ROME AND FLOYD COUNTY TRAIL FACILITIES PLAN
2008

Prepared by

Rome-Floyd County Planning Department

ROME AND FLOYD COUNTY
TRAIL FACILITIES PLAN

Prepared for:

Floyd-Rome Urban Transportation Study
Floyd County &
City of Rome, Georgia

Prepared by:

Rome-Floyd County Planning Department

RESOLUTION

BY THE FLOYD-ROME URBAN TRANSPORTATION STUDY POLICY COMMITTEE

ADOPTING THE ROME AND FLOYD COUNTY TRAIL FACILITIES PLAN

WHEREAS, trails, like roadways and mass transit, are key components in a community's transportation system;

WHEREAS, trails provide alternate means of mobility, which reduces traffic congestion, fossil fuel consumption, noise, and air pollution;

WHEREAS, trails foster more active and healthy lifestyles for residents, enhance quality of life, improve the local environment, and provide additional stimuli for the local economy;

WHEREAS, a plan is necessary to facilitate the development of a seamless trail network that can be used for transportation, fitness, and recreation purposes; and

WHEREAS, public participation was encouraged in the formulation of this plan and the adoption process has met the public participation requirements for the Long Range Transportation Plan;

THEREFORE BE IT RESOLVED that the Floyd-Rome Urban Transportation Study (FRUTS) Policy Committee adopts the Rome and Floyd County Trail Facilities Plan, as set forth in the document attached to this resolution.

_____ _____

Date Harvey Burns, Chairman

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ROME AND FLOYD COUNTY TRAIL FACILITIES PLAN

INTRODUCTION

According to the 2000 Census, Floyd County experienced an extraordinary growth rate of 11.5% over the last decade. Although population growth may provide some benefits to communities, rapid population growth can place severe strain on local resources, including transportation systems and the environment. As populations continue to grow, it becomes more critical for local governments to create livable communities that offer a diversity of transportation alternatives including convenient, reliable, safe, efficient, and attractive pedestrian facilities. Trails, like roadways and mass transit, are key components in a community's transportation system. They provide alternate means of mobility, which reduces traffic congestion, fossil fuel consumption, noise, and air pollution. Trails also foster more active and healthy lifestyles for residents, enhance quality of life, improve the local environment, and provide additional stimuli for the local economy.

Silver Creek Trail

This plan is intended to facilitate the development of a seamless trail network that can be used for transportation, fitness, and recreation purposes. This plan should be used as a guide in the development of the trail system for Rome and Floyd County; however, it is not a substitute for engineering knowledge, experience, or judgment. The plan does not attempt to detail basic engineering techniques; for these, standard engineering textbooks should be used. Additionally, the plan is not designed to replace standards developed by the Georgia Department of Transportation (GDOT), Federal Highway Administration (FHA), or the American Association of State and Highway Transportation Officials (AASHTO). Instead, this plan should be used as a supplement to and in conjunction with published standards of these organizations.

Objective

The objective of the Rome and Floyd County Trail Facilities Plan is to provide a comprehensive planning tool to facilitate the development of an interconnected trail system linking residential areas to places of employment, commercial centers, medical facilities, schools, and other important community facilities, which will provide opportunities for safe, convenient, and accessible travel for recreational and transportation purposes. This plan shall provide local government agencies, civic groups,

and individuals with objectives, suggestions, and maps to guide future trail facilities development in the Greater Rome area.

Goals

1. Encourage coordination and cooperation between local governments, state agencies, civic groups, and individuals in trail planning and development
2. Develop and maintain an inventory of existing trails and sidewalks
3. Identify and correct missing links within the trail system
4. Identify and develop opportunities for new trails
5. Develop alternative routes for trails located in the floodplain to be used during flood events
6. Connect apartment developments, traditional neighborhoods and other major residential areas to the trail system
7. Connect all public schools to the trail system
8. Connect hospitals, the county health department, and major medical facilities to the trail system
9. Connect major commercial areas to the trail system
10. Connect major employers located in the urbanized areas to the trail system
11. Develop heritage and ecological interpretative trails
12. Provide better linkages and connections to important regional trails
13. Develop a coherent, recognizable signage system
14. Develop additional trailhead locations for access, parking, restrooms, and information

ASSESSMENT

Inventory of Existing Trails and Sidewalks

Trails in Rome and Floyd County consist of individual recreation and fitness trails and the Heritage Riverways Trail System. However, most of these trails are not interconnected and can not function as a transportation route. Sidewalks, or on-road trails, serve much of the urban area and in these areas are usable transportation routes for pedestrians. However, the sidewalk system is, in many areas, poorly maintained, of insufficient width to ensure safety of pedestrians, and otherwise inadequate for pedestrian travel. Furthermore, pedestrians in communities in the less developed areas of the city and Floyd County do not have access to the sidewalk system. Additionally, it is unlawful for bicycles to utilize the sidewalks system, but designated bicycle lanes are limited in Rome and Floyd County.

Heritage Riverways Trail System: The Heritage Riverways Trail System within the City of Rome consists of approximately five miles of paved multiuse path and is the only off-road system of trails in Floyd County that can be used for transportation purposes. However, many of these trails are not interconnected at this time. To travel from one trail to another it is often necessary to walk or bike on city streets. The trails in this system are located primarily along the rivers and streams located near the central business district and are used for transportation, fitness, and recreation. The system includes the Oostanaula Levee Trail, Heritage Park Trail, Oostanaula Riverwalk, Ridge Ferry Park Trail, and Silver Creek Trail.

The Oostanaula Levee Trail is located on the levee along the west bank of the Oostanaula River, running from Heritage Park to the northern boundary of the Desoto neighborhood. The trail is paved with cement concrete from the Heritage Park to Turner McCall Blvd. and asphalt north of Turner McCall. Each section of this multiuse trail is ten feet in width, with graded shoulders of approximately two feet. At the end of the levee, the trail loops westward to connect with Avenue B and the Riverwood Park Apartments.

Ridge Ferry Park Trail

Located on an abandoned railway bed on the north bank of the Coosa River, the Heritage Park Trail forms the northern boundary of Heritage Park. The trail connects the Robert Redden Foot Bridge and the Oostanaula Levee Trail with Darlington Elementary School and the sidewalk system of the Shorter Avenue area. This trail primarily runs parallel to Second Avenue and is paved with Portland cement. The width of this multi-purpose trail is approximately ten feet with graded shoulders.

The Oostanaula Riverwalk, located on the east bank of the River from Unity Point to the public library, provides easy access to two of Rome's important resources; Downtown and the Oostanaula River. The trail is paved with Portland cement along much of its route. However, there is a two hundred foot section along the river between the Battey Building and the Forum parking area which has not been completed. This section has not been marked, graded, graveled, or paved. Other problematic issues with the Oostanaula Riverwalk as a multi-use trail are the narrowness of the trail and lack of access for bicycles from roadways. In most areas, the width of the Oostanaula Riverwalk is only eight feet, and areas where railing is installed are effectively only seven feet of usable trail. Usable trail width is reduced to six feet behind the County Administrative Building, where riders and walkers are required to negotiate turns on a sloped ramp and around blind corners as the trail follows the footprint of the Forum and administrative building. In several areas, this trail has no shoulder.

Ridge Ferry Park Multi-Use Trail begins at the terminus of the Riverwalk and continues parallel the Oostanaula River through the park to Chieftains Museum. This trail is somewhat problematic during periods of heavy rainfall due to its location in the flood plain just north of the library. This section of the trail often floods when the Oostanaula River overflows its bank, which causes the trail to be closed. The route must remain closed for several days during the labor intensive task of removing sediment that is deposited on the trail during the flooding. This section of the trail, which extends to Burwell Creek, is paved with concrete cement and is approximately eight feet in width. The trail has no shoulders on some areas of this section. At Burwell Creek, the trail widens to ten feet and is paved with asphalt. This section of the trail is less prone to flooding and less problematic to maintain.

Bob Moore Bicycle Bridge

The Silver Creek Multi-Use Trail begins at the end of East 4th Street and follows an abandoned rail bed across the Etowah River on the Bob Moore Bicycle Bridge. The trail continues along the rail bed and roughly parallels Silver Creek until it reaches Silver Street, where the trail ends.

Pinhoti Trail: The Pinhoti Trail is a National Recreation Trail that extends for over 100 miles along the southernmost extension of the Appalachian Mountains. Although the completed section of the trail stops in Alabama, the long-term plan is to extend the Pinhoti Trail through northwest Georgia, connecting to the Benton MacKaye Trail. The Benton MacKaye Trail currently connects to the Appalachian Trail, thus a hiker could start in Alabama and hike all the way to Maine. The Pinhoti Trail through Georgia is currently a work in progress, so Pinhoti thru-hikers have a great deal of road walking or

riding to reach the Benton MacKaye Trail. The Pinhoti Trail currently exist as a route that consists of several segments of Class I – Multi-Use Paths and Class III Bikeway – Shared Lanes. However, the route is not marked or signed adequately and most of the trail in Floyd County is a route along existing roads and marked only on paper.

Individual Recreation Trails: Several public access recreational trails have been identified in Floyd County. These include fitness trails, hiking trails, interpretive trails, and trails used for general recreation. These trails are generally looped trails that begin and end at the same location, or linear trails with access at two or more locations. However, these trails do not provide linkage for residential areas and community facilities. Identified trails in this category include those located at Keown Falls, Lock and Dam Park, The Pocket Recreation Area, Rocky Mountain Recreation Area, Lake Arrowhead, Marshall Forest, Simms Mountain, Barron Stadium, Etowah Park, Garden Lakes Park, Shannon Park, Floyd College, and Wolfe Park. Additionally, three canoe trails have been delineated in Floyd County including Big Cedar Creek Canoe Trail, Etowah River Canoe Trail, and Oostanaula River – Armuchee Creek Canoe Trail.

The Keown Falls Recreation Area has primitive hiking areas, with a trail to the falls. Picnic areas and parking are located at the recreation area and can be used as trailheads. Keown Falls is located approximately 2 miles northeast of the Pocket Recreation Area on Forest Service Road 202.

Lock and Dam Park has a network of hiking, nature, and interpretive trails with a mix of paved and unpaved surfaces. Parking, telephones, shelters, and picnic areas of the park can be used as trailhead facilities. The Lock and Dam Park is located south of Rome on Black Bluff Road.

Floyd County Recreation Trail

The Pocket Recreation Area is located in the extreme north of Floyd County in the national forest area. This area includes a 2.5 mile looped hiking trail and half mile nature trail. Picnic areas, restrooms, and parking are available to trail users. Trail surfaces in the recreation area are not paved.

The Rocky Mountain Recreation Area has an extensive network of primitive hiking trails. Additionally, the low traffic volume provides a relatively safe area for bicycles to be ridden on the roads. Parking, restrooms, picnic areas, telephones, and shelter are available for trail users. The Rocky Mountain Recreation Area is located northwest of Rome on Big Texas Valley Road.

The Arrowhead Interpretive Trail is located in northeast Floyd County on Floyd Springs Road. The primitive trail allows hikers to enjoy the natural beauty of the area while

learning about environmental features through interpretive signs. Picnic areas and parking are available.

The Marshall Forest Interpretive Trail is located on property owned by the Nature Conservancy. This primitive nature trail is located in Marshall Forest, a protected old growth forest, and access is provided with reservation and supervision only. No facilities are provided for this trail.

Simms Mountain Trail

The Simms Mountain Shared Use Trail is an important link on the Georgia Pinhoti Trail. The trail is a rails-to-trails project that is located off Huffaker Road and Georgia Highway 100 in west Floyd County. Bicycles, horseback riding, and hiking are allowed on the Simms Mountain Trail, which is paved with gravel and is approximately ten feet in width. Only limited parking is provided for trail users and no other facilities are available.

On their main campus, Floyd College maintains a looped trail around Lake Paris, as well as an interpretive boardwalk through wetland areas. The looped trail is a paved trail and is used by students and county residents for recreation and fitness. The biology department uses the boardwalk for environmental education programs. Both trails are open to public access.

Fitness trails are also located on the campuses of the Coosa and Armuchee high schools. These are looped trails utilized by the physical education program, but are also open to local residents.

Floyd County has four short trails used by residents for exercise and fitness at local parks. These trails include the Barron Stadium Walking Trail, which circles the football field; Etowah Park Fitness Trail, which is a 1/3 mile in length and has exercise stations located along the course; Garden Lakes Park Fitness Trail, which is approximately 1 ¼ miles long and loops around Lake Conasauga; Shannon Park Fitness Trail, which is 1/3 mile in length with exercise stations; and Wolf Park Fitness Trail, which is approximately a half mile in length.

Canoe Trails: Altogether there are currently 85.5 miles of canoe trails in this system. Although the three rivers in Floyd County are all easy to access and navigate by canoe year-round, additional access points are needed in a few areas to enhance the system and provide safer access. Existing public access points would also benefit from signs with maps showing distances to other launches, landmarks, and general information. In addition to the rivers, two streams in Floyd County are also accessible to canoeists. Both

Armuchee Creek and Big Cedar Creek are runnable most of the year, although in the summer there may be many areas where boats will drag the bottom and may have to be portaged short distances. During high water events, both streams have sections that present some difficult Class II and Class III rapids, and move swiftly enough that they should only be attempted by advanced paddlers due to the possibility of fallen trees, tight turns, log jams, and other potentially dangerous obstacles.

On the Oostanaula River there are two public access points for canoes. The upstream launch is a boat ramp located on the northeast side of the bridge at Highway 140. This ramp is accessible to both canoes and motorized boats. The second site is located in Ridge Ferry Park at the old pump station and is accessible only to non-motorized boats. There are 13.25 miles of river between these points, which takes approximately 6 hours to canoe. From the Ridge Ferry landing to the Heritage Park boat ramp on the Coosa River (at the confluence of the Oostanaula and Etowah Rivers) is approximately one mile. The Heritage Park boat ramp is accessible to motorized boats as well as canoes

The Etowah River flows for almost 15 miles in Floyd County. Canoeists commonly access the river on the southeast side of the Highway 411 bridge. This access point is not publicly owned, and is not in Floyd County. From the Highway 411 bridge to the Heritage Park boat ramp is approximately 20 river miles. A new boat ramp is planned to be built by the Georgia Department of Natural Resources at the bridge over the Etowah on Veterans Memorial Highway on the northeast side (adjacent to the YMCA's athletic fields). This ramp will allow for a shorter trip to Heritage Park of just less than 6 miles (an easy 2.5 hour trip).

The Coosa River is accessible near its head in downtown Rome at the Heritage Park boat ramp, 7 miles downstream at Mayo's Bar Lock and Dam Park, at the Old River Road boat ramp 10 miles further downstream, and finally 12 miles further downstream at the Brushy Branch boat ramp (off of the main channel of the Coosa).

Armuchee Creek has an easy access point near the Iron Bridge on Little Texas Valley Road. From there it is a 4.25 mile paddle to the next access point in Armuchee Park located off Jones Mill Road. From Armuchee Park to the Oostanaula River is another 2.5 miles, but the next access point is 10 miles downriver at Ridge Ferry Park, for a total trip from park to park of 12.5 miles.

Big Cedar Creek has four commonly used access points, although only one of them is actually publicly owned. Canoes can put in on Lyons Bridge Road and travel approximately 5 miles to Highway 411. From Highway 411 to Highway 100 is an additional 5 miles, and from Highway 100 to the Brushy Branch boat ramp (the only official public access point) is 5.5 miles.

Inventory of Existing Trailheads and Facilities

The individual fitness and recreation trails in Rome and Floyd County are generally located in parks and recreation areas, which have associated facilities to serve trail users. Likewise, the Heritage Riverways Trail System connects and is routed through public

parks in Rome where trail users can use park facilities, such as parking, shelter, picnic areas, restrooms, and water fountains. However, only one designated trailhead, located on West 3rd Street, serves the trail system. Necessary directional signage and information kiosks are not provided at local parks for trail users. Additionally, the number and locations of existing facilities are inadequate for trail users and no facilities are located at the terminus of some trails. For example, no trailhead facilities are located on the Silver Creek Trail.

Connection of Community Facilities to the Trails and Sidewalks System

The purpose of a trails system to be used for transportation is to link people with places. Major residential areas should be connected with important community facilities. Through the use of existing sidewalks and trails, Rome and Floyd County has achieved this in much of the urbanized area. Many of the high density residential areas, including facilities of the Rome Housing Authority, are located on the sidewalk system with access to the off-road trails. Additionally, many of the important community facilities, including the health department, Floyd Medical Center, city and county government facilities, and most elementary schools in the urban area, are also located on or near the system.

However, other residential areas and important community facilities do not have direct access to the trail system. As feasible, each of the major private and housing authority residential developments should be connected to the trail system through on and off-road trails. Priority should be given to residential areas with a concentration of low income persons and college students due to the higher probability of persons in these groups not owning automobiles and needing mass transportation and pedestrian facilities to travel safely. Additionally, the on and off-road trail network should be extended to all important community facilities in the urbanized areas. Priority should be given to these facilities based on feasibility, necessity of services provided, and projected pedestrian traffic generated by the facility. Important community facilities that would be given priority would include Rome's middle and high school, Redmond Regional Hospital, and retail centers selling necessary items, such as medication and groceries.

DESIGN

These design guidelines are intended to facilitate the development of an interconnected trail network, not dictate technical design. Where feasible, trails in Rome and Floyd County should be constructed to meet the standards of the Americans with Disabilities Act (ADA), Georgia Department of Transportation (GDOT), and American Association of State and Highway Transportation Officials (AASHTO). However, trails should not be of identical construction. Instead, local considerations and the local environment should to be taken into account. In planning and designing trails, two basic points should be considered; the primary users and the primary use of the trail.

Primary Trail Users

The trail system found in Rome and Floyd County serves a variety of users, including walkers, joggers, runners, bikers, skaters, and hikers. In order to develop guidelines for different types of trail users, it is necessary to divide users into categories and define the character of each category. For the purpose of this study, trail users will be listed in two major groups, pedestrians and cyclists. These main groups will then be divided into smaller subcategories.

Pedestrian Trail Users: Georgia State law defines a pedestrian as "Any person who is afoot." By state definition roller-skaters, in-line skaters, and skateboarders are considered pedestrians. At this time, types of pedestrians have not been defined by AASHTO or other nationally accepted agency. Therefore, for the purposes of this study, it is necessary to identify categories for pedestrian trail users locally. For planning and design purposes, pedestrian trail users can be placed in three basic categories.

Adult Pedestrians use pedestrian facilities for commuting, recreation, and exercise. Adults are generally aware of the rules and dangers associated with vehicular traffic. They may have difficulty crossing high speed, multi-lane streets that lack median refuge islands or pedestrian signals, or where reckless drivers threaten their safety, but adults will generally assess the situation and use proper judgment concerning safety. The adult pedestrian does not need additional accommodations beyond those necessary for the safety of all pedestrians.

Child Pedestrians often have trouble judging traffic speed, gaps in traffic, or whether a car is coming or going. Child pedestrians are often rash and may not use proper judgment concerning safety. Additionally, children are generally shorter than adults, and have limited peripheral vision. Facilities that reduce traffic speed, calm traffic, and provide separation from the travel lane are necessary to Child Pedestrians. Neighborhood streets with sidewalks and off road trails are preferred for Child Pedestrians to travel to their typical destinations such as schools, libraries and parks. If Child Pedestrians are projected to be a primary user of a trail, additional accommodations in design may be necessary to ensure safety of the user.

Rome and Floyd County have numerous residents with special needs beyond the average residents. In designing trails, reasonable accommodations should be made to include facilities for the **Special Needs Pedestrian**. Special needs may arise from difficulties with the English language or mental or physical disabilities.

Many parts of Floyd County have concentrations of non-English speaking people who are new residents of the United States. Since many of these residents are not able to read the English language, they may be unable to understand warning signs that are written in English. Therefore, in these areas, safety and directional signage should be shown in symbols in addition to written words. It is especially important to provide reasonable accommodations for these residents since many do not drive and rely on walking and public transit as primary modes of transportation. These Pedestrians rely on safe sidewalks and crossing areas. Sidewalk facilities in neighborhoods which have a high population of non-English speaking persons should be numerous and provide connections between residential neighborhoods and important destinations such as employment centers, shopping areas, public transit, and public institutions. Sidewalks and trails in these areas should also maximize connections to transit facilities.

Disabled persons also constitute special needs pedestrians. The Americans with Disabilities Act (ADA) prohibits discrimination to pedestrians with disabilities. Pedestrians who are blind, deaf, or who rely on wheelchairs have needs that are very specific to those types of disabilities. Design solutions for proposed trails should incorporate facilities that are consistent with ADA standards. The Federal Highway Administration (FHWA) publication, *Designing Sidewalks and Trails for Access: Best Practices Design Guide* offers many details that cater to Pedestrians with Disabilities which are also applicable for all pedestrians. Public trails developed in Rome and Floyd County must abide by ADA standards.

Bicycle Users: In its *Guide for the Development of Bicycle Facilities*, the American Association of State and Highway Transportation Officials (AASHTO) developed nationally accepted guidelines for bicycle facilities. Because facilities that accommodate a confident adult cyclist may not be appropriate for a child on his/her way to school, and vice versa, this guide defines three types of cyclists and suggests facilities designed for each.

Type A Cyclists are advanced adult cyclists best described as cyclists who are aware of the rules of the road and are skilled at maneuvering a bicycle through vehicular traffic. Typically, these cyclists are commuters or cyclists who are confident with their skills and

more interested in reaching a destination in the shortest time possible than they are in scenery or the added safety of less-traveled routes. Type A Cyclists use any road open to bicycle traffic although wider lane widths and fewer obstacles to bicycle tires are desirable.

Type B Cyclists are typical adult cyclists who know the rules of the road and know how to ride a bicycle, but may not be comfortable with vehicular traffic. This type user may utilize bike routes for transportation or recreational purposes. The main distinction is that they prefer less traveled routes to and from their destinations and are less confident along roadways with high volume vehicular traffic. These cyclists may use facilities for transportation purposes, but will forego the most direct and fastest route in favor of less highly traveled, safer, or more scenic route. These cyclists require more gentle grades and continuous facilities between destinations. Type B Cyclists need designated facilities that are safer than those required by Type A Cyclists.

Children are the prototypical **Type C Cyclists**. These cyclists may or may not be very skilled cyclists. They are unaware of the rules of the road because they have never legally driven a motorized vehicle in traffic. These cyclists ride for both recreation and transportation; the most obvious destination is an academic institution, such as an elementary school, middle school, high school, or library. Many Type C cyclists also travel to regional recreation facilities, parks or even retail destinations.

Primary Trail Uses

In addition to including design features that are specific to primary users, trail design should also take into consideration the anticipated primary use of the facility. Although most trails can be and are utilized for a combination of purposes, design solutions should focus on a trail's anticipated primary use. Primary uses of an individual trail are characterized as recreation, exercise, and transportation. Each of these uses has unique needs to be included in trail design.

Recreational Trail Design: Recreational trails can be scenic trails, interpretive trails, or trails that accommodate any form of leisure activity; including walking, jogging, running, horseback riding, biking, skating, and hiking. Scenic trails are generally located in less developed areas of a community and require special design solutions to protect and enhance the scenic quality of the area. Interpretive trails generally focus on educating trail users on ecological resources in the area or on an historical event that has taken place at the site. Both scenic and interpretive trails should be specific to their area and trail design should reflect the unique location and purpose of the trail. Trails constructed for general leisure activity should follow the same design guidelines as other multi-use trails in the county.

Exercise and Fitness Trails Design: Exercise and fitness trails are used for walking, jogging, and running. The primary purpose for these trails is the fitness of the trail user. Generally, fitness trails are looped trails in which the destination and origin are the same. Fitness trails in the county range from 1/3 mile to 1 ½ mile in length and may or may not have other amenities. Common facilities associated with fitness tracks include exercise

stations. These stations are established along the trail route and provide fixed equipment for specific exercises. Fitness Trails may or may not be paved with a concrete surface.

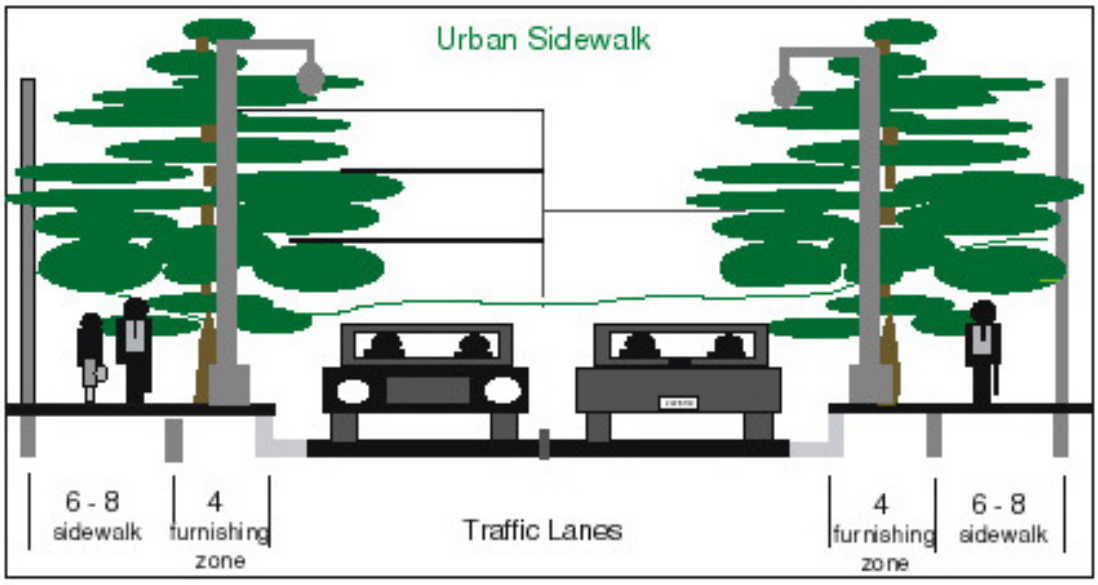
Transportation Trail Design: The primary purpose of a transportation trail is as its name suggests; transportation of persons from one location to another. The most important aspect of any trail designed for transportation purposes is connecting trip origins with destinations. Origins generally include residential areas and transit stations were pedestrian travel is likely to begin. Important destinations of pedestrian travel include bus stops; elementary, middle, and high schools; colleges and universities; shopping centers; health departments, hospitals, and doctor's offices; office and industrial centers; downtown districts; and community parks and recreational areas. Trails systems should be designed in such a manner that a person can travel from a point of origin to a destination without leaving designated pedestrian trails. However, the distance that a pedestrian is willing to travel is not unlimited. In connecting origins and destinations, a transportation trail system should be planned to connect those destinations that are within a reasonable walking or bicycling distance from likely trip origins. Transportation trails are located on-road and off-road, with sidewalks being the most common on-road trail type. Sidewalks are and should be considered an integral part of any trail system, however, pedestrian trail planning should not be limited to sidewalks and on-road trails. Traffic control devices and trail signage are crucial to the effectiveness of these trails.

Guidelines for Pedestrian and Bicycle Facilities

These guidelines reflect ideal design standards based on AASHTO's *Guide for the Development of Bicycle Facilities, 1999* and practices used in Floyd County and other Georgia communities. Guidelines produced by the Atlanta Regional Commission were also extensively used for this section. These guidelines may need to be altered to fit individual sites and conditions.

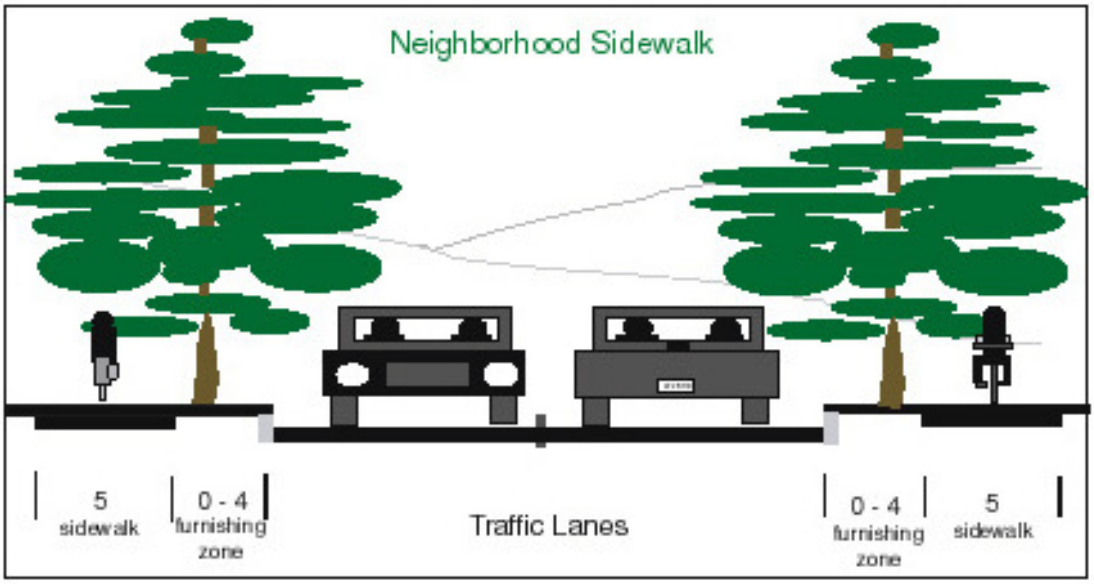
Urban Sidewalk: Due to high vehicular or pedestrian traffic volumes, Rome and Floyd County have several areas that require a design similar to the urban sidewalk to adequately provide for pedestrian needs. Six-inch curbs are recommended for all sidewalks to provide vertical separation from travel and/or parking lanes. In urban areas, a paved or landscaped "furnishing zone" should be provided to allow horizontal separation of sidewalks and motor vehicle traffic. The furnishing zone also allows room for utilities such as fire hydrants, utility poles, street signs and amenities such as trash receptacles, benches, and directional signage without compromising the through pedestrian zone. Intersections should include directional signage to assist pedestrians in reaching their destinations. Additionally, intersections should include pedestrian signals at locations with heavy pedestrian volumes and pedestrian crosswalks in all situations. Crossings should be handicap accessible and meet ADA standards. Directional signage should be provided on sidewalks leading to or from transit stations and maps of the local area may also be appropriate in these locations. Transit users may not know the route to their destination and getting lost or not being able to find a transit stop may deter them from using the transit system in the future. Pedestrian facilities should provide as much separation from vehicular traffic as possible. This is important for both motorists and pedestrians. The widths for pedestrian zones, the sidewalk areas, will vary depending on

need and land use. Six foot sidewalks are recommended as a minimum in urban conditions. Wider pedestrian zones will be necessary on particularly busy streets, in major activity centers, and around dense land use areas. For these areas a minimum eight-foot width is recommended. An additional four-foot furnishing zone is also recommended for most situations. Pedestrian zones should include shade trees and other landscaping features. Areas within the developed areas of the city and county may not allow for the minimum recommended width for both sidewalks and furnishing zone. In these instances, as much room as possible should be allocated for a narrowed furnishing zone and minimum six-foot sidewalk should be provided. Ideally, sidewalks should be constructed on both sides of the street to avoid unnecessary mid-block pedestrian crossings. Amenities such as trash receptacles, directional signage, streetlights, shade trees, and benches enhance both safety and the pedestrian experience and are recommended whenever possible. Allow as much room as possible for street trees. A ten-foot square area is ideal, but four feet by eight feet of unpaved area is considered a minimum size that will accommodate a tree. Tree grates are not recommended. Additionally, safety can be significantly enhanced with pedestrian lighting.

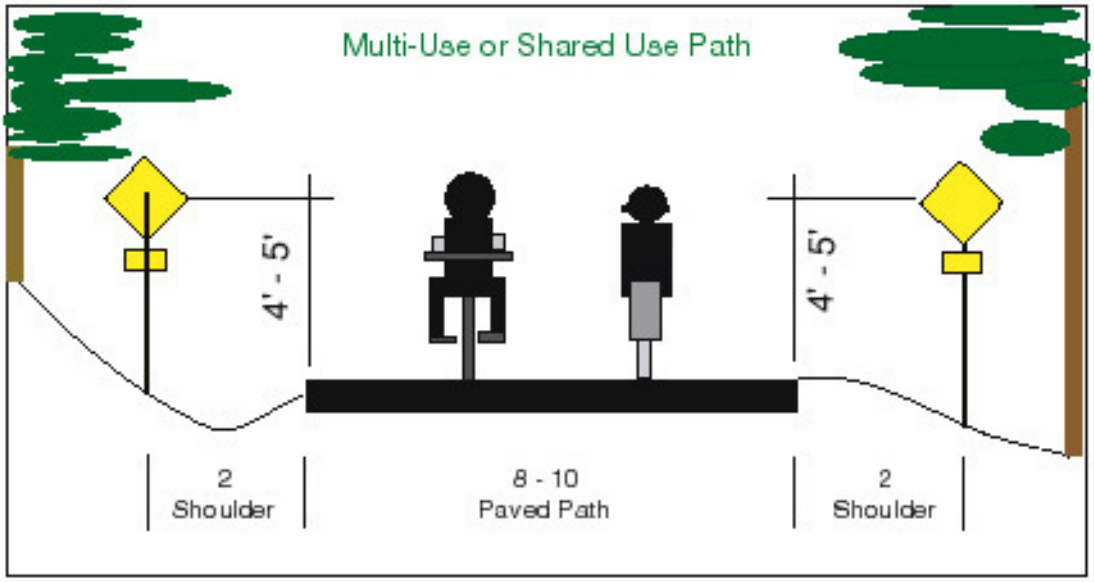


Neighborhood Sidewalk: Smaller neighborhood sidewalks can accommodate pedestrian needs within most residential areas. As with the urban sidewalk, maximum vertical and horizontal separation from the travel lanes is recommended. Because there is less need to access the sidewalk from a parking lane or travel lane, wider furnishing zones are desirable when possible and practicable to allow for larger street trees. However, a four-foot vegetated furnishing zone will still accommodate utilities and amenities in residential areas. The pedestrian zone, or sidewalk area, is recommended to be a minimum of five feet in width with a six- inch curb to provide vertical separation. In areas where space is limited, the vegetated furnishing zone can be reduced. In instances where the furnishing zone is less than four feet, trees should not be included and a more creative and site specific solution to providing shade trees will be required. Similar to the urban sidewalk, neighborhood sidewalks must meet minimum ADA requirements, be

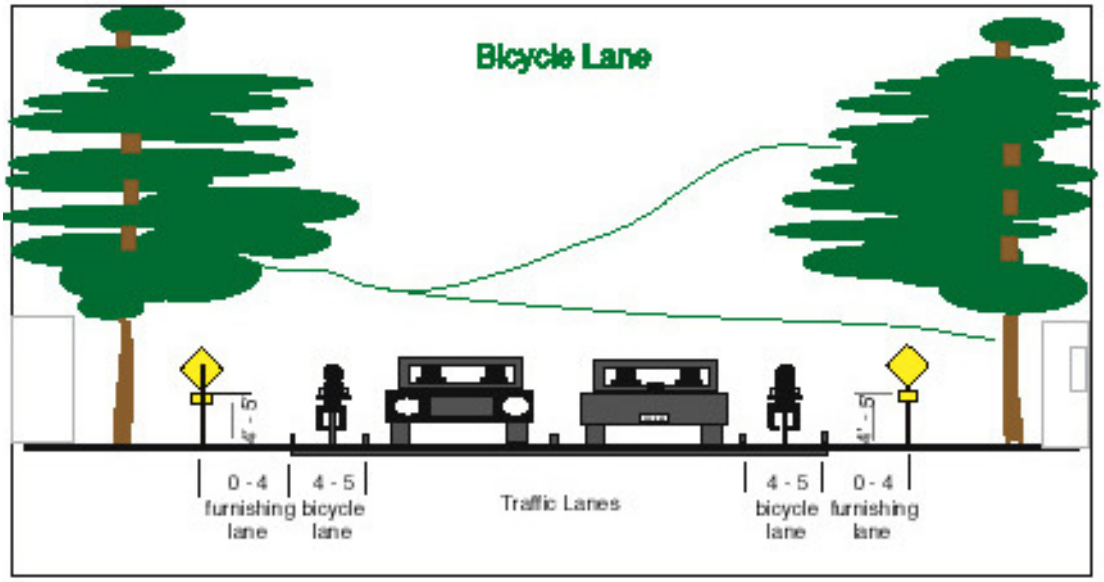
constructed on both sides of the street and be accompanied by either pedestrian signals or pedestrian crossings at intersections.



Multi-Use or Shared Use Path: Opportunities to provide transportation options that can serve all non- motorized populations exist in the form of multi-use or shared use paths. This type of facility is typically an off-road trail located on an exclusive right-of-way such as an abandoned rail corridor, utility easements, or along rivers, streams, and lakes. All types of pedestrians and non-motorized, wheeled transportation are allowed on multi-use paths. They can provide connections between major destinations, such as schools and neighborhoods, and serve as a regional off-road corridor linking pedestrian and bicycle networks in towns and cities, forming a more comprehensive regional network. Because shared use paths do not share the route with vehicular traffic and often cross streets at grade separations, they are ideal for all types of users. Children and adults alike can use shared use paths for transportation with less potential for conflicts with motor vehicles. Multi-use paths generally serve the bulk of the general population who desire alternate, stand alone facilities for cycling and walking. In order to provide separation between users and to make passing easier, ten feet is the recommended minimum width for shared use paths. However, 8-foot paths are acceptable for short distances and when physical conditions limit the desired width. These paths should be wider if a high amount of use is anticipated. For many areas, a twelve-foot paved surface with two feet graded shoulder is desired. Multi-use paths should be paved. However, an ecologically friendly, pervious surface may be used when feasible. For paths along sensitive environmental areas, different types of permeable materials are available for construction of trails, including gravel, boardwalks, and soil bonding agents. However, it should be noted that gravel paths are not ADA accessible and should only be used when environmental conditions or economic restraints warrant it.



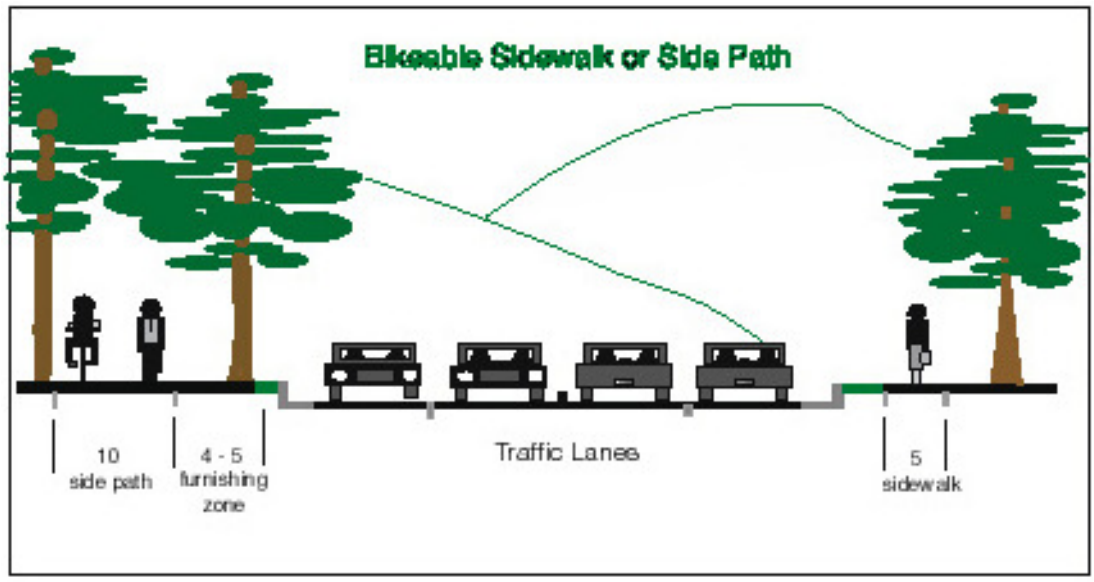
Bike Lane: Bike lanes should be incorporated into roadway designs where bicycle use is expected to be frequent and/or where roadways conditions necessitate. Bike lanes provide delineated road space for use by bicyclists, making their movements more predictable and increasing safety for both cyclists and motorist. While traveling in a designated bike lane, cyclists are more confident that motorists will not swerve into their travel space. Bike lanes should always be one-way facilities and travel should be in the same direction as vehicular traffic. Bike lanes should be placed to the right of the vehicular lanes. Where on-street parking exists, the bike lane should be located between the travel lane and parking lane. Bike lanes on roadways can also provide horizontal separation between pedestrian traffic and motor vehicles. The desired width will vary depending on the exact situation, but a minimum four feet of useable width is recommended. Gutter width should not be considered a part of the four-foot minimum width. When on-street parking, guardrails, or other roadside hazards are present, bike lanes should be a minimum five feet wide. Intersection designs should always include consideration of potential bike lanes. AASHTO's *Guide for the Development of Bicycle Facilities (1999)* provides adequate design guidelines to accommodate individual intersection designs. Refer to AASHTO guidelines when designing individual intersections. Directional signage to common destinations should be included at intersections. Bike lanes are more successful if they are continuous. Their presence encourages bicycle traffic. Many Type B Cyclists who would otherwise be intimidated to ride on a heavily traveled street or road will be much more likely to use a facility that includes bike lanes. Although conditions on individual roads should be taken into account, bike lanes may be appropriate for Type A, Type B, and, with adult supervision, Type C Cyclists. Bike lanes not only add to the safety of bicyclists, but can also improve traffic flow for motorists. Where feasible, bike lanes are the recommended on-road trail facility designated for bike use.



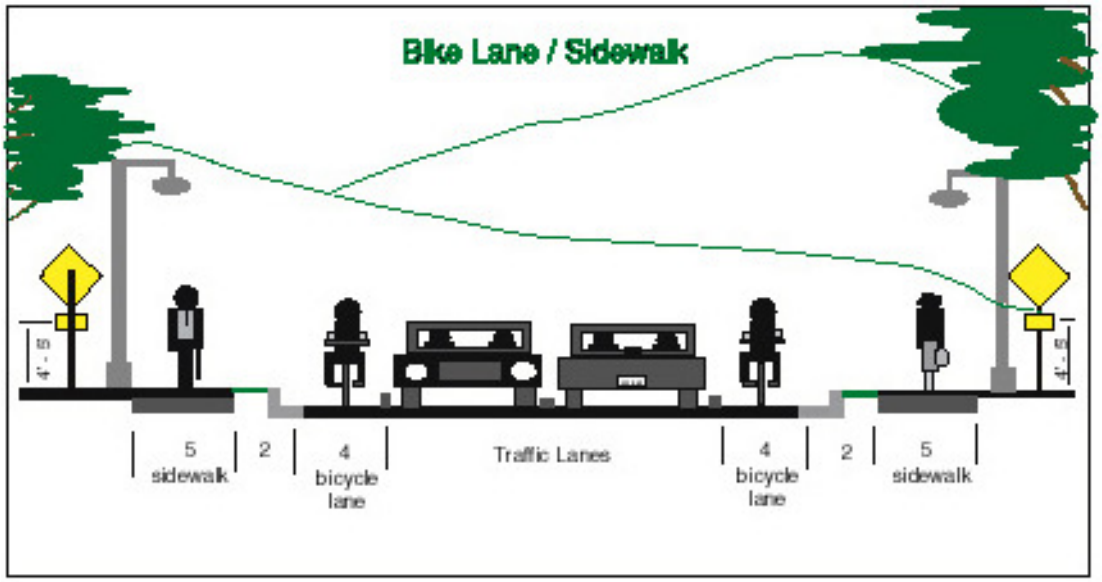
The Georgia Department of Transportation (GDOT) has established standards for bike lane design. GDOT's urban section bike lane is similar to AASHTO's guideline; however, GDOT recommends an expanded bike lane for rural roadway sections. The most significant difference from AASHTO's standard bike lane is the addition of a rumble strip. GDOT standard includes a sixteen-inch long by four-inch wide milled rumble strip that begins one foot from the edge of the travel lane. The milled rumble strips are recommended to have a twelve-foot gap every twenty-eight feet, to allow cyclists to enter/exit the vehicular travel lane. The bike lanes on the GDOT state bikeway network will be constructed to the parameters of the GDOT section. However, it is anticipated that the FHWA will release a new standard for bike lanes, excluding the rumble strip, and that GDOT may subsequently adopt these standards.

Bikeable Sidewalk/Side Paths: In very limited instances, bikeable sidewalks, also called sidepaths, may be constructed. These facilities are typically located directly adjacent to the roadway. The plan guidelines recommend that these facilities be limited to the following: where an existing road right-of-way is too narrow to provide space for bike lanes; where the facility will provide a short connection between existing facilities; where existing curb cuts and intersections are limited, and where adequate safety signage is posted to alert motorists that bicyclists are using the sidewalk. Sidepaths should be constructed only where other on-road bicycling accommodation options have been exhausted. Since this facility is off road, all sidepaths users (bicyclists and pedestrians) will travel in both directions. The existence of a bikeable sidewalk should not negate the need to construct a sidewalk for pedestrians on the opposite side of the street. Signage and markings should clearly specify when this facility ends or transitions into sidewalks or on-road bicycle facilities. The bikeable sidewalk should be at least 10' wide, and should be separated from the travel lane by a planting or a continuous barrier. The desired separation from the street is 5 feet. Wider separation, particularly at mid block locations, would deter the motorists from being able to detect the cyclist on the sidewalk. This type of facility has a high possibility of conflicts between bicycles and pedestrians. Therefore,

all other options, including alternate routes, should be considered before planning a bikeable sidewalk or sidepath.



Bike Lane with Sidewalks: The combination of on-road bike lanes and off-road sidewalks is desirable for corridors where non-motorized transportation options are specifically encouraged. Often bike lanes and sidewalks are parallel. It is important to provide both vertical and horizontal separation between motorists and pedestrians. The bike lane helps provide horizontal separation between a sidewalk and travel lane; a two-foot vegetated strip and six-inch curb help separate pedestrians from cyclists. Since a more limited vegetated strip is required; streetlights, signage, street trees, and amenities should be located directly behind the walk away from the street, as space allows.

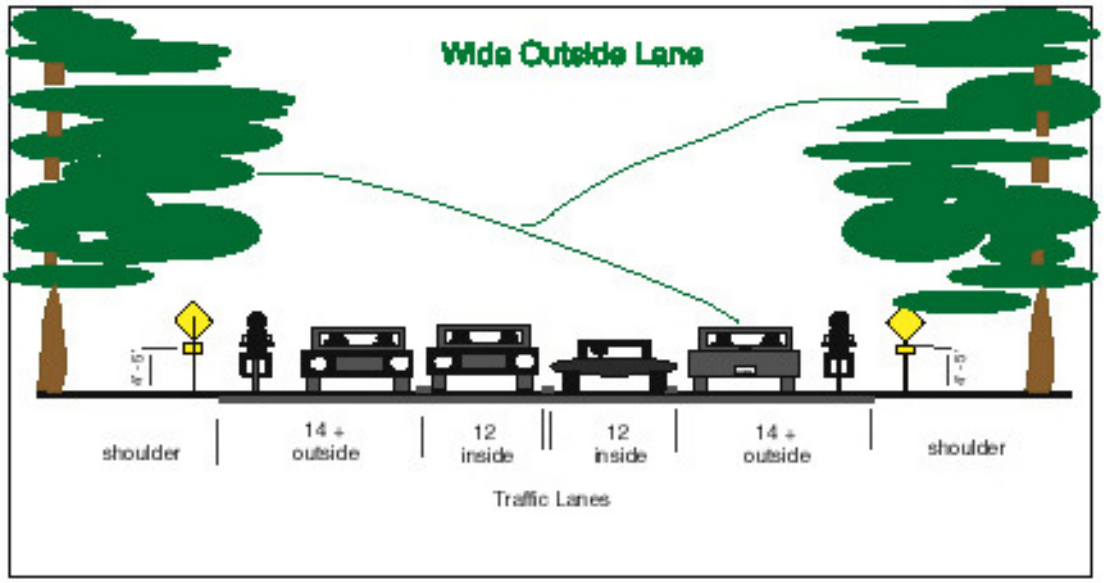


Shared Roadways Route: Type A Cyclists use all open streets for transportation and recreation purposes. Many streets and roads have hazards to cyclists that are not considered hazards to motorists, which include drainage grates, bridge expansion joints, railroad crossings, rough pavements, and signal timing designed with only motorists in mind. A signed shared roadway route is a design solution that can provide preferred routes for cyclists with relatively little financial investment by the community. This method can also be used to temporarily designate a route that is planned to be improved in the future.

In a signed shared roadway facility, the cyclist shares a lane with motorized vehicles. The same traffic laws apply that apply to an unsigned roadway; however, signage will increase the awareness of vehicular traffic to the potential of higher bicycle volume on the road. Wider existing lane widths and slower traffic speeds are an important consideration when choosing a shared roadway route. Relatively low traffic volume is also desired to minimize the potential for conflicts between cyclists and motorists. Relatively flat roads are better for these routes than those with steep inclines or declines. In designating a road as a shared roadway route, physical improvements to the existing road or street should include bicycle-safe drainage grates in all instances. In order to maximize the safety of bicyclists, a number of other improvements may be made to these routes, including improved railroad crossings, smooth pavements, bridge expansion joints, and signal timing and detector systems that respond to bicycles. Once these types of improvements are made, the route should be signed, both to alert motorists that bicycles are likely to be sharing a travel lane and to direct cyclists that the signed route has advantages over other routes. Signing is necessary on both sides of the roadway. AASHTO's guide can be referenced for details on types of signage available. Directional signage is also encouraged. When traffic volume and speed are relatively low and sight distance unlimited, a signed shared roadway route with safety and directional signage will serve Type A Cyclists and Type B Cyclists.

Typical Share-The-Road Designation

Wide Outside Lane: A way to provide more maneuvering room for a bicyclist is to provide increased lane width. Traffic lanes wider than twelve feet can better accommodate both bicycles and motor vehicles. Wide outside lanes allow motorists to pass a cyclist without changing lanes. This option still requires directional signage and the removal of hazards. Wide outside lanes may be an appropriate cost-effective option in areas where there is inadequate width for separate bicycle lanes, but where an opportunity exists to gain some additional lane width. Fourteen feet of useable width should be the minimum lane width for this type of facility, which should be used only along straight, relatively flat stretches of road. Fifteen feet is the recommended outside lane width for most Floyd County roads and should be used for all roads where sight distance is limited or the route has steep inclines. In most situations where a continuous lane width of fifteen feet is available, it is more appropriate to restripe the roadway to provide a designated bike lane.



Paved Shoulder: Adding, improving or restriping for paved shoulders can often be the most effective way to provide better bicycling facilities. The additional width can be beneficial for improved safety and mobility for both cyclists and motorists. Paved shoulders provide areas where cyclists can pull off the travel lane or ride more slowly on steep inclines and sharp curves. Paved shoulders add safety for motorists by providing an emergency pull-off area and increasing the durability of the travel lane. Paved shoulders should be at least four feet wide in addition to curb and gutter. Because they are neither continuous nor meet the minimum requirements of bike lanes, paved shoulders should not be painted as a bike lane. If guardrails or other roadside hazards exist, then a minimum of five feet of useable width is recommended. Although paved shoulders are not adequate for continuous use by bike riders, paved shoulders of less than the desired four feet width can provide additional safety for cyclists and should be used if the recommended width can not be achieved. The edge of pavement should be well maintained to avoid hazards that would minimize the available useable width. Care should be taken to keep debris off paved shoulders, as gravel and leaves often accumulate on these types of facilities. Paved shoulders provide additional safety for all types of

riders using the roadway; however, individual routes may not be appropriate for all riders.

Boardwalks: Boardwalks are simply bridges consisting of multiple small spans, which are often only a few feet above grade. These walkways allow pedestrian access across sensitive and previously inaccessible areas, such as wetlands and streams. Because they are typically constructed of wood, boardwalks are usually more attractive in natural settings than paved trails. The basic design, geometry, and safety criteria for boardwalks are the same as other bridges. Boardwalks should be surfaced with wood or wood-type decking, which meet ADA standards if the spaces between the decking do not exceed 0.25 to 0.5 inches and the deck boards are attached evenly, with no boards, screws, or nails protruding from the surface. As feasible, boardwalks should have a width of ten to twelve feet. When there is a drop off the edge of the boardwalks of less than 2.5 feet, an edge (wood or other material) should be provided to keep wheelchairs and strollers directed onto the decking surface. For drops of more than 2.5 feet, a full railing needs to be provided. Depending upon site conditions, full railing may also be an appropriate design feature on boardwalks with less than a 2.5 feet drop. A good resource for information about design of boardwalks and trestles is *Time-Saver Standards for Landscape Architecture*.

Trailheads

Trailheads are facilities that provide access to a trail system. They may also provide ancillary amenities for users, which allow for vehicle parking, trip planning and preparation and access to emergency services. Facilities may include restrooms, water fountains, picnic tables, maps and trail info, shelter, and areas for resting during trips. Trailheads should be planned as an integral part of the Rome and Floyd County Trail System.

In a few areas, trailhead facilities will need to be constructed along the existing or proposed trails. However, other trailheads have been or can be established at existing public facilities located adjacent to the trail system, which have amenities that can be utilized by trail users. In other cases, businesses adjacent to the trail system may wish to make their facilities available to trail users. Not only would this provide additional amenities along public trails, but also promote traffic into the place of businesses and potentially increase sales.

Gateway Trailhead off West 3rd Street

The size, parking space requirements, and amenities provided will depend on the projected use and expected traffic volume of the trail section served by the facility. Security for the site and availability of public services should also be considered when planning a trailhead facility. For planning purposes, three main types of trailhead facilities have been identified based on proposed amenities to be offered. These types include developed trailheads, shared facilities trailheads, and access trailheads. At a minimum each will include parking, access to the trail system, and signage and informational kiosks. Following are descriptions of each trailhead type and recommended amenities to be included in each.

Developed Trailhead: A developed trailhead should primarily be located at an easily accessible point on the multi-use trail system, often at the beginning or end of a specific trail. However, not all trails will receive the level of use that will warrant this type of trailhead. For the most part, trails that will incorporate a developed trailhead will be those routes that connect major points of destination, such as downtown, parks, and major community facilities. High pedestrian traffic volume and connection to special events and large venues may justify developed trailhead facilities for other trails. The facilities that may be provided at a developed trailhead are as follows:

- Structure with restroom accommodations
- Accessible Parking
- Drinking fountains
- Telephone(s) for emergency and coordination of events
- Seating
- Lighting
- Trail and Informational signage
- Bicycle racks
- Shade (i.e. structures/ plant material)
- Waste receptacles
- Landscaping

Shared Facilities Trailhead: The shared facilities trailhead may be smaller than the developed trailhead and should be located at public facilities, which have amenities that can be utilized by trail users in addition to the current uses. Several public buildings and facilities are located along the Heritage Riverways Trail System that include public amenities that, with proper directional signage, could be utilized by trail users. Amenities that could may be used by trail users existing public phones, water fountains, seating, shade, and restroom facilities. Examples of public facilities that may serve as shared facilities trailheads are the library, Forum, and public parks. Facilities to be provided at shared facilities trailheads may include:

- Overflow parking
- Signage and kiosk giving direction to shared facilities from trail
- Trail and informational signage
- Additional seating
- Lighting
- Bicycle racks
- Shade (i.e. structures/ plant material)
- Waste receptacles
- Landscaping

Library Parking That Could Be Used As a Shared Facilities Trailhead

Access Trailhead: These trailheads are, for all practical purposes, only used as access points and rest areas for trail users. At a minimum, parking areas and directional and information kiosks should be provided for trail users at these locations. Primitive trailheads may be developed as traffic volumes and uses increase. Amenities that may be provided at these trailheads include:

- Accessible Parking
- Drinking Fountain (where feasible)
- Emergency phone
- Seating
- Lighting
- Trail signage
- Waste receptacle
- Minimal landscaping

Canoe Trailhead: A fourth type of trailhead does not serve the pedestrian and bicycle trail system. The canoe trailhead is located on major creeks and rivers, usually in public parks or at road crossings. Canoe Trailheads located in parks can share most amenities with park users. However adequate canoe launches must be constructed as well. Signage should be included at the launch site that can be read from the river to inform canoe users of the location of the trailhead. Additionally, signage should include a map of the canoe trail with location markers and mileage to the next trailhead facility. Desirable amenities that may be provided at canoe trailheads include:

- Accessible Parking
- Restrooms

- Emergency phone
- Trail signage
- Waste receptacle
- Minimal landscaping

Additional Design Guidelines and Criteria for Trailhead Facilities

A number of local, state, and federal regulations govern the development of trails and trailhead facilities. Each of these regulations should be followed during the planning and development stage for all trail facilities. Additionally, trailhead design criteria should comply with each of the following:

- AASHTO- American Association of State Highway and Transportation Officials
- ADA- "Americans with Disabilities Act of 1990"
- Local Building Code
- Trailhead Ingress/ Egress geometric design in compliance with FHWA

Street and Road Crossings

Trails should always connect to street systems and destination sites in a safe and convenient manner. Trail connections should be clearly identified with destination and directional signing. Where an on-road trail or sidewalk following a street encounters a cross street, the path crossing should utilize the normal pedestrian crosswalk at the intersection of the streets. Where a trail intersects a street at a skewed orientation, the trail path should be realigned to bring the angle at the intersection as close to 90 degrees as possible. Due to the special needs of children, additional traffic control devices not ordinarily used at street crossings may be necessary at trail intersections located along school routes.

At times, it may be necessary to design street crossings that are not located at road intersections. In some urban areas where distances between intersections are long or pedestrian traffic is exceptionally heavy, mid-block crossing points allow pedestrians to cross streets safely. Mid-block crossings can also provide convenience and safety in less developed areas, where pedestrian activity is high (such as between an apartment site and a grocery store; a school and a park; or a transit stop and a residential neighborhood). The following guidance for determining locations for mid-block crossing installation is provided by the ITE manual, *Design and Safety of Pedestrian Facilities*:

- Where significant pedestrian crossings and substantial pedestrian/vehicle conflicts exist; (should not be used indiscriminately)
- Where the crossing can serve to concentrate or channelize multiple pedestrian crossings to a single location;
- At approved school crossings or crossings on recommended safe school walk

routes;

- Where land uses create high concentrations of pedestrians needing to cross (such as residential areas across from retail or recreation, and transit stops across from residential or employment);
- Where pedestrians could not otherwise recognize the proper place to cross or there is a need to delineate the optimal location to cross;
- Where there is adequate sight distance for the motorist and pedestrian. (Any obstacles that would interfere with visibility at the crossing location such as mailboxes, utility poles, street furniture, and landscaping should be removed or relocated. On-street parking should be set back from the crossing point for improved visibility; and
- Installed on the basis of an engineering study if located at other than an existing stop sign or traffic signal.

Mid-block crosswalks should generally be avoided under the following circumstances:

- Immediately downstream (less than 300 feet) from a traffic signal or bus stop where motorists are not expecting pedestrians to cross;
- Within 600 feet of another crossing point except in central business districts or other locations where there is a well defined need. The recommended minimum separation in most cases is 300 feet; and
- On high speed streets with speed limits above 45 mph.

All mid-block crossings should be studied carefully to determine the right design treatment or combination of design treatments to insure the safety of pedestrians, bicyclist, and motor vehicle occupants. All mid-block crossings should be marked with highly visible, uniformly designed crosswalks, otherwise pedestrians and motorists may have trouble recognizing the designated crossing point. The use of zebra, ladder, or piano bar markings is highly recommended over the use of other types of crosswalk markings because of their high visibility. According to the Georgia Department of Transportation horizontal bars should not typically be used at locations other than controlled intersections, and crosswalk markings should be at 90 degrees to the street to designate the shortest path for crossing and minimize pedestrian exposure. In refuge islands, angling the crossing provides an opportunity for pedestrians to view oncoming traffic. Stop lines or bars, 12 to 24 inches wide white lines, should be placed in advance of all crosswalks. These are usually installed at a minimum of 4 feet in advance of the crosswalk to prevent motorists from encroaching into the pedestrian crossing space.

Various types of devices that can be used in conjunction with crosswalks at mid-block locations include raised pavement markers in advance of mid-block crosswalks, pedestrian advance warning signs to enhance motorist awareness, raised mid-block crossings to provide a well-defined pedestrian crossing as well as traffic calming, flashing beacons, plastic “sandwich board” signs cautioning motorists to yield to pedestrians, in–roadway warning lights, and advance pedestrian crossing signs.

However, the use of flashing beacons is controversial, because if they are used indiscriminately, they eventually become "invisible" to motorists. Therefore, this type design feature should only be used when there is a high need for additional safety devices, such as school zones and safe school routes.

Entrance Design to Restrict Motor Vehicle Access at Crossings: Restricting motor vehicle access should be considered when planning off-road trails. Design features should be included at all trail entrances and road crossings in Floyd County to restrict vehicular access to the trail system. Bollards are usually the most efficient and effective design feature limiting vehicle access at trail crossings. All bollards should be marked with bright colored reflective paint or emblems to increase their visibility to pedestrians and bicyclists. The recommended minimum height for bollards is 30 inches. Bollards need to be adequately spaced to allow easy passage by bicyclists, bicycle trailers, and wheelchairs with one bollard in the center of the trail dividing the two-way traffic flow. If more than the center bollard is needed, other bollards should be placed outside the paved area at trail edges. Motor vehicles can be restricted from entering trails through the use of other special design techniques, such as short curb radii or a split path configuration. However, these techniques are most appropriate at locations where maintenance and emergency vehicles do not require access to the trail.

The Georgia Department of Transportation suggests the following design treatments where maintenance, utility, and emergency vehicles have access to a trail segment:

- Pavement cross-sections with sufficient base and thickness are necessary to support maintenance vehicles while minimizing deterioration. A 4-inch asphalt thickness over a 6-inch aggregate base is recommended.
- Trail and path edges need to be designed with added thickness to support vehicle loads.
- Access points can be provided from roadways for use by maintenance and emergency vehicles, but blocked from use by other motor vehicles with removable bollards or special gates
- Gates or fencing at side entrances to the trail and path, can be specially designed to allow passage for pedestrians, wheelchairs, and bicyclists without providing an access point for motor vehicles.
- Signage can be installed to notify trail and path users that maintenance vehicles may be entering the system at the identified locations; temporary signs and markers need to be carried and placed at appropriate locations as warning devices during maintenance activities.

Bicycle Racks

Bike racks should be provided in high density areas, such as commercial centers, institutional complexes, transit stations, and residential developments. The local governing authority should work toward placing bicycle racks at all major government buildings, bus stations and in Downtown Rome. Additionally, the local development

code should be amended to require that high density commercial and residential developments include bicycle racks and other pedestrian and bike facilities in their site plans.

Benches and Rest Areas

Providing opportunity for resting and enjoying the outdoors is an important part of any trail system. Adequate opportunity for resting will also encourage special needs trail users, such as the elderly, physically handicapped, and families with small children, to use the trails for both recreation and transportation purposes. Therefore, benches and rest areas should be provided periodically along all trail segments, including sidewalks and on street trails. Rest areas should also be included at trail access points, transit stops, and in major commercial centers.

Lighting

Lighting is an important feature for trail safety and security. Trails that are well lit are inviting for trail users and reduce the occurrence of vandalism. However, lighting can give trail users a false sense of security and increase trail use at night in unpatrolled areas. Therefore, most trails should not be lighted. Due to high use or special nighttime events, the Oostanaula Riverwalk, Ridge Ferry Park Trail, and Heritage Park Trail should have lighting installed for the safety of event goers. Trailhead facilities should also be well lit to reduce the risk of vandalism and other illegal activities. The local police departments with jurisdiction in the area should regularly patrol all trails and trail facilities.

Landscaping

Proper landscaping can be an attractive and cost saving feature for all trail facilities. Pedestrians and bicyclist will naturally be more attracted to well maintained and landscaped facilities. Trees provide shade for trail users, reduce the "heat island" effect for the community, and improve air and water quality. In addition to improving the visual attractiveness of trails and trail facilities, low growing, native wild flowers are easily maintained and drastically reduce necessary mowing. Vegetative barriers should be used to limit access onto and off trails to designated areas, as well as screen undesirable views. Native flora should always be used. Flowering trees and shrubs should be used, however, fruit bearing trees are maintenance intensive and use of these trees should be limited.

Signage

Signage refers to all informational graphic and text displays. A common signage program provides an opportunity to unify trail facilities that makeup the Rome and Floyd County trail system, while providing trail users with directions and trail related information.

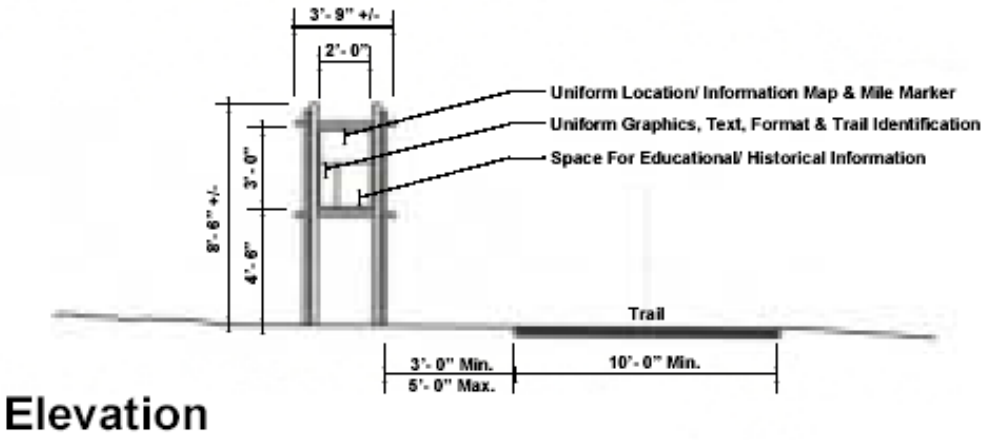
Common Signage Program for Rome and Floyd County Trails: Signage on the trail system should be visually attractive, effective, and uniform. The signage program should ensure that visual clutter and confusion is avoided by limiting sign quantity and size to only that which is necessary for trail related information, directions, and safety. Messages should be firm and direct, while remaining positive in wording and tone. When feasible, informational signage should have raised characters and Braille for the visually impaired.

Signs along off-road trails should be compatible with the local environment

Signs located along on-road trails should be constructed of the same materials and in the same style as road signs appropriate for the area. However, graphics and information should be designed specifically for pedestrians and other trail users. On-road trail signage should include distances and directions to local destinations and trail facilities.

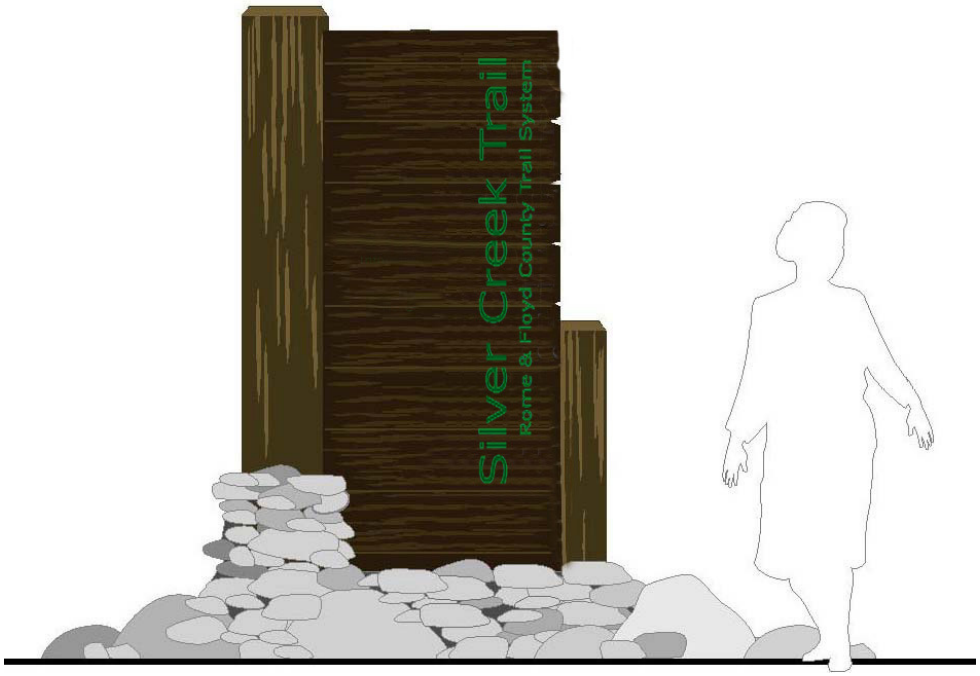
Signs located along trails in Downtown Rome, such as along the Oostanaula Riverwalk, should be similar in design to those installed by the City as part of the wayfinding program. All other signs on off-road trails should be constructed of wood or other natural materials. Signage can also be embedded into the trail surface. Trail signs should be of a uniform design while remaining sensitive to the local environment. Sign clutter should be avoided. Mile markers should be placed along the trail at intervals of approximately 0.2 miles, and directional signage should be placed at all trail intersections. Informational signs should be erected in significant ecological or heritage areas for interpretive purposes. All other signs and informational kiosks should be limited to trail head facilities.

Trail signage should include a unique logo or emblem representative of the local area. Secondary identifiers can be used to identify specific trails that compose the trail system. The Heritage Riverway Trail System and the Pinhoti Trail currently have a unique emblem that is used on trail signage. The emblem of the Rome and Floyd County Trail System should not replace these identifiers, but should be incorporated into all new signs erected along these trails.



Common Trailhead Kiosk Design

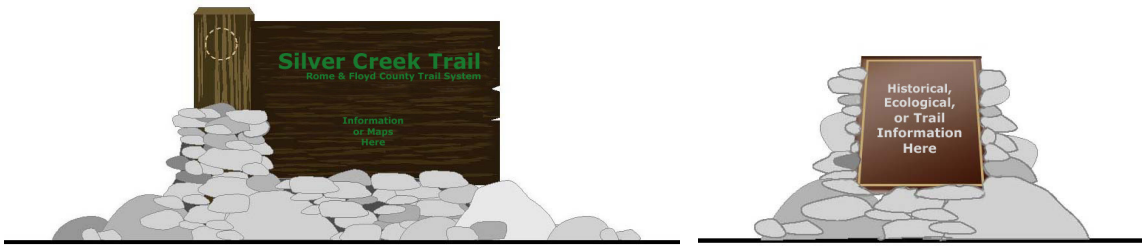
Informational signage or kiosks should be placed at all trailheads. These signs should be constructed of wood-type material or recycled plastic and should be stained or painted a dark brown to resemble the natural wood color. These signs should have a section each for a location map, trail emblem and identification, and trail-user, historical, or environmental information.



Vertical Trailhead Sign

Horizontal Trailhead Sign

The primary purpose of a trailhead sign is to mark an entrance to the trail. These signs are visible from the road or other public access point to the trailhead. Trailhead signs should be compatible with the local area. Information, maps, and other sign clutter are to be avoided.

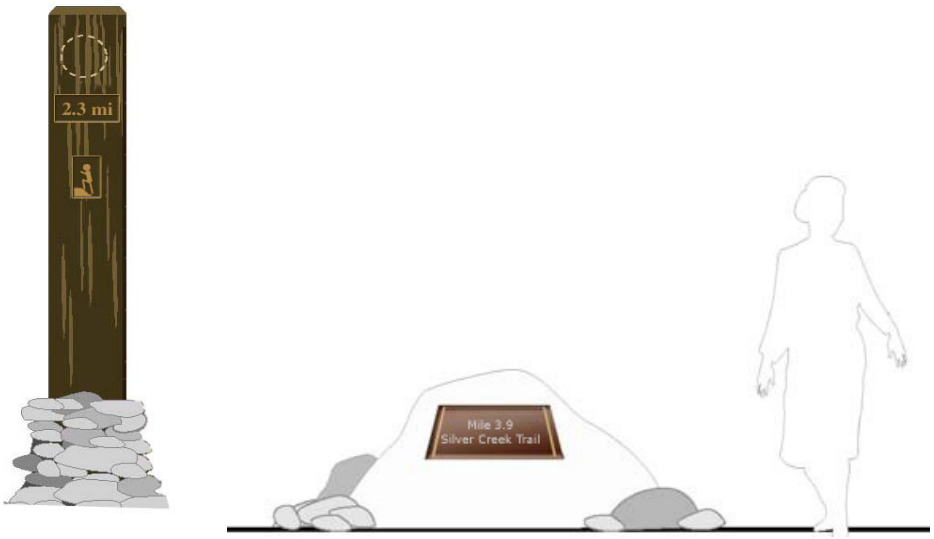


Informational Trail Signs

Informational signs are placed along trails for historical and environmental education. Historical signs are placed to designate historic sites or to provide commentary on the cultural significance of the area. Environmental signs provide information concerning local flora, fauna, and other ecological features. These signs are used to educate trail users of sensitive environmental areas and the importance of these areas to the ecological system.

Directional Signs

Directional signage should be placed at all trail intersections. These sings are used to provide trail users directions to other trails or local destinations. Mileage may be included on these trail signs.



Mile Markers

Mile markers are used to provide trail users with information concerning where they are located on the trail, distance traveled, and distance to destinations. Markers should be placed along the trails at regular intervals. These markers can be constructed of wood, placed on rocks, or embedded into the trail surface.

Universal Symbols on Trail Signage: Trail signs should be simple and easy to understand even for persons who may not be proficient at reading the English language, such as immigrants and young children. The use of universally known symbols is often the easiest and best method to accomplish this. For recreation trails, the Universal Level of Accessibility Sign should be used to designate the trail's accessibility as defined in the *Universal Access to Outdoor Recreation: A Design Guide*. Numerous other symbols used for transportation purposes have been designated by AASHTO and the Georgia Department of Transportation. Symbols adopted by these agencies should be used when available. Amenities associated with the trail system, such as restrooms, waste receptacles, rest areas, and water fountains, have universally recognized symbols that should be used on directional and informational signage.

Trail Rules: Trail Rules should be stated firmly and clearly. The message should remain positive but firm. When universal symbols can be used to convey the rules, they should be used in addition to the text message. Signage conveying the rules should be located in conspicuous places at trailhead facilities and trail entrances.

Distance Markers: Distance from trailhead facilities and trail entrances should be marked on signs and periodically on posts or embedded in the trail surface along off-road trails. Ideally, distance markers will be placed at distances of no more than 0.2 miles from one another.

Direction Signage: Directional signage should be placed where trails are intersected by other trails or by roads. Signs placed at intersections should give directions and distances

to community facilities, roads, trailheads, and other important destinations within walking distance. Directional signage should also be place at all trailheads providing the same information, as well as directions to amenities located at the trailhead facility. Universally recognizable symbols should be used on directional signs when possible.

Names and Trail Designations

In order to reduce confusion for trail users, each trail segment and major trail facility upon completion should be named and designated by the local governing authority, i.e. Rome City Commission and Floyd County Commission. Names should reflect the location or destination of the trail, a local historic event that took place nearby, or person significant to the development of Floyd County or whose service to the community merits recognition. Additionally, the interconnected trails network should be known as the Rome and Floyd County Trail System. This designation may be changed by joint resolution of the City and County.

RECOMMENDATIONS

The following are recommendations for improvements to the trail system. Efforts have been made to included recommendations that will allow the City of Rome and Floyd County to achieve the objective and goals stated at the beginning of this plan. However, this list may not include all projects desired by the local community.

Maintenance

Maintenance for trails and sidewalks in the city rests with the Rome-Floyd Parks and Recreation Authority and the Rome Street Department respectively. Currently, the trail and sidewalk system are treated as two different entities, both secondary to the main purpose of the responsible authority. A coordinated maintenance program should be developed to allow better communication between the separate agencies and overlapping responsibility for trail access areas. Additionally, the responsible authorities should receive funding specifically allocated to trail and sidewalk maintenance.

Trail Maintenance: In order to ensure proper maintenance of the trail system, direct funding should be allocated from the city and county budgets to create and finance a maintenance crew specifically for trails. This crew should be responsible for ongoing maintenance and repair of the trails and trail facilities once they are constructed, including overseeing planting and trimming vegetation, emptying waste receptacles, and litter and debris removal. To reduce the cost of basic trail maintenance, Rome and Floyd County should develop an Adopt-A-Trail Program utilizing volunteer labor of service groups, organizations, businesses, individuals. A program may also be established to allow Adopt-A-Trail participants to pay an annual fee for the maintenance of an adopted trail segment as an alternative to volunteer labor.

Sidewalk Maintenance: Although sidewalks do not require the constant attention that off road trails require, sidewalks deteriorate and need repairs or replacement over time. Broken sidewalks should be repaired and gaps in the system closed. Additionally, sidewalks should be kept clear of all obstacles, including vegetation, sediment, and parked cars. The City of Rome Street Department has developed an assessment and a maintenance plan for repair, replacement, or upgrading of deteriorated sidewalk segments. Improvements should continue to be included annually in the Street Department's budget.

Bicycle Lanes along Major Roads and State Routes

Bicycle travel in Floyd County would be enhanced by improved maintenance and upgrading of existing roads and state and federal routes to provide for Bicycle Lanes. New construction and major reconstruction projects on state and federal routes should include separate bicycle lanes or, at a minimum, provide adequate width to permit shared use by motorists and bicyclists with signage designating the route as a Shared Roadways Route. On resurfacing projects, the entire paved shoulder should be resurfaced providing a minimum four foot wide smooth shoulder for bicycle use. When feasible, a wider

shoulder should be considered. When striping or restriping roadways, sufficient room outside the stripe should be provided for bicyclists. Bicycle lanes should be constructed along all major roads and state routes in Floyd County and the City of Rome.

Bicycle Lanes and Sidewalks on New Bridges in Rome and Floyd County

Due to the lack of pedestrian and bicycle facilities, bridges pose one the greatest threats to pedestrian safety and often limit construction of on-road pedestrian and bicycle trails. Therefore, new and replacement bridges constructed in Rome and Floyd County should be designed to include pedestrian sidewalks and separate bicycle lanes on each side of the bridge.

Bicycle and Pedestrian Facilities in New Developments

Developers should be encouraged to include bike lanes, sidewalks, and other pedestrian facilities in all new commercial or residential developments. Requirements in the local land development codes should include provisions for these type facilities in all new developments.

Proposed Trail Segments and Improvements

1. Downtown Connector

Existing trails of the Heritage Riverways Trail System begin in or near the downtown area. However these trails currently are not interconnected. To travel from one trail to another it is often necessary to walk or bike down city streets. Connectivity of trails being an important goal in trail system development, the downtown connector should be considered a priority project for the community. The proposed route of Phase I of this trail would connect to the Oostanaula Levee Trail, Heritage Park Trail, the Oostanaula Riverwalk, Silver Creek Trail, and the proposed Etowah Terrace Trail. By way of the Oostanaula Riverwalk this trail would also connect to the Ridge Ferry Park Trail. The proposed trail would begin at the terminus of an existing trail section running parallel to the Etowah River from Unity Point to Broad Street. The trail may follow one of two alternate routes from Broad Street to Silver Creek. The first proposed trail path continues parallel the Etowah River on private property, currently owned by Southeast Mills, to intersect with the Silver Creek Trail near the Bob Moore Bridge. This alternate path would measure approximately 0.4 miles. However, due to the location of Southeast Mills, this route may not be feasible or cost effective. Therefore, a second proposed route would take the trail along East 1st Avenue approximately 0.3 miles to East 4th Street, where the trail would then follow East 4th Street 0.1 miles to connect with the Silver Creek Trail. This alternate route, an on-road trail or sidewalk, would also measure approximately 0.4 miles. Phase II of this trail would continue parallel the Etowah River to Central Plaza Shopping Center and East Second Avenue where it could cross the Etowah River and tie in with the sidewalk system in East Rome. This trail segment would most likely be

constructed as an urban sidewalk and measure approximately 0.35 miles. Due to the anticipated high use of this trail, both on-road and off-road sections of this trail should be designed as a Bike Lane/Sidewalk.

2. Completion of Oostanaula Riverwalk

The Oostanaula Riverwalk follows the east bank of the Oostanaula River from Unity Point to Ridge Ferry Park Trail at the Rome – Floyd County Public Library. However, this trail is not complete and has significant design flaws as a multi-use trail. The most substantial obstacle for this trail is a two hundred foot section along the river between the Battey Building and the Forum parking area, which has not been completed. Completion of this trail section should be a priority for the City of Rome. The section should be constructed as a hard surfaced off-road trail segment, with a width equal to that of each of the two trail segments it connects. Additionally, marked crosswalks and curb ramp should be provided at each intersection of the Oostanaula Riverwalk and city streets. The Oostanaula Riverwalk is a Multi-Use Path. This trail will be significantly improved through the current efforts of the City and County. Significant improvements are underway utilizing funds from SPLOST, TE grants, and local general fund allocations.

Other problematic issues with the Oostanaula Riverwalk as a multi-use trail are the narrowness of the trail and lack of access for bicycles from roadways. In most areas, the width of the Oostanaula Riverwalk is only eight feet, and areas where railing is installed are effectively only seven feet of usable trail. Usable trail width is reduced to six feet behind the County Administrative Building, where riders and walkers are required to negotiate turns on a sloped ramp and around blind corners as the trail follows the footprint of the Forum and administrative building. Add to this high pedestrian traffic, and the trail's width is inadequate for safely riding bicycles. Additionally, where the riverwalk intersects Fifth Avenue, neither a street crossing nor a curb ramp is available to safely cross the street. The placement of the riverwalk between the river and existing buildings makes widening this trail unfeasible. Therefore, to remedy the dangers caused by using the Oostanaula Riverwalk as multi-use trail, an alternate path for bicycles is needed. It is proposed that this path begin at Unity Point and continue southeast along the existing trail leading to Downtown Rome. The bicycle route would turn left at West First Street and

5th Avenue Bridge across the Oostanaula to the Levee Trail

follow this road northeast approximately 0.45 miles to West Sixth Avenue, turn left and follow West 6th Avenue northwest to the end of the street, and then connect with the Oostanaula Riverwalk at the library. The proposed bicycle route should be established as an on-road Bicycle Lane along West First Street and West Sixth Avenue. A bicycle crossing area should be provided when the route intersects Second and Fifth Avenues. The lane would also serve as an alternative route for bicycle traffic on the Pinhoti Trail.

3. Redmond Trail

Two alternatives are proposed for Redmond Trail. The west alternate route would begin at the railroad underpass of Veterans Memorial Highway near Northwest Georgia Credit Union and follow the inactive corridor of the Central of Georgia Railroad southeast for approximately 0.5 miles crossing over Redmond Road, then continue southeast along the railroad corridor an additional 0.5 miles. Turning east, the trail route would cross private land for approximately 0.25 miles, then cross under Martha Berry Highway at the Little Dry Creek Bridge. Continuing east for approximately 0.5 miles, the trail would turn south at the Oostanaula River, cross under the railroad line, and meet the Levee Trail on the west bank of the river. The total length would be approximately 2.3 miles.

Rail Line Leading to Redmond

The east alternate route would begin at the intersection of Redmond Road and John Maddox Road, and travel east along Redmond Road for approximately 0.17 miles. It then would turn south and follow the ROW of undeveloped Welch Street. The proposed path would follow undeveloped and developed ROW generally south and east through the Summerville Park neighborhood. At Tolbert Park, the route would turn east, and cross the park utilizing an existing bridge over Little Dry Creek. The trail would proceed south, then east across private

Rail Line under Veteran's Memorial Hwy

land, following the same alignment as the west alternate route. This route would be approximately 1.9 miles in length.

For either alternate, on-road trail segments within the developed ROW should be constructed as Bikeable Sidewalk/Side Path with a minimum recommended width of ten feet. For segments constructed on undeveloped city ROW, rail road ROW, or private land the goal would be to construct a 10-12 foot wide, hard surfaced off-road trail. The proposed trail would be a Multi-Use Path where feasible, and a Bikeable Sidewalk/Side Path in other areas.

The proposed second phase of the Redmond Trail would extend the trail east along the ROW of Redmond Road to Martha Berry Highway. This extension would connect Redmond Medical Center with Harbin Clinic and the sidewalk system along the highway, as well as linking the numerous office and commercial facilities along Redmond Road. This extension would be constructed as a 10-12 foot wide, hard surfaced on-road trail and would allow two-way bicycle and pedestrian traffic. This section would be a Bikeable Sidewalk/Side Path.

4. Berry Hill Trail

The propose Berry Hill Trail would begin at the terminus of the west alternate route of the proposed Redmond Trail and continue west approximately 1,800 feet parallel the North Connector to Technology Parkway. The route would then follow the ROW of Technology Parkway approximately 4.9 miles to the intersection with Huffaker Road where the trail would cross Huffaker Road and follow the Norfolk Southern railway approximately 3.3 miles to the abandoned line that forms the Simms Mountain Trail. This trail would be constructed as a 10-12 foot wide, hard surfaced multi-use trail and would allow two-way bicycle and pedestrian traffic. The section along Huffaker Road would be constructed as a Bikeable Sidewalk/Side Path. During recent improvements to Huffaker Road, Floyd County widened the shoulder of the road to allow for safer bicycle access to Simms Mountain from the downtown area. However, as bicycle and pedestrian use increase, the wider shoulders may not be sufficient to safely and efficiently handle the increased traffic.

5. Simms Mountain Trail

The Simms Mountain Trail should be improved to include a trailhead facility and extending the trail to include the entire abandoned line owned by the Citizens for Better Parks. This trail should be improved to a 10-12 foot wide, hard surfaced multi-use trail, which

Simms Mountain Trail

would allow two-way equestrian, bicycle, and pedestrian traffic. As the Simms Mountain Trail is currently used as an equestrian trail,

6. Anchor Rome Trail

The proposed route for this trail segment would begin at the Charles E. Graves America's Known Soldier (South Broad) Bridge and continue south along South Broad Street approximately 0.65 miles to Main Street. At the intersection with Main Street, the route would turn east and follow East Main Street approximately 0.5 miles to the area of the proposed health department site where East Main Street becomes East 12th Avenue. The proposed route would then follow East 12th Avenue east 0.85 miles to connect with the sidewalk system on Dean Avenue. This trail would link the Old East Rome and South Rome neighborhoods with the county health department and Silver Creek Trail. The total length of the route would be approximately 2.0 mile. Consultants working with the city are currently designing the portion of this on-road trail through South Rome; however, it is important that these bicycle and pedestrian facilities continue to the Dean Street area.

7. Kingfisher Trail

The design of the Kingfisher Trail, formerly the Etowah Terrace Trail project, has been completed by Williams, Sweitzer and Barnum, Inc. The concept includes approximately 0.65 miles of 10-12 foot wide, hard surfaced off-road trail including a 160 foot pedestrian bridge across Silver Creek. The trail would begin on South Broad at the bridge over the Etowah River; loop around Branham Avenue and under the South Broad/Etowah Bridge. The trail's route would then follow existing sewer easements parallel to the Etowah River to Silver Creek. Silver Creek would be bridged at the current sewer line to connect the trail with the existing Silver Creek Trail. The Kingfisher Trail would connect with other downtown trails via the sidewalks on the South Broad Bridge over the Etowah River. The proposed trail would be constructed as a Multi-Use Path.

8. Mayo's Lock & Dam Park Trail

This proposed trail segment would begin at the western terminus of the Etowah Terrace Trail, which is located at Etowah Point. The trail route would follow the ROW of existing streets through the Central South Rome neighborhood to a point near the Coosa River. The trail would then follow the south Rome levee and cross privately and publicly owned land until it reached the City of Rome Wastewater Treatment Facility, where it would join the ROW of Black's Bluff Road. The trail would follow Black's Bluff Road to the Lock and Dam Road, where it would turn west into the park. The approximate length for this trail would be 8.3 miles. Much of the proposed trail would consist of sidewalks and Class II – Bicycle Lanes within the existing ROW. The remainder, approximately 1.0 mile, would be 10-12 foot wide, hard surfaced Multi-Use Path.

9. **Chieftains River Trail**

This newly constructed trail segment begins at the northern terminus of the Ridge Ferry Park Trail, near the Chieftains Museum. The trail proceeds north along the east bank of the Oostanaula River, crossing under Veteran's Memorial Highway at the existing Oostanaula River bridge. The trail follows the Oostanaula around the northern boundary of the baseball stadium property to terminate at the north-eastern edge of the property. The trail length is approximately 1.4 miles and is a Multi-Use Path. This trail section should also be used as an interpretive trail focusing on the ecological and historic resources in the area.

10. Rome High and Middle School Connection

The proposed trail would link Rome High School and Rome Middle School with the Heritage Riverways Trail System. This may be accomplished by beginning at the northeast terminus of the Chieftains River Trail and paralleling Veteran's Memorial Highway to the front entrance of the schools. This route is approximately 0.75 miles along the right-of-way of a busy road. Given its proximity to a major highway, a number of safety concerns may make this option unfeasible or undesirable. An alternative would be to route the trail along existing and planned sidewalks through the Riverside Community. This alternate route would begin at the northern terminus of the Ridges Ferry Park Trail, near the Chieftains Museum. The first segment of approximately 0.5 miles would parallel Riverside Parkway to Chatillon Road, cross Riverside Parkway at a designated crosswalk with traffic light, and then follow Chatillon approximately 0.18 miles to Beech Street. The route would then turn north onto Beech Street and follow the path of the current sidewalk along Beech and Ash Streets approximately 0.53 miles to the intersection with Elmwood Street, then follow the sidewalks of Elmwood to the end of the street. Elmwood ends at property owned by the City of Rome and adjacent the high and middle schools. The proposed route would continue on property owned by the city and school system approximately 0.3 miles and tie into the existing sidewalks on the school campus. The total length of this route would be an estimated 1.5 miles. This trail would primarily be Bicycle Lane/sidewalk. Due to this path being used primarily by school students, special safety devices should be installed to serve the special needs of children and teens.

11. Darlington Trail

This proposed trail segment would begin on East 12th Street at the new Floyd County Health Department facility, near the southern terminus of the Silver Creek Trail and follow one of two alternate paths. Both routes are proposed to be a combination of on-road trail segments, 10-12 foot wide, hard surface off-road trail, and boardwalks. The first proposed path would route the trail west along East 12th Street approximately 100 feet, across Silver Creek and then along the east side of the creek approximately 0.8 miles to property owned by Darlington

School. The trail would then cross Darlington property (0.1 mile) to Cave Spring Road and follow the right-of-way of the road approximately 0.4 miles, past the school's athletic fields, to Darlington Drive. This route is approximately 1.3 miles and should be constructed as a Multi-Use Path..

The second alternate route would take the trail across East 12th Street and along Silver Creek approximately 0.2 miles to a small, unnamed tributary of Silver Creek. The trail would bridge the stream and continue south approximately 0.15 miles to Campbell Street, then follow Campbell Street approximately 0.1 mile to Crescent Street, following Crescent Street approximately 0.1 mile and over Silver Creek to Cave Spring Road, and follow the right-of-way of Cave Spring Road approximately 0.75 miles, past the school's athletic fields, to Darlington Drive. This alternate route also measures approximately 1.3 miles in length. The second alternate would be routed through floodplain area for a short distance near a small tributary of Silver Creek. It is proposed that this area and the stream be bridged by a board walk and used as an environmental interpretive area. Signs could be posted along the boardwalk identifying plant life found along the trail. This alternative would also be constructed as a Multi-Use Path.

12. Jackson Hill Trail System and the Jackson Hill Connector Trail

Jackson Hill is currently under development as an environmental, cultural, and historic center. A master plan has been prepared for the development of this area, including the design of a proposed trail system for the area. The proposed Jackson Hill trail system would be an important trail facilities resource and should be incorporated as designated in the Jackson Hill Master Plan into the Rome and Floyd County trail system. Construction of the proposed Jackson Hill Connector Trail would connect these trails with the larger trail system. This proposed trail would link Jackson Hill with Ridge Ferry Park and the Heritage Riverways Trail System. The trail would intersect the Ridge Ferry Park Trail near Burwell Creek and follow the creek east under Riverside Parkway. Once the trail has crossed under Riverside Parkway, it would continue through the wetland and floodplain area as a system of boardwalks that could be used as an ecological interpretive area. The connector trail would continue east beyond the wetland area to Dogwood Drive on Jackson Hill and continue parallel the road to connect with the convention center and the existing trail network on Jackson Hill. The proposed trail would be constructed as a Multi-Use Path.

13. Vans Valley Trail

The proposed Vans Valley Trail would pass through the valley running southwest through southern Floyd County from the area around Floyd College's main campus to the City of Cave Spring. The trail would provide access to the Rome and Floyd County Trail System for residents in the Cave Spring area. Three alternative methods could be utilized to construct a trail to Cave Spring. The first alternative is to construct bicycles lane along U.S. Highway 411 utilizing existing

right-of-way. Similarly, the second alternative utilizes existing right-of-way or easements along existing utility corridors. The third alternative that may be considered is to construct a rail-trail along an inactive railway line running from Six Mile through Cave Springs into Polk County. This line is currently owned by Norfolk Southern and would need to be rail banked. This proposed rail-trail would be constructed as a Multi-Use Path.

14. Pinhoti Trail (Floyd County Section)

The Pinhoti Trail is a National Recreation Trail that extends for over 100 miles along the southernmost extension of the Appalachian Mountains. Although the completed section of the trail stops in Alabama, the long-term plan is to extend the Pinhoti Trail through northwest Georgia, connecting to the Benton MacKaye Trail. The Benton MacKaye Trail currently connects to the Appalachian Trail, thus a hiker could start in Alabama and hike all the way to Maine. The Pinhoti Trail through Georgia is currently a work in progress, so Pinhoti thru-hikers in Georgia have plenty of road walking or riding to reach the Benton MacKaye Trail. The Simms Mountain Trail in west-central Floyd County is a significant portion of the Pinhoti Trail and was the first off-road section completed in Georgia. The remainder of the Pinhoti Trail in Floyd County should be a combination of share-the-road trails and separate bike lanes along existing road shoulders. It is recommended that as roads along the trail's route and alternate route through Floyd County undergo construction a bike lane be added to the shoulder of the road. Additionally, in the more developed sections of the county, a side path, separated from the road by a grass median, should be added along the right-of-way of streets along the Pinhoti Trails route.

The Pinhoti Trail enters Floyd County on Georgia Highway 100 south of Cave Spring, and follows GA 100 north to the U.S. Highway 411 junction. At this intersection the route continues north 2.3 miles on Mill Road to Spout Spring Road, the trail then turns left onto Spout Spring Road and continues north 2.4 miles to the intersection with Blacks Bluff Road. The trail follows Blacks Bluff Road east 9.6 miles past Mayo's Lock & Dam Park to South Broad Street in Rome, turns north on South Broad and follows South Broad Street and Broad Street northeast 3.2 miles to Riverside Parkway and then turns north onto Riverside. Once the proposed Mayo's Lock & Dam Park Trail is completed, the Pinhoti would be routed along this trail from the Mayo's Lock & Dam Park to South Broad Street. The Pinhoti follows Riverside Parkway 0.2 miles to the Sara Hightower Library and joins with the Ridge Ferry Park Trail and continues north 1.0 mile to Chieftains Museum, where the trail reconnects with Riverside Parkway. Currently, the Pinhoti follows Riverside Parkway 0.5 miles north to Veteran's Memorial Highway, crosses the highway, then turns west and follows Veteran's Memorial Highway and Garden Lakes Parkway 4.8 miles to Huffaker Road. Once the proposed Chiftains River Trail is completed a trail segment could be constructed to link the trail just north of the bridge over the Oostanaula River with Veteran's Memorial Highway, which will provide a safe alternate route for

bikers and hikers to cross the highway. The Pinhoti Trail continues west along Huffaker Road 5.6 miles to the Simms Mountain Trail. The Pinhoti follows the Simms Mountain Trail 4.0 miles to the trails' junction with GA 100, then follows the highway north into Chattooga County.

The Pinhoti Trail Alternate Route through Floyd County follows a more direct route and does not travel through the City of Rome. At the Spout Spring Road and Blacks Bluff Road intersection the alternate route turns west onto Blacks Bluff Road and travels 0.2 miles to Georgia Highway 100. At the GA 100 intersection, the alternate route turns north and follows the highway 6.1 miles to Georgia Highway 20, turns east on GA 20, and continues along the highway 0.8 miles to Huffaker Road. The route continues north along Huffaker and Big Texas Valley Road 2.7 miles to the intersection with Simms Mountain Trail where the alternate route turns west to rejoin the main route of the Pinhoti Trail. Once this route is complete, local riders can enjoy a 26 mile looped ride along the Pinhoti Trail and the trail's alternate route.

The Pinhoti Trail and its alternate currently exist as a route that consists of several segments of Multi-Use Paths and Shared Roadway Route. However, the route is not marked or signed adequately. A priority for the Floyd County segment of the Pinhoti Trail is to provide "share-the-road" and directional signage along the entire on-road route. The entire route should be upgraded to Bicycle Lanes when roads along the route are improved. This route should also be assessed to determine if a Wide Outside Lane or Paved Shoulder improvement can be made in the interim.

15. Brushy Branch Trail

The proposed Brushy Branch Trail would connect with the Pinhoti Trail Alternate Route at its intersection with Blacks Bluff Road and Georgia Highway 100. From the intersection the trail would follow GA 100 south approximately 0.5 miles to the intersection where Blacks Bluff Road splits from GA 100. At this intersection, the proposed Brushy Branch Trail would follow Blacks Bluff Road west approximately 3.0 miles to the entrance to Brushy Branch Park. The proposed trail would be constructed as a Bicycle Lane to connect the park with the Floyd County trail system.

16. Mount Berry Bicycle Trail

The proposed Mount Berry Bicycle Trail would branch off the Pinhoti Trail at the intersection of Martha Berry Highway and Veteran's Memorial Highway. The trail would follow Martha Berry Highway north 1.8 miles to Old Dalton Road, where it would turn right and follow Old Dalton northeast approximately 2.3 miles to the intersection with Warren Road. At this intersection the trail would turn left and follow Warren Road 1.7 miles north to the intersection with McGrady Road and Old Summerville Road, turn left and follow Old Summerville

southwest 0.19 miles to Martha Berry Highway. The trail would cross Martha Berry Highway and continue south along Old Summerville Road approximately 3.9 miles to a point where Old Summerville reconnects with Martha Berry Highway. On Martha Berry Highway, the trails route would continue south along the highway to the starting point on the Pinhoti Trail completing the loop. The total length of this loop would be approximately 11 miles, all of which would consist of on-road Bicycle Lane, Wide Outside Lane or Paved Shoulder Path. However, several important locations can be easily linked to the loop via short side trails that may be on or off-road, including Mount Berry Mall, North Floyd Park, Armuchee Middle School and Armuchee High School, Stonebridge Golf Club, the Viking Trail at Berry campus, and the extensive trail system of the Berry Wildlife Management Area.

17. Silver Comet Connector Trail

The Silver Comet Trail is one of the most well known and widely used transportation resources available to pedestrians in Georgia. The Silver Comet starts in Smyrna, Georgia and travels west through Cobb, Paulding and Polk counties. The non-motorized trail is for walkers, hikers, bicyclists, roller bladers, horses, and is wheel chair accessible. The Silver Comet Trail is paved for over 60 to the Alabama-Georgia state line. At the state line, the Silver Comet connects to the Chief Ladiga Trail. Two routes to connect to the Silver Comet Trail may be considered.

Rockmart Route. To connect the Heritage Riverways Trail System with the Silver Comet Trail, a Bicycle Lane could be constructed along Georgia Highway 101 from downtown Rome to the Silver Comet in downtown Rockmart. Starting in Rome, GA 101 follows East 2nd Avenue to East 12th Street, then turns east on East 12th Street along the proposed Dean Avenue Connector Trail over Turner McCall Boulevard to the intersection with Dean Street. In addition to connecting with the proposed Dean Avenue Connector Trail, this section would also link to both the proposed downtown connector and proposed Riverbend Trail. The route turns south onto Dean and follows the street out of Rome. The bike lane should continue South on Dean Street and GA 101 to downtown Rockmart.

Cedartown Route. An alternative route to connect with the Silver Comet Trail would be to intersect the trail in Cedartown. Several routes should be considered for this alternative. The first would connect with the proposed Vans Valley Trail in Cave Spring and route along GA 100 to Cedartown. A second option is to construct a rail-trail along the abandoned Central of Georgia line from Rome through Lindale, Silver Creek, and Reeseburg to Cedartown. This route would also serve to provide access to the trail system for several communities in southern Floyd County. Bicycle lanes along U.S. Highway 27 are another important option to consider. This route could intersect the proposed Darlington Trail and follow Cave Spring Street to Walker Mountain Road, then follow U.S. Highway 27 into Cedartown.

18. Rocky Mountain Bicycle Trail

The proposed Rocky Mountain Bicycle Trail would connect to the proposed Mount Berry Bicycle Trail at the intersection of Warren Road with McGrady Road and Old Summerville Road. The proposed trail would follow Old Summerville Road north approximately 1.0 mile to Little Texas Valley Road where the trail would turn west and follow Little Texas Valley approximately 4.4 miles across Martha Berry Highway to Texas Valley Road. The route would turn north and follow Texas Valley Road north approximately 2.7 miles to Big Texas Valley Road where the trail would turn west. From Texas Valley Road the route would follow along Big Texas Valley approximately 12 miles past the Rocky Mountain Recreational Area to connect with the Simms Mountain and the Pinhoti Trails. This proposed trail would provide an important link to both the Rocky Mountain Recreational Area and Simms Mountain Trail for residents of the Armuchee area and should be designated as an on-road Shared Roadways Route.

19. Park Road Trail

The Park Road Trail would connect the proposed Darlington Trail with the Pinhoti Trail. The proposed trail would begin at the intersection of Black Bluff Road and Park Road and follow Park Road east approximately 0.6 miles to the intersection with Cave Spring Road and then follow Cave Spring Road north to Darlington School where it would connect to the proposed Darlington Trail. This trail segment would likely be constructed as a Bicycle Lane/Sidewalk combination.

20. South Rome Pedestrian and Bicycle Projects

The South Rome Redevelopment Plan calls for a number of pedestrian and bicycle projects to improve the quality of live and redevelopment potential of the South Rome community. Projects in this plan include fixing broken sidewalks and filling in gaps in the sidewalk system; constructing sidewalks on Glover Street, around Anna K. Davie School, and along Wilson Avenue; providing bicycle parking in key locations and a pedestrian crosswalk at Broad Street and Cherokee Street; constructing pedestrian paths from Charles E. Graves (South Broad) Bridge to the Myrtle Hill Cemetery area; and adding bike lanes, better sidewalks, benches, and lights along South Broad Street.

Proposed Trailhead Facilities

1. Downtown Trail Facilities and Boat Ramp

The Heritage Riverways Trail System includes approximately five miles of trails built along Rome's rivers and streams, which center around the downtown area. However, Downtown Rome does not have a designated trailhead facility allowing easy access to the trail system or to the rivers. The proposed downtown trailhead

and boat facility would allow greater access and increased use of the trail system along the Oostanaula and Coosa Rivers. The proposed facility would be located south of the Forum in the vicinity of West Third Street and the pedestrian bridge across the Oostanaula River. Extension of Mitchell Plaza would establish a pedestrian path linking the trail system with Broad Street and Downtown Rome. Additional parking in the area designated for trail use could also be used as overflow parking for events held in Mitchell Plaza, the Forum, and along the river. The area should be lighted, landscaped, and include restrooms, benches, picnic tables, bicycle racks, shaded rest areas, and directional signage and informational kiosks. The plans for this trailhead also include a small pocket park, ornamental arbor, and a municipal boat dock that will allow access to the river from downtown.

2. Silver Creek – County Health Department Trailhead Facilities

Currently, the Silver Creek Trail extends to Silver Street near the location of the new Floyd County Health Department. However, an adequate trailhead does not exist at either end of this trail. The proposed trailhead at the southern terminus of the trail would be located along Silver Creek adjacent the new health department on greenspace property. A trailhead in this area would not only serve the Silver Creek Trail, but also the proposed Darlington Trail and Dean Street Connector Trail. The facility would be a developed trailhead with a parking area, informational kiosk, restrooms, drinking fountain, lighting, bicycle racks, seating, picnic area, and waste receptacles. Additionally, a small covered area would be constructed to serve as cover for trail users and bus riders. Extensive landscaping that utilizes native vegetation should be considered for this trailhead facility. The proposed Silver Creek – County Health Department Trailhead would serve as access to the trail system, a transit station, and overflow parking, picnic area, and small park facility for the health department and the East Rome community.

3. Silver Creek – East Fourth Street Trailhead Facilities

This proposed trailhead would be located off East Fourth Street on the north bank of the Etowah River at the northern terminus of the Silver Creek Trail. The trailhead would serve the Silver Creek Trail and the proposed Downtown Connector Trail, as well as give access to the Robert Moore Pedestrian Bridge and the primitive trail system located between Silver Creek and the Etowah River. This should be a developed trailhead with a parking area, informational kiosk, drinking fountain, lighting, bicycle racks, seating, and waste receptacles. Moderate landscaping should be done at this trailhead, which would be an idea location for a native wildflower and butterfly garden to enhance the natural beauty of the area.

4. Oostanaula Levee Trail – Avenue B Trailhead Facilities

The proposed trailhead should be located on property owned by the City of Rome at the end of Avenue B and terminus of the Oostanaula Levee Trail. Due to low traffic volume on this section of the Oostanaula Levee Trail, the facility should be constructed as an access trailhead with a parking area, seating, a bicycle rack, lighting, signage, waste receptacle, and minimal landscaping.

5. Redmond Trailhead Facilities

The proposed Redmond Trailhead should be built in conjunction with the construction of the Redmond Trail. If the first alternate route is used for this trail, the proposed trailhead would be located between the trail's northern terminus and Northwest Georgia Credit Union. Before the construction of Veteran's Memorial Highway, Redmond Road ran through this property but was rerouted during construction of the highway. A four lane wide section of roadway remains along the former route, but dead ends at the Veteran's Memorial Highway. Given its proximity adjacent the inactive corridor of the Central of Georgia Railroad, the abandoned roadway could be converted into a parking area for the trailhead facility. Alternately, if the second route is used for the Redmond Trail, a small trail head could be located at the intersection of Redmond Road and the undeveloped Wesley Drive. The proposed trailhead would be built on the city owned right-of-way of the undeveloped drive. Additional amenities would need to be installed for the facility at either location; including restrooms, a water fountain, seating, a bicycle rack, lighting, signage, waste receptacles, and minimal landscaping.

6. Tolbert Park Trailhead Facility

The proposed Redmond Trail would be routed through Tolbert Park. The trailhead at Tolbert Park should be constructed as a shared facilities trailhead utilizing the parks amenities. Currently, Tolbert Park has parking, a water fountain, and seating. When the proposed trail is constructed, minimum landscaping, bicycle racks, and trail signage would be included in the trail design at the park for this trailhead.

7. Simms Mountain Trailhead Facilities

The proposed Simms Mountain Trailhead Facility would be located at the east terminus of the Simms Mountain Trail. Because the trail allows horseback riding, equestrian facilities should be located at this trailhead, including parking for horse trailers, hitching posts, and watering troughs. Additionally, given the remoteness of the trail a fully developed trailhead facility is recommended including a parking area, a payphone or emergency telephone, informational kiosk, restrooms, drinking fountain, lighting, bicycle racks, moderate landscaping, seating, picnic area, and waste receptacles. However, the remote location of this facility and lack

of public water and sewer may limit the feasibility of locating some recommended amenities.

8. Darlington Trailhead Facilities

The Darlington Trailhead would be located near the southern terminus of the Darlington Trail. Ideally this facility would be a shared facility trailhead, sharing parking spaces and amenities with Huffman Athletic Center. Trail signage, bicycle racks, and an informational kiosk would also be installed.

9. Heritage Park Trailhead Facilities

Heritage Park currently functions as a shared facilities trailhead allowing direct access to the Oostanaula Levee Trail, Heritage Park Trail, and Robert Redden Bridge. The Heritage Park Trailhead currently includes adequate parking, restrooms, lighting, water fountains, seating, picnic areas, and shaded rest areas. However, trail signage and an informational kiosk would be installed to increase the utility of the park as a trailhead. Additional landscaping at the trail and installation of payphones or emergency phones should also be considered for this location.

10. Ridge Ferry Park Trailhead Facilities

Ridge Ferry Park is one of the most well known and widely used access points for the Heritage Riverways Trail System in Rome and Floyd County. The park currently serves as a shared facilities trailhead allowing direct access to the Ridge Ferry Park Trail. An informational and directional kiosk would be included at the trailhead and additional signage would be added along the trail.

11. Stadium Trailhead Facilities

The proposed Stadium Trailhead should be incorporated into the planned overflow parking for the State Mutual Stadium. The trailhead facility would have a parking area, informational kiosk, restrooms, drinking fountain, lighting, bicycle racks, seating, picnic area, and waste receptacles. Additionally, a fitness trail with exercise stations would be constructed adjacent this facility.

12. Library Trailhead Facilities

The lower parking area for the Rome - Floyd County Public Library is currently used as an informal trailhead. With trail and directional signage this area could be converted into a shared facilities trailhead, using the library's amenities during regular operating hours. The library has public restrooms, water fountains, rest areas, and parking. Additional waste receptacles and bicycle racks would be installed adjacent to the trail at the lower parking area. Trail signage would list available amenities and their location at the library.

Proposed Canoe and Water Trail Facilities

1. Big Cedar Creek Canoe Trail

The Big Cedar Creek Canoe Trail should be improved and expanded. Improved canoe trailheads should be constructed at Highway 100, Lyon's Bridge Road, Highway 411 near Cave Springs, and at the Bushy Branch Park. Several of these locations are currently being used as canoe launch areas, however, a complete canoe trailhead facility should be constructed at each including parking, signage, and waste receptacles.

2. Etowah River Canoe Trail

The existing Etowah River Canoe Trail runs from Highway 411 in Bartow County to Heritage Park in Downtown Rome. A canoe put-in is also located in Floyd County at Veterans Memorial Highway. However, the Georgia Department of Natural Resources plans to upgrade this site to include a ramp for motorized boats. This site should also be upgraded to include signage, waste receptacles, and better parking. Upgrades to the boat launch will help avoid erosion on the steep slopes and potential injury to users.

3. Oostanaula River – Armuchee Creek Canoe Trail

Several canoe trailheads need to be constructed or improved on the Oostanaula River – Armuchee Creek Canoe Trail. The canoe launch at Armuchee Park needs major improvements in order to make the site accessible to all canoe trail users. A full trailhead facility should also be constructed at this site. Additionally, a canoe trailhead should be constructed at Little Texas Valley Road and Armuchee Creek, providing better parking than currently available and signage.

4. Coosa River Canoe Trail

A Coosa River Canoe Trail should be designated and signed along the Coosa River from Heritage Park to Old River Road. Canoeists can start at Heritage Park or continue trips started on the Oostanaula Trail or Etowah Trail. Existing facilities at the Mayo Lock and Dam Park and Old River Road boat launch can serve as trail head facilities along this canoe trail. However, additional signage should be installed at these locations. An additional canoe trailhead facility should be built on property currently owned by the City on the Coosa River between Heritage Park and Mayo Lock and Dam Park near the wastewater treatment facility.

APPENDICES

Proposed Floyd County Trails Map

Proposed Urban Area Trails Map

Maps of Proposed Trail Segments and Improvements