



Bicycle and Pedestrian Needs Assessment

Douglas County Comprehensive Transportation Plan

**Prepared by:
Wilbur Smith Associates**

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INTRODUCTION

As areas of Douglas County grow in both population and employment, travel demand will continue to increase on the roadways. As a result, alternative modes of transportation will be considered and implemented to decrease traffic congestion, air pollution, and time spent in vehicles. The addition of bicycle and pedestrian facilities will benefit the community by providing alternative means to access destinations such as recreational facilities, schools, places of employment, activity centers, and civic buildings.

A comprehensive bicycle/pedestrian plan can increase safety of motorists, cyclists, and pedestrians by recommending facilities and making motorists more aware of safety laws and their immediate surroundings. Dedicated facilities, such as bike lanes, sidewalks or multi-use trails, contribute to fewer conflicts between motorists, cyclists, and pedestrians. The implementation of a bicycle/pedestrian plan offers more economical modes of transportation. For example, the restriping of an existing roadway to allow for a bike lane is less costly than the widening of a roadway.

A more “walkable” community can benefit residents by providing bicycle/pedestrian facilities for exercise and outdoor recreation. Increasing obesity issues have caused citizens to incorporate more physical activity into their daily lives. In addition, children have options for greater physical activity by having access to sidewalks and/or bike lanes which would give them an opportunity to walk or bike to school.

Communities are increasingly focusing on how to improve environmental conditions such as noise pollution, air quality, and energy consumption. The implementation of bicycle/pedestrian facilities strategically located throughout the county provides solutions to improve environmental concerns. As more people choose to walk and/or use bikes on dedicated facilities, fewer vehicles would occupy the roadways resulting in less noise pollution and fuel consumption. Fewer vehicles also results in less emissions contributing to air pollution, improving the air quality. Users of the bicycle and pedestrian facilities also benefit from lower fuel cost. Multi-use trails offer access to sensitive environmental areas where the construction of a roadway may be too costly and/or adversely impact environmental resources.

This bicycle/pedestrian plan will assist Douglas County by providing guidelines for implementing a bicycle/pedestrian network to aid county staff in plan preparation and development review. Furthermore, these guidelines will address community needs by providing a higher quality of life through greater transportation choice.

SUMMARY OF EXISTING AND EMERGING BICYCLE/PEDESTRIAN INFRASTRUCTURE

According to the adopted 2004 Douglas County Comprehensive Plan, Transportation Element, and the 2008 Douglas County Comprehensive Transportation Plan, Inventory of Existing Conditions, limited on-road or off-road bicycle facilities and no multi-use trails are available within unincorporated Douglas County. Some sidewalks



exist and are required along public right-of-way as part of the adopted Unified Development Code. However, the sidewalks that currently exist are fragmented and do not provide a connective system.

When determining the vision for the Douglas County Bicycle/Pedestrian Plan, a regional approach is appropriate to identify opportunities for connectivity with other facilities and consistency with both local and regional goals and objectives. The following completed regional plans and studies were evaluated to develop an appropriate regional perspective.

GEORGIA DEPARTMENT OF TRANSPORTATION (GDOT) PLANS

Plans for bicycle facilities for Douglas County have been developed at the state and regional level. GDOT has designated a network of on-street bicycle routes in the *BIKE GA 2002 Plan*. Within this network, the Central Route Corridor (Route 15) crosses through Douglas County. Central Route Corridor (Route 15) enters Douglas County in the south where SR 92 crosses the Chattahoochee River and exits along North Sweetwater Road into Cobb County. Route 15 includes 10.8 miles through Douglas County that are suitable for experienced bicyclists and is located along environmental areas such as Sweetwater Creek. However, existing pavement conditions along portions of Route 15 are not ideal for bicycling. Some segments will need rehabilitation and there are rumble strips along shoulders and adjacent to intersections that preclude bicycle use.

SAFE ROUTES TO SCHOOL

A *Douglas County School-Related Transportation Needs Assessment* was completed in March 2008. The assessment focused on Douglas County schools to determine if the transportation and development characteristics around the school can support safe walking and/or bicycling to school. The Safe Routes to School (SRTS) is a federally funded program to support transportation alternatives that allow students in grades K-8 to walk or bicycle to school. The program would allow for the construction of new sidewalks or bike paths for students attending a school that is not only compatible for these facilities, but within a reasonable distance of surrounding neighborhoods. As a result, an analysis was completed to identify which elementary and middle schools within Douglas County had the most potential for implementing a SRTS program. Schools were listed in four tiers, as shown below, with Tier 1 having the most potential of supporting a SRTS initiative and Tier 4 indicating the least potential.

Tier 1 (4 schools)

Burnett Elementary
 Eastside Elementary
 Arbor Station Elementary
 Stewart Middle

Tier 2 (10 schools)

Factory Shoals Elementary
 Factory Shoals Middle
 Beulah Elementary
 Yeager Middle
 Dorsett Shoals Elementary
 Lithia Springs Elementary
 Turner Middle
 Chapel Hill Elementary
 Holly Springs Elementary
 Chestnut Log Middle

Tier 3 (7 schools)

Annette Winn Elementary
 New Manchester Elementary
 Chapel Hill Middle
 Mount Carmel Elementary
 Bill Arp Elementary
 Sweetwater Elementary
 Mirror Lake Elementary

Tier 4 (5 schools)

Bright Star Elementary
 North Douglas Elementary
 Fairplay Middle
 South Douglas Elementary
 Winston Elementary

ATLANTA REGIONAL COMMISSION (ARC) PLANS

Regional coordination is imperative to develop a vision for a bicycle/pedestrian plan. The *Atlanta Regional Bicycle and Pedestrian Walkways Plan* was initiated in June 2006 and a Draft Final Report was published in June 2007. The plan is an update to the former (2002) *Atlanta Regional Commission Bicycle and Pedestrian Plan* and covers the 18-county ARC region. The intent of the plan is to create a regional bicycle network that includes on-road and off-road facilities/multi-use trails, and to enhance pedestrian connectivity within activity nodes, schools, and transit stations. The plan includes priorities for the implementation of projects and improvements within Douglas County.

The regional-scale bicycle network, which includes Douglas County, is designated as the Regional Strategic Transportation System (RSTS) Bicycle Study Corridor Network. The network encompasses approximately 775 miles within the region. The designated RSTS route within Douglas County follows Bankhead Highway (US 78) from Bill Arp Road (SR 5) in Douglasville and extends east into Cobb County. This route was determined to have a bicycle level of service (LOS) rating of “D” and “E”.

In order for this route to meet bicycle LOS standards of “B” and/or “C”, ARC recommended that paved shoulders be added for the majority of the route with the exception of a portion between SR 5 and Fairburn Road in Douglasville, and a

portion located between Thornton Road and the Douglas/Cobb County line. For these two locations, ARC recommended a detailed corridor study to determine the best solution.

A Latent Demand analysis was conducted for the study network for bicycling and pedestrian modes. Latent Demand analysis is a method used to quantify both ends of bicycling and walking trips and considers all generators and attractors. Each segment within the network is provided a score, which represents the segment's potential level of bicycling and walking based on the segment's proximity to trip generators and attractors. Scores are assigned on a **0-100 scale** with higher scores indicating greater latent demand. The results of the analysis for the Regional Strategic Transportation System route within Douglas County indicated a low score for latent demand shown below:

Table 1: Latent Demand Results

Latent Demand Results for Douglas County Strategic Bicycle Corridor	
0-20	Segment Portions – generally located between SR 5 to SR 92 and another portion from Thornton Road to the Douglas/Cobb County line
21-40	Segment Portion – SR 92 to Thornton Road
Latent Demand Results for Douglas County Strategic Pedestrian Corridor	
0-20	Segment Portion – generally located between SR 5 and Rose Avenue
21-40	Segment Portion – located from Rose Avenue to the Douglas/Cobb County line

Note: Scores range between 1- 100, with the score of 100 having the greatest potential of generating bicycling and walking trips, while the score of 1 provides the least potential.

In addition, ARC completed a suitability ranking to rate county roadways for bicycle viability within the existing conditions of Douglas County. The ratings range from best to difficult in ease of use for cyclists on the road. The rating categories are:

Best Conditions for Bicycling – These roads typically have low traffic volumes, lower speed limits, wide right lane, bikeable shoulder, low truck traffic, and very few, if any, right turn lanes and commercial driveways.

Medium Conditions for Bicycling – Requires more caution than Best Conditions. Includes two or more of the following conditions: Low traffic volumes, lower speed limits, wide right bikeable lane, low truck traffic, and few right turn lanes or commercial driveways.

Difficult Conditions for Bicycling – Cyclist should exercise high level of caution and awareness when cycling on these roads. These roads typically have all or most of the following conditions: high traffic volumes, high traffic speed, relatively narrow lanes, high truck traffic, and a high number of right lanes and commercial driveways.

The average suitability rating for bicycle travel routes within Douglas County was between medium and difficult conditions for bicycling. Bankhead Highway, Fairburn Road, SR 92, SR 166, Capps Ferry Road, and SR 5 were all considered to be very difficult for bicyclists and were rated extremely low. Fairburn Road and SR 92 are both part of the Central Route Corridor (Route 15) of the State Bicycle Routes Network, as mentioned above. As documented in the state plan, rehabilitation of existing corridors would be necessary to properly serve cyclists on these routes. However, Willow Ridge Road, Sweetwater Industrial Boulevard, and East Church Street between Campbellton Street and Fairburn Road were determined to have the best conditions for bicycling.

CITY OF DOUGLASVILLE

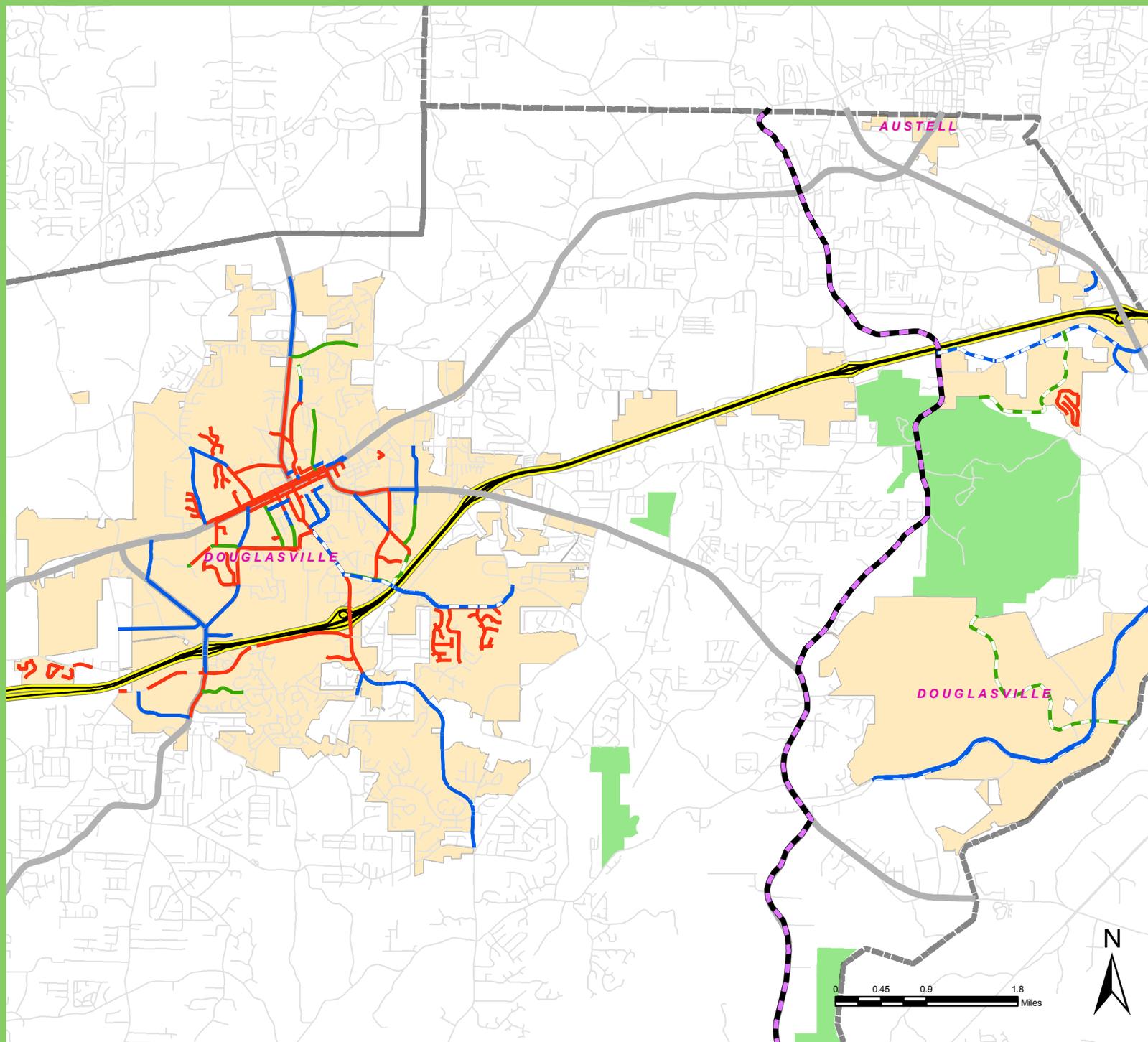
Although it is important to list the existing bicycle/pedestrian infrastructure within unincorporated Douglas County, it is equally important to document the facilities existing and proposed facilities in the municipalities to examine any potential opportunities for connections. The City of Douglasville has the most concentration of existing, programmed, and proposed sidewalks predominantly in the areas north and south of Bankhead Highway (US 78), as seen in **Figure 1 – City of Douglasville Sidewalk/Bicycle/Multi-Use Path Map**. A west/east multi-use trail exists along Selman Drive between SR 5 and Campbellton Street.

Proposed multi-trails are located north and south of Sweetwater Creek State Park, with the northern segment terminating at Blairs Bridge Road and the southern segment terminating at the Douglas/Fulton County line. Another trail is proposed west of Interstate 20 connecting the relocation of Dorris Road and Prestley Mill Road. At the north end of Malone Street, a trail is proposed to connect a proposed sidewalk to Autry Circle. In addition, bike paths are proposed in three locations: along the entire portion of Prestley Mill Road continuing north along Campbellton Street connecting with the existing multi-use trail at Selman Drive; along the entire Riverside Parkway existing within the city limits; and along Blairs Bridge Road between Mount Vernon Road and Thornton Road (SR 6).

DOUGLAS COUNTY CTP

Figure 1

Bicycle & Pedestrian Plan City of Douglasville



Legend

Douglasville Bicycle and Pedestrian Plan Status

- Existing Sidewalk
- Programmed Sidewalk
- Proposed Sidewalk
- Existing Multi-use Trail
- Programmed Multi-use Trail
- Proposed Bike Path
- GDOT Central Route 15

Roadways

- INTERSTATE
- STATE
- US Hwy
- Other
- City Limits
- Parks



LIVABLE CENTERS INITIATIVE (LCI)

The LCI program was developed by ARC to help create sustainable, livable, and walkable communities by linking transportation and land use planning consistent with local and regional policies. Since 2000, the LCI program has provided \$3.6 million to implement projects in the City of Douglasville.

The county recently completed Draft LCI Plan for the Highway 92 Emerging Corridor after receiving a LCI grant from the ARC in March 2007. The Highway 92 study corridor begins at Lake Monroe Road and continues northwest to Interstate 20. One of the primary goals of the program is to provide access to a range of travel modes, including walking and bicycling to enable all uses within the study area.

As part of the draft plan, the study team illustrated a number of potential trails parallel to and intersecting Highway 92. One of the trails runs south along Highway 92, east of Pine Drive, and continues east to the proposed Lee Road extension. Other south/north trails are proposed through the study area along Hillcrest Drive, Midway Road, Pope Road, proposed Lee Road extension, and along a proposed unnamed street connecting Douglas County Soccer Association and Deerlick Park. As this study is still early in the planning stages, these proposed trails will serve as a guide for recommending future bicycle/pedestrian facilities within Douglas County.

CHATTAHOOCHEE HILL COUNTRY REGIONAL GREENWAY TRAIL MASTER PLAN

Trails are proposed throughout Douglas County as part of the Chattahoochee Hill Country Regional Greenway Trail Master Plan. All of the proposed trails originate from the larger network along the Chattahoochee River and branch northward into Douglas County. This 98-mile trail is proposed to connect four counties and will enter Douglas County at locations along the Chattahoochee River. One trail is proposed to follow Sweetwater Creek and continue north through the park. Another trail will continue northward into Douglas County near Boundary Waters Park. A trail is also proposed to link the river to Dog River Park and continue northward.

NOTABLE POINTS OF INTEREST

In addition to the existing and emerging facilities listed above, there are other notable attractors within Douglas County that should be considered when determining future bicycle/pedestrian infrastructure and connecting systems. These locations may be attractors to cyclists and pedestrians.

Sweetwater Creek State Park

The only state park located within Douglas County, Sweetwater Creek State Park covers 2,549 acres and provides a variety of activities such as hiking, fishing at the 215-acre George Sparks Reservoir, canoes, picnic facilities, and playgrounds. A visitor center and museum are also located on the premises. Ruins of the New Manchester Manufacturing Company, a textile mill burned during the Civil War, is located along the park trails. Four hiking trails totaling nine miles exist within the park: Red (History) Trail, Blue (Nature or Non-Game Wildlife) Trail, White (Non-

Game Wildlife) Trail, and Yellow (East Side) Trail. All of the hiking trails are accessed from Factory Shoals Road.

Arbor Place Mall

The Arbor Place Mall is a regional mall serving most of the communities west of Atlanta and consists of five department stores, 120 shops and restaurants, 20 eateries and 18 theater screens. The mall's convenient location along I-20 and neighborhoods just to the south has attracted millions of shoppers since the mall opening in 1999. Existing sidewalks along Douglas Boulevard and Arbor Place Boulevard allow pedestrians to directly access the mall from surrounding communities. A Park & Ride lot at the mall is served by the Georgia Regional Transportation Authority (GRTA) *Xpress* Bus Service.

Douglas County Courthouse & Wellstar Douglas Hospital

The courthouse, hospital, and Douglas County Municipal Complex are located on Hospital Drive in Douglasville. The courthouse handles many cases relating to criminal misdemeanors, civil cases, and traffic citations. According to the City of Douglasville "Sidewalk/Bicycle/Multi-Use Path Map," sidewalks exist along Hospital Drive and Dorris Road directly adjacent to the government buildings and hospital. A sidewalk is programmed along Prestley Mill Road south of the hospital. A bike path is also proposed along the same portion of Prestley Road, while a multi-use trail is proposed on the eastern side of the property connecting to the Dorris Road relocation. Bicycle/pedestrian facilities located around the courthouse and hospital are beneficial to both residents and employees living in the surrounding communities.

Douglas County Transportation Center

The Transportation Center is located on Dorris Road near the courthouse and hospital and provides another alternative for visitors and employees to access these sites without having to drive their own vehicle. A Park & Ride lot is available at the Transportation Center and is served by the GRTA *Xpress* Bus Service and the Douglas County Rideshare/Vanpool program, which provides convenient services for those traveling throughout the county and to Atlanta. This facility benefits pedestrians with sidewalks in place to access the Transportation Center. Bicycle lanes would be a recommended improvement to the Transportation Center because the GRTA buses provide bike racks for riders.

Downtown Douglasville

Downtown Douglasville houses the city administrative facilities and is home to a variety of local businesses. This area has the highest concentration of urbanized development in the county. The downtown area provides a destination for special events such as the Art and Antiques Market.

Bicycle Outfitters

The specialty bicycle shop is located at 4900 Stewart Mill Road, southeast of the Arbor Place Mall. A variety of bicycles and gear are sold at the store. An existing sidewalk is provided along Campbellton Street, but terminates at Stewart Mill Road.

However, a sidewalk is proposed along Stewart Mill Road between Campbellton Street and Creekwood Drive to the south. Although a bike path is not provided along any of streets adjacent to the store, there are opportunities for pedestrians. Because this is a destination for cyclist, it may be considered for bicycle access.

Clinton Nature Preserve

The 200-acre preserve is located on the west side Ephesus Church Road and offers a variety of trails for hiking and mountain biking. Carnes Cabin, a pre-Civil War residence, is located along one of the trails and is listed on the National Register of Historic Places.

Dog River Park

The park is located on the north side of SR 166 and has access on River Road. According to the Douglas County Parks and Recreation Department, there are future plans for trails with trailheads, public access to the river, and active recreational areas.

RECOMMENDED BICYCLE/PEDESTRIAN IMPROVEMENTS AND CORRIDORS

After reviewing the existing and emerging conditions from the completed plans, *Inventory of Existing Conditions*, and additional desktop research, a group of short, mid, and long term projects/opportunities have been identified to provide the foundation for the future development of bicycle/pedestrian facilities in Douglas County. The recommendations are based on the ability to contribute to either the local or regional network or both.

SHORT-TERM IMPLEMENTATION

Short-term implementation efforts for Douglas County include recommendations of existing studies. Improving the bicycle/pedestrian facilities around schools to provide safe and efficient transportation for students is recommended beginning with the Tier 1 schools. It is further recommended that intersections and crosswalks have proper striping and signalization for pedestrians crossing roadways and to be consistent with Americans with Disabilities Act (ADA) guidelines and standards. The short-term recommendations are shown in Figure 2.

Other short-term priorities could focus on the Central Route Corridor (Route 15) project identified in the *Bike GA 2002 Plan*, as well as the RSTS route identified by the *Atlanta Regional Bicycle and Pedestrian Walkways Plan* which follows Bankhead Highway (US 78) from Bill Arp Road (SR 5) in Douglasville and east to the Douglas/Cobb County line. It is also recommended that bicycle/pedestrian facilities be incorporated into any new roadway projects that have the capacity to include a safe, efficient, and environmentally friendly network while remaining consistent with the design standards and guidelines.

MID-TERM IMPLEMENTATION

Opportunities to incorporate bicycle/pedestrian facilities into potential development or redevelopment projects include the Highway 92 Corridor, as part of the LCI, and the Bankhead Highway Corridor, between Highway 5 and the City of Villa Rica. It is imperative to capitalize on these opportunities to avoid greater expense to implement bicycle/pedestrian facilities after construction.

LONG-TERM IMPLEMENTATION

Some potential long-term corridors have been identified for further analysis, and are recommended because of their potential to meet the goals and objectives of the Douglas County CTP. The potential corridors may contribute to a network that will include the implementation of sidewalks, bike paths, or multi-use trails. It is recommended that long-term efforts include the connection to proposed trails identified by the Chattahoochee Hill Country Regional Greenway Trail Master Plan.

Below are eight recommended corridors to be considered to enhance local and regional connectivity. These corridors are presented in Figure 3.

1. Bright Star Road/Central Church Road – This segment from Douglas Boulevard south to Stewart Mill Road will allow a connection between the existing sidewalk along Douglas Boulevard to the proposed sidewalk on Stewart Mill Road. Furthermore, a Park and Ride Lot is proposed near the intersection of Douglas Boulevard and Bright Star Road.
2. US 78/Bankhead Highway – As more analysis is completed for the Bankhead Highway Corridor, it is recommended that any opportunities be identified for connecting a bicycle/pedestrian network along this corridor between the City of Douglasville and the City of Villa Rica.
3. South Hillcrest Drive – A bike path and sidewalk are proposed for Prestley Mill Road in the City of Douglasville terminating at Slater Mill Road. As part of the LCI study for Highway 92, a trail is proposed along South Hillcrest Drive between Longview Drive and Midway Road. If implemented, there is an opportunity to continue a trail south along Hillcrest Drive connecting these two segments.
4. Lee Road – The portion of roadway between Interstate 20 and Highway 92 should be considered to connect attractors such as the Highway 92 Activity Center, the Park and Ride Lot near the Interstate 20 interchange, and access to roads leading to Sweetwater Creek State Park.
5. Highway 92/Riverside Parkway – A bike path and sidewalk are proposed along Riverside Parkway in the City of Douglasville. With trails proposed as part of the Highway 92 LCI study, there may be an opportunity to connect these two segments by continuing the facilities along Riverside Parkway west to Highway 166/Fairburn Road, then north to the proposed trails along



- Highway 92. Further analysis should be completed to determine if a trail could be located along or parallel to the highway.
6. Riverside Parkway – A bike path and sidewalk are proposed along Riverside Parkway in the City of Douglasville. A portion of Riverside Parkway, east of the Douglasville city limits, continues east to Thornton Road. With a new Park and Ride Lot proposed near the intersection of Riverside Parkway and Thornton Road, there is an opportunity to continue the trail along this portion of roadway.
 7. Thornton Road – To extend the Riverside Parkway segment, bicycle/pedestrian facilities implemented along the portion of roadway between I-20 and Riverside Parkway could contribute to the regional network that connects attractors across the county and into the City of Douglasville and the City of Villa Rica. A Park and Ride Lot exists near the I-20 interchange and a lot is proposed near the intersection of Thornton Road and Riverside Parkway.
 8. Brookmont Parkway/Bomar Road – A trail is proposed to Bomar Road, northeast of Pope Road as part of the Highway 92 LCI study. If implemented, there is an opportunity to connect the trail to the proposed sidewalk along the intersection of Chapel Hill Road and Brookmont Parkway. Furthermore, this portion of the network could link Fowler Field, Douglas County Soccer Complex, and Deer Lick Park.



DOUGLAS COUNTY, GEORGIA COMPREHENSIVE TRANSPORTATION PLAN

Short Term Bicycle & Pedestrian Recommendations

Figure 2

Legend

Tier 1 Identified Schools

-  Arbor Station Elementary
-  Burnett Elementary
-  Eastside Elementary
-  Stewart Middle

Short-Term Recommendation Area

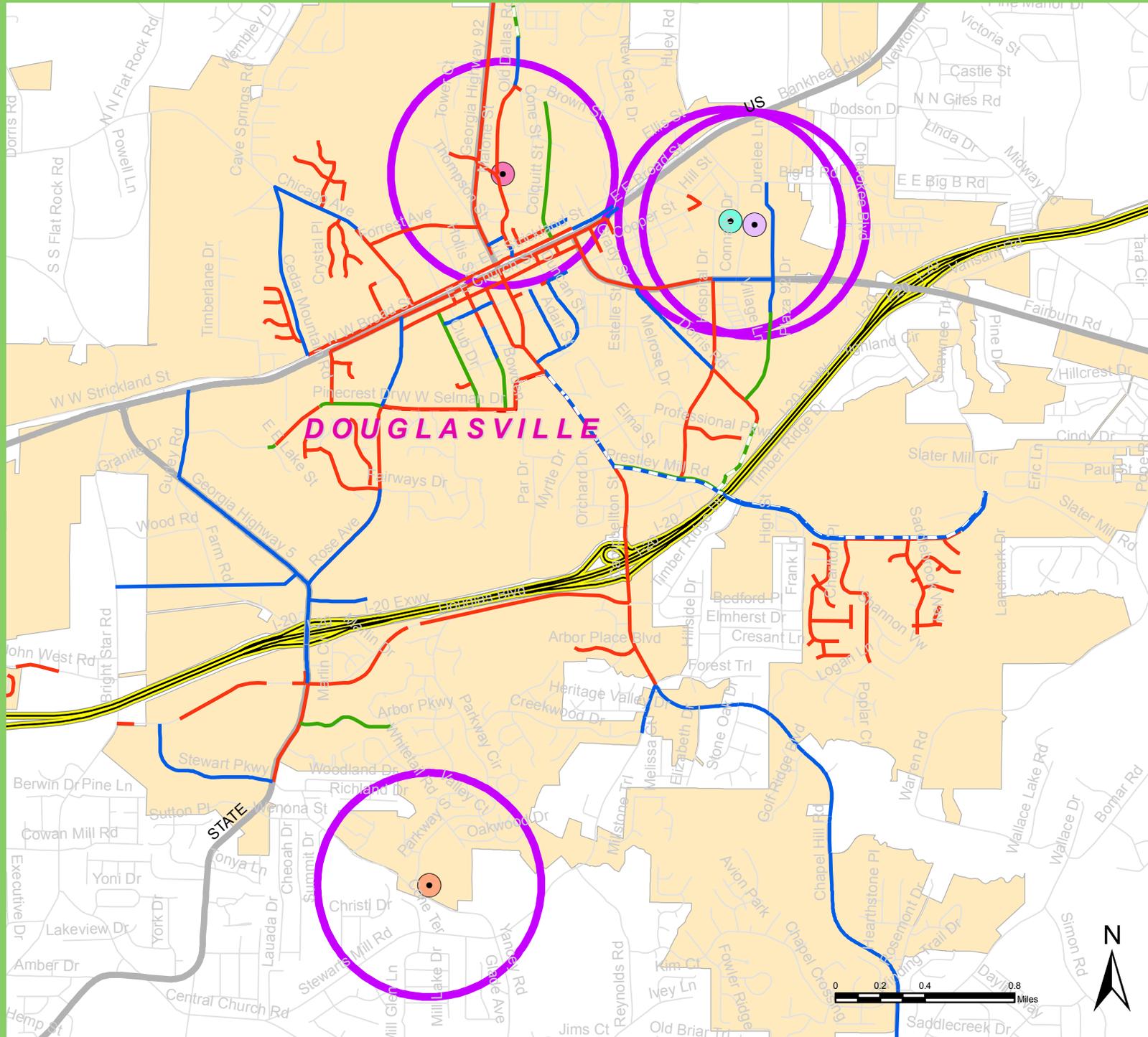
Douglasville Bicycle & Pedestrian Plan

-  Existing Sidewalk
-  Programmed Sidewalk
-  Proposed Sidewalk
-  Existing Multi-use Trail
-  Programmed Multi-use Trail
-  Proposed Bike Path

GDOT Central Route 15

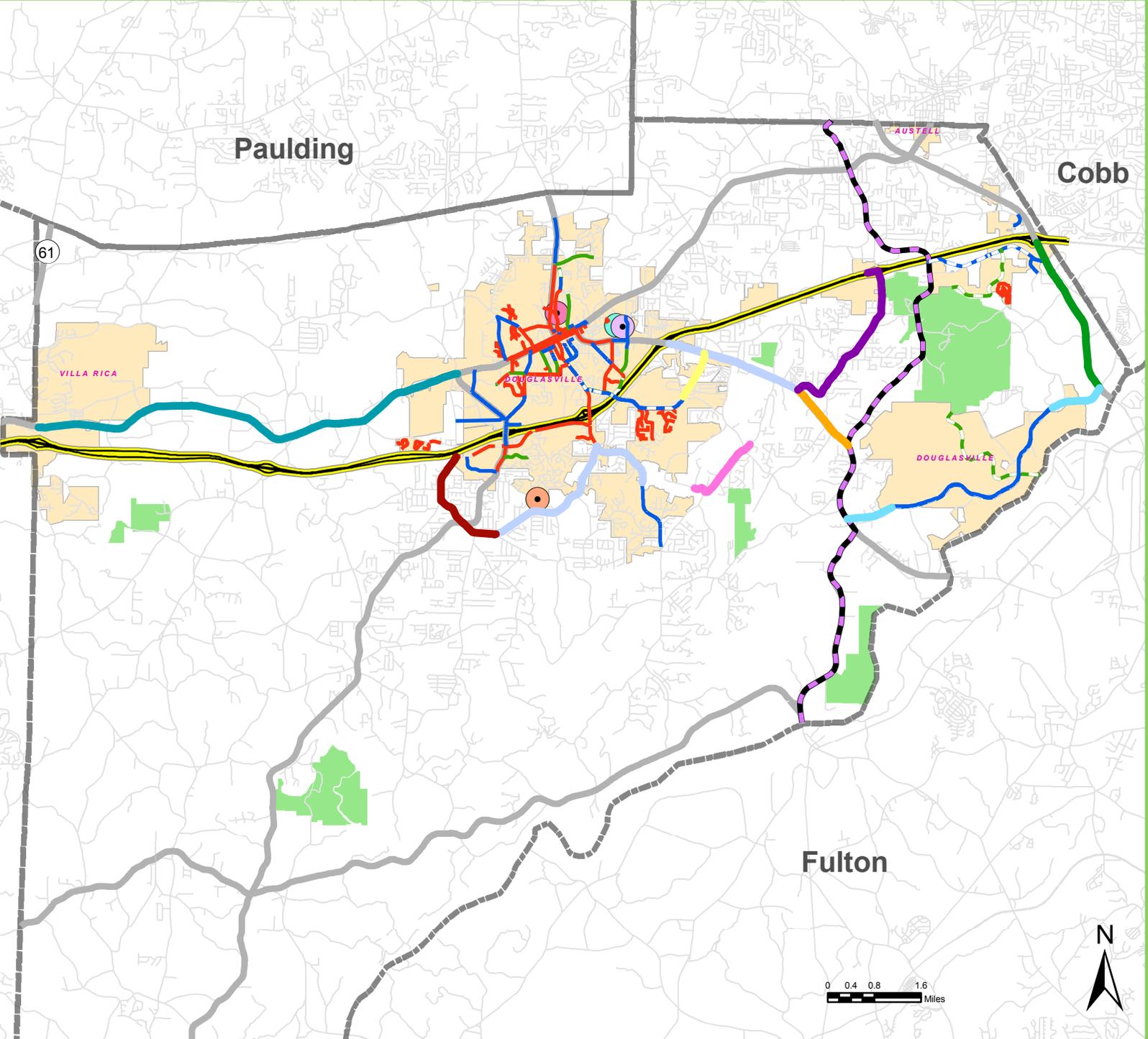
Roadways

-  INTERSTATE
-  STATE
-  US Hwy
-  Other
-  City Limits
-  Parks



**DOUGLAS COUNTY, GEORGIA
COMPREHENSIVE
TRANSPORTATION
PLAN**

**Long Term
Bicycle & Pedestrian
Recommendations
Figure 2**



- Legend**
- Long Term 1
 - Long Term 2
 - Long Term 3
 - Long Term 4
 - Long Term 5
 - Long Term 6
 - Long Term 7
 - Long Term 8
 - Other Planned Connections
- Douglasville Bicycle & Pedestrian Plan**
- Existing Sidewalk
 - Programmed Sidewalk
 - Proposed Sidewalk
 - Existing Multi-use Trail
 - Programmed Multi-use Trail
 - Proposed Bike Path
 - GDOT Central Route 15
- Tier 1 Identified Schools**
- Arbor Station Elementary
 - Burnett Elementary
 - Eastside Elementary
 - Stewart Middle
- Roadways**
- INTERSTATE
 - STATE
 - US Hwy
 - Other



BICYCLE/PEDESTRIAN GOALS, OBJECTIVES, AND POLICIES

To provide a safe, convenient, and environmentally friendly infrastructure within Douglas County, it is recommended that goals, objectives, and policies be developed. Policies are also recommended to implement a strategic vision and the bicycle/pedestrian plan. These policies are also consistent with the vision and policies listed in the *Draft Atlanta Region Bicycle Transportation & Pedestrian Walkways Plan* published in 2007 and the Draft Douglas County Comprehensive Transportation Plan Goals and Objectives.

OBJECTIVE 1

To meet the transportation needs of Douglas County through a safe, convenient, and energy efficient multi-modal system of roadway, rail, public transportation, and bicycle and pedestrian facilities.

- Policy 1.1) The transportation system will be examined to achieve balance between transportation modes.
 - *Action 1.1.1) The county will work with its partners to encourage a better balance between transportation modes, particularly for shorter trips.*
 - *Action 1.1.2) Support the continued operation of the GRTA Xpress Service (460, 461) to the Arbor Place Mall to provide a direct link between Douglasville and Downtown/Midtown Atlanta.*
 - *Action 1.1.3) Develop opportunities to increase service and modes served at the Douglas County Multimodal Transportation Center for passenger transportation including, but not necessarily limited to, public and private buses, taxis, airport limousines, paratransit, private trolleys and shuttles, cars, and bicycles.*
- Policy 1.2) Additional transit routes and increased ridership will be promoted and public transportation friendly land uses (transit-oriented development) in designated public transportation corridors will be encouraged.
 - *Action 1.2.1) Encourage GRTA to increase ridership and add routes when appropriate.*
 - *Action 1.2.2) Work with GRTA to conduct transit-oriented development workshops and training for county and city staff.*
 - *Action 1.2.3) Promote high-density residential and neo-traditional development within commercial districts to encourage the use of public transportation.*
- Policy 1.3) Create a network of bicycle facilities to link residential areas with activity centers, the river, and the park system.
 - *Action 1.3.1) Bicycle facilities shall be provided whenever a new arterial or collector road is built and, when feasible, where additional lanes are added to existing arterial or collector roads.*
 - *Action 1.3.2) By December 2008, the County and its partners will develop bicycle facility standards for on-roadway bike lanes utilizing the Atlanta Regional Commission and/or Georgia DOT standards as a guide.*

- *Action 1.3.3) Design, construction, and reconstruction of intersections along arterial and collector routes shall address bicycle needs. Include experienced cyclist lanes and sidewalks, whenever possible.*
- *Action 1.3.4) Identify corridors for off-road bicycle paths such as railroad, utility, transit, and drainage right of ways.*
- *Action 1.3.5) Coordinate with the City of Douglasville in the implementation of their Bicycle Pedestrian Master Plan.*
- Policy 1.4) Create a network of pedestrian facilities to link residential areas, riverfront, recreation, and activity centers, particularly those that are pedestrian intensive, such as schools, recreation sites, and urban or neo-traditional commercial areas.
 - *Action 1.4.1) Continue to budget funds in the Capital Improvement Program for sidewalk improvements.*
 - *Action 1.4.2) Continue to coordinate with the School Board to annually update a priority list of sidewalk needs near schools.*
 - *Action 1.4.3) Develop a program for intersection improvements to aid pedestrian mobility.*
 - *Action 1.4.4) Implement Article 10 – Project Design & Construction Standards, Section 1013 of the Douglas County Unified Development Code and Article VIII – Required Improvements, Section 87 of the Douglas County Code of Ordinances requiring sidewalks on all new streets.*
 - *Standard 1.4.4.1) Require existing sidewalks adjacent to the property lines to be in good condition before new occupational licenses or certificates of occupancy are issued for new or remodeled buildings.*
 - *Action 1.4.5) Identify intersections for "No Right on Red when Pedestrian/Cyclist Present" signs.*
 - *Action 1.4.6) Develop a requirement that places the burden of maintenance (and liability) of sidewalks on adjacent property owners.*
- Policy 1.5) Create an environment that promotes bicycling or walking to work/school and other utilitarian trips such as shopping.

FUNDING OPPORTUNITIES

Federal, state, and local funding sources relating to bicycle and pedestrian projects are identified and listed below. These projects are eligible for funding from most of the major Federal-aid highway, transit, and safety programs. Some additional information regarding funding sources can be obtained at the following websites:

FHWA - www.fhwa.dot.gov
 GDOT - www.dot.state.ga.us

FEDERAL FUNDING SOURCES

National Highway System (NHS) – NHS funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the NHS, including interstate highways.

Surface Transportation Program (STP) – STP funds can be used for the construction of bicycle transportation facilities, pedestrian walkways, and for non-construction projects related to safe bicycle use. In order to be eligible, a provision was added as a result of the *Transportation Equity Act for the 21st Century (TEA-21)*, stating that any modification to public sidewalks must comply with the Americans with Disabilities Act.

Transportation Enhancement Activities (TEAs) – Ten percent of each state's annual STP funds are set-aside for Transportation Enhancement Activities. Two of the eligible transportation enhancement categories include bicycle/pedestrian facilities and the conversion of abandoned railroad corridors to trails for bicycles and pedestrians.

Hazard Elimination and Railway-Highway Crossing Programs – Another ten percent of each state's STP funds is set-aside for this program to address bicycle and pedestrian safety issues. Each state is required to implement a Hazard Elimination Program to identify and improve locations which may be dangerous to motorists, cyclists, and pedestrians. Funds may be used for projects on any publicly owned bicycle or pedestrian pathway or trail, any safety related traffic calming measure, or to complete a survey of hazardous locations.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program – The funds for this program can be used for the construction of bicycle transportation facilities and pedestrian walkways, or for non-construction projects such as maps and brochures related to bicycle safety.

Federal Land Highways Program – The funds may be used for the construction of bicycle facilities in conjunction with trails, roads, highways, and parkways. The prioritization of projects is determined by the appropriate federal land management agency charged with the administration of these funds.

Job Access and Reverse Commute Grants – These grants are available to support bicycle projects designed to transport welfare recipients and eligible low-income individuals to and from employment.

Safe Routes to School (SRTS) – These funds are used to support transportation alternatives for students in Grades K-8 traveling to school, by providing facilities that allow students to either walk or bicycle to school.

Land & Water Conservation Fund – These funds are available for the acquisition of recreational lands, and to develop or rehabilitate outdoor recreational facilities. However, these funds have been limited and even absent in some years.



STATE FUNDING SOURCES

Governor's Office of Highway Safety Grant Program – Grants are available to fund bicycle/pedestrian safety, awareness, and education programs.

LOCAL FUNDING SOURCES

Special Purpose Local Option Sales Tax (SPLOST) – The proposed sales tax was originally approved by Douglas County voters in 2002. However, as the collection ended on June 30, 2007 and was rejected for renewal by voters. If the sales tax is proposed in the future, it may provide an opportunity for additional funding for bicycle/pedestrian facilities.

NON-GOVERNMENTAL SOURCES

Bikes Belong Coalition – This organization provides small grants for a variety of bicycle facility projects and education efforts. The grants are typically under the amount of \$10,000.