Micromobility Symposium

Presented by ARC

and the Georgia Tech Center for Urban Research

Thursday 29 January 2026

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Agenda

- Welcome & Introductions
  - Mike Alexander — Atlanta Regional Commission
  - David Edwards — Georgia Tech
- Speakers
  - Nasim Rezvanpour — Atlanta Regional Commission
  - John Saxton — Atlanta DOT
  - Ron Knezevich — Georgia DOT
  - Rebecca Serna — Propel ATL
  - Ashley Finch — Alta Planning + Design
  - Carol Atunez — Lime
- Closing Remarks

Welcome and Introductions

Mike Alexander, Chief Operating Officer - ARC

David Edwards, Director – Center for Urban Research at Georgia Tech

Data-Driven Micromobility at ARC

Nasim Rezvanpour, Ph.D.
Principal Data Analyst Transportation
ARC

Agenda

- ARC Plans
- Regional Active Transportation Inventory
- Safety Risk Factors
- Demand: ABM, Polaris, Replica
- Real data: ATSPM, Lime, Strava
- Bike Network Model

Vision

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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.

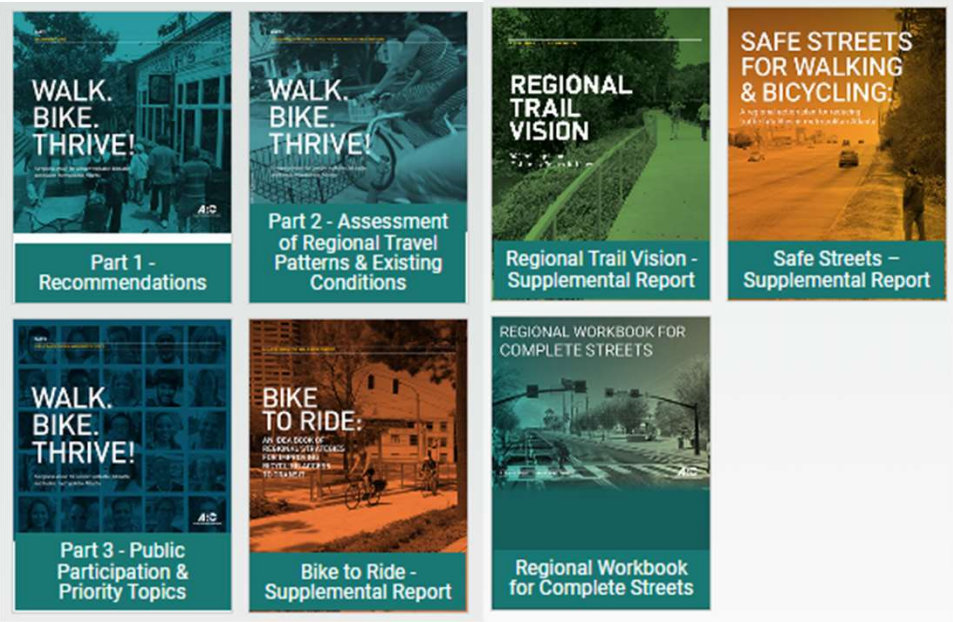
Strategic investments in people, infrastructure, mobility, and preserving natural resources.

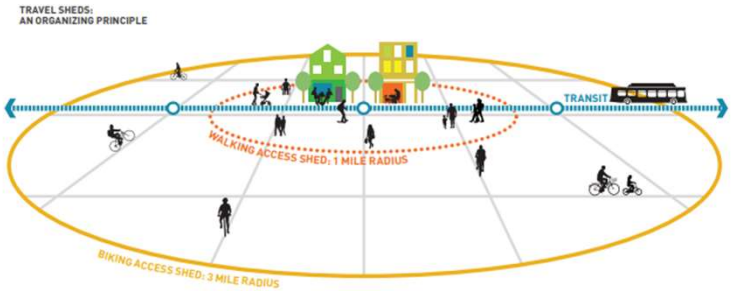
Regional services delivered with **operational excellence** and **efficiency**.

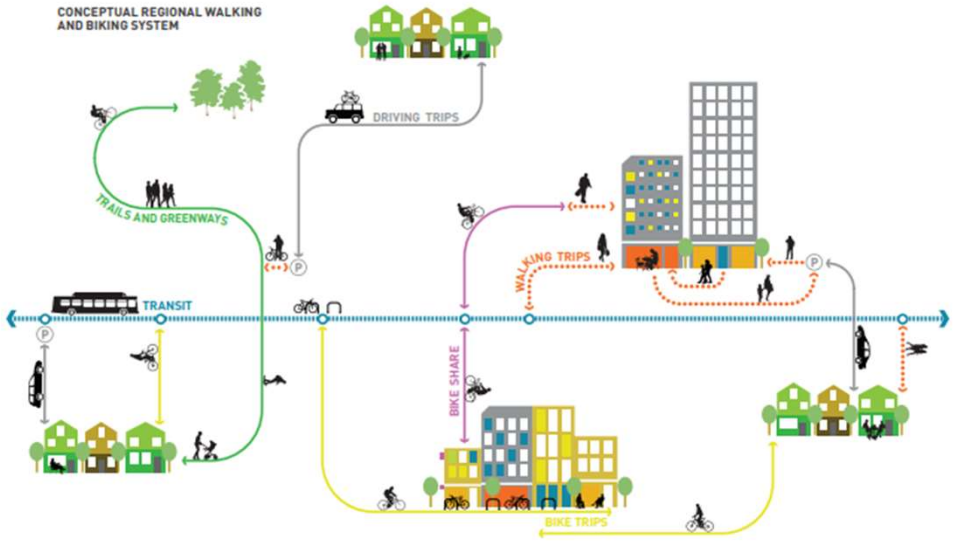
Diverse stakeholders engage and take a regional approach to solve local issues.

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

Bike-Pedestrian Plan- Walk, Bike, Thrive

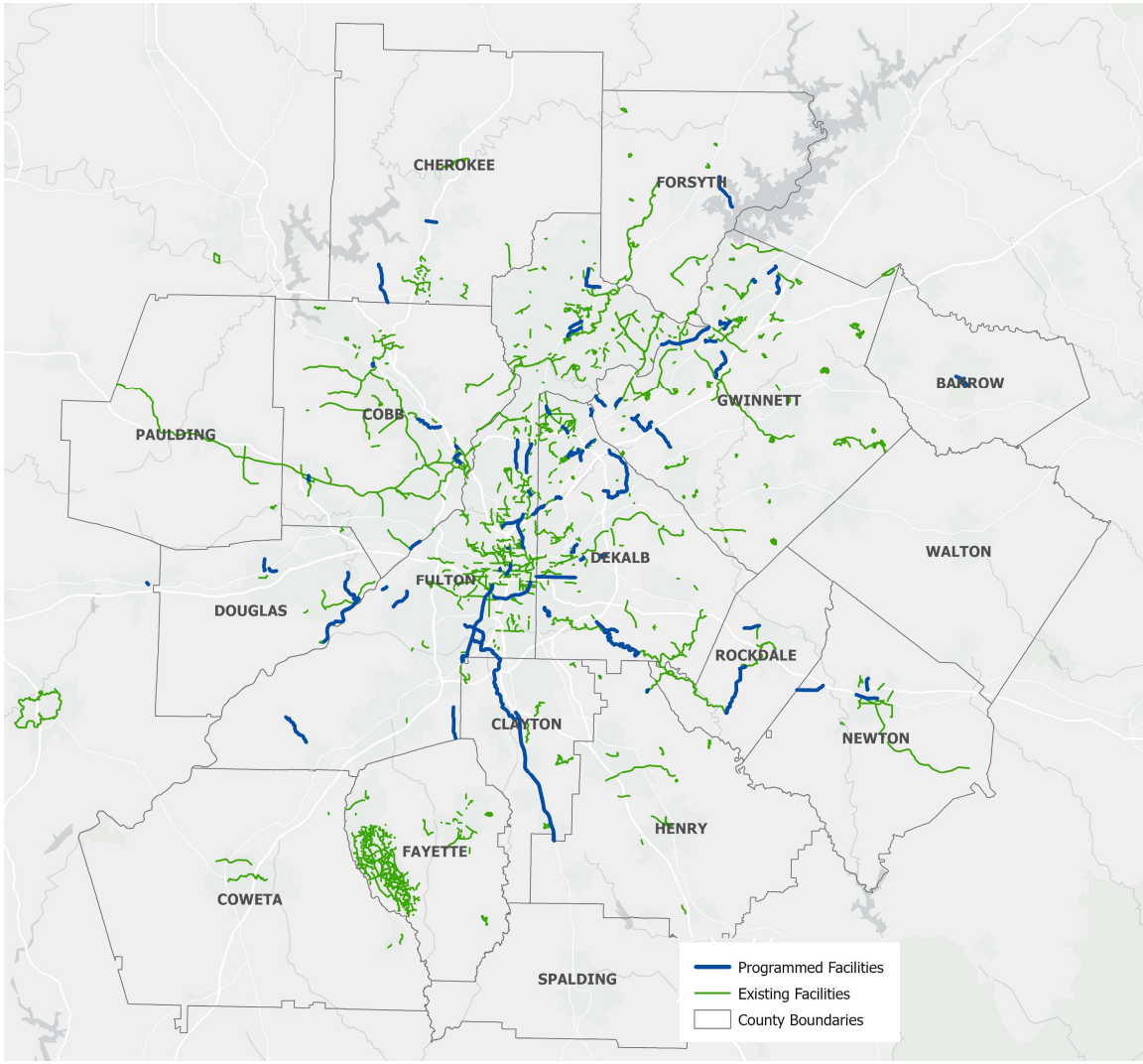




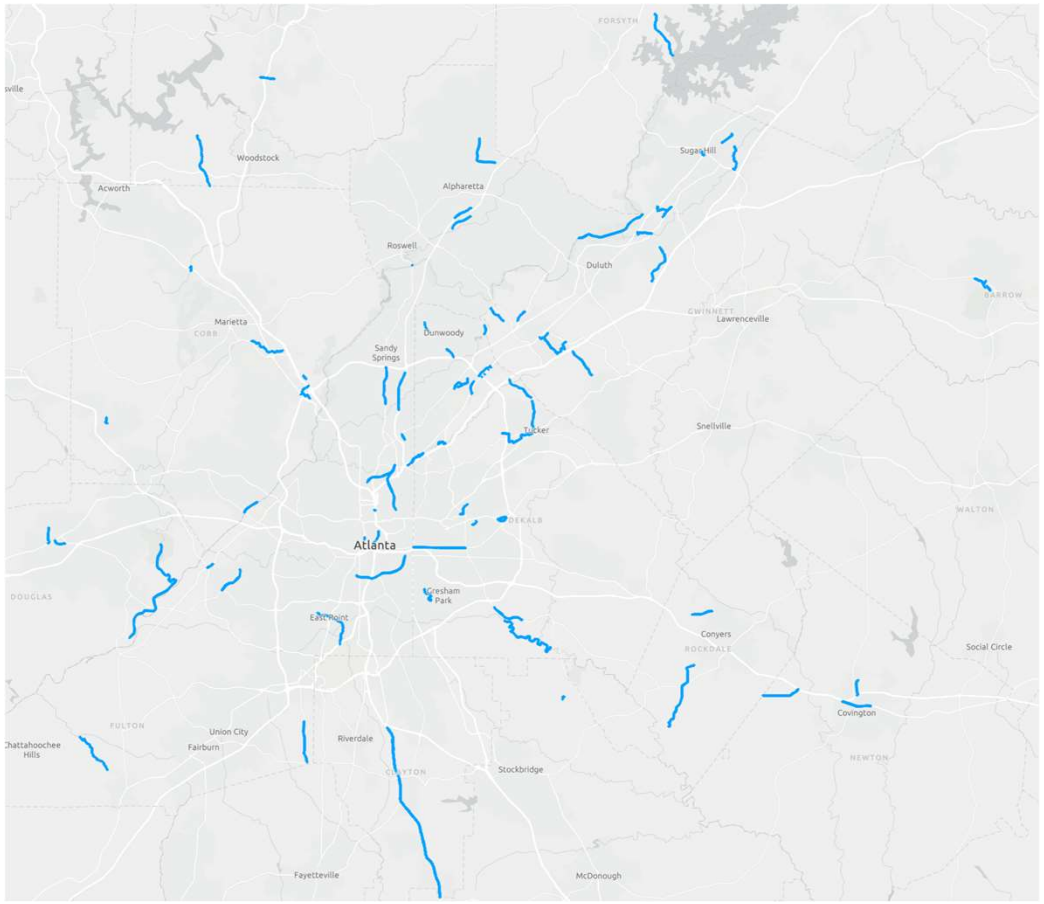


Existing & Programmed Trails / Bike Facilities

- Existing trails: 770 miles
- Existing Protected Bicycle Lanes: 26 miles
- Programmed trails: 228 miles
- Planned trails: 4,000+ miles
- Nearly $4 Billion in MTP



Transportation Improvement Program (TIP)
FY 2024-2027



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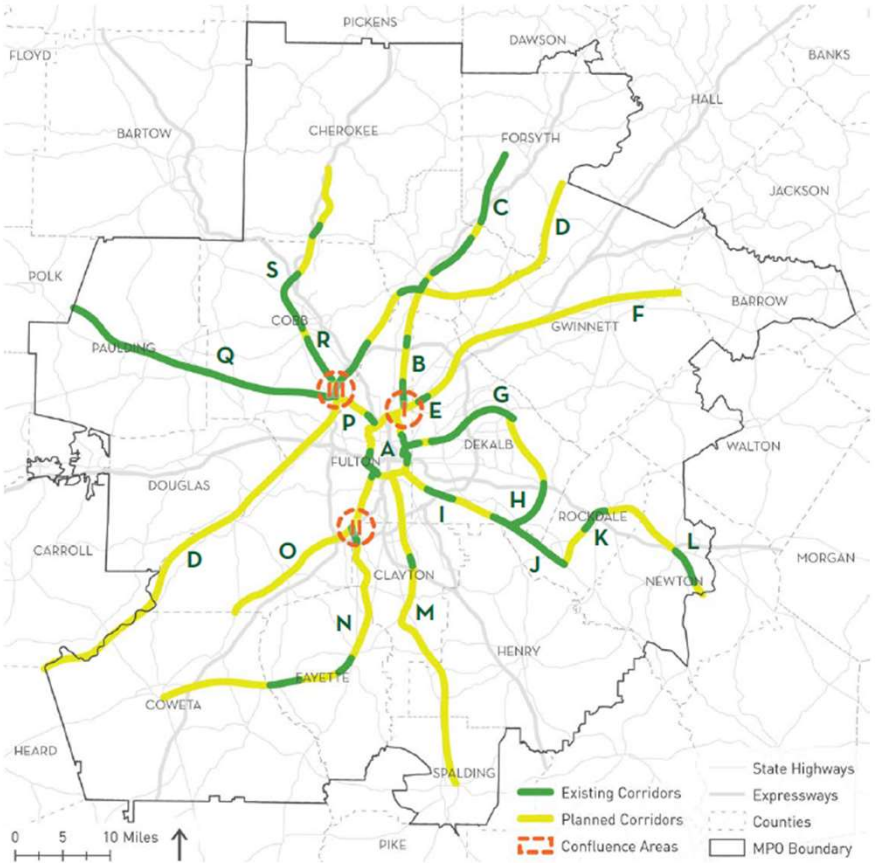
Regional Trail Vision

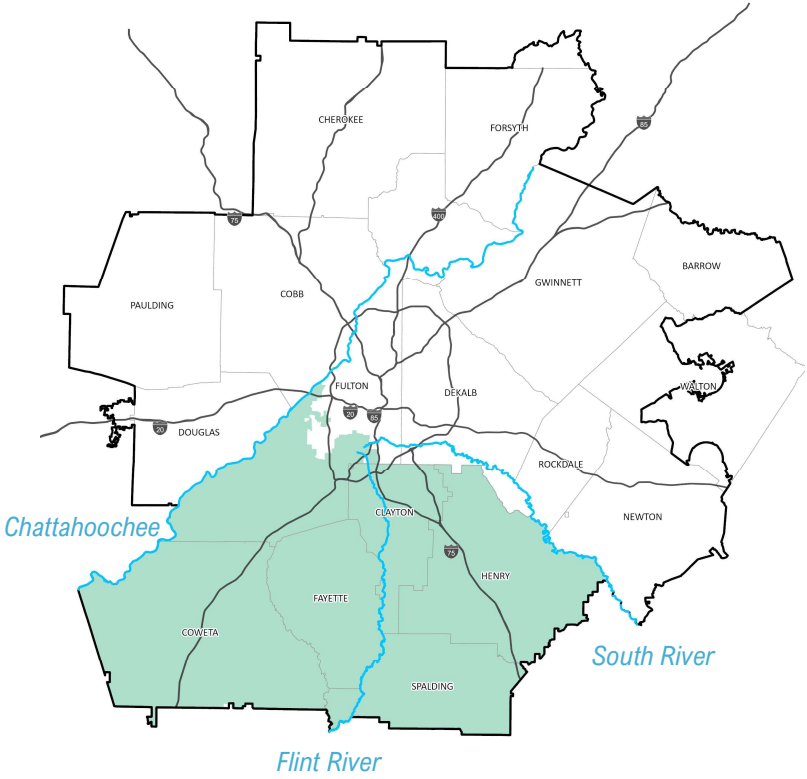


ID	Corridor Name	Jurisdictions	Source Documentation
A	Atlanta BeltLine	City of Atlanta	Atlanta Beltline Trail Map
B	PATH 400	Atlanta, Sandy Springs	Atlanta Transportation Plan North Fulton CTP
C	Big Creek Greenway	Alpharetta; Fulton and Forsyth Counties	Big Creek Greenway Map
D	Chattahoochee RiverLands	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

Plan: Three Studies

- **Regional Trail + Bicycle Facility Network Plan**
  Covers the full 19-county MPO
- **South Metro Trail + Bicycle Facility Plan**
  Deeper study of sub-regional, 6-county area of Regional Trail Plan; identifies specific alignment options
- **Flint River Trail Plan**
  Master plan for trail for quarter-mile-wide corridor centered on Flint River from headwaters in East Point to the southern edge of MPO
- **Budget:** $3,500,000 total for all three plans
- **Timeline:** Kickoff in March, work will take 18-24 months

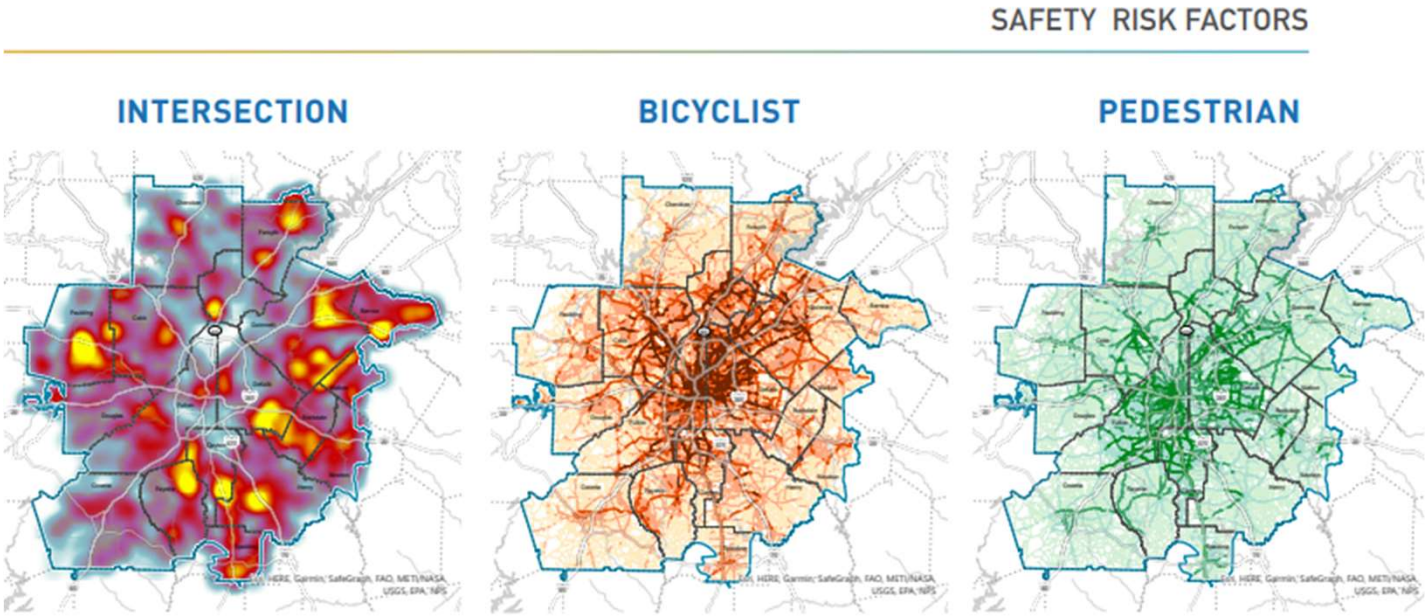


South Metro Planning Area

Safety Risk Factors

- The risk factors help measure the risk of severe
  - Roadway Departure crashes
  - Intersection crashes
  - Pedestrian crashes
  - and Bicycle crashes

on every road segment in the region.



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[Atlanta Region Risk Factors]

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Pedestrian Demand Dataset

ABM

Symbol	Upper value	Label
	≤ 250	0.09897 - 250.0
	≤ 5000	250.1 - 5000
	≤ 100000	5001 - 100000
	≤ 895127.439061	100100 - 895100

Polaris

Symbol	Upper value	Label
	≤ 15	0.000 - 15.00
	≤ 150	15.01 - 150.0
	≤ 1500	150.1 - 1500
	≤ 3811.556725	1501 - 3812

Replica

Symbol	Upper value	Label
	≤ 500	0.1211 - 500.0
	≤ 5000	500.1 - 5000
	≤ 10000	5001 - 10000
	≤ 96595.744681	10010 - 96600

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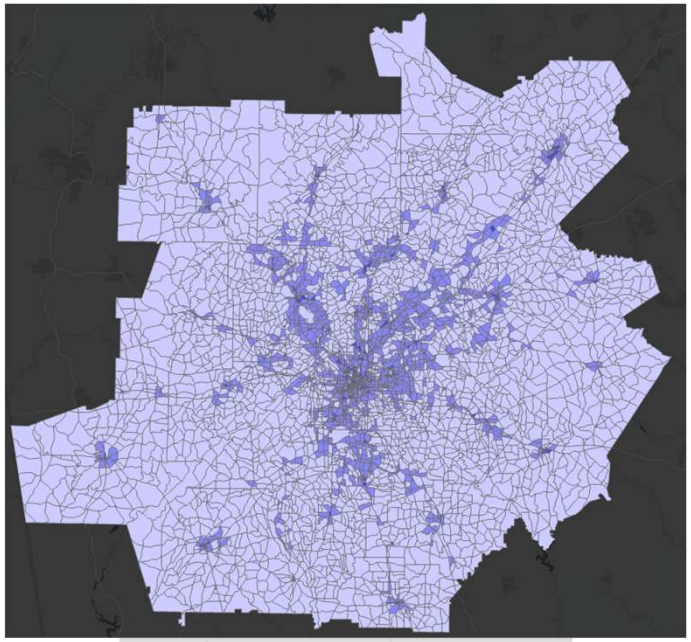
Bike Demand Dataset

ABM

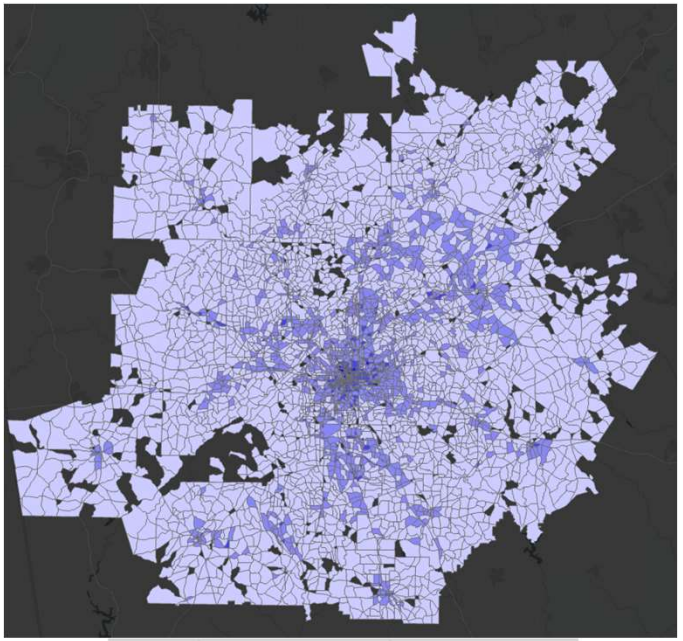
Symbol	Upper value	Label
	≤ 50	0.08043 - 50.00
	≤ 5000	50.01 - 5000
	≤ 10000	5001 - 10000
	≤ 33369.695243	10010 - 33370

Polaris



Symbol	Upper value	Label
	≤ 50	0.1079 - 50.00
	≤ 250	50.01 - 250.0
	≤ 1000	250.1 - 1000
	≤ 3811.54302	1001 - 3812

Replica



Symbol	Upper value	Label
	≤ 50	0.05276 - 50.00
	≤ 250	50.01 - 250.0
	≤ 1000	250.1 - 1000
	≤ 5851.06383	1001 - 5851

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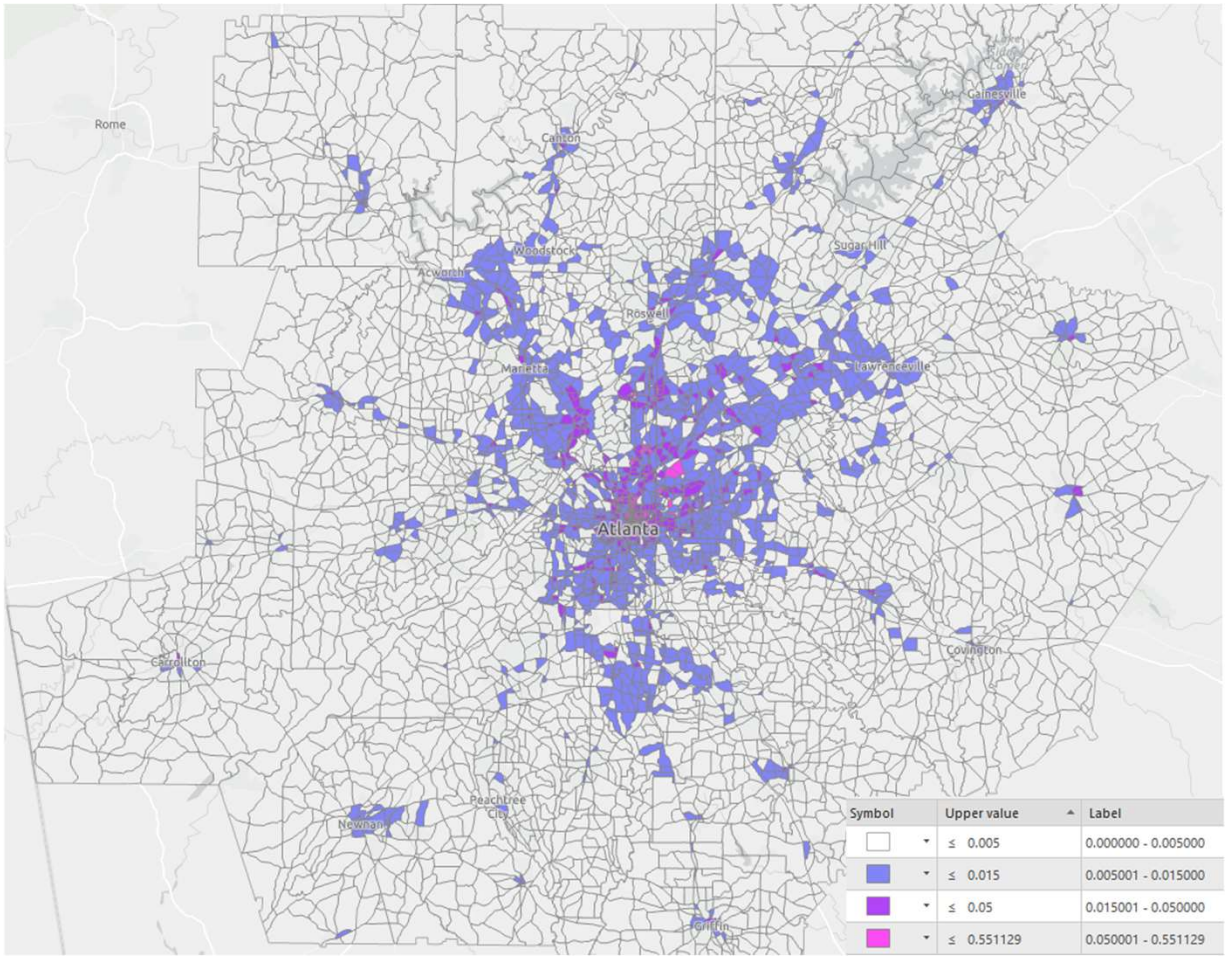
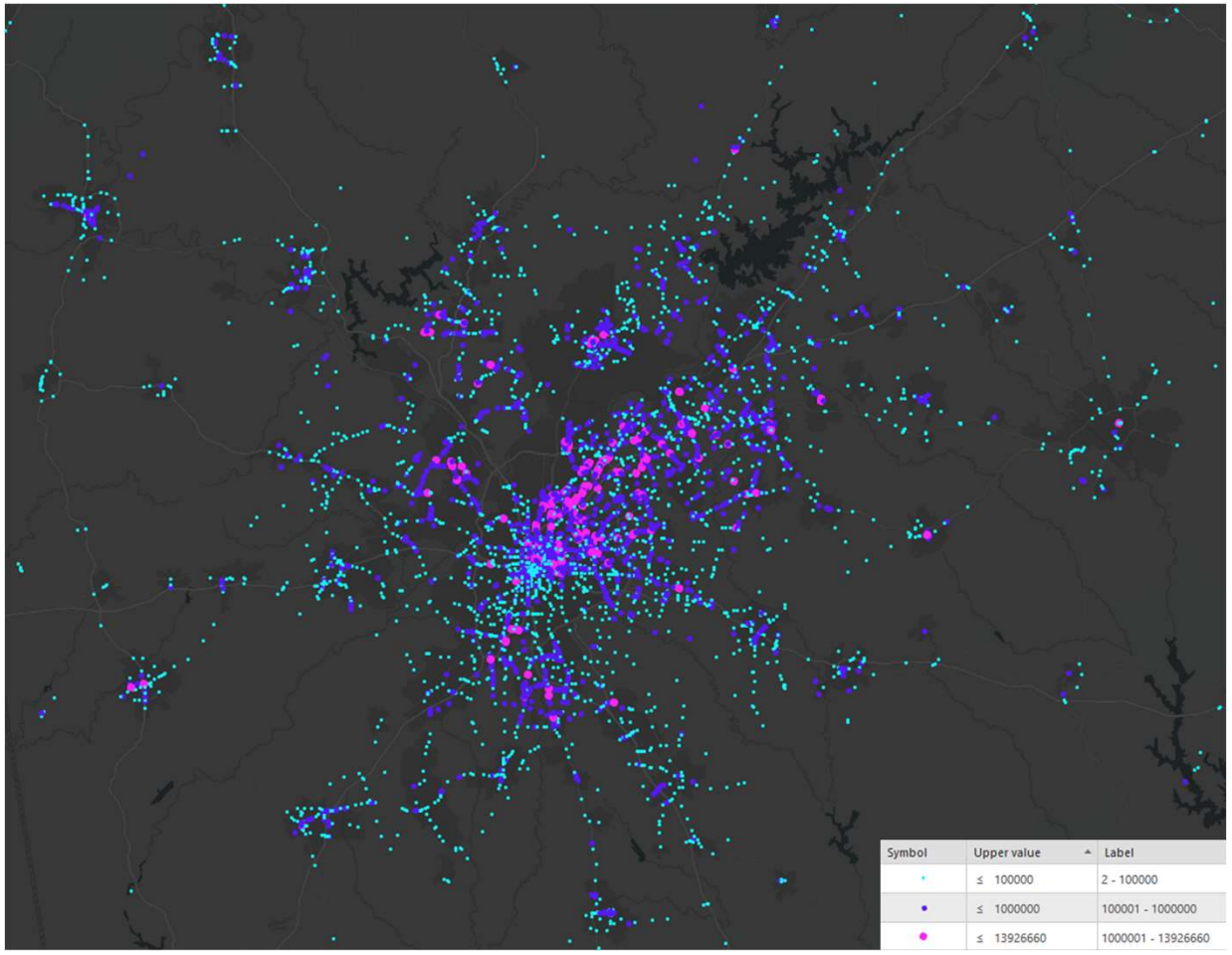
Demand Dataset - ABM Walk Propensity



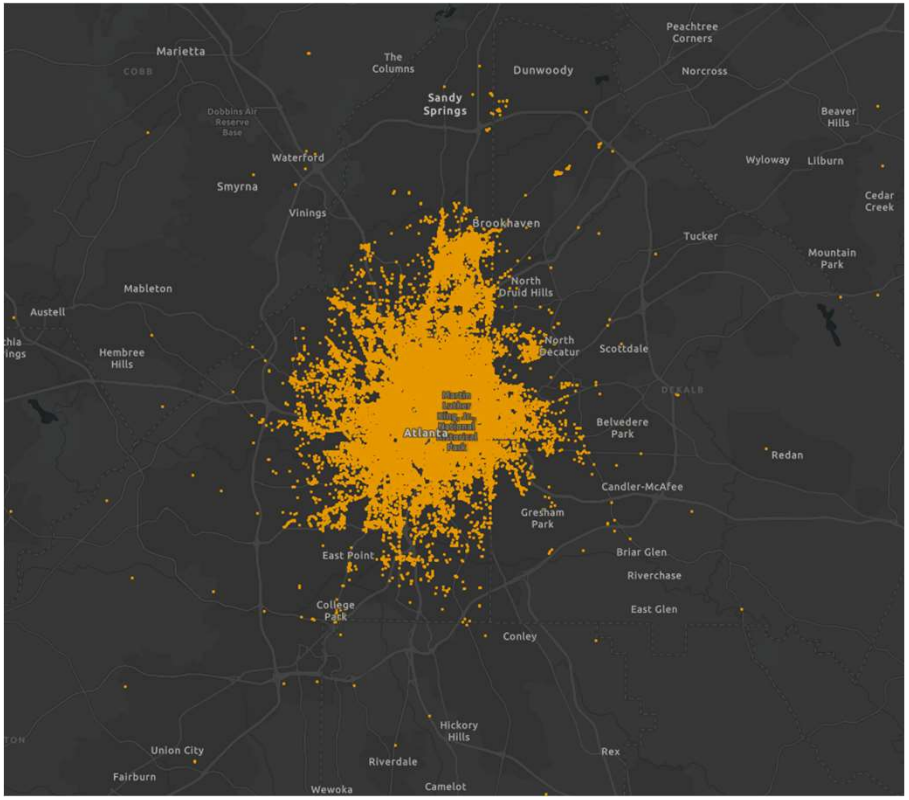
- Propensity Analysis Variables
  - Household
  - Employment
  - Number of Intersection

Observed Pedestrian Activity from ATSPM Data (GDOT)



- Higher-intensity locations indicate intersections where pedestrian push-buttons are activated more frequently, providing a proxy for where walking activity is occurring in the real world.

Shared Micromobility Data: Observed Lime Scooter & E-Bike Trips (City of Atlanta)



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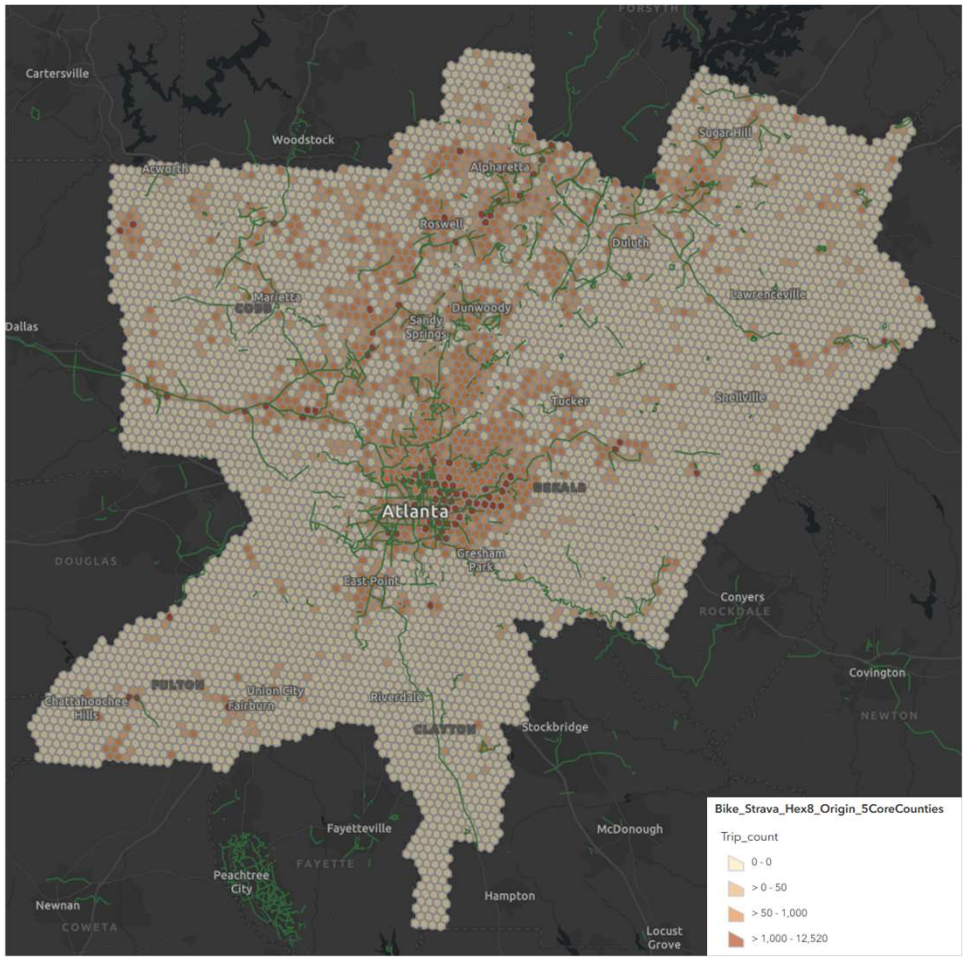
Observed Bicycling Activity: Strava Metro (5 Core Counties)



- This map shows observed bicycle trip origins from Strava Metro for the five core counties.

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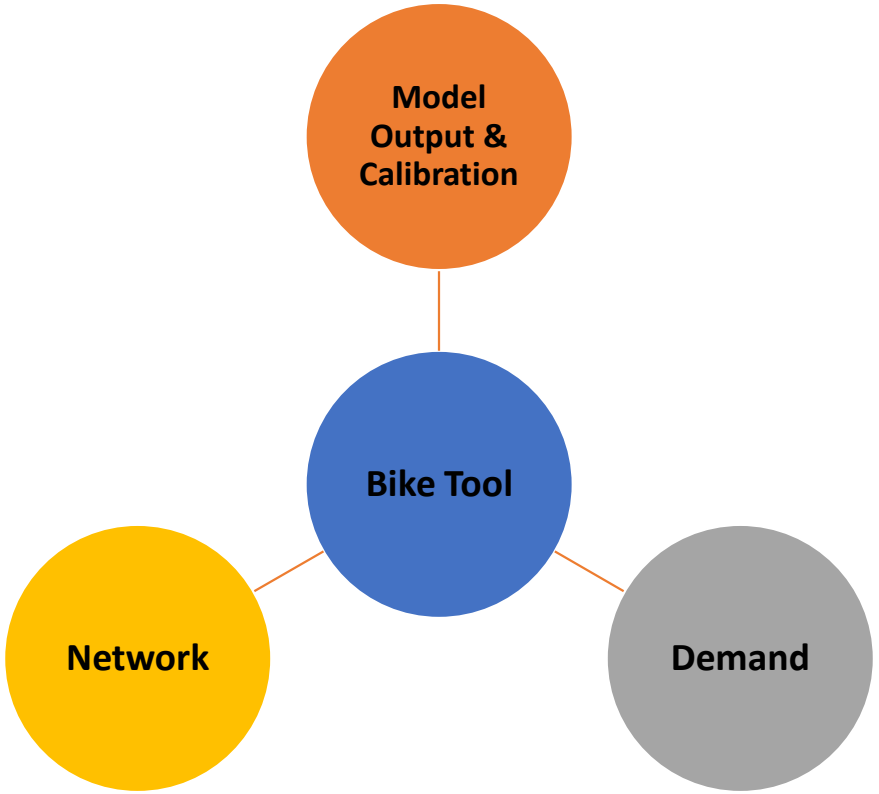
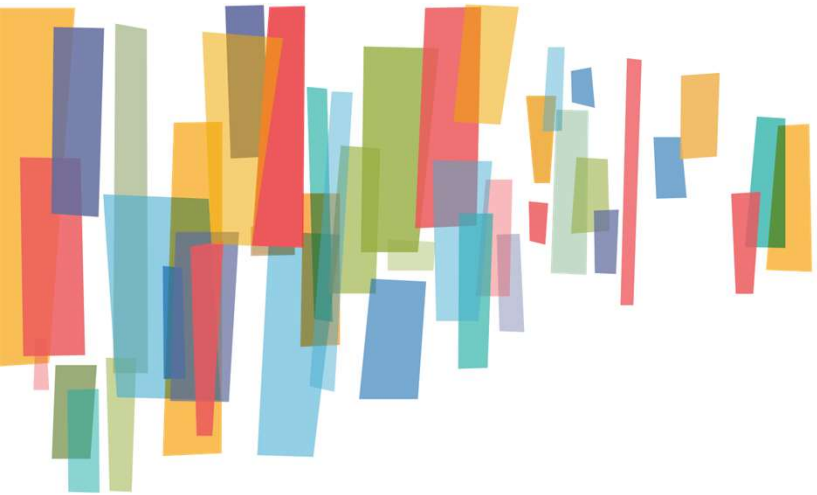
ARC Regional Bike Modeling Tool – Workflow

- Network Development
  - Build a link-level bicycle network with facility type, stress/comfort, speed, and traffic attributes.
- Demand Integration
  - Incorporate short-distance active-mode OD and selected model-based demand (e.g., Polaris or ABM).
- Model Execution
  - Run the bike model to estimate route choice, volumes, and network performance.
- Model Calibration & Validation
  - Use observed data (Strava, shared micromobility, counts) to evaluate and refine results.





Thank You!

ATL Department of Transportation

John Saxton

Mobility Planning Director

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January 29, 2026

ARC/CURA Shared Micromobility Symposium

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CITY OF ATLANTA

DEPARTMENT OF TRANSPORTATION

Mayor Andre Dickens

ATLDOT Commissioner Solomon Caviness IV

What to expect from the upcoming CTP

The goal of this effort is to develop a comprehensive transportation plan (CTP) that will make Atlanta's transportation network safe, equitable, and sustainable, with a clear, ambitious yet achievable implementation strategy. The CTP will include the following components:

Street Typologies for Collectors and Arterials

Transit-Priority Investments

Curbside Management

Pedestrian and Bicycle Plan

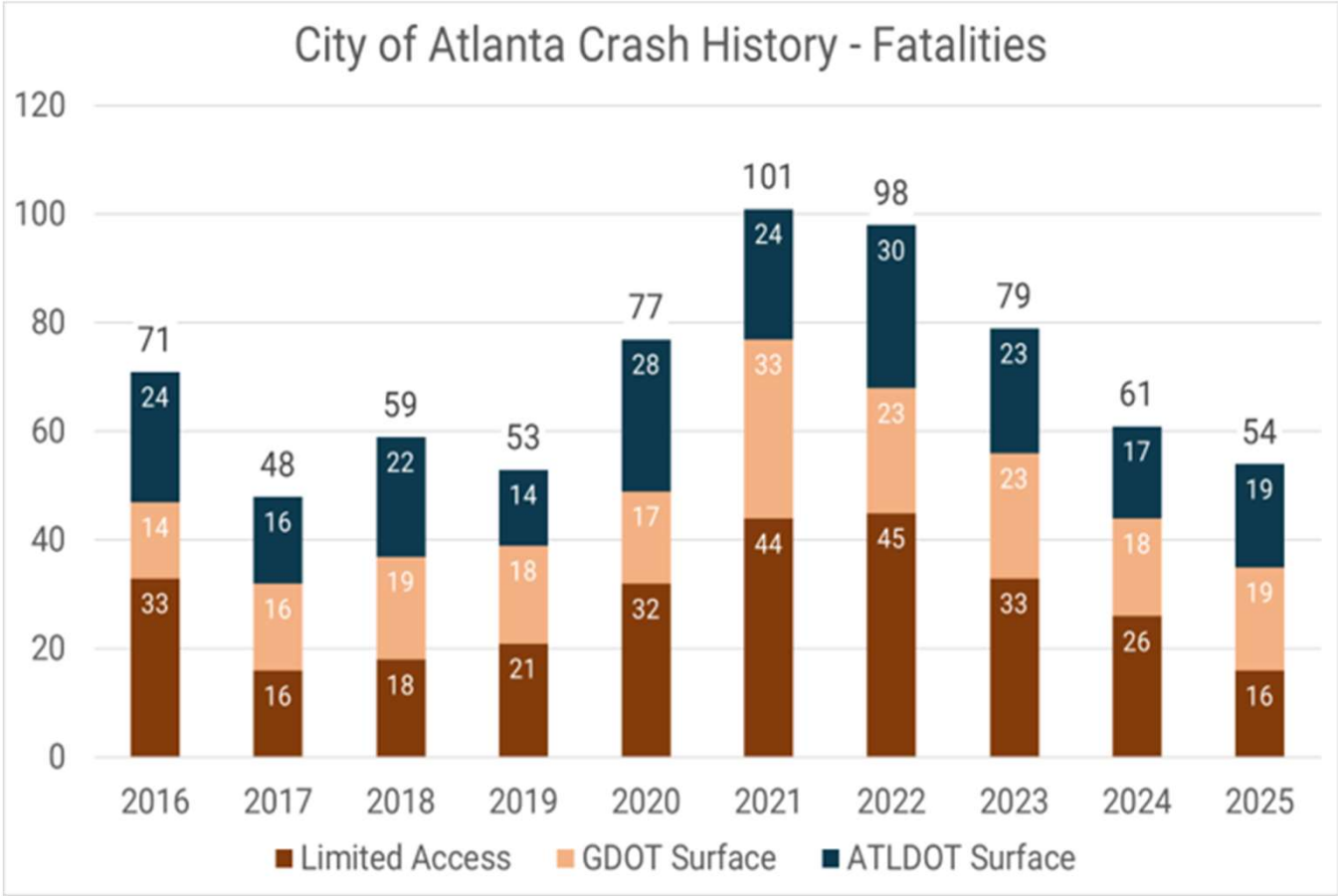
Sustainability Plan

Freight Plan

Asset Management Plan

Safety Need

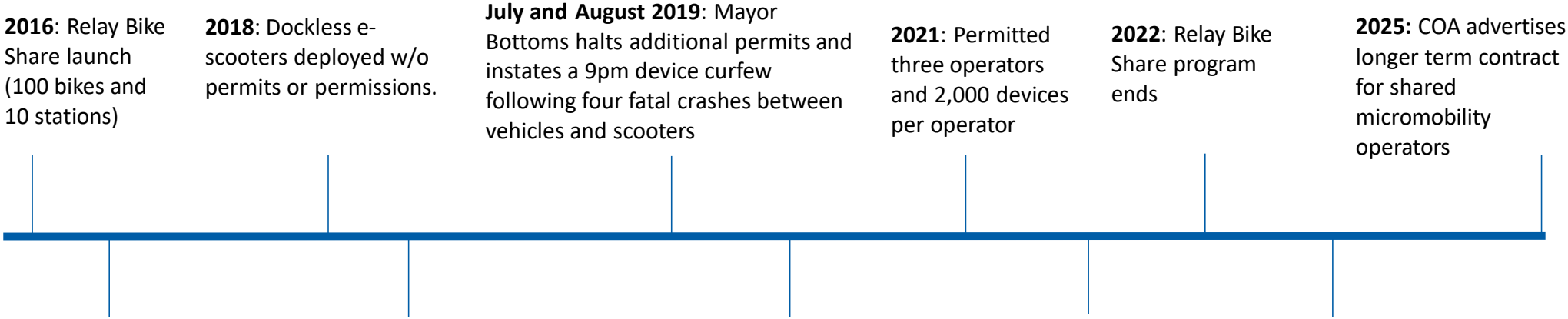
Traffic fatalities in Atlanta have decreased by 45% decrease since 2021, but more work is needed to reach Vision Zero.



How can residents get involved in the upcoming CTP?

- Baseline engagement target: 15,000 residents (1,700 residents and 20 NPUs to date).
- Schedule neighborhood/NPU walks with ATLDOT ahead of citywide engagement
- Table at major events in your neighborhood, like **Atlanta Streets Alive** – Sunday, March 22 (email mobility@atlantaga.gov with "CTP" in the subject).
- Take our survey and share with neighbors

Timeline of Shared Micromobility in Atlanta



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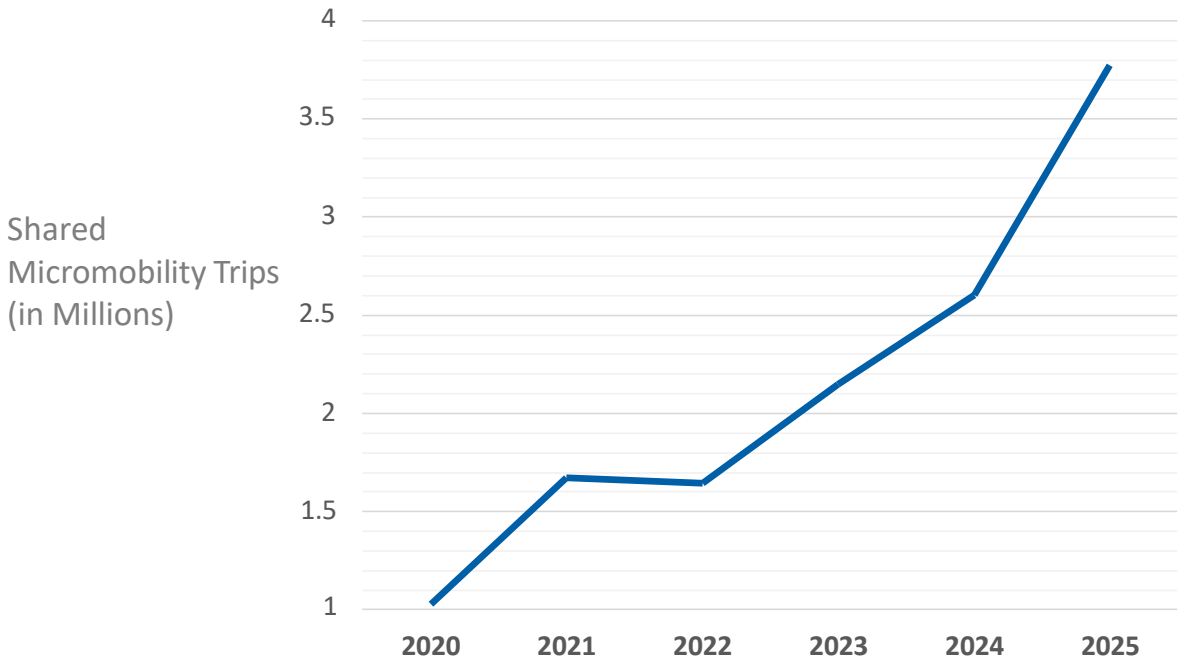
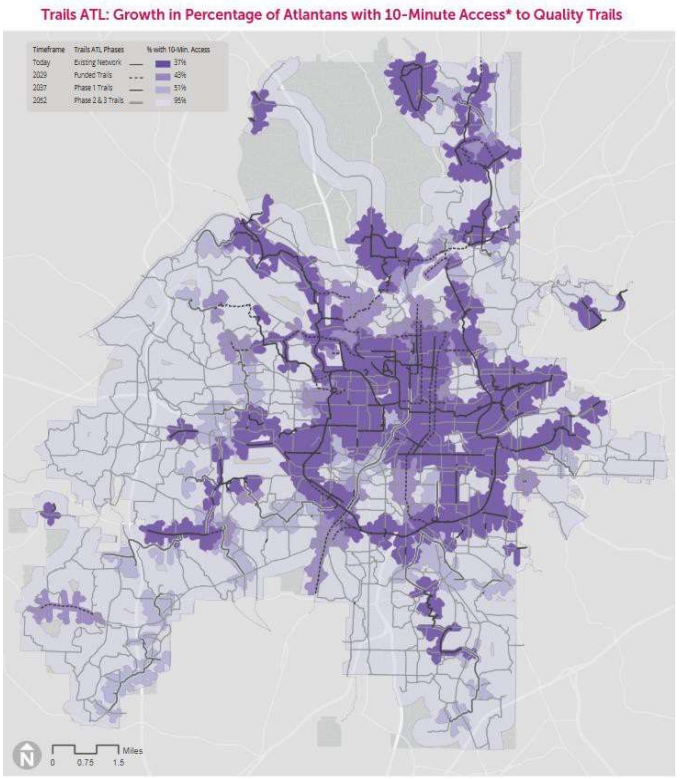
Shared Micromobility Ridership Growth

Since 2020, the City of Atlanta has seen nearly a 4x increase in shared micromobility trips. 2025 saw an increase in >1M trips.



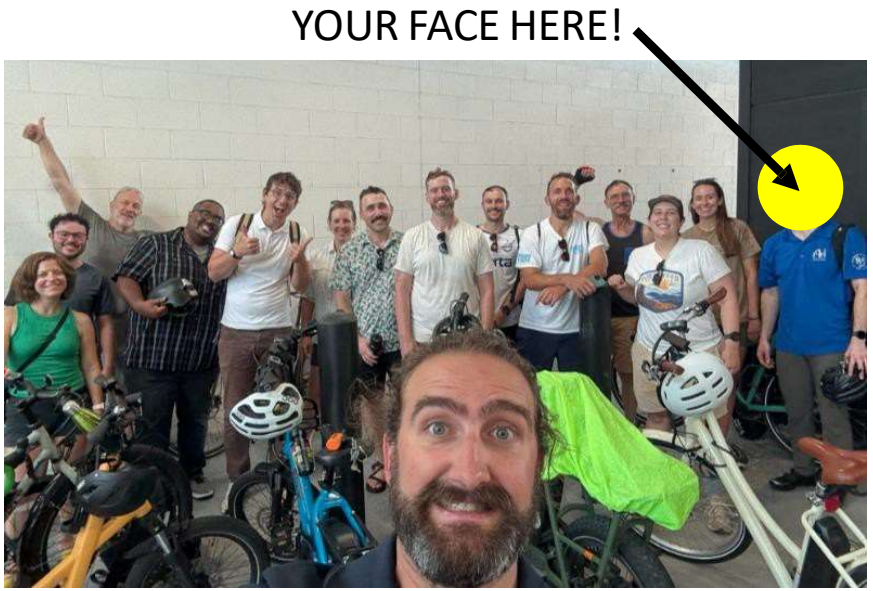
What's Ahead for Shared Micromobility?

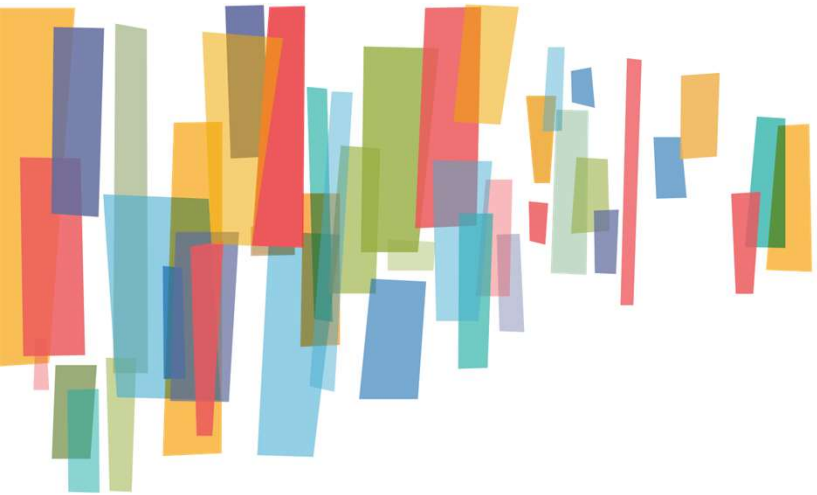
- Reach 100 parking corrals/designated parking areas in 2026 to improve reliability for users and reduce ROW clutter
- Complete Docked Bikeshare Plan to guide future docked bikeshare implementation
- Continue partnerships with ABI, MARTA, and device operators to improve parking enforcement
- Install 8-10 miles of protected bike infrastructure through completion of capital projects citywide



We're Hiring a Shared Micromobility Manager!

- Are you interested in joining a team dedicated to making Atlanta's streets safer for all users?
- Are you passionate about active and sustainable transportation?
- Do you have a background in data/analytics or transportation planning?
- Reach out (jmsaxton@atlantaga.gov) and keep an eye on the City's Careers page





GDOT

Ron Knezevich, P.E.

State Safety Engineering Manager

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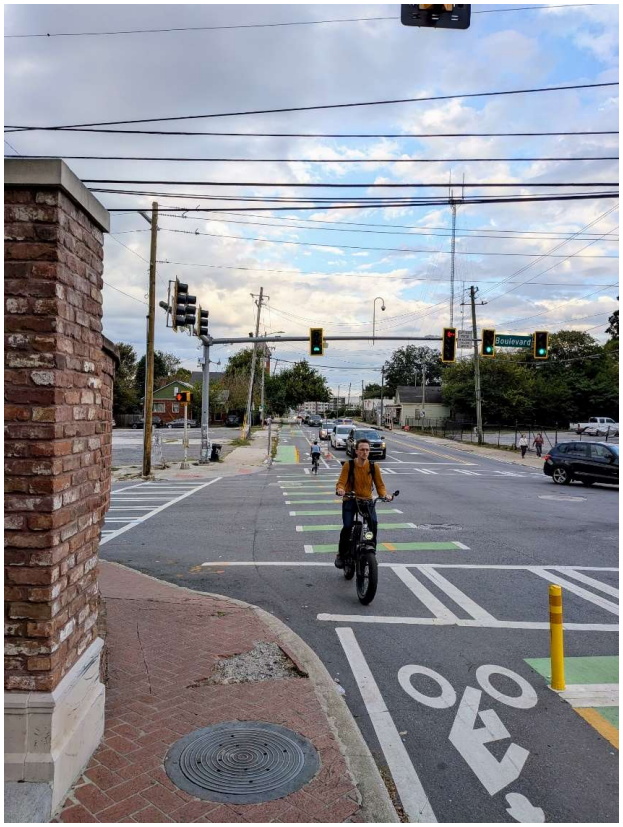
Georgia Department of Transportation

Micromobility at GDOT

Ron Knezevich, P.E.

State Safety Engineering Manager



Takeaways

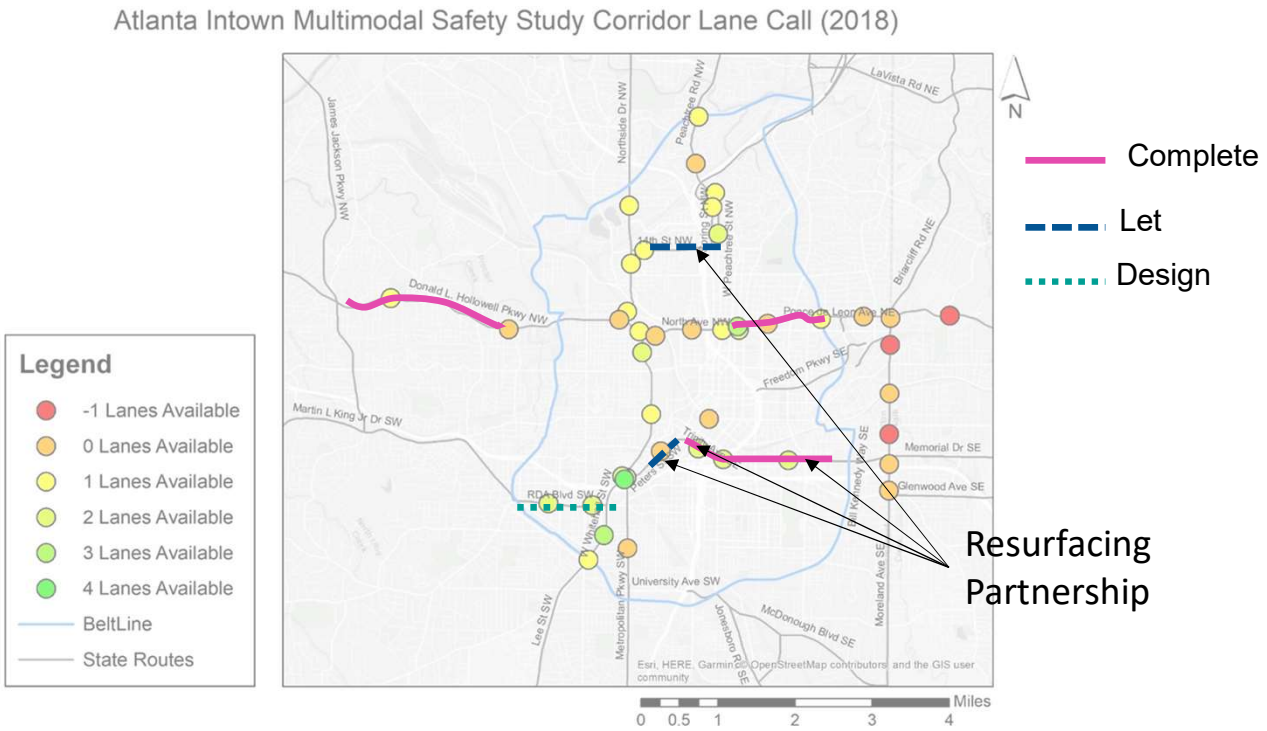
1. GDOT systemically identifies a variety of projects supporting micromobility on state routes

2. The roadway environment can be reconfigured to accommodate multimodal travel without significantly impacting operations

3. GDOT is educating the public on safe bicycle and scooter usage

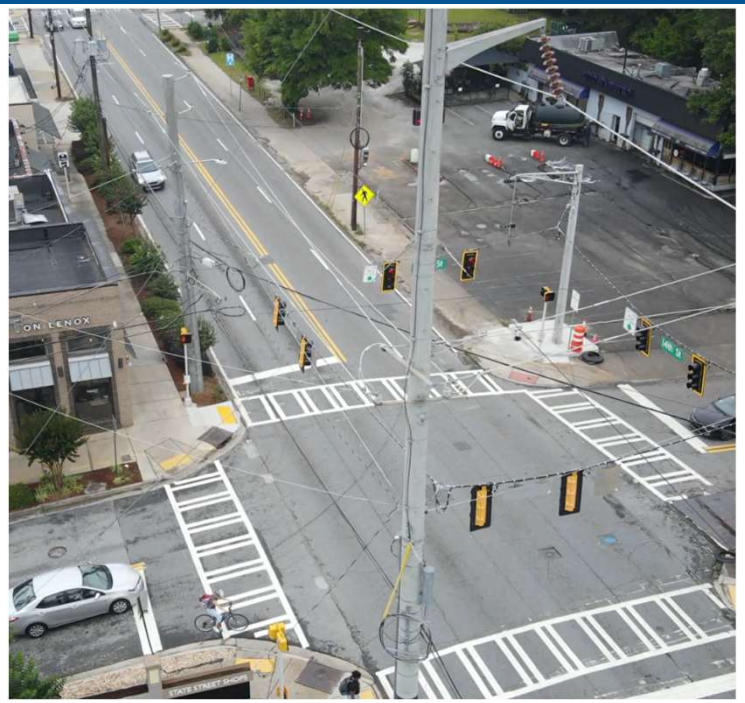
Atlanta Intown Multimodal Study (2018)

Using vehicle counts and lane number to identify where roadway reconfigurations are eligible

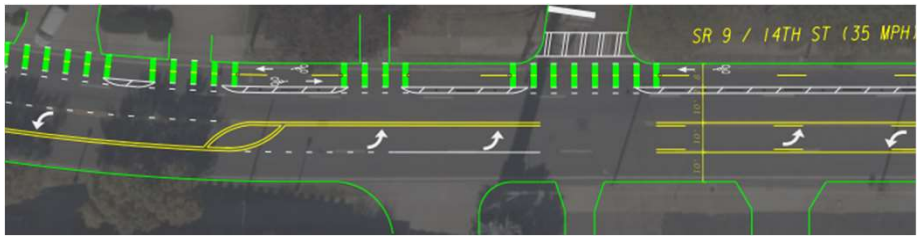


Under Utilization of Existing Space

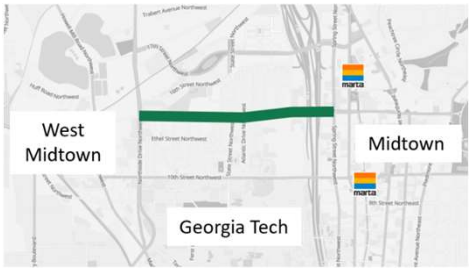
M006685 SR 9/14th St Roadway Reconfiguration (Under Construction)



- Multiple modes of transportation present
- Two center lanes used as left turn lanes
- Weaving maneuvers around the left-turners

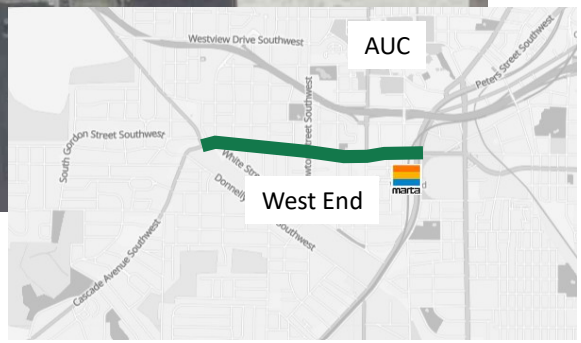


Proposed Design



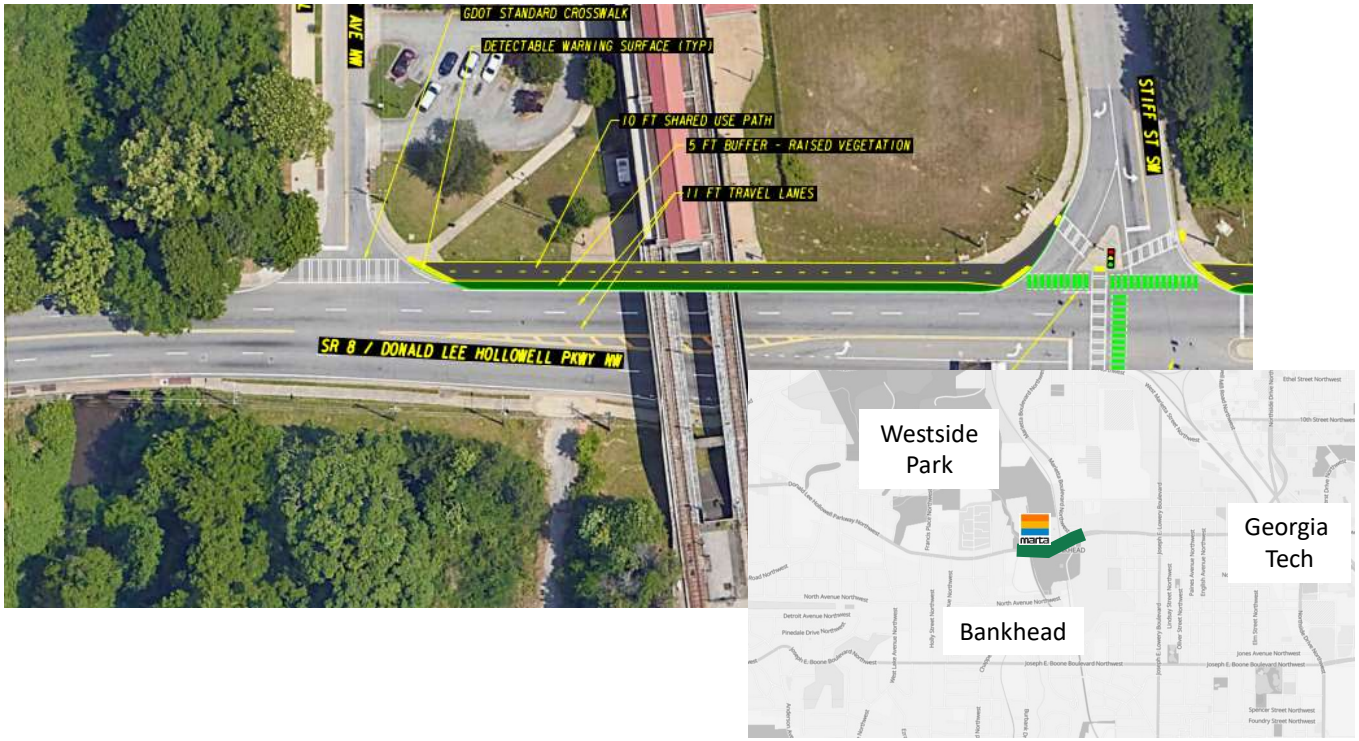
Upcoming Project Highlights

PI0018324 SR 139/Ralph David Abernathy Blvd Roadway Reconfiguration (Let Date: 07/15/28)



Upcoming Project Highlights

PI0020200 Proctor Creek Greenway to Atlanta Beltline Trail Connection (Let Date: 06/15/27)



Urban Active Transportation Plan (late 2026)

- Evaluating active transportation on all State Routes within MPOs
  - Asset inventory
  - Network gap analysis
  - Latent demand analysis
  - Scoping level project list
  - Speed management plan
  - Update to GDOT Pedestrian and Streetscape Guide

Safe Routes to School

Infrastructure and education for safe walking, biking, and rolling to school

School Traffic Safety Evaluation

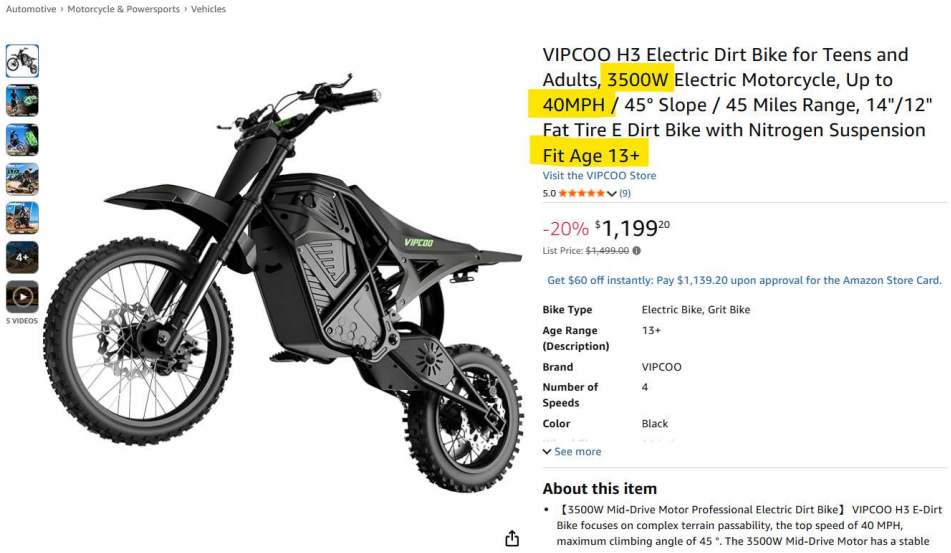
VRU Safety Infrastructure

Safe Biking Education

Biking School Bus

E-moto Public Education

- **“E-motos” are not street legal in Georgia**
  - Exceed 28mph top speed and 750W power limit for ebikes
  - Do not meet US Federal Motor Vehicle Safety Standards for motorcycles and cannot be registered
- Popular among kids
- GDOT Safety to communicate that these are illegal on streets and trails



Example E-moto

Takeaways

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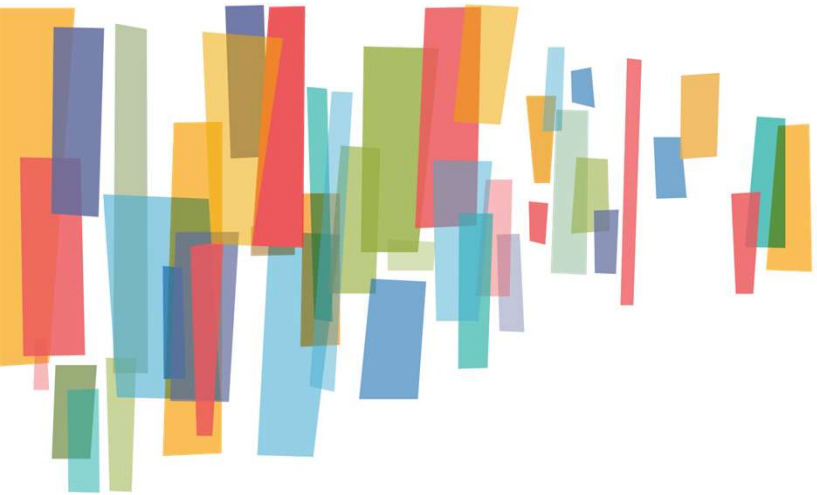

Propel ATL

Rebecca Serna

Executive Director

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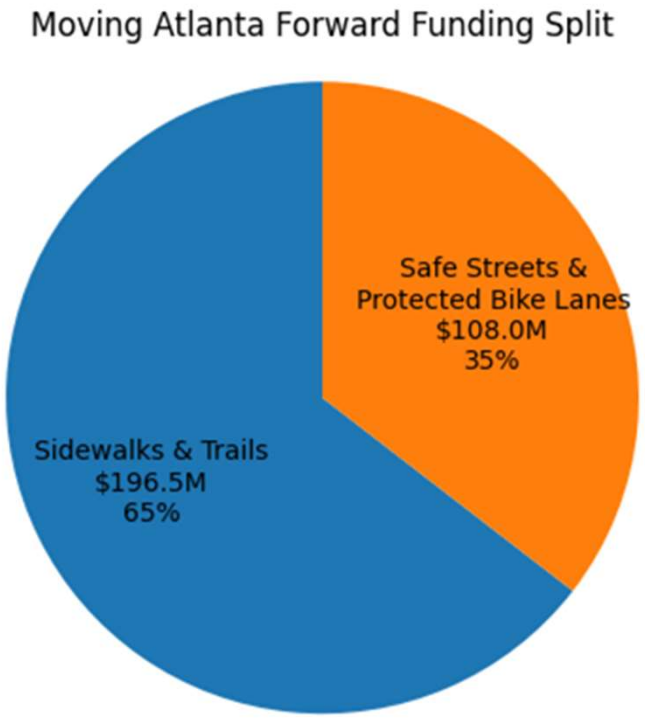
Micromobility:

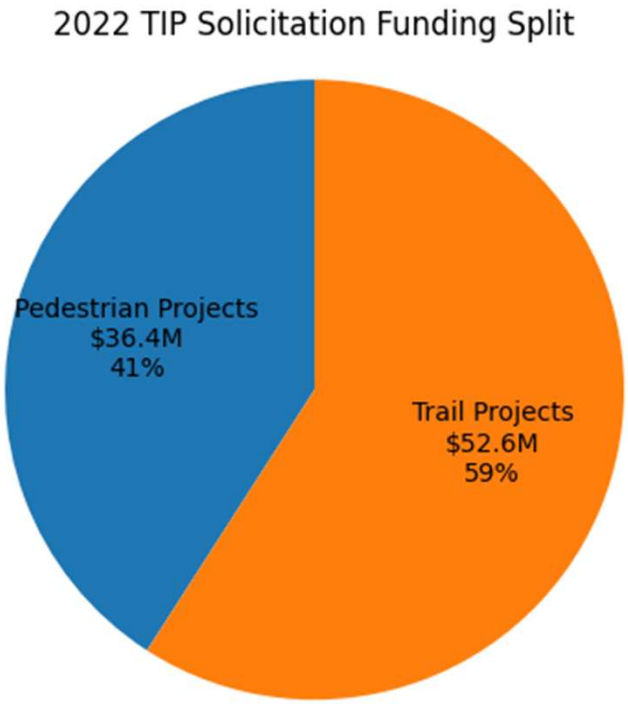
small wheels in search of space


PROPEL ATL
Micromobility is here.
Safe infrastructure is not.

Big investments in active transportation — but mostly off-street



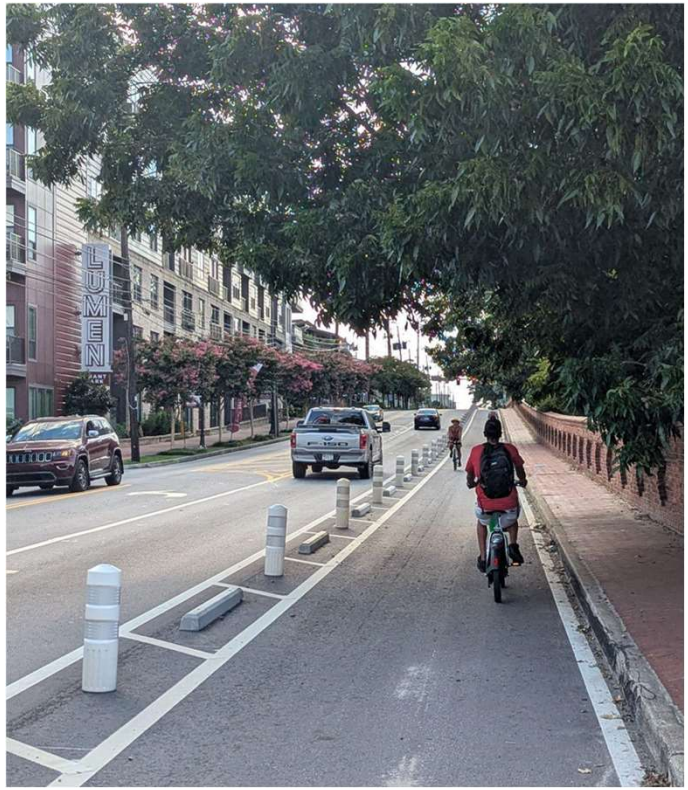
Big investments in active transportation — but mostly off-street



Micromobility trips =
short, local, everyday destinations


marta
rive

Most crashes happen on busy streets. Separation by speed & mass saves lives




Boulevard

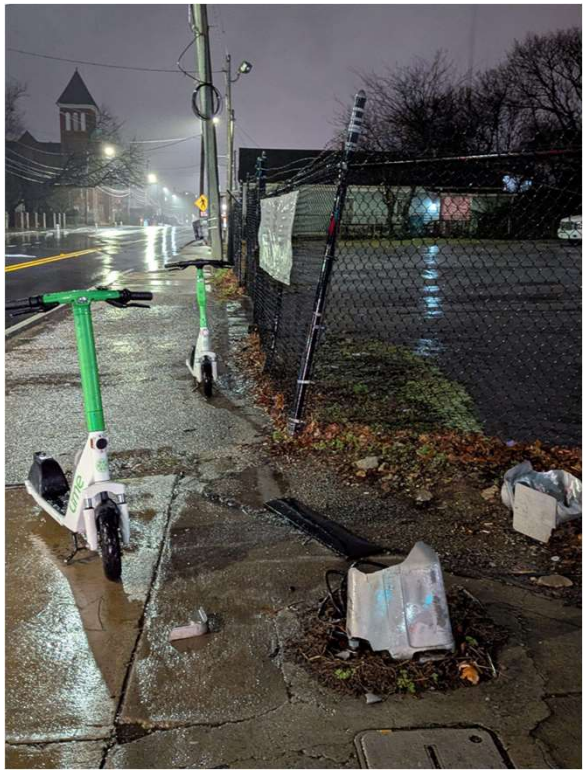
Bike lane → 25 pts
Cycle track → 50 pts
Trail → 100 pts

Table BP3 - Scoring Scheme for Bicycle & Pedestrian Network Connectivity Metric

Bicycle Connecting Infrastructure	Points Awarded
None	0
Bike Lane	25
Cycle Track	50
Trail	100

Pedestrian Connecting Infrastructure	Points Awarded
None	0
Sidewalk	25
Sidepath Trail / Widewalk	50
Trail	100

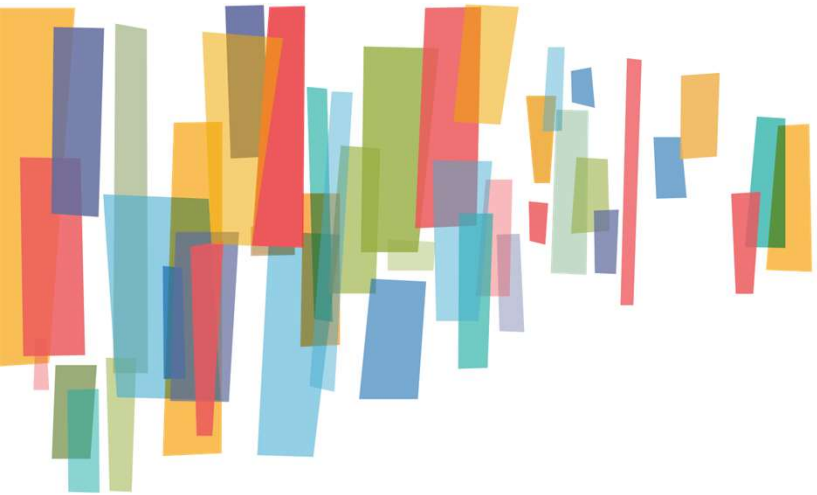
Delivery matters. Communities are saying: where's my project?



From Policy to Pavement

If you want safe sidewalk for people walking and using wheelchairs →

You must build safe networks adjacent to those sidewalks for people using small wheels - bikes, scooters, etc.



Alta Planning + Design

Ashley Finch

TDM Programs Associate

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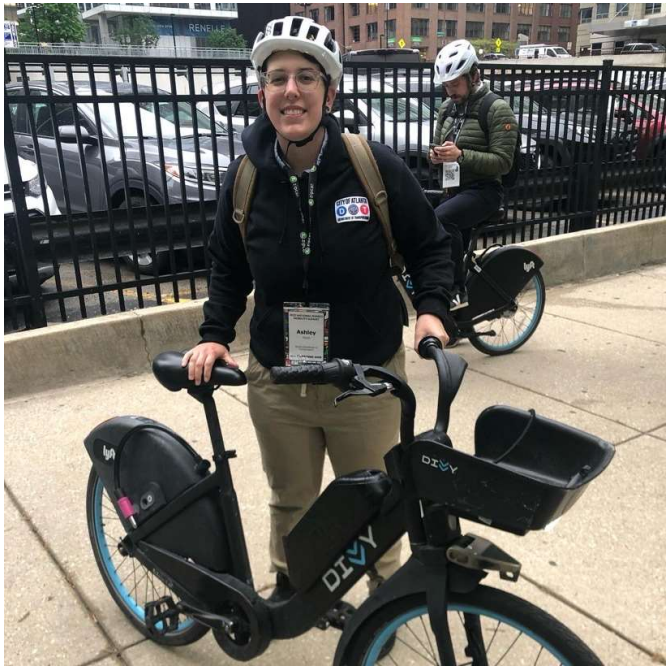
Ashley Finch

- TDM Program Manager – ASAP TMA
- Former ATLDOT Shared Micromobility Program Manager
- Bike Share Nerd



Publicly-Funded Docked Bike Share in the Atlanta Region

Why return to docked bike share?

Credit: Bike Share Toronto

Affordability

Public funding keeps fares low, enables discounted memberships, and ensures stations are placed where people live, work, and connect to transit

Credit: Citibike

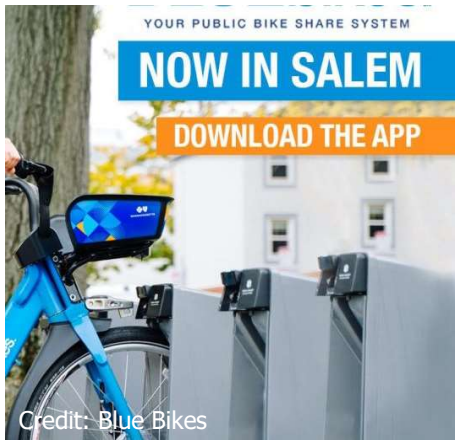
Predictability

Trips are easier to plan because bikes and docks are always in fixed, reliable locations


Credit: Bixi

Utility

Innovations like connectable trailers, larger baskets, and the prevelance of e-assist bikes have increased the utility of docked bike share to replace car trips.



Credit: Blue Bikes

Consistency

Regional bike share simplifies mobility. Consistent branding and a single app allow users to start a trip in one city and finish in another without friction.

Bike Share as a Public Good

Publicly-funded docked bike share should function as shared civic infrastructure, delivering benefits that extend beyond individual riders. Bike share:

- Expands access to jobs, schools, and essential services
- Supports regional public health, climate, and safety goals
- Strengthens the effectiveness and last-mile connectivity of transit/bike networks
- Option to include high school students

Affordable housing alone is not affordable if residents can't reach jobs and daily needs. Bike share:

- Provides a low-cost, flexible option for residents without cars
- Reduces household transportation costs—the second-largest expense after housing
- Supports housing stability by improving access to employment and essential services

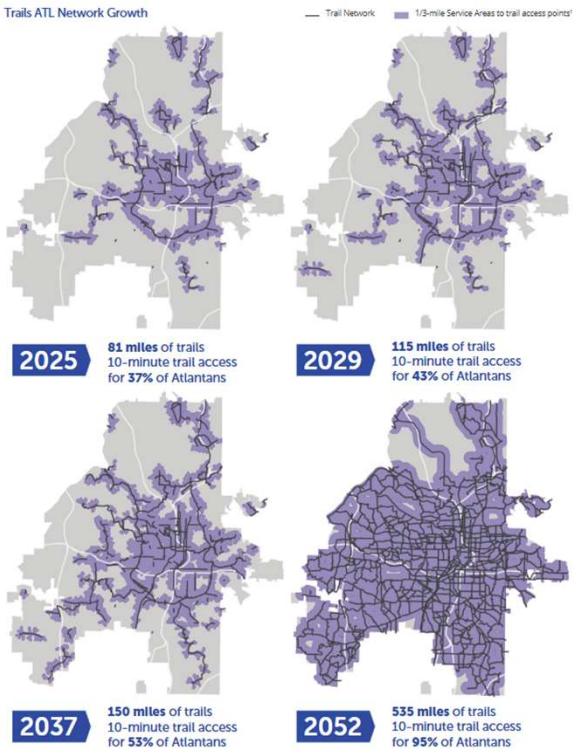
Atlanta Region's Strength: Funding and Partnerships

Funding / Partnership Type	Why Atlanta Is Well-Positioned
Public Capital Funding	Access to federal, state, and local transportation funds to support stations, bikes, and infrastructure
Local & Regional Partnerships	ARC and local governments have experience coordinating multimodal investments across jurisdictions
Corporate Sponsorship Opportunities	High-concentration of Fortune 500 headquarters creates opportunities for system-wide and station-level sponsorships and fufilling corporate social responsibility
Employer Partnerships/TDM	Large employers can support employee memberships, commute/benefits programs, and last-mile connections for workers. Return to office increasing demand for mobility options.
Philanthropic Investment	Deep philanthropic community with a track record of funding equitable mobility, trails, and public space
Public–Private Collaboration	Atlanta has a strong history of leveraging public capital with private and philanthropic operating support
Nonprofit Leadership	Local nonprofits act as trusted ambassadors—advocating for equity and building community trust/buy-in

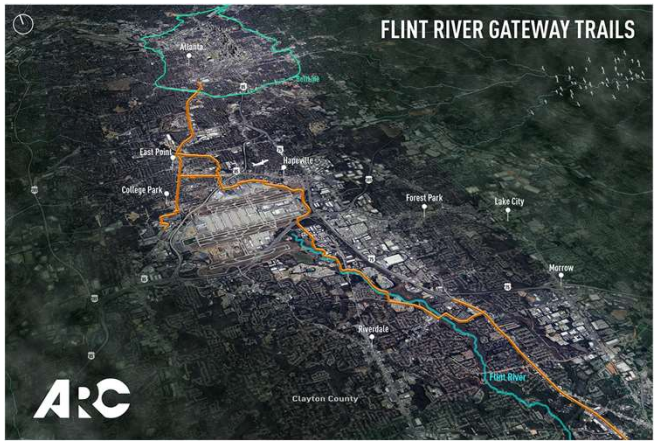
Credit: The Philadelphia Enquirer

Credit: PBOT

Why regional bike share?



Credit: Trails ATL and ARC



- **Flint River Gateway Trails Master Plan:** This effort will create a master plan for the quarter-mile wide corridor centered on the Flint River, connecting the Tri-Cities area of East Point, College Park, and Hapeville and Clayton, Fayette, and Spalding counties. This plan will contain a strategy to mitigate displacement.
- **South Metro Trail & Bicycle Facility Network Plan:** This project will develop a regional trail plan for a six-county area (South Fulton, Coweta, Fayette, Clayton, Henry, and Spalding) that will identify specific alignment options. The planning area includes three rivers: The Chattahoochee to the west, the South River to the east, and the Flint in the middle.
- **Regional Trail & Bicycle Facility Network Plan:** This plan will create a regional trail plan for the entire 19-county Metropolitan Planning Organization.

- Privately operated, dockless devices have not scaled regionally
- Devices stop at Atlanta city limit, disrupting essential trips and limiting access to transit
- As ATL region grows more connected every year with expanding trail and bike infrastructure, bike share can turn these investments into transportation systems
- Publicly funded, docked systems enable regional coordination and shared governance (e.g., DC, Boston)
- Personal device ownership not feasible for everyone, and shared devices can help fill in last-mile trip gaps across neighboring cities and counties

Can Private and Public Shared Micromobility Coexist?

Yes!

Many cities have success with both dockless and docked systems operating simultaneously

Ex. DC, Portland, Chicago, Austin, LA

Demand for shared micromobility in Atlanta continues to grow with trips increasing **138%** since 2022.

Considerations	How Docked & Dockless Work Together
Serve Different Users & Trip Types	Docked systems support predictable, repeat trips (commuting, transit connections, errands), while dockless devices offer flexibility for spontaneous, point-to-point trips—together serving both daily users and occasional riders.
Match Different Land Use Contexts	Docked stations perform best in dense activity centers, while dockless devices adapt more easily to lower-density or evolving areas.
Balance Predictability and Flexibility	Combined systems reduce uncertainty for users while maintaining convenience and adaptability.
Integrate with Transit and Infrastructure	Docked systems anchor transit hubs and trail connections, while dockless options extend first- and last-mile access beyond docked service areas.
Improve System Resilience and Scalability	Dockless fleets can shift quickly with demand (e.g., short-term large events), while docked systems provide long-term stability and consistent service.

Washington, DC

Credit: DDOT and Capital Bikeshare

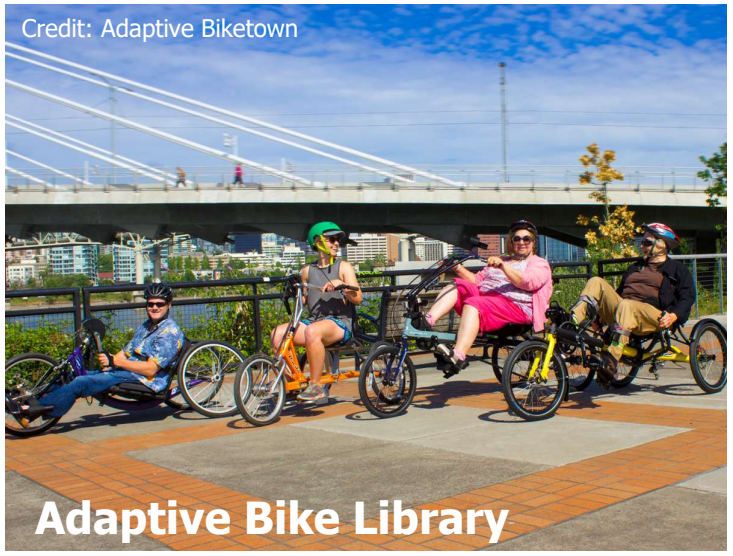
Expanding Micromobility Access

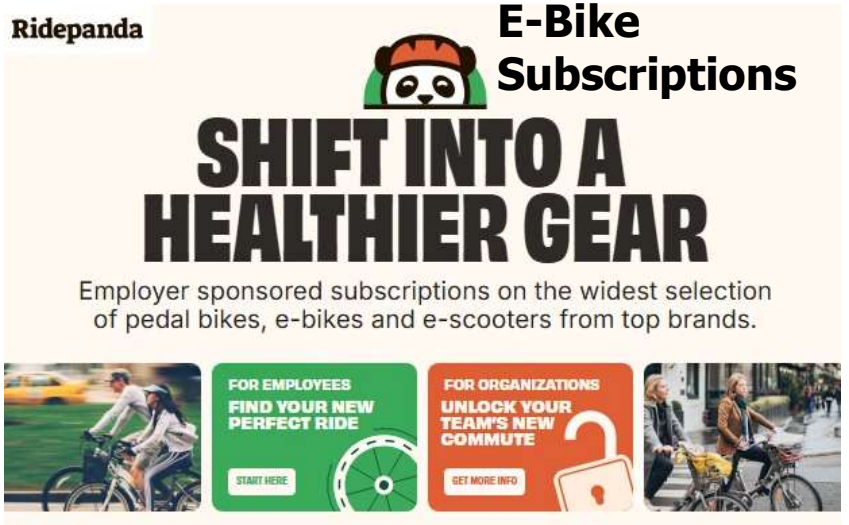
What other ways can we get micromobility into the hands of Atlantans?


Credit: Denverite
E-Bike Lending Library


Credit: Propel ATL
Report: e-bike rebate recipients "riding often and driving less."*
E-Bike Rebates
*Atlanta Regional Commission, Feb. 24


Credit: CargoB
CARGOB
URBAN ARROW
E-Cargo Bike Share


Credit: Adaptive Biketown
Adaptive Bike Library


Ridepanda
E-Bike Subscriptions
SHIFT INTO A HEALTHIER GEAR
Employer sponsored subscriptions on the widest selection of pedal bikes, e-bikes and e-scooters from top brands.
FOR EMPLOYEES
FIND YOUR NEW PERFECT RIDE
START HERE
FOR ORGANIZATIONS
UNLOCK YOUR TEAM'S NEW COMMUTE
GET MORE INFO

Please reach out! Let's chat TDM strategies or discuss our Atlanta region bike share dreams.

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470-705-7322

Thank you!

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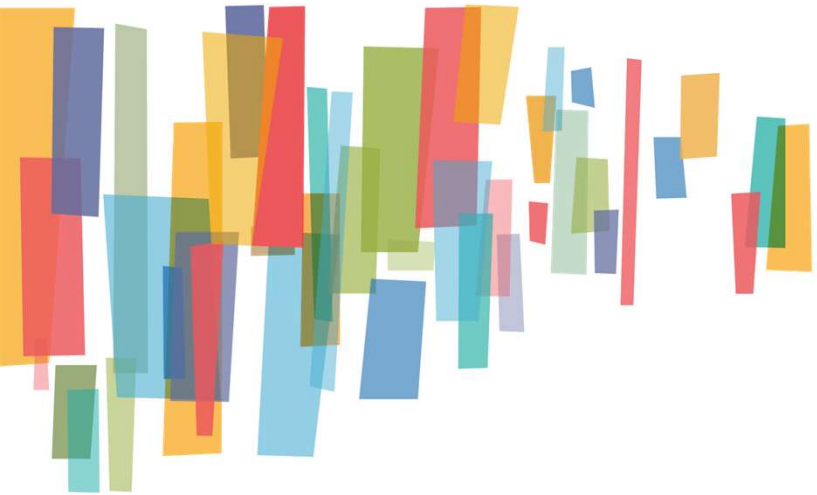


Lime

Carol Antunez

Deputy Regional Head of Government Relations
(Southern US)

ONE great REGION

ARC


Micromobility Symposium
January 29, 2026

Core principles

Safety

Sustainability

Community

Innovation

Lime's mission

To build a future where transportation is shared, affordable and carbon-free.

What Does the Next Phase of Micromobility Look Like?

- Moving beyond pilots to become a permanent part of transportation systems
- Shaped by technology, policy, and proven demand
- Designed in partnership with cities and integrated into infrastructure, curb space, and networks

Systems Built to Last

Designing for Durability, Efficiency, and Safety

- Vehicles and batteries designed for longer lifespans
- Software improving fleet health, reliability, and safety
- Lower waste and more efficient operations support resilient city programs
- Every step forward in design and technology made with safety of riders and pedestrians in mind

From Flexibility to Intentional Design

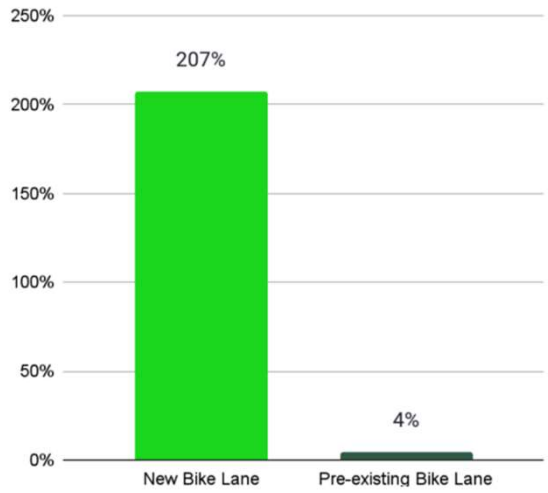
What Mature Micromobility Programs Have in Common

- Defined policy frameworks and expectations
- Measurable performance and accountability
- Conditions that support long-term planning and continuous improvement

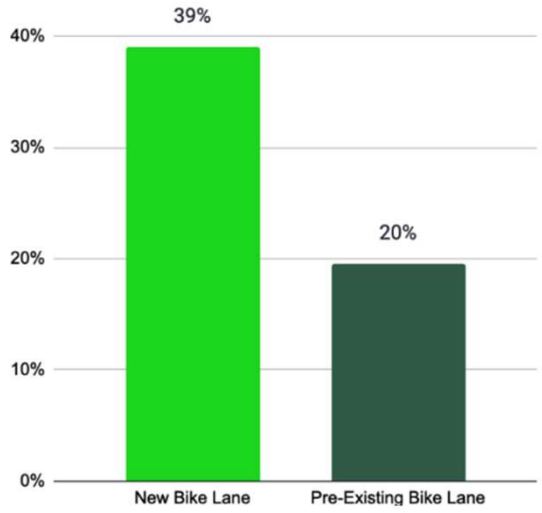
Ridership Responds to Intentional Infrastructure Design

Findings from the 2025 League of American Bicyclists × Lime Mobility Insights Competition

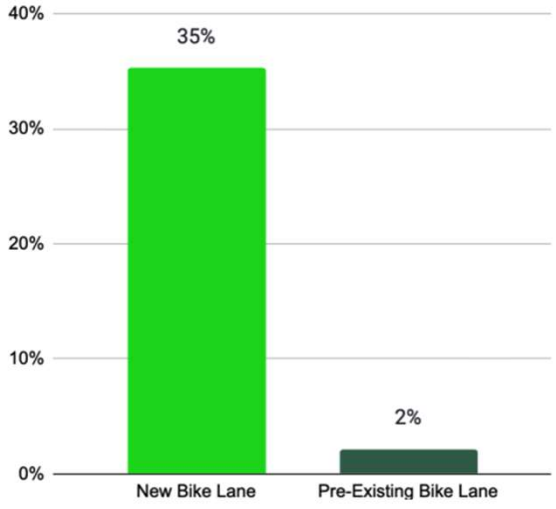
Baltimore: New bike infrastructure drove **200%+ higher ridership growth**



Nashville: New bike lanes outperformed baseline growth by **39%**



Phoenix: Ridership on new bike lanes grew **35% faster** than baseline



ONE great REGION

ARC

Managing Mobility at Mega-Events

Operational flexibility: Scale vehicles and local staffing as demand shifts

Targeted fleet management: Low-impact operations vehicles for rebalancing and rapid response

Event-specific controls: Geofenced areas and designated parking near venues and transit

Rider guidance: In-app communications, wayfinding, and incentives to shape behavior

Early coordination: Advance engagement with DOTs, planners, and community stakeholders

Consistent visitor experience: Interoperable LimePass across cities and countries

Looking Ahead: Building the Next Phase Together

- Deeper **public–private partnerships** to support long-term, resilient systems
- Full **integration into transportation networks**, existing and emerging
- **Coordinated approaches** to infrastructure, curb space, and funding for two-wheeled modes
- **Data-informed planning** to guide bike lanes and parking where demand exists
- **Balancing shared systems and private ownership** as cities expand two-wheeled options
- **Emerging possibilities**, including automation that could enable vehicles to be summoned on demand or self-park, reshaping access and curb management over time

Virtual 2026 RAT Roundtable Schedule

February Virtual Trainings

- **February 5, 2026 @ 1:00 PM:** Numetric & RSS Risk Factors Software Training
- **February 19, 2026 @ 2:00 PM:** Replica & ARC Safety Datasets

April In-Person Session

- **April 21, 2026 @ 1:00 PM:** City of Atlanta Vision Zero Implementation

We are trying to ensure all are AICP credit eligible!