



**SOUTHEAST GEORGIA
REGIONAL BIKE AND
PEDESTRIAN PLAN**

The Southeast Georgia Regional Development Center would like to thank members of the Bike and Pedestrian Advisory Committee for your assistance with this plan. Thank you for your hard work supplying information about potential and existing bike and pedestrian routes.

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Executive Summary

The Southeast Georgia Regional Bike and Pedestrian Plan is a combined effort of the Southeast Georgia Regional Development Center and the Bike and Pedestrian Advisory Committee (BPAC). Before identifying proposed routes, SEGa RDC completed an Existing Conditions and Needs Assessment. This document identified existing routes and the condition of several possible routes. After reviewing the existing bike paths in the region, BPAC members identified several goals, which include making existing routes safer, promote the health benefits of cycling and walking, and create scenic routes. BPAC members worked to identify ways of achieving these goals.

Using the criteria listed in the Existing Conditions and Needs Assessment, BPAC members proposed bike and pedestrian routes. These routes connect the nine counties in the SEGa RDC region, in addition to the other regional routes. BPAC members submitted descriptions of routes and pictures of sites of interest along the proposed route. In addition, BPAC members and SEGa RDC staff researched bike and pedestrian facilities. This research included rumble strip measurements, bike lane width, bike lane markings and signs, parking for bikes, existing pedestrian routes, existing signs along pedestrian routes, and scenic or facilities assessment.

The SEGa RDC staff created maps of existing and proposed routes in each of the nine counties, as well as a regional map. The plan includes descriptions of each route in the county and pictures of interesting sites along the routes. In addition, the plan includes marketing and outreach strategies, such as a regional website, “Bike and Pedestrian Awareness Week”, and a public bike program based on the Decatur Yellow Bikes. BPAC members and SEGa RDC staff also identified possible funding sources, and created a proposed implementation timeline.

Chapter 1

Introduction

The objective of the Southeast Georgia Bike and Pedestrian Plan is to introduce tourists and re-acquaint local citizens with the uniqueness of Southeast Georgia. This region has much to offer: historical sites, cultural events and festivals, state parks, national forests, unique shops and galleries, beautiful landscapes and farms, the Broxton Rocks, and the famous Okefenokee Swamp. The Bicycle and Pedestrian Advisory Committee (BPAC) has created a series of routes, which will connect the region's counties and provide short excursion rides. To promote family outings, BPAC members have identified abandoned rail beds, which with the help of the Rails to Trails Conservancy will become bike and pedestrian trails. Not only do these trails offer safe routes for family groups, they also aid in the preservation of Southeast Georgia's railroad history. The committee has also sought ways to incorporate US Highway 121 (the Woodpecker Trail) and the Okefenokee Trail into the regional bike and pedestrian plan. Through the input of members and interested citizens, the SEGa BPAC created a bike and pedestrian plan, which will promote alternate modes of transportation for locals and to stimulate local economies by encouraging tourism in the region. The Southeast Georgia Bike and Pedestrian Plan will help preserve and promote the history and unique culture of Southeast Georgia.

The SEGa Bike and Pedestrian Plan embraces the State Bicycle and Pedestrian Plan and promotes safe pathways and access to regional, county, city, and community sites and events. Through this comprehensive, inclusive plan, the counties of Atkinson, Bacon, Berrien, Brantley, Charlton, Clinch, Coffee, Pierce, and Ware seek to provide recreational and economic opportunities for citizens and visitors within the region through the promotion of bicycle and pedestrian pathways. Moreover, the regional partners of Southeast Georgia seek to promote the use of bicycle and pedestrian pathways in conjunction with other regional entities, the state of Georgia, and the U.S.

The SEGa BPAC focused on issues and benefits associated with the creation of a bicycle and pedestrian regional plan and the variable components necessary to coordinate the plan with other regions and the state as a whole. The SEGa BPAC, in conjunction with local communities, conducted a comprehensive examination of existing roadways, trails, paths, and conditions along with a needs assessment to identify, prioritize, and propose solutions of issues related to proposed bike routes. In addition, the group paid particular attention to and built from the express goals of the State of Georgia regarding its Bike and Pedestrian Plan to create a cohesive plan addressing the needs of bicyclists, pedestrians, and community members. The following summary taken from the Georgia Department of Transportation Bike and Pedestrian Plan Website sheds light on state goals:

Georgia Bike and Pedestrian Plan (GABPP) Summary

State Goals

In August 1995, the State Transportation Board adopted several goals to guide the development and implementation of a statewide bicycle and pedestrian system. These goals are listed below.

- 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 state.
- Develop a transportation network of primary bicycle routes throughout the state to provide connectivity for intrastate and interstate bicycle travel.
- Promote establishment of U.S. numbered bicycle routes in Georgia as part of a national network of bicycle routes.
- Encourage economic development opportunities that enhance bicycle and pedestrian mobility.

History

The State Transportation Board approved the GABPP on August 21, 1997. GABPP focuses on the goal of developing a statewide primary route network while addressing each of the other goals. The network contains 14 routes totaling 2,943 miles. A statewide advisory committee consisting of staff from GDOT Districts, the Federal Highway Administration, Metropolitan Planning Organizations, Regional Development Centers, the Association of County Commissioners of Georgia, the Georgia Municipal Associations, local planning departments, bicycle clubs, and other state agencies evaluated each proposed corridor and defined routes.

In evaluating routes, a variety of factors related to the appeal and safety of a roadway for bicycling and pedestrian usage were considered. The factors included: accident history; total traffic volumes & truck volumes; speed limit; shoulder & travel lane width; pavement condition; network connectivity; access to cities & to major points of interest; aesthetics; and the presence of potentially hazardous spot conditions. While bicyclists are the primary users of this route network, pedestrians will benefit as pedestrian friendly designs are used in urban areas and paved shoulders are constructed on rural sections.

Formation of the Southeast Georgia RDC Bicycle and Pedestrian Advisory Committee

To begin the process of creating a regional bike and pedestrian plan, SEGa RDC contacted recreational directors in each county. These directors supplied names of local cycling enthusiasts, dedicated walkers, and interested citizens. The advisory committee identified bicycle routes, sites of significance, state and local parks, events, and cultural or historical points of interests. The committee, in partnership with the state, the Southeast Georgia Regional Development Center, and other Regional Development Centers, considered each site identified in the context of an existing condition report and a needs assessment to produce proposed routes.

To gain support of communities and counties, Southeast Georgia RDC contacted the legal organ of each county. These newspapers ran a Public Notice of the meeting. Southeast Georgia RDC also contacted each county commissioner and city mayor describing the State Bicycle and Pedestrian Plan. The agency asked the commissioners and mayors to encourage their constituents to attend these meetings. In addition, Southeast Georgia Regional

Development Center ran a press release in each legal organ. This was to inform the county citizens of the Bike and Pedestrian Plan and to notify them of an upcoming meeting.

During the meetings, BPAC members created a list of concerns. An immediate concern for the BPAC was safety for cyclists and pedestrians. Cyclists listed rumble strips and heavy traffic on existing bike routes as main concerns. Safety issues for pedestrians included heavy traffic, lack of crosswalks, sidewalks, and crossing signals. Cyclists and pedestrians agreed many schools located in the region lack safe routes for students who ride or walk to school. BPAC members agreed that safety should be the first thing addressed in the goals and objectives. Together, the Southeast Georgia Regional Development Center and the SEGa BPAC created a list of short and long-term goals and objectives. These goals and objectives are as follows:

Short term:

- Increased safety on existing state bike routes
 1. Visible signage
 2. Mark bike lanes
 3. Clean shoulders of road debris
 4. Share the road campaigns (educate motorists about the rights of bicyclists and pedestrians)
- Promotion of health benefits of cycling and walking
- Promote “Walk to School” days
- Scenic routes
- Determine points of interest in each county/create stretches connecting interest points
 1. History
 2. Food
 3. Existing trails
 4. Parks, natural, and cultural sites
 5. Cemeteries
- Cycling map designed by BPAC of existing bike paths

Long term:

- Encourage businesses to be bike friendly
- Organize bike clubs in the region
- Partner with Rails to Trails
 1. Develop old railroad beds

Chapter 2

Existing Conditions and Needs Assessment

The following information is part of SEGa RDC's Existing Conditions and Needs Assessment.

Bicycle and Pedestrian Plan Work Tasks

The regional partners established the following parameters as a part of the planning process to establish criteria for the bikeway and pedestrian existing conditions and needs assessment reports, planning components, funding sources, and implementation strategies:

- Develop a comprehensive regional plan within existing and impending roadways to create, connect, or expand the plan.
- Develop an accepted methodological model for bikeway and pathway design and construction.
- Develop an implementation guide for bikeway and pathway projects.
- Identify possible bikeway links to existing or proposed pathways.
- Identify prospective funding sources for bikeway and pathway creation and based on projected costs of construction.
- Develop strategies to combine bicycle or pedestrian travel with other modes of transportation to encourage use of bikeways and pathways.

Bicycle and Pedestrian Plan Benefits

Bike and pedestrian pathways provide measurable physical and mental benefits to riders and pedestrians while bringing a number of benefits to the broader community. Carefully crafted plans foster and promote:

- Transportation options
- Enhance or create tourism opportunities
- Contribute to the local economy
- Strengthen community networks and bonds
- Incorporate special interests of visitors and local residents
- Create a climate in which to share unique cultural or historical sites
- Highlight community, city, county, regional, and state projects

In addition, the environmental benefits help to reduce pollution, alleviate traffic congestion, support initiatives for outdoor education, improve water quality, and flood control while contributing to the preservation of natural resource areas. Bike and pedestrian plans connect natural habitats and contribute to the maintenance of diverse wildlife species while encouraging interaction and cooperation between community groups and individuals.

Transportation

Bike and pedestrian pathways provide opportunities for alternative modes of transportation and help to reduce automobile travel. Partnerships between riders or walkers, employers, and regional planners contribute to the convenience cycling or walking to work. Bicycle racks, benches and other readily accessible facilities located close to work sites, downtown areas, restaurants, shopping, recreation, and schools encourage the use of pathways. Adapting existing facilities and locations for bikeway and pedestrian use increases use and serves to benefit the community as a whole in reduced traffic congestion, air pollution, and energy consumption.

Comprehensive bike and pedestrian planning improves security for all travelers by supplying safe egress to cyclists and pedestrians allowing them to lawfully navigate roadways. As riders and pedestrians become regular commuters motorists will adapt to the presence and location of cyclists and pedestrians on the roadways.

Bike and pedestrian pathways encourage cost-effective modes of transportation. The Motor Vehicle Manufacturers' Association reports the average annual cost automobile transportation at \$5,675. The annual cost of owning and operating a bicycle as transportation is under \$100.

The health benefits of regular biking or walking contribute to the health, productivity, and well-being of workers while minimizing absenteeism, turnover, workplace injuries, and health care costs. Employers capitalize benefits from bike and pedestrian planning when opting to construct shower/locker rooms and secure bike-parking facilities.

Recreation

Additionally, bicycling or hiking affords a readily accessible means of exercise and outdoor recreation. The Southeast Georgia region boasts numerous natural and created points of interest, an asset in planning bike and pedestrian pathways. To capitalize on rising interests in and use of bicycles for sport, fitness, and recreation, bike and pedestrian pathway planning incorporates each of these variables into the plan.

The creation of pathways for cyclists and pedestrians encourages social activities and encourages community interaction while generating specific venues for other pursuits including festivals, events, genealogy research, seasonal tours, and people friendly environments.

The Economic Benefits of Bike and Pedestrian Based Tourism

Nationally, bicycle and pedestrian tourists make significant contributions to local economies. In some areas, contribution made by cyclists and pedestrians rivals that of tourists using motor vehicles. Studies conducted in communities that foster and promote bicycle and pedestrian tourism and where investments are made in bicycle and pedestrian facilities, indicate economic impacts in many cases is greater than that of motor vehicle travelers. Cyclists and pedestrians spend more time in communities and travel at a slower, more leisurely pace that in turn translates into a healthy tourist industry. Increased tourism attracts and invigorates businesses, creates jobs, and increases the public bottom line.

Developing a thorough, well-designed bike and pedestrian plan fits neatly into the Economic Development Element of the Comprehensive Plan for the Southeast Georgia region and contributes to the identification and promotion of family oriented attractions. Further, it encourages visitors to remain in the region to enjoy the area, soak up local culture, and spend additional dollars.

The successful bike and pedestrian plan contributes to the status of the region as a touring destination for cyclists and walkers. Many businesses select convention, workshop, or training sites partially predicated on the cultural, recreational, and historic offerings of the community. In coordinating planning efforts with Chambers of Commerce, Industrial Foundations, businesses, historical preservationists, cultural outlets, businesses, private citizens, and state or local officials, planners create a comprehensive, cohesive effort to attract tourism dollars.

The region boasts several unique convention and civic centers, world class attractions and accommodations, pristine forests, lakes and rivers, as well as abundant lodging and excellent cuisine. Companies seeking startup or relocation sites conduct inquiries on the cost of living, workforce, cost of doing business, tax burdens, and certainly not least...the quality of life. A well designed bike and pedestrian pathway route exhibits the assets of a region to the best advantage and encourages company interest in the area.

Revenue and Property Values

Bike and pedestrian pathways encourage visitors and residents alike to visit specialty shops, restaurants, sporting outlets, and outdoor recreation suppliers. Retail outlets catering to riders and pedestrians, boaters, historical and cultural tourists encourage use of bike and pedestrian pathways and lend support to other economic concerns. Each business generates additional local and state revenue from business licenses, fees, sales and returning business. Bike and pedestrian traffic creates new jobs for trail development and maintenance and increases indirect employment within other businesses.

Research indicates that well designed walking and bike trails help to increase property values in the vicinity². Those selling and appraising real estate report bike and pedestrian pathways as positive marketing points in residential areas. Higher valuation of property benefits property owners and local governments by increasing the revenues from property taxes.

Environmental

The regional bike and pedestrian pathway plan seeks to address several crucial ecological issues in Southeast Georgia. These pathways foster transportation modes that have virtually no negative impacts on the environment, assist in reducing energy consumption, and air or noise pollution.

²“Creating Roseville’s Tomorrow Today, A Blue Print for Roseville in the 21st Century.” 2003.
http://www.ci.roseville.mn.us/development/maps_publications/pdf.

Bike and pedestrian pathways educate residents and visitors regarding the vast natural resources in the Southeast Georgia Region. They contribute to the protection of natural wildlife habitats, water quality, and native non-human inhabitants of the area.

Air and Noise Pollution

Bicycling and walking are quiet, non-polluting modes of transportation. In comparison, automobiles, motorcycles, trucks, and other forms of travel produce 50 percent of the carbon monoxide, almost 30 percent of the lead, nitrogen oxides, and volatile organic compounds, and slightly less than 20 percent of the corrosive atmospheric matter emitted by the United States. Bicyclists and pedestrians contribute to the conservation of vital energy resources. Automobile travel accounts for approximately 50 percent of the annual petroleum use in the United States. We will consume our country's supply of oil within 30-40 years at the present rate of consumption.

The lessening of pollution produces additional benefits to vegetation and trees in the region, resources that provide natural air filtration and noise reduction.

Community Benefits

Parks, museums, monuments, historical and/or cultural sites, and preserved historic houses along the bike and pedestrian pathway routes serve to connect the unique histories of Southeast Georgia to other regions, the state, and the country. They create and foster strong ties to place and community while providing opportunities for social interaction and engagement. Residents and visitors using bike and pathway facilities form social ties and networks that strengthen community and lessen strife and discord.

¹ Zegeer, CV, Hummer, J, Reinfurt, D, Hef, L and W Hunter. "Safety Effects of Cross-Section Design for Two-Lane Roads, Volumes I and II," Federal Highway Administration, Washington, DC 1987.

Definition of Terms

Bikeway: Any road, path, or way that in some manner is specifically designated for bicycle travel, regardless of whether such facility is designated for the exclusive use of bicycles or is shared with other transportation modes³. Bikeways assume various models including: bicycle paths and multi-use trails, bicycle lanes, paved shoulders, wide curb lanes, and shared lanes.

Pedestrians: Georgia State law defines a **Pedestrian** as: “Any person who is afoot” (GLC 40-1-1). By state definition, roller skaters, in-line skaters, and skateboarders are also pedestrians. Wheelchair users are also considered pedestrians⁴.

Bicycle Paths and Multi-Use Trails (Figures 1 and 2) are:

- Located within the highway right-of-way or within an independent right-of-way and separated from motor vehicle traffic by an open space or obstruction.
- Located along rivers, streams, canals, utility and roadway rights-of-way, abandoned railroad rights-of-way, inside college campuses, and in parks.

While bike paths are dedicated exclusively to bicycle use, a variety of users including cyclists and pedestrians access multi-use trails. Beginning riders experience less anxiety on dedicated paths. Trails in Laura Walker and General Coffee State Parks are examples of ideal locations for off-road bikeways and trails

Figure 1, Figure 2, and Figure 3 illustrate shared bike and pedestrian pathways and pedestrian only trails.

Figure 1

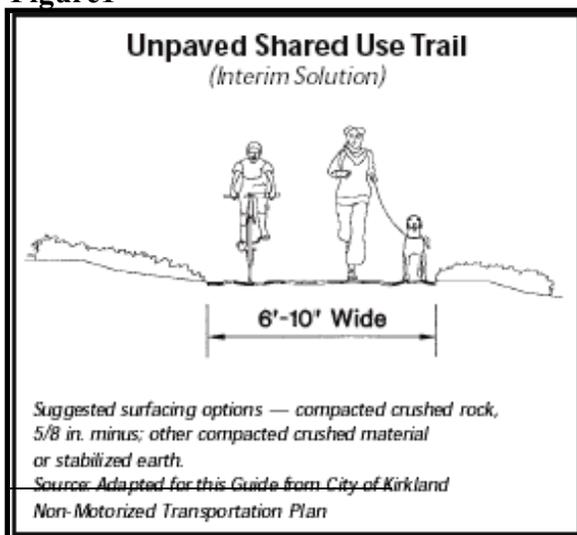
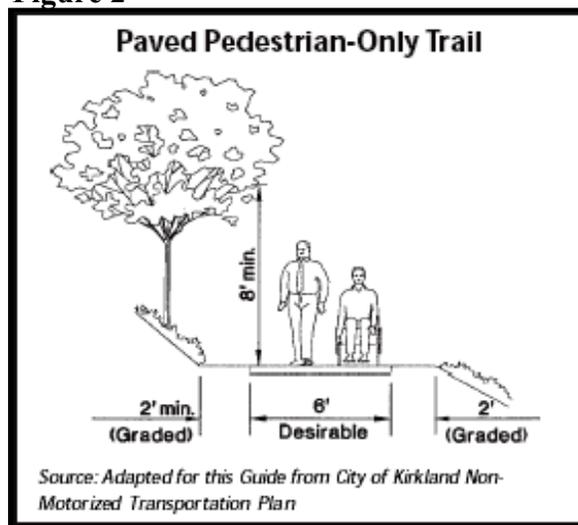


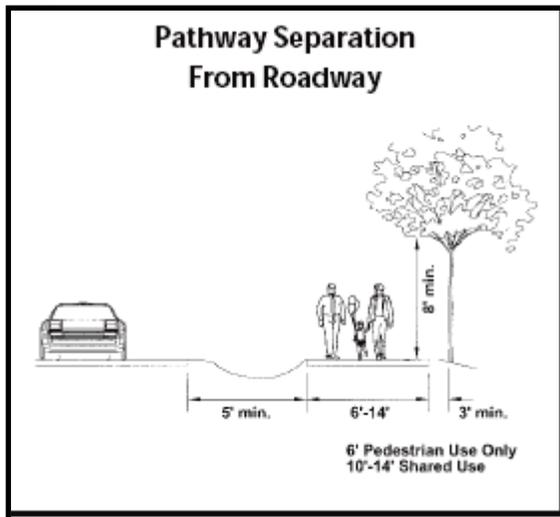
Figure 2



³ “Guide for the Development of Bicycle Facilities.” American Association of State Highway and Transportation Officials. August, 1991.

⁴ Pedestrian and Streetscape Guide. Sponsored by the Georgia Department of Transportation. Prepared by Otak, Inc. November 2003.

Figure 3



Bicycle Lanes are:

- One-way on-road pathways with bicycle traffic moving in the same direction as contiguous motor vehicle traffic.
- Signs and/or pavement marking designate privileged or sole use by cyclists.
- Placing bicycle lanes on urban and suburban streets with considerable motorized traffic and substantial bicycle travel.

Paved Highway Shoulders are:

- Usually constructed on rural roads and used as emergency lanes, temporary parking lanes, and delivery vehicle or bus stop areas.
- Frequently used by experienced cyclists on major arteries in urban areas.

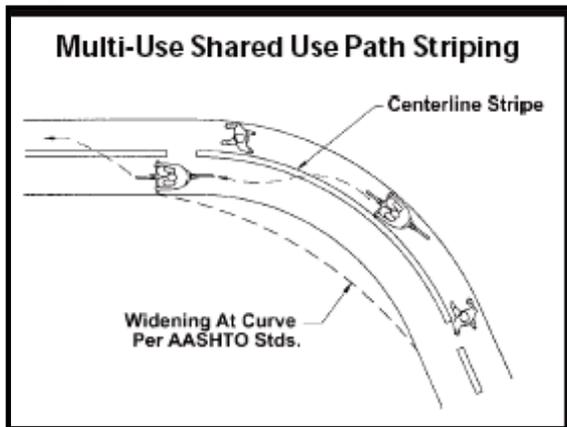
Only parking in emergencies should be permitted on paved shoulders incorporated in bikeways.

Shared Lanes are:

- Used by cyclists provide the minimal space for bicycle travel.
- Shared lanes are typically signed and not striped for bicycle travel.
- Shared lanes are usually 12 feet wide or less and cars pass cyclists by crossing the center line or moving into an adjoining traffic lane⁵.

⁵ Georgia Trail Corridors and Greenways Plan, June, 1993

Figure 4



This type of facility encourages the use of bicycling and walking as alternative modes of transportation by experienced cyclists and pedestrians, while supporting a direct route to major traffic arteries. Experienced cyclists prepared to travel in mixed traffic are comfortable using shared lane bikeways related in part to the direct routes and higher travel speeds afforded by them.

Wide Curb Lanes are:

- On-street facilities where cyclist and motor vehicles share a travel lane wider than the standard 12 feet.
- Where possible, a 14-foot lane width is preferable.
- Wide curb lanes are most common in heavily congested areas.

Chapter 3

Bikeway Inventory

Presently, a partial bikeway system exists with Southeast Georgia Region. However, there are several trails, parks, roadways, and rail rights-of-way suitable for bike and pedestrian pathways. Those containing multi-use trail facilities include Laura Walker and General Coffee State Parks. These corridors require further study to determine access and suitability as off-road bicycle and pedestrian routes. The ongoing planning committee initiative addresses this issue.

Existing Bicycle and Multi-Use Trails

Brantley, Clinch, Coffee, and Ware Counties contain existing state bike routes. In addition, Ware County has an existing bikeway located along US Highway 1. The City of Douglas has a multi-use trail, which includes lights and benches for the safety and comfort of the users. A map of the existing bike trails is included in this assessment, excluding the multi-use trail in the City of Douglas. Traffic counts for some of the proposed routes are also included as part of this inventory.

Existing Conditions and Traffic Counts by County in the Southeast Georgia Region

[Atkinson County](#)

Within Atkinson County there are several scenic small downtown regions including Willacoochee, Pearson, and Axson. There is a fall line on the north side of HWY 82 where the water on the south side runs to the Gulf of Mexico and to the Atlantic Ocean on the north side. There are scenic side roads running parallel to HWY 82 with access to downtowns and historic sites.

***Atkinson County has a comprehensive website with historical information at: <http://www.geocities.com/Heartland/Lane/3390/>**

[Bacon County:](#)

Bacon County has numerous potential bike and pedestrian pathways, a better hometown project in ALMA, and a rich cultural and historical climate conducive to tourism. Roadway conditions are included as follows.

***Bacon County has a comprehensive historical website at: http://www.rootsweb.com/~gabacon2/bacon_index.htm**

[Berrien County:](#)

Berrien County boasts Ken's Fish Hatchery, the Jeff Davis Memorial Site at Ocilla (16 miles from 129), the Alapaha Blue Grass Festival, Flat Creek Daylilies, and Flat Creek Mills.

***Berrien County has a comprehensive website with historical information at: <http://www.rootsweb.com/~gaberric/>**

Brantley County:

Within Brantley County are several roadways that potentially lend themselves to bicycle traffic. The county has a rich and colorful history, public access to the Satilla River, and numerous opportunities to explore local culture and history. The cities and municipalities located in Brantley County include Hoboken, Schlatterville (Blue Grass Festival at Twin Oaks Park), Nahunta, Lulaton, Atkinson, and Waynesville.

***Brantley County has a comprehensive website with historic information, pictures, etc. at: <http://www.rootsweb.com/~gabranti/>**

Charlton County:

Charlton County boasts scenic routes, an entrance into the Okefenokee Swamp, numerous opportunities for viewing nature's wonders, trains, historic, cultural, and local events.

***Charlton County has a comprehensive web page with local attractions at: <http://www.rootsweb.com/~gachart/>**

Clinch County:

***Clinch County has a comprehensive website with historical information at: <http://www.rootsweb.com/~gaclinch/>**

Coffee County:

Coffee county boasts General Coffee State Park, Broxton Rocks, a museum, the old airport barracks from WWII and scenic downtowns in Douglas and Nicholls. Coffee County has proposed bike and pedestrian pathway on State Road 206 and HWY 32.

***Coffee County has a comprehensive website with historical information at: <http://www.rootsweb.com/~gacoffee/>**

Pierce County:

Pierce County boasts access to the Satilla River and Big Satilla Creek, a rich cultural history, scenic routes, agricultural and logging industries, charming historic downtowns in Patterson, Hortense, and Blackshear.

***Pierce County has a comprehensive website with historical information at:**
<http://bellsouthpwp.net/r/s/rskhdr/Pierce/>

Ware County:

Ware County boasts Laura Walker State Park, Swamp Park, festivals, home tours, a rich history and culture and numerous trails, lakes, rivers, and attractions. Waycross has a proposed bike and pedestrian plan that incorporates historic areas, Laura Walker State Park, Swamp Park, and other scenic byways.

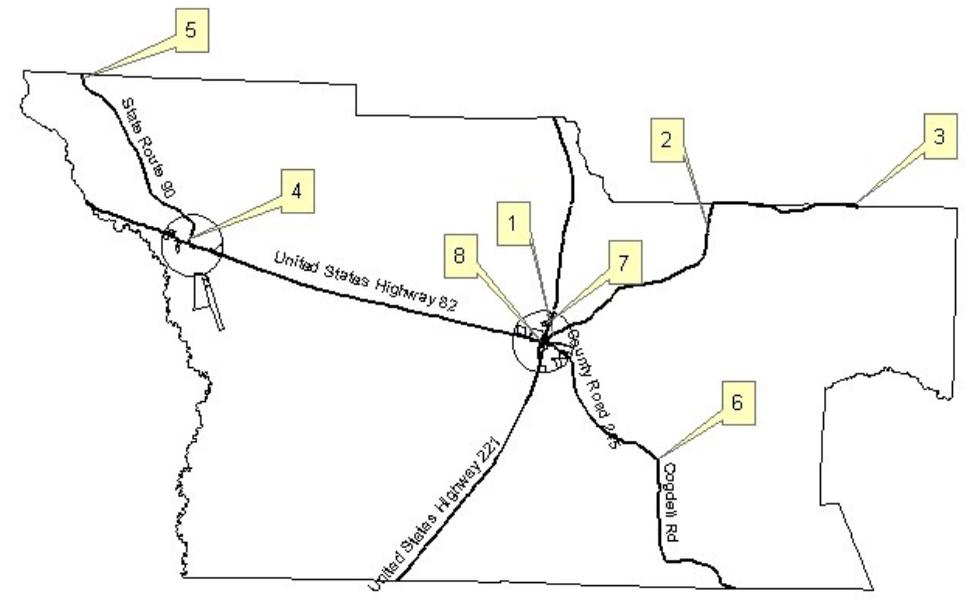
***Ware County has a comprehensive website with historical information at:**
<http://www.rootsweb.com/~gaware/>

County	AADT Number	Facility Name	AADT Count	Road Condition	Traffic Rating
Atkinson	1	SR 64	1,190		
	2	SR 64	720		
	3	SR 64	360		
	4	SR 90	1,110	Poor--needs repaving	Light
	5	SR 90	460		
	6	CR 245	320		
	7	North Main St.	1,340		
	8	US Highway 82	360	Narrow shoulders	
Bacon	1	SR 32	6,180	Good--shoulders fair	Light to moderate
	2	SR 32	6,160		
	3	CR 333	550		
	4	SR 203	1,210	Poor	Light to moderate
Berrien	1	SR 11	10,800		
	2	SR 76	1,590	Good	Heavy
	3	SR 125	3,700		
	4	SR 135	950		
	5	SR 52	7,360		
	6	SR 125	4,570		
Brantley	1	SR 52	8,440		
	2	SR 52	8,760		
	3	SR 52	10,290		
	4	SR 23	3,740		
	5	SR 15	2,990		
Charlton	1	SR 177	280		
	2	SR 252	640		
	3	SR 4	14,830	Good	Heavy
	4	SR 23	1,260		

	5	SR 23	2,250		
	6	SR 4	6,620		
Clinch	1	SR 38	6,170		
	2	SR 122	860	Good--new pavement	Light
	3	SR 187	210		
	4	SR 89	2,280		
	5	SR 89	1,600		
	6	SR 89	1,600		
	7	SR 89	6,240		
Coffee	1	SR 31	14,090		
	2	SR 31	12,060		
	3	SR 31	5,510		
	4	SR 31	2,820		
	5	SR 32	9,100	Good	Light to moderate
	6	SR 32	5,060		
	7	SR 64	410		
	8	SR 90	470		
	9	SR 158	5,720		
	10	SR 206	11,620		
	11	SR 268	1,360		
Pierce	1	SR 38	12,520		
	2	SR 203	1,370		
	3	SR 203	600		
	4	SR 15	3,670		
	5	SR 15	7,440		
	6	SR 15	3,040		
Ware	1	SR 4	3,060	Good	Heavy
	2	SR 4 BU	17,690		
	3	SR 122	2,040	Good	Light to moderate

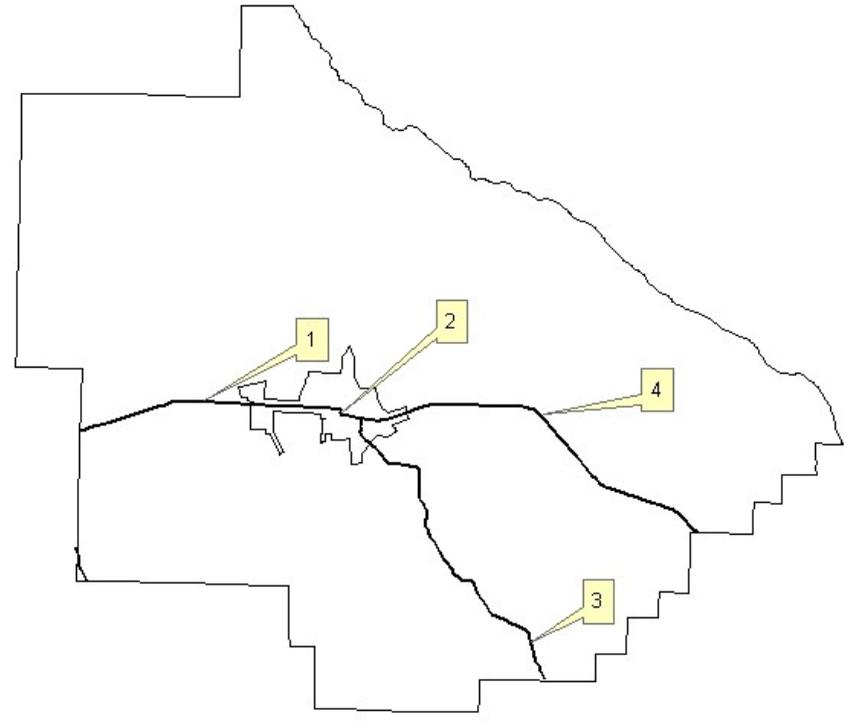
	4	SR 177	390		
	5	SR 52	7,790		
	6	SR 52	16,140		
	7	SR 52	7,260		
	8	SR 38	5,590		

Figure 1



Atkinson County

Figure 2



Bacon County

Figure 3

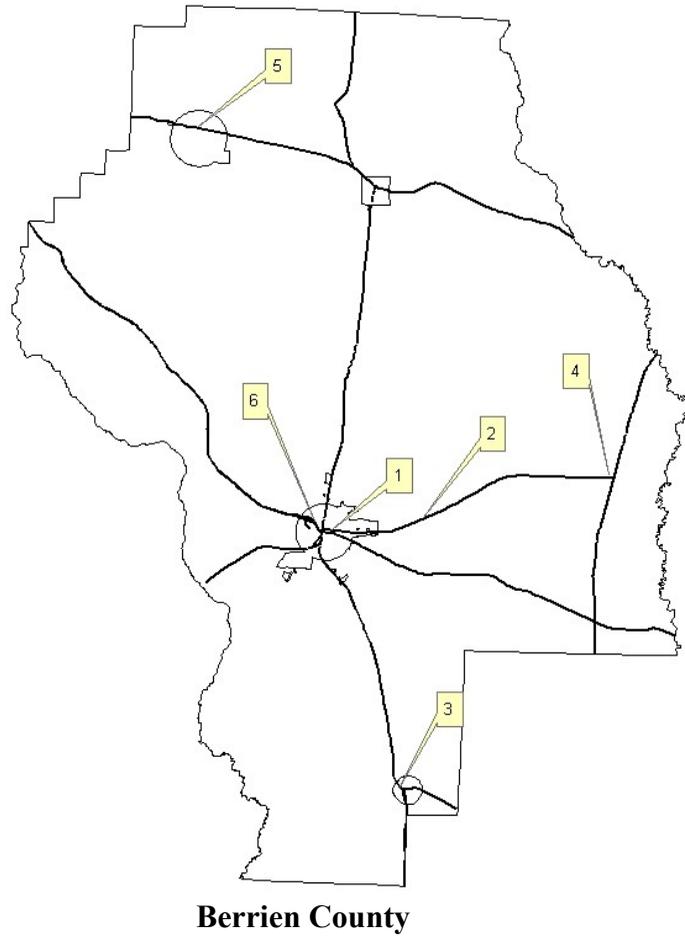


Figure 4

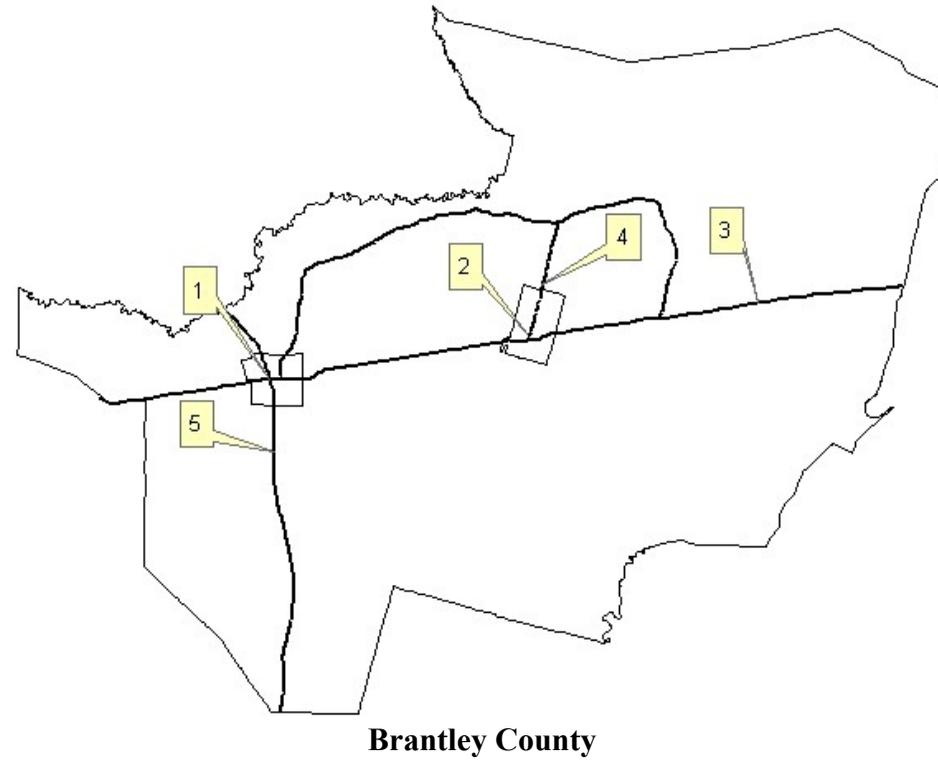
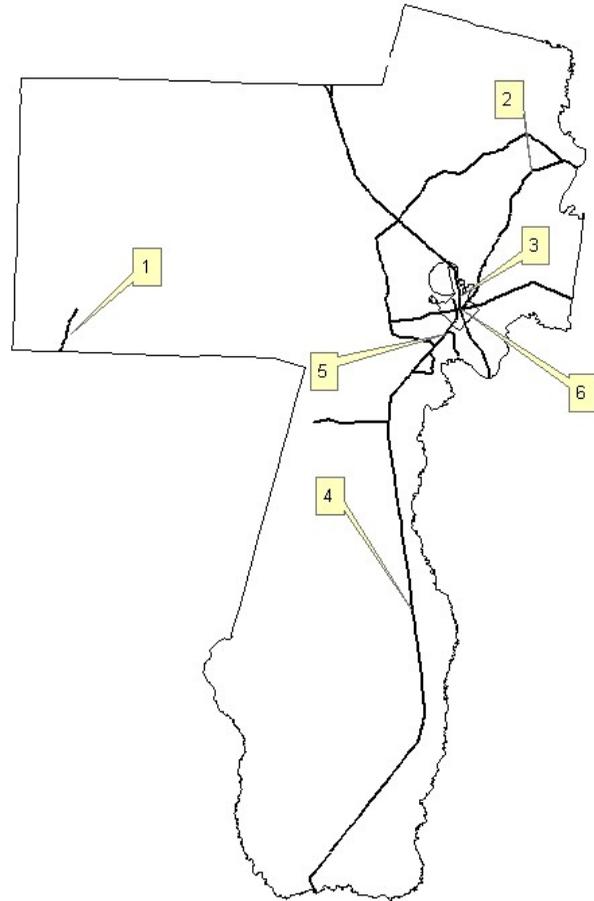
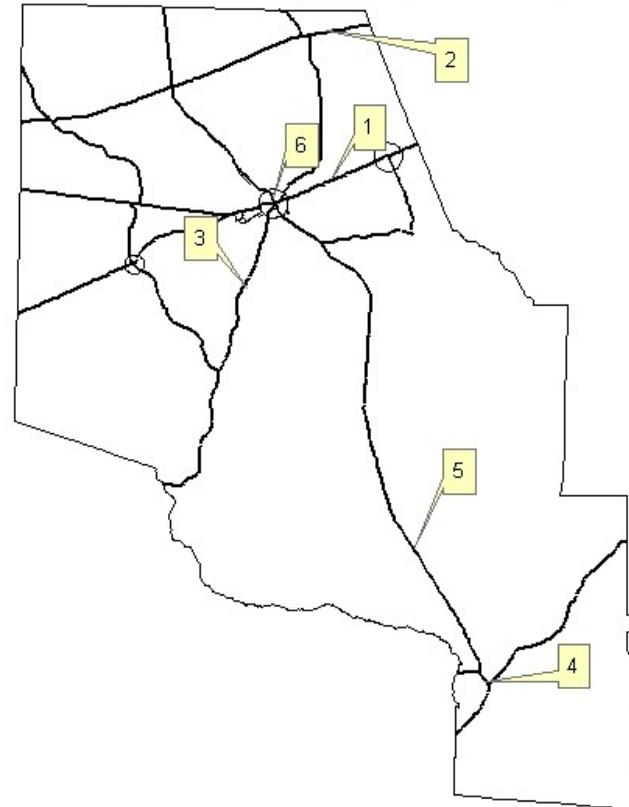


Figure 5



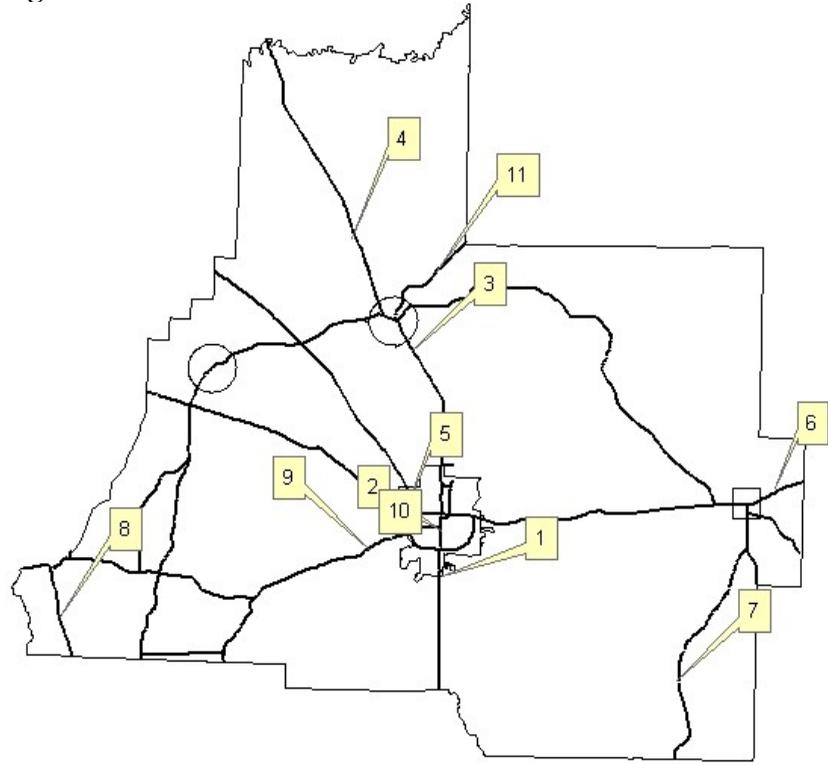
Charlton County

Figure 6



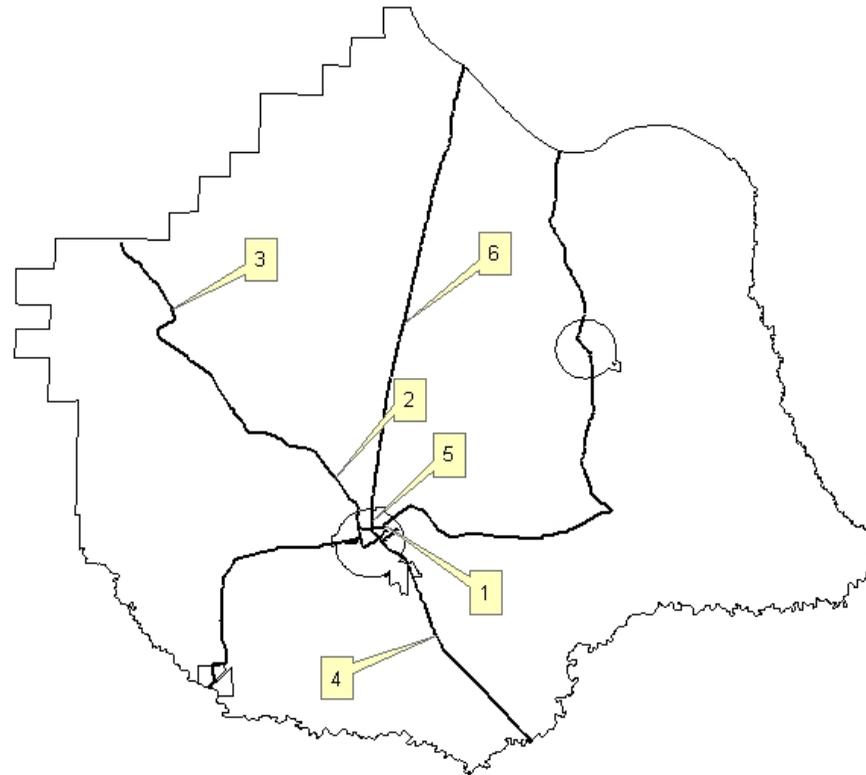
Clinch County

Figure 7



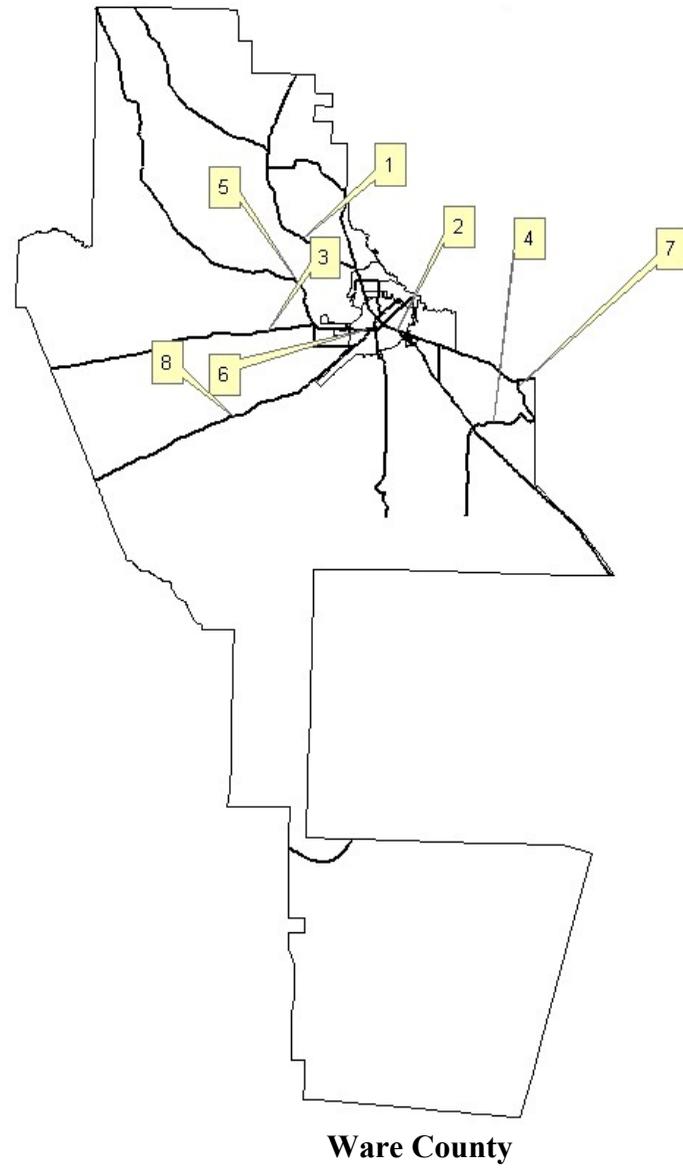
Coffee County

Figure 8



Pierce County

Figure 9



The members of the BPAC and SEGa RDC personnel evaluated roadways potentially selected as part of an integrated on-road bike and pedestrian pathway plan. The members evaluated the roadways based on specific criteria. The purpose of the evaluation was to help determine the suitability of the roadways for bikeways, connectivity to other counties and regions, and connectivity to trails or hiking pathways. The evaluation procedure included on-site observations, off-site knowledge, and photographic recording of existing conditions.

Evaluation Criteria

Eleven criteria were selected to evaluate the roadways as potential bikeway routes. The criteria are as follows:

Traffic Volume – Roadways with heavy traffic volume serve as bike or pathways when there is sufficient lane or shoulder width, adequate signage, and bridge accessibility. Pedestrians and cyclists commuting to work use major streets and roads for faster travel and easier connections to other roadways. Novice cyclists usually prefer small roadways with lighter traffic volume.

Speed Limit – Cyclists or pedestrians use roadways with high speed limits when adequate lane width exists. Novice cyclists usually prefer roadways with slower speeds.

Lane/Shoulder Width – Adequate lane and shoulder width on heavily traveled and/or high-speed roads are crucial factors in ensuring the safety of cyclists and pedestrians.

School Bus/Truck Traffic – Because of their size, weight, and vacuum, high-speed trucks, buses, motor homes, and trailers present a unique concern for cyclists and pedestrians. Buses loading and unloading along a route along with pavement deterioration pose additional issues.

Pavement Quality – Bike and pedestrian pathways should be free of bumps, holes, and other surface irregularities. Utility covers and drainage grates constructed at road grade and outside the pathway are preferable.

On-Street Parking – The existence of on street parking impacts bicycle safety due to the opening of vehicle doors, loading or unloading, and vehicles leaving or entering parking spaces.

Bridges – Bridges serve an important function in providing egress across natural or constructed barriers. Unsafe bridges for bicycle or pedestrian traffic have narrow curb-to-curb widths that reduce roadway lanes, grated metal decking on movable bridge spans, low railings, and wide or deep expansion joints.

Directness – To facilitate commuting traffic by cyclists and pedestrians, routes should connect easily to other main traffic ways in a convenient manner.

Attractiveness – Scenic routes are important in planning facilities to serve bike and pedestrian travel. Selected routes should promote the community to the best advantage while providing incentive to linger within recreational or economic areas.

Delays – Cyclists and pedestrians traveling to work or engaging in sport or exercise require routes without significant delays or obstructions. They make limited use of routes with frequent stops or traffic signals.

Intersection Conditions – The greatest number of bike and pedestrian crashes occur at intersections. Careful route and facility planning reduces the number of street intersections encountered and lessens the risk to riders or walkers.

Chapter 4

Existing Bike and Pedestrian Plans

To date, the SEGa RDC region includes three established bike routes: Route 10 (Southern Crossing Corridor), Route 20 (the Wiregrass Corridor), and the Okefenokee Bike Path. Route 10 begins in Seminole County at River Road and ends in Glynn County at Jekyll Island. This route follows GA 122 and US 82 through Clinch, Ware, and Brantley Counties. Route 20 begins in Early County at US 27 and ends in Ware County at the CSX overpass. This route follows GA 206, GA 32, US 221, GA 158, and US 82 through Coffee and Ware Counties. The Okefenokee Bike Path begins and ends in Ware County. This path begins at Knight Ave and ends at the Okefenokee Swamp Park entrance on US 1. In addition to these routes, the Southeast region also includes a greenway in Douglas (Coffee County) and a walking trail in Alapaha (Berrien County). Waycross/Ware County has three proposed greenways within the county.

Photos of Existing Routes:



North on U. S. 1 from Okefenokee Park Drive
(Needs marked bike lane access and signs)



Okefenokee Park Entrance—Waycross, GA
End of the Okefenokee Bike Path



The Douglas Greenway (Coffee County) in front of the
Heritage Station Museum. Courtesy of Mr. Bob De Camp,
BPAC member.

Chapter 5

Recommended Facilities

BPAC members proposed many routes throughout the region. Many of these routes are classified as shoulder bikeways. A shoulder bikeway is a paved roadway shoulder on rural roadways with few conflicts with faster moving motor vehicle traffic. The Oregon Department of Transportation (ODOT) recommends a shoulder width of 1.8 m (6 ft). This allows cyclists to ride far enough from the edge of the pavement to avoid debris, yet far enough from passing vehicles to avoid conflicts. Shoulders against a curb face, guardrail, or other roadside barriers must have a 1.5 m (5 ft) minimum width.

Other routes include bike lanes designated for preferential use by bicyclists. Bike lanes are appropriate on urban arterials and major collectors. They may be appropriate in rural areas where bicycle travel and demand is substantial. Bike lanes are not recommended on rural highways with posted speeds of 55 MPH.

Bike lanes must always be well marked to call attention to their preferential use by bicyclists. The standard width of a bike lane is 1.5 m (5 ft), as measured from the center of stripe to the curb or edge of pavement. This width allows cyclists to ride far enough from the curb to avoid debris and drainage grates and far enough from passing vehicles to avoid conflicts. The minimum lane width is 1.2 m (4 ft) on open shoulders and 1.5 m (5 ft) from the face of a curb, guardrail, or parked car. Paved shoulders on rural roads may be used by bicyclists and pedestrians. The ideal width of the multi-use trails is typically 1.8 m (6 ft). To prevent usage of the bike lane as a vehicle lane or parking area, adequate marking or signage is required. ODOT recommends all bike lanes to be marked with pavement stencils and a 200 mm (8 inch) wide stripe (Figure 10). This width increases the visual separation of motor vehicle lanes and bike lanes. If parking is permitted, the bike lane must be placed between parking and the travel lane, and have a minimum width of 1.5 m (5 ft)⁶. The following is an example of the bike lane symbol⁷.

⁶ Information from the Oregon Department of Transportation website. www.odot.state.or.us/techserv/bikewalk/plantext/onrdbkwy.htm.

⁷ Chicago's Bike Lane Design Manual. www.bicyclinginfo.org/pdf/bike_lane.pdf

Figure 10

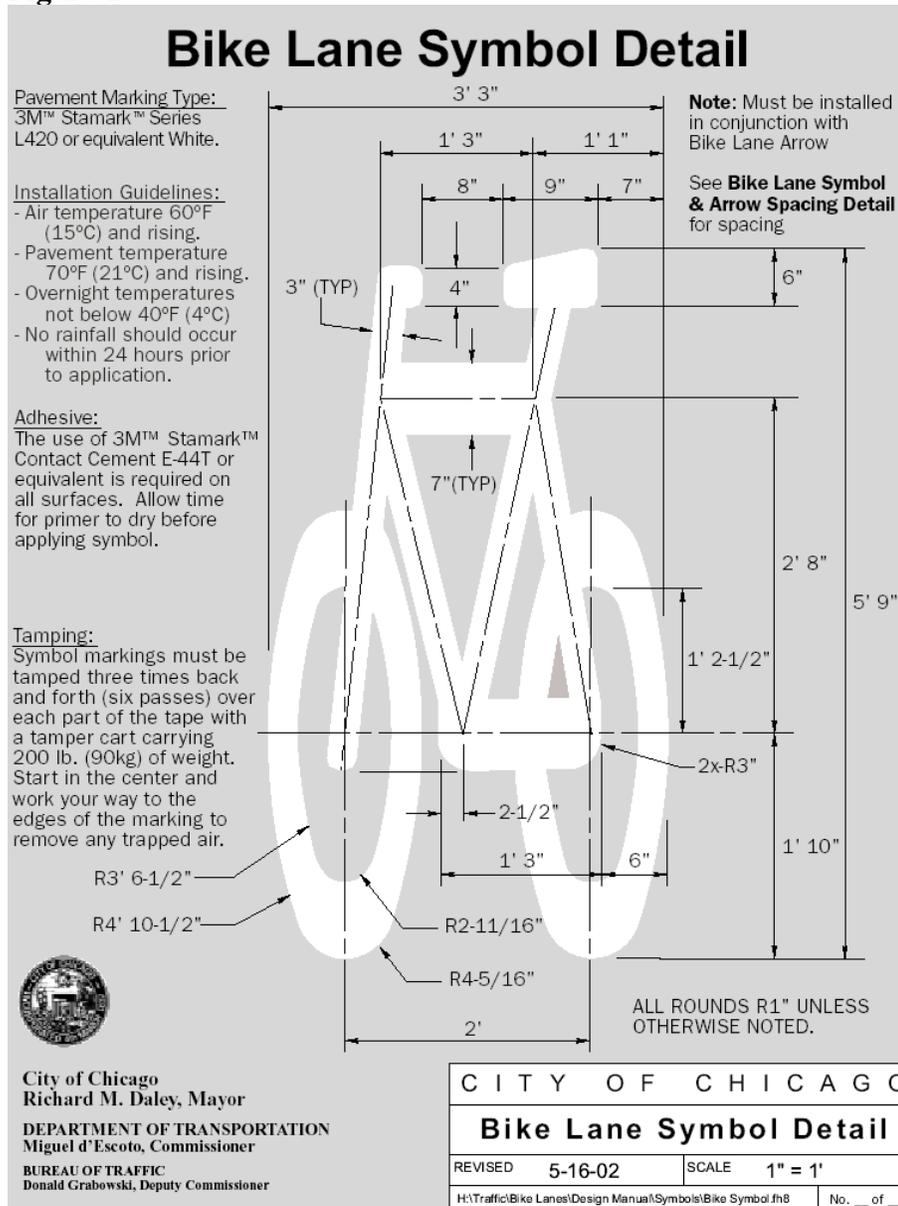
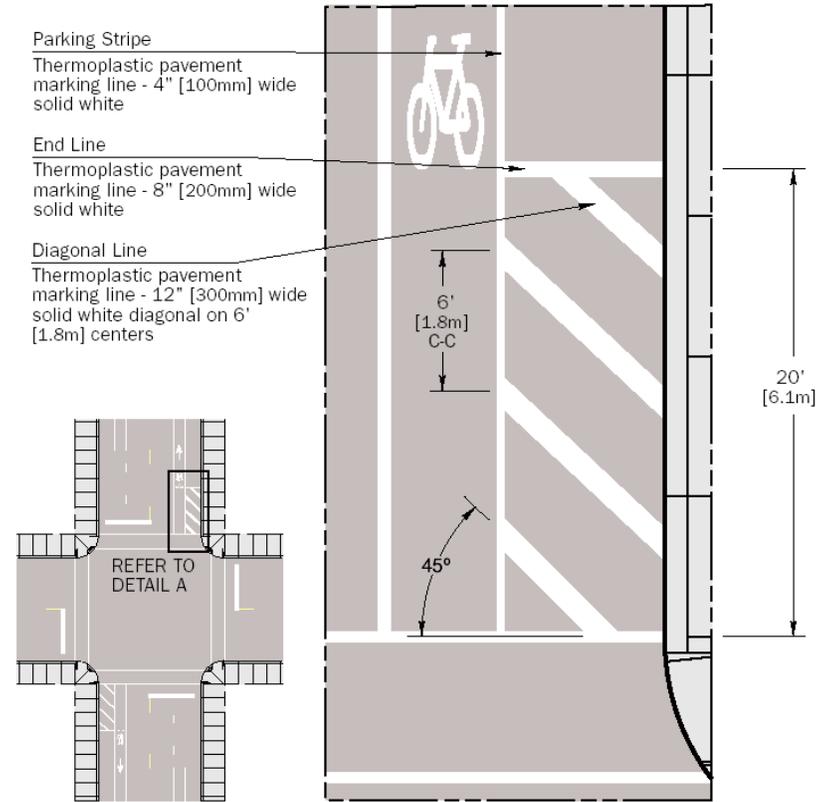


Figure 11

Diagonal Striping Detail



DETAIL A
SCALE 1"=5'

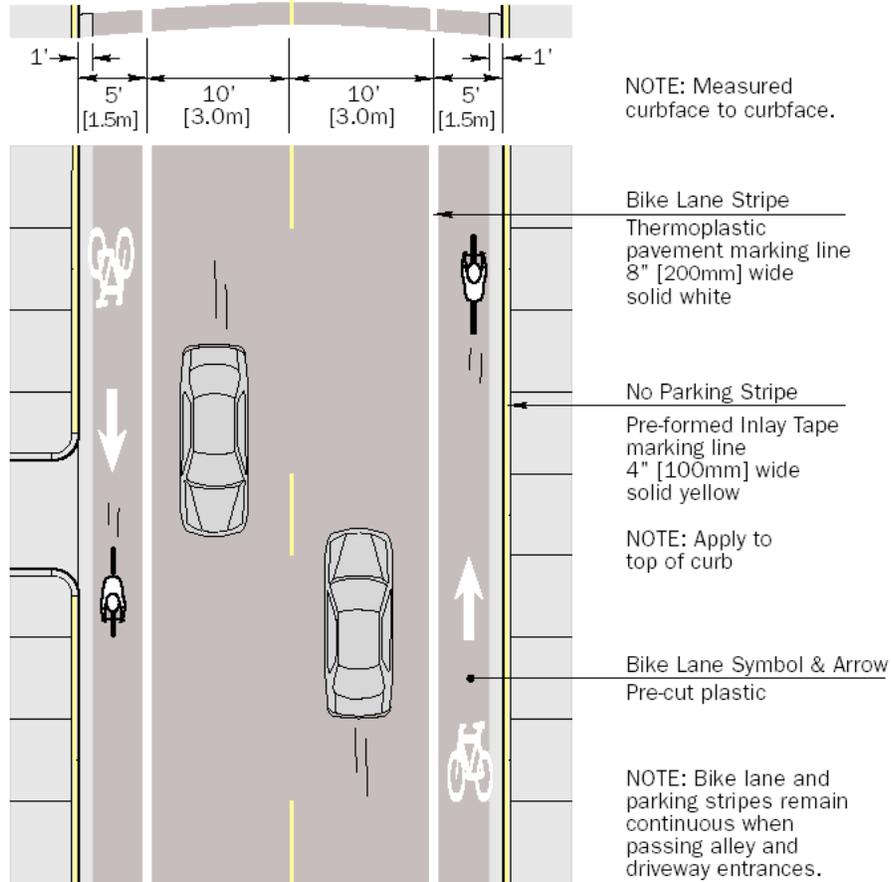


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BUREAU OF TRAFFIC
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CITY OF CHICAGO	
Diagonal Striping Detail	
REVISED	5-16-02
SCALE	1"=50'
H:\Traffic\Line Lines\Draw\Line Line Spec Manual\Symbols\Diagonal Striping Detail.rvt No. ___ of ___	

Figure 12

Bike Lane on 2-way Street With No Parking on Both Sides

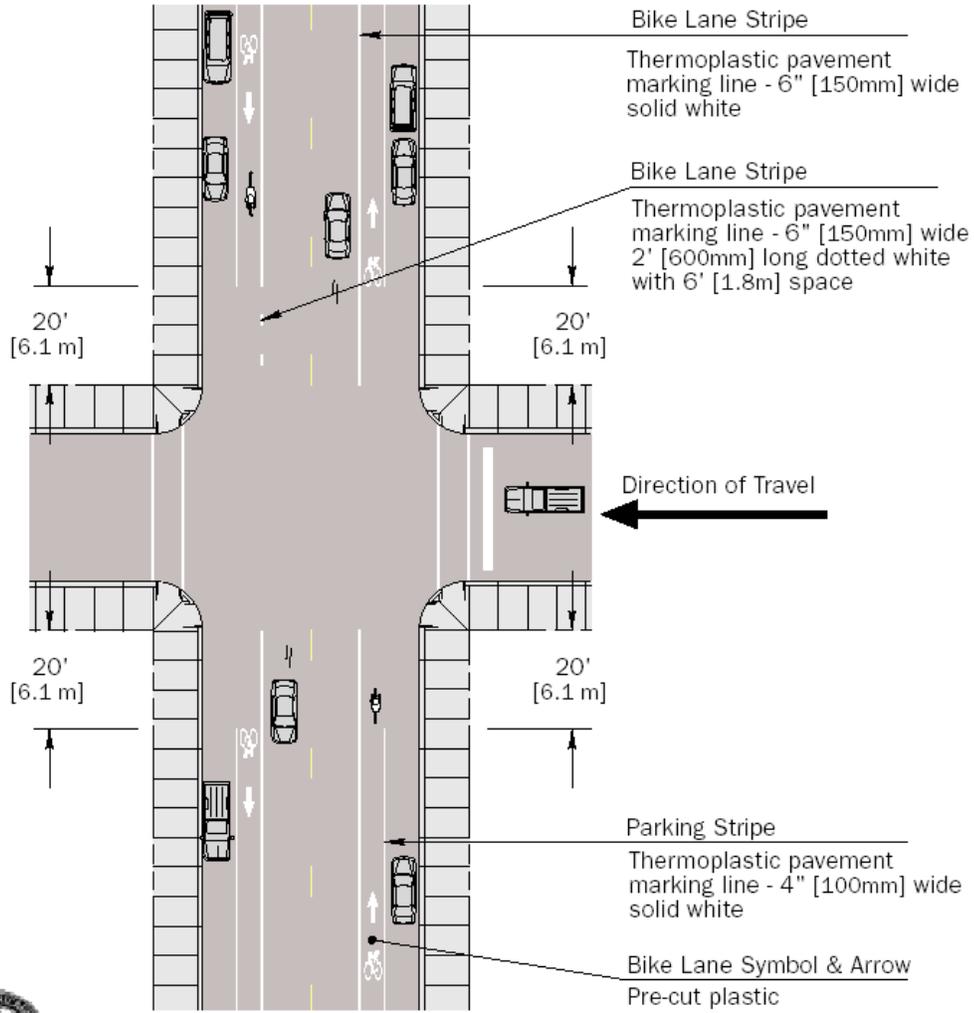


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CITY OF CHICAGO			
Bike Lane with No Parking			
REVISED	5-16-02	SCALE	1"=30'
H:\Traffic\Bike Lanes\Design Manual\Mid-block\2w,np\38'.fh8			Sheet ___ of ___

Figure 13

Bike Lane with Parking Intersection with 1-way Local Street

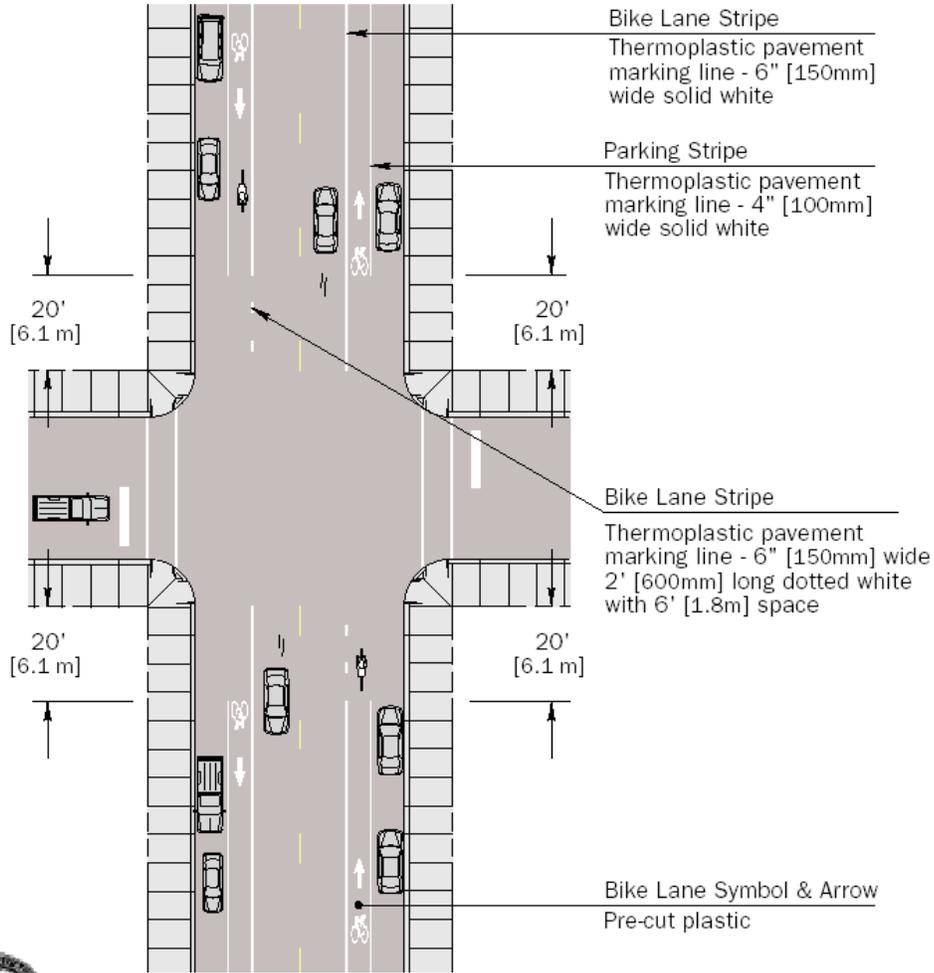


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CITY OF CHICAGO			
Intersection with 1-way Local Street, Parking			
REVISED	5-16-02	SCALE	1"=30'
H:\Traffic\Bike Lanes\Design Manual\Intersections\Local\1 way with parking.FH9			No. ___ of ___

Figure 14

Bike Lane with Parking Intersection with 2-way Local Street



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CITY OF CHICAGO			
Intersection with 2-way Local Street, Parking			
REVISED	5-16-02	SCALE	1"=30'
H:\Traffic\Bike Lanes\Design Manual\Intersections\Local\2 way with parking fh8			No. ___ of ___

Recommended Signage

Figure 15

Standard Sign Lane Ahead

Sign Type
 Number: R3-16
 Size: 24" x 30"
 Color: Black on White
 Reflective
 Type: 2 3/4" Highway Gothic
 Symbol: 13" x 7 1/2"

Note: Must be installed in conjunction with **Lane Ends** signs.

Signs must be installed according to the Chicago Department of Transportation's sign hanging standards and at the direction of the resident engineer.





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C I T Y O F C H I C A G O			
Lane Ahead			
REVISED	10-8-02	SCALE	1" = 6"
H:\Bike Lanes\Design Manual\Signs\lane ahead.FH9			No. ___ of ___

Figure 16

Standard Sign Lane Ends

Sign Type
 Number: R3-16a
 Size: 24"x 30"
 Color: Black on White
 Reflective
 Type: 2 3/4" Highway Gothic
 Symbol: 13" x 7 1/2"

Note: Must be installed in conjunction with **Lane Ahead** signs.

Signs must be installed according to the Chicago Department of Transportation's sign hanging standards and at the direction of the resident engineer.

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CITY OF CHICAGO			
Lane Ends			
REVISED	10-8-02	SCALE	1" = 6"
H:\Bike Lanes\Design Manual\Signs\lane ends.FH9			No. ___ of ___

Rumble Strip

A concern with many of the cyclists, who are members of the BPAC, is the use of rumble strips. Although, cyclists dislike rumble strips for a number of reasons, GDOT has stated that the rumble strips are a necessary addition to the shoulder. Rumble strips serve as safety measures for motorists and prevent serious crashes. In Georgia, rumble strips are placed 1' from the edge line and are 16" wide. Therefore, a 6.5' shoulder, which is standard for new construction, has at least 4' without rumble strips. On 4' shoulders, the rumble strips are placed 8" from the edge line, which leaves 2' of bikeable shoulder. Along Georgia roads, rumble strips are installed in a pattern of 28' of rumble strips, then a 12' clear zone. Two lane rural highways,

with a 2' shoulder, speed limit less than 50 mph, and fewer than 400 Average Daily Traffic should not receive rumble strips.

Recommended Parking for Bikes

Bicycle parking needs to be visible, accessible, easy to use, convenient, and plentiful. Racks need to support the whole bike (not just one wheel) and enable the user to lock the frame and wheels of the bike with a cable or U-shape lock. Preferably, parking should be covered, well lit, and in plain view without being in the way of pedestrians or motor vehicles. There are several types of parking racks to choose. The City of Denver recommends the inverted U bike rack, even though other types may be proposed if they meet certain requirements. Racks should

- Support the frame of the bike
- Allow the frame and one wheel to be locked to the rack
- Allow the frame and both wheels to be locked to the rack if the front wheel is removed
- Allow the use of either a cable or U-shaped lock
- Be securely anchored
- Be usable by bikes with no kickstand
- Be usable by bikes with water bottle cages
- Be usable by a wide variety of sizes and types of bikes⁸

Examples of Recommended and Non-recommended Bike Racks⁹

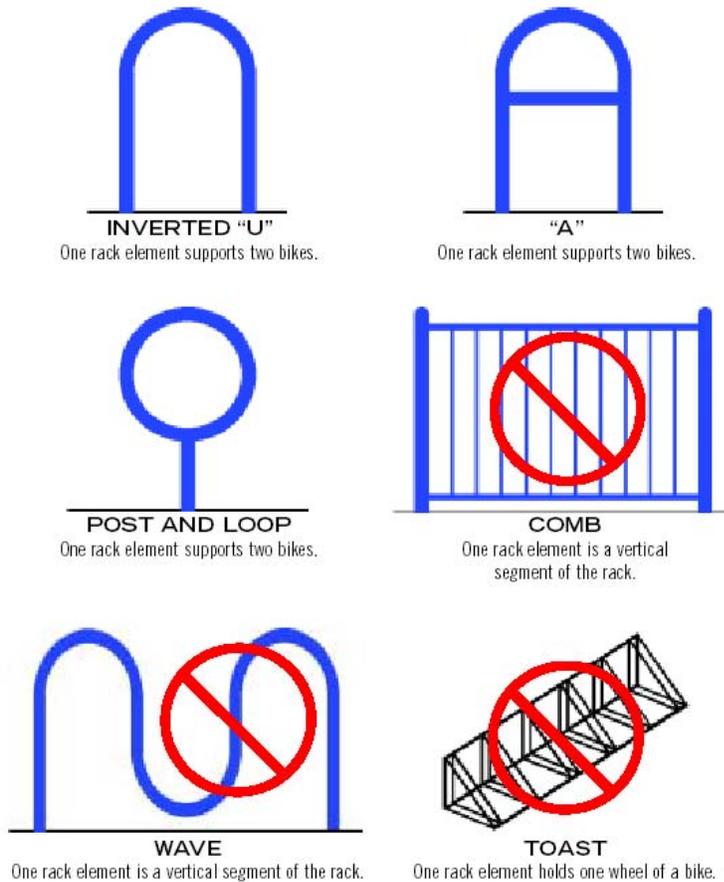
Figure 17



⁸ "Bicycle Parking: The Basics". Found at http://www.bicyclinginfo.org/de/park_basics.htm.

⁹ Bicycle Parking. Found at www.bicyclinginfo.org/pdf/bikepark.pdf

Figure 18



The inverted "U", "A", and the post and loop are recommended bike racks because they support the entire frame of the bicycle. The comb, wave, and the toast do not support the bike frame and can cause damage to the bike's tires.

Strengths and Weaknesses

The SEGa RDC region has many strengths. This region has open green space, low traffic volume, scenic sites, facilities (shelter, food, etc.), and the availability to widen shoulders for future bike lanes. This region only has two major populated cities, Douglas and Waycross, with population below 16,000. Other cities in the region have a population less than 1,000 people. A drawback to the existing bike routes is location. Many of these routes are along heavily traveled roads and constructed for experienced bicyclists, who are more comfortable cycling on these roads. Another weakness is the lack of signage and/or lack marked bike lanes. Often, the routes have a few signs posted but do not have marked bike lanes. These lanes are important as a means of separating cyclists and motorists. Many residential neighborhoods lack sidewalks. In many of the SEGa RDC counties, bike lanes and sidewalks are not part of the city/county zoning and codes.

Chapter 6

Trends, Policies, and Safety Issues

Expanding America

According to the 2002 CDC's Behavioral Risk Factor Surveillance System, 59% of Georgia adults are overweight or obese. Among Georgia's high school students 26% are overweight or at risk of becoming overweight and 33% of Georgia's middle-school students are overweight or at risk of becoming overweight.¹⁰ The state's adult obesity rate among adults increased 118% from 1990-2002. This huge increase can be attributed to many factors, but the predominate factor seems to be the decrease of physical activity among children and adults. In a study conducted by the Surface Transportation Policy Project (STPP), researchers discovered the number of people who walk to work decreased by 25% between 1990-2000.¹¹ In addition, this study revealed the segment of the population who are obese or overweight increased by 70 percent during the same period. It seems the solution to nation's obesity problem would be as simple as an increase in physical activity, unfortunately this is much more complex and cannot be solved with a simple answer. We must provide safe facilities, such as designated bike routes and greenways, to encourage physical activities.

According to the United States 2000 Census, Georgia was the fastest growing state in the South. From 1990 to 2000, Georgia's population increased by 26 percent. The rapid population growth has led to the expansion of Georgia's cities and communities. As Georgia's cities and communities expand, developers are creating streets without focusing on bikers and pedestrians. Most often, these streets have a high speed limit and lack traffic calming devices. These fast paced streets are not conducive to bikers and pedestrians, forcing them to depend more on automobiles as a means of transportation. Therefore, one can assume, the decrease in physical activity and the increase in obesity is connected to rapid growth and poor street design. If a city or community is built along fast paced streets with a high traffic volume, adding a bike route or pedestrian facility may not be feasible. Instead, planners should encourage the cities and communities to build future streets with cyclists and pedestrians in mind. The future planned cities/communities should include sidewalks around schools, residential areas, and businesses, as well as designated bike lanes and greenways for both cyclists and pedestrians.

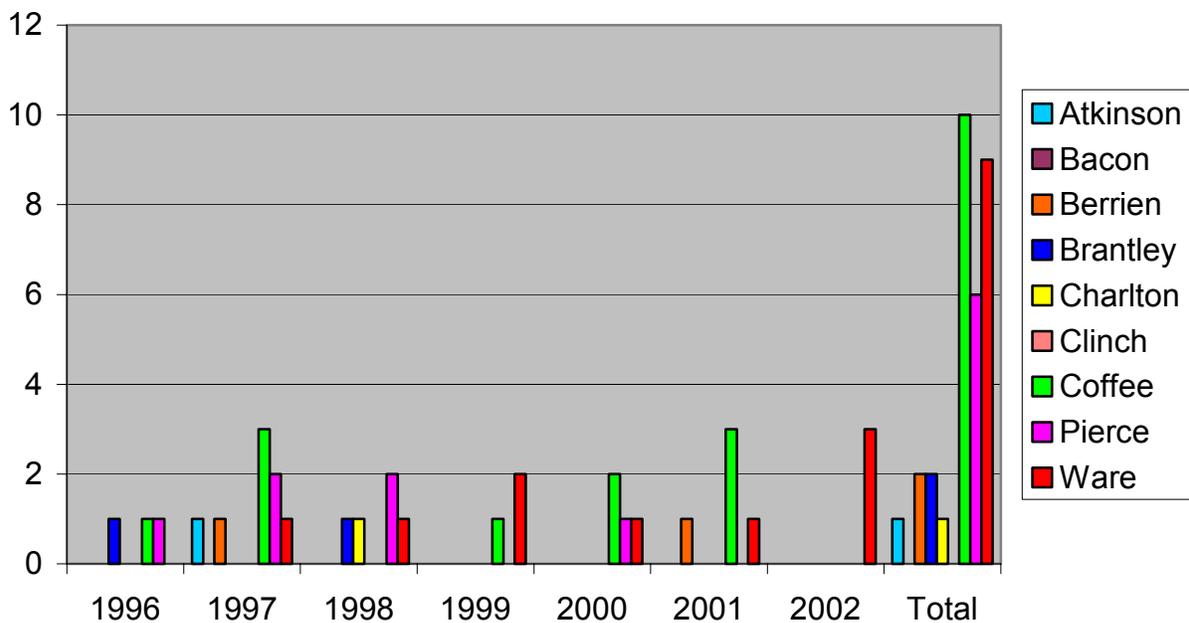
In the SEGa RDC's region, more pedestrians are killed than bicyclists. Most often, the roads are either urban or rural principal arterial. These highways carry a high volume of traffic and have a higher speed limit. The following tables and charts illustrate the number of bicyclists and pedestrian death in the SEGa RDC's region from 1996-2002.

¹⁰ Percentages are from the 2003 CDC YRBSS and 2003 Georgia YRBSS. This information was found at <http://health.state.ga.us/programs/nutrition/index.shtml>.

¹¹ Ernst, Michelle. "Mean Streets 2004. How Far Have We Come? Pedestrian Safety 1994-2003." November 2004

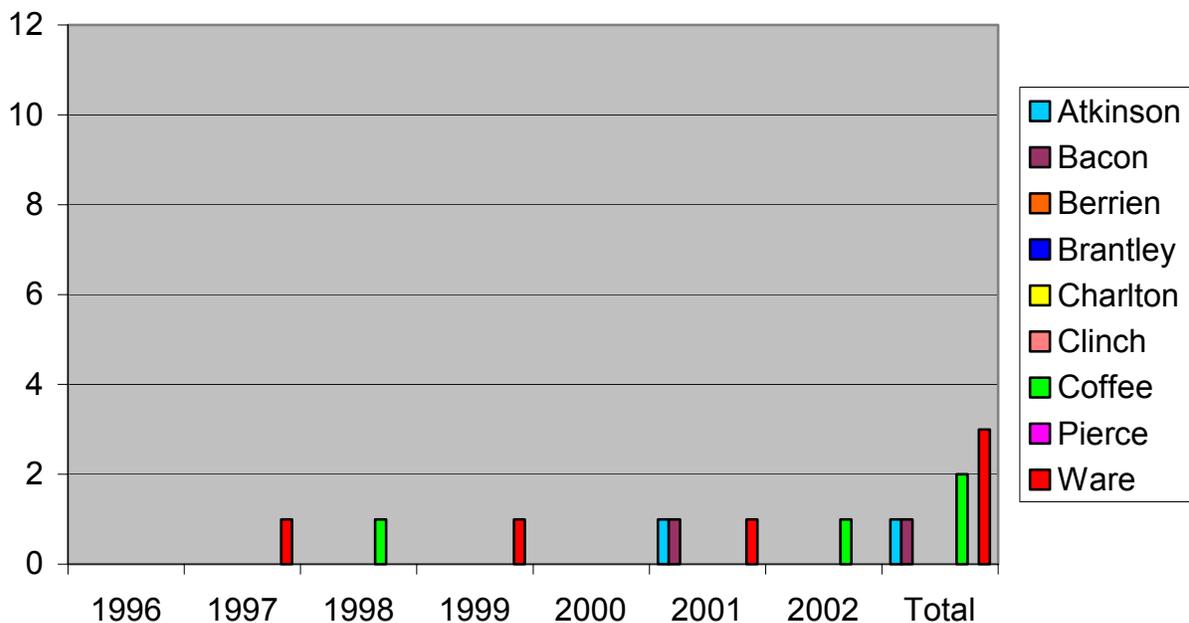
Online study. <http://www.transact.org>.

Pedestrian Fatalities 1996-2002*



*1996-2001 statistics found at www.gohs.state.ga.us/Public_Info/2001_Pedestrian_Deaths_by_County.htm
 2002 statistics found at www.dmv.ga.gov/reports 2002 Pedestrian.pdf

Bicycle Fatalities 1996-2002**



**Statistic found at www.fars.nhtsa.dot.gov/queryReport.cfm

What is the Solution?

How do we address the decrease in physical activity and the increase in obesity? A key element is a slow-paced program to educate, promote, and expand public understanding of the connection between physical activity and better health, and lessened environmental impact. We can improve cyclist and pedestrian safety by adding crosswalks and traffic signals, constructing sidewalks in residential neighborhoods and around schools, decreasing speed limits on main arteries through communities, adding visibly marked bike lanes and signage to existing trails, and educating motorists on the rights of bicyclists and pedestrians.

Local governments can encourage cyclists and pedestrians to use existing trails and facilities and provide locations for park-and-ride and other facilities for cyclists and pedestrians. Counties can elect to maintain existing and create new trails using SPLOST funds. These simple measures are a start to decreasing bicyclist and pedestrian crashes/fatalities. Citizens can support national legislation, such as the proposed Improved Nutrition and Physical Activity Act (IMPACT). This \$256 million bill will provide, in its first year, community development grants to construct bike paths, begin exercise programs in day care centers, nursing homes, schools, and other targeted locations.¹²

¹² Severson, Kim. "Senators Propose Measures to Combat Obesity, Bill Would Fund Range of Programs." San Francisco Chronicle 31 Jan. 2002: A3.

Chapter 7

Proposed Routes

The SEGa BPAC proposes to create multi-use trails and bike lanes, based on community input, to serve pedestrians and novice bicyclists. Many of these trails and bike lanes can be established on well-maintained, paved county roads and through local state parks, such as Laura S. Walker and the General Coffee State Parks. These routes afford bicyclists and pedestrians the chance to visit local sites of interests and cultural events. The SEGa BPAC proposes to continue using established routes, frequented most often by experienced riders, in addition to creating routes specifically designed for less experienced riders and family outings. The following map illustrates the proposed bike routes in the SEGa region.

Where Do We Start?

After discussing where to begin in the process, BPAC members agree the first priority should be providing safe routes to schools. This can be accomplished by the construction of sidewalks and the addition of bike lanes around schools. Crosswalks and pedestrian traffic signals should also be added near schools, parks, libraries, and across principal arteries. In addition to creating new routes, BPAC members desire to improve the existing routes in our region. The committee members addressed several aspects of improvement such as, more signs along the routes, visibly marked bike lanes, and cleaner shoulders.

Marketing and Outreach

One of the most difficult tasks in creating the Southeast Georgia Bike and Pedestrian Plan was informing local communities regarding this project. To gain the attention of the public, marketing and outreach should be fun and engaging. One suggestion is a website for existing and future bike and pedestrian trails. This website would feature interactive maps, which show sites of interest, short and long excursions, difficulty level of each trail, and the closest rest area or restaurant. Another example of marketing is the production of a video, which highlights the bike and pedestrian route and highlights each city/county along the route. This project can be a collaboration of several entities, including the SEGa RDC, local chambers of commerce, Georgia Department of Tourism, and local historical outlets.

To increase awareness about the bike and pedestrian route, the BPAC members believe schools should be the first targeted group. For example, schools can celebrate a “Bike and Pedestrian Awareness Week”, which would include bike demonstrations, classes on the rights of cyclists and pedestrians, how to choose the proper helmet, etc. A campaign such as this could be a coordinated effort between local law officials and schools. The “Bike and Pedestrian Awareness Week” could also be a joint effort with cycling organizations, such as the League of American Bicyclists, which promotes Safe Routes to School. On the state level, SEGa BPAC also suggests an addition to the Georgia Driver’s license exam, which would examine a motorist’s knowledge of bike and pedestrian rights.

To increase the public’s awareness of the benefits of cycling and walking, RDCs, public health departments, and cities can launch a campaign. This campaign can begin at the local city level. During the “Bike and Pedestrian Awareness Week”, businesses can encourage employees,

who live close by, to bike or walk to work for the week. The businesses with the most employees to voluntarily give up using an automobile for transportation, can receive an award, such as an employee's lunch paid by the health department or city. To encourage employees to ride to work or citizens to ride to local shops, businesses need to install adequate bike parking. Another way to encourage cycling is to install bike racks in front of downtown shops and to reward the shop. For example, the first five shops to install bike racks could receive free advertising for a month on local radio stations or invited to become a member of the chamber of commerce. Finally, in larger cities, such as Douglas and Waycross, a yellow bike organization, based on Decatur Yellow Bikes Inc., can increase awareness of cycling. The yellow bike program provides free bikes for the use of citizens¹³. These bikes can be used by anyone and after use returned to a drop-off point.

¹³ Information about Decatur Yellow Bike Inc., can be found at www.dybikes.org/home.htm.

Chapter 8

Public Involvement Strategy

Funding Sources

BPAC members have compiled the following list of possible funds for existing and future bike and pedestrian trails.

- Federal-aid Highway Program
 1. National Highways System funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System, including Interstate highways.
 2. Surface Transportation Program (STP) funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking. TEA-21 added “the modification of public sidewalks to comply with the Americans with Disabilities Act” as an activity that is specifically eligible for the use of these funds. Ten percent of each State’s annual STP funds are set-aside for Transportation Enhancement Activities (TEA). The law provides a specific list of activities that are eligible TEAs and this includes “provision of facilities for pedestrians and bicycles, provision of safety and education activities for pedestrians and bicyclists,” and the “preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails).” Another 10 percent of each State’s STP funds is set-aside for the Hazard Elimination and Railway-Highway Crossing program, which addresses bicycle and pedestrian safety issues. Each state is required to implement a Hazard Elimination Program to identify and correct locations that may constitute a danger to motorists, bicyclists, and pedestrians. Funds may be used for activities including a survey of hazardous locations and for projects on any publicly owned bicycle or pedestrian pathway or trail, or any safety-related traffic calming measure.
 3. Congestion Mitigation and Air Quality Improvement Program funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use.
 4. Recreational Trails Program funds may be used for various trail projects. Of the funds apportioned to a state, 30 percent must be used for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses.
 5. National Scenic Byways Program funds may be used for “construction along a scenic byway of a facility for pedestrians and bicyclists.”
 6. Job Access and Reverse Commute Grants are available to support projects, including bicycle related services, designed to transport welfare recipients and eligible low-income individuals to and from employment.
- Federal Transit Program

1. Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Program for Other than Urbanized Area transit funds are used to improve bicycle and pedestrian access to transit facilities and vehicles. Eligible activities include investments in “pedestrian and bicycle access to a mass transportation facility” that establishes or enhances coordination between mass transportation and other transportation.
- Highway Safety Programs
 1. State and Community Highway Safety Grants funded by the Section 402 formula grant program. A state is eligible for these grants by submitting a performance plan (establishing goals and performance measures for improving highway safety) and a Highway Safety Plan (describing activities to achieve those goals).
 2. Bicycle and Pedestrian Safety Grants

Chapter 9 Proposed Timeline

SOUTHEAST GEORGIA REGIONAL BICYCLE AND PEDESTRIAN IMPLEMENTATION STRATEGIES

<i>GOALS & OBJECTIVES</i>	<i>PROJECT YEAR</i>	<i>STAKEHOLDERS/PARTNERS</i>	<i>COSTS</i>	<i>FUNDING SOURCES</i>
LOCAL FACILITY ASSESSMENT*	2005	LOCAL GOVERNMENT, RDC, RECREATIONAL ENTITIES	\$25,000	GDOT, LOCAL GOVERNMENT MATCH, GRANTS
SURVEY SITES OF EXISTING & FUTURE BIKE AND PEDESTRIAN TRAILS—WHAT IMPROVEMENTS NEED TO BE MADE? WHAT TYPE OF CONSTRUCTION IS NEEDED FOR EXISTING AND FUTURE FACILITIES?	2006	LOCAL GOVERNMENT, RDC, RECREATIONAL ENTITIES, USERS	25,000	GDOT, LOCAL GOVERNMENT MATCH, GRANTS

EDUCATIONAL OUTREACH TO INCLUDE A REGIONAL WEBSITE AND PRESENTATION. OTHER ELEMENTS INCLUDE VIDEOGRAPHY, WHICH WILL INCLUDE SITES OF INTEREST, HISTORICAL AND CULTURAL LOCATIONS, ETC. IN ADDITION, THE EDUCATIONAL OUTREACH INCLUDES THE PRODUCTION OF COLORFUL, GRAPHIC MAPS OF THE BIKE ROUTES, AS WELL AS, THE CONSTRUCTION AND CONDUCTING OF FACILITATION WORKSHOPS ON GAINING LOCAL INPUT AND THE PROMOTION OF THE BIKE & PEDESTRIAN PLAN.	2006-09	LOCAL GOVERNMENTS, RDC, LOCAL SCHOOLS, CITIZENS GROUPS	18,000	LOCAL GOVERNMENT MATCH, GRANTS, COMMUNITY SUPPORT, PRIVATE GRANTS
CONSTRUCT SHARED USE TRAILS IN DOUGLAS, HOMERVILLE, AND WAYCROSS	2006-09	GDOT, RDC	1.3 MILLION	STATE, FEDERAL, LOCAL GOVERNMENT MATCH, PRIVATE GRANTS, COMMUNITY SUPPORT
FACILITY IMPROVEMENTS TO EXISTING BIKE ROUTES TO INCLUDE BENCHES AND LIGHTING	2006-09	LOCAL GOVERNMENT, RDC, GDOT	75,000 (15,000 FOR EACH-- DOUGLAS, HOMERVILLE, HOBOKEN, NAHUNTA, WAYCROSS)	STATE, FEDERAL, LOCAL GOVERNMENT MATCH
WRITE A PLAN FOR RAILS TO TRAILS TO INCLUDE ATKINSON, BERRIEN, CLINCH, COFFEE, AND WARE COUNTIES	2007-09	LOCAL GOVERNMENT, RAILROADS, CITIZENS GROUPS	150,000	STATE, LOCAL GOVERNMENT MATCH, GRANTS

CONSTRUCT THE FIRST 10 MILES OF THE RAILS TO TRAILS PATH	2009	LOCAL GOVERNMENT, CITIZENS GROUPS, RDC, BPAC	2.8 MILLION	FEDERAL, STATE, PRIVATE GRANTS
ENCOURAGE LOCAL GOVERNMENT ENTITIES TO SUPPORT THE CONSTRUCTION OF WALKING TRAILS IN EACH CITY AND COUNTY	2006-09	LOCAL GOVERNMENT, CITIZENS GROUPS, RDC, BPAC		
SIGNAGE FOR BIKE ROUTES	2006-09	GDOT, LOCAL GOVERNMENT	12 x 18 sign with 11 x 12.5' galvanized steel post is \$138.50 Total cost for signage = \$42, 796.50**	STATE, FEDERAL, LOCAL GOVERNMENT MATCH
*For each of nine counties and their municipalities				
** Total found using number of signs needed for every two miles (309 signs) multiplied by the cost of signs				

Chapter 10

Short-term and Long-term Strategies

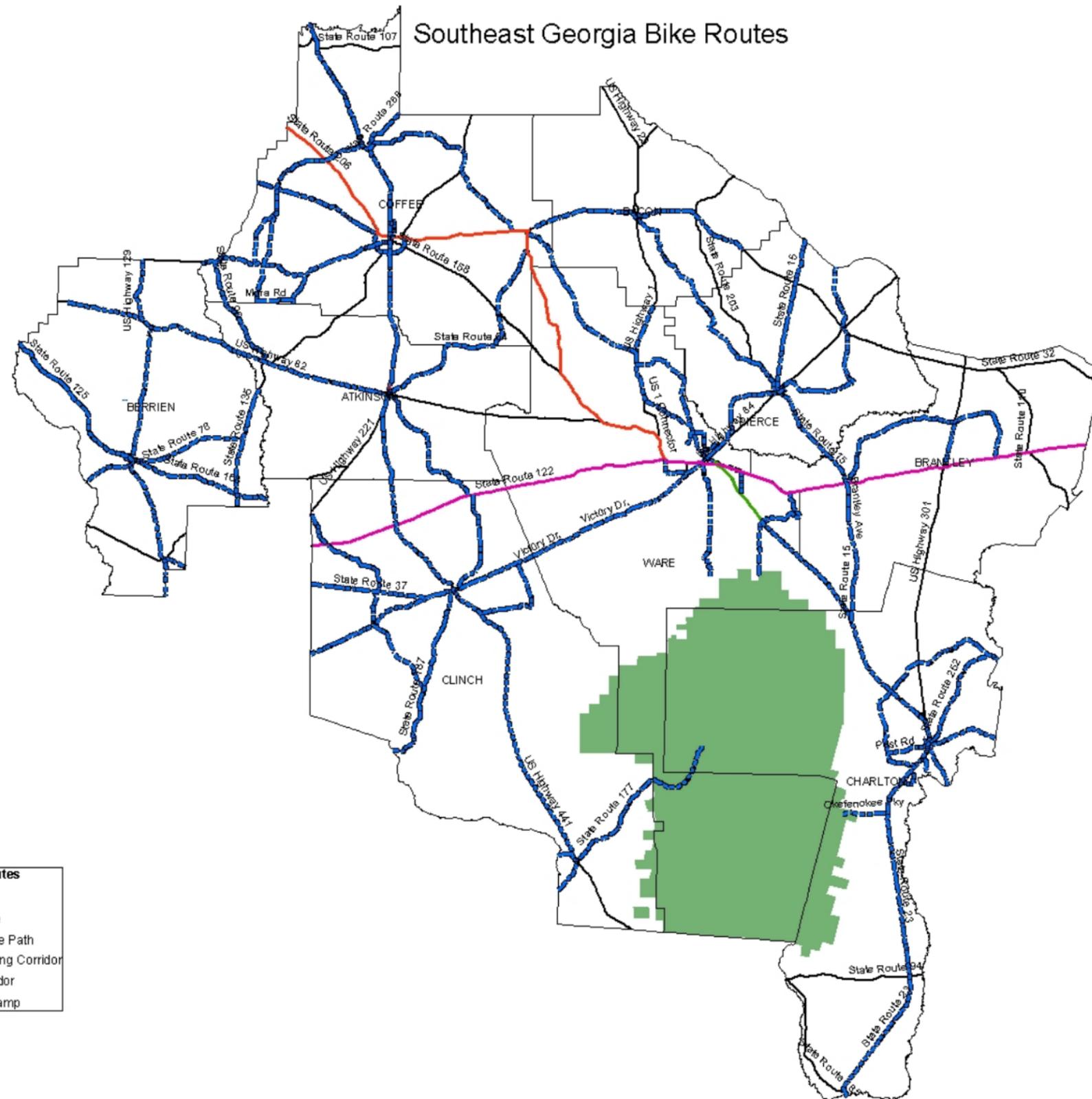
BPAC members assembled a list of strategies for implementing the bike and pedestrian plan. Short-term strategies include working with local schools and law enforcement officials to promote cycling and pedestrian awareness. BPAC members and schools can work together to create field days for bikes that include bike races and distance events. Schools can also incorporate safety classes in Physical Education and Driver's Education. These classes will focus on the rights of all cyclists and pedestrians, how to choose a helmet, etc. Law officials can teach safety classes and patrol the areas used by cyclists and pedestrians. Regional bike shops can sponsor biking clubs, promote weekly rides, and offer maintenance workshops for students.

Other short-term strategies include working with senior citizen groups to promote the health benefits of cycling and walking. Together, BPAC members and senior groups can organize walking and cycling competitions. Local sponsors include parks and recreation departments and businesses. Local businesses can donate needed items, such as helmets or funds, which can also act as free advertisement. County and city municipalities can profit from the transportation benefits of walking and cycling. These entities can host a day to walk or cycle to work, which will reduce automobile traffic and pollution.

Long-term strategies include working with legislators and GDOT. BPAC members and interested citizens can meet with local legislators to discuss the benefits of cycling and walking. Together, the citizens and legislators can push for changes in transportation and recognition of the regional bike and pedestrian plan. BPAC members, citizens, and GDOT can work mutually to create safe bike and pedestrians paths.

Appendix A
County Information and Proposed Bike Routes

Figure 19



Created December 2004
 For General Planning Purposes Only.
 Refer all Questions on Data Source and
 Accuracy to the Southeast Georgia Regional
 Development Center.



County	Route #	Route Description	Figure #
Atkinson	1	State Route 90 from Coffee County to U.S. Highway 82.	20
	2	U.S. Highway 221/441 from Coffee County to Clinch County.	20
	3	State Route 64 from Coffee County to U.S. Highway 441.	20
	4	U.S. Highway 82 from Berrien County, turn on County Road 245, and follow to Clinch County.	20
Bacon	5	State Route 32 from Coffee County to Pierce County.	21
	6	Radio Station Road from Ware County to the intersection of SR 32 in Alma.	21
	7	Lee Store Road from Coffee County to Ware County.	21
Berrien	8	U.S. Highway 82 from Atkinson County to Tift County.	22
	9	U.S. Highway 129 from Irwin County to Lanier County.	22
	10	The Pearson Highway (SR 135) from Atkinson County to Lanier County.	22
	11	College Street (SR 76) from the Pearson Highway (SR 135) to Cook County.	22
	12	Marion Avenue (SR 125) to Tift County.	22
	13	Samuel Street (SR 168) from Lanier County to Nashville.	22
Brantley	14	The Southern Crossing Corridor (Route 10) from Ware County to Glynn County.	23
	15	SR 15 from Pierce County to Charlton County.	23
	16	Raybon Rock Road from US Highway 82.	23
	17	Raybon Lulaton Road to US Highway 82.	23
	18	North Main Street from US Highway 82 to Raybon Lulaton Road.	23
Charlton	19	State Route 177 from Clinch County to the Okefenokee National Wildlife Refuge.	24
	20	U.S. Highway 1 from Ware County to the Florida state line.	24
	21	SR 23 from the City of Folkston to the Florida state line.	24
	22	The Okefenokee Parkway from SR 23 to the Suwannee Canal Recreational Area.	24
	23	State Route 252 from SR 40 to Camden County.	24

	24	State Route 40 from SR 23 to Camden County.	24
	25	Trader Hill Road from SR 23.	24
	26	Newel Road from SR 252, Newel becomes Spanish Creek Road, and follow to SR 23.	24
	27	From Spanish Creek Road, turn on to Post Road which ends in the City of Folkston.	24
	28	The proposed route in Homeland begins at US Highway 1 and follows Homeland Road, Koontz Drive, Dogwood Lane, Pennsylvania Avenue, S. Walnut Street, Bowery Lane, and Homepark Road, which ends at US Highway 1.	24
Clinch	29	The Southern Crossing Corridor (Route 10) from Ware County to Lanier.	25
	30	State Route 168 from Lanier County ends at the intersection of SR 168 and SR 37.	25
	31	State Route 37 from Lanier County and ends at the intersection of SR 37 and US Highway 84.	25
	32	US Highway 84 from Lanier County to Ware County.	25
	33	US Highway 441 from Atkinson County to Echols County.	25
	34	State Route 177 from Charlton County and ends at US Highway 441.	25
	35	State Route 94 from Echols County to U.S. Highway 441.	25
	36	State Route 187 from US Highway 441 to Echols County.	25
	37	From SR 37 take N. Cemetery Road to U.S. Highway 84.	25
	38	From U.S. Highway 84 take Olive Leaf Road and North Street to State Route 187.	25
	39	From U.S. Highway 441 take Shiloh Church Road, turn on to Antioch Church Road, and route ends at U.S. Highway 84.	25
	40	From State Bike Route 10 turn on to Sessoms Road and end at Ware County.	25
Coffee	41	U.S. 441 Highway from Telfair County to Atkinson County.	26
	42	State Route 268 from Jeff Davis County to State Route 32 West.	26
	43	State Route 32 West from Irwin County to join existing state bike route on SR 32 East.	26
	44	State Route 90 From Irwin County to Atkinson County.	26
	45	State Route 158 from Irwin County to U.S. Highway 441.	26
	46	State Route 149 from Atkinson County to State Route 158.	26

	47	Younge Fussel Road from State Route 149 to State Route 149.	26
	48	Mora Road from State Route 149, turn on Hebron Church Road, and end at State Route 158.	26
	49	County Road 187 from U.S. Highway 441 to State Route 135, follow SR 135 to Nicholls Road and end at SR 32.	26
	50	Teston Avenue from State Bike Route 20 to Bacon County.	26
	51	Andrew Tanner Road from State Bike Route 20 to State Route 64 and end at Atkinson County.	26
Pierce	52	State Route 15 from Bacon County to Brantley County.	27
	53	Radio Station Road from Bacon County, turn on Old Alma Road, follow to SR 203, follow to Strickland Street, New Hendry Street, turn on to Central Avenue, and end at E. Park Street.	27
	54	From SR 15 turn on to Strickland Avenue and end at New Hendry Street.	27
	55	From SR 15 take Nichols Street.	27
	56	From Hendry Street take U.S. Highway 84 to Trudie Road.	27
	57	From Trudie Road take Otter Creek Road, then Main Street, and finally Tyre Bridge Road to Wayne County.	27
	58	From Ware County take US Highway 84, turn on to county road, then Golf Course Road, turn on Ware Street, and end at the intersection of Ware and New Hendry Street.	27
	59	From Ware Street turn on S. Yeomans Street, turn on to Sycamore Street, turn on to Oden Street, and end at Ware Street.	27
Ware	60	State Bike Route 20 from Coffee County to US Highway 82	28
	61	State Bike Route 10 from Clinch County to Brantley County	28
	62	Okefenokee Bike Path from U.S. Highway 82 to Okefenokee Swamp Park entrance on US Highway 1	28
	63	Lucy Moore Road from Coffee County, to Beach Road, to Rodeo Road, and end at Memorial Drive.	28
	64	U.S. Highway 1 from Bacon County to Victory Drive	28

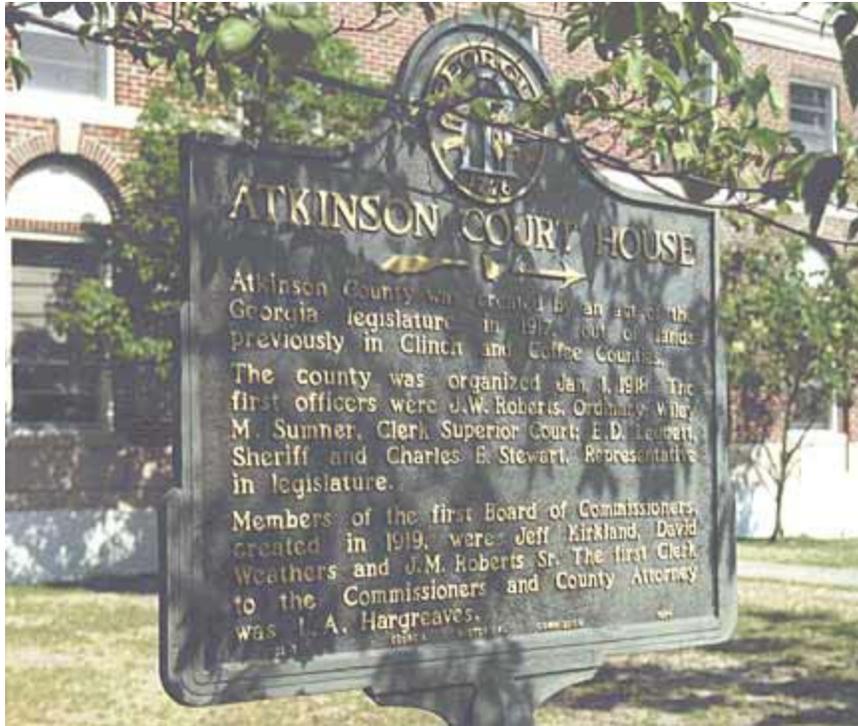
	65	Dixie Union Road from U.S. Highway 1, turn on James Town Road, and end at Memorial Drive.	28
	66	From Lake Street, to Park Avenue, turn on Lajune Road, to Cherry Street, and end on Dorothy Street.	28
	67	Tebeau Avenue from Victory Drive, turn on Coral Road, and end at Victory Drive.	28
	68	Mary Street from Tebeau Avenue to Pendleton Street	28
	69	Victory Drive from Pierce County, turn on to Brunel Street, turn on Rufus Carter Road, Rufus Carter Road becomes Hopkins Road, turn on to County Road and follow to Obediah's Okefenokee.	28
	70	Aycock Road from Okefenokee Bike Route to State Bike Route 10.	28
	71	Vereen Bell Highway (SR 177) from State Bike Route 10 to Okefenokee Swamp Park.	28
	72	Vereen Bell Highway (SR 177) from Clinch County to Charlton County.	28
	73	Smith Road from State Bike Route 10, turn on Wadley Road, and end at Victory Drive.	28

Atkinson County

Atkinson County is part of the Magnolia Midlands, an organization composed of 22 Georgia counties, and located on Georgia's Highway 441 Heritage Trail. Throughout, the Magnolia Midlands, tourists can find many attractions and festivals. In Atkinson County, tourists can visit Atkinson County Courthouse and the McCranie Brothers Turpentine Still, both of which are on the national register of historic sites. Local festivals included the Willacoochee Old Fashion Day held in July and the Pine and Agricultural Festival held in April. Other attractions include fishing on the Satilla River, the converted train depot in Willacoochee, and acres of farmland.



Atkinson County Courthouse. Photo: Keith Hair.



Atkinson County State Historical Marker. Photo: Keith Hair.



Gazebo in Willacoochee. Photo courtesy of Mr. Bob DeCamp.

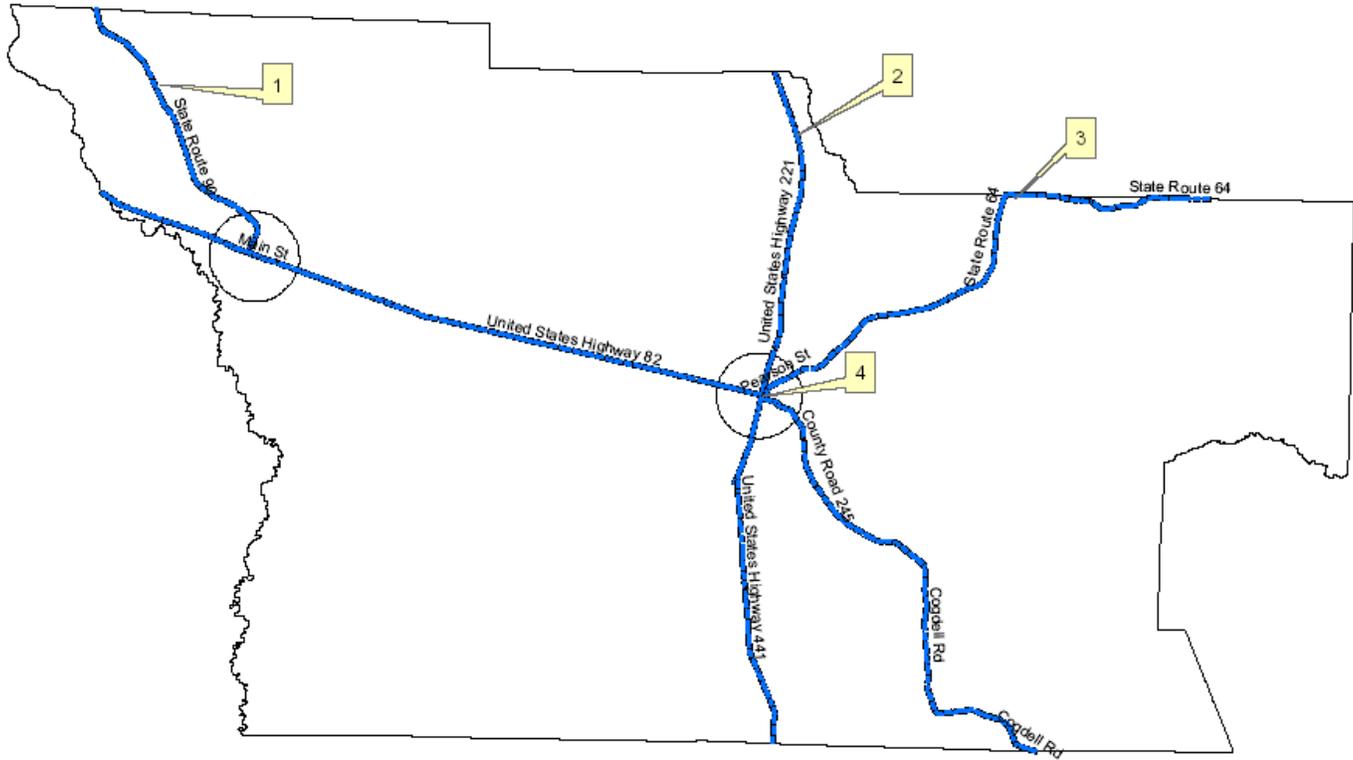


Willacoochee Depot/Library. Photo courtesy of Mr. Bob DeCamp.



Willacoochee Methodist Church on State Route 90. Photo courtesy of Mr. Bob DeCamp.

Figure 20 (Numbers on this map and the following maps correspond to route numbers assigned per county on pages 52-55).



Proposed Bike/Pedestrian Routes
— Proposed Routes



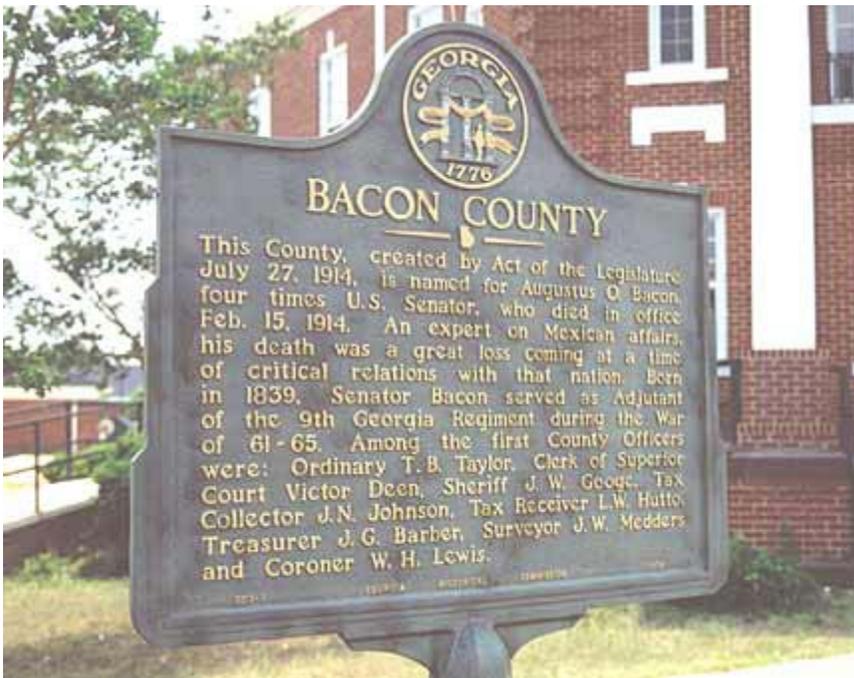
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Bacon County

Bacon County, A Better Hometown Community and Georgia's Blueberry Capital, is a member of the Magnolia Midlands. Alma-Bacon County offers several annual events. These events include the Georgia Farm Show in January, the Wild Game Dinner in April, the Georgia Blueberry Festival held on the first weekend in May, a fireworks display on July 4th, the Guysie Mule Roundup held on the first weekend in October, the Lions Club Big Buck Contest in October, the Community Festival on Halloween Night, and the Christmas Parade in December.



Photo found on the Alma-Bacon County website www.abcchamber.org



Bacon County State Historical Marker. Photo by Keith Hair.



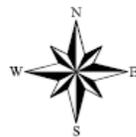
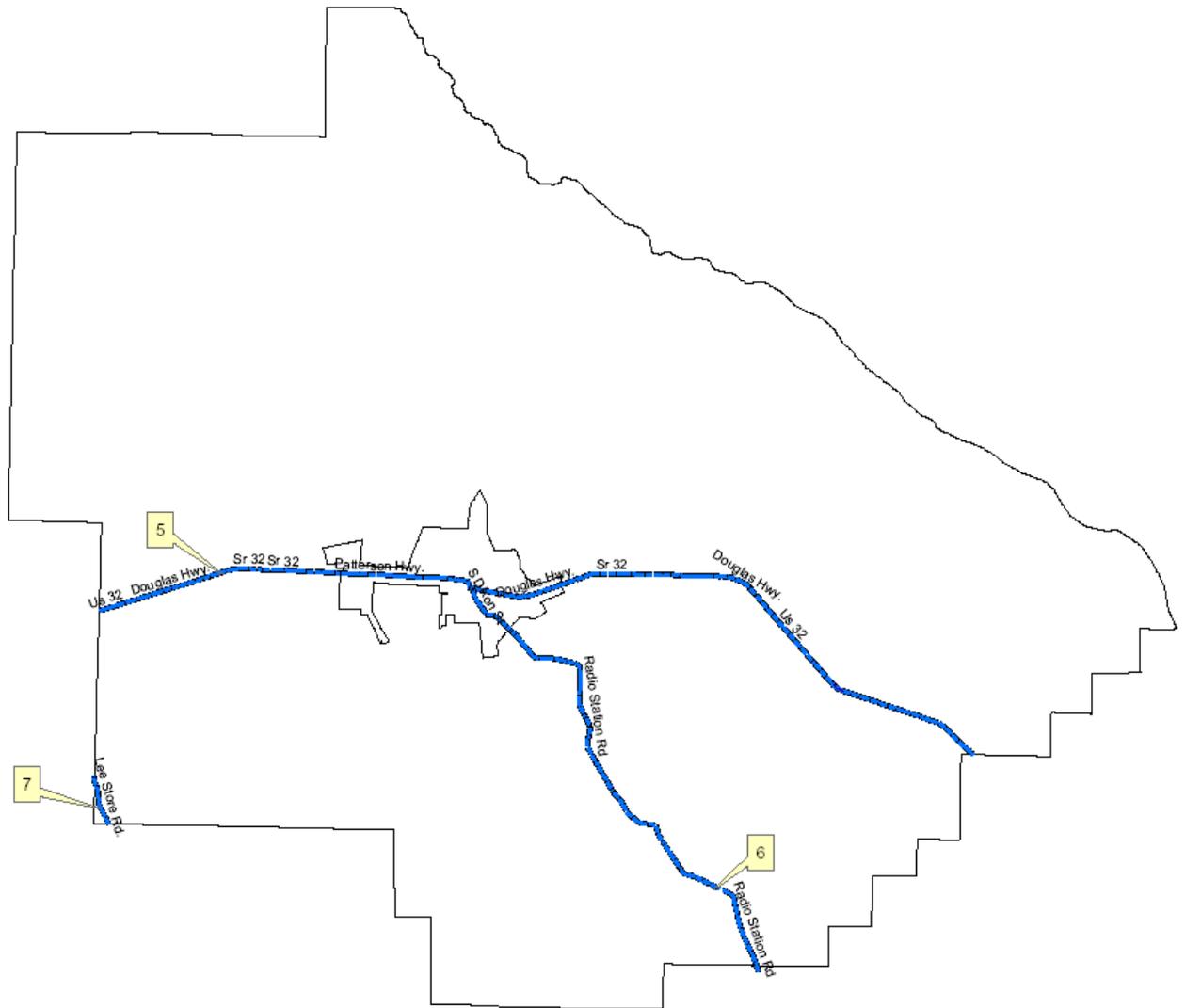
Guysie Mule Roundup.

Photo found at www.dca.state.ga.us/snapshots/p1.asp?County=Bacon



Bacon County Courthouse. Photo by Keith Hair.

Figure 21



Proposed Bike/Pedestrian Routes
— Proposed Routes



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Berrien County

Berrien County is the “Bell Pepper Capital of the World”. The Berrien County Courthouse, the old county jail (now the Chamber of Commerce), and the Alapaha Colored School are listed on the National Register of Historic Places. Festivals include the Alapaha Station Celebration held in November and the Nashville Hometown Christmas Week.



Photo: Keith Hair

Berrien County Courthouse.



Old depot now used as the City Hall of Alapaha.

Photo found at www.dca.state.ga.us/snapshots/pl.asp?County=Berrien



Berrien County Chamber of Commerce.

Photo found at www.dca.state.ga.us/snapshots/p1.asp?County=Berrien

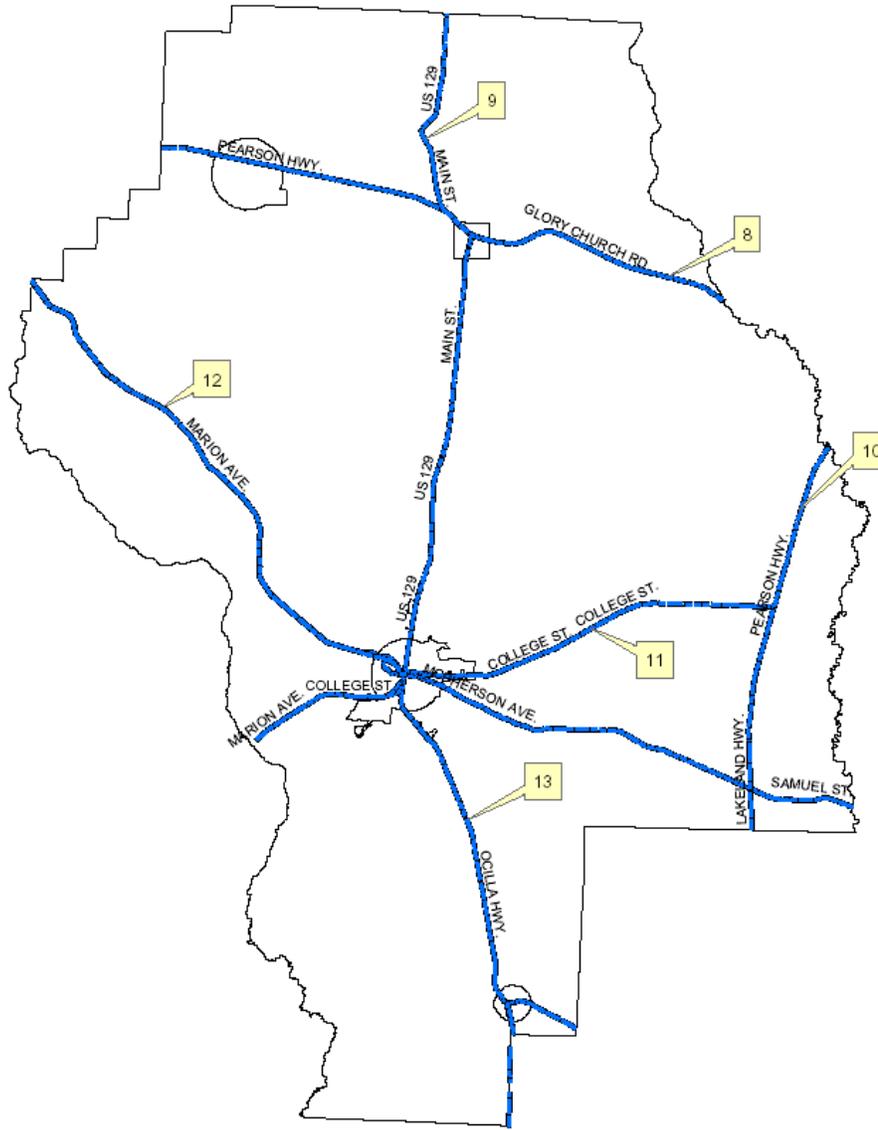


Alapaha Colored School.

Photo found at www.architectureweek.com

At this time, Berrien County does not have an existing bike route, yet it does have the Alapaha Walking Trail that was constructed in 2001 using funds from TEA.

Figure 22



Proposed Bike/Pedestrian Routes
— Proposed Route



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Brantley County

Brantley County is the southern most point of Sherman's march through Georgia. It also shares the Dixon Memorial Forest with Ware County. Waynesville, located on the Southern Crossing Corridor (Route 10), has a Confederate Soldier Park and the Mumford Sylvester House, which is on the National Register of Historic Places.



Brantley County Courthouse. Photo: Keith Hair.



Brantley County State Historical Marker. Photo: Keith Hair.



Dixon Memorial State Forest.

Photo found at www.dca.state.ga.us/snapshots/p1.asp?County=Brantley



Confederate Soldiers Park, Waynesville.

Photo found at www.rootsweb.com/~gabranti/confedwall-1-2003.html



Confederate Wall, Waynesville.

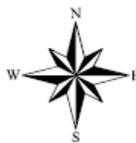
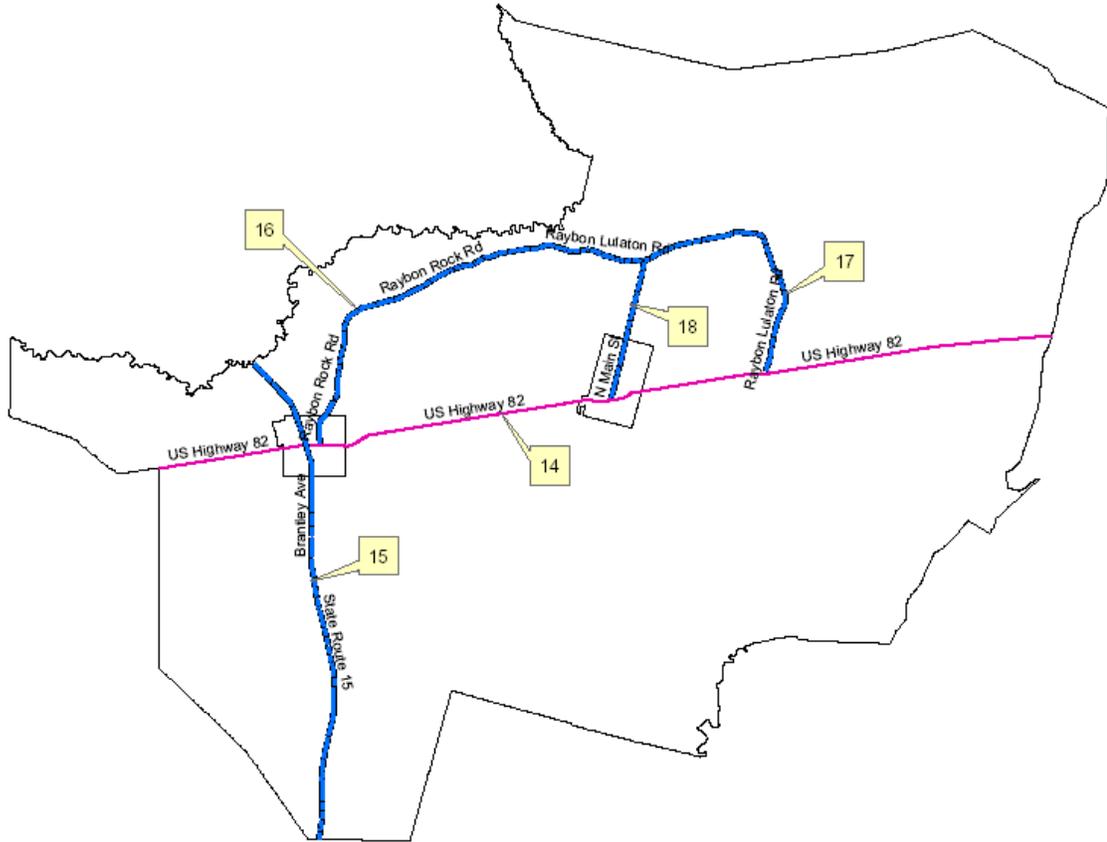
Photo found at www.rootsweb.com/~gabranti/confedpark-home.html



Mumford Sylvester House, Waynesville.

Photo found at www.rootsweb.com/~gabranti/mumford.html

Figure 23



Existing and Proposed Bike/Pedestrian Route

- Proposed Route
- Southern Crossing Corridor



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Charlton County

Folkston, Charlton County's county seat, is known as the "Gateway to the Okefenokee". Charlton County has much to offer from daily trains to the wildlife found in the pristine Okefenokee Swamp. Both the St. Mary's and the Satilla Rivers flow through Charlton County. Tourists can canoe, boat, fish, or swim in these rivers. Traders Hill Recreation Park, located off the Okefenokee Parkway, offers camping facilities. Historical Primitive Baptist Churches, such as Sardis or Little Phoebe Church, has historical cemeteries. Rail fans can watch trains from the Folkston Funnel. Charlton County has several festivals such as Railwatch Day held each April, the Okefenokee Festival in October, and the Cherokee Powwow in October.

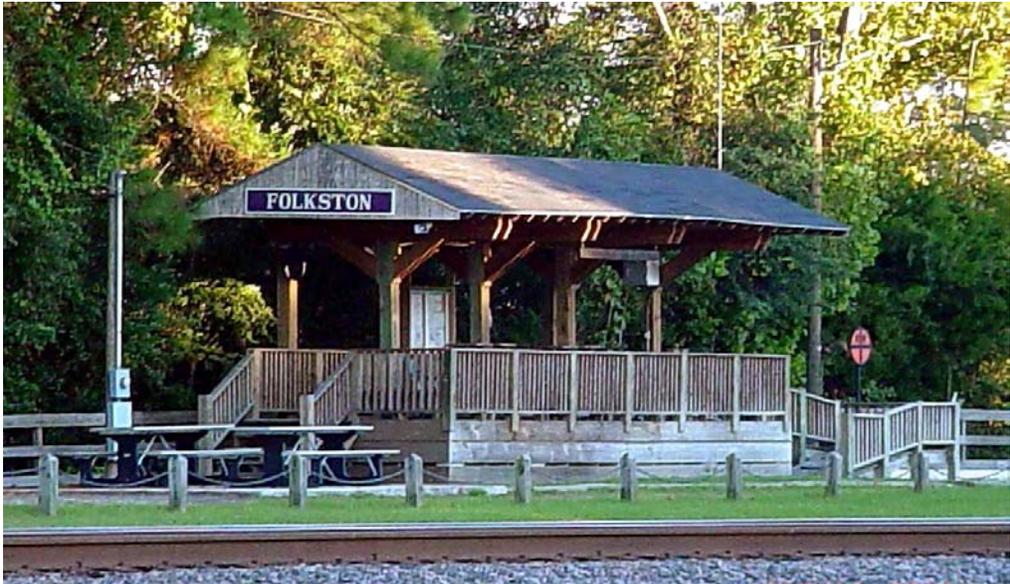
The City of Homeland is located north of Folkston off US Highway 1. Homeland is "Okefenokee's Planned Retirement Colony". Tourists can stop by the historic Palmetto Hotel, which once was a boarding house for the loggers in the Okefenokee. In addition, Homeland has a walking trail on Dogwood Lane to Pennsylvania Avenue.



Okefenokee Educational Research Center, Folkston.
Photo courtesy of Mayor Dixie McGurn.



City Hall.
Photo courtesy of Mayor Dixie McGurn.



The Folkston Funnel.
Photo courtesy of Mayor Dixie McGurn.



The Mizell House.
Photo courtesy of Mayor Dixie McGurn.



Charlton County Courthouse.
Photo courtesy of Mayor Dixie McGurn.



The Folkston Depot, now the Folkston-Charlton County Chamber of Commerce.
Photo courtesy of Mayor Dixie McGurn.

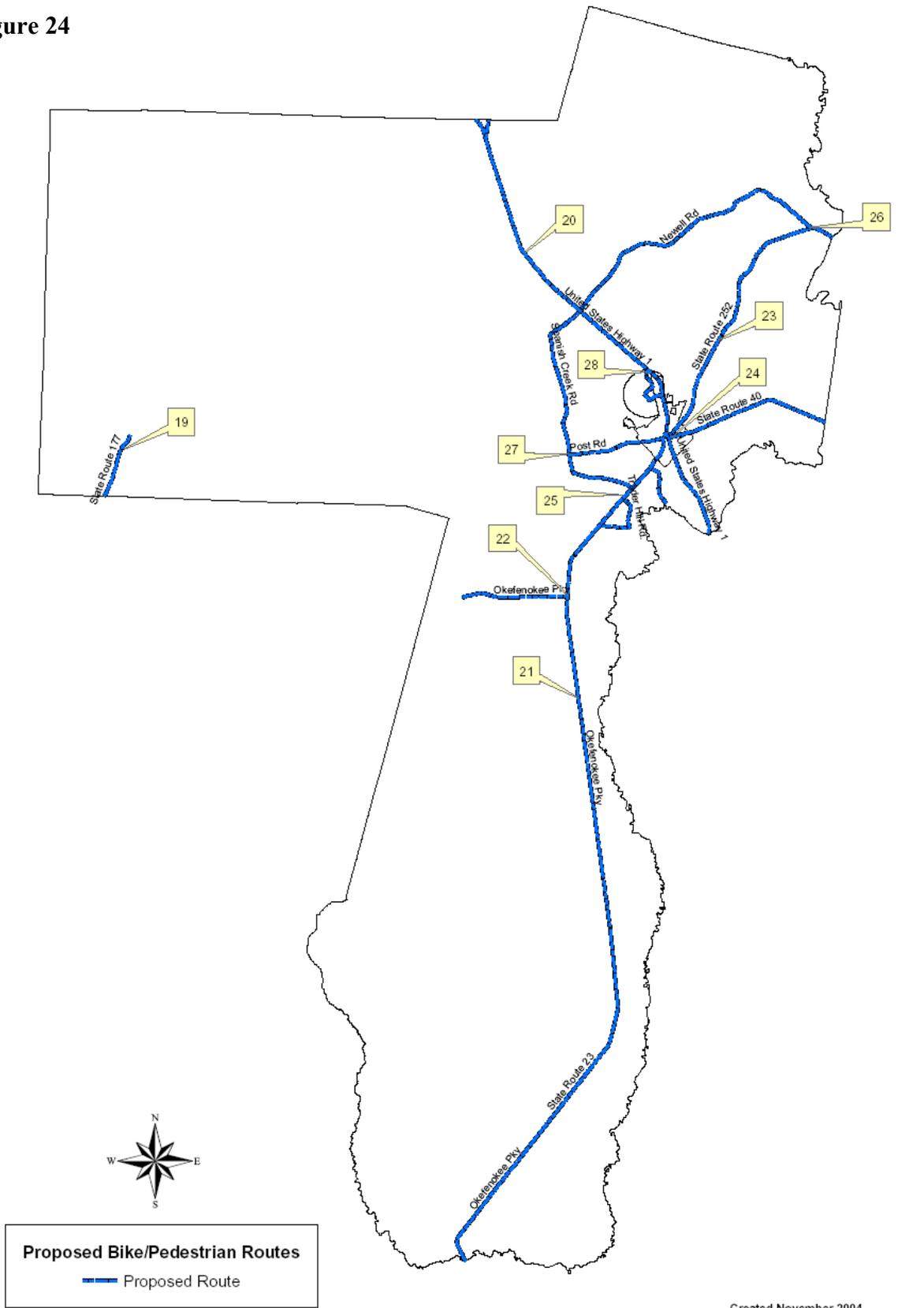


The Okefenokee National Wildlife Refuge, Charlton County.
Photo courtesy of Mayor Dixie McGurn.



The Palmetto Hotel, Homeland.
SEGa RDC photo.

Figure 24



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Clinch County

Cyclists and pedestrians can enter the mysterious Okefenokee through the swamp's entrance at the Stephen C. Foster State Park, located in Fargo. Stephen C. Foster State Park covers 80 acres and is shared by both Clinch and Charlton Counties. The park offers boat tours through the Okefenokee Swamp. The Suwannee River Visitor Center, located in Fargo, educates tourists on the intricate ecosystem of the Okefenokee, as well as, being an example of an environmentally friendly building. Each October, Clinch hosts the Timberland Jubilee, which pays tribute to the timber that covers much of the county. Homerville, the county seat, is also home to the Huxford Genealogical Library, which endeavors to preserve the history and genealogy of South Georgia and North Florida.



Photo: Keith Hair

Clinch County Courthouse



Clinch County State Historical Marker. Photo: Keith Hair.



The Okefenokee Swamp.
Photo found at www.georgia.gov



Suwannee River Visitor Center, Fargo.
Photo found at www.gastateparks.org

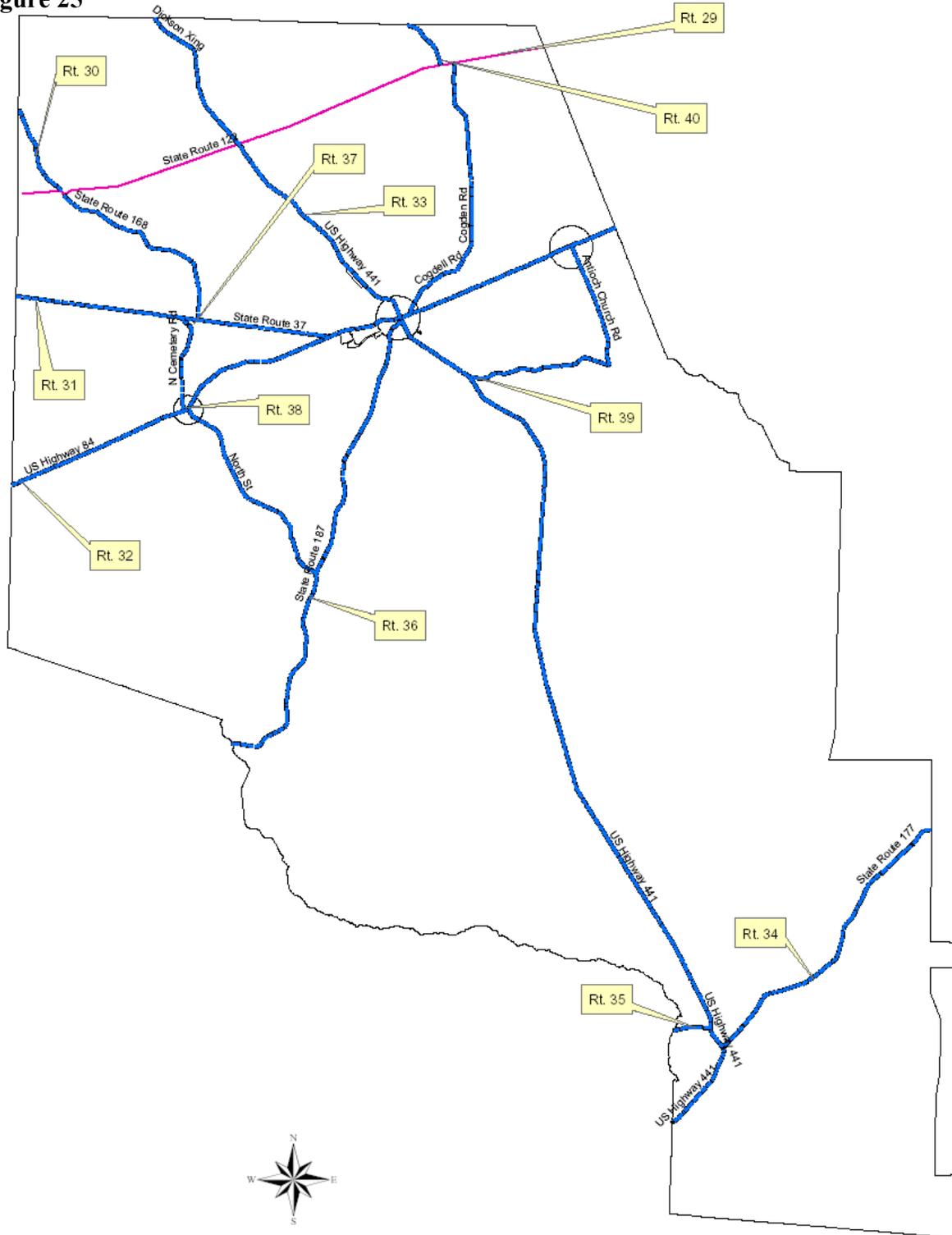


The Huxford Genealogical Library.
Photo found at www.dca.state.ga.us/snapshots/p1.asp



Bethany Church, Homerville. Photo courtesy of Mr. Alvin McClung.

Figure 25



Existing and Proposed Bike/Pedestrian Routes

- Southern Crossing Corridor
- Proposed Route



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Coffee County

Coffee County, like Atkinson County, is part of the Magnolia Midlands. This county has much to offer cyclists and pedestrians. Tourists can drop by the historic Ashley-Slater house, which now serves as the Douglas Area Welcome Center. After visiting the Welcome Center, cyclists and pedestrians can tour historic Gaskin Avenue, which has many beautifully restored homes. The Heritage Station Museum, located on West Ward Street. The exhibits display life in the early 1900s. In downtown Douglas, visitors can shop for antiques or browse in any of the shops located on Peterson Avenue. The Heritage Art Walk, a presentation of Coffee County history through art, is displayed in the corridors of the Coffee County Courthouse. In addition, tourists can drop by the Martin Centre, a restored 1940s movie house, which now serves as a performing arts center.

Coffee County is also home to South Georgia College, General Coffee State Park, and the Broxton Rocks. South Georgia College is the oldest first two-year college under the University of Georgia System. A nine hole public golf course is located on the campus. In addition, South Georgia College is host to one of the largest Elderhostel Programs in Georgia. General Coffee State Park, located on the Wiregrass Corridor Bike Route (Route 20), consists of 1,490 acres and includes a Pioneer Village, an example of farm life in rural Georgia. General Coffee State Park also offers tent, trailer, and RV sites or visitors can rent the Burnham House, a 19th century cabin located in the park. Activities included a 4-mile nature trail, history and nature programs, fishing, and canoe and pedal boats. Annual events consist of a canoe trip on the Satilla River (March), Natural Heritage Celebration (April), Pioneer Skills Day (November), and Christmas on the Pond (December). The Broxton Rocks is the largest outcrop of ancient sandstone on the costal plain of the Southeastern United States. This natural wonder displays leopard-colored cliffs and endangered plants.

Farm tours are also available during planting and harvesting season. The Berry Barn located on US Highway 441 offers fresh strawberries and peaches, Paulk's Vineyard offers grapes, nectarines, and peaches, Greene Tree Farm sells Christmas trees, and the Farmer's Curb Market offers a variety of fresh produce. Coffee County has several annual events, such as the Southeast Georgia Camellia Showcase (February), Chautauqua Art Festival (April), Munch and Music (April), Freedom Fest (July), Smell the Coffee 5k Run (October), Health Wellness and Safety Fair (October), Holiday Open House (November), Holiday Craft Bazaar (November), Happy Pappy Antique Car Show (November), Holiday Festival of Lights (December), and the Holiday Tour of Homes (December).

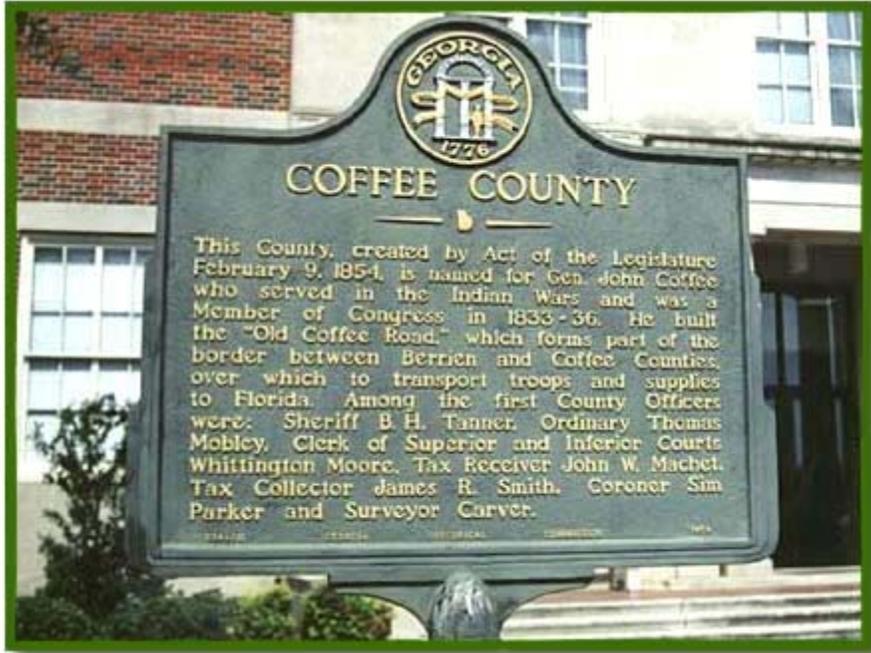


Photo: Keith Hair

Coffee County State Historical Marker



Ashley-Slater House, now the Douglas Area Welcome Center.
Photo courtesy Mr. Bob DeCamp.



Home in the historic district, Gaskin Avenue.
Photo courtesy Mr. Bob DeCamp.



The Heritage Station Museum.
Photo courtesy of Mr. Bob DeCamp.



Photo: Keith Hair

Coffee County Courthouse



South Georgia College.
Photo courtesy of Mr. Bob DeCamp.



Pond at General Coffee State Park.
Photo found at www.gastateparks.org

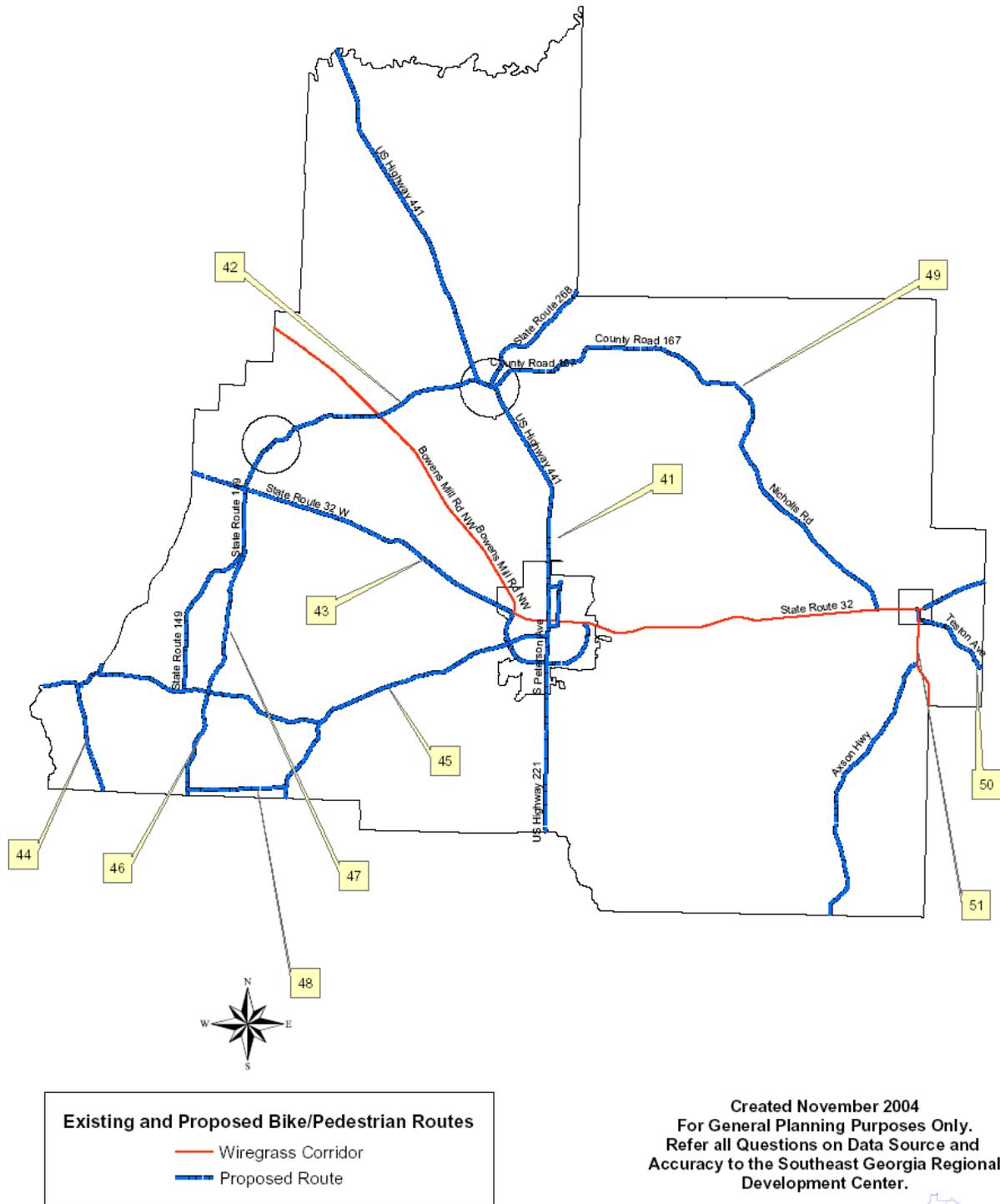


The Broxton Rocks.
Photo courtesy of Steve DeCresie
Found at <http://nge1.galib.uga.edu>

Currently, the City of Douglas has a proposed 5-mile greenway. To date, only 3.2-miles are completed and open to cyclists and pedestrians. Construction began in 2003 and was funded

with money from a 2001 TE grant. In addition to the Douglas Greenway, part of the Wiregrass Corridor Bike Route (Route 20) passes through Coffee County.

Figure 26

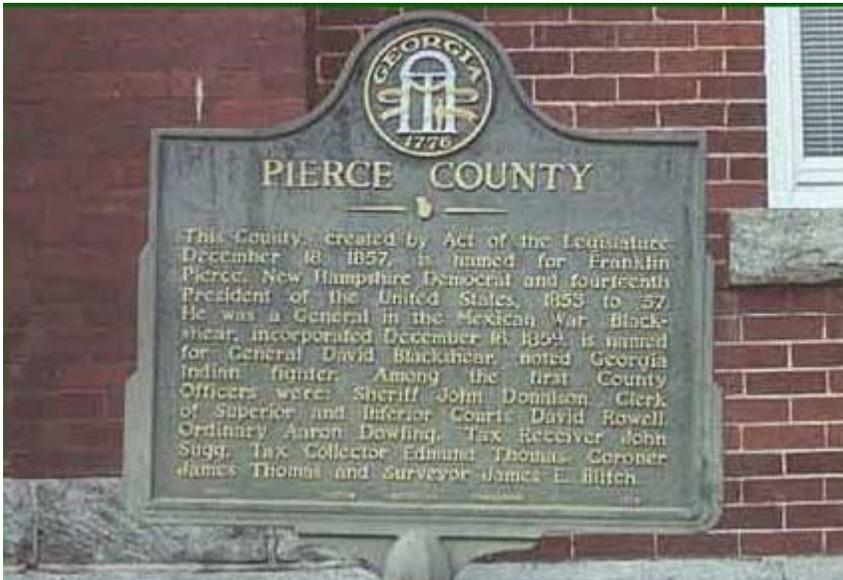


Pierce County

Pierce County is home to the Marian Anderson Library, which houses the Black Heritage Collection, the largest publicly available anthology of this nature in the region. The first historical monument in Blackshear was unveiled in 1925. This marker, a large granite stone, commemorates the construction of a military road during the War of 1812 and the Creek Indian Wars. During the Civil War, Blackshear constructed a prison for Union soldiers. A historical marker now indicates the site of this prison. Local events include the Big Z Warehouse Sale (Spring and Fall), Heritage Day (Spring), Harvest Festival (October), and the Christmas Parade (December). In addition, Pierce County shares the Little Satilla Wildlife Management Area with Wayne County.



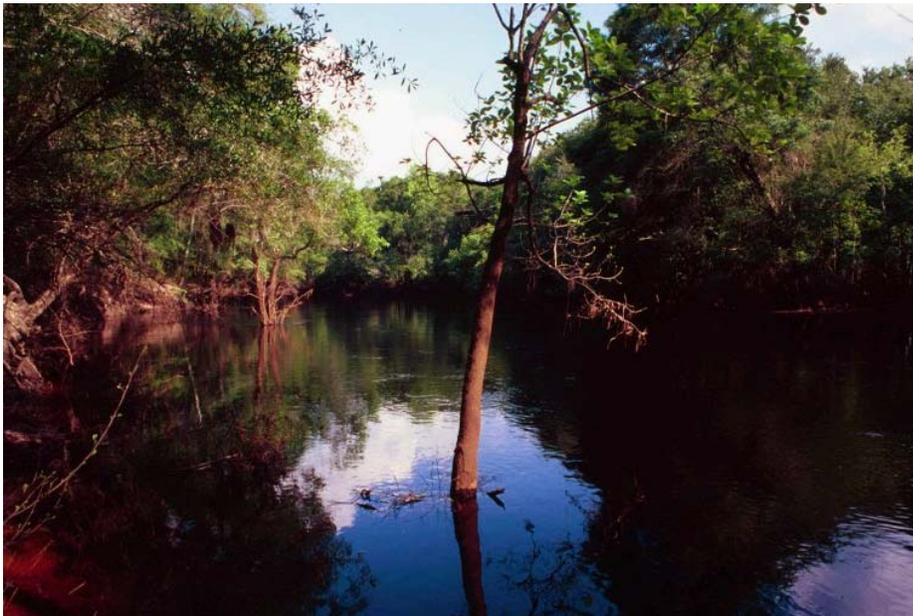
Pierce County Courthouse, Nichols Street
Photo: Keith Hair



Pierce County State Historical Marker
Photo: Keith Hair



The Marian Anderson Library, Sycamore Street
Photo found at <http://www.ware.public.lib.ga.us/mariananderson.htm>



The Satilla River
Photo found at <http://georgiariversurvey.org/satilla/stree.jpg>



David Blackshear Monument

Photo found at

http://piercecouny.www.50megs.com/historical/david_blackshear_monument.html



Confederate Prison Camp Historic Marker

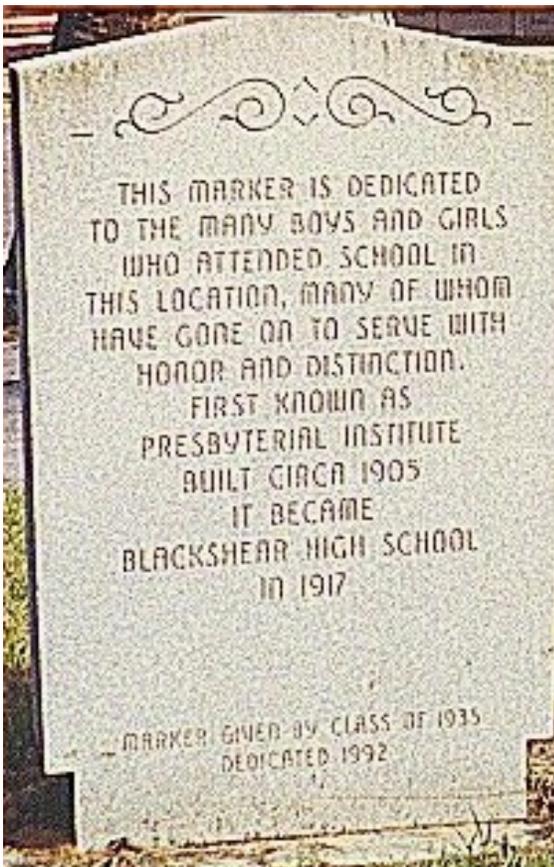
Photo: Ed Jackson

Found at www.cviog.uga.edu/Projects/gainfo/gahistmarkers/confedprisoncamphistmarker.htm



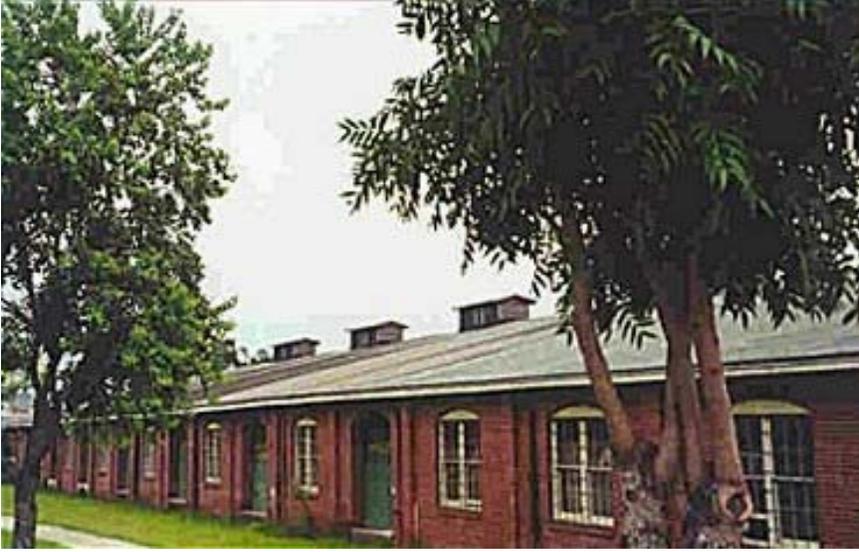
The Presbyterian High School, Blackshear

Photo found at http://piercecouny.www.50megs.com/historical/presbyterial_institute.html



Marker for the Presbyterian High School

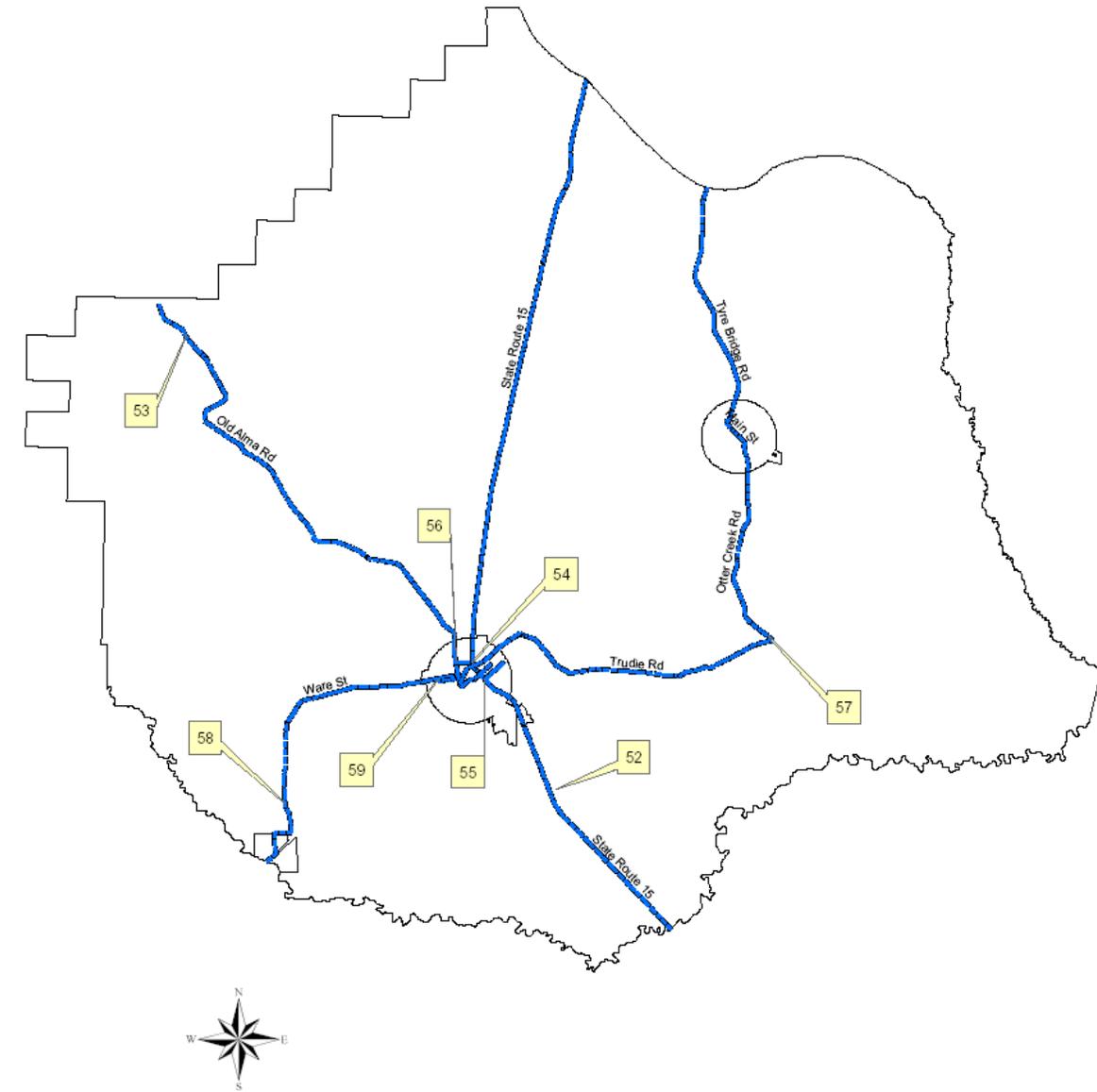
Found at http://piercecouny.www.50megs.com/historical/presbyterial_institute.html



Brantley Brick Warehouse, now the Park Street Station Antique Mall

Photo found at http://piercecouny.www.50megs.com/historical/brantley_brick_warehouse.html

Figure 27



Proposed Bike/Pedestrian Route
— Proposed Route



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Ware County

Ware County is home to the Laura S. Walker State Park, one of the few state parks named after a woman. Laura S. Walker State Park has much to offer including fishing, boating, golfing, hiking, and camping. Ware County is home to the Okefenokee Swam and Obediah's Okefenokee, a restored Okefenokee homestead. Local events include the Okefenokee Swamp Fling, Pogofest, and the Paul Azinger Golf Classic.



Ware County Court House

Photo: Ed Jackson



Laura S. Walker State Park

Photo found at www.gastateparks.org/info/lwalker



Okefenokee Swamp Park, Waycross Entrance
Photo found at www.dca.state.ga.us/snapshots/p1.asp



Antioch Baptist Church, located on Knight's Avenue
Photo found at www.waycrossgeorgia.com/images/waycross-antioch1.jpg

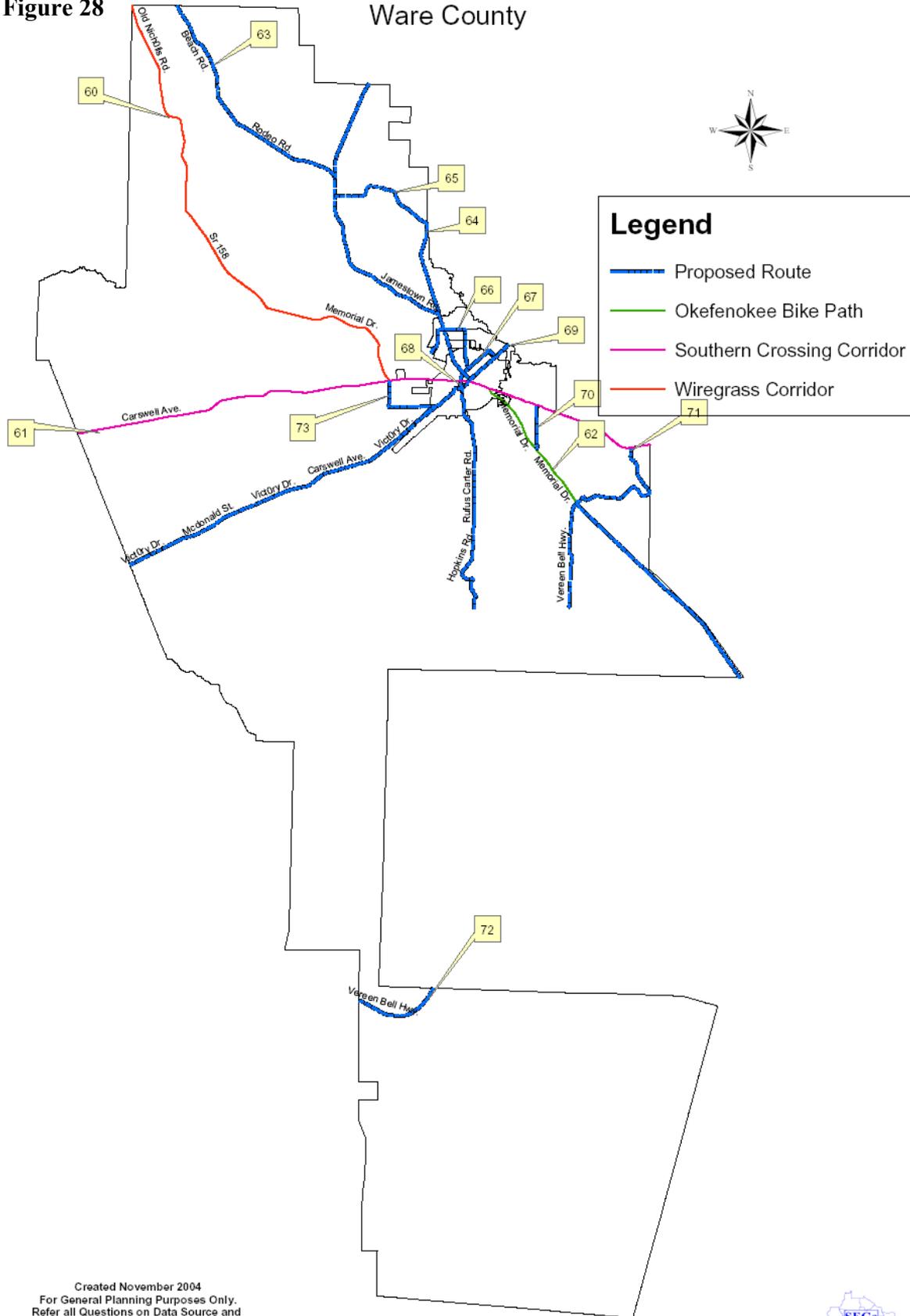


Waycross Rail Depot, which now serves as the Waycross-Ware Chamber of Commerce
Photo found at www.waycrossgeorgia.com/images/waycross-depotrenov1.jpg

Currently Ware County has three established bike routes. The state maintained Southern Crossing Corridor (Route 10) and the Wiregrass Corridor (Route 20). In addition, the City of Waycross maintains the Okefenokee Bike Path, which begins on US Highway 82 and ends at the Okefenokee Swamp Park on US Highway 1.

Figure 28

Ware County



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Appendix B

Southeast Georgia Bicycle & Pedestrian
Advisory Planning Committee
May 13, 2004

MINUTES OF MEETING

Attending Members

Toni Johnson, Linda Harris, Rita Perritt, and Al McClung (attended via telephone)

Review of Minutes from March 3, 2004

The goals and objectives of the committee were reviewed to establish the two main focus areas: safety and recreation. No other clarification was needed for those in attendance.

Discussion of Goals for Fourth Quarter 2004 (April 1 – June 30) as outlined by DOT

Conduct needs assessment and existing conditions report

Submit summary

The information regarding the existing conditions portion of the report has been gathered from various sources. However, the needs assessment portion of the individual areas still needs information. As an example of how to establish the what and where for the different areas within the region Ms. Johnson gave out a map that showed, for the year 2003, all the accidents within the city limits of Waycross, GA. A copy of the map and the accident reports are included with the minutes of the meeting. Using the reports and the map areas that need review can be easily identified by the number of accidents that are caused within an area and the reason for those accidents. Ms. Johnson asked if the members could obtain from their local police departments the accident reports that involved either bicyclists or pedestrians for the year 2003 in order to map out areas of concern for the needs assessment portion of the summary.

Develop recommendations

Ms. Johnson asked if the members would brainstorm before the next meeting so their ideas could be placed in the report along with the areas of concern.

Update of Possible Funding Sources

Ms. Johnson informed the committee regarding the recent meetings with South Georgia Regional Development Center and the Florida Division of Trails. Many of the roadblocks concerning ideas that the committee had during its first meeting have been successfully dealt with by Florida. They are very eager to work with both South Georgia and Southeast Georgia to connect trails that currently exist in both States and hopefully any that might come in the future. The Florida Division staff was more than helpful in giving contact names for grants and other funding sources. This list was included in the packet mailed shortly after the meeting. South

Georgia will continue to meet with the Florida staff and would like to know if anyone from the Southeast Georgia committee would like to go to any of the meetings.

Distribution of Statistics and Materials

Ms. Johnson distributed a packet containing accident statistics and material regarding safety programs. Mr. McClung was asked to look through the material regarding safety programs to see if there might be any that would be appropriate for the region and worth pursuing. Mr. McClung agreed.

Discussion of Need for another Meeting and Date of Meeting

Due to the report/summary required by the GDOT and the information needed to complete that summary it was decided that another meeting was needed. That meeting will be scheduled for early June during the day. A letter will be sent out informing the members of the committee of the date and time.

Adjourn

There were no more items to be discussed on the agenda and a motion was made for the meeting to be adjourned.

MINUTES OF MEETING

Attending Members:

Linda Harris – Brantley County, Mayor Austin Hickox – Charlton County, Al McClung – Clinch County (attended via telephone), Zoe Hardenbrook- GDOT, Don Gaskins – GDOT, Sharon Caton – SEGa RDC, Shelley Stevens – SEGa RDC, Genie Lee – SEGa RDC

I. Welcome

Genie Lee, Executive Deputy Director, Planning, Community and Economic Development, welcomed all to the meeting and thanked all for their community volunteerism with BPAC. She asked those in attendance to encourage the inactive neighboring county BPAC members to get involved.

Ms. Lee explained to the group that two (2) new planners (Sharon Caton and Shelley Stevens) have been hired by the RDC to replace Fred Carpenter and Toni Johnson, both of whom have relocated. Mrs. Caton is the Supervising Planner who will oversee the work of Ms. Stevens, the new Transportation Planner. Ms. Lee then turned the meeting over to Mrs. Caton.

II. Welcome and Introductions

Mrs. Caton welcomed all to the meeting. Present were Austin Hickox, Mayor of Homeland, Ms. Linda Harris, Brantley County representative, Mr. Al McClung, Clinch County representative Mrs. Caton welcomed and introduced Don Gaskins from Tifton GDOT, and Zoe Hardenbrook, Jesup GDOT, to the meeting. Shelley Stevens was introduced as the new Transportation Planner for the SEGa RDC whose “official” first day of work is September 1, 2004. Ms. Stevens fills the vacant position of Transportation Planner.

III. Review of Minutes from May 13, 2004

Minutes of the May 13 meeting were read and approved by those attending. Members were directed to the information requested during the previous BPAC meeting and commented on the essence of time relating to the GDOT contract obligations. The BPAC Advisory Council members requested clarification of the information needed. The representative from Jesup GDOT reported that traffic accident and other information was available online from GDOT.

IV. Updates, Concerns, Questions

Mrs. Caton stated that the purpose of the meeting was to gain input from the Planning Advisory Committee regarding:

1. Proposed bicycle and pedestrian routes, points of interest, and landmarks for inclusion in the proposed routes.
2. Coordination of proposed routes with surrounding counties for entry and exit points.
3. Obtain information and input from GDOT regarding proposals.
4. Reach a consensus on routes, points of interest, and landmarks for inclusion in the proposed routes.

5. Consideration of the connectivity of the proposed bike and ped routes to ongoing community events, completed projects (GDOT, Hometown, CDBG, and other community improvement activities), and special occasion, cultural, or historical events and locations.

- a. Consideration of the inclusion of existing hiking trails, bike paths, near to waterway paths, state and local parks, and other points of interest in the local bike and ped plans.
- b. Consideration of the economic and community impact of thoughtfully planned bike and ped plans and a suggestion to look at the project as an opportunity to share the unique qualities and sights of each county with bikers and walkers visiting or living in the area.
- c. Al McClung expressed concerns about GDOT sweeping the speed bumps on the side of the road after ditches have been dug, for a safer ride.

V. **BPAC Planning/Mapping Session**

Mrs. Caton reviewed with members the BPAC Planning process emphasizing the need to complete the Needs Assessment and Community Surveys of Important Sites including sites of historic, informative, recreational, and industrial, as well as proposed road/street conditions of the plan related to:

- a. Needs Assessments to include lighting, signage, access lanes, safety issues, bridges, road conditions, available park and ride access, widening of roadways to accommodate riders and pedestrians, maps, and route planning for short and long rides or walks.
- b. Specific interest rides and walk routes to address varied interests related to:
 - i. Cemetery and Church tours
 - ii. Cultural or Event tours
 - iii. Waterways
 - iv. Historical or Landmark tours
 - v. State and local park tours
 - vi. Seasonal tours (Harvest, Fall, Christmas, etc)
 - vii. Agricultural (cotton gin processing, blue berry growing and processing, dairies, etc.)
 - viii. Industrial tours (manufacturing or mining tours)
 - ix. Other site-specific tour opportunities
- c. Map development for website, local Chamber or Tourism outlet, and local Access distribution to:
 - i. Inform community members, visitors, and others of bike and ped Trails
 - a. Sites with short histograms on a particular ride or walk
 - b. Type of rides or walks (easy access and egress, smooth terrain, rough terrain, limited access) categorized by type and length of ride or walk
 - c. Water, food, and rest stop information
 - d. Community events calendar with locations, costs, and other pertinent information
 - e. Local tourism contact information
 - f. Camping, hotel, motel, or other accommodations available
 - g. Coordinated with other RDC's to attain map consistency

Maps, stickers, and colored construction paper were passed out to those in attendance. Ms. Caton instructed members as follows regarding obtaining the information necessary to complete the needs assessment and existing conditions process:

Stickers:

Green – Most interesting route points

Orange – Do not include on route

Yellow – Maybe, but existing conditions require (list of things needed to make the route safe and accessible)

Construction Paper: LIST

Blue – Churches and Cemeteries

Yellow – Historic or Cultural Sites

Purple – Water ways (Where is the access, where is the river, lake, stream, etc. Inaccessible)

Orange – Issues (bad roads, no access, unsafe or hazardous areas, no or little Site significance)

Green – Sites members want everyone to see (things that are unique, interesting, accessible, fun, and that you are proud of)

V. BPAC Meeting Closing

- a. Mrs. Caton thanked everyone, agreed to furnish minutes, maps, and other information to the participants.
- b. Mrs. Caton reminded everyone to contact other interested persons for the Advisory Council and those not in attendance at the meeting.
- c. Ms. Lee requested potential meeting dates from all parties.
- d. A tentative meeting date of September 13th at 6:00 pm was made.

Meeting Minutes taken by Ms. Genie Lee, Deputy Executive Director of the SEGa RDC.

MINUTES OF MEETING

Attending Members:

Bob De Camp—Coffee County, Mayor Austin Hickox—Charlton County, Terry Landreth—Camden County, Al McClung—Clinch County (attended via telephone), Stan Stone—Coffee County, Zoe Hardenbrook—GDOT, Don Gaskins—GDOT, Sharon Caton—SEGa RDC, Shelley Stevens—SEGa RDC

I. Welcome

Sharon Caton, Supervising Planner, thanked everyone for coming and for their continued input and support. She then turned the meeting over to Shelley Stevens, Transportation Planner. Ms. Stevens welcomed the committee members and presented a PowerPoint presentation.

II. Presentation

The presentation allowed new committee members the opportunity to better understand the purpose of the Bicycle and Pedestrian Plan. It covered several areas:

1. The purpose of the bicycle and pedestrian route.
 - i. Promote interest in individual counties and regions.
 - ii. Showcase sites of significance, historic and cultural sites and events, etc.
 - iii. Encourage non-motorized transportation, economic development, and tourism in Southeast Georgia.
2. Project status.
3. Criteria for routes.
4. Impending deadlines.
5. Information needed from committee members.

III. BPAC Planning

After the presentation, committee members were encouraged to ask questions, voice concerns or suggestions. Mrs. Caton explained that the route was not limited to bicyclists; therefore, BPAC members need to keep in mind routes for pedestrians, short and extended riding and hiking trails, and ways to encompass local sites of interest.

Each member received a packet, which included the Southeast Georgia Bicycle and Pedestrian Plan and a map showing the planned route thus far. Members were encouraged to look through this packet and read the Existing Conditions by County in the Southeast Georgia Region (page 13-19). Members also received several blank slides, on which they could add any suggestions, points of interest, alternate routes, etc.

IV. BPAC Meeting Closing

1. Mrs. Caton and Ms. Stevens thanked everyone for coming.

2. Members were reminded to contact other interested persons for the Advisory Committee.
3. Members agreed to meet again on October 12, 2004 at 6:00 PM.

MINUTES OF MEETING

Attending Members:

Bob De Camp—Coffee County, Stan Stone—Coffee County, Ron Crosby—Ware County, James Shubert—Ware County, Chip Sasser—Ware County, Charles Strickland—Ware County, Rita Perritt—Ware County, Minnie Fagans—Berrien County, Robert Preston—Coffee County, Terry Landreth—Camden County, Pat Sutton—Berrien County, Connie Perry—Berrien County, Allen Smith—Ware County, Travis Fuhlendorf—Charlton County, Don Gaskins—GDOT, Shelley Stevens—SEGa RDC

I. Welcome

Shelley Stevens, Transportation Planner, thanked everyone for coming and their continued input and support.

II. BPAC Planning

Members were given copies of the preliminary route maps and asked to look over this. After reviewing the map, many members voiced concerns over the established bike routes on Hwy. 82 and US 1. Many feel these routes are not biker friendly and will not be conducive for family rides. A discussion followed on what would be the best routes to encourage inexperienced riders and families to come through our region. The BPAC members agreed the Rails to Trails program would be the best way to draw riders into our region.

Several members mentioned the condition of the established bike routes. In Ware County, the bike lanes on Hwy. 82 are not wide enough. Another concern was Knight Avenue, which needs re-paving and marked bike lanes. Mr. Charles Strickland proposed a bike route on State Road 177 through Laura S. Walker State Park.

BPAC members divided into groups, to create routes through the various counties. These routes are to be submitted to Shelley Stevens on October 20. The proposed bike routes need to connect SEGa RDC's nine counties (Atkinson, Bacon, Berrien, Brantley, Charlton, Clinch, Coffee, Pierce, and Ware), as well as provide short routes in each county. The routes are to include sites of interest, such as historical sites, old churches, etc.

III. BPAC Meeting Closing

Members were reminded to submit proposed routes to Shelley by October 20 and to contact other interested persons for the Advisory Committee.

The next meeting is November 9, 2004 at 6:00 PM.

Minutes of Meeting

Attending Members: Jamey O’Steen—Brantley County, Rita Perritt—Ware County, Chip Sasser—Ware County, Bob De Camp—Coffee County, Charles Strickland—Ware County, Charles Lagoueyte—Ware County, Al McClung—Clinch County (via telephone), Shelley Stevens—SEGa

I. Welcome

Shelley Stevens thanked everyone for coming and for their continued input.

II. BPAC Planning

Members were given copies of BPAC goals/objectives and were asked to make changes and suggestions. Some of the suggestions include asking for a 1% SPLOST in the various counties to help pay for bike and pedestrian routes. Ms. Perritt asked how could we educate the public on the rights of cyclists and pedestrians. Several members suggested adding a section to the Driver’s License exam, working with law enforcement to create a “Bike and Pedestrian Awareness” campaign, etc.

After reviewing the minutes, members were given a new map with proposed routes, which connect each county. We still need routes for Charlton, Pierce, Berrien, and Atkinson County. BPAC members also received a map from South Georgia RDC with proposed routes. These maps show the direction South Georgia RDC is taking with its proposed routes.

Mr. De Camp informed BPAC of additional rumble strip being added to a proposed route in Coffee County. Although rumble strip is a great inconvenience to bikers, this is the only safety measure the state will add to roads. We are going to ask GDOT to change where the rumble strip is added. BPAC members believe it would be better to put rumble strip next to the white line and leave empty shoulder for bike lanes.

III. Closing

Members agreed to meet December 7, 2004 at 6:00 PM. This meeting is to review the draft and make any last minute changes. We will try to keep the meeting short.

Minutes of Meeting

Attending Members: Bob De Camp—Coffee County, Charles Lagoueyte—Ware County, Al McClung—Clinch County (via telephone), Terry Landreth—Camden County, and Shelley Stevens—SEGa

Welcome

Shelley Stevens thanked everyone for coming and for their continued input.

II. BPAC Planning

Shelley turned the meeting over to Sharon Caton. Ms. Caton presented a PowerPoint presentation “Filling in the Blanks”. The meeting and presentation focused on meeting our goals and objectives. For each goal and objective members were asked to write down three groups of people to talk to, what to say, what not to say, and what might obstruct the planning process. At the end of the meeting, members gave these ideas to Shelley. The ideas will be included in the regional bike and pedestrian plan, which will be submitted to the Georgia Department of Transportation in January.

III. Closing

A meeting was not planned for January but Shelley will keep BPAC members updated.

Appendix C

Southeast Georgia B/PAC Meeting
March 3, 2004
Sign-In List

Name	Address	Phone	Email
NAT SCOTT	901 EUCLID AVE /WAY-X	284-1934	apotter@platttel.net
John Wheeler	1049 Cherry Wood Rd	283-3877	jlwheeler@wpcable.com
LINDA HARRIS	Rt 3 Box 189 Nahunta Ga 31553	462-5923	linda.harris@cornc.com
Curtis Hickox	507 N. Ohio Ave. Homeland, Ga ³¹⁵³⁷	912-496-7332	homelandga@netscape.net
Rita Peritt	806 Musket Trail	285-7076	skydelight@hotmail.com

Southeast Georgia B/PAC Meeting
 August 31, 2004
 Sign-In List

Name	Address	Phone	Email
Sharon Cahn	SEGA RDC	912 285 6097	
Shelley Stevens	SEGA RDC	912 285 6097	
Zoe Hardenbrook	CDOT	912-427-5865	Zoe.hardenbrook@dot.state
LINDA HARRIS	Beauregard Council of Gov	912-462-5131 ext 157	linda.harris@sega.com
Justin Hubax	Homeland GA		
Don Gaskins	CDOT	229-386-3045	don.gaskins@dot.state.ga.us
<i>[Signature]</i>	SEGA RDC	912 285 6097	

Southeast Georgia BPAC
October 12, 2004
Sign-In List

Name	Address	Phone	Email
Bob DeCamp	Douglas GA	912 384-4125	bobandpaulk503@yahoo.com
Stan Stone	Douglas GA	(912)384-1871	stans@alltel.net
Ron Crosby	Waycross, GA WARE Co. Community Bldg.	(912)280-9663	RD Crosby@WAYX Cable.com
Thip Jasser	Waycross GA	912 283 3518	hro@accessate.net
Charles Strickland	Waycross, GA	(912) 282-6822	cstrick@gebpac.com
Pita Bennett	Waycross, GA	912 285-7076	sKydelight7@hotmail.com
Don Gaskins	Tifton, GA	229 386-3045	don.gaskins@dot.state.ga.us
WANE Feygens	ENIGM GA	229-533 4185	
Robert Preston	Douglas, GA	351-7714	rp@stonecell.net
Terry Landreth	Kingsland, GA	912-576-9696	landreth@camcomp.com
Paul Sutton	Nashville, TN	229-686-5452	
Chris Perry	Nashville, TN	229-686-5527	cityofnash@alltel.net
ALLEN SMITH	WAYCROSS/WAYCROSS, GA	912-285-8022	LASUGA56@HOTMAIL.COM
TRAVIS FUHLENDORF	FOLKSTON, GA	912-496-3926	jagstar82@yahoo.com

Southeast Georgia BPAC
November 9, 2004
Sign-In

Name	Address	Phone	E-mail
Shelley Stevens	Sagin rd		
Jamey O'Steen	Bantley Co	778-3612	osteen@BtcOnline.net
Rita Penitt	Ware	285-7076	
Chip Sasser	Ware	283-3518	hick@accessatc.net
Bob DeCamp	DOUGLAS		
Charles Strickland			
Charles A. Lagoueyte	Ware	912 283-5598	charles.lagoueyte@sga.usda.gov

Southeast Georgia BPAC
December 7, 2004
Sign-In

Name	Address	Phone	E-mail
Shelley Stevens	SEGA RDC	912-285-6097	Sessegard@accessat.net
Charles Leigonsky	2122 Lakewood Dr	912-287-0813	lavo.ks@waycable.com
Bob D'Camp	503 Camellia Dr	912-384-9125	bobandpaula50@aol.com
Terry Landreth	780 E King Ave Kingston GA 31548	912-576-9696	landreth@camcomp.com
Bill McClung by Commission	SEGA RDC	912-285-6097	dcsegard@accessat.net
Shawn Carter			

Appendix D

Bike and Pedestrian Advisory Committee

Ron Crosby, Ware County
Bob De Camp, Coffee County
Travis Fuhlendorf, Charlton County
Linda Harris, Brantley County
Mayor Austin Hickox, Charlton County
Charles Lagoueyte, Ware County
Terry Landreth, Camden County
Al McClung, Clinch County
Mayor Dixie McGurn, Charlton County
Mitchell Moore, Berrien County
Jamey O'Steen, Brantley County
Mayor Connie Perry, Berrien County
Rita Perritt, Ware County
Robert Preston, Coffee County
Chip Sasser, Ware County
James Shubert, Ware County
Allen Smith, Ware County
Stan Stone, Coffee County
Charles Strickland, Ware County

Dan Gaskins, GDOT District 4
Zoe Hardenbrook, GDOT District 5