

 *Southern Georgia*

Bicycle and Pedestrian Plan 

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BACKGROUND

As part of the Moving Ahead for Progress in the Twenty First Century Act (MAP-21) requirements, federal transportation policy promotes increased bicycling and walking, and encourages planners and engineers to accommodate bicycle and pedestrian needs in



Azalea City Trail on VSU Campus

Photo: Michael Riviera, SGRC

designing transportation facilities for all areas. In furtherance thereof, in the State of Georgia there is a need for bicycle and pedestrian planning, and the State is working with each Regional Commission to develop and update regional bicycle and pedestrian plans.

After developing initial regional bicycle and pedestrian plans in 2005, the South Georgia Regional Development Center and the Southeast Georgia Regional Development Center were merged together in 2009. Each of the Regional Development Centers bicycle and pedestrian plans were also merged into a single document, the Southern Georgia Regional Bicycle and Pedestrian Plan. At that time, the plans were simply combined, and a full update was not undertaken until now.

The combined Southern Georgia Regional Bicycle and Pedestrian Plan established goals, objectives and implementation strategies for each of the two prior regions. The goals,

objectives and implementation strategies are based upon a review of the existing conditions of bicycle and pedestrian facilities within the regions, and available funding sources. The review culminated in a listing of proposed routes and projects within the region.

PURPOSE

The Southern Georgia Regional Bicycle and Pedestrian Plan was developed to identify and determine methods for transforming the Southern Georgia Region and its communities into a bicycle and pedestrian friendly region through the development of a safe and convenient network of paths, trails and lanes for walkers, runners, and bicyclists of all types.

VISION

To develop safe and healthy transportation alternatives and a connected transportation network that promotes community pride and enhances local marketability.

POLICIES

The following policies for active transportation have been developed from a review of objectives and policies found within the previous Regional Bicycle and Pedestrian Plan, the Comprehensive Plans of the local jurisdictions within the region, the Regional Plan and the Community Economic Development Strategy for the Southern Georgia Regional Commission. In addition to these policies, through the update process it became apparent that several issues were not being adequately addressed by the existing policies. Therefore, several new policies have been added to the list. These policies shall serve as guidance for future decision making related to regional bicycle and pedestrian matters.

Education and awareness programs are critical to ensuring public support and participation in the planning process, and encouraging healthy and active lifestyles. Therefore, the following policy is included herein.

1. *Encourage awareness about bicycling, walking, sharing the road, the effects of a healthy, active lifestyle and planned transit services.*

It is of vital importance to have a complete knowledge of all existing facilities and their condition in order to properly maintain those facilities, and interconnect them with newly planned projects. Therefore, the following policy is included herein.

2. *Encourage and assist where applicable, local communities to develop and maintain an inventory of all bicycle and pedestrian facilities within their community.*

Master plans for bicycle and pedestrian facilities provide guidance for future planning and project development that can enhance the local

transportation network. Therefore, the following policy is included herein.

3. *Encourage development of Bicycle Routes Master Plans to facilitate active transportation and healthier lifestyles in local communities.*

Bicycle and pedestrian facilities are most useful when connecting major activity and population centers. Therefore, the following policy is included to encourage connections along major corridors.

4. *Encourage the implementation of bike and pedestrian facilities along identified transportation corridors connecting major activity centers.*

Successful transportation systems address the needs of the community, and provide a variety of transportation choices in a safe and efficient manner. Therefore, the following policy is included to promote these types of systems.

5. *Provide and promote a safe and efficient integrated active transportation system which addresses the future needs of southern Georgia businesses and residents by encouraging infrastructure improvements (bike lanes, traffic calming, etc.), education and enforcement efforts.*

Funding for bicycle and pedestrian facilities and improvements can be difficult even during the best of times. The local communities of Southern Georgia often need assistance in identifying funding sources for bicycle and pedestrian projects. Therefore, the following policy is included to address this regional need.

6. *Assist local communities in identifying funding sources for bicycle and pedestrian facilities.*

Oftentimes appropriate bicycle and pedestrian facilities are limited by the constraints of the



Pedestrian Crossing Sign

Source: Bing Images

existing rights-of-way. Consequently, transportation choices can be limited, disconnected and not of optimal safety. Therefore, the following policy is included to encourage adequate right-of-way reservation and an effective and efficient transportation network.

- 7. Provide a safe bicycle and pedestrian transportation system within adequate rights-of-way that connects major public and private facilities, natural and cultural resources, parks and recreation facilities and schools in order to promote active lifestyles and local economic development and tourism.*

Some of the sidewalks within the region were installed decades ago, and are currently in poor condition and do not meet current design guidelines and best practices for pedestrian facilities. Therefore, the following policy is being added to the Southern Georgia Regional Bicycle and Pedestrian Plan.

- 8. Encourage local development of an ongoing evaluation and maintenance program for bicycle and pedestrian facilities to ensure the facilities continue to meet the needs of the community.*

There is a general lack of connectivity in the local pedestrian and bicyclists networks throughout the region. In order to promote better connectivity in the local transportation network, especially for bicyclists and pedestrians, the following policy is hereby added to this Regional Bicycle and Pedestrian Plan update.

- 9. Promote connecting existing bicycle and pedestrian facilities and other modes of transportation.*

In order to ensure large new projects provide justifiable benefits and provide support for such decisions, the following policy is hereby included in this plan update.

- 10. Encourage local communities to utilize assessments and cost-benefit analyses to provide clear justification for large bicycle and pedestrian projects.*

In order to encourage the provision of more bicycle facilities, specifically bicycle racks, it is recommended that local communities provide incentives within their land use regulations to encourage local developers to provide bicycle racks on site.

- 11. Incentives for including bicycle racks within a site development project should be added to local zoning regulations.*

Although the local rural transit provider within the southern Georgia region provides an excellent on demand transit service for the transportation disadvantaged, there are few connections with other modes of transportation. Therefore, it is recommended that the regional commission work with the local rural transit provider to investigate the potential to add bicycle racks to transit vehicles.

- 12. The SGRC should investigate the potential to work with transit providers and GDOT to outfit transit vehicles with*

bicycle racks in order to provide a cross modal connection between transit users and bicyclists.

The table on the following page provides implementation strategies and evaluation measures for each of the preceding 12 policies, and identifies which of the strategies each implementation measure addresses.



Okefenokee Boardwalk, Ware County, GA

Photo: SGRC

No. #	Implementation Strategy	Policy Statement Addressed	Evaluation Measures
1	Develop and Distribute Educational Materials on Bicycle and Pedestrian Issues through various methods (brochures, website uploads, social media postings, print and broadcast media, events, educational courses, newsletters, Best Practices Guides) and targeted to various audiences	1, 5, 10, 11 & 12	Number of materials or events developed, distributed or hosted
2	Form Local Partnerships (4-H, Boys and Girls Club, Boy Scouts, etc.)	1	Number of partnerships formed
3	Develop and Distribute Transportation Data relating to Bicycle and Pedestrian Issues	1, 3 & 10	Bicycle and Pedestrian data developed and distributed
4	Encourage and Assist with Local Bicycle and Pedestrian Facilities Inventories, Evaluations and Maintenance Efforts	2, 7 & 11	Number of Inventories and/or Evaluations conducted
5	Encourage and Assist with the Development of Local Bicycle Master Plans	2 & 3	Number of Bicycle and Pedestrian Master Plans adopted
6	Assist local governments in identifying and developing local bicycle and pedestrian projects, funding sources, and implementation strategies such as Safe Routes to School.	2, 4, 5, 6 & 7	Number of bicycle and pedestrian projects developed
7	Develop Model Regulations relating to Bicycle and Pedestrian Facility and Laws, design standards and criteria, and encourage local communities to include bicycle and pedestrian requirements and incentives in new zoning and land use regulations	2, 4, 5, 7, 11 & 12	Bicycling and Pedestrian regulations and requirements adopted by local communities
8	Develop and Publish a Regional Connectivity Opportunity List and assist local communities in evaluating potential multi-purpose trail sites	7	Regional Connectivity Opportunity List and/or site evaluation assistance provided to local communities
9	Encourage and Assist Local Communities with the Development of a ROW Acquisition and Protection Program	7	Number of ROW Acquisition and Protection Programs developed
10	Contact GDOT regarding installing Bike Racks on transit vehicles	5 & 12	Bike Racks installed on transit vehicles
11	Evaluate corridor maintenance and high bicycle and pedestrian accident frequency areas through the use of such things as Road Safety Audits, and other evaluation methods.	5 & 7	Number of Corridor Evaluations (RSAs, etc.) conducted
12	Promote use of traffic calming and other measures that lower automobile speeds	5 & 7	Utilization of traffic calming measures on new and redeveloped roads
13	Build and promote bike and pedestrian transportation infrastructure that links schools, neighborhoods, activity centers, as well as planned transit services.	5, 6 & 9	Number of new bike lanes and sidewalks that connect to existing facilities
14	Utilize assessments such as the World Health Organization's online HEAT (Health Economic Assessment Tool) or a local Health Impact Assessment to support larger, local bicycle and pedestrian projects.	1 & 11	Number of local governments utilizing WHO's HEAT or an HIA for local bicycle or pedestrian projects

BICYCLING AND WALKING FOR RECREATION AND TRANSPORTATION

Transportation

Bicycle and pedestrian paths provide opportunities for active modes of transportation and help to reduce automobile travel and promote healthy lifestyles. Developing and improving bicycle and pedestrian paths, lanes, sidewalks and associated amenities can facilitate transportation to work, downtown areas, restaurants, shopping, recreation and schools. For many residents, these active transportation options are critical, and they serve to benefit the community as a whole. This can be especially true in rural and suburban communities, which have become increasingly separated from the commercial core of rural towns and villages with wide roads, more traffic and less bicycle and pedestrian accessibility. Consequently, rural and suburban areas are most often the least pedestrian and bicycle friendly. In 2010, 28% of all pedestrians and bicyclists killed in a traffic accident in the United States were in a rural area.¹

Recreation

Bicycling or hiking also affords local residents a readily accessible means of exercise and outdoor recreation. The Southern Georgia region boasts numerous natural, historic and cultural points of interest, an asset in planning bicycle and pedestrian paths. (To capitalize on rising interests in, and use of, bicycles for sport, fitness, and recreation, bicycle and pedestrian path planning incorporates each of these factors into the plan.) The creation of paths for cyclists and

pedestrians encourages social activities and community interaction while generating specific venues for other pursuits, including festivals, events, seasonal tours, and people friendly environments.



Recreational Bicyclists

Photo: Todd Miller, SGRC

Need

Rural communities are by definition very different from urban areas, and do not require the same level of bicycle and pedestrian access. Oftentimes, a rural road only needs a small sidewalk and/or just a wide shoulder to accommodate the needs of the local pedestrian and bicycling users.² What facilities will best “complete” a rural street are largely dependent upon the character of the area and the facility options that are available and feasible.

Benefits

In addition to providing a means of transportation, recreation and encouraging community interaction, there are other benefits to increased pedestrian access. Several of these

¹ U.S. Department of Transportation, National Highway Traffic Safety Administration, Traffic Safety Facts, 2010 Data

² Complete Streets Work in Rural Communities, Fact Sheet of the National Complete Streets Coalition

benefits have been grouped by category and are listed below.

Table 2: Benefits of Active Transportation Options

Transportation	Environment	Community Facilities	Health & Safety	Economic Development	Quality of Life
Reduce Traffic Congestion	Reduce air and noise pollution	Reduce wear and tear on roads	Reduce crashes and property damage	Enhance and create tourism opportunities	Strengthen community networks and bonds
Transportation options	Reduce consumption of gasoline	Reduce the need for additional roads, travel lanes and parking	Improve the health and quality of life	Contribute to the local economy	Incorporate special interests of visitors and local residents
	Preservation of natural resources				Create a climate in which to share unique cultural and historical sites
	Improve water quality and flood control				Highlight community, city, county, regional and state projects
					Opportunities for outdoor education

Complete Streets

The roads, streets and highways throughout Georgia effectively serve the needs of the vehicular motorists of the state. However, as public rights-of-way intended to serve the needs of all modes of transportation (including pedestrians, bicyclists, and people and goods), the state’s road network often falls short of providing safe access for all users. This is particularly true of pedestrians and bicyclists.

Nationally, there is a movement to “complete the streets” by making them safer and welcoming to all users. This movement, simply called “Complete Streets”, focuses on:

“planning, designing and constructing streets such that communities are able to provide quality access to jobs, health care, shops and schools their residents deserve, while also achieving greater



Toronto, Canada

Photo: completestreetsforcanada.ca

economic, environmental, and public health benefits.”³

In Georgia, the Department of Transportation has established a policy for Complete Streets, to:

“routinely incorporate bicycle, pedestrian, and transit (user and transit vehicle) accommodations into transportation infrastructure projects as a means for improving mobility, access, and safety for the traveling public.”⁴

Several of the existing policies taken from the previous Bicycle and Pedestrian Plan, the Regional Plan and comprehensive plans from around the region address the need to “Complete Streets” in southern Georgia by encouraging the development of facilities, equipment and education for all road users.

In addition, several policies have been provided in the recommendations section below that further address multiple transportation modes and their needs.



Azalea City Trail at Brookwood Drive and Patterson Street

Photo: Michael Riviera, SGRC

³ Complete Streets Work in Rural Communities, Fact Sheet of the National Complete Streets Coalition

⁴ Complete Streets Design Policy, Georgia Department of Transportation, v. 2.0, 03/29/2013

PUBLIC INVOLVEMENT

Pedestrian/Bicycle Planning is essential, and works best when the community is involved from the beginning. Bicycle and pedestrian facilities can rarely be implemented to meet all of a community's needs. Therefore, choices that prioritize investment and citizen involvement are essential to determine the needs and desires of the community. To successfully achieve this goal, a Public Involvement Process was developed to provide multiple options for residents and stakeholders to provide input on local and regional bicycle and pedestrian issues, projects and priorities.

Two open houses were held in Valdosta and Waycross, at the offices of the Regional Commission, where the public was invited to come and learn about the update process, and provide input about local and regional bicycle and pedestrian routes and facilities.

Throughout a 30 day public comment period staff elicited comments from the general public via the internet and social media. On both the Valdosta Lowndes Metropolitan Planning Organization and the SGRC Facebook pages staff

posted meeting reminders and several questions to readers throughout the comment period.

Staff also reached out to the general public via an online survey posted on the SGRC's website. The survey was developed through an online survey provider, and ran for the two months of

public comment period (January through February, 2014). The results of the survey indicated that the majority of respondents walk or bike for recreational purposes (94%), and feel their local communities bicycle and pedestrian facilities are in poor condition (54%) and are generally unsafe (48%). The respondents felt bike lanes, bike paths and wide shoulders were the most pressing

bike and pedestrian needs in the community (90%, 52% and 45%, respectively), and that all existing bike and pedestrian facilities in the community were in need of "lots of improvement". Several comments provided during the public involvement period expressed concern over the use of rumble strips on the shoulders of local roadways, which impeded the use of the shoulder by bicyclists



Regional Bicycling Workshop

Photo: Corey Hull, SGRC

USERS

In order to effectively update the Bicycle and Pedestrian Plan for the Southern Georgia region, it is essential to identify and understand the characteristics and concerns of each potential user group. From a demographics standpoint, the regional population is relatively young, with an average median age of 36.2. Economically, there is still a significant amount of unemployment (regional average of 10.2% unemployment) in the area. From a functional standpoint, user groups can be placed in one of these main categories: bicyclists, pedestrians and other non-motorists.

Bicyclists

Bicyclists and the bicycles they use vary greatly in age, ability, purpose, size and characteristics.

Bicycle riders can be grouped into three major categories.

Functional Riders: These are bike riders that are utilizing a bicycle for their primary mode of transportation between points A and B. Common concerns for these riders include the convenience, safety and amenities a particular bicycle path or facility provides.



Bicyclist in Designated Bike Lane

Photo: www.media.marconews.com

Recreational Riders: These are bicycle riders that are solely utilizing their bike for recreational purposes. The challenge, adventure and/or scenic beauty of a particular trail or location are typically the primary concern for these riders.

Competitive Riders: Competitive riders are those that ride their bicycles as a means of physical exercise and competition between riders. Therefore, their focus is upon the distance of a particular path or facility, and the surface materials they will encounter.

Pedestrians

Pedestrians are those people utilizing the public rights-of-way under their own power. This may be in the form of walking, jogging or running.



Downtown Valdosta

Photo: Corey Hull, SGRC

Whatever the form, though, pedestrians are an integral part of all motorized trips, which typically begin and end with walking. Pedestrian concerns are typically the same: safety and convenience.

Other Non-Motorists

In rural southern Georgia, horseback riders and all-terrain vehicles are commonly seen on the side of the roads. Additionally, the local rivers and waterways are often utilized by canoeists and kayakers. These users present unique challenges to transportation planning, and are

being considered in this report as part of overall active, healthy lifestyles.

FACILITIES

Bike Routes

The Georgia Department of Transportation (GDOT) has designated several state bike routes throughout Georgia. In the Southern Georgia region, State Bike Routes 10, 15 and 20 run throughout the area. However, the bike routes do not have sufficient signage, nor are wide or paved shoulders frequently provided along the routes. (See Appendix A: Map of State Bike Routes)

Bike Lanes

Bike lanes are normally 4' – 5' wide paved lanes outside the designated vehicular travel lane dedicated to bicycle traffic only. Under best practices, these lanes are marked and signed. In urban and high speed areas, wider (5') bike lanes are recommended for safety reasons.



Bike Lane

Photo: Corey Hull, SGRC

In the predominantly rural southern Georgia region there are few bike lanes. Currently, only the cities of Valdosta, Waycross and Tifton and Tift County have designated, signed and marked bike lanes within their jurisdiction. (See Appendix A: Map of Local Bicycle Routes)

Sharrows

Sharrows are shared-lane markings provided on the surface of the vehicular travel lane, and are intended to alert motorists of the possible presence of cyclists. Sharrows are often used on roads with on-street parking or lanes too narrow to accommodate both cyclists and motorists side by side.



Sharrow, Tift County, GA

Photo: Corey Hull, SGRC

Currently, there are only a few instances of the use of sharrows within the Southern Georgia region. These occurrences are located in Tift County along Davis Drive.

Shared Paths

Shared use paths serve both cyclists and pedestrians, and are typically separated from motorized travel lanes. Design criteria for shared use paths call for widths of between 12' and 14' to accommodate the varied potential users. Depending upon the potential target users, shared use paths are either concrete, asphalt or crushed aggregate.

There are few shared use paths within the Southern Georgia region. Where shared use paths are provided, they are typically compacted soil or dirt paths that serve more rural non-motorized users such as four wheelers and horseback riders, in addition to off-road bicyclists and hikers. These type of paths could be categorized as Rural Paths, versus shared use paths set in more suburban and urban environments that have more amenities and impervious surfaces. Such paths could be described as Urban Paths. Some examples of

Urban Shared Paths in the region include the Azalea City Trail and the Douglas Greenway. The Azalea City Trail is a 2.8 mile multipurpose trail that runs through the City of Valdosta from Vallotton Youth Complex to the Craig Center on West Gordon Street, and north of Williams Street between Brookwood Drive and Park

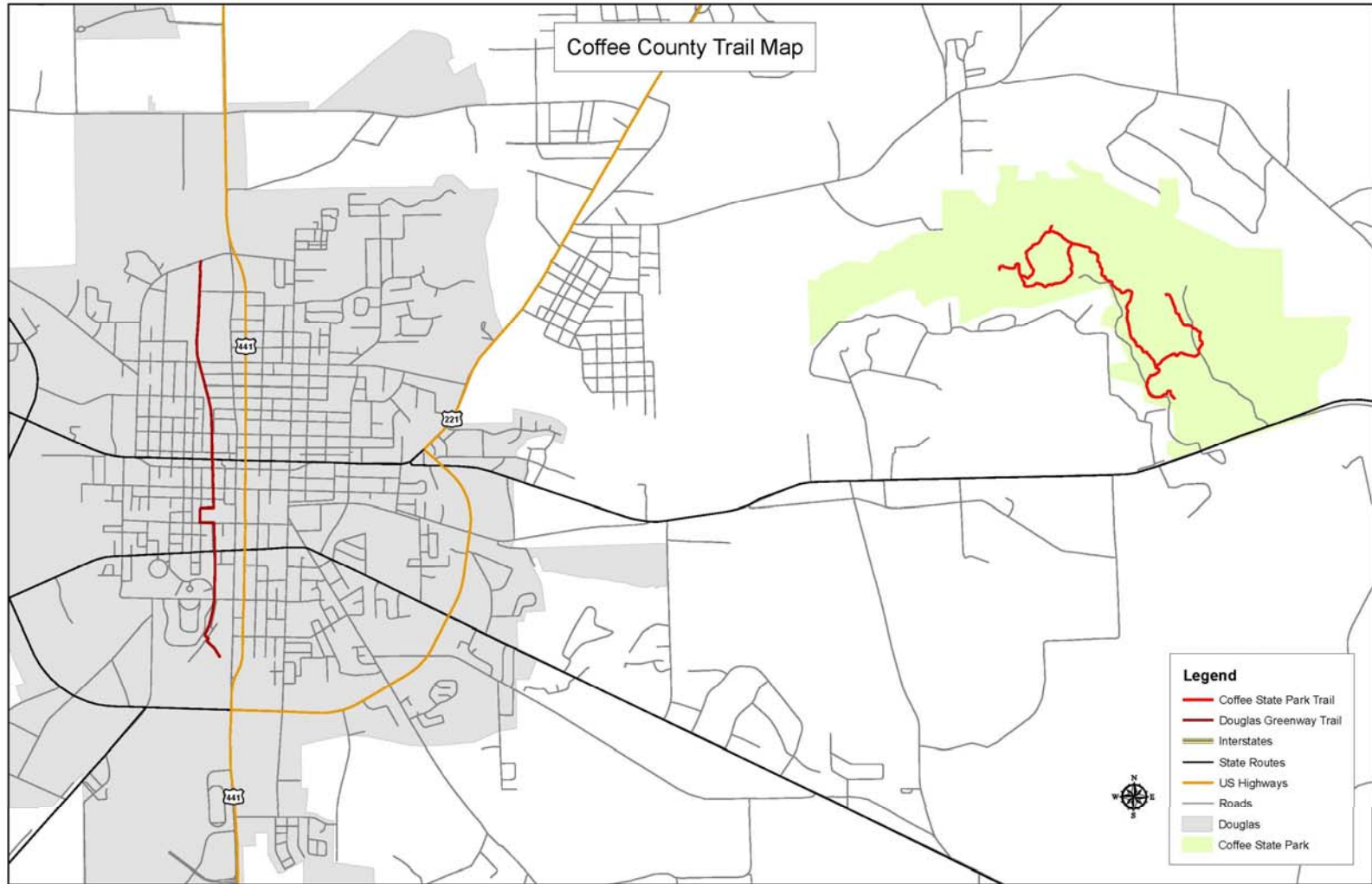
Avenue. The Douglas Greenway is a 2.3 mile multipurpose trail that runs along an old railroad bed through the City of Douglas. Rural Shared Paths within the region primarily consist of dirt paths and dike roads and paths, similar to those of the Paradise Public Fishing Area and Grand Bay WMA.



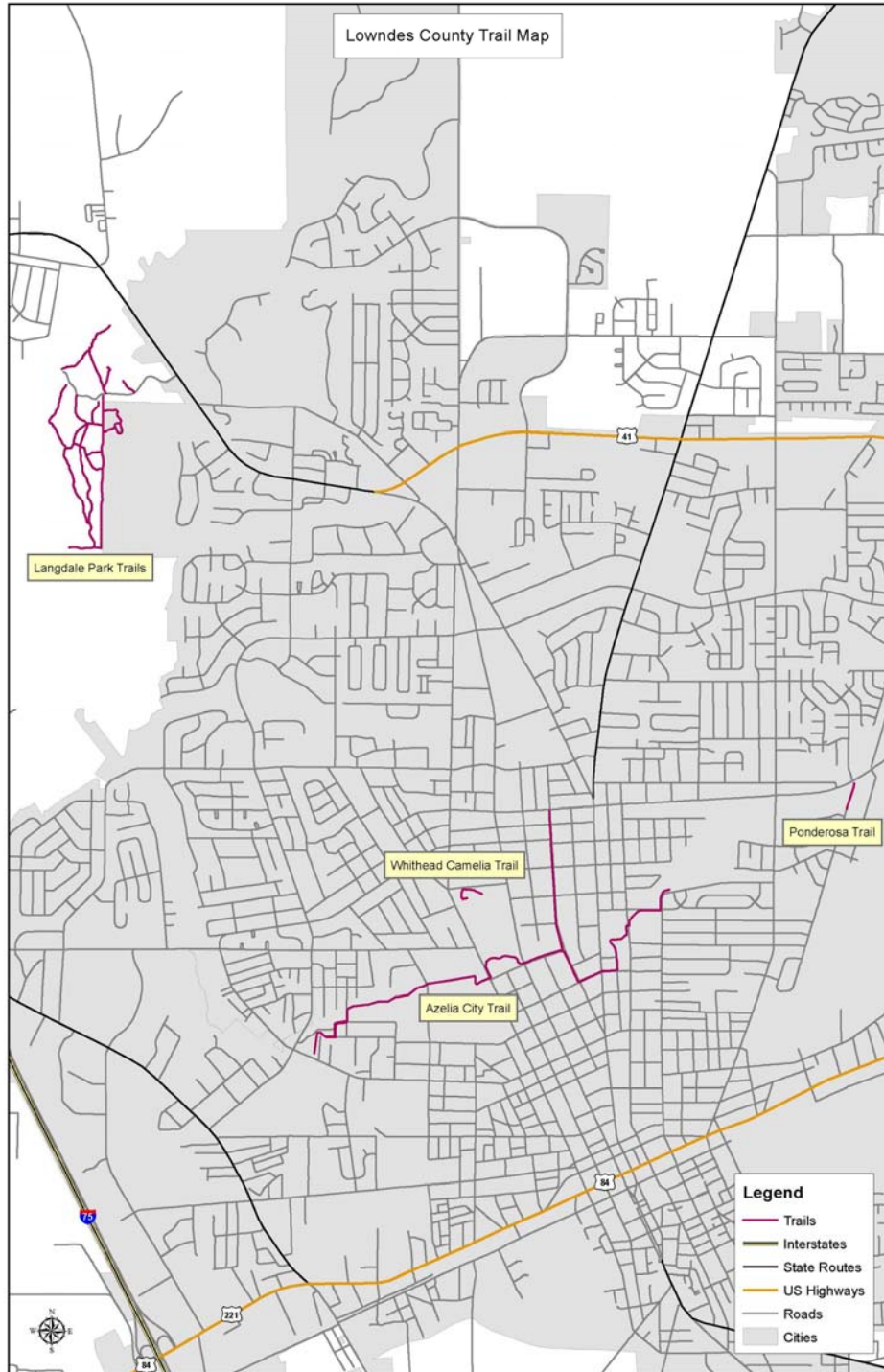
Douglas Greenway, Douglas, GA

Photo: Corey Hull, SGRC

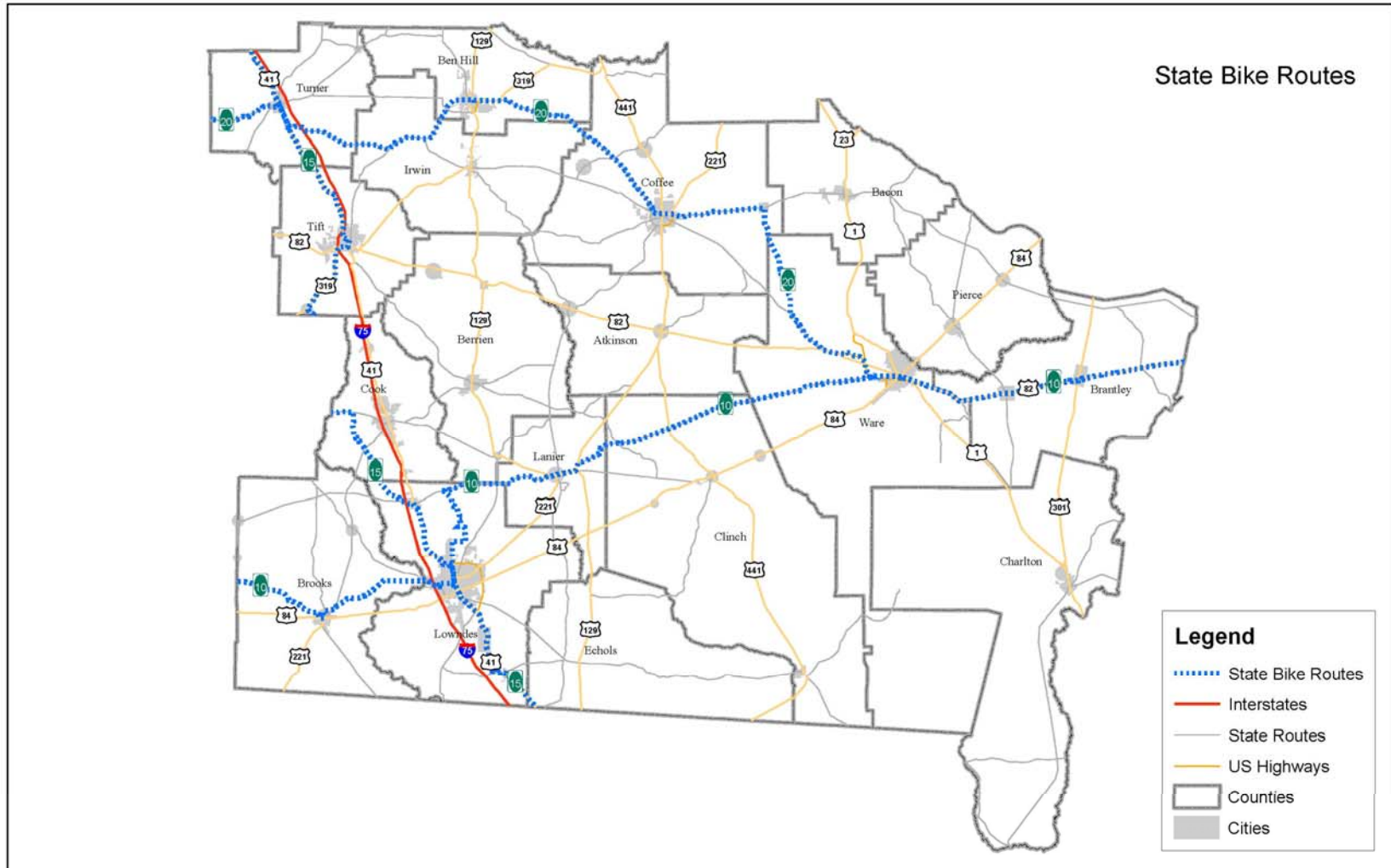
Map: Coffee County Trails



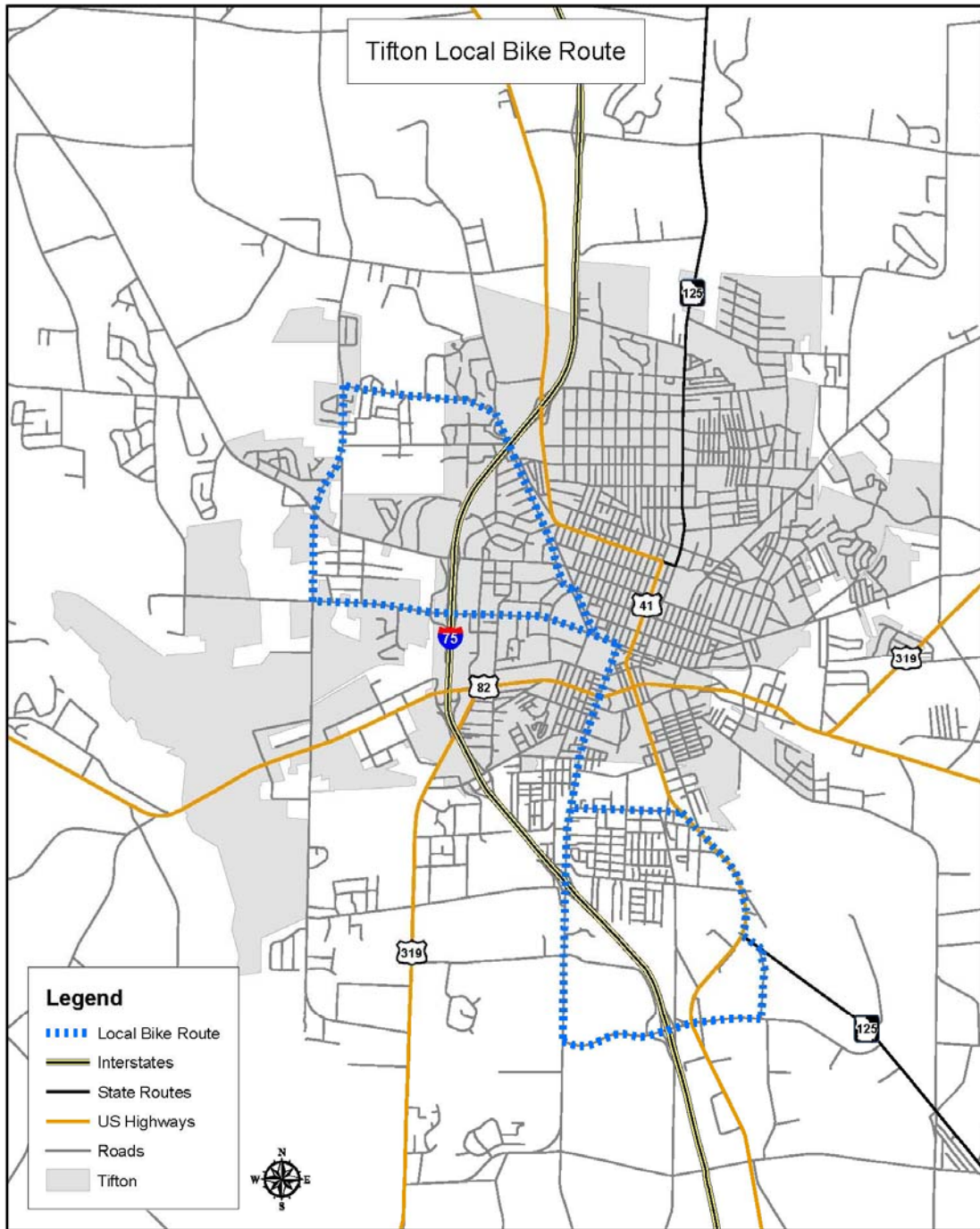
Map: Lowndes County Trails



Maps: State Bike Routes - Existing



Maps: Tifton Bike Route



Although bicyclists and pedestrians are the primary focus of this plan, other non-motorist users often utilize local and regional trails and facilities. Furthermore, different types of non-motorist users are often connected, as people switch between user types on a single trip. Therefore, it is important to identify and other non-motorist types, and note how their facilities are connected with bicycle and pedestrian facilities throughout the region.

Horseback Riding Trails

While some state parks within the region provide multi-purpose trails that allow horseback riding, most specific horseback riding trails within the area are located on private land. In many cases, those properties do provide access to the trails for a fee. However, little work has been done to inventory and map those trails.



Horseback Riding

Photo: www.timeoutdubai.com

Blueways & Rivers

A portion of the northern boundary of the Southern Georgia Region is comprised of the Ocmulgee River. Specifically, Ben Hill County and Coffee County abut the river at their northern boundaries. Recently, a 200 mile section of the Ocmulgee River was designated as the Ocmulgee Water Trail. Information about the trail can be found at www.ocmulgeewatertrail.com. The trail provides information on accessing and paddling the river between Macon and Jeff Davis County.

Other canoeing and kayaking opportunities within the region exist on the Alapaha, Little,



Ocmulgee River

Photo: www.ocmulgeewatertrail.com

New, Satilla, Suwannee, and Withlacoochee Rivers, as well as throughout the numerous canoe trails running through the 400,000 acres of the Okefenokee Wilderness Area.

Maps: Regional Trails

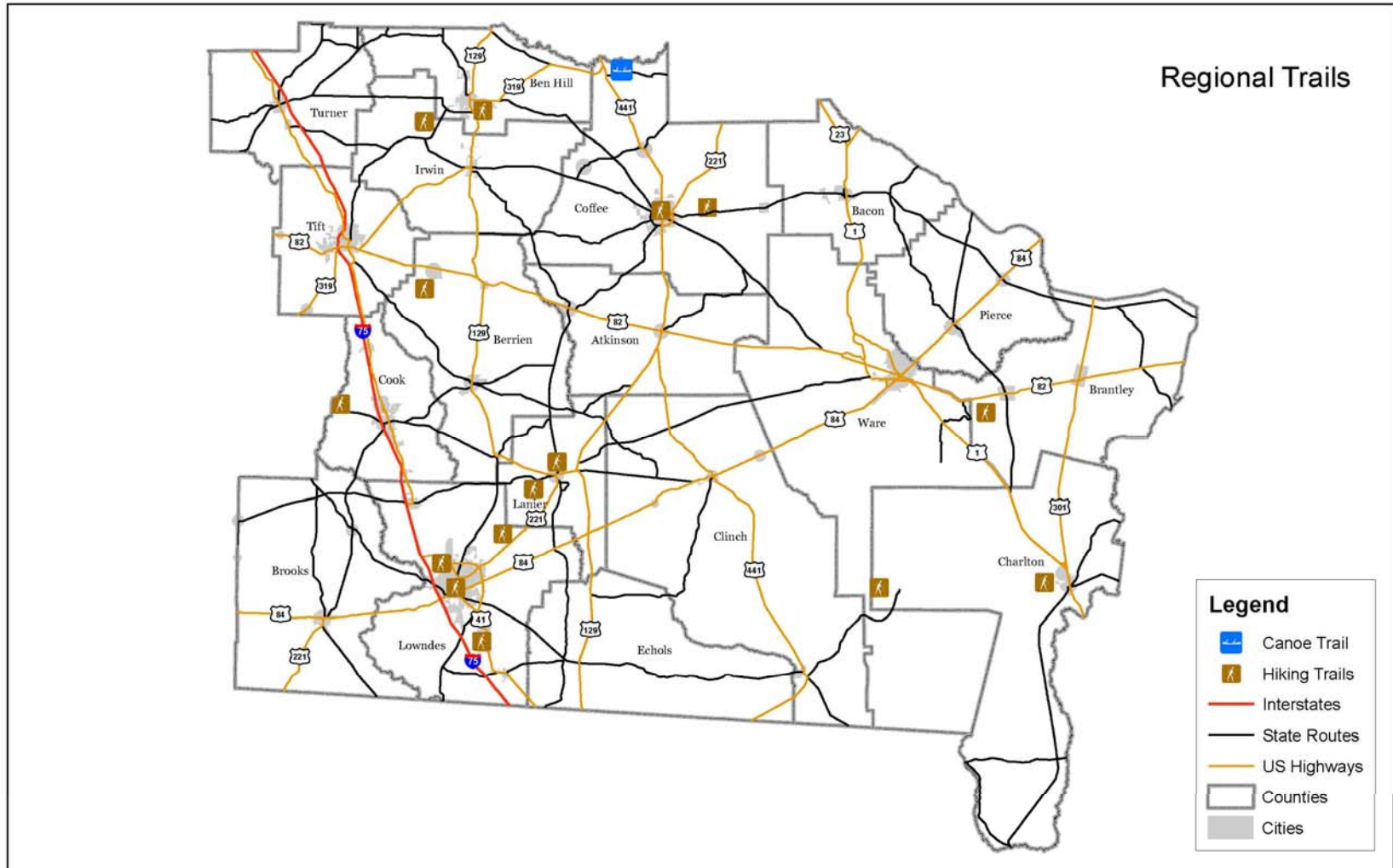


Table 1: Southern Georgia Trail Inventory

County	Trail Name	Location	Length (Miles)	Surface Materials	Amenities	Mapped	Ownership
Ben Hill	Paulk Park Nature Trail	Perry House Road, Fitzgerald, GA	0.25	Dirt/Gravel		No	Ben Hill County
Ben Hill	Ocmulgee Water Trail	Various landings in Ben Hill and Coffee County	200	Water	Varies by landing	Yes	Varies
Berrien	Paradise PFA Trails	536 Paradise Drive, Enigma, GA		Dirt/Gravel	None	No	Georgia DNR
Charlton	Okefenokee Swamp Trails	Suwanee Canal Road, Folkston, GA	9.45	Dirt/Boardwalk		No	National Park Service
Coffee	Douglas Greenway Trail	1311 S. Peterson Avenue	2.3	Asphalt	Benches, Trash Cans	Yes	City of Douglas
Coffee	Gen. Coffee State Park	46 John Coffee Road, Douglas, GA	4	Dirt/Boardwalk		Yes	Georgia DNR
Cook	Reed Bingham State Park	542 Reed Bingham Road, Adel, GA	7	Dirt		Yes	Georgia DNR
Irwin	Jeff Davis State Park Trail	338 Jeff Davis Park Road, Fitzgerald, GA	0.33	Dirt		Yes	Georgia DNR
Lanier	Banks Lake NWR Trail	GA Highway 122, Lakeland, GA	0.4	Dirt/Boardwalk	None	Yes	National Park Service
Lanier	Lake Irma Trails	North Temple Street, Lakeland, GA	0.9	Dirt		Yes	City of Lakeland
Lowndes	Azalea City Trail	North Troup Street, Valdosta, GA	2.8	Cement		Yes	VLPR
Lowndes	Ponderosa Trail	East Park Avenue, Valdosta, GA	0.1	Cement/Dirt	None	Yes	VLPR
Lowndes	Whitehead/Camilla Trail	Valdosta State University, Valdosta, GA		Cement		Yes	VSU
Lowndes	Langdale Park Trails	North Valdosta Road, Valdosta, GA	4.28	Dirt	None	Yes	VLPR
Lowndes	Grand Bay WMA - Kinderlou Tower Trail	Knights Academy Road, Valdosta, GA	0.5	Boardwalk	Seating	No	Georgia DNR
Lowndes	Dasher City Hall Trail	3686 US Highway 41, Valdosta, GA	0.25	Asphalt	Benches	No	City of Dasher
Lowndes	Valdosta Middle School Track	110 Burton Street	0.25	Asphalt	Benches, Trash Cans & Fountains	No	Lowndes BOE
Ware	Laura S. Walker State Park Trails	5653 Laura Walker Road	1.6	Dirt		Yes	Georgia DNR

Sidewalks

Typically made of concrete and a minimum width of 5' wide, sidewalks facilitate pedestrian traffic in suburban, urban and downtown areas. In higher pedestrian traffic areas, sidewalk widths should be increased, and all American with Disabilities (ADA) and the Manual of Uniform Traffic Control Devices (MUTCD) standards should be followed.

In the Southern Georgia region, sidewalks are common along the major downtown and residential streets of the local cities. However, sidewalks often are not provided on both sides of the road, increasing the need to cross vehicular travel lanes to reach a pedestrian destination. Furthermore, there are often large breaks, and a general lack of connection of local sidewalks.



Rural Sidewalk

Photo: Corey Hull, SGRC

In conjunction with sidewalks, crosswalks are designated areas for pedestrian crossing of a right-of-way, and are typically utilized in downtown and high pedestrian traffic areas. Crosswalk can be marked or unmarked. Crosswalk markings are typically provided in a “zebra” or “ladder” design, and are painted perpendicular to the pedestrian path direction to increase visibility.

Throughout the Southern Georgia region, crosswalks are commonly utilized in downtown

areas and near schools and other pedestrian areas. However, the crosswalks within the region have not been mapped.



Crosswalk at Williams and East Ann Street

Photo: Michael Riviera, SGRC

Paved Shoulders

Roadway shoulders that are paved provide additional roadway width that can be utilized by pedestrians and cyclists alike. Given the long distances and minimal uses and curb cuts present along many of the roads within the region, paved shoulders are ideal for rural areas such as Southern Georgia. GDOT follows current AASHTO guidelines for design of bicycle facilities, requiring a minimum 4' wide bicycle lane outside a minimum 4' wide rumble strip that starts 1' from the travel lane in rural areas.

Amenities

Amenities associated with pedestrian paths/sidewalks and bicycle lanes and facilities will, of necessity, vary depending on the nature of the community and the location of the facility. Rural and suburban settings will not require the same amount and type of amenities that a trail through more urban and downtown areas will.

Along longer trails in suburban and rural settings, it is important to include periodic rest areas with such amenities as trash cans and benches. Picnic tables are a suitable alternative to benches when a trail is located in a more rural area. If available,

water fountains can make the long stretches between destination points more enjoyable, particularly on warmer days when most people utilize outdoor recreational trails.



Pedestrian Amenities –
Douglas Greenway

Photo: Corey Hull, SGRC

parking, particularly at activity centers and destinations points. Communities should encourage local businesses to provide bicycle parking to extend the usability of bike lanes and shared paths.

In more urban settings, benches and trash receptacles are also very important parts of a user friendly pedestrian path. Whether in a shared path setting or in designated bike lanes, urban settings should include bicycle

While not exhaustive, the following is a list of popular pedestrian and bicycling amenities that local communities should consider when developing new trails, routes and lanes.

- Benches
- Bike Racks
- Water Fountains
- Trash Receptacles
- Picnic Tables
- Trailhead
- Vehicular Parking
- Signage
- Restrooms



Restrooms Sign

Source: 3.bp.blogspot.com



Serpentine Bike Rack

Photo: commons.wikimedia.org

CONNECTIVITY

Sidewalks, bike lanes and pedestrian trails are a valuable means of transportation and recreation for many non-motorists and recreational users. While valuable in and of themselves, connecting trails, sidewalks and bicycle lanes with other motorized and non-motorized routes increases their usability, and promotes multi-modal trips and active, healthy lifestyles.

Intra-Region

In Southern Georgia, the connection of trails, paths, sidewalks and bike lanes is complicated by the rural character of the area, where there are long stretches between population centers and community facilities. While local sidewalks and pedestrian paths are connected fairly well to the local community's transportation network, connections between communities has not been developed outside of state bicycle routes that

pass through the region. As part of this plan, it is being recommended that four new state bicycle routes be designated to provide a more comprehensive network of bicycle routes between major and mid-size cities within South Georgia. (See Recommendations section and the Maps above.)

Inter-Region

None of the local and regional bicycle and pedestrian routes and paths extend beyond the boundaries of the Southern Georgia Regional Commission, other than the state designated bicycle routes.

Inter-State

The Southern Georgia Region shares a border with the Georgia/Florida state line. However, there are no communities lying along that border, nor do any of the local, regional or state bicycle or pedestrian paths and routes cross the state line.

SAFETY

Conflicts between motorists and bicyclists or pedestrians can have tragic, and often fatal, consequences. Per the National Highway Traffic Safety Administration, in 2010 there were 4,280 pedestrian fatalities. In Georgia, there were 168 pedestrian fatalities in 2010. Locally, the City of Valdosta had 3 pedestrian fatalities and 1 injury between 2010 and 2012. (The small number of pedestrian fatalities and injuries precluded any meaningful statistical analysis of the data.) As local communities develop their own bicycle and pedestrian plans, or prepare to implement the regional plan and any specific projects, the community should follow three simple steps to help improve bicycle and pedestrian safety.

1. Identify high risk areas where there are high volumes of pedestrian and motorist traffic, and/or high speeds.
2. Include pedestrian and bicycle facilities and safety measures in local infrastructure projects.
 - a. Street lighting
 - b. Road markings and pedestrian and bicyclist signage

- c. New bicycle and pedestrian infrastructure and safety devices (sidewalks, bike lanes,



Azalea City Trail on VSU Campus near Wainwright Drive

Photo: Michael Riviera, SGRC

3. Provide education and awareness materials and programs for each user group (pedestrians, motorists, and bicyclists).
crosswalks, signalized crosswalks, etc.)

Specific examples for each of the above referenced steps are included in the table below.



Table 3: Bicycle and Pedestrian Safety Steps

Bicycle and Pedestrian Safety Steps	
STEP	EXAMPLES
Identify High Risk Areas	Colleges, Downtowns, Shopping Centers, Sporting Venues
Install Facilities and Safety Measures	Sidewalks, Bike Lanes, Sharrows, Shared Paths, Wide Shoulders, Sidewalk Separation, Traffic Calming, Signage, Signals, Crosswalks, Access Management, Intersection Improvements, Curbing, Lighting, Amenities
Provide education materials and instruction	Bicycle Safety, Driver Safety, Pedestrian Safety, Bicycling Helmets, Pedestrian and Bicyclists Rights and Responsibilities, Share the Road
Enforce existing laws	Failure to Yield, Speeding, Wrong Direction, Failure to Stop, No Helmet under 16, No Safety Belt, Riding on Sidewalk

In addition to the above referenced four safety steps for Bicyclists and Pedestrians, local jurisdictions should consider the 9 Proven Crash Countermeasures described by the Federal Highway Works Administration (FHWA). Three of the 9 countermeasures relate to bicyclists and pedestrians. First, Road Safety Audits are “formal safety performance examinations of existing or future roads or intersections by an independent audit team.” (FHWA Road Safety Audit Guidelines, 2006) A second countermeasure to be considered are medians and pedestrian refuge areas. These facilities

serve to provide a mid-road safe haven for pedestrians attempting to cross a busy street. A final tool from the FHWA’s 9 Proven Countermeasures that should be considered in appropriate locations in south Georgia are walkways. Walkways physically separate pedestrian and motor vehicle traffic, thereby reducing the risk of potential conflicts and crashes. Any of these countermeasures can significantly increase pedestrian and bicyclists safety, and reduce the risk of conflicts and crashes between motorists and other road users.

RECOMMENDATIONS

This Regional Bicycle and Pedestrian Plan includes a compilation and consolidation of the goals, objectives and policies of several existing plans and documents, including the previous Regional Bicycle and Pedestrian Plan, the Southern Georgia Regional Plan and from the comprehensive plans of the counties of the Southern Georgia Region. The goals, objectives and policies from those plans have been included in the existing “Policies” section above.

Through the review of the existing policies, the public comment period and the analysis of existing conditions, several additional issues and needs have been identified. These issues and needs have formed the basis for several new policies and the following recommendations, which have been categorized as policies, projects and implementation. (Policy recommendations have been included in the Policies Section above.)

Projects

No specific local bicycle or pedestrian projects are being recommended in this regional plan update. Local officials and residents are best suited to identify and evaluate potential locations for new bicycle and pedestrian facilities, routes and connections. Furthermore, such actions would ultimately be taken at the local level. Therefore, these recommendations are limited to policy and implementation ideas that will help guide local officials on what, where and how to develop new and expanded bicycle and pedestrian facilities.

State Bike Routes

However, as part of this plan, it is being recommended that several new state bicycle routes be designated to provide greater connectivity between the cities and small towns of South Georgia. In total, four new state bicycle

route designations are recommended. First, a route connecting Quitman, GA to Nashville, GA and Lakeland, GA is proposed. The route would begin on SR 76 heading north out of Quitman, and turn east on SR 37 in Adel. Then the route would turn north again on SR 76 to Nashville, where it would turn east on SR 168 to its intersection with SR 135. At SR 135 the proposed state bicycle route would turn south to Lakeland, GA.

The second proposed new state bicycle route would connect Tifton, GA with Fitzgerald, GA. Initially, the route would head north out of Tifton on SR 35/US 319 to Ocala, GA where it would turn east on SR 32 to the center of town, where it would turn north again on SR 90/US 129 to downtown Fitzgerald, GA.

The third proposed new state bicycle route would connect Douglas, GA with Homerville, GA via SR 31/US 441. The route would head south out of Douglas on SR 31/US 441 to Pearson, where it would pass through the City and then veer east on US 441 south of Town, heading toward Homerville where it would end at SR 38/US 84.

The fourth and final proposed new state bicycle route would connect Nicholls, GA and Alma, GA with Blackshear, GA, Hoboken, GA, Homeland, GA and Folkston, GA. The proposed new State Bicycle Route would begin on SR 32 where State Bike Route 20 turns south out of Nicholls, GA. The new route would continue east along SR 32 through Alma, GA and on to the intersection of SR 32 and SR 203. The route would then turn south along SR 203 heading to Blackshear, GA. Upon its termination with US 84 in Blackshear, GA, the route would briefly turn east to Main Street/SR 15, where it would again turn south toward Hoboken, GA. The proposed bike route would continue through Hoboken, GA to the merger of SR 15 with US 1, where it would continue south to Homeland, GA and Folkston, GA. In Folkston, GA the proposed bike route

would turn east on SR 40 heading out of the Southern Georgia Regional Commission's region, towards Kingsland, GA.

The above recommendations are limited to the designation of new State Bike Routes along State and US highways within the Southern Georgia Region. The recommendations are meant to improve intraregional connectivity of the larger and mid-size cities within South Georgia, thereby enhancing non-vehicular options for long distance travel within the area.

Implementation

Once a local government has developed a local plan or specific project for improving bicycling and pedestrian facilities in their community, the next, and perhaps most crucial, step is to implement those plans, policies and projects. Through the resource review, public input and analysis of issues and needs conducted during this plan update, several recommendations have been developed.

While strictly bicycle or pedestrian focused projects can and do get funded and implemented all the time, projects can be more effectively and successfully done when combined with other transportation improvement projects. Combining projects yields a more efficient use of resources, and results in a more complete and comprehensive product. Therefore, bicycle and pedestrian projects should be incorporated into other, larger transportation projects.

- *Incorporate bicycle and pedestrian projects with other project types (Road Projects, Streetscape Improvements, Landscaping, Bridge Repair, etc.)*

Funding any project is always a challenge, and multiple sources of funding should be researched. Funding resources can include state and federal grants and loans, local general funds, special purpose local options sales tax (SPLOST)

funds, and private contributions of funds, equipment and resources. A specific project will often address several issues and needs, and thus can often be funded through a variety of organizations, departments and funding sources. Finding the right mix of funding sources is critical to the success of any project, and is the reason that local officials should consider various funding sources when planning a bicycle and pedestrian project.

- *Consider various funding sources*

As referenced above, combining projects and mixing funding sources can lead to a more successful project. Single projects with a single funding source, or a simple shared funding source, will rarely be as complete and comprehensive as a project that has leveraged funding, resources, equipment and personnel through the combination of projects and the utilization of various funding sources. Nor will the project be as financially feasible as when funds have been leveraged through several sources. Therefore, it is recommended that bicycle and pedestrian projects leverage resources (equipment, facilities, funding) to improve their chances of successfully meeting the needs of the community.

- *Leverage resources (equipment, facilities, funding, etc.)*

As the FHWA moves toward more performance based planning, states, regions, counties and cities will be required to incorporate performance measures into their local planning efforts. Performance measures are quantifiable means of determining the success of a particular action or project. The measures are typically benchmarks for a particular action or project to meet in addressing the needs of the community. Typical measures for pedestrian and bicyclists projects might include increasing bicycling by X percent, reducing pedestrian fatalities by Y amount, or decreasing motor vehicle miles by Z

amount. The important thing to remember, though, is that performance measures are ways to quantify how well a particular action or project is meeting its stated objective. Therefore, it is recommended local bicycle and pedestrian projects utilize performance measures to verify a project is meeting the community's needs.

- *Utilize performance measures to verify projects meet needs*

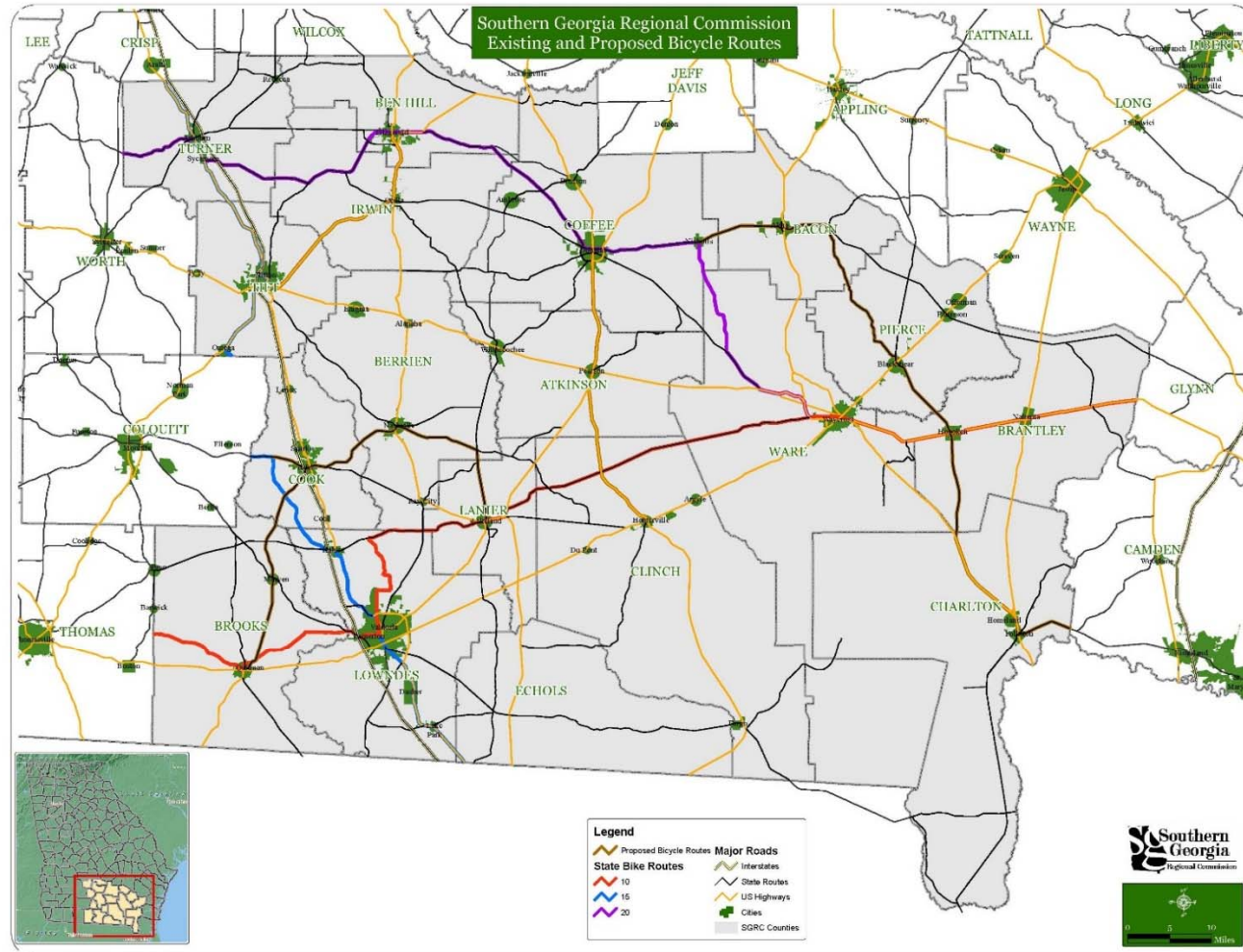
Specific implementation strategies for each policy is included in the Policies section above, and coordinated with individual policies in Table 3.

SUMMARY

This plan was developed with the express purpose of identifying and determining “methods for transforming the Southern Georgia Region and its communities into a bicycle and pedestrian friendly region through the development of a safe and convenient network of paths, trails and lanes for walkers, runners, and bicyclists of all types.” With this purpose and the vision of developing safe and healthy transportation alternatives in mind, it is the role of the Southern Georgia Regional Commission to implement the policies and strategies developed in this plan.

Southern Georgia Regional Bicycle and Pedestrian Plan

Maps: State Bike Routes – Existing and Proposed



APPENDIX

Appendix A: Adoption Resolution

**SOUTHERN GEORGIA
2014 BICYCLE AND PEDESTRIAN PLAN
ADOPTION RESOLUTION**

**A RESOLUTION OF THE COUNCIL FOR THE SOUTHERN GEORGIA REGIONAL
COMMISSION TO ADOPT THE 2014 SOUTHERN GEORGIA REGIONAL
BICYCLE AND PEDESTRIAN PLAN.**

WHEREAS, the Southern Georgia Regional Commission has prepared a Regional Bicycle and Pedestrian Plan pursuant to the requirements of its FY 2014 contract with the Georgia Department of Transportation for planning services; and

WHEREAS, the Regional Bicycle and Pedestrian Plan has been prepared with the substantial involvement of local governments and the public; and

WHEREAS, the Regional Bicycle and Pedestrian Plan includes implementation measures and policies for the Regional Commission and its member local governments to implement through local policies, projects, and plans; and

WHEREAS, the Southern Georgia Regional Commission is committed to supporting local governments and the Georgia Department of Transportation to implement the Regional Bicycle and Pedestrian Plan; and

NOW, THEREFORE, BE IT RESOLVED by the Southern Georgia Regional Commission Council does hereby officially adopt the Regional Bicycle and Pedestrian Plan as an appropriate means to improve bicycle and pedestrian facilities throughout Southern Georgia.

DULY RESOLVED THIS 26th DAY OF JUNE 2014.



Michael Dinnerman, Chairman
Southern Georgia Regional Commission Council

An Equal Opportunity Employer/Program

Appendix B: Online Survey

Bicycle and Pedestrian Survey

The Southern Georgia Regional Bicycle and Pedestrian Plan was developed to identify and determine methods for transforming Southern Georgia into a bicycle and pedestrian friendly region through the development of a safe and convenient network of paths, trails and lanes for walkers, runners, and bicyclists of all types. Developed in 2005, the existing plan must be updated to reflect current conditions and address new issues and needs. Therefore, the Southern Georgia Regional Commission (SGRC) is initiating an update of the plan, and is requesting your input and assistance. Please take a moment to complete the following short survey for this important process.

Bicycle and Pedestrian Survey

1. In what ZIP code is your home located? (enter 5-digit ZIP code; for example, 00544 or 94305)

ZIP:

Bicycle and Pedestrian Survey

2. When you ride a bicycle or walk, what is most common reason for your activity?

- Transportation to/from Work/Shopping/Other
- Recreation and/or Health

Comments

3. Please rate the quality of the bicycle lanes, paths and sidewalks in your community on a scale from 1 to 5, 1 being poor and 5 being excellent.

- 1 - Poor Condition
- 2 - Bad Condition
- 3 - Average Condition
- 4 - Good Condition
- 5 - Excellent Condition

Comments

4. Please rate the relative safety of local and regional sidewalks, bicycle lanes, bicycle routes and pathways on a scale of 1 to 5, 5 being Very Safe and 1 being Very Unsafe.

- 1 - Very Unsafe
- 2 - More Unsafe
- 3 - Average Safety
- 4 - More Safe
- 5 - Very Safe

Comments

Bicycle and Pedestrian Survey

5. What bicycle and/or pedestrian amenities are most needed in your community?

- Sidewalks
- Bicycle Lanes
- Pedestrian Paths
- Golf Cart Paths
- Bicycle Paths
- Shared Lanes
- Roads
- Wide, Paved Shoulders
- Signed Bicycle Routes

Comments

6. Please rate your preference to improve the bicycle and pedestrian items listed below in your community.

	No Improvement Needed	Isolated Improvement Needed	Some Improvement Needed	Lots of Improvement Needed
Sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle Lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian Paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Golf Cart Paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle Paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shared Lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wide, Paved Shoulders	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Signed Bicycle Routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments

Bicycle and Pedestrian Survey

7. How can your community improve local bicycle and pedestrian paths, lanes and routes?

8. Please provide any other comments, concerns or issues you have with local and regional bicycle and pedestrian facilities, such as bike lanes, pedestrian paths, sidewalks, bike routes, etc.

Bicycle and Pedestrian Survey

9. Thank you for your input. If you would like more information about the update of the Southern Georgia Regional Bicycle and Pedestrian Plan, you may contact Todd Miller via email at tmiller@sgrc.us or by telephone at (229) 333-5277. If you would like to receive the Transportation in the Region Newsletter via email, please provide your email address below.

Email Address:

Appendix C: Online Survey Results

Bicycle and Pedestrian Survey

CURRENT VIEW

+ FILTER + COMPARE + SHOW

No rules applied

Rules allow you to FILTER, COMPARE and SHOW results to see trends and patterns. [Learn more >](#)

SAVED VIEWS (1)

Original View (No rules applied)

+ Save as...

EXPORTS

SHARED DATA

No shared data

Sharing allows you to share your survey results with others. You can share all data, a saved view, or a single question summary. [Learn more >](#)

Share All

RESPONDENTS: 34 of 34

Export All Share All

Question Summaries Data Trends Individual Responses

All Pages

PAGE 2

Q1

Export

**In what ZIP code is your home located?
(enter 5-digit ZIP code; for example, 00544 or 94305)**

Answered: 34 Skipped: 0

Answer Choices	Responses
Name:	0.00% 0
Company:	0.00% 0
Address:	0.00% 0
Address 2:	0.00% 0
City/Town:	0.00% 0
State:	0.00% 0
ZIP:	100.00% 34
Country:	0.00% 0
Email Address:	0.00% 0
Phone Number:	0.00% 0

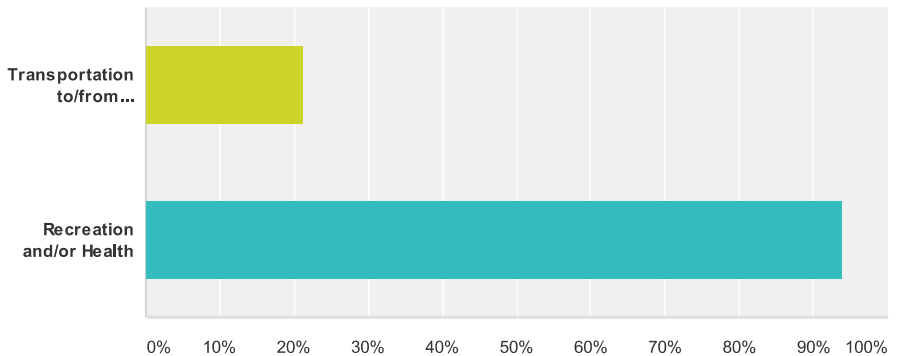
PAGE 3

Q2

Customize Export

When you ride a bicycle or walk, what is most common reason for your activity?

Answered: 33 Skipped: 1



Answer Choices	Responses
----------------	-----------

Transportation to/from Work/Shopping/Other	21.21%	7
Recreation and/or Health	93.94%	31

Total Respondents: 33

[Comments \(7\)](#)

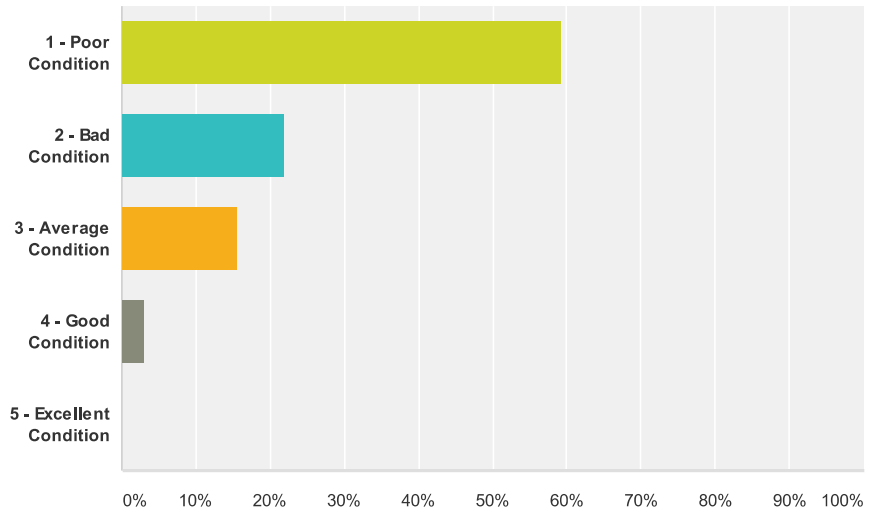
Q3

Customize

Export

Please rate the quality of the bicycle lanes, paths and sidewalks in your community on a scale from 1 to 5, 1 being poor and 5 being excellent.

Answered: 32 Skipped: 2



Answer Choices	Responses
1 - Poor Condition	59.38% 19
2 - Bad Condition	21.88% 7
3 - Average Condition	15.63% 5
4 - Good Condition	3.13% 1
5 - Excellent Condition	0.00% 0

Total Respondents: 32

[Comments \(12\)](#)

Q4

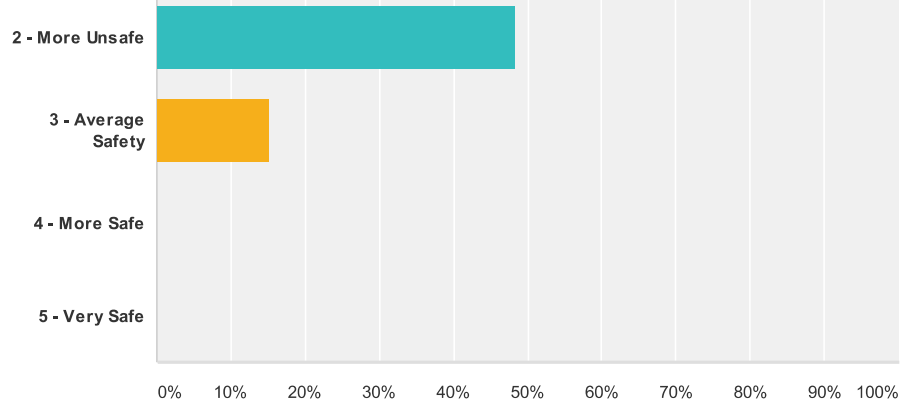
Customize

Export

Please rate the relative safety of local and regional sidewalks, bicycle lanes, bicycle routes and pathways on a scale of 1 to 5, 5 being Very Safe and 1 being Very Unsafe.

Answered: 33 Skipped: 1





Answer Choices	Responses
1 - Very Unsafe	36.36% 12
2 - More Unsafe	48.48% 16
3 - Average Safety	15.15% 5
4 - More Safe	0.00% 0
5 - Very Safe	0.00% 0

Total Respondents: 33

[Comments \(8\)](#)

PAGE 4

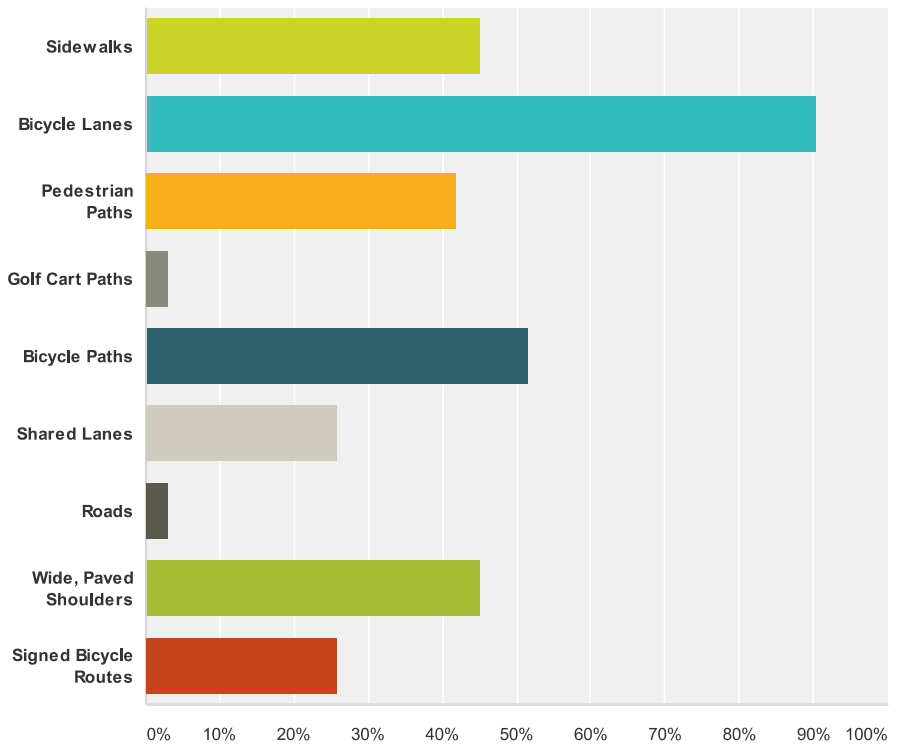
Q5

[Customize](#)

[Export](#)

What bicycle and/or pedestrian amenities are most needed in your community?

Answered: 31 Skipped: 3



Answer Choices	Responses
Sidewalks	45.16% 14
Bicycle Lanes	90.32% 28

▼ Pedestrian Paths	41.94%	13
▼ Golf Cart Paths	3.23%	1
▼ Bicycle Paths	51.61%	16
▼ Shared Lanes	25.81%	8
▼ Roads	3.23%	1
▼ Wide, Paved Shoulders	45.16%	14
▼ Signed Bicycle Routes	25.81%	8
Total Respondents: 31		
Comments (4)		

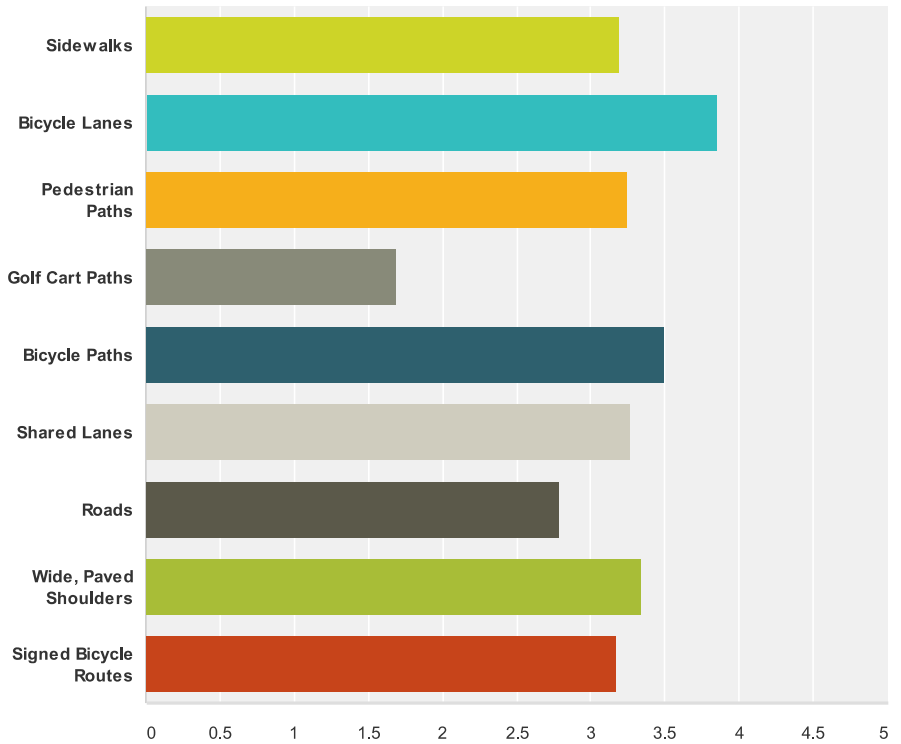
Q6

Customize

Export

Please rate your preference to improve the bicycle and pedestrian items listed below in your community.

Answered: 33 Skipped: 1



▼	No Improvement Needed	Isolated Improvement Needed	Some Improvement Needed	Lots of Improvement Needed	Total	Average Rating
▼ Sidewalks	9.38% 3	15.63% 5	21.88% 7	53.13% 17	32	3.19
▼ Bicycle Lanes	3.03% 1	3.03% 1	0.00% 0	93.94% 31	33	3.85
▼ Pedestrian Paths	6.25% 2	12.50% 4	31.25% 10	50.00% 16	32	3.25
▼ Golf Cart Paths	65.52% 19	17.24% 5	0.00% 0	17.24% 5	29	1.69
▼ Bicycle Paths	3.13% 1	6.25% 2	28.13% 9	62.50% 20	32	3.50
▼ Shared Lanes	6.67% 2	16.67% 5	20.00% 6	56.67% 17	30	3.27
▼ Roads	7.14% 2	17.86% 5	64.29% 18	10.71% 3	28	2.79

Wide, Paved Shoulders	6.90% 2	10.34% 3	24.14% 7	58.62% 17	29	3.34
Signed Bicycle Routes	10.34% 3	13.79% 4	24.14% 7	51.72% 15	29	3.17

[Comments \(5\)](#)

PAGE 5

Q7

Export

How can your community improve local bicycle and pedestrian paths, lanes and routes?

Answered: 26 Skipped: 8

Responses (26)

Text Analysis

My Categories

PRO FEATURE

Use text analysis to search and categorize responses; see frequently-used words and phrases. To use Text Analysis, upgrade to a GOLD or PLATINUM plan.

Upgrade

[Learn more »](#)

Categorize as...

Filter by Category

Search responses



Showing 26 responses

Targeted intentional investment of time and resources.

3/14/2014 2:45 PM [View respondent's answers](#)

make some bike lanes, have a campaign to teach bike/car rules and safety

3/1/2014 9:31 AM [View respondent's answers](#)

Get public transit. Not everyone can afford cars

2/27/2014 5:16 PM [View respondent's answers](#)

We need bicycle paths and lanes installed in our community. The city is a very unsafe place to ride a bike. We need more education for car drivers because they do not obey the bicycle laws.

2/17/2014 9:26 AM [View respondent's answers](#)

Need to actually put into place bicycle lanes and communication with community regarding bicycle and automotive sharing the roads. The roads need to be wider without ripples!

2/16/2014 3:15 PM [View respondent's answers](#)

Mandate it in the plan for all new subdivisions and future road upgrades and new construction.

2/14/2014 2:05 PM [View respondent's answers](#)

Q8

Export

Please provide any other comments, concerns or issues you have with local and regional bicycle and pedestrian facilities, such as bike lanes, pedestrian paths, sidewalks, bike routes, etc.

Answered: 17 Skipped: 17

Responses (17)

Text Analysis

My Categories

PRO FEATURE

Use text analysis to search and categorize responses; see frequently-used words and phrases. To use Text Analysis, upgrade to a GOLD or PLATINUM plan.

Upgrade

[Learn more »](#)

Categorize as...

Filter by Category

Search responses



Showing 17 responses

Showing 17 responses

I realize that these amenities can be expensive but I believe that they can be valuable, help encourage an active community, and help spur on economic development.

3/14/2014 2:45 PM [View respondent's answers](#)

make some bike lanes, have a campaign to teach bike/car rules and safety

3/1/2014 9:31 AM [View respondent's answers](#)

We need bike lanes and bike routes.

2/17/2014 9:26 AM [View respondent's answers](#)

What good is a road for a bicycle with it has ripple strips on white line? Need to rethink where the ripple strips go.

2/16/2014 3:15 PM [View respondent's answers](#)

Bulid them and people will use them. Until then, most people think it is unsafe to ride with automotive traffic.

2/14/2014 2:05 PM [View respondent's answers](#)

Valdosta is missing out on economies and desirability associated with increasingly popular bicycle community

2/12/2014 2:54 PM [View respondent's answers](#)

PAGE 6

Q9

Export

Thank you for your input. If you would like more information about the update of the Southern Georgia Regional Bicycle and Pedestrian Plan, you may contact Todd Miller via email at tmiller@sgrc.us or by telephone at (229) 333-5277. If you would like to receive the Transportation in the Region Newsletter via email, please provide your email address below.

Answered: 9 Skipped: 25

Answer Choices	Responses
Name:	Responses: 0.00% 0
Company:	Responses: 0.00% 0
Address:	Responses: 0.00% 0
Address 2:	Responses: 0.00% 0
City/Town:	Responses: 0.00% 0
State:	Responses: 0.00% 0
ZIP:	Responses: 0.00% 0
Country:	Responses: 0.00% 0
Email Address:	Responses: 100.00% 9
Phone Number:	Responses: 0.00% 0

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Bicycle and Pedestrian Survey

Q7 How can your community improve local bicycle and pedestrian paths, lanes and routes?

Answered: 26 Skipped: 9

#	Responses	Date
1	Targeted intentional investment of time and resources.	3/14/2014 2:45 PM
2	make some bike lanes, have a campaign to teach bike/car rules and safety	3/1/2014 9:31 AM
3	Get public transit. Not everyone can afford cars	2/27/2014 5:16 PM
4	We need bicycle paths and lanes installed in our community. The city is a very unsafe place to ride a bike. We need more education for car drivers because they do not obey the bicycle laws.	2/17/2014 9:26 AM
5	Need to actually put into place bicycle lanes and communication with community regarding bicycle and automotive sharing the roads. The roads need to be wider without ripples!	2/16/2014 3:15 PM
6	Mandate it in the plan for all new subdivisions and future road upgrades and new construction.	2/14/2014 2:05 PM
7	build and they will be used.	2/13/2014 9:51 PM
8	There needs to be a concerted effort by the city and county governments to develop more useful bike paths in the city and county	2/13/2014 7:53 PM
9	Build them.	2/13/2014 3:01 PM
10	Use recycled tires for paths that can be used by runners and mountain bikes. Use alternate products available other than concrete at least. Stop putting in sidewalks in the county were they are not being used. Make bike lanes, and ENFORCE the law. Go after those motorist who purposefully run cyclist off the road.	2/13/2014 2:54 PM
11	make bike lanes	2/13/2014 11:54 AM
12	- At intersections with high pedestrian traffic, create diagonal crossings (a.k.a. Pedestrian Scramble or Barnes Dance), allowing pedestrians to cross in all directions without competing with turning vehicular traffic. - Repair and upgrade crossing signals on key ped/bike routes, e.g. where the Azalea City Trail crosses Ashley Street.	2/13/2014 11:22 AM
13	More bike lanes or wide shoulders without bumps to bike on. Many major roads have shoulders with drunk bumps that make it so you can't ride in the shoulder	2/13/2014 9:24 AM
14	More paths for both bikes and pedestrians around VSU and other school in the Lowndes and Valdosta school system. Similar complex of paths around and leading to Moody Air Base should also be developed. Finally, cycling and well developed walking paths in the larger city-county parks such as Freedom Park and Oris Blackburn Park as well as others need to be developed.	2/13/2014 8:34 AM
15	Create bike lanes on roads. Cite cyclists riding on the wrong side of the road.	2/13/2014 8:20 AM
16	study other towns that have more bike/walk paths such as Colorado, San Diego, Melbourne etc.	2/13/2014 7:32 AM
17	Simple: Widen the roads. Make bike lanes.	2/13/2014 7:22 AM
18	First and foremost, you need someone in play that believes in cycling and is willing to help get the City officials to back their efforts. After that, it is just a plan and money.	2/13/2014 7:02 AM
19	provide them, there aren't any on the county roads	2/13/2014 4:29 AM
20	Establish more. Work with CSX to get bike/walking paths along rail lines.	2/12/2014 10:53 PM
21	No need for competitive cyclists who mostly head out of town to ride. Maybe in town to benefit commuters?	2/12/2014 9:50 PM
22	For recreational cyclists have designated bike lanes for the first 5 miles leaving the city on major roads such as perimeter, cherry creek, north valdosta roads	2/12/2014 9:27 PM
23	More bike lanes, they are cheap and easy to install	2/11/2014 9:35 AM

Bicycle and Pedestrian Survey

24	INCREASE AWARENESS & PROMOTE PERSONAL HEALTH	1/27/2014 9:42 AM
25	Do away with open ditch drainage, which has ended up as open street drainage.	1/24/2014 8:55 AM
26	Set aside some Splost Funding for adding this .	1/10/2014 7:07 PM

Bicycle and Pedestrian Survey

Q8 Please provide any other comments, concerns or issues you have with local and regional bicycle and pedestrian facilities, such as bike lanes, pedestrian paths, sidewalks, bike routes, etc.

Answered: 17 Skipped: 18

#	Responses	Date
1	I realize that these amenities can be expensive but I believe that they can be valuable, help encourage an active community, and help spur on economic development.	3/14/2014 2:45 PM
2	make some bike lanes, have a campaign to teach bike/car rules and safety	3/1/2014 9:31 AM
3	We need bike lanes and bike routes.	2/17/2014 9:26 AM
4	What good is a road for a bicycle with it has ripple strips on white line? Need to rethink where the ripple strips go.	2/16/2014 3:15 PM
5	Bulid them and people will use them. Until then, most people think it is unsafe to ride with automotive traffic.	2/14/2014 2:05 PM
6	Valdosta is missing out on economies and desirability associated with increasingly popular bicycle community	2/13/2014 9:51 PM
7	Such facilities appear like they are at the bottom of Valdosta's "to-do" list. These facilities would help get more Valdostans active and attract individuals to this area.	2/13/2014 3:01 PM
8	Mountain bike trails are needed at local parks	2/13/2014 9:24 AM
9	City and county personnel need to look at the complex of paths and sidewalks for pedestrians and cyclist in Peachtree City and work with Peachtree City so as to develop a similar network of paths and sidewalks here. It could also be a strong attractant for retirees moving down from more northern locations, which in turn would boost and stablize the economy. Advertising the development of such public ammenities so as to attract retirees and others will need to be carried out.	2/13/2014 8:34 AM
10	Again, if the road is wide or there is a wide paved shoulder or bike lane there is no problem with cars getting around us safely. As it is the trucks don't fit in the lane and they fly by way too close for safety.	2/13/2014 7:22 AM
11	The City and County have to come to the realization that time stops for no one. They need to continue to move forward with improvements to things like bicycle amenities if they want to keep this city a good place for new industries.	2/13/2014 7:02 AM
12	need bike lanes on all roads in Lowndes county	2/13/2014 4:29 AM
13	North Valdosta Road needs a bike path or smooth shoulders for bike to ride on. Traffic is excess for bikes to try to merge with vehicles. It is unsafe for bike usage.	2/12/2014 10:53 PM
14	Education! We are in a prime place to be a great cycling community, with great roads and, depending on where you ride, rolling hills. To be a cycling friendly community, though, takes the who community regardless if they cycle or not.	2/12/2014 9:50 PM
15	We need some single trak mountain bike trails	2/12/2014 9:28 PM
16	Awareness given by appropriate signage would be a good start.	2/12/2014 9:27 PM
17	I served on the First Committee for the Walking and Bicycle trail we now have and cannot believe the obstacles that were encountered by neighborhoods that did not want the trail to come through their neighborhood. Am proud of what I see happening in our City at this time.	1/10/2014 7:07 PM