

City of Reynolds, Georgia

Bicycle & Pedestrian Plan

2019



Prepared by:



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Publication and Publicity

DISCLAIMER

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Acknowledgements

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The creation of the Reynolds Bicycle and Pedestrian Plan has been the result of great partnerships and community input. Special thanks go out to all those who have contributed their time, knowledge, and dedication toward the development of this Plan. Should there be any comments or questions regarding this plan or to request copies of this plan via mail, e-mail, or phone, please contact:

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Executive Summary

The vision of the City of Reynolds and the River Valley Regional Commission is to enhance the quality of life for cyclists and pedestrians by promoting health and tourism while providing convenient, safe, and passive recreation as a practical means of transportation.

The City of Reynolds' Bicycle and Pedestrian Plan represents the efforts of local agencies, statewide advocacy groups, citizens of Reynolds and Taylor County, and the RVRC Bicycle and Planning Staff. The plan strives to improve the experience of bicyclists and pedestrians throughout the city, while also addressing issues such as education and awareness, encouragement programs, and bicycle and pedestrian facilities. The City of Reynolds Bicycle and Pedestrian Plan provides direction to the residents and local government in promoting non-motorized methods of transportation, including, bicycling and walking. The plan will provide guidelines to the Georgia Department of Transportation (GDOT) on the needs and desires of residents of Reynolds, as well as provide design guidelines, engineering and non-infrastructure recommendations to the city.

The goals of the plan are listed below:

- Provide a guideline for city officials to better understand bicycle and pedestrian facilities and how they can benefit the City of Reynolds.
- Promote non-motorized transportation as a means of mobility in the community.
- Encourage walking and bicycling as economic development opportunities and being environmentally and health friendly.
- Establish a primary network for bicycling and walking, including building new facilities where feasible throughout the city.
- Establish and support a local advocacy organization.
- Promote education opportunities for bicyclists, motorists, and law enforcement about safe cycling, bicycle laws, bicycle etiquette, and sharing the road.
- Include bicycle and pedestrian facilities in community land use planning.
- Develop a Complete Streets Policy for the city of Reynolds.
- Develop maps of bicycle routes and multi-use paths.



The following steps were used in order to identify, plan, and evaluate the City of Reynolds Bicycle and Pedestrian Plan.

1. Develop a public involvement plan and Planning Advisory Committee. The Planning Advisory Committee (PAC) was established composed of stakeholders from various organizations, both public and private. In addition to establishing the PAC, public involvement was also sought (by hosting public meetings) to gain input from citizens.

2. Identify goals, objectives, and performance measures. Public events and meetings with the PAC were conducted to establish the goals, objectives, and performance measures. The goals and objectives were then refined by the PAC by identifying routes, developing marketing strategies and programs, advocating the health and economic benefits of walking and bicycling, and seeking funding to implement goals.

3. Assessment of needs and existing conditions. RVRC staff conducted an analysis to assess current needs and trends. Based on the assessment, needed facilities and cycling routes were identified.

4. Implementation Strategy. After completing the needs assessment and conducting an analysis of existing conditions, PAC members and RVRC staff developed implementation strategies as outlined in this plan.

This plan can positively impact a variety of issues, including economic impact, development of new infrastructure, and health and social issues, which will be discussed at greater detail. Recommendations are also outlined to identify ways of integrating and establishing the non-motorized transportation modes of bicycling and walking in the city.

Using the plan's established goals, objectives, and performance measures, local government and PAC members, in conjunction with RVRC staff, identified and proposed potential facilities for Reynolds. With the growing interest of bicycling and walking both as forms of recreation and transportation, the planning partners of this Bicycle and Pedestrian Plan understand the importance of identifying and implementing this Bicycle and Pedestrian Plan. However, implementation cannot occur without the availability of funds. Due to the current competitiveness for funds, there will not be enough money to fund all projects. Therefore, it is important for the planning partners and their local government to prioritize projects and work closely with the Georgia Department of Transportation to incorporate on-street projects along with road improvements throughout the region.

Section 1: Introduction

As bicycling and walking are increasing in popularity among youth and adults across America, these activities are becoming increasingly viable modes of non-motorized transportation. Bicycling or walking to work or for personal trips provide an enjoyable, efficient, and environmentally friendly method of incorporating exercise into one's hectic schedule. Bicycling and walking can also support multiple objectives, including improved public health, economic development, higher-quality transportation investments, and reduced environmental impacts.

With this in mind, the Georgia Department of Transportation along with the Regional Commissions (RCs) and local governments throughout the state are looking to utilize these transportation modes to relieve traffic strain and provide a way of improving the quality of life and boosting economic development through bicycle tourism in rural areas. Rails to Trails Conservancy found that trips by commuters double in small towns compared to urban centers and rural communities with small populations and less heavy traffic, are ideal for biking and walking.

Benefits of Bicycling and Walking

Economic Development and Tourism Good bicycling and walking infrastructure can provide economic benefits to residents. Providing transportation options can give households the option of owning fewer cars, thus freeing up money to be spent in the local economy. The construction of shared use-paths and trails have been shown to increase property values benefiting both the property owners and the municipalities that recognize the increase in property taxes.

Health The Centers for Disease Control and Prevention recommends adults get two and a half hours of moderate-intensity aerobic physical activity or 75 minutes of vigorous-intensity physical activity each week. Bicycling and walking are great ways to meet this recommendation in a low-cost and low-impact way. Adults who are physically active are healthier and less like to develop chronic diseases. The health benefits of active transportation have also been shown to include increased labor productivity amongst adults and improved academic performance for youth.



Environment Bicycling and walking can make meaningful contributions to solving environmental issues by reducing fossil fuel consumption, air pollution, and carbon emissions. 28.5% of all greenhouse gas emissions in the United States come from cars, trucks, buses, and other fuel-powered vehicles. Choosing to bicycle or walk can reduce transportation emissions while also reducing traffic congestion and the need for petroleum and other fossil fuels.



Recreation Bicycle and pedestrian infrastructure is a valuable way to enhance public parks and other recreational venues throughout the city. Bicycling, walking, and running along shared-uses paths and trails are great ways to de-stress, exercise, and experience nature.

Transportation Options Convenient and safe bicycle and walking infrastructure benefits people who rarely or never take advantage of them: for each person who bicycles to the grocery store or other destination, there is one less car on the road and one more parking space available for those who drive. Bicycling and walking also provides those without vehicles to get to areas not served by transit. Utilizing bicycling and walking as alternative transportation choices also benefits those who may have temporary or limited access to an automobile.

Traffic and Public Safety Residents who bicycle and walk frequently increases social interactions creating a strong sense of community where they live. Increased levels of bicycling and walking also means more eyes on the roads and paths. The best deterrent to crime is the active presence of people who are engaged. Having safe, clear, and consistent infrastructure for bicycling and walking enhances the safety of everyone.

Quality of Life Economic development and tourism, health benefits, recreation benefits and the other factors noted above contribute to an improved quality of life for Reynolds residents. Bicycle and pedestrian infrastructure provides opportunities for residents leading to improved health for the community as a whole and provide economic benefits.

Public Involvement

Public involvement in bicycle and pedestrian planning is essential, and works best when the community is involved from the beginning. Bicycle and pedestrian facilities can rarely meet all of a community's alternative transportation needs. Therefore, prioritizing projects based on citizen involvement and investment is essential to maximize the benefits of plan implementation.

Initial public involvement began with appointment of a study committee comprised of city personnel and other interested residents with various backgrounds. The Planning Advisory Committee (PAC) provided valuable direction and guidance to the overall plan effort.

A series of public meetings and visual surveys were held in Reynolds. The primary concerns were the lack of bicycling facilities, safety, mapping of local routes, shoulder width, pavement conditions, the need for a multi-use trail, and accommodations for cyclists on roadways and sidewalks within the city. Another consistent concern was the lack of education for motorists

and cyclists along with marketing and information about local existing bicycle and walking routes, facilities, and events.

After the public meetings, RVRC staff evaluated and discussed alternatives in addressing the various issues with PAC members. In addition to goals and objectives, several recommendations were discussed including more educational outreach into the community and the creation of events that would promote cycling and walking in Reynolds.

Throughout the series of PAC meetings, Reynolds Ramblers, was created. This group is dedicated to creating events and advocating for bicycling and walking initiatives in the City of Reynolds. Reynolds Ramblers pay homage to a regular column written in the newspaper in Reynolds. This tribute is a way for the city to connect with its past while looking forward to the future.



Community Profile – The City of Reynolds

The City of Reynolds is located in Southwest Georgia in Taylor County. According to the 2010 census, the city had a population of 1,086. Reynolds is home to Silver Dollar Raceway, Taylor Orchards, and the Georgia Strawberry Festival. The City of Reynolds has a variety of assets including a strong sense of volunteerism, a public library, and a local Montessori school. The City of Reynolds downtown core is comprised of historic buildings that continue to serve as the commercial hub of the city with retail and service activities present.

Reynolds, Georgia

Population Census, April 1, 2010

1,086

Age and Sex | April 1, 2010

Persons under 5 years	5.2%
Persons under 18 years	21.3%
Persons 65 and over	29.4%
Female persons	48.5%
Male persons	51.5%

Race and Hispanic Origin | April 1, 2010

White alone	48.1%
Black or African American alone	45.3%
Hispanic or Latino	6.1%
Two or More Races	0.4%

Population Characteristics

Foreign born persons	16
Veterans	5.9%

Housing 2011-2015

Housing units	641
Owner occupied housing unit rate	338
Median value of owner-occupied housing units	\$59,800
Median selected monthly owner cost- with mortgage	\$1052
Median selected monthly owner costs – without a mortgage	\$425
Median gross rent	\$478

Families and Living Arrangements 2011-2015

Households	485
Average persons per household	2.24
Living in same house 1 year ago	91.4
Language other than English spoken at home	5.8%

Education

High school graduate or higher	78.3%
Bachelor's degree or higher	15.4%

Health

Persons with a disability	20.8%
Persons without health insurance	14.6%

Economy

In civilian labor force	41.5
In civilian labor force, female	40.1
Service occupations	19.9
Management, business, science, and arts occupations	38.6
Sales and office occupations	15.6
Natural resources, construction, and maintenance occupations	5.6
Production, transportation, and material moving occupations	20.2

Income and Poverty

Median household income	28,882
Per capita income in past 12 months (in 2015 dollars)	18,082
Persons in poverty	22%

GEOGRAPHY

Population per square mile	789
Land area in square miles	1.3 sq mi
FIPS Code	1364876

Section II: Bicycle and Pedestrian Plan | Goals and Objectives

Goals and Objectives

The Reynolds Planning Advisory Committee members and the River Valley Regional Commission’s Bicycle and Pedestrian Planning staff defined the goals and objectives. Goals are generalized expressions which provide direction for bicycle and pedestrian planning and help achieve the vision of the plan. Objectives are specific obtainable targets, which are used to measure the goals of the plan. These specific goals and objectives were developed to guide plan implementation.

Goal 1: Provide a local system which is safe, convenient and accessible for bicyclists and pedestrians.

- Objective 1: Identify and develop connectivity between points within the city and its surrounding areas – (i.e. Connectivity from downtown to Reynolds Golf Course, recreation areas, etc.).
- Objective 2: Develop bicycle and pedestrian systems that meet the highest safety standards, including Americans with Disabilities Act (ADA) standards, and accessibility to other modes of transportation.
- Objective 3: Establish and maintain partnerships with community organizations, law enforcement, County Recreation Department, River Valley Regional Commission staff, and other interested parties on providing bicycle and pedestrian transportation and safety education opportunities.
- Objective 4: Increase the presence of user-friendly signage to increase awareness of bicycle and pedestrian activity; Share the Road, Georgia 3ft passing law (HB101), and Route Directional arrows.

Goal 2: Identify, maintain and designate local bicycle routes and facilities.

- Objective 1: Identify new bicycle routes to include bicycle lanes and signage.
- Objective 2: Identify potential areas for locating bicycle paths and routes along abandoned railroad corridors (rails-to-trails projects) and identify existing facilities in order to promote their location and usability.
- Objective 3: Develop a map of bicycle routes and multi-use paths (when available) showing local tourists attractions, restaurants, lodging facilities and parking availability.

Goal 3: Identify adequate funding resources to assist in the development and maintenance of a local bicycle and pedestrian system.

- Objective 1: Identify eligible federal, state, local, and private funding sources for bicycle and pedestrian planning, project development, education, and infrastructure improvements.
- Objective 2: Coordinate the development of bicycle and pedestrian projects using public and/or private resources.
- Objective 3: Identify innovative ways of financing options for bicycle and pedestrian facilities (i.e., local sales tax, capital improvement programs).

Goal 4: Plan, execute, and evaluate yearly bicycle and pedestrian activities that promote a healthy lifestyle, encourage tourism, and promote Reynolds as bicycle friendly while providing safety education to all participants.

- Objective 1: Work with local groups to develop programs encouraging family-oriented activities and active lifestyles (i.e. walking tours/community rides/runs).
- Objective 2: Educate the community about the impact of bicycling and walking and encourage community participation for local events such as coordinated bicycle rides, marathons, bicycle tours and safety workshops (rodeos).
- Objective 3: Educate cyclists and motorists about safe cycling and the importance of sharing the road and exercising the 3 Feet passing law (HB 101) through demonstrations and literature of the health benefits of cycling and walking and the execution of bicycle rodeos and first time commuter classes.
- Objective 4: Incorporate annual Bike Week activities, which could include National Bike to Work Day, and the Ride with the Mayor events.

Goal 5: Include bicycle and pedestrian facilities in community land use planning and continue to embrace the Complete Streets concept.

- Objective 1: Incorporate designated bike lanes, sidewalks, and trails into city future land-use planning.
- Objective 2: Incorporate provisions for sidewalks and protected bicycle and pedestrian facilities into comprehensive planning documents, zoning, and subdivision ordinances.
- Objective 3: Work with local public works, planning, and engineering departments in developing and implementing a Complete Streets Policy.
- Objective 4: Partner with Georgia Bikes! and River Valley Regional Commission to host Complete Streets workshop for city staff and interested parties.

Performance Measures

Performance measures are used to evaluate the goals and objectives of this plan. The outcome is designed to provide information to the transportation planning process relevant to decision making. To ensure that the City of Reynolds is meeting its goals, the Bicycle/Pedestrian Program tracks three performance measures:

1. Projects meet criteria for accommodating pedestrians and bicyclists (i.e. paved shoulders, bike lanes, sidewalks, or wide curb lanes).
2. Funding sources which have been established for developing, improving, and maintaining bicycle and pedestrian facilities.
3. Coordination and collaboration of programs, events, and services to educate bicyclists, motorists, and pedestrians of the "Share-The-Road" and 3ft Passing Law, in addition to health and environmental benefits.

With the implementation of the bicycle and pedestrian plan, the city of Reynolds plans to continue collecting data required to successfully meet the performance measures used to identify the City of Reynolds Bicycle and Pedestrian Plan's goals and objectives.

During the bicycle and pedestrian planning process, it is important to recognize and understand varying types of users have different requirements. A successful bicycle and pedestrian network of facilities must be provided for all types of users if it is to be successful as a viable transportation network. When the City of Reynolds is planning for and building bicycle-pedestrian facilities it is important to use the AASHTO Guide for Planning, Design and Operation of Pedestrian Facilities and the Guide for the Development of Bicycle Facilities as a reference and model.

Section III: Users and Type of Facilities

Defining Rider Types

In 1994, the Federal Highway Administration (FHWA) conducted a study and identified bicycle user types (A, B, C) to assist highway designers in determining the impact of different facility types and roadway conditions on bicyclists. Types include:

1. Advanced bicyclists: experienced riders who can operate under most traffic conditions. They comprise the majority of the current users of collector and arterial streets and are best served by the following:
 - a. Direct access to destinations via existing streets and highways;
 - b. The opportunity to operate at maximum speed with minimum delays; and
 - c. Sufficient operating space on the roadway or shoulder to reduce the need for either the bicyclist or the motor vehicle operator to change position when passing.
2. Basic bicyclists: casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. Basic bicyclist prefer:
 - a. Comfortable access to destinations, preferably by a direct route (i.e., low traffic volumes streets and designated bicycle facilities); and
 - b. Well defined separation of bicycles and motor vehicles on arterial and collector streets, or separate paths.
3. Child riders: initially monitored by parents, but eventually released and are independent to access the system. Young riders and their parents prefer:
 - a. Access to key destinations surrounding residential areas, including schools, recreation facilities, shopping, or other residential areas;
 - b. Resident streets with low motor vehicle speed limits and volumes; and
 - c. Well-defined separation of bicycles and motor vehicles on arterial and collector streets, or separate bicycle paths.



Defining Bicycling Facility Types

The evaluation of bicycle facility types is dependent on many factors, including the ability of the users, specific corridor conditions, and facility cost. The descriptions below provide an overview of each specific facility type and general design for the City of Reynolds.

1. Signed Shared Roadway

According to the AASHTO Guide which describes signed shared roadways as "those that have been identified by signing as preferred bike routes" and goes on to describe the reasons why routes might be so designated:

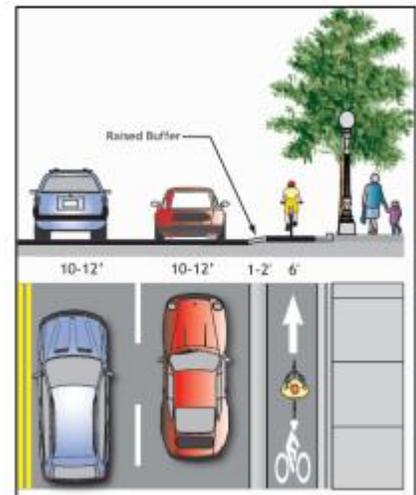
- Continuity between bicycle lanes, trails or other bicycle facilities;
- Marking a common route for bicyclists through a high demand corridor;
- Directing cyclists to low volume roads or those with a paved shoulder; and
- Directing cyclists to particular destinations (e.g. park, school or commercial district).



In addition, designation indicates that there are particular advantages to using the route rather than an alternative. Signed shared roadways generally do not succeed in diverting cyclists away from routes that are more direct, faster, and more convenient even though they may be on quieter streets.

2. Bicycle Lane

Bicycle lanes are established with appropriate pavement markings and signing along streets where there is significant bicycle demand and where there are distinct needs to be met. The purpose of bicycle lanes is to improve the conditions for bicyclists on the streets. Bicycle lanes are intended to delineate the right of way assigned to bicyclists and motorist and to provide for more predictable movements by each.

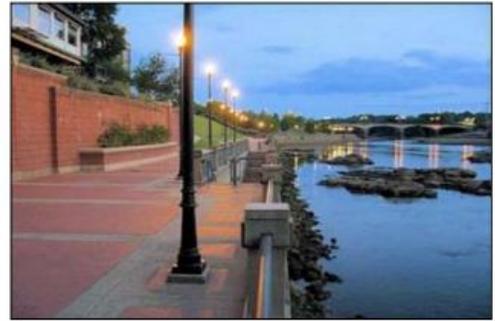


Bicycle lanes help to increase the total capacities of highways carrying mixed bicycle and motor vehicle traffic. Another reason for constructing bicycle lanes is to better accommodate bicyclists where insufficient space exists for comfortable bicycling on existing streets. Regular maintenance of bicycle lanes should be a top priority, since bicyclists are unable to use a lane with potholes, debris or broken glass.

If bicycle travel is to improve, special efforts should be made to assure a quality network is provided with these lanes. However, the needs of both the motorist and the bicyclist must be considered in the decision to provide bicycle lanes.

3. Shared Use Path

Shared-use paths should be used to serve corridors not served by streets and highways permitting such facilities to be constructed away from the influence of parallel streets. Shared-use paths offer opportunities, such as recreation, not provided by the road system. There may be many situations in which these facilities can be provided as part of planned developments. For example, in 1994 the Columbus Riverwalk was completed, providing opportunities for a shared use path for bicyclists and walkers along the Chattahoochee River. In 2011, the Columbus Fall Line Trace (Rails-to-trails project) was completed also providing shared use paths for bicyclists and pedestrians. These two developments together provide over 30 miles of designated shared use paths for the residents of the City of Columbus.



4. Paved Shoulder

Smooth paved roadway shoulders provide a suitable area for bicycling with few conflicts with faster moving motor vehicles. In developing paved shoulders for the rural communities, GDOT uses AASHTO's guidelines for the design of bicycle facilities. GDOT uses a 5' bike lane in urban sections and a 6.5' paved shoulder for rural sections. However, GDOT does require rumble strips be installed on rural sections with a posted speed limit of 50 mph or higher. The design standard includes a 16' long by 4' wide mile rumble strip beginning one foot from the edge of the travel lane. Providing paved shoulders and following the standards for rural sections by GDOT adds safety to bicyclists by providing a means for emergency pull-off and riding on the steep inclines or sharp curves in the region. Paved shoulders can be beneficial for improved safety and mobility for both bicyclists and motorists.



5. Wide Outside Lanes

Wider outside lanes allow motorists to safely pass a bicyclist while remaining in the same lane. This can be a significant benefit and an improvement for bicyclists, especially more experienced riders. A wider outside lane also helps trucks, buses, and vehicles turning onto the major road from a driveway or side street.

Dimensions: 14-ft. (4.2m) is the recommended width for an outside lane, to make the lane useable. The measurement should be from the edge line, or joint of the gutter pan, to the lane line. 15-ft. (4.5m) is the preferred width when extra space is required for maneuvering or to keep clear of on-street parking or other obstacles.



Continuous stretches of lane 15 feet or wider may encourage the undesirable operation of two motor vehicles in one lane. When this much width is available, consideration should be given to striping bike lanes or shoulders.

Defining Pedestrian Facility Types

The American Association of State Highways and Transportation Officials (AASHTO) has not defined types of pedestrians. For the purpose of this plan, pedestrians will be designated into three types: Adult Pedestrian, Children Pedestrians, and Pedestrians with Disabilities.

- 1. Child Pedestrians:** Children Pedestrians use the facilities for playing. They often have trouble judging traffic speed, gaps in traffic, or whether a car is coming, going or standing still.
- 2. Adult Pedestrians:** Adult Pedestrians use pedestrian facilities for commuting, recreation, and exercise.
- 3. Pedestrians with Disabilities:** The Americans with Disabilities Act (ADA) prohibits discrimination to pedestrians with disabilities. Pedestrians who are blind, deaf, or who rely on wheelchairs need visible warnings about crossing vehicular traffic. For example, people who are deaf need visible warnings about crossing vehicular traffic and people who are visually impaired need tactile indications that they are approaching an intersection or hazard.

When designing pedestrian facilities, understanding the need of pedestrians is an important factor that affects pedestrian travel. In Reynolds pedestrian travel is not a vital mode of transportation due to the widespread rural nature of the city. However, in some areas, pedestrian travel is common among children and young adults walking for leisure, attending educational institutions, and going to concentrated businesses areas in local municipalities. Most pedestrian facilities are located in business and downtown districts. The pedestrian facilities in the local municipalities include sidewalks with some areas with crosswalks and paved shoulders mostly on state routes.



Curb Ramps



Paved Shoulder



Walkway, Pathway



Sidewalks



Crosswalks

Bicycle Safety

Most bicycle crashes do not involve collisions with motor vehicles. However, motor vehicles force bicyclists to run into the curb, to swerve to avoid being cut off by a car, may swerve to avoid stationary objects. Injury crashes caused by loss of control can be greatly reduced by:

- Improving riding skills;
- Ensuring all equipment is functional (brakes, tire pressure and condition, etc.);
- Ensuring bicycle lanes are clear of obstructions, debris and rough surfaces; and
- Educating motorists and cyclists on the importance of Sharing the Road and enforcing the “3ft when passing law” (HB 101).

Fortunately, the number of incidents involving bicyclists and pedestrians is minimal; however, bicycle safety education should remain as a top priority for local officials, law enforcement, and bicycle advocacy groups.

A. Engineering Solutions to Common Problems.

Although most bicycle/motor vehicle crashes are caused by improper behavior, many improvements can be made to roads to reduce the potential for crashes. Well-designed facilities encourage road safety, decreasing the likelihood of crashes. With the growing trend of cycling and walking, GDOT is beginning to provide facilities that encourage all users to obey the rules of the road.

A.1. Wrong-Way Riding

Riding against traffic can be discouraged by:

- Including a directional arrow on bike lane markings;
- Placing bike lanes on both sides of a two-way street or placing bike lanes on both legs of a one-way couplet;
- Replacing existing two-way bike lanes with one-way bike lanes on each side of the road;
- Providing equal width shoulders on each side of the road; Providing more crossing opportunities on wide streets; and
- Avoiding two-way multi-use paths that begin or end at mid-block.

A.2. Cyclists Disregard Stop Signs

It is natural for bicyclists to want to ride without breaking their momentum. Good planning places bicycle lanes on streets where there are not excessive stops by:

- Providing bike lanes on arterials, which have the right-of-way at most intersections;
- Avoid directing bicyclists to local streets with many stops, which encourages bicyclists to disregard stop signs that slow them down;
- Avoid placing unnecessary four-way stop signs on local streets.

A.3. Cyclist Enter the Roadway from Driveway

Entering the roadway from a driveway is most common among young riders. Young riders often have not fully developed their perception skills, increasing the chance for

crashes with motor vehicles. Some simple steps that can help improve motorists' awareness of children are:

- Improving sight distance by removing excessive vegetation and other obstructions; and
- Designing residential streets to discourage excessive motor vehicle speeds.

A.4. Motorist enter the Road from Driveway or Alley

This is a constant source of conflicts for bicyclists riding on busy streets with many accesses. Engineering solutions include:

- Reducing the number of accesses by elimination or consolidation; and
- Improving sight distance by removing excess vegetation and other obstructions.

A.5. Motorist Disregard Sign or Signal

Motorists often commit this infraction because they didn't see a bicyclist. The best engineering solutions to improve the visibility of cyclists include:

- Designing bike lanes or paved shoulders that place bicyclists in the flow of traffic; and
- Improving sight distance by removing excess vegetation and other obstructions.

B. Education Recommendations

Education of both motorists and bicyclists can curtail unintentional violations of the law as well as promote other safe riding and driving practices. For bicyclists and motorist to safely coexist with each other, they need to understand the vehicle codes and regulations as well as develop good principles of sharing the road. Education provides this knowledge to both users. Comprehensive bicycle safety education programs are designed for users to understand the common errors committed while riding bicycles.

At present, the City of Reynolds is looking at beginning on a continuous comprehensive bicycle safety education program which includes bicycling forums throughout the city, as well as on-street bicycle events which teach participants riding techniques, etiquette and safety. Through the coordinated efforts, with Reynolds Ramblers, Division of Family and Children Services, and the Police Department, a bicycle program can be designed and implemented. In order to establish a foundation to advocate bicycle safety, local advocacy groups such as the Taylor County Chamber of Commerce, SAFE KIDS, and the Taylor County Board of Education will be contacted to assist in establishing the foundation needed to educate citizens within Reynolds.

C. Law Enforcement Recommendations

Law enforcement is a necessary component of bicycle safety. Stricter enforcement can limit both intentional and unintentional infractions. As with any law, lack of enforcement leads to a general disregard of any rules. Local police officers should be willing to enforce the motor vehicle code with bicyclists and motorists. There are practical problems in citing bicyclists, since they often lack positive identification, such as a driver's license. This is an issue that will

be addressed in future educational programs implemented by the City of Reynolds, Reynolds Ramblers, RVRC staff, and other involved advocacy groups.

A way to resolve these practical problems is to have frequent contact between local bicycle advisory groups, parks and recreational departments, and law enforcement to collaborate and highlight the need for enforcement in identified problem areas. Community education and support of enforcement efforts builds respect between bicyclists and motorists.

House Bill 101 – Better Bicycle Bill, enforces new rules for motorists such as the 3. Ft. when passing and for cyclists to signalize their every turn and/or move. This bill is an initial tool for law enforcement, motorists and bicyclists to follow the new rules.

D. Equipment Recommendations

There are several bicycle features which contribute to a rider's ability to control his/her movements:

- **Size:** a bicycle must be properly fitted. If it is too small or too big, the rider will have trouble reacting properly when stopping, turning or accelerating. The wrong size bicycle is also uncomfortable, leading to fatigue.
- **Brakes:** by law, brakes must be sufficiently powerful to enable a rider to bring a bicycle to a skid on dry pavement. Brake levers must be readily accessible.
- **Tires:** must be in good condition and inflated to their recommended pressure.
- **Fenders:** prevent lights and reflectors from getting dirty in wet weather.
- **Luggage racks and panniers:** bicyclists should never attempt to carry loads in their arms while riding.
- **Lights:** by law, when riding after dark, the bicycle or the rider must be equipped with a white light visible at least 500 feet to the front and a red light or reflector visible at least 600 feet to the rear.

E. Riding Skills

Poor riding skills are one factor associated with bicycle crashes. However, there are many different factors to bicycle crashes, some involving motor vehicles. In riding a bicycle, one must have a good sense of balance. By looking ahead and to the sides, avoiding distractions, and by ensuring that one's bike is in good working order, falls and collisions with fixed objects can be largely avoided. Many crashes with motor vehicles could be avoided if riders learned to better control their bicycles, pay more attention to their surroundings, and maneuver the bicycle to avoid collisions.

F. Helmets

Wearing a helmet does not reduce the chances of a crash, but can reduce the severity of injuries and even the possibility of a fatality. A properly worn bicycle helmet can reduce the severity of head injuries by up to 80%. SAFE KIDS is a national organization which promotes awareness campaigns aimed to increasing safety among children and is instrumental in providing education to children about the importance of bicycle safety and helmet use.

Pedestrian Safety

Most pedestrian crashes are the result of a collision with a motor vehicle. This is mostly due to an individual's visual capability and perception. Pedestrian injuries are rarely reported as a pedestrian crash and many are the result of an attempt to cross a roadway. Fewer pedestrian crashes occur as pedestrians walk along a roadway.

Analysis of pedestrian-motor vehicle crashes can help establish engineering, education, and enforcement solutions. One important factor in all pedestrian crashes is speed. Reducing traffic speeds not only reduces the severity of pedestrian crashes, but may also reduce their occurrence. Slower driving speeds decrease braking distances and reaction time. All engineering, education, and enforcement programs should include the reduction of speed as an important step in pedestrian safety. This does not necessarily mean reducing existing speed limits as much as ensuring that the current limits are observed and respected.

A. Engineering Recommendations

Even though most pedestrian-motor vehicle crashes are caused by improper behavior, many improvements can be made to the roads to reduce the potential for crashes. If facilities are well-designed and pedestrians and motorists use them correctly, the likelihood of crashes will decrease. The most important transportation step cities can take is designing pedestrian facilities that enable motorists to clearly see pedestrians along the roadway and those preparing to cross the roadway. Pedestrians must be given opportunities to cross roadways with minimal conflicts with motor vehicles. Engineering solutions for the city are as listed:

- The addition of sidewalks in urban areas and wider shoulders in rural areas.
- Sidewalks separated from traffic with planter strips increasing pedestrian safety.
- Include road improvement techniques including curbs.
- Placement of signs reminding motorists of their duty to yield to pedestrians when they turn left or right.

A.1. Motorist Speeding

Although motorist speeding is usually considered an enforcement issue, many roadway design features influence the speed at which motorists drive. Motorists will usually travel at speeds that seem appropriate for the roadway. Traffic calming measures can be used on local streets and minor collectors. On arterials and major collectors, various features can be incorporated that discourage excessive speeds i.e. trees along the road, narrower lanes, landscaping, bike lanes, etc.



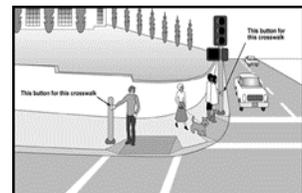
Traffic calming crosswalk improvements



Speed humps



Raised islands at intersections



Pedestrian friendly crosswalks

B. Education Solutions

Many pedestrian crashes are due to lack of knowledge of the rules pertaining to the right-of-way. More information should be made available to motorists resulting the knowledge of pedestrians having the right-of-way at both marked and unmarked crosswalks. The consequences of excessive travel speeds must be made known to motorists. Many do not understand that traveling above the speed limit in residential areas can result in fatal pedestrian crashes.

Also, pedestrians must know how to safely cross streets. Pedestrians should never assume a signal guarantees safety. One should always look before crossing. The meaning of "WALK/DON'T WALK" electronic crossing signals is not clearly understood by all.

While there are many situations in which the pedestrian is technically at fault, more emphasis needs to be placed on the driver's responsibility because he or she is the one moving in a high-speed, heavy vehicle.

C. Enforcement Recommendations

Along with education, increased enforcement can have the greatest effect on pedestrian safety. The lack of consequences to motorists who run lights and stop signs or fail to yield at crosswalks is due to an insufficient number of law enforcement officers dedicated to traffic enforcement.

Increased education efforts aimed at law enforcement officers can help them understand the severity of pedestrian infractions. Attitudes toward the relative severity of pedestrian crashes need to change among prosecutors and judges. Motorists often face little punishment following crashes that result in pedestrian injuries or deaths. The pedestrian is often assumed to be partially at fault for simply "being in the road." In order for motorists to change their behavior, the consequences of failing to yield to pedestrians in designated crosswalks needs to be more severe and better publicized.

Bicycle-Pedestrian Initiatives in Comprehensive Planning

Land Use

Many land use practices result in long distances between origin and destination points, requiring automobiles for most trips. Zoning for high densities of employment, housing, and mixed-use development can place origin and destination points closer together, creating a more pedestrian and bicycle-friendly environment. This can be done more easily in new developments, but can also be retrofitted into established areas with neighborhood commercial zoning.

Connecting Streets

Disconnected streets and cul-de-sacs create long travel distances, even though the actual distance from origin to destination may be fairly short, making walking and bicycling impractical. A gridded street system provides continuity for pedestrians and bicyclists along

the shortest routes. If gridded street patterns do not exist, disconnected streets can be improved with connecting paths.

Street Crossings

Wide multi-lane roadways are difficult to cross on foot. Crossing opportunities can be provided with techniques such as raised medians, refuge islands, curb extensions, and pedestrian signals, where appropriate.

Intersections

Intersections built for the movement of motor vehicles can be very difficult for pedestrians and bicyclists to cross. A network of streets with sidewalks and bike lanes does not fully accommodate pedestrians and bicyclists if intersections are not properly designed and built. Improvements for pedestrians include refuge islands, shorter crossing distances, reduced curb radii, crossings at right angles, and slower traffic speeds. At busy interchanges, grade-separation for bicyclists and pedestrians may be needed.

Access Management

Every driveway creates conflicts for pedestrians and bicyclists. One component of access management deals with the number of driveways connecting to the road. Reducing the number of driveways and limiting access from one or more directions improves pedestrian and bicyclist safety and comfort.

Suburbs

Suburbs create an environment conducive to walking or bicycling. Most suburbs are within an urban growth boundary. In suburban areas planning for bicycle and pedestrian travel should be considered. Many enhancements other than providing bikeways and walkways are needed to make a suburban environment more advantageous to bicycling and walking:

- Providing safe bicycle and pedestrian access to employment, recreation, and educational centers;
- Redesigning parking lots to allow better pedestrian access and circulation;
- Providing safe crossings of multi-lane roads; Encouraging land-use patterns that place origin and destination points within reasonable walking and bicycling distance; and
- Connecting cul-de-sacs and dead-end streets with streets or paths.

Section IV: Existing Condition Analysis

The City of Reynolds' current bicycle and pedestrian system is comprised of a network of commercial and residential sidewalks. The facilities in Reynolds include sidewalks, crosswalks, and some paved shoulders, already incorporated the current transportation system. Bicycling and walking as a means of non-motorized transportation is limited because travel distances tend to be lengthy. In addition to length, rural communities often have the challenge of not having adequate roadways and pedestrian facilities to provide for bicycle and pedestrian activity. As rural communities strive for growth, many once quiet streets could someday carry large volumes of high-speed traffic with no pedestrian or bicycle facilities discouraging many people from using these modes.



With the possibility of growth and development in Reynolds and Taylor County, road improvement projects by GDOT and commercial/residential development can provide opportunities to incorporate bicycle and pedestrian facilities. Providing good bicycle and pedestrian facilities in Reynolds and Taylor County will encourage more people to use an alternative mode of transportation whether it is for commuting or recreational use. Furthermore,

good bicycle and pedestrian facilities enhance opportunities for economic growth, tourism, improved quality of life, and decreasing the wear and tear on roadways. Retrofitting these streets by providing good facilities and meeting ADA compliance will make accessibility to bicyclists and pedestrians more encouraging.

The City of Reynolds has a variety of assets, one of which is the vast recreational opportunity already available to residents. A city recreational complex, including a basketball court and baseball field, is located on the north side of town. The Julian Knight Park, named for a former mayor who passed away while in office, is an open area park in downtown Reynolds, housing a tank and memorial to the men and women in the military. Richard Parks Tennis Center is home to tennis courts, picnic tables, and a playground.



The Reynolds Golf Club is a semi-private 9-hole golf course that has been open since 1930. Reynolds is home to the Georgia Strawberry Festival, drawing more than 20,000 people on the last Saturday in April and features a 5K run, children’s parade, live musical entertainment, a fire truck pull, dachshund races, arts and crafts sale, vintage tractor show, and lawn mower races. Liberty Street Park is home to a quarter mile walking trail, 2 baseball diamonds, a playground, and a gazebo.

In January 2019 the city of Reynolds purchase a bike rack for public use in the downtown core. This bike rack was placed on Williams Wainwright St. outside of Tim’s Fireside Grill and City Hall.



Section V: Proposed Facilities

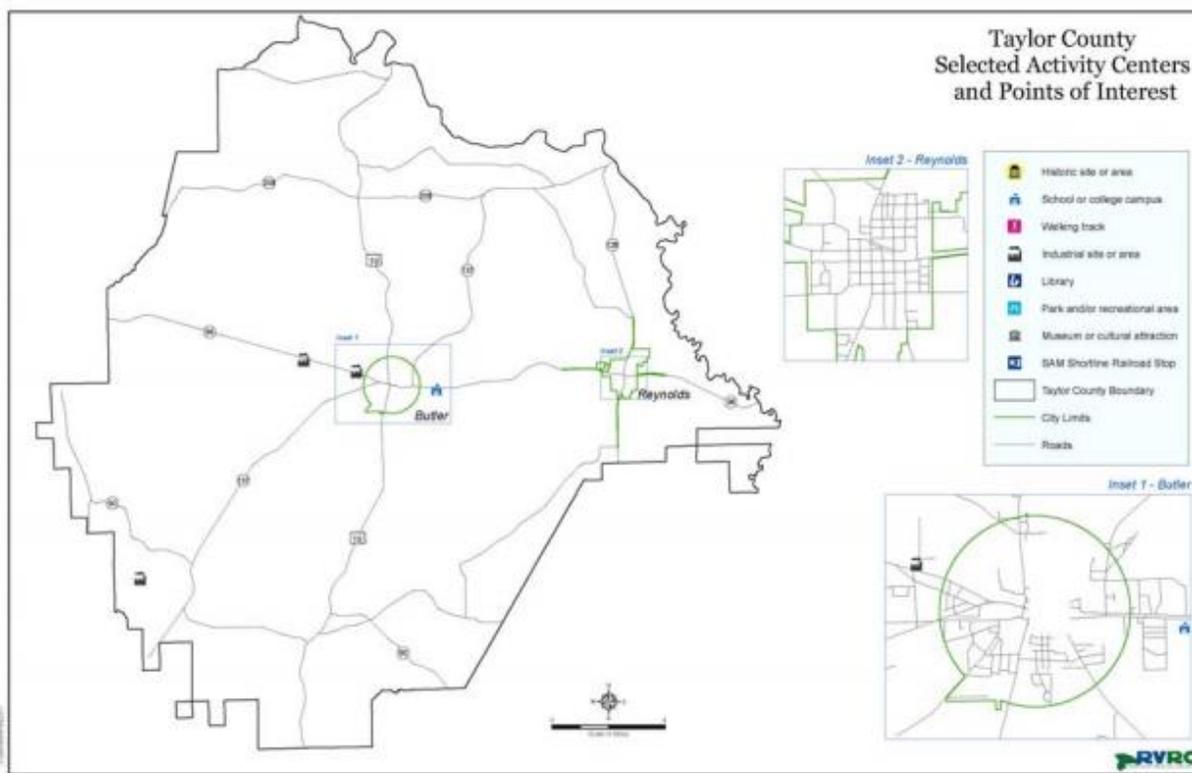
The City of Reynolds wants to attract and retain residents. Creating streets and public spaces can foster a sense of community and is increasingly seen as a good place to start. From residents to local businesses to city agencies, there is a growing desire to connect people and places, and to create a vibrant community by utilizing streets as public spaces - to walk, bike, drive, or spend time.

Creating invitations to attract and retain more residents can start now. With pilot and demonstration projects, city and civic leaders can test how to make context sensitive designs and programs reflective of the local climate and local desires and behaviors of Reynolds' residents.

Proposed Bicycle Corridors – City of Reynolds

In 2016, the River Valley Regional Commission completed a region wide bicycle and pedestrian plan. This plan included existing and proposed facilities for all of Taylor County and was referenced when the PAC met and discussed specific bicycle corridors for the city of Reynolds.

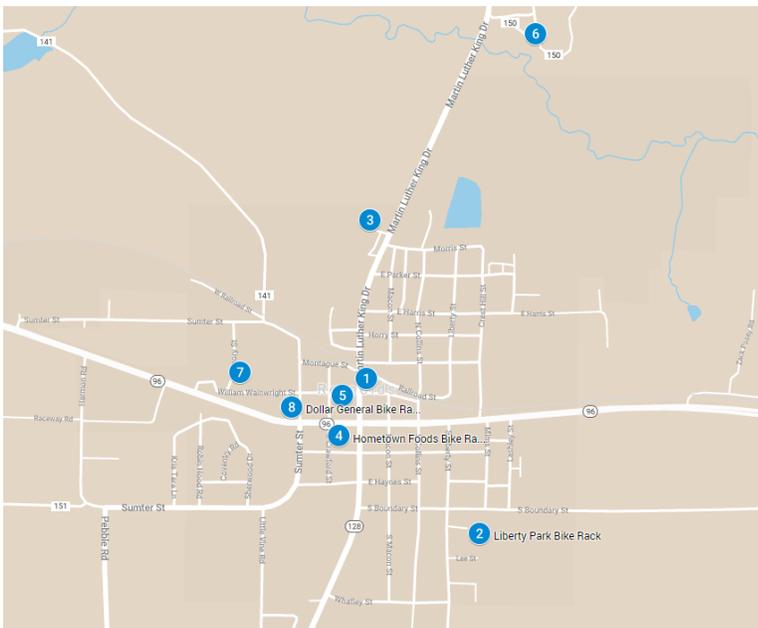
**Taylor County
Existing and Proposed Facilities**



Proposed Bicycle Facilities

The Planning and Advisory Committee along with City of Reynolds staff and RVRC staff have mapped and proposed locations to place bicycle racks in downtown Reynolds. The PAC and City of Reynolds understands that this investment will take time and is a medium- to long-term goal. Proposed Bike Rack Locations include:

1. Reynold's Community Library
2. Liberty Park
3. Recreation Complex
4. Hometown Foods (Grocery Store)
5. Montessori Joy School
6. Reynold's Golf Course
7. Richard Parks Tennis Courts
8. Dollar General



The City of Reynolds is also adding a public Fix-It Station to the Julian Knight Park. This Fix-It Station will include all the necessary tools to perform basic bike repairs and maintenance. The tools will be securely attached with steel cables and tamper proof fasteners. There will also be an air pump attached to the stand allowing bicyclists to easily add air to their tires.



DERO FixIt Station with Air Kit



Section VI: Complete Streets

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists—making Reynolds a better place to live. Complete Streets help create livable communities for various types of users, including children, people with disabilities, and older adults. Complete Streets improve equity, safety, and public health, while reducing transportation costs and traffic woes.

There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

On July 15, 2019, the Reynolds City Council passed a Complete Streets Resolution. As stated in this plan's goals and objectives, Reynolds will continue to work on implementing and furthering Complete Streets Policy that will provide design guidelines and a creative approach towards striving to accommodate all road users safely.



Complete Streets Resolution City of Reynolds

RESOLUTION

COMPLETE STREETS

RESOLUTION ESTABLISHING AND ADOPITNG A “COMPLETE STREETS” POLICY AND INCORPORATING SAME AS AN INTEGRAL COMPONENT OF ALL THE CITY’S FUTURE TRANSPORTATION PLANNING AND DEVELOPMENT.

WHEREAS; “Complete Streets” is a national initiative intended to extend full benefits of the public transportation system and services beyond the motorist to include all users; bicyclists, riders of public transit, pedestrians of all ages and abilities, and

WHEREAS; the U.S. Department of Transportation, in 2010, and the Georgia Department of Transportation, in 2012, have subscribed to the “Complete Streets” initiative and have incorporated “Complete Streets” precepts into their respective transportation planning and development, and

WHEREAS; it is the desire of Mayor and Council of the City of Reynolds to incorporate “Complete Streets” precepts into all of the city’s future transportation planning and development, and

NOW, BE IT RESOLVED, and it is hereby resolved by the Mayor and the Council of the City of Reynolds, that “Complete Streets” precepts be institutionalized into all transportation planning and development of the City, and

BE IT RESOLVED FURTHER, that facilities, features, and structures of the City of Reynolds affecting the transportation needs of all motorists, bicyclists, riders of public transit, and pedestrians of all ages and abilities be planned and developed as integral elements of all future improvements of Reynolds city streets, and

BE IT RESOLVED FURTHER, that the Georgia Department of Transportation be requested to incorporate “Complete Streets” into all proposed road and street improvements along state routes in the City of Reynolds.

Section VII: Implementation

Roles and Responsibilities

This section identifies strategies for implementing the bicycle and pedestrian plan in Reynolds. The list identifies the most prominent participants called upon to assist with implementing the plan. Following this section are strategies discussing how these responsibilities can be put into action.

Georgia Department of Transportation:

- Design the State Highway system with a strong consideration for Complete Streets.
- Incorporate proposed improvements from local and regional bicycle and pedestrian plans in the state's long range plans and construction work program.
- Provide funding opportunities for local infrastructure and educational programs.
- Develop a strategy for funding safety initiatives (education and enforcement).
- Provide technical assistance on the planning and design of bikeways to the local government, as well as local-and regional- groups seeking to develop bikeways.
- Continue to assist in the development of state, regional, and local bicycle maps.
- Develop enforcement strategies and programs aimed at decreasing bicycle and pedestrian crashes.
- Develop maintenance policies and guidelines for bikeways.
- Provide user friendly signage on roadways to increase motorist and bicyclist awareness.
- Make additions to driver's education materials that emphasize bicycle and pedestrians as non-motorized transportation.
- Assist with promoting and supporting National Bike and Pedestrian Days (e.g., bike-to-work).

River Valley Regional Commission

- Continue to train and educate local governments, advocacy groups, and others interested in Complete Streets and provide technical assistance in continuing to implement the Complete Streets policy.
- Establish partnerships with community organizations, local governments, schools, law enforcement, recreation organizations, and other interested parties on educating the local community about bicycle and pedestrian transportation.
- Identify funding sources for implementation and continuation of the plan.
- In collaboration with local agencies, host a minimum of one safety education course to train teachers, law enforcement officers and community volunteers how to teach children bicycle and pedestrian safety.
- Continue to host and provide technical assistance to the Reynolds Planning Advisory Committee (Reynold's Ramblers).

City of Reynolds

- Continue to promote and advance the Complete Streets Policy to consider the needs of bicyclists, pedestrians, and other users in all road projects and building facilities.
- Promote land use policies that are bicycle and pedestrian friendly.
- Educate local law enforcement on share-the-road safety techniques and enforcement strategies for specific high-risk bicyclist and motorist infractions of the law.
- Partner and collaborate with local community organizations, school district, law enforcement, recreation, and private companies to emphasize the importance of safe and ADA compliant walking and bicycling facilities.
- Promote bicyclist and pedestrian friendly oriented developments through Comprehensive Plans, zoning ordinances, and subdivision regulations.
- Provide bicycle racks at most public, educational, and commercial areas.
- Integrate existing pathways, walkways, trails, local attractions, and parks in local plans.
- Develop facilities to encourage bicycle and pedestrian activities.
- Consider adopting a shoulder paving policy in addition to creating user friendly shoulders and sidewalks that are accessible to bicyclist and pedestrians.
- Promote and support National Bicycle and Pedestrian days.
- Develop partnerships with Taylor County Chambers of Commerce to promote local and regional festivals, attractions, races, and tours by developing visitors guide and maps linking all activities and attractions.

Implementation

This plan contains many recommendations requiring substantial effort on the part of GDOT and other partners to implement. With current resources and those available in the near future, all of the recommended action steps cannot be tackled at once. Therefore, it is necessary to set priorities regarding which aspects of the plan to implement first. Some recommendations are easily identified as distinct actions which can be taken to implement the plan, independent of the slow process of institutional and societal change. Many of these actions are already ongoing and should be continued, while others should have a high priority for immediate implementation. Some of the recommendations, however, will require the integration of bicycle and pedestrian initiatives into a complex array of ongoing plans, policies, and programs. To become a reality, many of these recommendations will also need to be part of a larger, overall process of change.

The following implementation goals and objectives have been divided into immediate, medium, and long range.

Priorities for Immediate Implementation (A)

Goal A.1:	Planning
Objective A.1.a:	Establish Bike and Pedestrian Committee and Advocacy group. (COMPLETED)
Objective A.1.b:	Meet with local agencies and organization to discuss the plan. (ONGOING)

-
- Objective A.1.c: Provide opportunities for public involvement by continuing to host public meets to identify needs. (ONGOING)
 - Objective A.1.d: Pass a Complete Streets resolution. (COMPLETED)
 - Objective A.1.e: Develop and adopt a Complete Streets Policy that will embrace a complete road use/access approach for all users. (COMPLETE)

Goal A.2: Education and Enforcement

- Objective A.2.a: Develop a city promotion program for bicycling routes and attractions.
- Objective A.2.b: Work with regional planning entities to develop a regional and statewide route system and map for bicycling interest.
- Objective A.2.c: Establish and implement pedestrian safety education and training programs for children, teens, adults, seniors, and motorists through partnerships with local schools and local law enforcement.
- Objective A.2.d: Educate local law enforcement on “Share-The-Road” safety techniques and enforcement strategies for specific high-risk bicyclists and motorists infractions of the law.
- Objective A.2.e: Publicize the Reynolds Bicycle and Pedestrian Plan within the community to raise awareness of its availability.

Goal A.3: Funding Sources

- Objective A.3.a: River Valley Regional Commission will assist in identifying funding sources and research national programs promoting bicycle and pedestrian awareness, safety and developing infrastructure.

Goal A.4: Tourism and Marketing

- Objective A.4.a: Promote and support National Bike and Pedestrian Days.
- Objective A.4.b: Promote Reynolds as a bicycle and pedestrian friendly community through attractive bicycle tourism events and programs.
- Objective A.4.c: Develop maps (bicycle/walking facilities) identifying tourist attractions.
- Objective A.4.d: Partner with Taylor County Chamber of Commerce, and other organizations to promote local and regional festivals, races, and tours by using visitor’s guides for map linking attractions.
- Objective A.5.e: Continue to develop and promote the Historical Reynolds Walking Tours.

Goal A.5: Health Benefits

- Objective A.5.a: Encourage participation from local businesses and schools to promote bicycle and pedestrian activities and the health benefits associated with these activities.
- Objective A.5.b: Encourage partnership and participation from the local school district and board of education on Safe Routes to School Program practices for elementary and middle schools.

Priorities for Medium-Range Implementation (B)

Once the immediate priorities are in place, efforts should begin on the following tasks. These are considerably more complex than the immediate tasks and will require significant effort. They are also listed in order of priority.

Goal B.1: Planning

- Objective B.1.a: Provide bicycle and pedestrian signage and pavement markings for user friendly roads.
- Objective B.1.b: Prepare a pedestrian facility and infrastructure improvement plan for the City of Reynolds.
- Objective B.1.c: Integrate existing pathways, walkways, trails, local attractions, and parks with city plans.
- Objective B.1.d: Encourage developers to incorporate sidewalks into their developments both residential and commercial.
- Objective B.1.e: Encourage the local government to amend ordinances and codes to require sidewalks in new developments.

Goal B.2: Education and Enforcement

- Objective B.2.a: Make additions to driver's education products that emphasize safe motorist techniques when encountering bicyclists and pedestrians on the road.

Goal B.3: Funding Sources

- Objective B.3.a: Initiate a small grant research program along with researching private foundations for the development and implementation of bicycle and pedestrian facilities.
- Objective B.3.b: Incorporate bicycle improvements in conjunction to new construction and reconstruction projects which may use state and/or federal funding (e.g., paved shoulders, bike lanes, sidewalks, or wide curb lanes).
- Objective B.3.c: When available, apply for grants from the state and federal governments for bicycle and pedestrian facilities and/or initiatives.

Goal B.4: Tourism and Marketing

- Objective B.4.a: Establish (annual) local events for cycling and walking incorporating outdoor recreational resources.
- Objective B.4.b: Promote and establish bicycle and walking tours, races, festivals, and fundraisers.
- Objective B.4.c: Add a bicycle race to the annual Strawberry Festival.

Goal B.5: Health Benefits

- Objective B.5.a: Establish programs that encourage family-oriented activities and an active lifestyle.
- Objective B.5.b: Establish and implement health and fitness programs utilizing walking as well as stationary and non-stationary bicycles.

Priorities for Long-Range Implementation (C)

Once the immediate and medium-range tasks are implemented, the following should be considered.

Goal C.1: Planning

- Objective C.1.a: Develop a program for improving road shoulders along broad stretches of major state highways.
- Objective C.1.b: Develop a program of traffic calming to enhance user-friendliness for pedestrians and bicyclists along major state highways which pass through town and residential areas.
- Objective C.1.c: Establish user friendly shoulders and sidewalks for bicycle and pedestrian activity.
- Objective C.1.d: Establish residential and commercial developments to encourage bicycle and pedestrian activity.
- Objective C.1.e: Require all bike and pedestrian facilities to be ADA accessible.

Funding Sources

The Reynolds bicycle and pedestrian system will be established in conjunction with current and future roadway construction and roadway improvement projects. Overall, there will not be a cost to incorporate bicycle and pedestrian friendly facilities into road improvement projects and new roadway construction; however, with these facilities there must be posted signage for motorists, cyclists, and pedestrians to make each of them aware of other users of the system. In funding signage for a local bicycle and pedestrian system, there are opportunities provided by the Georgia Department of Transportation and the private sector. There are also several sections within the Multimodal Safety and Access Program from GDOT which specifically incorporate bicycle and pedestrian activities and related programs.

Section 1202-National Highway System Funds (NHS)

The NHS provides flexible funding that may be used by State and local municipalities for projects on any National Highway System. NHS funds may be used to construct bicycle and pedestrian facilities on land adjacent to any highway on the National Highway System.

Section 1108-Surface Transportation Program Funds (STP)

Bicycle and pedestrian projects are eligible for STP funding. This program can be used to improve and establish sidewalks throughout the River Valley region to comply with the Americans with Disabilities Act (ADA).

Section 1115-Federal Lands Highway Funds

These funds may be used to construct bicycle and pedestrian facilities in conjunction with roads, highways, and pathways. Section 1219- Scenic Byways Program Funds These funds may be used to construct facilities along scenic highways for the use of bicyclists and pedestrians. Currently, I-185 has been designated a Scenic Byway by GDOT. With the diverse scenic beauty and history within each unique community, scenic byways could significantly attract new opportunities for economic growth and tourism to the region.

Section 1112- National Recreational Trails Funds

The Recreational Trails Program provides funds to develop and maintain recreational trails for motorized and non-motorized recreational trail users.

Section 3003- Transit Enhancement Activity Funding

This funding program clarifies ISTEA's transit funding allowances for pedestrian and bicycle access to transit facilities. This funding source may be used for bicycle and pedestrian access to mass transportation, including facilities to store bicycles and installing equipment for transporting bicycles on public transportation vehicles.

Section 5304- Transportation Planning

The River Valley Regional Commission (RVRC) proposes to develop a multi-modal transportation plan (bicycle, pedestrian, transit, and motor vehicle) by examining how and where to connect different modes of transportation in the Reynolds area. The Bicycle-Pedestrian plan will research and identify how to provide better connectivity for bicyclists, pedestrians and transit with points of interest within the Reynolds area. It will also provide educational efforts, as well as the link of high tourist areas via bicycle friendly routes

Transportation Investment Act (TIA) of 2010

The Transportation Investment Act (TIA) Referendum was passed by Georgia voters in the regions of Central Savannah River Area, Heart of Georgia-Altamaha and River Valley. These three regions will implement a 1% regional sales tax over a ten year period to fund transportation improvements. GDOT is responsible for the management of the budget, schedule, execution, and delivery of all projects contained in the improved investment list.

Other Funding Sources

As stated before, there are other possible funding sources for providing bicycle and pedestrian facilities in local municipalities. Local municipalities can incorporate funding allocated with city (or county) transportation budgets, general operating budgets, and the Special Purpose Local Option Sales Tax (SPLOST) initiatives. The private sector provides another source of revenue for the construction of bicycle and pedestrian facilities. Civic and advocacy groups may also be willing to donate monetary contributions, materials, and labor to help construct and maintain facilities. Also civic and advocacy groups could play another role in the overall implementation program as well.

Maintenance

During the creation of the Reynolds Bicycle and Pedestrian Plan, there were several concerns about the possible construction of existing and proposed facilities. Unless these facilities are maintained, they can quickly become unsafe. Before bicycle and pedestrian facilities are constructed, maintenance procedures and responsibilities must be considered. A maintenance policy should be in place before any portion of the system is marked, signed, or improved.

Monitoring and Evaluation

With any expenditure of public funds, it is desirable to monitor how efficient funding is being used and the actual use of local bicycle and pedestrian facilities. To identify bicycle and pedestrian activities in Reynolds, potential high volume road segments should be identified and targeted for counts during peak bicycling season. In rural areas, distances between destinations are quite lengthy leaving prolonged periods of time with no activity. With this idea in mind, a data collection technique in rural areas can be self-reports along the travel route to identify user activities. This could provide insight into general travel patterns, relative volumes and characteristics of the system users.

Another approach in collecting data is to establish information stations along state routes and in local municipalities. This station could be constructed with materials usually found on an all-weather bulletin board. The information stations would provide a supply of questionnaire post cards to allow users to record their activities along the route. For strategic positioning of the stations, the RVRC, PAC, and local municipality can continue to develop partnerships with other civic and advocacy groups in providing input and information to be placed at the stations. The system users could benefit greatly from easy access to brochures and pamphlets on restaurants, camping, local events, and local points of interest which could be placed at an information station along the system.

Section VIII: Future and Continuing Activities

At the present, there has been little talk about the future activities for a local system. However, with the growing interest of bicyclists and pedestrians, RVRC staff recognized the need to continue the steps to transform concepts into physical reality. Efforts that must be undertaken by RVRC staff include the following:

1. Work closely with the City of Reynolds to encourage the continued implementation of the Complete Streets Policy.
2. Ensure that connectivity with the bicycle and pedestrian systems is reviewed as a routine matter during both the planning and engineering phases of every new development.
3. The Planning Advisory Committee should review current and proposed routes and suggest any necessary improvements needed in the system.
4. Work closely with GDOT to facilitate execution and implementation strategy of the Reynolds Bicycle and Pedestrian Plan.
5. Continue to build partnerships with civic and advocacy groups to implement ways to promote Reynolds as a bicycle and pedestrian friendly city as well as a bicycle tourism destination.
6. Develop bicycle and pedestrian safety campaigns and information packages to be distributed in Reynolds and its surrounding communities.
7. Continue the process of developing local cycling routes, coordinate cycling and pedestrian events, and promote alternative means of transportation to apply for Bicycle Friendly Community designation.
8. Lastly, promote the local system through a public information campaign involving newspapers, television, and public service announcements. Bicycle and pedestrian facilities can provide an economic boost to cities by demonstrating that their communities are safe and family oriented. Ecotourism is growing swiftly in the River Valley region. With Reynolds' diverse scenic beauty, favorable weather and interesting history, everyone stands to capitalize significantly if a local bicycle and pedestrian system can be implemented and promoted in the present and the near future.

Section IX: Federal and State Policies and Legislation

State of Georgia Legislation

40-6-292.

- (a) A person propelling a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto and shall allow no person to ride upon the handlebars.
- (b) No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.
- (c) No person shall transport a child under the age of one year as a passenger on a bicycle on a highway, roadway, bicycle path, or sidewalk; provided, however, that a child under the age of one year may be transported on a bicycle trailer or in an infant sling so long as such child is seated in the bicycle trailer or carried in an infant sling according to the bicycle trailer's or infant sling's manufacturer's instructions, and the bicycle trailer is properly affixed to the bicycle according to the bicycle trailer's manufacturer's instructions or the infant sling is properly worn by the rider of the bicycle according to the infant sling's manufacturer's instructions and such child transported in a bicycle trailer or infant sling is wearing a bicycle helmet as required under paragraph (1) of subsection (e) of Code Section 40-6-296.
- (d) No child between the ages of one year and four years shall ride as a passenger on a bicycle or bicycle trailer or be transported in an infant sling unless the child is securely seated in a child passenger bicycle seat, bicycle trailer, or infant sling according to the child passenger bicycle seat's, bicycle trailer's, or infant sling's manufacturer's instructions and the child passenger seat or bicycle trailer is properly affixed to the bicycle according to the child passenger bicycle seat's or bicycle trailer's manufacturer's instructions or the infant sling is worn according to the infant sling's manufacturer's instructions.
- (e) Violation of subsections (c) and (d) of this Code section shall not constitute negligence per se nor contributory negligence per se or be considered evidence of negligence or liability.
- (f) No person under the age of 16 years failing to comply with subsections (c) and (d) of this Code section may be fined or imprisoned.

40-6-293.

No person riding upon any bicycle, coaster, roller skates, sled, or toy vehicle shall attach the same or himself to any vehicle upon a roadway.

40-6-294.

- (a) Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, except when turning left or avoiding hazards to safe cycling, when the lane is too narrow to share safely with a motor vehicle, when traveling at the same speed as traffic, or while exercising due care when passing a standing vehicle or one proceeding in the same direction; provided, however, that every person operating a bicycle away from the right side of the roadway shall exercise reasonable care and shall

give due consideration to the other applicable rules of the road. As used in this subsection, the term “hazards to safe cycling” includes, but is not limited to, surface debris, rough pavement, drain grates which are parallel to the side of the roadway, parked or stopped vehicles, potentially opening car doors, or any other objects which threaten the safety of a person operating a bicycle.

- (b) Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.
- (c) Whenever a usable path has been provided adjacent to a roadway and designated for the exclusive use of bicycle riders, then the appropriate governing authority may require that bicycle riders use such path and not use those sections of the roadway so specified by such local governing authority. The governing authority may be petitioned to remove restrictions upon demonstration that the path has become inadequate due to capacity, maintenance, or other causes.
- (d) Paths subject to the provisions of subsection (c) of this Code section shall at a minimum be required to meet accepted guidelines, recommendations, and criteria with respect to planning, design, operation, and maintenance as set forth by the American Association of State Highway and Transportation Officials, and such paths shall provide accessibility to destinations equivalent to the use of the roadway.
- (e) Electric assisted bicycles as defined in Code Section 40-1-1 may be operated on bicycle paths.

40-6-295.

No person operating a bicycle shall carry any package, bundle, or other article which prevents him from keeping at least one hand upon the handlebars.

40-6-296.

- (a) Every bicycle when in use at nighttime shall be equipped with a light on the front which shall emit a white light visible from a distance of 300 feet to the front and with a red reflector on the rear of a type approved by the Department of Public Safety which shall be visible from a distance of 300 feet to the rear when directly in front of lawful upper beams of headlights on a motor vehicle. A light emitting a red light visible from a distance of 300 feet to the rear may be used in addition to the red reflector.
- (b) Every bicycle sold or operated shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level pavement.
- (c) No bicycle shall be equipped or operated while equipped with a set of handlebars so raised that the operator must elevate his hands above his shoulders in order to grasp the normal steering grip area.
- (d) No bicycle shall be equipped, modified, or altered in such a way as to cause the pedal in its lowermost position to be more than 12 inches above the ground, nor shall any bicycle be operated if so equipped.
- (e) (1) No person under the age of 16 years shall operate or be a passenger on a bicycle on a highway, bicycle path, or sidewalk under the jurisdiction or control of this state or any local political subdivision thereof without wearing a bicycle helmet. (2) For the purposes of

this subsection, the term "bicycle helmet" means a piece of protective headgear which meets or exceeds the impact standards for bicycle helmets set by the American National Standards Institute (ANSI) or the Snell Memorial Foundation. (3) For the purposes of this subsection, a person shall be deemed to wear a helmet only if a helmet of good fit is fastened securely upon the head with the straps of the helmet. (4) No bicycle without an accompanying protective bicycle helmet shall be rented or leased to or for the use of any person under the age of 16 years unless that person is in possession of a bicycle helmet at the time of the rental or lease. (5) Violation of any provision of this subsection shall not constitute negligence per se nor contributory negligence per se or be considered evidence of negligence or liability. (6) No person under the age of 16 failing to comply with any provision of this subsection may be fined or imprisoned.

40-6-297.

- (a) It shall be unlawful for any person to sell a new bicycle or a pedal for use on a bicycle unless the pedals on such bicycle or such pedals are equipped with reflectors of a type approved by the Department of Public Safety. The reflector on each pedal shall be so designed and situated as to be visible from the front and rear of the bicycle during darkness from a distance of 200 feet. The commissioner of public safety is authorized to promulgate rules and regulations and establish standards for such reflectors.
- (b) This Code section shall not apply to any bicycle purchased prior to July 1, 1972, by a retailer for the purpose of resale.

40-6-298.

- (a) It is a misdemeanor for any person to do any act forbidden or fail to perform any act required in this part.
- (b) The parent of any child and the guardian of any ward shall not authorize or knowingly permit such child or ward to violate any of the provisions of this part.

40-6-299.

The Board of Public Safety is authorized to promulgate rules and regulations to carry this part into effect and is authorized to establish regulations for any additional safety equipment or standards it shall require for bicycles.

40-6-144

The driver of a vehicle emerging from an alley, building, private road, or driveway within a business or residential district shall stop such vehicle immediately prior to driving onto a sidewalk or onto the sidewalk area extending across such alley, building entrance, road, or driveway or, in the event there is no sidewalk area, shall stop at the point nearest the street to be entered where the driver has a view of approaching traffic thereon. The driver of a vehicle shall yield the right of way to any pedestrian on a sidewalk. Except as provided by resolution or ordinance of a local government for sidewalks within the jurisdiction of such local government authorizing the operation of bicycles on sidewalks by persons 12 years of age or

younger, no person shall drive any vehicle upon a sidewalk or sidewalk area except upon a permanent or duly authorized driveway.

Federal Legislation

Highway and Transportation Funding Act of 2014 (P.L. 113-159)

Highway and Transportation Funding Act of 2015 (P.L. 114-21)

Surface Transportation and Veterans Health Care Choice Improvement Act of 2015 (P.L. 114-41)

Surface Transportation Extension Act of 2015 (P.L. 114-73)

Surface Transportation Extension Act of 2015, Part II (P.L. 114-87)

Statewide Initiatives

- Improve bicycle and pedestrian safety
- Increase trips made by bicycles and on foot
- Increase funding for bicycle and pedestrian programs and infrastructure improvements
- Improve bicycle and pedestrian data collection
- Bicycle and Pedestrian safety and education campaign - Modeled after GOHS's successful "Click it or Ticket" and "Zero Tolerance" programs.
- Messages should be tailored for each target audience (motorists, pedestrians & cyclists). Campaign to include the following:
 - Drive-time radio PSAs, including some Spanish language messages
 - Messages placed inside transit vehicles, stations and stops, to reach cyclists and pedestrians; and on bus-backs and bus "wraps" to reach motorists.
 - Use new communication tools such as Facebook, Podcasts, etc.
 - Below are some general concepts for safety messages:
 - Motorist oriented: Cyclists belong on road, pass with care, look for bike/peds at intersections, peds have right of way in crosswalk, don't speed, etc.
 - Cyclist oriented: wear helmet, use lights, ride with traffic, make eye contact/watch for cars at intersections, obey traffic rules
 - Pedestrian: Cross with signal not against it; look for turning cars even when you have the right-of-way, etc.
- Bike to work day
- Educate drivers on how to share the road with bikes/peds
 - Develop curriculum to be included in driver's education trainings, conduct bus driver's education trainings for transit agencies, and produce materials for schools, transit agencies, and Department of Driver Services.
- Educate transportation professionals and civil engineering students on bike/pedestrian design and safety throughout the state. –

- Partner with professional organizations to develop and host trainings (such as ITE, GPA, ASCE, WTS, MPOs, TMAs, etc.).
 - Educate GDOT staff through GDOT Trainee program, incorporate this into Plan Development Process (possibly part of ADA Compliance Officers duties...).
 - Incorporate bike/ped design into curricula of State engineering and planning schools (GA Tech, GA Southern, Southern Polytech, Savannah State, etc.)
- Partner with PEDS and Georgia Bikes

Federal Planning Requirements

State and Metropolitan Planning Organization (MPO) planning regulations describe how walking and bicycling are to be accommodated throughout the planning process (e.g., see 23 CFR 450.200, 23 CFR 450.300, 23 U.S.C. 134(h), and 135(d)). Non-motorists must be allowed to participate in the planning process and transportation agencies are required to integrate walking and bicycling facilities and programs in their transportation plans to ensure the operability of an intermodal transportation system:

- The scope of the metropolitan planning process "will address the following factors...(2) Increase the safety for motorized and non-motorized users; (3) Increase the security of the transportation system for motorized and non-motorized users; (4) Protect and enhance the environment, promote energy conservation, improve the quality of life..." 23 CFR 450.306(a). See 23 CFR 450.206 for similar State requirements.
- Metropolitan transportation plans "...shall, at a minimum, include...existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors that should function as an integrated metropolitan transportation system..." 23 CFR 450.322(f). See 23 CFR 450.216(g) for similar State requirements.
- The plans and transportation improvement programs (TIPs) of all metropolitan areas "shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities)." 23 U.S.C. 134(c) (2) and 49 U.S.C. 5303(c) (2). 23 CFR 450.324(c) states that the TIP "shall include ...trails projects, pedestrian walkways; and bicycle facilities..."
- 23 CFR 450.316(a) states that "The MPOs shall develop and use a documented participation plan that defines a process for providing...representatives of users of pedestrian walkways and bicycle transportation facilities, and representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process." 23 CFR 450.210(a) contains similar language for States. See also 23 U.S.C. 134(i)(5), 135(f)(3), 49 U.S.C. 5303(i)(5), and 5304(f)(3) for additional information about participation by interested parties. The Secretary has the authority to withhold approval for projects that would negatively impact pedestrians and bicyclists under certain circumstances:
- "The Secretary shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light

motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists." 23 U.S.C. 109(m).

- "In any case where a highway bridge deck being replaced or rehabilitated with Federal financial participation is located on a highway on which bicycles are permitted to operate at each end of such bridge, and the Secretary determines that the safe accommodation of bicycles can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations." 23 U.S.C. 217(e). Although this statutory requirement only mentions bicycles, DOT encourages States and local governments to apply this same policy to pedestrian facilities as well.
- 23 CFR 652 provides "procedures relating to the provision of pedestrian and bicycle accommodations on Federal-aid projects, and Federal participation in the cost of these accommodations and projects." Project Documentation
- "In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year." 23 CFR 332(a). Accessibility for All Pedestrians
- Public rights-of-way and facilities are required to be accessible to persons with disabilities through the following statutes: Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. §§ 12131-12164).
- The DOT Section 504 regulation requires the Federal Highway Administration (FHWA) to monitor the compliance of the self-evaluation and transition plans of Federal-aid recipients (49 CFR §27.11). The FHWA Division offices review pedestrian access compliance with the ADA and Section 504 as part of their routine oversight activities as defined in their stewardship plans.
- FHWA posted its Clarification of FHWA's Oversight Role in Accessibility to explain how to accommodate accessibility in policy, planning, and projects. The USDOT summarized laws relating to federal funding allowed for bicycle and pedestrian transportation and related activities in table format: FHWA and FTA Funds that may be used for Bicycle and Pedestrian Activities. Many funding programs allow funding for bicycle and pedestrian transportation.

Appendices

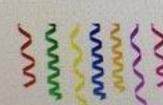
Appendix I – Local Events Promoting Bicycling

CITIES WEEK ACTIVITIES – CITY OF REYNOLDS

Week-long Scavenger Hunt



Find as many ribbons as you can find throughout Reynolds and bring them to City Hall before 5:00 pm on Thursday, April 25, 2018.



Monday
April 23, 2018

Reynolds Train Depot
10:00 am – 11:00 am

Coffee or Tea



And a taste of
Tim's Fireside Grill delicacy

Meet/Greet

Put faces with names of
Cities Employees.



Tuesday
April 24, 2018

Bicycle Ride
With the Mayor



All ages are invited to join the Mayor for a ride around Reynolds.

Meet at the ballpark/walking track in Reynolds
4:00 pm

Wednesday
April 25, 2018

Drop by City Hall
Any time during the day
for a **special treat**

Thursday
April 26, 2018

What is the
"Heart of Reynolds"?

Submit a drawing or an essay on
What you believe makes up the
"Heart of Reynolds"



Parent, please encourage your children to enter this contest.

Friday
April 27, 2018

Ice Cream Social

City Hall Gazebo
1:00 pm



Mayor, Council and employees of the
City of Reynolds
Would like to thank each resident. You are what makes
Reynolds
A great place to live.

WINNERS OF BOTH CONTEST WILL BE ANNOUNCED AT THE ICE CREAM SOCIAL ON FRIDAY
DRAWINGS AND ESSAYS WILL BE ON DISPLAY IN CITY HALL- WINNERS WILL RECEIVE A DIP N DOT'S GIFT CERTIFICATE.
WINNER OF RIBBON CONTEST WILL RECEIVE GIFT CERTIFICATE FOR TIM'S FIRESIDE GRILL.

"CITIES WEEK" Event Information:

The City of Reynolds celebrated Cities Week by hosting a ride with the Mayor event. During this event riders of all ages were encouraged to utilize bicycles as alternative transportation and a form of recreation.



"SAVE THE BRAIN CAMPAIGN" Event Information:

FREE BICYCLE HELMET for kids under 16. Supply is limited. Beginning Wednesday, May 30, 2018 at 9 am, at Reynolds City Hall, children accompanied by parent or guardian, willing to sign an agreement that they will wear a helmet and obey other GA bicycle laws may select the age appropriate helmet of their choice while supplies last.

This project is made possible by donors Drs. Jack and Linda Fountain, Vicki Turner, Cathy Turner, Butch and Teresa Turner. Additional donors are welcome to continue this campaign.

GA law states: No person under the age of 16 years shall operate or be a passenger on a bicycle on a highway, bicycle path, bicycle lane, or sidewalk under the jurisdiction or control of this state or any local political subdivision thereof without wearing a bicycle helmet.

Appendix II – Local Bicycle Advocacy



Reynolds Ramblers was created out of the Bicycle and Pedestrian Planning Process. The organization will promote safe bicycling for enjoyment, transportation, fitness, and the environment. They accomplish this through:

1. Advocacy Efforts
2. Planning Events
3. Promoting Bicycle Tourism
4. Educational Outreach

Bike Safety Month: Promote Ride with the Mayor and Bike to Work Day campaigns to increase public awareness of cycling in the community.

Complete Streets Efforts: This group envisions a community that is safe and encouraging of transportation alternatives. They continue to work with local governments to address our interests for infrastructure improvements.

Bike Racks: In order to make Reynolds more bicycle friendly, this groups works to raise funding to install bike racks to public locations utilized by residents.

Events: Promote local rides on a regular basis (i.e. First Saturday Rides, Tuesday Night Rides) and add a bicycle ride to the Annual Strawberry Festival in April.