Macon - Bibb County Bikeways & Pedestrian Plan

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Macon-Bibb County Planning and Zoning Commission
682 Cherry Street, Suite 1000
Macon, Georgia 31201

June 2003

MACON-BIBB COUNTY BIKEWAYS AND PEDESTRIAN PLAN

PREPARED BY

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IN COOPERATION WITH

THE FEDERAL TRANSIT ADMINISTRATION

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Bicycle Facilities: Present and Future

I. INTRODUCTION

The task of increasing the efforts to seriously study and implement alternative forms of transportation in the Macon Area Transportation Study area (MATS) is timely. The task is timely due to the likely designation of the area by the Environmental Protection Agency (EPA) as a Non-Attainment area in the near future. This designation will have far reaching consequences that will affect the infrastructure that supports traditional modes of transportation in the MATS area.

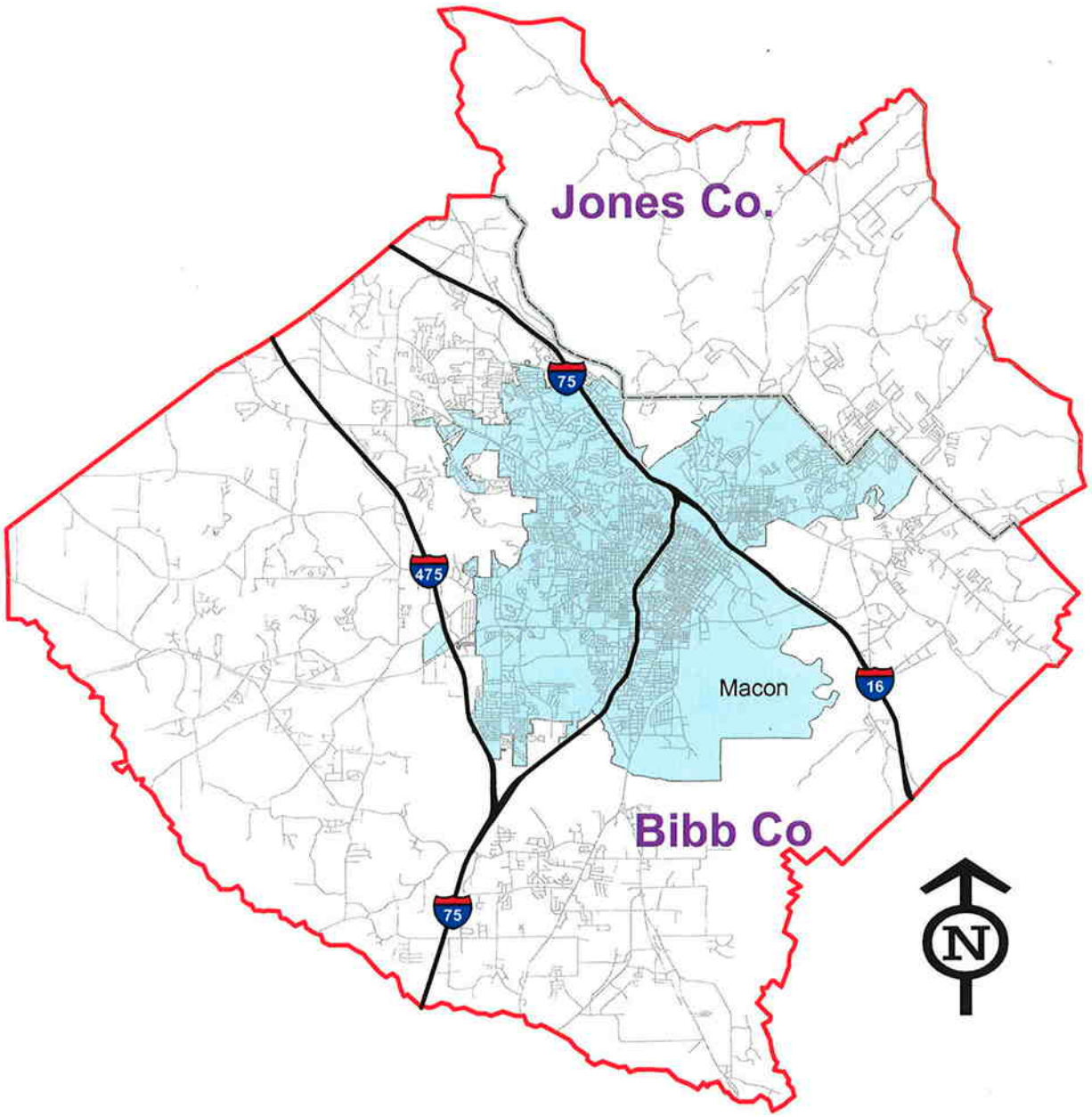
This plan is intended to be an update of the previous Macon Bikeways and Pedestrian Plans created in 1975, 1978, 1994, and 1996 respectively. Unlike the previous plan, this plan will endeavor to link bicycle and pedestrian facilities with transit services operated by the Macon-Bibb County Transit Authority. This report, which is primarily informational, is the first phase in a comprehensive endeavor to address bicycle and pedestrian issues in Macon-Bibb County. The second phase will involve a more in-depth implementation strategy.

The report is composed of two elements; a bicycle element and a pedestrian element. The bicycle element was driven by two objectives. The first objective was to identify existing routes and new routes that could be improved by adding striping to accommodate a bike lane and/or signage within the existing pavement width, without requiring a major road project. The second objective was to identify new routes that would be equipped with bike lanes that would require new construction and coordinate the construction of these routes with Transportation Improvement Program (TIP) projects. The pedestrian element will seek to identify areas that are currently used by transit pedestrians and rate the condition of the facility or whether a facility exists.

Study Area

The report study area, consist of all areas within the MATS. The MATS area is composed of Bibb County and a portion of Jones County, south of Lite-N-Tie Road. The map on the following page depicts the study area.

MATS Area



II. INVENTORY AND ANALYIS OF EXISTING FACILITIES

Route Inventory

A re-inventory of the existing facilities was completed. The information in this section will provide a general description of the routes. A simple analysis of each route will be provided to describe the conditions on the route.

Route	From	To	Type	Length
East Macon	Coliseum Dr. / Main St	Shurling Dr./ Millerfield Rd	Shared Lane	4.4 mi.
Downtown	Tatnall Square Park	Central City Park	Shared Lane	2.9 mi.
Freedom Park	Tatnall Square Park	Napier Ave. / Forsyth Rd	Shared Lane / Bike Lane	5.9 mi.
Columbus Road	Brentwood Ave.	Columbus Rd.	Shared Lane	3.5 mi.
Central Route	Monroe Co. Line	Houston Co. Line	Shared Lane	21.1 mi.
Ocmulgee Heritage Greenway	MLK Bridge	Glenridge Dr.	Muti-Use Off Road Facility	1.5 mi.

East Macon Bikeway

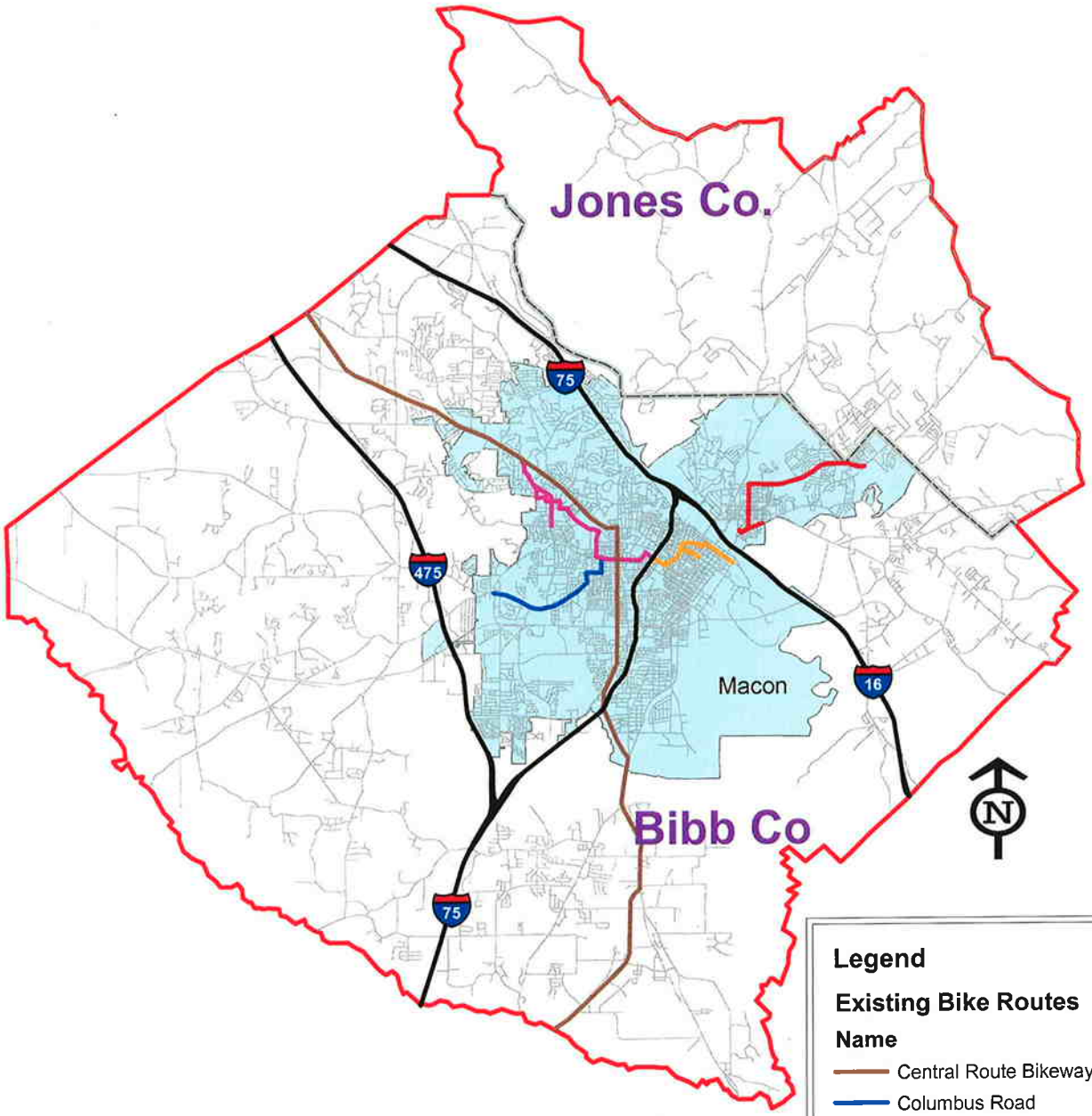

Fort Hill Street

The East Macon bikeway traverses along a historically and culturally significant portion of the city. The southern portion starts at Main Street and traverses to Emery Highway. The northern spur encompasses the length of Fort Hill Street from Main Street to Shurling Drive. This route then heads east on Shurling Drive and ends at Millerfield Road. Bicycle route signs are found along the route and sidewalks are provided. This route offers access to several attractions in East Macon. Attractions such as Fort Hawkins, Ocmulgee National Monument, Northeast Plaza Shopping Center, Shurlington Plaza, and various schools can be reached along this route.

Street	ADT	Functional Classification	Posted Speed	Lane Width	On-Street Parking	Pavement Condition	Bike Lane Present
Main Street	3,940	Neighborhood	30	18 EB 11 WB	Yes	Fair	No
Ft Hill Street	3,621	Neighborhood	25	15	Yes	Good	No
Shurling Drive	27,709	Arterial	45	12	no	Good	No

In terms of analysis, this route has some serious issues to overcome to make it safer. According to the most recent traffic counts, the portion of Shurling Drive that contains the bike route has an average daily traffic (ADT) count of 27,709. The other issue is speeding. The speeds for this link of Shurling Drive have been recorded to reach in excess of 60 mph. The speed data was recorded in the Congestion Management Study that was completed in 2002. Without the addition of a bike lane, the combination of high traffic and speeding make this portion of the route not very conducive for cycling.

Existing Bike Routes



Downtown Bikeway


College Street and Cotton Street

The Downtown route traverses through many historical areas and neighborhoods in Macon. This bikeway originates at Tatnall Square Park and it follows Oglethorpe Street, College Street, Georgia Avenue, New Street and Walnut Street. This route offers access to such facilities as the U.S. Post Office, Washington Park, the Municipal Auditorium, Central City Park, and Tatnall Square Park. A portion of the bikeway traverses through the Central Business District

Street	ADT	Road Class	Posted Speed	Lane Width	On-Street Parking	Pavement Condition	Bike Lane Present
Oglethorpe Street	732 -5,100	Neighborhood	30	12' – 22'	Yes	Good	No
College Street	4,536 – 12,500	Arterial	30	16 ft	Yes	Good	No
Georgia Avenue	6,573 – 9,730	Arterial	30	14 ft	Yes	Good	No
New Street	3,276	Collector	30	10 ft	No	Good	No
Walnut Street	5,325	Collector	30	11 ft	yes	Good	No

The ADT's along the route are low to moderate and the speeds are low. There is, however, a substantial amount of on street parking along the route. According to local traffic officials, the on street parking along the routes inhibits the placement of a bike lane along streets such as College and Oglethorpe that have adequate width. This route has the potential to offer a good cycling experience.

Freedom Park Bikeway

This facility originates at Tatnall Square Park. The bikeway proceeds north on Dannenberg Avenue, changes direction southward along Holt Avenue and then proceeds west on Beech Avenue. The bikeway then heads northward along Wood Street and includes Bartlett Street, Roff Avenue, Lake Street, Fairmont Avenue, and Napier Avenue. The facility ends at the intersection of Napier and Forsyth Road. This bikeway provides access to various schools and some shopping.


Napier Avenue

Street	ADT	Road Class	Posted Speed	Lane Width	On-Street Parking	Pavement Condition	Bike Lane Present
Dannenberg Ave.	Not Available	Neighborhood	30	12'– 22'	Yes	Good	No
Holt Ave.	Not Available	Collector	30	16 ft	No	Good	No
Beech Ave.	Not Available	Neighborhood	35	12 ft	Yes	Fair	No
Wood St	Not Available	Neighborhood	30	10 ft	No	Good	No
Bartlett St.	Not Available	Neighborhood	30	12ft	Yes	Good	No
Roff Ave.	Not Available	Neighborhood	30	10ft	No	Fair to Poor	No
Lake St.	Not Available	Neighborhood	35	10ft	Yes	Good	No
Fairmont Ave.	Not Available	Neighborhood	35	11ft	Yes	Good	No
Napier Ave.	2,216 – 15,300	Arterial	35	12 ft – 18	No	Good	Yes

This route is primarily composed of neighborhood streets. The ADT on most of these streets were not available; however, neighborhood streets will usually have ADT below 3,000 and low speeds. This is the only route with a bike lane; however, it is less than a mile in length. This route also has opportunities for bike lane striping along Dannenberg Avenue.

Columbus Road Bikeway

This bikeway is 3.5 miles long and starts on Brentwood Avenue and proceeds southward to Churchill Street. From Churchill Street, the route proceeds along Berkner Street and then heads west along Mercer University Drive until it stops at Columbus Road. This is a shared lane facility; however, cyclists may use the sidewalks along Mercer University Drive. The route offers access to regional shopping centers such as the Macon Mall, Presidential Parkway shopping center, and many other attractions.

Mercer University Drive

Street	ADT	Road Class	Posted Speed	Lane Width	On-Street Parking	Pavement Condition	Bike Lane Present
Brentwood Ave	Not Available	Neighborhood	25	11 ft	Yes	Good	No
Churchill St.	Not Available	Neighborhood	25	11 ft	Yes	Good	No
Berkner Street	Not Available	Neighborhood	25	10 ft	No	Good	No
Mercer Univ. Dr.	22,264 – 30,312	Arterial	45	12 ft	No	Good	No

This route is a mixture of low traffic neighborhood streets and a high traffic arterial. The portion along Mercer University Drive is in need of a bike lane to make it more conducive for cycling.

Central Route Bikeway


Vineville Avenue

The central bike route is a state designated bike route and is part of network of bike routes throughout the State of Georgia. The route spans the entire length of the county beginning on Forsyth Road near the Monroe County line and ending on Industrial Highway near the Houston County line. The route travels south along Forsyth Road, Vineville Avenue, Pio Nono Avenue, Hawkinsville Road and Industrial Highway. The entire length of the route is 21 miles. Currently this is a shared use facility with no signage.

Street	ADT	Road Class	Posted Speed	Lane Width	On-Street Parking	Pavement Condition	Bike Lane Present
Forsyth Rd.	4,436 – 23,176	Arterial	25	12 ft	No	Good	No
Vineville Ave.	17,007 – 26,757	Arterial	25	11 ft	No	Good	No
Pio Nono Ave.	14,418 – 32,761	Arterial	25	12 ft	No	Good	No
Hawkinsville Rd	25,796 – 29,189	Arterial	55	12 ft	No	Good	No
Industrial Hwy.	7,325 – 7,594	Arterial	55	12 ft	No	Good	No

The Central Route Bikeway as previously mentioned is a state designated bike route; however, it lacks many safety amenities. There are many hazards along this route such as high traffic, high speeds and ill placed drainage facilities. For example, the portion that travels along Hawkinsville Road is exposed to high speeds. Speeds along Hawkinsville Road can often exceed 65 mph. Another safety hazard is the presence of large trucks, especially near Industrial Highway. To make this a safer route, the addition of bike lanes and signage would be a must.

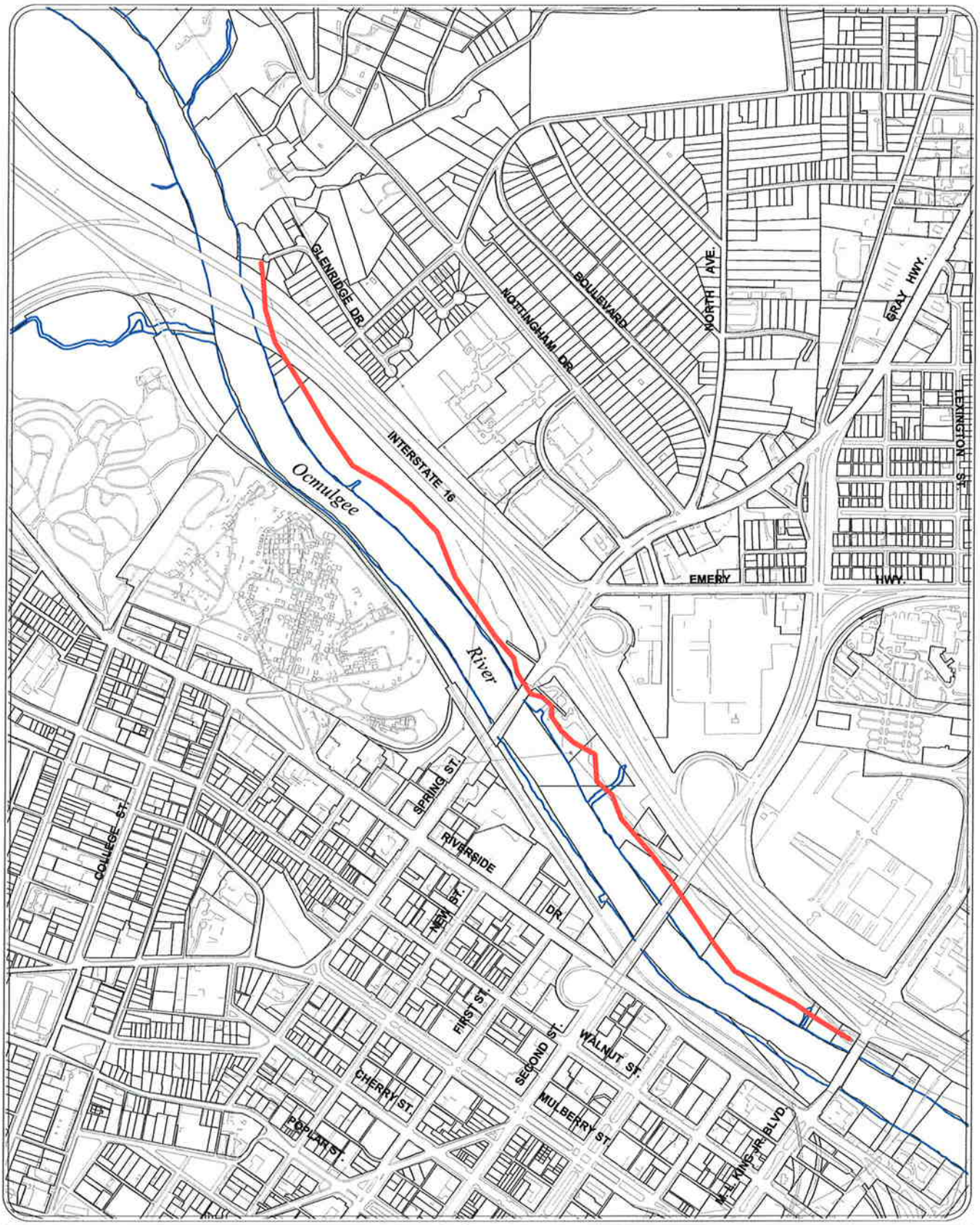

Truck Traffic on Industrial HWY

The Ocmulgee Heritage Greenway

The Ocmulgee Heritage Greenway way is a recent addition to the recreation system in Macon-Bibb County. The greenway is a multi-use path that can accommodate a variety of uses such as walking, skating, and cycling to name a few.

Ocmulgee Heritage Greenway

Currently the greenway spans a little over a mile from the Otis Redding Bridge to Glenn Ridge Drive in the Shirley Hills neighborhood. In three years the greenway will continue to the Old Macon Water Works site near North Pierce Avenue. The greenway, when fully implemented, will span the entire length of the county by traversing along the Ocmulgee River. By spanning the entire length of the county, the greenway will provide a means of connectivity for many areas in the county.



Ocmulgee Greenway
Pedestrian/Bikeway

Macon-Bibb County Planning and Zoning Commission
GIS/Graphics Department

Legend

- Streets
- Rivers, Lakes, & Streams
- Parcels / ROW
- Pedestrian/Bikeway

N

0 250 500 1,000
Feet

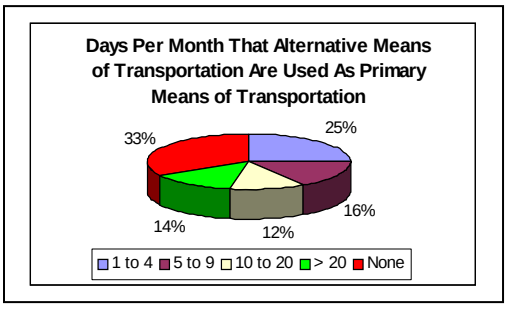
III. MACON-BIBB COUNTY BICYCLE AND PEDESTRIAN SURVEY

The following section will report the findings of the Macon-Bibb County Bicycle and Pedestrian Survey. The survey was administered in April and May of this year. The survey consisted of a total sixteen questions that were designed to gauge the public's interest and use of alternative forms of transportation such as biking and walking. The survey also sought to determine the usage patterns of citizens in terms of whether biking or walking was used primarily as a form of transportation or recreation.

The survey should not be viewed as a statistically sound representation of the residents of Macon-Bibb County due to the sample size. However, it was intended to provide some bases from which to better understand the desires of the interested community on this issue. Based upon this information, staff, local officials, and the citizens involved with this planning process can more effectively formulate strategies for the successful implementation of this project.

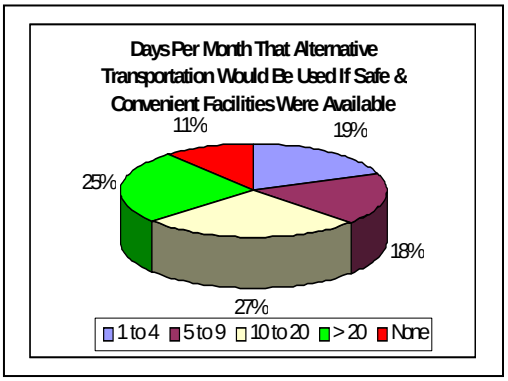
Promotion of the survey and information on where the survey could be taken was published in the April 23, 2003 edition of the local newspaper. Survey instruments were made available at the Washington Memorial and Riverside Library branches, Mercer University, local bicycle shops, community centers, and at special events in the community.

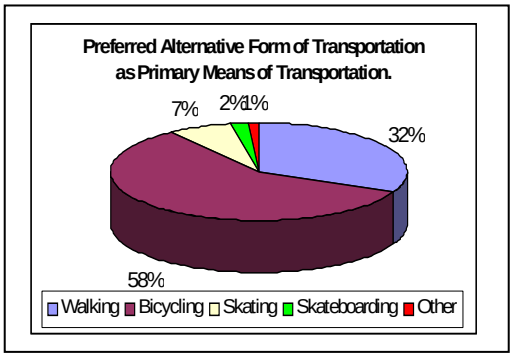
The survey resulted in 296 responses from the community. As stated previously, the survey consisted of 16 questions; however, 15 were non open ended questions. The results below reflect the non open ended questions only. The written responses to the only open ended question, which was # 15, were listed in the appendix.



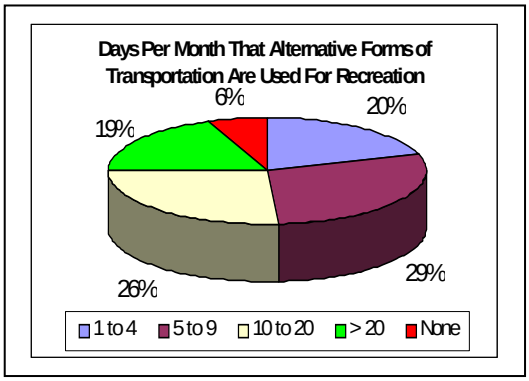
The first three questions dealt with alternative forms of transportation as a primary mode of transportation. Question #1 asked respondents, "How many days per month do you

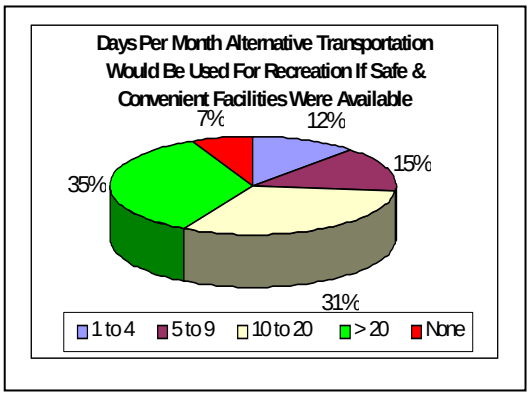
usually use alternative forms of transportation as your primary means of transportation?" The majority, 33%, said that they do not use alternative means for transportation. However, when asked question 2, " How many days per month would you use alternative forms of transportation as your primary means of transportation, if safe and convenient facilities were available?", the number of people that would not use alternative forms of transportation, drastically decreases to 11%. The majority of respondents, 27%, said that they would use alternative forms of transportation 10 to 20 times per month if they were safe. Question 3 asked, "What is or would be your preferred alternative form of transportation as your primary means of transportation?" The majority of respondents, 58%, indicated that bicycling would be their preferred alternative form of transportation.





The next three questions dealt with alternative forms of transportation as a means of recreation. Question 4 asked, "How many days per month do you usually use alternative forms of transportation as a means of recreation?" The majority of respondents, 29%, said that they use alternative forms of transportation for recreation 5 to 9 times per month. Not surprisingly in question #5, the respondents indicated that they would use alternative forms of transportation for recreation more often, if the facilities were safer. Thirty five

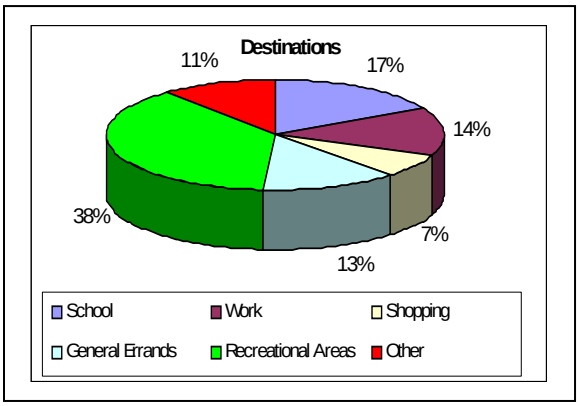




percent of respondents would use alternative forms of transportation for recreation more than 20 days a month.

Question #6 asked the question, “What would be your preferred form of recreation?” The most popular form of recreation indicated was bicycling, which was 56%; followed by walking at 27%.

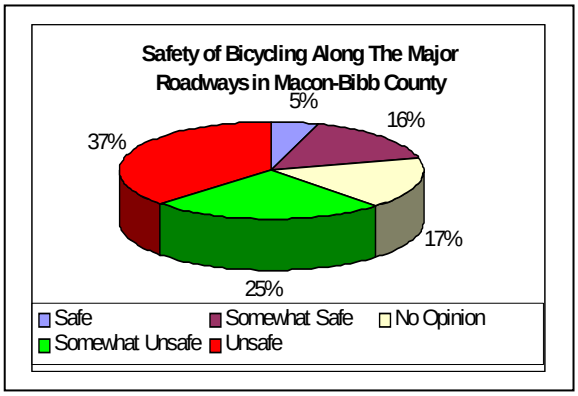
Question # 7 sought to find the destinations of respondents when they use alternative forms of transportation. Unfortunately, most respondents did not answer this question the way it was intended. The respondents were to first circle the form of alternative transportation (*bike ride, walk, skate, or skateboard*) and then indicate their destination. However, based upon previous questions, it can be inferred that most people are using their bicycles to go to their various destinations. The majority of respondents, 38% indicated that they go to the recreational areas found throughout the Macon-Bibb County area. School and work were other popular destinations that comprised 17% and 14% of respondents respectively.

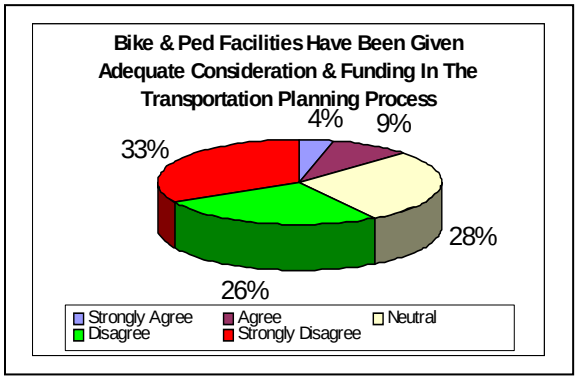


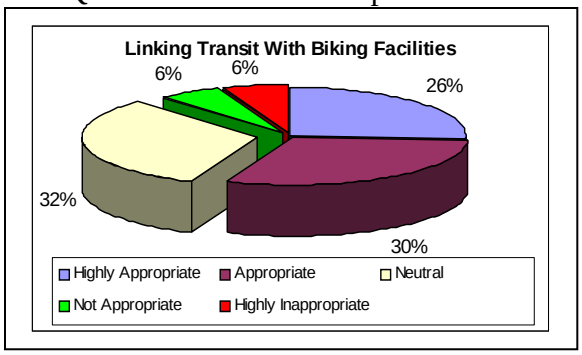
Question #8 asked, “What is the average distance (in miles) of your trips using alternative forms of transportation?” The most popular answers given (30%) were 1 to 3 miles and 3 to 5 miles (24%).

The next series of questions sought to find out what people thought about the current facilities in place, possible improvements that can be made and if alternative forms of transportation are treated in the transportation planning process as a viable form of transportation. According to the results of question #9, most respondents were not aware of the designated bike routes in Macon-Bibb County. Seventy-six percent of respondents said that they were not aware of the designated bike routes in Macon-Bibb County. In question # 10, respondents were asked to rate the safety of bicycling along the major

roadways in Macon-Bibb County. Sixty-two percent of respondents said that the major roadways were somewhat unsafe or unsafe. While only 5% commented that they were safe. Question #11 asked respondents whether they agreed with the statement that bicycle and pedestrian facilities were accessible and clearly defined throughout the community. Sixty-six percent of respondents disagreed or strongly disagreed with this statement. While only 4% strongly agreed with this statement. Question #12 asked respondents whether they agreed with the statement that bicycle and pedestrian facilities in Macon-Bibb County have been given adequate consideration and funding in the transportation planning process. Again, the majority of respondents (59%) disagreed or strongly disagreed with this statement. Only 13% strongly agreed or agreed with this statement. Question # 13 asked respondents what they thought about integrating transit with bicycling. Most respondents (32%) were neutral on this issue. Thirty percent felt that it would be appropriate. Question #14 asked respondents whether they saw opportunities or a need to improve or extend existing bicycle or pedestrian facilities in Macon-Bibb County. Respondents overwhelmingly (96%) indicated yes to this question. Finally, respondents were asked if they would support a tax increase to improve or expand existing bicycle and pedestrian facilities. The response was not as overwhelming, however, the majority (70%) said yes.







The findings of survey tend to suggest that there is genuine interest in the community for alternative forms of transportation. Bicycling and walking were the two most popular forms of alternative forms of transportation. However, the implications are that the current facilities are not conducive for those activities and that there is a lack of interest in the transportation planning process to provide these option in Macon-Bibb County.

The perception of safety of the current routes was a paramount issue in the survey. The re-inventory and analysis of the existing facilities tend to support this perception. Biking facilities such as the Freedom Park route along Mercer University Drive, the East Macon route along Shurling Drive, and the Central Bike route are all shared lane facilities and have ADT in excess of 25,000. These facilities could be greatly improved by the addition of bike lanes and other measures.

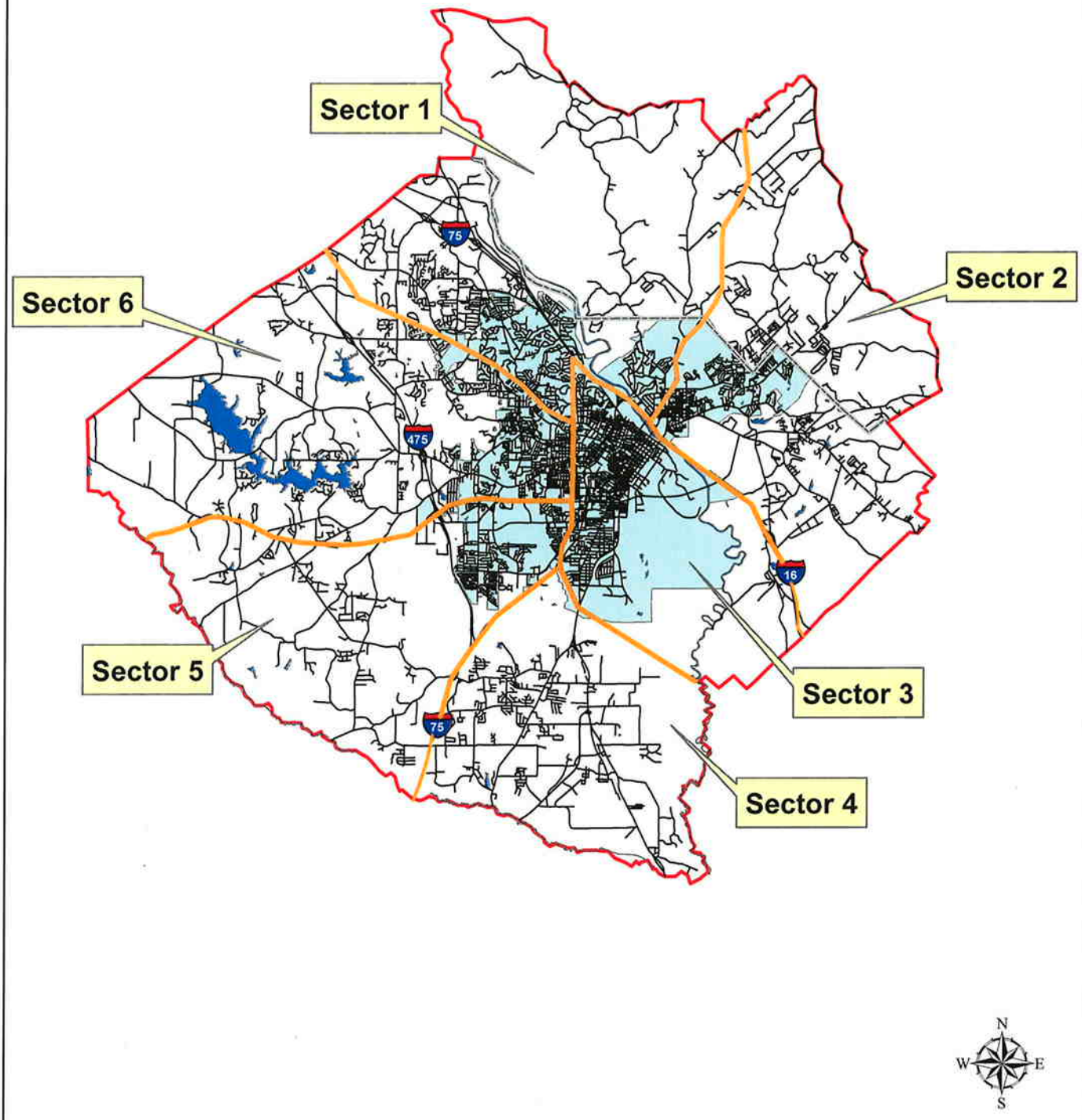
IV. PROPOSED ROUTES

The task of proposing new routes in the MATS area was undertaken by a bicycle and pedestrian committee. This committee was made up of citizens, staff of the Macon-Bibb County Planning and Zoning Commission, staff of the City of Macon, and business owners. It was decided by the committee that there was ample opportunity to incorporate new bike routes and improve existing routes in the MATS area. To this end, a list of routes that could be implemented in the short term by lane striping, upgraded signage or additional signage was proposed. These projects could be implemented within a three year horizon.

1. Short Term Projects

To address the short term projects, the MATS area was divided into six sectors and each committee member was assigned a sector to conduct a reconnaissance survey. Each committee member was asked to propose two types of routes in their respective sector. One route would be primarily recreational and the other for commuting. A map of the various sectors is provided on the following page. Once the committee members returned their suggested routes, the routes were reviewed by the local traffic engineering officials in order to be in compliance with local traffic safety standards.

Sector Map


Sector 1
Sector 2
Sector 3
Sector 4
Sector 5
Sector 6
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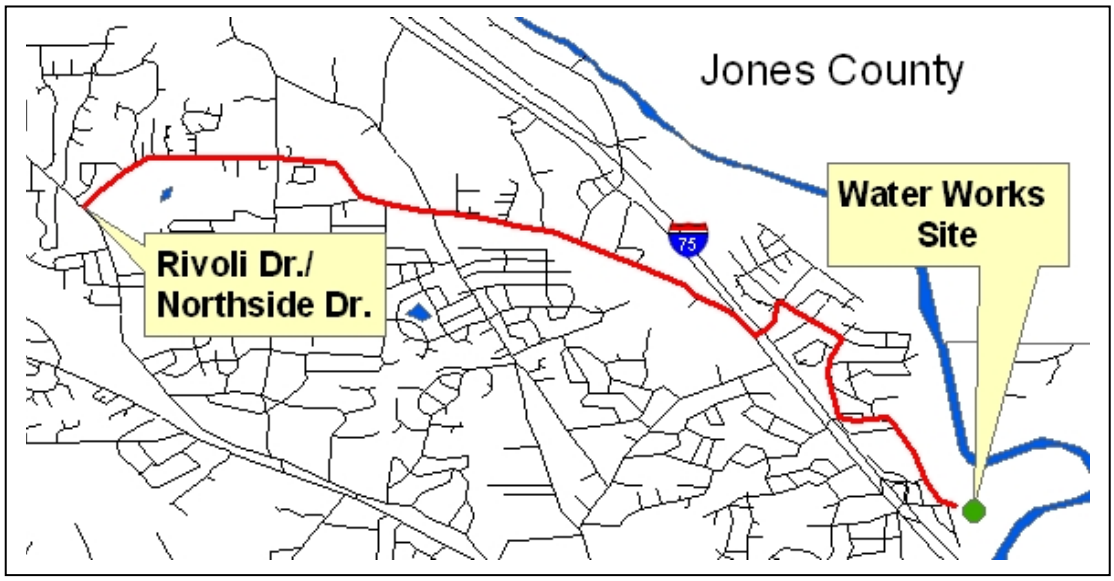
475
16
75
N
W
E
S

Sector 1

Sector 1 was a very important region to consider in terms of connecting North Macon and Bibb County to downtown Macon. There were many challenges to navigate through so that a route with the least amount of conflicts could be proposed.

North Macon to Downtown Commuter Route

The successful implementation of this route heavily depends upon the completion of the greenway near the old Macon Water Works site. This route would begin on Rivoli Drive and then onto Northside Drive. Northside Drive is equipped with a sidewalk so the rider has the option to use the sidewalk or travel lane. Northside Drive would then be taken until Riverside Drive is reached. Riverside Drive would only be used a short distance to Red Oak Drive, due to the moderate to high levels of congestion that are common. Once the rider has reached Red Oak Drive, he or she will then travel along Clairmont Avenue to Audubon Drive to Riverview Road and then onto North Pierce Avenue. At this point the rider can head downtown by accessing the greenway near the old Macon Water Works.



Another option afforded to this route is transit. A transit shelter is located near the intersection of Riverside Drive and Northside Drive. The transit route terminates in the downtown area. In terms of improvements, this route would require signage and

some sort of street painting along the portion that crosses Riverside Drive. Approximate length of this route to the water works site is six miles.

Northside Dr. between Wesleyan and Rivoli
35 mph Sidewalks
12 ft lanes

Northside Dr Sidewalks
45 mph
12 ft lanes

Red Oak Dr
25 mph
10 ft lanes

Riverview Dr.
25 mph
10 ft lanes

Audubon Dr.
25 mph
10 ft lanes

N. Pierce Dr. RR Crossing

Sector 2

Sector 2 comprised various untapped and underutilized resources for cyclist. One prime example is East Macon Park. The park offers a BMX bike trail and a nature trail. This park is very significant to cyclist and pedestrians; however, it remains isolated to alternative forms of transportation.

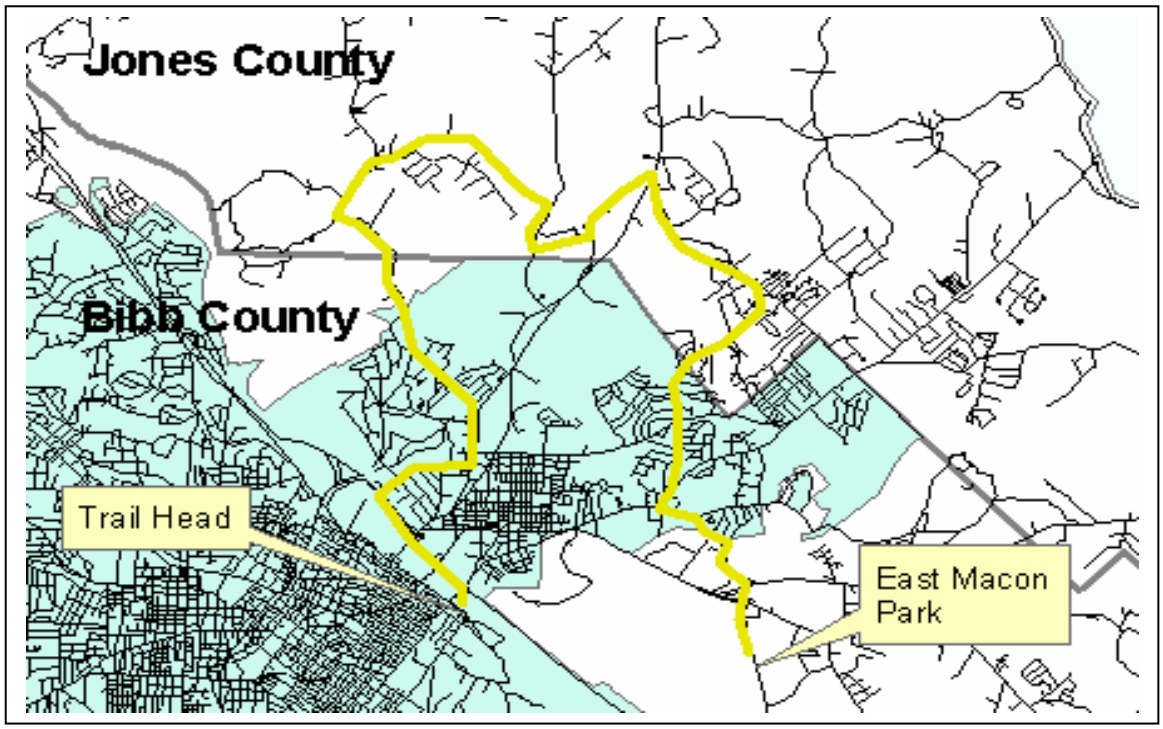
East Macon Arc

The East Macon Arc is meant to be a recreational route that will originate at the Ocmulgee Heritage Greenway trail head and terminate at East Macon Park. Depending on the skill and comfort level, this route has the potential to accommodate beginner, intermediate, and advanced level cyclists. This route can also allow the cyclist to utilize multi-modal forms of transportation.

There are various ways in which cyclists could arrive at the park, the first to be discussed will be via potential bike routes and the second will contain a mixture of bike routes and transit.

Route A

This route will originate at the Ocmulgee Heritage Greenway trail head and travel



northwest on to the greenway until you reach Parkview Drive/ Nottingham Drive. The route will then pick up onto Curry Drive and then onto Boulevard Drive. The route travels across Boulevard Drive and takes a left onto Clinton Road. The route then travels north along Clinton Road and Upper River Road into Jones County. The route then traverses along Stagecoach Road and takes a right onto Graham Road. The route travels south on Graham Road and takes a left onto Walnut Ridge Road. The route travels through the Walnut Ridge subdivision and takes a left onto Old Gray Highway. The route crosses Gray Highway onto Joycliff Road. The route travels down Joycliff Road and takes a right onto New Clinton Road. The route then travels south on New Clinton Road, crosses Shurling Drive and merges onto Millerfield Road. The route takes a left onto Jeffersonville Road and travels southeast. The route crosses Emery Highway and then onto Ocmulgee East Boulevard. Once on Ocmulgee East Boulevard, the park is within a quarter of a mile on the left. The addition of signage throughout the route and bike lane striping on Clinton Road and New Clinton Road is recommended. The route is approximately 16 miles in length.

Clinton Rd

15’ wide lanes	Sidewalks
40 mph limit	Northeast HS
Low Traffic	Ideal for bike lane

Stagecoach Rd

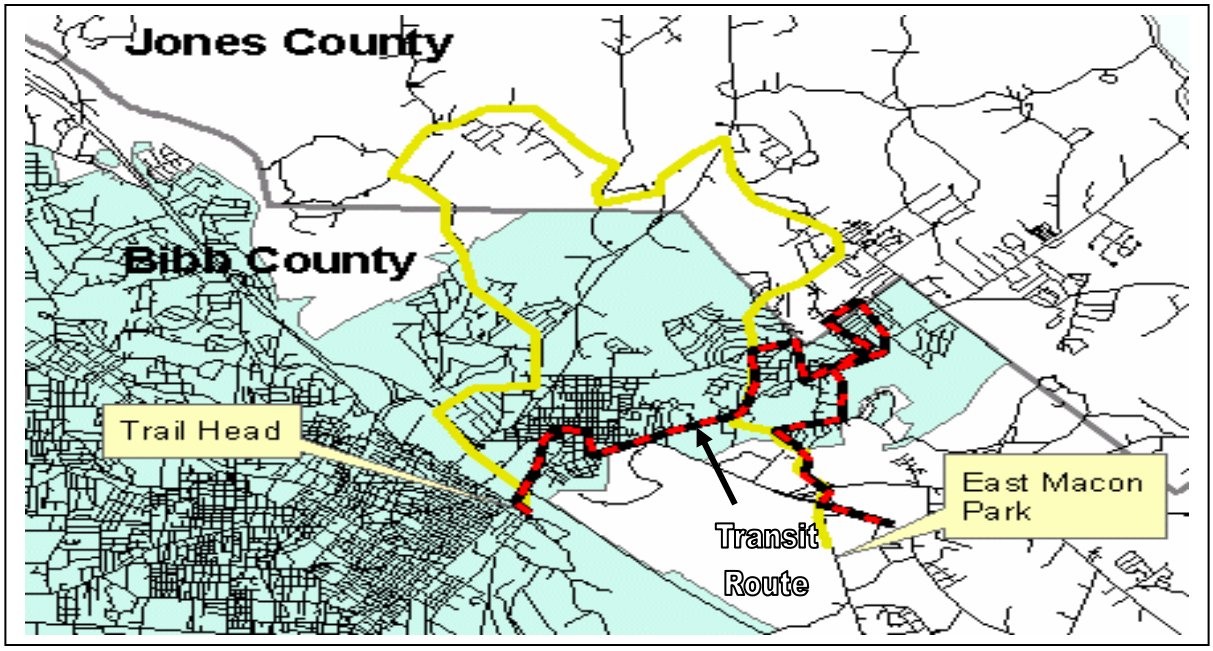
Low Traffic	Rural Character
45 mph	

New Clinton Rd

15’ wide lanes	Sidewalks
35 mph limit	Ideal for bike lane
Low Traffic	

Route B

This route originates and terminates at the same points as Route A; however, it is much more direct and utilizes a series of bike routes and transit facilities. Beginning near the



trailhead, the cyclist can utilize the East Macon/ Kings Park transit route to get onto Jeffersonville Road. This allows the cyclists a measure of safety by riding the transit bus through the high traffic and high speeds that can be present along Emory Highway. Also the transit route can offer safe passage to the Ocmulgee National Monument and Fort Hawkins. Once the cyclist is on Jeffersonville Road, he or she may resume their bike ride along Jeffersonville Road and arrive at East Macon Park. There is a transit shelter located near the intersection of Jeffersonville Road and Ocmulgee East Boulevard. Approximate length of route is 5 miles.

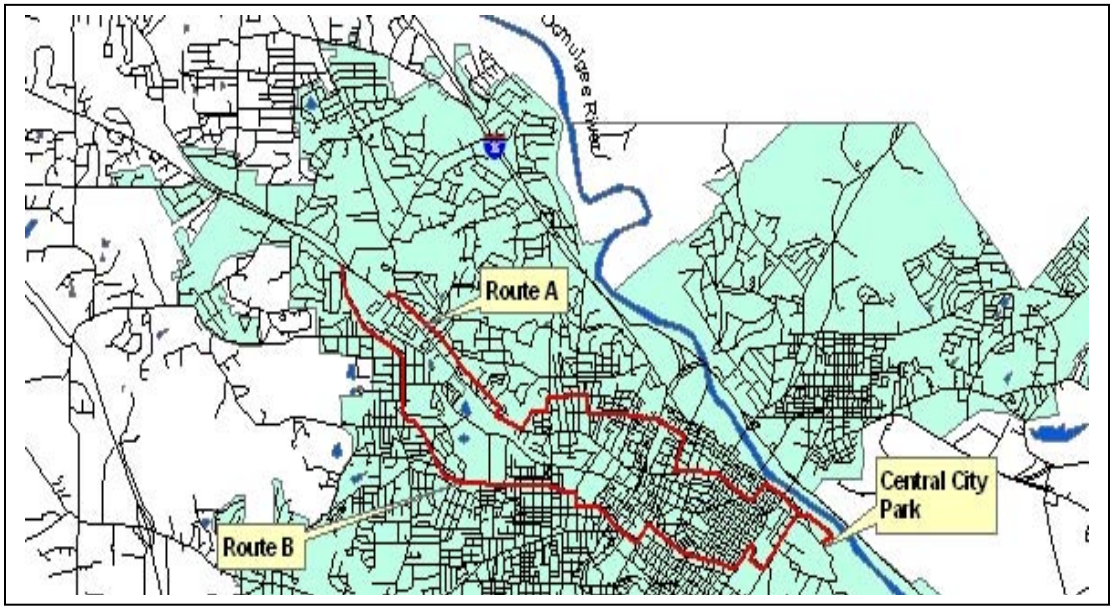
Sector 3

Sector 3 is at the heart of Bibb County and encompasses such resources and areas as the Central Business District, the Historic District, tourist attractions, recreational areas and many cultural and educational facilities. Much of this sector contains existing routes from the previous plans.

Downtown to North Macon Commute Routes

Route A

The Downtown to North Macon Commute route will have its point of origin at Central City Park (CCP). The rider would leave CCP via Riverside Drive and then make a left onto Third Street. Next step would be to make a left onto Mulberry Street and follow Mulberry until the rider reaches Georgia Avenue. An alternative could be to follow Mulberry around to Spring Street then a left on Walnut, but this way can be busier and congested at peak travel times of the day. If the alternative is not taken, then continue on Georgia and take a right on College Street. Once on



College the rider would take a right onto Walnut and continue across I-75 until he or she reaches Clayton Street. The rider would continue on Clayton until Buford Place is reached; at this point take a right onto McDonald Street. Continue on McDonald Street and take a left onto Pierce Avenue. Once on Pierce, the rider would take a right onto

Elizabeth Street and then on De Soto Street. De Soto will intersect with Vineville Avenue. The rider would then take a right onto Vineville via sidewalks to Hairmechanics Blvd. The next steps would be to take a left onto Ridge Avenue cross Forest Hill Road and then curve around to Forsyth Road. Reverse all directions to return to downtown. The route is 6 miles in length.

Route B

Downtown to North Macon via Oglethorpe Street and Napier Avenue

This route also will have its origin at CCP. The rider would take Walnut from CCP and take a left onto 7th Street behind the Terminal Station. The next steps would be to take a right onto Poplar Street through the train underpass, take a left onto 5th Street and travel to Oglethorpe. Once on Oglethorpe, travel to College and take a right onto Coleman Avenue. The rider would then follow Coleman across the I-75 overpass to reach Napier. Once on Napier the rider will then travel until he or she can make a right onto Birch Street. Once on Birch the rider will take a left onto Hillcrest Avenue (due to less traffic and fewer lights) and cross Pio Nono at traffic light and then take a right to get back onto Napier. The route will end at the intersection of Forsyth and Napier. This route would require signage. The on street parking on Ridge Avenue inhibits the application of bike lane. Reverse all directions to return to downtown. The route is 7 miles in length.

Clayton St
9ft to 14ft lanes
25 mph

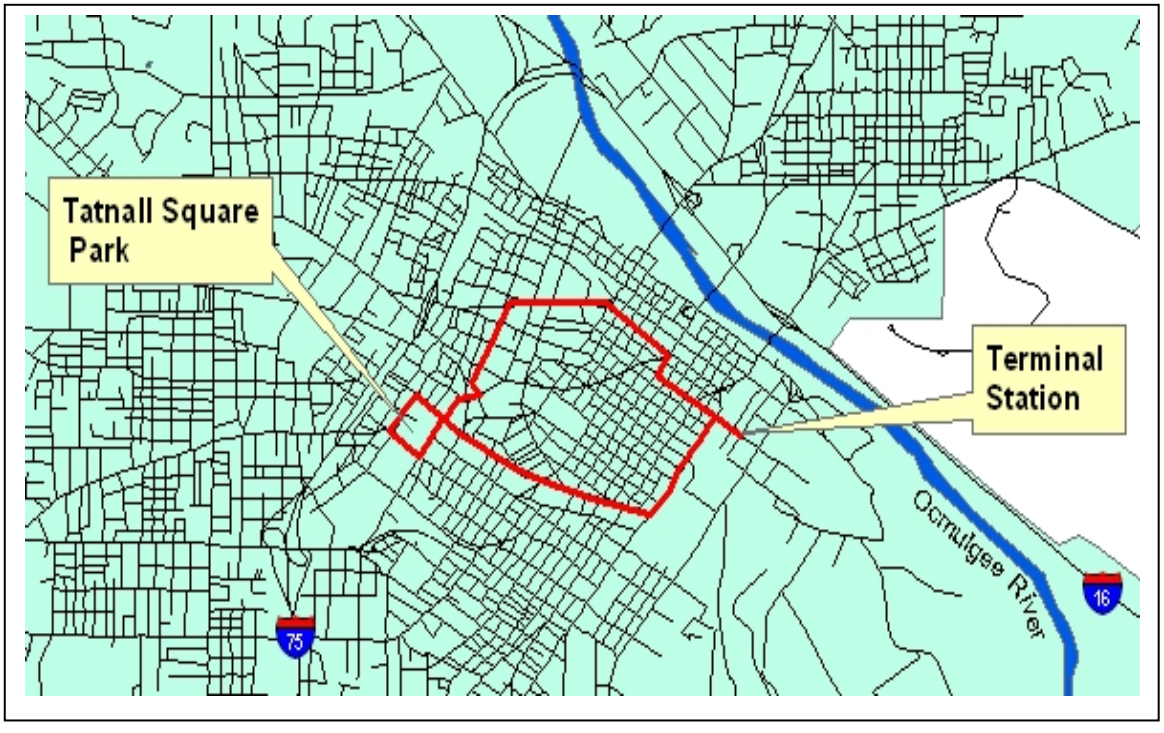
McDonald St
14 ft lanes
25 mph

Ridge Ave.
10 ft lanes Parking Lane
35 mph

Downtown Scenic Circuit


Terminal Station

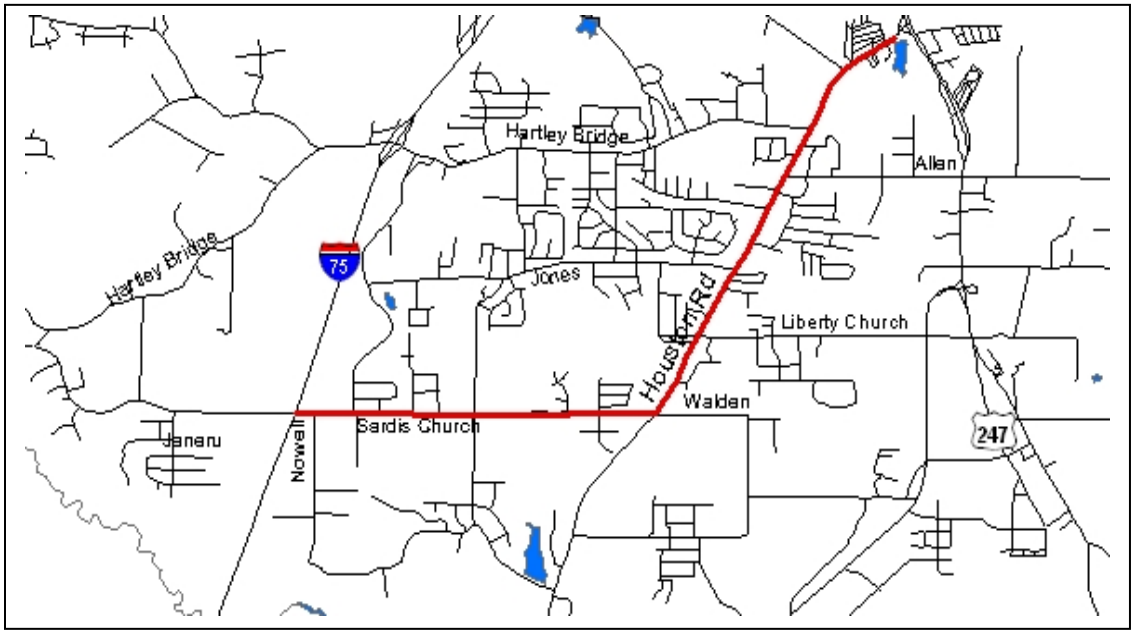
Terminal Station is the focal point of this route, because of the tourist information and maps. From Terminal Station the rider would take a left onto 5th Street to Poplar and once on Poplar take a left onto 7th Street. The next steps would require taking a right onto Oglethorpe and travel until the rider reaches College and take a left. Once on College the rider would travel to the Mercer University main campus and circle around Tatnall Square Park until back on College. From this point the rider head towards Georgia Avenue and take a left at Orange Street. Once on Orange Street, the rider will continue to Bond Street and take a right on Bond. The right on Bond will allow the rider to view the scenery of the Woodruff House and the Coleman Hill city overlook. From Bond Street, the rider will then take a left onto Georgia Ave and continue onto Mulberry. Once on Mulberry the rider will take a right onto 2nd Street and then a left onto Cherry Street. Cherry Street returns the rider to the Terminal Station. The route is 4 miles in length.



Sector 4

Sector 4 comprised the southeastern portion of the county. The preferred route in this sector was Houston Road. This route would primarily serve as a recreational route to connect the neighborhoods in the portion of the county with other areas of the county. The northern terminus of the route would be State Route 247 and the southern terminus would be Sardis Church Road. Sardis Church Road proceeds into Sector 5. Sector 5 will be discussed in the following section.

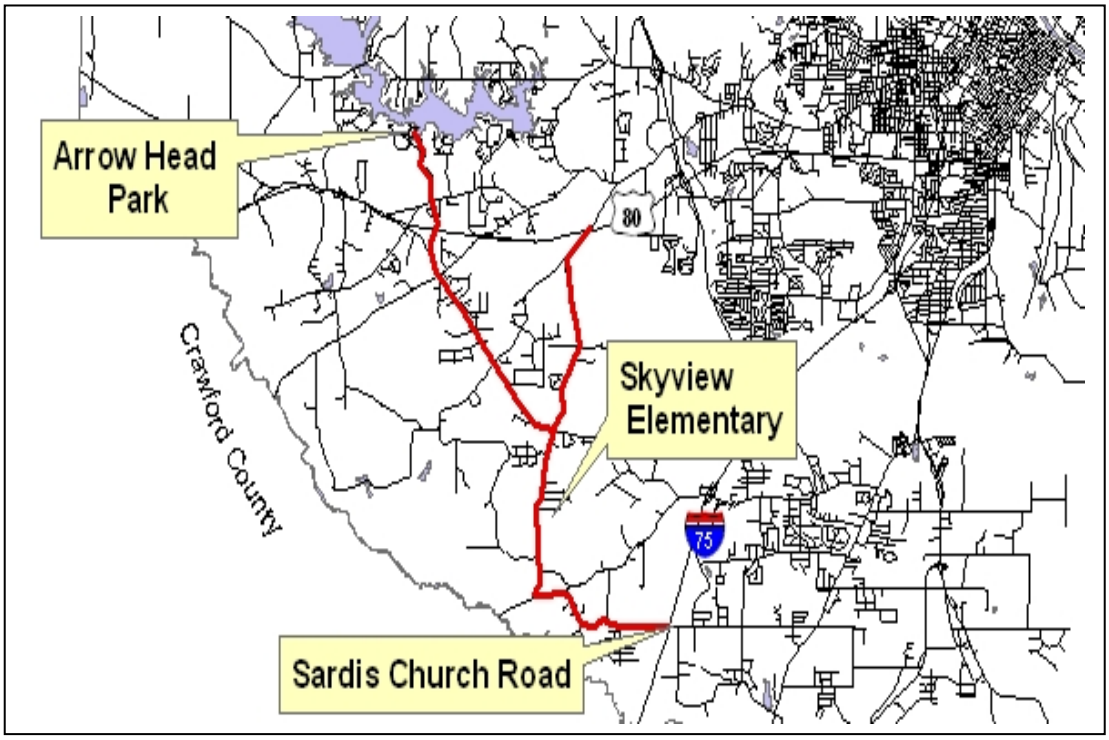
The amenities that are conducive to cycling and the destination points on Houston Road include 12 ft travel lanes, sidewalks, shopping centers, restaurants, churches, and a community center. Sidewalks are recommended for beginner to intermediate cyclist. The road condition is good due to recent retrofitting and resurfacing. The traffic volumes or ADTs range from 4,536 to 12,575 vehicles. The route would require extensive signage. The length of the route is 5.4 miles.



Sector 5

In sector 5 Fulton Mill Road was recommend as the North-South bikeway/pedestrian route in Sector 5, and join Heath Road in Sector 6. It should turn East-West at Hartley Bridge Road and connect with Sardis Church Road in Sector 4.

The committee felt that an improved Fulton Mill Road will not present many evident conflicts between users and motor vehicle operators. In addition it should enhance access between schools, recreation centers, and a state government facility. The route connects with the larger network of bicycle/pedestrian facilities. A route toward Lizella and Lake Tobesofkee along Bethel Church Road would be a logical extension from the Fulton Mill sector.



The route is scenic and attractive without excessive intersections, curb cuts, or delays. The surface is in good shape. The shoulders are unimproved and could be structured for bicycle/pedestrian use. Vehicle speeds and speed limits are typical. ADT volumes range from 1,936 to 4,527. The intersections of Hartley Bridge Road and Sardis Church Road will require special attention, due to curves and elevation changes with speeding traffic. Improvements such as signage could be made in a relatively short time using existing

road facilities and conditions. Major projects are being planned for Fulton Mill Road and Sardis Church Road. The route is 10 miles in length.

It was also recommended that this route be considered as an alternative to Highway 41, the GDOT North-South route or central bike route through Bibb County.

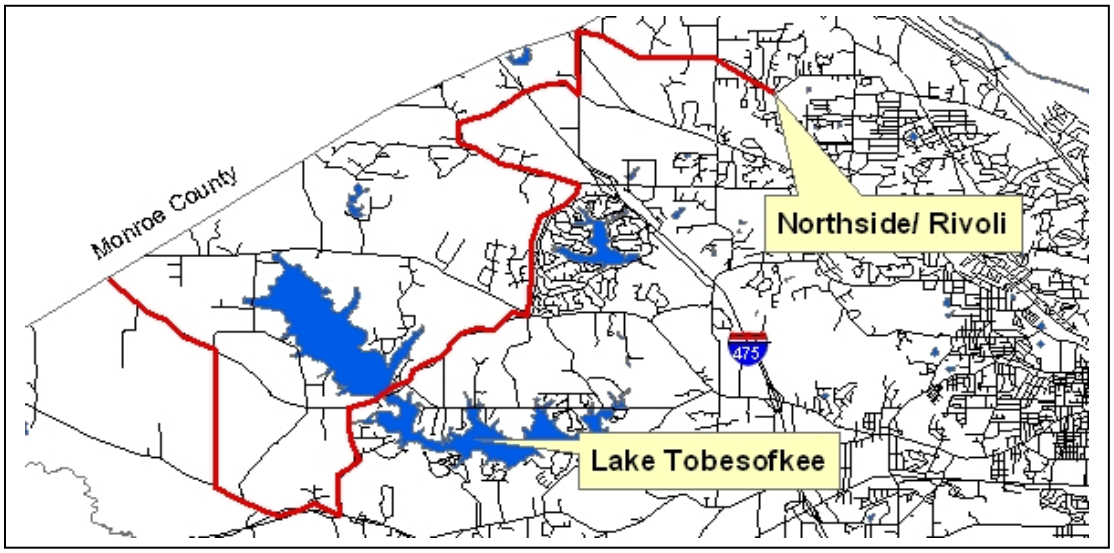
Fulton Mill Rd.
45 mph
10 ft lanes

Bethel Church Rd.
45 mph
10 ft lanes

Sector 6

Sector 6 comprises the western portion of the county. This route is primarily a recreation route; however, it does have a connection with the commuter route discussed in Sector 1 at the intersection of Rivoli Drive and Northside Drive. The roads that make up this route are Northside Drive, Rivoli Drive, Old Forsyth Road, Calaparchee Road, Zebulon Road, Lamar Road, Lower Thomaston Road, North Lizella Road, Hopewell Road, and Midway Road.

This route offers some of the most scenic and attractive areas of the county. A major regional attraction along the route is Lake Tobesofkee. The lake area is currently a popular destination for many cyclist. Creating a route to this area is an ideal step. The ADT along the route ranges from 654 to 4,095; therefore, traffic volumes are relatively low. This route would require extensive signage. The route length is 19 miles.




Rivoli Dr. between Bass Road and Old Forsyth
45 mph
10 ft lanes


Calaparchee Rd.
45 mph
10 ft lanes


Zebulon Rd.
45 mph
10 ft lanes

2. Long Term Projects

As previously mentioned, the long term projects would require major construction to accommodate a bike lane. The Transportation Improvement Program (TIP) was thought to be the most economical and feasible way to bring these routes to fruition. The following long term projects, with the exception of the Rails to Trails project, are listed in the June 2003 TIP that is entitled, "Transportation Improvement Program: Fiscal Years 2004-2006, Macon Area Transportation Study." The information below will provide a general description of the TIP project. Many of the routes include a pedestrian facility as well as a bike lane equipped facility. The new routes are displayed on the following page.

Jeffersonville Road/ Millerfield Road

This project will entail widening Jeffersonville Road to four thru lanes with turn lanes as needed from Walnut Creek to Recreation Road; Millerfield to Bristol. The construction is scheduled to begin in fiscal year 09 (FY09).

Project Implication

This project will have a positive effect on the proposed East Macon Arc by creating a bike lane equipped roadway that will connect to East Macon Park.

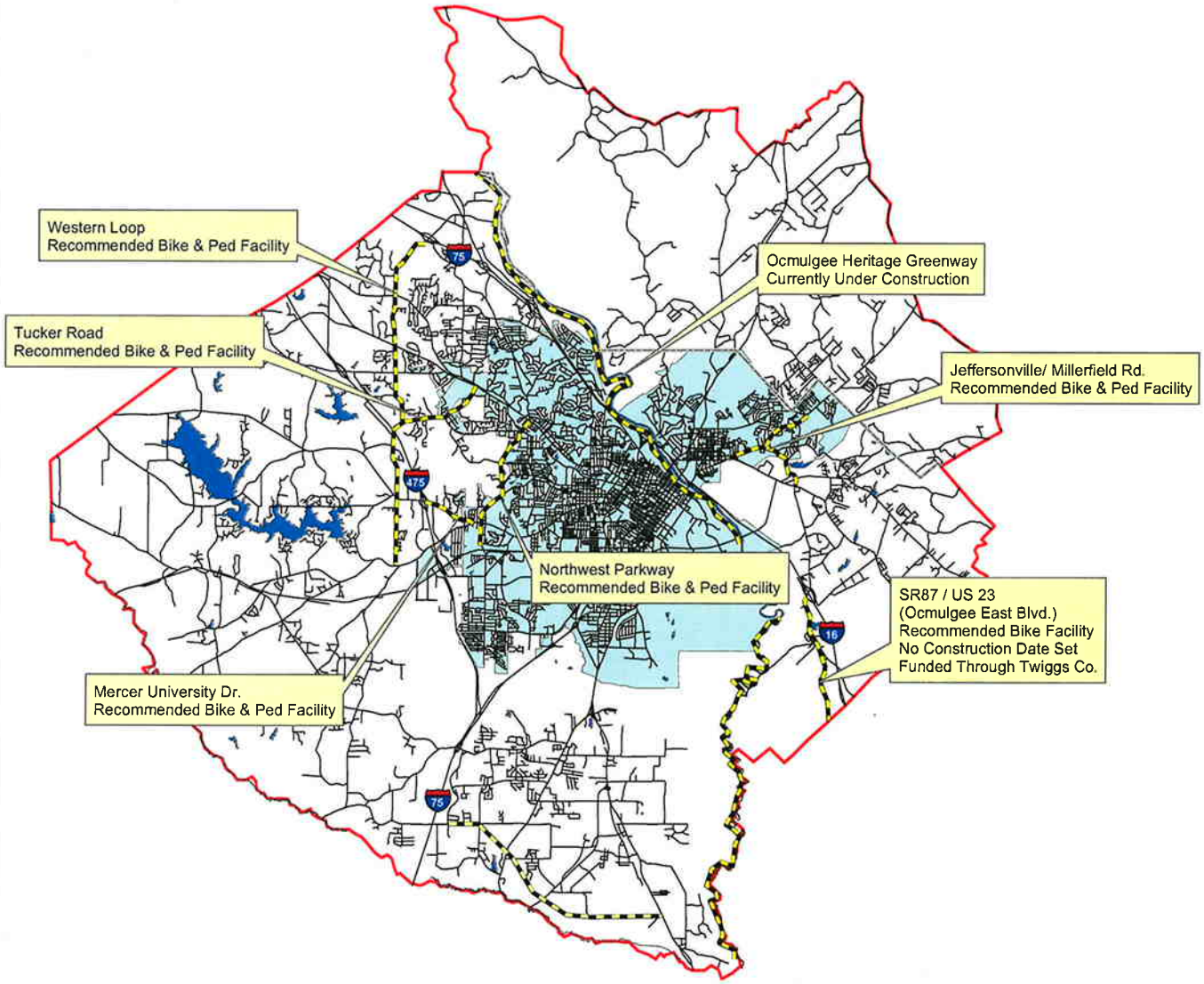
Log Cabin Drive

This project will entail the widening of Log Cabin from two to four lanes with turn lanes as needed from Mercer University Drive to Hollingsworth Road. This project is contiguous with the Northwest Parkway project. The construction schedule is in long range which means that the start date could be FY10 or earlier.

Project Implication

This project can create an alternative route from North Macon via Napier Avenue and the Northwest Parkway to the major regional shopping centers. Currently, the Columbus Road route is the only designated route to the shopping areas.

Long Range Bike And Pedestrian Projects



This map displays a combination of TIP funded projects and a locally funded greenway project.

Mercer University Drive

This project will widen the existing four lane facility to four lanes with a raised median and turn lanes as necessary from west of Log Cabin Drive to I-475. The construction is scheduled to begin in FY04.

Project Implication

When implemented this project will be an extension of the Columbus Road route. It will also provide greater access to the western portions of the county.

Northwest Parkway

This project will entail the construction of a new roadway from Vineville Avenue to Log Cabin Drive. The project will traverse along Park Street and parallel Hollingsworth Road to west. The construction is scheduled to begin in FY06.

Project Implication

In addition to providing access from North Macon to the major shopping areas, this project will provide connectivity with the proposed routes in sector 3.

Sardis Church Road Extension

This project will extend Sardis Church from Skipper Road to State Route 247. The project will create new connections to Sardis Church, Walden Road, and Avondale Mill Road with four lanes. All roads will have standardized pavement and upgraded turn lanes as needed. The construction is scheduled to begin in FY08.

Project Implication

The Sardis Church Road Extension will provide a vital link from the recreational areas in Sector 5 and Sector 6 to the neighborhoods in Sector 4.

Tucker Road

The Tucker Road project entails resurfacing, striping, and placing turn lanes where appropriate from Forsyth Road to Foster Road. The construction is scheduled to begin in FY04.

Project Implication

The Tucker Road project, in combination with the Western Loop, the suggested Sector 5 route, and the Sardis Church Road Extension, could offer an alternative to the state designated Central Route.

The Western Loop

This project will upgrade facilities consisting of Bass Road, Foster Road, Tucker Road, and Fulton Mill Road from I-75 to Columbus Road. In addition, it will add lanes where appropriate, improve alignment and signalization. The construction is scheduled for FY07.

Project Implication

The Western Loop will be a route that will connect northwestern Bibb County with the southern portions of the county. This will provide greater access to bikers and pedestrians to many of the recreational and shopping centers in the western portion of the county. This project will also tie into many of the proposed routes.

State Route 87/ US 23 (Ocmulgee East Blvd)

This project entails the widening of SR87 from SR 96 in Twiggs County to I-16 in Bibb County from two to four lanes. The construction date has not been set for this project.

Project Implication

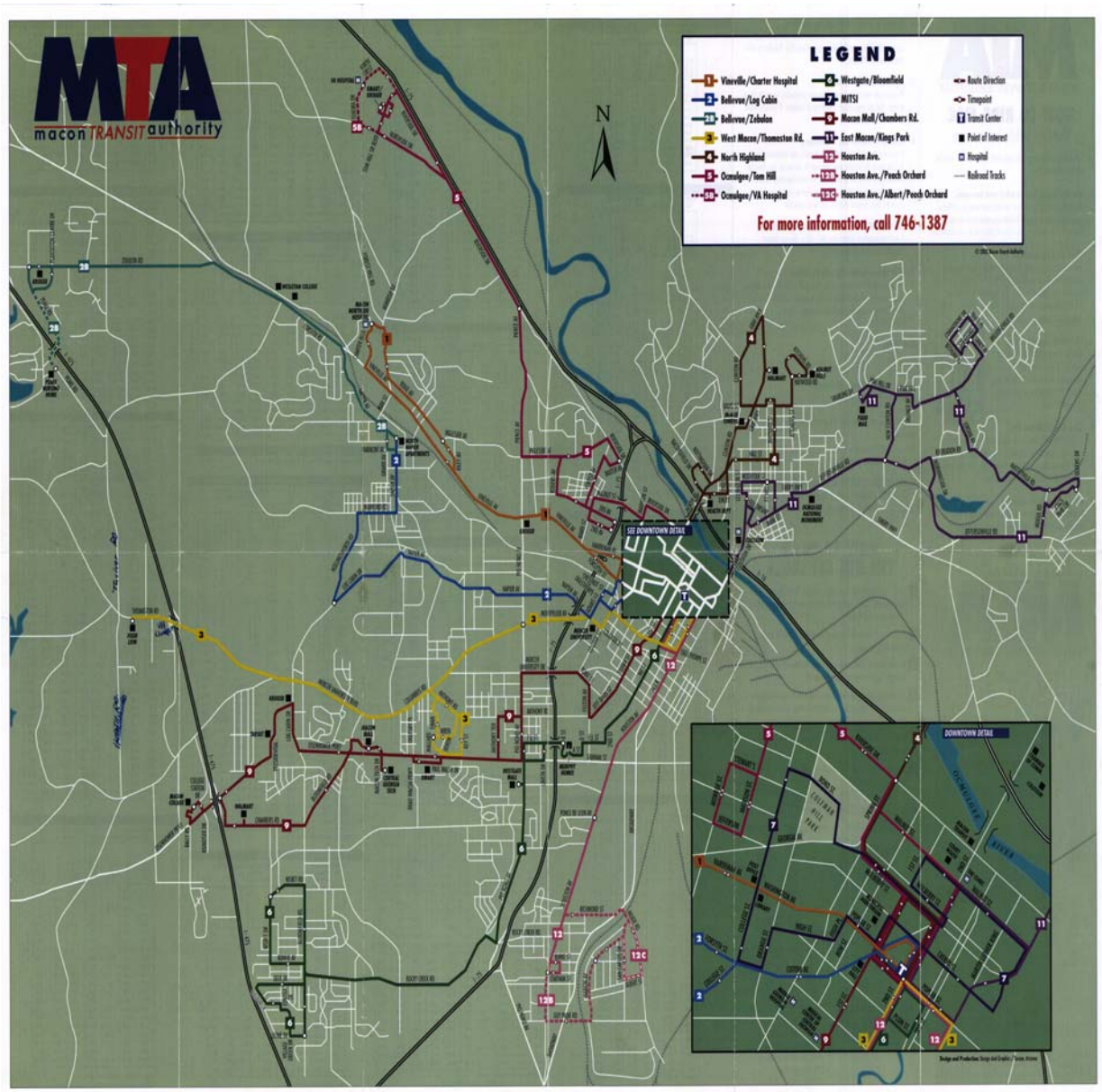
The completion of this project will allow access to the nature preserves in the Bond Swamp area.

Rails To Trails

The Rails to Trails project is a carry over from the 1996 plan. The conversion of abandoned rail has gained in popularity in many parts of the country. According to the 1996 plan, there is a stretch of abandoned railway which runs from Macon to Milledgeville. This 28 mile stretch of track is owned by CSX Railroad and may provide a rail to trails opportunity.

Inventory and Analysis of Existing Sidewalks Along Transit Routes

TRANSIT ROUTE MAP



Inventory & Analysis of Existing Sidewalks along Transit Routes

• Vineville/Charter Hospital Route - #1

The Vineville/Charter Hospital Route serves the population mainly throughout what is considered as "Midtown Macon" along Vineville Ave/Ridge Avenue. The route is approximately 10 miles round trip and normally takes an average of 60 minutes to complete. During the course of the route, data was collected to inventory existing conditions that pertain to: Number of lanes – one direction, speed limit, turn lanes, on-street parking, sidewalks (on/off curb), sidewalk conditions & land-use (See attached datasheet). While conducting a windshield survey of the existing sidewalk conditions along this route, there was some evidence of pedestrian activity occurring along the route at Ridge Avenue/Riley Avenue. Based on the data collected, the majority of the route does have sidewalks, on and off the curb. Almost half of the existing sidewalks along the route need moderate improvements, whereas the remaining half needs minor improvements. See below, photographed images of existing sidewalk conditions along portions of the Vineville/Charter Hospital Route.

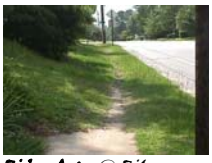
Hardeman Ave: @ Monroe Street

Vineville Ave: @ Stonewall Street

Vineville Ave: @ Midtown Plaza

Ridge Avenue

Ridge Avenue



Ridge Ave: @ Riley Ave

Vineville Ave: @ Blind Academy

Recommendations:

Based on the windshield survey conducted along the Vineville/Charter Hospital transit route it is recommended that sidewalk improvements should be made along some portions of the route:

- Improvements should be made to sidewalk curb-cuts in the Midtown area, near Midtown Plaza;
- The sidewalk @ Ridge Ave/Riley Ave should be extended, due to pedestrian activity.

Vineville/Charter Hospital Route - #1 Inventory of Existing Conditions								
	Transit Route - Location	**# of Lanes - one direction**	**Speed Limit (MPH)**	**Turn Lane (y/n) Left, Right, Both**	**Onstreet Parking (y/n)**	**Sidewalks (On Curb/Off Curb)**	**Sidewalk Conditions (1 to 10)**	**Land Use (Commercial/Residential /Institutional)**
1	**Hardeman Ave:** College St to Ward St	2 to 3	30	Y(@ intersections)	Yes	On/Off	2 to 5; 6 to 9	Institutional/ Commercial
2	**Vineville Ave:** Ward St to Pierce Avenue	2	30	Both	No	On/Off	6 to 9	Res; Prof. Off; Institutional
3	**Vineville Ave:** Pierce Ave to Riley Ave	2 to 3	35	No	No	On	2 to 5	Res; Commercial; Prof. Off
4	**Vineville Ave:** Riley Ave to Park Street	2 to 3	45	No	No	Portion of Route	2 to 5	Res; Commercial; Prof. Off
5	**Vineville Ave:** Park St to Charter Blvd	2	45	Both	No	On	6 to 9	Institutional/ Prof. Office
6	**Charter Blvd:** Vineville Ave to Forest Hill Rd	1	Not Posted	No	No	N/A	N/A	Vacant; Instit; Prof. Off
7	**Forest Hill Rd:** Charter Blvd to Ridge Ave	1	30	No	No	N/A	N/A	Residential; Institutional
8	**Ridge Ave:** Forest Hill Rd to Riley Ave	1	35	No	Yes	Off	6 to 9	Res; Instit; Recreation
9	**Ridge Ave:** Riley Ave to Blind Academy	1	35	No	No	N/A	N/A	Res; Instit; Prof. Office
10	**Vineville Ave:** Forsyth St to College St	3	30	Y(@ intersections)	No	On	2 to 5	Residential; Commercial
11	**College St:** Forsyth St to Washington Ave	2 to 3	30	No	Yes	On	6 to 9	Residential
12	**Washington Ave:** College St to 2nd St	1	25	Y(@ intersections)	Yes	On	6 to 9	Res; Instit; Prof. Office

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: ***Res:*** *Residential;* ***Instit:*** *Institutional;* ***Comm:*** *Commercial;* ***Prof. Off:*** *Professional Office;* ***Rec:*** *Recreational;* ***Light Ind:*** *Light Industrial*

- **Bellevue/Log Cabin/Zebulon Road Route- #2/2B**

The Bellevue/Log Cabin/Zebulon Drive route serves the population mainly throughout the Bellevue and Northwest Macon area. The route is approximately 13 miles round trip and normally takes an average of 60 minutes to complete during the weekday, and approximately 25 miles round trip which normally takes an average of 75 minutes to complete during the weekend. During the course of the route, data was collected to inventory existing conditions that pertain to: Number of lanes – one direction, speed limit, turn lanes, on-street parking, sidewalks (on/off curb), sidewalk conditions & land-use (See attached datasheet). While conducting a windshield survey of the existing sidewalk conditions along this route, there was some evidence of pedestrian activity occurring near Bartlett Street & Carlisle Avenue on Napier Avenue. Based on the data collected, the majority of the sidewalks along the route are in good conditions that may need minor improvements. See below, photographed images of existing sidewalk conditions along portions of the Bellevue/Log Cabin/Zebulon Road Route.

Napier Avenue: @ Hillcrest Blvd

Napier Avenue: @ Bartlett Street

Napier Avenue: Near Carlisle Ave

Napier Avenue: Near Brookdale Ave

Napier Avenue

Recommendations:

Based on the windshield survey conducted along the Bellevue/Log Cabin/Zebulon Road transit route it is recommended that minor sidewalk improvements should be made along some portions of the route:

- Sidewalks should be placed along portions of Napier Avenue @ Bartlett Street and Carlisle Avenue due to pedestrian activity.

Bellevue/Log Cabin/Zebulon Road Route - #2/2B Inventory of Existing Conditions								
	Transit Route - Location	**# of Lanes - one direction**	**Speed Limit (MPH)**	**Turn Lane (y/n) Left, Right, Both**	**Onstreet Parking (y/n)**	**Sidewalks (On Curb/Off Curb)**	**Sidewalk Conditions (1 to 10)**	**Land Use (Commercial/Residential /Institutional)**
1	**Cotton Ave:** Poplar St to College St	1	Not Posted	No	Yes	On/Off	2 to 5; 6 to 9	Comm; Instit; Prof. Office
2	**College St:** Cotton Ave to Oglethorpe St	1	30	Yes	Yes	On	6 to 9	Res; Instit; Commercial
3	**Oglethorpe St:** College St to Adams St	1	30	No	Yes	On	6 to 9	Recreation; Prof. Office
4	**Adams St:** Oglethorpe/Chestnut/ Monroe/St	1	25	No	Yes	On/Off	6 to 9	Residential
5	**Forsyth St:** Monroe St to College St	3	30	Yes	No	On/Off	6 to 9	Res; Instit; Prof. Office
6	**Adams St:** Oglethorpe St to Coleman Av	1	25	No	Yes	Off	6 to 9	Residential; Recreation
7	**Coleman Ave:** Adams St to Napier Av	1	25	No	No	On	6 to 9	Institutional; Recreation
8	**Napier Ave:** Carling Ave to Pio Nono Av	1	30	No	Yes	On/Off	2 to 5; 6 to 9	Institutional; Recreation
9	**Napier Ave:** Pio Nono Av to Hillcrest Blvd	1	35	Y(@ Intersection)	No	On/Off	6 to 9	Institutional; Recreation
10	**Napier Ave:** Hillcrest Blvd to Log Cabin	1	35	Y(@ Intersection)	No	On/Off	2 to 5; 6 to 9	Res; Comm; Instit; Prof. Office
11	**Log Cabin Dr:** Napier Ave to Hollingsworth	1	25-30	Y(@ Intersection)	No	On	10	Residential; Institutional
12	**Hollingsworth Rd:** Log Cabin to Mumford Rd	1	25	No	No	N/A	N/A	Residential; Institutional
13	**Mumford Rd:** Hollingsworth Rd to Napier Av	1	25	No	No	On	10	Residential; Institutional
14	**Napier Ave:** Mumford Ave to N. Napier Apts	1	35-40	Yes	No	On	6 to 9	Res; Comm; Institutional
15	**Napier Ave:** N. Napier Apts to Park St	1	40	Both	No	On	10	Residential; Institutional
16	**Napier Ave:** Park St to Forsyth Rd	1	40	Y(@ Intersection)	No	N/A	N/A	Commercial; Residential
17	**Forsyth Rd:** Napier Ave to Tucker Rd	2	45	Both	No	On	10	Commercial
18	**Forsyth Rd:** Tucker Rd to Zebulon Rd	2	45	Both	No	On	10	Residential; Institutional
19	**Zebulon Rd:** Forsyth Rd to Bass Rd	2	45	Both	No	Off	10	Residential
20	**Zebulon Rd:** Bass Rd to Plantation Centre	2	45	Both	No	Off	10	Residential; Institutional
21	**Zebulon Rd:** Plantation Centre to Peake Rd	2	45	Both	No	Off	10	Commercial; Institutional
22	**Peake Rd:** Zebulon Rd to Peake Nursing Center	1	35	No	No	Off	10	Comm; Res; Prof. Office

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: ***Res:*** *Residential;* ***Instit:*** *Institutional;* ***Comm:*** *Commercial;* ***Prof. Off:*** *Professional Office;* ***Rec:*** *Recreational; Ind: Industrial*

- **West Macon/Thomaston Road Route - #3**

The West Macon/Thomaston Road route serves the population mainly throughout the westerly portion of the county. The route is approximately 19 miles round trip and normally takes an average of 75 minutes to complete. During the course of the route, data was collected to inventory existing conditions that pertain to: Number of lanes – one direction, speed limit, turn lanes, on-street parking, sidewalks (on/off curb), sidewalk conditions & land-use (See attached datasheet). While conducting a windshield survey of the existing sidewalk conditions along this route, there was little evidence of pedestrian activity occurring on Mercer University Drive @ Woodfield Drive. Based on the data collected, the majority of the sidewalks along the route are in good conditions that may need minor improvements. See below, photographed images of existing sidewalk conditions along portions of the West Macon/Thomaston Road Route.

Broadway/MLK Blvd: @ Pine Street Ln

Anthony Rd: @ Hartley Elementary School

Mercer Univ. Drive: @ Woodfield Drive

Recommendations:

Based on the windshield survey conducted along the West Macon/Thomaston Road transit route it is recommended that minor sidewalk improvements should be made along some portions of the route:

- Sidewalks should be considered along portions of Mercer University Drive @ Woodfield Drive due to low evidence of pedestrian activity.
- Curb-cut improvements should be considered along portions of the route, as it relates to sidewalks.

West Macon/Thomaston Road Route - #3 Inventory of Existing Conditions								
	Transit Route - Location	**# of Lanes - one direction**	**Speed Limit (MPH)**	**Turn Lane (y/n) Left, Right, Both**	**Onstreet Parking (y/n)**	**Sidewalks (On Curb/Off Curb)**	**Sidewalk Conditions (1 to 10)**	**Land Use (Commercial/Residential /Institutional)**
1	**Poplar St:** 2nd St to Broadway/MLK	2	25	Both	Yes	On	6 to 9	Commercial; Residential
2	**Broadway/MLK:** Poplar St to Oglethorpe St	2	30	Both	Yes	On	10	Commercial; Res; Prof. Office
3	**Oglethorpe St:** Broadway to 1st St	1	35	No	Yes	On	6 to 9	Comm; Prof. Office
4	**Oglethorpe St:** 1st St to College St	1	35	No	Yes	On	6 to 9	Comm; Instit; Residential
5	**College St:** Oglethorpe St to Coleman Av	1 to 2	25	Both	Yes	On	6 to 9	Recreation; Instit; Prof. Office
6	**Coleman Av:** College St to Adams St	1	30	No	Yes	On/Off	10	Recreation; Institutional
7	**Montpelier Av:** Adams St to Pio Nono Av	1	35	No	Yes	On	6 to 9; 10	Instit; Comm; Res; Prof. Office
8	**Montpelier Av:** Pio Nono Av to Mercer Univ Drive	1	35	No	No	On	6 to 9	Instit; Comm; Residential
9	**Mercer Univ Dr:** Montpelier Av to Anthony Rd	2	45	Both	No	On	10	Commercial; Prof. Office
10	**Anthony Rd:** Mercer Univ Dr to Key St	1	40	Both	No	Off	10	Comm; Res; Rec; Instit; Prof. Office
11	**Key St:** Anthony Rd to Eisenhower Pkwy	1	Not Posted	No	No	N/A	N/A	Commercial
12	**Eisenhower Pkwy:** Key St to Heron/Mallard St	2	45	Both	No	N/A	N/A	Commercial
13	**Heron/Mallard St:** Eisenhower Pkwy to Anthony Rd	1	25	No	Yes	On	10	Residential
14	**Mercer Univ Dr:** Anthony Rd to Edna Place	2	45	Both	No	On	10	Commercial
15	**Mercer Univ Dr:** Edna Place to Bloomfield Rd	2	45	Both	No	On	10	Institutional; Commercial
16	**Mercer Univ Dr:** Bloomfield Rd to Log Cabin	2	45	Both	No	On	10	Institutional; Commercial
17	**Mercer Univ Dr:** Log Cabin to Food Lion	2	45	Both	No	On/Off	6 to 9	Comm; Res; Prof. Off; light Ind.

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

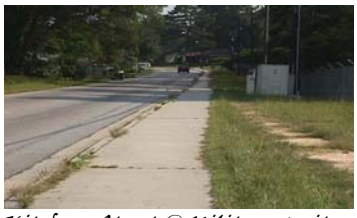
Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:**

- **North Highland Route - #4**

The North Highland Route serves the population mainly throughout the Ft. Hill Neighborhood, as well as, areas along Clinton Road. The route is approximately 12 miles round trip and normally takes an average of 60 minutes to complete. During the course of the route, data was collected to inventory existing conditions that pertain to: Number of lanes – one direction, speed limit, turn lanes, on-street parking, sidewalks (on/off curb), sidewalk conditions & land-use (See attached datasheet). While conducting a windshield survey of the existing sidewalk conditions along this route, there was no evidence of pedestrian activity occurring along the route. Based on the data collected, the majority of the route does have sidewalks, on and off the curb. The sidewalks between Nottingham & Clinton Road on Gray Highway, needs moderate improvements. However, sidewalks that are present along the remainder of the route needs minor improvements. See below, photographed images of existing sidewalk conditions along portions of the North Highland Route.

Clinton Road: @ Hall Street


Nottingham Drive


Kitchens Street @ Military Unit

Recommendations:

Based on the windshield survey conducted along the North Highland transit route it is recommended that minor sidewalk improvements should be made along some portions of the route:

- It appears, as a result of pedestrian activity on Kitchens Street near the Military unit, sidewalks were constructed to better accommodate pedestrians.

North Highland Route - #4 Inventory of Existing Conditions								
	Transit Route - Location	**# of Lanes - one direction**	**Speed Limit (MPH)**	**Turn Lane (y/n) Left, Right, Both**	**Onstreet Parking (y/n)**	**Sidewalks (On Curb/Off Curb)**	**Sidewalk Conditions (1 to 10)**	**Land Use (Commercial/Residential /Institutional)**
1	**Spring St:** Riverside Dr. to Emery Hwy.	2 to 3	35	Both	No	On	10	Comm; Ocmulgee River
2	**Baconsfield Dr:** Gray Hwy to Nottingham	1	Not Posted	No	No	On/Off	6 to 9	Residential
3	**Nottingham Dr:** Baconsfield to Gray Hwy	1	35	No	No	On/Off	6 to 9	Commercial
4	**Gray Hwy:** Nottingham to Clinton Rd	3	35	Yes	No	Off	2 to 5	Commercial
5	**Clinton Rd:** Gray Hwy to Lexington	1	35	No	No	Off	10	Comm; Residential
6	**Lexington St:** Clinton Rd to Gray Hwy	1	Not Posted	No	No	N/A	N/A	Commercial
7	**Gray Hwy:** Lexington to Clinton Rd	2 to 3	35/50	Both	No	Off	6 to 9	Commercial
8	**Clinton Rd:** Gray Hwy to Upper River Rd	1	35	No	No	N/A	N/A	Residential
9	**Shurling Dr:** Clinton Rd to Kitchens Rd	1 to 2	45	Both	No	On	6 to 9	Commercial
10	**Kitchens Rd:** Shurling Dr to Haywood Rd	1	25	No	No	On	10	Residential
11	**Maynard St:** Shurling to Hall St	1	25	No	Yes	On	6 to 9	Res; Instit; Rec.
12	**Hall St:** Maynard St to Gray Hwy	1	25	No	Yes	On	6 to 9	Res; Instit;
13	**2nd St:** Gray Hwy to Emery Hwy	2	45	Left	No	N/A	N/A	Res; Vacant
14	**Emery Hwy:** 2nd St to Gray Hwy	2	35	No	No	Off	6 to 9	Commercial

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:**

- **Ocmulgee/Tom Hill/VA Hospital Route - #5/5B**

The Ocmulgee/Tom Hill/VA Hospital Route serves the population mainly throughout the Pleasant Hill and North Macon area. The route is approximately 19 miles round trip and normally takes an average of 75 minutes to complete. During the course of the route, data was collected to inventory existing conditions that pertain to: Number of lanes – one direction, speed limit, turn lanes, on-street parking, sidewalks (on/off curb), sidewalk conditions & land-use (See attached datasheet). While conducting a windshield survey of the existing sidewalk conditions along this route, there was some evidence of pedestrian activity occurring at Riverside Dr/Baxter Ave & Rogers Ave/Clayton Street. Based on the data collected, there are no sidewalks along the major arterials such as Riverside Drive and Tom Hill Sr. Blvd. In the Pleasant Hill area, sidewalks that are present along the route needs moderate improvements. See below, photographed images of existing sidewalk conditions along portions of the Ocmulgee/Tom Hill/VA Hospital Route.

Monroe St: @ 2nd Ave

2nd Ave: @ Ward St.

Rogers Ave: @ Clayton St.

Riverside Dr: @ Baxter Ave

Recommendations:

Based on the windshield survey conducted along the Ocmulgee/Tom Hill/VA Hospital transit route it is recommended that sidewalk improvements should be made along some portions of the route:

- Sidewalks should be placed along portions of Rogers Avenue and Riverside Drive due to pedestrian activity.
- Although there was no evidence of pedestrian activity along Tom Hill Sr. Blvd and Riverside Drive, north of Pierce Ave, it is recommended that sidewalks should be considered in these areas.

Ocmulgee/Tom Hill/VA Hospital Route - #5/5B Inventory of Existing Conditions								
	Transit Route - Location	**# of Lanes - one direction**	**Speed Limit (MPH)**	**Turn Lane (y/n) Left, Right, Both**	**Onstreet Parking (y/n)**	**Sidewalks (On Curb/Off Curb)**	**Sidewalk Conditions (1 to 10)**	**Land Use (Commercial/Residential /Institutional)**
1	**Riverside Dr:** Spring St to Madison St	2	25	Both	No	Off	6 to 9	Commercial
2	**Madison St:** Riverside Dr to Jefferson St	1	25	No	Yes	On	6 to 9	Residential; Institutional
3	**Jefferson St:** Madison St to Monroe St	1	Not Posted	No	Yes	On	6 to 9	Residential; Recreation
4	**Monroe St:** Jefferson St to Stewart St	1	Not Posted	No	Yes	On	2 to 5	Residential
5	**Stewart St:** Monroe St to Madison St	1	Not Posted	No	Yes	N/A	N/A	Residential
6	**Walnut St:** Madison St to Ward St	1	25-35	No	Yes	Off	6 to 9	Institutional; Residential
7	**Ward St:** Walnut St to 2nd & 3rd Ave	1	Not Posted	No	Yes	N/A	N/A	Institutional; Residential
8	**3rd Ave:** 2nd Ave to Forest Ave	1	25	No	Yes	On	2 to 5	Institutional; Residential
9	**3rd Ave:** Forest Ave to Rogers Ave	1	25	No	Yes	On	2 to 5	Residential
10	**Rogers Ave:** 3rd Ave to Ingleside Ave	1	25	No	No	N/A	N/A	Residential
11	**Ingleside Ave:** Rogers Ave to Riverside Dr	1	35	No	No	On	10	Residential; Prof. Office
12	**Riverside Dr:** Ingleside Ave to Baxter Ave	2	45	Both	No	N/A	N/A	Commercial
13	**Baxter Ave:** Riverside Dr to Forest Ave	1	Not Posted	No	No	N/A	N/A	Residential
14	**Forest Ave:** Baxter Ave to 3rd Ave	1	25	No	Yes	On	6 to 9	Residential
15	**Ingleside Ave:** Rogers Ave to Pierce Ave	1	35	No	No	N/A	N/A	Residential; Commercial
16	**Pierce Ave:** Ingleside Av to Old Holton Rd	1	40	No	No	N/A	N/A	Residential
17	**Pierce Ave:** Old Holton Rd to Riverside Dr	1	35-40	No	No	Off	10	Institutional; Residential
18	**Riverside Dr:** Pierce Ave to Wimbish Rd	2	45	Both	No	N/A	N/A	Commercial; Institutional
19	**Riverside Dr:** Wimbish Rd to North Crest	1 to 2	45	Both	No	N/A	N/A	Res; Comm; Institutional
20	**North Crest:** Riverside to Elnora/N.Side Dr	1	Not Posted	No	No	N/A	N/A	Commercial; Prof. Office
21	**Northside Dr:** Elnora Dr to Riverside Dr	2	45	Both	No	On	10	Commercial; Institutional
22	**Tom Hill Sr:** Northside Dr to Riverside Dr	2	35	Both	No	N/A	N/A	Commercial; Institutional

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:**

- **Westgate/Bloomfield Route - #6**

The Westgate/Bloomfield route serves the population mainly throughout the South Macon/Bloomfield area. The route is approximately 20 miles round trip and normally takes an average of 75 minutes to complete. During the course of the route, data was collected to inventory existing conditions that pertain to: Number of lanes – one direction, speed limit, turn lanes, on-street parking, sidewalks (on/off curb), sidewalk conditions & land-use (See attached datasheet). While conducting a windshield survey of the existing sidewalk conditions along this route, it was apparent that more than half of the sidewalks present along the route needs minor to moderate improvements. However, the portion between Newberg Avenue and Rocky Creek Rd may need to be considered as a possible location for sidewalks. See below, photographed images of existing sidewalk conditions along portions of the Westgate/Bloomfield Route.

Plum Street @ 3rd St. Sidewalk Improvements

Pio Nono Ave @ Westgate Shopping Center

Rocky Creek Road @ Chevron Gas Station

Recommendations:

Based on the windshield survey conducted along the Westgate/Bloomfield transit route it is recommended that minor to moderate sidewalk improvements should be made along some portions of the route:

- Sidewalks should be considered along a portion of the route due to evidence of pedestrian activity. Evidence of pedestrian activity occurs @: Rocky Creek Road and the Chevron Gas Station, as well as areas near the Westgate shopping center.

Westgate/Bloomfield Route - #6 Inventory of Existing Conditions								
	Transit Route - Location	**# of Lanes - one direction**	**Speed Limit (MPH)**	**Turn Lane (y/n) Left, Right, Both**	**Onstreet Parking (y/n)**	**Sidewalks (On Curb/Off Curb)**	**Sidewalk Conditions (1 to 10)**	**Land Use (Commercial/Residential /Institutional)**
1	**Poplar St:** 2nd St to 3rd St	2	25	Both	Yes	On	6 to 9	Commercial; Prof. Office
2	**3rd St:** Poplar St to Plum St	2	Not Posted	Both	Yes	On	6 to 9	Commercial; Prof. Office
3	**Plum St:** 3rd St to 2nd St	1	Not Posted	No	Yes	On	2 to 5	Commercial
4	**2nd St:** Plum St to Poplar St	1 to 2	25	No	Yes	On	2 to 5	Commercial
5	**2nd St:** Plum St to 2nd Street Bridge	1 to 2	25-30	No	Yes	On	2 to 5	Comm; Prof. Off; Institutional
6	**2nd St:** 2nd St. Bridge to Edgewood Ave	1	30	No	Yes	On/Off	2 to 5	Residential; Institutional
7	**2nd St:** Edgewood Ave to Ell St	1	30	No	Yes	On	2 to 5	Residential; Instit; Commercial
8	**Ell St:** 2nd St to Murphy Homes	1	25	No	No	On	6 to 9	Residential; Institutional
9	**Ell St:** Murphy Homes to Pio Nono Av	1	25	No	Yes	On	6 to 9	Residential
10	**Eisenhower Pkwy:** Laveta Dr to Pio Nono Ave	3	45	Both	No	On	6 to 9	Commercial
11	**Pio Nono Av:** Ell St to Newberg Ave	2	40-45	Both	No	On	10	Comm; Prof. Off; Institutional
12	**Pio Nono Av:** Newberg Ave to Rocky Creek Rd	2	45	Both	No	N/A	N/A	Commercial; Institutional
13	**Rocky Creek Rd:** Pio Nono Av to Bloomfield Dr	2	45	Both	No	On	10	Commercial; Residential
14	**Rocky Creek Rd:** Bloomfield Dr to Bloomfield Rd	2	45	Both	No	On	10	Residential; Instit; Commercial
15	**Bloomfield Rd:** Rocky Creek Rd to Nisbet Rd/Dr	1	40	No	No	Off	10	Residential; Institutional
16	**Nisbet Rd/Dr:** Bloomfield Rd to Bonnie Ave	1	25	No	No	N/A	N/A	Residential; Institutional
17	**Bonnie Ave:** Nisbet Dr to Bloomfield Rd	1	25	No	No	N/A	N/A	Residential
18	**Deeb Dr:** Bloomfield Rd to Walmar Dr	1	25	No	No	N/A	N/A	Residential
19	**Walmar Dr:** Deeb Dr to Leone Dr/Bloomfield Rd	1	25	No	No	N/A	N/A	Residential
20	**Bloomfield Rd:** Leone Dr to Deeb Dr	1	25	No	No	Off	10	Residential

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:**

- **Macon Mall/Chambers Road Route - #9**

The Macon Mall/Chambers Road route serves the population mainly throughout the Unionville area, Macon Mall and the westerly portion of the county at Macon State College. The route is approximately 18 miles round trip and normally takes an average of 90 minutes to complete. During the course of the route, data was collected to inventory existing conditions that pertain to: Number of lanes – one direction, speed limit, turn lanes, on-street parking, sidewalks (on/off curb), sidewalk conditions & land-use (See attached datasheet). While conducting a windshield survey of the existing sidewalk conditions along this route, there was an abundance of pedestrian activity occurring along portions of the route. Based on the data collected, the majority of the sidewalks along the route are in good conditions that may need minor improvements. See below, photographed images of existing sidewalk conditions along portions of the Macon Mall/Chambers Road Route.

Chambers Road: Near Log Cabin Dr.

Bloomfield Road: @ Johnson Avenue

Presidential Parkway

Eisenhower Parkway: @ Suburban Lodge

Felton Ave: @ Jeff Davis

Jeff Davis: @ Felton Ave/Grant's Chapel

Recommendations:

Based on the windshield survey conducted along the Macon Mall/Chambers Road transit route it is recommended that minor sidewalk improvements should be made along some portions of the route:

- Sidewalks should be considered along several portions of the route due to evidence of pedestrian activity. Evidence of pedestrian activity occurs @: Chambers Rd/Log Cabin Dr.; Bloomfield Rd/Johnson Ave.; Eisenhower Pkwy/near Suburban Lodge Hotel; & Felton Ave/Jeff Davis Street.

Macon Mall/Chambers Road Route - #9 Inventory of Existing Conditions								
	Transit Route - Location	**# of Lanes - one direction**	**Speed Limit (MPH)**	**Turn Lane (y/n) Left, Right, Both**	**Onstreet Parking (y/n)**	**Sidewalks (On Curb/Off Curb)**	**Sidewalk Conditions (1 to 10)**	**Land Use (Commercial/Residential /Institutional)**
1	**College Station Dr:** Romeiser Dr to Eisenhower Pkwy/Rally Rd	1	Not Posted	No	No	N/A	N/A	Commercial; Institutional
2	**Eisenhower Pkwy:** Rally Rd to Chambers Rd	2	45	Both	No	N/A	N/A	Commercial
3	**Chambers Rd:** Eisenhower Pkwy to Log Cabin	1	35	No	No	N/A	N/A	Comm; Res; Institutional
4	**Bloomfield Rd:** Log Cabin to Eisenhower	1	40	No	No	Off	10	Comm; Res; Institutional
5	**Eisenhower Pkwy:** Bloomfield Rd to Log Cabin	2	45	Both	No	N/A	N/A	Commercial
6	**Log Cabin:** Eisenhower Pkwy to Presidential Pkwy	1	40	No	No	N/A	N/A	Commercial
7	**Presidential Pkwy:** Log Cabin to Eisenhower Pkwy	2	30	Both	No	Off	10	Commercial
8	**Eisenhower Pkwy:** Bloomfield Rd to Walsh Pkwy	2	45	Both	No	N/A	N/A	Commercial
9	**Eisenhower Pkwy:** Walsh Pkwy to Pio Nono Av	2 to 3	45	Both	No	N/A	N/A	Commercial
10	**Pio Nono Av:** Eisenhower Pkwy to Anthony Rd	2	40	Both	No	On	10	Commercial
11	**Anthony Rd:** Pio Nono to Anthony Terr.	1	40	Both	No	Off	10	Residential
12	**Anthony Terr:** Anthony Rd to Eisenhower	1	Not Posted	No	No	N/A	N/A	Residential
13	**Pio Nono Av:** Anthony Rd to Mercer Univ. Dr	2	40	Both	No	On/Off	10	Comm; Res; Institutional
14	**Mercer Univ. Dr:** Pio Nono Av to Plant St	2	35-40	Both	No	On	6 to 9	Comm; Res; Institutional
15	**Plant St/Felton Av:** Mercer Univ. Dr to Jeff Davis	1	30	No	Yes	On/Off	10	Residential
16	**Jeff Davis/Telfair:** Felton Av to Oglethorpe St	1	30	No	No	On/Off	6 to 9	Residential; Institutional
17	**1st St:** Oglethorpe St to Poplar St	2	25	No	Yes	On	6 to 9	Commercial; Institutional

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:**

- **East Macon/Kings Park Route - #11**

The East Macon/Kings Park Route serves the population mainly throughout the County portion of East Bibb County. The route is approximately 18 miles round trip and normally takes an average of 75 minutes to complete. During the course of the route, data was collected to inventory existing conditions that pertain to: Number of lanes – one direction, speed limit, turn lanes, on-street parking, sidewalks (on/off curb), sidewalk conditions & land-use (See attached datasheet). While conducting a windshield survey of the existing sidewalk conditions along this route, there was some evidence that pedestrian activity occurs along portions of the route, but there were no sidewalks present. Based on the data collected, the majority of the route does not have sidewalks. Sidewalks that are present along the route needs minor improvements. See below, photographed images of existing sidewalk conditions and evidence of pedestrian activity along portions of the East Macon/Kings Park Route.

Maynard St: Between Emery Hwy & Main St.

Main Street:

Jeffersonville Rd @ Magnolia Drive: Pedestrian Activity

Jeffersonville Rd near Millerfield Rd: Pedestrian Activity

Jeffersonville Rd near Millerfield Rd: Pedestrian Activitu

New Clinton Road:

Masseyville Rd: Near Kings Park

Recommendations:

Based on the windshield survey conducted along the East Macon/Kings Park transit route it is recommended that sidewalk improvements should be made along some portions of the route:

- Improvements should be made to sidewalks along portions of Main Street;
- Sidewalks should be placed along portions of Jeffersonville Road near Magnolia Drive & Millerfield Road.

East Macon/Kings Park Route - #11 Inventory of Existing Conditions								
	Transit Route - Location	**# of Lanes - one direction**	**Speed Limit (MPH)**	**Turn Lane (y/n) Left, Right, Both**	**Onstreet Parking (y/n)**	**Sidewalks (On Curb/Off Curb)**	**Sidewalk Conditions (1 to 10)**	**Land Use (Commercial/Residential /Institutional)**
1	**Coliseum Drive:** I-16 to Emery	3	35	Both	No	On/Off	10	Comm; Instit; Rec.
2	**Lexington St:** Emery to Woolfolk	1	25	No	Yes	N/A	N/A	Res; Light Ind.
3	**Woolfolk:** Lexington to Ft. Hill St	1	25	No	Yes	On	9	Residential
4	**Maynard St:** Woolfolk to Main St	1	25	No	Yes	On/Off	10	Residential
5	**Main St:** Emery to Garden/Church St	1	30	No	Yes	On/Off	6-9; 10	Residential
6	**Emery:** Main St. to Jeffersonville	2	40	Both	No	On	10	Residential
7	**Jeffersonville:** Emery to Millerfield	1	40	No	No	N/A	N/A	Comm; Residential
8	**Millerfield:** Jeffersonville to New Clinton	1	35	No	No	N/A	N/A	Commercial
9	**New Clinton:** Millerfield to Pine Hill Dr	1	35	Both	No	Off	10	Residential
10	**Pine Hill Dr:** Donald Ave to Millerfield	1	25	No	No	N/A	N/A	Residential
11	**Millerfield:** Donald Ave to Laney Ave	1	35	No	No	N/A	N/A	Comm; Instit;
12	**Jordan Ave:** Millerfield to Masseyville	1	Not Posted	No	No	N/A	N/A	Residential
13	**Masseyville:** Recreation to Queens Dr	1	25/35	No	No	N/A	N/A	Res; Vacant
14	**Queens Dr:** Masseyville to Mogul Rd	1	Not Posted	No	No	N/A	N/A	Residential
15	**Mogul Rd:** Queens Dr to Jeffersonville	1	Not Posted	No	No	N/A	N/A	Res; Comm.
16	**Jeffersonville:** Mogul to Morningside	2	45	Both	No	N/A	N/A	Res; Comm.
17	**Morningside:** Jeffersonville to Recreation	1	25	No	Yes	N/A	N/A	Residential
18	**Recreation:** Morningside to Millerfield Rd	1	40	No	No	N/A	N/A	Res; Light Ind.

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:**

- **Houston Ave/Albert/Peach Orchard Route - #12/B/C**

The Houston Avenue/Albert/Peach Orchard route serves the population mainly throughout the South Macon area. The route is approximately 8 miles round trip and normally takes an average of 50 minutes to complete. During the course of the route, data was collected to inventory existing conditions that pertain to: Number of lanes – one direction, speed limit, turn lanes, on-street parking, sidewalks (on/off curb), sidewalk conditions & land-use (See attached datasheet). While conducting a windshield survey of the existing sidewalk conditions along this route, there was an abundance of pedestrian activity occurring along portions of the route. The majority of the route does not have sidewalks, but it is evident that pedestrian activity is present. Based on the data collected, the sidewalks that are present along the route needs minor to moderate improvements. See below, photographed images of existing sidewalk conditions along portions of the Houston Avenue/Albert/Peach Orchard Route.

Broadway/MLK: @ Ash Street

Broadway/MLK @ Ash Street: Sidewalk Improvements

Houston Ave @ Reid St: Sidewalk Improvements

Houston Ave @ Bruce Elementary School

Houston Ave @ Unionville Baptist Church

Houston Ave @ Dewey Street down to Guy Paine Road

Guy Paine Rd @ Marion Avenue

Recommendations:

Based on the windshield survey conducted along the Houston Avenue/Albert/Peach Orchard transit route it is recommended that minor to moderate sidewalk improvements should be made along some portions of the route:

- Sidewalks should be considered along several portions of the route due to evidence of pedestrian activity. Evidence of pedestrian activity occurs @: Houston Ave/Buena Vista; Broadway-MLK/Ash St; Houston Ave/Bruce Elementary School; Houston Ave/Unionville Baptist Church; Houston Ave/Dewey Street; & Guy Paine Rd/Marion Avenue.

Houston Ave/Albert/Peach Orchard Route - #12/B/C Inventory of Existing Conditions								
	Transit Route - Location	**# of Lanes - one direction**	**Speed Limit (MPH)**	**Turn Lane (y/n) Left, Right, Both**	**Onstreet Parking (y/n)**	**Sidewalks (On Curb/Off Curb)**	**Sidewalk Conditions (1 to 10)**	**Land Use (Commercial/Residential /Institutional)**
1	**Poplar St:** 2nd St to Broadway/MLK	2	25	Both	Yes	On	6 to 9	Commercial; Residential
2	**Broadway/MLK:** Poplar St to Oglethorpe St	2	30	Both	Yes	On	10	Commercial; Res; Prof. Office
3	**Broadway/MLK:** Oglethorpe St to Houston Ave	2	30	No	No	On/Off	2 to 5; 6 to 9	Commercial
4	**Houston Av:** Broadway to Eisenhower Pkwy	1	30	No	No	On/Off	2 to 5	Residential; Commercial
5	**Houston Av:** Eisenhower Pkwy to Ponce De Leon	1	30	No	No	On	6 to 9	Instit; Comm; Residential
6	**Houston Av:** Ponce De Leon to Richmond St	1	30	No	No	On/Off	6 to 9	Instit; Comm; Residential
7	**Houston Av:** Richmond St to Chatham St	1	35	No	No	N/A	N/A	Instit; Comm; Residential
8	**Houston Av:** Chatham St to Guy Paine Rd	1	40	No	No	N/A	N/A	Instit; Comm; Residential
9	**Guy Paine Rd:** Houston Av to Marion Av	2	35	Both	No	Off	6 to 9	Commercial; Light Industrial
10	**Marion Av:** Guy Paine Rd to San Carlos Dr	1	25	No	No	N/A	N/A	Residential; Light Industrial
11	**San Carlos Dr:** Marion Av to Albert St	1	35	No	No	N/A	N/A	Residential; Light Industrial
12	**Albert St:** San Carlos Dr to Meade Rd	1	Not Posted	No	No	N/A	N/A	Light Industrial
13	**Meade Rd:** Albert St to Broadway	1	45	No	No	N/A	N/A	Recreation; Vacant; Light Ind.
14	**Richmond St:** Broadway to Houston Av	1	25	No	Yes	N/A	N/A	Residential; Commercial

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:**

Proposed Guidelines for Sidewalks and Bicycle Facilities

Proposed Guidelines for Sidewalks and Bicycle Facilities

Sidewalks and Bicycle facilities, which are becoming an integral part of our transportation system, have a direct impact on the quality of life for the neighborhoods and communities that use them. The call for more walkable, livable, and accessible communities has seen bicycling and walking emerge as an indicator for the health and well being of a community. People want to live and work in places where they can safely and conveniently walk and/or bike for pleasure or as a general means of getting around. The success of a user-friendly mass transit system is also tied to an adequate means for pedestrians to utilize our transportation network. It has become clear that accommodations for bicycling and walking should be a routine part of the planning, design, construction, operation, and maintenance of transportation facilities and not as the last afterthought or "icing on the cake".

The automobile will continue to be the predominant mode of transportation for the community and road improvements will be required that meet the needs of motorists and accommodate growing traffic volumes. However, with the increasing desire for alternative modes of transportation, the challenge for our planners and highway engineers will be to balance competing interests in a limited amount of right-of-way and to develop a transportation infrastructure that provides access, choice, and safety for each mode of travel. This challenge becomes more difficult when issues such as traffic speeds, volumes, topography, land use, the mix of road users, and the character of the surrounding neighborhood are considered.

These proposed guidelines represent a set of ideals which should be incorporated, to some degree, into every road improvement project and retrofit project while at the same time provide flexibility to the designer to develop facilities that are in keeping with transportation needs, accessibility, community values, and aesthetics. Site conditions and circumstances often make a specific solution difficult but the guidelines should reduce

the need for ad hoc design decisions. Even when specific guidelines cannot be met, attempts should be made to find the solution that best meets the design principals described in this proposal.

The guiding principals used in developing these guidelines were:

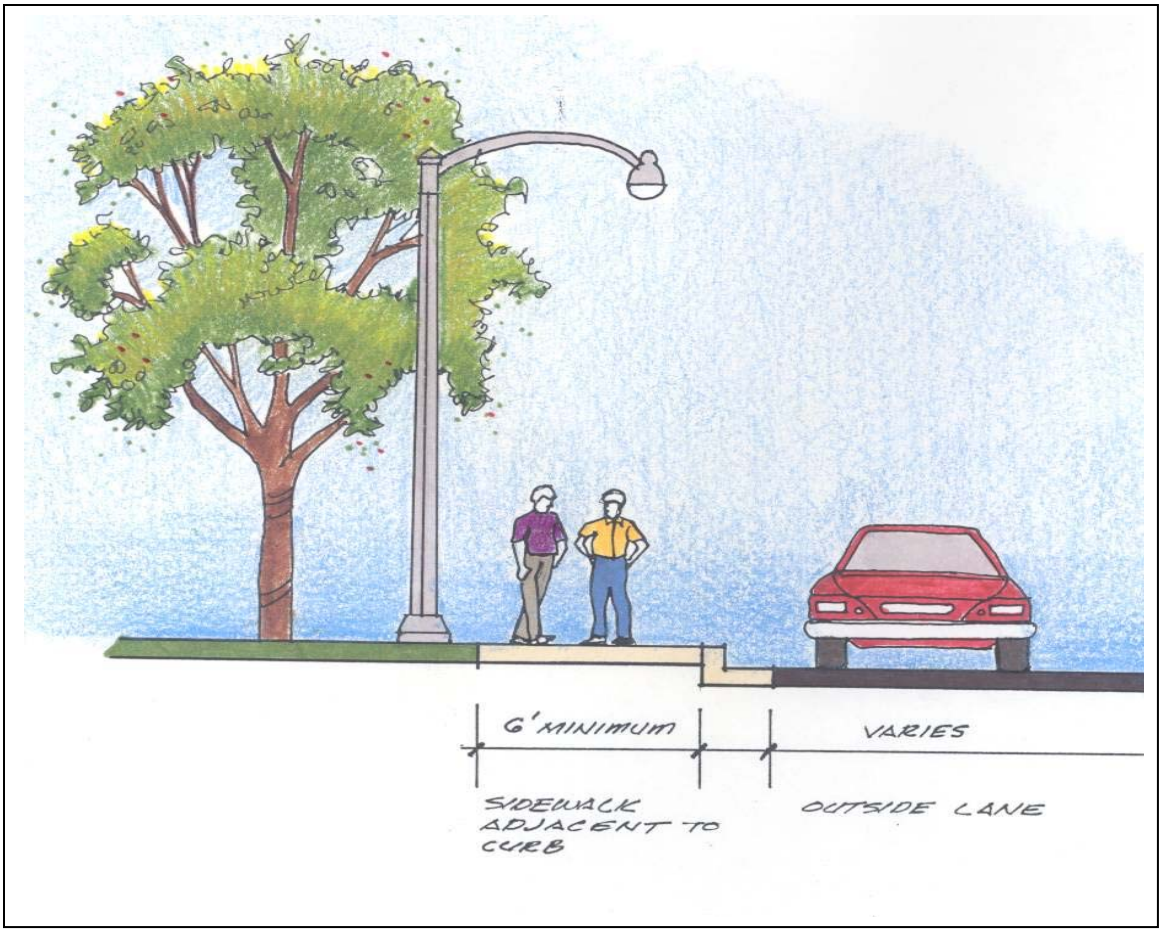
1. The pedestrian/bicycle environment should be safe. The need to buffer users from the adjacent roadway as much as possible is of key importance. Separating pedestrians and cyclists from travel lanes greatly increases the comfort level of both the pedestrians and motorists. Sidewalks and pathways should be designed and built to be free of hazards and to minimize conflicts with other external factors such as drainage structures, mailboxes, signal control boxes, guard rails, utility poles, and other utility elements.

2. Sidewalks should be accessible and convenient to all users.

3. Sidewalks and bicycle facilities should connect to places where people want to go. Where possible improvements in the corridor/right of way should reinforce and connect with transit routes as well as other desired connections such as neighborhoods, schools, shopping areas, and employment centers.

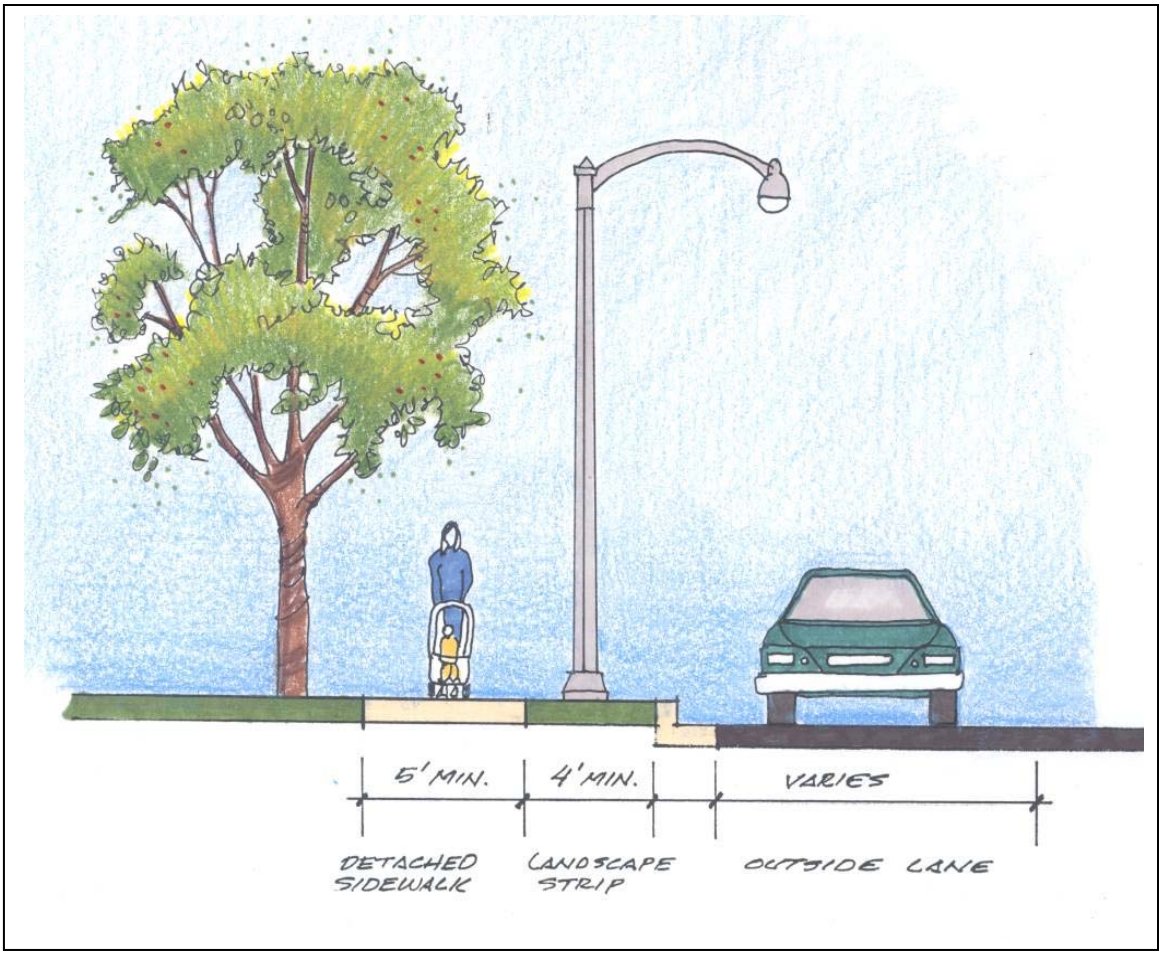
4. The pedestrian and bicycle environment should enhance the look and feel of the roadway.

5. Sidewalks and bicycle facilities should be designed to achieve the maximum benefit for their cost including initial cost and maintenance cost as well as reduced reliance on more expensive modes of transportation.



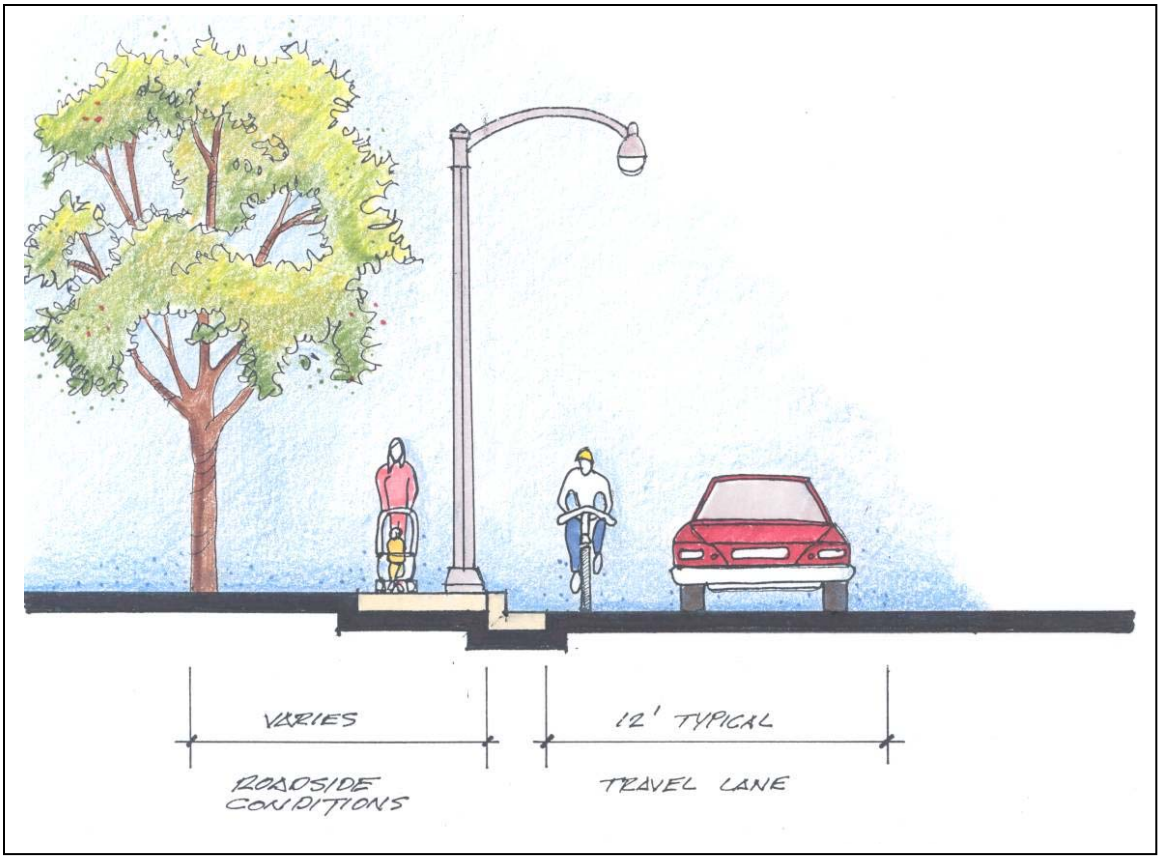
Attached Sidewalks

An attached sidewalk refers to a sidewalk which is immediately adjacent to the curb and gutter portion of a roadway. Since there is very little physical separation between the pedestrian and vehicular traffic, it is most appropriate where traffic volumes and speeds are low or where on-street parking can provide a buffer for pedestrians. The minimum width for these sidewalks should be 6' to provide additional space for pedestrians to move about safely and comfortably away from the travel lanes. Every effort should be taken to avoid placement of street furniture, utility poles, or other obstructions within the sidewalk area.



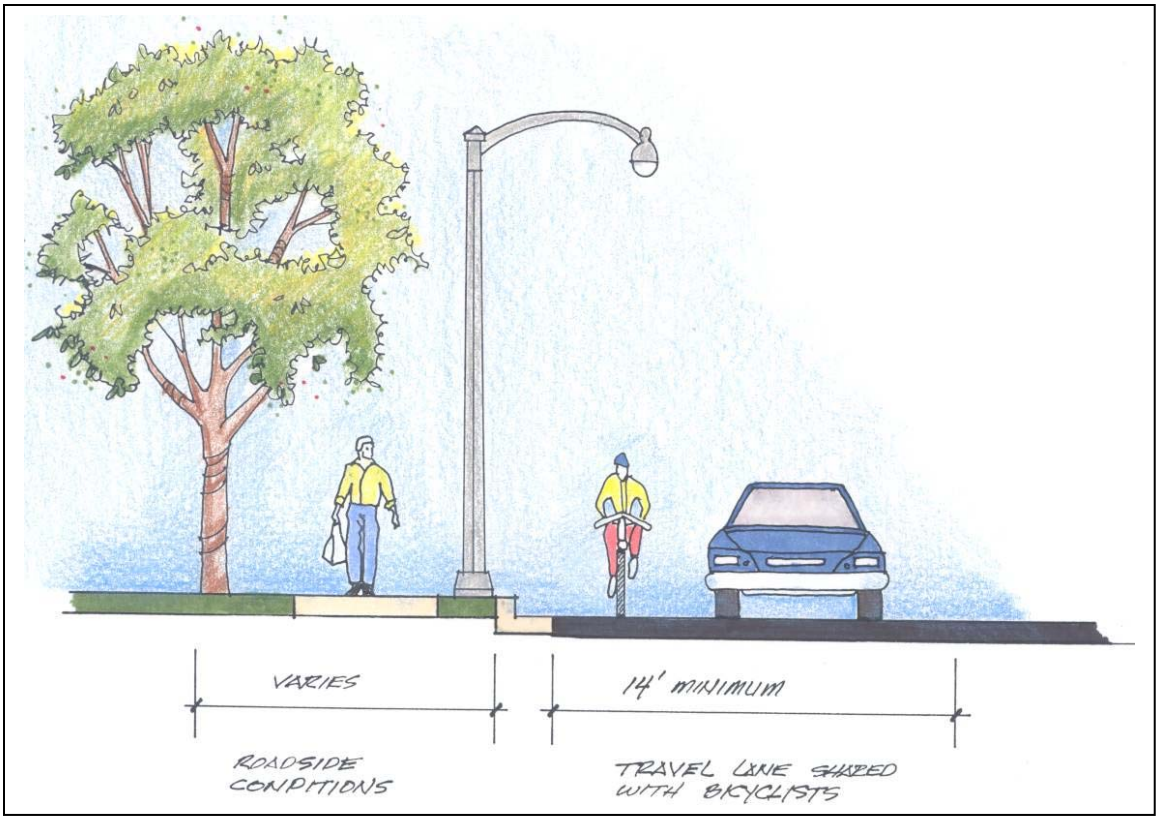
Detached Sidewalks

The detached sidewalk provides separation for the pedestrian from the outside travel lanes of the roadway. The Physical separation offers a higher sense of safety for both the pedestrian and the driver and also provides opportunity for landscaping and other amenities that improve the pedestrian environment as well as improve the aesthetics of the roadway. The buffer strip also allows additional space for traffic signs, driveway aprons, street lights, mailboxes and roadside utility items that must be located adjacent to the roadway. Detached sidewalks should have a minimum width of 5' with the landscape strip being a minimum of 4'. Detached sidewalks are appropriate for most types of roadways but are most appropriate for multi-lane roads or roads with high traffic volumes and/or high vehicle speeds.



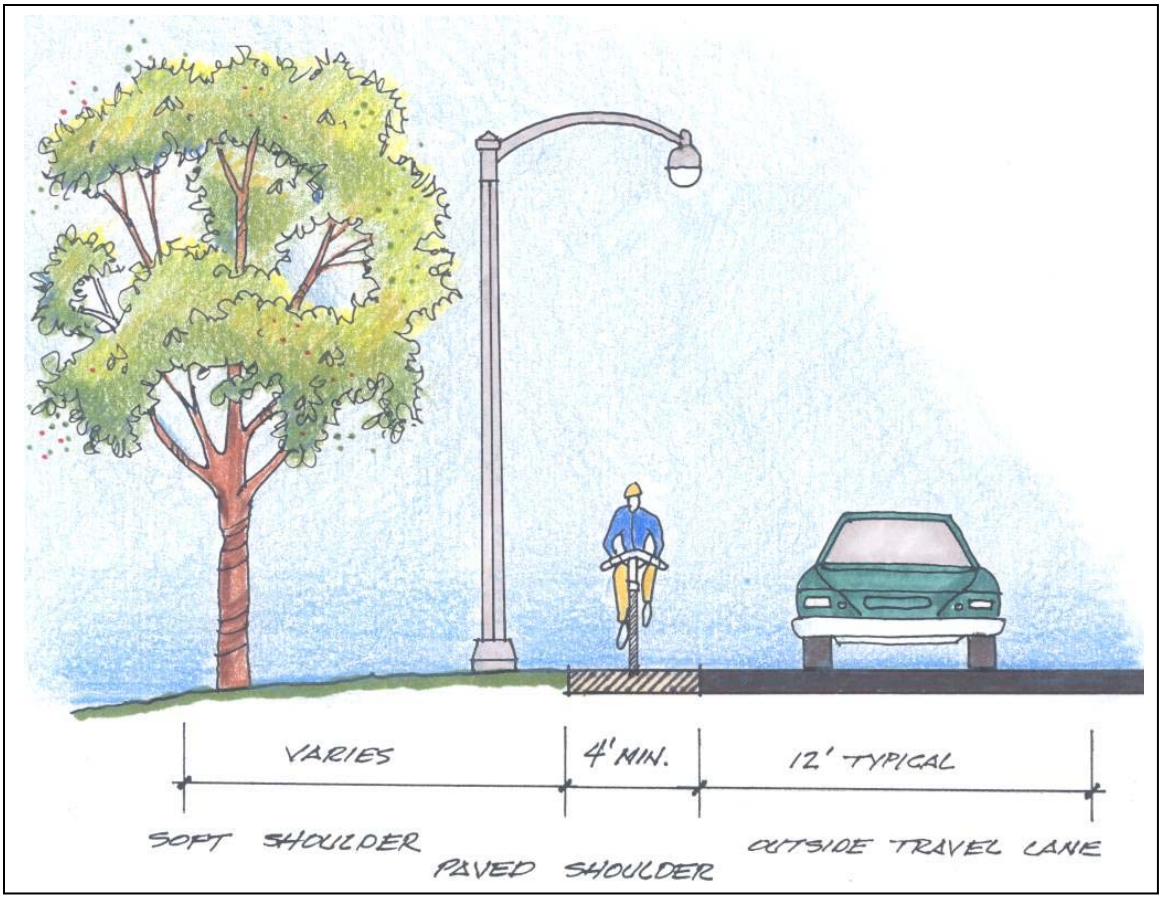
Shared Lane

A shared lane is one of the most common types of bicycle facility since the cyclist shares the roadway with vehicular traffic in an existing travel lane. In many instances a portion of the community's existing street system may be adequate for efficient bicycle travel without signing and striping. There will be cases however where various physical conditions will render roads unsuitable for bicycle travel utilizing a shared lane and it would be inappropriate to encourage their use as designated bike routes. Shared lane routes are most appropriate on roads with minimum lane widths of 12'with low traffic speeds and volumes such as local neighborhood streets. Rural routes that are used mainly by touring cyclists for recreational travel are also good candidates for shared lane use. Shared lane facilities should only be designated or signed as bikeways where there is a need for continuity with other bicycle routes as part of a bikeway system.



Wide Outside Lane

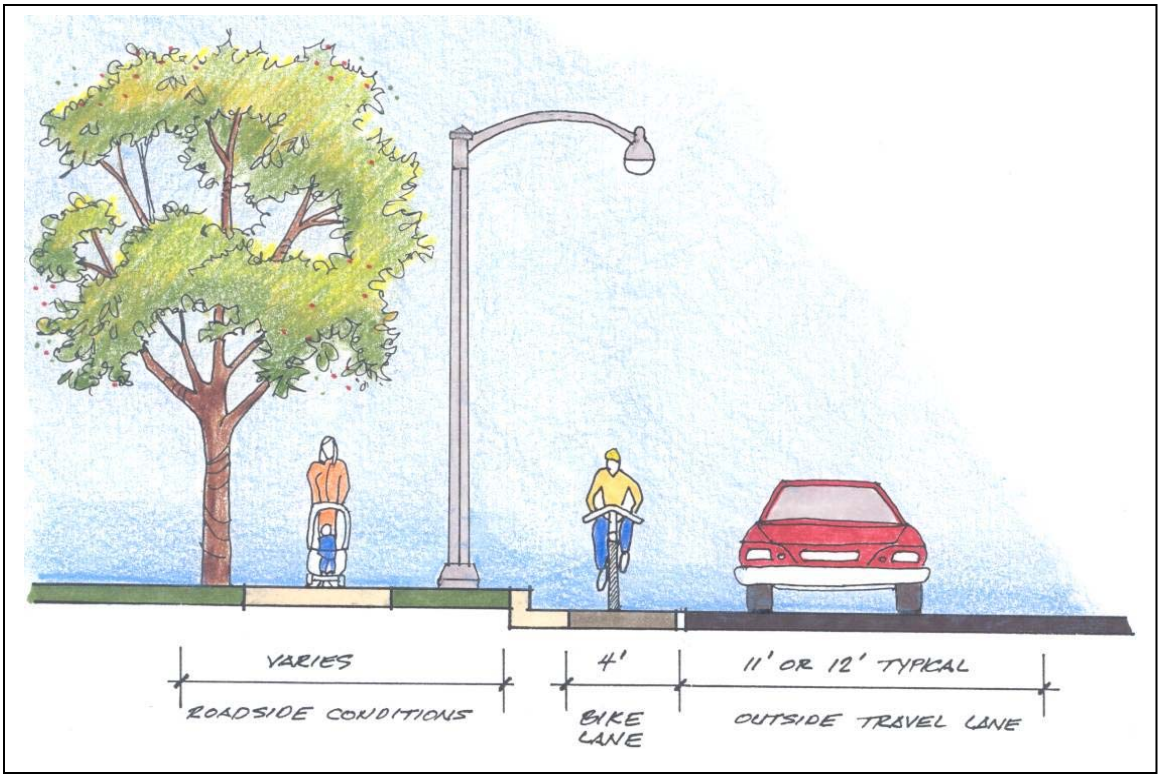
A wide outside lane bike facility is designed to accommodate bicycles on roadways with additional lane width on the outside travel lane. This type of facility generally requires a minimum lane width of 14' which provides enough space for motorists to pass cyclists without having to change lanes. Roads should be evaluated for this type of facility on an individual basis. Once the minimum width necessary for safe vehicular travel is determined, left over space can become the wide outside lane for bicycle use. It should be noted that the maximum outside lane width should be 15' since anything wider allows enough space for motorists to pass on the right. Greater lane widths also encourage higher speeds which can be detrimental to the use of the roadway by cyclists. These types of facilities should use appropriate signage to heighten motorist's awareness of the presence of bicyclists. Although wide outside lanes create a space and a heightened feeling of safety for the cyclist, they are recommended mainly for low volume and low speed roads or for facilities used mainly by experienced cyclists.



Paved Shoulders

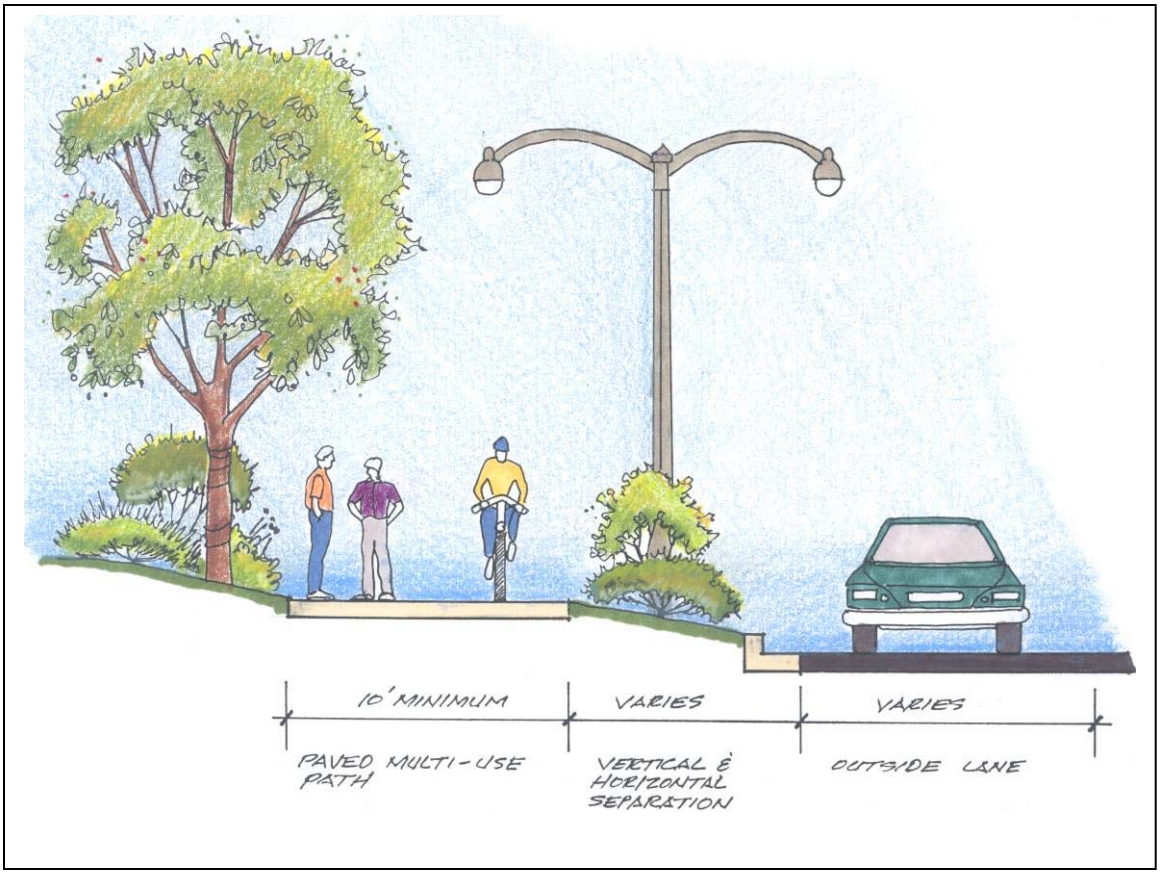
Shoulders are mainly designed to provide structural support for the roadway edge and a breakdown and recovery area for automobiles. Paved and maintained shoulders can also provide improved conditions for bicycle travel on roads without curb and gutter.

These types of facilities should be designated as bike routes as a way to accommodate both bicycles and motor vehicles in rural and developing areas on roads with high traffic speeds and volumes where wide outside lanes are not practical. Paved shoulders can provide a wider space than a wide outside lane and therefore can offer a higher sense of safety. However, like the wide outside lane, it is not for the exclusive use by the bicyclists. Appropriate signage can be used for bikeway identification provided the shoulder is adequately surfaced with a minimum width of 4'. Rumble strips are a determent to bicycle use on shoulders and should be avoided on those roadways intended for use as a bicycle facility.



Bike Lane

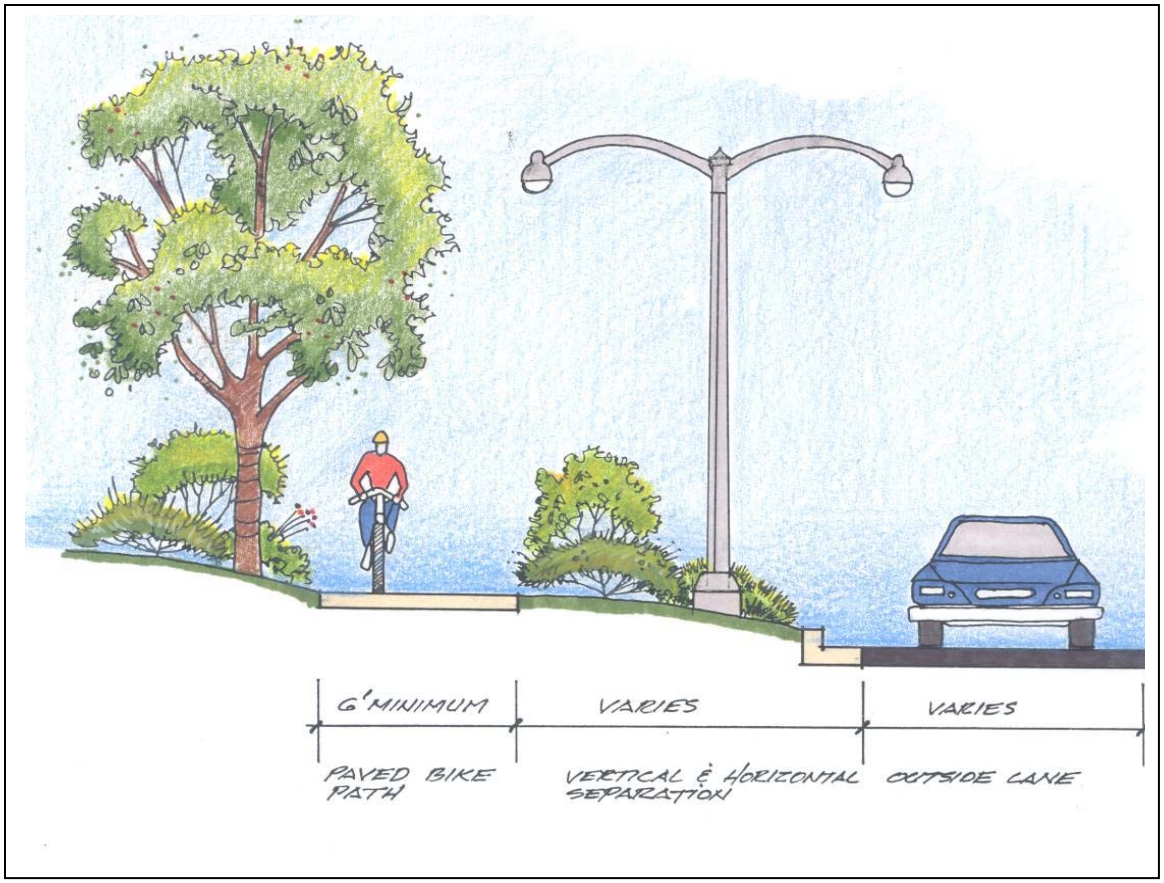
A bike lane is a portion of the paved road that is designated by striping, signing and pavement marking that is for the exclusive use by bicycles. Bike lanes are most appropriate where there is significant bicycle demand or where the roadway has both high traffic speeds and volumes. These types of facilities improve conditions for cyclists of all abilities within a given corridor and encourage increased bicycle use by providing a greater degree of comfort and safety for less skilled cyclists. Bike lanes also provide for more predictable movements by both cyclists and motorists. The minimum width for this type of facility is 4' as measured from the inside edge of the gutter to the stripe delineating the separation with the vehicular lane. They should be located on both sides of the street and should be one way in each direction to align with the direction of vehicular travel. When on-street parking is present, bike lanes should always be located between the parking lane and the travel lane. Bike lanes between the curb and the parking lane can create conflicts for cyclists from opening car doors and poor visibility at intersections and driveways. It also prohibits cyclists from making left turns.



Multi-Use Path

A multi-Use Path is a facility separated from the roadway designed for the exclusive use of bicycles and other non-motorized users such as walkers, runners, strollers, wheelchair users, and roller skaters. These facilities should be a minimum of 10' in width and should be physically separated from motorized traffic. When multi-use paths are located adjacent to a roadway, wide separation between the path and the adjacent highway is desirable to demonstrate to both the cyclist and the motorists that the path functions as an independent facility for cyclists and others. When the path must be moved close to the roadway, the minimum separation should be 8'. When this situation occurs, a suitable physical barrier is also recommended to prevent path users from transitioning between the path and the highway shoulder and to reinforce the concept that the path is an independent facility. Any barrier should be a minimum 4' in height but should not impair

sight distance at intersections. Shared use paths should be considered as off road transportation routes for bicyclists and other users that serve as a necessary extension to the roadway network. Shared use paths should not be used to preclude on-road bicycle facilities, but rather to supplement a system of on road bike lanes, wide outside lines, paved shoulders, and bike routes.



Bike Path

A bike path is a facility separated form the roadway designed for the exclusive use by bicycles. These facilities should be a minimum width of 6' and should be physically separated from motorized traffic by a barrier or open space. A bike path can be either within the street right of way or within an independent right of way where space permits.

Bike paths will serve as a significant generator of bicycle use especially for less skilled cyclists and will provide safe riding opportunities for both recreation riders and commuters. This type of facility is especially appropriate where there is uninterrupted right of way to provide long continuous routes for community or recreation trips. A minimum of 8’ separation is desired between a bike path and a roadway for vehicular use. It is preferred however that significant separation be provided so that there is a heightened level of safety and an enhanced riding experience for the cyclists.

-

Bike Lane & Detached Sidewalk

Photo from: www.pedbikeimages.org/ by Dan Burden

Bike Lane & Attached Wide Sidewalk with Trees
This provides for safety for the pedestrians and bicyclists and enhances the pedestrian environment.

Photo from: www.pedbikeimages.org/ by Dan Burden

Bike lane between parking and travel lanes

This facility provides a higher level of safety for bicyclists on a high volume road.

Photo from: www.pedbikeimages.org/ by Dan Burden

Bike Lane & Detached Sidewalk

Photo from: www.pedbikeimages.org/ by Dan Burden

An example of a wide outside lane

Photo from: www.pedbikeimages.org/ by Dan Burden

Bike lane with median to separate cyclists from traffic. Notice that the median is being used in the unusual situation of the cyclists traveling against the traffic.

Photo from: www.bikeimages .com by Shawn Turner

Bike lane on major arterial road
This provides a relatively secure area for bicyclists on a high volume, high speed road.

Photo from: www.pedbikeimages.org/ by Dan Burden

Multi-use path linked to cul de Sac
Linking these types of facilities provides the user with a safer route and reduces the amount of time that pedestrians and bicyclists spend on high speed, high volume roads.

Photo from: www.pedbikeimages.org/ by Dan Burden

Boulevard with detached sidewalks, bike lanes, and raised planted median
This provides a very secure area for pedestrians and bicyclists and helps to slow traffic.

Photo from: www.pedbikeimages.org/ by Dan Burden

Multi-use path along roadway
Notice the wide buffer between the roadway and the multi-path users.

Photo from: www.pedbikeimages.org/ by Dan Burden

Multi-Use Path

Photo from: www.pedbikeimages.org/ by Dan Burden

Multi-use path
This type of facility is for a number of different type of users and provides a safe area away from the roadway.

Photo from: www.pedbikeimages.org/ by Dan Burden

Shared use lane
This is a narrow road where the bicyclist does not feel safe to ride on the outside of the pavement.

Photo from: www.pedbikeimages.org/ by Dan Burden

Shared use with paved shoulders
This should be used on a limited basis on low speed, low volume roads.

Photo from: www.pedbikeimages.org/ by Dan Burden

Shared use lane with a detached sidewalk
The bicyclist on the road is at higher risk that the one on the sidewalk. A multi-use path would provide a more secure area for bicyclists.

Photo from: www.pedbikeimages.org/ by Dan Burden

Attached sidewalks with adjacent parking
The on-street parking provides a safety buffer for pedestrians.

Photo from: www.pedbikeimages.org/ by Dan Burden

Attached sidewalk
Without a buffer strip, the pedestrian feels more vulnerable, especially on roads with high traffic volumes and traffic speeds.

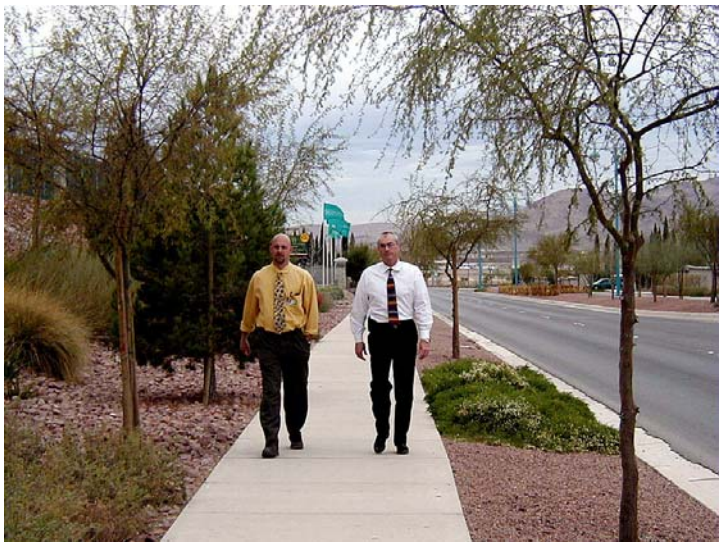
Photo from: www.pedbikeimages.org/ by Dan Burden

Attached Sidewalk
Note how important sidewalk width is when the roadway is narrowed as for a bridge.

Photo from: www.pedbikeimages.org/ by Dan Burden

A poor example of an attached sidewalk with utility features in the way
Note how the utility pole forces some pedestrians onto the road.

Photo from: www.pedbikeimages.org/ by Dan Burden



Detached sidewalk with planted buffer strip
This provides the pedestrian with a secure area to move through the corridor. Note the width of the sidewalk that allows pedestrians to walk comfortably side by side.

Photo from: www.pedbikeimages.org/ by Dan Burden

An example of a wide outside lane bike facility & an attached sidewalk
This should be done mainly on low speed low volume roads.

Photo from: www.pedbikeimages.org/ by Dan Burden

Detached sidewalk with trees in the buffer strip
Note location of fire hydrant which is out of the pedestrian's way.

Photo from: www.pedbikeimages.org/ by Dan Burden

Boulevard with Parking Lane, Bike Lane, Raised Median
This example provides a relatively safe area for all users of the roadway.

Photo from: www.pedbikeimages.org/ by Dan Burden

Bike lane with detached sidewalk & buffer plantings
This provides the pedestrian with a very secure area to walk. Bicyclists are relatively secure with a properly maintained bike lane.

Photo from: www.pedbikeimages.org/ by Dan Burden

Appedix

Written Responses to Question 15

Question 15
What are the major issues or obstacles that you see to promoting more bicycle and pedestrian use in Macon-Bibb County?

- Educating bicyclists that they must ride single file when they ride together (to aid traffic flow) and must obey traffic laws.
- Most Maconites are lazy. Also, too many people wrongly believe that roads are only for motor vehicles.
- There are no bike lanes on highways and only one path (River walk) available for safe biking.
- Safety on roads that don't accommodate bicycles
- I'm unaware of it. Obviously, if there was reasonable doubt about this form of transportation, people will engage into it more.
- Safety
- There are a lot of bikes on the roads and when a car needs to pass it is dangerous, that is why we need bicycle lanes.
- No sidewalks, no adequate lighting for sidewalks. Where are these bike lanes?
- More safe areas for use of families and teenage cyclist. Educating motorist in sharing roads with cyclists.
- Not citizen friendly.
- Narrow roads, no designated space.
- Lack of sidewalks and safe routes to travel.
- Not enough sidewalks or bike paths.
- We need maintained sidewalks and paths for bikes.
- Clearly marked bike lanes on roadways. Instruct and signage that cars yield to bikes in the bike lanes.
- Maconites need to learn to respect the walker or bike rider. I frequently see little regard for these two forms of transportation.
- None
- Many downtown walkways need repairs, especially in the historic district. The old brick pavers are out of level, possibly causing safety hazards.
- Educate drivers, make them aware of bikers and pedestrians
- Few elected officials are progressive thinkers.
- Automobile mind set.
- Lack of pedestrian/ bike paths, and the paths we do have are not connected.
- Lack of public awareness and driver consideration (safety).
- Physical assaults of bicyclists & pedestrians.
- Develop safe bike paths or routes.
- Popular support
- Motorist that run red lights.
- Not wanting to deal with the hassle and time to make it work.
- Driver awareness, wider lanes
- High amounts of traffic on narrow two-way roads.

- The emphasis seems to be on development that only serves people who can afford cars. Pedestrian safety is given no consideration.
- Narrow commercial roads.
- Many people don't ride bikes in the city, sidewalks are unsafe and funding.
- People who are lazy
- Non bicycle friendly decision makers.
- Must promote bicycle and pedestrian use through public activities with prizes such as fairs, walking and cycling events make bus schedules more accessible.
- Lack of planning, low sidewalk maintenance, dangerous routes
- Separation of motor vehicles & bicycle & pedestrian routes.
- The lack of properly funded facilities.
- Lack of an organization that promotes the activities to the community & presents a credible presence before governmental bodies.
- Cleaner / safer downtown, wider paths for walking and cycling.
- Crowded and narrow streets, cars lining streets (fear that sudden door opening while on bike).
- Safety
- Lack of sidewalks
- Cyclist should be given tickets for riding on sidewalks and riding at night without lights.
- They are annoying as hell when you're trying to drive.
- P.S. look at Athens, GA as a model.
- Unsafe routes
- Safety – Are buses (Q13) safe? Money to create paths.
- Safety, availability of safe routes/ paths.
- I could not safely travel from home to work via bike or walking. Lack of wide roads, perception of unsafe neighborhoods, drivers who do not pay enough attention.
- Safety- too many roads lack adequate space for bicycles and cars. Many drivers are unaccustomed to having bicycles around.
- Education on routes
- When constructing or modifying highways, ensure that there are bike lanes and sidewalks. Reduce widening of streets/ highways at the expense of sidewalks – like Cotton Ave.
- Accidents involving motor vehicles and bicycles / pedestrians.
- Question 13
- More attacks on people who aren't enclosed in a car.
- People may use bike for recreation but not for traveling to work. Improve facilities for recreation (parks) but waste of money for transportation.
- Safety
- Having drivers acknowledge walkers and bikers and respecting them as having the right of way.
- Safety
- Construction blocking off part of all of sidewalk (Pine Street).
- It is so large that for someone to bike to work would take a really long time.
- The current administration could care less.

- Bad conditions of sidewalks
- Getting the public to support it. This is not a bike friendly city so it is hard to get the public to support such actions.
- Having bike or walking routes.
- Bike and sidewalk safety
- Security issues: bright street lights & security
- Few rain/ sun shelters, poor lighting along sidewalks, lack of bike paths.
- We need more roller blading areas.
- Traffic signs and other poles in the sidewalk, cracked and uneven sidewalks, lack of sidewalks.
- Safety
- Safety
- We need more and longer recreation trails and walking paths. Ocmulgee Indian Mounds should be open after 5pm on weekdays.
- People need to feel safe riding their bike and walking. People have to feel safe that they won't get robbed or attacked.
- People drive fast and reckless, I think it is a health hazard.
- People are lazy
- Support
- Money
- The narrow streets could be widened with bus lanes, bike lanes, and sidewalks.
- A separate lane for safety from drivers.
- Need more police to fend off muggers and murderers; this city is so unsafe.
- Safety at night for women joggers.
- Primary issue would be LOST. Also, most people who own cars are more likely to continue driving them. I think the public bus transportation could be improved.
- Changing driver attitudes.
- The sidewalks that do exist are cracked and have holes. Replacing the existing sidewalks first and start creating new and better routes for bicycles.
- Lack of space and tolerance for bicycle lanes.
- Safety concerns
- Safety
- Safety
- Lack of resources
- Excessive traffic, non-safe areas to ride bikes.
- Mercer University Drive is wide enough to accommodate a bicycle path along both sides of it.
- Residents
- There are not sidewalks everywhere and there are no bike paths.
- Poor sidewalk conditions, leniency against motor vehicle aggression, lack of connection between parts of town by sidewalks, lack of useful sidewalks.
- Safety
- Sidewalks to crowded, need pedestrian roadway, more off road recreation.
- Lack of participation
- Sidewalks
- Uneducated drivers

- Old boy resistance
- Uneducated drivers
- Government needs to be aware of the needs of those desiring to use alternative forms of transportation, and realize this is more important than building the multitude of 5 lane roads. Better health and less pollution is better than faster cars and a higher accident rate.
- Need bike lanes and walking trails.
- Sidewalks and bike paths
- Lack of interest from majority of driving public.
- The lack of vision and resistance to change of our county commissioners.
- Too busy with cars; bike lanes not considered.
- The "Car Culture" doesn't know we need detached sidewalks, bike lanes, landscape sidewalks, bike storage facilities at destinations.
- General ignorance of alternatives to automobiles.
- Local government needs to make walking and cycling a priority.
- Our elected officials need to realize the huge need for better bicycling lifestyles.

Additional Middle Georgia Bicycle Routes

APPENDIX B

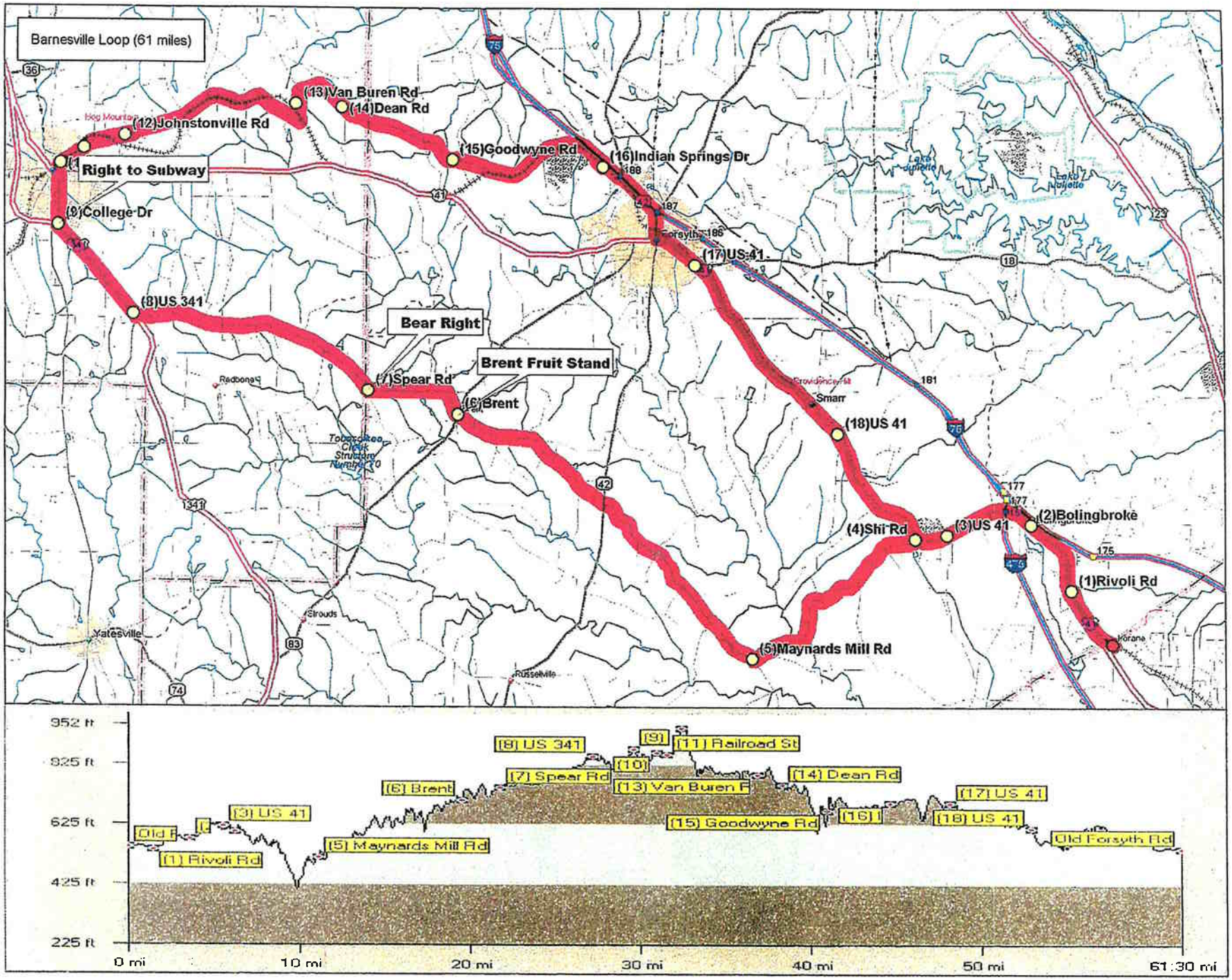
Additional Middle Georgia Bicycle Routes

By

Mr. Davis Wells

For

The Requirements of An Eagle Scout Project



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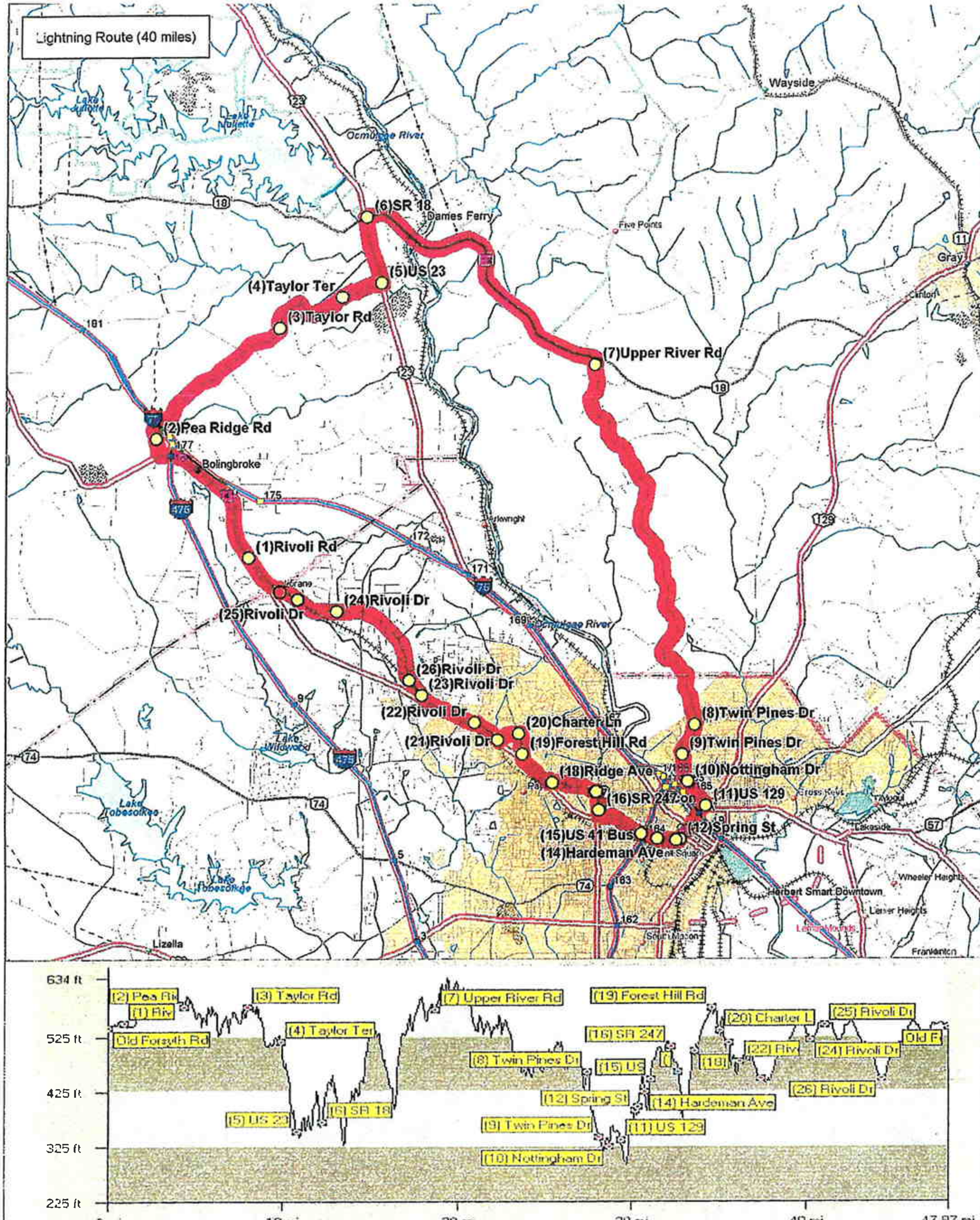


DELORME

Zoom Level: 10-2 Datum: WGS84

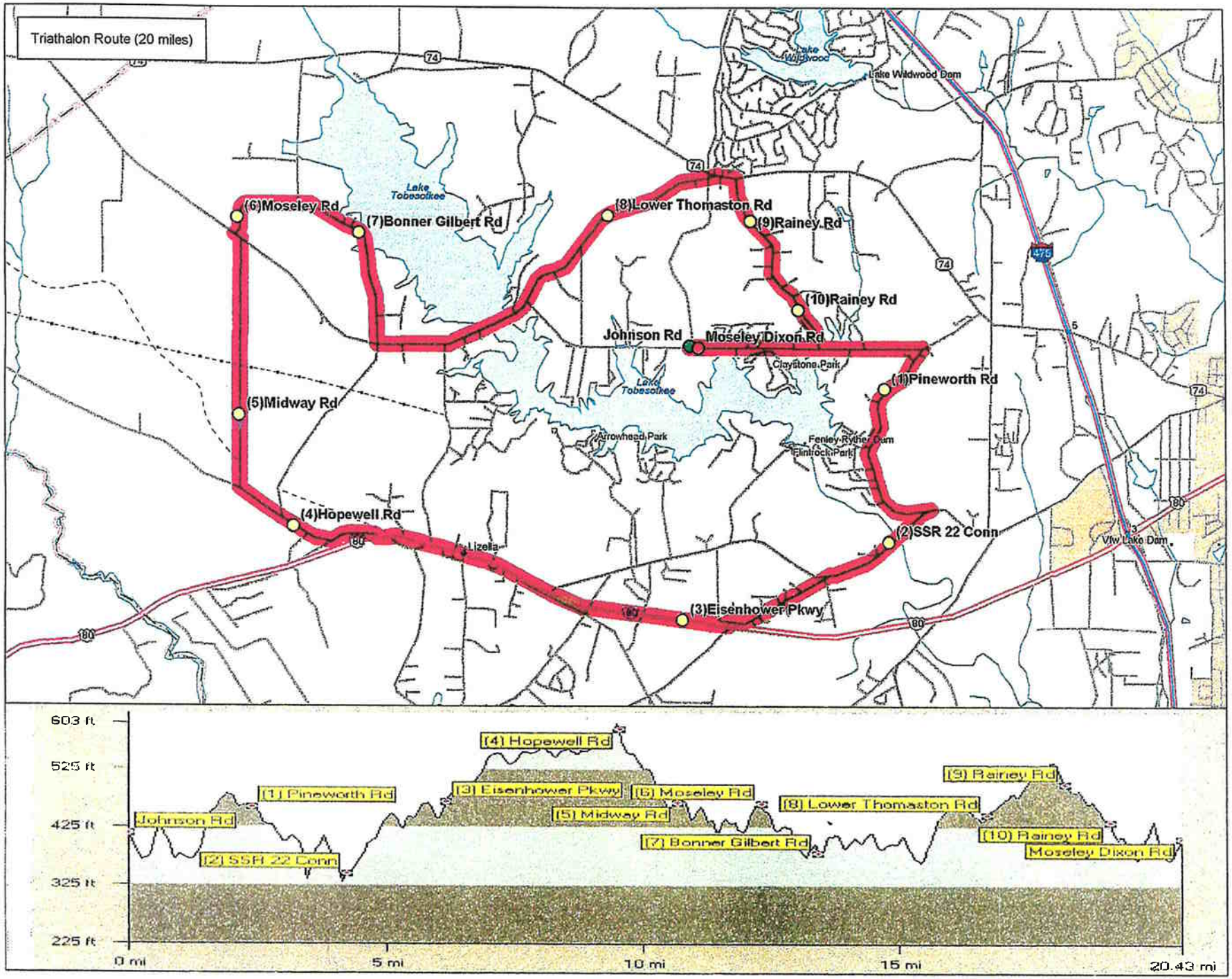
Scale 1 : 175,000

1" = 2.76 mi

TN

MN

4.0°W



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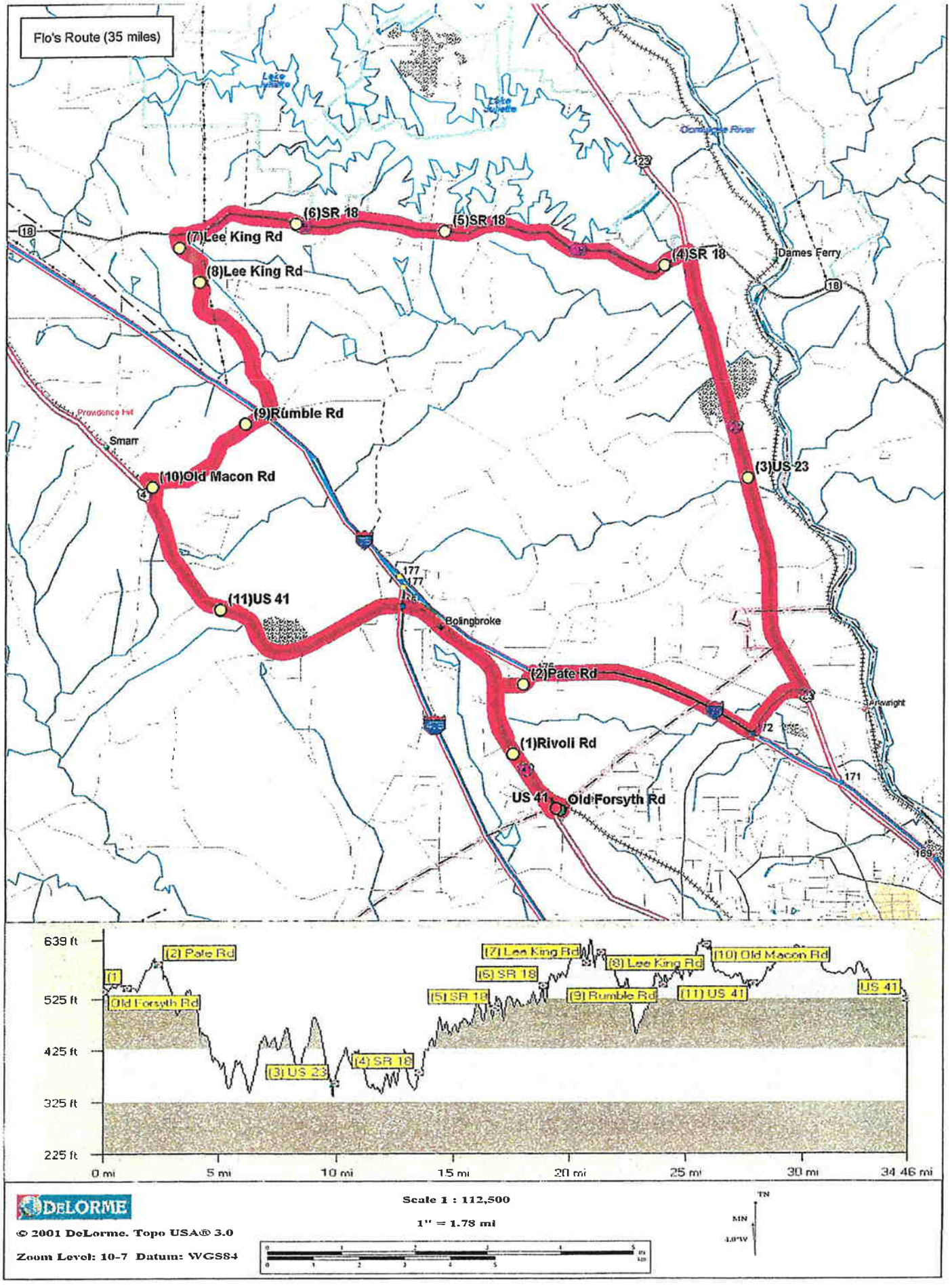
Flo's Route (35 miles)
(6)SR 18
(5)SR 18
(4)SR 18
(7)Lee King Rd
(8)Lee King Rd
(9)Rumble Rd
(10)Old Macon Rd
(11)US 41
(3)US 23
(2)Pate Rd
(1)Rivoli Rd
US 41
Old Forsyth Rd
Bolingbroke
Dames Ferry
Ocmulgee River
Providence Ht
Smarr
Arkwright
639 ft
525 ft
425 ft
325 ft
225 ft
0 mi
5 mi
10 mi
15 mi
20 mi
25 mi
30 mi
34.46 mi
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Zoom Level: 10-7 Datum: WGS84
Scale 1 : 112,500
1" = 1.78 mi
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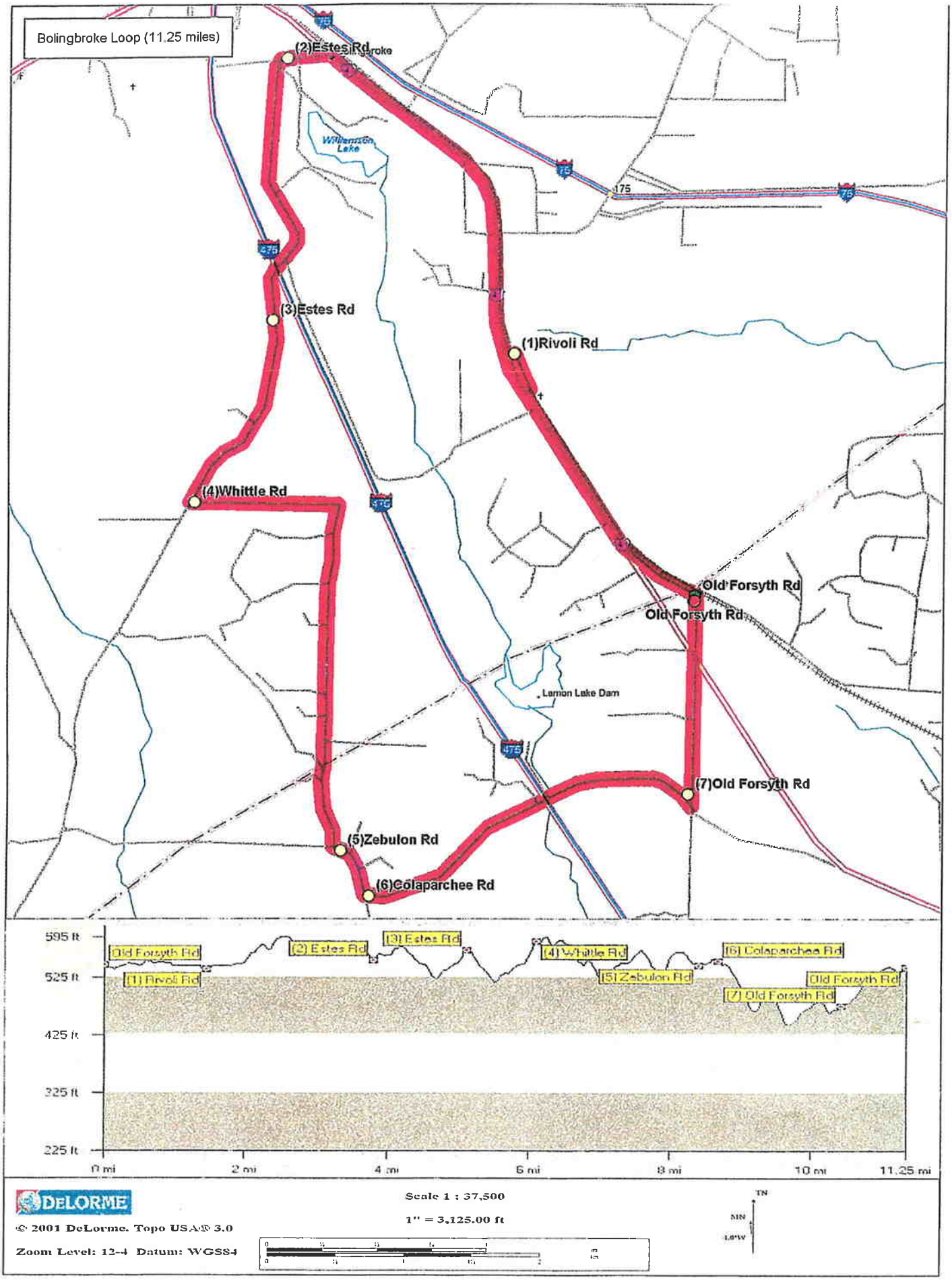
MN


Bolingbroke Loop (11.25 miles)
(2)Estes Rd
Bolingbroke
Williamson Lake
75
175
475
(3)Estes Rd
(1)Rivoli Rd
(4)Whittle Rd
Old Forsyth Rd
Old Forsyth Rd
Lemon Lake Dam
(7)Old Forsyth Rd
(5)Zebulon Rd
(6)Colaparchee Rd
595 ft
525 ft
425 ft
325 ft
225 ft
Old Forsyth Rd
(2) Estes Rd
(3) Estes Rd
(4) Whittle Rd
(6) Colaparchee Rd
(1) Rivoli Rd
(5) Zebulon Rd
Old Forsyth Rd
(7) Old Forsyth Rd
0 mi
2 mi
4 mi
6 mi
8 mi
10 mi
11.25 mi
DELORME
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1" = 3,125.00 ft
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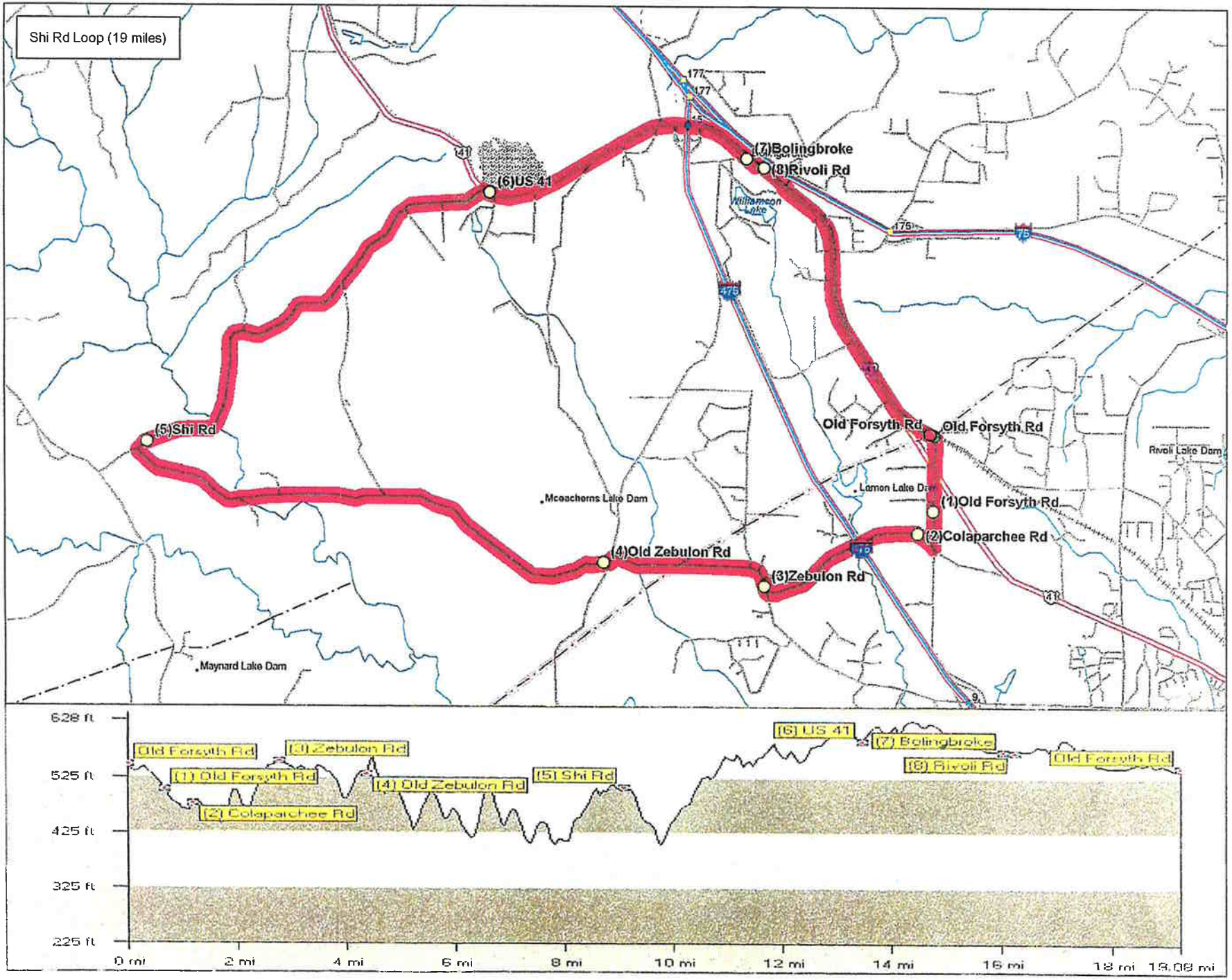
GRID



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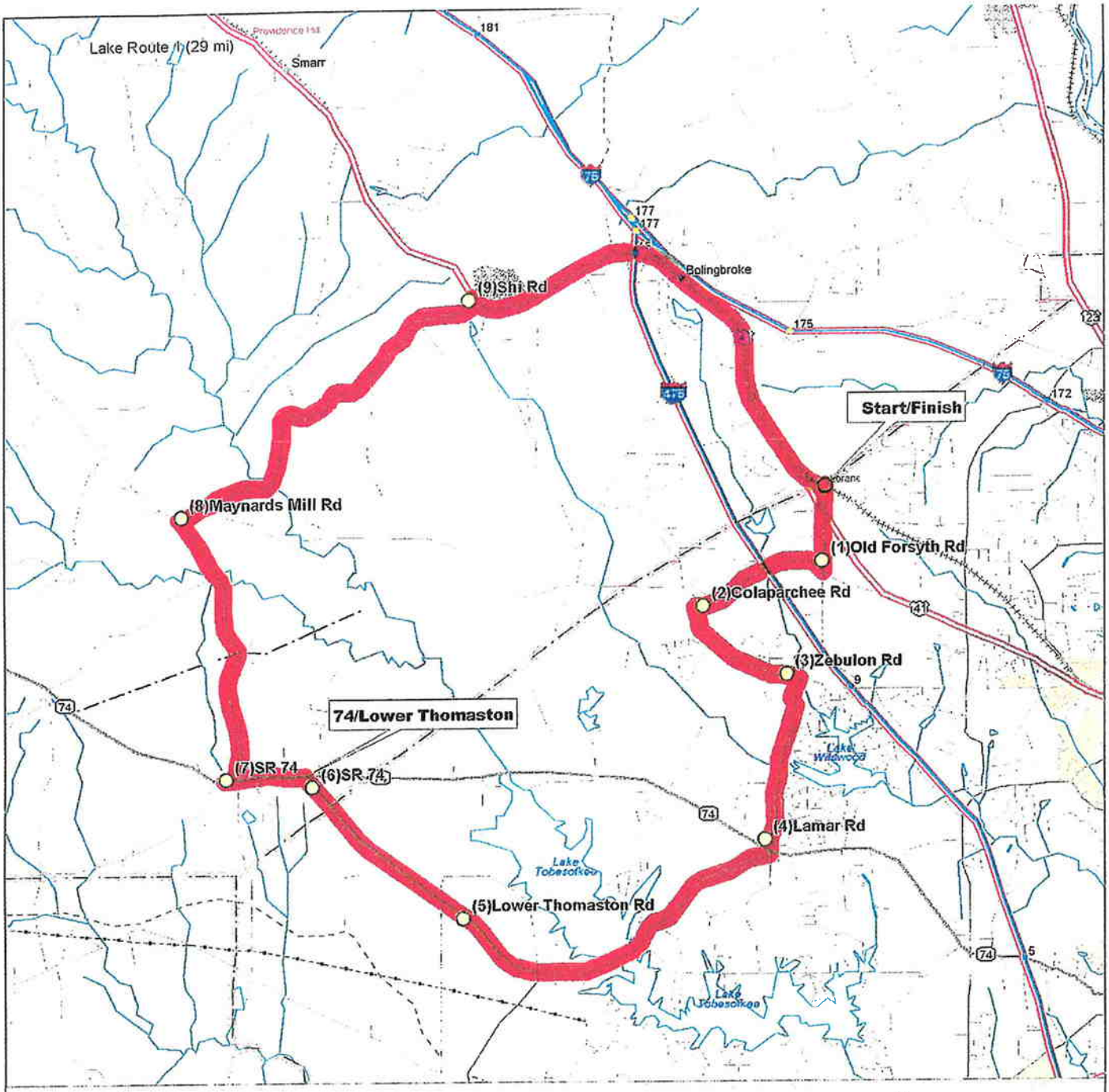
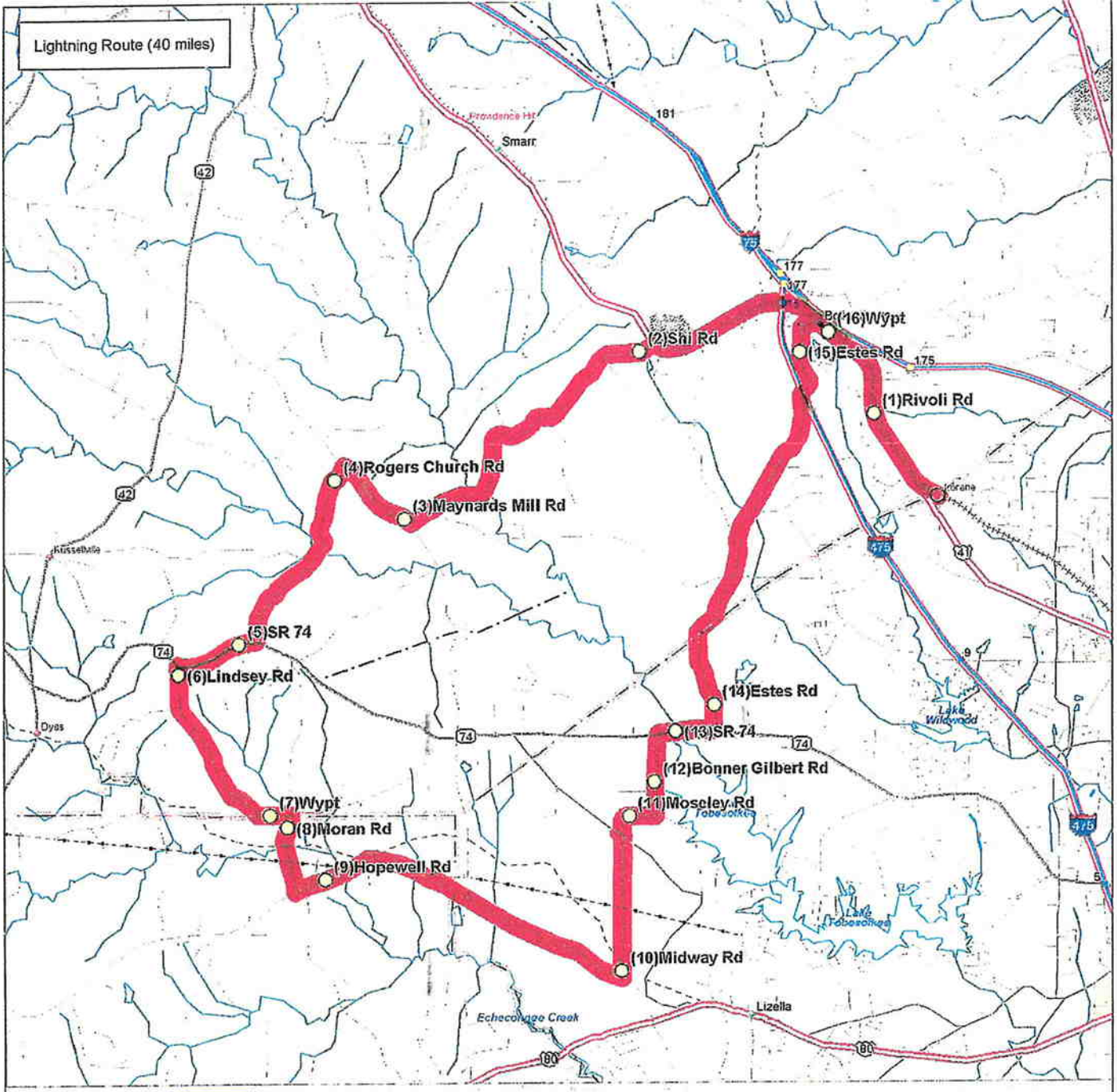
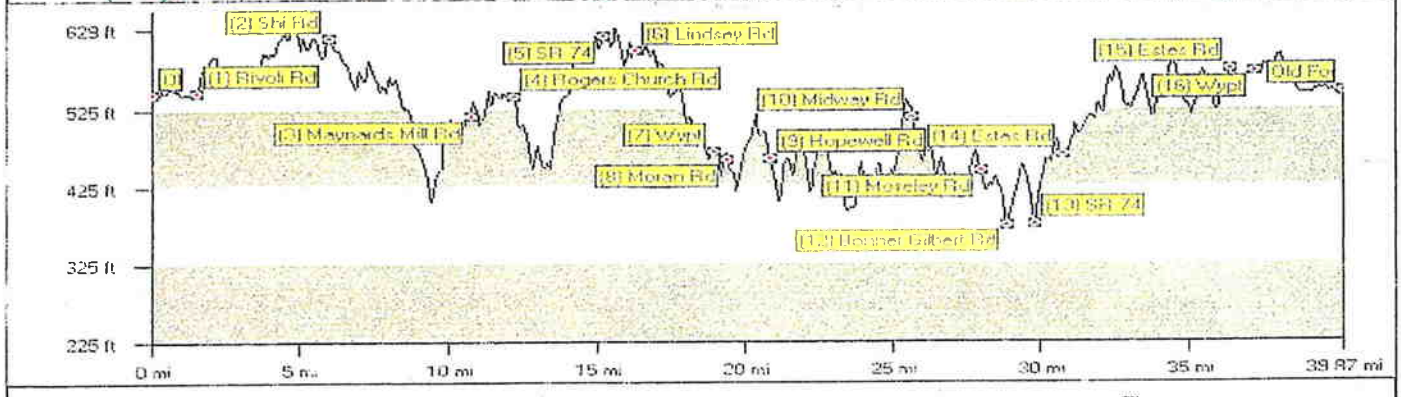

Lake Route 1 (29 mi)
Smarr
181
75
177
177
Bolingbroke
(9)Shi Rd
175
23
Start/Finish
172
(8)Maynards Mill Rd
(1)Old Forsyth Rd
(2)Colaparchee Rd
41
(3)Zebulon Rd
74/Lower Thomaston
74
(7)SR 74
(6)SR 74
Lake Tobesofkee
(4)Lamar Rd
(5)Lower Thomaston Rd
628 ft
525 ft
425 ft
325 ft
Old Forsy
(2) Colaparchee Rd
(1) Old Forsyth Rd
(3) Zebulon Rd
(4) Lamar Rd
(5) Lower Thomaston Rd
(6) SR 74
(7) SR 74
(8) Maynards Mill Rd
(9) Shi Rd
Lovare
0 mi
5 mi
10 mi
15 mi
20 mi
25 mi
28.56 mi
DeLorme
© 2001 DeLorme. Topo USA® 3.0
Zoom Level: 10-7 Datum: WGS84
Scale 1 : 112,500
1" = 1.78 mi
TN
MN





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Scale 1 : 137,500

1" = 2.17 mi

Zoom Level: 10-5 Datum: WGS84

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Austin Riley – Macon Police Department
Jim Thomas – Director of Urban Planning, Macon-Bibb Co. P&Z
Don Tussing – Transportation Planner, Macon-Bibb Co. P&Z
Audrey Connely – Chamber of Commerce, Transportation Committee
Sid Cherry – Executive Director, Urban Development Authority
Kathleen Bowden – Executive Director, Industrial Authority
Rick Jones – Director, Macon Transit Authority
Tim Pitrowski – Zoning Director, Jones County Zoning Office
Ralph Nix – Executive Director, Middle Georgia RDC
Bob Rychel – Planning Director, Middle Georgia RDC
Vacant – Pre-construction Engineer, GDOT
Kelly Gwin – Transportation Planner, GDOT
Steve Kish – Transit Program Manager, GDOT
Nigel Floyd – Macon/ Bibb County Traffic Engineer

Non-Voting Members

James H. Webb – Chairman, MATS Citizens Advisory Committee
Ann-Marie Day – Planning Engineer, FHWA
Wayne Fedora – District Administrator, FHWA
Russell McMurry – Design Engineer, GDOT
David Coleman – Area Engineer, GDOT

Citizens Advisory Committee

Chairman – James H. Webb, City Ward 1

Vice Chairman – Lindsay Holliday, League of Women Voters Representative

Members

Al Tillman – City Ward 2
Josh Rogers – City Ward 3
Anthony E. Cunningham – City Ward 4
Stella Tsai – City Ward 5
Amanda Upshaw – County District 1
Ron Lemon – County District 2
Dan Fischer – County District 3
David Corr – County District 4
Tim Thornton – County at large
Willie Wright – Bike/Pedestrian Representative
Vacant – Neighborhood Representative
Vacant – Board of Education Representative
Vacant – Jones County Representative
Peggy Mohammed – Macon Housing Authority Representative
Yvonne Harvey – Disabled Transit User Representative
Leroy Thomas – Transit Ridership Representative
Vacant – Older American Council Representative
Susan Hanberry Martin - Environmental Representative
Mary Ann Richardson - Disabled Population Representative

MACON-BIBB COUNTY TRANSIT AUTHORITY BOARD MEMBERS

MR. TOM HUDSON, Chairman

MR. S. CRAIG ROSS, Vice-Chairman

MR. MORRIS COHEN, Secretary

MS. NETTIE THOMAS, Member

MS. DEBORAH WHITE, Member

MR. ANDERSON STROUD, Member

MR. CHUCK HOWARD, Member