



Rural Statewide Active Transportation Plan

NWGA Outdoor Recreation Summit

6.16.2026



Takeaways

1

The Statewide Rural Active Transportation Plan will:

- Identify competitive projects in rural areas with population <5,000
- Re-evaluate the Stake Bicycle Route Systems
- Update ped/bike design policy and guidance
- Identify systemic improvement strategies for rural facilities

2

Active transportation facilities facilitate GDOTs goals of safety, connectivity, mobility public health, and economic vitality

3

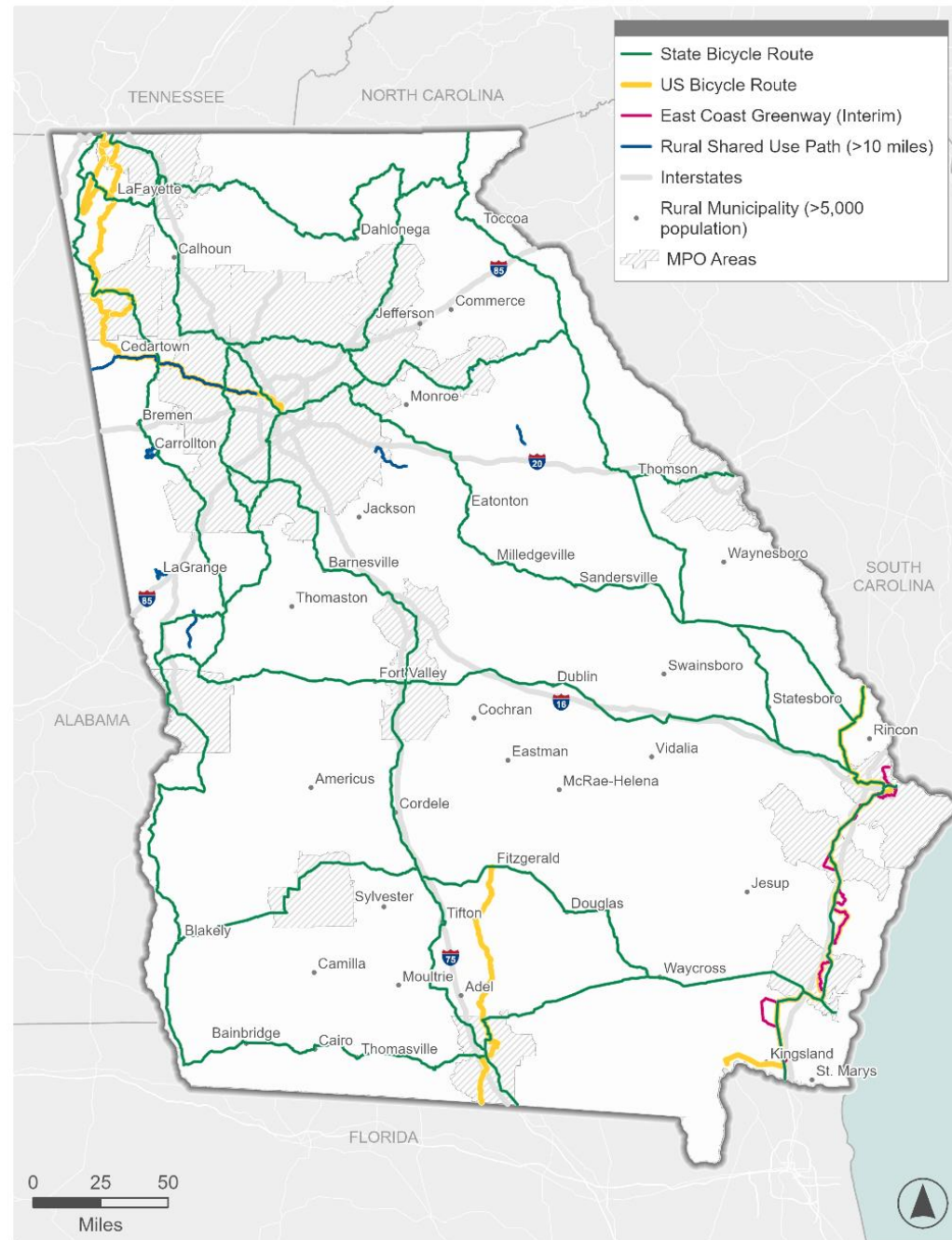
A variety of datasets including roadway, crash, demographic, census, and telematic data sources are leveraged to complete this analysis

Rural Active Transportation Plan

Statewide plan for Active Transportation with a focus on “rural” areas of Georgia

Objectives

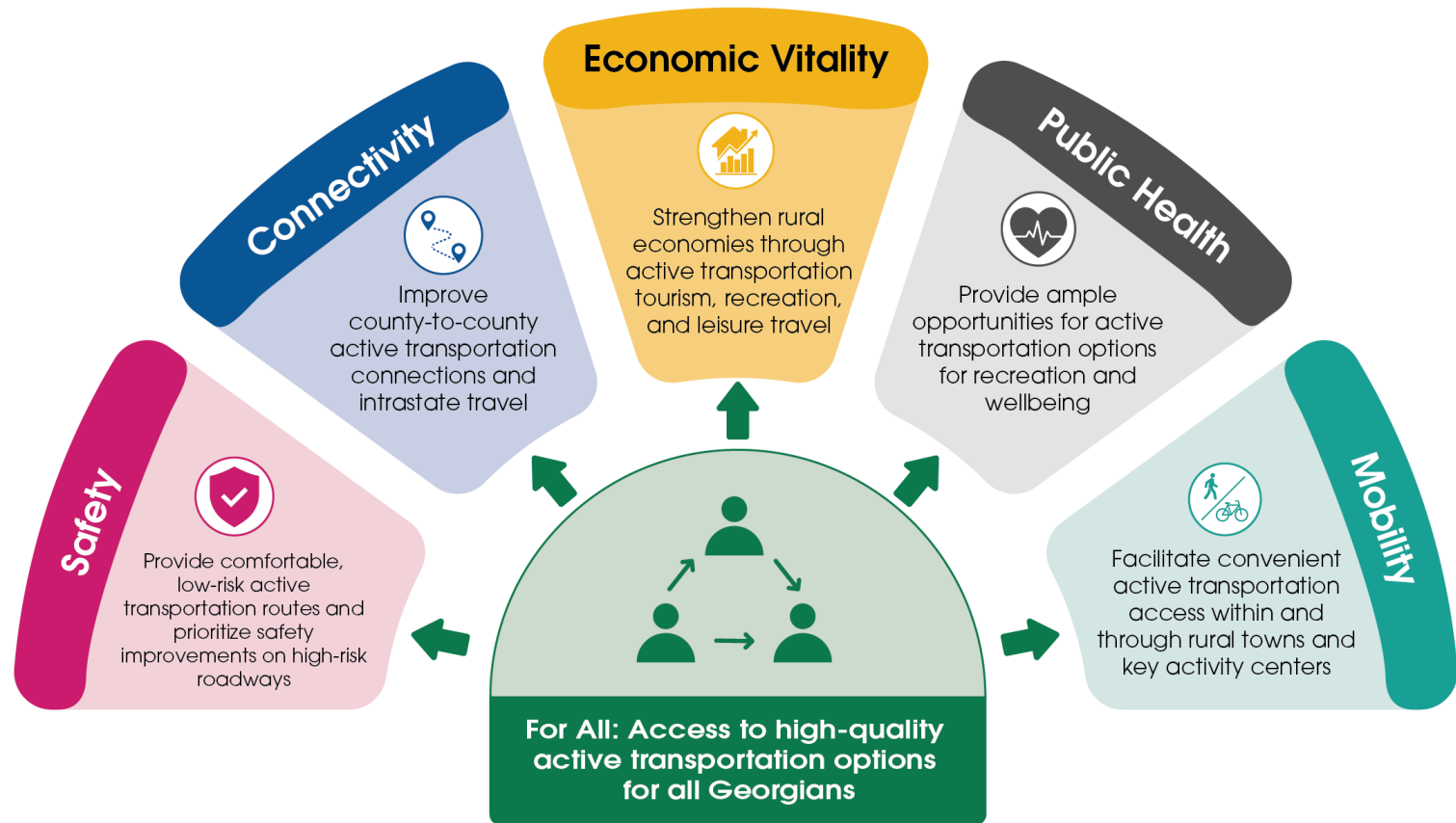
1. Identify competitive projects in rural areas with population <5,000
2. Re-evaluate the State Bicycle Route Systems connecting rural hubs outside of MPOs
3. Update design policy and guidance related to bicycle and pedestrian design
4. Identify systemic improvement strategies for rural facilities



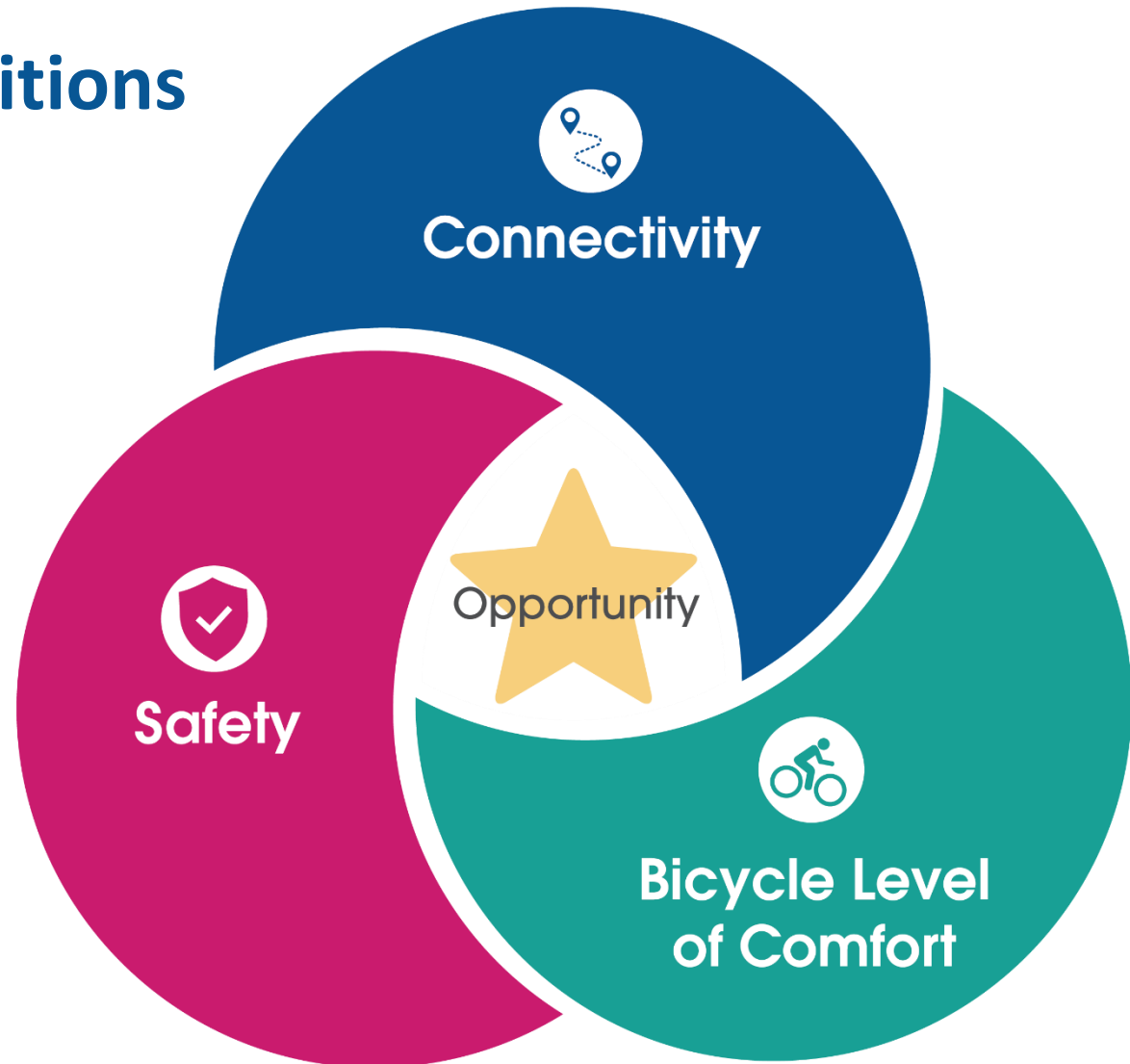
Existing Active Transportation Network

Vision & Goals

Vision: Georgia's rural communities will have safe and well-connected walking and biking routes for all Georgians, strengthening local economies and enhancing quality of life.



Existing Conditions Assessment



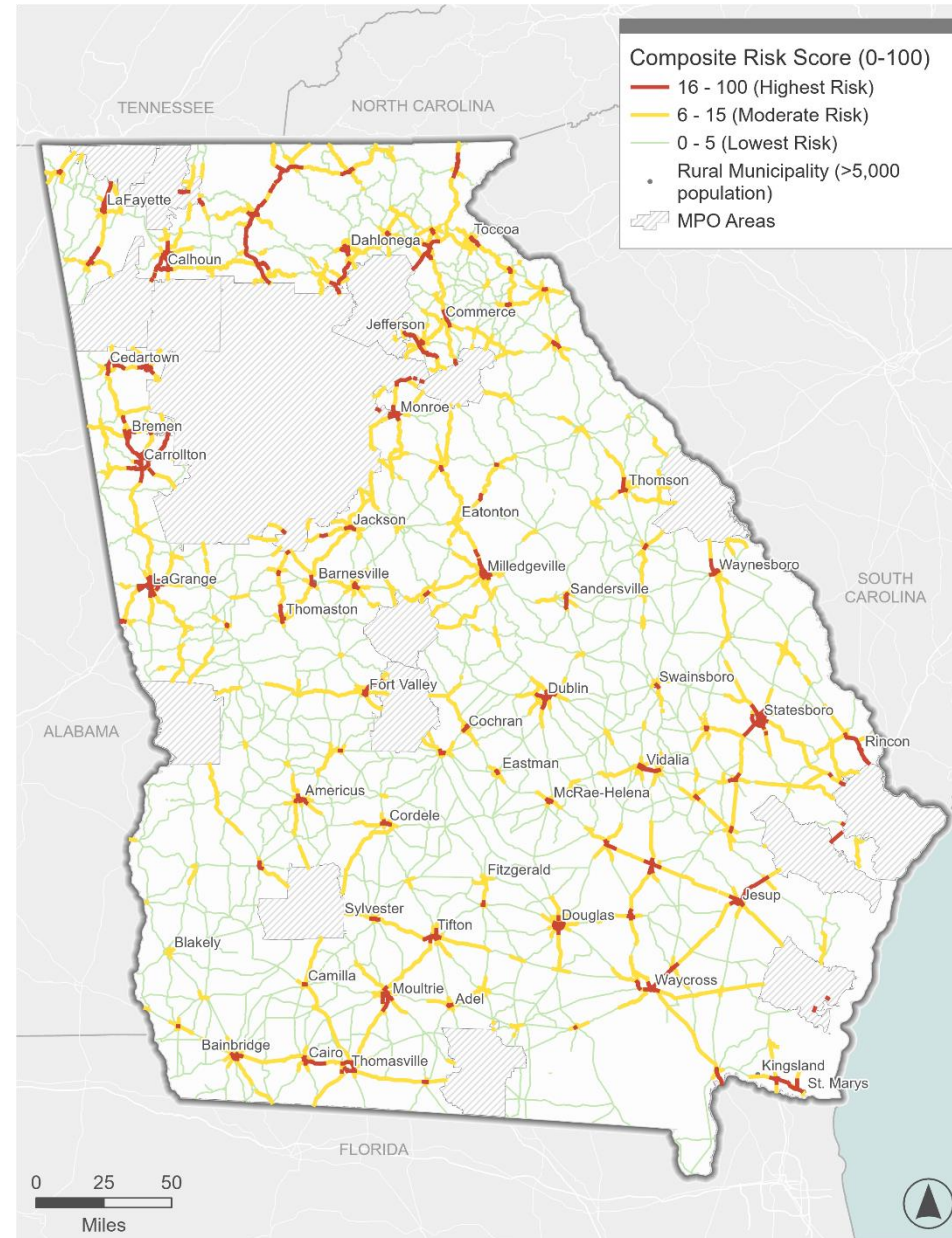
Safety as a Starting Point

Rural ATP's Composite Safety Risk score comprised of:

- Crash history
- Pedestrian crash probability (risk)
- Bicycle crash probability (risk)

Risk Assessment Indicators

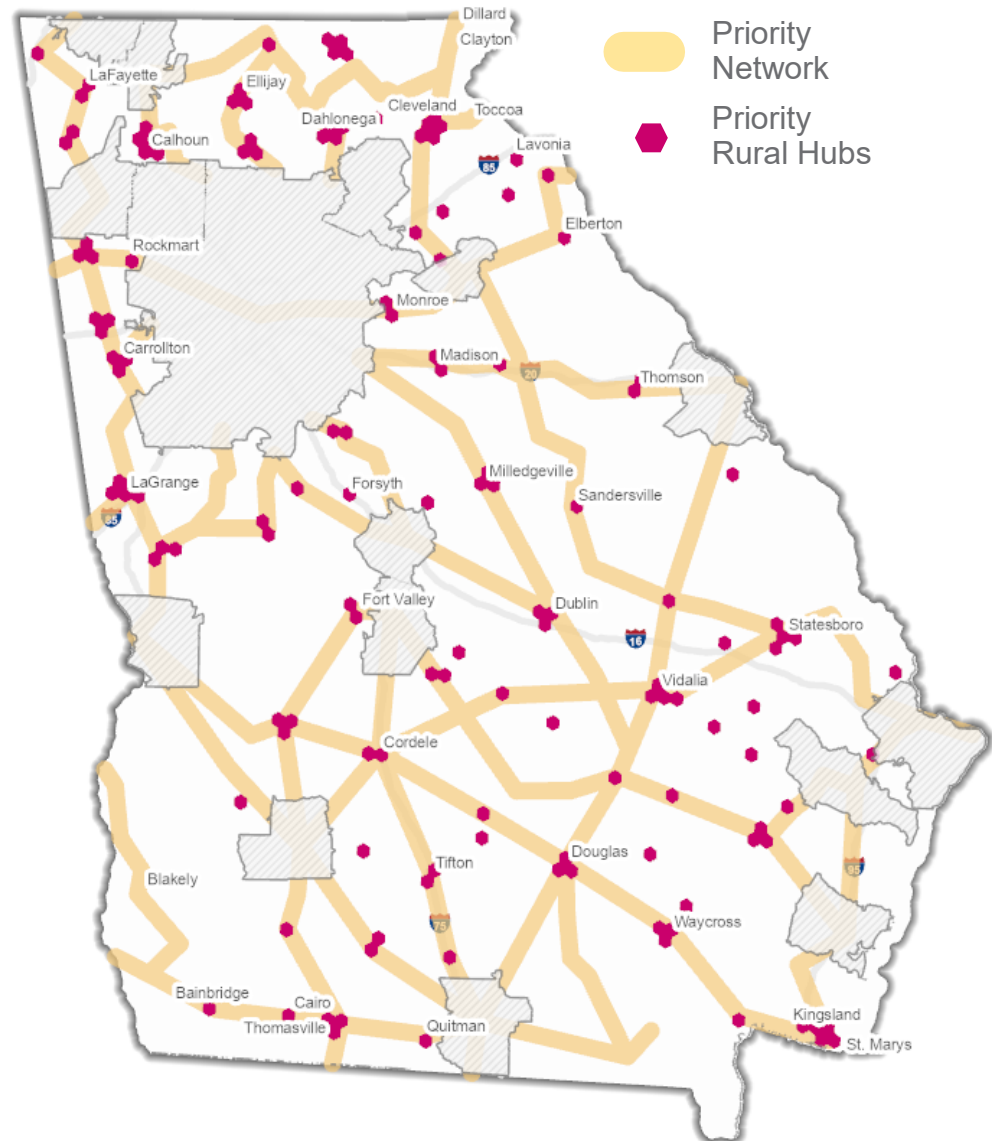
Vehicular Traffic	Median Household Income
Number of Lanes	Signalized Intersection
Functional Classification	Number of Intersection Legs
Population/ Employment Density	Land Use Mix



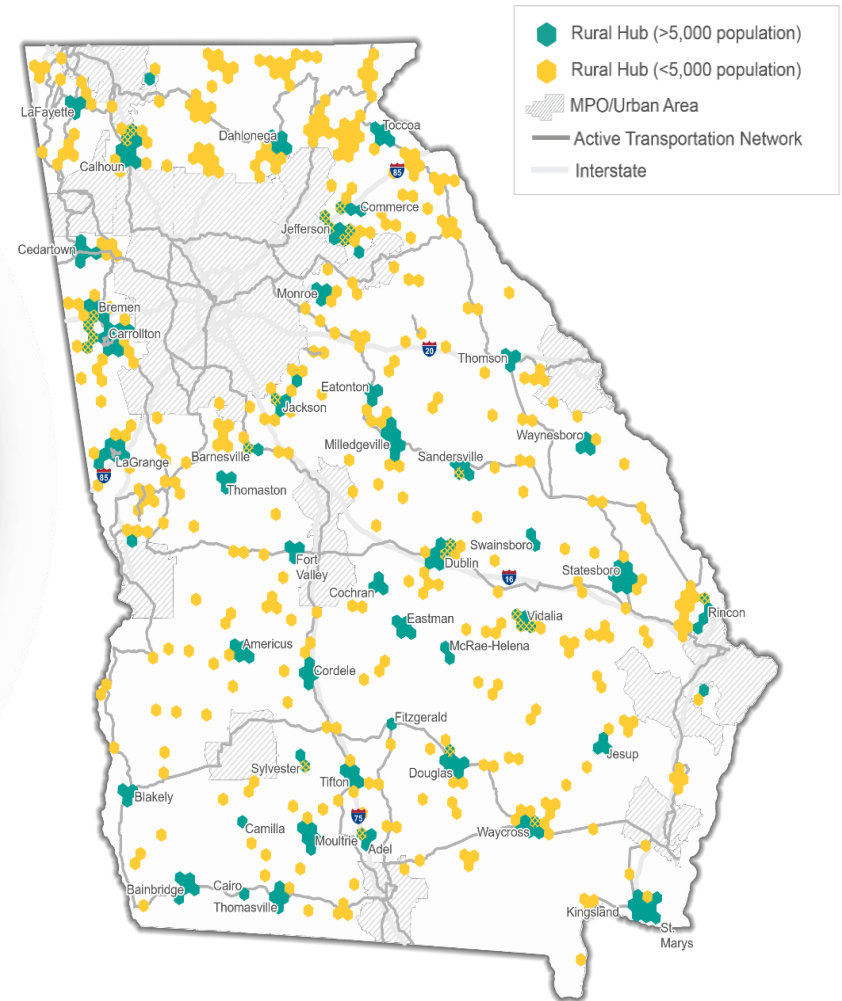
Priority Network

Providing Focus

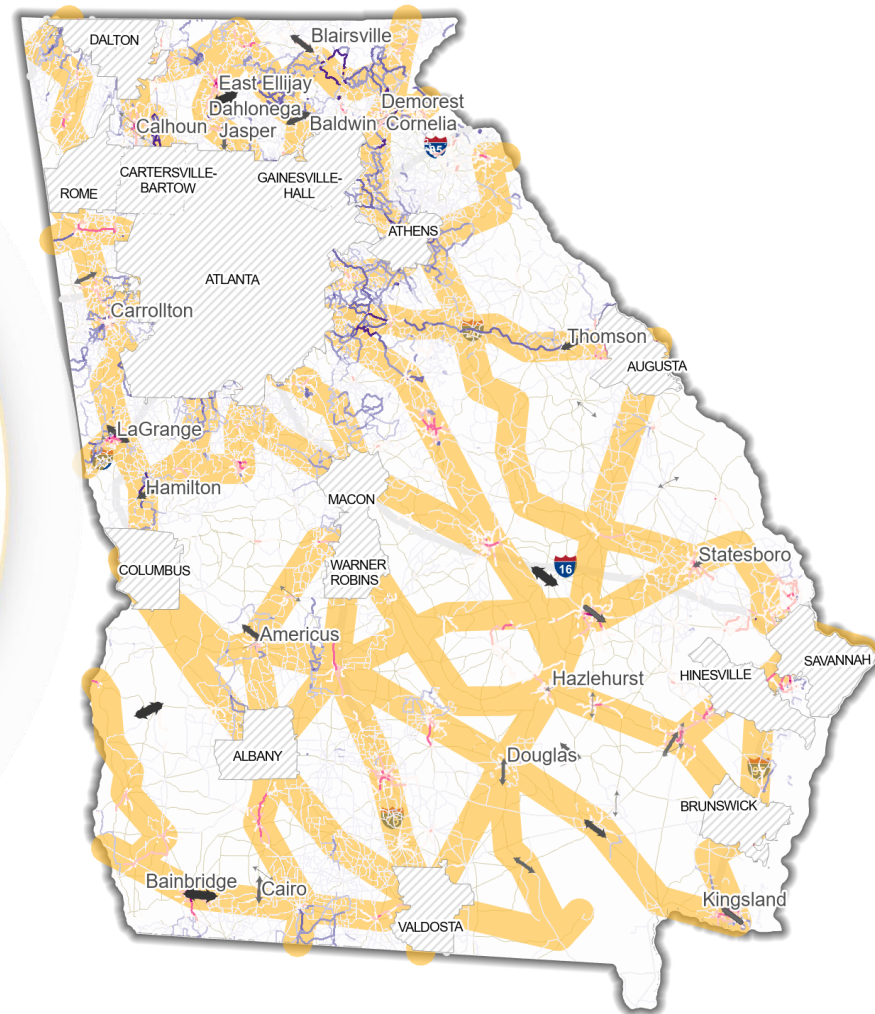
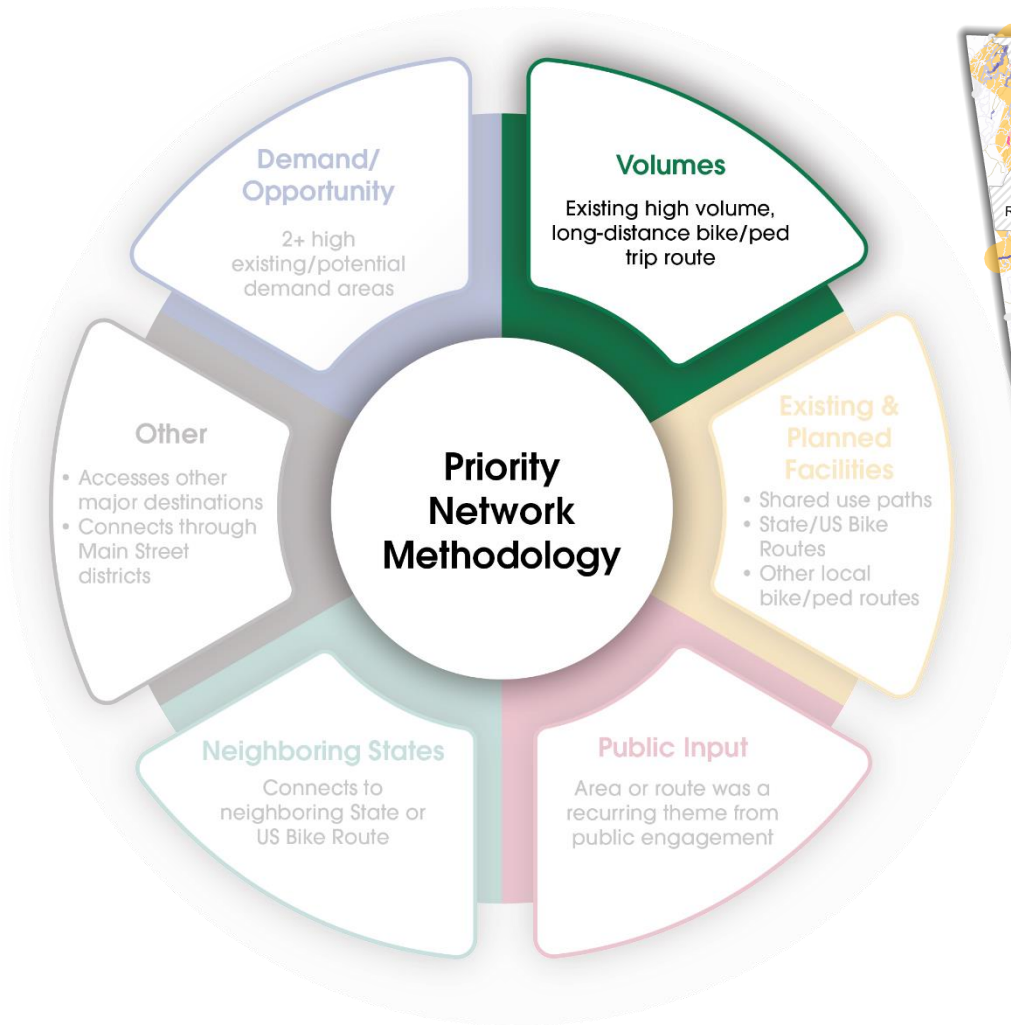
- Supports both short and long-distance travel
- Where GDOT should prioritize investing in active transportation
- Pipeline of active transportation project locations for GDOT to prioritize
- Guidance for where GDOT and/or regional/local partners should conduct additional study



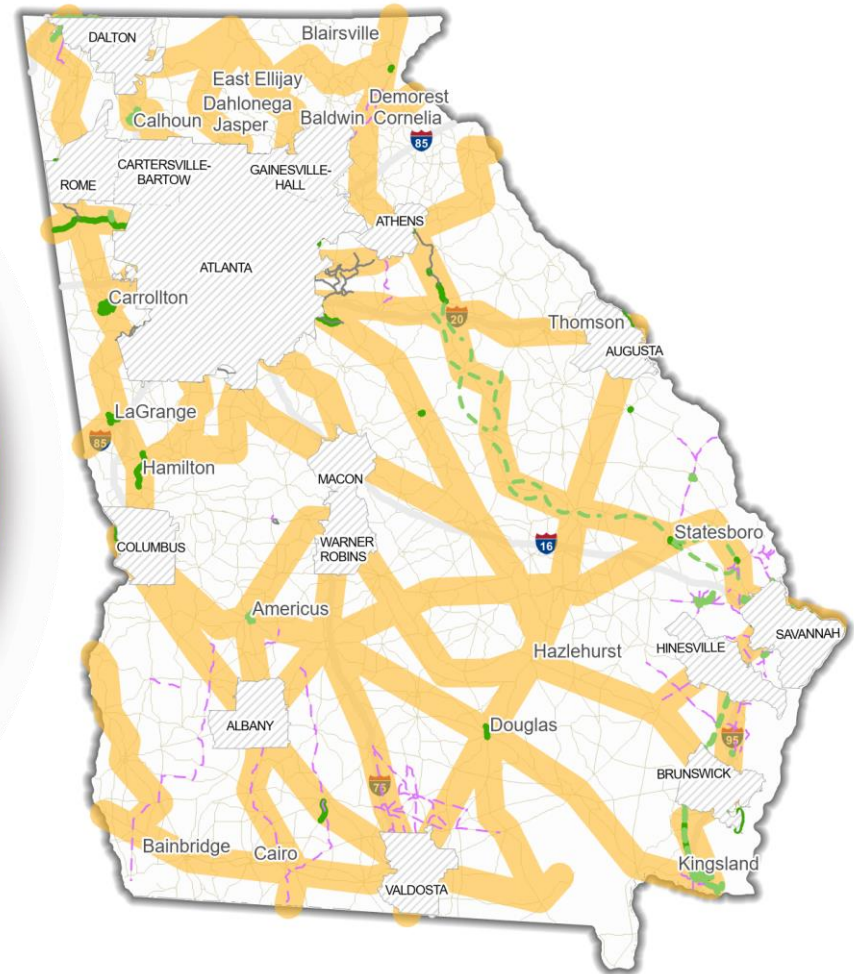
Getting to the Priority Network



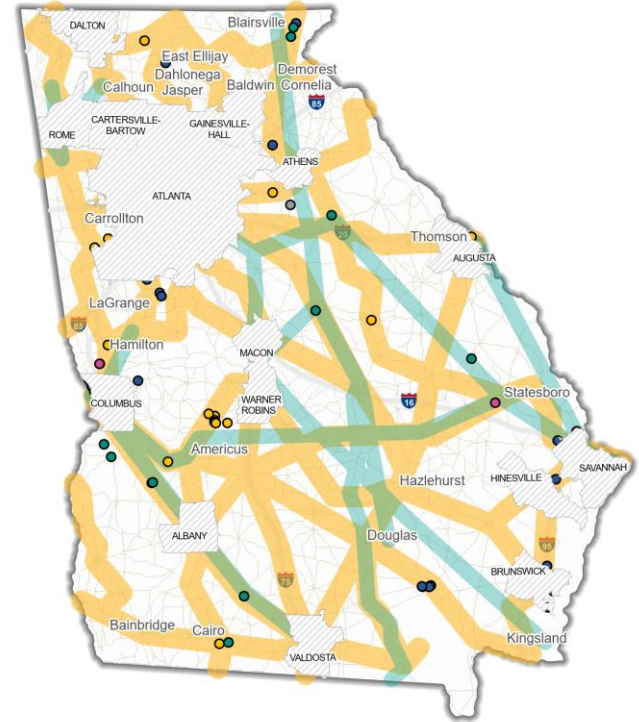
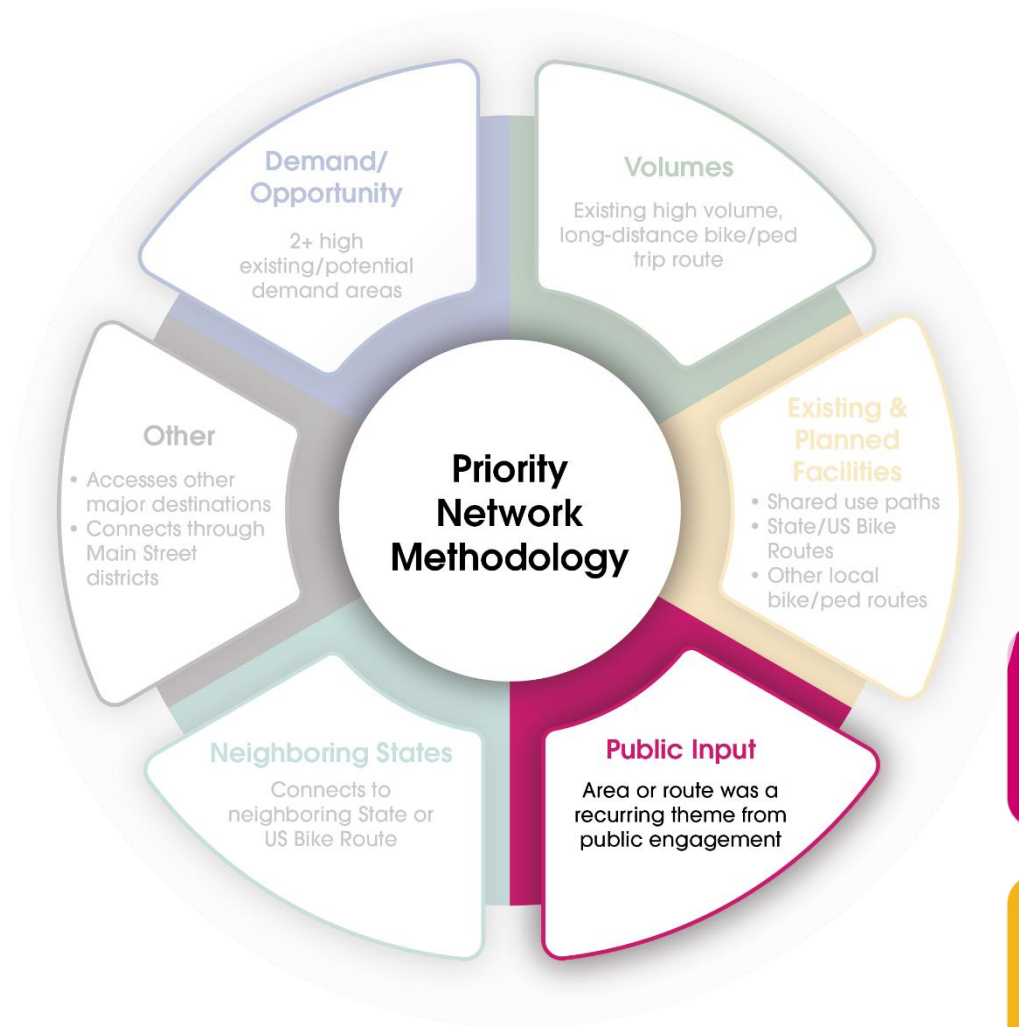
Getting to the Priority Network



Getting to the Priority Network



Getting to the Priority Network



2,144
Page Views

1,653
Page Visit Sessions

1,380+
Unique Website Users

362
Comments Received

Survey extended to:
October 6, 2024

Survey



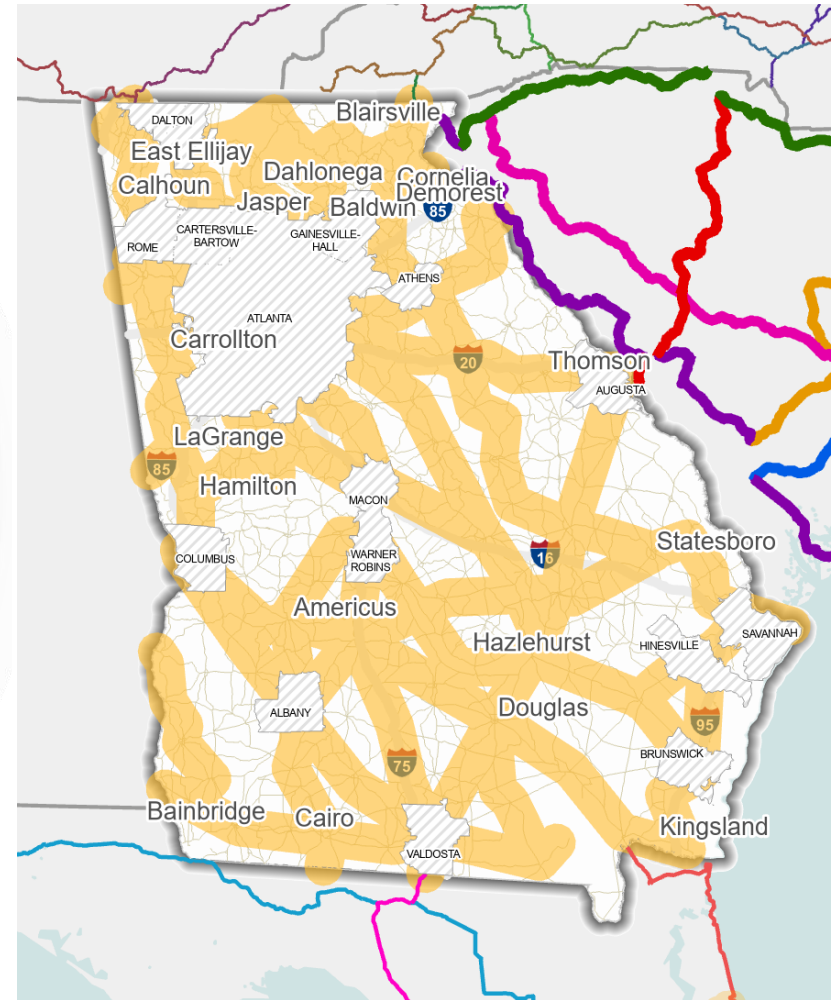
<https://bit.ly/swactive>

Project Website

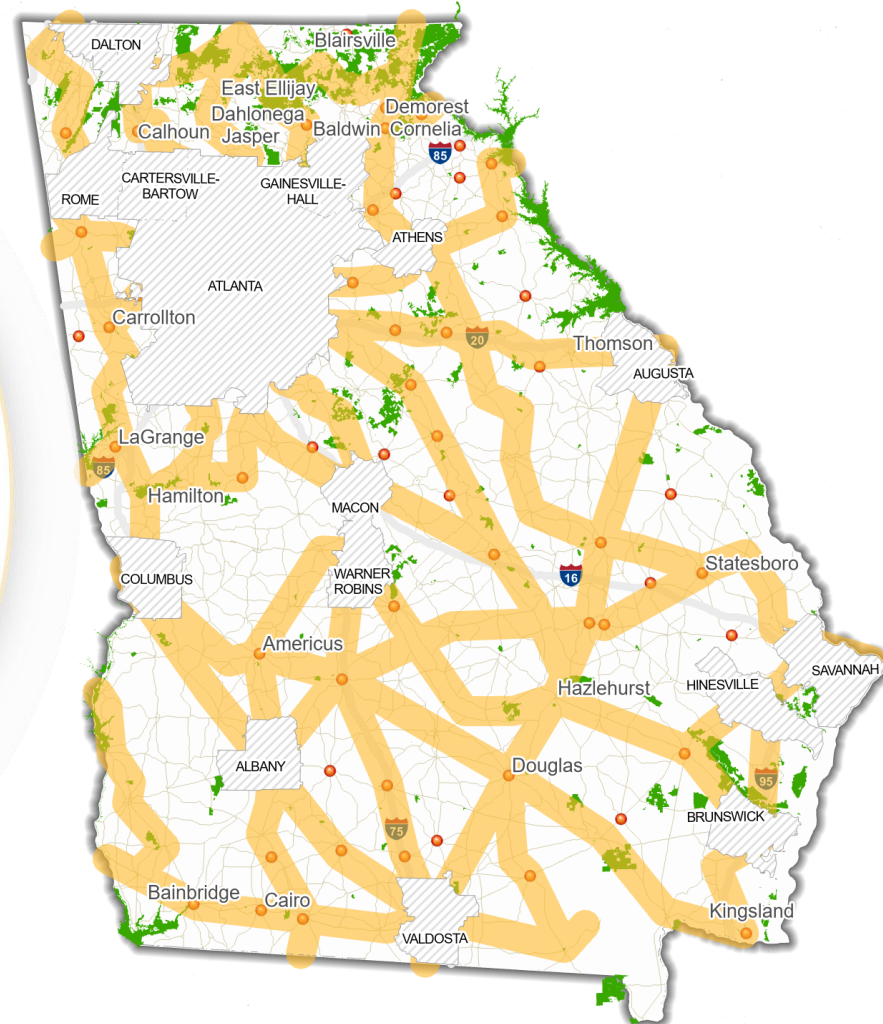
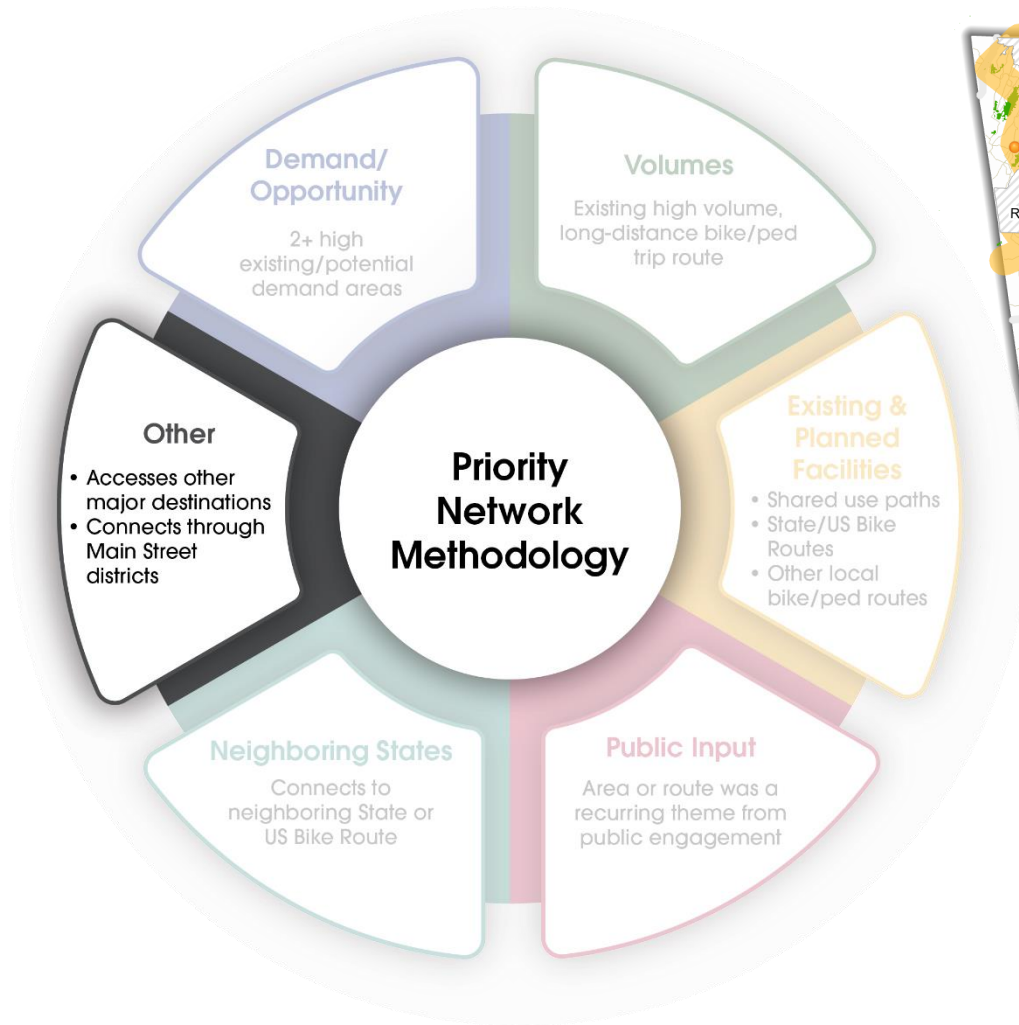


www.dot.ga.gov/GDOT/Pages/ATP.aspx

Getting to the Priority Network

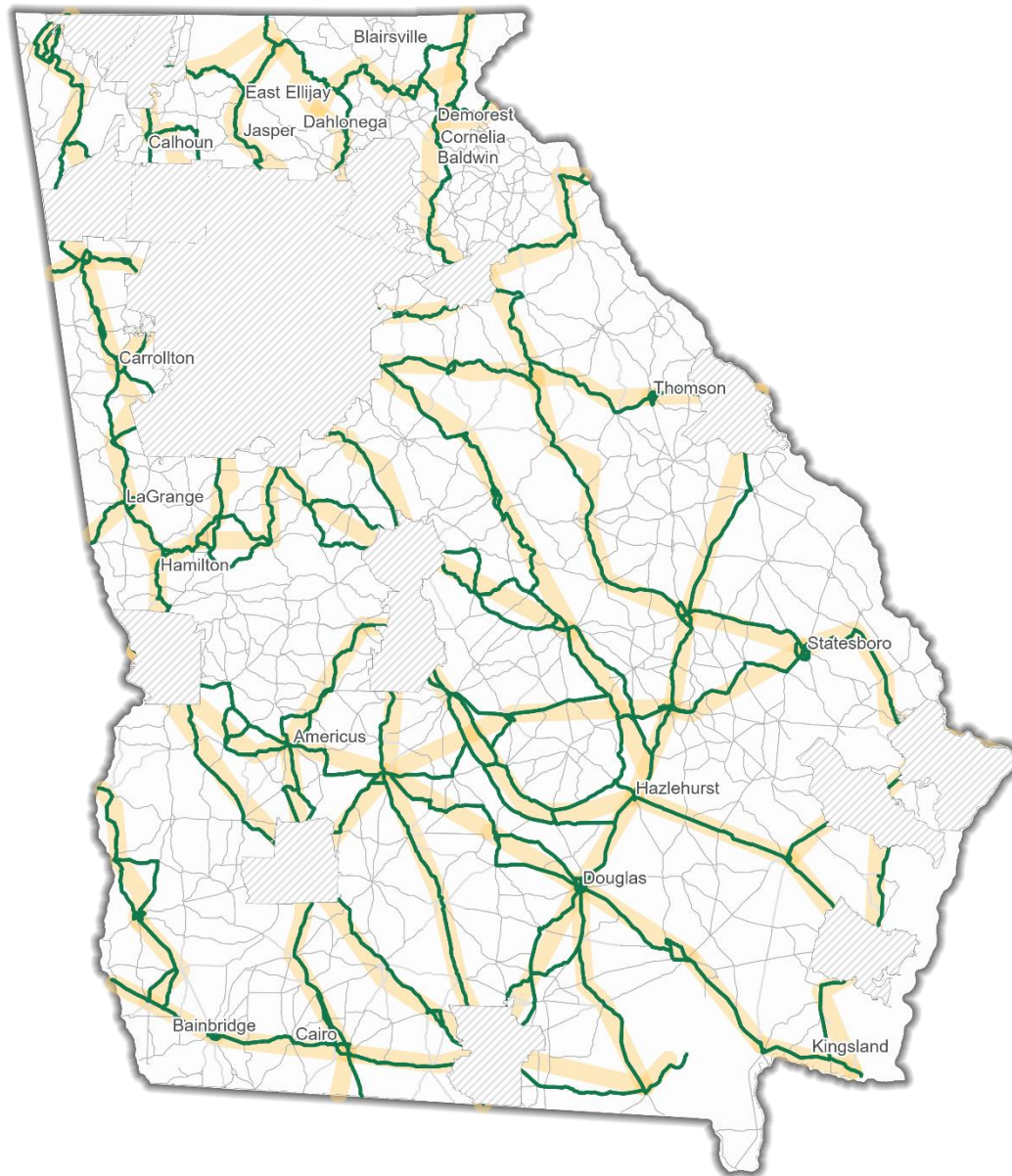


Getting to the Priority Network



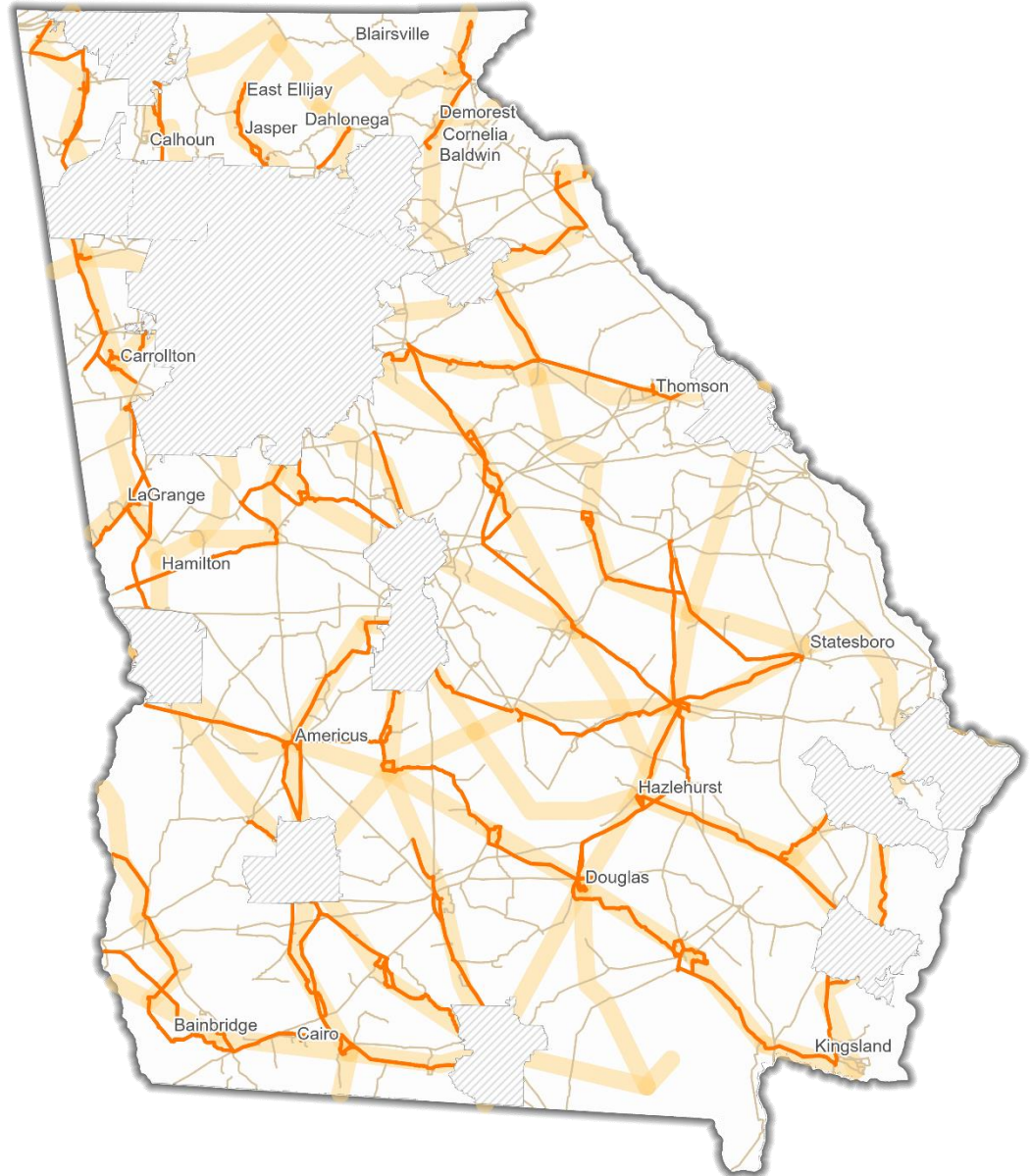
Where are there Parallel State Routes?

-  Priority Network
-  Parallel State Routes*



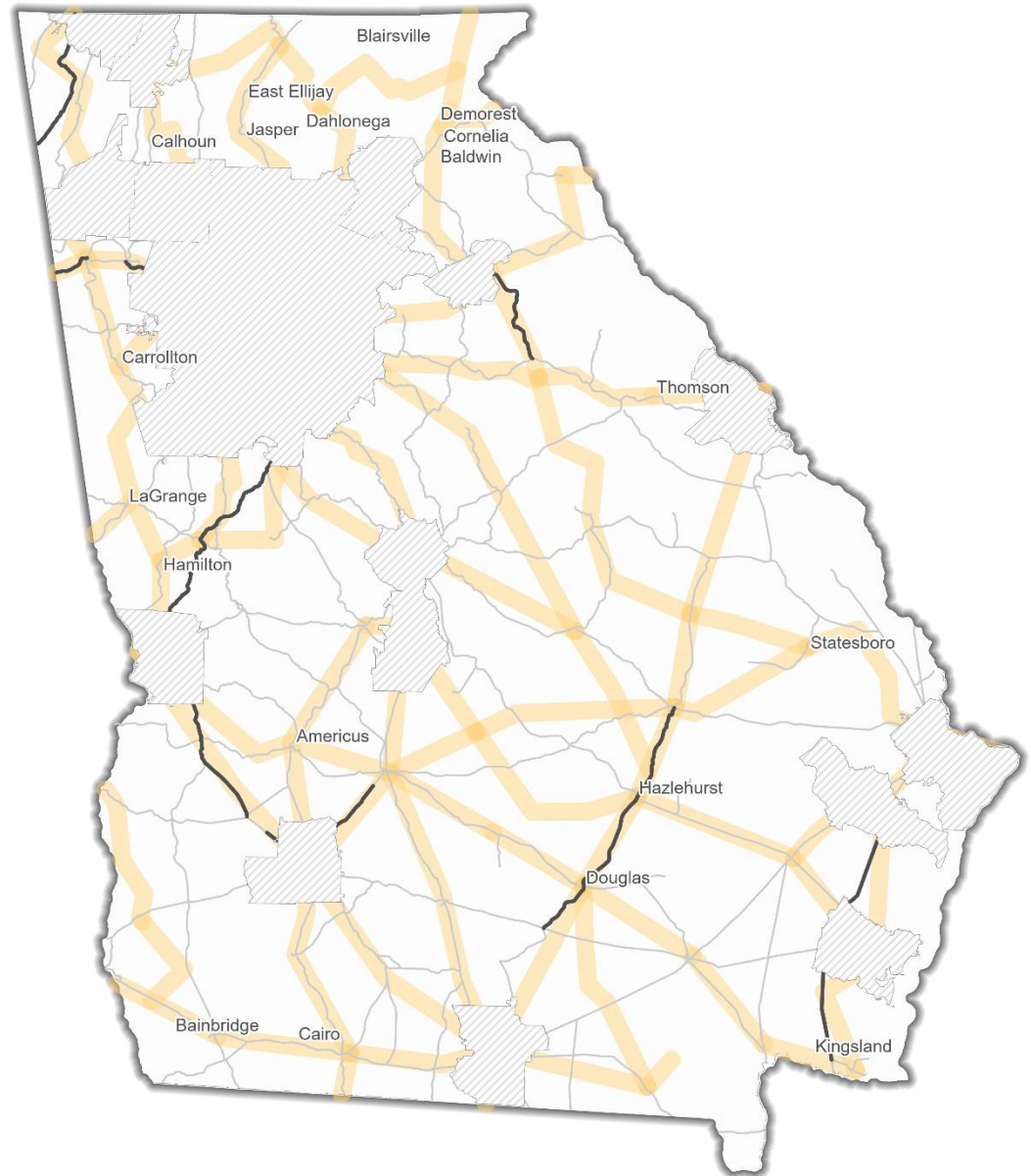
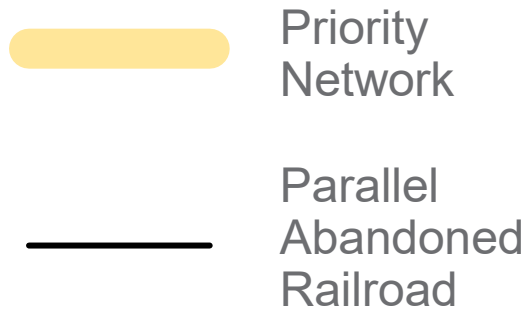
*Note that these are often not exactly parallel and could include different routing options

Where are there parallel transmission line corridors?



*Note that these are often not exactly parallel and could include different routing options

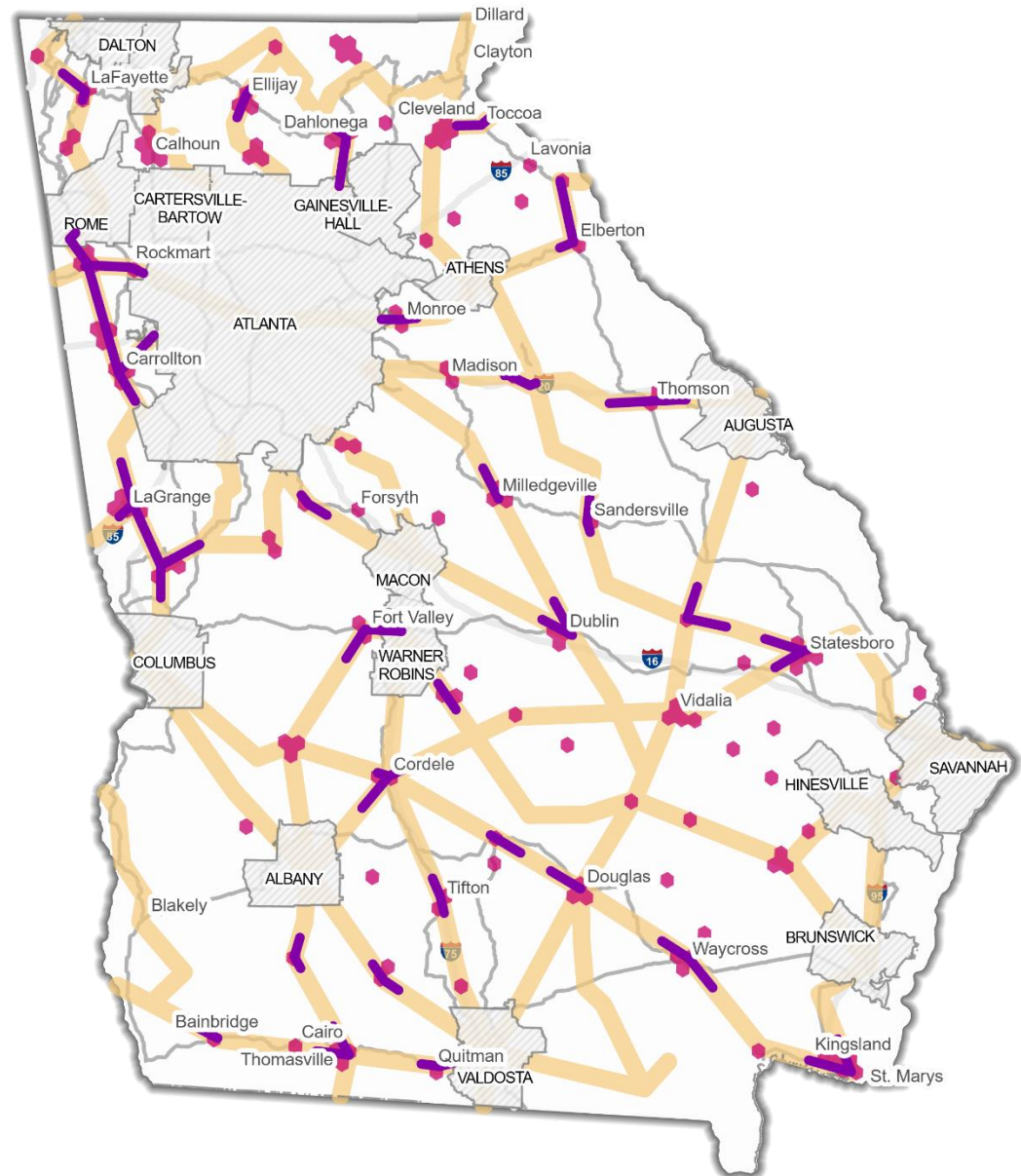
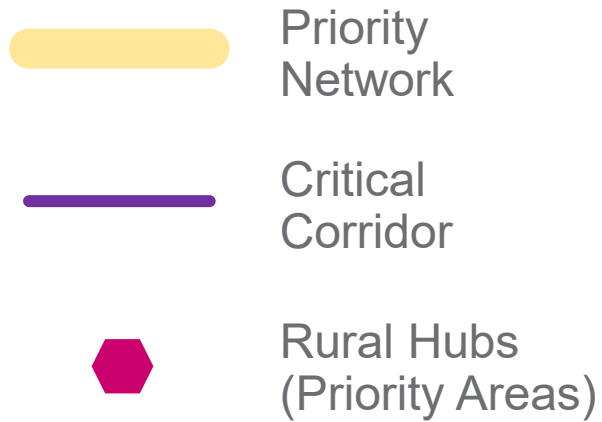
Where are there parallel abandoned railroad corridors?



Narrowing it Down: Critical Corridors

Criteria	Data/Methodology
Priority Opportunity Areas	Long distance (Connectivity) and short distance (Rural Hubs) priority opportunity areas from Opportunity Assessment
Public Health	Areas of health concerns from CDC “PLACES” dataset
Safety	Flagged as “critical” if overlapped or within ¼ mile of areas of high safety risk (top 5%)
Stakeholder Feedback	Backcheck on priority network from VRU Task Team

Critical Corridors



Core Strategies



**Build a Connected Rural
Active Transportation Network**



**Build the Data and Tools
Needed to Target Investments**



**Modernize and Expand the
State Bicycle Route Network for
Rural Comfort**



**Make Active Transportation
Routine in Project
Development and Delivery**



**Eliminate Vulnerable Road
User Fatalities and Serious
Injuries**



**Increase and Target Funding
to Rural Needs and Outcomes**



**Build Partnerships That Support
Delivery of Projects and
Programs**



**Improve Rural-Focused
Messaging, Education, and
Encouragement**

Priority Initiatives (as identified by VRU Task Team)



Close “last-mile gaps” first

Integrate shared-use paths



State Bike Route reroutes/upgrades



Rural systemic safety program

Prioritize speed management



Rural AT crash data collection/quality

AT monitoring program



Hardwire AT into project scoping

Make resurfacing key delivery mechanism



Dedicated rural AT project pipeline

Expand local grant support efforts



Rural implementation partnership (RCs)

Engage tourism/economic development partners



Rural-specific communications tool-kit

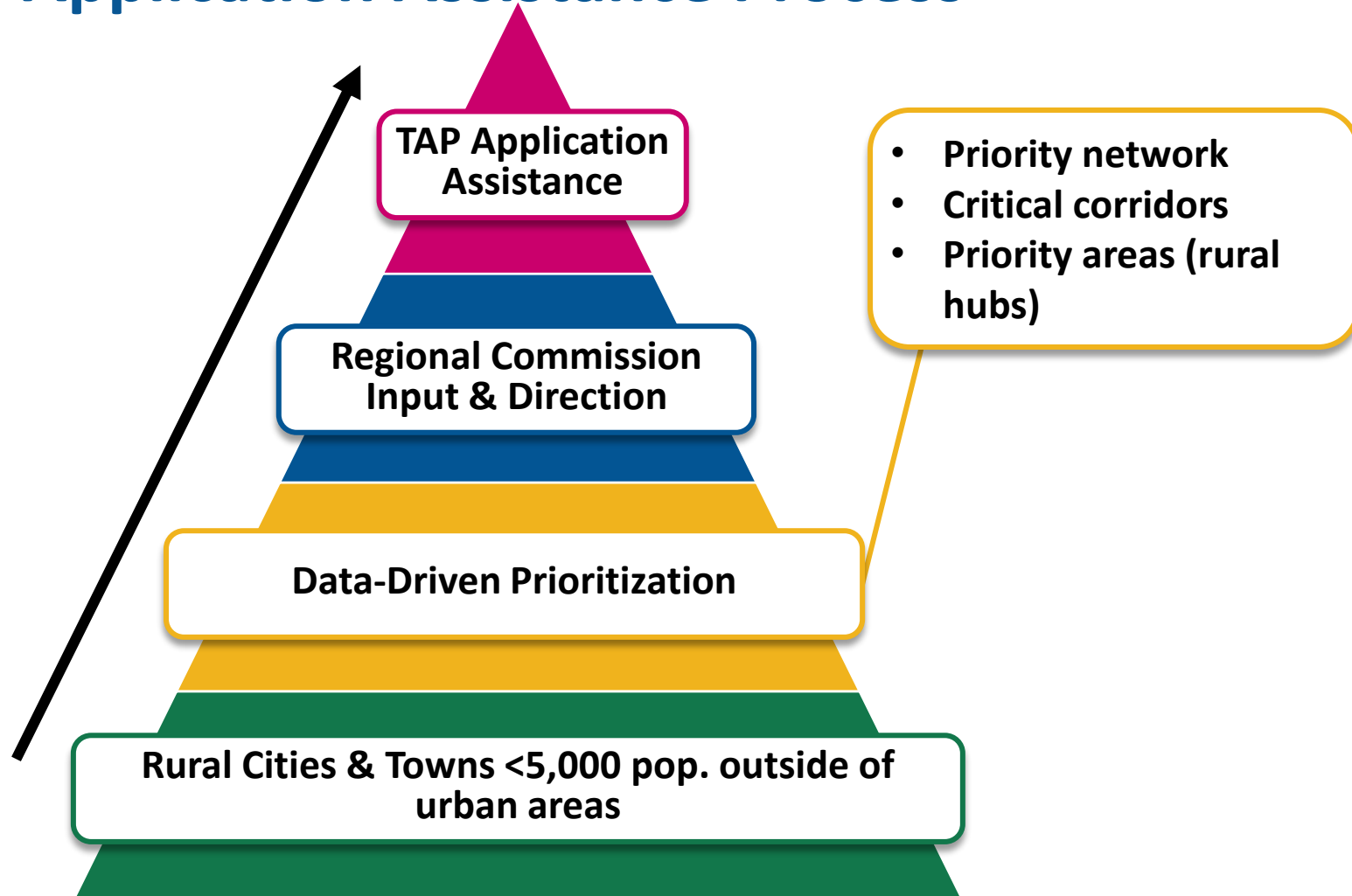
Rural SRTS promotion/delivery



Ongoing Strategies

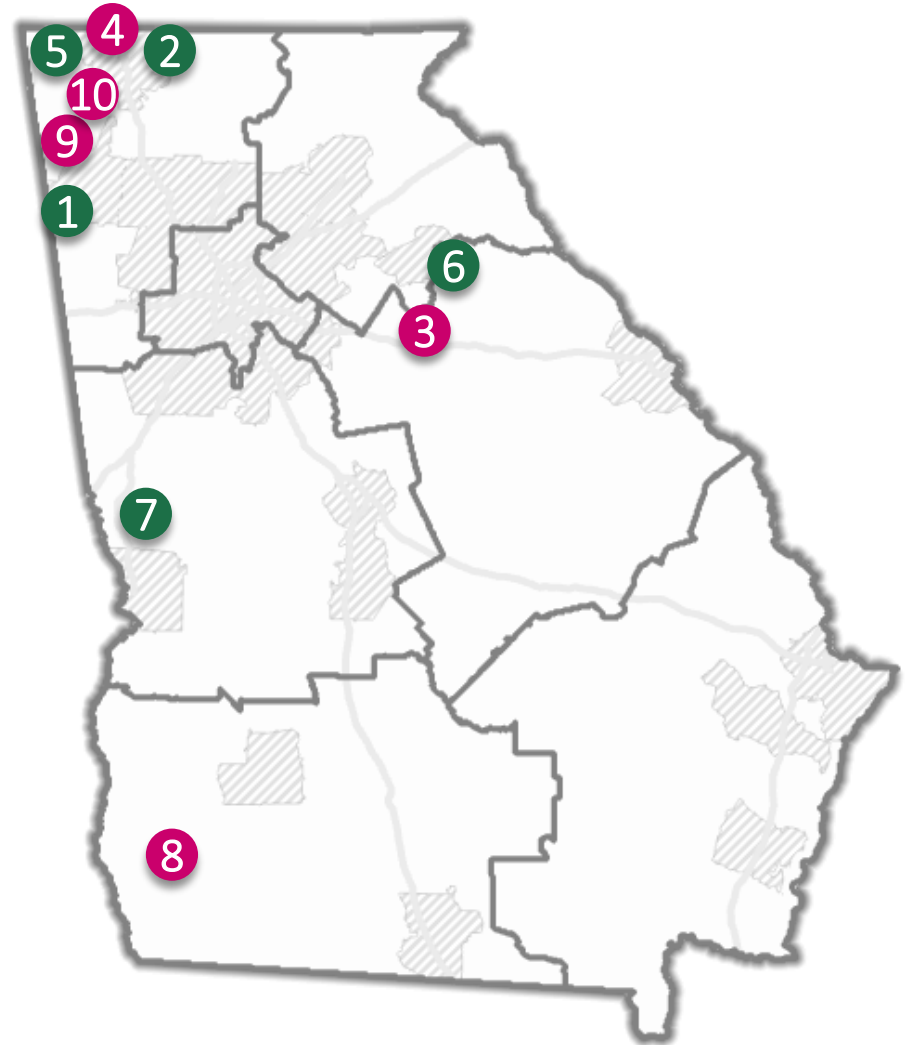
1. Local Grant Assistance
 2. Systemic trail crossing improvements
 3. Island connectivity
 4. Policy and guideline updates
 5. Quick Response Projects
6. Systemic school zone upgrades
 7. Rumble strip policies for bikes

TAP Application Assistance Process



TAP Applications: Submitted & Awarded

- 1 Cave Spring
- 2 Cohutta
- 3 Greensboro
- 4 Chickamauga*
- 5 Trenton
- 6 Crawford
- 7 Hamilton
- 8 Colquitt
- 9 Summerville*
- 10 Chattooga County



**Under 5,000 but in Urbanized Area*

Trail Crossing Analysis

Identify Top 10 highest risk trails in Georgia

Ranking trails based on

1. Crash history
2. Crash risk
3. Crash history

Carrollton Greenbelt (#1)



Appalachian Trail (#3)



The Thread Trail (#8)



Systemic Trail Crossing Analysis

Countermeasure Selection



Previous GDOTS Trails Crossing Analysis

Source Google Maps

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 or 3 total lanes No Median	Raised X-walk	RRFB	PHB	RRFB		PHB	RRFB		PHB
2 or 3 total lanes median									
4 total lanes median	RRFB	PHB	PHB	PHB		PHB	PHB		PHB
4 total Lanes no median									
> 4 Lanes	PHB								

Countermeasure Selection Matrix

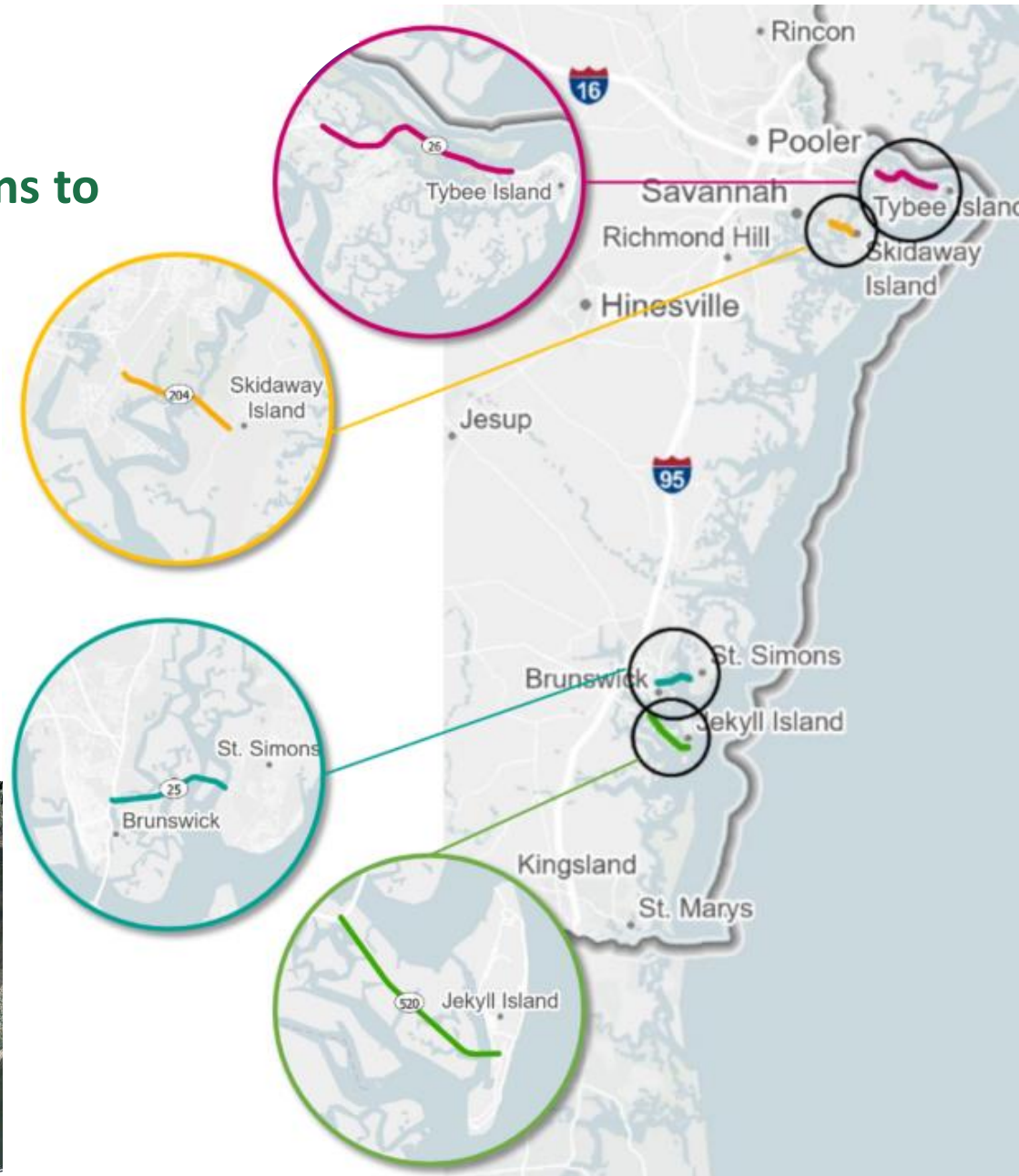


RRFB Example

Island Connectivity

Provide multimodal connections to Georgia Islands

1. Review existing infrastructure
2. Assess usage
3. Analyze safety
4. Identify multimodal enhancements



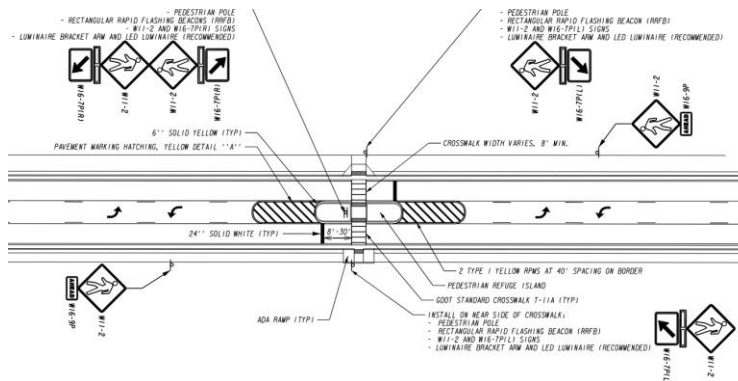
Policy and Guidelines Update

Incorporate what we learn into policy and guidance

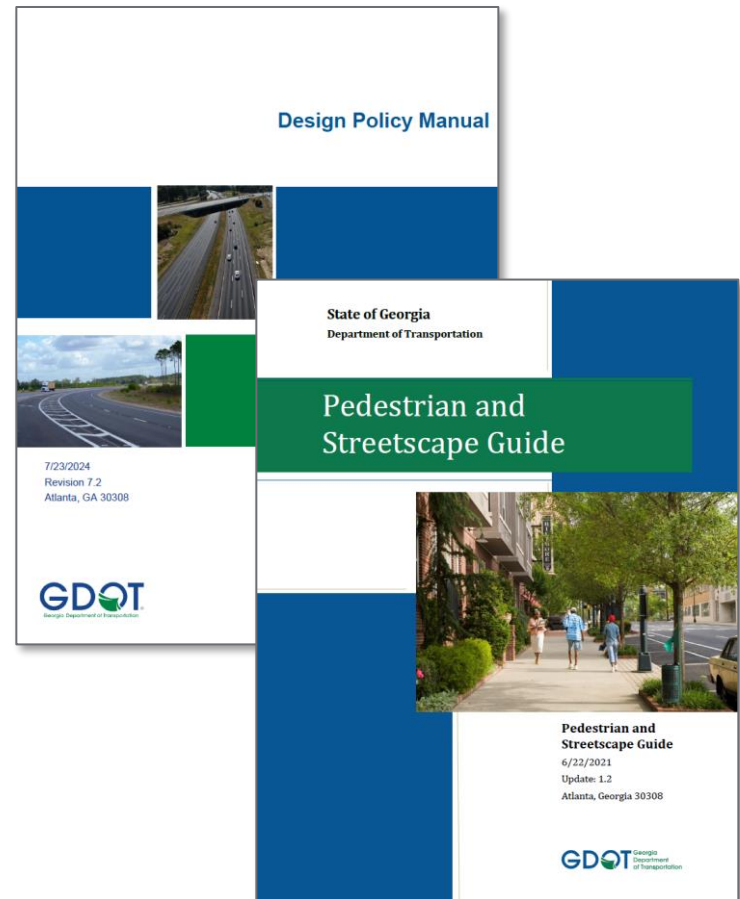
Design Policy Manual: Complete Streets Policy

Pedestrian & Streetscape Guide

Developing details for various bike/ped improvements

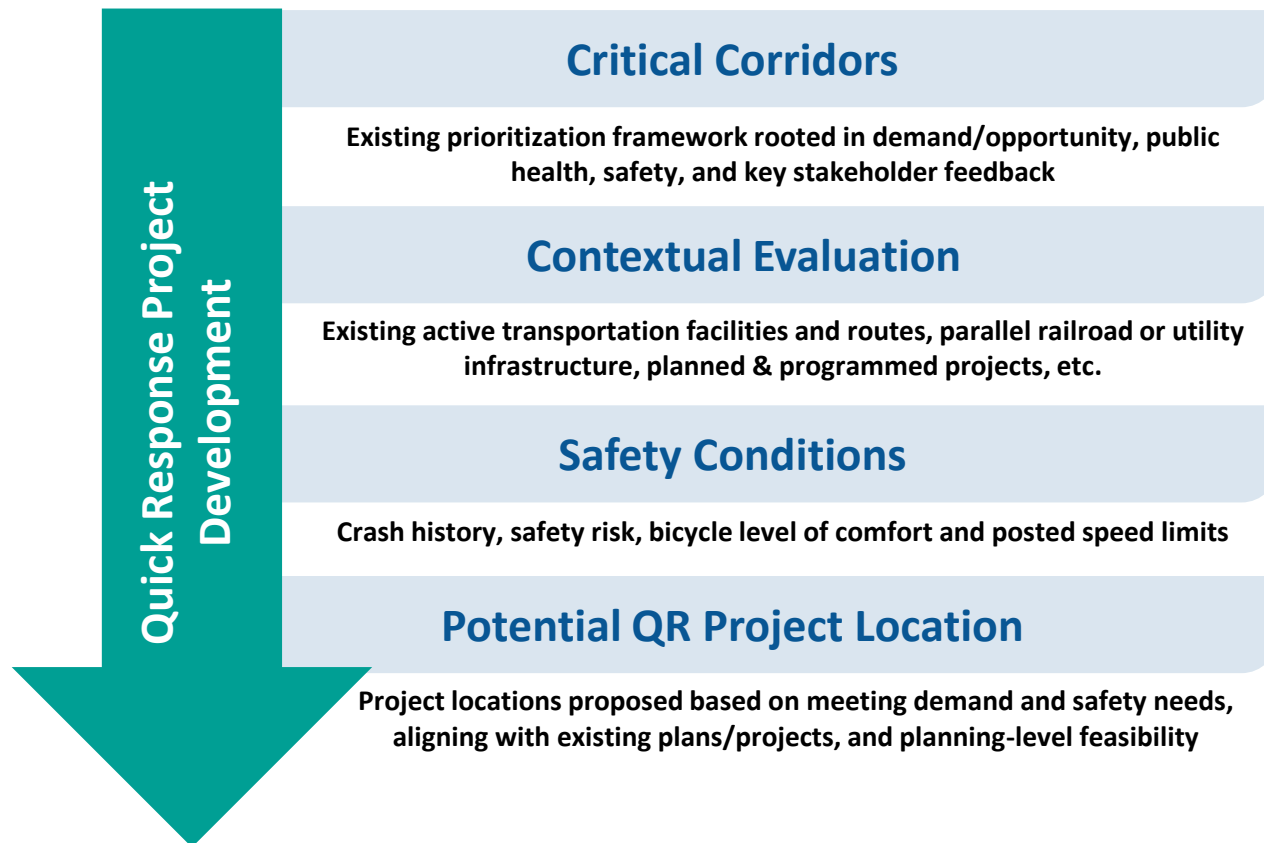


GDOT midblock crossing detail



High-Impact, Low-Cost Projects

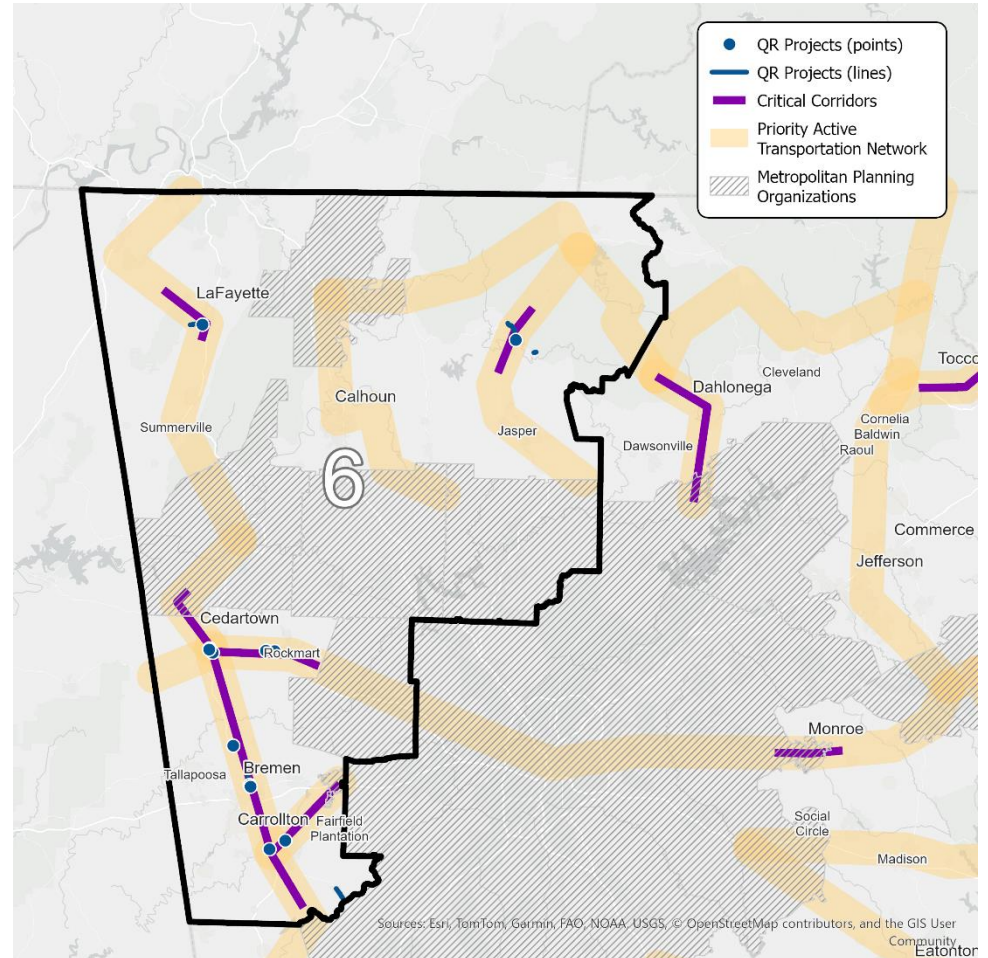
Applying the Priority Network to Identify Quick Response Projects



D6 Example Projects

Project Types

- Intersection Improvements (curb ramps, traffic control)
- Roadway Improvements
- Railroad Crossing Improvements
- Signals (PHBs, RRFBs)
- Signing & Marking (transition zones, bike facilities)
- Sidewalks



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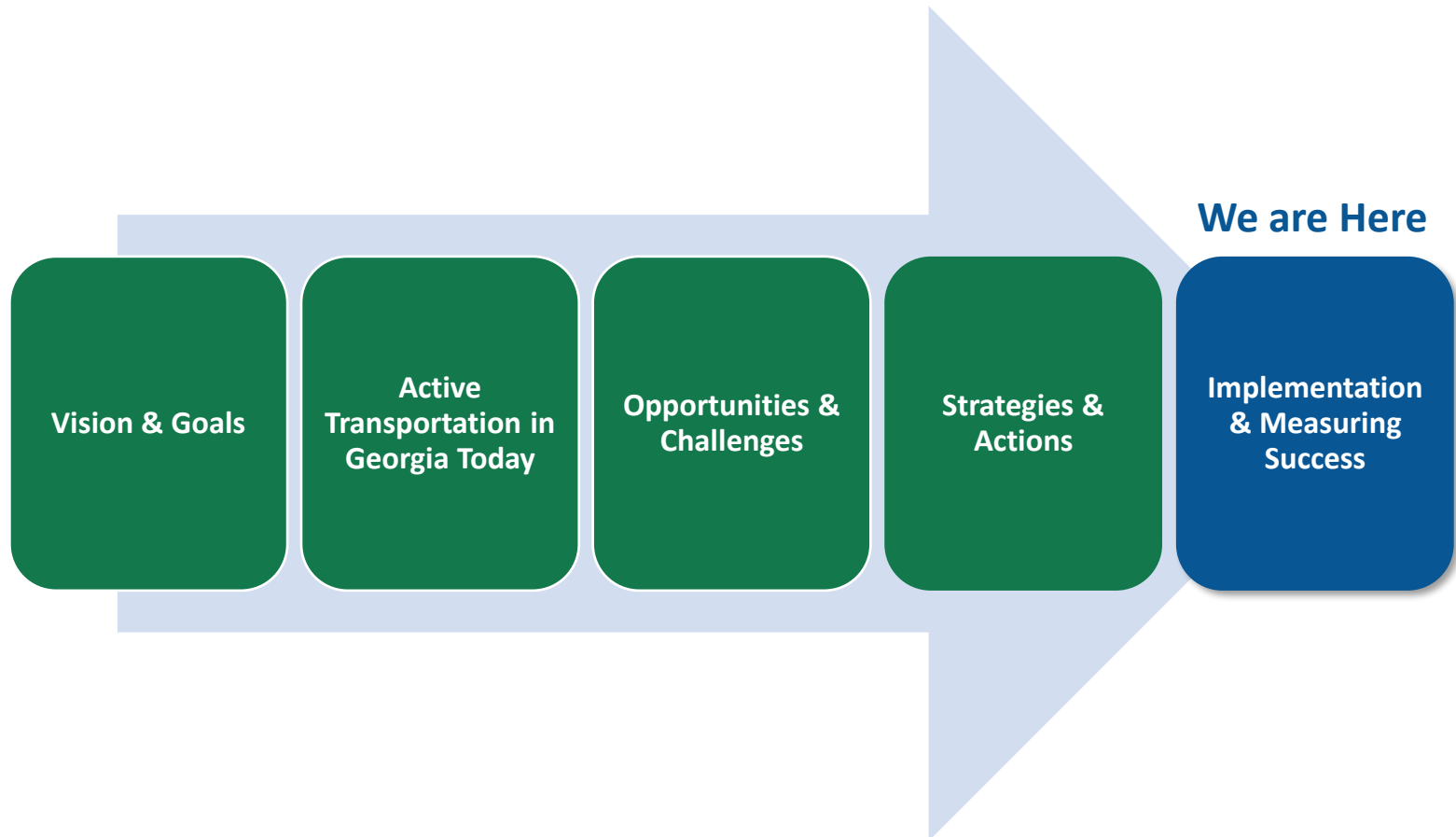
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Bringing the Plan Together

Timeline and key elements for how the plan will be organized



Scan Me!



Upcoming Engagement

Goal: share plan updates and drive stakeholders and public to the interactive engagement hub housed on the project website

Pop-Up Events

- BRAG LaFayette
- BRAG LaGrange
- Wayne County Farmers Market
- Monticello Market on the Square
- Douglas Cruise-in and Market
- Moultrie Second Saturday
- **NWGA Outdoor Rec Summit**
- Dublin Taste of Juneteenth
- Brooks Farmers Market
- ATH Fest
- Elberton Fireworks
- Georgia Env. Conference

Stakeholder Meetings

- GDOT District Safety Meetings
- Regional Commission Meetings
- Key advocacy groups and other partners

Other Key Strategies

- Social media (partner toolkits)
- Website updates
- Updated fact sheet/post cards
- Boards for pop-up events

<https://gdotratp-vhb.hub.arcgis.com>





Thank You!

Ron Knezevich | rknezevich@dot.ga.gov

Regan Hammond | rhammond@vhb.com

Allison Bell | allisonbell@vhb.com

