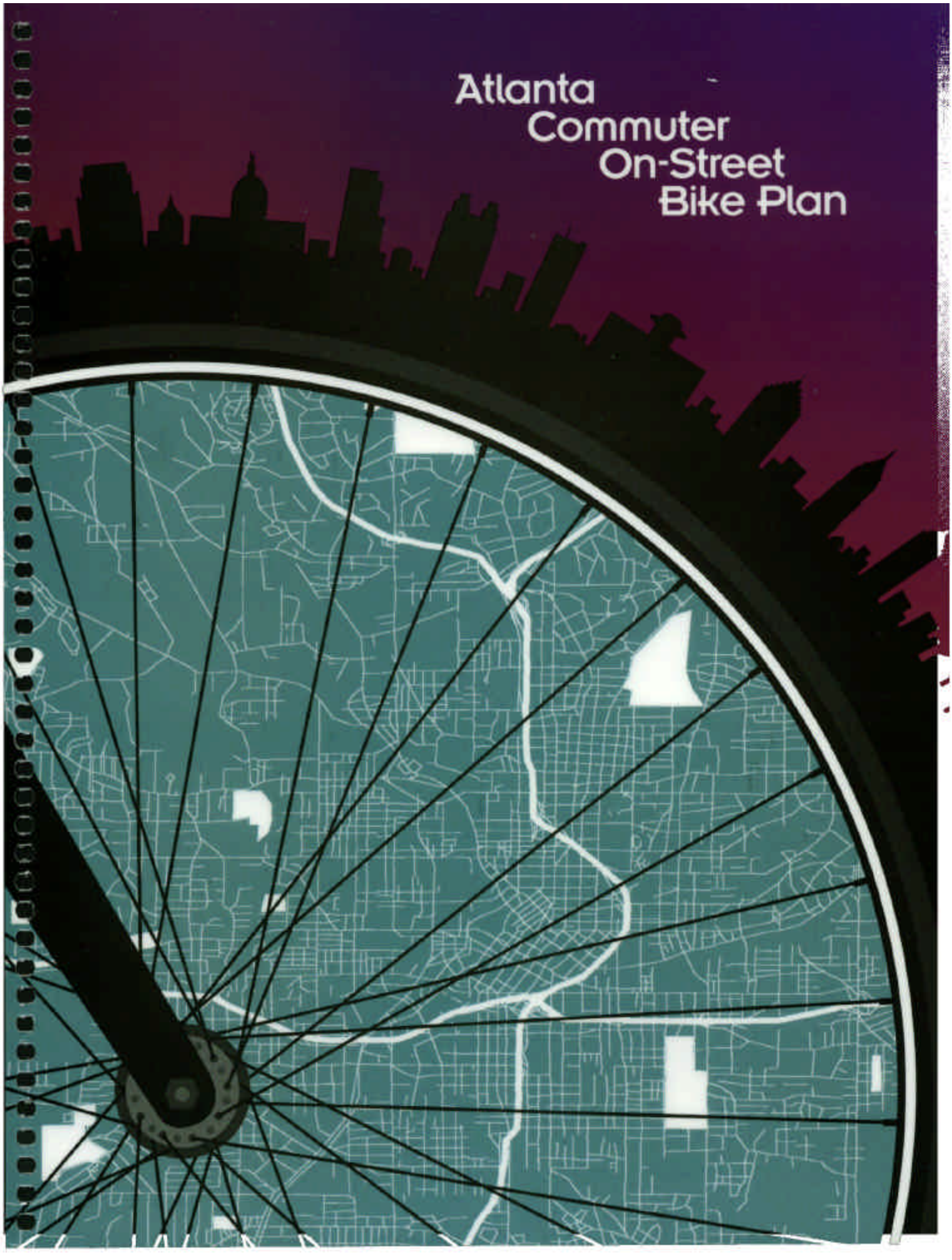
Atlanta Commuter On-Street Bike Plan



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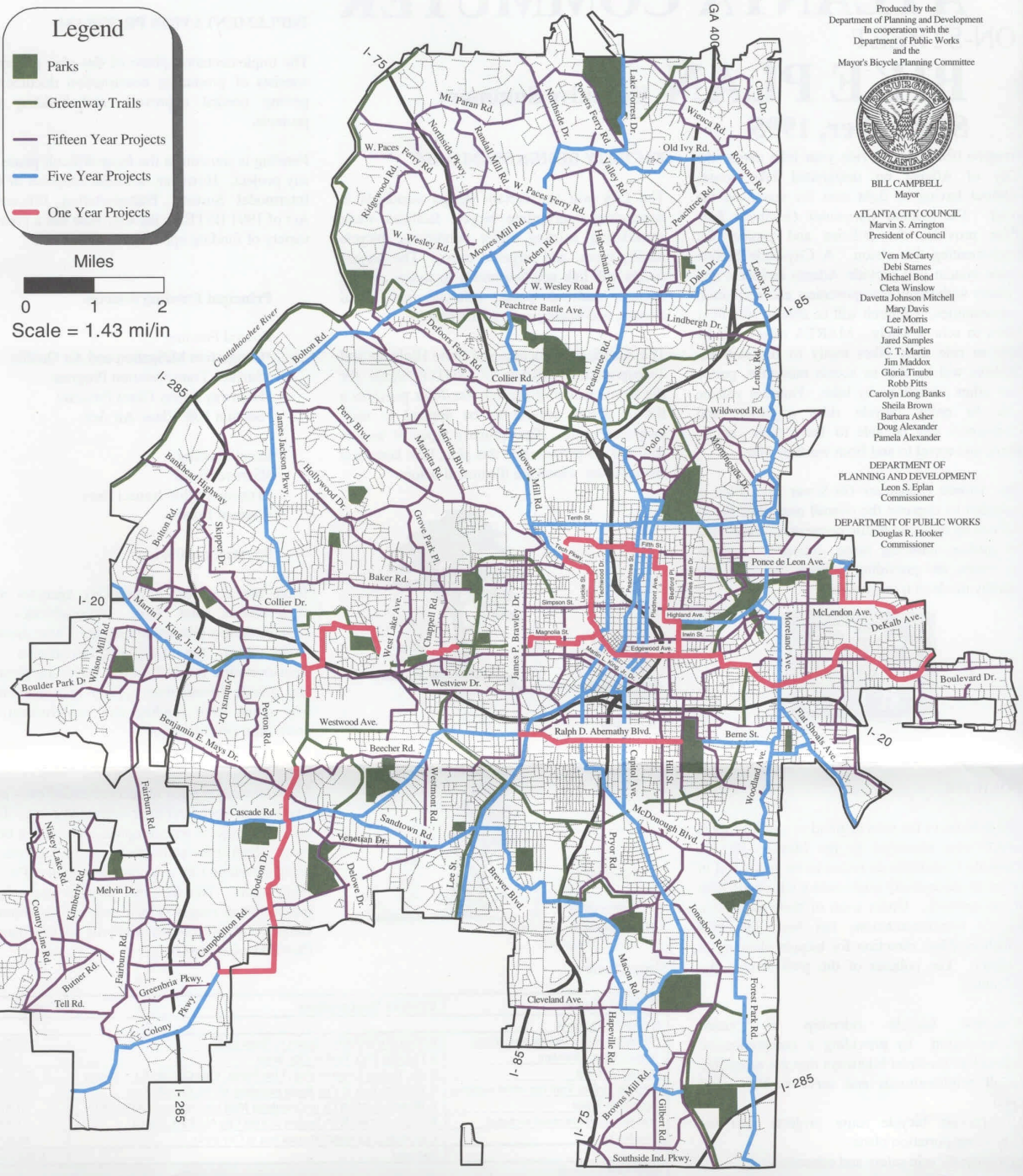


Atlanta Commuter On-Street Bike Plan

September, 1995

Department of Planning & Development
Bureau of Planning

ATLANTA COMMUTER ON-STREET BIKE PLAN Executive Summary

September, 1995

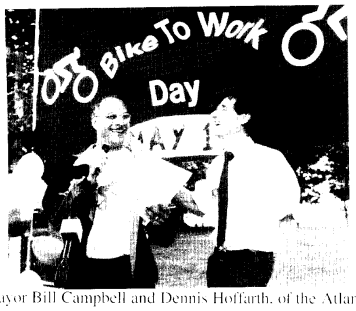
Imagine being able to ride your bike across the City of Atlanta on designated bike routes without having to fight cars for space on the road. The *Atlanta Commuter On-Street Bike Plan* provides the policies and project for implementing this vision. A City-wide bicycle route system will provide Atlanta residents and visitors with many transportation and recreation opportunities. Children will be able to ride their bikes to school safely. MARTA riders will be able to ride their bikes easily to the stations. Visitors will be able to access museums, parks, and other attractions by bike. Families will be able to enjoy bicycle rides together, and commuters will be able to leave their cars at home and travel to and from work by bike.

The *Atlanta Commuter On-Street Bike Plan* is intended to improve the overall quality of life in Atlanta by reducing traffic congestion, improving air quality, reducing noise, conserving natural resources, and providing facilities for a fun and healthy mode of transportation.

POLICIES

The policies of the plan respond to a set of topics which were identified by the Mayor's Bicycle Planning Committee as issues to be addressed in order to successfully implement a City-wide bike route network. Under each of these policies a list of recommendations has been identified which establish direction for bicycle planning in Atlanta. The policies of the plan include the following:

- Increase bicycle ridership as viable transportation by providing a comprehensive network of on-street bikeways that are accessible to all neighborhoods and serve residents and visitors.
- Incorporate bicycle route projects into the City's transportation plans.
- Promote bicycle safety and education.
- Provide efficient and effective maintenance of all on-street bike facilities to provide optimal commuting and recreational opportunities.
- Promote the provision of pedestrian and bicycle transportation facilities in new commercial and residential developments.



Mayor Bill Campbell and Dennis Hoffarth, of the Atlanta Bicycle Campaign at Bike to Work Day, 1994.

FACILITY DESIGN STANDARDS

The City will use certain design standards in developing appropriate bicycle facilities while considering existing street conditions, bicycle facility types, and targeted users. The bicycle routes will link neighborhoods to major activity centers, such as parks, schools, commercial centers, and history and culture centers.

The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* provides a list of design criteria to be applied to each proposed route. Two primary types of bicycle facilities are proposed in this plan, bike lanes and shared lanes, which are illustrated below.

Bike Lane

Shared Lane

IMPLEMENTATION PROGRAM

The implementation phase of this plan primarily consists of producing construction documents, getting needed approvals, and building the projects.

Funding is sometimes the most difficult phase of any project. However, with the adoption of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the City now has a greater variety of funding opportunities.

Principal Funding Sources

Federal Funding
- Congestion Mitigation and Air Quality
- Surface Transportation Program
- Highway Safety Grant Program
- Section 108: Clean Air Act

Local Funding
- General Fund
- Transportation Impact Fees
- Annual Bonds

Private Contributions

There are a variety of non-City agencies and organizations that have responsibilities in implementing a bike route system. These groups range from the Georgia Department of Transportation to local bicycle advocacy groups and private foundations. Their responsibilities may range from funding and construction to promotion and education.

The following is a list of recommended one- and five-year projects and their estimated costs. The one-year projects will complete a cross-city bike route which links with greenway trails currently being developed in conjunction with the PATH Foundation. The five-year projects are cross-jurisdictional routes which link major activity centers and will consist primarily of bike lanes. (See bike plan map.)

Project Name	Project Description	Costs
One-Year Projects		
Abernathy Blvd./Georgia Ave. Route	fr West End MARTA Station to Grant Park	20,000
Atlanta-Stone Mountain	fr Freedom Park Trail to City limits	5,000
Downtown Loop	fr Ga. Tech to Freedom Park, Five Points, Vine City MARTA Station	$ 307,000
Eastside Trolley Trail (on-street sections)	fr Freedom Park to City limits including Wylie, Carroll, Krog	575,000
Greenbriar Route	fr Hightower MARTA to Greenbriar Mall via Dodson & Willis Mill	20,000
Westside Trail (on-street sections)	fr Hightower MARTA Station to Vine City MARTA Station	3,000
Bike Racks	City-wide in commercial areas and in City parks	55,000
	Subtotal	**$ 985,000**
Five-Year Projects		
Berne Street	fr Grant Park to City limits via Bouldercrest Drive	$ 8,000
Bolton Road	fr Jackson Parkway to West Wesley Road	9,000
Browns Mill Road	fr Marietta Street to Southside Park via McDonough Boulevard	20,000
Cascade Road	fr City limits to West End MARTA Station	17,000
Chastain Park-Moores Mill Road	fr Chastain Park to W. Wesley via Putnam, Northside, & Moores Mill	13,000
Colony Parkway	fr Greenbriar Mall to City limits via Fairburn Road	9,000
Forest Park Road	fr McDonough Boulevard to City limits	14,000
Howell Mill Road	fr Moores Mill Road to Tech Parkway	605,000
James Jackson Parkway	fr Bolton Road to Hightower MARTA Station	401,000
John A. White Park-Cleveland Avenue	via Sandtown, Venetian, Campbellton, Dill, Sylvan, Casplan, & Fair	20,000
Lee Street/Whitehall Street	fr Memorial Drive to City limits	12,000
Lenox Road	fr Peachtree Road to Virginia Ave via Roxboro Rd. and Highland Ave.	308,000
Martin Luther King, Jr. Drive	fr Hightower MARTA Station to City limits	9,000
North Highland Avenue	fr Virginia Avenue to McDonough Boulevard via Woodland Avenue	17,000
Northside Parkway	fr Chattahoochee River to Moores Mill Road via Howell Mill Road	11,000
Old Ivy Road	fr Chastain Park to Peachtree Road	7,000
Peachtree Street	fr Whitehall Street to Wesley Road	22,000
Piedmont Avenue/Juniper Street	fr 14th Street to Ridge Avenue via Capitol Avenue	11,000
South Ponce de Leon Avenue	fr Freedom Park Trail to City limits	4,000
Techwood Drive	fr Fifth Street to Marietta Street	4,000
Tenth Street	fr Howell Mill Road to City limits (east)	12,000
West Wesley Road	fr Moores Mill Road to Lenox Road	16,000
	Total Cost	**$2,534,000**

Produced by the Department of Planning and Development, in cooperation with the Department of Public Works, the Atlanta Police Department, and the Mayor's Bicycle Planning Committee. For a copy of the entire Atlanta Commuter On-Street Bike Plan, call 404-330-6145.

Atlanta Commuter On-Street Bike Plan

Prepared by the

City of Atlanta
Department of Planning and Development

Bureau of Planning

In conjunction with the

Department of Public Works
Department of Parks, Recreation, and Cultural Affairs
Atlanta Police Department
Mayor's Bicycle Planning Committee

With assistance from the

PATH Foundation
Atlanta Bicycle Campaign
Southern Bicycle League
Campaign for a Prosperous Georgia

September, 1995

The preparation of this document was funded in part by the Georgia Department of Natural Resources.

The cover design was provided by the PATH Foundation.

MAYOR'S BICYCLE PLANNING COMMITTEE

Name	*Organization*
April Johnson, Chair	*Bureau of Planning*
Charlie Ackerman	*NPU A*
Larry Anderson	*Metro Atlanta Cycling Club*
Marvin Arrington	*City Council President*
Jim Askren	*NPU C*
Henry Bauer, Jr.	*NPU E*
Fred Boykin	*North GA Bicycle Dealers Assoc.*
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Merci Goger	*City Council Offices*
Mike Goodman	*North GA Bicycle Dealers Assoc.*
Cheryl Harvey	*MARTA*
Stan Harvey	*CODA*
Michael Harvey	*NPU I*
Roger Henze	*Cobb County*
Dennis Hoffarth	*NPU O & Atl. Bicycle Campaign*
Pat Katz	*DeKalb County*
Larry Kloet	*Atlanta Bicycle Campaign*
Bob Lane	*NPU M*
Robbie Lanigan	*NPU W*

Name	*Organization*
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Jim Maddox	*City Council Member*
James Malone	*NPU J*
Beth Marks	*PATH Foundation*
Ed McBrayer	*PATH Foundation*
Barbara McCann	*Atlanta Bicycle Campaign*
David McIver	*Clayton County*
John Milsaps	*North Atlanta Road Club*
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Clair Muller	*City Council Member*
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Henry Slack	*Southern Bicycle League*
Harriet Robins Smith	*MARTA*
Greg Stalls	*NPU Z*
Scott Stephens	*NPU T*
Rachel Tobin	*City Council Offices*
Leigh Torrence	*NPU S*
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THANKS TO

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Beth Marks, PATH Foundation
Dennis Hoffarth, Atlanta Bicycle Campaign
Barbara McCann, Atlanta Bicycle Campaign
Henry Slack, Southern Bicycle League
Jim Chapman, Campaign for a Prosperous Georgia

SPECIAL THANKS TO

PATH Foundation Board of Directors
Atlanta Bicycle Campaign Members
Southern Bicycle League Members

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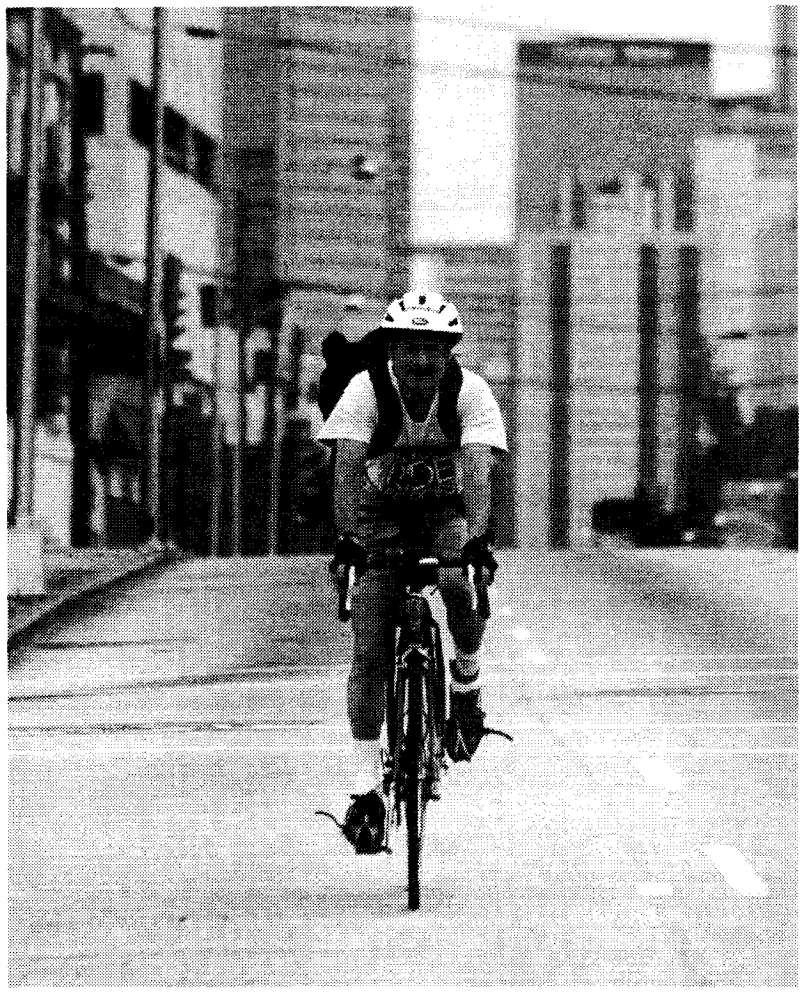

Photo provided by the Atlanta Bicycle Campaign

The *Atlanta Commuter On-Street Bike Plan* provides an essential program for implementing a comprehensive transportation system throughout the City of Atlanta.

INTRODUCTION

Imagine being able to ride your bike across the City of Atlanta on a system of designated bike routes without having to negotiate with motorists for space on the road. The *Atlanta Commuter On-Street Bike Plan* provides the goals, policies, and design criteria for implementing this vision. Cyclists are among the most vulnerable road users. They are less protected from the weather, are more likely to be injured in an accident, and most often do not have facilities designed specifically for them. A City-wide bicycle route system will provide Atlanta residents and visitors with many transportation and recreational opportunities. Children will be able to ride their bikes to school safely. MARTA riders will be able to ride their bikes easily to the stations. Visitors will be able to access museums, parks, and other attractions by bike. Families will be able to enjoy bicycle rides together, and commuters will be able to leave their cars at home and travel to and from work by bike. Atlanta's weather is uniquely suited for year-round cycling, thereby becoming an attraction in Atlanta and providing a higher quality of life.

The *Atlanta Commuter On-Street Bike Plan* will provide Atlanta with a City-wide bicycle route network. The bike plan identifies policies, locations of proposed bike routes, implementation strategies, design standards, and other related bicycle information. It was developed by the City's Department of Planning and Development, in conjunction with the Mayor's Bicycle Planning Committee, which includes the Department of Public Works, Department of Parks, Recreation, and Cultural Affairs, Georgia Department of Transportation, Atlanta Regional Commission, PATH Foundation, neighborhood representatives, and local bicycle organizations.

The plan centers on utilitarian trips and addresses the specific needs and concerns of commuters. Seventy-three percent of Atlanta workers are non-residents, and therefore, commute to and from the City every day. Although the plan is designed as a component of a balanced transportation system, bicycle routes are also used for recreation, particularly with today's interest in fitness and health. Additionally, these on-street routes provide access to the City's Greenway Trail system which is being developed in partnership with the PATH Foundation.

Currently, less than one percent of Atlanta's population commute by bike. The City and its residents are, however, making an effort to increase

bicycle awareness. There are, for example, 16 police officers currently on bikes; a larger percentage of residents ride for recreation, health, and fitness; and Bike to Work Day, Clean Commute Day, and the First Union Grand Prix Bike Race take place annually.

The development of the *Atlanta Commuter On-Street Bike Plan* is the first comprehensive planning effort to utilize bicycling as a transportation mode in the City of Atlanta, although early attempts were made in the 1970's. The Atlanta Regional Commission produced *The Bicycle: A Plan and Program for its use as a Mode of Transportation and Recreation* in 1973, which was the first bike plan in the Region. In 1977, the City of Atlanta included an initial bikeway system in the City's Comprehensive Development Plan. Following this, the City of Atlanta produced a series of bike route plans in 1979, called *Bicycles and MARTA.* These plans were intended to assist cyclists in accessing MARTA transit stations. Since the 1970's, National attitudes about bike route planning have changed, reflecting the emphasis on a more balanced transportation policy as expressed in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). There is now a greater emphasis on bicycle commuting. In 1993, the City adopted the 112-mile Greenway Trail system for walking, jogging, and biking. The Atlanta Regional Commission has since produced the *Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan* in 1993, with a revision published in 1995.

PURPOSE

The purpose of the *Atlanta Commuter On-Street Bike Plan* is to provide Atlantans with a safe and enjoyable commuter system of on-street bike routes leading to the City's major destination points and activity centers. It will also assist in the development and promotion of an on-street bicycle transportation system by identifying potential bicycle route projects. Implementation of the plan will result in enhanced air quality by reducing the use of automobiles and, in turn, helping the Atlanta Region meet the air quality standards required by the 1990 Clean Air Act amendments.

DEVELOPMENT OF THE BIKE PLAN

In October, 1994, Mayor Bill Campbell appointed the Mayor's Bicycle Planning Committee to form a partnership between City departments and bicycle advocacy groups to develop the *Atlanta Commuter On-Street Bike Plan*. The first meeting was held in November, 1994, at which the Committee began the process of locating bike routes City-wide. The Committee members reviewed design criteria from the American Association of State Highway and Transportation Officials (AASHTO), as well as a list of destination points and activity centers throughout, and immediately adjacent to, the City.

While considering the design criteria and destination points, the members were asked to undertake research in their neighborhoods and make recommendations for potential on-street bike routes. They then completed a street survey (see Appendix C: Section 2) for each street that could potentially serve as an on-street bike route and made field visits on their bikes with various volunteers from the Atlanta Bicycle Campaign and Southern Bicycle League.

Based on the street surveys, destination points, and the field visits, the committee chose the most appropriate routes and divided them into three priority categories: one-year, five-year, and fifteen-year projects. These bicycle projects comprise approximately 350 miles of on-street bicycle routes throughout the City of Atlanta as shown in this plan.

Photo provided by Chris Hunt of the Atlanta Bicycle Campaign.

IMPORTANCE OF A BICYCLE SYSTEM

City-wide Benefits

A City-wide on-street bicycle network will create many benefits for the City of Atlanta. The implementation of the *Atlanta Commuter On-Street Bike Plan* will ...

- Establish a non-motorized transportation system for City-wide commuting;
- Provide access to educational, historical, and recreational sites;
- Reduce the number of cars on the road and reduce traffic congestion;
- Improve air and noise quality;
- Save energy, natural resources, and money;
- Create economic development opportunities and increase tourism;
- Strengthen the sense of community in neighborhoods by increasing the opportunity for people to interact;
- Increase bicycle safety and provide health benefits; and
- Provide connection to a Regional and State-wide bicycle route network.

Because Atlanta is an urban environment, most of the planning and design information in this plan pertains to urban areas. Urban areas, compared to rural or low density suburban areas, benefit most from improved bicycle transportation facilities for several reasons. Urban areas have:

- Shorter trip distances,
- Greater number of destination points, and
- Greater concentration of people.

Creating a bicycle- and pedestrian-friendly environment has impacts beyond transportation. The number of people who feel comfortable riding bicycles can be a measure of the quality of life in a designated area. Many cities throughout the country, such as Portland and Denver, have experienced positive economic impacts through enhancement of non-auto transportation. They experienced an increase in window shopping and strolling. A stronger sense of community emerged where people felt safer and more confident in being outdoors, where social interaction occurred openly, and where children and the elderly were given easier access to public and private facilities.

Providing a bicycle network will also enable Atlanta to meet the transportation needs of large segments of its population who are dependent on low-cost transportation modes. Included here are the young, elderly, poor, students, and those without a driver's license. Additionally, tourism is one of Atlanta's most important industries. Atlanta's natural beauty, together with a bicycle-friendly reputation, is likely to attract additional riders from out-of-state.

CURRENT ACTIVITIES

Mayor's Bicycle Planning Committee

Mayor Bill Campbell appointed the Mayor's Bicycle Planning Committee in October, 1994, to assist the Department of Planning and Development in the development of an *Atlanta Commuter On-Street Bike Plan*. Members include representatives from local public agencies, local advocacy groups, bicycle dealers, neighborhood planning units, adjacent jurisdictions, and non-profit organizations, such as the PATH Foundation. The committee meets monthly to discuss bicycle planning issues and projects and to make recommendations to the City. The Mayor's Bicycle Planning Committee is expected to continue to be active in future bicycle planning decisions.

Bicycle Parking Task Force

Atlanta City Council President Marvin Arrington organized this committee in October, 1994, to examine bicycle parking issues and identify the needs for such parking throughout the City. The group of volunteers has been working directly with the Mayor's Bicycle Planning Committee to coordinate individual bicycle planning efforts. The task force is responsible for identifying specific locations for bike racks, securing funding for their purchase, and directing the projects through construction management phases.

Georgia Department of Transportation

In September, 1995, the Georgia Department of Transportation (GDOT) organized the first State-wide Bicycle Advisory Committee. The members consist of city and county representatives from the seven GDOT districts. The purpose of the Committee is to develop a State-wide bicycle transportation network which connect into existing and proposed routes in adjacent states. The Committee is schedule to complete the proposal by June, 1996, for a presentation to the GDOT Board.

Atlanta Regional Commission

The Atlanta Regional Commission (ARC) is responsible for transportation planning and allocation of federal funds for the Atlanta Region. ARC's bicycle and pedestrian planning efforts include a 100 member Task Force of interested individuals and a small Working Group comprised of representatives from each of the 10 metropolitan counties, MARTA, Georgia Department of Transportation, the City of Atlanta, and four local advocacy groups. ARC is responsible for the *Atlanta Region Bicycle*

Transportation and Pedestrian Walkways Plan, 1995 Update to provide a set of Regional goals and priorities to guide the development of bicycle and pedestrian facilities in the metropolitan area. This plan also ensures consistency and Regional connectivity among the local bike and pedestrian plans.

Metropolitan Atlanta Rapid Transit Authority

The Metropolitan Atlanta Rapid Transit Authority (MARTA) initiated a new Bikes-On-Trains policy, which has been in effect since January 1, 1994. The project allows for an unlimited number of standard-size bikes on any rail car at any time, day or night. The only exception to this policy is during special events, such as Atlanta Braves baseball games or major concerts, when the trains are exceptionally crowded. MARTA has provided bicycle parking at most transit stations and is currently working with the Bicycle Parking Task Force to upgrade its existing bike racks. Additionally, MARTA has initiated a bicycle police patrol at many stations along the North Line which have large parking lots. This program is in the testing stages, however, it is hopeful that bicycle police will be stationed at every MARTA transit station by January, 1997.

Corporation for Olympic Development in Atlanta

The Corporation for Olympic Development in Atlanta (CODA) is a non-profit corporation organized by the City of Atlanta to facilitate the development of Olympic-related projects within the City. The organization raises private funds for its Olympic Public Spaces Program and facilitates the construction of neighborhood revitalization projects in the designated neighborhood redevelopment areas. CODA has worked closely with the Department of Planning and Development to coordinate the implementation of bicycle facilities in CODA projects.

PATH Foundation

The PATH Foundation is responsible for the implementation and construction of the Greenway Trail system, adopted in 1993, as part of the *Atlanta Parks, Open Space and Greenways Plan.* PATH, a non-profit organization formed in 1991, has worked directly with the Mayor's Bicycle Planning Committee, contributing considerable staff time and resources to the production of this plan.

Atlanta Bicycle Campaign

The Atlanta Bicycle Campaign (ABC), an advocacy group established in 1990, provides numerous bicycle awareness and education programs throughout the Region. The group is responsible for organizing and conducting Bike to Work Day, Bicycle User Groups, and Effective Cycling Courses, in addition to serving as a clearinghouse for cycling information. ABC has worked closely with the Mayor's Bicycle Planning Committee to evaluate potential bike routes and organize group rides for the testing of those routes.

Southern Bicycle League

The Southern Bicycle League (SBL), a bicycle club in Atlanta established in 1970, currently organizes over 1,000 bike rides each year. They are known for coordinating touring rides, called "Jewels," which wind through the beautiful Georgia countryside. SBL has a long history of promoting bicycle transportation, cyclists' rules-of-the-road, education for riders and non-riders, and the importance of safe bicycle facilities. SBL is also responsible for the Share-the-Road campaign and various Effective Cycling Courses. It is a major sponsor for the Bike Ride Across Georgia.

Campaign for a Prosperous Georgia

Campaign for a Prosperous Georgia (CPG), a non-profit public interest environmental consumer organization, promotes a clean environment and healthy economy through its policy work on energy resource conservation, solid waste management, and transportation issues. Its interest in transportation includes meeting Georgia's accessibility needs in an economically efficient and environmentally sound manner. CPG works to facilitate proactive and continuous public involvement in transportation planning and decision-making processes.

Photo provided by Marlene Karas of the Atlanta Journal/ Constitution.

CHAPTER 2

ISSUES, POLICIES, AND RECOMMENDATIONS

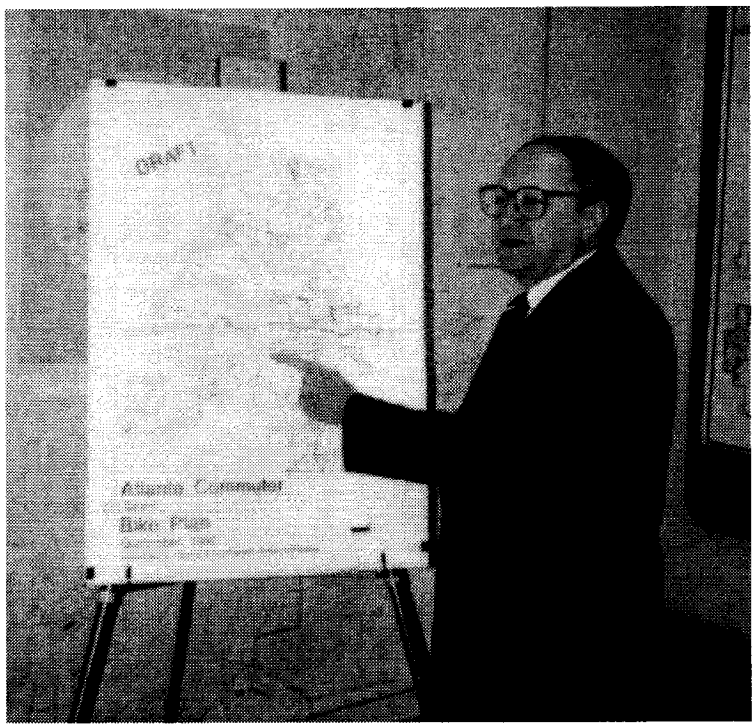

Photo Provided by the Department of Planning and Development.

Strong policies are important to the implementation of the *Atlanta Commuter On-Street Bike Plan*. They solidify City goals and set forth an action plan for various City departments.

PROPOSED POLICIES AND RECOMMENDATIONS

Issue:

Since World War II, Atlanta's transportation network has emphasized automobile travel, almost exclusively, and discouraged alternative modes of transportation. This heavy emphasis on the automobile has resulted in poor air quality, traffic congestion, and a real and perceived lack of safe road conditions for bicycles. With changing public attitudes toward bicycle commuting and increasing public demand for safe bike routes, there is now an urgent need for a comprehensive bikeway program and for a system of City-wide bicycle facilities.

Policy:

Increase bicycle ridership as viable mode of transportation by providing a network of on-street bikeways that is accessible to all neighborhoods and serves both residents and visitors.

Recommendations:

- Develop on-street bike routes between major destination points and activity centers.
- Link on-street bikeways with transit stations and work with MARTA to place bike racks on the transit buses.
- Link bicycle routes with parks and the Greenway Trails System, as described in the City's adopted *Atlanta Parks, Open Space and Greenways Plan* which was developed in cooperation with the PATH Foundation.
- Provide bike routes to every public institution and major private education institutions.
- Support the Atlanta Regional Commission's goals for reducing air and noise pollution as well as traffic congestion.

Issue:

Bicycle transportation is seldom addressed in the transportation planning process, and is not currently part of the formal process for reviewing transportation design plans.

Policy:

Consistently incorporate bicycle facilities into the City's transportation planning process.

Recommendations:

- Create a Bicycle Coordinator position in the Department of Planning and Development or the Department of Public Works.
- Ensure that the Bicycle Coordinator will be responsible for overseeing the implementation of the *Atlanta Commuter On-Street Bike Plan,* which includes organizing educational and informational promotions, coordinating all bicycle related projects, and securing funding from Federal, State, and private sources for bicycle facilities.
- Ensure that the Bicycle Coordinator will review plans for road construction projects to ensure coordination with the *Atlanta Commuter On-Street Bike Plan.*
- Ensure that the Bicycle Coordinator will coordinate all bicycle projects with the appropriate jurisdictions and other related agencies.
- Review and revise the City Code to accommodate bicycle facility needs.
- Review, revise, and develop policies regarding road maintenance, improvements, signing, and striping to accommodate bike facilities.
- Continue to evaluate the need for bicycle facilities in Atlanta and annually update the list of proposed bike projects as part of the annual Comprehensive Development Plan (CDP) process.
- Utilize the resources of the Federal, State, and local transportation agencies to fund and implement bicycle route projects.
- Link bicycle projects with other transportation systems to facilitate commuting and other trips by bicycle.
- Design and construct all street improvements to accommodate appropriate bicycle facilities, based on the street and traffic conditions, including those streets not listed as a bike route in this plan.
- Accommodate cyclists and pedestrians on bridges and tunnels that cross freeways, rivers, creeks, railroads, and other major barriers.

Issue:

Surveys indicate that residents and visitors do not ride their bikes in Atlanta because of the real and perceived hazard of sharing the road with motor vehicles. Most drivers are not aware of the rules-of-the-road for bicycles, such as how to safely pass a cyclist when encountered on the roadway. Similarly, many cyclists do not know how to safely share the road with cars, trucks, and buses.

Policy:

Promote bicycle safety, education, and awareness.

Recommendations:

- Add "Share-the-Road" signs to speed limit sign posts in high visibility areas throughout the City.
- Work with the Atlanta Board of Education to encourage and facilitate the use of bikes by students, faculty, and staff as a means of transportation.
- Reduce motor vehicle travel speeds in neighborhoods, as necessary, by providing traffic calming devices (See Figure 6) or other methods to slow motorists' speeds.
- Produce an existing/proposed bicycle route map and bicycle safety brochure.
- Recommend that the State of Georgia include more information in its drivers' manual regarding bicycles and include at least two questions on the written driver's test.
- Provide bicycle routes and racks in Atlanta neighborhoods to increase the opportunity for people to interact, thereby strengthening the sense of community and safety in neighborhoods.
- Provide bicycle education programs and safety information at community facilities, such as schools, recreation centers, and churches, through the Atlanta Police Department, Atlanta public media, private corporations, bicycle advocacy groups, or other outreach facilitators.
- Co-sponsor community events to promote bicycle transportation.
- Review police records annually for locations and causes of bicycle accidents.

Issue:

Many streets have accumulated debris, such as leaves and trash in the gutter and along the edges of the roadways. This debris is a hazard for all cyclists. Similarly, hazards, such as potholes, below-grade utility access covers, narrow bridges, and parallel drainage grates, can trip a bicycle and seriously injure the cyclist.

Policy:

Provide efficient and effective maintenance on all on-street bike facilities, thereby providing optimal commuting and recreational opportunities.

Recommendations:

- Include the cleaning and maintenance of the on-street bike routes as a priority in the maintenance schedule.
- Assure that road repairs and patching on all streets are uniform, smooth and free of dips and bumps.
- Place/replace all drainage grates on all streets so they are perpendicular to the direction of the traffic and flush with the pavement surface.
- Provide a smooth surface and transition over all below-grade utility access covers, utility covers, and at-grade railroad crossings. (Coordinate with the railroad companies to provide needed improvements on crossings.)
- Provide either bike lanes or a minimum of 14-foot curb lanes with signage and markings to all road and bridge improvement projects, including resurfacing and widening projects.
- Schedule regular inspections of all on-street bike facilities, including signage, surface markings, and any new obstacles, at least twice a year.
- Upgrade loop detectors to be sensitive to bicycle presence and/or upgrade crosswalk signals so the crosswalk button is accessible to cyclists from the street.
- Develop a reporting system to collect comments from the public about needed road improvements on bike routes.

Issue:

Land use is an important factor in the development of an effective system of bikeways in a community. Segregated land use patterns result in great distances between origin and destination points, which then requires driving an automobile for most trips. The City's current zoning ordinance allows mixed-use development in all commercial areas and high densities throughout the City, except in single-family residential areas. Because Atlanta is so highly developed, new development will largely be the source of implementation for many aspects of this bike plan.

Policy:

Promote the provision of pedestrian and bicycle transportation facilities in new commercial and residential developments.

Recommendations:

- Encourage high-density, mixed-use development around transit stations so that neighborhood-oriented commercial uses will be close to the residential uses, thereby improving accessibility for pedestrians and cyclists.
- Discourage street patterns that include cul-de-sacs and dead ends, which cause long, indirect routes.
- Encourage the inclusion of bicycle facilities into all new development.
- Provide bicycle parking at major City facilities.
- Encourage all construction projects to provide facilities for bicycles such as connections to bike routes, greenway trails, safe bike storage, and showers and lockers for bicycle commuters.

Photo provided by the Atlanta Bicycle Campaign.

EXISTING REGULATIONS

Many Federal, State, and local regulations must be followed in the planning of bicycle facilities.

Federal Initiatives

Intermodal Surface Transportation Efficiency Act (ISTEA) - 1991

- ISTEA emphasizes the importance of integrating all modes of transportation. It states:

  It is the policy of the United States to develop a National Intermodal Transportation System that is economically efficient and environmentally sound, provides the foundation for the Nation to compete in the global economy, and will move people and goods in an energy efficient manner.

- ISTEA recognizes the transportation value of bicycling and walking, and offers mechanisms to increase consideration of bicyclists' and pedestrians' needs within the National Intermodal Transportation System.

- ISTEA allows Federal-aid funding to be used to enhance bicycle and pedestrian transportation. However, states and Metropolitan Planning Organizations (MPOs) must determine how a large proportion of Federal monies will be spent through transportation planning and decision making.

Americans with Disabilities Act (ADA) - 1991

- The ADA, a civil rights bill that affects both the private and public sectors, requires that accessible routes be provided for all individuals. Exterior accessible routes include parking access aisles, curb ramps to sidewalks, and crosswalks at vehicular ways, walks, ramps, and lifts, all of which help cyclists and should be accessible to all individuals.

Clean Air Act Amendments (CAAA) - 1990

- The amendments to the Clean Air Act mandate that areas failing to meet prescribed levels of air quality set by this Act must make significant reductions in vehicular trips and vehicular miles of travel. This can be accomplished by encouraging non-auto modes of transportation, car pooling, and mass transit, as well as other methods.

- In some developed areas, the urban structure discourages the use of alternative modes, because roadways are often perceived as too dangerous for bicycle travel. By providing on-street bike route facilities, the City of Atlanta can address the provisions in these ADA amendments. Additionally, on-street bicycle projects are eligible for designation as

Transportation Control Measures (TCM's). TCM's are required in the State Implementation Plan to demonstrate progress toward achieving air quality standards.

Traffic Congestion Management System Rule

•In March of 1993, the Federal Register proposed a set of rules for Congestion Management Systems (CMS) to be developed and implemented by the Georgia Department of Transportation, the Atlanta Regional Commission, and the Metropolitan Atlanta Rapid Transit Authority (MARTA). The CMS is a systematic process that provides information on transportation system performances to decision makers for selecting and implementing cost-effective strategies to manage new and existing facilities so that traffic congestion is alleviated. Strategies, or combinations of strategies, to be appropriately considered include, but are not limited to, measures to encourage the use of nontraditional modes, such as bicycle and pedestrian facilities.

State of Georgia

Section 40-6-294 - Riding on Roadways and Bicycle Paths

(a)Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, except when turning left or avoiding hazards for safe cycling, when the lane is too narrow to share safely with a motor vehicle, when traveling at the same speed as traffic, or while exercising due care when passing a standing vehicle or one proceeding in the same direction; provided, however, that every person operating a bicycle away from the right side of the roadway shall exercise reasonable care and shall give due consideration to the other applicable rules of the road.

(b)Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.

(d)Paths subject to the provisions of subsection (c) of this code section shall at a minimum be required to meet accepted guidelines, recommendations, and criteria with respect to planning, design, operation, and maintenance as set forth by the American Association of State Highway and Transportation Officials (AASHTO), and such paths shall provide accessibility to destinations equivalent to the use of the roadway.

Atlanta City Code

Section 13-2336 Use of Roadways

(a)Every person operating a bicycle upon a road shall ride as near to the right-hand side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

(c)Use of Paths.

1. Persons operating motor driven vehicles shall yield the right-of-way to persons operating a bicycle upon a bicycle lane;
2. Persons operating motor driven vehicles may operate in a bicycle lane or on a multi-use path only for the purposes of making a turn, entering or exiting the roadway, or when required in the course of official duties;
3. Persons shall not operate motor vehicles upon multi-use paths, except when specifically allowed by law;
4. Parking within a designated bicycle lane is strictly prohibited;
5. Persons shall not operate bicycles or motor driven vehicles (as allowed within this subsection), in excess of the posted speed limit;
6. Persons shall not operate bicycles on a multi-use path in a reckless manner, or in any other manner which endangers other users of the path.

Section 13-2344 Riding on sidewalks

(a)Within Business District. No person shall ride a bicycle upon a sidewalk within a business district or the central traffic district.

(b)Age Restriction. No person 13 or more years of age shall ride a bicycle upon any sidewalk in any district.

(c)Duties as to Pedestrians. Any person who is riding a bicycle upon a sidewalk shall yield the right-of-way to any pedestrian. (Code 1965, Section 18-364)

Section 16-28.014(6) Bicycle and moped parking facilities

(a)A building, commercial establishment or other property, whether privately or publicly owned or operated, which provides automobile parking facilities, whether free of charge or for a fee, to any employees, tenants, customers, clients, patrons or other members of the public customarily utilizing such building, commercial establishment or property shall provide parking facilities in the ratio of at least one bicycle/moped parking space for every 20 automobile parking spaces. Provided, however, that no building, commercial establishment or other property subject to the provisions of this section shall have fewer than

three bicycle/moped parking spaces. Facilities shall not be required to exceed a maximum of 50 spaces; provided further that the requirements of this section shall not apply to properties being operated primarily as commercial parking facilities, residences, churches, restaurants, and nightclubs.

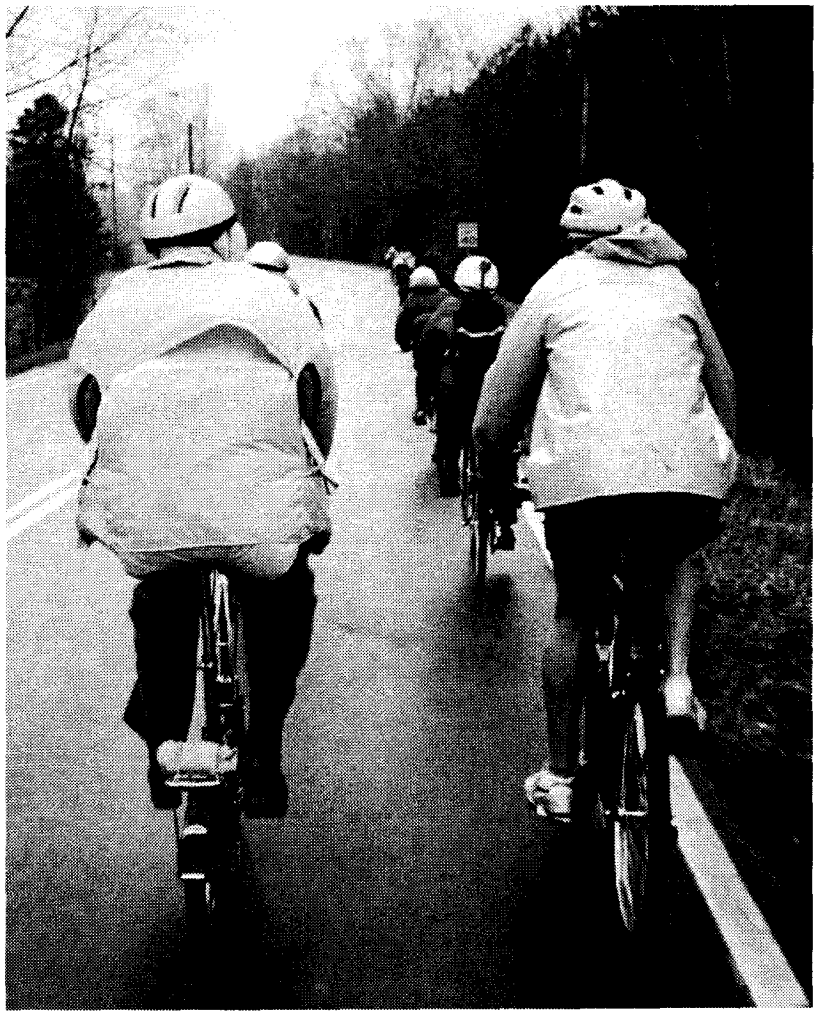

Photo provided by Chris Hunt of the Atlanta Bicycle Campaign.

EXISTING GUIDELINES

There are many different guidelines that have been published in recent years which further assist in the design and planning of bicycle facilities. They are not regulations and cannot be mandated. They are, however, based on extensive research and provide a good rule-of-thumb for bicycle planning efforts.

Federal Initiatives

National Bicycling and Walking Study - 1994 - Federal Highway Administration

- Commissioned by the Federal Highway Administration, this report urges Federal, state, and local transportation agencies to place greater emphasis on bicycling and walking. The report's final recommendation is to double the current national modal share of bicycling and walking to 58%, and to decrease bicycle and pedestrian injuries and deaths by 10 percent.

Guide for the Development of Bicycle Facilities - 1991 - American Association of State Highway and Transportation Officials (AASHTO)

- This guide provides design guidelines for new bicycle facilities, and it is sensitive to the needs of bicyclists, pedestrians, and motorists. In some sections, the criteria includes minimum standards, that prevent unacceptable safety compromises.

Selecting Roadway Design Treatments to Accommodate Bicycles - 1994 - Federal Highway Administration

- Produced by the Federal Highway Administration, this guide seeks to assist transportation planners and engineers in selecting roadway design treatments to accommodate bicycles. The manual describes the assumptions, principles, and approaches used to develop the recommendations. It provides a model planning process for identifying a network of routes on which designated bicycle facilities should be provided. Additionally, the manual recommends design treatment and specifications for roadways to serve different types of bicyclists under various sets of traffic operational factors.

State Initiatives

Statewide Bicycle Plan **(Draft) - 1996 - Georgia Department of Transportation**

- The plan establishes goals to achieve bike planning throughout the State of Georgia, as well as a State-wide bicycle program that meets the

transportation needs of cyclists in both urban and rural areas. It promotes bicycling as a positive factor to improving the quality of life in Georgia.

Atlanta Region

Bikes-On-Trains Policy - Metropolitan Atlanta Rapid Transit Authority

- The Bikes-On-Trains policy states that all bikes are allowed on MARTA trains at nearly any time, with the exception of special events and crowded conditions. This effort is in response to the Regional request to incorporate bicycle facilities into all transportation systems, especially for the use of bikes in conjunction with rail service. The policy, put in effect in January, 1994, with a temporary demonstration project, has since continued to be successful.

***Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan* - Atlanta Regional Commission**

- The document addresses the need for bike and pedestrian facilities throughout the 10-county Atlanta Region, establishing policies, strategies, and minimum design standards for bicycle facility planning at the regional level. It includes listings of all bike and pedestrian projects proposed in the Region and ensures connectivity between jurisdictions.

Fulton County

Fulton County Bicycle and Pedestrian Plan

- This plan is a policy guide for integrating bicycle and pedestrian facilities into the County's transportation planning process to provide a fully functional transportation system within the County.

City of Atlanta

Greenway Trail Corridor Plan

- The *Greenway Trail Corridor Plan* was adopted by the Atlanta City Council in 1993. The plan, developed in conjunction with the PATH Foundation, creates a network of off-street, multi-use Greenway Trails throughout the City. It identifies 112 miles of greenway corridors and outlines a strategy for the development and implementation of these trails as transportation, recreation, and environmental conservation corridors.

CHAPTER 3

PROJECT RECOMMENDATIONS

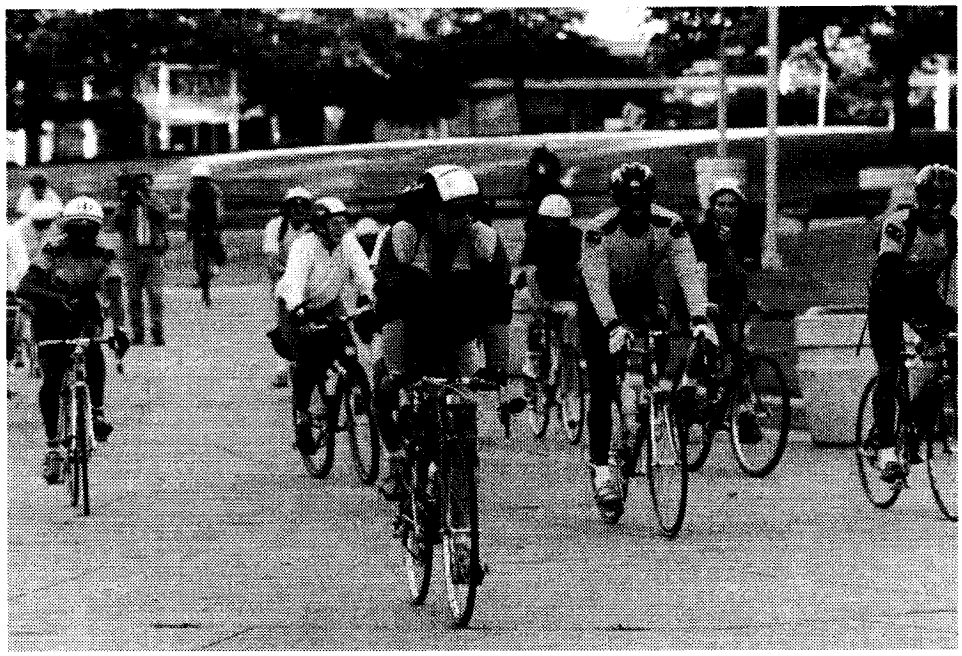

Photo provided by the Atlanta Bicycle Campaign.

Atlanta is a great city for bicycle riding due to its moderate climate, extensive roadway infrastructure, and numerous activity centers and points of interest.

The projects listed in Table 1 result from analysis and field work by the members of the Mayor's Bicycle Planning Committee. They have also been reviewed and confirmed by the Department of Public Works and the Department of Planning and Development. The projects are prioritized and listed under three time-related categories: one-year, five-year, and fifteen-year. All of the projects are combined on the Atlanta Commuter On-Street Bike Map in the Executive Summary, which is located at the front of this document. In all, the Plan indicates a total of 90 on-street bicycle projects, leveraging over 342 miles. These projects are listed below and all of the affected streets are shown in Appendix C: Section 3. The one- and five-year projects are projected, in 1996 dollars, to cost $2.5 million and are further discussed in Chapter 4: Implementation Program.

Table 1: Project Recommendations

Project Name	Project Description
One-Year Projects	
Abernathy Blvd./Georgia Ave. Route	fr West End MARTA Station to Grant Park
Atlanta-Stone Mountain	fr Freedom Park Trail to City limits
Downtown Loop	fr Ga. Tech to Freedom Park, Five Points, Vine City MARTA Station
Eastside Trolley Trail (on-street section)	fr Freedom Park to City limits including Wylie, Carroll, & Krog
Greenbriar Route	fr Hightower MARTA to Greenbriar Mall via Dodson & Willis Mill
Westside Trail (on-street section)	fr Hightower MARTA Station to Vine City MARTA Station
Bike Racks	City-wide in commercial areas and in City Parks
Five-Year Projects	
Berne Street	fr Grant Park to City limits via Bouldercrest Drive
Bolton Road	fr Jackson Parkway to West Wesley Road
Browns Mill Road	fr Marietta Street to Southside Park via McDonough Boulevard
Cascade Road	fr City limits to West End MARTA Station
Chastain Park-Moores Mill Road	fr Chastain Park to W. Wesley Rd via Putnam, Northside, & Moores Mi
Colony Parkway	fr Greenbriar Mall to City limits via Fairburn Road
Forest Park Road	fr McDonough Boulevard to City limits
Howell Mill Road	fr Moores Mill Road to Tech Parkway
James Jackson Parkway	fr Bolton Road to Hightower MARTA Station
John A. White Park-Cleveland Avenue	Sandtown, Venetian, Campbellton, Dill, Sylvan, Casplan, & Fair
Lee Street/Whitehall Street	fr Memorial Drive to City limits
Lenox Road	fr Peachtree Road to Virginia Ave via Roxboro Rd. and Highland Ave.
Martin Luther King, Jr. Drive	fr Hightower MARTA Station to City limits

Table 2 (continued)

Five-Year Projects (continued)	
North Highland Avenue	fr Virginia Avenue to McDonough Boulevard via Woodland Avenue
Northside Parkway	fr Chattahoochee River to Moores Mill Road via Howell Mill Road
Old Ivy Road	fr Chastain Park to Peachtree Road
Peachtree Street	fr Whitehall Street to Wesley Road
Piedmont Avenue/Juniper Street	fr 14th Street to Ridge Avenue via Capitol Avenue
South Ponce de Leon Avenue	fr Freedom Park Trail to City limits
Techwood Drive	fr Fifth Street to Marietta Street
Tenth Street	fr Howell Mill Road to City limits (east)
West Wesley Road	fr Moores Mill Road to Lenox Road
Fifteen-Year Projects	
Ansley Park	fr Piedmont Park to Lenox Rd via Montgomery Ferry & Wildwood Rd
Bankhead Highway/Peyton Road	fr Chattahoochee River to Mays Dr., incl. Skipper, Waterford, & Harlan
Benjamin E. Mays Drive	fr Fairburn Road to Cascade Road
Bolton Road	fr Jackson Pkwy. to Martin L. King, Jr. Dr. including Northwest Drive
Boulder Park Drive	fr City limits to MLK Jr. Dr., incl. Wilson Mill Rd & Bakers Ferry Rd.
Boulevard	fr Eastside Trolley Trail to Grant Park
Campbellton Road	fr City limits to Sandtown Road
Chastain Park-West Wesley Road	fr Chastain Park to W. Wesley Rd. via Tuxedo, Habersham, & Arden
Claire Drive	fr Ridge Avenue to Browns Mill Road
Cleveland Avenue	fr City limits to Jonesboro Road
Clifton Road	fr Clifton Terrace to City limits
Collier Drive	fr Bolton Road to Hightower Road
County Line Road	fr City limits to Butner Road
Custer Avenue	fr McDonough Boulevard to Woodland Avenue via Boulevard
Defoors Ferry Road	fr Moores Mill Road to Howell Mill Road
Delowe Drive	fr Cascade Road to City limits
East Confederate Avenue	fr Grant Park to Woodland Avenue
Edgewood Avenue/McLendon Avenue	fr Five Points MARTA to City limits including Clifton Road
Fairburn Road	fr Bolton Road to City limits
Fulton Street/Glenwood Avenue	fr Ralph D. Abernathy Blvd. to Oakview Road
Grove Park	fr Johnson Rd to R. D. Abernathy Blvd. incl. Chappell Rd & Burbank D
Habersham Road	fr W. Paces Ferry Rd to Peachtree Battle Ave. & Atl. Memorial Park
Hapeville Road	fr Macon Drive to Browns Mill Road
Hill Street	fr Memorial Drive to Lakewood Way
Hilliard Street/Cherokee Avenue	fr John W. Dobbs Avenue to Grant Park
Hollywood Road	fr Bolton Road to Marietta Street via Bankhead Ave. & Ponders Ave.
Irwin Street	fr Five Points to Euclid Avenue, including Elizabeth Street
James P. Brawley Drive	fr Greensferry Street to Marietta Street
Johnson Road	fr Hollywood Road to Peachtree Street via Marietta & Plymouth
Johnson Road/Briarcliff Road	fr E. Rock Springs Road to City limits
Jonesboro Road	fr Ridge Avenue to City limits

Table 2 (continued)

Fifteen-Year Projects (continued)	
Kimberly Road/Butner Road	fr Cascade Road to Tell Road, including Melvin Drive
Lee Street/Venetian Drive	fr Greensferry Road to Cascade Road
Lindbergh Drive	fr Peachtree Road to City limits (east)
Loridans Drive	fr Wieuca Road to Stoval Boulevard via Vermont Road
Lynhurst Drive	fr Martin L. King, Jr. Drive to Cascade Road
Marietta Boulevard	fr Chattahoochee River to Howell Mill Road
Martin Luther King, Jr. Drive	fr Hightower MARTA Station to Hill Street
Morningside Drive	fr Wildwood Road to Lanier Boulevard
Mount Gilead Road	fr Headland Drive to Fairburn Road
Mount Paran Road	fr Paces Ferry Road to Chastain Park via W. Conway Drive
Niskey Lake Road	fr City limits to Butner Road
North Avenue	fr Bedford Place to Candler Park
North Avenue, W	fr Hightower Road to Maddox Park, including Gary Road
Northside Drive	fr Simpson Street to Ralph D. Abernathy Boulevard
Oakdale Road/Whiteford Avenue	fr City limits to Eastside Trolley Trail
Oliver Road	fr Butner Road to Continental Colony Parkway
Paces Ferry Road	fr Chattahoochee River to Lenox Road
Parkway Drive	fr Highland Avenue to Tenth Street
Peachtree Battle Avenue	fr Peachtree Street to Moores Mill Road
Peachtree Road	fr Wesley Road to City limits
Perry Boulevard	fr Hollywood Road to Howell Mill Road
Ralph McGill Boulevard	fr Northside Drive to Freedom Parkway
Ridgewood Road	fr Moores Mill Road to Paces Ferry Road
Southside Park-Crown Road	Browns Mill Road, Gilbert Road, & Southside Industrial Pkwy.
St. Charles Place	fr Virginia Avenue to City limits via Briarcliff Rd. incl. Barnett St.
Tuxedo Road/Valley Road	fr Northside Drive to Lindbergh Drive
West Lake Avenue	fr North Avenue to Hampton Trail, including Beecher Road
Westview Drive	fr Westview Cemetery to Ralph D. Abernathy Boulevard
Wieuca Road	fr Lake Forrest Drive to Old Ivy Rd
Wyman Street	fr Boulevard Drive to City limits via Clifton Road

CHAPTER 4

IMPLEMENTATION PROGRAM

Photo provided by Beth Marks of the PATH Foundation.

Implementation of the *Atlanta Commuter On-Street Bike Plan* is critical in providing bicycle facilities for Atlanta residents and visitors.

IMPLEMENTATION PROGRAM

IMPLEMENTATION STRATEGIES

Introduction

Several issues are central to any implementation program: setting priorities, estimating costs, identifying funding sources, and assigning implementation and maintenance responsibilities. Successful implementation depends on the commitment of the governing agencies to ensure that appropriate bicycle facilities are constructed. This requires an awareness by all interested parties and departments of the policies and responsibilities as set forth in this plan. Interested parties include the Department of Public Works, the Department of Planning and Development, Department of Parks, Recreation, and Cultural Affairs, city construction and maintenance engineers, permit specialists, regulatory officials, review committees, and others, both in the private and public sectors that deal with transportation and land-use issues.

Many levels of responsibility for implementing bicycle facilities exist. A step-by-step implementation process is required over many years to complete a City-wide bicycle network. Additionally, use of bicycles may not increase immediately. Users may first need to become familiar with the new facilities, or a section may not be fully operational until other missing sections are completed.

Annual Update

The plan is programmed to be implemented over the next 15 years. Project recommendations will, however, be updated every year as part of the City's annual Comprehensive Development Plan process. The one-year and five-year projects will be implemented first and will be recommended to receive the most available funding. Depending on the availability of funding, it is possible that the priority projects could be completed ahead of schedule, allowing some of the 15-year projects to be moved into a more current year for funding. The annual update of the project list and priorities will keep the project needs, funding opportunities, and implementation schedule current.

CRITERIA FOR SETTING PRIORITIES

Prioritizing projects is important to determine the order of project construction. The Mayor's Bicycle Planning Committee identified three categories of projects: one-year, five-year, and 15-year.

One- and Five-Year Criteria

The following are the priority projects recommended to be implemented within the first one-to-five years after the plan's adoption. They are important to the success of the plan since they provide the basic trunk system and the connections to all of the other bike routes. They will be constructed primarily as bike lanes, which may require widening the affected streets. These projects have specific criteria which distinguish them as priorities:

- Serve as major cross-City, east-west or north-south routes,
- Serve as cross-jurisdictional routes,
- Are located typically on arterial streets and major collectors,
- Serve as the most direct routes between major activity centers,
- Link to the Greenway Trail System,
- Make connections across major barriers, such as interstate highways, and/or
- Connect MARTA transit stations

Fifteen-Year Criteria

These secondary projects are scheduled to be completed within six-to-15 years. These bike routes act as collectors which feed into the priority routes. Consisting mostly of wide curb lanes and a few bike lanes, they may require only a small percentage of road widenings. The criteria for these projects include:

- Make connections to all destination points,
- Cross other physical barriers, such as creeks and railroads,
- Serve as collectors for the primary routes, and/or
- Are located on minor collector streets and neighborhood streets.

COST ESTIMATES

The figures below reflect a typical unit cost for the construction of various segments of a bike system. They have been provided by the Department of Public Works and the Bicycle Parking Task Force and have been used to determine preliminary cost estimates for each one- and five-year project.

Table 2: Typical Cost Estimates for Bikeway Segments
Amounts are estimated at 1995 costs and are subject to change.

Restriping Bike Route	
Four-lane road, including bike lanes, signage, markings, and labor.	$3,000/mile
Street Widening with Bike Lanes	
With sidewalk construction: four-foot wide asphalt with curb and gutter, including striping and labor ($184/LF)	$972,000/mile
Without sidewalk construction: four-foot wide asphalt with curb and gutter, including striping and labor ($124/LF)	$655,000/mile
Parking Facilities	
Bicycle Rack (installed)	$200/each
Bicycle Parking Sign (installed)	$ 30/each

FUNDING SOURCES

Although funds for bike projects are limited, significant upgrades to Atlanta's bike program are possible through private development and public funding opportunities. These funding sources include a range of traditional funding sources, as well as monies available through the Federal Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA provides one of the most significant opportunity for Atlanta to fund strategic parts of its proposed bicycle system.

Federal Funding

ISTEA establishes a Federal transportation policy that promotes increased use of alternative transportation by providing for bicycle and pedestrian needs and by increasing bicycle and pedestrian safety in urban and suburban areas. The following is a list of section summaries of the Acts which refer specifically to bicycle facilities:

Section 1008: Congestion Mitigation and Air Quality (CMAQ)
The purpose of this program is to allow states to fund transportation control measures mandated under the Clean Air Act. Bike and pedestrian projects must be transportation-oriented, and the program requires a 20-percent non-Federal matching of funds.

Section 1006: National Highway System (NHS)
NHS funding can be used for bicycle transportation facilities on land that is adjacent to any United States highway, with the exception of the Interstate Highway System.

Section 1007: Surface Transportation Program (STP)
This funding requires that 10 percent of the funds be used for Transportation Enhancement Activities, including facilities for pedestrians and bicycles as well as the preservation of abandoned railway corridors for greenway trails. Bike facilities must serve a transportation purpose to be eligible for this funding. Non-construction projects related to safe bicycle use, however, can also be funded.

Section 25: Federal Transit Act
Federal transit funding allows for 90 percent of total Federal funds available under this Act to be used for promoting bicycle and pedestrian access to transit stations, including sidewalks, bicycle facilities, and bicycle parking.

Section 402: Highway Safety Grant Program
Pedestrian and bicycle safety remain priority areas for highway funding under this section. The priority status of safety programs for these

categories expedites the approval process when applying for these funds. They can be used for both capital and programmed activities and research.

Section 108: Clean Air Act
The Clean Air Act encourages the development of facilities to promote bicycle and pedestrian transportation as an alternative to automobile usage in order to improve air quality. As one of the "serious" non-attainment areas, Atlanta is eligible for funding on projects which will improve the City's and Region's air quality.

Section 1032: Federal Lands Highway Act
These funds can be used to construct bicycle and pedestrian facilities when these facilities are "within or adjacent to or provide access to the areas served by the particular class of Federal lands highway." Projects subsidized through this program are funded at a 100 percent Federal match.

State Funding

General Fund
The State of Georgia has the ability to use their general funds for bicycle projects. However, they can only be used for on-street bicycle facilities, and only then if the bike facility is included in a local jurisdiction's bike plan and is incorporated into a current street improvement project before the right-of-way is purchased and before the design is complete.

Local Funding

Transportation Impact Fees
Transportation impact fees, which are levied by the City, can be used to off-set the impact of new development on the City's major roadway network. Road improvements funded with impact fees may include bicycle routes and other bicycle facilities.

General Fund
The City of Atlanta General Fund is used to fund a wide variety of expenditures, including annual street improvements and other projects in the Capital Improvement Program, including bicycle facility projects.

Annual Bonds
The State legislature authorizes the City to issue $4 million in bonds each year for capital projects without a public referendum. This funding can be used to implement bicycle facilities.

Private Contributions
Many organizations provide private funding for the implementation of bicycle facilities. These organizations include the PATH Foundation, Corporation for Olympic Development in Atlanta (CODA), and other private corporations.

IMPLEMENTATION AGENCIES AND ORGANIZATIONS

Implementing any infrastructure project requires that all parties and agencies fully understand their individual roles and accept their respective responsibilities. Different agencies have a variety of responsibilities based on their political roles in the Federal, State, and local governments and other organizations.

Georgia Department of Transportation

The Georgia Department of Transportation (GDOT) is responsible for providing appropriate and well-designed bikeways throughout the State of Georgia. The Department must work closely with the Atlanta Regional Commission and the City if it is to develop an efficient and effective bicycle system. It will need also to support local efforts to accommodate bikes, provided they meet AASHTO standards. GDOT is presently developing the *Statewide Bicycle Plan*, currently in draft form, consisting of State-wide bicycle projects. The Plan will act as a policy document for bicycle planning throughout the State.

Atlanta Regional Commission

The Atlanta Regional Commission (ARC), which serves as the Metropolitan Planning Organization for the Atlanta Region, is responsible for coordinating all Regional transportation planning. This agency helps local jurisdictions identify transportation priorities and various funding opportunities. Additionally, ARC, in conjunction with local entities, developed the *Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan,* which identifies metro-wide bicycle and pedestrian projects and acts as a policy document for the Atlanta Region. ARC also operates the Commute Connections Program, which encourages employers to utilize car pools and alternative transportation for their employees.

City of Atlanta

The City's Department of Planning and Development and the Department of Public Works are jointly responsible for identifying transportation priorities and developing policies to implement the City-wide bicycle system. Usually, these departments participate in the projects from design development through construction. The City is responsible for identifying all funding sources and providing the necessary match money for particular grants or Federal programs. Responsibilities for on-street maintenance rests primarily with the Department of Public Works. The Department of Parks, Recreation, and Cultural Affairs is responsible for coordinating the greenway trail connections and the City parks as destination centers.

Advisory Committees

The City of Atlanta has two bicycle advisory committees: the Mayor's Bicycle Planning Committee and the Bicycle Parking Task Force. These committees provide awareness of, and increase responsiveness to, the

needs of cyclists. Each group meets regularly to discuss issues and projects, and forward their recommendations to City staff and elected officials. The Mayor's Bicycle Planning Committee has assisted the Departments of Planning and Development and the Department of Public Works in developing and implementing the *Atlanta Commuter On-Street Bike Plan*. The Bicycle Parking Task Force is working in conjunction with the Mayor's Bicycle Planning Committee to locate and install bike racks throughout the City at various locations.

Local Advocacy Groups

There are several independent advocacy groups in Atlanta that play a role in lobbying elected officials, educating the general public, and raising awareness on important bicycle transportation issues. These tasks support the work of City staff, whose primary responsibility is to meet the transportation needs of the public. The City works closely with these groups in its bicycle planning efforts in order to provide the most effective bicycle transportation system possible. These advocacy groups include the Atlanta Bicycle Campaign, Southern Bicycle League, Campaign for a Prosperous Georgia, and local bike shops.

Non-Profit Organizations

The PATH Foundation is working with the City of Atlanta on planning, designing, and constructing the Greenway Trail Corridor Plan and the Atlanta Commuter On-Street Bike Plan. It is also helping to finance construction of the Greenway Trail network, which includes raising local matching monies needed to obtain Federal, State, or locally funded City bicycle projects. Additionally, PATH has established an endowment to help maintain the Greenway Trails in perpetuity.

MAINTENANCE

While planning and developing bike routes is important, there is an equally important need to properly maintain existing facilities. On-street bike routes will always be subject to debris accumulation and surface deterioration. Adequate maintenance will protect bicycle facilities, so they can continue to be used safely and effectively.

The Department of Public Works has the responsibility of maintaining the on-street bike routes. A maintenance program is necessary prior to bike facility construction or official designation, and a maintenance program is required in order to be eligible for Federal funding. The degree of maintenance performed, and the commitment to keep a standard of quality for, these facilities has a direct impact on their effectiveness, service, liability, degree of use, and community image. For this reason, regular maintenance will be scheduled for streets that are designated as bike routes and should receive high priority in the maintenance schedule.

RECOMMENDED PRIORITY BICYCLE PROJECTS

By priority for one- and five-year projects.

Table 3: Project Summaries

One- Year Projects	Restripe/ Widen	Capital Costs (1995 dollars)					Year Complete	Responsible Agency
		Total	Fed	State	Local	Private		
Abernathy Blvd./Georgia Ave. Route	Restripe	20,000	16,000		4,000		1996	DPD, CODA
Atlanta-Stone Mountain	Sidewalks Signage	5,000				5,000	1996	PATH, DPD, DPW
Downtown Loop	Restripe	$307,000	$240,000		$67,000		1996	PATH, CODA DPD, DPW
Eastside Trolley Trail (on-street)	Sidewalks Restripe	575,000	460,000			115,000	1996	PATH, DPD DPW, DeKalb
Greenbriar Route	Restripe/ Widen	20,000			20,000		1996	PATH, DPD, DPW
Westside Trail (on-street)	Sidewalks Restripe	3,000	2,400		600		1996	PATH, DPD, DPW
Bike Racks		55,000	44,000		5,800	5,200	1996	DPW, DPRCA, CODA
Subtotals		**$985,000**	**$762,400**		**$97,400**	**$125,200**		
Five-Year Projects								
Berne Street	Restripe	$8,000			$8,000		1997	DPD, DPW
Bolton Road	Restripe	9,000			9,000		2000	DPD, DPW
Browns Mill Road	Restripe	20,000	$16,000		4,000		1998	DPD, DPW
Cascade Road	Restripe	17,000			17,000		1997	DPD, DPW
Chastain Park-Moores Mill Road	Restripe	13,000			11,000	2,000	1999	PATH, DPD, DPW
Colony Parkway	Restripe	9,000			7,000	2,000	1999	DPD, DPW
Forest Park Road	Restripe	14,000			14,000		2000	DPD, DPW
Howell Mill Road	Restripe/ Widen	605,000	484,000		121,000		1999	DPD, DPW
James Jackson Parkway	Restripe/ Widen	401,000	321,000		40,000	40,000	1998	PATH DPD, DPW
John A. White Park-Cleveland Ave.	Restripe	20,000	16,000		4,000		1999	DPD, DPW
Lee Street/Whitehall Street	Restripe	12,000			12,000		1998	PATH, DPD, DPW
Lenox Road	Restripe/ Widen	308,000	240,000	8,000	60,000		1998	GDOT
Martin Luther King, Jr. Drive	Restripe	9,000			9,000		2000	DPD, DPW
N. Highland Ave. & Moreland Ave.	Restripe	17,000			17,000		1999	DPD, DPW

Department of Planning and Development - DPD
Department of Parks, Recreation and Cultural Affairs - DPRCA
Department of Public Works - DPW
PATH Foundation - PATH
Corporation for Olympic Development in Atlanta - CODA
DeKalb County Public Works & Planning - DeKalb

Five- Year Projects (continued)	Restripe/ Widen	Capital Costs (1995 dollars)					Year Complete	Responsible Agency
		Total	Fed	State	Local	Private		
Northside Parkway	Restripe	11,000			11,000		2000	DPD, DPW
Old Ivy Road	Restripe	7,000			7,000		1997	DPD, DPW
Peachtree Street	Restripe	$22,000			22,000		1998	DPD, DPW
Piedmont Avenue/Juniper Street	Restripe	11,000			11,000		2000	DPD, DPW
South Ponce de Leon Avenue	Restripe	4,000				4,000	1997	PATH, DPD, DPW
Techwood Drive	Restripe	4,000			4,000		1998	DPD, DPW
Tenth Street	Restripe	12,000			12,000		1998	DPD, DPW
West Wesley Road	Restripe	16,000			16,000		1997	DPD, DPW
Total Costs		**$2,534,000**	**$1,839,400**	**$8,000**	**$513,400**	**$173,200**		

Department of Planning and Development - DPD
Department of Parks, Recreation and Cultural Affairs - DPRCA
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APPENDICES

APPENDIX A

DESIGN STANDARDS

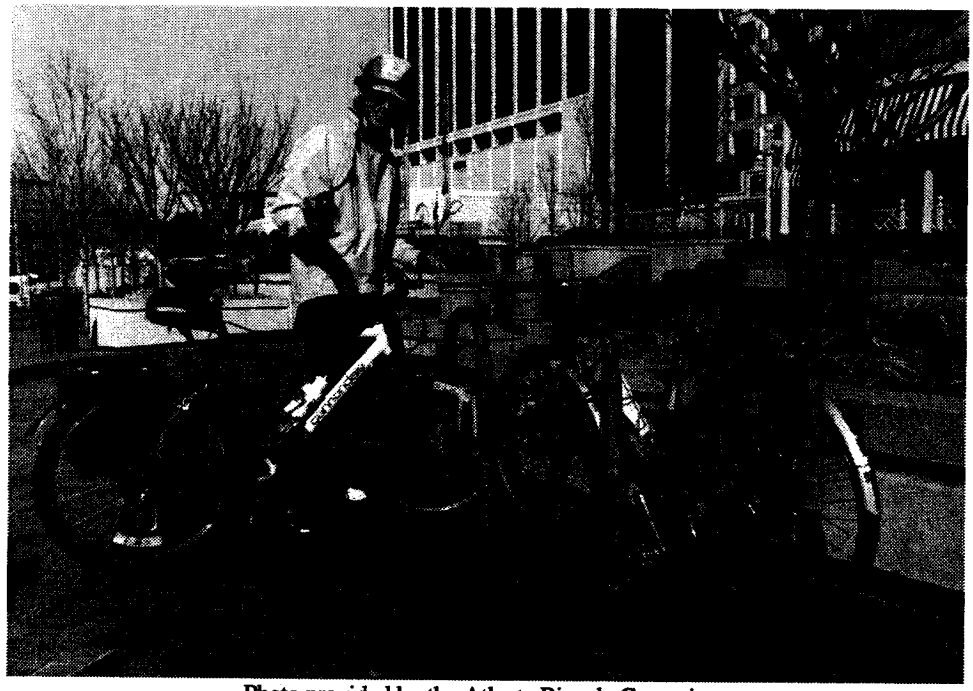


Photo provided by the Atlanta Bicycle Campaign.

The *Atlanta Commuter On-Street Bike Plan* outlines useful design standards to be utilized for the design and programming of all bicycle projects and facilities.

INTRODUCTION

Design standards are used to develop appropriate bicycle facilities by taking into account both the existing road conditions and the needs of targeted users. The two issues of utmost consideration for all cyclists are directness of the trip and avoidance of delays.

- Direct routes should be designed between major destination points. Cyclists will not divert to a less direct alternate route unless favorable factors outweigh the inconvenience.
- Frequent stops and circuitous routes should be avoided, because cyclists may tend to avoid the route or disregard the traffic controls. Cyclists have a strong inherent desire to maintain momentum and avoid delays.

In locating bikeways in Atlanta, several considerations need to be followed:

- Focus on bicycle commuters as principal users;
- Clear identification of origin and destination locations;
- Adherence to AASHTO design standards; and
- Feasibility of the proposed on-street bike facilities, such as roadway width, traffic volumes, and traffic speeds.

Photo provided by the Beth Marks of the PATH Foundation.

TYPES OF BICYCLE FACILITIES

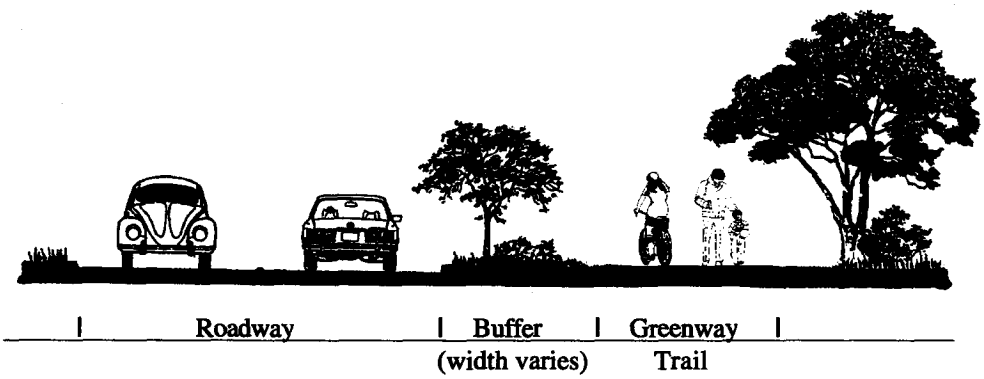
The types of bicycle facility design slightly differ in every agency. Generally they follow three classifications: multi-use trails, bike lanes/shoulders, and shared lanes.

Off-Street Bicycle Facilities

Multi-Use Greenway Trail - Class I

Class I multi-use, off-street trails are physically separated from the roadway, with exclusive rights-of-way for bicycle and pedestrian use only. They may exist next to or near a roadway or completely outside the vicinity of a roadway. In the City of Atlanta, these trails are designated as "Greenway Trails". They prohibit motor vehicle access and only allow minimal crossings of motor vehicles. Bike and pedestrian trails are used for commuting and recreational purposes alike. The minimum trail width according to AASHTO is twelve feet because of the variety of users on these trails.

Figure 1: Multi-Use Greenway Trail



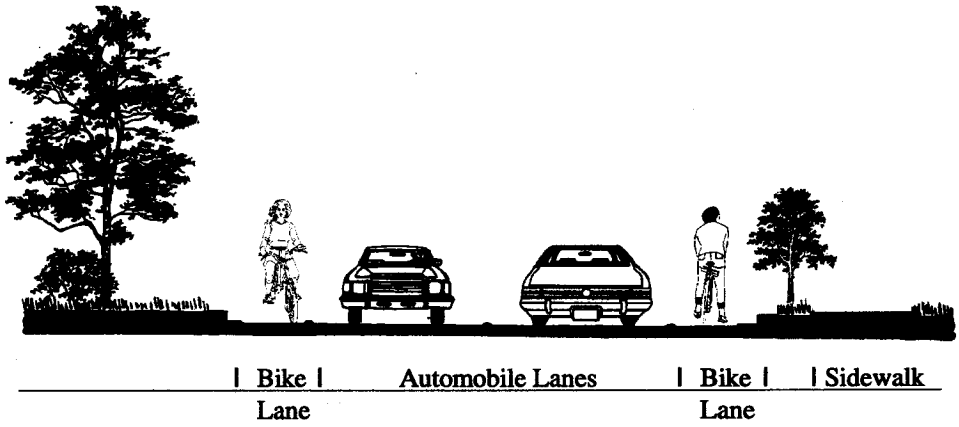
On-Street Bicycle Facilities

Bike Lanes - Class II

Class II bike lanes are separate travel lanes for cyclists and are usually located on major urban roadways between the curb and the right vehicular lane. These facilities are designated with signage as "Bike Lanes," an eight-inch, solid stripe between the bicycle lane and the vehicular lane, and roadway stencils within the bicycle lane. Bike lanes are prohibited to pedestrians and motor vehicles. If on-street parking is permitted, the bike lane must be placed between the parking lane and the travel lane and have a minimum width of five feet. Additionally, if there are vehicular turn lanes, the bike lane should be located between the vehicular turn lane and the

vehicular travel lane. The minimum width of a bike lane is four feet for a road with curbs and gutters and five feet for roads with curbs only. This minimum width does not include the curb and/or gutter. Bike lanes of seven feet wide or greater are not recommended, because they can easily be mistaken for a parking lane.

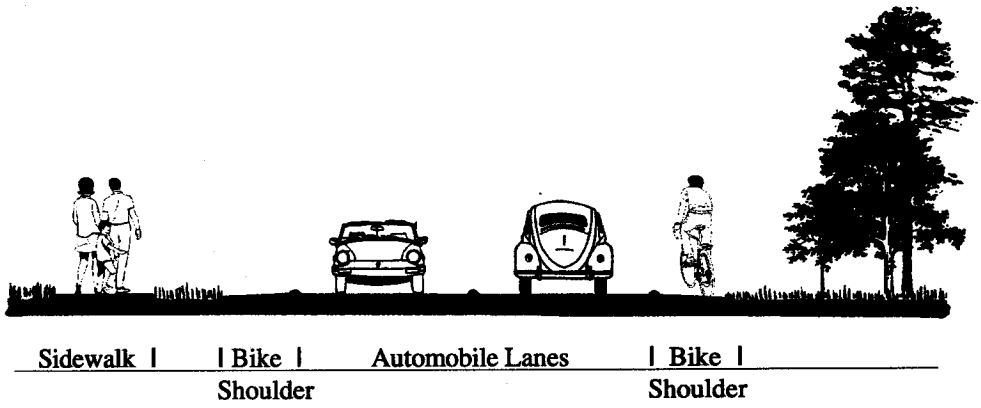
Figure 2: Bike Lane



Bike Shoulder - Class II

Bike shoulders are delineated travel areas for cyclists on streets without curbs. These facilities are usually found on rural roadways between the grass or edge of pavement and the right vehicular lane. The right vehicular lane must be striped at the appropriate width, with a solid white stripe to mark the right edge of the lane. The minimum width of a bicycle shoulder is four feet. These facilities are usually designated with signage as "Bike Routes" and are located adjacent to the roadway. The minimum width of a bike shoulder is four feet.

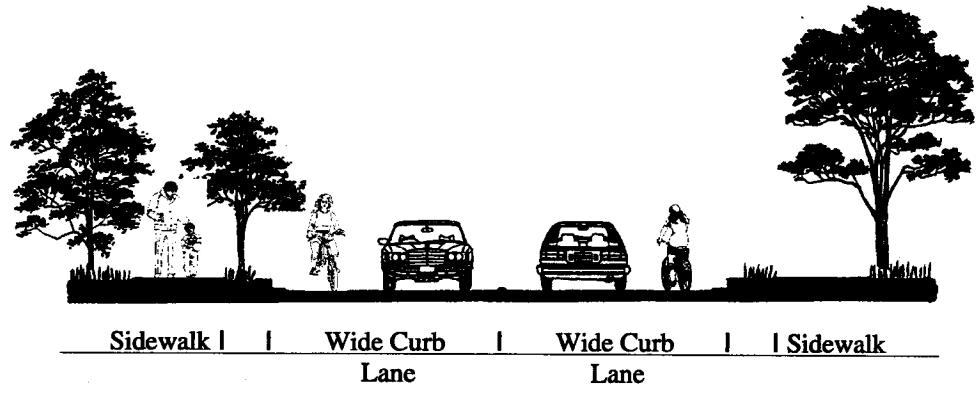
Figure 3: Bike Shoulder



Wide Curb Lane - Class III

Wide curb lanes are not separated bicycle facilities. Cyclists and motorists share the right-hand travel lanes which are striped wider than the usual vehicular lane width. These facilities are usually found on urban roadways and are designated with signage as "Bike Routes." These lanes function well on local streets and minor collectors, especially where physical constraints prevent widening a road for bike lanes. The minimum width of a wide curb lane for bicycle traffic is 14 feet, however, 16 feet is desirable.

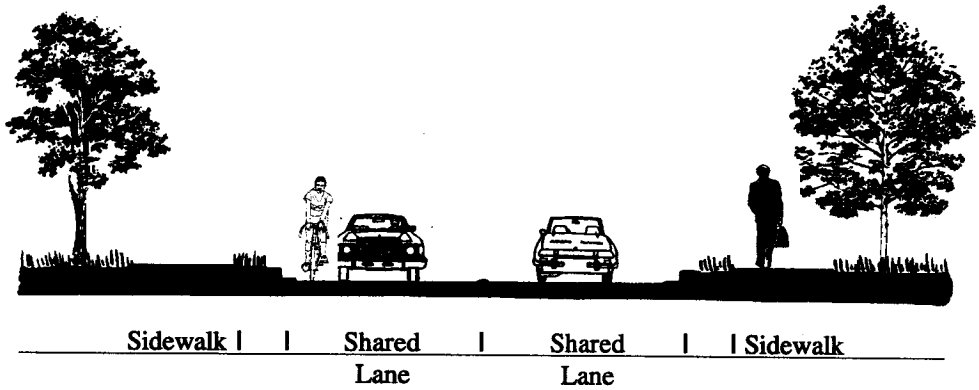
Figure 4: Wide Curb Lane



Shared Travel Lane - Class III

Shared lanes are used by both cyclists and motorists, but the lanes are not wider than usual. They are found in urban areas and are designated with signage as "Bike Routes." Shared lanes work well on local streets, such as in neighborhoods, where the speeds are less than 25 miles per hour. The usual vehicular lane widths vary from 10 to 13 feet.

Figure 5: Shared Travel Lane



TYPES OF BICYCLE USER GROUPS

Types of Travel

Transportation trips are made to specific destination points which usually require a direct and timely travel route. These are primarily utilitarian trips to exchange goods and services or travel to work, school or home.

Recreational trips are generally made based on health and fitness or leisure and pleasure. These can range in length from short in-town rides to day-long regional rides.

Touring trips are usually long rides that can cover areas of the State, Region, or country. These trips require a lot of initial planning to determine destinations, overnight stops, and the best possible routes.

Racing is a specialized sport. Racing events can last less than an hour or can extend over an entire week or two. The events usually take place on public roadways or on bike tracks, known as velodromes.

Types of Riders

Type A riders are **Advanced** cyclists who have highly developed skills and feel relatively comfortable riding in traffic with few or no designated bicycle facilities. These riders usually choose the most direct route even if the streets are major arterials with high volumes of traffic.

Type B riders have **Basic** skills and feel relatively comfortable in light traffic or moderate traffic if some bike facilities are provided. Type B riders will often choose to ride on arterial and major collector streets if bike lanes or very wide right curb lanes are provided.

Type C riders are generally **Children** and beginners who do not feel comfortable in traffic and may ride only on permitted sidewalks or on separate bike trails. This rider may choose to ride on the street if bike lanes are provided or traffic volumes are very low, such as on neighborhood streets.

DESTINATION POINTS

Destination points are major activity areas in the City. They are places where residents and visitors frequently travel. These are places where people would be more likely to use their bikes for transportation if provided with routes and access. By their nature, destination points are high-traffic areas. Traffic congestion within the City, and especially near these popular areas, would be greatly alleviated if more people rode their bicycles to, from, and around these destination points. For these reasons, the Mayor's Bicycle Planning Committee used destination points to determine the recommended bike route locations and project priorities. Major destination points in the City include schools, parks, MARTA transit stations, libraries, cultural and historical sites, shopping areas, commercial districts, and community recreation centers. Most of these points are located on the maps in Appendix C: Section 1.

DESIGN CRITERIA FOR BICYCLE FACILITIES

The following design criteria describe issues to consider when locating bike routes. Resolution of these issues are often vital to proper development of bike facilities. Such facilities must be designed to integrate bikes with vehicular traffic while following the same consistent "rules-of-the-road". This information primarily comes from the AASHTO *Guide for the Development of Bicycle Facilities,* (1991).

Street Widths

When locating a bicycle route, the optimal width for a two-lane street is 28 feet for bike routes to 34 feet for bike lanes. If the street has four lanes, the width should be 52 feet for bike routes and 58 feet for bike lanes.

Vehicle Lane Widths

The width of a vehicular lane is measured from the edge of the pavement (not including the gutter) to the center stripe, or from the center stripe to the outer stripe. The minimum width is 10 feet. Often, however, 11 or 12 feet is required. Vehicular lanes include turning lanes, traveling lanes and parking lanes.

Intersection Conditions

A high proportion of bicycle accidents occur at intersections. Facilities should be selected to minimize the number of traffic crossings. Where there are numerous left-turning bicyclists, a separate turning lane should be considered. The design of bicycle lanes should also include appropriate signing at intersections to reduce the number of bicyclist/motorist conflicts.

On-street Vehicular Parking

The turnover and density of on-street parking can affect bicycle safety. Opening car doors and cars leaving parking spaces can be serious hazards for cyclists. Streets without on-street parking are, therefore, preferable for bicycle routes.

Traffic Volumes and Speeds

Traffic volumes and speeds must be considered along with the roadway width. Commuting bicyclists frequently use arterial streets because they minimize delay and offer continuity for trips of several miles. It can be more desirable to improve heavily traveled high-speed streets than adjacent streets, if adequate width for all vehicles is available on the more heavily traveled street. When this is not possible, a nearby parallel street may be improved for bicyclists, if other conditions are adequate and feasible.

Truck and Bus Traffic

Because of their aerodynamic effects when moving in traffic, delivery trucks and buses can cause special balance and steering problems for bicyclists. Where bus stops are located along a route, conflicts with bus loading, discharge, and pavement deterioration may also be problems.

Bridges

Bridges can serve an important function by providing bicycle access across barriers. On the other hand, some features found in bridges can be unsuitable where cyclists are to be accommodated. The most common of these are curb-to-curb widths that are more narrow than the approaching roadways, open grated metal decks, low railings or parapets, and certain types of expansion joints that can cause bicyclists steering difficulties. Streets without bridges are preferable unless the bridge is wide enough to have 14-foot (or more) curb lanes.

Pavement Surface Quality

Bikeways must be free of bumps, holes, and other surface irregularities if they are to attract and satisfy the needs of bicyclists. Utility covers and drainage grates should be at grade, perpendicular to the direction of traffic, and outside the expected area of travel, if possible.

Barriers

In some areas, there are physical barriers to bicycle travel caused by topographical features, bridges, freeways, or other impediments. In such cases, providing a facility to overcome a barrier or re-routing bicycle traffic can create new opportunities for cyclists.

Use Conflicts

Bicycle routes on roadways can result in conflicts between bicyclists and motorists. Special care should be taken, therefore, in providing safety features, such as signage, markings, and/or buffers, where needed. Some conflicts include changing lanes at intersections, cars pulling out of driveways, cars passing bicycles too closely, and buses stopping at curb-side bus stops. These conflicts can be avoided by increasing motorist

awareness of cyclists' presence and by providing cyclists with the proper facilities.

Traffic Devices

Bicycles should be considered in the timing of the traffic signal cycles which may need to be lengthened to accommodate cyclists crossing the intersection. Detectors for traffic-actuated signals need to be sensitive to bicycles and should be located in the cyclist's expected path, including left turn lanes.

Bicycle Parking

Providing bicycle parking facilities is an essential element in an overall effort to promote bicycling. Bicycle parking should be provided at both the trip origin and destination, and should offer protection from theft, damage, and the weather, if possible.

Maintenance

Maintenance-sensitive design is an important feature, because a bike lane will not be used or usable, if it is cluttered with debris.

BICYCLE FACILITIES ON DIFFERENT TYPES OF STREETS

Arterials and Major Collectors

The most appropriate facilities for cyclists on arterial and major collector streets are bike lanes. Bike lanes provide separate facilities for cyclists, decrease the stress level of the cyclist, increase safety, and expand the awareness of motorists that cyclists have a right to the road. Some roadways cannot physically provide for bike lanes due to constraints, such as existing buildings or environmentally sensitive areas. In these cases, it might be possible to narrow or remove travel or parking lanes to accommodate the bike lane. A wide curb lane, however, can be substituted as a last resort. If a wide curb lane is used on an arterial or major collector, reducing the travel speed can create a safer and more comfortable environment for the cyclists.

Minor Collectors and Local Streets

The most appropriate facilities for cyclists on minor collectors and local streets are wide curb lanes and shared lanes, since the traffic speeds and volumes are lower on such streets. Bike lanes are appropriate on minor collectors if high traffic volumes and speeds require separate facilities, if the street connects to other existing bike lanes, or if particular destination points generate levels of high bicycle traffic.

OTHER IMPORTANT DESIGN CONSIDERATIONS

Bike Lanes on One-way Streets

Bike lanes should always be located on the right side of the roadway on one-way streets, unless having them on the left would decrease traffic conflicts, such as heavy bus traffic or dual right-turn lanes. Bike lanes should only be put on the left side of the roadway if bikes can safely enter the traffic stream and safely cross vehicular traffic to make right turns. Left-side bike lanes are most appropriate on one-way streets that start and terminate at "T" intersections, which cause little conflict with the traffic flow. Left-side bike lanes are less desirable when a one-way street merges into a two-way street (such as Piedmont Road at Fourteenth Street). Bikes should never travel against the traffic flow, even on one-way streets.

Two-way Bike Lanes on One Side of the Road

These facilities are not recommended because one lane of bike traffic is required to ride against the flow of vehicular traffic, which is illegal. Such an arrangement also causes awkward and dangerous movements when transitions are made back to standard bikeways. Additionally, if there is enough room for a two-way bike lane on the roadway, then there is usually sufficient room for two one-way bike lanes on either side of the roadway. The minimum width for a two-way bike lane is eight feet. If a two-way bike thoroughfare is, as a last resort, necessary, there must be a physical barrier or buffer (jersey barriers or planted median) between the vehicular traffic and the bicycle traffic. This condition is treated similar to a Greenway Trail.

Continuous Right-turn Lanes

Where several intersections are close together, sometimes they are linked with a continuous right-turn lane. This lane is particularly dangerous for cyclists, because it puts them in conflict with cars merging into that continuous right-turn lane. It is best to eliminate continuous right-turn lanes and create well-defined intersections with a separate right-turn lane for each intersection.

Bike Lane Striping

The stripe which separates a vehicular travel lane from a bike lane should always be a solid, eight-inch-wide, white stripe that is continuous, except through intersections.

Free-standing Curbs

Low curbs are sometimes used to separate a bike lane from the vehicular travel lanes, but they are not recommended. They can create an undesirable condition for cyclists and motorists who may hit the curb and lose control. This can cause the motorist to cross onto the bikeway or the cyclist to fall onto the roadway. These curbs also make the bikeway difficult to maintain and will tend to collect debris.

Raised Pavement Markers

If pavement markers are needed for motorists, they should be installed on the motorist's side of the stripe and have a beveled front edge. Pavement reflectors and other raised markings can deflect a bike wheel, causing the cyclist to lose control.

Drainage Grates

The direction of the slots in the grates should be perpendicular to the direction of traffic on all streets. They should also be placed flush with the roadway surface. Drainage inlets in the curb face are preferable to street surface grates. Incorrectly placed drainage grates constitute a serious hazard for cyclists, potentially causing the cyclist to fall and be thrown into the line of traffic.

Railroad Crossing

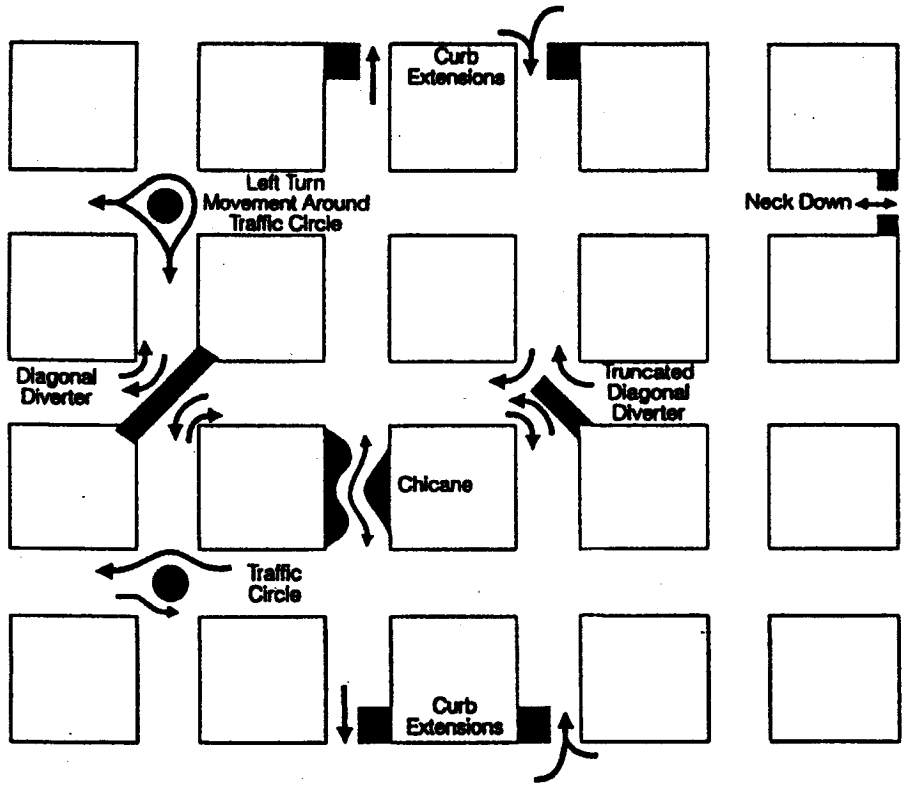
Railroad crossings should always have a smooth surface. Crossings are particularly dangerous to cyclists if they are not designed and constructed correctly. Rubberized materials can provide for smooth crossings that are durable and easily maintained. Concrete provides more even, durable crossing surfaces when laid with precision. If asphalt paving is used, it may require added maintenance.

Bikeways should always cross railroad tracks at, or near, a 90-degree angle so as to avoid a bike wheel being caught in the flange of the track. The minimum acceptable angle is 45 degrees. If this is not possible, then the bikeway should be realigned to improve the angle of the crossing. Additionally, the open gap between the rail and the roadway surface can catch the bike tire and should, therefore, kept to a minimum width.

Traffic Calming Devices

Traffic calming provides the opportunity to reduce the speed and dominance of motor vehicles by physically altering the characteristics of a roadway. A wide range of physical traffic calming devices are commonly used in residential neighborhoods to equalize the speed difference between automobiles and pedestrians and cyclists. Attention must be paid to the design of the devices and the overall traffic flow to ensure that it works well for cyclists, pedestrians and motorists. Figure 6 illustrates several possible traffic calming devices.

Figure 6: Traffic Calming Devices



Source: Pro Bike/ Pro Walk 94 Resource Book
Bicycle Federation of America/ Pedestrian Federation of America

DIRECTIONAL SIGNAGE AND PAVEMENT MARKINGS

Bikeway markings and signage are essential to the success of the implementation of any bike plan. The signs and markings must be uniform and consistent throughout the City so cyclists and motorists alike are clear about the proper use of the roadway. They should also be placed and spaced effectively. Too few signs will fail to address the problem and too many will only be confusing and difficult to follow. Additionally, many people do not read English; the use of symbols on signs, therefore, is preferred over the use of text. Signs and emblems should be placed at the beginning and end of each route and be spaced about 3/10 of a mile along the length of the route.

Bike Lanes

Official designation of bike lanes creates an exclusive, or preferential, travel lane for bicyclists. These should be striped, marked, and signed as "Bike Lanes". A bike lane stripe should be white and eight inches wide. The stencil markings should also be white and should include either the diamond or bicycle and a directional arrow. Such emblems should be placed after each intersection and appear periodically along the route. Signage should include a standard "bike lane" sign, as well as "no parking" signs.

Bike Emblem

Bike Lane

Bike Lane: No Parking

Bike Shoulders

Shoulder bikeways are signed similar to the shared lanes and have no pavement markings. These bike facilities should be designated with signs including "Bike Route," "Bikes on Shoulder," and/or "Bikes on Roadway".

Bike Route

Bikes on Roadway

Wide Curb Lanes

Wide curb lanes are signed as " Bike Routes" and may have pavement markings with a bike emblem and arrow showing the direction of the route.

Bike Route

Emblem with Arrow

Shared Lanes

These types of facilities require "Bike Route" signage, but no pavement markings. It is also recommended that these routes be signed with "Share the Road" signs. However, streets frequently traveled by cyclists that are not official bike routes should also have "Share the Road" signs. Because these are shared facilities, it is critical for motorists to understand that cyclists also have a right to the roadway and that bikes will be encountered on these streets.

Bike Route

Share the Road

Other Warning Signs and Markings

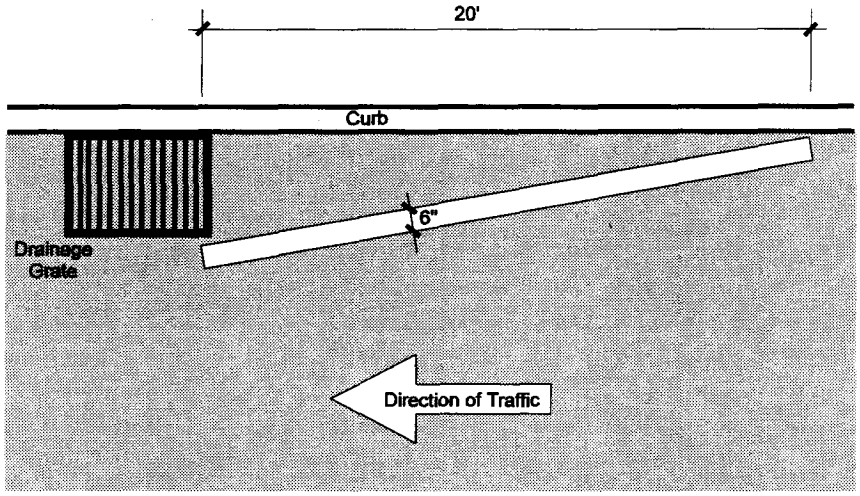
There are other important warning signs that alert motorists and cyclists of on-coming road conditions that could potentially be hazardous. If a bike lane is narrowing, then a "Bikeway Narrows" sign would be appropriate. It is important to warn motorists when there is a right-turn lane that will cross the path of a bike route. Cyclists also need to be warned when there is a steep down-hill ahead, so they can break in ample time.

Bikeway Narrows

Yield to Bikes

Down Hill Warning

When a storm water drainage opening is located within the usable cycling area, the direction of the grate and uneven pavement surfaces can be hazards for cyclists. These hazards can be made more visible with a solid white stripe which can warn cyclists and direct them around it. Caution should be used if using this symbol within a bike lane. Adequate width should be provide to avoid cyclists being directed into the line of motorists.



Bicycle Parking

It is critical to erect bicycle parking signs so that cyclists can easily and effectively find designated parking areas and avoid parking their bikes in places that might obstruct pedestrian or vehicular traffic.

Bike Parking

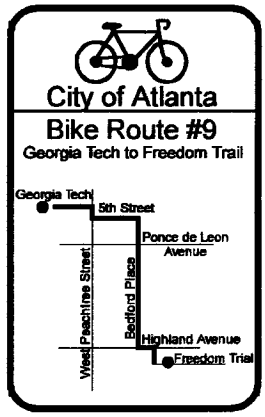
Greenway Trail Connections

There are many places within this network of on-street bike routes where connections are made to the Greenway Trail system, which is being developed in partnership with the PATH Foundation. In the vicinity of these intersections of greenways and on-street facilities, there will be PATH signs showing directions where to enter the Greenway Trails. These signs will also be located where a short on-street route connects two Greenway Trails.

PATH sign

Map Signage

Within the City it may be appropriate to provide map signage that would direct cyclists along a particular bike route to specific destinations. The map would designate the various destination points, major City streets, and the recommended bike route. These routes may also be designated as numbered routes, for example: City Bike Route # 9.



BICYCLE PARKING FACILITIES

Bicycle parking is essential for all bicycle planning. The system will not work efficiently if cyclists do not have sufficient parking at their destinations. Bike theft and lack of secure parking are often cited in user surveys as important reasons why people hesitate to ride a bicycle for utilitarian trips. The same consideration should be given to cyclists as is given to motorists who expect to find parking at their destinations.

Bicycle parking must be provided in such a way that it:

- Is safe and well lit for the cyclists,
- Does not cause damage to the bike in any way,
- Secures the bike at two points above the center of gravity,
- Accommodates the high security U-shaped bike locks,
- Accommodates securing the frame and both wheels, and

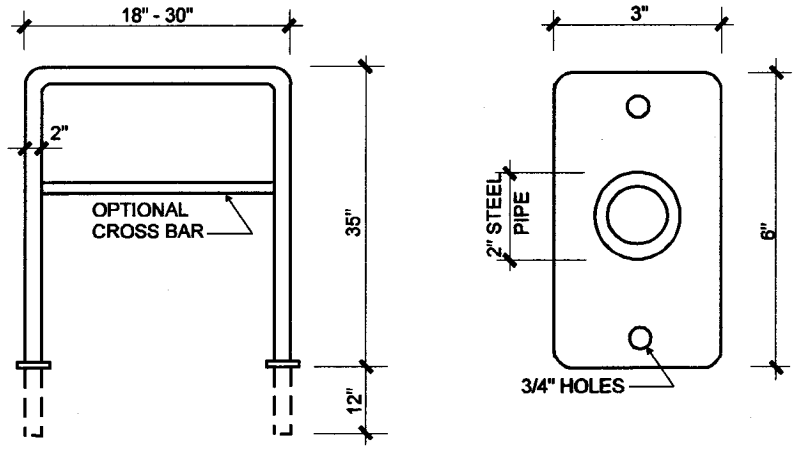
Does not obstruct pedestrian or vehicular traffic.

Recommended Bicycle Parking Standards

Bicycle Rack Design

- The recommended design for a bike rack is the inverted "U" rack which is shown in Figure 7. The steel pipe is a standard two inches) in diameter, the length of the overall rack is 30 inches, and the height is 34 inches.
- Racks that are installed in-ground should be an additional 10-to-12 inches long from each leg to be embedded below grade with a concrete footing.
- Racks that are bolted to surface materials should be securely fastened with two 5/8 inch base plates (3 inches by 6 inches) and a minimum of two 1/2-inch anchor bolts. Installation methods should ensure that surface materials, such as pavers, are not broken or defaced during installation.
- The steel pipe should be covered with a dark colored (preferably black) coating which can withstand abuse, but will not scratch a bike. Rubber, vinyl, butyl or urethane are acceptable coatings.

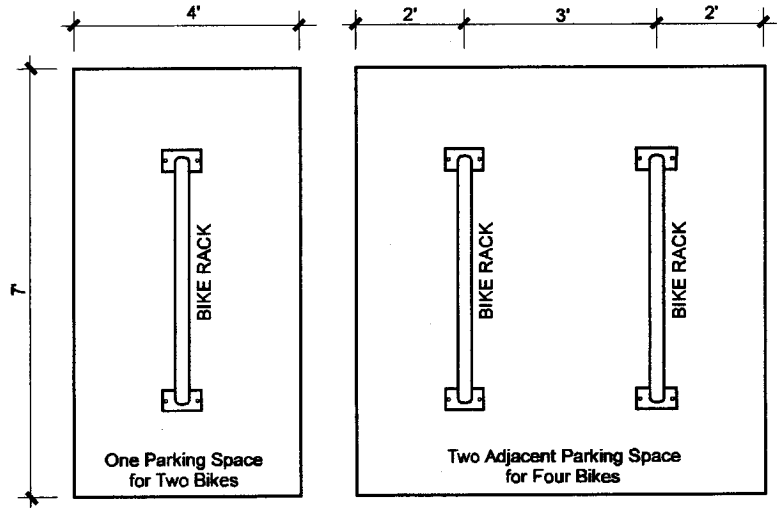
Figure 7: Bike Rack Design



Parking Space Dimensions

- Bicycle spaces for the 30-inch inverted "U" rack should be seven feet long, four feet wide, and have an overhead clearance of seven feet, as shown in Figure 8.
- If racks are being installed next to a structure, allow three feet (minimum) between the structure and the rack.
- If more than one rack is being installed, a three-foot (minimum) aisle should be provided between adjacent racks for bicycle maneuvering.
- Each bicycle space must be accessible without moving another bicycle.

Figure 8: Parking Space Dimensions



Bicycle Parking Locations

- There are two types of bicycle parking:

  Short-term parking is for visitors, couriers, and customers and should be visible on arrival from the street. The parking should be convenient to the building entrance and street access.

Long-term parking is for residents and employees whose bikes will be parked for extended periods of time. The parking should be covered and easy to locate. Parking garages are most appropriate if the parking area is well lit and secure (near the building entrance or a guard).

- Bicycle Parking is recommended to be within 50 feet of the main entrance of the building and not further than the closest automobile parking space.
- All bicycle parking should be highly visible, well lit, and secure for the safety of the cyclists and their bikes.
- Parking should not be located so as to conflict with pedestrians or automobile traffic.
- Bicycle parking may be provided inside buildings in secure and accessible locations.
- In some instances, bicycle parking may be located within the public right-of-way, subject to approval from public officials and provided it meets all other requirements.
- Bicycle parking located in the public right-of-way must be installed within the street furniture zone, or in locations that do not obstruct pedestrians.

In the central business district and other commercial districts of the City, bike parking should be placed so as to be easily accessible from the street and protected from motor vehicles. Efforts should be made, however, to prevent conflicts with sidewalk users. Bike parking on sidewalks encourages riding on the sidewalk, which is illegal in commercial areas, and reduces sidewalk width available to pedestrians. Whenever possible, bike parking should be provided close to the automobile parking within these districts. If bike parking is necessary on the sidewalks for accessibility, it should be placed in the street furniture zone to prevent bike and pedestrian conflicts.

Covered Bicycle Parking

If motor vehicle parking is covered, required bicycle parking should also be covered and it should be well lit and visible for security. Covered bicycle parking should be provided at locations where users will leave their bikes unattended for a longer period of time. This includes places of employment, multi-family residences, schools, transit stations, entertainment centers, and large shopping complexes. For the customer and casual user, covered parking would be ideal, but is not critical. Covered spaces can be met in a number of ways: building or roof overhangs, awnings, lockers, parking garages, or bicycle storage spaces within buildings.

Bicycle Parking Signage

If the bicycle parking is not visible from the street or building entrance, then signs should be posted indicating the location of the parking facilities.

Recommended Parking Quantity

Table 4: Recommended Number of Bicycle Parking Spaces
(see Chapter 2 of this document for parking regulations)

Land Use	Recommended Numbers of Bicycle Parking Spaces
Residential	
Multi-Family, general	1 bike space per residential unit
Multi-Family, senior	1 bike space per 4 residential units
Commercial	
Retail / Sales	4 bike spaces or 1 per 20 car spaces, whichever is greater
Drive-in services	2 bike spaces or 1 per 20 car spaces, whichever is greater
Shopping / Grocery	6 bike spaces or 1 per 20 car spaces, whichever is greater
Office Building	6 bike spaces or 1 per 20 car spaces, whichever is greater
Restaurant	4 bike spaces or 1 per 20 car spaces, whichever is greater
Theater / Auditoriums	1 bike space per 30 seats
Institutional	
Elementary School	2 bike spaces per classroom
Middle School	4 bike spaces per classroom
High School	8 bike spaces per classroom
College/University	1 bike space per dwelling unit plus 1 space per 20 car spaces
Transit Station	10 bike spaces or 1 per 20 car spaces, whichever is greater
Religious Centers	1 bike space per 40 seats
Hospitals/Doctor's Office	1 bike space per 20 car spaces
Library/Museum/etc.	4 bike spaces or 1 per 20 car spaces, whichever is greater
Parks/Recreation Centers	8 bike spaces or 1 per 15 car spaces, whichever is greater
Industrial	
Industrial Park	1 bike space per 30 car spaces
Warehouse/Manufacture	1 bike space per 40 car spaces

This table is a compilation of parking standards from the Oregon, Denver, and Portland bike plans, which has been adjusted to suit the needs of the City of Atlanta.

- In small centers where the demand is minimal, several tenants should be able to share bicycle parking facilities.
- If bicycle use increases, the need for bicycle parking may increase. Local officials may, therefore, require additional bicycle parking to meet current demands.
- Employment and retail centers should be encouraged to provide additional bicycle parking to satisfy the demands of their customers and employees.

APPENDIX B

1990 U. S. Census Data

The 1990 U. S. Census long form asked one question related to bicycling. In the Journey to Work section, citizens were asked to identify their principle means of traveling to work during the last week of March, 1990. If more than one means of transportation was used, they were asked to identify the travel mode which carried them the furthest.

The survey indicates that fewer than 1% of Atlantans biked to work that week. Uncounted were those that biked to work less than three times that week, those that biked to MARTA, or those who use a bike as their primary transportation but do not bike to work. Even so, bicycle commuting clearly remains a minor transportation mode in Atlanta.

Some City residents have special reasons to bike. Twenty-seven percent of City residents are at the poverty level, and bicycles are much more affordable than an automobile. Seventeen percent of all residents are school-aged children and nine percent are college students who could use bike facilities to travel to and from school. Due to overlaps between these groups, the total is uncertain. Approximately 40-to-50 percent of residents, however, could find it advantageous to use their bikes for transportation.

Additionally, like many other large cities, Atlanta has a large daytime population of non-residents who commute into the City for employment. Of the total number of working people in Atlanta, 73.2 percent of them are non-residents. Although many commuters currently ride transit, most drive alone in their vehicles. If more of these workers were to ride their bikes to work, Atlanta's poor air quality would be greatly improved and traffic congestion would be reduced.

BICYCLE RIDERSHIP DATA

Bicycle Questionnaire

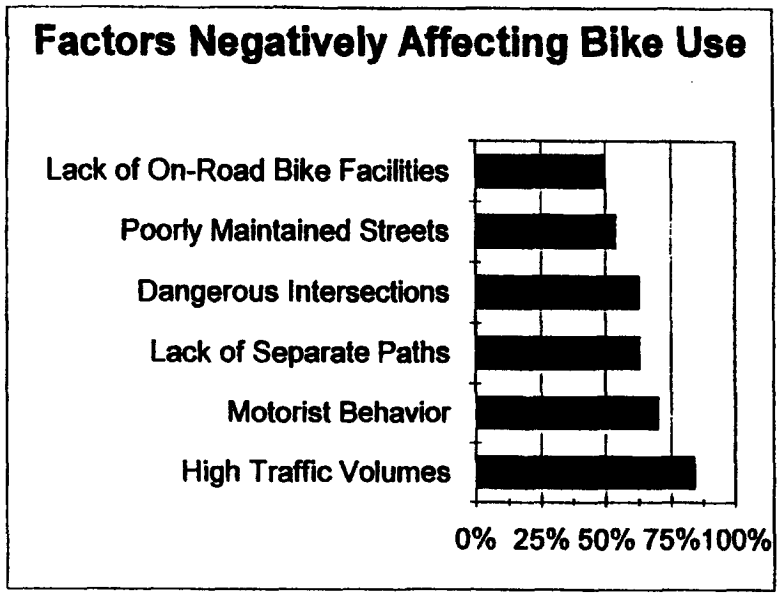
To collect more comprehensive statistics on bicycle ridership in Atlanta, the PATH Foundation assisted the City in developing and distributing a Bicycle Questionnaire. The purpose of this survey was to identify the factors that encourage people to use, or discourage them from using, a bicycle as their means of commuting to and from the City of Atlanta. The questionnaire primarily asked if the resident rode a bike within the City; and if they did not, why not; what factors negatively influence their riding experience; the types of improvements which would encourage them to ride, or ride more often; and, if they do ride, which streets do they utilize most often. A copy of the questionnaire form is included at the end of this appendix.

The results of the survey were helpful to the Department of Planning and Development by informing the agency how cyclists currently use the streets and what they need in order to provide effective bicycle facilities. Altogether, 2,400 surveys were distributed during April and May, 1995, with a little more than 300 completed forms being returned during the months of May and June 1995. This represents a response rate of 12 percent.

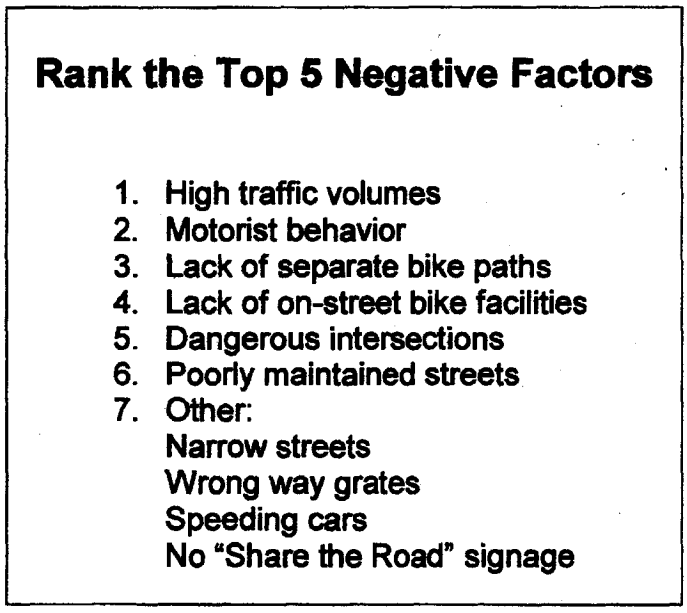
Of the completed questionnaires, a vast majority of the respondents ride their bikes at least once a week for either enjoyment or health reasons. They stated that, if appropriate facilities were provided, more of the respondents would also use their bikes for utilitarian trips. The main reasons why others do not ride as often include high traffic volumes, motorist behavior, lack of separate bike trails, lack of on-street bike facilities, and dangerous intersections. The graphed results of this questionnaire are presented on the following page.

The survey was not based on a scientifically selected sample population. Instead, it targeted individuals who are presently active in the cycling community and others who have occasion to ride within the City of Atlanta. Approximately 1,900 questionnaires were distributed to bike shops, clubs and advocacy groups including, but not limited to, the North Georgian Bicycle Dealers Association, Atlanta Bicycle Campaign, and Southern Bicycle League. Another 500 questionnaires were distributed by hand at rallies, festivals, and other bicycle-related functions.

Which factors negatively affect your use of bicycling within the Atlanta City limits:

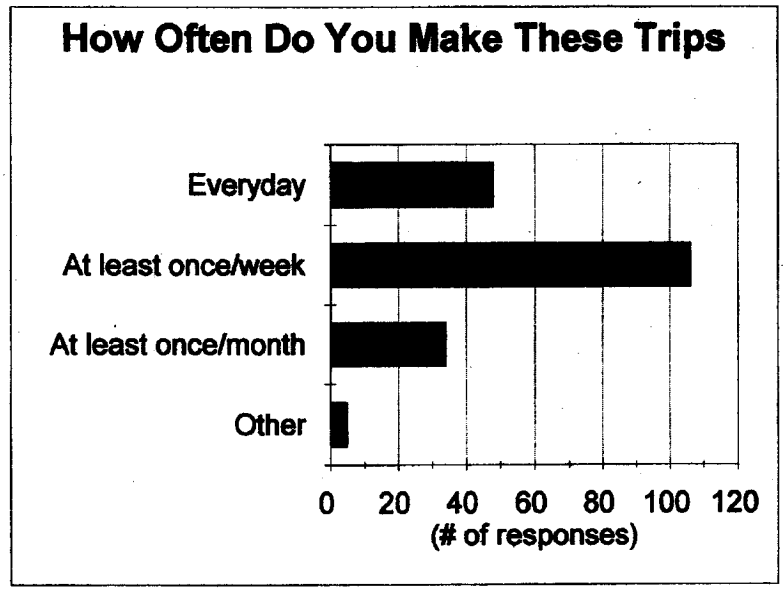


Please rank the top 5 negative factors: (the Worst being #1)

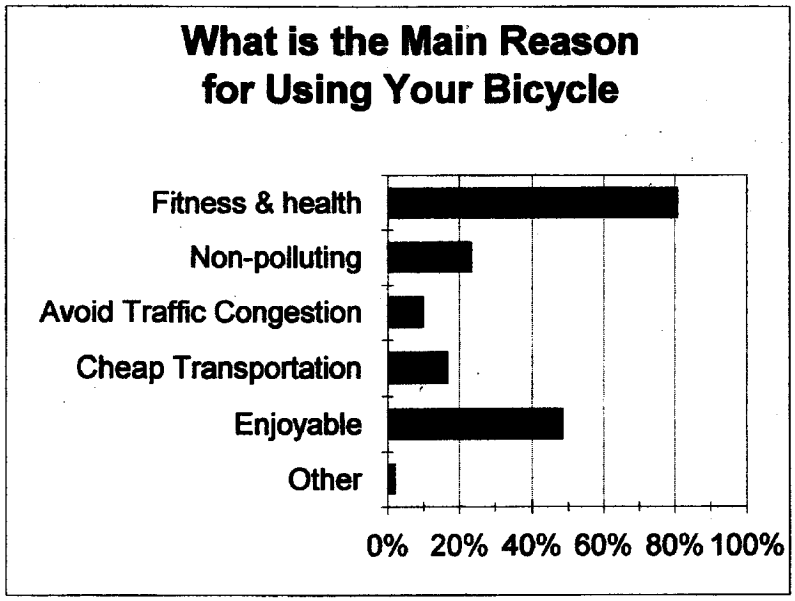


Source: The City of Atlanta's Bureau of Planning and the PATH Foundation.

How often do you make bicycle trips:



What is the main reason for using your bicycle:



Source: The City of Atlanta's Bureau of Planning and the PATH Foundation.

Bicycle Questionnaire Form

City of Atlanta
Mayor's Bicycle Planning Committee
Bicycle Questionnaire

The City of Atlanta's Mayor's Bicycle Planning Committee is in the process of developing an on-street bicycle route plan. The results of this bicycle questionnaire will be used in the development of the bicycle route plan. We appreciate your time in completing the survey

Please answer the following questions if you **ride a bicycle** in the City of Atlanta limits: **If not** turn to the back of this page.

Where do you normally start a typical trip (please describe street routes you take or attach a map)?

Start_____

To End_____
Purpose for trip: ☐ Work ☐ Visiting Friends ☐ School ☐ Recreation ☐ Shopping ☐ Other_____

What other commonly used routes do you use by bicycle (please describe street routes you take or attach a map)?

Start_____

To End_____
Purpose for trip: ☐ Work ☐ Visiting Friends ☐ School ☐ Recreation ☐ Shopping ☐ Other_____

Start_____

To End_____
Purpose for trip: ☐ Work ☐ Visiting Friends ☐ School ☐ Recreation ☐ Shopping ☐ Other_____

Start_____

To End_____
Purpose for trip: ☐ Work ☐ Visiting Friends ☐ School ☐ Recreation ☐ Shopping ☐ Other_____

Start_____

To End_____
Purpose for trip: ☐ Work ☐ Visiting Friends ☐ School ☐ Recreation ☐ Shopping ☐ Other_____

Which of the following factors negatively affects your use of bicycling within the Atlanta City limits? (Check all that apply)

☐ #1	High traffic volumes	☐ #9	Motorist behavior
☐ #2	Inaccessible bridges	☐ #10	On-street car parking
☐ #3	Poorly maintained streets	☐ #11	Poor street lighting
☐ #4	Lack of on road bike facilities	☐ #12	Lack of separate bike paths
☐ #5	Unfavorable weather	☐ #13	Unfavorable topography
☐ #6	Too many stop signs/signals on route	☐ #14	No end of trip facilities (showers, etc..)
☐ #7	Dangerous intersections	☐ #15	Lack of bicycle parking
☐ #8	Bicycles not allowed on MARTA buses	☐ #16	Other _____

Please rank the top 5 negative factors: (The worst being #1)

1._____ 4._____

2._____ 5._____

3._____

How often do you make these trips?

☐	Every Day	☐	At least once a month
☐	At least once a Week	☐	Other _____

What is the main reason for using your bicycle?

☐	Fitness & Health	☐	Cheap transportation
☐	Non polluting	☐	Enjoyable
☐	Avoid traffic congestion	☐	Other _____

Please skip the next three questions and continue on.

If you do not ride a bicycle in the City of Atlanta limits answer the following questions:

Do you own a bicycle? ☐ Yes ☐ No

If you do not ride a bicycle in the City of Atlanta limits, please indicate the reasons why:

☐	Dangerous traffic	☐	Lack of bike lanes
☐	Too far	☐	Lack of end of trip facilities (showers, change rooms)
☐	Walk to work	☐	Lack of bicycle parking facilities
☐	Cycling is unsafe	☐	Other_____

If you do not ride a bicycle in the City of Atlanta limits, what improvements would encourage you to ride?

☐	Separate bike paths	☐	Less traffic
☐	Bridge improvements	☐	Street maintenance
☐	On street bike lanes	☐	Employee incentives
☐	Reduced vehicle speed limits	☐	Bicycle access on MARTA buses and trains
☐	Wider curb lanes	☐	Other_____

Identify locations within the Atlanta City Limits where improvements to roads or bridges are needed to make them more suitable for bicycling. Write a brief description of improvements needed.

Location 1:

_____

Location 2:

_____

Location 3:

_____

Location 4:

_____

Any other comments to the City of Atlanta which might aid them in developing an on-street bicycle route system

_____

_____

_____

_____

Thank you for completing the survey.
Please fold where the return address is facing out and mail.
If you have any questions, contact April Johnson, City of Atlanta Bicycle Coordinator, 330-6726

_____

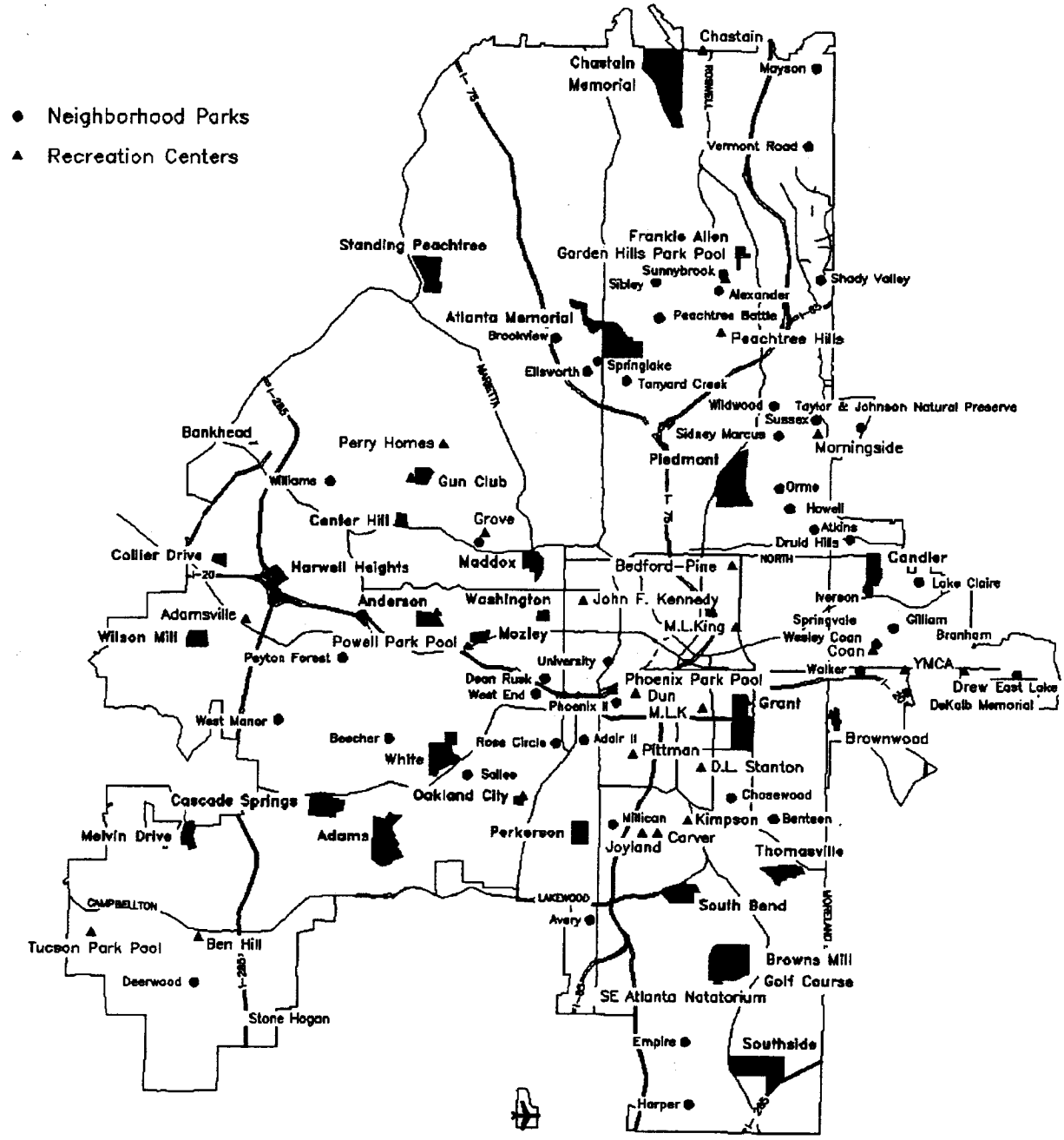
_____

_____

_____

Place
Stamp
Here

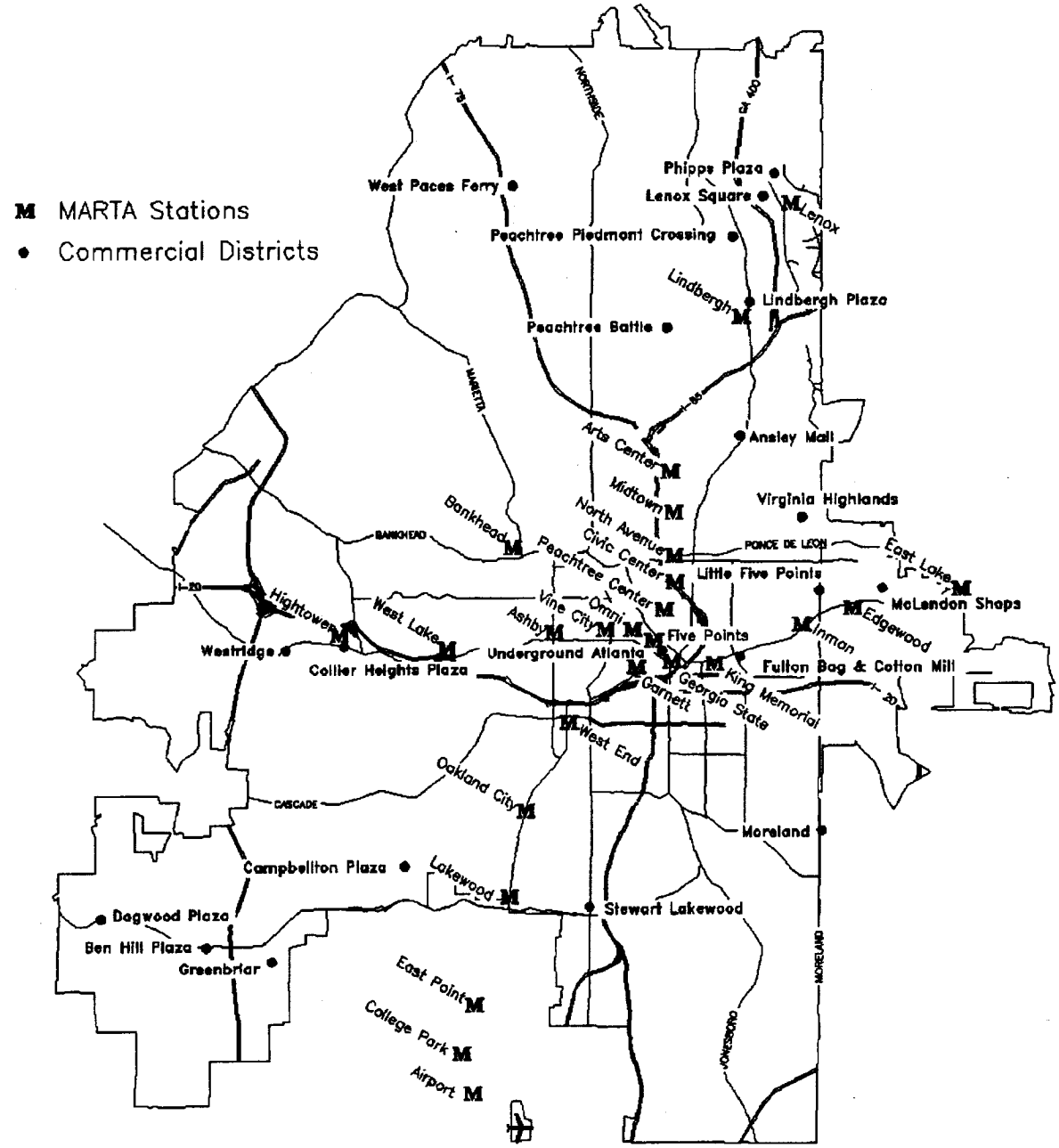
PATH Foundation
PO Box 14327
Atlanta, GA 30324



Parks and Recreation Centers

Map provided by the Bureau of Planning

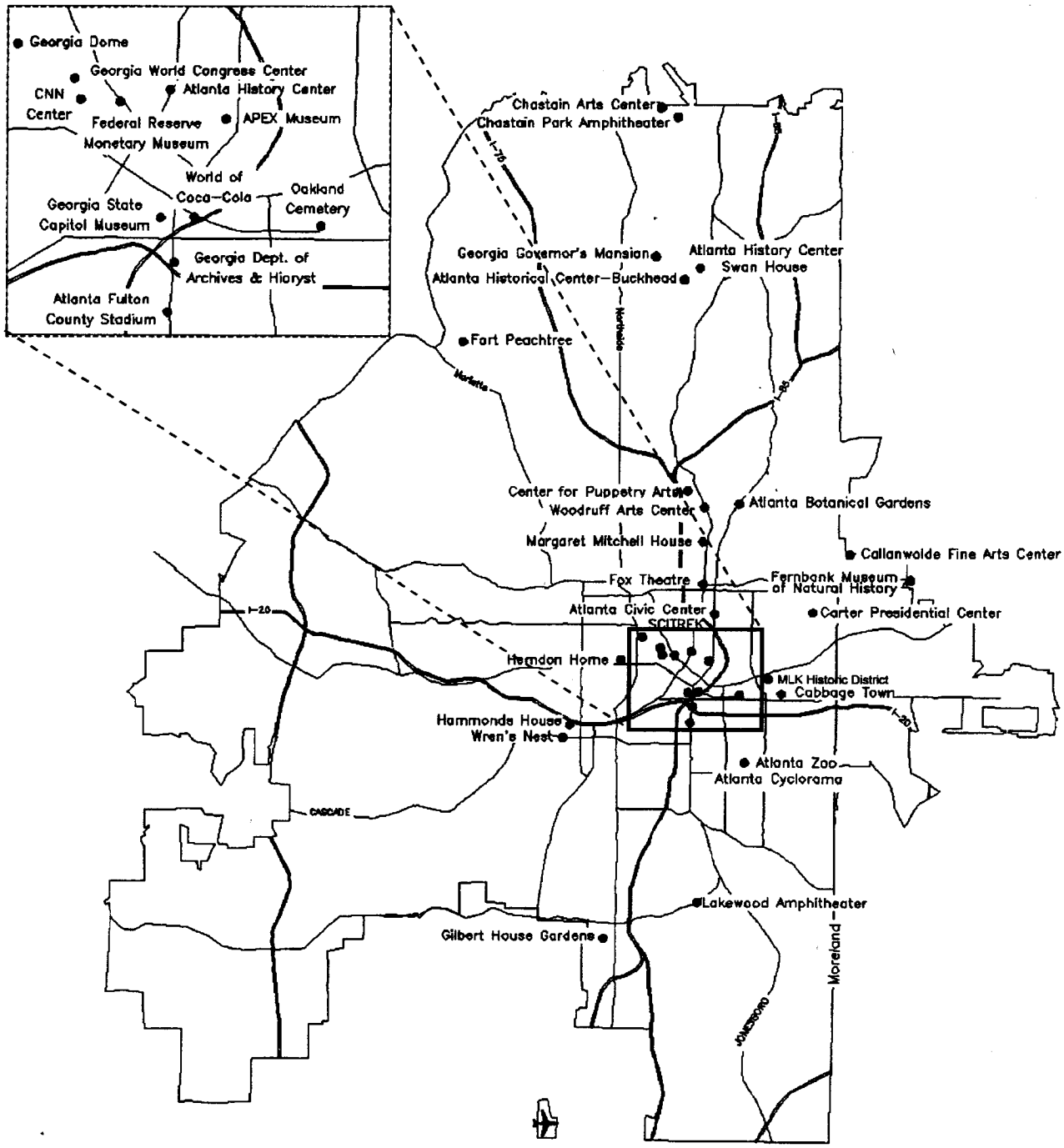
NORTH



Commercial Districts and MARTA Stations

Map provided by the Bureau of Planning

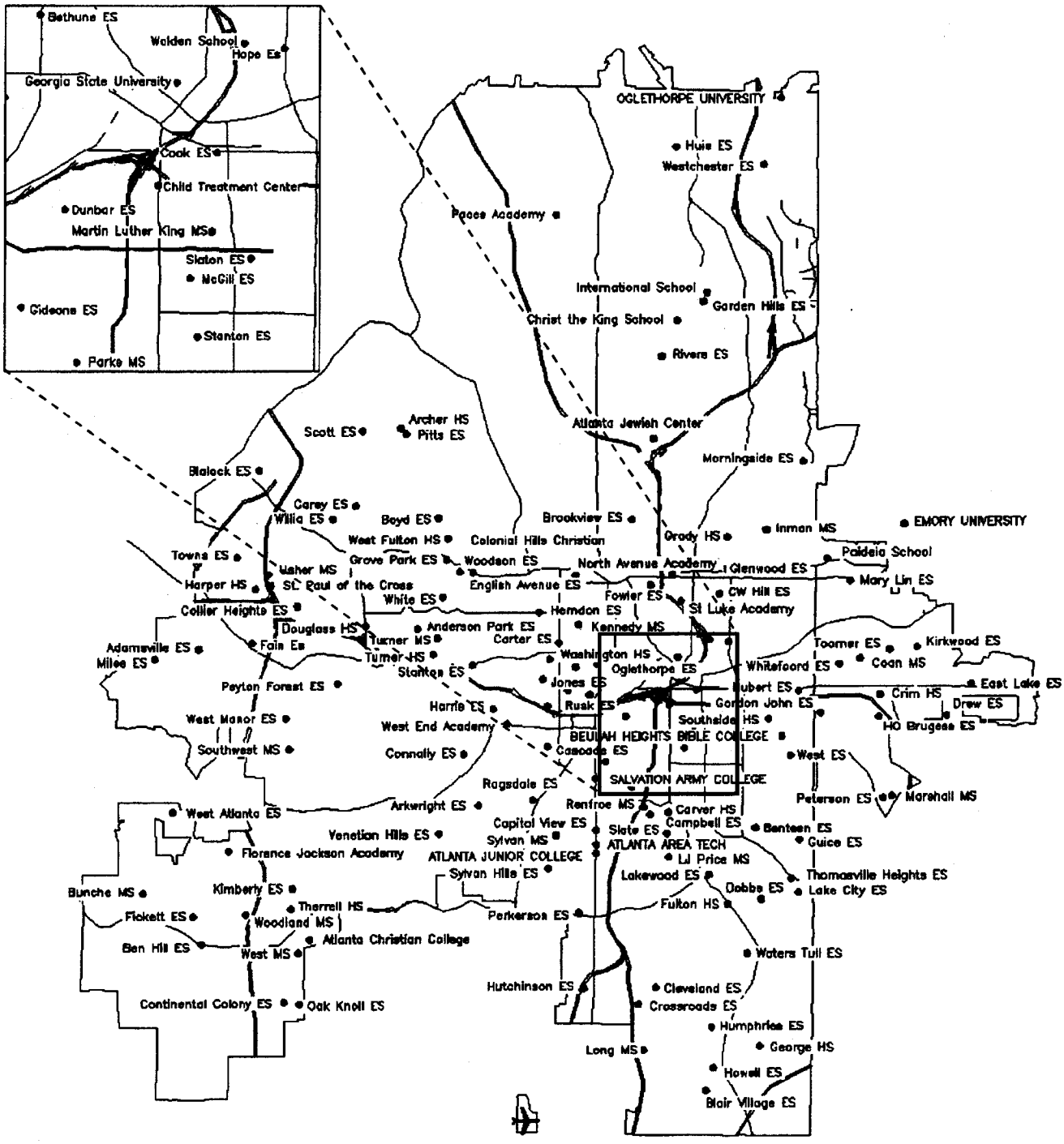
NORTH



Cultural and Historical Sites

Map provided by the Bureau of Planning

NORTH



Educational Facilities

Map provided by the Bureau of Planning

NORTH

MAYOR'S BICYCLE PLANNING COMMITTEE

STREET SURVEY

Date:_____

Street Name:_____

From the Intersection of:_____

To the intersection of:_____&_____

Surveyor's Name:_____ NPU of the surveyed street: _____

Please fill in the following answers:

Posted Speed Limit: _____ (in miles/hour) Perceived Speed Limit: _____ (in miles/hour)

# of Lanes: _____

Overall Street Width: _____ (in feet)

Lane Width: Outside: _____ (in feet) Inside: _____ (in feet) Center: _____ (in feet)

Total # of Intersections: _____ # with Turn Lanes: _____

Total # of Stop Signs & Traffic Lights _____ # of Lights with Left Turn Arrows: _____

# of Driveways on North Side _____ South Side _____ East Side _____ West Side _____

# of Bus Stops: _____

# of Bridges: _____ Overall Street Width on Bridges:_____

Please circle the following answers:

Are there any?

Curbs	Yes	No	
Gutters	Yes	No	
Shoulders	Yes	No	If yes, how wide?_____(in feet) Are shoulders continuous? Yes No
Drainage Grates	Yes	No	If yes, How many parallel to traffic flow? _____ How many perpendicular to traffic flow? _____

Are there any Railroad Crossings? Yes No

If yes, is it perpendicular to direction of traffic? Yes No

Width of Street on Crossing _____ (in feet)

Condition of Crossing Surface (please circle) Smooth Rough Bumpy

STREET SURVEY

Street Name:_____

Are there any Sight Distance Barriers: Yes No

If yes, please circle which ones: Fences Hedges Trees Blind Curves
Other:_____
Where:_____

Is this a One-Way Street? Yes No

If yes, in which direction? North South East West

Are there any sidewalks? Yes No If yes, are they continuous? Yes No

General Condition of Road Surface? Rough Smooth Pot Holes

Does edge of street or gutters stay relatively clean? Yes No

Is this area? Commercial Residential Commercial & Residential

Hills & Roadway Terrain (please circle to what degree) Flat 1 2 3 4 5 Steep

Any bottlenecks, obstacles, traffic problems or further comments (please explain below):

_____

_____

_____

_____

_____

_____

Describe the traffic conditions below at the time the survey was taken.
Please circle the answer that is most appropriate.

		Mid Day/Evening				**Rush Hour**	
		Time:_____AM	**PM**			**Time:_____AM**	**PM**
Buses	Light	Moderate	Heavy	Light	Moderate	Heavy	
Delivery Vehicles/Trucks	Light	Moderate	Heavy	Light	Moderate	Heavy	
Traffic at Intersections	Light	Moderate	Heavy	Light	Moderate	Heavy	

Street Name: ______________________________

Is there any On-Street Parking?	Yes	No	If yes, answer below

From intersection of ______________________ to ______________________

North Side	Diagonal	Parallel	Unmarked
South Side	Diagonal	Parallel	Unmarked
East Side	Diagonal	Parallel	Unmarked
West Side	Diagonal	Parallel	Unmarked

From intersection of ______________________ to ______________________

North Side	Diagonal	Parallel	Unmarked
South Side	Diagonal	Parallel	Unmarked
East Side	Diagonal	Parallel	Unmarked
West Side	Diagonal	Parallel	Unmarked

From intersection of ______________________ to ______________________

North Side	Diagonal	Parallel	Unmarked
South Side	Diagonal	Parallel	Unmarked
East Side	Diagonal	Parallel	Unmarked
West Side	Diagonal	Parallel	Unmarked

From intersection of ______________________ to ______________________

North Side	Diagonal	Parallel	Unmarked
South Side	Diagonal	Parallel	Unmarked
East Side	Diagonal	Parallel	Unmarked
West Side	Diagonal	Parallel	Unmarked

From intersection of ______________________ to ______________________

North Side	Diagonal	Parallel	Unmarked
South Side	Diagonal	Parallel	Unmarked
East Side	Diagonal	Parallel	Unmarked
West Side	Diagonal	Parallel	Unmarked

From intersection of ______________________ to ______________________

North Side	Diagonal	Parallel	Unmarked
South Side	Diagonal	Parallel	Unmarked
East Side	Diagonal	Parallel	Unmarked
West Side	Diagonal	Parallel	Unmarked

From intersection of ______________________ to ______________________

North Side	Diagonal	Parallel	Unmarked
South Side	Diagonal	Parallel	Unmarked
East Side	Diagonal	Parallel	Unmarked
West Side	Diagonal	Parallel	Unmarked

From intersection of ______________________ to ______________________

North Side	Diagonal	Parallel	Unmarked
South Side	Diagonal	Parallel	Unmarked
East Side	Diagonal	Parallel	Unmarked
West Side	Diagonal	Parallel	Unmarked

Street Name: ____________________

Is there any On-Street Parking? Yes No If yes, answer below

From intersection of ____________________ to ____________________

North Side	Diagonal	Parallel	Unmarked
South Side	Diagonal	Parallel	Unmarked
East Side	Diagonal	Parallel	Unmarked
West Side	Diagonal	Parallel	Unmarked

From intersection of ____________________ to ____________________

North Side	Diagonal	Parallel	Unmarked
South Side	Diagonal	Parallel	Unmarked
East Side	Diagonal	Parallel	Unmarked
West Side	Diagonal	Parallel	Unmarked

From intersection of ____________________ to ____________________

North Side	Diagonal	Parallel	Unmarked
South Side	Diagonal	Parallel	Unmarked
East Side	Diagonal	Parallel	Unmarked
West Side	Diagonal	Parallel	Unmarked

From intersection of ____________________ to ____________________

North Side	Diagonal	Parallel	Unmarked
South Side	Diagonal	Parallel	Unmarked
East Side	Diagonal	Parallel	Unmarked
West Side	Diagonal	Parallel	Unmarked

From intersection of ____________________ to ____________________

North Side	Diagonal	Parallel	Unmarked
South Side	Diagonal	Parallel	Unmarked
East Side	Diagonal	Parallel	Unmarked
West Side	Diagonal	Parallel	Unmarked

From intersection of ____________________ to ____________________

North Side	Diagonal	Parallel	Unmarked
South Side	Diagonal	Parallel	Unmarked
East Side	Diagonal	Parallel	Unmarked
West Side	Diagonal	Parallel	Unmarked

From intersection of ____________________ to ____________________

North Side	Diagonal	Parallel	Unmarked
South Side	Diagonal	Parallel	Unmarked
East Side	Diagonal	Parallel	Unmarked
West Side	Diagonal	Parallel	Unmarked

From intersection of ____________________ to ____________________

North Side	Diagonal	Parallel	Unmarked
South Side	Diagonal	Parallel	Unmarked
East Side	Diagonal	Parallel	Unmarked
West Side	Diagonal	Parallel	Unmarked

Atlanta Commuter On-Street Bike Plan

Listing of Streets with Proposed On-Street Bike Routes

Street Name	Street limit	Yr.	Miles	CD	NPU	Project Name
Acorn Avenue	fr Wesley Rd to Lindberghh	15	0.40	7	B	Tuxedo Rd/ Valley Rd
Alexander Street	fr Luckie St to West Peachtree St	15	0.50	2	M	Ralph McGill Boulevard
Anderson Avenue	fr West Lake MARTA to Tiger Flowers Dr	1	0.50	3	J	Westside Trail
Andrews Drive	fr West Paces Ferry Rd to Peachtree Rd	15	1.20	8	B	Tuxedo Rd/ Valley Rd
Arden Road	fr W. Paces Ferry Rd to Northside Dr	15	0.90	8	C	Chastain-West Wesley
Argonne Avenue	fr Fifth St to North Ave	1	0.20	6	E	Downtown Loop
Arkwright Place	fr Flat Shoals Ave to Woodbine Ave	1	0.40	5	O	Eastside Trolley Trail
Austin Avenue	fr Euclid Ave to Moreland Ave	5	0.20	2	N	N. Highland Avenue
Austin Avenue	fr Lake Ave to Euclid Ave	15	0.30	2	N	Irwin Street
Baker Road	fr Hightower Rd to North Ave W	15	0.90	3	JK	North Avenue W
Bakers Ferry Road	fr Martin L. King, Jr. Dr to Wilson Mill Rd	15	0.80	10	H	Boulder Park Drive
Bankhead Avenue	fr Francis Pl to Chappell Rd	15	0.30	3	J	Grove Park
Bankhead Avenue	fr Hollywood Rd to Ponders Ave	15	2.00	3	JKL	Hollywood Road
Bankhead Highway	fr City limit to Harwell Rd	15	1.30	9	GI	Bankhead Hwy/Peyton R
Barnett Street	fr Ponce de Leon Ave to Virginia Ave	15	0.60	6	F	St. Charles Place
Bedford Place	fr Highland Ave to North Ave	1	0.70	2,6	EM	Downtown Loop
Beecher Road	fr Edgewater Dr to Cascade Ave	15	0.90	10,11	IS	West Lake Avenue
Beecher Street	fr Lee St to Lawton St	15	0.50	4	T	Lee St/ Venetian Dr
Beecher Street	fr Cascade Rd to S. Gordon St	15	0.60	4,10	S	Lee St/ Venetian Dr
Benjamin E. Mays Drive	fr Fairburn Rd to Cascade Rd	15	3.00	10,11	HI	Benjamin E. Mays Drive
Bernard Street	fr Chappell Rd to Chatham Wy	1	0.10	3	K	Westside Trail
Berne Street	fr Grant Park to Woodland Ave	5	1.00	1	W	Berne Street
Blackland Road	fr Putnam Dr to Northside Dr	5	0.60	8	A	Chastain-Moores Mill
Blackland Road	fr Putnam Dr to Roswell Rd	5	0.60	8	A	Old Ivy Road
Bollingbrook Drive	fr Edgewater Dr to Flamingo Dr	15	0.30	11	I	West Lake Avenue
Bolton Road	fr Jackson Pkwy to Martin L. King, Jr. Dr	15	3.80	9	DGH	Bolton Road
Bolton Road	fr Jackson Pkwy to Moores Mill Rd	5	1.40	9	CD	Bolton Road
Bonaventure Avenue	fr St. Charles Ave to North Ave	15	0.20	6	F	St. Charles Place
Boulder Park Drive	fr City limit to Martin L. King, Jr. Dr	15	5.00	10	H	Boulder Park Drive
Bouldercrest Drive	fr Flat Shoals Ave to City limit	5	0.90	5	W	Berne Street
Boulevard	fr Carroll St to Woodward Ave	15	0.20	5	O	Boulevard
Boulevard	fr Custer Ave to McDonough Blvd	15	0.25	1	W	Custer Avenue
Boulevard Drive	fr Woodbine Ave to Oakview Rd	1	0.70	5	O	Eastside Trolley Trail
Boulevard Drive	fr Wylie St to City limit	15	2.90	5	O	Boulevard

Street Name	Street limit	Yr.	Miles	CD	NPU	Project Name
Branch Drive	fr Line Rd to Boulder Park Dr	15	0.30	10	H	Boulder Park Drive
Brentwood Drive	fr Lookout Pl to Rumson Rd	15	0.30	7	B	Tuxedo Rd/ Valley Rd
Brewer Boulevard	fr Sylvan Rd to Lisbon Dr	5	0.70	12	X	John A. White-Cleveland
Briarcliff Road	fr St. Charles Pl to City limit	15	0.30	6	F	St. Charles Place
Browning Street	fr West Lake Ave to Mozley Park Trail	1	0.10	3	K	Westside Trail
Browns Mill Road	fr Jonesboro Rd to Macedonia Rd	5	3.10	1,12	YZ	Browns Mill Road
Browns Mill Road	fr Gilbert Rd to Crown Rd	15	1.20	12	Z	Southside Pk-Crown Rd
Burbank Drive	fr Simpson St to Thurgood St	15	0.80	3	K	Grove Park
Butner Road	fr Campbellton Rd to Tell Rd	15	1.40	11	P	Kimberly Rd/Butner Rd
Campbellton Road	fr Venetian Dr to Dill Ave	5	0.60	4	S	John A. White-Cleveland
Campbelton Road	fr City limit to Venetian Dr	15	7.00	11,12	PRS	Campbellton Road
Capitol Avenue	fr Martin L. King, Jr. Dr to Ridge Ave	5	2.00	2	MV	Piedmont Ave/Juniper St
Carroll Road	fr Marietta Rd to Plymouth Ave	15	0.20	9	D	Johnson Road
Carroll Street	fr Wylie St to Boulevard	15	0.20	5	O	Boulevard
Carter Street	fr Ashby MARTA to Griffin St	1	0.50	3	L	Westside Trail
Carver Drive	fr Tiger Flowers Dr to Fairfield Pl	1	0.03	3	J	Westside Trail
Cascade Road/Avenue	fr City limit to Ralph D. Abernathy Blvd	5	4.10	4,11	IST	Cascade Road
Casplan Street	fr Lisbon Dr to Harden Rd	5	0.40	12	X	John A. White-Cleveland
Castlewood Drive	fr Northside Dr to Dover Rd	15	0.30	8	C	Chastain-West Wesley
Chappell Road	fr Sharon St to Bernard St	1	0.05	3	K	Westside Trail
Chappell Road	fr Bankhead Ave to Mozley Pl	15	1.40	3	K	Grove Park
Chatham Way	fr Bernard St to Rockmart Dr (Westside Trail	1	0.10	3	K	Westside Trail
Chattahoochee Avenue	fr Plymouth Rd to Hills Ave	15	0.10	9	D	Johnson Road
Cherokee Avenue	fr Woodward Ave to Mead St	15	1.30	1	W	Hilliard St/Charokee Ave
Cheshire Bridge Road	fr Buford Hwy to Woodland Ave	5	0.70	6	F	Lenox Road
Chicamauga Avenue	fr Mozley Pl to Westview Dr	15	0.30	3,4	K	Grove Park
Claire Drive	fr Pryor Rd to Lakewood Ter	15	1.00	1	Y	Claire Drive
Cleveland Avenue	fr Macon Dr to Browns Mill Rd	5	0.30	12	Z	John A. White-Cleveland
Cleveland Avenue	fr City limit (east) to Jonesboro Road	15	2.80	12	XZ	Cleveland Avenue
Clifton Road	fr Clifton Ter to McLendon Ave	1	0.50	6	N	Atlanta-Stone Mountain
Clifton Road	fr Clifton Ter to City limit	15	0.20	6	N	Clifton Road
Clifton Road	fr Epps Ave to Flat Shoals Rd	15	0.50	5	W	Wyman Street
Clifton Terrace	fr Terrace Ave to Clifton Rd	1	0.20	6	N	Atlanta-Stone Mountain
Club Drive	fr Peachtree-Dunwoody Rd to Winall Down	15	0.80	7	B	Loridans Drive
Collier Drive	fr Waterford Rd to Linkwood Dr	15	0.20	9	I	Bankhead Hwy/Peyton R
Collier Drive	fr Bolton Rd to Hightower Rd	15	2.50	10	HI	Collier Drive
Collier Road	fr Hills Ave to Peachtree St	15	2.20	9,10	CD	Johnson Road
Continental Colony Parkway	fr Greenbriar Pkwy to Hogan Rd	5	0.80	11	R	Colony Parkway

Street Name	Street limit	Yr.	Miles	CD	NPU	Project Name
Conway Drive E	fr Northside Dr to Jett Rd	15	0.30	8	A	Mount Paran Road
Conway Drive W	fr Mount Paran Rd to Northside Dr	15	1.50	8	A	Mount Paran Road
County Line Road	fr City limit to Butner Road	15	1.70	11	P	County Line Road
Courtland Street	fr North Ave to Edgewood Ave	5	1.20	2	M	Piedmont Ave/Juniper St
Custer Avenue	fr Boulevard to Woodland Ave	15	0.90	1	W	Custer Avenue
Dale Drive	fr Burke Rd to Peachtree Dr	5	0.50	7	B	West Wesley Road
Darlington Road	fr Piedmont Rd to Burke Rd	5	0.40	7	B	West Wesley Road
Defoors Avenue	fr Collier Rd to Howell Mill Road	15	1.30	9	CD	Defoors Ferry Road
Defoors Ferry Road	fr Moores Mill Road to Collier Rd	15	1.80	9	C	Defoors Ferry Road
Delowe Drive	fr Cascade Rd to City limit	15	4.20	11	R	Delowe Drive
Derry Avenue	fr W. Ontario Ave to Westmeath Dr	15	0.40	10	I	West Lake Avenue
Dill Avenue	fr Campbellton Rd to Sylvan Rd	5	0.40	4,12	SX	John A. White-Cleveland
Dodson Drive	fr Cascade Road to City limit	1	1.70	11	IJ	Greenbriar Route
Dover Road	fr Castlewood Dr to W. Wesley Rd	15	0.30	8	C	Chastain-West Wesley
East Confederate Avenue	fr Boulevard to Woodland Ave	15	1.60	1	W	E. Confederate Avenue
East Lake Boulevard	fr Glenwood Ave to Oakview	15	0.70	5	O	Fulton St/ Glenwood Ave
East Paces Ferry Road	fr Roxboro Rd to Lenox Square	5	0.40	7	B	Lenox Road
East Paces Ferry Road	fr Peachtree St to Peachtree Dr	15	1.00	7	B	Paces Ferry Road
Edgewater Drive	fr Beecher Rd to Bollingbrook Dr	15	0.25	11	I	West Lake Avenue
Edgewood Avenue	fr Peachtree St to Jackson St	1	0.80	2	M	Downtown Loop
Edgewood Avenue	fr Jackson St to Krog St	1	0.60	2	M	Eastside Trolley Trail
Edgewood Avenue	fr Krog St to Euclid Ave	15	0.20	2	M	Edgewood/McClendon
Eighth Street	fr Howell Mill Rd to Northside Dr	5	0.15	8	E	Howell Mill Road
Electric Avenue	fr Magnolia St to Vine City MARTA	1	0.10	3	M	Westside Trail
Elizabeth St	fr Highland Ave to Euclid Ave	15	0.40	2	N	Irwin Street
Empire Boulevard	fr Mount Zion Rd to Browns Mill Rd	15	1.10	12	Z	Hapeville Road
Epps Avenue	fr Maynard Ter to Clifton Rd	15	0.30	5	W	Wyman Street
Euclid Avenue	fr Edgewood Ave to McLendon Ave	15	0.90	2	N	Edgewood/McClendon
Fair Drive	fr Southtowne Trail to Pryor Rd	5	0.30	12	Y	John A. White-Cleveland
Fairburn Road	fr Hogan Road to City limit (south)	5	1.10	11	P	Colony Parkway
Fairburn Road	fr Bolton Rd to Hogan Rd	15	7.00	10,11	HP	Fairburn Road
Fairfield Place	fr Carver Dr to Martin L. King, Jr. Dr	1	0.50	3	J	Westside Trail
Ferst Street	fr Fowler St to Ponders Ave	1	0.80	6,8	E	Downtown Loop
Fifteenth Street	fr Peachtree St to Piedmont	15	0.40	7	E	Ansley Park
Fifth Street	fr Argonne Ave to Fowler St	1	0.90	2,6	E	Downtown Loop
Fifth Street	fr Argonne Ave to Parkway Dr	15	0.20	2	E	Parkway Drive
Flamingo Drive	fr Bollingbrook Dr to Willis Mill Rd	15	0.40	11	I	West Lake Avenue
Flat Shoals Avenue	fr Wylie St to Arkwright Pl	1	0.50	5	N	Eastside Trolley Trail

Street Name	Street limit	Yr.	Miles	CD	NPU	Project Name
Flat Shoals Avenue	fr Moreland Ave to Bouldercrest Dr	5	1.20	5	W	Berne Street
Flat Shoals Road	fr Flat Shoals Ave to City limit	15	1.00	5	W	Wyman Street
Forest Park Road	fr Thomasville Dr to Old Conley Rd	5	3.50	1,12	Z	Forest Park Road
Fourteenth Street	fr Piedmont Ave to Peachtree St	5	0.20	6	E	Piedmont Ave/Juniper St
Fowler Street	fr Fifth St to Tenth St	5	0.30	2	E	Tenth Street
Francis Place	fr Grove Park Pl to Bankhead Ave	15	0.30	3	J	Grove Park
Fulton Street	fr McDaniel St to Glenwood Ave	15	1.60	2,4	VW	Fulton St/ Glenwood Ave
Gary Road	fr Baker Rd to Bankhead Hwy	15	0.50	3	J	North Avenue W
Georgia Avenue	fr Capitol Ave to Cherokee Ave	1	1.10	1,2	VW	Abernathy/Georgia Route
Georgia Dome Drive	fr Vine City MARTA to Magnum St	1	0.20	3	M	Westside Trail
Gilbert Road	fr Browns Mill Rd to Southside Industrial Pk	15	0.90	12	Z	Southside Pk-Crown Rd
Glengary Drive	fr Loridans Dr to City limit	15	0.30	7	B	Loridans Drive
Glenwood Avenue	fr Fulton St to Cherokee Ave	15	0.60	1,2	W	Fulton St/ Glenwood Ave
Glenwood Avenue	fr Cherokee Ave to East Lake Blvd	15	2.40	1,5	OW	Fulton St/ Glenwood Ave
Grandview Avenue	fr Peachtree Rd to Pharr Rd	15	0.25	7	B	Tuxedo Rd/ Valley Rd
Grant Street	fr Decatur St to Woodward Ave	15	0.30	1,2,5	MW	Hilliard St/Charokee Ave
Greenbriar Parkway	fr Headland Dr to Continental Colony Pkwy	5	0.20	11	R	Colony Parkway
Greenbriar Parkway	fr Oliver Rd to Continental Colony Pkwy	15	0.90	11	R	Oliver Road
Greensferry Street	fr Westview Dr to McDaniel St	15	0.50	4	T	Westview Drive
Griffin Street	fr Carter St to Magnolia St	1	0.10	3	L	Westside Trail
Grove Park Place	fr Johnson Rd to Francis Pl	15	0.70	9	J	Grove Park
Habersham Road	fr Knollwood Dr to W. Paces Ferry Rd	15	0.20	8	A	Chastain-West Wesley
Habersham Road	fr W. Paces Ferry Rd to Peachtree Battle Av	15	1.60	8	BC	Habersham Road
Hansell Street	fr Muse St to Waldo	15	0.20	1	W	Fulton St/ Glenwood Ave
Hapeville Road	fr Macon Dr to Mount Zion Rd	15	1.10	12	Z	Hapeville Road
Harden Road	fr Casplan St to Southtowne Trail	5	0.20	12	X	John A. White-Cleveland
Harlan Drive	fr Martin L. King, Jr. Dr to Peyton Rd	15	0.90	9,10	I	Bankhead Hwy/Peyton R
Harper Road	fr Meador to Rhinehill Rd	15	0.10	1	Z	Claire Drive
Harwell Road	fr Bankhead Hwy to Skipper Dr	15	0.30	9	I	Bankhead Hwy/Peyton R
Headland Drive	fr City limit (Dodson Dr) to Greenbriar Pkwy	1	0.20	11	R	Greenbriar Route
Henry Thomas Drive	fr McDonough Blvd to Thomasville Dr	5	0.10	1	Z	Forest Park Road
Highland Avenue	fr Bedford Pl to Jackson St	1	0.20	2	M	Downtown Loop
Hightower Road	fr Hightower MARTA to Martin L. King, Jr.	1	0.20	10	I	Greenbriar Route
Hightower Road	fr Jackson Pkwy to Hightower MARTA	5	1.60	9,10	GI	James Jackson Parkway
Hill Street	fr Memorial Dr to McDonough Blvd	15	2.10	2	W	Hill Street
Hilliard Street	fr John W. Dobbs Ave to Decatur St	15	0.50	2	M	Hilliard St/Charokee Ave
Hills Avenue	fr Chattahoochee Ave to Collier Rd	15	0.40	9	D	Johnson Road
Hogan Road	fr Continental Colony Pkwy to Fairburn Rd	5	1.10	11	P	Colony Parkway

Street Name	Street limit	Yr.	Miles	CD	NPU	Project Name
Hollywood Road	fr Bolton Road to Bankhead Ave	15	4.00	9	DGJ	Hollywood Road
Howell Mill Road	fr Northside Pkwy to Moores Mill Rd	5	0.90	8	C	Northside Parkway
Howell Mill Road	fr Moores Mill Rd to Eighth St	5	4.20	8	CDE	Howell Mill Road
Humphries Drive	fr Browns Mill Rd to School Dr	15	0.40	12	Z	Southside Pk-Crown Rd
International Boulevard	fr Magnum St to Marietta St	1	0.30	3	M	Westside Trail
Irwin Street	fr Fort St to Krog St	15	0.20	2	MN	Irwin Street
Jackson Parkway	fr City limit to Hightower Rd	5	2.60	9	DG	James Jackson Parkway
Jackson Street	fr Edgewood Ave to Highland Ave	1	0.20	2	M	Downtown Loop
James P. Brawley Drive	fr Jefferson St to Greensferry St	15	1.90	3,4	TL	James P. Brawley Drive
Jefferson Street	fr Brawley Dr to Marietta St	15	0.20	3	L	James P. Brawley Drive
Jett Road	fr Conway Dr E to Powers Ferry Rd	15	0.40	8	A	Mount Paran Road
John W. Dobbs Avenue	fr Peachtree St to Fort St	15	0.80	2	M	Irwin Street
Johnson Road	fr Hollywood Road to Perry Blvd	15	1.40	9	DJ	Johnson Road
Johnson Road	fr N. Highland Ave to City limit	15	0.80	6	F	Johnson Rd/Briarcliff Rd
Jones Avenue	fr Northside Dr to Luckie St	15	0.40	2	M	Ralph McGill Boulevard
Jonesboro Road	fr McDonough Blvd to Browns Mill Rd	5	1.20	1	Y	Browns Mill Road
Jonesboro Road	fr Browns Mill Rd to City limit (south)	15	4.30	1,12	YZ	Jonesboro Road
Juniper Street	fr Fourteenth St to North Ave	5	1.00	2,6	EM	Piedmont Ave/Juniper St
Kimberly Road	fr Cascade Road to Campbellton Rd	15	2.30	11	P	Kimberly Rd/Butner Rd
Knollwood Drive	fr Tuxedo Rd to Habersham Rd	15	0.60	8	A	Chastain-West Wesley
Krog Street	fr Edgewood Ave to Wylie St	1	0.20	2,5	N	Eastside Trolley Trail
Krog Street	fr Irwin St to Edgewood Ave	15	0.20	2,5	N	Irwin Street
Lake Avenue	fr Krog St to Austin Ave	15	0.40	2	N	Irwin Street
Lake Forrest Drive	fr Powers Ferry Rd to City limit	5	1.30	8	AB	Chastain-Moores Mill
Lakewood Avenue	fr Claire Dr to Lakewood Wy	15	0.80	1	Y	Hill Street
Lakewood Terrace	fr Claire Dr to Meador Ave	15	0.15	1	Y	Claire Drive
Lakewood Way	fr Pryor Rd to Lakewood Ave	5	0.40	12	YZ	John A. White-Cleveland
Langhorn Street	fr Westview Dr to Ralph D. Abernathy Blvd	15	0.70	4	TK	Grove Park
Lanier Boulevard	fr N. Highland Ave to Virginia Ave	5	1.00	6	F	Lenox Road
Latimer Street	fr Luckie St to Marietta St	1	0.04	2	M	Downtown Loop
LaVista Road	fr Cheshire Bridge Rd to City limit	15	0.20	6	F	Lindbergh Drive
Lawton Street	fr Beecher St to Richland Rd	15	0.20	4	ST	Lee St/ Venetian Dr
Lee Street	fr Whitehall St to City limit	5	2.50	12	SX	Lee S./Whitehall St
Lee Street	fr Greensferry St to Beecher St	15	0.90	4	T	Lee St/ Venetian Dr
Lenox Road	fr Cheshire Bridge Rd to Rock Springs Rd	5	1.40	6	F	Lenox Road
Lenox Road	fr E. Paces Ferry Rd to Buford Hwy	5	1.60	7	B	Lenox Road
Lindberghh Drive	fr Peachtree Rd to Cheshire Bridge Rd	15	2.10	6,7	BF	Lindbergh Drive
Line Road	fr Wilson Mill Rd to Branch Dr	15	0.20	10	H	Boulder Park Drive

Street Name	Street limit	Yr.	Miles	CD	NPU	Project Name
Linkwood Drive	fr Collier Dr to Martin L. King, Jr. Dr	15	0.60	9	I	Bankhead Hwy/Peyton R
Lisbon Drive	fr Brewer Blvd to Casplan St	5	0.10	12	X	John A. White-Cleveland
Lookout Place	fr Pharr Rd to Brentwood Dr	15	0.40	7	B	Tuxedo Rd/ Valley Rd
Loridans Drive	fr Wieuca Rd to Peachtree-Dunwoody Rd	15	1.00	7	B	Loridans Drive
Luckie Street	fr North Ave to Latimer St	1	0.60	2	M	Downtown Loop
Lynhurst Drive	fr Martin L. King, Jr. Dr to Cascade Rd	15	2.20	10,11	I	Lynhurst Drive
Macedonia Road	fr Browns Mill Rd to Jonesboro Rd	5	0.40	12	Z	Browns Mill Road
Macon Drive	fr Lakewood Ave to Cleveland Ave	5	1.50	12	Z	John A. White-Cleveland
Magnolia Street	fr Griffin St to Electric Ave	1	0.40	3	LM	Westside Trail
Magnum Street	fr Georgia Dome Dr to International Blvd	1	0.10	3	M	Westside Trail
Marietta Boulevard	fr City limit to Perry Blvd	15	3.20	9	D	Marietta Boulevard
Marietta Road	fr Perry Blvd to Carroll Rd	15	1.10	9	D	Johnson Road
Marietta Street	fr Latimer St to Edgewood Ave	1	0.30	2	M	Downtown Loop
Marietta Street	fr Perry Blvd to Howell Mill Rd	15	1.20	9	D	Marietta Boulevard
Martin L. King, Jr. Drive	fr Fairfield Pl to Hightower Rd	1	0.20	10	I	Greenbriar Route
Martin L. King, Jr. Drive	fr Hightower MARTA to City limit	5	3.30	10	HI	Martin L. King, Jr. Drive
Martin L. King, Jr. Drive	fr Hightower MARTA to Hill St	15	4.80	,3,5,1	IJKLM	Martin L. King, Jr. Drive
Maynard Terrace	fr Memorial Dr to Van Vleck Ave	15	0.80	5	OW	Wyman Street
McDaniel Street	fr Greensferry St to Ralph D. Abernathy Blvd	15	0.80	4	V	Westview Drive
McDonough Boulevard	fr Capitol Ave to Jonesboro Rd	5	0.25	1	Y	Browns Mill Road
McDonough Boulevard	fr Moreland Dr to Henry Thomas Dr	5	0.30	1	WZ	N. Highland Avenue
McDonough Boulevard	fr Sawtell Ave to Moreland Dr	15	1.00	1	Y	Custer Avenue
McDonough Boulevard	fr Ridge Ave to Sawtell Ave	15	1.00	1	Y	Hill Street
McLendon Avenue	fr Clifton Rd to City limit	1	0.80	6	N	Atlanta-Stone Mountain
McLendon Avenue	fr Euclid Ave to Clifton Rd	15	0.90	6	N	Edgewood/McClendon
McWilliams Road	fr Browns Mill Rd to Jonesboro Rd	15	0.60	1	Z	Jonesboro Road
Meador Avenue	fr Lakewood Ter to Harper Rd	15	0.40	1	Z	Claire Drive
Melvin Drive	fr Kimberly Rd to Fairburn Rd	15	0.80	11	P	Kimberly Rd/Butner Rd
Milton Place	fr Stockwood Dr to Flat Shoals Ave	5	0.20	5	W	Berne Street
Mitchell Street	fr Washington St to Capitol Ave	5	0.10	2	M	Piedmont Ave/Juniper St
Mitchell Street	fr Martin L. King, Jr. Dr to Spring St	15	0.60	2	M	Martin L. King, Jr. Drive
Monroe Drive	fr Tenth St to Virginia Ave	5	0.10	2	E	Tenth Street
Montgomery Ferry Drive	fr Polo Dr to Pelham Rd	15	0.40	6,7	EF	Ansley Park
Moores Mill Road	fr Bolton Rd to W. Wesley Rd	5	1.30	8,9	C	Bolton Road
Moores Mill Road	fr Northside Dr to W. Wesley Rd	5	1.70	8	AC	Chastain-Moores Mill
Moreland Avenue	fr Austin Ave to Woodland Ave	5	1.70	5,6	NW	N. Highland Avenue
Moreland Drive	fr Woodland Ave to McDonough Blvd	5	0.40	1	W	N. Highland Avenue
Morningside Drive	fr E. Rock Spring Rd to Lanier Blvd	15	0.90	6	EF	Morningside Drive

Street Name	Street limit	Yr.	Miles	CD	NPU	Project Name
Mount Gilead Road	fr Headland Dr to Fairburn Rd	15	1.60	11	PR	Mount Gilead Road
Mount Paran Road	fr Paces Ferry Rd to Conway Dr	15	1.50	8	A	Mount Paran Road
Mozley Place	fr Chappell Rd to Chicamauga Ave	15	0.10	3	K	Grove Park
Muse Street	fr Glenwood Ave to Hansell St	15	0.10	1	W	Fulton St/ Glenwood Ave
Niskey Lake Road	fr City limit to Butner Road	15	2.10	11	P	Niskey Lake Road
North Avenue	fr Bedford Pl to Candler Park	15	2.20	2,6	EFM	North Avenue
North Avenue	fr Maddox Park to Ashby St	15	0.30	3	K	North Avenue W
North Avenue W	fr Baker Rd to Maddox Park	15	1.80	3	JK	North Avenue W
North Highland Avenue	fr Rock Springs Rd to Lanier Blvd	5	0.30	6	F	Lenox Road
North Highland Avenue	fr Lanier Blvd to Jackson St	5	3.30	2,6	NF	N. Highland Avenue
Northside Drive	fr Blackland Rd to Moores Mill Rd	5	1.20	8	A	Chastain-Moores Mill
Northside Drive	fr Eighth St to Tech Pkwy	5	0.10	8	E	Howell Mill Road
Northside Drive	fr City limit to Moores Mill Rd	15	2.40	8	A	Northside Drive
Northside Drive	fr Simpson St to Peters St	15	2.00	3,4	LMV	Northside Drive
Northside Parkway	fr City limit to Howell Mill Rd	5	2.30	8	A	Northside Parkway
Northwest Drive	fr Bolton Rd to Jackson Pkwy	15	1.20	9	G	Bolton Road
Oakdale Road	fr City limit to DeKalb Ave	15	1.30	6	N	Oakdale/Whiteford
Oakview Road	fr Boulevard (at Howard St) to City limit	1	0.70	5	O	Eastside Trolley Trail
Old Conley Road	fr Forest Park Rd to City limit (east)	5	0.30	12	Z	Forest Park Road
Old Ivy Road	fr Roswell Rd to Wieuca Rd	5	1.20	7,8	AB	Old Ivy Road
Oliver Road	fr Stone Rd to Greenbriar Pkwy	15	0.15	11	PR	Oliver Road
Ormewood Avenue	fr Woodland Ave to Stockwood Ave	5	0.30	1,5	W	Berne Street
Ormond Street	fr Windsor St to Pryor St	5	0.20	2	V	Browns Mill Road
Paces Ferry Road	fr Chattahoochee River to West Paces Ferry	15	1.60	8	A	Paces Ferry Road
Park Avenue	fr Sydney St to Boulevard	15	0.40	1	W	Fulton St/ Glenwood Ave
Park Drive	fr Ponce de Leon Pl to Piedmont Park	15	0.60	6	F	St. Charles Place
Park Place	fr Edgewood Ave to John W. Dobbs Ave	15	0.20	2	M	Irwin Street
Parkway Drive	fr Highland Ave to Tenth St	15	1.40	2,6	EM	Parkway Drive
Peachtree Battle Avenue	fr Peachtree St to Moores Mill Rd	15	3.20	8	C	Peachtree Battle Avenue
Peachtree Circle	fr Peachtree St to Fifteenth St	15	0.70	7	E	Ansley Park
Peachtree Drive	fr Dale Dr to Highland Dr	5	0.20	7	B	West Wesley Road
Peachtree Drive	fr East Paces Ferry Rd to Highland Dr	15	0.10	7	B	Paces Ferry Road
Peachtree Road	fr Wesley Rd to City limit	15	3.30	7	B	Peachtree Road
Peachtree Street/ Road	fr Whitehall St to Wesley Rd	5	7.00	2,6,7	BEM	Peachtree Street
Pelham Road	fr Montgomery Ferry Dr to Wildwood Rd	15	0.20	6	F	Ansley Park
Pelham Road	fr Wildwood Rd to E. Rock Spring Rd	15	0.50	6	F	Morningside Drive
Perry Boulevard	fr Hollywood Rd to Marietta Blvd	15	3.00	9	G	Perry Boulevard
Peters Street	fr Northside Dr to Ralph D. Abernathy Blvd	15	0.40	4	V	Northside Drive

Street Name	Street limit	Yr.	Miles	CD	NPU	Project Name
Peyton Road	fr Harlan Rd to Benjamin Mays Dr	15	1.40	10	I	Bankhead Hwy/Peyton R
Pharr Road	fr Grandview Ave to Lookout Pl	15	0.20	7	B	Tuxedo Rd/ Valley Rd
Piedmont Avenue	fr Martin L. King, Jr. Dr to Fourteenth St	5	2.70	2,6	EM	Piedmont Ave/Juniper St
Piedmont Avenue	fr Fourteenth St to Montgomery Ferry Dr	15	0.60	7	E	Ansley Park
Plymouth Avenue	fr Carroll Rd to Chattahoochee Ave	15	0.40	9	D	Johnson Road
Polo Drive	fr The Prado to Montgomery Ferry Dr	15	0.40	7	E	Ansley Park
Ponce de Leon Place	fr Virginia Ave to St. Charles Pl	15	0.50	6	F	St. Charles Place
Ponders Avenue	fr Ferst St to Tech Pkwy	1	0.10	8	E	Downtown Loop
Ponders Avenue	fr Bankhead Ave to Tech Pkwy	15	0.10	8	E	Hollywood Road
Powers Ferry Road	fr Jett Road to Putnam Drive	15	1.30	8	A	Mount Paran Road
Pryor Road	fr Fair Dr to Lakewood Wy	5	0.20	12	Y	John A. White-Cleveland
Pryor Road	fr Ridge Ave (south) to Fair Dr	15	1.40	1,4,12	V,Y	Claire Drive
Pryor Street	fr Ormond to Ridge Ave	5	0.40	2	V	Browns Mill Road
Putnam Drive	fr Powers Ferry Rd to Blackland Rd	5	0.20	8	A	Chastain-Moores Mill
Ralph D. Abernathy Boulevard	fr West End MARTA to Capitol Ave	1	1.25	2,4	TV	Abernathy/Georgia Route
Ralph D. Abernathy Boulevard	fr Cascade Road to West End MARTA	5	1.20	4	T	Cascade Road
Ralph D. Abernathy Boulevard	fr West Lake Ave to W. Ontario Ave	15	0.40	10	I	West Lake Avenue
Ralph McGill Boulevard	fr West Peachtree St to Freedom Pkwy	15	1.80	2	MN	Ralph McGill Boulevard
Randall Mill Road	fr Mount Paran Rd to West Paces Ferry Rd	15	1.60	8	A	Mount Paran Road
Rhinehill Road	fr Harper Rd to Browns Mill Rd	15	0.70	1	Z	Claire Drive
Richland Road	fr Lawton St to Westmont Rd	15	0.70	4	S	Lee St/ Venetian Dr
Ridge Avenue	fr Pryor St to Capitol Ave	5	0.50	2	V	Browns Mill Road
Ridgewood Road	fr Moores Mill Rd to Paces Ferry Rd	15	2.70	8	AC	Ridgewood Road
Ridgewood Road	fr Moores Mill Rd to Warren Rd	15	0.10	8	C	Ridgewood Road
Roxboro Road	fr Peachtree Rd to E. Paces Ferry Rd	5	0.50	7	B	Lenox Road
Sandtown Road	fr Cascade Rd to Venetian Dr	5	1.10	4,11	RS	John A. White-Cleveland
Sawtell Avenue	fr McDonough Blvd to Jonesboro Rd	15	0.70	1	Y	Hill Street
School Drive	fr Humphries Dr to Jonesboro Rd	15	0.10	12	Z	Southside Pk-Crown Rd
Sharon Street	fr Mozley Park Trail to Chappell Rd	1	0.20	3	K	Westside Trail
Skipper Drive	fr Harwell Rd to Waterford Rd	15	0.70	9	I	Bankhead Hwy/Peyton R
South Gordon Street	fr Westmeath Dr to Beecher Rd	15	0.40	10	I	West Lake Avenue
South Ponce de Leon Avenue	fr Freedom Trail to City limit	5	0.20	6	N	South Ponce de Leon Av
Southside Industrial Parkway	fr Crown Rd to Jonesboro Rd	15	1.70	12	Z	Southside Pk-Crown Rd
Spring Street	fr Marietta St to Rawson St	5	1.00	2	M	Browns Mill Road
St. Charles Place	fr Ponce de Leon Pl to Briarcliff Rd	15	0.90	6	F	St. Charles Place
Stillwood Drive	fr Virginia Ave N to City limit	5	0.10	6	F	Tenth Street
Stockwood Drive	fr Ormewood Ave to Milton Pl	5	0.10	5	W	Berne Street
Stone Road	fr Fairburn Rd to Oliver Rd	15	0.30	11	PR	Oliver Road

Street Name	Street limit	Yr.	Miles	CD	NPU	Project Name
Stoval Boulevard	fr Vermont Rd to Wieuca Ter	15	0.30	7	B	Loridans Drive
Sydney Street	fr Fulton St to Park Ave	15	0.80	1,2	W	Fulton St/ Glenwood Ave
Sylvan Road	fr Dill Ave to Brewer Blvd	5	0.30	12	X	John A. White-Cleveland
Tech Parkway	fr Ponders Ave to North Ave	1	0.80	2,8	EM	Downtown Loop
Techwood Drive	fr Fifth St to Marietta St	5	1.40	2	EM	Techwood Drive
Tell Road	fr Fairburn Rd to Butner Rd	15	1.20	11	P	Oliver Road
Tenth Street	fr Howell Mill Rd to Monroe Dr	5	2.20	6	E	Tenth Street
The Prado	fr Piedmont Rd to Peachtree Cir	15	0.40	7	E	Ansley Park
Thomasville Drive	fr Henry Thomas Dr to Forest Park Rd	5	0.50	1	Z	Forest Park Road
Tiger Flowers Drive	fr Anderson Ave to Carver Dr	1	0.80	3	J	Westside Trail
Tuxedo Road	fr Blackland Rd to Knollwood Dr	15	0.30	8	A	Chastain-West Wesley
Tuxedo Road	fr Powers Ferry Rd to Blackland	15	0.50	8	A	Habersham Road
Tuxedo Road	fr Northside Dr to Knollwood Dr	15	0.60	8	A	Tuxedo Rd/ Valley Rd
Valley Road	fr Tuxedo Rd to West Paces Ferry Rd	15	1.10	8	AB	Tuxedo Rd/ Valley Rd
Van Vleck Avenue	fr Flat Shoals Ave to Maynard Ter	15	0.40	5	W	Wyman Street
Venetian Drive	fr Sandtown Rd to Campbellton Rd	5	0.40	4	S	John A. White-Cleveland
Venetian Drive	fr Sandtown Rd to Cascade Rd	15	1.60	4,11	RS	Lee St/ Venetian Dr
Vermont Road	fr Winall Down Rd to Stoval Blvd	15	0.20	7	B	Loridans Drive
Virginia Avenue	fr Monroe Dr to Virginia Ave N	5	1.10	6	F	Tenth Street
Virginia Avenue, North	fr Virginia Ave to Stillwood Dr	5	0.20	6	F	Tenth Street
Waldo	fr Hansell St to Berne St	15	0.20	1	W	Fulton St/ Glenwood Ave
Warren Road	fr Ridgewood Rd to Defoors Ferry Rd	15	0.10	8	C	Defoors Ferry Road
Washington Street	fr Edgewood Ave to Mitchell St	5	0.60	2	M	Piedmont Ave/Juniper St
Washita Avenue	fr Highland Ave to Euclid Ave	5	0.20	2	N	N. Highland Avenue
Waterbury Drive	fr Anderson Ave to Anderson Ave	1	0.20	3	J	Westside Trail
Waterford Road	fr Skipper Dr to Collier Dr	15	0.90	9	I	Bankhead Hwy/Peyton R
Wells Street	fr Ralph D. Abernathy Blvd to McDaniel St	15	1.60	4	V	Fulton St/ Glenwood Ave
West Lake Avenue	fr North Ave W to Ralph D. Abernathy Blvd	15	1.30	3	J	West Lake Avenue
West Ontario Avenue	fr Ralph D. Abernathy Blvd to Derry Ave	15	0.10	10	I	West Lake Avenue
West Paces Ferry Road	fr Habersham Rd to Arden Rd	15	0.10	8	A	Chastain-West Wesley
West Paces Ferry Road	fr Paces Ferry Rd to Peachtree St	15	3.30	8	AB	Paces Ferry Road
West Wesley Road	fr Moorse Mill Rd to Piedmont Rd	5	3.80	7,8	BC	West Wesley Road
West Wesley Road	fr Ridgewood Rd to Moores Mill Rd	15	1.50	8	A	Ridgewood Road
Westmeath Drive	fr Derry Ave to South Gordon St	15	0.30	10	I	West Lake Avenue
Westmont Road	fr Cascade Rd to Venetian Dr	15	1.10	4	S	Lee St/ Venetian Dr
Westview Drive	fr Chicamauga Ave to Langhorn St	15	0.20	4	K	Grove Park
Westview Drive	fr Ralph D. Abernathy Blvd to Greensferry St	15	1.70	4	TK	Westview Drive
Whiteford Avenue	fr DeKalb Ave to Woodbine Ave	15	0.90	5	O	Oakdale/Whiteford

Street Name	Street limit	Yr.	Miles	CD	NPU	Project Name
Whitehall Street	fr Memorial Dr to Ralph D. Abernathy Blvd	5	1.10	4	MV	Lee S./Whitehall St
Whitehall Street West	fr Ralph D. Abernathy Blvd to Lee St	5	0.40	4	MV	Lee S./Whitehall St
Wieuca Road	fr Old Ivy Rd to Peachtree Rd	5	0.30	7	B	Old Ivy Road
Wieuca Road	fr Lake Forrest Dr to Old Ivy Rd	15	2.40	7	B	Wieuca Road
Wieuca Terrace	fr Stoval Blvd to Wieuca Rd	15	0.20	7	B	Loridans Drive
Wildwood Road	fr Pelham Rd to Lenox Rd	15	0.80	6	F	Ansley Park
Willis Mill Road	fr Hampton Trail to Cascade Road	1	1.00	11	I	Greenbriar Route
Willis Mill Road	fr Martin L. King, Jr. Dr to Hampton Trail	1	0.50	10	I	Greenbriar Route
Wilson Mill Road	fr Bakers Ferry Rd to Boulder Park Dr	15	0.70	10	H	Boulder Park Drive
Winall Down Road	fr Club Dr to Vermont Rd	15	0.10	7	B	Loridans Drive
Windsor Street	fr Rawson St to Ormond St	5	0.90	2	V	Browns Mill Road
Woodbine Avenue	fr Arkwright Place to Boulevard Dr	1	0.40	5	O	Eastside Trolley Trail
Woodland Avenue	fr Berne St to Ormewood Ave	5	0.10	1	W	Berne Street
Woodland Avenue	fr Cheshire Bridge Rd to Lenox Rd	5	0.05	6	F	Lenox Road
Woodland Avenue	fr Moreland Ave to Moreland Dr	5	2.10	1	W	N. Highland Avenue
Woodward Avenue	fr Grant Street to Boulevard	15	0.50	1	W	Hilliard St/Charokee Ave
Wylie Street	fr Krog St to Flat Shoals Ave	1	0.40	5	N	Eastside Trolley Trail
Wylie Street	fr Boulevard Dr to Carroll St	15	0.70	5	O	Boulevard
Wyman Street	fr Boulevard Dr to Memorial Dr	15	0.40	5	O	Wyman Street
Total			342.27			
One-Year Projects:			21.47			
Five-Year Projects:			99.95			
Fifteen-Year Projects:			220.85			