



BATS 2016 BIKE AND MULTIPURPOSE TRAIL STUDY PUBLIC COMMENT LOG

BATS TCC/PC Meeting and Public Hearing | August 8, 2016 | 1:30 PM

Comment 1: Regarding the St. Simons Island Multipurpose Trail – Can both bicyclists and pedestrians use multipurpose trails?

Action: No action required, the report provides detailed descriptions of these facilities.

Comment 2: A trail should be incorporated to connect Altamaha Canal Trail to Canal Crossing shopping plaza.

Action: No action required, the recommended trail is located directly adjacent to this commercial development. During the design phase of this facility connections to adjacent properties will be designed to ensure the safety of the traveling public.

Comment 3: Why are we encouraging separate bicycle and pedestrian facilities instead of “shared facilities” on existing roadways?

Action: No action required, the plan includes both shared and separate infrastructure recommendations, and follows all industry standards for safety and security (GDOT, FHWA, AASHTO, NACTO, and MUTCD).

Comment 4: Why aren’t we promoting multimodal access opportunities for disadvantaged populations within the study area?

Action: No action required. The analysis identified/mapped the locations of disadvantaged populations and analyzed non-motorized access to employment, education, goods and services, and recreation opportunities. Projects were recommended where bicycle and/or pedestrian infrastructure was absent or inadequate.

Comment 5: Why are we not recommending projects that utilize utility easements and alleys?

Action: No action required. The plan calls for the implementation of trails along utility easements, where appropriate. Alleys are not considered appropriate for multimodal infrastructure.

Comment 6: Why does the safety element of the plan focus on criminal assault and police control of bicyclists/pedestrians? We should be policing automobile drivers.

Action: No action required, the discussion regarding safety encourages the incorporation of security elements into trail amenities to ensure the safety of the facility users. Report language states “Additional considerations for maintaining a safe and secure non-motorized network, includes enforcement of non-motorized regulations and laws...”. This statement encompasses the legal responsibilities of both the motorist and the bicyclist/pedestrian.

Note: The study team followed up via telephone with the citizens that registered comments on 8/11/2016 at 2:00 PM.

Email Submittal | August 1, 2016 | 2:35 PM

Comment: GREAT STUDY!! WELL DONE!

- Jo Claire Hickson, Executive Director
Coastal Georgia Greenway