

# WALK. BIKE. THRIVE!

A REGIONAL VISION FOR A MORE WALKABLE,  
BIKEABLE, AND LIVEABLE METROPOLITAN ATLANTA



Recommendations



Assessment and  
Existing Conditions



Public Participation and  
Priority Topics

[www.atlantaregional.com/bikeped](http://www.atlantaregional.com/bikeped)

@ARCbikewalk

# REGIONAL v LOCAL FRAMEWORKS

## DIVISION OF ROLES AND RESPONSIBILITIES

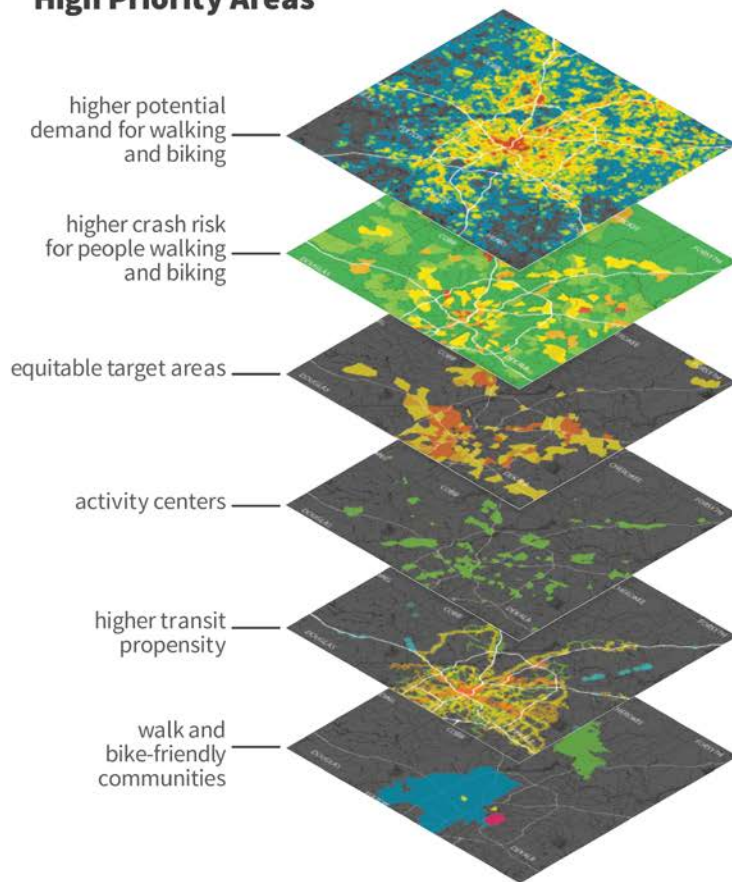


# REGIONAL FRAMEWORK

## A DATA-DRIVEN REGIONAL VISION FOR METRO AREA

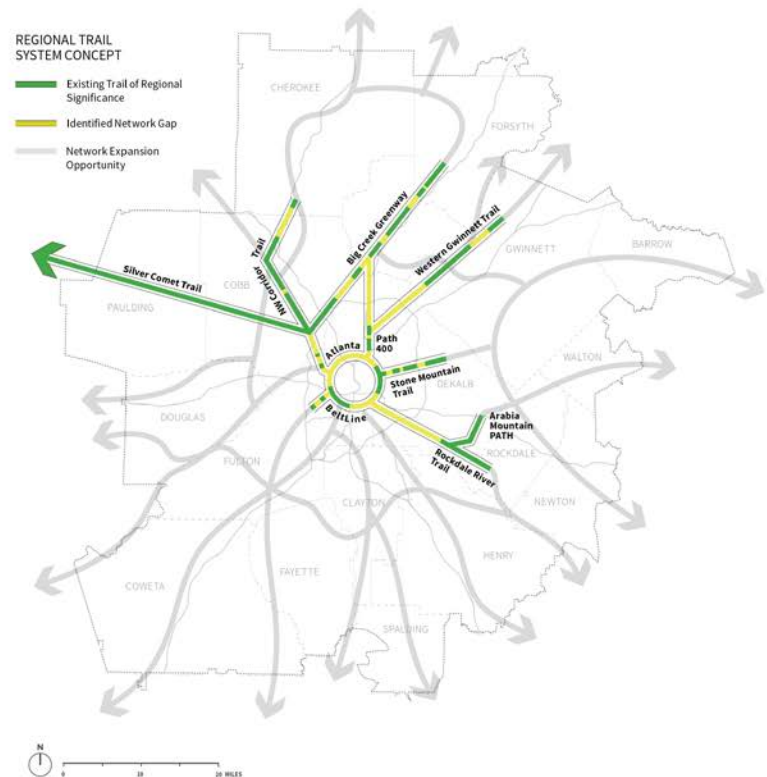
### REFINING PROJECT PRIORITIZATION

#### High Priority Areas



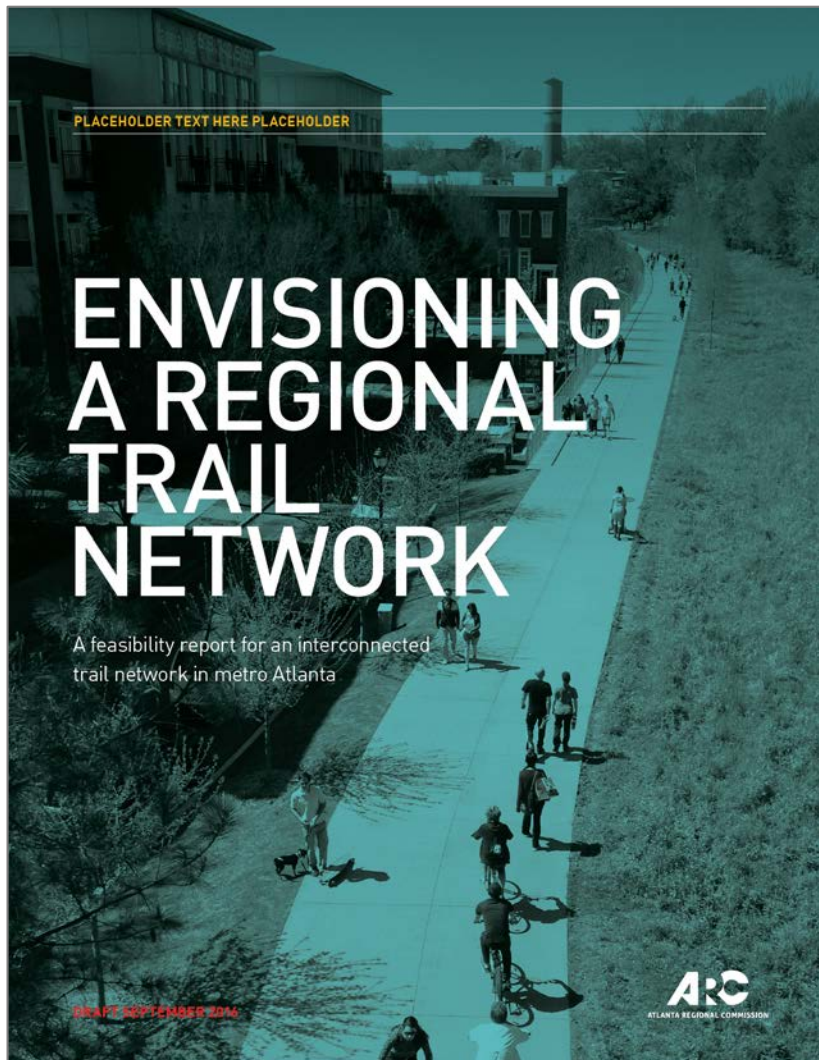
### COORDINATING A REGIONAL TRAIL NETWORK

- Goals:**
- Close identified network gaps
  - Expand the network

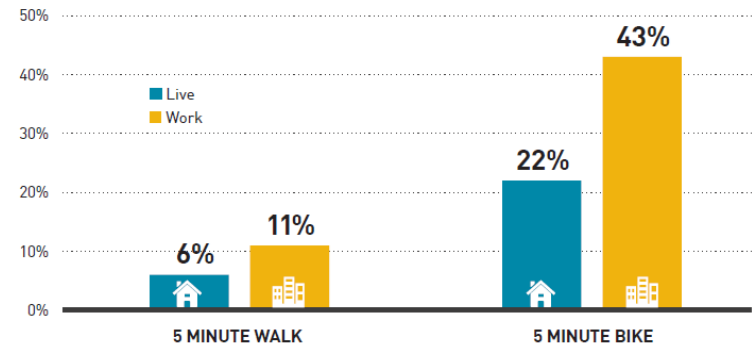


# REGIONAL TRAIL REPORT

## ADVANCING THE REGIONAL TRAIL VISION

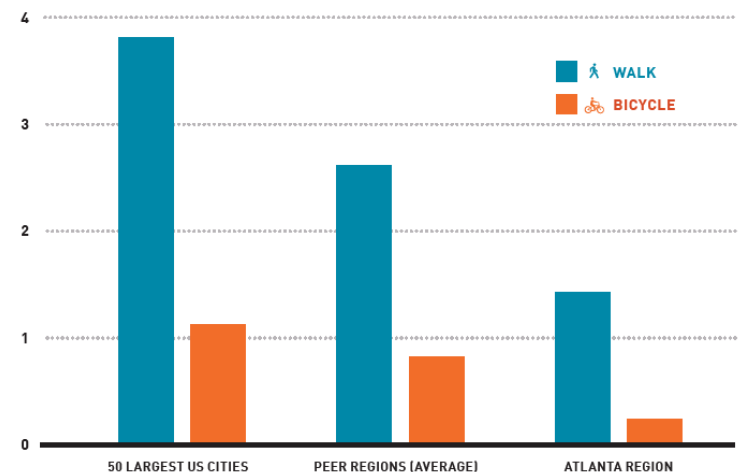


PERCENTAGE OF PEOPLE IN THE REGION WHO LIVE OR WORK WITHIN A 5 MINUTE WALK OR BIKE RIDE OF A TRAIL



Source: Atlanta Regional Commission

WALK AND BICYCLE COMMUTE MODE SHARE



# REGIONAL TRAIL REPORT

## QUANTIFY THE BENEFITS OF A REGIONAL NETWORK

### When the Regional Trail Network is complete, the Atlanta Region will benefit from:



**\$2,209,000**

IN REDUCED TRAFFIC  
CONGESTION COSTS PER YEAR

*That's equivalent to over 44,000  
annual passes to the Georgia  
State Parks*



**\$2,761,000**

IN REDUCED ROAD MAINTENANCE  
COSTS PER YEAR

*That's equivalent to the cost of  
filling in around 50,000 potholes*



**\$10,493,000**

IN HOUSEHOLD VEHICLE  
SAVINGS PER YEAR

*That's equivalent to about 84,000  
tickets to Music Midtown*

which will save the Atlanta Region up to:  
**\$19,513,000** IN TOTAL TRANSPORTATION  
BENEFITS PER YEAR

### When the Regional Trail Network is complete, the Atlanta Region will gain up to:



**25,026,000**

MORE MILES WALKED AND  
BIKED PER YEAR

*That's equivalent to 3.9 million  
laps around I-285*



**23,000**

MORE PEOPLE MEETING THE  
RECOMMENDED AMOUNT OF  
PHYSICAL ACTIVITY PER YEAR

*That's equivalent to all the  
undergrads at Georgia Tech and  
Emory University*



**\$1,440,000**

IN ANNUAL HEALTHCARE  
COST SAVINGS

*That's equivalent to over  
1,000 ambulance rides to Atlanta  
hospitals*

### When the Regional Trail Network is complete, the Atlanta Region will benefit from:



**47,538,000**

POUNDS OF CO2 EMISSIONS  
REDUCED PER YEAR

*That's equivalent to planting  
about 52,000 trees*



**598,000**

POUNDS OF OTHER VEHICLE  
EMISSIONS REDUCED PER YEAR

*That's equivalent to about 4,000  
fewer trips to the gas station*

which will save the  
Atlanta Region up to:

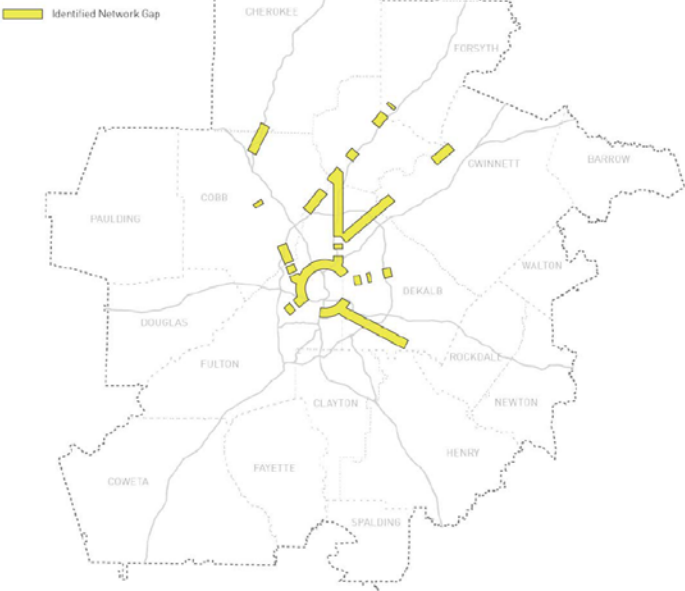
**\$616,000**

IN TOTAL VEHICLE EMISSIONS  
COSTS PER YEAR

# REGIONAL TRAIL REPORT

## DATA-DRIVEN FUNDING PRIORITEIS

### PRIORITY GAPS



When the gaps are filled in the existing trail network, each year the Atlanta Region will gain up to:

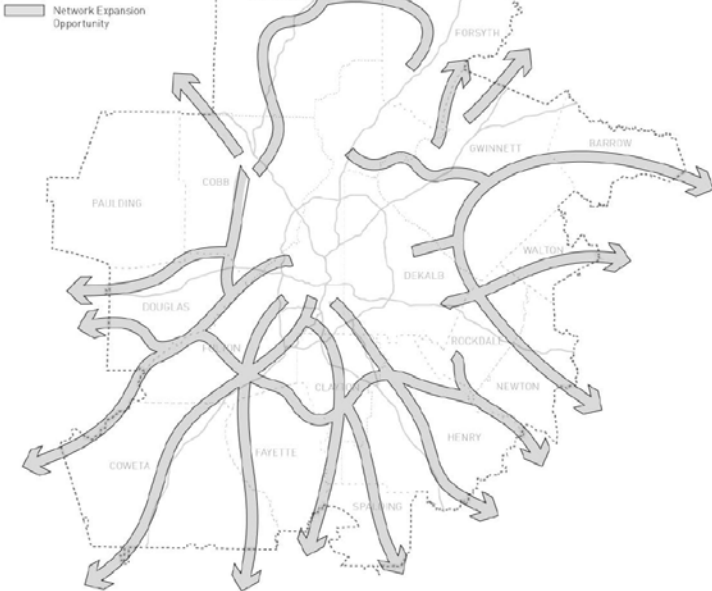
- 153,000 walk and bike trips per mile, for a total of 10,951,000 walk and bike trips
- 1,274,000 hours of physical activity
- 22,072,000 lbs of CO2 emissions reduced
- \$1,682,000 in reduced vehicle crash costs
- \$8,105,000 in total transportation benefits

Resulting in up to:

**\$8,969,000**

in HEALTH, ENVIRONMENTAL, AND TRANSPORTATION-RELATED BENEFITS PER YEAR

### NETWORK EXPANSION OPPORTUNITIES



When the network expansion is implemented, each year the Atlanta Region will gain up to:

- 35,000 walk and bike trips per mile, for a total of 18,204,000 walk and bike trips
- 2,127,000 hours of physical activity
- 34,072,000 lbs of CO2 emissions reduced
- \$3,087,000 in reduced vehicle crash costs
- \$14,873,000 in total transportation benefits

Resulting in up to:

**\$10,302,000**

in ADDITIONAL HEALTH, ENVIRONMENTAL, AND TRANSPORTATION-RELATED BENEFITS PER YEAR

# REGIONAL TRAIL REPORT

## PLANNING & IMPLEMENTATION TOOLS

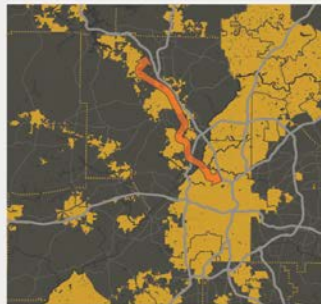
### MAKE THE RIGHT DECISION AT THE RIGHT SCALE

#### Region, County, and City

Projects must have a clear and broadly-accepted vision at the largest of geographic scales and in many cases may originate in a parks and recreation plan or an active transportation plan. These project definitions often only include a conceptual level of design detail and a general level of stakeholder involvement and participation, but they involve public discussion that is critical to projects moving forward.

#### FACTORS TO CONSIDER

- Need for intergovernmental or inter-agency coordination to develop a common project understand and implementation strategy
- Engagement—or likelihood—of project ‘champions’ or advocates who constitute a link between planning concept and public acceptance
- Key institutional and government objectives that project should help to meet
- Differences in local policy or legislation that may mean differences in design along a project’s length



#### Neighborhood and Corridor

It is critical at this scale for projects to understand barriers and potential opportunities for resource-sharing. There is also likely to be a basic idea, or at least a set of options, for specific alignments of bicycle and pedestrian routes or specific points for improvements to be made.

#### FACTORS TO CONSIDER

- Physical constraints such as topography, infrastructure, and natural features
- Capital project plans or public programs already making infrastructure investments to which bike and pedestrian elements might be added

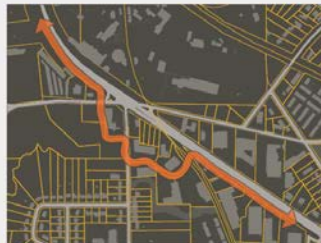


#### Street and Block

This is the scale where facility design is most important as specific details of the built environment affect basic safety and comfort of cyclists and pedestrians. This is also where partnerships and agreements (such as easements) have a more specific bearing on the alignment of a project and the ways it navigates the built environment.

#### FACTORS TO CONSIDER

- Potential locations of easements, right-of-way to acquire or public land to share
- Existing and planned street design, capital projects, and private development activity



## LOCAL FRAMEWORK FOR ADVANCING A REGIONAL TRAIL NETWORK



#### PARTICIPATING IN REGIONAL TRAIL CONVERSATIONS

Many trail segments may meet both regional and local connectivity needs. As ARC and regional trail stakeholders continue to develop a Regional Trail Network, communication and coordination are important for advancing both regional and local goals.



#### PLANNING & PROJECT IDENTIFICATION

Identifying regionally significant trail projects in local comprehensive transportation plans and/or stand-alone trail master plans is the first step towards understanding connections to both local and regional destinations. From a comprehensive scan of local trail opportunities, key regionally significant projects can be identified for further development.



#### PROJECT DEVELOPMENT & SCOPING

Projects that are well developed and have a scoping or concept report are better positioned to be competitive for federal funding. Scoping studies should examine opportunities, alternatives, potential risks, project costs, and other factors to advance the project prior to engineering design.



#### FUNDING

ARC programs federal funding for trail projects but local funding sources may often be more effective on short or small-scope projects. See pages 77-79 of *Walk Bike Thrive!* Part 1 for additional guidance on when to consider tapping various kinds of funding for a given project type.



#### ADOPTING SUPPORTIVE POLICIES

Local ordinances can be critical for positioning future investments or projects for success. Roadway ordinances such as complete streets can expand a local bikeway to support trails and access to destinations. Vision Zero policies can provide evaluation for areas of concern for safety. Other local policies outlined in *Walk Bike Thrive!* can position communities as livable destinations along trail corridors.



#### EVALUATING OUTCOMES

Long-term evaluation of local projects can justify investments, help plan for future trail corridor expansions, or identify areas of concern along existing corridors. Local communities should, at a minimum, monitor trail miles, dollars spent, numbers of trips, safety concerns, and user feedback. See pages 71-75 of *Walk Bike Thrive!* Part 1 for more information on evaluation.

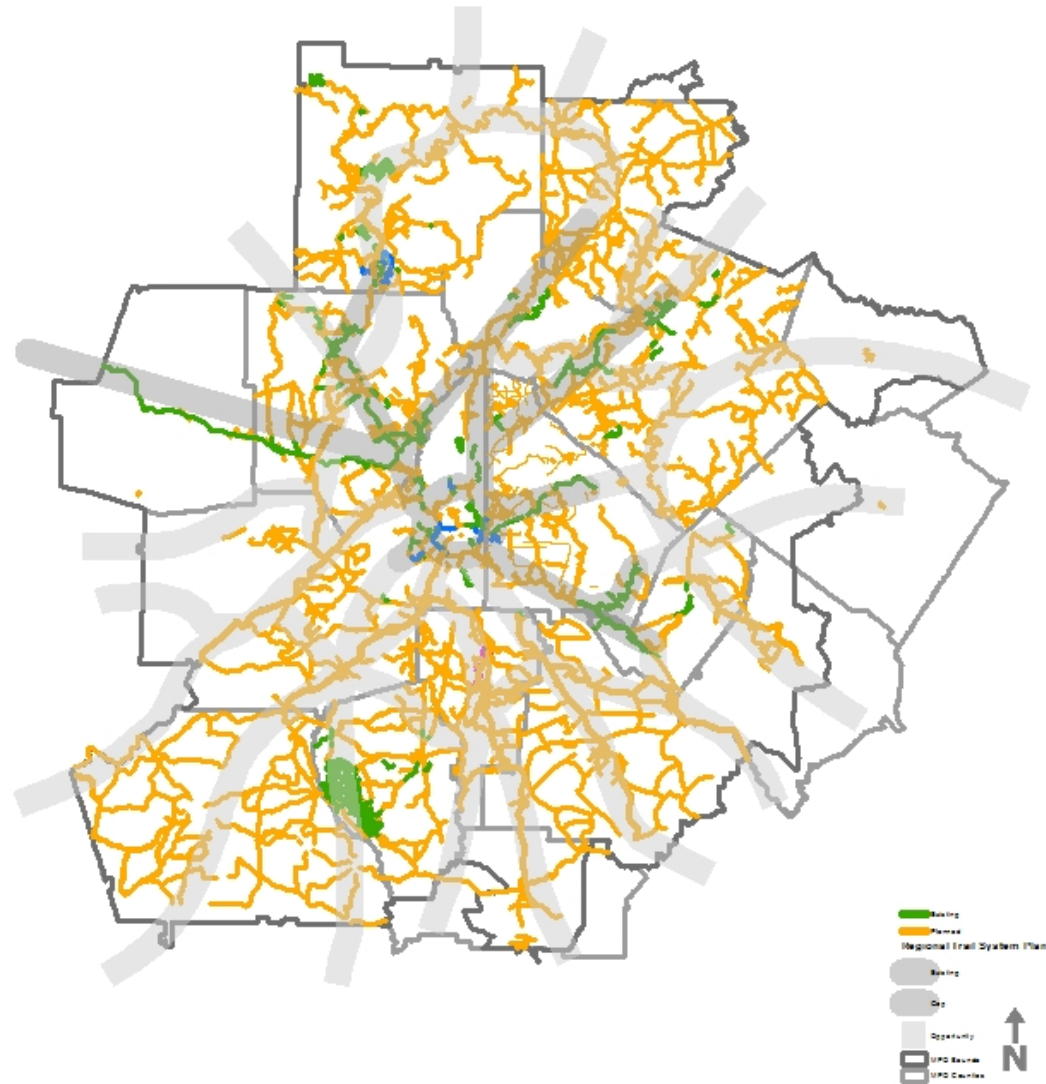
# REGIONAL TRAIL SYSTEM

## INVENTORYING & PRIORITIZING

### Regional Trail Criteria:

*“Does the project...”*

- Fill a gap or connect to the Regional Trail Network?
- Add a new regionally-significant trail in a county?
- Improve trail access to or within an Equitable Target Area?
- Improve trail access to or within a designated Activity Center?
- Connect to a federal, state, or local park?



# REGIONAL TRAIL SYSTEM

## FOCUS ON CONNECTING & EXPANDING THE NETWORK

### Federal TAP funds are used primarily to support ARC's regional trail strategy:

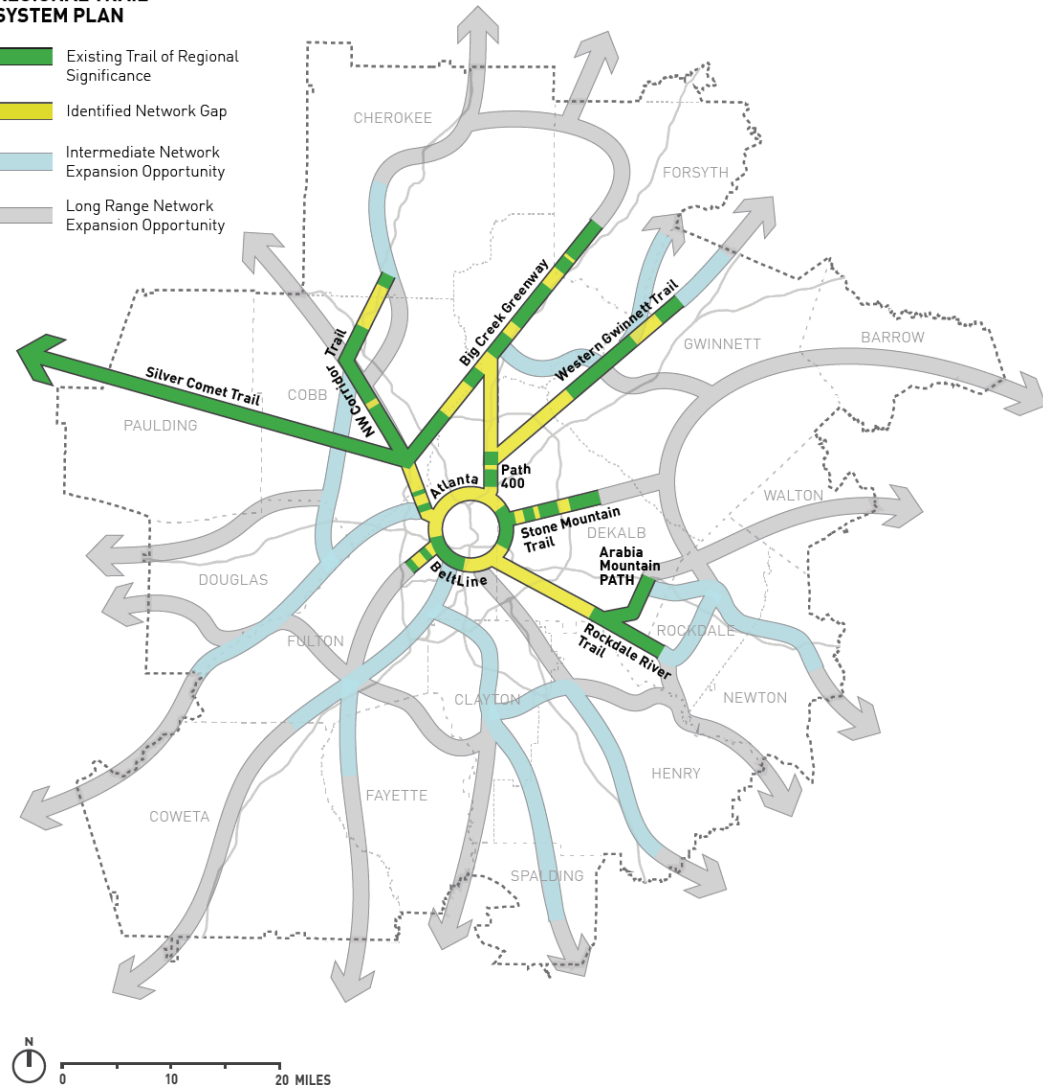
- Closing identified gaps in the regional trail network
- Expanding the network of regional trails
- Scoping and planning studies for new corridors

### Competitive projects for TAP funding are those that:

- Fill a gap or connect to an existing trail of regional significance
- Expand the regional trail network into a new county (either construction or study)
- Improve trail access to or within an ETA area
- Connect to an activity center or high-demand area
- Connect to a federal, state, or local park

#### REGIONAL TRAIL SYSTEM PLAN

- Existing Trail of Regional Significance
- Identified Network Gap
- Intermediate Network Expansion Opportunity
- Long Range Network Expansion Opportunity



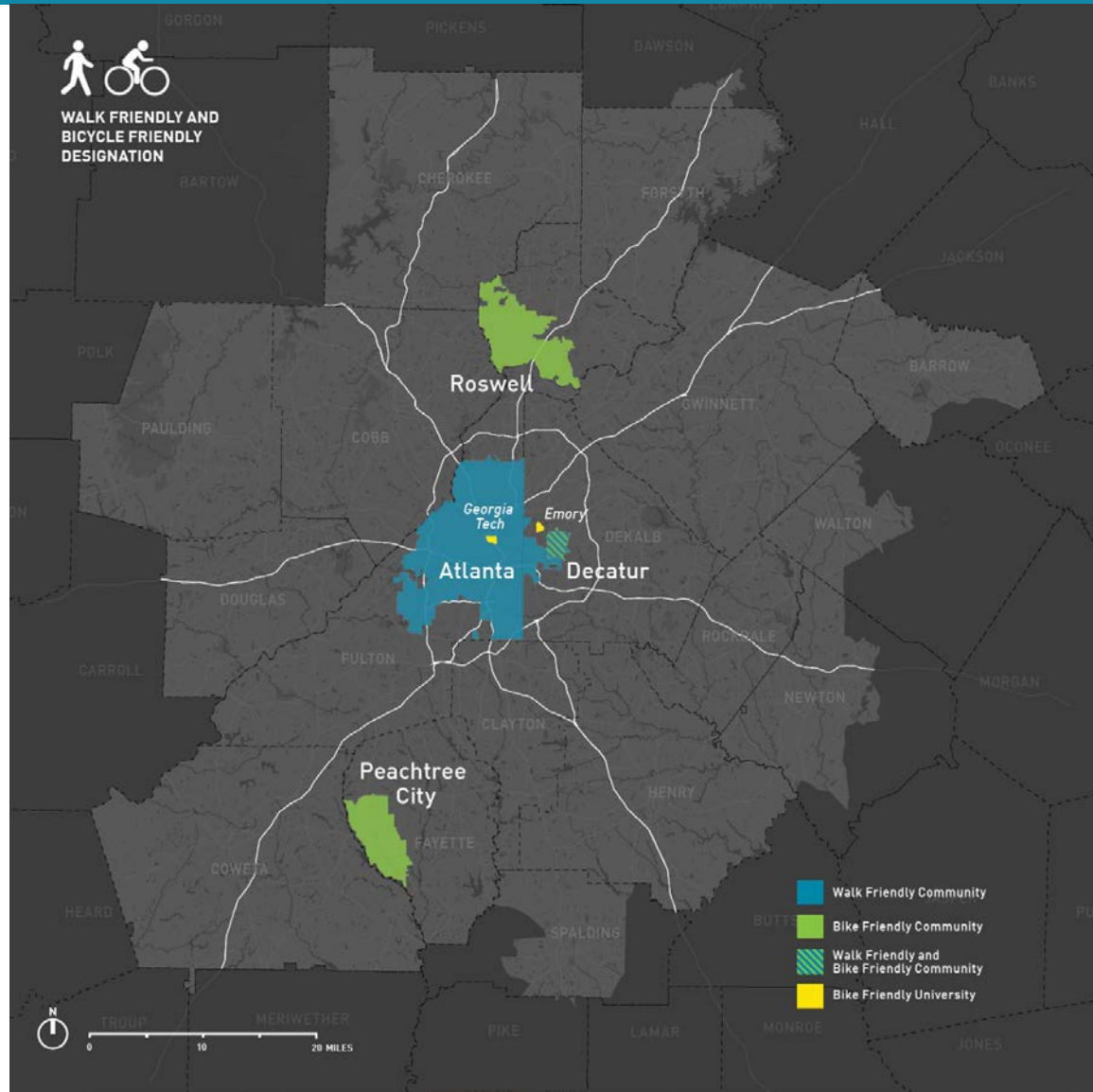
# WALK & BIKE FRIENDLY COMMUNITY TECHNICAL ASSISTANCE WORKSHOPS



**Develop a Walk Friendly and Bike  
Friendly Technical Assistance  
Program for ARC Region**



**WALK FRIENDLY AND  
BICYCLE FRIENDLY  
DESIGNATION**



# SAFETY ACTION PLAN

## KICK-OFF IN MID-JANUARY 2017



**Produce a Regional Walking and Biking Safety Action Plan**

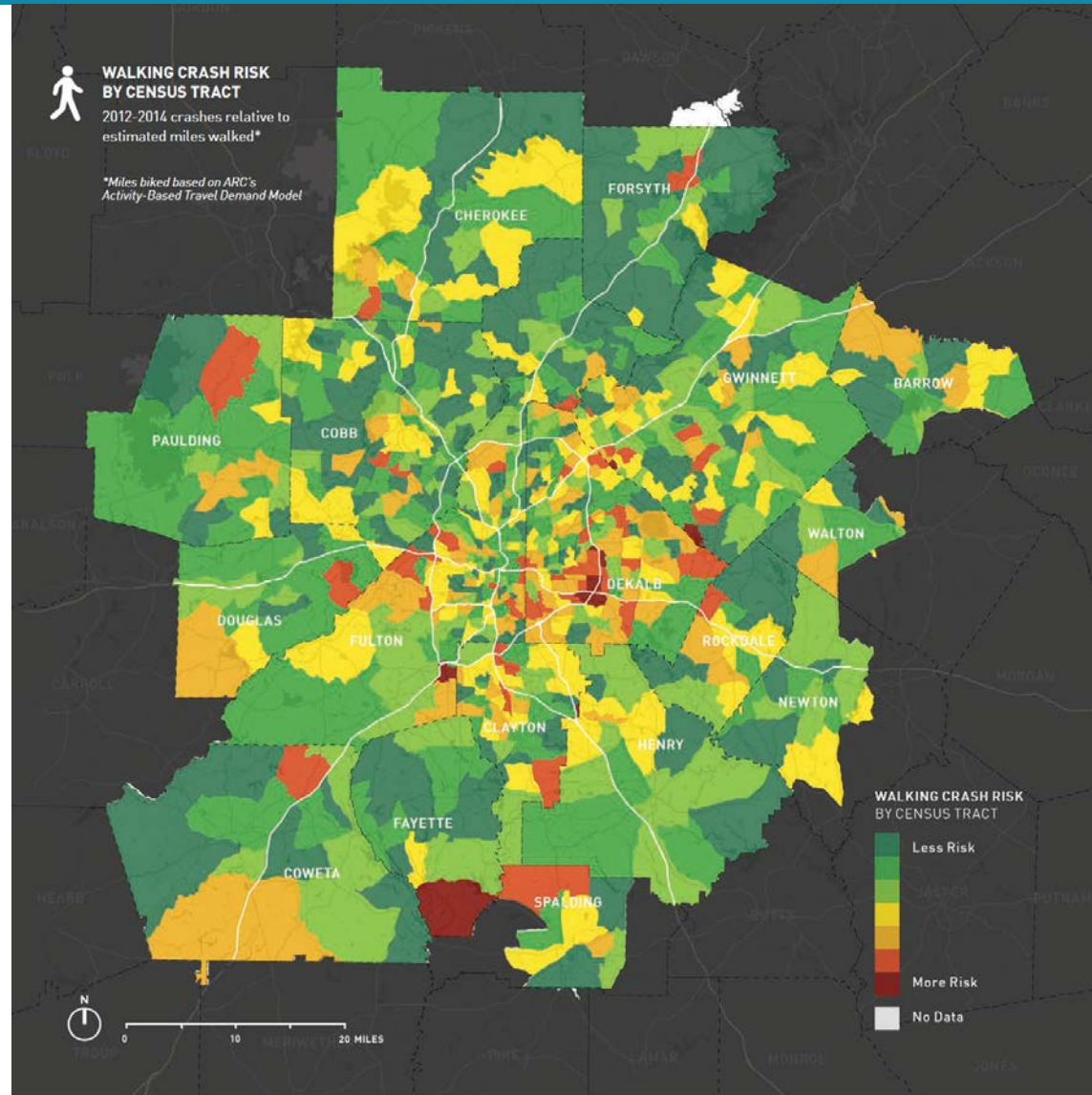


WALKING & BIKING TRIPS MAKE UP

**5.3% OF ALL TRIPS**

BUT

**18% OF ALL ROADWAY  
CRASH FATALITIES**



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