Executive Summary

In its role as the Metropolitan Planning Organization (MPO) for the Atlanta region, the Atlanta Regional Commission (ARC) is responsible for the development and implementation of a regional planning process that includes all modes of transportation. In this capacity, ARC has been promoting regional bicycle and pedestrian planning since 1973 when it adopted its first plan to address bicycle transportation as an alternative mode of transportation for the region. Throughout the years, regional trends have surfaced whereby the provision of bicycle and pedestrian facilities has become more prevalent and, the need for additional facilities continues to be expressed at a regional level. In response to these trends, ARC has continually updated its planning process to address bicycle and pedestrian facilities for the region. The Atlanta Region 2002 Regional Bicycle Transportation and Pedestrian Walkways Plan, referred to in this document as the 2002 Regional Bicycle and Pedestrian Plan Update, is the result of a 10 month planning process that encompassed many of ARC's planning partners and the public. The plan update was closely coordinated with ARC's Bicycle Suitability mapping project. This project rated preferred travel routes for their suitability for bikes based on detailed criteria. These routes were mapped and were used as one criteria to determine which new projects would be included in the 2030 RTP. More information on the Bicycle Suitability mapping project is found on page 43 in Appendix C. As part of the ARC's long range planning process, the 2002 Bicycle and Pedestrian Plan Update recommendations will be incorporated into the ARC's 2030 Regional Transportation Plan (RTP) Process. The 2002 Plan will also provide guidelines and recommendations to ARC's planning partners regarding future bicycle and pedestrian planning.

The 2002 Regional Bicycle and Pedestrian Plan Update followed these basic planning steps:

- Development of a public involvement plan

With the assistance of the Bicycle and Pedestrian Task Force and ARC staff, an extensive public involvement plan was developed to maximize participation in the Update process. Public involvement strategies included quarterly newsletters, provision of Update information on the ARC web page, attendance at Bicycle User Group meetings and attendance at other regional forums sponsored by ARC.

- Identification of goals, objectives and performance measures

Research was conducted on goals and objectives found in other regional plans and in the ARC's 1995 Regional Bicycle and Pedestrian Plan to assess applicability to current trends. The goals and objectives were then refined to include emerging issues such as the potential for increased community health as a result of an increase in the provision of bicycle and pedestrian facilities. The 2002 Regional Bicycle and Pedestrian Plan Update went a step further and also defined

specific performance measures to assess the region's compliance with the plan's goals and objectives.

- Assessment of needs and constraints within the current trends facing bicycle and pedestrian planning

A cornerstone of any planning process includes an assessment of existing conditions. An existing conditions analysis was conducted to assess current trends in the land use, transportation and environmental framework with respect to bicycle and pedestrian planning. Opportunities and challenges were outlined and addressed in the 2002 Regional Bicycle and Pedestrian Plan Update recommendations.

- Identification of strategies to integrate bicycle and pedestrian planning with the Congestion Management System (CMS)

The ARC's CMS identified congested regional facilities and specific strategies to address the congestion. Information from the CMS was used to develop specific bicycle and pedestrian strategies to be incorporated in the planning process. These strategies included prioritizing bicycle and pedestrian projects in areas identified with heavy pedestrian volumes or with intersection design problems. An additional strategy included mapping identified congested locations as part of the bicycle suitability mapping process. More information on the Bicycle Suitability mapping process can be found on page 43 in Appendix C.

- Identification of recommended bicycle and pedestrian facility design guidelines

Prior to the selection of potential projects for inclusion in the Plan Update, different bicycle and pedestrian facility types available for implementation in the region were presented. Extensive input from ARC's planning partners and the public helped to shape the recommended facility types for incorporation into the 2002 Regional Bicycle and Pedestrian Plan Update. These recommendations can be used as guidelines for implementing the different facility types developed. Detailed project costs were also developed for each of the recommended facility types.

- Development and identification of potential alternative projects

The ARC held a half day workshop with its planning partners and the public to identify potential alternative projects for inclusion in the 2002 Plan Update. County and City maps were provided with available information regarding existing bicycle facilities, transit facilities, and community facilities. Moreover, preliminary information from the bicycle suitability mapping process was also provided. This information helped to guide decision-making with respect to the identification of potential new projects for inclusion in the 2002 Regional Bicycle and Pedestrian Plan Update.

- Evaluation of the identified projects against the goals and evaluative criteria

  Once potential projects were identified, an evaluation was conducted to determine whether the project should be included in the 2002 Regional Bicycle and Pedestrian Plan Update. The criteria included whether the facility was a gap closure, was in close proximity to transit facilities or was deemed to have a low bicycle suitability rating. Low suitability rating meant that the project improvement was needed more than if the identified roadway was already highly suitable for bicyclists. Identified projects already included in the 2025 Regional Transportation Plan (RTP) were not individually evaluated, however, cost estimates for these projects were updated. Cost estimates were not provided for all 2025 RTP projects.

- Selection of the preferred projects to recommend for inclusion in the 2030 plan

  Based on the evaluation, a list of recommended projects for inclusion in the 2030 RTP process was developed. Very few recommended projects did not meet the outlined criteria and other recommendations from the public outreach process were already included in the 2025 RTP. Cost estimates for the 2030 RTP project additions were also developed. The recommended projects were discussed with ARC's planning partners and priorities for implementation developed. It is important to note that the selection process for project additions into the 2030 RTP was unconstrained in terms of available funding. During the 2030 RTP development process, ARC and its planning partners will work together to develop a financially constrained plan that may or may not include all projects recommended during the 2002 Regional Bicycle and Pedestrian Plan Update.

As mentioned previously, the process was a 10-month commitment that included collaboration and involvement from many organizations, individuals, and the ARC Planning Teams, which included the Bicycle and Pedestrian Task Force. The resulting plan document provides an overview of the 2002 Regional Bicycle and Pedestrian Plan Update process, along with specific recommendations for projects to be included in the 2030 RTP. Strategies are outlined to maximize compliance with federal TEA-21 guidance, to better integrate the bicycle and pedestrian planning process into other ARC transportation planning efforts, such as the update of the CMS, and to encourage planning partners to design and build bicycle and pedestrian facilities in compliance with the recommended guidelines. Furthermore, additional regional studies are recommended to address the increasingly important issues of pedestrian safety and the provision of pedestrian facilities.

I. Introduction

A. MPO Bike/Ped Plan Update Responsibilities

The Atlanta Regional Commission is the Metropolitan Planning Organization (MPO) for a 10 County area that includes the counties of Cherokee, Cobb, Dekalb, Douglas, Clayton, Fulton, Fayette, Gwinnett, Henry, Rockdale and the City of Atlanta. Pursuant to TEA 21 (Transportation Equity Act for the 21st Century), MPO's are responsible for multi-modal transportation planning in regions with 50,000 or more individuals. As the MPO responsible for multi-modal planning for the Atlanta region, ARC has conducted bicycle and pedestrian facility planning for almost 30 years. Throughout the years, the process of planning for these facilities has been refined and integrated with other planning efforts at ARC. Changes to federal legislation, development of new technical capacities, bicycle and pedestrian priority changes within the jurisdictions, and the participation of a broader number of individuals and organizations have necessitated continued updates to the Regional Bicycle Transportation and Pedestrian Walkways Plan (Regional Bicycle and Pedestrian Plan). In addition to updating plans due to changing conditions and changing priorities, the ARC is required by law to update it's Regional Transportation Plan (RTP) every three years. The Regional Bicycle and Pedestrian Plan is a significant element of the RTP. In 2000, ARC adopted the 2025 RTP, which included the latest update of the Regional Bicycle and Pedestrian Plan (1995). Currently, ARC is in the process of updating the RTP for the horizon year 2030. Therefore, in conjunction with this RTP update, the 2002 Regional Bicycle and Pedestrian Plan was developed as input into the 2030 process.

The plan update process was a 10-month effort that included participation of many individuals, organizations and agencies interested in furthering bicycle and pedestrian issues in the region. These interests were represented by ARC's Bicycle and Pedestrian Task Force. Although the Task Force was a driving force in generating public involvement in the process, an extensive public involvement plan was developed to assure maximum participation in the process from all groups and individuals in the region.

B. Bike/Ped Plan Update Process

This plan outlines the results of the 2002 Regional Bicycle and Pedestrian Plan Update process. The initial step in the process was to establish a Public Involvement Plan that defined coordination efforts, outreach activities and criteria to measure the effectiveness of the public involvement plan. The next step in the process was to establish a baseline condition or an existing conditions analysis. The existing conditions analysis addressed the federal guidance with respect to bicycle and pedestrian planning, reviewed the history of bicycle and pedestrian planning at the regional level, and conducted a survey of trends at the national, state, and local levels to determine potential new developments/strategies that could be incorporated into the regional plan update.

Following the establishment of a baseline condition, the plan's vision statement and supportinggoals and objectives were refined and updated. In order to measure the effectiveness of these goals and objectives, technical performance measures were established. In developing the performance measures, it became apparent that data with respect to existing pedestrian facilities was not readily available. One plan recommendation was to use data collected as part of other ARC processes to evaluate the implementation of the 2002 Regional Bicycle and Pedestrian Plan Update goals and objectives. For example, ARC's Congestion Management System (CMS) recommends collection of bicycle and pedestrian data to assess the impact of these strategies on congested facilities. Data collected for the CMS could therefore be coordinated with data needs of the Regional Bicycle and Pedestrian Plan. With respect to the CMS, a detailed analysis was conducted to identify strategies which would strengthen the relationship between the 2002 Regional Bicycle and Pedestrian Plan Update and the CMS planning process. Strategies recommended from this analysis were used in the strategic planning process. The strategic planning process, which was the next step in the Plan Update, not only incorporated CMS recommendations but also developed recommendations that capitalized on opportunities available within the current land use, transportation and environmental framework, as well as political and technical environments in the region.

A key strategy outlined in the strategic planning process was the development of Best Practices and Design Guidelines for Bicycle and Pedestrian Planning. These guidelines were developed with a substantial amount of public input and are included in Section III. The final and most deliberate step in the plan update process was the Regional Network Evaluation and subsequent 2030 Plan Recommendations that resulted from the evaluation process. Over 300 projects were recommended and evaluated, and those that met the plan's goals and objectives are included in Section VI.

It is noteworthy that the 2002 Regional Bicycle and Pedestrian Plan Update is a product of a highly successful planning process that involved many individuals and organizations. It's success will be further established through incorporation into the ARC 2030 RTP update, as well as local transportation and private organizational plans.

C. Summary of Public Involvement

In conjunction with the Regional Bicycle and Pedestrian Task Force, and consistent with ARC's adopted Transportation Public Involvement Plan, a public involvement plan for the 2002 Regional Bicycle and Pedestrian Plan Update was developed and is included in Appendix A. This plan outlined coordination efforts with planning partners, with established ARC Planning Teams, and with local bicycle and pedestrian interest groups. Some of the outreach activities outlined in the Plan included specific outreach to the media, quarterly newsletters, community newsletters, web pages, and public meeting informational displays. A major public involvement effort in the Update process was a half day workshop conducted to identify potential projects to include in the 2002 Regional Bicycle and Pedestrian Plan Update and the 2030 RTP. The workshop format was highly interactive and many individuals and organizations with varied interests attended. The Public Involvement Plan's effectiveness was evaluated through quantitative and qualitative measures. Results of the quantitative and qualitative measures that evaluated the Public Involvement Plan's

effectiveness are included in Appendix A. As indicated by these results, the public process during the 2002 Regional Bicycle and Pedestrian Plan Update was very successful.

II. Plan Purpose

Once the Public Involvement Plan for the 2002 Regional Bicycle and Pedestrian Plan Update was established, the next step in the planning process was to establish a plan vision statement for future bicycle and pedestrian planning in the region. The vision statement provides a statement of purpose for developing the Plan Update with a 2030 horizon year. Specific goals and objectives were then developed in order to attain the vision for bicycle and pedestrian planning in the future. In conjunction with the Bicycle and Pedestrian Task Force, research was conducted of previous ARC plan goals and objectives, as well as a review of other similar MPO bicycle and pedestrian plan goals and objectives, to determine applicability to current trends and future regional needs. The goals and objectives were further coordinated with the RTP and Regional Development (RDP) goals and were consistent with the TEA-21 goals and objectives.

The vision statement defines a future desired end-state for bicycle and pedestrian planning in the region. Goals are the generalized expressions that provide direction for the bicycle and pedestrian transportation system and together help achieve the vision. Objectives are specific quantitative or qualitative targets, which can be used to measure the degree of attainment of a specific goal. The Bicycle and Pedestrian Task Force also developed a series of performance measures used to evaluate how well a specific project alternative met the goals and objectives. These performance measures were used to develop evaluation criteria for selecting and prioritizing project alternatives.

The resulting draft vision statement, goals and objectives were presented to the Task Force and included in the first quarterly newsletter for citizen input. In addition, during the TIP Open House Forums, the draft vision, goals and objectives were presented for comment. With public input and the assistance of the Bicycle and Pedestrian Task Force, the following vision statement, goals and objectives were established for the 2002 Regional Bicycle and Pedestrian Plan Update.

A. Vision

Foster the development of bicycle and pedestrian friendly neighborhoods and commercial centers, enhancing the environment and improving public health and quality of life, making the Atlanta region an attractive, healthy and safe place to live, work and play.

B. Goals and Objectives

Goal 1: Provide a regional system of safe, convenient and accessible bicycling and pedestrian facilities for all users through the coordinated efforts of governmental agencies, the private sector and the general public.

Objective 1: Develop a connected system of bicycle and pedestrian facilities serving major origin and destination points within the regional and local jurisdictions, linking residential and commercial areas, educational and employment areas, health care and service centers, natural, cultural and recreational resources.

Objective 2: Ensure the regional system addresses the needs of different types of users from experienced cyclists on arterial roadways to children walking and riding bicycles on local roads to school.

Objective 3: Ensure that bicycle and pedestrian facilities are integrated and connected to other modes in the regional transportation system in order to reduce dependence on the private automobile, reduce traffic and improve air quality.

Objective 4: Ensure that the bicycle and pedestrian system complements the existing transportation network to maximize and preserve the existing system and take advantage of public right- of-ways and corridors such as utility lines, rail lines, linear waterways, etc., for bicycle and pedestrian facilities in order to minimize public costs.

Objective 5: Establish a maintenance program and maintenance standards that ensure safe and usable bicycle and pedestrian facilities.

Objective 6: Provide ancillary facilities such as bicycle parking and storage, lighting, landscaping, signing, pavement marking and signalization to enhance the value and increase the utility and safety of the bicycle and pedestrian system.

Objective 7: Support the enforcement and training of regulations that ensure the safety, operation and proper use of the bicycle and pedestrian system.

Objective 8: Develop a bicycle and pedestrian system that meets the highest achievable design and safety standards, including ADA standards.

Goal 2: Promote and encourage bicycling and pedestrian travel as viable forms of transportation, as healthy forms of exercise, and as a positive benefit to the environment.

Objective 1: Establish a regional educational and marketing program highlighting the public health, economic development and environmental benefits of bicycling and walking.

Objective 2: Provide and encourage regular and continuing bicycle and pedestrian training and safety programs in conjunction with local institutions, organizations and bicycle and pedestrian interest groups.

Objective 3: Develop and distribute written, graphic and other materials to inform and assist bicyclists and pedestrians in making effective and safe use of the system.

Objective 4: Establish recognition programs that honor and celebrate significant achievements and programs that support using alternative transportation for daily travel, in developing and implementing exceptional bicycle and pedestrian designs, in achieving safety goals, and in maintaining litter-free facilities.

Objective 5: Recognize and promote activities around regional and local events such as National Bike Month (May), Bike-To-Work Week, and Walk-to-School Day.

Objective 6: Encourage employers to provide facilities for employees who bike to work (e.g., locker rooms, showers and bicycle parking).

Goal 3: Promote coordinated and continuous bicycle and pedestrian planning and development programs at the regional and local levels.

Objective 1: Encourage and provide assistance for the establishment of permanent bicycle and pedestrian planning functions within city and county governments and local advocacy groups, such as bicycle user groups and neighborhood planning groups.

Objective 2: Continue providing a regional forum for bicycle and pedestrian planning and discussion with additional membership, including utility and railroad representation, schools, parks and recreation staff, public health representatives and other regional stakeholders.

Objective 3: Establish mechanisms to ensure full public participation in developing regional and local bicycle and pedestrian policies, plans and programs.

Objective 4: Encourage the development of local bicycle and pedestrian plans that complement and support regional bicycle and pedestrian objectives.

Objective 5: Establish regional policies that track and report systems use and progress in implementing bicycle and pedestrian projects.

Objective 6: Establish policies that require consistent bicycle and pedestrian design elements in all transportation and major development projects, including options for accommodating bicycles and pedestrians on all streets.

Objective 7: Encourage and provide technical assistance for zoning, land use and roadway design changes to promote bicycle and pedestrian friendly development.

Goal 4: Provide adequate funding resources for planning, developing and maintaining high quality regional and local bicycle and pedestrian systems.

Objective 1: Actively advertise all eligible federal and state grants for bicycle and pedestrian planning and development.

Objective 2: Coordinate the development of bicycle and pedestrian projects to make maximum use of opportunities for joint development using other public or private resources.

Objective 3: Provide technical assistance to local jurisdictions implementing creative financing options for bicycle and pedestrian facilities including local sales tax programs, capital improvement programs, user fee systems that provide funds to help offset operations and maintenance costs, and programs to encourage tax-free contributions of funds or property for bicycle and pedestrian projects.

Objective 4: Ensure an equitable amount of transportation funding for bicycle and pedestrian projects incorporating design, right-of-way and construction.

Objective 5: Create a work plan that prioritizes regional data collection needs to encourage the completion of these projects.

C. Performance Measures

Performance measures are used to evaluate how well an alternative supports the study goals and objectives. Performance measures are designed to provide information to the transportation planning process for the purpose of decision-making. Performance measures were also used during the 2002 Regional Bicycle and Pedestrian Plan Update process to determine which facilities to include and how to prioritize them.

Performance measures are very important to the Bicycle and Pedestrian Task Force. In developing the performance measures, it became apparent that there is a general need for additional data collection regarding bicycle and pedestrian facilities. Based on the amount of available data regarding bicycle and pedestrian facilities, and in an effort to establish a workable number of performance measures, the Task Force established a separate subcommittee

to address the issue. In addition to agreeing on a set number of performance measures, the Task Force also made a distinction between short-term and long-term performance measures. Short-term performance measures will be used with existing data, whereas, long-term measures would require additional data collection. After much discussion, below are the agreed upon performance measures adopted for the 2002 Regional Bicycle and Pedestrian Plan Update.

Short-term Performance Measures:

- *Centerline miles of on-road bicycle facilities or shared use paths leading to regionally designated origins and destinations within a 1.5 mile and 5 mile radius.*
- *Centerline miles of on-road bicycle facilities and shared-use paths along various road types as defined by ARC.*
- *Percent of centerline miles of on-road bicycle facilities or shared use paths leading to bus transfer stations, transit stations, and/or park and ride lots within a 5 mile radius.*
- *Amount of regional funding for education and marketing programs highlighting the health, economic development and environmental benefits of bicycling and walking*
- *Percent of jurisdictions with development regulations requiring the installation of bicycle parking, bike lanes and paved multi-use paths.*
- *Percent of non-traditional funds used per jurisdiction for bicycle and pedestrian projects*
- *Percent of funding for bike/ped projects as classified by ARC model type and project type.*

Long-term Performance Measures:

- *Percent of ADA accessible crossings within one mile of bus transfer stations, transit stations, and/or park and ride lots.*
- *Percent of centerline miles with sidewalk within one mile of bus transfer stations, transit stations, and/or park and ride lots.*
- *Percent of estimated Population/Employment within 1.5 miles of an on-road or shared-use bicycle facility*
- *Percent of jurisdictions with the ARC approved model sidewalk ordinance*

The ARC Transportation Public Involvement Plan contains performance measures regarding public involvement which are incorporated here by reference. ARC will continue to collect the data

required for these performance measures to be used for measuring the region's success in meeting the 2002 Regional Bicycle and Pedestrian Plan goals and objectives. The long-term performance measures identified will require additional data collection efforts and have been included as part of the Plan Update's project recommendations in Section VI.

D. Evaluation Criteria

The plan's goals, objectives and performance measures were used to develop evaluation criteria for the identification of potential projects to be included in the 2030 RTP. These evaluation criteria are similar to the criteria used to evaluate projects for inclusion in the RTP and TIP. Based on the revisions made to the plan's goals and objectives, ARC will be reviewing past evaluation criteria used for the RTP/TIP to make sure it is consistent with the updated plan. During the half day workshop held at ARC to identify potential projects, evaluative criteria was given to participants to guide them in preparation of recommendations. Recommended facilities that met one or more of these criteria were included in the 2002 Bicycle and Pedestrian Plan's project recommendations. These criteria include:

- The facility closes a gap in the existing system
- The facility connects multiple jurisdictions
- The facility scores low in the bicycle suitability rating process
- The facility is included in an updated local plan and not reflected in the regional plan
- The facility is within one mile of public transportation
- The facility serves as a high priority pedestrian corridor

III. Overview of Facility Types and Users

During previous ARC bicycle and pedestrian planning processes, the Bicycle and Pedestrian Task Force has recommended that ARC develop best practices for bicycle and pedestrian facility design as a technical resource for local governments. The development of best practices for design, along with typical cost estimates for each recommended facility is a policy recommendation in the 2002 Bicycle and Pedestrian plan. (See Section V for policy recommendations.) To implement this policy recommendation, the following design guidelines were developed for bicycle and pedestrian facilities. It is important to note that the Task Force and interested parties worked many hours to agree on the appropriate language for the design guidelines. The following guidelines are the result of this work effort, addressing the many interests represented on ARC's Bicycle and Pedestrian Task Force.

When planning for a large regional area, such as ARC, it is impossible to pre-determine every situation that will arise. It is preferred instead to outline a set of design guidelines, which will be used to direct the design of facilities proposed in the overall plan. Recommended facilities will be referred to as "Facility Types" according to the following descriptions. Graphic representations of each of the Facility Types are included in this section.

Prior to designing a facility, it is important to understand the users of the proposed facilities. The varying types of users have different requirements. A successful network of bicycle and pedestrian facilities must include facilities for all types of users if it is to be successful as a viable transportation network.

It should also be noted that every roadway, unless prohibited by law, is a viable transportation option for cyclists. Many streets and transportation corridors that have no improvements or facilities specifically for bicycles are commonly used as transportation corridors for non-motorized transportation. The facilities described herein will assist cyclists and pedestrians with safe and well planned improvements, and range from minimal improvements, to facilitating the ease of use, to completely separate non-motorized facilities.

Sidewalks already exist in several town centers and activity areas within the ARC's 10 County region. However, a database of existing sidewalk facilities has yet to be established. Nevertheless, it is critical that guidelines be established for the implementation of sidewalks to connect existing facilities and for new construction.

A. Types of Cyclists and Pedestrians

The American Association of State and Highway Transportation Officials (AASHTO) has developed a nationally accepted guide for the Development of Bicycle Facilities defines three types of cyclists. Facilities that accommodate a very confident adult cyclist who regularly commutes to work may not be very appropriate for a child on his/her way to school, and vice versa.

i. **Type A Cyclists:** Advanced adult cyclists best describe the Type A Cyclist. These cyclists 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. These cyclists will use any road legally open to bicycle traffic although wider lane widths and fewer obstacles to bicycle tires are desirable.

ii. **Type B Cyclists:** A typical adult qualifies as a Type B Cyclist. These cyclists know the rules of the road and know how to ride a bicycle. 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. Type B Cyclists require more gentle grades and continuous facilities between destinations. Type B Cyclists need facilities that are safer and less intimidating than those required by Type A Cyclists.

iii. **Type C Cyclists:** Children are the prototypical Type C Cyclists. These cyclists may be very skilled cyclists. However, 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.

AASHTO has not defined types of pedestrians. For the purposes of this study, pedestrians will be designated into four types: Adult Pedestrians, Child Pedestrians, Environmental Justice Community Pedestrians, and Pedestrians with Disabilities.

i. **Adult Pedestrians:** Adult Pedestrians use pedestrian facilities for commuting, recreation, and exercise. Adult Pedestrians are aware of the rules of vehicular traffic. Adult Pedestrians can have difficulty crossing high speed, multi-lane streets that lack median refuge islands or pedestrian signals, or where reckless drivers threaten their safety.

ii. **Child Pedestrians:** Child Pedestrians see and hear the world differently than adults. Children often have trouble judging traffic speed, gaps in traffic, or whether a car is coming, going or standing still. Children are shorter than adults, and have limited peripheral vision.

Facilities that reduce traffic speed, calm traffic, and provide separation from the travel lane are types of facilities needed by Child Pedestrians. Neighborhood streets with sidewalks and shared-use facilities are preferred for Child Pedestrians to travel to their typical destinations such as schools, libraries and parks.

iii. **Environmental Justice Community Pedestrians:** The counties within the Atlanta Regional Commission house numerous citizens from a host of international countries. Many parts of Atlanta are home to concentrations of new residents of the United States. Several areas have a concentration of people who do not necessarily read the English language well and may not be able to read warning signs that are written in English. Therefore, in these known areas, safety and directional signage should be shown in symbols rather than written words. The Manual on Uniform Traffic Control Devices (MUTCD) offers several options for regulating the flow of vehicular and pedestrian traffic. Symbols within those standards that are graphic, rather than written, should also be encouraged in these areas.

Many Environmental Justice Community Pedestrians are unable to drive, and rely on walking and public transit as primary modes of transportation. These Pedestrians rely on safe sidewalks and crossings. Sidewalk facilities in neighborhoods which have a high population of Environmental Justice Community Pedestrians should be numerous and provide connections from residential neighborhoods to destinations such as employment centers, shopping areas, public transit, and public and semi-private institutions. Sidewalks in these areas should maximize the connections to transit facilities.

iv. **Pedestrians with Disabilities:** 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. For instance, people who are deaf need visible warnings about crossing vehicular traffic. People with vision impairments need tactile indications that they are approaching an intersection or other hazard. Since they cannot see safety signs, they need audible indicators to inform them of proper times to cross the street. Pedestrians in wheelchairs are unable to mount curbs or maneuver through rough, narrow, or steep surfaces.

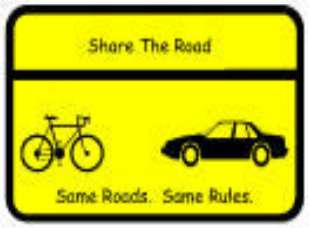
It is expected that all design solutions for recommendations in this plan will be consistent with ADA standards. The Federal Highway Administration (FHWA) publication, *Designing Sidewalks and Trails for Access: Best Practices Design Guide* offers many details that cater to Pedestrians with Disabilities which are also applicable for all pedestrians. Existing guidelines are recommended for facilities proposed in this plan.

B. Descriptions of Facility Types

The facilities described below are, in many instances, ideal designs based on best practices. AASHTO's Guide for the Development of Bicycle Facilities, 1999, has been tailored to meet conditions within the Atlanta Region. Guidelines and best practices will need to be altered to fit individual sites and conditions.

FHWA is publishing the second part of the two part series entitled *Designing Sidewalks and Trail for Access: Best Practices Design Guide.* This guide discusses many alternatives for designing for persons with disabilities. The pedestrian facilities outlined below are based upon available published guidelines; including AASHTO and FHWA, and upon professional experience gained in designing these facilities in the Atlanta region.

i. **Facility Type A - Signed Shared Roadways:** Type A Cyclists will use all legally open streets for transportation purposes. Many of the streets and roads will 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. An opportunity to provide preferred routes for cyclists with relatively little financial infusion is provision of a signed shared roadway.



In a signed shared roadway facility, the cyclist shares a lane with motorized vehicles. As lane widths will vary, wider existing lane widths will be one consideration when choosing a route. Slower speeds are preferred over faster moving traffic routes. A relatively low traffic volume is also desired to minimize the potential for conflicts between cyclists and motorists. Long sight distances will also be desirable. Roads with less steep gradients will be more conducive to cycling than those with steep inclines or declines.

In designating a road as a Signed Shared Roadway, physical improvements to the existing road or street should include bicycle-safe drainage grates in all instances. Bridge expansion joints, improved railroad crossings, smooth pavements, and signal timing and detector systems that respond to bicycles may also be provided along existing roadways to maximize the safety of bicyclists. Signing is required on both sides of the roadway. Specific recommendations on the type of signage for signed shared roadway in the Atlanta region will require further research. There are several options available and AASHTO can be referenced for more details on types of signage available. However, due to this lack of research on signage types, it is up to the jurisdictions to decide what signage type will work best for them.

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. Directional signage is also encouraged. Destination arrows and text should be added to sign poles to help cyclists maneuver through the safest routes to and from major destinations. Signage type should be pursuant to AASHTO guidelines.

Examples of this type of facility in the Atlanta region include the Stone Mountain to Atlanta path with several sections of signed-shared roadways, which due to the high traffic volume and speed, may be more appropriate for a Type A Cyclist. However, Type B Cyclists do also use the facility. In downtown Powder Springs, Dillard Street is currently being signed to provide part of an important connection between the Silver Comet Trail and the historic downtown. In this particular case, specimen trees close to the road and limited right-of-way precluded a more intensive improvement. Because traffic volume and speed are relatively low and because sight distance is unlimited, a signed shared roadway with safety and directional signage will serve Type A Cyclists, Type B Cyclists, and Type C Cyclists with the guidance of adults. There are several types of signs to use and which type will work best has not been determined.

ii. **Facility Type B - Wide Outside Lane:** A way to provide more maneuvering room for a bicyclist is to provide increased lane width. Lanes wider than twelve feet can better accommodate both bicycles and motor vehicles in the same lane. Providing a wider curb lane may allow motorists to pass a cyclist without changing lanes. This option still requires directional signage and the removal of hazards. Wide outside lanes can provide a cost-effective option for areas where there is inadequate width for bike lanes, but where there is the opportunity to gain additional width or simply to restripe the road. Fourteen feet of useable width is optimal along straight, relatively flat stretches of road. Fifteen feet may be desirable in some cases, such as where sight distance is limited or on steep inclines or where on-street parking effectively reduces useable width.

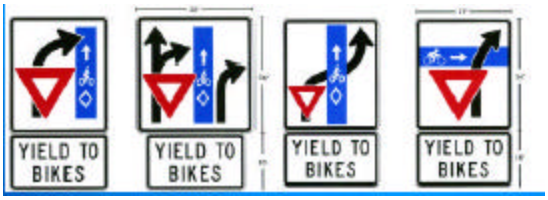
As important as it is to provide continuity within a bicycle network, long uninterrupted stretches of wide curb lane may be improperly used as two lanes in congested urban or suburban areas. This possibility should be considered when designing the facility. In more urban situations where a continuous lane width of fifteen feet may be available, it may be more effective to restripe the lane to provide a designated bike lane.

iii. **Facility Type C - Paved Shoulder:** Adding, improving or restriping for paved shoulders can often be the most effective way to provide better bicycling facilities, especially in rural areas. Paved shoulders provide areas where cyclists can pull off the travel lane or ride more slowly on steep inclines or sharp curves. Paved shoulders also add safety for motorists by increasing the durability of the travel lane and providing an emergency pull-off area. The additional width can be beneficial for improved safety and mobility for both cyclists and motorists.

Paved shoulders should be at least four feet wide in addition to curb and gutter and should not be painted as a bike lane. However, consistent with AASHTO guidelines, an opportunity to implement paved shoulders less than the desired four feet should not be ignored. If guardrails or other roadside hazards exist, then a minimum of five feet of useable width is recommended. 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.

iv. **Facility Type D - Bike Lane:** It may be desirable to incorporate bike lanes into a roadway design in urban areas or where bicycle use is expected to be frequent and/or where roadways conditions necessitate. Bike lanes provide delineated road space for preferential use by bicyclists and therefore make their movements more predictable. While traveling in a designated bike lane, cyclists are more confident that motorists will not swerve into their travel space. Motorists are less likely to swerve out of their lane while passing a cyclist traveling in a designated bike lane.

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 and motor vehicles. The desired width will vary depending on the exact situation, but generally a minimum four feet of useable width is recommended. Gutter width should not be considered a part of the required four-foot width. If 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. Possible circumstances, number of lanes, widths, and configurations can impact proposed bicycle facility. 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. Intersections should always include wayfinding signage (directional signs) to common destinations. A wrong turn for a cyclist has much higher consequences for cyclists than motorists. Also, many cyclists will not know the most bicycle-friendly route to destinations.

Bike lanes are more successful if they are continuous. Their presence encourages bicycle traffic. Many Type B Cyclists who would otherwise be intimidated to attempt a ride on a heavily

traveled street or road will be much more likely to use a facility that includes bike lanes. In many instances throughout the Atlanta region, bike lanes stop when the road narrows, steepens, or approaches an intersection. When cyclists need the most protection, direction, and predictability and are the most vulnerable, they are all too often left to their own resources on an unimproved vehicular travel lane.

v. **Facility Type E - Urban Sidewalk:** It is necessary to develop standards for the safety of pedestrians. Urban conditions exist in many places throughout the Atlanta region. Most town centers have areas that will require a design similar to the urban sidewalk. The urban sidewalk typical section attempts to achieve these goals. Pedestrians occasionally need to access the sidewalk from the parking lane or even from the travel lane on quiet streets. Therefore, a paved and textured 'furnishing zone' should be provided to allow horizontal separation from motor vehicles. 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 for pedestrians. Intersections should always include wayfinding or 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. Sidewalks leading from transit stations are another location that should always provide wayfinding signage and graphically presented maps of the local area. Transit users often do not know the route to their destination and getting lost will deter them from using transit 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 through pedestrian zones, the sidewalk areas, will vary depending on need and land use. Six foot sidewalks, or through pedestrian zones, are recommended as a minimum in urban conditions. Wider through pedestrian zones will be necessary on particularly busy streets, in major activity centers and around dense land use areas. For example, in central business districts and activity centers, a minimum of 8' width is recommended. An additional four-foot furnishing zone is recommended for most situations. Six-inch curbs are recommended in all cases to provide vertical separation from travel and/or parking lanes. Where possible, pedestrian zones should include shade trees. There are areas within the Atlanta region where existing conditions will not allow for the ten-foot combination of through pedestrian zone and furnishing zones. In these instances, as much room as possible should be allocated for a narrowed furnishing zone and minimum six-foot through pedestrian zone should be provided. In all instances, sidewalks must meet minimum ADA requirements such as the inclusion of handicapped ramps. Ideally, sidewalks should be constructed on both sides of the street to avoid unnecessary mid-block pedestrian crossings.

As pedestrians are not insulated from weather, amenities such as shade trees and benches are desirable 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. Plant groundcover under trees is most desirable. Safety can be significantly enhanced with pedestrian lighting. Amenities such as trash receptacles, directional signage, streetlights and benches enhance both safety and the pedestrian experience.

iv. **Facility Type F - Neighborhood Sidewalk:** Many areas within the Atlanta region can accommodate pedestrians with the neighborhood sidewalk. As with the urban sidewalk, maximum vertical and horizontal separation from the travel lane are still recommended. Because there is less need to access the sidewalk from a parking lane or travel lane, a four-foot vegetated furnishing zone, in addition to the sidewalk width, will accommodate utilities and amenities. Wider furnishing zones, at least ten feet, are desirable when possible and practicable to allow for larger street trees. The through pedestrian zone, or sidewalk area, is recommended to be a minimum of five feet in width. A six-inch curb will provide adequate vertical separation.

There will be areas where need will dictate a wider pedestrian clear zone. In areas where space is limited, the vegetated furnishing zone can be limited to a minimum of two feet. In instances where the furnishing zone is only two feet wide, 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.

vii. **Facility Type G – Expanded Bike Lane/Rural Paved Shoulders:** The Georgia Department of Transportation (GDOT) has established a standard for rural bike lanes. The GDOT's urban section bike lane is similar to AASHTO's. The GDOT recommends an expanded bike lane for areas with rural roadway typical sections. The most significant difference from AASHTO's standard bike lane is the addition of a rumble strip. The 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. It is important to note that discussion continues regarding the use of rumble strips along rural roadways and their negative impact on cyclists. 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.

viii. **Facility Type H - Shared Use Path:** Opportunities to provide transportation options that can serve all non-motorized populations exist in the form of shared use paths. This type of facility is

typically located on an exclusive right-of-way such as an abandoned rail corridor, utility easements, urban interstate right-of-way, or along rivers, streams, and lakes. Shared use paths have many commonly used names, such as mixed-use path, trail, and off-road facility. All types of pedestrians and all types of non-motorized, wheeled transportation use shared use paths. They can provide short-cuts through residential neighborhoods by connecting cul-de-sac streets, act as connections between major destinations, such as schools and neighborhoods, and can 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 right-of-way 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 conflicts with motor vehicles. Type A Cyclists often prefer to avoid shared use paths in favor of more direct, on-street routes, which may be available. Shared use paths generally serve the bulk of the general population who desire alternate, stand alone facilities for cycling and walking.

In most instances shared use paths should be paved. In order to provide separation between users and making 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. Visibility is also a concern in many communities with shared use paths.

While it is generally recommended that shared use paths be paved with either concrete or asphalt, it is possible to construct a successful path that is not paved. For paths along sensitive environmental areas, different types of permeable materials are available for construction of shared use paths. For example, the National Park Service no longer allows any kind of hard pavement within their facilities. In many instances the National Parks Services provides land for important, off-road connections. The Chattahoochee River National Recreation Area at Powers Ferry Road is a gravel facility up to thirty-feet wide in some locations. The path follows the Chattahoochee River and is very well used by the public. Although this particular path is primarily used for recreation and exercise, it links neighborhoods that are remote by the road system and can be used to facilitate non-motorized transportation. However, it should be noted that gravel paths are not ADA accessible and should only be used when environmental conditions warrant it.

ix. **Facility Type I – Bike Lane/Sidewalk:** The combination of on-road bike lanes and off-road sidewalks is often desirable for corridors where non-motorized transportation options are specifically encouraged. Often, through an urban setting, bike lanes and sidewalks will be 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.

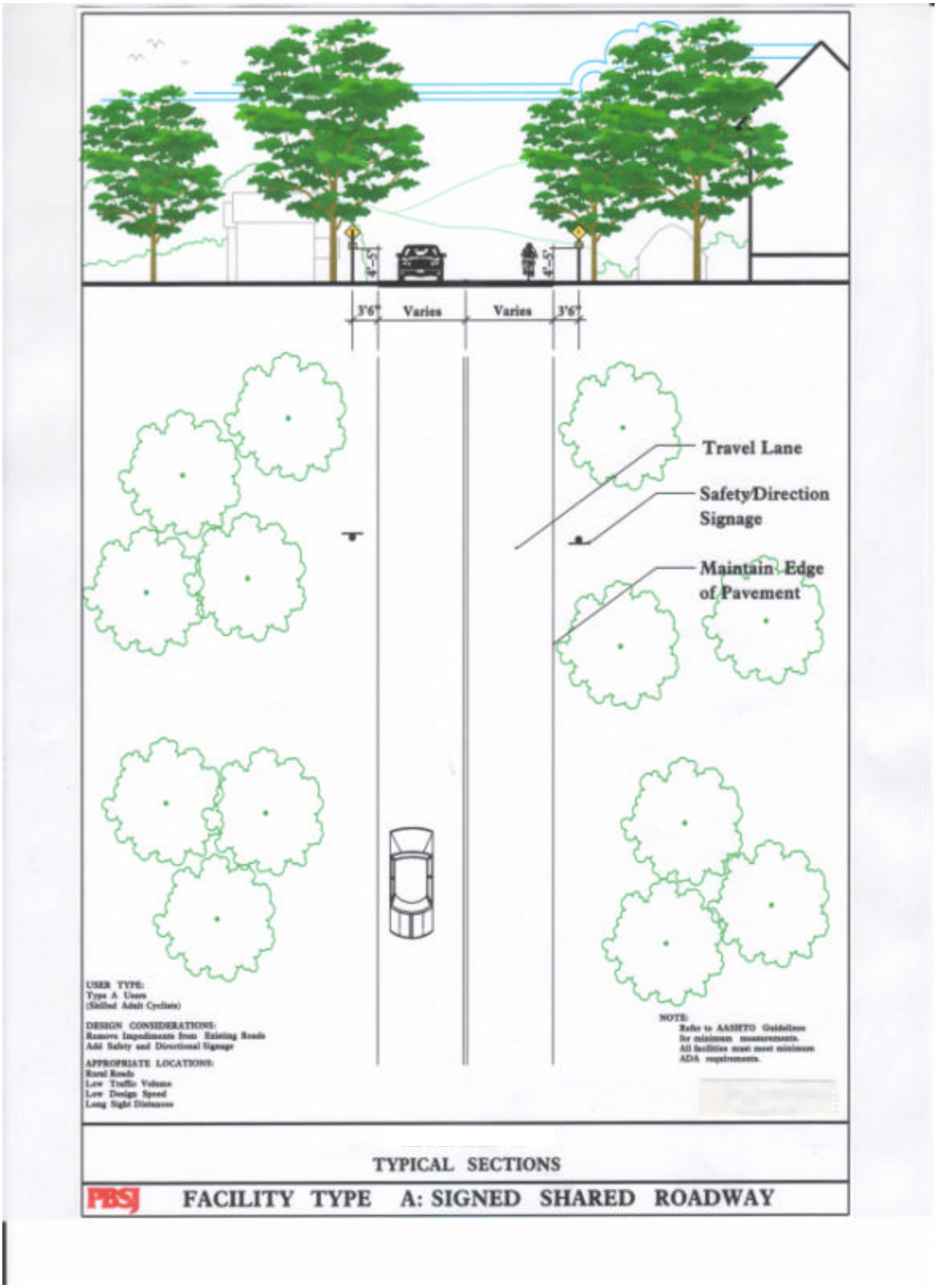
x. **Facility Type J – Bikeable Sidewalk/Side Paths:** In very limited instances, bikeable sidewalks, also called sidepaths, may be constructed in the Atlanta region by a local government. These facilities are typically located directly adjacent to the roadway. The plan guidelines recommend that these 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 all 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.

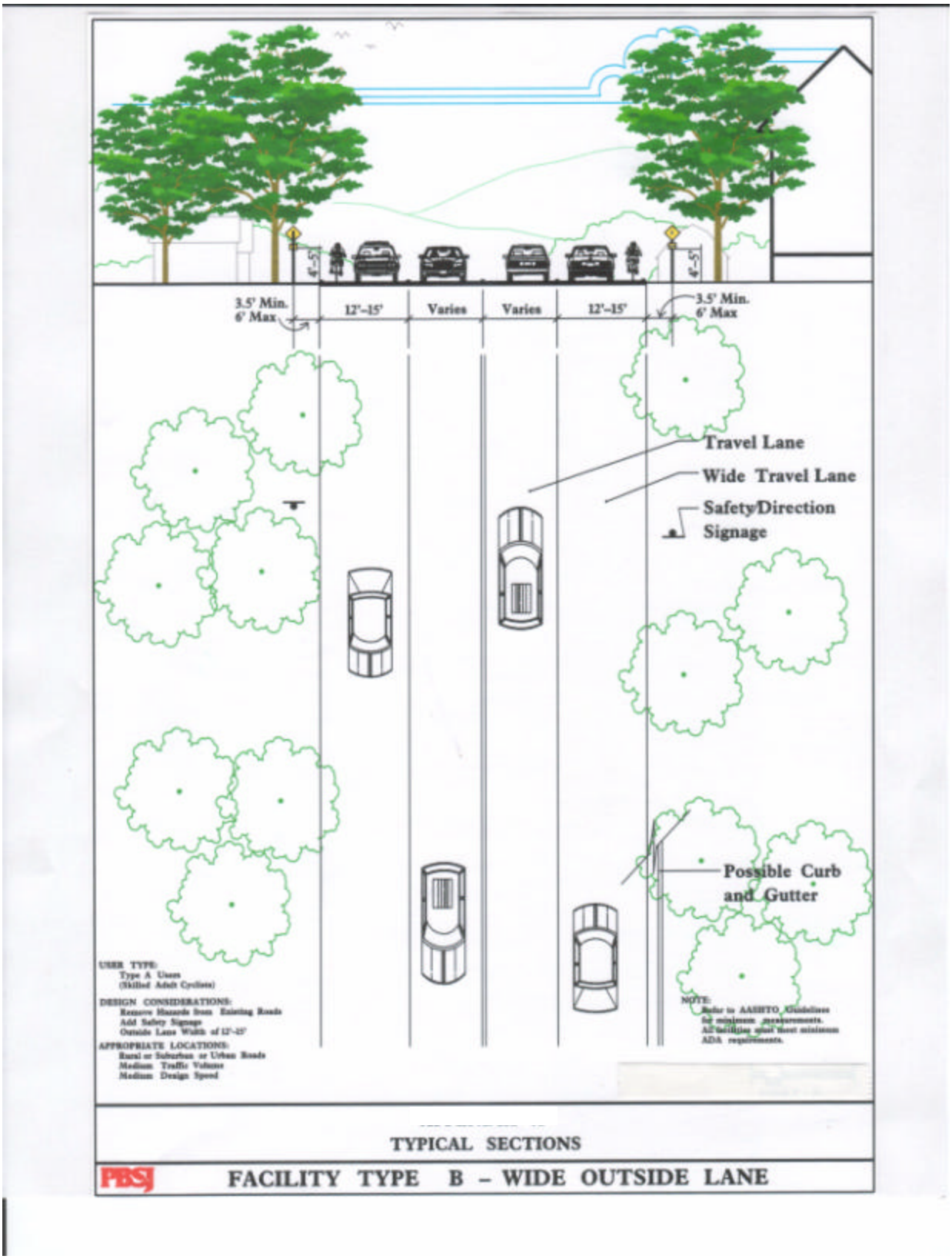
The bikeable sidewalk should be at least 10' wide, and should be separated from the travel lane by a planting or a continuous barrier. The desired separation from the street is 5 feet. Wider separation, particularly at mid block locations, would deter the motorists from being able to detect the cyclist on the sidewalk. For a separation less than 5', the planting or continuous barrier should be used.

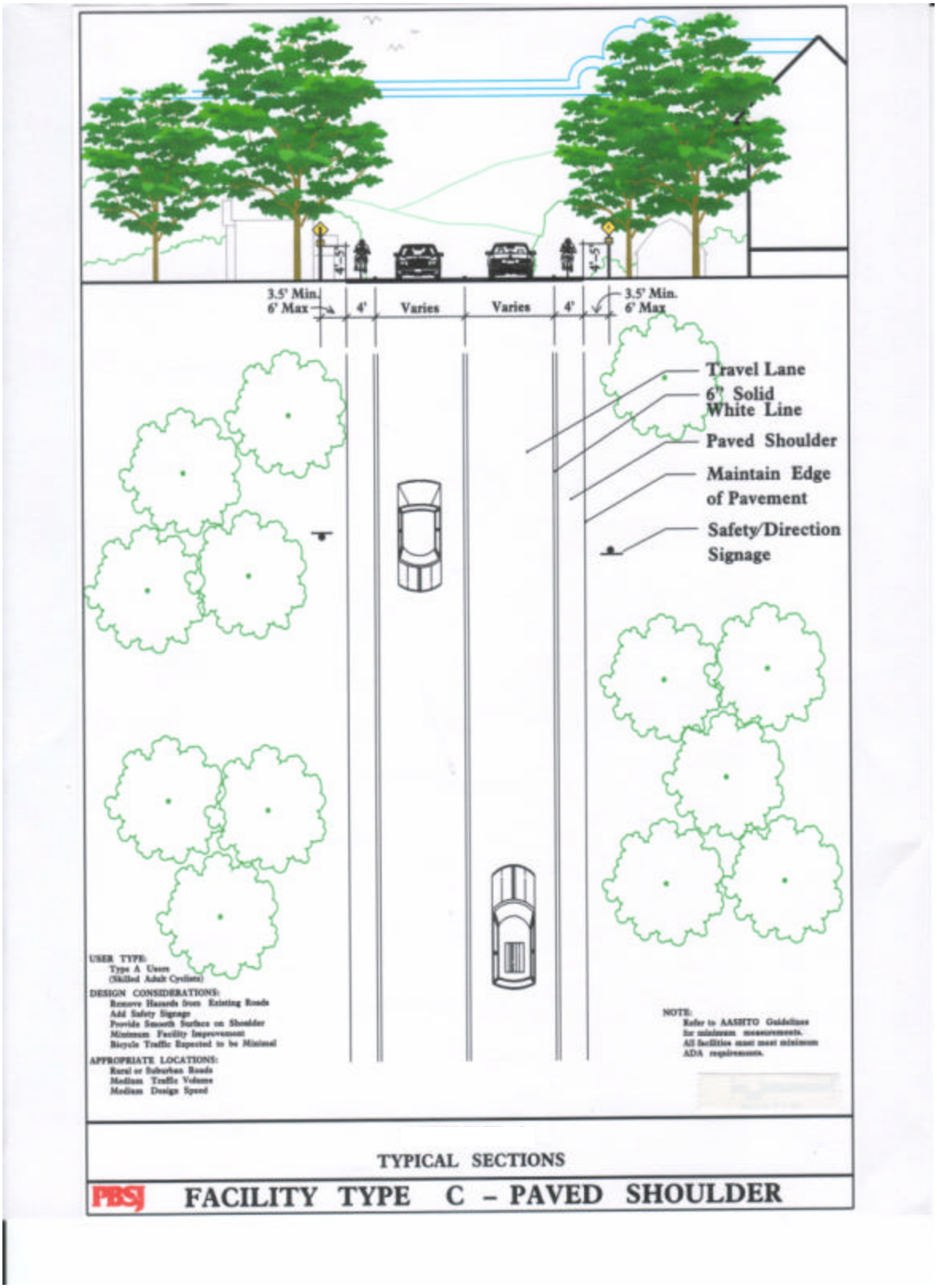
This type of facility has a high possibility of conflicts between motor vehicles and bicycles as well as between bicycles and pedestrians. Therefore, all other options, including alternate routes, should be considered before planning a bike-able sidewalk or sidepath. AASHTO's Guide for Development of Bicycle Facilities should be consulted for more information and other design considerations.

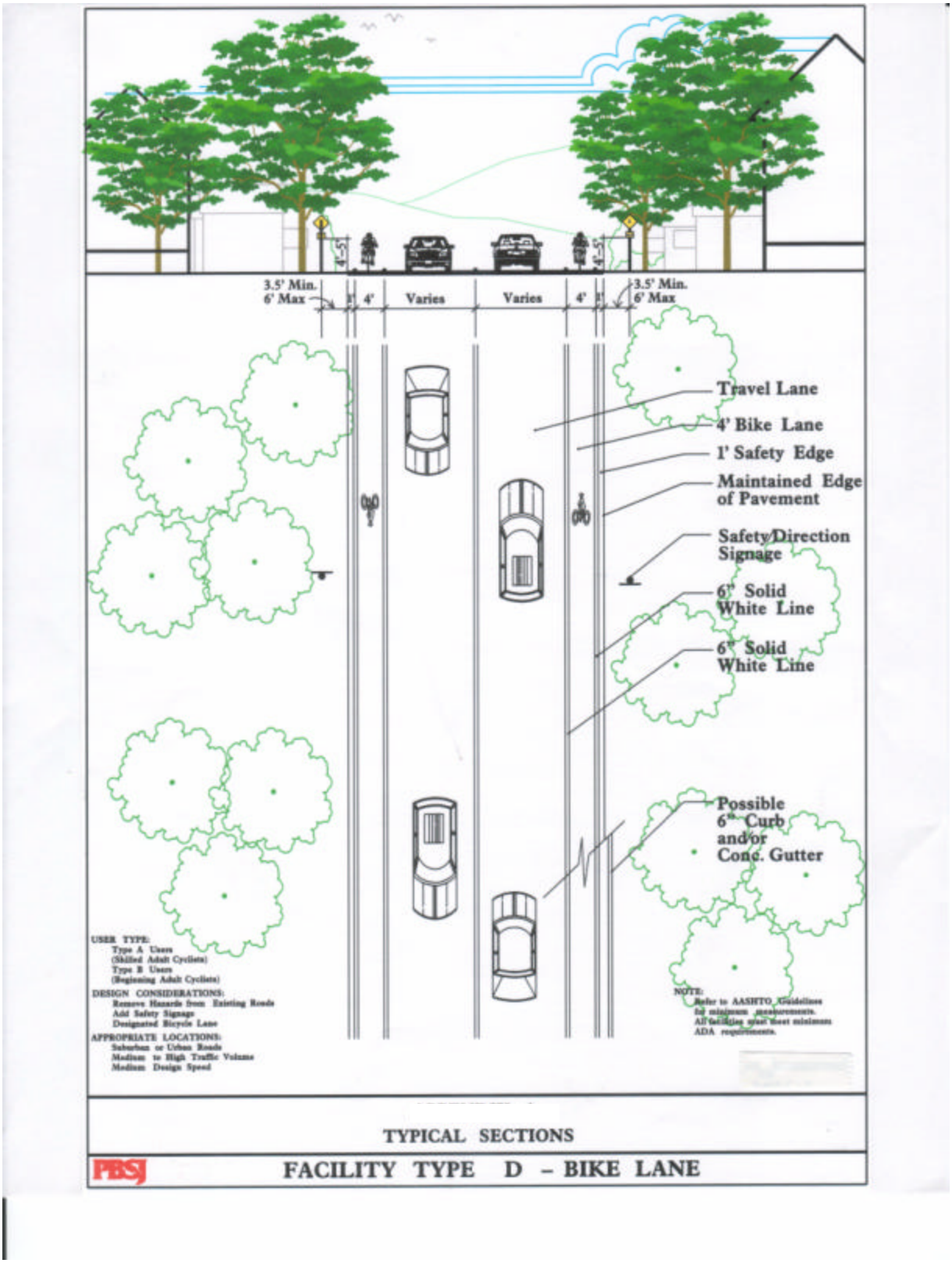
C. Diagrams of Facility Types

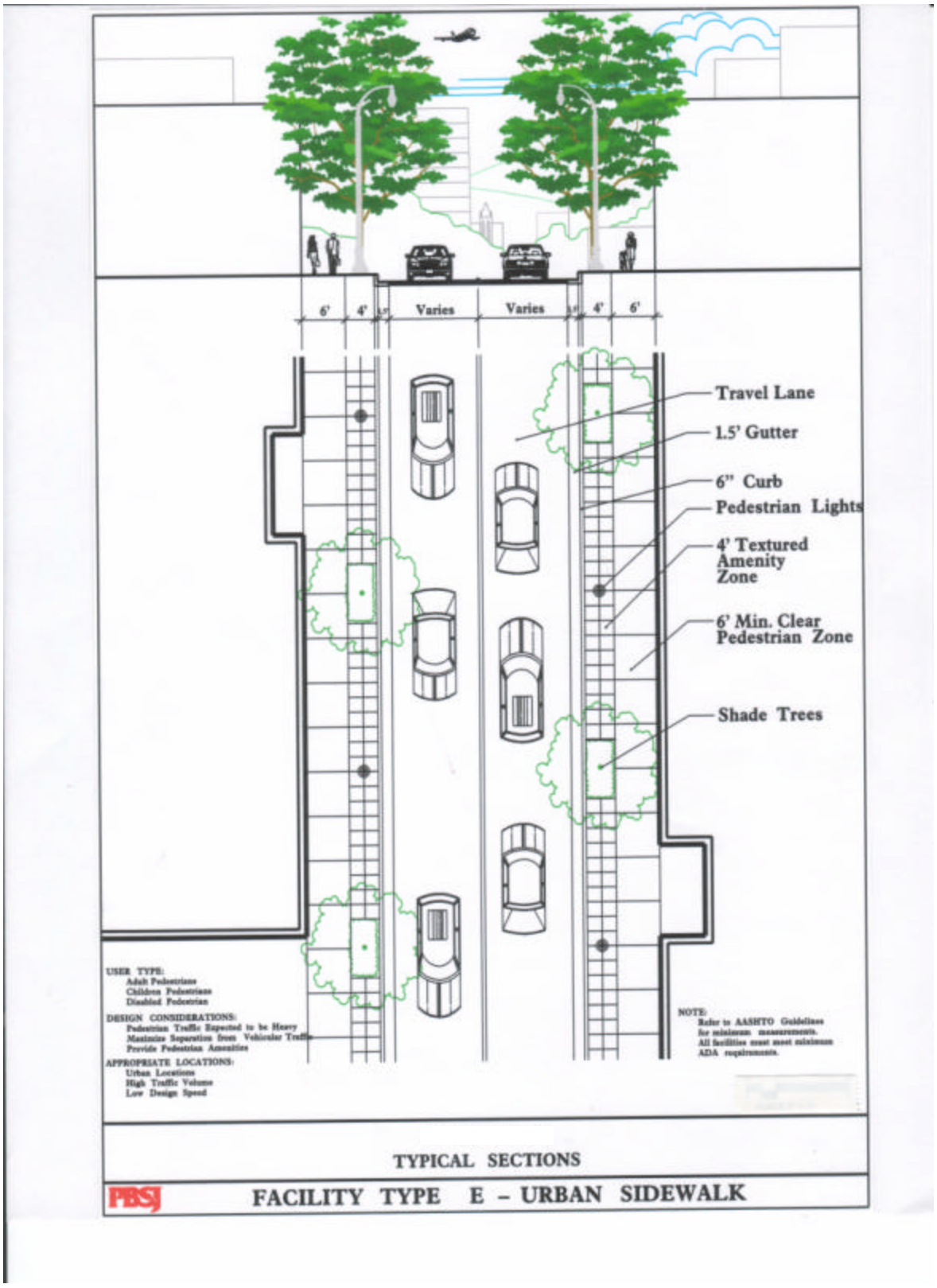
Following are the respective diagrams for the different facility types described.

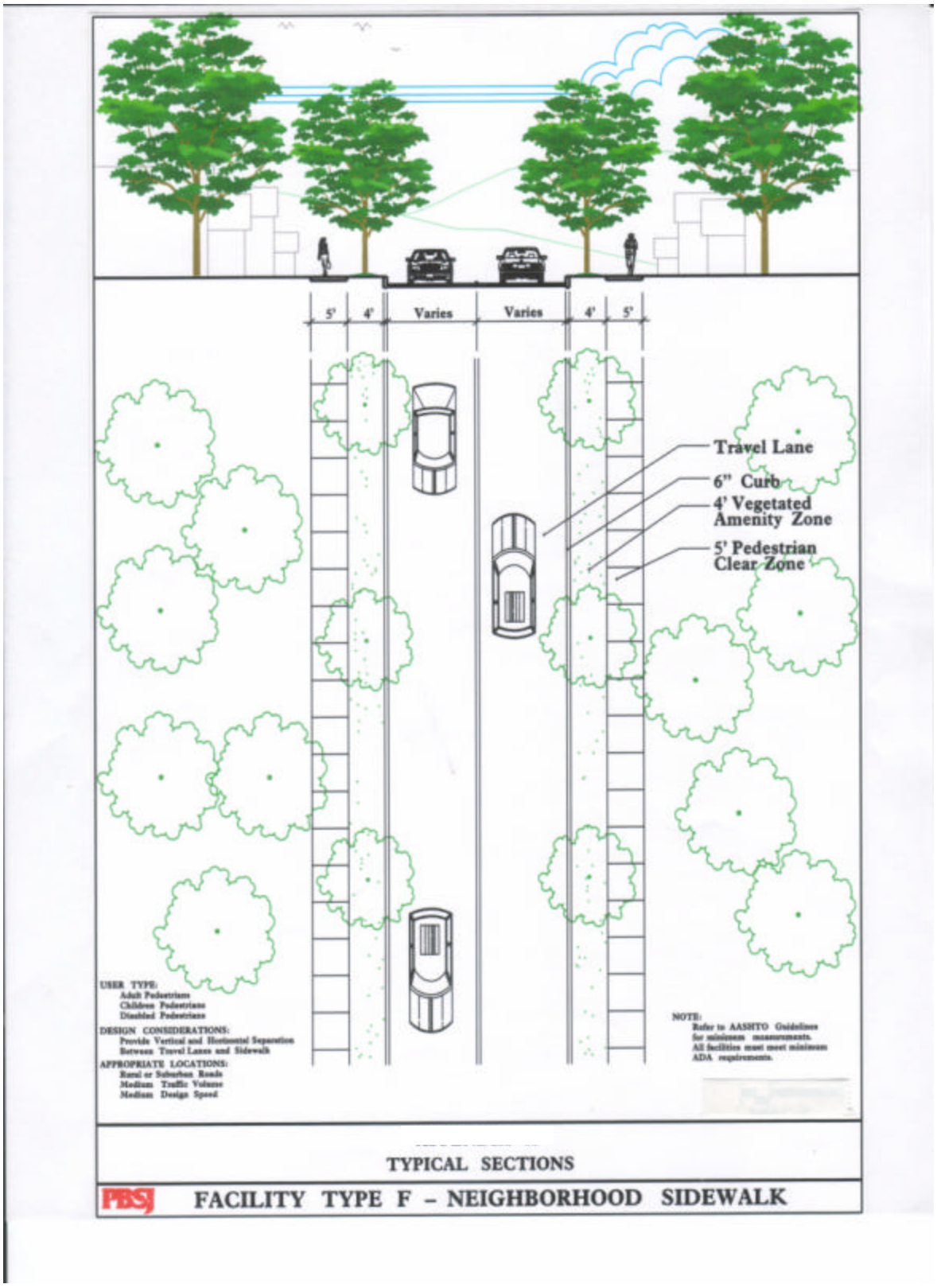

3'6"
Varies
Varies
3'6"
Travel Lane
Safety/Direction Signage
Maintain Edge of Pavement
USER TYPE:
Type A Users
(Skilled Adult Cyclists)
DESIGN CONSIDERATIONS:
Remove Impediments from Existing Roads
Add Safety and Directional Signage
APPROPRIATE LOCATIONS:
Rural Roads
Low Traffic Volume
Low Design Speed
Long Sight Distances
NOTE:
Refer to AASHTO Guidelines for minimum measurements.
All facilities must meet minimum ADA requirements.
TYPICAL SECTIONS
FACILITY TYPE A: SIGNED SHARED ROADWAY

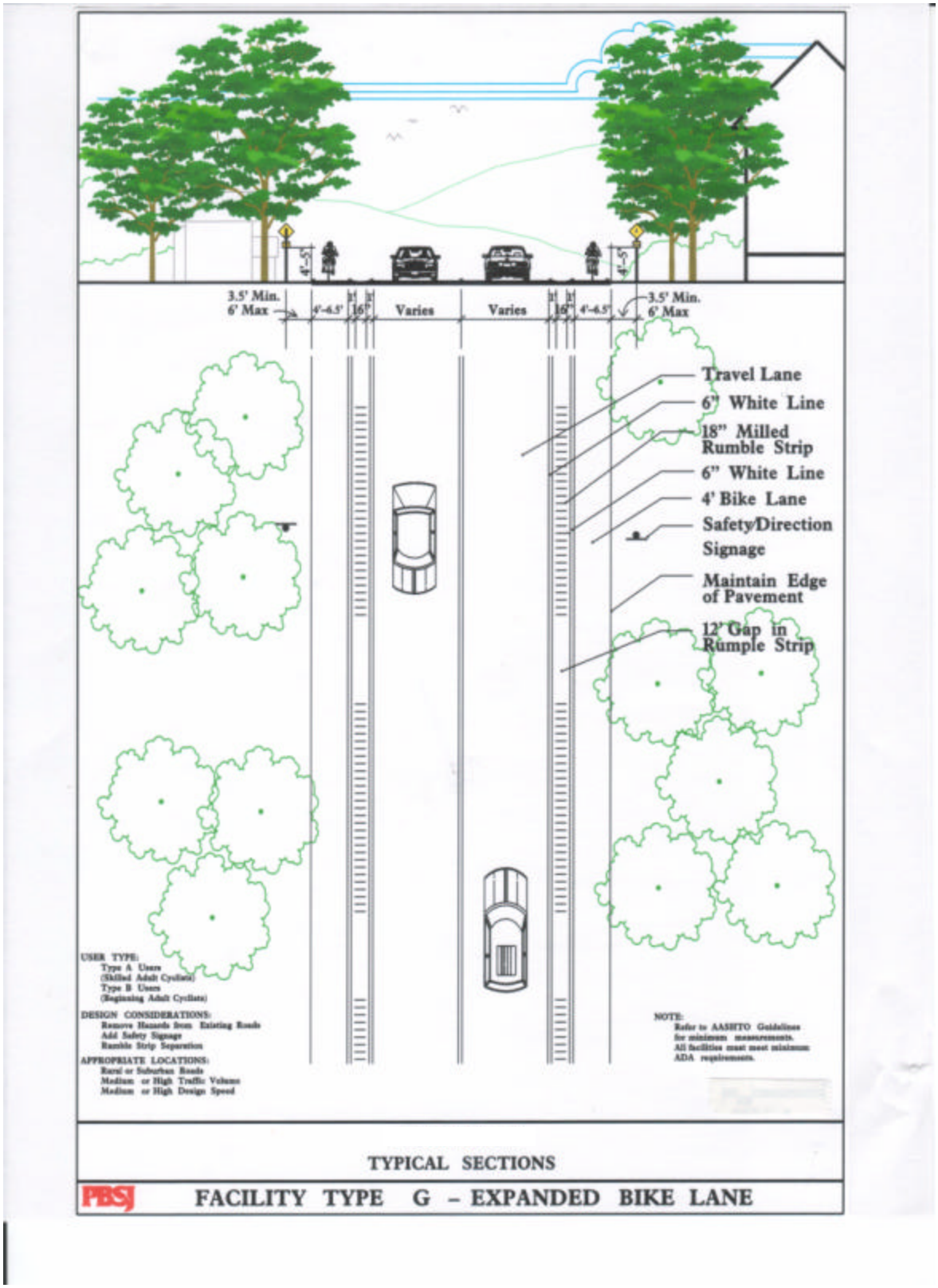

3.5' Min.
6' Max
12'–15'
Varies
Varies
12'–15'
3.5' Min.
6' Max
Travel Lane
Wide Travel Lane
Safety/Direction
Signage
Possible Curb
and Gutter
USER TYPE:
Type A Users
(Skilled Adult Cyclists)
DESIGN CONSIDERATIONS:
Remove Hazards from Existing Roads
Add Safety Signage
Outside Lane Width of 12'-15'
APPROPRIATE LOCATIONS:
Rural or Suburban or Urban Roads
Medium Traffic Volumes
Medium Design Speed
NOTE:
Refer to AASHTO Guidelines
for minimum requirements.
All facilities must meet minimum
ADA requirements.
TYPICAL SECTIONS
FACILITY TYPE B – WIDE OUTSIDE LANE

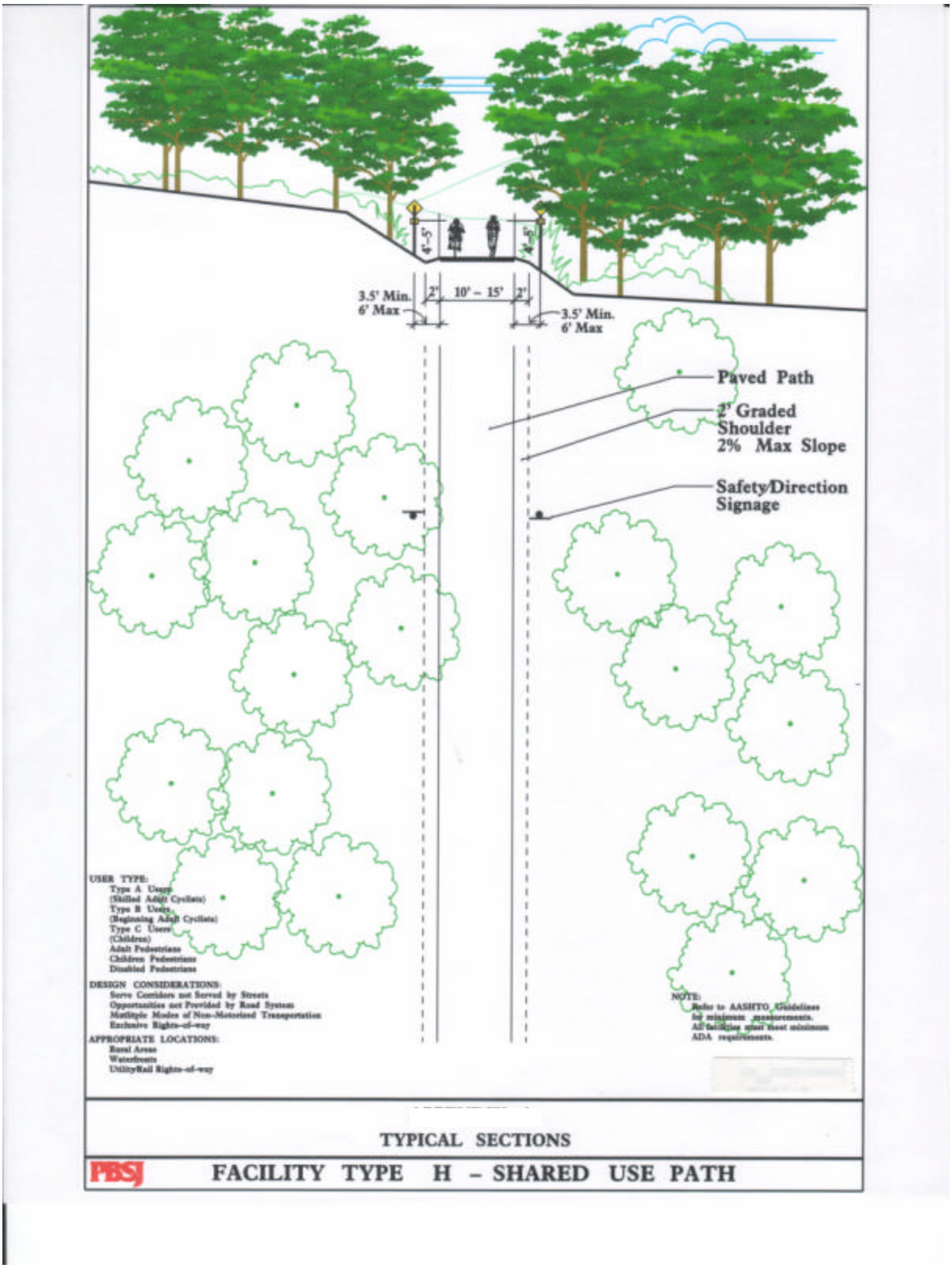

3.5' Min.
6' Max
4'
Varies
Varies
4'
3.5' Min.
6' Max
Travel Lane
6" Solid White Line
Paved Shoulder
Maintain Edge of Pavement
Safety/Direction Signage
USER TYPE:
Type A Users
(Skilled Adult Cyclists)
DESIGN CONSIDERATIONS:
Remove Hazards from Existing Roads
Add Safety Signage
Provide Smooth Surface on Shoulder
Minimum Facility Improvement
Bicycle Traffic Expected to be Minimal
APPROPRIATE LOCATIONS:
Rural or Suburban Roads
Medium Traffic Volume
Medium Design Speed
NOTE:
Refer to AASHTO Guidelines for minimum measurements.
All facilities must meet minimum ADA requirements.
TYPICAL SECTIONS
PBS
FACILITY TYPE C – PAVED SHOULDER

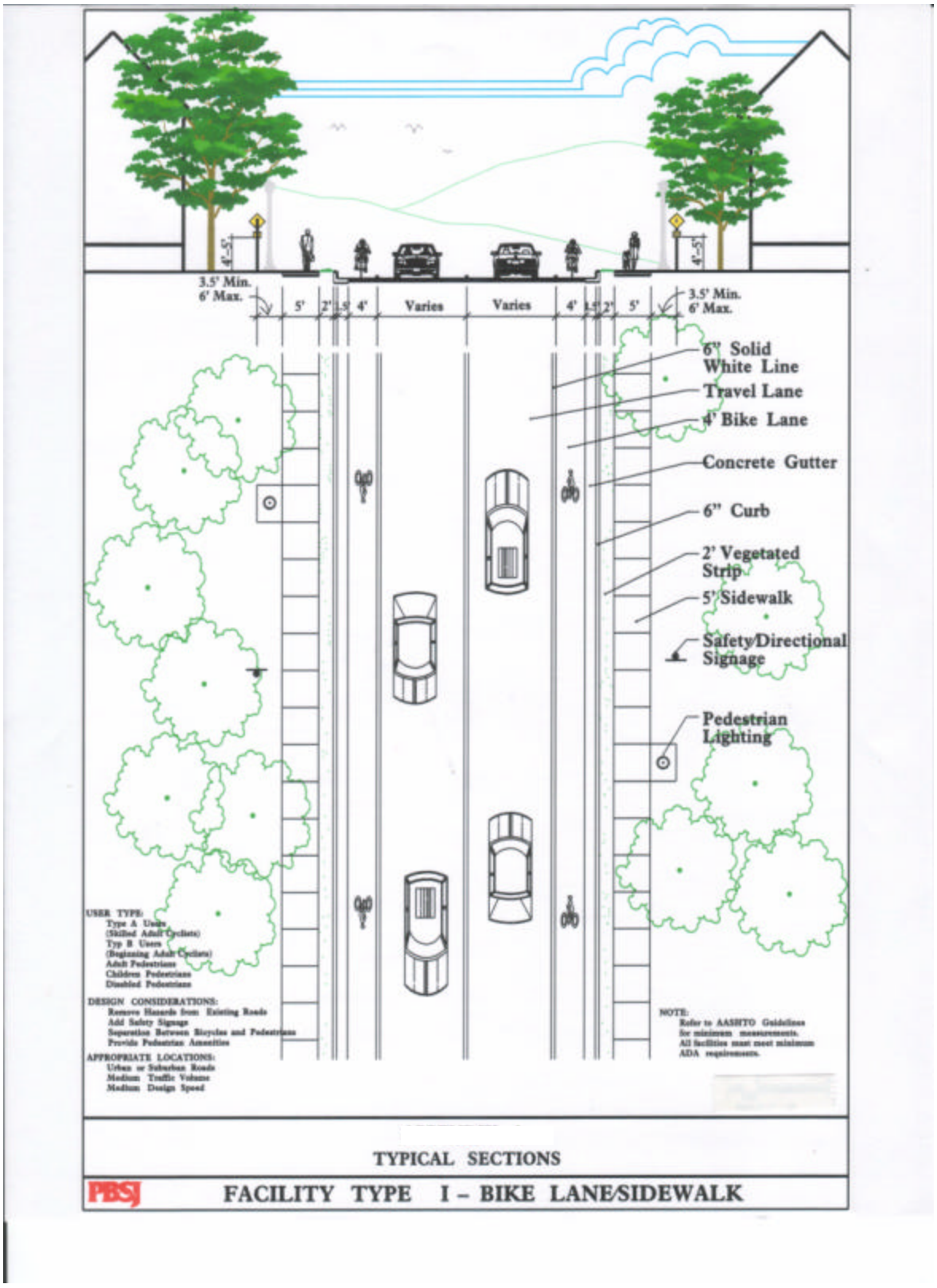

3.5' Min.
6' Max
1'
4'
Varies
Varies
4'
1'
3.5' Min.
6' Max
Travel Lane
4' Bike Lane
1' Safety Edge
Maintained Edge of Pavement
Safety Direction Signage
6" Solid White Line
6" Solid White Line
Possible 6" Curb and/or Conc. Gutter
USER TYPE:
Type A Users
(Skilled Adult Cyclists)
Type B Users
(Beginning Adult Cyclists)
DESIGN CONSIDERATIONS:
Remove Hazards from Existing Roads
Add Safety Signage
Designated Bicycle Lane
APPROPRIATE LOCATIONS:
Suburban or Urban Roads
Medium to High Traffic Volume
Medium Design Speed
NOTE:
Refer to AASHTO Guidelines for minimum measurements.
All facilities must meet minimum ADA requirements.
TYPICAL SECTIONS
PBSJ
FACILITY TYPE D – BIKE LANE

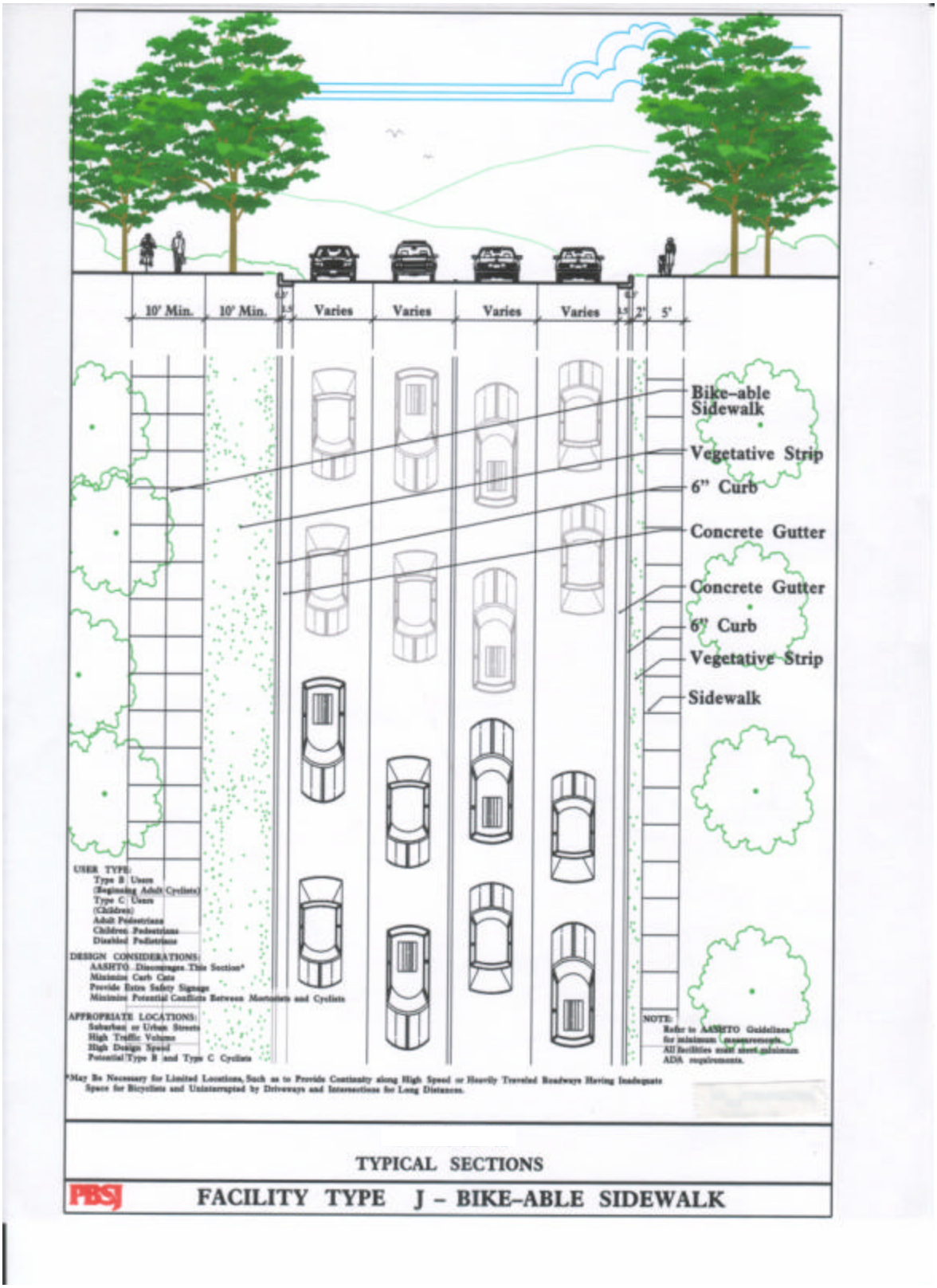

6'
4'
Varies
Varies
4'
6'
Travel Lane
1.5' Gutter
6" Curb
Pedestrian Lights
4' Textured Amenity Zone
6' Min. Clear Pedestrian Zone
Shade Trees
USER TYPE:
Adult Pedestrians
Children Pedestrians
Disabled Pedestrian
DESIGN CONSIDERATIONS:
Pedestrian Traffic Expected to be Heavy
Maximize Separation from Vehicular Traffic
Provide Pedestrian Amenities
APPROPRIATE LOCATIONS:
Urban Locations
High Traffic Volume
Low Design Speed
NOTE:
Refer to AASHTO Guidelines for minimum measurements.
All facilities must meet minimum ADA requirements.
TYPICAL SECTIONS
PBSJ
FACILITY TYPE E – URBAN SIDEWALK


5'
4'
Varies
Varies
4'
5'
Travel Lane
6" Curb
4' Vegetated Amenity Zone
5' Pedestrian Clear Zone
USER TYPE:
Adult Pedestrians
Children Pedestrians
Disabled Pedestrians
DESIGN CONSIDERATIONS:
Provide Vertical and Horizontal Separation Between Travel Lanes and Sidewalk
APPROPRIATE LOCATIONS:
Rural or Suburban Roads
Medium Traffic Volume
Medium Design Speed
NOTE:
Refer to AASHTO Guidelines for minimum measurements. All facilities must meet minimum ADA requirements.
TYPICAL SECTIONS
PBS
FACILITY TYPE F – NEIGHBORHOOD SIDEWALK


3.5' Min.
6' Max
4'-6.5'
1'
1'
16"
Varies
Varies
16"
1'
1'
4'-6.5'
3.5' Min.
6' Max
Travel Lane
6" White Line
18" Milled Rumble Strip
6" White Line
4' Bike Lane
Safety/Direction Signage
Maintain Edge of Pavement
12' Gap in Rumple Strip
USER TYPE:
Type A Users
(Skilled Adult Cyclists)
Type B Users
(Beginning Adult Cyclists)
DESIGN CONSIDERATIONS:
Remove Hazards from Existing Roads
Add Safety Signage
Rumble Strip Separation
APPROPRIATE LOCATIONS:
Rural or Suburban Roads
Medium or High Traffic Volume
Medium or High Design Speed
NOTE:
Refer to AASHTO Guidelines for minimum measurements. All facilities must meet minimum ADA requirements.
TYPICAL SECTIONS
PBS
FACILITY TYPE G – EXPANDED BIKE LANE


3.5' Min.
6' Max
2'
10' – 15'
2'
3.5' Min.
6' Max
Paved Path
2' Graded Shoulder
2% Max Slope
Safety/Direction Signage
USER TYPE:
Type A Users
(Skilled Adult Cyclists)
Type B Users
(Beginning Adult Cyclists)
Type C Users
(Children)
Adult Pedestrians
Children Pedestrians
Disabled Pedestrians
DESIGN CONSIDERATIONS:
Serve Corridors not Served by Streets
Opportunities not Provided by Road System
Multiple Modes of Non-Motorized Transportation
Exclusive Rights-of-way
APPROPRIATE LOCATIONS:
Rural Areas
Waterfronts
Utility/Rail Rights-of-way
NOTE:
Refer to AASHTO Guidelines for minimum measurements.
All facilities must meet minimum ADA requirements.
TYPICAL SECTIONS
PBSJ
FACILITY TYPE H – SHARED USE PATH


3.5' Min.
6' Max.
5'
2'
1.5'
4'
Varies
Varies
4'
1.5'
2'
5'
3.5' Min.
6' Max.
6" Solid White Line
Travel Lane
4' Bike Lane
Concrete Gutter
6" Curb
2' Vegetated Strip
5' Sidewalk
Safety/Directional Signage
Pedestrian Lighting
USER TYPE:
Type A Users
(Skilled Adult Cyclists)
Typ B Users
(Beginning Adult Cyclists)
Adult Pedestrians
Children Pedestrians
Disabled Pedestrians
DESIGN CONSIDERATIONS:
Remove Hazards from Existing Roads
Add Safety Signage
Separation Between Bicycles and Pedestrians
Provide Pedestrian Amenities
APPROPRIATE LOCATIONS:
Urban or Suburban Roads
Medium Traffic Volume
Medium Design Speed
NOTE:
Refer to AASHTO Guidelines for minimum measurements.
All facilities must meet minimum ADA requirements.
TYPICAL SECTIONS
PBSJ
FACILITY TYPE I – BIKE LANE/SIDEWALK


10' Min.
10' Min.
Varies
Varies
Varies
Varies
2'
5'
Bike-able Sidewalk
Vegetative Strip
6" Curb
Concrete Gutter
Concrete Gutter
6" Curb
Vegetative Strip
Sidewalk
USER TYPE:
Type B Users
(Beginning Adult Cyclists)
Type C Users
(Children)
Adult Pedestrians
Children Pedestrians
Disabled Pedestrians
DESIGN CONSIDERATIONS:
AASHTO Discourages This Section*
Minimize Curb Cuts
Provide Extra Safety Signage
Minimize Potential Conflicts Between Motorists and Cyclists
APPROPRIATE LOCATIONS:
Suburban or Urban Streets
High Traffic Volume
High Design Speed
Potential Type B and Type C Cyclists
NOTE:
Refer to AASHTO Guidelines for minimum measurements.
All facilities must meet minimum ADA requirements.
*May Be Necessary for Limited Locations, Such as to Provide Continuity along High Speed or Heavily Traveled Roadways Having Inadequate Space for Bicyclists and Uninterrupted by Driveways and Intersections for Long Distances.
TYPICAL SECTIONS
PBS
FACILITY TYPE J – BIKE-ABLE SIDEWALK

D. Reducing Motorist/Pedestrian Conflicts

i. Pedestrian Crossings

Pedestrians and motorists conflict most often when pedestrians attempt to cross a street. Unsignalized intersections on high speed, multi-lane streets are common throughout the Atlanta region and pose serious risk for pedestrians. Marked crosswalks need to be supplemented by medians, refuge islands, overhead signs and/or lights, bulb-outs, and/or pedestrian activated signals. Pedestrian signage can help motorists know that there are pedestrians needing to cross streets. School zones should always be signed. Since there is likely to be an increase in pedestrian activity at and near schools, crossings near these locations should be visible and designed for safety. The 2002 Regional Bicycle and Pedestrian Plan Update does recommend that ARC set aside a lump sum amount of money for pedestrian crossing improvements throughout the region.

ii. Traffic Calming

Several road design practices can help increase pedestrian safety. For example, traffic calming can be an important addition to pedestrian safety, especially for Child Pedestrians. Lane widths of eleven-feet should be implemented where possible on local and neighborhood streets, to encourage reduced speeds of motorized travel and reduce the length of the pedestrian crossing. Access points to businesses should utilize shared curb cuts to minimize potential conflict points between motorists and pedestrians. The sidewalk's paving pattern should cross curb cuts and driveway aprons to give a more continuous surface for pedestrians and to provide a visual reminder to motorists that they are crossing a pedestrian route.

There is no single facility or facility type that will work for every user and every existing site condition. The best practices outlined above and illustrated in the diagrams serve as ideal designs in ideal situations. Every travel corridor will have its own constraints and opportunities. It is important to use judgment and creativity to increase safety and ease of mobility for all types of cyclists and pedestrians.

IV. Summary of the Existing Conditions Analysis

An extensive existing conditions analysis was conducted for the 2002 Regional Bicycle and Pedestrian Plan Update. The details of the analysis are included in Appendix C. Below is a summary of the existing conditions analysis.

A. Strengths and Weaknesses of Previous Plans

The ARC 1995 Regional Bicycle and Pedestrian Plan was a significant element of the 2025 RTP. Over $500 million (1.4% of the RTP) was dedicated to bicycle and pedestrian projects. However, the 1995 Bicycle and Pedestrian Plan contained gaps between origins and destinations. Transit routes and high pedestrian activity areas were also underserved. Lastly, the implementation of these projects in the 2025 RTP has been slow. While some of this can be attributed to right-of-way acquisition and environmental documentation, cost estimates and time frames for phase implementation has also been unrealistic in many cases. Therefore, in conjunction with the 2030 RTP update and to address regional needs, the 1995 Regional Bicycle and Pedestrian Plan is being updated.

B. Federal Strategy Implementation Analysis

To assure that the 2002 Regional Bicycle and Pedestrian Plan Update is in conformance with federal requirements, a review of federal legislation and federal guidance was conducted. The Transportation Equity Act for the 21st Century (TEA-21) was reviewed for guidance on the development of goals and objectives for the plan. A recent document titled *Bicycle and Pedestrian Provisions of the Federal Aid Program* published in 1999 by the Federal Highway Administration (FHWA) was also reviewed for guidance in plan development. The FHWA guidance stated that the following elements should be included in the development of bicycle and pedestrian plans:

- Vision, goals, and performance measures
- Assessment of current conditions/needs
- Identification of activities to meet the vision and goals
- Inclusion of updated bicycle and pedestrian plans into Regional Transportation Plans and Transportation Improvement Programs
- Public Involvement

The 2002 Regional Bicycle and Pedestrian Plan Update included each of these elements.

C. Current Trends

Current trends at the national, state and local levels were also assessed for guidance in developing the 2002 Regional Bicycle and Pedestrian Plan Update. Significant trends were addressed in the development of goals and objectives and policy recommendations.

At the national level, the American Association of State Highway and Transportation Officials (AASHTO) adopted design guidelines for the development of bicycle facilities in 1999. These guidelines were used in the development of recommended facility types for the 2002 Regional Bicycle and Pedestrian Plan Update outlined in Section III. National initiatives regarding "smart growth", community health, and pedestrian safety were also recognized and addressed in the development of plan goals and objectives. For instance, community health studies are finding that development patterns and the provision of bicycle and pedestrian facilities may impact individual health. Pedestrian safety in urban areas is also a growing national concern and the provision of pedestrian facilities to increase safety is being encouraged.

At the state level, GDOT continues to positively change policy regarding bicycle and pedestrian facilities. However, the creation of the Georgia Regional Transportation Authority (GRTA) is the most significant current trend at the state level. Coordination with this new agency with respect to bicycle and pedestrian planning is an issue that needs to be addressed in the 2002 Regional Bicycle and Pedestrian Plan Update.

At the local level, many jurisdictions are adopting bicycle and pedestrian elements within comprehensive transportation plans. Of the local metro area jurisdictions surveyed, 30% had adopted bicycle and pedestrian plans since 1995.

D. Bicycle and Pedestrian Planning in Relation to Land Use, Transportation and Environmental Planning Framework

i. Land Use

Many land use initiatives have been developed since the adoption of the 1995 Regional Bicycle and Pedestrian Plan. The ARC adopted new policies in the Regional Development Plan (RDP), many of which encourage the provision of bicycle and pedestrian facilities. ARC's RDP coordination efforts with local governments, Development of Regional Impact (DRI) reviews, Livable Centers Initiatives (LCI) and the development of toolkit resources for local governments are all currently in place and positively impact the provision of bicycle and pedestrian facilities. As an example, during the DRI reviews, ARC provides air quality credits to developments that include bicycle and pedestrian facilities. The LCI program is extremely popular with the local

governments in the region and provides additional federal funds for the provision of bicycle and pedestrian facilities.

Opportunities/Challenges

The evolving emphasis and activities relating to land use issues in the region present many more opportunities for bicycle and pedestrian planning than challenges. Current efforts in the land use arena clearly support and further the implementation of ARC RDP policies, which place greater emphasis on coordinating land use and transportation systems within all new developments in local jurisdictions. This emphasis ultimately benefits the implementation of bicycle and pedestrian facilities since these systems are deemed to improve the desired connection between land use and transportation. Through the RDP coordination efforts, ARC is encouraging communities to plan comprehensively for an interrelated land use and transportation system that enhances overall mobility for people and goods. ARC's Community Choices program offers tools, such as a model development sidewalk ordinance, for use by local jurisdictions.

However, as in any arena, there are several challenges. Local jurisdictions remain cautious about deferring land use decision authority to regional or state agencies. Therefore, new RDP coordination reporting requirements and land use assistance from ARC are still not enthusiastically embraced by local governments. An additional challenge will be the coordination of DRI reviews and potential bicycle and pedestrian recommendations from both GRTA and ARC since GRTA is now also part of the DRI review process. While the LCI program provides additional funding opportunities for bicycle and pedestrian facilities, communities that receive the funding must first compete and complete a comprehensive land use/transportation study. Funding the local portion of the study may be a challenge to communities as is compliance with stated LCI goals.

ii. **Transportation**

TEA-21 and the ARC LCI program have in fact provided additional avenues to fund bicycle and pedestrian facilities. The creation of Community Improvement Districts (CID's) has also provided another avenue for funding improvements. CID's are self taxing business districts that expend funds on transportation improvements within their boundaries. However, bicycle and pedestrian facilities must still compete with roadway and transit projects for funding. GDOT and the Metropolitan Atlanta Rapid Transit Authority (MARTA) provide little funding for construction of bicycle and pedestrian facilities in town centers.

Opportunities/Challenges

The continuing challenges and opportunities for bicycle and pedestrian planning in the transportation planning context is the competition and allocation of regional and state funding. With the region back in transportation conformity, roadway and transit investments will receive higher funding priority than bicycle and pedestrian facility funding. Due to their own funding constraints, the GDOT and MARTA do not have the ability to enhance funding for bicycle and pedestrian facilities. However, other agencies, such as the Governors Office of Highway Safety (GOHS) can be encouraged to spend more dollars on education efforts for safe walking and

bicycling. Opportunities for additional bicycle and pedestrian funding are found within the LCI and CID programs where these types of projects are integrated with other efforts. Therefore, additional funding of the LCI program and coordination with CID efforts should be a priority strategy in the 2002 Regional Bicycle and Pedestrian Plan Update.

Likewise, encouraging local governments to request additional funds for the construction of bicycle and pedestrian facilities in conjunction with State roadway expansion projects should be a high priority. In many cases, when a road project becomes controversial due to the amount of right-of-way needed or due to reduced funding, the proposed bicycle and pedestrian facilities are the first to be considered for removal from the overall project. In addition to the funding challenge, the region lacks a minimum regional design standard for bicycle and pedestrian facilities. However, the 2002 Regional Bicycle and Pedestrian Plan Update provides detailed design standards of various facilities for use by the region and local governments.

iii. **Environment**

The most significant trends in the environmental arena relate to the creation of a new Regional Water Planning District and the state's Greenspace planning efforts.

Opportunities/Challenges

The environmental framework in the region provides several opportunities for implementation of non-motorized transportation. For example, information collected from the proposed watershed studies being performed by the Regional Planning Water District will include an assessment of existing water/sewer utility easements. As indicated in the 2002 Regional Bicycle and Pedestrian Update goals, this information can be utilized to maximize opportunities for locating facilities along utility corridors. Moreover, the watershed planning studies will potentially highlight the negative impact of roadway investments on stormwater runoff and water quality. As a result, the positive mobility enhancements provided by bicycle and pedestrian facilities can be proposed as a mitigation strategy in watershed planning studies. Organizations such as the Trust for Public Land and the Georgia Conservancy seek to integrate bicycle and pedestrian planning as a "smart growth" tool throughout the state. The Georgia Conservancy has sponsored many conferences and workshops where well-known professionals are able to educate the Atlanta community about the benefits of having pedestrian and bicycle systems as part of better communities. The Trust for Public Land has been working with local jurisdictions along the Chattahoochee River to maximize non-motorized connections to adjacent communities.

The challenges in the environmental arena with respect to bicycle and pedestrian project implementation relate to the sensitivity of environmental areas. For example, certain surfaces suitable for bicycle and pedestrian facilities are either not allowed in environmentally sensitive areas, or are required to complete a lengthy permitting process. Moreover, greenspace planning programs encourage the preservation of green spaces for non-active use. Typically, bicycle and pedestrian uses are deemed to be activities not compatible with greenspace designation.

E. Bicycle and Pedestrian Planning Within the Technical and Political Framework

i. Technical Framework

Opportunities/Challenges

ARC is in the forefront of planning for bicycle and pedestrian facilities with the continued development of technical abilities to assess bicycle and pedestrian system impacts on the regional network. A non-motorized model component to the regional travel demand forecasting model is anticipated to be completed by 2002. In the meantime, ARC is using a conceptual model to analyze the RTP/TIP impacts of bicycle and pedestrian projects receiving Congestion Mitigation Air Quality (CMAQ) funds. Opportunities in the technical arena also relate to data currently being collected regarding existing bicycle facilities and existing suitability of roadways for bicycle use. Table 1 below highlights the number of existing and proposed bicycle miles in the region included in the 2025 RTP. This data was also used to assist ARC in it's bicycle suitability mapping process which designates the suitability of preferred travel routes based on specific criteria. The suitability mapping process is also scheduled to be completed in 2002.

Table 1

Existing and Future Facility Miles

Existing Facilities			Future Facilities		
Off-Road	On-Road	Total Existing	Off-Road	On-Road	Total Future
148 miles	**12 miles**	**160 miles**	**669 miles**	**1017 miles**	**1686 miles**

Major challenges in the technical arena include continued delays in project implementation. Requiring local governments to submit more detailed concepts at the TIP application stage to streamline the process may prove unachievable. In order to develop the level of detail necessary to determine accurate right-of-way needs and project cost estimates, the local government would have to expend funds to conduct a preliminary engineering design of the facility. In some instances, the local government may not have the staff or the funds to provide this level of preliminary engineering. To meet the challenges regarding adequate public involvement prior to project submittal, the TIP project evaluation form should be modified to more clearly specify the type of public involvement activity associated with a project. Another challenge for the ARC region will be in the pedestrian arena where more data collection efforts are necessary to enhance regional connectivity of pedestrian systems.

ii. **Political**

Since the 1995 adoption of the Regional Bicycle and Pedestrian Plan, bicycle and pedestrian issues have gained greater prominence in the regional political environment. Consideration of bicycle and pedestrian facilities is included in most comprehensive transportation plan development processes for local jurisdictions; more communities are changing their local ordinances to encourage and/or require sidewalks; regional tools are being provided to communities to plan for these facilities; and more facilities have been constructed. Facility construction has allowed communities to enjoy the benefits of these systems, thereby, instantly creating facility advocates. Moreover, advocacy groups such as the Atlanta Bicycle Campaign (ABC), Bicycle User Groups (BUGS), Pedestrian Educating Drivers for Safety (PEDS), PATH and others have expanded in number as well as in strength.

Opportunities/Challenges

In terms of the political environment, a major challenge continues to be competition for funding. Federal funds require a cumbersome review process and local governments have yet to provide enough local resources as an alternative to build these types of facilities. However, this challenge can be addressed with education of the public and public officials regarding the benefits of bicycle and pedestrian facilities. Gaining acceptance from the public and elected officials that these facilities are legitimate transportation alternatives that should be funded locally is a major challenge. Another challenge is encouraging cross-jurisdictional coordination of bicycle and pedestrian facilities. Communities are still planning these facilities from a very local level. Bicycle and pedestrian considerations are being considered more extensively due to the efforts of non-profit organizations and neighborhood organizations. These special interest groups have helped to keep the provision of these facilities as a key issue in the region. They have used the existing political system to educate the region about the benefits of a coordinated system of bicycle and pedestrian facilities.

F. Bicycle and Pedestrian Planning in Relation to ARC's Congestion Management System (CMS)

An extensive analysis of the CMS was conducted to determine opportunities for integration with the 2002 Regional Bicycle and Pedestrian Plan Update (See Appendix C). As a result of the analysis, specific recommendations were developed for inclusion in ARC's next CMS Update with respect to bicycle and pedestrian facilities and are listed in Section V, Policy Recommendations. For example, the CMS Update will require additional data collection with respect to congestion mitigation strategies. Bicycle and pedestrian facilities are congestion mitigation strategies and any data collected for the CMS should be coordinated with Regional Bicycle and Pedestrian planning efforts. Strategies to integrate CMS and bicycle and pedestrian planning are included in the 2002 Regional Bicycle and Pedestrian Plan Update and also listed in Section V, Policy Recommendations. These strategies were based on an analysis of the causes of congestion for identified congested facilities in the CMS. In

general, the CMS analysis conducted for this study identified the causes of congestion. Several causes of congestion were related to bicycle and pedestrian issues such as intersection geometric design, too many driveways, railroad crossings, and heavy pedestrian volumes. Facilities with these specific causes for congestion were identified for each jurisdiction. In each of these instances, where a project may be submitted to ARC to improve the congested facility, a specific strategy to provide for coordinated bicycle and pedestrian facility improvement was recommended.

V. Policy Recommendations

A. CMS Recommendations

The 1999 CMS recommended some next steps and recommendations which may be coordinated with the 2002 Regional Bicycle and Pedestrian Plan Update. For example, expanded data collection activities were recommended to increase the accuracy of the system-wide performance measures and to measure the effectiveness of implementing congestion mitigation strategies. Since provision of bicycle and pedestrian facilities is a legitimate congestion mitigation strategy in many instances, data collection needed with respect to existing sidewalks and bicycle counts can be coordinated with the CMS data collection activities. Additional data collection for bicycle and pedestrian modeling efforts are being conducted by ARC in conjunction with the SMARTRAQ program.

Another CMS recommendation was to broaden the number of performance measures beyond those that just gauge congestion threshold values. System-wide performance measures for the Atlanta region should be capable of assessing accessibility, mobility and travel demand management strategies. In this respect, the technical performance measures outlined in the 2002 Regional Bicycle and Pedestrian Plan Update should be included in any summaries of regional system-wide performance measures. The recommended bicycle and pedestrian performance measures that require data collection, technical analysis, and are applicable to measuring system-wide performance include:

- Percent of population/employment within 1.5 miles of an on-road or shared use bicycle facility.
- Centerline miles of on-road bicycle facilities or shared use paths leading to regionally designated origins/destinations within 1.5 mile and 5 mile radius.
- Centerline miles of on-road bicycle facilities and shared-use paths along various road types as defined by ARC
- Percent of centerline miles of on-road bicycle facilities or shared use paths leading to bus transfer stations, transit stations, and /or park and ride lots within a 5 mile radius.
- Percent of ADA accessible crossings within one mile of bus transfer stations, transit stations, and/or park and ride lots.
- Percent of centerline miles with sidewalk within one mile of bus transfer stations, transit stations, and/or park and ride lots.

Finally, the 1999 CMS recommended that the CMS process focus on corridor-based planning and that ARC engage in developing design concept level strategies to address congestion along these corridors. Should ARC focus on corridor-based planning efforts, the integration of bicycle and pedestrian design elements into the concept development process would be recommended.

B. Strategies to integrate the ARC CMS Report with the 2002 Regional Bicycle and Pedestrian Plan Update

Based on the above analysis of ARC's current CMS system and its relationship to bicycle/pedestrian planning issues, the following strategies were then included in the strategic planning process, bicycle suitability mapping process and 2030 project recommendation process. The strategies will strengthen the relationship between the two documents.

1. Identify the congested Major Activity Centers (MAC's) in the CMS as part of the bicycle suitability planning process.

2. Include a strategy in the 2002 Regional Bicycle and Pedestrian Plan Update that prioritizes projects in congested MAC's. Identify this as an evaluation measure in the bicycle/pedestrian project submittal forms.

3. Use the Regional Strategic Arterial System (RSAS) in the CMS to identify candidate roadways that are less suitable for bicycles.

4. Include a strategy in the 2002 Regional Bicycle and Pedestrian Plan Update that prioritizes and targets sidewalk construction along identified congested bus routes in the CMS.

5. In the 2002 Regional Bicycle and Pedestrian Plan Update strategic planning process, analyze and prioritize planned bicycle facilities in relation to the CMS congested bus routes.

6. In the 2002 Regional Bicycle and Pedestrian Plan Update strategic planning process, assure that corridors in the City of Atlanta with heavy pedestrian volumes do in fact have sidewalks. Any gaps should be considered priority projects.

7. In the 2002 Regional Bicycle and Pedestrian Plan Update strategic planning process, consider sidewalk projects along congested CMS corridors with "too many driveways" in combination with origin/destination and transit information.

8. Include a strategy in the 2002 Regional Bicycle and Pedestrian Plan Update that encourages bicycle friendly signal timing/detection improvements along CMS congested corridors with signal timing problems that are also identified as less suitable for bicycling in the Suitability analysis.

9. Include a strategy that encourages pedestrian signal and pedestrian crossing improvements for corridors in the CMS that are experiencing signal timing and poor intersection geometric problems.

10. Include a strategy in the 2002 Regional Bicycle and Pedestrian Plan Update that encourages intersection improvement projects that rectify CMS intersection geometric problems to include bicycle/pedestrian design elements.

11. Include a strategy for roadway improvement projects that identifies the roadway improvement project's relation to the CMS and whether bicycle/pedestrian strategies are applicable congestion mitigation strategies.

12. Include a strategy to coordinate with the GDOT Hazard Elimination program to coordinate pedestrian and bicycle crossing improvements in conjunction with railroad crossing improvement projects.

13. Include a strategy in the 2002 Regional Bicycle and Pedestrian Plan Update where all railroad crossings in close proximity to pedestrian activity centers should address pedestrian crossing improvements.

14. Match the facilities identified in the CMS as parallel to congested corridors against the bicycle suitability network. These parallel facilities may be more suitable corridors for bicyclists.

15. In the future CMS updates, include a provision for bicycle facilities as a potential trip elimination strategy.

16. Add a strategy in the 2002 Regional Bicycle and Pedestrian Plan Update that requires construction of these facilities along corridors slated for transit capacity expansion as identified in the CMS.

17. Add a strategy in the 2002 Regional Bicycle and Pedestrian Plan Update that provides for bicycle/pedestrian transfer facilities along corridors slated for park/ride lots as identified in the CMS.

18. Include data collection regarding bicycle and pedestrian facilities in future CMS data collection efforts (bike counts, pedestrian counts). Use bike/pedestrian information being collected by ARC as part of the SMARTRAQ program as a basis for quantifying bike/ped benefits in the CMS and the 2002 Regional Bicycle and Pedestrian Plan Update.

19. Add one or more system-wide performance measures that are related to bicycle and pedestrian facilities in the CMS and RTP.

20. Include a strategy in the 2002 Regional Bicycle and Pedestrian Plan Update that evaluates bicycle/pedestrian projects based on their relationship to the CMS. List this strategy as priority evaluation criteria in the project submittal and evaluation process.

C. 2002 Regional Bicycle and Pedestrian Plan Strategies

The recommended strategies identified below reflect the vision, goals and objectives developed by the Bicycle and Pedestrian Task Force and public for the 2002 Regional Bicycle and Pedestrian Plan Update. In addition, the strategies take advantage of the opportunities outlined above in the strategic planning process and the CMS analysis. The strategies reflect a more coordinated approach to implementation by increasing coordination between planning efforts including the CMS, the Regional Development Plan (RDP), and federal implementation strategies. Recognizing ARC's role as a regional development center and MPO, new policies and strategies emphasize ARC's ability and impetus to provide training, encourage coordination, promote a regionally connected system, allocate adequate funding, and promote the use of bicycle and pedestrian facilities as viable transportation systems. The new strategies also include methods to increase data collection efforts to provide information necessary to monitor the progress of the plan and to overcome the obstacles outlined above. The strategies were categorized based on the prevalent issues identified by the Bicycle and Pedestrian Task Force and public process. However, these strategies will need to be prioritized for implementation, and it will not be solely up to ARC to implement these strategies. Local, state and federal planning agencies, as well as some non-profit organizations, may be the entity responsible for implementing these strategies.

i. Regional Transportation Plan (RTP)/Transportation Improvement Plan (TIP) Project Identification, Evaluation and Selection Procedures

Strategy 1: Update the bicycle and pedestrian RTP/TIP project evaluation and selection process to:

- Prioritize bicycle and pedestrian projects along identified CMS routes.
- Prioritize bicycle and pedestrian projects that demonstrate regional connectivity, connect origin and destination points, alleviate congested facilities, and provide multi-modal connections.
- Prioritize bicycle and pedestrian projects in congested Major Activity Centers as identified in the CMS.
- Prioritize sidewalk construction projects along identified congested transit corridors in the CMS.
- Prioritize bicycle and pedestrian projects from jurisdictions that have a maintenance program addressing bicycle and pedestrian facilities.
- Ensure that selected projects balance on-road and off-road bicycle projects in order to create a network for all users.

Strategy 2: Update the transit and roadway RTP/TIP project evaluation and selection process to:

- Prioritize transit projects that include pedestrian facilities within 1 mile of commuter rail, intercity rail/bus stations and stops, and park and ride facilities.
- Prioritize roadway projects that include bicycle and pedestrian facilities in the design and construction, which coordinate with the Bike and Pedestrian Plan Update best practices for facility design, especially on corridors identified as congested facilities in the CMS.
- Prioritize intersection improvement projects that include bicycle and pedestrian design elements, especially when rectifying CMS intersection geometric/signal timing problems.
- Prioritize bridge projects that safely accommodate bicycle and pedestrian traffic in areas where they are not explicitly prohibited.
- Encourage local jurisdictions to work with GDOT to include bicycle and pedestrian facilities along state-funded or state route projects, where appropriate.
- Prioritize capital transit investments that include bike racks or hooks
- Require bicycle and pedestrian improvements in conjunction with transit capacity expansion projects.

ii. Safety and Design of Transportation Facilities

- Work with the Bicycle and Pedestrian Task Force to identify desired elements of a bicycle and pedestrian facility maintenance program.
- Use the Citizens Academy Program Alternate Street Design best practices to develop a model bicycle facility and sidewalk ordinance in adherence with American With Disabilities Act (ADA) standards.
- Encourage ADA facility/needs assessments as a beginning point for ADA planning at the local level.
- Encourage ARC's Community Planning Academy to educate and hold training on bicycle and pedestrian planning and site design.
- Coordinate with GDOT to educate and provide training on bicycle and pedestrian design including impacts of traffic calming elements and crossing facilities on pedestrian safety.
- Coordinate with GDOT and their Hazard Elimination program to improve railroad crossings in close proximity to pedestrian activity centers with pedestrian signals and crossings.

iii. Data Collection Needs

- Include bicycle and pedestrian related accidents as part of regional data collection efforts.
- Identify bike and pedestrian facilities, and ADA accessible crossings, within a one-mile radius of transit stations and stops.

- Track and report development and construction of bicycle and pedestrian facilities.
- Encourage the collection of bicycle and pedestrian data as part of Livable Centers Initiative (LCI) studies (e.g., existing facilities).
- Use the Bicycle and Pedestrian Task Force to identify data collection needs.
- When applicable, update the RTP/TIP application process to include sections requesting data for bicycle and pedestrian planning and evaluation, as identified by the Bicycle and Pedestrian Task Force.
- Use bicycle and pedestrian data being collected by the CMS update and the SMARTRAQ program to support implementation of the 2002 Regional Bicycle and Pedestrian Plan Update.
- Use information collected by ARC watershed studies regarding the location of utility easements to maximize opportunities for locating bicycle and pedestrian facilities along these corridors.
- Review information in Appendix D regarding data collection needs identified by the Bicycle and Pedestrian Task Force in February 2002 and develop a plan of action for the collection of identified data needs.

iv. Programs and Promotional Activities

- Continue to participate in and support National Walk to School, National Walk to Work, and National Bike to Work programs.
- Encourage the Clean Air Campaign to promote bicycling and walking for short trips as part of its regional message.
- Encourage the Quality Growth Toolkit Program to develop promotional materials outlining health and environmental benefits of bicycle and pedestrian usage.
- Identify potential funding sources for local interest groups and the private sector to develop programs on the health benefits of bicycling and walking.
- Create a regional award program for innovative design and/or use of bicycle or pedestrian facilities, awarded by the Bicycle and Pedestrian Task Force (e.g., "Bicycle Friendly Designation").
- Develop a more interactive web site for bicycle and pedestrian activities that highlights regional and local events.
- Develop regional advertising strategies to promote ARC's role in regional and local bicycle and pedestrian events.

v. Development Patterns

- During the local comprehensive land use plan review process, request that jurisdictions identify the following on the future land use map:

1. Regional corridors (as identified in the Congestion Management System)
2. Activity centers as identified on the RDP policy map
3. Transit facilities
4. Utility lines, rail lines, and linear waterways (as possible routes for bicycling and walking)
5. Greenspace corridors purchased as part of the greenspace program
6. Existing bicycle and pedestrian facilities

- Continue to include questions on the RTP/TIP project application to identify projects located in regional corridors and/or activity centers.
- Request the inclusion of bicycle and pedestrian facilities, including traffic calming elements and crossing facilities, in private developments, during the Development of Regional Impact (DRI) and area plan review process.

vi. Coordination

- Work with state tourism board to provide bicycle and pedestrian facilities at tourist sites within the metropolitan area.
- Work with transit agencies to address the needs of bicyclists and pedestrians (e.g., shelters, bike parking, bike racks).
- Distribute bicycle suitability maps at transit stations and bus transfer areas.
- Promote additional membership to the Bicycle and Pedestrian Task Force including school board and law enforcement representatives.
- Request that local governments include bicycle and pedestrian projects within their Short Term Work Program during the local comprehensive land use plan review process.
- Identify and change state, regional, and local policies and ordinances that deter the use of bicycling and walking (e.g., community facility site identification).
- Adopt policy to promote the coordination of information, processes, and policies for the design and development of bicycle and pedestrian facilities at the local, state, and regional levels.

iv. Education

- Coordinate with the Governor's Office of Highway Safety and the league cycling instructors to develop school education program guidelines on bicycle and pedestrian safety and usage for all users.
- Coordinate with the school board to implement educational programs in schools on bicycle and pedestrian safety and usage, including Bike Ed and Kids I and II.

- Encourage the Governor's Highway Safety Office to develop and implement an education program on bicycle and pedestrian safety, usage, and benefits as part of driver's education curriculum.
- Work with the state to require all licensed motorists to complete a section of the written test covering safety and proper usage of bicycle and pedestrian facilities.
- Encourage the distribution of educational program material at all driver's license offices.
- Continue to provide funding for local interest groups and the private sector to develop educational programs on safety and proper usage of bicycle and pedestrian facilities.
- Continue to support local agencies, organizations and programs that educate law enforcement officials about the common conflicts between bicyclists, automobiles, and pedestrians, raising awareness of the potential problems and likely offenders (e.g., "Ride the Right Way Day" and "Safe Routes to School").
- Encourage Transportation Management Associations (TMAs) to sponsor educational seminars on the benefits of bicycling and walking to work, during lunch, and other social trips. Additional incentives may include parking subsidy reimbursements, the installation of bicycle parking facilities, lockers, showers, and bicycle and pedestrian linkages to nearby commercial and office areas.

viii. Funding

- Provide local governments with guidelines that identify low-cost strategies for inclusion of bicycle and pedestrian facilities, including paved shoulders for new and reconstructed roads; wider outside lanes and striped bikes lanes during re-striping projects; inclusion of sidewalks, trails and marked crosswalks; on-street bike lanes for new construction; cul-de-sac connector programs (right-of-way as in-kind funding); and purchase of new transit vehicles with bicycle racks and/or hooks installed.
- Encourage the inclusion of low-cost alternatives such as awareness signage and bicycle parking facilities in all projects to support the development of a bicycle and pedestrian system.
- Identify federal funding sources and/or provide technical assistance to local governments to establish local bicycle and pedestrian plans and programs.
- Use the Quality Growth Toolkit to develop a catalogue of state and federal financial opportunities for all types of bicycle and pedestrian facilities and accessory uses, such as pedestrian walking maps.
- Distribute a catalogue of state and federal assistance for bicycle and pedestrian projects to all mayors and commission chairpersons.
- Develop and distribute average cost estimates per mile for bicycle facilities in urban/rural settings and per square foot for sidewalk facilities in urban/rural settings.

- Establish a goal for budget allocation to bicycle and pedestrian facilities (e.g., percentage, per capita).
- Support additional STP funding for the LCI program
- Encourage changes in state legislation and local policies to allow for the construction of bicycle and pedestrian facilities using all types of transportation funding (e.g., state gasoline tax).

D. Pedestrian Facilities

The 2002 Regional Bicycle and Pedestrian Plan Update performance measures recommended that sidewalk facilities be provided within one mile of bus transfer stations, transit stations, and or park and ride lots. It also recommended that ADA accessible crossing be constructed within one mile of bus transfer stations, transit stations, and/or park and ride lots. ARC is recommending a study in Section VI, Project Recommendations, to inventory existing ADA accessible sidewalk and crossings within one mile of transit. Once deficiencies are identified, then projects can be included for funding in future updates of the Regional Bicycle and Pedestrian Plan. Until that time, a lump sum amount is being recommended for inclusion in the 2030 RTP update, to implement projects resulting from this study. Pedestrian crossing improvements area also necessary to address the issue of pedestrian safety in the Atlanta region. A lump sum amount is being recommended in the 2002 Regional Bicycle and Pedestrian Plan Update for the provision of pedestrian crossing improvements throughout the region. Audible pedestrian signals were also recommended to be included in the lump sum costs for pedestrian crossing improvements, specifically within one mile of transit. Lastly, at the Bicycle and Pedestrian Task Force February 2002 meeting, specific data collection needs were identified and are included in Appendix D. ARC will continue to work with its planning partners, the public and the Bicycle and Pedestrian Task Force to improve pedestrian accessibility throughout the region.

VI. Project Recommendations

Using the Plan's established goals, objectives, strategies and performance measures, ARC's bicycle and pedestrian planning partners and the public identified a list of proposed facility additions for the 2030 Regional Transportation Plan Update. However, it is important to note that the 2002 Regional Bicycle and Pedestrian Plan Update process was unconstrained in terms of actual available funds. In addition, these projects will only be evaluated for inclusion in the 2030 RTP if the jurisdiction submits the project for review. Due to the competitiveness for funds, there will not be enough money to fund both all the projects recommended and those projects already in the 2025 RTP. Therefore, it is important for the jurisdictions to determine their priorities in advance. The following process was used to identify the recommended bicycle and pedestrian project additions to the 2030 RTP.

A. Public Outreach

The identification process started with a well-publicized afternoon workshop at ARC. Local governments, Task Force members, special interest groups, and individual cyclists and pedestrians were well represented. Informational maps for each county were provided including existing and proposed on and off road bicycle facilities, existing transit information, and population and employment densities, as well as bicycle suitability maps for each county. Illustrations of the Plan's facility design recommendations were also displayed. Participants in the workshop were asked to engage in a mapping exercise whereby new bicycle and pedestrian links were identified that met the following criteria:

- The facility closed a gap in the existing system
- The facility connected multiple jurisdictions
- The facility scored low on the bicycle suitability rating process
- The facility was included in an updated local plan and not reflected in the regional plan
- The facility was within one mile of public transportation
- The facility would serve as a high priority pedestrian corridor

Criteria selected were consistent with the performance measures established for the plan, listed in Section II. Each participant was encouraged to draw the proposed link and complete a comment form indicating which criteria was met by the facility addition. Participants were also encouraged to identify a specific facility type as outlined in Section III. Finally, if the local government was the respondent, they were asked to rate the facilities' local priority. The workshop was extremely successful as over 350 facility additions were recommended via map additions or comment forms.

B. Project Evaluation

All proposed facility additions were included in a detailed spreadsheet for an independent assessment of the degree to which the project criteria were met. Information was compiled for each facility with respect to whether it closed gaps, was within 1 mile of transit, scored low in the bicycle suitability process or was included in a local plan. During the evaluation process, it was determined that many of the facilities identified during the comment period of the public workshop were already included in the 2025 RTP Plan. Their inclusion was verified by information found on the existing and proposed facility maps and/or the RTP project listing.

Standard construction facility costs were developed for the different elements included in each facility type. These specific cost estimates are outlined in Appendix E. The standard costs were used to update project costs for those 2025 RTP projects submitted during the public workshop comment period, as well as to determine project costs for the new projects for 2030. No other alterations of the 2025 RTP projects was conducted. The standardized estimates developed are for construction only and are based on experience with current projects being implemented throughout the region. Estimates do not include preliminary engineering or right-of-way costs. Costs vary depending on construction materials used. Facility costs were also used in the project evaluation criteria for prioritizing 2030 project recommendations.

C. 2030 Plan Additions

The following projects are only recommendations of projects to include in the 2002 Regional Bicycle and Pedestrian Plan Update. Each project met at least one of the listed criteria in the evaluation process as indicated by "X". The criteria as outlined in the columns are as follows:

- "gap closure"- whether the project closed a gap between two existing or proposed facilities or whether it closed cross jurisdictional gaps.
- "along transit"- whether the project was a long a transit bus or rail line.
- "1 mile of transit station"- whether the project was within 1 mile of a transit station.
- "low suitability rating"- whether the proposed project had a low bicycle suitability rating in the bicycle suitability mapping process.
- "priority"- when written comments were submitted, participants were asked to rate the sense of priority for the project from 1 to 5. Five was the highest priority. In many instances written comment forms were not submitted and therefore, there would be no priority indication.
- "in local plan"- whether the project was added to a local plan since the 1995 ARC Bicycle and Pedestrian Plan adoption.

Projects were prioritized based on several factors. Consistent with the plan goals, objectives and strategies, low cost alternatives for the provision of bicycle facilities were given priority, especially projects along roadways with a low bicycle suitability rating. Projects were then prioritized based on whether they met the low bicycle suitability criteria, had roadway projects associated with them, or were along transit routes. Lastly, prioritization within counties took into account information relating to the county's sense of priority for the project. High dollar projects, such as greenways where land acquisition costs and processes may be very difficult, were generally recommended for later years. Overall, proposed sidewalk projects were included in the short-range recommendations (2010) for all counties. Where different facility types were identified for the same roadway, the more enhanced improvement was recommended. For example, if a roadway was identified for signed shared roadway and bike lane, the bike lane project was recommended. Very few recommended projects were not recommended for inclusion to the 2030 RTP. However, many of the workshop recommended projects were already included in the 2025 RTP. These projects are listed in Appendix F with updated project cost estimates.

The total amount of the program recommended during the public process for the 2002 Regional Bicycle and Pedestrian Plan Update is $439,883,700. The total program costs are itemized by facility type as follows:

Facility Type	*Total Approx. Miles*	*Total Approx. Dollars*
Bike Lane	527	$125,215,200
Bike Lane/Sidewalk	135	$ 81,972,000
Bikeable Sidewalk	1	$ 1,056,000
Neighborhood Sidewalk	48	$ 16,473,600
Paved Shoulder	187	$ 34,557,600
Shared Use Path	130	$137,280,000
Signed Shared Roadway	81	$ 429,300
Urban Sidewalk	28	$ 36,960,000
Wide Outside Lane	25	$ 5,940,000

Bike lanes accounted for approximately 28% of the total and the bike lane/sidewalk combination accounted for 19% of the total. Shared Use Paths accounted for the largest dollar amount and percent of the total program (31%). The neighborhood sidewalk and urban sidewalk projects accounted for a combined 12% of the total.

The following tables represent recommendations of projects to be added into the 2030 RTP as a result of the evaluation performed in the 2002 Regional Bicycle and Pedestrian Plan Update. It is very important to note that the 2002 Regional Bicycle and Pedestrian Plan Update process was unconstrained in terms of funding. Projects were recommended based on need, not available funding. However, during the 2030 RTP process, ARC will work with its planning partners to determine their priorities. However, when a request for projects is made, it will be up to the

jurisdictions/planning partners to determine their priorities, and what projects they wish to submit for inclusion in the 2030 RTP. At that time, all projects submitted will be evaluated, and those that score well will be included in the 2030 plan. While all projects recommended through the 2002 Bicycle and Pedestrian Plan Update have proven to meet the goals and objectives of the plan, financial constraints will not permit all projects to be funded.

CITY OF ATLANTA: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost in 1000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	Bankhead Highway Signed Shared Roadway	Western Atlanta City limits	Northside Dr	13	69			X			
2010	Roswell Road Sidewalk	Piedmont Road	Atlanta City limits	2.5	858	X					
2010	Peachtree Dunwoody Road Sidewalk	Peachtree Road	Atlanta City limits	2.6	892	X					
2010	Oak Valley Road Sidewalk	Kingsboro Rd.	Wright Rd	0.19	65				X		
2010	Roxboro Road Sidewalk	Kingsboro Rd.	Atlanta City limits	0.5	171	X		X	X		
2010	DeKalb Avenue Bike Lane	Grant St	Eastern Atlanta City limits	3	712			X	X		
2010	Lee Street Bike Lane	Southern Atlanta City limits	Ponce de Leon	11	2613	X					

CITY OF ATLANTA: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost in 1000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	North Avenue Signed Shared Roadway	Bankhead Hwy	Bedford Place	2.5	13			X	X		
2010	Peachtree Road Bike Lane	Lenox Road	Trinity Avenue	19	4514			X	X		X
2010	Piedmont Avenue NE Bike Lane	Auburn Avenue	Peachtree Road NE	10.45	2482			X	X		
2010	Moreland Avenue Bike Lane	Southern Atlanta City limits	Ponce de Leon	10	2,376		X		X	5	X
2010	Ponce de Leon Bike Lane	Peachtree Street	Atlanta City limits	7.15	1698			X	X		X
2010	Roswell Road Bike Lane	Northern Atlanta City limits	West Paces Rd	3	713			X			X
2010	Spring St Urban Sidewalk	Peachtree St.	Ponce de Leon	1.7	660			X			
2010	Macon Drive	Lakewood Ave	Bromack Avenue	1.54	366	X					

CITY OF ATLANTA: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost in 1000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	Memorial Drive Bike Lane	Peachtree St	Candler Road	13.5	3,208			X	X		X
2010	Lenox Road/North Highland Urban Sidewalk	Morningside Dr	Ponce de Leon	3.08	4,066		X				
2020	Monroe Drive Bike Lane	Piedmont Road	Ponce de Leon	2.25	535			X			X
2020	Peachtree Road Bike Lane	Lenox Road	Northern Atlanta City Limits	2	475			X	X		X
2020	Piedmont Bike Lane	Auburn Avenue	Martin Luther King Jr Dr	3.25	772			X	X		
2020	West Marietta Street Bike Lane	Howell Mill Road	Northside Drive	3.08	732			X			
2020	East Confederate Bike Lane	Woodland Ave.	Moreland Ave	1	237	X		X			
2020	Custer Avenue Bike Lane	Woodland Ave.	Moreland Ave	1	237	X					

CITY OF ATLANTA: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost in 1000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2020	Glenwood Avenue Bike Lane/Sidewalk	Boulevard Road	Atlanta City limits	3	1,821			X			X
2020	Highland Bike Lane	Boulevard Road	Fulton County Line	6.6	1,568		X				X
2030	North Avenue Bike Lane	Northside Drive	Piedmont Rd	1	237	X		X	X		
2030	McDonough Blvd Bike Lane	Capitol Avenue	Boulevard Road	2	475	X					
2030	Collier Drive Bike Lane	Bolton Road	Old Gordon Road	1.0	237	X					
2030	Boulevard Bike Lane	Ponce de Leon	Ormewood Avenue	5	1,188	X		X	X		
2030	Bolton Road Bike Lane	Bankhead Hwy	Atlanta City limits	2	475	X					
2030	Flat Shoals Avenue Bike Lane	Atlanta City limits	Glenwood Ave	2	475	X					

CITY OF ATLANTA: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost in 1000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2030	Ormewood Avenue Bike Lane	Boulevard Road	Flat Shoals Ave	5	1,185	X		X			
2030	Howell Mill Bike Lane	Northside Pkwy	Moores Mill Road	9.24	2,195			X			X
2030	Piedmont Ave Bike Lane	Roswell Road	Peachtree Road	4	950			X	X		X

CHEROKEE COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost in 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	Crisler Street Neighborhood Sidewalk	Entire limits		1	343	X					
2010	Center Street Neighborhood Sidewalk	Entire limits		1.5	515	X					
2010	Towne Lake Pkwy Neighborhood Sidewalk	Eagles Dr	Rose Creek	1.1	189	X				4	
2010	Eagle Dr Sidewalk	Rose Creek	Bells Ferry	1.1	378	X				4	X
2020	Marietta Road Bike Lane/Sidewalk	Marietta Highway	Harmon Park	2	1,214						X
2020	Riverstone Parkway Bike Lane/Sidewalk	Center Street	I-575	1.5	911						X
2030	Canton Rd/Marietta Highway Bike Lane/ Sidewalk	Cobb County	Nelson City limits	35	21,252	X				4	X

CLAYTON COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost In 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	Highway 138 Signed Shared Roadway	Stockbridge Road	Henry County limits	6.5	35			X			X
2010	Jonesboro Road Paved Shoulder	North Ave.	Morrow Road	3	554						X
2010	Mount Zion Rd Signed Shared Roadway	Battle Creek	Stockbridge Rd	2	11	X					
2010	Rountree Signed Shared Roadway	Church St.	Hwy 138	2.5	13	X					
2010	Smith Signed Shared Roadway	Fayetteville Rd.	Main St	0.5	3	X					
2010	Stockbridge Road Signed Shared Roadway	Main St	Hwy 138	1.5	8						X
2020	Flatshoals Road/Hwy 85 Paved Shoulder	Fulton County limits	Forest Parkway	5	924						X
2020	Main Street Signed Shared Roadway	Smith Rd.	Lovejoy City limits	6.75	36			X			
2030	Tara Blvd/Old Dixie Hwy Bike Lane	Hwy 54	Atlanta City limits	15.25	3623	X		X			
2030	Flint River Shared Use Path	Hwy 85	Tara Blvd.	4	4,224			X			X

CLAYTON COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost In 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2030	Fayetteville Road Shared Use Path	Tara Blvd	Smith Street	1	1056			X			X
2030	Hwy 138 Bike Lane	Mt. Zion Road	Henry Co. Limits	.5	118	X					

COBB COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost In 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	Canton Road Signed Shared Roadway	No. Marietta Pkwy	Cherokee Co line	8	42						X
2010	Cobb Pkwy Signed Shared Roadway	Atlanta City limits	Cobb County line	29.7	157		X	X		3	X
2010	Cooper Lake Rd Signed Shared Roadway	Silver Comet	Camp Highland Rd	1.5	8	X					
2010	Ernest Barrett Pkwy Wide Outside Lane	Cobb Pkwy	I-75	2	475			X			X
2010	Flint Hill Road Paved Shoulder	Silver Comet	at Flint to Downtown Austell	3.74	691			X		3	
2010	Lake Park Drive Sidewalk	Cobb Pkwy	Village Parkway	0.75	257	X		X			
2010	McCollum Urban Sidewalk	Cobb Pkwy	Shiloh Road	3.5	4,620	X					
2010	Mount Station Road Urban Sidewalk	Kennesaw city limits	Pine Mountain Rd	2.5	3,300	X					
2010	Pat Mell Rd Paved Shoulder	Atlanta Road	Austell Rd	3	554	X					

COBB COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost In 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	Piedmont Paved Shoulder	Sandy Plains Rd	Roswell Rd	3	554						X
2010	Shallowford Neighborhood Sidewalk	Canton Road	North Fulton County limits	9	3,089	X					
2010	Shiloh Urban Sidewalk	Kennesaw city limits	Pine Mountain Rd	2	2,640	X					
2010	So Marietta Pkwy Paved Shoulder	Victory Drive	Powers Ferry Rd	1.5	277			X			X
2020	Burnt Hickory Road Bike Lane	Polk St.	Mt. Cavalry Road	3.3	784	X					
2020	CH James Bike Lane	Lewis Road	Douglas Co line	3.5	832	X					
2020	County Services Parkway Paved Shoulder	Powder Springs	Austell Road	1.76	325	X		X		5	
2020	Powers Ferry Wide Outside Lane	S. Marietta Pkwy	Fulton Co. Line	5	1,188			X			
2020	Stilesboro Paved Shoulder	Barrett Pkway	Kennesaw Mt. Dr.	2.25	416	X					
2020	Polk Street Bike Lane & Sidewalk	N. Marietta Pkwy	Whitlock Ave.	1.5	911						X

COBB COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost In 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2020	Windy Hill Road Wide Outside Lane	Atlanta Road	Cobb Pkwy	2	475			X			X
2030	Atlanta Rd Shared Use Path	Concord Road	Atlanta City limits	5.5	5,808	X		X		5	X
2030	Austell / Powder Springs Rd Neighborhood Sidewalk	Marietta St	Austell Road	15.75	5,405	X				1	X
2030	Callaway Road Urban Sidewalk	Powder Springs	Austell Road	1.5	1,980	X					
2030	CH James Pkwy Bike Lane & Sidewalk	Paulding Co.	Powder Springs	3.3	2,004	X					
2030	Cobb Pkway Shared Use Path	Chattahoochee River	Cumberland Blvd.	3.5	3,696	X		X		1	X
2030	Cobb Pkwy Wide Outside Lane and Sidewalk	Ernest Barrett Pkwy	Atlanta City limits	14	3,326			X			X
2030	Spring Road/Concord Road Shared Use Path	Atlanta Road	Silver Comet Trail	6	6,336	X					
2030	Roswell Road Shared-Use Path	Cobb Pkwy	North Fulton County limits	10	10,560	X					

DEKALB COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost In 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	Ashford Dunwoody Road Bike Lane/Sidewalk	Mt Vernon	Ashford Cntr	0.385	91				X		X
2010	Ashford Dunwoody Road Bike Lane/Sidewalk	Meadow Lane	I-285	1.34	318	X					
2010	Briarcliff Signed Shared Roadway	Ponce de Leon	LaVista Road	0.75	4			X			
2010	Clairmont Road Bike Lane/Sidewalk	North Druid Hills	Buford Hwy	3.45	2,095			X			X
2010	Flowers Road Bike Lane/Sidewalk	Hollinswood Dr.	Henderson Mill Rd.	0.707	429			X			
2010	Glenwood Avenue Road Bike Lane/Sidewalk	Decatur City limits	Colombia Dr	7.5	455			X			
2010	Johnson Ferry Road Bike Lane/Sidewalk	Fulton County limits	Ashford Dunwoody Road	1.3	789				X		
2010	Johnson Road Bike Lane/Sidewalk	Fulton County limits	Briarcliff Road	0.65	395	X					
2010	Memorial Drive Road Bike Lane	Candler Road	City of Stn. Mtn Limits	4.25	1,010			X			
2010	Mistletoe Urban Sidewalk	Birch Road	Mt. Olive Drive	0.15	198	X					

DEKALB COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost In 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	North Druid Hills Road Bike Lane & Sidewalk	Clairmont Road	Birch Rd	2	1,214	X					X
2010	North Druid Hills Road Road Bike Lane/Sidewalk	Birch Road	Lawrenceville Hwy (29)	0.5	304	X					
2010	Old Covington Shared Use Path	Rock Chapel Road	Gwinnett County limits	1.25	1,320						X
2010	Peeler Road Bike Lane/Sidewalk	Tilly Mill Road	Chamblee Dunwoody road	1.75	1,063				X		X
2010	Ponce de Leon Avenue/West Ponce de Leon Signed Shared Roadway	West Dekalb Co. limits	Clairmont Road	4	21			X	X		
2010	River Road/Clevemont Road/Bond Drive Loop Road Bike Lane/Sidewalk	Bouldercrest Dr.	Snapfinger Rd.	2.5	1,518			X			X
2010	Scott Rd/Ponce de Leon Bike Lane	Clairmont Road	Atlanta City limits/Lull Water to Ponce de Leon	2.2	523	X				5	X
2010	Allgood Road Bike Lane/Sidewalk	Rockbridge Road	Redan Rd	2	1,214	X					
2010	Boring Road Road Bike Lane/Sidewalk	Flat Shoals Pkwy	Wesley Chapel Rd	2.25	1,366	X					

DEKALB COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost In 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	Buford Hwy Bike Lane	Clairmont Road	Chamblee Tucker	2.65	629			X			X
2020	Briarcliff Bike Lane	Ponce de Leon	LaVista Road	3.85	915			X			
2020	Cedar Grove Road/Thurmond Road Shared Use Path	Boulder Crest Rd.	Dekalb County limits	2.4	2,534	X					
2020	Columbia Drive Road Bike Lane/Sidewalk	Memorial Drive	Snap Finger Rd.	2.31	1,403				X		X
2020	Covington Highway Road Bike Lane/Sidewalk	Wesley Chapel Rd.	Memorial Dr	3.8	2,307						X
2020	DeKalb Avenue/Howard Road Bike Lane/Sidewalk	Atlanta City limits	N. McDonough St.	2.35	1,427	X					
2020	North Druid Hills Road Bike Lane/Sidewalk	Buford Hwy	Clairmont Rd	3	1,822						X
2020	Rainbow Drive Road Bike Lane/Sidewalk	Columbia Dr.	Wesley Chapel Rd	2.15	1,305			X			
2020	Lawrenceville Hwy (29) Road Bike Lane/Sidewalk	Lavista Road	Hugh Howell Rd	0.5	303	X					
2020	Tilly Mill Road Bike Lane	Peeler Rd.	I-285	1.65	392	X					

DEKALB COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost In 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2020	Buford Hwy Road Bike Lane	Fulton County limits	Clairmont Road	9.45	2,245			X			X
2020	Covington Highway Road Bike Lane/Sidewalk	Stonecrest Mall	Wesley Chapel Road	10	6,072	X					
2020	Columbia Drive/Claredon Road Bike Lane/Sidewalk	Memorial Drive	Covington Hwy	0.77	468	X					
2020	Buford Hwy Bike Lane	Chamblee Tucker Road	Gwinnett Co. limits	1.5	356	X					
2030	Evans Mill Road Bike Lane/Sidewalk	Lithonia Blvd.	Browns Mill Road	6.15	3,734			X			
2030	I-85 Access Road Bike Lane/Sidewalk	Western Dekalb County limits	Gwinnett County limits	10.6	6,436	X				5	
2030	Memorial Drive Road Bike Lane/Sidewalk	Stone Mountain Hwy	North Decatur-Rockbridge Int.	4.45	2,702			X			
2030	Mountain Industrial Boulevard/South Hairston Road Bike Lane/Sidewalk	Covington Hwy	Gwinnett County limits	10.08	6,120			X			

DEKALB COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost In 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2030	Oak Grove Road/Briarcliff Road Bike Lane & Sidewalk	Lavista Road	Henderson Mill Rd	3.45	2,095	X					
2030	Peachtree Industrial Blvd Bike Lane & Sidewalk	Gwinnett County limits	Johnson Ferry Rd	4.62	2,805			X	X		X
2030	Rock Chapel Road Shared Use Path	Rockbridge Road	Stonecrest Mall	6	6,336						X
2030	Scott Blvd Sidewalk	Lawrenceville Hwy	North Decatur Road	0.7	240	X					
2030	Hammond Drive Sidewalk	Dunwoody Station	Ashford Dunwoody Road	1.23	422	X					
2030	Apple Valley Road Sidewalk	N.Druid Hills	Dresden Road	0.18	61	X					

DOUGLAS COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length	Cost in 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	Skyview Dr Bike Lane	South Sweetwater Road	Douglas County limits	4.18	993	X				5	
2010	Douglas Blvd Bike Lane	Bright Star Road	Chapel Hill Road	2.75	653	X				3	X
2020	Bankhead Highway Bike Lane	Bright Star Road	Carroll County limits	15	3,397	X				3	X
2030	Bankhead Highway Bike Lane	Sweetwater Road	Burnt Hickory Road	15	3,397	X				3	X
2030	Georgia Hwy 5 Bike Lane	SR 166	Douglas County limits	6	1425	X					
2030	Pool Road Bike Lane	at Berea		0.5	118	X					
2030	Bright Star Bike Lane	I-20	Central Church	1	237	X					
2030	Rose Avenue Bike Lane	Broad Street	Plaza Parkway	1	237	X					
2030	Ch James Pkway Bike Lane	Douglas County limits	Thornton Rd	1	237	X					
2030	Thornton Rd Bike Lane	Douglas County limits	Factory Shoals Road	2	475	X					

FAYETTE COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length	Cost In 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	St Hwy 92 Paved Shoulder	Hwy 85	Fulton Co limits	10	1,848						X
2010	St Hwy 279 Paved Shoulder	Hwy 314	Fulton Co limits	2	370						X
2020	St Hwy 314 Paved Shoulder	Hwy 85	St Hwy 279	5	924						X
2020	St Hwy 85 Wide Outside Lane	Hwy 314	Lanier Ave	1.5	356						X
2030	Hwy 54 Bike Lane	Robinson	Tyrone Road	3	712	X					
2030	West Bridge Road Bike Lane	Hwy 92	Fayette County limits	3	712	X					

NORTH FULTON COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost in 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	Eves/Glen Holly Neighborhood Sidewalk	Riverside Dr	Holcomb Bridge Road	2	686	X					
2010	Hembree Road Neighborhood Sidewalk	Crabapple Road	Alpharetta St	2.5	858	X					
2010	Highway 120 Bike Lane	Jones Bridge Road	Gwinnett County limits	6	1,425	X				5	X
2010	Jones Road Neighborhood Sidewalk	Woodstock Road	Bawen Rd	1.25	429	X					
2010	Pine Grove Road Neighborhood Sidewalk	Cobb County limits	Crabapple Rd	3	1,030	X					
2010	Riverside Road Bike Lane/Sidewalk	Roswell Road	GA 400	1.25	759		X				
2010	Roswell Road Urban Sidewalk	Atlanta City limits	Riverside/Azalea Dr Int	10	13,200		X	X			
2010	Upper Hembree Road Neighborhood Sidewalk	Hembree Road	Alpharetta Hwy	1	343	X					
2020	Holcomb Bridge Road Bike Lane/Sidewalk	Eves Road	Fouts Road	0.25	152						X
2020	Johnson Ferry Road Bike Lane	Cobb County limits	Abernathy Road	1.65	392	X		X	X	4	X

NORTH FULTON COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost in 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2020	Mt Paran Rd Bike Lane	Northside Drive	Rt.9/Roswell	1.1	261	X			X	1	X
2020	Old Alabama Road Neighborhood Sidewalk	Holcomb Bridge Road	Nesbit Ferry Rd	3	1,030	X					
2020	Old Alabama Road Bike Lane	Nesbit Ferry Road	Highway 141	9.9	2,352	X				3	X
2030	State Bridge Road Bike Lane	Kimball Bridge Road	Fulton County limits	11	2,613	X					
2030	Hammond Drive Bike Lane gap closure	East of Roswell Rd.		0.5	118	X					
2030	Woodstock Road Bike Lane	Holcomb Bridge Road	Fulton County limits	10	2,376	X					
2030	Roswell Road Shared Use Path	Dalrymple Road	Azalea Drive	9	2,138	X					
2030	Peachtree Dunwoody Road Bike Lane	Mt. Vernon Hwy	Hammond Dr	1.5	356	X					
2030	Roswell Road Bike Lane	Azalea Drive	Fulton County limits	25	5,940	X					
2030	Rucker/Hardscrabble Bike Lane	GA 400	Woodstock Road	30	7,128	X					

NORTH FULTON COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost in 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2030	Mt. Vernon Highway/Northside Drive Bike Lane	Atlanta City limits	I-285	7.5	1,782	X					
2030	Highway 140 Bike Lane	Cherokee County limits	Gwinnett County limits	16.5	3,920	X				5	X
2030	Old Alabama Road Shared-Use Path	Holcomb Bridge Road	Nesbit Ferry Rd	3	3,168						X
2030	Old Scott Road/Nesbit Ferry Road Shared Use Path	Holcomb Bridge Road	Old Alabama Rd	0.25	264	X					

SOUTH FULTON COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length (miles)	Cost in 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority Low Bicycle Suitability Rating	
2010	Rivertown Rd Signed Shared Roadway	Campbellton-Redwine Road	South Fulton Parkway	6	32	X					X
2010	Flat Shoals Rd Bike Lane	Buffington Rd	Fulton County limits	2	475	X		X			
2020	Jonesboro/SR 138 Bike Lane	Buffington Rd	Fulton County limits	2	475	X					
2020	Cascade Road Bike Lane	Fulton Industrial Blvd	Atlanta City limits	4.5	1069	X		X			
2030	Fulton Industrial Blvd.Bike Lane	Atlanta City limits	Camp Creek Parkway	7.5	1782	X		X			
2030	Welcome All Road Bikeable Sidewalk	South Fulton Parkway	Atlanta City limits	1	1,056	X					

GWINNETT COUNTY: **Recommended Additions to RTP**

Network Year	Project Name & Type	From	To	Length (miles)	Cost in 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	Arcado/Lilburn Stone Mountain Road Bike Lane	Dekalb County limits	US 29	4.04	960		X		X	2	
2010	Auburn/Gravel Spgs Bike Lane	SR 20	Barrow County Line	3.85	915		X		X	5	X
2010	Beaver Ruin Road Urban Sidewalk	I-85	U.S. Highway 29	3.3	4,356	X					
2010	Killian Hill Road Bike Lane	Five Forks Trickum	U.S. Highway 78	1.93	459		X			4	
2010	Braseltown Highway/SR 124 Paved Shoulder	Buford Dr	Old Fountain Road	1.16	214					4	X
2010	Buford Highway Paved Shoulder	Dekalb County limits	Sugarloaf Pkwy	9.24	1,707				X	5	X
2010	Buford Highway Paved Shoulder	Sugarloaf Parkway	Hall County line	10.01	1,850				X	3	X
2010	Bush Road/N. Berkeley Lake/Howell Ferry Road Bike Lane	Medlock Bridge Road	Peachtree Industrial Blvd	2.12	504	X	X		X	5	
2010	Dacula Road Bike Lane	Old Peachtree Road	Highway 8	0.77	183					4	X
2010	Harbins Road Bike Lane	Highway 8	Highway 316	0.77	183					4	X

GWINNETT COUNTY: **Recommended Additions to RTP**

Network Year	Project Name & Type	From	To	Length (miles)	Cost in 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	Highway 120/Duluth Parkway Paved Shoulder	Fulton County limits	Highway 29	10.4	1,921	X			X	5	X
2010	Highway 20 Paved Shoulder	Forsyth County limits	Highway 120	13.48	2,491				X	3	X
2010	Highway 29 Paved Shoulder	Gwinnett County limits	Highway 316	22	4,066				X	4	X
2010	Highway 8 Paved Shoulder	Barrow County limits	Highway 316	3.08	569				X	4	X
2010	Horizon Drive Bike Lane	Lawrenceville Suwanee Road	Old Peachtree Road	1.16	276	X			X	4	
2010	Lawrenceville-Suwanee Road Paved Shoulder	Old Norcross Road	Buford Highway	6.93	1,280				X	4	
2010	Lenora Road Paved Shoulder	Lenora Church Road	Rosebud Road	1.54	285	X				4	
2010	Lenora Church Road Bike Lane	Richards Road	Lee Road	3.85	915		X			4	X
2010	Old Peachtree Road Bike Lane	US 23	Lawrenceville Suwanee Road	5.39	1,281		X		X		
2010	Old Peachtree Road Paved Shoulder	Fulton County limits	US 23	1.16	214	X			X	4	

GWINNETT COUNTY: **Recommended Additions to RTP**

Network Year	Project Name & Type	From	To	Length (miles)	Cost in 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	Old Peachtree Road Paved Shoulder	Old Fountain Road	Dacula Road	1.54	285				X	4	X
2010	Scenic Highway/SR 124 Paved Shoulder	Dekalb County limits	Highway 20	10.78	1,992	X				4	X
2010	Singleton Road Paved Shoulder	Jimmy Carter Blvd	Indian Trail Lilburn	2.31	427				X	5	X
2020	Bethany Church Bike Lane	Scenic Highway	Highway 78	1.93	459					3	X
2020	Bramlett Shoals Paved Shoulder	Highway 29	New Hope Road	3.27	604	X				2	X
2020	Brushy Creek Greenway Shared Use Path	Peachtree Industrial Blvd.	Woodward Mill	3.08	3,253		X		X	4	
2020	Cedars Road Paved Shoulder	Old Fountain Road	Highway 29	1.93	357					2	X
2020	Collins Hill/Clayton Street Paved Shoulder	Old Peachtree Road	Highway 20	5.01	926	X			X	2	
2020	Culver Street Paved Shoulder	Gwinnett Drive	Highway 120	0.58	107				X	3	X
2020	Harbins Road Paved Shoulder	Highway 316	Barrow County Line	4.24	784					3	X
2020	Highway 84 Paved Shoulder	Highway 78	Highway 20	2.7	499					3	X
2020	Hog Mountain Road Bike Lane	SR 124 (E)	SR 124 (W)	3.47	825		X			1	

GWINNETT COUNTY: **Recommended Additions to RTP**

Network Year	Project Name & Type	From	To	Length (miles)	Cost in 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2020	Jackson Street Bike Lane	Highway 20	New Hope Road	1.54	366				X	3	X
2020	Killian Hill Road Bike Lane	Five Forks Trickum	Highway 29	2.7	642				X	3	X
2020	Moore Road/Lever Creek Road Bike Lane	Peachtree Industrial Blvd.	SR 20	4.04	960		X		X	2	
2020	New Hope Grayson Road Paved Shoulder	New Hope Road	Highway 20	3.08	569				X	3	X
2020	Old Fountain Road Paved Shoulder	Braselton Highway	Highway 324	3.08	569					2	X
2020	Old Fountain Road/Jim Moore Road Bike Lane	SR 324	SR 124 (N)	2.31	549		X		X	2	
2020	Old Peachtree Rd Bike Lane	Horizon Rd	SR20	1.54	366	X				2	X
2020	Spout Springs Road Bike Lane	SR 124	Hall County Line	1.54	366		X			2	X
2030	Alcovy River Greenway Shared Use Path	Walton County limits	Old Peachtree Road	11.17	11,796		X			3	
2030	Appalachee River Greenway Shared Use Path	Walton County limits	Fort Daniel Elementary School	10.01	10,571		X			3	

GWINNETT COUNTY: **Recommended Additions to RTP**

Network Year	Project Name & Type	From	To	Length (miles)	Cost in 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2030	Big Haynes Creek Greenway Shared Use Path	Walton County line	Grayson Highway	6.93	7,318		X			3	
2030	Chandler Road/Ozora Road Bike Lane	New Hope Road	Walton County Line	5.58	1,326		X		X	2	X
2030	Chattahoochee River Greenway Shared Use Path	Dekalb County limits	Hall County limits	21.56	22,767		X		X	5	
2030	Five Forks Trickum Paved Shoulder	Dekalb County limits	Stone Mountain Street	9.63	1,779	X	X		X	3	X
2030	Hamilton Mill Road Bike Lane	Braselton Highway	Buford Highway	4.62	1,098	X				4	X
2030	Highway 20 Paved Shoulder	Highway 120	Walton County Line	7.89	1,458	X			X	4	X
2030	Hurricane Shoals Road/ Dacula Road Bike Lane	SR 316	SR 324	4.43	1,053		X		X	2	
2030	Lee Road/Centerville Rosebud Road Bike Lane	Dekalb County limits	Walton County limits	4.62	1,098		X			1	
2030	New Hope Road Bike Lane	Chandler Road	Brooks Road	6.16	1,464		X		X	3	X

GWINNETT COUNTY: **Recommended Additions to RTP**

Network Year	Project Name & Type	From	To	Length (miles)	Cost in 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2030	Paper Mill Road/Martins Chapel Road/Brooks Road Bike Lane	Crogan St	Harbin Road	5.39	1,281		X		X	4	X
2030	Rockbridge Road Bike Lane	US 29	Highway 78	4.24	1,007				X	4	X
2030	Ronald Regan Parkway Shared Use Path	Pleasant Hill Road	Highway 124	5.39	5,692		X		X	1	X
2030	Rosebud Paved Shoulder	Knight Circle	Highway 84	5.58	1,031					2	X
2030	Satellite Blvd./Hillcrest Ext. Paved Shoulder	Indian Trail	Old Peachtree Rd	6.55	1,210	X	X		X	5	X
2030	Suwannee Dam Rd Bike Lane	Buford Hwy	Buford Dam Road	5.39	1,281		X			3	X
2030	Yellow River Greenway Shared Use Path	Dekalb County limits	Ridge Road	15.02	15,861		X		X	4	

HENRY COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length	Cost In 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	Old Conyers Road Bike Lane	Swam Lake	Proposed Rd connecting Old Conyers Rd and N Henry Blvd.	2.7	642	X					
2010	Swam Lake Rd Bike Lane	Fairview Rd	Old Conyers Rd	1.93	459	X					
2010	Fairview Rd Bike Lane	Thurman Dr	Henry County limits	2	459	X					
2010	Elliot Rd Bike Lane	Campground Rd	E GA Hwy 20	1.16	276	X					
2010	N. Bridges Rd Bike Lane	Jonesboro Rd	Mt. Carmel Rd.	0.77	183	X					
2010	Bethlehem Creek Shared-Use Path	Hampton Locust Grove Rd	S GA Hwy 155	5	5280	X					
2010	S GA Hwy 155 Bike Lane	I-75	Hampton Locust Grove Rd	3.08	732	X					
2010	Hampton Locust Grove Rd Bike Lane	S GA Hwy 155	S GA Hwy 42	3.39	806	X					
2010	S GA Hwy 42 Bike Lane	Henry County limits	Highway 81	10	2376	X					
2010	S GA Hwy 155 Bike Lane	Hwy 81	I-75	1	237	X					
2020	Georgia Hwy 81 Bike Lane	Griffin St.	Bethany Rd.	3.47	825	X					

HENRY COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length	Cost In 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2020	N. Georgia Hwy 42 Bike Lane	N. Henry Blvd.	McDonough Hampton Rd/GA Hwy 81	6.54	1554	X					
2020	N. Bethany Rd Bike Lane	Lake Dow Rd	GA Hwy 81	1.16	276	X					
2020	McDonough Pkwy. Bike Lane	Bridges Rd	McDonough Hampton Rd	0.39	93	X					
2020	Proposed Rd Connecting Old Conyers Rd and N. Henry Blvd Bike Lane	Old Conyers Rd	N Henry Blvd	0.62	147	X					
2030	McDonough Hampton Road Bike Lane	Old Griffin Road	Industrial Rd.	6.55	1556	X					
2030	McDonough Hampton Road Bike Lane	Hwy 41	Griffin St.	3	712	X					
2030	N. Henry Blvd Bike Lane	Proposed Rd connecting Old Conyers Rd to N Henry Blvd.	Henry County limit	3	712	X					
2030	Proposed Loop Road around McDonough Bike Lane	Bridges Rd	McDonough Hampton Rd	7.71	1832	X					
2030	SR 138 Bike Lane	Clayton Counti Limit	Mt. Zion	.5	118	X					

ROCKDALE COUNTY: Recommended Additions to RTP

Network Year	Project Name & Type	From	To	Length	Cost In 1,000's	Gap Closure	In Local Plan	Along Transit Route	1 mile of transit	Priority	Low Bicycle Suitability Rating
2010	Milstead Ave Bike Lane	Sigman Bypass	Rockdale Ind. Road	1.54	366	X					
2010	Covington Hwy Bike Lane	Sigman Road	DeKalb Co limit	1.54	366	X					
2010	Rockdale Ind Rd/Covington Hwy Bike Lane	Oakland Avenue	Dekalb Co. limits	3.16	751	X					
2020	Bethel Rd Bike Lane	Hightower Rd	Pleasant Hill Rd	1.69	402	X					
2020	Hightower Rd Bike Lane	GA Hwy 20	Bethel Rd	1.54	366	X					
2020	GA Hwy 20 Bike Lane	Hi-Roc Rd	Sigman Bypass	2.31	549	X					
2030	GA Hwy 20 Bike Lane	Hightower Rd	Hi-Roc Rd	2.62	623	X					

D. Recommended 2030 Studies/Funding

i. *Sidewalk Inventory and ADA Inventory Around Transit Stations*

ARC, in conjunction with MARTA, is very interested in improving pedestrian accessibility to transit stations for air quality and mobility purposes. Therefore, it is recommended that a lump sum amount be set aside for creating a good database regarding existing sidewalks, and lack thereof, and an inventory of ADA improvements around the metro area's transit stations. The following estimate was developed to complete the study. Note that this cost estimate does not include transit stations in Cobb, Gwinnett, or Clayton. However, these counties will be included in the study.

GIS/SIDEWALK INVENTORY:

37 MARTA Transit Stations
One Mile Radius From Each
Sidewalks as lines on map
$15,000 to purchase imagery
$75,000 for digitizing sidewalks
$15,000 for packaging of data, presentations, meetings

ADA assessments	$24,000
Sub-Total:	$105,000
Contingency:	$21,000
TOTAL:	$150,000

A lump sum amount would also be recommended for projects (sidewalks) resulting from this study.

ii. *Pedestrian Crossing Studies*

The plan process has indicated that increased safety at crossings is essential for pedestrians. According to many national statistics, pedestrian safety in the Atlanta region is in need of improvement, therefore, it is recommended that a lump sum amount be included in the 2030 Plan for participating local governments who may want to apply for project improvements for pedestrian crossings. The CMS Analysis prepared for the 2002 Regional Bicycle and Pedestrian Plan Update, identified some locations for potential pedestrian crossing improvements and is included in Appendix C. Other potential crossing improvements were identified in the public involvement workshop and are listed below. Typical cost estimates for the different elements that may be included in pedestrian crossing improvements were developed and included in Appendix E.

a. Capitol Avenue @ Georgia State University
b. Northside Drive at the Fulton/Cobb Bridge over the Chattahoochee River
c. The entire length of Buford Highway
d. Clarimont Road, north of Briarcliff Road
e. The entire length of Ponce De Leon
f. The entire length of Cobb Parkway
g. The entire length of Moreland Avenue
h. The entire length of Martin Luther King
i. The entire length of Bankhead Highway
j. The entire length of Roswell Road
k. Pedestrian crossings along I-85 from Riverdale Road to I-75
l. East Ponce De Leon at Brockett Road intersection

iii. Audible Pedestrian Signal Crossings

Several comments were received in the public involvement workshop process regarding improving pedestrian crossings with audible devices. A cost has not been developed for these improvements; however, they could be implemented with the lump sum amount set aside by ARC for pedestrian crossing improvements. Audible pedestrian signals were recommended along all major transit routes and at crossings within one mile of transit stations.

iv. Regional Bicycle Transportation and Pedestrian Walkways Plan Update

A lump sum amount is recommended to be added to the 2030 RTP for the future update of the Regional Bicycle and Pedestrian Plan consistent with the next update of the RTP. It has also been identified that future updates of the Regional Bicycle and Pedestrian Plan may need to include the use of Segways in the Atlanta Region.

v. Bicycle and Pedestrian GIS Existing and Proposed Facilities Mapping

A lump sum amount is recommended for updating the existing and proposed facilities map subsequent to the adoption of the 2030 RTP. This update will include new proposed additions to the 2030 RTP as well as any changes to projects currently in the 2025 RTP.

vi. Educational Outreach

A lump sum amount is recommended for the provision of an educational outreach program for law enforcement and drivers to inform them of bicycle and pedestrian rules of the road.

vii. Traffic Calming

As indicated previously in the recommended design guidelines, traffic calming may be appropriate along certain roadways to increase safety for pedestrians. A detailed analysis should be conducted prior to implementing traffic calming on a roadway. It should also be noted that only arterial roadways are eligible for federal funding whereas, typically, traffic calming projects may be desired along local roadways that are not eligible for federal funds.

The GDOT also has certain restrictions with respect to resurfacing roadways with traffic calming devices. However, funding for traffic calming projects may be available through ARC's Transportation Improvement Program or the LCI program, depending on the traffic calming proposal.

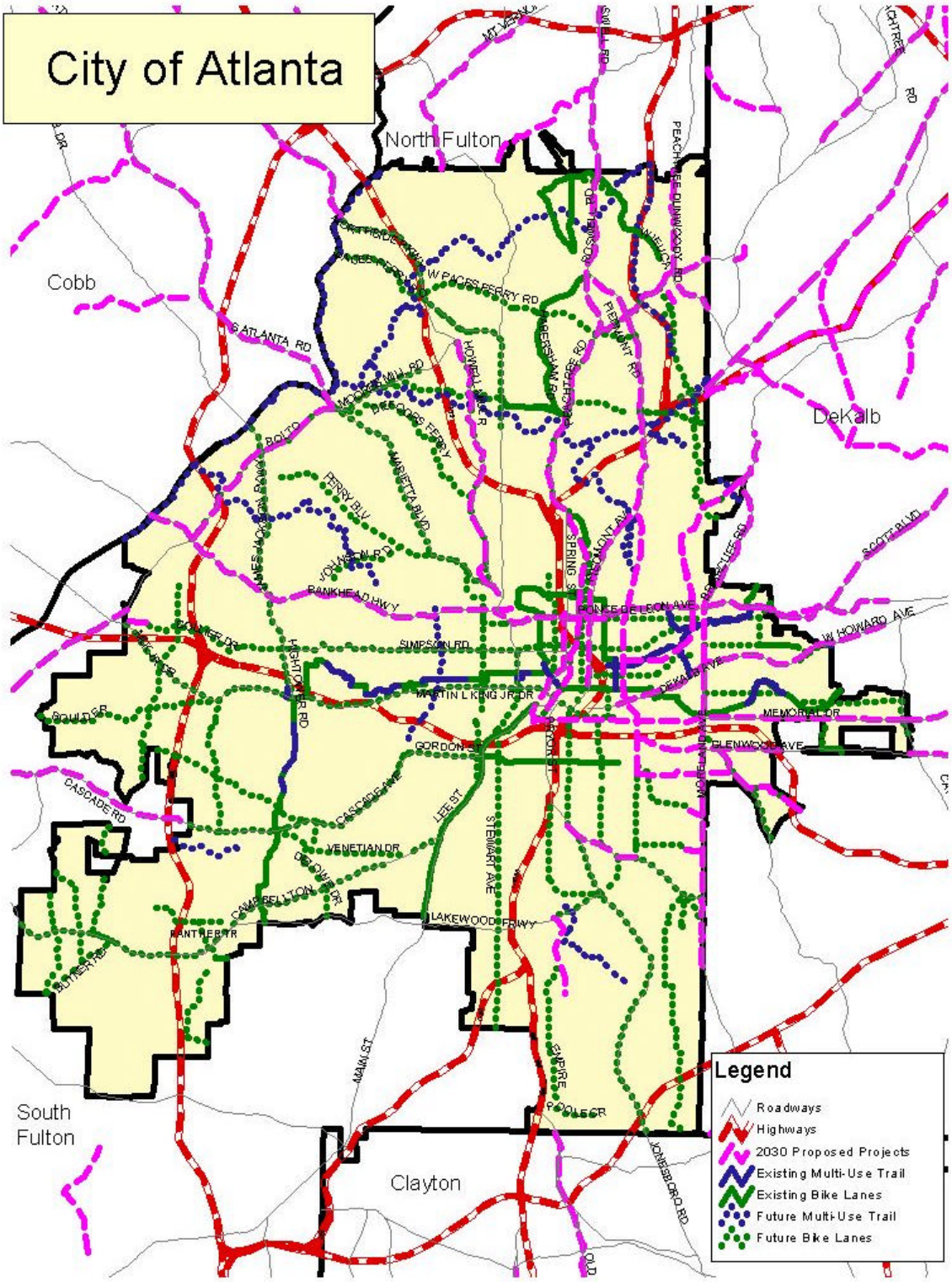
The following roadways were submitted during the public workshop for potential traffic calming improvements. Cost estimates were not developed for these projects and all were in the City of Atlanta.
Juniper Road, Moreland Avenue, Piedmont Avenue, Ponce de Leon, Spring Street, West Peachtree Road and citywide.

E. 2025 RTP Summary

Appendix F lists the projects recommended during the public outreach process for the 2002 Regional Bicycle and Pedestrian Plan Update which were already included in the 2025 RTP. Other than cost estimates, these projects were not altered in any way. Appendix G lists all bicycle and pedestrian projects in the 2025 RTP, adopted in March 2000. This list has been updated to include the 2002-2004 TIP. However, note that the 2025 RTP is currently going through a limited update, due to be adopted at the end of 2002. This limited update will include the 2003-2005 TIP. Jurisdictions should reference the most updated RTP listing that has been adopted by ARC's Board when reviewing their projects and priorities for the 2030 RTP process. None of the projects in the adopted 2025 RTP will be removed without the jurisdictions consent. However, ARC expects accurate cost estimates and reasonable implementation schedules, otherwise the projects will be questioned. ARC's jurisdiction representatives will be working with their jurisdictions throughout the summer to make sure this task is completed.

F. County Maps of 2025 RTP Projects and Proposed 2030 Projects

Following are maps for each county depicting existing facilities, proposed 2025 RTP projects as listed in Appendix F, and the proposed 2030 project additions listed in this section.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Cobb
DeKalb
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Roadways
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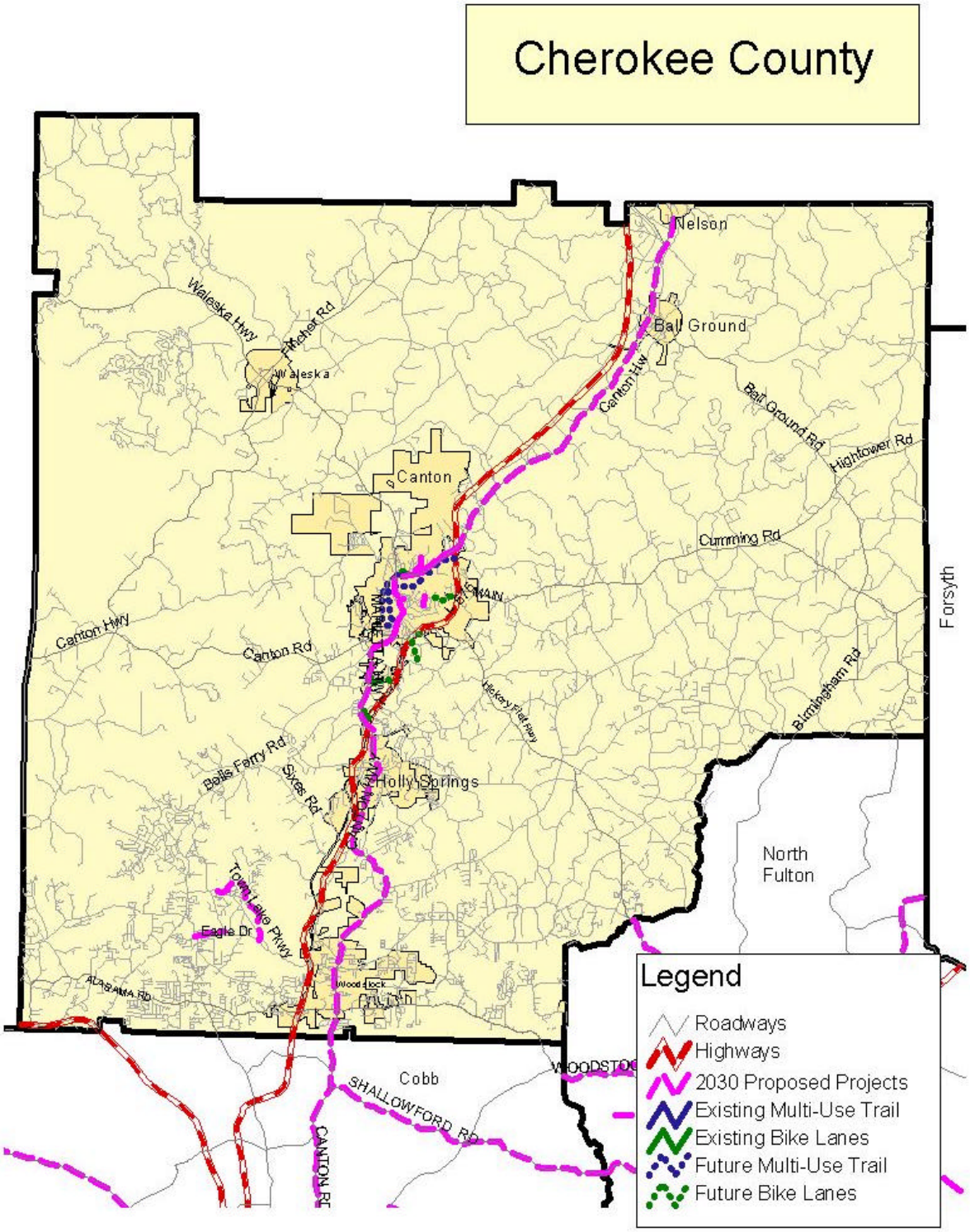
2030 Proposed Projects
Existing Multi-Use Trail
Existing Bike Lanes
Future Multi-Use Trail
Future Bike Lanes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Canton Hwy
Canton Rd
Hickory Flat Hwy
Birmingham Rd
Bells Ferry Rd
Sykes Rd
Holly Springs
North
Fulton
Town Lake Pkwy
Eagle Dr
ALABAMA Rd
Cobb
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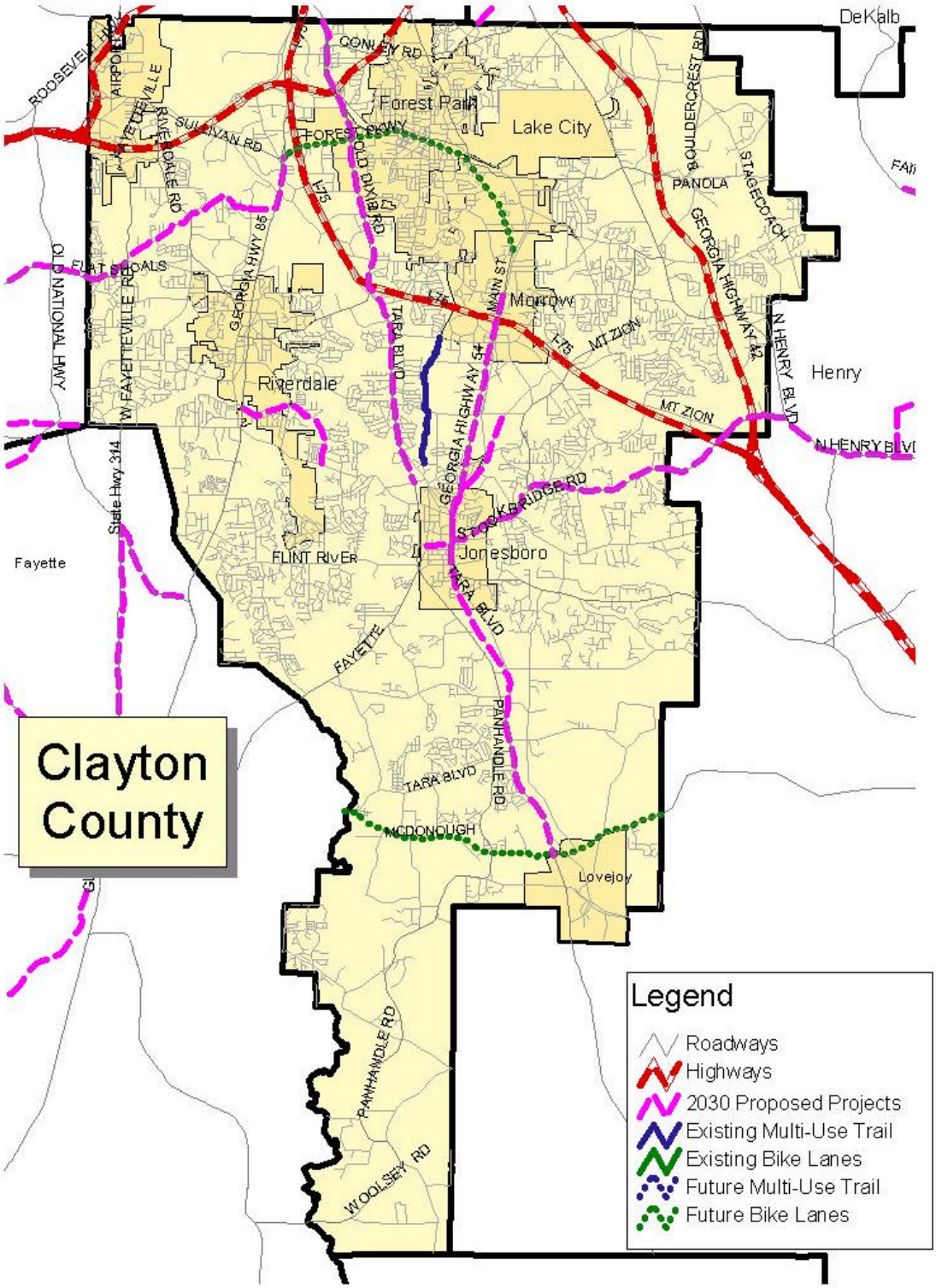
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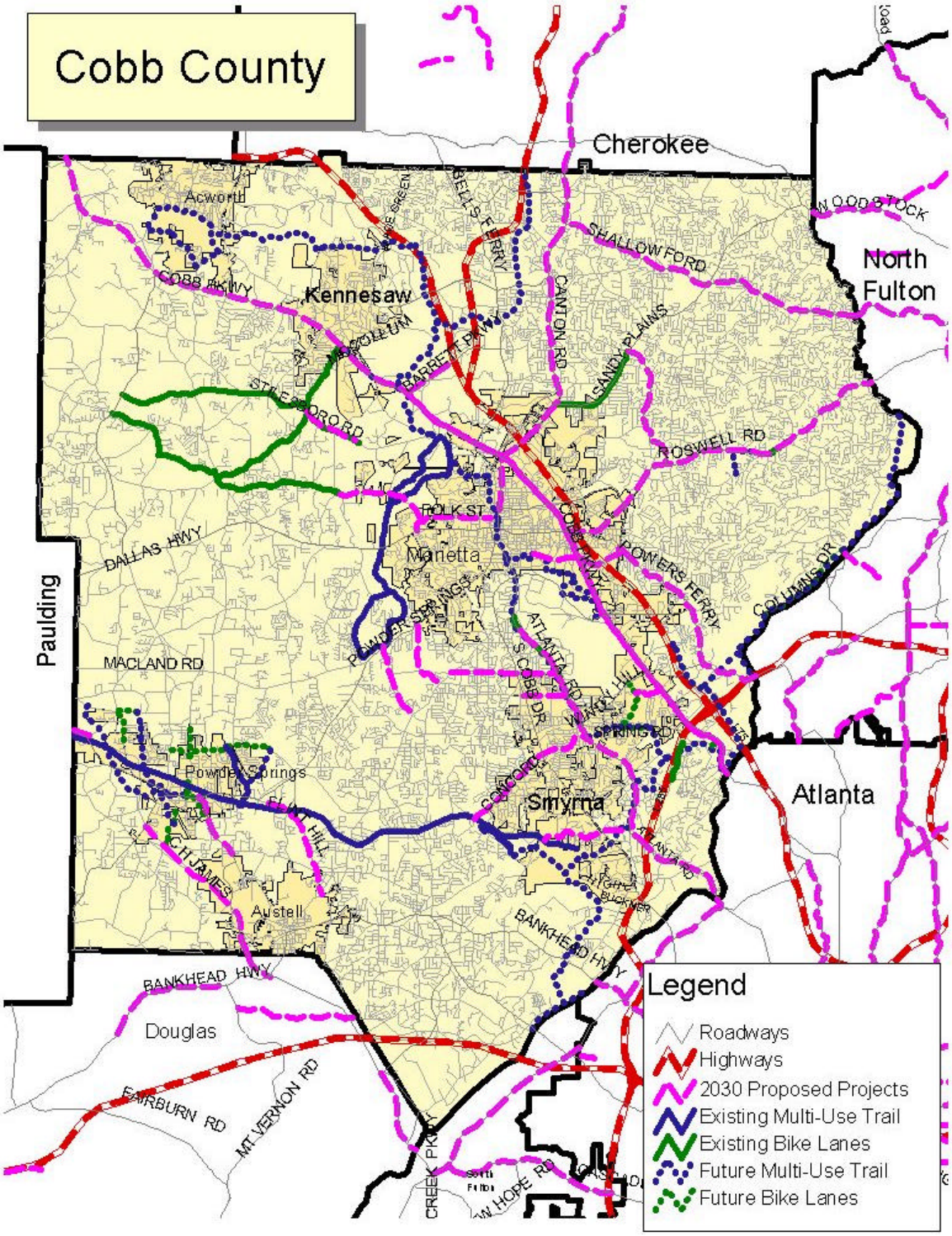
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DALLAS HWY
MACLAND RD
BANKHEAD HWY
FAIRBURN RD
MT VERNON RD
ROSWELL RD
POWERS FERRY
ATLANTA RD
SHALLOW FORD
CANTON RD
CANDLER PLAINS
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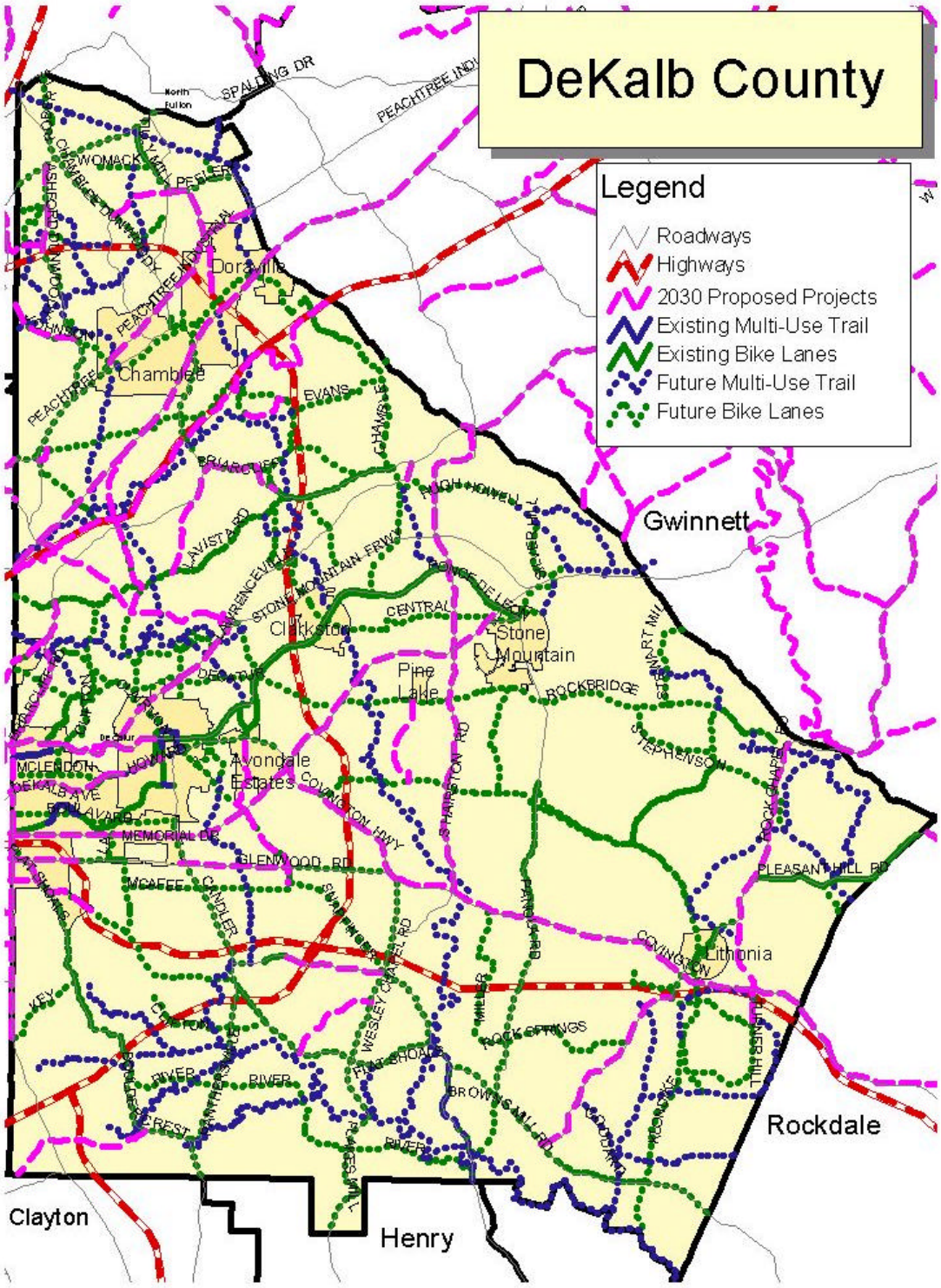
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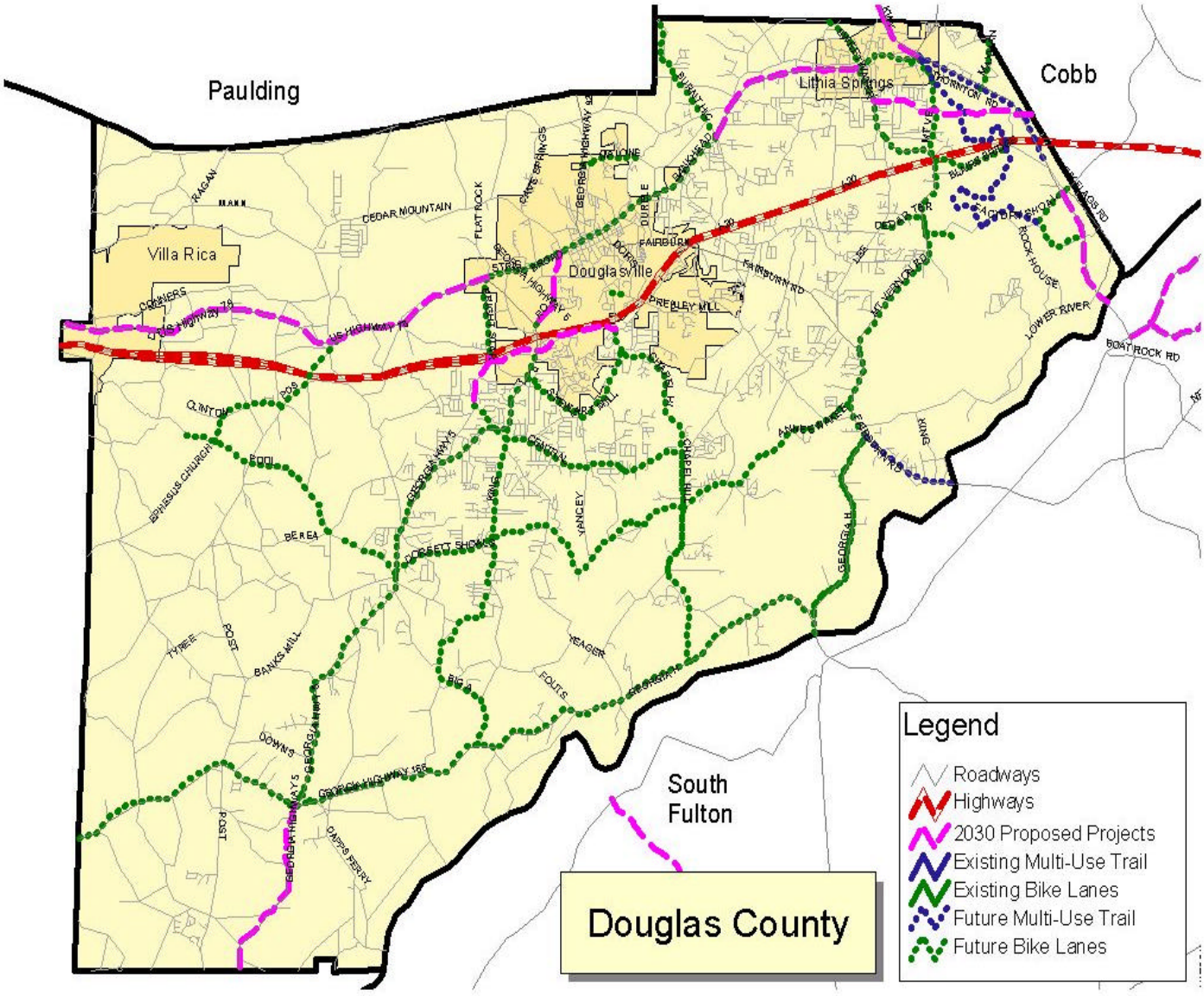
Pine Lake
Avondale Estates
Lithonia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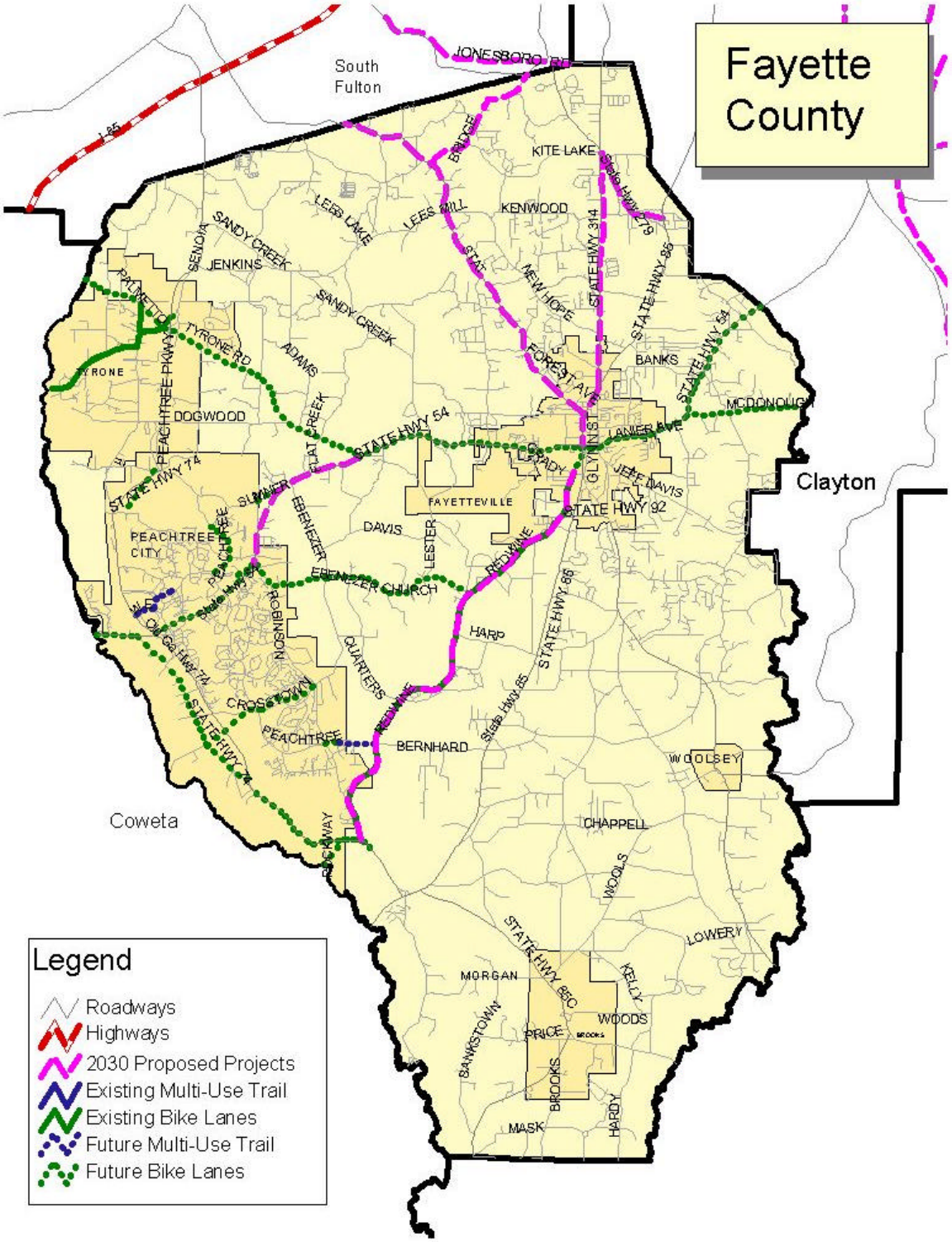
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DOGWOOD
PEACHTREE PKWY
FLAT CREEK
STATE HWY 54
STATE HWY 74
SUMMER
EBENEZER
EBENEZER CHURCH
DAVIS
LESTER
FAYETTEVILLE
LEGACY
GLYNN ST
JEFF DAVIS
STATE HWY 92
PEACHTREE CITY
PEACHTREE
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QUARTERS
REDWINE
HARP
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BANKS
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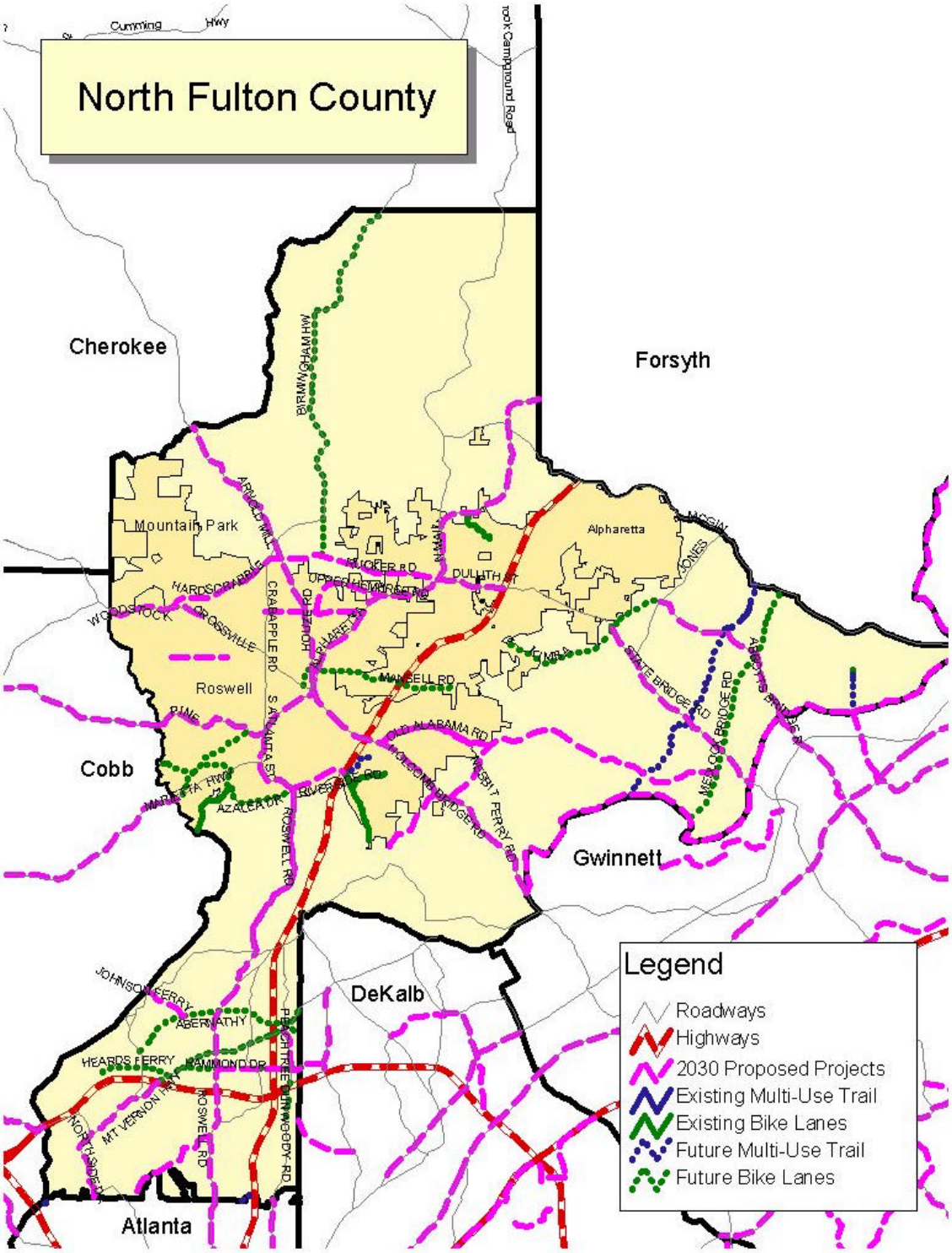
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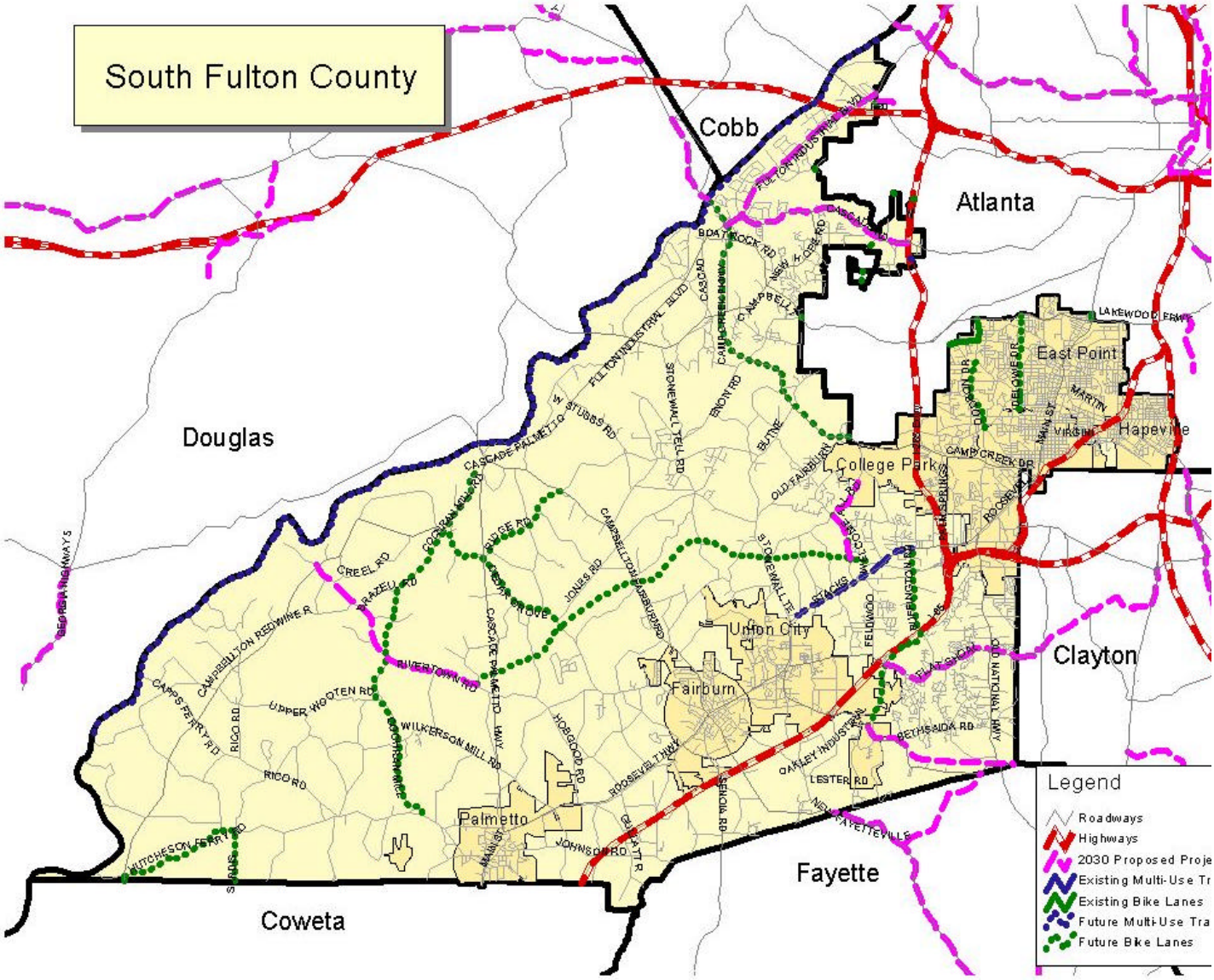
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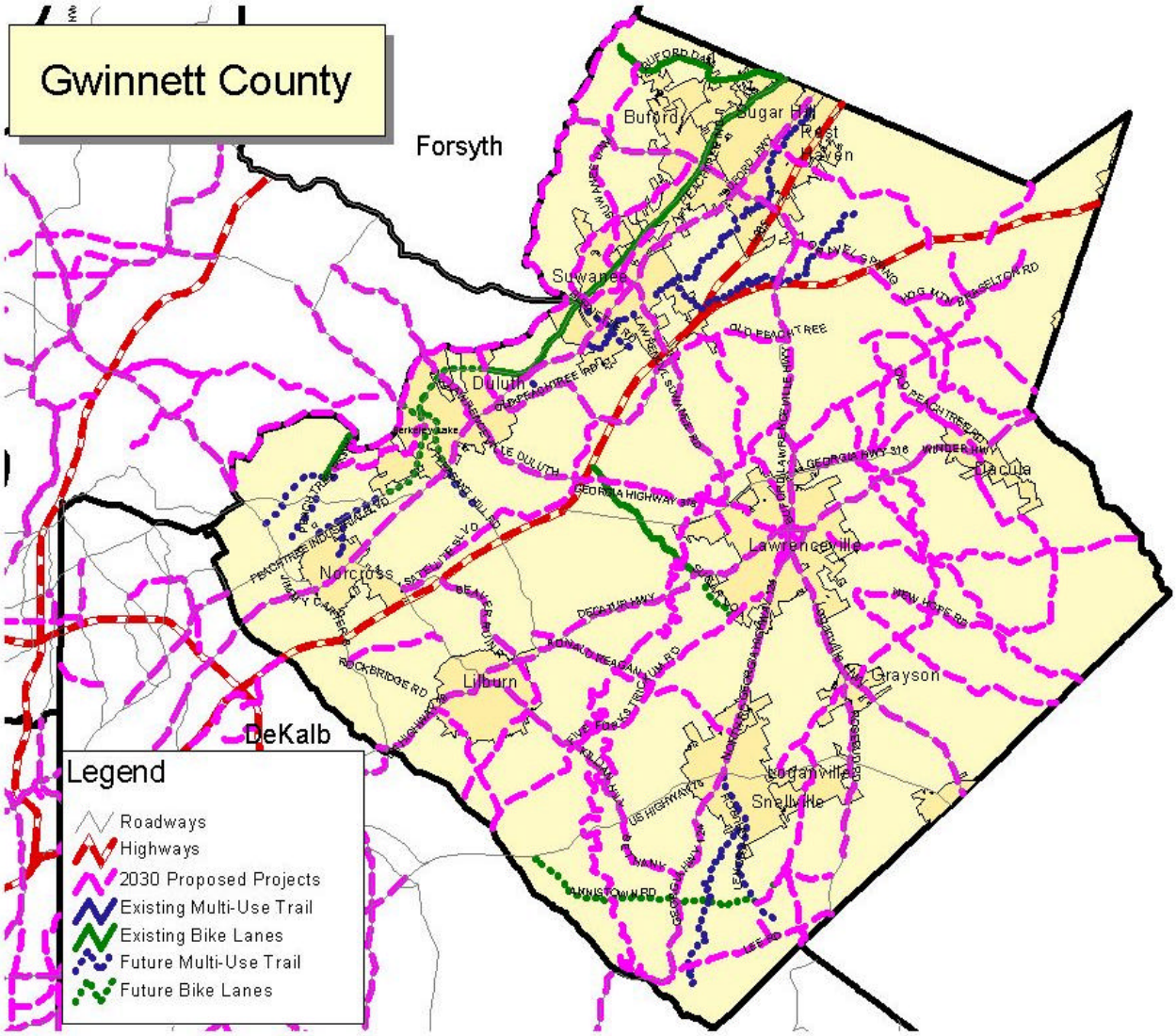
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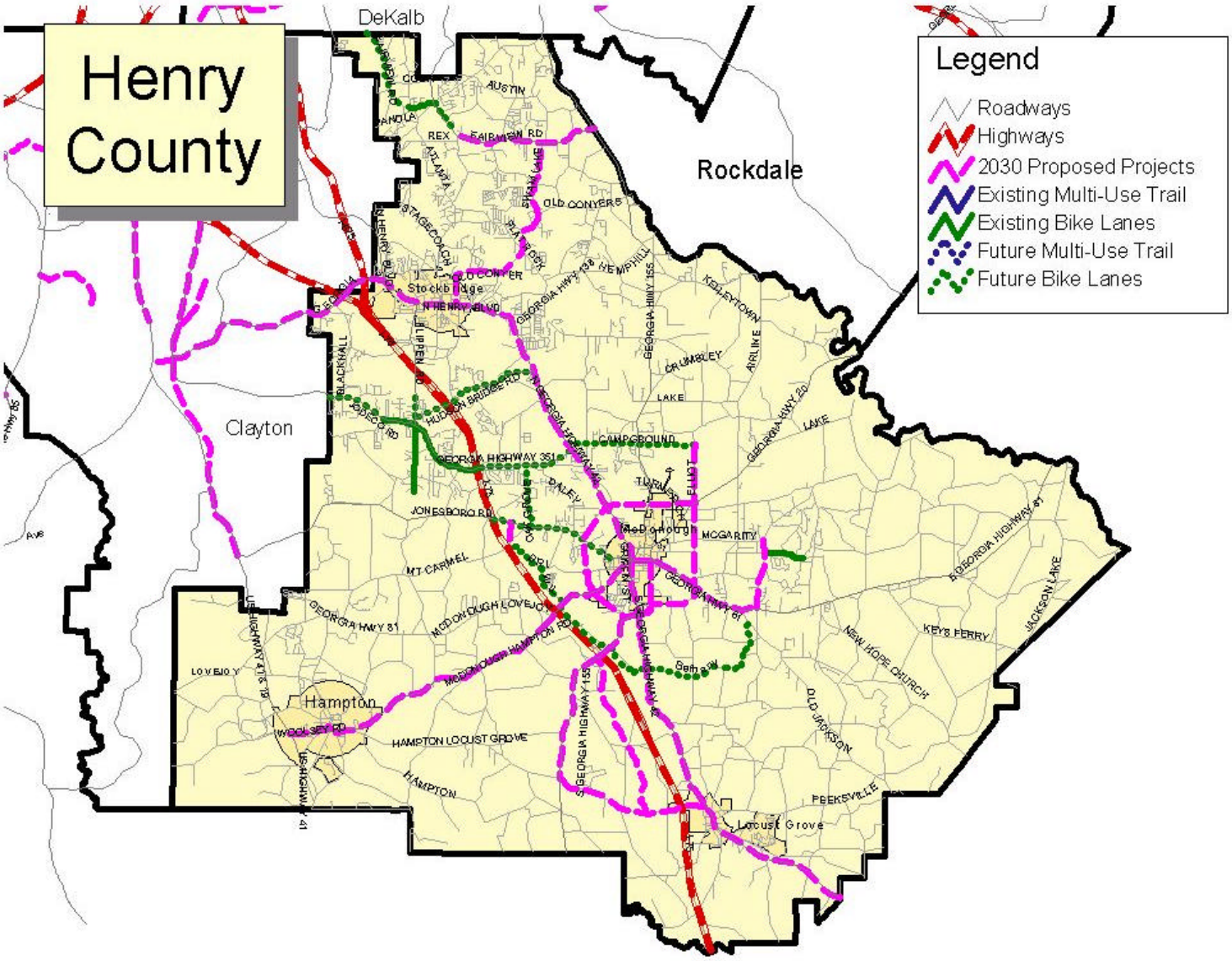
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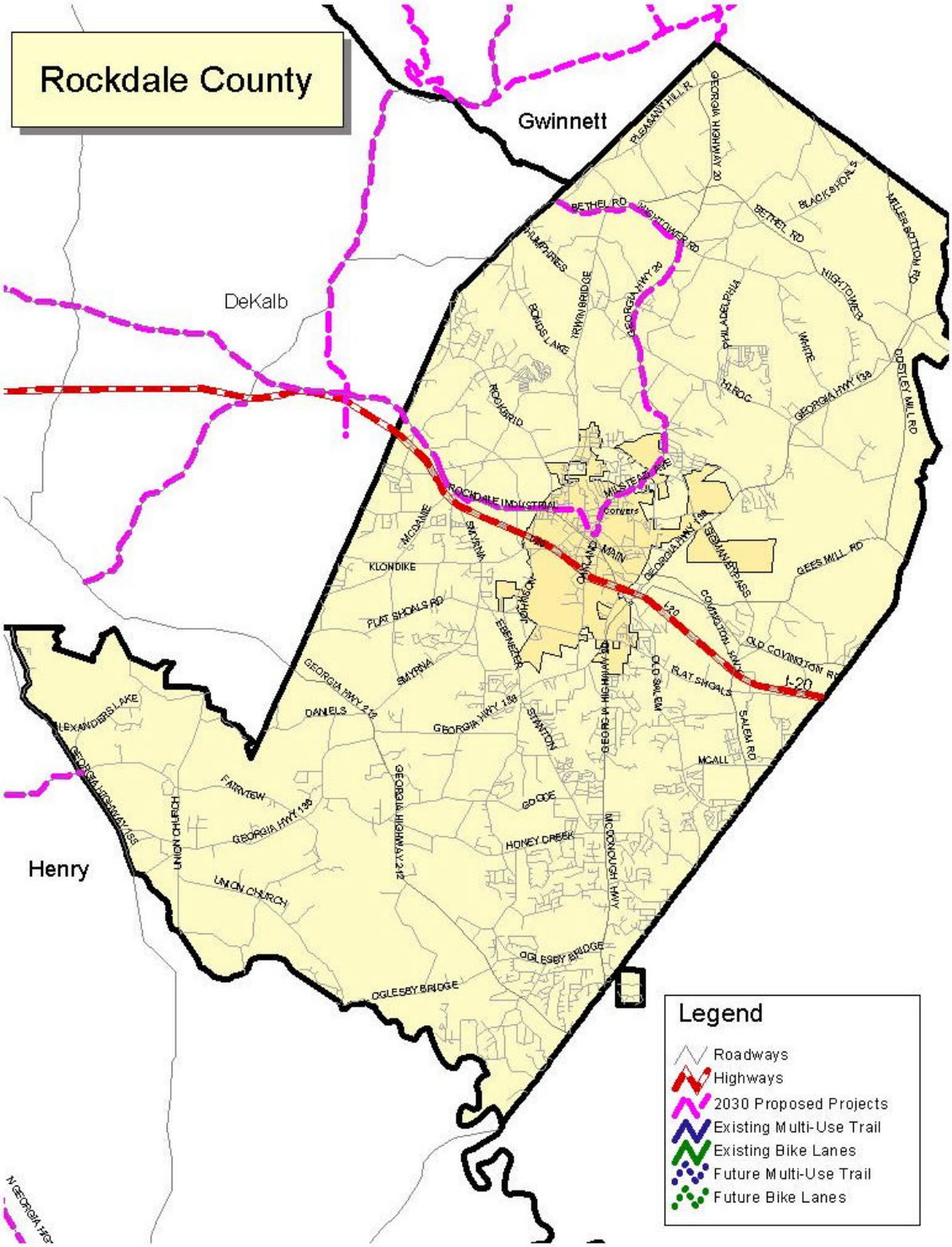
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