

6. Bicycle and Pedestrian Plan

The Bicycle and Pedestrian section of the Fulton County Comprehensive Transportation Plan (CTP) is designed to act as a stand-alone document as the Fulton County Bicycle and Pedestrian Plan. The Bicycle and Pedestrian Plan is a 20-year plan to complete the installation of sidewalks along the thoroughfare system, provide bicycle lanes on major corridors, and establish a network of multi-use paths throughout Fulton County. The plan is substantial. It includes almost 150 projects covering more than 450 miles of new sidewalk, bike lanes, and multi-use facilities. Along with projects and strategies proposed in other elements of the CTP, the bicycle and pedestrian plan is an important ingredient in meeting Fulton County's travel demands.

A complete sidewalk system is a key element in establishing a multi-modal transportation system that successfully supports public transportation and other travel demand management strategies. In recognition of these factors, completion of the sidewalk system along collector and arterial streets is the cornerstone of this plan.

Bicycle lanes are recommended along major corridors. Bike lanes are located on the road between the curb or shoulder and the outside travel lane used by vehicles. If positioned on the County's major collector and arterial street system, the bike lanes would provide the routing and connectivity that is needed for experienced bicyclists to travel places in a timely manner while eliminating sidewalk conflicts with

pedestrians. It would also provide routing for longer distance recreational trips.

The Bicycle and Pedestrian Plan includes an array of multi-use paths that will complement and add to the existing and planned recreational amenities. Moreover, the accessibility to parks in the County will be greatly enhanced by the sidewalks and paths. Some shared-use paths are proposed to be located alongside the County's limited access corridors, while others would reside in greenways that would run along the Chattahoochee River and its tributary streams. Both types will offer additional transportation and recreational opportunities.

This plan also contains a set of policies or strategies that link the implementation of the projects to budgetary actions, urban design practices, land-use planning, zoning, road improvements, travel demand management, and subdivision ordinance activities. This is an ambitious plan, the implementation of which will require continued support from the public and constant attention and coordination within and among different departments in the County government.

It would be misleading to suggest that the bicycle and pedestrian plan by itself will have a measurable effect on reducing congestion on the County's streets and highways during daily peak periods. However, it is reasonable to expect that a measurable reduction in peak-period automobile traffic and parking space demand would occur if the impact from the proposed bicycle and sidewalk facilities was considered along with the

proposed transportation demand management (TDM) program, better public transportation, land-use plan policies, and possible reductions in minimum parking space requirements for certain zoning classifications.

The thoroughfare network used in developing the bicycle and pedestrian plan refers to roads that are functionally classified as collectors and arterial streets. This plan does not include provisions of facilities on local streets or inside subdivisions, unless a strategic link was available between subdivisions, or access to commercial centers or public places.

6.1 History of Fulton County Bicycle and Pedestrian Planning

Both North and South Fulton County have sections of existing sidewalks. Generally, these sections are not connected and are focused along retail strips. Medlock Bridge Road is the only corridor in Fulton County to currently have on-street bicycle lanes.

In the Fulton County Comprehensive Master Plan prepared in 1995, a network of bicycle and pedestrian facilities was proposed. The plan called for sidewalks on many major roads. Few, if any, bicycle facilities or shared-use paths were incorporated into the 1995 plan. The existing sidewalks and those proposed in the 1995 plan were incorporated into this plan.

The Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan was adopted in 1993 and supports the current national trend of constructing more bicycle and pedestrian facilities. One of the primary goals of this

document is to focus more resources on making bicycling and walking a safe and convenient form of transportation and to present a plan for the region to accomplish this goal. The Atlanta Regional Commission (ARC) is currently updating this plan to include additional bicycle and pedestrian facilities, as well as to address comments from interested citizens.

Many cooperative communities and organizations envision a continuous shared-use path along the Chattahoochee River, between Helen, Georgia and Columbus, Georgia. This plan is incorporated as part of the Fulton County Bicycle and Pedestrian plan. In addition to the Chattahoochee River plan, other plans by local jurisdictions and organizations were considered and coordinated with as well. These include the following:

- City of Roswell
- City of Alpharetta
- Sandy Springs Revitalization Committee
- PATH Foundation
- Statewide Bicycle Network
- Statewide Scenic Byway Plan

6.2 Plan Development

The Fulton County Bicycle and Pedestrian Plan was developed in conjunction with the overall Fulton County Comprehensive Transportation Plan between April 1999 and December 2000.

6.2.1 Public Involvement

The first round of public information meetings was instrumental in developing the overall Comprehensive Plan goals and objectives. The second series of public information meetings was held to solicit input from the community specifically on the bicycle and pedestrian plan. In January 2000, four additional public meetings were held. During this process, the design team shared preliminary plans and invited comments and feedback from individuals. Participants were asked to fill out printed surveys, which were used to prioritize potential projects, gain a better understanding of the needs of the community, and solicit ideas for particular projects that had not yet been suggested. Verbal comments were also welcome. These comments were recorded and later discussed and addressed by the design team.

The focus of the first series of public workshops was on a design exercise led by the design team. Graphic representations of possible typical sections were explained and feedback from the public on which types of facilities are preferred was documented. Base maps for each study area were provided and participants were given a brief description of the design process. Individuals were then asked to draw on the maps. The drawings documented where people thought that shared-use facilities, bike lanes, sidewalks, etc. should be proposed. (See Appendix A, Public Involvement Plan.)

The transportation design team also gathered in March 2000 for an all-day design workshop. The intent of the workshop was to coordinate efforts within all sections of the Comprehensive Plan. Bicycle and pedestrian improvements were

coordinated with road improvements where possible. The preliminary plan was critiqued from both a design and an engineering standpoint. Public comments from the first series of public participation workshops were discussed and addressed.

The last series of workshops were held in June 2000. At these meetings preliminary plans were presented that attempted to incorporate input received during the first round of public workshops. Participants were again asked to fill out a questionnaire to ascertain the success of the proposed plan in meeting the needs of the community. Verbal comments were also documented and addressed by the design team.

Additional public involvement activities that were undertaken for the Comprehensive Transportation Plan are detailed in Section 3 of this report.

6.2.2 Plan Objectives

Connectivity was the main objective in developing this plan. A combination of off-road trails, bike lanes, and sidewalks was developed to collectively link destinations, including:

- Town Centers
- Regional Trails
- Statewide Bicycle Network
- Schools
- Residential Areas

In South Fulton County, the off-road system consists of multi-use paths that utilize watercourses as corridors to link communities to the Chattahoochee River Corridor Trail. The Chattahoochee River Corridor Trail is envisioned as a continuous greenway path that will eventually connect Helen, Georgia, to Columbus, Georgia. Due to the sparse development in South Fulton County and impending development plans, action should be taken to secure easements and property for the multi-use paths as soon as possible.

South Fulton County's rural character makes an ideal atmosphere for on-road bicycle lanes. This type of system supports cyclists who will use the proposed network for commuting, recreation, and exercise. The planned South Fulton Scenic Byway will have bike lanes along Cedar Grove Road/SR 70, Campbellton-Redwine Road/70, Hutcheson Ferry Road/CR 1391, and Cochran Mill Road/CR 1392. The South Fulton Scenic Byway is connected to communities in South Fulton County with a proposed side path and bike lane network. Sidewalks are recommended along major thoroughfares.

In North Fulton and Sandy Springs, sidewalks, bicycle lanes, and multi-use trails should create a network of facilities to be used for commuting and recreation. Sidewalks are more prevalent in the more populated areas such as Sandy Springs. The off-road portion of the plan consists of multi-use paths that parallel stream corridors and connect communities to the Chattahoochee River Greenway Corridor. Bicycle and pedestrian facilities will tie into existing plans by Atlanta, Roswell, and Alpharetta as well as Sandy Springs Revitalization, Inc.

6.2.3 Review of Current Design Standards and Types of Facilities

American Association of State Highway and Transportation Officials (AASHTO) and Georgia Department of Transportation (GDOT) design guidelines were followed in developing the bicycle and pedestrian facilities. GDOT generally recognizes AASHTO standards as minimum requirements. GDOT offers the following definitions for types of facilities and design criteria:

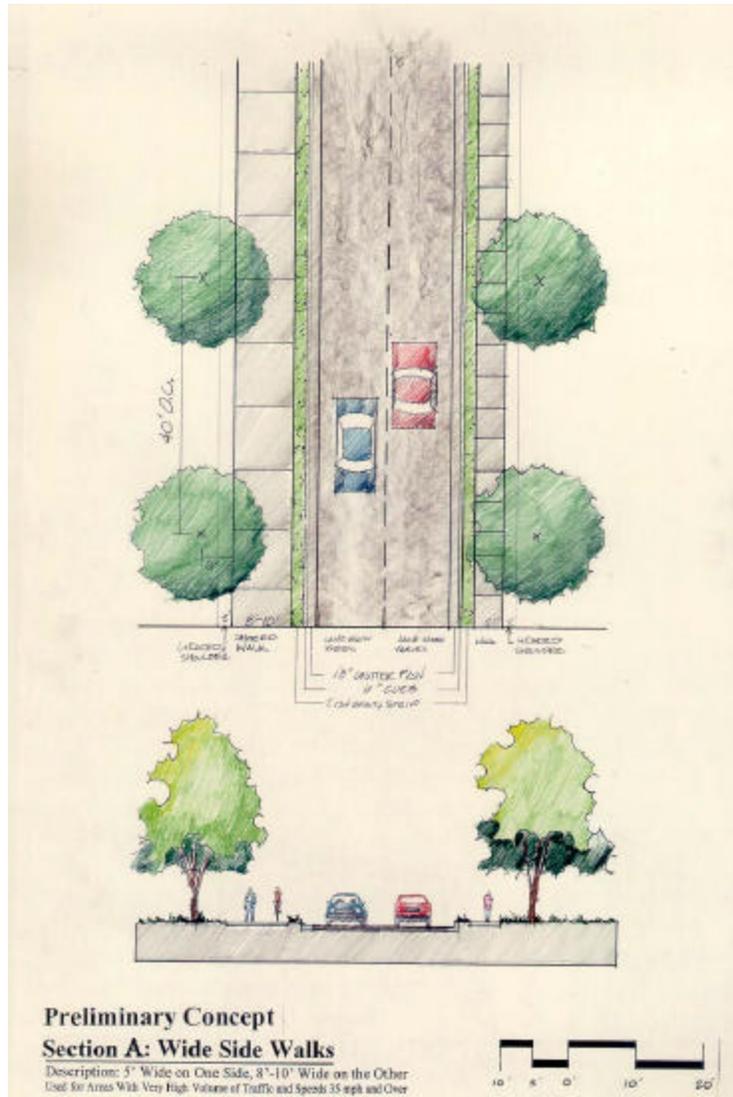


Figure 10. Wide Sidewalk Preliminary Concept

Wide sidewalks are generally discouraged from being accepted as bicycle facilities due to a greater possibility of conflicts between cyclists and both automobiles and pedestrians. There are times when a wide designated sidewalk will work as a shared-use path. On long, narrow bridges, it may be acceptable to share the sidewalk with

bicycles. It may also be appropriate to enhance bicycle facility continuity along roadways with high-speed traffic or high volumes of traffic and limited right-of-way. Roads with high numbers of curb cuts do not make good candidates for wide sidewalks.

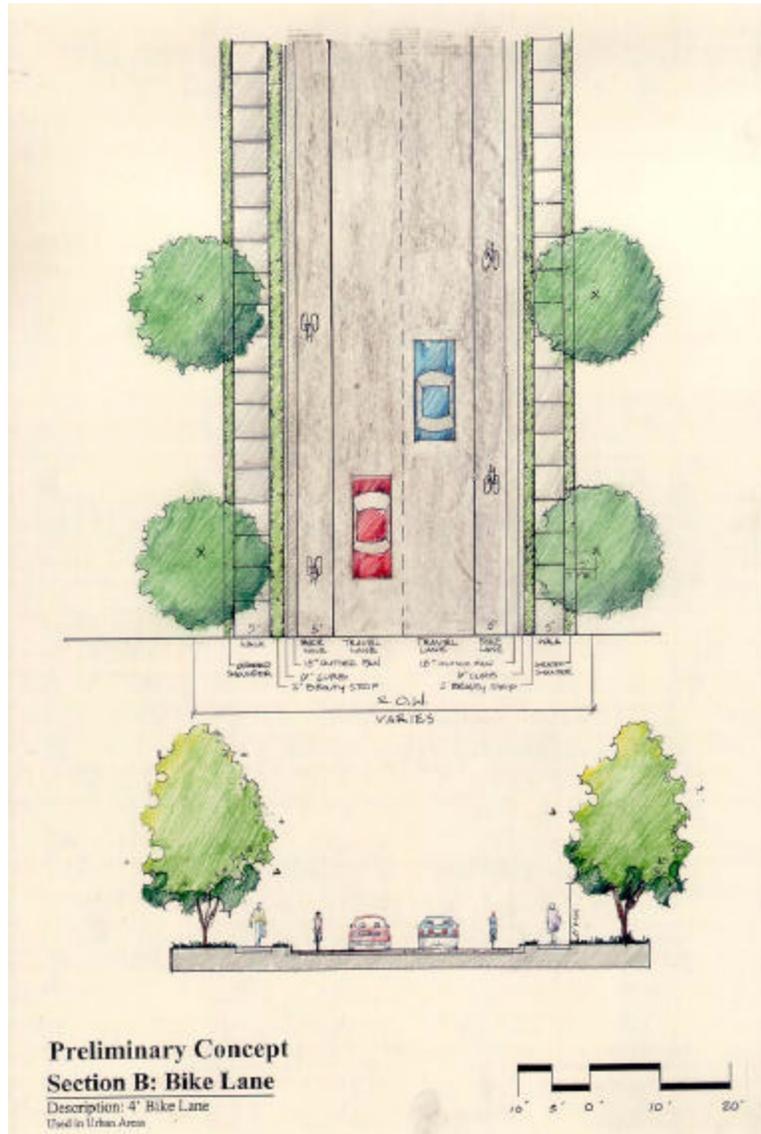


Figure 11. Bike Lane Preliminary Concept

Bike lanes are required to be adjacent to travel lanes and are a minimum of 4 feet wide. Five feet

is recommended as the appropriate width for Fulton County facilities.

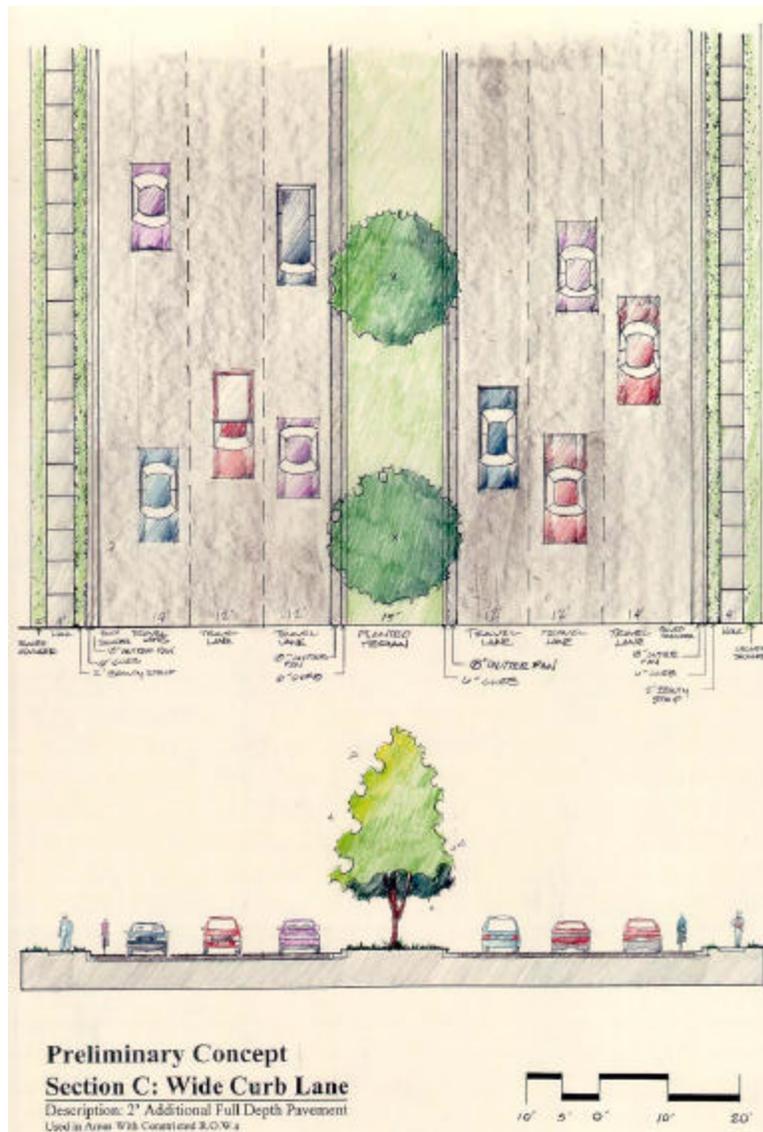


Figure 12. Wide Curb Lane Preliminary Concept

Wide curb lanes are adequate to accommodate bicycle traffic in many situations. Wide curb lanes are usually preferred where shoulders are not provided, such as in restrictive urban areas. A 14-foot lane is desirable to give both motorists and

cyclists maneuvering room. Often, a motorist can pass a cyclist without having to change lanes. On steep hills, sharp bends, or other areas where cyclists may need more room, a 15-foot outside lane is recommended.

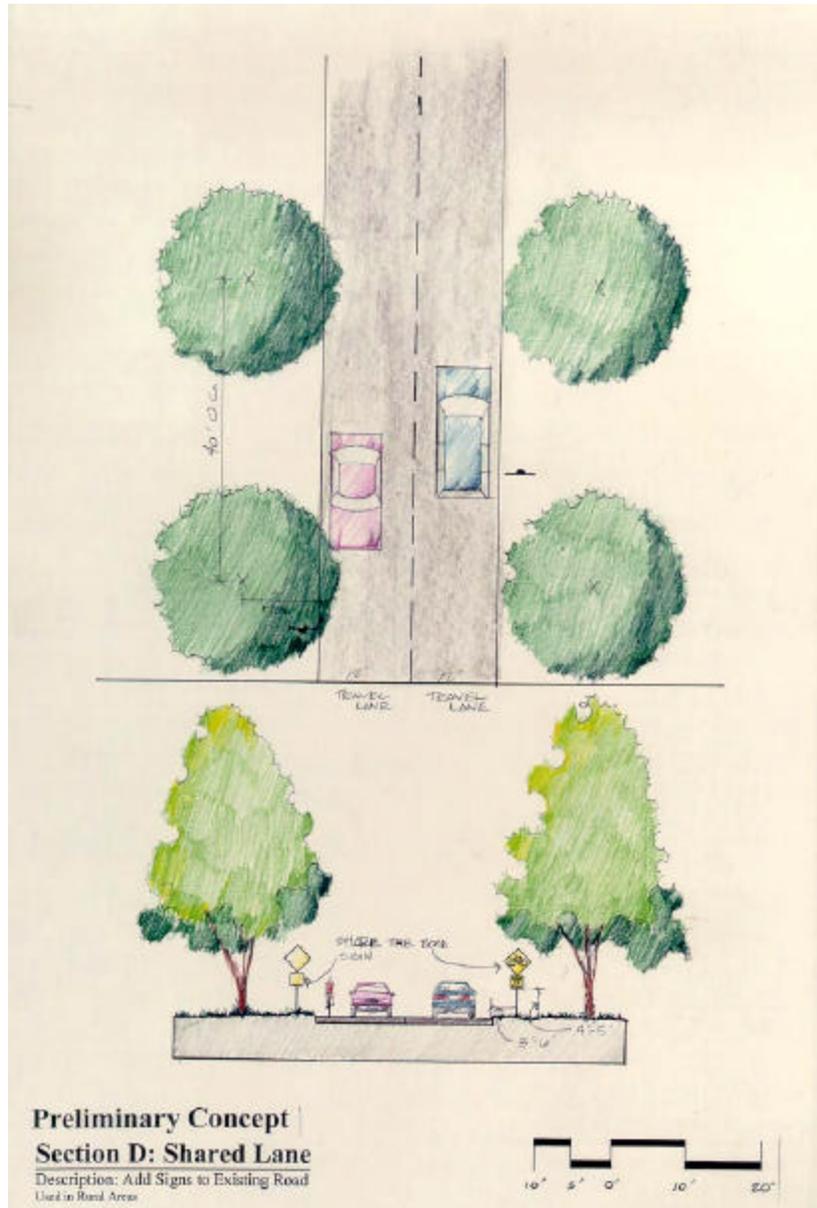


Figure 13. Shared Lanes Preliminary Concept

Shared lanes are used on roadways that have been identified by signing as preferred bicycle routes. There is expected to be some advantage to a signed route over a non-signed route.

Responsible agencies should take action to ensure that signed routes are suitable as shared routes and will be maintained as such.

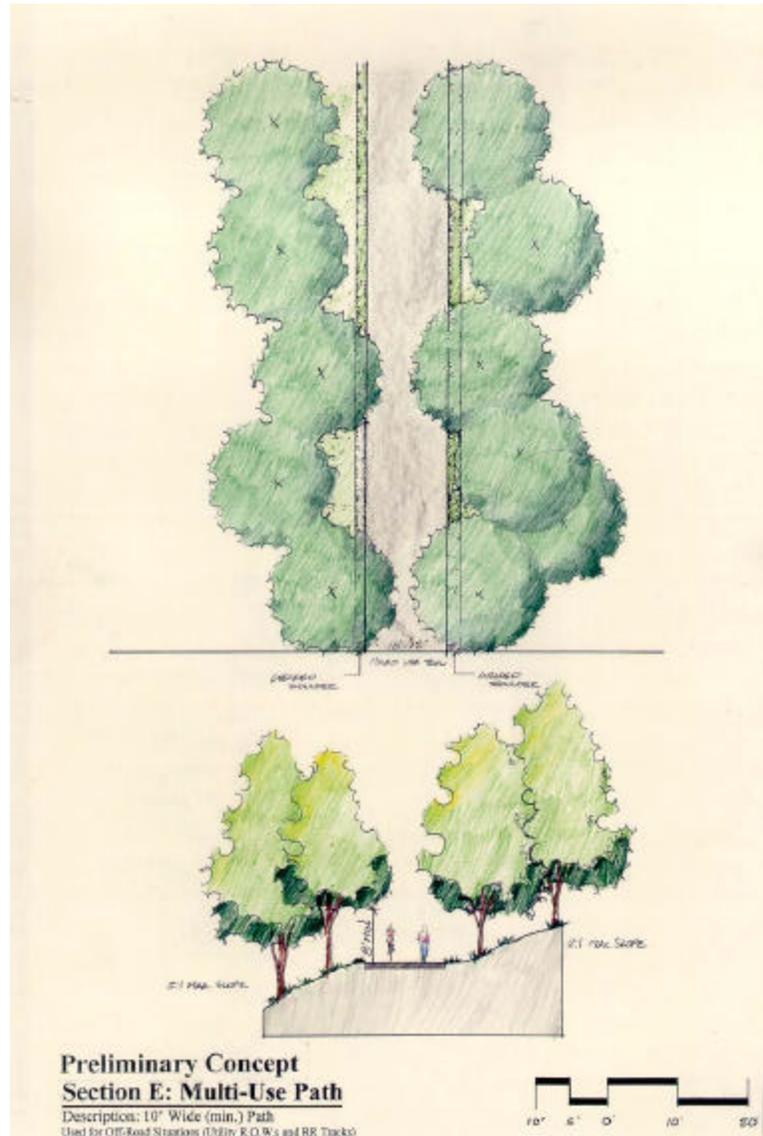


Figure 14. Multi-Use Path Preliminary Concept

Multi-use paths are off-road facilities that typically have an exclusive right-of-way. These facilities tend to follow abandoned railroad rights-of-way, utility easements, streambeds, etc. Typically, conflicts with motorists are minimal on these types of facilities. Multi-use paths are

generally required to be a minimum of 10 feet wide. In rare instances, where use is expected to be minimal and maintenance equipment will use alternate routes, 8 feet is an acceptable width. The widths can be much greater, depending on anticipated use and location.

6.3 Plan Considerations and Project Identification

6.3.1 User Groups

Important considerations in bicycle planning are the skills and preferences of the people who will be using the facilities. In the AASHTO Guide for the Development of Bicycle Facilities (1999), AASHTO recognizes three types of bicycle users: Types A, B, and C. Below is a brief explanation of each type:

Type A Cyclist

The Type A cyclist represents a confident adult cyclist who is especially skilled in his/her bicycle riding ability. Type A cyclists will compete with cars for space on the road and prefer to reach their destination with as few obstacles as possible. They will ride on roads, wide curb lanes or bike lanes. Type A cyclists commute to work or ride long distances for recreation.

Type B Cyclist

Type B riders are adults who demonstrate competent bicycle riding. Type B cyclists prefer not to mix with automobile traffic; however, they understand the rules of the road and can mix with automobile traffic if traffic speed and volume are low. Type B riders prefer to ride on facilities separated from automobile traffic or on residential streets or quiet roads that do not have much traffic. Off-road trails are ideal for Type B cyclists. Bike lanes are sometimes beneficial if the traffic volume and speed are low. Destination is a secondary consideration for Type B users. Recreation is typically the main goal of Type B cyclists.

Type C Cyclist

Type C bicyclists are children. Children may be skilled riders; however, they do not know traffic laws and should therefore not be expected to ride on roads where automobile traffic is a consideration. Residential streets with low traffic volume and speed are acceptable routes. Off-road, shared-use paths are ideal for children. Their destinations tend to be parks, schools, libraries and residential neighborhoods.

6.3.2 Additional Considerations for Bicycle and Pedestrian Planning

Understanding the users of bicycle and pedestrian facilities is important, but there are additional considerations when planning the facilities. The physical properties of each possible route need to be evaluated and understood. Of course, each proposed facility has to meet requirements for universal accessibility. Sidewalks should be provided where they will serve transit routes. Facilities should serve to allow people to move easily within and between communities. Possible routes were inventoried and evaluated using the following criteria:

- Potential Problems
 - Shoulder Deficiencies
 - Steep Embankments
 - Frequent Intersections
 - Numerous Curb Cuts
- Scenic Potential

- Suitability for Bicycling
 - Impediments
 - Incline/Decline
 - Shoulder Width
- Motor Vehicle Traffic Volume
- Percentage and Volume of Bus and Truck Traffic
- Vehicular Speed
 - Posted Speed Limit
 - Estimated Actual Speeds
- Obstructions and Impediments
- Lane Numbers and Widths
- Transit Stations
- Bus Stops
- Pedestrian Generators

Connect schools to nearby residential areas

Link to public transportation

Coincide with high-priority road improvement projects

Connect residential areas to commercial centers

Connect residential areas to parks

Connect residential areas to town centers

Provide bicycle facilities to link the north and south

Provide bicycle facilities to link the west and east

Connect parks to each other

Tie into existing and proposed projects from neighboring jurisdictions

Link facilities within the County to proposed and existing regional and statewide systems

Projects were then prioritized for funding based on how responsive each was to the criteria listed above. However, if a project coincides with nearby construction or utility relocations, the project should be accelerated, making it more cost-effective.

6.3.3 Project Identification

Projects were identified using the following criteria:

Public accessibility

Improve safety at places with high incidence of accidents

Fill gaps in existing sidewalks

6.3.4 Cost Estimates

Estimated costs of the bicycle and pedestrian facilities include costs for construction of the sidewalk, bike lane, or path facilities only. Almost every project proposed in the work programs will include additional costs that pertain to one or

more of the following items: preliminary design fees, partial route relocations, right-of-way acquisitions or easement privileges, extra grading/excavation, retaining walls, bridges, and utility relocations. The basic unit construction costs per linear foot of facilities is shown below.

Table 9. Summary of Estimated Costs per Linear Foot	
5' Concrete Walk	\$50/lf
Cost Includes:	
4" Concrete Section	
2' – 3' Beauty Strip	
Aggregate Base	
Clearing and Grubbing	
Minimal Grading and Drainage	
Seeding and Erosion Control	
10' Concrete Walk	\$100/lf
Cost Includes:	
4" Concrete Section	
5' Beauty Strip	
Aggregate Base	
Clearing and Grubbing	
Minimal Grading and Drainage	
Seeding and Erosion Control	
10' – 12' Concrete Path	\$200/lf
Cost Includes:	
4" Asphalt Section	
Aggregate Base	
Clearing and Grubbing	
Minimal Grading and Drainage	
Seeding and Erosion Control	
Limited Bridges and Abutments	
Limited Road Crossings	
Limited Parking Facilities	
Bike Lanes	\$50/lf
Cost Includes:	
2' Asphalt Rumble Strip	
4' Asphalt Bike Lane	
Two 6" White Painted Stripes	
Grading and Site Preparation	
Signed Share the Road	\$1/lf
Cost Includes:	
Directional and Safety Signs	
Limited Road Edge Repair	
Limited Obstacle Removal	

Descriptions of typical cross sections for each different facility type and construction-related services that are included in the unit costs are also presented in the table.

6.4 Bicycle/Pedestrian Recommendations

6.4.1 Bicycle/Pedestrian Policies

There are a number of policies or strategies Fulton County should consider in carrying the proposed projects forward from the plan stage to implementation.

6.4.1.1 Implementation and Maintenance

Policy: Take necessary steps to describe the plan to the public and gain acceptance from the community.

Policy: Assign overall responsibility for coordinating and updating the plan and executing its implementation to one person in one County department such as the Transportation Division of the Department of Public Works.

Policy: Seek a steady source of dedicated funds within the County that would be available for preliminary design work and plan modifications in accordance with opportunities and obstacles that present themselves as the County and plan grow.

Policy: Indicate to County departments and members of the community the name of the contact person who will be responsible for ongoing repair and maintenance of the bike and sidewalk system. The Transportation Division of the Department of Public Works and/or the Parks

and Recreation Department are obvious choices for this responsibility. The objective of maintenance may be enhanced with an “Adopt a Path” program.

Policy: Provide adequate funding for repairs and maintenance on that portion of the bicycle and sidewalk network that is the County’s responsibility.

Policy: Be flexible in implementing and updating the plan to take maximum advantage of future road improvements, streetscaping projects, and significant new developments/ re-developments.

Policy: Coordinate strategies with the Fulton County School Board, private schools, Fulton County Public Works, and the Board of Commissioners to make properties bike and pedestrian friendly.

6.4.1.2 Project Development

Policy: Future transit stations or shelter areas should provide bicycle storage facilities and include site plans that are pedestrian and bicycle friendly (e.g., park and ride lots, rail stations or bus route junctions).

Policy: Identify key parcels of land that may be used for strategic bike and pedestrian linkages between subdivisions.

Policy: Conceptual designs for transportation improvement projects should consider treatments that will enhance the County’s bike and pedestrian facilities. This is especially important for bridge rehabilitations and intersection improvements.

6.4.1.3 Land Use and Development Regulations

Policy: Review building codes for certain zoning categories or in certain districts, such as overlay districts to require developers to provide sidewalks and, possibly, bicycle facilities. Modify building codes in these districts to include provisions for easy access by pedestrians or bicyclists and to include facilities for storing bicycles. Reduce building setback and review parking requirements to encourage access by pedestrians and bicyclists.

Policy: Provide incentives such as credits toward impact fees to subdivisions, landowners, businesses, and developers who will provide land or easements for sections of the proposed bicycle and pedestrian facilities.

6.4.1.4 Safety

Policy: Encourage the education of pedestrians, bicyclists, and motorists about the rules of the road and what they can do to make transportation corridors safer for everyone.

Policy: Make existing facilities safer with streetlights, signalized pedestrian crossings (mid-block if necessary), boldly painted crosswalks, and signals that respond to bicycles.

6.4.2 Bicycle and Pedestrian Project Recommendations

Projects are sorted by commission district. Maps are included at the end of this section.

6.4.2.1 District 3 Bicycle and Pedestrian Projects

Project Type	Type	Project Description	Subarea	Cost	Fulton CTP Network Year	Comm District
Bike & Ped	Bike Lane	Barnwell Road from Holcomb Bridge Road to Jones Bridge Road	NF	\$412,000	2005	3
Bike & Ped	Bike Lane	McGinnis Ferry Road from Sargent Road to Chattahoochee River	NF	\$832,000	2005	3
Bike & Ped	Bike Lane	Hickory Flat Road from Birmingham Highway to Cherokee County line	NF	\$203,000	2005	3
Bike & Ped	Bike Lane	Rivermont Parkway from Barnwell Road to Holcomb Bridge Road	NF	\$229,000	2010	3
Bike & Ped	Bike Lane	Etris Road from Cox Road to Cagle Road	NF	\$74,000	2010	3
Bike & Ped	Bike Lane	Kimball Bridge Road from Alpharetta to Jones Bridge	NF	\$499,000	2020	3
Bike & Ped	Bike Lane	Cogburn Road from Cumming Highway to Hopewell Road	NF	\$554,000	2020	3
Bike & Ped	Bike Lane	Hopewell Road from Cogburn to Fulton County limit	NF	\$702,000	2020	3
Bike & Ped	Bike Lane	Hamby Road from Hopewell to Forsyth County	NF	\$203,000	2020	3
Bike & Ped	Bike Lane	Birmingham Highway from Crabapple Road to Fulton County limit	NF	\$1,294,000	2020	3
Bike & Ped	Bike Lane	Birmingham Road from Birmingham Highway to Hopewell Road	NF	\$499,000	2020	3
Bike & Ped	Bike Lane	New Providence Road from Cherokee County to Bethany Road	NF	\$554,000	2020	3
Bike & Ped	Bike Lane	Cagle Road from Etris Road to Arnold Mill Road	NF	\$111,000	2020	3
Bike & Ped	Bike Lane	Cox Road from Etris Road to Roswell city limit	NF	\$111,000	2020	3
Bike & Ped	Bike Lane	Green Road from Houze Road to Crabapple Road	NF	\$111,000	2020	3
Bike & Ped	Bike Lane	Crabapple Road from Green Road to Alpharetta city limit	NF	\$37,000	2020	3
Bike & Ped	Bike Lane	Bethany Road from New Providence Road to Camp Creek	NF	\$554,000	2020	3

Project Type	Type	Project Description	Subarea	Cost	Fulton CTP Network Year	Comm District
Bike & Ped	Bike Lane	Sargent Road from Jones Bridge Road to McGinnis Ferry Road	NF	\$239,000	2020	3
Bike & Ped	Bike Lane & Sidewalks	Buice Road and Spruill Road from Jones Bridge Road to Old Alabama	NF	\$715,000	2005	3
Bike & Ped	Bike/Ped	Holcomb Bridge Road sidewalks from Scott Road to Barnwell Road	NF	\$688,000	2005	3
Bike & Ped	Multi-Use	Johns Creek Greenway: Phase 1 Chattahoochee River to Abbotts Bridge Road	NF	\$1,000,000	2005	3
Bike & Ped	Multi-Use	Johns Creek Greenway: Phase 2 Abbotts Bridge Road to Forsyth County line	NF	\$625,000	2005	3
Bike & Ped	Multi-Use	Camp Creek Greenway from GA 400 to Bethany Road	NF	\$871,000	2005	3
Bike & Ped	Multi-Use	Chicken Creek (East/West) Greenway: Cherokee County to Forsyth County	NF	\$475,000	2010	3
Bike & Ped	Multi-Use	Chicken Creek (North/South) Greenway: East/West line to Forsyth County	NF	\$3,564,000	2010	3
Bike & Ped	Multi-Use	Chicken Creek (extension) Greenway: East/West line south to Bethany	NF	\$475,000	2010	3
Bike & Ped	Multi-Use	GA 400 Corridor Greenway Alpharetta to Fulton County limit	NF	\$871,000	2010	3
Bike & Ped	Multi-Use	Chattahoochee River Greenway: along N. Fulton County border	NF	\$16,632,000	2020	3
Bike & Ped	Multi-Use	Pedestrian link between the Sandy Springs MARTA station and the North Springs MARTA station from Abernathy to Hammond	NF	\$3,551,000	2005	3
Bike & Ped	Bike Lane	Taylors Road from Jones Bridge to John's Creek	NF	\$871,000	2005	3
Bike & Ped	Multi-Use	Rogers Bridge Multi-Use Trail Facility from Fulton County line to Rogers Circle	NF	\$1,650,000	2005	3
Bike & Ped	Multi-Use	Holcomb Bridge (south side) Trail from Roswell to Scott Road and Barnwell to Fulton County limit	NF	\$2,693,000	2020	3
Bike & Ped	Sidewalks	Abbot's Bridge Road from Alpharetta to Gwinnett County	NF	\$718,000	2005	3
Bike & Ped	Sidewalks	Dalrymple Road from Roswell Road to Riverside/Brandon Mill	SS	\$486,000	2005	3
Bike & Ped	Sidewalks	Riverside Drive from Dalrymple/Brandon Mill to Johnson Ferry Road	SS	\$232,000	2005	3

Project Type	Type	Project Description	Subarea	Cost	Fulton CTP Network Year	Comm District
Bike & Ped	Sidewalks	Trowbridge Road from Dalrymple Road to Roswell Road	SS	\$275,000	2005	3
Bike & Ped	Sidewalks	Boles Road from Abbott's Bridge to Bell	NF	\$211,000	2005	3
Bike & Ped	Sidewalks	Jones Bridge Road from Old Alabama to Forsyth County	NF	\$950,000	2005	3
Bike & Ped	Sidewalks	Buice Road from Alpharetta to Jones Bridge	NF	\$380,000	2005	3
Bike & Ped	Sidewalks	Rucker Road from Houze Road to Arrowood Lane	NF	\$422,000	2005	3
Bike & Ped	Sidewalks	Alpharetta Road from Alpharetta to Forsyth County	NF	\$570,000	2005	3
Bike & Ped	Sidewalks	Bell Road from Abbott's Bridge to Forsyth County	NF	\$760,000	2005	3
Bike & Ped	Sidewalks	State Bridge Road from Jones Bridge Road to Medlock Bridge Road	NF	\$1,400,000	2005	3
Bike & Ped	Sidewalks	Crabapple Streetscape (Crabapple Road/Birmingham Highway and Mayfield/Broadwell Road)	NF	\$1,241,000	2005	3
Bike & Ped	Sidewalks	Peachtree-Dunwoody Road from Hammond Drive to Mount Vernon Road	SS	\$100,000	2005	3
Bike & Ped	Sidewalks	Buice Road from Spruill Road to Old Alabama	NF	280,000	2010	3
Bike & Ped	Sidewalks	Dunwoody Place from Roswell Road to Northridge Road	SS	\$385,000	2005	3
Bike & Ped	Sidewalks	Add sidewalks on all additional collectors and arterials	NF	\$20,000,000	2020	3
Bike & Ped	Sidewalks	Spalding Drive from Peachtree-Dunwoody Road to Holcomb Bridge Road	SS	\$125,000	2005	3
Total District 3 Bicycle and Pedestrian Projects				\$70,434,000		

6.4.2.2 District 4 Bicycle and Pedestrian Projects

Project Type	Type	Project Description	Subarea	Cost	Fulton CTP Network Year	Comm District
Bike & Ped	Bike Lane	Johnson Ferry Road from Roswell Road to Hammond Drive	SS	\$55,000	2005	4
Bike & Ped	Bike Lane	Riverside Drive from River Valley Road to Heard's Ferry Road	SS	\$74,000	2005	4
Bike & Ped	Bike Lane	Mount Vernon Parkway from Heards Ferry Road to Roswell Road	SS	\$591,000	2005	4
Bike & Ped	Bike Lane	Hammond Drive from Mount Vernon Parkway to Roswell Road	SS	\$148,000	2005	4
Bike & Ped	Bike Lane	Hammond Drive from Glenridge Drive to DeKalb County	SS	\$148,000	2005	4
Bike & Ped	Bike Lane	River Chase Circle from Heard's Ferry to Chattahoochee River	SS	\$111,000	2005	4
Bike & Ped	Bike Lane	Mount Vernon Highway from Northside Drive to Powers Ferry	SS	\$148,000	2005	4
Bike & Ped	Bike Lane	Powers Ferry Road from Mount Vernon Highway to Atlanta	SS	\$277,000	2005	4
Bike & Ped	Bike Lane	Mount Vernon Highway from Northside Drive to Heards Ferry Road	SS	\$100,000	2005	4
Bike & Ped	Bike Lane	Glenridge Drive from Johnson Ferry to Abernathy	SS	\$148,000	2010	4
Bike & Ped	Bike Lane	Long Island Drive from Johnson Ferry to Island Creek	SS	\$111,000	2010	4
Bike & Ped	Bike Lane	Bonnie Lane from Johnson Ferry to Island Creek	SS	\$94,000	2010	4
Bike & Ped	Bike Lane	Abernathy Road from Johnson Ferry Road to DeKalb County	SS	\$15,000	2010	4
Bike & Ped	Bike Lane	Carpenter Road from Roswell Road to Sandy Springs Greenway	SS	\$52,000	2010	4
Bike & Ped	Bike Lane	Glenlake Parkway/Glenridge Drive from Abernathy Road to Spalding	SS	\$218,000	2010	4
Bike & Ped	Bike Lane	Johnson Ferry Road from Cobb County line to Abernathy Road	SS	\$136,000	2010	4
Bike & Ped	Bike Lane	Northside Drive from Atlanta city limits to Mount Vernon Highway	SS	436,000	2010	4

Project Type	Type	Project Description	Subarea	Cost	Fulton CTP Network Year	Comm District
Bike & Ped	Bike Lane	Dunwoody Club Drive from Roberts Drive to DeKalb County	SS	\$21,000	2005	4
Bike & Ped	Bike Lane	Heards Ferry Road from Mount Vernon to River Chase Circle	SS	\$16,000	2005	4
Bike & Ped	Bike Lane & Sidewalk	Riverside Drive from Johnson Ferry Road to I-285	SS	\$1,980,000	2005	4
Bike & Ped	Bike Lane & Sidewalk	Johnson Ferry Road from Abernathy Road to Roswell Road	SS	\$1,200,000	2005	4
Bike & Ped	Bike Lanes & Sidewalks	River Valley Road from Abernathy Road to Riverside Road	SS	\$1,320,000	2005	4
Bike & Ped	Bike/Ped	Lake Forest Drive from I-285 to Atlanta (signed only)	SS	\$14,000	2005	4
Bike & Ped	Multi Use	I-285 corridor from Chattahoochee River to GA 400	SS	\$3,564,000	2005	4
Bike & Ped	Multi Use	Cherry Tree Lane from Abernathy to Mount Vernon	SS	\$713,000	2010	4
Bike & Ped	Multi Use	Sandy Springs Circle from Roswell Road to Lake Forrest	SS	\$713,000	2010	4
Bike & Ped	Multi Use	Hammond Drive from Roswell Road to Glenridge Drive	SS	\$475,000	2010	4
Bike & Ped	Multi Use	Bonnie Lane to Mount Vernon Parkway	SS	\$317,000	2010	4
Bike & Ped	Multi Use	Long Island Road to Mount Vernon Parkway	SS	\$634,000	2010	4
Bike & Ped	Multi Use	Chattahoochee River Greenway from I-285 to Atlanta city limits	SS	\$3,000,000	2020	4
Bike & Ped	Multi Use	Nancy Creek Greenway: DeKalb County line to Atlanta city limits	SS	\$1,895,000	2020	4
Bike & Ped	Multi Use	Sandy Springs Greenway East: Mount Vernon Highway to Abernathy Road	SS	\$238,000	2020	4
Bike & Ped	Multi Use	Sandy Springs Greenway West: Carpenter Drive to Abernathy Road	SS	\$388,000	2020	4
Bike & Ped	Multi Use	Holcomb Bridge Road (south side): Alpharetta city limits to Fulton County limit	SS	\$3,010,000	2020	4
Bike & Ped	Multi-Use	Chattahoochee River Greenway from Roswell city limits to I-285	SS	\$8,395,000	2010	4
Bike & Ped	Multi-Use	GA 400 corridor greenway from Atlanta city limits to Roswell city limits	SS	\$7,207,000	2010	4

Project Type	Type	Project Description	Subarea	Cost	Fulton CTP Network Year	Comm District
Bike & Ped	Sidewalks	Northside Drive from Mount Vernon Highway to Atlanta	SS	\$528,000	2005	4
Bike & Ped	Sidewalks	Mount Vernon Parkway from Mount Vernon Highway to Roswell Road	SS	\$100,000	2005	4
Bike & Ped	Sidewalks	Hammond Drive from Glenridge Drive to DeKalb County line	SS	\$688,000	2005	4
Bike & Ped	Sidewalks	Johnson Ferry Road from Bonnie Lane to Abernathy	SS	\$63,000	2005	4
Bike & Ped	Sidewalks	Mount Paran Road from Atlanta city limits to Roswell Road (fill gaps)	SS	\$127,000	2005	4
Bike & Ped	Sidewalks	Roswell Road from Johnson Ferry to Hammond Drive	SS	\$100,000	2005	4
Bike & Ped	Sidewalks	Northridge Road from Roswell Road to SR 400	SS	\$275,000	2005	4
Bike & Ped	Sidewalks	Roswell Road from I -285 to Atlanta city limits	SS	\$950,000	2005	4
Bike & Ped	Sidewalks	Sandy Springs Roswell Road Streetscape: Johnson Ferry Road to Hammond Drive	SS	\$660,000	2005	4
Bike & Ped	Sidewalks	Glenridge Drive from Roswell Road to Glenridge Connector	SS	\$600,000	2010	4
Bike & Ped	Sidewalks	Northland Drive from Glenridge to Greenland	SS	\$169,000	2010	4
Bike & Ped	Sidewalks	Greenland Road from Glenridge to Northland	SS	\$84,000	2010	4
Bike & Ped	Sidewalks	Trimble Road from GA 400 to Peachtree-Dunwoody	SS	\$169,000	2010	4
Bike & Ped	Sidewalks	Mount Vernon Highway from Johnson Ferry Road to DeKalb County line	SS	\$2,200,000	2010	4
Bike & Ped	Sidewalks	Glenridge Drive from Johnson Ferry Road to Mount Vernon Highway	SS	\$70,000	2010	4
Bike & Ped	Sidewalks	Sidewalks on all additional local streets, collectors and arterials	SS	\$20,000,000	2020	4
Total District 4 Bicycle and Pedestrian Projects				\$64,745,000		

6.4.2.3 District 5 Bicycle and Pedestrian Projects

Project Type	Type	Project Description	Subarea	Cost	Fulton CTP Network Year	Comm District
Bike & Ped	Multi Use	Chattahoochee River Greenway from Bear Creek to city of Atlanta	SW	\$15,919,000	2010	5, 7
Bike & Ped	Sidewalk	Additional sidewalks, as needed, along neighborhood streets	SW	5,000,000	2020	5
Bike & Ped	Multi Use	Bear Creek Greenway, south to Fulton County line	SF	\$9,583,000	2010	5, 7
Total District 5 Bicycle and Pedestrian Projects				\$30,502,000		

6.4.2.4 District 7 Bicycle and Pedestrian Projects

Project Type	Type	Project Description	Subarea	Cost	Fulton CTP Network Year	Comm District
Bike & Ped	Bike Lane	Roosevelt Highway (29) from Palmetto city limits to Fairburn city limits	SF	\$480,000	2005	7
Bike & Ped	Bike Lane	Old National Highway from East Point city limits to Fayette County	SF	\$739,000	2005	7
Bike & Ped	Bike Lane	Campbellton Road from the city limits to Fulton County line	SF	\$2,421,000	2005	7
Bike & Ped	Bike Lane	Roosevelt Highway from Union city limits, north to Atlanta city limits	SF	\$906,000	2020	7
Bike & Ped	Bike Lane	Upper Rico Road from South Fulton Parkway to Cochran Mill (Route 15)	SF	\$203,000	2020	7
Bike & Ped	Bike Lane	South Fulton Parkway from Fulton County line, east to Cochran Mill Road	SF	\$111,000	2020	7
Bike & Ped	Bike Lane	Rivertown Road from Cedar Grove to Hobgood	SF	\$166,000	2020	7
Bike & Ped	Bike Lane	Hobgood Road from Rivertown to Roosevelt Highway (29)	SF	\$351,000	2020	7
Bike & Ped	Bike Lane	Cedar Grove Road from Rivertown Road to South Fulton Parkway	SF	\$259,000	2010	7
Bike & Ped	Bike Lane	Wilkerson Mill Road from Palmetto City limits to Cochran Mill	SF	\$572,000	2020	7
Bike & Ped	Bike Lanes and Sidewalks	Buffington Road/Red Oak Road from Flat Shoals to Roosevelt Highway	SF	\$4,503,000	2005	7

Project Type	Type	Project Description	Subarea	Cost	Fulton CTP Network Year	Comm District
Bike & Ped	Bike Lane	Cochran Mill Road from Chattahoochee River to Rivertown Road	SF	\$1,600,000	2010	7
Bike & Ped	Bike Lane	Cochran Mill Road from Rivertown Road to Hutcheson Ferry Road	SF	1,000,000	2010	7
Bike & Ped	Bike Lanes and Sidewalks	Flat Shoals Road from I-85 to Old National Highway: add median, bike lanes, and sidewalks	SF	\$1,500,000	2005	7
Bike & Ped	Bike Lane	Welcome All Road from Jailette to East Point	SW	\$129,000	2005	7
Bike & Ped	Bike Lane	Scarborough Road from Stonewall Tell to Jailette	SW	\$227,000	2005	7
Bike & Ped	Bike Lane	Union Road from Stonewall Tell to Butner	SW	\$203,000	2005	7
Bike & Ped	Bike Lane	Stonewall Tell Road from Union City to Union Road	SW	\$388,000	2005	7
Bike & Ped	Bike Lane	Ridge Road from Cedar Grove to Campbellton-Fairburn	SW	\$308,000	2005	7
Bike & Ped	Bike Lane	Jailette Road from South Fulton Parkway to Wolf Creek Extension	SW	\$227,000	2010	7
Bike & Ped	Bike Lane	Butner Road from Campbellton Fairburn Highway to Union Road	SW	\$831,000	2010	7
Bike & Ped	Bike Lane	Campbellton Road from Douglas County to New Hope	SW	\$650,000	2010	7
Bike & Ped	Bike Lane	New Hope Road from Campbellton to Cascade	SW	\$317,000	2005	7
Bike & Ped	Bike Lane	Cedar Grove Road from South Fulton Parkway to Bear Creek	SW	\$1,478,000	2020	7
Bike & Ped	Bike Lane	Hutcheson Ferry from Cochran Mill Road to Palmetto city limit	SF	300,000	2010	7
Bike & Ped	Multi Use	Camp Creek Greenway: Atlanta to Chattahoochee River	SW	\$5,148,000	2005	7
Bike & Ped	Multi Use	Utoy Creek Greenway: Boulder Park, South to city of Atlanta	SW	\$2,138,000	2005	7
Bike & Ped	Multi Use	Fulton Industrial Boulevard from Campbellton Road to Camp Creek Parkway	SW	\$1,600,000	2010	7
Bike & Ped	Multi Use	Chattahoochee River Greenway from Bear Creek to city of Atlanta	SW	\$15,919,000	2010	5,7
Bike & Ped	Multi Use	Fairburn Road Trail: Garrison to CSX Railroad	SW	\$2,200,000	2005	7

Project Type	Type	Project Description	Subarea	Cost	Fulton CTP Network Year	Comm District
Bike & Ped	Multi Use	Cascade Palmetto Highway (154) Trail: South Fulton Parkway to Campbellton Road	SW	\$7,682,000	2020	7
Bike & Ped	Multi Use	Camp Creek Parkway (south side) Trail: Chattahoochee River to Atlanta	SW	\$5,227,000	2020	7
Bike & Ped	Multi Use	Morning Creek Greenway: Flat Shoals to Roosevelt Highway (29)	SF	\$2,138,000	2005	7
Bike & Ped	Multi Use	Morning Creek Extension A Greenway: Morning Creek to Lake	SF	\$63,000	2005	7
Bike & Ped	Multi Use	Morning Creek Extension B Greenway: Morning Creek to Lantern	SF	\$338,000	2005	7
Bike & Ped	Multi Use	Wolf Creek Greenway: Butner to Mason Road Park	SF	\$3,643,000	2010	7
Bike & Ped	Multi Use	Bear Creek, south to Fulton County line	SF	\$9,583,000	2010	5, 7
Bike & Ped	Multi Use	Bear Creek Greenway: John Rivers to wetland area	SF	\$6,574,000	2020	7
Bike & Ped	Multi Use	Bear Creek Greenway: Fairburn to Lake	SF	\$2,376,000	2020	7
Bike & Ped	Multi Use	Lantern Road Path: Old National Highway to Morning Creek Extension B	SF	\$238,000	2005	7
Bike & Ped	Multi Use	Feldwood Road Path: Roosevelt Highway (29) to Benjamin E. Bonneker Elementary School	SF	\$633,000	2005	7
Bike & Ped	Multi Use	Hutcheson Ferry Road Path: Cochran Mill to Campbellton – Redwine	SF	\$380,000	2005	7
Bike & Ped	Multi Use	Campbellton Fairburn Highway (92) Path: Cascade Palmetto Highway (154) to Fairburn city limits	SF	\$1,663,000	2010	7
Bike & Ped	Multi Use	Campbellton Road Path from Fairburn city limit to I-85 overpass	SF	\$317,000	2010	7
Bike & Ped	Multi Use	Spence Road Path: I-85 overpass to Fayette County	SF	\$1,980,000	2010	7
Bike & Ped	Multi Use	South Fulton Parkway Path: Cochran Mill (Route 15) to Spur 14 to I-85	SF	\$9,742,000	2020	7
Bike & Ped	Multi Use	Cascade Palmetto Highway (154) Path: Palmetto city limits to South Fulton Parkway	SF	\$2,534,000	2020	7
Bike & Ped	Sidewalks	Stonewall Tell Road from Union City to Campbellton	SW	\$1,500,000	2005	7
Bike & Ped	Sidewalks	Cascade Road from Danforth to Fulton Industrial	SW	\$650,000	2005	7

Project Type	Type	Project Description	Subarea	Cost	Fulton CTP Network Year	Comm District
Bike & Ped	Sidewalks	Campbellton Road from New Hope to Douglas County	SW	\$910,000	2010	7
Bike & Ped	Sidewalks	Boat Rock from Fulton Industrial Boulevard to Campbellton	SW	\$486,000	2005	7
Bike & Ped	Sidewalks	Campbellton Road from Fulton Industrial Boulevard to Suber Road	SW	\$253,000	2005	7
Bike & Ped	Sidewalks	Suber Road from Riverside Drive to Campbellton	SW	\$190,000	2005	7
Bike & Ped	Sidewalks	Wallace Road from Campbellton to Enon	SW	\$148,000	2005	7
Bike & Ped	Sidewalks	Union Road from Campbellton to Camp Creek	SW	\$232,000	2005	7
Bike & Ped	Sidewalks	Union Road from Butner to Stonewall Tell	SW	\$232,000	2005	7
Bike & Ped	Sidewalks	Erin Road from Enon to Atlanta	SW	\$127,000	2005	7
Bike & Ped	Sidewalks	Camp Creek Parkway (north side) from North Fulton to Atlanta city limit	SW	\$1,478,000	2005	7
Bike & Ped	Sidewalks	Enon Road from Wallace to Stonewall Tell	SW	\$676,000	2005	7
Bike & Ped	Sidewalks	Enon Road from Campbellton to Wallace	SW	\$211,000	2005	7
Bike & Ped	Sidewalks	Butner Road from Atlanta to Union Road	SW	\$465,000	2005	7
Bike & Ped	Sidewalks	Fairburn Road from Camp Creek Parkway to Atlanta	SW	\$127,000	2005	7
Bike & Ped	Sidewalks	Danforth Road from Cascade to New Hope	SW	\$317,000	2005	7
Bike & Ped	Sidewalks	New Hope Road from Danforth to Cascade	SW	\$275,000	2005	7
Bike & Ped	Sidewalks	Washington Road from Roosevelt to East Point	SW	\$220,000	2005	7
Bike & Ped	Sidewalks	Will Lee Road from Jaillette to Ben Hill Road	SW	\$190,000	2005	7
Bike & Ped	Sidewalks	Campbell Drive from Roosevelt to East Point	SW	\$211,000	2005	7
Bike & Ped	Sidewalks	Delano Road from Will Lee to Roosevelt Highway (29)	SW	\$190,000	2010	7
Bike & Ped	Sidewalks	Ben Hill Road from East Point to Will Lee Road	SW	\$232,000	2010	7
Bike & Ped	Sidewalks	Burdett Road from Old Bill Creek to Old National Highway (279)	SF	\$190,000	2005	7

Project Type	Type	Project Description	Subarea	Cost	Fulton CTP Network Year	Comm District
Bike & Ped	Sidewalks	Kimberly Mill Road from Flat Shoals to Creel Road	SF	\$253,000	2005	7
Bike & Ped	Sidewalks	Creel Road from Old National Highway (279) to Rocky Springs Lane	SF	\$42,000	2005	7
Bike & Ped	Sidewalks	Mallory Road from Roosevelt Highway (29) to Flat Shoals	SF	\$232,000	2005	7
Bike & Ped	Sidewalks	Pierce Road from Mallory to Feldwood	SF	\$84,000	2005	7
Bike & Ped	Sidewalks	Rivertown Road from Cedar Grove Road to Fairburn city limits	SF	\$232,000	2005	7
Bike & Ped	Sidewalks	Herndon Road from Hobgood to schools	SF	\$350,000	2005	7
Bike & Ped	Sidewalks	Herndon Road from schools to Fairburn city limits	SF	\$42,000	2005	7
Bike & Ped	Sidewalks	Hobgood Road from Herndon to Roosevelt Highway (29)	SF	\$169,000	2005	7
Bike & Ped	Sidewalks	John Rivers Road from Rivertown to Roosevelt Highway (29)	SF	\$359,000	2005	7
Bike & Ped	Sidewalks	Mason Road from South Fulton Parkway to Roosevelt Highway (29)	SF	\$190,000	2005	7
Bike & Ped	Sidewalks	Roosevelt Highway (29) within Fulton limits (intermittent)	SF	\$877,000	2005	7
Bike & Ped	Sidewalks	Connell Road from Flat Shoals to Bethsaida	SF	\$385,000	2010	7
Bike & Ped	Sidewalks	Bethsaida Road from Union City (Jonesboro Road) to Clayton County (intermittent)	SF	\$444,000	2010	7
Bike & Ped	Sidewalks	West Road from Old National Highway (279) to Bethsaida	SF	\$253,000	2010	7
Bike & Ped	Sidewalks	Buffington Road from Old Bill Cook to Flat Shoals	SF	\$127,000	2010	7
Bike & Ped	Sidewalks	Fayetteville Road from Fairburn city limits to Union city limits	SF	\$84,000	2010	7
Bike & Ped	Sidewalks	Flat Shoals from Feldwood Road to Oakley Road sidewalks and pedestrian bridge	SF	\$357,000	2005	7
Total District 7 Bicycle and Pedestrian Projects				\$115,975,000		

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6.5 Funding

There are many possibilities for funding the proposed projects in the bicycle and pedestrian plan. Several resources are listed and described below:

6.5.1 Federal Funding

National Highway System Fund (NHS): The NHS provides funding for roads on the congressionally approved National Highway System. This includes roads deemed most important to interstate travel and national defense, roads connecting to other modes of transportation, or roads essential for international commerce. NHS funds can also be used, within NHS corridors, for activities such as transit, park and ride lots, and bicycle and pedestrian facilities.

Surface Transportation Program Funds (STP): The STP funds provide funding for a wide variety of projects including highways, transit, and other modes such as bicycle and pedestrian facilities. STP funds can be used on any roadway classified above a local road or rural minor collector.

Congestion Mitigation and Air Quality Improvement Fund (CMAQ): CMAQ provides funding for projects contributing to attainment of national ambient air quality standards. Types of projects eligible for CMAQ funds include transit improvements, shared-ride services, traffic flow improvements, transportation demand management strategies, pedestrian and bicycle facilities, and alternative fuel programs.

Federal Lands Highway Program: The Federal Lands Highway Program provides funding for a coordinated program of public roads that serve the transportation needs of the federal lands, which are not a state or local government responsibility. This program contains five categories funded under the Highway Trust Fund: Indian Reservation Roads, Park Roads and Parkways, Forest Highways, Public Lands Highways, and Refuge Roads. The Federal Lands Highway Program roads serve recreational travel and tourism, protect and enhance natural resources, provide sustained economic development in rural areas, and provide needed transportation access for Native Americans.

Scenic Byway Program: The Scenic Byway Program provides for the designation by the Secretary of Transportation of roads that have outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities as All-American Roads (AAR) or National Scenic Byways (NSB). The program also provides discretionary grants for scenic byway projects, an ARR or NSB, or a state-designated scenic byway fund for planning, designing, and developing state scenic byway programs.

Federal Transit Enhancement Funding: The Federal Transit Enhancement Funding provides funds for projects designed to make mass transportation service more attractive and easier to use. Eligible projects include preserving, rehabilitating, and operating historic mass transportation buildings, structures, and facilities; providing bus shelters, landscaping, and other scenic beautification such as tables, benches, trash receptacles, streetlights, and public art; and furnishing pedestrian access and walkways. Funds

also may be used for bicycle projects, transit connections to parks within the transit service areas, signs, and better access for persons with disabilities.

6.5.2 State Funding

Georgia Department of Transportation (GDOT): GDOT will build bike lanes, wide curb lanes, and sidewalks if they are already making improvements to a road. If coordinated properly, many of the proposed facilities will be built under this policy.

6.5.3 Other Funding

Transportation Management Associations (TMAs): TMAs are nonprofit organizations that provide improved transportation services within communities. Most TMAs focus on incentive programs to reduce the number of single-occupancy trips.

Community Improvement Districts (CIDs): CIDs are self-taxing organizations of business owners within individual communities. CIDs often provide funding for transportation including, but not limited to, services intended to reduce traffic volume, transport two or more persons in conveyances, operate a traffic management association or similar service, improve air quality, or provide bicycle and pedestrian facilities.

Developers: Local jurisdictions often require developers to build sidewalks as part of their project. This requirement often leads to sidewalks in front of new developments, which can provide a disjointed network. However, developers can be required to pay impact fees, which can be used,

among other things, to fill the gaps in the sidewalk network. These fees can also be used to provide other bicycle and pedestrian connections that will help mitigate the user impact the development brings to a community.

6.6 Conclusions

The bicycle and pedestrian facilities outlined in this plan are the beginning of a successful network. As roads are improved, sidewalks, and possibly bicycle facilities should be incorporated into the network. The bicycle and pedestrian plan should be used as a framework to guide the planning and ongoing implementation of a connected bicycle and pedestrian network. As destinations and land uses change, and populations shift, the plan should be updated to better accommodate the needs of the residents in and around Fulton County.