Bicycle and Pedestrian Facilities Plan
For the
Warner Robins Area Transportation Study

June 2007

Prepared by the Warner Robins MPO with assistance from the Middle Georgia Regional Development Center, and in cooperation with the Georgia Department of Transportation and Federal Highway Administration.

The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia or the Federal Highway Administration.

MEMBERS OF WRATS COMMITTEES

Policy Committee

Voting

William Douglas, Chairman of WRATS CAC
Harold M. Edwards, Jr. Mayor of Centerville
James Khoury, Peach County Chairman
Harold Linnenkohl, Georgia DOT
Ned Sanders, Houston County Chairman
Lt. Col. Thomas Schneider, Robins AFB
Donald S. Walker, Mayor of Warner Robins
Sandra V. Walker, Byron Councilwoman
James E. Worrall, Mayor of Perry

Non-Voting

Angela T. Alexander, Georgia DOT
Thomas B. Howell, Georgia DOT
Latoya Jones, Federal Highway Administration
Roy Lewis, Peach County Commission
Tom Queen, Georgia DOT
Radney Sampson, Georgia DOT

Technical Coordinating Committee

Voting

Charles Beauchea, City of Warner Robins
Johnny Brooks, Houston County
Mike Brumfield, City of Centerville
Phil Clark, Middle Georgia RDC
Becky Cox, City of Warner Robins
Jacob Cox, Houston County
Robbie Dunbar, Houston County
Robert Farrell, Robins AFB
Jesse Fountain, City of Warner Robins
W. Walter Gray, III, City of Warner Robins
Hayden Hinton, Robins AFB
Steve Howard, City of Perry
John Kilko, City of Warner Robins
Billy McDaniel, City of Byron
David Millen, Georgia DOT
Tom Queen, Georgia DOT

Billie Segars, Peach County
Robert Sisa, City of Warner Robins
Nancy Smith, Middle Georgia Community Action Agency
Jessica Swecker, MPO Transportation Planner/City of Warner Robins

Non-Voting

Chip Bridges, Robins AFB
Tiffany Evans, Robins AFB
Matthew Fowler, Georgia DOT
Latoya Jones, Federal Highway Administration
Roger W. Jones, Flint EMC
Morgan Law, Houston County Development Authority
Nancy Manley, Robins AFB
David McMahan, Houston County BOE
Tony Sack, Georgia DOT
Bob Sargent, Robins AFB
Radney Simpson, Georgia DOT
Eddie Sutton, Norfolk Southern Railway Company

Citizens Advisory Committee

Voting

Tim Bollinger, Realtors Representative
Julia Carter, Hispanic Community Representative
William W. Douglas, City of Warner Robins
Arthur Head, City of Warner Robins
Van Herrington, Houston County
Hervia Ingram, City of Perry
Charles Lewis, City of Perry
Nancy Newell, Houston County
Gerald H. Pounds, City of Warner Robins
Olen B. Reid, Peach County
Guerry E. Smith, City of Centerville
Alman Tew, City of Centerville

TABLE OF CONTENTS

Introduction **1**
Definition of Study Area *1*
Historical Context *1*
Focus and Content of Study *2*

Local Support for Bicycle/Pedestrian Facilities **3**
WRATS 2030 Land Use Plan *3*
Local Comprehensive Plans-Community Agendas *4*
Houston County 5
City of Centerville 6
City of Perry 7
City of Warner Robins 8
Peach County 10
Successful SPLOST Referendums 11

Benefits of Bicycle/Pedestrian Facilities **12**
Health Benefits *12*
Transportation Benefits *13*
Environmental Benefits *13*
Economic Benefits *14*
Quality of Life Benefits *14*

Existing Bicycle/Pedestrian Ordinances **15**
Houston County *15*
City of Centerville *15*
City of Perry *16*
City of Warner Robins *17*
City of Byron *18*
Peach County *18*
Assessment of Existing Bicycle/Pedestrian Ordinances *18*

Vision Statement **19**

Bicycle and Pedestrian Goals **20**

Bicycle Facilities Plan **20**
Principles Used in Plan Development *20*
Factors Considered in Designating Future Bicycle Facilities *20*
Bicycle Crash Data *21*
Existing Bicycle Network *22*
Future Bicycle Facilities in the WRATS Study Area *23*
Shared Roadway 23

Implementation Program *24*
Bike Lane 24
Design Principles *24*
Advantages of Bike Lanes *24*
Impact on Rider Characteristics *24*
Implementation Program *25*
Implementation Measures to Support Bicycle Facilities Plan *26*

Pedestrian Facilities Plan 27
Factors Considered in Designating Future Pedestrian Facilities *27*
Pedestrian Crash Data *27*
Existing Pedestrian Facility Network *29*
Unincorporated Houston County 29
City of Centerville 29
City of Perry 29
City of Warner Robins 29
City of Byron and Eastern Peach County 30
Future Pedestrian Facilities in the WRATS Study Area *30*
The Sidewalk Corridor 30
Curb Zone *30*
Furniture Zone *30*
Pedestrian Zone *31*
Frontage Zone *31*
Future Sidewalk Network 31
Unincorporated Houston County *31*
City of Centerville *31*
City of Perry *31*
City of Warner Robins *32*
City of Byron and Eastern Peach County *33*
Future Shared-Use Path Network 33
Design Principles *33*
Implementation Program *34*
Future Cart Path Network-City of Perry 35
Implementation Measures to Support Pedestrian Facilities Plan *36*

Conclusion 37

Appendix

1. *Detailed Bicycle Crash Data-Houston and Peach Counties* *39*
2. *Detailed Pedestrian Crash Data-Houston and Peach Counties* *48*

Tables

1. *Bicycle Crash Data-Houston and Peach Counties, 2002-2006* *22*
2. *Pedestrian Crash Data-Houston and Peach Counties, 2002-2006* *28*

Maps

1. *WRATS Study Area Location Map*
2. *Houston County Character Areas*
3. *City of Centerville Character Areas*
4. *City of Perry Character Areas*
5. *City of Warner Robins Character Areas*
6. *Peach County Character Areas Within WRATS Study Area*
7. *Existing Bicycle Facilities Within WRATS Study Area*

8a *WRATS Bicycle Facilities Plan-Houston County Portion*

8b. *WRATS Bicycle Facilities Plan-Peach County Portion*

9. *Existing Sidewalk Network-Unincorporated Houston County*
10. *Existing Sidewalk Network-City of Centerville*
11. *Existing Sidewalk Network-City of Perry*
12. *Existing Sidewalk Network-City of Warner Robins*
13. *Existing Sidewalk Network-Byron and Eastern Peach County*
14. *Future Sidewalk Network-Unincorporated Houston County*
15. *Future Sidewalk Network-City of Centerville*
16. *Future Sidewalk Network-City of Perry*
17. *Future Sidewalk Network-City of Warner Robins*
18. *Future Sidewalk Network-Byron and Eastern Peach County*
19. *Existing and Future Wellston Trail Shared-Use Path Project*
20. *Future Cart Path Project-City of Perry*

WRATS BICYCLE AND PEDESTRIAN FACILITIES PLAN

Introduction

Definition of Study Area

The Warner Robins Area Transportation Study (WRATS) was formed in 1983 with the initial participation of the cities of Centerville and Warner Robins, Houston and Peach Counties, the Georgia Department of Transportation, and Robins Air Force Base. The purpose was to establish a comprehensive, coordinated, and continuing transportation planning process in the Warner Robins urbanized area. The study area encompassed approximately 81,662 acres, or 127.6 square miles.

The 2000 Census revealed a significant expansion of the urbanized area boundary due to the substantial growth that took place during the 1990s. With this, coupled with the expectation that the Warner Robins urbanized area will continue to expand both south and west over the next 20 years (2020), the WRATS Policy Committee approved a new Study Area boundary that includes the cities of Perry and Byron, the remainder of unincorporated Houston County to the county line, and a portion of the unincorporated area of Peach County near Byron. The revised Study Area now totals approximately 252,757 acres, or 395 square miles. Map 1 illustrates the current Study Area boundary.

Historical Context

It began as a small hamlet situated next to fledging airfield in the late 1940s. Today, the WRATS Study Area is one of the fastest growing areas in the State of Georgia. Residential and commercial development has spread rapidly westward to eastern Peach County and southward towards the City of Perry. Because of the enormous growth, the local road network has been unable to keep up with added traffic demand, thus creating areas of major congestion. Highway improvements identified in the WRATS Transportation Improvement Program and those funded by the recent SPLOST referendums will provide some relief in several of the heavily congested areas. Solutions beyond just widening roads, however, will have to be found if the WRATS Study Area is to address the congestion issue.

In addition to the traffic congestion issue, there is great concern about air quality and its potential impact on the operations of Robins Air Force Base (RAFB). Houston County was recently able to escape the air quality non-attainment designation that could have posed serious consequences for RAFB and affected the most recent Base Realignment and Closure (BRAC) process.

Addressing the traffic congestion and air quality issues must include in the future, better management of the residential and commercial growth and the inclusion of alternative forms of transportation, particularly new pedestrian and bicycle facilities. Both of these solutions cannot be completed in the short-term, but must become a conscience, long-term process that transforms both the residents' and policy officials' way of thinking and acting.

Focus and Content of Study

The focus of this particular study is to establish a plan for future pedestrian and bicycle facilities that will: (1) serve as a catalyst to gradually move the adult population in the WRATS Study Area from its almost total dependence on the automobile, thus improving traffic congestion and air quality; and (2) increase the number of school-age children who walk or ride a bike to school.

The inclusion of pedestrian and bicycle facilities are also part of good land use policy. Beginning with the WRATS 2030 Future Land Use Plan prepared in 2005, and then with the recently adopted Community Agendas for the four communities in Houston County and Peach County (including the City of Byron), strategies and policies have been recommended that will interconnect land use policy and the provision of alternative forms of transportation. This report begins with a look at this connection and how the documents mentioned above have set the course for this connection.

The report then moves into a discussion of the benefits that a community can derive as a result of becoming more pedestrian and bicycle-friendly. These benefits will be categorized into the following areas; health, transportation, environment, economic, and quality of life.

Becoming a bicycle- and pedestrian-friendly community involves not only developing accessible, convenient, and safe bicycle and pedestrian facilities, but also local ordinances that: (1) support the safe usage of these facilities, and (2) require the installation of bicycle/pedestrian facilities within new residential and mixed-use developments that coordinate with the proposed bicycle/pedestrian facility plan and encourage walking and bicycling within those developments.

Once an understanding is gained on the land use connection and the benefits from an alternative transportation system, as well as the sidewalk/bicycle ordinances that are currently in place, it is appropriate to move next to the establishment of pedestrian and bicycle facility plan for the WRATS Study Area. It all begins with the formation of a Vision Statement and specific goals. Once the Vision Statement and goals have been identified, the report then proceeds to outline the future bicycle and pedestrian networks.

Local government and school board officials along with interested stakeholders were brought together in a series of meetings to develop the bicycle and pedestrian facilities' plans. Facilities considered for inclusion in these plans were reviewed for: (1) their consistency with future land development and school location policies and various factors/principles related to future facility location; (2) their use by the maximum number of people; and (3) their affordability and the reasonableness of being constructed. Two levels of priorities were set for both the future bicycle and pedestrian facility networks--Level 1: Short-Term - Construction or installation expected in

the next five years; and Level 2: Long-Term - Construction expected after five years. Where applicable for the Level 1 improvements, potential funding sources were identified.

Local Support for Bicycle/Pedestrian Facilities

As was mentioned earlier, support for bicycle/pedestrian facilities in the WRATS Study Area has been expressed through the various land use and comprehensive plans that have been prepared over the last two years, and through several successful SPLOST votes that included new sidewalks. Summaries of these initiatives are presented below.

Before explaining the recent initiatives in support of bicycle/pedestrian facilities in the WRATS Study Area, it should not be overlooked that the initial impetus for this effort began with the 1994 WRATS Bicycle and Pedestrian Program Study. The project's consultant, Post, Buckley, Schuh, and Jernigan, researched and analyzed the existing sidewalk and bicycle network and travel patterns and gauged usage and potential support through a survey of major employers. From the information obtained during the research and analysis phase, the consultant prepared a recommended bikeways and pedestrian facilities plan. Recommendations from this plan were used in part to develop the list of sidewalk improvement projects for the 2001 and 2006 SPLOST referendums.

WRATS 2030 Land Use Plan

As a prelude to the more intensive local comprehensive plans, WRATS prepared a Year 2030 Land Use Plan. The purpose of the study was twofold:

- Provide local planning and zoning and policy officials direction as to type and density of development that is expected to occur over the 25-year planning period, so land development policy decisions **are coordinated** with future community facility improvements with specific attention to roads and highways; and
- Establish an initial point of discussion for the upcoming comprehensive plans.

Sections of the Plan included: (1) Future land use policies, with particular emphasis on coordination of future land use development and transportation infrastructure; (2) A thorough review of existing land use in the WRATS Study Area; and (3) A future land use plan for the entire study area and 15 specific corridors that were expected to experience substantial development pressure (residential, commercial, and institutional) during the planning period.

A policy listed under land use development and transportation infrastructure was as follows: "future land use development should take into account the development of **bicycle and pedestrian** facilities that will encourage more citizens to walk or ride a bicycle to work, shop, or school. **Sidewalks and bicycle paths** should relate to specific pedestrian and bicycle corridors that are recommended in the community's comprehensive plan." Another policy referred to coordination with the Houston County and Peach County Boards of Education.

In the Corridor Area Perspective section of the Future Land Use Plan, there was specific discussion under each of the 15 corridors dealing with transportation issues. In almost every corridor, there was some mention about the need to develop new bicycle/pedestrian facilities and/or to incorporate such facilities in a design plan for that corridor.

Local Comprehensive Plans - Community Agendas

The communities of Houston County, City of Centerville, City of Perry, City of Warner Robins, and Peach County (including the City of Byron) recently completed and approved the Community Agenda portion of their local comprehensive plans. The Agendas include a final list of issues and opportunities, an implementation program on how they plan to address each of the issues/opportunities, and the vision they have set for each of the character areas describe in the Agenda.

It is clear from reviewing these Agendas that each community desires to handle the projected growth differently from what was done in the past. They no longer want to see haphazard, sprawling development, but instead want to see "quality growth" which means:

- Maintaining the traditional character of the community by preserving and revitalizing historic areas of their community, encouraging new development that is compatible with the traditional features of the community, and protecting the scenic and natural features that are important to defining the community's character;
- Minimizing the amount of land consumed and set aside open space for use as public parks or greenbelts;
- Protecting air quality and environmentally sensitive areas from negative impacts of development;
- Including the use of more human scale development by the mixing of uses within easy walking distance of one another and facilitating **pedestrian activity;**
- Maximizing the use of existing infrastructure and minimizing the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the traditional urban core of the community;
- Encouraging development of activity centers that serve as community focal points that are attractive, mixed-use, **pedestrian-friendly** places where people choose to gather for shopping, dining, socializing, and entertainment; and
- Finally as it directly relates to this study, making available alternatives to the automobile, including bicycle routes and pedestrian facilities, and encouraging greater use of these alternative transportation modes.

In short, the bicycle and pedestrian facilities that will be recommended in this study relate to achieving the above quality growth objectives in the WRATS member communities. Below are some excerpts from the Community Agendas that lend support to the efforts of establishing an alternative transportation network in the WRATS Study Area and to promoting quality growth.

Houston County

Issues and Opportunities

- Natural and Cultural Resources
    - Keeping Houston County off the EPA air quality non-attainment list.
- Transportation
    - Evaluation and implementation, where feasible, of alternative modes of transportation, including sidewalks and bicycle trails.

Character Areas (See Map 2)

- Suburban Residential
    - Facilities for bicycles, including bikeways or bike lanes and frequent storage racks.
    - Landscaped buffers between the roadway and pedestrian walkways.
    - Traffic-calming measures, such as narrower street widths, raised pedestrian crossings, etc.
    - New developments that contain a mix of residential, commercial uses, and community facilities at a small enough scale and proximity to encourage walking between destinations (future urban residential areas only).
    - Integrate appropriate housing development with new school construction to increase walkability and reduce trip generation.
- Crossroads Community
    - Kathleen has the potential to become an integrated community where industrial, commercial, and residential are linked together into a village concept connected by an alternative transportation system.
- Regional Activity Center
    - New developments that contain a mix of residential, commercial uses, and community facilities at a scale and proximity to encourage walking between destinations.
    - Integrating appropriate mixed-use and/or housing development with new or existing school construction to increase walkability and reduce trip generation.
- Parks/Recreation/Conservation
    - Preservation of environmentally sensitive areas by setting them aside as passive recreation areas, trails, or greenbelts.
    - Update County Greenspace Plan to identify priority areas for greenways and trails.
    - Utilize conservation easements as one of the means to acquire the priority areas for greenways and trails identified in the County Greenspace Plan.
- Outlying Corridor - Highway 247 Connector and Highway 41
    - New developments that contain a mix of commercial uses and community facilities at a small enough scale and proximity to encourage walking between destinations.

Implementation Program

- Transportation Five-year Work Program
    - Enhance the pedestrian (sidewalk) system in Houston County and include such designs in the 2006 SPLOST Improvement Program.
- Transportation Policies
    - Review alternative forms of transportation with less dependency on the automobile.

City of Centerville

Issues and Opportunities

- Transportation
    - Evaluation and implementation, where feasible, of alternative modes of transportation, including sidewalks and bicycle trails.

Character Areas (See Map 3)

- Parks/Recreation/Conservation
    - Coordinate with Houston County and the City of Warner Robins to develop a greenway with trails and other amenities along Wellston Trail.
- Classic Traditional Neighborhood
    - Install sidewalks and other amenities that improve pedestrian connectivity and the aesthetics of the neighborhood.
- Suburban Residential
    - Facilities for bicycles, including bikeways or bike lanes and frequent storage racks.
    - Landscaped buffers between the roadway and pedestrian walkways.
    - Integrate appropriate housing development with new school construction to increase walkability and reduce trip generation.
    - Traffic-calming measures, such as narrower street widths, raised pedestrian crossings, etc.
    - New developments that contain a mix of residential, commercial uses, and community facilities at a small enough scale and proximity to **encourage walking between destinations (future urban residential areas only).**
- Downtown District
    - Implement the streetscape portion of the downtown development plan (**sidewalks**, street trees, **street lights**, benches and trash receptacles, signage and banners, etc.).
    - Install traffic-calming devices to increase safety for pedestrians and bicyclists.
- In-Town Corridor
    - The Center should be connected to the surrounding residential neighborhoods and regional activity centers on Elberta Road to the north and Watson Boulevard to the south with suitable pedestrian access facilities.
    - It is suggested that some traffic-calming measures be considered on this section of Carl Vinson Parkway to reduce the speed of the vehicular traffic and make it more conducive to pedestrian travel.

- Regional Activity Center
    - New developments that contain a mix of residential, commercial uses, and community facilities at a scale and proximity to encourage walking between destinations;
    - Development plan for this area should show a connection to the proposed Wellston Trail.

Implementation Program

- Transportation Policies
    - Improve local roads to manage traffic flow while maintaining pedestrian-friendly transportation alternatives.

City of Perry

Issues and Opportunities

- Transportation
    - City-wide multi-use path system.
    - Market pedestrian pathways in City to increase usage.

Character Areas (See Map 4)

- Suburban Residential
    - Facilities for bicycles, including bikeways or bike lanes and frequent storage racks;
    - Landscaped buffers between the roadway and pedestrian walkways;
    - Traffic-calming measures, such as raised pedestrian crossings;
    - New developments that contain a mix of residential, commercial uses, and community facilities at a small enough scale and proximity to encourage walking between destinations (future urban residential areas only).
    - Integrate appropriate housing development with new school construction to increase walkability and reduce trip generation.
- Regional Activity Center
    - New developments that contain a mix of residential, commercial uses, and community facilities at a scale and proximity to encourage walking between destinations.
    - Integrating appropriate mixed-use and/or housing development with new or existing school construction to increase walkability and reduce trip generation.
    - Improvement of sidewalk and street appearance and amenities of commercial centers.
- Parks/Recreation/Conservation
    - Preservation of environmentally sensitive areas by setting them aside as public parks, passive recreation areas, trails, or greenbelts.
    - Update Perry Greenspace Plan to identify priority areas for greenways and trails.
    - Utilize conservation easements as one of the means to acquire the priority areas for greenways and trails identified in the Perry Greenspace Plan.

- Downtown District
    - New developments that contain a mix of residential, commercial uses, and community facilities at a scale and proximity to encourage walking between destinations; and
    - Streetscapes that will beautify the area and encourage the pedestrian activity in the downtown area.
- Crossroads Town Center
    - Improvement of sidewalk and street appearance and amenities of commercial centers.
    - New developments that contain a mix of residential, commercial uses, and community facilities at a small enough scale and proximity to encourage walking between destinations.
- Classic Traditional Neighborhood
    - Facilities for bicycles, including bikeways or bike lanes and frequent storage racks.
    - Landscaped buffers between the roadway and pedestrian walkways.
    - Integrate appropriate housing development with new school construction to increase walkability and reduce trip generation.
- Neighborhood Commercial Corridor
    - Improvement of sidewalk and street appearance and amenities of commercial centers.

<u>Implementation Program</u>

- Transportation Five-Year Work Program
    - Construct citywide multi-use path system.
    - Create a sidewalk map for the city depicting existing sidewalks and ramps.
- Land Use Policies
    - We will enhance connectivity within and among Perry neighborhoods through the design, introduction, extension, and general improvement of sidewalks and multi-use paths by connecting open spaces and neighborhood parks and local streets.
- Transportation Policies
    - Our new and reconstructed roadways will be designed to accommodate multiple functions, such as pedestrian facilities, parking, bike routes, and multi-use paths, as well as vehicular circulation.
    - We support creation of a community-wide multi-use path network.

City of Warner Robins

<u>Issues and Opportunities</u>

- Natural and Cultural Resources
    - Update Greenspace Plan.
    - Construct Wellston Trail.
- Community Facilities
    - Initiation of 2006 SPLOST road and sidewalk projects.
    - Sidewalks near schools and high foot-traffic areas.

- Transportation
    - Evaluation and implementation where feasible of alternative modes of transportations, including sidewalks, bicycle trails, and public transportation.

<u>Character Areas (See Map 5)</u>

- Classic Traditional Neighborhood
    - Install sidewalks and other amenities that improve pedestrian connectivity and the aesthetics of the neighborhood.
    - Construct Wellston Trail for passive recreation and alternative transportation purposes.
- Suburban Residential
    - Facilities for bicycles, including bikeways or bike lanes and frequent storage racks;
    - Landscaped buffers between the roadway and pedestrian walkways;
    - New developments that contain a mix of residential, commercial uses, and community facilities at a small enough scale and proximity to encourage walking between destinations (future urban residential areas only).
    - Integrate appropriate housing development with new school construction to increase walkability and reduce trip generation.
- Downtown District
    - Implement the streetscape and infrastructure improvement portion of the development plan.
    - Install traffic-calming devices to increase safety for pedestrians and bicyclists.
- In-Town Corridor-North Davis Drive
    - Green Street to Ignico Drive
        - Construct, repair, or replace sidewalks.
    - Ignico to Highway 247
        - Construct, repair, or replace sidewalks.
- In-Town Corridor-North Houston Road
    - Construct, repair, or replace sidewalks.
- In-Town Corridor-Carl Vinson Parkway
    - The Center should be connected to the surrounding residential neighborhoods and Watson Boulevard to the south with suitable pedestrian access facilities.
- In-Town Corridor-Watson Boulevard
    - North Davis Drive to Pleasant Hill Road
        - Construct, repair, or replace sidewalks.
    - Pleasant Hill Road to Carl Vinson Parkway
        - Construct, repair, or replace sidewalks.
- In-Town Corridor-Russell Parkway
    - Construct, repair, or replace sidewalks.
- Outlying Corridor
    - New developments that contain a mix of commercial uses and community facilities at a small enough scale and proximity to encourage walking between destinations.

- Regional Activity Center
    - New developments that contain a mix of residential, commercial uses, and community facilities at a scale and proximity to encourage walking between destinations;
- Base Environs - West Side of Highway 247
    - A frontage road would be constructed where possible. South of Davis Drive, the area would be designed for light industrial; a heavy vegetated buffer strip would be planted along the railroad; along the frontage road, there would be street trees on both sides, curb and gutter, and **sidewalks.**
- Parks/Recreation/Conservation
    - Complete Wellston Trail.
    - Update Greenspace plan and pursue acquisition where feasible.

<u>Implementation Program</u>

- Natural and Cultural Resources Five-Year Work Program
    - Support continued development of Wellston Trail Phases II and III.
- Community Facilities and Services Five-Year Work Program
    - Begin road, street, and sidewalk improvement projects outlined in the 2006 SPLOST.
    - Construct sidewalks near schools and in high foot traffic areas.
- Transportation Five-Year Work Program
    - Conduct a bike and pedestrian program study for the Warner Robins Metropolitan Area.
- Transportation Policies
    - Review alternative form of transportation with less dependency on the automobile.

Peach County

<u>Issues and Opportunities</u>

- Land Use
    - The City of Byron has a definable downtown area where the Byron Better Hometown Program and business owners have made substantial investments in time and money to make it appealing to both residents to shop, and entrepreneurs to invest into new businesses.
- Transportation
    - The City of Byron is committed to building, improving, and maintaining an excellent sidewalk network that improves foot mobility in the downtown area and provides pedestrian connections to other points of interest.
    - A separate facilities plan was developed for the City of Byron in the Regional Plan that includes new sidewalks, streetscape improvements, and pedestrian and bicycle facilities along White Road.

Character Areas (See Map 6)

- Agricultural/Open Spaces - Areas east of Byron
    - Establish connectivity between greenspaces through the use of pedestrian walkways and bike paths.
- Downtown Byron
    - Mixed-use and pedestrian friendly.
    - Improvement of sidewalks and street appearance.
- Historic Area - Byron Historic District
    - Pedestrian access to enhance citizen enjoyment of the area.
- Major Highway Corridor: I-75, S.R. 41, 42, 49, and 247-C.
    - Bicycle and pedestrian accommodations.
- Stable Traditional Neighborhoods - Peripheral Sections of Byron
    - Strong pedestrian and bicycle connections should be provided to encourage residents to walk/bike to work, shopping, or other nearby destinations.
    - Residential development with mix of uses (corner groceries, barber shops, drugstores, etc.) within easy walking distance of residences.
- Developing Suburban Areas - Northwest and Southwest of the City of Byron
    - Good vehicular and pedestrian/bike connections to retail/commercial services.
    - Promote street design that fosters traffic calming such as narrower residential streets, on-street parking, and addition of bicycle and pedestrian facilities.

Implementation Program

- Byron Five-Year Work Program
    - Development of Memorial Park and Walking Area near new Municipal Complex in Byron.
    - Evaluate traffic flow patterns in Byron near schools.
    - Byron Better Hometown Program to promote newly defined downtown area to encourage development and investment within the area.
- Transportation Policies
    - Our new and reconstructed roadways will be designed to accommodate multiple functions, including pedestrian facilities, parking, bicycle routes, public transit as well as local vehicular circulation.
    - We will address the location, design, and landscaping of residential and non-residential streets, trails, and paths as one of the most important components contributing to the character, structure, and development pattern of the community.

Successful SPLOST Referendums

In 2001 and 2006, voters in Houston County approved SPLOST referendums for road and pedestrian facility projects. Below is the list of the road projects where new sidewalks are planned to be included.

2001 SPLOST Projects

- North Houston Lake Road

- Carl Vinson Parkway
- Moody Road
- South Houston Lake Road (Phases 2 and 3)
- Feagin Mill Road
- Corder Road

2006 SPLOST Projects

- New Middle School Road
- Corder Road
- Lake Joy Road
- Moody Road
- Old Perry Road
- Sandefur Road
- State Road 96
- Thomson Road
- U.S. Highway 41

Benefits of Bicycle/Pedestrian Facilities

Walking and riding a bicycle provide many benefits to a community. They include:

- Health Benefits
- Transportation Benefits
- Environmental Benefits
- Economic Benefits
- Quality of Life Benefits

Health Benefits

Recent studies by the Center for Disease Control and Prevention (CDC) and pronouncements by the U.S. Surgeon General highlight some very alarming trends: obesity is on the rise. Overweight and obesity may soon cause as much preventable disease and deaths as cigarette smoking, with the indirect costs attributed to these conditions amounting to over a $100 billion annually.

It is a proven fact that regular physical activity can help prevent heart disease, control cholesterol levels and diabetes and slow bone loss associated with advancing age. Exercise also lowers the risk of certain cancers and helps reduce anxiety and depression.

Bicycle and pedestrian facilities help make for a healthier community by providing people of all ages with attractive, safe, and accessible places to bike, walk, and jog. They make it easier for people to want to become physically active:

- They connect people with places, enabling them to walk or cycle, to run errands, or commute work.
- They provide natural, scenic area that cause people to want to be outside and be active.
- They connect neighborhoods and schools so children can cycle or walk to school, especially in communities that do not have sidewalks.
- They offer a cost-effective place to exercise and serve as a place where people can see and interact with other people while exercising.

Studies have shown that more people are exercising because of the presence of bicycle and pedestrian facilities. Creating healthy habits starts by building healthy communities. An important way to begin building healthy communities is establishing an effective and coordinated bicycle and pedestrian facility system. Implementation of this bicycle and pedestrian plan is an important step in that direction. (walking.org website)

Transportation Benefits

Many of the trips that Americans make every day are short enough to be accomplished on a bicycle or on foot. About 40 percent of the trips are shorter than two miles--a 10-minute bike ride or a 30-minute walk (walkinginfo.org website).

According to the 2005 American Community Survey by the U.S. Census Bureau, 7.2 percent of the occupied housing units in Houston County had no vehicle available, and about one in three occupied units had only one vehicle available. For Peach County, the 2000 Census revealed (2005 was not available) that 44.5 percent of the occupied housing units had one or no vehicles available. The persons residing in these units would benefit greatly from having an alternative form of transportation, such as bicycle and pedestrian facilities. In addition, many of the people living in the WRATS Study Area cannot or do not drive--they may be too young, too old, or unable to afford a car.

Environmental Benefits

As mentioned earlier, there is serious concern in the WRATS Study Area over the future of its air quality and its potential impact on future operations of Robins Air Force Base. Being almost totally dependent on the automobile for all its trips, there should be concern considering these statistics:

- Motor vehicle emissions represent 31 percent of total carbon dioxide, 81 percent of carbon monoxide, and 49 percent of the nitrogen oxides released in the United States.
- Sixty percent 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.
- A short, four-mile round trip by bicycle keeps about 15 pounds of pollutants out of the air we breathe.

- Air pollution contributes to the deaths of 60,000 people nationwide. In urban areas, with poor air quality, asthma is becoming a more significant health concern.

(walkinginfo.org website)

The above statistics should be reason enough to construct bicycle and pedestrian facilities and strongly encouraging persons young and old in the WRATS Study Area to use them.

Economic Benefits

Evidence is continuing to grow, based on the many studies that have been conducted on the subject, that bicycle and pedestrian facilities improve local economies and bolster property values and make adjacent properties easier to sell. In some communities, bicycle and pedestrian facilities have become the central focus of tourism activities. In a 2002 survey of recent home buyers, sponsored by the National Association of Realtors and the National Association of Home Builders, bicycle and pedestrian paths ranked as the second most important community amenity out of a list of 18 choices. One does not have to go far to see proof of this concept. The bicycle and pedestrian paths that have been developed in Atlanta by the PATH Foundation have brought in an enormous number of tourists to the area, and residential and commercial developments have sprung up in rapid fashion along the border of these paths in order to take advantage of the many amenities that they provide.

In addition, many major companies have made decisions to relocate regional and corporate headquarters in large part because of the availability of bicycle and pedestrian facilities. A case in point, Ruby Tuesday, Inc. moved its Restaurant Support Center to a site adjacent to Greenway Trail in Maryville, Tennessee because the Chairman and CEO of the company were very impressed with the beauty of the park that helped develop a sense of community.

The presence of bicycle and pedestrian paths can also have an enormous economic impact on the individual citizen and family. For instance, car ownership is expensive and consumes a major portion of many Americans' income. The difference between operating a car and a bicycle for a year is over 40:1. The average family has to work for more than six weeks to pay for a year's car expenses, compared to less that one day needed to pay for a year's bicycle expenses. Walking is free. (walking.org website).

Quality of Life Benefits

As stated in the previous section, bicycle and pedestrian facilities have a profound impact on attracting businesses and workers to a community. Providing an opportunity where people can regularly be seen out bicycling and walking adds a palpable sense that these communities are safe and friendly places to live and visit. Considering that 90 percent of Americans age 12 and older go outside for recreation, and many of these people bike and walk for pleasure, it only makes sense to make the investment necessary to significantly enrich the lives of existing and future residents of the WRATS Study Area.

Existing Bicycle/Pedestrian Ordinances

The section below includes a discussion of current regulations on the books in the WRATS participating communities that relate to bicycle and pedestrian facilities. Using this information as a base, recommendations will be made later in this report for additional measures that should be placed in these ordinances to insure the satisfactory development and use of these facilities.

Houston County

Section 157 in the Residential Subdivision Design regulations require:

- 157.1 - "*when provided* or at the requirement of the Commission and unless otherwise specified, sidewalks shall be four (4) inches thick with a minimum width of four (4) feet. A ten(10)-foot grass planting strip shall be provided between the back of the curb and the sidewalk along collector and arterial streets. The sidewalk shall be located on the right-of-way line side of the drainage ditch located parallel to the street. No planting strip shall be required between marginal access roads and sidewalks. All sidewalks shall slope one-fourth inch to the foot toward the pavement."
- 157.1.1 - "sidewalks shall be provided in the following types of subdivisions:
    - In all commercial zones.
    - In all subdivisions within one-half mile of a school or other facilities likely to attract pedestrian traffic at such a volume that the welfare of the public requires the installation of sidewalks."

There are no regulations in the Houston County codes and ordinances concerning bicycle facilities.

City of Centerville

Section 15-2 (a) of the City Code states that sidewalks in the City of Centerville shall be provided:

(1) In all commercial zones;
(2) In all subdivisions within one and one-half miles of a school; and
(3) In all subdivisions within one-half mile of any other facility likely to attract pedestrian traffic at such a volume that the welfare of the public requires the installation of sidewalks.

Section 15-2(b) goes on to state that "approval for building permits, zoning requests, or subdivision or other proposed development plans be contingent upon inclusion of sidewalks for all locations or facilities contemplated in Section (a) (1)-(3) immediately preceding." This section shall not apply to:

(1) Those commercial zones and subdivisions constructed prior to the February 4, 2004; or
(2) Any commercial zones or subdivisions already approved or permitted but not yet constructed as of February 4, 2004."

There is another part of the City Code, which outlines the required subdivision improvements. In Section 147.1, there is a table that indicates that no sidewalks are required for the R-1 and R-2 zoning districts; only on one side of the street in the R-2A zoning district; and both sides of the street in the R-3 zoning district. Section 147.2 lays out the sidewalk dimension requirements, "unless otherwise specified, all sidewalks shall be four inches thick with a minimum width of four feet. A 30-inch grass planting strip shall be provided between the back of the curb and the sidewalk. For Class II streets, the sidewalk shall be located on the right-of-way line side of the drainage ditch located parallel to the street. All sidewalks shall slope one-fourth inch to the foot toward the curb." Section 147.3 specifies the requirements for sidewalk construction. Later in City Code; Section 148.51 mentions that the entire cost of the sidewalk construction and installation is the responsibility of the subdivider.

There are no regulations in the City of Centerville's codes and ordinances concerning bicycle facilities.

City of Perry

In Section 146 of the Perry City Code under required subdivision improvements, the requirements are as follows: "unless otherwise specified, all sidewalks shall be four inches (4") thick with a minimum width of five (5) feet. All sidewalks shall slope one-fourth inch to the foot toward the curb. A thirty (30)-inch grass planting shall be provided between the back of planting curb and the sidewalk. The thirty (30)-inch grass planting strip between the back of the curb and the sidewalk shall not be required on streets designated as Alternative Transportation Routes."

Within the City of Perry's design standards for large retail establishments, there is a section for pedestrian, bike and cart access. These standards are:

- Sidewalks at least eight (8) feet in width shall be provided along all sides of the lot that abut a street.
- Continuous internal pedestrian walkways, no less that eight (8) feet in width, shall be provided from public sidewalk or right-of-way to the principal customer entrance of all large retail establishments on the site. At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, street crossings, building and store entry points, and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers or other such materials for no less than fifty (50) percent of the length of the walkway.
- Sidewalks, no less than eight (8) feet in width, shall be provided along the full length of the building along any façade featuring a customer entrance, and along any façade abutting public parking areas. Such sidewalks shall be located at least six (6) feet from the façade of the building to provide planting beds for foundation landscaping, except where features such as arcades or entryways are part of the façade.
- Internal pedestrian walkways provided in conformance with the above section shall provide weather protection features such as awnings or arcades within thirty (30) feet of all customer entrances.
- All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks or scored

concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.

Section 119 of the Perry City Code provides for a conservation subdivision option. One of the purposes of the conservation subdivision is to "promote the construction of convenient landscaped walking trail and bike path both within the subdivision and connected to neighboring communities, businesses, and facilities **to reduce reliance on automobiles."** An applicant for a permit to construct a residential development within the R-1, R-2, R-2A, R-3 and R-MH may elect, with the written consent of the Commission, to submit a subdivision plan utilizing the conservation subdivision option subject to the provisions of this Section. Later in this section (119.5.3), it spells out the permitted uses allowed in the "conservation space" (Portion of the conservation subdivision that has been set aside for permanent protection. Activities within the Conservation Space are restricted in perpetuity through the use of an approved legal instrument.) One of the permitted uses within the "conservation space" is walking and bicycle trails, provided they are constructed with porous paving materials.

Finally, in Section 18.7 of the City Code, "it shall be unlawful for any person to ride a bicycle on any sidewalk in the business area of the city."

City of Warner Robins

Like the other communities in the Houston County portion of the WRATS Study Area, the City of Warner Robins has provisions in their City Code related to sidewalk improvements in subdivisions. Section 87.1 of the Warner Robins City Codes specifies: "when provided or at the requirement of the commission and unless otherwise specified, sidewalks shall be four (4) inches thick with a minimum width of four (4) feet. A ten-foot grass planting strip shall be provided between the back of the curb and the sidewalk along collector and arterial streets, and a three-foot strip along minor streets. For Class II streets, the sidewalk shall be located on the right-of-way line side of the drainage ditch located parallel to the street. No planting strips shall be required between the marginal access roads and sidewalks. All sidewalks shall slope one-fourth inch to the foot toward the pavement." This section goes on to say that "sidewalks shall be provided in the following types of subdivision:

- In all commercial zones;
- In all subdivisions within one-half mile of a school or other facilities likely to attract pedestrian traffic at such a volume that the welfare of the public requires the installation of sidewalks."

Recently, the City of Warner Robins approved an overlay district for the area near the Richard B. Russell Parkway Extension as described in Section 75 of the City Code. Section 75.1-4-3 says this about pedestrian access to individual developments: "pedestrian access should be provided to individual developments from the sidewalk located in the street planting yard, (a planting area parallel to the right-of-way of Russell Parkway designed to provide continuity of vegetation along the right-of-way, a pleasing view from the road and a pedestrian walkway) unless topography prohibits construction of facilities meeting Americans with Disabilities Act (ADA)

requirements. When medians are required, pedestrian access shall be provided across the median as approved by the city engineer."

There are no regulations in the City of Warner Robins' codes and ordinances concerning bicycle facilities.

City of Byron

Following suit with its neighboring communities in Houston County, the City of Byron has established specific standards for sidewalks in their City Code. Within Article II, the following sidewalk requirements are described: "when provided or at the requirement of the commission and unless otherwise specified, sidewalks shall be four (4) inches thick with a minimum width of four (4) feet. A ten-foot grass planting strip shall be provided between the back of the curb and the sidewalk along collector and arterial streets, and a three-foot strip along minor streets. For Class II streets, the sidewalk shall be located on the right-of-way line side of the drainage ditch located parallel to the street. No planting strips shall be required between the marginal access roads and sidewalks. All sidewalks shall slope one-fourth inch to the foot toward the pavement." This article continues "sidewalks shall be provided in the following types of subdivision:

- In all commercial zones;
- In all subdivisions within one-half mile of a school or other facilities likely to attract pedestrian traffic at such a volume that the welfare of the public requires the installation of sidewalks."

A chart presenting the minimum street and sidewalk standards is displayed in Article II. Byron's City Code also places the responsibility on the subdivider for the cost to construct and install sidewalks within the development.

There are no regulations in the City of Byron's codes and ordinances concerning bicycle facilities.

Peach County

In the Peach County's Codes, there are no regulations requiring bicycle or sidewalk facilities.

Assessment of Existing Bicycle/Pedestrian Ordinances

Based on the information presented above, several items are worth noting:

- Inconsistencies exist among the WRATS communities in the areas of:
    - Locations where sidewalks are required. The City of Centerville requires sidewalks in subdivisions within one and one-half mile of schools while most others require one-half mile. The City of Perry appears to require sidewalks in all new subdivisions.
    - Size and location of planting strips between curb and sidewalk.
    - Width of sidewalks. The City of Perry requires five feet while the others require four feet.

- Byron has sidewalk requirements but Peach County does not.

These inconsistencies can be of a concern particularly between a city and the unincorporated area where future annexations will be involved or between neighboring cities that share a common street boundary.

- Now that sidewalks are required in subdivisions within a certain distance to schools, how will the communities provide for the connection between the subdivisions and the schools to allow children residing in these subdivisions to safely walk to school?

- None of the WRATS communities have any requirements or regulations regarding bicycle facilities. Part of establishing bicycle-friendly communities in the WRATS Study Area is to incorporate the use of bicycles by developing appropriate requirements in the various City codes.

- The City of Warner Robins and the City of Perry have established several unique features related to pedestrian facilities in their codes. The City of Warner Robins provides pedestrian access within its Richard Russell Parkway Overlay District. This provides an excellent example of corridor planning and regulatory control that could lead to other future applications in the WRATS Study Area as recommended in the 2030 WRATS Future Land Use Plan and presented in the recent Community Agendas. The City of Perry shows how pedestrian accessibility can be built into a major retail center design, and has created an opportunity for innovative subdivision design that blends the use of greenspace with walking and bicycle trails.

Vision Statement

The Vision Statement for the WRATS bicycle and pedestrian planning process is as follows:

THE WARNER ROBINS AREA TRANSPORTATION STUDY (WRATS) AREA WILL BECOME A PLACE WHERE PEOPLE CHOOSE TO MAKE WALKING, RUNNING, AND RIDING A BICYCLE A PART OF THEIR EVERYDAY LIVES BY DEVELOPING ACCESSIBLE, CONVENIENT, AND SAFE BICYCLE AND PEDESTRIAN FACILITIES AND ROADS.

Bicycle and Pedestrian Goals

The following goals have been established to implement the above Vision Statement.

Goal: Provide and maintain a safe, convenient, and accessible road network in the WRATS Study Area that accommodates bicycles for all users through the coordinated efforts of governmental agencies, the private sector and the general public.

Goal: Provide and maintain safe, convenient, and accessible sidewalk and shared-use trail network for the WRATS Study Area through the coordinated efforts of government agencies, the private sector, and the general public.

Goal: Promote and encourage safe bicycle and pedestrian travel in the WRATS Study Area through effective bicycle and pedestrian safety education and training and enforcement of the rules of the road.

Goal: Promote and encourage safe bicycle and pedestrian travel to the schools in the WRATS Study Area.

Goal: Promote the usage of the bicycle, sidewalk, and shared-use facilities that have been constructed through a variety of marketing and outreach tools.

Bicycle Facilities Plan

Principles Used in Plan Development

The Bicycle Facilities Plan for the WRATS Study Area has been developed with the following principles in mind:

- Bicyclist should have a safe and convenient way to travel throughout the community, whether for recreation, commuting, or any travel purpose.
- Motorists and bicyclists need to learn the same rules of the road and coexist where necessary. Neither should endanger the other where roadways are shared.
- Bicyclists and pedestrians, in general, should be separated. Individuals 16 years of age and older should not ride bikes on sidewalks.
- Bicycle riding should be encouraged as an alternate form of transportation, as a means of reducing air pollution and traffic congestion.

Factors Considered In Designating Future Bicycle Facilities

In designating future bicycle facilities in the WRATS Study Area, the following factors were considered:

- Connects to a school considered as a possible candidate for the Safe Routes to School Program.
- Connects to a park.
- Connects Robins Air Force Base.
- Recommendations from the Regional Bicycle/Pedestrian Plan.
- Planned highway improvements listed in the 2030 WRATS Long-Range Transportation Plan.

Bicycle Crash Data

Historical bicycle crash data for Years 2002-2006 in Houston and Peach Counties (the WRATS section in Peach County could be broken out separately) is presented on Table 1. During that time period, there were a total of 67 bicycle crashes with another vehicle and 52 persons injured in Houston County. There were no fatalities related to these crashes. In Peach County, during the same five-year period, there were 13 bicycle crashes, with 10 persons injured.

In addition, to the information presented in Table 1, the GDOT Office of Traffic Safety and Design provided a spreadsheet that included data on each bicycle crash with another vehicle, as well as those crashes that involved a bicycle alone. This data included the location of the accident; the lighting and weather conditions at the time of the accident; the vehicle maneuver for the vehicle and bicyclist involved in the accident; and the age, sex, and injury type for vehicle driver and the bicyclist. This bicycle crash spreadsheet is located in the Appendix 1 of this report. After analyzing the data from this spreadsheet, several important observations can be made, and they are:

- Most of the accidents occurred in the City of Warner Robins on either city or county roads. The accidents that did occur on state routes were primarily on Highway 247 (Watson Boulevard). Of the remaining crashes, eight were in the City of Perry, two in the City of Centerville, and five in unincorporated Houston County. The location of the crash was not identified on the Peach County reports, thus it is difficult to determine the community in which the crash occurred.
- Lighting and weather conditions have played a part in bicycle crashes over the last five years. Though many of the crashes occurred during daylight hours under clear conditions, there were a number, however, that happened during daylight hours in cloudy or rainy conditions, or at night in lighted and non-lighted areas.
- In reviewing the vehicle maneuvers that caused the crashes, the majority of the time the passenger car, van, or truck and the bicycle were going straight which likely means that the bicycle rider may have swerved into the path of the passenger vehicle or the driver of the passenger vehicle did not leave sufficient room for the bicyclist to maneuver. There were a large number of crashes that occurred during turning movements by the driver of the passenger vehicle or bicyclist and by those entering/leaving a driveway. Crashes caused by turning left movements can be either due to motorists not noticing a bicyclist in the left turn lane before making their turn or a bicyclist crossing over suddenly to the left turn lane giving the motorist little time to react. Right turning movement crashes are largely the result of either the motorist not yielding to the bicyclist going straight or both the motorist and the bicyclist trying to negotiate the same turn and either one not giving

the other sufficient room to turn. Finally, entering and leaving driveway crashes were not limited to just young cyclists coming out of driveways into on-coming traffic, but also motorists not being aware of an on-coming bicyclist as they enter or leave a driveway.

- The age of the bicyclists involved in the crashes ranged from young children to older adults. Though a large number the bicyclists involved were 18 or younger, there were many adult bicyclists that were crash participants.
- Most of the participants in the crash were not injured, but some sustained visible or serious injuries. Most that had serious injuries came as a result of a crash with a large vehicle or that occurred at night or involved a young child.

Table 1
Bicycle Crash Data, Houston and Peach Counties
2002-2006

Bicycle Crash Data				
County	Year	Crashes	Injuries	Fatalities
Houston	2002	11	8	0
Houston	2003	13	13	0
Houston	2004	12	8	0
Houston	2005	20	14	0
Houston	2006	11	9	0
Peach	2002	3	3	0
Peach	2003	2	2	0
Peach	2004	5	4	0
Peach	2005	3	1	0
Peach	2006	0	0	0

Source: Georgia DOT, Office of Traffic Safety and Design

Existing Bicycle Network

In 1997, the Georgia Department of Transportation prepared the *Georgia Bicycle and Pedestrian Plan*. The Plan designated 14 bicycle routes throughout the State, of which two (2) transverse the WRATS Study Area. These routes are as follows:

The first route is **#15 - Central Route Corridor** that begins in Cobb County at Georgia 243 and terminates in Echols County and the Florida border on U.S. 41. 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 Highway 41 to Bibb County where it takes a short jog along Rivoli Drive and a small section of Tucker Road. It then turns back onto Highway 41 along a heavily congested area through the City of Macon, south Bibb County, and into Houston County and through the City of Perry. When it leaves the City of Perry south of the Ag Center, Route #15 enters a rural area with little traffic until it reaches the Dooly County line.

The second State Bike System Route that comes through the WRATS Study Area is **#40 - TransGeorgia Corridor.** Route #40 begins in the western portion of the State in Harris County on Georgia Highway 315. After passing through Harris, Muscogee, and Talbot Counties, it enters the Middle Georgia region on Georgia Highway 96 in Crawford County. It continues its trek on Georgia Highway 96 through Crawford, Peach, Houston, and Twiggs Counties until the Georgia Highway 96 intersection with Georgia Highway 358. For approximately 6.4 miles, it follows Georgia Highway 358 until it intersects with U.S. 80 in southeastern Twiggs County. It maintains its path on U.S. 80 through Wilkinson County into Laurens County.

Along portions of these routes, there are 2' or 4' bike lanes provided where road improvements have taken place since the designation of the State Bike Route System. The remainder is shared lanes where the cyclist shares the roadway with vehicular traffic in an existing travel lane. Because there is no signage, motorists and bicyclists would not even know that these routes are part of a State Bike Route System. Finally, these routes include many stretches of heavy vehicular and truck traffic that make bicycle travel even to the most experienced rider very hazardous.

In the next five years, GDOT plans to install share-the-road signs on all of the 14 designated routes. GDOT does not anticipate dedicating funds exclusively for physical improvements, such as repaving or widening outside travel lanes specifically to accommodate bicyclists. They will, however, implement internal procedures so that designers incorporate bicycle-friendly elements into programmed improvements as the move through the design and construction phases. (GDOT Bicycle and Pedestrian website)

These two State Bike Routes, which are displayed on Map 7, are what constitutes the existing bicycle facility network in the WRATS Study Area.

Future Bicycle Facilities in the WRATS Study Area

Two types of bicycle facilities have been recommended for the WRATS Study Area; shared roadway and bike lanes. Maps 8a and 8b display the Bicycle Facilities Plan for the WRATS Study Area incorporating these three facility types.

Shared Roadway

A **Shared Roadway** is any roadway upon which a bicycle lane is not designated and may be legally used by bicycles and shared with other vehicles. This type facility has no specific dimensions and is most appropriate on low-volume or low-speed streets or where the addition of a bike lane would not be feasible. Shared roadways are great for getting around neighborhoods, but not practical for longer distances. As traffic speeds or volumes increase, shared roadways become less acceptable.

Implementation Program

- Designate Boy Scout Road, East Heritage Street, Moseley Road to SR 42, Main Street to Second Street, Second Street to Highway 49, and White Road to Linda Drive in the City of Byron as Shared Roadways. And place share-the-road on the right-of-way to warn motorists of possible bicyclists on the roadway.
- Designate all other roadways in the WRATS Study Area that are not recommended for bike lanes or shared-use paths as a Shared Roadway facility. Serious consideration should be given to installing share-the-road signs on these Shared Roadway facilities that are close to schools and other areas where the highest cyclist-motorist interaction is expected to be the highest.

Share-the-road signs currently cost from $150-250 depending if the community requires outside assistance to install the signs. Because the standard distance between signs is every three miles on the same side of the road on urban highways, the total cost should be affordable to the communities in the WRATS Study Area. The funding source would likely be the local community, with perhaps some assistance from Georgia DOT on the state system. This is also an excellent opportunity for local bicycle and civic groups to become involved in promoting bicycling in the community by adopting one or more roadways and placing the share-the-road signage on those roadways.

Bike Lane

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.

Design Principles

A 4’ minimum open shoulder and 5’ minimum against curb or parking is recommended. When measuring for bike lanes, 3’ from the gutter pan is the minimum, but 4’ is preferred.

Advantages of Bike Lanes

The advantages of bike lanes are:

- Creates a lane so cyclists can travel at their own pace (can pass stopped motor vehicles).
- Guides cyclists in a manner consistent with good operation (close to traffic, where they’re visible: drivers can predict their movements)
- Reduces bicycle/pedestrian conflicts (cyclists no longer ride on sidewalks).
- Creates conditions whereby behaviors change (more cyclists on the road leads to increased driver awareness.
- Gets a cyclist from one part of town to another efficiently.

Impact on Rider Characteristics

Bike lanes have an effect on rider characteristics. Studies have shown of cyclists at sites with sidewalks and no bike lanes, 64 percent of the cyclists rode on the sidewalk and 34 percent rode

on the highway with traffic. Once bike lanes were added, 73 percent of the cyclists rode on the highway with traffic and only 24 percent rode on the sidewalks. A study conducted on the relative danger index of various types of facilities showed that streets with bike lanes had a relative danger index of 0.5 with the median being 1.0.

(Basics of Bikeway Design, Pedestrian and Bicycle Design Workshop, April 3, 2007, Michael Moule, PE, PTOE)

Implementation Program

Short-Range

- **U.S 41** from South of Osigian Boulevard to White Road
- **SR 96** from I-75 to SR 247

The above projects are part of a highway improvement project that is listed in the FY 2008-2011 WRATS Transportation Program and is scheduled for construction within the next five years with various federal and state transportation funds. At the time the bike lanes are installed, share-the-road signs should be placed on these routes as a supplement to the pavement markings.

Long-Range

- **Corder Road** from Watson Boulevard to Russell Parkway
- **Dunbar Road** from the Peach County Industrial Park North in Byron to Elberta Road
- **White Road** from Linda Drive in Byron to US 41
- **SR 42** from Roberta to SR 49 in Byron
- **Moseley Road** from SR 49 to SR 42 in Byron
- **SR 49** from Fort Valley to White Road in Byron
- **Highway 247 Connector** from Highway 49 to I-75
- **Russell Parkway** from I-75 to SR 247
- **SR 96** from SR 247 to Ocmulgee River on to SR 87 in Twiggs County
- **Perry Parkway** US 41 to SR 127
- **US 341** from Perry Parkway to SR 247 Spur
- **US 41** from White Road to Dunbar Extension; Perry Parkway to South of Osigian Boulevard; and Dooly County Line to I-75.
- **Lake Joy Road** from SR 127 in Perry to Russell Parkway Extension
- **Margie Drive** from Smithville Church Road to Gunn Road
- **Church Street** from Margie Drive to Houston Lake Road
- **Houston Lake Road** from SR 127 to Dunbar Road
- **Leverette Road** from Houston Lake Road to Carl Vinson Parkway
- **Carl Vinson Parkway** from Russell Parkway to Leverette Road
- **Kimberly Road** from Russell Parkway to Wellston Trail
- **Moody Road** from SR 127 to Wellston Trail
- **Elberta Road** from Dunbar Road to SR 247
- **South Davis Drive** from Russell Parkway to Watson Boulevard
- **Kings Chapel Road** from Perry Parkway to SR 247
- **Langston/Arena Road** from US 41 to US 341

- **SR 247** from SR 247 Spur to Echeconnee Creek
- **SR 247 Spur** from US 341 to SR 247
- **Martin Luther King, Jr. Boulevard** from South Davis Drive to First Street
- **First Street** from Memorial Park to Martin Luther King, Jr. Boulevard
- **Old Hawkinsville Road** from SR 96 to SR 247

Many of the facilities listed above are recommended to be added to a proposed highway improvement project identified in the Year 2030 WRATS Long-Range Transportation Plan. For those that are not part of a highway improvement project, it is recommended that the bike lane be added at the time the roadway is scheduled for resurfacing. It is also suggested that in the short-term, share-the-road signs be installed on these routes.

Implementation Measures to Support Bicycle Facilities Plan

There are several public and private actions that should be taken to support the Bicycle Facilities Plan described above. Most of the actions listed below were recommended in the 1994 Bikeways Plan but have not implemented to date.

- Amend the Year 2030 Long-Range Transportation Plan to include the new Bicycle Facilities Plan. This is to help insure that these facilities are incorporated into the road projects listed in the Transportation Improvement Program.
- Incorporate the recommendations of Bicycle Facilities Plan into the infrastructure and public safety improvement programs of the participating local governments in the Warner Robins Area Transportation Study.
- Implement the recommended measures described in the Defining Narrative portion of the local Community Agendas that would relate land use development and bicycle accessibility.
- Incorporate an awareness of the needs of bicyclists into the everyday actions of government. Some activities may include insuring adequate street cleaning programs, making sure bicycle storage is provided at public facilities and taking actions to encourage bicycle commuting by government employees. In regards to the latter, RAFB is developing a bicycle facilities program on Base in an attempt to encourage more bicycle usage and less reliance on the automobile. Participating WRATS governments should work with RAFB in developing the bicycle facilities identified in the Bicycle Facilities Plan that would provide a link to the Base, and then once built, establish employee incentives to ride a bicycle to work rather than an automobile.
- As bicycle crash statistics indicate, a bicycle/motorist education program is desperately needed in the WRATS Study Area. A task force with representatives from the MPO, schools, police, and interested community service organizations should develop a program to educate the community on the rules of the road and to promote safe and courteous cycling and driving. The WRATS Policy Committee, in coordination with the Georgia Department of Driver Services, should investigate how the drivers' licensing process with regard to bicycles and motor vehicles can be improved.
- Establish a Safe Routes to School Program in both the Houston and Peach County portions of the WRATS Study Area, in coordination with the respective Boards of

Education, Georgia DOT, and the Middle Georgia RDC that will encourage more students in grades K-8 to ride a bicycle to school on a safe roadway environment.

- As new bicycle facilities are established in accordance with the Bicycle Facilities Plan, work with the respective Chambers of Commerce and other business groups to work with local businesses and industries to provide incentives and other support (such as in-office shower facilities and anti-theft, anti-vandalism, and weather-protected all-day bicycle storage) for bicycle commuters.
- Solicit the assistance from the Cyclist Club of Central Georgia in the promotion and the development of the Bicycle Facilities Plan, including the Safe Routes to School Program in which they have indicated a keen interest to become involved.
- As more and more bicycle facilities are constructed, the communities should establish a promotional campaign to encourage more citizens to use these facilities for exercise and for working and shopping trips. This could be accomplished through the respective recreation departments (if present) and the local clean and beautiful programs, and may include such tools as brochures, a webpage, and the use of the print and broadcast media.

Pedestrian Facilities Plan

Factors Considered In Designating Future Pedestrian Facilities

In designating future pedestrian facilities in the WRATS Study Area, the following factors were considered:

- Proximity to a school that is considered by the Houston County and Peach County Boards of Education a high priority need of pedestrian facilities.
- Proximity to a park.
- Heavy pedestrian traffic but no existing sidewalk on either side of the roadway.
- Activity centers where heavy pedestrian demand is expected.

Pedestrian Crash Data

Data obtained from the Georgia Department of Transportation's Office of Traffic Safety and Design and outlined on Table 2 below reveals that in Houston County from 2002-2006, there were a total of 102 pedestrian crashes with 88 persons injured and 7 fatalities. For Peach County (the WRATS area portion could not be broken out separately), there were 24 pedestrian crashes, 20 persons injured and 3 fatalities.

In addition, to the information presented on Table 2, the GDOT Office of Traffic Safety and Design provided a spreadsheet that included data on each pedestrian crash with a vehicle. This data included the location of the accident; the lighting and weather conditions at the time of the accident; the maneuver for the vehicle and pedestrian involved in the accident; and the age, sex, and injury type for vehicle driver and the pedestrian. The pedestrian crash spreadsheet is located in Appendix 2 of this report. After analyzing the data from this spreadsheet, several important observations can be made:

- As with the bicyclist crashes, the largest number of pedestrian crashes occurred in the City of Warner Robins. For the remaining communities in Houston County, 15 were in Perry, 2 in Centerville, and 8 in the unincorporated area. Again, crash location information for Peach County was limited thus making it difficult to determine the specific community in which the pedestrian crash occurred.
- There were some striking differences between Houston and Peach County statistics in the type of street where the crash occurred. Approximately one in every four pedestrian crashes took place on a State Route in Houston County from 2002-2006. On the other hand, almost 70 percent of the pedestrian crashes in Peach County during that time frame occurred on a State Route.
- Lighting conditions played a major part in the pedestrian crashes. Almost one-half of the pedestrian crashes in Houston County took place during dawn, dusk or nighttime hours, and a majority of these crashes were in non-lighted areas. In Peach County, approximately four in ten pedestrian crashes occurred during these times of day, and all but two happened in non-lighted areas.
- Many of the pedestrian crashes occurred when the pedestrian did not cross the street at a crosswalk, was playing or standing in the roadway, was pushing or working on a vehicle, or walking with traffic.
- Pedestrians that crossed the street not at a crosswalk were mainly children on local roads and adults on state roads. Those walking with traffic were primarily adults.
- Most of the crashes that resulted in the pedestrian's death or serious injury occurred in the nighttime (in lighted and not lighted areas) or during the daylight in cloudy or rainy conditions. The pedestrians that were killed or seriously injured either did not cross the street at the crosswalk or were walking with the traffic.

Table 2
Pedestrian Crash Data, Houston and Peach Counties
2002-2006

Pedestrian Crash Data				
County	Year	Crashes	Injuries	Fatalities
Houston	2002	28	23	3
Houston	2003	24	20	1
Houston	2004	21	18	1
Houston	2005	16	12	2
Houston	2006	13	15	0
Peach	2002	5	4	1
Peach	2003	4	2	1
Peach	2004	7	8	0
Peach	2005	5	3	1
Peach	2006	3	3	0

Source: Georgia DOT, Office of Traffic Safety and Design

Existing Pedestrian Facility Network

Unincorporated Houston County

Sidewalks are located in the following areas in the unincorporated area of Houston County as presented on Map 9.

- Moss Oaks Subdivision - Off Sandefur Road between Morton and Harner Roads.
- Windsor Heights Subdivision - Between Azalea and Davidson Roads off SR 247.
- Savannah Square Subdivision - At Lake Joy and SR 96.
- Governor's Estates Subdivision - Off Old Perry Road between SR 96 and Sandy Run Road.
- Eagles Bluff Subdivision - Off South Houston Lake Road at Eagle Drive, between Van Road and Mt. Zion Road.

Source: Houston County Administration Office

City of Centerville

As displayed on Map 10, there are several areas within the City of Centerville that currently have sidewalks:

- Eagle Springs Subdivision located between Gunn Road and Thomson Road.
- Margie Drive from State Road 247 and Gunn Road.
- North Houston Lake Road from just south of East Church Street to Thomson Road.
- Several residential streets located between East Church Street and Wilson Drive and North Houston Lake Road and Collins Avenue.
- A new subdivision north of Elberta Road and east of Collins Avenue.

Source: City of Centerville

City of Perry

The City of Perry, as depicted on Map 11, has an extensive sidewalk network in and near its downtown area and along several of its major thoroughfares, including Courtney Hodges Boulevard, US 41 North, Perimeter Road, Martin Luther King, Jr. Boulevard, and Swift Street. There are other sidewalks located in the neighborhoods off Tucker Road, on Morningside Drive and portions of Kings Chapel Road near Morningside Elementary and in several of the new subdivisions.

Source: City of Perry

City of Warner Robins

The existing pedestrian facility network in the City of Warner Robins, as shown on Map 12 includes most of the area bounded by North and South Houston Road/Lakeshore Drive, Russell Parkway, SR 247 and Elberta Road. This network provides excellent pedestrian access to most of the public schools and parks in this area.

Source: City of Warner Robins

City of Byron and East Peach County Area

There are very few sidewalks that currently exist in the City of Byron and the portion of unincorporated Peach County that lies within the WRATS Study Area. The streets that include sidewalks are portions of Main Street, West Heritage Street, and Boy Scout Road and those within the public housing neighborhood off Boy Scout Road in the City of Byron. These sidewalks are very narrow and should be brought up to standards. Map 13 illustrates the location of these pedestrian facilities.
Source: Windshield Survey by RDC Staff, April 9, 2007

Future Pedestrian Facilities in the WRATS Study Area

Future pedestrian facilities identified for the WRATS Study Area will include the installation of new sidewalks, continued construction of a shared-use trail (Wellston Trail in the City of Warner Robins) and the construction of a cart path system in the City of Perry designed to handle bicycle, pedestrian, and golf cart traffic. The RDC staff has worked closely with city, county, and Board of Education staff to establish a pedestrian facility network that is realistic, affordable, and meets the factors outlined above.

The Sidewalk Corridor

Sidewalks are intended to be an integral part of city streets. Sidewalks are not added to streets--they are part of the street.

The sidewalk corridor extends from the edge of the roadway to the edge of the right-of-way that includes a four-part zone system:

- Curb zone
- Furniture zone
- Pedestrian zone
- Frontage zone

Curb Zone

The curb zone is a 6” area immediately adjacent to the roadway. It plays an integral part related to drainage by preventing water from collecting on the sidewalk. It also discourages motorists from driving onto the sidewalk. It also provides a valuable cue for the vision impaired. (Sidewalk Design, Pedestrian and Bicycle Design Workshop, April 3, 2007, Michael Moule, PE, PTOE)

Furniture Zone

The furniture zone is located between the curb and the pedestrian zones. It buffers pedestrians from the roadway. It keeps the pedestrian zone free of obstacles. It provides space for utilities, fire hydrants, trees, grass, signs, driveway aprons, bus shelters, garbage cans, benches, vending machines and other sidewalk amenities. It can be used for outdoor dining and facilitates well

designed curb ramps. The furniture zone width should be a minimum of two feet, but four to six feet is recommended. Next to parallel parking, a three-foot furniture zone width is recommended so car doors can be opened without obstructing the pedestrian zone. The furniture zone provides for an uncluttered sidewalk that is pleasant to walk on. In addition, planting strips within the furniture zone helps define driveways, making them easier for drivers to find. (Sidewalk Design, Pedestrian and Bicycle Design Workshop, April 3, 2007, Michael Moule, PE, PTOE)

Pedestrian Zone

The pedestrian zone is positioned between the furniture zone and the frontage zone. It is specifically reserved for pedestrian travel. It should be free of obstacles, protruding objects, and vertical obstructions. The width of the pedestrian zone varies based on pedestrian volume, but at least five feet is recommended (enough for two people to walk comfortably side by side or pass each other.) The width of a curbside sidewalk should be measured from the back of the curb, not the face of the curb. (Sidewalk Design, Pedestrian and Bicycle Design Workshop, April 3, 2007, Michael Moule, PE, PTOE)

Frontage Zone

The frontage zone is the sidewalk segment between the pedestrian zone and the property line. It allows pedestrians to avoid doorways, building fronts, walls and fences. It provides space for sidewalk cafes, window sills, store entrances and street vendors. It must be free of vertical obstructions and protruding objects. The minimum width of the frontage zone should be one foot for maintenance, but 2.5 feet is preferred in business districts. (Sidewalk Design, Pedestrian and Bicycle Design Workshop, April 3, 2007, Michael Moule, PE, PTOE)

Future Sidewalk Network

Described below are the Future Sidewalk Facility Plans for the WRATS participating communities. This description includes the list of sidewalks that the community feels can be realistically constructed in the next five years or short-term (2007-2011), as well as those slated for the long-term.

Maps 14-18 illustrate the future sidewalk networks containing both the existing sidewalk network and the Future Sidewalk Facility Plan.

Unincorporated Houston County

Most of the new sidewalks that will be constructed in the unincorporated area will be part of new road construction approved in the recent SPLOST referendums; Feagin Mill Road, Sandefur Road, Moody Road, Old Perry Road, and Houston Lake Road. These new sidewalk facilities will provide better pedestrian access to several existing and new public schools. In addition to these locations, new sidewalks are planned for several residential streets that would provide improved pedestrian access to Bonaire Elementary and the new Mossy Creek Elementary.

The sidewalks that are not on the list to be funded with the current SPLOST could be financed with a new SPLOST. If these schools are selected to participate in the Safe Route to Schools Program, then once a SR2S Plan has been completed and approved, then these pedestrian facility improvements could be funded as a SR2S infrastructure project.

In the long-term, SR 96 will be widened from SR 247 to Twiggs County. In order to make walking safer for children attending Bonaire Middle School who live in the subdivisions south of SR 96, sidewalks and other safety devices will be requested to be installed from Azalea Avenue to Thompson Mill Road at the time of the widening project.

Because Project #STP-155-1(22), which calls for the widening of SR 96 from SR 247 to SR 87 in Twiggs County, will soon be in the right-of-way acquisition stage, it is highly unlikely that the SR 96 pedestrian facility improvements around Bonaire Middle School can be funded under this project. The most likely scenario would be to wait until after the highway is widened sometime after FY 09 and fund it either with a SPLOST, a special safety project or Safe Routes to School Infrastructure Project fund.

City of Centerville

As a result of the successful 2006 SPLOST referendum, sidewalks will be constructed along Thomson Road that will serve the residential developments in the area along with Thomson Middle School. The City of Centerville also plans new sidewalks in the short-term along Wilson Drive and East Church Street. There are various options to fund these improvements including a new SPLOST, the TE Program, and the SR2S Infrastructure Project Fund.

City of Perry

Short-term pedestrian facility improvements in the City of Perry will consist of sidewalk extensions to better accommodate pedestrian traffic to and from Perry Elementary, Morningside Elementary, Matt Arthur Elementary, Perry Middle and Perry High Schools; to Georgia Agricenter and Fairgrounds and to the expanding commercial area along US 341 (Sam Nunn Boulevard) west of I-75. The City of Perry will likely be considering a variety of options to finance these short-term pedestrian facility improvements including a new SPLOST, the TE Program, the SR2S Infrastructure Project Fund, and the general fund.

In the long-term, the City of Perry will focus on the development of a citywide cart path system that will be discussed in more detail later in the report. Where there is an overlap between new sidewalk and cart path locations, the Perry City Council will be given the prerogative of going with either alternative based on need and cost considerations.

City of Warner Robins

The future additions to the Warner Robins sidewalk network, both in the short- and long-terms are intended to: (1) Expand the sidewalk network in the older sections of the city to provide better pedestrian accessibility to existing public schools, new parks and private RAFB housing developments, the Wellston Trail project, and other activity centers; and (2) Provide safe

pedestrian travel along the major highway corridors in the newly annexed areas. Funding for the new sidewalks will come primarily from existing and future SPLOST referendums. As development occurs along the Russell Parkway extension, sidewalks will be constructed and funded by the developers of the various projects.

City of Byron and East Peach County Area

During the next five years, the City of Byron will focus its attention in improving pedestrian accessibility to the downtown area, the two public schools on Linda Drive/New Dunbar Road, the public park off White Road, and the Toomerville neighborhood off Boy Scout Road. This plan involves construction of new sidewalks in the short-term along Second Street and Linda Drive and along sections of Main Street, Moseley Road, White Road, New Dunbar Road, Boy Scout Road, and West Heritage Street. In addition, the existing sidewalks along Main Street, West Heritage Street, and Boy Scout Road would be upgraded to recommended standards. In the long-range, sidewalks would be extended north along Boy Scout Road to the new developments in that area and to the east along White Road to US 41.

The TE Program is being considered for funding the pedestrian facility and streetscape improvements for downtown Byron. For the construction of new sidewalks and reconstruction of existing ones along the loop (Second Street-White Road-Linda Drive-New Dunbar Road, and Main Street), several funding options exist, including the TE Program and the Safe Routes to School Program. Funding sources for improving pedestrian accessibility to the Toomerville area and West Heritage include the Community Block Grant Program, TE Program, and the Safe Routes to School Infrastructure Project Fund.

For long-term, Byron officials would like to see better pedestrian access to the new subdivisions located east of I-75. The existing interstate bridge is not satisfactory to safely handle pedestrian traffic, thus another alternative needs to be found including a pedestrian overpass.

Future Shared-Use Path Network

A Shared-use Path is a facility that is physically separated from motorized vehicular traffic by an open space or barrier, and either within the highway right-of-way or within an independent right-of-way. Successful paths have scenic qualities, are connected to land uses, have well designed street crossings, provide for shorter trips than roadway bicycle facilities, have good visibility and design and are properly maintained.

Design Principles

The width of a shared-use path should be based on expected heavy use (two-way path is recommended to be 3.6m or more). Consideration should be given to separating by mode.

PCC and A/C is preferred for biking and ADA, but crushed rock may be acceptable. Railings, fences, and barriers should only be used where there is a real possibility of falling into a hazard greater than the danger created by the barrier itself.

Assigning the right-of-way should follow good traffic engineering principles which are:

- Meet people's needs;
- Bicyclists and skaters want to stay in motion; and
- Too many STOP signs breeds disrespect.

According to the 2000 MUTCD, priority at a shared-use path/roadway intersection should be assigned with consideration of the following:

- Relative speeds of shared-use path and roadway users;
- Relative volumes of shared-use path and roadway traffic;
- Relative importance of shared-use path and roadway.

Preventing motor vehicle access to shared-use paths can be accomplished by:

- Geometric design
    - Median in road
    - Split path
    - Tight corners
- Signing
- Bollards-last resort

Stairways on shared-use paths should be used where the terrain is too steep for the path. Grooved concrete trough should be added to help with pushing bicycles. They will likely not meet all ADA specifications, thus an access along a flatter, though longer and more circuitous route should be provided.
(Basics of Bikeway Design, Pedestrian and Bicycle Design Workshop, April 3, 2007, Michael Moule, PE, PTOE)

Implementation Program

Short-Range

- Construction of Phases II and III of Wellston Trail.

The Five-Year Short-Term Work Program contained in the recently completed Warner Robins Community Agenda shows work to take place on the two phases of Wellston Trail from 2007-2011 with total cost being approximately $600,000 plus in-kind services. The sources of funding would be state and federal funding and the City of Warner Robins' General Fund.

Long-Range

- Construction of Phase IV of Wellston Trail.

The responsibility for constructing the remaining phases of Wellston Trail would be the City of Warner Robins. Funding would come from a combination of federal and state grants, local general funds, SPLOST and private cash and in-kind service contributions. The existing and future Wellston Trail project is displayed on Map 19.

Future Cart Path Network-City of Perry

Patterned after the City of Peachtree City, Georgia, a cart part system has been proposed for the City of Perry (See Map 20). This is intended to be a long-term program where the cart path system would eventually replace the existing sidewalk network, and connected the existing residential areas (including the new Houston Springs development) with the major activity centers (downtown, Agricenter, commercial areas, recreation areas, schools, etc.). It is anticipated that the authorized users of such a path system would be as follows:

- Pedestrians;
- Nonmotorized vehicles;
- Roller skates, roller blades, and skateboarders during the daylight hours only;
- Electric-powered golf carts;
- Gasoline-powered golf carts;
- Emergency and authorized maintenance vehicles;
- Bicycles; and
- Electric and conventional wheelchairs.

Vehicles that would likely be prohibited from these paths are:

- Automobiles and trucks (except authorized maintenance vehicles);
- Motorcycles;
- Street and trail motorized bikes and vehicles;
- Minibikes and mopeds;
- Horses; and
- Go-carts

If the Peachtree City standards are used, the future cart path and bridges in the City of Perry would take on the following appearance:

- All new cart paths would have a minimum of ten (10) feet in width, and be constructed of two-inch Type "F" asphalt over a four-inch compacted, aggregate base (appropriate standards for concrete can be set if that is the desired construction material). The aggregate base would extend a minimum of 24 inches on either side of the cart path. A clearance zone measuring four feet in width x eight feet in height would be provided and maintained as measured from the edge of the path.
- Easements for cart paths would be twenty (20) feet in width as a minimum.
- Cart bridges would be a fully engineered bridge of steel and/or concrete design. The minimum deck width would be eight feet and be concrete. The cart bridge would be designed for a live load of 10,000 pounds plus 30 percent impact.

(Section 804, Peachtree City Code)

It should be noted that in Peachtree City, the developers are responsible for installing these cart paths in their developments and connecting to the citywide cart path system. These paths are part of the City's platting and subdivision requirements, and when paving is complete, they have to be inspected by the City Engineer. In this case, the City is not responsible for the construction of the path system, just the maintenance. With the City of Perry, the cart path system will be placed

in the developed portion of the community, thus a series of funding mechanisms will have to be put into place to finance its construction.

Implementation Measures to Support of Pedestrian Facilities Plan

In support of the Pedestrian Facilities Plan described above, the following public and private actions should be undertaken:

- Amend the Year 2030 Long-Range Transportation Plan to include the new Pedestrian Facilities Plan. This is to insure that the recommended pedestrian facility improvements are incorporated into the road projects listed in the Transportation Improvement Program.
- Establish permanent sidewalk planning functions in the WRATS participating local governments, including a GPS sidewalk survey database, sidewalk development plans, and land development plans and ordinances that implement the measures described in the Defining Narrative portion of the local Community Agendas. The Richard Russell Overlay District in the City of Warner Robins and the City of Perry's standards for major retail centers and conservation subdivisions provide excellent examples of coordination between land development and pedestrian accessibility. The communities in the WRATS Study Area should emulate these examples as they review and amend their land development regulations.
- Establish and implement a sidewalk maintenance plan for every participating WRATS community.
- Develop consistency among the communities in the WRATS Study Area related to requirements for new sidewalks (location and width of new sidewalks and the size and location of planting strips). WRATS should convene the administrative staffs of these communities to prepare a model sidewalk ordinance that would include a common set of standards for all the WRATS participating communities to adopt and implement.
- Establish a pedestrian/motorist education program in the WRATS Study Area. A task force with representatives from the MPO, schools, police, and interested community organizations should develop a program to educate the community on pedestrian safety. This education program can be conducted in conjunction with the one proposed to improve bicycle safety.
- Since most of the pedestrian crashes resulting in serious injury or death took place during poor lighting conditions, local safety officials should review pedestrian accident data to determine the areas where lighting conditions need to be improved and take appropriate actions to enhance the visibility in those areas.
- As more and more sidewalks are constructed, the communities should establish a promotional campaign to encourage more citizens to use these facilities for exercise and short shopping trips. This could be accomplished through the respective recreation departments (if present) and the local clean and beautiful programs, and may include such tools as brochures, a webpage and the use of the print and broadcast media.
- Establish a Safe Routes to School Program in both the Houston and Peach County portions of the WRATS Study Area, in coordination with the respective Boards of Education, Georgia DOT and Middle Georgia RDC that will encourage more students in grades K-8 to walk to school on a safe pedestrian facility network.

- Utilize the Georgia DOT's Pedestrian and Streetscape Guide and the four-zone system noted above in the design, construction, and maintenance of future pedestrian facilities in the WRATS Study Area.

Conclusion

Since the last WRATS bicycle/pedestrian plan was completed in 1994, the newly expanded WRATS Study Area has gradually become more pedestrian-friendly. This has been done through the following efforts:

- Construction of new sidewalks and Phase I of Wellston Trail.
- Adoption of sidewalk-related ordinances and development standards.
- Approval of two SPLOST referendums, which include new sidewalks along a number of major thoroughfares.
- Adoption of Community Agendas that support greater interface between land use development and pedestrian accessibility.

On the other hand, the WRATS communities have done little to make the area more bicycle-friendly. There are currently two state bike routes that pass through the Study Area, but hardly anyone knows that they exist because there is no signage that designates these routes. This may change, since Georgia DOT has plans to place share-the-road signage on all of their bike routes over the next five years. In addition, planned highway projects along SR 96 and US 41 will have bike lanes and signage. There are certainly those in the WRATS Study Area that have a keen interest in riding a bike for recreational and possibly other reasons, but are afraid to ride it on the major roads because bike lanes and signage currently do not exist. It is hoped that the development of an on-base bicycle and pedestrian network at Robins Air Force Base will spur action in the communities to provide suitable and safe connections as recommended in the Bicycle Facilities Plan, and encourage those that work at the Base to use these facilities once they are constructed.

Through the implementation of this Bicycle and Pedestrian Facilities Plan, the WRATS Study Area can indeed become a bicycle- and pedestrian-friendly location and enjoy all of the benefits that are derived from this designation.

APPENDIX 1

DETAILED BICYCLE CRASH DATA
HOUSTON AND PEACH COUNTIES

Date	County	Route Type	Route	City	Light	Weather	Location of Impact	Vehicle	Vehicle Maneuver	Age	Sex	Injury Type
1/1/2002	Houston	City Street	011015	Warner Robins	Daylight	Cloudy	On Roadway	Passenger Car	Straight	18	Male	Not Injured
1/1/2002	Houston	City Street	011015	Warner Robins	Daylight	Cloudy	On Roadway	Pedalcycle, Bicycle	Entering/Leaving Driveway	20	Male	Visible
2/13/2002	Houston	State Route	0247CO	Warner Robins	Dark-Lighted	Clear	On Roadway	Passenger Car	Straight	28	Female	Not Injured
2/13/2002	Houston	State Route	0247CO	Warner Robins	Dark-Lighted	Clear	On Roadway	Pedalcycle, Bicycle	Changing Lanes	15	Male	Compliant
1/29/2002	Houston	City Street	026315	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	14	Male	Compliant
1/29/2002	Houston	City Street	026315	Warner Robins	Daylight	Clear	On Roadway	Pickup Truck	Turning Right	35	Male	Not Injured
3/21/2002	Houston	State Route	0247CO	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Turning Right	55	Female	Not Injured
3/21/2002	Houston	State Route	0247CO	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	97	Male	Visible
4/2/2002	Houston	County Road	044200	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	64	Female	Not Injured
4/2/2002	Houston	County Road	044200	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	99	Male	Not Injured
6/10/2002	Houston	City Street	064213	Perry	Daylight	Clear	On Roadway	Passenger Car	Straight	39	Female	Not Injured
6/10/2002	Houston	City Street	064213	Perry	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	99	Male	Visible
7/22/2002	Houston	County Road	018100	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	50	Male	Not Injured
7/22/2002	Houston	County Road	018100	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	99	Male	Compliant
7/13/2002	Houston	City Street	011015	Warner Robins	Daylight	Rain	On Roadway	Passenger Car	Straight	25	Male	Not Injured
7/13/2002	Houston	City Street	011015	Warner Robins	Daylight	Rain	On Roadway	Pedalcycle, Bicycle	Making U-Turn	12	Male	Not Injured
11/10/2002	Houston	City Street	077613	Perry	Daylight	Cloudy	On Roadway	Passenger Car	Straight	31	Male	Not Injured
11/10/2002	Houston	City Street	077613	Perry	Daylight	Cloudy	On Roadway	Pedalcycle, Bicycle	Straight	99	Male	Visible
11/14/2002	Houston	County Road	009700	Warner Robins	Dawn	Clear	On Roadway	Pedalcycle, Bicycle	Straight	13	Male	Not Injured
11/14/2002	Houston	County Road	009700	Warner Robins	Dawn	Clear	On Roadway	Pickup Truck	Straight	50	Male	Not Injured
10/16/2002	Houston	City Street	076215	Warner Robins	Daylight	Cloudy	On Roadway	Passenger Car	Straight	19	Male	Not Injured

10/16/2002	Houston	City Street	076215	Warner Robins	Daylight	Cloudy	On Roadway	Pedalcycle, Bicycle	Turning Left	21	Male	Visible
1/3/2003	Houston	State Route	099300	Warner Robins	Dark-Not Lighted	Cloudy	On Roadway	Pedalcycle, Bicycle	Negotiating a Curve	38	Male	Compliant
1/3/2003	Houston	State Route	099300	Warner Robins	Dark-Not Lighted	Cloudy	On Roadway	Pickup Truck	Negotiating a Curve	65	Male	Not Injured
1/15/2003	Houston	County Road	014700	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	20	Female	Not Injured
1/15/2003	Houston	County Road	014700	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Changing Lanes	13	Male	Serious
2/7/2003	Houston	City Street	027715	Warner Robins	Dark-Lighted	Cloudy	On Roadway	Passenger Car	Turning Right	16	Female	Not Injured
2/7/2003	Houston	City Street	027715	Warner Robins	Dark-Lighted	Cloudy	On Roadway	Pedalcycle, Bicycle	Straight	13	Male	Compliant
2/7/2003	Houston	City Street	027715	Warner Robins	Dark-Lighted	Cloudy	On Roadway	Pedalcycle, Bicycle	Straight	13	Male	Compliant
3/20/2003	Houston	City Street		Unknown	Daylight	Clear	Off Roadway	Passenger Car	Straight	25	Female	Not Injured
3/20/2003	Houston	City Street		Unknown	Daylight	Clear	Off Roadway	Pedalcycle, Bicycle	Stopped	23	Male	Not Injured
4/3/2003	Houston	City Street	027115	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	20	Male	Not Injured
4/3/2003	Houston	City Street	027115	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Entering/Leaving Driveway	6	Female	Visible
4/12/2003	Houston	City Street	011015	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	49	Male	Not Injured
4/12/2003	Houston	City Street	011015	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Entering/Leaving Driveway	99	Male	Visible
4/29/2003	Houston	County Road	019000		Daylight	Clear	On Roadway	Passenger Car	Straight	37	Male	Not Injured
4/29/2003	Houston	County Road	019000		Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	11	Male	Visible
5/14/2003	Houston	City Street	064313	Perry	Dark-Not Lighted	Clear	On Roadway	Passenger Car	Straight	99	Male	Not Injured
5/14/2003	Houston	City Street	064313	Perry	Dark-Not Lighted	Clear	On Roadway	Pedalcycle, Bicycle	Straight	43	Male	Compliant
5/6/2003	Houston	State Route	0247CO	Warner Robins	Daylight	Cloudy	On Roadway	Passenger Car	Straight	77	Male	Not Injured
5/6/2003	Houston	State Route	0247CO	Warner Robins	Daylight	Cloudy	On Roadway	Pedalcycle, Bicycle	Straight	15	Female	Compliant
5/16/2003	Houston	City Street	0482	Unknown	Daylight	Clear	On Roadway	Passenger Car	Straight	17	Female	Not Injured
5/16/2003	Houston	City Street	0482	Unknown	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	8	Male	Visible

6/3/2003	Houston	County Road	053400	Warner Robins	Dark-Lighted	Clear	On Roadway	Pedalcycle, Bicycle	Straight	52	Male	Compliant
6/3/2003	Houston	County Road	053400	Warner Robins	Dark-Lighted	Clear	On Roadway	Van	Straight	59	Male	Not Injured
8/29/2003	Houston	City Street	004115	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	21	Male	Not Injured
8/29/2003	Houston	City Street	004115	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	8	Male	Visible
10/7/2003	Houston	State Route	001100		Daylight	Cloudy	On Roadway	Passenger Car	Turning Left	19	Female	Not Injured
10/7/2003	Houston	State Route	001100		Daylight	Cloudy	On Roadway	Pedalcycle, Bicycle	Straight	41	Male	Compliant
2/16/2004	Houston	City Street	007415	Warner Robins	Dark-Lighted	Clear	On Roadway	Pedalcycle, Bicycle	Straight	14	Male	Compliant
2/16/2004	Houston	City Street	007415	Warner Robins	Dark-Lighted	Clear	On Roadway	Pickup Truck	Turning Left	52	Male	Not Injured
2/22/2004	Houston	City Street	048215	Warner Robins	Daylight	Cloudy	On Roadway	Passenger Car	Turning Left	51	Male	Not Injured
2/22/2004	Houston	City Street	048215	Warner Robins	Daylight	Cloudy	On Roadway	Pedalcycle, Bicycle	Turning Left	49	Male	Compliant
2/28/2004	Houston	City Street	022615	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	44	Female	Not Injured
2/28/2004	Houston	City Street	022615	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Making U-Turn	10	Female	Compliant
3/29/2004	Houston	City Street	000115	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Passenger Car	Changing Lanes	23	Female	Not Injured
3/29/2004	Houston	City Street	000115	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Pedalcycle, Bicycle	Straight	28	Male	Serious
1/14/2004	Houston	State Route	001100		Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Turning Left	27	Male	Not Injured
1/14/2004	Houston	State Route	001100		Daylight	Clear	On Roadway	Pickup Truck	Straight	46	Male	Not Injured
4/3/2004	Houston	State Route	0247CO	Warner Robins	Dark-Lighted	Clear	On Roadway	Pedalcycle, Bicycle	Straight	16	Male	Not Injured
4/3/2004	Houston	State Route	0247CO	Warner Robins	Dark-Lighted	Clear	On Roadway	Van	Turning Left	37	Female	Not Injured
5/19/2004	Houston	County Road	053400	Warner Robins	Daylight	Cloudy	On Roadway	Pedalcycle, Bicycle	Straight	48	Male	Visible
5/19/2004	Houston	County Road	053400	Warner Robins	Daylight	Cloudy	On Roadway	Pickup Truck	Straight	29	Male	Not Injured
6/16/2004	Houston	State Route	0247CO	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	18	Male	Not Injured
6/16/2004	Houston	State Route	0247CO	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	44	Male	Not Injured

6/28/2004	Houston	State Route	001100		Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	40	Male	Visible
6/28/2004	Houston	State Route	001100		Daylight	Clear	On Roadway	Pickup Truck	Turning Left	26	Male	Not Injured
7/30/2004	Houston	State Route	0011BU	Perry	Daylight	Clear	On Roadway	Passenger Car	Turning Right	23	Female	Not Injured
7/30/2004	Houston	State Route	0011BU	Perry	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	18	Male	Visible
11/6/2004	Houston	City Street	088203	Warner Robins	Dusk	Clear	On Roadway	Passenger Car	Turning Left	76	Female	Not Injured
11/6/2004	Houston	City Street	088203	Warner Robins	Dusk	Clear	On Roadway	Pedalcycle, Bicycle	Straight	13	Male	Not Injured
11/23/2004	Houston	City Street	028315	Warner Robins	Dark-Not Lighted	Rain	On Roadway	Pedalcycle, Bicycle	Straight	41	Male	Compliant
11/23/2004	Houston	City Street	028315	Warner Robins	Dark-Not Lighted	Rain	On Roadway	Utility Passenger Vehicle	Straight	44	Male	Not Injured
2/15/2005	Houston	City Street	062113	Perry	Dusk	Cloudy	On Roadway	Passenger Car	Straight	36	Male	Not Injured
2/15/2005	Houston	City Street	062113	Perry	Dusk	Cloudy	On Roadway	Pedalcycle, Bicycle	Entering/Leaving Driveway	5	Male	Not Injured
3/27/2005	Houston	City Street	043315	Warner Robins	Daylight	Rain	On Roadway	Passenger Car	Straight	31	Male	Not Injured
3/27/2005	Houston	City Street	043315	Warner Robins	Daylight	Rain	On Roadway	Pedalcycle, Bicycle	Changing Lanes	13	Male	Compliant
1/22/2005	Houston	City Street	000115	Warner Robins	Daylight	Cloudy	On Roadway	Passenger Car	Straight	43	Male	Not Injured
1/22/2005	Houston	City Street	000115	Warner Robins	Daylight	Cloudy	On Roadway	Pedalcycle, Bicycle	Straight	19	Male	Not Injured
1/25/2005	Houston	City Street	006615	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	44	Female	Not Injured
1/25/2005	Houston	City Street	006615	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	18	Female	Compliant
4/15/2005	Houston	County Road	053900	Warner Robins	Dark-Lighted	Clear	On Roadway	Pedalcycle, Bicycle	Straight	31	Male	Visible
4/15/2005	Houston	County Road	053900	Warner Robins	Dark-Lighted	Clear	On Roadway	Pickup Truck	Straight	21	Female	Not Injured
4/26/2005	Houston	City Street	011015	Warner Robins	Daylight	Cloudy	On Roadway	Passenger Car	Turning Right	40	Male	Not Injured
4/26/2005	Houston	City Street	011015	Warner Robins	Daylight	Cloudy	On Roadway	Pedalcycle, Bicycle	Straight	46	Male	Compliant
4/27/2005	Houston	City Street	044315	Warner Robins	Daylight	Clear	On Shoulder	Passenger Car	Negotiating a Curve	27	Female	Not Injured
4/27/2005	Houston	City Street	044315	Warner Robins	Daylight	Clear	On Shoulder	Pedalcycle, Bicycle	Negotiating a Curve	6	Male	Visible

7/12/2005	Houston	City Street	063413	Perry	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Turning Left	99	Male	Visible
7/12/2005	Houston	City Street	063413	Perry	Daylight	Clear	On Roadway	Pickup Truck	Stopped	27	Female	Not Injured
7/25/2005	Houston	City Street	080603	Centerville	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	37	Male	Not Injured
7/25/2005	Houston	City Street	080603	Centerville	Daylight	Clear	On Roadway	Pickup Truck	Straight	40	Male	Not Injured
7/10/2005	Houston	County Road	034500	Warner Robins	Daylight	Rain	On Roadway	Passenger Car	Turning Left	50	Male	Not Injured
7/10/2005	Houston	County Road	034500	Warner Robins	Daylight	Rain	On Roadway	Pedalcycle, Bicycle	Straight	42	Male	Not Injured
6/15/2005	Houston	City Street	000115	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	33	Male	Visible
6/15/2005	Houston	City Street	000115	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	13	Male	Not Injured
9/20/2005	Houston	State Route	001100		Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	44	Male	Serious
9/20/2005	Houston	State Route	001100		Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	35	Male	Visible
9/20/2005	Houston	State Route	001100		Daylight	Clear	On Roadway	Tractor/Trailer	Passing	35	Male	Not Injured
11/28/2005	Houston	City Street	063413	Perry	Daylight	Rain	On Roadway	Passenger Car	Straight	46	Female	Not Injured
11/28/2005	Houston	City Street	063413	Perry	Daylight	Rain	On Roadway	Pedalcycle, Bicycle	Straight	43	Male	Not Injured
8/3/2005	Houston	City Street	027715	Warner Robins	Daylight	Cloudy	On Roadway	Passenger Car	Turning Right	45	Female	Not Injured
8/3/2005	Houston	City Street	027715	Warner Robins	Daylight	Cloudy	On Roadway	Pedalcycle, Bicycle	Straight	11	Male	Visible
9/6/2005	Houston	City Street		Unknown	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	7	Male	Compliant
9/6/2005	Houston	City Street		Unknown	Daylight	Clear	On Roadway	Utility Passenger Vehicle	Entering/Leaving Driveway	44	Male	Not Injured
9/11/2005	Houston	City Street	038615	Warner Robins	Dusk	Clear	On Roadway	Passenger Car	Straight	42	Female	Not Injured
9/11/2005	Houston	City Street	038615	Warner Robins	Dusk	Clear	On Roadway	Pedalcycle, Bicycle	Straight	9	Female	Compliant
10/18/2005	Houston	County Road	015600	Warner Robins	Dusk	Clear	On Roadway	Pedalcycle, Bicycle	Straight	13	Male	Compliant
10/18/2005	Houston	County Road	015600	Warner Robins	Dusk	Clear	On Roadway	Pickup Truck	Straight	46	Female	Not Injured
10/27/2005	Houston	City Street	076815	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	34	Male	Not Injured

10/27/2005	Houston	City Street	076815	Warner Robins	Daylight	Clear	On Roadway	Utility Passenger Vehicle	Turning Left	50	Male	Not Injured
12/21/2005	Houston	County Road	044200	Warner Robins	Daylight	Cloudy	On Shoulder	Pedalcycle, Bicycle	Straight	22	Male	Visible
12/21/2005	Houston	County Road	044200	Warner Robins	Daylight	Cloudy	On Shoulder	Pickup Truck	Entering/Leaving Driveway	29	Male	Not Injured
12/20/2005	Houston	City Street	001415	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Passenger Car	Straight	17	Female	Compliant
12/20/2005	Houston	City Street	001415	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Pedalcycle, Bicycle	Turning Left	58	Male	Compliant
1/9/2006	Houston	State Route	012700	Perry	Daylight	Clear	On Roadway	Bus	Turning Right	36	Female	Not Injured
1/9/2006	Houston	State Route	012700	Perry	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Backing	53	Male	Compliant
1/31/2006	Houston	City Street	031015	Warner Robins	Daylight	Clear	Off Roadway	Passenger Car	Straight	23	Male	Not Injured
1/31/2006	Houston	City Street	031015	Warner Robins	Daylight	Clear	Off Roadway	Pedalcycle, Bicycle	Stopped	36	Male	Not Injured
2/28/2006	Houston	State Route	0247CO	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Entering/Leaving Parking	56	Female	Not Injured
2/28/2006	Houston	State Route	0247CO	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	33	Male	Compliant
3/14/2006	Houston	County Road	053900	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Passing	48	Male	Compliant
3/14/2006	Houston	County Road	053900	Warner Robins	Daylight	Clear	On Roadway	Van	Turning Right	48	Male	Not Injured
5/5/2006	Houston	City Street	013315	Warner Robins	Daylight	Cloudy	On Roadway	Passenger Car	Turning Right	32	Female	Not Injured
5/5/2006	Houston	City Street	013315	Warner Robins	Daylight	Cloudy	On Roadway	Pedalcycle, Bicycle	Straight	15	Female	Compliant
5/21/2006	Houston	City Street	083903	Centerville	Dark-Not Lighted	Clear	On Roadway	Passenger Car	Straight	21	Female	Not Injured
5/21/2006	Houston	City Street	083903	Centerville	Dark-Not Lighted	Clear	On Roadway	Pedalcycle, Bicycle	Straight	16	Male	Visible
6/29/2006	Houston	County Road	053400	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	45	Male	Visible
6/29/2006	Houston	County Road	053400	Warner Robins	Daylight	Clear	On Roadway	Utility Passenger Vehicle	Straight	19	Female	Not Injured
7/1/2006	Houston	City Street	041215	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	42	Male	Compliant
7/1/2006	Houston	City Street	041215	Warner Robins	Daylight	Clear	On Roadway	Utility Passenger Vehicle	Turning Right	39	Male	Not Injured
7/29/2006	Houston	State Route	0247CO	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	23	Male	Not Injured

7/29/2006	Houston	State Route	0247CO	Warner Robins	Daylight	Clear	On Roadway	Pickup Truck	Turning Right	61	Male	Compliant
9/21/2006	Houston	County Road	053400	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Turning Right	43	Male	Not Injured
9/21/2006	Houston	County Road	053400	Warner Robins	Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	46	Male	Compliant
9/17/2006	Houston	County Road	053400	Warner Robins	Dark-Lighted	Clear	On Roadway	Passenger Car	Turning Left	47	Male	Not Injured
9/17/2006	Houston	County Road	053400	Warner Robins	Dark-Lighted	Clear	On Roadway	Pedalcycle, Bicycle	Straight	44	Male	Serious
5/31/2002	Peach	City Street	064103		Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	10	Male	Visible
5/31/2002	Peach	City Street	064103		Daylight	Clear	On Roadway	Utility Passenger Vehicle	Straight	16	Female	Not Injured
4/2/2002	Peach	City Street	061203		Daylight	Clear	On Roadway	Passenger Car	Straight	57	Female	Not Injured
4/2/2002	Peach	City Street	061203		Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Turning Right	6	Male	Serious
9/2/2002	Peach	City Street	054001		Daylight	Clear	On Roadway	Passenger Car	Straight	21	Male	Not Injured
9/2/2002	Peach	City Street	054001		Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Turning Left	99	Female	Visible
5/3/2003	Peach	City Street	050601		Daylight	Cloudy	On Roadway	Pedalcycle, Bicycle	Straight	14	Male	Compliant
5/3/2003	Peach	City Street	050601		Daylight	Cloudy	On Roadway	Utility Passenger Vehicle	Straight	45	Female	Not Injured
6/14/2003	Peach	State Route	009600		Daylight	Clear	On Roadway	Passenger Car	Straight	99	Male	Not Injured
6/14/2003	Peach	State Route	009600		Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	13	Male	Compliant
4/17/2004	Peach	County Road	020600		Daylight	Clear	On Roadway	Passenger Car	Straight	37	Male	Not Injured
4/17/2004	Peach	County Road	020600		Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Entering/Leaving Driveway	5	Male	Visible
4/24/2004	Peach	State Route	0247CO		Daylight	Clear	On Roadway	Passenger Car	Straight	25	Male	Compliant
4/24/2004	Peach	State Route	0247CO		Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Stopped	51	Male	Compliant
4/24/2004	Peach	State Route	0247CO		Daylight	Clear	On Roadway	Pickup Truck	Straight	80	Male	Not Injured
7/9/2004	Peach	State Route	004900		Daylight	Clear	On Roadway	Passenger Car	Turning Left	28	Female	Not Injured
7/9/2004	Peach	State Route	004900		Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	36	Male	Not Injured

7/9/2004	Peach	County Road	017800		Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	43	Male	Visible
7/9/2004	Peach	County Road	017800		Daylight	Clear	On Roadway	Pickup Truck	Backing	53	Male	Not Injured
10/11/2004	Peach	State Route	004900		Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	66	Male	Visible
10/11/2004	Peach	State Route	004900		Daylight	Clear	On Roadway	Van	Straight	39	Male	Not Injured
1/13/2005	Peach	State Route	004900		Daylight	Cloudy	On Roadway	Passenger Car	Entering/Leaving Driveway	53	Male	Not Injured
1/13/2005	Peach	State Route	004900		Daylight	Cloudy	On Roadway	Pedalcycle, Bicycle	Straight	20	Male	Compliant
4/23/2005	Peach	State Route	000700		Dark-Lighted	Clear	On Roadway	Pedalcycle, Bicycle	Turning Left	52	Male	Not Injured
4/23/2005	Peach	State Route	000700		Dark-Lighted	Clear	On Roadway	Van	Straight	43	Male	Not Injured
12/23/2005	Peach	State Route	009600		Daylight	Clear	On Roadway	Passenger Car	Turning Left	62	Female	Not Injured
12/23/2005	Peach	State Route	009600		Daylight	Clear	On Roadway	Pedalcycle, Bicycle	Straight	46	Male	Not Injured

APPENDIX 2:

DETAILED PEDESTRIAN CRASH DATA
HOUSTON AND PEACH COUNTIES

Date	County	Route Type	Route	City	Light	Weather	Location of Impact	Vehicle	Maneuver	Age	Sex	Injury Type
1/13/2002	Houston	City Street	008315	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	31	Male	Not Injured
1/13/2002	Houston	City Street	008315	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Walking with Traffic	28	Female	Compliant
1/16/2002	Houston	City Street	049715	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Turning Left	33	Female	Not Injured
1/16/2002	Houston	City Street	049715	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Other	4	Male	Compliant
1/22/2002	Houston	City Street	007715	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	16	Female	Not Injured
1/22/2002	Houston	City Street	007715	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	12	Male	Visible
2/19/2002	Houston	State Route	001100	Perry	Dark-Not Lighted	Clear	On Roadway	Pedestrian	Pushing or Working on Vehicle	19	Male	Visible
2/19/2002	Houston	State Route	001100	Perry	Dark-Not Lighted	Clear	On Roadway	Pickup Truck	Straight	38	Male	Not Injured
2/5/2002	Houston	County Road	053900	Warner Robins	Daylight	Cloudy	On Roadway	Passenger Car	Straight	23	Female	Not Injured
2/5/2002	Houston	County Road	053900	Warner Robins	Daylight	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	21	Male	Compliant
1/18/2002	Houston	State Route	040100		Dark-Not Lighted	Clear	Off Roadway	Pedestrian	Pushing or Working on Vehicle	21	Male	Compliant
1/18/2002	Houston	State Route	040100		Dark-Not Lighted	Clear	Off Roadway	Pedestrian	Pushing or Working on Vehicle	24	Male	Visible
1/18/2002	Houston	State Route	040100		Dark-Not Lighted	Clear	Off Roadway	Pickup Truck	Changing Lanes	43	Male	Not Injured
3/15/2002	Houston	City Street	006615	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	22	Female	Not Injured
3/15/2002	Houston	City Street	006615	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	9	Female	Visible
3/27/2002	Houston	County Road	053400	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	45	Female	Not Injured
3/27/2002	Houston	County Road	053400	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Crossing at Crosswalk	10	Male	Compliant
4/15/2002	Houston	County Road	047000		Dark-Lighted	Cloudy	On Shoulder	Passenger Car	Straight	20	Female	Not Injured
4/15/2002	Houston	County Road	047000		Dark-Lighted	Cloudy	On Shoulder	Pedestrian	Standing in Roadway	21	Male	Compliant
4/15/2002	Houston	County Road	047000		Dark-Lighted	Cloudy	On Shoulder	Pickup Truck	Stopped	21	Male	Not Injured
5/4/2002	Houston	County Road	015600	Warner Robins	Dark-Lighted	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	31	Female	Compliant
5/4/2002	Houston	County Road	015600	Warner Robins	Dark-Lighted	Clear	On Roadway	Utility Passenger Vehicle	Straight	31	Female	Not Injured
5/10/2002	Houston	City Street		Unknown	Daylight	Clear	On Roadway	Passenger Car	Stopped	16	Female	Not Injured

5/10/2002	Houston	City Street		Unknown	Daylight	Clear	On Roadway	Passenger Car	Straight	16	Female	Not Injured
5/10/2002	Houston	City Street		Unknown	Daylight	Clear	On Roadway	Pedestrian	Other	16	Male	Compliant
5/30/2002	Houston	City Street	007515	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	60	Male	Not Injured
5/30/2002	Houston	City Street	007515	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	5	Female	Visible
7/21/2002	Houston	City Street	064113	Perry	Daylight	Clear	On Roadway	Passenger Car	Straight	18	Male	Not Injured
7/21/2002	Houston	City Street	064113	Perry	Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	2	Male	Visible
7/24/2002	Houston	State Route	0011BU	Perry	Daylight	Clear	On Roadway	Other	Straight	20	Female	Visible
7/24/2002	Houston	State Route	0011BU	Perry	Daylight	Clear	On Roadway	Pedestrian	Other	16	Male	Not Injured
8/29/2002	Houston	City Street	071113	Perry	Daylight	Clear	On Roadway	Pedestrian	Other	99	Male	Serious
8/29/2002	Houston	City Street	071113	Perry	Daylight	Clear	On Roadway	Pickup Truck	Backing	21	Male	Not Injured
7/3/2002	Houston	City Street	029915	Warner Robins	Dark-Lighted	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	2	Male	Visible
7/3/2002	Houston	City Street	029915	Warner Robins	Dark-Lighted	Clear	On Roadway	Utility Passenger Vehicle	Straight	42	Female	Not Injured
9/28/2002	Houston	State Route	024700	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Pedestrian	Walking with Traffic	27	Male	Killed
9/28/2002	Houston	State Route	024700	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Pickup Truck	Straight	47	Male	Not Injured
9/29/2002	Houston	County Road	013900	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Pedestrian	Walking with Traffic	41	Male	Visible
9/29/2002	Houston	County Road	013900	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Pickup Truck	Straight	19	Male	Not Injured
10/21/2002	Houston	County Road	062300	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	40	Female	Not Injured
10/21/2002	Houston	County Road	062300	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	11	Female	Visible
10/2/2002	Houston	County Road	107400		Dawn	Fog	Off Roadway	Pedestrian	Off Roadway	15	Male	Visible
10/2/2002	Houston	County Road	107400		Dawn	Fog	Off Roadway	Pickup Truck	Turning Left	29	Male	Not Injured
11/13/2002	Houston	City Street	013815	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	13	Male	Not Injured
11/13/2002	Houston	City Street	013815	Warner Robins	Daylight	Clear	On Roadway	Pickup Truck	Straight	53	Female	Not Injured
9/11/2002	Houston	City Street	054515	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	40	Female	Not Injured
9/11/2002	Houston	City Street	054515	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	13	Male	Visible

9/29/2002	Houston	County Road	013900	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Pedestrian	Walking with Traffic	41	Male	Visible
9/29/2002	Houston	County Road	013900	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Pickup Truck	Straight	19	Male	Not Injured
11/11/2002	Houston	City Street	054515	Warner Robins	Dark-Lighted	Rain	On Roadway	Passenger Car	Straight	40	Female	Not Injured
11/11/2002	Houston	City Street	054515	Warner Robins	Dark-Lighted	Rain	On Roadway	Pedestrian	Crossing at Crosswalk	18	Male	Visible
8/31/2002	Houston	City Street	052815	Warner Robins	Dark-Not Lighted	Cloudy	On Roadway	Pedestrian	Other	81	Male	Killed
8/31/2002	Houston	City Street	052815	Warner Robins	Dark-Not Lighted	Cloudy	On Roadway	Utility Passenger Vehicle	Straight	99	Male	Not Injured
10/8/2002	Houston	City Street	011015	Warner Robins	Dark-Lighted	Clear	On Roadway	Passenger Car	Changing Lanes	41	Male	Not Injured
10/8/2002	Houston	City Street	011015	Warner Robins	Dark-Lighted	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	36	Female	Killed
11/24/2002	Houston	State Route	040100		Dark-Not Lighted	Clear	On Roadway	Passenger Car	Straight	41	Male	Not Injured
11/24/2002	Houston	State Route	040100		Dark-Not Lighted	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	37	Female	Serious
10/8/2002	Houston	City Street		Unknown	Dark-Not Lighted	Cloudy	On Roadway	Passenger Car	Straight	19	Female	Not Injured
10/8/2002	Houston	City Street		Unknown	Dark-Not Lighted	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	17	Male	Visible
1/11/2003	Houston	State Route	024700	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Bus	Straight	45	Male	Not Injured
1/11/2003	Houston	State Route	024700	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Pedestrian	Walking with Traffic	19	Female	Killed
1/19/2003	Houston	State Route	001100	Perry	Daylight	Clear	On Roadway	Pedestrian	Walking Against Traffic	66	Female	Visible
1/19/2003	Houston	State Route	001100	Perry	Daylight	Clear	On Roadway	Van	Straight	87	Male	Not Injured
1/26/2003	Houston	City Street	078013	Perry	Daylight	Cloudy	On Roadway	Passenger Car	Straight	19	Female	Not Injured
1/26/2003	Houston	City Street	078013	Perry	Daylight	Cloudy	On Roadway	Pedestrian	Other	15	Male	Serious
2/21/2003	Houston	City Street		Unknown	Daylight	Rain	On Roadway	Passenger Car	Straight	50	Female	Not Injured
2/21/2003	Houston	City Street		Unknown	Daylight	Rain	On Roadway	Pedestrian	Crossing at Crosswalk	14	Female	Serious
2/22/2003	Houston	State Route	099300	Warner Robins	Dark-Lighted	Rain	On Roadway	Passenger Car	Straight	17	Male	Not Injured
2/22/2003	Houston	State Route	099300	Warner Robins	Dark-Lighted	Rain	On Roadway	Pedestrian	Crossing, Not at Crosswalk	12	Female	Compliant
3/30/2003	Houston	County Road	029600	Warner Robins	Dark-Not Lighted	Rain	On Roadway	Passenger Car	Straight	21	Female	Not Injured
3/30/2003	Houston	County Road	029600	Warner Robins	Dark-Not Lighted	Rain	On Roadway	Pedestrian	Other Working on Road	24	Male	Not Injured

4/4/2003	Houston	State Route	040100		Daylight	Clear	Off Roadway	Pedestrian	Other	36	Male	Visible
4/4/2003	Houston	State Route	040100		Daylight	Clear	Off Roadway	Tractor W/Twin Trailers	Straight	48	Male	Not Injured
3/10/2003	Houston	City Street	070115	Warner Robins	Dark-Lighted	Clear	On Roadway	Passenger Car	Turning Left	53	Male	Not Injured
3/10/2003	Houston	City Street	070115	Warner Robins	Dark-Lighted	Clear	On Roadway	Pedestrian	Walking with Traffic	59	Male	Serious
4/17/2003	Houston	County Road		Unknown	Daylight	Clear	On Shoulder	Pedestrian	Off Roadway	26	Female	Compliant
4/17/2003	Houston	County Road		Unknown	Daylight	Clear	On Shoulder	Pickup Truck	Backing	57	Male	Not Injured
5/11/2003	Houston	City Street	020215	Warner Robins	Daylight	Cloudy	On Roadway	Passenger Car	Straight	53	Male	Not Injured
5/11/2003	Houston	City Street	020215	Warner Robins	Daylight	Cloudy	On Roadway	Pedestrian	Walking Against Traffic	38	Male	Compliant
6/17/2003	Houston	City Street	041215	Warner Robins	Dark-Lighted	Rain	On Roadway	Passenger Car	Changing Lanes	22	Male	Not Injured
6/17/2003	Houston	City Street	041215	Warner Robins	Dark-Lighted	Rain	On Roadway	Pedestrian	Crossing, Not at Crosswalk	19	Male	Compliant
6/18/2003	Houston	City Street	076515	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Passenger Car	Straight	19	Female	Not Injured
6/18/2003	Houston	City Street	076515	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Pedestrian	Standing in Roadway	30	Male	Serious
7/6/2003	Houston	City Street	064813	Perry	Daylight	Cloudy	On Roadway	Passenger Car	Straight	17	Male	Not Injured
7/6/2003	Houston	City Street	064813	Perry	Daylight	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	8	Male	Serious
7/11/2003	Houston	County Road	015600	Warner Robins	Dark-Lighted	Cloudy	On Roadway	Passenger Car	Straight	47	Male	Not Injured
7/11/2003	Houston	County Road	015600	Warner Robins	Dark-Lighted	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	99	Male	Visible
8/22/2003	Houston	State Route	7	Unknown	Dark-Not Lighted	Clear	On Roadway	Passenger Car	Turning Left	16	Male	Not Injured
8/22/2003	Houston	State Route	7	Unknown	Dark-Not Lighted	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	39	Male	Compliant
9/13/2003	Houston	City Street	073413	Perry	Daylight	Clear	On Roadway	Passenger Car	Straight	99	Male	Not Injured
9/13/2003	Houston	City Street	073413	Perry	Daylight	Clear	On Roadway	Pedestrian	Walking with Traffic	46	Female	Visible
9/10/2003	Houston	State Route	024700		Dark-Not Lighted	Clear	On Shoulder	Pedestrian	Crossing, Not at Crosswalk	19	Male	Not Injured
9/10/2003	Houston	State Route	024700		Dark-Not Lighted	Clear	On Shoulder	Van	Straight	43	Female	Not Injured
9/15/2003	Houston	County Road	013000	Warner Robins	Dusk	Clear	On Roadway	Passenger Car	Straight	45	Female	Not Injured
9/15/2003	Houston	County Road	013000	Warner Robins	Dusk	Clear	On Roadway	Pedestrian	Pushing or Working on Vehicle	8	Female	Visible

10/19/2003	Houston	City Street	057615	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Playing in Roadway	22	Male	Visible
10/19/2003	Houston	City Street	057615	Warner Robins	Daylight	Clear	On Roadway	Pickup Truck	Straight	38	Male	Not Injured
11/16/2003	Houston	City Street	080603	Centerville	Daylight	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	12	Female	Visible
11/16/2003	Houston	City Street	080603	Centerville	Daylight	Cloudy	On Roadway	Van	Straight	60	Male	Not Injured
11/5/2003	Houston	City Street	049715	Warner Robins	Daylight	Clear	On Shoulder	Passenger Car	Straight	23	Female	Not Injured
11/5/2003	Houston	City Street	049715	Warner Robins	Daylight	Clear	On Shoulder	Pedestrian	Crossing, Not at Crosswalk	14	Male	Visible
11/14/2003	Houston	City Street	027715	Warner Robins	Dark-Lighted	Clear	On Roadway	Passenger Car	Straight	35	Female	Not Injured
11/14/2003	Houston	City Street	027715	Warner Robins	Dark-Lighted	Clear	On Roadway	Pedestrian	Crossing at Crosswalk	21	Male	Visible
12/1/2003	Houston	City Street		Unknown	Daylight	Clear	On Roadway	Pedestrian	Other	41	Male	Not Injured
12/1/2003	Houston	City Street		Unknown	Daylight	Clear	On Roadway	Pickup Truck	Backing	75	Male	Not Injured
12/5/2003	Houston	City Street	013015	Warner Robins	Daylight	Cloudy	On Shoulder	Passenger Car	Straight	42	Female	Not Injured
12/5/2003	Houston	City Street	013015	Warner Robins	Daylight	Cloudy	On Shoulder	Pedestrian	Walking with Traffic	20	Female	Compliant
4/5/2004	Houston	City Street	036115	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	23	Female	Visible
4/5/2004	Houston	City Street	036115	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	12	Male	Visible
4/5/2004	Houston	City Street	009015	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	27	Female	Not Injured
4/5/2004	Houston	City Street	009015	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	17	Male	Visible
4/23/2004	Houston	City Street	000115	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Playing in Roadway	14	Male	Compliant
4/23/2004	Houston	City Street	000115	Warner Robins	Daylight	Clear	On Roadway	Van	Straight	42	Male	Not Injured
4/30/2004	Houston	County Road	048600	Warner Robins	Daylight	Cloudy	On Roadway	Pedestrian	Other	9	Male	Not Injured
4/30/2004	Houston	County Road	048600	Warner Robins	Daylight	Cloudy	On Roadway	Pickup Truck	Straight	34	Male	Not Injured
6/4/2004	Houston	City Street	076415	Warner Robins	Daylight	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	18	Male	Visible
6/4/2004	Houston	City Street	076415	Warner Robins	Daylight	Cloudy	On Roadway	Van	Straight	32	Male	Not Injured
7/10/2004	Houston	State Route	0247CO	Warner Robins	Dark-Lighted	Clear	On Roadway	Passenger Car	Straight	39	Male	Not Injured
7/10/2004	Houston	State Route	0247CO	Warner Robins	Dark-Lighted	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	55	Male	Compliant

7/31/2004	Houston	County Road	054100	Perry	Dark-Not Lighted	Clear	On Shoulder	Pedestrian	Walking Against Traffic	49	Male	Visible
7/31/2004	Houston	County Road	054100	Perry	Dark-Not Lighted	Clear	On Shoulder	Utility Passenger Vehicle	Straight	18	Male	Not Injured
8/3/2004	Houston	State Route	099300	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	40	Female	Not Injured
8/3/2004	Houston	State Route	099300	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	45	Male	Visible
9/10/2004	Houston	City Street	072013	Perry	Daylight	Cloudy	On Roadway	Passenger Car	Straight	54	Female	Not Injured
9/10/2004	Houston	City Street	072013	Perry	Daylight	Cloudy	On Roadway	Pedestrian	Playing in Roadway	11	Male	Not Injured
8/14/2004	Houston	County Road	071000	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Backing	42	Male	Not Injured
8/14/2004	Houston	County Road	071000	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Playing in Roadway	50	Female	Visible
9/1/2004	Houston	City Street	007715	Warner Robins	Dark-Lighted	Cloudy	On Roadway	Passenger Car	Straight	58	Female	Not Injured
9/1/2004	Houston	City Street	007715	Warner Robins	Dark-Lighted	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	17	Female	Not Injured
10/3/2004	Houston	State Route	000700	Perry	Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	33	Male	Compliant
10/3/2004	Houston	State Route	000700	Perry	Daylight	Clear	On Roadway	Pickup Truck	Straight	20	Male	Not Injured
9/18/2004	Houston	County Road	056900		Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	5	Female	Serious
9/18/2004	Houston	County Road	056900		Daylight	Clear	On Roadway	Pickup Truck	Straight	45	Male	Not Injured
9/15/2004	Houston	City Street	045815	Warner Robins	Daylight	Cloudy	On Roadway	Passenger Car	Straight	17	Male	Not Injured
9/15/2004	Houston	City Street	045815	Warner Robins	Daylight	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	72	Female	Killed
10/31/2004	Houston	State Route	0247CO	Warner Robins	Dark-Not Lighted	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	15	Male	Compliant
10/31/2004	Houston	State Route	0247CO	Warner Robins	Dark-Not Lighted	Cloudy	On Roadway	Utility Passenger Vehicle	Straight	57	Male	Not Injured
11/9/2004	Houston	City Street	035215	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	8	Male	Serious
11/9/2004	Houston	City Street	035215	Warner Robins	Daylight	Clear	On Roadway	Pickup Truck	Straight	37	Male	Not Injured
12/15/2004	Houston	City Street	077013	Perry	Dark-Not Lighted	Clear	On Roadway	Pedestrian	Walking Against Traffic	23	Female	Compliant
12/15/2004	Houston	City Street	077013	Perry	Dark-Not Lighted	Clear	On Roadway	Van	Straight	66	Female	Not Injured
10/11/2004	Houston	County Road	018100	Warner Robins	Daylight	Cloudy	On Roadway	Passenger Car	Turning Left	43	Female	Not Injured
10/11/2004	Houston	County Road	018100	Warner Robins	Daylight	Cloudy	On Roadway	Pedestrian	Walking with Traffic	53	Female	Serious

10/11/2004	Houston	County Road	018100	Warner Robins	Daylight	Cloudy	On Roadway	Pedestrian	Walking with Traffic	39	Female	Visible
10/30/2004	Houston	State Route	099300	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	47	Female	Visible
10/30/2004	Houston	State Route	099300	Warner Robins	Daylight	Clear	On Roadway	Utility Passenger Vehicle	Straight	20	Female	Serious
11/3/2004	Houston	State Route	009600	Warner Robins	Dark-Not Lighted	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	39	Female	Compliant
11/3/2004	Houston	State Route	009600	Warner Robins	Dark-Not Lighted	Cloudy	On Roadway	Pickup Truck	Turning Left	46	Female	Not Injured
11/3/2004	Houston	State Route	009600	Warner Robins	Dark-Not Lighted	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	39	Female	Compliant
11/3/2004	Houston	State Route	009600	Warner Robins	Dark-Not Lighted	Cloudy	On Roadway	Pickup Truck	Turning Left	46	Female	Not Injured
1/7/2005	Houston	State Route	0247CO	Warner Robins	Dark-Not Lighted	Cloudy	On Roadway	Passenger Car	Turning Left	79	Female	Not Injured
1/7/2005	Houston	State Route	0247CO	Warner Robins	Dark-Not Lighted	Cloudy	On Roadway	Pedestrian	Standing in Roadway	27	Female	Compliant
2/3/2005	Houston	State Route	0247CO	Warner Robins	Daylight	Cloudy	On Roadway	Passenger Car	Entering/Leaving Parking	36	Female	Not Injured
2/3/2005	Houston	State Route	0247CO	Warner Robins	Daylight	Cloudy	On Roadway	Pedestrian	Other	36	Female	Visible
2/4/2005	Houston	City Street	038615	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Pushing or Working on Vehicle	46	Male	Compliant
2/4/2005	Houston	City Street	038615	Warner Robins	Daylight	Clear	On Roadway	Pickup Truck	Straight	50	Male	Not Injured
2/8/2005	Houston	State Route	0247CO	Warner Robins	Dawn	Clear	On Roadway	Pedestrian	Other	47	Male	Visible
2/8/2005	Houston	State Route	0247CO	Warner Robins	Dawn	Clear	On Roadway	Pickup Truck	Straight	38	Male	Not Injured
2/23/2005	Houston	City Street	076415	Warner Robins	Dark-Lighted	Cloudy	On Roadway	Passenger Car	Straight	32	Female	Not Injured
2/23/2005	Houston	City Street	076415	Warner Robins	Dark-Lighted	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	12	Male	Killed
2/23/2005	Houston	City Street	076415	Warner Robins	Dark-Lighted	Cloudy	On Roadway	Pickup Truck	Straight	40	Male	Not Injured
4/15/2005	Houston	City Street	020215	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	21	Male	Not Injured
4/15/2005	Houston	City Street	020215	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	13	Female	Visible
4/28/2005	Houston	State Route	0247CO	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Passenger Car	Straight	24	Male	Not Injured
4/28/2005	Houston	State Route	0247CO	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	40	Male	Visible
5/13/2005	Houston	State Route	001100		Daylight	Clear	On Roadway	Other	Straight	41	Male	Visible
5/13/2005	Houston	State Route	001100		Daylight	Clear	On Roadway	Passenger Car	Turning Left	67	Female	Visible

5/13/2005	Houston	State Route	001100		Daylight	Clear	On Roadway	Pedestrian	Off Roadway	63	Male	Compliant
5/13/2005	Houston	State Route	001100		Daylight	Clear	On Roadway	Pickup Truck	Straight	31	Male	Visible
5/13/2005	Houston	City Street	024215	Warner Robins	Dark-Lighted	Clear	On Roadway	Motorcycle, Scooter, Minibike	Straight	50	Male	Visible
5/13/2005	Houston	City Street	024215	Warner Robins	Dark-Lighted	Clear	On Roadway	Passenger Car	Straight	37	Male	Not Injured
5/13/2005	Houston	City Street	024215	Warner Robins	Dark-Lighted	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	50	Female	Killed
8/31/2005	Houston	State Route	0247CO	Warner Robins	Dark-Lighted	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	38	Male	Visible
8/31/2005	Houston	State Route	0247CO	Warner Robins	Dark-Lighted	Clear	On Roadway	Pickup Truck	Turning Left	72	Male	Not Injured
9/14/2005	Houston	County Road	015600	Warner Robins	Dark-Not Lighted	Clear	On Shoulder	Passenger Car	Straight	33	Male	Compliant
9/14/2005	Houston	County Road	015600	Warner Robins	Dark-Not Lighted	Clear	On Shoulder	Passenger Car	Parked	99	Male	Not Injured
9/14/2005	Houston	County Road	015600	Warner Robins	Dark-Not Lighted	Clear	On Shoulder	Passenger Car	Parked	99	Male	Serious
9/14/2005	Houston	County Road	015600	Warner Robins	Dark-Not Lighted	Clear	On Shoulder	Pedestrian	Standing in Roadway	99	Male	Not Injured
9/14/2005	Houston	County Road	015600	Warner Robins	Dark-Not Lighted	Clear	On Shoulder	Pedestrian	Standing in Roadway	99	Male	Not Injured
10/3/2005	Houston	County Road	053900	Centerville	Dusk	Clear	On Roadway	Pedestrian	Pushing or Working on Vehicle	99	Male	Compliant
10/3/2005	Houston	County Road	053900	Centerville	Dusk	Clear	On Roadway	Utility Passenger Vehicle	Straight	35	Female	Not Injured
7/28/2005	Houston	City Street	043815	Warner Robins	Daylight	Cloudy	Off Roadway	Passenger Car	Straight	27	Male	Not Injured
7/28/2005	Houston	City Street	043815	Warner Robins	Daylight	Cloudy	Off Roadway	Pedestrian	Other	24	Male	Visible
8/23/2005	Houston	County Road	014400	Warner Robins	Daylight	Cloudy	On Shoulder	Passenger Car	Straight	63	Male	Not Injured
8/23/2005	Houston	County Road	014400	Warner Robins	Daylight	Cloudy	On Shoulder	Passenger Car	Straight	99	Male	Not Injured
8/23/2005	Houston	County Road	014400	Warner Robins	Daylight	Cloudy	On Shoulder	Pedestrian	Off Roadway	33	Male	Compliant
8/10/2005	Houston	State Route	099300	Warner Robins	Daylight	Cloudy	On Roadway	Pedestrian	Pushing or Working on Vehicle	16	Male	Compliant
8/10/2005	Houston	State Route	099300	Warner Robins	Daylight	Cloudy	On Roadway	Utility Passenger Vehicle	Turning Right	22	Male	Not Injured
8/28/2005	Houston	City Street	039615	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Pedestrian	Walking with Traffic	18	Female	Not Injured
8/28/2005	Houston	City Street	039615	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Pickup Truck	Straight	32	Male	Visible
1/18/2006	Houston	State Route	0011BU	Perry	Dark-Lighted	Clear	On Roadway	Passenger Car	Straight	48	Male	Not Injured

1/18/2006	Houston	State Route	0011BU	Perry	Dark-Lighted	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	53	Female	Not Injured
1/18/2006	Houston	State Route	0011BU	Perry	Dark-Lighted	Clear	On Roadway	Utility Passenger Vehicle	Parked	54	Female	Not Injured
3/11/2006	Houston	State Route	000700	Perry	Daylight	Clear	On Roadway	Pedestrian	Other	26	Male	Visible
3/11/2006	Houston	State Route	000700	Perry	Daylight	Clear	On Roadway	Pickup Truck	Parked	65	Male	Not Injured
3/11/2006	Houston	State Route	000700	Perry	Daylight	Clear	On Roadway	Pickup Truck	Parked	42	Male	Visible
3/4/2006	Houston	County Road	027900	Perry	Dark-Lighted	Clear	On Roadway	Passenger Car	Straight	26	Male	Not Injured
3/4/2006	Houston	County Road	027900	Perry	Dark-Lighted	Clear	On Roadway	Pedestrian	Walking with Traffic	52	Female	Visible
4/25/2006	Houston	City Street	043915	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	8	Male	Visible
4/25/2006	Houston	City Street	043915	Warner Robins	Daylight	Clear	On Roadway	Pickup Truck	Straight	56	Male	Not Injured
3/21/2006	Houston	City Street		Unknown	Dusk	Clear	On Roadway	Pedestrian	Walking Against Traffic	38	Female	Visible
3/21/2006	Houston	City Street		Unknown	Dusk	Clear	On Roadway	Pickup Truck	Entering/Leaving Driveway	35	Male	Not Injured
4/28/2006	Houston	County Road	009700	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Passenger Car	Straight	50	Female	Not Injured
4/28/2006	Houston	County Road	009700	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Pedestrian	Pushing or Working on Vehicle	46	Female	Visible
5/26/2006	Houston	City Street	064815	Warner Robins	Daylight	Clear	On Roadway	Passenger Car	Straight	26	Male	Not Injured
5/26/2006	Houston	City Street	064815	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Walking with Traffic	19	Male	Visible
6/2/2006	Houston	City Street	038615	Warner Robins	Daylight	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	7	Male	Serious
6/2/2006	Houston	City Street	038615	Warner Robins	Daylight	Cloudy	On Roadway	Pickup Truck	Straight	70	Male	Not Injured
9/3/2006	Houston	State Route	0247CO	Warner Robins	Dark-Lighted	Clear	On Roadway	Passenger Car	Straight	18	Male	Not Injured
9/3/2006	Houston	State Route	0247CO	Warner Robins	Dark-Lighted	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	7	Female	Visible
9/21/2006	Houston	County Road	013900	Warner Robins	Daylight	Clear	On Roadway	Pedestrian	Off Roadway	24	Male	Visible
9/21/2006	Houston	County Road	013900	Warner Robins	Daylight	Clear	On Roadway	Single Unit Truck	Straight	52	Male	Not Injured
9/29/2006	Houston	County Road	018100	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Pedestrian	Walking Against Traffic	14	Female	Visible
9/29/2006	Houston	County Road	018100	Warner Robins	Dark-Not Lighted	Clear	On Roadway	Van	Straight	22	Male	Not Injured
10/21/2006	Houston	City Street	020315	Warner Robins	Dark-Lighted	Clear	Off Roadway	Pedestrian	Walking with Traffic	17	Male	Visible

10/21/2006	Houston	City Street	020315	Warner Robins	Dark-Lighted	Clear	Off Roadway	Pedestrian	Walking with Traffic	18	Male	Visible
10/21/2006	Houston	City Street	020315	Warner Robins	Dark-Lighted	Clear	Off Roadway	Pedestrian	Walking with Traffic	18	Male	Visible
10/21/2006	Houston	City Street	020315	Warner Robins	Dark-Lighted	Clear	Off Roadway	Pedestrian	Walking with Traffic	17	Male	Visible
10/21/2006	Houston	City Street	020315	Warner Robins	Dark-Lighted	Clear	Off Roadway	Utility Passenger Vehicle	Straight	99	Female	Not Injured
11/16/2006	Houston	City Street	022615	Warner Robins	Daylight	Cloudy	On Roadway	Passenger Car	Straight	47	Male	Not Injured
11/16/2006	Houston	City Street	022615	Warner Robins	Daylight	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	14	Male	Compliant
6/4/2002	Peach	City Street	060603		Daylight	Clear	On Roadway	Pedestrian	Standing in Roadway	39	Male	Compliant
6/4/2002	Peach	City Street	060603		Daylight	Clear	On Roadway	Vehicle With Trailer	Turning Left	48	Male	Not Injured
3/11/2002	Peach	State Route	004900		Daylight	Clear	On Roadway	Passenger Car	Straight	31	Female	Not Injured
3/11/2002	Peach	State Route	004900		Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	47	Female	Visible
11/16/2002	Peach	State Route	004900		Dark-Not Lighted	Rain	On Roadway	Passenger Car	Straight	18	Female	Not Injured
11/16/2002	Peach	State Route	004900		Dark-Not Lighted	Rain	On Roadway	Pedestrian	Crossing, Not at Crosswalk	60	Female	Killed
11/5/2002	Peach	State Route	000700		Dark-Lighted	Rain	On Roadway	Passenger Car	Entering/Leaving Parking	18	Male	Not Injured
11/5/2002	Peach	State Route	000700		Dark-Lighted	Rain	On Roadway	Pedestrian	Crossing, Not at Crosswalk	18	Female	Compliant
11/15/2002	Peach	State Route	040100		Dark-Not Lighted	Cloudy	On Roadway	Passenger Car	Straight	99	Female	Not Injured
11/15/2002	Peach	State Route	040100		Dark-Not Lighted	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	62	Male	Visible
8/7/2003	Peach	State Route	004900		Dark-Not Lighted	Cloudy	On Roadway	Pedestrian	Playing in Roadway	22	Male	Killed
8/7/2003	Peach	State Route	004900		Dark-Not Lighted	Cloudy	On Roadway	Pickup Truck	Straight	19	Male	Not Injured
4/4/2003	Peach	State Route	009600		Dark-Lighted	Cloudy	On Roadway	Passenger Car	Straight	19	Female	Not Injured
4/4/2003	Peach	State Route	009600		Dark-Lighted	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	32	Male	Not Injured
6/25/2003	Peach	City Street	063903		Daylight	Clear	Off Roadway	Passenger Car	Backing	32	Female	Not Injured
6/25/2003	Peach	City Street	063903		Daylight	Clear	Off Roadway	Pedestrian	Other	5	Male	Visible
12/15/2003	Peach	State Route	000700		Dark-Not Lighted	Clear	On Roadway	Passenger Car	Straight	99	Male	Not Injured
12/15/2003	Peach	State Route	000700		Dark-Not Lighted	Clear	On Roadway	Pedestrian	Other	18	Male	Serious

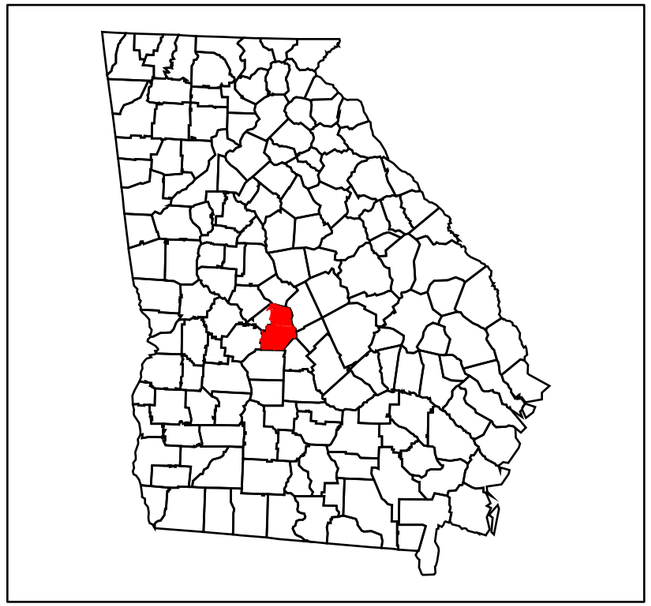
4/9/2004	Peach	State Route	009600		Daylight	Clear	On Roadway	Passenger Car	Straight	18	Male	Not Injured
4/9/2004	Peach	State Route	009600		Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	17	Male	Compliant
4/9/2004	Peach	State Route	004900		Dawn	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	42	Male	Serious
4/9/2004	Peach	State Route	004900		Dawn	Clear	On Roadway	Pickup Truck	Straight	41	Male	Serious
5/18/2004	Peach	State Route	004900		Daylight	Cloudy	On Roadway	Passenger Car	Straight	17	Female	Not Injured
5/18/2004	Peach	State Route	004900		Daylight	Cloudy	On Roadway	Pedestrian	Crossing at Crosswalk	47	Male	Serious
7/2/2004	Peach	State Route	004900		Daylight	Clear	On Roadway	Pedestrian	Walking with Traffic	14	Female	Compliant
7/2/2004	Peach	State Route	004900		Daylight	Clear	On Roadway	Pickup Truck	Straight	58	Female	Not Injured
8/7/2004	Peach	City Street	066703		Daylight	Clear	On Roadway	Passenger Car	Straight	18	Female	Not Injured
8/7/2004	Peach	City Street	066703		Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	5	Male	Visible
8/30/2004	Peach	State Route	009600		Daylight	Clear	On Roadway	Passenger Car	Turning Left	53	Female	Not Injured
8/30/2004	Peach	State Route	009600		Daylight	Clear	On Roadway	Pedestrian	Other	52	Male	Compliant
11/6/2004	Peach	County Road	007200		Daylight	Clear	On Shoulder	Pedestrian	Walking Against Traffic	8	Male	Compliant
11/6/2004	Peach	County Road	007200		Daylight	Clear	On Shoulder	Pedestrian	Walking Against Traffic	18	Female	Visible
11/6/2004	Peach	County Road	007200		Daylight	Clear	On Shoulder	Pickup Truck	Straight	17	Male	Not Injured
2/3/2005	Peach	State Route	000700		Daylight	Cloudy	Off Roadway	Other	Straight	50	Male	Compliant
2/3/2005	Peach	State Route	000700		Daylight	Cloudy	Off Roadway	Pedestrian	Other	47	Female	Visible
3/15/2005	Peach	State Route	004900		Daylight	Cloudy	On Roadway	Passenger Car	Straight	18	Male	Not Injured
3/15/2005	Peach	State Route	004900		Daylight	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	56	Male	Serious
3/15/2005	Peach	State Route	004900		Daylight	Cloudy	On Roadway	Passenger Car	Straight	18	Male	Not Injured
3/15/2005	Peach	State Route	004900		Daylight	Cloudy	On Roadway	Pedestrian	Crossing, Not at Crosswalk	56	Male	Serious
4/3/2005	Peach	State Route	0247CO		Dark-Not Lighted	Clear	On Shoulder	Passenger Car	Negotiating a Curve	69	Male	Not Injured
4/3/2005	Peach	State Route	0247CO		Dark-Not Lighted	Clear	On Shoulder	Pedestrian	Other	40	Female	Killed
7/8/2005	Peach	City Street	061303		Daylight	Clear	On Roadway	Passenger Car	Straight	74	Female	Not Injured

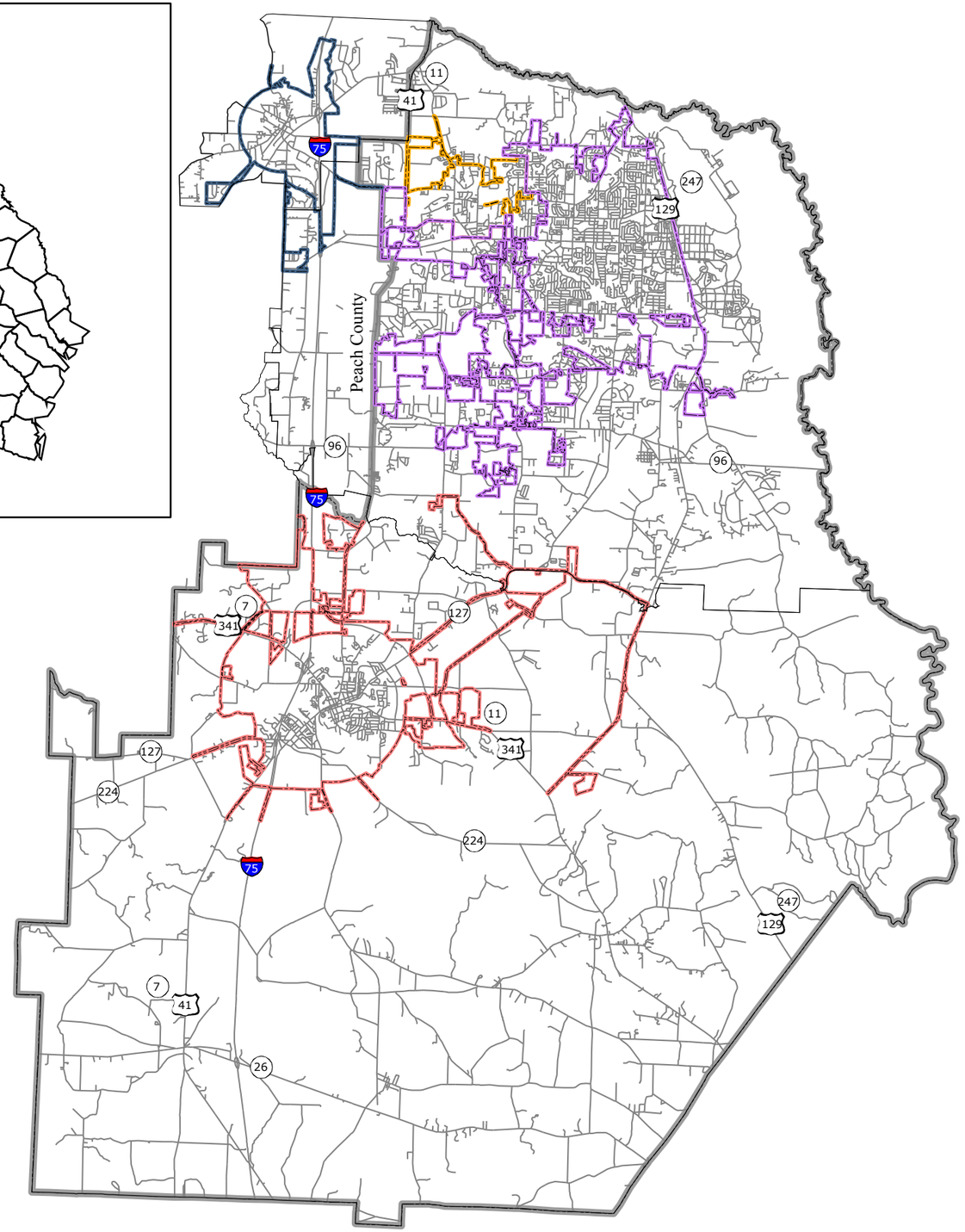
7/8/2005	Peach	City Street	061303		Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	99	Male	Not Injured
1/28/2006	Peach	State Route	009600		Daylight	Clear	On Roadway	Pedestrian	Crossing, Not at Crosswalk	47	Male	Visible
1/28/2006	Peach	State Route	009600		Daylight	Clear	On Roadway	Pickup Truck	Straight	29	Female	Not Injured
2/20/2006	Peach	City Street	069103		Daylight	Clear	On Shoulder	Passenger Car	Straight	47	Female	Not Injured
2/20/2006	Peach	City Street	069103		Daylight	Clear	On Shoulder	Pedestrian	Walking with Traffic	9	Female	Compliant
10/4/2006	Peach	City Street	050001		Daylight	Clear	On Roadway	Passenger Car	Turning Right	43	Male	Not Injured
10/4/2006	Peach	City Street	050001		Daylight	Clear	On Roadway	Pedestrian	Walking Against Traffic	43	Male	Serious

MAPS

WRATS Bicycle Pedestrian Plan

WRATS Study Area Location Map





Legend

- City of Byron
- City of Centerville
- City of Perry
- City of Warner Robins
- Houston County
- Road Network

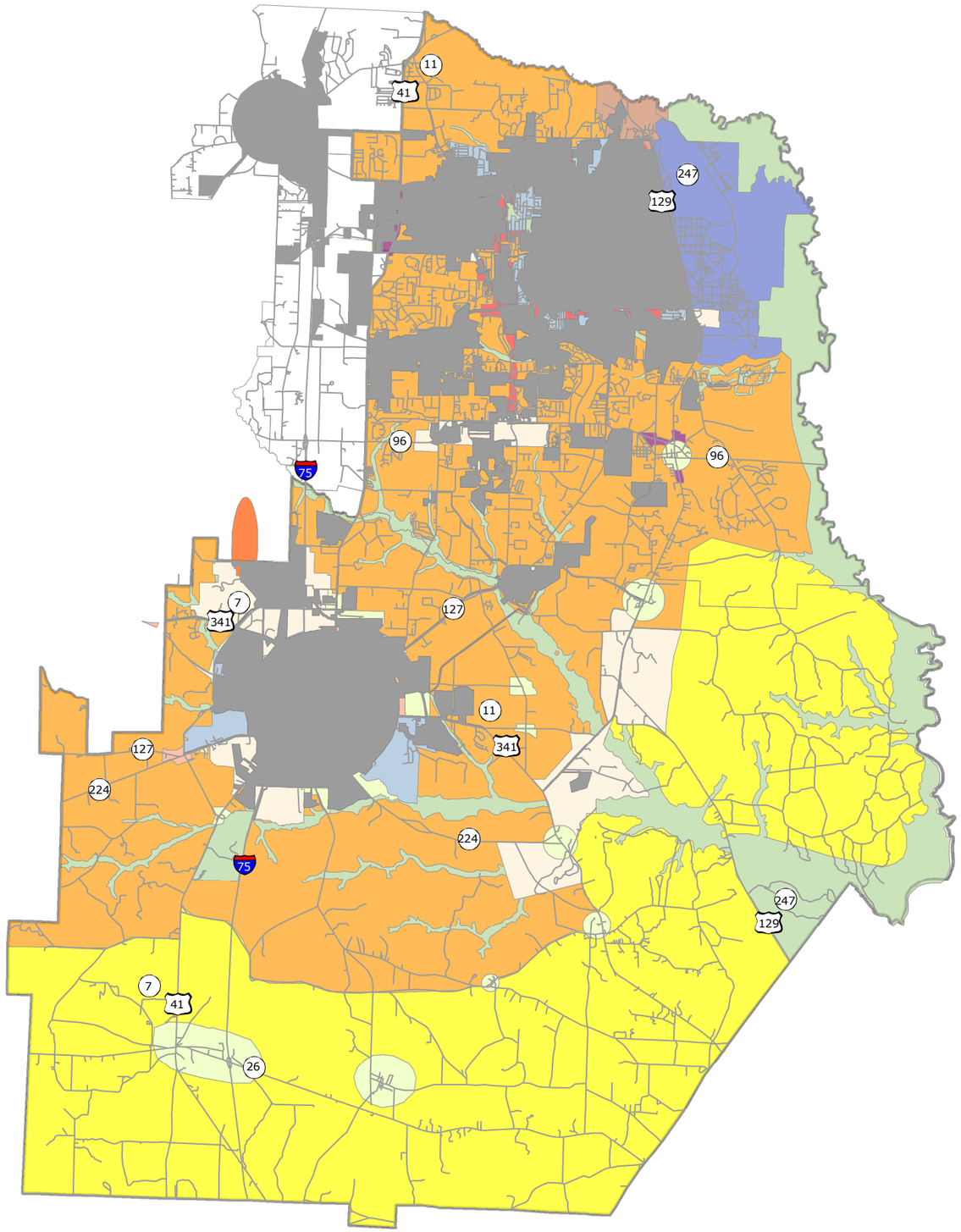
Middle Georgia RDC
Your gateway to information, resources, ideas and innovative solutions

0 3 6 Miles

Map 1

WRATS Bicycle Pedestrian Plan

Houston County Character Areas



Legend

- Airport Hazard
- Base Environs
- Classic Trad Neighborhood
- CrossRoads Community
- In Town Corridor
- Neighborhood Commerial
- Outlying Corridor
- Park/Open Space /Conservation
- Regional Activity Center
- Robins Airforce Base
- Rural Residential
- Suburban Residential
- Road Network
- Perry
- Centerville
- Byron
- Warner Robins
- Houston County

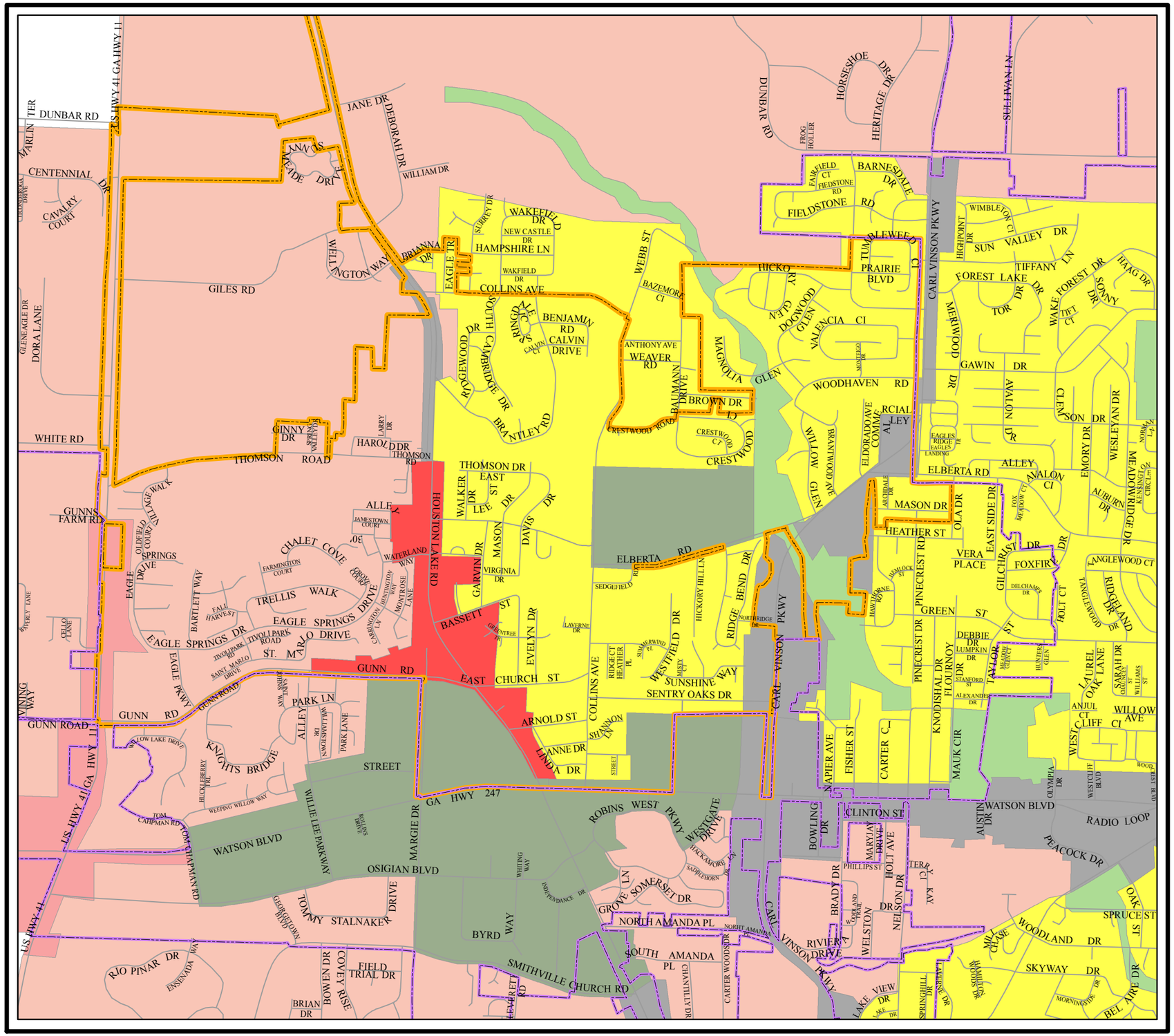
Middle Georgia RDC
Your gateway to information, resources, ideas and innovative solutions

0 3 6 Miles

Map 2

WRATS Bicycle Pedestrian Plan

Centerville Area Character Areas



Legend

- Downtown District
- Classic Traditional Neighborhood
- In Town Corridor
- Outlying Corridor
- Park/Open Space /Conservation
- Regional Activity Center
- Suburban Residential
- Centerville
- Warner Robins
- Road Network

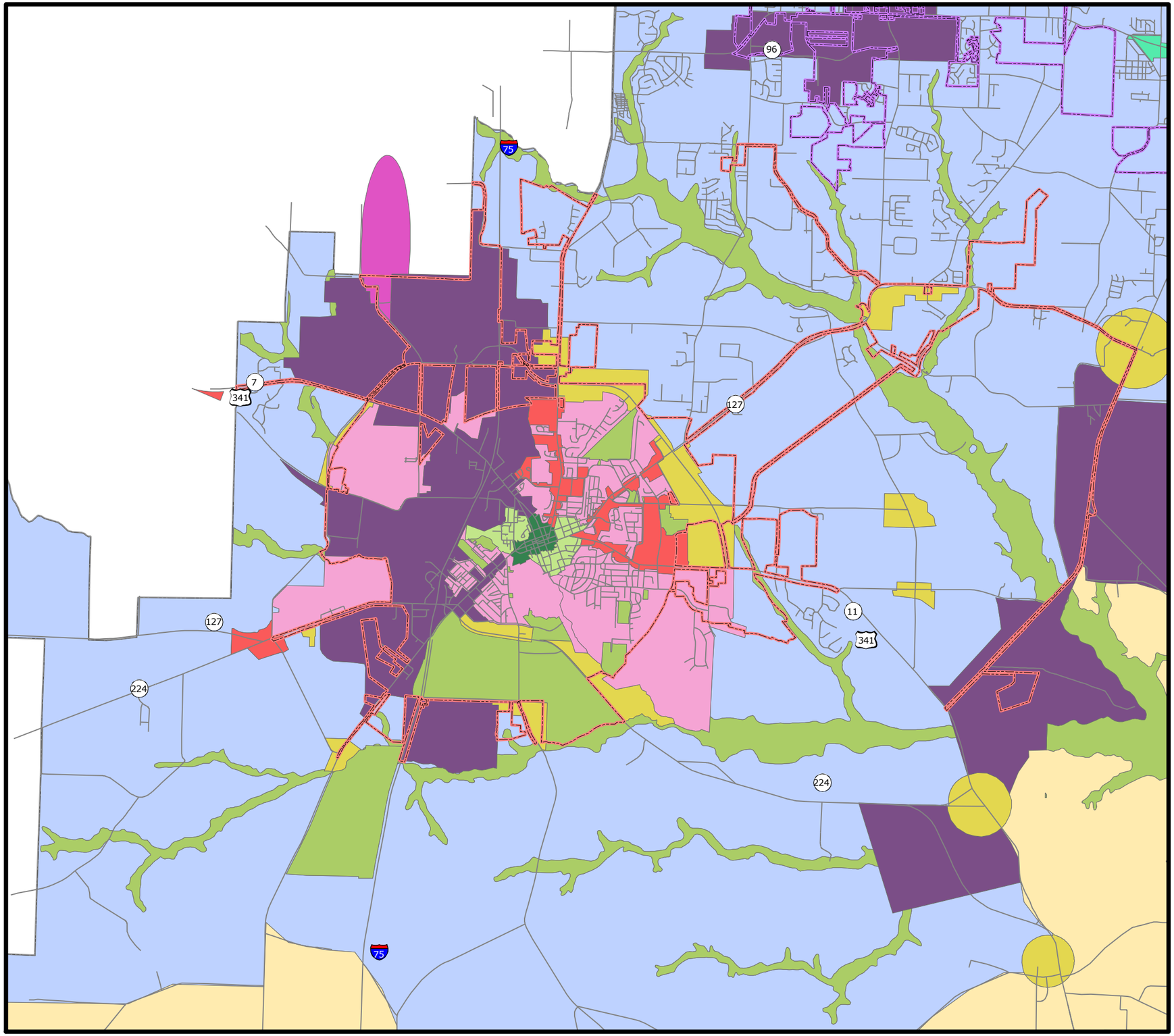
Middle Georgia RDC
Your gateway to information, resources, ideas and innovative solutions

0 0.5 1 Miles

Map 3

WRATS Bicycle Pedestrian Plan

Perry Area Character Areas



Legend

- Airport Hazard
- Classic Traditional Neighborhood
- Crossroads Town Center
- Downtown District
- Historic District
- Neighborhood Commerial
- Outlying Corridor
- Park/Open Space /Conservation
- Regional Activity Center
- Rural Residential
- Suburban Residential
- Road Network
- Perry
- Warner Robins
- Houston County

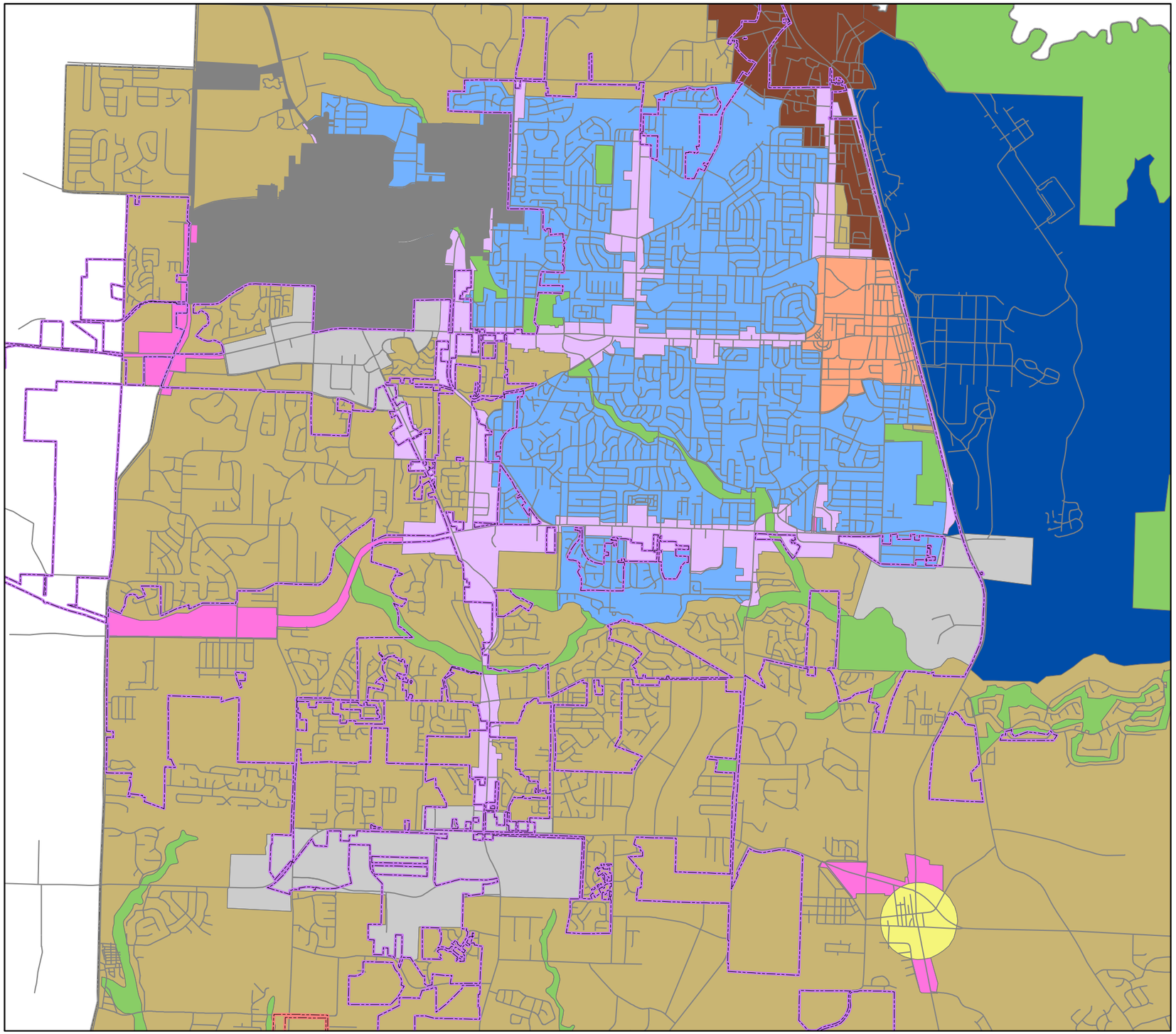
Middle Georgia RDC
Your gateway to information, resources, ideas and innovative solutions

0 3 Miles

Map 4

WRATS Bicycle Pedestrian Plan

Warner Robins Area Character Areas



Legend

- Base Environs
- Classic Traditional Neighborhood
- CrossRoads Community
- Downtown District
- In Town Corridor
- Outlying Corridor
- Park/Open Space /Conservation
- Regional Activity Center
- Robins Airforce Base
- Suburban Residential
- Road Network
- Perry
- Centerville
- Warner Robins
- Houston County

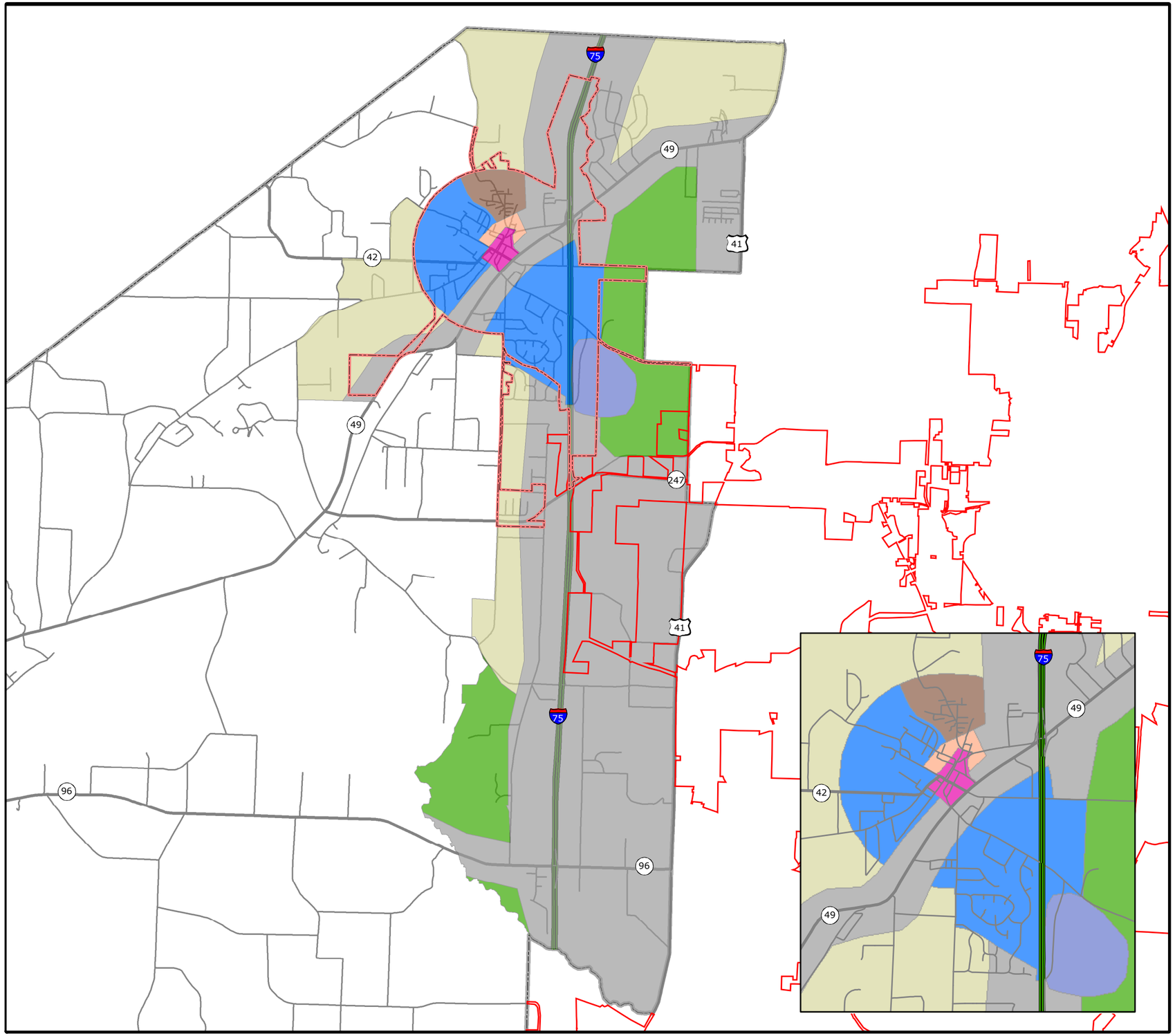
Middle Georgia RDC
Your gateway to information, resources, ideas and innovative solutions

0 2 Miles

Map 5

WRATS Bicycle Pedestrian Plan

Peach County Character Areas In WRATS Study Area



Legend

- Agricultural/ Open Space
- Decreasing Neighborhood
- Developing Suburban Area
- Downtown Byron
- Historic Area
- Industrial
- Major Highway Corridor
- Stable Traditional Neighborhood
- City Street
- County Road
- Interstate
- State Highway
- Perry
- Byron
- Warner Robins
- Peach County

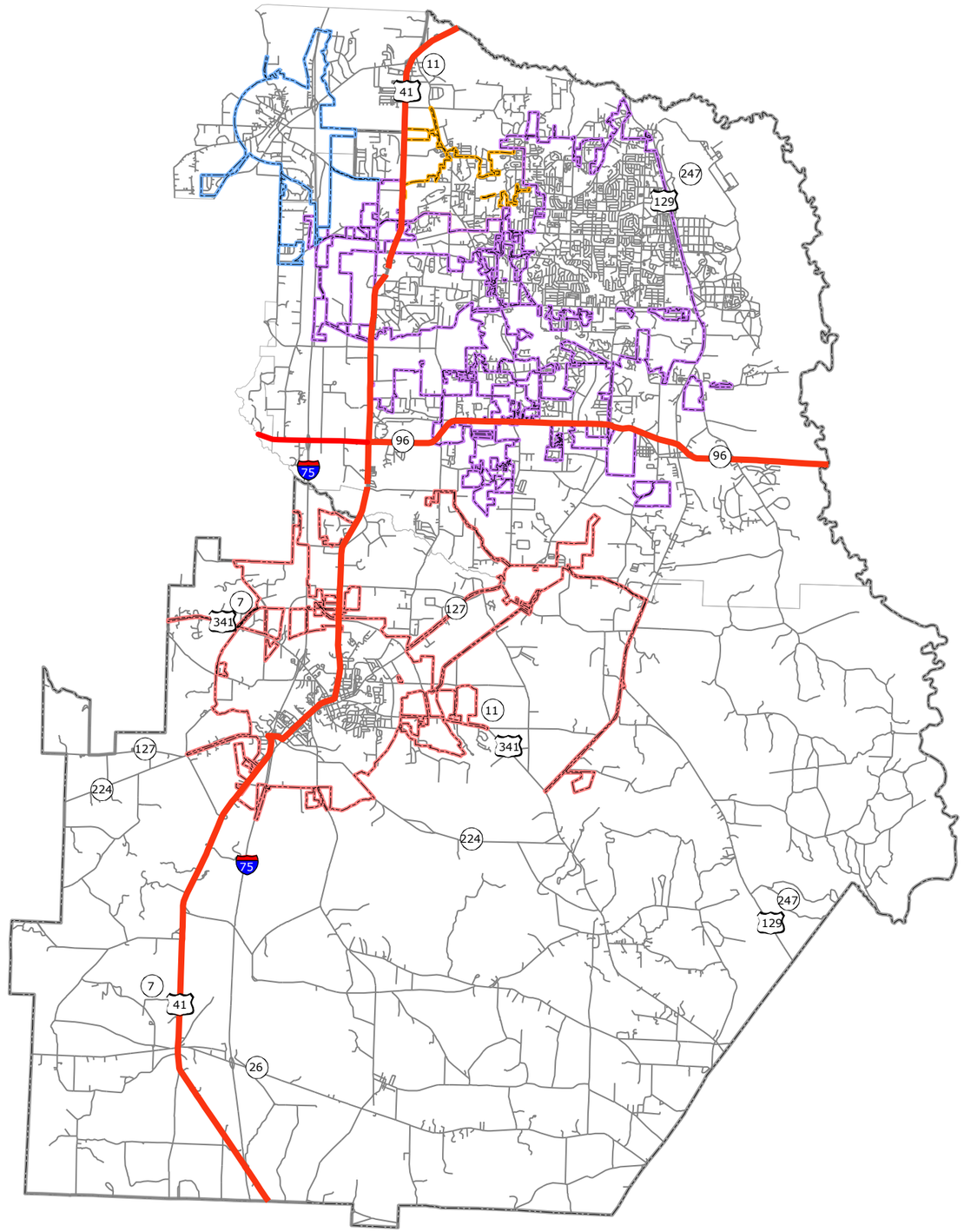
Middle Georgia RDC
Your gateway to information, resources, ideas and innovative solutions

0 3 Miles

Map 6

WRATS Bicycle Pedestrian Plan

Existing Bicycle Facilities Within WRATS Study Area



Legend

- Existing Bike Facilities
- Road Network
- Byron
- Centerville
- Perry
- Warner Robins
- Houston County

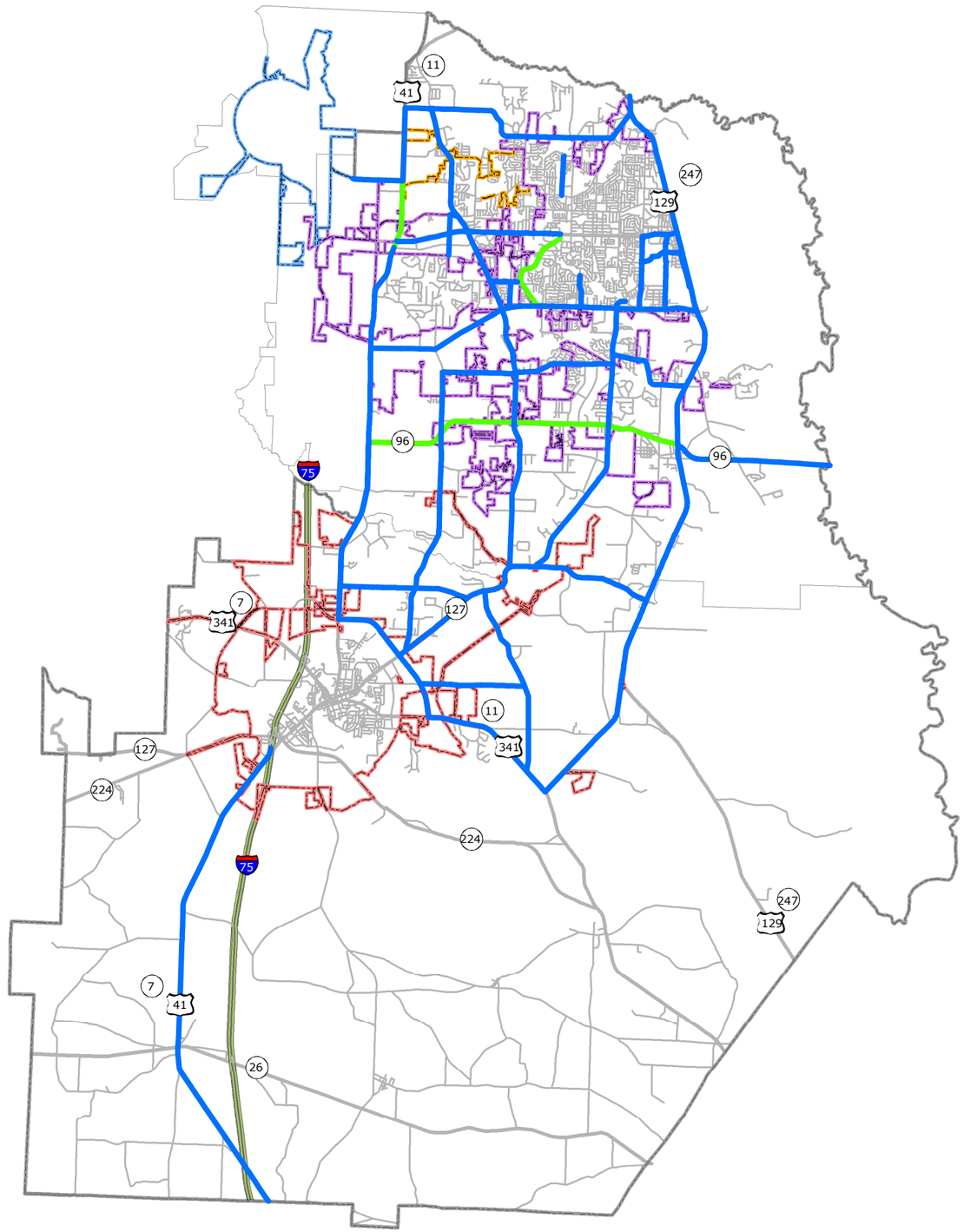
Middle Georgia RDC
Your gateway to information, resources, ideas and innovative solutions

0 1.5 3 6 Miles

Map 7

WRATS Bicycle Pedestrian Plan

WRATS Bicycle Facilities Plan - Houston County



Legend

- Long-Range
- Short-Range
- Byron
- Centerville
- Perry
- Warner Robins
- Houston County
- Interstate
- City Street
- County Road
- State Highway

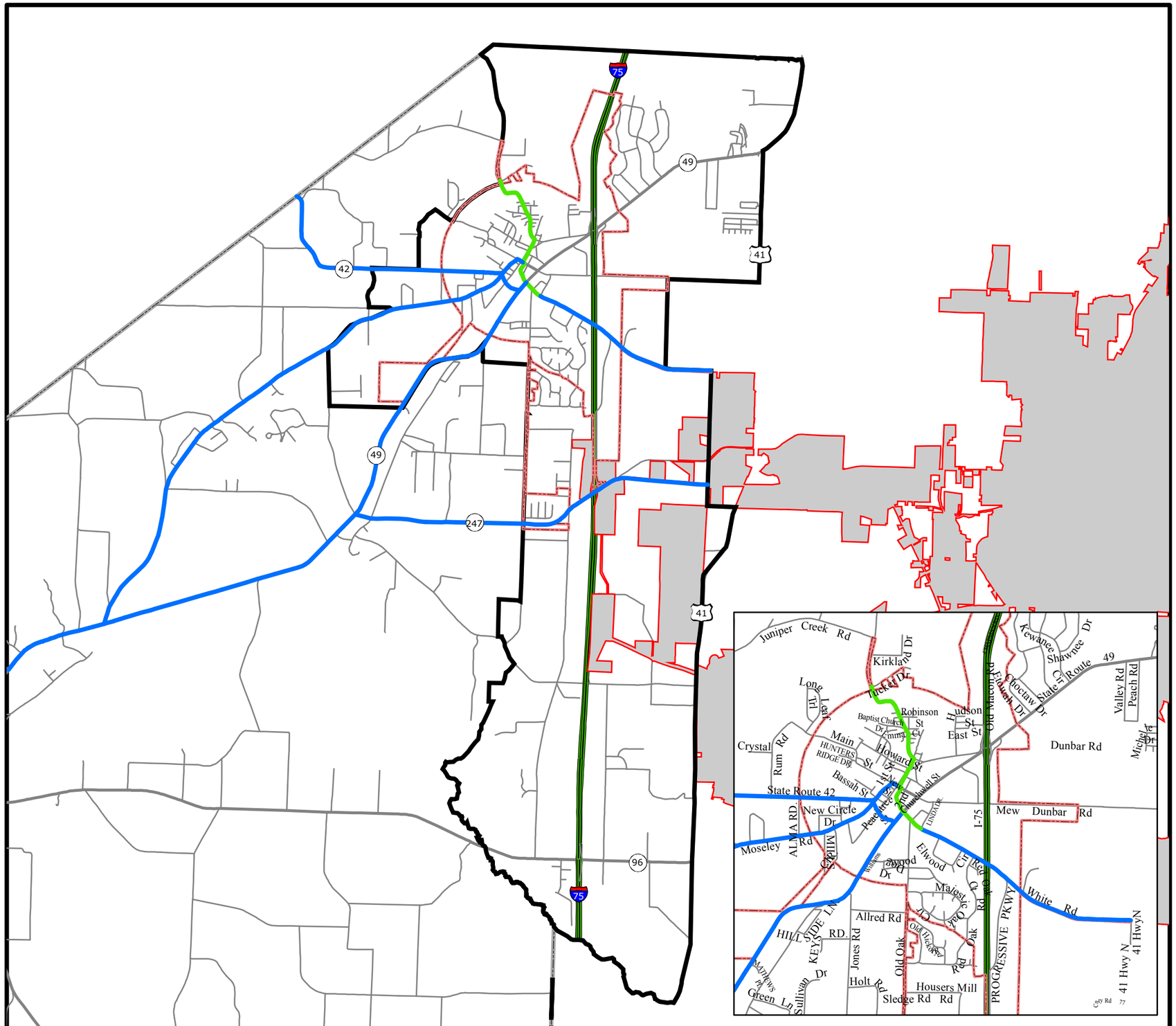
Middle Georgia RDC
Your gateway to information, resources, ideas and innovative solutions

0 3 6 Miles

Map 8a

WRATS Bicycle Pedestrian Plan

WRATS Bicycle Facilities Plan - Peach County



Legend

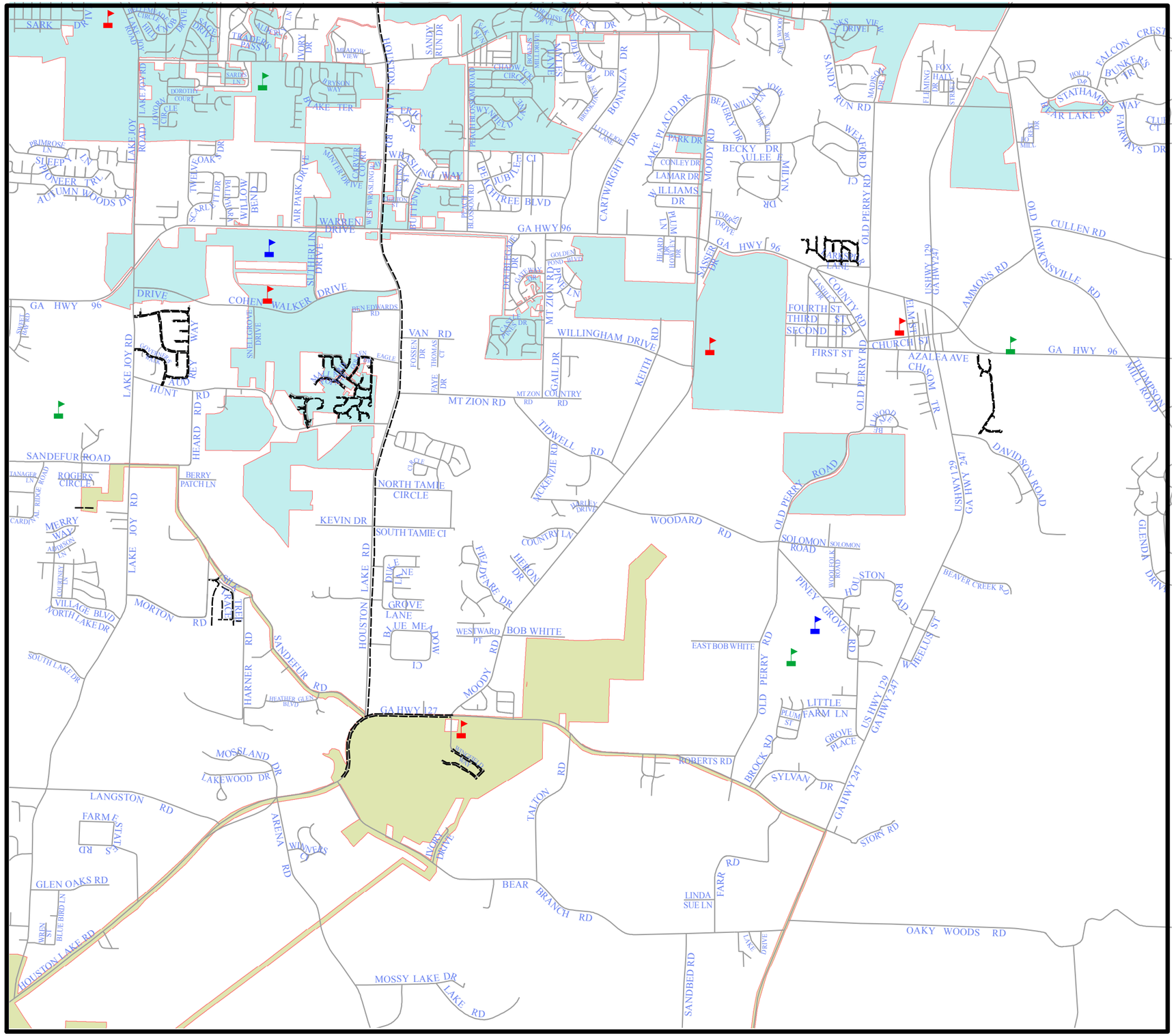
- Short-Range
- Long-Range
- Peach TAZ Area
- Byron
- Warner Robins
- Peach County
- Interstate
- City Street
- County Road
- State Highway

Middle Georgia RDC

Your gateway to information, resources, ideas and innovative solutions

0 3 Miles

Map 8b



WRATS Bicycle Pedestrian Plan

Existing Sidewalk Network - Unincorporated Houston County

Legend

- Elementary/Primary School
- High School
- Middle School
- Existing Sidewalks
- Road Network
- Houston County
- Perry
- Warner Robins

Sidewalk data came from several sources. Please see text.

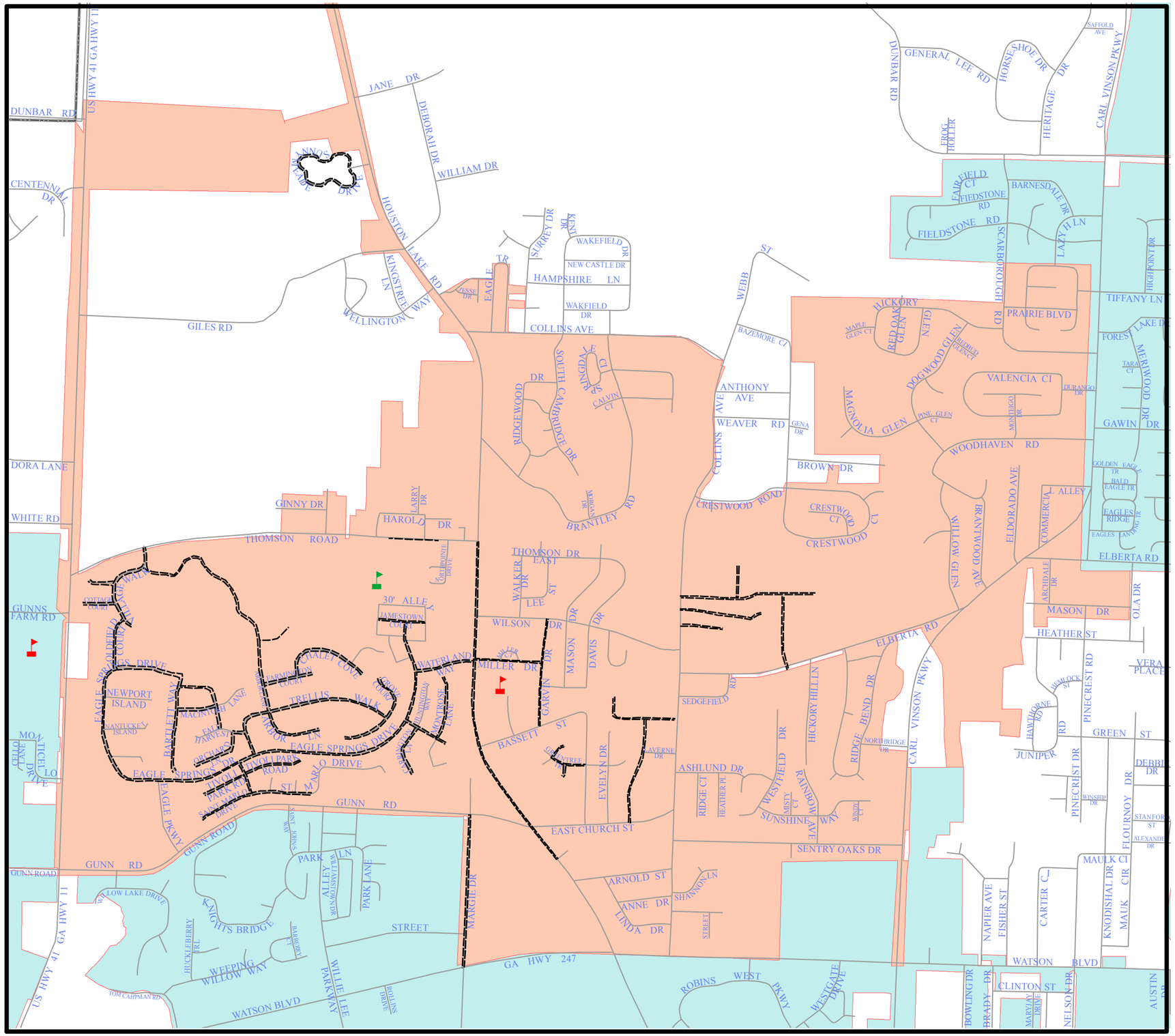
Middle Georgia RDC
Your gateway to information, resources, ideas and innovative solutions

0 0.75 1.5 Miles

Map 9

WRATS Bicycle Pedestrian Plan

Existing Sidewalk Network - City of Centerville



Legend

- Elementary/Primary School
- High School
- Middle School
- Existing Sidewalks
- Road Network
- Peach County
- Houston County
- Centerville
- Warner Robins

Sidewalk data came from several sources. Please see text.

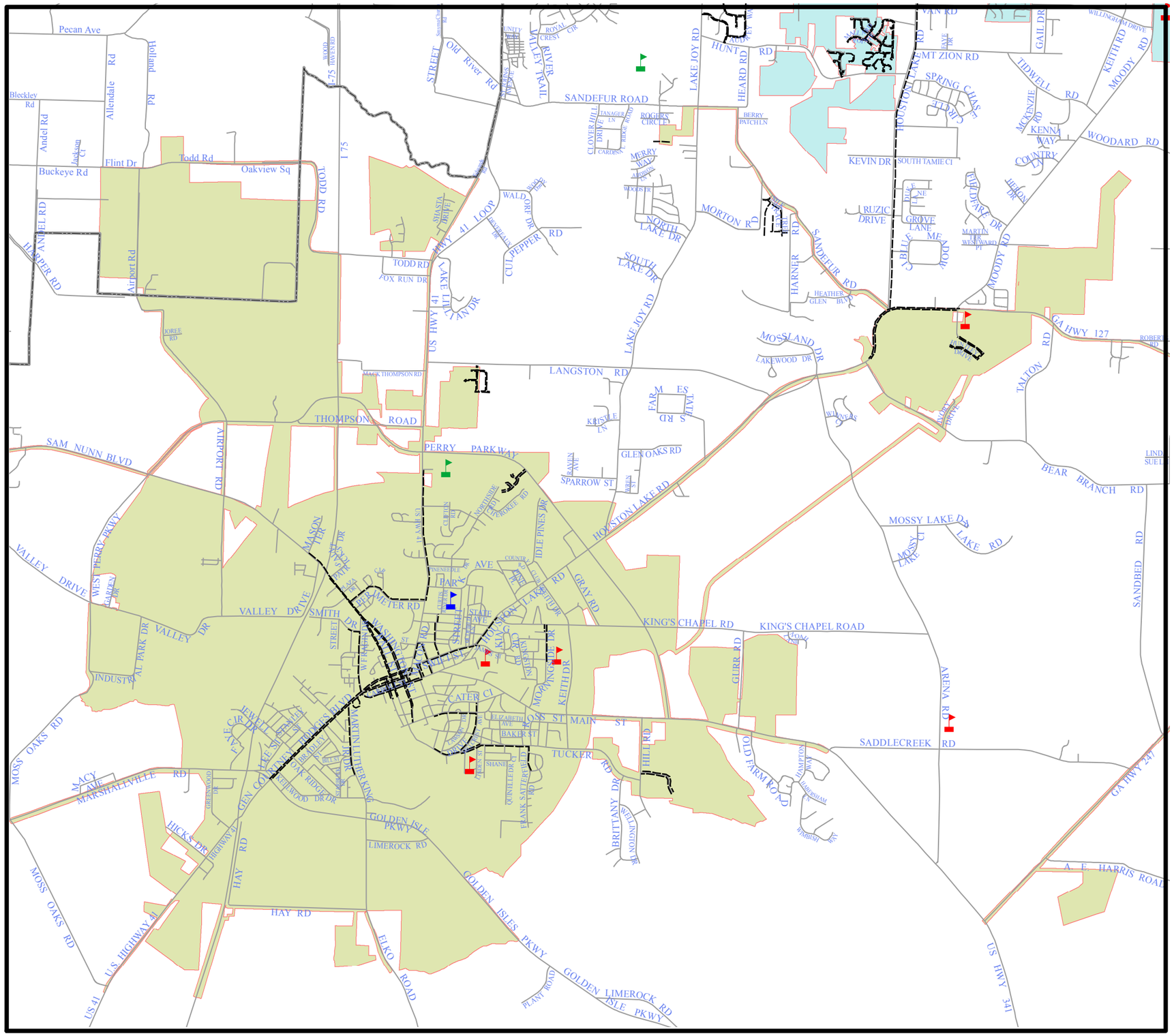
Middle Georgia RDC
Your gateway to information, resources, ideas and innovative solutions

0 0.25 0.5 Miles

Map 10

WRATS Bicycle Pedestrian Plan

Existing Sidewalk Network - City of Perry



Legend

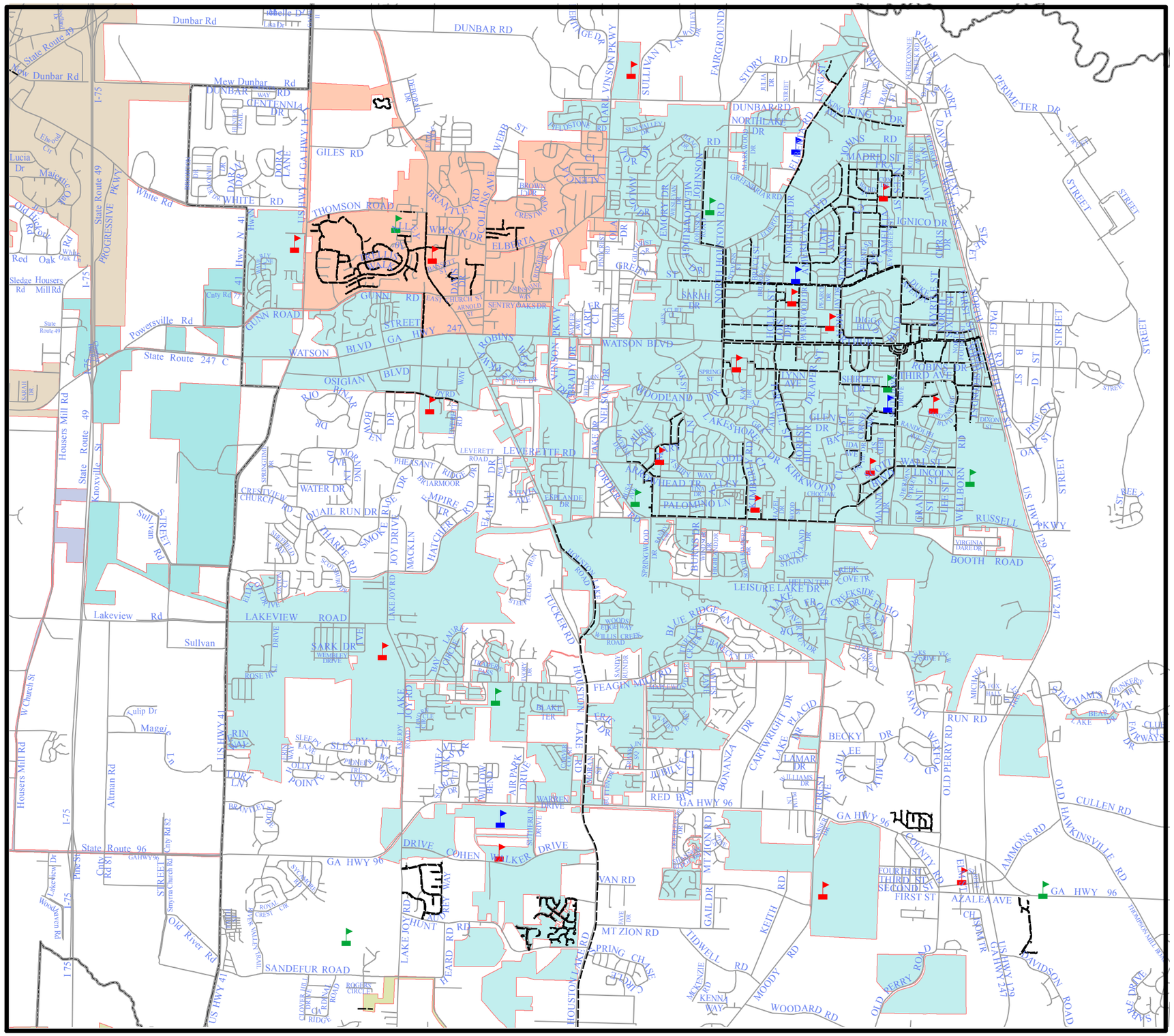
- Elementary/Primary School
- High School
- Middle School
- Existing Sidewalks
- Road Network
- Peach County
- Houston County
- Perry
- Warner Robins

Sidewalk data came from several sources. Please see text.

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

0 1 2 Miles

Map 11



WRATS Bicycle Pedestrian Plan

Existing Sidewalk Network - City of Warner Robins

Legend

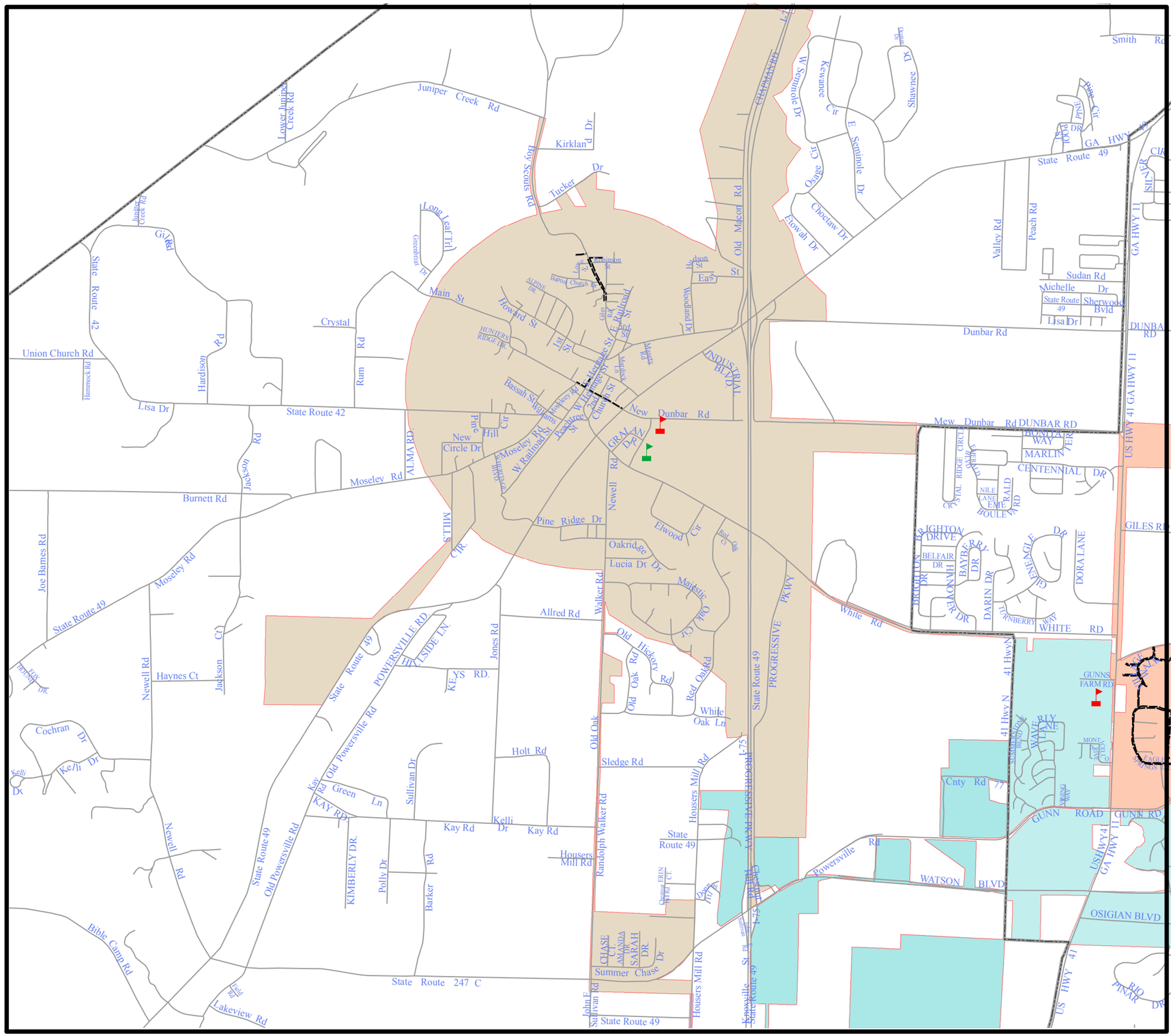
- Elementary/Primary School
- High School
- Middle School
- Existing Sidewalks
- Road Network
- Peach County
- Houston County
- Centerville
- Perry
- Warner Robins
- Byron
- Fort Valley

Sidewalk data came from several sources. Please see text.

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

0 1 2 Miles

Map 12



WRATS Bicycle Pedestrian Plan

Existing Sidewalk Network - Byron & Eastern Peach County

Legend

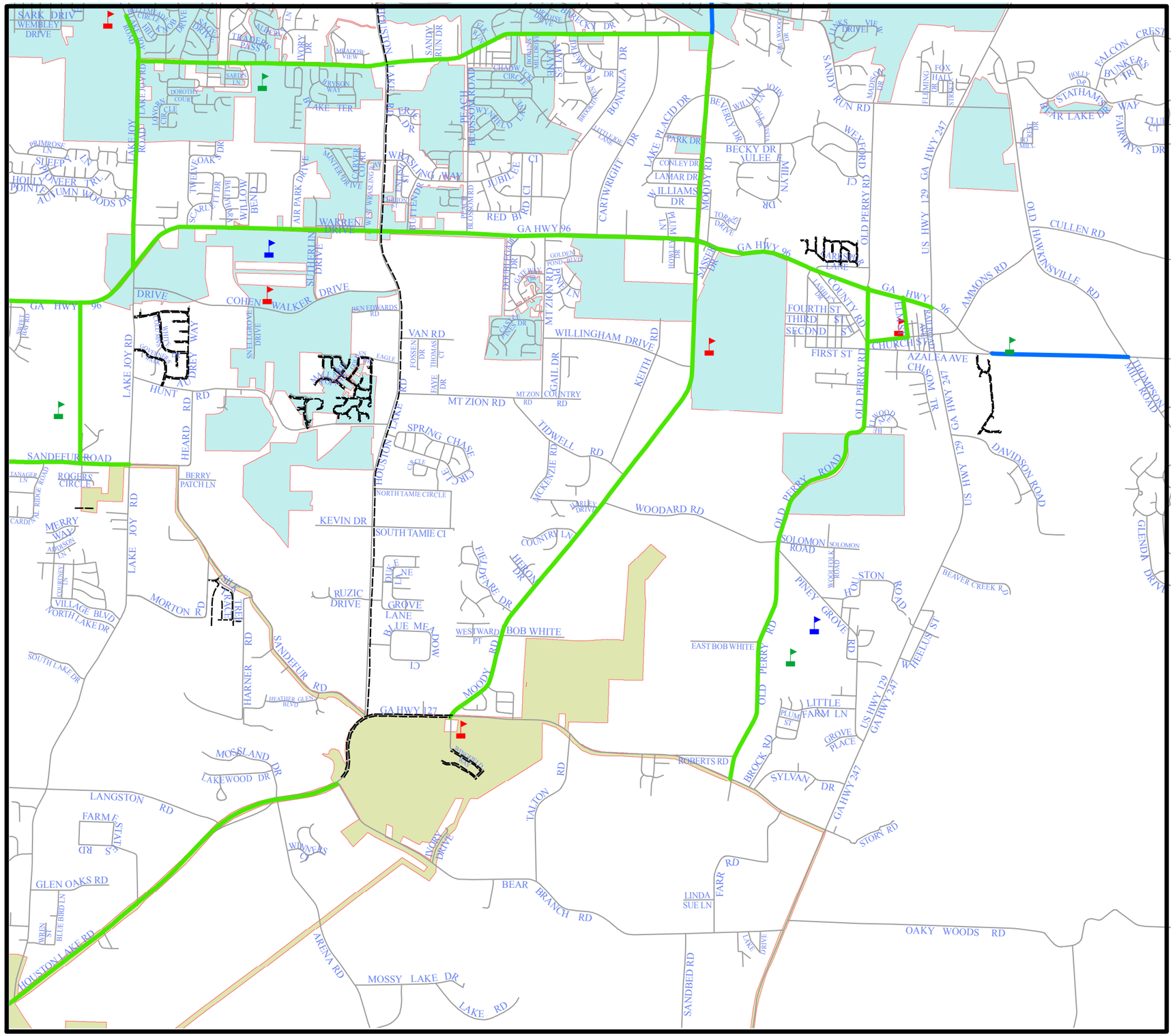
- Elementary/Primary School
- Middle School
- Existing Sidewalks
- Road Network
- Peach County
- Houston County
- Centerville
- Warner Robins
- Byron

Sidewalk data came from several sources. Please see text.

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

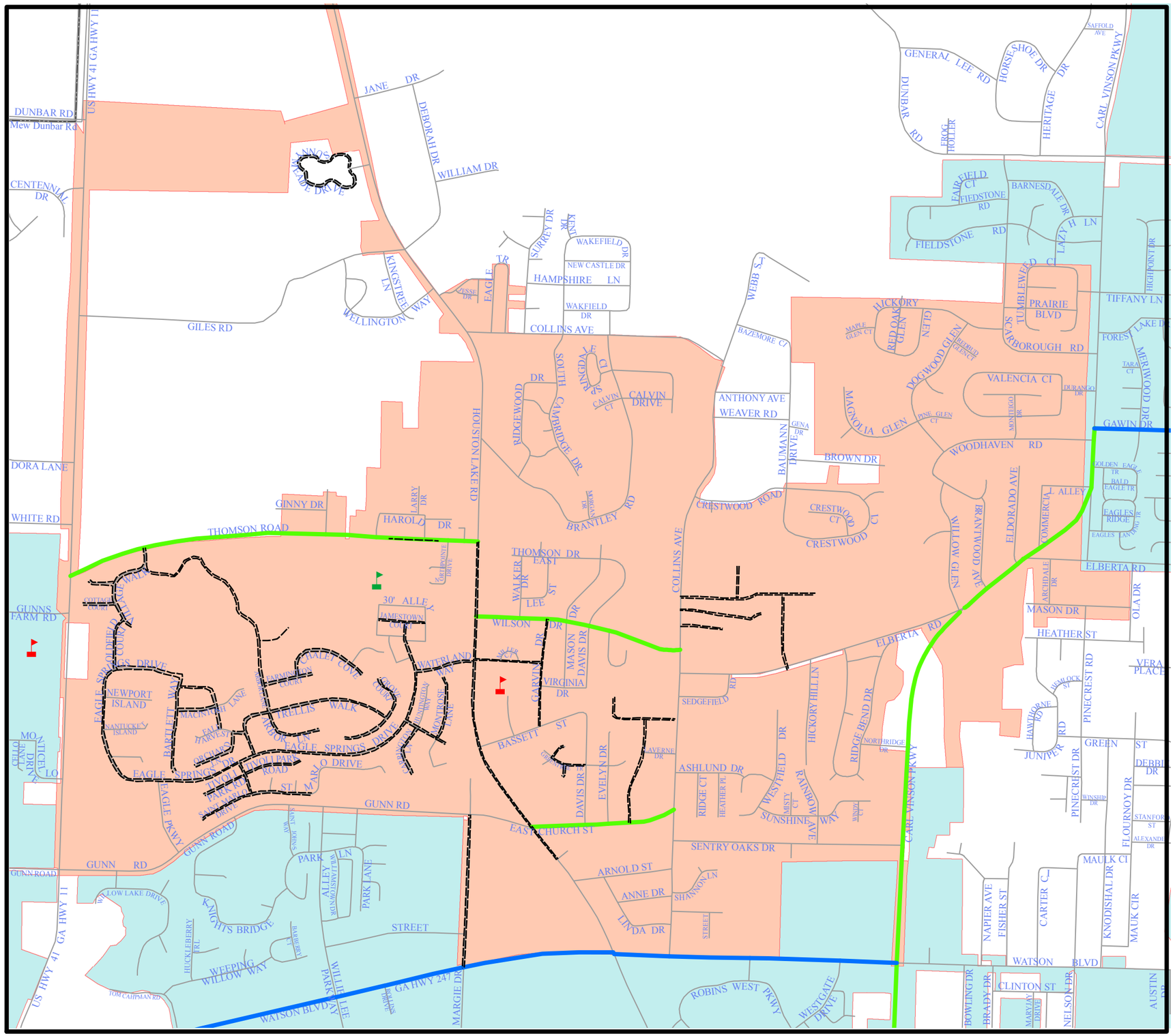
0 0.5 1 Miles

Map 13


GA HWY 96
COHEN WALKER DRIVE
WILLINGHAM DRIVE
MT ZION RD
VAN RD
SPRING CHASE
KEVIN DR
SOUTH TAMIE CI
NORTH TAMIE CIRCLE
WOODARD RD
OLD PERRY ROAD
SOLOMON ROAD
PINEY GROVE RD
EAST BOB WHITE
BOB WHITE
LITTLE FARM LN
ROBERTS RD
SYLVAN DR
STORY RD
OAKY WOODS RD
BEAR BRANCH RD
LINDA SUE LN
FARR RD
SANDBED RD
MOSSY LAKE DR
LAKE RD
ARENA RD
TALTON RD
BROCK RD
GA HWY 247
US HWY 129
GA HWY 129
GA HWY 229
GA HWY 127
SANDEFUR RD
SANDEFUR ROAD
LAKE JOY RD
HEARD RD
MORTON RD
HARNER RD
MOSSLAND DR
LAKEWOOD DR
LANGSTON RD
GLEN OAKS RD
HOUSTON LAKE RD
VILLAGE BLVD
NORTH LAKE DR
SOUTH LAKE DR
HUNT RD
MT ZION RD
TIDWELL RD
KEITH RD
MOODY RD
BECKY DR
BONANZA DR
CARTWRIGHT DR
LAKE PLACID DR
SANDY RUN RD
OLD PERRY RD
CHURCH ST
FIRST ST
SECOND ST
THIRD ST
FOURTH ST
AZALEA AVE
CHILSOM TR
DAVIDSON ROAD
AMMONS RD
CULLEN RD
OLD HAWKINSVILLE RD
THOMPSON MILL ROAD
BEAVER CREEK RD
GLENDA DRIVE
WHEELUS ST
FALCON CREST
BUNKERS TR
STATHAM WAY
FAIRWAYS DR
BEAR LAKE DR
WARREN ABBOTT
WRESTLING WAY
RED BIRD RD
JUBILEE CI
BLOSSOM RD
BUDSOWRY WELL
BEACH ROAD
SUTHERLIN DRIVE
AIR PARK DRIVE
WILLOW BEND
OAK DR
TWELVE OAKS DR
AUTUMN WOODS DR
HOLLY POINTE TR
PRIMROSE LN
SLEEP HOLLOW
WEMBLEY DRIVE
SARK DRIV
BRYSON WAY
LAKE TER
IVORY DR
MIRADOR VIEW
TRADER PASS
DOROTHY COURT
LAVONA CIR
SARDIS LN
BEN EDWARDS RD
EAGLE
FOSSEN DR
THOMAS CI
FAYE DR
MT ZION COUNTRY RD
GAIL DR
GOLDEN BOND CHURCH
MCKENZIE RD
HARLEY DRIVE
COUNTRY LN
FIELDCARE DR
HERON DR
RUZIC DRIVE
GROVE LANE
LAKE LANE
WESTWARD PT
ROGERS CIRCLE
BERRY PATCH LN
MERRY WAY
ADDISON LN
COURTNEY LN
TANAGER LN
CARDINAL
BLUE BIRD LN
WREN LN
FARMER STATES RD
WEAVERS
IVORY DRIVE
HEATHER GLEN BLVD
SHELLGROVE DRIVE
WHITE OAK DR
DREW WAY
AU
LAKE JOY ROAD
LAKE JOY
WEYOOD CI
MILTON DR
WILLIAMS DR
CONLEY DR
LAMAR DR
PARK DR
TORRES DRIVE
JASSEL DR
COUNTY RD
FLEMING DR
FOX HALL STREET
MADISON DR
WILLIAM
JOHN
GULF WEST
BROOKSIDE
BRECKY DR
BROOKSIDE DR
BROOKSIDE CIRCLE
CHADWICK CIRCLE
WHITE OAK
DOUBLEBROOK DR
GOLF WAY DR
LAKE TER
LAKE DR
LAKE CI
LAKE LN
LAKE DRIVE
LAKE PLACE
LAKE WOOD DR
LAKE VIEW
LAKE VIEW DR
LAKE VIEW CIRCLE
LAKE VIEW PL
LAKE VIEW TR
LAKE VIEW WAY
LAKE VIEW CI
LAKE VIEW LN
LAKE VIEW DRIVE
LAKE VIEW PT
LAKE VIEW TER
LAKE VIEW CIRCLE
LAKE VIEW DR

WRATS Bicycle Pedestrian Plan

Future Sidewalk Network - City of Centerville



Legend

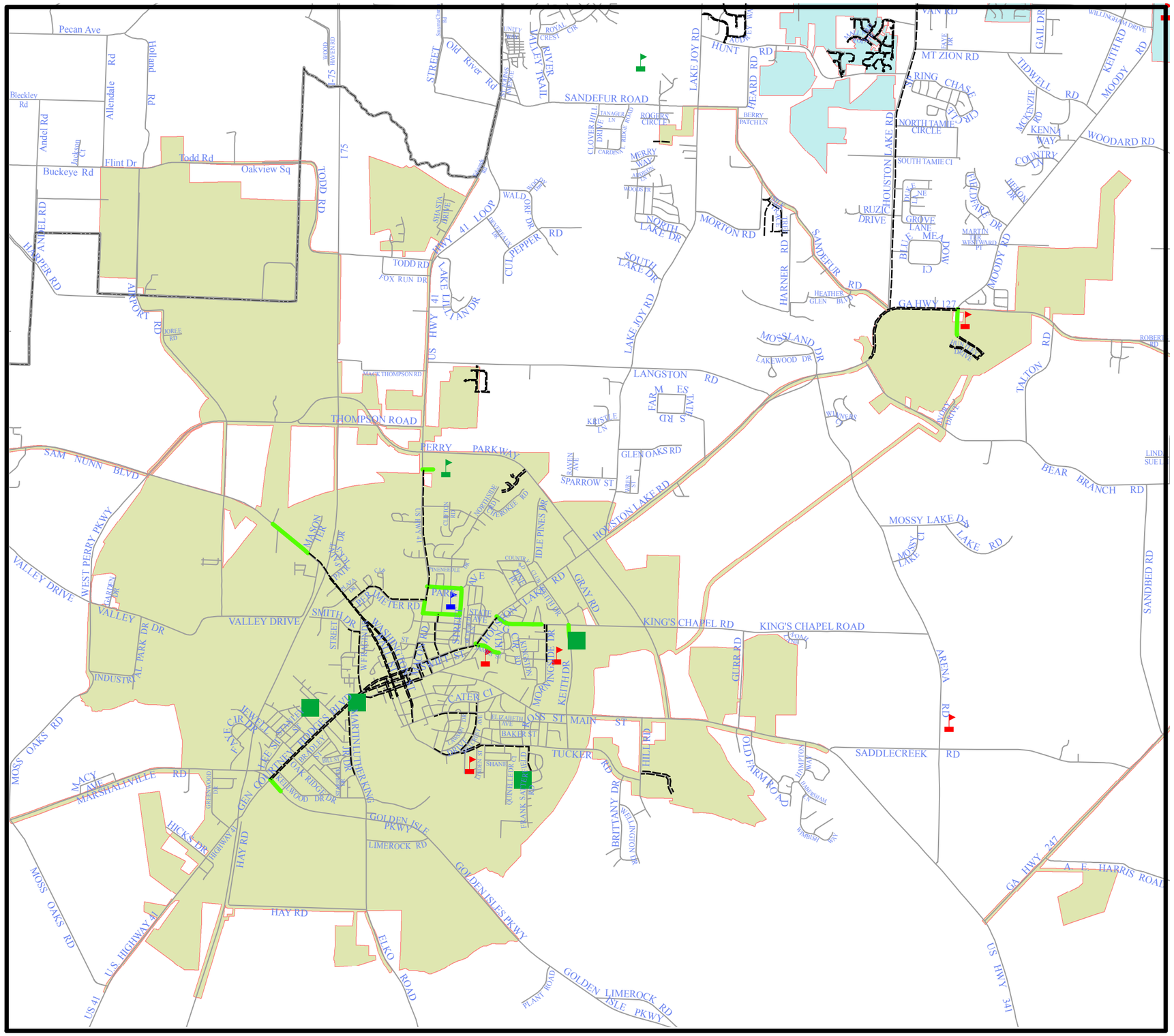
- Long-Range
- Short-Range
- Existing Sidewalks
- Elementary/Primary School
- High School
- Middle School
- Road Network
- Peach County
- Houston County
- Centerville
- Warner Robins

Sidewalk data came from several sources. Please see text.

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

0 0.25 0.5 Miles

Map 15



WRATS Bicycle Pedestrian Plan

Future Sidewalk Network - City of Perry

Legend

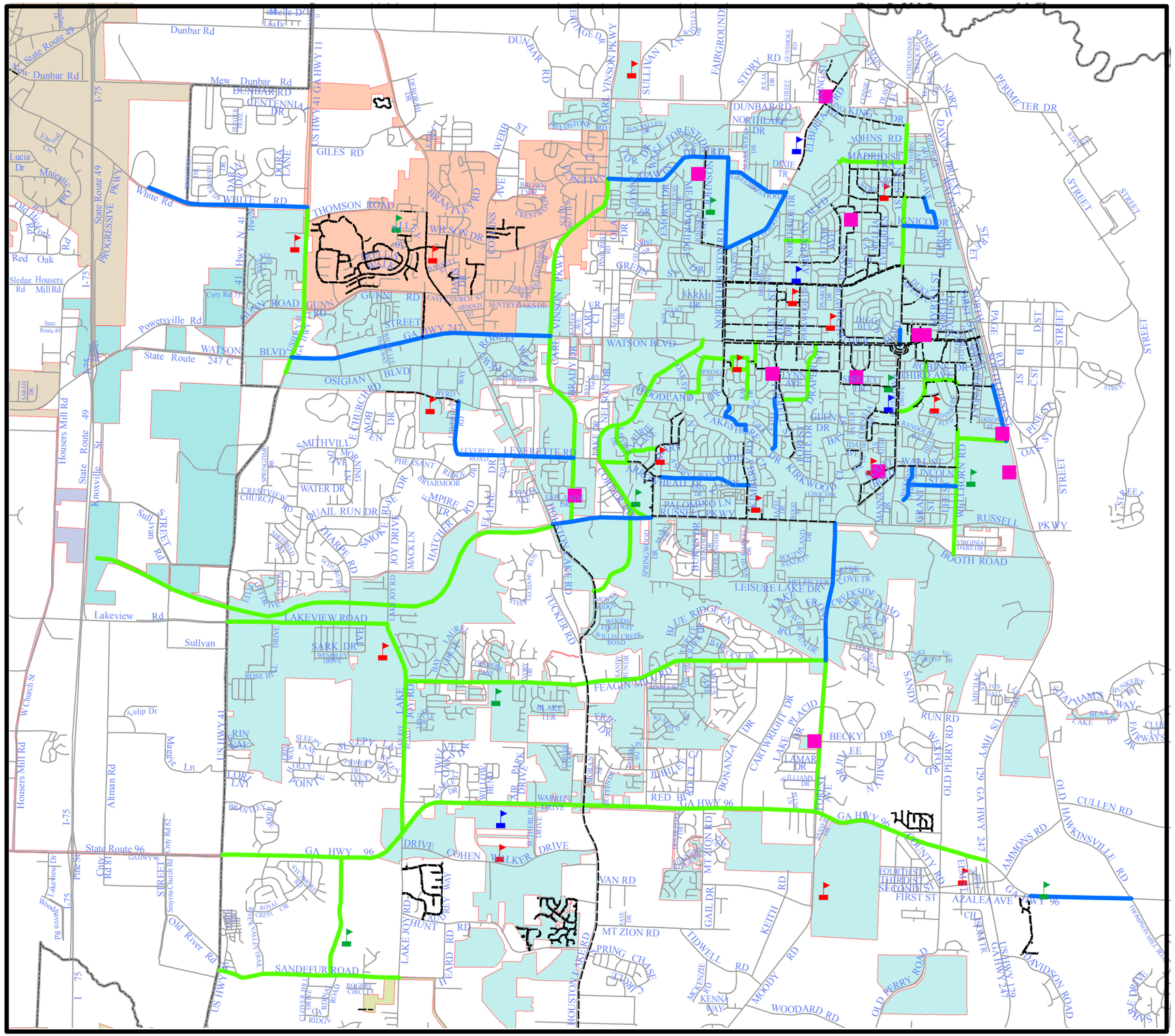
- Parks
- Short-Range
- Existing Sidewalks
- Elementary/Primary School
- High School
- Middle School
- Road Network
- Peach County
- Houston County
- Perry
- Warner Robins

Sidewalk data came from several sources. Please see text.

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

0 1 2 Miles

Map 16



WRATS Bicycle Pedestrian Plan

Future Sidewalk Network - City of Warner Robins

Legend

- Long-Range
- Short-Range
- Existing Sidewalks
- Elementary/Primary School
- High School
- Middle School
- Road Network
- Peach County
- Houston County
- Centerville
- Perry
- Warner Robins
- Byron
- Fort Valley
- Parks

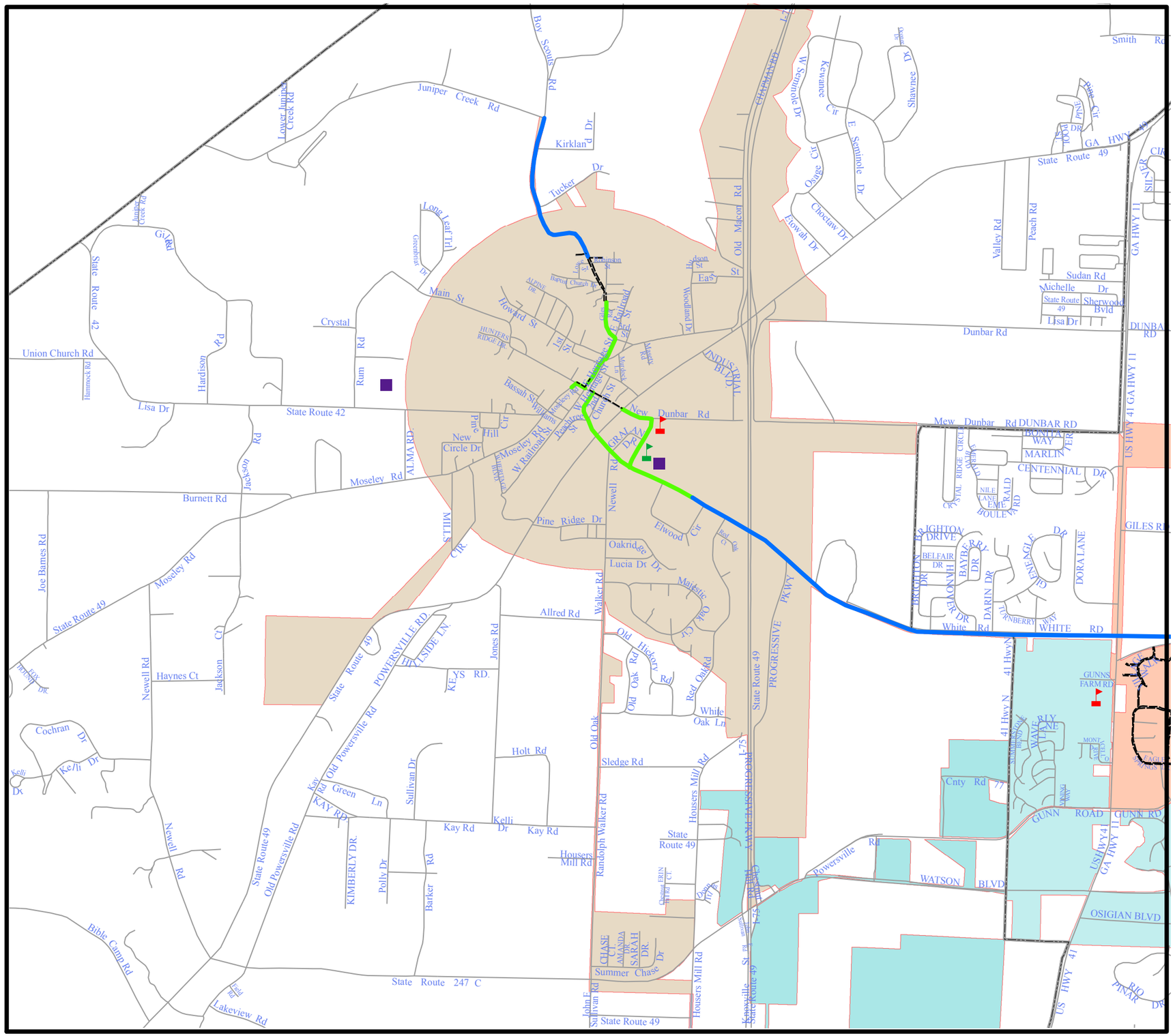
Sidewalk data came from several sources. Please see text.

Middle Georgia RDC

Your gateway to information, resources, ideas and innovative solutions

0 1 2 Miles

Map 17



WRATS Bicycle Pedestrian Plan

Future Sidewalk Network - Byron & Eastern Peach County

Legend

- Parks
- Long-Range
- Short-Range
- Existing Sidewalks
- Elementary/Primary School
- Middle School
- Road Network
- Peach County
- Houston County
- Centerville
- Warner Robins
- Byron

Sidewalk data came from several sources. Please see text.

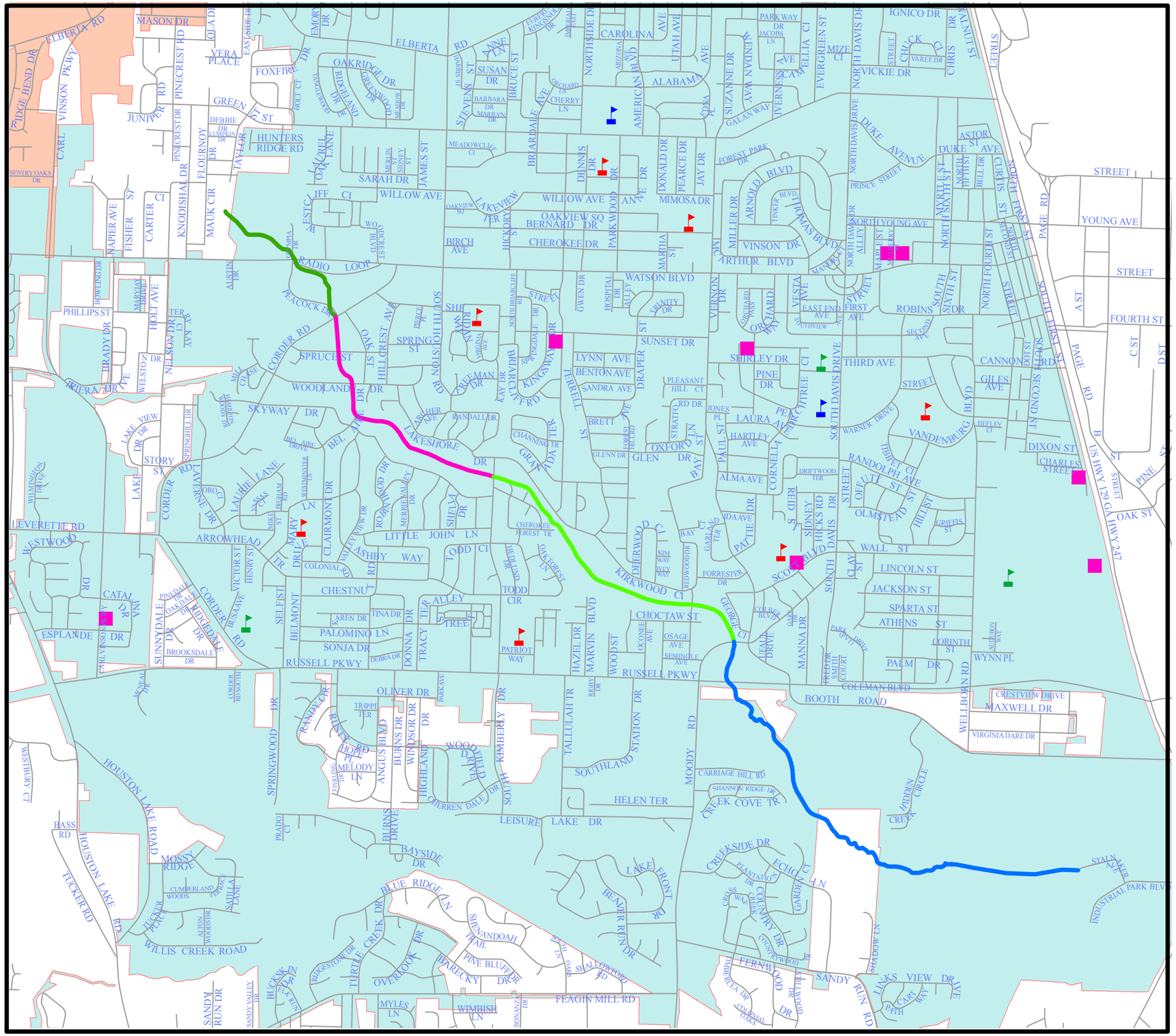
Middle Georgia RDC
Your gateway to information, resources, ideas and innovative solutions

0 0.5 1 Miles

Map 18

WRATS Bicycle Pedestrian Plan

Existing & Future Wellston Trail Shared-Use Path Project - City of Warner Robins



Legend

- Phase III
- Phase I - Completed
- Phase II
- Phase IV
- Parks
- Elementary/Primary School
- High School
- Middle School
- Road Network
- Peach County
- Houston County
- Centerville
- Warner Robins

Source: City of Warner Robins

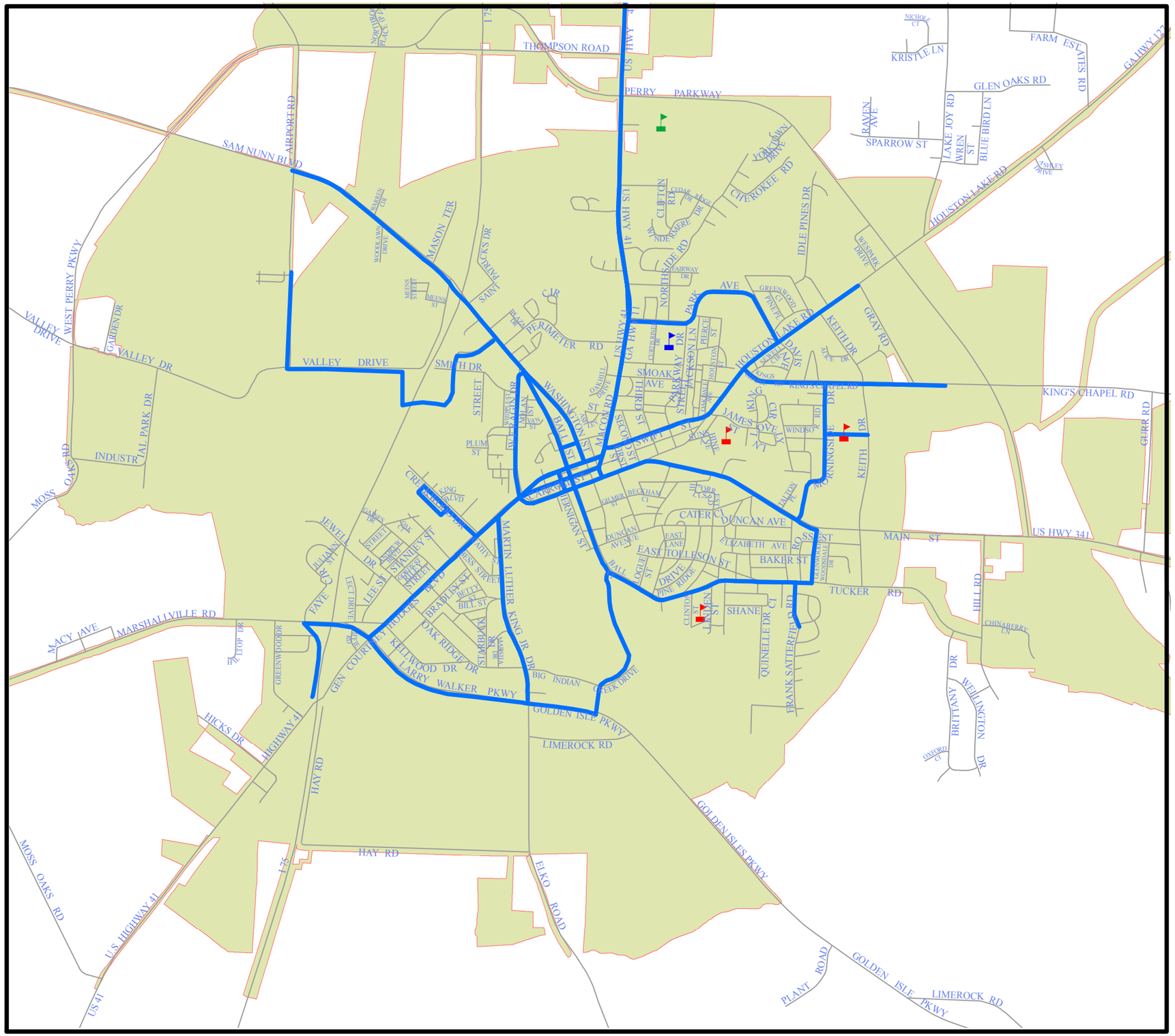
Middle Georgia RDC
Your gateway to information, resources, ideas and innovative solutions

0 0.5 1 Miles

Map 19

WRATS Bicycle Pedestrian Plan

Future Cart Path Project - City of Perry



Legend

- Long-Range
- Elementary/Primary School
- High School
- Middle School
- Road Network
- Peach County
- Houston County
- Perry
- Warner Robins

Middle Georgia RDC

Your gateway to information, resources, ideas and innovative solutions

0 0.6 1.2 Miles

Map 20