"ARTS conducted a proactive stakeholder and public involvement program for the development of the ARTS Bicycle and Pedestrian Plan focused on soliciting local government and community interaction throughout the study process. This process was responsive to citizen participants and utilized the knowledge and understanding of citizens to address important issues."

Chapter Five

Qualitative User Needs Analysis

Summary of Strategic Public Involvement Plan

The Augusta Regional Transportation Study (ARTS) recognizes that the success of any community improvement plan is dependent upon a meaningful community involvement effort. ARTS conducted a proactive stakeholder and public involvement program for the development of the ARTS Bicycle and Pedestrian Plan focused on soliciting local government and community interaction throughout the study process. The process was designed to be responsive to citizen participants and was committed to utilizing the knowledge and understanding of citizens to address important issues. The ARTS Bicycle and Pedestrian Plan: Strategic Public Involvement Plan (SPIP) was developed at the onset of the study to define how stakeholders, the public, and study team staff involvement roles and opportunities throughout the planning effort. Outreach activities were developed to offer multiple opportunities for engagement at varying levels of involvement. The full SPIP document is included in Appendix D.

The public participation framework included four primary groups to guide the development of the ARTS Bicycle and Pedestrian Plan. The four groups were: (1) Project Steering Committee; (2) Stakeholder Interview Group (3) Targeted Focus Groups; and (4) Community Organizations and General Public. The roles and membership for each of these groups are defined in detail in the SPIP.

The SPIP included an outline for activities including two rounds (each round consisting of two locations) of public workshops; education and information booths at public events; a study website; on on-line survey; a study fact sheet; press releases; study database development and maintenance; media education and advertisement; and advisory, stakeholder, and public meetings. The following sections include results of several of these outreach activities.

Key Findings of the Needs Assessment Phase

Key Survey Findings

The most common reasons for both not walking/biking or walking/biking infrequently were reported as: roads do not feel safe and distance from home to work or shopping. The bicycle facilities reported as most likely to have a positive impact on biking in the region in order of preference were:

- Off-street greenways,
- Bicycle lanes,
- Bicycle boulevards; and
- Signed bicycle routes.

The programs selected as most likely to be effective in promoting walking and biking in the region in order of frequency were:

- Media campaign to educate motorists, bicyclists, and pedestrians
- Safe Routes to School Program to engage schools, parents, and local officials
- Media campaign encouraging residents to bike, walk, and live an active lifestyle
- Local police enforcement programs

The Top Destinations in ARTS area Respondents Would Like to Walk or Cycle Safely To in Georgia are:

- Augusta Downtown
- Augusta State University
- Georgia Health Sciences University

- Augusta Canal
- Augusta Mall
- Lake Olmstead

The Top Destinations in ARTS area Respondents Would Like to Walk or Cycle Safely To in South Carolina are:

- Aiken Downtown
- Aiken Mall
- Aiken Regional Hospital
- Richland Ave. Wal-Mart, Aiken
- Hitchcock Woods
- O'Dell Weeks Activity Center
- University of South Carolina-Aiken
- Citizens Park
- North Augusta Greeneway
- Whiskey Road

Key Survey Conclusions

In Georgia, seven of the nine most cited biking corridors were also noted as desirable for walking:

- Walton Way
- Washington Road
- 13th Street
- Belair Road
- Broad Street
- Lake Olmstead area
- Wrightsboro Road.

Each of these corridors provides connectivity to the top six previously noted destinations desirable for bicycle and pedestrian connectivity including:

- Augusta downtown
- Augusta State University
- Georgia Health Sciences University
- Augusta Canal
- Augusta Mall
- Lake Olmstead

In South Carolina, 11 of the 13 most cited biking corridors were also noted as desirable for walking:

- Aiken downtown
- Banks Mill Road
- Georgia Avenue
- Hitchcock Parkway
- Pine Log Road
- Richland Avenue
- Silver Bluff Road
- University Parkway
- Whiskey Road
- Martintown Road
- Powderhouse Road.

Each of these corridors provides connectivity to the top ten previously noted destinations desirable for bicycle and pedestrian connectivity including:

- Aiken downtown
- Aiken Mall
- Aiken Regional Hospital
- Richland Ave. Wal-Mart, Aiken
- Hitchcock Woods
- O'Dell Weeks Activity Center
- University of South Carolina – Aiken
- Citizens Park
- North Augusta Greeneway
- Whiskey Road.

Key Focus Group and Public Workshop Findings

The following themes were noted throughout the Focus Group and Public Workshop outreach activities:

Engineering

- Connect Augusta Canal to North Augusta Greeneway
- Improve connectivity from Columbia County to Augusta Canal path
- Improve bicycle and pedestrian connectivity between downtown Augusta and the medical district.
- More bicycle parking is needed
- Shoulders needed on rural roads
- Identify "easy opportunities" and implement: fill in short gaps, erect signage, utilize opportunities like alleys and creeksides, add pavement markings
- Connect the North Augusta Greeneway to the Augusta Canal
- Recreational trails are preferred over onroad facilities

Encouragement, Education, and Enforcement

- Capitalize on areas that are already suitable for cycling and walking to promote image of user-friendliness and economic benefits
- Increased education for cyclists and motorists is needed
- Law enforcement awareness and support of cycling community is needed
- Need for positive promotion of bicycling through activities and media

Evaluation & Equity

- Plan for those who walk and bike out of necessity as opposed to simply for recreation
- Partner with the private sector to match funding for facilities, finance wayfinding signage, designate a bicycle park and ride area

Focus group meetings and other forms of stakeholder input contributed significantly to the development of the Plan.

Summary of Survey Results

To engage local residents, a Citizen Survey was widely available and promoted from September 8 to November 15, 2011. The survey included 20 questions related to biking and walking conditions in the ARTS Area. See Appendix D to view the complete survey. To guide the study team, the survey questions were designed to gather citizen input regarding:

- Frequency of walking and biking to particular types of destinations
- Reasons for not walking or biking more frequently
- Types of facilities that would likely influence more frequent biking
- Specific destinations desirable for walking or biking connection
- Roadway corridors desirable for improved accommodation of walking and biking
- Facility types that may influence increased biking in the region
- Program concepts to consider to promote safe walking and biking

The following activities were utilized to promote participation in the study survey:

Survey available on City of Augusta, City of Aiken, and Aiken County websites with user-friendly links to the sites: www.BikeWalkARTS.com and www.WalkBikeARTS.com
ARTS and Aiken County Steering Committee Member outreach
Press Releases to Local Media
Targeted Recreation, Transit and Alternative Transportation, and Aiken County Focus Group Meetings
Targeted outreach to Georgia Health Sciences University
Targeted outreach to Wheel Movement
Targeted outreach to University of South Carolina, Aiken
Targeted outreach to Eat Smart Move More of Aiken County
Targeted outreach to City of Aiken Recreation Committee
Targeted outreach to Silver Sneakers
Targeted outreach to Ashley Cooper Bridge Race Aiken County Participants
Targeted outreach to Aiken City Bike Patrol
Targeted outreach to City of Aiken Seniors Commission
Targeted outreach to City of Aiken Parks, Recreation and Tourism Staff
Targeted outreach to Aiken Bicycle Club
Targeted outreach through City of Aiken Utility Newsletter
September 9 &10 – Booth at Aiken's Makin in Aiken
September 17 – Booth at ARTS in the Heart in Augusta
September 24 – Booth at Aiken Bluegrass Festival in Aiken
September 30 – Booth at 5th Friday by Aiken Chamber of Commerce
October 3 - Public Workshop in Aiken, South Carolina
October 4 – Public Workshop in Augusta, Georgia
October 29 – Booth at Jack O' Lantern Jubilee in North Augusta
A total of 524 responses were recorded

during the two month survey period. Of the respondents, 69 percent of the responses were from South Carolina ARTS area residents and 28 percent were from Georgia ARTS area residents. Three percent of the respondents did not live in the ARTS area. Females comprised 51 percent of the respondents and 49 percent were male. The ages of the respondents ranged from age 10 to over 70 years of age. The top six groupings of respondents reported their daily work commute destinations as:

- 36 percent commute to the City of Aiken;
- 21 percent commute to Augusta-Richmond County;
- 7 percent commute to Aiken County;
- 6 percent commute to Savannah River Site;
- 3 percent commute to Columbia County; and
- 3 percent commute to Fort Gordon.

Approximately 15 percent of the respondents reported that they do not commute to work on a daily basis.

The survey was designed to gather information regarding the frequency of biking and walking in the ARTS area and further engaged the respondents to identify the reasons they do not currently walk or bike more frequently. Seventy-two percent of the respondents reported that they do own a bicycle. When asked specifically about biking activities, the most frequent destinations or trip purposes respondents reported for biking on a seldom to daily basis are: for fitness and leisure (66%); to parks and trails (46%); for shopping or errands (24%); and to a gym, YMCA or Recreation center (21%). Twenty-five percent of the respondents reported never riding a bike at all.

The most common reasons for not biking or biking infrequently were reported as follows: roads do not feel safe, distance from home to work or shopping, lack of bicycle parking at destinations, and lack of knowledge of best bicycling routes. Twenty-four percent of the respondents reported that they do ride frequently while 14 percent of the respondents reported that they do not have an interest in bicycling. Of the survey respondents that do bike to specific destinations in the region, Figure

5-1 illustrates the frequency with which they do so. Figure 5-2 defines the obstacles respondents cited that prevent more frequent biking.

When asked specifically about walking activities that occur on a seldom to daily basis, the most frequent destinations or trip purposes that respondents reported are: for fitness and leisure (82%); to parks and trails (50%); for shopping or errands (28%); to a gym, YMCA or Recreation center (26%); and to civic events or civic buildings (24%). Ten percent of the respondents reported a lack of interest in walking in the ARTS Region.

The most common reasons for not walking or walking infrequently were reported as follows: roads do not feel safe and distance from home to work or shopping. Thirty-two percent of the respondents reported that they do walk frequently while 10 percent of the respondents reported that they do not have an interest in walking. Of the survey respondents that do walk to specific destinations, Figure 5-3 illustrates the frequency with which they do so. Figure 5-4 defines the obstacles respondents cited that prevent more frequent walking.

The survey further explored types of bicycle facilities that could have a positive impact on the biking environment in the ARTS area. Participants were asked to consider several types of bicycle facilities ranging from off-road paths, on-road infrastructure, pavement markings, and signage. The participants ranked each type of facility as "very likely" to "very unlikely" to influence them personally to bike more frequently. The facilities reported as most likely to have a positive impact on biking in the region in order of preference were: off street greenways, striped bicycle lanes, bicycle boulevards, and signed bicycle routes. It should also be noted that all seven facilities listed in the survey received more positive feedback than negative feedback related to the likelihood that the facility would influence more frequent biking. Figure 5-5 illustrates the responses regarding feelings about particular types of biking facilities. The orange and blue portions of the bars indicate the levels a respondent feels that a facility would have a positive influence on them to bike more often.

Respondents were also asked to select the top three potential program concepts they believed would be effective in promoting safer walking and biking in the ARTS area. The programs selected as most likely to be effective in order of frequency were:

- Media campaign to educate motorists, bicyclists, and pedestrians
- Safe Routes to School Program to engage schools, parents, and local officials
- Media campaign encouraging residents to bike, walk, and live an active lifestyle
- Local police enforcement programs
- Figure 5-6 illustrates the support of the various program concepts presented in the survey.

The survey also sought to gather information regarding specific destinations, corridors, and intersections respondents feel are important for improved access, connectivity, and facility improvements. The questions used in this portion of the survey allowed the respondent to provide input in their own language and the study team sorted, grouped, and applied uniform language to like responses to the level of accuracy allowable given different levels of detail and specificity. The results generated by these questions served as a guide to ensure that frequently cited responses were considered as priority investment areas during the technical planning evaluation and ultimately in ranking recommended transportation system improvements.

The survey responses were divided into separate priority lists for the Georgia and South Carolina portions of the ARTS study area. The top most commonly cited destinations respondents would like to be able to walk or bike safely to were downtown areas, schools, recreation areas, shopping areas, medical districts, and existing walking or biking facilities. The most frequently cited specific destinations in Georgia are listed in Table 5-1. South Carolina top priority destinations for safe walking and biking connectivity are listed in Table 5-2.

Figure 5-1 Frequency of Biking by Destination in the ARTS Area

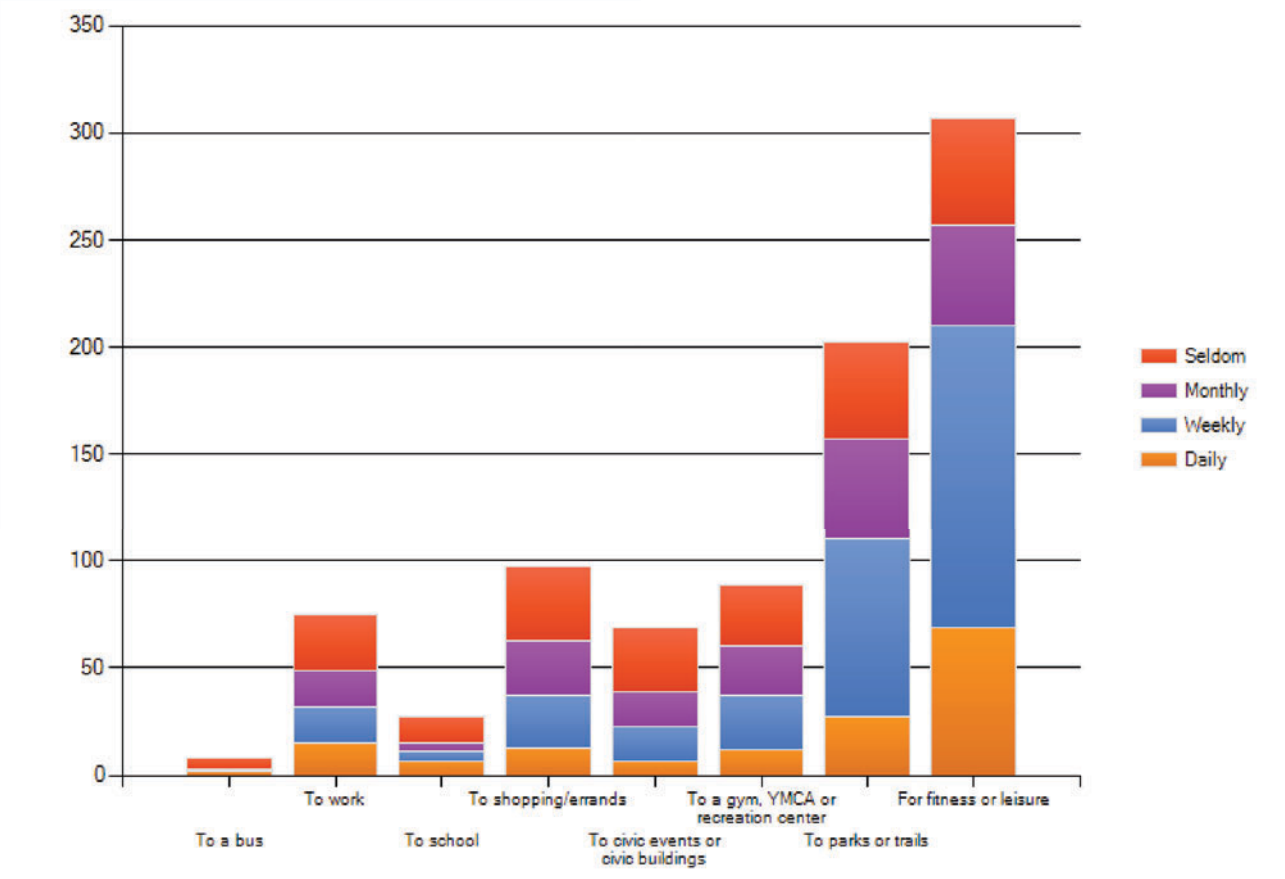

Figure 5-2 Reasons for Not Biking or for Biking Infrequently in the ARTS Area

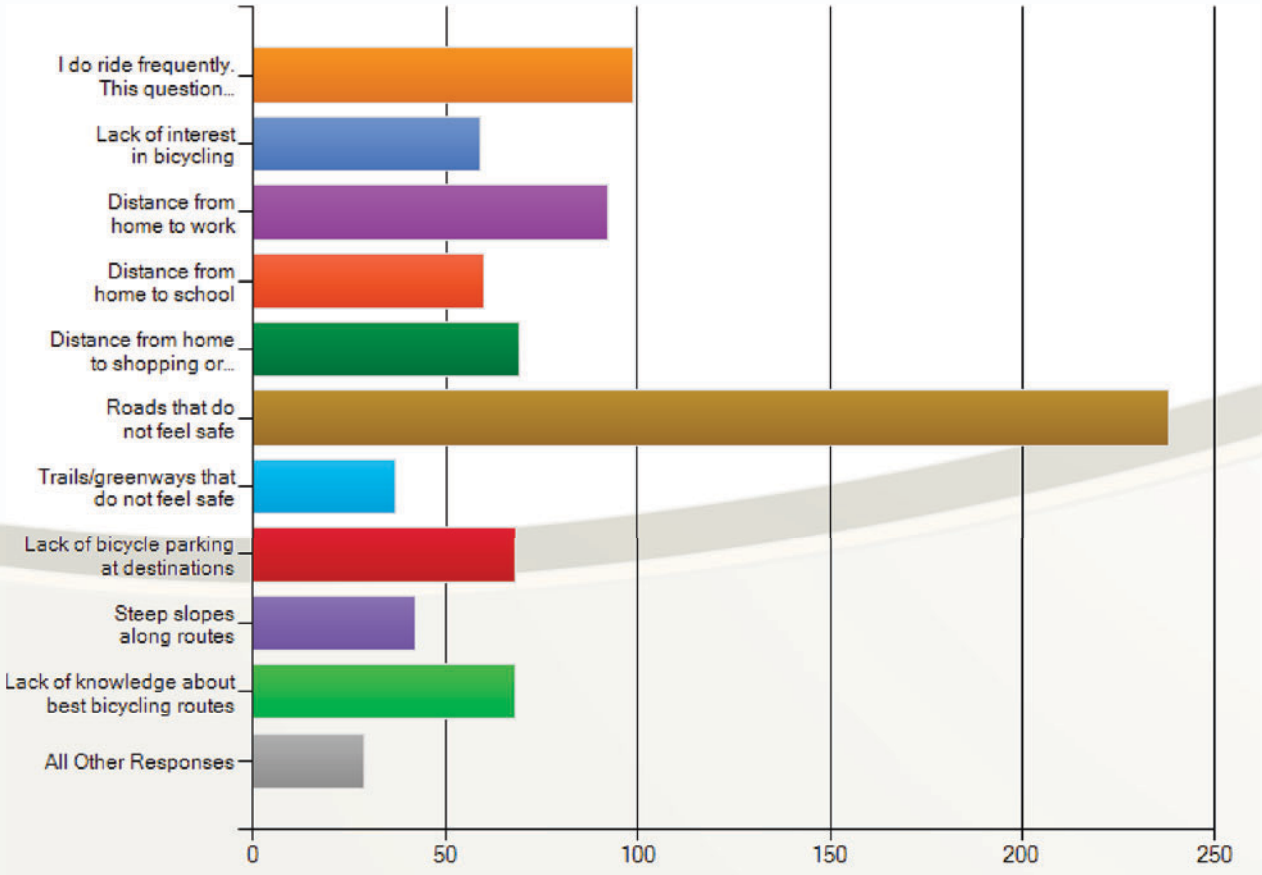

Figure 5-3 Frequency of Walking by Destination in the ARTS Area

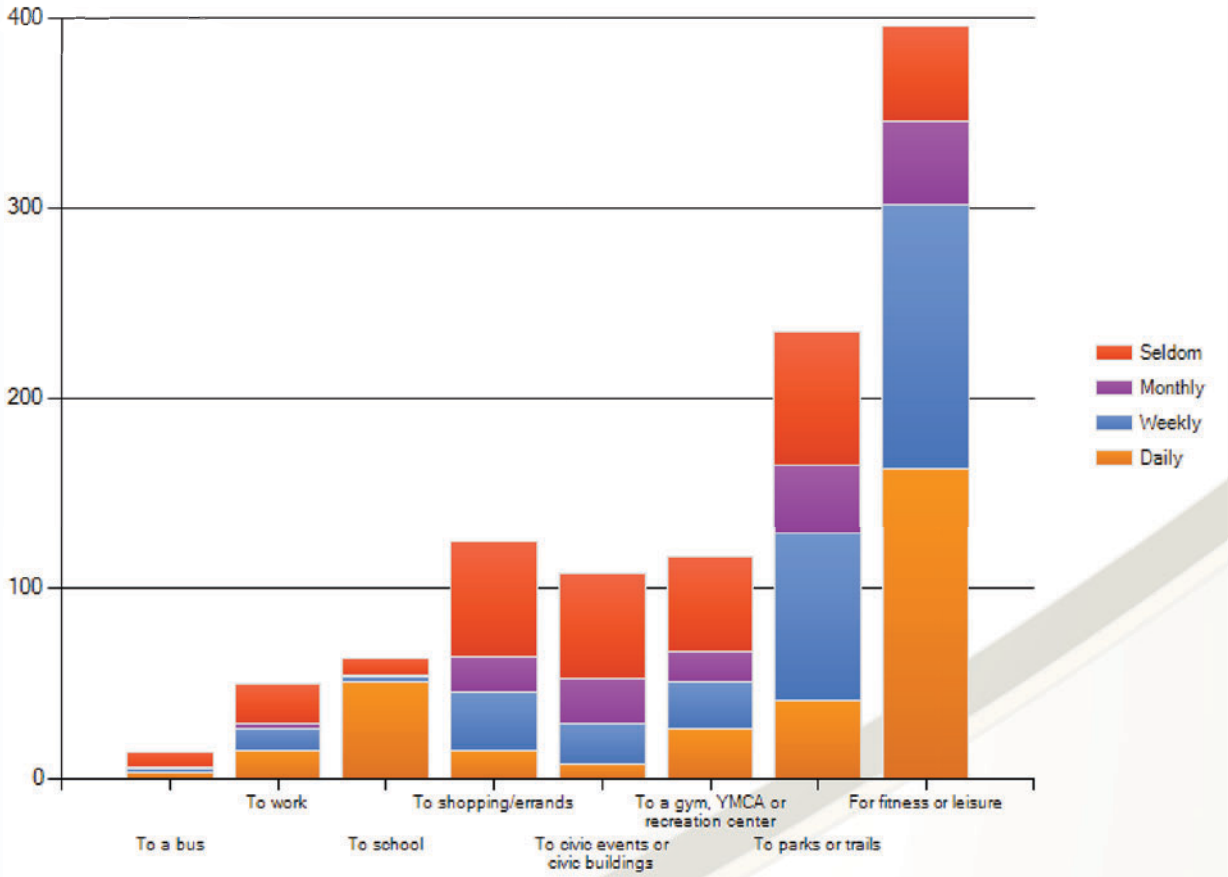

Figure 5-4 Reasons for Not Walking or for Walking Infrequently in the ARTS Area

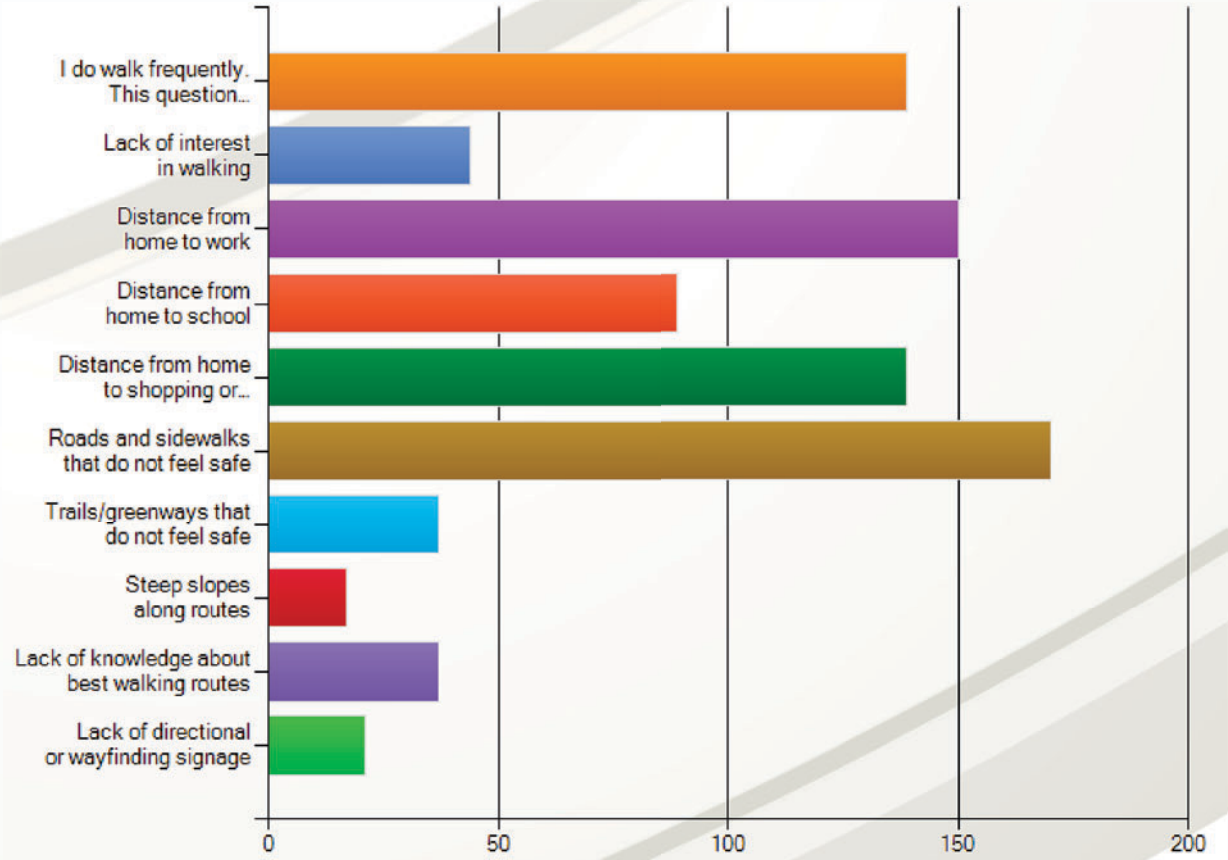

Figure 5-5 Influence of Bicycle Facilities on Biking Frequency

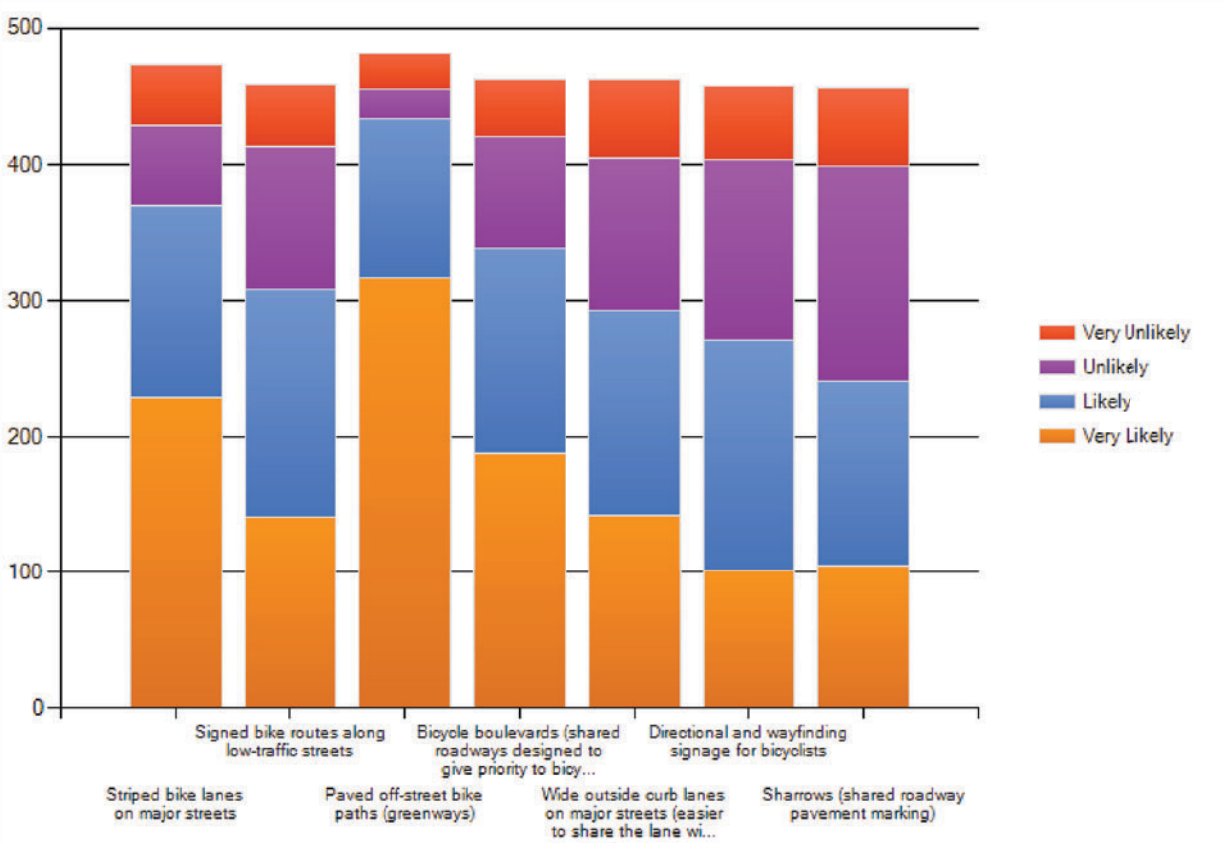

Figure 5-6 Potential Program Concepts to Promote Safer Walking and Biking in the ARTS Region

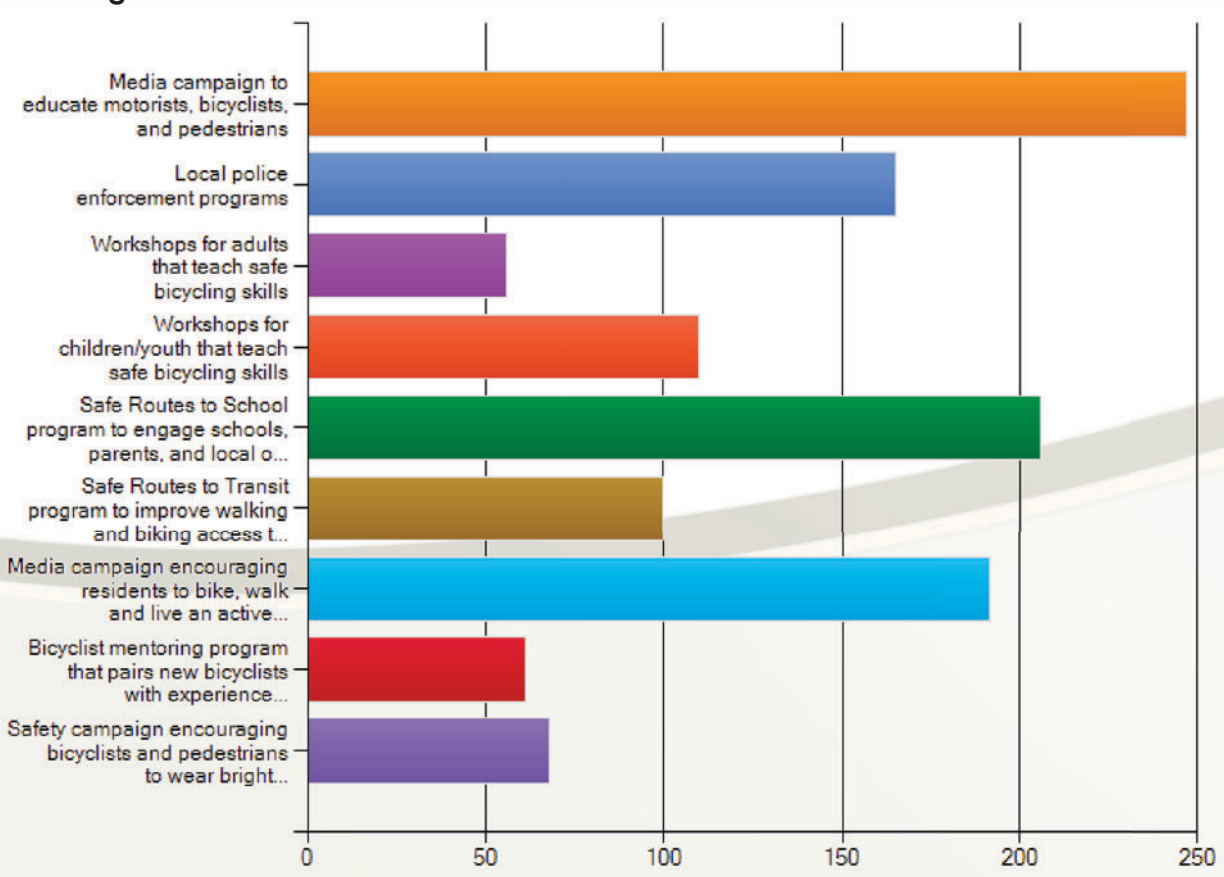

Table 5-1 Destinations in ARTS area Respondents Would Like to Walk or Cycle Safely To

Georgia

Number of Responses	Destinations
15 or more	Augusta Downtown Augusta State University Georgia Health Sciences University
11-14	Augusta Canal Augusta Mall Lake Olmstead
7-10	Augusta Exchange Shopping Center Evans Town Center Fort Gordon General shopping/grocery/ gyms Savannah Rapids Pavilion
4-6	Augusta Riverwalk Columbia County Library Diamond Lakes Recreation Area Fury's Ferry Road Kroc Center Patriots Park Washington Road

Table 5-2 Destinations in ARTS Area Respondents Would Like to Walk or Cycle Safely To

South Carolina

Number of Responses	Destinations
15 or more	Aiken Downtown Aiken Mall Aiken Regional Hospital Richland Ave. Wal-Mart, Aiken Hitchcock Woods O'Dell Weeks Activity Center University of South Carolina-Aiken
11-14	Citizens Park North Augusta Greeneway Whiskey Road
7-10	Aiken High School General shopping/grocery/ gyms North Augusta Downtown South Aiken High School Southside of the City of Aiken
4-6	Aiken Bypass Aiken Elementary School Hopeland Gardens Pine Log Road Richland Avenue Riverview Park Savannah Rover Site University Parkway

In comparing the most commonly cited Georgia corridors desirable for accommodation of biking with those desired for a better walking environment, there was notable overlap in the two priority lists. In Georgia, seven of the nine most cited biking

corridors were also noted as desirable for walking: Walton Way, Washington Road, 13th Street, Belair Road, Broad Street, Lake Olmstead area, and Wrightsboro Road. Each of these corridors provides connectivity to the top six previously noted destinations desirable for bicycle and pedestrian connectivity including: Augusta downtown, Augusta State University, Georgia Health Sciences University, Augusta Canal, Augusta Mall, and Lake Olmstead. Table 5-3 lists Georgia roadway corridors that respondents would like to see improved to accommodate bicycling. Georgia corridors indicated as desirable for improvement to accommodate walking are listed in Table 5-4.

Table 5-3 Roadway Corridors Respondent Would Like to See Improved to Accommodate Bicycling

Georgia

Number of Responses	Biking Corridors
15 or more	Fury's Ferry Road Walton Way Washington Road
11-14	13th Street Belair Road Broad Street Columbia Road Lake Olmstead Wrightsboro Road
7-10	Augusta Canal Hardy McManus Road
4-6	Augusta Downtown Central Avenue Evans to Locks Road Milledge Road North Belair Road Riverwatch Parkway Stevens Creek Road Wheeler Road William Few Parkway

Table 5-4 Roadway Corridors Respondent Would Like to See Improved to Accommodate Walking

Georgia

Number of Responses	Walking Corridors
15 or more	Washington Road
11-14	None
7-10	Belair Road Broad Street Lake Olmstead Walton Way Wrightsboro Road
4-6	13th Street Augusta Canal North Belair Road Wheeler Road

In comparing the most commonly cited South Carolina corridors desirable for accommodation of biking with those desired for a better walking environment, there was notable overlap in the two priority lists. In South Carolina, 11 of the 13 most cited biking corridors were also noted as desirable for walking: Aiken downtown, Banks Mill Road, Georgia Avenue, Hitchcock Parkway, Pine Log Road, Richland Avenue, Silver Bluff Road, University Parkway, Whiskey Road, Martintown Road, and Powderhouse Road. Each of these corridors provides connectivity to the top ten previously noted destinations desirable for bicycle and pedestrian connectivity including: Aiken downtown, Aiken Mall, Aiken Regional Hospital, Richland Ave. Wal-Mart in Aiken, Hitchcock Woods, O'Dell Weeks Activity Center, University of South Carolina – Aiken, Citizens Park, North Augusta Greeneway, and Whiskey Road. Table 5-5 lists South Carolina roadway corridors that respondents would like to see improved to accommodate bicycling. South Carolina corridors indicated as desirable for improvement to accommodate walking are listed in Table 5-6.

Table 5-5 Roadway Corridors Respondent Would Like to See Improved to Accommodate Bicycling

South Carolina

Number of Responses	Biking Corridors
15 or more	Aiken Bypass Aiken Downtown Banks Mill Road Georgia Avenue Hitchcock Parkway Pine Log Road Richland Avenue Silver Bluff Road University Parkway Whiskey Road
11-14	Highway 1 Martintown Road Powderhouse Road
7-10	Five Notch Road Highway 118 Laurens Street North Augusta Greeneway South Boundary Avenue
4-6	Dibble Road Hayne Avenue Highway 19 Highway 25 Highway 302 Highway 421 Park Avenue Trolley Line Road Vacluse Road

Table 5-6 Roadway Corridors Respondent Would Like to See Improved to Accommodate Walking

South Carolina

Number of Responses	Walking Corridors
15 or more	Pine Log Road Richland Avenue Silver Bluff Road Whiskey Road
11-14	Banks Mill Road University Parkway
7-10	Aiken Downtown Hitchcock Parkway Highway 118 Bypass Powderhouse Road
4-6	Dibble Road Georgia Avenue Martintown Road Trolley Line Road York Street

Finally, intersections respondents would like to see improved to accommodate safe pedestrian crossing in Georgia are listed in Table 5-7 and South Carolina top priority intersections are listed in Table 5-8. The majority of the intersections in each table overlap with previously identified corridors desirable for walking. The following intersections may indicate key locations desirable for crossing each corridor and will be considered in the improvement prioritization.

Table 5-7 Roadway Intersections Respondent Would Like to See Improved to Accommodate Safe Pedestrian Crossing

Georgia

Number of Responses	Pedestrian Intersections
11-14	None
7-10	Walton Way and 15th Street
4-6	15th Street and Laney Walker Boulevard
3	Belair Road and Columbia Road Broad Street and 13th Street Washington Road and Bobby Jones

Table 5-8 Roadway Intersections Respondent Would Like to See Improved to Accommodate Safe Pedestrian Crossing

South Carolina

Number of Responses	Pedestrian Intersections
11-14	Pine Log Road and Silver Bluff Road Whiskey Road and Pine Log Road Whiskey Road and South Boundary
7-10	Whiskey Road and Dougherty Road Whiskey Road and Silver Bluff Road
4-6	Laurens Street and Richland Avenue Pine Log Road and Banks Mill Road University Parkway and Richland Avenue
3	Aiken Mall and Target/Lowes Georgia Avenue and Martintown Road Knox Avenue and Martintown Road Whiskey Road and East Gate Drive Whiskey Road and O'Dell Weeks Activity Center Whiskey Road and Price Avenue

Summary of Focus Group Comments

During the Needs Assessment Phase of the ARTS Bicycle and Pedestrian Plan, three strategic focus group panels met for a facilitated discussion of bicycle and pedestrian needs throughout the ARTS area. The three focus groups were designed to bring together citizens with common interest in the following areas: recreation; transit and alternative transportation; and Aiken County.[1] The complete notes from the three focus group meetings are in Appendix D. The key findings emerging from each focus group meeting are summarized in Table 5-9.

The three focus groups were designed to bring together citizens with common interest in the following areas: recreation; transit and alternative transportation; and Aiken County.

1 As described in Appendix D, the SPIP included a fourth focus group focused on housing and economic development. The group did not generate any attendees.

Table 5-9 Summary of Focus Group Bicycle and Pedestrian Priorities

Focus Group	Summary of Bicycle and Pedestrian Priorities
Recreation	• Bicycle education through drivers education and drivers license testing • Law enforcement awareness and support of cycling community • Need for positive promotion of bicycling through activities and media • Connect Augusta Canal to North Augusta Greeneway • Connect end of North Augusta Greeneway to existing bicycle facility along I-520 in Aiken County • Add paved shoulders on rural roads • Mark best cycling routes with identification markers and wayfinding signage • Improve connectivity from Columbia County to Augusta Canal path • Add midpoint Augusta Canal path connectivity • Identify "easy opportunities" and implement: fill in short gaps, erect signage, utilize opportunities like alleys and creeksides, add pavement markings
Transit and Alternative Transportation	• The sidewalk system is inadequate and hazardous in places (uneven pavement, hanging limbs, cars parked on sidewalks) • Low Speed electric vehicles and bicycle paths/lanes on roads posted at 25 mph could provide short trip alternatives • Improve bicycle and pedestrian connectivity between downtown Augusta and the medical district. • Implement a bike share initiative • Education for cyclists and motorists • Target solutions for seniors and children who often rely on alternative transportation • Develop incentive programs to encourage biking and walking • Improve downtown Augusta and North Augusta connection • Connect the Augusta Canal to the Evans Town Center • Install tactile ramps at roadway intersections for visually impaired • Audible bus stop announcements would be beneficial to the visually impaired

Aiken County	• Conduct activities to promote courtesy between motorists, cyclists, and pedestrians • Focus on involving private sector investment • Capitalize on areas that are already suitable for cycling and walking to promote image of user-friendliness and economic benefits • All planning for new facilities should address walking and biking • Inter-governmental planning and funding of improvements is key • Provide a safe connection between Aiken, North Augusta, and Edgefield • Connect the North Augusta Greeneway to the Augusta Canal • Plan for those who walk and bike out of necessity as opposed to simply for recreation • Address sidewalk gaps and opportunities to connect to key destinations • Examine bus routes, sidewalk connectivity to stops, and shelters • Install bicycle racks at public buildings

Summary of Public Workshop Activities

Two rounds of Public Workshops were held during the Needs Assessment Phase of the study as follows:

- October 3, 2011: City of Aiken Municipal Building, Aiken, SC
- October 4, 2011: Julian Smith Casino, Augusta, GA

A presentation was delivered at each meeting covering the following material:

- National Bike-friendly, Walk-friendly Trends
- Engineering, Education, Encouragement, Enforcement, Evaluation, and Equity
- Existing Conditions
- Goals and Objectives
- Public Outreach Efforts and Opportunities

Following the presentation, workshop participants engaged with study team staff at four break-out stations focused on: walking programs, walking infrastructure, bicycling programs, and bicycling infrastructure. At the break-out stations, participants marked locations of opportunity and concern on large maps, completed questionnaires related to walking and biking programs, and engaged in discussions of walking and biking needs. All discussions were documented on flip charts to create a list of needs and opportunities to be incorporated into the planning process. In addition, general comment forms were also distributed to all participants for submittal of additional information relevant to the study process. A summary of the key findings from the public workshops is shown in Table 5-10.

Two rounds of Public Workshops were held during the Recommendations Phase of the study.

The workshops consisted of an informative presentation followed by public break-out sessions. Key findings from these sessions can be seen on the following pages.

Table 5-10 Needs Assessment Public Workshop Summary of Key Findings

Workshop Location	Summary of Key Findings
October 3, 2011: City of Aiken Municipal Building Aiken, SC	Bicycling Infrastructure: • Bicycle parking is needed • Shoulders needed on rural roads • Recreational trails are preferred over on-road facilities • Connect equestrian trails and expand access Bicycling Programs: • Targeted law enforcement needed for motorists and cyclists • Chamber of Commerce support to encourage biking and walking and to secure private sector sponsors • Safety education regarding laws, lights, clothing • Incorporate bicycle safety training in schools and through employers • Online tool for planning safe walking and biking routes Walking Infrastructure: • Ramps and handrails are needed throughout Aiken for wheelchairs and mobility carts • Ensure roadside landscaping does not hinder walking infrastructure or hinder driver visibility Walking Programs: • Increased public transportation would promote walking as a viable option • Partner with Aiken Downtown Merchants Association to emphasize economic benefits of pedestrian accommodation • Lower or better enforce speed limits in downtown Aiken • Improve pedestrian crossing conditions at key intersections in town and outside of town • Partner with retiree population to encourage senior citizens to walk for health

Workshop Location	Summary of Key Findings
October 4, 2011: Julian Smith Casino Augusta, GA	Bicycling Infrastructure: • Connect Augusta to North Augusta via Fifth Street Bridge, Thirteenth Street Bridge cantilever or new bridge • Pave shoulders, clean current paved shoulders, and examine potential for new facilities along creeks or other right-of-way • Connect Augusta State University to downtown Augusta • Connect Evans to downtown Augusta • Separate cyclists and motorists when possible • Provide secure bicycle parking Bicycling Programs: • Expand bicycle groups to include all types of riders • Build bicycle park and ride lots • Bicycle share or recycle program • Motorist education • Host the Georgia Bike Summit Walking Infrastructure: • Harrisburg area needs better pedestrian infrastructure • Washington Road near I-20 needs safe pedestrian infrastructure • Augusta State University area from Wrightsboro Road housing and athletic complex to main campus should be more pedestrian friendly • Connect Wheeler Road to Augusta Exchange Shopping Center • Evans needs more sidewalks • Build sidewalks near parks, libraries, and schools Walking Programs: • Tie walking facilities to historical markers in area • Add signage in downtown areas (similar to the signs in Aiken) • Print walking maps • Utilize social media to educate and bring walkers together • Focus on walking programs for children and Seniors Overall comment: Partner with the private sector to match funding for facilities, finance wayfinding signage, designate a bicycle park and ride area

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