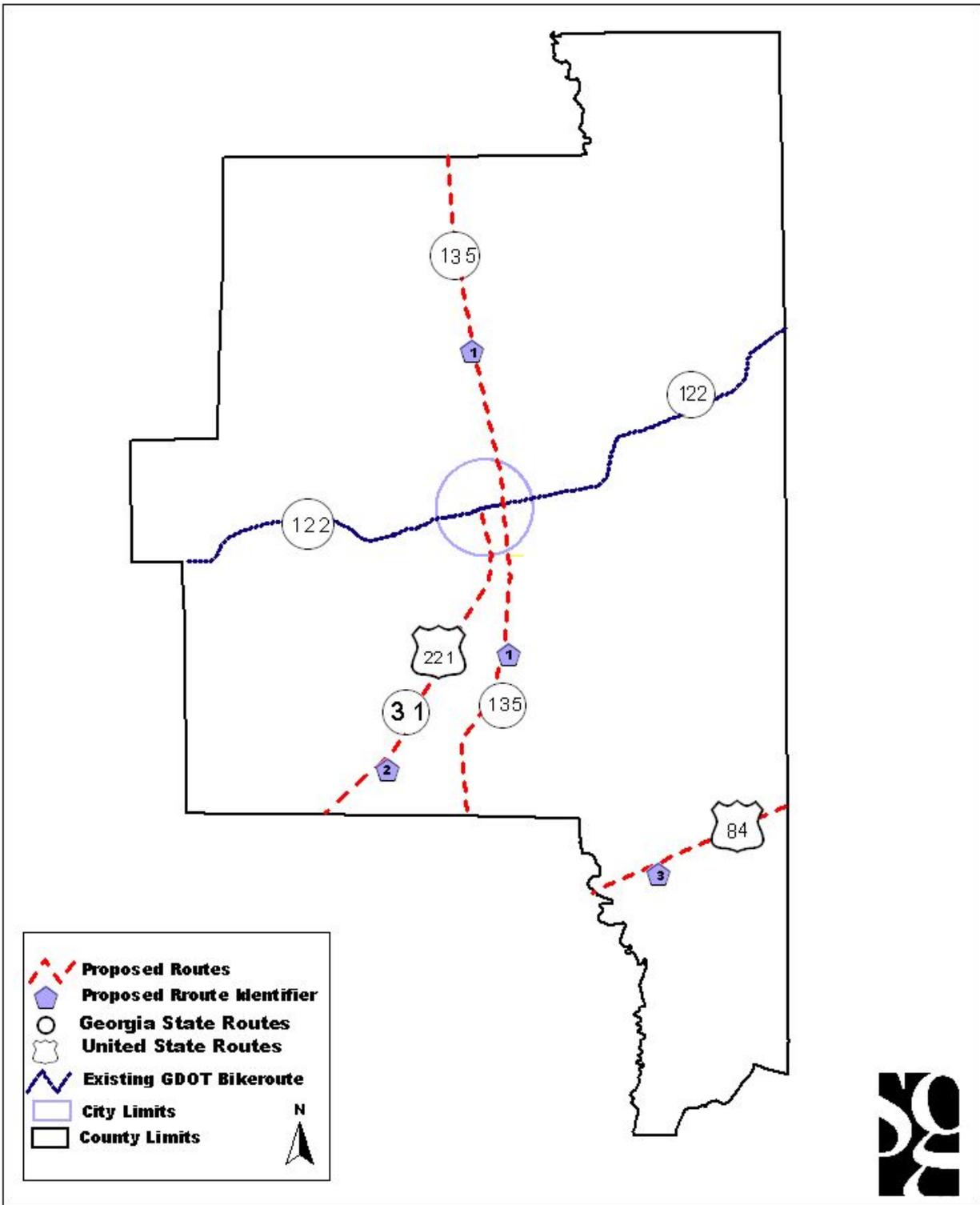




**TABLE IV-6  
LANIER COUNTY IMPLEMENTATION CHART**

	DESCRIPTION	PROGRAM YEAR					LIKELY PROJECT INVOLVEMENT	ESTIMATED COST	POSSIBLE FUNDING SOURCES
		2005	2006	2007	2008	2009			
<b>BICYCLE FACILITIES</b>									
	<b>Proposed Route 1</b> – 2 ft. paved shoulder on GA HWY 135 (14 miles)				X	X	Lanier County	\$175,000	GDOT
	<b>Proposed Route 2</b> – 2 ft. paved shoulder on GA HWY 31 (7.5 miles)		X	X			Lanier County	\$93,750	GDOT
	<b>Proposed Route 3</b> – 2 ft. paved shoulder on GA HWY 38 (4 miles)		X	X			Lanier County	\$50,000	GDOT





**Map IV - 6 Lanier County Proposed Routes**



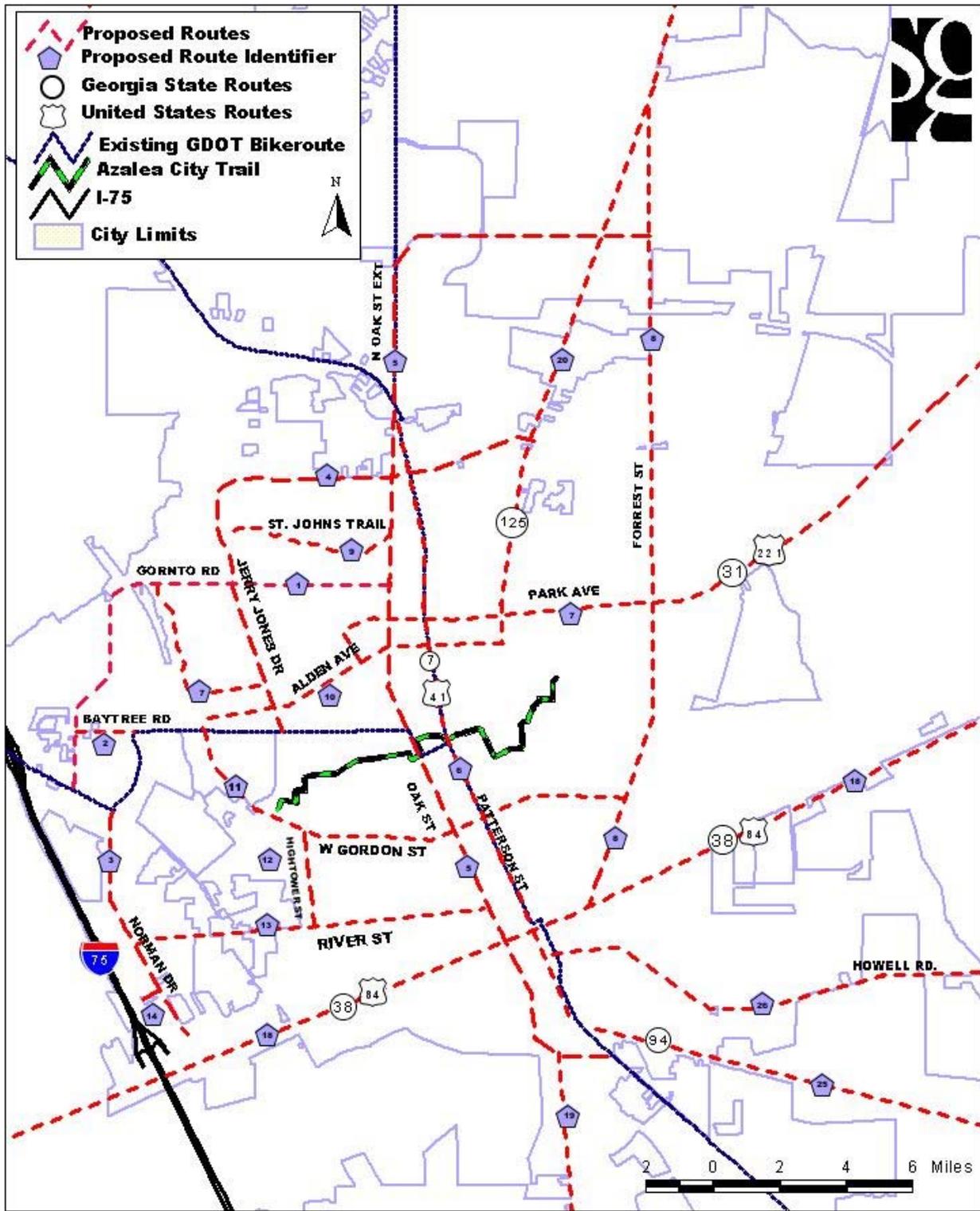
**TABLE IV-7  
LOWNDES COUNTY IMPLEMENTATION CHART**

DESCRIPTION	PROGRAM YEAR					LIKELY PROJECT INVOLVEMENT	ESTIMATED COST	POSSIBLE FUNDING SOURCES
	2005	2006	2007	2008	2009			
<b>BICYCLE FACILITIES</b>								
<b>Proposed Route 1</b> – 4 ft. bike lane on Gornto Road (2.8 miles)		X	X			City of Valdosta	\$70,000	State/Federal Grants, Local
<b>Proposed Route 2</b> – 4 ft. bike lane on Bay Tree (.35 miles)		X	X			City of Valdosta	\$8,750	State/Federal Grants, Local
<b>Proposed Route 3</b> – 4 ft. bike lane on Norman Drive (1.4 miles)			X	X		City of Valdosta	\$35,000	State/Federal Grants, Local
<b>Proposed Route 4</b> – 4 ft. bike lane on Jerry Jones Drive (3.5 miles)			X	X		City of Valdosta	\$87,500	State/Federal Grants, Local
<b>Proposed Route 5</b> – 4 ft. bike lane on Oak Street (5.9 miles)		X	X			City of Valdosta	\$147,500	State/Federal Grants, Local
<b>Proposed Route 6</b> – 4 ft. bike lane on GA HWY 7 (3.8 miles)		X	X			City of Valdosta	\$95,000	GDOT
<b>Proposed Route 7</b> – 4 ft. bike lane on GA HWY 31 to connect JL Newbern Middle School (5.7 miles)				X	X	City of Valdosta	\$142,500	GDOT
<b>Proposed Route 8</b> – 4 ft. bike lane on Forrest Street to connect WG Nunn Elementary (4.7 miles)			X	X		City of Valdosta	\$117,500	State/Federal Grants, Local
<b>Proposed Route 10</b> - 4 ft. bike lane on Alden Ave. (2 miles)			X	X		City of Valdosta	\$50,000	State/Federal Grants, Local
<b>Proposed Route 11</b> – 4 ft. bike lane on Gordon St. (3 miles)		X	X			City of Remerton	\$75,000	State/Federal Grants, Local
<b>Proposed Route 12</b> – 4 ft. bike lane on Hightower St. (.5 miles)		X	X			City of Valdosta	\$12,500	State/Federal Grants, Local
<b>Proposed Route 13</b> – 4 ft. bike lane on River St. (2 miles)			X	X		City of Valdosta	\$50,000	State/Federal Grants, Local
<b>Proposed Route 15</b> – 2 ft. paved shoulder on GA HWY 135 (7.3 miles)				X	X	Lowndes County	\$91,250	GDOT
<b>Proposed Route 16</b> – 2 ft. paved shoulder on Skipper Bridge Road (1 mile)		X	X			Lowndes County	\$12,500	State/Federal Grants, Local



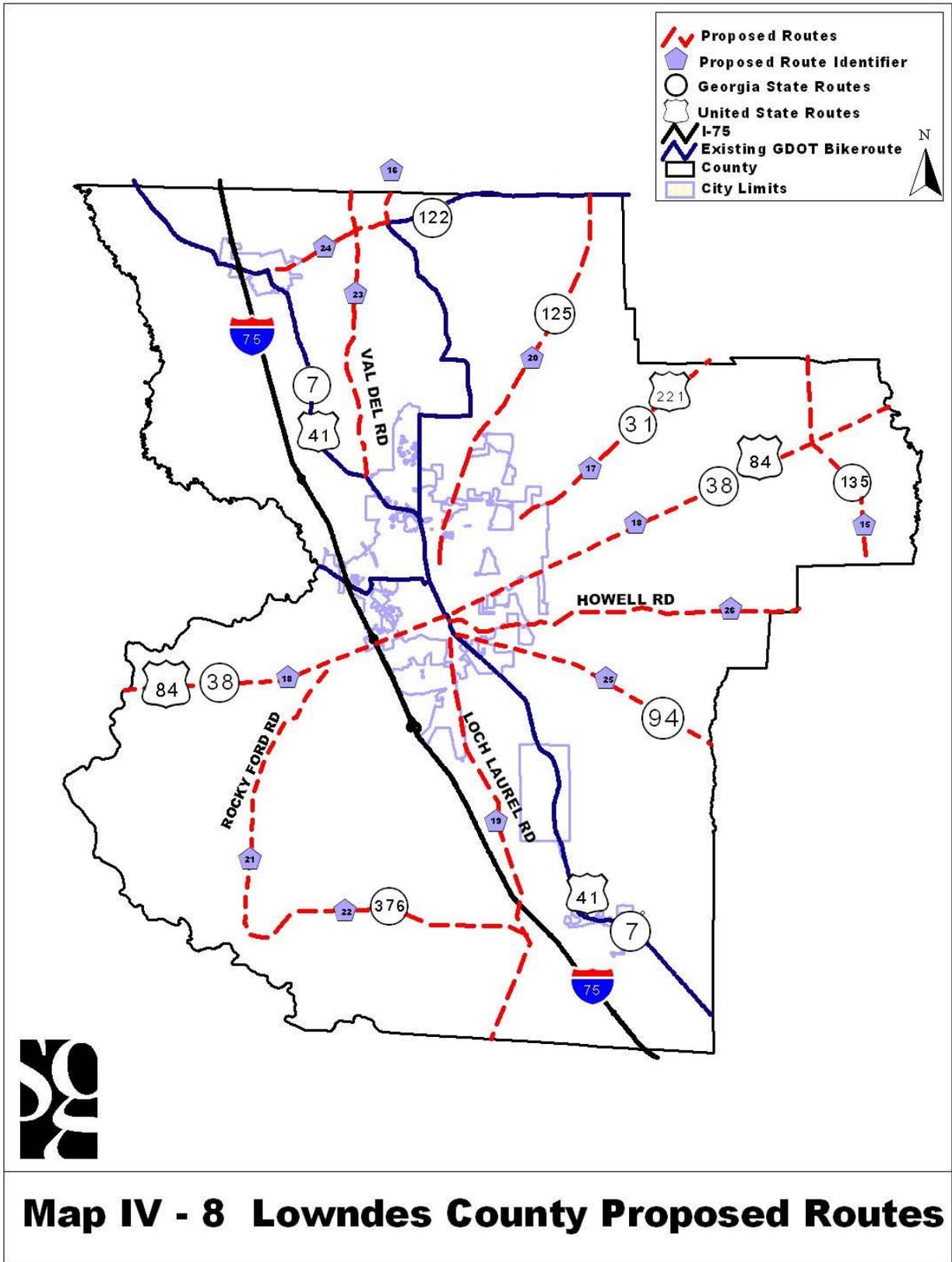
	<b>Proposed Route 17</b> – 2 ft. paved shoulder on GA HWY 31 (8.5 miles)				X	X	Lowndes County	\$106,250	GDOT
	<b>Proposed Route 18</b> – 2 ft. paved shoulder on GA HWY 38 (26.5 miles)				X	X	Lowndes County	\$331,250	GDOT
	<b>Proposed Route 19</b> – 2 ft. paved shoulder on Loch Laurel Road (13.6 miles)			X	X		Lowndes County	\$170,000	State/Federal Grants, Local
	<b>Proposed Route 20</b> – 2 ft. paved shoulder on GA HWY 125 (13.1 miles)	X	X				Lowndes County	\$163,750	GDOT
	<b>Proposed Route 21</b> – 2 ft. paved shoulder on Rocky Ford Road (9 miles)			X	X		Lowndes County	\$112,500	State/Federal Grants, Local
	<b>Proposed Route 22</b> – 2 ft. paved shoulder on GA HWY 376 (9 miles)			X	X		Lowndes County	\$112,500	GDOT
	<b>Proposed Route 23</b> – 2 ft. paved shoulder on Val Del Road (9.7 miles)	X	X				Lowndes County	\$121,250	State/Federal Grants, Local
	<b>Proposed Route 24</b> – 2 ft. paved shoulder on GA HWY 122 (4.6 miles)	X	X				Lowndes County	\$57,500	GDOT
	<b>Proposed Route 25</b> – 2 ft. paved shoulder on GA HWY 94 (8.7 miles)			X	X		Lowndes County	\$108,750	GDOT
	<b>Proposed Route 26</b> – 2 ft. paved shoulder on Howell Rd. (11.3 miles)			X	X		Lowndes County	\$141,250	State/Federal Grants, Local
<b>PEDESTRIAN FACILITIES</b>									
	<b>Proposed Route 9</b> – St. Johns Greenway Project (1 mile)				X	X	City of Valdosta		State/Federal Grants, Local
	<b>Proposed Route 14</b> – Multiuse Trail at the James H. Rainwater Conference Center (1.5 miles)			X	X		Lowndes County		State/Federal Grants, Local





**Map IV - 7 City of Valdosta Proposed Routes**





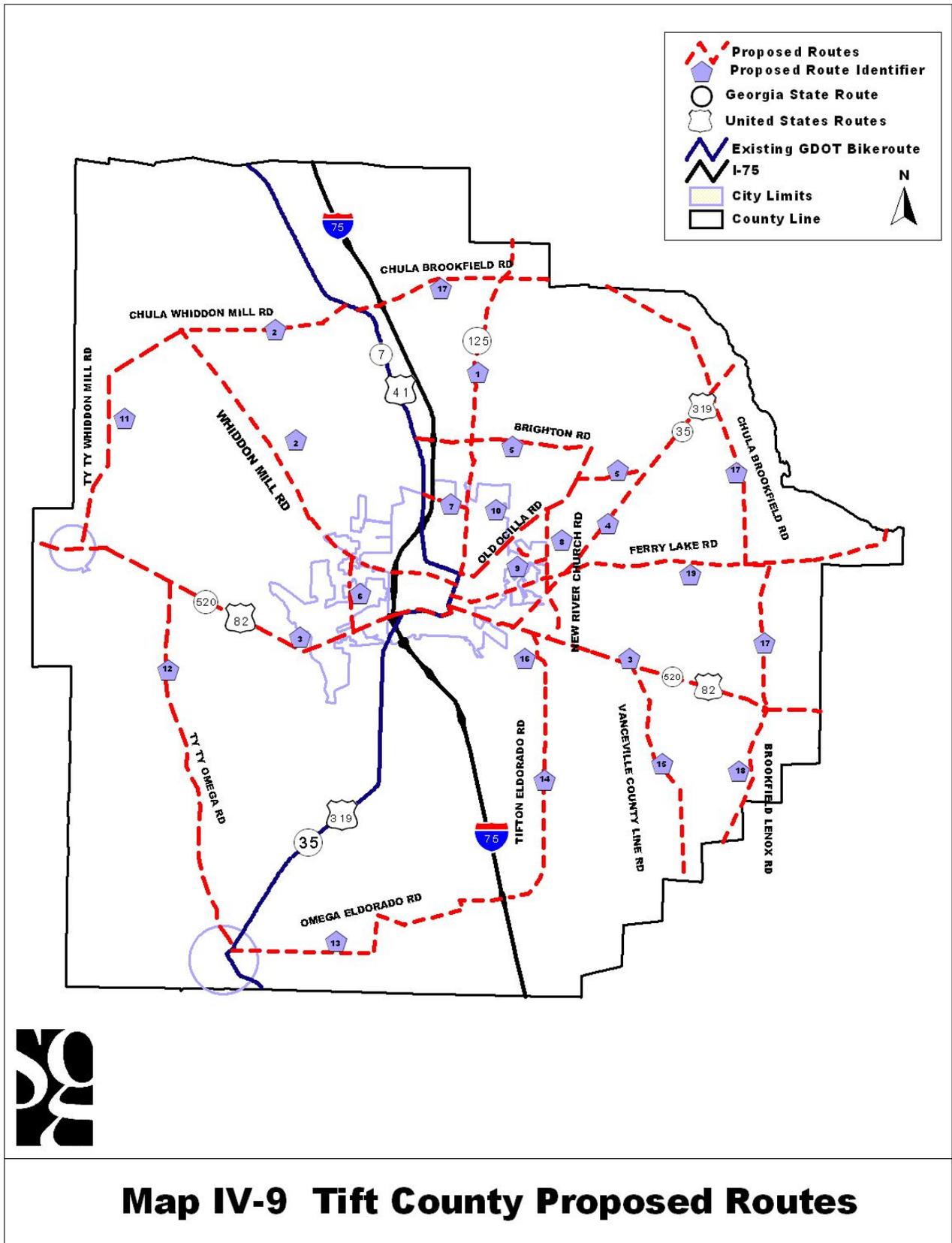
**TABLE IV-8  
TIFT COUNTY IMPLEMENTATION CHART**

DESCRIPTION	PROGRAM YEAR					LIKELY PROJECT INVOLVEMENT	ESTIMATED COST	POSSIBLE FUNDING SOURCES
	2005	2006	2007	2008	2009			
<b>BICYCLE FACILITIES</b>								
<b>Proposed Route 1</b> – 2 ft. paved shoulder on GA HWY 125 (7.6 miles)				X	X	Tift County	\$95,000	GDOT
<b>Proposed Route 2</b> – 2 ft. paved shoulder on Chula Whiddon Road and Whiddon Mill Road to connect ABAC (12.5 miles)		X	X			Tift County	\$156,250	State/Federal Grants, Local
<b>Proposed Route 3</b> – 2 ft. paved shoulder on GA HWY 520 (19 miles)				X	X	Tift County	\$237,500	GDOT
<b>Proposed Route 4</b> – 2 ft. paved shoulder on GA HWY 35 (7.71 miles)				X	X	Tift County	\$96,375	GDOT
<b>Proposed Route 5</b> – 4 ft. bike route on Brighton Rd, Old Ocilla Highway and Mount Olive Road (6.24 miles)				X	X	City of Tifton	\$156,000	State/Federal Grants, Local
<b>Proposed Route 6</b> – 4 ft bike lane on South Carpenter Road to connect Friendly City Park (1.5 miles)		X	X			City of Tifton	\$37,000	State/Federal Grants, Local
<b>Proposed Route 7</b> – 4 ft. bike lane on Fulwood Road to connect North East Campus (1 mile)		X	X			City of Tifton	\$25,500	State/Federal Grants, Local
<b>Proposed Route 8</b> – 4 ft. bike lane on New River Road to connect Tift County High School (3 miles)		X	X			City of Tifton	\$75,000	State/Federal Grants, Local
<i>Proposed Route 9 – 4 ft. bike lane on Kent Road to connect to senior homes (1 mile)</i>		X	X			City of Tifton	\$25,000	State/Federal Grants, Local
<b>Proposed Route 10</b> – 4 ft. paved shoulder on Old Ocilla Road (3.3 miles)				X	X	City of Tifton	\$82,500	State/Federal Grants, Local
<b>Proposed Route 11</b> – 2 ft. paved shoulder on Ty Ty Whiddon Mill Rd. (6 miles)				X	X	Tift County	\$75,000	State/Federal Grants, Local
<b>Proposed Route 12</b> – 2 ft. paved shoulder on Ty Ty Omega Rd. (9 miles)				X	X	Tift County	\$112,500	State/Federal Grants, Local
<b>Proposed Route 13</b> – 2 ft. paved shoulder on Omega El Dorado Rd. (7.5 miles)				X	X	Tift County	\$93,750	State/Federal Grants, Local



	<b>Proposed Route 14</b> – 2 ft. paved shoulder on Tifton El Dorado Rd. (6 miles)				X	X	Tift County	\$75,000	State/Federal Grants, Local
	<b>Proposed Route 15</b> – 2 ft. paved shoulder on Vanceville County Line Rd (5 miles)				X	X	Tift County	\$62,500	State/Federal Grants, Local
	<b>Proposed Route 16</b> – 2 ft. paved shoulder lane on Tri County Rd. (.5 miles)				X	X	Tift County	\$6,250	State/Federal Grants, Local
	<b>Proposed Route 17</b> – 2 ft. paved shoulder on Chula Brookfield Rd. (16 miles)				X	X	Tift County	\$200,000	State/Federal Grants, Local
	<b>Proposed Route 18</b> – 2 ft. paved shoulder on Brookfield Lenox Rd. (3 miles)				X	X	Tift County	\$37,500	State/Federal Grants, Local
	<b>Proposed Route 19</b> – 2 ft. paved shoulder on Ferry Lane Rd to also connect GO Baily (10 miles)		X	X			Tift County	\$125,00	State/Federal Grants, Local
<b>PEDESTRIAN FACILITIES</b>									
	<b>Proposed Route 7</b> - Sidewalk on Fulwood Road to connect North East Campus (1 mile)		X	X			City of Tifton	\$51,612	State/Federal Grants, Local
	<b>Proposed Route 8</b> – Sidewalk on New River Road to connect Tift County High School (3 miles)		X	X			City of Tifton	\$154,836	State/Federal Grants, Local
	<b>Proposed Route 9</b> – Sidewalk on Kent Road to connect to senior homes (1 mile)		X	X			City of Tifton	\$51,612	State/Federal Grants, Local
	<b>Proposed Route 19</b> – Sidewalk on Ferry Lane Rd to connect GO Baily (1 mile)		X	X			Tift County	\$51,612	State/Federal Grants, Local

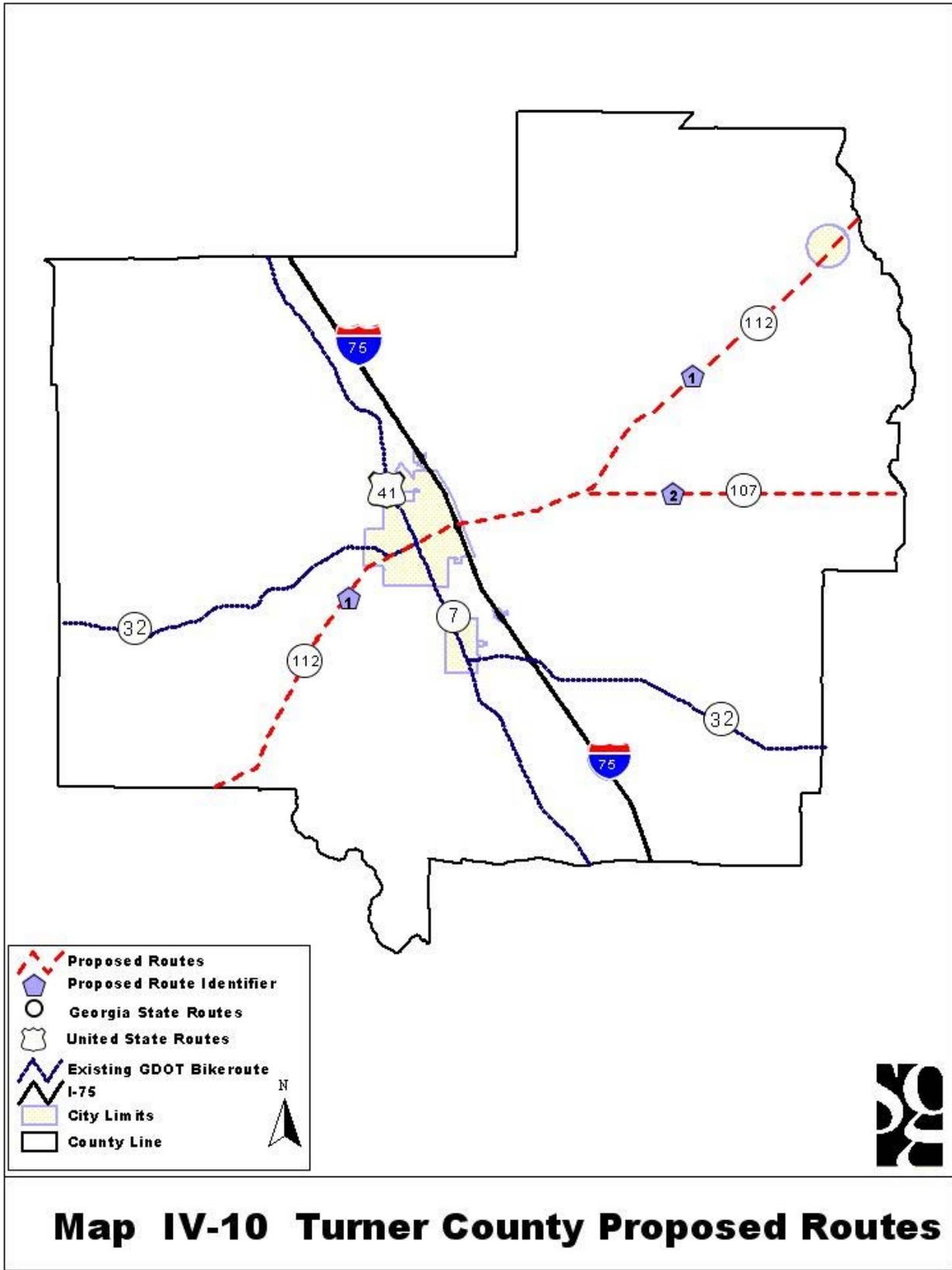




**TABLE IV-9  
TURNER COUNTY IMPLEMENTATION CHART**

DESCRIPTION	PROGRAM YEAR					LIKELY PROJECT INVOLVEMENT	ESTIMATED COST	POSSIBLE FUNDING SOURCES
	2005	2006	2007	2008	2009			
<b>BICYCLE FACILITIES</b>								
<b>Proposed Route 1</b> – 2 ft. paved shoulder on GA HWY 112 (21.3 miles)				X	X	Turner County	\$266,250	GDOT
<b>Proposed Route 2</b> – 2 ft. paved shoulder on GA HWY 107 (7.5 miles)				X	X	Turner County	\$93,750	GDOT





## Funding Sources

The overall purpose of the *South Georgia Regional Bicycle and Pedestrian Plan* is to create a safe, regionally connected bicycle and pedestrian system throughout the region to be used by pedestrians of all ages and bicyclists of all experience levels. To create such a regional system, it is necessary to investigate and secure funding for the construction of different types of facilities such as bicycle routes, bicycle paths, multi-use paths, and sidewalks. Listed below are several funding sources that can be utilized to develop the bicycle and pedestrian system in the region.

Transportation Enhancement (TE) Program – The Transportation Enhancement Program was initiated in 1991 through the adoption of the Intermodal Surface Transportation Efficiency Act (ISTEA), now replaced by the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). In Georgia, the Georgia Department of Transportation administers the program and has organized the project selection process. TEA-21 states that ten percent of all funding allocated to the Surface Transportation Program must be *set-aside* to fund transportation enhancements, amounting to approximately \$7 million per year over the life of TEA-21 in Georgia. The TEA-21 program does require a 20% match on the part of the project sponsor.

TE eligible projects include the following:

1. Bicycle and/or pedestrian facilities
2. Safety programs for pedestrians and bicyclists
3. Acquisition of scenic easements and scenic or historic sites
4. Scenic or historic highway programs
5. Landscaping and other scenic beautification
6. Historic preservation
7. Rehabilitation and operation of historic transportation buildings
8. Preservation of abandoned railway for public use, such as pedestrian and bicycle trails
9. Control and removal of outdoor advertising
10. Archaeological planning and research
11. Environmental mitigation
12. Establishment of transportation museums

Georgia Recreational Trails Fund Program – The program is funded by the National Recreational Trail Act and administered in Georgia by the Department of Natural Resources (DNR). This program requires a 50/50 match by the project sponsor, and local trail groups are asked by DNR to join with recreation agencies or others when submitting requests for funding under this program.

Transportation Efficiency Improvement Fund (TEIF) – The TEIF is a competitive grant program available to local governing bodies and other public entities to support up to 80% of the cost of innovative projects that reduce traffic congestion and single occupancy vehicle (SOV) use as well as increase the use of high occupancy vehicle (HOV) modes. Among other Transportation Demand Management (TDM) projects eligible for funding such as projects to increase vehicle occupancy, projects that move travel to off-peak hours, and projects that reduce overall travel demand; TEIF funds are also available for projects that reduce the demand for motorized travel. This could include a project that provides for improved pedestrian and bicycle access to public transportation.



## Surface Transportation Improvement Program (STIP) & Transportation Improvement Program (TIP)

The Federal government requires each state to develop a STIP, which lists all the transportation projects that will be programmed in the next 3 to 5 years. The Metropolitan Planning Organizations (MPOs) are required to develop TIPs which include all the transportation projects for their MPO region for the next 3-5 yrs. These plans allocate funds from the Surface Transportation Program (STP), and bicycle and pedestrian are eligible for these funds. Typically, the state will just include bike/ped projects as part of a road widening or reconstruction project to get the make sure the demands are met. However, many MPOs do program “stand alone” bike and ped projects into their TIPs. The South Georgia Regional Bicycle and Pedestrian Plan should be included into the Statewide Transportation Program and the Valdosta MPO Long Range Transportation Plan in order to begin the process of getting these projects into the STIP and TIP to receive funding and be constructed.

National Highway System – NHS funds may be used to provide bicycle and pedestrian facilities adjacent to any roadway designated for inclusion in the National Highway System except for the interstate system. In addition, some NHS funds may be transferred into the STP program for the construction of bicycle and pedestrian facilities not immediately adjacent to a NHS highway.

Federal Lands Highway Funds – These funds are earmarked for the improvement and maintenance of roadways on Federal lands administered by the National Park Service, the U.S. Forest Service and the U.S. Bureau of Lands Management. A portion of these funds may be used to construct bicycle and pedestrian trails if the proposed trail adjoins the roadway.

Federal Transit Program – Funding is available under Section 25 of the Federal Transit Act to improve bicycle and pedestrian access to transit facilities and services.

The Bikes Belong Coalition - Is sponsored by members of the American Bicycle Industry with the mission to put more people on bicycles more often. The grants program strived to put more people on bicycles more often by funding important and influential projects that leveraged TEA-21 money and built momentum for bicycling. The grant program also included education and capacity projects, in addition to bicycle facility projects.

Funding for Open Space - Various government and nonprofit agencies can provide funding to support development of open space. A list of some of these sources is included in the Options for Open Space Management document (Source: [www.dem.dca.state](http://www.dem.dca.state))



## Marketing Strategies

The Planning Advisory Committee nominated proposed routes with the intention of connecting each community within the region. This will allow riders of these routes a chance to not only enjoy the scenery and landscape of South Georgia, but also have an opportunity to pass through each community and experience the “Southern Way of Life” on a first hand basis.

After designating the proposed routes and incorporating the existing Georgia DOT routes the Planning Advisory Committee realized that several of the routes had formed circles throughout the region. The Planning Advisory Committee came up with the idea of trying to attract cycling events to the region in order to use these new connected routes. Staff took the recommendation to mind and decided to coordinate with the Valdosta – Lowndes Tourism Authority in attracting events such as these. There is a good chance for events like this to be held in the region due to the topology of the landscape and also the wonderful year round climate of South Georgia. The South Georgia region has the ability to become not only a destination annual cycling events but also a destination for cyclists to train during the off-season.

## Public Education

As discussed in Goal I, public education and outreach effects are in interval part of this plan. It is important for education efforts to be incorporated into the planning activities, thus raising awareness on all pertinent issues.





**PART FIVE**

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**APPENDIX**



## PART V: APPENDICES

### Bicyclist and Facility Types

Bicyclists can be classified on the basis of trip purpose as well as riding proficiency. In addition, there are now broad differences in types of bicycles, ranging from racing bikes with very narrow tires to mountain bikes capable of easily navigating uneven terrain. Based on riding skill and equipment factors, a typical rider will often prefer a specific type of bicycle facility over another. The following is a description of the different types of bicyclists as well as a summary of primary facility types.

AASHTO - The American Association of State Highway and Transportation Officials advocates transportation-related policies and provides technical services to support states in their efforts to efficiently and safely move people and goods. AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico.

#### Bicyclist Types

*Type A* – This group of bicyclists is classified as experienced and can navigate almost any street. The actions of these riders in traffic are generally predictable, and they will typically operate at a speed ranging from 12 to 25 mph. Type A riders ride for both transportation and recreational purposes. Less than 5 percent of all bicyclists are this experienced.

*Type B/C* – This group is comprised of less experienced adult riders or young adults and children who are more comfortable riding on clearly designated bicycle lanes or separate paths. Accounting for more than 95 percent of all adult riders, the proficiency of these riders must be taken into account when designating bicycle facilities that will appeal to a large number of riders. Typical rates of speed for adult riders will range from 8 to 15 mph. Although older riders will ride on other more heavily traveled streets without bicycle facilities when necessary, it is most appropriate for children and youth under 15 years, (due in part to their lack of driving experience) to ride on streets with low traffic volumes, clearly designated bicycle lanes, or separate paths.

#### Facility Types

The following descriptions of facility types are based upon the American Association of State Highway and Transportation Officials (AASHTO) *1991 Guide for the Development of Bicycle Facilities*.

*Bike Lane* – A designated division of a roadway for the preferential or sole use of bicyclists designated through the use of pavement markings, striping and special signing. For bicyclists to feel comfortable, a bicycle lane should be at least 2 feet wide for a rural type roadway and at least 4 feet wide for a roadway with curb and gutter. A bicycle lane should be clearly marked with a 4” to 8” wide stripe delineating the lane and appropriate signage. Bike lanes are especially appropriate for areas that experience average daily traffic of more than 10,000 vehicles and where vehicles travel at more than 30 mph. The state of Georgia bike lanes are used for urban curb and gutter sections (rural sections or no curb and gutter get shoulders)



*Bicycle Route* – A portion of a system of bikeways designated under the authority of the appropriate jurisdiction. Bicycle routes can be designed to provide a continuous route between designated facilities or can identify a long bicycle touring route, and will be based upon whether bicycling is safe and convenient along a particular street. Special attention should be taken to detour bicyclists away from streets not capable of supporting safe bicycle travel. Directional signing is recommended. The state of Georgia has 14 designated bike routes, 4 are signed, and gradually bike lanes and shoulders are being added.

*Greenway Trails* – Greenway trails are multi-use paths within a natural corridor protected for non-motorized transportation, recreation and conservation purposes. Greenways will often provide connections between parks and historic/cultural sites. Opportunities for greenways include utility easements, existing and abandoned railroad rights-of-way, and environmentally sensitive areas such as wetlands, flood plains and wildlife habitats.

*Multi-use Paths* – Multi-use paths are facilities that are designed for the use of both bicyclists and others such as pedestrians, rollerbladers, horseback riders, and runners. Steps should be taken to separate different types of users due to safety concerns, but if it is necessary to provide for a variety of users along the same path, the design of the facility should include the provision of signing, additional width, and striping to lessen conflicts. To facilitate the separation of users, these facilities can be designed with several different surface types included asphalt, gravel, and clay. When a multi-use path is located immediately adjacent to a roadway, separated only by a planting strip or barrier (e.g. fence or curb), it is now known as a side path.

*Shared Lane (or Shared Roadway)* – These bikeways provide no designated separate area for bicycle traffic and require bicyclists to travel within a standard width travel lane, which can often cause a motorist to change lanes or enter an opposing lane when overtaking a bicyclist. Routes should be clearly marked with posted signs or symbols. “Share the Road” signs help to promote motorist awareness of bicyclists in shared lanes. It is recommended that the “Share the Road” signs be installed sparingly because motorists will tend to disregard them if they are overused.

Shared lanes of at least 12’ in width are appropriate for all riders in areas with low speeds and volumes.

*Shoulder* – Along rural highways, shoulders serve the dual purpose of providing a safe area for bicyclists while lessening the chance that motorists have to enter the opposite lane to avoid bicyclists. A shoulder width of at least 4 feet is recommended for highways where speeds generally exceed 35 mph. Wider shoulders are recommended for highways that experience greater speeds or have a high percentage of trucks or large vehicles. Shoulders are not marked for use by bicyclists.

*Right-of-Way* – A general term denoting land, property or interest therein, usually in a strip, acquired for or devoted to transportation purposes.

*Wide Curb Lane* – In relatively urbanized areas where no bicycle lanes exist, bicycles and motor vehicles can operate with fewer potential conflicts if a wider outside lane is provided. Wide curb lanes improve capacity by allowing motor vehicles to remain in their lane when overtaking bicyclists. To be successfully implemented, it is recommended that the typical 12’ travel lane be widened to 14 to 15 feet to accommodate bicyclist and motor vehicles in the same lane. For existing four-lane roadways, a wider outside lane can be created by restriping, reducing interior lane widths to 10 or 11 feet. This has the potential to create a traffic calming effect while at the same time serving the needs of bicyclists. A wide



curb lane up to 16' is appropriate for areas that experience average daily traffic volumes of 10,000 or more and vehicle speeds greater than 40 mph.

### Road Functional Class

#### *Collector:*

##### Rural System

The rural collector routes generally serve travel of primarily intracounty rather than statewide importance and constitute those routes on which (regardless of traffic volume) predominant travel distances are shorter than on arterial routes. Consequently, more moderate speeds may be typical, on the average. Some areas break out their collector system into Major and Minor collector roads.

Major Collector Roads - provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas; link these places with nearby larger towns or cities, or with routes of higher classification; serve the more important intracounty travel corridors

Minor Collector Roads - be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road; provide service to the remaining smaller communities, link the locally important traffic generators with their rural hinterland.

##### Urban System

Provides both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. Penetrates residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid which forms a logical entity for traffic circulation.

#### *Minor Arterial:*

##### Rural System

Link cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and intercounty service. Be spaced at such intervals, consistent with population density, so that all developed areas of the state are within a reasonable distance of an arterial highway. Provide service to corridors with trip lengths and travel density greater than those predominantly served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum inference to through movement.

##### Urban System

Should interconnect with and augment the urban principal arterial system and provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials. Places more emphasis on land access than principal arterials. Should include urban connections to rural collector roads where such connections have not been classified as urban principal arterials. Spacing may vary



from 1/8 - 1/2 mile in the central business district to 2-3 miles in the suburban fringes, but should normally be not more than 1 mile in fully developed areas.

*Principal Arterial:*

**Rural System**

Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. Serve all, or virtually all, urban areas of 50,000 and over population and a large majority of those with population of 25,000 and over. Provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise.

**Urban System**

Serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, and the longest trip desires; and should carry a high proportion of the total urban area travel on a minimum of mileage. Carry the major portion of trip entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. The concept of service to abutting land should be subordinate to the provision of travel service to major traffic movements ("other principal arterial" system only), and such service should be purely incidental to the primary functional responsibility of this system. Spacing is related to the trip end density characteristics of particular portions of the urban areas. No firm spacing rule is applied; however, they may vary from less than one mile in highly developed central business areas to 5 miles or more in the sparsely developed urban fringes.



**TABLE V-1  
FY 04 PAC YEARLY SCHEDULE**

<b>PROPOSED DATE</b>	<b>PROJECT ACCOMPLISHED</b>
<b>12/31/2003</b>	A: Submit Completion of Summary of the Proposed Planning Process B: Submit list of names, addresses Of Planning Advisory Committee
<b>2/4/2004</b>	A: First Meeting Official PAC Meeting
<b>3/10/2004</b>	A: First Public Meeting to determine help goals and objectives
<b>3/31/2004</b>	A: Submit summary of existing bike / ped plans and data in spreadsheet B: Submit summary of determined goals and objectives
<b>5/15/2004</b>	A: Conduct needs and assessment and existing conditions report
<b>6/15/2004</b>	A: Hold second PAC meeting to determine recommendations
<b>6/30/2004</b>	A: Submit summary of needs and assessment and existing conditions report B: Submit agendas and meeting minutes from PAC meetings



## Summary of Proposed Planning Process

### **Initiate the Planning Process**

Form a Planning Advisory Committee

Determine mission statement

Determine long and short term goals and objectives

**B. Determine Strengths and Weaknesses of Existing Routes and Facilities**

1. Use maps to determine the location of existing routes and facilities

2. Create guidelines on categorizing strengths and weaknesses of existing routes and facilities.

judge existing routes and facilities on their connectivity to other routes and facilities

judge existing routes and facilities on whether they are in compliance with federal regulations

**C. Conduct Public Meetings to Gather Suggestions**

### **Develop Methods of Improvement**

Determine Methods on How to Alleviate Existing Problems

Continuously meet with PAC and public to determine methods of improvement

2. Benchmark how other communities corrected their problems

**B. Determine Locations on Where to Place Future Routes and Facilities**

1. Work with PAC and public to determine location sites on where new routes and facilities are needed most.

**C. Develop a Comprehensive Report to Illustrate Findings**

## **III. Implementing Methods**

**A. Identify Funding Sources to Cover Expenditures**

**B. Use Determined Methods to Initiate Improvement Process**

1. Connect existing routes and facilities to become one

2. Update existing routes and facilities to meet federal requirements

3. Combine future routes and facilities with existing



**TABLE V-2  
NEEDS AND ASSESSMENT INVENTORY LIST**

Need / Change	Location
<b>Region</b>	
Signage	A. signage for bikers and motorists on designated routes
Improve rumble strips	A. place rumble strips further from road B. narrow rumble strip C. modify existing rumble strips D. place rumble strip on white line
Wider shoulders	A. all State Bicycle Routes
Move bike lanes	A. do not connect bike lanes to a congested roads traveled heavily by motorists
Push button Devices on Traffic Lights	A. for passing cyclists so they don't have to wait for the light
Security Cyclists	A. have police officers riding the bike lanes to make other cyclists feel safe
Bike Racks	A. locate bike racks were needed
Connecting Sites in South Georgia	A. Banks Lake, Reed Bingham State Park, the Okefenoke Swamps, local museums
<b>Lowndes</b>	
<b>Routes</b>	
Change State Route Designation	A. Designate Alden as part of SBR 10 instead of Bay Tree (SBR 10)
Sidewalk / bike lane	A. Gornto B. Bay Tree (SBR 10) C. Norman D. Jerry Jones E. Oak St F. Patterson (SBR 10) G. Hill H. Park
Bike lane	A. Lock Laurel from Valdosta (Lowndes) to Florida state line B. HWY 125 (Lowndes) to Nashville (Berrien) C. HWY 122 (Lowndes) to (Lanier) D. Val Del Rd. to Cook County E. HWY 94 (Echols) F. HWY 187 (Howell Rd.)
<b>Schools</b>	
Sidewalk / bike lane	A. JL Newbern Middle School on Park Avenue B. WG Nunn Elementary on Forrest Street C. Valdosta High School on Forrest Street
<b>Facility</b>	
<b>Echols</b>	
<b>Routes</b>	
Bike lane	A. HWY 187 (Howell Rd.) B. HWY 94 HWY 135
<b>Schools</b>	



Facility	
<b>Ben Hill</b>	
Routes	
Bike lane	A. HWY 319 to Coffee County
	B. HWY 11
	C. HWY 187
Schools	
Sidewalk	A. HWY 90 (connecting two new schools to downtown Fitzgerald)
Facility	
<b>Irwin</b>	
Routes	
Bike lane	A. HWY 32 into Irwinville (Irwin)
	B. HWY 11
Schools	
Facility	
<b>Lanier</b>	
Routes	
Bike lane	A. Knights Academy Rd to Lakeland HWY to Lakeland (Lanier)
	B. SR 135 to Florida state line
	C. HWY 122
Schools	
Facility	
<b>Cook</b>	
Routes	
Bike lane	A. Val Del Rd from Valdosta (Lowndes) to Adel (Cook)
Schools	
Facility	
<b>Brooks</b>	
Routes	
Bike lane	A. SR 133 to Moultrie (Colquitt)
	B. HWY 333 Quitman (Brooks) to state line
	C. Old Madison Hwy from Quitman to the south
	D. Old Dixie Hwy from Quitman to Dixie
Schools	
Bike lane / Sidewalk	A. North Webster to the elementary school and primary school
Facility	



Widened Roads and Sidewalks	A. Shiver Rd and a portion of Dry Lake Rd. for the Presbyterian Home
	B. Connect the softball and baseball fields to neighboring schools
<b>Tift</b>	
<b>Routes</b>	
Bike lane	A. SR 107 C
	B. SR 129 (Tift) to Irwinville (Irwin) - Jefferson Davis Trail to Wilcox County
	C. Starting at Gressette Gym on the ABAC campus and following the existing bike lanes to Whiddon Mill Road, then turning right on Chula-Whiddon Mill Road and then left onto US Hwy 41, then left at the Rural Development Center returning to the start at Gressette Gym
	D. HWY 82 east and west of I-75
	E. HWY 319 N & S of town
	F. HWY 41 from 20th Street downtown north to Brighton Road
	G. Brighton Road over to Old Ocilla Road Mt. Olive Church Road to the Forest Lake Subdivision
	H. 125 N of 20th street to Fitzgerald (Ben Hill)
	I. Carpenter Road South of King Road to Connect the current bike trail to Hwy 82
<b>Schools</b>	
Sidewalk and bike path	A. Fullard Rd to connect with North East Campus School
	B. New River Road to connect the county high school
<b>Facility</b>	
Sidewalk and bike trail	A. Fulwood Park (main park in the city)
Sidewalk and bike path	B. Kent Rd (connecting two senior adult housing complexes)
<b>Turner</b>	
<b>Routes</b>	
Bike lane	A. SR 112
	B. SR 107
	C. HWY 41
<b>Schools</b>	
<b>Facility</b>	





**AGENDA  
BIKE AND PEDESTRIAN  
PLANNING ADVISORY COMMITTEE  
MARCH 3, 2004  
5:00 PM**

- I. Introduction**
- II. Georgia DOT and City of Valdosta Representatives – Questions and Answers**
  - a. Mr. Tim Kassa (GDOT), Ms. Amy Goodwin (GDOT)**
  - b. Mr. Vaughn Shipman (Engineer, City of Valdosta)**
- III. Reviewing the City of Huntsville, Alabama Bikeway Plan**
- IV. Begin the Initial Steps in Developing a Scope of Work**
- V. Determining Dates and Locations of Future Meetings**
- VI. Adjourn**





**MINUTES  
PLANNING ADVISORY COMMITTEE  
SGRDC CONFERENCE ROOM  
327 W. SAVANNAH AVENUE  
MARCH 3, 2004  
5:00 P.M.**

**Members Present**

David Bechler	(Valdosta State - Lowndes)
Andy Brubaker	(Boy Scouts of America - Lowndes)
Crystal Carter	(Echols County – Echols)
Eric Hahn	(Valdosta – Lowndes Park and Rec. – Lowndes)
Patrick Paige	(Azellea Bike Club – Lowndes)
Jim Tatch	(United States Postal Service – Brooks)
Sylvia Regan	(Lanier School Board – Lanier)
Kurt Seigler	(Tift County Engineer – Tift)
Craig Sowell	(Tift County Park and Rec. – Tift)
Eric Vorwald	(SGRDC)
Warren Weeks	(Lowndes School Board – Lowndes)
Darrell Wiggins	(Tift County Community Development – Tift)

**Others Present**

James Benderson	(SGRDC)
Charles Durr	(SGRDC)
Don Gaskins	(GDOT Representative – Tifton)
Amy Goodwin	(GDOT Bike and Pedestrian Coordinator)
Tim Kassa	(GDOT – Lowndes County MPO)
Anne-Marie Wolff	(SGRDC)

**CALL TO ORDER**

Mr. Durr welcomed the members of the Bike and Pedestrian Planning Advisory Committee and the meeting was called to order at 5:00 p.m.

**AGENDA ITEM #1: INTRODUCTION**

Mr. Durr requested that everyone in attendance introduce themselves. Mr. Durr then introduced Ms. Goodwin and Mr. Kassa to the committee. Ms. Goodwin and Mr. Kassa both introduced themselves to the committee and then explained to the committee their job responsibilities.



**AGENDA ITEM #2: GEORGIA DEPARTMENT REPRESENTATIVES / Q and A**

Ms. Goodwin explained that the Georgia Department of Transportation (GDOT) is now taking serious steps in improving the bike and pedestrian system within the state of Georgia. She continued to explain that every RDC in the state is now required to develop a bike and pedestrian plan, which will identify the concerns and needs of each region. Ms. Goodwin continued to explain that after each regional plan is developed, all will then be implemented into GDOT's master plan. Ms. Goodwin finished by explaining the process of how bike lanes can be added along state routes. Mr. Kassa described the Metropolitan Planning Organization (MPO) process to the committee. He also stated that a representative from the PAC committee will be added to one of the MPO committees to help determine ways in improving the bike and pedestrian system within the Greater Lowndes Urbanized Area boundary. Mr. Kassa stressed that this would be crucial due to the fact that a bike and pedestrian plan does not exist within the limits of the boundary. Mr. Vorwald explained that the bike and pedestrian contract and the MPO contract are separate contracts, but both will help identify and improve the bike and pedestrian system at both the local and regional levels. Mr. Sowell questioned how bike lanes are added along local routes. Ms. Goodwin explained that TE Grants could be used to pay for the installation. Mr. Seigler asked if both sidewalks and bike lanes could be simultaneously be developed during construction of state routes. Ms. Goodwin explained that the municipalities involved should identify their needs and determine whether to place either a bike route or a sidewalk. Mr. Sowell recommended that letter of supports needed to be written and signed by all local governments showing their support in developing the plan. Mr. Paige asked how long would the time frame be, from developing the plan all the way to seeing end results. Mr. Kassa said that it would take, from start to finish, no longer than a two-year period for the MPO. Mr. Sowell also suggested that neighboring RDC's need to be involved in this process. Mr. Durr explained that he has been working on getting the neighboring RDC's involved.

**AGENDA ITEM #3: REVIEWING THE CITY OF HUNTSVILLE, AL PLAN**

The committee reviewed the bike plan from the City of Huntsville. Some committee members suggested that the Huntsville bike plan may not be the best reference since it is just a city bike plan and not a regional plan. Mr. Durr announced that he had several internet addresses to other bike and pedestrian links and would e-mail those links to all the members of the committee.

**AGENDA ITEM #4: BEGIN THE INITIAL STEPS IN DEVELOPING A SCOPE OF WORK**

Mr. Brubaker suggested that the committee should review all the other plans and determine goals and objectives for the next meeting.

**AGENDA ITEM #5: DETERMINING DATES AND LOCATIONS OF MEETINGS**

Mr. Paige suggested that the next meeting should be held in the RDC building and also wants the PAC meeting to be held monthly. The next meeting is scheduled for March 31, 2004 at 3:30 p.m.

**AGENDA ITEM #6: ADJOURN**

There being no further business the meeting was adjourned at 6:30 p.m.





**AGENDA**  
**PLANNING ADVISORY COMMITTEE**  
**SGRDC CONFERENCE ROOM**  
**327 W. SAVANNAH AVENUE**  
**MARCH 31, 2004**  
**3:30 P.M.**

- 1. Introduction**
  - a. Review Minutes From 3/03/04**
  
- 2. Preliminary - Determine Routes**
  - a. Overview Map of Region Routes**
  - b. Overview Map of the City of Valdosta**
  - c. Over City Map of the City of Tifton**
  
- 3. Draft - Determine Goals**
  
- 4. Draft - Determine Objectives**
  
- 5. Adjourn**





**MINUTES  
PLANNING ADVISORY COMMITTEE  
SGRDC CONFERENCE ROOM  
327 W. SAVANNAH AVENUE  
MARCH 31, 2004  
3:30 P.M.**

**Members Present**

Hanna Carroll (Valdosta Citizen)  
 Nick Carroll (Valdosta Citizen)  
 Crystal Carter (Echols County – Echols)  
 Eric Hahn (Valdosta – Lowndes Park and Rec. – Lowndes)  
 Fred Lamb (Quitman – Brooks County Chamer)  
 Jim Tatch (United States Postal Service – Brooks)  
 Kurt Seigler (Tift County Engineer – Tift)

**Others Present**

Charles Durr (SGRDC)  
 Toni Johnson (Southeast RDC)  
 Vonn Shipman (Valdosta City Engineer)

**CALL TO ORDER**

Mr. Durr welcomed the members of the Bike and Pedestrian Planning Advisory Committee and the meeting was called to order at 3:30 p.m.

**AGENDA ITEM #1 – INTRODUCTION**

The members reviewed the minutes of the last meeting. Mr. Durr then explained the purpose of the committee to new members.

**AGENDA ITEM # 2 – PRELIMINARY – DETERMINE ROUTES**

Members agreed to nominate all of the existing state bicycle routes, which are located within the region, as regional routes. Ms. Carter suggested that HWY 94, which passes through Echols County, should



also be designated as a regional bike route. Ms. Carter also wants HWY 376 to be included as a regional route due to a large number of migrant workers bicycling to and from Lake Park, she is concerned with their safety. Mr. Lamb suggested that the potential scenic byway located in the south part of Brooks County should be put into consideration and somehow be connected with HWY 84 (regional bike route). Mr. Shipman was given the floor to explain the future transportation plans for the City of Valdosta. He also stated that Alden Avenue is being considered as the site for a new city bike route. Mr. Shipman intends to connect Alden Avenue with the regional bike route that passes through the City of Valdosta. Mr. Hahn also wants the new multi-purpose trail to connect with both the regional route and also the route that is planned to be located on Alden Avenue. Ms. Hanna asked if a bike lane is going to be added on Gornto Rd. Mr. Shipman told her that there is limited right-of-way for a bike lane to be added. Mr. Seigler is going to talk with City of Tifton officials to see if they are interested in connecting the city bike route with the regional bike routes that passes through Tift County.

### **AGENDA ITEM #3 AND 4 – DRAFT – DETERMINE GOALS**

The committee then determined a mission statement, goals and objectives (**see attached**).

### **AGENDA ITEM #5 – ADJOURN**

They're being no further business the meeting adjourned at 4:45 p.m.





**AGENDA  
PLANNING ADVISORY COMMITTEE  
SGRDC CONFERENCE ROOM  
327 W. SAVANNAH AVENUE  
MAY 25, 2004  
5:00 P.M.**

- I. Revise determined goals and objectives.**
- II. Review the Bicycle and Pedestrian Guidebook**
- III. Determine existing strengths and weakness**
- IV. Strategizing ways to improve weaknesses**
- V. Adjourn**





**MINUTES  
PLANNING ADVISORY COMMITTEE  
SGRDC CONFERENCE ROOM  
327 W. SAVANNAH AVENUE  
MAY 25, 2004  
5:00 P.M.**

**Members Present**

Eric Hahn (Valdosta – Lowndes Park and Rec. – Lowndes)  
 Jim Tatch (United States Postal Service – Brooks)  
 Dave Bechler (Valdosta State University)  
 Eric Vorwald (South Georgia RDC)  
 Jasmine Coppage (Brooks County Rep)

**Others Present**

Charles Durr (SGRDC)

**CALL TO ORDER**

Mr. Durr welcomed the members of the Bike and Pedestrian Planning Advisory Committee and the meeting was called to order at 5:00 p.m.

**AGENDA ITEM #1 – REVISE DETERMINED GOALS AND OBJECTIVES**

The committee briefly reviewed the determined goals and objectives. Mr. Durr then requested that each review the goals and objectives at a later time and for each member to send there suggestions to Mr. Durr via e-mail.

**AGENDA ITEM #2 – REVIEW THE BICYCLE AND PEDESTRIAN GUIDEBOOK**

Mr. Durr had prepared a Bicycle and Pedestrian Guidebook for each member of the Planning Advisory Committee. The purpose of the guidebook is to make each member aware of what needs to be



completed in order to develop a regional bicycle and pedestrian plan. The guidebook consisted of four sections: Federal Highway Administration Bicycle and Pedestrian Planning Overview; Georgia Department of Transportation Regional Development Center Bike and Pedestrian Contract; Ways to Determine a Regions Existing Facilities and City of Fredericksburg and Stafford County Regional Bicycle and Pedestrian Plan.

### **AGENDA ITEM #3 – DETERMINE EXISTING STRENGTHS AND WEAKNESSES**

Mr. Durr suggested that each member determine their counties strengths and weaknesses and then e-mail their suggestions to his e-mail. Ms. Coppage stated that she would volunteer to write the regional bicycle and pedestrian plan. Ms. Coppage then requested that each member e-mail the strengths and weaknesses of their county to her e-mail address. Ms. Coppage further discussed that she would need to gather all the necessary requirements by Georgia DOT to develop the regional plan. Mr. Durr stated that he would e-mail all the requirements that have already been completed to her address so she can begin the initial stages in developing the plan. Mr. Durr stated that a needs and assessment and existing conditions report needed to be developed and sent to Georgia DOT by June 30, 2004.

### **AGENDA ITEM #4 – STRATEGIZING WAYS TO IMPROVE WEAKNESSES**

It was determined by the committee that each member would determine recommendations on how to improve the existing weaknesses of their county. After the recommendations are developed each member would send them to Ms. Coppage's e-mail address.

### **AGENDA ITEM #5 – ADJOURN**

They're being no further business the meeting adjourned at 5:45 p.m.





**AGENDA  
PLANNING ADVISORY COMMITTEE  
SPECIAL PROGRAMS BUILDING  
TIFTON, GA  
MAY 26, 2004  
5:00 P.M.**

- V. Revise determined goals and objectives.**
  
- VI. Review the Bicycle and Pedestrian Guidebook**
  
- VII. Determine existing strengths and weakness**
  
- VIII. Strategizing ways to improve weaknesses**
  
  
- V. Adjourn**





**MINUTES  
PLANNING ADVISORY COMMITTEE  
SPECIAL PROGRAMS BUILDING  
TIFTON, GA  
MAY 26, 2004  
5:00 P.M.**

**Members Present**

Craig Sowell (Tift County Park and Recreation Department)  
Kurt Seigler (Tift County Engineering Department)  
Bret Wagenhorst (Tift County Concerned Citizen)  
Sharon Petzel (Tift County Bicyclist)  
Ray Jordan (Turner County Schools, Superintendent)

**Others Present**

Charles Durr (SGRDC)

**CALL TO ORDER**

Mr. Durr welcomed the members of the Bike and Pedestrian Planning Advisory Committee and the meeting was called to order at 5:00 p.m.

**AGENDA ITEM #1 – REVISE DETERMINED GOALS AND OBJECTIVES**

The committee briefly reviewed the determined goals and objectives. Mr. Durr then requested that each review the goals and objectives at a later time and for each member to send their suggestions to Mr. Durr via e-mail.

**AGENDA ITEM #2 – REVIEW THE BICYCLE AND PEDESTRIAN GUIDEBOOK**

Mr. Durr had prepared a Bicycle and Pedestrian Guidebook for each member of the Planning Advisory Committee. The purpose of the guidebook is to make each member aware of what needs to be completed in order to develop a regional bicycle and pedestrian plan. The guidebook consisted of four sections: Federal Highway Administration Bicycle and Pedestrian Planning Overview; Georgia Department of Transportation Regional Development Center Bike and Pedestrian Contract; Ways to Determine a Region's Existing Facilities and City of Fredericksburg and Stafford County Regional



Bicycle and Pedestrian Plan. Mr. Sowell suggested for the websites of each section be e-mailed to each member just to serve as a reference.

### **AGENDA ITEM #3 – DETERMINE EXISTING STRENGTHS AND WEAKNESSES**

First, Mr. Durr explained the purpose of the Planning Advisory Committee to Mr. Jordan and Ms. Petzel due to the fact that both were new members. After explaining the process Mr. Durr suggested that each member develop a needs and assessment and existing conditions report for each members county then e-mail their report to Ms. Coppage. Ms. Petzel confirmed that she would work with other bicyclist within Tift County to develop the needs and assessment and condition report. Mr. Sowell suggested that Mr. Durr should attend each counties work sessions to make each county commissioner aware of what the Planning Advisory Committee is developing.

### **AGENDA ITEM #4 – STRATEGIZING WAYS TO IMPROVE WEAKNESSES**

It was determined by the committee that each member would determine recommendations on how to improve the existing weaknesses of their county. After the recommendations are determined each member would send them to Ms. Coppage's e-mail address.

### **AGENDA ITEM #5 – ADJOURN**

They're being no further business the meeting adjourned at 5:45 p.m.





**AGENDA  
PLANNING ADVISORY COMMITTEE  
SPECIAL PROGRAMS BUILDING  
TIFTON, GA  
JULY 13, 2004  
5:30 P.M.**

- I. Introduction**
  
- II. Review Needs and Assessment**
  
- III. Brain Storm Needs and Assessment**
  
- IV. Overview of Georgia Cup**
  
- V. Greenways and Trails Forum**
  
- VI. Adjourn**





**MINUTES  
PLANNING ADVISORY COMMITTEE  
SPECIAL PROGRAMS BUILDING  
TIFTON, GA  
JULY 13, 2004  
5:00 P.M.**

**Members Present**

Richard Chalfant (City of Tifton, Council Member)  
Larry Riner (City of Tifton Public Works)  
Craig Sowell (Tift County Park and Recreation Department)  
Joe Parish (Ben Hill Park and Recreation)

**Others Present**

Charles Durr (SGRDC)

**CALL TO ORDER**

Mr. Durr welcomed the members of the Bike and Pedestrian Planning Advisory Committee and the meeting was called to order at 5:00 p.m.

**AGENDA ITEM # 1 – INTRODUCTION**

Mr. Durr welcomed the members that attended then reviewed the agenda.

**AGENDA ITEM #2 – REVIEW NEEDS AND ASSESSMENT**

The committee briefly reviewed the Needs and Assessment Inventory List (draft), which was determined before the meeting was held. The members reviewed the list and were satisfied with what was identified. Mr. Durr then requested if any member identified a need in the northern part of the region that has not been identified to e-mail the new needs.



### **AGENDA ITEM #3 – BRAIN STORM NEEDS AND ASSESSMENT**

Mr. Durr had prepared a flow chart with the attention to assist the members in brainstorming to determine any new needs in the northern part of the region. The members present then reviewed the already proposed routes in the northern part of the region to see if any other major corridors needed to be identified and proposed as regional routes.

### **AGENDA ITEM #4 – OVERVIEW OF THE GEORGIA CUP**

First, Mr. Durr explained to the members present that the Valdosta – Lowndes Tourism Authority was working on attracting a speed cycling event to the region. He further explained that when the South Georgia Regional Bicycle and Pedestrian Plan gets adopted and the proposed routes get widened events like these will want to utilize our routes for similar races.

### **AGENDA ITEM #5 – GREENWAYS AND TRAILS FORUM**

Mr. Durr then reminded the members that a Greenways and Trails Forum was scheduled to be held at the Valdosta – Lowndes Conference Center on 7-26-04 at 12 pm.

### **AGENDA ITEM #6 – ADJOURN**

They're being no further business the meeting adjourned at 5:45 p.m.





**AGENDA  
PLANNING ADVISORY COMMITTEE  
SGRDC CONFERENCE ROOM  
327 W. SAVANNAH AVENUE  
JULY 14, 2004  
5:30 P.M.**

**VII. Introduction**

**VIII. Review Needs and Assessment**

**IX. Brain Storm Needs and Assessment**

**X. Overview of Georgia Cup**

**XI. Greenways and Trails Forum**

**XII. Adjourn**





**MINUTES  
PLANNING ADVISORY COMMITTEE  
SOUTH GEORGIA RDC COMPLEX  
VALDOSTA, GA  
JULY 14, 2004  
5:30 P.M.**

**Members Present**

David Vondersmith (South Georgia RDC, ITS)  
Hanna Carrol (City of Valdosta Citizen)  
Eric Hahn (Valdosta Parks and Recreation)  
Dave Bechler (Valdosta State University)  
Jasmine Coppage (Brooks County Citizen)  
Patrick Paige (Azalea City Cyclists)

**Others Present**

Charles Durr (SGRDC)

**CALL TO ORDER**

Mr. Durr welcomed the members of the Bike and Pedestrian Planning Advisory Committee and the meeting was called to order at 5:00 p.m.

**AGENDA ITEM # 1 – INTRODUCTION**

Mr. Durr welcomed the members that attended then reviewed the agenda.

**AGENDA ITEM #2 – REVIEW NEEDS AND ASSESSMENT**

The committee briefly reviewed the Needs and Assessment Inventory List (draft), which was determined before the meeting was held. The members reviewed the list and were satisfied with what was identified. Mr. Durr then requested if any member identified a need in the southern part of the region that has not been identified to e-mail the new needs.



### **AGENDA ITEM #3 – BRAIN STORM NEEDS AND ASSESSMENT**

Mr. Durr had prepared a flow chart with the attention to assist the members in brainstorming to determine any new needs in the southern part of the region. The members present then reviewed the already proposed routes in the southern part of the region to see if any other major corridors needed to be identified and proposed as regional routes.

### **AGENDA ITEM #4 – OVERVIEW OF THE GEORGIA CUP**

First, Mr. Durr explained to the members present that the Valdosta – Lowndes Tourism Authority was working on attracting a speed cycling event to the region. He further explained that when the South Georgia Regional Bicycle and Pedestrian Plan gets adopted and the proposed routes get widened events like these will want to utilize our routes for similar races.

### **AGENDA ITEM #5 – GREENWAYS AND TRAILS FORUM**

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They're being no further business the meeting adjourned at 5:45 p.m.



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Detailed Tables - American FactFinder



**U.S. Census Bureau**  
American FactFinder

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P87. POVERTY STATUS IN 1999 BY AGE [17] - Universe: Population for whom poverty status is determined  
 Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, and definitions see <http://factfinder.census.gov/home/en/data/notes/lexpost3.htm>.

	Ben Hill County, Georgia	Brooks County, Georgia	Cook County, Georgia	Echois County, Georgia	Inwin County, Georgia	Lanier County, Georgia	Lowndes County, Georgia	Tift County, Georgia	Turner County, Georgia
Total:	17,095	16,152	15,555	3,699	9,524	6,925	85,144	37,034	9,329
Income in 1999 below poverty level:	3,810	3,785	3,221	1,060	1,691	1,284	15,622	7,374	2,494
Under 5 years	536	371	331	79	130	170	1,701	897	312
5 to 11 years	101	100	90	52	45	16	314	173	61
6 to 11 years	596	540	449	128	205	154	1,873	1,026	292
12 to 17 years	368	445	406	106	249	118	1,599	837	331
18 to 64 years	1,854	1,875	1,463	595	784	667	8,757	3,840	1,209
65 to 74 years	186	201	235	54	125	114	743	268	131
75 years and over	179	253	247	46	153	55	635	333	198
Income in 1999 at or above poverty level:	13,285	12,367	12,334	2,639	7,833	5,641	69,522	29,660	6,835
Under 5 years	713	672	879	153	520	350	4,592	2,025	417
5 years	192	154	206	14	73	38	1,092	334	114
6 to 11 years	1,027	1,046	1,024	288	662	540	6,239	2,617	626
12 to 17 years	1,238	1,121	1,095	241	728	554	6,217	2,491	613
18 to 64 years	8,409	7,570	7,635	1,707	4,793	3,630	44,794	18,668	4,199
65 to 74 years	964	943	927	178	632	345	3,996	2,065	524
75 years and over	742	861	568	58	425	184	2,592	1,460	352

Standard Error/Variance documentation for this dataset:  
 Accuracy of the Data: Census 2000 Summary File 3 (SF 3) - Sample Data (PDF 141.5KB)

U.S. Census Bureau  
 Census 2000  
[http://factfinder.census.gov/servlet/DTTable?\\_bm=y&-context=dt&-ds\\_name=DEC\\_2000\\_SF3\\_U&-CONTEXT=dt&-mt\\_name=DEC\\_...](http://factfinder.census.gov/servlet/DTTable?_bm=y&-context=dt&-ds_name=DEC_2000_SF3_U&-CONTEXT=dt&-mt_name=DEC_...) 4/11/2005





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- Main
- Search
- Feedback
- FAQs
- Glossary
- Site Map
- Help

P53. MEDIAN HOUSEHOLD INCOME IN 1999 (DOLLARS) [1] - Universe: Households  
 Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, and definitions see <http://factfinder.census.gov/home/en/datatables/expst3.htm>.

Median household income in 1999	Ben Hill County, Georgia	Brooks County, Georgia	Cook County, Georgia	Echols County, Georgia	Inwin County, Georgia	Lanier County, Georgia	Lowndes County, Georgia	Tift County, Georgia	Turner County, Georgia
	27,100	26,911	27,582	25,851	30,257	29,171	32,132	32,616	25,676

U.S. Census Bureau  
Census 2000

**Standard Error/Variance documentation for this dataset:**

Accuracy of the Data: [Census 2000 Summary File 3 \(SF 3\) - Sample Data \(PDF 141.5KB\)](#)





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[Main](#)
[Search](#)
[Feedback](#)
[FAQs](#)
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P1. TOTAL POPULATION [1] - Universe: Total population  
 Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, and definitions see <http://factfinder.census.gov/home/en/datatools/exp33.htm>.

Total	17,484	16,450	15,771	3,754	9,931	7,241	92,115	38,407	9,504
U.S. Census Bureau Census 2000	Ben Hill County, Georgia	Brooks County, Georgia	Cook County, Georgia	Echols County, Georgia	Irwin County, Georgia	Lanier County, Georgia	Lowndes County, Georgia	Tift County, Georgia	Turner County, Georgia

**Standard Error/Variance documentation for this dataset:**  
 Accuracy of the Data: Census 2000 Summary File 3 (SF 3) - Sample Data (PDF 141.5KB)

[http://factfinder.census.gov/servlet/DTTable?\\_bm=y&-context=dt&-ds\\_name=DEC\\_2000\\_SF3\\_U&-CONTEXT=dt&-mt\\_name=DEC\\_...](http://factfinder.census.gov/servlet/DTTable?_bm=y&-context=dt&-ds_name=DEC_2000_SF3_U&-CONTEXT=dt&-mt_name=DEC_...) 4/11/2005

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