



Section 4: IMPLEMENTATION

One of the main purposes of this plan is to educate and encourage increased bicycle and pedestrian facilities. To achieve this goal, many different entities will be called upon to implement the programs and actions that are necessary to achieve the plan's vision, goals, and objectives which are described in the context below

In discussing the implementation strategy of this plan, GDOT, RDC, local municipalities, and advocates of bicycle and pedestrian usage can implement the plan with collaboration and involving the right resources. Successful implementation requires a systematic approach by transportation agencies and affected parties. Additionally, it will take a number of years of implementation and additional investments to create a transportation system that fosters increased safe bicycle and pedestrian use.

The Regional Bicycle and Pedestrian Plan provide the foundation for a successful network of alternative transportation facilities. The most important purpose is to develop a supportive environment for bicycling and walking throughout the Lower Chattahoochee region.

Roles and Responsibilities

This section identifies strategies for implementing the bicycle and pedestrian plan in the Lower Chattahoochee Region. The list identifies the most prominent participants called upon to assist with implementing the plan. Following this section are implementation strategies that discuss how these responsibilities can be put into action.

GDOT:

- ✚ Design the State Highway system with a strong consideration of bicycle accommodation.
- ✚ Incorporate proposed improvements from local and regional bicycle and pedestrian plans in the state's long range plans and construction work program.
- ✚ Provide funding opportunities (such as Transportation Enhancement, Surface and Transportation Programs).
- ✚ Incorporate bicycle and pedestrian facilities into TIP and STIP projects, as well as scenic byway projects.
- ✚ Develop a strategy for funding the safety (education and enforcement) recommendations of the plan, involving GDOT and the Office of Traffic Safety.
- ✚ Provide technical assistance on the planning and design of bikeways to the RDCs, local and regional communities.
- ✚ Provide liaison and coordination with federal agencies, MPOs, RDCs, and local governments.
- ✚ Encourage public transit systems across the state to provide bicycle accommodations on buses and in bus stations (e.g., bicycle racks and storage).
- ✚ Continue to assist in the development of state, regional and local bicycle maps.



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- ✚ Develop enforcement strategies and programs aimed at decreasing bicycle and pedestrian crashes.
 - ✚ Develop maintenance policies and guidelines for bikeways.
 - ✚ Provide user friendly signage on roadways to increase motorist and bicyclist awareness.
 - ✚ Make additions to driver's education materials that emphasize bicycle and pedestrian as a non-motorized transportation.
 - ✚ Assist with promoting and supporting National Bike and Pedestrian Days (e.g., bike-to-work).

Lower Chattahoochee Regional Development Center

- ✚ Establish partnerships with community organizations, local governments, school districts, law enforcement agencies, recreation organizations, and other interested parties on educating the region about bicycle and pedestrian transportation.
- ✚ Identify funding sources for implementation and continuation of the plan.
- ✚ Develop, revise and update short and long-range goals and objectives for regional plans.
- ✚ Develop Transportation Improvement Program (TIP) project selection criteria that apply to bike and pedestrian facilities.
- ✚ In collaboration with local agencies, host a minimum of one elementary level Traffic Safety Instructor Course annually to train teachers, law enforcement officers and community volunteers how to teach children bicycle and pedestrian safety.

Lower Chattahoochee Region (Counties, Municipalities, and Educational Establishments)

- ✚ Consider the needs of bicyclists and pedestrians in all road projects and building facilities.
- ✚ Promote land use policies that are bicycle and pedestrian friendly.
- ✚ Educate local law enforcement on share-the-road safety techniques and enforcement strategies for specific high-risk bicyclist and motorist infractions of the law.
- ✚ Partnership and collaboration with local community organizations, local government, school district, law enforcement, recreation, and private companies.
- ✚ Promote bicyclist and pedestrian friendly oriented developments through Comprehensive Plans, Zoning and subdivision regulations.



- ✚ Provide bicycle racks at public, educational, and commercial areas.
- ✚ Integrate existing pathways, walkways, trails, local attractions, and parks in the plan.
- ✚ Develop facilities to encourage bike and pedestrian activities.
- ✚ Consider adopting a shoulder paving policy in addition to creating user friendly shoulders and sidewalks that are accessible to bicyclist and pedestrians.
- ✚ Promote and support National Bike and Pedestrian days.
- ✚ Develop partnerships with local Visitor's Bureau or local Chambers of Commerce to promote local and regional festivals, local and regional attractions, races, and tours by developing visitors guide and maps linking all activities and attractions.

A. IMPLEMENTING

The regional bike and pedestrian plan makes many recommendations that will require substantial effort on the part of GDOT and other partners to implement. Clearly, with the resources now at hand, plus those envisioned to be available in the near future, all of the recommended action steps cannot be tackled at once.

Therefore, it is necessary to set priorities regarding which aspects of the plan to implement first. Some of the recommendations will require the integration of bicycle and pedestrian planning into a complex array of ongoing plans, policies, and programs. To become a reality, many of these types of recommendations will need to be part of a larger, overall process of change. Some of this larger overall change is likely to take place in the near future, while some of it may occur at a later date. A number of of these changes are susceptible to concerted action by GDOT and other partners, while some are dependent on other factors.

Other recommendations, however, are easily identified as distinct actions which can be taken to implement the plan, independent of the slow process of institutional and societal change. Many of these actions are already ongoing and should be continued; others should have a high priority for immediate implementation; and some will require a longer period of time to accomplish.

Priorities for Immediate Implementation (A)

There are a number of discrete actions which can be taken within a relatively short time frame toward implementing the bicycle and pedestrian plan. However, it is not realistic to expect that all of these actions will take place immediately and simultaneously. Therefore, they are listed here in recommended order of priority.

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| Goal A.1: | Planning |
| Objective A.1.a: | Establish Bike and Pedestrian Committee. (COMPLETED) |
| Objective A.1.b: | Meet with local agencies and organization to discuss the plan. |
| Objective A.1.c: | Provide opportunities for public involvement by continuing to host public meets to identify needs. (ONGOING) |
| Objective A.1.d: | Collaborate with local officials and the public in assessing bike lanes and determining where other lanes are conductive. |



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- Goal A.2** **Education and Enforcement**
- Objective A.2.a: Develop a statewide promotion program for bicycling in Georgia.
- Objective A.2.b: Work with regional planning entities to develop a regional and statewide route system and map for bicycling interest.
- Objective A.2.c: Develop a bicycle/pedestrian design manual.
- Objective A.2.d: Establish and implement pedestrian safety education and training programs for children, teens, adults, seniors, and motorists through partnerships with schools and local law enforcement agencies.
- Objective A.2.e: Educate local law enforcement on “Share-The-Road” safety techniques and enforcement strategies for specific high-risk bicyclists and motorists infractions of the law.
- Objective A.2.f: Publicize the Regional Bicycle and Pedestrian Plan in the Lower Chattahoochee region’s municipalities to raise awareness of its availability.
- Objective A.2.g: Provide “Share-The-Road” education and programs in the region.
- Goal A.3:** **Funding Sources**
- Objective A.3.a: Lower Chattahoochee RDC assist in identifying funding sources and/or researching national programs promoting bicycle and pedestrian awareness and safety.
- Goal A.4:** **Tourism and Marketing**
- Objective A.4.a: Promote and support National Bike and Pedestrian Days.
- Objective A.4.b: Promote the Lower Chattahoochee region and its cities as bicycle and pedestrian friendly.
- Objective A.4.c: Promote the Lower Chattahoochee region’s municipalities’ trails, pathways, and attractions.
- Objective A.4.d: Develop maps of multi-use paths (bicycle/walking trails) identifying tourist attractions.
- Objective A.4.e: Partner with regional Visitor Bureaus, Chambers of Commerce, and other organizations to promote local and regional festivals, races, and tours by using visitor’s guides for map linking attractions.
- Goal A.5:** **Health Benefits**
- Objective A.5.a: Encourage participation from local schools to promote bicycle and pedestrian activities and the health benefits associated with these activities.



Priorities for Medium-Range Implementation (B)

Once the immediate priorities are in place, efforts should begin on the following tasks. These are considerably more complex than the immediate tasks and will require significant effort. They are also listed in order of priority.

Goal B.1: Planning

Objective B.1.a: Provide bicycle and pedestrian signage and pavement markings for user friendly roads.

Objective B.1.b: Prepare pedestrian facility and infrastructure improvement plans for counties and cities in the region.

Objective B.1.c: Integrate existing pathways, walkways, trails, local attractions, and parks with county and city plans.

Objective B.1.d: Encourage developers to incorporate sidewalks into their developments both residential and commercial.

Objective B.1.e: Encourage local governments to amend local ordinances and codes to require sidewalks in new developments.

Goal B.2: Education and Enforcement

Objective B.2.a: Make additions to driver's education products that emphasize safe motorist driving when encountering bicyclists on the road.

Goal B.3: Funding Sources

Objective B.3.a: Initiate a small grants program along with researching private foundations for municipal bicycle and pedestrian facilities.

Objective B.3.b: Incorporate bicycle improvements in conjunction to new construction and reconstruction projects which may use state and/or federal funding (e.g., paved shoulders, bike lanes, sidewalks, or wide curb lanes).

Objective B.3.c: Initiate grants from the state and federal governments for bicycle and pedestrian facilities.

Goal B.4: Tourism and Marketing

Objective B.4.a: Establish (annual) regional events for cycling and walking incorporating outdoor recreational resources.

Objective B.4.b: Promote and establish bicycle and walking tours, races, festivals, and fundraisers for the municipalities/region.

Goal B.5: Health Benefits

Objective B.5.a: Establish programs that encourage family-oriented activities and active lifestyles.

Objective B.5.b: Establish and implement health and fitness programs utilizing walking as well as stationary and non-stationary bicycles.



Priorities for Long-Range Implementation (C)

Once the immediate and medium-range tasks are implemented, the following should be considered.

- Goal C.1:** **Planning**
- Objective C.1.a: Develop a program for improving road shoulders along extensive stretches of major state highways (example: STIP).
- Objective C.1.b: Develop a program of traffic calming to enhance user-friendliness for pedestrians and bicyclists along major state highways which pass through towns and other neighborhood areas.
- Objective C.1.c: Establish user friendly shoulders and sidewalks for bicycle and pedestrian activity.
- Objective C.1.d: Establish developments to encourage bicycle and pedestrian activity.
- Objective C.1.e: Require all bike and pedestrian facilities to be ADA accessible.

Funding Sources

The regional bicycle and pedestrian system will be improved and in some areas established in conjunction with current roadway construction and roadway improvement projects. Overall, there will not be a cost to incorporate bicycle and pedestrian friendly facilities into road improvement projects and new roadway construction; however, with these facilities there must be posted signage for motorist, cyclist, and pedestrian to make them aware of users of the regional system. In funding signage for the regional bicycle and pedestrian system, there are opportunities provided by the Georgia Department of Transportation, local municipalities, and the private sector. There are several sections within the Transportation Equity Act for the 21st Century (TEA21), which specifically incorporates bicycle and pedestrian activities and related programs.

Section 1202-National Highway System Funds (NHS)

The NHS provides flexible funding that may be used by State and local municipalities for projects on any National Highway System. NHS funds may be used to construct bicycle and pedestrian facilities on land adjacent to any highway on the National Highway System. In the Lower Chattahoochee region, Section 1202 could benefit Interstate I-185 in providing bicycle facilities from Muscogee County to Harris County.

Section 1108-Surface Transportation Program Funds (STP)

Bicycle and pedestrian projects are eligible for STP funding. This program can be used to improve and establish sidewalks throughout the Lower Chattahoochee region to comply with the Americans with Disabilities Act (ADA).

Section 1201-Transportation Enhancement Activities Program Funds (TEA)

These funds may be used for construction activities or non construction activities, such as brochures, route maps, and public service announcements. TEA funds may be used to establish information stations along the network to identify user activities.



Section 1115-Federal Lands Highway Funds

These funds may be used to construct bicycle and pedestrian facilities in conjunction with roads, highways, and pathways.

Section 1219- Scenic Byways Program Funds

These funds may be used to construct facilities along scenic highways for the use of bicyclists and pedestrians. Currently, there are no scenic byways within the Lower Chattahoochee region. However, with the diverse scenic beauty and history within each unique community, scenic byways could significantly attract new opportunities for economic growth and tourism to the region.

Section 1112- National Recreational Trails Funds

The Recreational Trails Program provides funds to develop and maintain recreational trails for motorized and non-motorized recreational trail users.

Section 3003- Transit Enhancement Activity Funding

This funding program clarifies ISTEA's transit funding allowances for pedestrian and bicycle access to transit facilities. This funding source may be used for bicycle and pedestrian access to mass transportation, including facilities to store bicycles and installing equipment for transporting bicycles on public transportation vehicles.

Other Funding Sources

As stated before, there are other possible funding sources for providing bicycle and pedestrian facilities in local municipalities. Local municipalities within the region can incorporate funding allocated with city or county transportation budgets, general operating budgets, and the Special Purpose Local Option Sales Tax (SPLOST) initiatives.

The private sector provides another source of revenue for the construction of bicycle and pedestrian facilities. Civic and advocacy groups may be willing to donate momentary contributions, materials, and labor to help construct and maintain facilities. Also civic and advocacy groups could play another role in the overall implementation program (see Appendix II).

Maintenance

During the study for the Lower Chattahoochee Regional Bicycle and Pedestrian Plan, there were several concerns about the construction of existing and proposed facilities in the region. Unless these facilities are maintained, they can quickly become unsafe. Before bicycle and pedestrian facilities are constructed, maintenance procedures and responsibilities must be considered. A maintenance policy should be in place before any portion of the system is marked, signed, or improved.

Monitoring and Evaluation

With any expenditure of public funds, it is desirable to monitor how efficient funding is being used and the actual use of the bicycle and pedestrian facilities in the region. To identify bicycle and pedestrian activities in the region potential high volume segments in the urban areas should be identified and targeted for counts during peak bicycling season. The rural areas are different from that of urban areas. In rural areas distances between destinations are quite lengthy leaving prolonged periods of time with no activity. With this idea in mind, a data collection technique in rural areas can be self-reports along the traveled route to identify user activities. This could provide insight into general travel patterns, relative volumes and characteristics of the system users.



Another approach in collecting data is to establish information stations along state routes and in local municipalities. This station could be constructed with materials usually found on an all weather bulletin board. The information stations would provide a supply of questionnaire post cards to allow users to record their activities along the route. For strategic positioning of the stations, the LCRDC, PAC, and local municipalities can continue to develop partnerships with other civic and advocacy groups in providing input and information to be placed at the stations. The system users could benefit greatly from easy access to brochures and pamphlets on motels, camping, regional and local events, bicycle shops and local points of interest which could be placed at an information station or near the local municipalities along the system.