



# FORSYTH COUNTY

## Bicycle Transportation & Pedestrian Walkways 2025 Plan: 2015 Update

## Table of Contents

List of Figures .....	ii
List of Tables .....	ii
1.0 Introduction .....	3
2.0 Review of Goals and Objectives .....	4
2.1 Vision Statement .....	4
2.2 Goals and Objective .....	5
2.3 Summary of Issues and Opportunities .....	11
3.0 2015 National, State and Regional Trends .....	12
3.1 National Trends .....	12
3.2 State Trends .....	12
3.3 Regional Trends .....	12
3.4 Neighboring Community Trends .....	14
4.0 Outreach .....	22
5.0 Report Recommendations .....	23
6.0 Project Lists, Maps and Source References .....	24
7.0 Appendixes	
7.1 STRAVA	
7.2 MAP 21 Eligibility Criterion	
7.3 Facility Design Typical Sections	
7.4 Stakeholder Meeting Minutes	



## List of Figures

Figure 1 Forsyth County Big Creek Greenway .....	14
Figure 2 McFarland - Union Hill LCI Final Concept Plan .....	14
Figure 3 North Fulton CTP Tier 1 Projects .....	15
Figure 4 North Fulton Tier 2 Projects .....	15
Figure 5 Bicycle Suitability and Facilities .....	16
Figure 6 City of Milton Bicycle and Pedestrian Plan .....	17
Figure 7 City of Alpharetta Pedestrian and Bicycle Facilities .....	18
Figure 8 City of Johns Creek Greenway Network .....	19
Figure 9 Gainesville-Hall County Bicycle and Pedestrian Plan .....	20
Figure 10 Dawson County Bicycle and Pedestrian Plan .....	21

## List of Tables

Table 1 Federal Funding Opportunities .....	9
Table 2 Additional Funding Opportunities .....	10
Table 3 Short Term Projects (2014-2019) .....	25
Table 4 Mid Term Projects (2020-2025) .....	26
Table 5 Proposed Projects .....	27



## 1.0 Introduction

Forsyth County is located in the north central part of Georgia and covers an area over 247 square miles. The County abuts Gwinnett and Fulton counties to the south, Cherokee County to the west, Hall County to the east, and Dawson County to the north. Forsyth County has been one of the fastest growing counties in the last three decades with the Census Bureau estimating a population of 195,405 in 2013 in comparison to 168,098 in 2008. This growth trend is expected to continue; the 2011 Comprehensive Transportation Plan (CTP) projected the County's population to increase to 454,000 by 2040.

With a major initiative to accommodate alternative modes of transportation by the County through its CTP and the Atlanta Regional Commission's (ARC) recommendation for increased non-motorized planning efforts, Forsyth County adopted a Bicycle Transportation & Pedestrian Walkways 2025 Plan in May of 2002. This plan was updated in 2008 to keep up with the rapidly changing demographics and the resulting change in infrastructure needs of the citizens.

The 2008 update adequately covered all relevant issues concerning the Bicycle and Pedestrian Plan and hence the 2015 update mimics the structure of the 2008 report. Identical to the 2008 update, the 2015 update includes the following data:

- Issues and Opportunities
- Review and analysis of the 2025 goals and objectives
- Inventory of existing bike and pedestrian facilities and committed projects
- Update on regional, state and national trends
- Public outreach
- Evaluation and update on recommendations for bike and pedestrian facilities and policies
- Prioritized project lists. Updated route maps including destination points, regional connections, usage data, and relevant traffic data.

From the outset of this plan, the major factor driving the adoption of the bicycle and pedestrian plan was air quality. In recent years, however, the focus has shifted throughout Forsyth County and in the United States in general to recognize the more widespread benefits of a bicycle and pedestrian program such as health, safety, environmental impact, and greater quality of life.



## 2.0 Review of Goals and Objectives

A large part of the update process is to review and assess previous goals and objectives that were developed in both the original 2025 plan and its 2008 update. In order to be able to have a representation of various perspectives from the County residents, a task force was empaneled. Similar to the 2002 Project Task Force, personnel from the Departments of Engineering, Parks, Planning, and Schools took part in order to guarantee coordination of the project across department lines. There was representation from private and homeowner interests, as well as one County Commissioner. The task force members that met to review all project related information and also to feedback regarding the future needs of the County were as follows:

- Commissioner Cindy Mills -Forsyth County Board of Commissioners
- Mr. Tim Allen – Forsyth County Department of Engineering
- Ms. Vanessa Bernstein-Goldman – Forsyth County Department of Planning and Community Development
- Mr. Jerry Oberholtzer - Forsyth County Department of Planning and Community Development
- Mr. Matthew Pate – Forsyth County Department of Parks and Recreation
- Mr. Russell Lundstrum – US Army Corps of Engineers
- Mr. Hagen Hammons –Chattahoochee River National Recreation Area
- Mr. Bryan Carlisle – Forsyth County Schools
- Mr. Todd Muller – Owner of Reality Bikes
- Mr. Shannon Sibbitt – Keep Forsyth Beautiful
- Mr. Todd Jones – T J Ventures

## 2.1 Vision Statement

As part of the update to the plan, the vision statement was examined and reworded to better reflect the current needs of Forsyth County, as well as the rebranding initiative of the County.

The following factors were taken into account while examining and reworking the existing vision statement:

- Focus on safety
- Unified vision with the rebranding of Forsyth County
  - Focus towards community wellness aspect of bicycle and pedestrian infrastructure
  - Focus on community connectivity
- Focus on health and recreational benefits
- Coherent vision statement that is more than a list of ideas

The revised vision statement reads as follows:

*“Foster the development of a safe interconnected network of bicycle and pedestrian facilities, which promotes a healthy alternative means of transportation and recreation by connecting communities and increasing future transportation mobility to enhance Forsyth County’s overall quality of life.”*



## 2.2 Goals and Objective

### 1) Provide a system of safe, convenient, and accessible bike/pedestrian facilities working through governmental agencies, the private sector, and the general public

#### Objectives of 2025 Plan

1. Provide a connected system to destination points
2. Provide connections to other modes of transportation
3. Coordinate facilities with road improvements and right of way corridors to minimize public costs.
4. Ensure safety and needs for all user types by ways of educational programs, tracking bike and pedestrian accidents and developing a bicycle suitability analysis
5. Implement a maintenance program
6. Provide ancillary facilities to enhance bike and pedestrian systems
7. Support bike and pedestrian training and safety programs
8. Develop and require bike and pedestrian systems to meet ADA and typical design standards adopted by Forsyth County.

#### 2015 Perspective

Forsyth County is continuing its work towards making an interconnected system of bicycle and pedestrian facilities. In order to achieve this goal, the County has incorporated bicycle and pedestrian facilities into its roadway design standards; in doing so, the County has minimized the cost of the improvements by tying them into roadway projects. New and widened roadways now include both a sidewalk and a multi-use path as part of construction. Typical design standards were set forth in the 2008 update of this plan and are attached to this report. These design standards were examined and minor updates were made that reflect the needs and concerns of current users.

The County has a thorough understanding of the mix of bicycle and pedestrian infrastructure users with the balance firmly in favor of recreational users. The infrastructure needs of the recreational users differ from that of the commuters. From the available data, it is evident that the recreational bikers prefer roads with lower vehicular volumes. Under current conditions, with the higher vehicular volume roads needing widening and the biking community using the lower vehicular volume roads, the County has done an excellent job of balancing the infrastructure spending. The balance has been sought by judiciously selecting the design treatments to accommodate all users.

Multiple short term projects, as outlined in the original plan and 2008 update have either been completed or are under construction. Included as part of the 2015 update is a project list outlining projects that have been completed since the beginning of the plan, on-going projects, future projects, and newly proposed projects. As future connectivity opportunities present themselves and better analysis tools are created, the project list will continue to grow. The project list includes several opportunities that will need to be considered beyond the 2025 time frame. The Forsyth County



Comprehensive Transportation Plan, dated May 2011, lists many projects that will be completed by 2040.

As part of this update, a list of new projects was identified. These projects were selected based on inputs from the Department of Planning and Community Development, the stakeholder committee, and the results of Strava data. (Please refer to the Appendix to learn more about the incorporation of the Strava data to make infrastructure related decisions.)

Safety is a high priority for Forsyth County. In order to stay current with new regulations and standards the County will need to continually evaluate its design standards and educational programs.

There has been an expressed interest in educational programs; however there is a need for a formalized training structure and funding sources. The County is currently looking for “champions” from the community to coordinate with schools and emergency response groups such as firefighters to educate citizens, particularly school-aged children. The County has been actively looking at training programs that have been implemented in other jurisdictions and plans to customize those to fit County needs.

## **2) Amend the development process guidelines to encourage and promote the proliferation of bike / pedestrian facilities.**

### **Objectives of 2025 Plan**

1. Require sidewalks along identified high priority pedestrian corridors adjacent to proposed developments.
2. Encourage developers to build sidewalks within subdivisions
3. Require proposed developments to provide connectivity to adjacent land uses within ¼ of a mile.
4. Encourage pedestrian connections between compatible land uses through short term transportation projects and the DRI review.
5. Establish and encourage the construction of typical design standards and include in the Forsyth Unified Development Code.
6. Include bike / pedestrian planning considerations in all transportation improvements.
7. Coordinate bicycle and pedestrian planning efforts with countywide recreational and health planning considerations.

### **2015 Perspective**

The County has been very successful in increasing the sidewalk network within the County by enforcing private developers to not only add sidewalks within the community, but also encouraging them to add sidewalks along the frontage of the property. In some instances, the developers have added trail systems that connect to the existing sidewalk network.

The County’s Unified Development Code includes mandatory sidewalk and bicycle facilities for several types of developments and has requirements for providing facilities for bicycle parking. It also includes provisions for safe and friendly crossings within larger developments.



There was extensive discussion about these issues during the stakeholder meetings and some changes were made to the plan objectives to assist the Forsyth County Planning and Community Development Department in updating and maintaining the Unified Development Code (UDC) as below:

- Objective 1 was changed from requiring sidewalks for identified high priority pedestrian corridors to requiring sidewalks along all identified pedestrian corridors.
- Objective 2 was changed to “require” instead of “encourage” developers to build sidewalks
- Objective 5 was removed as it has been implemented since the 2008 update.

### **3) Provide adequate funding and staffing resources for planning. Developing and maintaining high quality bicycle and pedestrian systems**

#### **Objectives of 2025 Plan:**

1. Actively pursue all eligible federal and state funds for bicycle and pedestrian planning.
2. Coordinate bike / pedestrian projects to maximize opportunities for joint developments.
3. Establish a bike / pedestrian fund for developer contributions in lieu of construction of such facilities, as approved on a case by case basis by Forsyth County staff.
4. Include bike / pedestrian projects in future local sales tax programs.
5. Establish a staff position to act as a technical resource for bike / pedestrian planning.

#### **2015 Perspective**

Bicycle and pedestrian facilities are becoming more accepted as alternative forms of transportation across the state and nation, and several funding opportunities have presented themselves. The Federal Highway Administration (FHWA) has created a list of activities and federal grants that provide funding under those categories. **Table 1** provides the grant information as outlined by FHWA. It should be noted that each funding source has its own requirements and eligibility must be determined on a case by case basis.

SAFTEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) expired in September 2009 after which Congress extended it, until replacing the bill with Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) in 2012. Funding programs under SAFTEA-LU were incorporated under MAP-21 and will continue to work in a similar manner.

The relevant changes to MAP-21 are the consolidation of most bicycle and pedestrian funding under the Transportation Alternatives Program (TAP), primarily the Recreational Trails Program and Safe Routes to School. In general, TAP funds are administered by the State DOT, and are determined through a competitive process. Activities considered eligible under this bill are described in further detail in the Appendix.

On November 4<sup>th</sup> 2014, Forsyth County voters approved a general obligation bond up to \$200 million to finance a variety of transportation projects. Of the \$200 million, \$81 million is proposed for projects in partnership with the Georgia Department of Transportation - leveraging state and federal funding while





the remaining \$119 million is allocated to County projects. Several of the projects approved for funding include bicycle and pedestrian facilities or improvements in their authorization.

Effective July 1st of 2015 the “Transportation Funding Act of 2015” will change the way the state of Georgia imposes taxes on motor and aviation fuels. The act is anticipated to increase transportation funding state wide. The immediate effect of this bill will be changing how the county can tax fuel and receives its transportation funding. It is unknown at this point how this act will affect county funding specifically towards bicycle and pedestrian facilities.

A tabulated list of funding sources in addition to sources identified in **Table 1**, are provided below in **Table 2**. This list attempts to be exhaustive; however, funding sources are in a constant state of flux with new grants becoming available and old grants ending. It will be the responsibility of the County to stay current with funding sources.

A bicycle and pedestrian fund “bank” will not be pursued due to requirements under Georgia Law. A staff position related to bicycle and pedestrian programs exclusively has not been created. Various divisions within the County work cohesively with bicycle and pedestrian facility construction in mind during all phases of development.



**Table 1 Federal Funding Opportunities**

Activity	TIGER see note below	FTA	ATI	CMAQ see note below	HSIP	NHPP/NHS	STP	TAP/TE	RTP	SRTS until expended	PLAN	402	FLTP
Access enhancements to public transportation	\$	\$	\$	\$			\$	\$					\$
ADA/504 Self Evaluation / Transition Plan	\$plan						\$	\$	\$		\$		\$
Bicycle and/or pedestrian plans	\$plan	\$					\$	\$			\$		\$
Bicycle lanes on road	\$	\$	\$	\$	\$	\$	\$	\$		\$			\$
Bicycle parking	\$*	\$	\$	\$		\$	\$	\$	\$	\$			\$
Bike racks on transit	\$	\$	\$	\$			\$	\$					\$
Bicycle share (capital and equipment; not operations)	\$	\$	\$	\$		\$	\$	\$					\$
Bicycle storage or service centers	\$*	\$	\$	\$			\$	\$					\$
Bridges / overcrossings for bicyclists and/or pedestrians	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$
Bus shelters	\$	\$	\$	\$			\$	\$					\$
Coordinator positions (State or local)				\$ Limit 1 per State			\$	\$ as SRTS		\$			
Crosswalks (new or retrofit)	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$
Curbs cuts and ramps	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$
Data collection and monitoring for bicyclists and/or pedestrians	\$plan	\$	\$		\$	\$	\$	\$	\$	\$	\$		\$
Helmet promotion (for bicyclists)							\$	\$ as SRTS		\$		\$	
Historic preservation (bicycle and pedestrian and transit facilities)	\$	\$	\$				\$	\$					\$
Landscaping, streetscaping (bicycle and/or pedestrian route; transit access)	\$*	\$	\$				\$	\$					\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$		\$	\$	\$	\$	\$	\$			\$
Maps (for bicyclists and/or pedestrians)		\$	\$	\$			\$	\$		\$			
Paved shoulders for bicyclist and/or pedestrian use	\$			\$*	\$	\$	\$	\$		\$			\$
Police patrols							\$ as SRTS	\$ as SRTS		\$		\$	
Recreational trails	\$*						\$	\$	\$				\$
Safety brochures, books							\$ as SRTS	\$ as SRTS		\$		\$	
Safety education positions							\$ as SRTS	\$ as SRTS		\$		\$	
Separated bicycle lanes*	\$	\$	\$	\$	\$	\$	\$	\$		\$			\$
Shared use paths / transportation trails	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$
Sidewalks (new or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$
Signs / signals / signal improvements	\$	\$	\$	\$	\$	\$	\$	\$		\$			\$
Signed bicycle or pedestrian routes	\$	\$	\$	\$	\$	\$	\$	\$		\$			\$
Spot improvement programs	\$	\$			\$		\$	\$	\$	\$			\$
Stormwater impacts related to pedestrian and bicycle projects	\$	\$	\$		\$	\$	\$	\$	\$	\$			\$
Traffic calming	\$	\$			\$	\$	\$	\$		\$			\$
Trail bridges	\$			\$*	\$	\$	\$	\$	\$	\$			\$
Trail/highway intersections	\$			\$*	\$	\$	\$	\$	\$	\$			\$
Training				\$			\$	\$	\$	\$		\$	
Tunnels / undercrossings for bicyclists and/or pedestrians	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$

**KEY:**

- \$: Funds may be used for this activity.
- \$plan = Eligible for TIGER planning funds.
- \$\* = Eligible, but not competitive unless part of a larger project.

**ADA/504:** Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973

**TIGER:** Transportation Investment Generating Economic Recovery Discretionary Grant program

**NHPP/NHS:** National Highway Performance Program/National Highway System

**ATI:** Associated Transit Improvement (1% set-aside of FTA)

**CMAQ:** Congestion Mitigation and Air Quality Improvement Program

**402:** State and Community Highway Safety Grant Program

**STP:** Surface Transportation Program **TAP/TE:** Transportation Alternatives Program / Transportation Enhancement Activities

**HSIP:** Highway Safety Improvement Program

**RTP:** Recreational Trails Program

**FTA:** Federal Transit Administration Capital Funds

**SRTS:** Safe Routes to School Program

**PLAN:** Statewide or Metropolitan Planning

**FLTP:** Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal

\* TIGER: Subject to annual appropriations.

\* CMAQ: See the CMAQ guidance at [www.fhwa.dot.gov/environment/air\\_quality/cmaq/](http://www.fhwa.dot.gov/environment/air_quality/cmaq/) for a list of projects that may be eligible for CMAQ funds. Several activities may be eligible for CMAQ funds as part of a bicycle and pedestrian-related project, but not as a highway project. CMAQ funds may be used for systemwide bicycle, pedestrian, or transit related improvements, but generally not for projects in discrete locations. Also, CMAQ funds may be used for shared use paths, but may not be used for trails that are primarily for recreational use.

\* STP and TAP: Activities marked "as SRTS" means the activity is eligible only as an SRTS project benefiting schools for kindergarten through 8th grade.

\* Separated Bicycle Lanes also may be known as "protected bike lanes" or "cycle tracks". [Line inserted September 26, 2014]

source: updated December 4, 2014

[http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm)



**Table 2 Additional Funding Opportunities**

Federal And State Level Funding Sources		
Acronym	Name	Information and Funding Activities
TAP	Transportation Alternatives Program	MAP-21 (see appendix for additional detail) Consolidates variety of alternative transportation that were previously separately funded programs
STP	Surface Transportation Program	MAP-21 (see appendix for additional detail) Safety Improvements
TE	STP Set-Aside for Transportation Enhancements	Projects or activities that add community or environmental value to surface transportation projects
HPP	High Priority Projects	Projects added to the Transportation Bill and deemed by Congress to be a high priority for implementation of Transportation, Community, and System Preservation Program (TCSP) Originally part of TEA-21 and SAFTEA-LU now MAP-21 to address the relationships among transportation, community, and system preservation plans and practices; and to identify private sector based initiatives to improve those initiatives.
CDBG	Community Development Block Grants	Administered through U.S. Department of Housing and Urban Development Neighborhoods can choose to spend monies on sidewalk / multi-use trail installation and repair
	Local Development Fund	Administered by Georgia Department of Community Affairs Variety of projects related to downtown development, historic preservation, and recreation facilities Requires local match
	Georgia Heritage Grants	Matching grant program for rehabilitation of Georgia Register-listed historic properties and related activities Can be used for pedestrian improvements in coordination with properties
GDPH	Georgia Division of Public Health	No longer providing funding for walking trail projects however still provide support to jurisdictions and local groups in planning, requesting grants, and conducting fundraising activities, and conducting community involvement
GOHS	The Governor’s Office of Highway Safety	Funding through the state and Community Highway Safety Grant Program (Section 402). National Priority Program areas include Pedestrian and Bicycle Safety Program and Community Traffic Safety Program (CTSP)
Local Level Funding Sources		
	General Funds	Funds resulting from sales taxes, property taxes, and other miscellaneous taxes and fees Generally few restrictions on use of these funds
CID / BID	Community Improvement Districts or Business Improvement Districts	A CID is a geographically defined area in which commercial property owners vote to impose additional ad-valorem real estate taxes Stakeholders determine how the additional funds will be spent to benefit their immediate area Enhance existing city/county services such as public safety and traffic solutions
LCI	Livable Centers Initiative	Established in 1999 the intent of the LCI is to provide funding for investment studies and transportation projects located in activity and town centers in the Atlanta Region Existing McFarland Stoney Point
	Revenue and General Obligation Bonds	In late 2014 Forsyth County voters approved a \$200 million dollar bond for transportation projects Bonds are considered a financing mechanism rather than revenue source, and debt service obligations should receive consideration before this mechanism is pursued.
	Special Improvement Districts	Counties and cities may establish special improvement districts to provide funding for specified public improvement projects within the designated district. Property owners in the district are assessed for the improvements and can pay the amount immediately or over 10-20 years.
SPLOST	Special Purpose Local Option Sales Tax	Currently in wide use in Forsyth county



## 2.3 Summary of Issues and Opportunities

The biggest source of contention for the deployment of alternative transportation projects has been funding. Forsyth County has worked diligently towards a connected community of bicycle and pedestrian facilities by adopting design standards that promote bicycle and pedestrian facilities through most of its widening projects; thus reducing the need for exclusive funding.

In part because of a cultural shift towards healthy living, the general public has shown great inclination towards using these facilities, thus justifying the County's expenditure towards these projects. There is limited funding available towards programs that will encourage, educate and train the public about safety and the usage of these facilities to promote the health benefits. Thus, in the short term, the County is looking for champions in the community that will help promote these programs until exclusive funding is available.

There has been some positive news regarding funding recently. The County voters just recently approved a general obligation bond of up to \$200 million to finance a variety of transportation projects. The County also has incorporated projects under the SPLOST program. Thus there are multiple avenues to receive funding that will help pay for alternative transportation projects. Ideally the neighboring jurisdictions have funding available, thus paving way for seamless alternative transportation systems across county borders.

As of the writing of this document, the "Transportation Funding Act of 2015" was recently passed and became effective on July 1<sup>st</sup> of 2015. The act will change the way the state and county will levy taxes on motor and aviation fuel, and it is anticipated to increase transportation funding state wide. At this point it is unknown how the act will directly affect funding towards bicycle and pedestrian facilities.



## 3.0 2015 National, State and Regional Trends

The information contained below is to serve as an update to current trends as referenced in the 2025 Bicycle and Pedestrian Plan, and the 2008 update to the plan.

### 3.1 National Trends

In March of 2010 the USDOT updated its policy statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations. The update called for incorporating safe and convenient walking and bicycle facilities into transportation projects and due to the health benefits of walking and biking encouraged the State DOTs to go beyond minimum standards to provide these facilities.

SAFTEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), which was enacted in August 2005, expired in September of 2009 after which Congress extended it until it was replaced with Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) in 2012. Funding programs under SAFTEA-LU were incorporated under MAP-21 and will continue to work in the same way. The relevant changes to MAP-21 are the consolidation of most bicycle and pedestrian related project funding under the Transportation Alternatives Program (TAP), primarily the Recreational Trails Program (RTP), and Safe Routes to School (SRTS). In general, TAP funds are administered by the State DOTs, and are determined through a competitive process. The eligibility criterion for the TAP funds is provided in the Appendix.

### 3.2 State Trends

The 2008 Bicycle and Pedestrian Plan update described in detail the inner workings of Safe Routes to School Program (SRTS). As such, Vickery Creek Elementary and Middle Schools received a SRTS grant to upgrade their facilities to enhance walking and biking experiences to and from the schools.

Effective July 1st of 2015 the “Transportation Funding Act of 2015” will change the way the state of Georgia imposes taxes on motor and aviation fuels. The act is anticipated to increase transportation funding state wide. The immediate effect of this bill will be changing how the county can tax fuel and receives its transportation funding. It is unknown at this point how this act will affect county funding specifically towards bicycle and pedestrian facilities.

Other State and the Atlanta Regional Commission (ARC) related funding sources include the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Recreational Trails Program (RTP).

### 3.3 Regional Trends

#### Georgia Mountains Regional Commission (GMRC)

As mentioned in the 2008 plan update, Forsyth County is included in the Atlanta Regional Commission's (ARC) air quality non-attainment area; however for planning purposes the County belongs to the GMRC with 12 other North Georgia Counties. The GMRDC adopted a Bicycle and Pedestrian plan in 2005, but because Forsyth County is included in the ARC's non-attainment area, the GMRDC did not include



Forsyth in their Bicycle and Pedestrian plan. However, they did identify potential connections to neighboring communities and county schools.

These projects include:

- Post Road
  - Identified for funding under the 2015 transportation bond
- Pilgrim Mill Road
  - Identified for funding under the 2015 transportation bond
- Sharon Road
  - Marked as a short term project to be under development by 2019
- State Route 9
  - Majority of State Route 9 is planned for improvement for 2020-2025
- Old Atlanta Road
  - Sections of Old Atlanta have begun construction or have been completed
  - Large section with connection McGinnis Ferry Road is identified for funding under 2015 transportation bond
- Browns Bridge Road and Keith Bridge Road
  - Both projects are marked for 2014-2019

The GMRC has slated the update to their Bike Ped plan for 2015, which may provide more insight and add to the existing projects list.

### **Atlanta Regional Commission (ARC)**

In 2007, the ARC released their Bicycle Transportation & Pedestrian Walkways plan, which was referenced in Forsyth County's 2008 update. Since then the ARC has released several initiatives including the PLAN 2040, Last Mile Connectivity Program, Livable Centers Initiatives, and Transportation Alternatives Program.

In the 2008, an update of three roads was identified for coordination and improvement. They are State Route 9, McGinnis Ferry Road, and Buford Highway. Since 2008, both McGinnis Ferry Road and Buford Highway (SR 20) have seen improvements including bicycle and pedestrian facilities.

### **McFarland-Stoney Point Livable Communities Initiative (LCI)**

McFarland-Stoney Point LCI is in southern Forsyth County. In late 2010, a five year update was completed for the LCI. The update has a series of proposed projects that include pedestrian facilities which are included in the project lists for the county. There are approximately ten projects that directly involve bicycle and pedestrian facilities that will need to be coordinated to assure connectivity.



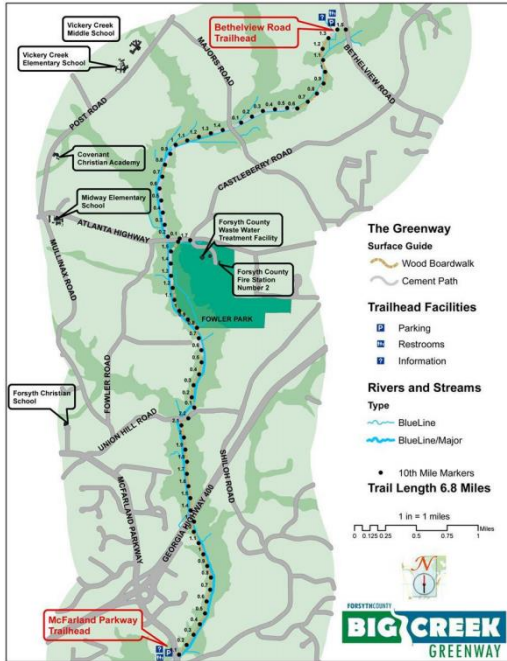


Figure 1 Forsyth County Big Creek Greenway

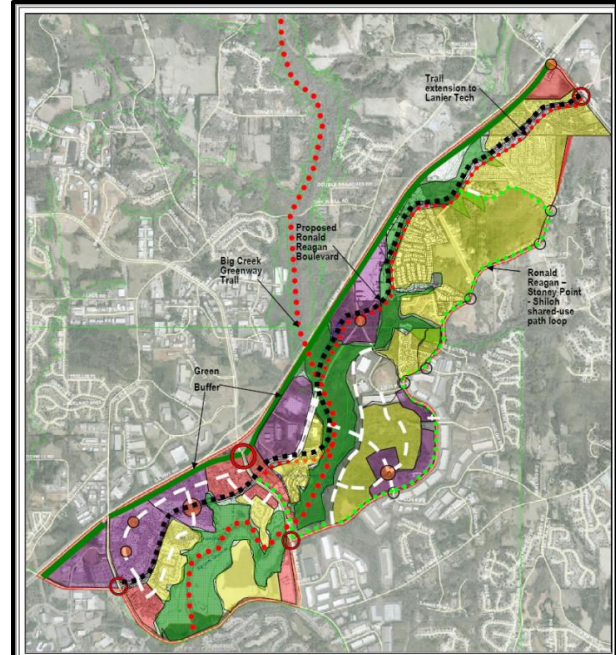


Figure 2 McFarland - Union Hill LCI Final Concept Plan

Source: [http://www.forsythco.com/CPFiles/LCI/LCI\\_Final\\_Concept\\_Plan.pdf](http://www.forsythco.com/CPFiles/LCI/LCI_Final_Concept_Plan.pdf)

Source: <http://www.forsythco.com/CPFiles/LCI/LCI%205%20Year%20Update%20Full%20Document.pdf>

### 3.4 Neighboring Community Trends

#### North Fulton County

North Fulton County falls under ARC’s jurisdiction and they have their own comprehensive transportation program that was adopted in 2010. There is a significant interest from Fulton County to connect to Forsyth County’s Big Creek Greenway. They intend to make the connections seamless through the following projects:

- Connection at Marconi Drive
- Connection Chattahoochee River Walk along Riverside Road via existing bike lanes along Old Alabama Road south of Holcomb Bridge Road
- Additional east west connections to John’s Creek and Milton



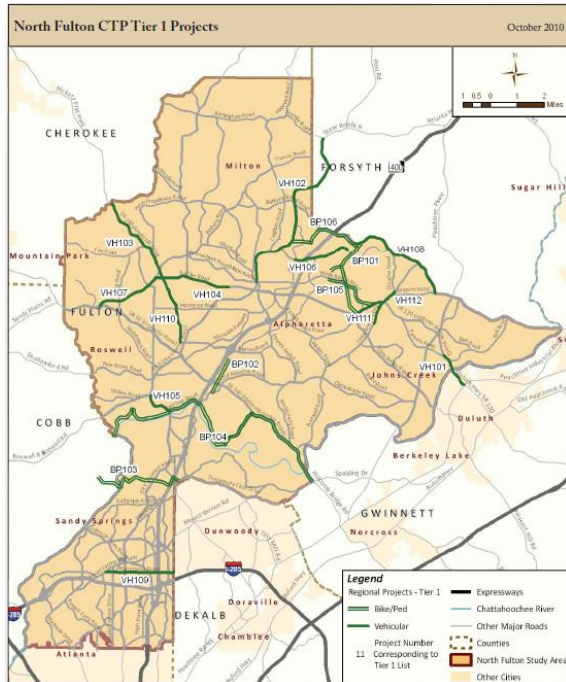


Figure 3 North Fulton CTP Tier 1 Projects

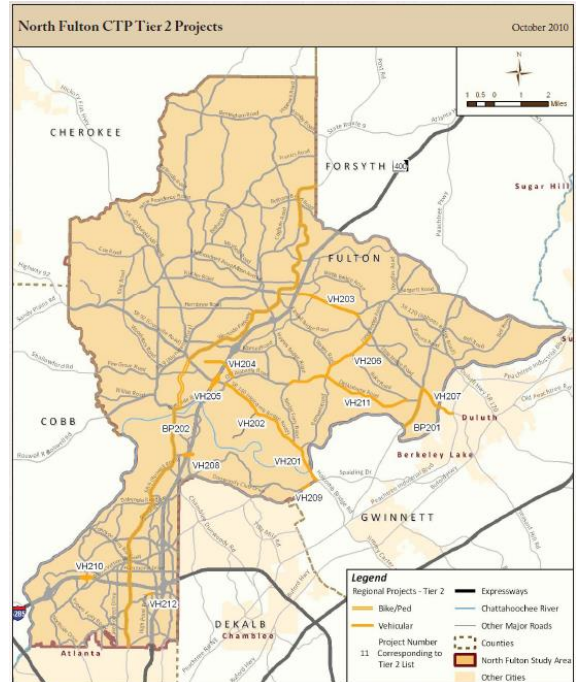


Figure 4 North Fulton Tier 2 Projects

Source: [http://documents.atlantaregional.com/transportation/current\\_studies/tp\\_nfctp\\_trip\\_101810.pdf](http://documents.atlantaregional.com/transportation/current_studies/tp_nfctp_trip_101810.pdf)

### Cherokee County

As part of their 2008 Comprehensive Transportation Planning initiative, Cherokee County had performed a quantitative bicycle suitability analysis. There are several roads that lead into Forsyth County, but the report does not specify projects that will bridge the gap between the two counties for bicyclists and pedestrians. The County's long range plan does call out for bicycle lanes and sidewalks once SR 20 is widened. Forsyth County has proposed three projects that will connect to Cherokee County:

- SR 20 Canton Highway
  - Project planned for 2020 to 2025
- Drew Campground Road
  - Project planned for 2014 to 2019 to add bicycle signage
- SR 369
  - Project planned for 2014 to 2019 to roadway operational upgrades
- Etowah Green Way River Trail
  - Project planned for 2020 to 2025

As part of the 2015 plan update, the following projects are recommended:

- Franklin Goldmine Road
  - Bicycle Friendly Shoulder / Bicycle Signage
- Campground Road
  - Bicycle Friendly Shoulder / Bicycle Signage





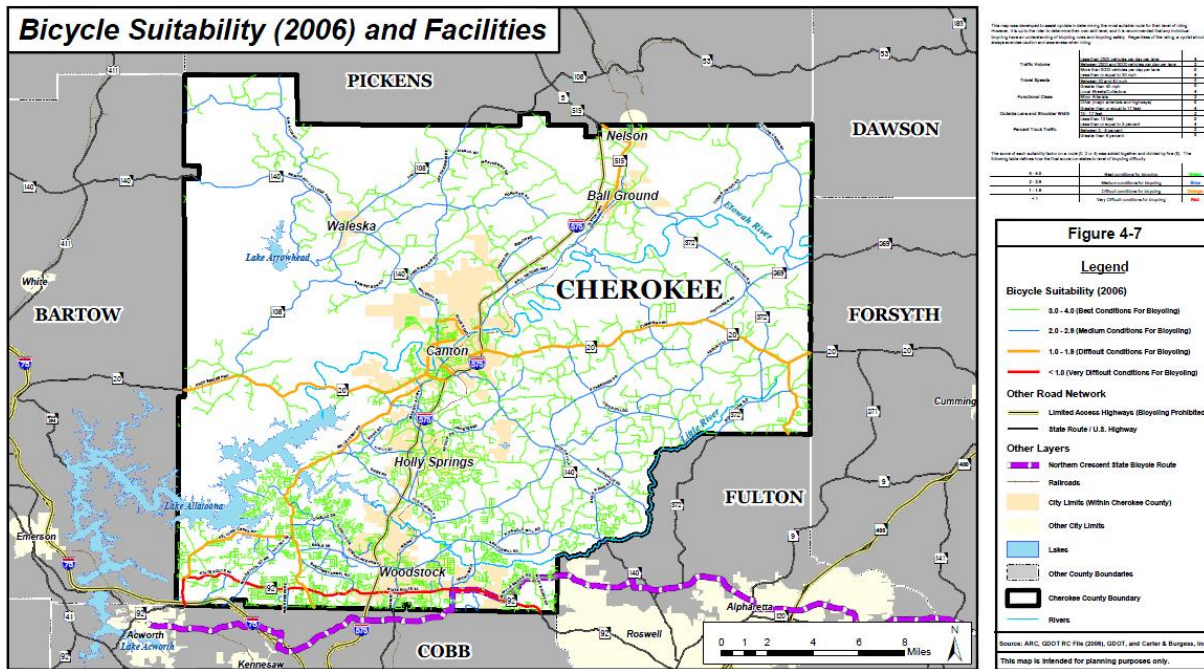


Figure 5 Bicycle Suitability and Facilities

Source: <http://www.cherokeega.com/Roadway-Splost-Program/documents/Final%20Plan%20March%202008%20with%20Figures.pdf>

### City of Milton

The City of Milton serves as the southwest border of Forsyth County. The City’s population increased from approximately 15,319 to 35,907 between 2008 and 2013. The City released their comprehensive Parks and Recreation Master Plan in October of 2012. The plan references bicycle and pedestrian trails and multi-use paths. There are two connections that should be coordinated with the City planners: McGinnis Ferry Road (transportation bond project to be complete by 2019) and SR 9 (slated for widening by 2025). The only other Forsyth County connections to the city that are not included in either plan are Francis Road and Hamby Road, which do not see much bicycle and pedestrian traffic. In 2014, the FHWA and GDOT approved an interchange on GA 400 at McGinnis Ferry Road. When built, there will be a direct link for bicyclists and pedestrian between Forsyth County and City of Milton.



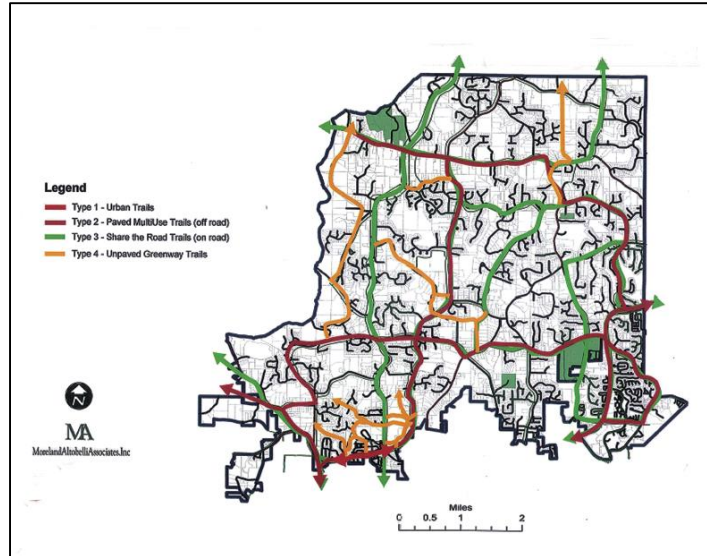


Figure 6 City of Milton Bicycle and Pedestrian Plan

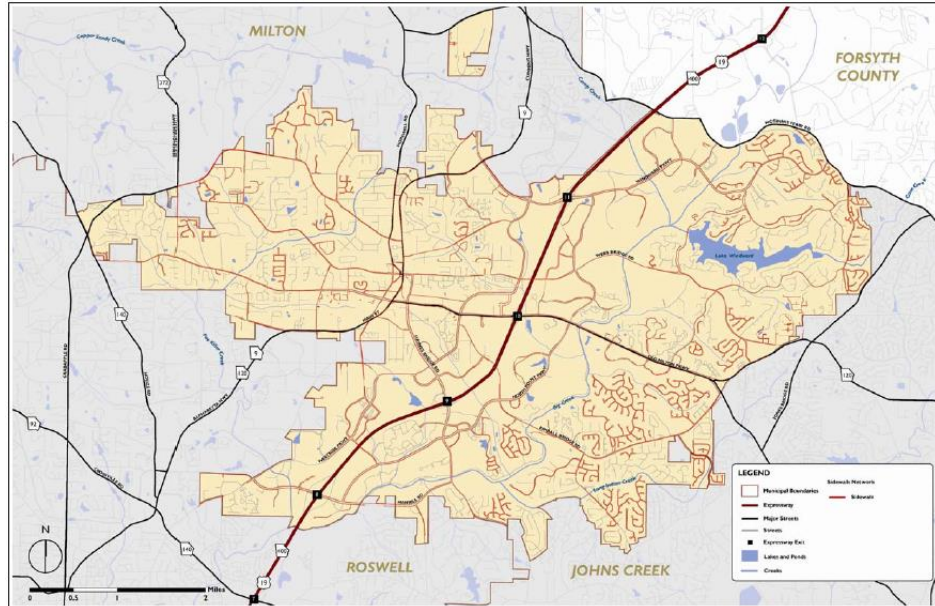
Source: <http://www.cityofmiltonga.org/Milton%20Report%20October%202012%20MG.pdf>

### City of Alpharetta

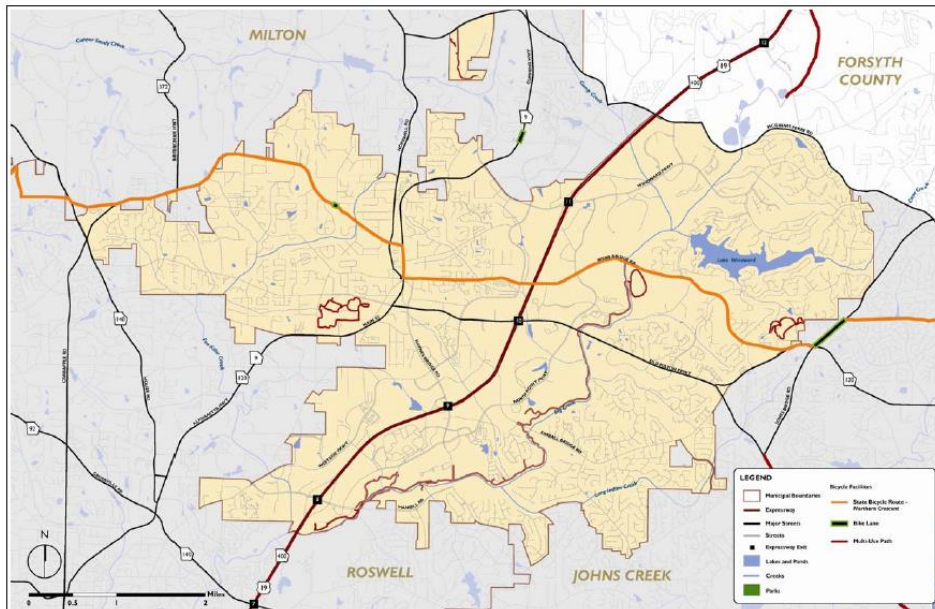
The City of Alpharetta’s Comprehensive Transportation Plan has subdivided the city into several neighborhoods. Forsyth County shares borders with the Windward Neighborhoods and Windward Activity Center.

The three roads that connect the City of Alpharetta to Forsyth County are McGinnis Ferry Road, Union Hill Road, and Windward Parkway. Both Union Hill Road and Windward Parkway have sidewalks in place. In addition, there are segments of McGinnis Ferry Road with sidewalks at major destination points such as retail centers or subdivision entrances. Forsyth County has planned for both multi-purpose trails and sidewalks along McGinnis Ferry Road as part of their widening design which has been identified as a transportation bond project slated to be under development by 2019.

As mentioned in the 2008 update, the Big Creek Greenway loses its connection in the Windward Parkway area. The City plans to connect the Union Hill Road sidewalks with Ronald Reagan Boulevard thereby creating an indirect connection to the trail system via Ronald Reagan Boulevard and McFarland Parkway. As part of their long range planning, the City intends to join to the Greenway by creating a direct connection by building an under pass below McGinnis Ferry Road. The City intends to achieve this during the McGinnis Ferry Road widening project.



Map 14 - Sidewalk Network



Map 15 - Bicycle Facilities

Figure 7 City of Alpharetta Pedestrian and Bicycle Facilities

Source: [http://www.alpharetta.ga.us/files/docs/pdfs/Publications/ARPD\\_Master\\_Plan\\_2025.pdf](http://www.alpharetta.ga.us/files/docs/pdfs/Publications/ARPD_Master_Plan_2025.pdf)

### City of Johns Creek

The City of Johns Creek, located in North Fulton County, borders Forsyth County to the south. Johns Creek has put great emphasis on transportation connectivity and efficiency in their 2025 Comprehensive Plan. The City has several roads that connect to Forsyth County with McGinnis Ferry Road acting as the border and making it important for the two jurisdictions on coordinating their planning efforts.

Since the 2008 update, the stretch of McGinnis Ferry Road to the east of SR 141 has under-gone improvements for widening and bicycle and pedestrian improvements. The stretch of McGinnis Ferry



Road to the west of SR 141 is planned to be widened to match the footprint on the east. Several of the roads on the City's side such as Johns Creek Parkway and SR 141 that connect these two communities have existing sidewalks. Forsyth County has existing or planned sidewalks on all connecting roads such as Brookwood Road and Old Atlanta Road thus forming a good network of bicycle and pedestrian facilities.

The City of Johns Creek is going through a period of change with the Mayor proposing a plan to transform 728 acres centered around Technology Park into a new downtown he calls "The District". The Mayor has stressed that the plan is to build a densely urban walkable community that will promote live, work, and play in a dense area. If this plan takes shape, it is expected to have a large effect on the future bicycle and pedestrian planning efforts.

The City's currently-adopted greenway network includes a trail linking the two easternmost Chattahoochee River National Recreation areas south of the City. The Comprehensive Plan talks about extending a multi-segment river walk in conjunction with the proposed riverside parks. This proposed Greenway intersects the Forsyth County proposed trail system to the north of McGinnis Ferry Road.

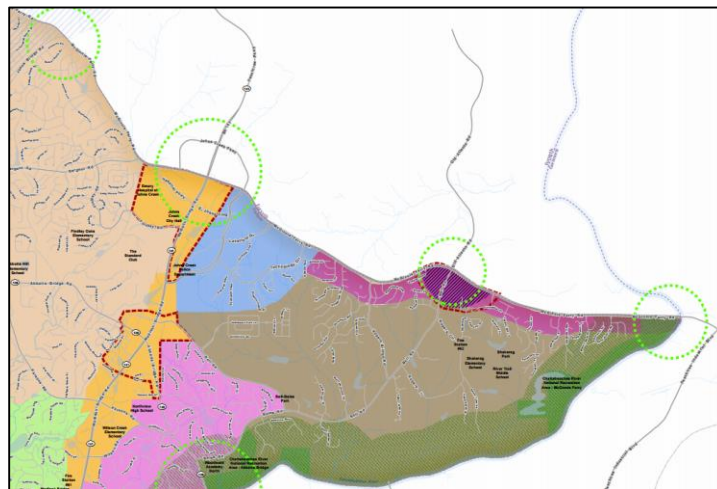


Figure 8 City of Johns Creek Greenway Network

Source: [http://www.johnscreekga.gov/JCGA/media/pdf-cd/compplan/CAG\\_appendixB.pdf](http://www.johnscreekga.gov/JCGA/media/pdf-cd/compplan/CAG_appendixB.pdf)

### Gwinnett County

Gwinnett County serves as the eastern border to Forsyth County with the Chattahoochee River dividing the two counties. The river provides few opportunities for sidewalk or bicycle lane connections, but does create a potential for a scenic trail system to run along the river.

Buford Highway (SR 20), as of the writing of this report, is under construction; with the widening will be improved sidewalks and a multi-use trail. This corridor along with McGinnis Ferry Road will be the two most direct bicycle and pedestrian connections between the Forsyth and Gwinnett counties. Buford Dam Road is another two lane road that serves as a direct connection, but lacks any pedestrian or bike facilities. The 2008 Bike and Pedestrian Plan update recommended that Forsyth County widen Buford Dam Road to four lanes and add sidewalks.

As mentioned in the 2008 update, Settles Bridge Road dead ends to the east of the Chattahoochee River creating a potential scenic connection by utilizing the abandoned steel truss bridge across the river. This plan has been a low priority for both counties and hence has not gained any traction.

The Chattahoochee River National Recreation Area (CRNRA) is examining alternatives for a connected bike route to access all CRNRA units. Because Bowman’s Island unit is located so close to Buford Dam Road, CRNRA is interested in improvements to either Buford Highway or Buford Dam Road with safer, more accessible bike facilities or any multi-use trails that would access the river.

### Gainesville-Hall County

Hall County serves as the eastern border to Forsyth County. With a natural border of Lake Sidney Lanier there are two connections between the two counties i.e. Browns Bridge Road (SR 369) and Dawsonville Highway (SR 53).

Both connecting roads are in the Gainesville Hall 2014 update and are proposed for bicycle friendly shoulders. Browns Bridge Road is planned to be complete by 2020 and Dawsonville Highway is under long range project list. Also, both bridges are planned to be replaced; however, only the Browns Bridge Road bridge will provide for bicycle facilities.

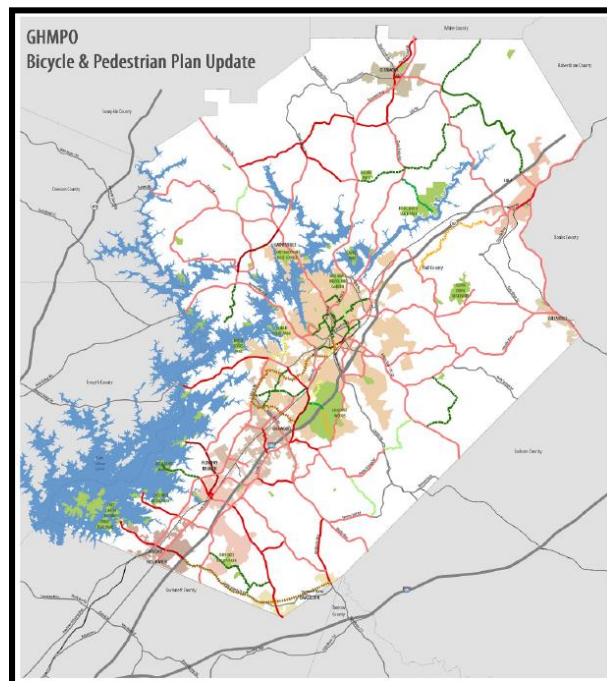


Figure 9 Gainesville-Hall County Bicycle and Pedestrian Plan

Source: [http://www.ghmpo.org/files/pdfs/GHMPO/GHMPO\\_BikePedPlan\\_ProjectMaps\\_041714.pdf](http://www.ghmpo.org/files/pdfs/GHMPO/GHMPO_BikePedPlan_ProjectMaps_041714.pdf)

## Dawson County

Dawson County serves as the northern border of Forsyth County, and shares several roadway connections with Forsyth County. Dawson County released a comprehensive plan in September of 2013, which mentions bicycles throughout the document as something they want to work towards. However they do not have a set plan in place other than to include them in design decisions. There are several locations that have been identified as potential connectivity points, several of which are being proposed in this plan update. Strava data analysis and stakeholders have made it known that north Forsyth is seeing more and more bicycle use and trips up to Dawson County. The proposed projects are as follows:

- Westray Road
  - Bicycle Friendly Shoulder / Bicycle Signage
- Hopewell Road
  - Bicycle Friendly Shoulder / Bicycle Signage
- Dawsonville Highway
  - Bicycle Friendly Shoulder / Bicycle Signage

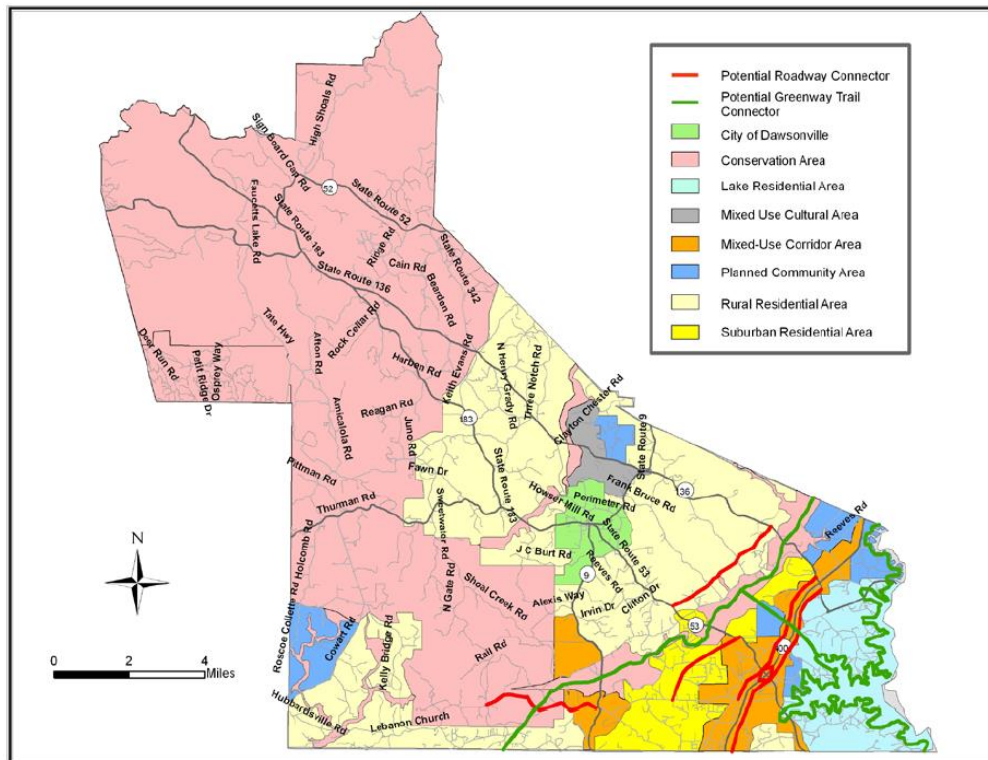


Figure 10 Dawson County Bicycle and Pedestrian Plan

Source: [http://dawsoncounty.org/uploads/files/planninganddevelopment/DC\\_Comprehensive\\_Plan\\_2013-2033\\_FINAL\\_03.04.2014.pdf](http://dawsoncounty.org/uploads/files/planninganddevelopment/DC_Comprehensive_Plan_2013-2033_FINAL_03.04.2014.pdf)

## 4.0 Outreach

In order to better serve the citizens of Forsyth County, public input was pursued through multiple avenues in the form of public outreach meetings and stakeholder discussions. Two public information meetings were held at different locations in order to serve a larger population of residents. Comments were collected through comment cards, and through direct interaction with the public during the meeting sessions. Comments were recorded and examined with input being incorporated in the plan update.

As part of the stakeholders committee several citizen members provided input during the creation of the plan. Three stakeholder meetings were held and an open dialog remained throughout all parts of plan production.



## 5.0 Report Recommendations

As part of this update several recommendations have been identified for Forsyth County to take into consideration and continue from the previous plan update.

1. Continue to coordinate with surrounding jurisdictions as they implement their own Bicycle and Pedestrian, Greenway and/or Trail Plans.
  - Watch City of Johns Creek’s downtown plan unfold to better understand its effects on Forsyth County; also work closely with the City of Johns Creek to achieve a seamless trail along the Chattahoochee River
  - Work closely with the City of Alpharetta to coordinate the short term and long term plan for the Big Creek Greenway Trail
  - Keep up-to-date with the McGinnis Ferry Road bridge project over GA 400
  - The Keith Bridge Road and Browns Bridge Road bridges are currently under design; coordinate the design with GDOT and Gainesville-Hall County to ensure bike and pedestrian facilities are incorporated in the design
  - CRNRA is planning to connect gateway cities; consider connecting downtown Cumming with the river and park units
  - Continue to design safe Greenway crossings
2. Continue to work with Board of Education to determine funding potentials based on GDOT's Safe Routes to School Program
3. Continue to amend the Comprehensive Plan as needed to incorporate the Bicycle and Pedestrian Master Plan Update.
4. Continue to update future Bicycle and Pedestrian Projects in order to track progress, keep current with funding opportunities and to keep the public informed.
5. Consider Greenway Plan and maximize connections between recreational trails and bike/pedestrian facilities.
6. Create a program and appoint a champion to train and educate the citizens of the benefits of walking and biking; continue to coordinate with other jurisdictions to learn different methods of training and public outreach





## 6.0 Project Lists, Maps and Source References

This section of the document specifies bicycle and pedestrian facilities proposed in Forsyth County. This list is a combination of several planning documents produced by Forsyth County including the 2025 Bicycle Transportation and Pedestrian Walkways 2025 Plan, the 2008 update to the aforementioned plan, the 2011 Comprehensive Transportation Plan, SPLOST funding allocations, Transportation Bond funding allocations, and newly identified projects.

Projects are prioritized by five year ranges starting with 2014, keeping with the format of previous iterations of this plan. New projects were identified through stakeholder meeting and Department of Planning and Community Development recommendations and usage data analysis as outlined in the Strava Appendix at the end of this report.

The project list includes project ID's as assigned in previous planning documents, updated project priority ranges, locations, proposed improvements, SPLOST and transportation bond funding identifiers, and planning document references.

**Table 3** shows the short term projects to be completed in the years 2014 through 2019. Mid term projects and proposed projects are presented in **Table 4** and **Table 5**.

Several maps were produced for this report. The Bicycle and Pedestrian Projects maps shows the projects as tabulated below, depicting their improvement type, and newly proposed projects. For convenience, schools, parks, and potential connections to adjacent facilities are identified as well. Two additional maps were produced showing the Strava data analysis for bicycle and pedestrian facility usage (see Appendix for more information).



Table 3 Short Term Projects (2014-2019)

Location	From	To	SPLOST	2015 Transportation Bond	2025 Plan	2008 Update	2011 CTP	Approx LF	Approximate Cost
<b>Bicycle Signage</b>									
Spot Road	Bettis Tribble Gap Road	Dahlonega Highway (SR 9)	VI B1			✓		12,500	\$ 12,500
<b>Multi-use Trail</b>									
Keith Bridge Road (SR 306)	Waldrip Road	Browns Bridge Road (SR 369)				✓		34,000	\$ 6,800,000
Majors Road	Post Road	Big Creek Greenway	VII - A			✓		5,702	\$ 1,767,744
Old Atlanta Road	McGinnis Ferry Road	Sharon Road				✓		24,000	\$ 4,800,000
Ronald Reagan Boulevard	Peachtree Parkway (SR 141)	Buford Highway (SR 20)				✓		20,000	\$ 4,000,000
<b>Roadway Operation Upgrades</b>									
Chamblee Gap Road	Bethelview Road	End of Gravel					✓	5,491	TBD
Kelly Mill Road	Bethelview Road	Cumming City Limits	VI A1				✓	TBD	TBD
Old Atlanta Road	Northern Oak Drive	Melody Mizer Lane	VI / VII					7,181	TBD
SR 369 (Browns Bridge Road)	Cherokee County Line	Hightower Circle					✓	17,160	TBD
<b>Sidewalk</b>									
Audrey's Way	James Burgess Road	Grand Avenue		✓				2,376	\$ 261,360
Bentley Road	Post Road (SR 371)	Campground Road				✓		11,200	\$ 11,200
Caney Road	Brookwood Road	Old Alpharetta Road	VII - A					7,498	\$ 824,736
Echols Road	Buford Highway (SR 20)	SR 20		✓				8,923	\$ 981,552
Gilbert Road	Old Atlanta Road	Trammel Road				✓		6,000	\$ 660,000
Haw Creek Road	Haw Creek Circle	Haw Creek Drive				✓		2,500	\$ 275,000
James Burgess Road	SR 20 (Buford Highway)	River Mist Drive		✓				2,693	\$ 296,208
Kelly Mill Road	SR 371 (Post Road)	Betheveiw Road	VI - A				✓	8,078	\$ 888,624
Kelly Mill Road / Drew Campground Road	Cherokee County Line	Cumming City Limits	VI A1			✓		35,200	\$ 35,200
Majors Road	Peachtree Parkway	Ronald Reagan Boulevard				✓		6,000	\$ 660,000
Majors Road	SR 141	Ronald Regan Boulevard	VII - A					4,541	\$ 499,488
McFarland Parkway	SR 9 (Atlanta Highway)	McGinnis Ferry Road				✓		19,000	\$ 2,090,000
Melody Mizer Lane	Daves Creek Park	Old Atlanta Road	VI / VII			✓		2,798	\$ 307,824
Nichols Drive	Nichols Road	James Burgess Road	VII - A					2,640	\$ 290,400
Nichols Road	Old Atlanta Road	Nichols Drive	VII - A					6,864	\$ 755,040
Nuckolls Road	SR 20 (Buford Highway)	Buford Dam Road		✓				8,870	\$ 975,744
Old Alpharetta Road	Caney Road	SR 141 (Peachtree Parkway)	VII - A					4,910	\$ 540,144
Peachtree Parkway (SR 141)	SR 9 (Atlanta Highway)	McGinnis Ferry Road				✓		35,000	\$ 3,850,000
Samples Road	Buford Highway (SR 20)	Buford Dam Road		✓		✓		6,000	\$ 660,000
Sanders Road	SR 20 (Buford Highway)	Buford Dam Road		✓				4,646	\$ 511,104
Shiloh Road	McFarland Parkway	Shiloh Road				✓		13,094	\$ 1,440,384
Trammel Road	Buford Highway (SR 20)	Castleton Manor				✓		6,000	\$ 660,000
<b>Sidewalk and Multi-Use Trail</b>									
Sharon Road	SR 141 (Peachtree Parkway)	Old Atlanta Road	VI B2/ VII A			✓	✓	6,389	\$ 1,277,760
Bethelview Road	SR 9 (Atlanta Highway)	Castleberry Road	VI - A				✓	5,280	\$ 1,636,800
Bethelview Road	Catleberry Road	Canton Highway (SR 20)	VII - A			✓	✓	26,400	\$ 8,184,000
Brookwood Road	McGinnis Ferry Road	SR 141 (Peachtree Parkway)	VII - A / VI - A	✓		✓	✓	5,755	\$ 1,784,112
Brown Bridge Road (SR 369)	SR 9 (Dahlonega Highway)	Keith Bridge Road (SR 306)		✓		✓	✓	9,451	\$ 2,929,872
Browns Bridge Road (SR 369)	Keith Bridge (SR 306)	Hall County Line				✓	✓	41,712	\$ 12,930,720
Buford Dam Road	SR 9 (Sanders Road)	Chattahoochee River				✓		26,400	\$ 8,184,000
Castleberry Road	Cumming City Limits	Piney Grove Road	VII - A / B				✓	7,128	\$ 2,209,680
Castleberry Road	Piney Grove Road	Bethelview Road	VII - A / B				✓	8,026	\$ 2,487,936
Church Street Extension	Tribble Gap Road	Hudson St @ Woodland Street						581	\$ 180,048
Dahlonega Highway (SR 9)	Cumming City Limits	SR 306				✓		7,000	\$ 770,000
Freedom Parkway	Pilgrim Mill Road	Keith Bridge Road (SR 306)		✓		✓		8,448	\$ 929,280
McFarland Parkway	McGinnis Ferry Road	SR 400	VII - A				✓	5,280	\$ 1,636,800
McFarland Parkway	Ronald Reagan Boulevard	Shiloh Road						2,406	\$ 264,660
McGinnis Ferry Road	Sargent Road	Union Hill Road	VII - A / VI - A	✓			✓	41,184	\$ 12,767,040
McGinnis Ferry Road	Gwinnett County Line	Cherokee County Line		✓	✓			57,000	\$ 17,670,000
Old Atlanta Road	James Burgess Road	McGinnis Ferry Road	VII - A / VI - A	✓			✓	16,368	\$ 5,074,080
Old Atlanta Road	McGinnis Ferry Road	Ronald Reagan Boulevard				✓		37,100	\$ 11,501,000
Old Atlanta Road	St. Marlo	McGinnis Ferry Road	VI / VII					4,118	\$ 1,276,704
Old Atlanta Road	St. Marlo	Old Atlanta Club	V, VII, VI	✓				5,280	\$ 1,636,800
Old Atlanta Road	Sharon Road	Nichols Road	VII - A / VI - A				✓	8,448	\$ 2,618,880
Pilgrim Mill Road	Cumming City Limits	Freedom Parkway	VII - A / VI - A	✓			✓	6,811	\$ 2,111,472
Pilgrim Mill Road	Freedom Parkway	Tidwell Park				✓		18,216	\$ 2,732,400
Ronald Reagan Boulevard	McFarland Parkway	Shiloh Road	VI - A	✓		✓	✓	6,864	\$ 2,127,840
Ronald Reagan Boulevard	Shiloh Road	Majors Road	VI - A	✓			✓	10,560	\$ 3,273,600
SR 20 (Buford Highway)	Samples Road / Trammel Road	James Burgess Road				✓	✓	15,154	\$ 4,697,616
SR 20 (Canton Highway)	Post Road (SR 371)	Cumming City Limits (SR 400)				✓	✓	44,352	\$ 13,749,120
SR 306 (Keith Bridge Road) - Seg 2	SR 400	SR 369 (Browns Bridge Road)					✓	5,966	\$ 1,849,584
SR 371 (Post Road)	Kelly Mill Road	Atlanta Highway (SR 9)	VI A (A-01)	✓		✓		20,170	\$ 6,252,576
Union Hill Road	SR 400	McFarland Parkway	VII - A	✓			✓	8,818	\$ 2,733,456
Union Hill Road	McGinnis Ferry Road	McFarland Parkway	VI / VII					11,616	\$ 3,600,960
Union Hill Road / Mullinax Road	McFarland Parkway	SR 9 (Atlanta Highway)	VII - A / VI - A			✓	✓	13,411	\$ 4,157,472



Table 4 Mid Term Projects (2020-2025)

Location	From	To	SPLOST	2015 Transportation Bond	2025 Plan	2008 Update	2011 CTP	Approx LF	Approximate Cost
<b>Bicycle Friendly Shoulder</b>									
Waldrip Road	Keith Bridge Road (SR 306)	Browns Bridge Road (SR 369)				✓		20,000	\$ 800,000
<b>Bicycle Signage</b>									
Tribble Road / Post Road (SR 371)	Watson Road	Kelly Mill Road				✓		17,000	\$ 17,000
<b>Greenway Trail</b>									
Big Creek Extension Phase IV	Bethelview Road	Kelly Mill Road	VI			✓		16,200	\$ 3,240,000
Big Creek Extension Phase V	Kelly Mill Road	Sawnee Mt. Preserve	VI			✓		30,000	\$ 6,000,000
Chattahoochee River Phase I	Settles Bridge	McGinnis Ferry Road				✓		21,800	\$ 4,360,000
Chattahoochee River Phase II	Buford Dam Road	Settles Bridge				✓		28,200	\$ 5,640,000
Etowah Greenway Extension	Cherokee County Line	Dawson County Border				✓		31,000	\$ 6,200,000
Pooles Mill Link	Pooles Mill Park	Etowah Greenway				✓		6,800	\$ 1,360,000
Sawnee Mountain Greenway	Pooles Mill Park	Sawnee Mountain Preserve				✓		42,000	\$ 8,400,000
<b>Sidewalk</b>									
Canton Highway (SR 20)	Post Road (SR 371)	Cherokee County Line				✓		9,500	\$ 1,045,000
Heardsville Road	SR 20	Hurt Bridge Road	VI / VII					1,900	\$ 209,000
<b>Multi-use Trail</b>									
Ronald Reagan Boulevard	Majors Road	Ivy Summit Court						4,697	\$ 1,456,070
<b>Sidewalk and Multi-Use Trail</b>									
Bagley Drive	SR 141 (Peachtree Parkway)	Mathis Airport Parkway					✓	2,323	\$ 720,192
Browns Bridge Road (SR 369)	Gravitt Road	Hall County Line			✓			57,000	\$ 17,670,000
James Burgess Road	Old Atlanta Road	Nichols Drive					✓	5,544	\$ 1,718,640
SR 20 (Buford Highway)	Samples Road	Atlanta Highway (SR 9)			✓			11,933	\$ 3,699,168
SR 20 (Buford Highway)	Kelly Mill Road	Doc Sams Road			✓			35,000	\$ 10,850,000
SR 20 (Buford Highway)	GA 400	Samples Road			✓			6,000	\$ 1,860,000
SR 306 Extension	SR 9 (Dahlonega Highway)	SR 20 (Canton Highway)					✓	20,011	\$ 6,203,472
SR 53 (Dawsonville Highway)	SR 306 (Keith Bridge Road)	Dawson County Line					✓	18,480	\$ 5,728,800
SR 53 (Dawsonville Highway)	SR 306 (Keith Bridge Road)	Hall County Line					✓	8,342	\$ 2,586,144
SR 9 (Atlanta Highway)	Highway 371 (Post Road)	Bethelview Road/ SR 141				✓	✓	20,011	\$ 6,203,472
SR 9 (Atlanta Highway)	McFarland Parkway	Mullinax Road			✓		✓	11,722	\$ 3,633,696
SR 9 (Atlanta Highway)	Main Street	Dunn Road			✓			12,406	\$ 3,845,860
SR 9 (Atlanta Highway)	Mullinax Road	Maple Street			✓			42,467	\$ 13,164,770
SR 9 (Canton Road / Atlanta Highway)	Fulton County Line	McFarland Parkway			✓			4,699	\$ 1,456,752
SR 9 (Dahlonega Highway)	SR 306 (Keith Bridge Road)	Hopewell Road					✓	4,699	\$ 1,456,752
Stoney Point Road	Stoney Ridge Road	SR 141 (Peachtree Parkway)					✓	4,752	\$ 1,473,120
Keith Bridge Road (SR 306)	Spot Road	GA 400			✓			10,050	\$ 3,115,500
McFarland Parkway	Union Hill Road	Atlanta Highway			✓			12,951	\$ 4,014,810
McGinnis Ferry Road	McFarland Parkway	Brookwood Road			✓			10,200	\$ 3,162,000
McGinnis Ferry Road	Brookwood Road	Gwinnett County Line			✓			33,500	\$ 10,385,000
Old Alpharetta Road	McGinnis Ferry Road	Pine Grove Road		✓				8,342	\$ 2,586,144
SR 20 (Canton Highway)	Spot Road	Kelly Mill Road			✓			15,000	\$ 4,650,000
SR 20 (Canton Highway)	Cherokee County Line	N. of Spot Road			✓			18,300	\$ 5,673,000
SR 9 (Atlanta Highway)	McFarland Parkway	Mullinax Road			✓			1,550	\$ 480,500
SR 9 (Atlanta Highway)	SR 141 (Peachtree Parkway)	SR 20			✓			6,000	\$ 1,860,000
SR 9 (Dahlonega Highway)	Dr Dunn Road	Browns Bridge Road (SR 369)			✓			14,600	\$ 4,526,000



**Table 5 Proposed Projects**

Location	From	To	SPLOST	2015 Transportation Bond	2025 Plan	2008 Update	2011 CTP	Approx LF	Approximate Cost
<b>Bicycle Signage</b>									
Bentley Road	Post Road (SR 371)	Campground Road						11,200	\$ 1,232,000
<b>Bicycle Signage and / or Bike Friendly Shoulder</b>									
A C Smith Road	Dahlonega Highway (SR 9)	Hopewell Road						TBD	TBD
Bethel Road	Browns Bridge Road (SR 369)	Two Mile Creek Park						TBD	TBD
Burruss Road	Hopewell Road	Dahlonega Highway (SR 9)						TBD	TBD
Dahlonega Highway (SR 9) / Oak Grove Circle	Burruss Road	Hubert Martin Road						TBD	TBD
Elmo Road	Matt Highway (SR 369)	Mt Tabor Road						TBD	TBD
Franklin Goldmine Road	Heardsville Road	Cherokee County Line						TBD	TBD
Heardsville Road	Canton Highway (SR 20)	Watson Road						TBD	TBD
Holtzclaw Road	Pilgrim Mill Road	SR 369 (Browns Bridge Road)						TBD	TBD
Hopewell Road	Dawson County Line	Burruss Road						TBD	TBD
Howard Road	Drew Campground Road	Canton Highway (SR 20)						TBD	TBD
John Burruss Road	Karr Road	Matt Highway (SR 369)						TBD	TBD
Jot Em Down Road	Hopewell Road	Browns Bridge Road (SR 369)						TBD	TBD
McCoy Circle / Karr Road	Spot Road	John Burruss Road						TBD	TBD
Mount Tabor Road	Matt Highway (SR 369)	Westray Road						TBD	TBD
Nicholson Road	Old Federal Road	Mt Tabor Road						TBD	TBD
Old Federal Road	Matt Highway (SR 369)	Nicholson Road						TBD	TBD
Old Keith Bridge Road	SR 306 (Keith Bridge Road)	Edgewater Drive						TBD	TBD
SR 9 (Dahlonega Highway)	A C Smith Road	Concord Road						TBD	TBD
Wallace Tatum Road	Heardsville Road	Burnt Bridge Road (SR 369)						TBD	TBD
Westray Road	Mt Tabor Road	Dawson County Line						TBD	TBD
<b>Sidewalk</b>									
Chamblee Gap Road	Canton Highway (SR 20)	Kelly Mill Road						17,606	\$ 1,936,660
Dickerson Road	Campground Road	Wynfield Way						3,362	\$ 369,820
Haw Creek Circle	Haw Creek Circle	Haw Creek Parkway						889	\$ 97,790
Heardsville Circle / Pooles Mill Road	Hurt Bridge Road	Lords Way						TBD	TBD
Kelly Mill Road	Kelly Mill Elementary School	Johnson Road						3,359	\$ 369,490
<b>Sidewalk and / or Multi-Use Trail</b>									
Bettis Tribble Gap Road	Sawnee Dr (SR 306)	Spot Road						TBD	TBD
Daves Creek Drive	Old Atlanta Road	Trammel Road						TBD	TBD
Daves Creek Road	Hawcreek Circle	Daves Creek Drive						TBD	TBD
Francis Circle / Campground Road	Grassland Parkway	Cherokee County Line						TBD	TBD
Grassland Parkway	Atlanta Highway (SR 9)	Francis Cir						TBD	TBD
Lanier Drive	Shady Grove Road	Bamby Road						TBD	TBD
Majors Road	Ronald Reagan Boulevard	Greenway						TBD	TBD
Majors Road	Ronald Reagan Boulevard	Greenway						TBD	TBD
Pine Grove Road	Shiloh Road E	Old Alpharetta Road						TBD	TBD
Shady Grove Road	Browns Bridge Road (SR 369)	Shady Grove Park						TBD	TBD
Shiloh Road	Cabot Parkway	Atlanta Highway (SR 9)						TBD	TBD
Shiloh Road East	Shiloh Road	Shiloh Road						TBD	TBD
Southers Circle / Settles Road	James Burgess Road	James Burgess Road						TBD	TBD
SR 306 (Keith Bridge Road)	Dahlonega Highway (SR 9)	Central Park						TBD	TBD
Stoney Point Road	Stoney Ridge Road	Shiloh Road E						TBD	TBD
Union Hill Road	Mullinax Road	Shiloh Road						TBD	TBD
Windy Hill Drive	Mullinax Road	Francis Cir						TBD	TBD














Dawson County

Cherokee County

Hall County

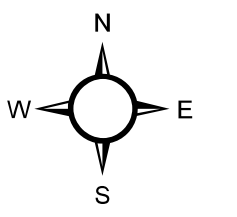
Legend

Existing Bike/Ped Facilities

-  Signed Shared Roadways
-  Bicycle Friendly Shoulders
-  Sidewalk
-  Multi-Use Trail
-  Greenway
-  Schools
-  Parks
-  Streets
-  Lakes
-  City boundaries
-  County Boundary

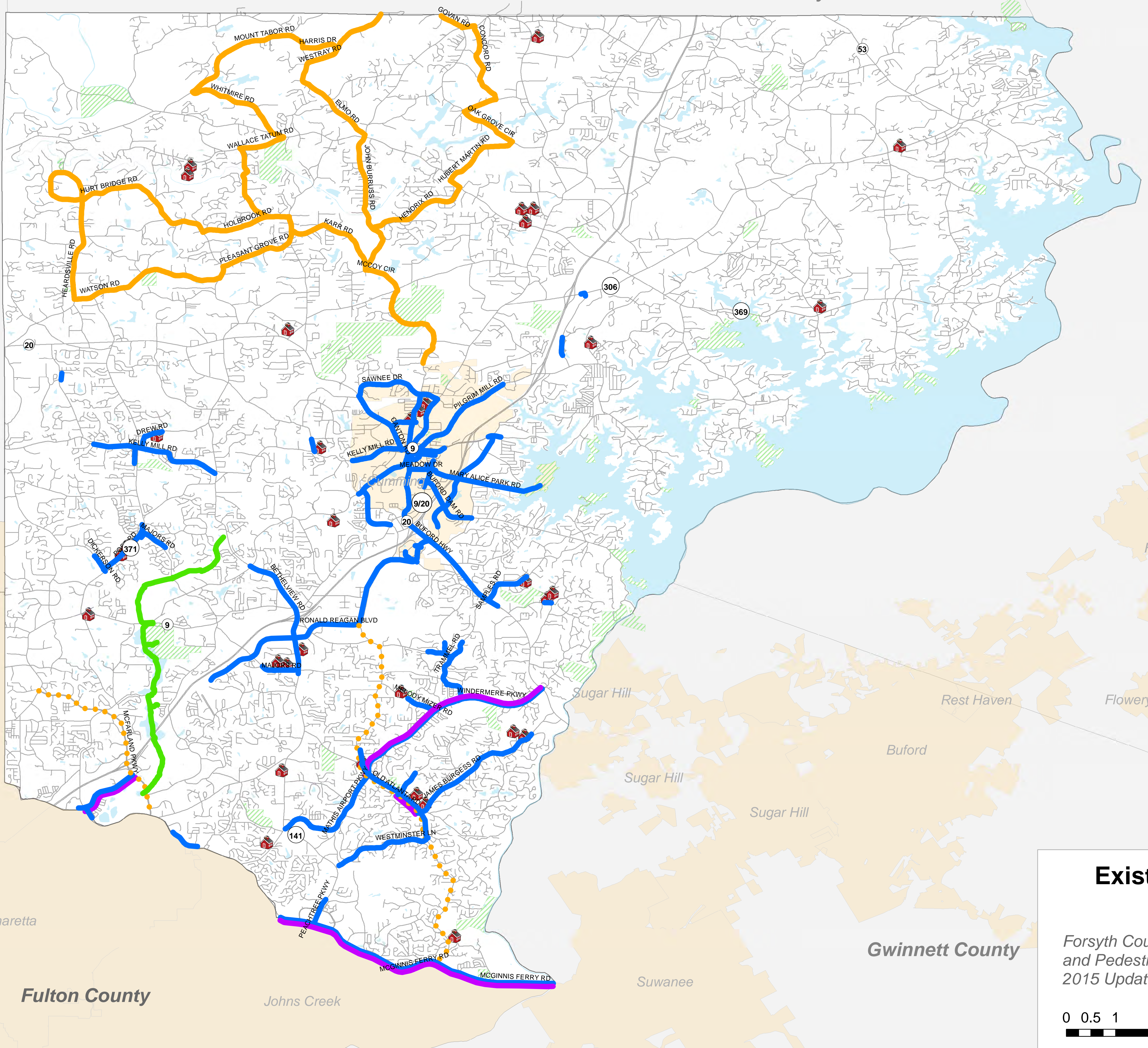
Existing Bicycle and Pedestrian Facilities

Forsyth County Bicycle Transportation and Pedestrian Walkways Plan 2015 Update



0 0.5 1 2 3 4 Miles

FORESITE group



Alpharetta

Fulton County

Johns Creek

Duluth

Suwanee

Gwinnett County

Sugar Hill

Sugar Hill

Sugar Hill

Rest Haven

Flowery Branch

Braselton

Gainesville

Oakwood

Milton

Roswell

Auburn

Dawson County

Cherokee County

Hall County

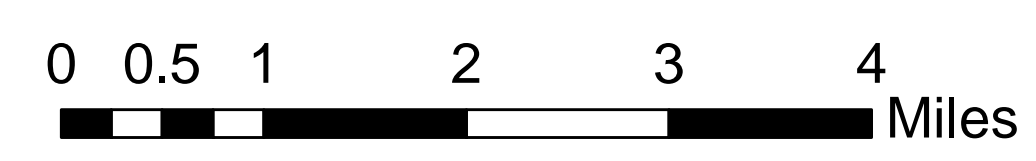
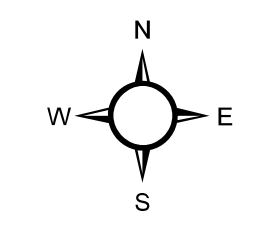
Gainesville

Legend  
Future and Proposed Bicycle and Pedestrian Projects

- Potential Connections to Adjacent Facilities
- Proposed Improvements (2015 Plan Update)**
  - Bicycle Signage / Bicycle Friendly Shoulder
  - Sidewalk / Multi-use Trail
- Future / In Progress Improvements**
  - Sidewalk / Multi-use Trail
  - Multi-use Trail
  - Bicycle Signage
  - Bike Friendly Shoulder
  - Greenway
  - Roadway Operational Upgrades
  - Sidewalk
- Schools
- Parks
- Existing Greenway
- Streets
- Lakes
- City boundaries
- County Boundary

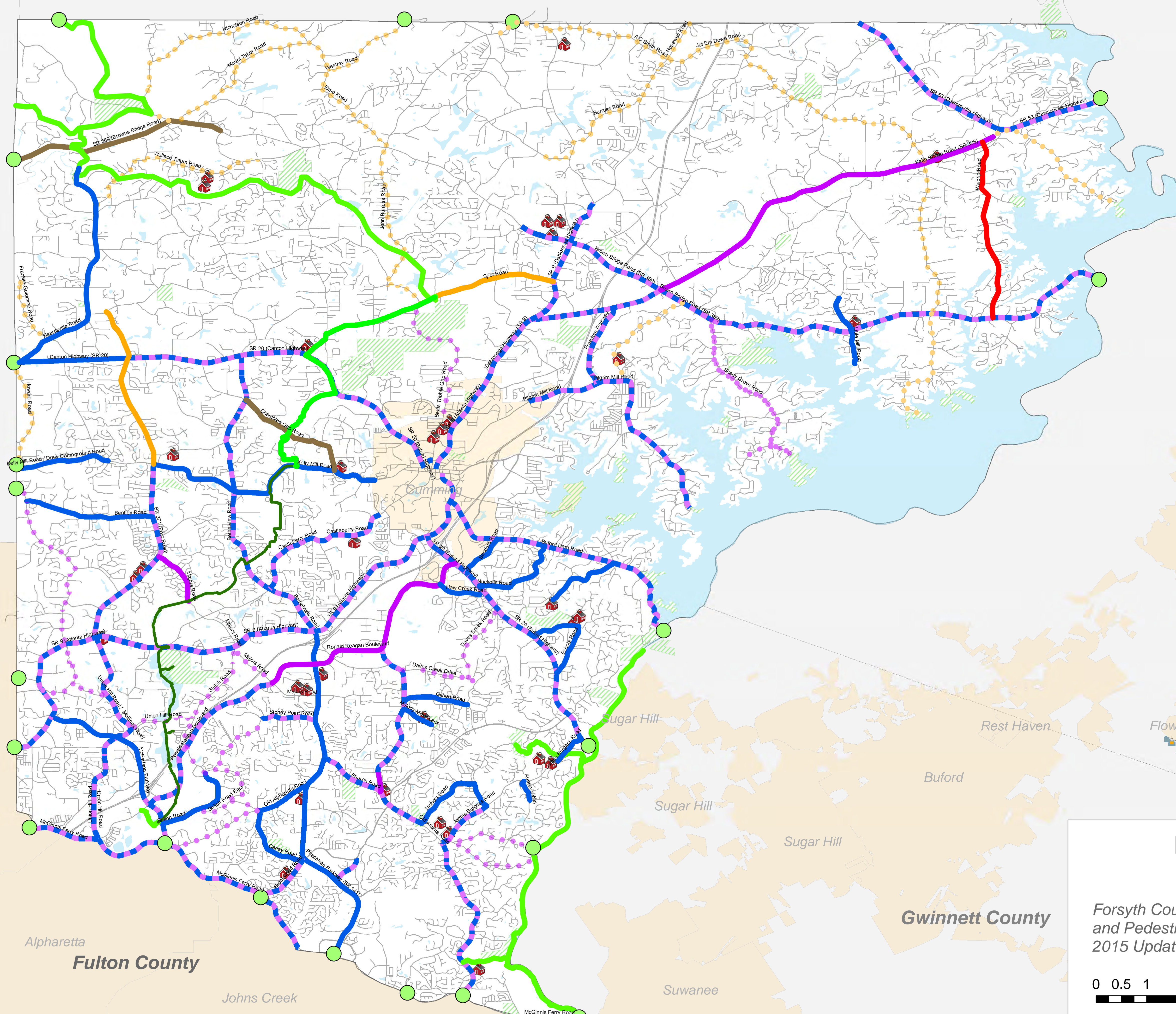
Bicycle and Pedestrian Projects

Forsyth County Bicycle Transportation and Pedestrian Walkways Plan  
2015 Update



FORESITE group

Auburn Auburn



Alpharetta  
Fulton County

Johns Creek

Suwanee

Gwinnett County

Sugar Hill

Sugar Hill

Rest Haven

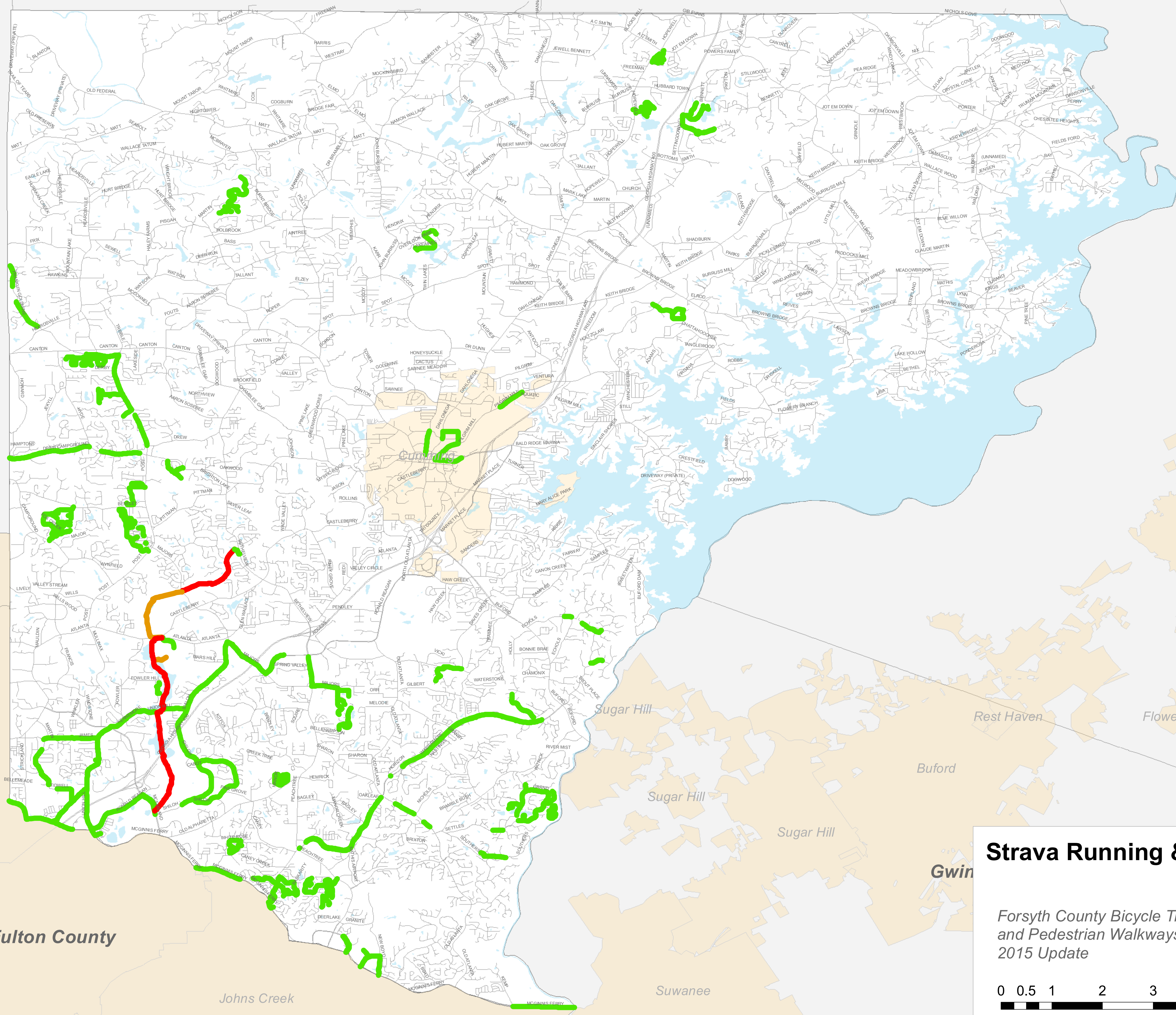
Flowery Branch

Milton

Flowery B

Dawson County

Cherokee County



**Legend**

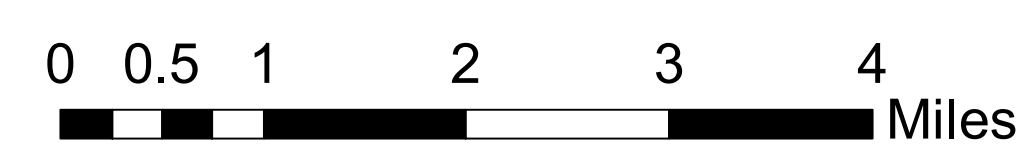
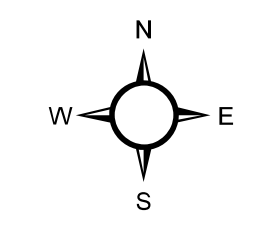
**Facility Usage**

**Running & Walking**

- Low
- Medium
- High
- Streets
- Lakes
- County Boundary

**Strava Running & Pedestrian Trips 2014**

Forsyth County Bicycle Transportation and Pedestrian Walkways Plan 2015 Update



**FORESITE** group

Alpharetta  
Roswell  
Roswell  
Roswell/Roswell

Fulton County

Johns Creek

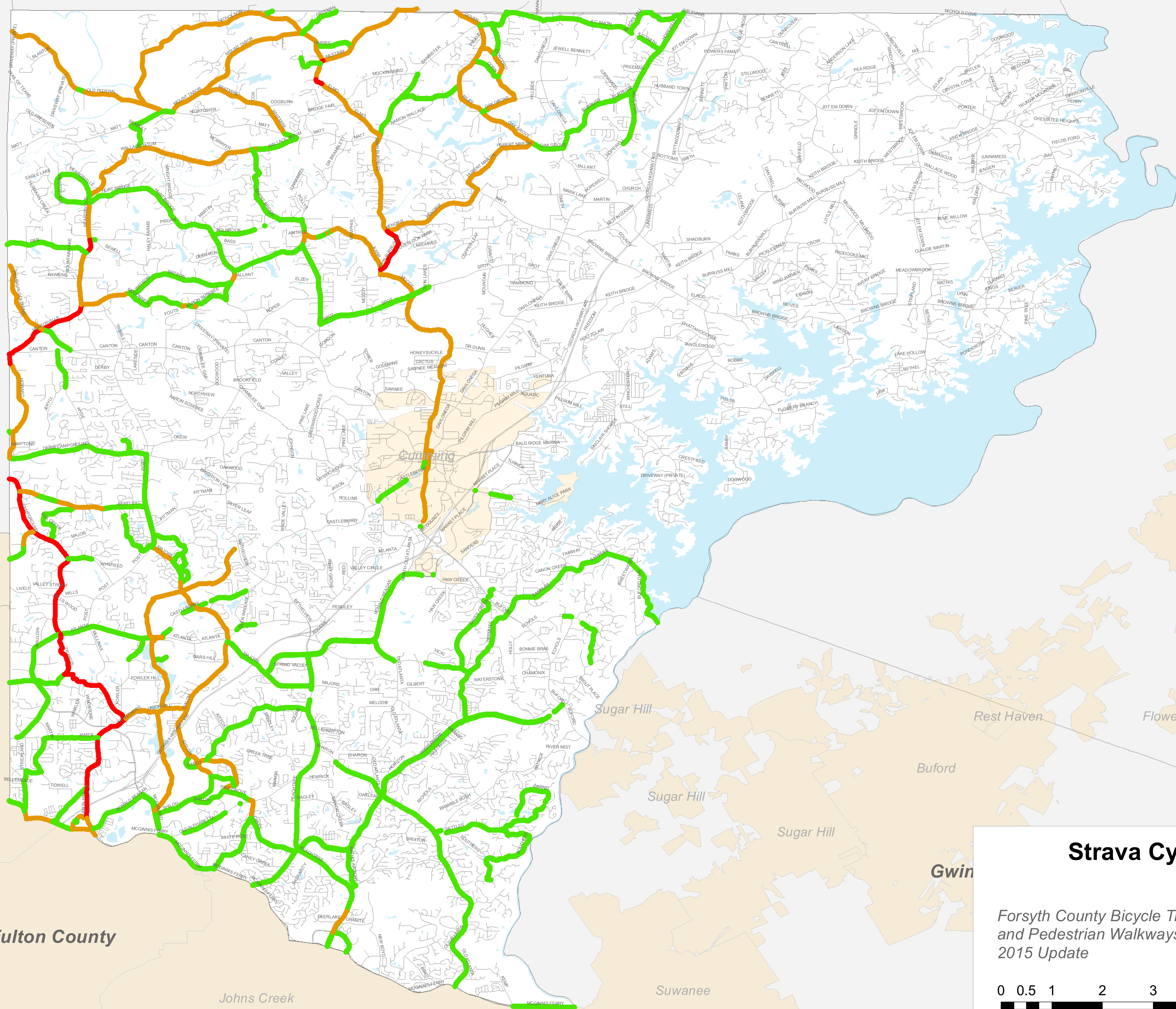
Suwanee

Gwin

Auburn

Dawson County

Cherokee County



**Legend**

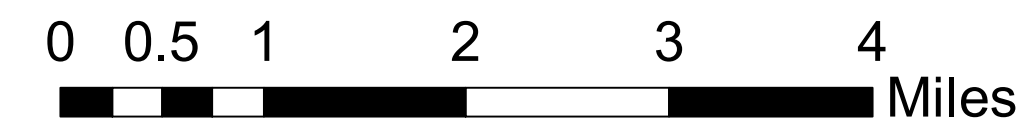
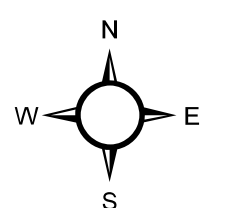
**Facility Usage**

**Cycling**

- Low
- Medium
- High
- Streets
- Lakes
- County Boundary

**Strava Cycling Trips 2014**

Forsyth County Bicycle Transportation and Pedestrian Walkways Plan 2015 Update



**FORESITE** group

Fulton County

Hall County

Gainesville

Gainesville

Oakwood

Flowery Branch

Flowery Branch

Rest Haven

Buford

Gwin

Sugar Hill

Sugar Hill

Sugar Hill

Suwanee

Johns Creek

Alpharetta

Roswell

Roswell

Roswell/Roswell

Auburn



## 7.0 Appendixes



## 7.1 STRAVA

In order to properly update the Forsyth County Bicycle and Pedestrian plan, the Foresite group required usage data for the bicycle and pedestrian facilities around the County. To obtain usage data it was decided to use data from a cell phone based application named Strava. Strava is a free mobile phone application that allows users to track information about their workout activities. The app strives particularly well in the tracking of running and cycling data, where it provides the user with routes, times, speeds, elevations, and stores the information to your profile. The application also has a social aspect about it which makes it particularly marketable to a larger user base.

The anonymous data is made purchasable to organizations and can be used in a variety of functions. The information is presented in a Geographic Information System (GIS) format where route and trip data are tied to roadways and trails. The data is incredibly precise and can be analyzed at a small resolution of time. For the purposes of this analysis however the data was examined on a yearly basis.

The data was put into a map form with ArcGIS for analysis. The data was assigned to roadways and trails and given a gradient based on the trips per segment in order to determine high use areas. Furthermore the data was separated by running / walking trips and cycling trips. In analysis of these maps it can be seen that for cycling users, northern Forsyth County sees more activity than expected as well as the Campground Road corridor. Additionally it reveals that bicyclists will take circuitous routes to get to their destinations in order to avoid heavy volume roadways even if it means taking a roadway without bicycle facilities. For pedestrian trips there was an unsurprising amount of usage of the greenway trails and surrounding areas. A lot of pedestrian activity can also be observed on subdivision roads.

As with any large subset of data analysis there is always room for concern and validity. For cycling data there are 1,729 unique users with 16,661 activities recorded. For pedestrian data there are 1,005 unique users with 8,981 activities. The data was analyzed to determine the best way to represent the information as well as reduce any random variables. When looking over early run maps of the Strava data with stakeholders it was revealed that some of the heavy use areas were from organized bike rides where the roadways would see a more than average amount of cycling use. This data was not adjusted for such activities as it still shows where bicyclists are riding and what routes should get attention.

In the presentation of the data it is shown in three subsets: low usage, medium usage, and high usage. To determine these cutoffs several iterations were performed. When all data was plotted it was revealed that many of the roadways had some minor usage between 1-50 trips, it was determined that these trips would be disregarded in the final mapping to clean out one off trips. The medium to high cutoff was also determined such that it was unlikely for a single individual cycling every day to skew the data.

The resulting maps used in analysis are shown in the Project Lists, Maps, and Sources References section.



## 7.2 MAP 21 Eligibility Criterion

MAP-21 replaced SAFTEA-LU as the primary funding source for bicycle and pedestrian programs. In order to assist Forsyth County the eligible activities as they pertain to bicycle and pedestrian programs under MAP-21 are consolidated below.

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
  - Inventory, control, or removal of outdoor advertising;
  - Historic preservation and rehabilitation of historic transportation facilities;
  - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
  - Archaeological activities relating to impacts from implementation of transportation projects eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
  - Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
  - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

## 7.3 Facility Design Typical Sections

In the 2008 plan update, design typical sections were proposed for use in design considerations for facilities. As part of this update the typical sections were reviewed by the Forsyth County Stakeholders committee. The typical sections did not functionally change however the desire for particular sections and concerns for certain sections were brought forth.

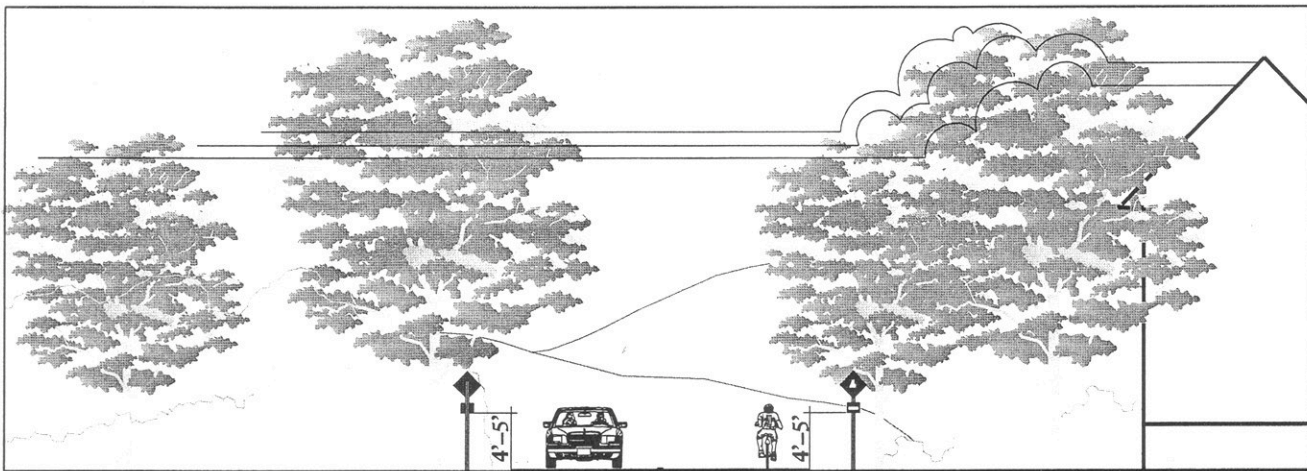
Bike friendly shoulders and bike lane carried similar concerns with the stakeholders. It was determined that they need to be maintained regularly to keep free from debris from the roadway, and have adequate signage alerting drivers to the facilities. Additionally for bike lanes, consideration should be given to using green high friction paint in heavy use areas to draw additional attention to the lanes. The other facility types were discussed but there are no pressing concerns that were brought forth.



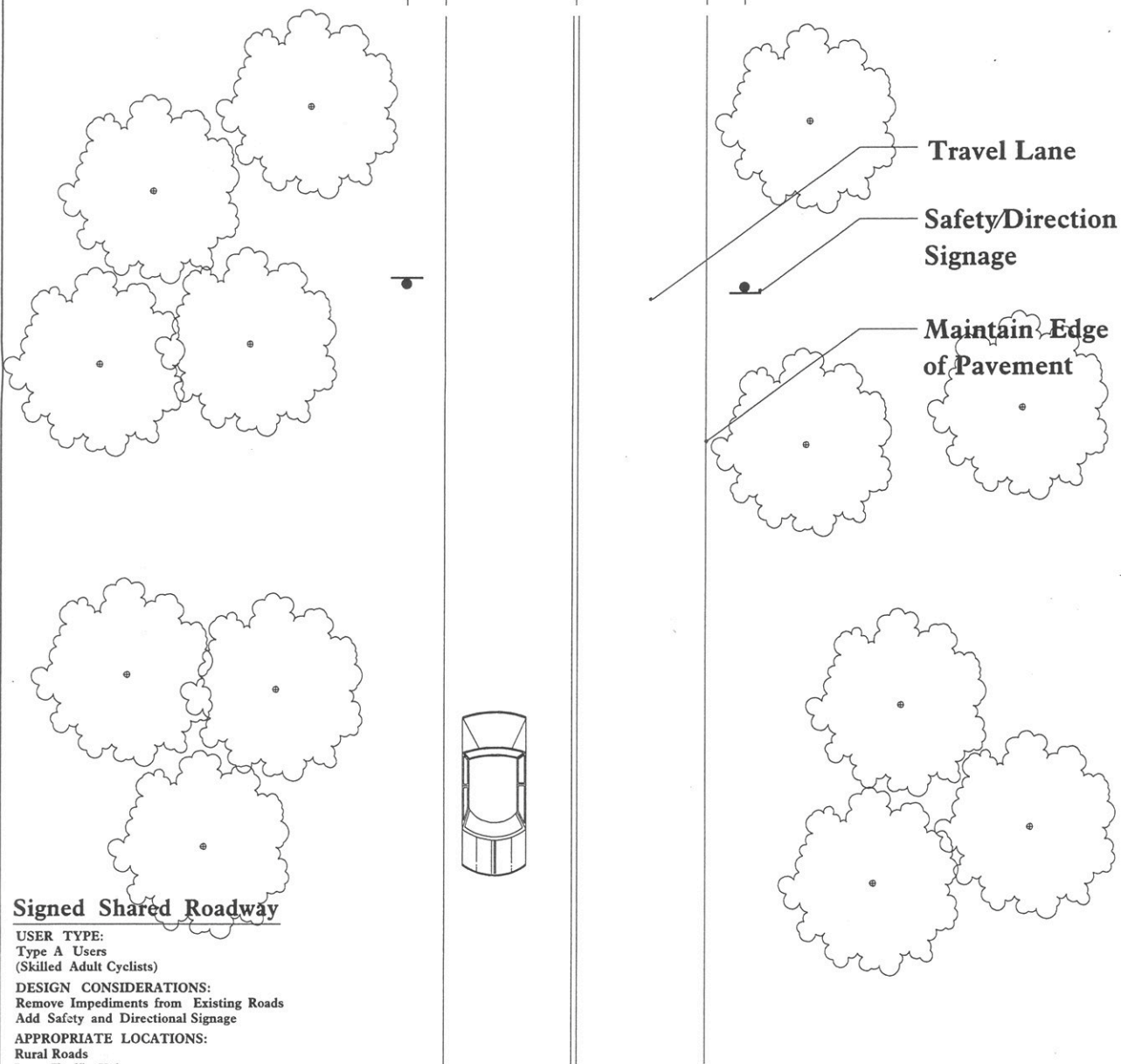
It was determined that the best option and the option that has been adopted by the county is a combination of multi-use paths and sidewalks, however it is also expensive to construct. Due to budget constraints bicycle friendly shoulders are the best option for areas with lower populations and traffic volumes.

Typical design sections from the 2008 update are included below.





3'6"      Varies      Varies      3'6"



**Signed Shared Roadway**

**USER TYPE:**

Type A Users  
(Skilled Adult Cyclists)

**DESIGN CONSIDERATIONS:**

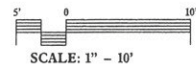
Remove Impediments from Existing Roads  
Add Safety and Directional Signage

**APPROPRIATE LOCATIONS:**

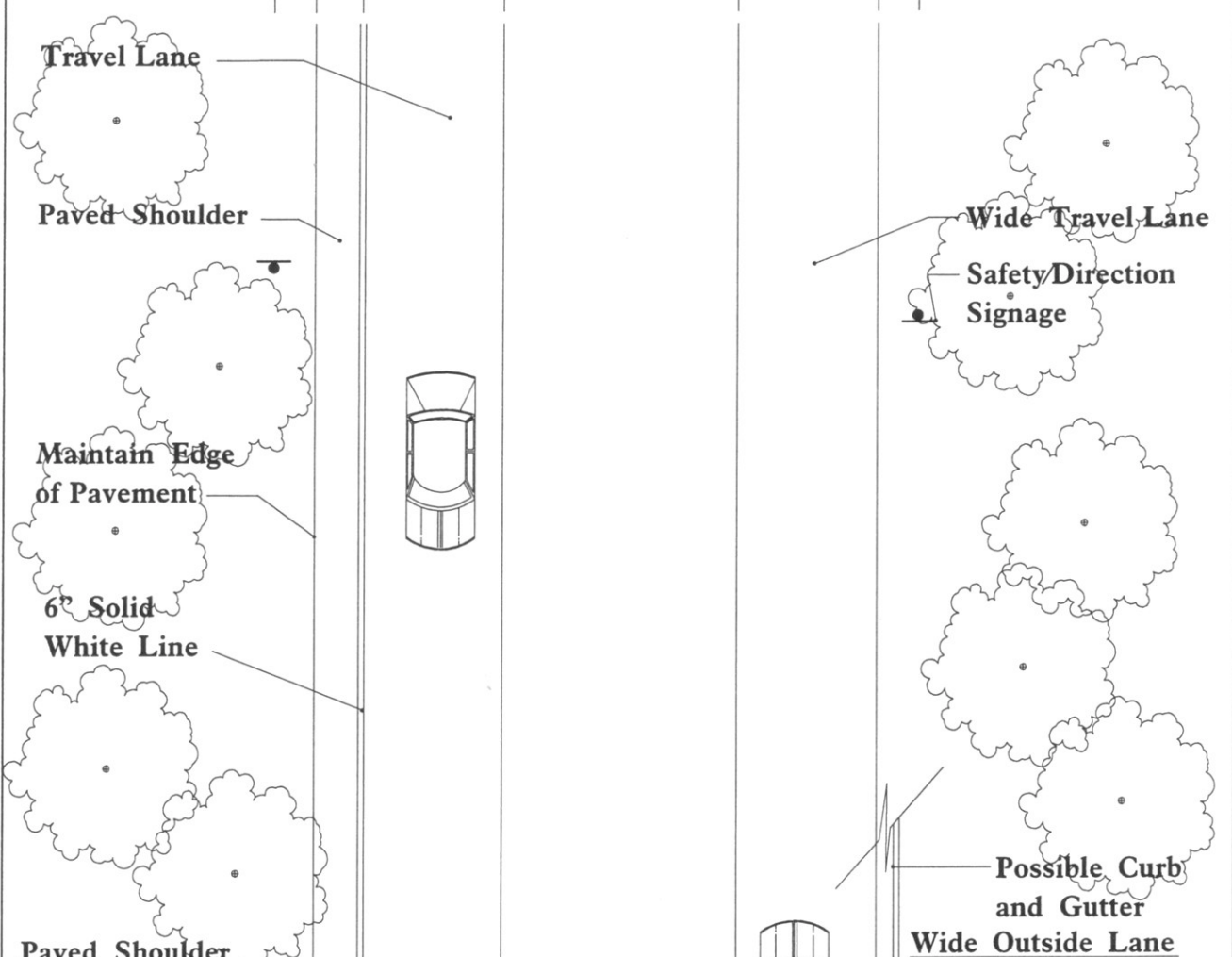
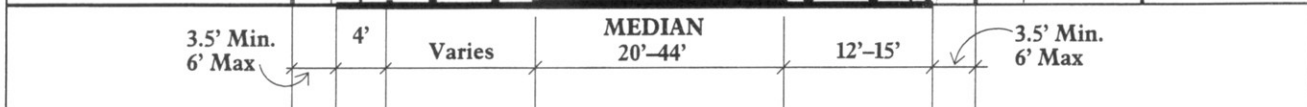
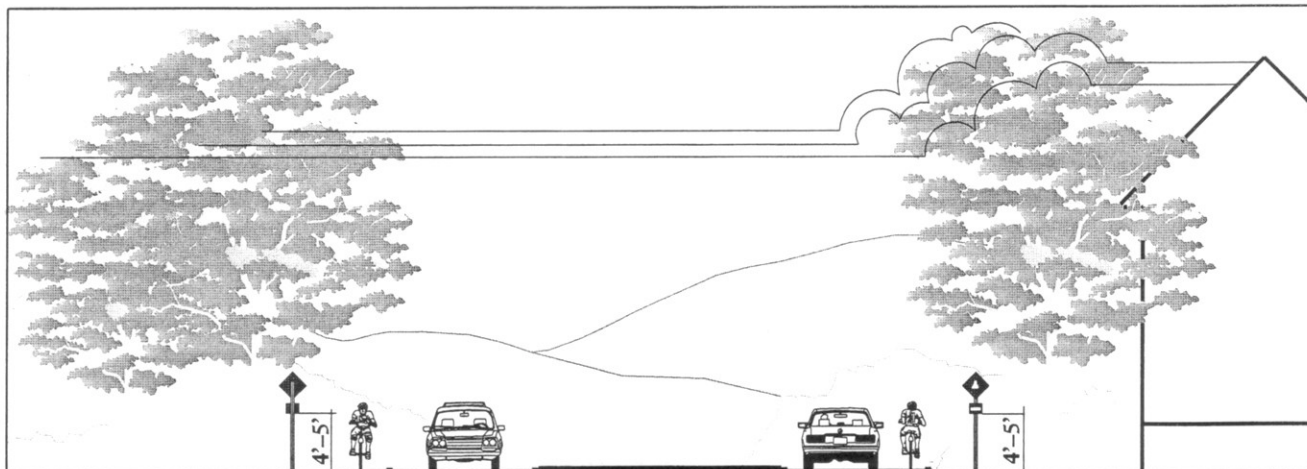
Rural Roads  
Low Traffic Volume  
Low Design Speed  
Long Sight Distances  
Two- or Four-lane Roadways  
Roadways With or Without Medians

**NOTE:**

Refer to AASHTO Guidelines for minimum measurements.  
All facilities must meet minimum ADA requirements.



**APPENDIX A  
TYPICAL SECTIONS**



**USER TYPE:**  
 Type A Users  
 (Skilled Adult Cyclists)

**DESIGN CONSIDERATIONS:**  
 Remove Hazards from Existing Roads  
 Add Safety Signage  
 Provide Smooth Surface on Shoulder  
 Minimum Facility Improvement  
 Bicycle Traffic Expected to be Minimal

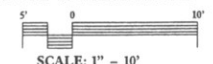
**APPROPRIATE LOCATIONS:**  
 Rural or Suburban Roads  
 Medium Traffic Volume  
 Medium Design Speed  
 Two- or Four-lane Roadways  
 Roadways With or Without Medians

**NOTE:**  
 Refer to AASHTO Guidelines for minimum measurements.  
 All facilities must meet minimum ADA requirements.

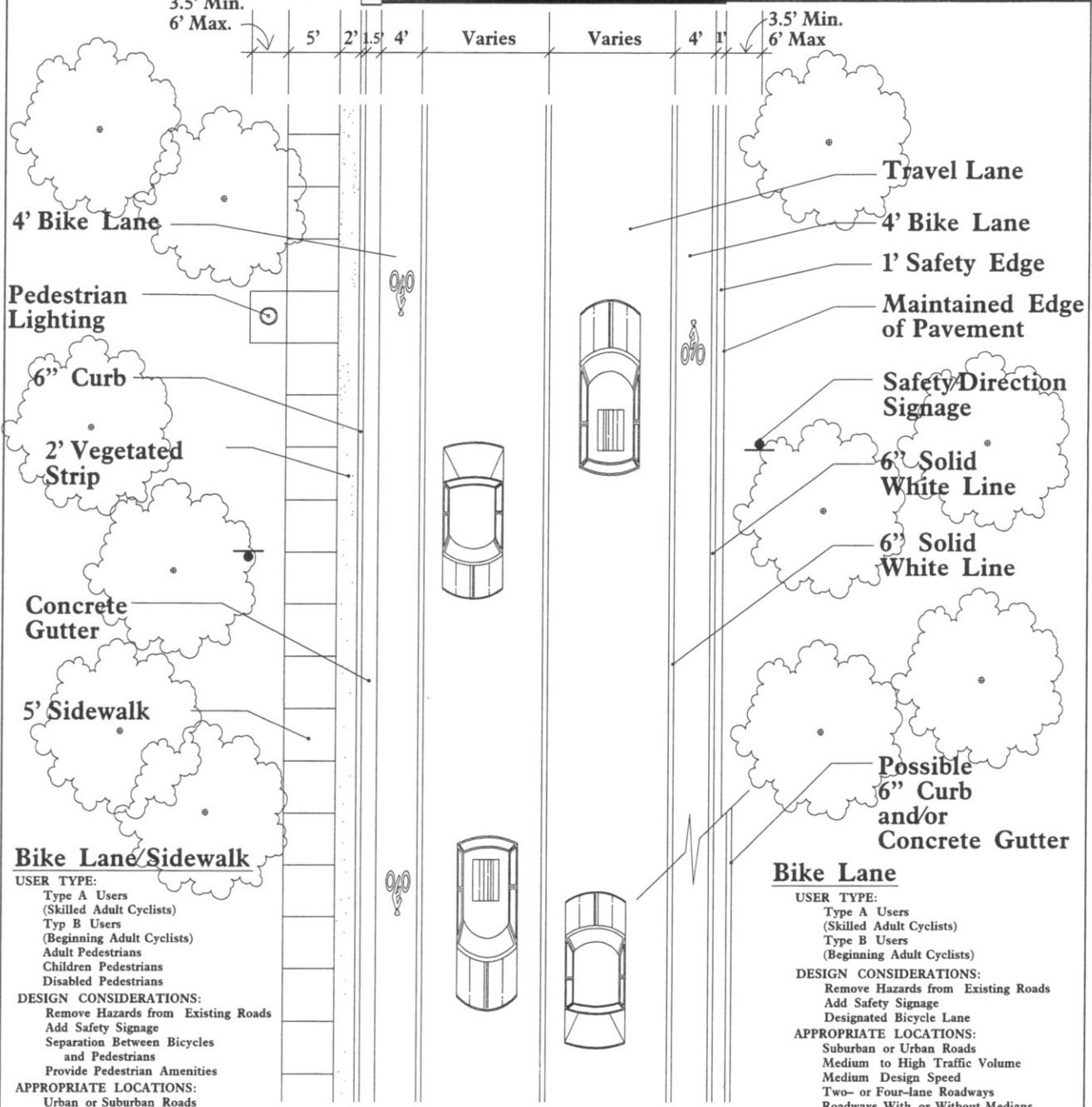
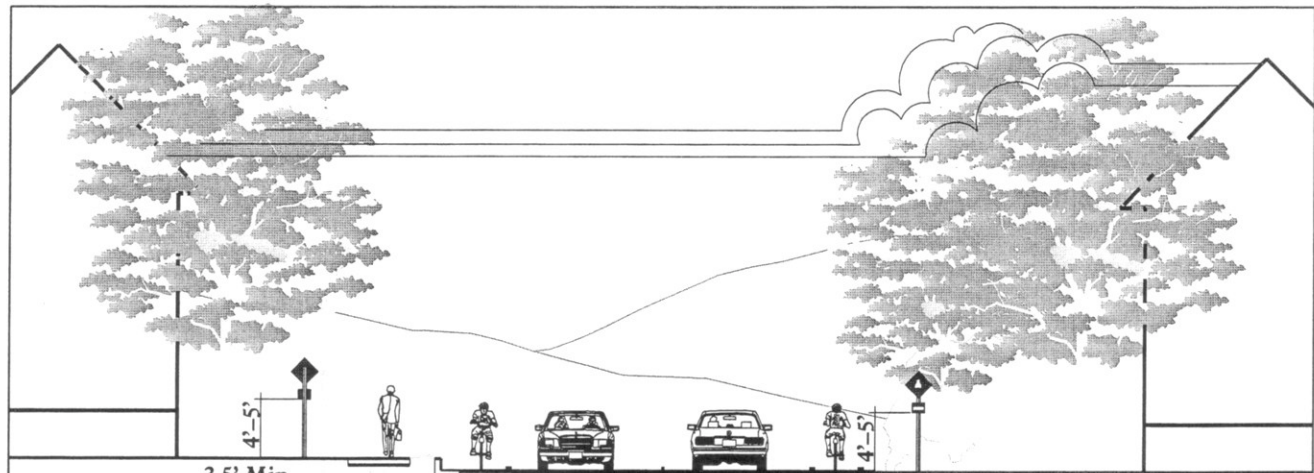
**USER TYPE:**  
 Type A Users  
 (Skilled Adult Cyclists)

**DESIGN CONSIDERATIONS:**  
 Remove Hazards from Existing Roads  
 Add Safety Signage  
 Outside Lane Width of 12'-15'

**APPROPRIATE LOCATIONS:**  
 Rural or Suburban Roads  
 Medium Traffic Volume  
 Medium Design Speed  
 Two- or Four-lane Roadways  
 Roadways With or Without Medians



**APPENDIX A  
 TYPICAL SECTIONS**



**Bike Lane/Sidewalk**

**USER TYPE:**  
 Type A Users  
 (Skilled Adult Cyclists)  
 Type B Users  
 (Beginning Adult Cyclists)  
 Adult Pedestrians  
 Children Pedestrians  
 Disabled Pedestrians

**DESIGN CONSIDERATIONS:**  
 Remove Hazards from Existing Roads  
 Add Safety Signage  
 Separation Between Bicycles  
 and Pedestrians  
 Provide Pedestrian Amenities

**APPROPRIATE LOCATIONS:**  
 Urban or Suburban Roads  
 Medium Traffic Volume  
 Medium Design Speed  
 Two- or Four-lane Roadways  
 Roadways With or Without Medians

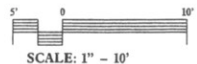
**NOTE:**  
 Refer to AASHTO Guidelines for minimum measurements.  
 All facilities must meet minimum ADA requirements.

**Bike Lane**

**USER TYPE:**  
 Type A Users  
 (Skilled Adult Cyclists)  
 Type B Users  
 (Beginning Adult Cyclists)

**DESIGN CONSIDERATIONS:**  
 Remove Hazards from Existing Roads  
 Add Safety Signage  
 Designated Bicycle Lane

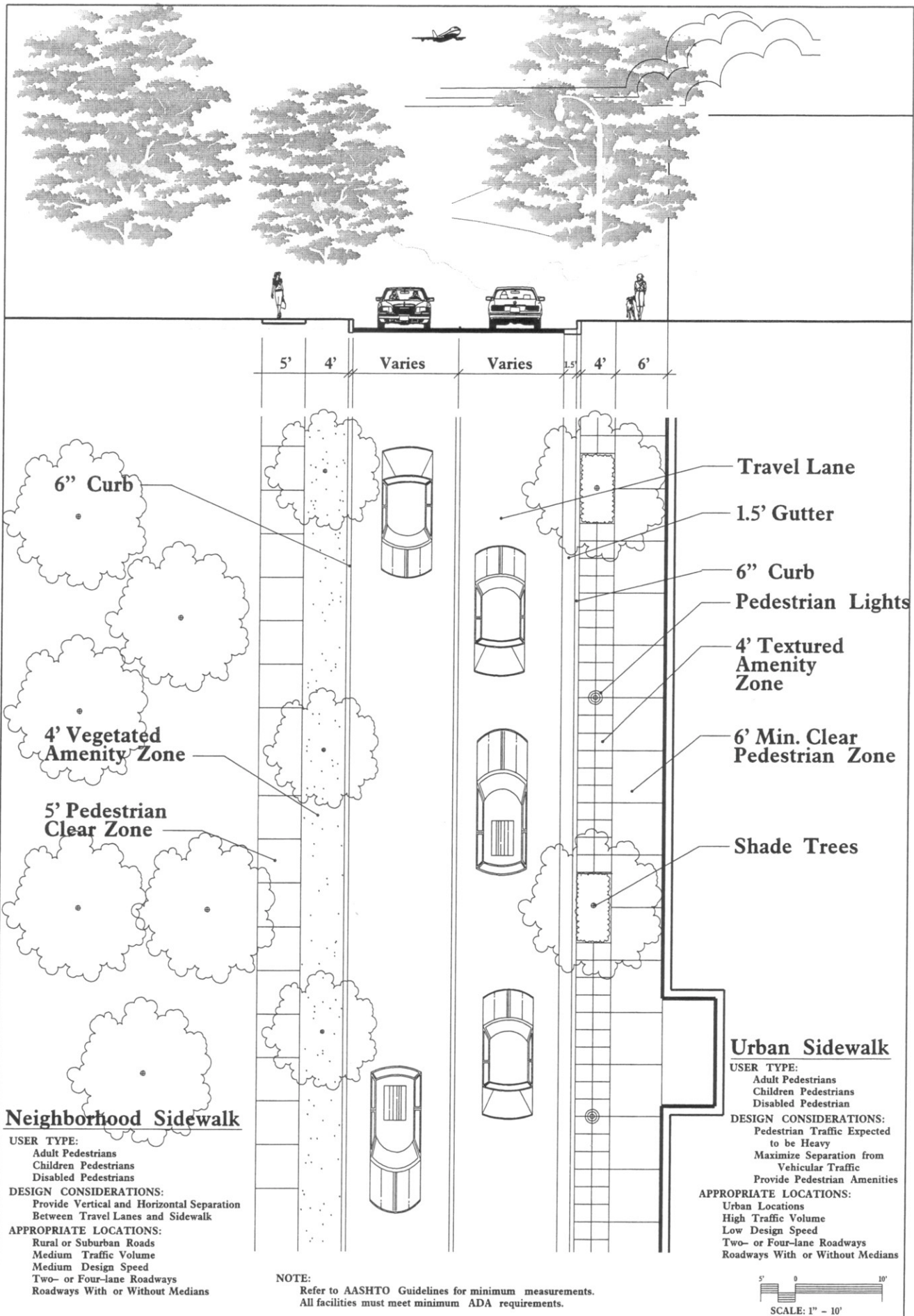
**APPROPRIATE LOCATIONS:**  
 Suburban or Urban Roads  
 Medium to High Traffic Volume  
 Medium Design Speed  
 Two- or Four-lane Roadways  
 Roadways With or Without Medians



**APPENDIX A  
 TYPICAL SECTIONS**



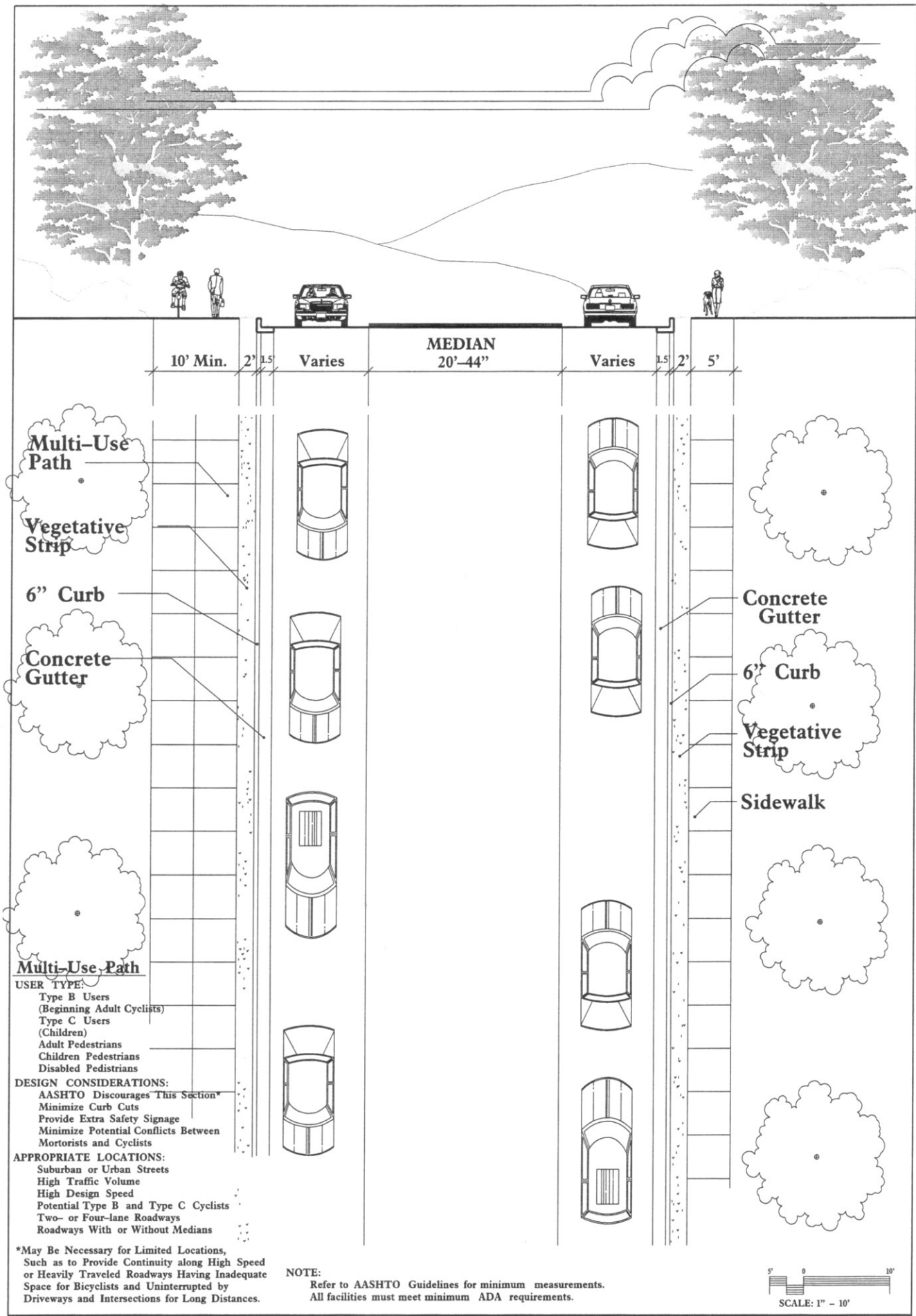
**FACILITY TYPE C - BIKE LANE**



**APPENDIX A  
 TYPICAL SECTIONS**

**FACILITY TYPE D - LOCAL SIDEWALK**





**Multi-Use Path**

**Vegetative Strip**

**6" Curb**

**Concrete Gutter**

**Multi-Use Path**

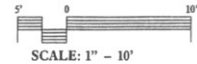
**USER TYPE:**  
 Type B Users  
 (Beginning Adult Cyclists)  
 Type C Users  
 (Children)  
 Adult Pedestrians  
 Children Pedestrians  
 Disabled Pedestrians

**DESIGN CONSIDERATIONS:**  
 AASHTO Discourages This Section  
 Minimize Curb Cuts  
 Provide Extra Safety Signage  
 Minimize Potential Conflicts Between  
 Motorists and Cyclists

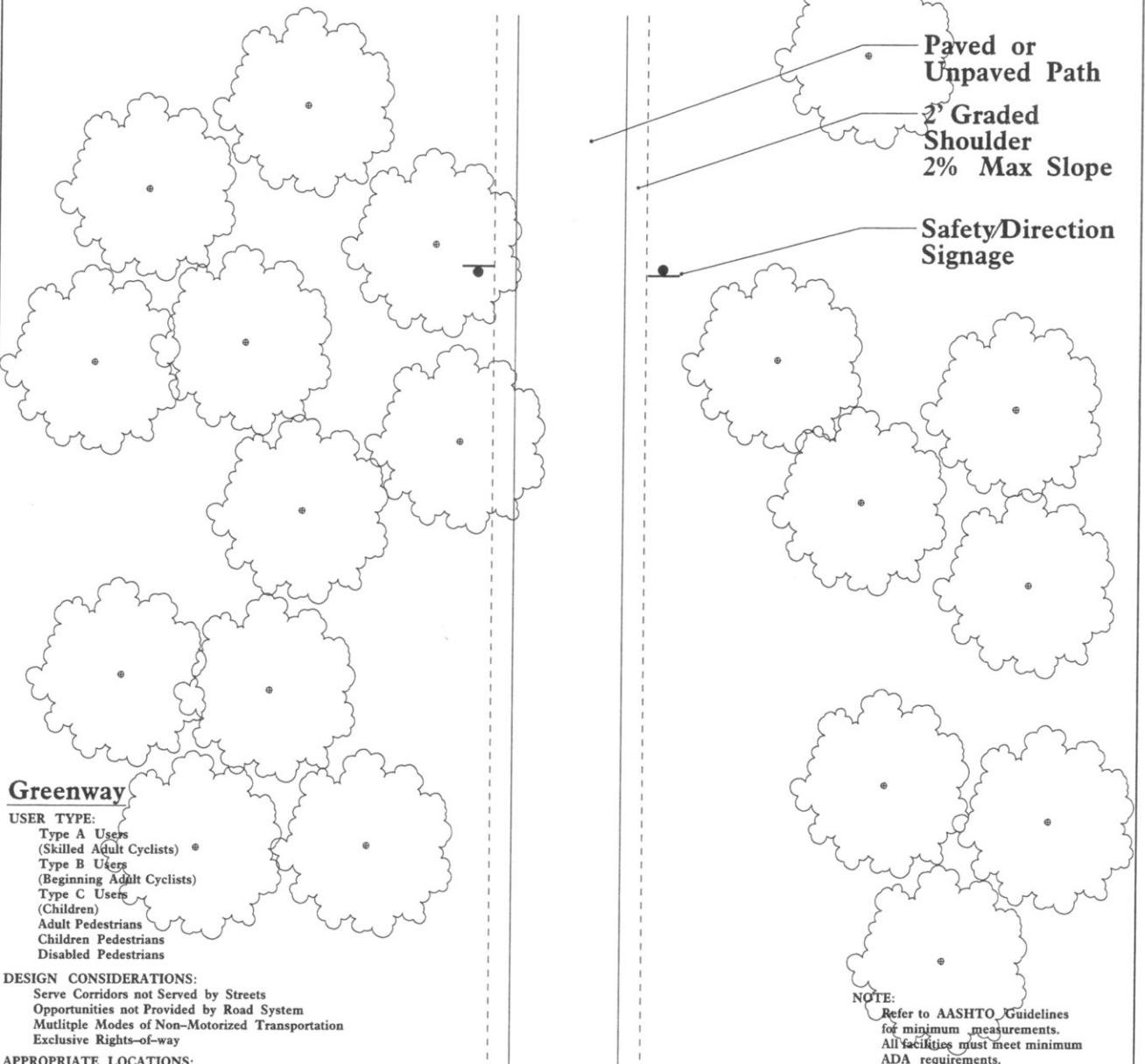
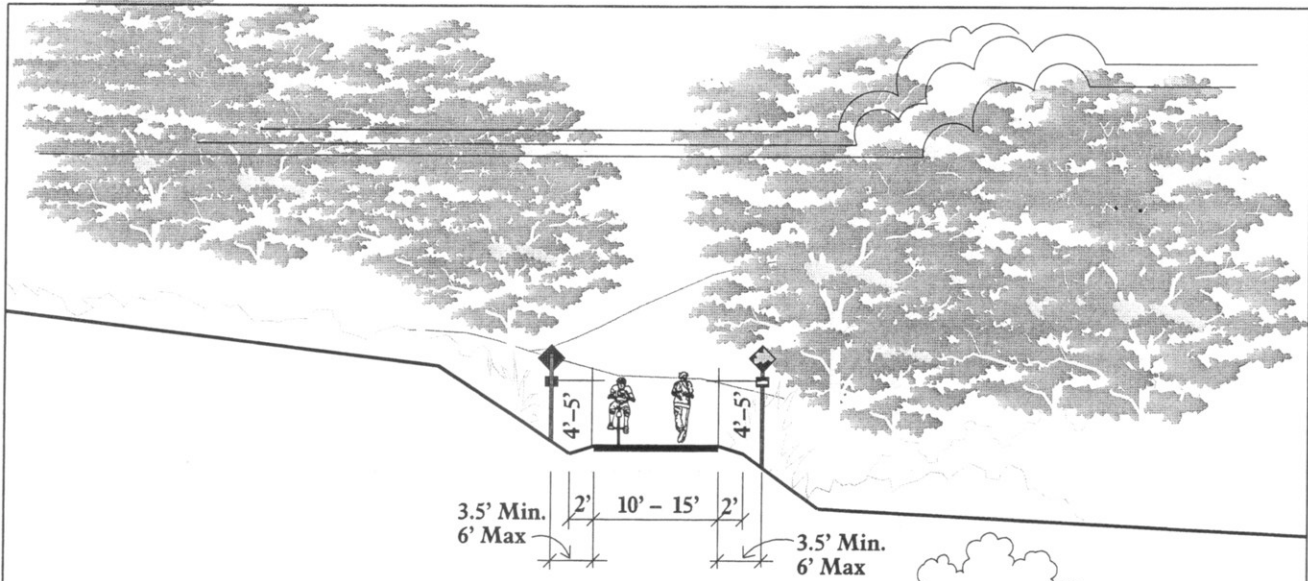
**APPROPRIATE LOCATIONS:**  
 Suburban or Urban Streets  
 High Traffic Volume  
 High Design Speed  
 Potential Type B and Type C Cyclists  
 Two- or Four-lane Roadways  
 Roadways With or Without Medians

\*May Be Necessary for Limited Locations,  
 Such as to Provide Continuity along High Speed  
 or Heavily Traveled Roadways Having Inadequate  
 Space for Bicyclists and Uninterrupted by  
 Driveways and Intersections for Long Distances.

**NOTE:**  
 Refer to AASHTO Guidelines for minimum measurements.  
 All facilities must meet minimum ADA requirements.



**APPENDIX A  
 TYPICAL SECTIONS**



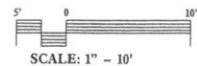
**Greenway**

- USER TYPE:**
- Type A Users  
(Skilled Adult Cyclists)
  - Type B Users  
(Beginning Adult Cyclists)
  - Type C Users  
(Children)
  - Adult Pedestrians
  - Children Pedestrians
  - Disabled Pedestrians

- DESIGN CONSIDERATIONS:**
- Serve Corridors not Served by Streets
  - Opportunities not Provided by Road System
  - Multitple Modes of Non-Motorized Transportation
  - Exclusive Rights-of-way

- APPROPRIATE LOCATIONS:**
- Rural Areas
  - Waterfronts
  - Utility/Rail Rights-of-way

**NOTE:**  
Refer to AASHTO Guidelines for minimum measurements. All facilities must meet minimum ADA requirements.



**APPENDIX A  
TYPICAL SECTIONS**



**FACILITY TYPE F - GREENWAY**

## 7.4 Stakeholder Meeting Minutes



## Meeting Minutes

### Project: Forsyth County Bike and Pedestrian Update Project Stakeholder Meeting

Date: December 11, 2014

#### Attendees:

Forsyth Bike Ped Stakeholders Meeting 1				
Name	Organization	Email	Phone	
Cindy J. Mills	FC BOC	<a href="mailto:cjmills@forsythco.com">cjmills@forsythco.com</a>	770-596-8936	
Tim Allen	FC Department of Engineering	<a href="mailto:Tlallen@forsythco.com">Tlallen@forsythco.com</a>	770-781-2165 ex. 2786	
Shannon Sibbitt	Conex Recycling, Keep Forsyth Beautiful	<a href="mailto:shannon@conexrecycling.com">shannon@conexrecycling.com</a>	770-652-1117	
Russell Lundstrum	US Army Corps of Engineers	<a href="mailto:russell.a.lundstrum@usace.army.mil">russell.a.lundstrum@usace.army.mil</a>	770-945-9531	
Bryan Carlisle	Forsyth County Schools GIS Coordinator	<a href="mailto:bcarlisle@forsyth.k12.ga.us">bcarlisle@forsyth.k12.ga.us</a>	678-300-0073	
Mathew Pate	Forsyth County Parks and Rec.	<a href="mailto:mepate@forsythco.com">mepate@forsythco.com</a>	770-781-2217	
Vanessa Bernstein-Goldman	F.C. Planning and Community Development	<a href="mailto:vdbernstein@forsythco.com">vdbernstein@forsythco.com</a>	678-513-5866	
Todd Muller	Reality Bikes	<a href="mailto:caffrey1972@gmail.com">caffrey1972@gmail.com</a>	770-886-1175	
Hagen Hammons	Chattahoochee NRA	<a href="mailto:hagen_hammons@nps.gov">hagen_hammons@nps.gov</a>	678-538-1247	
Tom Fravel	American Engineers, Inc.	<a href="mailto:tfravel@aei.cc">tfravel@aei.cc</a>	770-421-8422	
Sameer Patharkar	Foresite Group	<a href="mailto:spatharkar@fg-inc.net">spatharkar@fg-inc.net</a>	770-368-1399	
John Karnowski	Foresite Group	<a href="mailto:jkarnowski@fg-inc.net">jkarnowski@fg-inc.net</a>	770-368-1399	
Blake Bredbenner	Foresite Group	<a href="mailto:bbredbenner@fg-inc.net">bbredbenner@fg-inc.net</a>	770-368-1399	

The following topics were discussed in detail during the meeting

#### Vision Statement

A discussion was held between stakeholders to see if all of them were in agreement with the existing vision statement or if anything needed to be added or removed from it. The consensus was to add text stressing the safety of the transportation system and the community wellness aspects that the bicycle and the pedestrian infrastructure brings about in the lives of the residents. In general the topic of community health and wellness was discussed in great detail and seemed important to every stakeholder.

#### Bicycle Lanes

In the past, the bicycle community had shown some opposition towards installing bike lanes. Their reasoning was that debris gets collected in the bicycle lanes and impedes their travel. It seems that thought process has changed and that they would like to see more bicycle lanes in the future.

#### Crashes

Accident history was a major point of discussion. There have been no reported fatalities but there have been a few incidents where bicyclist have been through injury crashes. The crash history on State routes is maintained by GDOT. But there are local crashes that are not included in the database unless a formal police complaint is made.

#### Projects

The County has maintained a comprehensive list of projects that include bicycle and pedestrian features. The discussion included past, in progress, and planned projects. The County has been very proactive and has included these features in all their widening and major projects.

#### Funding

Several funding options were discussed. Certain specific grants such as Safe Routes to School or Federal grants such as Federal Land Access Grants were discussed. The County through its SPLOST program projects is also

actively promoting Bike and Pedestrian projects. The County through Tim Allen has been actively pursuing all the available grants.

### **Hubs**

The discussion included connecting all major pedestrian and bicycle hubs such as government institutions, parks, transit hubs, etc. A lot of the in-progress projects contribute greatly towards achieving this goal. A general discussion involving the type users revealed that almost 95 % of the users were purely recreational and that in current conditions a very small percentage use these facilities for commute purposes.

### **Policy**

A discussion regarding policy concluded that although there is no ordinance regarding sidewalks for residential subdivisions (internal or external), most developers install sidewalks along the length of their development. This issue is generally treated on a case by case basis. Larger developers have developed subdivisions that connect their development with the closest trails systems. Through the SRTS grant a lot of sidewalk gaps between residential developments and schools are being closed.

### **Outreach and Promotion**

The group's consensus was that there needs to be a robust outreach program to educate the residents of the benefits of cycling and walking. A similar event in Edgewood that drew a lot of praise was also discussed.

### **Training and Safety Programs**

It was learnt that there are organizations that are willing to volunteer towards the community training and safety programs but did not possess the knowledge or the skill set to do so. An idea that was discussed was to provide training to these volunteers that would help them conduct workshops in the future.

### **Infrastructure Design**

The 2008 Plan had identified certain roadway cross sections that accommodated bicycle and pedestrian infrastructure. These different alternatives were discussed.

### **Next Steps**

- Analyze system use (Foresite Group)
- Identify connectivity opportunities (Foresite Group)
- Identify funding resources (Foresite Group)
- Review cross sections (Committee members)
- DRAFT recommendations (Foresite Group)
- Next meeting date: **January 29<sup>th</sup> 5:30 PM**

## Meeting Minutes

### Project: Forsyth County Bike and Pedestrian Update Project Stakeholders Meeting #2

Date: January 29<sup>th</sup>, 2015

#### Attendees:

Forsyth Bike Ped Stakeholders Meeting 2			
Name	Organization	Email	Phone
Cindy J. Mills	FC BOC	<a href="mailto:cjmills@forsythco.com">cjmills@forsythco.com</a>	770-596-8936
Tim Allen	FC Department of Engineering	<a href="mailto:Tallen@forsythco.com">Tallen@forsythco.com</a>	770-781-2165 ex. 2786
Russell Lundstrum	US Army Corps of Engineers	<a href="mailto:russell.a.lundstrum@usace.army.mil">russell.a.lundstrum@usace.army.mil</a>	770-945-9531
Mathew Pate	Forsyth County Parks and Rec.	<a href="mailto:mepate@forsythco.com">mepate@forsythco.com</a>	770-781-2217
Vanessa Bernstein-Goldman	F.C. Planning and Comm Dev	<a href="mailto:vdbernstein@forsythco.com">vdbernstein@forsythco.com</a>	678-513-5866
Todd Muller	Reality Bikes	<a href="mailto:caffrey1972@gmail.com">caffrey1972@gmail.com</a>	770-886-1175
Jerry Oberholtzer	F.C. Planning and Comm Dev	<a href="mailto:GTOberholtzer@forsythco.com">GTOberholtzer@forsythco.com</a>	678-455-8481
Todd Jones	TJV	<a href="mailto:todd@tiventures.net">todd@tiventures.net</a>	954-557-6346
Sameer Patharkar	Foresite Group	<a href="mailto:spatharkar@fg-inc.net">spatharkar@fg-inc.net</a>	770-368-1399
John Karnowski	Foresite Group	<a href="mailto:jkarnowski@fg-inc.net">jkarnowski@fg-inc.net</a>	770-368-1399
Blake Bredbenner	Foresite Group	<a href="mailto:bbredbenner@fg-inc.net">bbredbenner@fg-inc.net</a>	770-368-1399

The following topics were discussed in detail during the meeting

#### Vision Statement

A follow up discussion to the first stakeholders meeting was held to discuss the proposed changes to the Vision Statement. Two vision statements were presented to the stakeholders for comments as listed below. It was discussed that the recreational needs statement needs to be included into the proposed statement. It was also discussed that there needs to be coordination with the rebranding of the county in order to present a unified vision for the county. Vanessa will follow up with Jodi Gardner, Director of Communications to provide more information on branding.

- 1) Foster the development of an interconnected network of bicycle and pedestrian facilities that promotes a safe alternative means of transportation, develops future transportation mobility, serves recreation needs, expands community health options and enhances the County's overall quality of life.
- 2) Foster the development of a safe interconnected network of bicycle and pedestrian facilities that promote a healthy alternative means of transportation, by connecting communities and increasing future transportation mobility to enhance Forsyth County's overall quality of life.

#### Policy

Policy statements were discussed in terms of the Bike and Pedestrian plan statements. Several of the statements will require additional adjusting for clarification and readability. Vanessa assisted in providing some edits to the original policy recommendations. They are provided below. The main policy statement edits can be seen below:

Amend the development process requirements to encourage and promote the proliferation of bike / pedestrian facilities.

- Require sidewalks along identified ~~high priority~~ (text scratched was removed) pedestrian corridors adjacent to proposed developments

- Require developers to build sidewalks within subdivisions **per the zoning ordinance** (text in red added)
- Require proposed developments to provide connectivity to adjacent land uses within ¼ of a mile
- Encourage pedestrian connections between compatible land uses through short term transportation projects as well as any DRI review
- ~~Establish and encourage the construction of typical design standards and include in the Forsyth Development Code~~
- Include bike / pedestrian planning considerations in all transportation improvements
- Coordinate bicycle and pedestrian planning efforts with countywide recreational and community health considerations

### **Design Elements Changes**

At the end of the first Stakeholders meeting the attendees were asked to review the typical sections of bicycle and pedestrian facilities from the 2008 update. Several changes and concerns were brought to light. Some of the discussion items are detailed below by facility types:

- Type A – Signed Shared
  - Most economical solution
  - Look at adding a shoulder for uphill sections
- Type B – Bike Friendly Shoulder
  - This will become standard on all future projects
  - Cons are that debris will accumulate on shoulders that will lead to more tire breakage and safety concerns
  - Need to make sure these are maintained to an extent and cleaned of debris
- Type C – Bike Lane
  - Green paint on the bike lanes that you see in high use areas to draw attention to them
  - Make sure there is adequate signage
  - Need to make sure they are cleaned of debris (same issues as bikeable shoulders)
- Type D – Sidewalk
  - Not as friendly to bikes in high use areas
  - Could use 7' sidewalks as a nice intermediary on high bike use areas
- Type E – Multi-use path
  - Consensus was Type E was the best option but came with cost issues such as ROW costs, construction cost, etc.
- Type F – Greenway
  - Solar powered lighting in certain areas was discussed

Other related discussion items included the following:

- Major benefits to sidewalk / multi-use paths and the usage of these types of facilities for recreational / pedestrian uses.
- Heavy commuter areas that should focus on multi-use trails because sidewalks are not bike friendly
- Focusing on bike friendly shoulders in areas with lower population and less commuters

### **Maps / Projects Workshop**

Several maps were created for workshop and examination of past, current, and proposed projects. The project map displayed the status and type of projects having a pedestrian or bicycle infrastructure element throughout Forsyth County. A STRAVA heat map was created from 2014 usage data to show roadway and path usage around the county and to identify areas of high use. Vanessa and Jerry created a map using STRAVA information and made recommendations for new projects. Other members also helped come up with recommendations for new connections based on the discussion and STRAVA results. Maps are included as a downloadable attachment to these meeting minutes.

Several specific locations and plans were discussed for new projects.

- SR 400 Crossovers
- Tribble Gap Road
- McCoy Circle
- John Burrese Road
- Hall County Bridges
- Gwinnett County Connections
- Transportation Bond
- Forsyth County Comprehensive Plan
- Proposed Sub Area Plan
- ARC Updated Bike / Ped Plan
- Connections to CRNRA units
- Forsyth County Schools

#### **Next Steps**

- Further analyze the connections
- Identify funding resources
- Draft Report & Recommendations
- Schedule a Public Information Meeting



## Meeting Minutes

### Project: Forsyth County Bike and Pedestrian Update Project Stakeholders Meeting #3

Date: July 29<sup>th</sup>, 2015

#### Attendees:

Forsyth Bike Ped Stakeholders Meeting 3				
Name	Organization	Email	Phone	
Cindy J. Mills	FC BOC	<a href="mailto:cjmills@forsythco.com">cjmills@forsythco.com</a>	770-596-8936	
Tim Allen	FC Department of Engineering	<a href="mailto:Tlallen@forsythco.com">Tlallen@forsythco.com</a>	770-781-2165 ex. 2786	
Vanessa Bernstein-Goldman	F.C. Planning and Comm Dev	<a href="mailto:vdbernstein@forsythco.com">vdbernstein@forsythco.com</a>	678-513-5866	
Russell Lundstrum	US Army Corps of Engineers	<a href="mailto:russell.a.lundstrum@usace.army.mil">russell.a.lundstrum@usace.army.mil</a>	770-945-9531	
Mathew Pate	Forsyth County Parks and Rec.	<a href="mailto:mepate@forsythco.com">mepate@forsythco.com</a>	770-781-2217	
Bryan Carlisle	Forsyth County Schools GIS Coordinator	<a href="mailto:bcarlisle@forsyth.k12.ga.us">bcarlisle@forsyth.k12.ga.us</a>	678-300-0073	
Sameer Patharkar	Foresite Group	<a href="mailto:spatharkar@fg-inc.net">spatharkar@fg-inc.net</a>	770-368-1399	
Blake Bredbenner	Foresite Group	<a href="mailto:bbredbenner@fg-inc.net">bbredbenner@fg-inc.net</a>	770-368-1399	
Maria Vizcarrondo	Foresite Group	<a href="mailto:mvizcarrondo@fg-inc.net">mvizcarrondo@fg-inc.net</a>	770-368-1399	

The following topics were discussed in detail during the meeting

#### Draft for Public Meetings

The final draft before going into public information hearings was reviewed and discussed by the stakeholders for any final corrections or comments. Minor comments and corrections will be made to the report before the PIOH is held.

#### Bike Lane Discussion

Commissioner Mills brought forth the discussion of bike lanes discussed at a previous stakeholder meeting. The general consensus remained that bike lanes are no longer a preferred alternative. Bike lanes are observed to collect debris from the roadways and bicyclist have expressed that they at times would be more comfortable sharing the roadway.

#### Greenway

Connections with Fulton County via the greenway were discussed as well as park projects in surrounding areas, inside and out of Forsyth County. Matt also discussed the County going through a renewed Parks & Rec. Comprehensive Planning process. That plan will be looking to tie into the existing and future bike/ Ped connections.

#### Settle Bridge Road Connection

The Settles Bridge Road bridge was discussed by Vanessa to determine if the bridge is still a viable connection point. It was brought forth that the bridge does not have the structural stability to be re-opened and will not be pursued. Future connections in that area might be considered at a later date.

#### Project Map

The map of proposed and existing projects were reviewed with several corrections made by Tim Allen.

#### Schedule

The schedule for the remainder of the bicycle and pedestrian plan was discussed and outlined.

- Public information meetings should be held in two locations on August 24<sup>th</sup> and 25<sup>th</sup>
- A final stakeholder meeting should be held shortly after the Public Information Hearings
- The final report should be prepared and submitted to the Board of Commissioners in October