

Micromobility from the Wild, Wild West

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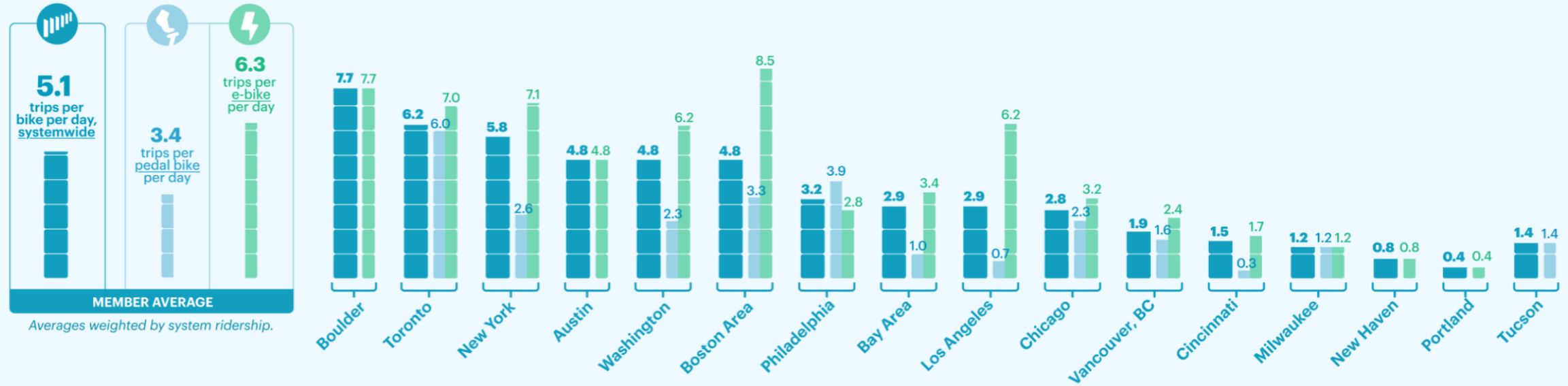




Trips per station-based bike per day, September 2025

NACTO member cities

Source: NACTO 2026

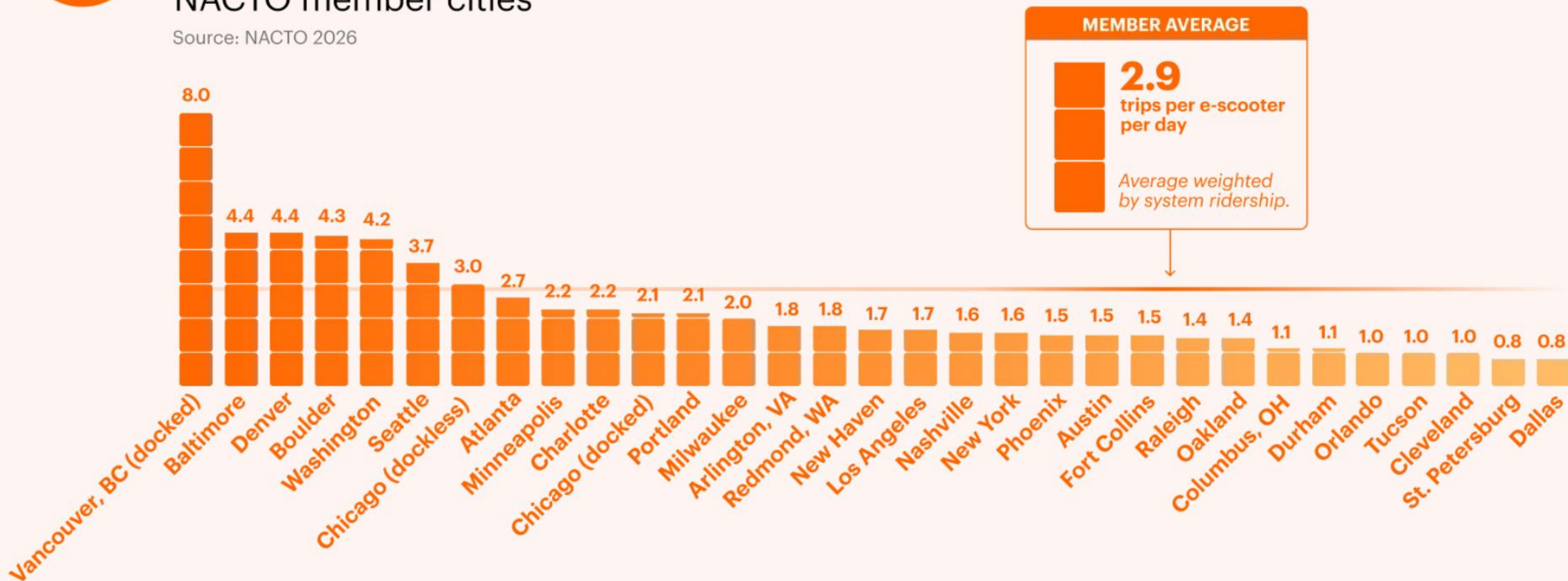




Trips per shared e-scooter per day, September 2025

NACTO member cities

Source: NACTO 2026



LA Metro Bikeshare

Lower cost/rides

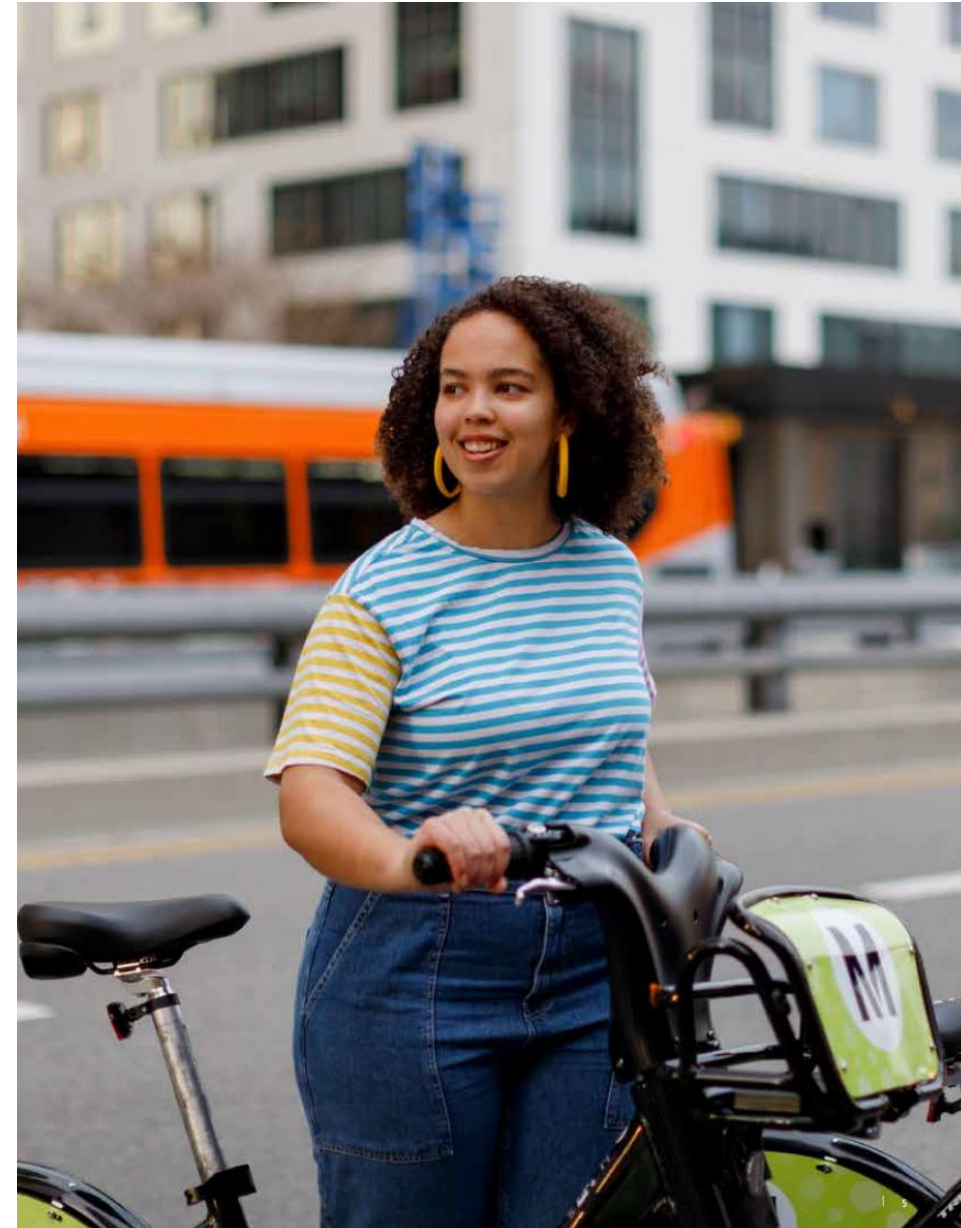
Station electrification
and multi-jurisdictional
considerations baked in

Fleet electrification,
theft-protection and
battery improvements

Station access barriers:

- Updated designs, smaller dock #s (less bulky)
- Labor/Jurisdiction/Workforce
- Evolve from smaller service areas to proactive station access concept

Payment integrations at
stations (inc. Mobility
Wallet)



LA Metro TDM and Micromobility

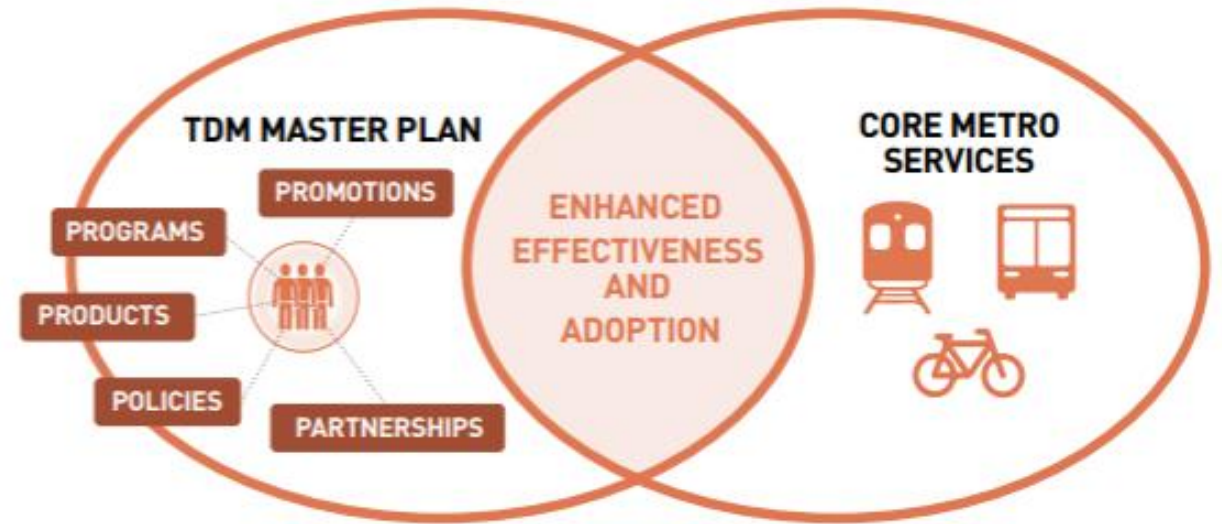
Personalized
residential
engagement

Satellite
micromobility hubs
at partner
businesses

Bike and
micromobility
stakeholder
resources &
education programs

Events and mobility
hub activation

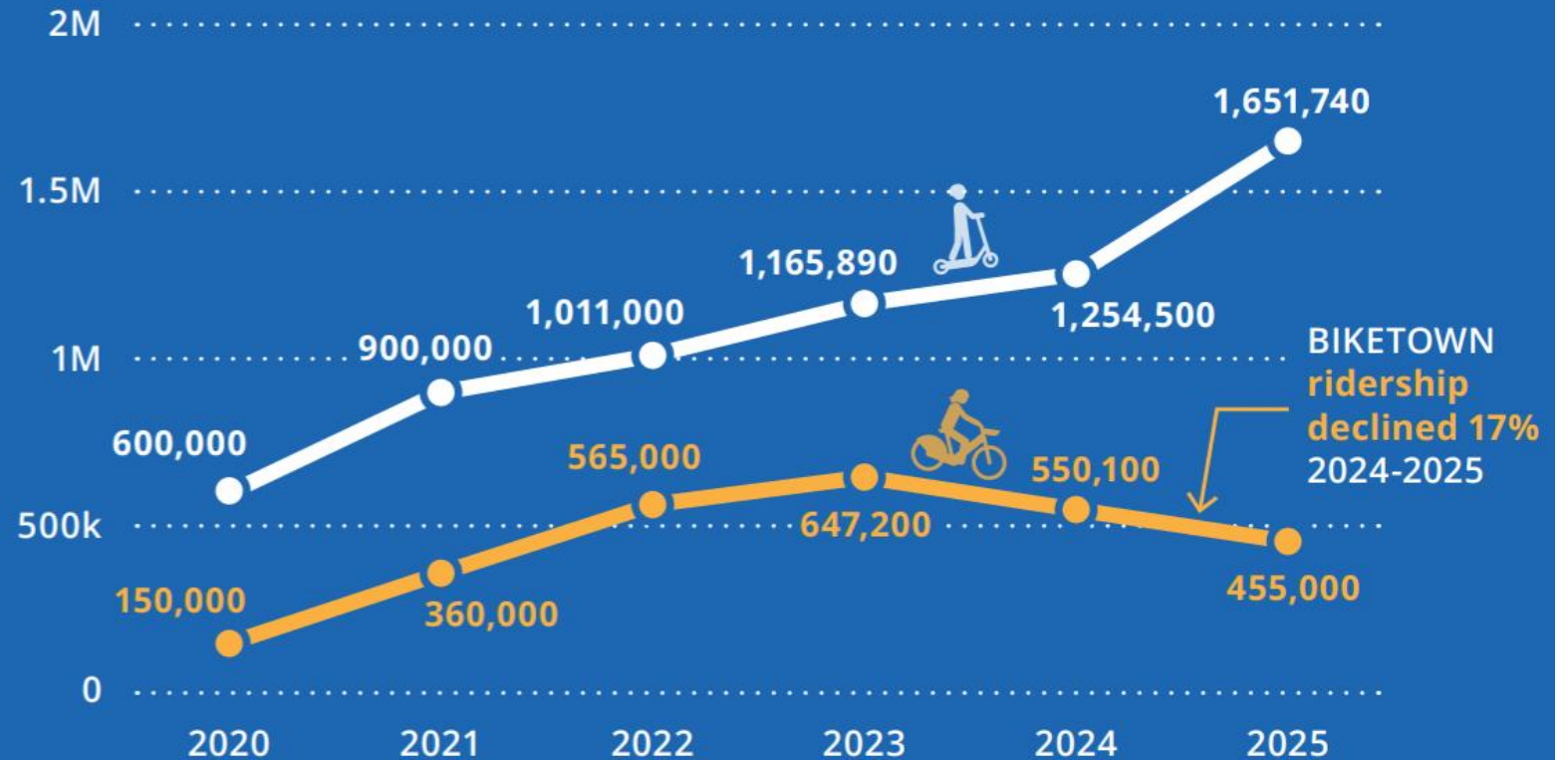
Station access and
data availability
policy for
micromobility
providers



Portland and Micromobility

SHARED MICROMOBILITY TRIPS IN PORTLAND 2020-2024

—●— E-Scooters
—●— BIKETOWN





Since 2020, e-scooter ridership continues to experience consistent growth



17% decrease in BIKETOWN ridership from 2024 to 2025



BIKETOWN for ALL saw a 31% annual decrease in trips in 2024



Over 2.1 million trips were taken on shared bikes and e-scooters in 2025



King County Metro: Universal Basic Mobility & Micromobility

[Easy Trip](#)[Language / Idioma](#) ▾[How to use](#)[Where to use](#)[Contact](#)

Welcome to Easy Trip Prepaid Mastercard®!

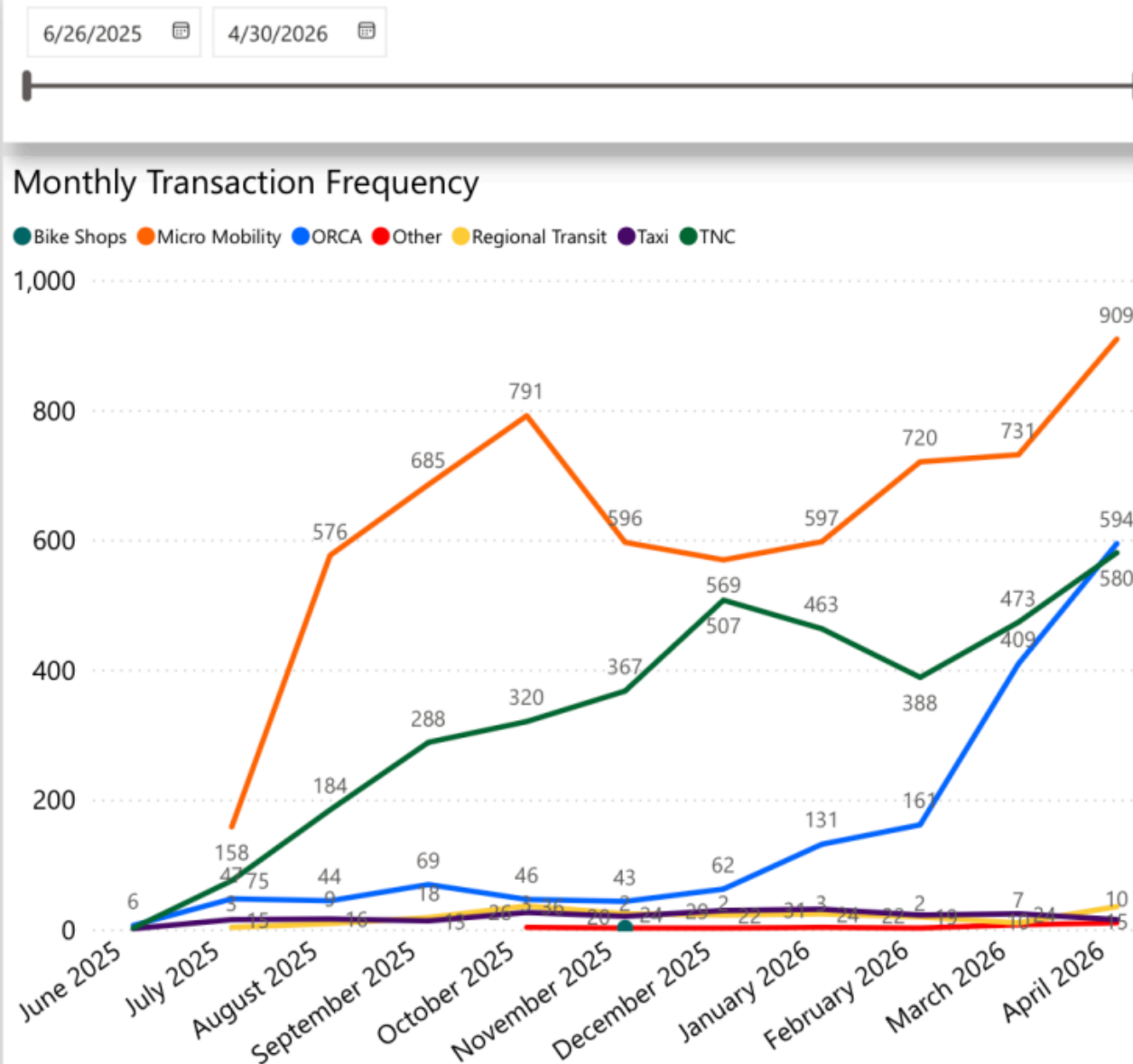
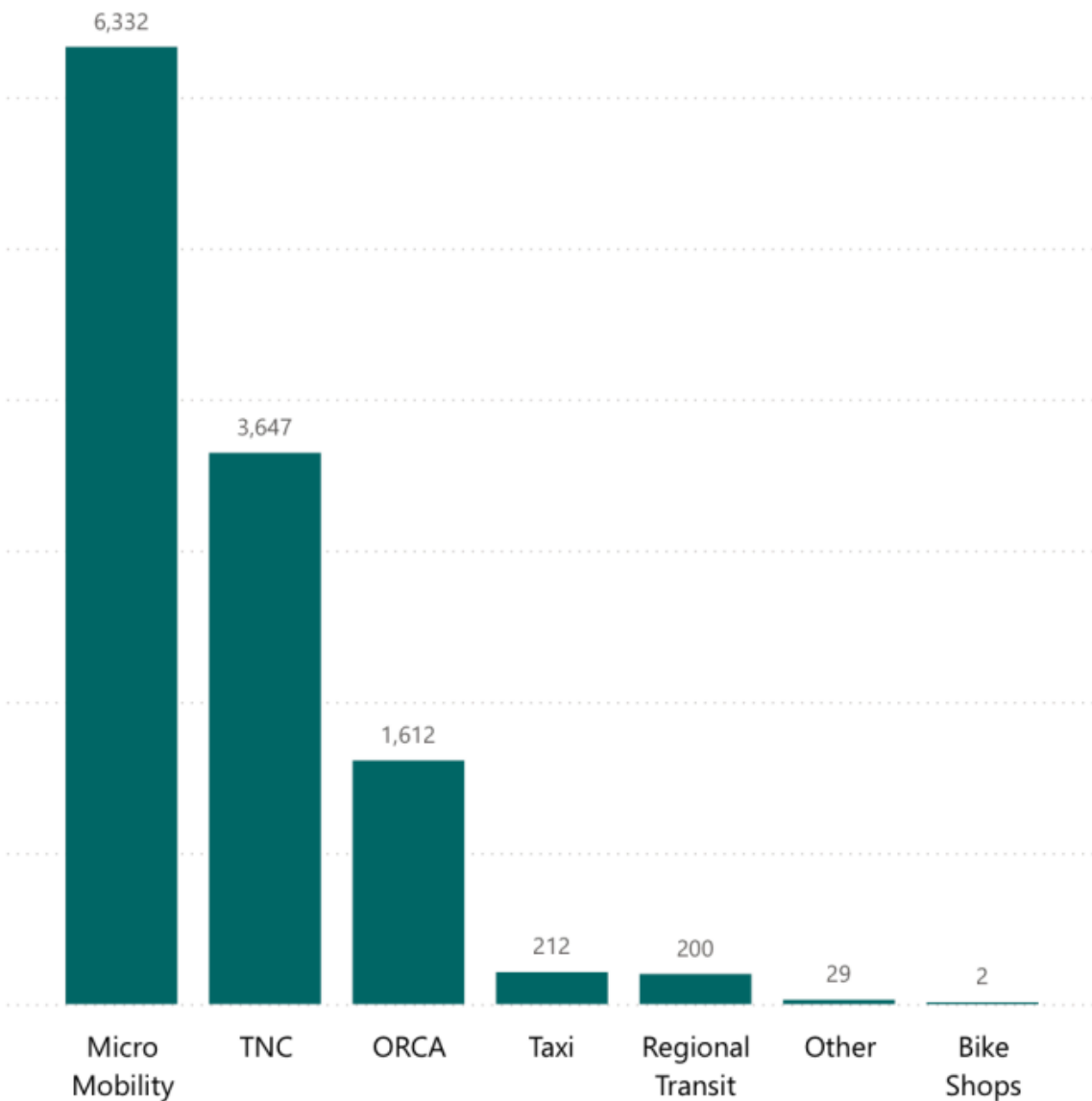
Pay for the transportation you need, when you need it

Easy Trip is a new pilot program offered to select King County Metro Health Through Housing communities. Qualified residents can receive monthly funds for transportation purchases on a prepaid card.

This card is issued by Sunrise Banks N.A., Member FDIC, pursuant to a license from Mastercard International Incorporated. Mastercard is a registered trademark, and the circles design is a trademark of Mastercard International Incorporated. This card may be used everywhere Debit Mastercard is accepted. Use of this card constitutes acceptance of the terms and conditions stated in the Cardholder Agreement.

Health-Through-Housing (HTH) - Approved Usio Transaction Frequency by Type

Approved Total Transaction Frequency - Categories



Shared Micromobility in the Atlanta Region

Where do we go from here?

Ashley Finch
TDM Programs Associate

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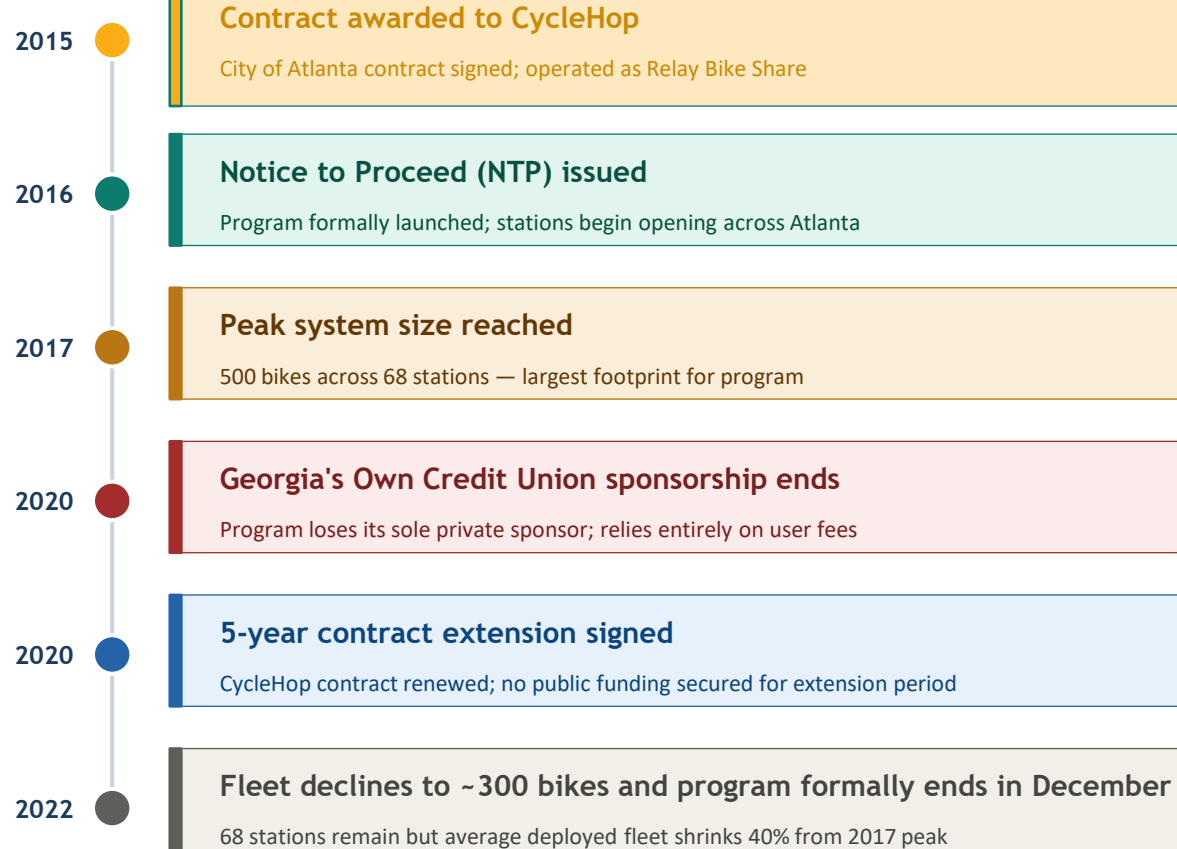


Where did it all start?

—
A brief history of Relay Bike Share.



Relay Bike Share

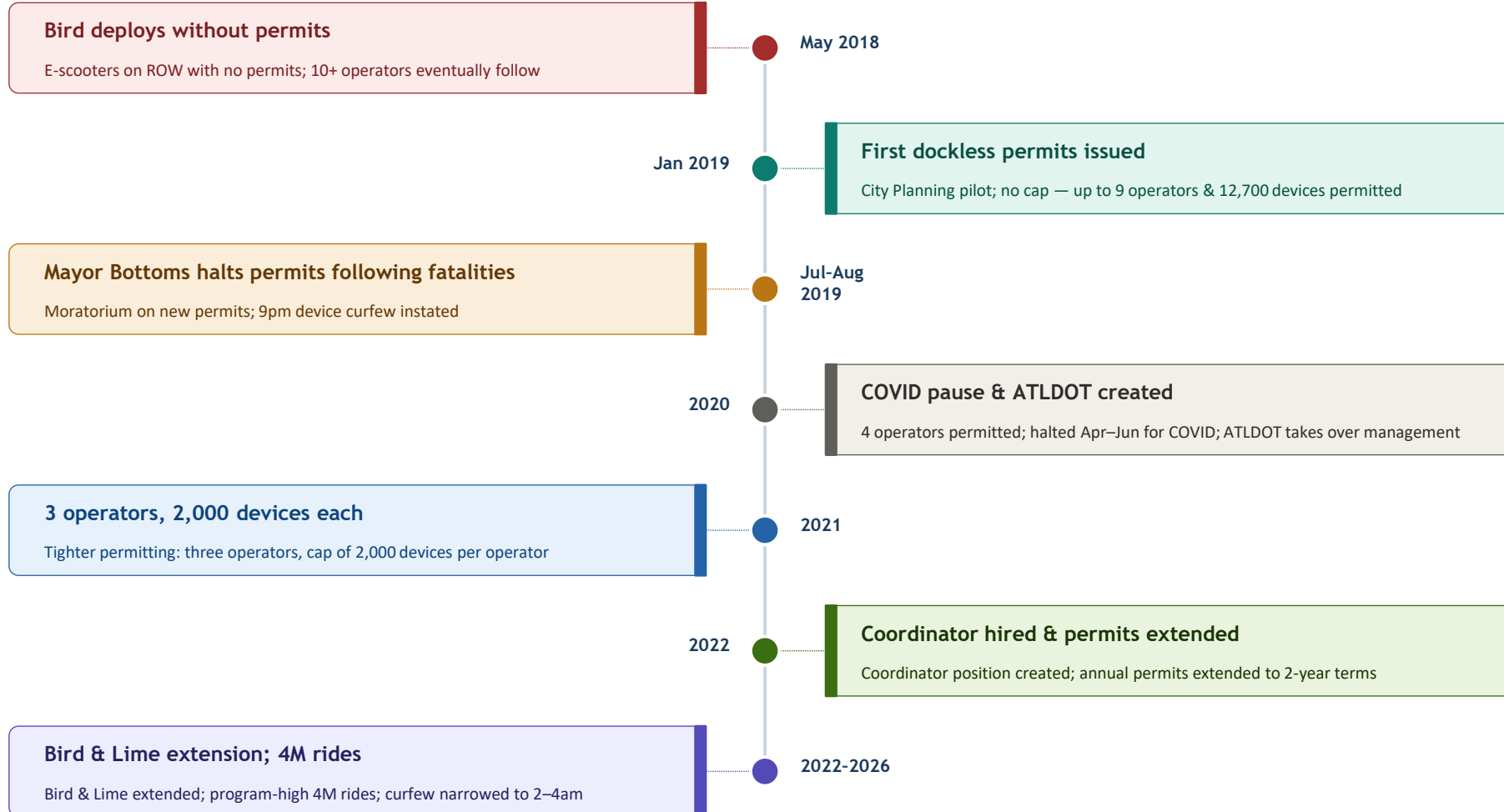


The Dawn of Dockless

The Bird migration to Atlanta and the aftermath.



Atlanta Dockless Timeline



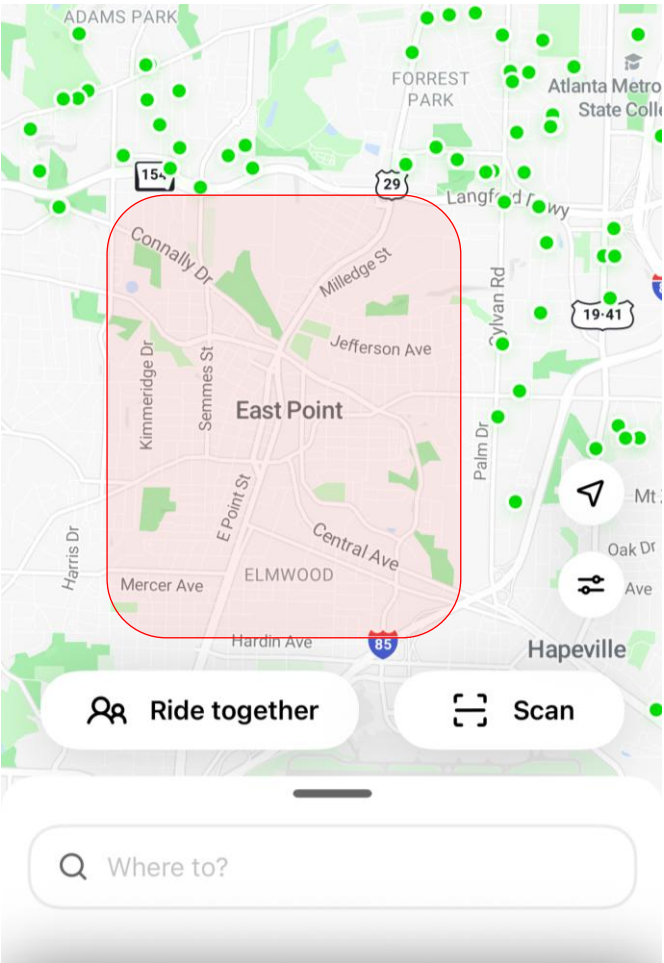
Dockless Limitations

Micromobility users do not understand city limits.

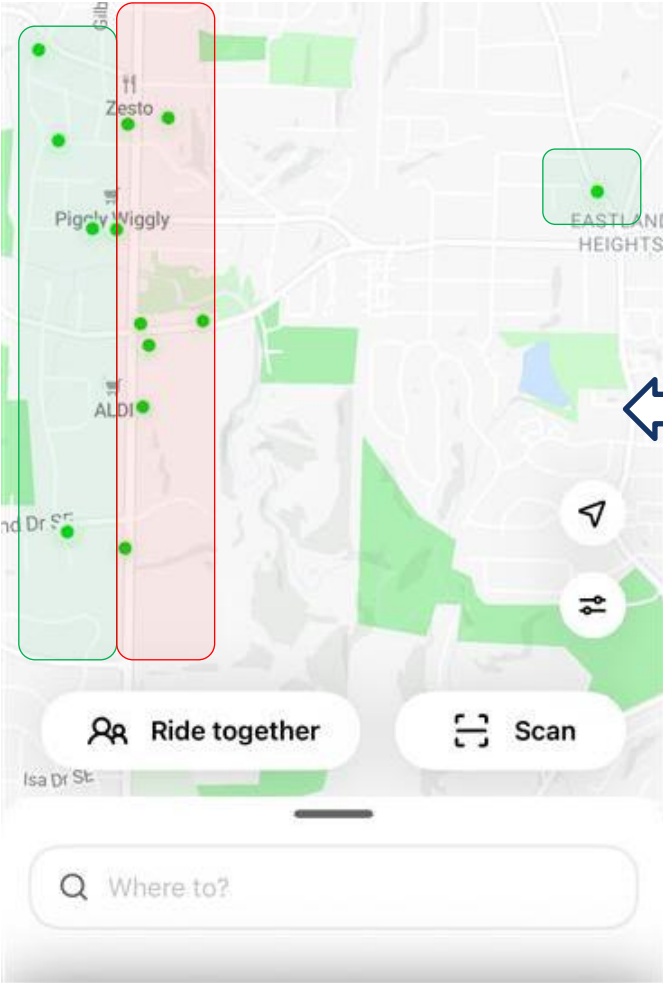


Jurisdictional Barriers of Shared Micromobility

East Point

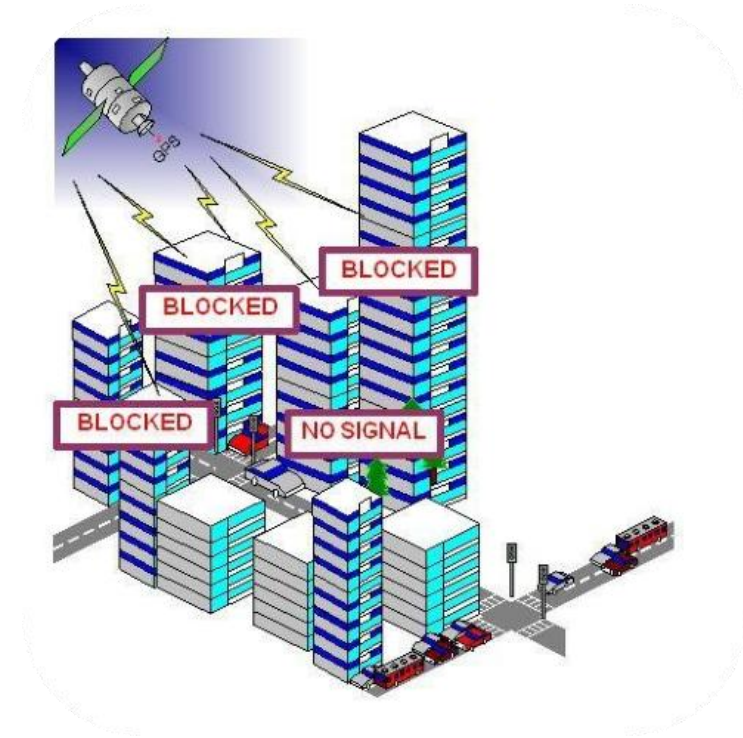


DeKalb County



Geofencing Limitations

- Jurisdictional boundaries
- Private property and roads
- GPS Drift



Other Examples in the Region

Town Center CID, Kennesaw State University, and Cumberland CID
Docked Bike Share



Town Center CID Bike Share

- Georgia's first CID-sponsored bikeshare program, located in the Town Center area of Cobb County
- Started in 2015 and the first bike share program in Cobb County
- Sponsored by Georgia Power; operated under contract by Tandem Mobility via the Movatic app
- **Fleet & infrastructure:** 45 bikes (35 pedal + 10 e-bikes) at 6 stations along the Noonday Creek Trail, available 24/7
- **Pricing:** First hour free for pedal bikes (\$1.50/30 min after); e-bikes have a \$1 unlock fee with the first hour free (\$2/30 min after).
- **Regional reach:** The program is integrated with both Kennesaw State University stations and the Cumberland CID bikeshare system — giving riders access to a combined 12 stations and 80 bikes across Cobb County.



KSU Bike Share Program

- Same operator and app as Town Center CID
- Active at both the Kennesaw and Marietta campuses with 5 stations on each campus
- First hour free for KSU students, faculty, and staff; \$1.50 per 30 minutes after. Visitors pay \$2 per 30 minutes from the start.



Cumberland CID Bike Share

- Launched in 2018 with two stations in the Chattahoochee River National Recreational Area
- Added 6 additional stations in 2019
- Integrated with Town Center CID in 2020, allowing members to use bikes from either program interchangeably
- Currently has eight stations and serves Galleria Gardens, which includes six class A office towers, a multi-family property, and the Cobb Galleria Centre, as well as the Battery



Regional Shared Micromobility Models

As the region continues to invest in active transportation infrastructure and cross-jurisdictional trails - what could a complimentary regional micromobility system look like in Atlanta?



Regional Models *Tend Towards Docked*



Bluebikes; Boston, MA

Advantages	Things to Consider
Organization and Order: Docking stations provide a designated place for vehicles, reducing clutter on sidewalks and public spaces.	Limited Flexibility: Users must start and end their trips at docking stations, which might not always be conveniently located.
Reliability and Availability: Users know where to find and return vehicles, which can be more predictable than searching for dockless options.	Higher Infrastructure Costs: Establishing docking stations requires significant investment in infrastructure.
Reduced Vandalism and Theft: Secure docking stations can deter vandalism and theft, as vehicles are locked when not in use.	Space Constraints: Docking stations take up a bit more public space



Lime E-Scooters; Atlanta,GA

Advantages	Things to Consider
Reduced Infrastructure Needs: Do not require the construction of docking stations, which saves materials and energy and reduces the initial environmental footprint.	Public Space Clutter: Vehicles can be left anywhere, potentially blocking sidewalks, entrances, and public spaces, leading to clutter and accessibility issues
Scalability: It's easier to scale up the number of vehicles without needing to install new docks, allowing for rapid expansion of the service.	Locating Vehicles: Users may have to spend time finding an available vehicle, which can be spread out and less predictable than docked systems
Flexibility and Convenience: Users can start and end their trips almost anywhere, increasing the convenience and accessibility of the service	Higher Rates of Vandalism and Theft: Vehicles left unattended are more vulnerable to vandalism and theft

System Types: Infrastructure & Deployment

Infrastructure Considerations	Docked	Dockless	Hybrid
Capital cost	- Con High – station hardware, installation, power & connectivity per dock	+ Pro Low upfront – no fixed infrastructure; fleet can launch quickly	~ Trade-off Moderate – hub stations plus free-float zones; scales with hub density
Speed to deploy	- Con Slow – permitting, construction, and utility work per station	+ Pro Fast – vehicles deployable within days of permit approval	~ Trade-off Medium – hub stations take lead time; free-float zones are faster
Right-of-way footprint	~ Trade-off Fixed – predictable, dedicated street space; easier city planning	- Con Diffuse – vehicles park anywhere; sidewalk clutter risk	+ Pro Managed – corrals anchor returns; floating vehicles reduce clutter vs. pure dockless

System Types: Operations & Maintenance

Maintenance Type	Docked	Dockless	Hybrid
Rebalancing	- Con Labor-intensive – trucks must move bikes between stations to match demand	- Con Geographic rebalancing can be easier where vehicles are concentrated, but operator may have to travel further to retrieve small amount of devices	~ Trade-off Partial relief – hubs anchor high-demand nodes; free-float absorbs last-mile variance
Vehicle tracking	+ Pro Easy – station check-in/out provides clean, reliable data	+ Pro GPS-continuous – real-time location data; depends on battery/connectivity	+ Pro Robust – station data + GPS provides redundant tracking
Vandalism & theft risk	+ Pro Low – docked vehicles are physically secured between trips	- Con Higher – unsecured vehicles vulnerable; loss rates can be significant	~ Trade-off Moderate – hub-locked bikes protected; floating devices retain some risk

System Types: User Experience

User Experiences	Docked	Dockless	Hybrid
Trip origin coverage	~ Trade-off Limited – user must walk to nearest station; gaps in low-density areas	~ Trade-off Mixed – vehicles findable near high-density origin; low-density areas may have fewer deployed devices and trip ends	+ Pro Strong – hubs anchor key destinations; free-float fills coverage gaps
Trip ending reliability	+ Pro Guaranteed – always a return location at destination station	– Con Variable – service areas or geofenced zones can block returns; user uncertainty	~ Trade-off Good – hub return is reliable; floating return adds flexibility with some uncertainty
Equity & access	~ Trade-off Structured – station siting can be equity-targeted but gaps persist if underfunded or low density area	~ Trade-off Mixed – can reach underserved areas; operators may underserve low-revenue zones	+ Pro Flexible – hubs in equity priority areas + free-float coverage; contract can mandate service standards

Regional Shared Micromobility Funding

How could a regional system be funded?



Public and Private Funding Mechanisms

Federal grants (RAISE, CMAQ, STBG) Public	How it works Discretionary and formula grants from USDOT. CMAQ funds emissions-reducing active transportation; RAISE funds multimodal infrastructure; STBG is flexible surface transport funding.	Operator concession & revenue share Private	How it works Public agency grants exclusive or preferred operating rights; operator pays a per-ride fee, annual fee, or revenue percentage back to the agency.
State & MPO funds Public	How it works State transportation or equity grants that can be used towards shared micromobility capital or operations	Corporate sponsorship & naming rights Private	How it works Single or multi-year naming sponsor pays for branding rights on vehicles and stations. Examples: Citi Bike (NYC), Blue Cross (Bluebikes in Boston), Nike (Biketown in Portland)
Local government appropriations & CIP Public	How it works Municipal/county budget line items or capital improvement program (CIP) allocations. Often used as seed funding to leverage federal grants.	Developer exactions & employer TDM fees Mixed	How it works Development impact fees, TDM conditions of approval, or employer assessments fund system capital or access programs. Common in TOD and large employment center contexts.
Parking revenue reinvestment Public	How it works A percentage of parking meter revenue, garage revenue, or congestion pricing receipts is earmarked for active transportation / micromobility.	CIDs, BIDs, TADs & User fees Mixed	How it works Special assessment districts (CIDs/BIDs) levy fees on commercial property owners and can dedicate funds to mobility programs. User fees (fares, memberships) typically cover 30–70% of operating budgets in mature systems.

Regional Shared Micromobility Governance Structures

How could a regional shared
micromobility system be structured?



Governance Structures for Regional Systems

MPO-Led Regional Program

Public — coordinated

WHO GOVERNS

MPO/ member jurisdictions

FUNDING SOURCES

Federal Funds Sponsorship
Local match User fees

STRENGTHS

Federal funding leverage; regional data; can have unified operator contract; Used in Boston and Bay Area

Multi-City Authority or Governing Body

Public — independent entity

WHO GOVERNS

Board or Committee (elected officials or appointees from member jurisdictions)

FUNDING SOURCES

Federal grants State/local funds
Bonds User fees/Sponsorship

STRENGTHS

More autonomous; clear accountability; used by Capital Bikeshare

Transit Agency Host

Public — transit-integrated

WHO GOVERNS

Transit board and staff; service area limited to transit agency counties

FUNDING SOURCES

FTA Funds Federal and Local Grants
Transit Fares Sponsorship

STRENGTHS

FTA funding eligibility; Transit card integration; first/last mile alignment; Used in Austin and LA

Operator-Led Permit Framework

Private — regulated market

WHO GOVERNS

Each jurisdiction independently (or coordinating body for harmonized standards)

FUNDING SOURCES

Operator capital Operator revenue
Permit fees User fees

STRENGTHS

Fastest to launch; low public cost; existing model in Atlanta (Lime and Bird)

CID / Anchor Institution Coalition

Mixed — district-based

WHO GOVERNS

Coalition board (CID reps, institutional partners, city liaisons)

FUNDING SOURCES

CID assessments Employer/institutional
Sponsorship Federal and local match

STRENGTHS

Leverages private investment; aligned with TDM goals; Used for current Town Center and Cumberland CID models

Non-Profit Operator

Independent nonprofit manages system

WHO GOVERNS

Non-profit board and local stakeholders

FUNDING SOURCES

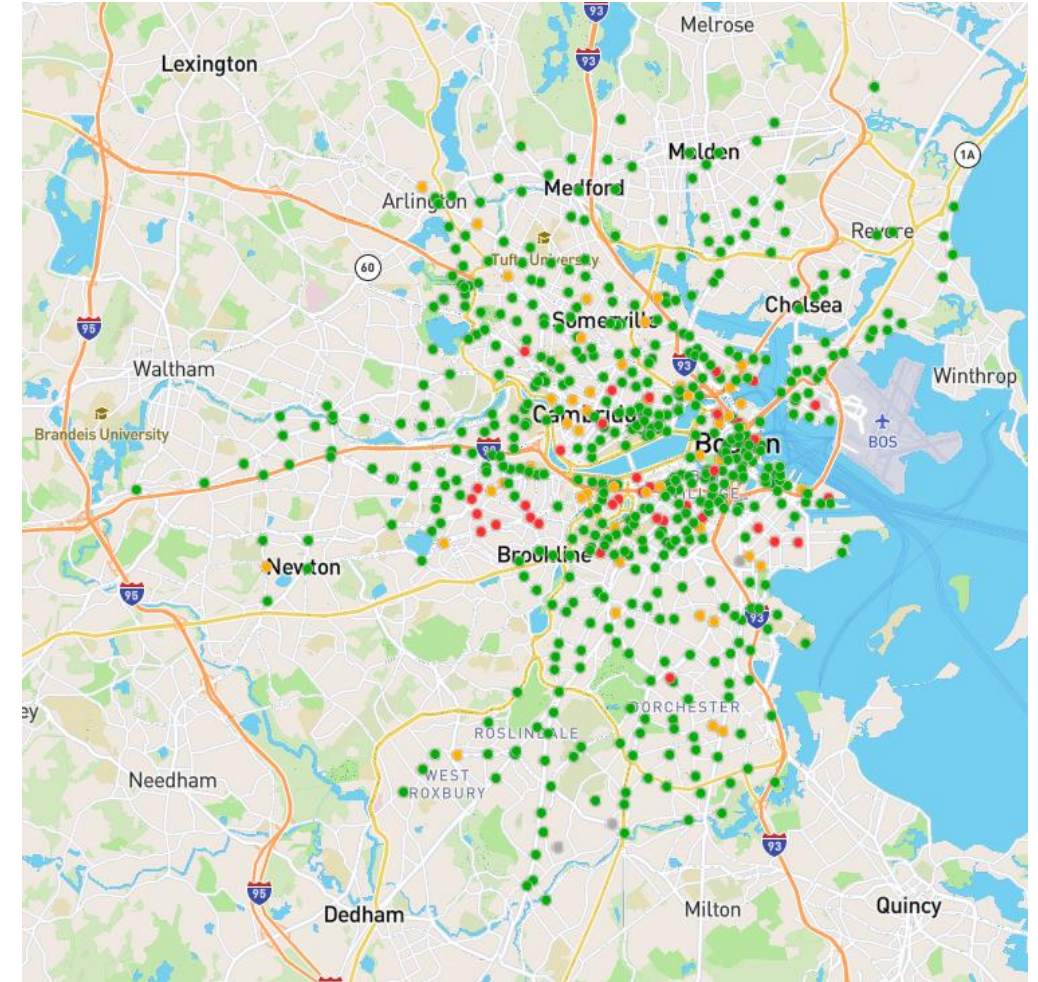
Grants Foundations
Sponsorship User Fees

STRENGTHS

Flexible and mission-driven, but can face some funding challenges and need strong local partners. Used by Pacers Bikeshare in Indianapolis and MoGo in Detroit

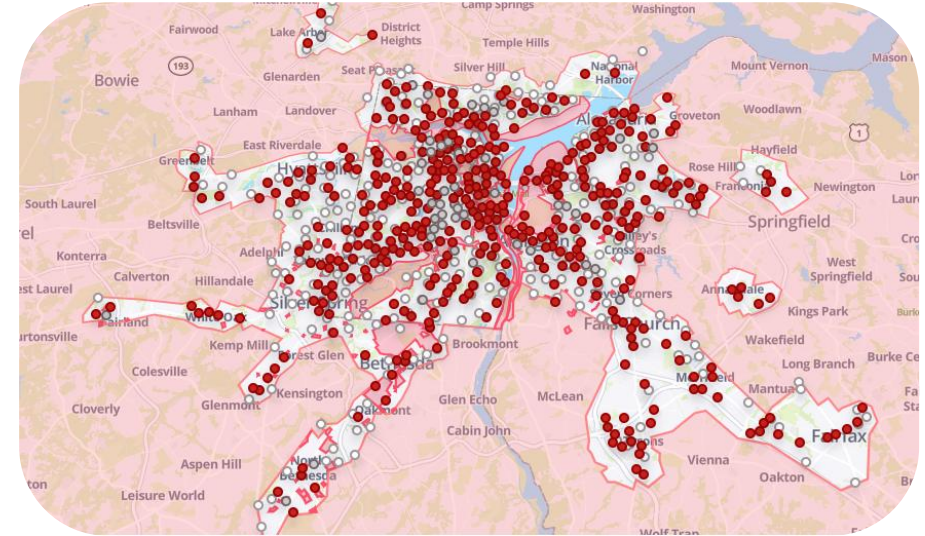
Case Study: Boston

- Municipally owned and jointly managed by Boston, Brookline, Cambridge, Everett, and Somerville — infrastructure and bikes are publicly owned assets, not private property
- A Governance Council (GC) made up of the core founding municipalities provides oversight and decision-making for the system
- MAPC (the regional planning agency for Greater Boston) serves as the regional facilitator and convener, bringing municipal staff together through monthly coordinating meetings, special committees, and onboarding support for new municipalities
- MAPC has conducted multiple procurements on behalf of the system and acts as a pass-through agency for federal and state funds
- The system has grown to serve 10 municipalities across Greater Boston, with 600 stations and 5,600+ bikes as of 2024



Case Study: Washington DC

- Jointly owned by eight local governments: the District of Columbia, Arlington County, City of Alexandria, Fairfax County, City of Fairfax, City of Falls Church, Montgomery County, and Prince George's County
- The largest municipality-owned bikeshare system in the United States
- Each jurisdiction independently funds its own service area and expansion; no single regional authority holds the contract
- Unlike Boston's MAPC-coordinated model, Capital Bikeshare has no single regional planning agency serving as convener or federal funding pass-through — coordination happens bilaterally between DDOT and peer jurisdictions
- 800 stations and a fleet of 8000 bikes
- Unlike Boston, the Washington DC region has multiple jurisdictions with both docked and dockless devices



Does the Future Include Docked Scooters?



What About Other Form Factors?



Charging Stations



PBSC (Lyft) grid powered e-bike and e-scooter charging station



**We-Cycle solar-powered off-grid station
Aspen, Colorado**

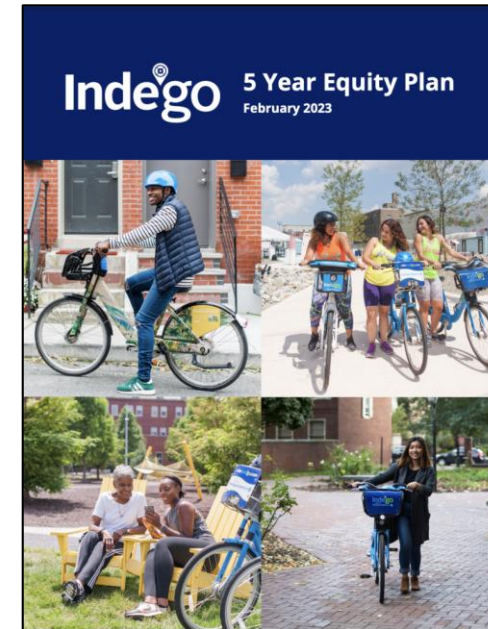
Regional Shared Micromobility

How do regional shared micromobility systems invest in equity?



Regional Equity Programs

- Discounted and income-qualified memberships
- Service area decisions and station-siting requirements
- Community partnerships and outreach
- TDM-Driven Programs
- Adaptive devices
- Mobility Hubs and Transit integration
- Lending Libraries



Boston city employees get free Bluebikes membership, part of T pass covered by new city benefits

By [Taylor Dolven](#) Globe Staff, Updated February 1, 2023, 6:19 p.m.



Questions?



Thank you!
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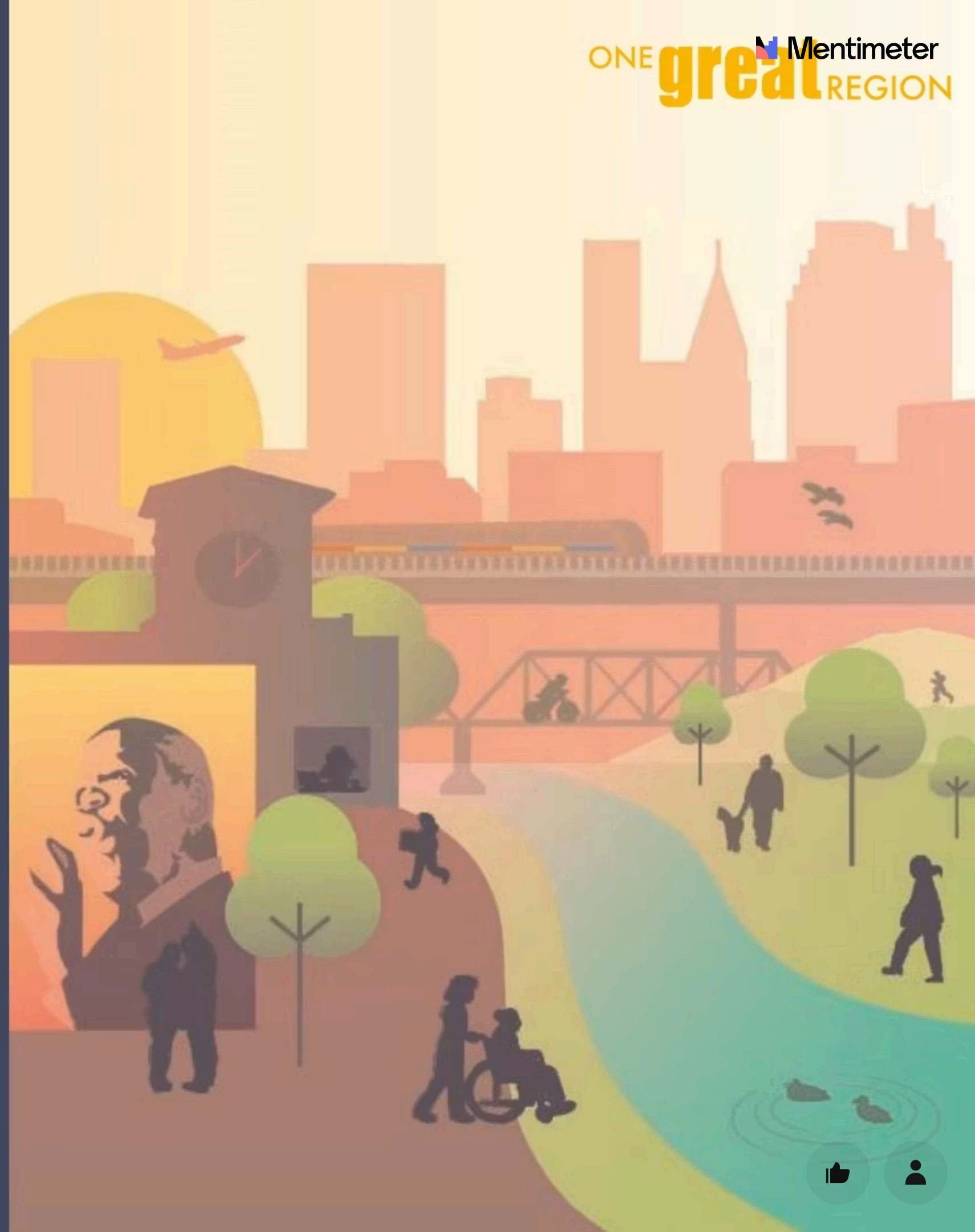
ARC

Trail + Bike Plans



June 3rd, 2026

alta



Project Overview





Trail + Bike Plans

3 Study Focus Areas, One Vision



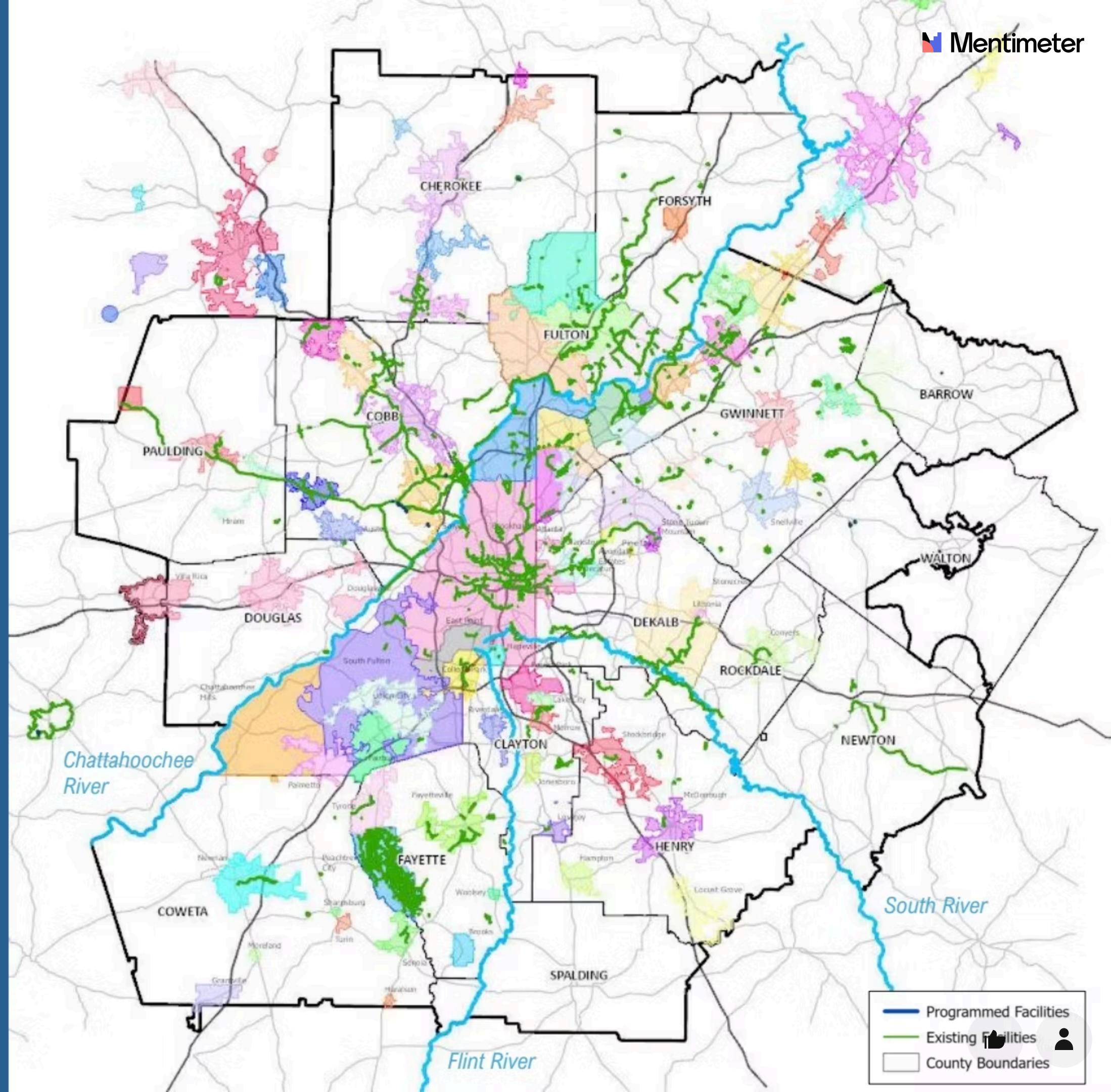
The vision of this plan is to make the Atlanta Region one of the **most connected and safest regions in the United States for walking and bicycling**, utilizing active transportation to improve mobility, safety, and economic competitiveness for residents and communities.



Regional and South Metro Trail and Bike Plans:

Early Tasks and Actions:

- GIS procurement
- Origin and destinations analysis
- Begin demand analysis

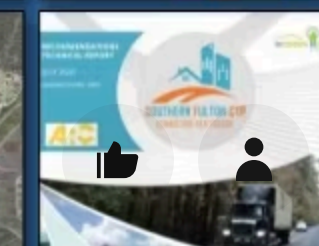
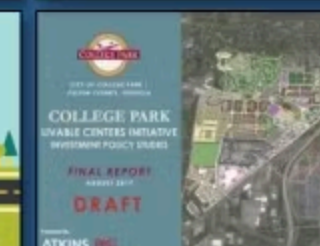
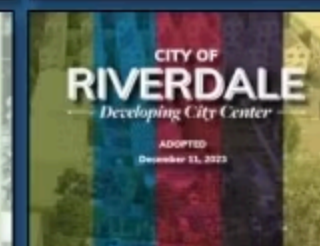
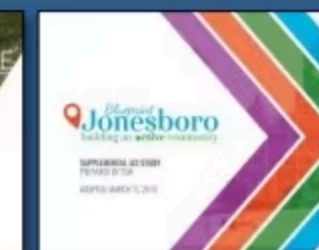
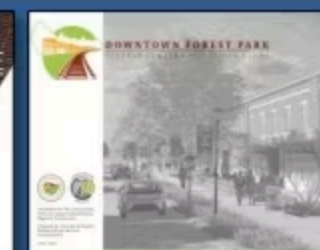
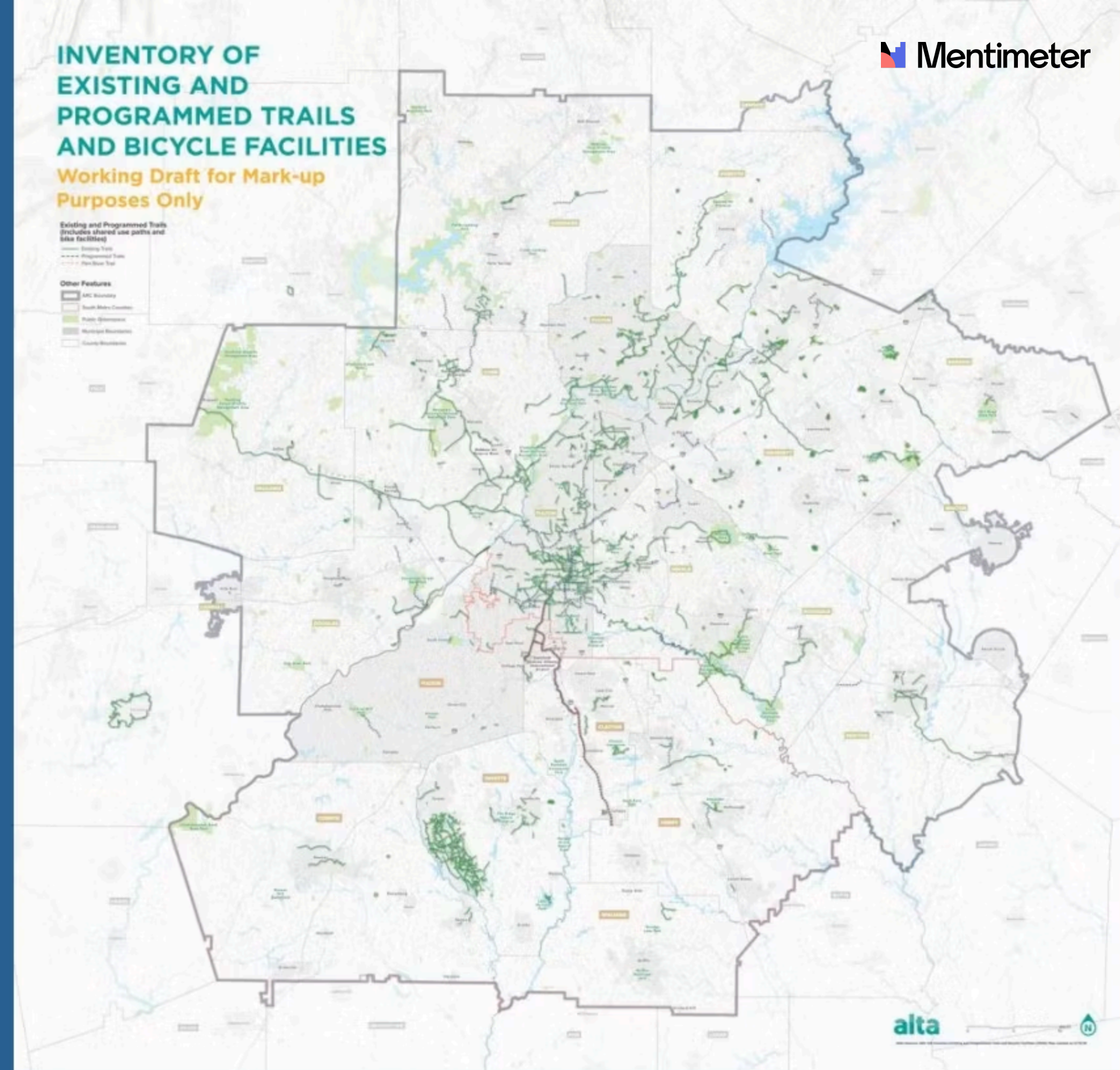




Regional and South Metro Trail and Bike Plans:

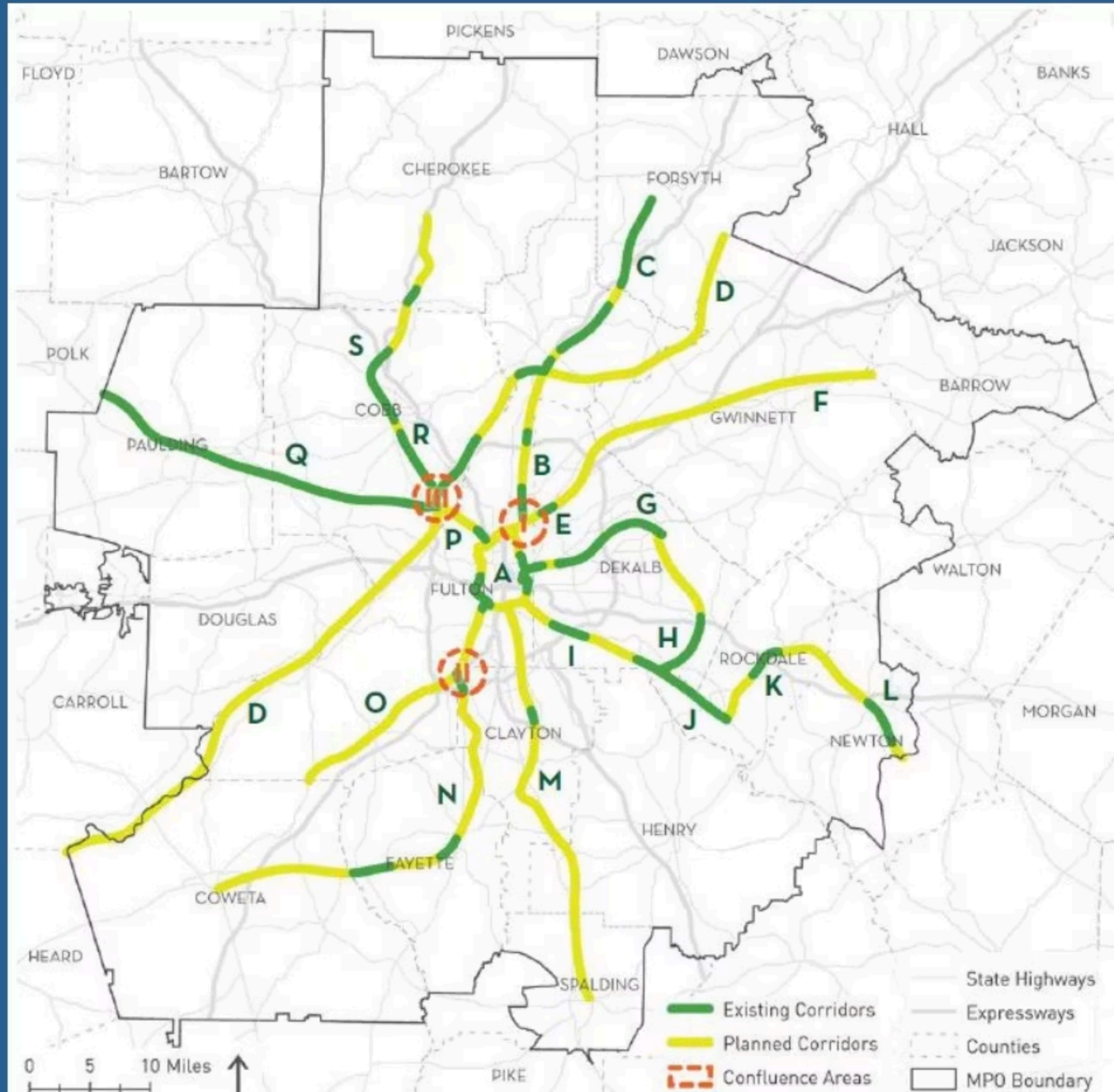
Early Tasks and Actions:

- Review completed plans
- Compare existing plans to planned-bike/trail layers in ARC inventory
- Update planned bike/trails layer





Regional Trail Vision

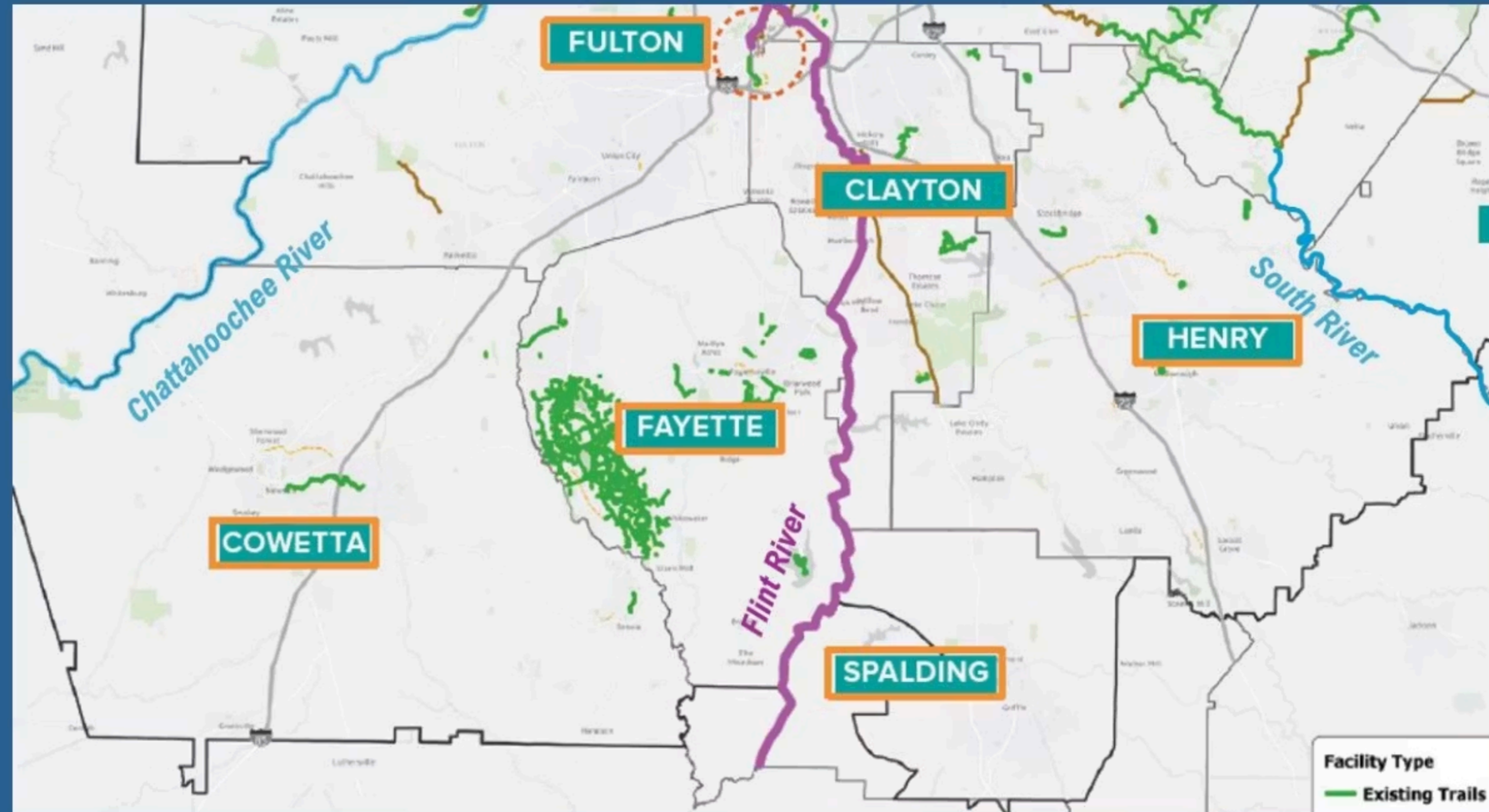


ID	Corridor Name	Jurisdictions	Source Documentation
A	Atlanta BeltLine	City of Atlanta	Atlanta Beltline Trail Map
B	PATH 400	Atlanta, Sandy Springs	Atlanta Transportation Plan North Fulton CTP
C	Big Creek Greenway	Alpharetta; Fulton and Forsyth Counties	Big Creek Greenway Map
D	Chattahoochee RiverLands	Forsyth, Gwinnett, Fulton, Cobb, Douglas, Coweta	Chattahoochee River Greenway Study
E	Peachtree Creek Greenway	Atlanta, Brookhaven, Chamblee; Dekalb County	Atlanta Transportation Plan Dekalb County CTP
F	Piedmont Pathway	Gwinnett County	Gwinnett County Trails Plan
G	Stone Mtn Trail	Decatur; Dekalb County	Dekalb County CTP
H	Arabia & Panola Trails	Dekalb County	Dekalb County CTP
I	South River	Dekalb County	Dekalb County CTP
J	Rockdale River Trail	Rockdale County	Rockdale County CTP
K	Conyers Trail	Conyers; Rockdale County	Rockdale County CTP
L	Cricket Frog Trail	Rockdale, Newton Counties	Rockdale County CTP Newton County CTP
M	Clayton-Henry-Spalding Corridor	Clayton, Henry, Spalding Counties	Clayton County Trails Master Plan Henry County CTP Spalding-Griffin CTP
N	Clayton-Fayette-Coweta Corridor	Clayton, Fayette, Coweta Counties	Fayette County Transportation Plan Coweta County Greenway Master Plan
O	Roosevelt Highway	Atlanta; Fulton County	Atlanta Transportation Plan South Fulton CTP
P	Connect the Comet	Atlanta; Cobb County	Atlanta Transportation Plan Cobb Trails Master Plan
Q	Silver Comet Trail	Cobb, Paulding Counties	Silver Comet Trail Map
R	Mountain to River Trail	Cobb County	Cobb Trails Master Plan
S	Noonday Creek Trail	Cobb, Cherokee Counties	Cobb Trails Master Plan

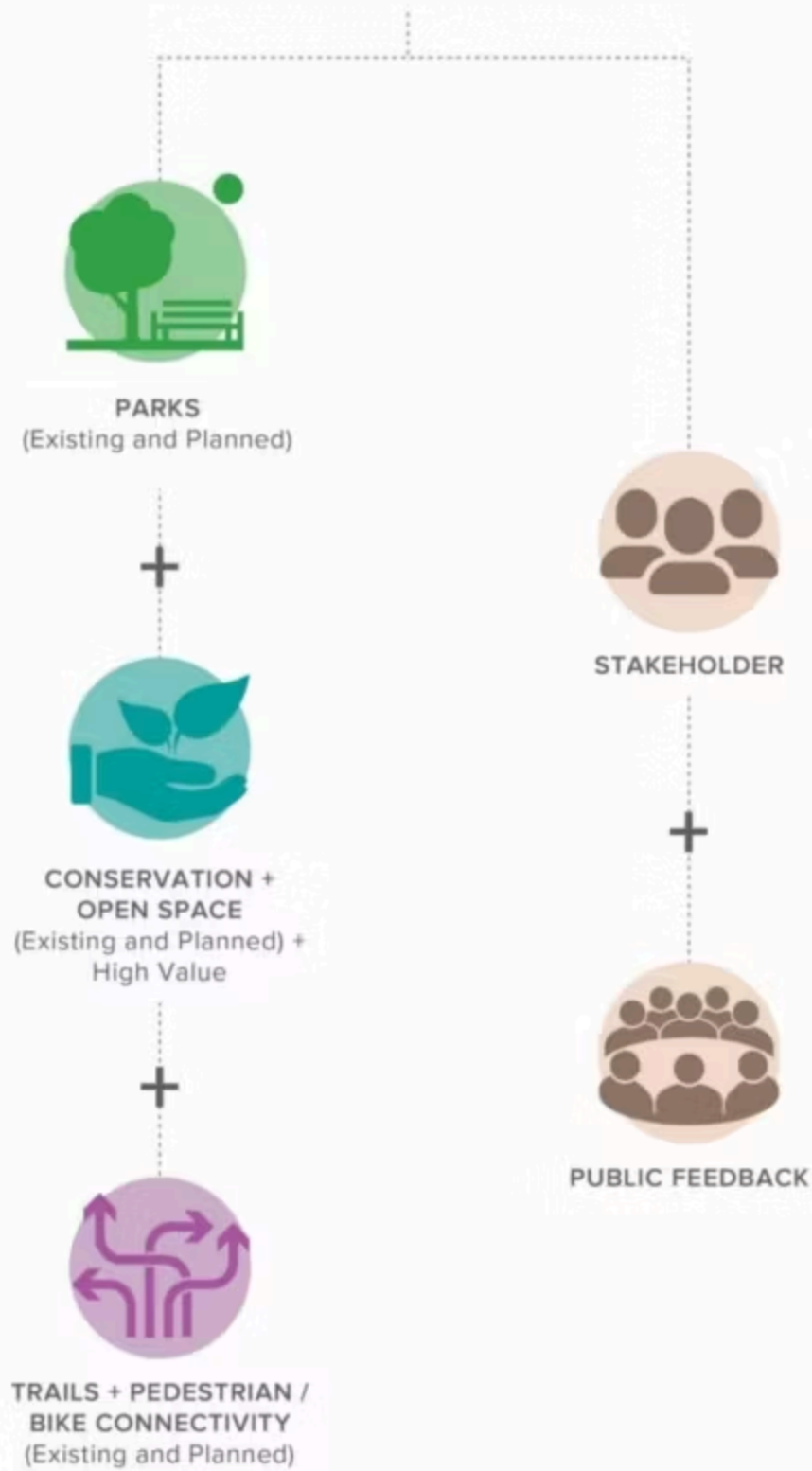
ID	Confluence Areas	Jurisdictions	Source Documentation
I	Lindbergh Area	Atlanta, Brookhaven	Plan in development
II	Aerotropolis Area	Clayton, Fulton Counties	AeroATL Greenway Plan
III	Cumberland Area	Cobb County	Cobb Trails Master Plan

South Metro-Specific Early Tasks and Actions:

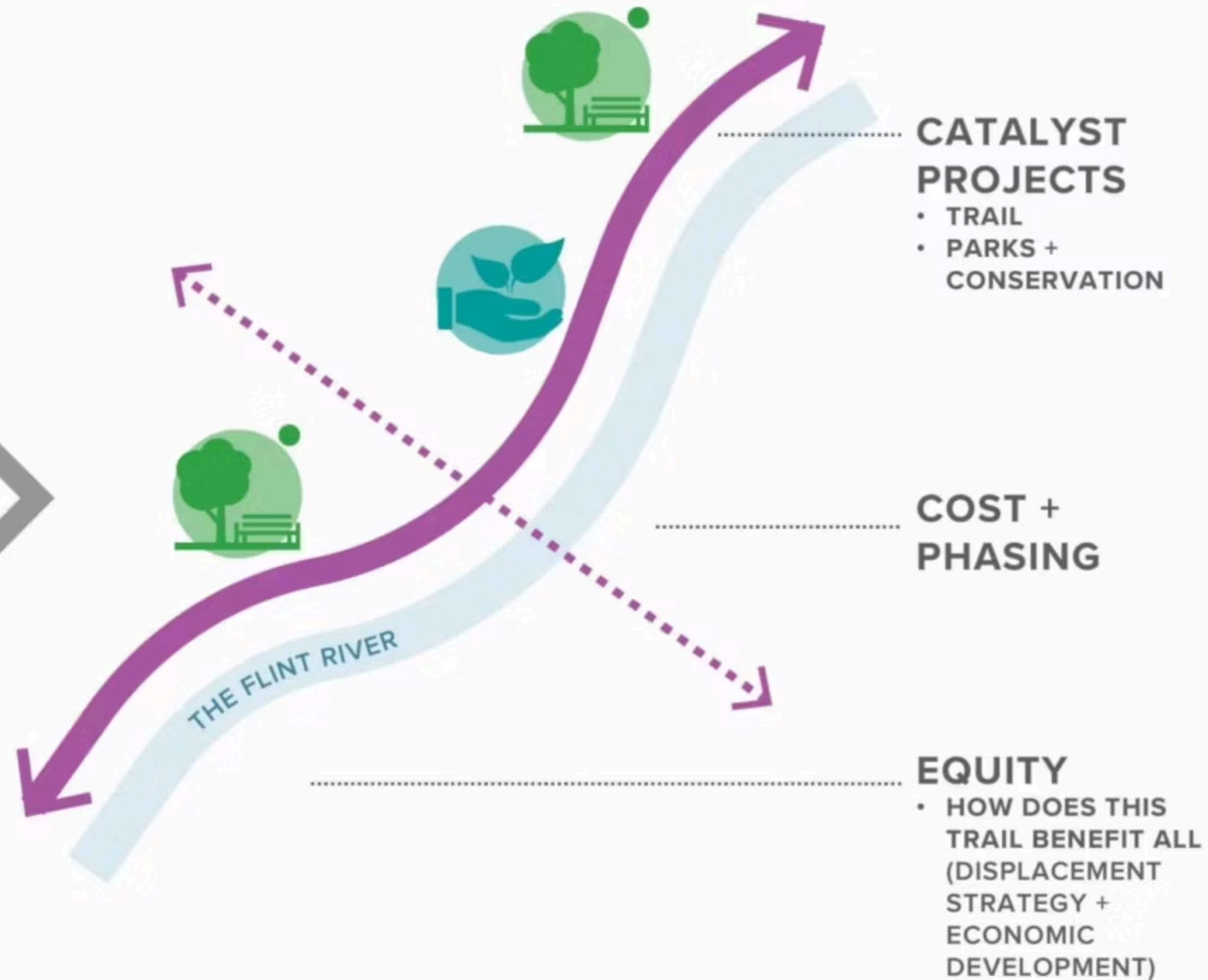
- ID & collect plans specific to South Metro for plan review
- Review outcomes from past SMTLA meetings
- Coordinate on related efforts, such as CTPs in SM region



INPUTS



FLINT RIVER CORRIDOR PLAN



Flint River Study Area

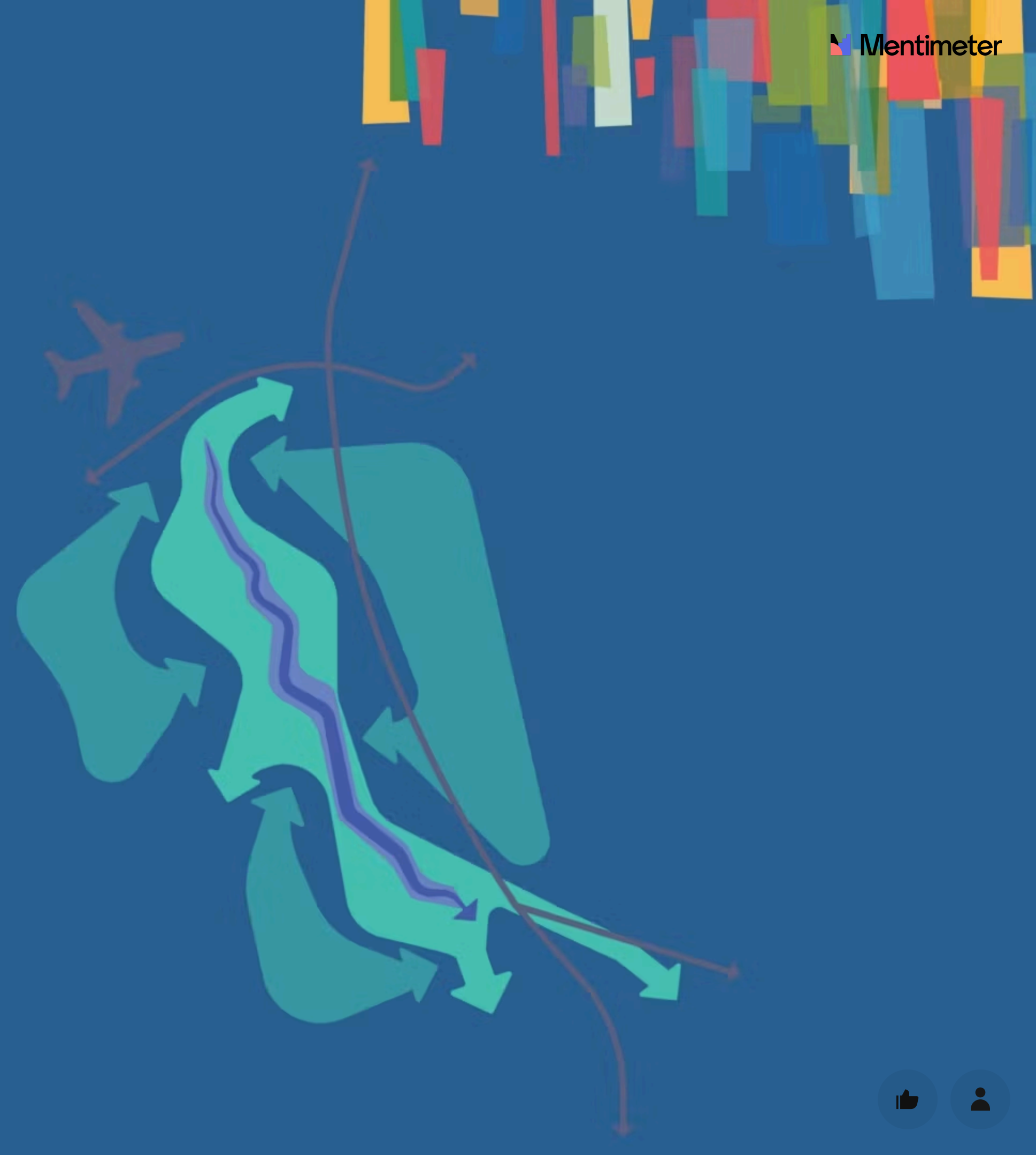
- Flint River Trail corridor is 40 miles from the headwaters in East Point to the boundary of the Metro area at Spalding County
- The study area will encompass the Flint River corridor extending a half mile on either side of the river, and will span portions of Fulton, Clayton, Fayette, and Spalding Counties





Flint River Corridor Early Tasks and Actions:

- Plan review
- Resource analysis
- Landscape analysis
- Preliminary alignment study
- Sub area definition
- Branding



Engagement

TASK 1: PROJECT MANAGEMENT

-  Project kickoff
-  Core project team meetings
-  TCC Meeting
-  TAQC and ARC Board Meeting
-  Flint River Trail Working Group
-  Regional Active Transportation Roundtable
-  Regional Safety Task Force
-  SMTLA



TASK 2: STAKEHOLDER AND COMMUNITY ENGAGEMENT

	Engagement Kickoff and Alignment	1
	Engagement coordination meetings	APPROX 50
	Engagement "office hours"	COMBINE WITH STANDING MTG
	Virtual stakeholder interviews	30





High Level Scope & Schedule

Schedule

This proposed schedule reflects the tasks outlined in this proposal. The Alta team is flexible in our approach and looks forward to working with ARC to finalize the scope and schedule to meet the needs of the region and projects.



	2026				2027				2028	
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
1 Project Management										
1.1 Project Management Plan										
1.2 Stakeholder Engagement Plan										
2 Stakeholder Engagement										
2.1 Planning Partner Input										
2.2 Website										
3 Existing Conditions & Needs Assessment										
3.1 Trail-Specific Assessments										
3.2 Demand Analysis										
3.3 Regional Trends										
3.4 Review of Completed Plans										
4 Literature Review & Peer Region Comparison										
4.1 Peer Region Comparison										
4.2 Literature Review										
5 Trail & Bicycle Facility Network & Node Vision, Goals & Policies										
5.1 Vision										
5.2 Trail and bike facility specific goals										
5.3 Policy Framework										
6 Aspirational Network & Node Recommendations										
6.1 Illustrative Deliverables										
6.2 Creative Deliverable										
7 Performance Metrics, Network Evaluation, Segment Prioritization & TIP Cookbook Recommendations										
7.1 Performance Metrics and Targets										
7.2 Economic Impacts										
7.3 Household and Community Metrics										
7.4 Network Evaluation										
7.5 Segment Scoring Methodology										
7.6 TIP Cookbook Recommendations										

	2026				2027				2028	
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
8 Funding Strategies										
8.1 Regional Strategies										
8.2 Sub-Area Strategies										
8.3 South Metro Strategies										
9 2040 Network Recommendations with Existing Fiscal Constraints Vs. Additional Funding										
9.1 Network, Memo & Maps										
10 Cost Estimates & Deliverability Risks for 2040 Network Recommendations with Additional Funding										
10.1 Regionwide Cost Estimates & Deliverability Risks										
10.2 South Metro Project Application & Delivery Playbook										
11 Action Steps & Related Recommendations										
11.1 Roles & Responsibilities										
11.2 Local Government Guidance										
11.3 Design Considerations										
11.4 Zoning & Land Use										
11.5 South Metro Plan Economic Development Playbook										
12 Final Plan Documentation										
12.1 Final Docs Integrating Deliverables From All Tasks										
13 Literature Review & Existing Conditions Analysis										
13.1 Literature Review										
13.2 Landscape Analysis										
13.3 Ongoing Plans										
14 Corridor Vision & Concept										
14.1 Corridor Vision & Concept in Conjunction with Task 2										
15 Flint River Trail Plan Development										
15.1 Connections and Alignments										
15.2 Regulatory Framework and Compliance										
15.3 Economic Development Framework and Land Uses										
15.4 Displacement Prevention Strategy										
15.5 Park and Conservation Planning										
15.6 Implementation Concept										
16 Implementation Strategies										
16.1 Mainline Trunk Trail										
16.2 Evaluation Methodology										
16.3 Sub-Area Implementation Strategy										
17 Complete Streets Policy Implementation & Technical Assistance										
17.1 Complete Streets Planning and Analysis										
17.2 Local Government Technical Assistance										

3-Month Outlook

JUNE

- SMLTA Meeting
- Website Development
- Branding & Graphics
- Flint River Trail Alignment Review
- Demand Analysis
- Deploy Engagement Plan
- "Flint Week" Workshop Planning



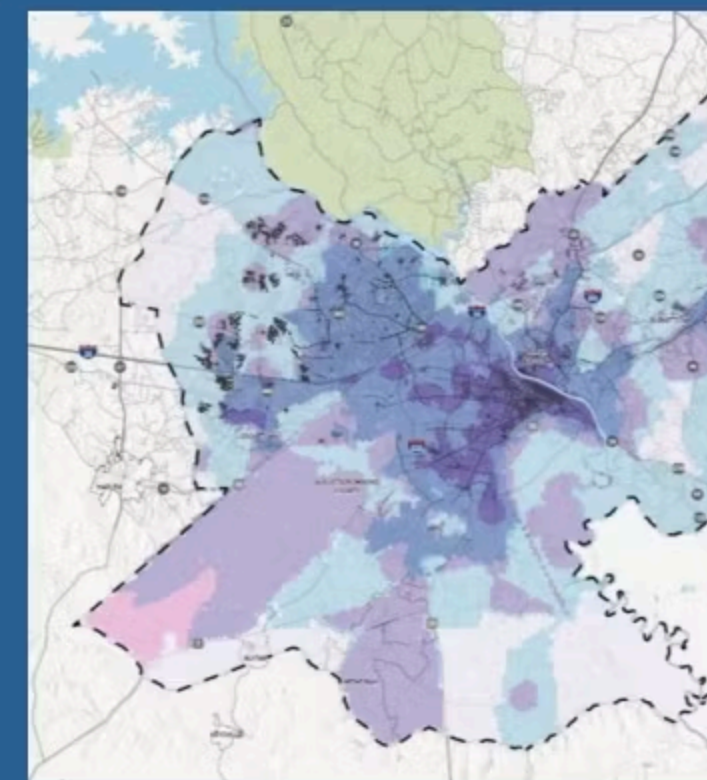
JULY

- Network Analysis
- Branding and Graphics
- Define Flint River Trail Subareas
- "Flint Week" Workshop Planning
- Engagement Activities
- Storytelling & Creative Content



AUGUST

- Flint River Trail Alignment
- Policy Review
- Fiscal Analysis
- Engagement Activities
- Storytelling & Creative Content



Engagement Spotlight





Engagement Purpose



UNDERSTAND community stories, experiences, and desires



CREATE a regional vision and identity



INFORM technical recommendations and project prioritization



BUILD long-term implementation strategies

Engagement Principles

Engagement drives real decisions.

APPLICABLE

Engagement reflects our communities.

REPRESENTATIVE

Engagement shows how everyone impacts the outcome.

ACCOUNTABLE

Three Plans → One Engagement Strategy → Unique Implementation





Right activity. Right audience. Right phase.

DECISION MAKERS / IMPLEMENTERS

Elected officials
Agencies
Advocates
Funders

North Star
What will it take to
implement this
vision?

Engagement Activities

Interviews
Steering Committees
Working Groups
Agency Coordination

COMMUNITY + CORRIDOR USERS

Residents
Businesses
Trail Users
Community Groups

North Star
What stories and
experiences should
shape each plan?

Engagement Activities

Pop-Ups
Community Events
Digital Engagement
Surveys
Workshops





Trail + Bike Plans

Phase	Description	Regional / South Metro	The Flint
 PHASE 1: LISTEN	Build awareness, establish relationships, and understand community priorities. We listen to understand the stories, needs, and opportunities that will shape each plan.	 Jun–Dec 2026	 Jun–Sep 2026
 PHASE 2: SHAPE	Test ideas, gather feedback, and refine recommendations. We collaborate to shape strategies and solutions that reflect community input and technical analysis.	 Q1–Q3 2027	 Oct 2026– Q1 2027
 PHASE 3: CHAMPION	Build consensus and prepare for implementation. We build support, partnerships, and momentum to advance projects and secure long-term success.	 Q4 2027– Q1 2028	 Q2 2027– Q1 2028





What is one trail, corridor, or place in the region that feels especially meaningful to you?

Beltline southside trail!

Path Atlanta to stone
mountain

Lionel Hampton Trail

The Beltline

East Point to Southside
beltline

beltline

Freedom park

Freedom Park Trail

What is one trail, corridor, or place in the region that feels especially meaningful to you?

Freedom Park Trail

piedmont park

South River Trail in
Rockdale. Beautiful
county

Freedom Park trail
section between inman
park and candler park

The Path is not crowded!

South Bend Park & Trail.

separation of road users
to reduce VRU fatalities

Regional Priorities



What trail or bicycle connections or opportunities feel most critical to you?

Bike trails on street need to connect to off-street bike routes.

Safe Connections to Southside communities from the beltline

First/last mile connectivity to transit

Access to transit

Road diets on 4+ lane roads to make protected bike lanes.

Lee Street

Connecting neighborhood centers to each other and MARTA.

Dangerous intersections

What trail or bicycle connections or opportunities feel most critical to you?

Protection on streets.

Interstate on / off ramps

Southside beltline to tri-cities/south metro

Connections over the Chattahoochee between Sandy Springs and Cobb/Roswell

Better sidewalk connections for last mile walkers

Intersection design improvements

Conversion of streets ROW to multi use

Slow procurement and construction.

What barriers most often slow down trail and bike facility implementation?

Nepa

Funding

Cost/priority

PDP, NEPA

Cost and buy-in from stakeholders

Political will

Public are skeptical of bike infrastructure that doesn't get used.

GDOT withholding funding

What barriers most often slow down trail and bike facility implementation?

Reluctance to use
existing street ROW

GDOT

Slow procurement and
construction

Public pushback

Failure to acquire public
access to sewer
easements.

Older and younger folks

The “invisible cyclist” - those
most dependent on bike
infrastructure

Schools

What barriers most often slow down trail and bike facility implementation?

Elderly and aging
population

Engagement Strategy



Whose voices are not usually at the table, but need to be part of this conversation?

GDOT

Pedestrians are not
heard

Young people

Long time residents and
youth

Schools

Workforce commuters
are not respected

The invisible cyclist

Concrete/asphalt
vendors

Where are people already gathering, connecting, or organizing that we should tap into?

Critical Mass

Higher education
campuses

Non event days at our
large parks

Sponsor bar trivia
events

Public parks

Ad hoc running and bike
groups

I wish there was a way to
engage downtown
workforce.

Coffee shops

Where are people already gathering, connecting, or organizing that we should tap into?

Churches

farmers market

Theatres

Need of a massage

Regional Identity



What would you like people feel when they think about trails in the region?



If Atlanta (full region) was a person, how would you describe its personality or character?

outside and smiling
containing multitudes
atlanta is a 17 year old
needs a massage
overcommitted

Thank You!

Any Questions?

