

# BICYCLE PLAN

FOR THE

# CITY OF NASHVILLE, GEORGIA

July 22, 2019



*Prepared for the City of Nashville  
by the Southern Georgia Regional Commission*

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*This document is prepared in cooperation with the Georgia Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration.*

*Photos in this document were taken by Ariel Godwin unless otherwise noted.*

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## Introduction

In 2018, the opportunity arose for the Southern Georgia Regional Commission (SGRC) to prepare a Bicycle Plan for the City of Nashville, Georgia at no cost to the community. This plan was paid for using Federal Highway Administration funds provided through the Georgia Department of Transportation's annual contract with the Southern Georgia Regional Commission for pedestrian and bicycle planning activities.

This plan presents a range of recommendations for encouraging bicycling, improving bicycle connectivity, and ensuring bicycle safety, along with the associated economic and health benefits, in the City of Nashville.

## Planning Process

The process for developing this bicycle plan began with a series of internal meetings with key stakeholders, including the City Manager, City Clerk, City Attorney, Main Street Director, and a local bicycling advocate. Existing conditions were also surveyed through a series of field visits by SGRC staff.

## Types of Bicyclists

Many types of bicyclists exist. Some ride long distances at high speeds for recreational purposes. Others travel shorter distances, more slowly, for utilitarian purposes such as commuting or shopping. Some are children just beginning to navigate their neighborhood independently. People ride bicycles for enjoyment, for fitness, or because it is their only (or best available) transportation option. The intent of this planning effort is to plan for actions that will accommodate all the different bicyclist types in the City of Nashville.

## Types of Bicycle Facilities

This section includes an overview of bicycle facilities that may be appropriate for various locations in the City of Nashville. All the bicycle facility types in this section have been implemented in other communities, and illustrations are provided.

## Bicycle Lanes

Bicycle lanes, in their most basic form, are lanes striped for bicycle use on each side of a street, running in the same direction as motor vehicle traffic.

The recommended minimum width for a bicycle lane is 5 feet (per the standards in the American Association of State Highway and Transportation Officials [AASHTO] Guide for the Planning, Design, and Operation of Bicycle Facilities). Bicycle lanes should not be installed in the "door zone" where bicyclists may collide with the opening doors of parked cars.

Bicycle lanes are sometimes colored (usually green in the United States) to make them more noticeable.



Figure 1. A street with standard bicycle lanes in Valdosta, Georgia.



Figure 2. A bicycle lane with green striping and delineator posts in Tallahassee, Florida.

#### Protected or Buffered Bicycle Lanes

Protected bicycle lanes are similar to the basic bicycle lanes described above, except there is a buffer zone separating bicycle traffic from motor vehicle traffic.



Figure 3. A bicycle lane with a striped buffer in Hilliard, Ohio.



Figure 4. A bicycle lane buffered by striping and on-street parking in Columbus, Georgia.

#### Cycle Tracks (on-street two-way bicycle paths)

A cycle track is a two-way on-street bicycle path. It is typically separated from motor vehicle traffic by a buffer zone, which may consist of barriers, landscaping, and/or on-street car parking.



Figure 5. A cycle track with a striped buffer and delineator posts in New Orleans, Louisiana.

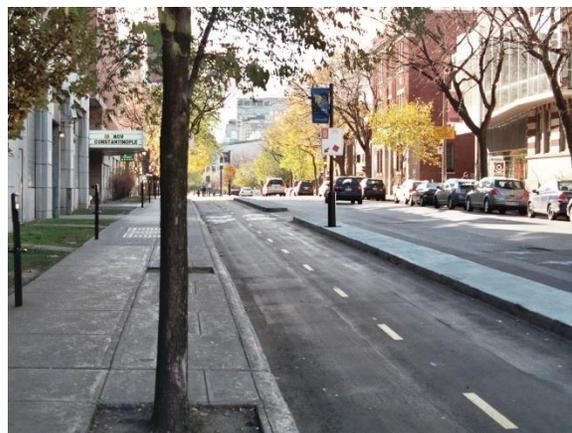


Figure 6. A cycle track with a concrete buffer in Montreal, Canada.

### Shared-use Paths

A share-use path is a two-way path, entirely separate from the street, intended to be shared by bicyclists, pedestrians, and other users (mobility aid users, children, dog walkers, skateboarders, etc.). Some shared-use paths are built along former railroads; these are often referred to as “rail trails.” Some shared-use paths are built alongside streams or rivers; these are often referred to as “greenways.”



Figure 7. The Four Freedoms Trail, a rail trail in Madison County, Florida.



Figure 8. The Azalea City Trail, a greenway trail in Valdosta, Georgia.

### Sharrows

Sharrows (from “share” + “arrow”), also known as shared-lane markings, serve as a reminder to motorists that bicyclists may use the street. They may also be helpful in reminding bicyclists to ride in the direction of traffic instead of against it. Sharrows are not recommended on roads with speed limits above 35 miles per hour.



Figure 9. Sharrow in Tifton, GA. Source: Valdosta-Lowndes MPO.



Figure 10. Sharrow in Tifton, GA. Source: Valdosta-Lowndes MPO.

## Overview of Existing Conditions

The City of Nashville has many qualities conducive to bicycling. With an estimated 2017 population of 4,826 (source: U.S. Census Bureau, American Community Survey), Nashville is a relatively small community with many destinations that are easily reachable by bicycle. A substantial portion of the city's streets follow a grid pattern, which allows bicyclists to select lower-traffic routes parallel to more heavily traveled streets.

### Designated Bicycle Routes

Currently designated on-street bicycle routes are shown on Map 4. These roads do not have any infrastructure specifically for bicycles.

Nashville is traversed from north to south by the recently designated U.S. Bicycle Route 15, which passes through the city via Nashville-Enigma Road, Dogwood Drive, and South Coffee Road. In addition, State Route 76 passing east-west through Nashville and State Route 125 on the northern side of the city are identified as recommended bicycle routes by the SGRC's "Bicycling Georgia Grown Trails 37 and 41 Map".

### Commute Data

According to the U.S. Census Bureau's most recent American Community Survey estimates (2017 five-year estimates), none of the workers in the City of Nashville commute by bicycle. However, these data only reflect workers' most commonly used mode of transportation for commuting, and do not include other trips (such as trips taken to school, shops, libraries, social visits, recreational activities, and other destinations, as well as purely recreational bicycle riding). Also, these estimates have a margin of error of +/- 2.5 percent. The number of people using bicycles for transportation is subject to change and fluctuation as people may shift their transportation mode depending on weather, fitness ambitions, convenience, spare time available, and many other factors.

It is also worth noting that an estimated 5 percent of workers in the City of Nashville walk to work. Given the right encouragement and infrastructure, some pedestrian commuters could potentially have the opportunity to switch to bicycling, thereby making their commutes significantly shorter due to the associated increase in speed.

According to the same Census dataset, an estimated 51 percent of workers who live in Nashville also work within the city. Given the city's small size, this indicates that many workers there have relatively short commutes and that the potential exists to encourage an increase in bicycling. Work trips aside, many key destinations in the city are also conveniently reachable by bicycle, including the historic Downtown area, the community's public library, and several government offices, parks, restaurants, churches, banks, and grocery stores.

## Households without Motor Vehicles

The American Community Survey estimates for 2017 also indicate that an estimated 18.9 percent of households in Nashville (375 out of 1,985 households) have no motor vehicle available. This includes an estimated 4.9 percent of workers in Nashville, who have no motor vehicle available for their commute. For people residing in these households, bicycling can ease the journey and reduce travel time to many necessary destinations, thereby increasing productivity and quality of life. Expanded mobility options can allow the lower-income residents of the city greater access to jobs and other resources. (An estimated 30.4 percent of residents live below the federal poverty level as of 2017).

## Traffic Volumes

According to traffic counts provided by the Georgia Department of Transportation, the most heavily traveled thoroughfare in the City of Nashville is US Route 129, the north-south route through the city, with an estimated 7,640 daily vehicles in 2016. State Route 125 on the west side of the city has average daily traffic (ADT) of 5,160, and Adel Road (State Route 76) has 6,010 vehicles ADT. Other high-traffic streets include East McPherson Avenue (State Route 168) on the east side, with an ADT of 4,370; and East Marion Avenue (State Route 76), with an ADT of 3,330.

## Crashes

Crashes for the five year period 2012 – 2016 (the most recent years for which data are currently available) are shown on Map 2. Nashville saw very few bicycle or pedestrian crashes during this time period, and no bicycle or pedestrian fatalities. Only one bicycle crash has been recorded, at the intersection of Adel Highway and Berrien Street.

## Coordination with Other Plans

The initial impetus for this bicycle plan came from the work program in the 2015 joint comprehensive plan for the City of Nashville, which called for the development of “a Bicycle Route Master Plan to facilitate alternative modes of transportation and healthier lifestyles” (p. 46). A new comprehensive plan update was underway at the same time that this bicycle plan was being developed. Both plans were developed with the assistance of SGRC staff, and efforts were coordinated to ensure consistency between the two plans.

The regional Southern Georgia Bicycle and Pedestrian Plan (p. 31) indicates a proposed state bicycle route going east-west through Nashville on State Route 76 (Adel Highway) and State Route 168 (East McPherson Avenue).

## Recommendations (Roads, Trails, and Other Infrastructure)

This section contains recommended bicycling infrastructure improvements (including designation of on-road bicycle routes) for the City of Nashville based on input from stakeholders and analysis by SGRC staff.

### Bicycle Facilities on Streets with Excess Width

While the City of Nashville has many narrow streets, there are also several streets with excess lane width. Typically, in urban or small-town areas, lanes 10 feet in width are optimal. Lanes more than 11 feet in width encourage higher driving speeds, thereby increasing crash frequency and severity. Excessively wide lanes also have higher costs associated with stormwater management, resurfacing, and other maintenance.

The following are some of the benefits to be gained by adding bicycle lanes on streets with excess width:

- Bicycling is accommodated and encouraged using existing pavement, without the need for road widening or construction of additional facilities.
- The reduction in available width for motor vehicle travel has the effect of lowering speed and therefore improving road safety. This creates a safer, more inviting environment for pedestrians and makes streets more pleasant for their residents.
- The cost of adding bicycle lanes is especially low when integrated into a street resurfacing project that is scheduled to occur regardless of other factors.

In order to identify streets with excess width that would be suitable for adding bicycle lanes, SGRC staff performed field visits, data collection, and GIS analysis that resulted in the production of a dataset of estimated total lane width for all the roads in the City of Nashville (see Map 5).

In many cases, shorter streets (1 to 2 blocks), especially in residential neighborhoods, do not need specific bicycle accommodations because traffic volumes and speeds are low enough that all types of bicyclists can comfortably use the existing street. Therefore, the recommended addition of bicycle facilities is restricted to those streets where such improvements are considered to be most needed and/or most beneficial. These include longer-running streets and streets that connect to specific destinations.

Bicycle facilities are recommended for the following streets (see Map 6):

- **Dogwood Drive (from State Route 125 to State Route 76).** This street has approximately 40 feet of pavement width, consisting of two 12-foot-wide travel lanes and 8-foot-wide on-street parking lanes on both sides. On-street parking is not heavily utilized. ADT is estimated at 1,690. For this street, reduction of on-street parking to one side and addition of a “cycle track” is recommended. The following benefits are anticipated:
  - The speed limit on Dogwood Drive is 30 miles per hour, but many motor vehicles travel faster due to the width of the street. Narrowing the street would slow traffic and improve safety.
  - On-street parking would separate bicycle traffic from motorized traffic, and the sidewalk on one side of the road would be buffered from motorized

traffic by the cycle track and parking, resulting in a more pleasant pedestrian environment.

- Reduction of underutilized on-street parking to one side of the street instead of both sides would result in a more efficient use of space.
- **Smith Avenue (from State Route 125 to North Coffee Road).** The total pavement width of this street is approximately 36 feet. On-street parking is minimally utilized. The street connects several residential areas to Berrien High School. The street is residential in character, and residents would benefit from slower traffic. 10-foot motor vehicle lanes and 6-foot bicycle lanes are recommended.



Figure 11. Dogwood Drive existing streetscape.



Figure 12. Rendering of Dogwood Drive with two-way cycle track.



Figure 13. Smith Avenue existing streetscape.



Figure 14. Rendering of Smith Avenue with bicycle lanes.

### Proposed Designated Bicycle Routes

Stakeholders expressed the desire for at least two new designated bicycle routes that would allow for riding in a loop, for approximately one hour. The following desired elements were mentioned:

- Utilization of Dogwood Drive, a street that has extra pavement width available;

- Access to the Berrien County Parks and Recreation complex, which is within the City of Nashville;
- A parallel route to Davis Street (US Route 129). Davis Street is a road classified by the Georgia Department of Transportation (GDOT) as a “minor arterial” (see Map 3) and forms the principal north-south route through the city. Parallel, lower-traffic streets are safer and more enjoyable for bicycling.

Utilizing input from stakeholders and analysis of variables such as existing infrastructure, average daily traffic, and road functional classification, the following recommended bicycle routes were developed:

- West side bicycle route (4.1 miles) within the City of Nashville, shown on Map 7.
- Stakeholders also expressed an interest in a longer designated on-road bicycle route that would extend outside the City of Nashville into unincorporated Berrien County. The desired 5-mile route is shown on Map 8. It should be noted that the implementation of this route would require cooperation with the Berrien County government. Any infrastructure improvements on state routes would require coordination with the Georgia Department of Transportation (GDOT).

Examples of signs for use on designated on-road bicycle routes are shown below.

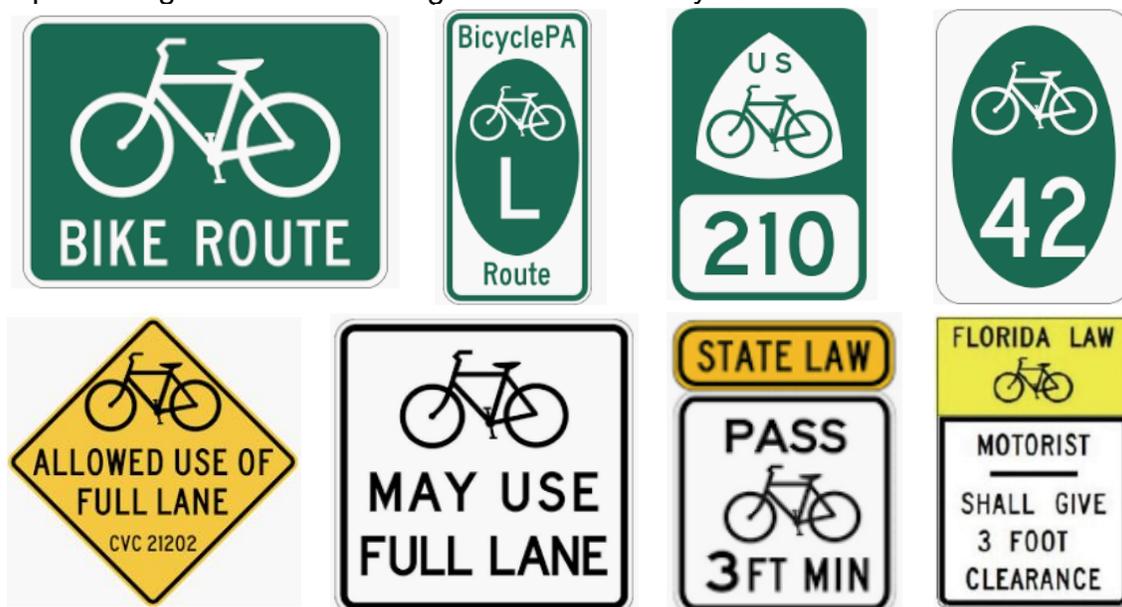


Figure 15. Examples of signs indicating on-road bicycle routes and associated laws.

## Bicycle Parking

Currently, there is scant bicycle parking available in Nashville. The following locations are recommended for installation of bicycle racks:

- The Downtown area (optimal locations include the alleys that have been closed to vehicular traffic, the Connie’s Children’s Park, and the historic courthouse);
- Schools;
- Parks;

- Carrie Dorsey Perry Memorial Library;
- Major grocery stores, such as Harvey's Supermarket;
- Government buildings, such as City Hall and the Berrien County Administration building.

An overview of bicycle parking best practices is included in the Appendix.

### Reedy Creek / Power Line Easement Greenway Trail

An existing power line easement runs alongside Reedy Creek on the west side of the city, diverging from the creek near the northern city boundary. Between Hull Avenue and Middle School Circle, the banks of the creek are already graded and are kept mowed. Minimal improvements would be needed in order to convert this area to a linear park with a greenway trail. The potential trail route is shown on Map 6. This trail would connect to the recommended bicycle lanes on Dogwood Drive and East Smith Avenue.

Many other communities have created greenways trails running along power line easements. Examples are shown below, as well as a rendering of the potential trail.



Figure 166. A greenway trail along a power line easement in DuPage County, Illinois. Source: [Perils for Pedestrians](#).



Figure 177. A mountain bicycle trail along a power line easement in Annadale, Virginia. Source: [Perils for Pedestrians](#).



Figure 188. The existing power line easement alongside Reedy Creek.



Figure 199. Rendering of a trail and linear park alongside Reedy Creek..

## Linear Parks Along Drainage Canals

Many communities have built trails and/or linear parks along drainage canals. The most obvious potential location for such an amenity in Nashville is along College Street between South Davis Street (US Route 129) and Adel Highway (State Route 76). This section of College Street is blocked off prior to reaching Davis Street, and the grassy area alongside the drainage canal is already graded and mowed. Minimal improvements would be needed to convert this area to a linear park. Such a park would be visible from major roads and would be close to several fast food restaurants and local businesses. Bicyclists could use this park as a rest stop along the west side bicycle loop mentioned above, and also as a cut-through area to avoid the busy intersection of South Davis Street and Adel Highway. The location of this area is shown on Map 6.



Figure 20. Historic canal towpath converted to a recreational trail in Hamilton, New York. Source: [Stephen Sommerhalter](#) (Wikimedia Commons).



Figure 201. Drainage canal path in Indianapolis, Indiana. Source: [Daniel Schwen](#) (Wikimedia Commons).



Figure 212. Existing drainage canal area on College Street.



Figure 223. Rendering of linear park alongside drainage canal.

## Rails-with-trails

Rails-with-trails are shared-use paths located within or adjacent to active railroad rights-of-way. Examples of existing Rails-with-Trails in Georgia include the Silver Comet Trail in northern Georgia, portions of which run alongside active railroads; and the trail system around Stone Mountain in the Atlanta area, small portions of which also run alongside railways. In addition, rail transit lines alongside the Atlanta BeltLine trail, currently under development, have been proposed.

The potential exists for developing a rails-with-trails project in Nashville. The existing active GDOT owned and CaterParrott operated rail line runs in a 100-foot-wide right-of-way, providing sufficient space to construct a shared-use trail. The potential trail route is shown on Map 6.

Further information on the potential and best practices for rails-with-trails in Southern Georgia can be found in the SGRC's 2017 report, "Potential Rails-with-trails Corridors in Southern Georgia," included in the Appendix.



Figure 234. Rails-with-trails implemented in Fayetteville, Arkansas. Source: [Brandonrush](#) (Wikimedia Commons).

## Additional Infrastructure Opportunities

The following long-term (higher-cost) measures are recommended for consideration. Over the long term, the city's priorities and available funding may change and the measures below may or may not be practical for the community to implement.

1. Bicycle lanes on all roads that are part of US Bicycle Route 15 (this would require widening of the roadway).
2. Bicycle lanes or shared-use paths on narrower streets connecting to major places of employment, such as the industrial park. On several of the city's narrower roads, such as Langdale Drive, the existing pavement is not wide enough to add bicycle lanes or paths and road widening would be necessary.

3. Bicycle lanes and sidewalks on McPherson Ave. (a narrower street that connects residential areas to grocery stores and other amenities) and on other streets as needed.
4. Expansion of green space around the historic courthouse, simplifying the traffic pattern and eliminating excess parking spaces.
5. Extension of the downtown alleyways, which are already car-free.

## Recommendations (Education, Outreach, and Policy)

This section contains recommended programs and actions in areas such as education, outreach, and policy for the City of Nashville based on input from stakeholders and analysis by SGRC staff.

### Campaigns for Driver and Cyclist Education, Encouragement, and Enforcement

Campaigns for Driver and Cyclist Education, Encouragement, and Enforcement are universally needed in any community where people bicycle, walk, or drive. Nashville's needs are described in more detail below.

- a. **Education:** Both motorists and cyclists need to be well-informed regarding the rules of the road, the benefits of bicycling, and the need to be careful, safe, and courteous at all times.
- b. **Encouragement:** To increase bicycle mode share, bicycling needs to be encouraged. This may be achieved through various methods: Infrastructure improvements (bicycle lanes, bicycle parking); public outreach (brochures, bicycle maps, organized group rides); or efforts to make it easier for people to make more trips by bicycle (bicycle repair workshops, bicycle light and helmet giveaways, etc.).
- c. **Enforcement:** With regard to traffic operations, safety should be the primary goal of law enforcement. No group should be disproportionately targeted. A reckless car or truck driver is far more likely than a reckless cyclist to cause injury, death, or property damage; law enforcement efforts should be prioritized with this in mind.

The following are some examples of educational programs that are recommended for Nashville:

- Advertisements and public service announcements in the local newspaper and through local radio stations providing information about bicycle safety, aimed at both bicyclists and motorists.
- Civic announcements through local organizations such as churches and nonprofits, focused on promoting alternative transportation.
- Information about bicycle safety and the benefits of bicycling distributed on social media (for example, on the social media accounts of the City government, local newspaper, local law enforcement agencies, or local schools).
- Training for law enforcement officers regarding bicycle-related laws, as needed.
- Bicycle light giveaways or other light distribution programs, preferably high-visibility bicycle lights.
- Group bicycle rides led by local advocates, and other bicycle-related events, such as an annual "Bike to Work Week."

Examples of literature from other communities supporting such campaigns are included in Appendix G.

## Safe Routes to School

The Georgia Safe Routes to School (SRTS) Program empowers communities to make walking and bicycling to school a safe and routine activity. Georgia's SRTS Resource Center assists schools and communities with education, encouragement, enforcement, evaluation, planning, and other non-construction related SRTS activities.

Two types of services support the goals of making it safer for children to walk and bike to school, and to encourage more children to do so:

- Funding to local governments to improve the walking and bicycling conditions to schools; and
- Support for school-based Safe Routes to School programs through partnerships with the Resource Center.

As such, the SRTS program is a potentially valuable resource for the City of Nashville. In order to initiate a partnership, coordination with the Berrien County Board of Education would be required.

A local Safe Routes to School program could encourage students to bicycle to school, especially the High School and Middle School, which are both within the City of Nashville and accessible by lower-traffic, slower-speed streets. Incentives for bicycling to school include exercise and independence for students. In addition, parents of students who bicycle to school may benefit from not having to drive through drop-off and pick-up lines.

## Adoption of a Complete Streets Policy

Complete Streets are streets that safely accommodate all users of all ages and abilities, from automobile and truck drivers to bicyclists, pedestrians (including children and seniors), and wheelchair users. What makes a street “complete” depends on many factors, including the type of street, its location, and what destinations are on it. Many of the streets in Nashville are already “complete” insofar as they are adequate to serve the needs of all the people who use them. For example, a low-traffic residential street with a sidewalk is typically adequate for pedestrians, bicyclists, automobiles, and all other users.

A Complete Streets policy typically applies to new projects, including the construction of new streets and the resurfacing of existing streets. The National Complete Streets Coalition has identified the following elements as being part of an ideal Complete Streets policy:

1. **Vision and intent:** Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete, connected, network and specifies at least four modes, two of which must be biking or walking.

2. **Diverse users:** Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
3. **Commitment in all projects and phases:** Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
4. **Clear, accountable expectations:** Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
5. **Jurisdiction:** Requires interagency coordination between government departments and partner agencies on Complete Streets.
6. **Design:** Directs the use of the latest and best design criteria and guidelines and sets a timeframe for their implementation.
7. **Land use and context sensitivity:** Considers the surrounding community's current and expected land use and transportation needs.
8. **Performance measures:** Establishes performance standards that are specific, equitable, and available to the public.
9. **Project selection criteria:** Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
10. **Implementation steps:** Includes specific next steps for implementation of the policy.

The Southern Georgia Regional Commission has, in past, provided Complete Streets training workshops, developed model Complete Streets ordinances, and drafted Complete Streets policies. The SGRC staff would be available to help the City of Nashville to draft a Complete Streets Policy.

## Potential Funding Sources

This section lists some potential funding sources that could help to fund implementation of the recommendations of this plan. Many of the recommendations in this plan have very low costs and can be covered as part of the city's operating budget. For example, when integrated into a resurfacing project that is taking place as part of regular street maintenance, the addition of bicycle lanes can be accomplished at minimal cost.

Potential funding sources:

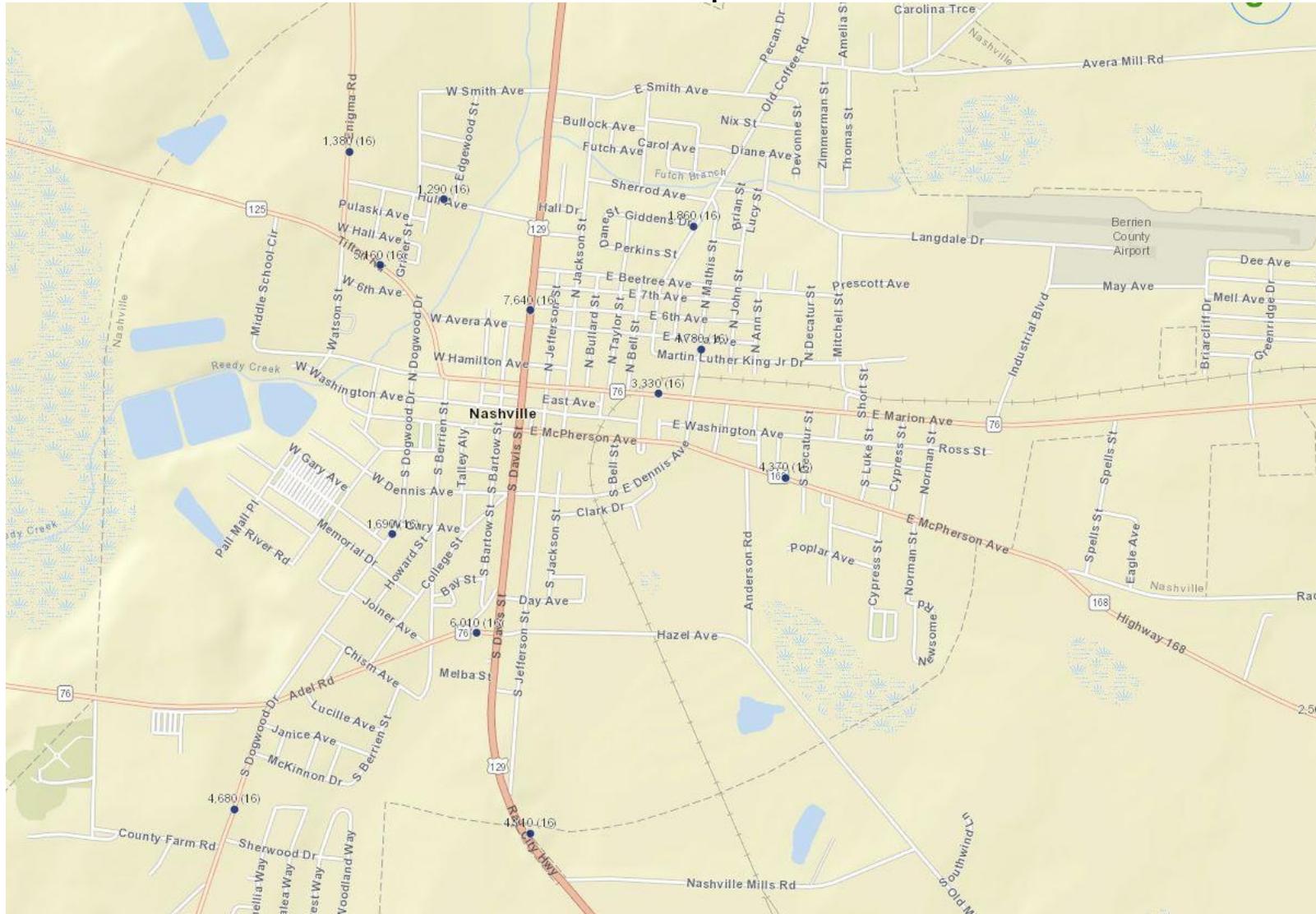
- CDBG (Community Development Block Grants) - a flexible program that provides communities with resources to address a wide range of unique community development needs.
- The LMIG (Local Maintenance & Improvement Grants) Program, provided by the Georgia Department of Transportation (GDOT), helps local governments to achieve much-needed improvements to the state's roadway network.
- T-SPLOST (the Transportation Special Purpose Local Option Sales Tax) provides discretionary funds that can be used by each local government as they see fit for transportation purposes.

- The Georgia DNR (Department of Natural Resources) provides funding for recreational trail construction, trail maintenance, and trail education. This program does not fund trails alongside roads.
- TAP (Transportation Alternatives Program) funds are distributed through the Georgia Department of Transportation (GDOT) via grant applications. The program is highly competitive.
- Several communities in Georgia and around the country have seen success in partnering with local businesses and community foundations to build and develop bicycle and pedestrian infrastructure in their communities. Carrollton, Georgia has been successful with this. Recently the SGRC produced a report to guide local governments on developing public-private partnerships to build bicycle and pedestrian infrastructure. This report can be found on the SGRC website at [www.sgrc.us](http://www.sgrc.us).
- The Georgia Transportation Infrastructure Bank is a grant and low-interest loan program administered by the State Road and Tollway Authority (SRTA). Since inception, GTIB has provided over \$124 million in grants and loans to highly competitive transportation projects that have enhanced mobility in local communities throughout Georgia.
- BUILD (Better Utilizing Investments to Leverage Development) grants, from the U.S. Department of Transportation (DOT), are awarded on a competitive basis for major projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation. In the case of the City of Nashville, this would require a citywide project with a sizeable match.

## Maps

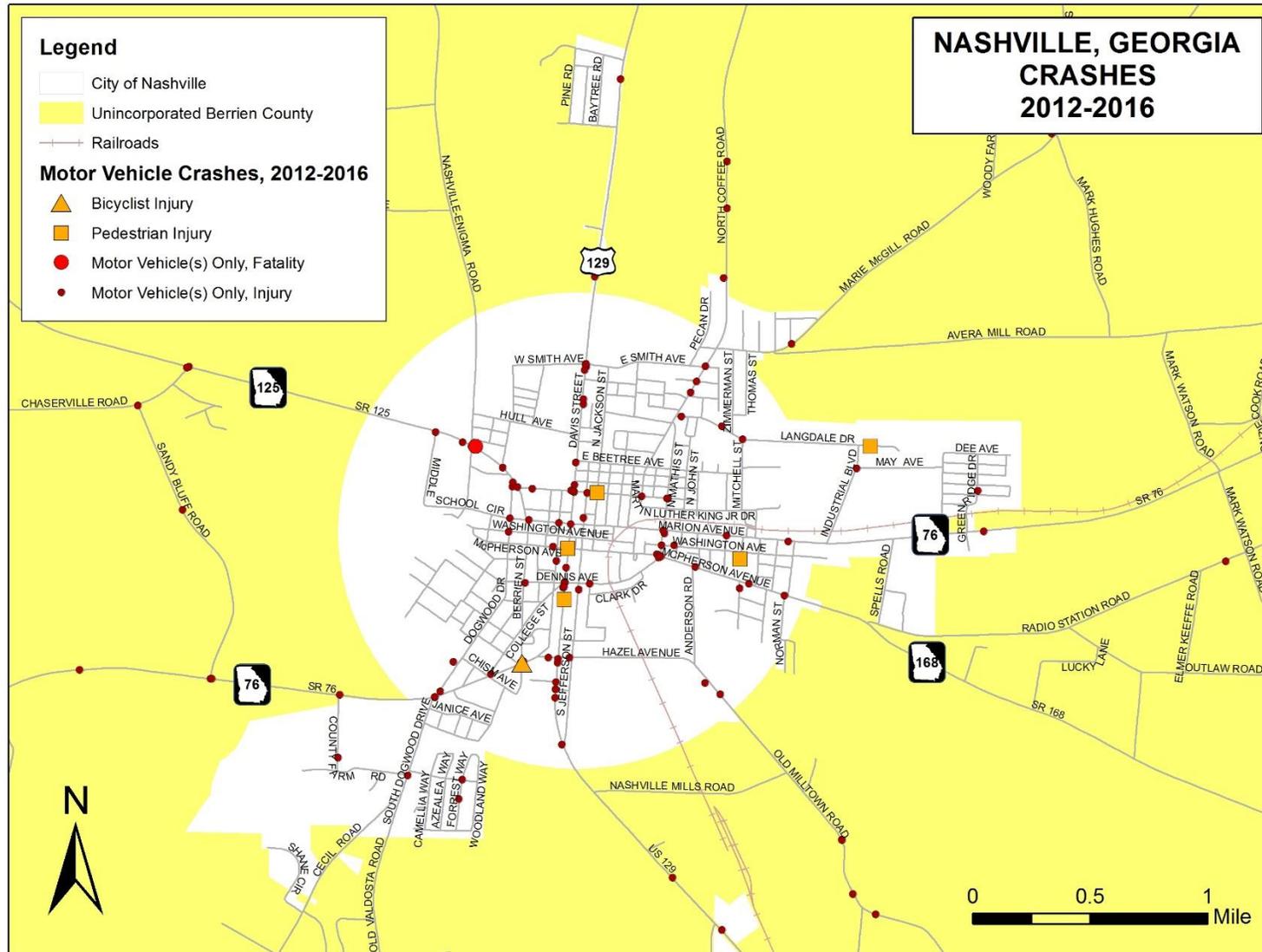
1. Average Daily Traffic (ADT)
2. Crashes
3. Functional Classification of Roads
4. On-street Bicycle Routes
5. Pavement width
6. Recommended Bicycle Facilities
7. 4.1-mile Bicycle Route (within the City of Nashville)
8. 5-mile Bicycle Route (City of Nashville and Berrien County)

### Map 1

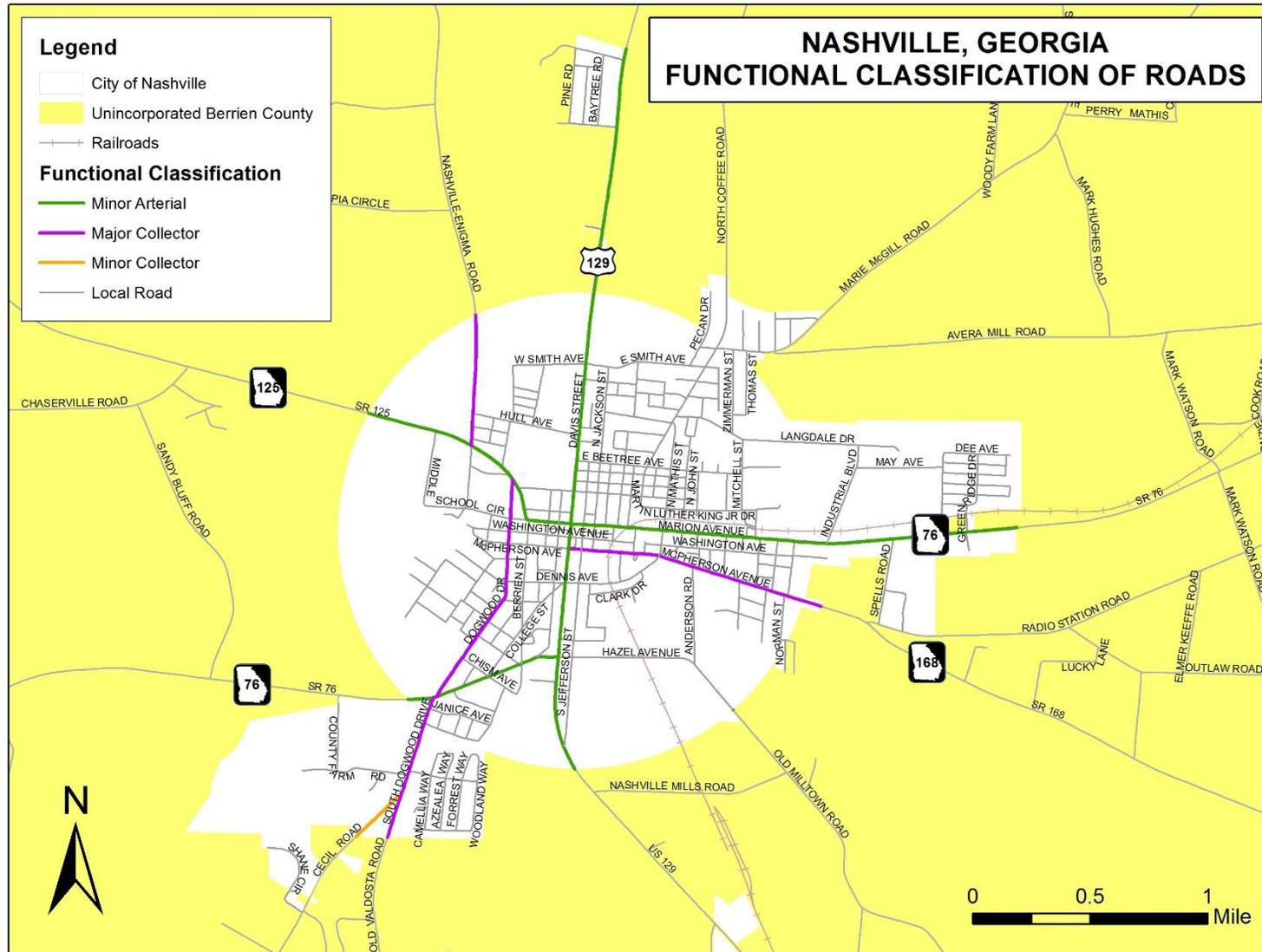


Average Daily Traffic (ADT). Source: Georgia Department of Transportation.

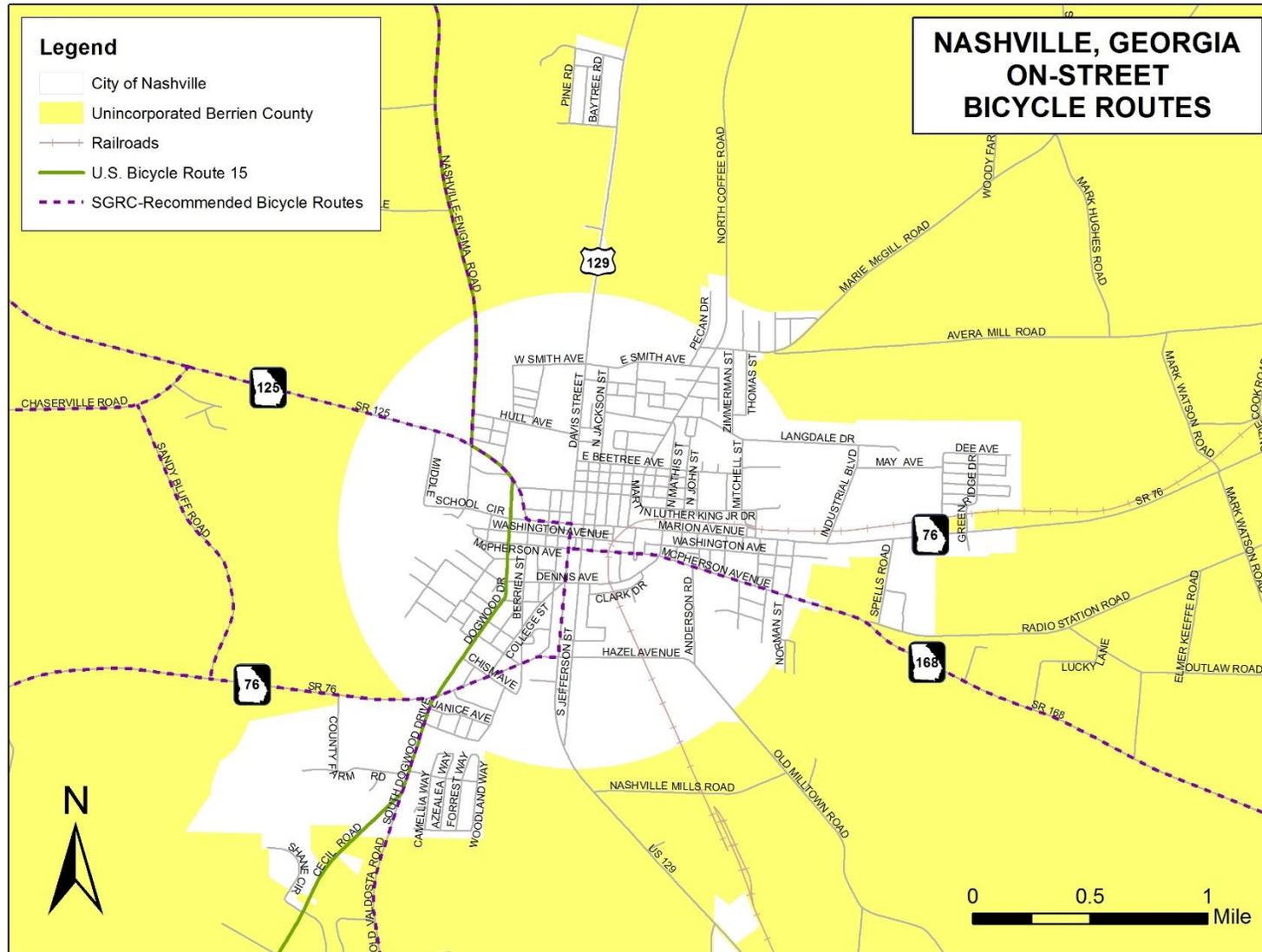
Map 2



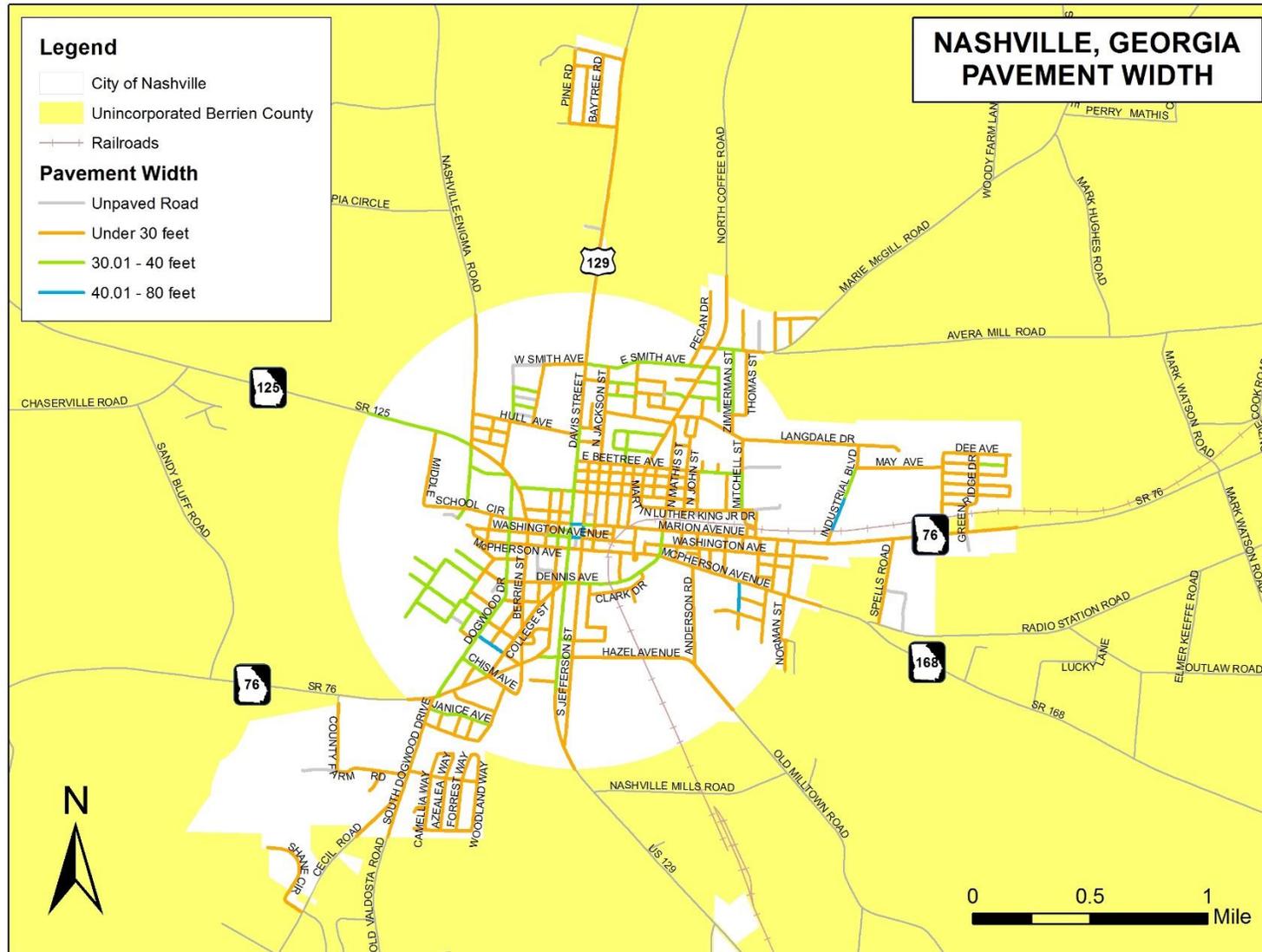
Map 3



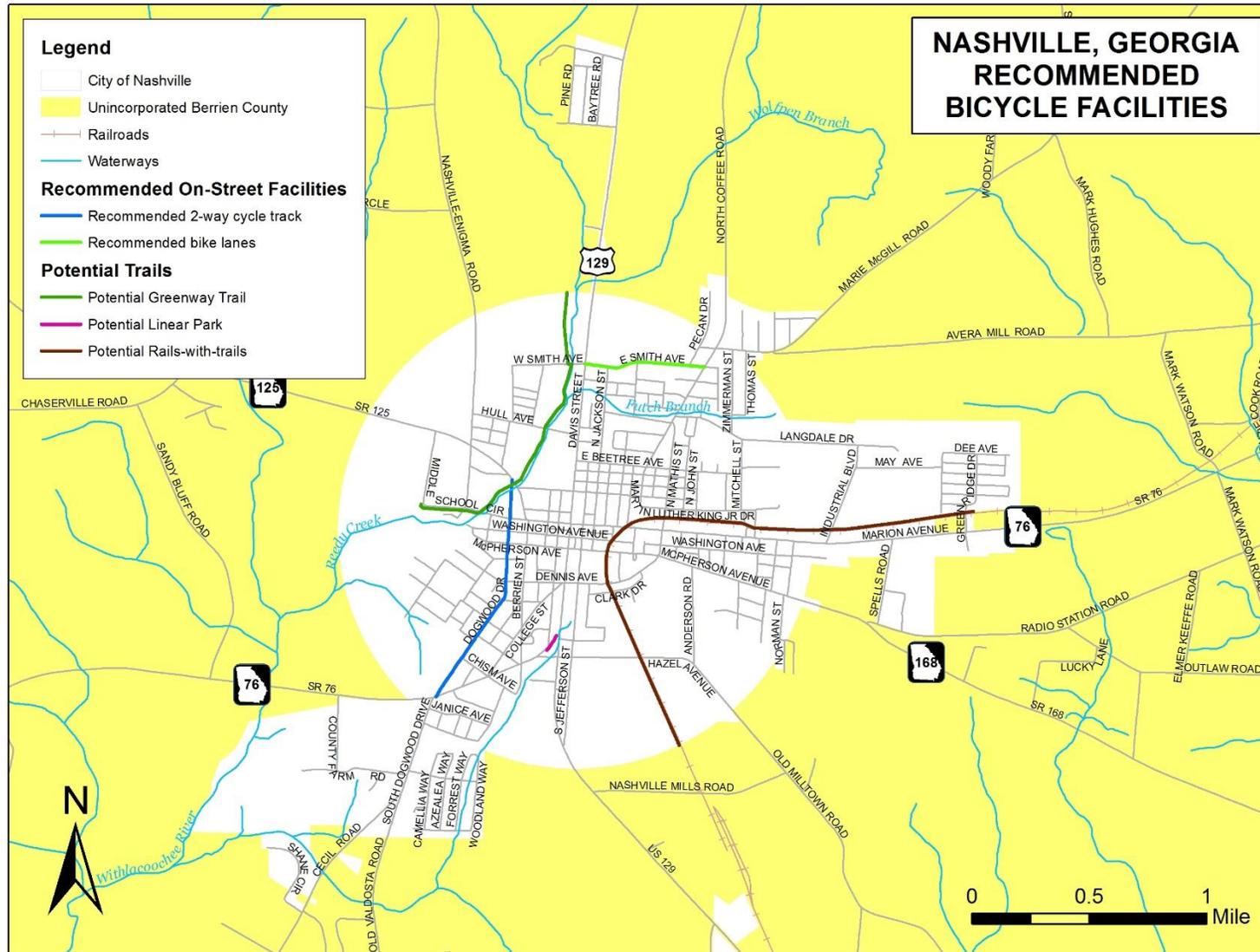
Map 4



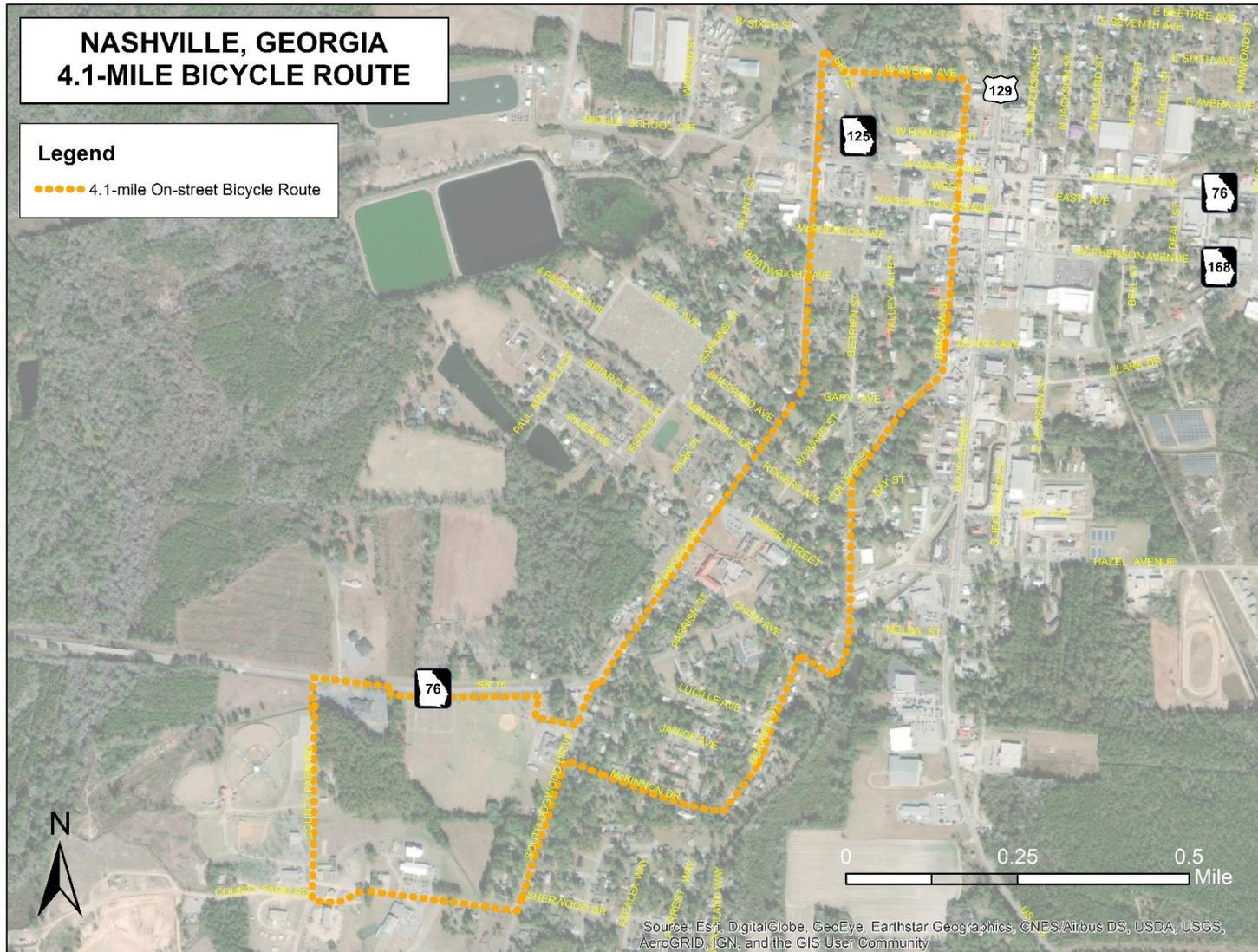
Map 5



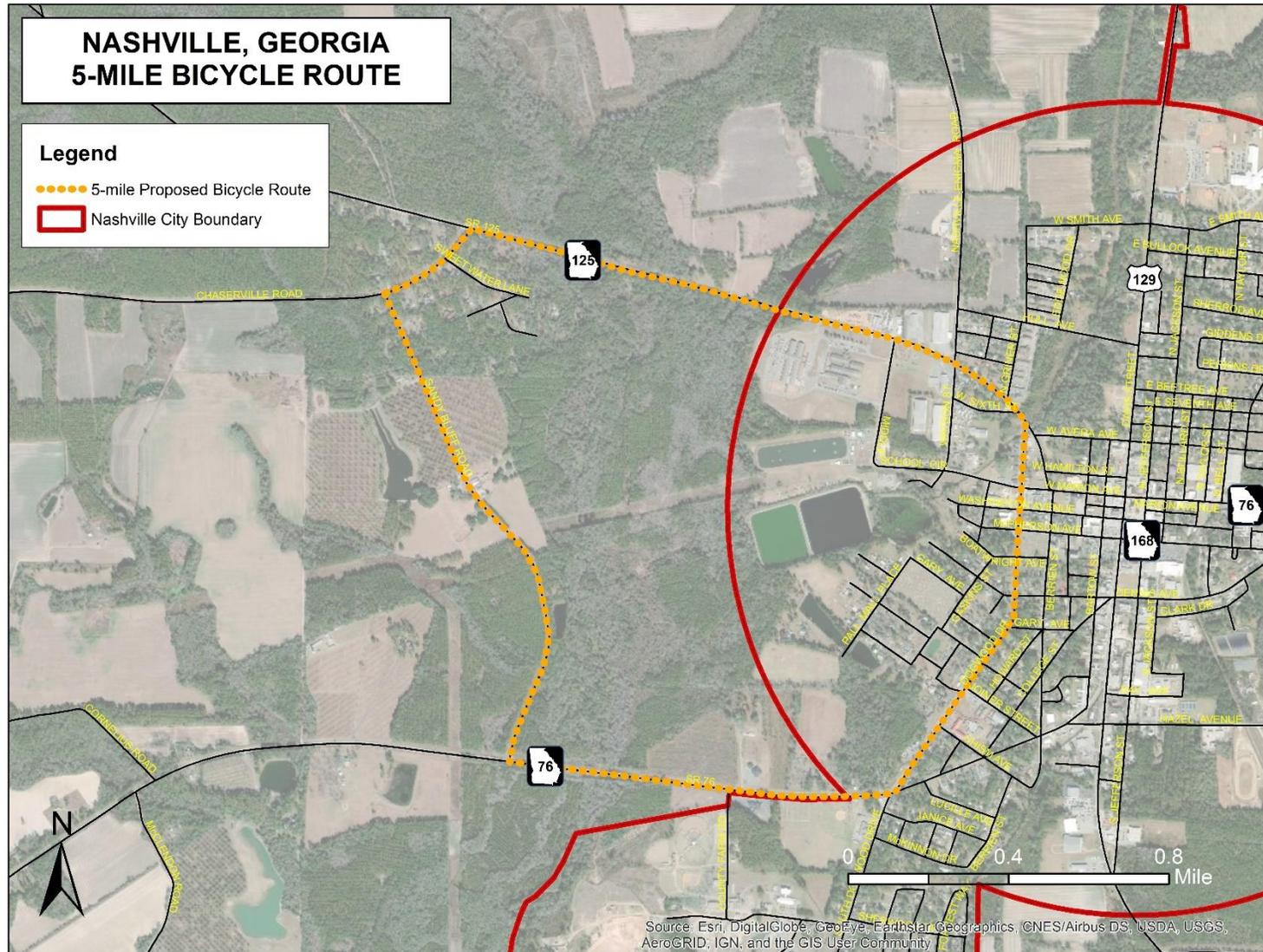
Map 6



Map 7



Map 8



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# Appendix

- A. SGRC 2017 Rails-with-trails Report
- B. Bicycle Parking Best Practices
- C. Examples of Public Information Materials

## POTENTIAL RAILS-WITH-TRAILS CORRIDORS IN SOUTHERN GEORGIA

### Background

This report examines the potential for Rails-with-Trails projects in the 18-county region served by the Southern Georgia Regional Commission. Rails-with-Trails (shared-use paths located within or adjacent to active railroad rights-of-way) have been constructed in increasing numbers during recent years throughout the United States, and now exist in 41 states with a total length exceeding 21,000 miles. Rails-with-Trails have an excellent safety record, and can be cheaper to build than other trail types because they utilize existing rights-of-way, thereby reducing the need for right-of-way acquisition as well as grading and clearing. As is the case with other types of multi-use trails, rails-with-trails have been shown to attract tourists, stimulate local economies, and encourage economic development. Examples of existing Rails-with-Trails in Georgia include the Silver Comet Trail in northern Georgia, portions of which run alongside active railroads; and the trail system around Stone Mountain in the Atlanta area, small portions of which also run alongside railways. In addition, rail transit lines alongside the Atlanta BeltLine trail, currently under development, have been proposed (see Figure 1).

In Southern Georgia, many communities have railroads running through their central business districts. These railroad corridors are logical routes not only for trains, but also for cyclists and pedestrians accessing communities' downtown areas as well as other destinations that are along the railroad. Trails along the region's railroads can encourage residents and tourists to visit community business districts, stimulating the economies in downtown areas that are in need of revitalization. This effect has been demonstrated in other regions; for example, survey data showed that in 2012, users of the 25-mile D & L Trail in Pennsylvania spent an additional \$6 million in the surrounding community.



*Figure 1. Atlanta BeltLine rendering with trail alongside rail transit line.*

*Source: Atlanta BeltLine, [www.beltline.org](http://www.beltline.org)*

Furthermore, there are high rates of physical inactivity and related health problems in Southern Georgia (according to CDC data, there is a 30.4% physical inactivity rate among adults, and a 32.4% obesity rate; according to Census data, only 1.3% of commuters in the region walk to work and 0.4% bike to work). New trails in the region will serve as a benefit to public health by offering residents an opportunity to combine exercise with cost-effective transportation.

The following sections provide details on specific corridors with potential for Rails-with-Trails projects in the region. The greatest potential for such projects exists along

corridors where the railroad and highway rights-of-way are adjacent and there is space available between the railroad and the highway, in some cases already graded and cleared.

## I. US-84 Corridor

US Route 84 runs east-west through the region and, for most of the way, the right-of-way is adjacent to an active single-track railroad (see Figure 2). Where the rights-of-way are adjacent, the total combined width of the corridor right-of-way is typically at least 200 feet. In these areas, there is potential for a trail between the highway and the railroad. However, this in-between area is currently used for drainage, so some grading, filling, and alternative drainage solutions would be necessary. Trail bridges would need to be built for crossing the Alapaha and Satilla Rivers as well as some smaller streams.



*Figure 2. US-84 Corridor*

Within this region, the US-84 corridor passes through the communities of Quitman, Valdosta, Naylor, Stockton, DuPont, Homerville, Argyle, Manor, Waycross, Blackshear, Patterson, and Offerman, with a total distance of 98.9 miles from the region's western boundary to the eastern boundary. The average distance between these communities is 9.0 miles, a distance easily covered by a leisure cyclist on the region's flat terrain. In some of the communities through which the corridor passes, existing sidewalks could be widened to function as a continuation of a Rails-with-Trails path (see Figure 3).



*Figure 3. US-84 Corridor*

## II. US-41 Corridor

Part of the US-41 corridor, running north-south between the cities of Ashburn and Lenox (approximately 33 miles), has good potential for a Rails-with-Trails project. Through most of this area (except within the City of Tifton), the railroad and US-41 run parallel with a grassy strip in between; this strip is consistently about 40 feet wide. This in-between area does not appear to be used for drainage in most locations and would require minimal grading and clearing for most of the distance from Ashburn to Lenox. US-41 is the Georgia Grown Trail and is also designated as State Bicycle Route 15 from Tifton north to the boundary of the SGRC region. This corridor has particularly good potential for a Rails-with-Trails project due to the existing designated bicycle route and the potential for capitalizing on bicycle agri-tourism along the Georgia Grown Trail. Throughout this corridor, the total width of the adjacent rights-of-way together is typically at least 150 feet, and there is consistently adequate space for a 12-foot-wide trail between the highway and the railroad. No major rivers or streams would need to be crossed.

South of Lenox, the railroad diverges from US-41 and in many places does not run alongside any road. Although the railroad right-of-way is still adequately wide for adding a trail in most of these areas, there is no cleared, graded space present.

### **III. US-82 Corridor**

There is an inactive railroad running parallel to US-82 from Pearson east to Axson. East of Axson to Waycross, the railroad is still in use, but there could be sufficient right-of-way to continue a trail to Waycross.

From Waycross to the eastern edge of the SGRC region (i.e. the Brantley/Glynn County line), US-82 and the railroad right-of-way run adjacent to each other with only minor divergences. This route passes through the small communities of Hoboken and Nahunta. Along this stretch, US-82 is also State Bicycle Route 10. However, the space between the highway and the railroad is heavily wooded and also serves as a drainage area for considerable portions of this corridor. In eastern Brantley County, a crossing over the Satilla River would have to be provided.

### **IV. Valdosta Railroad and Georgia Florida Railway**

A Rails-with-Trails project along the Valdosta Railroad, which leads from downtown Valdosta to the unincorporated community of Clyattville, could potentially connect to the Four Freedoms Trail in Madison County, Florida. This trail, if completed, would provide a direct trail connection from Valdosta to Madison, Florida.

The Valdosta Railroad runs approximately 10.5 miles from Valdosta to Clyattville. The right-of-way is consistently 100 feet wide or more. For most of this route, the right-of-way is undeveloped except for the railroad tracks, and grading and clearing would be necessary for trail development. However, there are some portions (about 1.7 miles total) where the railroad runs parallel to a road, potentially allowing for less costly trail development due to the rights-of-way being adjacent and the corridor already being cleared and graded.

South of Clyattville, the Valdosta Railroad ends, and the right-of-way (or easements) would have to be acquired for the approximately 3-mile remaining distance to the Florida state line and Four Freedoms Trail terminus. A trail bridge over the Suwannee River would have to be constructed in order to complete the connection.

The Georgia Florida Railway runs from downtown Valdosta to Nashville, GA, passing by Moody Air Force Base (one of the largest employers and economic engines of the region, with approximately 6,000 employees). The Valdosta-Lowndes Parks and Recreation Master Plan proposes a trail that would run north-south through the entire county, making use of the Valdosta Railroad and Georgia Florida Railway rights-of-way. The VLPRA Master Plan proposes that this trail could connect to the Four Freedoms Trail to the south, and also to Atkinson County, further to the north.

## V. Folkston-Homeland Connection

The City of Folkston is notable for containing the “Folkston Funnel,” a double track that serves as the main artery for railroad traffic into and out of Florida. About 50 trains pass through each day, and a viewing platform in downtown Folkston has been provided for tourists. A Rail-with-Trails project along this corridor could connect Folkston to the nearby City of Homeland; the Cities of Folkston and Homeland have adjoining boundaries and their downtowns are approximately 2 miles apart, with a city park and golf course about halfway in between. Such a trail might be a popular attraction for rail-related tourism as well as for travel between these two small communities. However, the railroad is not adjacent to any roads in this area, and additional clearing and grading would be necessary. Also, there would be safety concerns due to the high volume of train traffic.

## VI. Other Potential Corridors

Adjacent highway and railroad rights-of-way, similar to the US-41, US-82, and US-84 corridors described above, also exist for most of the way between Nashville and Ray City (approximately 10 miles); and for approximately 17 miles along US-1/US-23 between Waycross and Folkston.

Many larger communities in Southern Georgia are traversed by several railroads and have the potential for multiple Rails-with-Trails projects within the city, given the necessary funds and cooperation between the local government and the railroad company. Such communities include Douglas, Fitzgerald, Quitman, Tifton, Valdosta, and Waycross. Douglas, Valdosta, and Waycross already have existing short trails (rail trails and greenways), and a new Rails-with-Trails project could connect to existing trails, helping to build a comprehensive trail network. A few examples of such corridors are:

- Railroad St., Douglas
- Malcolm Way, Fitzgerald
- West Crawford St., Quitman
- Forrest Ave., Tifton
- Savannah Ave., Valdosta (there is an existing grassy strip with a “desire line” where people walk between the railroad and the street; the need for grading and drainage would be minimal)
- Memorial Drive, Waycross
- ABC Ave., Waycross

In several small communities that are not along the major corridors mentioned in Sections I through IV, the railroad runs directly through the downtown area. A typical example is the Town of Rebecca (see Figure 4), where the railroad runs past the historic central business district. In several such communities,



Figure 4. Downtown Rebecca

there is potential for a short (2 miles or less) Rails-with-Trails project that would traverse the community and provide a link to the downtown area. The downtown areas of many of these communities are in need of revitalization, and a small-scale Rails-with-Trails project could help to boost the local economy by encouraging more tourists to visit.

The following are examples of such communities in this region:

- City of Ambrose
- Axson (unincorporated)
- City of Lake Park
- City of Morven
- City of Nicholls
- City of Pearson
- City of Ray City
- City of Rebecca
- St. George (unincorporated)

An existing example of a popular rail-with-trail of similar length (although in a larger community) is the 1.3-mile Frisco Trail in Fayetteville, Arkansas. Among other benefits, the construction of the Frisco Trail has been found to reduce incidences of pedestrians trespassing on the adjacent railroad tracks.

## SOURCES

Atlanta BeltLine: Renderings.

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Centers for Disease Control and Prevention (CDC). 2014. "Prevalence of Self-Reported Obesity Among U.S. Adults." <http://www.cdc.gov/obesity/data/table-adults.html>

Rails-to-Trails Conservancy. 2013. *America's Rails-with-Trails: A Resource for Planners, Agencies and Advocates on Trails Along Active Railroad Corridors.*

<http://www.railstotrails.org/resource-library/resources/americas-rails-with-trails/>

Railfan Guides to the U.S.: Folkston, GA. <http://www.railfanguides.us/ga/folkston/>

US Census Bureau. 2015. American Community Survey estimates.

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# RAILROADS AND MAJOR HIGHWAYS IN THE SGRC REGION

## Legend

-  Railroads
-  Interstates
-  US Highways
-  State Routes
-  County Boundaries
-  Cities



## Bicycle Parking Best Practices

Bicycle parking is one of the cheapest and yet most essential supports for bicycle transportation. However, bicycle parking may go unused if it is no more appealing to users than the nearest sign post. Older styles of bike racks are less effective, and improper siting or installation can make a good rack unusable. The variety of bicycle sizes, shapes, and attachments continues to increase, and good bicycle parking should accommodate all types.

Older styles of bicycle racks, which only support the parked bike via a portion of the wheel (see Figures 1 through 4), have two disadvantages:

1. The bike can easily lean to the side or fall over, which may cause the wheel to be bent.
2. These racks are designed for securing the bike by the front wheel. Most modern bicycles have quick-release wheels, which means that the rest of the bike can easily be stolen, leaving only the front wheel (see Figure 2).

Cyclists will often lock their bikes to the ends of such bicycle racks in order to avoid these two problems, or may avoid such racks entirely (see Figure 1).



Figure 1. Older style of bicycle rack, colloquially known among cyclists as a “wheel bender.” Note how bikes have been locked to the ends of the rack to avoid the wheel-bending effect, and one cyclist has avoided using the rack altogether. Source: First State Bikes (<http://www.1stbikes.org/2013/05/youtube-video-ban-wheelbender-bike-rack.html>).



Figure 2. Another style of “wheel bender” bicycle rack, with wheel remaining after bike theft. Source: Bikes Welcome (<https://www.bikeswelcome.org/jo-clendon/wheel-benders-whats-all-the-fuss/>),



Figure 3. Another style of “wheel bender” bicycle rack. Source: Reimagine Round Lake Beach (<https://reimaginerlb.com/2014/06/02/about-hardees-bike-rack/>).



Figure 4. Another style of “wheel bender” bicycle rack. Source: Madison Bikes ([https://www.madisonbikes.org/dispatch\\_from\\_germany](https://www.madisonbikes.org/dispatch_from_germany)).

Good bicycle racks should have the following qualities:

- Supports the frame of the bicycle (not just the front wheel).
- Is secure and enables secure locking (cyclists can lock the frame and one or both wheels).
- Is convenient and accessible (near main entrances; has sufficient space for bicycles to be parked and backed out).
- Is safe for all users and bikes (bikes should not block sidewalks or entrances; bike rack edges should be smooth and rounded).
- Looks and works like bike parking (functionality and safety are essential; it needs to look like a bicycle rack so that it is not mistaken for decoration).

Examples of preferred bicycle parking designs are shown in Figure 5. Figures 6 through 9 show examples bicycle rack designs that are more creative, but still effective.

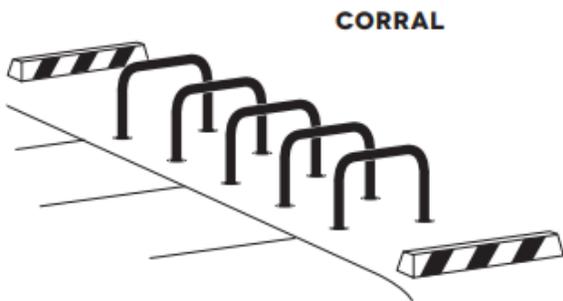
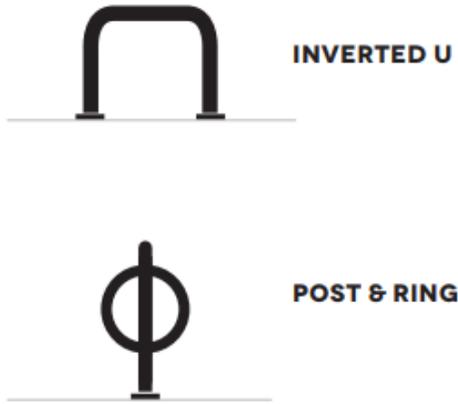


Figure 5. Examples of effective bicycle racks. Source: APBP, “Essentials of Bike Parking.”



Figure 6. Bicycle rack in New Orleans, LA. (Photo: Ariel Godwin)



Figure 7. “Penny-farthing” bicycle rack in Valdosta, GA. (Photo: Ariel Godwin).



Figure 8. Bicycle rack in New Orleans, LA. (Photo: Ariel Godwin)



Figure 9. Chicken bicycle rack in Maple Ridge, BC, Canada. (Photo: *Maple Ridge-Pitt Meadows News*.)

## References

- Association of Pedestrian and Bicycle Professionals (2015). "Essentials of Bike Parking: Selecting and installing bicycle parking that works."  
[https://cdn.ymaws.com/www.apbp.org/resource/resmgr/Bicycle\\_Parking/Essentials\\_of\\_Bike\\_Parking\\_FINA.pdf](https://cdn.ymaws.com/www.apbp.org/resource/resmgr/Bicycle_Parking/Essentials_of_Bike_Parking_FINA.pdf) (accessed Sept. 11, 2018).
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- Maple Ridge-Pitt Meadows News* (Aug. 1, 2012). "New bike racks, pathway for two-wheel trips in Maple Ridge." <https://www.mapleridgenews.com/news/new-bike-racks-pathway-for-two-wheel-trips-in-maple-ridge/> (accessed Sept. 11, 2018).
- Reimagine Round Lake Beach (2014). "About Hardee's Bike Rack."  
<https://reimaginerlb.com/2014/06/02/about-hardees-bike-rack/> (accessed Sept. 11, 2018).

## Examples of public information materials

This appendix contains examples of public information materials from other communities supporting campaigns for driver and cyclist education, encouragement, and enforcement.

This appendix reproduces the following materials:

1. Brochure intended for law enforcement officers, developed for the Cleveland, Ohio area: “Enforcement for Pedestrian & Bicycle Safety: Are You Prepared?” Also available online at: <https://www.bikecleveland.org/enforcement/>
2. Brochure intended for motorists (page 1) and bicyclists (page 2), developed by Bicycle Indiana. Also available online at: [http://bicycleindiana.org/images/STR-Motorist\\_Cyclists.pdf](http://bicycleindiana.org/images/STR-Motorist_Cyclists.pdf)
3. Brochure intended for bicyclists, from Winston-Salem, NC: “Rights, Laws, & Safety Tips for Bicyclists.” Also available online at: [http://www.cityofws.org/portals/0/pdf/transportation/forms-reports/bicycle/bicycle\\_rights\\_laws\\_safetytips.pdf](http://www.cityofws.org/portals/0/pdf/transportation/forms-reports/bicycle/bicycle_rights_laws_safetytips.pdf)

The following are some other useful resources that are not reproduced in this appendix:

- Georgia Bikes! Bicyclist Pocket Guide (4<sup>th</sup> edition, 2015), available online at: [http://bike.gatech.edu/wp-content/uploads/2016/02/GB\\_15\\_BicyclistPocketGuide\\_Print1.pdf](http://bike.gatech.edu/wp-content/uploads/2016/02/GB_15_BicyclistPocketGuide_Print1.pdf)
- Georgia Department of Transportation brochure: *Georgia Bike Sense: A Guide for Bicyclists*. Available online at: <http://www.dot.ga.gov/drivesmart/travel/Documents/English-fullversion.pdf>
- American Automobile Association “share the road” bicycle safety video (motorists are the intended audience). Available online at: <https://vimeo.com/60585187>

New and improved trails, sidewalks and bike lanes have increased the number of people riding bikes and walking across Northeast Ohio. In fact the number of people bicycling to work has gone up over 200% in the last 5 years. As we continue to see more people walking and biking it is important to ensure our laws are enforced to prevent crashes. **As a law enforcement officer, you are the only one who can enforce laws (for motorists, bicyclists, and pedestrians) that can stop crashes before they happen.**



Remember, bicycles are vehicles under ORC 4511.01G, and pedestrians, bicyclists and motor vehicles are all traffic (ORC 4511.01TT).

## TRAINING/RESOURCES

Here are some free resource available to help you better enforce laws for bicycle and pedestrian safety:

### Pedestrian and Bicycle

#### Law Enforcement Training Workshop

Contact: Jacob VanSickle, Executive Director

Bike Cleveland

Phone: 216-245-3101

Email: [Jacob@bikecleveland.org](mailto:Jacob@bikecleveland.org)

Website: [BikeCleveland.org](http://BikeCleveland.org)

### National Highway Traffic Safety

#### Administration (NHTSA)

Law Enforcement Roll Call Video

“Enforcing Laws for Bicyclists” &

Enhancing Bicycle Safety:

Law Enforcement’s Roll (CD-ROM Training)

Both available at [NHTSA.DOT.GOV](http://NHTSA.DOT.GOV)

## ADDITIONAL RESOURCES

### International Police Mountain Bike

#### Association (IPMBA)

Police Cyclists Course

Website: [IPMBA.org](http://IPMBA.org)

#### OCBC Traffic Skills 101

Contact: Jim Sheehan, Executive Director

Ohio City Bicycle Co-op

Phone: 216-830-2667

Email: [Jim@ohiocitycycles.org](mailto:Jim@ohiocitycycles.org)

Website: [OhioCityCycles.org](http://OhioCityCycles.org)

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WE BIKE

Cooperating with the Ohio Department of Transportation and Emergency



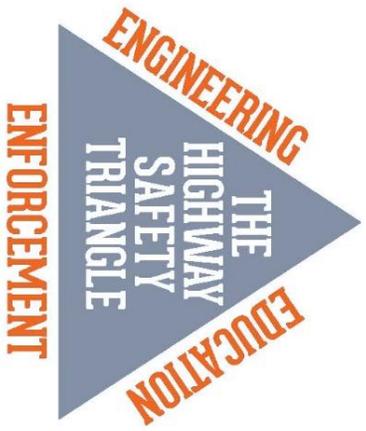
ENFORCEMENT FOR  
PEDESTRIAN  
& BICYCLE  
SAFETY:  
ARE YOU  
PREPARED?

## What are the leading causes of pedestrian and bicycle crashes in your community?

If you don't know, then how do you know which laws to enforce to keep pedestrians and bicyclists safe?



Where does law enforcement fit into pedestrian and bicycle safety?



The three key components of highway safety are Engineering, Education and Enforcement. Together, they are often referred to as the Highway Safety Triangle, or the "3E's." While all three "E's" are important individually, no one component has the ability to completely solve pedestrian and/or bicycle safety problems. The most effective safety strategies draw on all three E's to come up with a long-lasting solution to a problem. Law enforcement is a key component of the Highway Safety Triangle.

## More than 80% of pedestrian and bicycle crashes with motor vehicles involve the following violations.

### Motorists

Failure to yield right-of-way to pedestrian/bicyclist within crosswalk	4511.46 (A)
Passing vehicle stopped for pedestrians	4511.46 (D)
Failure to yield right-of-way to pedestrian on sidewalk	4511.441
Failure to yield right-of-way when turning left	4511.42
Failure to stop and yield right-of-way at stop sign	4511.43 (A)
Failure to obey traffic control signal	4511.13 (C)(1)(a)
Improper right turn	4511.36 (A)(1)
Failure to pass vehicle safely	4511.27 (A)(1)
Failure to stop for stopped School Bus	4511.75
Speed	4511.21 (A)
Failure to exercise due care	4511.48 (E)
OVI	4511.19 (A)(1)

### Bicyclists

Riding facing traffic	4511.55 (A)
Failure to stop and yield right-of-way at stop sign	4511.43 (A)
Failure to obey traffic control signal	4511.13 (C)(1)(a)
Improper left turn	4511.36 (A)(2) & (3)
Failure to signal turn	4511.39
Required lights and reflectors (on-road, sidewalks)	4511.56 (A)(1) & (2) & (3)

### Pedestrians

Failure to obey pedestrian control signals	4511.14 (B) & (C)
Crossing against red light	4511.13 (C)(3)
Sudden entry into roadway - crosswalk	4511.46 (B)
Failure to yield right-of-way to vehicle - non-intersection or cross-walk	4511.48 (A)
Walking on roadway with traffic	4511.50 (C)

**TRAINING IS THE KEY:** Officers don't enforce laws they do not know and they do not enforce laws they cannot defend...

See back for free Pedestrian and Bicycle Law Enforcement Training and other resources.

## NC STATE LAW: A BICYCLE IS A VEHICLE

- Ride in same direction as motor vehicle traffic
- Stop at stop signs and red lights
- Ride as close to the right- hand edge of the lane as practicable, except when making left turns or avoiding hazards.
- Always yield to pedestrians.
- Bicyclists under age 16 are required to wear helmets.
- For riding after dusk, equip your bicycle with a front lamp visible from 300 feet and a rear red light or reflector visible from 200 feet.
- Yield to vehicles and pedestrians when entering the main road from a side street, driveway or building entrance.



### BICYCLIST RIGHTS IN NC

In North Carolina, bicyclists have the same rights as motor vehicle drivers. Bicyclists are allowed to take the full lane when it's necessary for safety or to avoid hazards in the road. Bicyclists are allowed to use all roadways except fully-controlled access highways such as interstates.

Remember that motorists are more likely to see you and treat you with respect if you behave like a vehicle operator and communicate your intentions.



SHARE THE ROAD

# RIGHTS, LAWS & SAFETY TIPS FOR BICYCLISTS



## WAY TO GO!

**WINSTON-SALEM**  
BICYCLE & PEDESTRIAN PROGRAM

info: [www.bike.cityofws.org](http://www.bike.cityofws.org)

## WINSTON-SALEM BIKE LAWS

In addition to state laws, the City of Winston-Salem has specific bicycle laws:

1. A bicycle should carry only the number of people for which it was designed.
2. Bicyclists should ride no more than two abreast.
3. When bicyclists are riding on a sidewalk, the bicyclist must yield to pedestrians and give an audible warning to the pedestrian.
4. Bicyclists are not allowed on sidewalks in these locations:
  - Central business district—the area bounded by 8th Street, US 52, Business 40, and Broad Street
  - Sunset Drive from First Street to Glade Street.
  - Liberty Street from 14th Street to 17th Street.
5. A bicyclist should not travel at a greater speed than is reasonable for the circumstances and conditions.
6. Bicyclists should not carry packages or items that prevent them from keeping at least one hand on the handlebars.
7. Bicycles should be parked in a way that does not obstruct pedestrian traffic.
8. All bicycles should have working, functional, adequate brakes.

## 10 SAFETY TIPS

1. Gain motorists' respect by riding courteously and responsibly.
2. Follow all applicable rules of the road, including stop signs.
3. Pass other vehicles only on the left unless a marked bike lane allows you to pass safely on the right.
4. Always be conscious of your surroundings, particularly if you're riding alone and check ahead to anticipate changing situations.
5. Bicyclists can be difficult for motorists to see at dawn and dusk so take special care at these times.
6. If safety dictates it, take the full lane.
7. Always signal your intention to turn or change lanes, so motorists can react properly. And be sure to check behind you for other vehicles.
8. Always maneuver so you cross railroad tracks at a right angle.
9. In a group, ride no more than two abreast and, where possible, move to single file when other vehicles are passing.
10. Always make safety your byword, regardless of who has the legal right-of-way.



For years, roads were built with only automobiles in mind — and the rules of the road were focused on them. But these days, with more cyclists on the road and more bike lanes being added to streets, it's essential that drivers and cyclists alike understand **the rules of the road.**

### The motorist's responsibility:

- **Pass with care.** Slow down and give bicycles at least three feet of clearance when passing. If there isn't room, be patient and wait until it's safe to pass.
- **Don't honk.** A car horn can startle a cyclist, causing a wreck.

- **Treat bicycles like other vehicles.** Never cut them off. Yield to them when turning. Always assume bicyclists are traveling straight unless they signal otherwise.
- **Keep it clean.** Glass and other trash create hazards for bicyclists.
- **Be aware.** Watch out for cyclists; treat them with respect and give them the room they need to be safe.

**First of all,** it's important to note that, once they enter the roadway, cyclists have the same rights and responsibilities as drivers of motorized vehicles. They must:

- They all traffic laws.
- Stop at stop signs and traffic lights.
- Signal all turns.
- Ride *with* traffic, in the right side of the lane.
- Use lights when it's dark.

**However,** there are special rules cyclists must follow — and drivers must accommodate.

- **Two abreast.** Bicyclists may ride two-abreast, even in traffic.
- **Room to ride.** Bicyclists are *not* required to ride on the shoulder or to surrender the lane to vehicles. When riding with traffic, they are expected to ride as far to the right as practical *when the lane can be shared safely with other vehicles.*
- **Extra room.** Bicyclists may move away from the right side of the road when passing another vehicle going in the same direction, or when avoiding a hazard such as a pothole, debris, animals or other vehicles.
- **Left lane.** Bicyclists may use the left lane or move to the left side of a single lane when preparing to make a left turn — just like a car.



Creating a bicycle-friendly Indiana through promotion, education and advocacy.

317.466.9701  
800.BIKE.110  
[www.bicycleindiana.org](http://www.bicycleindiana.org)

**Bicycles are alternate modes of transportation that benefit us all — whether we ride them or not.**  
They are pollution-free and add no wear or tear to our roadways — and that means cleaner communities and lower roadway maintenance costs for Hoosier taxpayers. And that makes sharing the road not just sensible, but also worthwhile.



This Share the Road brochure is published and distributed by Bicycle Indiana as part of a project funded by a grant from the Indiana Department of Transportation, administered by InShape Indiana, through Transportation Enhancement funds distributed by the Federal Highway Administration. Matching funds provided by the CIBA Foundation. (Also available in Spanish.)





Riding a bicycle on the road means sharing the road with cars, trucks and motorcycles. That can be a scary thought, but if you **ride smart**, you can be safe and enjoy the ride. Following are a few tips to remember so you share the road with sense.



Creating a bicycle-friendly Indiana through promotion, education and advocacy.

317.466.9701  
800.BIKE.110  
[www.bicycleindiana.org](http://www.bicycleindiana.org)

**First of all**, remember that, when you ride in traffic, you're really just another driver, with the same rules and responsibilities as everyone else. That means you must:

- Obey all traffic laws.
- Stop at stop signs and traffic lights.
- Signal all turns.
- Ride *with* traffic, in the right side of the lane.
- Always look back, signal and check for traffic before turning or entering the roadway.
- Be aware of what's going on around you.

**On the other hand**, as a bicyclist, you're smaller, slower and less protected than other drivers on the road. That means you need to think about things other drivers don't. Here are some dos and don'ts:

- **Do** wear a helmet. (It could save your life!)
- **Do** wear bright colors to help drivers see you.
- **Don't** surprise other drivers. Ride straight, with no sudden changes in direction.
- **Don't** hog the road: Two cyclists, side-by-side, is the limit. If the lane can be safely shared with a car, ride single-file.
- **Do** let motorists pass when it's safe, but hold your lane so you have room to ride.
- **Do** allow four feet between you and parked cars so you don't get surprised by an opening door.
- **Do** let pedestrians go first.
- **Do** be prepared: Carry water and tools.
- **Do** allow extra distance for stopping in wet weather.
- **Do** use a light and wear reflective clothing if you must ride when it's dark. Reflective patches and reflective wheel strips also help.