

*Bicycle and
Pedestrian Plan*



City of Forsyth

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Introduction

In 2010, the Regional Bicycle and Pedestrian Plan for the Middle Georgia Region underwent a comprehensive update. The final document identified a variety of action items for communities to undertake to enhance and develop local bicycle and pedestrian resources, which will not only serve the individual communities and expansion of local networks but also bolster the regional network of bicycle and pedestrian amenities.

The five-year implementation strategy portion of the Regional Bicycle/Pedestrian Plan identifies the completion of a Forsyth Bicycle Pedestrian Plan to coordinate all related bicycle/pedestrian documents, resources and initiatives into one document. In addition to being an identified action item in the Regional Bicycle Pedestrian Plan, the completion of a Local Bicycle Pedestrian Plan is also a specific item in the Transportation section of Forsyth's Joint Comprehensive Plan Short-Term Work Program. Funded through the Middle Georgia Regional Commission's annual Planning Contract with the Georgia Department of Transportation, this plan will assist the community in coordinating and implementing specific projects directed toward achieving a more unified bicycle and pedestrian network.

Current Conditions and Existing Local Plans

Nearly one-third of Americans do not drive:

- *21% over 65*
- *Children under 16*
- *Many low-income individuals do not have automobile access*

- Completestreets.org

Centrally located in the State along I-75 between Atlanta and Macon, the City of Forsyth is locationally well-poised for growth and development. The presence of the Georgia Public Safety Training Center (GPSTC) and recent relocation of the Georgia Department of Corrections (DOC) to the former Tift College campus within the City, illustrates Forsyth's potential to become a sought-after location for additional complementary business industries. As such, the community is also poised to experience related residential growth and increased demand for facilities, services and infrastructure. Due to its relatively small size, Forsyth does not have any form of public transportation services. The lack of public transit, presence of both the GPSTC and DOC within the city limits (2.5 miles and 7 blocks, respectively, from the Courthouse Square) and expected increase in residents, the City of Forsyth should consider developing alternative modes of transportation and accompanying facilities. In addition to providing transportation choice, bicycle and pedestrian-friendly communities afford a number of economic, environmental, social and health benefits, including:

- Less carbon-intensive transportation
- Decreased automobile dependence
- Decreased motor vehicle trips
- Improved air quality
- Increased community connectivity with city facilities, recreational areas, residential neighborhoods, etc.

One way for the community to achieve these benefits and address transportation choice and safety is to adopt a "Complete Streets" policy, incorporating these principles into design standards and local codes and ordinances. Complete Streets are "safe, comfortable and convenient for travel for everyone, regardless of age or ability – motorists, pedestrians, bicyclists and public transportation riders." Through access control, curb cuts, high visibility crosswalks and other designs for travelers with disabilities, Complete Streets reduces isolation and automobile dependence. Further, in July 2009, the Center for Disease Control and Prevention named the adoption of Complete Streets policies as a recommended strategy to prevent obesity. Through thoughtful design of roadways, sidewalks and related features, Complete Streets allows walking, bicycling or driving to be both feasible and safe, which is of utmost importance since nearly one-third of Americans do not drive.

60% of the pollution created by automobile emissions happens in the first few minutes of operation, before pollution control devices can work effectively. Since "cold starts" create high levels of emissions, shorter car trips are more polluting on a per-mile basis than longer trips.

- League of American Bicyclists

According to a study by the National Complete Streets Coalition, Americans want more choices when it comes to transportation:

- 66% of Americans want more transportation options so they have the freedom to choose how to get where they need to go.
- 73% currently feel they have no choice but to drive as much as they do.
- 57% would like to spend less time in the car.

Studies have shown that a community's walkability is linked to quality of life standards and have numerous, widespread benefits in the areas of Health, Transportation, Environmental / Energy, Economic, and Social Justice.¹


New studies, however, are also illustrating that walkability also positively impacts home values. According to a 2009 study, *Walking the Walk: How Walkability Raises Home Values in U.S. Cities*, "walkable, bikeable neighborhoods are more livable and attractive, increasing home values and resulting in increased wealth for individuals and additional property tax revenue."² An online resource that provides a broad overview of a community's walkability is Walkscore.com, which "measure[s] the number of typical consumer destinations within walking distance of a house, with scores ranging from 0 (car dependent) to 100 (most walkable)." The website displays the proximity of amenities including restaurants, groceries, shopping, parks, entertainment, and even schools to a location and even has the option to calculate commute times for walking, biking and driving. While a Walk Score can be calculated for any address, it can also be calculated for an entire city. The City of Forsyth has a Walk Score of 82, which is considered to be "very walkable - most errands can be accomplished on foot."

By the Walk Score measure, walkability is a direct function of how many destinations are located within a short distance (generally between one-quarter mile and one mile of a home). Our measure of walkability reflects the convenience and proximity of having shopping and cultural activities close at hand, as well as the value households attach to mixed-use neighborhoods.

- *Walking the Walk: How Walkability Raises Home Values in U.S. Cities*

¹ Benefits of Walking, Walkinginfo.org

² Cortright, Joe. CEOs for Cities. *Walking the Walk: How Walkability Raises Home Values in U.S. Cities*. 2009.



Dedicated to increasing walkability and connectivity between downtown, adjacent neighborhoods and recreational amenities, the City of Forsyth already has taken pro-active steps to plan for the development of both the destinations themselves and their accessibility. A review and consideration of the City's current existing conditions provides a baseline for future initiatives. Forsyth has a number of local plans in place and projects currently being implemented. A brief overview of these local plans as they relate to bicycle and pedestrian issues follows.

Downtown Streetscape Project, PI #0007599

The City of Forsyth was recently engaged in efforts to improve the sidewalks, move utility poles, and install other pedestrian amenities on the streets around the courthouse square. The project was completed with Transportation Enhancement funding, which is authorized through the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) as a set-aside funding category targeted for enhancing the multi-modal environment through non-motorized transportation-related projects including streetscapes, sidewalks, multi-use paths and bicycle facility improvements. With the successful completion of the courthouse square sidewalk project, Forsyth has the opportunity to improve upon other existing sidewalks as well as connect in-town residential areas to major employment centers.

Monroe-Forsyth-Culloden Joint Comprehensive Plan

Completed in 2007, the Monroe-Forsyth-Culloden Joint Comprehensive Plan emphasizes walkability, accessibility and connectivity between businesses, schools, parks and residences through transportation choice with a focus on bicycle and pedestrian orientation throughout the document. The Community Assessment identifies general areas where bicycle and pedestrian facilities could be improved, noting that bicycle-pedestrian facilities can be an important mode of transportation in the following ways:

- In downtown Forsyth by reducing vehicular congestion and the need for additional parking, thus making it easier and safer for pedestrian traffic.
- In sections of the City of Forsyth to connect residential areas and major employment centers.

- The bicycle facility along Juliette Road can provide an alternative connection between two historical areas (City of Forsyth and Juliette), as well as a connection to the proposed Ocmulgee-Piedmont Scenic Byway in neighboring Jones County.
- Consideration should be given to making improvements to the pedestrian system between the DOC facility and the downtown area and working with DOC officials in encouraging staff to use this facility. This will not only reduce the need for parking, but at the same time enhance the pedestrian-friendly atmosphere of the downtown area.

The Comprehensive Plan also includes a Planned Bicycle and Pedestrian Facilities Map (see map on page 10) which identifies existing and planned bicycle lanes. One of these will be a two-foot-wide bicycle lane along Juliette Road from the City of Forsyth to unincorporated Juliette where it will connect with a planned shared use trail that will adjoin with Macon's Ocmulgee Heritage Trail (OHT).

The Joint Comprehensive Plan noted that while the City of Forsyth is committed to creating a bicycle and pedestrian-friendly community, that it currently lacks an interconnected network of bikeways and walkways. To assist the City's efforts in establishing greater connectivity, the Community Agenda sets forth desired development patterns with accompanying implementation activities for a number of specific Future Development Areas (see Map on page 11) including:

Highway Corridor (Major Highway Corridor Character Area within the City of Forsyth: I-75; US 341; State Highways, 18, 19, 41, 42, 74, 83)

- Development Patterns: Bicycle and pedestrian accommodations.
- Implementation Activities: Include landscaped buffers between roadways and new bike/pedestrian trails.

Traditional In-Town Neighborhoods

- Development Patterns: Maintain existing sidewalks and other pedestrian amenities as well as bicycle connections to encourage residents to walk/bike to work, shopping and other nearby destinations and to increase mobility for children and elderly populations.
- Implementation Activities: Retrofit existing residential to improve connectivity with downtown Forsyth by installing pedestrian and bike amenities.



Commercial Growth

- Development Patterns: Create safe, convenient facilities for bike and pedestrian access to the commercial corridors, particularly along the entrance corridors.







Downtown Historic Area








- Development Patterns: Focus on improving sidewalks and streetscaping to make the downtown/historic areas inviting for pedestrians.

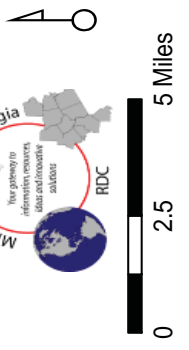
The Community Agenda Short-Term Work Program also includes specific activities the community intends to undertake, which are included in the Implementation Activities section of this Plan beginning on page 33.

Planned Bicycle Pedestrian Facilities


Legend

	Long Term Plan		Interstate
	5 Year Plan - Signage Only		City Street
Red Text	Long Term Plan		County Road
Green Text	5 Year Plan		State Highway

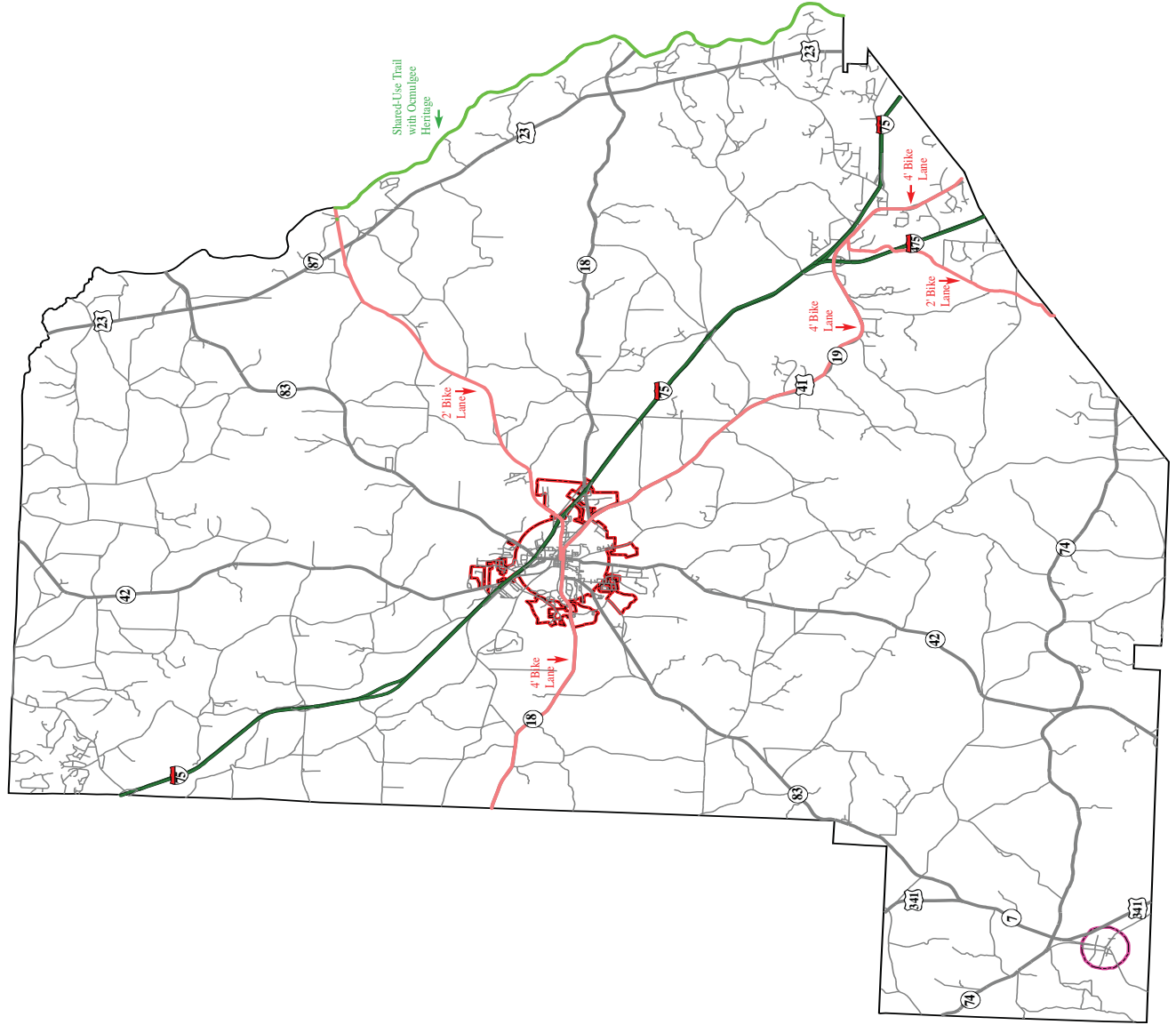
	Monroe		Interstate
	Forsyth		City Street
	Culloden		County Road
			State Highway



0 2.5 5 Miles


















Georgia
Middle Georgia RDC
No pathway to
the future without
the people
of the future
at the center




Future Development Map - Forsyth

Legend

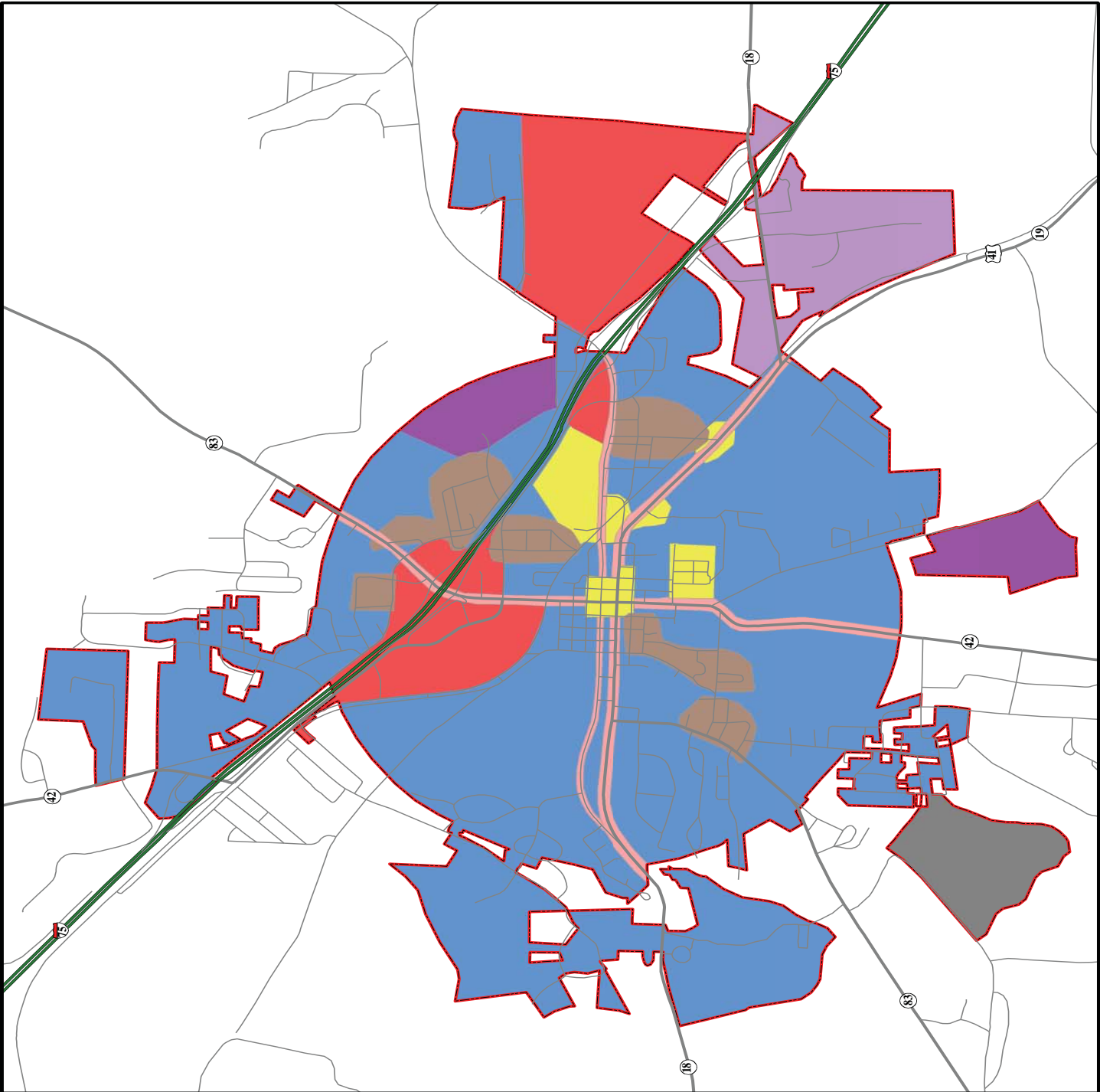
	Closed Landfill		Interstate
	Commercial Growth		City Street
	Redeveloping Neighborhoods		County Road
	Downtown/Historic Area		State Highway
	Residential Growth Areas		Forsyth
	Highway Corridor		
	Industrial		
	Traditional In-Town Neighborhood		




Georgia
Middle
RDC
Your gateway to information resources, data and innovative solutions



0 0.5 1 Miles






Pedestrian Facility/Sidewalk Infrastructure Improvement Plan

Through funding assistance made available by the Georgia Department of Transportation in FY 2008, the City of Forsyth was able to prepare a Pedestrian Facility/Sidewalk Infrastructure Improvement Plan. This plan provides local officials with a guide for current and future sidewalk maintenance, as well as recommendations for expansion to major activity centers and neighborhoods not currently served by pedestrian facilities. The Forsyth Pedestrian Facility/Sidewalk Infrastructure Improvement Plan includes a demographic analysis; conditions assessment; facilities data and goals, objectives and recommendations.

An extensive field survey conditions assessment of the existing sidewalk network in the City of Forsyth was accomplished as part of this plan. The conditions assessment portion of the plan includes information about connectivity, potential barriers to usage and amenities, including notations about the presence of trash receptacles and benches but lack of bicycle racks. In addition, the Existing Sidewalk Network Inventory (originally accomplished in 2005 for the first Middle Georgia Bicycle/Pedestrian Plan), which includes specific data related to the sidewalk network (i.e. begin and end points, construction material, condition, width and status of ADA compliance) was updated in conjunction with the development the Pedestrian Facility/Sidewalk Infrastructure Improvement Plan. The Existing Sidewalk Network Inventory was reviewed again in 2011 with the creation of this document and is located in **Appendix A**.

The Georgia Department of Transportation published The Georgia Guidebook for Pedestrian Planning in June 2006. The purpose of the Guidebook is to help assist municipalities, counties, regional entities, and other public and private entities in pedestrian-planning activities. The Forsyth Pedestrian Facility and Sidewalk Infrastructure Improvement Plan is modeled after the principles and objectives outlined in the Guidebook as well as GDOT goals that guide the development and implementation of a statewide bicycle and pedestrian system. These goals include:

- Promote non-motorized transportation as a means of congestion mitigation.
- Promote non-motorized transportation as an environmentally-friendly means of mobility.
- Promote connectivity of non-motorized facilities with other modes of transportation.

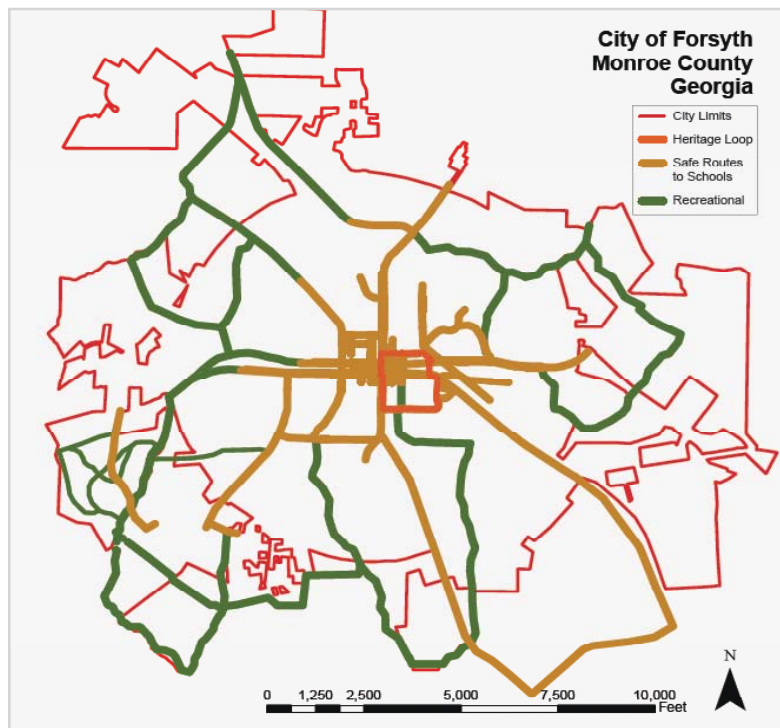
- 
- Promote bicycling and walking as mobility options in urban and rural areas of the state.
 - Develop a transportation network of primary bicycle routes throughout the state to provide connectivity for intrastate and interstate bicycle travel.
 - Promote establishment of U.S. numbered bicycle routes in Georgia as a part of a national network of bicycle routes.
 - Encourage economic development opportunities that enhance bicycle and pedestrian mobility.

The intention of the Pedestrian Facility and Sidewalk Infrastructure Improvement Plan is to provide local public officials with a comprehensive plan for current and future sidewalk maintenance, as well as sound recommendations for expansion to major activity centers and neighborhoods not currently served by bicycle and/or pedestrian-friendly transportation facilities.

Connectivity Study: Parks, Schools and Public Lands

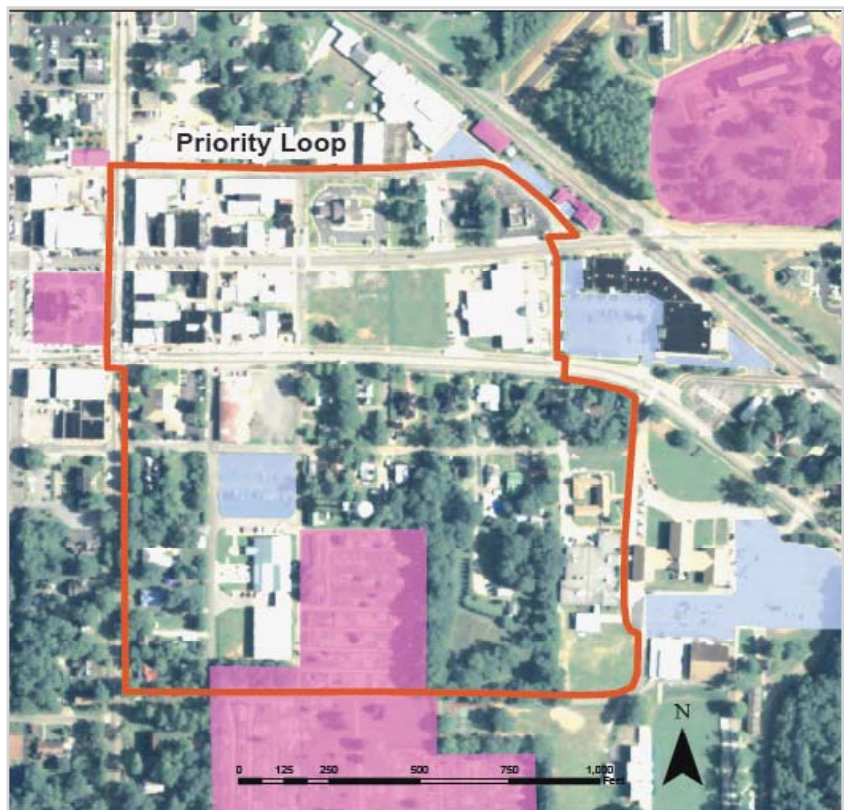
Recognizing the multitude of economic, environmental, and social and health benefits that result from being a bicycle/pedestrian-friendly community, the City of Forsyth engaged the University of Georgia Landscape Architect students to develop a master connectivity plan for the City which was completed in early 2011. According to the *Connectivity Study for the City of Forsyth: Parks, Schools and Public Land*, the Forsyth City Council's Parks, Recreation and Cemetery Committee recommended using publicly held land, including the often overlooked city-owned cemeteries, as a starting point for building connections. Using schools, parks and public lands as a baseline, the Connectivity Study recommends the creation of three different Trail Network Systems:

1. Heritage Trail - connecting seven historic sites along a 1.1-mile loop ideal for a walking tour for all ages, residents and tourists.
2. Safe Routes to School - encouraging elementary and middle school students to walk or bike to school along safe established routes, cultivating an active lifestyle among the future citizens of Forsyth.
3. Recreation and General Connectivity - offering hiking and mountain biking, road cycling, and sidewalks to most designations within the city, whether they be home, work or play.



Heritage Trail

The proposed Heritage Trail establishes formalized connectivity between Forsyth's cultural and historic resources including the Monroe County Courthouse, Welcome Center, train depots, Tift College, old high school, confederate cemetery, and Hubbard Training School Dormitory and Teachers Cottage. The Study also promotes an accompanying audio component to allow "visitors to listen to stories about a particular place by dialing a number on their cell phones." While not addressed in the Study, other ways to enhance the Trail's usage is to create a brochure (both hardcopy and electronic version) with a trail map and information about each site and to produce a free podcast for visitors to download to MP3 players or cell phones. The map below is from the Connectivity Study and illustrates the historic sites in pink with potential parking areas in blue.



To increase usage and visitorship, the Connectivity Study also recommends specific improvements to the Forsyth City Cemetery ranging from simple, such as the removal of "no parking" signage, to moderate through the construction of a community pavilion and installing "grass paved" parking areas for both aesthetic and environmental (elimination of storm water run-off caused by impervious surfaces).



Overall recommended trail improvements include branding initiatives such as installing cohesive signage, sidewalk improvements through the addition of decorative pavers, and beautification through plantings and landscaping. Regarding beautification, the Study authors observed a lack of Forsythia bushes in Forsyth. This was noted to be problematic in a town that celebrates an annual Forsythia Festival, and the Study includes the recommendation that Forsythia bushes be incorporated in new landscaping efforts. The plan also includes sample visual imaging of how a couple of locations would look after the proposed improvements.

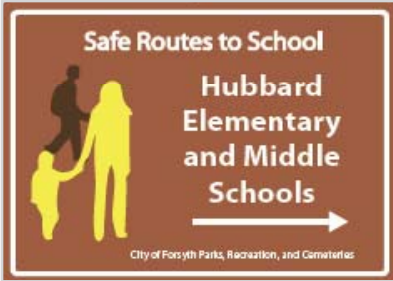
Safe Routes to School

The Safe Routes to School (SRTS) Program is a Federal-Aid program of the U.S. Department of the Transportation's Federal Highway Administration (FHWA). The program was created by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) with the goals to increase the number of children in grades K-8 who walk and bike to school.³ SRTS provides funds to the States to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The SRTS program is built around the 5 Es: Engineering, Education, Encouragement, Enforcement and Evaluation. The purposes of the program are:

- To enable and encourage children, including those with disabilities, to walk and bicycle to school;
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- To facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grades K-8).⁴

³ <http://www.dot.state.ga.us/localgovernment/fundingprograms/SRTS/Pages/default.aspx> and

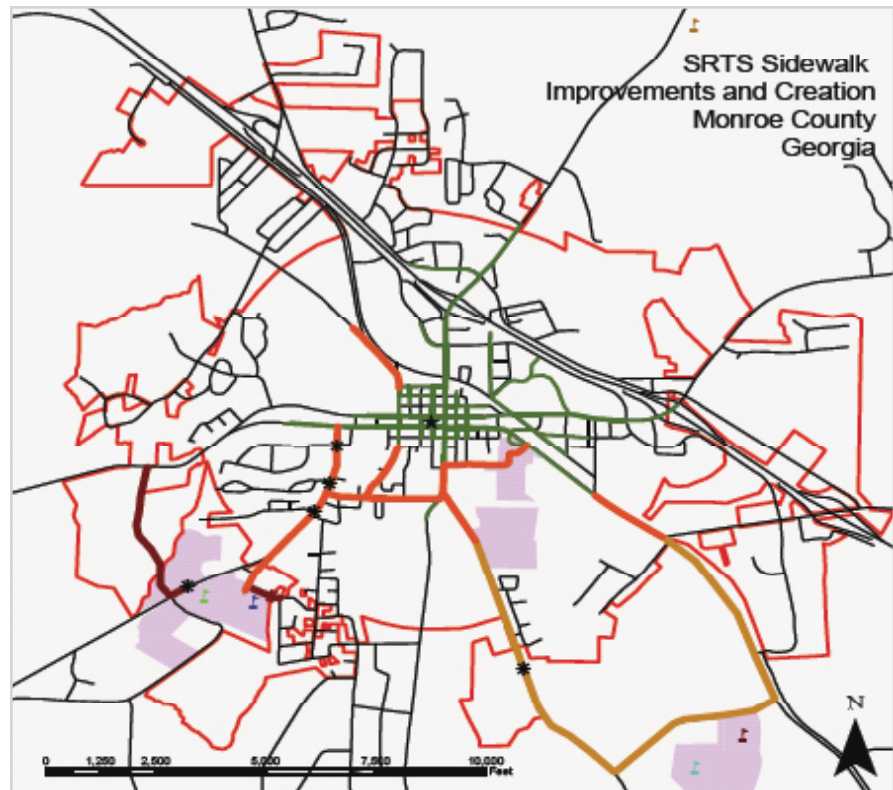
⁴ <http://safety.fhwa.dot.gov/saferoutes/overview/>



The Connectivity Study includes three proposals for SRTS projects and recommends directional signage be installed for all schools within the community. The three SRTS program proposals include:

- Sidewalks improvements and road crossings at Samuel Hubbard Elementary and William Hubbard Middle schools.
- Multi-Use Path, Crossing and Pedestrian Bridge (creation of a formal path between Willis Wilder Drive and William Hubbard Middle School).
- Expanded Sidewalk Network and Crossings (T.G. Scott Elementary and Banks Stephens Middle School).

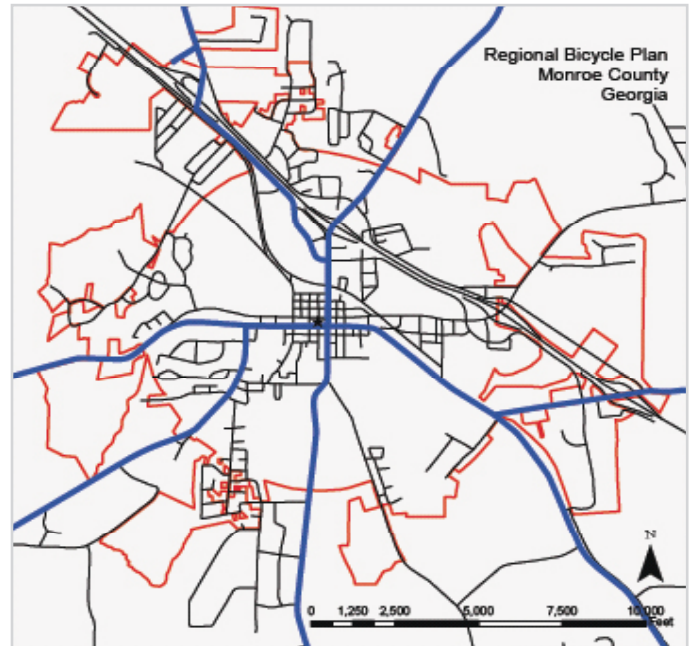
The Connectivity Study contains a more detailed project scope and maps for each of three proposed SRTS projects.



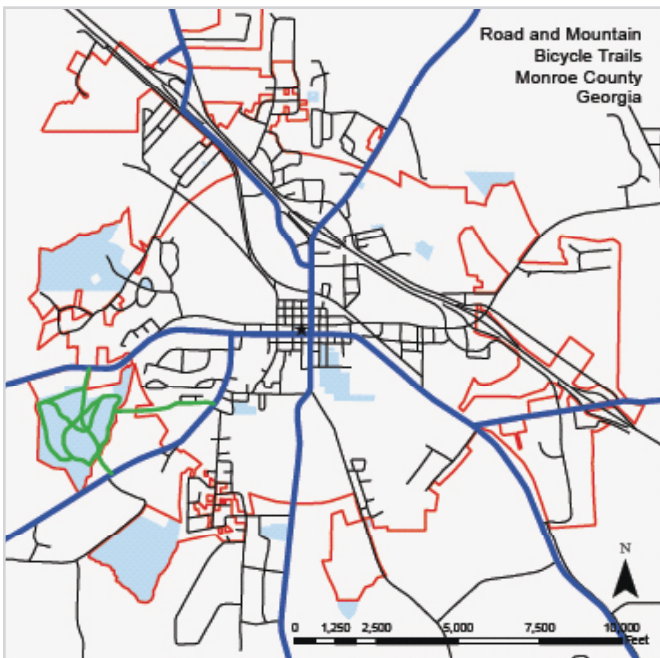
Recreation and General Connectivity

The Connectivity Study also addresses the need for a more expansive Recreational and General Connectivity trail. Unlike the Heritage and SRTS trail networks which are more specifically focused, the Recreation/General Connectivity network covers entire city and fills in gaps not addressed by the other two networks. The Recreation/General Connectivity network has four components:

1. **Regional Bike/Pedestrian Plan Bicycle Routes.** These are based on the routes recommended in the Middle Georgia Regional Bicycle and Pedestrian Plan.



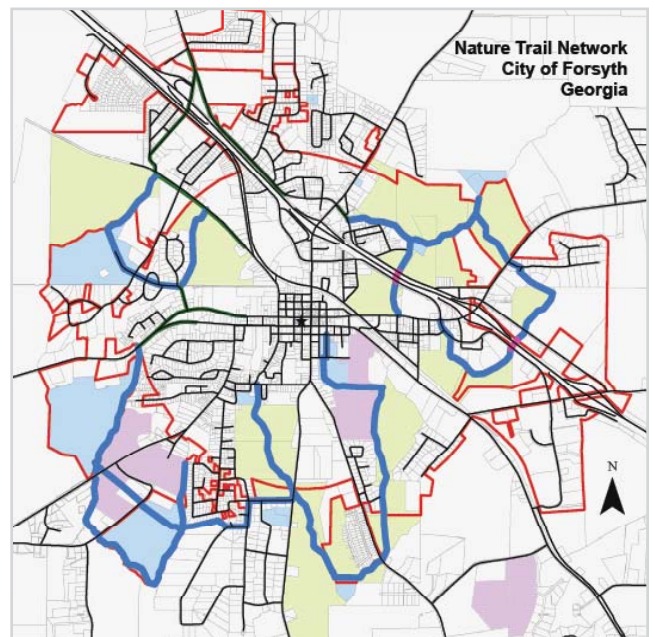
2. **Mountain Bike Trail System.** The proposed system consists of a 3,535-foot paved multi-use trail running from Monroe Hills Memorial Gardens and Rest Haven Memorial Cemetery (which is part of a SRTS proposed route). This system includes a 12,224-foot (2.32 mile) mulched and/or cleared path accessible from US 41/SR18, SR 83 and Union Hill Drive.






3. Sidewalk System Expansion. The Study outlines a recommended expansion of Forsyth’s current sidewalk network by 17,882 feet or 3.39 miles (as illustrated) to provide connectivity to the Georgia Public Safety Training Headquarters, Monroe County Recreational Sports Complex, Forsyth Golf Course, and residential areas in the north and west portions of the City with the historic downtown. These sidewalks do not overlap with SRTS or Heritage Trail proposals but address sidewalk needs in other areas of the community, particularly the northwest quadrant of the City.

4. Nature Trails Network. The network of nature trails is the largest recommended network totaling 73,100 feet (13.8 miles) in length aimed at creating loops and connections the other networks cannot provide. Unlike the other trails, the nature trail is not limited to publicly-owned properties or existing rights-of-way but instead follow stream buffers that cross 25 privately held parcels (illustrated in green on the map below). The Study recommends proactive measures to obtain access easements along the stream corridors and build mulched and/or tidy dirt footpaths between 2-5 feet wide with clear and frequent trail indicators. The Study also suggests a potential partnership with the Georgia Forestry Association (headquartered in Forsyth) in establishing the Nature Trail network.





The Connectivity Study also offers information about potential funding sources for these proposed trail networks. It concludes with the recommendations that all future development within the City of Forsyth should aim to increase connectivity within the community suggesting the adoption of design standards and codifying connectivity goals in zoning codes, future land use and comprehensive planning documents.

Beyond Forsyth: Regionalism and Cross-Community Connectivity

Bicycle and pedestrian activities are not confined to jurisdictional boundaries but rather lend themselves to cross-community connectivity and regionalism. The City of Forsyth should consider more in-depth coordination with Monroe County, particularly in regards to bicycle route connections. As summarized below, there are a number of regional and multi-jurisdictional plans in place, which address bicycle and pedestrian initiatives in the City of Forsyth.

Middle Georgia Regional Plan (2011)

The Middle Georgia Regional Plan is comprised of two major components, the Regional Assessment and Regional Agenda.

Regional Assessment

The purpose and intent of the Regional Assessment is to identify where the region stands today, and to provide a fact-based foundation upon which a course for the region's future can be created.


Capitalize on the relocation of the Georgia Department of Corrections to the former Tift College Campus in Forsyth and the addition of 400 jobs to the region through identifying and targeting related business.

The region contains numerous small urban centers scattered throughout the rural areas, such as Byron, Fort Valley, Eatonton, **Forsyth** and Gordon/Ivey. Most of these urban centers range in population from 4,000 to 8,000. The cities have small downtown cores, usually limited to four blocks or less, surrounded by low-intensity suburban residential districts. They serve as important business and finance centers for the surrounding rural areas.

Regional Agenda

The Middle Georgia Regional Agenda is truly a path to the region's future. It is the most important component of the larger Middle Georgia Regional Plan in that it contains the region's vision for the future; but more importantly, it offers an implementation program for achieving that vision. This document is intended to be utilized by regional leaders during their day-to-day decision-making as they work towards creating a growing, successful and sustainable Middle Georgia.

The pedestrian facility/sidewalk infrastructure improvement plans for the Cities of Roberta, Jeffersonville, Hawkinsville, Forsyth and Gordon provide an opportunity for these communities to enhance connectivity to their downtown areas, maintain their existing pedestrian facility net-



work, provide an attractive alternative transportation mode to major trip attractors and become a walk-friendly community.

The Implementation Program is the strategy and action plan for achieving the Regional Vision by appropriately addressing each of the Regional Issues and Opportunities. In addition to identifying specific measures to be undertaken by regional leaders, it also provides guidance to developers, local government officials, and other public agencies. The Implementation Program contains guiding principles intended to offer *direction* to regional leaders for making decisions consistent with achieving the Regional Vision, as well as identification of performance standards to measure progress towards Plan implementation. The performance standards consist of a minimum standard and an excellence standard. A Regional Work Program is also included, whereby the Middle Georgia Regional Commission, as well as various outside agencies, will initiate specific strategies and activities geared towards implementation of the Regional Plan.

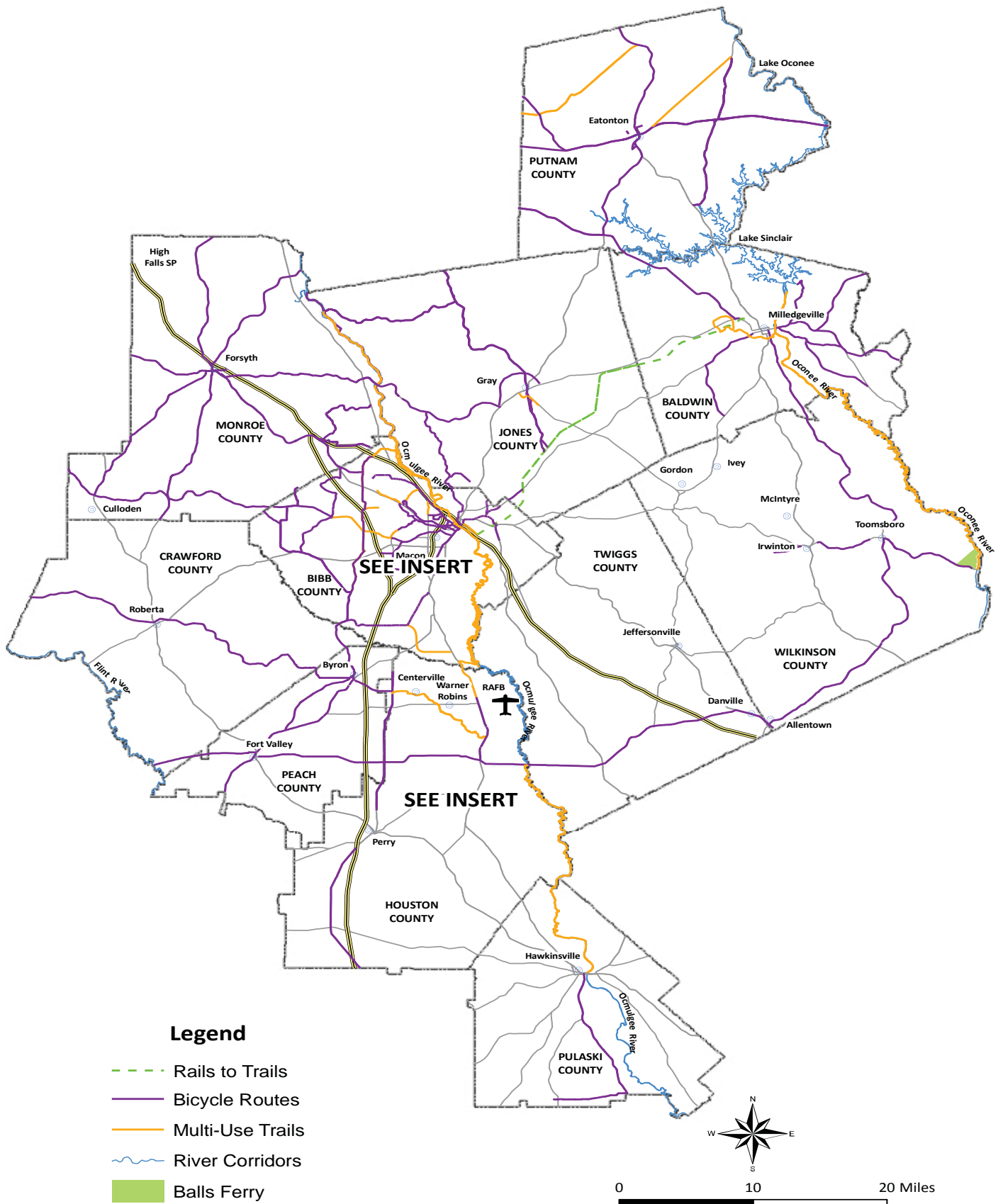
Middle Georgia Regional Bicycle-Pedestrian Plan (2010)

In 2005, the Middle Georgia Regional Commission (RC) devised a Regional Bike and Pedestrian Plan covering the 11-county region in Middle Georgia. The document underwent a major update in 2010.⁵ Maintaining a regional focus, the amended Plan also provides greater emphasis on establishing strong local bicycle and pedestrian networks as a basis for regional bicycle network growth and connectivity. The amended plan promotes local bicycle and pedestrian facilities as a viable form of active transportation (rather than recreational activities) and the concept of Complete Streets. Specifically, the Plan focuses on four major areas:

- Establishing a network of interregional bicycle routes and multi-use trails connecting major points of interest.
- Establishing a permanent bicycle and pedestrian planning function within the region's local governments.
- Establishing new SRTS programs and support of existing ones within the region.
- Establishing marketing and outreach programs.

⁵ Both planning documents were made possible through funding assistance from the Georgia Department of Transportation (GDOT).

Map 3 Proposed Interregional Bicycle Routes and Multi-Use Trails Network for the Middle Georgia Region



Proposed Bike Lanes in Monroe County

- SR 74
- SR 83, from U.S. 341 to Jasper County line
- US 341, from SR 83 to Culloden city limits
- SR 42
- SR 18
- U.S. 41, from Lamar County line to Bibb County line
- Zebulon Road, from Bibb County line to Estes Road
- Estes Road, from Zebulon Road to U.S. 41
- Old Forsyth Road/ Pate Road/Old Popes Ferry Road

These four focus areas are addressed in all five of the Plan's major sections: an Existing Conditions Analysis; a Needs Assessment; a listing of Goals, Objectives and Performance Measures; identification of Interregional Bicycle Routes and Multi-Use Trails Network; and a Five-Year Implementation Strategy.

The *Middle Georgia Regional Bicycle and Pedestrian Plan* outlines the existing bicycle routes in Monroe/Forsyth:

There are three bicycle routes that traverse the Middle Georgia region. These routes are on the approved State Bike Route System. The first route is **#15 - Central Route Corridor** that begins in Cobb County at Georgia 243. Route #15 enters the Middle Georgia region on U.S. 41/ GA 18 at the Monroe County/Lamar County line. It proceeds southeast to the City of Forsyth. From there, it continues along U.S. 41 to Bibb County where it takes a short jog along Rivoli Drive. It then turns back onto U.S. 41 along a heavily congested area through the City of Macon, south Bibb County, and portions of Houston County, including the City of Perry. After leaving the City of Perry south of the Georgia Agricenter and Fairgrounds, Route #15 proceeds along U.S. 41 through a rural area to the Dooly County line. Route #15 terminates in Echols County at the Florida line.

The *Middle Georgia Regional Bicycle and Pedestrian Plan* also identifies Highway 18/Dames Ferry Road from the City of Forsyth to the Ocmulgee River and across into Jones County and the Piedmont National Wildlife Refuge to US 129 as a proposed interregional bicycle route (see map on following page).

The *Regional Bicycle and Pedestrian Plan* also makes specific recommendations for proposed bike lanes along specific roadways within each county. A Bike Lane is a portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicycles. While most of the proposed bike lanes for Monroe County are not located within the city limits of Forsyth, it is important that the City is aware of these potential future bike lanes in order to enhance coordination and connectivity efforts with both Monroe County and the greater Middle Georgia Region.

As stated previously, the Middle Georgia Regional Bicycle and Pedestrian Plan also includes the completion of a bicycle and pedestrian plan for the City of Forsyth as a specific action item in the Five-Year Implementation Strategy section.



Top to bottom: Monroe County Courthouse; High Falls State Park; Ocmulgee River.

Middle Georgia Regionally Important Resources Plan (2009)

An additional component of the Middle Georgia Regional Plan is the Regionally Important Resources Plan (RIR), which serves as a guide for the protection and management of the many important natural, cultural and historic resources found throughout the Middle Georgia region. The resources identified within the RIR plan are those determined to be of value to the region and thus the state, and to be vulnerable to the effects of uncontrolled or incompatible development. The primary goal of the RIR plan is to lay a foundation for improved local, regional and state level coordination in protecting and managing these important resources. The plan contains three (3) categories of RIRs: Cultural and Historic Resources, Parks and Forestry Resources, and Water Resources with each category delineating specific appropriate development practices recommended for developers when designing new developments to be located near RIRs, and general policies and protection measures recommended for use by local governments in making decisions that affect RIRs.


There are three RIRs located in Monroe County, one of which is located in Forsyth:

- Monroe County Courthouse (Heritage Resource)
- High Falls State Park (Parks and Forestry Resource)
- Ocmulgee River (Water Resource)

Multi-Region River Corridor Feasibility Study (2011/2012)

This study is intended to examine, in detail, the feasibility of establishing linkage and connectivity, to the greatest extent possible, through the use of multi-use trails, greenways, conservation areas, and recreational facilities along the Ocmulgee River and the Oconee River. Starting in Athens-Clarke County and ending at Jackson Lake in Butts County, the proposed river corridor would seek to connect significant historic, cultural, and environmental resources while accentuating the history and uniqueness of the surrounding areas.

As indicated in the title, this study is multi-regional in nature, in that it encompasses the service area of four Regional Commissions: Northeast Georgia Regional Commission, Middle Georgia Regional Commission, Heart of Georgia Altamaha Regional Commission, and Three Rivers Regional Commission. Through funding made available by the Georgia Department of Transportation (GDOT), each of the affected Regional Commissions contracted with GDOT to accomplish Phase I of the study for their respective regions. Phase II of the feasibility study will focus on presenting a comprehensive analysis of the results of the Phase I inventory, and presenting specific avenues for successful river corridor implementation.



It is also important to note that the proposed multi-region river corridor project is consistent with the goals and priorities of the State Comprehensive Outdoor Recreation Plan (SCORP) of protecting open space, wetland preservation, and the provision of linkages between parks and recreation facilities. The initiative is also consistent with the Bicycle and Pedestrian Plan for the Middle Georgia Region by providing for safe, efficient pedestrian and bicycle connectivity between points of interest along the river corridors.


Butts-Jones-Monroe Multi-Modal Transportation Plan (2008)

The Butts-Jones-Monroe Multi-Modal Transportation Plan is a Long-Range Transportation Plan (LRTP) intended to serve as the foundation for the Three-County Region's transportation planning efforts and a starting point for addressing transportation needs.

In addition to identifying long-range transportation needs, the LRTP determines the resources to meet those needs, and provides a framework of projects that address the transportation needs of the county to the extent possible by leveraging existing and future resources. The format of the LRTP and the process by which it was developed is prescribed by federal legislation known as the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU). LRTPs are required to have a planning horizon of 20 or more years. This timeframe provides a basic structure and overall goal for meeting the long-term transportation needs of the planning study area.

The study team coordinated with GDOT, Butts, Jones and Monroe Counties; cities; area residents and business leaders; and other partners in the planning, development and review of potential improvements. Additionally, a comprehensive and interactive public involvement program was conducted. This ensured that alternative transportation improvements were not only coordinated with various governments, but afforded individual citizens and interested groups the opportunity to provide their input in developing and evaluating potential improvements to each County's transportation network.

The end product for this study is this LRTP document, providing for the efficient movement of people and goods within and through Butts, Jones and Monroe Counties through the horizon year of this study, 2035. Interim year analysis was conducted for the year 2015. As part of this effort existing and future operating conditions were documented for the following modes: highways and bridges, bicycle and pedestrian, freight, transit, rail and airports.



Specifically, the LRTP must be designed to achieve the following Overall Goals and Objectives:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.⁶

City of Forsyth Existing Bicycle and Pedestrian Network

The existing pedestrian network in the City of Forsyth was evaluated on a broad scale for the LRTP, finding that:

The City of Forsyth maintains a fairly extensive sidewalk network in the downtown and residential areas of the City. The existing network offers a safe location for pedestrians to walk within the City. The existing network provides adequate connection of residential areas into downtown, but there are opportunities for additional connections within Forsyth and between Forsyth and surrounding attractions.

In addition to highlighting the Georgia State Bicycle Route that travels through Monroe County (see page 21 for information about the route), the LRTP identified several key destinations that were considered when evaluating locations

⁶ All information is directly from the LRTP, which is available on GDOT's website: <http://www.dot.state.ga.us/informationcenter/programs/studies/Pages/ButtsJonesMonroe.aspx>.



for new bicycle or pedestrian facilities. These included:

Existing Schools:

- Hubbard Elementary School (adjacent site to Hubbard Middle School), 558 Highway 83 South, Forsyth
- Hubbard Middle School, 500 Highway 83 South, Forsyth
- T.G. Scott Elementary School (adjacent site to Banks Stephens Middle School), 70 Thornton Road, Forsyth
- Banks Stephens Middle School, 66 Thornton Road, Forsyth
- 9th Grade Campus (adjacent to Mary Persons High School, Monroe County Achievement Center, and Board of Education Building), 25 Brooklyn Avenue, Forsyth
- Mary Persons High School, 300 Montpelier Avenue, Forsyth
- Monroe County Achievement Center, 25A Brooklyn Avenue, Forsyth
- Monroe Academy, 433 Highway 41 South, Forsyth

Other Destinations (considered when developing recommendations for additional facilities to foster bicycle and pedestrian connectivity):

- Monroe County Library, 62 West Main Street, Forsyth
- High Falls State Park
- County Recreation Centers
- Rum Creek Wildlife Management Area
- Lake Juliette
- Local Parks
- Old Recreation Park (currently being renovated)
- New Youth Center at the Recreation Sports Complex off of SR 42 near I-75.



Goals and Objectives

The LRTP identifies specific goals and objectives based on input from citizens, stakeholders and government officials. All transportation projects, including those addressing bicycle and pedestrian facility improvements, should coincide with the goals and objectives that are set forth in the LRTP.⁷ The following LRTP goals and objectives are those that directly relate to bicycle and pedestrian considerations.

Goal 1: Keep and improve the land use and transportation connection.

Objective 1.3. Coordinate transportation and land use decision-making to encourage viability of alternative modes.

Goal 3: Protect our Downtown areas by removing trucks and other through traffic.

Goal 4: Ensure that our transportation system is safe for all users and Citizens.

Objective 4.1. Reduce transportation-related accidents, injuries, and deaths through regular analysis of high crash locations and identification of safety-related funding streams.

Goal 5: Improve the range of mobility options for our Citizens.

Objective 5.1. Ensure that funding is established for bicycle and pedestrian improvements identified in the Long-Range Transportation Plan.

Objective 5.3. Coordinate transportation and land use decision making to ensure viability of alternative modes.

Goal 6: Protect our natural resources – parks, lakes, and historic sites

Objective 6.1. Improve the environmental quality of transportation decision-making by incorporating context sensitive solutions principles in all aspects of planning and the project development process.

⁷ All goals and objectives are listed on pages 80-81 of the Monroe County LRTP, available from: <http://www.dot.state.ga.us/informationcenter/programs/studies/Pages/ButtsJonesMonroe.aspx>.




Bicycle and Pedestrian Improvements

The review of existing pedestrian facilities noted an “adequate connection” between residential areas and downtown; however, gaps in connectivity between residential areas and schools, parks, and libraries were observed. The LRTP also identified gaps in connectivity between commercial areas and residential areas as well as locations where sidewalk additions would benefit connectivity between commercial areas and schools.

The LRTP outlines specific criteria that should be used as a basis for determining when sidewalks should be considered. The following criteria were applied to determine the areas of highest priority pedestrian improvements:

- When streets are within ½ mile of a school.
- When a street is classified as a collector or arterial.
- When health and safety are threatened due to pedestrian/vehicular traffic conflicts.
- When sidewalks would provide system continuity between existing pedestrian destinations.
- When parks, playgrounds, libraries, or other attractors of small children are not served by sidewalks.
- When there is an existing, frequently traveled, unpaved path along a roadway.
- When sidewalks would provide an easy and safe route for pedestrians to gain access to public transportation.



The LARP includes an extensive table of Recommended Improvements to the Forsyth/Monroe County transportation system (Table 16.2). The Recommended Improvements were further refined using a scoring system to determine priority segments (found on page 113 of the LARP). The prioritization scoring resulted in the following ranking of bicycle and pedestrian improvements:

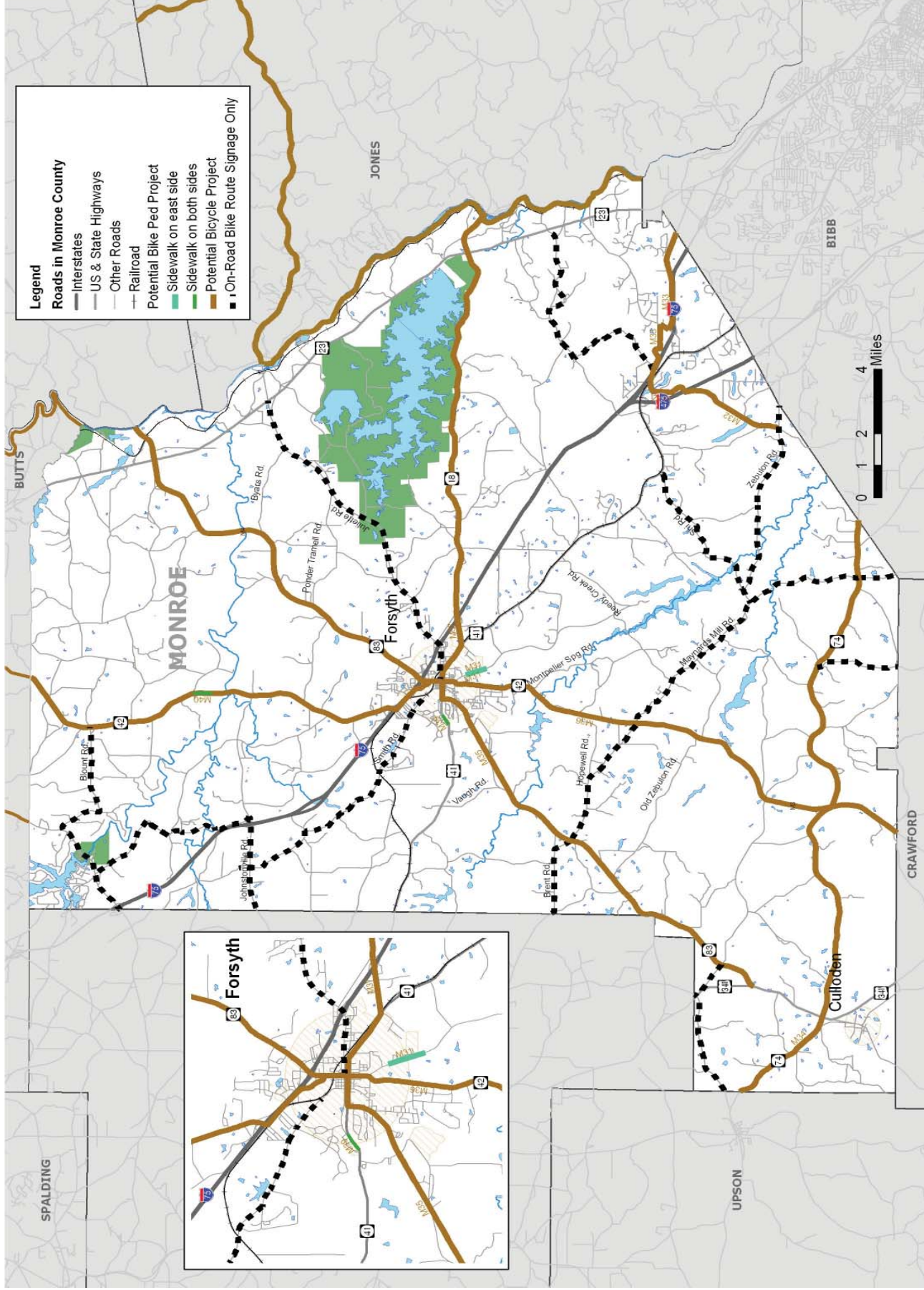
Pedestrian

- Sidewalks along the east side of Montpelier Road from Mary Persons High School to Pecan Circle (James Madison subdivision).
- Sidewalks along US 41 from 394 West Main Street to 539 West Main Street.

Bicycle

- Lanes along SR 42 from the Crawford County Line to the Butts County Line.
- Lanes along SR 83 from US 341 to the Jasper County Line.
- Lanes along SR 18 from US 41 to US 23.

The LRTP map on the following page illustrates all recommended bicycle and pedestrian improvements in Monroe County, including those listed above as well as additional proposed projects.



Monroe County Recommended Improvements – Bicycle & Pedestrian

Figure No: 16.2.2

Recommended Policies

Adopting specific policies at the local level to address bicycle and pedestrian considerations creates a solid foundation for further efforts to establish broad-based community connectivity. The following policies are offered as suggestions as a starting point. The list is not exhaustive, and the community may choose to modify or expand upon these policies as needed.

- Ensure bicycle and pedestrian facilities are designed according to the most recent Federal and State standards including accessibility considerations and compliance with the Americans with Disabilities Act (ADA).
- Ensure that identified pedestrian and bicycle facilities are constructed when development occurs, rather than attempting to retrofit the road at a later time.
- Provide wayfinding support through signage and provision of maps to guide users through bicycle and pedestrian systems, particularly for any specialized trails that are developed (i.e. heritage, nature, etc.)
- Regardless of priority, bicycle and pedestrian facilities should be integrated into roadway projects, new construction and reconstruction (i.e. re-striping a street for bike lanes when re-paving and/or widening), using best management practices and designs.
- Coordinate the design/construction of bicycle and pedestrian facilities with other jurisdictions when corridors continue outside city limits.

Implementation Strategies

As evidenced in the above overview of plans, projects and initiatives, there are a number of recommended projects that are repeated in multiple documents. To simplify project planning and efforts to prioritize bicycle and pedestrian initiatives, all proposed projects from all documents are compiled in the table below with accompanying potential funding sources, when applicable. It will be the responsibility of the City to determine which initiatives take precedence. It should be noted that while some identified projects may require a phased approach depending on the completion in an incremental manner, many of the projects only require one phase and can be undertaken simultaneously. Although a project may be “stand alone” its completion will be an invaluable contribution to the larger bicycle/pedestrian network in the City of Forsyth.

When prioritizing bicycle and pedestrian projects, the highest priority should be given to the projects which best serve a majority of the following goals:

- Provide connectivity between existing bicycle/pedestrian facilities.
- Increase safety of bicyclists/pedestrians.
- Provide access to activity centers (schools, parks/recreation, heritage sites).
- Establish new connectivity with Monroe County and Regional initiatives.

Implementation activities are designed to achieve specific, measurable milestones by guiding resource allocation decisions for public improvements. It will also aid the local government in determining priorities and increasing coordination both cross-jurisdictionally with other governments as well as with the Board of Education and private developers.



Top to bottom:
Bike rack; sharrows.
Both located along
Macon's College Hill
Corridor.

The table below includes an extensive list of projects for consideration; however, the City of Forsyth may wish to give priority consideration to the following four activities, which are fairly simple to complete. These projects will demonstrate the community's dedication to becoming a more bicycle and pedestrian-friendly community by providing tangible progress visible to residents, businesses and visitors.

1. Formally establish policies to make these efforts part of all aspects of community planning, design and development initiatives (see above recommended policies).
2. Undertake simple fixes such as:
 - Installing bicycle racks in downtown (also an opportunity for community branding),
 - Painting shared bike lanes "sharrows," and
 - Removing the "no parking" signs in the Forsyth City Cemetery.
3. Institute a Public Relations/Educational Campaign for motorists and cyclists to help understand rights and safety practices for both groups.
4. Coordinate with Monroe County Board of Education (BOE) and Georgia SRTS Resource Center to establish a SRTS program.

ACTION ITEM	RESPONSIBLE PARTY	ESTIMATED COST	FUNDING SOURCE	SOURCE DOCUMENT
Explore Safe Routes to School program implementation; encourage and promote healthy lifestyles, walking and bicycling.	City of Forsyth, BOE, Regional Commission (RC), GDOT, Georgia SRTS Resource Center	Staff Time	Budget	City of Forsyth Pedestrian Facility/Sidewalk Infrastructure Improvement Plan
Develop and adopt bicycle/pedestrian-related ordinances and policies.	City of Forsyth, BOE	\$5,000	General Fund, Grants	City of Forsyth Pedestrian Facility/Sidewalk Infrastructure Improvement Plan

Develop and adopt bicycle/pedestrian-related ordinances and policies.	City of Forsyth, RC	Staff Time + \$1,500	Budget, General Fund	City of Forsyth Pedestrian Facility/Sidewalk Infrastructure Improvement Plan
Survey/evaluate existing bike/pedestrian facilities; identify deficiencies; pursue corrections / remedies.	City of Forsyth	Staff Time + \$10,000	Budget, General Fund, Grants	City of Forsyth Pedestrian Facility/Sidewalk Infrastructure Improvement Plan
Ensure future sidewalk construction and connectivity is addressed in all community planning documents.	City of Forsyth	Staff Time	Budget	City of Forsyth Pedestrian Facility/Sidewalk Infrastructure Improvement Plan
Strictly enforce traffic laws.	City of Forsyth	Staff Time	Budget	City of Forsyth Pedestrian Facility/Sidewalk Infrastructure Improvement Plan
Provide highest priority to sidewalk repair and maintenance to areas with greatest pedestrian trip hazard risks.	City of Forsyth	Staff Time	Budget, General Fund	City of Forsyth Pedestrian Facility/Sidewalk Infrastructure Improvement Plan
Incorporate bike/ped facilities into future community projects; partner with GDOT for inclusion in transportation projects.	City of Forsyth, GDOT	Staff Time	Budget	City of Forsyth Pedestrian Facility/Sidewalk Infrastructure Improvement Plan
Develop improvement plans for unsafe intersections and/or roadways.	City of Forsyth, GDOT	Staff Time	Budget	City of Forsyth Pedestrian Facility/Sidewalk Infrastructure Improvement Plan
Eliminate/mitigate sidewalk obstructions.	City of Forsyth	Staff Time + \$2,000	Budget, General Fund	City of Forsyth Pedestrian Facility/Sidewalk Infrastructure Improvement Plan

Institute community-wide encouragement and/or incentive programs for walking and/or bicycling.	City of Forsyth, BOE, Chamber of Commerce (COC), State Agencies	Staff Time + \$2,000	Budget, Donations	City of Forsyth Pedestrian Facility/Sidewalk Infrastructure Improvement Plan
Install Share-the-Road signage and/or appropriate bicycle lane markings along selected bike routes in the Middle Georgia region, that would include planning the sign locations and coordination with respective state and local officials.	RC, GDOT, Respective Local Governments, Bike/Ped PAC members	Staff Time + \$30,000	GDOT, Local, Grants	Regional Bicycle and Pedestrian Plan
Establish a pedestrian-friendly atmosphere in the downtown area.	City of Forsyth, Forsyth Better Hometown, Downtown Development Authority, Forsyth Historic Preservation Commission	Staff Time	Budget, Grants	Joint Comprehensive Plan STWP (Transportation)
Include landscaped buffers between roadways and new bike/pedestrian trails.	City of Forsyth, GDOT	Staff Time	Budget	Joint Comprehensive Plan STWP (Transportation)
Retrofit existing residential areas to improve connectivity with downtown Forsyth by installing pedestrian and bike amenities.	City of Forsyth, GDOT	Varies	TE	Joint Comprehensive Plan STWP (Housing)
Heritage Trail Signs – 2 signs for the 6 identified sites. (Monroe County Courthouse; Welcome Center; Old Trail Depots; Tift College; Old High School; Confederate Cemetery; Hubbard Training School Dormitory).	City of Forsyth	\$200/sign = \$2,400 total	Budget, Grants	Forsyth Connectivity Study
Heritage Trail Brick Inlays. (Recommended installation every 1/10th of a mile for 11 total inlays).	City of Forsyth	\$140-\$235 per 5'x5' inlay (includes removal costs of existing paving material). Total cost for 11 inlays: \$1,540-\$2,585.	TE, Budget, Grants	Forsyth Connectivity Study
Heritage Trail Landscaping Improvements (to include forsythia bushes).	City of Forsyth, GDOT	Varies	TE, Budget	Forsyth Connectivity Study
Remove “no parking” signs in Forsyth City Cemetery.	City of Forsyth	Staff Time	Budget	Forsyth Connectivity Study

Construct "grass-paved" parking areas in Forsyth City Cemetery.	City of Forsyth	Varies by company and amount required	Budget, Grants	Forsyth Connectivity Study
Install community pavilion in Forsyth City Cemetery.	City of Forsyth	Varies depending on size and materials	Budget, Grants	Forsyth Connectivity Study
Review ordinances, codes, future land use and comprehensive plan to ensure connectivity goals are addressed. Modify documents where required to include connectivity goals.	City of Forsyth, RC	Staff Time	Budget	Forsyth Connectivity Study
Sidewalks improvements and road crossings at Samuel Hubbard Elementary and William Hubbard Middle schools.	City of Forsyth, GDOT, RC, Georgia SRTS Resource Center	\$423,846 (Total estimated cost for sidewalk removal, installation, painting crosswalks and installing 6 signs)*	SRTS Grant	Forsyth Connectivity Study
Multi-Use Path, Crossing and Pedestrian Bridge (creation of a formal path between Willis Wilder Drive and William Hubbard Middle School).	City of Forsyth, GDOT, RC, Georgia SRTS Resource Center	\$277,040 (Total estimated cost for sidewalk removal, installation, painting crosswalks and installing 2 signs)*	SRTS Grant	Forsyth Connectivity Study
Expanded Sidewalk Network and Crossings (T.G. Scott Elementary and Banks Stephens Middle School).	City of Forsyth, GDOT, RC, Georgia SRTS Resource Center	\$449,000 (Total estimated cost for sidewalk removal, installation, painting crosswalks and installing 4 signs)*	SRTS Grant	Forsyth Connectivity Study
SRTS Directional Signage.	City of Forsyth, GDOT, RC, Georgia SRTS Resource Center	\$200/sign = \$4,000 for the 12 total recommended signs for the 3 identified SRTS projects *	Budget, SRTS Grants	Forsyth Connectivity Study
Sidewalk system extension/completion of missing links.	City of Forsyth, GDOT	\$60,500 per 2,200 feet of sidewalk	Budget, TE	Forsyth Connectivity Study
Install sidewalks along the east side of Montpelier Road from Mary Persons High School to Pecan Circle (James Madison subdivision).	City of Forsyth, GDOT	\$140,000 (for .70 miles for sidewalks on both sides).	GDOT, Budget	L RTP

Install sidewalks along US 41 from 394 West Main Street to 539 West Main Street.	City of Forsyth, GDOT	\$100,00 (for .5 miles of sidewalks on both sides)	GDOT, Budget	L RTP
Create bicycle lanes along SR 42 from the Crawford County Line to the Butts County Line.	City of Forsyth, GDOT	\$1,245,000 (for 8.30 miles)	GDOT, Budget	L RTP
Create bicycle lanes along SR 83 from US 341 to the Jasper County Line.	City of Forsyth, GDOT	\$1,125,000 (for 7.50 miles)	GDOT, Budget	L RTP
Create bicycle lanes along SR 18 from US 41 to US 23.	City of Forsyth, GDOT	\$615,000 (for 4.10 miles)	GDOT, Budget	L RTP
Develop a pedestrian walking guide/map for the themed walking routes (parks, heritage).	City of Forsyth, Forsyth Better Hometown, RC	Development and printing costs vary depending on brochure specifications	Budget, Grants	

* Estimated costs for signs are included in total project costs and broken out as a separate implementation item.

Funding Sources

In addition to the funding sources identified in the Short-Term Work Program Table, additional funding sources are identified in the Forsyth Pedestrian Facility/Sidewalk Infrastructure Improvement Plan (on page 11). The Connectivity Study also has a list of additional funding sources. It is advisable to closely review program availability and application eligibility criteria to determine if the projects for which the City is seeking funding are compatible. Further, some grant programs that have been previously included in past planning documents may no longer be offered due to state and federal budget restraints.

Summary

The development of an integrated, comprehensive network of bicycle and pedestrian facilities produces a wide range of benefits from enhanced public health and fitness to transportation choice and increased neighborhood livability. As the City of Forsyth continues to implement projects that expand travel opportunities for transportation and recreation purposes, coordination between the various project stakeholders will be essential. The City's commitment to becoming a pedestrian-friendly community with safe, accessible facilities that provide linkages between downtown schools, historic/cultural sites, recreational areas, neighborhoods and other commercial and governmental facilities will result in a greater quality of life for residents and visitors alike.

**City of Forsyth
Existing Sidewalk Network**

FIPS	BEGINNING POINT	BEGAT DESCRIPTION	BEGAT ADA	RD NAME	SURFACE TYPE	SIDEWALK WIDTH IN FEET	SIDEWALK COND	END POINT	ENDING ADA COMP	END POINT DESCRIP
Monroe	North Jackson Street	Road Intersec	Yes	W. Johnson St	Concrete	5	Excellent	South Lee Street	Yes	Road Intersec
Monroe	West Johnson Street	Road Intersec	Yes	South Lee St	Concrete	5	Excellent	North Main Street	Yes	Road Intersec
Monroe	South Lee Street	Road Intersec	Yes	West Main St	Concrete	5	Excellent	South Jackson Street	Yes	Road Intersec
Monroe	West Main Street	Road Intersec	Yes	South Jackson Street	Concrete	5	Excellent	West Johnson Street	Yes	Road Intersec
Monroe	West Johnson Street	Road Intersec	No	North Jackson Street	Concrete	5	Good	West Main Street	Old Design	Road Intersec
Monroe	West Adams Street	Road Intersec	No	North Kimball Street	Concrete	4	Poor	East Johnsn Street	No	Road Intersec
Monroe	East Johnson Street	Road Intersec	Yes	North Kimball Street	Concrete	5	Good	East Main Street	Yes	Road Intersec
Monroe	Parking Lot	Parking Lot	No	North Kimbal Street	Concrete	4	Poor	East Johnson Street	Yes	Road Intersec
Monroe	West Johnson Street	Road Intersec	No	North Kimball	Concrete	5	Poor	Dead end	Old Design	Dead End
Monroe	North Kimball Street	Road Intersec	No	East Johnson Street	Concrete	7	Poor	North Lee Street	Yes	Road Intersec
Monroe	West Johnson Street	Road Intersec	Yes	North Harris Street	Other	5	Poor	Adams Street	Yes	Road Intersec
Monroe	Adams Street	Road Intersec	No	North Harris Street	Concrete	4	Poor	East Johnson Street	No	Road Intersec
Monroe	East Johnson Street	Road Intersec	No	South Harris Street	Concrete	4	Poor	East Main Sreet	Yes	Road Intersec
Monroe	East Main Street	Road Intersec	No	South Harris Street	Concrete	Less than 4	Poor	Parking lot	No	Parking Lot
Monroe	Agnes Street	Road Intersec	No	Railroad Avenue	Concrete	Less than 4	Poor	East Johnson Street	Yes	Road Intersec
Monroe	West Main Street	Road Intersec	No	South Lee Street	Concrete	5	Poor	West Chambers	Yes	Road Intersec
Monroe	Bank Driveway	Driveway	Yes	Souh Lee Street	Concrete	6	Good	East Main Street	Old Design	Road Intersec
Monroe	East Main Street	Road Intersec	No	South Lee Street	Concrete	7	Good	East Johnson Street	Old Design	Road Intersec
Monroe	East Johnson Street	Road Intersec	No	South Lee Street	Concrete	6	Good	West Adams Street	Yes	Road Intersec
Monroe	East Johnson Street	Road Intersec	No	South Lee Street	Concrete	4	Poor	East Morse Street	Old Design	Road Intersec
Monroe	East Morse Street	Road Intersec	No	South Lee Street	Concrete	4	Poor	Railroad Tracks	Yes	Other
Monroe	Railroad Avenue	Road Intersec	Yes	Souh Lee Street	Concrete	4	Poor	UNKNOWN	Yes	Road Intersec
Monroe	UNKNOWN	Road Intersec	Yes	North Lee Street	Concrete	5	Poor	Tradewinds Drive	Yes	Road Intersec
Monroe	Tradewinds Drive	Road Intersec	No	South Lee Street	Concrete	4	Poor	Entrance Ramp Interstate	Yes	Road Intersec
Monroe	Entrance Ramp Interstate 75	Road Intersec	No	Souh Lee Street	Concrete	4	Poor	Exit Ramp Interstate 75	Old Design	Road Intersec
Monroe	Exit Ramp Interstate 75	Road Intersec	Yes	South Lee Street	Concrete	4	Good	Frontage Road	Yes	Road Intersec
Monroe	Straight Street	Road Intersec	No	Georgia Highway 83	Concrete	4	Good	Morland Avenue	Yes	Road Intersec
Monroe	Morland Avenue	Road Intersec	No	Georgia Highway 83	Concrete	4	Good	Frontage Road	Yes	Road Intersec
Monroe	Powerhouse Road	Road Intersec	Yes	Frontage Road	Concrete	4	Poor	Mays Street	Yes	Road Intersec
Monroe	Mays Street	Road Intersec	Yes	Frontage Road	Concrete	4	Poor	Colvin Road	Yes	Road Intersec
Monroe	Powerhouse Road	Road Intersec	Yes	Frontage Road	Concrete	4	Good	Entrance Ramp Interstate	Yes	Road Intersec
Monroe	Entrance Ramp Interstate 75	Road Intersec	Yes	South Lee Street	Concrete	5	Good	Exit Ramp Interstate 75	Yes	Road Intersec
Monroe	College Street	Road Intersec	Yes	James Street	Concrete	Less than 4	Poor	Tribble Street	Old Design	Road Intersec
Monroe	Tribble Street	Road Intersec	No	James Street	Concrete	Less than 4	Poor	Benjamin Street	Yes	Road Intersec
Monroe	Benjamin Street	Road Intersec	No	James Street	Concrete	Less than 4	Poor	UNKNOWN	Yes	Road Intersec
Monroe	UNKNOWN	Road Intersec	No	James Street	Concrete	4	Poor	Dead end	Yes	Road Intersec
Monroe	Agnes Street	Road Intersec	Yes	Railroad Avenue	Other	Less than 4	Poor	Duncan Street	Old Design	Road Intersec
Monroe	Duncan Street	Road Intersec	No	East Main Street	Other	Less than 4	Poor	Hollis Street	Yes	Road Intersec
Monroe	Dead end	Dead End	Yes	Adams Street	Other	Less than 4	Poor	Harris Street	Old Design	Road Intersec
Monroe	Harris Street	Road Intersec	No	Adams Street	Other	Less than 4	Poor	North Kimball Street	Old Design	Road Intersec
Monroe	Driveway	Driveway	No	Adams Street	Concrete	Less than 4	Good	North Lee Street	Yes	Road Intersec
Monroe	West Johnson Street	Road Intersec	No	South Jackson Street	Concrete	6	Poor	West Adams Street	Yes	Road Intersec
Monroe	West Adams Street	Road Intersec	No	South Jackson Street	Concrete	5	Poor	North Morse Street	Yes	Road Intersec
Monroe	West Morse Street	Road Intersec	Yes	South Jackson Street	Concrete	4	Poor	West King Street	Yes	Road Intersec
Monroe	North Lee Street	Road Intersec	No	West King Street	Other	Less than 4	Poor	South Jackson Street	Yes	Road Intersec
Monroe	South Jackson Street	Road Intersec	No	West King Street	Other	Less than 4	Poor	North Indain Spring Drive	No	Road Intersec
Monroe	West Adams Street	Road Intersec	No	North Church Street	Other	4	Poor	West Morse Street	Yes	Road Intersec
Monroe	West Morse Street	Road Intersec	No	North Church Street	Concrete	5	Poor	West Kinge Street	Old Design	Road Intersec
Monroe	West King Street	Road Intersec	No	North Jackson Street	Concrete	4	Good	West Morse Street	Yes	Road Intersec
Monroe	West Morse Street	Road Intersec	No	North Jackson Street	Concrete	5	Poor	West Adams Street	Yes	Road Intersec
Monroe	East Johnson Street	Road Intersec	No	East Phelps Street	Concrete	5	Good	East Main Street	No	Road Intersec
Monroe	West Main Street	Road Intersec	No	West Phelps Street	Concrete	Less than 4	Poor	UNKNOWN	Yes	Road Intersec
Monroe	North Jackson Street	Road Intersec	No	Chambers Street	Concrete	4	Good	Souh Lee Street	Yes	Road Intersec

**City of Forsyth
Existing Sidewalk Network**

FIPS	BEGINNING POINT	BEGAT DESCRIPTION	BEGAT ADA	RD NAME	SURFACE TYPE	SIDEWALK WIDTH IN FEET	SIDEWALK COND	END POINT	ENDING ADA COMP	END POINT DESCRIP
Monroe	South Lee Street	Road Intersec	No	East Chambers St	Concrete	4	Good	South Kimball Street	Yes	Road Intersec
Monroe	South Chambers Street	Road Intersec	Yes	Kimball Street	Concrete	5	Good	East Main Street	Yes	Road Intersec
Monroe	Hubbard Eementary School	Parking Lot	No	MLK Jr Dr	Concrete	Less than 4	Poor	Kynette Steet	Yes	Road Intersec
Monroe	Kyenette Street	Road Intersec	No	MLK Jr Dr	Concrete	Less than 4	Poor	Parsons Street	Yes	Road Intersec
Monroe	Parsons Street	Road Intersec	Yes	MLK Jr Dr	Concrete	Less than 4	Poor	Sharp Street	Yes	Road Intersec
Monroe	Sharp Street	Road Intersec	Yes	MLK Jr Dr	Concrete	Less than 4	Poor	Ingram Drive	Yes	Road Intersec
Monroe	Ingram Drive	Road Intersec	Yes	MLK Jr Dr	Concrete	Less than 4	Good	Cabiness Avenue	No	Road Intersec
Monroe	Cabiness Drive	Road Intersec	No	MLK Jr Dr	Concrete	Less than 4	Poor	East Main Street	Yes	Road Intersec
Monroe	Martin Luther King Jr Drive	Road Intersec	No	Sharp Street	Concrete	Less than 4	Good	Kyenette Street	Yes	Road Intersec
Monroe	Kyenette Street	Road Intersec	Yes	Sharp Street	Concrete	Less than 4	Poor	Parsons Street	Old Design	Road Intersec
Monroe	Parsons Street	Road Intersec	No	Sharp Street	Concrete	Less than 4	Poor	Pinkney Circle	Yes	Road Intersec
Monroe	Pinkney Circle	Road Intersec	No	Sharp Street	Concrete	Less than 4	Poor	Jinkney Circle	No	Road Intersec
Monroe	Pinkney Circle	Road Intersec	No	Sharp Street	Concrete	Less than 4	Poor	Georgia Highway 42	Yes	Road Intersec
Monroe	West Chambers Street	Road Intersec	No	South Lee Street	Concrete	5	Good	Driveway Bank of America	Yes	Road Intersec
Monroe	Bank of America Driveway	Road Intersec	No	North Lee Street	Concrete	4	Good	Brentwood Place	Old Design	Road Intersec
Monroe	Brentwood Place	Road Intersec	Yes	Lee Street	Concrete	4	Good	Sharp Street	Yes	Road Intersec
Monroe	Sharp Street	Road Intersec	No	Georgia Highway 42	Concrete	4	Poor	Dead end	Yes	Dead End
Jones	Mary Persons	Road Intersec	No	UNKNOWN	Concrete	Less than 4	Poor	Newton Memorial Drive	Yes	Road Intersec
Monroe	Newton Memorial dRIVE	Road Intersec	No	South Lee Street	Concrete	4	Poor	Plum Street	No	Road Intersec
Monroe	Plum Street	Road Intersec	Yes	South Lee treet	Concrete	4	Poor	Cabiness Street	Old Design	Road Intersec
Monroe	West Main Street	Road Intersec	Yes	South Jackson Street	Concrete	5	Good	West Chambers Street	Yes	Road Intersec
Monroe	West Chambers Street	Road Intersec	No	South Jackson Street	Concrete	5	Good	West Main Street	Yes	Road Intersec
Monroe	North Jackson Street	Road Intersec	Yes	East Main Street	Concrete	8	Good	South Lee Street	Yes	Road Intersec
Monroe	South Lee Street	Road Intersec	Yes	East Main Street	Concrete	7	Good	South Kimball Street	Yes	Road Intersec
Monroe	Parking Lot	Road Intersec	Yes	East Main Street	Concrete	4	Poor	South Harris Street	Yes	Road Intersec
Monroe	South Harris Street	Road Intersec	Yes	East Main Street	Concrete	4	Good	Vineburg Street	No	Road Intersec
Monroe	Vineburg Street	Road Intersec	Yes	East Main Street	Concrete	4	Poor	Green Street	Yes	Road Intersec
Monroe	Green Street	Road Intersec	Yes	East Main Street	Concrete	4	Poor	Bennett Street	Old Design	Road Intersec
Monroe	Bennet Street	Road Intersec	No	East Main Street	Concrete	4	Poor	Board of Education Parkin	Old Design	Parking Lot
Monroe	Board of Education	Driveway	Yes	US Highway 41	Concrete	4	Poor	Board of Education	Old Design	Parking Lot
Monroe	Board of education	Parking Lot	No	US Highway 41	Concrete	4	Good	Monroe Academy Parking	Old Design	Parking Lot
Monroe	Dead end	Road Intersec	No	US Highway 41	Concrete	5	Good	Berner Street	Yes	Road Intersec
Monroe	Berner Street	Road Intersec	No	US Highway 41	Concrete	4	Poor	Car Wash	Old Design	Parking Lot
Monroe	Brooklyn Avenue	Road Intersec	No	East Main Street	Concrete	4	Poor	Parking Lot	Yes	Parking Lot
Monroe	Parking Lot	Parking Lot	Yes	Eas Main Street	Concrete	4	Good	Bennatt Street	Yes	Road Intersec
Monroe	Bennett Street	Road Intersec	Yes	East Main Street	Concrete	4	Poor	Parking Lot	Yes	Parking Lot
Monroe	Parking Lot	Parking Lot	Yes	East Main Street	Concrete	4	Good	North Harris Street	Yes	Road Intersec
Monroe	Kimball Street	Road Intersec	Yes	East Main Street	Concrete	7	Good	South Lee Street	Yes	Road Intersec
Monroe	South Lee Street	Road Intersec	Yes	East Johnson Street	Concrete	6	Good	North Kimball Street	Yes	Road Intersec
Monroe	North Kimball Street	Road Intersec	Yes	East Johnson Street	Concrete	Less than 4	Good	North Harris Street	Yes	Road Intersec
Monroe	North Harris Street	Road Intersec	Yes	East Johnson Street	Concrete	4	Good	Parking Lot	Yes	Parking Lot
Monroe	Parking Lot	Parking Lot	Yes	East Johnson Street	Concrete	5	Good	Bennett Street	Yes	Road Intersec
Monroe	Bennett Street	Road Intersec	Yes	East Main Street	Concrete	4	Good	Railroad Tracks	Yes	Road Intersec
Monroe	Railroad Tracks	Road Intersec	No	East Johnson Street	Concrete	4	Good	Railroad Avenue	Yes	Road Intersec
Monroe	Railroad Avenue	Road Intersec	No	East Johnson Street	Concrete	4	Good	Parking Lot	No	Parking Lot
Monroe	Parking Lot	Parking Lot	No	East Johnson Street	Concrete	4	Good	Agnes Street	Yes	Road Intersec
Monroe	Agnes Street	Road Intersec	Yes	East Johnson Street	Concrete	4	Good	Duncan Street	Yes	Road Intersec
Monroe	Duncan Street	Road Intersec	Yes	East Johnson Street	Concrete	4	Good	Hollis Street	Yes	Road Intersec
Monroe	Hollis Street	Road Intersec	Yes	East Johnson Street	Concrete	4	Good	Berner Avenue	Yes	Road Intersec
Monroe	Berner Avenue	Road Intersec	Yes	East Johnson Street	Concrete	4	Good	North Forest Avenue	Yes	Road Intersec
Monroe	Forest Avenue	Road Intersec	Yes	East Johnson Street	Concrete	4	Good	Patrol Road	Yes	Road Intersec
Monroe	Patrol Road	Road Intersec	Yes	East Johnson Street	Concrete	4	Good	Chevron Gas Station	Yes	Road Intersec
Monroe	Chevron Gas Station	Parking Lot	Yes	Tift College Drive	Concrete	4	Good	Holiday Circle	Yes	Road Intersec

**City of Forsyth
Existing Sidewalk Network**

FIPS	BEGINNING POINT	BEGAT DESCRIPTION	BEGAT ADA	RD NAME	SURFACE TYPE	SIDEWALK WIDTH IN FEET	SIDEWALK COND	END POINT	ENDING ADA COMP	END POINT DESCRIP
Monroe	Parking Lot	Parking Lot	Yes	Tift College Drive	Concrete	4	Poor	Ingles Parking Lot	Yes	Parking Lot
Monroe	Parking Lot	Parking Lot	Yes	Tift College Drive	Concrete	4	Good	Driveway	Yes	Road Intersec
Monroe	Parking Lot	Parking Lot	Yes	Tift College Drive	Concrete	4	Good	Parking Lot	Yes	Parking Lot
Monroe	Parking Lot	Road Intersec	Yes	Tift College Drive	Concrete	4	Good	Driveway	No	Road Intersec
Monroe	Driveway	Driveway	Yes	Tift College Drive	Concrete	4	Good	Driveway Tift College	Yes	Road Intersec
Monroe	Railroad Park	Other	No	East Johnson Street	Concrete	4	Good	Adams Street	Yes	Road Intersec
Monroe	Adams Street	Road Intersec	Yes	East Johnson Street	Concrete	4	Good	North Harris Street	No	Road Intersec
Monroe	North Harris Street	Road Intersec	Yes	East Johnson Street	Concrete	4	Good	Kimball Street	Yes	Road Intersec
Monroe	South Lee Street	Road Intersec	Yes	West Johnson Street	Concrete	4	Good	North Jackson Street	Yes	Road Intersec
Monroe	South Jackson Street	Road Intersec	Yes	West Johnson Street	Concrete	7	Good	North Phelps Street	Yes	Road Intersec
Monroe	North Jackson Street	Road Intersec	No	Morse Street	Concrete	4	Good	North Phelps Street	Yes	Road Intersec
Monroe	North Phelps Street	Road Intersec	Yes	Morse Street	Concrete	4	Good	North Church Street	Yes	Road Intersec
Monroe	North Church Street	Road Intersec	Yes	Morse Street	Concrete	4	Good	Indian Springs Drive	Yes	Road Intersec
Monroe	Morse Street	Road Intersec	Yes	Indian Street	Concrete	4	Good	King Street	Yes	Road Intersec
Monroe	King Street	Road Intersec	Yes	Indian Springs Drive	Concrete	4	Good	Railroad Tracks	No	Other
Monroe	Dead end	Dead End	Yes	Collier Road	Concrete	Less than 4	Poor	West Johnson Street	Yes	Road Intersec
Monroe	West Johnson Street	Road Intersec	Yes	Indian Springs Drive	Concrete	4	Good	East Main Street	Yes	Road Intersec
Monroe	Sharp Street	Road Intersec	Yes	Jones Street	Concrete	Less than 4	Good	Powell Street	Yes	Road Intersec
Monroe	Powell Street	Road Intersec	Yes	Jones Street	Concrete	Less than 4	Good	Lovers Lane	Yes	Road Intersec
Monroe	Lovers Lane	Road Intersec	Yes	Jones Street	Concrete	5	Good	West Chambers Street	Yes	Road Intersec
Monroe	West Chambers Street	Road Intersec	Yes	Jones Street	Concrete	5	Good	East Main Street	Yes	Road Intersec
Monroe	Indian Springs Drive	Road Intersec	Yes	Moore Auto Sales	Concrete	Less than 4	Good	Dead end	Yes	Dead End
Monroe	Hardees Parking lot	Parking Lot	Yes	North Lee Street	Concrete	4	Good	North Lee Street Extension	Yes	Road Intersec
Monroe	North Lee Street Extension	Road Intersec	Yes	North Lee Street	Concrete	4	Good	Wal Mart	Old Design	Parking Lot
Monroe	Wal Mart Parking Lot	Parking Lot	Yes	North Lee Street	Concrete	4	Good	Taco Bell	Yes	Parking Lot
Monroe	Taco Bell	Parking Lot	Yes	North Lee Street	Concrete	4	Good	North Indian Springs Drive	Yes	Road Intersec
Monroe	Railroad Tracks	Other	Yes	North Lee Street	Concrete	4	Good	West Morse Street	Yes	Road Intersec
Monroe	West Morse Street	Road Intersec	Yes	North Lee Street	Concrete	4	Good	Adams Street	Yes	Road Intersec
Monroe	Phelps Street	Road Intersec	Yes	West Johnson Street	Concrete	Less than 4	Poor	North Church Street	Yes	Road Intersec
Monroe	North Church Street	Road Intersec	Yes	West Johnson Street	Concrete	4	Poor	Indian Springs Drive	Yes	Road Intersec
Monroe	Indian Springs Drive	Road Intersec	Yes	West Johnson Street	Concrete	4	Poor	Dead end	Yes	Road Intersec
Monroe	Short Street	Road Intersec	Yes	West Johnson Street	Concrete	Less than 4	Poor	Ponder Street	No	Road Intersec
Monroe	Ponder Street	Road Intersec	Yes	West Johnson Street	Concrete	Less than 4	Poor	Indian Springs Drive	No	Road Intersec
Monroe	Indian Springs Drive	Road Intersec	Yes	West Johnson Street	Concrete	4	Poor	Church Street	Yes	Road Intersec
Monroe	Church Street	Road Intersec	No	West Johnson Street	Concrete	Less than 4	Good	Phelps Street	Yes	Road Intersec
Monroe	Phelps Street	Road Intersec	Yes	West Johnson Street	Concrete	4	Good	North Jackson Street	Yes	Road Intersec
Monroe	North Jackson Street	Road Intersec	Yes	West Main Street	Concrete	4	Poor	North Phelps Street	Yes	Road Intersec
Monroe	Phelps Street	Road Intersec	Yes	West Main Street	Concrete	4	Poor	Indian Springs Drive	Yes	Road Intersec
Monroe	Indian Springs Drive	Road Intersec	Yes	West Main Street	Concrete	4	Good	Ponder Street	Yes	Road Intersec
Monroe	Ponder Street	Road Intersec	Yes	West Main Street	Concrete	4	Good	Short Street	Yes	Road Intersec
Monroe	Ponder Street	Road Intersec	Yes	West Main Street	Concrete	Less than 4	Poor	Dead end	No	Other
Monroe	Ponder Street	Road Intersec	Yes	West Main Street	Concrete	Less than 4	Poor	Dead end	No	Driveway
Monroe	Dead end	Dead End	Yes	West Main Street	Concrete	4	Poor	Martin Luther King Jr Drive	No	Road Intersec
Monroe	Martin Luther King Jr Drive	Road Intersec	No	West Main Street	Concrete	4	Good	Cabiness Avenue	Yes	Road Intersec
Monroe	Cabiness Street	Road Intersec	No	West Main St	Concrete	5	Poor	Cabiness Avenue	Old Design	Road Intersec
Monroe	Little Street	Road Intersec	No	West Main St	Concrete	4	Poor	Jones Street	Old Design	Road Intersec
Monroe	Jones Street	Road Intersec	No	West Main St	Concrete	4	Poor	South Phelps Street	Old Design	Road Intersec
Monroe	South Phelps Street	Road Intersec	No	West Main St	Concrete	7	Poor	North Jackson Street	Old Design	Road Intersec