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# ARTS REGIONAL Bicycle and Pedestrian Plan

## Regional Bicycle and Pedestrian Steering Committee

Aiken Bicycle Club
Aiken Parks and Recreation Department
Aiken Running Club
Augusta Canal Authority
Augusta Greenspace Commission
Augusta-Richmond Public Works
Augusta-Richmond Recreation Department
Augusta Running Club
ARTS Citizen Advisory Committee/Fort Gordon
Columbia Public Works
Columbia Recreation Department
Georgia DOT
Neighborhood Alliance
Richmond County Safe Communities Program
South Carolina DOT
Transit User
North Augusta
North Augusta Recreation

*Please contact Maureen Gresham at 770.431.8666 or mgresham@arcadis-us.com to place information in this area including:*

*Current happenings*
*Local events*

*For more information please visit*
**www.co.richmond.ga.us/planz**
*or contact the following county representatives:*

**Stephen Strohminger** - Aiken County
803-642-1520

**Tim Young** – Columbia County
706-312-7178

**Paul DeCamp** – Richmond County
706-821-1796

## Upcoming Community Meetings

*To discuss issues, opportunities, origins, and destinations, please attend:*

July 9, 2002
12:30 to 2:00 p.m.
Aiken Conference Center

*or*

July 9, 2002
6:30 to 8:00 p.m.
Augusta-Richmond County Municipal Building

*To identify and select projects please attend*

November 6, 2002
6:30 to 8:00 p.m.
North Augusta Community Center

*or*

November 7, 2002
11:30 a.m. to 1:30 p.m.
Augusta Metro Chamber of Commerce

*or*

November 7, 2002
6:30 to 8:00 p.m.
Evans Town Center Auditorium

## What is the ARTS Regional Bicycle and Pedestrian Plan?

The Augusta Richmond Planning Commission is in the process of updating the regional bicycle and pedestrian plan. The primary objective of this plan update is to address bicycle and pedestrian planning at a regional level, gain an understanding of existing conditions and routes that are currently being used, identify those routes that will create a connected network of both bicycle and pedestrian facilities, link major destinations, and prioritize future projects based on regional needs and desires.

## What is ARTS?

ARTS is the Augusta Regional Transportation Study. ARTS is the transportation planning process established for the urbanized areas of Aiken, Columbia, and Richmond counties. ARTS addresses all modes of transportation, including bicycle and pedestrian.

The ARTS transportation planning process is mandated by federal law in order to facilitate planning across city and county lines. Transportation planning has evolved over the years but the nature of the process remains the same. The Federal Aid Highway Act of 1962 established the requirement for transportation planning in urban areas throughout the country. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st century (TEA-21), adopted in 1998, are the most recent laws extending the federal requirement for transportation planning. For more information on the ARTS planning process, please visit www.co.richmond.ga.us/planz.

**Develop & Implement Public Involvement Plan**

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**Conduct Background Research**

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**Develop Goals, Objectives, and Evaluation Criteria**

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**Identify and Select Potential Projects**

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**Prepare Final Plan**

## *The Planning Process*

Walking and bicycling are increasingly becoming viable and popular means of transportation and are highly valued for their recreational and health benefits. The first step therefore is ensuring that the community is informed and engaged in the study throughout the planning process through a variety of activities.

Relevant regional area demographics, policies, plans, ordinances, and state statues related to bicycle and pedestrian facilities will be collected and analyzed. Origin and destination points (i.e., parks, commercial areas, schools, etc.) for bicycle and walking trips will be identified based on this information, mapping, and public input.

Goals and objectives will be developed from the background research, public input and involvement from a steering committee. Goals and objectives will be in accordance with TEA 21 planning factors; MPO goals and objectives; and existing goals and objectives developed in local land use and development plans. Goals and objectives will be directly related to projects, strategies, and policies and will be measured for their effectiveness by performance standards.

There are many types of cyclists, ranging from experienced riders who use the bicycle as their primary form of transportation and want the most direct route to their destination to casual riders who prefer the safest route to their destination. The development of project evaluation criteria and systemwide performance standards will ensure that both planned projects and future projects will meet the needs of all users. Identified corridors will be mapped and prioritized based on the evaluation criteria, ease of implementation, support, and other key factors determined through the planning process. Once key corridors have been identified, the Bicycle and Pedestrian Steering Committee will help establish appropriate design recommendations and standards for sidewalks, multi-use paths, bike lanes, and crosswalks.

Several of the bicycle and pedestrian objectives identified in this planning process may be achieved through a change in policy or through specific programs. Public education, and safety and enforcement measures, as they relate to walking and bicycling, will be reviewed and addressed through specific policy and program guidance. Analysis of land use regulations and legislation regarding their impact on bicycle and pedestrian use will also be undertaken, with specific recommendations for regulation or legislative changes.

The plan will include maps and a listing of recommended corridor improvements, including the design standards, costs, locations, and funding strategies. Recommendations will also include specific policies and programs relating to bicycle and driver education, safety and enforcement, land use changes, and recommendations for funding sources.

## *The Public Involvement Process*

An interactive and comprehensive public participation plan has been designed as part of the planning process. Public involvement ensures that the public is a partner in the process of determining strategies to be undertaken by a government entity when there are multiple and competing needs. A Public Involvement Plan was developed to serve as a framework for all activities. The following summarizes activities to be undertaken during plan development including coordination, outreach, and involvement.

- The **Citizen Advisory Committee** (CAC) provides guidance to all ARTS planning products by providing citizen input. The CAC will be involved throughout the planning process.
- **Outreach activities** will include this quarterly newsletter, web page updates, and materials announcing meeting dates and the website location.
- A **Bicycle and Pedestrian Steering Committee** was developed to assist with the plan. The Steering Committee will identify issues and opportunities, origin and destination points, goals and objectives, strategies and project evaluation criteria, and review design standards and projects that meet the goals and objectives of the plan.
- Two sets of **community meetings** are the primary mechanism for involving the general public in the planning process. At the first round of meetings, community participants will be asked to identify origin and destination points and to identify issues and perceived problems in the bicycle and pedestrian system. The second set of meetings are designed to allow the public the opportunity to review and prioritize projects to be included in the final plan.
- The **Regional Bicycle and Pedestrian Plan** will also build upon existing local bicycle and pedestrian planning and public involvement efforts to ensure a regionally coordinated and comprehensive plan.