

Trails and Bike Facility Planning Update

Riding Forward

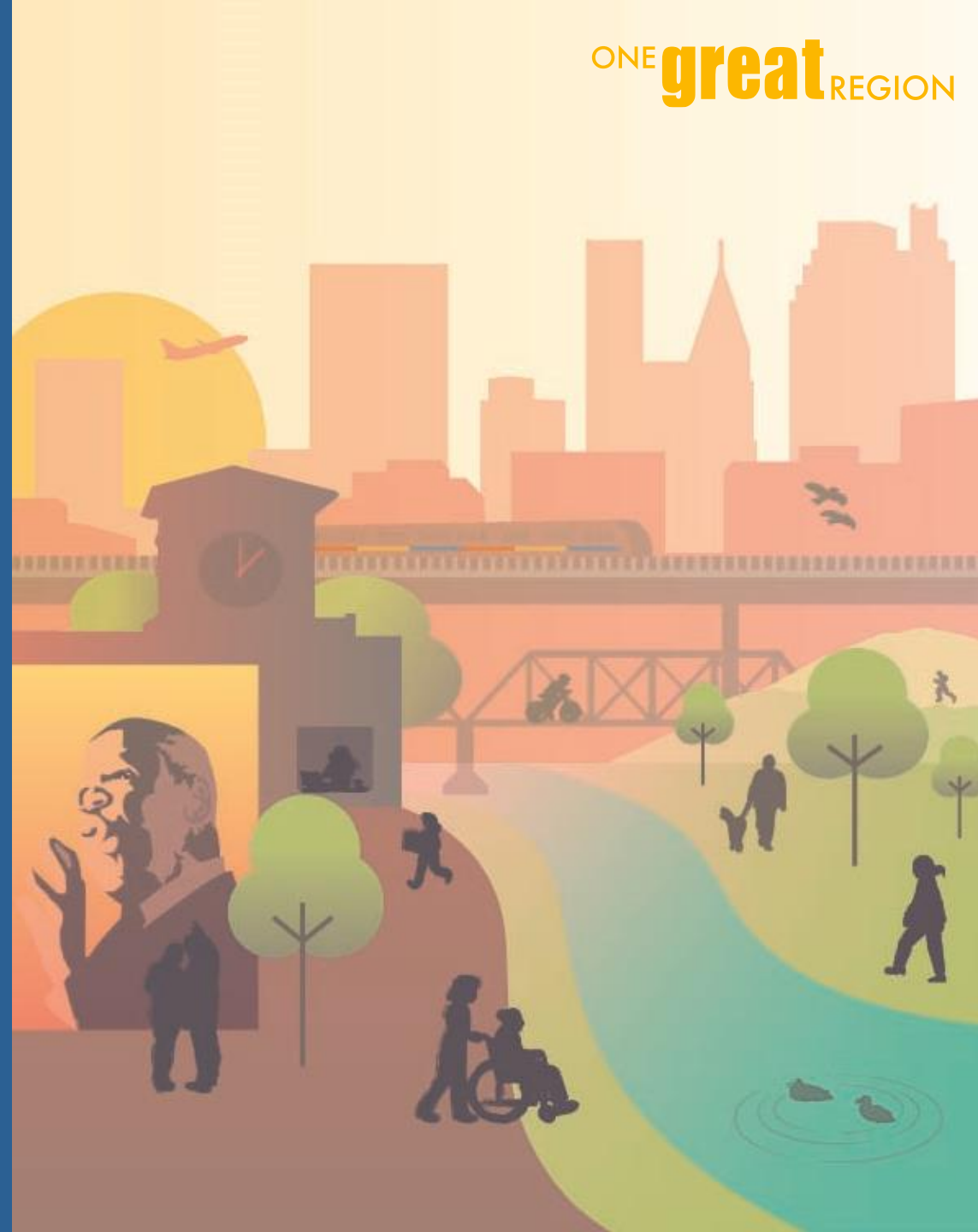
Riding Forward One Region, Connected

Riding Forward Rooted & Rising

Flint Riverway A river revealed,
a community connected



ARC Board and TAQC Joint Meeting | October 14, 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.

Three nested plans give the region one trail and bike vision and a pipeline to fund it — adopted in 2028

WHAT WE PLAN

One 19-county trail and bike network, a 6-county South Metro plan, and the Flint River Trail from East Point to Spalding County.

HOW WE DECIDE

You set regional direction as the ARC Board and TAQC. South Metro chairs and mayors steer through SMTLA.

WHERE PROJECTS COME FROM

Local governments sponsor and build. ARC plans, prioritizes and funds: \$16.1M of the 2026 TIP call went to trails.

WHAT RUNS THROUGH IT ALL

Economic mobility: safe routes to jobs and daily needs, with displacement prevention built in on the Flint.

THE ASK, All: Invite us to your community's Spring events.

THE ASK, South Metro: Join Flint Week (October 17–23) and the SMTLA bus tour (November 13).

Care-Free Mobility is Economic Mobility

Transportation is the second-largest household expenditure after housing — and the burden falls hardest on those who can least afford it. Reachable jobs are one of the strongest predictors of upward mobility. Safe walking and biking routes are an access lever ARC holds.

Household type	Share of income	Regional planning context
All U.S. households	~15%	National baseline across all income tiers.
Lowest-income quintile - No car	~5%	Costs drop sharply — but job and health access collapse without safe infrastructure.
Lowest-income quintile – 1 or more cars	~36–38%	The "Car Trap": forced ownership due to missing bicycle and transit network eats a third of a low-income family's budget.

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.

ARC plans and funds the network.
Local governments build it.
Households keep the savings.

Sources: U.S. Bureau of Transportation Statistics (2023); BLS Consumer Expenditure Survey.



Existing & Programmed Trails / Bike Facilities

WHAT'S ON THE GROUND

907.5 miles

Greenways **747 mi**

Sidepaths **131 mi**

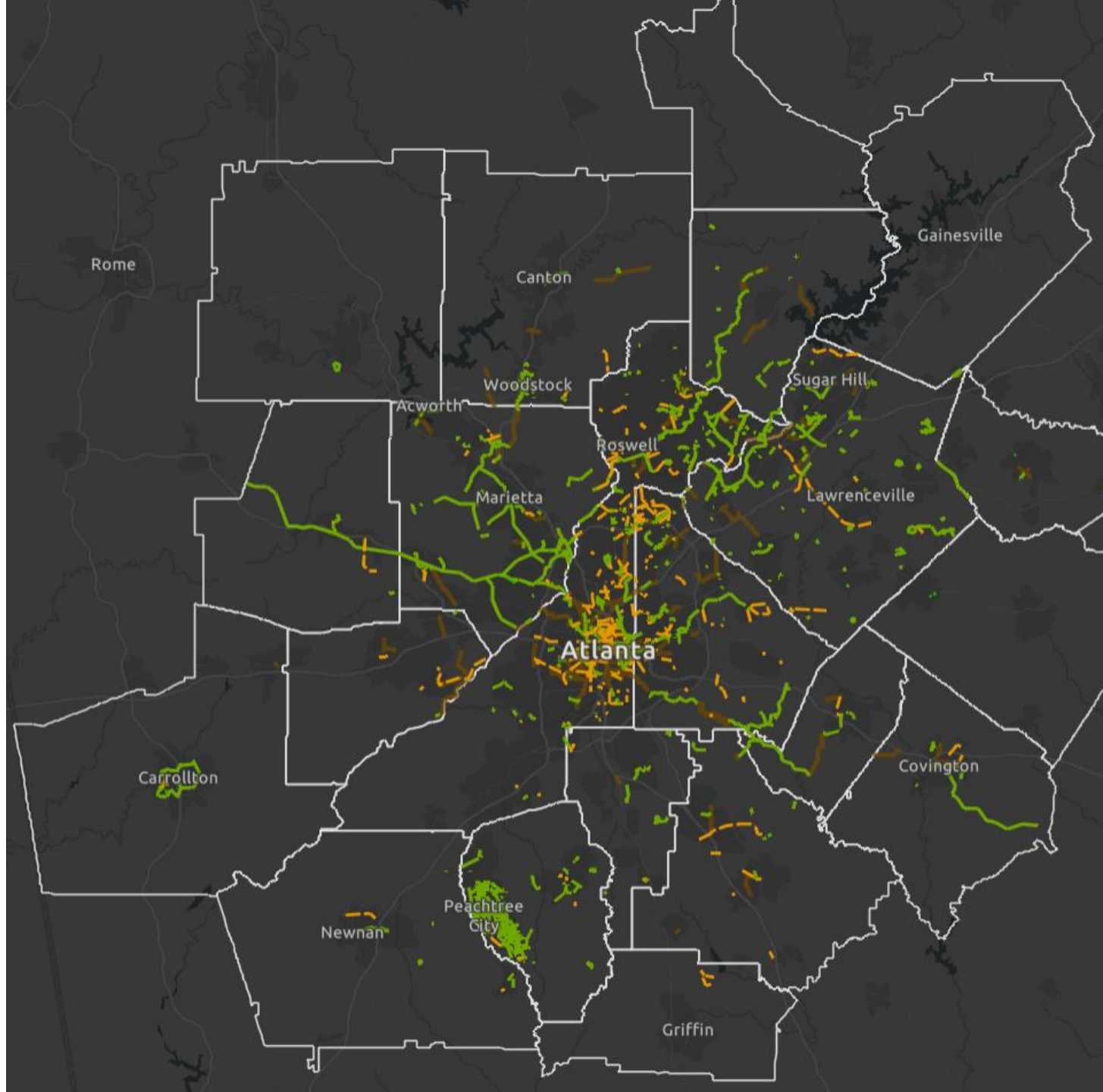
Unprotected bike lanes **283 mi**

Programmed trails **228 mi**

Protected bike lanes 29.5 mi

Nearly \$4B in the MTP

Investment is programmed — the gap is connected, protected routes.



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 — a signature project linking Atlanta and the Beltline to the South Metro

Each plan delivers a distinct toolkit — from regional priorities to a buildable corridor

Regional Plan

19 counties · Resets the network, feeds MTP & TIP

- 1 Updated network + node vision**
Refreshed regionally significant trail and bike network across all 19 counties
- 2 Performance metrics + prioritization**
Segment scoring and network evaluation that rank what to build first
- 3 TIP Cookbook recommendations**
Tunes how trail and bike projects move through ARC's own funding pipeline
- 4 Funding strategies**
Regional, South Metro, and sub-area approaches to pay for the network

Goal 2 — Strategic mobility investment · Feeds MTP 2055

South Metro Plan

6 counties · Built to get projects delivered

- 1 Where the need is greatest**
Most under-served southern counties — fewer facilities, more greenfield opportunity
- 2 County delivery playbooks**
Practical guides to accelerate delivery of FHWA-funded projects
- 3 Economic development playbook**
Value-capture tools — TADs, CIDs, P3s — so locals can fund the match
- 4 Action steps + local guidance**
Trail-champion matrix by jurisdiction; complete streets, zoning, land use

Goal 1 — Healthy, livable communities · Value: Equity

Flint River Trail

East Point to Spalding County · ¼-mile corridor

- 1 Corridor vision + preferred alignment**
Branding, guiding principles, and a routed trunk trail and parks along the river
- 2 Economic development + land use**
A growth framework drawing on the Beltline's proven economic story
- 3 Displacement-prevention strategy**
Equity safeguards from the start, led by PSE and APD-Urban
- 4 Phased implementation roadmap**
Sequenced by readiness and impact, with a funding-and-partnership plan

Value: Equity · Goal 5 — Inclusive, resilient economy

Technical Analysis

What We Already Understand Well

Strong data on **Home ↔ Work commute patterns**
Census, ACS, NHTS, ABM, and other datasets provide insight into:

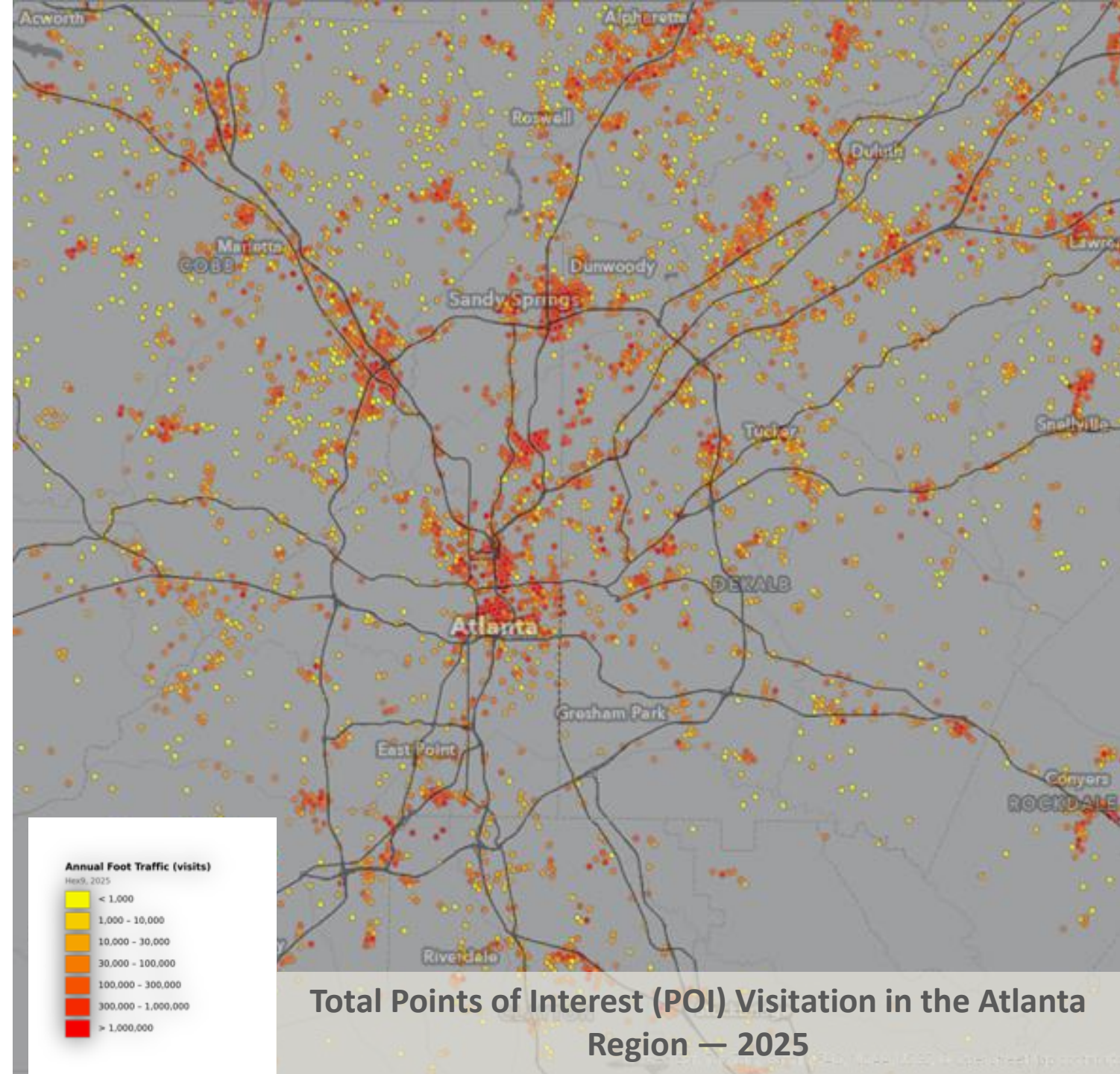
- Where people live
- Where they work
- Commuting patterns
- Employment-based travel demand

What We Have Been Missing

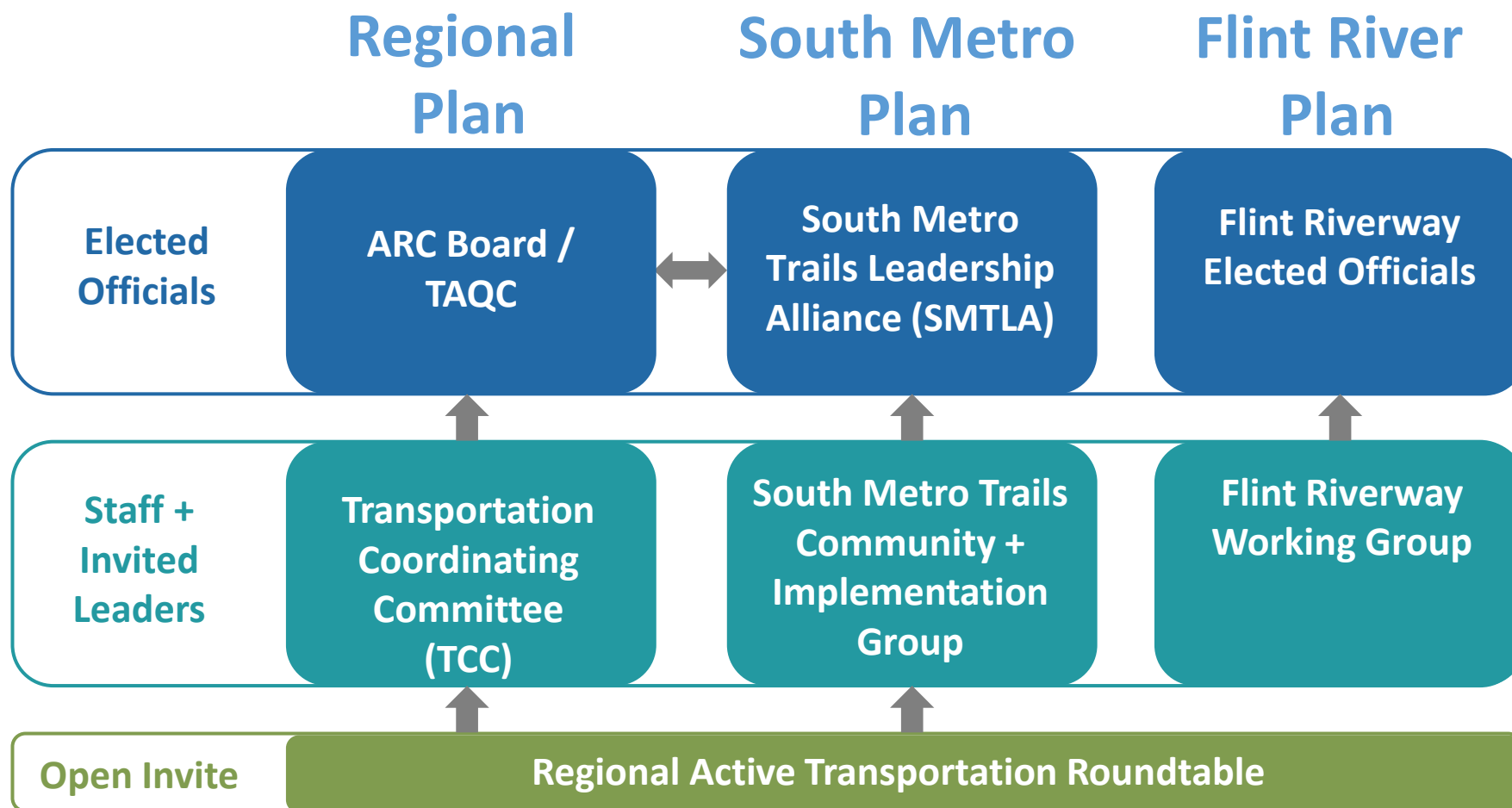
Non-work travel patterns — where people go for:

- 🛒 Shopping & errands
- 🍴 Dining
- 🎭 Entertainment & leisure
- 🌳 Parks & recreation
- 🏫 Education & other daily activities

Where these trips **originate, occur, and connect to other destinations**



Planning Leadership Structure



SPOTLIGHT

South Metro Trails Leadership Alliance

Who: county commission chairs and mayors — 15 counties and cities and GDOT board have attended

Role: key stakeholder group for the South Metro and Flint River Trail plans

Convened by: ARC and Aerotropolis Atlanta Alliance

Next: last met June 10, 2026 · Bus Tour November 13, 2026

70 engagement activities are planned across the three plans, and Flint Week starts three days from now

Interviews, pop-ups, and workshops run through early 2028 in all three plan areas.

Activity	Regional	South Metro	Flint	Total
Stakeholder interviews	10	10	10	30
Pop-up events	10	8	6	24
Workshops and tours	6	4	3	13
Digital portals	1	1	1	3
All activities	27	23	20	70



Share your ideas at PublicInput.com/RidingForward

FLINT WEEK · OCTOBER 17–23

A week of events along the Flint River. Block parties October 20 and 22. All are welcome.

Stakeholder meetings on October 20 and 21.



What we ask of you: come to Flint Week, join the November 13 bus tour, and bring us to your community

This is a briefing. No vote is requested today.

WHAT WE'RE ASKING OF YOU TODAY

Invite us to your spring events

We bring the engagement to your community

South Metro Board Members:

Ride the SMTLA bus tour, November 13

See the South Metro corridors firsthand

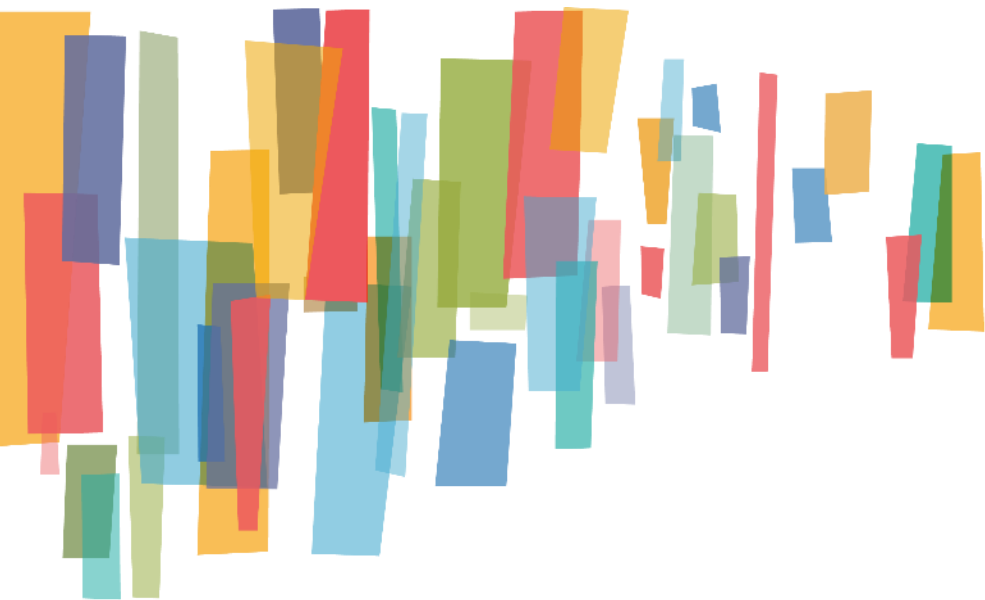
Join Flint Week, October 17–23

Block parties October 20 and 22

Stakeholder events October 20 and 21

THREE THINGS TO REMEMBER

- 1 One vision, three nested plans, bring to you for adoption in 2028.
- 2 Only 29 miles of protected bike lanes serve 19 counties. What is missing? Connection.
- 3 Safe routes to jobs are an economic mobility lever. ARC plans and funds; locals build.



Thank you!

Eric Meyer

Atlanta Regional Commission
emeyer@atlantaregional.org

Josh Phillipson

Atlanta Regional Commission
jphillipson@atlantaregional.org