

CHAPTER SIX – IMPLEMENTATION

The implementation of the recommended bicycle and pedestrian systems, and encouragement of their use, is a responsibility that will be shared by all government agencies and jurisdictions in the region, as well as many community organizations. Implementation will rely not only upon the development of good facility plans, but commitment at each level of government to support funding for good bicycle and pedestrian projects. This will include support to raise new revenues for projects and programs. Whereas each agency has a different level of responsibility for building capital facilities, the implementation of public education, and encouragement of developing programs is a responsibility that needs to be shared among all agencies including the North Georgia RDC.

Local Cities and Counties

Because the development of bicycle and pedestrian projects and programs occurs mainly at the city and county levels, local jurisdictions hold the greatest share of responsibility for implementing bicycle and pedestrian networks recommended in this plan. Aside from several key state segments, the region's non-motorized travel system consists almost entirely of local pedestrian and bicycle improvements. Therefore, the implementation of the system is highly dependent upon cities and counties to adopt the plan and to program projects into local capital improvement programs. Law enforcement agencies within city and county governments have primary responsibility for implementing enforcement programs.

North Georgia Regional Development Center

The North Georgia RDC was tasked with the development of this plan and will be available to assist with its implementation. The RDC works for the local governments and can help them incorporate the recommendations of this plan into the local government's long range planning and short term work programs. With continued funding, the RDC can also effectively implement safety and education strategies and work with governments to make local regulations more bicycle and pedestrian friendly.

State of Georgia Department of Transportation (GDOT)

This plan is being funded by GDOT and they have shown increased commitment to enhancing bicycle and pedestrian modes of transportation throughout the State. The State bike routes are a key to the recommended bike routes of this plan. Per one of the objectives, bike routes of this plan were developed to link to the State bike route system. It is very important for the implementation of this plan that these State bike routes be implemented. Furthermore, many state roadways and highways are identified in city sidewalks and county bike route recommendations being in need of bicycle and pedestrian development and improvements. When developing state transportation projects, the State of Georgia Department of Transportation will be a key player in developing regional bicycle and pedestrian systems.

Private Developers

Private developers are responsible for providing bicycle and pedestrian access in new developments. Their level of responsibility depends on each jurisdiction's codes and permitting requirements, which vary among municipalities. Developers are also responsible for providing supporting amenities at the workplace, such as bicycle parking, lockers, showers and changing rooms.

Non-Profit Organizations

A key element of this plan is the education of the general public and public officials about the important role biking and walking play in the region, and encouraging increased levels of biking and walking. Agencies such as the North Georgia Health District and local bicycle clubs and organizations can have a strong role in implementing these education and encouragement programs. Non-profit organizations and clubs also can work collaboratively with public agencies during the design and implementation of specific bicycle and pedestrian projects.

Funding

There are a variety of potential funding sources including local, state, regional, and federal funding programs that can be used to construct the proposed bicycle and pedestrian improvements. Many of the federal, state, and regional programs are competitive, and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits. Most of the funding for bicycle and pedestrian improvements has come from federal Transportation Enhancement (TE) grants. This will continue to be a major source of funding. However, for real strides to be made in improving bike and pedestrian travel in the region more local money will need to be put into projects.

Implementation Strategies

The previous chapter outlined suggested bike and pedestrian routes for each county. Chapter three on goals, objectives, and strategies also listed implementation or planning strategies that would help achieve the goal and objectives of the plan. The following table takes that a step further. For each implementation strategy, the following table identifies the agencies who would have some responsibility for its implementation, the expected time frame for activities to occur, and the potential funding sources that could be used for the strategy's implementation.

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Goal 1: 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 and community.

Objective	Implementation Strategy	SFY 2005	SFY 2006	SFY 2007	SFY 2008	SFY 2009	Responsibility	Funding Source
1.1. Establish a regional educational and marketing program that promotes the public health, economic development and environmental benefits of bicycling and walking.	A. Work with regional health organizations, school systems, local bicycle clubs and other agencies to develop and distribute written, graphic and other materials citing the benefits of bicycling and walking.	X	X	X	X	X	RDC, NGa Health District (NKGHD), local schools and clubs.	State, local govts
	B. Work with local governments, local bicycle clubs, and other agencies to develop and distribute written, graphic and other materials highlighting the rules of road regarding bike and pedestrian issues, safe walking and biking practices, and where to find out about existing routes and facilities. All educational materials need to be in multiple languages.	X	X	X	X	X	RDC, NGHD, state and local govts, local schools and clubs.	State, local govts
	C. Organize and promote regional and local events such as National Bike Month, Bike to Work Week, and Walk to School Day.	X	X	X	X	X	RDC, NGHD, state and local govts, local schools and clubs.	State, local govts

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Goal 2: Provide a regional system of bicycling and pedestrian facilities that is safe, convenient and accessible for all users.

Objective	Implementation Strategy	SFY 2005	SFY 2006	SFY 2007	SFY 2008	SFY 2009	Responsibility	Funding Source
2.1. Develop a system of bicycle routes that will connect the region's major urban centers to the State bicycle routes.	A. Assist local governments with implementation of proposed routes contained in the Regional Bike and Pedestrian Facilities Plan.	X	X	X	X	X	RDC, GDOT, local govts.	State, local govts
	B. Once routes have been approved by local governments, install signs and publish regional maps and pamphlets indicating route locations.	X	X	X	X	X	State and local govts.	Federal, State, local govts
2.2. 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.	A. Assist local governments with implementation of proposed bicycle routes and sidewalk facilities contained in the Regional Bike and Pedestrian Facilities Plan.	X	X	X	X	X	RDC, GDOT, local govts, local schools and clubs.	State, local govts
	B. Encourage and assist local governments in developing regulations requiring developers to install sidewalks along new streets that are developed in the region's urban areas.	X	X	X	X	X	RDC, local govts.	State, local govts
	C. Encourage and assist local governments in providing support facilities such as bicycle parking and storage, lighting, signing, pavement marking, benches and other rest areas to increase the utility and safety of the bicycle and pedestrian system.	X	X	X	X	X	RDC, state and local govts, local schools and clubs.	State, local govts
	D. Encourage and assist local governments in establishing maintenance standards and programs that ensure safe and usable bicycle and pedestrian facilities.	X	X	X	X	X	RDC, state and local govts, local clubs.	State, local govts

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Objective	Implementation Strategy	SFY 2005	SFY 2006	SFY 2007	SFY 2008	SFY 2009	Responsibility	Funding Source
2.3. Support education, training and enforcement of regulations to ensure safe and proper use of the bicycle and pedestrian system.	A. Assist local organizations and bicycle and pedestrian interest groups to conduct regular training and safety education programs.	X	X	X	X	X	RDC, NGHD, local govts, local schools and clubs.	State, local govts
	B. Utilize organizations such as the League of American Bicyclists to conduct training sessions on bike safety to the public	X	X	X	X	X	RDC, NGHD, local govts, local schools and clubs.	State, local govts
	C. Educate local officials and enforcement officers on biking rules and safety issues.	X	X	X	X	X	RDC, local govts, local schools and clubs.	State, local govts
	D. Encourage local governments to install “Share the Road- It’s the Law” signs on key routes in each county and communities.	X	X	X	X	X	RDC, local govts, local schools and clubs.	State, local govts

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

Objective	Implementation Strategy	SFY 2005	SFY 2006	SFY 2007	SFY 2008	SFY 2009	Responsibility	Funding Source
3.1. Continually assess local bicycle and pedestrian needs, and establish new bike and pedestrian facilities where needed or desired.	A. Assist local governments in developing and /or revising local and regional plans as needed.	X	X	X	X	X	RDC, local govts.	Federal, state, local govts
	B. Coordinate the development of local bicycle and pedestrian plans to make maximum use of opportunities for joint development of facilities.	X	X	X	X	X	RDC, state and local govts,	Federal, state, local govts
3.2. 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.	A. Encourage and provide technical assistance to local governments for zoning, land use plans, subdivision regulations, roadway design changes, public transportation (bus service), and other similar areas to promote bicycle and pedestrian friendly development.	X	X	X	X	X	RDC, local govts.	Federal, state, local govts
3.3. Provide adequate funding for project development and maintaining high quality regional and local bicycle and pedestrian systems.	A. Identify federal and state grants and provide information to local governments.	X	X	X	X	X	RDC, state govt,	Federal, state, local govts
	B. Provide technical assistance to local governments concerning alternative financing mechanisms for bicycle and pedestrian facilities including local option sales tax programs, user fees for operations and maintenance of off-road facilities, and programs to encourage tax free contribution of funds and property.	X	X	X	X	X	RDC, state govt.	Federal, state, local govts
	C. Investigate the use of “user fees” to help pay for bike and pedestrian projects.	X	X	X	X	X	RDC, state and local govts.	Federal, state, local govts
	D. Encourage special events that raise money for bike and pedestrian projects.	X	X	X	X	X	RDC, state and local govts, local schools and clubs.	Federal, state, local govts

