

Three Interrelated Trail/Bike Plans

Riding Forward – One Region, Connected
Riding Forward – Rooted & Rising
Flint Riverway - A river revealed,
a community connected

Transportation Coordinating Committee

08/07/2026



Vision

ONE **great** REGION

Mission

Foster thriving communities for all within the Atlanta region through collaborative, data-informed planning and investments.

Values

Excellence | **Integrity** | **Equity**

Goals



Healthy, safe, livable communities in the Atlanta Metro area.



Strategic investments in people, infrastructure, mobility, and preserving natural resources.



Regional services delivered with **operational excellence** and **efficiency**.



Diverse stakeholders engage and take a regional approach to solve local issues.



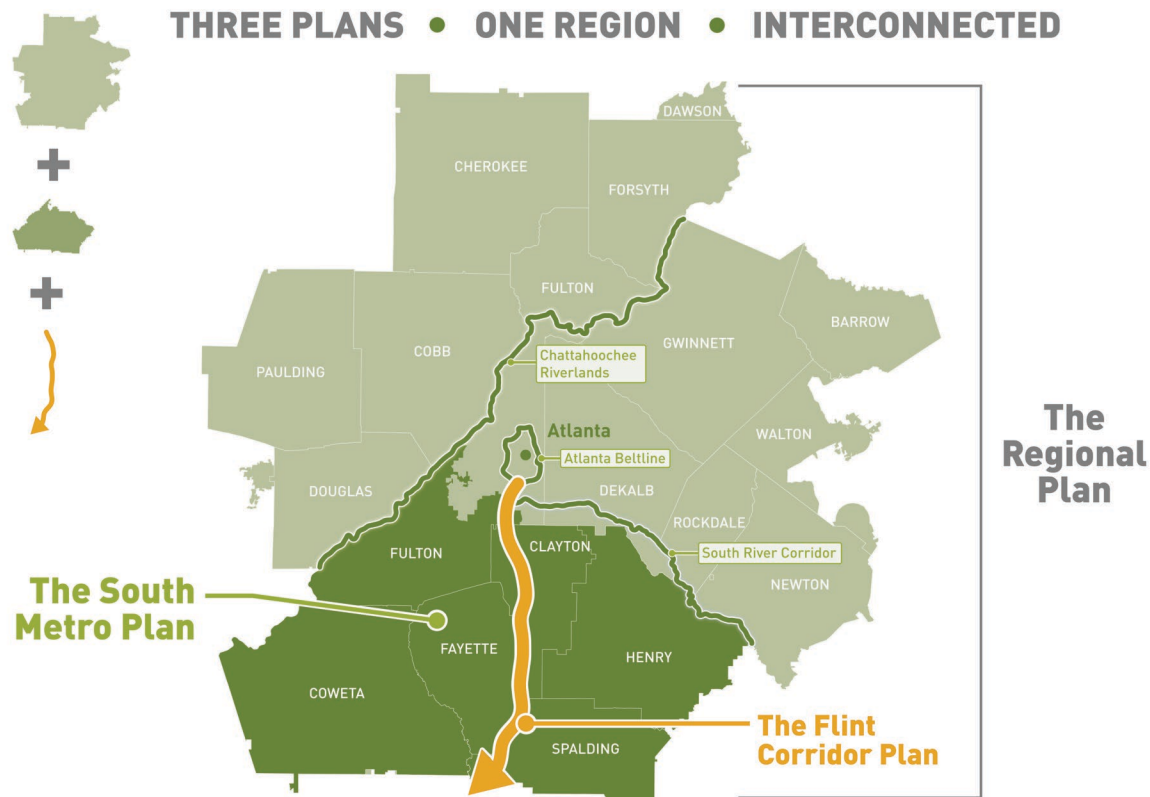
A competitive economy that is inclusive, innovative, and resilient.

Project Overview & Background

 Ride Forward – One Region, Connected
Ride Forward – Rooted & Rising
Flint Riverway



These are not three studies — they are one vision, nested at three geographies.



Regional

A comprehensive vision that resets the full 19-county MPO network and feeds the MTP and TIP.

South Metro

A deeper 6-county study within the Regional Plan — specific alignments and delivery pathways for the under-served south.

Flint River Trail

A ¼-mile-wide corridor plan from East Point to Spalding County — the signature link back to the BeltLine.

Alta leads a deep, locally rooted 9-firm team purpose-built for this work.

\$3.5M

total contract

~2.5-year program

PROJECT LEADERSHIP

Steve Frieson

Officer-in-Charge

Britt Storck

Project Director (led BeltLine delivery)

Jason Reyes

Deputy Director

Jordyn Jones

Community Engagement Lead

The right expertise on the right plan

- **Econsult Solutions** — Economics & funding — same economist behind the BeltLine impact case
- **Hazen & Sawyer** — Flint River ecology & “Finding the Flint”
- **Agency** — Landscape architecture & corridor visioning
- **APD-Urban** — Engagement & displacement prevention
- **Partnership for Southern Equity** — Equity frameworks & advocacy networks
- **The Collaborative Firm** — Local South Metro engagement
- **POND** — Engineering, complete streets & cost estimating
- **Landau** — Data, graphics & storytelling

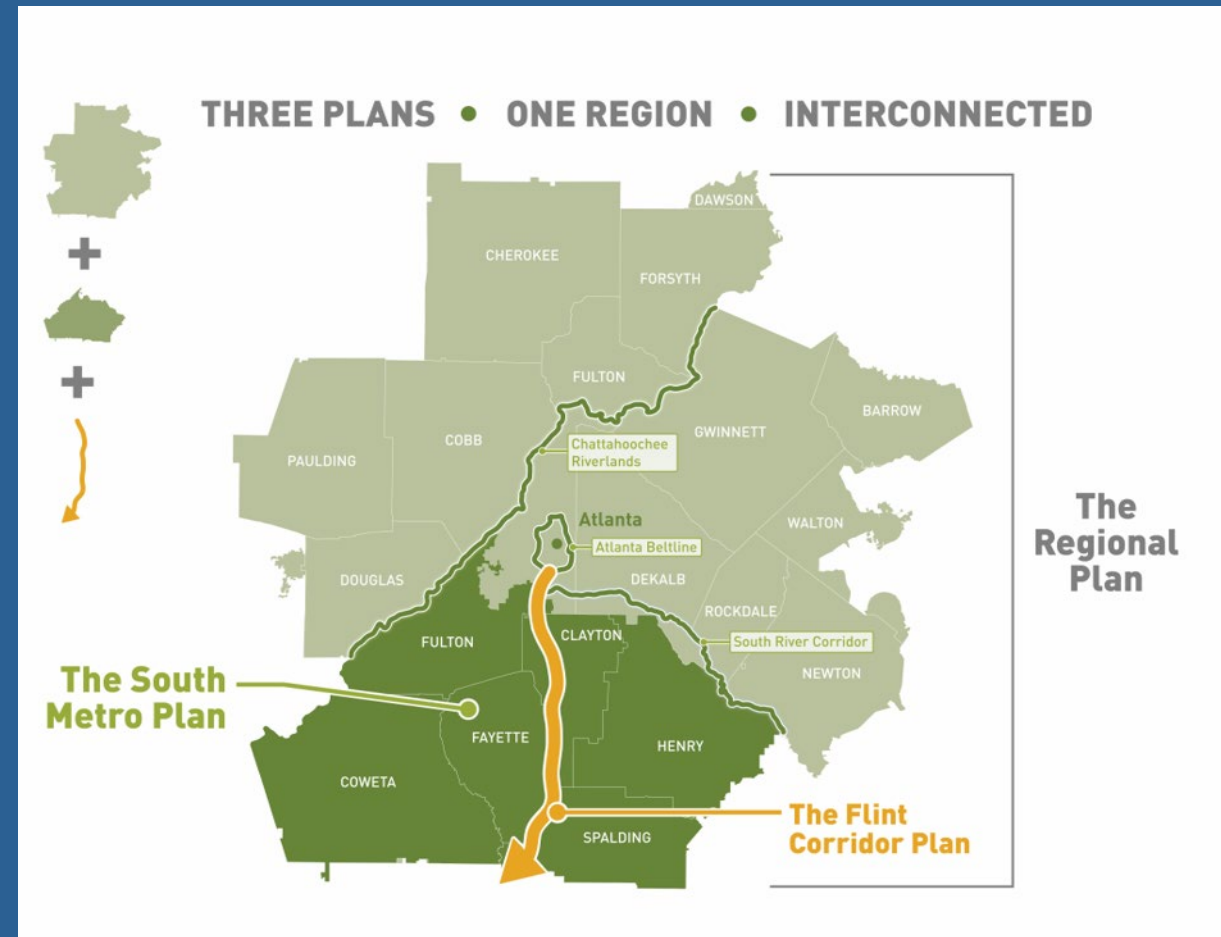


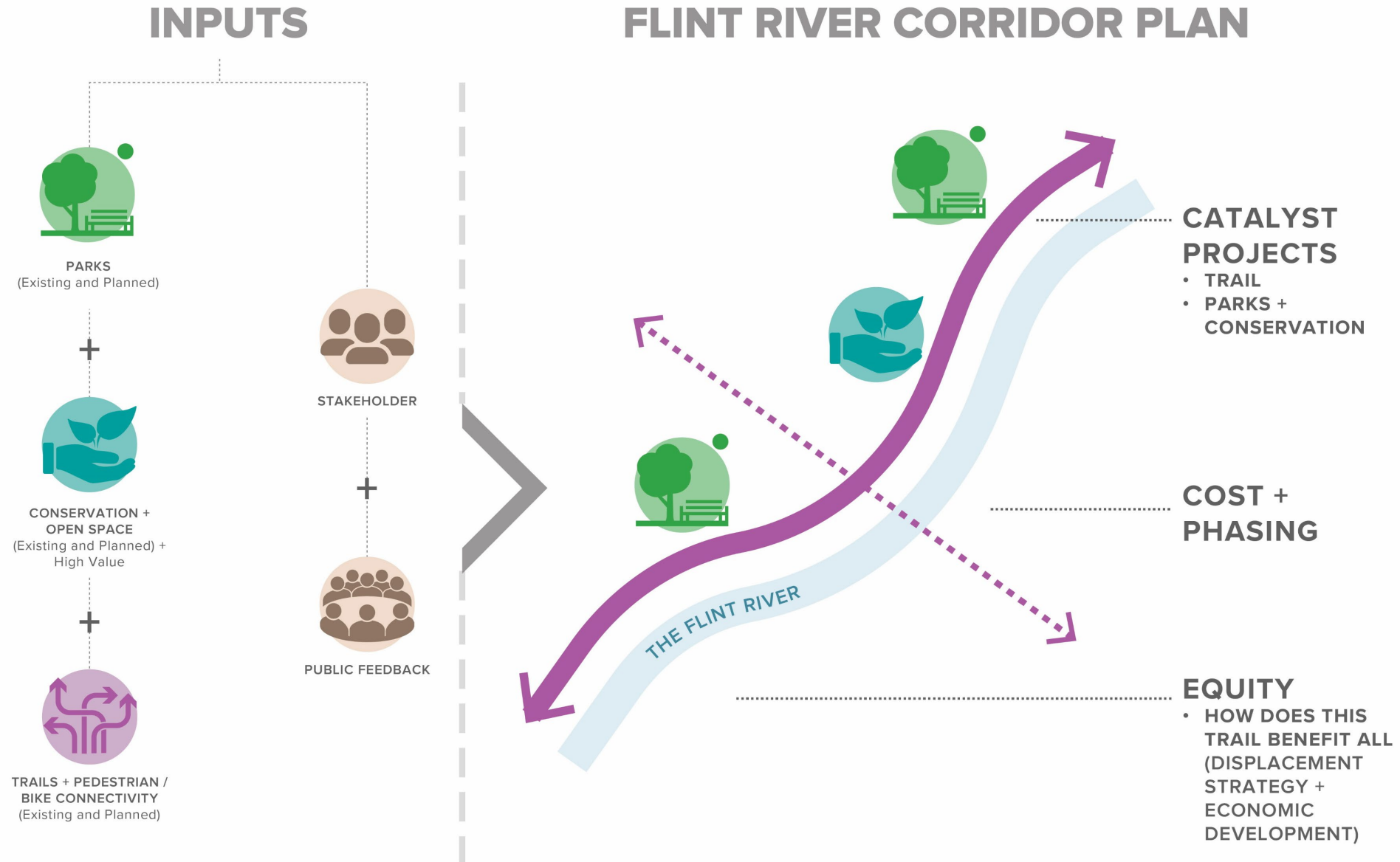


Regional and South Metro Trail and Bike Plans:

Early Tasks and Actions:

- GIS data transfer & Placer.ai data feed set up
- Demand and regional trends analysis underway
- Policy review & MTP coordination underway
- Peer region and lit review underway







Activation

Places to gather and celebrate the river and community



Economic Opportunity

Tourism, job, education, and affordable housing opportunities



Access

Places to connect



Health

Human health (physical, social, mental)



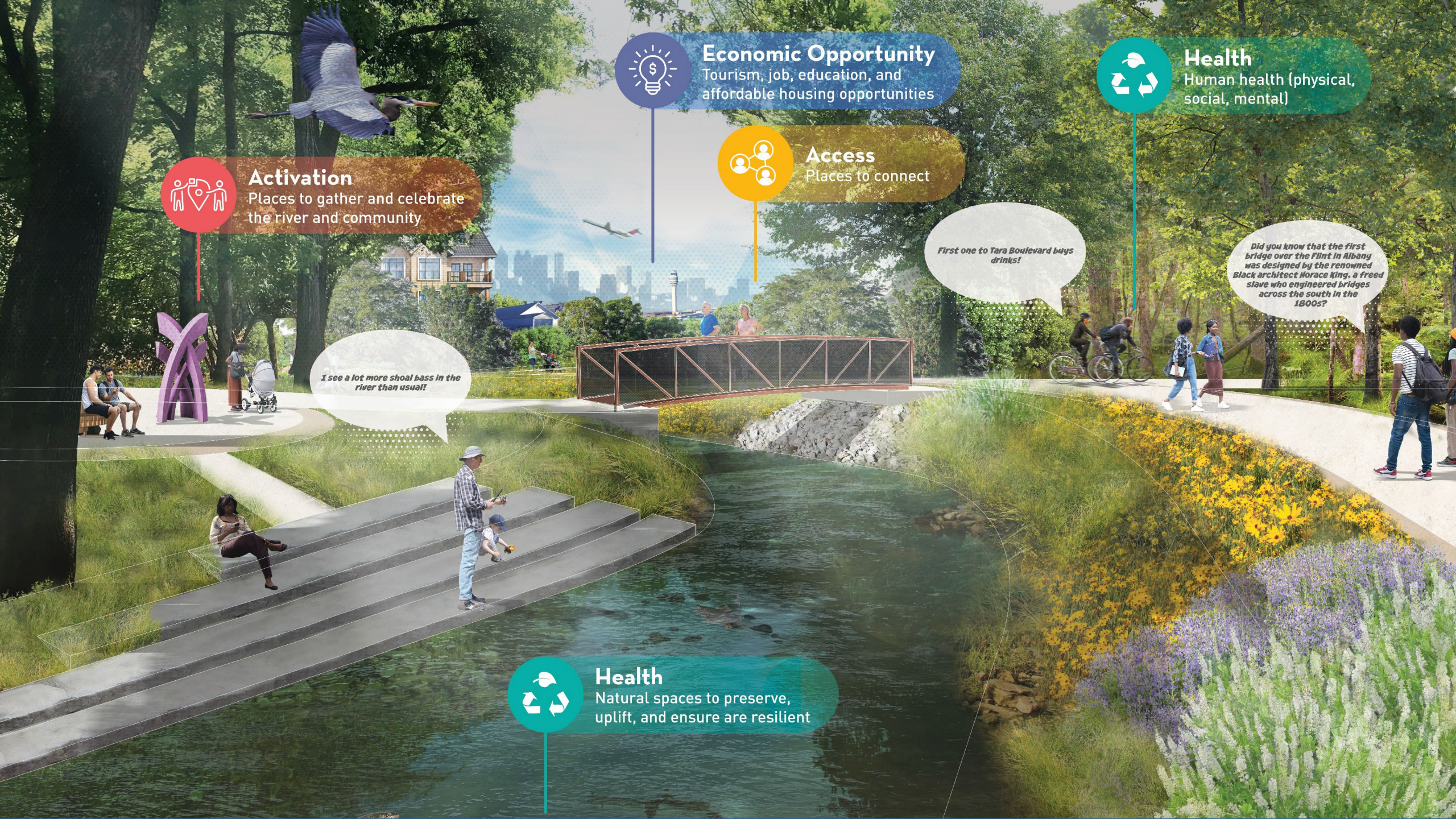
Health

Natural spaces to preserve, uplift, and ensure are resilient

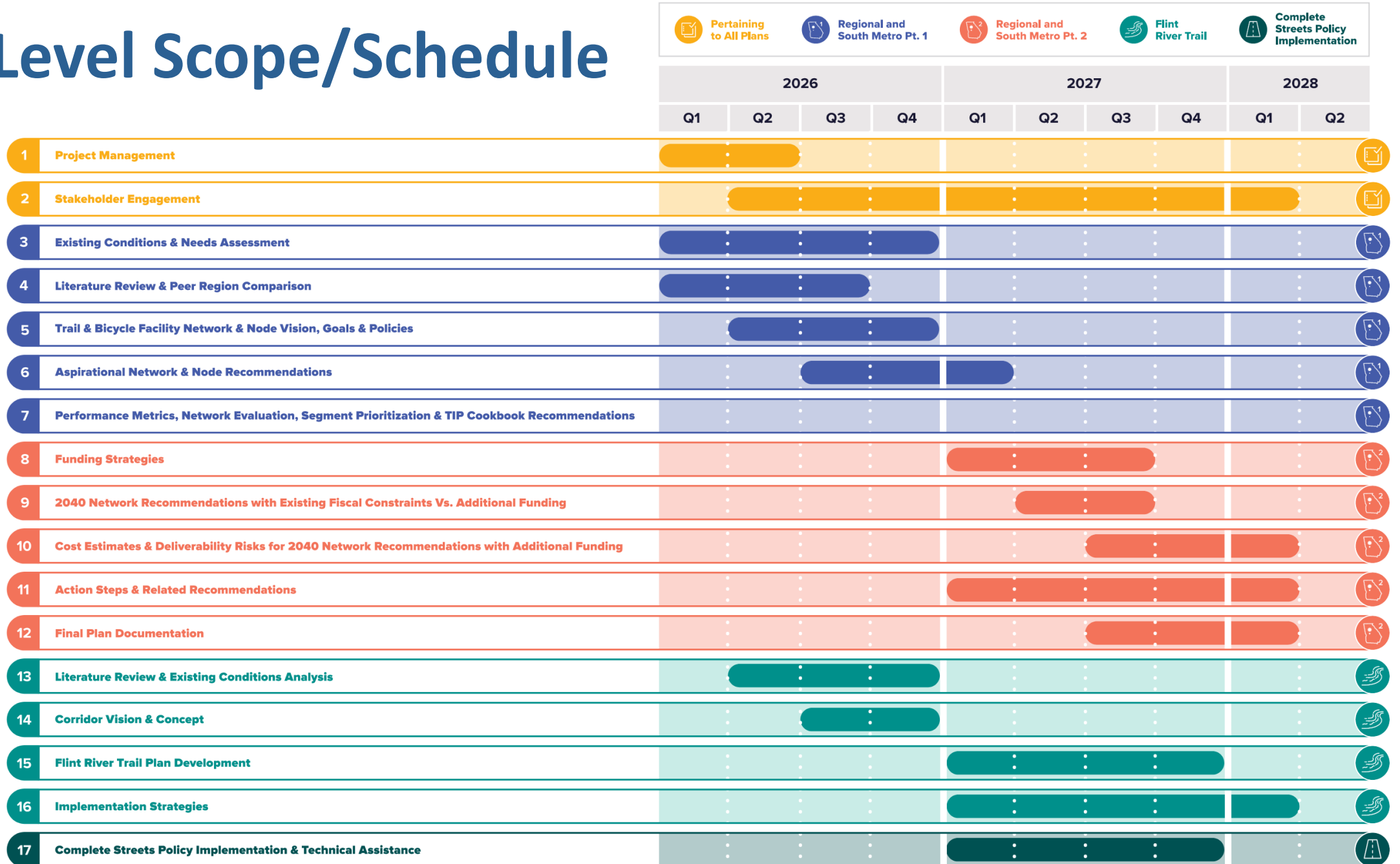
I see a lot more shoal bass in the river than usual!

First one to Tara Boulevard buys drinks!

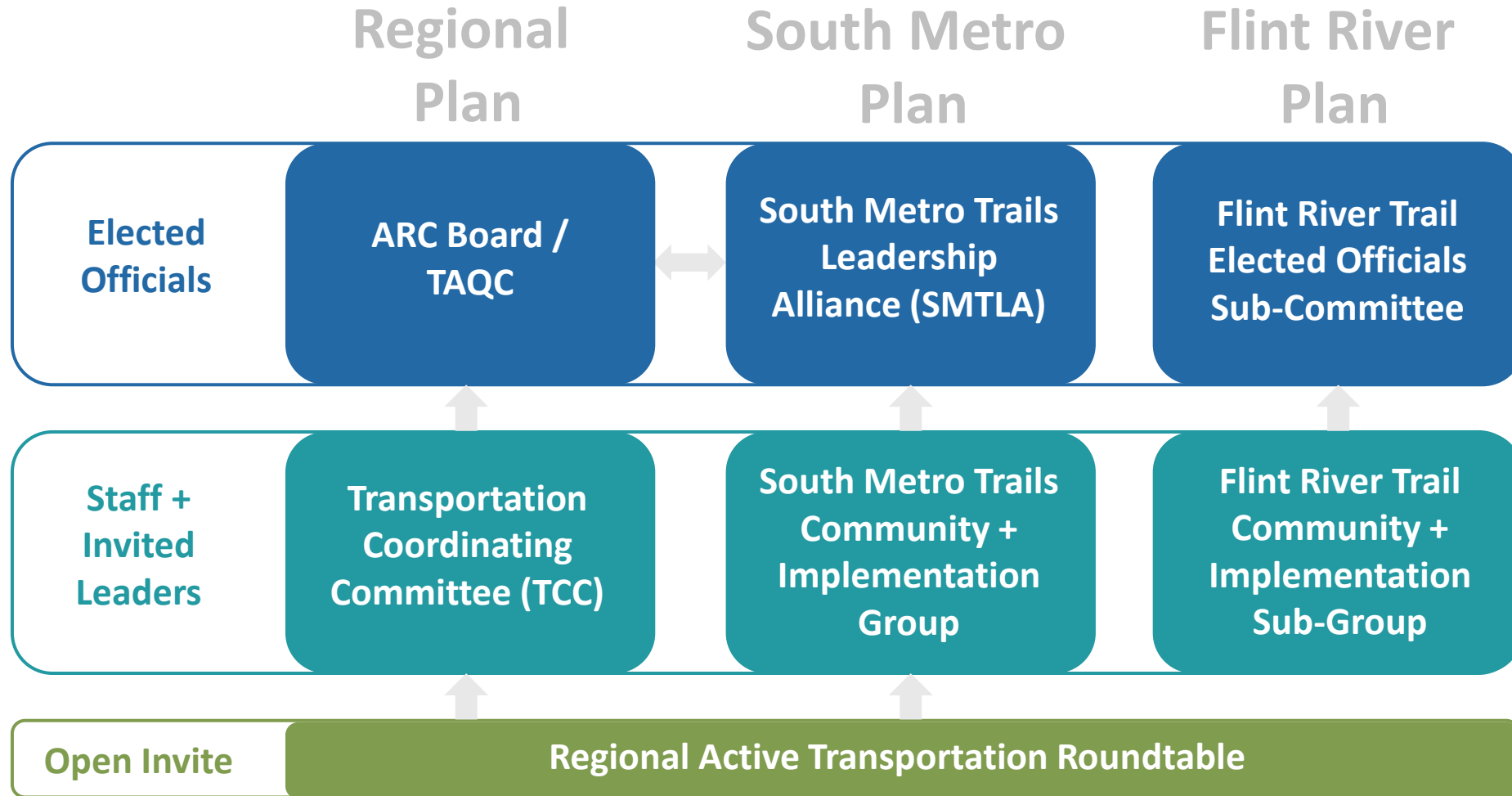
Did you know that the first bridge over the Flint in Albany was designed by the renowned Black architect Morace King, a freed slave who engineered bridges across the south in the 1800s?



High-Level Scope/Schedule



Planning Leadership Structure



70+ engagement touchpoints over the program

Phase 1 (next 90 days) builds the foundation to deliver the full engagement program across all three plans.

Activity	Regional	South Metro	Flint	Total
Stakeholder interviews	10	10	10	30
Pop-up engagements	10	8	6	24
High-effort activities	6	4	3	13
Digital engagement portals	1	1	1	3

The plan opens with a Listen phase before any lines are drawn — pop-ups meet residents where they are, and digital portals keep feedback open across the full 2.5-year program.

South Metro Trails Leadership Alliance

- ▮ Collaboration to bring more bike and pedestrian infrastructure to South Metro
- ▮ Key stakeholder group for South Metro and Flint River Trail Plans
- ▮ Comprised of county commission chairs and mayors from South Metro. Fifteen attended the first meeting in October.
- ▮ GDOT board attended
- ▮ Convened and facilitated by ARC and Aerotropolis Atlanta Alliance
- ▮ Most recent meeting: June 10, 2026
- ▮ 2 more meetings in 2026



“We can no longer continue to work in silos.
We must work together.”

-- Alieka Anderson-Henry, Chair
Clayton County Commission

Key Considerations & Potential Outcomes

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Strategic Overview



It's economic mobility

Atlanta ranks 50th of 50 metros for upward mobility. Transportation makes jobs reachable — bicycle infrastructure is an access lever ARC holds.

Value: Equity · Goal 5 · Inclusive economy



Model proven, window open

The BeltLine shows trails transform a region. Adopting in 2028 readies the next chapter as the loop closes.

Vision · One Great Region



Built to deliver

One vision at three nested scales, with delivery playbooks that turn plans into built projects. ARC owns the pipeline, not the pavement.

Goals 1 · 5 · Value: Equity

Electrified micromobility has turned the bicycle network into short-distance transit.



10–15 mph

typical e-bike speed, door-to-door, no transfers



~12 mph

typical local-bus speed with stops and waits



< 8 mi

trip range where the network rivals the bus

Why it matters: this moves trails out of the parks-and-recreation column and into the mobility column — eligible for transportation dollars and central to ARC's core mission.

STRATEGIC FRAMEWORK Goal 2 — Strategic investments in mobility

E-bikes turn the bike network into transit

Electrified micromobility makes the bicycle network time-competitive with the local bus — moving trails out of parks-and-recreation and into the mobility column.

	Traditional local bus	The utility e-bike
Wait times	30–60 minute headways	Zero-headway — instant departure
Routing	Fixed routes, missed connections	Zero-transfer, door-to-door
Operating hours	Limited; reduced off-peak	24/7 for late-shift workers
Speed	Slowed by traffic and stops	Predictable 10–15 mph; 6 mi ≈ 30 min

< 8 miles — the trip range where the e-bike network rivals the bus. This is why the plans are eligible for transportation dollars.

Economic case: transportation is a regressive household cost.

Transportation is the second-largest household expenditure after housing — and the burden falls hardest on those who can least afford it.

Household type	Avg. annual transport spend	Share of income	Regional planning context
All U.S. households	~\$13,174	~15%	National baseline across all income tiers.
Highest-income quintile	Highest nominal	~10–12%	Averages 2.6 vehicles; highly affordable relative to income.
Lowest-income quintile (all)	~\$4,917	30–32%	Lowest nominal spend, yet nearly a third of the household budget.
Low-income · zero cars	Lowest overall	~5%	Costs drop sharply — but job and health access collapse without safe infrastructure.
Low-income · one or more cars	Highest relative	36–38%	The "Car Trap": forced ownership from missing networks eats a third of the budget.

STRATEGIC FRAMEWORK Goal 5 — A competitive economy that is inclusive · Value: Equity

The upside: a bicycle network plus an income-qualified e-bike voucher can return **\$4,000–\$9,000 a year** to a low-income household — a direct, recurring boost to economic mobility.

The Regional Plan resets the 19-county network and feeds directly into the MTP & TIP.



The update to Walk. Bike. Thrive! (2016) and Regional Trail Vision (2021) — an aspirational regional network, prioritized and ready to fund.



Updated network + node vision A refreshed regionally significant trail and bicycle network across all 19 counties.



Performance metrics + prioritization Segment scoring and network evaluation that rank what to build first.



TIP Cookbook recommendations Tunes how trail/bicycle facility projects move through ARC's own funding pipeline.



Funding strategies Regional, South Metro, and sub-area approaches to pay for the network.

STRATEGIC FRAMEWORK Goal 2 — Strategic mobility investment · feeds MTP 2055

The model is proven, and the window is open.



Why now: Adopting in 2028 puts a ready, funded network in the region's hands exactly as the BeltLine closes its loop and demand peaks — instead of scrambling to plan while others start to build.

STRATEGIC FRAMEWORK Vision — One Great Region · feeds MTP 2055

ARC Roles



ARC'S LEVERS — prioritize · fund project development · build local capacity

GDOT + LOCAL GOVERNMENTS
— build, own, maintain

STRATEGIC FRAMEWORK Goal 4 — A regional approach · Mission — collaborative, data-informed investment



The South Metro Plan is built to get projects delivered, not just drawn.



Where the need is greatest

The region's most under-served southern counties — fewer facilities, fewer resources, more greenfield opportunity.



County delivery playbooks

Practical guides for South Metro county governments to accelerate delivery of FHWA-funded projects.



Economic development playbook

Value-capture and finance tools — TADs, CIDs, P3s — so locals can fund the match and sustain investment.



Action steps + local guidance

A trail-champion matrix by jurisdiction, plus complete-streets, zoning, and land-use guidance.

STRATEGIC FRAMEWORK Goal 1 — Healthy, livable communities · Value: Equity



The Flint is a catalytic corridor reconnecting Southside communities to the BeltLine.



 **Corridor vision + preferred alignment** Branding, guiding principles, and a routed trunk trail and parks along the river.

 **Economic development + land use** A growth framework drawing on the BeltLine's proven economic story.

 **Displacement-prevention strategy** Equity safeguards built in from the start, with PSE and APD-Urban leading.

 **Phased implementation roadmap** Sequenced by readiness and impact, with a funding-and-partnership plan.

STRATEGIC FRAMEWORK Value: Equity · Goal 5 — Inclusive, resilient economy

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