



4. Implementation

This section identifies the policies, programs, and projects that will create a bicycle and pedestrian system that supports the goals and objectives identified by the community. This section also includes funding recommendations, regional coordination, and plan monitoring, which are essential to accomplish the goals and objectives of the bicycle and pedestrian plan. Demands on the region's resources are high and funding is often scarce. The GHMPO and its partners must demonstrate that they are willing to undertake significant implementation measures. Interest from the private sector and nonprofit organizations is also required to ensure long-term success. The following action items are the initial responsibility of the GHMPO and are separated into short- and long-term actions based on the available staffing and funding of the MPO.

4.1 Projects¹⁰

Short-term:

- √ Adopt the GHMPO Bicycle and Pedestrian Plan, and incorporate it into the LRTP.
- √ Work with agencies and jurisdictions to implement the projects identified as short-term in Appendix C.
- √ Initiate discussions with local jurisdictions and the Technical Coordinating Committee (TCC) regarding implementation of the projects identified in this plan (see the network figures and project list in Appendix C) through a combination of local, regional (MPO), and/or private actions.
- √ Establish a web-based comment form on the GHMPO web site that allows citizens to request bicycle parking at desired locations; set aside funding for bicycle parking facilities.

¹⁰ The specific facility types designated in this plan are based on analysis and discussion at the time of this study. It is the intent of this Plan that facility type be re-examined at the time a specific project is proposed or related road corridor improvements go into preliminary engineering. Final analysis should consider changes in land use, traffic characteristics, and parallel facilities, as well as any financial or design constraints.



Long-term:

- ∨ Work with agencies and jurisdictions to implement the projects identified as mid-term and long-term in Appendix C.

4.2 Policies and Programs

Safety

Short-term:

- ∨ Initiate discussions with Hall County and Gainesville school boards on the Safe Routes to School Program (SR2S), provide materials describing the project, and identify an entity to lead implementation of SR2S.
- ∨ Create a list of national/federal safety publications and provide to schools, county/city offices, libraries, police stations, and the Department of Motor Vehicles office; make available (or link to) the list or the materials on the MPO web site.

Long-term:

- ∨ Create project evaluation worksheets for the TIP process. Give extra consideration to intersection improvements at pedestrian/bicyclist crash sites.

Awareness/Education

Short-term:

- ∨ Provide the Suitability Index Map on the GHMPO web site with a legal disclaimer.
- ∨ Initiate discussions with local bicycle shops regarding funding for the distribution of hard copies of the suitability map.
- ∨ Encourage the distribution of information on safety/legal requirements and/or benefits of walking/biking (e.g., “Did You Know” posters) by providing this information to local bicycle shops, grocery stores, banks, doctor/dentist offices, and park and recreational centers.



- ∨ Initiate discussions with the Gainesville and Hall County school boards regarding the Walk and/or Bike to School Day; this should be coordinated with the Safe Routes 2 School Program, if successful.
- ∨ Maintain a section of the GHMPO web site that highlights the progress of the bicycle and pedestrian plan, the benefits associated with walking/biking, and national bicycle/pedestrian resources/links.

Funding

Short-term:

- ∨ Initiate discussions with Hall County regarding setting aside a percentage of future SPLOST funds for bicycle/pedestrian improvements.
- ∨ Encourage local jurisdictions to require sidewalks in subdivisions, commercial areas, and redevelopment areas (new construction) in support of this plan.

Long-term:

- ∨ Create project evaluation worksheets for the TIP process that give special consideration to projects included in this plan.

Design Standards/Maintenance

Short-term:

- ∨ Initiate discussions with local government regarding adopting the minimum design standards in support of this plan.
- ∨ Initiate discussions with Hall County about extending shoulders during roadway resurfacing projects (Local Assistance Road Program) to allow room for bicycle travel. Provide cost/benefit analysis.
- ∨ Establish a web-based comment form on the GHMPO web site that allows citizens the opportunity to identify maintenance issues in Hall County; initiate discussions with local jurisdictions regarding establishing procedures to address the comments.



4.3 Plan Monitoring

Active monitoring is critical to successful implementation of the bicycle and pedestrian plan. Performance measures are important for tracking the progress of the plan and how well projects are meeting the plan goals and objectives. Data associated with the performance measures must be collected on a regular basis. The plan should be updated regularly, based on analyses of performance measures, as transportation conditions in the GHMPO area change.

4.3.1 Performance Measures

Performance measures provide a mechanism to evaluate the effectiveness of the existing bicycle and pedestrian system and the success of the GHMPO Bicycle and Pedestrian Plan over time. The following performance measures are based on the goals and objectives of the plan and should be quantifiable – meaning actual data is available or can be collected to evaluate changing conditions:

- √ Number of key origins and destinations connected by bicycle and pedestrian facilities. Key origins and destinations include:
 - Lake Lanier
 - Schools
 - Downtowns and activity centers
 - Government offices
 - Parks
 - Health care centers
- √ Percentage of population or employment within 1 mile of a bicycle facility and percentage within ¼ mile of a sidewalk
- √ Number of Census blocks with a lower-than-average vehicle-per-household rate within ¼ mile of bicycle or pedestrian facilities
- √ Amount of funding dedicated to bicycle/pedestrian facilities
- √ Percentage of jurisdictions that adopt recommended design standards
- √ Number of pedestrian crashes, injuries, and fatalities



4.3.2 Data Collection Needs

A variety of data must be collected and maintained to evaluate the performance measures. A GIS database that includes population, employment, bicycle and pedestrian facility locations, jurisdictional boundaries, and transit facilities is an ideal tool for assessing performance measures, since most have a geographic component. This information is currently available. Bicycle and pedestrian accident data should be collected to assess the safety of the system. This information can be collected annually from Georgia DOT. A key data collection need to measure performance of the plan is tracking and reporting development and construction of bicycle and pedestrian facilities. To track local government activity, a survey requesting information on bicycle and pedestrian improvements should be distributed yearly to each local jurisdiction.

4.3.3 Updating the Plan

As projects are implemented and new projects are conceived, the GHMPO Bicycle and Pedestrian Plan must be updated. Also, as transportation challenges evolve, projects may be reprioritized based on performance measures to meet the changing needs of constituents. Finally, plan updates should be timed to feed into the established LRTP/TIP update process.