Coastal Georgia Plans

Region/MPOs

Rails to Trails Feasibility Study, Kingsland to Riceboro 2007 (pdf, 9.8MB)

Coastal Georgia Regional Bicycle and Pedestrian Plan 2005 (pdf, 1.5MB)

Coastal Georgia Alternative: Developing Heritage and Eco-tourism on the Coast 2003 (pdf, 23.7MB)

Coastal Georgia Greenway 2002

Brunswick Area Transportation Study 2020 Long Range Transportation Plan 1997

Counties

Effingham County Transportation Plan 2008

Bryan County Bicycle and Pedestrian Plan 2007 (pdf, 6.1MB)

Camden County Bicycle and Pedestrian Plan 2005 (pdf, 10.3MB)

Chatham County Bikeway Plan 2000 (pdf, 5.2MB)

Glynn County Bicycle and Pedestrian Program Study 1994

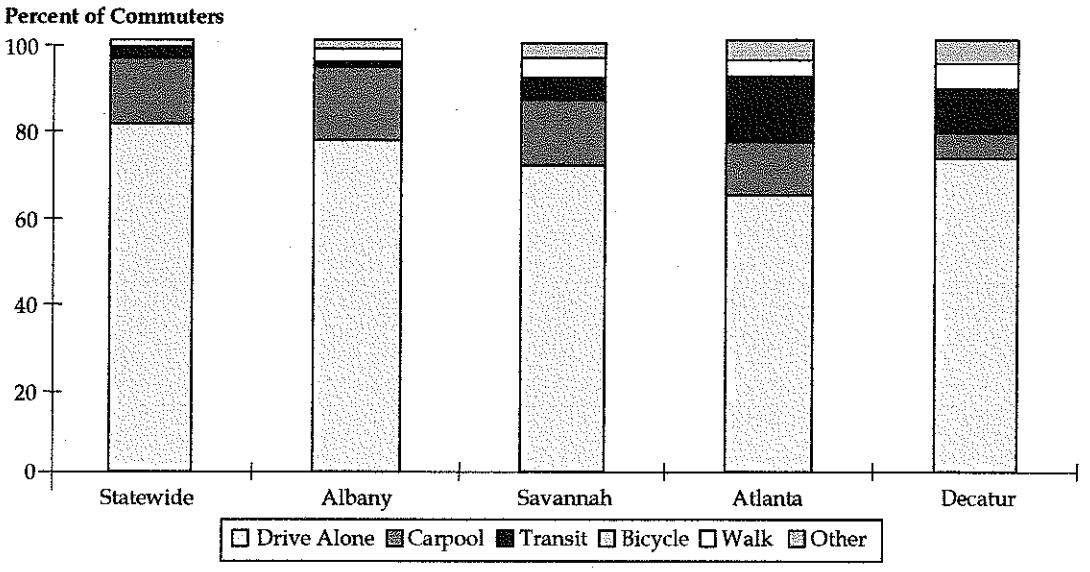
Cities

Jekyll Island Bike Plan

Table 4.7 Current Suitability of Roadways on the State Bicycle Route Network

Bicycle Route Number	Bicycle Route Name	Suitability for Bicycle Travel (Percent of Total Centerline Miles)		
		Fully Suitable	Moderately Suitable	Not Currently Suitable
5	Chattahoochee Trace	17%	3%	80%
10	Southern Crossing	21%	2%	77%
15	Central	23%	1%	77%
20	Wiregrass	39%	1%	60%
35	March to the Sea	34%	2%	64%
40	TransGeorgia	47%	4%	48%
45	Little White House	26%	1%	73%
50	Augusta Link	44%	17%	39%
55	Appalachian Gateway	15%	4%	81%
60	Athens Link	24%	3%	73%
70	Northern Crescent	50%	2%	48%
85	Savannah River Run	28%	12%	61%
90	Mountain Crossing	24%	1%	75%
95	Coastal	51%	6%	43%
Total		**29%**	**3%**	**68%**

Figure 4.19 Commuting Patterns in Georgia



Bicycle and Pedestrians

State transportation plans are required to include a bicycle and pedestrian element, and regionally significant bicycle and pedestrian projects and programs must be included in the Statewide Transportation Improvement Program. The *Georgia Bicycle and Pedestrian Plan: Statewide Route Network* was developed in 1997 and updated in 1998 and serves as the primary resource for this effort. GDOT has begun preparation of a stand-alone statewide pedestrian plan. Georgia's statewide bicycle system includes 14 routes, some of which traverse the State while others provide connectivity between routes. The statewide system covers 2,943 miles. GDOT has contracted with the Regional Development Centers (RDCs) to develop Bicycle Plans for all rural parts (non-MPO) of the state (see Appendix B for list of plans). In general, state roadways have the lowest percentage of suitable roadways since few state roads are characterized as "local" in nature. Comparing to the state average on *state* roads only, the TransGeorgia, Augusta Link, Northern Crescent, and Coastal Routes have the highest suitability for bicycle travel. On a statewide basis, 0.1 percent of commuters bicycle to work and 1.1 percent walk to work. Residents of Savannah, Decatur, and Atlanta walk to work at higher than the state average.

Endorsed Long-Range Transportation Plans

The Long-Range Transportation Plans (LRTPs) of Georgia's Metropolitan Planning Organizations (MPOs) are incorporated into this SWTP Update. The currently endorsed LRTPs by MPO are shown in Table B.1.

Table B.1 Endorsed Long-Range Transportation Plans

MPO Adopted Name of Plan	Years Covered
Savannah 9/22/04 Metropolitan Planning Organization 2030 Long-Range Transportation Plan;	2005-2030

Bicycles

The suitability of all roadways in Georgia for use by bicyclists was analyzed using the MTPT. The MTPT calculates the appropriateness, or bicycle suitability, of each road based on such factors as the type of road, the type and condition of the pavement, the volume, the width of the travel lane, speed limits, etc. Also considered were the usage of bicycling as reported in the U.S. Census and the GDOT crash rates.

Port of Savannah

The Port of Savannah is one of the premier port complexes in the United States. It is comprised of public and private terminals, arrayed along the Savannah River, and handles a diverse range of containerized and noncontainerized cargoes. In 2002, the Port of Savannah ranked sixth among United States container ports with 1.13 million Twenty-foot Equivalent Units (TEUs) of containers handled. It was also the 33rd most active maritime port for total tonnage with 17.7 million short tons, up from 39th in 1998. Over the past decade, the Port of Savannah has been one of the fastest-growing ports in the country, and it continues to improve its facilities, its accessibility, and its information systems to successfully accommodate its anticipated continued growth.

Port of Brunswick

The Port of Brunswick is comprised of public and private terminals, arrayed along multiple waterways (the Brunswick, Turtle, East and Back rivers, along with the Academy,

Terry and Dupree creeks), and handling a diverse range of noncontainerized cargoes (automobiles, forest products, petroleum products, agricultural products, etc.). In 2002, the Port of Brunswick, with 2.6 million short tons, was ranked 106th on the U.S. Army Corps of Engineers list of the top 150 United States tonnage ports, ranking it as a complex of both statewide and national significance.

4.3.3 Bicycle and Pedestrians

Bicycle and pedestrian planning have been an integral part of the transportation planning process at the state level for well over a decade. State transportation plans are required to include a bicycle and pedestrian element, and regionally significant bicycle and pedestrian projects and programs must be included in the Statewide Transportation Improvement Program. The *Georgia Bicycle and Pedestrian Plan: Statewide Route Network* was developed in 1997 and updated in 1998 and serves as the primary resource for this effort. GDOT has begun preparation of a stand-alone statewide pedestrian plan.

Georgia's statewide bicycle system includes 14 routes, some of which traverse the State while others provide connectivity between routes. The statewide system covers 2,943 miles, but overlap between segments reduces actual roadway distance to 2,798 miles. Ten of the 14 routes run common with at least one other route at one or more locations. The two longest routes are over 400 miles in length. Approximately 70 percent of the statewide system is on the state highway system. Figure 4.18 provides a map of the various routes and assigned Bicycle Route numbers in the statewide system.

An analysis of bicycle facility conditions was undertaken using GDOT's Multimodal Transportation Planning Tool (MTPT). The percent of state roadways judged to be suitable for bicycle travel is shown in Table 4.5. In general, roadways of higher functional classification tend to have higher volumes and speeds, and therefore require greater roadway and/or shoulder width to be considered suitable for bicycle travel. The MTPT considers all roadways that are functionally classified as "local" to be suitable for bicycle travel, regardless of their physical conditions. This consideration is important since a large percentage of centerline miles of city and county roadways have a "local" functional classification. In 2005, GDOT contracted with each RDC (except ARC) to develop a Bicycle/Pedestrian plan (see Appendix B for complete list).

Cambridge

Figure 4.18 Georgia Bicycle and Pedestrian Plan (insert State Bikeroute map)

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Table 4.5 Current Suitability of Public Roadways for Bicycle Travel

Roadway Jurisdiction	**Suitability for Bicycle Travel (Percent of Total Centerline Miles) Fully Suitable**	**Moderately Suitable**	**Not Currently Suitable**
City	91%	2%	7%
County	80%	0%	20%
State	37%	3%	60%
Other Public Road	96%	0%	4%
Total	**76%**	**1%**	**23%**

Source: Multimodal Transportation Planning Tool.

For the analysis of existing conditions, any road segment that was found by the MTPT to have sufficient width and pavement/shoulder conditions was classified as "fully suitable" for bicycle travel. Any roadway segment for which only the pavement condition was substandard

(corresponds to MTPT upgrade of "minor 1") was classified as "moderately suitable" for bicycle travel. Any roadway segment that has insufficient roadway and/or shoulder width (corresponds to MTPT upgrade of "minor 2," "major 1" and "major 2," as shown in Table 4.6) was classified as "not currently suitable" for bicycle travel. In general, state roadways have the lowest percentage of fully suitable roadways of all jurisdictions. City and county roadways have a high percentage of "fully suitable" roadways owing in large part to the preponderance of local roads (all of which are classified as "fully suitable" for bicycle travel in the MTPT).

Table 4.6 Roadway Upgrade Description Categories

Minor 1 A roadway improvement on the order of a pavement overlay
Minor 2 A roadway improvement on the order of:
Minor widening of a lane (<= 1 foot) or shoulder (<= 4 feet); or
Reconstruction or installation of a paved shoulder to a maximum width of 4 feet.
Major 1 A roadway improvement on the order of a widening project.
Major 2 An improvement on the order of full roadway reconstruction and roadway widening.

As shown in Table 4.7, the TransGeorgia, Augusta Link, Northern Crescent, and Coastal Routes have the highest suitability for bicycle travel compared to the state average on *state* roads only. The Appalachian Gateway, Chattahoochee Trace, Central, Mountain Crossing, and Athens Link routes have the highest percentage of roadway mileage rated as not currently suitable for bicycle travel.

Figure 4.19 displays commuting patterns from the 2000 Census for the State as a whole and four representative jurisdictions. On a statewide basis, 0.1 percent of commuters bicycle to work and 1.1 percent walk to work. While there are some communities such as Albany that mirror these statewide patterns, there are many communities that greatly exceed these statewide averages. Savannans walk to work at twice the state average and bicycle to work at 10 times the state average. Residents of Decatur walk to work at a rate over three times the state average. Atlantans walk to work at twice the state average, in addition to their heavy transit usage.

Table 4.7 Current Suitability of Roadways on the State Bicycle Route Network

Suitability for Bicycle Travel
(Percent of Total Centerline Miles)
Bicycle Route Number Bicycle Route Name
Fully
Suitable
Moderately
Suitable
Not Currently
Suitable
5 Chattahoochee Trace 17% 3% 80%
10 Southern Crossing 21% 2% 77%
15 Central 23% 1% 77%
20 Wiregrass 39% 1% 60%
35 March to the Sea 34% 2% 64%
40 TransGeorgia 47% 4% 48%
45 Little White House 26% 1% 73%
50 Augusta Link 44% 17% 39%
55 Appalachian Gateway 15% 4% 81%
60 Athens Link 24% 3% 73%

70 Northern Crescent 50% 2% 48%
85 Savannah River Run 28% 12% 61%
90 Mountain Crossing 24% 1% 75%
95 Coastal 51% 6% 43%
Total 29% 3% 68%

Figure 4.19 Commuting Patterns in Georgia

Percent of Commuters
4-26 *Cambridge Systematics, Inc.*

0
20
40
60
80
100
Statewide Albany Savannah Atlanta Decatur
Drive Alone Carpool Transit Bicycle Walk Other

Table 6.6 Build/Financially Unconstrained Scenario Recommendations for Multimodal and Intermodal Initiatives

Costs in Millions of 2005 Dollars

Cost Estimate
Program Element Description 30-Year Annual
Bicycle/Pedestrian Fully fund Transportation Enhancement, MPO
and rural projects $3,360.0 (30-year) $112 (annual) Costs in Millions of 2005 dollars

6.2.5 Bicycle and Pedestrian 6-14 *Cambridge Systematics, Inc.*

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Transportation agencies in Georgia generally fund and implement bicycle and pedestrian projects in one of three ways:
1. As a stand-alone project in a local or regional transportation plan;
2. As a project within the State's Transportation Enhancements (TE) program; or
3. As an integral element of a roadway construction or maintenance project.

This section addresses bicycle and pedestrian projects as documented within local and regional transportation plans, and through the State's TE program. The needs assessment focuses on bicycle and pedestrian projects that are primarily transportation in nature, and largely excludes recreational-oriented needs. Projects include bicycle lanes and paths, sidewalks, and multiuse paths.

It is recognized that significant additional investment in bicycle and pedestrian infrastructure is made by GDOT and local agencies as part of their roadway work in both urban and rural areas. In lieu of dedicating funds exclusively for physical improvements to accommodate bicyclists and pedestrians, GDOT has adopted procedures for designers to incorporate bicycle and pedestrian friendly elements into programmed roadway improvement projects. This approach should result in almost the entire state bicycle network being designed to standards that allow for safe and efficient movement of bicyclists.

Savannah, Rome, Macon, Chattanooga, Augusta, and Atlanta all provide a specific list of bicycle and pedestrian projects in their RTPs. The project information was extracted from the most recent RTPs, adjusted to year 2005 dollars, summed over the life of the respective RTPs, and then annualized. These annual averages for each MPO were combined to arrive at a total for the SWTP. The needs for the counties described above were extrapolated to account for the rest of the population outside of MPO areas.

nationwide)
for safety projects on high-risk rural roads.

• **Safe Routes to School** *Cambridge Systematics, Inc.* 7-3
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– This new formula program authorizes $612 million at the national level over fiscal years 2005 through 2009, that could be used for safety improvements on any public road, bike path, or pedestrian facility within two miles of a school. Federal share is 100 percent, and the formula is based on the State's student enrollment as a percentage of the U.S. total, with a minimum apportionment of $1 million per year. Between 10 to 30 percent of the funding must be allocated to non-infrastructure-related activities, which include: public awareness campaigns; traffic education and enforcement; student sessions on pedestrian and bicycle safety; and training.

In developing the forecasts, the SAFETEA-LU funding allocations were reduced by 10 percent, assuming that the State of Georgia continues to receive obligational authority equal to 90 percent of the annual FHWA funding allocations for the State, based on historical experience. Post-2009, revenues were projected to grow at 2.47 percent per year, which is the average annual growth rate of the Highway Trust Fund (HTF), according to forecasts from the Congressional Budget Office (CBO) and the Treasury Department. Total Federal revenues available to Georgia are estimated at $48.7 billion (YOE dollars) for the 2006-2035 period, or $32.4 billion in 2005 dollars.