

## **APPENDIX B**

**Northwest Georgia Regional Bicycle/Pedestrian  
Plan Advisory Committee Meeting  
Calhoun Depot March 9, 2004  
1:30 – 3:30 p.m.**

**Minutes**

**Attendance:**

Tim Jones	City of Cartersville
Peggy Moore	Coosa Valley Cycling Assn.
Joey Davidson	Rome-Floyd MPO
Butch Sanders	City of Dalton
William Dean Clemmer	Coosa Valley RDC
Dick Barnes	Murray County
Buddy Harrison	Polk School District
Joe W. Davis	Murray County Schools
Norman Pope	Pickens County
Leamon Scott	Georgia DCA
Karen V. Rhodes	Chatt.Hamilton W. GA Trans. Plng. Org.
Houston Suggs	Bartow County Parks & Recreation
Joe Anderson	PIC GRITS
Jerry Sanford	City of Chatsworth
Doug Cabe	Limestone Valley RC&D
Billy Nicholson	CVCA
Matt Claypool	Fannin County
Mark Henson	Fannin County
Gail Woodall	Pickens County Board of Education
Alan Little	Bike Pedestrian
Brad Jones	JJG
Brett Buchanan	Paulding County Dept. of Transportation
Diane Smith	NWGA Public Health
William Moll	Georgia Bikes NW GA Board Member
Jennifer Morrer	North Georgia Health District
Al Hoyle	City of Ellijay
Eddie Peterson	City of Calhoun
Shane Adams	Dalton High School, Dalton Area Bicycle Club
George Pullen	Rome
Kathie Disney	Summerville
Larry Vanden Bosch	North Georgia Regional Development Center
Karl Kreis	North Georgia Regional Development Center
David Kenemer	Coosa Valley Regional Development Center
Ken Weatherman	Professor of Physical Education Floyd
W.P. (Bill) Marshall	Economic Developer GEDA

## **I. Introductions**

**Larry Vanden Bosch**

The meeting was called to order by Larry Vanden Bosch, he welcomed those present. Mr. Vanden Bosch then asked everyone to introduce themselves and identify the organization they represent.

## **II. Explanation of Study Purpose**

**Larry Vanden Bosch**

Mr. Vanden Bosch outlined the purpose of the study. He stated that both North Georgia RDC and Coosa Valley RDC were under contract with GDOT to produce a SDR 1 Regional Transportation Plan over the next eighteen months. Then he explained how the SDR 1 Regional Transportation Plan would be combined with all other region throughout the state to develop a new statewide Transportation Plan. Finally he thanked the Advisory Committee for their commitment to assist the study process.

## **III. Outline of Schedule**

**Larry Vanden Bosch**

Mr. Vanden Bosch next presented the schedule of the Bike and Pedestrian Plan over the next eighteen months.

## **IV. Presentations of Current Inventory**

**Karl Kreis**

Karl Kreis reported on North Georgia's existing Bicycle and Pedestrian Plans while the PAC reviewed the spreadsheet of existing bike and pedestrian plans for the region. He started by identifying the GDOT State Bicycle Routes by showing on the map where they traveled through the region. He also reported that Dalton/Whitfield County has developed two plans, one of which they are currently trying to implement. Fannin County has proposed two extensions to the GDOT State Bicycle Routes to include Fannin County and its Cities.

Lastly, he reported on several TE applications that were either funded or proposed. The only one currently funded is a bike trail in Murray County. Six others are currently pending and will find out whether they are funded in May.

## **David Kenemer**

Next David Kenemer presented Coosa Valley's Inventory of Bicycle and Pedestrian Plans, which included: Statewide Bicycle Plan, Trails Plan for the Coosa Valley Area, Chattanooga Urban Area Bicycle Facilities Master Plan, and Cedartown Master Plan Community Enhancement and Transportation Study.

An Inventory of Bicycle and Pedestrian Maps were also presented, which included: Georgia Bicycle Map, Trails Plan for the Coosa Valley Area, Chattanooga Urban Area Bicycle Facilities, Cedartown Master Plan Map, Rome Trail System, City of Ringgold Pedestrian Facilities Master Plan.

### **V. Discussion of: Strengths, Weaknesses, Opportunities, and Concerns**

**Larry Vanden Bosch  
Karl Kreis  
David Kenemer  
Dean Clemmer**

The group was then divided into four subgroups each lead by a member of one of the RDC's. The subgroups discussed and debated their "Likes and Dislikes" about the current bike and pedestrian system.

### **VI. Formation of Needs List**

**Larry Vanden Bosch**

The group was brought back together and discussed as a whole what was discussed in the subgroups. Through this discussion a "Needs List" was created. After all the topic we added to the "Needs List" the Advisory Committee members were giving four red dots and asked them by placement of the dots to assign preference to any of the specific need or needs on the list.

### **VII. Conclusion**

**Larry Vanden Bosch**

As time was running short Mr. Vanden Bosch concluded the meeting.

**Northwest Georgia Regional Bike and Pedestrian Plan**  
**Planning Advisory Committee Meeting**  
**February 23, 2005 Meeting**  
**1:30 p.m.**  
**NGRDC Offices, Dalton, GA**

**Attendees:** Matt Claypool, Fannin County; Norman Pope, Pickens County Planning; Heather Porter, North Georgia Regional Health District; Bill Allen, North Georgia RDC; Karl Kreis, North Georgia RDC; Larry Vanden Bosch, North Georgia RDC.

Larry Vanden Bosch with North Georgia RDC opening the meeting and briefly updated attendees on the status of the plan. He reported that this meeting will focus on the implementation of the plan. He also brought to attention of the PAC members maps of recommended bicycle routes for each county, proposed sidewalk maps for each city, and a regional bike route map all of which were posted on the walls of the meeting room. Most PAC members reviewed each of the maps before the meeting started. Larry first decided to discuss the goals, objectives, and strategies for the plan, which were distributed before the meeting. He stated that the recommended changes which came out of the last PAC meeting were incorporated into this version of the goals, objectives, and strategies. He then reviewed the goals one at a time before discussing the maps. Comments were made by various PAC members about the maps and written goals, objectives, and strategies. Highlights of these comments are as follows.

Norman Pope reported that the area bicyclist in Pickens County are not in favor of bike lanes in the rural areas. Larry said that bike routes should at least have widened shoulders and "Share the Road" or some other signage. Bill Allen said that bike lanes are best in more urban areas to give both the bicyclist and motorist adequate room for travel. Norman also wanted to see State Route 136 to State Route 411 become a bicycle route because of its scenic value.

Norman stated that he would like to see developers required to install sidewalks in developments. Larry pointed out that this is currently in the plan. Larry reported that in the maps he added sidewalks within a 1/2 mile radius around each school. He said that even if there is not much development there now that there likely will be in the future. Larry also felt (and read) that people were not willing to walk any further than 1/2 mile to school.

Matt Claypool, Bill Allen, and Norman brought up the issue of safety while walking. Bill and Norman felt we need more crosswalks on the busy streets and Matt thought we needed more pedestrian bridges across highways. Larry said one way to make walking safer and a more appealing option is to look at mixing land uses and reducing the size of parking lots.

Karl Kreis asked about how walking and biking could be promoted. Heather Porter mentioned that their office is promoting walking in loops around local shopping centers and malls. She continued that people are feeling more comfortable walking in this setting. She also mentioned that Family Connection would be a good source to promote walking as exercise in the region. Heather also mentioned that Georgia-on-the-Move is a new program that has application for the region. She also stated that she would like to see a Walk-to-Work day in the region. Matt said programs like Walk-A-Thon are good at promoting walking.

Larry said the plan will encourage sidewalk improvements and repairs within the region. Bill Allen reported that multi-use trails are a good way to link biking and walking facilities.

**Northwest Georgia Regional Bike and Pedestrian Plan**  
**Second Public Hearing**  
**March 24, 2005 at 6 p.m.**  
**North Georgia RDC, Dalton, GA**

**Attendees:** Hallie Schodowsky, Chatsworth Times; Joel Clyde Brothers, Murray County Resident; Sue Brothers, Murray County Resident; Joe Davis, City of Eton Schools; Karl Kreis, North Georgia RDC; Larry Vanden Bosch, North Georgia RDC; Heather Porter, North Georgia Regional Health District.

Larry Vanden Bosch with North Georgia RDC opening the hearing. He gave background to the RDC's involvement in the bike and pedestrian planning process. He explained that this was the second public hearing and that the first one was on the goals and objectives of the plan and this one was implementation strategies.

He started a powerpoint presentation on the bike and pedestrian plan. The presentation included background for the plan and some of the actions North Georgia would have to take to become a bicycle and pedestrian friendly region. This section included developing safe facilities, convenient access between residential areas and activity centers, education, infrastructure that encourages biking and walking, enforcement of traffic rules, and funding for effective implementation. Mr. Vanden Bosch also discussed the bicycle and pedestrian planning process and the results of the Planning Advisory Committee (PAC) meetings. He went over the goals, objectives, and implementation strategies with the attendees. He showed the existing conditions and bike facilities in the region. He finished by displaying and reviewing the bike routes and sidewalk recommendations both on a regional scale and county (bike) and city (sidewalk) level.

Most of the attendees were interested in Murray County. Joel Brothers of the City of Chatsworth in Murray County said he was interested in bicycling as a transportation mode for personal and business reasons. He said bicycling is his main form of transportation. He reported he was happy about this initiative and agreed with most of the routes and recommendation. He did say that some of the roads listed as Murray County bike routes are currently dangerous to travel without adding facilities but said he uses many of these routes because they are the best ways for him to get around. He continued by relating stories of motorists forcing him off the road and feels education and planning is important to combating these situations. He was also happy with the amount of roads being designated as bike routes in Murray and Whitfield counties. He was pleased that a multi-use path being proposed on the by-pass (US 76 and 41) in Whitfield County. He said he finds it very difficult to bicycle this by-pass.

Sue Brothers of the City of Chatsworth in Murray County said there needs to be a sidewalk from the City of Chatsworth to the City of Eton on State Route 411. She said she sees people walking that route everyday on her way to work and she feels it is very dangerous for these individuals without these sidewalks. Larry said that he would investigate adding that segment to the plan.

**NGRDC JOINT REGIONAL BIKE AND PEDESTRIAN PLAN  
ADVISORY COMMITTEE**

The Joint Regional Bike and Pedestrian Plan Advisory Committee members are elected officials, other city and county officials, citizens, bicycle dealers, bike and pedestrian advocates, school officials, and public health officials. This committee will formulate goals, objectives, and strategies for expanding and enhancing biking and pedestrian activities in the region. The North Georgia RDC Bike and Pedestrian Planning Advisory Committee members will work in conjunction with the Bike and Pedestrian Planning Advisory Committee members from Coosa Valley RDC to formulate a 15 county Regional Bike and Pedestrian Plan for the Georgia Department of Transportation.

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Staff Liaison: Larry Vanden Bosch, Director, Community and Economic Development Services

**Northwest Georgia Regional Bike and Pedestrian Plan  
Planning Advisory Committee Meeting  
April 21, 2004 Meeting  
1:30 p.m.  
Calhoun Depot, Calhoun, GA**

**Attendees:** Dick Barnes, Murray County; Philip Pugliese, Chattanooga Bicycle Task Force; Peggy Moore, Coosa Valley Cycling Association; David Howerin, Coosa Valley RDC; Karen Wetherington, NWGA PH; Leslie Nelson, USDA-NRCS Rolling Hills RC&D; Joe Davis, Murray County Schools; Billy Nicholson, CVCA; Bill Moll, Bike Georgia; Karl Kreis, North Ga RDC; Gail Woodall, Pickens County BOE; Matt Claypool, Fannin County; Tim Jones, City of Cartersville; Kathleen Disney, Chattooga County; George Pullen, City of Rome; Ken Weatherman, Floyd College; Larry Vanden Bosch, North Ga RDC; David Kenemer, Coosa Valley RDC.

Larry Vanden Bosch with North Georgia RDC opening the meeting. Minutes from the meeting on March 9, 2004 were reviewed and no changes were suggested. He then moved discussion to the [Likes/Dislikes List] and the [Needs List] (see attached). There were no suggested changes to either list.

Discussion turned to the draft Goals and Objectives, which were distributed before the meeting to the PAC members for review. Larry explained that staff took the needs list which was developed through the last PAC meeting and converted the needs into goals, objectives, and strategies depending on where the need fit best. He continued, that on the draft goals and objective list, the last column showed the numbered need that either the goal, objective, or strategy was based on (see draft Goals and Objectives). On the list were three goals that were reviewed with the PAC.

**Goal 1: Provide a regional system of bicycling and pedestrian facilities that is safe, convenient and accessible for all users.**

Larry asked if a goal of this plan should be to link urban centers throughout the region. Many agreed but some added this should be done more through use of secondary roads than State highways which is currently being done by the designations of state bike routes. Many agreed that maybe we should try to connect urban centers to the current state bike routes as stated in objective 1.1. A comment was made to also have strategies 1.1(b) under objective 1.2, as well as, objective 1.1. This strategy deals with the use of abandon rail tracks. Objective 1.2 is linking residential areas to different services (like commercial center). A comment was made to use utility easements for trails, other disagreed. Many agreed that urban center should be required to have sidewalks and especially new subdivisions.

As far as safe routes to school - strategy 1.2b: all agreed that special provisions need to be made to get children to school in mountainous regions. They thought that schools and residential areas need to be linked by greenways or something away from the roads. Here many thought it is necessary to have an urban/rural distinction when deciding alternatives to get children safely to school. Many agreed that communities should be required to provide safe routes to school. Larry stated this could be done through proper planning. He also reported that federal funds should become available for safe routes to school (Safe TE 21).

Objective 1.3 (safety): A member said that training could be provided by the League of American Bicyclists. Others thought that police officers needed training on biking rules.

**Goal 2: Promote and encourage bicycling and pedestrian travel as viable forms of transportation, as healthy forms of exercise, and as a positive benefit to the environment.**

An idea was introduced by a PAC member to develop organizations for walking like walking clubs. Some reported that there are no current walking clubs but many people walk in malls but are not organized. Under strategy 2.1(c) the question arose who should promote local and regional events. Someone said that health district often promote events.

**Goal 3: Promote coordinated and continuous bicycle and pedestrian planning and development at the regional and local levels.**

Larry reported that there is a lack of bike and pedestrian planning at the local level. Some thought there needed to be pressure from local advocacy groups to get local officials to do bike and pedestrian planning. One member wanted another strategy added to objective 3.1 to include bike and pedestrian planning into all comprehensive planning. All seemed to agreed, if it is not part of comprehensive planning than it is not likely going to happen. Larry responded by stating that DCA has already added a section on bike and pedestrian planning to the transportation element of the minimum planning standards. One member reported that there needs to be more GDOT staff in the region promoting bike and pedestrian planning. Others thought GDOT could get the RDCs to fill these roles. Under objective 3.2 a member said that all transportation projects are suppose to include bike and pedestrian elements so that does not needed to be stated. Under strategy 3.2(a) a member said it should be expand to include bus service and possible other areas into bike and pedestrian planning. Under the funding objective 3.3, someone mentioned the idea of user fees. Some agreed this could be done but also events to raise money should also be done. Many reported that there needs to be incentives for local governments for bike and pedestrian planning. They thought this could be money or this could be awards from state agencies for quality planning and projects.

Larry informed the PAC that a public meeting needs to do done soon to get input on the goals and objectives. It was decided it should be conducted in mid to late May. Many thought it should to be promoted well in newspaper, radio, and flyers in bike shops.

**Northwest Georgia Regional Bike and Pedestrian Plan**  
**First Public Hearing**  
**June 1, 2004 at 6 p.m.**  
**North Georgia RDC, Dalton, GA**

**Attendees:** Janet Cochran, Dalton CVB; Karl Kreis, North Ga RDC; Larry Vanden Bosch, North Ga RDC; Gennie Dasinger; John Paul Bledsoe, Whitfield County; Ruth Gordon, Dalton Area Bike Club (DABC); Mike Furgerson, DABC; Jeannette Alexander, DABC; Scott Carroll, DABC; Alan Little, DABC; Shane Adams, DABC; James S. Tankowitz, DABC; Kellie McBee, DABC; Don Wright, DABC; Rodney Kendrick; Ross Fox, Dalton Bicycles; Bradley Arnold, Whitfield County; Margaret Zeisig.

Larry Vanden Bosch with North Georgia RDC opening the hearing. He gave background to the RDC's involvement in the bike and pedestrian planning process. He then began discussing the results of the Planning Advisory Committee (PAC) meetings. He referred everyone to the draft Goals and Objectives, which were distributed before the meeting for the attendees to review. Larry explained that a needs list which was developed through the PAC meetings and were converted into goals, objectives, and strategies depending on where the need fit best. On the list were three goals that were reviewed with the PAC.

Larry explained that the first goal states, "(to) Provide a regional system of bicycling and pedestrian facilities that is safe, convenient and accessible for all users." Objectives to accomplish this goal are to develop a system of bicycle routes that will connect the region's major urban centers to the State bicycle routes; develop a system of bicycle and pedestrian facilities within local jurisdictions that will link residential areas with commercial areas, employment areas, educational centers, and cultural and recreational resources; and support the enforcement and training of regulations that ensure safety, operation and proper use of the bicycle and pedestrian system. The second goal states, "(to) Promote and encourage bicycling and pedestrian travel as viable forms of transportation, as healthy forms of exercise, and as a positive benefit to the environment." Thus far the objective to accomplish this goal are to establish a regional educational and marketing program that promotes the public health, economic development and environmental benefits of bicycling and walking. The third goal is "(to) Promote coordinated and continuous bicycle and pedestrian planning and development at the regional and local levels." The objectives for this goal are to encourage and provide assistance to local governments to prepare local plans that assess local bicycle and pedestrian needs, and establish new bike and pedestrian facilities where needed or desired; establish policies that require the incorporation of bicycle and pedestrian design elements in all transportation projects that are identified as part of a local or regional bicycle or pedestrian route; and provide adequate funding for project development and maintaining high quality regional and local bicycle and pedestrian systems.

There was very little feedback from attendees on the goals themselves. The attendees for the most part liked and agreed with the goals and objectives. Many expressed that urban centers should be linked with bike and pedestrian routes and that more secondary roads should be used for bike routes. Brad Arnold mentioned that requiring developers to put sidewalks in subdivision had been tried and regretted.

Most attendees were more interested in the implementation of the goals and objectives. Larry reported on some of the recommended strategies to implement the goals and objectives, which were listed on the handouts. He reported implementation strategies will be developed further at the next PAC meeting and at the next set of public hearings. However, that did not deter the biking community from starting some discussion on implementation strategies. Many reported (especially DABC members) wanting “Share the Road – It’s the Law” signs placed along routes of high bike traffic and increasing the education to the public about vehicular - biking safety. Shane Adam felt without such signs that somebody will get killed on Waring Road in Whitfield County. This route is heavily used by the club members. Many thought that bike lanes were not as important as properly maintained roads. There were a few Whitfield County staff in attendance who appreciated the input. The bike club was given Whitfield County road maps to record areas of high biking traffic to possibly include in the final plan.

An area resident Margaret Zeisig expressed concerns about the lack of pedestrian crosswalks across Walnut Street in Dalton, especially where it crosses Thornton Avenue.