



DARTS



BICYCLE AND PEDESTRIAN PLAN

JANUARY 2023



DARTS

SERVING THE CITY OF ALBANY, CITY OF LEESBURG,
DOUGHERTY COUNTY AND LEE COUNTY

POND **PEQ**

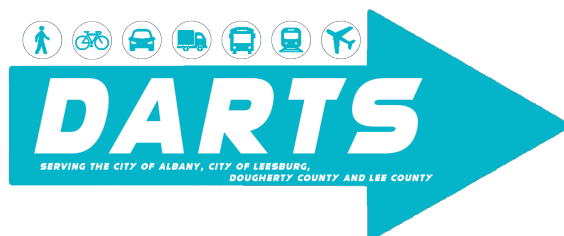




DARTS

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Acknowledgments

This plan is a result of the community's collaborative efforts to envision the future of the DARTS region, including contributions from community members, elected officials, MPO staff, and the planning team:

DARTS MPO

[Name]

STEERING COMMITTEE

Pecan City Pedalers
South Georgia Rails to Trails
LC Family Connections
Leesburg Police
Wild Side Running
Albany State
Albany Tech
City of Albany
City of Leesburg
Dougherty County
Lee County
Sowega Rising
Artesian Alliance
Albany Transit System
City of Leesburg
Lee County Board of Education
Dougherty County Board of Education
GA Dept of Transp. Bike/Ped Group
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CHAPTER

I. Introduction



This plan is a comprehensive review and update of the 2011 *Bike and Pedestrian Plan* for Dougherty Area Regional Transportation Study Metropolitan Planning Organization (DARTS MPO). The *Bike and Pedestrian Plan* update will build upon data collected in 2011 by examining DARTS MPO's policies, projects, high-traffic areas, and community input to establish strategies and performance measures. These measures will guide the planning, funding, and implementation of projects to create a recommended network for walking and biking throughout the DARTS MPO area. The plan will consider bike and pedestrian improvements based on existing conditions, existing plans, and the needs of pedestrians and bicyclists. Consistent with the *2045 Long Range Plan* and Southwest Georgia Regional Commission's *Bicycle and Pedestrian Plan*, the plan identifies both specific projects for implementation and general policies to guide future decision making.

DARTS MPO

What is DARTS MPO?

Every metropolitan area with a population of more than 50,000 persons must have a designated Metropolitan Planning Organization (MPO) for transportation to qualify for federal highway or transit assistance. A MPO is a federally mandated and federally funded transportation policy making organization that is made up of representatives from local government and governmental transportation authorities.

DARTS Metropolitan Planning Organization is the MPO for the area including City of Albany, City of Leesburg, Dougherty County, and the southern half of Lee County. The DARTS organization consists of three committees: the Citizens' Transportation Committee (CTC), Technical Coordinating Committee (TCC), and Policy Committee (PC). The purpose of DARTS is to ensure that federal-aid transportation projects are planned in a continuous, coordinated, and comprehensive manner.



DARTS Study Area

The study area of DARTS includes the City of Albany, Dougherty County, and the City of Leesburg, the southern half of Lee County, shown in Figure 1. The study area also includes areas that are expected to become urbanized in the future. This area contains a diverse population and variety of land uses, densities, and transportation facilities. Input was gathered from government agencies, stakeholders, and public input from each area to communicate their community's values as part of the plan.

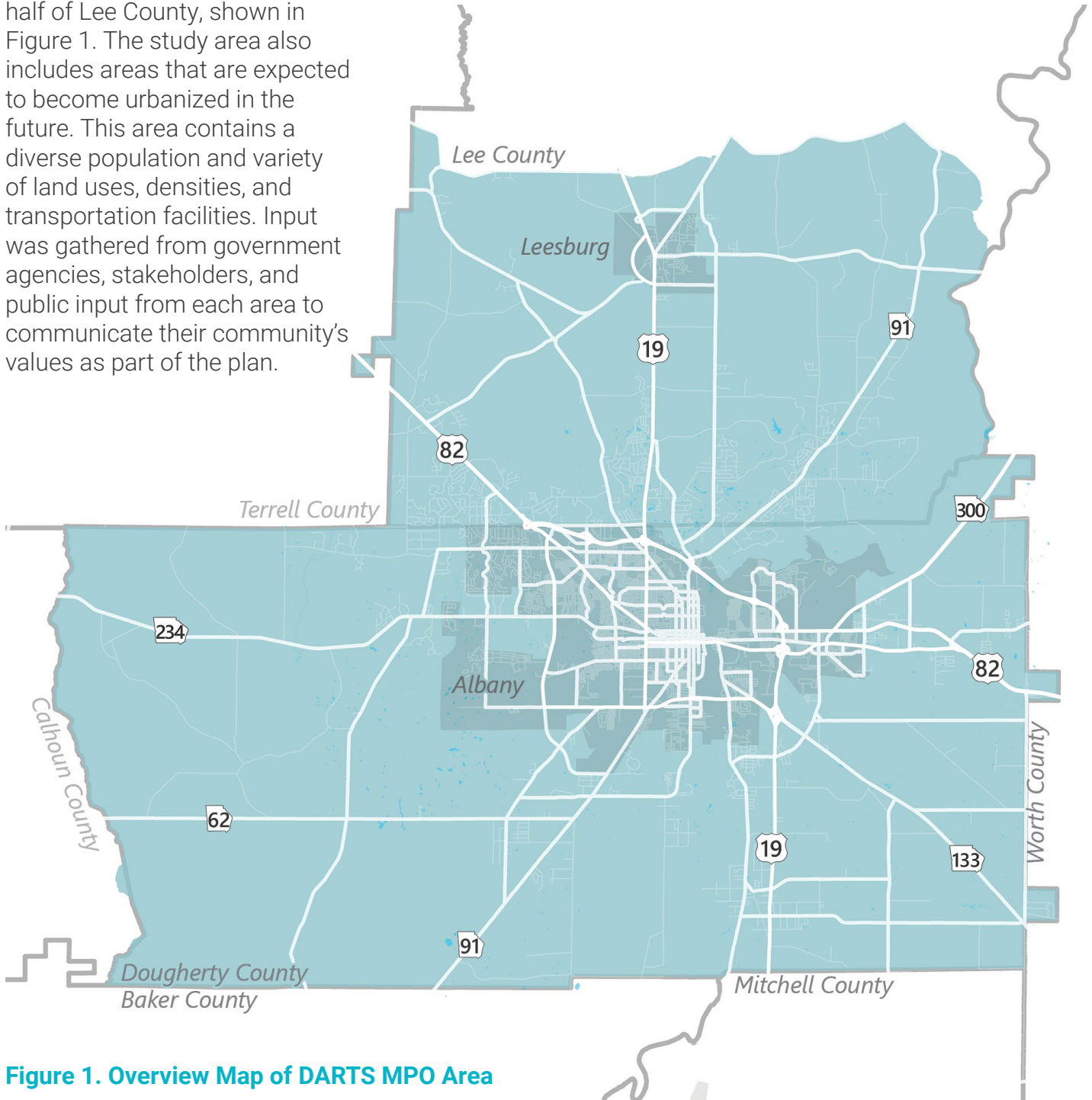


Figure 1. Overview Map of DARTS MPO Area

Study Purpose

There are multiple benefits of investing in non-motorized infrastructure, including economic development, public health, and climate resilience. Bicycle and pedestrian infrastructure attract residents to communities, spark economies despite limited budgets, ensure transportation equity, promote public health, and address climate change. **A Bicycle and Pedestrian Plan is an action guide to decisions and investments about when, where, why, and how to improve the health and quality of life in the Albany area.**

The previous plan assessed the need for bicycle and pedestrian connectivity to major activity centers, community facilities, and attractions, and emphasized improving accessibility to transit and developing a plan for serving recreational trail users. Moreover, the previous plan identified bicycle and pedestrian facilities to improve accessibility and connectivity—these proposed facilities are crucial along with proposed and planned developments that increase the need for safe and connected bicycle and pedestrian access.

Some challenges exist in developing an effective walking & biking network for the DARTS MPO region. Most of the study area is rural with relatively long distances between destinations, but there are a handful of activity nodes throughout the region where walking and biking are fundamental components of the mobility and recreation networks. This plan proposes a data-driven prioritization that will help DARTS


This plan update identifies needs and opportunities, recommends cost-effective solutions, and envisions a future system that facilitates pedestrian movement and access to bicycle facilities throughout the DARTS MPO region. It defines goals for pedestrian and bicycle mobility and prescribes strategies based on the guiding principles derived from community input. The identified projects are prioritized based on mobility and community access factors to allow the implementation of the most beneficial improvements first.

and its member jurisdictions prioritize walking and biking improvements where they will have the biggest impact to the region's goals. The proposed network includes key high-impact recommendations as well as affordable treatments to enhance mobility and safety. Some key connections, like the expansion of the Riverfront Park trail, can only be executed with a significant level of investment. Implementation and funding for these types of solutions is limited and must be diligently pursued to achieve the goals of this plan update.

CHAPTER

II. Planning Context





The existing conditions draw a picture of existing and proposed conditions for bicycling and walking in the community as gathered from a review of existing planning documents, data analysis, field work, and public outreach process. Serving as an inventory of on-the-ground and regulatory conditions, the existing conditions provides critical understanding of the study area's current characteristics.

Demographics

To effectively plan for transportation within the DARTS MPO, a comprehensive profile of the region's residents is imperative. Analyzing demographics such as historic population, population density, age cohorts, and educational attainment can help determine transit-supportive density and transit propensity. It can also determine the best route for getting people to school, work, or recreational destinations, and identify population groups that are most likely to use bicycle and pedestrian facilities. The DARTS MPO's diverse population and variety of land use densities and transportation facilities were critically analyzed as part of the plan update process. This analysis sheds light on how the demographics impact the region's transportation system and mobility for both residents and visitors.

Historic Population

Population growth in the DARTS MPO region has had a significant impact on transportation, increased demand for jobs, housing, energy, infrastructure, and social services. As such, future development must accommodate growth trends and consider transportation modes as it relates to schools, jobs, and housing, and offer a variety of transportation options including bicycling and walking.

Dougherty County is nationally recognized for hunting and fishing, and the Flint River and cypress swamps provide recreational opportunities throughout the county for both residents and visitors. The City of Albany, the county seat of Dougherty and the center for commerce in southwest Georgia, is a renowned picturesque community with a strong commercial and industrial base and is home to higher education, healthcare, and historical resources associated with the civil rights movement.

Lee County is a rapidly growing community with a unique blend of residential, commercial, and industrial development. It boasts natural environment and historical sites that offer recreational and educational opportunities. These attributes, along with an award-winning school system, have attracted young families in the recent years: Lee County experienced a 15.85% population increase from 28,298 to 33,163 between 2010 and 2020 and ranks 57th in total population out of 159 Georgia counties. Similarly, the City of Leesburg, situated in the southern half of Lee County, is a place for families, retirees, and those seeking a heritage atmosphere and idyllic pace of life with the convenience of having metropolitan cities like Atlanta only a few hours away.

Population Density

Examining population density is important for developing a bicycle and pedestrian plan, as it identifies where bicycle and pedestrian infrastructure are most needed. The City of Albany's density and growth is centralized, whereas Dougherty County is more dispersed. This may present challenges with land use as plans need to stimulate growth, rather than decline. As evidenced on Figure 2, population is denser in the City of Albany and just outside of the city along US Highway 19 and 82 going north and northwest, respectively, into Lee County. Within the city, residential zones are the densest, meaning that there are more people in smaller spaces compared to other zoning districts. When compared with future land use maps from the Albany and Dougherty County Comprehensive Plan 2026, these high-density areas will continue to develop toward high density residential, commercial, public/institutional, park/recreational, and transportation/communication utility uses. These high-density areas thus present an opportunity for vigorous bicycling and walking activities; investments in these areas will therefore have the largest impact. Compared to the City of Albany, the City of Leesburg is significantly less dense, and population is not concentrated in specific zoning districts. The rest of the southern Lee County outside of the city has dispersed, low density.



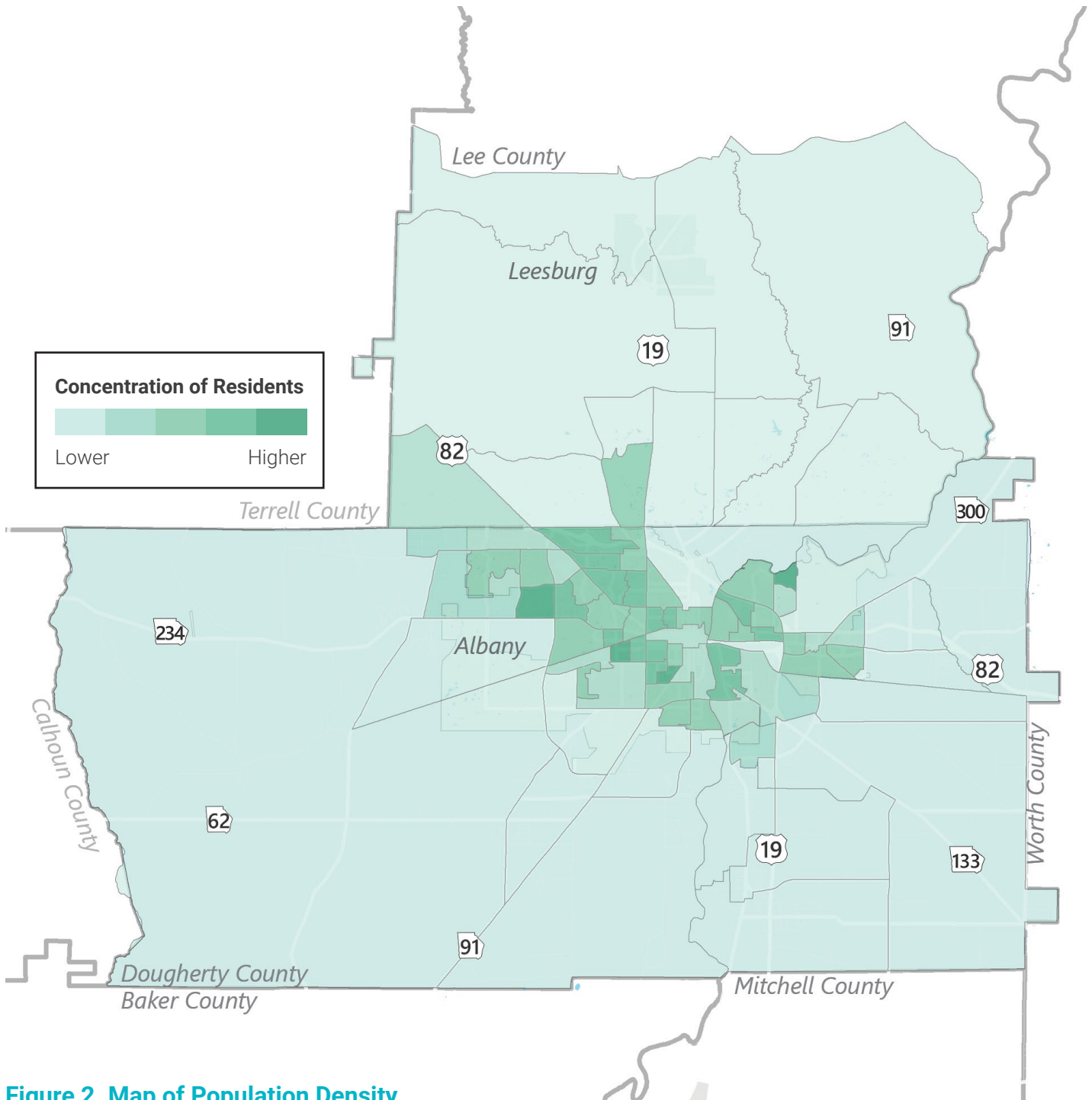


Figure 2. Map of Population Density

Age Cohort

DOUGHERTY COUNTY

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LEE COUNTY

In contrast to Dougherty County, Lee County has an evenly distributed population of residents over the age of 65 and under the age of 16—even within the more urban City of Leesburg. As evidenced on the same figure, there is a very low concentration of these age cohorts in the northwestern corner of the county, a low concentration near the southern border along US Highways 82, 19, and 91, and a medium to low concentration in the rest of the county. An overall low number of these age cohorts may represent the significantly smaller number of schools than in Dougherty County, or less idyllic environments compared to Dougherty County where retirees tend to flock. From this analysis alone, it can be said that there is a lesser need for bicycle and pedestrian networks in Lee County than in Dougherty County; that is not to say that all age groups ultimately need and benefit from these facilities.

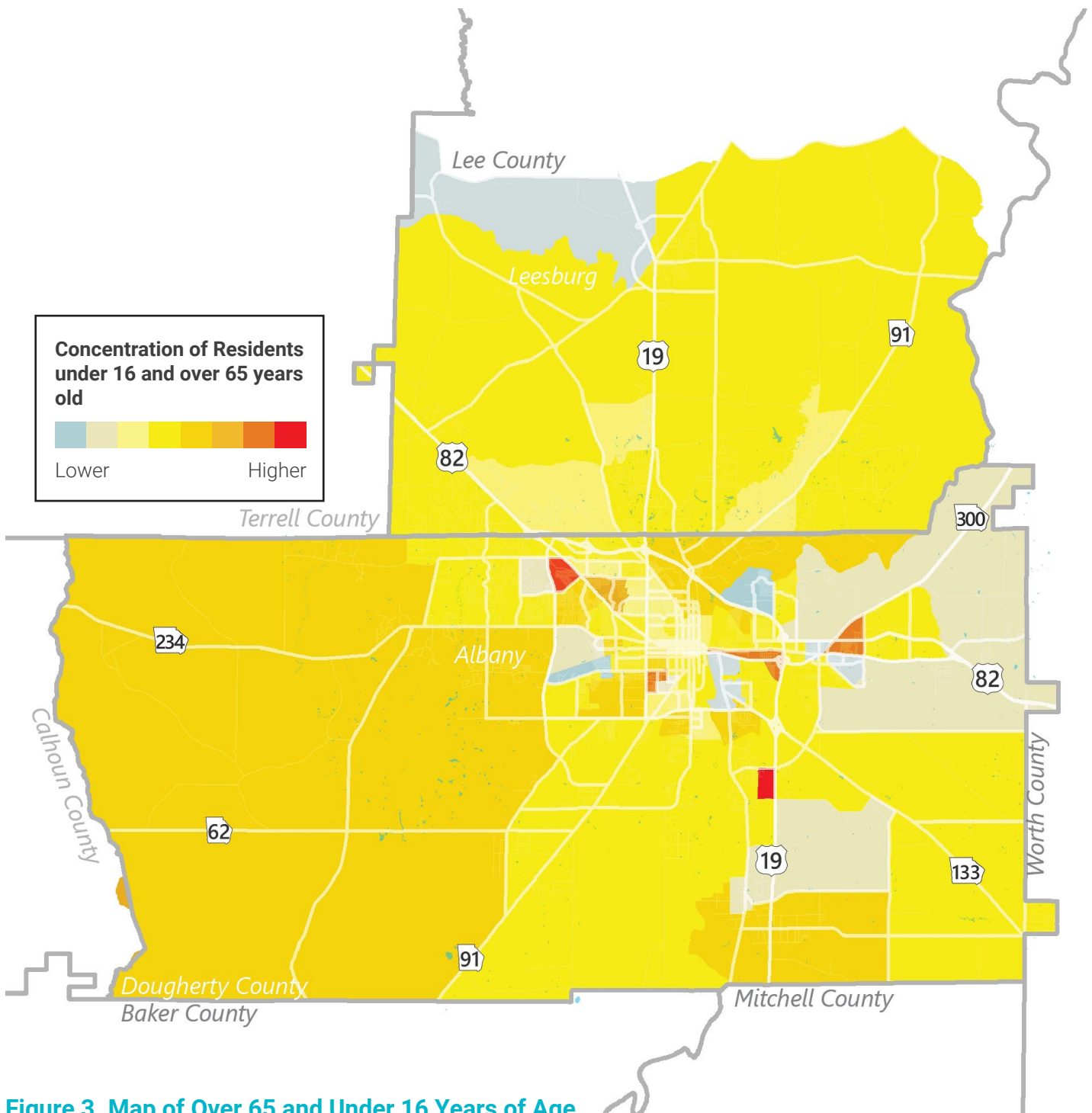


Figure 3. Map of Over 65 and Under 16 Years of Age

Education Attainment

The educational attainment of cities and counties has the potential to attract different types of employers. Many employers consider the educational system and its graduates for potential employees when selecting a base location. If cities and counties continue to attract employers, the percentage of persons living in poverty can also improve as more people enter the workforce. The City of Albany features several quality universities, colleges, and technical schools including Albany State University, Troy State University, LaGrange College, and Albany Technical College. Likewise, residents with an associate degree or higher are prevalent throughout the study area, with a concentration in the City of Albany and the northeastern corner of Lee County as seen in Figure 4.

There are several factors by which bicycle and pedestrian usage are affected by educational attainment in the study area. As evidenced in Figure (map of median HHI), higher levels of educational attainment are negatively correlated with median household income. Figure (map of zero-car HH) shows that higher levels of educational attainment are positively correlated with zero-car households. Although a more extensive analysis is required to determine whether these correlations are direct or indirect, it can be assumed that areas around the City of Albany's higher education institutions house many students, who, in turn, have a lower median household income and more zero-car households. Since populations with lower income and higher zero-car households rely more on alternative modes of transportation, providing bicycle and pedestrian facilities in these areas is vital.

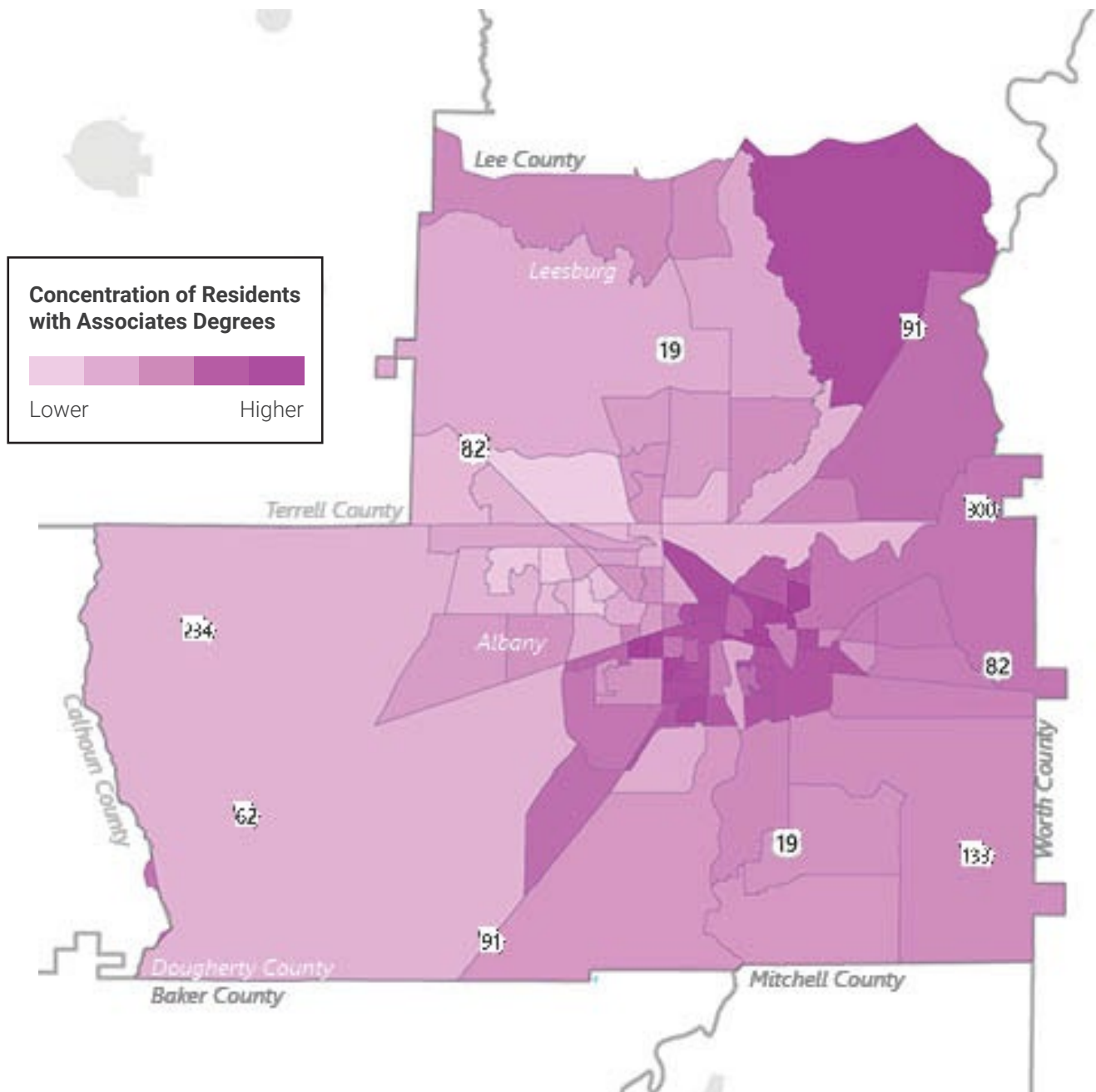


Figure 4. Map of Associate Degree and Higher

Historically Underserved Communities

Transportation investment is inextricably linked to the way equity is distributed through communities. Transportation improvements have historically been distributed in a way that increases economic and health burden on populations that are already more vulnerable to these issues. Major roadways have been built in areas that have lower land values, and where the local residents have less resources to fight against adverse impacts. Therefore, it is important that this plan acknowledge where the more vulnerable residents are concentrated today in order to prioritize the right kinds of improvements for these neighborhoods.

Historically underserved communities were analyzed and weighed based on the following factors: Race, Ethnicity, Income, and Age.

Census tracts were divided into quintiles for each variable and assigned classification 0-4. These four factors were summed and normalized to create Figure 5. This process accounts for areas with compounding impacts of multiple variables. Projects were intersected with historically underserved communities and given a normalized score with a priority rating.

The results of this analysis show the higher concentrations of historically underserved neighborhoods in the core and southeastern parts of the County. Highest concentrations are along the US-19 corridor in Radium Springs, Williamsburg, and in Albany. High speed roadways like these further burden vulnerable populations, exposing them to higher crash risk, and pollution.

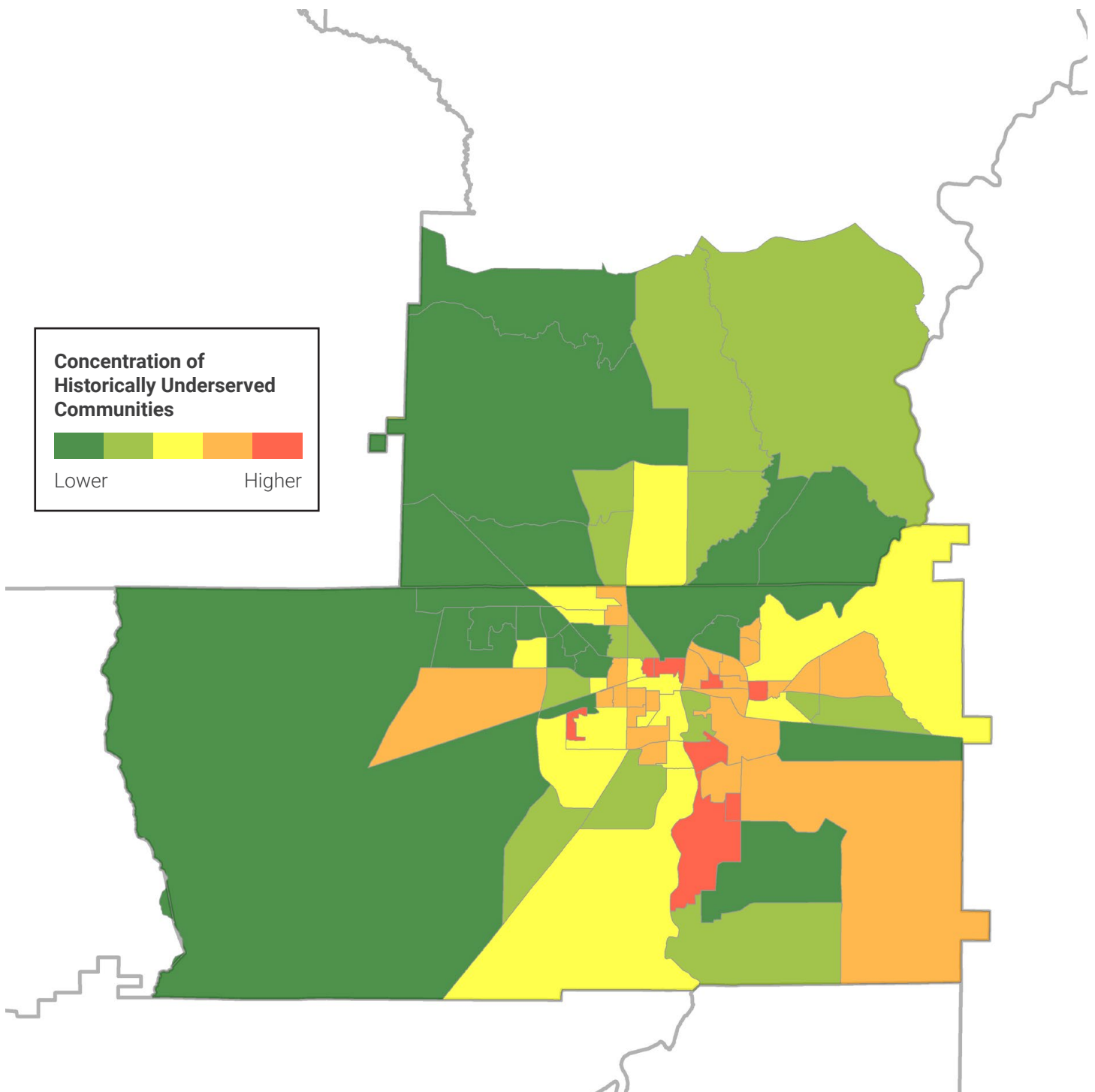


Figure 5. Map of Historically Underserved Communities

Existing Facilities

Pedestrian facilities in the DARTS MPO are concentrated in the urban areas and commercial corridors of the Cities of Albany and Leesburg, since the suburban and rural areas typically do not develop pedestrian facilities. Figure 4 shows the existing bicycle and pedestrian facilities in the study area. Most sidewalks in Dougherty County are in the City of Albany in and around the downtown area and activity centers such as the Albany mall, and along some major roadways. Most sidewalks in Lee County are in the City of Leesburg. In the City of Albany, bicycle lanes are incorporated along portions of Gillionville Road and along a multi-use trail along the Flint River. In the City of Leesburg, bicycle lanes are primarily located on portions of Robert B. Lee Drive from Walnut Street/US 19 to Lovers Lane Road. In addition to the existing and proposed facilities in DARTS MPO Regional Bicycle and Pedestrian Plan, 2011, the Georgia Department of Transportation (GDOT) incorporated a statewide bicycle network called Route 20. This route is one of the most designated east-west routes in the study area.

Maintaining a good bicycle and pedestrian network condition is crucial in providing an efficient and effective transportation system. To examine existing conditions for bicycles and pedestrians, GIS was initially used to identify the location of bicycle lanes and sidewalks. Subsequently, field observations confirmed the sidewalk connections and crossings. Signalized pedestrian crossings were further identified along all transit routes to provide accuracy for pedestrian access to transit. Throughout the plan update, potential locations for new bicycle and sidewalk connections were examined.

Some key characteristics of the bicycle and pedestrian system include the following:

- Sidewalks are concentrated in cities, primarily in downtown areas and some activity centers.
- A relatively small amount of dedicated bicycle facilities and multi-use trails exist in the study area.
- Traffic volumes are the highest in cities and along multilane arterials at 20,000 to 40,000 vehicles per day (VPD). These volumes drop considerably on most rural roads with many two-lane arterial routes carrying 10,000 to 15,000 VPD and many secondary routes carrying less than 5,000 VPD—this provides many roads for longer distance cycling.
- There are short sections of bicycle lanes along Gillionville Road in Albany and along Robert B. Lee Drive in Leesburg; however, most facilities currently used by cyclists require sharing the road.
- The Albany Riverfront Park includes a popular trail extending nearly three miles from the Downtown Park to Cox Landing and Park at Philema Road. This trail has become a tremendous asset to the community for recreation and tourism.

Furthermore, existing studies and project lists were analyzed to gather the previous needs identified in the study area, as well as the recommendations that have been made to address those needs. The analysis also determined how the existing infrastructure and previously recommended projects relate to areas with significant bicycle and pedestrian demand, including community facilities and activity centers.

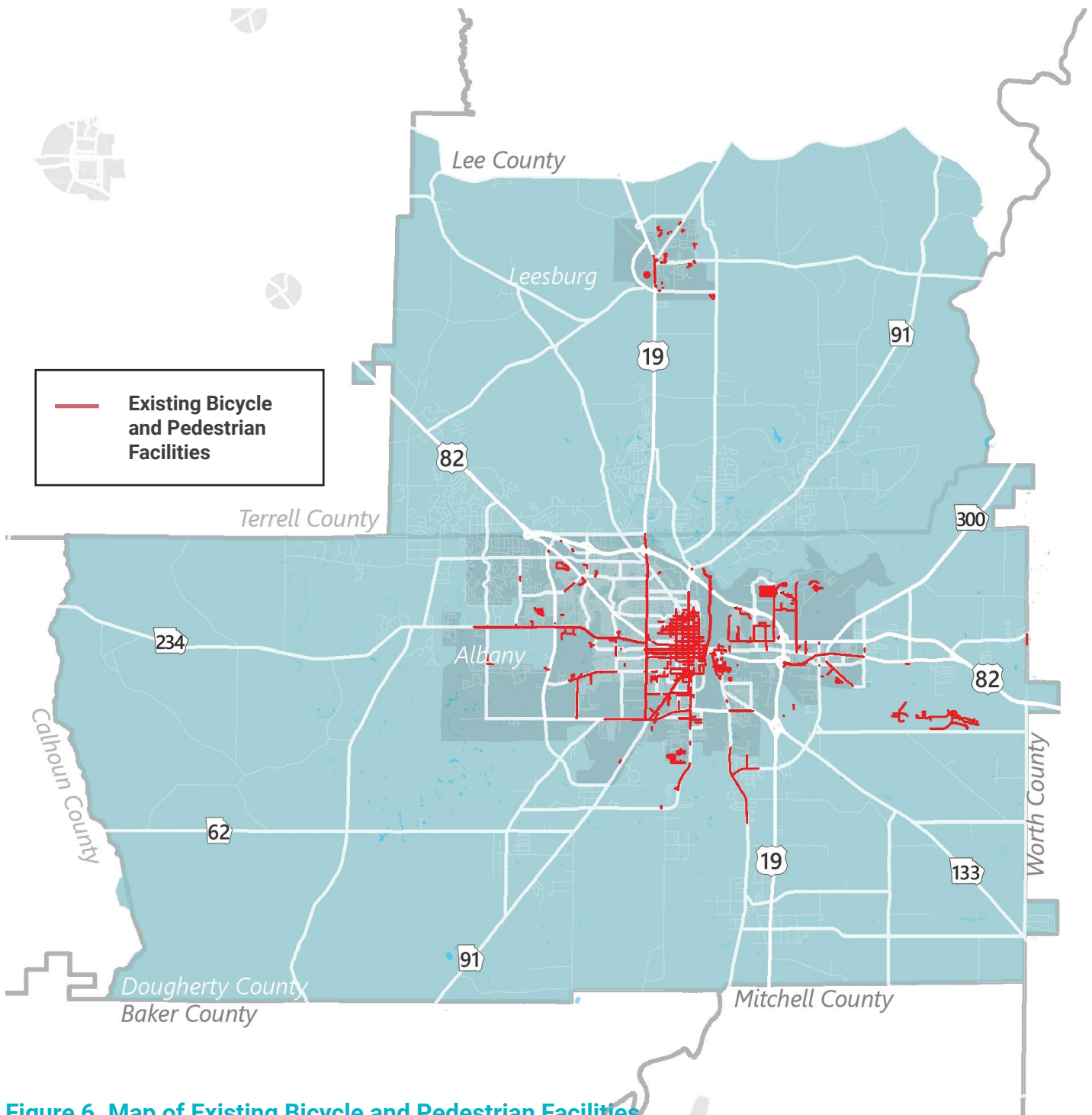


Figure 6. Map of Existing Bicycle and Pedestrian Facilities

Economic Activity

Employment

Employment in the study area is concentrated in and around the Cities of Albany and Leesburg, as depicted in Figure 7. It is also concentrated around major employers in the study area, including local governments, Marine Corps Logistic Base, Mars Chocolate North America, MillerCoors, Phoebe Putney Health System, and Procter and Gamble. As previously discussed, these are activity centers, or destinations with large numbers of workers and significant economic activity attracting many consumers. Activity centers require an extensive network of bicycle and pedestrian facilities as workers prefer the convenience of walking to and from jobs instead of driving a vehicle, the latter of which often requires more parking spaces and in already high-density urban areas. Moreover, there is a greater importance to connect jobs to neighborhoods where many households do not have cars or historically oppressed low-income neighborhoods. Implementing and maintaining bicycle and pedestrian facilities in these neighborhoods are a step toward mobility equity.

Points of Interest

Providing bicycle and pedestrian connections requires an examination of existing community facilities, major activity centers, and their physical conditions. Community facilities are destinations that the residents in the study area may take bicycle and pedestrian facilities to reach. Community facilities in the study area are shown in Figure 8 and include the following:

- Schools
- Colleges

- Libraries
- Community parks
- Chehaw Park
- Riverfront Park
- YMCA facilities

Activity centers are destinations that attract large numbers of people to specific locations and include places with significant economic activity. They are also destinations with large numbers of students or workers. Activity centers in the study area include the following:

- Downtown Albany
- Downtown Leesburg
- The Albany Mall
- The Super Wal-Mart on Ledo Road
- Five Points in Albany
- The planned botanical gardens
- Major employers including Local Government, Marine Corps Logistics Base, Mars Chocolate North America, MillerCoors, Phoebe Putney Health System, and Procter and Gamble

Multiple activity centers in the study area are in proximity with each other, increasing the likelihood that locals will choose to walk between destinations rather than to drive. Locations that meet this criterion were the primary focus of sidewalk projects in the previous plan.

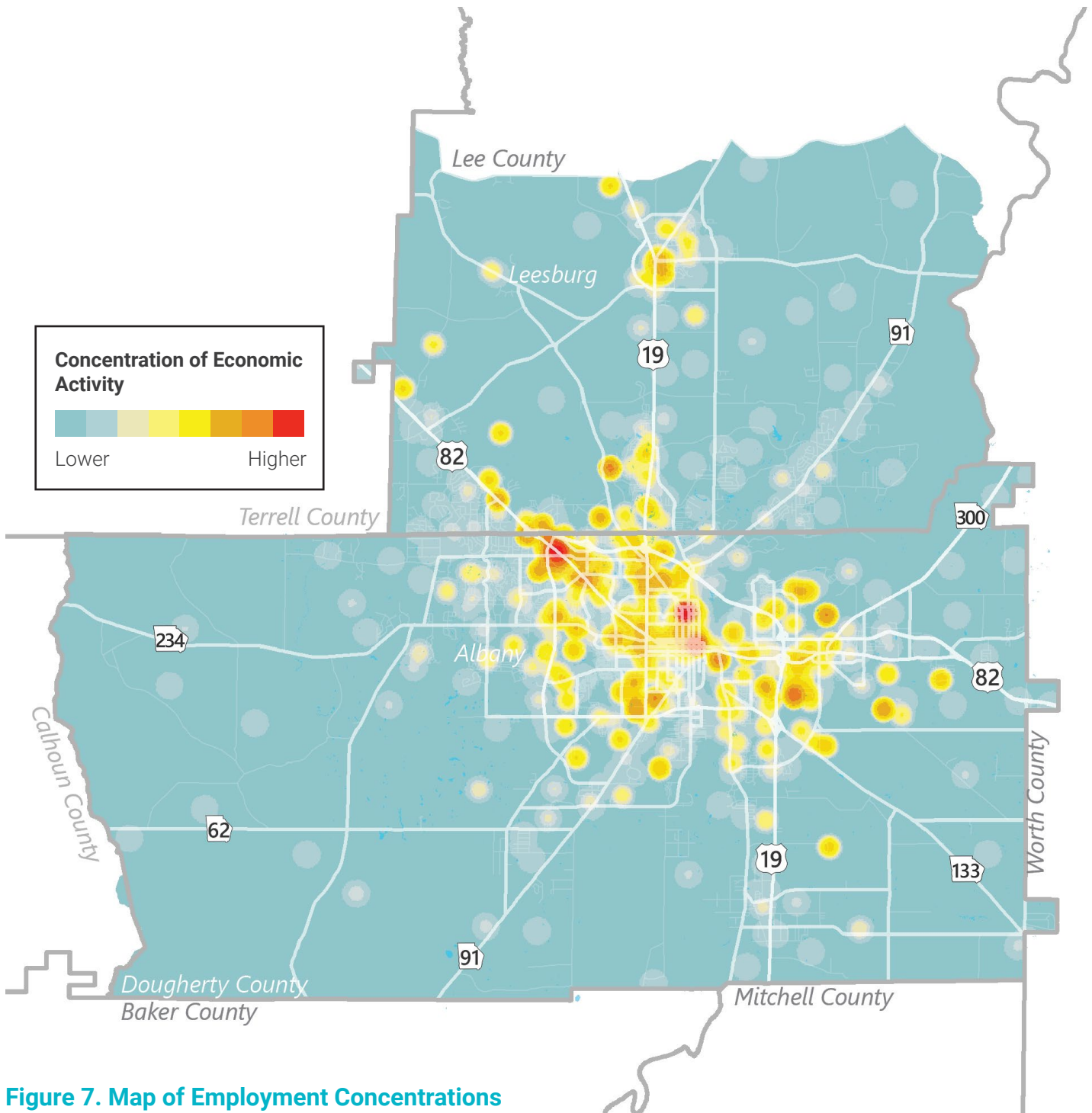


Figure 7. Map of Employment Concentrations

Community Facilities

Community facilities must be accessible to all residents, including those who do not own a vehicle. These facilities also serve locals and do not require travel over large distances, increasing the likelihood of using bicycle or pedestrian facilities to reach to these destinations. Schools are especially important destinations for walking as children and adolescents cannot drive until the age of 16; this makes walking or bicycling to and from school an important travel mode for children and adolescents, in addition to travel by school bus or other vehicles driven by adults. Parks are also an important walking and bicycling destination as not only are walking and bicycling an extension of the recreational park use, but parking may also be limited at some parks, particularly in smaller neighborhood parks. Schools and parks are the most common community facilities—accordingly, many areas are within walking distance of either a school, park, or both. In both Cities of Albany and Leesburg where schools and other community facilities are located within the city limits, multiple community facility destinations are within walking distance. Most of the Cities of Albany and Leesburg are within walking distance of at least one community facility. On the other hand, in unincorporated Dougherty and Lee Counties, most areas are not within bicycling distance of community facilities.

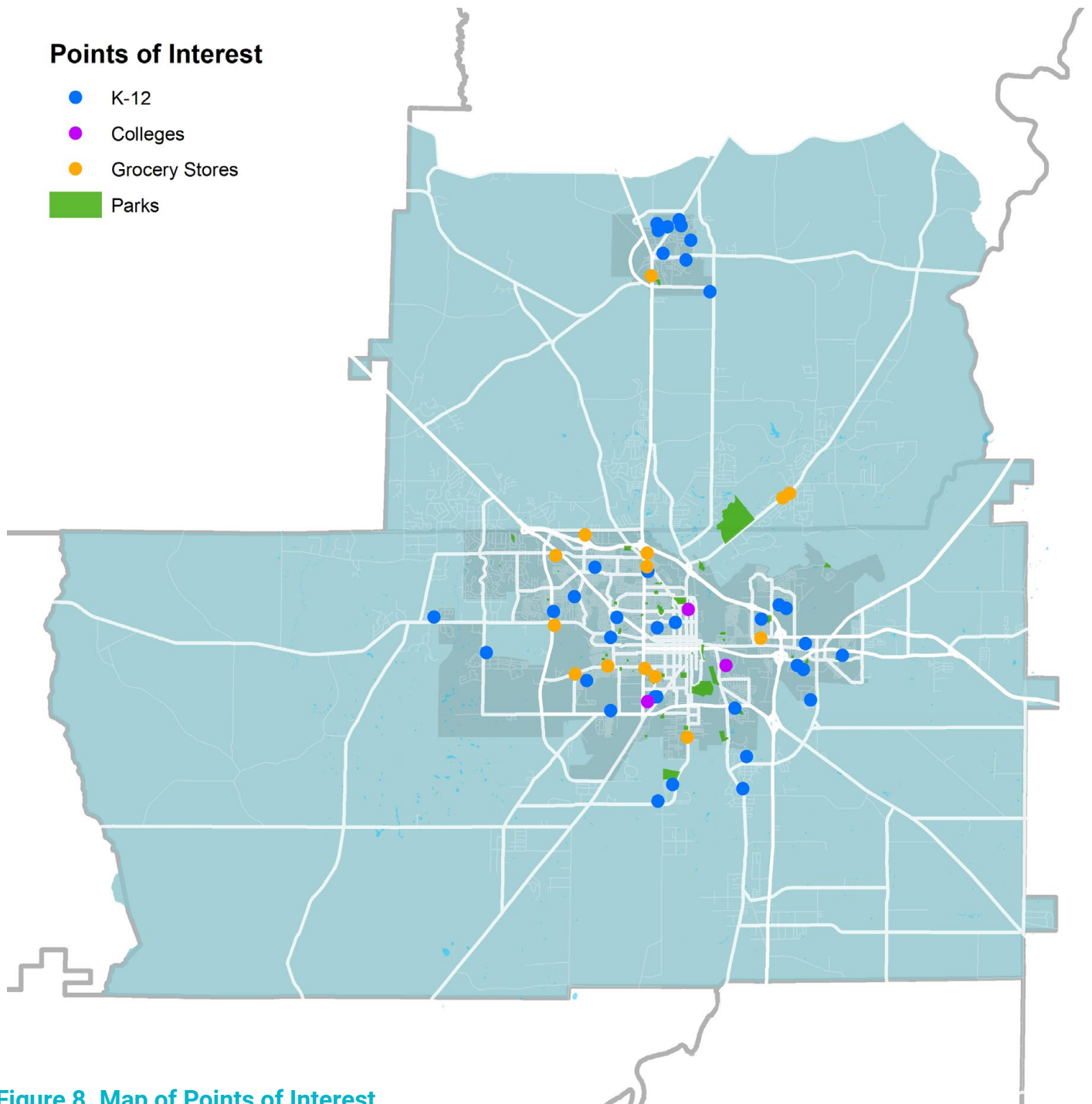


Figure 8. Map of Points of Interest

Previous Planning

Previous plans were with an emphasis on the transportation element and all bike and pedestrian related content within the DARTS MPO area. Existing studies and project recommendation lists that included the DARTS MPO were reviewed to determine the bicycle and pedestrian needs that have previously been identified.



Comprehensive Plans

Albany and Dougherty County Comprehensive Plan 2026

Adopted in 2016, the intent of this comprehensive plan was to guide and encourage the locations, amount, type, and timing of future development and supporting facilities for the needs of Albany-Dougherty County. It identified future land use designations for the county and was used to inform the land use assessment to provide additional insights through the transportation element.

Lee County-Leesburg-Smithville Comprehensive Plan 2019

This joint comprehensive plan for Lee County and the Cities of Leesburg and Smithville was adopted in 2019. The transportation element of the plan outlines road networks, traffic counts, alternative modes including bicycle and pedestrian infrastructure in the study area. For further transportation activities in the southern half of Lee County and the City of Leesburg, this plan points to the DARTS 2040 LRTP.

DARTS 2045 Metropolitan Transportation Plan (MTP) Update 2019

Previously known as the Long-Range Transportation Plan (LRTP), this MTP updates gives background on the socioeconomic data of the DARTS MPO and identifies areas of improvement in Dougherty and Lee Counties for bicycle and pedestrian travel. The plan update also lists an inventory of pedestrian facilities and identifies bicycle and pedestrian crashes in the counties.

Previous Bike and Pedestrian Plans

Dougherty Area Regional Transportation Study (DARTS) Metropolitan Planning Organization (MPO) Regional Bicycle and Pedestrian Plan

Adopted in 2011, this plan that precedes the current plan was developed based on a recommendation in the DARTS 2023 Long Range Transportation Plan (LRTP) update, 2009. It provides an assessment of the regional and local connections for bicyclists and pedestrians and focuses on accessibility and connectivity to major activity centers in DARTS MPO. This plan was also used to inform the multimodal elements of the MTP update.

Southwest Georgia Regional Plan

This plan addresses the state bicycle and pedestrian plan which proposed 12 bicycle routes to cross the state including bicycle routes located in the Southwest Georgia Region. This plan did not address pedestrian issues regarding sidewalks, local bicycle trail improvements, nor pedestrian safety initiatives.

Southwest Georgia Bicycle and Pedestrian Plan

This plan is a guidebook to the planning and development of bicycle and pedestrian infrastructure in Southwest Georgia providing direction and assistance to local governments and GDOT when developing local plans. This plan covers bicycle and pedestrian planning issues in Baker, Calhoun, Colquitt, Dougherty, Decatur, Early, Grady, Lee, Miller, Mitchell, Seminole, Terrell, Thomas, and Worth counties.

Downtown Albany Master Plan

This plan was created to outline a clear vision and achievable action items to facilitate and attract the best quality development and redevelopment to Downtown Albany. The transportation element delves into vehicular and non-vehicular networks, including bicycle and pedestrian facilities. Among recommendations, streetscape improvements including bicycle and pedestrian connections for the major transportation corridors are notable.

Flint River Trails Master Plan

The goal of this report jointly developed by the City of Albany and Dougherty County was to develop a master plan for a trail system throughout the City of Albany and Dougherty County and connect existing parks, recreational areas, and greenspaces including Chehaw Park, Radium Springs, and other city parks. It identified over 20 miles of trails and recreational areas for mountain biking and equestrian use and incorporated the existing greenway and multiuse trails with a focus on regional connectivity with Sasser, Georgia with the proposed rail trail between Sasser and Albany.

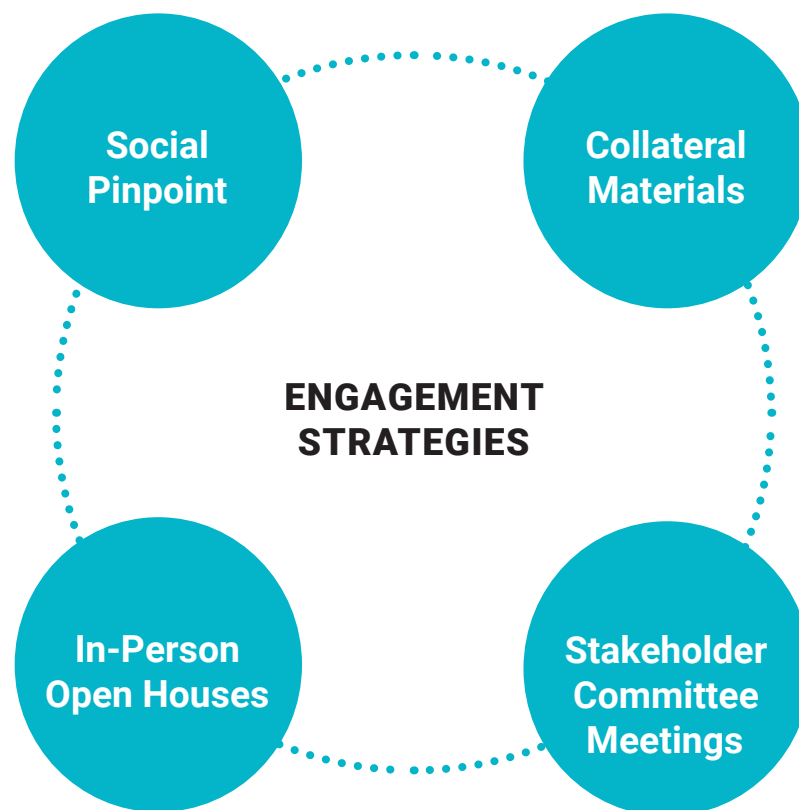


CHAPTER

III. Engagement

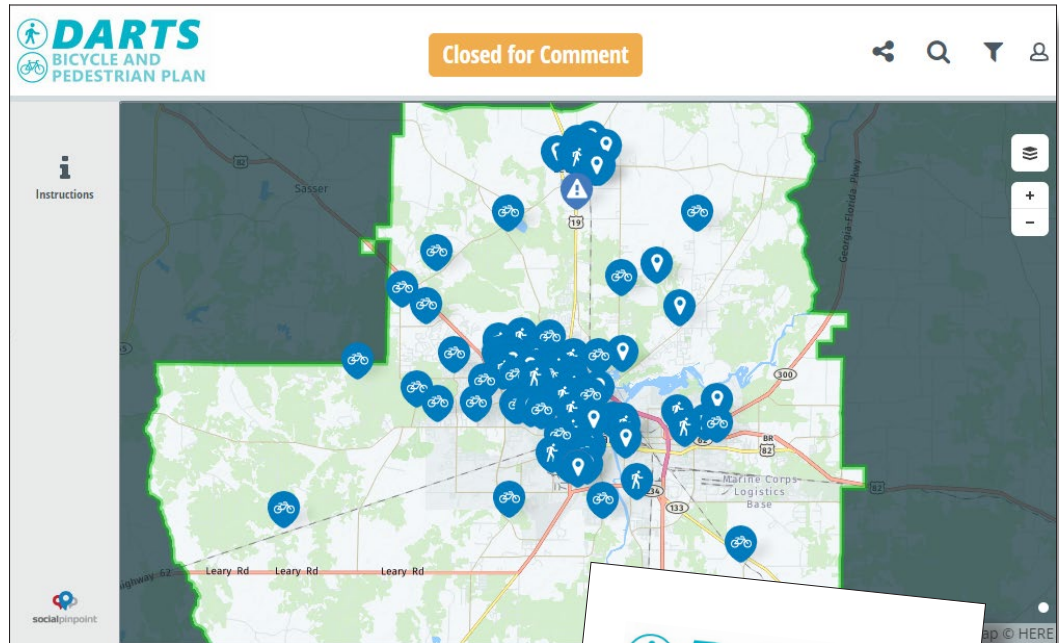
Bringing public awareness and understanding was critical to the success of the planning process, especially reaching into diverse communities and incorporating the input of those who are usually underrepresented in efforts such as this. The following describes the public information and outreach strategies that used to engage a broad representation of citizens and stakeholders in the City of Albany, City of Leesburg, Dougherty County, and southern Lee County.

A multi-pronged approach with varied levels of activities and input opportunities was conducted to ensure the plan update reflected the needs and desires of the Albany community of current users of the railways system, as well as stimulate interest and encourage usage of those less familiar with it. The public's input was a major factor in the prioritization of projects. Education and outreach continued throughout the study process with major peaks in activities conducted at key milestones.



Social Pinpoint

A dedicated online presence was created with a web page on Social Pinpoint that included two opportunities to provide input and serve as the primary location for project materials. A priorities and values survey were created to obtain feedback on bike and pedestrian preferences, an interactive map allowing visitors to identify locations of interest and share input on the types of facilities they would like to see. Social media with links to the web page were also posted by DARTS. The web page was continually updated to reflect ongoing project activities. All information was downloaded, cataloged, and used for the needs and project prioritization.



Stakeholder Committee

A committee made up of a broad range of perspectives representing was formed to work with the study team. The committee convened at key milestones during the process and was tasked with providing input on community messaging, making sure public input was considered throughout the process and providing input on project prioritization. The committee members were also encouraged to serve as champions for the process, informing their constituents about the effort and promoting opportunities to get involved. The momentum generated by the committee was critical for the future implementation of the Plan. Table 1 highlights the committee participants.

Stakeholder Meeting #1

The stakeholder committee met virtually for their first meeting on Thursday April 28, 2022 11:30-1:00 pm. The project team presented the project scope and schedule, initial existing conditions findings. The group discussed their shared vision and goals for the region, and details for the interactive map activity on Social Pinpoint. This meeting established the role of DARTS MPO and various stakeholders in the process of making the region more walkable and bikable, and explained the need for a bicycle and pedestrian plan.

Key takeaways from Stakeholder Meeting #1:

- People own and ride bicycles, but connections to the transit system are limited, which inhibits longer multi-modal trips.
- Prioritize improvements that support those who use bicycle, pedestrian, and transit

Table 1. Stakeholder Committee Participants

NAME	ROLE
Pecan City Pedalers	Bike Advocate
South Georgia Rails to Trails	Implementation Partner
LC Family Connections	Safe Routes to School
Leesburg Police	Law Enforcement
Wild Side Running	Pedestrian Advocate
Albany State	Student Mobility
Albany Tech	Student Mobility
City of Albany	City Commissioner
City of Leesburg	Member Jurisdiction
Dougherty County	Member Jurisdiction
Lee County	Member Jurisdiction
Sowega Rising	Non-Profit, Quality of Life, Empowerment
Artesian Alliance	Advocacy
Albany Transit System	Transit/Last Mile Connectivity
City of Leesburg	Affected Jurisdiction
Lee County Board of Education	School Board
Dougherty County Board of Education	School Board
GA Dept of Transp. Bike/Ped Group	Implementation Partner
Federal Highway Administration	Implementation Partner

modes as their primary means of travel.

- Focus on increasing access and ability to choose walking and biking if they want to do it.
- Focus connectivity within nodes rather than between nodes.
- Ensure equity when identifying and prioritizing nodes.
- Look for low-costs alternatives to create safe bicycling and pedestrian facilities.
- Make people want to walk, giving them reasons to walk, and create walkable destinations.

Stakeholder Meeting #2

The Stakeholder Committee had their second meeting virtually on June 23, 2022 from 11:30 am to 1:00 pm. The project team presented revised plan and system goals based on previous rounds of feedback, findings from technical analysis including the needs assessment, and propensity analysis. The team also shared key facility types appropriate for the local context and built consensus around the methodology for the prioritization analysis.

Key findings from Stakeholder Meeting #2:

- The mission should be to provide residents of Albany with workable alternative to motor vehicles.
- Sidewalks in South Albany have been an issue for a long time.
- No bikes lanes in South Albany and would like consideration for historically underserved communities during prioritization.

Stakeholder Meeting #3

The Steering Committee met virtually for the third and final time on August 16, 2022 from 11:30 am to 1:00 pm. The presentation included a recap of recent public engagement, project prioritization results, the conceptual framework for the regional network, and recommended facility types for each corridor.

Key findings from Stakeholder Meeting #3:

- Public would like to use the Rails to Trails now.
- Westover Boulevard is low hanging fruit for regional connection.
- Focus on safety along Radium Springs Road.
- Lower income neighborhoods need sidewalks. Prioritize sidewalk investment in lower income communities.

Open House Events

Three open house meetings were held during the process to provide opportunities for in-person interaction with the project team and provide feedback. All public meetings were held during the evenings in either Albany or Leesburg. DARTS advertised these open houses with flyers and social media. Comment forms were also available for additional input at each event.

Public Meeting #1

The first public open house was held on Thursday May 5, 2022 from 6:00 to 7:00 pm at the Planning and Development Services offices at 240 Pine Avenue, Room 380, Albany, GA. Visitors viewed boards for participants to identify specific locations for potential bike and pedestrian facilities and to provide feedback on goals and objectives for implementation. The project team shared an overview of the project scope and schedule, vision and goals, and existing conditions findings. Community members participated in interactive exercises to identify their major destinations and concerns.

Distribution Locations

This strategy of “meeting people where they are” was used to reach everyone in the community including disadvantaged community members. This process is also known as intercept events.

The team created and distributed written materials with information about the project and how to provide feedback. These materials were available online and in public places to generate awareness. Materials included the web page link, QR code, and public meeting details.

Community members could collect and view project collateral at the following locations:

- Leesburg Chamber of Commerce
- First Baptist Church
- Albany Mall Information Desk
- Phoebe Putney Hospital
- Flint RiverQuarium
- Porterfield United Methodist Church
- First Monumental Faith Ministries
- Union Missionary Baptist Church
- Shiloh Baptist Church
- Leesburg City Hall
- Oakland Library
- Grace City Church
- Dougherty County Library
- Radium Springs Park
- Putney Community Park
- Friendship Baptist Church
- Bethel AME Church
- First Olive Baptist Church
- Old Mt. Zion Baptist Church
- Lee County Government Bldg
- Leesburg School System – Communications
- The Church of the Groves
- Albany Transit Transfer Center
- Albany State University Athletic Center
- Chehaw Park
- YWCA
- New Birth Fellowship
- Bethel AME Church
- Beulah Baptist Church
- First Baptist Church of Albany

Public Meeting #2

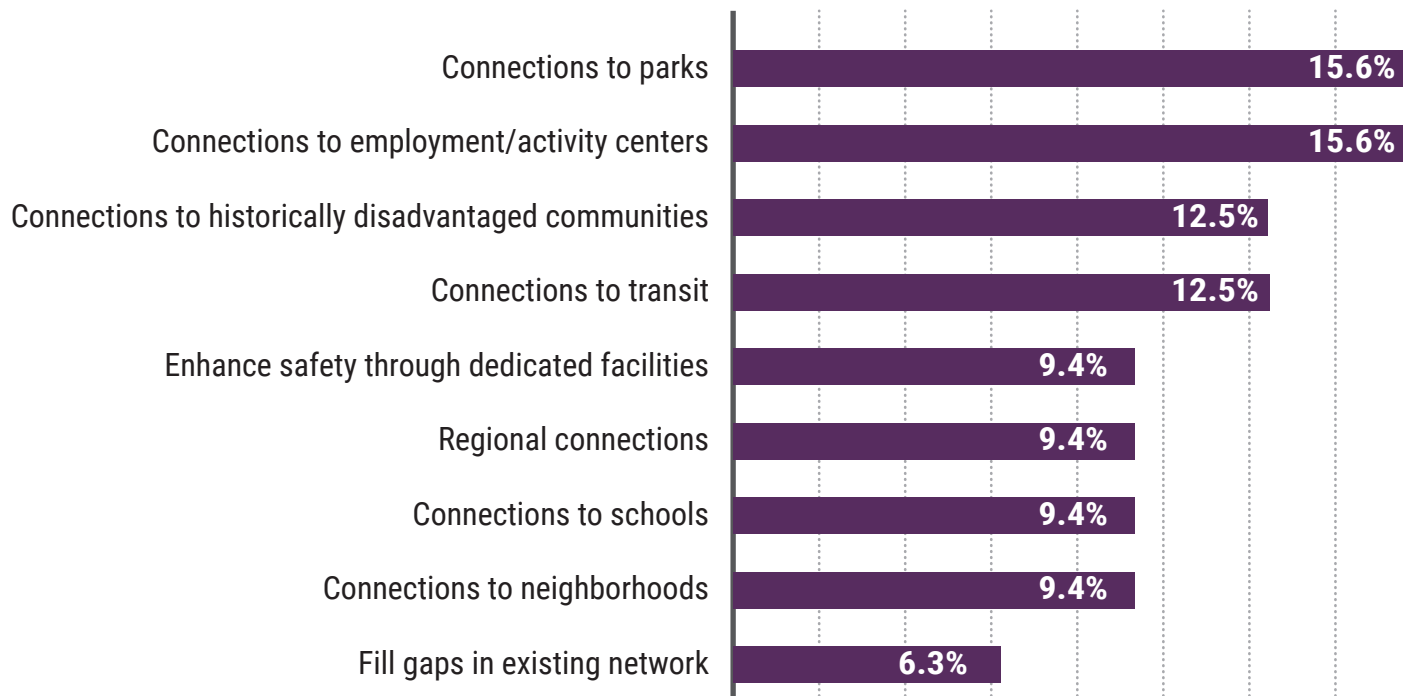
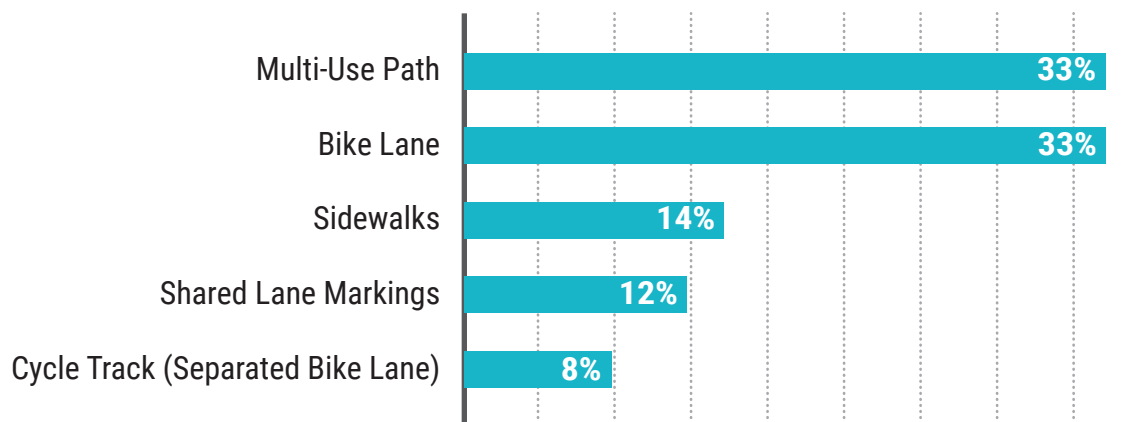
DARTS and the project team hosted the second public meeting on June 23, 2023 from 5:30 pm to 7:00 pm at the Planning and Development Services offices at 240 Pine Avenue, Room 380, Albany, GA. The event included project prioritization concepts and facility types where participants identified their preference. The team shared revised goals based on previous rounds of feedback and preliminary results of the propensity analysis. Community members participated in interactive activities asking for their overarching goals and types of facilities they would like to see built in the DARTS region.

Public Meeting #3

DARTS hosted the third public meeting on August 25, 2022 from 5:00 pm to 6:30 pm at the Oakland Library in Leesburg (445 Oakland Parkway). The team shared details on components of the infrastructure toolbox, including active crossings, potential facilities, road width, speed limits, and traffic volumes. Participants viewed the key themes from the feedback submitted through the Social Pinpoint website. The team also shared and solicited feedback on the results from the historically disadvantaged community analysis and the draft network recommendations.



Public Meeting #2

What objectives should the regional walking & biking network accomplish?***How would you distribute funding across different types of facilities?***

CHAPTER

IV. Community Needs



Propensity Analysis

Propensity analysis highlights areas with the right combination of people, destinations, and on-the-ground conditions to best leverage bicycle and pedestrian investment. The propensity analysis highlights locations where walking and biking is currently more likely and where bicycle and pedestrian activity is likely to happen in the future. These hubs create bicycle and pedestrian infrastructure demand that serves the need of existing users and future users. The planning team conducted a series of spatial analyses in three categories:

- Demand Analyses which consider various demographic conditions to understand the likelihood to generate walking and biking trips. This category speaks to the locations of where potential users live. It starts with overall population density, and then specific groups who are typically be more likely to use walking and biking facilities are added to highlight those areas.
- Attraction Analyses which focus on the proximity to and accessibility of certain destinations such as schools, parks, and places of employment. These analyses highlight locations where people may want or need to walk and bike to and from.
- Character + Future Analyses which evaluates the current and potential walking and biking infrastructure and experience in addition to future growth to determine how that may encourage or discourage walking and biking.

Propensity Demand

The various demand analyses categories described previously were combined equally to develop an overall demand profile. This demand profile shows areas in the DARTS MPO where there is currently walking and biking activity and/or areas where infrastructure for walking and biking is needed for residents and visitors to feel safe while commuting. These locations create demand for high quality bike and pedestrian infrastructure to support the needs of existing users and attract new users. These places, concentrated in the City of Albany and its vicinities and a few hotspots in Leesburg, will inform future network recommendations.

POPULATION DENSITY

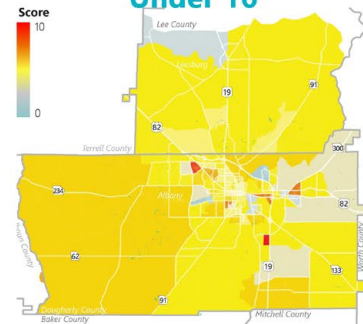
Population Density data was retrieved from the 2020 U.S. Census and is based on block groups. This data informs us of locations where people live and as a result, places with an opportunity for pedestrian activity and where bicycle and pedestrian investments will have the largest impact. Population density data informs us of the density of trip generators. Multi-family residential developments are higher density developments that typically generate more walking and biking trips than single-family residential developments, especially those in middle or upper-income neighborhoods. Multi-family developments are typically located near other multi-family developments, mixed-used developments, or commercial developments on arterials or collectors, placing them closer to potential locations. As shown, population is generally concentrated in the City of Albany and the City of Leesburg, suggesting that corridors in these cities are likely to serve more active transportation commutes.

Figure 9. Propensity Map of Demand

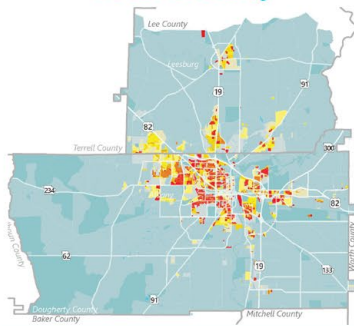
As part of the Needs Assessment, we've prepared the Propensity Analysis you see on this and the following boards. This analysis uses real data to estimate where investment in bicycle and/or pedestrian facilities is most needed and will yield the most benefit.

This analysis is broken into three categories: Demand, Attractions, and Character+Future Needs. The Demand category, shown on this board, uses data about where people live and their lifestyles to understand where the communities most likely to walk and bike live.

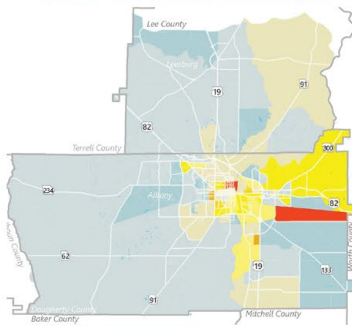
Percentage Over 65 or Under 16



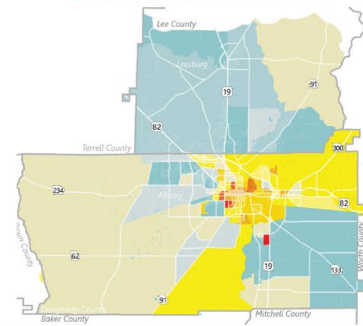
Total Density



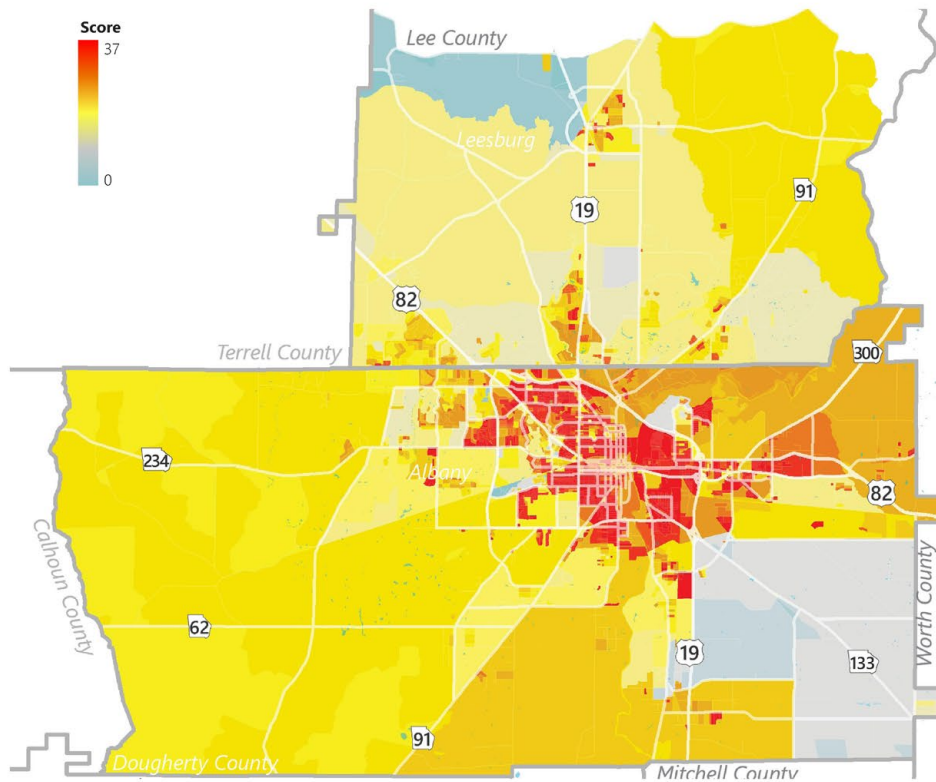
Non-SOV Commutes



No Vehicle HHDs



Total Demand Score



PERCENTAGE OF POPULATION 65+ AND <16 YEARS OF AGE

Concentrations of children and older people (above 65 years old) highlight areas where walking and biking options are beneficial to people that are less dependent on driving. Children under 16 and adults of retirement age are more likely to use non-motorized infrastructure for recreation or travel. The younger population are often dependent on parents and others to drive while the older population is less dependent and interested in driving to reach their destinations. These populations are spread throughout the DARTS MPO. Spatial analysis further reveals significant concentrations in the area west of US 19 and south of Holly Drive; and east of North Westover Boulevard, west of Dawson Road, north of Westgate Drive, and south of Old Dawson Road. The average block group in the DARTS MPO area has 40% of this population, with the lowest value being about 12% and the highest value being about 75%.

ZERO CAR HOUSEHOLDS

The map shows us where there are more households that do not have access to a vehicle. Areas with high concentrations of households without a vehicle tend to also be areas with high concentrations of poverty. If households do not own a vehicle, then individuals must rely on alternate modes of travel such as walking or biking. Households without their own vehicles would be provided much mobility access with the addition of bicycle and pedestrian infrastructure. In some parts of the DARTS MPO, households without a vehicle are spread throughout the DARTS MPO, with the exception of the northwest. Spatial analysis further reveals three significant concentrations - west of US 19 and south of Holly Drive; north of SR 91 and south of US 82, and north of US 82 and south of US 19.

Most block groups have very low percentages of households without vehicles, with the average being about 13% and the maximum being about 59%.

WORKERS WHO COMMUTE BY MEANS OTHER THAN SINGLE OCCUPANT VEHICLE

Those who are already commuting by another mode other than a single-occupancy vehicle (SOV), or driving alone, are more likely to lack dedicated access to a vehicle and are thus more likely to use active transportation for commuting, errands, and getting to services. Active modes of transportation can be important SOV alternatives as a primary mode of transport or as a first-mile/last-mile option to other SOV alternatives such as transit. Because the map below shows places where people are currently traveling using alternative means, the areas with high concentrations of workers who commute by means other than SOV likely require investments for bicycle and pedestrian infrastructure. Most block groups in the DARTS MPO have between 10% to 30% of workers who are traveling using non-SOV commutes, with the maximum being about 83% and the average being about 17%. This population is highly concentrated in the area north of Fleming Road, east of S Mock Road, south of US 82, and west of the Worth County line and an area south of US 19.

Propensity Attraction

The various attraction analyses categories described previously were combined equally to develop an overall attraction profile. This attraction profile highlights areas in the DARTS MPO that people may want to walk or bike to and from. The high propensity locations in the City of Albany and its vicinities and in the City of Leesburg inform us of corridors that serve more attractions, and thus are likely to attract walking and biking.

PARKS

Parks, which are often but not always programmed with ballfields, playgrounds, and pools, were analyzed to understand their accessibility to surrounding neighborhoods. Using a multi-buffer, a spatial analysis was conducted based on the idea that every 0.25-mile is about 5-minutes of walking. Because park data for the DARTS MPO is point based, we added 0.1 miles to the buffer distances to approximate the edges of parks. A 0.35-mile buffer received the highest score while a distance greater than 1.1-miles did not receive a score.

SCHOOLS

Schools were analyzed to understand their accessibility to surrounding neighborhoods. School trips generate a significant of morning vehicular traffic, and yet, are often less than a mile in length. Using a multi-buffer, a spatial analysis was conducted based on the idea that every 0.25-mile is about 5-minutes of walking. A 0.35-mile buffer received the highest score while a distance greater than 1.1-miles did not receive a score. Locations that are shown on the map as areas of high school propensity present an opportunity to grow and expand the Safe Routes to School program in the DARTS MPO through a regional approach.

The Safe Routes to School program is a national initiative that encourages students and families to walk and bike to school more often and more safely. This program focuses on improving the safety of pedestrian and bike infrastructure to schools and encouraging children to use these safe routes.

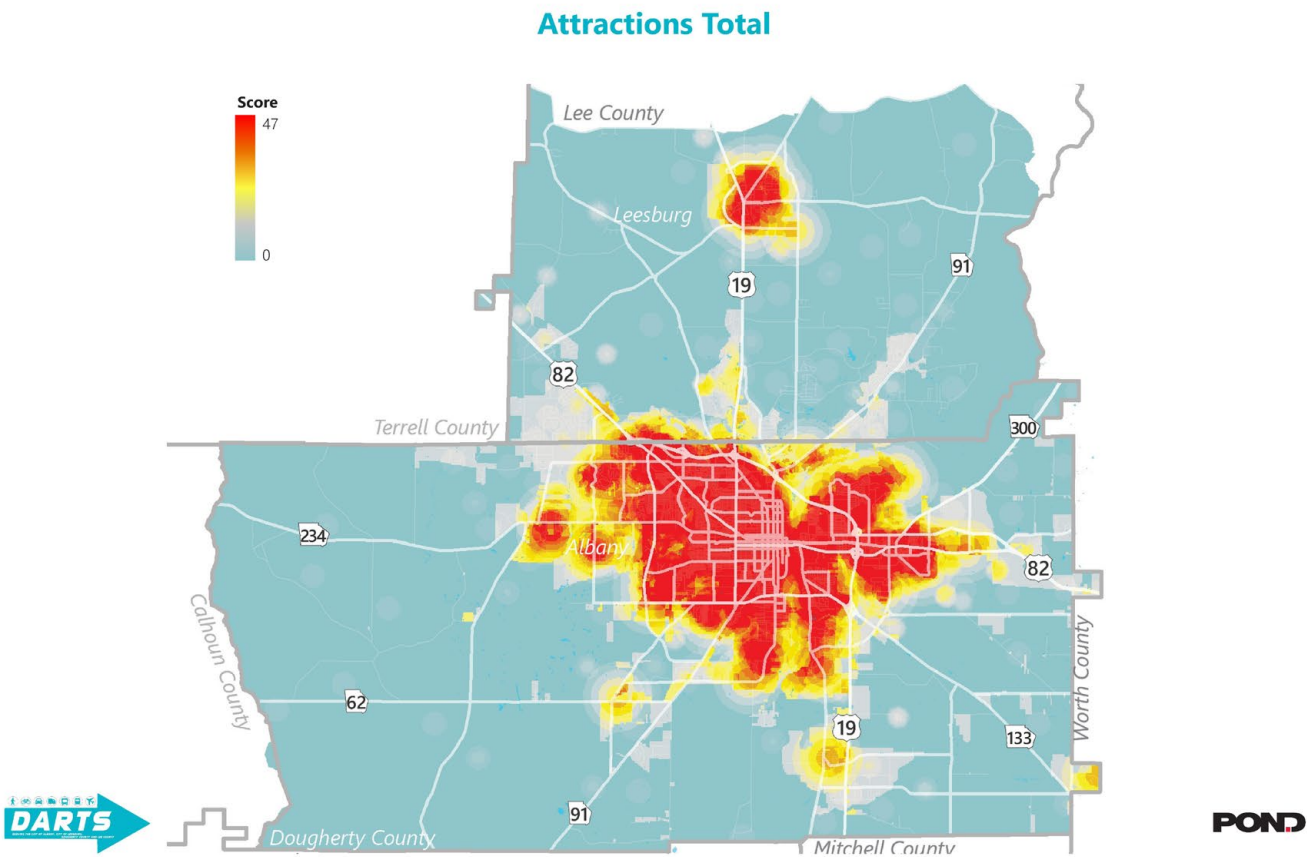
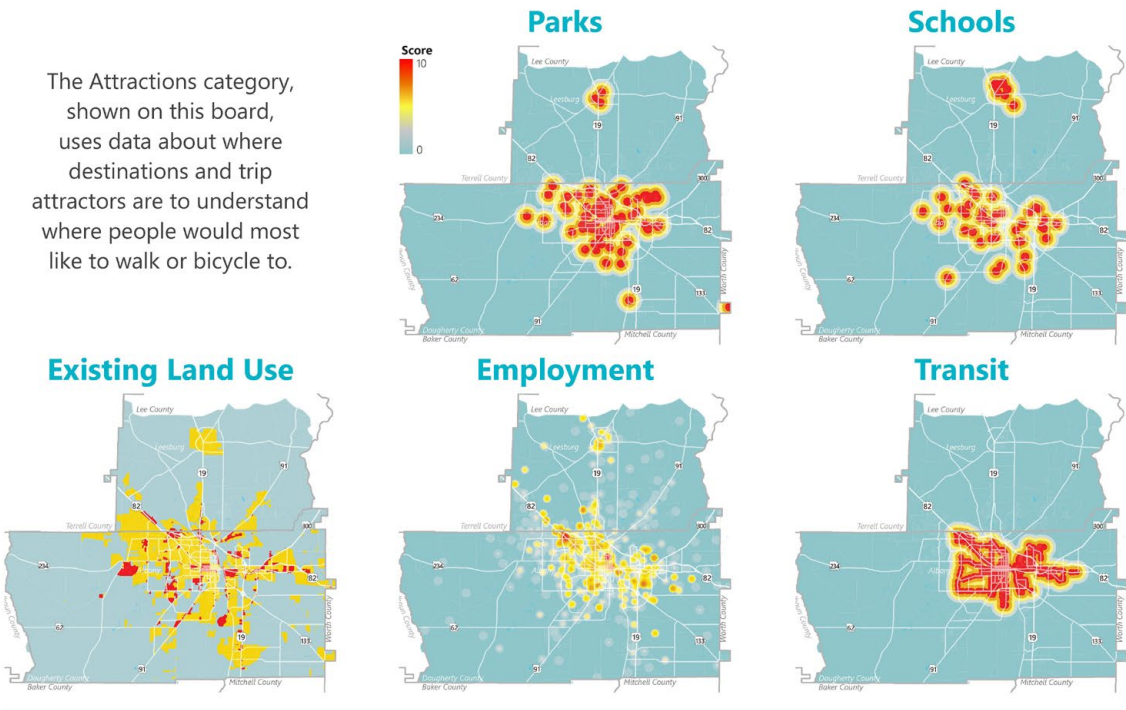
EMPLOYMENT

Employment data was retrieved from the Longitudinal Employment Household Dynamics (LEHD) database. The map shows the approximate location of jobs in the DARTS MPO region. Employment centers were analyzed to understand their accessibility to surrounding neighborhoods since people may want or need to walk or bike to work. Using LEHD data of all jobs from 2019, spatial analysis was performed based on a geometrical interval. The DARTS MPO employment centers are located in the cities of Albany and Leesburg and others along the arterials.

EXISTING LAND USE

In Dougherty County's land use file, existing land uses for rights of way are identified as Transportation-Communications-Utilities (TCU). To avoid this issue, we instead used zoning using the same splits as shown on the land use map. Higher density land uses such as commercial and mixed use/planned community land uses, typically generate high walking and biking trips since more people are concentrated in a smaller space, compared to a single-family land use. Commercial and mixed use/planned community land uses received the highest score and are shown as areas of high concentration on the map, followed by residential and office which are shown as areas of medium concentration. Agriculture, military, industrial, floodplain, and unzoned received the lowest scores. Commercial and mixed use/planned community land uses are located on or near arterials or collectors, as is shown on the map.

Figure 10. Propensity Map of Attraction



TRANSIT

A complete street is a street for all people regardless of their age or ability. It includes a network of bicycle and pedestrian infrastructure such as sidewalks and bike lanes, designated bus lanes, comfortable and accessible transit stops, safe intersections, amongst other factors. These equitable streets and networks prioritize safety, comfort, and connectivity for all users of the street network. Connecting bicycle and pedestrian infrastructure to transit is an element of a complete streets approach which aims to solve the first-mile/last-mile issue. Travel to and from transit routes was analyzed using a multi-buffer of transit stops based on awarded scores by distance and the understanding that every 0.25 miles is about 5 minutes of walking. Therefore, a 0.25-mile buffer received the highest score while distances greater than a mile did not receive a score. Transit in the DARTS MPO is comprised of the Albany Transit System, and thus considerations for investments in bicycle and pedestrian infrastructure improvements based on transit connectivity are located in Albany.

Propensity Character + Future

The character + future analysis evaluates the potential and experience of walking and biking on a corridor. This analysis also focuses on how the DARTS MPO region is anticipated to grow and change and how future land use character areas provide opportunities to prioritize pedestrian and bicycle infrastructure.

INTERSECTION DENSITY

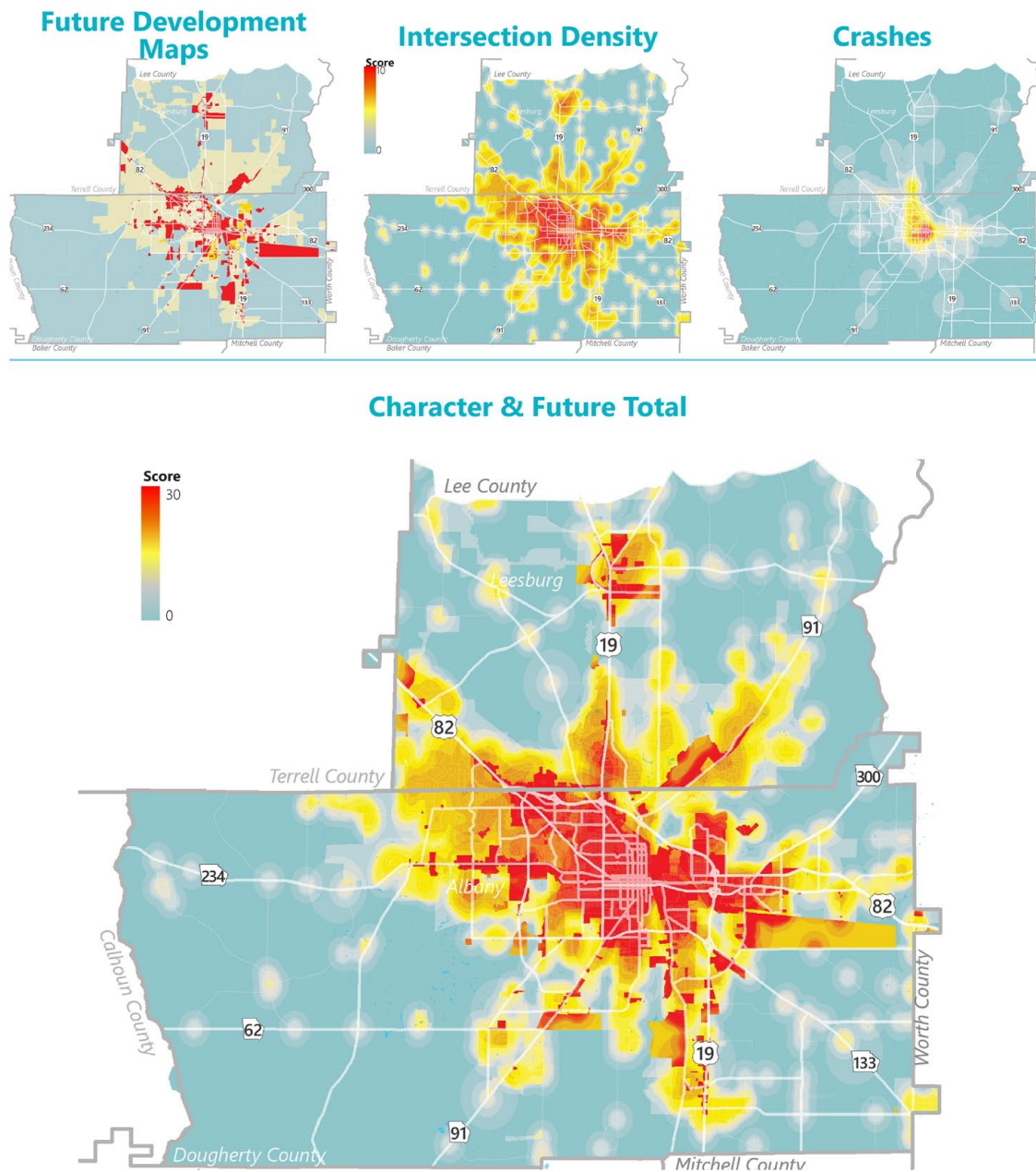
Intersection density is defined as the number of intersections in an area. It corresponds closely to block size where the greater the intersection density, the smaller the blocks, and as a result, the more walkable the neighborhood. The map below shows the concentration of intersections, analyzed using spatial analysis methods on true intersections (no cul-de-sacs) and then reclassified results based on a geometric distribution. High concentrations of intersections are found in and near the Cities of Albany and Leesburg and along US 19, US 82, and SR 91.

BICYCLE AND PEDESTRIAN CRASHES

Pedestrian and cyclist crash data was retrieved from GDOT's Georgia Electronic Accident Reporting System (GEARS) and Numetric systems. The analysis used crash data to prioritize locations crashes involving pedestrians and cyclists have occurred. Using bicycle and pedestrian crashes, spatial analysis was performed using a 1-mile radius and then reclassified using a distribution to ensure that areas near 1 crash are awarded a score of 1, areas between two crashes are awarded score of 2, and then ramping up from there.

Figure 11. Propensity Map of Character + Future

The Character & Future category, shown on this board, uses information about the existing network (intersection density), historical pedestrian and bicyclist crashes, and future areas slated for growth to understand where walking and bicycling needs additional safety improvements, where the existing network is most supportive of walking and bicycling, and where future changes in development may encourage walking and bicycling in the future.

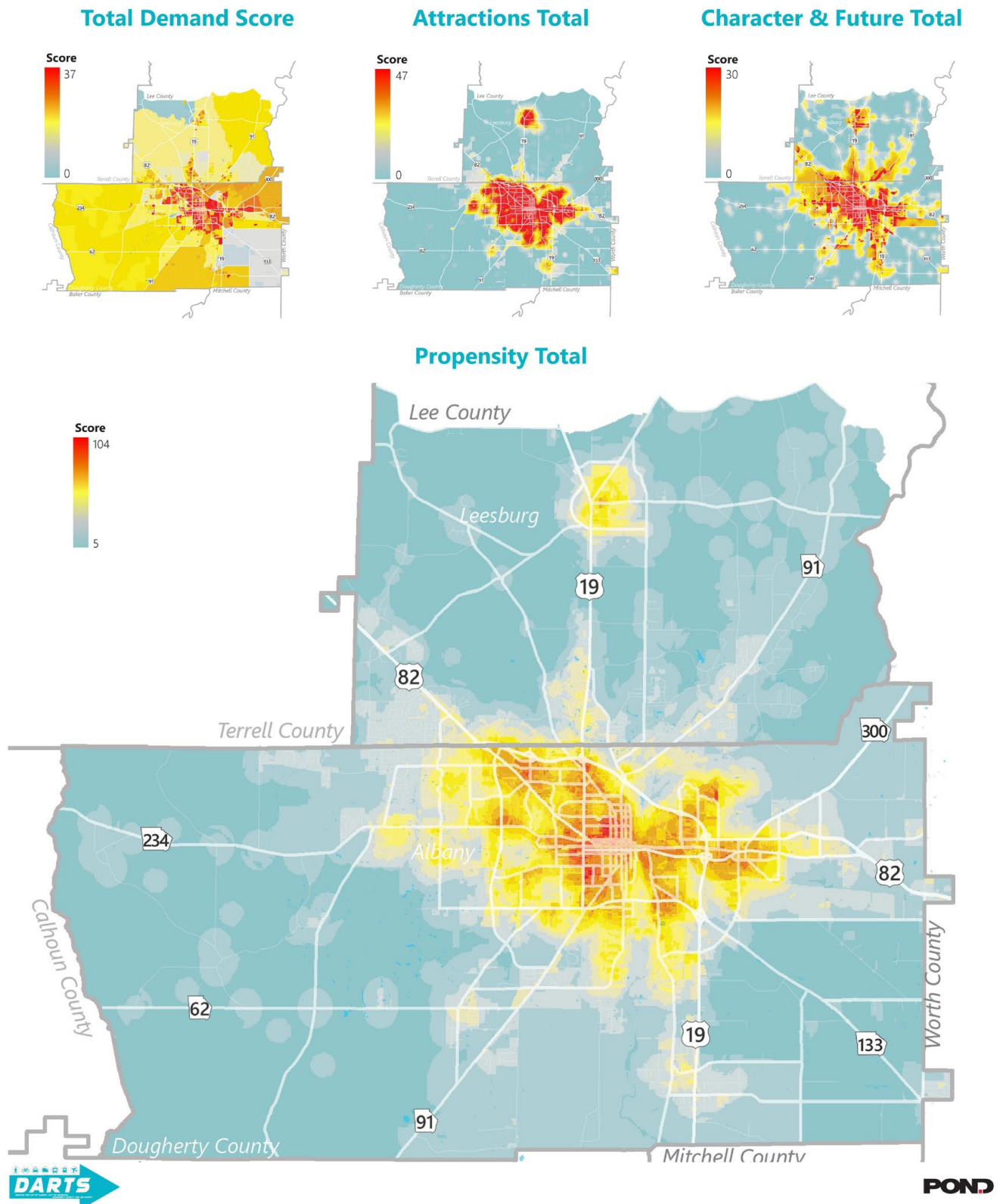


Propensity Total

The map below shows the total raw sum of the demand, attraction, and character + future analysis. The high propensity areas of this map prioritize the following system objectives:

- Connections to neighborhoods
- Connections to employment/activity centers
- Connections to parks
- Connections to schools
- Fill gaps in existing network
- Connections to more historically underserved communities
- Regional connections
- Connections to transit
- Enhance safety through dedicated facilities that are physically separated from motorists

Figure 12. Propensity Map of Total Demand, Attraction, and Character + Future



Universe of Improvements

The Universe of Improvements shows projects from the following: 2011 DARTS Regional Bicycle and Pedestrian Plan, Downtown Albany Master Plan Draft, Flint River Trails Master Plan, and new projects. These projects were categorized as regional connections, network expansion, and neighborhood connections. All recommended projects are located in the cities of Albany and Leesburg, connect the cities of Albany and Leesburg, and provide regional connections to Terrell County, Worth County, and Mitchell County. Given such a large number of projects that range various types of facilities, prioritization is important to identify top projects.

The Universe of Improvements includes the following:

- 220+ projects
- 250+ miles of projects
- 170+ miles of sidewalk
- 140+ miles of bike lanes
- 11 active crossings

Project Identification

Potential bicycle and pedestrian projects were identified based on the findings of the needs assessment and input from the community. The following considerations were developed in tandem with the community and stakeholders to guide project identification:

- Provides access to schools
- Provides access to community facilities
- Provides access to transit
- Withing downtown or activity center

- Serves lower income community (limited access to automobiles)
- Connects activity centers, major employers, or neighborhoods
- Part of a primary trail network
- Enhances crossing of major roads
- Low-cost alternative (requires striping or signal modification/installation only)

Conceptual Framework for the Regional Network

The recommendations are grouped into different categories based on their role in the regional network: regional connections, network expansion, and regional expansion. The success of the overall network requires the development of projects within these different categories to support different types of trips and users. Figure 13 shows the full proposed walking and biking network, organized by their category in the conceptual framework.

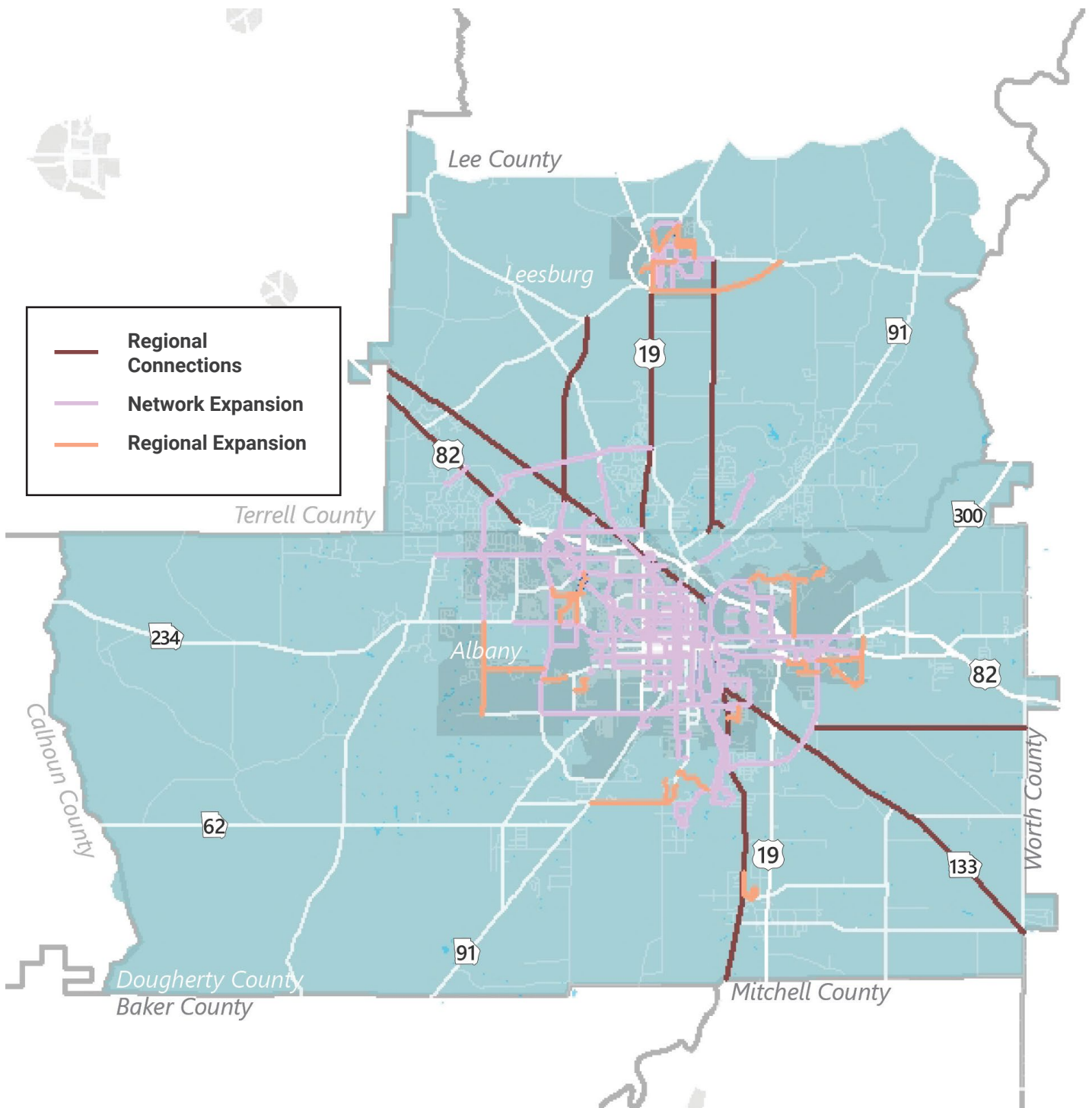


Figure 13. Proposed Walking and Biking Network by Conceptual Framework Category

REGIONAL CONNECTIONS

Regional connection projects are projects that form the regional skeleton and are more frequently premium facilities. These facilities include multi-use trails or a combination of bike lanes and sidewalks. These projects are potentially more branded and signed than other projects. Eleven regional corridor projects, 5% of total projects, were identified in the updated plan. The Southwest Georgia Bicycle and Pedestrian Plan recommended a new bicycle route connecting Leesburg to Albany along Lovers Lane Road, and as a result connect to the existing Riverwalk Trail in Albany and continue along Broad Street and Radium Springs Road. This bicycle route would continue south to Camilla, Pelham, Meigs, and Thomasville; however, public and stakeholder input does not agree with the Lovers Lane bicycle route.



NETWORK EXPANSION

Network Expansion projects are generally sidewalks and/or on-street bicycling facilities. The majority of project recommendations are network expansion with 167 recommendation equaling 76% of total projects. The map below shows smaller-scale projects that will build off the existing network and regional connections.



NEIGHBORHOOD CONNECTIONS

Neighborhood Connection projects spread opportunities for walking and biking to areas outside of the core and are typically anchored by a community asset such as a park, school, or library. These 38 recommended projects are frequently sidewalks or multi-use paths when off-network right-of-way is available.

OTHER IMPROVEMENTS

Other improvements are projects that do not fit the categories of regional connections, network expansions, or neighborhood connections. Four recommended projects would include active crosswalk enhancements and facilities upgrades.



Recommended Facility Types

Figure 14 displays all proposed walking and biking projects identified for the DARTS MPO to build a regional walking and biking network. The proposed network specifies facility types to support users based on the current roadway characteristics and the role the segment plays in the overall network. This list is a combination of previous planning efforts, propensity analysis, and stakeholder and community input.

The project list, which can be found in Table 5 on page 78, includes project IDs, proposed improvements, project extends, and project categories (regional connection, network expansion, and neighborhood connections).

Table 2. Total Mileage by Facility Type

IMPROVEMENT TYPE	MILEAGE
Sidewalk	171
Bike Lane	143
Shared Lane Marking	29
Total	253

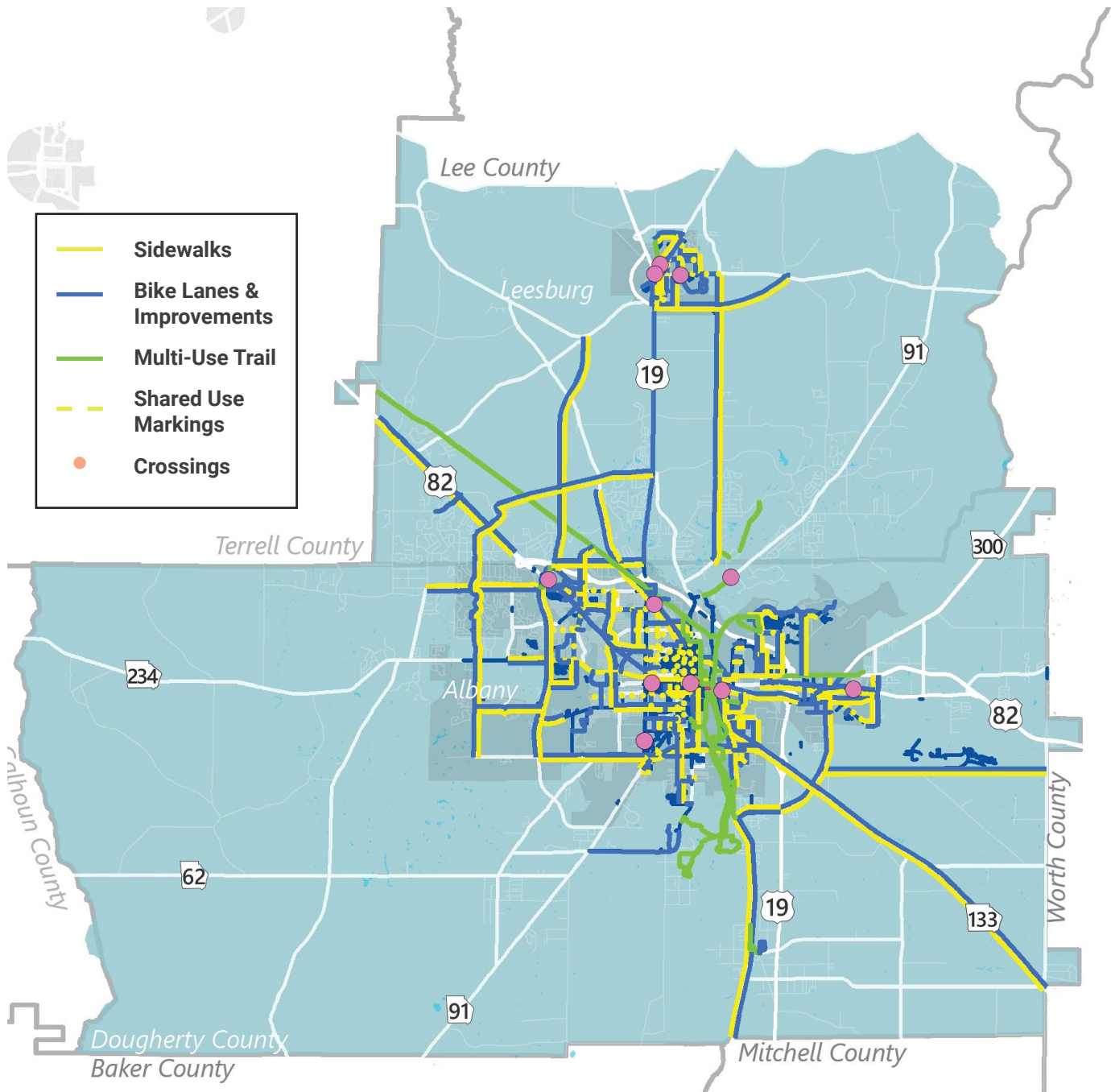


Figure 14. Map of All DARTS Projects

ACTIVE CROSSINGS

Poor lighting conditions, obstructions, and roadway curvature can reduce visibility at crosswalks, contributing to safety issues. High-visibility crosswalks, lighting, and signing and pavement markings are three main crosswalk visibility enhancements help make crosswalks and the pedestrian, bicyclist, and other vulnerable roadway users more visible to drivers. These features can be implemented as a standalone or combination enhancement.

Active crosswalk treatments for road with two- and three-lane cross-sections and for multi-lane roads with medians or median islands:

- Roads with speed limits of 30 mph or less, all treatments may be appropriate.
- Roads with speed limits of 45 mph or higher, crosswalk treatments may require a red light.
- Roads with speed limits of 35 or 40, creating safe crossings may require more than one treatment.

NUMBER OF LANES	2	3	4	5	6	7
Crosswalk	✓	✓	✓	✓	✓	✓
Traffic Calming	✓	✓	✓	✓	✓	✓
In-Street Sign	✓	✓	✓	✓	✓	✓
Yellow-Green Signs	✓	✓	✓	✓	✓	✓
2-Sided Signs	✓	✓	✓	✓	✓	✓
Crossing Flags	✓	✓	✓	✓	✓	✓
2-Beacon RRFB	✓	✓	✓	✓	✓	✓
4-Beacon RRFB	✓	✓	✓	✓	✓	✓
Flashing Beacons	✓	✓	✓	✓	✓	✓
Embedded Lights	✓	✓	✓	✓	✓	✓
HAWK	✓	✓	✓	✓	✓	✓
Mid-Block Signal	✓	✓	✓	✓	✓	✓
Signal	✓	✓	✓	✓	✓	✓

VEHICLE TRAFFIC	LIGHT	MEDIUM	HEAVY
Crosswalk	✓	✓	✓
Traffic Calming	✓	✓	✓
In-Street Sign	✓	✓	✓
Yellow-Green Signs	✓	✓	✓
2-Sided Signs	✓	✓	✓
Crossing Flags	✓	✓	✓
2-Beacon RRFB	✓	✓	✓
4-Beacon RRFB	✓	✓	✓
Flashing Beacons	✓	✓	✓
Embedded Lights	✓	✓	✓
HAWK	✓	✓	✓
Mid-Block Signal	✓	✓	✓
Signal	✓	✓	✓

SPEED LIMIT (MPH)	30	35	40	45	50	55
Crosswalk	OK	?	?	NO	NO	NO
Traffic Calming	OK	OK	?	?	NO	NO
In-Street Sign	OK	OK	?	?	NO	NO
Yellow-Green Signs	OK	OK	?	?	NO	NO
2-Sided Signs	OK	OK	?	?	NO	NO
Crossing Flags	OK	OK	?	?	?	?
2-Beacon RRFB	OK	OK	OK	?	?	?
4-Beacon RRFB	OK	OK	OK	?	?	?
Flashing Beacons	OK	OK	OK	?	?	?
Embedded Lights	OK	OK	OK	?	?	?
HAWK	OK	OK	OK	OK	OK	OK
Mid-Block Signal	OK	OK	OK	OK	OK	OK
Signal	OK	OK	OK	OK	OK	OK

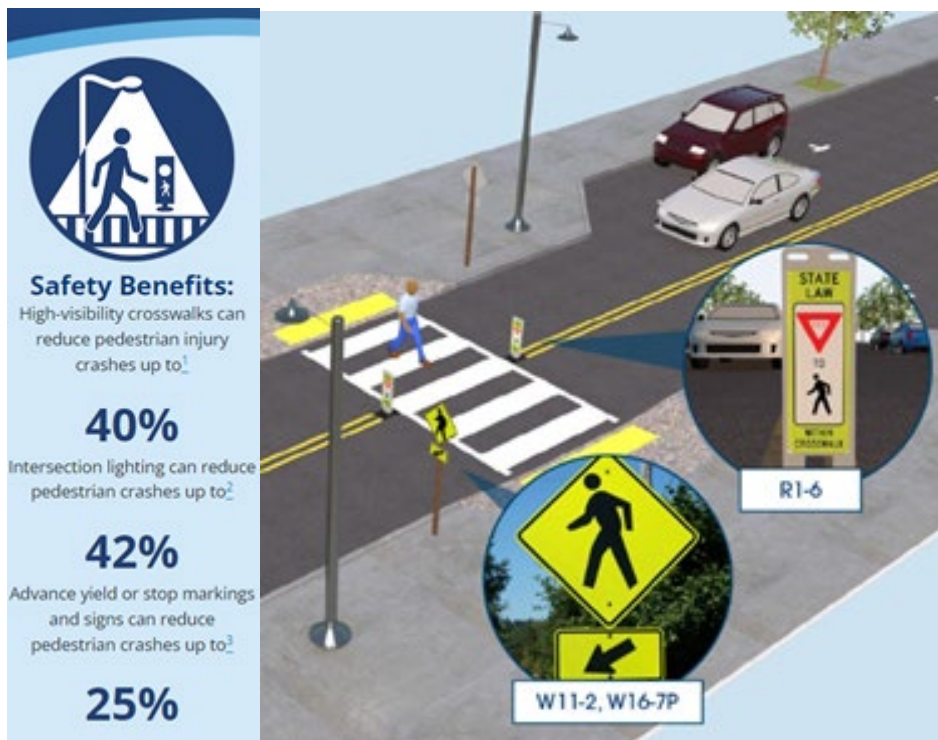
PEDESTRIAN TRAFFIC	LIGHT	MEDIUM	HEAVY
Crosswalk	✓	✓	✓
Traffic Calming	✓	✓	✓
In-Street Sign	✓	✓	✓
Yellow-Green Signs	✓	✓	✓
2-Sided Signs	✓	✓	✓
Crossing Flags	✓	✓	✓
2-Beacon RRFB	✓	✓	✓
4-Beacon RRFB	✓	✓	✓
Flashing Beacons	✓	✓	✓
Embedded Lights	✓	✓	✓
HAWK	✓	✓	✓
Mid-Block Signal	✓	✓	✓
Signal	✓	✓	✓

LEGEND

✓ OK indicates the treatment may be feasible
 indicates the treatment may provide adequate warning to drivers

? suggests other conditions may limit treatment effectiveness

NO indicates the treatment is not appropriate



Source: USDOT, Federal Highway Administration

RECTANGULAR RAPID-FLASH BEACONS (RRFBs)

RRFBs use Light Emitting Diode (LED) lights with a “stutter-flash” similar to that used by emergency vehicles. Research shows they prompt higher driver compliance rates than other active treatments. Even where no median exists and just one RRFB is used in each direction, RRFBs can be effective on multi-lane roads, with more than four out of five drivers stopping for pedestrians.

RRFBs are especially appropriate at locations where pedestrian volumes are too low to warrant a signal or HAWK. Unlike HAWKs, RRFBs can be used at intersections.



EMBEDDED LIGHTS

Embedded in the pavement and oriented to face oncoming traffic, in-road warning lights flash once activated to alert drivers of pedestrians actively crossing the road. Embedded lights have also been shown to increase the distance at which drivers recognize the crosswalk and begin slowing. Applications are excellent for mid-block crosswalks, high-volume crosswalks, school zones, and high-speed roadways. These installations may be most appropriate for college campuses, bar districts or rural towns. Crosswalks with in-pavement flashers are expensive to install and maintain.



FLASHING BEACONS

Flashing beacons are safety enhancements added at crossings, typically under the pedestrian sign. They can be pedestrian-activated or flash continuously and can be mounted overhead on roadside signs or both. Flashing beacons produce a fast and clear warning light. The beacon is switched on and off periodically to attract attention which attracts more attention than a continuous beacon light.



HIGH-INTENSITY ACTIVATED CROSSWALK (HAWK) BEACON

The HAWK was designed for mid-block pedestrian crossings and is well-suited for highspeed, multi-lane roads. Federal guidance recommends that HAWKS be used where gaps in traffic are too few to allow pedestrians to cross, where pedestrian delay is excessive or where high-speed roads make the crossing overly hazardous for pedestrians.



CROSSING FLAGS

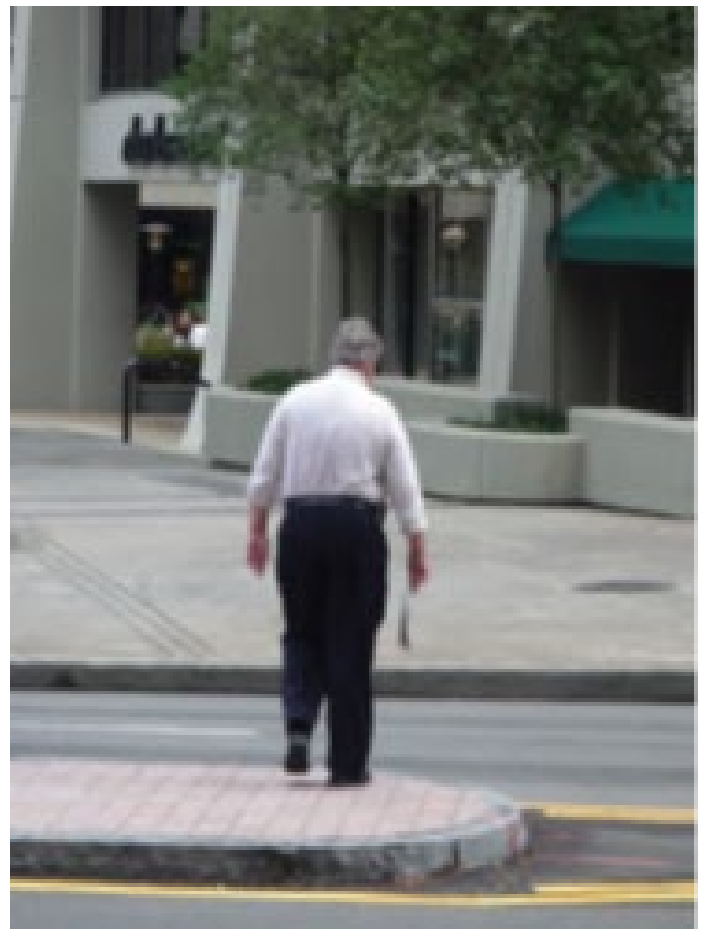
High-visibility safety flags, known as crosswalk flags, are removable, fluorescent flags installed at crosswalks to increase the visibility of pedestrians to other road users. Flags are kept in buckets or holders, attached to road signs, streetlights, or power post on either side of a crosswalk. Providing orange flags for pedestrians to carry while using crosswalks enables people to enhance their visibility. Research shows that flag crossings can be effective in low-speed locations.



POTENTIAL FACILITIES

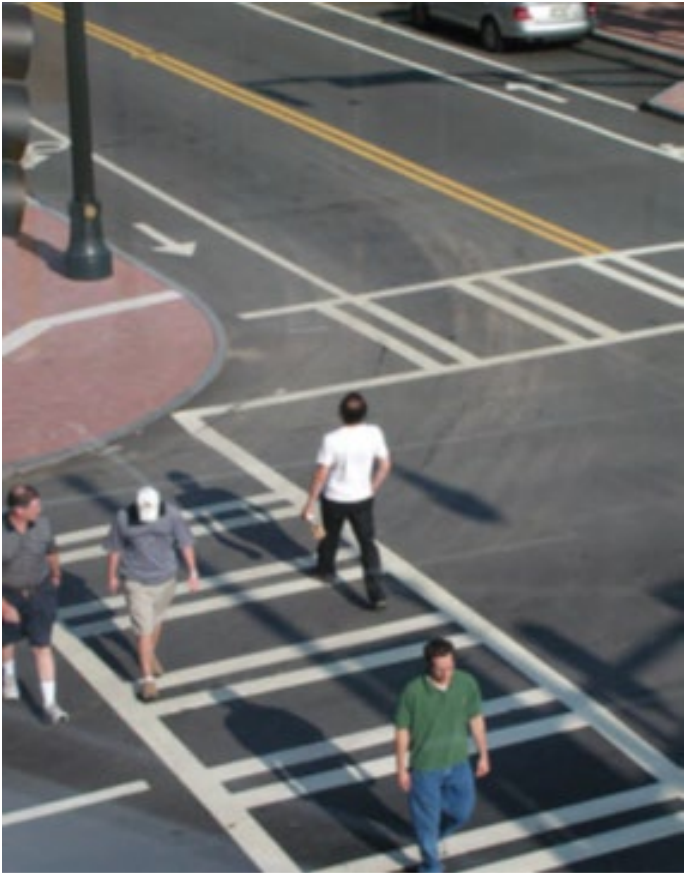
Medians and Median Islands

Medians may be depressed, raised, or flush with the road surface and generally linear and continuous through a block. Raised medians and islands provide space to located pedestrian safety features and traffic control devices, amenities, landscaping, and stormwater management. When used without marked crosswalks, median islands are not intended to cause drivers to stop. Raised islands provide a safe refuge so pedestrians can split crossings into two stages, with a safe place to wait in between.



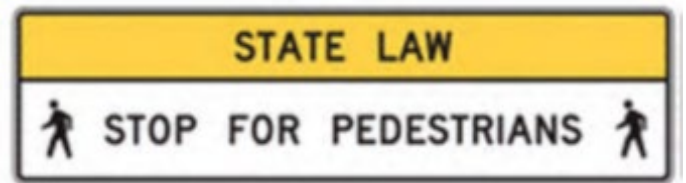
Marked Crosswalks

Marked crosswalks indicated optimal and preferred locations for pedestrians to cross and help designate right-of-way for motorists to yield to pedestrians. Various crosswalk marking patterns are given in the Manual of Uniform Traffic Control Devices (MUTCD), including transverse lines, ladder, and continental markings; however, high-visibility crosswalks are preferred over parallel line crosswalks. A marked crosswalk alone is typically not enough for multilane roadway crossings where annual average daily traffic is more than 10,000 vehicles.



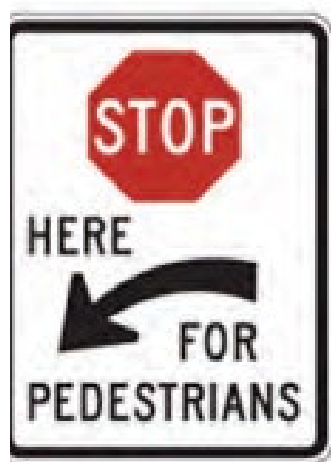
High-Visibility Signs and Pavement Markings

High-reflectivity yellow-green signs and high-visibility pavement markings both increase crosswalk visibility. Enhanced signing, on multilane roadways, should be 20 to 50 feet in advance of where drivers should stop or yield to pedestrians. Installing “stop” or “yield” pavement markings as a supplement to enhanced signing. Reflective markings on sign poles also may increase their visibility to drivers.



In-Street Crossing Signs

In-street crosswalk signs must be installed at uncontrolled pedestrian crossings to make the crosswalk more visible and increase driver yielding. In-street pedestrian crossing signs should be placed at the crosswalk in the street or on a median but should not obstruct the pedestrian path of travel. These signs can be permanently installed in the roadway or mounted on a portable base to allow them to be taken in and out of the street as needed. They are more likely to be effective on two-lane, low-speed streets with an estimated 87 percent of drivers yielding or stop for pedestrians.



Overhead Lighting

The goal of crosswalk lighting should be to illuminate with positive contrast to make it easier for a driver to visually identify the pedestrian. Appropriate quality and placement of lighting can enhance an environment and increase comfort and safety. By placing lights in advance of midblock and intersection crosswalks on both approaches to illuminate the front of the pedestrian and avoid creating a silhouette. Well-lit pedestrian areas make people walking feel safer.



Policy and Program Recommendations

This section provides potential policies and programs that can be developed in the DARTS study area. In order to realize the vision of a more walkable and bikable region, DARTS and the local municipalities must work together to take advantage of their specific roles. DARTS must take advantage of its role in prioritizing federal transportation dollars, providing technical assistance for regional partners, and convening regional leaders around regionally significant policy issues. The local governing bodies, municipal staff, and stakeholders should take advantage of their roles by incorporating appropriate elements into their local policies and systems. Because walking and biking are best suited for shorter trips at the local level, engagement by local leaders is critical for these policies to be successful.



Table 3. Policy and Program Recommendations Summary

POLICY / PROGRAM	MPO	LOCAL
Agency & Staff Training	Lead	Support
Bicyclist & Pedestrian Counts	Lead	Support
Walk Friendly & Bike Friendly Community Programs	Lead	Support
Transportation Demand Management Programs	Lead	Support
Safe Routes to School	Lead	Support
Open Streets Events	Lead	Support
Pedestrian Safety / Driver Safety Program	Lead	Support
Wayfinding System	Support	Lead
Bicycle Facility Maintenance Program	Lead	Support
Sidewalk Infill Prioritization & Maintenance	Support	Lead
Adopt a Vision Zero Policy	Lead (regional policy) / Support (local policies)	Lead
Adopt a Complete Streets Policy	Lead (regional policy) / Support (local policies)	Lead
Establish and Enforce Active Transportation Design Standards in Design Guidelines and Engineering Standards	Support	Lead
Establish Speed Reduction Policies	Support	Lead
Bicycle Parking Design Standards	Support	Lead

Walk Friendly & Bike Friendly Community Programs

Public agency staff have many opportunities to contribute to making the DARTS region a great place to walk and bike. Training programs provide core knowledge for MPO staff, technical committees, elected officials, and transportation professionals on design and implementation of Complete Streets and safe street design. Educating professional staff about bicycle and pedestrian issues helps staff understand why and how to include bicycle and pedestrian accommodations in roadway projects and developments.

Professional development courses provide training to transportation and other professionals who may not have received extensive experience or training in pedestrian and bicycle facilities. Webinars and courses are available through the Association of Bicycle and Pedestrian Professionals (APBP), the Pedestrian and Bicycle Information Center (PBIC), and others. Sample topics include bicycle and pedestrian design standards, complete streets concepts, how to coordinate with other departments on

bicycle and pedestrian projects, and funding opportunities.

STRATEGY

Bi-annual training opportunities for the DARTS board and staff, technical committees, city and county engineers, planners, police, and other staff may include:

- Developing a Complete Streets Policy/ Context Sensitive Design
- NACTO Design Guidance for pedestrian and bicycle facilities
- Creating a Pedestrian Safety Action Plan
- Implementing a Vision Zero Policy
- Pedestrian Friendly Streetscape Design
- Parking Policies and Land Use for Walkability

RESOURCES

- Association of Bicycle and Pedestrian Professionals (APBP) Webinars: <http://www.apbp.org/?page=Webinars>
- Pedestrian and Bicycle Information Center (PBIC) Webinars: <http://www.pedbikeinfo.org/training/webinars.cfm>
- Initiative for Bicycle and Pedestrian Innovation: <https://trec.pdx.edu/events/bikeped-education-and-training>
- National Association of City Transportation Officials (NACTO): <https://nacto.org/program/training-program/>

AGENCY ROLES

DARTS	MUNICIPALITIES	OTHER STAKEHOLDERS
Lead: Create training programs, convene participants	Attend training programs	Attend training programs as appropriate (DOT staff, Enforcement officials, Advocates, Elected officials)

Transportation Demand Management Programs

Bicyclist and pedestrian counts provide data on bike and pedestrian behavior that can enable analysis of biking and walking trends, such as increase/decrease in facility usage, peak travel periods, and high activity locations.

Counts can be conducted manually or with automatic sensors. Manual counts are low-cost, easy to implement, and can provide additional data such as gender and percentage of people who bike that wear helmets or have bike lights. However, manual counts require significant volunteer time and do not provide a continual, 24 hour picture of usage.

Automatic pedestrian and bike counting technology has advanced rapidly in recent years. In-pavement sensors, computer vision, infrared beams, radar, and tube counters can all detect people who walk and bike. However, devices vary considerably in terms of cost, accuracy, data collection, and ease of deployment. It is important to choose counting devices that are best suited for the type of data needed (short term or long term) and the site characteristics where counts will take place.

Better data on pedestrian and bicyclist travel will:

- Help to determine where investments are most needed
- Help quantify the benefits of walking and biking
- Make active transportation projects more competitive for funding opportunities

STRATEGY

An initial implementation strategy would be to: Seek funding for a bicycle and pedestrian count pilot program that focuses on before and after counts of one or two priority projects (balance a recreational project with a transportation project), and assign staff to manage counts program. Determine key locations for manual and/or automatic pedestrian and bicycle counts and identify the appropriate count technology. Regularly review counts data to evaluate trends.

RESOURCES:

- NCHRP Report 797: "Guidebook on Pedestrian and Bicycle Volume Data Collection." escholarship.org/uc/item/11q5p33w.pdf
- National Bicycle and Pedestrian Documentation Project: <http://bikepeddocumentation.org/>
- Pedestrian and Bicycle Information Center: https://www.pedbikeinfo.org/webinars/webinar_details.cfm?id=81

AGENCY ROLES

DARTS	MUNICIPALITIES	OTHER STAKEHOLDERS
Lead: Create counts program (procure counter devices, organize volunteers for manual counts). Identify local partners. Maintain database of count data.	Apply for participation in the counts program.	Participate as volunteers to conduct manual counts or install automated counters

Walk Friendly & Bike Friendly Community Programs

The Walk Friendly Community (WFC) program, led by the Pedestrian and Bicycle Information Center (PBIC), and Bicycle Friendly Community (BFC), led by the League of American Bicyclists, are national initiatives intended to encourage communities to improve their local active transportation systems. The process for becoming a WFC and BFC are detailed below along with how to use local planning efforts to participate in national programs for recognizing outstanding local places.

Both programs incorporate assessments that are useful for discovering where a community stands with respect to pedestrian and bicycling facilities and activities. The WFC and BFC assessments recognize existing success in communities that already promote walking and biking as well as provide a framework for those areas trying to achieve higher walking and bicycling rates.

The applications for BFC and WFC begin with questions about the community itself, followed by sections for each of the 5 Es, which ask about the existence and characteristics of infrastructure, plans, and programs related to walking and biking.

Both programs publish previews of their applications, which can be used to help the community prepare before it submits an application online.

STRATEGY

Cities, Counties, Universities, and even businesses in the region can use the Walk Friendly and Bike Friendly Community framework for:

- Self-evaluation and comparison with other regional communities
- Developing master plans and implementation/capital plans
- Marketing to businesses, visitors, and potential residents
- Increasing programming in the weak areas noted in the WFC/BFC survey
- Grant applications

BENEFITS

Walk Friendly and Bike Friendly Community designation signals to current residents, potential residents, and visitors that the region’s communities are safe and welcoming places for individuals and families to live and recreate.

RESOURCES

- BFC application preview: www.bikeleague.org/community
- Walk Friendly Assessment Tool: http://walkfriendly.org/wpcontent/uploads/2017/03/WFC_Assessment_Tool.pdf

AGENCY ROLES

DARTS	MUNICIPALITIES	OTHER STAKEHOLDERS
Support application development with data and other components	Lead application submissions for individual municipalities	Lead application submissions for businesses and universities (business owners and university administrators)

Transportation Demand Management Programs

Transportation Demand Management (TDM) initiatives can develop information and incentives aimed at relieving travel demand by encouraging and facilitating the use of bicycle, pedestrian, transit, and ridesharing options. The DARTS *Unified Planning Work Program (UPWP)* lists Transportation Demand Management as a key objective.

Workers and residents in the DARTS region may not be aware of all the transportation options that are available to them, such as walking, biking, carpooling, and transit options. Furthermore, workers and residents may need more incentives to use all forms of transportation and to rely less on automobiles. Service offerings should include ride matching services, carpool incentive programs that offer reserved spaces and reduced parking rates for pooled vehicles, residential outreach, transit benefit assistance to employers, telework programs, marketing, guaranteed ride home (GRH) program, bikesharing, carsharing, and commuter stores to assist commuters to purchase transit passes.

STRATEGY

Establish a transportation demand management (TDM) program to manage congestion, encourage and incentivize residents and visitors to use all forms of transportation, and shift single occupancy vehicle trips to non-motorized modes.

BENEFITS

The main goal of TDM programs is to reduce single occupancy vehicle trips by promoting and encouraging more efficient travel modes. In doing so, the program can reduce the total number of vehicle miles traveled, reduce congestion, and ultimately contribute to a higher quality of life for the DARTS region's residents.

RESOURCES:

- FHWA https://ops.fhwa.dot.gov/plan4ops/trans_demand.htm

AGENCY ROLES

DARTS	MUNICIPALITIES	OTHER STAKEHOLDERS
Lead: Create a regional strategy for TDM. Engagement municipalities and major employers to identify and implement targeted encouragement.	Integrate TDM Plans into development review	Create employee incentive programs that reduce commuting by single-occupancy vehicle

Safe Routes to School

Safe Routes to School (SRTS) is a national effort to encourage students and families to walk and bicycle to school, improving transportation safety through targeted infrastructure improvements and enforcement, walking and biking safety education, and encouragement programs.

While SRTS efforts focus on transportation and behaviors at individual schools, a regional approach for SRTS can help practitioners coordinate their efforts better, establishing best practices and reducing administration and program development costs.

Regional support for SRTS by DARTS could take the form of:

- Coordinating efforts between jurisdictions and districts, helping practitioners build on lessons learned from work being done in similar communities
- Developing a central repository of information about SRTS, from mapping, planning efforts, and funding to participation in activities.
- Providing guidance for consistent SRTS data collection and reporting throughout the region, enabling local programs to quickly and efficiently collect data and report back to the public
- Supporting local efforts by promoting SRTS, whether via a regular progress report, outreach/informational materials, or campaign materials

- Providing technical assistance to the schools or districts with the most disadvantages, to ensure that all students have access to resources and can take advantage of them
- Building local capacity for implementation by creating template materials and guidebooks and/or providing trainings to help local programs understand the toolkit of SRTS activities.

STRATEGY

Establish a regional Safe Routes to School Task Force to coordinate efforts with and across local school districts.

BENEFITS

Safe Routes to School (SRTS) initiatives directly benefit schoolchildren, parents and teachers by creating a safer travel environment near schools, increasing opportunities for physical activity, improving quality of life, and reducing motor vehicle congestion at school drop-off and pick-up zones.

RESOURCES

- National Center for Safe Routes to School: <http://www.saferoutesinfo.org/>
- Safe Routes to School National Partnership: <http://saferoutespartnership.org/>
- Bay Area Safe Routes to School (MTC): <http://www.sparetheairouth.org/>

AGENCY ROLES

DARTS	MUNICIPALITIES	OTHER STAKEHOLDERS
Lead creation a local task force with school administrators, GDOT, enforcement officials, city and county staff.	Support by participating in SRTS task force	Support by participating in SRTS task force (school administrators, GDOT, enforcement officials)

Open Streets Events

Car-free, open street events have many names - Sunday Parkways, Ciclovias, Summer Streets, and Sunday Streets - and involve periodic street “openings” that create a temporary park that is open to the public for walking, bicycling, dancing, and other physical activity. The purpose of the event is to encourage physical activity by providing a fun, welcoming environment for activity. Car-free street events have been very successful internationally and are rapidly becoming popular in the U.S.

Open Street initiatives temporarily close the streets to automobiles so people may use them for various activities like walking, jogging, bicycling, skating, dancing and other social activities. Local businesses open doors and set up tables along sidewalks to support the event and generate foot and bike traffic for their businesses. The events can be centered in a downtown or across neighborhoods. They should be located on roadways that feature key destinations but also reach into a variety of neighborhoods, including under-served communities, outside of downtown districts.

STRATEGY

DARTS should work with partner jurisdictions and organizations to build off of national open street best practices and implement a car-free event in the DARTS region. There are many potential models. Cities could host a summer series of once-a-month open streets events (similar to Portland Sunday Parkways). Other stakeholders may also sponsor and organize the events with support from the local jurisdiction. The police department would play a significant role in closing off streets to bicycle and pedestrian travel only.

BENEFITS

Open Street events are great at bringing the community together and promoting transportation options, placemaking, and public health. These events are also excellent at building community. They bring together neighborhoods, businesses and visitors alike.

RESOURCES:

- Open Streets Project: <http://openstreetsproject.org/>
- Atlanta Streets Alive: <http://www.atlanta-streetsalive.com/>
- GablesBikeDay: <http://openstreetsproject.org/coralgables/>

AGENCY ROLES

DARTS	MUNICIPALITIES	OTHER STAKEHOLDERS
Support the agencies leading the planning for Open Streets events with best practices and required approvals for street closures.	Lead planning and creation of local Open Streets Events	Local stakeholders such as advocacy organizations may also lead planning and creation of Open Streets events, in close collaboration with municipal staff

Pedestrian Safety / Driver Safety Program

Pedestrian safety and driver safety education campaigns target motorists and those walking, biking, and taking transit to create a shared sense of responsibility among all roadway users, rather than singling out one user group. In the River Region, safety campaigns can be coordinated with state agencies

Each municipality should collaborate on a comprehensive safety campaign that addresses the safety needs of residents of all ages and abilities by promoting a sense of responsibility towards protecting the safety of more vulnerable users, i.e., walkers and bicyclists.

STRATEGY

Implement a comprehensive safety campaign that includes education, encouragement, and enforcement components. Implement safety campaign in conjunction with Vision Zero efforts and include Safe Routes to School programming.

RESOURCES

- Pedestrian & Bike Info Center–Programs & Campaigns: <http://www.pedbikeinfo.org/programs/index.cfm>

AGENCY ROLES

DARTS	MUNICIPALITIES	OTHER STAKEHOLDERS
Lead creation and implementation of a comprehensive safety campaign	Support campaign messages and goals	Support by carrying the campaign through to enforcement organizations, advocates, and other appropriate stakeholders.

Wayfinding System

The previous DARTS Bicycle and Pedestrian plan recommended providing a comprehensive signing program for bicycle routes and trails and preparing bike route maps. Pedestrian- and bike-oriented wayfinding elements, such as signage and mile markers, can enhance resident and visitor orientation, and will give users a unique experience while improving safety by alerting both users and motorists of the presence of pedestrian and bicycle routes.

Wayfinding systems integrate pedestrian, bicycle route, and trail maps and signage with local street and interstate traffic guidance signs to create a comprehensive navigation system. Pedestrian- and bike-oriented wayfinding elements will:

- Help to draw visitors to the region,

- Help users to identify the best routes, and enhance their ability to connect to major destinations,
- Contribute to economic development by pointing visitors to key destinations within a community

STRATEGY

Begin by implementing a basic wayfinding system to help users navigate existing bikeways, neighborhood greenways, and trails.

Develop signage that conveys distance and direction to major destinations.

RESOURCES:

- Case Study- Bicycle Wayfinding Signage, City of Berkeley, CA: <https://nacto.org/case-study/bicycleway-finding-signage-berkeley-ca/>
- Case Study- Pedestrian Wayfinding Program: <http://www.aiga.org/case-study-walknyc-pedestrianwayfinding>; <https://segd.org/walknyc-pedestrian-wayfinding>

AGENCY ROLES

DARTS	MUNICIPALITIES	OTHER STAKEHOLDERS
Support local leads by helping to identify appropriate routes and destinations for signage.	Lead creation of a wayfinding signage concept and placement plan.	Support local leads by helping to identify appropriate routes and destinations for signage (e.g. business owners, advocates)

Bicycle Facility Maintenance Program

Bicycle facility maintenance policies create funding and schedules for regular maintenance of bicycle facilities in order to keep them free of debris and structural deterioration. A good maintenance program is necessary to protect the public investment in bikeways and keep them safe for their users.

Bikeways are especially vulnerable to the accumulation of leaves and gravel as they are blown off the travel lane by automobile traffic. Such accumulation, as well as potholes, cracks, and joints, create serious obstacles and hazards to cyclists.

STRATEGY

Develop a strategy for bicycle facility maintenance and policies to support it based on best practices as available through the American Association of State Highway and Transportation Officials (AASHTO). Streets with bike lanes, buffered bike lanes, and separated bike lanes should have regular maintenance schedules.

RESOURCES

- Advocacy Advance. “How Communities are Paying to Maintain Trails, Bike Lanes, and Sidewalks.” 2014: <http://www.advocacyadvance.org/docs/Maintenance.pdf>
- American Association of State Highway and Transportation Officials. (2012). Guide for the Development of Bicycle Facilities: 2012 Fourth Edition. https://bookstore.transportation.org/item_details.aspx?id=1943
- Case Study- Seattle’s Bicycle Facility Maintenance Activities & Strategies, available in “Seattle Bicycle Master Plan”: <http://www.seattle.gov/transportation/bikemaster.htm>

AGENCY ROLES

DARTS	MUNICIPALITIES	OTHER STAKEHOLDERS
Support roadway owners with development of a strategy for bicycle facility maintenance, with input from stakeholders.	Lead implementation through Public Works departments.	Lead implementation through DOT Public Works departments.

Sidewalk Infill Prioritization & Maintenance

A regular maintenance schedule for all facilities helps protect investments and ensure a high-quality user experience. Existing facilities such as sidewalks, crosswalks, bike lanes, and trails should be evaluated to determine whether the existing maintenance plan is working, and to make improvements.

Sidewalk infill and maintenance policies can identify sidewalk gaps, and develop strategies, project prioritization criteria and funding for completing these gaps. Potential project prioritization criteria include filling gaps along key pedestrian routes, near major pedestrian trip generators like schools, transit routes, and along streets with high vehicle volumes. Regular maintenance of existing infrastructure can ensure proper use and visibility of walkways and bikeways.

Aligning pedestrian, bike, and transit upgrades and safety improvements with maintenance projects ensures that the upgrades are implemented frequently and efficiently.

STRATEGY

To develop a sidewalk maintenance program:

1. Gather data on sidewalk conditions (a prioritization system may be necessary in larger areas)
2. Identify funding needs
3. Develop a funding plan
4. Prioritize corridors for improvements based on condition and need
5. Create a transparent and accessible schedule of upcoming repairs

RESOURCES:

- The Municipal Research and Services Center (MRSC) offers guidance and example statutes for sidewalk maintenance and repair: [http://mrsc.org/Home/Explore-Topics/Public-Works/Streets,-Road-and-Sidewalks/Sidewalk-Construction-Maintenance-and-Repair-\(1\).aspx](http://mrsc.org/Home/Explore-Topics/Public-Works/Streets,-Road-and-Sidewalks/Sidewalk-Construction-Maintenance-and-Repair-(1).aspx)
- Charlotte DOT's existing program: <http://charlottenc.gov/Transportation/CDOTServices/Pages/StreetSidewalkMaintenance.aspx>

AGENCY ROLES

DARTS	MUNICIPALITIES	OTHER STAKEHOLDERS
Support roadway owners with development of a strategy for bicycle facility maintenance, with input from stakeholders.	Lead implementation through Public Works departments.	Lead implementation through DOT Public Works departments.

Adopt a Complete Streets Policy

A complete street safely accommodates all users, whether traveling on foot, by bike, transit, or car. Complete Streets create livable spaces for all ages to enjoy, with wide sidewalks, safe crossings, abundant bicycle facilities, and easy transit access.

The Georgia Department of Transportation (GDOT) adopted a Complete Streets policy in 2012. The GDOT policy affects new construction, alteration and maintenance of state roads and any federally funded transportation project in the state, including those projects programmed for the DARTS region. The policy also outlines design guidelines for accommodating people who walk, bike, and use transit. Since the GDOT policy applies to state roads, only selected major roads are covered.

Successful Complete Streets policies:

- Have a clear, unified vision
- Contain specific performance measures
- Are inclusive of all users
- List a clear prioritization and implementation process
- Include an oversight committee to provide guidance and evaluate progress

STRATEGY

Local jurisdictions to lead development and adoption of Complete Streets Policies or Resolutions where they do not already exist.

The MPO can take action at the regional level by prioritizing funding to project sponsors that have their own Complete Streets policies, or by requiring that project sponsors implement the project with respect to complete streets principles.

RESOURCES

- Smart Growth American: <https://smartgrowthamerica.org/program/national-complete-streets-coalition/policy-atlas/>

AGENCY ROLES

DARTS	MUNICIPALITIES	OTHER STAKEHOLDERS
Support development of Complete Streets Policies through technical assistance	Lead development and adoption of Complete Streets Policies	Local advocates can support policy development and adoption

Adopt a Vision Zero Policy

Vision Zero is the concept that no loss of life is acceptable on our roadways. Jurisdictions across the nation and across the world are adopting Vision Zero policies to eliminate preventable traffic deaths. A Vision Zero policy acknowledges that human life takes priority over transportation mobility and that government bodies, roadway designers, and road users share responsibility for traffic safety. This policy can help develop a holistic program for prioritizing Engineering solutions and using Enforcement, Education, and Encouragement together to support safety outcomes.

STRATEGY

Local jurisdictions to lead development and adoption of Vision Zero Policies or Resolutions where they do not already exist. The MPO can take action at the regional level by prioritizing funding to projects that reduce crash risk on high-crash corridors.

RESOURCES:

- Vision Zero Network: [visionzeronetwork.org](https://www.visionzeronetwork.org)

AGENCY ROLES

DARTS	MUNICIPALITIES	OTHER STAKEHOLDERS
Support roadway owners with development of a strategy for bicycle facility maintenance, with input from stakeholders.	Lead implementation through Public Works departments.	Lead implementation through DOT Public Works departments.

Establish and Enforce Active Transportation Standards in Design Guidelines and Engineering Standards

Public works and transportation planning departments typically have formalized policies that guide the design of streets and public spaces. Agencies may house engineering standards and design guidelines in one design manual or use separate manuals based on project type or context. Incorporating specific design guidance on bikeways, walkways, and support infrastructure into existing manuals, the agency’s bicycle and pedestrian master plan, or a standalone document are effective ways to institutionalize good design that balances the needs of all road users. DARTS published basic guidance for certain walking and biking infrastructure in its

The standards should set clear requirements for new development and redevelopment

projects to construct new and enhanced walking infrastructure such as sidewalks and appropriate pedestrian crossing treatments.

STRATEGY

Local jurisdictions should amend their design standards and development codes to incorporate active transportation best practices. Municipalities should be consistent with the Design Standards from the 2011 DARTS *Regional Bicycle and Pedestrian Plan*, and supplement as appropriate.

RESOURCES

- 2011 DARTS *Regional Bicycle and Pedestrian Plan* Design Standards
- National Association of City Transportation Officials, *Urban Streets Design Guide*: <https://nacto.org/publication/urban-street-design-guide/>
- FHWA, *Small Town and Rural Streets Design Guide*: <https://ruraldesignguide.com/>

AGENCY ROLES

DARTS	MUNICIPALITIES	OTHER STAKEHOLDERS
Support through project scoping and design review to ensure plans are consistent with 2011 DARTS <i>Regional Bicycle and Pedestrian Plan</i> Design Standards	Lead incorporation of active transportation elements in local standards and codes	Local advocates and DOTs can support policy development and adoption

Establish Speed Reduction Policies

People walking and biking are disproportionately threatened by even small increases in traffic speed. As vehicle speeds increase, the risk death for pedestrians increases dramatically. At 25mph, the risk of death for pedestrians is only about 11%. At 35mph, the risk increases to about 32%. At 45mph, 65% of pedestrians suffer fatal injuries.¹ Slower traffic speeds may also promote physical activity by making the roads safer and more comfortable for people walking and biking. Unsafe traffic speeds are the result of roadway designs that encourage higher speeds, speed limits that are set too high, and people driving faster than set speed limits. Proven measures exist to reduce vehicle speeds to levels that are safer for everyone on the road.

STRATEGY

Design and retrofit road networks to ensure safe speeds for all road users. This includes setting a target speed, the speed you intend for

drivers to go, rather than using 85th percentile operating speeds, when designing roadways. Use context-appropriate speed reduction mechanisms such as lane width reductions, medians, chicanes, speed humps, street trees, and on-street parking to encourage drivers to slow down.

Set speed limits for the safety of all road users. For urban arterial roadways, this means a maximum of 35mph. Some urban arterials that fall outside of built-up areas where people are likely or permitted to walk or bike. In these highway-like conditions, a higher target speed may be appropriate. New York City recently set a city-wide speed limit of 30mph. In neighborhood settings, many cities around the country are moving toward 20mph posted speeds to improve safety and increase livability.

Enforce speed limits. Law enforcement officers play a key role in promoting safe driving behavior. Consistent enforcement can have a big impact on driver behavior over the long term.

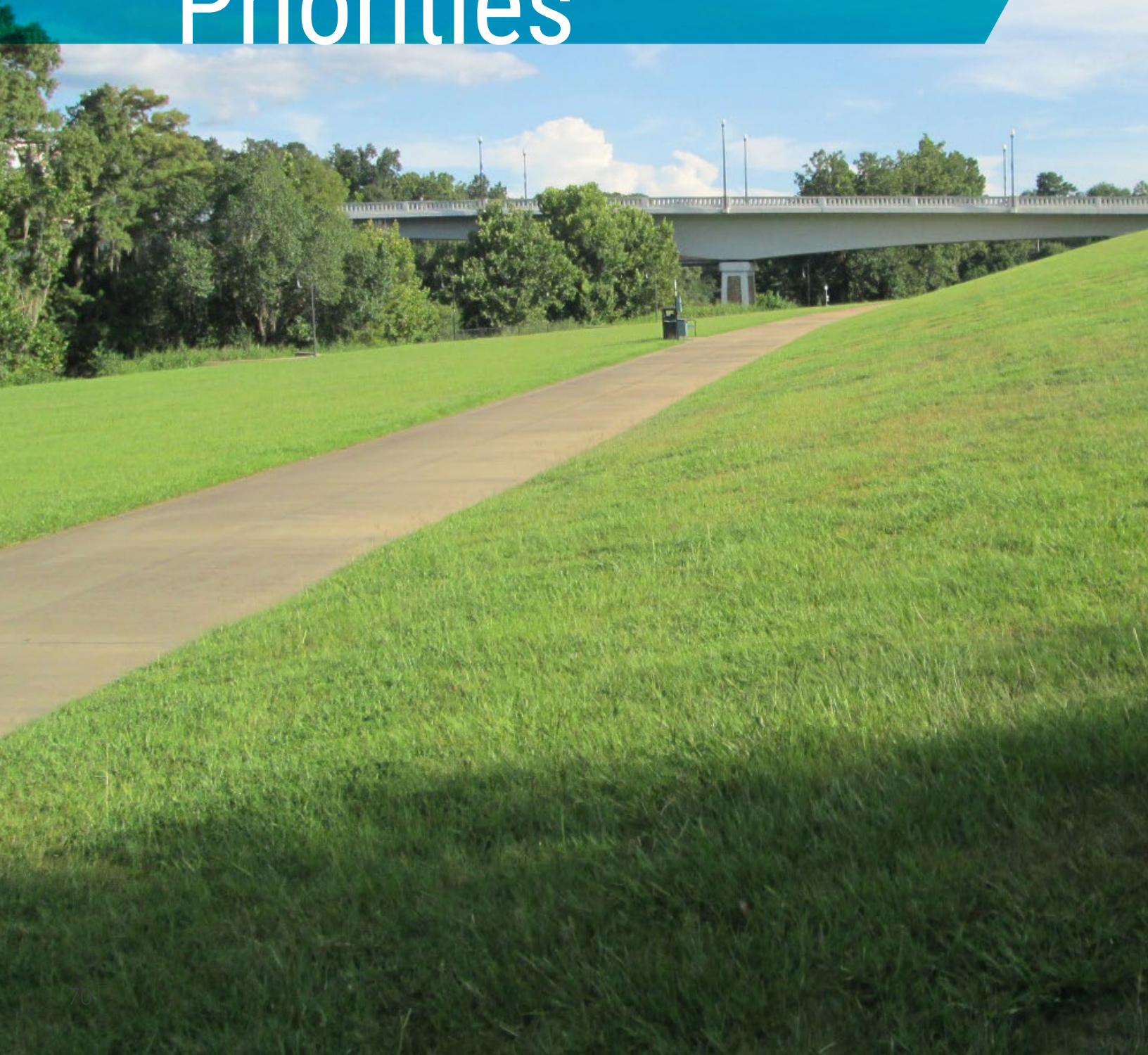
¹ Tefft, B. C. *Impact speed and a pedestrian's risk of severe injury or death*. Accident Analysis & Prevention 50 (2013) 871-878.

AGENCY ROLES

DARTS	MUNICIPALITIES	OTHER STAKEHOLDERS
Support local jurisdictions and law enforcement agencies.	Lead implementation by identifying opportunities to reduce speed limits.	Law enforcement organization should lead implementation through DOT Public Works departments.

CHAPTER

V. Community Priorities



This chapter describes a prioritization model and its results to guide DARTS on which projects will have the biggest impact on increased walkability and bikability. The chapter describes the criteria used to prioritize projects, and the methodology used to apply them. It also provides an overview of funding types and sources available to fund these improvements.

Project Prioritization

Prioritization Methodology

The prioritization process provides a data-driven framework to identify infrastructure projects that will have the largest benefit and be most alignment with community goals and expectations. The prioritization was heavily based on objective factors, measurable factors. The prioritization criteria were selected based on community and stakeholder input. They included:

- **Connections to Historically Underserved Communities:** higher priority given to areas with relatively high concentrations of non-white, Hispanic, low-income, under 16-year-old, and over 65-year-old populations.
- **Connections to Activity Centers, Major Employers, and Neighborhoods:** higher priority given to projects that connect to one of these destinations
- **Community Input:** higher priority given to projects that received more positive support and less negative support through public engagement activities

PRIORITY CRITERIA



**Connections
to Historically
Underserved
Communities**



**Connections to
Activity Centers,
Major Employers, and
Neighborhoods**



**Community
Input**



**Connections to
Community Facility**



**Connections
to Community
Facility**



**Primary Trail
Network**



**Connections
to Transit**



**Within Downtown/
Activity Center**



**Low-Cost
Solutions**



**Crossing
Enhancements**

- **Connections to Community Facility:** higher priority given to projects that connect to community facilities such as hospitals and other human services
- **Primary Trail Network:** higher priority given to projects that would make up the primary shared-use path network
- **Connections to Transit:** higher priority given to projects that improve access to a transit stop
- **Within Downtown/Activity Center:** higher priority given to projects that fall within a downtown or other type of activity center
- **Low-Cost Solutions:** higher priority given to projects that can be completed with limited capital investment
- **Crossing Enhancements:** higher priority given to projects that include crossing enhancements, especially on high crash corridors

Table 4. Prioritization Criteria Summary

CRITERIA	DESCRIPTION	SCORE RANGE
Connections to Schools	Project received the maximum points if any part of it is within 0.35 mi of multiple schools. It received partial points if any part of it is within 0.35 mi of only one school.	0 -2
Connections to Community Facility	Project received the maximum points if any part of it is within 0.35 mi of a community facility. It receives no points if it does not come within 1 mile of a community facility.	0 -2
Connections to Transit	Projects received maximum points if they came within 0.35 mi of a transit stop.	0 -1
Within Downtown/Activity Center	Projects receive maximum points if they are completely within a downtown or activity center.	0-1
Low-Cost Solutions	Project received points in proportion to the cost of the improvement.	0-2
Connections to Activity Centers, Major Employers, and Neighborhoods	Project received the maximum points if any part of it is within 0.35 mi of an activity center, major employer, or neighborhood. It received no points if it does not come within 1 mile of an activity center, major employer, or neighborhood.	0-2
Primary Trail Network	Project received full points if it would serve as part of the primary trail network.	0-1
Connections to Historically Underserved Communities	Project received points in proportion to what class of historically-underserved community it fell within. If a project fell within areas with varying classes of underserved communities, it received points in accordance with the highest class.	0-5
Community Input	Projects received points in proportion to how many up-votes and down-votes in received during the community engagement process.	0-6
Crossing Enhancements	Project received maximum points if it includes crossing enhancements on a high crash corridor. It received partial points if it includes a crossing enhancement on a non-high crash corridor.	0-2

Each project was assigned a score for each of these criteria. The range of possible scores are described in Table 4. Certain categories were given more weight to address community input that these criteria were more important than others. The criteria with higher possible scores in the “score range” column of Table 4 are the criteria that carry more weight in the overall scores.

For certain criteria measuring access to destinations, the project was awarded points if it was within walking distance of the destination. Walking distance was defined as 0.35 miles. This 0.35 mile-distance is based on a standard walking distance of 0.25 miles (roughly a five-minute walk), plus a buffer of 0.1 mile to account for the distance from the feature to the street connection in the geospatial model.

The overall scores for each project, shown in Table 5 on page 78, reflect the sum of the scores for each individual category.

Prioritization Results

The prioritization model output shows the following as the top-priority projects for the DARTS region:

1. Tier 1 (13 points):
 - » Bike Lanes on Gillionville Road from Pine Avenue to Westover Boulevard
 - » Bike Route on Radium Springs Road from Broad Avenue to ASU
 - » Sidewalk on both sides of Dawson Road from Slappy Boulevard to Point North Boulevard
 - » Sidewalk on both side of Radium Springs Road from Oglethorpe Boulevard to Oakridge Drive
2. Tier 2 (12 points):
 - » Shared Lane Markings on 2nd Avenue from Front Street to Slappy Boulevard
3. Tier 3 (11 points)
 - » Sidewalk on one side of Library Lane/ Massey Drive/Thornton Drive from Rosebrier Avenue to Oglethorpe Boulevard
 - » Sidewalk on one side and bike lanes on Magnolia Street from Dawsonville Road to Gillionville Road, with enhanced crosswalks at Gillionville Road
4. Tier 4 (10 points)
 - » Pedestrian Crossing Beacon and Refuge Island on Palmyra Road at 14th Avenue
 - » Shared Lane Markings on North Harding Street from 3rd Avenue to 14th Avenue

All of the top scoring projects are located within the City of Albany. This is due to the relatively high concentration of destinations and higher demand that exists in the City of Albany.

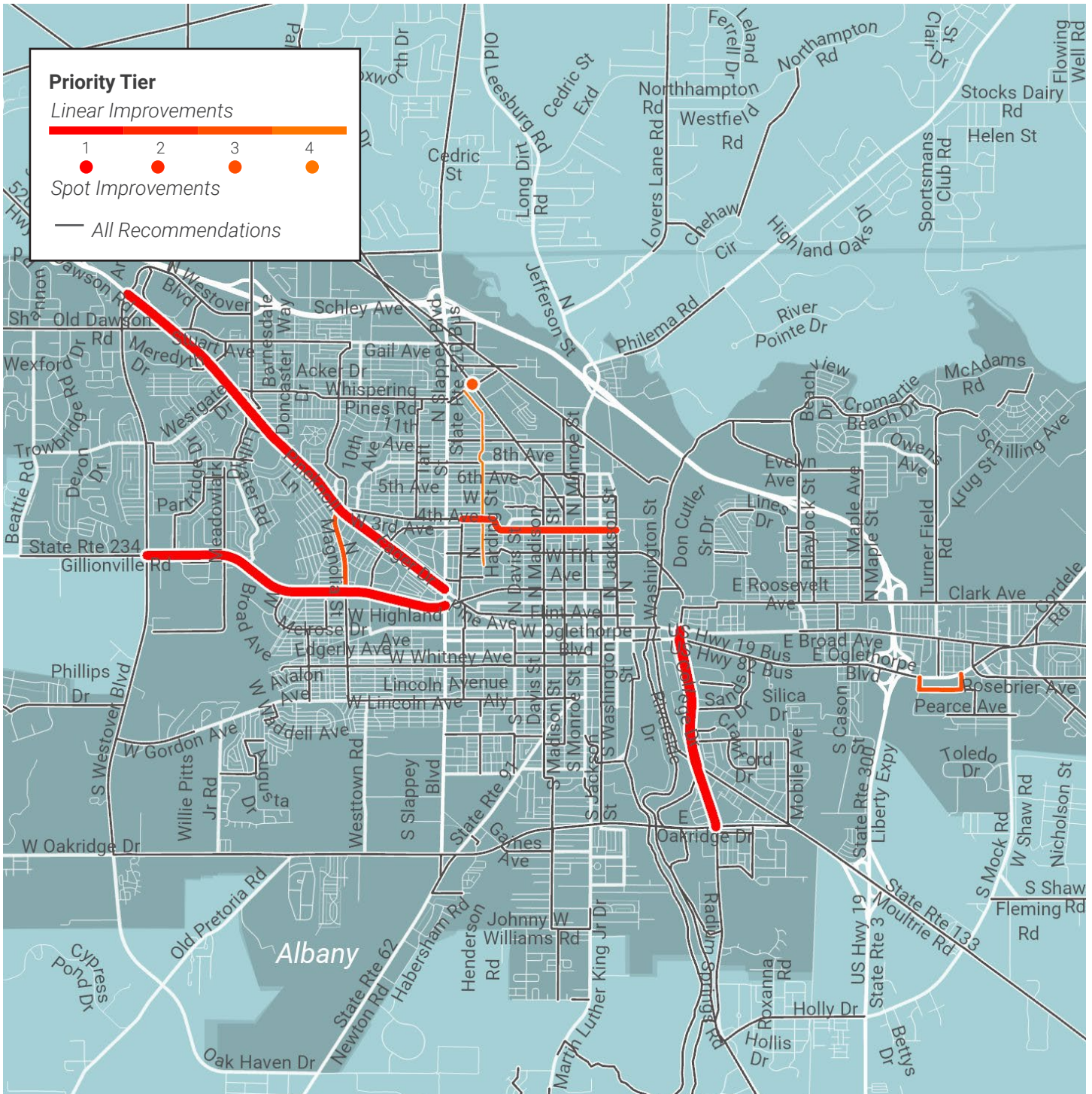


Figure 15. Tier 1-4 Projects

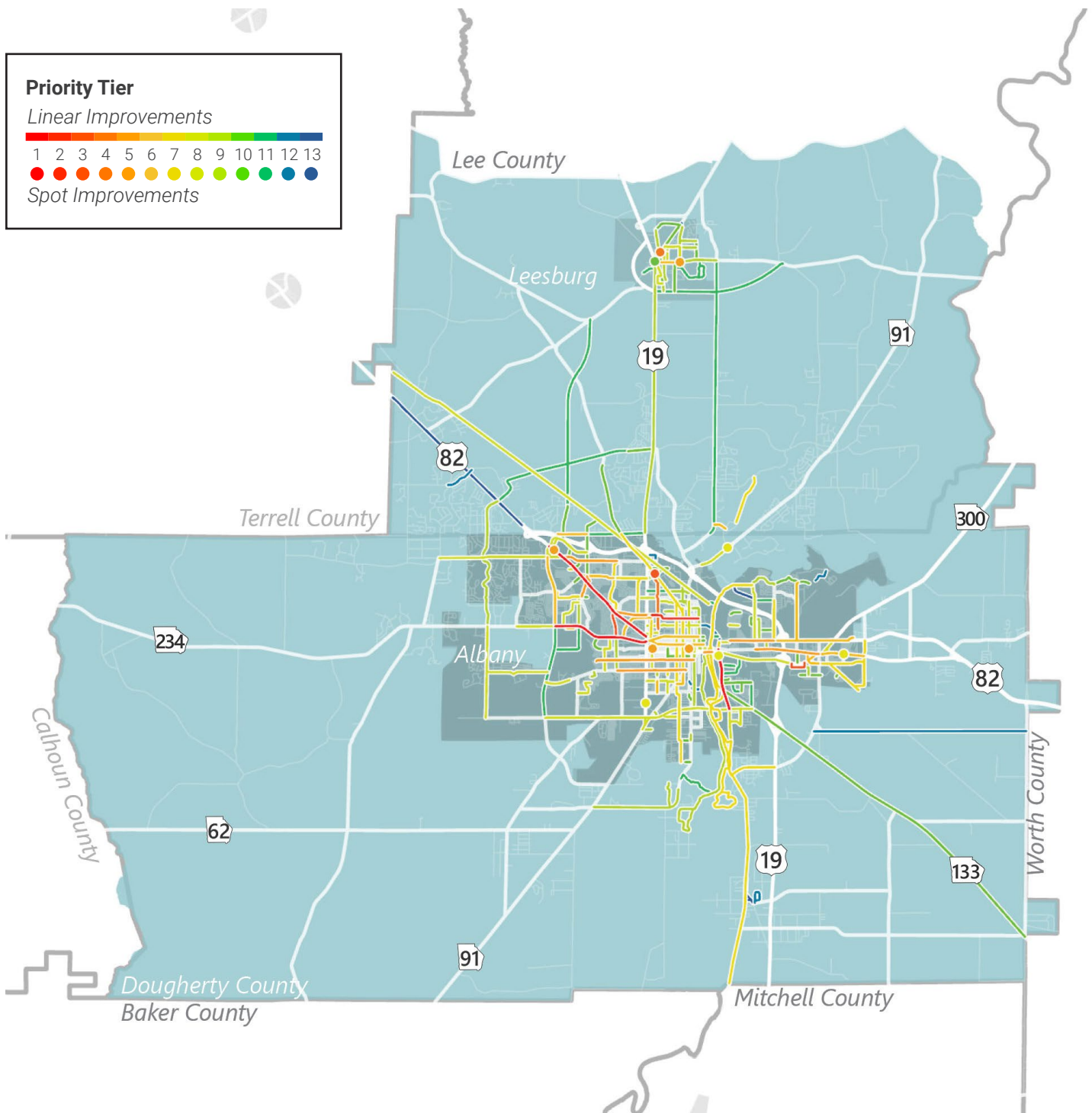


Figure 16. Projects by Priority Tier

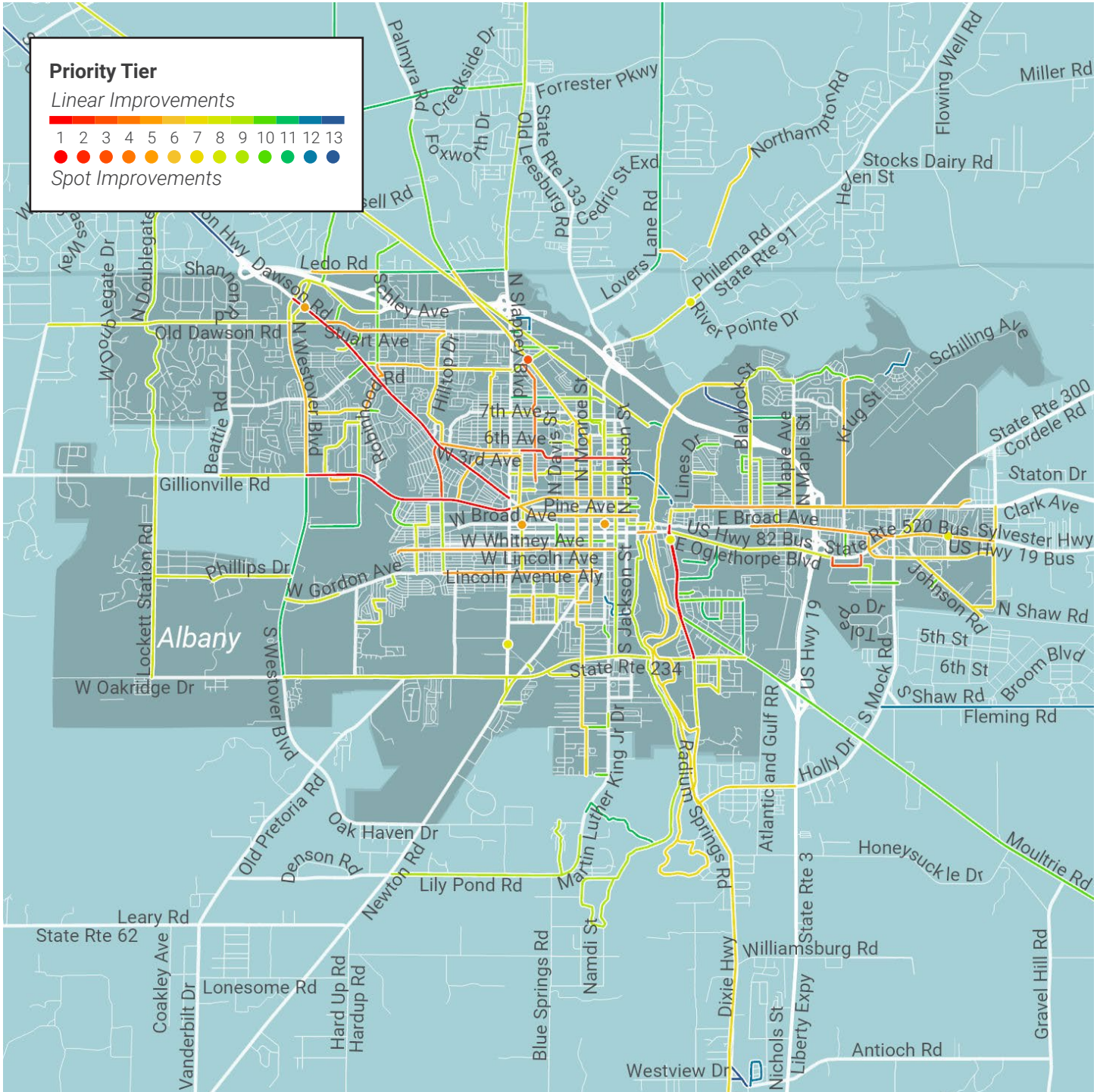


Figure 17. Albany Projects by Priority Tier

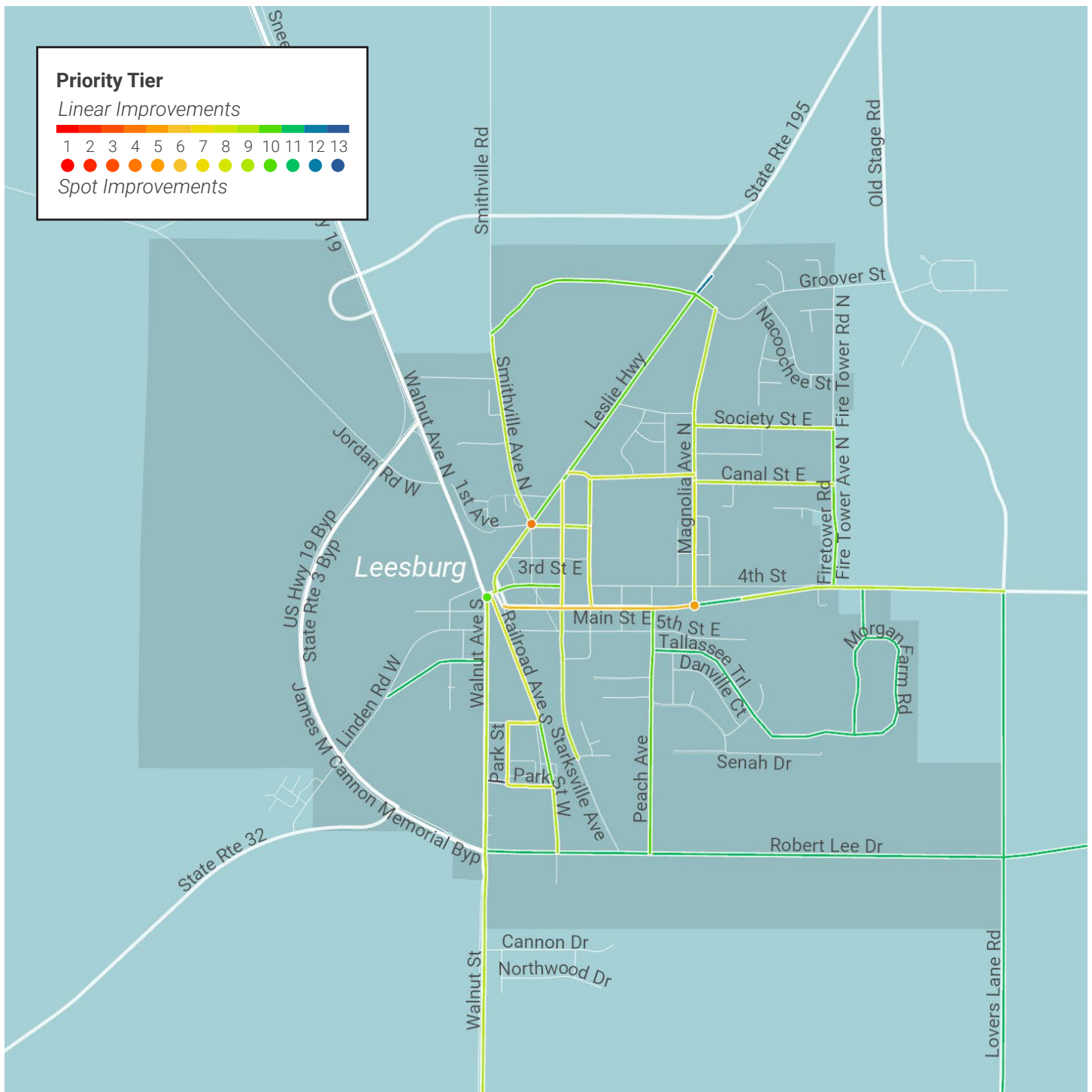


Figure 18. Leesburg Projects by Priority Tier

Table 5. Prioritized Project List

PRIORITY TIER	NAME	DESCRIPTION	NETWORK CATEGORY	LOCATION/EXTENTS	PRIORITY SCORE	ID
1	Gillionville Road	Bike Lanes (Lane Diet)	Network Expansion	From Pine Avenue to Westover Boulevard	13	19
1	Radium Springs Road	Bike Route	Network Expansion	From Broad Avenue to ASU	13	269
1	Dawson Road	Sidewalk (both sides)	Network Expansion	From Slappy Boulevard to Point North Boulevard	13	42
1	Radium Springs Road	Sidewalk (both sides)	Regional Corridors	From Oglethorpe Boulevard to Oakridge Drive	13	68
2	2nd Avenue (east of Van Buren)/3rd Avenue (west of Van Buren)	Shared Lane Markings	Network Expansion	From Front Street to Slappy Boulevard	12	16
3	Library Lane/Massey Drive/Thornton Drive	Sidewalk (one side)	Neighborhood Connections	From Rosebrier Avenue to Oglethorpe Boulevard	11	40
3	Magnolia Street	Sidewalk (one side) with Bike Lanes (Lane Diet) with Enhanced Crosswalks at Gillionville Road	Network Expansion	From Dawson Road to Gillionville Road	11	20
4	Palmyra Road	Pedestrian Crossing Beacon and Refuge Island	Network Expansion	at 14th Avenue	10	7
4	N. Harding Street	Shared Lane Markings	Network Expansion	From 3rd Avenue to 14th Avenue	10	18
5	3rd Avenue	Bike Lanes (Road Diet) with Enhanced Crosswalks at Dawson Road and Slappy Boulevard - Add sidewalk (one side) from Slappy Blvd. to Taft St. (685 ft) and west of Edgewood Ln (1,400 ft)	Network Expansion	From Slappy Boulevard to Dawson Road	9	128
5	Clarke Avenue	Bike Lanes	Network Expansion	From Maple Street to Merritt Street	9	31
5	Stuart Avenue	Shared Lane Markings	Network Expansion	From Hilltop Drive to Nottingham Way	9	27
5	W. Whitney Avenue	Shared Lane Markings	Network Expansion	From Front Street to South Valencia Drive	9	29
5	Broad Avenue	Sidewalk (both sides) and Bike Lanes	Network Expansion	From Blaylock Street to N. Mock Road	9	80
5	Gordan Avenue	Sidewalk (one side) and Bike Lanes	Network Expansion	From Bay Street to Monroe Street	9	77
5	Leslie Highway	Intersection Improvement with Enhanced Crosswalks (consider Roundabout)	Other Improvements	At Smithville Avenue/2nd Street (six legged intersection)	9	6
5	Oglethorpe Boulevard	Provide fencing along outside edges of bridge to enhance pedestrian safety	Other Improvements	at Flint River Bridge	9	5
5	Stuart Avenue	Sidewalk (both sides) and Bike Lanes Enhanced Crosswalks at Dawson Road	Network Expansion	From Nottingham Way to Dawson Road	9	59
5	Lullwater Road/12th Avenue	Sidewalk (one side) with Shared Lane Markings with Enhanced Crosswalks at Dawson Road	Neighborhood Connections	From Kenilworth Drive to Nottingham Way	9	87

PRIORITY TIER	NAME	DESCRIPTION	NETWORK CATEGORY	LOCATION/EXTENTS	PRIORITY SCORE	ID
6	Main Street	Shared Lane Markings	Neighborhood Connections	From 4th Street to Lee County High School	8	4
6	Turner Field Road	Shared Lane Markings	Neighborhood Connections	From Clarke Avenue to Schilling Avenue	8	66
6	Loftus Drive	Sidewalk (one side) and Bike Lanes with Enhanced Crosswalk at Oglethorpe Blvd.	Network Expansion	From Oglethorpe Boulevard to Broad Street	8	41
6	Main Street	Enhanced Crosswalk and Refuge Island	Network Expansion	at Magnolia Avenue	8	30
6	Westover Boulevard	Multiuse Trail with Widening Project	Network Expansion	From Gillionville Road to Old Dawson Road	8	204
6	Pine Avenue	Road Diet with Bike Lanes	Network Expansion	From Front Street to Gillionville Road	8	50
6	Ledo Road	Sidewalk (both sides) and Bike Lanes Enhanced Crosswalks at Westover Road and Nottingham Way	Network Expansion	From Westover Road to Nottingham Way	8	227
6	S. Harding Street	Sidewalk (one side)	Network Expansion	From Lippett Avenue to Holloway Avenue	8	72
6	Access Drive	Sidewalk (one side)	Network Expansion	From W Access Drive to E Access Drive	8	234
6	Rosebrier Avenue	Sidewalk (one side) and Bike Lanes	Network Expansion	From S. Mock Road to Oglethorpe Boulevard	8	76
6	Baldwin Drive / 2nd Avenue	Sidewalk (one sides) with Enhanced Crosswalk at N Cleveland St.	Network Expansion	From Gillionville Drive to N Cleveland Street	8	239
6	Clarke Avenue	Multiuse Trail	Network Expansion	From Maple Street to Tie to Banks Avenue	8	32
6	Roosevelt Avenue	Shared Lane Markings	Network Expansion	From Front Street to Pine Avenue	8	15
6	Whispering Pines Road	Sidewalk (both sides)	Network Expansion	From Nottingham Way to Hilltop Drive	8	122
6	Dorsett Avenue/S. Monroe Street	Sidewalk (one side) and Shared Lane Markings	Network Expansion	From S. Madison Street to Newton Road	8	25
6	Sylvester Highway	Sidewalk on the south side of roadway	Network Expansion	From Loftus Drive to Pinson Road (City Limits)	8	92
6	Jefferson Street	Enhanced Crosswalks and Pedestrian Refuge Area for Broad Street Crossing	Other Improvements	at Broad Street	8	3
6	Dawson Road	Pedestrian Crossing Beacons with Refuge Islands at Locations to be Determined	Other Improvements	From Slappy Boulevard to Ledo Road	8	9
6	Lovers Lane	Trail Section with Bridge to Chehaw Park	Regional Corridors	From Lovers Lane to Chehaw Park	8	37
7	Broad Avenue	Pedestrian Crossing Beacon and Refuge Island	Network Expansion	at Cleveland Street	8	35
7	Johnson Road	Shared Lane Markings	Neighborhood Connections	From Marine Base to Rosebrier Avenue	7	39
7	Pinson Road / Johnson Road	Sidewalk (one side)	Neighborhood Connections	From Sylvester Highway to Johnson Road/Marine Base	7	81

PRIORITY TIER	NAME	DESCRIPTION	NETWORK CATEGORY	LOCATION/EXTENTS	PRIORITY SCORE	ID
7	Kenilworth Drive	Shared Lane Markings	Neighborhood Connections	From Meadowlark Drive to Westover Boulevard	7	28
7	Rosebrier Avenue	Sidewalk (one side) and Bike Lanes	Neighborhood Connections	From Pinson Road to S. Mock Road	7	79
7	Holly Drive	Shared Lane Markings	Network Expansion	From Liberty Expressway to Radium Springs Road	7	112
7	South Monroe Street/N. Monroe Street	Shared Lane Markings with Enhanced Crosswalk at Broad Ave.	Network Expansion	From Newton Road to Palmyra Road	7	11
7	N. Madison Street/S. Madison Street	Shared Lane Markings with Enhanced Crosswalk at Broad Ave.	Network Expansion	From Newton Road to 7th Avenue	7	12
7	Palmyra Road	Sidewalk (both sides)	Network Expansion	From N. Monroe Street to Ledo Road	7	93
7	Merritt Street/Mulberry Avenue	Bike Lanes	Network Expansion	From Clarke Avenue to N. Broadway Street	7	127
7	Riverfront Trail	Extend Multiuse Trail along East Side of Flint River	Network Expansion	From Broad Avenue to Holly Drive	7	54
7	East Flint River Trail	Multi-use Trail	Network Expansion	From Radium Springs Golf Course to Albany State University Foundation	7	275
7	Maple Street	Shared Lane Markings	Network Expansion	From Evelyn Avenue to Clarke Avenue	7	62
7	Hoover Street	Shared Lane Markings	Network Expansion	From 2nd Avenue to Whispering Pines Road	7	64
7	Hilltop Drive	Shared Lane Markings	Network Expansion	From Whispering Pines Road to Stuart Avenue	7	65
7	McKinley Street	Sidewalk (one side)	Network Expansion	From Corn Avenue to Gordan Avenue	7	70
7	S. Madison Street/Johnnie Williams Road/Alice Avenue	Sidewalk (one side) and Shared Lane Markings	Network Expansion	From Story Road to Dorsett Avenue	7	78
7	N. Cleveland Street/3rd Ave	Sidewalk (one side) with Shared Lane Markings	Network Expansion	From Pine Avenue to Slappy Boulevard	7	88
7	Chehaw Park	Trail Connecting Chehaw Park to Pirates Cove Park	Network Expansion	From Chehaw Park to Pirates Cove Park	7	24
7	Slappy Boulevard	Pedestrian Crossing Beacons with Refuge Islands at Locations to be Determined	Other Improvements	From Newton Road to Ledo Road	7	8
7	Sylvester Highway	Pedestrian Crossing Beacons with Refuge Islands at Locations to be Determined	Other Improvements	From Radium Springs Road to Clarke Avenue	7	10
7	Radium Springs Road	Bike Lanes	Regional Corridors	From Holly Drive to Dougherty Co. Line	7	133
7	Whispering Pines Road	Sidewalk (one side) with Shared Lane Markings with Enhanced Crosswalks at Slappy Blvd.	Network Expansion	From Slappy Boulevard to Hilltop Drive	7	91
8	Harvest Lane/Phillips Drive	Shared Lanes	Neighborhood Connections	From Lockett Station Road to Westover Boulevard	6	60

PRIORITY TIER	NAME	DESCRIPTION	NETWORK CATEGORY	LOCATION/EXTENTS	PRIORITY SCORE	ID
8	Partridge Drive	Sidewalk (one side)	Neighborhood Connections	From Kingswood Drive and Gillionville Road to Meadowlark Drive	6	233
8	Augusta Drive	Sidewalk (one side)	Neighborhood Connections	From Willie Pitts Jr Road to Techwood Drive	6	238
8	Patrol Drive	Sidewalk (one side)	Neighborhood Connections	From Radium Springs Road to Vick Street	6	71
8	Vick Street	Sidewalk (one side)	Neighborhood Connections	From Oakridge Drive to Patrol Drive	6	74
8	Gordon Avenue	Sidewalk (one Side)	Neighborhood Connections	From Westover Boulevard to Kingsbury Lane	6	75
8	Lockett Station Road	Sidewalk (one side) with Bike Lanes	Neighborhood Connections	From Gillionville Road to Oakridge Drive	6	131
8	Society Avenue	Shared Lane Markings	Network Expansion	From Front Street to Slappy Boulevard	6	17
8	N. Jackson Street/ Roosevelt Avenue/N. Jefferson Street	Shared Lane Markings	Network Expansion	From Oglethorpe Boulevard to 7th Avenue	6	38
8	Academy Avenue	Sidewalk (one side)	Network Expansion	From Canal Street to Leslie Highway	6	43
8	Radium Springs Road	Pedestrian Crossing Beacon and Refuge Island	Network Expansion	Albany State to Intersection of Oglethorpe Blvd/Radium Springs Rd	6	1
8	Slappy Boulevard	Pedestrian Crossing Beacon and Refuge Island	Network Expansion	at Albany Technical College	6	2
8	Vidalia Street/Pecan Street/Park Street	Shared Lane Markings	Network Expansion	From Railroad Avenue to Park Street	6	33
8	Railroad Avenue	Shared Lane Markings on Paved Road	Network Expansion	From 4th Street to Vidalia Street	6	36
8	8th Avenue	Shared Lane Markings with Enhanced Crosswalks at Slappy Blvd.	Network Expansion	From Hoover Street to N. Harding Street	6	22
8	Cordele Road	Sidewalk (both sides)	Network Expansion	From Sylvester Highway to Clarke Avenue	6	56
8	Slappy Boulevard	Sidewalk (both sides)	Network Expansion	From Oakridge Road to Newton Road	6	73
8	Old Dawson Road	Sidewalk (both sides) and Bike Lanes with Enhanced Crosswalks at Westover Blvd. with Widening Project	Network Expansion	From Dawson Road to Byron Plantation Road	6	213
8	Oglethorpe Boulevard	Sidewalk (both sides) with Widening Project	Network Expansion	From Radium Springs Road to Liberty Expressway	6	211
8	Academy Avenue	Sidewalk (one side)	Network Expansion	From 2nd Street to Main Street	6	47
8	Magnolia Avenue	Sidewalk (one side)	Network Expansion	From Main Street to Canal Street	6	82
8	Meredyth Drive	Sidewalk (one side)	Network Expansion	From Meredyth Drive to Dawson Road	6	229

PRIORITY TIER	NAME	DESCRIPTION	NETWORK CATEGORY	LOCATION/EXTENTS	PRIORITY SCORE	ID
8	Canal Street	Sidewalk (one side) with Shared Lane Markings	Network Expansion	From Magnolia Avenue to Academy Avenue	6	51
8	N. Broadway Street	Bike Lanes	Network Expansion	From Mulberry Avenue to Broad Avenue	6	129
8	Oakridge Drive	Multiuse Trail	Network Expansion	From Radium Springs Road to Slappy Boulevard	6	141
8	Old Dawson Road/ Mall Ring Road	Multi-use Trail	Network Expansion	From Westover Boulevard at Old Dawson to Westover Boulevard at Mall Ring Road	6	58
8	Old Cordele Road	Sidewalk (both sides)	Network Expansion	From Sylvester Highway to Cordele Road	6	55
8	Westover Boulevard	Sidewalk (both sides)	Network Expansion	From Old Dawson Road to Nottingham Way	6	57
8	Newton Road	Sidewalk (both sides)	Network Expansion	From Oakridge Road to Randolph Avenue	6	107
8	Oakridge Drive	Sidewalk (both sides) with Bike Lanes (Lane Diet)	Network Expansion	From Westover Boulevard to Slappy Boulevard	6	130
8	Starksville Road	Sidewalk (one side)	Network Expansion	From 2nd Street to Leslie Highway	6	44
8	McKinley Street	Sidewalk (one side)	Network Expansion	From Lippett Avenue to Holloway Avenue	6	105
8	Barclay Boulevard	Sidewalk (one side)	Network Expansion	From Hobson Street to Don Cutler Drive	6	135
8	Gaines Avenue	Sidewalk (one side)	Network Expansion	From Oakridge Drive to S Madison Street	6	243
8	Blaylock Street	Sidewalk (one side) and Bike Lanes	Network Expansion	From Ball Park Lane to Clarke Avenue	6	123
8	S. Cleveland Street	Sidewalk (one side) with Shared Lane Markings	Network Expansion	From Gordon Ave to Pine Avenue	6	108
8	Starksville Road	Sidewalk (one side) with Shared Lane Markings	Network Expansion	From Main Street to 2nd Street	6	49
8	Philema Road	Trail on South Side of Philema Road including Existing Bridge	Network Expansion	From Lakeshore Drive to River Pointe Drive	6	23
8	Sylvester Highway	Pedestrian Crossing Beacon and Refuge Island	Other Improvements	at Olivia Street	6	14
8	Broad Avenue Bridge Replacement	Sidewalk (both sides) and Bike Lanes with Bridge Replacement	Other Improvements	From Front Street to N. Broadway Street	6	209
8	Dougherty/Lee Rail Trail	Multiuse Trail on Rails to Trails Corridor	Regional Corridors	From Washington Street to Lee County/Terrell County Line	6	143
8	Radium Springs Road	Sidewalk (both sides)	Regional Corridors	From Garden Hill Drive to Oakridge Drive	6	102
8	W Residence Avenue	Sidewalk (one side) with Enhanced Crosswalk at N Slappey & Dawson Rd.	Network Expansion	From N Slappey Blvd to Cleveland Street	6	240
8	W Residence Avenue	Sidewalk (one side)	Network Expansion	From Cleveland Street to N Harding Street	6	241

PRIORITY TIER	NAME	DESCRIPTION	NETWORK CATEGORY	LOCATION/EXTENTS	PRIORITY SCORE	ID
8	Philema Road	Pedestrian Crossing Beacon and Refuge Island	Network Expansion	at Chehaw Park Road	6	34
8	Gillionville Road	Sidewalk (both sides) and Bike Lanes (lane diet) with Enhanced Crosswalks at Westover Blvd.	Network Expansion	From Westover Boulevard to Beattie Road	6	90
8	S Valencia Drive	Sidewalk (one sides) with Enhanced Crosswalk at RR.	Network Expansion	From W Gordon Avenue to Samford Avenue	6	236
8	Holloway Avenue	Sidewalk (one sides) with Enhanced Crosswalk at S Harding St and S McKinley St.	Network Expansion	From S Slappey Blvd to US 91/Newton Rd	6	242
9	Satilla Street	Sidewalk (one side)	Neighborhood Connections	From Tallulah Drive to Pearce Avenue	5	261
9	Meadowlark Drive/ Kenilworth Drive	Sidewalk (one side) with Shared Lane Markings	Neighborhood Connections	From Gillionville Road to Lullwater Road	5	109
9	Smithville Avenue	Multiuse Trail	Neighborhood Connections	From Leslie Highway to Twin Oaks Elementary/ Leesburg North Bypass	5	53
9	Walnut Street (US 19)	Reconstruct Sidewalk (both sides) and Add Bike Lanes (road diet) - To be performed after construction of Leesburg Northern Bypass	Neighborhood Connections	From Robert B. Lee Drive to 4th Street	5	124
9	Society Street	Sidewalk (one side)	Neighborhood Connections	From Fire Tower Avenue to Magnolia Avenue	5	83
9	Cromartie Beach Drive/Blaylock Street	Sidewalk (one side)	Neighborhood Connections	From Maple Street to Ball Park Lane	5	121
9	Lily Pond Road	Sidewalk (one side)	Neighborhood Connections	From Newton Road to Martin Luther King Jr Elementary School	5	246
9	Barnaby Drive	Sidewalk (one side)	Neighborhood Connections	From Martin Luther King Jr Drive to Newcastle Lane	5	247
9	Canal Street	Sidewalk (one side) with Shared Lane Markings	Neighborhood Connections	From Fire Tower Avenue to Magnolia Avenue	5	84
9	Magnolia Avenue	Sidewalk (one side) with Shared Lane Markings	Neighborhood Connections	From Groover Street to Canal Street	5	86
9	Habersham Road/ Lowe Road	Sidewalk (one side)	Network Expansion	From Oakridge Road to Newton Road	5	69
9	Sunset Lane	Sidewalk (one side)	Network Expansion	From Radium Springs Road to Vick Street	5	249
9	Magnolia Street	Sidewalk (one side) with Bike Lanes (Lane Diet)	Network Expansion	From Gillionville Road to Gordan Avenue	5	21
9	N. Carroll Street	Bike Lanes	Network Expansion	From Broad Avenue to Clarke Avenue	5	67
9	Leslie Highway	Multiuse Trail	Network Expansion	From 4th Street to Smithville Avenue	5	52
9	North Washington Street	Multi-use Trail	Network Expansion	From Dougherty/Lee Rail Trail to East Broad Avenue	5	271
9	West Flint River Trail	Multi-use Trail	Network Expansion	From Albany Civic Center to Boy Scout Property	5	272

PRIORITY TIER	NAME	DESCRIPTION	NETWORK CATEGORY	LOCATION/EXTENTS	PRIORITY SCORE	ID
9	Weymouth Drive/E. Doublegate Drive/N. Doublegate Drive	Shared Lane Markings	Network Expansion	From Gillionville Road to SR 82	5	61
9	Hilltop Drive	Shared Lane Markings	Network Expansion	From 2nd Avenue to Whispering Pines Road	5	63
9	N. Central Street/E. 4th Ave	Sidewalk (one side)	Network Expansion	From Clarke Avenue to Blaylock Street	5	100
9	S. Harding Street	Sidewalk (one side)	Network Expansion	From Corn Avenue to Gordan Avenue	5	104
9	Martin Luther King Junior Drive	Sidewalk (one side)	Network Expansion	From Johnny Williams Road to Watkins Avenue	5	115
9	Randolph Avenue	Sidewalk (one side)	Network Expansion	From Newton Road to Habersham Road	5	116
9	11th Avenue	Sidewalk (one side)	Network Expansion	From Jefferson Street to Palmyra Road	5	120
9	Starksville Road	Sidewalk (one side)	Network Expansion	From Main Street to Hillside Court	5	126
9	W Waddell Avenue	Sidewalk (one side)	Network Expansion	From W Gordon Avenue to University Street	5	237
9	Jackson Street	Sidewalk (one side) and Bike Lanes	Network Expansion	From Oakridge Drive to Oglethorpe Boulevard	5	94
9	7th Avenue	Sidewalk (one side) and Bike Lanes	Network Expansion	From Jefferson Street to Palmyra Road	5	118
9	14th Avenue	Sidewalk (one side) with Shared Lane Markings	Network Expansion	From Rail Trail to Slappy Boulevard	5	106
9	Academy Avenue	Sidewalk (one side) with Shared Lane Markings	Network Expansion	From Canal Street to 2nd Street	5	45
9	2nd Street	Sidewalk (one side) with Shared Lane Markings	Network Expansion	From Academy Avenue to Leslie Highway	5	46
9	SR 32	Sidewalk (one side) with Shared Lane Markings	Network Expansion	From Lee County High School to Lovers Lane	5	110
9	Park Street	Sidewalk (one side) with Shared Lane Markings	Network Expansion	From Robert B. Lee Drive to Park Street	5	125
9	US 19	Multiuse Trail (Coordinate with Corridor Management Plan)	Regional Corridors	From Ledo Road to Robert B Lee Drive	5	142
9	West 4th Avenue	Sidewalk (one side) with enhanced crosswalk at Paylmyra Rd	Network Expansion	From N Van Buren Street to N Madison Street	5	250
10	Pearce Avenue	Sidewalk (both sides)	Neighborhood Connections	From Pearce Avenue to Brierwood Drive	4	262
10	Fire Tower Avenue	Sidewalk (one side)	Neighborhood Connections	From SR 32 to Society Street	4	85
10	Leslie Highway	Sidewalk (one side)	Neighborhood Connections	From Smithville Avenue to Groover Street	4	89
10	Kenilworth Drive	Sidewalk (one side)	Neighborhood Connections	From Meadowlark Dr to W Edgewater Dr	4	232
10	Cromartie Beach Drive/Turner Avenue	Sidewalk (one side)	Neighborhood Connections	From N Maple Street to Turner Job Corps Road	4	258

PRIORITY TIER	NAME	DESCRIPTION	NETWORK CATEGORY	LOCATION/EXTENTS	PRIORITY SCORE	ID
10	Brierwood Drive	Sidewalk (one side)	Neighborhood Connections	From Johnson Road to Georgetown Drive	4	263
10	D. C. Schilling Avenue	Sidewalk (one side)	Neighborhood Connections	From Turner Field Road to Start of Existing Sidewalk	4	117
10	McKinley Street	Sidewalk (one side)	Network Expansion	From Broad Avenue to W. Whitney Avenue	4	113
10	Van Deman Street	Sidewalk (one side)	Network Expansion	From Mitchell Avenue to Wingate Avenue	4	134
10	Neuman Place	Sidewalk (both sides)	Network Expansion	From Neuman Place to Martin Luther King Jr Drive	4	245
10	East Society Avenue	Sidewalk (one side)	Network Expansion	From N. Central Street to Maple Street	4	99
10	Highland Avenue	Bike Route	Network Expansion	From Jackson Street west to Study Area Boundary	4	267
10	Sewer Line Easement	Multiuse Trail	Network Expansion	From Railroad Avenue to Park Street	4	96
10	Roosevelt Avenue	Multi-use Trail	Network Expansion	From Washington Street to Riverfront Trail	4	264
10	Flint Avenue	Multi-use Trail	Network Expansion	From Washington Street to Riverfront Trail	4	265
10	Washington Street	Multi-use Trail	Network Expansion	From Roosevelt Avenue to Broad Avenue	4	266
10	Nottingham Way	Multiuse Trail Connection	Network Expansion	From Ledo Road to Rail Trail	4	95
10	Leesburg North Bypass	Multiuse Trail with New Road Construction	Network Expansion	From Smithville Avenue to Leslie Highway	4	206
10	Westover Boulevard Extension	Multiuse Trail with New Bridge Project	Network Expansion	From Westover Boulevard to Fussell Road	4	205
10	Palmyra Road	Shared Lane Markings	Network Expansion	From Ledo Road to Uncle Jimmys Lane	4	97
10	Forrester Parkway Extension	Sidewalk (both sides) and Bike Lanes with New Road Construction	Network Expansion	From US 19 to Creekside Drive	4	218
10	4th Street	Sidewalk (one side)	Network Expansion	From Main Street to Starkville Road	4	48
10	Don Cutler Drive	Sidewalk (one side)	Network Expansion	From Hobson Street to Railroad Tracks	4	136
10	Don Cutler Drive	Sidewalk (one side)	Network Expansion	From Swift Street to Blaylock Street	4	98
10	Mitchell Avenue	Sidewalk (one side)	Network Expansion	From Mobile Avenue to Radium Springs Road	4	101
10	S. Jefferson Street	Sidewalk (one side)	Network Expansion	From Martin Luther King Junior Drive to Alice Avenue	4	114
10	Archwood Drive	Sidewalk (one side)	Network Expansion	From Stuart Avenue to N Westover Blvd	4	228
10	Westgate Drive	Sidewalk (one side)	Network Expansion	From Westgate Drive to Dawson Road	4	231

PRIORITY TIER	NAME	DESCRIPTION	NETWORK CATEGORY	LOCATION/EXTENTS	PRIORITY SCORE	ID
10	W Broad Avenue	Sidewalk (one side)	Network Expansion	From Gillionville Road to N Valencia Drive	4	235
10	Edison Drive	Sidewalk (one side)	Network Expansion	From E Broad Avenue to E Oglethorpe Blvd	4	260
10	Johnny W Williams Road	Sidewalk (one side)	Network Expansion	From S Madison Street to Martin Luther King Jr Drive	4	244
10	Crawford Drive	Sidewalk (one side)	Network Expansion	From Radium Springs Road to Cameo Lane	4	248
10	Peach Avenue	Sidewalk (one side) with Bike Lanes	Network Expansion	From Robert B. Lee Drive to Main Street	4	111
10	Groover Street	Sidewalk (one side) with Shared Lane Markings	Network Expansion	From Leslie Highway to Magnolia Avenue	4	103
10	West Apartments	Sidewalk (both sides)	Network Expansion	From Dawson Road to Stuart Avenue	4	230
10	Moultrie Road	Sidewalk (both sides) and Bike Lanes with Widening Project	Regional Corridors	From Radium Springs Road to Dougherty County Line	4	219
10	Walnut Street (US 19)	Enhanced Crosswalks at 4th Street as part of Intersection Improvement Project	Network Expansion	4th Street	4	201
10	Nottingham Way	Sidewalk (both sides) and Bike Lanes with Enhanced Crosswalks at Westover Blvd. and Ledo Rd.	Network Expansion	From Whispering Pines Road to Ledo Road	4	202
10	16th Avenue	Sidewalk (one side) with enhanced crosswalk at Seaboard Dr	Network Expansion	From Palmyra Road to 16th Avenue	4	254
10	Swift Street	Sidewalk (one side) with enhanced crossing at Blaylock St	Network Expansion	From Don Cutler Sr Drive to Blaylock Street	4	257
11	Robert Cross Park Trail	Multi-use Trail	Neighborhood Connections	From Robert Cross Park to West Flint River Trail	3	273
11	Robert B. Lee Drive/SR 32 Relocation	Sidewalk (both sides) and Bike Lanes with SR 32 Relocation Project	Neighborhood Connections	From Leesburg Bypass to SR 91	3	210
11	Kinchafoonee Drive W	Sidewalk (one side)	Neighborhood Connections	From Linden Road W to Walnut Avenue S	3	222
11	Morgan Farm Road	Sidewalk (one side)	Network Expansion	From Peach Avenue to Morgan Farm Road	3	224
11	Pine Avenue	Bike Route	Network Expansion	From Jackson Street west to Study Area Boundary	3	268
11	Dougherty/Lee Rail Trail 2	Multi-use Trail	Network Expansion	From Riverfront Trail to Flint River	3	270
11	East Albany State University	Multi-use Trail	Network Expansion	From ASU Existing Path to Sand Dunes	3	277
11	Shackleford Park	Multi-use Trail	Network Expansion	From West Flint River Trail to Shackleford Park Parking	3	278
11	Westover Boulevard	Multiuse Trail	Network Expansion	From Gillionville Road to Oakridge Drive	3	140
11	Forrester Parkway Extension/Oakland Parkway	Sidewalk (both sides) and Bike Lanes with New Road Construction	Network Expansion	From Creekside Drive to US 82	3	217

PRIORITY TIER	NAME	DESCRIPTION	NETWORK CATEGORY	LOCATION/EXTENTS	PRIORITY SCORE	ID
11	Ledo Road	Sidewalk (both sides) and Bike Lanes with Widening Project	Network Expansion	From Nottingham Way to US 19	3	207
11	Wingate Avenue/ South Street	Sidewalk (one side)	Network Expansion	From Van Demand Street to Mitchell Avenue	3	137
11	Mobile Avenue	Sidewalk (one side)	Network Expansion	From Moultrie Road to Mitchell Avenue	3	138
11	Sands Drive	Sidewalk (one side)	Network Expansion	From Radium Springs Road to Oglethorpe Boulevard	3	139
11	Double Oak Lane	Sidewalk (one side)	Network Expansion	From Highway 32 E to Morgan Farm Road	3	225
11	18th Avenue	Sidewalk (one side)	Network Expansion	From N Slappey Blvd to Cardinal Street	3	255
11	Meadowlark Drive Extension	Sidewalk (one Side) with bike lanes	Network Expansion	From Gillionville Road to Westover Boulevard	3	203
11	Evelyn Avenue	Sidewalk (one side) with Shared Lane Markings	Network Expansion	From Maple Street to Blaylock Street	3	119
11	Main Street E	Sidewalk (both sides)	Network Expansion	From Magnolia Avenue to Lee County High School	3	221
11	Lovers Lane	Bikeable Shoulder	Regional Corridors	From Chehaw Park Bridge to SR 32	3	144
11	Westover Boulevard Extension	Sidewalk (both sides) and Bike Lanes with New Road Construction	Regional Corridors	From Fussell Road to James Pond Road	3	216
11	10th Avenue	Sidewalk (one side) with enhanced crosswalk at Paylmyra Rd & N Harding St	Network Expansion	From N Slappey Blvd to Palmyra Road	3	253
12	Dame Street/Patton Avenue	Sidewalk (one side)	Neighborhood Connections	From Turner Job Corps Road to McAdams Road	2	259
12	Nixon Drive	Sidewalk (one side)	Neighborhood Connections	From Antioch Road to Nixon Drive	2	280
12	Ledo Road	Coordinate with Property Owners to provide bike routes on north and south sides via Interparcel Connections	Network Expansion	From Westover Boulevard Ext. to Nottingham Way	2	208
12	South Riverside Cemetary Trail	Multi-use Trail	Network Expansion	From Ragsdale Park to West Flint River Trail	2	274
12	Clarke Avenue Bridge	Sidewalk (both sides) and Bike Lanes with New Bridge	Network Expansion	From N. Broadway Street to Roosevelt Avenue	2	212
12	Hickory Grove Road	Sidewalk (one side)	Network Expansion	From Pebble Ridge Drive to Oakland Parkway	2	226
12	Cardinal Street	Sidewalk (one side)	Network Expansion	From 20th Avenue to Seaboard Drive	2	256
12	5th Avenue	Sidewalk (one side)	Network Expansion	From N Madison Street to N Mormon Street	2	251
12	Leslie Highway	Sidewalk (both sides)	Network Expansion	From Groover Street to Lee County High School 9th Grade Campus	2	220
12	Fleming Road	Sidewalk (both sides) and Bike Lanes with Widening Project	Regional Corridors	From S. Mock Road to County Line Road	2	214

PRIORITY TIER	NAME	DESCRIPTION	NETWORK CATEGORY	LOCATION/EXTENTS	PRIORITY SCORE	ID
13	Putney Park Trail	Multi-use Trail	Neighborhood Connections	From Patterson Avenue to Antioch Road	1	279
13	Paul Eames Sport Complex	Multi-use Trail	Network Expansion	From Blaylock Street to Ball Park Lane	1	276
13	Park Street W	Sidewalk (one side)	Network Expansion	From Walnut Street to Park Street	1	223
13	5th Avenue	Sidewalk (both sides)	Network Expansion	From N Jefferson Street to N Jackson Street	1	252
13	US 82	Sidewalk (both sides) and Bike Lanes (coordinate with Corridor Management Plan)	Regional Corridors	From Leod Road to Lee County/Terrell County Line	1	215

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Funding

The new Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act, is making historic investments in the transportation sector. Liveable communities that support bicycling and walking are a high priority of the USDOT with more funding available than ever before. This section identifies potential funding sources available for bicycle and pedestrian projects and programs as well as their associated need or criteria.

Federal Funding

Funding for bicycle and pedestrian facilities and programs support the concept that all users should be considered in the development of transportation. Federal funds are available to metropolitan planning organizations and states to invest in bicycle and pedestrian infrastructure. Half the funds from the USDOT Transportation Alternative Program are distributed to MPOs with the remaining funds available to states to distribute through a competitive grant process. Federal funding is used for larger or more expensive bicycle and pedestrian projects. Federal bicycle and pedestrian funding opportunities:

- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**—helps communities build transportation projects that have significant local or regional impact and improve safety and equity. Funding will be split 50/50 to urban and rural areas with a minimum of \$15 million in funding guaranteed to go toward projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities. Projects located in areas of persistent poverty or historically disadvantaged communities will

be eligible for up to 100 percent federal cost share.

- **Infrastructure for Rebuilding American Discretionary Grant Program (INFRA)**—competitive grant for applicant to apply once for up to three separate discretionary grant opportunities: Mega Grant, Infra Grant, and Rural Transportation Grant. The Rural Transportation Grant (23 U.S.C. 173) supporting projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of movement of people and freight, and general regional economic growth and improve quality of life. Eligible uses include the Surface Transportation Block Grant Program.
- **Reconnecting Communities Pilot Program (RCP)**—first-ever Federal program to reconnect communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities. Eligible facilities are a highway, road, street, parkway, or other transportation facility such as a rail line that create a barrier to community connectivity, mobility, access, or economic development due to high speeds, grade separations, or other design factors.
- **Safe Streets and Roads for All (SS4A)**—newly created discretionary program funding regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. There are two SS4A grants: Action Plan Grants and Implementation Grants. Implementation Grants activities can include infrastructure, behavioral, and

operational safety identified in an Action Plan. Examples:

- » Applying low-cost roadway safety treatments
- » Identifying and correcting common risks such as improving pedestrian crosswalks
- » Installing pedestrian safety enhancements and closing network gaps with sidewalks, rectangular flashing beacons, signal improvements, and audible pedestrian signals for people walking, rolling or using mobility devices
- » Supporting the development of bikeway networks
- » Conducting education campaigns to accompany new infrastructure such as pedestrian beacons or pedestrian-only zones
- » Action Plan Grants can be used to develop or complete an Action Plan or to supplement planning activities. An Action Plan is needed to apply for Implementation Grants.
- **Surface Transportation Block Grant Program (STBG)**—provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance of any Federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Eligible activities:
 - » Addition or retrofitting of structures or other measures to eliminate or reduce crashes
 - » Maintenance and restoration of existing recreational trails
 - » Projects to enhance travel and tourism
- **Transportation Alternatives Set-Aside (formerly Transportation Alternatives**

Program, Transportation Enhancements)

(TA)—provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities, recreation trails, safe routes to school projects, and vulnerable road user safety assessments. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21).

- **Recreational Trails Program (RTP)**—grant program funded by FHWA and administered at the state level by Georgia Department of Natural Resources. The purpose is to support recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.
- **Safe Routes to School Program (and related activities) (SRTS)**—projects are eligible under the Transportation Alternatives Set-Aside and the Surface Transportation Block Grant Program. Under the BIL, eligibility expanded from kindergarten – 8th grade to kindergarten – 12th grade.

State Funding

Creating safe and convenient places to walk and bike unite the health components to transportation. Most state funding comes from GDOT with local governments providing matching funds. Transportation Alternative Program (TAP) is a partnership of GDOT and FHWA for non-traditional transportation-related activities such as pedestrian facilities, bicycle facilities, and pedestrian streetscaping projects. MPOs are not eligible entities to sponsor TAP but may partner with eligible entity project sponsor to carry out a project. City, town, or county agencies are eligible partners. Eligible projects by TAP:

- Pedestrian and bicycle facilities (including non-motorized paths)
- Streetscape Improvements
- Safe Routes to School Program

For TAP, a pedestrian is not only defined as a pedestrian traveling by foot but also any mobility impaired person using a wheelchair. The definition of bicycle transportation facility is a new or improved lane, path, or shoulder for use by bicyclist and a traffic control device, shelter, or parking facility for bicycles. These projects must be for transportation and not recreational purposes.

Local Funds

Local governments use discretionary annual spending (General Fund), dedicated funding, and debt financing. Funding varies by community dependence on taxing capacity, budgetary resources, voter preference, and political will.

- **Metropolitan Planning**—the FAST Act continues the Metropolitan Planning program which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility. Support includes:
 - » Support for intercity bus and commuter vanpools that provide facilities to enable an intermodal transportation system, including pedestrian and bicycle facilities

Table 6. USDOT Bicycle and Pedestrian Funding Opportunities

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

September 9, 2022

This table indicates potential eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds																												
Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																												
Activity or Project Type	OST Programs					Federal Transit					Federal Highway Administration																	
	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	THFA	FTA	ATI	TOD	405	BIP	CRP	CMAQ	HSIP	RHCP	NHPP	PRO	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTP	ITP	TPSF	
Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$				\$	\$		\$	\$	\$							\$	\$	\$
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan					\$	TA				\$			\$						\$	\$				\$			\$	\$
Barrier removal for ADA compliance	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$		\$	\$				\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bicycle plans																												
Bicycle helmets (project or training related)											\$																	
Bicycle helmets (safety promotion)																												
Bicycle lanes on road	~\$	~\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$						\$	\$	\$
Bicycle parking (see Bicycle Parking Solutions)	~\$	~\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$						\$	\$	\$
Bike racks on transit	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$																\$	\$	\$
Bicycle repair station (air pump, simple tools)	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$																\$	\$	\$
Bicycle share (capital and equipment; not operations)	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$							\$	\$	\$	\$						\$	\$	\$
Bicycle storage or service centers (example: at transit hubs)	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$																\$	\$	\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bus shelters and benches	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$						\$	\$	\$
Coordinator positions (State or local) (limits on CMAQ and STBG)					\$					\$				\$												\$	\$	\$
Community Capacity Building (develop organizational skills/processes)						TA				\$														\$				
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$			\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Curb ramps	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$			\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Counting equipment																												
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Historic preservation (pedestrian and bicycle and transit facilities)	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$			\$	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$			\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Maps (for pedestrians and/or bicyclists)					\$					\$				\$	\$									\$	\$	\$	\$	\$
Micromobility projects (including scooter share)	\$		\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$			\$	\$													\$	\$
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Pedestrian plans	\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Rail at-grade crossings	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Recreational trails	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$			\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Resilience Improvements for pedestrians and bicyclists	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$		~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Road Diets (pedestrian and bicycle portions)	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$

Source: USDOT, Pedestrian and Bicycle Funding Opportunities Sept. 2022

Download full PDF via: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm