

Connecting Americus

Creating a healthy,
vibrant, and safe
community without
leaving anyone
behind.



Why?

SAFE

- The number one reason more people don't ride bikes is that they don't feel safe on the streets. Only a small percentage of riders feel comfortable mixing it up with car and truck traffic. Better places for bikes give more people the confidence to get out and ride.


CONVENIENT

- Great places to bike need to be connected. People ride more when they can access networks of biking facilities that get them comfortably wherever they want to go, whether to work or school, running errands, or just riding for fun.

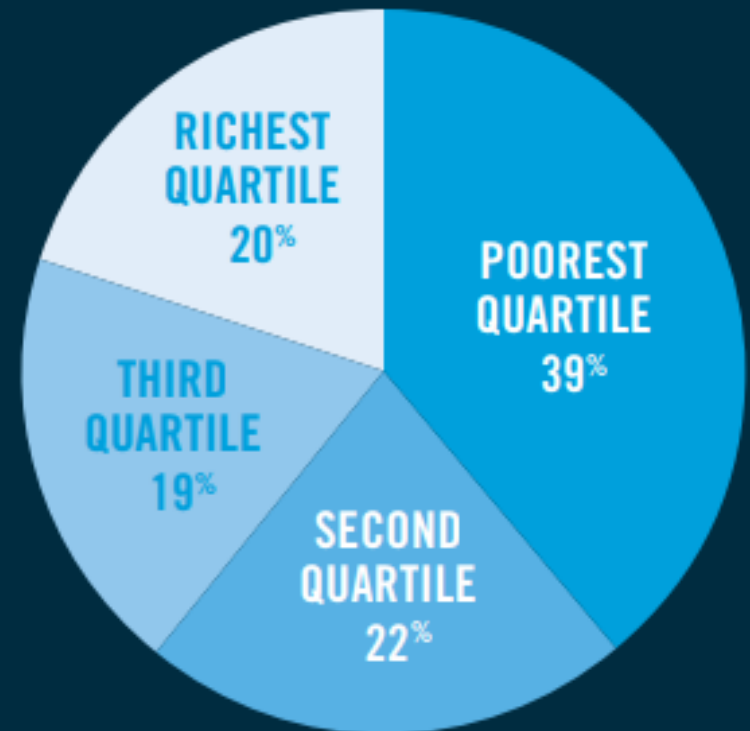
ATTRACTIVE

- Those networks have to appeal to all kinds of people — kids, parents, older people, athletes. They also have to be suitable for all kinds of riding — on streets, paths and trails, whether for recreation or fitness, or just around town.

Great Arguments for Bikes

1. More than half of Americans say they would like to bike more. Of those, 64 percent say they would if bikes and cars were separated by barriers.
2. Bike lanes fight congestion: A person biking on a dedicated bike lane takes up 97 percent less road space than a person driving.
3. Biking is **one of the most income-diverse activities in the United States**, but it's most important to the lowest-income commuters who often have few other options. 
4. Biking is big business. For example, in Colorado more than 1 million residents ride, and bicycling contributes \$335 million a year to the economy through recreation and tourism.
5. Removing on-street parking to make room for protected bike lanes and safer street crossings can boost retail sales. Protected bike lanes also contribute to positive economic and retail development of adjacent communities.

% OF REGULAR BIKE COMMUTERS WHO FALL INTO THE NATION'S...



Source: 2006-2010 U.S. Census Transportation Planning Products (most recent available) via AASHTO



NEW DATA ON EQUITABLE BIKING

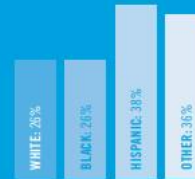
Race, ethnicity and income facts from a 2014 survey about bicycle use in the United States

In 2014, PeopleForBikes commissioned a national survey, conducted by Breakaway Research Group, to establish the benchmark for total bicycle riding participation in the U.S. A total of 16,193 adults completed the survey and reported on 8,858

children ages 3 to 17. The final sample was weighted to represent the U.S. population ages 3 and older for gender, age, region, ethnicity and income. The survey was designed specifically to measure participation in all types of bicycling across all

types of riders. Participation results were externally validated against research conducted by the Pew Research Center. Participation study materials are located at PeopleForBikes.org/participation.

MORE THAN A QUARTER OF AMERICANS BIKE ONE OR MORE TIMES A YEAR



PEOPLE OF COLOR WANT MOST TO BIKE MORE



"I would like to ride a bicycle more often"



"Bicycling is a convenient way to get from one place to another"

HISPANIC PEOPLE BIKE FOR RECREATION MOST



Percent who report bicycling for recreation 25 days a year or more

PEOPLE OF COLOR BIKE FOR TRANSPORTATION MOST



Percent who report bicycling for transportation 25 days a year or more

PEOPLE OF COLOR CARE MORE ABOUT PROTECTED BIKE LANES



I would be more likely to ride a bicycle if motor vehicles and bicycles were physically separated by a barrier

THE LOWEST-INCOME HOUSEHOLDS BIKE FOR RECREATION MOST



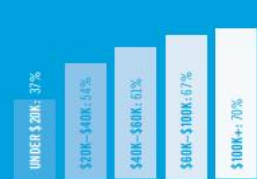
Biked for recreation 25 days or more per year

THE LOWEST-INCOME HOUSEHOLDS BIKE FOR TRANSPORTATION MOST



Biked for transportation 25 days or more per year

THE LOWER YOUR INCOME, THE LESS YOU DRIVE



Use a motor vehicle "nearly every day"

Benefits of Bicycling and Walking



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 residents. Bicycle and pedestrian infrastructure will provide opportunities for residents leading to improved health for the community as a whole and provide economic benefits.



ENVIRONMENTAL BENEFITS 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 congestions and the need for petroleum and other fossil fuels.



COMMUNITY BENEFITS Building a strong sense of community is dependent on knowing your neighbors and meeting the people who live on the next block or in the next town. A community with residents who bicycle and walk frequently will increase the social interactions that create these bonds. More bicycling and walking also means more eyes on the road and paths. The best deterrent to crime is the active presence of people in the public realm who are engaged in constructive activities.

Benefits of Bicycling and Walking



ECONOMIC BENEFITS Good bicycling infrastructure can provide economic benefits to residents. Providing transportation options can give households the option of owning fewer cars, thus freeing up money that can 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 BENEFITS The CDC recommends that adults get two and a half hours of moderate-intensity aerobic physical activity or 75 minutes of vigorous-intensity physical activity each week. The health benefits of active transportation have also been shown to lower the chances of developing chronic diseases, and also include increased labor productivity amongst adults and improved academic performance for youth.



TRAFFIC BENEFITS Convenient and safe bicycle and walking infrastructure benefits people who rarely or never take advantage of them: for each person who bicycle 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. Using the bicycle to expand transportation choices also applies to people who may have temporary or limited access to an auto.

Types of Infrastructure



Protected Bike Lane

- Also known as cycle tracks or separated bike lanes, protected bike lanes are separated bicycle facilities that run alongside a roadway separated from automobile traffic by a physical barrier, such as parked cars, bollards, a landscape buffer, or a curb. A separated bike lane is for bicycle use only and is distinct from a sidewalk or off-street trail.



Buffered Bike Lane

- Designated by a white stripe, bicycle symbol, and signage that alerts all road users that a portion of the roadway is for exclusive use by bicyclists. The presence of a striped, horizontal buffer (greater than or equal to 18 inches) provides additional operating space and lateral separation from moving and parked vehicles.

Types of Infrastructure



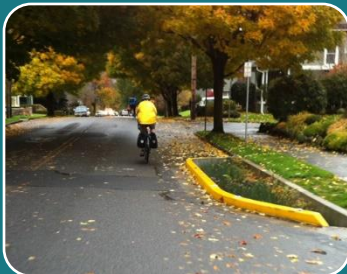
Conventional Bike Lanes

- Designated by a white stripe, a bicycle symbol, and signage that alerts all road users that a portion of the roadway is for exclusive use by bicyclists.



Marked Bike Boulevards

- Also known as neighborhood greenways, these are streets with low motorized traffic volumes and speeds that have been designated to function as a through street for bicyclists using signs, pavement markings, and traffic calming measures to discourage through travel for motor vehicles.



Streets with Traffic Calming Features and Speeds Limits of 20 MPH or Less

- Streets with speed limits of 20 mph or less that use physical and visual cues to encourage motorists to drive more slowly. The design of the roadway results in slower motorist speeds and comfortable bicycle riding without relying on compliance with traffic control devices such as signals and signs.

Types of Infrastructure



Off-Street Paved Trails or Paths within City/Town Limits

- Physically separated facilities that can be used by both pedestrians and bicyclists. These paved paths provide off-road connections that can be used for recreation and commuting and are often found along waterways, abandoned or active railroad and utility rights-of-way, limited access highways, or within parks and open space areas.



Off-Street Natural Surface Trails or Paths within City/Town Limits

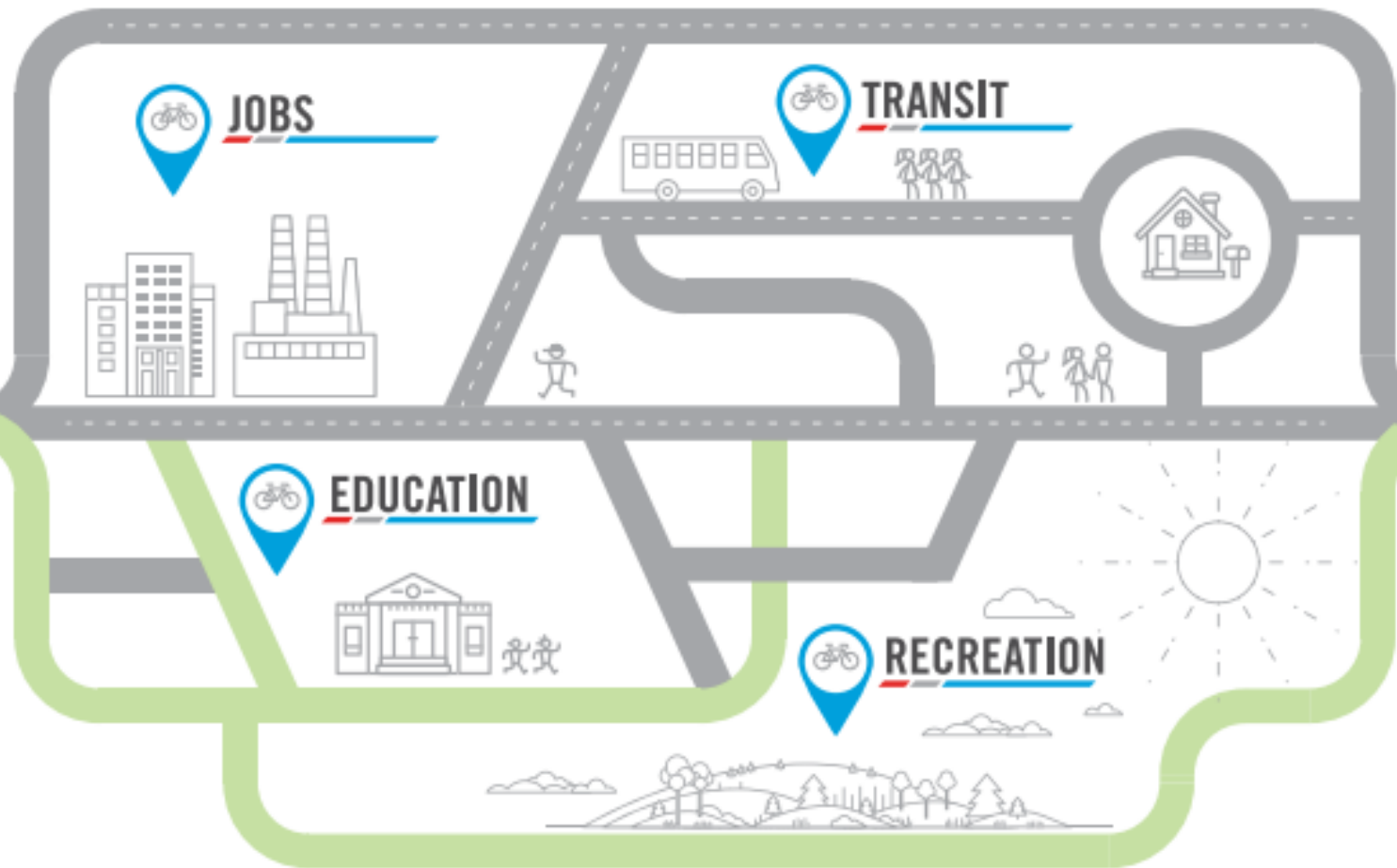
- Physically separated facilities that can be used by both pedestrians and bicyclists. These natural surface paths provide off-road connections that are most commonly used for recreation. These paths are often found along waterways, abandoned or active railroad and utility rights-of-way, limited access highways or within parks and open space areas.



Shared Lane Markings

- Shared Lane Markings are pavement markings used in road segments with no separation between car and bicycle space.

BETTER BIKING TAKES MANY PATHS



Points to Connect

- Columns at Boone Park on Rucker St.
- Recreation Complex on Highway 19
- South Georgia Technical College and New Americus Sumter High School
- Georgia Southwestern State University
- Downtown
- Phoebe Sumter Medical Center
- Americus Sumter Schools/Bumphead Rd.
- Muckalee Park/Highway 19
- Joyce Myers Park
- Magnolia Manor
- Grocery Stores (i.e. Food Lion, Harveys, Rubos, Walmart,)
- Lake Blackshear Regional Library
- Post Office
- Churches and Religious Centers

What's Been Done?



Complete Street Resolution City of Americus

RESOLUTION

COMPLETE STREETS

RESOLUTION ESTABLISHING AND ADOPTING A "COMPLETE STREETS" POLICY AND INCORPORATING SAME AS AN INTEGRAL COMPONENT OF ALL OF 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, and 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 Americus 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 Council of the City of Americus, that "Complete Streets" precepts be institutionalized into all transportation planning and development of the City, and

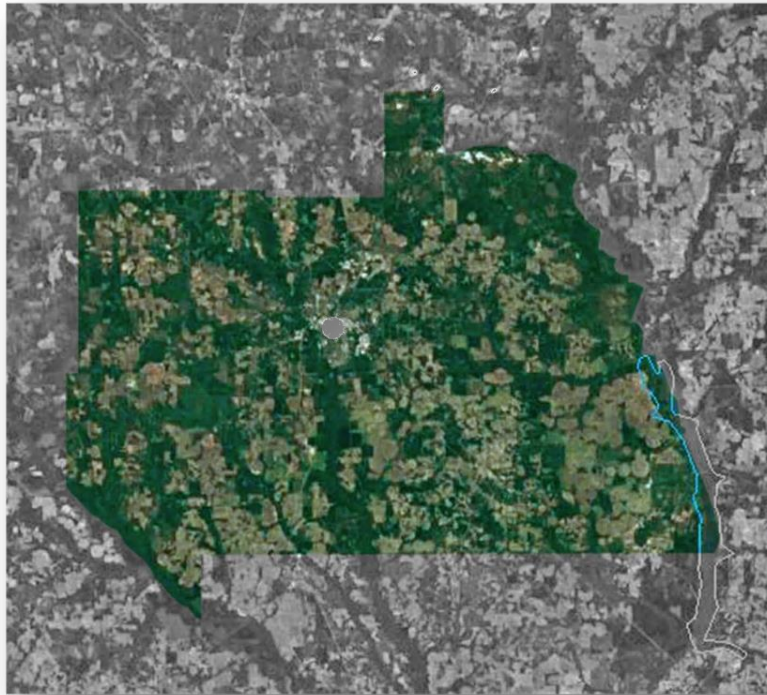
BE IT RESOLVED FURTHER, that facilities, features and structures of the City of Americus affecting the transportation needs of all motorists, bicyclists, riders of public transit, and pedestrians of all ages and abilities be planned and developed as integral elements of all future improvements of Americus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

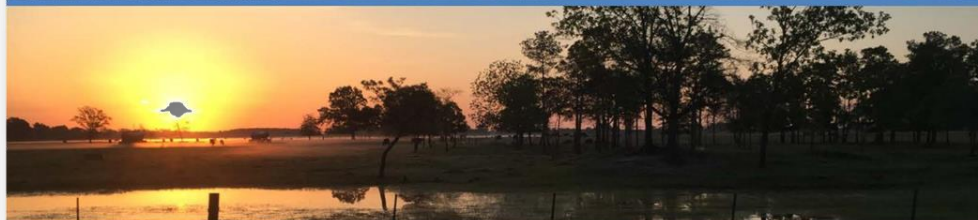
This 21st day of April, 2016.


Barry Blount, Mayor


Paula Martin, City Clerk



Americus and Sumter County
Comprehensive Plan
2017-2027



City of Americus



Bicycle & Pedestrian Plan 2017



Prepared by:



MAY 2018

CITY OF AMERICUS

Renaissance Strategic Vision & Plan

2013
YOUNG GAMECHANGERS
Final Proposals
Americus and Sumter County



Furlow Charter School

Safety-Focused

Safe Routes to School Report

February 2017

63 Valley Drive

Americus, Georgia



Georgia

GEORGIA DEPARTMENT OF TRANSPORTATION

*Prepared with assistance from the Georgia SRTS
Resource Center*

Sumter County Long Range Transportation Plan

Southwest Georgia Multi-County
Transportation Study

October
2010



Sumter Cycling



A group of 75 riders showed up at Lenny's Market on the morning of May 4 to participate in the annual Prison to Peanuts ride. Photo by Sumter Cycling

Cyclists enjoy Prison to Peanuts Bicycle Adventure



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Pedaling toward a better world



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Published 11:00 am Monday, July 31, 2017



Submitted by Sumter Cycling: The board of Sumter Cycling, from left: Ryan Iafgolia, President; Ian Pierson, secretary; George Ellis, vice president; and Charlene Pennymon, treasurer.

Sumter Cycling; promoting biking in county



(<https://www.americustimesrecorder.com/author/michael.murray/>)
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GSW Bike Share Program



Georgia Southwestern State University Interim President Charles Patterson (center, right) and Americus Mayor Barry Blount.

GSW, City roll out new bike share program



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SUBMITTED BY SUMTER CYCLING: Anna Champion (far right) and several Georgia Southwestern State University students pause for a photo with the newly-donated bicycle headlights recently in the university's fitness center.

GSW receives gift from Sumter Cycling



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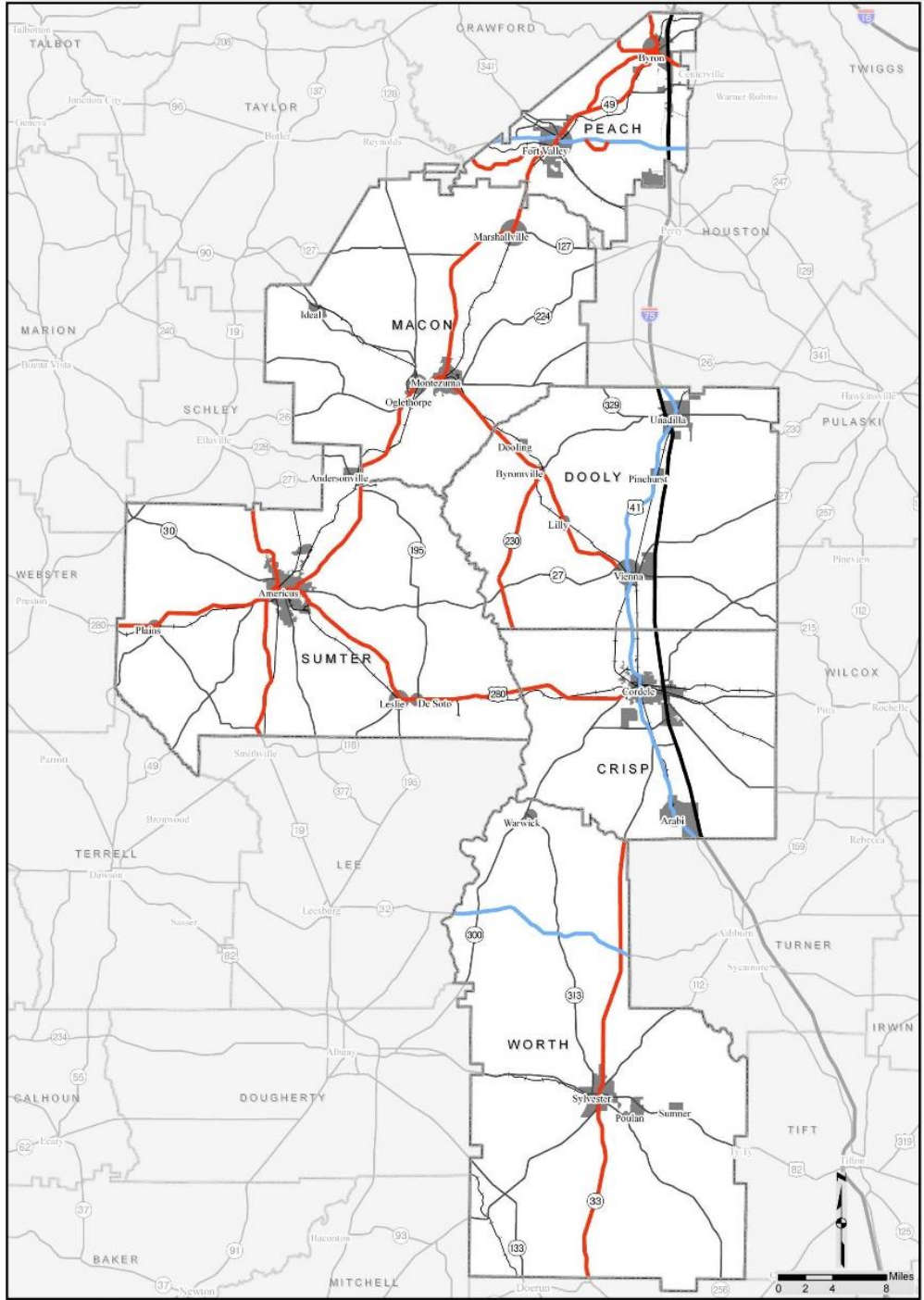
Published 2:45 pm Saturday, July 22, 2017

Southwest Georgia Multi-County Transportation Study

Existing and Planned Bike Routes

— Existing Bike Route
— Planned Bike Route
 Interstate
 State Highway
 Railroad
 City Boundary
 County Boundary

Sources: GDOT Bicycle and Pedestrian Program, Atlanta-Fulton Area Transportation Study, Middle Georgia Metro Plan, and Southwest Georgia Regional Bicycle and Pedestrian Plans.



Where Are We Now?

Brain-Storming Session to discuss potential bicycle/pedestrian routes and to plan how to make these dreams into realities



Organizations:

- Café Campesino
- City of Americus
- Fuller Center for Housing
- GSW
- SGTC
- Habitat for Humanity
- Phoebe Sumter
- Recreation Department
- RVRC
- Sumter Cycling

Five Maps / Projects

Rails to Trails Conversion

Connecting to Columbus & points north

Town Creek Nature Trail

Connecting Lake Hancock to Muckalee Creek Park & west

Mill Creek – SCPRD Nature Trail

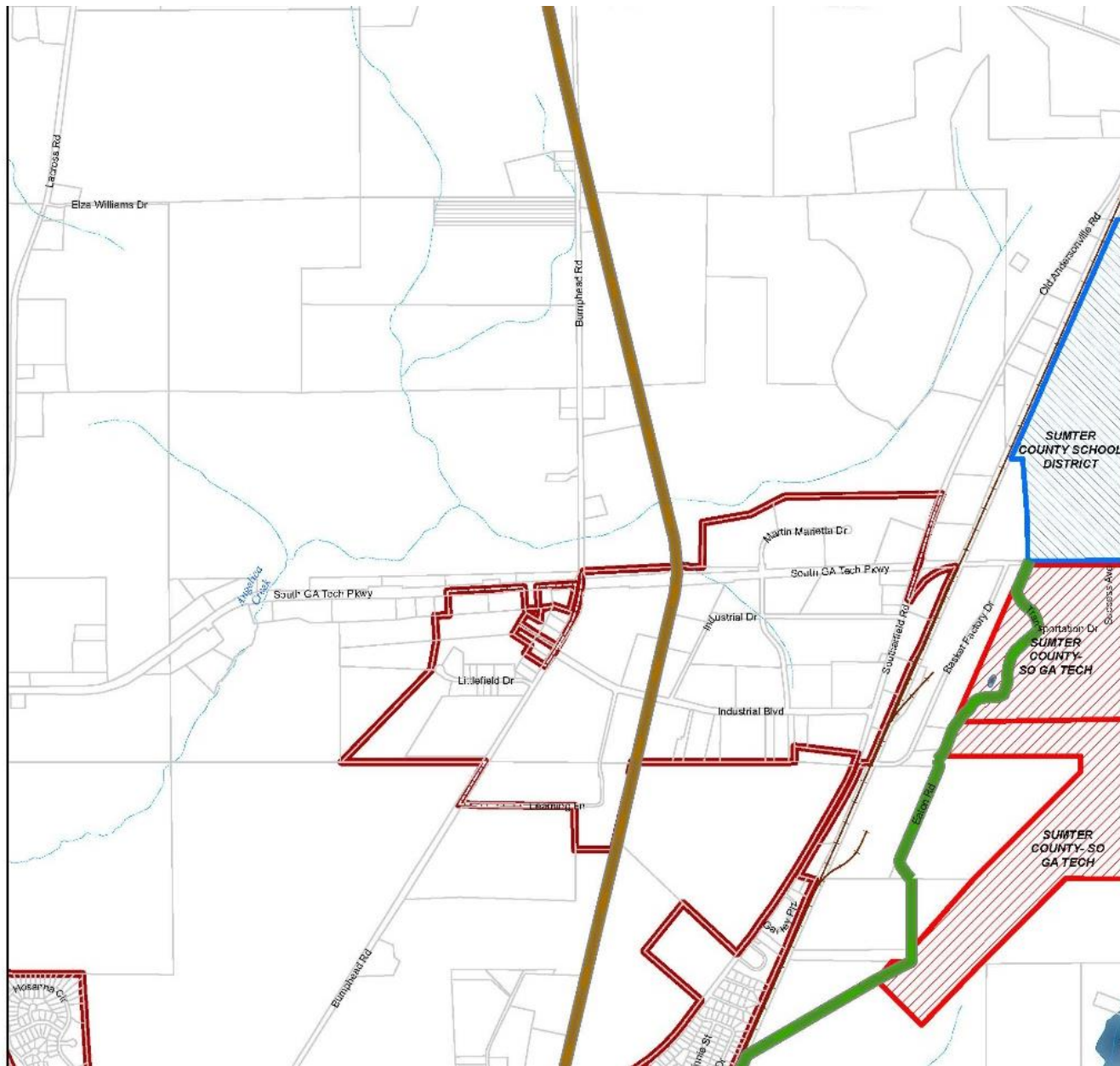
Connecting recreation fields on US 19 S to Lake Jennifer

GSW to Downtown Connection

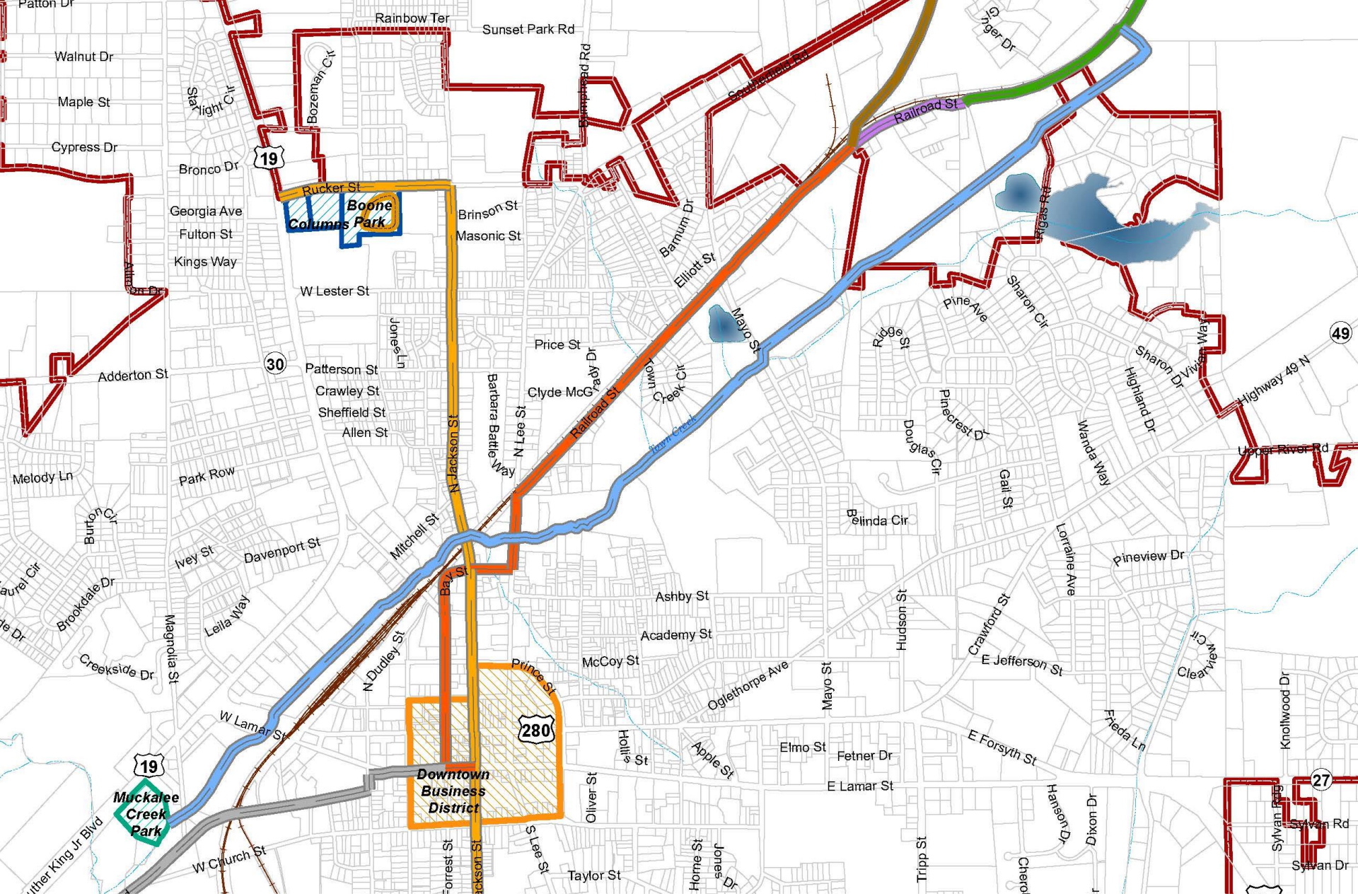
Using existing city streets

SGTC / ASCHS to Downtown Connection

Using existing city streets and new trail

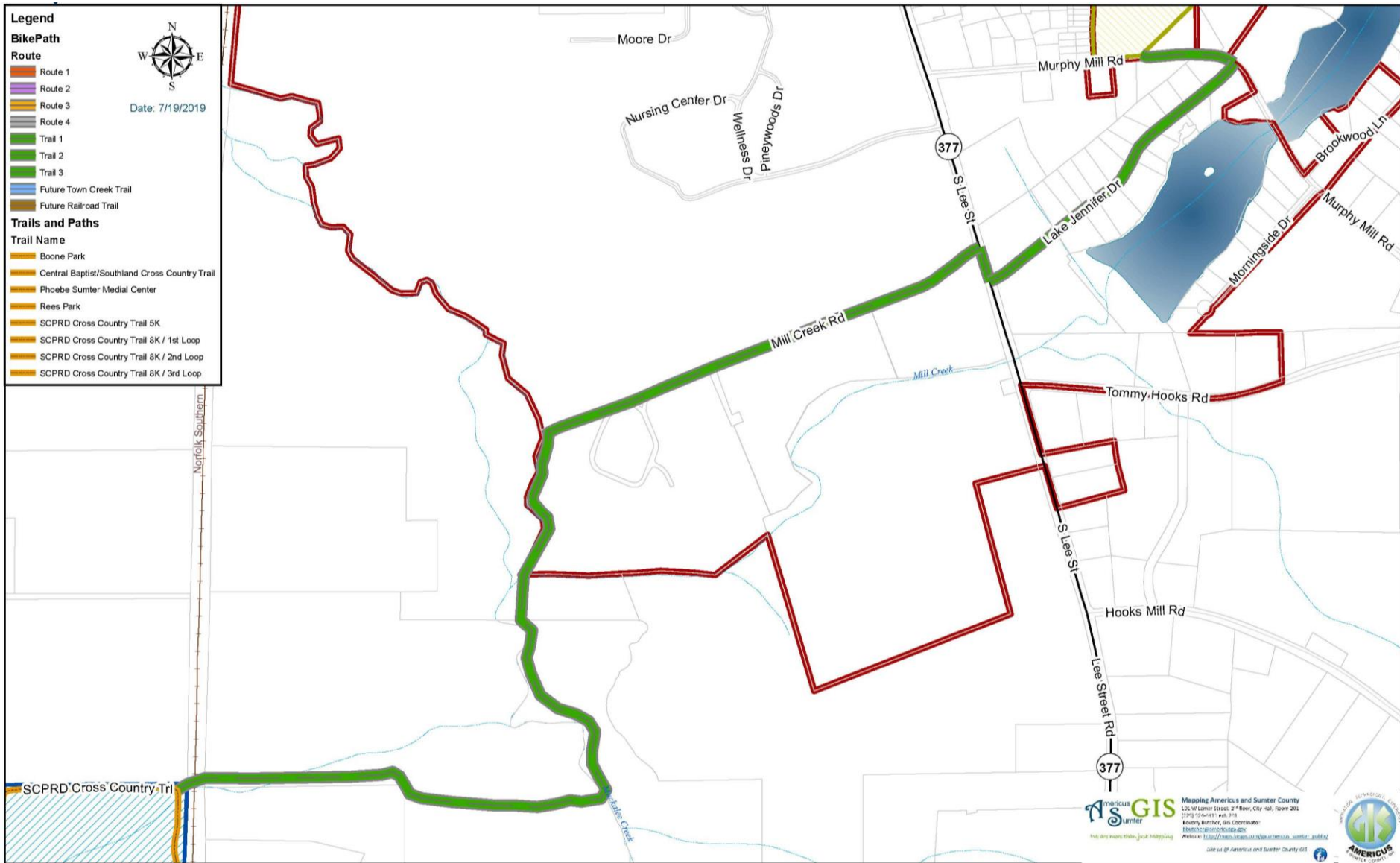


Rails to Trails Conversion – to Columbus & points north



Town Creek Nature Trail

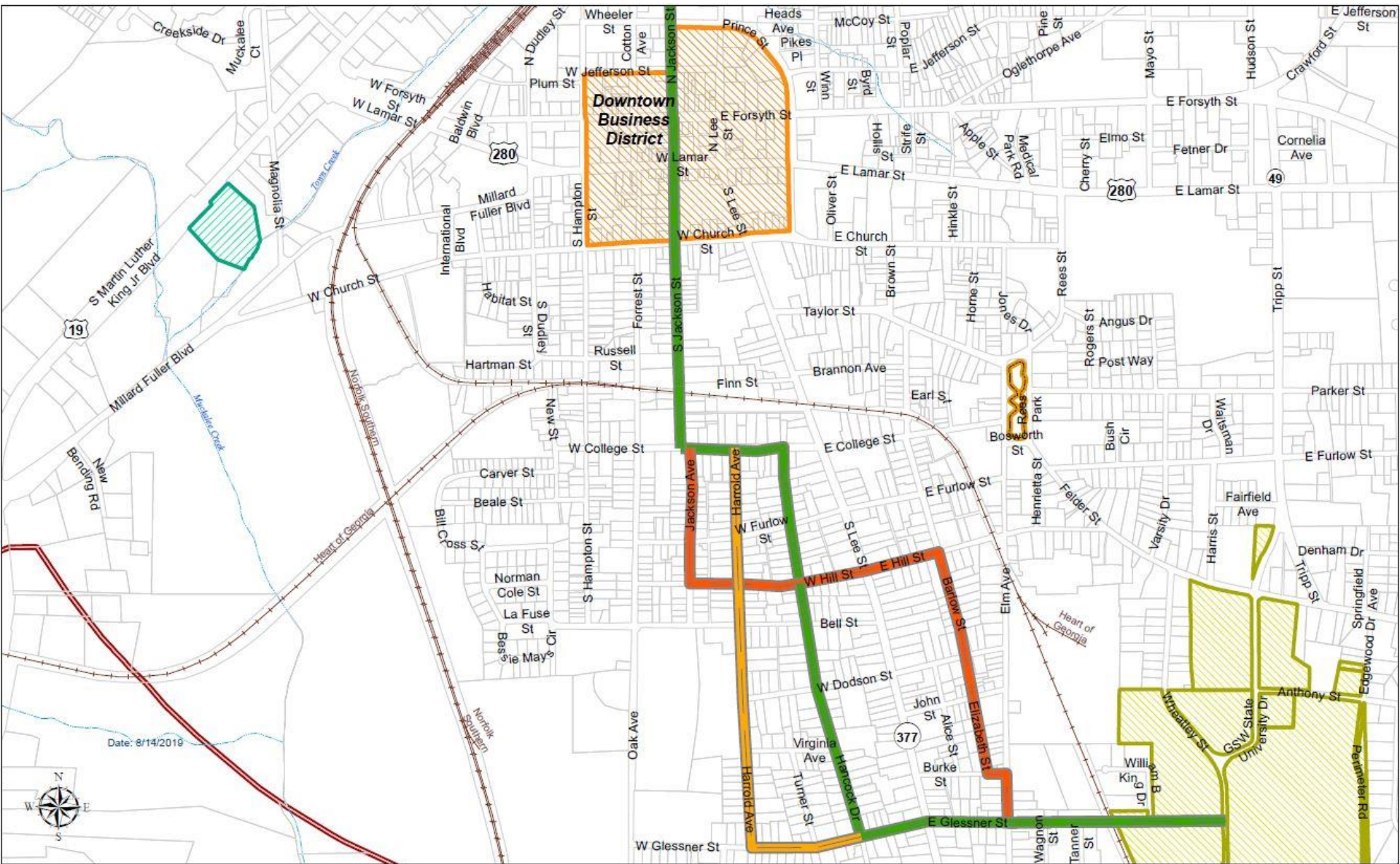




Mill Creek – SCPRD Nature Trail



Shared Road Markings



GSW to Downtown Connection



GSW to Downtown Connection



GSW to Downtown Connection



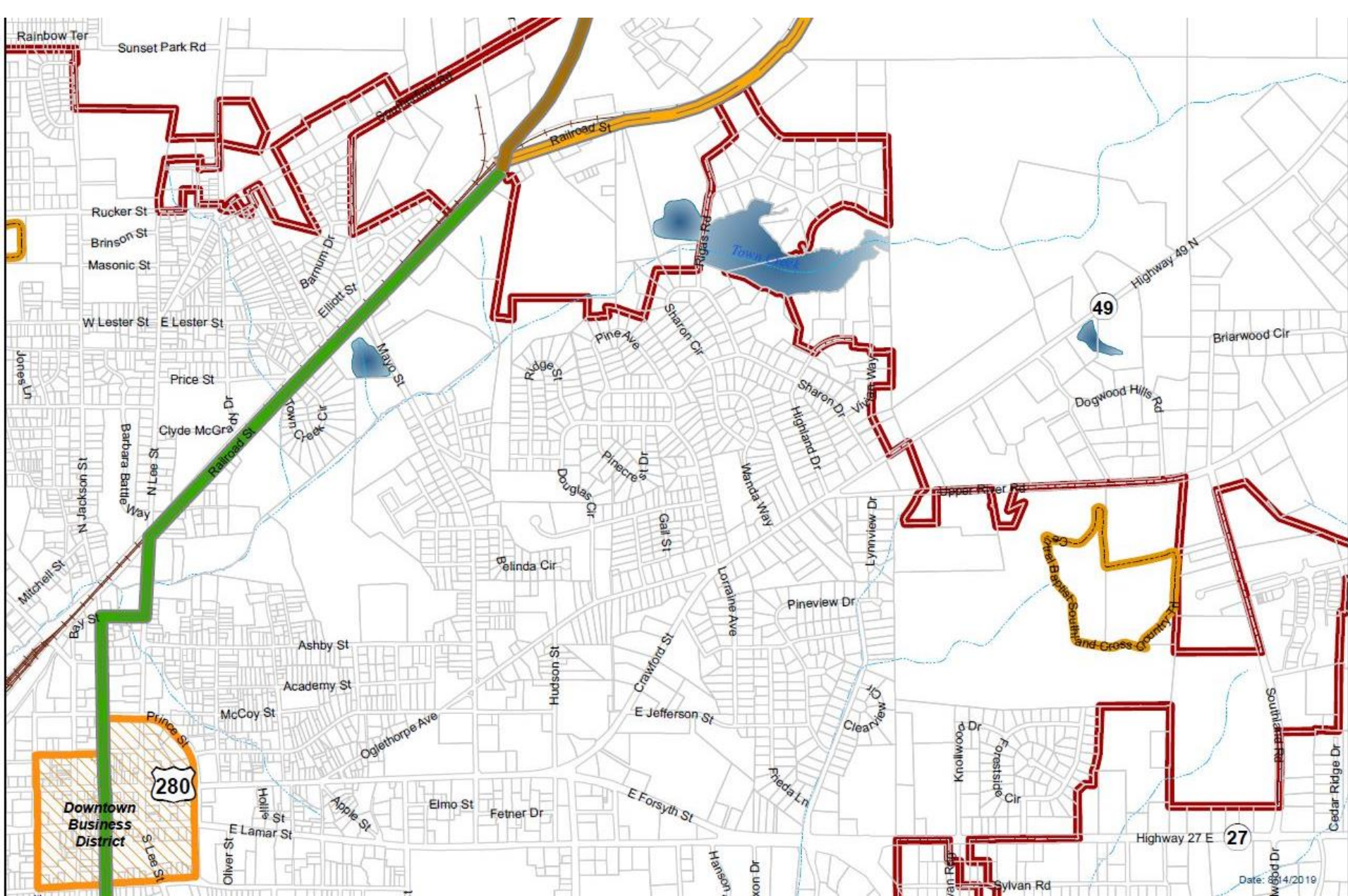
GSW to Downtown Connection



GSW to Downtown Connection



GSW to Downtown Connection



SGTC / ASCHS to Downtown Connection (southern part)





SGTC / ASCHS to Downtown Connection (southern part)



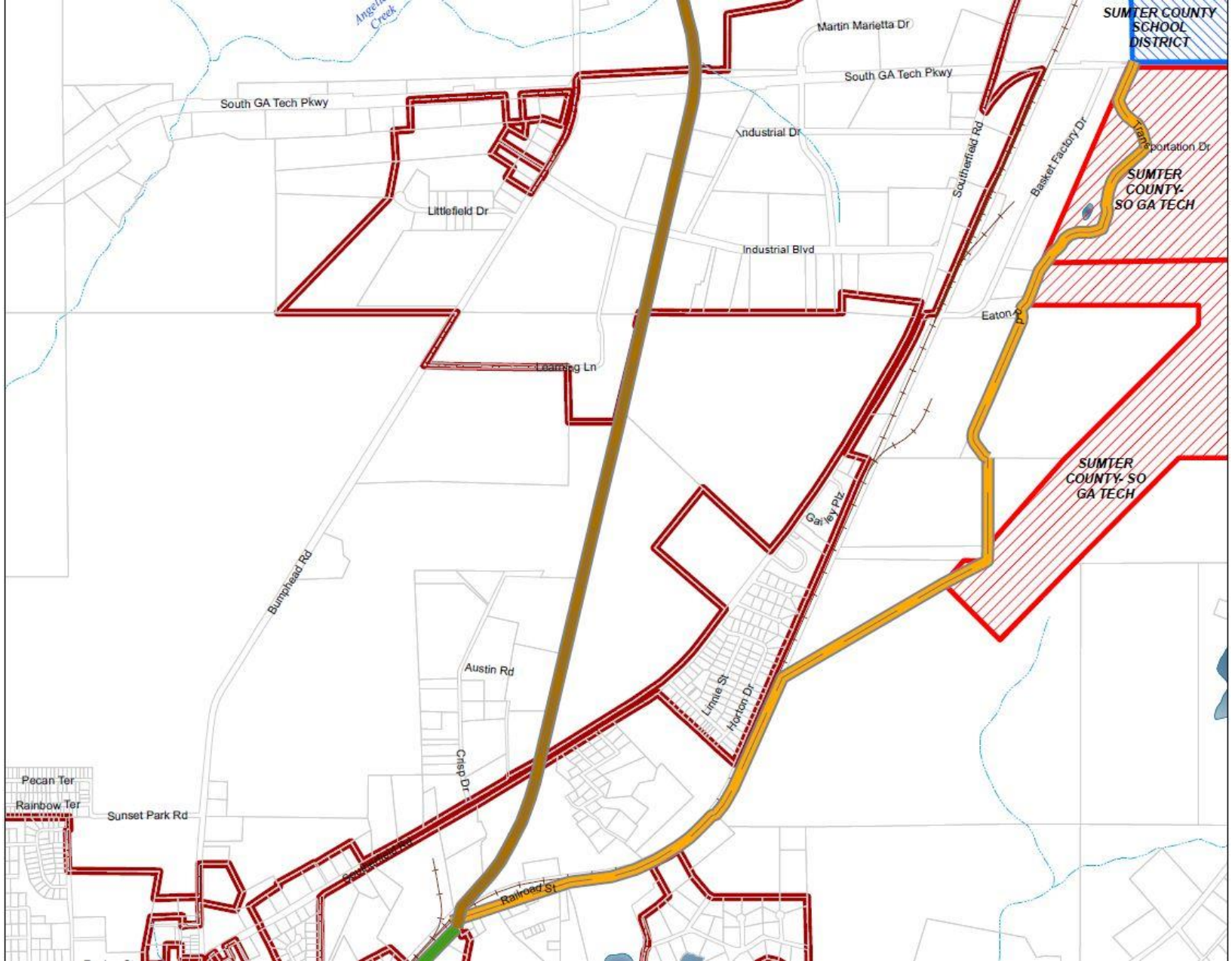
SGTC / ASCHS to Downtown Connection (southern part)



SGTC / ASCHS to Downtown Connection (southern part)



SGTC / ASCHS to Downtown Connection (southern part)



SGTC / ASCHS to Downtown Connection (northern part)



SGTC / ASCHS to Downtown Connection (northern part)



SGTC / ASCHS to Downtown Connection (northern part)



SGTC / ASCHS to Downtown Connection (northern part)



GOAL – connecting schools to downtown

What's Next?



ALTA Planning + Design

Alta Planning + Design is North America's leading consulting firm dedicated to enabling mobility, fostering livability, and empowering communities towards healthy, active lifestyles. They are continued advancement of sustainable transportation that stretches beyond moving people and freight to addressing environmental sustainability, public health, economics, and congestion. They meaningfully engage with clients, stakeholders, and the public from concept to implementation, creating functional, human-centered places.

Alta Planning + Design submitted a proposal to work with the City of Americus in July 2018. The plan will provide a blueprint for active transportation and recreation rooted in best practices and based on feasible outcomes.

The proposal includes six tasks, with the analysis and recommendations sections split into two parts – one focused on trails and greenways, and the other focused on on-street bicycle routes.

The two parts will combine into one comprehensive network for biking and walking in Americus. Our team believes a coordinated approach will lead to an efficient process and beneficial outcomes for Americus' quality of life.

The scope focuses on several key outcomes including:

- A vision for a seamless, interconnected network of trails and complete streets
- Increased downtown vibrancy and larger numbers of residents and employees taking trips by walking or biking
- An approachable, easy-to-use plan for implementation