

ACTIVE TRANSPORTATION PLAN

for the

CITY OF OXFORD

November 2009

Prepared by the Northeast Georgia Regional Commission

I. Executive Summary & Introduction	1
II. 2006 Future Planning Workshop Synopsis	1
Emory Street Improvements	2
Green Spaces and Pedestrian Corridors.....	2
Proposed Town Center Development & Alternatives.....	2
III. Existing Conditions	3
Resident Survey Results and Analysis	6
IV. Recommendations	9
Key Area #1: Emory Street	11
Crosswalks.....	11
Bicycle Facilities.....	12
Vehicle-Activated Speed Indicator Signs	12
Key Area #2: Palmer Stone Elementary	12
Key Area #3: Multi-Use Trail	13
General Recommendations.....	15
Speed Humps	15
Four-way Stops.....	15
Stop Sign Height.....	16
Implementation Strategy.....	16
V. Funding Sources	17

I. Executive Summary & Introduction

The City of Oxford places significant value on livability and responsible community development, and seeks to be a regional leader in implementing these principles toward creating a more ecologically, economically, and socially sustainable urban environment. Leadership and residents see transportation as a measurable, achievable way to lessen environmental impacts while stimulating local economic development and providing a more comprehensive mobility system to all residents. However, while the City has undertaken significant efforts to plan and develop a more multi-modal transportation network, these initiatives are largely piecemeal and lack a concerted approach.

Recognizing the need for a comprehensive bicycle and pedestrian plan that inventories current conditions, examines and catalogs previous plans, assesses active transportation needs, and presents a focused, comprehensive plan of action, the Oxford Planning Commission and the Northeast Georgia Regional Commission have worked cooperatively to develop this document. As an addendum to the City's Comprehensive Plan (2008), this Active Transportation Plan will serve to advise decision makers in the area of how to make cycling and walking (as well as other modes of active transportation and recreation) safer and more attractive for the entire community, regardless of age, fitness level, or income.

II. 2006 Future Planning Workshop Synopsis

In 2006, the University Of Georgia School Of Environmental Design Metropolitan Design Studio conducted a charrette for the City of Oxford, named the *Future Planning Workshop*. In addition to community members, the charrette involved students and faculty from both the University of Georgia and Oxford College in a creative process of physical planning for the City of Oxford with special regard for a Town Center development and pedestrian enhancements and connectivity. Relevant goals developed during this process include:

- Create a walkable community
- Promote community connectivity with sidewalks and streetlights
- Provide for passive and active recreation
- Promote connectivity between greenspaces

The Metropolitan Design Studio team developed sample plans for tree plantings and sidewalks along streets with rights-of-way of 50 feet, 90 feet, and 145 feet. Regardless of size, the team recommended double-sided, linear or curvilinear sidewalks along these streets, complete with tree plantings separating the pedestrian corridors from the road.¹

¹ UGA Metropolitan Design Studio (2006). Oxford Future Planning Workshop, p. 25-27.

Emory Street Improvements

Several areas in need of planning improvements were identified in the report. Included in these is Emory Street, or SR81, a state highway serving as the major North-South corridor within the city, as well the main connector to the City of Covington to the south. General recommendations for improving Emory Street include narrowing the roadway, incorporating tree islands and a canopy shade cover, and integrating parallel parking at key locations for the purpose of reducing speeds. At intersections, the team suggested creating and enhancing pedestrian crossings with painted or textured pavement crosswalks and lighting, with special attention to the intersection of Emory Street with Soule Street, near Palmer-Stone Elementary School.²

Green Spaces and Pedestrian Corridors

Also recommended was the implementation of the Street Tree and Sidewalk plan. This plan was split into two phases: first to connect the town center with all areas of the city, and then to expand the connections along secondary routes and to future park areas.³

Proposed Town Center Development & Alternatives

The proposed Town Center development integrates the existing civic and college properties along Emory Street (bounded by Clark Street to the north and Pierce Street to the south) with new mixed-use developments and public greenspace. Higher density, two- to three-story residential and commercial buildings are suggested for this area in order to enhance attractiveness and encourage pedestrian activity. The team created a four-phase process of property trades, acquisition, and construction for the proposed Town Center development.

In 2007, Erik Oliver and David Eady, both Oxford residents and Planning Commissioners, expanded the Town Center vision with their presentation entitled, “Remembering, Revisioning, and Recreating: Conceiving a Village Center in Oxford, Georgia.” Examples of values to be integrated into a village center include quaintness, pedestrian-friendliness, traffic calming measures, and increased interaction and communication between the City of Oxford and Oxford College. One major difference between this presentation and the recommendations developed by the UGA Metropolitan Design Studio is the proposed use of the city-owned property along Emory Street within the town center boundary as a public market, complete with booths available for rental from the city, to generate pedestrian and economic activity within the community during implementation of the development phases.

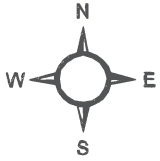
² UGA Metropolitan Design Studio, p. 28.

³ UGA Metropolitan Design Studio, p. 30.

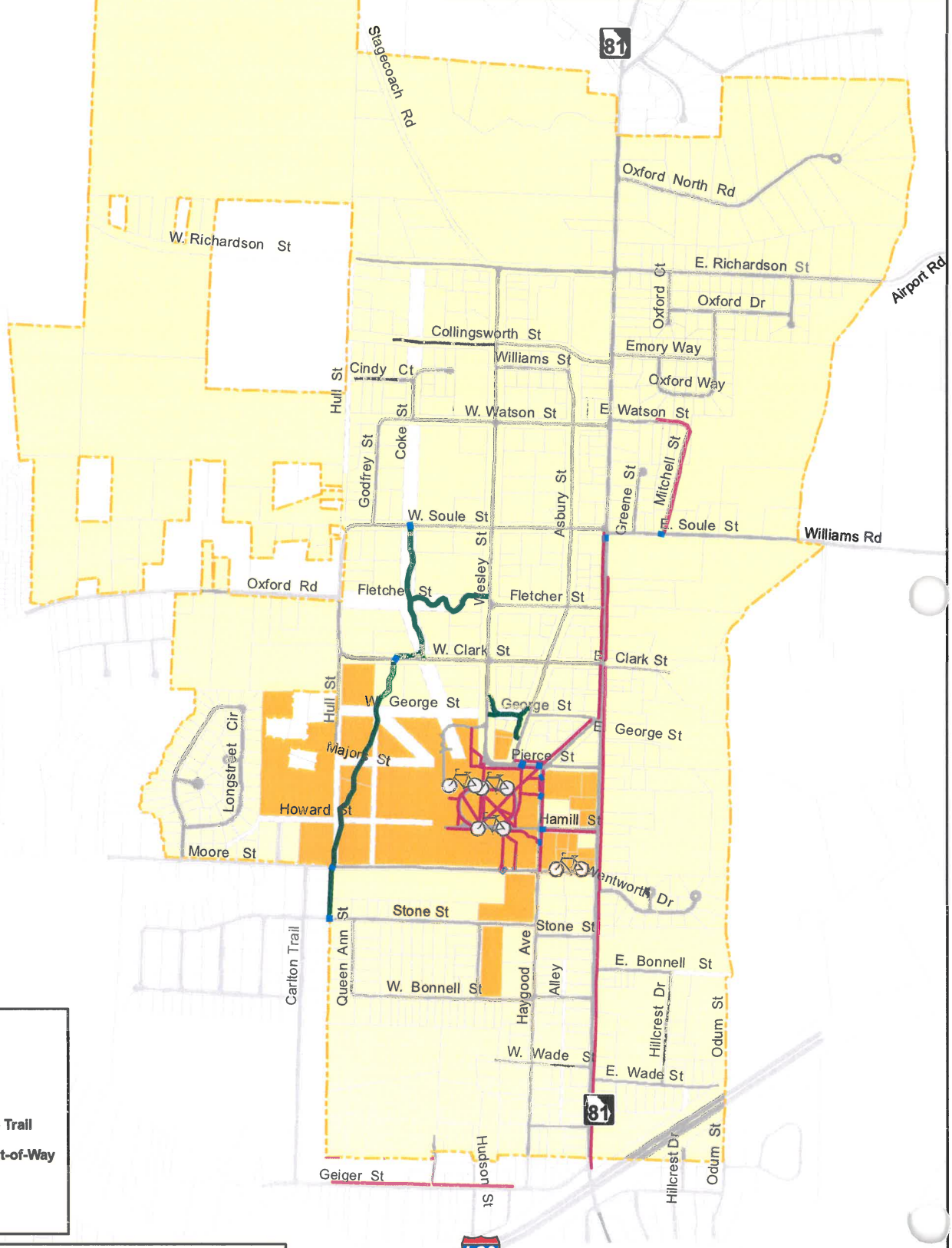
III. Existing Conditions

To assess the existing conditions of pedestrian and bicyclist facilities within the City of Oxford, NEGRC staff used several methods, first consulting relevant planning documents such as the 2008 Comprehensive Plan and the 2006 Future Planning Workshop, as synopsised in the previous section. The next step was to conduct a “walkability/bikeability” audit. Equipped with maps, staff spent a day walking and bicycling around the city identifying potential hazards or disconnections that might deter residents and visitors from choosing these forms of transportation or recreation on Oxford’s streets, sidewalks, and paths.


In addition to the existence and condition of pedestrian and bicycle facilities, motorized vehicle operators’ habits can contribute to and detract from the safety and well-being of walkers and cyclists. NEGRC consulted available traffic volume data to ascertain, on average, which areas of the city witness the highest numbers of motorized vehicles per day. Speed limit data were also gathered to ensure that the areas with the most active transportation opportunities were safe for pedestrians and bicyclists.



City of Oxford, Georgia Bicycle & Pedestrian Plan 2009 Existing Bicycle & Pedestrian Facilities

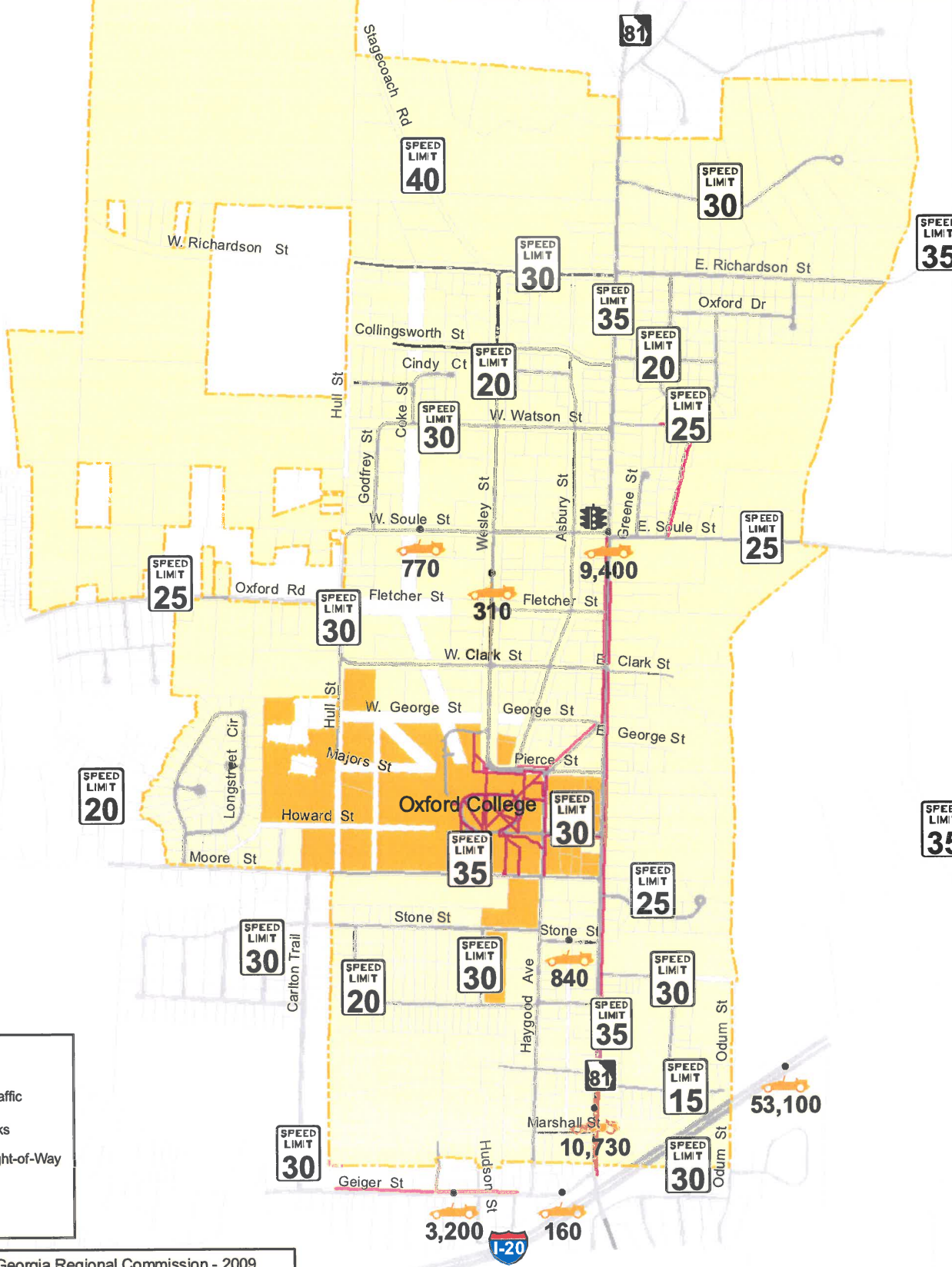
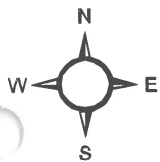
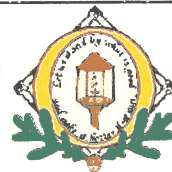








- Bicycle Racks
- Sidewalks
- Crosswalks
- Existing Multi-Use Trail
- Undeveloped Right-of-Way
- Oxford College
- City Limits

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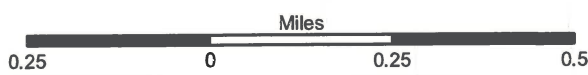


City of Oxford, Georgia Bicycle & Pedestrian Plan 2009 Traffic Conditions



-  Traffic Light
-  Average Daily Traffic
-  Existing Sidewalks
-  Undeveloped Right-of-Way
-  Oxford College
-  City Limits

GIS Northeast Georgia Regional Commission - 2009
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Resident Survey Results and Analysis

Concurrently, NEGRC staff, with help from the City of Oxford, administered a resident transportation survey to determine current and potential future use of pedestrian and bicyclist facilities. This survey did not and was not intended to produce statistically significant results. Rather, it adds pertinent details to the data made available by the US Census Bureau and provides anecdotal accounts of residents' habits and needs. (See Appendix for the survey.)

Most of the 36 survey respondents fit into two broad age categories: 30.6% were 18-34 years of age, and 52.7% were over the age of 55. Only 13.2% of respondents were Oxford College students. Of this group, 60% walk to school regularly, 20% regularly ride their bicycle, and 20% travel by personal automobile.

Over half (55.6%) of respondents are currently employed, and of those, 65% work at Oxford College and 5% work at Palmer Stone Elementary. Over half of employed respondents travel to work via private automobile (55%); however, a significant proportion of survey respondents walk (25%), bicycle (15%), and carpool (5%). Most of the employed respondents work five days per week (85%).

According to the 2007 U.S. Census American Community Survey estimates, less than 3% of all workers over the age of 16 walk to work in the United States, less than one-half of one percent ride a bicycle, and roughly 10.4% carpool.⁴ Should the transportation survey responses be indicative of the rest of the population of Oxford, the City of Oxford enjoys a higher rate of walking and bicycling than the national average. This potentially gives weight to the case for strengthening the infrastructure for these modes of transportation within the community.

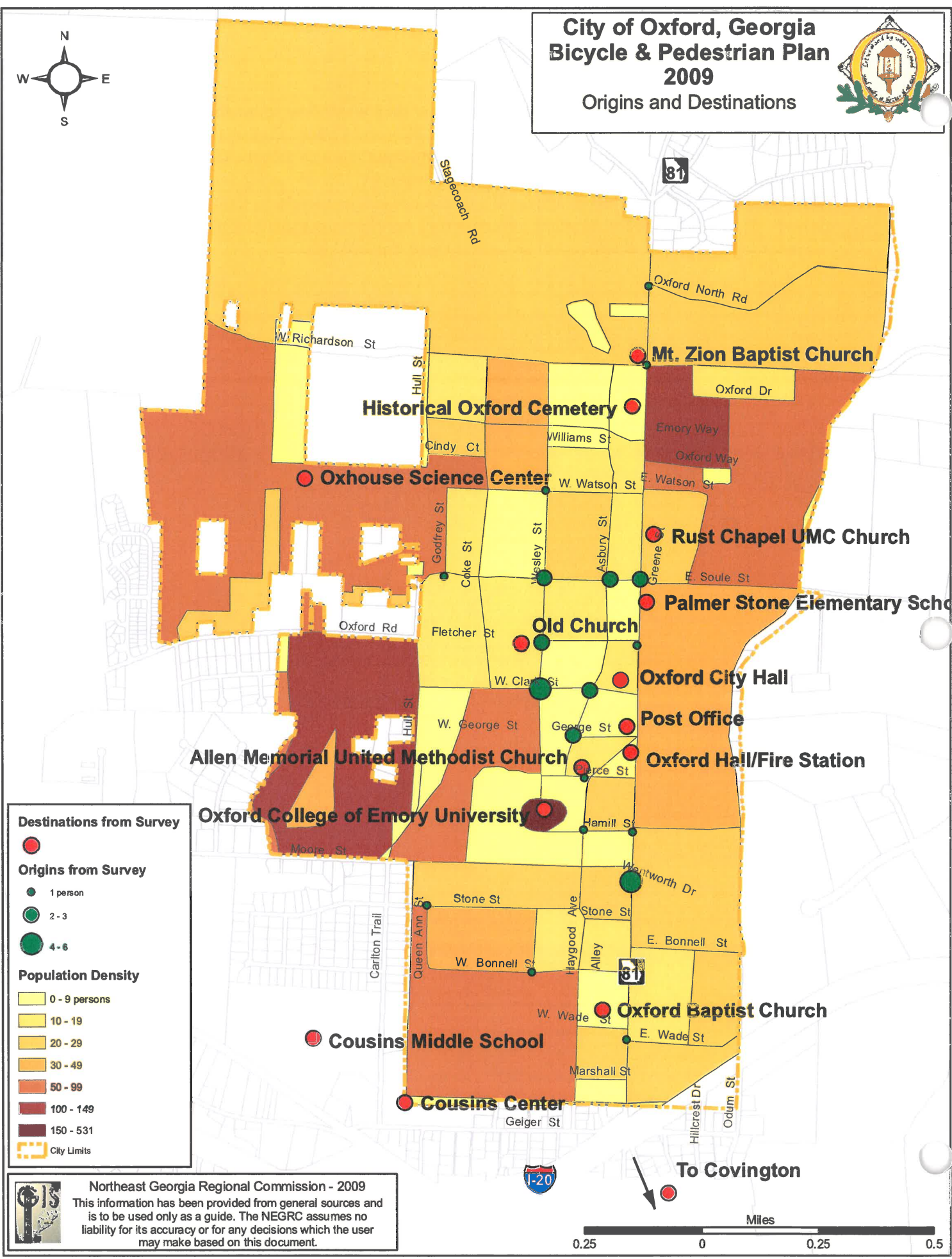
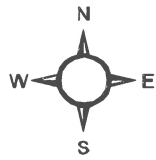
Survey results show that 55.5% of respondents visit the grocery store at least once or twice per week, and nearly half of respondents (47.2%) visit other types of shopping establishments at least once per week. Just over thirty percent of respondents indicated they dine at restaurants once per week, 16.7% go twice per week, and 25% visit restaurants on a monthly basis. Most visits to doctors' offices take place on a monthly basis (75%). A significant proportion (52.8%) of respondents indicated that they visit entertainment or cultural venues on a monthly basis, though nearly one-quarter of respondents (22.2%) stated that they frequent these destinations once per week.

It is likely that a significant amount of these trips are made to the nearby City of Covington (approximately 1.75 miles south) and, in fact, 62.5% of respondents indicated that they would like to be able to travel to downtown Covington on foot or by bicycle. City Pond Park, located just outside the City of Oxford, was an attractive walking or bicycling destination for 37.5% of respondents. For destinations within the City of

⁴ U.S. Census, *2007 American Community Survey 1-Year Estimates*. Retrieved on June 23, 2009, from http://factfinder.census.gov/servlet/DTable?_bm=y&-geo_id=01000US&-ds_name=ACS_2007_1YR_G00_-lang=en&-mt_name=ACS_2007_1YR_G2000_B08301&-format=&-CONTEXT=dt.

Oxford, a majority of survey respondents indicated they would like to be able to walk or bicycle to City Hall (87.5%), the post office (93.8%), and Oxford College (84.4%). Religious institutions, Palmer Stone Elementary, and the Oxhouse Science Center were considered attractive walking and bicycling destinations by 25% of respondents each, while just 12.5% of respondents indicated a desire to walk or bicycle to Cousins Middle School. Future walking and bicycling infrastructure connections should be prioritized to connect highly populated residential areas and these destinations.

City of Oxford, Georgia Bicycle & Pedestrian Plan 2009 Origins and Destinations



Destinations from Survey

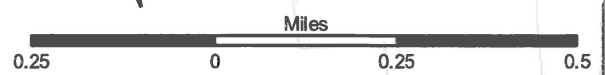
Origins from Survey
 1 person
 2-3
 4-6

Population Density
 0 - 9 persons
 10 - 19
 20 - 29
 30 - 49
 50 - 99
 100 - 149
 150 - 531
 City Limits

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To Covington



Participants in the survey were asked to give information on the frequency with which they engaged in active transportation or bicycle/pedestrian-related recreation in general, within the City of Oxford, and on the existing multi-use trail in Oxford in the past twelve months. Of respondents who walk regularly, a greater percentage does so for exercise or leisure than for transportation in all cases. Of those who bicycle regularly, a slightly higher percentage does so for transportation in general and within the City of Oxford. However, regular bicyclists tend to utilize the multi-use trail in Oxford more often for exercise or leisure (18.8%) than for transportation (3.1%). Just over 28% of respondents claim to run or jog regularly in general, within the City of Oxford, and on the multi-use trail. Very few respondents indicated that they engage in in-line skating or skateboarding in any scenario.

Those who indicated in the survey that they never walk for transportation constitute 21.9% in general, 28.1% in Oxford, and 40.6% on the multi-use trail. In general, 62.5% of survey respondents indicated they never bicycle for transportation, while 78.1% never use the multi-use trail in Oxford for this purpose.

When asked what might encourage respondents to walk and/or bicycle more often within the City of Oxford, 81.5% were in favor of expanding the sidewalk network. A significant proportion of respondents were also in favor of future additions to the multi-use trail, though from previous responses, this path as it exists currently is more likely to be used for exercise and leisure than for transportation unless it one day connects to the City of Covington. Just fewer than 69% of respondents were in favor of improved connectivity to nearby retail and entertainment opportunities, indicating that the addition of pedestrian and/or bicyclist infrastructure to these destinations could increase the number of Oxford residents walking or bicycling for transportation purposes. Significant percentages of respondents were also in favor of constructing or enhancing striped intersection crossings (59.4%), installing on-street bicycle lanes (43.8%) and additional bicycle parking racks (40.6%), and organized Walk/Bike to Work/School Days (25%).

IV. Recommendations

Based on the examination of existing pedestrian and bicycle facilities using the methods described in the previous chapter, as well as the survey, NEGRC staff developed several recommendations for enhancing walking and bicycling within the City of Oxford.

These recommendations include the expansion of the sidewalk network and addition of basic pedestrian crosswalks and bicycle parking facilities throughout the city, in suggested locations identified in the “Proposed Pedestrian & Bicycle Facilities” map below. During the planning process, NEGRC also identified several areas warranting special consideration due to the potential community impacts resulting from pedestrian and bicyclist infrastructure improvements made in the future. These key areas are described in detail following the map.

City of Oxford, Georgia Bicycle & Pedestrian Plan 2009 Proposed Bicycle & Pedestrian Facilities



Future Conservation Area

Stone Road & YMCA Complexes

City Pond Park
0.5 miles

-  Existing Bike Racks
-  Proposed Bike Racks
-  Proposed Share the Road Arrows ("Sharrows")
-  Existing Sidewalks
-  Proposed Sidewalks
-  Existing Crosswalks
-  Proposed Crosswalks
-  Existing Multi-Use Trail
-  Proposed Multi-Use Trail
-  Undeveloped Right-of-Way
-  Oxford College
-  City Limits

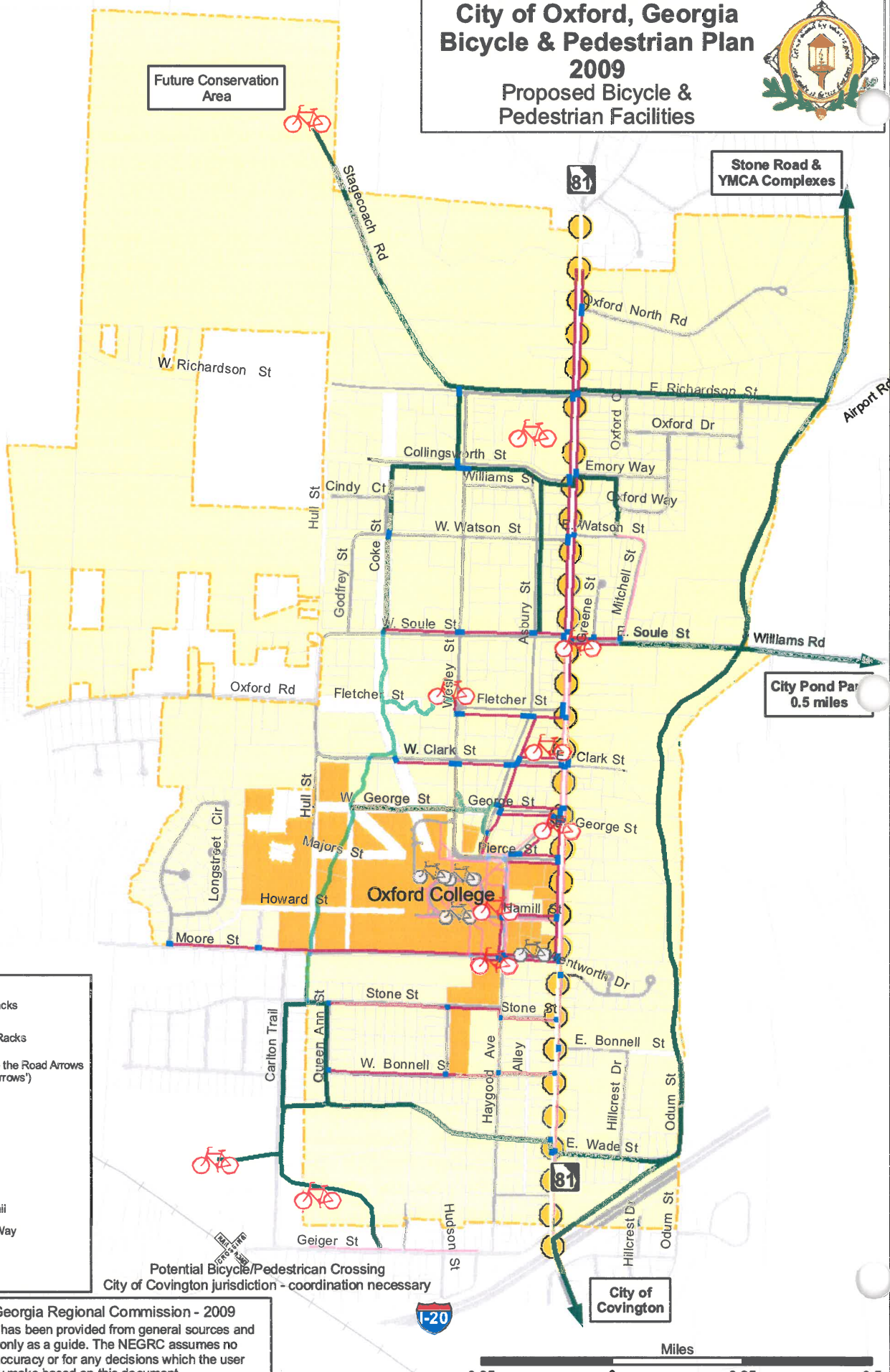
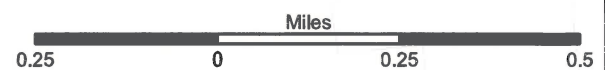
Potential Bicycle/Pedestrian Crossing
City of Covington jurisdiction - coordination necessary



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City of Covington



Key Area #1: Emory Street

As the main thoroughfare connecting the City of Oxford to other Newton County communities and unincorporated areas, Emory Street is the city's most heavily trafficked roadway. The following recommended actions were developed to address safety issues and increase attractiveness for pedestrians and cyclists along this relatively busy street.

Crosswalks

There are several intersections throughout the City of Oxford at which NEGRC recommends the installation of pedestrian crosswalks. In most cases, basic, "zebra-striped" installations will be sufficient, serving as cautions to motorists that pedestrians may cross in these locations. In addition to these crosswalks, however, three intersections require additional attention in order to ensure pedestrian safety while traversing the roadway. At the following locations along Emory Street, NEGRC suggests the inclusion of flashing pedestrian yield signage and colored and/or textured crosswalk pavement:

- George Street
- Moore Street
- Soule Street



Flashing pedestrian yield sign.
www.pedbikeimages.org/(Dan Burden)



Crosswalk with colored and textured pavement.
www.pedbikeimages.org/(Dan Burden)

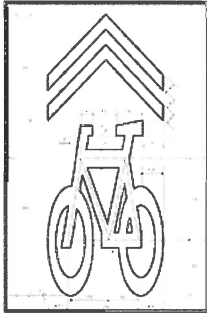
The Georgia Department of Transportation (GDOT) has jurisdiction over Emory Street (State Route 81), and any crosswalk elements or enhancements integrated along this roadway must be consistent with the Federal Highway Administration's Manual of Uniform Traffic Calming Devices (MUTCD).

While there is already a crosswalk traversing Emory Street on the south side of Soule Street connecting to Palmer Stone Elementary, NEGRC suggests completing the intersection with clearly identified pedestrian crossings on the remaining three sides and integrating colored pavement for all four crossings. The City of Oxford should also ensure that this intersection, and all others, accommodates those with disabilities by conforming to the Americans with Disabilities Act Standards for Accessible Design.

As development of the proposed Town Center progresses as described in Chapter 2, NEGRC also recommends that the City of Oxford work with GDOT to install a traffic light at the George Street/Emory Street intersection to account for increased building density and pedestrian traffic in the future. Pedestrian-actuated countdown timers

should be installed concurrently with the traffic light at this location. Community officials and staff may consider negotiating with the selected Town Center developer to integrate this crosswalk project into their plans in order to reduce costs to the city itself.

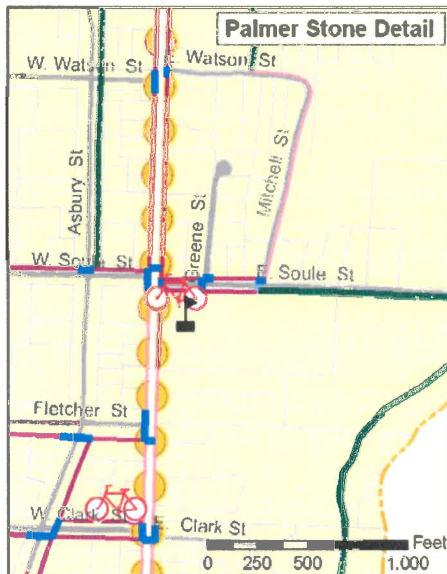
Bicycle Facilities



In order to increase awareness of bicyclists along Emory Street in the short-term, NEGRC recommends that the City of Oxford work with GDOT to install shared lane pavement markings, also referred to as “sharrows” within city limits. The Bicycle Technical Committee of the National Committee on Uniform Traffic Control Devices (NCUTCD) developed the proposed shared lane marking for inclusion in the MUTCD. This proposal was forwarded to the Federal Highway Administration in 2007 for consideration in the next revision of the MUTCD.⁵

In the future, when Emory Street is repaved, NEGRC recommends the installation of bicycle lanes along this corridor within the city limits and, preferably, connecting to the City of Covington.

Vehicle-Activated Speed Indicator Signs



NEGRC suggests the installation of vehicle-activated speed indicator signs along Emory Street to encourage motorists to drive the speed limit. The City of Oxford may consider incorporating these electronic signs into the existing school zone signage, where the speed limit is reduced from 35 to 25 miles per hour during the school day. Another option is for the city to purchase at least two speed trailers (one each for northbound and southbound traffic) that may be moved to different problem areas along Emory Street and other areas of town on a rotating schedule.

Key Area #2: Palmer Stone Elementary

Both the Palmer Stone Elementary site and the surrounding area pose barriers to safe pedestrian and bicyclist travel. The City of Oxford should work closely with administrators at the school and representatives from the Newton County School District to address issues of site circulation and connectivity to Oxford’s pedestrian and bicyclist infrastructure,

⁵ NCUTCD Bicycle Technical Committee (January 2007). Technical Committee Recommendation, Proposed Shared Lane Marking: Part 9 of the MUTCD.

both existing and planned. There currently exist no facilities which allow pedestrians to walk from the southeast corner of Soule Street and Emory Street to the front or side doors of the school without having to contend with automobiles in the parking lots on Emory Street or Soule Street. While a crosswalk is in place at this corner, it does not contain a sloped ramp for access by those with disabilities.

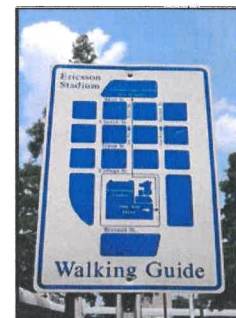


A worn dirt path exists on school property along Soule Street, indicating that pedestrians, potentially including elementary students, walk in this area. Integrating appropriate pedestrian and bicyclist facilities into the school site will improve safety as well as encourage more students and parents to use these modes of transportation. This is also true for the areas beyond school property, where an emphasis on connectivity should be considered with any infrastructure additions or improvements.

Key Area #3: Multi-Use Trail

During the assessment of Oxford's bicycle and pedestrian facilities, NEGRC paid special attention to the city's multi-use trail. Several sections have already been completed, and the city, with assistance from the Newton County Trails-Path Foundation, Inc. (Newton Trails), has identified tentative future connections. NEGRC offers the following set of recommendations for future multi-use trail additions:

- Priorities for future trail development should be off-road, with an emphasis on connectivity to existing sidewalks. Existing off-road trails in Oxford are eight-foot wide concrete paths; the minimum width for sidewalk additions is generally five feet, though no standards have been formalized by the city. The American Association of State Highway and Transportation Officials (AASHTO) recommends a minimum ten-foot width for paved multi-use paths, increasing to 12 or 14 feet where necessary or desirable due to substantial use. The Federal Highway Administration (FHWA) and the Institute of Transportation Engineers (ITE) recommend a minimum five-foot width for sidewalks, though wider facilities should be installed near schools, downtown areas, or anywhere with high pedestrian activity. NEGRC recommends that the City of Oxford adopt standards for minimum width of future trails and sidewalks to more clearly differentiate between the complementary facilities.
- Omit the planned section of multi-use trail along Emory Street south of East Wade Street to connect with the sidewalk on Geiger Street. Instead, the future trail should be developed along the south side of Wade Street to connect with the right-of-way along interstate I-20 leading to the City of Covington.
- The City of Oxford should choose between developing the multi-use trail along either Queen Ann Street or Carlton Trail in the southwestern section of the community connecting to Cousins Middle School, as the two streets are parallel. Neither route is preferable for any reason other than Carlton Trail is technically outside of the city limits. This decision will depend largely on convenience and the ability to acquire right-of-way.
- Work closely with Oxford College to extend the multi-use trail through the Whelchel property in the northwestern most section of the community. Oxford College will soon assume ownership of this property, which was placed in a trust by the previous owner specifically for recreational uses and outdoor education. The acquisition of this property presents an opportunity for increased cooperation and coordination between the City of Oxford and Oxford College.
- Develop of a wayfinding signage plan for existing and planned trails and trailheads. This will enhance the experience of visitors to Oxford who may not be familiar with popular destinations within the city. As the proposed Town Center development progresses and new destinations are created within the community, additional signage may be incorporated at appropriate locations.



Wayfinding signage example.
[www.pedbikeimages.org/\(Dan Burden\)](http://www.pedbikeimages.org/(Dan%20Burden))

General Recommendations

During the walkability/bikeability audit, NEGRC observed several additional phenomena throughout the City of Oxford that may impede the comfort levels of pedestrians and/or bicyclists. These are addressed in the following paragraphs.

Speed Humps

Retrofit existing speed humps to better accommodate bicycle traffic, and ensure that future installations follow this example. As is, these traffic-calming measures within the city are inconvenient for cyclists; a cut-through path in each direction is the preferred solution.

Four-way Stops

Along Wesley Street, road users encounter many four-way stops, nearly at every intersection. As bicycles are considered vehicles under Georgia state law, bicyclists are required to stop at each of these intersections, thus potentially deterring some from choosing to ride on these streets. According to guidance provided in the MUTCD chapter on regulatory signs, stop signs “should not be used for speed control” and “should be installed in a manner that minimizes the number of vehicles having to stop.” In addition, the MUTCD states that the decision to install any multiway stop should be based on an engineering study that measures, at minimum:

- 1) A crash problem of five or more reported crashes in a 12-month period,
- 2) Vehicular volume entering the intersection from major street approaches at 300 vehicles per hour, on average, for any eight hours, and
- 3) Combined vehicular, pedestrian, and bicycle volume entering the intersection from minor street approaches at 200 units per hour, on average, for the same eight hours.⁶

An alternative to four-way stops at some of these intersections would be the installation of traffic circles, already in limited use in Oxford. These relatively low-cost (\$5,000 – 10,000) traffic-calming devices slow travel at the intersection without stopping it, creating a more pleasant ride for bicyclists while at the same time allowing all vehicles to operate more efficiently.

Stop Sign Height

At the aforementioned intersections and elsewhere in Oxford, NEGRC observed that the height of stop signs appeared to be low. According to the MUTCD, signs installed in places where parking or pedestrian movements occur should be mounted so as to

⁶Manual on Uniform Traffic Control Devices (MUTCD), Chapter 2B. Regulatory Signs (Signs). Retrieved on August 13, 2009, from <http://mutcd.fhwa.dot.gov/hm/2003r1r2/part2/part2b1.htm#section2B08>.

allow for a 7-foot clearance from the bottom of the sign to the level of the pavement edge.⁷

Speed Limits

Oxford’s streets mainly feature a residential, neighborhood character. However, speed limits within the community appear to be marked somewhat inconsistently, and as such, motorists may be confused as to legal driving speeds. A City-wide speed limit of 25mph would both lower allowed speeds on nearly all road segments of Oxford and provide motorists with a more consistent understanding of acceptable behavior, providing increased compliance and safety. This modification applies to all streets, with the exception of SR81, Emory St.

Implementation Strategy

Project	Short-Term (1-2 years)	Mid-Term (3-4 years)	Long-Term (5+ years)	Cost Estimate
Sidewalk installations	X	X	X	\$11 per SF
Striped crosswalk installations	X	X	X	\$300 per crossing
“Enhanced” crosswalk additions and installations	X	X	X	\$30 per SF
Bicycle parking installations	X	X		\$300 (rack); \$4,000 (locker)
Shared-lane markings installations		X	X	\$300 per symbol
Vehicle-activated speed indicator school zone sign installations	X			\$5,500 per sign
Multi-use trail wayfinding signage plan and implementation	X	X	X	\$0 (in-house)

⁷ Manual on Uniform Traffic Control Devices (MUTCD), Chapter 2A. General (Signs). Retrieved on August 13, 2009, from <http://mutcd.fhwa.dot.gov/htm/2003r1/part2/part2a.htm>.

V. Funding Sources

Transportation Enhancements

Agency: Federal Highway Administration (FHWA) / Georgia Department of Transportation (GDOT)

Funding amount: varies, up to \$2 million per project

Description: The Transportation Enhancement (TE) program is also a part of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The provision of pedestrian and bicycle facilities as well as the development of safety and educational activities for pedestrians and cyclists are projects eligible for TE funding. GDOT is not certain at this time when the next Call for Projects will be released, though this usually occurs every two years (the last Call for Projects occurred in 2007). When available, updated information will be posted at the website below.

Website:

<http://www.dot.state.ga.us/localgovernment/FundingPrograms/TransportationEnhancement/Pages/default.aspx>

Safe Routes to School

Agency: Federal Highway Administration (FHWA) / Georgia Department of Transportation (GDOT)

Funding amount: varies, up to \$500,000 (no local match required)

Description: The Safe Routes to School program is also a part of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The program's goal is to increase the number of children in grades K-8 who bicycle and walk to school. Infrastructure projects within a 2-mile radius of schools are eligible for this funding. The State of Georgia was awarded approximately \$17 million in the 2005-2009 federal transportation bill for Safe Routes to School, and the first round of awardees was announced in May 2009. The next Call for Projects deadline has not yet been released. When available, update information will be posted at the website below.

Website:

<http://www.dot.state.ga.us/localgovernment/FundingPrograms/srts/Pages/Application.aspx>

Recreational Trails Program (RTP)

Agency: Federal Highway Administration (FHWA) / Georgia Department of Natural Resources, Division of Parks, Recreation, and Historic Sites

Funding amount: minimum \$25,000 to maximum \$100,000

Description: The purpose of the Recreational Trails Program is to provide and maintain recreational trails and trail-related facilities identified in the Statewide Comprehensive Outdoor Recreation Plan (SCORP). Grants are awarded to city and county governments, federal agencies, authorized commissions, and state agencies. The next grant cycle will be in fall 2009.

Website: <http://www.gastateparks.org/net/content/item.aspx?s=18195.0.1.5#application>

Land and Water Conservation Fund (LWCF)

Agency: Georgia Department of Natural Resources

Funding amount: varies

Description: Fifty percent matching grants for acquisition of real property and development of facilities for general purpose outdoor recreation. Annual funding applications are generally solicited in the fall, with a deadline for submission in late December.

Website: <http://www.gastateparks.org/net/content/item.aspx?s=18195.0.1.5#application>

'Bikes Belong' Grant

Agency: Bikes Belong Coalition

Funding amount: up to \$10,000

Description: The Bikes Belong Grants Program has two application categories: facility and

advocacy. The objective of the facility projects is to “connect existing facilities or create new opportunities; leverage federal, state, and private funds; influence policy; and generate economic activity.” For the advocacy category, Bikes Belong will only fund organizations whose primary mission is bicycle advocacy, with the intention of increasing bicycle ridership.

Website: <http://www.bikesbelong.org/node/42>

Various grant opportunities

Agency: Robert Wood Johnson Foundation

Funding amount: varies

Description: The mission of the Robert Wood Johnson Foundation is to “improve the health and health care of all Americans.” One of the foundation’s primary program areas is Childhood Obesity, and calls for proposals are often made for funding opportunities which seek to address this phenomenon through various methods, including encouraging healthy eating and promoting active lifestyles. Special consideration is given for projects in the 15 states, including Georgia, in which the risk for childhood obesity is greatest. Interested individuals and organizations are able to subscribe for funding alerts through the foundation’s website.

Website: <http://www.rwjf.org>

Captain Planet Foundation Grant

Agency: Captain Planet Foundation

Funding amount: \$250-\$2,500

Description: With a focus on school-aged children, the Captain Planet Foundation awards grants for projects and programs which promote understanding of environmental issues. There are four deadlines for submission each year, on March 31, June 30, September 30, and December 31.

Website: <http://captainplanetfoundation.org/>

Various grant opportunities

Agency: Georgia-Pacific Foundation

Funding amount: varies

Description: The Georgia-Pacific Foundation focuses resources in four key areas for the purpose of creating and sustaining strong communities: Education, Environment, Entrepreneurship, and Community Enrichment. For the 2009 funding cycle, the Foundation will accept grant proposals through October 31.

Website: <http://www.gp.com/gpfoundation/index.html>