



# Appendices

# BikePed



Atlanta Region Bicycle Transportation  
& Pedestrian Walkways Plan

# ATLANTA REGION BICYCLE TRANSPORTATION AND PEDESTRIAN WALKWAYS PLAN

## Appendices

PREPARED FOR:

ATLANTA REGIONAL COMMISSION

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APPENDICES

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- APPENDIX A -

**THE BICYCLE LEVEL OF SERVICE MODEL**

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**The Bicycle Level of Service Model**

On-road bicycling conditions in the Atlanta Region have a tremendous effect on people's choice to bicycle and the selection of their route. The Bicycle Level of Service<sup>1</sup> Model (Version 2.0) was used as the foundation of the evaluation of the existing bicycling conditions in the ARC region. This statistically-calibrated mathematical equation is one of the most accurate methods of evaluating the bicycling conditions of shared roadway environments. It uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. With statistical precision, the Model clearly reflects the effect on bicycling suitability or "compatibility" due to factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface conditions, motor vehicles speed and type and on-street parking.

The Bicycle LOS Model is based on the proven research conducted in the last decade and documented in Transportation Research Record 1578<sup>2</sup> published by the Transportation Research Board of the National Academy of Sciences. It has been developed with a background application of over 200,000 miles of evaluated urban, suburban, and rural roads and streets across North America. It is adopted by numerous states and metropolitan areas as the standard methodology for determining existing and anticipated bicycling conditions. Many urbanized area planning agencies and state highway departments are also using this established method of evaluating their roadway networks. These include metropolitan areas across North America such as Baltimore MD, Gainesville FL, Birmingham AL, Philadelphia PA, San Antonio TX, Houston TX, Buffalo NY, Anchorage AK, Lexington KY, and Tampa FL as well as state departments of transportation such as, Delaware Department of Transportation (DelDOT), New York State Department of Transportation (NYDOT), Maine Department of Transportation (MeDOT) and many others.

In addition to describing the Model, this section also documents the data requirements and the associated collection and compilation guidelines.

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<sup>1</sup> Landis, Bruce W. "Real-Time Human Perceptions: Toward a Bicycle Level of Service" *Transportation Research Record 1578*, Transportation Research Board, Washington DC 1997.

<sup>2</sup> FDOT, 2002 Quality / Level of Service Handbook, Florida Department of Transportation (2002), pp.20-21.

### Bicycle Level of Service Model

Version 2.0 of the Bicycle LOS Model will be employed to evaluate strategic segments within the ARC region. Its form is shown below:

$$\text{Bicycle LOS} = a_1 \ln(\text{Vol}_{15}/L_n) + a_2 \text{SP}_t(1+10.38\text{HV})^2 + a_3(1/\text{PC}_5)^2 + a_4(W_e)^2 + C$$

Where:

$\text{Vol}_{15}$  = Volume of directional traffic in 15 minute time period

$$\text{Vol}_{15} = (\text{ADT} \times D \times K_d) / (4 \times \text{PHF})$$

where:

ADT = Average Daily Traffic on the segment or link

D = Directional Factor

$K_d$  = Peak to Daily Factor

PHF = Peak Hour Factor

$L_n$  = Total number of directional *through* lanes

$\text{SP}_t$  = Effective speed limit

$$\text{SP}_t = 1.1199 \ln(\text{SP}_p - 20) + 0.8103$$

where:

$\text{SP}_p$  = Posted speed limit (a surrogate for average running speed)

HV = percentage of heavy vehicles (as defined in the 1994 Highway Capacity Manual)

$\text{PC}_5$  = FHWA's five point pavement surface condition rating

$W_e$  = Average effective width of outside through lane:

where:

$$W_e = W_v - (10 \text{ ft} \times \% \text{ OSPA})$$

$$\text{and } W_l = 0$$

$$W_e = W_v + W_l (1 - 2 \times \% \text{ OSPA})$$

$$\text{and } W_l > 0 \text{ \& } W_{ps} = 0$$

$$W_e = W_v + W_l - 2 (10 \times \% \text{ OSPA})$$

$$\text{and } W_l > 0 \text{ \& } W_{ps} > 0 \text{ and}$$

a bike lane exists

where:

$W_t$  = total width of outside lane (and shoulder) pavement

OSPA = percentage of segment with occupied on-street parking

$W_l$  = width of paving between the outside lane stripe and the edge of pavement

$W_{ps}$  = width of pavement striped for on-street parking

$W_v$  = Effective width as a function of traffic volume

and:

$W_v = W_t$  if  $\text{ADT} > 4,000 \text{ veh/day}$

$W_v = W_t(2 - 0.00025 \times \text{ADT})$  if  $\text{ADT} \leq 4,000 \text{ veh/day}$ , and if the street/road is undivided and unstriped

$$a_1: 0.507 \quad a_2: 0.199$$

$$a_3: 7.066 \quad a_4: -0.005$$

$$C: 0.760$$

( $a_1 - a_4$ ) are coefficients established by the multi-variate regression analysis

The Bicycle LOS score resulting from the final equation is stratified into service categories “A, B, C, D, E, and F” (according to the ranges shown below) to reflect users’ perception of the road segment’s level of service for bicycle travel. This stratification is in accordance with the linear scale established during the referenced research (i.e., the research project bicycle participants’ aggregate response to roadway and traffic stimuli). The Model is particularly responsive to the factors that are statistically significant. An example of its sensitivity to various roadway and traffic conditions is shown below.

### Bicycle Level-of-Service Categories

LEVEL-OF-SERVICE	BLOS SCORE
A	$\leq 1.5$
B	$> 1.5$ and $\leq 2.5$
C	$> 2.5$ and $\leq 3.5$
D	$> 3.5$ and $\leq 4.5$
E	$> 4.5$ and $\leq 5.5$
F	$> 5.5$

$$\text{Bicycle LOS} = a_1 \ln(\text{Vol}_{15}/L_n) + a_2 \text{SP}_t(1+10.38\text{HV})^2 + a_3(1/\text{PR}_5)^2 + a_4(W_e)^2 + C$$

$a_1$ : 0.507       $a_2$ : 0.199       $a_3$ : 7.066       $a_4$ : -0.005      C: 0.760

Baseline inputs:

ADT =	12,000 vpd	% HV =	1	L =	2 lanes
SP <sub>p</sub> =	40 mph	W <sub>e</sub> =	12 ft	PR <sub>5</sub> =	4
(good pavement)					

	<u>BLOS</u>	<u>% Change</u>
Baseline Bicycle LOS Score	3.98	N/A

Lane Width and Lane striping changes (T-statistic = 9.844)

W <sub>t</sub> =	10 ft	4.20	6% increase
W <sub>t</sub> =	11 ft	4.09	3% increase
W <sub>t</sub> =	12 ft -- (baseline average) ----	3.98 - - -	no change
W <sub>t</sub> =	13 ft	3.85	3% reduction
W <sub>t</sub> =	14 ft	3.72	7% reduction
W <sub>t</sub> =	15 ft (W <sub>l</sub> = 3 ft)	3.57 (3.08)10%(23%)	reduction
W <sub>t</sub> =	16 ft (W <sub>l</sub> = 4 ft)	3.42 (2.70)14%(32%)	reduction
W <sub>t</sub> =	17 ft (W <sub>l</sub> = 5 ft)	3.25 (2.28)18%(43%)	reduction

Traffic Volume (ADT) variations (T-statistic = 5.689)

ADT	=	1,000	Very Low	2.75	31% decrease
ADT	=	5,000	Low	3.54	11% decrease
ADT	=	12,000	Average (baseline average) - -	3.98	no change
ADT	=	15,000	High	4.09	3% increase
ADT	=	25,000	Very High	4.35	9% increase

Pavement Surface conditions (T-statistic = 4.902)

PR <sub>5</sub>	=	2	Poor	5.30	33% increase
PR <sub>5</sub>	=	3	Fair	4.32	9% reduction
PR <sub>5</sub>	=	4	Good (baseline average)	3.98	no change
PR <sub>5</sub>	=	5	Very Good	3.82	4% reduction

Heavy Vehicles in percentages (Combined speed and heavy vehicles T-statistic = 3.844)

HV	=	0	No Volume	3.80	5% decrease
HV	=	1 - - -	Very Low - (baseline average)	3.98	no change
HV	=	2	Low	4.18	5% increase
HV	=	5	Moderate	4.88	23% increase <sup>a</sup>
HV	=	10	High	6.42	61% increase <sup>a</sup>
HV	=	15	Very High	8.39	111% increase <sup>a</sup>

### Data Collection and Inventory Guidelines

Following is the list of data required for computation of the Bicycle LOS scores as well as the associated guidelines for their collection and compilation into the programmed database. Unless otherwise specified, the Consultant will collect the data.

Average Daily Traffic (ADT) - is the average daily traffic volume on the segment or link. The programmed database will convert these volumes to  $Vol_{15}$  using the Directional Factor (D), Peak to Daily Factor ( $K_d$ ) and Peak Hour Factor (PHF) for the road segment. This data will be provided by ARC.

Percent Heavy Vehicles(HV) - is the percentage of heavy vehicles (as defined in the *1994 Highway Capacity Manual*). This data will be provided by ARC.

Number of lanes of traffic (L) - is the total number of *through* traffic lanes of the road segment and its configuration. (e.g., D = Divided, U = Undivided, OW = One Way, S = Center Turning Lane). The programmed database will convert these lanes into directional lanes. The presence of continuous right-turn lanes should be noted in the comments field.

Posted Speed Limit ( $S_p$ ) – is recorded as posted.

W<sub>t</sub> total width of pavement - is measured from the center of the road, yellow stripe, or (in the case of a multilane configuration) the lane separation striping to the edge of pavement or to the gutter pan of the curb. When there is angled parking adjacent to the outside lane, W<sub>t</sub> is measured to the traffic-side end of the parking stall stripes.

W<sub>ps</sub> width of pavement striped for on-street parking – is recorded only if there is parking to the right of a striped bike lane. If there is parking on two sides on a one-way, single lane street, report the combined width of the striped parking.

W<sub>l</sub> width of paving between the outside lane stripe and the edge of pavement - is measured from the outside lane stripe to the edge of pavement or to the gutter pan of the curb. When there is angled parking adjacent to the outside lane, W<sub>l</sub> is measured to the traffic-side end of the parking stall stripes.

OSPA % - is an estimate the percentage of the segment (excluding driveways) along which there is occupied on-street parking at the time of survey. Record each side separately. If the parking is allowed only during off-peak periods and parking restrictions change widths and laneage, indicate the geometric changes in the comments field. Note: Indicate any “angled parking” in the comments field.

Designated Bike Lane – is indicated as “Y” if there is a bike lane on the segment; otherwise the field is coded as “N.”

Pavement Condition:

Travel Lane (PC<sub>t</sub>) - is the pavement condition of the motor vehicle travel lane according to the FHWA’s five-point pavement surface condition rating shown below. Half-point values (4.5, 3.5, and occasionally 2.5) may also be coded.

Shoulder or Bike lane (PC<sub>s</sub>) - is the pavement condition of the shoulder or bike lane according to the FHWA’s five point pavement surface condition rating shown below. Half-point values (4.5, 3.5, and occasionally 2.5) may also be coded.



RATING	PAVEMENT CONDITION
5.0 (Very Good)	Only new or nearly new pavements are likely to be smooth enough and free of cracks and patches to qualify for this category.
4.0 (Good)	Pavement, although not as smooth as described above, gives a first class ride and exhibits signs of surface deterioration
3.0 (Fair)	Riding qualities are noticeably inferior to those above; may be barely tolerable for high-speed traffic. Defects may include rutting, map cracking, and extensive patching.
2.0 (Poor)	Pavements have deteriorated to such an extent that they affect the speed of free-flow traffic. Flexible pavement has distress over 50 percent or more of the surface. Rigid pavement distress includes joint spalling, patching, etc.
1.0 (Very Poor)	Pavements that are in an extremely deteriorated condition. Distress occurs over 75 percent or more of the surface.

Source: U.S. Department of Transportation. *Highway Performance Monitoring System-Field Manual*. Federal Highway Administration. Washington, DC, 1987

This evaluation method is easily updated in the future. As traffic and roadway conditions change (primarily only traffic volumes will change, unless road reconstruction occurs) the submitted database or programmed spreadsheet can be updated.

## Appendix B: Bicycle Level of Service Evaluation for Strategic Corridors

ID	Location	Road Name	From	To	County	Dir. of Sur.	Lanes (L)		RC File		Tks. (HV)	Post. Spd. (SP <sub>p</sub> ) (mph)	Width Of Pavement		Occ. Park. (OSPA) (%)	Pavecon		Bike Lane/ Pavd. Shldr. (Y/N)	Cross Sec. (C/S)	Road Profile Cond (1,2,3)	Bicycle LOS							
							Th	Con	Roadway ADT	(%)			W <sub>t</sub> (ft)	W <sub>i</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>i</sub> (1..5)				Score	Grade (A..F)						
							#																					
1.0	Acworth	Lake Acworth Dr	Main	Cobb Pky	Cobb	SB	2	U	14000	4	40	10.75	0		4.5	-	N	S			4.83	E						
2.1	Acworth	SR 293	Sandtown Rd	Emerson Allatoona Rd	Bartow	NB	2	U	6030	4	55	12	1.5		4	4.0	N	S	3		4.61	E						
2.2	Acworth	SR 293	Sandtown Rd	County line (Cobb - Bartow)	Bartow	SB	2	U	6030	3	45	12	0		4	-	N	S	3		4.21	D						
2.3	Acworth	SR 293	County line (Cobb - Bartow)	SR 92	Cobb	SB	2	U	6030	3	40	11	0		3.5	-	N	S	3		4.39	D						
3.0	Alpharetta/Suwanee	McGinnis Ferry	Buford Hwy	Peachtree Industrial Blvd	Gwinnett	NB	4	D	n/a	x	45	12	0		5	-	N	C			n/a	n/a						
3.1	Alpharetta/Suwanee	McGinnis Ferry	Peachtree Industrial Blvd	Fulton Co. line	Gwinnett	NB	2	U	16250	4	45	11.5	1.5		4	4.0	N	S	3		5.02	E						
3.15	Alpharetta/Suwanee	McGinnis Ferry	Fulton Co. line	John's Creek Pkwy	Forsyth/Fulton	NB	2	U	16250	4	45	11.5	1.5		4	4.0	N	S	3		5.02	E						
3.2	Alpharetta/Suwanee	McGinnis Ferry	John's Creek Pkwy	Sargent	Forsyth/Fulton	NB	4	D	16250	4	45	12	0		4	-	N	C			4.61	E						
3.3	Alpharetta/Suwanee	McGinnis Ferry	Sargent	Jones Bridge	Forsyth/Fulton	NB	2	U	16250	4	45	11	0		4.5	-	N	S	2		4.98	E						
3.4	Alpharetta/Suwanee	McGinnis Ferry	Jones Bridge	Windward Pkwy	Forsyth/Fulton	NB	2	S	16250	4	45	12	0		4.5	-	N	C			4.86	E						
3.5	Alpharetta/Suwanee	Windward Pky	McGinnis Fy	North Point	Fulton	NB	4	D	27950	4	45	12	0		4.5	-	N	C	1		4.78	E						
3.6	Alpharetta/Suwanee	Windward Pky	North Point	Deerfield Pky	Fulton	NB	4	D	27950	4	45	15.5	3.5		5	5.0	Y	C	1		3.64	D						
3.7	Alpharetta/Suwanee	Windward Pky	Deerfield Pky	Cumming Hwy	Fulton	NB	4	D	27950	4	45	12	0		5	-	N	C	1		4.73	E						
4.0	Atlanta	Martin Luther King	Northside Dr.	Lowery Blvd	Fulton	W	4	U	2010	2	35	11	0	50	3.5	-	N	C	1		2.76	C						
4.1	Atlanta	Martin Luther King	Lowery Blvd	I-20	Fulton	W	4	U	2010	2	30	10	0		4.5	-	N	C	1		1.85	B						
5.0	Atlanta	Martin Luther King	I-20	Hamilton Holmes	Fulton	W	4	U	9620	2	35	9	0		3	-	N	C	1		4.34	D						
5.1	Atlanta	Martin Luther King	Hamilton Holmes	I-285	Fulton	W	4	S	9620	2	35	11	0		4	-	N	C	1		3.81	D						
5.2	Atlanta	Martin Luther King	I-285	Fulton Industrial	Fulton	W	4	S	9620	2	35	10	0		4	-	N	C	1		3.92	D						
7.0	Atlanta	Northside Dr.	MLK	North Ave	Fulton	N	4	S	7959	7	35	12	0		4	-	N	C			4.77	E						
9.0	Atlanta	W Peachtree St N	North Ave	15th	Fulton	N	4	OW	24130	4	25	10	0		4	-	N	C	1		4.25	D						
9.1	Atlanta	W Peachtree St N	15th	19th	Fulton	N	5	OW	12080	3	25	9	0		4	-	N	C	1		3.73	D						
9.2	Atlanta	W Peachtree St N	19th	I-285	Fulton	N	5	U	12080	3	25	11	0		4	-	N	C	1		3.50	C						
9.3	Atlanta	W Peachtree St N	I-285	Wesley	Fulton	N	5	U	12080	3	25	9.5	0		4	-	N	C	1		3.66	D						
9.4	Atlanta	W Peachtree St N	Wesley	Roswell	Fulton	N	6	U	12080	3	35	10	0		4	-	N	C	1		4.03	D						
10.1	Atlanta	Ponce de Leon	Ponce de leon pl	Glen Iris	Fulton	W	4	U	27860	4	25	9	0		4	-	N	C	1		4.48	D						
10.2	Atlanta	Ponce de Leon	Glen Iris	Myrtle	Fulton	W	6	U	27860	4	25	9	0		4	-	N	C	1		4.27	D						
10.3	Atlanta	Ponce de Leon	Myrtle	W. Peachtree	Fulton	W	4	U	27860	4	25	10	0	100	4	-	N	C			4.88	E						
14.0	Atlanta/Jonesboro	SR 54	Walt Stephens	Southlake Cove Ct	Clayton	NB	4	D	20350	4	45	13	0		4	-	N	S	2		4.60	E						
14.1	Atlanta/Jonesboro	SR 54	Southlake Cove Ct	I-75	Clayton	NB	4	S	20350	4	45	12	0		3.5	-	N	S	1		4.88	E						
14.2	Atlanta/Jonesboro	Main St	I-75	Forest Pk (SR 331)	Clayton	NB	4	S	20350	4	40	12	0		3.5	-	N	C	-1		4.78	E						
14.3	Atlanta/Jonesboro	SR 331	SR 54	Old Dixie	Clayton	NB	4	D	4470	3	40	20	8		3.5	3.5	Y	C	1		0.00	A						
15.0	Bankhead Hwy	Bankhead Hwy	SR 5	Whitley Dr	Douglas	WB	2	U	3860	3	45	13	0		3.5	-	N	S	2		3.95	D						
15.1	Bankhead Hwy	Bankhead Hwy	Whitley Dr	SR 92	Douglas	EB	2	U	3860	2	35	12.5	0	50	3.5	-	N	C	1		4.15	D						
15.2	Bankhead Hwy	Bankhead Hwy	SR 92	Sweetwater Rd	Douglas	EB	2	U	3860	3	45	12.8	0		3.5	-	N	S	2		3.99	D						
15.3	Bankhead Hwy	Bankhead Hwy	Sweetwater Rd	Thornton Rd	Douglas	EB	2	U	3860	3	45	13.5	0		3.5	-	N	S			3.88	D						
15.4	Bankhead Hwy	Vet Mem Hwy	Thornton	Cobb Co. line	Douglas	EB	4	S	17260	4	45	12	0		4	-	N	C			4.65	E						
15.45	Bankhead Hwy	Vet Mem Hwy	Cobb Co. line	Cemetery St	Cobb	EB	4	S	17260	4	45	12	0		4	-	N	C			4.65	E						
15.5	Bankhead Hwy	Vet Mem Hwy	East of Austell	Mableton Pkwy	Cobb	EB	4	S	17260	4	45	11.8	0		4	-	N	C	1		4.67	E						
18.0	Bells Ferry/Marietta	Bells Ferry Road	I-575	Cherokee Co. line	Cobb	NB	4	D	21440	4	45	11.7	0		4	-	N	C	1		4.79	E						
18.05	Bells Ferry/Marietta	Bells Ferry Road	Cherokee Co. line	SR 92	Cherokee	NB	4	D	21440	4	45	11.7	0		4	-	N	C	1		4.79	E						
19.0	Bells Ferry/Marietta	Bells Ferry Road	Cobb Pkwy	Barrett Pkwy	Cobb	N	2	U	21440	4	45	12	0		4	-	N	C	1		5.10	E						
19.1	Bells Ferry/Marietta	Bells Ferry Road	Barrett Pkwy	New Chastain Rd	Cobb	N	2	U	21440	4	45	12	0		4	-	N	S	2		5.10	E						
19.2	Bells Ferry/Marietta	Bells Ferry Road	New Chastain Rd	I-575	Cobb	N	2	U	21440	4	45	11	0		4	-	N	S	3		5.22	E						
22.0	Canton/Holly Springs	Holly Springs Pky	Pinecrest Rd	Atlanta Ave/Lakeside Dr Canterbury Pkwy	Cherokee	NB	4	D	18030	4	45	12	0		4	-	N	C			4.67	E						
22.1	Canton/Holly Springs	Marietta Hwy	Canterbury Pky	Knox Bridge Hwy	Cherokee	NB	2	S	17460	4	45	13	1.5		4	4.0	N	S	3		4.87	E						
22.2	Canton/Holly Springs	Marietta Hwy	Knox Hwy	Hwy 20 (South St)	Cherokee	NB	4	S	17460	4	45	12	0		4	-	N	C			4.65	E						
23.0	Woodstock - Holly	Main	SR 92	Arnold Mill	Cherokee	NB	2	U	18030	3	25	12	0		4	-	N	S	2		4.15	D						
23.1	Woodstock - Holly	Main	Arnold Mill	RR tracks	Cherokee	NB	2	U	18030	3	25	12	0	40	4	-	N	S			4.55	E						
23.2	Woodstock - Holly	Canton Hwy	RR tracks	Old Rope Mill Rd	Cherokee	NB	2	U	18030	3	25	12	0		4	-	N	S	2		4.15	D						
23.3	Woodstock - Holly	Canton Hwy	Old Rope Mill	Cherokee Dr	Cherokee	NB	2	U	18030	4	45	13.5	2		4	4.0	N	S			4.82	E						

## Appendix B: Bicycle Level of Service Evaluation for Strategic Corridors

ID	Location	Road Name	From	To	County	Dir. of Sur.	Lanes (L)		RC File	Tks. (HV)	Post. Spd. (SP <sub>p</sub> ) (mph)	Width Of Pavement		Occ. Park. (OSPA)	Pavecon		Bike Lane/ Pavd. Shldr. (Y/N)	Cross Sec. (C/S)	Road Profile Cond (1,2,3)	Bicycle LOS					
							Th	Con				W <sub>t</sub> (ft)	W <sub>i</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>i</sub> (1..5)				Score (1..7)	Grade (A..F)				
							#		ADT	(%)			(%)												
23.4	Woodstock - Holly	Canton Hwy	Cherokee Dr	Sixes Rd	Cherokee	NB	2	S	18030	4	45	12	0		4	-	N	S		5.02	E				
23.5	Woodstock - Holly	Canton Hwy	Sixes Rd	Hickory	Cherokee	N	2	U	18030	4	45	14	2		5	5.0	N	S		4.60	E				
26.0	Chamblee	Shallowford	Buford Hwy	I-85	Dekalb	S	4	U	11540	4	45	11	0		4	-	N	C	1	4.55	E				
26.1	Chamblee	Shallowford	I-85	Briarcliff	Dekalb	S	4	U	11540	4	45	11	0		4	-	N	C	1	4.55	E				
26.2	Chamblee	Briarcliff	Shallowford	LaVista	Dekalb	S	2	U	11000	3	35	11	0		4	-	N	S	2	4.43	D				
27.0	Chamblee	LaVista Rd	Briarcliff Rd	I-285	Dekalb	S	6	D	24960	4	35	12	0		4	-	N	C	2	4.39	D				
27.1	Chamblee	LaVista Rd	I-285	Tucker	Dekalb	S	4	S	24960	4	45	11.5	0		4	-	N	C	1	4.89	E				
28.0	Chamblee	Peachtree Rd	Buford Hwy/	I-285	Dekalb	S	6	S	11540	4	45	12	0		4	-	N	C	1	4.24	D				
32.0	College Park/Palmetto	Peachtree Rd	River Rd	Spur 14	Fulton	S	2	U	8060	3	45	12.9	0		4	-	N	S	2	4.24	D				
32.1	College Park/Palmetto	Roosevelt Rd	Spur 14	Welcome All Road	Fulton	S	4	S	8060	3	45	19	7		4	4.0	Y	S	1	1.35	A				
32.2	College Park/Palmetto	Roosevelt Rd	Welcome All Road	Alexander Ave	Fulton	S	4	S	8060	3	45	14	2		4	4.0	N	S	1	3.75	D				
32.3	College Park/Palmetto	Roosevelt Rd	Alexander Ave	Lower Dixie Lake	Fulton	S	4	U	8060	3	45	12	0		4	-	N	S	1	4.01	D				
32.4	College Park/Palmetto	Roosevelt Rd	Lower Dixie Lake	SR 138	Fulton	S	4	U	8060	3	45	16	4		4	4.0	Y	S	1	2.73	C				
33.0	College Park/Riverdale	SR 138	Riverdale City Limit	I-285	Clayton	N	4	S	29740	4	45	14.2	2.6		4	4.0	N	S	1	4.23	D				
33.1	College Park/Riverdale	SR 138	I-285	Fayetteville	Clayton	N	4	D	n/a	x	45	12	0		4	-	N	C	1	n/a	n/a				
33.2	College Park/Riverdale	SR 138	Fayetteville	Sullivan	Clayton	N	4	D	n/a	x	45	15.9	3.7		4	4.0	Y	C	1	n/a	n/a				
33.3	College Park/Riverdale	SR 138	Sullivan	Roosevelt	Clayton	N	4	D	19680	4	45	12	0		4	-	N	C	1	4.71	E				
34.0	Conyers	Covington Hwy	Turner Hill	Rockdale Co. line	Dekalb	SB	2	U	10200	8	45	10.5	0		3.5	-	N	S	3	6.23	F				
34.05	Conyers	Covington Hwy	Rockdale Co. line	Sigman	Rockdale	SB	2	U	10200	8	45	10.5	0		3.5	-	N	S	3	6.23	F				
37.0	Conyers Loop	Green /main	SR 138	Millstead	Rockdale	N	2	U	4220	3	35	9.5	0		4	-	N	S	1	4.10	D				
37.1	Conyers Loop	Millstead AVE	Main	Eastview	Rockdale	W	2	U	4960	2	35	13	0		4	-	N	C	1	3.59	D				
37.2	Conyers Loop	Millstead AVE	Eastview	Sigman	Rockdale	W	2	U	8100	3	45	11	0		4	-	N	S	1	4.47	D				
37.3	Conyers Loop	Sigman	Millsted	SR 138	Rockdale	S	2	U	9690	3	45	13	0		4	-	N	S	1	4.32	D				
38.0	Conyers/Covington	Dogwood	SR 20	Newton Co. line	Rockdale	S	2	U	2010	4	45	9.5	0		4	-	N	S	1	3.61	D				
38.05	Conyers/Covington	Dogwood	Newton Co. line	Old Covington	Newton	S	2	U	2010	4	45	9.5	0		4	-	N	S	1	3.61	D				
38.1	Conyers/Covington	Dogwood	Old Covington	I-20	Newton	S	2	U	3250	3	35	9.5	0		4	-	N	S	2	3.78	D				
39.0	Cumming	Atlanta Rd	Buford Hwy	Buford Dam Rd	Forsyth	N	2	S	18640	4	45	12	0		4	-	N	C		5.03	E				
39.1	Cumming	Atlanta Rd	Buford Dam Rd	Downtown Cumming	Forsyth	N	2	S	16210	3	35	12	0		4	-	N	C		4.51	E				
40.0	Cumming to S. of Buford	Buford Hwy	Atlanta Rd/Buford Hwy (Hwy 20)	Pruitt	Forsyth	S	2	S	12160	4	55	12	0		4	-	N	S		4.97	E				
40.1	Cumming to S. of Buford	SR 20	Pruitt	Gwinnett. Co Line	Forsyth	S	2	U	12160	4	55	12	0		4	-	N	S		4.97	E				
40.2	Cumming to S. of Buford	Cumming Hwy	Gwinnett. Co Line	Suwannee Dam Rd	Gwinnett	S	2	U	19520	4	55	14.3	2.8		4	4.0	N	S	3+	4.46	D				
40.3	Cumming to S. of Buford	SR 20	Suwannee Dam	Peachtree Ind. Blvd	Gwinnett	S	2	U	19520	4	45	14.5	2.5		4	4.0	N	S	3+	4.33	D				
40.4	Cumming to S. of Buford	SR 20	Peachtree Ind. Blvd	Buford Hwy (US 23)	Gwinnett	S	4	D	19520	4	50	12	0		4	-	N	S	1	4.78	E				
40.5	Cumming to S. of Buford	Buford Dr	Buford Hwy/US 23	Financial Cntr Blvd	Gwinnett	S	4	D	19520	4	45	12	0		4	-	N	S	1	4.70	E				
40.6	Cumming to S. of Buford	Buford Dr.	Financial Cntr Blvd	I-85	Gwinnett	S	6	D	19520	4	45	11.5	0		4	-	N	S	1	4.55	E				
41.0	Cumming/Alpharetta	(N Main) SR 9	Windward	Forsyth Co. line	Fulton	N	2	U	18640	4	45	13.5	2		5	5.0	N	S	3	4.68	E				
41.1	Cumming/Alpharetta	Atl Hwy	Forsyth Co. line	McFarland	Forsyth	N	2	U	18640	4	45	13	1.75		4	4.0	N	S	2/3	4.91	E				
41.2	Cumming/Alpharetta	Atl Hwy	McFarland	SR 141	Forsyth	N	2	U	18640	4	45	13.5	2		4	4.0	N	S		4.84	E				
41.3	Cumming/Alpharetta	Atl Hwy	SR 141	Old Atlanta	Forsyth	N	2	U	18640	4	45	13.6	2.25		4	4.0	N	S	2	4.50	D				
41.4	Cumming/Alpharetta	Atl Hwy	Old Atlanta	Hwy 20	Forsyth	N	4	S	18640	4	45	12	0		4	-	N	C		4.68	E				
42.0	Dallas - Hiram	SR 6	Hiram - Douglaville	Atl Hwy	Paulding	W	4	D	14610	10	55	12	0		3.5	-	N	S	1	6.90	F				
42.1	Dallas - Hiram	Atl Hwy (6)	US 278	White Ingram Pkwy	Paulding	W	2	U	10090	8	45	12	0		3.5	-	N	S	1	6.06	F				
42.2	Dallas - Hiram	Atl Hwy	White Ingram Pkwy	Butler Indust Pkwy	Paulding	W	2	S	5570	3	40	12	0		3.5	-	N	C	1	4.24	D				
42.3	Dallas - Hiram	Merchants	Butler Indust Pkwy	Dallas Acworth (381)	Paulding	W	2	S	5570	3	45	12	0		3.5	-	N	S	1	4.32	D				
42.4	Dallas - Hiram	Merchants	Dallas Acworth (381)	SR 61 (Carterville Hwy)	Paulding	W	2	S	5570	2	35	12	0		3.5	-	N	C	1	3.92	D				
46.0	Tucker-Stone Mountain	SR 236	Tucker	Mountain Indust. Blvd	Dekalb	S	4	S	23990	4	45	12	0		4	-	N	C	1	4.81	E				
46.1	Tucker-Stone Mountain	Mt. Ind Bld	SR 236	Ponce de Leon	Dekalb	S	4	S	33670	4	45	12	0		4	-	N	C	1	4.98	E				
46.2	Tucker-Stone Mountain	Ponce	Mt. Ind Blvd	Rock Mt	Dekalb	S	2	U	33670	4	35	11	0		4	-	N	C		5.21	E				
46.3	Tucker-Stone Mountain	Ponce	Rock Mt	Rivers Mem Dr	Dekalb	S	2	U	33670	4	45	11	0		4	-	N			5.45	E				
46.4	Lilburn - Tucker	Lawrenceville Hwy	Killian Hills	DeKalb Co. line	Gwinnett	S	4	S	31820	4	45	12	0		4	-	N	C	1	4.95	E				

## Appendix B: Bicycle Level of Service Evaluation for Strategic Corridors

ID	Location	Road Name	From	To	County	Dir. of Sur.	Lanes (L)		RC File		Tks. (HV)	Post. Spd. (SP <sub>p</sub> ) (mph)	Width Of Pavement		Occ. Park. (OSPA) (%)	Pavecon		Bike Lane/ Pavd. Shldr. (Y/N)	Cross Sec. (C/S)	Road Profile Cond (1,2,3)	Bicycle LOS						
							Th	Con	Roadway	(%)			W <sub>t</sub> (ft)	W <sub>i</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>i</sub> (1..5)				Score (1..7)	Grade (A..F)					
							#		ADT																		
46.45	Liburn - Tucker	Lawrenceville Hwy	Dekalb Co. line	La Vista	Dekalb	S	4	S	31820	4	45	12	0		4	-	N	C	1	4.95	E						
47.0	Decatur to South	Candler Road	East College Ave	Memorial	Dekalb	S	2	U	15180	3	35	11	0		4	-	N	C	1	4.59	E						
47.1	Decatur to South	Candler Road	Memorial	I-20	Dekalb	S	4	S	15180	4	45	11	0		4	-	N	C	1	4.70	E						
47.2	Decatur to South	Candler Road	I-20	Rainbow	Dekalb	S	4	S	15180	4	45	11	0		4	-	N	C	1	4.70	E						
49.0	Duluth/Doraville	Buford Hwy	I-285	Oakcliff	Dekalb	E	6	S	26800	4	35	11.1	0		4	-	N	C	1	4.53	E						
49.1	Duluth/Doraville	Buford Hwy	Oakcliff/	Gwinnett. Co Line	Dekalb	E	4	S	26800	4	45	12.7	0		4	-	N	C	1	4.78	E						
49.15	Duluth/Doraville	Buford Hwy	Gwinnett. Co Line	Norcross City Limit	Gwinnett	E	4	S	26800	4	45	12.7	0		4	-	N	C	1	4.78	E						
49.2	Duluth/Doraville	Buford Hwy	Norcross City Limit	N Berkley Lake	Gwinnett	E	4	S	26800	4	45	11.8	0		4	-	N	S	2	4.89	E						
49.3	Duluth/Doraville	Buford Hwy	N Berkley Lake	Pleasant hill Rd	Gwinnett	E	4	S	26800	4	45	12	6		5	5.0	Y	C	1	3.80	D						
50.0	E. of Avondale Estates	Covington Hwy	Hairston	Wesley Chapel	Dekalb	N	4	U	14140	4	45	12	0		4	-	N	C	1	4.54	E						
50.1	E. of Avondale Estates	Covington Hwy	Wesley Chapel	SR 154	Dekalb	N	4	S	14140	4	45	11.7	0		3.5	-	N	C	1	4.73	E						
50.2	E. of Avondale Estates	Covington Hwy	SR 154	Stratford	Dekalb	N	4	S	14140	3	35	12	0		3.5	-	N	C	1	4.24	D						
50.3	E. of Avondale Estates	Covington Hwy	Stratford	Clarendon	Dekalb	N	2	U	n/a	x	35	11	0		3.5	-	N	C		n/a	n/a						
51.0	E. Stockbridge/McDonough	42	SR 138	Grandiflora	Henry	SB	2	U	10150	4	55	14	2		4	4.0	N	S	2	4.61	E						
51.1	E. Stockbridge/McDonough	42	Grandiflora	Ivey Edwards	Henry	SB	2	U	10150	4	45	14	2		4	4.0	N	S	2	4.46	D						
51.2	E. Stockbridge/McDonough	42	Ivey Edwards	Jonesboro	Henry	SB	2	U	10150	3	35	11	0	10	3	-	N	C	1	4.82	E						
52.0	East Atlanta	Briarcliff Rd.	N. Druid Hills Rd	Hopkins	Dekalb	S	2	U	22510	4	35	14	3.5		4	4.0	Y	C	1	4.09	D						
52.1	East Atlanta	Briarcliff Rd.	Hopkins	LaVista	Dekalb	S	2	U	22510	4	35	12	0		4	-	N	C	1	4.90	E						
52.2	East Atlanta	Briarcliff Rd.	LaVista	Clifton	Dekalb	S	2	U	22510	4	35	10	0		4	-	N	C	1	5.12	E						
52.3	East Atlanta	Briarcliff Rd.	Clifton	Kay	Dekalb	S	4	U	22510	4	35	12	0		4	-	N	S	3	4.55	E						
52.4	East Atlanta	Briarcliff Rd.	Kay	Chalmette	Dekalb	S	2	U	22510	4	35	12	0		4	-	N	S	1	4.90	E						
52.5	East Atlanta	Briarcliff Rd.	Chalmette	Ponce de Leon	Dekalb	S	4	U	22510	4	35	9	0		4	-	N	C	2	4.86	E						
53.0	East Atlanta	Roxboro rd.	Peachtree Rd	MARTA tracks	Fulton	S	4	D	15290	3	35	14.2	3.5		5	5.0	Y	C	1	3.13	C						
53.1	East Atlanta	Roxboro	MARTA tracks	Dekalb Co. line	Fulton	S	4	U	8650	2	35	10	0		5	-	N			3.71	D						
53.15	East Atlanta	Roxboro	Dekalb Co. line	W Roxboro	Dekalb	S	4	U	8650	2	35	10	0		5	-	N			3.71	D						
53.2	East Atlanta	Roxboro	W Roxboro	Druid Hills	Dekalb	S	2	U	2010	2	35	14	0		5	-	N	C	3	1.60	B						
53.3	East Atlanta	DruidHills	Roxboro	Buford Hwy	Dekalb	S	4	S	2010	3	45	12	0		5	-	N			3.13	C						
54.0	East of ATL	Wesley Chapel	Rainbow	Hairston	Dekalb	NB			18150	x							N			err	U/C						
54.1	East of ATL	Hairston	Wesley Chapel	Covington	Dekalb	EB	4	D	27890	4	40	12	0		4	-	N	C	1	4.78	E						
56.0	East of Lawrenceville	SugarloafPkwy	SR 316	Old Norcross	Gwinnett	S	6	D	39800	4	45	16	4		4.5	4.5	Y	C	1	3.48	C						
56.1	East of Lawrenceville	Sugarloaf	Old Norcross	Hwy 78	Gwinnett	S	4	D	39800	4	45	16	5		4	4.0	Y	C	1	3.58	D						
57.0	East Point/College Park	East Point St	Church	Legion Way	Fulton	S	2	S	14610	3	25	9	0	30	4	-	N			4.58	E						
57.1	East Point/College Park	Main	Legion Way	College Park City Limit	Fulton	S	4	S	8060	3	40	9	0		4	-	N	C	1	4.24	D						
57.2	East Point/College Park	Main	College Park City Limit	Princeton Ave.	Fulton	S	4	U	8060	2	35	9	0		4	-	N	C	2	3.92	D						
57.3	East Point/College Park	W Main	Princeton Ave.	Lee St	Fulton	S	2	U	8060	2	25	10	0	50	4	-	N	C		4.20	D						
58.0	East Sandy Springs	Peachtree Dunwoody	Peachtree Rd	W. Club	Fulton	N	2	U	15290	3	35	15.5	4.5		3.5	3.5	Y	C	1	3.35	C						
58.1	East Sandy Springs	Peachtree Dunwoody	W. Club	The Croft	Fulton	N	2	U	15290	3	35	11	0		3.5	-	N	S		4.75	E						
58.2	East Sandy Springs	Peachtree Dunwoody	The Croft	Johnson Ferry	Fulton	N	2	U	15290	3	35	14.5	2		3.5	3.5	N	C	1	4.30	D						
58.3	East Sandy Springs	Peachtree Dunwoody	I-285	Mt. Vernon	Fulton	N	4	D	15290	3	35	11.3	0		3.5	-	N	C		4.37	D						
60.0	Fairburn/Peachtree City	Senoia Rd	Roosevelt	SR74	Fulton	S	2	U	9480	2	35	11	0		4	-	N	S	1	4.16	D						
60.1	Fairburn/Peachtree City	Senoia Rd	SR74	Oakley Industrial	Fulton	S	4	D	9480	4	45	12	0		4	-	N	C	1	4.34	D						
60.2	Fairburn/Peachtree City	Senoia Rd	Oakley Industrial	Fayette Co. line	Fulton	S	4	D	9480	5	55	11.5	0		4	-	N	S	1	4.84	E						
60.3	Fairburn/Peachtree City	Senoia Rd	Fayette Co. line	SR54	Fayette	S	4	D	30460	5	55	12	0		4	-	N	S	1	5.37	E						
62.0	Fayetteville	SR 85	SR 314	Promenade Pky	Fayette	N	4	D	28410	4	45	23	9		5	5.0	Y	S	1	0.34	A						
62.1	Fayetteville	SR 85	Promenade Pky	Clayton Co. line	Fayette	N	4	D	28410	12	55	23	11.5		5	5.0	Y	S	1	2.55	C						
62.2	Fayetteville	SR 85	Clayton Co. line	Lake Ridge Pkwy	Clayton	N	4	D	28410	5	55	23	11		4	4.0	Y	S	1	0.27	A						
62.3	Fayetteville	SR 85	Lake Ridge Pkwy	Lamar Hutcheson	Clayton	N	4	D	28410	4	45	23	11		4	4.0	Y	S	1	0.00	A						
62.4	Fayetteville	SR 85	Lamar Hutcheson	Adams	Clayton	N	6	D	28410	4	45	10.1	0		4	-	N	C	1	4.90	E						
64.0	Fayetteville To Peachtree City	State Route 54	Peachtree Pkwy	Robinson	Fayette	EB	4	D	34680	4	45	12	0		5	-	N	C	1	4.84	E						
64.1	Fayetteville To Peachtree City	State Route 54	Robinson	Genevieve	Fayette	EB	4	D	34680	4	45	12	0		5	-	N	S	1	4.84	E						

## Appendix B: Bicycle Level of Service Evaluation for Strategic Corridors

ID	Location	Road Name	From	To	County	Dir. of Sur.	Lanes (L)		RC File		Tks. (HV)	Post. Spd. (SP <sub>p</sub> ) mph	Width Of Pavement		Occ. Park. (OSPA) (%)	Pavecon		Bike Lane/ Pavd. Shldr. (Y/N)	Cross Sec. (C/S)	Road Profile Cond (1,2,3)	Bicycle LOS	
							#	Con	Roadway ADT	Spd. (SP <sub>p</sub> ) (%)			W <sub>t</sub> (ft)	W <sub>i</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>i</sub> (1..5)				Score (1..7)	Grade (A..F)
											Th	Con			Roadway ADT			Spd. (SP <sub>p</sub> ) (%)	W <sub>t</sub> (ft)	W <sub>i</sub> (ft)		
							Th	Con	Roadway ADT	Spd. (SP <sub>p</sub> ) (%)			W <sub>t</sub> (ft)	W <sub>i</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>i</sub> (1..5)					
64.2	Fayetteville To Peachtree City	State Route 54	Genevieve ct	Ebenezer	Fayette	EB	4	D	34680	5	55	14	1.75		5	5.0	N	S	1	5.01	E	
64.3	Fayetteville To Peachtree City	State Route 54	Ebenezer	Fayetteville City Limit	Fayette	EB	4	D	34680	5	55	17	5.5		5	5.0	Y	S	1	3.46	C	
64.4	Fayetteville To Peachtree City	State Route 54	Fayetteville City Limit	SR 85	Fayette	EB	4	D	34680	4	45	12	0		5	-	N	C		4.84	E	
66.0	Hampton/McDonough	E Main	Downtown Hampton	SR 20	Henry	EB	2	U	5780	2	35	11	0		4.5	-	N	S	2	3.81	D	
66.1	Hampton/McDonough	SR 20	E Main	SR 81	Henry	EB	4	D	6790	7	55	18.3	4.75		5	5.0	Y	S	1	2.67	C	
66.2	Hampton/McDonough	Hampton St	I-75	McDonough city limit	Henry	EB	2	U	6790	3	45	12	0		4	-	N	S	3	4.27	D	
66.3	Hampton/McDonough	Hampton St	McDonough city limit	Griffin St	Henry	EB	2	U	6790	2	35	15	0		4	-	N	C	1	3.47	C	
67.0	Hapeville	US 19	Central	Cleveland Ave	Fulton	NB	2	U	26050	4	35	15	0		4	-	N	C	1	4.56	E	
67.1	Hapeville	US 19	Cleveland	I-75	Fulton	NB	4	U	26050	4	35	12	0		4	-	N	C	1	4.62	E	
68.0	Henry Spalding to Griffin	SR3	Henry Spalding County Line	Griffin city limit	Spalding	S	4	D	13060	4	55	16	4		5	5.0	Y	S	1	3.21	C	
68.1	Henry Spalding to Griffin	SR3	Griffin city limit	SR 92	Spalding	S	4	D	13060	4	45	14	2		4	4.0	N	S	1	4.24	D	
69.0	Fayetteville Lovejoy	Lanier	SR 85	McDonough Rd	Fayette	E	4	D	34680	4	45	17	5		5	5.0	Y	S	1	3.14	C	
69.1	Fayetteville Lovejoy	McDonoughRd	Lanier	McElroy	Fayette	E	2	U	13160	5	35	10	0		4	-	N	S	1	5.08	E	
69.2	Fayetteville Lovejoy	McDonoughRd	McElroy	Clayton Co. line	Fayette	E	2	U	13160	8	45	11	0		4	-	N	S	1	6.15	F	
69.3	Fayetteville Lovejoy	McDonoughRd	Flint River (Co. line)	Panhandle	Clayton	E	2	U	12750	4	45	11	0		4	-	N	S	3	4.95	E	
69.4	Fayetteville Lovejoy	McDonoughRd	Panhandle rd.	Tara Blvd	Clayton	E	4	S	12750	4	45	12	0		5	-	N	C	1	4.33	D	
69.5	Fayetteville Lovejoy	McDonoughRd	Hastings Bridge rd	Tara Blvd	Clayton	W	2	U	12750	3	35	16	4		3.5	3.5	Y	S	1	3.26	C	
69.6	Fayetteville Lovejoy	McDonoughRd	City line	Hasting Bridge Rd	Clayton	W	2	U	12750	4	45	11	0		4	-	N	S	1	4.95	E	
69.7	I75 to Fayetteville	Jonesboro Rd	I75	Henry Co. line	Clayton	W	2	U	10070	8	45	11.7	0		4.5	-	N	S	2/3	5.84	F	
69.75	I75 to Fayetteville	Jonesboro Rd	Henry Co. line	Lovejoy City Line	Henry	W	2	U	10070	8	45	11.7	0		4.5	-	N	S	2/3	5.84	F	
71.0	Jonesboro and South of	Tara Blvd	Hastings Bridge	SR 54	Clayton	N	4	D	25600	5	55	13	0		3.5	-	N	S		5.30	E	
71.1	Jonesboro and South of	Tara Blvd	SR 54	north ave (jonesboro)	Clayton	N	6	D	25600	4	45	15	3		3.5	3.5	Y	S		3.89	D	
71.2	Jonesboro and South of	Tara Blvd	Lovejoy	Henry/Clayton line	Clayton	S	4	D	25600	5	55	12	0		4	-	N	S		5.28	E	
71.3	Jonesboro and South of	US 41/19	Henry/Clayton line	Woolsey Road	Henry	S	4	D	21820	12	55	12	0		5	-	N	S		7.65	F	
71.4	Jonesboro and South of	US 41/19	Woolsey Road	Spalding Co line	Henry	S	5	D	21820	12	55	12	0		5	-	N	S		7.44	F	
72.0	Kennesaw/Acworth	Cobb Pkwy	Cobb Pkwy/Lake Acworth Dr	N. Cobb Pkwy/Acworth Due West Rd	Cobb	S	4	D	27950	4	45	12	0		5	-	N	C	1	4.73	E	
72.1	Kennesaw/Acworth	Cobb Pkwy	Acworth Due West Rd	Pine Mt Rd	Cobb	S	4	D	27950	5	55	12	0		4	-	N	S	1	5.32	E	
72.2	Kennesaw/Acworth	Cobb Pkwy	Pine Mt Rd	Barett Pky	Cobb	S	4	D	27950	4	45	12	3.5		4	4.0	Y	C	1	4.40	D	
73.0	Lawrenceville	Scenic Hwy	Scenic Hwy/Lawrenceville Hwy	Scenic Hwy/Grayson Hwy	Gwinnett	S	4	D	19260	4	40	12	0		4	-	N	C	1	4.60	E	
73.1	Lawrenceville	Scenic Hwy	Scenic Hwy/Grayson Hwy	Scenic Hwy/Sugarloaf	Gwinnett	S	4	D	19260	4	45	12	0		4	-	N	C	1	4.70	E	
73.2	Lawrenceville	Scenic Hwy	Scenic Hwy/Sugarloaf Hwy	Scenic Hwy/Pharrs Rd	Gwinnett	S	4	D	19260	4	45	13	0		3.5	-	N	S	1	4.72	E	
73.3	Lawrenceville	Scenic Hwy	Scenic Hwy/Pharrs Rd	Hwy 78	Gwinnett	S	4	S	19260	4	45	12	0		4	-	N	S	1	4.70	E	
74.0	Lawrenceville	Scenic Hwy	Lawrenceville City Lim/SR 8	Cedar St/SR 8	Gwinnett	E	2	U	31820	4	45	13.3	2.5		4	4.0	N	S	1	4.78	E	
74.1	Lawrenceville	Scenic Hwy	Lawrenceville/Pleasant Hill	Lawrenceville/Arnold Hwy	Gwinnett	E	4	S	31820	4	45	14.5	2.5		4	4.0	N	S	1	4.23	D	
74.2	Lawrenceville	Scenic Hwy	Lawrenceville/Arnold	Lawrenceville/Sugarloaf	Gwinnett	E	4	S	31820	5	55	14.5	2.5		4	4.0	N	S	1	4.66	E	
74.3	Lawrenceville	Scenic Hwy	Lawrenceville/Sugarloaf	Lawrenceville/Carriage St	Gwinnett	E	4	S	31820	4	45	14.5	2.5		4	4.0	N	C	1	4.23	D	
74.4	Lawrenceville	Scenic Hwy	Lawrenceville Carriage St	Lawrenceville/W Pike	Gwinnett	E	4	S	31820	4	35	14.5	2.5		4	4.0	N	C		3.99	D	
74.5	Lawrenceville	Scenic Hwy	Lawrenceville/Duluth Hwy	Lawrenceville/Atha Street	Gwinnett	E	3	U	31820	4	25	13			4	-	N	C		4.10	D	
74.6	Lawrenceville	Winder Hwy	Lawrenceville/Atha	Lawrenceville/Paper Mill	Gwinnett	E	4	U	31820	4	35	11			3.5	-	N	C	1	4.99	E	
74.7	Lawrenceville	Winder Hwy	Lawrenceville Hwy/Papermill Rd	Lawrenceville Hwy/Lawrence city limit	Gwinnett	E	2	U	31820	4	45	14	2		4	4.0	N	S	1	5.05	E	
74.8	Lawrenceville	Winder Hwy	Lville Hwy/Buford Dr	Lville Hwy/Hwy 120	Gwinnett	W	3	U	n/a	x	25	13	0		4	-	N	C	1	n/a	n/a	
75.0	Lilburn	Killian Hills	Killian Hills/Hwy 78	Kilian Hills/ Lville Hwy	Gwinnett	N	2	U	21940	4	45	10	0		4	-	N	S	2	5.33	E	
75.1	Lilburn	Killian Hills	Killians Hill/Lawrenceville Hwy	Indian trail lilburn/Beaver Ruin	Gwinnett	N	4	S	25490	4	45	12	0		4	-	N	S	1	4.84	E	
75.2	Lilburn	Killian Hills	Beaver Ruin/Indian trail lilburn	Beaver Ruin/Buford Hwy	Gwinnett	N	4	D	39190	5	45	16	4		3.5	3.5	Y	S	1	4.20	D	
76.0	Lilburn/Duluth	Pleasant Hill Rd.	I 85	Club Dr	Gwinnett	S	6	D	n/a	x	40	12	0		3.5	-	N	C	1	n/a	n/a	
76.1	Lilburn/Duluth	Pleasant Hill Rd.	Club	Ronald Reagan	Gwinnett	S	6	D	n/a	x	45	12	0		3.5	-	N	C	1	n/a	n/a	
76.2	Lilburn/Duluth	Pleasant Hill Rd.	Ronald Reagan	Lawrenceville Hwy	Gwinnett	S	4	S	n/a	x	45	12	0		3.5	-	N	C	1	n/a	n/a	
78.0	Loganville/Monroe	Hwy 78	GA 10	Between City Limit (S)	Walton	N	4	D	48230	15	55	12	0		4	-	N	S	2	9.63	F	
78.1	Loganville/Monroe	Hwy 78	Between City Limit (S)	Between City Limit (N)	Walton	N	4	D	48230	15	50	12	0		4	-	N	S	1	9.41	F	
78.2	Loganville/Monroe	Hwy 78	Between City Limit (N)	Loganville city limit	Walton	N	4	D	48230	15	55	12	0		4	-	N	S		9.63	F	

## Appendix B: Bicycle Level of Service Evaluation for Strategic Corridors

ID	Location	Road Name	From	To	County	Dir. of Sur.	Lanes (L)		RC File		Tks. (HV)	Post. Spd. (SP <sub>p</sub> ) (mph)	Width Of Pavement		Occ. Park. (OSPA) (%)	Pavecon		Bike Lane/ Pavd. Shldr. (Y/N)	Cross Sec. (C/S)	Road Profile Cond (1,2,3)	Bicycle LOS	
							#	Con	Roadway ADT	(ft)			W <sub>t</sub> (ft)	W <sub>i</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>i</sub> (1..5)				Score (1..7)	Grade (A..F)
78.3	Loganville/Monroe	Hwy 78	Loganville city lim (E)	SR 81	Walton	W	4	S	48230	15	55	12	0		4	-	N	S	1	9.63	F	
78.4	Loganville/Monroe	Hwy 78	SR 81	Old Loganville Rd	Gwinnett	W	4	S	56860	5	45	12	0		4	-	N	C	1	5.51	F	
78.5	Loganville/Monroe	Hwy 78	Old Loganville Rd	Grayson Pkwy	Gwinnett	W	4	S	56860	6	55	16	4		4	4.0	Y	S	2	4.71	E	
78.6	Loganville/Monroe	Hwy 78	Grayson Pkwy	Abilene	Gwinnett	W	4	S	56861	5	45	12	0		4	-	N	C		5.51	F	
79.0	Marietta Area/Austell	Austell Rd	Bankhead Hwy	S Cobb Dr	Cobb	NB	4	D	17260	4	45	12.8	0		4	-	N	C	1	4.55	E	
82.0	Marietta/Smyrna	Cobb Pkwy.	N. Marietta Pkwy	Roswell Rd	Cobb	SB	4	S	28230	4	45	12	0		4.5	-	N	C	3	4.79	E	
82.1	Marietta/Smyrna	Cobb Pkwy.	Roswell Rd	Delk Rd	Cobb	SB	4	S	28230	4	45	16.75	5		4.5	4.5	Y	C	3	3.15	C	
82.2	Marietta/Smyrna	Cobb Pkwy.	Delk Rd	Cumberland Pky	Cobb	SB	4	S	28230	4	45	17.5	5.5		4.5	4.5	Y	C	3	2.87	C	
83.0	Marietta/Kennesaw	Cobb Pkwy	Barrett Pky	Bells Ferry Rd	Cobb	S	4	D	28230	4	35	13.7	0		4	4.0	N	S	1	4.45	D	
83.1	Marietta/Kennesaw	Cobb Pkwy	Bells Ferry Rd	N. Marietta Pkwy	Cobb	S	4	D	28230	4	45	12	0		3.5	-	N	S		5.05	E	
84.0	McDonough	Jonesboro Rd	Atlanta St	RR tracks	Henry	W	2	U	10070	3	35	11	0		4	-	N	C		4.38	D	
84.1	McDonough	Jonesboro Rd	RR tracks	RR tracks	Henry	W	2	U	10070	4			0			-	N	C		err	U/C	
85.0	Roswell - Sandy Springs	Atl St.	Marietta Hwy	Azalea	Fulton	S	3	R	12080	3	25	11.25	0		4	-	N	C	1	3.68	D	
85.1	Roswell - Sandy Springs	Roswell Rd	Azalea	Dalrymple	Fulton	S	4	S	12080	4	45	11	0		3.5	-	N	C	1	4.73	E	
85.2	Roswell - Sandy Springs	Roswell Rd	Dalrymple	19/900 Abernathy	Fulton	S	4	S	12080	4	45	11.4	0		4	-	N	C		4.53	E	
85.3	Roswell - Sandy Springs	Roswell Rd	Abernathy	I-285	Fulton	S	4	S	12080	3	35	10.4	0		4	-	N	C		4.19	D	
86.0	Conyers-Walnut Grove	SR 138	Sigman	Centennial Olympic Pkwy	Rockdale	E	4	D	8210	7	55	16	4		4	4.0	Y	S	1	4.07	D	
86.1	Conyers-Walnut Grove	SR 138	Centennial Olympic Pkwy	Old 138	Rockdale	E	2	S	8210	7	55	11	0		5	-	N	S	1	5.65	F	
86.2	Conyers-Walnut Grove	SR 138	Old 138	Salem Church	Rockdale	E	3	U	8210	7	55	11	0		5	-	N	S	1	5.30	E	
86.3	Conyers-Walnut Grove	SR 138	Salem Church	Salem Church Rd	Rockdale	E	2	S	10785	10	55	11	0		5	-	N			6.91	F	
86.35	Conyers-Walnut Grove	SR 138	Salem Church Rd	Rock/Walton Co	Newton	E	2	S	10785	10	55	11	0		5	-	N			6.91	F	
86.4	Conyers-Walnut Grove	SR 138	Rock/Walton Co Line	Walnut Grove city limit	Walton	E	2	U	13080	8	45	14	2		5	5.0	N			5.62	F	
86.5	Conyers-Walnut Grove	SR 138	Walnut Grove city limit	Youth Jersey Rd	Walton	E	3	U	12800	10	55	12	1.75		5	5.0	N	S	2	6.53	F	
86.6	Conyers-Walnut Grove	SR 138	Youth Jersey Rd	Nunnaly farm	Walton	E	2	S	12800	10	55	14	2		5	5.0	N	S	3	6.62	F	
86.7	Conyers-Walnut Grove	SR 138	Nunnaly farm	Spring St	Walton	E	2	S	12800	10	55	14	2		5	5.0	N	S	2	6.62	F	
87.0	Clarkston -Stone Mt	E. Ponce De Leon Ave	Idlewood	Mt. Industrial	Dekalb	WB	2	U	9910	3	45	12	0		4	-	N	S		4.46	D	
89.0	NE Atlanta	Peachtree Rd	Roswell Rd	Stratford Rd	Fulton	N	6	U	35990	4	35	10	0		3.5	-	N	C	1	4.95	E	
89.1	NE Atlanta	Peachtree Rd	Stratford Rd	Dekalb Co. line	Fulton	N	6	U	35990	4	35	9	0		3.5	-	N	C	1	5.56	F	
89.2	NE Atlanta	Peachtree Rd	Dekalb line	Dresden	Dekalb	N	5	U	31340	4	35	12	0		3.5	-	N	C	1	4.66	E	
89.3	NE Atlanta	Peachtree Rd	Dresden	P. tree ind	Dekalb	N	4	S	31340	4	45	12	0		4	-	N	C	1	4.95	E	
89.4	NE Atlanta	Peachtree Rd	Peachtree Industrial Blvd	Chamblee Tucker Rd	Dekalb	N	2	U	7020	2	35	19	0		4	-	N	C	1	2.80	C	
89.5	NE Atlanta	Peachtree Rd	Chamblee Tucker Rd	Chamblee Dunwoody	Dekalb	N	4	U	7020	2	35	12	0		4	-	N	C	1	3.35	C	
89.6	NE Atlanta	Peachtree Rd	Chamblee Dunwoody	Ingersoll Rand	Dekalb	N	2	U	7020	2	30	12	0		4	-	N	C	1	3.76	D	
89.7	NE Atlanta	Peachtree Rd	Ingersoll Rand	I-285	Dekalb	N	2	U	4220	2	30	15	0		4	-	N	C	1	3.09	C	
91.0	Northeast Atlanta	Roswell Rd NE	I-285	Atl. city limit	Fulton	S	4	S	12080	3	35	12	0		4	3.0	N	C	1	4.02	D	
91.1	Northeast Atlanta	Roswell	Atl. city limit	Blackland	Fulton	S	4	S	12080	3	35	10	0		3.5	3.0	N	C	1	4.39	D	
91.2	Northeast Atlanta	Roswell Rd NE	Blackland	Peachtree Rd.	Fulton	S	4	U	12080	3	35	11	0		3.5	-	N	C	1	4.28	D	
92.0	NW Atlanta	Northside Pkwy	Fulton County Line	I-75	Fulton	S	4	S	26050	4	45	12	0		4	-	N			4.85	E	
92.1	NW Atlanta	North Side	75	Howell Mill Rd	Fulton	S	4	U	26050	4	45	12	0		3.5	-	N	C		5.00	E	
92.2	NW Atlanta	North Side	Howell Mill Rd	Northside Dr	Fulton	S	4	D	26050	4	40	9.5	0		3	-	N	C		5.35	E	
94.0	NW Atlanta	HowellMillRd	Wesley	Collier	Fulton	SB	2	U	15850	3	35	12	0		4	-	N	S	1/-1	4.50	D	
94.1	NW Atlanta	HowellMillRd	Collier	I-75	Fulton	SB	2	U	15850	3	35	12	0		4	-	N	C		4.50	D	
94.2	NW Atlanta	HowellMillRd	I-75	Chattahoochee Av.	Fulton	SB	4	U	15850	3	35	12	0		4	-	N	C		4.15	D	
95.0	NW I285 Into Atlanta	MariettaBlvd	Marietta Rd	Chattahoochee Av.	Fulton	NB	6	U	13490	5	35	13	0		4	-	N	C	1	4.19	D	
95.1	NW I285 Into Atlanta	MariettaBlvd	Chattahoochee Av.	Nifda Drive	Fulton	NB	4	U	13490	4	45	12	0		4	-	N	C	1	4.52	E	
95.2	NW I285 Into Atlanta	Atl road	Nifda Drive	Windy Hill	Cobb	N	4	S	16960	4	45	12	0		4	-	N	C	1	4.64	E	
95.3	NW I285 Into Atlanta	Atl road	Windy Hill	W. Atlanta St.	Cobb	N	4	S	16960	4	45	12	0		4	-	N	C		4.64	E	
96.0	Palmetto	Roosevelt Hwy (US 29)	(14)/Cascade-Palmetto Hwy	SR 74	Fulton	N	4	S	8060	7	55	12.4	0		3.5	-	N	S	1	5.44	E	
96.1	Palmetto	Roosevelt Hwy (US 29)	SR 74	Senoia Rd	Fulton	N	4	U	8060	3	45	12	0		3.5	-	N	C	1	4.16	D	
98.0	Powder Springs/Hiram	Thornton Rd. (SR 6)	Florence	Paulding Co. line	Cobb	W	4	D	26260	12	55	12.2	0		4	-	N	S	1	7.87	F	

Appendix B: Bicycle Level of Service Evaluation for Strategic Corridors

ID	Location	Road Name	From	To	County	Dir. of Sur.	Lanes (L)		RC File		Post. Spd. (SP <sub>p</sub> ) (mph)	Width Of Pavement		Occ. Park. (OSPA) (%)	Pavecon		Bike Lane/ Paved. Shldr. (Y/N)	Cross Sec. (C/S)	Road Profile Cond (1,2,3)	Bicycle LOS	
							#	Con	Roadway ADT	Tks. (HV) (%)		W <sub>t</sub> (ft)	W <sub>i</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>i</sub> (1..5)				Score (1..7)	Grade (A..F)
98.05	Powder Springs/Hiram	Thornton Rd. (SR 6)	Paulding Co. line	Poplar Springs	Paulding	W	4	D	26260	12	55	12.2	0		4	-	N	S	1	7.87	F
98.1	Powder Springs/Hiram	Thornton Rd. (SR 6)	Poplar Springs	Hiram Douglasville	Paulding	W	4	S	14610	8	45	16	3.8		4	4	Y	S	1	4.50	D
99.0	Resthaven/Duluth	Buford Hwy	Pleasant Hill	Davenport	Gwinnett	E	4	S	26800	4	45	10.3	0		4	-	N	C	1	5.05	E
99.1	Resthaven/Duluth	Buford Hwy	Davenport	Old Peachtree	Gwinnett	E	4	S	26800	4	35	10.7	0		4	-	N	C	1	4.78	E
99.2	Resthaven/Duluth	Buford Hwy	Old Peachtree	Suwannee City lim	Gwinnett	E	2	U	26800	5	55	11.5	1.5		4	4	N	S	1	5.71	F
99.3	Resthaven/Duluth	Buford Hwy	Suwannee City lim	Suwannee Dam Rd	Gwinnett	E	2	U	26800	4	45	11.8	1.5		4	4	N	S	2	5.24	E
99.4	Resthaven/Duluth	Buford Hwy	Suwannee Dam Rd	Buford city limit	Gwinnett	E	2	U	26800	5	50	11.8	1.5		4	4	N	S	1	5.60	F
99.5	Resthaven/Duluth	Buford Hwy	Buford city limit	Suwannee Ave	Gwinnett	E	4	D	26800	4	45	11.5	0		4	-	N	S	1	4.92	E
100.0	Roswell	Main St	Windward Pkwy	Winthrop	Fulton	S	2	U	12080	4	45	12	0		5	-	N	S	1	4.65	E
100.1	Roswell	Main St	Winthrop	Cumming	Fulton	S	3	S	12080	4	45	12	0		5	-	N	C	1	4.30	D
100.2	Roswell	Main St	Cumming St	Milton	Fulton	S	4	U	12080	4	35	12	2		4	4	N	C		4.23	D
100.3	Roswell	Main St	Old Milton	Wills	Fulton	S	4	U	12080	4	35	12	0		4	-	N	S		4.23	D
100.4	Roswell	Alpharetta Hwy	Wills	Holcomb Bridge	Fulton	S	4	S	12080	4	45	12	0		4	-	N	C		4.46	D
101.0	Roswell	Holcomb Bridge Rd	Alpharetta Hwy	Hwy 400	Fulton	S	6	D	19370	4	45	12	0		5	-	N	C		4.33	D
101.1	Roswell	Holcomb Bridge Rd	Hwy 400	Calibre Creek Pky	Fulton	S	4	S	19370	4	45	12	0		5	-	N	C	1	4.54	E
101.2	Roswell	Holcomb Bridge Rd	Calibre Creek Pky	Fouts Rd	Fulton	S	4	U	19370	4	45	12	0		5	-	N	C	1	4.54	E
101.3	Roswell	Holcomb Bridge Rd	Fouts Rd	Barnnell Rd	Fulton	S	4	S	19370	4	45	12	0		5	-	N	C		4.54	E
101.4	Roswell	Holcomb Bridge Rd	Barnnell	Gwinnett co. line	Fulton	S	4	U	19370	4	45	12	0		5	-	N	S	1	4.54	E
101.5	Roswell	Holcomb Bridge Rd	Gwinnett co. line	Jimmy Carter Blvd	Gwinnett	S	4	S	n/a	x	45	11.7	0		4	-	N	C	1	n/a	n/a
101.6	Roswell	Holcomb Bridge Rd	Jimmy Carter Blvd	Peachtree Ind. Blvd.	Gwinnett	S	4	S	15640	4	40	12	0		4	-	N	C		4.49	D
101.7	Roswell	Peachtree Ind. Blvd	Holcomb Bridge	Medlock Bridge Rd	Gwinnett	E	4	D	52680	6	55	22.5	10.5		4	4	Y	C		1.23	A
101.8	Roswell	Med. Br. Rd.	Peachtree Ind. Blvd.	Landford Rd	Gwinnett	S	4	S	6520	3	40	12	0		4	-	N	C		3.81	D
103.0	Roswell/Woodstock	Crabapple	SR 92	Woodstock	Fulton	S	2	U	14940	4	35	12	0		4	-	N	S	3	4.69	E
103.1	Roswell/Woodstock	Crabapple	Woodstock	Magnolia	Fulton	S	2	U	14940	3	25	12	0	60	4	-	N	C	1	4.59	E
103.2	Roswell/Woodstock	Crabapple	Magnolia	SR-120	Fulton	S	4	S/D	14940	4	35	12	0		4	-	N	S	3	4.33	D
103.3	Roswell/Woodstock	Marietta	Crabapple	Cobb Co. line	Fulton	W	4	D	25830	4	45	13	0		5	-	N	C	1	4.56	E
103.35	Roswell/Woodstock	Marietta	Cobb Co. line	Johnson Ferry	Cobb	W	4	D	25830	4	45	13	0		5	-	N	C	1	4.56	E
103.4	Roswell/Woodstock	Marietta Hwy	Johnson Ferry	Piedmont	Cobb	W	4	D	25830	4	45	12.5	0		5	-	N	C	1	4.63	E
103.5	Roswell/Marietta	Roswell Rd	Piedmont	Marietta Pkwy	Cobb	W	4	S	25830	4	45	13	0		5	-	N	C	1	4.56	E
104.0	Roswell/Woodstock	Hwy 92	Canton	Trickum	Cherokee	EB	4	D	20620	4	45	12	0		4	-	N	C	1	4.73	E
104.1	Roswell/Woodstock	Hwy 92	Trickum	Cobb Cty line	Cherokee	EB	4	D	20620	4	45	16	3.5		4	4	Y	S	1	3.55	D
104.2	Roswell/Woodstock	Hwy 92	Cobb Cty line	Old Mt Pkwy	Cobb	EB	4	D	14000	4	45	16	3.5		4	4	Y	S		3.35	C
104.3	Roswell/Woodstock	Hwy 92	Old Mt Pkwy	Fulton Co. line	Cobb	EB	5	D	6330	3	45	12	0		4	-	N	C		3.68	D
104.35	Roswell/Woodstock	Hwy 92	Fulton Co. line	Crabapple	Fulton	EB	5	D	6330	3	45	12	0		4	-	N	C		3.68	D
105.0	S. Atlanta	Metro Pkwy/ US 19	I-75	Abernathy	Fulton	NB	4	U	26050	4	35	11	0		3.5	-	N	C	1	4.89	E
105.1	S. Atlanta	Metro Pkwy/ US 19	RD Abernathy	Northside Dr	Fulton	NB	6	U	26050	4	35	12	0		3.5	-	N			4.57	E
105.2	S. Atlanta	Northside	Metropolitan Pkwy	MLK St.	Fulton	NB	6	U	26050	4	35	12	0		3.5	-	N			4.57	E
106.0	S. Marietta	S. Cobb Dr.	Atlanta St.	Austell	Cobb	SB	4	S	17260	4	45	12	0		4	-	N	C	1	4.65	E
106.1	S. Marietta	S. Cobb Dr.	Austell Rd.	Concord	Cobb	SB	4	S	13380	4	45	12	0		4	-	N	C	1	4.51	E
106.2	S. Marietta	S. Cobb Dr.	Concord Rd	Silver Comet Trail	Cobb	SB	4	S	13380	4	45	12	0		4	-	N	C		4.51	E
108.0	S. of Atlanta	Old Dixie Hwy (41)	Forest Pk	Evans St	Clayton	NB	6	D	25600	4	45	12	0		3.5	-	N	C	3	4.79	E
108.1	S. of Atlanta	Old Dixie Hwy (41)	Evans	Crown Rd	Clayton	NB	2	S	25600	4	40	11	0		3.5	-	N	C	2	5.36	E
108.2	S. of Atlanta	Old Dixie Hwy (41)	Crown Rd	I-75	Fulton	NB	4	U	26050	4	35	12	0		3.5	-	N		1	4.77	E
108.3	S. of Atlanta	Central	I-75	Stewart	Fulton	NB	4	U	26050	3	25	13.8	0		3.5	-	N	C		3.90	D
109.0	S. of Lithonia	Covington Hwy	Hairston	Panola	Dekalb	SB	4	U	14140	4	45	12	0		3.5	-	N	C	1	4.69	E
109.1	S. of Lithonia	Covington Hwy	Panola	Phillips	Dekalb	SB	4	U	14140	4	45	12	0		3.5	-	N	C	1	4.69	E
109.2	S. of Lithonia	Covington Hwy	Phillips	Evans Mill	Dekalb	SB	4	S	14140	4	45	12	0		3.5	-	N	C	1	4.69	E
109.3	S. of Lithonia	Covington Hwy	Evans Mill	Klondike	Dekalb	SB	2	U	14140	4	45	11	0		3.5	-	N	C	1	5.16	E
109.4	S. of Lithonia	Covington Hwy	Klondike	Turner Hill Rd.	Dekalb	SB	2	U	14140	4	45	12	0		5	-	N	S	1	4.74	E
111.0	Snelville	Hwy 78	Scenic Hwy	Killian Hill Rd	Gwinnett	W	4	S	56860	5	45	11	0		4	-	N	C	1	5.63	F

## Appendix B: Bicycle Level of Service Evaluation for Strategic Corridors

ID	Location	Road Name	From	To	County	Dir. of Sur.	Lanes (L)		RC File		Post. Spd. (SP <sub>p</sub> ) (mph)	Width Of Pavement		Occ. Park. (OSPA) (%)	Pavecon		Bike Lane/ Pavd. Shldr. (Y/N)	Cross Sec. (C/S)	Road Profile Cond (1,2,3)	Bicycle LOS			
									Th	Con		Roadway ADT	Tks. (HV) (%)		W <sub>t</sub> (ft)	W <sub>i</sub> (ft)				PC <sub>t</sub> (1..5)	PC <sub>i</sub> (1..5)	Score (1..7)	Grade (A..F)
111.1	Stone Mt - Kensington	Hwy 10	Ponce de Leon	I-285	Dekalb	E	6	D	n/a	x	45	12	0		4	-	N	C	1	n/a	n/a		
111.2	Stone Mt - Kensington	Hwy 10	I-285	Covington Hwy	Dekalb	E	6	S	n/a	x	45	12	0		4	-	N	C	1	n/a	n/a		
112.0	South Duluth	PleasantHillRoad	Buford Hwy	Old Norcross	Gwinnett	S	4	S	38300	4	45	14.5	2		4	4	N	S	3	4.72	E		
112.1	South Duluth	PleasantHillRoad	Old Norcross	I-85	Gwinnett	S	6	D	38300	4	40	12	0		3.5	-	N	C	1	4.89	E		
113.0	South of Decatur	Rainbow Dr.	Candler	Wesley Chapel Rd	Dekalb	E	2	U	420	3	40	11.25	0		3.5	-	N	S	3	1.42	A		
114.0	McDonough	SR 42	D.T. McDonough	Locust city	Henry	S	2	U	10150	10	55	13.5	1.5		4	4	N	S	2	6.73	F		
114.1	McDonough	SR 42	Locust city limit	Bill Gardner Pkwy	Henry	S	2	U	10150	10	55	13.5	1.5		4	4	N	S	2	6.73	F		
115.0	Stockbridge	N. Henry Blvd	SR 138	Flippen Rd	Henry	SB	4	S	10150	4	45	14.5	3		4	4	Y	C	1	3.56	D		
115.1	Stockbridge	N. Henry Blvd	Flippen Rd	Rock Quarry Rd	Henry	SB	4	S	10150	3	35	12	0		4	-	N	C	1	3.92	D		
115.2	Stockbridge	N. Henry Blvd	Rock Quarry Rd	SR 42	Henry	SB	4	S	10150	3	55	12.5	0		4	-	N	S		4.19	D		
116.0	Jonesboro Stockbridge	Stockbridge	Stockbridge Rd/RR tracks	Carlington	Clayton	E	2	U	8020	2	35	11	0		4	-	N	S	1	4.07	D		
116.1	Jonesboro Stockbridge	Stockbridge	Carlington Way	Walt Stephens	Clayton	E	2	U	8020	3	45	11	0		4	-	N	S	3	4.47	D		
116.2	Jonesboro Stockbridge	SR 138	Walt Stephens	Henry Co. line	Clayton	E	2	U	16910	4	45	11	0		4	-	N	S	3	5.10	E		
116.25	Jonesboro Stockbridge	SR 138	Henry Co. line	Speer	Henry	E	2	U	16910	4	45	11	0		4	-	N	S	3	5.10	E		
116.3	Jonesboro Stockbridge	SR 138	Speer	I-75	Henry	E	4	S	16910	4	45	12	0		4	-	N	C	1	4.63	E		
117.0	Stone Mtn. and South of	Stone Mt. - Lithonia	Rivers Mem. Dr.	Lucille	Dekalb	S	2	U	33670	4	25	15	0		3.5	-	N	C	1	4.36	D		
117.1	Stone Mtn. and South of	Stone Mt. - Lithonia	Lucille	Palmer	Dekalb	S	2	U	33670	5	45	12	0		4.5	-	N	C	1	5.50	E		
117.2	Stone Mtn. and South of	Stone Mt. - Lithonia	Palmer	Panola	Dekalb	S	4	S	n/a	x	45	12	0		3.5	-	N	C	1	n/a	n/a		
117.3	Stone Mtn. and South of	Stone Mt. - Lithonia	Panola	Redan	Dekalb	S	2	U	15620	4	45	11.5	0		3	-	N	S	2/3	5.33	E		
118.0	Avondale Estates	College	Clarendon	Commerce	Dekalb	E	4	U	n/a	x	35	12	0		4	-	N	C	-1	n/a	n/a		
118.1	Avondale Estates	College	Commerce	Candler	Dekalb	E	4	U	n/a	x	35	11	0		4	-	N	C	-1	n/a	n/a		
118.2	Stone Mtn/Avondale Estates	Clarendon	Dt. Avondale	Ponce	Dekalb	N	2	U	2010	3	35	12	0		3.5	-	N	S	2	2.70	C		
118.3	Stone Mtn/Avondale Estates	Ponce	Clarendon	Valley Brook	Dekalb	W	4	U	9910	2	35	12	0		3.5	-	N	S	-1	3.86	D		
118.4	Stone Mtn/Avondale Estates	Ponce	Valley Brook	I-285	Dekalb	W	2	U	9910	3	40	11	0		4	-	N	S	1	4.49	D		
118.5	Stone Mtn/Avondale Estates	Ponce	I-285	Brockett	Dekalb	W	2	U	9910	3	40	11	0		4	-	N	S	1	4.49	D		
118.6	Stone Mtn/Avondale Estates	Ponce	Brockett	Idlewood	Dekalb	W	2	S	9910	3	45	11	0		4	-	N	S		4.58	E		
120.0	SW of ATL	Fulton Industrial Blvd	I-20	James Aldredge Blvd	Fulton	S	6	D	1080	4	45	13	0		5	-	N	S	1	U/C	U/C		
120.1	SW of ATL	Fulton Industrial Blvd	J. Aldredge	Campbellton Rd	Fulton	S	4	D	1080	4	45	13	0		5	-	N	S	1	U/C	U/C		
120.2	SW of ATL	Cascade Palmetto	Cambellton (166)	SR 92	Fulton	S	2	U	1080	4	45	13	2.5		3.5	4	N	S	3	1.76	B		
120.3	SW of ATL	Cascade Palmetto	Cochran Mill	92	Fulton	S	2	U	1080	5	55	11	2		4.5	5	N	S	2.5	3.42	C		
120.4	SW of ATL	Cochran Mill Rd	Cascade Palmetto	Fulton Parkway	Fulton	S	2	U	470	3	45	9.8	0		4.5	-	N	S	1	1.83	B		
120.5	SW of ATL	Fulton Pky	Rico	Cochran Mill	Fulton	E	2	U	630	4	55	11	0		4	-	N	S	2	2.10	B		
124.0	SW Sandy Springs	Mt Vernon Hwy	Roswell Rd	Powers Ferry	Fulton	W	2	U	4010	2	35	12.2	0		4	-	N	C	1	3.58	D		
124.1	SW Sandy Springs	Powers Ferry	Mt Vernon Hwy	Cobb Co. line	Fulton	W	3	U	21810	4	35	11	0		4	-	N	C	1	4.65	E		
124.15	SW Sandy Springs	Powers Ferry	Cobb Co. line	Akers Mill Rd	Cobb	W	3	U	21810	4	35	11	0		4	-	N	C	1	4.65	E		
124.2	SW Sandy Springs	Powers Ferry	Akers Mill Rd	Terrell Mill Rd	Cobb	N	5	D	11800	4	45	11	0		4	-	N	C	1	4.36	D		
124.3	SW Sandy Springs	Powers Ferry	Terrell Mill Rd	Tuxedo Dr	Cobb	N	3	S	11800	4	45	11	0		2.5	-	N	S		5.26	E		
124.4	SW Sandy Springs	Powers Ferry	Tuxedo Dr	Marietta Pky	Cobb	N	2	S	11800	3	35	10.5	0		4	-	N	C		4.52	E		
125.0	Town Center	New Chastain Rd	I-575	Canton Rd	Cobb	EB	4	D	n/a	x	45	12	0		3	-	N	C	1	n/a	n/a		
126.0	Town Center	Chastain Rd	I-575	Big Shanty	Cobb	WB	4	D	27270	4	45	15	3		5	5	Y	C	1	3.82	D		
126.1	Town Center	Chastain/McCollum Pky	Big Shanty	Cessna	Cobb	WB	4	S	27270	4	45	12	0		5	-	N	S	1	4.72	E		
126.2	Town Center	McCollum Parkway	Cessna	Cobb Pkwy	Cobb	WB	4	D	27270	4	45	12	0		4	-	N	S	1	4.87	E		
129.0	West of ATL	Mableton Pkwy	Fulton Ind. Blvd	Discovery Pky	Fulton	W	4	U	9620	3	45	12	0		4	-	N	S	1	4.09	D		
129.1	West of ATL	Mableton Pkwy	Discovery Pky	Bankhead Hwy	Cobb	W	4	S	21960	4	45	12	1		4	4	N	S	1	4.76	E		
130.0	West of Duluth	SugarloafPky	SR 316	Buford Hwy	Gwinnett	N	4	D	39800	4	45	16	4.5		4	4	Y			3.69	D		
132.0	West Of Peachtree City	SR 54	Co. line	Shiloh dr	Fayette	EB	4	D	34680	4	35	12	0		4	-	N	S		4.76	E		
133.0	West Of Peachtree City/Newnan	State Route 34	US 29	Farmer Blvd	Coweta	N	4	S	3820	2	35	12	0		4	-	N	C	1	3.23	C		
133.1	West Of Peachtree City/Newnan	State Route 34	Farmer Blvd	I-85	Coweta	N	6	D	3820	5	55	12	0		4	-	N	S	1	2.80	C		
133.2	West Of Peachtree City/Newnan	State Route 34	I-85	SR 154	Coweta	N	4	D	3820	4	55	12	0		4	-	N	S	1	3.07	C		
133.3	West Of Peachtree City/Newnan	State Route 34	SR 154	County line	Coweta	N	4	D	21510	4	55	17.8	3.75		5	5	Y	S	1	3.14	C		



## Appendix B: Bicycle Level of Service Evaluation for Strategic Corridors

ID	Location	Road Name	From	To	County	Dir. of Sur.	Lanes (L)		RC File		Tks. (HV)	Post. Spd. (SP <sub>p</sub> ) mph	Width Of Pavement		Occ. Park. (OSPA) (%)	Pavecon		Bike Lane/ Pavd. Shldr. (Y/N)	Cross Sec. (C/S)	Road Profile Cond (1,2,3)	Bicycle LOS	
							#	Con	Roadway ADT	%			W <sub>t</sub> (ft)	W <sub>l</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)				Score (1..7)	Grade (A..F)
135.0	Winder/Dacula	Winder Hwy	University Pkwy	Cedar St	Gwinnett	E	2	U	31820	4	45	14.1	2.6		4	4	N	S	2	4.63	E	
135.1	Winder/Dacula	Winder Hwy	University Pkwy	E side Dacula city limits	Gwinnett	E	2	S	31820	4	45	12	0		4	-	N	S	1	5.31	E	
135.2	Winder/Dacula	Winder Hwy	E side Dacula city limits	Barrow Co. line	Gwinnett	E	2	S	31820	4	45	11	0		4	-	N	S	1	5.42	E	
135.25	Winder/Dacula	Winder Hwy	Barrow Co. line	Auburn city lim W side	Barrow	E	2	S	31820	4	45	11	0		4	-	N	S	1	5.42	E	
135.3	Winder/Dacula	Winder Hwy	SR 8 Winder Hwy / Auburn city lim W side	Winder Hwy SR 8 / Carl city lim	Barrow	E	2	S	22400	10	45	10.5	0		3.5	-	N	S	1	7.34	F	
135.4	Winder/Dacula	Winder Hwy	E side Carl city lim	Winder city limits	Barrow	E	2	U	22400	12	55	13.5	2.5		3.5	4	N	S	1	7.76	F	
135.5	Winder/Dacula	Winder Hwy	Winder city limits	Broad St	Barrow	E	2	S	22400	4	35	12	0		3.5	-	N	C	1	5.04	E	
136.0	Woodstock/Bells Ferry	State Route 92	Bells Ferry	I-575	Cherokee	EB			20620	4						-	N				n/a	U/C
136.1	Woodstock/Bells Ferry	State Route 92	I-575	Canton Hwy	Cherokee	EB	8	D	20620	4	45	12	0		4	-	N	C	1	4.38	D	
137.0	Woodstock/New Chastain	Canton Road	New Chastain Rd	Cherokee Co. line	Cobb	NB	4	S	n/a	x	45	11.5	0		4	-	N	C	1	n/a	n/a	
137.05	Woodstock/New Chastain	Canton Road	Cherokee Co. line	SR 92	Cherokee	NB	4	S	n/a	x	45	11.5	0		4	-	N	C	1	n/a	n/a	
138.0	Woodstock/New Chastain	Buford Dr.	I-85	Lawrenceville City lim	Gwinnett	S	4	D	19520	4	50	12	0		4	-	N	S	1	4.78	E	
138.1	Woodstock/New Chastain	Buford Dr.	Lawrenceville City lim	Lawrenceville	Gwinnett	S	4	S	19520	4	45	11.2	0		4	-	N	C	1	4.79	E	
139.0	Woodstock/New Chastain	Camp Creek	Fulton Ind	Reynolds	Fulton	S	4	D	29150	5	55	16	4		3.5	4	Y	S	2	4.22	D	
139.1	Woodstock/New Chastain	Camp Creek	Campbellton	Reynolds	Fulton	S	2	U	2010	2	35	8.9	0		4	-	N	S	2	3.08	C	
139.2	Woodstock/New Chastain	Campbellton	Reynolds	Atl city lim	Fulton	E	2	U	n/a	x	45	12.6	0		4.5	-	N	S	2	n/a	n/a	
139.3	Woodstock/New Chastain	Campbellton	Atl City	Butner	Fulton	E	2	U	n/a	x	35	12.6	0		4.5	-	N	S	3,2	n/a	n/a	
139.4	Woodstock/New Chastain	Campbellton	Butner	Barge	Fulton	E	4	S	n/a	x	35	9	0			-	N	C	1	n/a	n/a	
142.0	East Point	Campbellton Rd	Barge Rd	Headland	Fulton	EB	4	D	n/a	x	55	20	8		4	4	Y	S		n/a	n/a	
142.1	East Point	Headland	Campbellton Rd	Norman Berry	Fulton	EB	2	S	2980	2	35	13.7	0		4	-	N	C	2	3.23	C	
142.2	East Point	Norman Berry	Headland	Main	Fulton	EB	4	D	2980	3	40	12	0		4	-	N	C	1	2.25	B	
145.0	Marietta/Powder Springs	Powder Springs Rd	Marietta Pkwy	Chestnut Hill	Cobb	SB	4	S	13290	4	40	10.5	0		4	-	N	C	1	4.58	E	
145.1	Marietta/Powder Springs	Powder Springs Rd	Chestnut Hill	Callaway	Cobb	SB	4	S	13290	4	45	11.4	0		4	-	N	C	1	4.58	E	
145.2	Marietta/Powder Springs	Powder Springs Rd	Calloway	SR 176	Cobb	SB	4	S	27050	4	45	12.5	0		3.5	-	N	C	1	4.96	E	
145.3	Marietta/Powder Springs	Powder Springs Rd	SR 176	Dt Powder Spr	Cobb	SB	2	S	27050	4	35	10.5	0		4.5	-	N	C	1	5.06	E	
146.0	Atlanta	Ponce de Leon	Myrtle	W. Peachtree	Fulton	W	5	U	27860	4	35	10.5	0	0	4	-	N				4.61	E
149.0	Chattahoochee Hills Country	Rico Rd	Hutcheson Ferry	Fulton Pkwy	Fulton	N	2	U	150	3	45	10	0		4	-	N	S	2.5	1.14	A	
149.1	Chattahoochee Hills Country	Hutch Fy	Rico	Cochran Mill	Fulton	W	2	U	620	2	35	11	0		4.5	-	N	S	2	1.21	A	
149.2	Chattahoochee Hills Country	Hutch Fy	Cochran	Toombs St	Fulton	E	2	U	620	3	45	10.5	0		4.5	-	N	S	2	1.79	B	
149.3	Chattahoochee Hills Country	Toombs St	Hutcheson Ferry	US 29	Fulton	E	2	U	620	2	25	11	0		4	-	N	S	1	0.95	A	
150.0	Stockbridge/Conyers	Hwy 138	McDonough	sr-212	Rockdale	W	4	U	8210	4	50	13.5	1.5		4	4	N	S	1	4.15	D	
150.1	Stockbridge/Conyers	Hwy 138	sr-212	Tucker Mill	Rockdale	W	3	U	8210	7	50	13.5	1.5		4	4	N	S	1	5.05	E	
150.2	Stockbridge/Conyers	Hwy 138	Tucker Mill	Henry County line	Rockdale	W	2	U	8210	7	50	13.5	1.5		4.5	5	N	S	1	5.30	E	
150.3	Stockbridge/Conyers	Hwy 138	Henry Co. line	US 23	Henry	W	2	U	16910	4	50	13.5	1.5		4.5	5	N	S	2	4.77	E	
150.4	Conyers	Hwy 138	Flatshoals	I-20	Rockdale	N	6	D	9690	3	45	12	0		4	-	N	C	1	3.59	D	
151.0	Bankhead	Bankhead Hwy (US 78)	Mableton	Chattahoochee River	Cobb	E	4	S	n/a	x	45	12	0		4	-	N	C	1	n/a	n/a	
151.1	Bankhead	Bankhead Hwy (US 78)	I-285	Chattahoochee River	Fulton	E	4	S	27860	4	45	11	0		4	-	N	C	1	5.00	E	
151.2	Bankhead	Bankhead Hwy (US 78)	I-285	James Jackson	Fulton	E	2	U	27860	4	35	12	0		4	-	N	C	1	5.00	E	
151.3	Bankhead	Bankhead Hwy (US 78)	James Jackson	Elizabeth Pl	Fulton	E	4	U	27860	4	35	11	0		4	-	N	C	1	4.77	E	
151.4	Bankhead	Hollowell	Elizabeth Pl	Northside	Fulton	E	4	U	27860	4	35	10	0		4	-	N				4.87	E
152.0	East Point North	Main	Dorsey	Connally	Fulton	N	2	U	8060	2	35	12	0		4	-	N	C	1	3.96	D	
152.1	East Point North	Main	Connally	Cambellton (23/30)	Fulton	N	4	S	8060	3	40	12	0		4	-	N	C	2	3.92	D	
152.2	East Point North	Lee	Campbellton	Sylvan	Fulton	N	5	U	8060	3	40	12	0		4	-	N	C	1	3.71	D	
152.3	East Point North	Lee	Sylvan	Northside	Fulton	N	4	U	8060	2	35	9	0		4	-	N	C	1	3.92	D	
160.0	Covington	Crowell	I-20	Brown Bridge	Newton	S	2	U	2010	3	45	11.3	0		4	-	N	S	3	2.94	C	
160.1	Covington	Brown Bridge	Crowell	Cov. City Limit	Newton	E	2	U	7070	3	45	13.5	2.25		5	5	N	S	3	3.61	D	
160.2	Covington	Brown Bridge	Cov. City Limit	Turner Lake	Newton	E	2	U	7070	3	40	11.5	0		5	-	N	S	3	4.10	D	
160.3	Covington	Turner Lake	Brown Bridge	I-20	Newton	E	2	U	16660	3	40	11.5	0		5	-	N	S	3	4.54	E	
161.0	Conyers	N. Main	Millstead	Irwin Bridge	Rockdale	N	2	U	2010	2	30	13.5	0		3.5	-	N	C	1	1.95	B	
161.1	Conyers	N. Main	Irwin Bridge	Rockbridge	Rockdale	N	2	U	2010	2	30	13.5	0		3.5	-	N	C	1	1.95	B	

## Appendix B: Bicycle Level of Service Evaluation for Strategic Corridors

ID	Location	Road Name	From	To	County	Dir. of Sur.	Lanes (L)		RC File	Tks. (HV)	Post. Spd. (SP <sub>p</sub> ) (mph)	Width Of Pavement		Occ. Park. (OSPA) (%)	Pavecon		Bike Lane/ Pavd. Shldr. (Y/N)	Cross Sec. (C/S)	Road Profile Cond (1,2,3)	Bicycle LOS	
							Th #	Con				Roadway ADT	W <sub>t</sub> (ft)		W <sub>i</sub> (ft)	PC <sub>t</sub> (1..5)				PC <sub>i</sub> (1..5)	Score (1..7)
161.2	Conyers	Green St/ Cov Hwy	Rockbridge	Sigman	Rockdale	N	2	U	7985	3	40	10	0		4	-	N	C	1	4.49	D
162.0	Atlanta-Decatur	Ponce	Northern	Scott Blvd	Dekalb	W	4	U	26520	4	30	12.5	0		4	-	N	C	1	4.54	E
162.1	Atlanta-Decatur	Ponce	Scott Blvd	Briarcliff	Dekalb	w	4	u	26520	4	30	9	0		4	-	N	C	1	4.84	E
163.0	Lithonia	Main	Covington Hwy	Max Cleland	Dekalb	E	2	U	26860	4	35	12	0		4	-	N	C	3	5.12	E
163.1	Lithonia	Max Cleland	Main	Stone Mt. Lithonia	Dekalb	E	4	U	26860	4	35	10.8	0		4	-	N	C	1	4.89	E
163.2	Lithonia	Stone Mt. - Lithonia	Max Cleland	Tribble	Dekalb	N	2	U	15620	3	35	11	0		4	-	N	C	1	4.72	E
163.3	Lithonia	Stone Mt. - Lithonia	Tribble	Deshon	Dekalb	N	2	U	15620	4	45	11.8	1.2		4	4	N	C	1	5.10	E
163.4	Lithonia	Stone Mt. - Lithonia	Deshon	Wellborn	Dekalb	N	2	2	15620	4	45	11.8	1.2		4	4	N	C	1	5.10	E

**LEGEND**

L = Total number of through lanes  
 Con = Configuration of the road segment  
 ADT = Average Daily Traffic on the segment  
 HV = estimated percentage of trucks

Wt= width of outside travel lane  
 Wi= width of striped paved shoulder or bike lane adjacent to outside travel lane  
 W<sub>pk</sub> = width of parking lane if WI also present  
 OSPA = percentage of segment with occupied on-street parking

Cross Sec. - "C" if curbed; "S" if open shoulder  
 PC<sub>t</sub> = FHWA's five point pavement surface condition rating of the travel lane ("5" is new, "1" is poor)  
 PC<sub>i</sub> = FHWA's five point pavement surface condition rating of the WI ("5" is new, "1" is poor)

### APPENDIX C PUBLIC WORKSHOP RESPONSES STATISTICS AND FORM

#### Statistics from the *Plan's* Public Survey Responses

- 87 respondents
- 67% male; 33% female
- Average age: 42.7
- Average length of time living in the Region: 23.5 years
- Average minimum general level of service suggested: 2.78 ("C" on the pseudo-academic scale)

Average responses for frequency and distances of various trip purposes are summarized below:

Mode/Trip Purpose	Times per Week	Average Trip Distance (miles)
<b>Bicycle</b>		
Work	3.53	14.56
Shop	2.47	6.34
School	2.29	7.60
Exercise	3.14	31.21
Recreation/Social	2.47	16.70
Leisure (no destination)	1.90	21.86
<b>Pedestrian</b>		
Work	3.29	2.59
Shop	2.22	1.63
School	3.40	2.00
Exercise	2.92	2.98
Recreation/Social	2.70	2.60
Leisure (no destination)	2.60	2.02

### Community Open House Workshops October 2006 Public Response Form

#### Station 1: Welcome

##### Tell us about yourself:

\_\_\_\_\_  
 Name (optional)                      City/County                      ZIP Code  
 (     ) \_\_\_\_\_  
 Home Phone: (optional)              E-mail Address (optional)  
 Male: \_\_\_\_\_ Female: \_\_\_\_\_              Age: \_\_\_\_\_

\_\_\_\_\_  
 Occupation                      How long have you lived in the Atlanta Region? \_\_\_\_\_

##### Tell us about how often and why you ride a bike:

Over the past year how often have you ridden a bicycle for the following reasons?

	1 day/wk	2 days/wk	3 days/wk	4 days/wk	5 days/wk	6 days/wk	7 days/wk	Average distance (round trip)
Travel to Work								
Travel to Shopping								
Travel to School								
Physical Exercise								
Recreation / Social Destination								
Leisure (no specific destination)								

##### Tell us about how often and why you walk:

Over the past year how often have walked for the following reasons?

	1 day/wk	2 days/wk	3 days/wk	4 days/wk	5 days/wk	6 days/wk	7 days/wk	Average distance (round trip)
Travel to Work								
Travel to Shopping								
Travel to School								
Physical Exercise								
Recreation / Social Destination								
Leisure (no specific destination)								

### Station 2: Regional Goals and Objectives

#### Regional Goals and Objectives for Bicycling

The preliminary Regional Goals for **Bicycling** are:

- Provide a safe and effective network for bicycle transportation for the entire Atlanta region.
- Provide safe and convenient bicycle access to schools.
- Provide safe and convenient bicycle access around activity centers, transit, and other high demand destinations.
- Reduce motor vehicle congestion and improve air quality by providing transportation options to the citizens of the Atlanta region.
- Enhance the health, fitness, and quality of life of the citizens of the Atlanta region.

The following draft objectives are being considered to support the Regional Goals for **Bicycling**. Please give us your opinion on their relative level of importance to you (5 = very important, 1 = not important).

Objective	very important---not important (circle one)				
Improving on-street bicycling conditions on roadways between regionally significant commercial activity centers.	5	4	3	2	1
Adopting standards to include on-street bicycle facilities in all roadway widening and new road construction projects.	5	4	3	2	1
Adopting standards to include on-street bicycle facilities in all new residential and commercial development projects and re-development projects.	5	4	3	2	1
Improving on-street bicycling conditions within 2 miles of schools.	5	4	3	2	1
Developing new off-street bicycle sidepaths that connect to schools.	5	4	3	2	1
Developing programs to educate students about safe cycling and encouraging children to ride to school.	5	4	3	2	1
Improving bicycle parking facilities at schools.	5	4	3	2	1
Improving bicycle parking facilities at employment and commercial centers.	5	4	3	2	1
Improving on-street bicycling conditions on roadways that connect to MARTA rail stations and other transit centers.	5	4	3	2	1
Improving on-street bicycling conditions on highly congested arterial roadways.	5	4	3	2	1

Improving on-street bicycling conditions in communities with low rates of car ownership.	5	4	3	2	1
Developing programs to encourage bicycle commuting and educate commuters about traffic safety.	5	4	3	2	1
Designating on-street routes appropriate for recreational cycling.	5	4	3	2	1
Developing programs to promote bicycling as an element of a healthy and active lifestyle.	5	4	3	2	1

### Regional Goals and Objectives for Walking

The preliminary Regional Goals for **Walking** are:

- Provide a safe and effective network of pedestrian walkways for the entire Atlanta region.
- Provide safe and convenient bicycle and pedestrian access to schools.
- Provide safe and convenient pedestrian access around activity centers, transit, and other high demand destinations.
- Reduce motor vehicle congestion and improve air quality by providing transportation options to the citizens of the Atlanta region.
- Enhance the health, fitness, and quality of life of the citizens of the Atlanta region.

The following draft objectives are being considered to support these Regional Goals for **Walking**. Please give us your opinion on their relative level of importance to you (5= very important, 1= not important).

Objective	very important---not important (circle one)				
Adopting standards to include sidewalks in all roadway widening and new road construction projects.	5	4	3	2	1
Adopting standards to include sidewalks in all new residential and commercial development projects and re-development projects.	5	4	3	2	1
Developing programs to educate students about safe walking and encouraging children to walk to school.	5	4	3	2	1
Improving pedestrian conditions within 1 mile of all schools.	5	4	3	2	1
Improving pedestrian conditions on streets around regionally significant commercial activity centers.	5	4	3	2	1
Improving pedestrian conditions in communities with lower than average rates of car ownership.	5	4	3	2	1
Improving pedestrian conditions on streets within 1 mile of MARTA rail and other transit centers.	5	4	3	2	1

Developing programs to promote walking as an element of an active, healthy lifestyle.	5	4	3	2	1
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### Suggest your own Objectives

Please briefly describe and rank any objectives not listed above (for *either* biking or walking) here that you feel could also support the regional goals (5= very important, 1= not important).

Objective	very important---not important (circle one)				
	5	4	3	2	1
	5	4	3	2	1
	5	4	3	2	1

### Station 3: Bicycling and Walking Conditions

#### Bicycling Conditions

Please help us understand your needs and expectations for bicycling conditions. Feel free to refer to the poster that explains Level of Service scores (fig. 1). Please bear in mind that better conditions come at a cost and take time to implement. Consider the following general constraints when making your selections:

Level of Service	Cost	Timeframe to Implement
A	High	Long
B	Mod. High	Mod. Long
C	Moderate	Moderate
D	Mod. Low	Mod. Short
E/F	Low	Short

General Bicycling Conditions	Level of Service (circle one)					
Please indicate which bicycling conditions represent a minimum standard that still meets your <u>general</u> needs.	A	B	C	D	E	F

Are there certain situations in which you expect bicycling conditions to be *higher* than the general expectation named above? If so, please explain below.

Situation	Level of Service expected (circle one)

	A	B	C	D	E	F
	A	B	C	D	E	F
	A	B	C	D	E	F

Are there certain situations in which you can accept bicycling conditions *lower* than the general expectation named above? If so, please explain below.

Situation	Acceptable Level of Service (circle one)					
	A	B	C	D	E	F
	A	B	C	D	E	F
	A	B	C	D	E	F

### Walking Conditions

Please help us understand your needs and expectations for pedestrian conditions. Feel free to refer to the poster that explains of Level of Service scores (fig. J). Please bear in mind that better conditions come at a cost and take time to implement. Consider the following general constraints when making your selections:

Level of Service	Cost	Timeframe to Implement
A	High	Long
B	Mod. High	Mod. Long
C	Moderate	Moderate
D	Mod. Low	Mod. Short
E/F	Low	Short

General Walking Conditions	Level of Service (circle one)					
Please indicate which walking conditions represent a minimum standard that still meets your <u>general</u> needs.	A	B	C	D	E	F

Are there certain situations in which you expect walking conditions to be *higher* than the general expectation named above? If so, please explain below.

Situation	Level of Service expected (circle one)					
	A	B	C	D	E	F



	A	B	C	D	E	F
	A	B	C	D	E	F

Are there certain situations in which you can accept walking conditions *lower* than the general expectation named above? If so, please explain below.

Situation	Acceptable Level of Service (circle one)					
	A	B	C	D	E	F
	A	B	C	D	E	F
	A	B	C	D	E	F

### Station 4: Your Facility Improvement Suggestions

Please use the chart below to suggest locations where you believe bicycle and/or walking conditions need to be improved in order to **serve the identified Regional Goals & Objectives**.

Category: P = part of identified study network, C = connecting to network S = separate from network*			Users Served			Facility Location, Type, and Description	Starting Point	Ending point
P	C	S	Bike	Ped	Both	Describe...	From	To
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			



<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			

\*Note: Facilities that are **part** of the identified study network will be best positioned to be competitive for federal funding assistance.

**All responses must be faxed or postmarked by Nov.6, 2006.**

**Please return to:**      **ARC Bike/Ped Plan Survey**  
**Attn: Regan Hammond**  
**40 Courtland St. NE**  
**Atlanta GA 30303**

**fax: 404.463.3254**

## APPENDIX D

### THE LATENT DEMAND METHOD

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#### The Latent Demand Method

The Latent Demand Method predicts relative potential non-motorized trips based on characteristics of trip origins and destinations and their relative proximity and concentration/dispersion. While the way the method predicts potential bicycle and pedestrian travel is the very similar, in the interest of clarity the following description presents only the bicycle mode.

#### Methods of Assessing Non-Motorized Trip Activity

There are three primary methods of assessing bicycle trip activity. The first method is documenting *revealed demand*. This is accomplished by simply counting the existing number of people bicycling on the streets. A second method is to identify, map, and *evaluate key bicycle generators or attractors*. In practice, this method tends to focus on major bicycle trip attractors. The third method is to assess the *latent demand* throughout the study area. Assessing latent demand considers both existing and pent-up bicycle activity. It also enables planners and engineers to anticipate and plan for future bicycle travel needs. The following paragraphs briefly describe each of these three methods, their advantages and disadvantages.

#### Revealed Demand

This method consists of compiling counts of existing bicycles on the roadways. Its usefulness is limited to areas that already have an extensive bicycle network that provides an overall high-quality bicycling environment. This method is not usable for the vast majority of U.S. metro area transportation networks, due to their generally poor bicycle accommodation.

#### Evaluation of Key Bicycle Trip Generators and/or Attractors

Until recently, this method has been the most common method of estimating bicycle travel demand. However, it has two major problems: the limited number of *key bicycle attractors* it considers, and the fact that it generally focuses only on attractors – therefore only one end of the bicycle trip is considered.

The first problem with this method is that it tends to focus on *key bicycle trip attractors* such as schools, parks, and neighborhood retail centers, and thus only a fraction of the existing and potential bicycle trip attractors are

represented. In fact, virtually every residence, every business, and every social and service establishment in a study area is a *key* bicycle trip generator or attractor. Thus this method, in practice, fails to account for that fact.

The method's second shortcoming is directly related to the first. Since the method focuses on *key* attractors, only one end of the bicycle trip – the destination, is quantified. This is a problem because the method does not account for the production (or supply) of trips available to that attractor. For example, a particular park may have many amenities, and hence exhibit a high trip attraction rate, but if it is in a rather remote area (i.e., the surrounding population density is very low) the actual bicycle trip activity (or interchange) between the attractor (park) and generator (population) would be low. Consequently, the method does not account for the bicycle trip interchange reality that exists *among* generators and attractors throughout the Region.

### Latent Demand

The method that quantifies both ends of the bicycling trip as well as considers *all key* generators and attractors in a study area for both existing and potential trips is the *Latent Demand Method*. The *Latent Demand Method* is a logical extension of the second method, and it is rapidly becoming the method of choice for metropolitan areas throughout the United States. Numerous U.S. metro areas are using this method to estimate the potential of roadway corridors to serve bicycle and/or pedestrian trip activity; among them are Baltimore (MD), Birmingham (AL), Philadelphia (PA), Tallahassee (FL), Tampa (FL), Phoenix (AZ), Scottsdale AZ, Westchester, Rockland & Putnam Cos. (NY), and a growing number of other areas.

The *Latent Demand Model* is essentially a gravity model, based upon a theory similar to that used in the prevailing four step Urban Transportation Planning System-based travel demand models throughout the United States. The following sections outline its theory and technical application in a Geographic Information System (GIS) transportation planning environment.

### **The Latent Demand Method**

Travel patterns in a metropolitan area are well described by Newton's law of universal gravitation as applied to trip interchanges, which is shown in Figure 1. This relationship essentially reflects that the number of trips, regardless of travel mode, between two areas is *directly* related to the number of trip productions (e.g. population residences) in one area and the number of trip attractions (eg., workplaces, shopping opportunities, schools, etc.) in the other (destination) area. The relationship also shows that impedances (e.g., travel distance and/or time between the areas, conditions of the travel environment, etc.) play a significant role in *reducing* the amount of trips made between those areas.

Bicycling activity patterns can be described by a similar relationship, see Figure 2. However, unlike those for the automobile travel mode, the impedances to the bicycling mode play a greater role. For example, the distance between trip origins and destinations affects bicycling more dramatically than it does for automobile travel. Additionally, the condition of the bicycling environment affects whether a bicycling trip is made and how far, and what route, a person is willing to travel (see Figure 3). Furthermore, depending on the purpose of the bicycle trip, the carrying, or “payload” capacity plays a role in not only the bicycle travel distances but also whether or not a bicycling trip is even made.

Impedances are different for different trip purposes. For example, people are typically willing to bicycle a greater distance to work than they are to simply pick up a convenience item at a neighborhood store. This phenomenon is reflected in national survey data, as depicted for three trip purposes in Figure 4. Essentially, the trip making probability varies according to the distance between origins and destinations, and it also depends on the purpose of the trip.

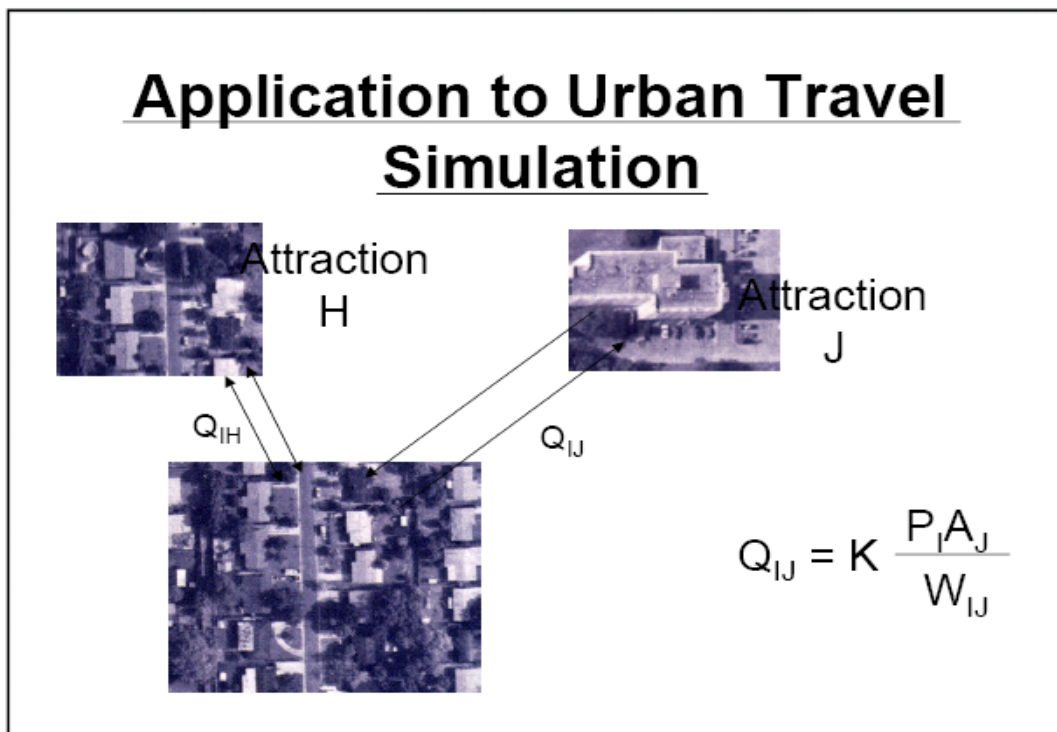


Figure 1 Newton’s gravity model as applied to trip interchange.

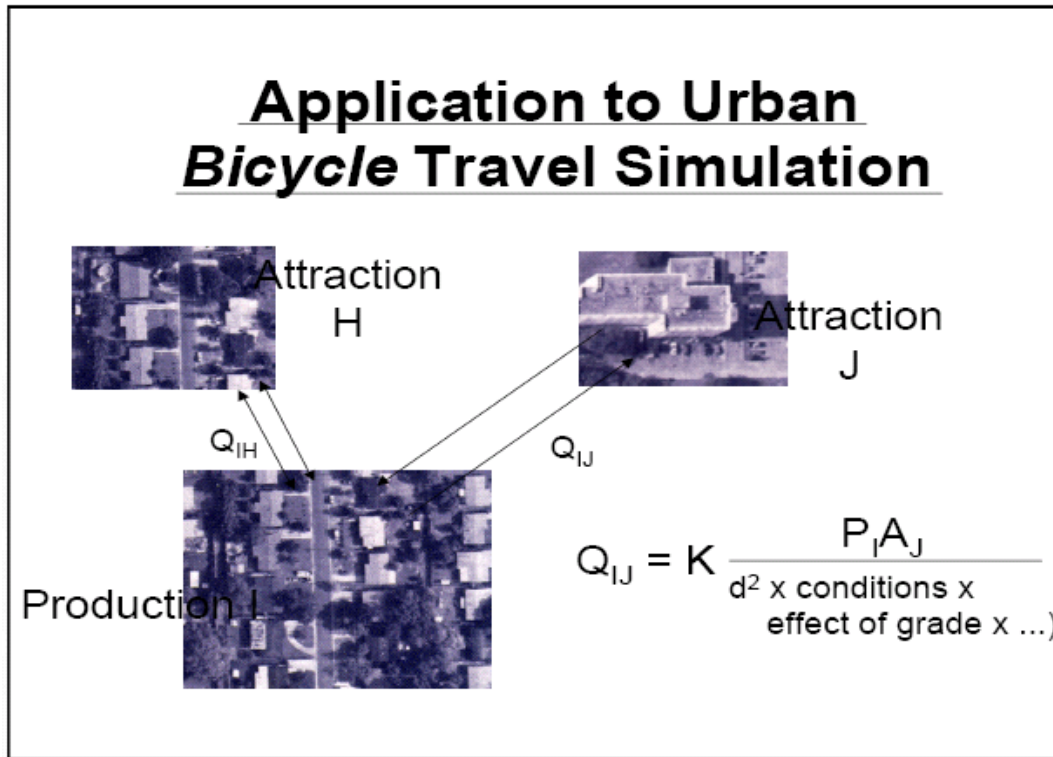


Figure 2 Bicycling trip interchange relationship.

The *Latent Demand Method* accounts for the above outlined characteristics of bicycle travel in an area. While it is not a full and rigorous four-step travel demand model, it includes the trip interchange relationship in a gravity model trip distribution analysis but is conducted with a corridor focus. It models trips according to the four general utilitarian trip purposes identified in the National Personal Transportation Survey (NPTS) shown in Figure 5. The *Latent Demand Model* is an analysis of the entire region, using a corridor-based, geographic information system (GIS) algorithm to quantify relative potential bicycle trip activity.

The *Latent Demand Method* is an effective analysis tool for assessing bicycle travel demand. It:

- Includes all key trip generators and attractors
- Quantifies the potential trip interchange between key generators and attractors
- Recognizes that different trip types account for differing shares of the total trips
- Estimates the trip making probability of each trip type as a function of distance, and
- Can be employed to assess the latent demand for any roadway network

As previously outlined, the impedances to bicycling as a transportation mode play a large role in the probability of a bicycle trip occurring. One of the significant impedances, the effect of motor vehicle traffic, is assumed not to exist for the purpose of calculating non-linked, or *latent* trips. This assumption is based on the premise that if motor vehicle traffic was not present, the “latent” bicycle trips would become “revealed” trips.



Figure 3 Roadway conditions have a large effect on bicycling.

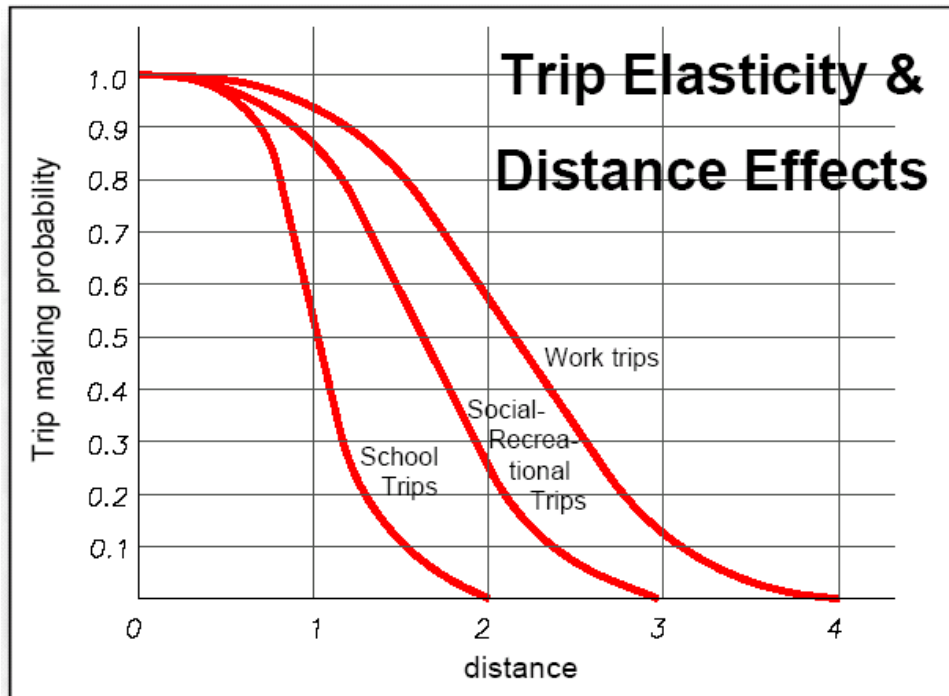


Figure 4 Typical trip making probability (impedance effects) due to distance.

Latent bicycle travel activity is directly related to the frequency, magnitude, and proximity of trip generators and attractors to a roadway segment. Figure 6 is a stylized representation of the potential trip activity around a work trip attractor, such as an office complex. The intensity of the shading on the surrounding street network graphically depicts the relative trip activity given that the trips are coming from all directions and that there is no vehicular traffic on the streets. Figures 7 and 8 are stylized representations of this effect around attractors for social/recreational trips and school trips, respectively.

The *Latent Demand Model* process takes these “snapshots” of the potential trip activity for *all key* attractors and generators throughout the study area and essentially assembles them into a composite, as depicted in Figure 9. The intensity of the shading of the streets within this figure depicts the total relative potential bicycle trip activity surrounding the generators and attractors. The street segments with the more intense areas of shading represent the corridor areas with the highest potential bicycle trip activity. Figure 10 shows the basic mathematical expression of this GIS-based region-wide method.

The following sections describe how the bicycle travel demand analysis would be performed for a non-specific study area in a GIS environment.

### Generators, Attractors, and Spatial Queries



The first step in the process is to identify the *key* generators and attractors that represent the trip ends for the four general trip purposes. Generators are the origin end of the trip and are represented by every residence in the study area.

Attractors are the destination end and are represented by every business, school, park and trail, and social and service establishment. The generators and attractors form the foundation of the bicycle travel demand calculations that the *Latent Demand* method follows.

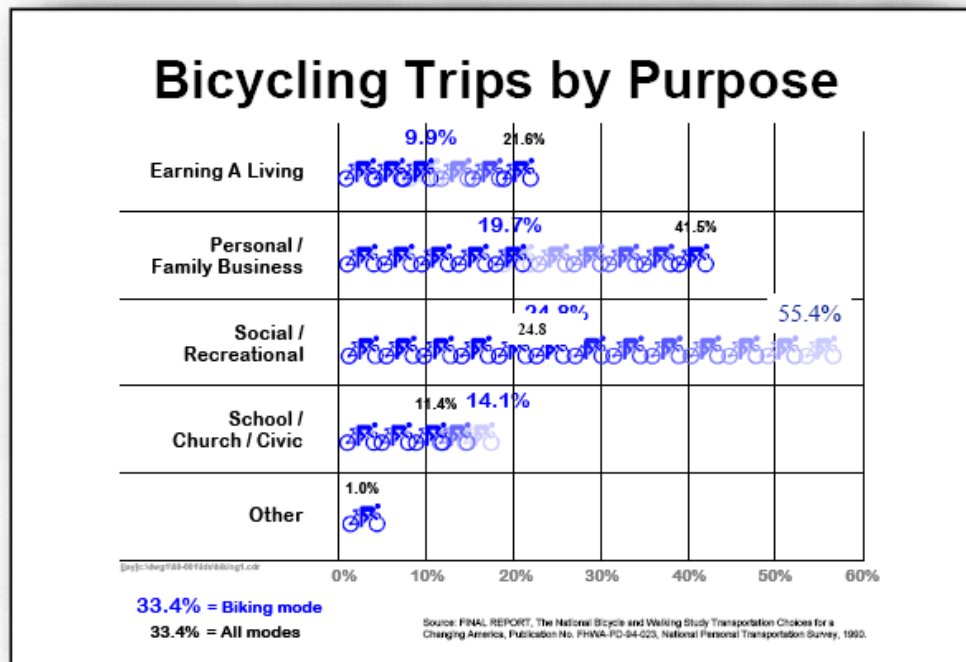


Figure 5 Bicycling Trips by Purpose.

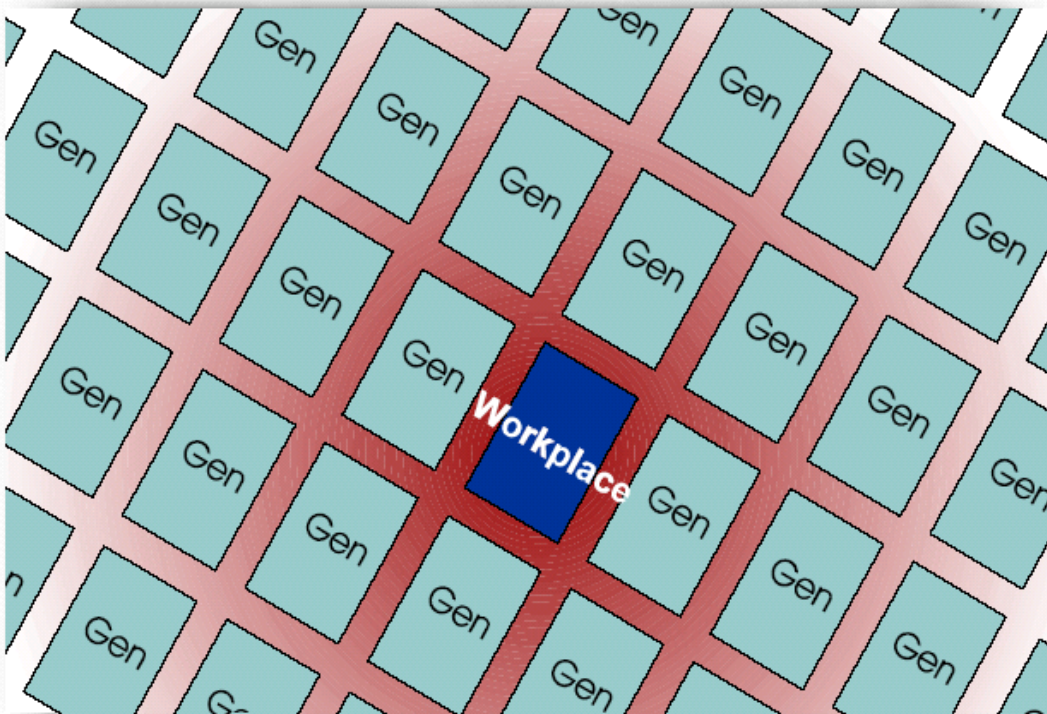


Figure 6 Potential trip activity around a work trip attractor.



Figure 7 Potential trip activity around a social/recreational attractor.

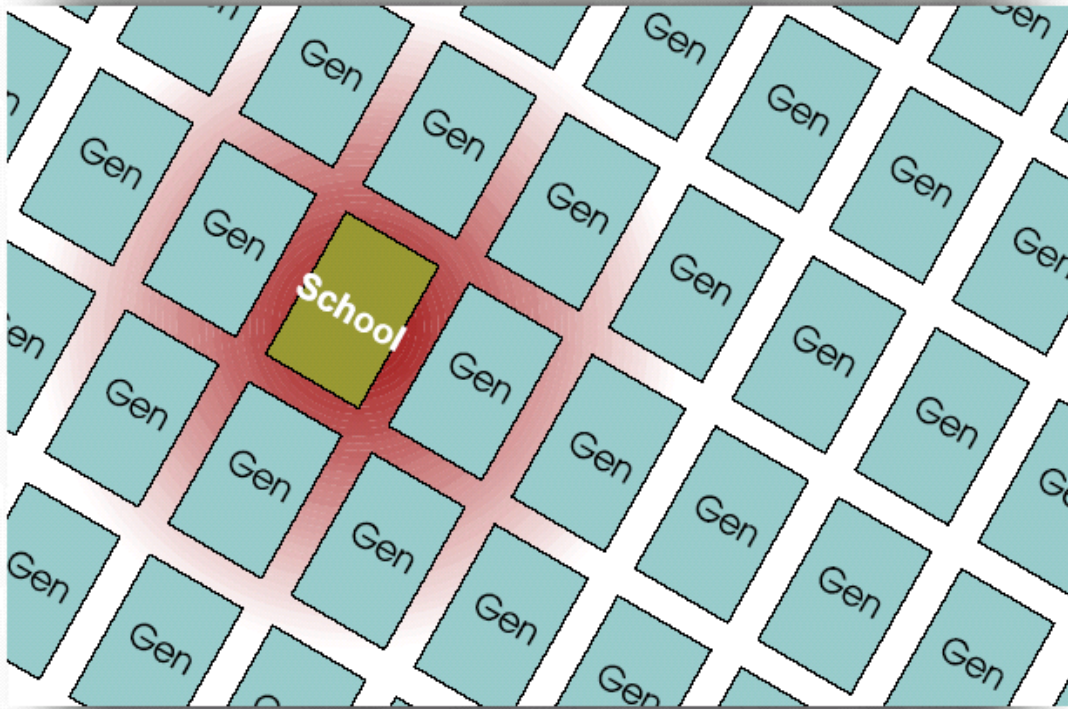


Figure 8 Potential trip activity around a school.

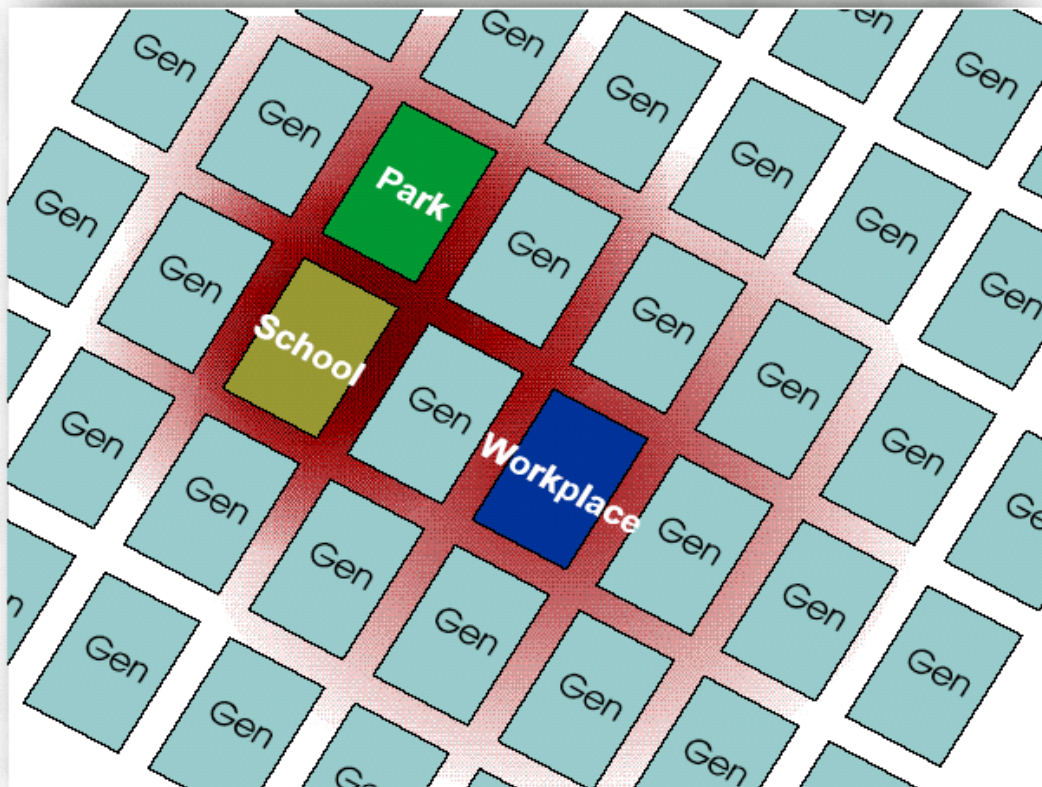


Figure 9 Composite of potential trip activity for three types of trip attractors.

$$LDS = \sum_{n=1}^4 TTS_n \times \frac{\sum_{n=1}^4 (GA_n \times \overline{TG}_n)}{(GA_n \times \overline{TG}_n)} \times \left[ \overline{TG}_n \sum_{d=1}^I P_{nd} \times ga_n \right]$$

n = bicycle trip purpose ( e.g., work, personal/business, recreation, school)  
 TTS = trip purpose share of all bicycle trips  
 GA = number of generators or attractors per trip purpose  
 $\overline{TG}$  = average trip generation of attractor or generator  
 P = effect of travel distance on trip interchange, expressed as a probability  
 ga = number of generators or attractors within specified travel distance range  
 d = travel distance range from generator or attractor

Figure 10 The Basic Latent Demand (score) Algorithm.

While the locations of many of the generators and attractors are individually identified, particularly for the school and social-recreational (parks) trip purposes, aggregated data is used for modeling the other trip purposes. For example, while the *Latent Demand Method* quantifies the trip generation of every residence for work trips, it does not use the physical location of every residence within the study area. Rather, the *Method* uses the aggregated population, as compiled in the Traffic Analysis Zone (TAZ) data from the local jurisdiction.

Likewise, the work trip and work errand demand analyses are based on TAZ employment data.

Once the generator and attractor data has been identified and geocoded or “mapped” into the GIS environment, spatial queries are performed around the network road corridors. The spatial queries “capture” the data for the calculation of potential trip interchange between origins and destinations within various travel distance ranges. The travel ranges are established from national survey data as reported in the NPTS study and vary according to trip purpose. Each travel range represents a “buffer,” and the buffers are the geographic limits of the spatial queries.

As the spatial queries are performed, their results are used to populate a database. That database is then programmed to calculate the trips within each buffer, per trip purpose. The road segments are used to represent a corridor area or “travel shed.”

The following sections document, for each of the four trip purposes, the generators and attractors identified, the mathematical relationship between them, and how the spatial queries are performed.

**Work (Wk.) Trips** The generators and attractors used to estimate the potential trip activity for this trip type are the TAZs' population density and TAZ total employment, respectively. The following equation shows the computational form of the spatial queries.

$$Q_{Wk} = \sum_{d=1}^n P_d \times \left[ \sum_{z=1}^n \left( E_z \times \frac{\rho_z}{E_z} \right) \right]$$

Where:

- $Q_{Wk}$  = Total trip interchange potential for work trips
- $d$  = Spatial query buffer
- $n$  = Total number of buffers
- $P$  = Effect of travel distance on trip interchange, expressed as a probability (see Figure 4)
- $z$  = TAZ adjacent to network segment
- $E$  = Total employment within buffer
- $r$  = Population within buffer

Restriction:

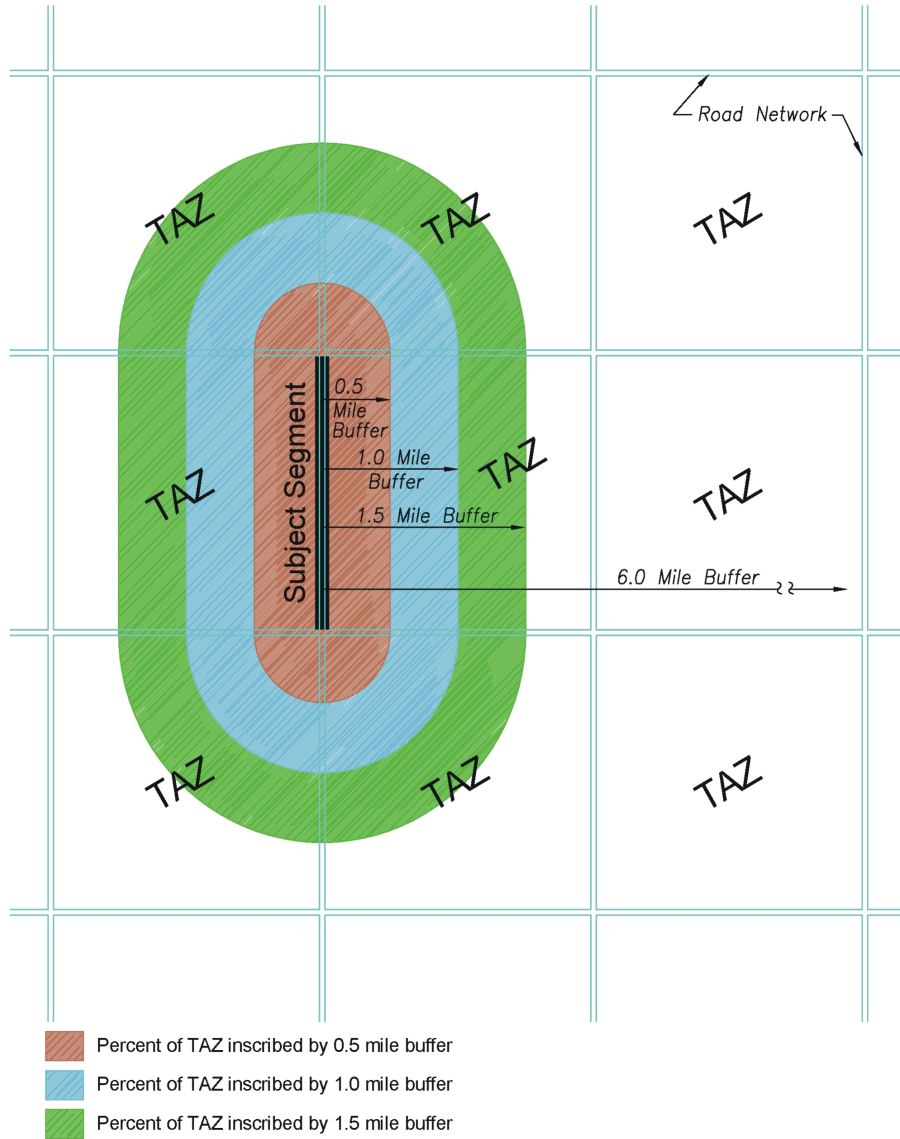
$$\frac{\rho_z}{E_z} \leq 1$$

Figure 11a depicts the three spatial queries performed for work trips. The queries are segment-based which means that the queries/buffers are centered on the individual network segments. The buffer width of each query for this trip type (and indeed all of the trip types) is based on the bicycle trip distances reported in the NPTS study.

While trips to colleges and universities might be considered as school trips, they are *modeled* as “work trips” due to the similarity of their trip characteristics with work trips (primarily trip length and regularity). Furthermore, the *generator* for trips to colleges and universities is the same as that for work trips - population. The attractors are the colleges and university locations. Their individual full-time enrollments (FTE's) are used in the calculation of the trip interchange. Equation 2 mathematically describes how this trip interchange is calculated and how the spatial queries account for this information.

### Figure 11a

#### Work Trip Spatial Queries (Segment-Based)



F:\Video\0015022-00\Bike Latent Demand Fig11a.dwg

$$Q_{C\&U} = \sum_{d=1}^n P_d \times \left[ \sum_{A=1}^n (FTE) \times S \times \frac{\rho_z}{FTE} \right]$$

Where:

$Q_{C\&U}$  = Total trip interchange potential for college and university trips

$d$  = Spatial query buffer

$n$  = Total number of buffers

$P$  = Effect of travel distance on trip interchange, expressed as a probability (see Figure 5)

$A$  = Number of attractors

$FTE$  = Full-time enrollment of college or university

$S$  = Percent of segment within TAZ

$r$  = Population within TAZ

Restriction:

$$\frac{\rho_z}{FTE} \leq 1$$

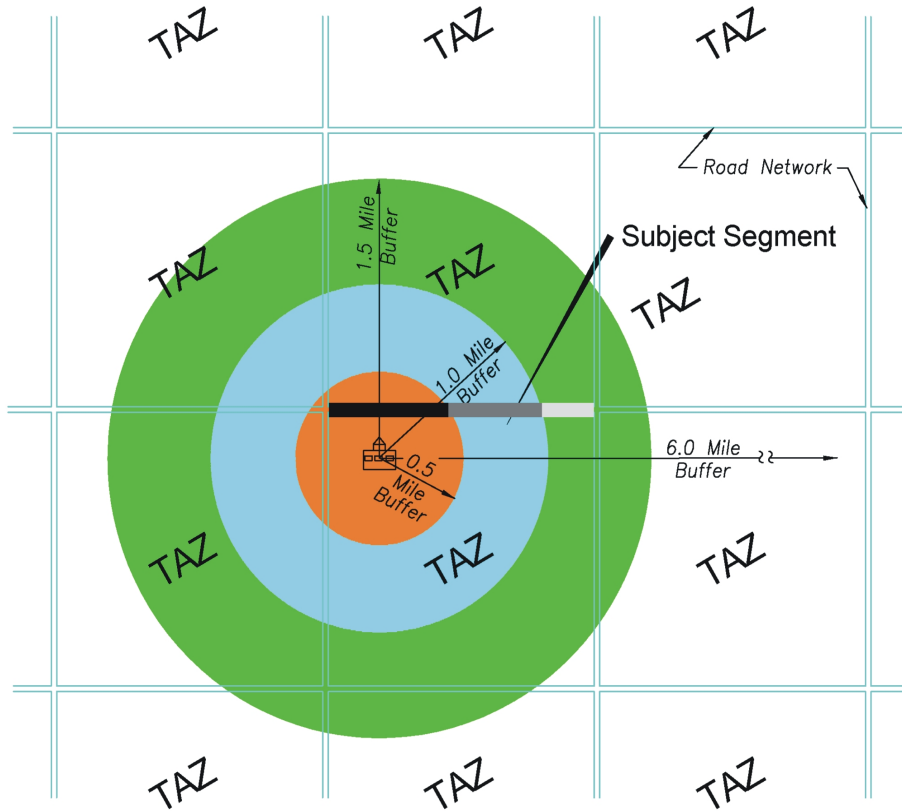
The spatial queries for college/university trips are performed differently from the other work trips. The essential difference is that the spatial queries for colleges and universities are *attractor-based* rather than segment-based. This means that the spatial queries are centered on the individual colleges and universities (see Figure 11b), rather than the corridor. As Figure 11b illustrates, the percent of the corridor falling within each buffer is used to normalize the corridor's trip interchange potential.

**Shopping and Errands (SE) Trips** As with the work trip, the generator for shopping and errand trips is population. The attractor is total employment per TAZ. The Latent Demand Method further subdivides this trip type into two categories of shopping and errand trips. The first is work-based errands, or those made by, and between, places of employment. For example, a person who picks up his/her dry cleaning during lunchtime is performing a work-based errand. The second category is home-based errands. An example of a home-based errand is a person going from their residence to a neighborhood store for a carton of milk or video rental.









### Figure 11b

#### Spatial Queries for Colleges and Universities (Attractor-Based)



T:\data\02\8022-00\Bike Latent Demand Fig 11b

-  Percent of TAZ inscribed by 0.5 mile buffer
-  Percent of TAZ inscribed by 1.0 mile buffer
-  Percent of TAZ inscribed by 1.5 mile buffer

-  % of Segment inscribed in 0.5 Mile Buffer
-  % of Segment inscribed in 1.0 Mile Buffer
-  % of Segment inscribed in 1.5 Mile Buffer



Equation 3 is the mathematical expression that quantifies these two categories of shopping and errand trips.

$$Q_{SE} = \sum_{d=1}^n P_d \times \left[ \sum_{z=1}^n (E_z + \rho_z) \right]$$

Where:

- $Q_{SE}$  = Total trip interchange potential for the shopping and errand trips
- $d$  = Spatial query buffer
- $n$  = Total number of buffers
- $P$  = Effect of travel distance on trip interchange, expressed as a probability (see Figure 5)
- $z$  = TAZ adjacent to roadway segment
- $E$  = Total employment
- $r$  = Population within buffer

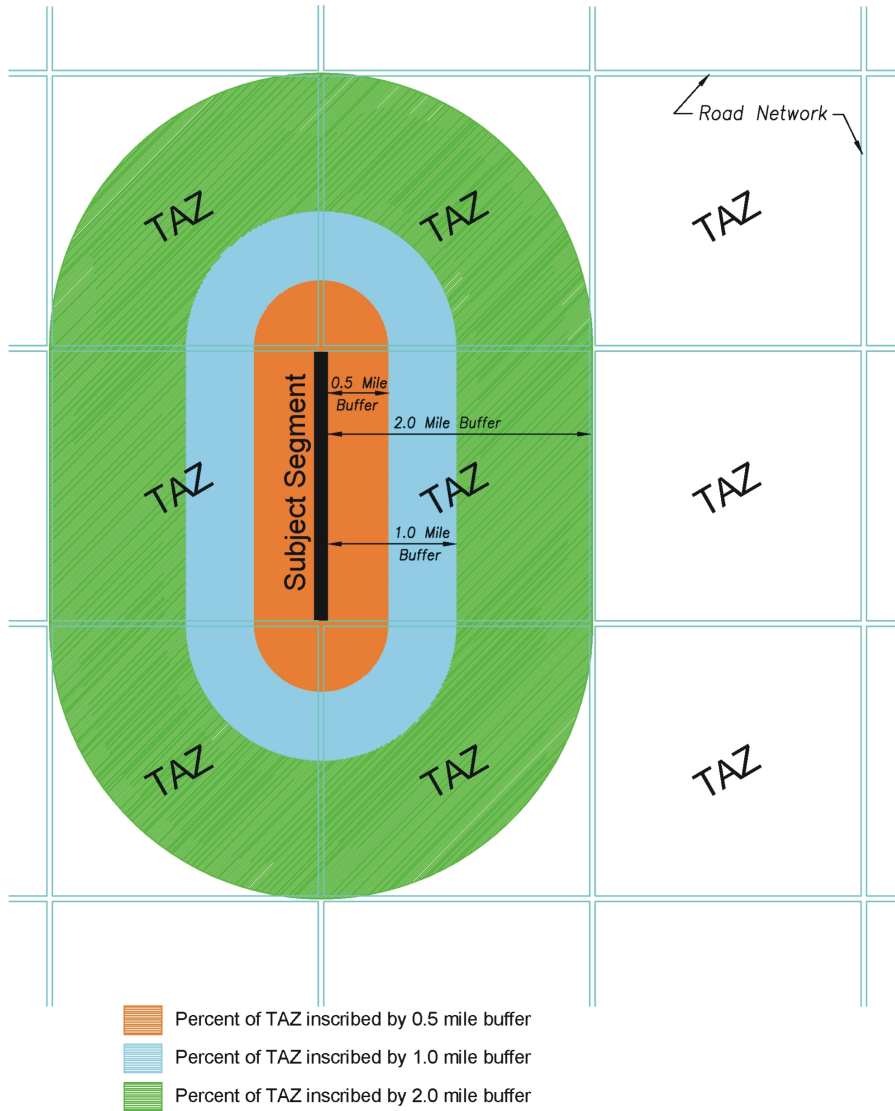
Restriction:

$$\frac{\rho_z}{E_z} \leq 1$$

The spatial queries for the shopping and errand trips are segment-based. Figure 12 graphically illustrates the two spatial queries performed for this trip type.

### Figure 12

#### Spatial Queries for Shopping and Errands (Segment-Based)



F:\data\001\0022-22\001e Latent Demand Fig 12

**School (Sc) Trips** The locations of elementary, middle and high schools are the attractors for this trip type. Since students living within a two-mile radius of a school are generally not eligible to use the school transportation

system, they are considered potential bicyclists. This two-mile radius constitutes a transportation exclusion zone for which potential bicycle trip activity is measured. Equation 4 mathematically expresses the calculation of potential school trips. Average school enrollment for the entire school district is the base quantity used in determining potential trips.

$$Q_{Sc} = \sum_{d=1}^n P_d \times \left[ \sum_{A=1}^n (2 \times ASE \times S) \right]$$

Where:

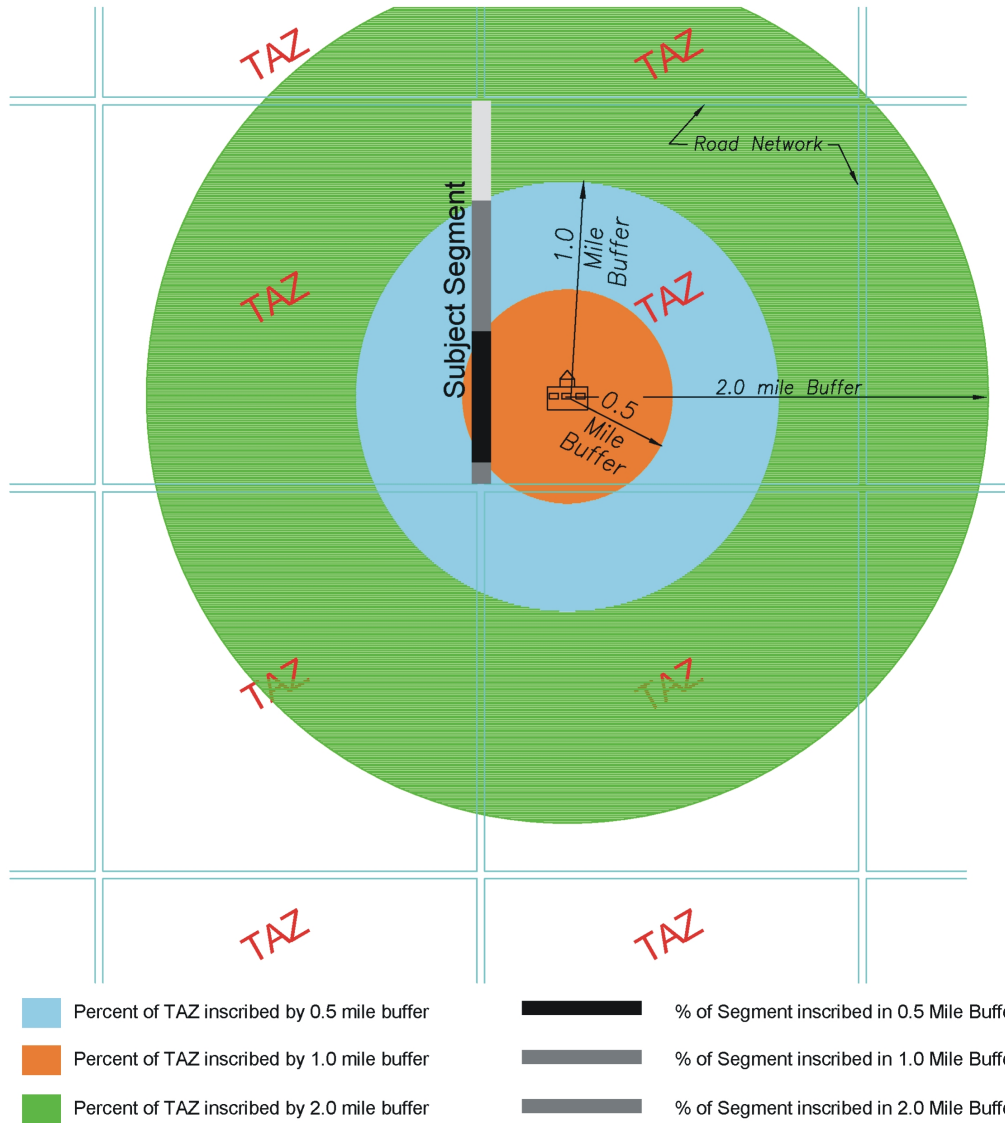
- $Q_{Sc}$  = Total trip interchange potential for home-based school trips
- $d$  = Spatial query buffer
- $n$  = Total number of buffers or TAZs
- $P$  = Effect of travel distance on trip interchange, expressed as a probability (see Figure 5)
- $A$  = Number of attractors
- $ASE$  = Average school enrollment
- $S$  = Percent of road segment within buffer

As with colleges and universities, the spatial queries for this trip type are attractor-based. Figure 13 illustrates the two spatial queries performed for this trip type, and how the percent of the transportation network segment falling within each “buffer” is likewise calculated.



### Figure 13

#### Spatial Queries for School Trips (Attractor-Based)



T:\data\0018022-00\Bike Latent Demand Fig 13.dwg

**Recreational and Social (RS) Trips** Public parks and urban multi-use pathways (i.e., trails) are the attractors used for the recreational and social (RS) trip purpose demand assessment. The total trips associated with these attractors are given in equation 5, below.

$$Q_{SRC} = \sum_{d=1}^n P_d \times \left( T_t + \frac{\rho_z}{T_t} \right)$$

Where:

$Q_{SRC}$  = Total trip interchange potential for social/recreational trips

$d$  = Spatial query buffer

$n$  = Total number of buffers or TAZs

$P$  = Effect of travel distance on trip interchange, expressed as a probability (see Figure 5)

$T_t$  = Total number of park trips (or  $Q_{parks}$ ) + total number of urban trail trips (or  $Q_{trails}$ )

$r$  = Population within buffer

As shown above,  $T_t$  is separated into two categories of recreational / social trips: parks and urban trails. The reason for separating urban trails from the parks lies in how the spatial queries are performed. An urban trail is, in effect, a linear park. Therefore, the spatial query is performed outward from the trail to quantify the portion of the study segment proximate to the trail. Thus, the spatial queries for urban trails are attractor-based, whereas the spatial queries for parks are segment-based. The following paragraphs document the trip calculations for each category.

Prior to performing spatial queries on parks and trail-heads, parks are stratified (with the assistance of Town staff and County staff) into three categories; major parks, staffed parks, and minor parks. The reason: the “attractiveness” of different types of parks. For example, a park that has ball fields and a swimming pool generally attracts more users than a more passive park of equal size with fewer amenities. Accordingly, the trip attraction rate for the former will be higher. A definition of each park type along with its associated trip generation follows:

- Major Parks – these are characterized as parks that have regularly programmed events and large, staffed events. Trip generation is calculated by multiplying the trip generation rate of 2.99 trips per acre by the average major park size.]
- Staffed Parks – these typically have intermittently programmed events and staffed events. Trip generation is calculated by multiplying the trip generation rate of 19.17 trips per acre by the average major park size.]
- Minor parks – these generally do not have programmed events nor do they have staffed events. Trip generation is calculated by multiplying the trip generation rate of 2.26 trips per acre by the average major park size.]

The quantification of trip interchange for parks is shown in Equation 5a, below.

$$Q_{\text{parks}} = \sum_{c=1}^4 \left( \sum_{A=1}^n A \times TG \right)$$

Where:

$Q_{\text{parks}}$  = Total trip interchange potential for park and trail head trips

$c$  = Categories of parks

$A$  = Number of attractors

$n$  = Total number of buffers

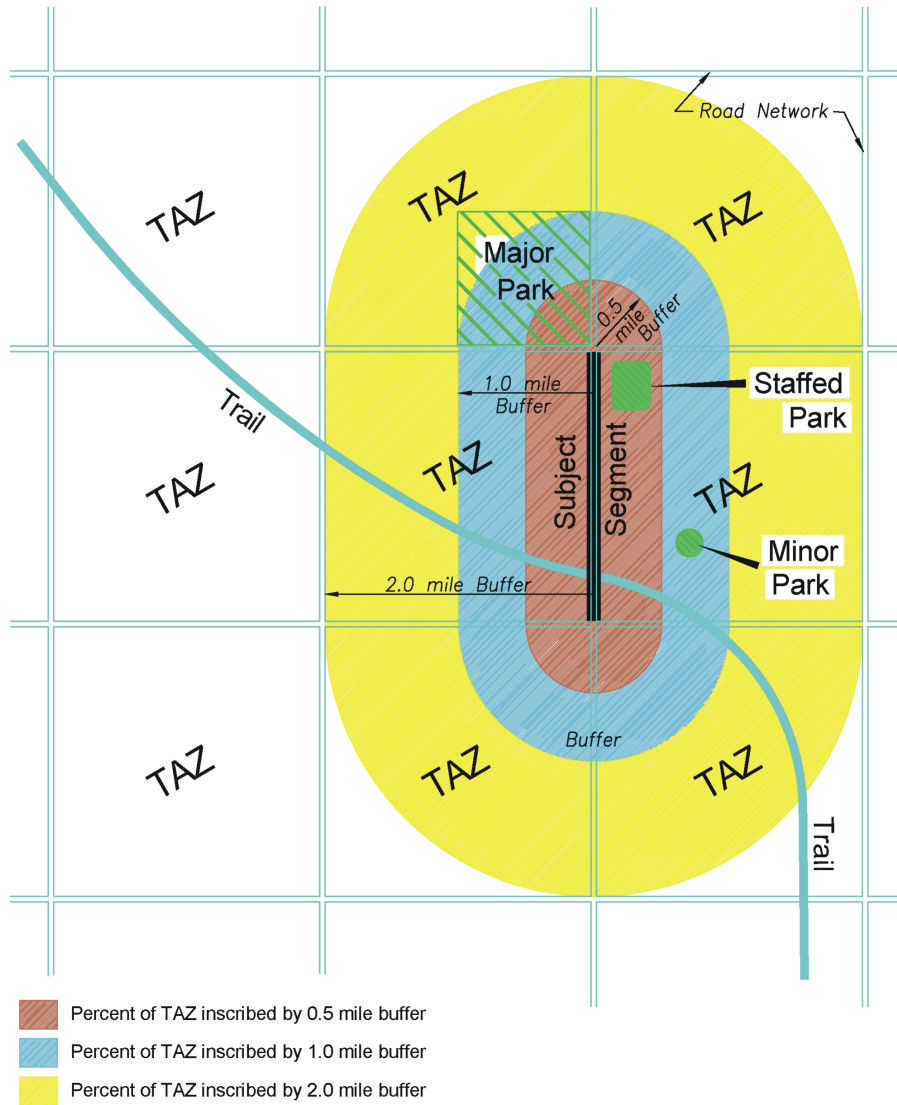
$TG$  = Trip generation rate

Figure 14a is a graphic representation of the segment-based spatial queries used for the parks' latent demand analysis.



### Figure 14a

#### Spatial Queries for Parks (Segment-Based)



F:\data\00\0022-00 Bike Latent Demand Fig 14a.dwg

**Access To Transit** The attractors are transit routes, modified by the number of buses that serve each route daily. Equation 6 represents the calculation of potential trip activity.

$$Q_{\text{transit}} = \sum_{R=1}^n T$$

Where:

- R = Transit route
- n = Total number of transit routes
- T = number of bus/transit trips

### Analysis and Results

Using the study network, the TAZ demographic and employment data, and the mapped trip attractors and/or generators, all corridor segments are analyzed according to the aforementioned method. After populating the database with the results from the spatial queries (all trip types), the values are ranked on a 100% scale for each trip purpose, with 100% representing the highest percentage of *Latent Demand*. The segments are sorted in descending order based on the highest *Latent Demand* score (LDS) of all trip types for that segment and are stratified by jurisdiction. The following equation shows the general computations calculating the final 100% *Latent Demand* score for each network study segment:

$$\text{LDS} = \text{Max. Value} \left[ \overline{\text{TG}}_n \sum_{d=1}^1 P_{nd} \times g a_n \right]_1^5$$

- n = walking trip purpose ( e.g., work, personal/business, recreation, school)
- $\overline{\text{TG}}$  = average trip generation of attractor or generator
- P = effect of travel distance on trip interchange, expressed as a probability
- ga = number of generators or attractors within specified travel distance range
- d = travel distance range from generator or attractor

#### Plan-Specific Information

Certain characteristics of the Atlanta Region required some custom tailoring of the methodology to reflect local circumstances. These elements are discussed below.

#### **Trip Purposes, Generators, Attractors, and Their Respective Buffers**

The trip purposes for which potential demand was identified in this analysis include home-to-work, shopping and errands (home- and work-based), home-to-school for both young students (elementary and middle



schools) and those working towards higher education (colleges, universities, and vocational centers), trips to transit, and social or recreational trips.

Using the study network, the ARC-provided year 2030 TAZ demographic and employment data, and the provided and GIS-mapped key trip Attractors and/or Generators (schools, colleges, transit routes, parks), all corridor segments were analyzed according to detailed methodology described in the technical appendix. Regionally specific calibrations were made to the methodology in the following ways:

- The potential for elementary and middle school trips was measured out to 1.5 miles from school locations, which equals Georgia’s pupil transportation exclusion zone, the distance under which the State Department of Education does not subsidize school bus costs. Potential trips were estimated based on an average number of students living in the exclusion zone across the ARC counties in 2006, per the Georgia Department of Education.
- The potentials for shopping and work trips were estimated out to three miles (in half-mile increments) from each study network segment. In previous applications of the Latent Demand Method, trip potentials have been estimated to distances roughly twice the average trip length. However, due to large scale of this study area, the number of intersections between the study network segments (and their incremental travel-shed buffers) and the TAZs (which provide data on population and employment) grew rapidly into the hundreds of thousands exceeding the computational capabilities of Microsoft Excel. As a result, calculations were ended once the longest average trip (home based work for biking: 2.93 miles), was exceeded. As such, potentials were estimated in half-mile increments up to three miles. The potential for trips to higher-education destinations were also estimated up to three miles, due to the similarity of higher education trips to work trips, as described in the technical appendix. We do not foresee this limitation influencing the overall results, due to the fact that the calculated probabilities drop off sharply after the average trip length is reached. We spot-checked several results by adding potential increased demand in the affected categories and found minimal changes in the raw scores, but negligible changes in the relative rankings among segments.

### **Trip Lengths and Probabilities**

Once the potential “markets” for bicycling and walking trips were estimated, probabilities for making trips at various lengths were applied. These probabilities were calculated from average bicycling and walking trip lengths for various purposes as reported in the 2001 National Household Travel Survey. The trip lengths and probabilities for the various purposes are shown in Table A.

TABLE A: Trip Lengths and Probabilities for Modes and Purposes										
	Work/Higher Ed.		School		Shopping		Social/Rec		Transit*	
	WALK	BIKE	WALK	BIKE	WALK	BIKE	WALK	BIKE	WALK	BIKE
Avg. Trip Length (miles)	0.85	2.93	0.62	1.2	0.55	0.88	0.95	1.9	0.43	1.57
Probability @ distance										
0.5 miles	0.981	0.996	0.960	0.990	0.945	0.982	0.985	0.995	0.890	0.992
1 mile	0.635	0.985	0.269	0.864	0.143	0.667	0.731	0.962	0.015	0.924
1.5 miles	0.084	0.954	0.001	0.451	0.000	0.109	0.177	0.842	0.000	0.669
2 miles	0.001	0.881	0.000	0.000	0.000	0.002	0.007	0.591	0.000	0.288
2.5 miles	0.000	0.752	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.060
3 miles	0.000	0.571	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.005

The full results for the Latent Demand Analysis of bicycling and walking in the Atlanta region are listed in the accompanying databases. The results are displayed in the six trip-purpose-specific columns, showing the potential market for each trip purpose on each network segment. These market numbers reflect the prevalence, proximity, and magnitude of the surrounding trip generators or attractors. The results are then normalized on a 100-point scale (i.e., individual scores are calculated as a percentage of the highest score for that trip purpose). The last column displays the highest purpose-specific score for each study network segment. These relative ranking results are depicted graphically on the accompanying maps.

Appendix E1: Atlanta Region Bicycle Latent Demand Results (Year 2030)

Seg_Id	Road Name	From	To	County	Future Conditions											Future Conditions						
					Potential Trip Market: Bicycle Latent Demand Trip Ends											Bicycle Latent Demand by Trip Types (100%)						
					Work	Coll./Un./VoT ech	Shop/ Errands	Social/ Rec.	School	Transit	Total Market	Work	Coll./Un./Vo Tech	Shop/ Errands	Social/ Rec.	School	Transit	LDS				
1.0	Lake Acworth Dr	Main	Cobb Pky	Cobb	32,548	-	15,136	7,526	-	0	55,210	6	-	5	53	-	0	53				
2.1	SR 293	Sandtown Rd	Emerson Alatoona Rd	Bartow	17,794	-	7,432	-	1	-	25,227	3	-	2	-	8	-	8				
2.2	SR 293	Sandtown Rd	County line (Cobb - Bartow)	Bartow	22,450	-	10,166	1,380	-	0	33,996	4	-	3	10	-	0	10				
2.3	SR 293	County line (Cobb - Bartow)	SR 92	Cobb	28,091	-	12,431	5,377	-	1	45,899	5	-	4	38	-	1	38				
3.0	McGinnis Ferry	Buford Hwy	Peachtree Industrial Blvd	Gwinnett	98,391	-	21,598	635	-	2	120,624	18	-	7	5	-	1	18				
3.1	McGinnis Ferry	Peachtree Industrial Blvd	Fulton Co. line	Gwinnett	74,684	-	14,907	848	-	0	90,439	14	-	5	6	-	0	14				
3.15	McGinnis Ferry	Fulton Co. line	John's Creek Pkwy	Forsyth/Fulton	172,331	-	47,749	3,656	2	1	223,738	33	-	17	26	15	1	33				
3.2	McGinnis Ferry	John's Creek Pkwy	Sargent	Forsyth/Fulton	96,377	-	20,743	-	1	2	117,121	18	-	7	-	8	1	18				
3.3	McGinnis Ferry	Sargent	Jones Bridge	Forsyth/Fulton	128,249	-	29,439	-	1	2	157,689	24	-	10	-	8	1	24				
3.4	McGinnis Ferry	Jones Bridge	Windward Pkwy	Forsyth/Fulton	156,240	-	32,302	848	-	0	189,390	30	-	11	6	-	0	30				
3.5	Windward Pky	McGinnis Fy	North Point	Fulton	201,304	-	83,707	2,161	1	5	287,173	38	-	30	15	8	3	38				
3.6	Windward Pky	North Point	Deerfield Pky	Fulton	111,041	-	34,961	-	2	9	146,004	21	-	12	-	15	6	21				
3.7	Windward Pky	Deerfield Pky	Cumming Hwy	Fulton	135,598	-	45,589	657	1	9	181,845	26	-	16	5	8	6	26				
4.0	Martin Luther King	Northside Dr.	Lowery Blvd	Fulton	472,108	143,440	142,194	7,262	9	144	765,013	91	94	51	52	69	93	94				
4.1	Martin Luther King	Lowery Blvd	I-20	Fulton	405,846	68,510	70,943	3,955	12	86	549,266	78	45	25	28	92	56	92				
5.0	Martin Luther King	I-20	Hamilton Holmes	Fulton	85,724	10,682	36,839	3,569	8	72	136,822	16	7	13	25	62	47	62				
5.1	Martin Luther King	Hamilton Holmes	I-285	Fulton	55,687	-	39,440	4,658	8	60	99,793	10	-	14	33	62	39	62				
5.2	Martin Luther King	I-285	Fulton Industrial	Fulton	89,775	-	38,268	4,676	8	37	132,727	17	-	13	33	62	24	62				
7.0	Northside Dr.	MLK	North Ave	Fulton	496,855	153,149	189,383	5,767	10	151	845,164	96	100	68	41	77	98	100				
9.0	W Peachtree St N	North Ave	15th	Fulton	518,793	95,272	279,263	8,069	7	114	901,404	100	62	100	57	54	74	100				
9.1	W Peachtree St N	15th	19th	Fulton	390,487	54,707	135,774	4,513	2	82	585,483	75	36	48	32	15	53	75				
9.2	W Peachtree St N	I-285	I-285	Fulton	358,587	36,993	108,954	3,896	1	73	508,431	69	24	39	28	8	48	69				
9.3	W Peachtree St N	I-285	Wesley	Fulton	445,131	8,021	132,656	6,467	3	63	592,278	86	5	47	46	23	41	86				
9.4	W Peachtree St N	Wesley	Roswell	Fulton	296,454	-	77,170	2,243	4	47	375,871	57	-	27	16	31	31	57				
10.1	Ponce de Leon	Ponce de Leon pl	Glen Iris	Fulton	416,968	83,195	84,476	5,145	8	100	589,792	80	54	30	37	62	65	80				
10.2	Ponce de Leon	Glen Iris	Myrtle	Fulton	492,198	104,761	194,930	7,939	8	121	799,836	95	68	70	56	62	79	95				
10.3	Ponce de Leon	Myrtle	W. Peachtree	Fulton	471,819	123,234	215,492	5,485	9	141	816,039	91	80	77	39	69	92	92				
14.0	SR 54	Walt Stephens	Southlake Cove Ct	Clayton	137,676	2,397	40,775	1,831	3	7	182,682	26	2	14	13	23	4	26				
14.1	SR 54	Southlake Cove Ct	I-75	Clayton	98,481	8,715	21,161	1,105	4	8	129,466	19	6	7	8	31	5	31				
14.2	Main St	I-75	Forest Pk (SR 331)	Clayton	167,106	5,125	46,789	6,441	6	5	225,467	32	3	16	46	46	3	46				
14.3	SR 331	SR 54	Old Dixie	Clayton	165,153	1,925	43,209	4,145	7	6	214,439	31	1	15	29	54	4	54				
15.0	Bankhead Hwy	Whitley Dr	Douglas	Douglas	68,787	1,030	14,752	1,428	-	2	85,997	13	1	5	10	-	1	13				
15.1	Bankhead Hwy	Whitley Dr	SR 92	Douglas	81,708	1,470	23,439	2,060	2	3	108,679	15	1	8	15	15	2	15				
15.2	Bankhead Hwy	Sweetwater Rd	Sweetwater Rd	Douglas	140,950	806	63,785	2,616	4	2	208,161	27	1	22	19	31	2	31				
15.3	Bankhead Hwy	Sweetwater Rd	Thornton Rd	Douglas	62,124	73	18,557	1,292	4	4	82,050	11	0	6	9	31	3	31				
15.4	Vet Mem Hwy	Thornton	Cobb Co. line	Douglas	64,381	1,142	16,841	1,971	2	4	84,337	12	1	6	14	15	3	15				
15.45	Vet Mem Hwy	Cobb Co. line	Cemetery St	Cobb	61,311	1,170	14,755	2,717	1	1	79,954	11	1	5	19	8	1	19				
15.5	Vet Mem Hwy	East of Austell	Mableton Pkwy	Cobb	109,911	3,602	42,640	5,161	3	2	161,317	21	2	15	37	23	1	37				
18.0	Bells Ferry Road	I-575	Cherokee Co. line	Cobb	87,565	9,655	30,740	-	-	4	127,960	16	6	11	-	-	3	16				
18.05	Bells Ferry Road	Cherokee Co. line	SR 92	Cherokee	110,930	-	23,037	-	1	1	133,968	21	-	8	-	8	0	21				
19.0	Bells Ferry Road	Cobb Pkwy	Barrett Pkwy	Cobb	154,644	3,618	41,684	1,428	-	12	201,374	29	2	15	10	-	8	29				
19.1	Bells Ferry Road	Barrett Pkwy	New Chastain Rd	Cobb	139,621	20,069	28,066	-	3	10	187,759	26	13	10	-	23	7	26				
19.2	Bells Ferry Road	New Chastain Rd	I-575	Cobb	119,341	24,492	25,645	-	3	10	169,481	23	16	9	-	23	7	23				
22.0	Holly Springs Pky	Pincrest Rd	Atlanta Ave/Lakeside Dr Canterbury Pkwy	Cherokee	44,309	-	15,766	2,890	-	2	62,965	8	-	5	21	-	1	21				
22.1	Marietta Hwy	Canterbury Pky	Knox Bridge Hwy	Cherokee	48,149	-	16,664	1,843	2	2	66,658	9	-	5	13	15	1	15				
22.2	Marietta Hwy	Knox Hwy	Hwy 20 (South St)	Cherokee	56,705	-	19,598	4,214	3	2	80,520	10	-	7	30	23	1	30				
23.0	Main	SR 92	Arnold Mill	Cherokee	120,801	-	39,485	680	3	2	160,969	23	-	14	5	23	1	23				
23.1	Main	Arnold Mill	RR tracks	Cherokee	97,193	-	20,848	680	3	2	118,724	18	-	7	5	23	1	23				
23.2	Canton Hwy	RR tracks	Old Rope Mill Rd	Cherokee	103,141	-	26,175	4,194	2	2	133,512	19	-	9	30	15	1	30				
23.3	Canton Hwy	Old Rope Mill	Cherokee Dr	Cherokee	83,864	-	20,799	4,064	2	1	108,729	16	-	7	29	15	1	29				
23.4	Canton Hwy	Cherokee Dr	Sixes Rd	Cherokee	48,325	-	15,433	-	2	2	63,760	9	-	5	-	15	1	15				
23.5	Canton Hwy	Sixes Rd	Hickory	Cherokee	55,977	-	22,235	1,047	-	2	79,259	10	-	8	7	-	1	10				
26.0	Shallowford	Buford Hwy	I-85	DeKalb	278,421	19,583	66,785	2,783	3	44	367,575	53	13	24	20	23	29	53				
26.1	Shallowford	I-85	Briarcliff	DeKalb	186,735	9,843	35,560	19	5	30	232,162	36	6	12	0	38	20	38				
26.2	Briarcliff	Shallowford	LaVista	DeKalb	228,462	11,044	53,051	1,066	6	19	293,629	44	7	19	8	46	12	46				
27.0	LaVista Rd	Briarcliff Rd	I-285	DeKalb	128,050	-	31,436	390	5	12	159,881	24	-	11	3	38	8	38				
27.1	LaVista Rd	I-285	Tucker	DeKalb	184,456	5,382	54,254	3,855	4	16	247,951	35	4	19	27	31	10	35				
28.0	Peachtree Rd	Buford Hwy/	I-285	DeKalb	230,344	13,813	56,014	2,605	5	49	302,781	44	9	20	18	38	32	44				
32.0	Peachtree Rd	River Rd	Spur 14	Fulton	198,356	-	45,670	5,960	1	20	249,987	38	-	16	42	8	13	42				
32.1	Roosevelt Rd	Spur 14	Welcome All Road	Fulton	62,005	-	13,782	1,843	-	10	77,630	11	-	4	13	-	6	13				
32.2	Roosevelt Rd	Welcome All Road	Alexander Ave	Fulton	78,476	-	21,270	1,970	1	3	101,717	15	-	7	14	8	2	15				
32.3	Roosevelt Rd	Alexander Ave	Lower Dixie Lake	Fulton	55,812	-	11,740	23	2	6	67,577	10	-	4	0	15	4	15				
32.4	Roosevelt Rd	Lower Dixie Lake	SR 138	Fulton	62,495	-	17,479	23	2	10	79,999	12	-	6	0	15	6	15				
33.0	SR 138	Riverdale City Limit	I-285	Clayton	233,017	-	56,241	2,056	4	7	291,318	45	-	20	15	31	4	45				
33.1	SR 138	I-285	Fayetteville	Clayton	135,928	-	31,728	848	4	22	168,508	26	-	11	6	31	14	31				
33.2	SR 138	Fayetteville	Sullivan	Clayton	139,432	-	38,077	848	3	30	178,360	26	-	13	6	23	20	26				

Appendix E1: Atlanta Region Bicycle Latent Demand Results (Year 2030)

Seg_Id	Road Name	From	To	County	Future Conditions							Future Conditions						
					Potential Trip Market: Bicycle Latent Demand Trip Ends							Bicycle Latent Demand by Trip Types (100%)						
					Work	Coll./Un./VoT Tech	Shop/ Errands	Social/ Rec.	School	Transit	Total Market	Work	Coll./Un./Vo Tech	Shop/ Errands	Social/ Rec.	School	Transit	LDS
33.3	SR 138	Sullivan	Roosevelt	Clayton	159,035	-	41,782	2,421	1	36	203,239	30	-	15	17	8	24	30
34.0	Covington Hwy	Turner Hill	Rockdale Co. line	Dekalb	47,412	-	7,470	1,204	-	13	56,086	9	-	2	9	-	9	9
34.05	Covington Hwy	Rockdale Co. line	Sigman	Rockdale	44,791	595	9,707	14	-	7	55,107	8	0	3	0	-	4	8
37.0	Green /main	SR 138	Millstead	Rockdale	115,738	4,010	31,774	4,762	4	0	156,288	22	3	11	34	31	0	34
37.1	Millstead AVE	Main	Eastview	Rockdale	103,236	1,117	27,690	2,699	5	0	134,747	19	1	9	19	38	0	38
37.2	Millstead AVE	Eastview	Sigman	Rockdale	111,036	1,030	35,845	1,996	4	0	149,911	21	1	12	14	31	0	31
37.3	Sigman	Millsted	SR 138	Rockdale	105,086	215	26,830	1,315	2	-	133,448	20	0	9	9	15	-	20
38.0	Dogwood	SR 20	Newton Co. line	Rockdale	73,888	561	43,528	2,695	2	-	120,674	14	0	15	19	15	-	19
38.05	Dogwood	Newton Co. line	Old Covington	Newton	100,908	-	9,055	1,380	1	-	111,344	19	-	3	10	8	-	19
38.1	Dogwood	Old Covington	I-20	Newton	30,041	55	9,122	-	2	-	39,220	5	0	3	-	15	-	15
39.0	Atlanta Rd	Buford Hwy	Buford Dam Rd	Fayette	80,296	-	18,249	-	-	1	98,545	15	-	6	-	-	1	15
39.1	Atlanta Rd	Buford Dam Rd	Downtown Cumming	Fayette	80,858	-	19,622	657	3	-	101,140	15	-	7	5	23	-	23
40.0	Buford Hwy	Atlanta Rd/Buford Hwy (Hwy 20)	Pruitt	Fayette	120,898	-	31,181	-	1	0	152,080	23	-	11	-	8	0	23
40.1	SR 20	Pruitt	Gwinnett. Co Line	Fayette	47,804	-	13,089	3,969	1	-	64,863	9	-	4	28	8	-	28
40.2	Cumming Hwy	Gwinnett. Co Line	Suwannee Dam Rd	Gwinnett	35,982	-	12,840	3,797	-	-	52,619	6	-	4	27	-	-	27
40.3	SR 20	Suwannee Dam	Peachtree Ind. Blvd	Gwinnett	72,405	-	32,588	3,969	2	0	108,964	13	-	11	28	15	0	28
40.4	SR 20	Peachtree Ind. Blvd	Buford Hwy (US 23)	Gwinnett	77,256	-	23,269	1,380	3	2	101,908	14	-	8	10	23	2	23
40.5	Buford Dr	Buford Hwy/US 23	Financial Cntr Blvd	Gwinnett	98,247	-	27,814	848	1	5	126,910	18	-	10	6	8	3	18
40.6	Buford Dr.	Financial Cntr Blvd	I-85	Gwinnett	71,369	-	18,125	-	-	5	89,494	13	-	6	-	-	4	13
41.0	(N Main) SR 9	Windward	Forsyth Co. line	Fulton	180,286	-	62,546	2,427	-	5	245,259	34	-	22	17	-	4	34
41.1	Atl Hwy	Forsyth Co. line	McFarland	Fayette	102,478	-	20,958	-	-	1	123,436	19	-	7	-	-	0	19
41.2	Atl Hwy	McFarland	SR 141	Fayette	164,368	-	47,079	390	1	0	211,838	31	-	16	3	8	0	31
41.3	Atl Hwy	SR 141	Old Atlanta	Fayette	118,411	-	28,773	-	-	1	147,184	22	-	10	-	-	1	22
41.4	Atl Hwy	Old Atlanta	Hwy 20	Fayette	73,769	-	14,708	-	-	-	88,477	14	-	5	-	-	-	14
42.0	SR 6	Hiram - Douglassville	Atl Hwy	Paulding	71,703	-	19,804	-	3	1	91,510	13	-	7	-	23	1	23
42.1	Atl Hwy (6)	US 278	White Ingram Pkwy	Paulding	75,368	1,428	21,805	-	1	0	98,602	14	1	7	-	8	0	14
42.2	Atl Hwy	White Ingram Pkwy	Butler Indust Pkwy	Paulding	39,400	4,341	7,580	-	-	0	51,321	7	3	2	-	-	-	7
42.3	Merchants	Butler Indust Pkwy	Dallas Acworth (381)	Paulding	54,077	3,271	15,533	-	2	-	72,883	10	2	5	-	15	-	15
42.4	Merchants	Dallas Acworth (381)	SR 61 (Carterville Hwy)	Paulding	35,280	-	9,336	-	4	-	44,620	6	-	3	-	31	-	31
46.0	SR 236	Tucker	Mountain Indust. Blvd	Dekalb	114,380	-	23,265	-	2	15	137,647	22	-	8	-	15	10	22
46.1	Mt. Ind Blvd	SR 236	Ponce de Leon	Dekalb	110,882	-	36,369	657	2	16	147,910	21	-	13	5	15	10	21
46.2	Ponce	Mt. Ind Blvd	Rock Mt	Dekalb	72,265	-	30,734	848	4	15	103,851	13	-	11	6	31	9	31
46.3	Ponce	Rock Mt	Rivers Mem Dr	Dekalb	54,434	-	26,321	2,353	5	15	83,113	10	-	9	17	38	10	38
46.4	Lawrenceville Hwy	Killian Hills	DeKalb Co. line	Gwinnett	138,174	-	64,331	4,824	3	3	207,332	26	-	23	34	23	2	34
46.45	Lawrenceville Hwy	DeKalb Co. line	La Vista	Dekalb	112,412	-	29,755	1,380	2	12	143,549	21	-	10	10	15	8	21
47.0	Candler Road	East College Ave	Memorial	Dekalb	231,691	15,841	65,183	8,768	11	48	321,494	44	10	23	62	85	31	85
47.1	Candler Road	Memorial	I-20	Dekalb	128,886	7,669	57,640	8,979	8	28	203,182	24	5	20	64	62	18	64
47.2	Candler Road	I-20	Rainbow	Dekalb	43,399	24,009	20,830	848	7	26	89,093	8	16	7	6	54	17	54
49.0	Buford Hwy	I 285	Oakcliff	Dekalb	211,194	10,402	40,567	3,354	6	43	265,523	40	7	14	24	46	28	46
49.1	Buford Hwy	Oakcliff/	Gwinnett. Co Line	Dekalb	198,364	822	29,544	2,063	3	37	230,796	38	1	10	15	23	24	38
49.15	Buford Hwy	Gwinnett. Co Line	Norcross City Limit	Gwinnett	292,131	248	63,686	2,453	2	26	358,520	56	0	22	17	15	17	56
49.2	Buford Hwy	Norcross City Limit	N Berkley Lake	Gwinnett	374,032	-	93,363	8,357	4	11	475,756	72	-	33	59	31	7	72
49.3	Buford Hwy	N Berkley Lake	Pleasant hill Rd	Gwinnett	152,416	-	27,036	1,380	1	7	180,833	29	-	9	10	8	5	29
50.0	Covington Hwy	Hairston	Wesley Chapel	Dekalb	69,784	-	26,429	556	6	20	96,775	13	-	9	4	46	13	46
50.1	Covington Hwy	Wesley Chapel	SR 154	Dekalb	160,472	5,847	61,144	2,593	7	39	230,063	31	4	22	18	54	25	54
50.2	Covington Hwy	SR 154	Stratford	Dekalb	134,492	20,578	31,772	-	7	62	186,849	25	13	11	-	54	40	54
50.3	Covington Hwy	Stratford	Clarendon	Dekalb	173,885	10,587	38,042	635	8	67	223,157	33	7	13	5	62	44	62
51.0	42	SR 138	Grandiflora	Henry	77,330	-	34,711	-	1	0	112,042	14	-	12	-	8	0	14
51.1	42	Grandiflora	Ivey Edwards	Henry	58,885	-	26,666	-	-	-	85,551	11	-	9	-	-	-	11
51.2	42	Ivey Edwards	Jonesboro	Henry	59,392	-	26,703	3,542	4	-	89,641	11	-	9	25	31	-	31
52.0	Briarcliff Rd.	N. Druid Hills Rd	Hopkins	Dekalb	284,075	9,380	42,558	2,522	4	49	338,539	54	6	15	18	31	32	54
52.1	Briarcliff Rd.	Hopkins	LaVista	Dekalb	275,744	16,499	37,587	3,370	4	48	333,204	53	11	13	24	31	31	53
52.2	Briarcliff Rd.	LaVista	Clifton	Dekalb	294,103	28,731	47,565	3,453	3	37	373,855	56	19	17	25	23	24	56
52.3	Briarcliff Rd.	Clifton	Kay	Dekalb	264,235	36,276	40,694	5,584	3	29	346,792	51	24	14	40	23	19	51
52.4	Briarcliff Rd.	Kay	Chalmette	Dekalb	356,258	37,626	59,933	8,435	3	26	462,255	68	25	21	60	23	17	68
52.5	Briarcliff Rd.	Chalmette	Ponce de Leon	Dekalb	361,448	45,807	51,368	11,512	3	42	470,138	69	30	18	82	23	27	82
53.0	Roxboro rd.	Peachtree Rd	MARTA tracks	Fulton	292,939	1,171	89,174	92	2	53	383,378	56	1	32	1	15	35	56
53.1	Roxboro	MARTA tracks	DeKalb Co. line	Fulton	294,947	-	76,016	23	2	63	370,988	57	-	27	0	15	41	57
53.15	Roxboro	DeKalb Co. line	W Roxboro	Dekalb	305,819	-	70,903	658	3	64	377,383	59	-	25	5	23	42	59
53.2	Roxboro	W Roxboro	Druid Hills	Dekalb	284,861	482	53,604	635	4	68	339,586	55	0	19	5	31	44	55
53.3	DruidHills	Roxboro	Buford Hwy	Dekalb	295,613	-	55,156	635	4	63	351,408	57	-	19	5	31	41	57
54.0	Wesley Chapel	Rainbow	Hairston	Dekalb	54,355	-	22,404	23	3	21	76,785	10	-	8	0	23	14	23
54.1	Hairston	Wesley Chapel	Covington	Dekalb	72,929	-	32,081	2,006	5	22	107,021	14	-	11	14	38	14	38
56.0	SugarloafPkw	SR 316	Old Norcross	Gwinnett	149,464	13,693	36,117	-	2	3	199,276	28	9	12	-	15	2	28
56.1	Sugarloaf	Old Norcross	Hwy 78	Gwinnett	150,361	3,477	35,692	-	2	2	189,532	29	2	12	-	15	1	29
57.0	East Point St	Church	Legion Way	Fulton	209,263	1,633	42,019	1,993	2	41	254,910	40	1	15	14	15	27	40
57.1	Main	Legion Way	College Park City Limit	Fulton	203,875	365	42,522	1,315	2	48	248,079	39	0	15	9	15	31	39

Appendix E1: Atlanta Region Bicycle Latent Demand Results (Year 2030)

Seg_Id	Road Name	From	To	County	Future Conditions							Future Conditions						
					Potential Trip Market: Bicycle Latent Demand Trip Ends							Bicycle Latent Demand by Trip Types (100%)						
					Work	Coll./Un./VoT ech	Shop/Errands	Social/Rec.	School	Transit	Total Market	Work	Coll./Un./Vo Tech	Shop/Errands	Social/Rec.	School	Transit	LDS
57.2	Main	College Park City Limit	Princeton Ave.	Fulton	196,631	-	46,679	4,651	1	51	247,962	38	-	16	33	8	33	38
57.3	W Main	Princeton Ave.	Lee St	Fulton	154,190	19	35,237	4,651	2	48	194,099	29	0	12	33	15	31	33
58.0	Peachtree Dunwoody	Peachtree Rd	W. Club	Fulton	320,303	1,921	86,955	840	1	36	410,020	62	1	31	6	8	23	62
58.1	Peachtree Dunwoody	W. Club	The Croft	Fulton	226,383	780	31,092	92	1	21	258,348	43	1	11	1	8	13	43
58.2	Peachtree Dunwoody	The Croft	Johnson Ferry	Fulton	244,371	997	90,480	4,776	4	17	340,628	47	1	32	34	31	11	47
58.3	Peachtree Dunwoody	I-285	Mt. Vernon	Fulton	251,601	131	144,518	1,483	1	24	397,734	48	0	52	11	8	16	52
60.0	Senioa Rd	Roosevelt	SR74	Fulton	47,544	-	10,215	1,208	2	10	58,969	9	-	3	9	15	6	15
60.1	Senioa Rd	SR74	Oakley Industrial	Fulton	49,350	-	8,322	-	-	8	57,672	9	-	2	-	-	6	9
60.2	Senioa Rd	Oakley Industrial	Fayette Co. line	Fulton	53,675	-	11,198	-	-	4	64,873	10	-	4	-	-	2	10
60.3	Senioa Rd	Fayette Co. line	SR54	Fayette	183,486	-	63,172	7,404	3	0	254,065	35	-	22	53	23	0	53
62.0	SR 85	SR 314	Promenade Pky	Fayette	61,434	-	17,203	-	1	0	78,638	11	-	6	-	8	0	11
62.1	SR 85	Promenade Pky	Clayton Co. line	Fayette	52,611	-	19,981	1,208	1	0	73,801	10	-	7	9	8	0	10
62.2	SR 85	Clayton Co. line	Lake Ridge Pkwy	Clayton	40,269	-	29,516	1,208	4	1	70,997	7	-	10	9	31	1	31
62.3	SR 85	Lake Ridge Pkwy	Lamar Hutcheson	Clayton	51,845	-	28,715	1,428	5	1	81,993	9	-	10	10	38	0	38
62.4	SR 85	Lamar Hutcheson	Adams	Clayton	78,876	-	31,772	1,428	6	3	112,082	15	-	11	10	46	2	46
64.0	State Route 54	Peachtree Pkwy	Robinson	Fayette	75,619	-	17,657	3,699	2	-	96,977	14	-	6	26	15	-	26
64.1	State Route 54	Robinson	Genevieve	Fayette	56,530	-	12,795	1,289	1	-	70,615	10	-	4	9	8	-	10
64.2	State Route 54	Genevieve ct	Ebenezer	Fayette	40,395	-	10,418	635	-	-	51,448	7	-	3	5	-	-	7
64.3	State Route 54	Ebenezer	Fayetteville City Limit	Fayette	46,498	-	14,959	-	-	-	61,457	8	-	5	-	-	-	8
64.4	State Route 54	Fayetteville City Limit	SR 85	Fayette	65,734	-	25,120	1,261	4	-	92,119	12	-	9	9	31	-	31
66.0	E Main	Downtown Hampton	SR 20	Henry	6,999	-	4,871	2,060	1	1	13,931	1	-	1	15	8	0	15
66.1	SR 20	E Main	SR 81	Henry	109,581	-	39,601	2,107	-	1	151,289	21	-	14	15	-	0	21
66.2	Hampton St	I-75	McDonough city limit	Henry	105,907	-	41,725	3,512	3	1	151,147	20	-	15	25	23	1	25
66.3	Hampton St	McDonough city limit	Griffin St	Henry	61,193	-	23,115	3,542	5	0	87,855	11	-	8	25	38	0	38
67.0	US 19	Central	Cleveland Ave	Fulton	177,721	538	48,807	5,510	6	33	232,582	34	0	17	39	46	21	46
67.1	US 19	Cleveland	I-75	Fulton	190,791	3,232	33,142	3,745	8	36	230,918	36	2	11	27	62	23	62
68.0	SR3	Henry-Spalding County Line	Griffin city limit	Spalding	37,352	515	15,958	3,192	1	-	57,018	7	0	5	23	8	-	23
68.1	SR3	Griffin city limit	SR 92	Spalding	41,024	4,791	10,726	4,486	1	-	61,028	7	3	3	32	8	-	32
69.0	Lanier	SR 85	McDonough Rd	Fayette	61,548	-	24,267	2,689	3	-	88,507	11	-	8	19	23	-	23
69.1	McDonoughRd	Lanier	McElroy	Fayette	38,682	-	10,006	1,428	-	-	50,116	7	-	3	10	-	-	10
69.2	McDonoughRd	McElroy	Clayton Co. line	Fayette	30,328	-	9,847	1,428	-	0	41,603	5	-	3	10	-	0	10
69.3	McDonoughRd	Flint River (Co. line)	Panhandle	Clayton	19,019	-	16,817	635	4	1	36,475	3	-	6	5	31	0	31
69.4	McDonoughRd	Panhandle rd.	Tara Blvd	Clayton	13,303	-	9,756	2,063	2	2	25,124	2	-	3	15	15	1	15
69.5	McDonoughRd	Hastings Bridge rd	Tara Blvd	Clayton	12,402	-	6,331	1,318	1	2	20,052	2	-	2	9	8	1	9
69.6	McDonoughRd	City line	Hasting Bridge Rd	Clayton	16,213	-	7,493	-	-	2	23,706	3	-	2	-	-	1	3
69.7	Jonesboro Rd	I 75	Henry Co. line	Clayton	22,358	-	7,300	1,428	-	1	31,086	4	-	2	10	-	1	10
69.75	Jonesboro Rd	Henry Co. line	Lovejoy City Line	Henry	80,204	-	25,820	2,808	-	1	108,832	15	-	9	20	-	0	20
71.0	Tara Blvd	Hastings Bridge	SR 54	Clayton	65,062	-	34,502	2,085	2	4	101,651	12	-	12	15	15	3	15
71.1	Tara Blvd	SR 54	north ave (jonesboro)	Clayton	75,901	-	26,093	679	7	7	102,680	14	-	9	5	54	4	54
71.2	Tara Blvd	Lovejoy	Henry/Clayton line	Clayton	16,198	-	10,191	1,428	1	2	27,818	3	-	3	10	8	1	10
71.3	US 41/19	Henry/Clayton line	Woolsey Road	Henry	20,603	-	13,378	-	-	2	33,981	3	-	4	-	-	1	4
71.4	US 41/19	Woolsey Road	Spalding Co line	Henry	11,196	-	6,969	-	-	0	18,165	2	-	2	-	-	0	2
72.0	Cobb Pkwy	Cobb Pkwy/Lake Acworth Dr	N. Cobb Pkwy/Acworth Due West Rd	Cobb	35,246	-	15,709	1,403	2	-	52,360	6	-	5	10	15	-	15
72.1	Cobb Pkwy	Acworth Due West Rd	Pine Mt Rd	Cobb	105,705	1,710	40,458	4,402	2	0	152,277	20	1	14	31	15	0	31
72.2	Cobb Pkwy	Pine Mt Rd	Barrett Pky	Cobb	158,132	14,783	36,903	3,321	1	3	213,140	30	10	13	24	8	2	30
73.0	Scenic Hwy	Scenic Hwy/Lawrenceville Hwy	Scenic Hwy/Grayson Hwy	Gwinnett	134,287	-	31,638	1,451	1	2	167,377	25	-	11	10	8	1	25
73.1	Scenic Hwy	Scenic Hwy/Grayson Hwy	Scenic Hwy/Sugarloaf	Gwinnett	147,506	-	47,406	23	3	2	194,938	28	-	17	0	23	1	28
73.2	Scenic Hwy	Scenic Hwy/Sugarloaf Hwy	Scenic Hwy/Pharrs Rd	Gwinnett	101,629	-	38,504	-	4	1	140,137	19	-	13	-	31	1	31
73.3	Scenic Hwy	Scenic Hwy/Pharrs Rd	Hwy 78	Gwinnett	71,111	-	27,514	2,056	2	0	100,683	13	-	9	15	15	0	15
74.0	Scenic Hwy	Lawrenceville City Lim/SR 8	Cedar St/SR 8	Gwinnett	106,006	-	22,797	-	1	0	128,804	20	-	8	-	8	0	20
74.1	Scenic Hwy	Lawrenceville/Pleasant Hill	Lawrenceville/Arnold Hwy	Gwinnett	118,705	1,177	54,836	1,380	2	0	176,100	22	1	19	10	15	0	22
74.2	Scenic Hwy	Lawrenceville/Arnold	Lawrenceville/Sugarloaf	Gwinnett	101,954	3,947	30,486	-	1	1	136,388	19	3	10	-	8	1	19
74.3	Scenic Hwy	Lawrenceville/Sugarloaf	Lawrenceville/Carriage St	Gwinnett	159,037	1,484	37,999	-	4	2	198,524	30	1	13	-	31	1	31
74.4	Scenic Hwy	Lawrenceville/Carriage St	Lawrenceville/W Pike	Gwinnett	154,316	-	42,657	46	2	2	197,021	29	-	15	0	15	1	29
74.5	Scenic Hwy	Lawrenceville/Duluth Hwy	Lawrenceville/Atha Street	Gwinnett	123,950	-	33,716	1,474	2	2	168,142	25	-	12	10	15	1	25
74.6	Winder Hwy	Lawrenceville/Atha	Lawrenceville/Paper Mill	Gwinnett	123,244	-	25,652	1,474	1	2	150,371	23	-	9	10	8	1	23
74.7	Winder Hwy	Lawrenceville Hwy/Papermill Rd	Lawrenceville Hwy/Lawrence city limit	Gwinnett	120,943	-	25,314	1,428	1	1	147,686	23	-	9	10	8	1	23
74.8	Winder Hwy	Lville Hwy/Buford Dr	Lville Hwy/Hwy 120	Gwinnett	130,551	-	32,301	1,474	1	2	164,327	25	-	11	10	8	1	25
75.0	Killian Hills	Killian Hills/Hwy 78	Killian Hills/Lville Hwy	Gwinnett	133,936	-	70,883	2,061	3	0	206,883	25	-	25	15	23	0	25
75.1	Killian Hills	Killians Hill/Lawrenceville Hwy	Indian trail liburn/Beaver Ruin	Gwinnett	214,433	-	71,696	23	4	14	286,156	41	-	25	0	31	9	41
75.2	Killian Hills	Beaver Ruin/Indian trail liburn	Beaver Ruin/Buford Hwy	Gwinnett	241,855	-	50,348	-	5	21	292,208	46	-	18	-	38	13	46
76.0	Pleasant Hill Rd.	I 85	Club Dr	Gwinnett	197,590	-	58,132	-	-	24	255,722	38	-	20	-	-	16	38
76.1	Pleasant Hill Rd.	Club	Ronald Reagan	Gwinnett	221,948	-	55,013	-	3	9	276,964	42	-	19	-	23	6	42
76.2	Pleasant Hill Rd.	Ronald Reagan	Lawrenceville Hwy	Gwinnett	85,176	-	23,235	-	2	1	108,413	16	-	8	-	15	0	16
78.0	Hwy 78	GA 10	Between City Limit (S)	Walton	36,684	-	10,533	-	-	-	47,217	7	-	3	-	-	-	7
78.1	Hwy 78	Between City Limit (S)	Between City Limit (N)	Walton	19,431	-	6,123	-	-	-	25,554	3	-	2	-	-	-	3
78.2	Hwy 78	Between City Limit (N)	Loganville city limit	Walton	39,634	-	13,221	-	-	-	52,855	7	-	4	-	-	-	7

Appendix E1: Atlanta Region Bicycle Latent Demand Results (Year 2030)

Seg_Id	Road Name	From	To	County	Future Conditions							Future Conditions						
					Potential Trip Market: Bicycle Latent Demand Trip Ends							Bicycle Latent Demand by Trip Types (100%)						
					Work	Coll./Un./VoT Tech	Shop/ Errands	Social/ Rec.	School	Transit	Total Market	Work	Coll./Un./Vo Tech	Shop/ Errands	Social/ Rec.	School	Transit	LDS
78.3	Hwy 78	Loganville city lim (E)	SR 81	Walton	38,220	-	11,663	-	2	-	49,885	7	-	4	-	15	-	15
78.4	Hwy 78	SR 81	Old Loganville Rd	Gwinnett	41,150	-	17,758	1,380	2	-	60,290	7	-	6	10	15	-	15
78.5	Hwy 78	Old Loganville Rd	Grayson Pkwy	Gwinnett	74,501	-	43,932	2,589	-	-	121,022	14	-	15	18	-	-	18
78.6	Hwy 78	Grayson Pkwy	Abilene	Gwinnett	43,375	-	12,888	2,056	2	-	58,321	8	-	4	15	15	-	15
79.0	Austell Rd	Bankhead Hwy	S Cobb Dr	Cobb	284,149	2,886	110,744	6,157	3	3	403,939	55	2	39	44	23	2	55
82.0	Cobb Pkwy.	N. Marietta Pkwy	Roswell Rd	Cobb	169,894	12,704	34,253	4,732	5	24	221,588	32	8	12	34	38	15	38
82.1	Cobb Pkwy.	Roswell Rd	Delk Rd	Cobb	262,950	10,140	67,668	5,504	4	23	346,266	50	7	24	39	31	15	50
82.2	Cobb Pkwy.	Delk Rd	Cumberland Pky	Cobb	316,694	2,694	116,092	2,063	1	23	437,544	61	2	41	15	8	15	61
83.0	Cobb Pkwy	Barrett Pky	Bells Ferry Rd	Cobb	125,144	4,065	32,606	-	-	10	161,815	24	3	11	-	-	7	24
83.1	Cobb Pkwy	Bells Ferry Rd	N. Marietta Pkwy	Cobb	221,841	5,910	66,804	5,390	2	18	299,947	42	4	24	38	15	12	42
84.0	Jonesboro Rd	Atlanta St	RR tracks	Henry	58,119	-	22,402	3,542	6	0	84,069	11	-	8	25	46	0	46
84.1	Jonesboro Rd	RR tracks	I-75	Henry	92,493	-	41,381	657	2	1	134,533	17	-	14	5	15	1	17
85.0	Atl St.	Marietta Hwy	Azalea	Fulton	114,251	-	25,508	4,571	-	9	144,330	22	-	9	32	-	6	32
85.1	Roswell Rd	Azalea	Dalrymple	Fulton	271,560	-	77,489	7,649	3	15	356,701	52	-	27	54	23	10	54
85.2	Roswell Rd	Dalrymple	19/900 Abernathy	Fulton	225,251	-	51,619	2,911	2	24	279,783	43	-	18	21	15	16	43
85.3	Roswell Rd	I-285	Abernathy	Fulton	238,146	-	60,919	4,012	-	18	303,077	46	-	21	28	-	12	46
86.0	SR 138	Sigman	Centennial Olympic Pkwy	Rockdale	92,582	293	19,831	1,843	-	-	114,549	17	0	7	13	-	-	17
86.1	SR 138	Centennial Olympic Pkwy	Old 138	Rockdale	17,245	-	4,457	-	-	-	21,704	3	-	1	-	15	-	15
86.2	SR 138	Old 138	Salem Church	Rockdale	4,854	-	2,936	-	-	-	7,790	0	-	1	-	-	-	1
86.3	SR 138	Salem Church	Salem Church Rd	Rockdale	2,991	-	2,755	848	-	-	6,594	-	-	0	6	-	-	6
86.35	SR 138	Salem Church Rd	Rock/Walton Co	Newton	3,463	-	3,601	848	-	-	7,912	0	-	1	6	-	-	6
86.4	SR 138	Rock/Walton Co Line	Walnut Grove city limit	Walton	3,671	-	4,008	-	-	-	7,679	0	-	1	-	-	-	1
86.5	SR 138	Walnut Grove city limit	Youth Jersey Rd	Walton	3,560	-	4,450	-	-	-	8,010	0	-	1	-	-	-	1
86.6	SR 138	Youth Jersey Rd	Nunnaly farm	Walton	4,153	-	3,252	-	-	-	7,405	0	-	1	-	-	-	1
86.7	SR 138	Nunnaly farm	Spring St	Walton	33,096	-	10,408	-	-	-	43,504	6	-	3	-	-	-	6
87.0	E. Ponce De Leon Ave	Idlewood	Mt. Industrial	Dekalb	120,092	4,598	44,094	-	5	14	168,789	23	3	15	-	38	9	38
89.0	Peachtree Rd	Roswell Rd	Stratford Rd	Fulton	310,905	187	124,096	2,242	3	54	437,433	60	0	44	16	23	35	60
89.1	Peachtree Rd	Stratford Rd	DeKalb Co. line	Fulton	334,608	1,463	122,295	114	2	50	458,482	64	1	44	1	15	32	64
89.2	Peachtree Rd	DeKalb line	Dresden	Dekalb	290,711	2,295	55,550	2,686	1	43	351,243	56	1	19	19	8	28	56
89.3	Peachtree Rd	Dresden	P. tree ind	Dekalb	337,927	1,302	63,427	6,566	2	33	409,224	65	1	22	47	15	21	65
89.4	Peachtree Rd	Peachtree Industrial Blvd	Chamblee Tucker Rd	Dekalb	218,088	3,542	33,678	4,650	1	36	259,959	42	2	12	33	8	23	42
89.5	Peachtree Rd	Chamblee Tucker Rd	Chamblee Dunwoody	Dekalb	206,403	7,140	39,652	3,528	2	39	256,725	39	5	14	25	15	25	39
89.6	Peachtree Rd	Chamblee Dunwoody	Ingersoll Rand	Dekalb	195,685	10,586	42,626	2,296	1	41	251,194	37	7	15	16	8	27	37
89.7	Peachtree Rd	Ingersoll Rand	I-285	Dekalb	234,660	8,107	63,197	2,399	4	41	308,367	45	5	22	17	31	27	45
91.0	Roswell Rd NE	I-285	Atl. city limit	Fulton	261,550	112	68,785	2,686	2	14	333,135	50	0	24	19	15	9	50
91.1	Roswell	Blackland	Fulton	272,050	397	63,938	1,413	3	20	337,801	52	0	23	10	23	13	52	
91.2	Roswell Rd NE	Blackland	Peachtree Rd.	Fulton	281,942	-	85,177	837	3	40	367,959	54	-	30	6	23	26	54
92.0	Northside Pkwy	Fulton County Line	I-75	Fulton	146,427	-	33,216	56	-	22	179,699	28	-	11	0	-	15	28
92.1	North Side	Howell Mill Rd	75	Fulton	154,357	-	23,270	101	1	20	177,729	29	-	8	1	8	13	29
92.2	North Side	Howell Mill Rd	Northside Dr	Fulton	181,436	-	25,341	159	3	21	206,939	35	-	9	1	23	14	35
94.0	HowellMillRd	Wesley	Collier	Fulton	247,947	1,251	44,533	6,252	4	34	299,987	47	1	16	44	31	22	47
94.1	HowellMillRd	Collier	I-75	Fulton	223,186	8,646	34,292	3,442	1	48	269,567	43	6	12	24	8	31	43
94.2	HowellMillRd	I-75	Chattahoochee Av.	Fulton	236,443	9,531	34,555	2,740	-	50	283,269	45	6	12	19	-	33	45
95.0	MariettaBlvd	Marietta Rd	Chattahoochee Av.	Fulton	274,471	9,076	39,133	657	2	34	323,339	53	6	14	5	15	22	53
95.1	MariettaBlvd	Chattahoochee Av.	Nifda Drive	Fulton	149,355	-	32,923	413	2	22	182,693	28	-	11	3	15	15	28
95.2	Atl road	Nifda Drive	Windy Hill	Cobb	180,584	-	39,805	1,818	-	12	222,207	34	-	14	13	-	8	34
95.3	Atl road	Windy Hill	W. Atlanta St.	Cobb	487,803	4,970	134,012	8,928	4	7	635,717	94	3	48	63	31	5	94
96.0	Roosevelt Hwy (US 29)	(14)/Cascade-Palmetto Hwy	SR 74	Fulton	54,007	-	17,168	3,949	1	5	75,125	10	-	6	28	8	3	28
96.1	Roosevelt Hwy (US 29)	SR 74	Senola Rd	Fulton	36,899	-	7,493	1,208	2	10	45,602	7	-	2	9	15	6	15
98.0	Thornton Rd. (SR 6)	Florence	Paulding Co. line	Cobb	52,242	-	13,589	635	-	3	66,466	10	-	4	5	-	2	10
98.05	Thornton Rd. (SR 6)	Paulding Co. line	Poplar Springs	Paulding	52,788	-	9,199	-	-	3	61,987	10	-	3	-	-	2	10
98.1	Thornton Rd. (SR 6)	Poplar Springs	Hiram Douglasville	Paulding	70,951	-	17,742	-	1	2	88,694	13	-	6	-	8	1	13
99.0	Buford Hwy	Pleasant Hill	Davenport	Gwinnett	183,477	-	40,023	2,037	2	4	225,539	35	-	14	14	15	3	35
99.1	Buford Hwy	Davenport	Old Peachtree	Gwinnett	170,950	-	39,955	4,844	3	0	215,752	33	-	14	34	23	0	34
99.2	Buford Hwy	Old Peachtree	Suwannee City lim	Gwinnett	215,131	-	53,559	5,953	2	1	274,645	41	-	19	42	15	1	42
99.3	Buford Hwy	Suwannee City lim	Suwannee Dam Rd	Gwinnett	115,427	-	28,234	6,798	1	3	150,460	22	-	10	48	8	2	48
99.4	Buford Hwy	Suwannee Dam Rd	Buford city limit	Gwinnett	130,328	-	38,586	3,985	3	1	172,902	25	-	13	28	23	1	28
99.5	Buford Hwy	Buford city limit	Suwannee Ave	Gwinnett	105,496	-	37,443	3,520	2	3	146,461	20	-	13	25	15	2	25
100.0	Main St	Windward Pkwy	Winthrop	Fulton	132,878	-	40,189	1,865	3	7	174,935	25	-	14	13	23	5	25
100.1	Main St	Winthrop	Cumming	Fulton	130,524	-	39,063	1,277	3	7	170,867	25	-	14	9	23	4	25
100.2	Main St	Cumming St	Milton	Fulton	111,101	-	33,992	940	2	7	146,035	21	-	12	7	15	5	21
100.3	Main St	Old Milton	Wills	Fulton	132,739	-	51,788	3,274	2	7	187,803	25	-	18	23	15	5	25
100.4	Alpharetta Hwy	Wills	Holcomb Bridge	Fulton	228,687	-	83,025	2,808	5	5	314,525	44	-	29	20	38	3	44
101.0	Holcomb Bridge Rd	Alpharetta Hwy	Hwy 400	Fulton	208,622	-	55,074	3,779	2	8	267,477	40	-	19	27	15	5	40
101.1	Holcomb Bridge Rd	Hwy 400	Calibre Creek Pky	Fulton	172,440	-	36,732	2,399	4	8	211,575	33	-	13	17	31	5	33
101.2	Holcomb Bridge Rd	Calibre Creek Pky	Fouts Rd	Fulton	152,257	-	37,423	4,040	6	4	193,726	29	-	13	29	46	3	46
101.3	Holcomb Bridge Rd	Fouts Rd	Barnell Rd	Fulton	107,411	-	35,199	2,276	4	0	144,890	20	-	12	16	31	0	31

Appendix E1: Atlanta Region Bicycle Latent Demand Results (Year 2030)

Seg_Id	Road Name	From	To	County	Future Conditions						Future Conditions							
					Potential Trip Market: Bicycle Latent Demand Trip Ends						Bicycle Latent Demand by Trip Types (100%)							
					Work	Coll./Un./VoT ech	Shop/ Errands	Social/ Rec.	School	Transit	Total Market	Work	Coll./Un./Vo Tech	Shop/ Errands	Social/ Rec.	School	Transit	LDS
101.4	Holcomb Bridge Rd	Barnnell	Gwinnett co. line	Fulton	97,026	-	22,463	1,428	1	1	120,918	18	-	8	10	8	1	18
101.5	Holcomb Bridge Rd	Gwinnett co. line	Jimmy Carter Blvd	Gwinnett	224,301	-	60,072	1,428	1	6	285,802	43	-	21	10	8	4	43
101.6	Holcomb Bridge Rd	Jimmy Carter Blvd	Peachtree Ind. Blvd.	Gwinnett	188,948	-	46,450	-	3	10	235,401	36	-	16	-	23	6	36
101.7	Peachtree Ind. Blvd	Holcomb Bridge	Medlock Bridge Rd	Gwinnett	213,720	-	60,220	-	4	10	273,944	41	-	21	-	31	6	41
101.8	Med. Br. Rd.	Peachtree Ind. Blvd.	Landford Rd	Gwinnett	155,694	-	32,302	-	4	10	188,000	30	-	11	-	31	6	31
103.0	Crabapple	SR 92	Woodstock	Fulton	134,618	-	27,288	2,085	4	3	163,995	26	-	9	15	31	2	31
103.1	Crabapple	Woodstock	Magnolia	Fulton	115,750	-	22,509	2,060	3	4	140,322	22	-	8	15	23	3	23
103.2	Crabapple	Magnolia	SR-120	Fulton	111,205	-	21,366	4,257	1	6	136,829	21	-	7	30	8	4	30
103.3	Marietta	Crabapple	Cobb Co. line	Fulton	120,998	-	28,156	4,869	-	3	154,023	23	-	10	35	-	2	35
103.35	Marietta	Cobb Co. line	Johnson Ferry	Cobb	106,969	-	38,003	1,843	4	2	146,819	20	-	13	13	31	1	31
103.4	Marietta Hwy	Johnson Ferry	Piedmont	Cobb	115,841	-	47,188	3,026	3	2	166,058	22	-	16	21	23	1	23
103.5	Roswell Rd	Piedmont	Marietta Pkwy	Cobb	114,543	2,071	28,114	1,771	2	5	146,501	22	1	10	13	15	3	22
104.0	Hwy 92	Canton	Trickum	Cherokee	115,049	-	45,346	1,208	1	1	161,604	22	-	16	9	8	1	22
104.1	Hwy 92	Trickum	Cobb Cty line	Cherokee	66,956	-	35,393	1,764	1	0	104,114	12	-	12	13	8	0	13
104.2	Hwy 92	Cobb Cty line	Old Mt Pkwy	Cobb	23,082	-	11,911	-	1	-	34,994	4	-	4	-	8	-	8
104.3	Hwy 92	Old Mt Pkwy	Fulton Co. line	Cobb	26,176	-	10,790	-	2	-	36,968	4	-	3	-	15	-	15
104.35	Hwy 92	Fulton Co. line	Crabapple	Fulton	131,622	-	35,022	2,006	2	0	168,652	25	-	12	14	15	0	25
105.0	Metro Pkwy/ US 19	I-75	Abernathy	Fulton	510,658	34,702	96,406	14,092	11	68	655,869	98	23	34	100	85	44	100
105.1	Metro Pkwy/ US 19	RD Abernathy	Northside Dr	Fulton	394,049	115,716	65,274	4,753	11	137	579,803	76	76	23	34	85	89	89
105.2	Northside	Metropolitan Pkwy	MUK St.	Fulton	470,918	150,839	146,174	5,745	9	154	773,685	91	98	52	41	69	100	100
106.0	S. Cobb Dr.	Atlanta St.	Austell	Cobb	186,693	16,227	44,819	5,503	5	12	253,247	36	11	16	39	38	8	39
106.1	S. Cobb Dr.	Austell Rd.	Concord	Cobb	195,177	4,414	65,653	4,780	7	4	270,031	37	3	23	34	54	3	54
106.2	S. Cobb Dr.	Concord Rd	Silver Comet Trail	Cobb	187,685	-	60,444	5,675	4	4	253,808	36	-	21	40	31	3	40
108.0	Old Dixie Hwy (41)	Forest Pk	Evans St	Clayton	106,581	-	26,979	1,380	2	16	134,942	20	-	9	10	15	11	20
108.1	Old Dixie Hwy (41)	Evans	Crown Rd	Clayton	112,965	-	28,362	2,052	1	23	143,380	21	-	10	15	8	15	21
108.2	Old Dixie Hwy (41)	Crown Rd	I-75	Fulton	112,618	-	27,400	2,039	3	27	142,060	21	-	9	14	23	17	23
108.3	Central	I-75	Stewart	Fulton	149,353	-	48,779	5,167	3	28	203,302	28	-	17	37	23	18	37
109.0	Covington Hwy	Hairston	Panola	Dekalb	81,647	-	37,991	1,404	5	14	121,047	15	-	13	10	38	9	38
109.1	Covington Hwy	Panola	Phillips	Dekalb	87,542	-	49,171	6,297	3	14	143,013	16	-	17	45	23	9	45
109.2	Covington Hwy	Phillips	Evans Mill	Dekalb	56,990	-	27,418	1,948	3	18	86,359	10	-	9	14	23	12	23
109.3	Covington Hwy	Evans Mill	Klondike	Dekalb	43,870	-	12,781	1,927	3	19	58,581	8	-	4	14	23	12	23
109.4	Covington Hwy	Klondike	Turner Hill Rd.	Dekalb	46,380	-	12,247	1,826	1	18	60,454	8	-	4	13	8	12	13
111.0	Hwy 78	Scenic Hwy	Killian Hill Rd	Gwinnett	92,322	-	43,230	2,056	2	-	137,610	17	-	15	15	-	-	17
111.1	Hwy 10	Ponce de leon	I-285	Dekalb	173,361	15,881	99,478	5,560	7	26	294,287	33	10	35	39	54	17	54
111.2	Hwy 10	I-285	Covington Hwy	Dekalb	136,821	23,319	42,034	2,063	7	60	204,244	26	15	15	15	54	39	54
112.0	PleasantHillRoad	Buford Hwy	Old Norcross	Gwinnett	217,174	-	57,326	1,428	1	15	275,929	42	-	20	10	8	10	42
112.1	PleasantHillRoad	Old Norcross	I-85	Gwinnett	201,441	-	61,237	1,380	-	25	264,058	38	-	22	10	-	16	38
113.0	Rainbow Dr.	Candler	Wesley Chapel Rd	Dekalb	79,683	14,439	46,504	2,911	4	24	143,541	15	9	16	21	31	16	31
114.0	SR 42	D.T. McDonough	Locust city	Henry	99,181	-	39,293	4,970	1	0	143,445	19	-	14	35	8	0	35
114.1	SR 42	Locust city limit	Bill Gardner Pkwy	Henry	15,333	-	4,778	1,380	1	-	21,492	2	-	1	10	8	-	10
115.0	N. Henry Blvd	SR 138	Flippen Rd	Henry	74,939	-	31,627	635	2	2	107,203	14	-	11	5	15	1	15
115.1	N. Henry Blvd	Flippen Rd	Rock Quarry Rd	Henry	80,179	-	30,319	4,567	4	1	115,069	15	-	10	32	31	1	32
115.2	N. Henry Blvd	Rock Quarry Rd	SR 42	Henry	76,002	-	27,335	1,927	4	0	105,268	14	-	9	14	31	0	31
116.0	Stockbridge	Stockbridge Rd/RR tracks	Carlington	Clayton	73,140	-	17,308	1,336	9	6	91,793	14	-	6	9	69	4	69
116.1	Stockbridge	Carlington Way	Walt Stephens	Clayton	73,576	-	13,914	22	7	4	87,519	14	-	5	0	54	3	54
116.2	SR 138	Walt Stephens	Henry Co. line	Clayton	109,146	-	33,059	1,428	2	2	143,635	21	-	11	10	15	2	21
116.25	SR 138	Henry Co. line	Speer	Henry	56,190	-	16,941	-	1	3	73,132	10	-	6	-	8	2	10
116.3	SR 138	Speer	I-75	Henry	54,105	-	18,391	-	1	3	72,497	10	-	6	-	8	2	10
117.0	Stone Mt. - Lithonia	Rivers Mem. Dr.	Lucille	Dekalb	39,613	-	18,093	4,323	5	14	62,034	7	-	6	31	38	9	38
117.1	Stone Mt. - Lithonia	Lucille	Palmer	Dekalb	40,472	-	25,916	4,903	2	11	71,293	7	-	9	35	15	7	35
117.2	Stone Mt. - Lithonia	Palmer	Panola	Dekalb	39,205	-	30,051	2,832	2	6	72,090	7	-	10	20	15	4	20
117.3	Stone Mt. - Lithonia	Panola	Redan	Dekalb	41,437	-	27,564	4,649	2	4	73,652	7	-	9	33	15	3	33
118.0	College	Clarendon	Commerce	Dekalb	242,050	23,190	57,264	3,274	10	64	325,788	46	15	20	23	77	42	77
118.1	College	Commerce	Candler	Dekalb	209,710	26,533	42,150	4,298	12	58	282,703	40	17	15	30	92	38	92
118.2	Clarendon	Dt. Avondale	Ponce	Dekalb	194,197	25,071	45,674	2,162	7	65	267,111	37	16	16	15	54	42	54
118.3	Ponce	Clarendon	Valley Brook	Dekalb	167,053	22,780	33,172	3,475	6	49	226,486	32	15	11	25	46	32	46
118.4	Ponce	Valley Brook	I-285	Dekalb	173,061	23,803	45,397	3,209	5	34	245,475	33	16	16	23	38	22	38
118.5	Ponce	I-285	Brockett	Dekalb	167,251	17,506	57,230	4,401	5	21	246,393	32	11	20	31	38	13	38
118.6	Ponce	Brockett	Idlewood	Dekalb	108,732	11,092	29,132	390	5	15	149,351	21	7	10	3	38	10	38
120.0	Fulton Industrial Blvd	I-20	James Aldredge Blvd	Fulton	113,037	-	31,840	19	2	25	144,898	21	-	11	0	15	16	21
120.1	Fulton Industrial Blvd	J. Aldredge	Campbellton Rd	Fulton	113,397	-	38,552	1,400	-	10	153,349	21	-	13	10	-	6	21
120.2	Cascade Palmetto	Cambellton (166)	SR 92	Fulton	34,213	-	10,877	-	-	1	45,090	6	-	3	-	-	1	6
120.3	Cascade Palmetto	SR 92	Cochran Mill	Fulton	6,201	-	2,875	-	-	-	9,076	1	-	1	-	-	-	1
120.4	Cochran Mill Rd	Cascade Palmetto	Fulton Parkway	Fulton	10,673	-	5,962	2,808	-	-	19,443	1	-	2	20	-	-	20
120.5	Fulton Pky	Rico	Cochran Mill	Fulton	5,315	-	1,389	1,058	-	-	7,762	0	-	-	8	-	-	8
124.0	Mt Vernon Hwy	Roswell Rd	Powers Ferry	Fulton	212,530	-	45,330	1,293	-	10	259,153	41	-	16	9	-	6	41
124.1	Powers Ferry	Mt Vernon Hwy	Cobb Co. line	Fulton	189,164	-	37,890	-	2	6	227,056	36	-	13	-	15	4	36

Appendix E1: Atlanta Region Bicycle Latent Demand Results (Year 2030)

Seg_Id	Road Name	From	To	County	Future Conditions Potential Trip Market: Bicycle Latent Demand Trip Ends							Future Conditions Bicycle Latent Demand by Trip Types (100%)						
					Work	Coll./Un./VoT ech	Shop/ Errands	Social/ Rec.	School	Transit	Total Market	Work	Coll./Un./Vo Tech	Shop/ Errands	Social/ Rec.	School	Transit	LDS
					124.15	Powers Ferry	Cobb Co. line	Akers Mill Rd	Cobb	117,974	-	24,637	-	-	18	142,611	22	-
124.2	Powers Ferry	Akers Mill Rd	Terrell Mill Rd	Cobb	234,210	-	74,918	-	-	23	309,128	45	-	26	-	-	15	45
124.3	Powers Ferry	Terrell Mill Rd	Tuxedo Dr	Cobb	233,864	1,527	59,225	1,380	5	21	296,001	45	1	21	10	38	14	45
124.4	Powers Ferry	Tuxedo Dr	Marietta Pky	Cobb	220,448	7,156	50,793	1,380	5	19	279,782	42	5	18	10	38	12	42
125.0	New Chastain Rd	I-575	Canton Rd	Cobb	138,326	18,467	34,177	1,380	2	8	192,352	26	12	12	10	15	5	26
126.0	Chastain Rd	I-575	Big Shanty	Cobb	148,517	40,710	39,528	61	1	14	228,817	28	27	14	0	8	9	28
126.1	Chastain/McCollum Pky	Big Shanty	Cessna	Cobb	111,132	39,087	23,793	80	2	8	174,094	21	26	8	1	15	5	26
126.2	McCollum Parkway	Cessna	Cobb Pkwy	Cobb	115,470	22,414	22,381	1,502	1	3	161,768	22	15	8	11	8	2	22
129.0	Mableton Pkwy	Fulton Ind. Blvd	Discovery Pky	Fulton	87,970	-	21,921	-	2	25	109,893	16	-	7	-	15	16	16
129.1	Mableton Pkwy	Discovery Pky	Bankhead Hwy	Cobb	132,443	1,810	49,116	1,889	6	9	185,264	25	1	17	13	46	6	46
130.0	SugarloafPky	SR 316	Buford Hwy	Gwinnett	291,271	5,056	88,251	3,144	2	12	387,724	56	3	31	22	15	8	56
132.0	SR 54	Co. line	Shiloh dr	Fayette	99,102	-	32,313	6,397	2	-	137,814	19	-	11	45	15	-	45
133.0	State Route 34	US 29	Farmer Blvd	Coweta	80,742	-	24,774	4,284	5	2	109,805	15	-	8	30	38	1	38
133.1	State Route 34	Farmer Blvd	I-85	Coweta	107,953	-	38,690	2,955	1	-	149,599	20	-	13	21	8	-	21
133.2	State Route 34	I-85	SR 154	Coweta	92,148	-	27,090	-	2	1	119,240	17	-	9	-	15	1	17
133.3	State Route 34	SR 154	County line	Coweta	72,217	-	22,298	601	-	0	95,116	13	-	8	4	-	0	13
135.0	Winder Hwy	University Pkwy	Cedar St	Gwinnett	59,506	-	13,334	-	-	-	72,840	11	-	4	-	-	-	11
135.1	Winder Hwy	University Pkwy	E side Dacula city limits	Gwinnett	52,856	-	18,769	2,808	2	-	74,435	10	-	6	20	15	-	20
135.2	Winder Hwy	E side Dacula city limits	Barrow Co. line	Gwinnett	39,678	-	13,786	-	2	-	53,466	7	-	4	-	15	-	15
135.25	Winder Hwy	Barrow Co. line	Auburn city lim W side	Barrow	34,700	-	10,509	-	-	-	45,209	6	-	3	-	-	-	6
135.3	Winder Hwy	SR 8 Winder Hwy / Auburn city lim W side	Winder Hwy SR 8 / Carl city lim	Barrow	51,231	-	18,115	2,016	2	-	71,364	9	-	6	14	15	-	15
135.4	Winder Hwy	E side Carl city lim	Winder city limits	Barrow	72,629	-	23,304	3,348	1	-	99,282	14	-	8	24	8	-	24
135.5	Winder Hwy	Winder city limits	Barrow St	Barrow	55,901	-	16,426	5,329	3	-	77,659	10	-	5	38	23	-	38
136.0	State Route 92	Bells Ferry	I-575	Cherokee	148,101	-	49,721	-	2	1	197,824	28	-	17	-	15	1	28
136.1	State Route 92	I-575	Canton Hwy	Cherokee	119,054	-	38,760	-	1	2	157,815	23	-	13	-	8	1	23
137.0	Canton Road	New Chastain Rd	Cherokee Co. line	Cobb	106,440	-	38,647	2,761	2	2	147,850	20	-	13	20	15	1	20
137.05	Canton Road	Cherokee Co. line	SR 92	Cherokee	136,271	-	31,705	-	-	2	167,976	26	-	11	-	-	1	26
138.0	Buford Dr.	I-85	Lawrenceville City lim	Gwinnett	165,381	-	50,947	2,544	2	2	218,874	31	-	18	18	15	1	31
138.1	Buford Dr.	Lawrenceville City lim	Lawrenceville	Gwinnett	166,592	-	43,277	1,474	2	1	211,345	32	-	15	10	15	1	32
139.0	Camp Creek	Fulton Ind	Reynolds	Fulton	52,993	-	11,172	-	1	8	64,166	10	-	4	-	8	5	10
139.1	Reynolds	Cambelton	Camp Creek	Fulton	57,823	-	11,372	-	1	7	69,196	11	-	4	-	8	5	11
139.2	Campbellton	Reynolds	Atl city lim	Fulton	45,953	-	18,292	1,428	2	6	65,675	8	-	6	10	15	4	15
139.3	Campbellton	Atl City	Butner	Fulton	33,580	46	20,477	2,541	3	8	56,647	6	0	7	18	23	5	23
139.4	Campbellton	Butner	Barge	Fulton	35,380	492	15,415	5,029	3	13	56,319	6	0	5	36	23	8	36
142.0	Campbellton Rd	Barge Rd	Headland	Fulton	45,033	768	18,173	3,843	5	14	67,822	8	1	6	27	38	9	38
142.1	Headland	Campbellton Rd	Norman Berry	Fulton	151,561	858	51,026	7,402	7	25	210,854	29	1	18	53	54	16	54
142.2	Norman Berry	Headland	Main	Fulton	152,953	1,583	34,028	2,741	4	38	191,309	29	1	12	19	31	25	31
145.0	Powder Springs Rd	Marietta Pkwy	Chestnut Hill	Cobb	177,335	13,717	42,302	7,573	6	13	240,933	34	9	15	54	46	8	54
145.1	Powder Springs Rd	Chestnut Hill	Callaway	Cobb	152,627	5,851	46,790	5,397	2	4	210,667	29	4	16	38	15	3	38
145.2	Powder Springs Rd	Callaway	SR 176	Cobb	144,502	22	61,325	4,017	3	1	209,869	27	0	22	29	23	1	29
145.3	Powder Springs Rd	SR 176	Dt Powder Spr	Cobb	42,526	-	13,349	2,589	4	2	58,468	8	-	4	18	31	1	31
146.0	Ponce de Leon	Myrtle	W. Peachtree	Fulton	432,206	65,370	75,860	10,669	5	70	584,110	83	43	27	76	38	45	83
149.0	Rico Rd	Hutcheson Ferry	Fulton Pkwy	Fulton	7,456	-	1,950	390	-	-	9,796	1	-	0	3	-	-	3
149.1	Hutch Fy	Rico	Cochran Mill	Fulton	10,004	-	2,280	-	-	0	12,284	1	-	0	-	-	0	1
149.2	Hutch Fy	Cochran	Toombs St	Fulton	14,624	-	7,012	-	1	2	21,637	2	-	2	-	8	1	8
149.3	Toombs St	Hutcheson Ferry	US 29	Fulton	15,379	-	8,091	657	2	3	24,129	2	-	2	5	15	2	15
150.0	Hwy 138	McDonough	sr-212	Rockdale	87,227	544	27,649	1,380	2	-	116,802	16	0	9	10	15	-	16
150.1	Hwy 138	sr-212	Tucker Mill	Rockdale	6,953	-	5,473	1,208	1	-	13,635	1	-	1	9	8	-	9
150.2	Hwy 138	Tucker Mill	Henry County line	Rockdale	12,588	-	9,289	1,865	-	-	23,742	2	-	3	13	-	-	13
150.3	Hwy 138	Henry Co. line	US 23	Henry	64,313	-	31,788	1,208	-	0	97,309	12	-	11	9	-	0	12
150.4	Hwy 138	Flatshoals	I-20	Rockdale	108,501	2,279	24,221	1,292	1	-	136,294	20	1	8	9	8	-	20
151.0	Bankhead Hwy (US 78)	Mableton	Chattahoochee River	Cobb	119,990	1,093	47,077	3,760	4	4	171,924	23	1	16	27	31	3	31
151.1	Bankhead Hwy (US 78)	Chattahoochee River	I-285	Fulton	71,652	-	23,770	4,019	4	21	99,445	13	-	8	29	31	13	31
151.2	Bankhead Hwy (US 78)	I-285	James Jackson	Fulton	66,480	-	29,590	2,936	5	35	99,011	12	-	10	21	38	23	38
151.3	Bankhead Hwy (US 78)	James Jackson	Elizabeth Pl	Fulton	103,862	1,587	34,043	6,363	9	48	145,864	20	1	12	45	69	31	69
151.4	Hollowell	Elizabeth Pl	Northside	Fulton	482,307	63,555	99,338	4,328	10	69	649,538	93	41	35	31	77	45	93
152.0	Main	Dorsey	Connally	Fulton	206,988	1,739	41,155	1,992	2	41	251,876	40	1	14	14	15	27	40
152.1	Main	Connally	Cambellton (23/30)	Fulton	207,055	7,723	64,083	3,948	4	49	282,813	40	5	23	28	31	32	40
152.2	Lee	Campbellton	Sylvan	Fulton	214,817	30,661	42,344	4,078	13	65	291,913	41	20	15	29	100	42	100
152.3	Lee	Sylvan	Northside	Fulton	420,162	84,184	73,371	6,912	12	105	584,641	81	55	26	49	92	68	92



Appendix E2: Atlanta Region Pedestrian Latent Demand Results (Year 2030)

Seg_Id	Road Name	From	To	County	Future Conditions							Future Conditions						
					Potential Trip Market: Pedestrian Latent Demand Trip Ends							Pedestrian Latent Demand by Trip Types (100%)						
					Work	Coll./Un./VoT ech	Shop/ Errands	Social/ Rec.	School	Transit	Total Market	Work	Coll./Un./VoT ech	Shop/ Errands	Social/ Rec.	School	Transit	LDS
1.0	Lake Acworth Dr	Main	Cobb Pky	Cobb	3,477	-	6,130	5,424	-	-	15,031	5	-	4	67	-	-	67
2.1	SR 293	Sandtown Rd	Emerson Allatoona Rd	Bartow	1,622	-	3,019	-	-	-	4,641	2	-	2	-	-	-	2
2.2	SR 293	Sandtown Rd	County line (Cobb - Bartow)	Bartow	1,809	-	3,928	1,049	-	-	6,786	3	-	3	13	-	-	13
2.3	SR 293	County line (Cobb - Bartow)	SR 92	Cobb	2,865	-	4,932	3,937	-	-	11,734	4	-	3	49	-	-	49
3.0	McGinnis Ferry	Buford Hwy	Peachtree Industrial Blvd	Gwinnett	9,624	-	8,317	482	-	0	18,423	15	-	6	6	-	0	15
3.1	McGinnis Ferry	Peachtree Industrial Blvd	Fulton Co. line	Gwinnett	4,549	-	5,258	10	-	-	9,817	7	-	4	0	-	-	7
3.15	McGinnis Ferry	Fulton Co. line	John's Creek Pkwy	Forsyth/Fulton	19,628	-	20,037	2,473	-	0	42,138	31	-	15	31	-	1	31
3.2	McGinnis Ferry	John's Creek Pkwy	Sargent	Forsyth/Fulton	6,650	-	7,606	-	-	1	14,256	10	-	5	-	-	3	10
3.3	McGinnis Ferry	Sargent	Jones Bridge	Forsyth/Fulton	8,032	-	11,659	-	-	0	19,691	13	-	9	-	-	0	13
3.4	McGinnis Ferry	Jones Bridge	Windward Pkwy	Forsyth/Fulton	12,844	-	12,776	10	-	-	25,630	20	-	9	0	-	-	20
3.5	Windward Pky	McGinnis Fy	North Point	Fulton	18,534	-	38,758	1,310	-	1	58,602	29	-	30	16	-	2	30
3.6	Windward Pky	North Point	Deerfield Pky	Fulton	6,083	-	11,577	-	-	7	17,660	9	-	9	-	-	13	13
3.7	Windward Pky	Deerfield Pky	Cumming Hwy	Fulton	11,359	-	18,561	650	-	1	30,570	18	-	14	8	-	12	18
4.0	Martin Luther King	Northside Dr.	Lowery Blvd	Fulton	42,801	14,796	43,538	4,453	4	30	105,592	68	86	33	55	80	53	86
4.1	Martin Luther King	Lowery Blvd	I-20	Fulton	16,596	3,806	25,632	3,683	3	29	49,720	26	22	19	46	60	51	60
5.0	Martin Luther King	I-20	Hamilton Holmes	Fulton	3,965	1	13,718	2,023	2	36	19,709	6	0	10	25	40	64	64
5.1	Martin Luther King	Hamilton Holmes	I-285	Fulton	3,742	-	17,184	3,183	2	32	24,111	6	-	13	39	40	57	57
5.2	Martin Luther King	I-285	Fulton Industrial	Fulton	9,664	-	16,894	3,560	2	18	30,120	15	-	13	44	40	32	44
7.0	Northside Dr.	MLK	North Ave	Fulton	44,683	14,895	63,534	3,123	3	23	126,238	71	87	49	39	60	41	87
9.0	W Peachtree St N	North Ave	15th	Fulton	63,022	3,461	129,549	5,592	2	57	201,626	100	20	100	69	40	100	100
9.1	W Peachtree St N	15th	19th	Fulton	36,734	720	59,180	3,731	-	52	100,365	58	4	45	46	-	92	92
9.2	W Peachtree St N	19th	I-285	Fulton	31,691	15	42,335	3,095	-	48	77,136	50	0	32	38	-	85	85
9.3	W Peachtree St N	I-285	Wesley	Fulton	48,032	-	55,170	5,555	1	16	108,758	76	-	42	69	20	29	76
9.4	W Peachtree St N	Wesley	Roswell	Fulton	26,408	-	30,480	1,903	2	6	58,793	42	-	23	24	40	11	42
10.1	Ponce de Leon	Ponce de Leon pl	Glen Iris	Fulton	33,123	33	24,483	2,366	1	9	60,006	52	0	19	29	20	17	52
10.2	Ponce de Leon	Glen Iris	Myrtle	Fulton	55,022	3,343	75,237	4,663	4	13	138,269	87	20	58	58	80	24	87
10.3	Ponce de Leon	Myrtle	W. Peachtree	Fulton	50,756	7,001	84,636	3,374	3	51	145,770	80	41	65	42	60	91	91
14.0	SR 54	Walt Stephens	Southlake Cove Ct	Clayton	17,451	1	16,863	1,418	-	2	35,733	28	0	13	18	-	4	28
14.1	SR 54	Southlake Cove Ct	I-75	Clayton	9,330	183	7,704	694	-	6	17,911	15	1	6	9	-	11	15
14.2	Main St	Main St	Forest Pk ( SR 331)	Clayton	17,484	2,239	19,372	5,079	2	2	44,176	28	13	15	63	40	4	63
14.3	SR 331	SR 54	Old Dixie	Clayton	18,534	-	18,345	3,634	2	1	40,515	29	-	14	45	40	2	45
15.0	Bankhead Hwy	SR 5	Whitley Dr	Douglas	5,221	-	5,347	1,413	-	-	11,981	8	-	4	17	-	-	17
15.1	Bankhead Hwy	Whitley Dr	SR 92	Douglas	10,278	1	9,494	1,722	-	0	21,495	16	0	7	21	-	0	21
15.2	Bankhead Hwy	SR 92	Sweetwater Rd	Douglas	21,290	8	29,219	1,839	2	0	52,358	34	0	22	23	40	0	40
15.3	Bankhead Hwy	Sweetwater Rd	Thornton Rd	Douglas	6,046	-	7,002	1,133	2	2	14,183	9	-	5	14	40	4	40
15.4	Vet Mem Hwy	Thornton	Cobb Co. line	Douglas	6,780	-	6,344	1,805	-	2	14,929	11	-	5	22	-	4	22
15.45	Vet Mem Hwy	Cobb Co. line	Cemetery St	Cobb	6,179	-	5,478	2,372	-	-	14,029	10	-	4	29	-	-	29
15.5	Vet Mem Hwy	East of Austell	Mableton Pkwy	Cobb	14,159	1,061	18,525	3,265	1	0	37,011	22	6	14	40	20	0	40
18.0	Bells Ferry Road	I-575	Cherokee Co. line	Cobb	6,329	-	12,023	-	-	0	18,352	10	-	9	-	-	1	10
18.05	Bells Ferry Road	Cherokee Co. line	SR 92	Cherokee	4,941	-	8,265	-	-	-	13,206	8	-	6	-	-	-	8
19.0	Bells Ferry Road	Cobb Pkwy	Barrett Pkwy	Cobb	14,742	-	16,584	1,413	-	5	32,739	23	-	12	17	-	9	23
19.1	Bells Ferry Road	Barrett Pkwy	New Chastain Rd	Cobb	12,117	6	10,066	-	1	1	22,190	19	0	7	-	20	1	20
19.2	Bells Ferry Road	New Chastain Rd	I-575	Cobb	9,344	11	9,546	-	1	1	18,902	15	0	7	-	20	2	20
22.0	Holly Springs Pky	Pinecrest Rd	Atlanta Ave/Lakeside Dr Canterbury Pkwy	Cherokee	4,394	-	6,260	1,391	-	2	12,045	7	-	4	17	-	3	17
22.1	Marietta Hwy	Canterbury Pky	Knox Bridge Hwy	Cherokee	5,621	-	6,779	736	-	1	13,136	9	-	5	9	-	1	9
22.2	Marietta Hwy	Knox Hwy	Hwy 20 (South St)	Cherokee	8,349	-	8,959	4,016	1	1	21,325	13	-	7	50	20	2	50
23.0	Main	SR 92	Arnold Mill	Cherokee	17,070	-	16,803	673	1	1	34,547	27	-	13	8	20	2	27
23.1	Main	Arnold Mill	RR tracks	Cherokee	8,717	-	6,946	673	2	2	16,338	14	-	5	8	40	3	40
23.2	Canton Hwy	RR tracks	Old Rope Mill Rd	Cherokee	11,149	-	9,567	3,210	1	1	23,927	17	-	7	40	20	1	40
23.3	Canton Hwy	Old Rope Mill	Cherokee Dr	Cherokee	7,338	-	8,112	3,081	-	0	18,531	11	-	6	38	-	0	38
23.4	Canton Hwy	Cherokee Dr	Sixes Rd	Cherokee	2,891	-	5,816	-	1	0	8,708	4	-	4	-	20	0	20
23.5	Canton Hwy	Sixes Rd	Hickory	Cherokee	6,258	-	9,135	655	-	2	16,048	10	-	7	8	-	3	10
26.0	Shallowford	Buford Hwy	I-85	Dekalb	29,108	271	27,331	2,740	1	12	59,451	46	2	21	34	20	21	46
26.1	Shallowford	I-85	Briarcliff	Dekalb	9,015	-	13,416	4	1	12	22,436	14	-	10	0	20	21	21
26.2	Briarcliff	Shallowford	LaVista	Dekalb	24,471	120	21,278	659	3	4	46,531	39	1	16	8	60	8	60
27.0	LaVista Rd	Briarcliff Rd	I-285	Dekalb	7,804	-	11,921	5	1	5	19,731	12	-	9	0	20	8	20
27.1	LaVista Rd	I-285	Tucker	Dekalb	18,853	-	23,533	3,117	1	7	45,504	30	-	18	39	20	12	39
28.0	Peachtree Rd	Buford Hwy/	I-285	Dekalb	18,583	5	22,691	2,433	1	24	43,713	29	0	17	30	20	43	43
32.0	Peachtree Rd	River Rd	Spur 14	Fulton	17,047	-	19,613	1,777	-	8	38,437	27	-	15	22	-	14	27
32.1	Roosevelt Rd	Spur 14	Welcome All Road	Fulton	4,852	-	5,117	736	-	2	10,705	7	-	4	9	-	4	9
32.2	Roosevelt Rd	Welcome All Road	Alexander Ave	Fulton	7,073	-	8,550	1,950	-	-	17,573	11	-	6	24	-	-	24
32.3	Roosevelt Rd	Alexander Ave	Lower Dixie Lake	Fulton	3,570	-	4,057	23	1	0	7,651	5	-	3	0	20	0	20
32.4	Roosevelt Rd	Lower Dixie Lake	SR 138	Fulton	4,841	-	6,796	23	-	5	11,660	7	-	5	0	-	8	8
33.0	SR 138	Riverdale City Limit	I-285	Clayton	21,070	-	23,268	264	2	2	44,604	33	-	18	3	40	4	40
33.1	SR 138	I-285	Fayetteville	Clayton	9,127	-	11,398	10	1	4	20,536	14	-	8	0	20	7	20

Appendix E2: Atlanta Region Pedestrian Latent Demand Results (Year 2030)

Seg_Id	Road Name	From	To	County	Future Conditions							Future Conditions							
					Potential Trip Market: Pedestrian Latent Demand Trip Ends							Pedestrian Latent Demand by Trip Types (100%)							
					Work	Coll./Un./VoT ech	Shop/Errands	Social/Rec.	School	Transit	Total Market	Work	Coll./Un./VoT ech	Shop/Errands	Social/Rec.	School	Transit	LDS	
33.2	SR 138	Fayetteville	Sullivan	Clayton	8,075	-	14,058	10	-	5	22,143	13	-	10	0	-	9	13	
33.3	SR 138	Sullivan	Roosevelt	Clayton	11,302	-	16,101	1,021	-	13	28,424	18	-	12	13	-	22	22	
34.0	Covington Hwy	Turner Hill	Rockdale Co. line	Dekalb	2,641	-	2,649	599	-	4	5,889	4	-	2	7	-	8	8	
34.05	Covington Hwy	Rockdale Co. line	Sigman	Rockdale	4,050	-	3,758	-	-	2	7,808	6	-	3	-	-	3	6	
37.0	Green /main	SR 138	Millstead	Rockdale	12,682	582	13,024	4,129	2	-	30,419	20	3	10	51	40	-	51	
37.1	Millstead AVE	Main	Eastview	Rockdale	12,476	754	10,591	2,233	2	-	26,056	20	4	8	28	40	-	40	
37.2	Millstead AVE	Eastview	Sigman	Rockdale	15,519	259	15,427	1,532	2	-	32,739	24	2	12	19	40	-	40	
37.3	Sigman	Millsted	SR 138	Rockdale	12,199	-	11,037	1,004	-	-	24,240	19	-	8	12	-	-	19	
38.0	Dogwood	SR 20	Newton Co. line	Rockdale	18,044	-	19,537	2,204	-	-	39,785	28	-	15	27	-	-	28	
38.05	Dogwood	Newton Co. line	Old Covington	Newton	3,026	-	3,366	1,049	-	-	7,441	5	-	2	13	-	-	13	
38.1	Dogwood	Old Covington	I-20	Newton	1,586	-	3,310	-	-	-	4,896	2	-	2	-	-	-	2	
39.0	Atlanta Rd	Buford Hwy	Buford Dam Rd	Fayette	6,574	-	7,404	-	-	1	13,978	10	-	5	-	-	2	10	
39.1	Atlanta Rd	Buford Dam Rd	Downtown Cumming	Fayette	7,329	-	7,948	650	1	-	15,928	11	-	6	8	20	-	20	
40.0	Buford Hwy	Atlanta Rd/Buford Hwy (Hwy 20)	Pruitt	Fayette	14,349	-	13,125	-	-	0	27,474	23	-	10	-	-	0	23	
40.1	SR 20	Pruitt	Gwinnett. Co Line	Fayette	4,362	-	5,060	2,352	-	-	11,774	7	-	4	29	-	-	29	
40.2	Cumming Hwy	Gwinnett. Co Line	Suwannee Dam Rd	Gwinnett	2,190	-	4,586	1,557	-	-	8,333	3	-	3	19	-	-	19	
40.3	SR 20	Suwannee Dam	Peachtree Ind. Blvd	Gwinnett	6,044	-	14,037	2,352	-	-	22,433	9	-	10	29	-	-	29	
40.4	SR 20	Peachtree Ind. Blvd	Buford Hwy (US 23)	Gwinnett	9,957	-	9,558	1,049	-	1	20,564	16	-	7	13	-	1	16	
40.5	Buford Dr	Buford Hwy/US 23	Financial Cntr Blvd	Gwinnett	11,387	-	11,954	10	-	3	23,351	18	-	9	0	-	5	18	
40.6	Buford Dr.	Financial Cntr Blvd	I-85	Gwinnett	7,282	-	7,449	-	-	4	14,731	11	-	5	-	-	6	11	
41.0	(N Main) SR 9	Windward	Forsyth Co. line	Fulton	23,313	-	28,248	1,704	-	2	53,265	37	-	21	21	-	3	37	
41.1	Atl Hwy	Forsyth Co. line	McFarland	Fayette	9,582	-	8,085	-	-	-	17,667	15	-	6	-	-	-	15	
41.2	Atl Hwy	McFarland	SR 141	Fayette	19,333	-	20,910	5	-	0	40,248	31	-	16	0	-	0	31	
41.3	Atl Hwy	SR 141	Old Atlanta	Fayette	13,013	-	12,352	-	-	1	25,365	20	-	9	-	-	2	20	
41.4	Atl Hwy	Old Atlanta	Hwy 20	Fayette	5,153	-	5,571	-	-	-	10,724	8	-	4	-	-	-	8	
42.0	SR 6	Hiram - Douglaville	Atl Hwy	Paulding	8,453	-	8,178	-	1	0	16,632	13	-	6	-	20	0	20	
42.1	Atl Hwy (6)	US 278	White Ingram Pkwy	Paulding	9,426	-	9,256	-	1	-	18,683	15	-	7	-	20	-	20	
42.2	Atl Hwy	White Ingram Pkwy	Butler Indust Pkwy	Paulding	2,661	-	2,854	-	-	-	5,597	4	0	2	-	-	-	4	
42.3	Merchants	Merchants	Dallas Acworth (381)	Paulding	5,846	1,467	6,436	-	1	-	13,750	9	9	5	-	20	-	20	
42.4	Merchants	Dallas Acworth (381)	SR 61 (Cartersville Hwy)	Paulding	3,799	-	3,510	-	3	-	7,312	6	-	2	-	60	-	60	
46.0	SR 236	Tucker	Mountain Indust. Blvd	Dekalb	9,726	-	9,049	-	-	10	18,775	15	-	7	-	-	-	18	18
46.1	Mt. Ind Bld	SR 236	Ponce de Leon	Dekalb	13,036	-	14,765	650	-	8	28,451	20	-	11	8	-	15	20	
46.2	Ponce	Mt. Ind Blvd	Rock Mt	Dekalb	7,802	-	13,119	10	1	12	20,932	12	-	10	0	20	20	20	
46.3	Ponce	Rock Mt	Rivers Mem Dr	Dekalb	5,450	-	10,735	670	3	9	16,858	8	-	8	8	60	17	60	
46.4	Lawrenceville Hwy	Killian Hills	DeKalb Co. line	Gwinnett	16,483	-	28,112	3,994	1	0	48,590	26	-	21	49	20	0	49	
46.45	Lawrenceville Hwy	Dekalb Co. line	La Vista	Dekalb	9,584	-	11,578	1,049	-	5	22,211	15	-	9	13	-	9	15	
47.0	Candler Road	East College Ave	Memorial	Dekalb	27,213	808	28,142	6,203	4	10	62,370	43	5	21	77	80	18	80	
47.1	Candler Road	Memorial	I-20	Dekalb	12,761	2	24,456	5,067	2	9	42,288	20	0	19	63	40	16	63	
47.2	Candler Road	I-20	Rainbow	Dekalb	4,540	348	7,693	10	2	16	12,593	7	2	6	0	40	27	40	
49.0	Buford Hwy	I 285	Oakcliff	Dekalb	16,277	1	15,450	3,028	1	18	34,757	26	0	12	37	20	31	37	
49.1	Buford Hwy	Oakcliff/	Gwinnett. Co Line	Dekalb	12,687	-	10,425	1,896	1	10	25,009	20	-	8	23	20	18	23	
49.15	Buford Hwy	Gwinnett. Co Line	Norcross City Limit	Gwinnett	23,390	-	26,032	1,901	-	5	51,323	37	-	20	24	-	9	37	
49.2	Buford Hwy	Norcross City Limit	N Berkley Lake	Gwinnett	42,419	-	40,569	7,794	1	6	90,783	67	-	31	96	20	10	96	
49.3	Buford Hwy	N Berkley Lake	Pleasant hill Rd	Gwinnett	11,466	-	10,273	1,049	-	3	22,788	18	-	8	13	-	6	18	
50.0	Covington Hwy	Hairston	Wesley Chapel	Dekalb	6,062	-	9,717	117	2	7	15,898	9	-	7	1	40	12	40	
50.1	Covington Hwy	Wesley Chapel	SR 154	Dekalb	13,738	1	25,700	1,816	2	11	41,257	22	0	20	22	40	20	40	
50.2	Covington Hwy	SR 154	Stratford	Dekalb	8,572	56	11,892	-	2	34	20,522	13	0	9	-	40	61	61	
50.3	Covington Hwy	Stratford	Clarendon	Dekalb	13,116	862	13,853	482	5	23	28,318	21	5	10	6	100	40	100	
51.0	42	SR 138	Grandiflora	Henry	9,401	-	14,889	-	-	-	24,290	15	-	11	-	-	-	15	
51.1	42	Grandiflora	Ivey Edwards	Henry	3,920	-	10,878	-	-	-	14,798	6	-	8	-	-	-	8	
51.2	42	Ivey Edwards	Jonesboro	Henry	7,007	-	10,864	2,359	1	-	20,231	11	-	8	29	20	-	29	
52.0	Briarcliff Rd.	N. Druid Hills Rd	Hopkins	Dekalb	18,338	-	14,543	1,554	2	15	34,437	29	-	11	19	40	27	40	
52.1	Briarcliff Rd.	Hopkins	LaVista	Dekalb	16,962	1	11,997	1,564	2	11	30,526	27	0	9	19	40	19	40	
52.2	Briarcliff Rd.	LaVista	Clifton	Dekalb	19,308	313	16,591	1,455	2	11	37,669	30	2	12	18	40	19	40	
52.3	Briarcliff Rd.	Clifton	Kay	Dekalb	15,928	976	13,880	2,920	2	8	33,706	25	6	10	36	40	15	40	
52.4	Briarcliff Rd.	Kay	Chalmette	Dekalb	25,712	1,618	21,937	4,445	1	8	53,713	41	9	17	55	20	14	55	
52.5	Briarcliff Rd.	Chalmette	Ponce de Leon	Dekalb	15,333	1,866	18,905	5,804	1	8	41,909	24	11	14	72	20	15	72	
53.0	Roxboro rd.	Peachtree Rd	MARTA tracks	Fulton	24,263	-	37,698	91	-	19	62,052	38	-	29	1	-	34	38	
53.1	Roxboro	MARTA tracks	DeKalb Co. line	Fulton	26,550	-	27,262	23	1	20	53,836	42	-	21	0	20	35	42	
53.15	Roxboro	Dekalb Co. line	W Roxboro	Dekalb	27,348	-	24,285	505	1	7	52,139	43	-	18	6	20	13	43	
53.2	Roxboro	W Roxboro	Druid Hills	Dekalb	20,730	-	17,409	482	2	7	38,623	33	-	13	6	40	12	40	
53.3	DruidHills	Roxboro	Buford Hwy	Dekalb	21,653	-	18,959	482	2	18	41,096	34	-	14	6	40	32	40	
54.0	Wesley Chapel	Rainbow	Hairston	Dekalb	3,750	-	8,475	23	2	16	12,250	6	-	6	0	40	28	40	
54.1	Hairston	Wesley Chapel	Covington	Dekalb	7,356	-	12,762	1,553	2	6	21,673	11	-	9	19	40	10	40	
56.0	SugarloafPkw	SR 316	Old Norcross	Gwinnett	14,244	3,462	13,261	-	1	2	30,968	22	20	10	-	20	3	22	
56.1	Sugarloaf	Old Norcross	Hwy 78	Gwinnett	11,806	228	13,314	-	-	1	25,348	19	1	10	-	-	1	19	

Appendix E2: Atlanta Region Pedestrian Latent Demand Results (Year 2030)

Seg_Id	Road Name	From	To	County	Future Conditions							Future Conditions						
					Potential Trip Market: Pedestrian Latent Demand Trip Ends							Pedestrian Latent Demand by Trip Types (100%)						
					Work	Coll./Un./VoT ech	Shop/ Errands	Social/ Rec.	School	Transit	Total Market	Work	Coll./Un./VoT ech	Shop/ Errands	Social/ Rec.	School	Transit	LDS
57.0	East Point St	Church	Legion Way	Fulton	15,617	-	16,024	1,973	-	21	33,614	25	-	12	24	-	38	38
57.1	Main	Legion Way	College Park City Limit	Fulton	18,100	-	16,075	1,155	-	18	35,330	29	-	12	14	-	32	32
57.2	Main	College Park City Limit	Princeton Ave.	Fulton	18,867	-	17,477	3,199	-	23	39,543	30	-	13	40	-	41	41
57.3	W Main	Princeton Ave.	Lee St	Fulton	10,588	-	12,239	3,199	1	38	26,027	17	-	9	40	20	67	67
58.0	Peachtree Dunwoody	Peachtree Rd	W. Club	Fulton	27,500	1	33,629	831	-	5	61,961	44	0	26	10	-	8	44
58.1	Peachtree Dunwoody	W. Club	The Croft	Fulton	11,778	1	10,643	91	-	5	22,513	18	0	8	1	-	10	18
58.2	Peachtree Dunwoody	The Croft	Johnson Ferry	Fulton	17,061	-	39,821	2,810	2	3	59,694	27	-	30	35	40	6	40
58.3	Peachtree Dunwoody	I-285	Mt. Vernon	Fulton	16,507	-	71,315	493	-	13	88,315	26	-	55	6	-	24	55
60.0	Senoia Rd	Roosevelt	SR74	Fulton	3,581	-	3,950	254	-	6	7,785	5	-	3	3	-	10	10
60.1	Senoia Rd	SR74	Oakley Industrial	Fulton	3,581	-	3,099	-	-	2	6,680	5	-	2	-	-	3	5
60.2	Senoia Rd	Oakley Industrial	Fayette Co. line	Fulton	4,273	-	4,463	-	-	1	8,736	7	-	3	-	-	1	7
60.3	Senoia Rd	Fayette Co. line	SR54	Fayette	28,117	-	28,823	6,545	1	-	63,486	44	-	22	81	20	-	81
62.0	SR 85	SR 314	Promenade Pky	Fayette	7,763	-	6,941	-	-	-	14,704	12	-	5	-	-	-	12
62.1	SR 85	Promenade Pky	Clayton Co. line	Fayette	6,941	-	7,549	254	-	0	14,744	11	-	5	3	-	0	11
62.2	SR 85	Clayton Co. line	Lake Ridge Pkwy	Clayton	3,142	-	12,777	254	1	1	16,174	5	-	9	3	20	2	20
62.3	SR 85	Lake Ridge Pkwy	Lamar Hutcheson	Clayton	4,209	-	11,177	1,413	2	0	16,801	6	-	8	17	40	0	40
62.4	SR 85	Lamar Hutcheson	Adams	Clayton	7,102	-	12,440	1,413	4	2	20,959	11	-	9	17	80	3	80
64.0	State Route 54	Peachtree Pkwy	Robinson	Fayette	6,126	-	6,643	2,521	1	-	15,291	10	-	5	31	20	-	31
64.1	State Route 54	Robinson	Genevieve	Fayette	3,639	-	4,507	969	-	-	9,115	6	-	3	12	-	-	12
64.2	State Route 54	Genevieve ct	Ebenezer	Fayette	2,822	-	3,869	482	-	-	7,173	4	-	3	6	-	-	6
64.3	State Route 54	Ebenezer	Fayetteville City Limit	Fayette	4,507	-	6,115	-	-	-	10,622	7	-	4	-	-	-	7
64.4	State Route 54	Fayetteville City Limit	SR 85	Fayette	9,894	-	11,297	37	2	-	21,230	16	-	8	0	40	-	40
66.0	E Main	Downtown Hampton	SR 20	Henry	543	-	1,792	1,722	1	-	4,058	1	-	1	21	20	-	21
66.1	SR 20	E Main	SR 81	Henry	14,520	-	16,950	2,086	-	0	33,556	23	-	13	26	-	1	26
66.2	Hampton St	I-75	McDonough city limit	Henry	13,372	-	18,307	3,477	-	1	35,156	21	-	14	43	-	1	43
66.3	Hampton St	McDonough city limit	Griffin St	Henry	7,394	-	9,329	2,359	1	-	19,083	12	-	7	29	20	-	29
67.0	US 19	Central	Cleveland Ave	Fulton	18,917	-	17,985	4,201	2	10	41,105	30	-	14	52	40	17	52
67.1	US 19	Cleveland	I-75	Fulton	9,845	-	12,318	1,460	3	10	23,626	15	-	9	18	60	18	60
68.0	SR3	Henry-Spalding County Line	Griffin city limit	Spalding	4,017	-	6,936	1,784	-	-	12,737	6	-	5	22	-	-	22
68.1	SR3	Griffin city limit	SR 92	Spalding	3,174	369	3,992	1,486	-	-	9,021	5	2	3	18	-	-	18
69.0	Lanier	SR 85	McDonough Rd	Fayette	9,452	-	10,767	1,451	1	-	21,671	15	-	8	18	20	-	20
69.1	McDonoughRd	Lanier	McElroy	Fayette	3,621	-	3,522	1,413	-	-	8,556	6	-	2	17	-	-	17
69.2	McDonoughRd	McElroy	Clayton Co. line	Fayette	2,137	-	3,444	1,413	-	-	6,994	3	-	2	17	-	-	17
69.3	McDonoughRd	Flint River (Co. line)	Panhandle	Clayton	1,522	-	7,166	482	2	0	9,172	2	-	5	6	40	0	40
69.4	McDonoughRd	Panhandle rd.	Tara Blvd	Clayton	978	-	3,869	1,896	1	1	6,744	1	-	3	23	20	2	23
69.5	McDonoughRd	Hastings Bridge rd	Tara Blvd	Clayton	804	-	2,220	1,305	-	2	4,329	1	-	1	16	-	3	16
69.6	McDonoughRd	City line	Hasting Bridge Rd	Clayton	1,179	-	2,806	-	-	1	3,985	2	-	2	-	-	1	2
69.7	Jonesboro Rd	I 75	Henry Co. line	Clayton	1,961	-	2,818	1,413	-	0	6,192	3	-	2	17	-	0	17
69.75	Jonesboro Rd	Henry Co. line	Lovejoy City Line	Henry	10,255	-	10,999	2,462	-	0	23,716	16	-	8	30	-	0	30
71.0	Tara Blvd	Hastings Bridge	SR 54	Clayton	8,746	-	14,886	1,913	-	3	25,545	14	-	11	24	-	5	24
71.1	Tara Blvd	SR 54	north ave (jonesboro)	Clayton	10,256	-	10,773	667	3	5	21,699	16	-	8	8	60	9	60
71.2	Tara Blvd	Lovejoy	Henry/Clayton line	Clayton	1,500	-	4,174	1,413	-	2	7,087	2	-	3	17	-	3	17
71.3	US 41/19	Henry/Clayton line	Woolsey Road	Henry	2,637	-	5,644	-	-	1	8,281	4	-	4	-	-	3	4
71.4	US 41/19	Woolsey Road	Spalding Co line	Henry	1,324	-	2,995	-	-	-	4,319	2	-	2	-	-	-	2
72.0	Cobb Pkwy	Cobb Pkwy/Lake Acworth Dr	N. Cobb Pkwy/Acworth Due West Rd	Cobb	2,174	-	6,232	1,066	-	-	9,472	3	-	4	13	-	-	13
72.1	Cobb Pkwy	Acworth Due West Rd	Pine Mt Rd	Cobb	9,329	-	17,031	2,021	-	-	28,381	15	-	13	25	-	-	25
72.2	Cobb Pkwy	Pine Mt Rd	Barett Pky	Cobb	15,437	-	15,512	2,523	-	0	33,472	24	-	12	31	-	0	31
73.0	Scenic Hwy	Scenic Hwy/Lawrenceville Hwy	Scenic Hwy/Grayson Hwy	Gwinnett	13,896	-	12,257	1,436	-	1	27,589	22	-	9	18	-	2	22
73.1	Scenic Hwy	Scenic Hwy/Grayson Hwy	Scenic Hwy/Sugarloaf	Gwinnett	19,571	-	19,587	23	1	2	39,182	31	-	15	0	20	3	31
73.2	Scenic Hwy	Scenic Hwy/Sugarloaf Hwy	Scenic Hwy/Pharrs Rd	Gwinnett	10,983	-	15,860	-	2	0	26,845	17	-	12	-	40	1	40
73.3	Scenic Hwy	Scenic Hwy/Pharrs Rd	Hwy 78	Gwinnett	10,659	-	11,737	264	-	-	22,660	17	-	9	3	-	-	17
74.0	Scenic Hwy	Lawrenceville City Lim/SR 8	Cedar St/SR 8	Gwinnett	7,485	-	8,543	-	-	-	16,028	12	-	6	-	-	-	12
74.1	Scenic Hwy	Lawrenceville/Pleasant Hill	Lawrenceville/Arnold Hwy	Gwinnett	8,536	-	23,387	1,049	-	-	32,972	13	-	18	13	-	-	18
74.2	Scenic Hwy	Lawrenceville/Sugarloaf	Lawrenceville/Sugarloaf	Gwinnett	5,191	-	12,223	-	-	-	17,414	8	-	9	-	-	-	9
74.3	Scenic Hwy	Lawrenceville/Sugarloaf	Lawrenceville/Carriage St	Gwinnett	13,847	-	14,630	-	1	0	28,478	22	-	11	-	20	0	22
74.4	Scenic Hwy	Lawrenceville/Carriage St	Lawrenceville/W Pike	Gwinnett	14,602	-	17,542	45	1	1	32,190	23	-	13	1	20	2	23
74.5	Scenic Hwy	Lawrenceville/Duluth Hwy	Lawrenceville/Atha Street	Gwinnett	11,671	-	14,070	1,459	-	1	27,200	18	-	10	18	-	3	18
74.6	Winder Hwy	Lawrenceville/Atha	Lawrenceville/Paper Mill	Gwinnett	11,295	-	9,475	1,459	-	0	22,229	18	-	7	18	-	0	18
74.7	Winder Hwy	Lawrenceville Hwy/Papermill Rd	Lawrenceville Hwy/Lawrence city limit	Gwinnett	10,196	-	9,486	1,413	-	0	21,095	16	-	7	17	-	0	17
74.8	Winder Hwy	Lville Hwy/Buford Dr	Lville Hwy/Hwy 120	Gwinnett	11,430	-	13,376	1,459	-	1	26,265	18	-	10	18	-	1	18
75.0	Killian Hills	Killian Hills/Hwy 78	Killian Hills/ Lville Hwy	Gwinnett	18,238	-	30,836	777	-	-	49,851	29	-	23	10	-	-	29
75.1	Killian Hills	Killians Hill/Lawrenceville Hwy	Indian trail Iilburn/Beaver Ruin	Gwinnett	23,789	-	31,205	23	2	7	55,019	38	-	24	0	40	12	40
75.2	Killian Hills	Beaver Ruin/Indian trail Iilburn	Beaver Ruin/Buford Hwy	Gwinnett	21,916	-	21,076	-	3	7	42,995	35	-	16	-	60	13	60
76.0	Pleasant Hill Rd.	I 85	Club Dr	Gwinnett	14,981	-	23,044	-	-	11	38,025	24	-	17	-	-	20	24
76.1	Pleasant Hill Rd.	Club	Ronald Reagan	Gwinnett	21,807	-	22,223	-	-	1	44,030	34	-	17	-	-	1	34
76.2	Pleasant Hill Rd.	Ronald Reagan	Lawrenceville Hwy	Gwinnett	5,392	-	8,727	-	-	-	14,119	8	-	6	-	-	-	8

Appendix E2: Atlanta Region Pedestrian Latent Demand Results (Year 2030)

Seg_Id	Road Name	From	To	County	Future Conditions							Future Conditions						
					Potential Trip Market: Pedestrian Latent Demand Trip Ends							Pedestrian Latent Demand by Trip Types (100%)						
					Work	Coll./Un./VoT ech	Shop/Errands	Social/Rec.	School	Transit	Total Market	Work	Coll./Un./VoT ech	Shop/Errands	Social/Rec.	School	Transit	LDS
78.0	Hwy 78	GA 10	Between City Limit (S)	Walton	3,701	-	4,299	-	-	-	8,000	6	-	3	-	-	-	6
78.1	Hwy 78	Between City Limit (S)	Between City Limit (N)	Walton	1,905	-	2,431	-	-	-	4,336	3	-	1	-	-	-	3
78.2	Hwy 78	Between City Limit (N)	Loganville city limit	Walton	4,252	-	5,572	-	-	-	9,824	7	-	4	-	-	-	7
78.3	Hwy 78	Loganville city lim (E)	SR 81	Walton	4,037	-	4,702	-	1	-	8,740	6	-	3	-	20	-	20
78.4	Hwy 78	SR 81	Old Loganville Rd	Gwinnett	4,516	-	7,314	1,049	1	-	12,880	7	-	5	13	20	-	20
78.5	Hwy 78	Old Loganville Rd	Grayson Pkwy	Gwinnett	7,541	-	19,110	1,303	-	-	27,954	12	-	14	16	-	-	16
78.6	Hwy 78	Grayson Pkwy	Abilene	Gwinnett	3,144	-	4,390	264	1	-	7,799	5	-	3	3	20	-	20
79.0	Austell Rd	Bankhead Hwy	S Cobb Dr	Cobb	38,164	108	50,073	4,678	1	2	93,024	60	1	38	58	20	3	60
82.0	Cobb Pkwy.	N. Marietta Pkwy	Roswell Rd	Cobb	14,439	986	12,546	3,747	1	12	31,719	23	6	9	46	20	22	46
82.1	Cobb Pkwy.	Roswell Rd	Delk Rd	Cobb	26,048	2,889	29,807	4,516	1	9	63,261	41	17	23	56	20	16	56
82.2	Cobb Pkwy.	Delk Rd	Cumberland Pky	Cobb	33,913	22	47,547	1,896	-	4	83,378	54	0	36	23	-	7	54
83.0	Cobb Pkwy	Barrett Pky	Bells Ferry Rd	Cobb	8,336	-	13,148	-	-	1	21,484	13	-	10	-	-	2	13
83.1	Cobb Pkwy	Bells Ferry Rd	N. Marietta Pkwy	Cobb	23,745	244	28,640	4,252	-	7	56,881	38	1	22	53	-	12	53
84.0	Jonesboro Rd	Atlanta St	RR tracks	Henry	6,676	-	8,968	2,359	1	-	18,004	10	-	7	29	20	-	29
84.1	Jonesboro Rd	RR tracks	I-75	Henry	10,168	-	17,705	650	-	0	28,523	16	-	13	8	-	1	16
85.0	Atl St.	Marietta Hwy	Azalea	Fulton	9,335	-	8,939	2,514	-	3	20,788	15	-	7	31	-	5	31
85.1	Roswell Rd	Azalea	Dalrymple	Fulton	29,403	-	34,941	3,902	1	6	68,247	47	-	27	48	20	11	48
85.2	Roswell Rd	Dalrymple	19/900 Abernathy	Fulton	19,634	-	21,822	1,906	1	4	43,363	31	-	17	24	20	7	31
85.3	Roswell Rd	Abernathy	i-285	Fulton	25,932	-	25,362	3,534	-	7	54,828	41	-	19	44	-	13	44
86.0	SR 138	Sigman	Centennial Olympic Pkwy	Rockdale	9,139	-	8,185	736	-	-	18,060	14	-	6	9	-	-	14
86.1	SR 138	Centennial Olympic Pkwy	Old 138	Rockdale	529	-	1,589	-	1	-	2,119	1	-	1	-	20	-	20
86.2	SR 138	Old 138	Salem Church	Rockdale	147	-	1,120	-	-	-	1,267	-	-	0	-	-	-	0
86.3	SR 138	Salem Church	Salem Church Rd	Rockdale	176	-	1,022	10	-	-	1,208	0	-	0	0	-	-	0
86.35	SR 138	Salem Church Rd	Rock/Walton Co	Newton	296	-	1,457	10	-	-	1,763	0	-	1	0	-	-	1
86.4	SR 138	Rock/Walton Co Line	Walnut Grove city limit	Walton	270	-	1,634	-	-	-	1,904	0	-	1	-	-	-	1
86.5	SR 138	Walnut Grove city limit	Youth Jersey Rd	Walton	284	-	1,859	-	-	-	2,143	0	-	1	-	-	-	1
86.6	SR 138	Youth Jersey Rd	Nunnaly farm	Walton	275	-	1,295	-	-	-	1,570	0	-	1	-	-	-	1
86.7	SR 138	Nunnaly farm	Spring St	Walton	3,761	-	4,492	-	-	-	8,253	6	-	3	-	-	-	6
87.0	E. Ponce De Leon Ave	Idlewood	Mt. Industrial	Dekalb	9,241	-	17,682	-	1	7	26,924	14	-	13	-	20	12	20
89.0	Peachtree Rd	Roswell Rd	Stratford Rd	Fulton	27,643	-	60,693	2,048	1	18	90,385	44	-	47	25	20	32	47
89.1	Peachtree Rd	Stratford Rd	DeKalb Co. line	Fulton	30,425	2	57,621	107	-	18	88,155	48	0	44	1	-	33	48
89.2	Peachtree Rd	Dekalb line	Dresden	Dekalb	24,161	79	18,791	2,226	-	20	45,257	38	0	14	28	-	36	38
89.3	Peachtree Rd	Dresden	P. tree ind	Dekalb	26,633	987	24,432	4,661	1	16	56,714	42	6	19	58	20	28	58
89.4	Peachtree Rd	Peachtree Industrial Blvd	Chamblee Tucker Rd	Dekalb	13,955	63	12,327	1,935	-	20	28,280	22	0	9	24	-	35	35
89.5	Peachtree Rd	Chamblee Tucker Rd	Chamblee Dunwoody	Dekalb	13,153	1	15,258	1,398	-	24	29,810	21	0	11	17	-	42	42
89.6	Peachtree Rd	Chamblee Dunwoody	Ingersoll Rand	Dekalb	11,818	-	16,415	1,121	-	22	29,354	19	-	12	14	-	39	39
89.7	Peachtree Rd	Ingersoll Rand	I-285	Dekalb	17,937	-	28,256	565	-	14	46,758	28	-	21	7	-	25	28
91.0	Roswell Rd NE	I-285	Atl. city limit	Fulton	25,995	-	31,093	2,182	-	4	59,270	41	-	24	27	-	7	41
91.1	Roswell	Atl. city limit	Blackland	Fulton	26,145	-	24,216	1,053	1	4	51,415	41	-	18	13	20	7	41
91.2	Roswell Rd NE	Blackland	Peachtree Rd.	Fulton	25,398	-	35,548	657	1	7	61,604	40	-	27	8	20	12	40
92.0	Northside Pkwy	Fulton County Line	I-75	Fulton	10,766	-	10,738	27	-	11	21,531	17	-	8	0	-	19	19
92.1	North Side	75	Howell Mill Rd	Fulton	10,736	-	8,979	66	-	16	19,781	17	-	7	1	-	28	28
92.2	North Side	Howell Mill Rd	Northside Dr	Fulton	9,611	-	10,003	153	1	10	19,768	15	-	7	2	20	17	20
94.0	HowellMillRd	Wesley	Collier	Fulton	18,117	-	16,124	5,872	1	16	40,114	29	-	12	73	20	28	73
94.1	HowellMillRd	Collier	I-75	Fulton	13,749	-	10,761	3,090	-	16	27,600	22	-	8	38	-	29	38
94.2	HowellMillRd	I-75	Chattahoochee Av.	Fulton	13,774	-	11,232	2,394	-	17	27,400	22	-	8	30	-	30	30
95.0	MariettaBlvd	Marietta Rd	Chattahoochee Av.	Fulton	15,637	-	14,580	650	-	4	30,867	25	-	11	8	-	7	25
95.1	MariettaBlvd	Chattahoochee Av.	Nifda Drive	Fulton	14,010	-	14,242	27	-	10	28,279	22	-	11	0	-	18	22
95.2	Atl road	Nifda Drive	Windy Hill	Cobb	15,767	-	16,622	1,418	-	2	33,807	25	-	12	18	-	4	25
95.3	Atl road	Windy Hill	W. Atlanta St.	Cobb	56,499	286	58,918	8,082	1	2	123,786	90	2	45	100	20	3	100
96.0	Roosevelt Hwy (US 29)	(14)/Cascade-Palmetto Hwy	SR 74	Fulton	6,341	-	7,319	2,968	-	2	16,628	10	-	5	37	-	4	37
96.1	Roosevelt Hwy (US 29)	SR 74	Senoia Rd	Fulton	2,240	-	2,626	254	-	8	5,120	3	-	2	3	-	13	13
98.0	Thornton Rd. (SR 6)	Florence	Paulding Co. line	Cobb	4,235	-	5,206	482	-	2	9,923	7	-	4	6	-	4	7
98.05	Thornton Rd. (SR 6)	Paulding Co. line	Poplar Springs	Paulding	3,307	-	3,286	-	-	2	6,593	5	-	2	-	-	3	5
98.1	Thornton Rd. (SR 6)	Poplar Springs	Hiram Douglasville	Paulding	8,188	-	7,075	-	-	1	15,263	13	-	5	-	-	2	13
99.0	Buford Hwy	Pleasant Hill	Davenport	Gwinnett	17,925	-	16,518	1,699	-	0	36,142	28	-	12	21	-	0	28
99.1	Buford Hwy	Davenport	Old Peachtree	Gwinnett	18,432	-	15,917	2,898	1	-	37,248	29	-	12	36	20	-	36
99.2	Buford Hwy	Old Peachtree	Suwannee City lim	Gwinnett	24,802	-	22,733	3,882	-	-	51,417	39	-	17	48	-	-	48
99.3	Buford Hwy	Suwannee City lim	Suwannee Dam Rd	Gwinnett	11,920	-	11,676	5,324	-	0	28,920	19	-	9	66	-	0	66
99.4	Buford Hwy	Suwannee Dam Rd	Buford city limit	Gwinnett	15,132	-	15,665	3,482	1	0	34,280	24	-	12	43	20	0	43
99.5	Buford Hwy	Buford city limit	Suwannee Ave	Gwinnett	15,706	-	17,326	2,192	-	2	35,224	25	-	13	27	-	3	27
100.0	Main St	Windward Pkwy	Winthrop	Fulton	13,622	-	15,918	904	1	3	30,445	21	-	12	11	20	5	21
100.1	Main St	Winthrop	Cumming	Fulton	15,003	-	15,277	322	1	3	30,603	24	-	11	4	20	6	24
100.2	Main St	Cumming St	Milton	Fulton	10,151	-	11,785	101	-	4	22,037	16	-	9	1	-	8	16
100.3	Main St	Old Milton	Wills	Fulton	10,255	-	20,661	2,411	-	4	33,327	16	-	16	30	-	7	30
100.4	Alpharetta Hwy	Wills	Holcomb Bridge	Fulton	22,442	-	36,525	2,462	2	3	61,431	35	-	28	30	40	5	40

Appendix E2: Atlanta Region Pedestrian Latent Demand Results (Year 2030)

Seg_Id	Road Name	From	To	County	Future Conditions							Future Conditions						
					Potential Trip Market: Pedestrian Latent Demand Trip Ends							Pedestrian Latent Demand by Trip Types (100%)						
					Work	Coll./Un./VoT ech	Shop/Errands	Social/Rec.	School	Transit	Total Market	Work	Coll./Un./VoT ech	Shop/Errands	Social/Rec.	School	Transit	LDS
101.0	Holcomb Bridge Rd	Alpharetta Hwy	Hwy 400	Fulton	23,885	-	23,683	1,902	-	4	49,470	38	-	18	24	-	8	38
101.1	Holcomb Bridge Rd	Hwy 400	Calibre Creek Pky	Fulton	13,542	-	14,144	853	1	5	28,540	21	-	11	11	20	9	21
101.2	Holcomb Bridge Rd	Calibre Creek Pky	Fouts Rd	Fulton	13,079	-	14,527	1,794	2	0	29,402	21	-	11	22	40	0	40
101.3	Holcomb Bridge Rd	Fouts Rd	Barnell Rd	Fulton	9,792	-	15,337	1,424	2	-	26,555	15	-	11	18	40	-	40
101.4	Holcomb Bridge Rd	Barnell	Gwinnett co. line	Fulton	5,275	-	7,888	1,413	-	-	14,576	8	-	6	17	-	-	17
101.5	Holcomb Bridge Rd	Gwinnett co. line	Jimmy Carter Blvd	Gwinnett	24,918	-	26,653	1,413	-	2	52,984	39	-	20	17	-	4	39
101.6	Holcomb Bridge Rd	Jimmy Carter Blvd	Peachtree Ind. Blvd.	Gwinnett	17,609	-	18,144	-	2	5	35,755	28	-	14	-	40	9	40
101.7	Peachtree Ind. Blvd	Holcomb Bridge	Medlock Bridge Rd	Gwinnett	17,022	-	24,307	-	-	4	41,329	27	-	18	-	-	7	27
101.8	Med. Br. Rd.	Peachtree Ind. Blvd.	Landford Rd	Gwinnett	10,177	-	12,151	-	-	4	22,328	16	-	9	-	-	6	16
103.0	Crabapple	SR 92	Woodstock	Fulton	11,441	-	10,158	2,064	3	1	23,666	18	-	7	26	60	1	60
103.1	Crabapple	Woodstock	Magnolia	Fulton	9,028	-	8,548	1,722	1	3	19,299	14	-	6	21	20	5	21
103.2	Crabapple	Magnolia	SR-120	Fulton	8,265	-	7,985	3,579	-	3	19,829	13	-	6	44	-	5	44
103.3	Marietta	Crabapple	Cobb Co. line	Fulton	8,583	-	10,596	4,039	-	3	23,218	13	-	8	50	-	1	50
103.35	Marietta	Cobb Co. line	Johnson Ferry	Cobb	12,660	-	15,847	736	2	1	29,245	20	-	12	9	40	1	40
103.4	Marietta Hwy	Johnson Ferry	Piedmont	Cobb	16,327	-	20,298	1,672	1	1	38,298	26	-	15	21	20	2	26
103.5	Roswell Rd	Piedmont	Marietta Pkwy	Cobb	6,876	-	11,228	1,054	-	1	19,158	11	-	8	13	-	1	13
104.0	Hwy 92	Canton	Trickum	Cherokee	16,992	-	19,235	254	-	0	36,481	27	-	14	3	-	0	27
104.1	Hwy 92	Trickum	Cobb Cty line	Cherokee	5,102	-	14,577	371	-	-	20,050	8	-	11	5	-	-	11
104.2	Hwy 92	Cobb Cty line	Old Mt Pkwy	Cobb	1,415	-	4,269	-	-	-	5,684	2	-	3	-	-	-	3
104.3	Hwy 92	Old Mt Pkwy	Fulton Co. line	Cobb	1,417	-	3,799	-	-	-	5,216	2	-	3	-	-	-	3
104.35	Hwy 92	Fulton Co. line	Crabapple	Fulton	11,155	-	14,427	1,547	-	-	27,129	18	-	11	19	-	-	19
105.0	Metro Pkwy/ US 19	I-75	Abernathy	Fulton	27,657	2,212	37,340	8,063	4	18	75,276	44	13	29	100	80	33	100
105.1	Metro Pkwy/ US 19	RD Abernathy	Northside Dr	Fulton	24,955	10,929	21,167	3,118	2	39	60,171	39	64	16	39	40	69	69
105.2	Northside	Metropolitan Pkwy	MLK St.	Fulton	40,118	17,126	47,052	2,956	1	42	107,253	64	100	36	37	20	74	100
106.0	S. Cobb Dr.	Atlanta St.	Austell	Cobb	18,718	2,846	18,681	4,667	2	3	44,914	30	17	14	58	40	6	58
106.1	S. Cobb Dr.	Austell Rd.	Concord	Cobb	17,504	156	28,447	4,268	3	2	50,378	28	1	22	53	60	4	60
106.2	S. Cobb Dr.	Concord Rd	Silver Comet Trail	Cobb	22,581	-	25,919	4,642	2	2	53,144	36	-	20	57	40	3	57
108.0	Old Dixie Hwy (41)	Forest Pk	Evans St	Clayton	5,261	-	9,438	1,049	-	2	15,748	8	-	7	13	-	3	13
108.1	Old Dixie Hwy (41)	Evans	Crown Rd	Clayton	5,283	-	8,948	609	-	5	14,840	8	-	7	8	-	10	10
108.2	Old Dixie Hwy (41)	Crown Rd	I-75	Fulton	6,932	-	9,077	609	-	14	16,618	11	-	7	8	-	24	24
108.3	Central	I-75	Stewart	Fulton	13,005	-	18,418	4,523	2	15	35,948	20	-	14	56	40	26	56
109.0	Covington Hwy	Hairston	Panola	Dekalb	10,328	-	15,398	127	3	5	25,856	16	-	12	2	60	8	60
109.1	Covington Hwy	Panola	Phillips	Dekalb	9,470	-	21,622	4,653	1	3	35,746	15	-	16	58	20	6	58
109.2	Covington Hwy	Phillips	Evans Mill	Dekalb	6,077	-	11,447	1,783	1	8	19,308	9	-	8	22	20	13	22
109.3	Covington Hwy	Evans Mill	Klondike	Dekalb	4,269	-	4,760	1,615	1	15	10,645	7	-	3	20	20	26	26
109.4	Covington Hwy	Klondike	Turner Hill Rd.	Dekalb	4,331	-	4,706	1,082	-	12	10,119	7	-	3	13	-	21	21
111.0	Hwy 78	Scenic Hwy	Killian Hill Rd	Gwinnett	13,187	-	18,814	264	-	-	32,265	21	-	14	3	-	-	21
111.1	Hwy 10	Ponce de Leon	I-285	Dekalb	26,274	2,690	44,667	4,372	1	10	78,004	42	16	34	54	20	17	54
111.2	Hwy 10	I-285	Covington Hwy	Dekalb	14,155	782	16,924	1,896	1	33	33,758	22	5	13	23	20	58	58
112.0	PleasantHillRoad	Buford Hwy	Old Norcross	Gwinnett	22,585	-	22,355	1,413	-	4	46,353	36	-	17	17	-	7	36
112.1	PleasantHillRoad	Old Norcross	I-85	Gwinnett	15,279	-	26,414	1,049	-	17	42,742	24	-	20	13	-	31	31
113.0	Rainbow Dr.	Candler	Wesley Chapel Rd	Dekalb	8,100	137	19,002	1,906	1	14	29,146	13	1	14	24	20	24	24
114.0	SR 42	D.T. McDonough	Locust city	Henry	14,487	-	17,480	3,773	-	-	35,740	23	-	13	47	-	-	47
114.1	SR 42	Locust city limit	Bill Gardner Pkwy	Henry	1,168	-	1,705	1,049	-	-	3,922	2	-	1	13	-	-	13
115.0	N. Henry Blvd	SR 138	Flippen Rd	Henry	8,995	-	12,892	482	-	0	22,369	14	-	10	6	-	0	14
115.1	N. Henry Blvd	Flippen Rd	Rock Quarry Rd	Henry	9,864	-	12,653	3,795	2	-	26,314	15	-	9	47	40	-	47
115.2	N. Henry Blvd	Rock Quarry Rd	SR 42	Henry	8,687	-	11,073	1,615	1	-	21,376	14	-	8	20	20	-	20
116.0	Stockbridge	Stockbridge Rd/RR tracks	Carlington	Clayton	7,686	-	6,354	1,317	5	1	15,362	12	-	5	16	100	1	100
116.1	Stockbridge	Carlington Way	Walt Stephens	Clayton	6,274	-	4,958	17	2	0	11,251	10	-	3	0	40	0	40
116.2	SR 138	Walt Stephens	Henry Co. line	Clayton	11,221	-	13,944	1,413	-	0	26,578	18	-	10	17	-	0	18
116.25	SR 138	Henry Co. line	Speer	Henry	3,873	-	6,015	-	-	1	9,888	6	-	4	-	-	1	6
116.3	SR 138	Speer	I-75	Henry	4,052	-	6,556	-	-	2	10,608	6	-	5	-	-	3	6
117.0	Stone Mt. - Lithonia	Rivers Mem. Dr.	Lucille	Dekalb	3,093	-	6,513	2,620	3	8	12,229	5	-	5	32	60	13	60
117.1	Stone Mt. - Lithonia	Lucille	Palmer	Dekalb	3,517	-	10,578	4,024	-	4	18,119	5	-	8	50	-	7	50
117.2	Stone Mt. - Lithonia	Palmer	Panola	Dekalb	3,402	-	11,864	1,540	-	1	16,806	5	-	9	19	-	2	19
117.3	Stone Mt. - Lithonia	Panola	Redan	Dekalb	3,145	-	10,766	2,080	-	3	15,991	5	-	8	26	-	5	26
118.0	College	Clarendon	Commerce	Dekalb	25,797	2,349	22,575	2,193	3	34	52,917	41	14	17	27	60	59	60
118.1	College	Commerce	Candler	Dekalb	18,273	2,707	16,543	2,674	5	36	40,202	29	16	12	33	100	64	100
118.2	Clarendon	Dt. Avondale	Ponce	Dekalb	17,621	1,892	16,946	1,159	3	17	37,621	28	11	13	14	60	31	60
118.3	Ponce	Clarendon	Valley Brook	Dekalb	13,170	393	10,927	2,460	1	13	26,951	21	2	8	30	20	22	30
118.4	Ponce	Valley Brook	I-285	Dekalb	12,668	474	16,620	1,814	2	9	31,578	20	3	12	22	40	16	40
118.5	Ponce	I-285	Brockett	Dekalb	9,872	313	25,485	3,683	1	7	39,354	15	2	19	46	20	13	46
118.6	Ponce	Brockett	Idlewood	Dekalb	4,546	4	10,878	5	1	5	15,434	7	0	8	0	20	9	20
120.0	Fulton Industrial Blvd	I-20	James Aldredge Blvd	Fulton	8,601	-	13,882	4	-	13	22,487	13	-	10	0	-	23	23
120.1	Fulton Industrial Blvd	J. Aldredge	Campbellton Rd	Fulton	8,836	-	17,694	1,053	-	7	27,583	14	-	13	13	-	12	14
120.2	Cascade Palmetto	Cambelton (166)	SR 92	Fulton	3,246	-	3,983	-	-	0	7,229	5	-	3	-	-	0	5

Appendix E2: Atlanta Region Pedestrian Latent Demand Results (Year 2030)

Seg_Id	Road Name	From	To	County	Future Conditions							Future Conditions						
					Potential Trip Market: Pedestrian Latent Demand Trip Ends							Pedestrian Latent Demand by Trip Types (100%)						
					Work	Coll./Un./VoT ech	Shop/ Errands	Social/ Rec.	School	Transit	Total Market	Work	Coll./Un./VoT ech	Shop/ Errands	Social/ Rec.	School	Transit	LDS
120.3	Cascade Palmetto	SR 92	Cochran Mill	Fulton	362	-	784	-	-	-	1,146	0	-	0	-	-	-	0
120.4	Cochran Mill Rd	Cascade Palmetto	Fulton Parkway	Fulton	951	-	2,401	2,462	-	-	5,814	1	-	1	30	-	-	30
120.5	Fulton Pky	Rico	Cochran Mill	Fulton	505	-	529	512	-	-	1,546	1	-	-	6	-	-	6
124.0	Mt Vernon Hwy	Roswell Rd	Powers Ferry	Fulton	20,784	-	17,738	988	-	3	39,510	33	-	13	12	-	5	33
124.1	Powers Ferry	Mt Vernon Hwy	Cobb Co. line	Fulton	13,703	-	15,783	-	1	1	29,487	22	-	12	-	20	2	22
124.15	Powers Ferry	Cobb Co. line	Akers Mill Rd	Cobb	7,015	-	8,210	-	-	4	15,225	11	-	6	-	-	8	11
124.2	Powers Ferry	Akers Mill Rd	Terrell Mill Rd	Cobb	27,219	-	31,828	-	-	6	59,047	43	-	24	-	-	11	43
124.3	Powers Ferry	Terrell Mill Rd	Tuxedo Dr	Cobb	22,969	-	23,823	1,049	1	3	47,842	36	-	18	13	20	5	36
124.4	Powers Ferry	Tuxedo Dr	Marietta Pky	Cobb	19,275	71	18,272	1,049	3	10	38,670	30	0	14	13	60	17	60
125.0	New Chastain Rd	I-575	Canton Rd	Cobb	13,310	187	13,861	1,049	-	1	28,407	21	1	10	13	-	2	21
126.0	Chastain Rd	I-575	Big Shanty	Cobb	13,676	5,945	15,966	25	-	8	35,612	22	35	12	0	-	14	35
126.1	Chastain/McCollum Pky	Big Shanty	Cessna	Cobb	6,606	3,397	8,707	29	1	0	18,740	10	20	6	0	20	0	20
126.2	McCollum Parkway	Cessna	Cobb Pkwy	Cobb	8,694	58	8,444	1,099	-	-	18,295	14	0	6	14	-	-	14
129.0	Mableton Pkwy	Fulton Ind. Blvd	Discovery Pky	Fulton	7,679	-	8,308	-	-	8	15,987	12	-	6	-	-	15	15
129.1	Mableton Pkwy	Discovery Pky	Bankhead Hwy	Cobb	14,303	21	21,674	1,270	2	1	37,270	23	0	16	16	40	2	40
130.0	SugarloafPky	SR 316	Buford Hwy	Gwinnett	30,887	827	40,336	1,420	-	4	73,470	49	5	31	18	-	7	49
132.0	SR 54	Co. line	Shiloh dr	Fayette	14,523	-	14,349	4,371	-	-	33,243	23	-	11	54	-	-	54
133.0	State Route 34	US 29	Farmer Blvd	Coweta	10,052	-	10,198	3,252	2	2	23,504	16	-	7	40	40	3	40
133.1	State Route 34	Farmer Blvd	I-85	Coweta	13,918	-	17,688	2,096	-	-	33,702	22	-	13	26	-	-	26
133.2	State Route 34	I-85	SR 154	Coweta	11,119	-	11,636	-	-	0	22,755	17	-	9	-	-	1	17
133.3	State Route 34	SR 154	County line	Coweta	4,860	-	9,340	156	-	-	14,356	7	-	7	2	-	-	7
135.0	Winder Hwy	University Pkwy	Cedar St	Gwinnett	4,513	-	4,816	-	-	-	9,329	7	-	3	-	-	-	7
135.1	Winder Hwy	University Pkwy	E side Dacula city limits	Gwinnett	5,512	-	7,815	2,462	1	-	15,790	9	-	6	30	20	-	30
135.2	Winder Hwy	E side Dacula city limits	Barrow Co. line	Gwinnett	3,707	-	5,455	-	-	-	9,162	6	-	4	-	-	-	6
135.25	Winder Hwy	Barrow Co. line	Auburn city lim W side	Barrow	3,183	-	3,992	-	-	-	7,175	5	-	3	-	-	-	5
135.3	Winder Hwy	SR 8 Winder Hwy / Auburn city lim W side	Winder Hwy SR 8 / Carl city lim	Barrow	6,078	-	7,637	1,996	1	-	15,712	9	-	6	25	20	-	25
135.4	Winder Hwy	E side Carl city lim	Winder city limits	Barrow	8,594	-	9,913	1,397	-	-	19,904	13	-	7	17	-	-	17
135.5	Winder Hwy	Winder city limits	Broad St	Barrow	7,037	-	6,665	2,602	1	-	16,305	11	-	5	32	20	-	32
136.0	State Route 92	Bells Ferry	I-575	Cherokee	18,118	-	19,744	-	-	0	37,862	29	-	15	-	-	0	29
136.1	State Route 92	I-575	Canton Hwy	Cherokee	17,006	-	16,442	-	-	1	33,448	27	-	12	-	-	2	27
137.0	Canton Road	New Chastain Rd	Cherokee Co. line	Cobb	11,984	-	15,353	2,098	-	0	29,435	19	-	11	26	-	0	26
137.05	Canton Road	Cherokee Co. line	SR 92	Cherokee	13,968	-	12,423	-	-	0	26,391	22	-	9	-	-	0	22
138.0	Buford Dr.	I-85	Lawrenceville City lim	Gwinnett	15,302	-	22,162	30	-	0	37,494	24	-	17	0	-	1	24
138.1	Buford Dr.	Lawrenceville City lim	Lawrenceville	Gwinnett	16,994	-	18,020	1,459	-	0	36,473	27	-	14	18	-	0	27
139.0	Camp Creek	Fulton Ind	Reynolds	Fulton	3,757	-	4,212	-	-	7	7,969	6	-	3	-	-	13	13
139.1	Reynolds	Camp Creek	Cambellton	Fulton	4,359	-	3,911	-	-	1	8,270	7	-	3	-	-	3	7
139.2	Campbellton	Reynolds	Atl city lim	Fulton	2,614	-	7,599	1,413	1	0	11,627	4	-	5	17	20	0	20
139.3	Campbellton	Atl City	Butner	Fulton	1,878	-	8,380	1,558	1	2	11,817	3	-	6	19	20	3	20
139.4	Campbellton	Butner	Barge	Fulton	2,540	-	5,683	2,328	1	7	10,552	4	-	4	29	20	13	29
142.0	Campbellton Rd	Barge Rd	Headland	Fulton	4,249	14	6,968	2,091	1	9	13,323	7	0	5	26	20	16	26
142.1	Headland	Campbellton Rd	Norman Berry	Fulton	12,953	208	21,013	2,876	3	6	37,053	20	1	16	36	60	11	60
142.2	Norman Berry	Headland	Main	Fulton	10,097	4	12,698	2,714	1	19	25,514	16	0	9	34	20	34	34
145.0	Powder Springs Rd	Marietta Pkwy	Chestnut Hill	Cobb	18,632	1,101	16,937	6,070	1	3	42,741	29	6	13	75	20	6	75
145.1	Powder Springs Rd	Chestnut Hill	Callaway	Cobb	15,361	417	19,497	3,765	-	1	39,040	24	2	15	47	-	2	47
145.2	Powder Springs Rd	Calloway	SR 176	Cobb	17,770	-	27,117	2,716	-	0	47,603	28	-	21	34	-	0	34
145.3	Powder Springs Rd	SR 176	Dt Powder Spr	Cobb	4,285	-	4,682	1,303	1	-	10,271	7	-	3	16	20	-	20
146.0	Ponce de Leon	Myrtle	W. Peachtree	Fulton	26,234	11	26,976	5,385	1	9	58,607	41	0	20	67	20	17	67
149.0	Rico Rd	Hutcheson Ferry	Fulton Pkwy	Fulton	665	-	821	5	-	-	1,491	1	-	0	0	-	-	1
149.1	Hutch Fy	Rico	Cochran Mill	Fulton	601	-	755	-	-	-	1,356	1	-	0	-	-	-	1
149.2	Hutch Fy	Cochran	Toombs St	Fulton	1,845	-	2,979	-	-	0	4,824	3	-	2	-	-	0	3
149.3	Toombs St	Hutcheson Ferry	US 29	Fulton	2,187	-	3,664	650	1	2	6,502	3	-	2	8	20	4	20
150.0	Hwy 138	McDonough	sr-212	Rockdale	7,526	-	11,374	1,049	1	-	19,950	12	-	8	13	20	-	20
150.1	Hwy 138	sr-212	Tucker Mill	Rockdale	351	-	2,118	254	-	-	2,723	0	-	1	3	-	-	3
150.2	Hwy 138	Tucker Mill	Henry County line	Rockdale	942	-	3,747	904	-	-	5,593	1	-	2	11	-	-	11
150.3	Hwy 138	Henry Co. line	US 23	Henry	6,644	-	13,815	254	-	-	20,713	10	-	10	3	-	-	10
150.4	Hwy 138	Flats Shoals	I-20	Rockdale	9,739	1	9,564	1,133	-	-	20,437	15	0	7	14	-	-	15
151.0	Bankhead Hwy (US 78)	Mableton	Chattahoochee River	Cobb	10,453	9	20,023	1,418	2	0	31,905	16	0	15	18	40	1	40
151.1	Bankhead Hwy (US 78)	Chattahoochee River	I-285	Fulton	6,175	-	9,323	1,280	2	6	16,780	10	-	7	16	40	10	40
151.2	Bankhead Hwy (US 78)	I-285	James Jackson	Fulton	5,230	-	11,738	1,925	2	8	18,895	8	-	9	24	40	14	40
151.3	Bankhead Hwy (US 78)	James Jackson	Elizabeth Pl	Fulton	4,129	-	13,404	5,659	2	7	23,194	6	-	10	70	40	12	70
151.4	Hollowell	Elizabeth Pl	Northside	Fulton	41,837	1,455	37,800	4,123	3	14	85,218	66	8	29	51	60	24	66
152.0	Main	Dorsey	Connally	Fulton	15,361	-	15,555	1,967	-	21	32,883	24	-	12	24	-	38	38
152.1	Main	Connally	Cambellton (23/30)	Fulton	23,032	98	26,656	3,252	-	20	53,038	36	1	20	40	-	35	40
152.2	Lee	Campbellton	Sylvan	Fulton	11,096	255	16,417	3,189	5	21	30,962	17	1	12	39	100	37	100
152.3	Lee	Sylvan	Northside	Fulton	23,513	5,441	26,743	4,935	4	29	60,636	37	32	20	61	80	51	80

### APPENDIX F THE PEDESTRIAN LEVEL OF SERVICE MODEL

#### Existing Pedestrian Conditions (Pedestrian LOS)

Similar to the evaluation procedure used for the bicycle mode, this is an evaluation of pedestrians’ perceived safety and/or comfort with respect to motor vehicle traffic. It identifies the quality of service for pedestrians that exists (or can be provided by geometric or traffic operational changes) within the roadway environment. This section documents the additional data requirements, data collection and compilation guidelines (other than the items listed in the bicycle portion) and results of the evaluation.

The *Pedestrian Level of Service (Pedestrian LOS) Model*<sup>1</sup> is the most accurate method of evaluating the walking conditions within shared roadway environments. It also uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. With statistical precision, the *Model* clearly reflects the effect on walking suitability or “compatibility” due to factors such as roadway width, presence of sidewalks and intervening buffers, barriers within those buffers, traffic volume, motor vehicles speed, and on-street parking. It is the statistically reliable method of conducting a “walkability audit.” The form of the *Pedestrian Level of Service Model*, and the definition of its terms are as follows:

$$\text{Ped LOS} = - 1.2276 \ln (W_{ol} + W_l + f_p \times \%OSP + f_b \times W_b + f_{sw} \times W_s) + 0.0091 (Vol_{15}/L) + 0.0004 SPD^2 + 6.0468$$

Where:

- $W_{ol}$  = Width of outside lane (feet)
- $W_l$  = Width of shoulder or bike lane (feet)
- $f_p$  = On-street parking effect coefficient (=0.20)
- %OSP = Percent of segment with on-street parking
- $f_b$  = Buffer area barrier coefficient (=5.37 for trees spaced 20 feet on center)
- $W_b$  = Buffer width (distance between edge of pavement and sidewalk, feet)
- $f_{sw}$  = Sidewalk presence coefficient  
=  $6 - 0.3W_s$
- $W_s$  = Width of sidewalk (feet)
- $Vol_{15}$  = average traffic during a fifteen (15) minute period
- $L$  = total number of (through) lanes (for road or street)
- SPD = Average running speed of motor vehicle traffic (mi/hr)

<sup>1</sup> Landis, B.W., V.R. Vattikitti, R.M. Ottenberg, D.S. McLeod, M. Guttenplan, Modeling the Roadside Walking Environment: Pedestrian LOS, *Transportation Research Record 1773*, Transportation Research Board, National Research Council, Washington, DC, 2001.

The Pedestrian LOS score resulting from the final equation is pre-stratified into service categories “A, B, C, D, E, and F”, according to the ranges shown below, which reflect users’ perception of the road segments level of service for pedestrian travel. This stratification is in accordance with the linear scale established during the research (i.e., the research project participants’ aggregate response to roadway and traffic stimuli).

### Pedestrian Level-of-Service Categories

LEVEL-OF-SERVICE	Pedestrian LOS Score
A	$\leq 1.5$
B	$> 1.5$ and $\leq 2.5$
C	$> 2.5$ and $\leq 3.5$
D	$> 3.5$ and $\leq 4.5$
E	$> 4.5$ and $\leq 5.5$
F	$> 5.5$

The *Pedestrian LOS Model* is used by planners and engineers throughout the United States in a variety of planning and design applications. The *Pedestrian LOS Model* can be used to conduct a benefits comparison among proposed sidewalk/roadway cross-sections, identify roadways that are candidates for reconfiguration for sidewalk improvements, and to prioritize and program roadways for sidewalk improvements.

### Additional Data Collection and Inventory Guidelines

Following is the additional list of data used in the computation of the Pedestrian LOS scores (those not already collected as part of the bicycle LOS evaluation). Also described are the associated guidelines for their collection and compilation into the database.

Width of Buffer ( $W_b$ ) – is the width of a grass buffer. The width of the buffer is measured from the edge of pavement or back of curb to the beginning edge of the sidewalk. If a sidewalk has trees planted within its surface, then the horizontal width of the sidewalk occupied by the trees is considered the buffer width.

Width of Sidewalk ( $W_s$ ) – is the width of the sidewalk, measured from either the edge of pavement, if a grass buffer is not present. If a grass buffer is present, the width is measured from the edge of the buffer to the back side of the sidewalk.



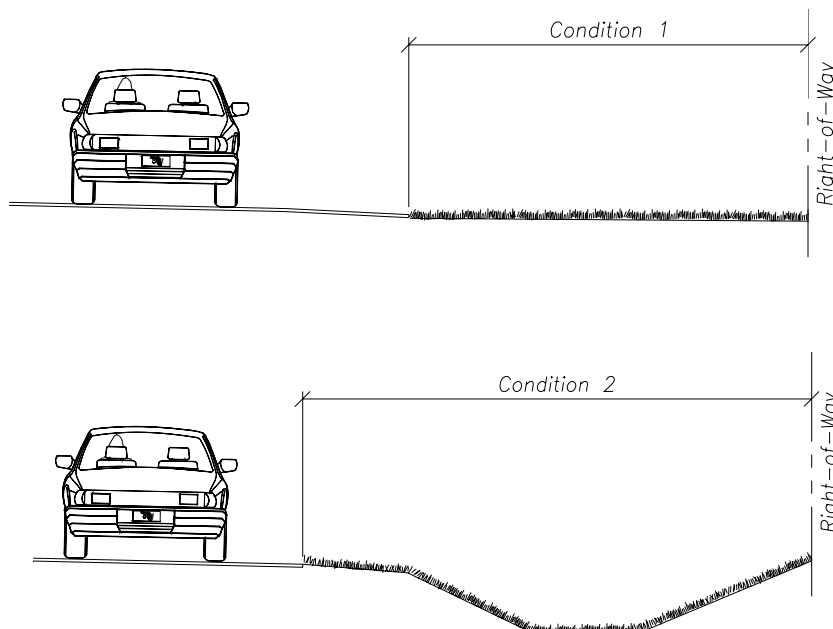
Sidewalk Percentage – is the percentage of sidewalk coverage (estimated in increments of 25%) of the segment; this is to be collected directionally

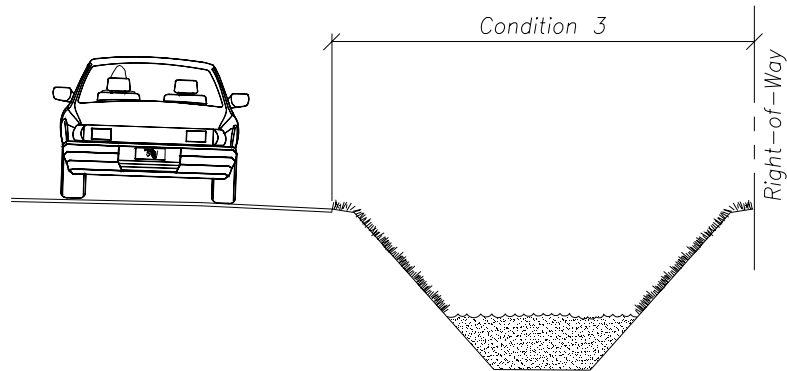
Tree Spacing in Buffer – is the spacing of trees within a buffer, measured from the center (width of spacing between trees). Trees can either be in a grass buffer or in sidewalk islands.

Cross-section – a “C” is recorded if there is a curb and gutter on the segment, an “S” if there is an open shoulder.

Note: Indicate any ditches or swales adjacent to the edge of pavement of the segment in the comments field.

Roadside Profile Condition – This data item is collected to assist in determining the lateral area available for bicycle lane or paved shoulder and sidewalk construction. It is the area between the outside edge of the pavement and the right-of-way line. The profile condition assists in determining the type of facility, hence its cost [i.e., bicycle lane or paved shoulder or bike path]. Roadside profiles were classified as one of the three types illustrated below. Condition 1, buildable shoulder, is defined as an area adjoining the edge of pavement with a minimum width of seven feet and a maximum cross-slope of 6%. Condition 2 is a swale. Condition 3 is a ditch or canal. ARC will to provide total right-of-way width.





The *Pedestrian LOS Model* can also be used by the ARC in the future to plan and develop sidewalks around regionally-significant destinations. The *Pedestrian LOS Model* can also assist the ARC with the continuous monitoring of walking conditions as new sidewalks are constructed, as new roads are built, and as existing roadways are reconstructed.

## Appendix G: Atlanta Region Pedestrian Level of Service Evaluation

Seg. ID	Road Name	From	To	County	Dir. of Sur.	Lanes (L) #	Roadway ADT	Width Of Pavement		Occ. Park. (OSPA) (%)	Cross Sec. (C/S)	Buff. Width (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (ft)	Pedestrian LOS		Comments	Photo ID		
								Post. Spd. (SPp) mph	Wt (ft)							Wl (ft)	Value (1..7)			Grade (A..F)	
004	MLK	Lowery	Morris Brown Campus	Fulton	e	4	U	10,000	35	11.00	0.00	0	C	0	75	100	7	2.66	C	no buffer, but tree wells	144
004	MLK	Tatnall	Northside	Fulton	e	4	U	10,000	35	11.00	0.00	0	C	3	20	100	4.75	2.36	B		145, 146
004.1	MLK	I-20	Morris Brown	Fulton	e	4	U	10,000	30	10.00	0.00	0	C	3.5	100	100	6	2.43	B	trees highly intermittent	141/140
004.1	MLK	Lowery	Whitehouse	Fulton	e	4	U	10,000	30	10.00	0.00	0	C	0	0	100	5	2.74	C		
004.1	MLK	Whitehouse	Morris Brown	Fulton	e	4	U	10,000	30	10.00	0.00	0	C	2	0	100	4	2.78	C	2 foot buffer eb, none westbound	138
004.1	MLK	Whitehouse	Morris Brown	Fulton	e	4	U	10,000	30	10.00	0.00	0	C	0	0	100	4	2.87	C	2 foot buffer eb, none westbound	138
009	W. Peachtree	North Ave	12th	Fulton	n	4	OW	27,935	25	9.00	0.00	0	S	5	40	100	5	3.01	C		114, 115, 116, 119
009.1	W. Peachtree	12th	15th	Fulton	n	4	OW	27,935	30	9.75	0.00	0	S	0	0	100	5	3.62	D		
009.1	W. Peachtree	15th	Peachtree	Fulton	n	5	OW	27,935	30	9.75	0.00	0	S	0	0	100	8	3.11	C		
010.1	Ponce	Ponce de Leon Pl.	Glen Iris	Fulton	w	4	U	27,860	35	9.00	0.00	0	S	0	0	100	10	3.71	D		109, 110
010.2	Ponce	Glen Iris	Myrtle	Fulton	w	6	U	27,860	35	9.00	0.00	0	S	0	0	100	10	3.15	C		111
010.3	Ponce	Myrtle	Piedmont	Fulton	e	4	U	27,860	35	9.00	0.00	0	S	3	0	100	4	3.98	D		112, 113
010.3	Ponce	Myrtle	Piedmont	Fulton	w	4	U	27,860	35	9.00	0.00	0	S	3	30	100	8	3.40	C		112, 113
010.3	Ponce	Piedmont	Peachtree	Fulton	w	4	U	27,860	35	9.00	0.00	0	S	0	0	100	8	3.75	D	3' buffers only at certain parcels, mostly 8' sidewalk	
014	SR 54	Walt Stephens	Mt. Zion	Clayton	n	4	D	20,350	45	13.00	0.00	0	S	0	0	0	0	4.93	E		62,63
014.1	SR 54	Mt. Zion	Southlake Blvd.	Clayton	n	4	S	20,350	45	12.00	0.00	0	S	0	0	0	0	5.03	E		64,65,66,67,68
014.1	SR 54	Mt. Zion	Southlake Blvd.	Clayton	s	4	S	20,350	45	12.00	0.00	0	S	1	0	100	4	3.82	D		64,65,66,67,68
014.2	SR 54	Southlake Blvd.	I-75	Clayton	n	4	S	20,350	40	12.00	0.00	0	C	1.5	0	0	0	4.86	E		
014.2	SR 54	Southlake Blvd.	I-75	Clayton	s	4	S	20,350	40	12.00	0.00	0	C	1.5	0	100	5	3.51	D		
037.1	Milstead	Main	College	Rockdale	e	2	U	4,960	35	13.00	0.00	0	C	1.7	0	100	4	2.81	C		
037.1	Milstead	Main	College	Rockdale	w	2	U	4,960	35	13.00	0.00	0	C	0	0	0	0	3.99	D		
047	Candler	College	Green	Dekalb	s	2	U	15,180	35	11.00	0.00	0	C	2.5	0	100	4.5	4.00	D		100, 101
049.2	Buford Hwy.	Jimmy Carter Blvd.	Langford	Gwinnett	e	4	S	26,800	45	11.80	0.00	0	S	1.5	0	100	4	4.19	D	buffer is zero at certain parcels westbound	82
049.2	Buford Hwy.	Langford	Berkeley Lake	Gwinnett	e	4	S	26,800	45	11.80	0.00	0	S	0	0	0	0	5.43	E	5/2 at some parcels	
050.1	Covington Hwy.	Redan	Memorial Dr.	Dekalb	n	4	S	14,140	45	11.70	0.00	0	C	0	0	15	6	4.47	D		90, 91, 92
050.1	Covington Hwy.	Redan	Memorial Dr.	Dekalb	s	4	S	14,140	45	11.70	0.00	0	C	0	0	0	0	4.68	E		90, 91, 92
050.2	Covington Hwy.	Hwy. 54	Lakeshore	Dekalb	n	4	S	14,140	35	12.00	0.00	0	C	0	0	100	5.5	2.99	C		93
050.2	Covington Hwy.	Clarendon	Twin Oaks	Dekalb	n	4	S	14,140	35	12.00	0.00	0	C	1.5	0	100	5	2.99	C		97
050.2	Covington Hwy.	Clarendon	Twin Oaks	Dekalb	s	4	S	14,140	35	12.00	0.00	0	C	0	0	0	0	4.34	D		97
050.2	Covington Hwy.	Lakeshore	Clarendon	Dekalb	n	4	S	14,140	35	12.00	0.00	0	C	10	22.5	100	5	1.93	B		94/95/96
050.2	Covington Hwy.	Sam's Xing	Candler	Dekalb	n	4	S	14,140	35	12.00	0.00	0	C	2	0	0	0	4.34	D	5' buffer @ marta station	98, 99
050.2	Covington Hwy.	Sam's Xing	Candler	Dekalb	s	4	S	14,140	35	12.00	0.00	0	C	2	0	100	4.5	3.03	C	5' buffer @ marta station	98, 99
050.2	Covington hwy	Twin Oaks	Sam's Xing	Dekalb	n	4	S	14,140	35	12.00	0.00	0	C	0	0	30	5	3.95	D		
050.2	Covington hwy	Twin Oaks	Sam's Xing	Dekalb	s	4	S	14,140	35	12.00	0.00	0	C	0	0	0	0	4.34	D		
060.3	SR 74	County Line	Peachtree City Limit	Fayette	s	4	D	30,460	55	12.00	0.00	0	C	0	0	0	0	6.03	F		35, 36
060.3	SR 74	Peachtree City Limit	SR 54	Fayette	s	4	D	30,460	55	12.00	0.00	0	C	0	0	0	0	6.03	F		39, 48, 49
064	SR 54	SR 74	Peachtree Pkwy.	Fayette	w	4	D	34,680	45	12.00	0.00	0	C	20	0	100	10	3.86	D	10' sidepath, 10-30 feet from road, both sides	43, 44,45,46,47
071.1	Tara Blvd.	Flint River Road	North Ave.	Clayton	n	6	D	25,600	45	15.00	3.00	0	S	0	0	0	0	4.55	E	one parcel with sidewalk@ flint river road	56,57,58,59
071.1	Tara Blvd.	SR 54	Flint River	Clayton	s	6	D	25,600	45	15.00	3.00	0	S	0	0	0	0	4.55	E	sidewalk may be in works	60, 61

## Appendix G: Atlanta Region Pedestrian Level of Service Evaluation

Seg. ID	Road Name	From	To	County	Dir. of Sur.	Lanes (L)			Post. Spd. (SPp) mph	Width Of Pavement		Occ. Park. (OSPA) (%)	Cross Sec. (C/S) (ft)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Pedestrian LOS		Comments	Photo ID
						Th #	Con	Roadway ADT		Wt (ft)	Wl (ft)							Value (1..7)	Grade (A..F)		
075.2	Beaver Ruin	Buford	East Hill Way	Gwinnett	n	4	D	39,190	45	16.00	4.00	0	S	1.5	0	100	4.5	4.72	E	buffer varies smaller at some points	83
075.2	Beaver Ruin	Buford	East Hill Way	Gwinnett	s	4	D	39,190	45	16.00	4.00	0	S	1.5	0	50	4.5	5.26	E	buffer varies smaller at some points	83
095.3	Atlanta Road	Concord	Cooper Lake Dr	Cobb	s	4	S	16,960	45	12.00	0.00	0	C	2.5	0	100	4	3.55	D	southbound sidewalk dops 1/4 mile north of lee parkway.	136, 137
095.3	Atlanta Road	Fleming	Concord	Cobb	n	4	S	16,960	45	12.00	0.00	0	C	0	0	0	5	4.83	E	nb 5' sidewalk in 1/2 mile north of concord, 2ft buffer	132
095.3	Atlanta Road	Fleming	Concord	Cobb	s	4	S	16,960	45	12.00	0.00	0	C	0	0	100	5	3.53	D	nb 5' sidewalk in 1/2 mile north of concord, 2ft buffer	132
095.3	Atlanta Road	RR Tracks	Windy Hill	Cobb	n	4	S	16,960	45	12.00	0.00	0	C	1.5	0	0	5	4.83	E	12' sidepath on nb side, 5' buffer	129, 130, 131
095.3	Atlanta Road	RR Tracks	Windy Hill	Cobb	s	4	S	16,960	45	12.00	0.00	0	C	1.5	0	100	5	3.48	C	12' sidepath on nb side, 5' buffer	129, 130, 131
095.3	Atlanta Road	Windy Hill	Fleming	Cobb	n	4	S	16,960	45	12.00	0.00	0	C	0	0	0	0	4.83	E	sidepath ends at windy hill	
095.3	Atlanta Road	Windy Hill	Fleming	Cobb	s	4	S	16,960	45	12.00	0.00	0	C	2	0	100	5	3.46	C	sidepath ends at windy hill	
105	Metro Parkway	Casplan	St. Johns	Fulton	s	4	U	26,050	35	11.00	0.00	0	C	0	0	90	10	3.70	D		156, 157, 158
105	Metro Parkway	Deckner	Casplan	Fulton	s	4	U	26,050	35	11.00	0.00	0	C	0	0	100	10	3.54	D		
105	Metro Parkway	Lilian	University	Fulton	s	4	U	26,050	35	11.00	0.00	0	C	3	0	100	6	3.59	D		155
105	Metro Parkway	R.D. Abernathy	Lilian	Fulton	s	4	U	26,050	35	11.00	0.00	0	C	3	0	100	6	3.59	D		154
105	Metro Parkway	St. Johns	I-85	Fulton	s	4	U	26,050	35	11.00	0.00	0	C	0	0	100	10	3.54	D		159
105	Metro Parkway	University	Deckner	Fulton	n	4	U	26,050	35	11.00	0.00	0	C	0	0	100	10	3.54	D		
105	Metro Parkway	University	Deckner	Fulton	s	4	U	26,050	35	11.00	0.00	0	C	0	0	0	0	5.15	E		
105.2	Northside	MLK	Metro Parkway	Fulton	s	6	U	26,050	35	12.00	0.00	0	S	3	0	100	5.5	3.08	C		147/148
106	South Cobb Dr.	Atlanta Road	Austell Rd	Cobb	n	4	S	17,260	45	12.00	0.00	0	C	2	0	100	5	3.47	C	buffer is fake brick/stamped concrete	132
111.2	Memorial Dr.	Kensington	Cov Hwy	Dekalb	n	6	S	20,400	45	12.00	0.00	0	C	1.5	0	40	5	4.08	D		89
111.2	Memorial Dr.	Kensington	Cov Hwy	Dekalb	n	6	S	20,400	45	12.00	0.00	0	C	1.5	0	0	0	4.62	E		89
111.2	Memorial Dr.	Mt. Drive	Kensington	Dekalb	n	6	S	20,400	45	12.00	0.00	0	C	0	0	0	0	4.62	E		88
111.2	Memorial Dr.	Mt. Drive	Kensington	Dekalb	s	6	S	20,400	45	12.00	0.00	0	C	0	0	100	5	3.32	C		88
111.2	Memorial Dr.	Northern	Mountain Drive	Dekalb	n	6	S	20,400	45	12.00	0.00	0	C	0	0	50	5	3.97	D		86, 87
111.2	Memorial Dr.	Northern	Mountain Drive	Dekalb	s	6	S	20,400	45	12.00	0.00	0	C	0	0	0	0	4.62	E		86, 87
116	Stockbridge Road	Sunnydale Ln	Walt Stephens	Clayton		2	U	8,020	35	11.00	0.00	0	S	0	0	0	0	4.55	E	under construction	
116	Stockbridge Road	McDonough	Wilburn	Clayton	e	2	U	8,020	35	11.00	0.00	0	S	6	0	100	4	3.09	C		50, 51, 52
116	Stockbridge Road	School Drive	Sunnydale Ln	Clayton	e	2	U	8,020	35	11.00	0.00	0	S	0	0	0	0	4.55	E		54, 55
116	Stockbridge Road	Wilburn	School Driveway	Clayton	E	2	U	8,020	35	11.00	0.00	0	S	2	0	100	5	3.11	C		53
116	Stockbridge Road	Wilburn	School Driveway	Clayton	w	2	U	8,020	35	11.00	0.00	0	S	2	0	0	5	4.55	E		53
132	SR 54	SR 34	SR 74	Fayette	e	4	D	34,680	45	12.00	0.00	0	C	2.2	0	100	5	4.51	E	new sidewalks at developed parcels	40, 41, 42
132	SR 54	SR 34	SR 74	Fayette	w	4	D	34,680	45	12.00	0.00	0	C	2.2	0	40	5	5.34	E	new sidewalks at developed parcels	40, 41, 42
145	Powder Springs Road	Garrison	Sandtown	Cobb	n	4	S	10,000	40	10.50	0.00	0	C	0	0	0	5	4.40	D		120,121,122
145	Powder Springs Road	Garrison	Sandtown	Cobb	s	4	S	10,000	40	10.50	0.00	0	C	0	0	100	5	2.99	C		120,121,122
145	Powder Springs Road	Marietta Pkwy.	Garrison	Cobb	n	4	S	10,000	40	10.50	0.00	0	C	0	0	67	6	3.39	C		
145	Powder Springs Road	Marietta Pkwy.	Garrison	Cobb	s	4	S	10,000	40	10.50	0.00	0	C	0	0	100	6	2.89	C		
146	Ponce	Briarcliff	Highland	Fulton	w	5	U	27,860	35	10.50	0.00	0	S	5	0	100	5	3.18	C		
146	Ponce	Freedom Pkwy.	Ponce de Leon Pl.	Fulton	w	5	U	27,860	35	10.50	0.00	0	S	0	0	100	10	3.10	C		109, 110
146	Ponce	Highland	Freedom Parkway	Fulton	w	5	U	27,860	35	10.50	0.00	0	S	0	0	100	7	3.19	C	no buffer on wb side	108
146	Ponce	Highland	Freedom Parkway	Fulton	e	5	U	27,860	35	10.50	0.00	0	S	7	30	100	7	2.49	B	no buffer on wb side	108

## Appendix G: Atlanta Region Pedestrian Level of Service Evaluation

Seg. ID	Road Name	From	To	County	Dir. of Sur.	Lanes (L) Th #	Con	Roadway ADT	Width Of		Occ. Park. (OSPA) (%)	Cross Sec. (C/S)	Buff. Width (ft)	Tree Spcg. in (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Pedestrian LOS		Comments	Photo ID
									Post. Spd. (SPp) mph	Pavement Wt (ft)							Value (1..7)	Grade (A..F)		
152.2	Lee	Avon	Sylvan	Fulton	n	5	U	8,060	40	12.00	0.00	0	C	0	0	0	0	3.96	D	150, 151, 152
152.2	Lee	Avon	Sylvan	Fulton	s	5	U	8,060	40	12.00	0.00	0	C	0	0	100	6	2.56	C	150, 151, 152
152.2	Lee	Campbellton	Avon	Fulton	n	5	U	8,060	40	12.00	0.00	0	C	0	0	0	0	3.96	D	149
152.2	Lee	Campbellton	Avon	Fulton	s	5	U	8,060	40	12.00	0.00	0	C	0	0	100	7	2.50	B	149
152.3	Lee	White St.	Oak St.	Fulton	n	4	U	8,060	35	9.00	0.00	0	C	0	0	100	10	2.53	C	153
160	Crowell	I-20	Brown Bridge	Newton	s	2	U	2,010	45	11.30	0.00	0	S	0	0	0	0	3.62	D	
160.1	Brown Bridge	Crowell	City Limit	Newton	e	2	U	7,070	45	13.50	2.25	0	S	0	0	0	0	4.51	E	73, 74
160.2	Brown Bridge	City Limit	Turner Lake	Newton	e	2	U	7,070	40	11.50	0.00	0	S	0	0	0	0	4.54	E	
160.3	Turner Lake	Brown Bridge	I-20	Newton	e	2	U	16,660	40	11.50	0.00	0	S	0	0	0	0	5.68	F	
161	N. Main	Milstead	Irwin Bridge	Rockdale	n	2	U	2,010	30	13.50	0.00	0	C	1.5	0	100	4	2.31	B	75
161.1	N. Main	Irwin Bridge	Rockbridge	Rockdale	n	2	U	2,010	30	13.50	0.00	0	C	0	0	100	4	2.36	B	76, 77
161.1	N. Main	Irwin Bridge	Rockbridge	Rockdale	s	2	U	2,010	30	13.50	0.00	0	C	0	0	0	0	2.95	C	76, 77
161.1	Green/ Covington	Rockbridge	Sigman	Rockdale	n	2	U	7,985	40	10.00	0.00	0	C	0	0	0	0	4.82	E	78
162	Ponce	Northern	Scott Blvd	Dekalb	w	4	U	26,520	30	12.50	0.00	0	C	5	0	100	5	3.46	C	102/103
162.1	Ponce	1/2mi before Briarcliff	Briarcliff	Dekalb	e	2	U	26,520	30	12.50	0.00	0	C	5	30	0	5	6.47	F	107
162.1	Ponce	1/2mi before Briarcliff	Briarcliff	Dekalb	w	2	U	26,520	30	12.50	0.00	0	C	5	30	100	5	4.64	E	107
162.1	Ponce	1/4 mi. before Clifton	1/2mi before Briarcliff	Dekalb	e	2	U	26,520	30	12.50	0.00	0	C	3	0	0	5	6.47	F	
162.1	Ponce	1/4 mi. before Clifton	1/2mi before Briarcliff	Dekalb	w	2	U	26,520	30	12.50	0.00	0	C	3	0	100	5	5.11	E	
162.1	Ponce	Scott Blvd	1/4 mi. before Clifton	Dekalb	e	4	U	26,520	30	12.50	0.00	0	C	3	0	100	5	3.52	D	104/105/106
162.1	Ponce	Scott Blvd	1/4 mi. before Clifton	Dekalb	w	4	U	26,520	30	12.50	0.00	0	C	3	0	0	0	4.88	E	104/105/106
163	Main	Cov. Hwy	Max Cleland	Dekalb	e	2	U	26,860	35	12.00	0.00	0	C	1.5	0	100	3	5.62	F	79
163.1	Max Cleland	Main	St. Mt- Lithonia	Dekalb	e	2	U	26,860	35	12.00	0.00	0	C	0	0	100	4	5.53	F	80
163.1	Max Cleland	Main	St. Mt- Lithonia	Dekalb	w	2	U	26,860	35	12.00	0.00	0	C	0	0	0	0	6.70	F	80
163.2	Stone Mt. Lithonia	Max Cleland	Tribble	Dekalb	n	2	U	15,620	35	12.00	0.00	0	C	1.5	0	100	4	4.12	D	
163.3	Stone Mt. Lithonia	Tribble	Deshon	Dekalb	n	2	U	15,620	35	12.00	0.00	0	C	0	0	0	0	5.36	E	81
163.4	Stone Mt. Lithonia	Deshon	Wellborn	Dekalb	n	2	U	15,620	35	12.00	0.00	0	C	2	0	70	4	4.48	D	
163.4	Stone Mt. Lithonia	Deshon	Wellborn	Dekalb	s	2	U	15,620	35	12.00	0.00	0	C	2	0	30	4	4.98	E	



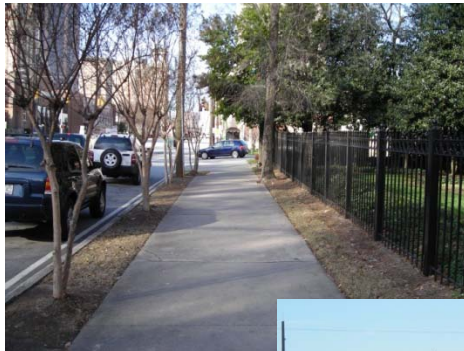
# BikePed

Atlanta Region Bicycle Transportation  
& Pedestrian Walkways Plan

## Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan: Appendix H

# Photo Summary of Walking Conditions Along Regionally Significant Roadways

evaluated with Pedestrian LOS



prepared for:



prepared by:



# Marietta/Smyrna

Cobb County

## Powder Springs Road (145.0)

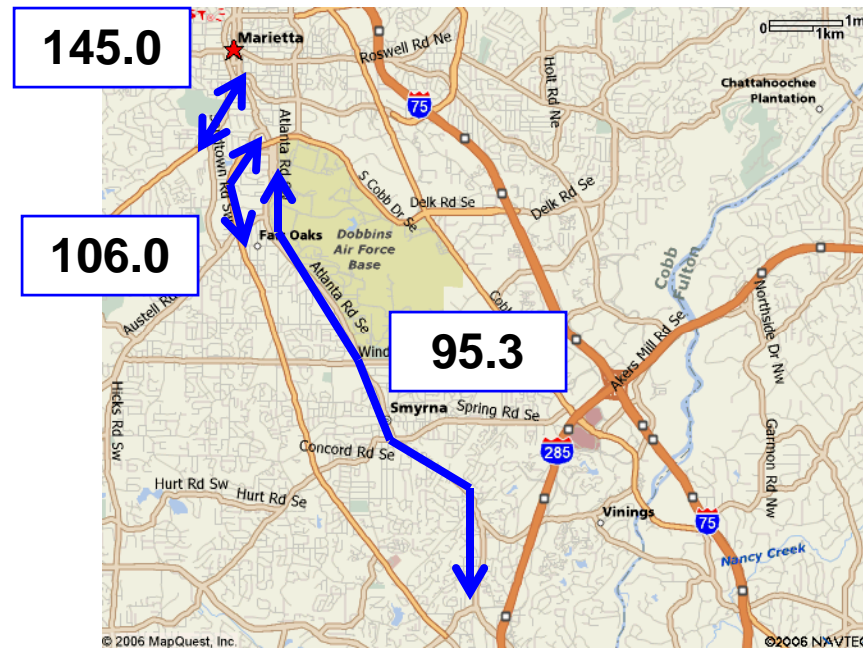
from Sandtown Rd to Marietta Pkwy

## South Cobb Drive (106.0)

from Austell Rd to Atlanta Rd

## Atlanta Road (95.3)

from L&N tracks to Cumberland Pkwy



# Marietta

Cobb County

## Powder Springs Road (145.0)

ADT = 10,000 (1,236)

40 mph, 4 lanes

10.5' outer lane

### from Sandtown Rd to Garrison Rd

**SB:** 5' sidewalk, 100% coverage,  
no buffer

Ped. LOS = 2.99 **(C)**

**NB:** No sidewalk

Ped. LOS = 4.40 **(D)**



### from Garrison Rd to Marietta Pkwy

**SB:** 6' sidewalk, 100% coverage,  
no buffer:

Ped. LOS = 2.89 **(C)**

**NB:** 6' sidewalk, 67% coverage\*,  
no buffer

Ped. LOS = 3.39 **(C)**





# Marietta

Cobb County

## South Cobb Drive (106)

ADT = 17,260

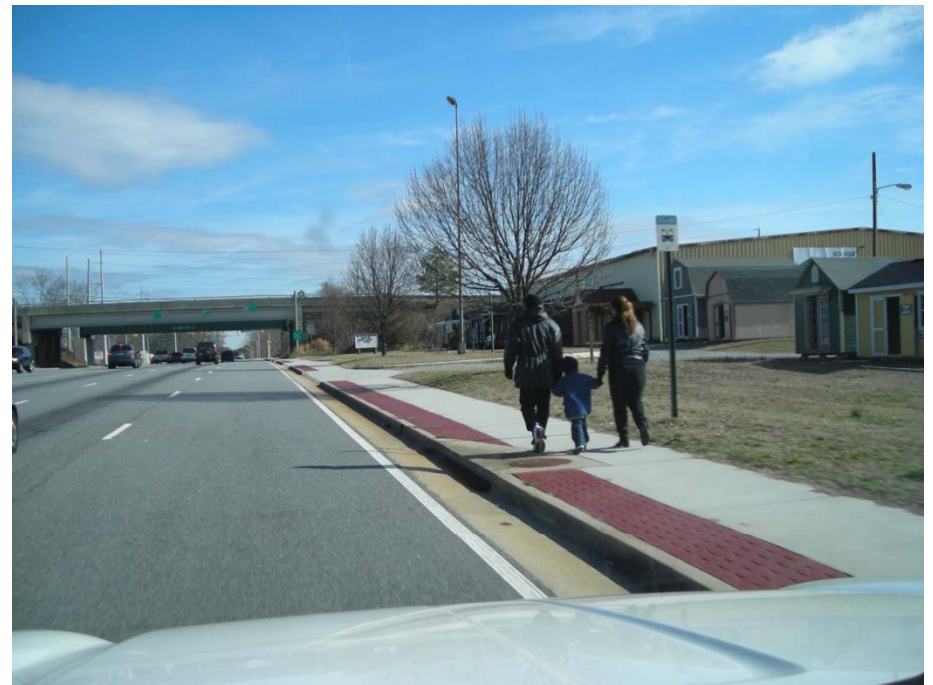
45 MPH, 4 lanes

12' outer lane

from Austell Rd to Atlanta Rd

**Both sides:** 5' sidewalk, 100% coverage,  
2' buffer

Ped. LOS = 3.47 **(C)**



# Marietta/Smyrna

Cobb County

# Atlanta Road (95.3)

ADT = 16,960

45 mph, 4 lanes

12' outer lane

from L&N Tracks to Windy Hill Rd

**SB:** 5' sidewalk, 100% coverage,  
1.5' buffer  
Ped. LOS = 3.48 **(C)**

**NB:** No sidewalk  
Ped. LOS = 4.83 **(E)**

or

**NB:** 12' sidepath, 100% coverage,  
5' buffer  
Ped LOS = 3.00 **(C)**



Appendix H: Walking Conditions  
Along Regionally Significant Roadways



from to Concord Rd to Cooper Lake Dr

**Both Sides:** 4' sidewalk, 100% coverage,  
2.5' buffer  
Ped. LOS = 3.55 **(D)**



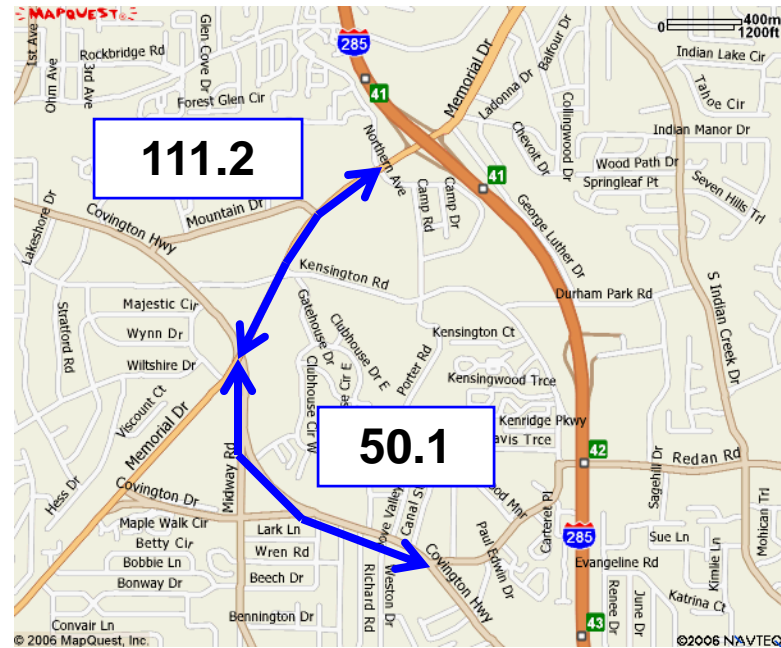
# Avondale Estates

DeKalb County

## Memorial Drive/Cynthia McKinney Pkwy (111.2) from I-285 to Covington Hwy

## Covington Highway (50.1) from Redan Rd to Memorial Dr

Appendix H: Walking Conditions  
Along Regionally Significant Roadways



# Avondale Estates

DeKalb County

## Memorial Drive/Cynthia McKinney Pkwy (111.2)

ADT = 20,400

45 mph, 6 lanes

12' outer lane

### from Northern Ave to Mountain Dr

**EB:** 5' sidewalk, 50% coverage\*,  
no buffer

Ped. LOS = 3.97 **(D)**

**WB:** No sidewalk

Ped. LOS = 4.62 **(E)**



### from Mountain Dr to Kensington Rd

**EB:** No sidewalk

Ped. LOS = 4.62 **(E)**

**WB:** 5' sidewalk, 100% coverage,  
no buffer

Ped. LOS = 3.32 **(C)**



### from Kensington Rd to Covington Hwy

**EB:** 5' Sidewalk, 40% coverage,  
1.5' buffer

Ped. LOS = 4.08 **(D)**

**WB:** No sidewalk

Ped. LOS = 4.62 **(E)**



# Avondale Estates

DeKalb County

## Covington Highway (50.1)

ADT = 14,140

45 mph, 4 lanes

12' outer lane

from Memorial Dr to Redan Rd

**SB:** No sidewalk  
Ped. LOS = 4.68 **(E)**

**NB:** 6' sidewalk, 15% coverage\*,  
no buffer  
Ped. LOS = 4.47 **(D)**



# Norcross

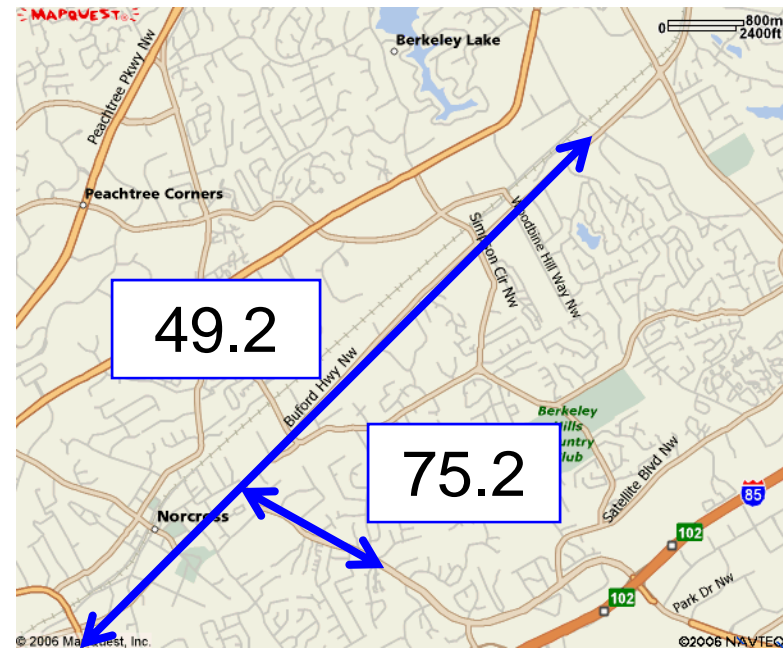
Gwinnett County

## Buford Highway/US 23 (49.2)

from Jimmy Carter Blvd to S Berkeley Lake Rd

## Beaver Ruin Rd (75.2)

from Buford Hwy to East Hill Way



# Norcross

Gwinnett County

## Buford Highway/US 23 (49.2)

ADT = 26,800

45 mph, 4 lanes

11.8' outer lane

from Jimmy Carter Blvd to Langford Rd

**Both Sides:** 4' sidewalk, 100% coverage,  
1.5' buffer

Ped. LOS = 4.19 **(D)**

*note: buffer is zero at certain isolated  
parcels*



from Langford Rd to S Berkeley Lake Rd

**Both Sides:** No sidewalk

Ped. LOS = 5.43 **(E)**



# Norcross

Gwinnett County

## Beaver Ruin Road (75.2)

ADT = 39,190

45 mph, 4 lanes

12' outer lane, 4' paved shoulder

from Buford Hwy to East Hill Way

**SB:** 4.5' sidewalk, 50% coverage,  
1.5' buffer

Ped. LOS = 5.26 **(E)**

**NB:** 4.5' sidewalk, 100% coverage,  
1.5' buffer

Ped. LOS = 4.72 **(E)**

*note: buffer is zero at certain isolated parcels*





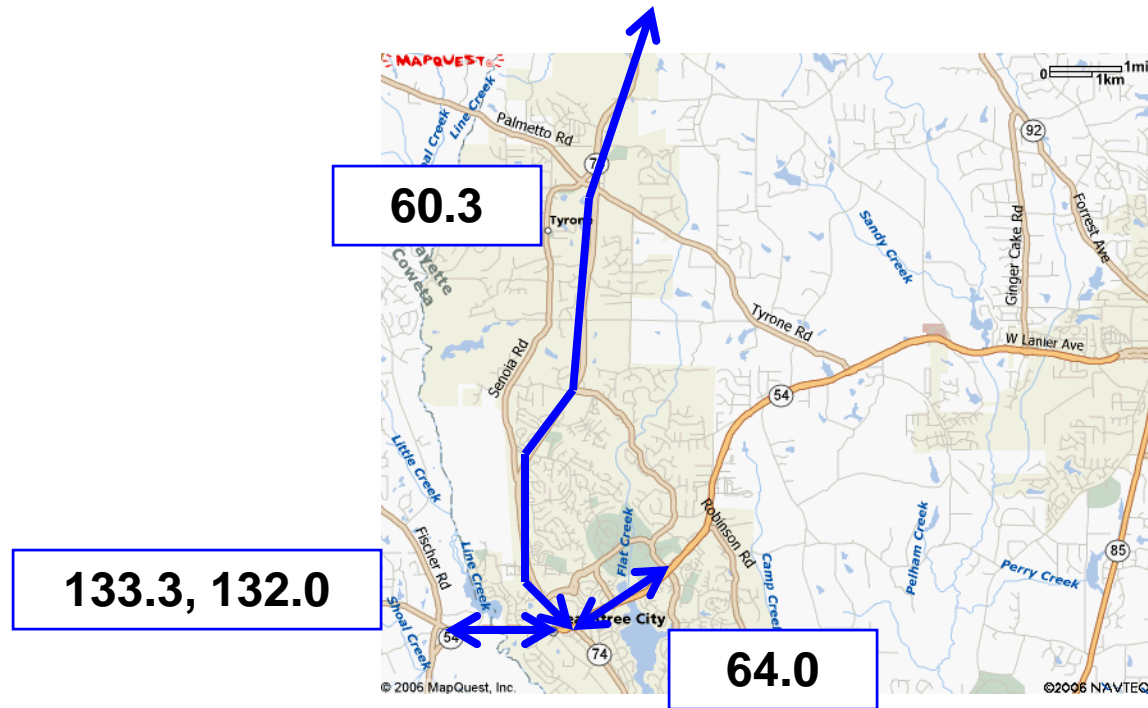
# Peachtree City

Fayette County

**Georgia Highway 74/Joel Cowan Pkwy (60.3)**  
from Fayette/Douglas Co line to Georgia Hwy 54

**Georgia Highway 54 (133.3, 132.0, 164.0)**  
from Georgia Hwy 34 to Peachtree Pkwy

Appendix H: Walking Conditions  
Along Regionally Significant Roadways



# Peachtree City

Fayette County

## Georgia Highway 74/Joel Cowan Pkwy (60.3)

ADT = 30,460

55 mph, 4 lanes

12' outer lane

from Fayette/Douglas Co line to  
Peachtree City limits

**Both Sides:** No sidewalk  
Ped. LOS = 6.03 (F)



from Peachtree City Limit to GA Hwy 54

**Both Sides:** No sidewalk  
Ped. LOS = 6.03 (F)



# Peachtree City

Fayette County

## Georgia Highway 54 (133.3, 132.0, 64.0)

ADT = 34,680

45 mph, 4 lanes

12' outer lane

from GA Hwy 34 to GA Hwy 74  
(133.3, 132.0)

**EB:** 5' sidewalk, 100% coverage,  
2.2' buffer  
Ped. LOS = 4.51 **(E)**

**WB:** 5' sidewalk, 40% coverage,  
2.2' buffer  
Ped. LOS = 5.34 **(E)**

*Note: new 10' sidewalks going in with some  
developments*

from GA Hwy 54 to Peachtree Pkwy  
(64.0)

**Both Sides:** No sidewalk  
Ped. LOS = 5.89 **(F)**

*or*

**Both Sides:** 10' sidepath, 100% coverage  
10-30' buffer, 10' tree spacing  
Ped. LOS = 2.34 **(B)**



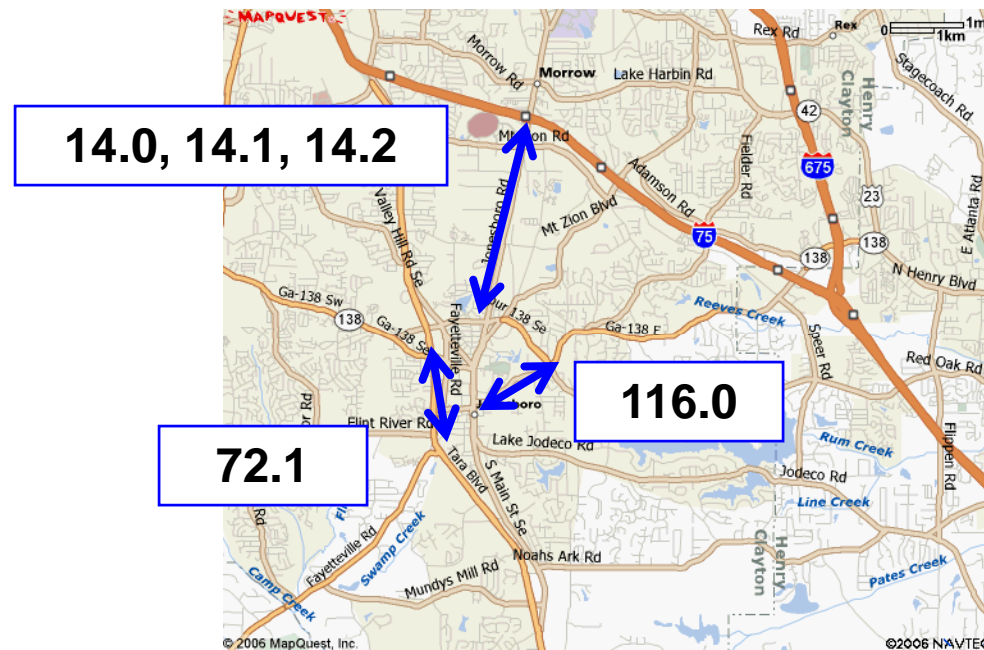
Jonesboro  
Clayton County

**Tara Boulevard/US 19 & 41 (71.1)**  
from Georgia Hwy 54 to North Ave

**Stockbridge Road (116.0)**  
from McDonough St to Walt Stephens  
Rd

**Georgia Highway 54/Jonesboro Road  
(14.0, 14.1, 14.2)**  
from Walt Stephens Rd to I 75

Appendix H: Walking Conditions  
Along Regionally Significant Roadways



# Jonesboro

Clayton County

## Tara Boulevard/US 19 & 41 (71.1)

ADT = 25,600

45 mph, 6 lanes

12' outer lane, 3' paved shoulder

from GA Hwy 54 to Flint River Rd

**Both Sides:** No sidewalk  
Ped. LOS = 4.55 (E)

*Note: construction may indicate planned sidewalks*



from Flint River Rd to North Ave

**Both Sides:** No sidewalk  
Ped. LOS = 5.55 (E)



# Jonesboro

Clayton County

## Stockbridge Road (116.0)

ADT = 8,020  
35 mph, 2 lanes  
11' outer lane

from McDonough Street to Wilburn St

**Both Sides:** 4' sidewalk, 100% coverage,  
6' buffer  
Ped. LOS = 3.09 (C)



from Wilburn St to school entry drive

**EB:** 5' sidewalk, 100% coverage,  
2' buffer  
Ped. LOS = 3.11 (C)



**WB:** No sidewalk  
Ped. LOS = 4.55 (E)

from school entry drive to  
Sunnydale Ln

**Both Sides:** No sidewalk  
Ped. LOS = 4.55 (E)



*note: segment from Sunnydale Ln to Walt  
Stephens Road was under construction  
at time of survey*

# Jonesboro

Clayton County

## Georgia Highway 54/Jonesboro Road

(14, 14.1, 14.2)

ADT = 20,350

40-45 mph, 2-3% trucks

12-13' outer lane

**from Walt Stephens Rd to Mt Zion Rd**

(14) 45 mph, 13' lane

**Both Sides:** no sidewalk

Ped. LOS= 4.93 **(E)**



**from Mt Zion Rd to Southlake Blvd**

(14.1) 45 mph, 12' lane

**SB:** 4' sidewalk, 100% coverage,  
1' buffer

Ped. LOS = 3.82 **(D)**

**NB:** No sidewalk

Ped. LOS = 5.03 **(E)**



**from Southlake Blvd to I-75**

(14.2) 40 mph, 12' lane

**SB:** 5' sidewalk, 100% coverage,  
1.5' buffer

Ped. LOS = 3.51 **(D)**

**NB:** No sidewalk

Ped. LOS = 4.86 **(E)**

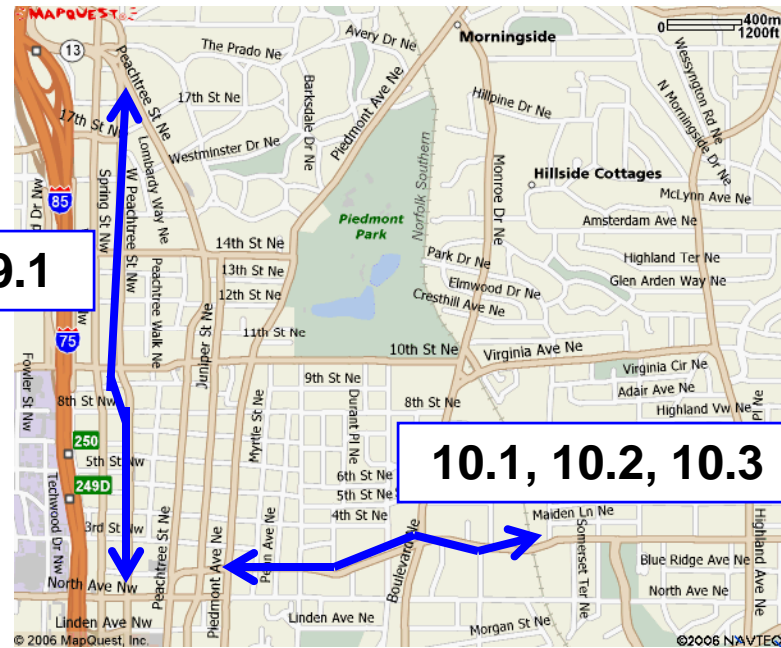
# Atlanta Midtown

Fulton County

**Ponce de Leon Avenue (10.1, 10.2, 10.3)**  
from Ponce de Leon Pl to Piedmont Ave

**West Peachtree Street (9.0, 9.1)**  
from North Ave to 19<sup>th</sup> St

Appendix H: Walking Conditions  
Along Regionally Significant Roadways





# Atlanta Midtown

Fulton County

## Ponce de Leon Avenue (10.1, 10.2, 10.3)

ADT = 27,860

35 mph, 4-6 lanes

9' outer lane

**from Ponce de Leon Pl to Glen Iris Dr**  
(10.1) 4 lanes

**Both Sides:** 10' sidewalk, 100% coverage,  
no buffer  
Ped. LOS = 3.71 **(D)**



**from Glen Iris Dr to Myrtle St**  
(10.2) 6 lanes

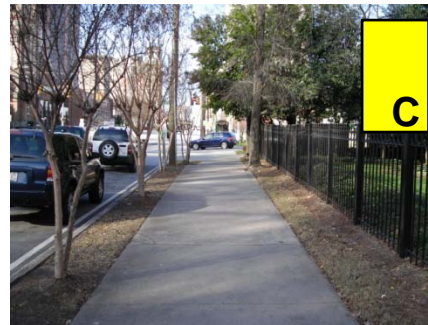
**Both Sides:** 10' sidewalk, 100% coverage,  
no buffer  
Ped. LOS = 3.15 **(C)**



**from to Myrtle St to Piedmont Ave**  
(10.3) 4 lanes

**WB:** 8' sidewalk, 100% coverage,  
3' buffer, 30' tree spacing  
Ped. LOS = 3.40 **(C)** 2.98 w/full parking

**EB:** 4' sidewalk, 100% coverage,  
3' buffer  
Ped. LOS = 3.98 **(D)** 3.37 w/ full parking



# Atlanta Midtown

Fulton County

## West Peachtree Street (9.0, 9.1)

ADT = 27,935

25-30mph, 4-5 lanes

9'-9.75' outer lane

### from North Ave to 12<sup>th</sup> St

(9.0) 25 mph, 9' outer lane

**Both Sides:** 5' sidewalk, 100% coverage,  
5' buffer, 40' tree spacing

Ped. LOS = 3.01 **(C)**

(2.58 with 100% parking)



### from 12<sup>th</sup> St to 15<sup>th</sup> St

(9.1) 30 mph, 9.75' outer lane

**Both Sides:** 5' sidewalk, 100% coverage,  
no buffer

Ped. LOS = 3.62 **(D)**



### from 15<sup>th</sup> St to Peachtree St

(9.1) 30 mph, 9.75' outer lane

**Both Sides:** 8' sidewalk, 100% coverage,  
no buffer

Ped. LOS = 3.11 **(C)**

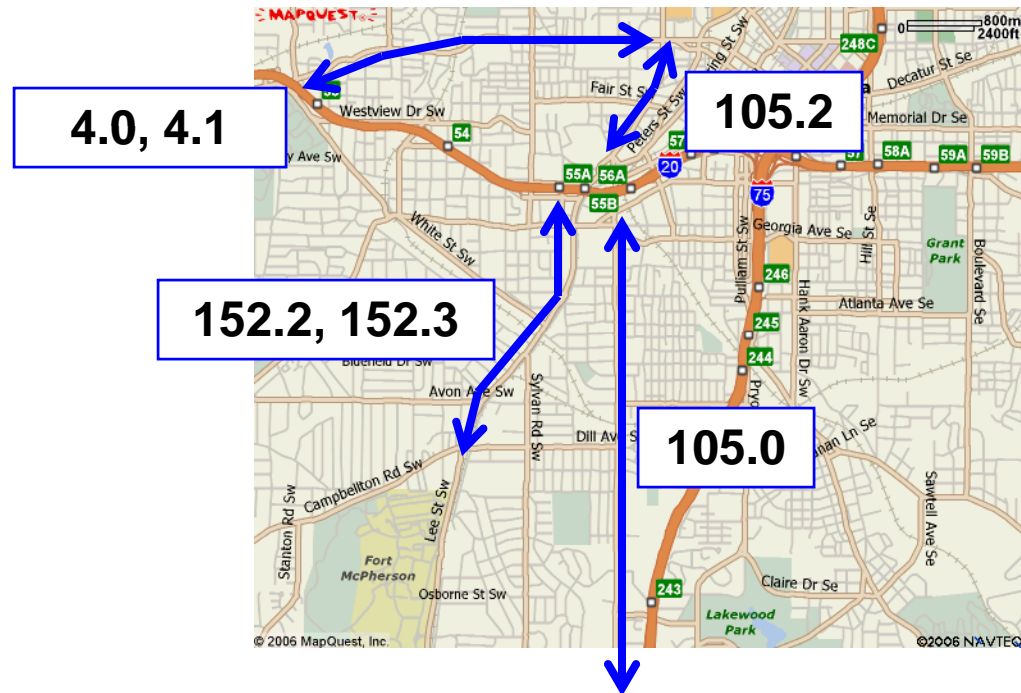
**Atlanta University Center,  
Castleberry Hill, West End,  
Metropolitan Parkway**  
Fulton County

**Martin Luther King Jr Drive (4.0, 4.1)**  
from Northside Dr to I-20

**Northside Drive (105.2)**  
from Metropolitan Pkwy to Martin  
Luther King Jr Dr

**Lee Street (152.2, 152.3)**  
from Campbellton Rd to Oak St

**Metropolitan Parkway (105.0)**  
from I-85 to Ralph David Abernathy Blvd



# Atlanta University Center

Fulton County

## Martin Luther King Jr Drive (4.0, 4.1)

ADT = 10,000 (2,010)

30-35 mph, 4 lanes

10-11' outer lane

### from Northside Dr to Tatnal St

(4.0) 35 mph, 11' outer lane

**Both Sides:** 4.75' sidewalk, 100% coverage,  
3' buffer, 20' tree spacing

Ped. LOS = 2.36 **(B)**



### from Whitehouse Dr to Morris Brown Dr

(4.1) 30 mph, 10' outer lane

**WB:** 4' sidewalk, 100% coverage,  
no buffer, 30' tree spacing

Ped. LOS= 2.87 **(C)**

**EB:** 4' sidewalk, 100% coverage,  
2' buffer

Ped. LOS= 2.78 **(C)**



### from to Morris Brown Dr to I-20

(4.1) 30 mph, 10' outer lane

**Both Sides:** 6' sidewalk, 100% coverage,  
3.5' buffer, 100' tree spacing

Ped. LOS = 2.43 **(B)**



# Atlanta Castleberry Hill

Fulton County

## Northside Drive (105.2)

ADT = 26,050  
35 mph, 6 lanes  
12' outer lane

from Metropolitan Pkwy to MLK Jr Dr  
**Both Sides:** 5.5' sidewalk, 100% coverage,  
3' buffer  
Ped. LOS = 3.08 (C)



# Atlanta West End

Fulton County

## Lee Street (152.2, 152.3)

ADT = 8,060

35-40 mph, 4-5 lanes

9-12' outer lane

from **Campbellton Rd to Avon Ave**  
(152.2) 40 mph, 12' outer lane

**SB:** 7' sidewalk, 100% coverage,  
no buffer

Ped. LOS = 2.50 **(B)**

**NB:** No sidewalk

Ped. LOS = 3.96 **(D)**



from **Avon Ave to Sylvan Rd**  
(152.2) 40 mph, 12' outer lane

**SB:** 6' sidewalk, 100% coverage,  
buffers at isolated parcels

Ped. LOS = 2.56 **(C)**

**NB:** No sidewalk

Ped. LOS = 3.96 **(D)**



from **White St to Oak St**  
(152.3) 35 mph, 9' outer lane

**Both Sides:** 10' sidewalk, 100% coverage,  
no buffer

Ped. LOS = 2.53 **(C)**



# Atlanta

Fulton County

## Metropolitan Parkway (105.0)

ADT= 26,050  
35 mph, 4 lanes  
11-12' outer lane

from Interstate 85 to St John's Ave

**Both Sides:** 10' sidewalk, 100% coverage,  
no buffer  
Ped. LOS = 3.54 (D)



from St John's Ave to Casplan St

**Both Sides:** 10' sidewalk, 90% coverage\*,  
no buffer  
Ped. LOS = 3.70 (D)



from to University Ave to Lillian Ave

**Both Sides:** 6' sidewalk, 100% coverage,  
3' buffer  
Ped. LOS = 3.59 (D)



# Atlanta

Fulton County

## Sample street way (777.0)

ADT= 1,500  
30 mph, 2 lanes  
15' outer lane

from here to there

**Both Sides:** 8' sidewalk, 100% coverage,  
5' buffer  
Ped. LOS = 1.40 (A)

This slide is intended to illustrate the sort of conditions that would yield a Pedestrian Level of Service score of "A", i.e. the sort of environment that pedestrians perceive as the most safe and comfortable. These are most often residential streets with very low traffic volumes, and not likely to be found among the roadways that comprise the ARC's RSTS routes.





# Atlanta

Fulton County

## Sample street way (777.1)

ADT= 4,500  
30 mph, 4 lanes  
12' outer lane

from here to there

**Both Sides:** 9' sidewalk, 100% coverage,  
6' buffer  
Ped. LOS = 1.40 (A)

This slide is intended to illustrate the sort of conditions that would yield a Pedestrian Level of Service score of "A", i.e. the sort of environment that pedestrians perceive as the most safe and comfortable. These are most often residential streets with very low traffic volumes, and not likely to be found among the roadways that comprise the ARC's RSTS routes.



## APPENDIX I

### EVALUATION OF ALTERNATIVELY ROUTED BICYCLE FACILITIES

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#### **Method for evaluating alternatively routed bicycle facility proposals (in place of severely constrained RSTS facilities) for project prioritization.**

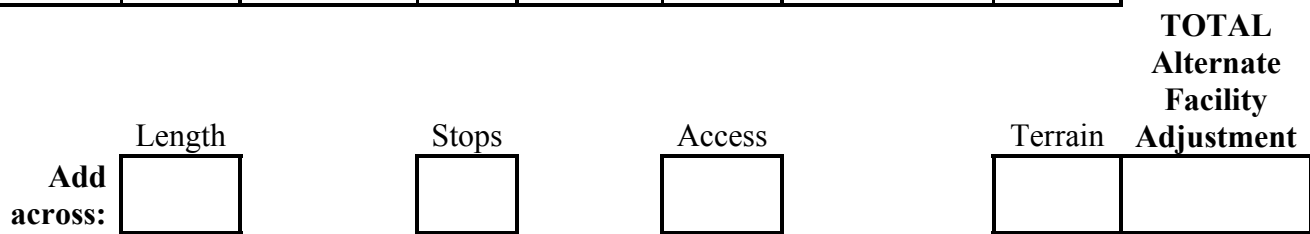
When a study network or other RSTS corridor has been found to be severely constrained, it may be possible for alternatively routed facilities to be considered as substitute projects for funding. While such alternate facilities can provide mobility and access for bicyclists, they are not directly equivalent to improving the level of accommodation on the primary (RSTS) roadways. Alternate routes usually include significant inconveniences for bicyclists, thus their utility in serving regional mobility goals is reduced. While directing bicycle traffic to roadways with less or slower-moving traffic may provide a more comfortable riding environment, such detours can lengthen trips, require cyclists to stop more frequently, may limit their access to destinations along the RSTS routes, and may traverse more challenging terrain. The table below proposes a way to discount the level of accommodation along a suggested alternate facility that accounts for these inconveniences. Applicant agencies should first calculate the Bicycle Level of Service along the intended alternate facility (in its improved condition, if appropriate) and then add the alternate facility adjustment to that score, calculating the adjusted Bicycle LOS for alternate facilities (see Figure I.1). The values assigned to the inconvenience factors associated with alternatively routed facilities are drawn from research performed for Florida Department of Transportation in 2005 and adapted for use in this simplified look-up table.<sup>1</sup> For the purposes of this comparative table:

- “Level” generally traverses grades under 2%
- “Rolling” terrain traverses grades between 2% and 5%
- “Hilly” terrain traverses grades in excess of 5%

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<sup>1</sup>Landis, Petritsch, Huang, McLeod, Challa, “Sidepath Facility Selection and Design”, Florida Department of Transportation, District 1 Office, 2005.

<b>Length Factor</b> length of alternate/ length of primary	Add to LOS score	<b>Additional signals and stops signs</b> stops on alternate -stops on primary	Add to LOS score	<b>Return access per mile</b> via cross streets with equivalent Bicycle LOS	Add to LOS Score	<b>Terrain difference</b> primary value - alternate value		Add result to LOS Score *can be negative
Threshold Values								
< 1.1=	0.00	3 or less=	0.00	9 or more=	0.00	Flat=	1.0	
1.1=	0.10	4=	0.10	8=	0.10	Rolling=	0.5	
1.2=	0.20	5=	0.20	7=	0.20	Hilly=	0.0	
1.3=	0.30	6=	0.30	6=	0.30			
1.4=	0.40	7=	0.40	5=	0.40	Primary-Alternate=		
1.5=	0.50	8=	0.50	4=	0.50			
>1.5=	1.00	9 or more=	1.00	Fewer than 4=	1.00			



**FIGURE I.1: Calculating Alternate Facility Adjustment**

For example, Alternate Facility “A” is proposed as an alternate to Constrained Facility “X,” which is 1 mile long, has one signalized intersection, and has relatively poor bicycling conditions (Bicycle LOS score of 4.25, a grade of “D”). Alternate Facility “A” (including any distance to and from points on Constrained Facility “X”) is 1.4 miles long, and has the potential of better bicycling conditions (Bicycle LOS score of 2.23, a grade of “B”) with a proposed bicycle lane project. Cyclists on the alternate route would have to stop at three stop signs and two signalized intersections along their way, and could return to destinations along the primary (RSTS) roadway via 10 low-volume cross streets along the way. Both facilities travel over level terrain. A diagram of the two facilities is shown in Figure I.2; the calculation of the adjusted Bicycle LOS is shown in Figure I.3.

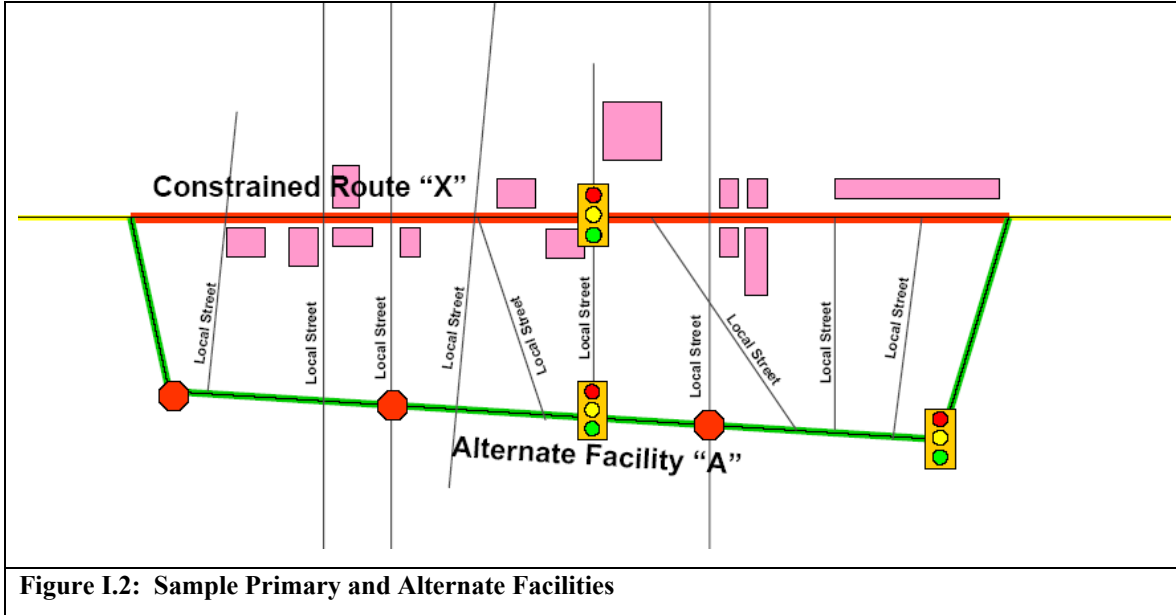


Figure I.2: Sample Primary and Alternate Facilities

Length Factor length of alternate/ length of primary  Threshold Values	Add to LOS score	Additional signals and stops signs stops on alternate - stops on primary	Add to LOS score	Return access per mile via cross streets with equivalent Bicycle LOS	Add to LOS Score	Terrain difference primary value - alternate value	Add result to LOS Score *can be negative	
< 1.1=	0.00	3 or less=	0.00	9 or more=	0.00	Flat=	1.0	
1.1=	0.10	4=	0.10	8=	0.10	Rolling=	0.5	
1.2=	0.20	5=	0.20	7=	0.20	Hilly=	0.0	
1.3=	0.30	6=	0.30	6=	0.30			
1.4=	0.40	7=	0.40	5=	0.40	Primary-Alternate=	1.0-1.0=0.0	
1.5=	0.50	8=	0.50	4=	0.50			
>1.5=	1.00	9 or more=	1.00	Fewer than 4=	1.00			
								<b>TOTAL Alternate Facility Adjustment</b>
	<b>Add across:</b>	<b>Length</b>	<b>Stops</b>	<b>Access</b>		<b>Terrain</b>		
		0.40	0.10	0.00		0.00		0.50
						<b>Add to Bicycle LOS score Adjusted Bicycle LOS</b>		(B) 2.23
								(C) 2.73

Figure I.3: Sample Calculation of Adjusted Bicycle LOS for Alternately Routed Facilities

The measured improvement ( $\Delta$ LOS) provided by the Alternate Facility “A” would be the difference between the existing Bicycle LOS along Constrained Facility “X” (4.25), and the adjusted Bicycle LOS along Alternate Facility “A” (2.73), or 1.52. This difference could then be used as the  $\Delta$ LOS term in calculating the priority score for this project. This process could also be used by local agencies to help determine which potential alternate facility will deliver the most benefit and is best suited for submittal as a substitute for the constrained RSTS route.

While this method can be useful in evaluating the feasibility of alternate facilities, it is important to stress that alternates to RSTS roadways should be options of last resort, considered only after detailed corridor-level analysis has shown that other cost-effective options for accommodating bicyclists on the primary route are infeasible. Facilities can also provide a short-term solution along regionally significant corridors for which improvements along the primary roadway are likely many years away. Identification and/or funding of alternate facilities should not preclude an expectation that the primary facility will be improved to accommodate bicyclists at the targeted level, in conjunction with future development, roadway reconstruction, or roadway expansion. Accommodating bicycles and pedestrians on the roadways of the RSTS remains a primary objective of this *Plan*.

## APPENDIX J

### PRIORITIZATION CRITERIA AND CALCULATION FORMULAE FOR BICYCLE AND PEDESTRIAN PROJECTS

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Using criteria linked to the regional goals and objectives, the prioritization processes described below will allow ARC to target its limited Federal funding resources towards those projects which will make the most significant contributions to the regional goals and objectives. The full application of the recommended process, including preliminary strategies for better accommodating bicyclists, is shown for the roadway segments of the bicycle Study Network, with the results listed in the accompanying prioritization database (Appendix K). The processes for calculating priority scores for bicycle projects off the Study Network and for various types of pedestrian processes are described, although the scope of this project did not allow for the collection and analysis of the project-specific data needed to calculate and compare priority score results for pedestrian projects.

#### Bicycle Study Network Segments

Drawing on the previously established goals and objectives of this *Plan*, the criteria used to prioritize the Study Network segments are: **existing bicycling conditions**; potential bicycle travel **demand**; **public input**; severity of **congestion**; relative level of **bicycle-friendly policies** enacted by jurisdictions requesting assistance with a given project; whether or not a segment passes through an **LCI site** or a **Station Community**, and (unit) facility **construction cost**. The existing bicycling conditions measure is based on the Bicycle Level of Service evaluation. Potential bicycle travel demand is based on the results of the analysis of the Study Network with the Latent Demand Method,<sup>1</sup> which shows the potential for bicycle travel *if appropriate bicycle facilities are assumed to exist* throughout the region's transportation network. For prioritization purposes, public input is represented by the number of "votes" each segment received on response forms used by participants at the Community Open House Workshops. Segments were checked against the UGPM to determine if they passed through LCI study sites or Station Communities. Relative level of bicycle-friendliness in the local jurisdictions will be measured by ARC, according to criteria such as:

- accommodation of bicyclists (according to this Plan's performance measures) in adopted roadway standards, and adherence, at least, to AASHTO's minimum dimensions when those accommodation strategies include designated bike lanes or shoulders;
- requirements for accommodation of bicyclists in the local land development code;
- bicycle parking requirements (both private sector and public facilities such as buildings and bus stops);

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<sup>1</sup> A full description of the Latent Demand Method is provided elsewhere in this plan document.

- on-going bicycle programs (safety programs, bike rodeos, promotional events, etc.);
- staffing commitments to bicycle and pedestrian planning and facilities development, such as the hiring of a bike-ped coordinator and training for traffic engineers and roadway designers
- the percentage of the jurisdiction’s overall transportation funds invested into bicycle-related facilities and programs.

This criterion is based on the premise that facility improvements will be of greater benefit in jurisdictions that are already committed to improving the level of accommodation for bicyclists by providing facilities on their local streets and in other ways around their communities. RSTS and other regional roadways that pass through such communities will intersect with local facilities and serve residents whose expectations for bicycle accommodation has been elevated by the proactive steps taken by their local leaders and who may already be riding their bicycles on trips that include RSTS and other regionally significant routes.

*Note: data on this criterion were unavailable for the computation of the Study Network priority list. It is being recommended for inclusion with the expectation that ARC will develop a checklist or certification process for jurisdictions who submit projects for consideration by ARC for funding assistance.*

Finally, cost is measured as a per mile cost of improvement for the identified facility need. The unit costs of the various strategies are shown in Table J-1.<sup>2</sup>

**Table J-1 Bicycle Facility Construction Cost**

Facility Recommendation	COST (\$/MILE)
Restripe roadway for bike lanes or shoulders	10,000
Add Paved Shoulders	300,000
Detailed Corridor Study Needed (change to constrained corridor may require construction of a sidepath, reconstruction of curb-and gutter, or acquisition of right-of way).	1,500,000

<sup>2</sup>Costs are planning estimates based on experience in other communities nationwide. The cost estimate for restriping assumes that restriping is done in concert with a regular schedule of street resurfacing (existing lane markings can be hydro-blasted and re-positioned, but this process will cost more and may leave ‘ghost’ markings of the previous configurations). The values for Detailed Corridor Studies are calculated to ensure that needed projects are not eliminated from the prioritization process; costs for individual corridor studies will vary significantly.

### Prioritization Methodology

An objective prioritization methodology identifies those projects which will most effectively meet the region’s needs as expressed in the goals and objectives of this plan. The methodology selected for prioritizing the candidate retrofit Study Network segments is a priority score based upon traditional benefit-cost ratios used in infrastructure investment planning and programming. It provides an indication of the relative value of improving a transportation facility with respect to other (candidate) transportation facilities. The priority score for bicycle facilities and its constituent terms follow:

$$priority = \frac{0.3\Delta LOS + 0.2Dm + 0.2Cg + 0.1Pub + 0.05LCI + .05Sta + 0.1Pol}{Cost}$$

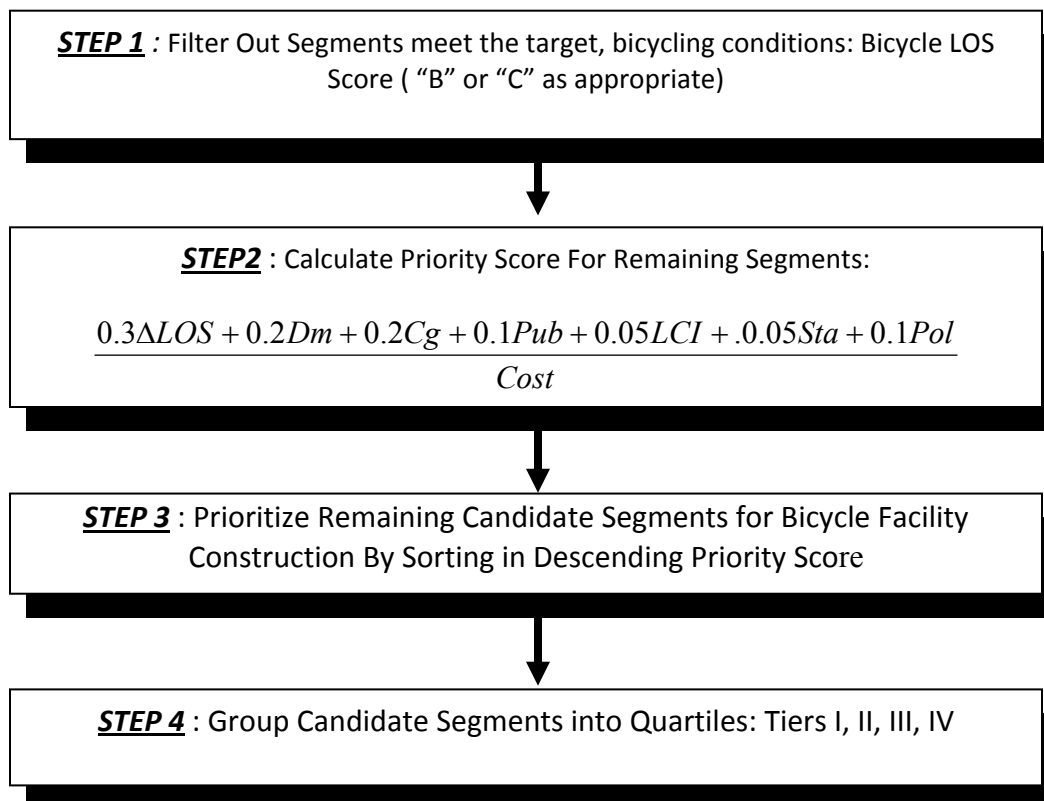
Where:

- “ΔLOS” is the difference between the plan’s *target* level of service score for bicyclists (3.5 for those segments with a target of Bicycle LOS “C” or 2.5 for those with a target of Bicycle LOS “B”) and each road segment’s *existing* level of service grade;
- “Dm” is the potential bicycling activity along a particular road segment, as assessed by the Latent Demand Method;
- Cg is the degree of Congestion identified for each segment by the Travel Time Index (Not Congested = <1.35 and is scored as 0%, Congested=1.35-1.79 and is scored as 50%, Severely Congested = 1.80 and above and is scored as 100%,);
- “Pub” is the number of votes a particular road segment received during the Community Open House Workshop;
- “LCI” is whether or not a segment passes through an LCI study site;
- “Sta” is whether or not a segment passes through a Station Community identified on the UGPM;
- “Pol” is relative level of bicycle-friendly policies enacted by local jurisdictions;
- “Cost” is the particular bicycle facility’s unit construction cost, as described above. The facility type for each network segment is identified in the Prioritization Database ;
- “0.3,” “0.2,” “0.1,” “0.5” are the respective weightings (recommended by the consultant team), assigned to the terms in the numerator. The “ΔLOS” score comprises 30% of the total benefit value. The bicycle latent demand score and the severity of congestion are weighted at 20% each. Public votes and local policy measures are weighted at 10% each. LCI and Station Community Status are weighted at 5% each.



The cost portion of the calculation was the only factor in the denominator, and thus represents 100% of the denominator.

This Priority Score was employed in a four-step prioritization process. This process is graphically illustrated in Figure J-1 and is discussed in detail below. The first step was to “filter out” roadways that currently meet the target Level of Service of “B” or “C.” The second step in the prioritization process involves calculating the priority score for each candidate roadway and trail segment. The third step in the prioritization process, subsequent to calculating the priority score for each roadway segment, is to rank the roadway segments based on the priority score. The resulting Prioritization List is detailed in the accompanying database (Appendix K). The list is sorted by descending priority score, with the most cost effective facilities at the top of the lists. After this sorting process, the fourth and final step was to divide the Prioritization List into quartiles: Tiers I -IV.



**Figure J-1 Project Prioritization Process**

*Inclusion of off-study-network projects into the prioritization process*

If submitted by a local jurisdiction, projects **on RSTS routes**<sup>3</sup> that were not part of the Study Network will be considered on the same level as Study Network projects, with the following adaptations to the investment-need prioritization terms (**adaptations in boldface type**).

- “ $\Delta$ LOS” is the difference between the plan’s *target* level of service score for bicyclists (3.5 for those segments with a target of Bicycle LOS “C” or 2.5 for those with a target of Bicycle LOS “B”) and each road segment’s *existing* level of service grade. **Applicant agencies must calculate the existing Bicycle LOS for the proposed project segment, determine if the target level of accommodation for the project site is Bicycle LOS “B” or Bicycle LOS “C”— according to the criteria described earlier—, and calculate the difference;**
- “Dm” is the potential bicycling activity along a particular road segment, as assessed by the Latent Demand Method (**a value will be estimated based on interpolation or extrapolation of the Latent Demand analysis scores of nearby Study Network segments**);
- Cg is the degree of Congestion identified for each segment by the Travel Time Index (Not Congested, Congested, Severely Congested) (**this term remains the same**);
- “Pub” is the number of votes a particular road segment received during the Community Open House Workshop (**projects identified in adopted local plans will receive a score of 100% for this term, other projects will receive a score of zero**)<sup>4</sup>;
- “LCI” is whether or not a segment passes through an LCI study site (**this term remains the same**);
- “Sta” is whether or not a segment passes through a Station Community identified on the UGPM (**this term remains the same**);
- “Pol” is relative level of bicycle-friendly policies enacted by local jurisdictions (**this term remains the same**);
- “Cost” is the particular roadway segment’s bicycle facility construction cost (per mile),. The facility for each network segment will be determined by the same criteria described for the Study Network segments (**this term remains the same**);
- “0.3,” “0.2,” “0.1,” “0.5” are the respective weightings (recommended by the consultant team), assigned to the terms in the numerator. The “ $\Delta$ LOS” score comprises 30% of the total benefit value. The bicycle latent demand score and the severity of congestion are weighted at 20% each. Public votes and local policy measures are weighted at 10% each. LCI and Station Community Status are weighted at 5% each.

<sup>3</sup> As the strategic focus of this plan is to improve Bicycling and Walking conditions on regionally strategic roadways, projects away from RSTS routes will generally not be considered for funding assistance by ARC.

<sup>4</sup> Similarly, if a local jurisdiction shows that a study-network segment is identified in a local plan, that segment’s vote score will become 100%.

The cost portion of the calculation was the only factor in the denominator, and thus represents 100% of the denominator (*this term remains the same*).

### Calculation of Priority Scores for Pedestrian Projects

The procedures for calculating Priority Scores for pedestrian projects are similar to the process described for bicycle projects, with modifications as shown below.

$$priority = \frac{0.3\Delta LOA + 0.2Dm + 0.2Cg + 0.1Plan + 0.05LCI + .05Sta + 0.1Pol}{Cost}$$

Where:

- “ $\Delta LOA$ ” is the difference between a project site’s existing level of accommodation and the condition expected to be provided by the proposed improvement. In the case of roadside (sidewalk) improvements, this is expressed as the difference between *target* level of service score for pedestrians (3.5 for those segments with a target of Pedestrian LOS “C” or 2.5 for those with a target of Pedestrian LOS “B”) and each sidewalk project’s *existing* level of service grade. For controlled intersection-crossing improvements, this can be measured as the difference between the Intersection LOS for the existing and proposed conditions, or, if Intersection LOS is not calculated, as a simple count of improvement criteria met by the change, as on the checklist described above. For uncontrolled intersection or mid-block crossings, this can be measured as the change in the stress score described above.
- “Dm” is the potential walking activity along a particular road segment, as assessed by the Latent Demand Method. A value will be estimated for segments off the Study Network, based on the Latent Demand analysis scores of nearby Study Network segments;
- “Cg” is the degree of Congestion identified for each segment by the Travel Time Index (Not Congested = <1.35 and is scored as 0%, Congested=1.35-1.79 and is scored as 50%, Severely Congested = 1.80 and above and is scored as 100%,) multiplied by 1/100 of the transit latent demand result for the segment (direct or interpolated as appropriate); applicant agencies must identify the TTI score for the project segment; roadway facilities without a TTI score will be assumed not to be congested;
- “Plan” is whether a project has been identified in an adopted local plan, with such projects receiving a score of 100% for this term, and all other projects receiving a score of zero);
- “LCI” is whether or not a project is located within an LCI study site;
- “Sta” is whether or not a project is located within a Station Community identified on the UGPM;
- “Pol” is the relative level of pedestrian-friendly policies enacted by local jurisdictions; pedestrian friendly policies are discussed in detail in the “Final Recommendations” section of this plan, and may include such

factors as development requirements for sidewalk construction, access management strategies and pedestrian connectivity between residential developments.

- “Cost” is the particular roadway segment’s pedestrian facility per-mile-construction cost.
- “0.3,” “0.2,” “0.1,” “0.5” are the respective weightings (recommended by the consultant team), assigned to the terms in the numerator. The “ $\Delta$ LOS” score comprises 30% of the total benefit value. The pedestrian latent demand score and the severity of congestion are weighted at 20% each. Identification in a local plan and local policy measures are weighted at 10% each. LCI and Station Community Status are weighted at 5% each. The cost portion of the priority score was the only factor in the denominator, and thus represents 100% of the denominator.

## Appendix K: ARC Bicycle Study Network: Prioritization Results

New ID	Old ID	Road Name	From	To	Length (mi)	County	Bike LOS Standard	Benefits on 100% Scale (weight)							Weighted Total Benefit	Facility Need	Cost/mi (\$)	Priority Score (*100,000)	Priority Tier
								Delta LOS (0.3)	Latent Demand Score (0.2)	Public Votes (0.1)	Congestion (0.2)	Policy (0.1)	LCI (Y/N) (0.05)	Station (Y/N) (0.05)					
								LOS	Score	Score	Score	Score	Score	Score					
363	104.1	Hwy 92	Trickum	Cobb Cty line	0.49	Cherokee	C	1	15	60	50	0	0	0	19.24	Restripe	10,000	192.42	I
302	89.7z	Peachtree Rd	Ingersoll Rand	I-285	0.92	Dekalb	B	10	45	0	0	0	0	0	11.86	Restripe	10,000	118.59	I
91	32.2	Roosevelt Rd	Welcome All Road	Alexander Ave	2.33	Fulton	C	4	15	60	0	0	0	0	10.21	Restripe	10,000	102.12	I
201	66.1z	SR 20	E Main	SR 81	0.55	Henry	B	3	21	0	0	0	0	0	5.02	Restripe	10,000	50.24	I
146	49.2z	Buford Hwy	Norcross City Limit	N Berkley Lake	1.87	Gwinnett	B	39	72	60	50	0	100	0	46.98	Add Paved Shoulders	300,000	15.66	I
272	83.1z	Cobb Pkwy	Bells Ferry Rd	N. Marietta Pkwy	0.74	Cobb	B	41	42	50	50	0	100	0	40.76	Add Paved Shoulders	300,000	13.59	I
118	40.4z	SR 20	Peachtree Ind. Blvd	Buford Hwy (US 23)	0.34	Gwinnett	B	37	23	0	100	0	100	0	40.65	Add Paved Shoulders	300,000	13.55	I
8	3.15	McGinnis Ferry	Fulton Co. line	John's Creek Pkwy	4.49	Forsyth/Fulton	C	25	33	60	100	0	0	0	39.97	Add Paved Shoulders	300,000	13.32	I
245	75.1	Killian Hills	Killians Hill/Lawrenceville Hwy	Indian trail liburn/Beaver Ruin	3.61	Gwinnett	B	38	41	50	50	0	100	0	39.54	Add Paved Shoulders	300,000	13.18	I
116	40.3z	SR 20	Suwannee Dam	Peachtree Ind. Blvd	0.78	Gwinnett	B	30	28	0	100	0	100	0	39.47	Add Paved Shoulders	300,000	13.16	I
391	112.0z	PleasantHillRoad	Buford Hwy	Old Norcross	0.39	Gwinnett	B	36	42	0	100	0	0	0	39.16	Add Paved Shoulders	300,000	13.05	I
243	75.0y	Killian Hills	Killian Hills/Hwy 78	Kilian Hills/ L.ville Hwy	0.86	Gwinnett	B	46	25	50	50	0	100	0	38.72	Add Paved Shoulders	300,000	12.91	I
244	75.0z	Killian Hills	Killian Hills/Hwy 78	Kilian Hills/ L.ville Hwy	0.59	Gwinnett	B	46	25	50	50	0	100	0	38.72	Add Paved Shoulders	300,000	12.91	I
10	3.3	McGinnis Ferry	Sargent	Jones Bridge	1.31	Forsyth/Fulton	C	24	24	60	100	0	0	0	37.97	Add Paved Shoulders	300,000	12.66	I
247	75.2z	Killian Hills	Beaver Ruin/Indian trail liburn	Beaver Ruin/Buford Hwy	0.25	Gwinnett	B	27	46	50	50	0	100	0	37.44	Add Paved Shoulders	300,000	12.48	I
51	15.2z	Bankhead Hwy	SR 92	Sweetwater Rd	0.90	Douglas	B	24	31	90	50	0	100	0	37.42	Add Paved Shoulders	300,000	12.47	I
161	52.4	Briarcliff Rd.	Kay	Chalmette	1.21	Dekalb	C	23	68	70	50	0	0	0	37.39	Add Paved Shoulders	300,000	12.46	I
145	49.2	Buford Hwy	Norcross City Limit	N Berkley Lake	2.69	Gwinnett	C	22	72	60	50	0	0	0	37.14	Add Paved Shoulders	300,000	12.38	I
1	1	Lake Acworth Dr	Main	Cobb Pky	1.71	Cobb	C	21	53	0	100	0	0	0	37.05	Add Paved Shoulders	300,000	12.35	I
7	3.1	McGinnis Ferry	Peachtree Industrial Blvd	Fulton Co. line	0.42	Gwinnett	C	25	14	60	100	0	0	0	36.17	Add Paved Shoulders	300,000	12.06	I
127	42.0z	SR 6	Hiram - Douglassville	Atl Hwy	0.53	Paulding	B	71	23	0	50	0	0	0	35.92	Add Paved Shoulders	300,000	11.97	I
442	129.1z	Mableton Pkwy	Discovery Pky	Bankhead Hwy	0.53	Cobb	B	37	46	50	50	0	0	0	35.15	Add Paved Shoulders	300,000	11.72	I
349	101.4	Holcomb Bridge Rd	Barnnell	Gwinnett co. line	0.90	Fulton	C	17	18	60	100	0	0	0	34.64	Add Paved Shoulders	300,000	11.55	I
186	60.3z	SR 74	Fayette Co. line	SR54	0.41	Fayette	B	46	53	50	0	0	100	0	34.51	Add Paved Shoulders	300,000	11.50	I
390	112	PleasantHillRoad	Buford Hwy	Old Norcross	1.18	Gwinnett	C	20	42	0	100	0	0	0	34.31	Add Paved Shoulders	300,000	11.44	I
254	78.1z	Hwy 78	Between City Limit (S)	Between City Limit (N)	0.26	Walton	B	112	3	0	0	0	0	0	34.09	Add Paved Shoulders	300,000	11.36	I
232	73.3z	Scenic Hwy	Scenic Hwy/Pharrs Rd	Hwy 78	0.51	Gwinnett	B	36	15	50	50	0	100	0	33.66	Add Paved Shoulders	300,000	11.22	I
48	15	Bankhead Hwy	SR 5	Whitley Dr	0.96	Douglas	B	23	13	90	50	0	100	0	33.63	Add Paved Shoulders	300,000	11.21	I
324	98	Thornton Rd. (SR 6)	Florence	Paulding Co. line	1.27	Cobb	C	71	10	0	50	0	0	0	33.18	Add Paved Shoulders	300,000	11.06	I
325	98.05	Thornton Rd. (SR 6)	Paulding Co. line	Poplar Springs	0.50	Paulding	C	71	10	0	50	0	0	0	33.18	Add Paved Shoulders	300,000	11.06	I
333	99.3z	Buford Hwy	Suwannee City lim	Suwannee Dam Rd	1.33	Gwinnett	B	44	48	50	0	0	100	0	32.88	Add Paved Shoulders	300,000	10.96	I
63	19.1	Bells Ferry Road	Barrett Pkwy	New Chastain Rd	1.41	Cobb	B	42	26	0	50	0	100	0	32.80	Add Paved Shoulders	300,000	10.93	I
65	19.2z	Bells Ferry Road	New Chastain Rd	I-575	0.62	Cobb	B	44	23	0	50	0	100	0	32.78	Add Paved Shoulders	300,000	10.93	I
113	40.1	SR 20	Pruitt	Gwinnett. Co Line	1.43	Forsyth	C	24	28	0	100	0	0	0	32.72	Add Paved Shoulders	300,000	10.91	I
256	78.3	Hwy 78	Loganville city lim (E)	SR 81	1.53	Walton	C	99	15	0	0	0	0	0	32.71	Add Paved Shoulders	300,000	10.90	I
120	40.6	Buford Dr.	Financial Cntr Blvd	I-85	1.38	Gwinnett	B	33	13	0	100	0	0	0	32.54	Add Paved Shoulders	300,000	10.85	I
396	114.0z	SR 42	D.T. McDonough	Locust city	1.50	Henry	B	68	35	0	0	0	100	0	32.50	Add Paved Shoulders	300,000	10.83	I
112	40	Buford Hwy	Atlanta Rd/Buford Hwy (Hwy 20)	Pruitt	3.82	Forsyth	C	24	23	0	100	0	0	0	31.72	Add Paved Shoulders	300,000	10.57	I
160	52.3	Briarcliff Rd.	Clifton	Kay	0.34	Dekalb	C	17	51	60	50	0	0	0	31.29	Add Paved Shoulders	300,000	10.43	I
251	78	Hwy 78	GA 10	Between City Limit (S)	3.01	Walton	C	99	7	0	0	0	0	0	31.11	Add Paved Shoulders	300,000	10.37	I
255	78.2	Hwy 78	Between City Limit (N)	Loganville city limit	2.83	Walton	C	99	7	0	0	0	0	0	31.11	Add Paved Shoulders	300,000	10.37	I
126	42	SR 6	Hiram - Douglassville	Atl Hwy	0.64	Paulding	C	55	23	0	50	0	0	0	31.08	Add Paved Shoulders	300,000	10.36	I
271	83.1	Cobb Pkwy	Bells Ferry Rd	N. Marietta Pkwy	2.33	Cobb	C	25	42	50	50	0	0	0	30.91	Add Paved Shoulders	300,000	10.30	I
117	40.4	SR 20	Peachtree Ind. Blvd	Buford Hwy (US 23)	0.91	Gwinnett	C	21	23	0	100	0	0	0	30.80	Add Paved Shoulders	300,000	10.27	I
441	129.1	Mableton Pkwy	Discovery Pky	Bankhead Hwy	3.31	Cobb	C	20	46	50	50	0	0	0	30.31	Add Paved Shoulders	300,000	10.10	I
114	40.2	Cumming Hwy	Gwinnett. Co Line	Suwannee Dam Rd	1.14	Gwinnett	C	16	27	0	100	0	0	0	30.05	Add Paved Shoulders	300,000	10.02	I
225	72.1	Cobb Pkwy	Acworth Due West Rd	Pine Mt Rd	3.27	Cobb	C	29	31	50	50	0	0	0	30.02	Add Paved Shoulders	300,000	10.01	I
115	40.3	SR 20	Suwannee Dam	Peachtree Ind. Blvd	2.22	Gwinnett	C	13	28	0	100	0	0	0	29.62	Add Paved Shoulders	300,000	9.87	I
72	23.1	Main	Arnold Mill	RR tracks	0.11	Cherokee	B	33	23	0	50	0	100	0	29.54	Add Paved Shoulders	300,000	9.85	I
119	40.5	Buford Dr	Buford Hwy/US 23	Financial Cntr Blvd	2.35	Gwinnett	C	19	18	0	100	0	0	0	29.42	Add Paved Shoulders	300,000	9.81	I
252	78.1	Hwy 78	Between City Limit (S)	Between City Limit (N)	0.37	Walton	C	95	3	0	0	0	0	0	29.24	Add Paved Shoulders	300,000	9.75	I
253	78.1	Hwy 78	Between City Limit (S)	Between City Limit (N)	0.39	Walton	C	95	3	0	0	0	0	0	29.24	Add Paved Shoulders	300,000	9.75	I
331	99.2	Buford Hwy	Old Peachtree	Suwannee City lim	3.58	Gwinnett	C	36	42	50	0	0	100	0	29.11	Add Paved Shoulders	300,000	9.70	I

### Appendix K: ARC Bicycle Study Network: Prioritization Results

New ID	Old ID	Road Name	From	To	Length (mi)	County	Bike LOS Standard	Benefits on 100% Scale (weight)							Weighted Total Benefit	Facility Need	Cost/mi (\$)	Priority Score (*100,000)	Priority Tier
								Delta	Latent	Public	Congestion	Policy	LCI	Station					
								LOS (0.3)	Score (0.2)	Score (0.1)	(0.2)	(0.1)	(Y/N) (0.05)	(Y/N) (0.05)					
74	23.2z	Canton Hwy	RR tracks	Old Rope Mill Rd	0.35	Cherokee	B	27	30	0	50	0	100	0	29.00	Add Paved Shoulders	300,000	9.67	I
242	75	Killian Hills	Killian Hills/Hwy 78	Killian Hills/ L.ville Hwy	4.73	Gwinnett	C	30	25	50	50	0	0	0	28.87	Add Paved Shoulders	300,000	9.62	I
210	69.0z	Lanier	SR 85	Mcdonough Rd	0.29	Fayette	B	10	23	60	50	0	100	0	28.70	Add Paved Shoulders	300,000	9.57	I
342	100.3z	Main St	Old Milton	Wills	0.26	Fulton	B	28	25	0	50	0	100	0	28.38	Add Paved Shoulders	300,000	9.46	I
71	23.0z	Main	SR 92	Arnold Mill	0.78	Cherokee	B	27	23	0	50	0	100	0	27.60	Add Paved Shoulders	300,000	9.20	I
246	75.2	Killian Hills	Beaver Ruin/Indian trail liburn	Beaver Ruin/Buford Hwy	1.46	Gwinnett	C	11	46	50	50	0	0	0	27.59	Add Paved Shoulders	300,000	9.20	I
50	15.2	Bankhead Hwy	SR 92	Sweetwater Rd	5.24	Douglas	C	8	31	90	50	0	0	0	27.57	Add Paved Shoulders	300,000	9.19	I
220	71.1	Tara Blvd	SR 54	north ave (jonesboro)	1.26	Clayton	B	22	54	50	0	0	100	0	27.54	Add Paved Shoulders	300,000	9.18	I
78	23.5z	Canton Hwy	Sixes Rd	Hickory	1.42	Cherokee	B	34	10	0	50	0	100	0	27.18	Add Paved Shoulders	300,000	9.06	I
230	73.2	Scenic Hwy	Scenic Hwy/Sugarloaf Hwy	Scenic Hwy/Pharrs Rd	2.79	Gwinnett	C	20	31	50	50	0	0	0	27.11	Add Paved Shoulders	300,000	9.04	I
336	099.5z	Buford Hwy	Buford city limit	Suwannee Ave	2.12	Gwinnett	B	39	25	50	0	0	100	0	26.73	Add Paved Shoulders	300,000	8.91	I
401	116	Stockbridge	Stockbridge Rd/RR tracks	Carlington	0.69	Clayton	B	25	69	0	0	0	100	0	26.41	Add Paved Shoulders	300,000	8.80	I
440	129	Mableton Pkwy	Fulton Ind. Blvd	Discovery Pky	1.01	Fulton	B	26	16	50	50	0	0	0	25.91	Add Paved Shoulders	300,000	8.64	I
410	117.3	Stone Mt. - Lithonia	Panola	Redan	1.62	Dekalb	C	30	33	0	50	0	0	0	25.47	Add Paved Shoulders	300,000	8.49	I
463	135.4	Winder Hwy	E side Carl city lim	Winder city limits	3.73	Barrow	C	69	24	0	0	0	0	0	25.45	Add Paved Shoulders	300,000	8.48	I
235	74.2	Scenic Hwy	Lawrenceville/Arnold	Lawrenceville/Sugarloaf	1.35	Gwinnett	C	19	19	60	50	0	0	0	25.42	Add Paved Shoulders	300,000	8.47	I
40	14.0z	SR 54	Walt Stephens	Southlake Cove Ct	0.32	Clayton	B	34	26	50	0	0	100	0	25.38	Add Paved Shoulders	300,000	8.46	I
471	139	Camp Creek	Fulton Ind	Reynolds	0.69	Fulton	B	28	10	0	50	0	100	0	25.34	Add Paved Shoulders	300,000	8.45	I
52	15.3	Bankhead Hwy	Sweetwater Rd	Thornton Rd	1.14	Douglas	C	6	31	70	50	0	0	0	25.04	Add Paved Shoulders	300,000	8.35	I
185	60.3	SR 74	Fayette Co. line	SR54	8.97	Fayette	C	30	53	50	0	0	0	0	24.66	Add Paved Shoulders	300,000	8.22	I
179	58.1	Peachtree Dunwoody	W. Club	The Croft	0.84	Fulton	C	20	43	0	50	0	0	0	24.66	Add Paved Shoulders	300,000	8.22	I
270	83	Cobb Pkwy	Barrett Pky	Bells Ferry Rd	2.06	Cobb	C	15	24	50	50	0	0	0	24.40	Add Paved Shoulders	300,000	8.13	I
234	74.1	Scenic Hwy	Lawrenceville/Pleasant Hill	Lawrenceville/Arnold Hwy	3.78	Gwinnett	C	12	22	60	50	0	0	0	23.94	Add Paved Shoulders	300,000	7.98	I
231	73.3	Scenic Hwy	Scenic Hwy/Pharrs Rd	Hwy 78	0.99	Gwinnett	C	19	15	50	50	0	0	0	23.82	Add Paved Shoulders	300,000	7.94	I
386	109.4	Covington Hwy	Klondike	Turner Hill Rd.	1.15	Dekalb	C	20	13	50	50	0	0	0	23.61	Add Paved Shoulders	300,000	7.87	I
82	26.2z	Briarcliff	Shallowford	LaVista	0.94	Dekalb	B	31	46	0	0	0	100	0	23.55	Add Paved Shoulders	300,000	7.85	I
332	99.3	Buford Hwy	Suwannee City lim	Suwannee Dam Rd	0.33	Gwinnett	C	28	48	50	0	0	0	0	23.03	Add Paved Shoulders	300,000	7.68	I
64	19.2	Bells Ferry Road	New Chastain Rd	I-575	0.69	Cobb	C	28	23	0	50	0	0	0	22.94	Add Paved Shoulders	300,000	7.65	I
41	14.1	SR 54	Southlake Cove Ct	I-75	0.38	Clayton	B	38	31	50	0	0	0	0	22.73	Add Paved Shoulders	300,000	7.58	I
395	114	SR 42	D.T. McDonough	Locust city	4.93	Henry	C	52	35	0	0	0	0	0	22.65	Add Paved Shoulders	300,000	7.55	I
95	33.0z	SR 138	Riverdale City Limit	I-285	1.26	Clayton	B	28	45	0	0	0	100	0	22.38	Add Paved Shoulders	300,000	7.46	I
327	98.1z	Thornton Rd. (SR 6)	Poplar Springs	Hiram Douglasville	0.91	Paulding	B	32	13	0	50	0	0	0	22.29	Add Paved Shoulders	300,000	7.43	I
418	118.5z	Ponce	I-285	Brockett	1.31	Dekalb	B	32	38	0	0	0	100	0	22.24	Add Paved Shoulders	300,000	7.41	I
75	23.3	Canton Hwy	Old Rope Mill	Cherokee Dr	1.41	Cherokee	C	21	29	0	50	0	0	0	22.20	Add Paved Shoulders	300,000	7.40	I
355	103	Crabapple	SR 92	Woodstock	1.14	Fulton	C	19	31	0	50	0	0	0	21.97	Add Paved Shoulders	300,000	7.32	I
460	135.3	Winder Hwy	SR 8 Winder Hwy / Auburn city lim W side	Winder Hwy SR 8 / Carl city lim	0.90	Barrow	C	62	15	0	0	0	0	0	21.61	Add Paved Shoulders	300,000	7.20	I
461	135.3	Winder Hwy	SR 8 Winder Hwy / Auburn city lim W side	Winder Hwy SR 8 / Carl city lim	1.23	Barrow	C	62	15	0	0	0	0	0	21.61	Add Paved Shoulders	300,000	7.20	I
462	135.3z	Winder Hwy	SR 8 Winder Hwy / Auburn city lim W side	Winder Hwy SR 8 / Carl city lim	0.84	Barrow	C	62	15	0	0	0	0	0	21.61	Add Paved Shoulders	300,000	7.20	I
322	96	Roosevelt Hwy (US 29)	(14)/Cascade-Palmetto Hwy	SR 74	5.46	Fulton	C	31	28	60	0	0	0	0	21.00	Add Paved Shoulders	300,000	7.00	I
222	71.3	US 41/19	Henry/Clayton line	Woolsey Road	3.44	Henry	C	67	4	0	0	0	0	0	20.91	Add Paved Shoulders	300,000	6.97	I
334	99.4	Buford Hwy	Suwannee Dam Rd	Buford city limit	3.53	Gwinnett	C	34	28	50	0	0	0	0	20.78	Add Paved Shoulders	300,000	6.93	I
105	37.2	Millstead AVE	Eastview	Sigman	1.17	Rockdale	B	32	31	0	0	0	100	0	20.75	Add Paved Shoulders	300,000	6.92	I
76	23.4	Canton Hwy	Cherokee Dr	Sixes Rd	1.29	Cherokee	C	25	15	0	50	0	0	0	20.37	Add Paved Shoulders	300,000	6.79	I
357	103.2	Crabapple	Magnolia	SR-120	0.61	Fulton	C	13	30	0	50	0	0	0	20.02	Add Paved Shoulders	300,000	6.67	I
212	69.2	McDonoughRd	McElroy	Clayton Co. line	1.47	Fayette	C	43	10	50	0	0	0	0	19.84	Add Paved Shoulders	300,000	6.61	I
103	37.0z	Green /main	SR 138	Millstead	0.38	Rockdale	B	26	34	0	0	0	100	0	19.55	Add Paved Shoulders	300,000	6.52	I
223	71.4	US 41/19	Woolsey Road	Spalding Co line	2.05	Henry	C	64	2	0	0	0	0	0	19.50	Add Paved Shoulders	300,000	6.50	I
73	23.2	Canton Hwy	RR tracks	Old Rope Mill Rd	0.53	Cherokee	C	11	30	0	50	0	0	0	19.15	Add Paved Shoulders	300,000	6.38	I
202	66.2	Hampton St	I-75	McDonough city limit	2.21	Henry	B	29	25	0	0	0	100	0	18.58	Add Paved Shoulders	300,000	6.19	I
341	100.3	Main St	Old Milton	Wills	0.85	Fulton	C	12	25	0	50	0	0	0	18.54	Add Paved Shoulders	300,000	6.18	I
89	32	Peachtree Rd	River Rd	Spur 14	3.06	Fulton	C	12	42	60	0	0	0	0	17.99	Add Paved Shoulders	300,000	6.00	I
106	37.3	Sigman	Millsted	SR 138	1.35	Rockdale	B	29	20	0	0	0	100	0	17.82	Add Paved Shoulders	300,000	5.94	I
70	23	Main	SR 92	Arnold Mill	0.35	Cherokee	C	11	23	0	50	0	0	0	17.75	Add Paved Shoulders	300,000	5.92	I

## Appendix K: ARC Bicycle Study Network: Prioritization Results

New ID	Old ID	Road Name	From	To	Length (mi)	County	Bike LOS Standard	Benefits on 100% Scale (weight)							Weighted Total Benefit	Facility Need	Cost/mi (\$)	Priority Score (*100,000)	Priority Tier
								Delta LOS (0.3)	Latent Demand Score (0.2)	Public Votes (0.1)	Congestion (0.2)	Policy (0.1)	LCI (Y/N) (0.05)	Station (Y/N) (0.05)					
								LOS	Score	Score	Score	Score	Score	Score					
285	86.3	SR 138	Salem Church	Salem Church Rd	1.07	Rockdale	C	55	6	0	0	0	0	0	17.73	Add Paved Shoulders	300,000	5.91	I
286	86.35	SR 138	Salem Church Rd	Rock/Walton Co	1.81	Newton	C	55	6	0	0	0	0	0	17.73	Add Paved Shoulders	300,000	5.91	I
397	114.1	SR 42	Locust city limit	Bill Gardner Pkwy	0.54	Henry	C	52	10	0	0	0	0	0	17.65	Add Paved Shoulders	300,000	5.88	I
457	135.12	Winder Hwy	University Pkwy	E side Dacula city limits	0.57	Gwinnett	B	45	20	0	0	0	0	0	17.62	Add Paved Shoulders	300,000	5.87	II
326	98.1	Thornton Rd. (SR 6)	Poplar Springs	Hiram Douglasville	0.44	Paulding	C	16	13	0	50	0	0	0	17.45	Add Paved Shoulders	300,000	5.82	II
77	23.5	Canton Hwy	Sixes Rd	Hickory	0.81	Cherokee	C	18	10	0	50	0	0	0	17.33	Add Paved Shoulders	300,000	5.78	II
292	87.0z	E. Ponce De Leon Ave	Idlewood	Mt. Industrial	0.56	Dekalb	B	32	38	0	0	0	0	0	17.10	Add Paved Shoulders	300,000	5.70	II
335	99.5	Buford Hwy	Buford city limit	Suwannee Ave	1.38	Gwinnett	C	23	25	50	0	0	0	0	16.88	Add Paved Shoulders	300,000	5.63	II
290	86.7	SR 138	Nunnaly farm	Spring St	3.39	Walton	C	50	6	0	0	0	0	0	16.32	Add Paved Shoulders	300,000	5.44	II
509	160.3	Turner Lake	Brown Bridge	I-20	0.84	Newton	B	33	7	0	0	0	100	0	16.29	Add Paved Shoulders	300,000	5.43	II
282	86.0z	SR 138	Sigman	Centennial Olympic Pkwy	0.96	Rockdale	B	25	17	0	0	0	100	0	16.01	Add Paved Shoulders	300,000	5.34	II
39	14	SR 54	Walt Stephens	Southlake Cove Ct	1.96	Clayton	C	18	26	50	0	0	0	0	15.53	Add Paved Shoulders	300,000	5.18	II
402	116.1	Stockbridge	Carlington Way	Walt Stephens	0.49	Clayton	C	16	54	0	0	0	0	0	15.50	Add Paved Shoulders	300,000	5.17	II
218	69.75	Jonesboro Rd	Henry Co. line	Lovejoy City Line	5.39	Henry	C	38	20	0	0	0	0	0	15.34	Add Paved Shoulders	300,000	5.11	II
289	86.6	SR 138	Youth Jersey Rd	Nunnaly farm	1.74	Walton	C	50	1	0	0	0	0	0	15.32	Add Paved Shoulders	300,000	5.11	II
128	42.1	Atl Hwy (6)	US 278	White Ingram Pkwy	1.91	Paulding	C	41	14	0	0	0	0	0	15.21	Add Paved Shoulders	300,000	5.07	II
100	34	Covington Hwy	Turner Hill	Rockdale Co. line	1.04	Dekalb	C	44	9	0	0	0	0	0	15.03	Add Paved Shoulders	300,000	5.01	II
288	86.5	SR 138	Walnut Grove city limit	Youth Jersey Rd	2.57	Walton	C	49	1	0	0	0	0	0	14.88	Add Paved Shoulders	300,000	4.96	II
101	34.05	Covington Hwy	Rockdale Co. line	Sigman	1.11	Rockdale	C	44	8	0	0	0	0	0	14.83	Add Paved Shoulders	300,000	4.94	II
211	69.1	McDonoughRd	Lanier	McElroy	0.73	Fayette	C	26	10	50	0	0	0	0	14.66	Add Paved Shoulders	300,000	4.89	II
311	94	HowellMillRd	Wesley	Collier	1.42	Fulton	C	16	47	0	0	0	0	0	14.25	Add Paved Shoulders	300,000	4.75	II
195	64.2	State Route 54	Genevieve ct	Ebenezer	0.79	Fayette	C	24	7	50	0	0	0	0	13.72	Add Paved Shoulders	300,000	4.57	II
81	26.2	Briarcliff	Shallowford	LaVista	1.09	Dekalb	C	15	46	0	0	0	0	0	13.71	Add Paved Shoulders	300,000	4.57	II
184	60.2	SR 74	Oakley Industrial	Fayette Co. line	1.38	Fulton	C	22	10	50	0	0	0	0	13.49	Add Paved Shoulders	300,000	4.50	II
194	64.1	State Route 54	Genevieve	Robinson	0.95	Fayette	C	22	10	50	0	0	0	0	13.49	Add Paved Shoulders	300,000	4.50	II
283	86.1	SR 138	Centennial Olympic Pkwy	Old 138	1.26	Rockdale	C	35	15	0	0	0	0	0	13.42	Add Paved Shoulders	300,000	4.47	II
217	69.7	Jonesboro Rd	I 75	Henry Co. line	1.01	Clayton	C	38	10	0	0	0	0	0	13.34	Add Paved Shoulders	300,000	4.45	II
213	69.3	McDonoughRd	Flint River (Co. line)	Panhandle	2.56	Clayton	C	23	31	0	0	0	0	0	13.23	Add Paved Shoulders	300,000	4.41	II
419	118.6	Ponce	Brockett	Idlewood	0.47	Dekalb	C	17	38	0	0	0	0	0	12.83	Add Paved Shoulders	300,000	4.28	II
455	135.1	Winder Hwy	University Pkwy	E side Dacula city limits	1.54	Gwinnett	C	29	20	0	0	0	0	0	12.77	Add Paved Shoulders	300,000	4.26	II
456	135.1	Winder Hwy	University Pkwy	E side Dacula city limits	0.36	Gwinnett	C	29	20	0	0	0	0	0	12.77	Add Paved Shoulders	300,000	4.26	II
123	41.2	Atl Hwy	McFarland	SR 141	6.01	Forsyth	C	22	31	0	0	0	0	0	12.69	Add Paved Shoulders	300,000	4.23	II
94	33	SR 138	Riverdale City Limit	I-285	1.60	Clayton	C	12	45	0	0	0	0	0	12.54	Add Paved Shoulders	300,000	4.18	II
121	41	(N Main) SR 9	Windward	Forsyth Co. line	3.04	Fulton	C	19	34	0	0	0	0	0	12.52	Add Paved Shoulders	300,000	4.17	II
469	138	Buford Dr.	I-85	Lawrenceville City lim	4.88	Gwinnett	C	21	31	0	0	0	0	0	12.40	Add Paved Shoulders	300,000	4.13	II
416	118.4	Ponce	Valley Brook	I-285	0.94	Dekalb	C	16	38	0	0	0	0	0	12.40	Add Paved Shoulders	300,000	4.13	II
417	118.5	Ponce	I-285	Brockett	0.33	Dekalb	C	16	38	0	0	0	0	0	12.40	Add Paved Shoulders	300,000	4.13	II
458	135.2	Winder Hwy	E side Dacula city limits	Barrow Co. line	1.58	Gwinnett	C	31	15	0	0	0	0	0	12.31	Add Paved Shoulders	300,000	4.10	II
291	87	E. Ponce De Leon Ave	Idlewood	Mt. Industrial	1.18	Dekalb	C	16	38	0	0	0	0	0	12.25	Add Paved Shoulders	300,000	4.08	II
452	133.2z	State Route 34	I-85	SR 154	1.87	Coweta	B	9	17	60	0	0	0	0	12.16	Add Paved Shoulders	300,000	4.05	II
240	74.7	Winder Hwy	Lawrenceville Hwy/Papermill Rd	Lawrenceville Hwy/Lawrence city limit	0.75	Gwinnett	C	25	23	0	0	0	0	0	12.11	Add Paved Shoulders	300,000	4.04	II
403	116.2	SR 138	Walt Stephens	Henry Co. line	2.89	Clayton	C	26	21	0	0	0	0	0	11.95	Add Paved Shoulders	300,000	3.98	II
4	2.3	SR 293	County line (Cobb - Bartow)	SR 92	0.80	Cobb	C	14	38	0	0	0	0	0	11.91	Add Paved Shoulders	300,000	3.97	II
219	71	Tara Blvd	Hastings Bridge	SR 54	5.12	Clayton	C	29	15	0	0	0	0	0	11.72	Add Paved Shoulders	300,000	3.91	II
450	133.1z	State Route 34	Farmer Blvd	I-85	0.98	Coweta	B	5	21	60	0	0	0	0	11.65	Add Paved Shoulders	300,000	3.88	II
92	32.3	Roosevelt Rd	Alexander Ave	Lower Dixie Lake	0.42	Fulton	C	8	15	60	0	0	0	0	11.47	Add Paved Shoulders	300,000	3.82	II
493	150.2	Hwy 138	Tucker Mill	Henry County line	3.46	Rockdale	C	29	13	0	0	0	0	0	11.32	Add Paved Shoulders	300,000	3.77	II
141	47.2	Candler Road	I-20	Rainbow	0.26	Dekalb	B	36	54	100	100	0	100	0	56.46	DCSN	1,500,000	3.76	II
501	151.4z	Hollowell	Elizabeth Pl	Northside	2.02	Fulton	B	38	93	60	50	0	100	100	56.09	DCSN	1,500,000	3.74	II
182	60	Senoia Rd	Roosevelt	SR74	0.94	Fulton	C	11	15	50	0	0	0	0	11.20	Add Paved Shoulders	300,000	3.73	II
415	118.3	Ponce	Clarendon	Valley Brook	0.38	Dekalb	C	6	46	0	0	0	0	0	10.94	Add Paved Shoulders	300,000	3.65	II
122	41.1	Atl Hwy	Forsyth Co. line	McFarland	0.87	Forsyth	C	23	19	0	0	0	0	0	10.63	Add Paved Shoulders	300,000	3.54	II
221	71.2	Tara Blvd	Lovejoy	Henry/Clayton line	1.48	Clayton	C	29	10	0	0	0	0	0	10.63	Add Paved Shoulders	300,000	3.54	II

### Appendix K: ARC Bicycle Study Network: Prioritization Results

New ID	Old ID	Road Name	From	To	Length (mi)	County	Bike LOS Standard	Benefits on 100% Scale (weight)							Weighted Total Benefit	Facility Need	Cost/mi (\$)	Priority Score (*100,000)	Priority Tier
								Delta LOS (0.3)	Latent Demand Score (0.2)	Public Votes (0.1)	Congestion (0.2)	Policy (0.1)	LCI (Y/N) (0.05)	Station (Y/N) (0.05)					
								LOS	Score	Score	Score	Score	Score	Score					
337	100	Main St	Windward Pkwy	Winthrop	0.85	Fulton	C	19	25	0	0	0	0	0	10.57	Add Paved Shoulders	300,000	3.52	II
459	135.25	Winder Hwy	Barrow Co. line	Auburn city lim W side	0.96	Barrow	C	31	6	0	0	0	0	0	10.51	Add Paved Shoulders	300,000	3.50	II
287	86.4	SR 138	Rock/Walton Co Line	Walnut Grove city limit	2.05	Walton	C	34	1	0	0	0	0	0	10.47	Add Paved Shoulders	300,000	3.49	II
139	47	Candler Road	East College Ave	Memorial	1.68	Dekalb	C	18	85	100	100	0	0	0	52.28	DCSN	1,500,000	3.49	II
233	74	Scenic Hwy	Lawrenceville City Lim/SR 8	Cedar St/SR 8	1.58	Gwinnett	C	21	20	0	0	0	0	0	10.20	Add Paved Shoulders	300,000	3.40	II
27	7	Northside Dr.	MLK	North Ave	1.10	Fulton	B	37	100	50	50	0	100	0	51.00	DCSN	1,500,000	3.40	II
38	10.3	Ponce de Leon	Myrtle	W. Peachtree	0.50	Fulton	B	38	92	60	50	0	100	0	50.93	DCSN	1,500,000	3.40	II
321	95.3z	Atl road	Windy Hill	W. Atlanta St.	1.11	Cobb	B	35	94	60	50	0	100	0	50.17	DCSN	1,500,000	3.34	II
472	139.1	Reynolds	Camp Creek	Cambellton	1.40	Fulton	B	9	11	0	0	0	100	0	10.01	Add Paved Shoulders	300,000	3.34	II
208	68.1	SR3	Griffin city limit	SR 92	0.80	Spalding	C	12	32	0	0	0	0	0	9.99	Add Paved Shoulders	300,000	3.33	II
404	116.25	SR 138	Henry Co. line	Speer	0.63	Henry	C	26	10	0	0	0	0	0	9.75	Add Paved Shoulders	300,000	3.25	II
140	47.1	Candler Road	Memorial	I-20	2.59	Dekalb	C	19	64	100	100	0	0	0	48.62	DCSN	1,500,000	3.24	II
387	111	Hwy 78	Scenic Hwy	Killian Hill Rd	3.19	Gwinnett	B	51	17	50	100	0	100	0	48.57	DCSN	1,500,000	3.24	II
102	37	Green /main	SR 138	Millstead	0.59	Rockdale	C	10	34	0	0	0	0	0	9.71	Add Paved Shoulders	300,000	3.24	II
68	22.1	Marietta Hwy	Canterbury Pky	Knox Bridge Hwy	1.67	Cherokee	C	22	15	0	0	0	0	0	9.64	Add Paved Shoulders	300,000	3.21	II
345	101.0z	Holcomb Bridge Rd	Alpharetta Hwy	Hwy 400	0.30	Fulton	B	30	40	60	100	0	100	0	47.87	DCSN	1,500,000	3.19	II
400	115.2z	N. Henry Blvd	Rock Quarry Rd	SR 42	1.42	Henry	C	11	31	0	0	0	0	0	9.54	Add Paved Shoulders	300,000	3.18	II
259	78.5	Hwy 78	Old Loganville Rd	Grayson Pkwy	4.82	Gwinnett	C	20	18	0	0	0	0	0	9.46	Add Paved Shoulders	300,000	3.15	II
199	66	E Main	Downtown Hampton	SR 20	0.33	Henry	B	21	15	0	0	0	0	0	9.35	Add Paved Shoulders	300,000	3.12	II
492	150.1	Hwy 138	sr-212	Tucker Mill	1.57	Rockdale	C	25	9	0	0	0	0	0	9.31	Add Paved Shoulders	300,000	3.10	II
151	50.2	Covington Hwy	SR 154	Stratford	0.44	Dekalb	B	28	54	70	50	0	100	100	46.23	DCSN	1,500,000	3.08	II
124	41.3	Atl Hwy	SR 141	Old Atlanta	2.44	Forsyth	C	16	22	0	0	0	0	0	9.25	Add Paved Shoulders	300,000	3.08	II
371	105.2z	Northside	Metropolitan Pkwy	MLK St.	0.41	Fulton	B	33	100	60	50	0	0	0	46.03	DCSN	1,500,000	3.07	II
297	89.3z	Peachtree Rd	Dresden	P. tree ind	1.39	Dekalb	B	40	65	0	50	0	100	100	44.87	DCSN	1,500,000	2.99	II
284	86.2	SR 138	Old 138	Salem Church	0.88	Rockdale	C	29	1	0	0	0	0	0	8.92	Add Paved Shoulders	300,000	2.97	II
352	101.6z	Holcomb Bridge Rd	Jimmy Carter Blvd	Peachtree Ind. Blvd.	0.58	Gwinnett	B	32	36	60	100	0	0	0	42.84	DCSN	1,500,000	2.86	II
315	95.0y	MariettaBlvd	Marietta Rd	Chattahoochee Av.	0.35	Fulton	B	27	53	90	50	0	100	0	42.79	DCSN	1,500,000	2.85	II
316	95.0z	MariettaBlvd	Marietta Rd	Chattahoochee Av.	0.66	Fulton	B	27	53	90	50	0	100	0	42.79	DCSN	1,500,000	2.85	II
494	150.3z	Hwy 138	Henry Co. line	US 23	4.83	Henry	C	21	12	0	0	0	0	0	8.56	Add Paved Shoulders	300,000	2.85	II
294	89.1	Peachtree Rd	Stratford Rd	DeKalb Co. line	1.27	Fulton	B	49	64	0	50	0	100	0	42.63	DCSN	1,500,000	2.84	II
433	124.3z	Powers Ferry	Terrell Mill Rd	Tuxedo Dr	1.42	Cobb	B	45	45	50	50	0	100	0	42.38	DCSN	1,500,000	2.83	II
504	152.2z	Lee	Cambellton	Sylvan	0.92	Fulton	B	20	100	60	0	0	100	100	41.86	DCSN	1,500,000	2.79	II
295	89.2z	Peachtree Rd	Dekalb line	Dresden	0.62	Dekalb	B	35	56	0	50	0	100	100	41.67	DCSN	1,500,000	2.78	II
368	105.0z	Metro Pkwy/ US 19	I-75	Abernathy	1.43	Fulton	B	39	100	50	0	0	100	0	41.58	DCSN	1,500,000	2.77	II
500	151.4z	Hollowell	Elizabeth Pl	Northside	0.29	Fulton	C	22	93	60	50	0	0	0	41.24	DCSN	1,500,000	2.75	II
370	105.2z	Northside	Metropolitan Pkwy	MLK St.	0.39	Fulton	C	17	100	60	50	0	0	0	41.19	DCSN	1,500,000	2.75	II
153	51	42	SR 138	Grandiflora	3.21	Henry	C	18	14	0	0	0	0	0	8.18	Add Paved Shoulders	300,000	2.73	II
482	145.0z	Powder Springs Rd	Marietta Pkwy	Chestnut Hill	0.67	Cobb	B	34	54	50	50	0	100	0	40.88	DCSN	1,500,000	2.73	II
192	62.4z	SR 85	Lamar Hutcheson	Adams	1.40	Clayton	B	39	46	50	50	0	100	0	40.83	DCSN	1,500,000	2.72	II
319	95.3z	Atl road	Windy Hill	W. Atlanta St.	3.10	Cobb	C	18	94	60	50	0	0	0	40.33	DCSN	1,500,000	2.69	II
320	95.3z	Atl road	Windy Hill	W. Atlanta St.	3.26	Cobb	C	18	94	60	50	0	0	0	40.33	DCSN	1,500,000	2.69	II
60	18.05z	Bells Ferry Road	Cherokee Co. line	SR 92	0.41	Cherokee	B	37	21	0	100	0	100	0	40.30	DCSN	1,500,000	2.69	II
347	101.2z	Holcomb Bridge Rd	Calibre Creek Pky	Fouts Rd	1.47	Fulton	C	17	46	60	100	0	0	0	40.24	DCSN	1,500,000	2.68	II
17	4	Martin Luther King	Northside Dr.	Lowery Blvd	0.85	Fulton	B	4	94	50	50	0	0	100	40.06	DCSN	1,500,000	2.67	II
162	52.5z	Briarcliff Rd.	Chalmette	Ponce de Leon	0.96	Dekalb	C	22	82	70	50	0	0	0	39.99	DCSN	1,500,000	2.67	II
57	15.5z	Vet Mem Hwy	East of Austell	Mableton Pkwy	0.63	Cobb	B	35	37	70	50	0	100	0	39.92	DCSN	1,500,000	2.66	II
28	9	W Peachtree St N	North Ave	15th	1.14	Fulton	B	28	100	60	0	0	100	0	39.48	DCSN	1,500,000	2.63	II
181	58.3z	Peachtree Dunwoody	I-285	Mt. Vernon	1.75	Fulton	B	30	52	50	50	0	100	0	39.46	DCSN	1,500,000	2.63	II
163	53	Roxboro rd.	Peachtree Rd	MARTA tracks	0.51	Fulton	B	10	56	0	100	0	100	0	39.25	DCSN	1,500,000	2.62	II
392	112.1z	PleasantHillRoad	Old Norcross	I-85	0.98	Gwinnett	B	39	38	0	100	0	0	0	39.18	DCSN	1,500,000	2.61	II
293	89	Peachtree Rd	Roswell Rd	Stratford Rd	1.03	Fulton	B	40	60	0	50	0	100	0	38.87	DCSN	1,500,000	2.59	II
37	10.2z	Ponce de Leon	Glen Iris	Myrtle	0.75	Fulton	C	12	95	60	50	0	0	0	38.73	DCSN	1,500,000	2.58	II
150	50.1z	Covington Hwy	Wesley Chapel	SR 154	0.76	Dekalb	B	36	54	70	0	0	100	100	38.61	DCSN	1,500,000	2.57	II



Appendix K: ARC Bicycle Study Network: Prioritization Results

New ID	Old ID	Road Name	From	To	Length (mi)	County	Bike LOS Standard	Benefits on 100% Scale (weight)							Weighted Total Benefit	Facility Need	Cost/mi (\$)	Priority Score (*100,000)	Priority Tier
								Delta LOS (0.3)	Latent Demand Score (0.2)	Public Votes (0.1)	Congestion (0.2)	Policy (0.1)	LCI (Y/N) (0.05)	Station (Y/N) (0.05)					
								LOS	Score	Score	Score	Score	Score	Score					
11	3.4	McGinnis Ferry	Jones Bridge	Windward Pkwy	1.38	Forsyth/Fulton	C	22	30	60	100	0	0	0	38.59	DCSN	1,500,000	2.57	II
279	85.2z	Roswell Rd	Dalrymple	19/900 Abernathy	0.39	Fulton	B	33	43	50	50	0	100	0	38.44	DCSN	1,500,000	2.56	II
454	135	Winder Hwy	University Pkwy	Cedar St	1.21	Gwinnett	C	18	11	0	0	0	0	0	7.68	Add Paved Shoulders	300,000	2.56	II
434	124.4	Powers Ferry	Tuxedo Dr	Marietta Pky	1.37	Cobb	B	33	42	50	50	0	100	0	38.19	DCSN	1,500,000	2.55	II
216	69.6	McDonoughRd	City line	Hasting Bridge Rd	0.71	Clayton	C	23	3	0	0	0	0	0	7.63	Add Paved Shoulders	300,000	2.54	II
344	101	Holcomb Bridge Rd	Alpharetta Hwy	Hwy 400	1.25	Fulton	C	13	40	60	100	0	0	0	38.02	DCSN	1,500,000	2.53	II
369	105.1	Metro Pkwy/ US 19	RD Abernathy	Northside Dr	0.42	Fulton	B	33	89	50	0	0	100	0	37.83	DCSN	1,500,000	2.52	III
346	101.1	Holcomb Bridge Rd	Hwy 400	Calibre Creek Pky	0.79	Fulton	C	17	33	60	100	0	0	0	37.64	DCSN	1,500,000	2.51	III
280	85.3	Roswell Rd	Abernathy	i-285	1.73	Fulton	B	27	46	50	50	0	100	0	37.39	DCSN	1,500,000	2.49	III
505	152.3	Lee	Sylvan	Northside	1.26	Fulton	B	23	92	70	0	0	100	0	37.28	DCSN	1,500,000	2.49	III
348	101.3	Holcomb Bridge Rd	Fouts Rd	Barnell Rd	1.93	Fulton	C	17	31	60	100	0	0	0	37.24	DCSN	1,500,000	2.48	III
486	146	Ponce de Leon	Myrtle	W. Peachtree	0.84	Fulton	C	18	83	50	50	0	0	0	36.98	DCSN	1,500,000	2.47	III
36	10.1	Ponce de Leon	Ponce de leon pl	Glen Iris	0.23	Fulton	C	16	80	60	50	0	0	0	36.75	DCSN	1,500,000	2.45	III
408	117.1z	Stone Mt. - Lithonia	Lucille	Palmer	0.88	Dekalb	B	48	35	0	50	0	100	0	36.54	DCSN	1,500,000	2.44	III
317	95.1	MariettaBlvd	Chattahoochee Av.	Nifda Drive	1.56	Fulton	B	33	28	60	50	0	100	0	36.39	DCSN	1,500,000	2.43	III
22	5.0z	Martin Luther King	I-20	Hamilton Holmes	0.76	Fulton	B	30	62	50	0	0	100	100	36.32	DCSN	1,500,000	2.42	III
499	151.3	Bankhead Hwy (US 78)	James Jackson	Elizabeth Pl	1.59	Fulton	C	21	69	60	50	0	0	0	35.96	DCSN	1,500,000	2.40	III
263	79.0z	Austell Rd	Bankhead Hwy	S Cobb Dr	4.37	Cobb	B	33	55	0	50	0	100	0	35.94	DCSN	1,500,000	2.40	III
374	106.1z	S. Cobb Dr.	Austell Rd.	Concord	1.49	Cobb	B	32	54	0	50	0	100	0	35.54	DCSN	1,500,000	2.37	III
159	52.2	Briarcliff Rd.	LaVista	Clifton	0.71	Dekalb	C	26	56	60	50	0	0	0	35.05	DCSN	1,500,000	2.34	III
49	15.1	Bankhead Hwy	Whitley Dr	SR 92	0.85	Douglas	B	27	15	90	50	0	100	0	35.00	DCSN	1,500,000	2.33	III
9	3.2	McGinnis Ferry	John's Creek Pkwy	Sargent	0.62	Forsyth/Fulton	C	18	18	60	100	0	0	0	34.98	DCSN	1,500,000	2.33	III
56	15.5y	Vet Mem Hwy	East of Austell	Mableton Pkwy	0.50	Cobb	B	35	37	70	50	0	0	0	34.92	DCSN	1,500,000	2.33	III
2	2.1	SR 293	Sandtown Rd	Emerson Allatoona Rd	3.68	Bartow	C	18	8	0	0	0	0	0	6.98	Add Paved Shoulders	300,000	2.33	III
130	42.3	Merchants	Butler Indust Pkwy	Dallas Acworth (381)	2.26	Paulding	C	13	15	0	0	0	0	0	6.97	Add Paved Shoulders	300,000	2.32	III
157	52.0z	Briarcliff Rd.	N. Druid Hills Rd	Hopkins	0.31	Dekalb	B	26	54	60	50	0	0	0	34.51	DCSN	1,500,000	2.30	III
26	5.2z	Martin Luther King	I-285	Fulton Industrial	0.43	Fulton	B	23	62	50	50	0	0	0	34.28	DCSN	1,500,000	2.29	III
154	51.1	42	Grandiflora	Ivey Edwards	2.59	Henry	C	16	11	0	0	0	0	0	6.85	Add Paved Shoulders	300,000	2.28	III
24	5.1z	Martin Luther King	Hamilton Holmes	I-285	1.29	Fulton	B	21	62	50	0	0	100	100	33.75	DCSN	1,500,000	2.25	III
137	46.4z	Lawrenceville Hwy	Killian Hills	DeKalb Co. line	0.27	Gwinnett	B	40	34	0	50	0	100	0	33.67	DCSN	1,500,000	2.24	III
485	145.3	Powder Springs Rd	SR 176	Dt Powder Spr	0.30	Cobb	B	41	31	0	50	0	100	0	33.61	DCSN	1,500,000	2.24	III
429	124.0z	Mt Vernon Hwy	Roswell Rd	Powers Ferry	0.84	Fulton	B	17	41	50	50	0	100	0	33.43	DCSN	1,500,000	2.23	III
144	49.15	Burford Hwy	Gwinnett. Co Line	Norcross City Limit	2.37	Gwinnett	C	21	56	60	50	0	0	0	33.40	DCSN	1,500,000	2.23	III
62	19.0z	Bells Ferry Road	Cobb Pkwy	Barrett Pkwy	0.79	Cobb	B	42	29	0	50	0	100	0	33.40	DCSN	1,500,000	2.23	III
158	52.1	Briarcliff Rd.	Hopkins	LaVista	0.39	Dekalb	C	23	53	60	50	0	0	0	33.39	DCSN	1,500,000	2.23	III
273	84	Jonesboro Rd	Atlanta St	RR tracks	0.44	Henry	B	30	46	0	50	0	100	0	33.31	DCSN	1,500,000	2.22	III
379	108.1z	Old Dixie Hwy (41)	Evans	Crown Rd	0.43	Clayton	B	46	21	50	50	0	0	0	33.06	DCSN	1,500,000	2.20	III
314	95	MariettaBlvd	Marietta Rd	Chattahoochee Av.	0.78	Fulton	C	11	53	90	50	0	0	0	32.94	DCSN	1,500,000	2.20	III
165	53.15	Roxboro	Dekalb Co. line	W Roxboro	0.45	Dekalb	C	3	59	0	100	0	0	0	32.82	DCSN	1,500,000	2.19	III
206	67.1z	US 19	Cleveland	Fulton	0.20	Fulton	B	34	62	50	0	0	100	0	32.67	DCSN	1,500,000	2.18	III
164	53.1	Roxboro	MARTA tracks	DeKalb Co. line	0.35	Fulton	C	3	57	0	100	0	0	0	32.42	DCSN	1,500,000	2.16	III
29	9.1	W Peachtree St N	15th	19th	0.41	Fulton	B	20	75	60	0	0	100	0	31.96	DCSN	1,500,000	2.13	III
277	85.1	Roswell Rd	Azalea	Dalrymple	3.83	Fulton	C	20	54	50	50	0	0	0	31.76	DCSN	1,500,000	2.12	III
491	150	Hwy 138	McDonough	sr-212	4.39	Rockdale	C	11	16	0	0	0	0	0	6.35	Add Paved Shoulders	300,000	2.12	III
367	105	Metro Pkwy/ US 19	I-75	Abernathy	2.29	Fulton	C	22	100	50	0	0	0	0	31.74	DCSN	1,500,000	2.12	III
406	117	Stone Mt. - Lithonia	Rivers Mem. Dr.	Lucille	0.52	Dekalb	B	30	38	0	50	0	100	0	31.61	DCSN	1,500,000	2.11	III
178	58.0z	Peachtree Dunwoody	Peachtree Rd	W. Club	0.41	Fulton	B	14	62	0	50	0	100	0	31.52	DCSN	1,500,000	2.10	III
481	145	Powder Springs Rd	Marietta Pkwy	Chestnut Hill	0.43	Cobb	C	17	54	50	50	0	0	0	31.03	DCSN	1,500,000	2.07	III
503	152.1	Main	Connally	Cambellton (23/30)	2.36	Fulton	B	23	40	60	0	0	100	100	30.88	DCSN	1,500,000	2.06	III
498	151.2	Bankhead Hwy (US 78)	I-285	James Jackson	1.38	Fulton	C	24	38	60	50	0	0	0	30.87	DCSN	1,500,000	2.06	III
281	86	SR 138	Sigman	Centennial Olympic Pkwy	1.61	Rockdale	C	9	17	0	0	0	0	0	6.16	Add Paved Shoulders	300,000	2.05	III
132	46	SR 236	Tucker	Mountain Indust. Blvd	0.96	Dekalb	B	37	22	0	50	0	100	0	30.60	DCSN	1,500,000	2.04	III
59	18.05	Bells Ferry Road	Cherokee Co. line	SR 92	0.45	Cherokee	C	21	21	0	100	0	0	0	30.45	DCSN	1,500,000	2.03	III

## Appendix K: ARC Bicycle Study Network: Prioritization Results

New ID	Old ID	Road Name	From	To	Length (mi)	County	Bike LOS Standard	Benefits on 100% Scale (weight)							Weighted Total Benefit	Facility Need	Cost/mi (\$)	Priority Score (*100,000)	Priority Tier
								Delta LOS (0.3)	Latent Demand Score (0.2)	Public Votes (0.1)	Congestion (0.2)	Policy (0.1)	LCI (Y/N) (0.05)	Station (Y/N) (0.05)					
								LOS	Score	Score	Score	Score	Score	Score					
44	14.2y	Main St	I-75	Forest Pk ( SR 331)	0.37	Clayton	B	37	46	50	0	0	100	0	30.25	DCSN	1,500,000	2.02	III
148	50	Covington Hwy	Hairston	Wesley Chapel	1.13	Dekalb	C	17	46	60	50	0	0	0	30.24	DCSN	1,500,000	2.02	III
227	72.2z	Cobb Pkwy	Pine Mt Rd	Barett Pky	0.52	Cobb	B	31	30	0	50	0	0	0	30.21	DCSN	1,500,000	2.01	III
142	49	Buford Hwy	I 285	Oakcliff	0.84	Dekalb	C	17	46	60	50	0	0	0	30.19	DCSN	1,500,000	2.01	III
377	108.0z	Old Dixie Hwy (41)	Forest Pk	Evans St	0.29	Clayton	B	37	20	50	50	0	0	0	30.10	DCSN	1,500,000	2.01	III
55	15.5	Vet Mem Hwy	East of Austell	Mableton Pkwy	2.62	Cobb	C	19	37	70	50	0	0	0	30.07	DCSN	1,500,000	2.00	III
296	89.3	Peachtree Rd	Dresden	P. tree ind	0.62	Dekalb	C	23	65	0	50	0	0	0	30.03	DCSN	1,500,000	2.00	III
35	9.4z	W Peachtree St N	Wesley	Roswell	0.27	Fulton	B	25	57	60	0	0	100	0	29.82	DCSN	1,500,000	1.99	III
143	49.1	Buford Hwy	Oakcliff/	Gwinnett. Co Line	0.56	Dekalb	C	21	38	60	50	0	0	0	29.80	DCSN	1,500,000	1.99	III
383	109.1	Covington Hwy	Panola	Phillips	2.22	Dekalb	C	19	45	50	50	0	0	0	29.77	DCSN	1,500,000	1.98	III
356	103.1	Crabapple	Woodstock	Magnolia	0.57	Fulton	B	34	23	0	50	0	100	0	29.73	DCSN	1,500,000	1.98	III
67	22.0z	Holly Springs Pky	Pincrest Rd	Atlanta Ave/Lakeside Dr Canterbury Pkwy	0.57	Cherokee	B	35	21	0	50	0	100	0	29.72	DCSN	1,500,000	1.98	III
156	52	Briarcliff Rd.	N. Druid Hills Rd	Hopkins	0.27	Dekalb	C	10	54	60	50	0	0	0	29.66	DCSN	1,500,000	1.98	III
30	9.2	W Peachtree St N	19th	I-285	0.43	Fulton	B	16	69	60	0	0	100	0	29.65	DCSN	1,500,000	1.98	III
497	151.1	Bankhead Hwy (US 78)	Chattahoochee River	I-285	1.08	Fulton	C	24	31	60	50	0	0	0	29.47	DCSN	1,500,000	1.96	III
58	18	Bells Ferry Road	I-575	Cherokee Co. line	1.99	Cobb	C	21	16	0	100	0	0	0	29.45	DCSN	1,500,000	1.96	III
25	5.2	Martin Luther King	I-285	Fulton Industrial	1.44	Fulton	C	7	62	50	50	0	0	0	29.44	DCSN	1,500,000	1.96	III
318	95.2	Atl road	Nfida Drive	Windy Hill	2.51	Cobb	C	18	34	70	50	0	0	0	29.33	DCSN	1,500,000	1.96	III
204	67	US 19	Central	Cleveland Ave	0.93	Fulton	B	33	46	50	0	0	100	0	29.18	DCSN	1,500,000	1.95	III
515	163	Main	Covington Hwy	Max Cleland	0.42	Dekalb	B	42	7	0	50	0	100	0	29.10	DCSN	1,500,000	1.94	III
172	57	East Point St	Church	Legion Way	0.75	Fulton	B	34	40	60	0	0	100	0	29.08	DCSN	1,500,000	1.94	III
268	82.2y	Cobb Pkwy.	Delk Rd	Cumberland Pky	0.62	Cobb	B	6	61	0	50	0	100	0	28.99	DCSN	1,500,000	1.93	III
269	82.2z	Cobb Pkwy.	Delk Rd	Cumberland Pky	0.94	Cobb	B	6	61	0	50	0	100	0	28.99	DCSN	1,500,000	1.93	III
33	9.3z	W Peachtree St N	I-285	Wesley	0.67	Fulton	B	19	86	60	0	0	0	0	28.82	DCSN	1,500,000	1.92	III
278	85.2	Roswell Rd	Dalrymple	19/900 Abernathy	1.14	Fulton	C	17	43	50	50	0	0	0	28.59	DCSN	1,500,000	1.91	III
198	64.4z	State Route 54	Fayetteville City Limit	SR 85	0.77	Fayette	B	38	31	60	0	0	100	0	28.54	DCSN	1,500,000	1.90	III
382	109	Covington Hwy	Hairston	Panola	1.70	Dekalb	C	19	38	50	50	0	0	0	28.37	DCSN	1,500,000	1.89	III
378	108.1	Old Dixie Hwy (41)	Evans	Crown Rd	0.32	Clayton	C	30	21	50	50	0	0	0	28.21	DCSN	1,500,000	1.88	III
432	124.2	Powers Ferry	Akers Mill Rd	Terrell Mill Rd	2.03	Cobb	C	14	45	50	50	0	0	0	28.17	DCSN	1,500,000	1.88	III
266	82.1z	Cobb Pkwy.	Roswell Rd	Delk Rd	0.69	Cobb	B	11	50	0	50	0	100	0	28.15	DCSN	1,500,000	1.88	III
516	163.1	Max Cleland	Main	Stone Mt. Lithonia	0.19	Dekalb	B	39	7	0	50	0	100	0	27.98	DCSN	1,500,000	1.87	III
483	145.1	Powder Springs Rd	Chestnut Hill	Callaway	2.72	Cobb	C	17	38	50	50	0	0	0	27.83	DCSN	1,500,000	1.86	III
354	101.8	Med. Br. Rd.	Peachtree Ind. Blvd.	Landford Rd	0.42	Gwinnett	C	5	31	0	100	0	0	0	27.70	DCSN	1,500,000	1.85	III
385	109.3	Covington Hwy	Evans Mill	Klondike	0.36	Dekalb	C	27	23	50	50	0	0	0	27.65	DCSN	1,500,000	1.84	III
173	57.1	Main	Legion Way	College Park City Limit	0.58	Fulton	B	28	39	60	0	0	100	0	27.23	DCSN	1,500,000	1.82	III
3	2.2	SR 293	Sandtown Rd	County line (Cobb - Bartow)	1.57	Bartow	C	11	10	0	0	0	0	0	5.44	Add Paved Shoulders	300,000	1.81	III
517	163.2	Stone Mt. - Lithonia	Max Cleland	Tribble	0.37	Dekalb	B	36	7	0	50	0	100	0	27.16	DCSN	1,500,000	1.81	III
444	130.0z	SugarloafPky	SR 316	Buford Hwy	3.37	Gwinnett	B	19	56	50	0	0	100	0	26.97	DCSN	1,500,000	1.80	III
407	117.1	Stone Mt. - Lithonia	Lucille	Palmer	0.42	Dekalb	C	32	35	0	50	0	0	0	26.69	DCSN	1,500,000	1.78	III
21	5	Martin Luther King	I-20	Hamilton Holmes	0.58	Fulton	C	14	62	50	0	0	0	100	26.47	DCSN	1,500,000	1.76	III
229	73.1	Scenic Hwy	Scenic Hwy/Grayson Hwy	Scenic Hwy/Sugarloaf	2.26	Gwinnett	C	19	28	50	50	0	0	0	26.42	DCSN	1,500,000	1.76	III
54	15.45	Vet Mem Hwy	Cobb Co. line	Cemetery St	0.34	Cobb	C	19	19	70	50	0	0	0	26.37	DCSN	1,500,000	1.76	III
133	46.1	Mt. Ind Bld	SR 236	Ponce de Leon	1.67	Dekalb	B	40	21	0	50	0	0	0	26.22	DCSN	1,500,000	1.75	III
261	79	Austell Rd	Bankhead Hwy	S Cobb Dr	3.21	Cobb	C	17	55	0	50	0	0	0	26.09	DCSN	1,500,000	1.74	III
262	79	Austell Rd	Bankhead Hwy	S Cobb Dr	0.84	Cobb	C	17	55	0	50	0	0	0	26.09	DCSN	1,500,000	1.74	III
502	152	Main	Dorsey	Connally	0.69	Fulton	B	24	40	60	0	0	100	0	26.08	DCSN	1,500,000	1.74	III
380	108.2	Old Dixie Hwy (41)	Crown Rd	I-75	0.42	Fulton	C	21	23	50	50	0	0	0	25.76	DCSN	1,500,000	1.72	III
373	106.1	S. Cobb Dr.	Austell Rd.	Concord	1.76	Cobb	C	16	54	0	50	0	0	0	25.69	DCSN	1,500,000	1.71	III
53	15.4	Vet Mem Hwy	Thornton	Cobb Co. line	0.63	Douglas	C	19	15	70	50	0	0	0	25.57	DCSN	1,500,000	1.70	III
384	109.2	Covington Hwy	Phillips	Evans Mill	1.19	Dekalb	C	19	23	50	50	0	0	0	25.37	DCSN	1,500,000	1.69	III
376	108	Old Dixie Hwy (41)	Forest Pk	Evans St	0.38	Clayton	C	21	20	50	50	0	0	0	25.25	DCSN	1,500,000	1.68	III
45	14.2z	Main St	I-75	Forest Pk ( SR 331)	0.40	Clayton	B	37	46	50	0	0	0	0	25.25	DCSN	1,500,000	1.68	III
446	132.0z	SR 54	Co. line	Shiloh dr	1.11	Fayette	B	37	45	50	0	0	0	0	24.95	DCSN	1,500,000	1.66	III

### Appendix K: ARC Bicycle Study Network: Prioritization Results

New ID	Old ID	Road Name	From	To	Length (mi)	County	Bike LOS Standard	Benefits on 100% Scale (weight)							Weighted Total Benefit	Facility Need	Cost/mi (\$)	Priority Score (*100,000)	Priority Tier
								Delta	Latent	Public	Congestion	Policy	LCI	Station					
								LOS (0.3)	Demand Score (0.2)	Votes (0.1)	(0.2)	(0.1)	(Y/N) (0.05)	(Y/N) (0.05)					
236	74.3	Scenic Hwy	Lawrenceville/Sugarloaf	Lawrenceville/Carriage St	1.56	Gwinnett	C	12	31	50	50	0	0	0	24.74	DCSN	1,500,000	1.65	III
307	91.22	Roswell Rd NE	Blackland	Peachtree Rd.	0.61	Fulton	B	29	54	0	0	0	100	0	24.43	DCSN	1,500,000	1.63	III
381	108.3	Central	I-75	Stewart	1.00	Fulton	B	23	37	50	0	0	100	0	24.19	DCSN	1,500,000	1.61	III
31	9.3	W Peachtree St N	I-285	Wesley	0.56	Fulton	C	3	86	60	0	0	0	0	23.98	DCSN	1,500,000	1.60	III
32	9.3	W Peachtree St N	I-285	Wesley	0.90	Fulton	C	3	86	60	0	0	0	0	23.98	DCSN	1,500,000	1.60	III
264	82	Cobb Pkwy.	N. Marietta Pkwy	Roswell Rd	0.73	Cobb	C	21	38	0	50	0	0	0	23.85	DCSN	1,500,000	1.59	III
136	46.4	Lawrenceville Hwy	Killian Hills	DeKalb Co. line	3.58	Gwinnett	C	23	34	0	50	0	0	0	23.83	DCSN	1,500,000	1.59	III
149	50.1	Covington Hwy	Wesley Chapel	SR 154	2.68	Dekalb	C	20	54	70	0	0	0	0	23.76	DCSN	1,500,000	1.58	III
428	124	Mt Vernon Hwy	Roswell Rd	Powers Ferry	1.40	Fulton	C	1	41	50	50	0	0	0	23.59	DCSN	1,500,000	1.57	IV
85	27.1y	LaVista Rd	I-285	Tucker	0.88	Dekalb	B	39	35	0	0	0	100	0	23.58	DCSN	1,500,000	1.57	IV
86	27.1z	LaVista Rd	I-285	Tucker	0.32	Dekalb	B	39	35	0	0	0	100	0	23.58	DCSN	1,500,000	1.57	IV
61	19	Bells Ferry Road	Cobb Pkwy	Barrett Pkwy	1.67	Cobb	C	26	29	0	50	0	0	0	23.55	DCSN	1,500,000	1.57	IV
343	100.4	Alpharetta Hwy	Wills	Holcomb Bridge	2.95	Fulton	C	16	44	0	50	0	0	0	23.45	DCSN	1,500,000	1.56	IV
180	58.2	Peachtree Dunwoody	The Croft	Johnson Ferry	1.55	Fulton	C	13	47	0	50	0	0	0	23.28	DCSN	1,500,000	1.55	IV
147	49.3	Buford Hwy	N Berkley Lake	Pleasant hill Rd	0.55	Gwinnett	C	5	29	60	50	0	0	0	23.25	DCSN	1,500,000	1.55	IV
237	74.4	Scenic Hwy	Lawrenceville Carriage St	Lawrenceville/W Pike	1.25	Gwinnett	C	8	29	50	50	0	0	0	23.17	DCSN	1,500,000	1.54	IV
375	106.2	S. Cobb Dr.	Concord Rd	Silver Comet Trail	3.31	Cobb	C	16	40	0	50	0	0	0	22.89	DCSN	1,500,000	1.53	IV
514	162.1	Ponce	Scott Blvd	Briarcliff	2.23	Dekalb	C	22	7	50	50	0	0	0	22.89	DCSN	1,500,000	1.53	IV
484	145.2	Powder Springs Rd	Calloway	SR 176	5.99	Cobb	C	24	29	0	50	0	0	0	22.88	DCSN	1,500,000	1.53	IV
330	99.1z	Buford Hwy	Davenport	Old Peachtree	0.58	Gwinnett	B	37	34	50	0	0	0	0	22.85	DCSN	1,500,000	1.52	IV
205	67.1	US 19	Cleveland	I-75	0.58	Fulton	C	18	62	50	0	0	0	0	22.83	DCSN	1,500,000	1.52	IV
430	124.1	Powers Ferry	Mt Vernon Hwy	Cobb Co. line	2.45	Fulton	C	19	36	0	50	0	0	0	22.77	DCSN	1,500,000	1.52	IV
238	74.5	Scenic Hwy	Lawrenceville/Duluth Hwy	Lawrenceville/Atha Street	0.63	Gwinnett	B	26	25	0	50	0	0	0	22.75	DCSN	1,500,000	1.52	IV
155	51.2	42	Ivey Edwards	Jonesboro	1.39	Henry	B	37	31	0	0	0	100	0	22.44	DCSN	1,500,000	1.50	IV
304	91.0z	Roswell Rd NE	I-285	Atl. city limit	0.84	Fulton	B	25	50	0	0	0	100	0	22.37	DCSN	1,500,000	1.49	IV
276	85	Atl St.	Marietta Hwy	Azalea	1.04	Fulton	C	3	32	50	50	0	0	0	22.27	DCSN	1,500,000	1.48	IV
88	28.0z	Peachtree Rd	Buford Hwy/	I-285	0.89	Dekalb	B	28	44	0	0	0	100	0	22.23	DCSN	1,500,000	1.48	IV
358	103.3	Marietta	Crabapple	Cobb Co. line	1.99	Fulton	C	17	35	0	50	0	0	0	22.14	DCSN	1,500,000	1.48	IV
109	38.1	Dogwood	Old Covington	I-20	1.43	Newton	C	5	15	0	0	0	0	0	4.36	Add Paved Shoulders	300,000	1.45	IV
83	27	LaVista Rd	Briarcliff Rd	I-285	0.32	Dekalb	B	31	38	0	0	0	100	0	21.76	DCSN	1,500,000	1.45	IV
107	38	Dogwood	SR 20	Newton Co. line	3.68	Rockdale	C	2	19	0	0	0	0	0	4.33	Add Paved Shoulders	300,000	1.44	IV
108	38.05	Dogwood	Newton Co. line	Old Covington	0.75	Newton	C	2	19	0	0	0	0	0	4.33	Add Paved Shoulders	300,000	1.44	IV
508	160.2	Brown Bridge	Cov. City Limit	Turner Lake	0.84	Newton	C	10	7	0	0	0	0	0	4.31	Add Paved Shoulders	300,000	1.44	IV
359	103.35	Marietta	Cobb Co. line	Johnson Ferry	2.44	Cobb	C	17	31	0	50	0	0	0	21.34	DCSN	1,500,000	1.42	IV
138	46.45	Lawrenceville Hwy	Dekalb Co. line	La Vista	1.29	Dekalb	C	23	21	0	50	0	0	0	21.23	DCSN	1,500,000	1.42	IV
171	56.1	Sugarloaf	Old Norcross	Hwy 78	1.44	Gwinnett	C	1	29	50	50	0	0	0	21.19	DCSN	1,500,000	1.41	IV
366	104.35	Hwy 92	Fulton Co. line	Crabapple	3.67	Fulton	C	3	25	50	50	0	0	0	20.87	DCSN	1,500,000	1.39	IV
176	57.3z	W Main	Princeton Ave.	Lee St	0.24	Fulton	B	27	33	60	0	0	0	0	20.84	DCSN	1,500,000	1.39	IV
42	14.2	Main St	I-75	Forest Pk ( SR 331)	2.05	Clayton	C	21	46	50	0	0	0	0	20.40	DCSN	1,500,000	1.36	IV
43	14.2	Main St	I-75	Forest Pk ( SR 331)	0.32	Clayton	C	21	46	50	0	0	0	0	20.40	DCSN	1,500,000	1.36	IV
226	72.2	Cobb Pkwy	Pine Mt Rd	Barett Pky	2.01	Cobb	C	15	30	0	50	0	0	0	20.36	DCSN	1,500,000	1.36	IV
362	104	Hwy 92	Canton	Trickum	2.00	Cherokee	C	20	22	0	50	0	0	0	20.36	DCSN	1,500,000	1.36	IV
228	73	Scenic Hwy	Scenic Hwy/Lawrenceville Hwy	Scenic Hwy/Grayson Hwy	0.80	Gwinnett	C	18	25	0	50	0	0	0	20.33	DCSN	1,500,000	1.36	IV
445	132	SR 54	Co. line	Shiloh dr	1.47	Fayette	C	20	45	50	0	0	0	0	20.11	DCSN	1,500,000	1.34	IV
360	103.4	Marietta Hwy	Johnson Ferry	Piedmont	3.24	Cobb	C	18	23	0	50	0	0	0	20.08	DCSN	1,500,000	1.34	IV
431	124.15	Powers Ferry	Cobb Co. line	Akers Mill Rd	0.27	Cobb	C	19	22	0	50	0	0	0	19.97	DCSN	1,500,000	1.33	IV
34	9.4	W Peachtree St N	Wesley	Roswell	0.63	Fulton	C	9	57	60	0	0	0	0	19.97	DCSN	1,500,000	1.33	IV
464	135.5	Winder Hwy	Winder city limits	Broad St	1.16	Barrow	B	41	38	0	0	0	0	0	19.91	DCSN	1,500,000	1.33	IV
66	22	Holly Springs Pky	Pincrest Rd	Atlanta Ave/Lakeside Dr Canterbury Pkwy	0.81	Cherokee	C	19	21	0	50	0	0	0	19.87	DCSN	1,500,000	1.32	IV
361	103.5	Roswell Rd	Piedmont	Marietta Pkwy	1.41	Cobb	C	17	22	0	50	0	0	0	19.54	DCSN	1,500,000	1.30	IV
328	99	Buford Hwy	Pleasant Hill	Davenport	1.20	Gwinnett	C	25	35	50	0	0	0	0	19.51	DCSN	1,500,000	1.30	IV
479	142.1z	Headland	Campbellton Rd	Norman Berry	0.62	Fulton	B	12	54	0	0	0	100	0	19.34	DCSN	1,500,000	1.29	IV
134	46.2	Ponce	Mt. Ind Blvd	Rock Mt	0.89	Dekalb	B	44	31	0	0	0	0	0	19.33	DCSN	1,500,000	1.29	IV

### Appendix K: ARC Bicycle Study Network: Prioritization Results

New ID	Old ID	Road Name	From	To	Length (mi)	County	Bike LOS Standard	Benefits on 100% Scale (weight)							Weighted Total Benefit	Facility Need	Cost/mi (\$)	Priority Score (*100,000)	Priority Tier
								Delta LOS (0.3)	Latent Demand Score (0.2)	Public Votes (0.1)	Congestion (0.2)	Policy (0.1)	LCI (Y/N) (0.05)	Station (Y/N) (0.05)					
								LOS	Score	Score									
518	163.3	Stone Mt. - Lithonia	Tribble	Deshon	2.45	Dekalb	C	26	7	0	50	0	0	0	19.15	DCSN	1,500,000	1.28	IV
519	163.4	Stone Mt. - Lithonia	Deshon	Wellborn	0.57	Dekalb	C	26	7	0	50	0	0	0	19.15	DCSN	1,500,000	1.28	IV
224	72	Cobb Pkwy	Cobb Pkwy/Lake Acworth Dr	N. Cobb Pkwy/Acworth Due West Rd	1.90	Cobb	C	20	15	0	50	0	0	0	18.96	DCSN	1,500,000	1.26	IV
23	5.1	Martin Luther King	Hamilton Holmes	I-285	0.47	Fulton	C	5	62	50	0	0	0	0	18.90	DCSN	1,500,000	1.26	IV
466	136.1	State Route 92	I-575	Canton Hwy	0.94	Cherokee	C	14	23	0	50	0	0	0	18.86	DCSN	1,500,000	1.26	IV
197	64.4	State Route 54	Fayetteville City Limit	SR 85	2.23	Fayette	C	22	31	60	0	0	0	0	18.69	DCSN	1,500,000	1.25	IV
13	3.5z	Windward Pky	McGinnis Fy	North Point	1.40	Fulton	B	37	38	0	0	0	0	0	18.65	DCSN	1,500,000	1.24	IV
365	104.3	Hwy 92	Old Mt Pkwy	Fulton Co. line	0.57	Cobb	C	3	8	60	50	0	0	0	18.47	DCSN	1,500,000	1.23	IV
399	115.1	N. Henry Blvd	Flippen Rd	Rock Quarry Rd	1.14	Henry	B	23	32	0	0	0	100	0	18.28	DCSN	1,500,000	1.22	IV
131	42.4	Merchants	Dallas Acworth (381)	SR 61 (Carterville Hwy)	0.38	Paulding	B	23	31	0	0	0	100	0	18.08	DCSN	1,500,000	1.21	IV
329	99.1	Buford Hwy	Davenport	Old Peachtree	0.70	Gwinnett	C	21	34	50	0	0	0	0	18.00	DCSN	1,500,000	1.20	IV
104	37.1	Millstead AVE	Main	Eastview	0.38	Rockdale	B	18	38	0	0	0	100	0	17.88	DCSN	1,500,000	1.19	IV
258	78.4z	Hwy 78	SR 81	Old Loganville Rd	1.58	Gwinnett	B	49	15	0	0	0	0	0	17.59	DCSN	1,500,000	1.17	IV
340	100.2	Main St	Cumming St	Milton	0.41	Fulton	B	28	21	0	0	0	100	0	17.58	DCSN	1,500,000	1.17	IV
203	66.3	Hampton St	McDonough city limit	Griffin St	0.47	Henry	B	16	38	0	0	0	100	0	17.30	DCSN	1,500,000	1.15	IV
448	133.0z	State Route 34	US 29	Farmer Blvd	0.38	Coweta	B	12	38	60	0	0	0	0	17.14	DCSN	1,500,000	1.14	IV
143	130	SugarloafPky	SR 316	Buford Hwy	2.12	Gwinnett	C	3	56	50	0	0	0	0	17.12	DCSN	1,500,000	1.14	IV
135	46.3	Ponce	Rock Mt	Rivers Mem Dr	0.87	Dekalb	C	32	38	0	0	0	0	0	17.05	DCSN	1,500,000	1.14	IV
437	126	Chastain Rd	I-575	Big Shanty	1.92	Cobb	B	21	28	0	0	0	100	0	17.00	DCSN	1,500,000	1.13	IV
299	89.5	Peachtree Rd	Chamblee Tucker Rd	Chamblee Dunwoody	0.53	Dekalb	B	14	39	0	0	0	100	0	16.92	DCSN	1,500,000	1.13	IV
99	33.3z	SR 138	Sullivan	Roosevelt	0.66	Clayton	B	36	30	0	0	0	0	0	16.71	DCSN	1,500,000	1.11	IV
193	64	State Route 54	Peachtree Pkwy	Robinson	0.86	Fayette	C	22	26	50	0	0	0	0	16.69	DCSN	1,500,000	1.11	IV
16	3.7z	Windward Pky	Deerfield Pky	Cumming Hwy	0.70	Fulton	B	36	26	0	0	0	0	0	16.01	DCSN	1,500,000	1.07	IV
175	57.3	W Main	Princeton Ave.	Lee St	0.24	Fulton	C	11	33	60	0	0	0	0	15.99	DCSN	1,500,000	1.07	IV
310	92.2	North Side	Howell Mill Rd	Northside Dr	1.32	Fulton	C	30	35	0	0	0	0	0	15.97	DCSN	1,500,000	1.06	IV
79	26	Shallowford	Buford Hwy	I-85	1.87	Dekalb	C	17	53	0	0	0	0	0	15.69	DCSN	1,500,000	1.05	IV
174	57.2	Main	College Park City Limit	Princeton Ave.	0.84	Fulton	C	7	38	60	0	0	0	0	15.64	DCSN	1,500,000	1.04	IV
305	91.1	Roswell	Atl. city limit	Blackland	1.66	Fulton	C	14	52	0	0	0	0	0	14.71	DCSN	1,500,000	0.98	IV
306	91.2	Roswell Rd NE	Blackland	Peachtree Rd.	0.49	Fulton	C	13	54	0	0	0	0	0	14.58	DCSN	1,500,000	0.97	IV
495	150.4	Hwy 138	Flats Shoals	I-20	1.09	Rockdale	C	1	20	0	50	0	0	0	14.44	DCSN	1,500,000	0.96	IV
111	39.1	Atlanta Rd	Buford Dam Rd	Downtown Cumming	0.88	Forsyth	B	32	23	0	0	0	0	0	14.34	DCSN	1,500,000	0.96	IV
12	3.5	Windward Pky	McGinnis Fy	North Point	1.93	Fulton	C	21	38	0	0	0	0	0	13.80	DCSN	1,500,000	0.92	IV
169	54.1	Hairston	Wesley Chapel	Covington	1.60	Dekalb	C	21	38	0	0	0	0	0	13.80	DCSN	1,500,000	0.92	IV
84	27.1	LaVista Rd	I-285	Tucker	1.16	Dekalb	C	22	35	0	0	0	0	0	13.74	DCSN	1,500,000	0.92	IV
339	100.1z	Main St	Winthrop	Cumming	0.28	Fulton	B	29	25	0	0	0	0	0	13.72	DCSN	1,500,000	0.91	IV
312	94.1	HowellMillRd	Collier	I-75	0.31	Fulton	C	16	43	0	0	0	0	0	13.45	DCSN	1,500,000	0.90	IV
372	106	S. Cobb Dr.	Atlanta St.	Austell	1.49	Cobb	C	19	39	0	0	0	0	0	13.37	DCSN	1,500,000	0.89	IV
398	115	N. Henry Blvd	SR 138	Flippen Rd	1.27	Henry	B	17	15	0	0	0	100	0	13.14	DCSN	1,500,000	0.88	IV
309	92.1	North Side	75	Howell Mill Rd	1.36	Fulton	C	24	29	0	0	0	0	0	13.07	DCSN	1,500,000	0.87	IV
257	78.4	Hwy 78	SR 81	Old Loganville Rd	0.48	Gwinnett	C	32	15	0	0	0	0	0	12.74	DCSN	1,500,000	0.85	IV
260	78.6	Hwy 78	Grayson Pkwy	Abilene	0.20	Gwinnett	C	32	15	0	0	0	0	0	12.74	DCSN	1,500,000	0.85	IV
80	26.1	Shallowford	I-85	Briarcliff	0.80	Dekalb	C	17	38	0	0	0	0	0	12.69	DCSN	1,500,000	0.85	IV
470	138.1	Buford Dr.	Lawrenceville City lim	Lawrenceville	2.10	Gwinnett	C	21	32	0	0	0	0	0	12.65	DCSN	1,500,000	0.84	IV
303	91	Roswell Rd NE	I-285	Atl. city limit	1.58	Fulton	C	8	50	0	0	0	0	0	12.52	DCSN	1,500,000	0.83	IV
87	28	Peachtree Rd	Buford Hwy/	I-285	0.29	Dekalb	C	12	44	0	0	0	0	0	12.39	DCSN	1,500,000	0.83	IV
323	96.1	Roosevelt Hwy (US 29)	SR 74	Senoia Rd	0.58	Fulton	C	11	15	60	0	0	0	0	12.20	DCSN	1,500,000	0.81	IV
313	94.2	HowellMillRd	I-75	Chattahoochee Av.	0.39	Fulton	C	11	45	0	0	0	0	0	12.15	DCSN	1,500,000	0.81	IV
308	92	Northside Pkwy	Fulton County Line	I-75	1.02	Fulton	C	22	28	0	0	0	0	0	12.14	DCSN	1,500,000	0.81	IV
98	33.3	SR 138	Sullivan	Roosevelt	0.71	Clayton	C	20	30	0	0	0	0	0	11.86	DCSN	1,500,000	0.79	IV
239	74.6	Winder Hwy	Lawrenceville/Atha	Lawrenceville/Paper Mill	0.32	Gwinnett	C	24	23	0	0	0	0	0	11.82	DCSN	1,500,000	0.79	IV
69	22.2	Marietta Hwy	Knox Hwy	Hwy 20 (South St)	1.89	Cherokee	C	19	30	0	0	0	0	0	11.57	DCSN	1,500,000	0.77	IV
513	162	Ponce	Northern	Scott Blvd	0.68	Dekalb	C	17	7	50	0	0	0	0	11.44	DCSN	1,500,000	0.76	IV
15	3.7	Windward Pky	Deerfield Pky	Cumming Hwy	0.39	Fulton	C	20	26	0	0	0	0	0	11.16	DCSN	1,500,000	0.74	IV

### Appendix K: ARC Bicycle Study Network: Prioritization Results

New ID	Old ID	Road Name	From	To	Length (mi)	County	Bike LOS Standard	Benefits on 100% Scale (weight)							Weighted Total Benefit	Facility Need	Cost/mi (\$)	Priority Score (*100,000)	Priority Tier
								Delta	Latent	Public	Congestion	Policy	LCI	Station					
								LOS (0.3)	Demand Score (0.2)	Votes (0.1)	(0.2)	(0.1)	(Y/N) (0.05)	(Y/N) (0.05)					
438	126.1	Chastain/McCollum Pky	Big Shanty	Cessna	0.75	Cobb	C	20	26	0	0	0	0	0	11.11	DCSN	1,500,000	0.74	IV
439	126.2	McCollum Parkway	Cessna	Cobb Pkwy	0.77	Cobb	C	22	22	0	0	0	0	0	11.04	DCSN	1,500,000	0.74	IV
183	60.1	SR 74	Senoia Rd	Oakley Industrial	0.56	Fulton	C	14	9	50	0	0	0	0	10.87	DCSN	1,500,000	0.72	IV
110	39	Atlanta Rd	Buford Hwy	Buford Dam Rd	0.84	Forsyth	C	25	15	0	0	0	0	0	10.42	DCSN	1,500,000	0.69	IV
14	3.6	Windward Pky	North Point	Deerfield Pky	0.38	Fulton	B	18	21	0	0	0	0	0	9.73	DCSN	1,500,000	0.65	IV
507	160.1	Brown Bridge	Crowell	Cov. City Limit	1.41	Newton	C	2	7	0	0	0	0	0	1.93	Add Paved Shoulders	300,000	0.64	IV
338	100.1	Main St	Winthrop	Cumming	0.65	Fulton	C	13	25	0	0	0	0	0	8.88	DCSN	1,500,000	0.59	IV
300	89.6	Peachtree Rd	Chamblee Dunwoody	Ingersoll Rand	0.43	Dekalb	C	4	37	0	0	0	0	0	8.66	DCSN	1,500,000	0.58	IV
125	41.4	Atl Hwy	Old Atlanta	Hwy 20	0.37	Forsyth	C	19	14	0	0	0	0	0	8.52	DCSN	1,500,000	0.57	IV
405	116.3	SR 138	Speer	I-75	0.56	Henry	C	18	10	0	0	0	0	0	7.48	DCSN	1,500,000	0.50	IV
214	69.4	McDonoughRd	Panhandle rd.	Tara Blvd	1.03	Clayton	C	13	15	0	0	0	0	0	7.02	DCSN	1,500,000	0.47	IV
512	161.2	Green St/ Cov Hwy	Rockbridge	Sigman	2.18	Rockdale	C	16	7	0	0	0	0	0	6.20	DCSN	1,500,000	0.41	IV
129	42.2	Atl Hwy	White Ingram Pkwy	Butler Indust Pkwy	0.38	Paulding	C	12	7	0	0	0	0	0	4.99	DCSN	1,500,000	0.33	IV
18	4.1	Martin Luther King	Lowery Blvd	I-20	0.45	Fulton	C	N/A	92	50	50	0	0	100	N/A	N/A	N/A	LOS Met	LOS Met
19	4.1y	Martin Luther King	Lowery Blvd	I-20	0.43	Fulton	B	N/A	92	50	50	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
20	4.1z	Martin Luther King	Lowery Blvd	I-20	0.74	Fulton	B	N/A	92	50	50	0	100	100	N/A	N/A	N/A	LOS Met	LOS Met
46	14.3	SR 331	SR 54	Old Dixie	1.57	Clayton	C	N/A	54	50	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
47	14.3z	SR 331	SR 54	Old Dixie	0.63	Clayton	B	N/A	54	50	0	0	100	0	N/A	N/A	N/A	LOS Met	LOS Met
90	32.1	Roosevelt Rd	Spur 14	Welcome All Road	0.74	Fulton	C	N/A	13	60	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
93	32.4	Roosevelt Rd	Lower Dixie Lake	SR 138	1.15	Fulton	C	N/A	15	60	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
166	53.2	Roxboro	W Roxboro	Druid Hills	0.16	Dekalb	C	N/A	55	0	100	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
167	53.3	DruidHills	Roxboro	Buford Hwy	0.37	Dekalb	C	N/A	57	0	100	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
170	56	SugarloafPky	SR 316	Old Norcross	0.86	Gwinnett	C	N/A	28	50	50	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
177	58	Peachtree Dunwoody	Peachtree Rd	W. Club	0.99	Fulton	C	N/A	62	0	50	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
187	62	SR 85	SR 314	Promenade Pky	1.56	Fayette	B	N/A	11	50	50	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
188	62.1	SR 85	Promenade Pky	Clayton Co. line	2.51	Fayette	C	N/A	10	0	50	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
189	62.2	SR 85	Clayton Co. line	Lake Ridge Pkwy	1.85	Clayton	C	N/A	31	0	50	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
190	62.3	SR 85	Lake Ridge Pkwy	Lamar Hutcheson	0.80	Clayton	C	N/A	38	0	50	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
191	62.3z	SR 85	Lake Ridge Pkwy	Lamar Hutcheson	0.54	Clayton	B	N/A	38	0	50	0	100	0	N/A	N/A	N/A	LOS Met	LOS Met
196	64.3	State Route 54	Ebenezer	Fayetteville City Limit	2.50	Fayette	C	N/A	8	50	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
200	66.1	SR 20	E Main	SR 81	6.35	Henry	C	N/A	21	0	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
207	68	SR3	Henry-Spalding County Line	Griffin city limit	5.26	Spalding	C	N/A	23	0	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
209	69	Lanier	SR 85	Mcdonough Rd	1.76	Fayette	C	N/A	23	60	50	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
215	69.5	McDonoughRd	Hastings Bridge rd	Tara Blvd	0.25	Clayton	C	N/A	9	0	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
265	82.1	Cobb Pkwy.	Roswell Rd	Delk Rd	1.46	Cobb	C	N/A	50	0	50	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
267	82.2	Cobb Pkwy.	Delk Rd	Cumberland Pky	1.36	Cobb	C	N/A	61	0	50	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
298	89.4	Peachtree Rd	Peachtree Industrial Blvd	Chamblee Tucker Rd	0.59	Dekalb	C	N/A	42	0	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
301	89.7	Peachtree Rd	Ingersoll Rand	I-285	0.34	Dekalb	C	N/A	45	0	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
353	101.7	Peachtree Ind. Blvd	Holcomb Bridge	Medlock Bridge Rd	1.57	Gwinnett	B	N/A	41	0	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
364	104.2	Hwy 92	Cobb Cty line	Old Mt Pkwy	3.49	Cobb	C	N/A	13	60	50	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
393	113	Rainbow Dr.	Candler	Wesley Chapel Rd	2.01	Dekalb	C	N/A	31	0	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
394	113.0z	Rainbow Dr.	Candler	Wesley Chapel Rd	1.15	Dekalb	B	N/A	31	0	0	0	100	0	N/A	N/A	N/A	LOS Met	LOS Met
414	118.2	Clarendon	Dt. Avondale	Ponce	1.07	Dekalb	C	N/A	54	50	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
423	120.2	Cascade Palmetto	Cambellton (166)	SR 92	4.45	Fulton	C	N/A	6	50	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
424	120.3	Cascade Palmetto	92	Cochran Mill	0.37	Fulton	C	N/A	1	50	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
425	120.4	Cochran Mill Rd	Cascade Palmetto	Fulton Parkway	6.09	Fulton	C	N/A	20	50	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
426	120.5	Fulton Pky	Rico	Cochran Mill	1.36	Fulton	C	N/A	8	0	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
427	120.5z	Fulton Pky	Rico	Cochran Mill	0.36	Fulton	B	N/A	8	0	0	0	100	0	N/A	N/A	N/A	LOS Met	LOS Met
447	133	State Route 34	US 29	Farmer Blvd	0.23	Coweta	C	N/A	38	60	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
449	133.1	State Route 34	Farmer Blvd	I-85	1.64	Coweta	C	N/A	21	60	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
451	133.2	State Route 34	I-85	SR 154	2.14	Coweta	C	N/A	17	60	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
453	133.3	State Route 34	SR 154	County line	4.53	Coweta	C	N/A	13	60	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
478	142.1	Headland	Campbellton Rd	Norman Berry	1.79	Fulton	C	N/A	54	0	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met

### Appendix K: ARC Bicycle Study Network: Prioritization Results

New ID	Old ID	Road Name	From	To	Length (mi)	County	Bike LOS Standard	Benefits on 100% Scale (weight)							Weighted Total Benefit	Facility Need	Cost/mi (\$)	Priority Score (*100,000)	Priority Tier	
								Delta LOS (0.3)	Latent Demand Score (0.2)	Public Votes (0.1)	Congestion (0.2)	Policy (0.1)	LCI (Y/N) (0.05)	Station (Y/N) (0.05)						
480	142.2	Norman Berry	Headland	Main	0.55	Fulton	B	N/A	31	0	0	0	0	100	0	N/A	N/A	N/A	LOS Met	LOS Met
487	149	Rico Rd	Hutcheson Ferry	Fulton Pkwy	2.71	Fulton	C	N/A	3	0	0	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
488	149.1	Hutch Fy	Rico	Cochran Mill	1.62	Fulton	C	N/A	1	0	0	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
489	149.2	Hutch Fy	Cochran	Toombs St	1.31	Fulton	C	N/A	8	0	0	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
490	149.3	Toombs St	Hutcheson Ferry	US 29	0.59	Fulton	C	N/A	15	0	0	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
506	160	Crowell	I-20	Brown Bridge	2.32	Newton	C	N/A	7	0	0	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
510	161	N. Main	Millstead	Irwin Bridge	0.62	Rockdale	B	N/A	7	0	0	0	0	100	0	N/A	N/A	N/A	LOS Met	LOS Met
511	161.1	N. Main	Irwin Bridge	Rockbridge	0.29	Rockdale	B	N/A	7	0	0	0	0	0	0	N/A	N/A	N/A	LOS Met	LOS Met
5	3	McGinnis Ferry	Buford Hwy	Peachtree Industrial Blvd	0.51	Gwinnett	C	N/A	18	60	0	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
6	3.0z	McGinnis Ferry	Buford Hwy	Peachtree Industrial Blvd	0.39	Gwinnett	B	N/A	18	60	0	0	0	100	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
96	33.1	SR 138	I-285	Fayetteville	0.79	Clayton	B	N/A	31	0	0	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
97	33.2	SR 138	Fayetteville	Sullivan	1.08	Clayton	B	N/A	26	0	0	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
152	50.3	Covington Hwy	Stratford	Clarendon	0.67	Dekalb	B	N/A	62	70	50	0	0	100	100	N/A	N/A	N/A	Data Unavailable	Data Unavailable
168	54	Wesley Chapel	Rainbow	Hairston	0.83	Dekalb	C	N/A	23	0	50	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
241	74.8	Winder Hwy	Lville Hwy/Buford Dr	Lville Hwy/Hwy 120	0.57	Gwinnett	B	N/A	25	0	0	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
248	76	Pleasant Hill Rd.	I 85	Club Dr	0.91	Gwinnett	B	N/A	38	0	50	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
249	76.1	Pleasant Hill Rd.	Club	Ronald Reagan	1.99	Gwinnett	C	N/A	42	0	50	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
250	76.2	Pleasant Hill Rd.	Ronald Reagan	Lawrenceville Hwy	0.59	Gwinnett	C	N/A	16	0	50	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
274	84.1	Jonesboro Rd	RR tracks	I-75	1.93	Henry	C	N/A	17	0	50	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
275	84.1z	Jonesboro Rd	RR tracks	I-75	1.53	Henry	B	N/A	17	0	50	0	0	100	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
350	101.5	Holcomb Bridge Rd	Gwinnett co. line	Jimmy Carter Blvd	1.59	Gwinnett	C	N/A	43	60	100	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
351	101.5z	Holcomb Bridge Rd	Gwinnett co. line	Jimmy Carter Blvd	0.40	Gwinnett	B	N/A	43	60	100	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
388	111.1	Hwy 10	Ponce de leon	I-285	4.70	Dekalb	C	N/A	54	0	50	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
389	111.2	Hwy 10	I-285	Covington Hwy	0.95	Dekalb	B	N/A	54	50	100	0	0	100	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
409	117.2	Stone Mt. - Lithonia	Palmer	Panola	1.79	Dekalb	C	N/A	20	0	50	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
411	118	College	Clarendon	Commerce	0.70	Dekalb	C	N/A	77	50	50	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
412	118.0z	College	Clarendon	Commerce	0.51	Dekalb	B	N/A	77	50	50	0	0	100	100	N/A	N/A	N/A	Data Unavailable	Data Unavailable
413	118.1	College	Commerce	Candler	0.29	Dekalb	B	N/A	92	50	50	0	0	100	100	N/A	N/A	N/A	Data Unavailable	Data Unavailable
420	120	Fulton Industrial Blvd	I-20	James Aldredge Blvd	2.09	Fulton	B	N/A	21	50	0	0	0	100	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
421	120.1	Fulton Industrial Blvd	J. Aldredge	Campbellton Rd	0.99	Fulton	C	N/A	21	50	0	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
422	120.1z	Fulton Industrial Blvd	J. Aldredge	Campbellton Rd	4.78	Fulton	B	N/A	21	50	0	0	0	100	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
435	125	New Chastain Rd	I-575	Canton Rd	1.29	Cobb	C	N/A	26	0	0	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
436	125.0z	New Chastain Rd	I-575	Canton Rd	0.71	Cobb	B	N/A	26	0	0	0	0	100	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
465	136	State Route 92	Bells Ferry	I-575	2.58	Cherokee	C	N/A	28	0	50	0	0	100	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
467	137	Canton Road	New Chastain Rd	Cherokee Co. line	2.69	Cobb	C	N/A	20	0	50	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
468	137.05	Canton Road	Cherokee Co. line	SR 92	0.74	Cherokee	C	N/A	26	0	50	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
473	139.2	Campbellton	Reynolds	Atl city lim	1.09	Fulton	C	N/A	15	0	50	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
474	139.2z	Campbellton	Reynolds	Atl city lim	1.14	Fulton	B	N/A	15	0	50	0	0	100	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
475	139.3	Campbellton	Atl City	Butner	1.74	Fulton	C	N/A	23	0	50	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
476	139.4	Campbellton	Butner	Barge	0.77	Fulton	C	N/A	36	0	50	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
477	142	Campbellton Rd	Barge Rd	Headland	0.74	Fulton	B	N/A	38	0	0	0	0	100	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable
496	151	Bankhead Hwy (US 78)	Mableton	Chattahoochee River	4.45	Cobb	C	N/A	31	60	50	0	0	0	0	N/A	N/A	N/A	Data Unavailable	Data Unavailable

## APPENDIX L

### UNCONTROLLED CROSSING TREATMENTS GUIDELINES

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#### Introduction

This report presents a set of guidelines to determine what type or group of traffic control devices should be implemented at uncontrolled crossings (midblock locations or two-way stop controlled intersections) for bicyclists and pedestrians. This report also provides background into how the guidelines were developed. This document is not intended to promote the proliferation of uncontrolled crossings. Rather it recognizes they are sometimes created by the geographic restrictions associated with the developed environment within a transportation network. These guidelines provide consistent crossing treatments to increase the safety and convenience of pathway users throughout the ARC region. However, there are potentially many site specific issues, ranging from sight distance restrictions to special user groups, which require the transportation professional consider each crossing on its own merit. Thus, herein, these are **guidelines**; they do not supersede any adopted standards and are not a substitute for the application of engineering judgment.

#### Background

The citizens of Atlanta Region have access to a growing network of sidewalks and shared use paths (for the purpose of this document, sidewalks and shared use paths will be referred to collectively as *pathways*). These facilities provide both recreational and transportation opportunities for the region's workers, students, and families. Many of these pathways parallel long roadway blocks and consequently, there may be numerous locations where users would wish to cross the roadway at midblock locations or other intersections where the crossing is uncontrolled because the traffic on the main street is not required to stop for side street traffic. These crossings, if not safe and convenient, create significant barriers to the usefulness of the pathway network.

Where pathways cross roadways at grade at midblock locations, a designated crossing may be appropriate. At midblock locations, a crosswalk must be striped if it is to be a legal crosswalk – Section 40-1-1(10), Georgia Code.) Appropriate traffic control devices for the pathway users and the traffic on the roadway are critical if the safety and mobility of all users is to be maintained. However, simply marking a crosswalk will not ensure a safe crossing, especially of multilane roadways.<sup>1</sup> While no traffic control can prevent crashes if drivers and pathway users are

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<sup>1</sup> Zegeer, Charles V., J. Richard Stewart, Herman F. Huang, Peter A. Lagerwey, John Feaganes, and B.J. Campbell. *Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations – Final Report and Recommended Guidelines*. Report No. FHWA-HRT-04-100. Federal Highway Administration, McLean, VA, February 2005.

paying attention, a consistent approach to signing, marking, signaling, and grade separating these crossing locations is important to ensure the expectations, and hence the safety, of drivers and pathway users.

It is important to recognize that pathway users are not tolerant of delays or detours in their routes. Given a choice between an inconvenient safe route and a convenient route that may be less safe, pathway users will often select the less safe route. Given a choice, most traffic engineers would prefer for pathway users to use the facilities at signalized intersections to cross the roadways; however, since this “safe” route may represent a significant increase in walking distance (and therefore, the users’ delay) over the convenient route, the users may choose to cross at the uncontrolled location. There are two ways to address this problem: make *the convenient* safe or make *the safe* convenient.

### Existing Guidance

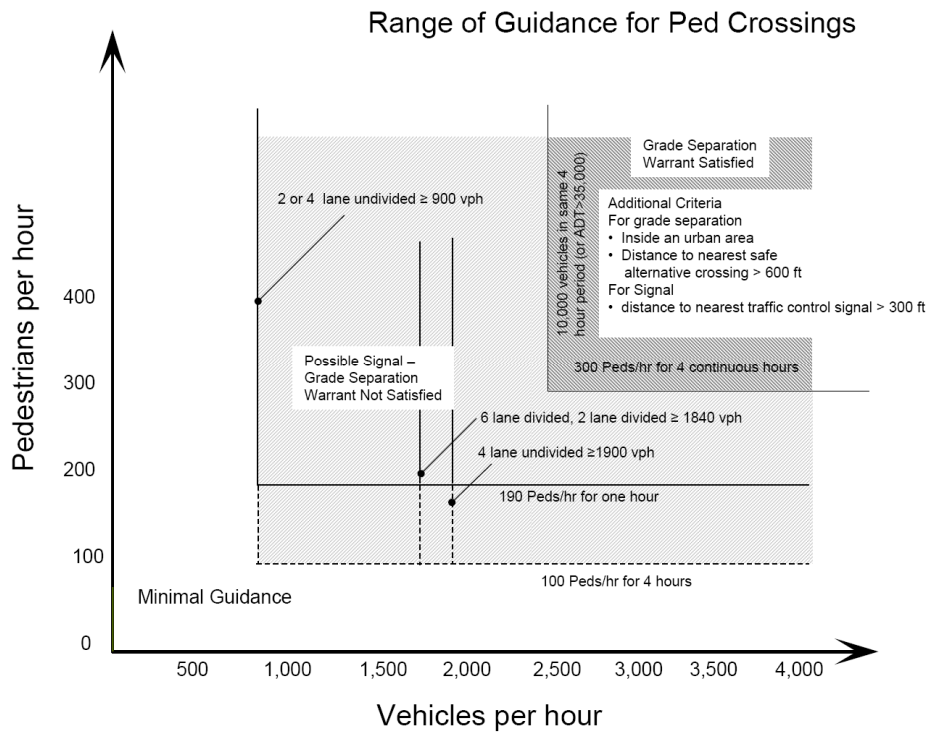
One significant barrier to creating safe crossings at uncontrolled locations is the lack of guidance on what, and under what particular circumstances, treatments should be used. Currently, the *Manual on Uniform Traffic Control Devices (MUTCD)*<sup>2</sup> provides several options for otherwise uncontrolled pathway crossings, including: crossing advance and crossing signs, in-pavement flashing lights, and signalized crossings. The *MUTCD* provides specific guidance in the form of signal warrants for the application of midblock traffic.

Figure L.1 shows the approximate pedestrian and motor vehicle volumes addressed by the *MUTCD* signal and FHWA grade-separated crossing warrants. As can be seen there is a significant range of pedestrian volumes for which no substantial guidance is provided; for any pedestrian volumes under 100 per hour (for four hours), more guidance is needed. This constitutes the vast majority of pathway / arterial crossings in the Atlanta Region. Accordingly, guidance for implementing traffic control at these numerous unsignalized pathway / arterial crossings is needed.

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<sup>2</sup> FHWA, Manual on Uniform Traffic Control Devices, 2003.





**Figure L.1 - Range of Guidance for Pedestrian Crossings**

### Treatment Selection Methodology

The crossing treatment decision methodology answers four basic questions:

1. Should a grade separated crossing be provided?

This process for determining the appropriate treatment for a pathway crossing of a roadway begins with determining whether or not the volumes on the path and crossing roadway are high enough such that they meet the proposed FHWA Axler Warrant for a grade separated crossing.

2. Is a traffic signal warranted?

If traffic volumes are not high enough to warrant a grade separation, then it should be determined if the roadway and path volumes are high enough to warrant a signal using the MUTCD pedestrian warrants.

3. Is a designated pathway crossing appropriate?

4. What specific measures should be installed?

The crossing methodology is discussed in the following sections.

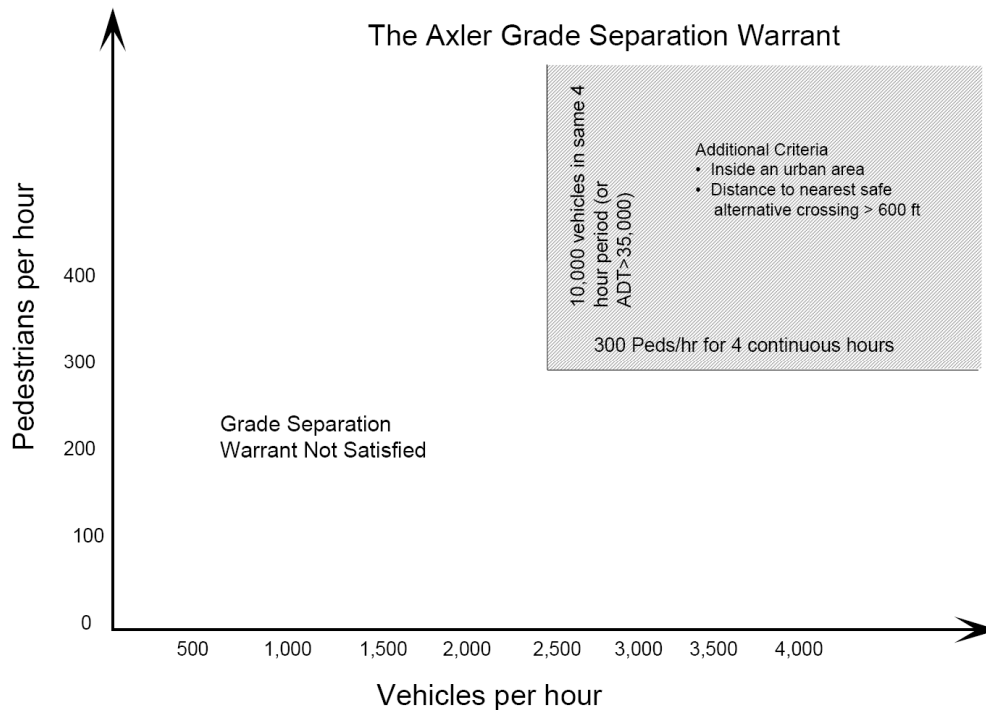
### **Grade-separated Crossings**

Grade separated crossings are often seen as the most desirable way to address conflicts between pedestrians or bicyclists and roadway users. Where they can be implemented in such a way that they are convenient for users, they can improve the efficiency and safety for both motorized and non-motorized users.

In the case where a separate underpass or overpass is being considered, a quantitative method can be used to justify a grade-separated crossing. In 1984, FHWA developed warrants for grade-separated crossings. According to these warrants, a grade-separated crossing is justified if

- Hourly pedestrian volume >300 in four highest continuous hour periods (speed >40 mph) and inside urban area;
- Vehicle volume >10,000 during same period or ADT >35,000 (speed >40 mph) and inside an urban area; and,
- The crossing site is at least 183 m (600 ft) from nearest alternative safe crossing.

This warrant is graphically illustrated below in Figure L.2. If this warrant is met, a grade-separated roadway crossing should be considered to accommodate the pathway users.



**Figure L.2 - Axler Warrant for Grade Separation**

### Signalized Crossings

The *MUTCD* provides warrants for the installation of traffic signals.<sup>3</sup> For pedestrian crossings, the Pedestrian Volume Warrant or the School Crossing Warrant may be used to justify a signalized crossing. For pathways, any of the warrants described in the *MUTCD* can be used for pathway / roadway intersections. When using the vehicular warrants, however, only bicyclists should be considered as volume on the path. Alternatively, bicyclists can be counted as pedestrians for the application of the Pedestrian Volumes warrant.

The most common signal warrant used for the installation of traffic signals at pathway crossings is Warrant 4, Pedestrian Volumes. This warrant states that a signal for a midblock or intersection crossing can be considered if an engineering study finds both of the following:

- The pedestrian volume crossing the major street at an intersection or midblock location during an average day is 100 or more for each of any 4 hours or 190 or more during any 1 hour; and

<sup>3</sup> *Manual of Uniform Traffic Control Devices*, Chapter 4C, FHWA, 2003.

- There are fewer than 60 gaps per hour in the traffic stream of adequate length to allow pedestrians to cross during the same period when the pedestrian volume criterion is satisfied. Where there is a divided street having a median of sufficient width for pedestrians to wait, the requirement applies separately to each direction of vehicular traffic.

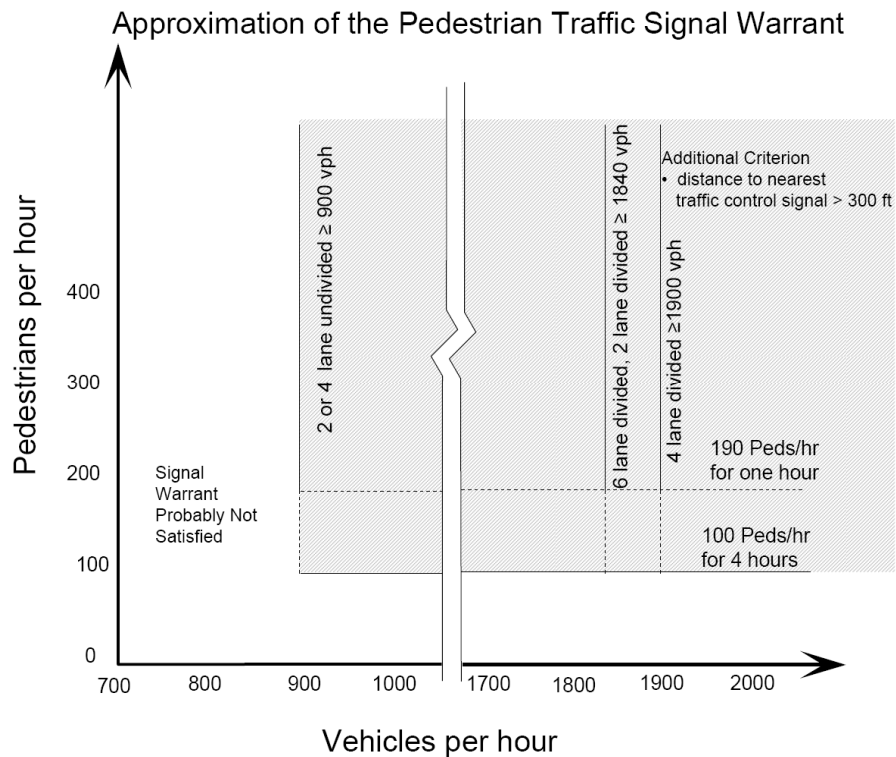
The *MUTCD* goes on to say that the Pedestrian Volume signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 ft, unless the proposed traffic control signal will not restrict the progressive movement of [roadway] traffic.

This warrant requires actual volume and pedestrian (or bicycle) counts for the pathway and motor vehicle counts on the roadway. Additionally, to satisfy the pedestrian warrant the number of adequate gaps in the roadway traffic stream must be counted. Unfortunately, determining the demand for an uncontrolled crossing location is not something that can be done by counting the existing number of individuals crossing the roadway. Some method using a surrogate site, or perhaps latent demand (based upon such items as proximity to schools, parks, and transit) must be employed to estimate the number of users that would cross at a new signalized crossing. The presence of pedestrian crashes might also indicate a location where there is a significant demand for a midblock crossing or some other significant safety problem; crash data should be considered when determining if a signal is appropriate.

The number of adequate gaps in a traffic stream is usually determined using a pedestrian gap study.<sup>4</sup> For application in these crossing treatment guidelines, a chart was developed that uses the probabilities of achieving 60 gaps per hour based upon motor vehicle volumes to provide a quick sense of whether or not a signal could be considered using the Pedestrian Volume signal warrant. This chart is provided in Figure 3 below.

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<sup>4</sup> *Manual on Transportation Engineering Studies*, pp. 244-250, ITE, Washington, D.C., 2000.



**Figure L.3. Approximation of the Pedestrian Traffic Signal Warrant**

### Unsignalized Crossings

At many pathway or sidewalk crossing locations the pedestrian / bicycle volumes may not be high enough to satisfy the *MUTCD* Pedestrian Volume warrant for a traffic signal. There are other pathway crossing locations where the roadway traffic is so low speed, low volume, and the crossings such short distances that no treatments are necessary. At still other locations, there may be environmental conditions that make the provision of a potential controlled crossing impractical. How to determine if it is appropriate to designate a pathway crossing is the subject of this and the following two sections. Specific traffic control device recommendations will be provided thereafter.

### Providing Guidance for Assigning Priority at Unsignalized Pathway Crossings

When a pathway / roadway intersection (as opposed a pedestrian crossing) does not meet the warrants for a signal, the next step is to determine which facility should receive priority at the intersection. For unsignalized crossings, the *MUTCD* provides guidance for assigning priority at path roadway intersections. It states,

When placement of STOP or YIELD signs is considered, priority at a shared-use path/roadway intersection should be assigned with consideration of the following:

- A. Relative speeds of shared-use path and roadway users;
- B. Relative volumes of shared-use path and roadway traffic; and
- C. Relative importance of shared-use path and roadway.

Speed should not be the sole factor used to determine priority, as it is sometimes appropriate to give priority to a high-volume shared-use path crossing a low-volume street, or to a regional shared-use path crossing a minor collector street.

When priority is assigned, the least restrictive control that is appropriate should be placed on the lower priority approaches. STOP signs should not be used where YIELD signs would be acceptable.<sup>5</sup>

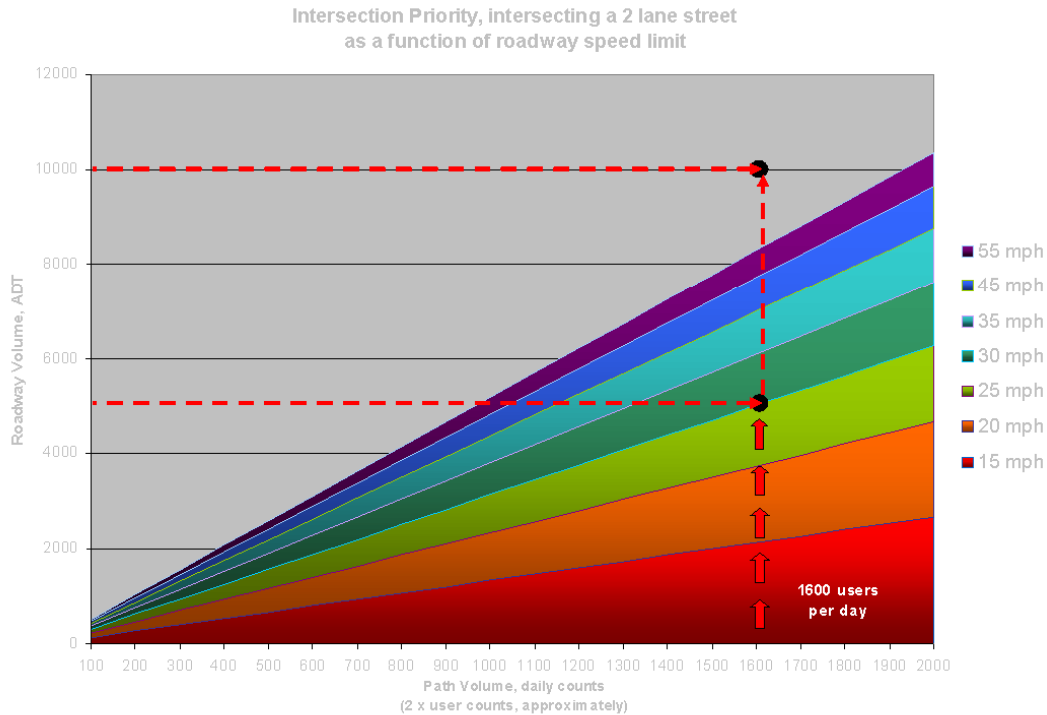
It should not be a forgone conclusion that the roadway speeds will be higher than the pathway's. On sidepath type facilities (where the path is within the right of way of a parallel street) the motorists on the roadways intersecting the path frequently are reducing speeds to negotiate the adjacent roadway / roadway intersection. Additionally, consideration given to the roadway having higher speeds might be offset by the volume of the pathway being much higher than that of the roadway. A local roadway might also be considered a lower priority than a regional pathway.

For two lane roadways, using the volumes and speeds of the pathway and its intersecting roadways is recommended to determine which facility should get priority. Figure L.4 below shows how this would be applied. Essentially, the slope of each line is adjusted to reflect the proportionate speeds of the intersecting facilities.

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<sup>5</sup> FHWA, Manual on Uniform Traffic Control Devices, pg. 9B-2, 2003.

# Assignment of Priority

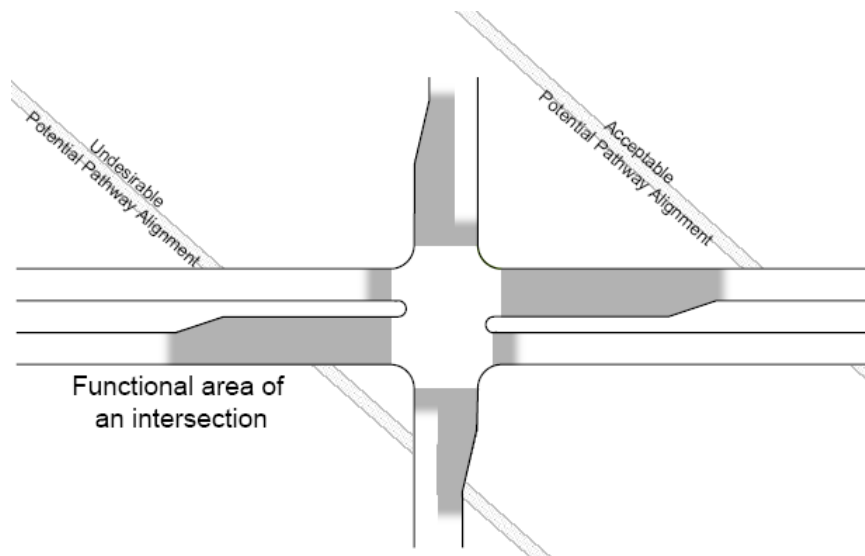


FigureL. 4. Proposed priority based upon facility speeds.

**Roadway geometrics.** Roadway geometrics are an important factor because they dictate if the pathway crossing can be designed safely. Two primary factors need to be considered: sight distance and proximity to intersections.

The sight distances available to motorists and pathway users must be adequate to allow for a safe crossing. Sight distance provided for motorists should be at least equal to the stopping sight distance for the design speed of the roadway. For these values refer to *A Policy on the Geometric Design of Streets and Highways*.<sup>6</sup> While motorists are required to yield the right of way to pedestrians (Georgia Code actually requires they **stop** for peds in a crosswalk), pedestrians are more comfortable crossing the street when they have adequate sight distance for them to see far enough up the approach roadway to identify an adequate gap in traffic. Required gap lengths for pathway users to complete street crossings are discussed below; vehicles can be assumed as traveling at the roadway’s design speed or a speed study can be preformed.

<sup>6</sup> AASHTO, *A Policy on the Geometric Design of Streets and Highways*, AASHTO, Washington, D.C., 2005.



**Figure L.5. Functional Area of an Intersection**

The proximity to intersections is an important consideration because of the complexity of motor vehicle movements on the approach to intersections. Essentially, crossings should not be placed within the functional area of a signalized intersection. The functional area of a signalized intersection includes both the approaches to and departures

from the intersection and the longitudinal limits of the auxiliary lanes.<sup>7</sup> (See Figure L.5)

Other geometric conditions, such as available sight distance, blind access points, or limited right-of-way may make providing a crossing impractical. These factors should also be considered in the evaluation of crossing locations.

**User Volumes.** User volumes are the next major determining factor in determining where crossing treatments should be provided. Combined with the distance to the nearest intersection crossing, pathway user volume can be used to determine an overall geometric user delay resulting from the additional distance the pathway user is required to walk to use the controlled crossing. The proposed criteria for the consideration of a pathway crossing are as follows:

The total geometric pathway user delay at a potential crossing location during an average day is -

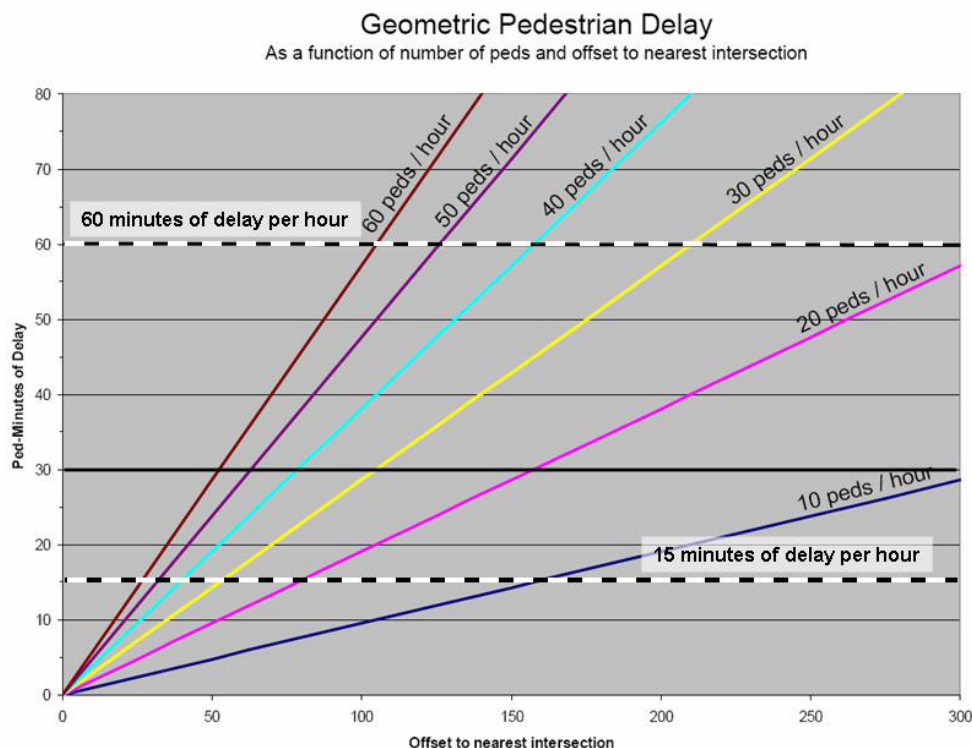
- 15 minutes or more for each of any 4 hours; or
- more than 60 minutes during any 1 hour.

Figure 6 shows the calculated pathway user-minutes of delay as a function of the volume of pathway users and the offset distance to the nearest intersection. The delay is based only upon the offset to the intersection and does not include any control delay associated with traffic signals. Pedestrians were used as a surrogate for pathway users to develop this figure. The assumed walking speed of a pedestrian was assumed to be 3.5 ft/sec. Consequently, the delay associated with the offset to the nearest intersection is calculated as follows:

<sup>7</sup> AASHTO, *A Policy on the Geometric Design of Streets and Highways*, AASHTO, Washington, D.C., 2005.



$$\text{Geometric Pedestrian Delay} = \text{Number of peds} * \frac{(2 * \text{offset to the nearest intersection in feet})}{3.5 \text{ ft/sec} * 60 \text{ sec/minute}}$$



**Figure L.6. Geometric Delay to Pedestrians**

If the delay criteria are met, a crossing could be considered at the proposed location.

### Appropriate Traffic Control for the Crossing

Once the responsible jurisdiction has determined that a crossing is appropriate for a particular location, it must determine what combinations of traffic control devices will be used at the crossing. The width of the roadway and the motor vehicle volumes are the determining factors for making this decision. These factors were used in combination to stratify roadways by volume for application of different traffic control device packages.

For these guidelines, roadways were stratified into low-, medium-, and high-volume. The threshold volume for low- to medium-volume is determined using the amount of time a pedestrian can expect to wait for an adequate

gap in traffic to cross the street. The medium- to high-volume threshold is based upon the midblock crossing study previously referenced.

**Low- to Medium-Volume Threshold.** Low volume roadways are those on which a pathway user could expect to obtain an adequate gap to cross the street safely within 15 seconds of arriving at the pathway / roadway intersection. The 85 percentile delay time was used to determine the upper threshold for this roadway volume range; that is, 85 percent of the path users would be able to begin crossing in a safe gap within 15 seconds of arriving at the intersection.

To calculate the required gaps, several assumptions about the users and the roadways were required. The lengths of adequate gaps were calculated assuming 12-foot lanes, a startup time of 2 seconds, and a crossing speed of 3.5 ft/sec. Table 1 below shows the gap lengths for different numbers of lanes. For roadways with a minimum 6-foot median, a pedestrian can select an adequate gap to cross one direction of traffic, cross to the median, wait for an adequate gap to cross the opposite direction of traffic, and cross to the far side of the roadway. For roadways without a minimum 6-foot median, the pathway user must select a gap that is adequate to cross the entire roadway. The equation for calculating the required gap is as follows:

$$\text{Required gap} = 2 \text{ seconds} + \frac{12 \text{ ft} * \text{number of lanes}}{3.5 \text{ ft/sec}}$$

**Table L.1. Required Gap for a to Cross**

Number of lanes	Gap length (sec)
1	5.43
2	8.86
3	12.29

Gap length is the time interval from when the rear of the first vehicle passes the observer to when the front of the second vehicle passes the observer and represents the time when the lane is clear of vehicles. Average gap length was calculated using the number of vehicles per hour per lane, a speed of 44 ft/sec (30 mi/h), and a vehicle length of 20 ft.

$$\text{Average gap length (sec)} = \frac{3600 \text{ seconds/vehicles per hour}}{20 \text{ feet/speed}}$$

where

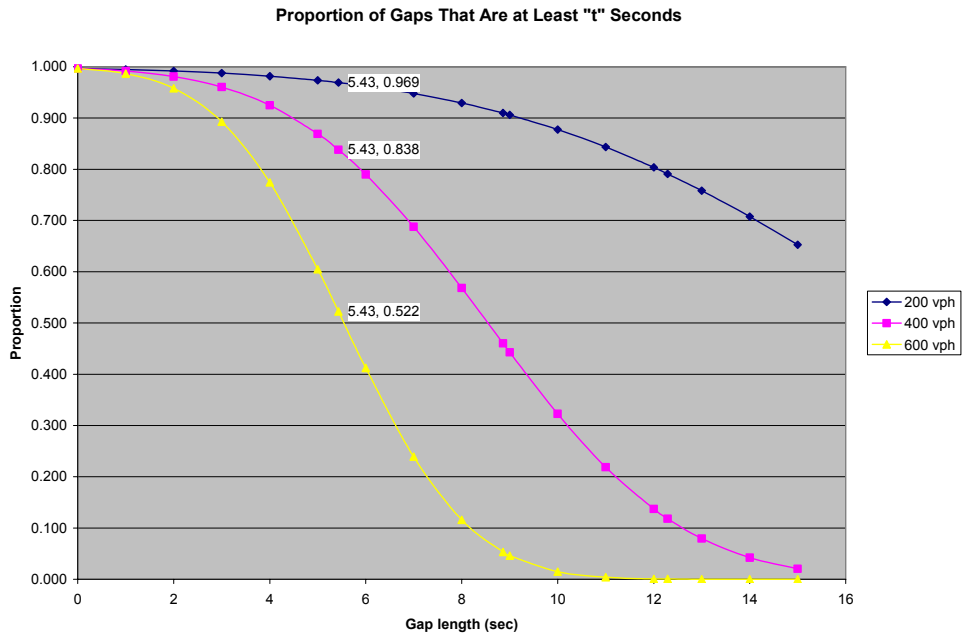
$$\frac{3600 \text{ /vehicles per hour}}{20 \text{ feet/speed}} = \frac{\text{number of seconds from when the front of the first vehicle passes a waiting pathway user to when the front of the second vehicle passes the pathway user}}{\text{the length of time for a vehicle to travel its own length}}$$

Gap lengths were assumed to be normally distributed, with a mean of the average gap length and a standard deviation of 0.37 times the average gap length. That is, vehicles were assumed to pass the crossing location randomly rather than in platoons.

Using the NORMDIST<sup>8</sup> function in Microsoft Excel, it is possible to calculate the proportion of gaps that are of any specified minimum duration for any traffic volume. The chart on the following page (Figure 7) shows gap lengths for 200 (top line), 400 (middle line), and 600 (bottom line) vehicles per hour in one lane. With 200 vph, nearly 97 percent of gaps are a minimum of 5.43 seconds (the gap length required to cross one lane of traffic). As traffic volumes increase, average gap lengths are shorter and fewer gaps will meet the same specified duration. Figure L.7 also shows that with 400 vph, about 84 percent of gaps are a minimum of 5.43 seconds. With 600 vph, only 52 percent of gaps are a minimum of 5.43 seconds.

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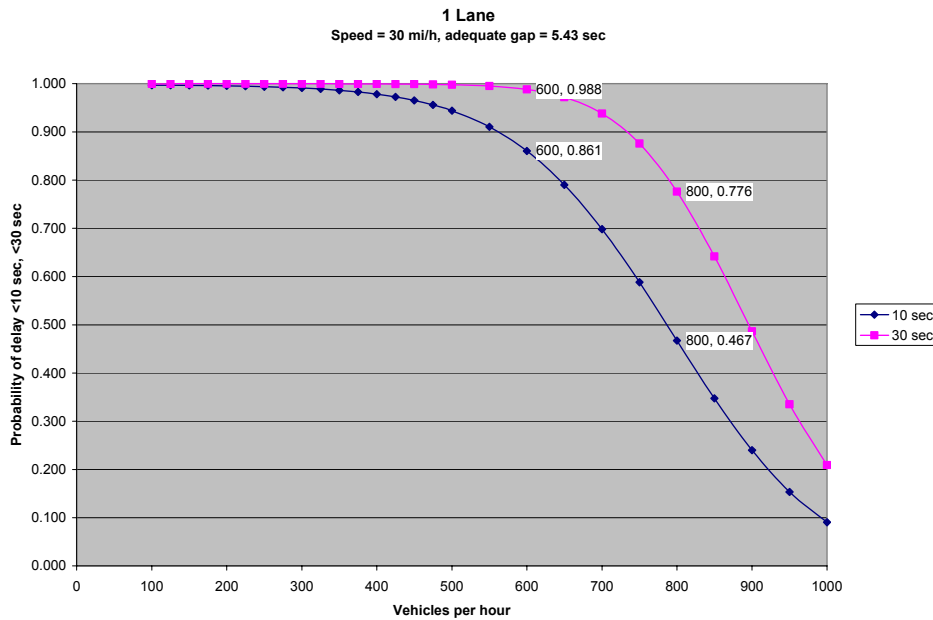
<sup>8</sup> The NORMDIST function calculates normal distribution for the specified mean and standard deviation. It is a quick method for calculating the values used to plot probability curves.



**Figure L.7. Sample Probability Curves for Gap Lengths**

As can be seen, as traffic volumes increase, crossing opportunities (i.e., adequate gaps) become fewer. As a result, the probability that a path user will find an adequate gap to cross within a reasonable time period (such as 10 seconds or 30 seconds) diminishes. The chart (Figure 8) below shows the probabilities of finding an adequate gap (i.e., 5.43 sec) within 10 seconds and within 30 seconds, for different volumes on a one-lane crossing. For example, with 600 vph, there is an 86 percent probability that a pathway user will experience a crossing delay no longer than 10 seconds (that is, find an adequate gap within 10 seconds) and a 99 percent probability that the delay will not exceed 30 seconds. At 800 vph, these probabilities drop to 47 percent and 78 percent, respectively.

**Figure 8 Probability of a Pedestrian Getting an Adequate Gap**



Vehicles in one lane were also assumed to pass the observer independently of vehicles in another lane. Thus, the probability of encountering a 10-second gap in two lanes is simply the probability of a 10-second gap in Lane 1 times the probability of a 10-second gap in Lane 2.

$$P(2 \text{ lanes}) = P(\text{Lane 1}) \times P(\text{Lane 2})$$

With this assumption in mind, the same reasoning can be extended to crossings involving 3-lane and wider roadways.

The number of acceptable gaps in traffic is also influenced by the speed of the vehicles on the roadway. Because a faster car takes less time to cross a point, for a given flow rate, higher speed vehicles actually increase the number of (theoretically) acceptable gaps in a traffic stream. Because this is a method for estimating the number of gaps, a conservative speed of 30 mph was chosen as the assumed speed for developing this methodology. If the user wishes to confirm the actual number of gaps, a pedestrian gap study could be performed.

**Medium- to High-Volume Threshold.** The medium- to high-volume threshold was chosen as 12,000 vpd. This volume was chosen based upon the recent FHWA report (see footnote 1) which concluded,

“Marked crosswalks alone (i.e., without traffic-calming treatments, traffic signals with pedestrian signals when warranted, or other substantial improvement) are not recommended at uncontrolled crossing locations on multilane roads (i.e., four or more lanes) where traffic volume exceeds approximately 12,000...”

The study distinguishes between roadways with and without medians, raising the threshold to 15,000 vpd for roadways with raised medians. To minimize the volume categories in the crossing guidelines, it was decided not to differentiate between roadways with refuges and those without with regard to this guideline. Consequently, 12,000 vpd will be used as the minimum value for high-volume roadways.

The calculated and final threshold volumes are provided in Table 2. The hourly volume of 1,150 vph shown in Table 2 represents the application of an assumed daily peak hour factor (k factor) of 0.097. These thresholds pertain to an undivided roadway or a divided roadway with less than 6 feet of raised median. For a divided roadway with a minimum 6-foot raised median, these thresholds pertain to each direction of traffic. The Guidelines Total Traffic Volumes column of Table 2 contains generalized values based upon the calculated volumes.

**Table 2. Volume Thresholds for Pathway User Delay for Various Roadway Crossings**

	Calculated Volume Thresholds, vphpl (vph for crossing)				Guidelines Total Traffic Volume for Lanes Crossed , vph
	1 lane	2 lane	3 lane	4 lane	
Low volume (delay <=15 sec)	> 669	> 352 (> 704)	> 226 (> 678)	> 159 (> 636)	> 650
Medium volume	669-1,150	343-575 (704 – 1,150)	218-384 (678 - 1150)	154-288 (666 – 1,150)	651 to 1,150
High-volume	>1,150	> 575 (>1,150)	> 384 (>1,150)	> 288 (>1,150)	>1,150

vplph = vehicles per lane per hour

vph = vehicles per hour

The above table has been simplified for the actual crossing guidelines application. In the application, one would determine the volume of traffic in the lanes being crossed and use the table below (Table 3) to determine which table in the traffic control matrices to use.

**Table 3. Volume Thresholds for the Crossing Treatments Guidelines**

Traffic Volume in Lanes Being Crossed	
> 6,700 vpd	Table 4
6,700 – 12,000 vpd	Table 5
>12,000 vpd	Table 6

vpd = vehicles per day



The proposed traffic control matrices of appropriate treatments are shown on the following pages.

**General notes for applying the Crossing Treatment Guidelines Matrices**

1. Each column in the table represents a package of traffic control devices recommended for the specific crossing condition.
2. The designation of “YES” for the median assumes there is potential for installing a raised median at the crossing location and that one will be installed. Raised medians that can be used as ped refuges (6 feet wide or wider) will allow for less restrictive motor vehicle traffic controls to be used in conjunction with the midblock crossings.
3. On multi-lane roadways with medians on the approach, crossing signage should be placed in the medians as well as on the side of the roadway.
4. The use of Danish offsets (angled cuts through the median) should be considered at all crossings with raised medians for two reasons. First, the offset through the median directs the path users’ attention toward the traffic about to be crossed. Secondly, by providing an angled cut through the median, longer users (tandems, bicycles with trailers) may be better accommodated in a narrower median. Cattle-gate style crossings which require two 90 degree turns in a short distance can restrict the passage of longer users; if used they should be carefully designed.
5. When advance yield lines are used on the approach roadways they should be used in conjunction with solid lane lines extending back the stopping sight distance from yield lines. This is to enable law enforcement officers to determine when a motorist fails to yield when he could have done so.
6. On six-lane, undivided roadways, strong consideration should be given to providing a grade-separated crossing of the roadway for pathway users. Until such time as this can be achieved aggressive channelization should be used to divert pathway users to the nearest safe crossing.
7. This guidance assumes that lighting will be considered and provided where needed for crossings that are used at night.
8. Priority for low volume crossings (whether the road or path must yield) should be set considering the relative speeds, volumes, and the relative importance of the road or path. Sight distance should also be considered.
9. Yellow centerlines should be considered on the path approaches to crossings for a distance equal to the design stopping sight distance for the path. YIELD / STOP signs should be installed as appropriate, as should yield markings or stop bars.



**Table 4: Roadway Volume less than 650 vehicles per hour, vph (6,700 vehicles per day<sup>1</sup>, vpd)**

Lanes	2 – lanes						4 - lanes					
	No			Yes			No			Yes		
Speed	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph
Marked Crosswalks	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Ped Xing Sign (W11-2) w/ Arrow (W16-7p) <sup>2</sup> 	✓			✓	✓					✓	✓	
Advance Ped Xing Sign <sup>2</sup> (W1-2)	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Yield Here to Ped Signs (R1-5) <sup>3</sup> 		✓	✓			✓	✓			✓	✓	✓
Advance yield lines <sup>4</sup>		✓	✓			✓	✓	✓	✓	✓	✓	✓
On demand crossing <sup>5</sup>			✓					✓	✓			✓

<sup>1</sup> Assumes a K factor of 0.097



<sup>2</sup> MUTCD Section 2C.41

<sup>3</sup> MUTCD 2B.11

<sup>4</sup> Placed 20 -50 feet in advance of the crosswalk (Section 3B.16)

<sup>5</sup> See attached discussion on Page 18.

**Table 5 : Roadway Volume greater than 650<sup>1</sup> vph (6,700 vpd)  
and less than 1,150 vph (12,000vpd)**

Lanes	2 - lanes						4 - lanes						6 - lanes					
	No			Yes			No			Yes			No			Yes		
Speed	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph
Marked Crosswalks	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Ped Xing Sign (W11-2) w/ Arrow (W16-7p) <sup>2</sup> 	✓	✓		✓						✓								
Ped Xing Sign (advance) <sup>2</sup>	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Yield Here to Ped Signs (R1-5) <sup>3</sup> 		✓	✓		✓	✓	✓	✓	✓	✓	✓							
Advance Yield lines <sup>4</sup>		✓	✓		✓	✓	✓	✓	✓	✓	✓							
Stop Lines <sup>5</sup>													✓	✓	✓	✓	✓	✓
On demand crossing <sup>6</sup>			✓			✓	✓	✓	✓		✓	✓						
Special considerations <sup>7</sup>													✓	✓	✓	✓	✓	✓

<sup>1</sup> Assumes a K factor of 0.097

<sup>2</sup> MUTCD Section 2C.41



<sup>4</sup> Placed 20 -50 feet in advance of the crosswalk (Section 3B.16)

<sup>5</sup> MUTCD Section 3B.16

<sup>6</sup> See attached discussion on Page 18.

<sup>7</sup> See attached discussion on Page 20.

**Table 6: Roadway Volume greater than 1,150 vph<sup>1</sup> (12,000vpd)**

Lanes	2 - lanes						4 - lanes						6 - lanes					
	No			Yes			No			Yes			No			Yes		
Median																		
Speed	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph
Marked Crosswalks	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Ped Xing Sign (W11-2) w/ Arrow (W16-7p) <sup>2</sup>		✓	✓		✓	✓				✓	✓	✓						
Ped Xing Sign (advance) <sup>2</sup>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Yield Here to Ped Signs (R1-5) <sup>3</sup>			✓	✓		✓	✓			✓	✓	✓						
Advance yield Lines <sup>4</sup>		✓	✓		✓	✓	✓			✓	✓	✓						
Stop Lines <sup>5</sup>								✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
On demand crossing <sup>6</sup>			✓			✓	✓											
Special consideration <sup>7</sup>								✓	✓				✓	✓	✓	✓	✓	✓

<sup>1</sup> Assumes a K factor of 0.097

<sup>2</sup> MUTCD Section 2C.41

<sup>3</sup> MUTCD 2B.11

<sup>4</sup> Placed 20 -50 feet in advance of the crosswalk (Section 3B.16)

<sup>5</sup> MUTCD Section 3B.16

<sup>6</sup> See attached discussion on Page 18.

<sup>7</sup> See attached discussion on Page 20.

## Activated Pedestrian Treatments

Traffic control devices on the approach to a crossing must inform roadway users (and the non-motorized users) of the fact that a conflict may occur, make them aware of their responsibilities on the approach to the crossing, and provide adequate time/space for everyone to behave accordingly. Research has shown that many of the standard, static traffic control devices used to warn motorists of crossings do not result in motorist compliance with the rules to stop for pedestrians in crosswalks. Whether it is because of ignorance of the rules, lack of courtesy, or unawareness of the crossing, the failure of motorists to yield/stop for pedestrians/pathway users in crosswalks results in numerous problems. At best, motorist failure to yield can prevent pedestrians from crossing the roadway and create excessive delays for those who wish to use the crossing. At worst, by failing to yield, motorists place crossing users at risk and create an unsafe condition for all users.

As a result of the inadequacy of static traffic control devices to result in motorist yielding behaviors, several types of active treatments are being/have been tested around the United States to increase motorist yielding. The most basic of these is a continuous flashing beacon at the crosswalk. These can be supplemented with beacons mounted on the W11-2 Ped Crossing signs. Research on these types of continuous flashing beacons has shown there to be minimal improvement in driver behaviors where they have been placed.

On demand crossings go beyond the constant flashing beacon by providing an real time, pedestrian activated warning to motorists. These treatments include flashing beacons such as those described above, but only flash when activated by a pedestrian/pathway user. In-pavement lights<sup>9</sup> are another example of this type of activated traffic control device. Research has shown such treatments to be of variable value. At most installations, the motorist yielding rates show a temporary increase, then the improvement effect tapers off, resulting in only a minimal improvement over the long term.

Another type of activated crossing, referred to as the pedestrian crossover (or PXO), is showing a great deal of promise in test applications. As yet unpublished research suggests motorist yield rates are ranging from 80 to 97 percent six months after deployment. To date this appears to be the most effective combination of traffic control devices that do not actually require the motorist to stop.<sup>10</sup> It is described in greater detail below.

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<sup>9</sup> *Manual on Uniform Traffic Control Devices*, Chapter 4L

<sup>10</sup> At crosswalks, it is not the warning device (sign, marking) that requires the motorists stop. These devices merely warn the driver of the potential presence of a pedestrian. It is the pedestrian in or approaching the crosswalk that creates the requirement to yield or stop.

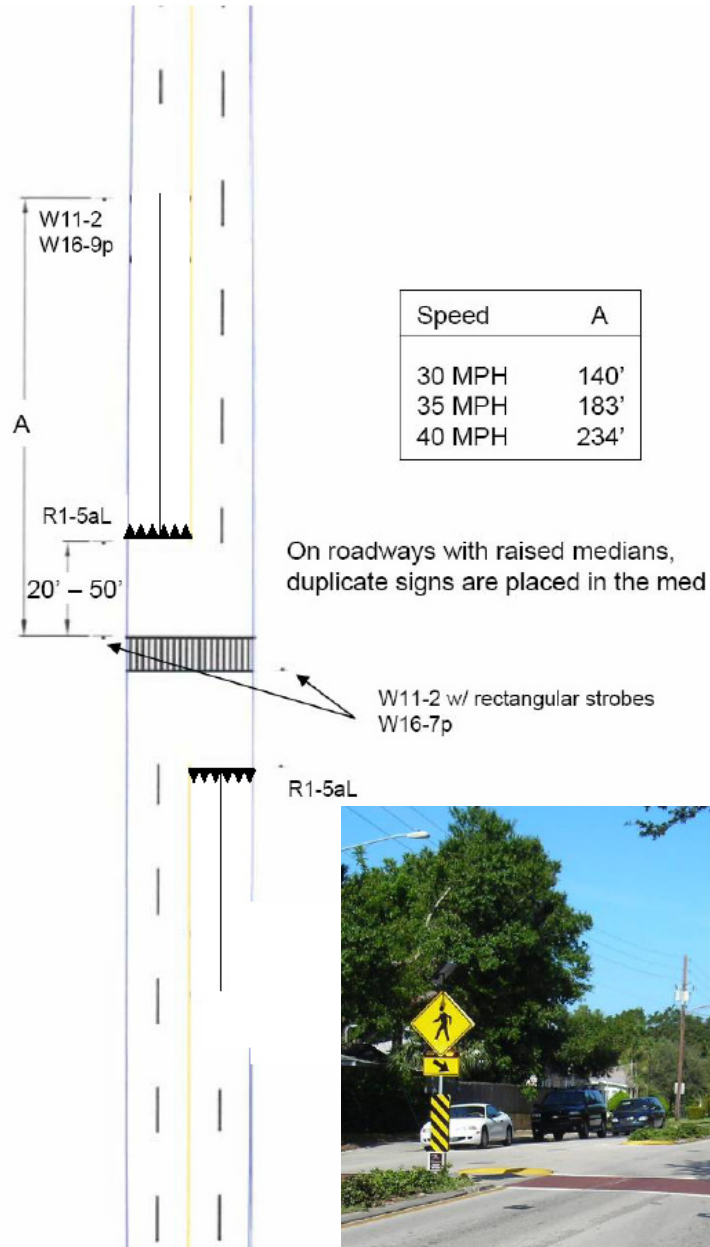
#### *Pedestrian Crossover (PXO) Crossing treatment*

The PXO treatment is a combination of signage markings and pedestrian activated strobe and feedback devices.

Signage for the PXO includes advance warning signs (w11-2) with AHEAD supplemental plaques (W16-9p), and YIELD HERE TO PEDS signs (R1-5). Pavement markings include yield markings and solid white lane lines (on divided multi-lane roads); the length of these lines is dependent upon the design stopping sight distance for the roadway.

The pedestrian activated treatments are W11-2 signs with built in rectangular strobe flashers. Additionally, pedestrian visible strobes and a recorded message inform pedestrians of when the crossing is activated and instruct them to wait for motorists to yield.

High visibility crosswalks are used with the PXO crossing treatment, as seen on the following page.



### Special considerations.

At some locations, traffic conditions may be so severe that even the activated treatments described above may not adequately alert motorists to the presence of a crossing or result in acceptable yielding behavior. These locations, if a signal is not warranted, pose a particular challenge to jurisdictions wishing to promote walking or bicycling. The jurisdictions must choose whether the mobility of the non-motorized user merits more restrictive traffic control of motorists.

Geometric modifications such as raised medians, curb extensions, choke points, or even lane reductions may be considered to improve the crossing environment for crossing users. Used alone or in tandem, these calming treatments can reduce the speeds along the roadway, thereby providing greater sight distances and increasing the propensity for motorists to yield.

There are also some traffic control device treatments which may be considered at these locations. One such treatment, the HAWK beacon, has been recommended by the National Committee of Uniform Traffic Control Devices for inclusion into the next update of the *MUTCD*.<sup>11</sup> The HAWK beacon includes a solid then flashing red requiring motorists to stop. A description of the HAWK phasing is provided below.

### HAWK Configuration



<sup>11</sup> This recommendation is made to the Federal Highway Administration. The next step leading to inclusion in the *MUTCD* is for FHWA to include the treatment in its notice for proposed rulemaking for the *MUTCD* update scheduled to be released in 2007.

## APPENDIX M

### POTENTIAL FUNDING SOURCES

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#### Potential Funding Sources

There are numerous sources which can be used to provide monetary assistance for bicycle facilities and programs. Many of these sources are available on the federal level, as dictated in the recently passed transportation legislation. Most of these programs are administered by the Georgia Department of Transportation. Funding is also available at the regional level through ARC. Also, a myriad of private funding sources exist which can be used by local governments to implement bicycle-related programs<sup>1</sup>.

#### Federal/State Sources

Bicycle transportation facility projects are broadly eligible for funding from almost all the major Federal-aid highway, transit, safety, and other programs. Bicycle projects must be "principally for transportation, rather than recreation, purposes" and must be designed and located pursuant to the transportation plans required of States and Metropolitan Planning Organizations.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Public Law 109-203) was signed into law August 10, 2005. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. It replaces TEA-21, its legislative predecessor.

#### *Federal-aid Highway Program*

**National Highway System** funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System, including Interstate highways.

**Surface Transportation Program (STP)** funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking.

Ten (10) percent of each State's annual STP funds are set aside for **Transportation Enhancements (TE)**. The law provides a specific list of activities that are eligible TE projects and this includes "provision of facilities for

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<sup>1</sup> At the local level, funding can also be attained through a variety of sources, including Special Purpose Local Option Sales Taxes, transportation impact fees dictated by the Georgia Development Impact Fee Act, and regulations on development.



pedestrians and bicycles, provision of safety and educational activities for pedestrians and bicyclists," and the "preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails)." In Georgia, the annual TE budget is approximately \$25 million and applications are called for every other year. While many states are cutting TE funding as they seek to trim transportation budgets, Georgia has thus far avoided rescinding any TE money.

Another ten (10) percent of each State's STP funds are set aside for the **Hazard Elimination and Railway-Highway Crossing programs**, which can be used to address bicycle and pedestrian safety issues. Each state is required to implement a Hazard Elimination Program to identify and correct locations which may constitute a danger to motorists, bicyclists, and pedestrians. Funds may be used for activities including a survey of hazardous locations and for projects on any publicly owned bicycle or pedestrian pathway or trail, or any safety-related traffic calming measure. Improvements to railway-highway crossings "shall take into account bicycle safety."

Over the past several years, ARC has developed and expanded the **Livable Centers Initiative (LCI)** program, which also uses STP funds. The LCI program "encourages local governments in the Atlanta region to plan and implement strategies that link transportation improvements with land use development strategies to create mixed use communities and centers consistent with regional development policies."<sup>2</sup> Most LCI-funded projects include significant pedestrian and/or bicycle infrastructure improvements. ARC originally set aside \$350 million over 25 years in the 2025 Regional Transportation Plan (RTP) to fund transportation projects recommended as part of LCI studies. Funds were increased to \$500 million as part of the 2030 RTP. The Livable Centers Initiative (LCI) program has been an extremely popular program. LCI communities have made significant effort and commitment to create and implement innovative plans for the improvement of their town centers, activity centers, and corridors. The inclusion of pedestrian friendly elements, mixed-use developments and a greater balance between jobs and housing in LCI communities has confirmed that the LCI program is a success.

Government agencies and non-profit organizations are eligible for LCI grants. Since its inception in 1999, 41 communities in the region have been recipients. LCI applications are received annually and can be accessed through ARC's LCI website ([http://www.atlantaregional.com/cps/rde/xchg/arc/hs.xsl/324\\_ENU\\_HTML.htm](http://www.atlantaregional.com/cps/rde/xchg/arc/hs.xsl/324_ENU_HTML.htm)). Local governments can also apply for Federal **Congestion Mitigation Air Quality (CMAQ)** funds. Bicycle/pedestrian infrastructure projects comprise one of the eligibility categories for this program. Eligible agencies must be located within air quality non-attainment areas (areas that fail to meet the National Ambient Air Quality Standards) and potential projects must demonstrate tangible air quality benefits. The State has an annual CMAQ budget of approximately \$39 million. The Florida Department of Transportation has recently developed a calibrated,

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<sup>2</sup> 2004 LCI Report, Atlanta Regional Commission, November 2004.

statistically reliable method that predicts mode shift induced by the provision of new bicycle and pedestrian facilities.<sup>3</sup> This tool can be used to effectively demonstrate air quality benefits.

**Recreational Trails Program** (Section 1109) funds may be used for all kinds of trail projects. Of the funds apportioned to a state, 30 percent must be used for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses (any combination). Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

**The Transportation and Community and System Preservation (TCSP) Pilot Program** is a comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives. States, local governments, and Metropolitan Planning Organizations are eligible for discretionary grants to plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine private sector development patterns and investments that support these goals.

Section 1117 of SAFTEA-LU, Public Law 109-203 authorized the TCSP Program through FY 2009. A total of \$270 million is authorized for this program in FY's 2005-2009.

**Federal Lands Highway Program (FLHP)** funds may be used to construct roads and trails within (or, in some cases, providing access to) federal lands. FLHP funds total about \$800 million per year. Recreation interests often benefit from FLHP funds.

**Job Access and Reverse Commute Grants** are available to support projects, including bicycle-related services, designed to transport welfare recipients and eligible low-income individuals to and from employment.

**High Priority Projects and Designated Transportation Enhancement Activities** identified by SAFETEA-LU include numerous bicycle, pedestrian, trails, and traffic calming projects in communities throughout the country.

#### *Federal Transit Program*

Title 49 USC allows the **Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Program for Other than Urbanized Area** transit funds to be used for improving bicycle and pedestrian access to transit facilities and vehicles. Eligible activities include investments in "pedestrian and bicycle access to a mass

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<sup>3</sup> "Predicting Non-Motorized Trips at the Corridor/Facility Level," Florida Department of Transportation, 2007 (not yet published).

transportation facility" that establishes or enhances coordination between mass transportation and other transportation.

The **Suburban Mobility Initiatives Program** was established in response to a need to develop solutions to suburban mobility challenges. The objective of the program is to provide assistance to suburban public agencies in their efforts to reduce dependence on the single occupant vehicle.

The **Regional Mobility Program** provides technical assistance, develops planning methods and conducts outreach, research, demonstration and project evaluations that assist local communities in improving regional transportation mobility.

#### *Highway Safety Programs*

Pedestrian and bicyclist safety remain priority areas for **State and Community Highway Safety Grants** funded by the federal Section 402 formula grant program. A State is eligible for these grants by submitting a Performance Plan (establishing goals and performance measures for improving highway safety) and a Highway Safety Plan (describing activities to achieve those goals).

Research, development, demonstrations, and training to improve highway safety (including bicycle and pedestrian safety) are carried out under the Highway Safety Research and Development (Section 403) Program.

#### *Federal/State Matching Requirements*

In general, the Federal share of the costs of transportation projects is 80 percent with a 20 percent State or local match. However, there are a number of exceptions to this rule.

- Federal Lands Highway Program projects and Section 402 Highway Safety funds are 100 percent federally funded.
- Bicycle-related Transit Enhancement Activities are 80 percent federally funded.
- Hazard elimination projects are 90 percent federally funded. Bicycle-related transit projects (other than Transit Enhancement Activities) may be up to 90 percent federally funded.
- Individual Transportation Enhancement Activity projects under the STP can have a match higher or lower than 80 percent. However, the overall Federal share of each State's Transportation Enhancement Program must be 80 percent.
- States with higher percentages of Federal lands have higher Federal shares calculated in proportion to their percentage of Federal lands.
- The State and/or local funds used to match Federal-aid highway projects may include in-kind contributions (such as donations). Funds from other Federal programs may also be used to match Transportation

Enhancement, Scenic Byways, and Recreational Trails program funds. A Federal agency project sponsor may provide matching funds to Recreational Trails funds provided the Federal share does not exceed 95 percent.

#### *Safe Routes to School Program*

The Safe Routes to Schools, which is included in the Federal Reauthorization bill – Safe, Accountable, Flexible, Efficient Transportation Equity Act for the 21<sup>st</sup> Century – A Legacy for Users (SAFETEA-LU), is designed to enable and encourage children to walk and bicycle to school, and to “facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.” Safe Routes to school projects include on-street bicycle facilities, off-street bicycle facilities, and secure bicycle parking facilities. The program is funded for \$612 million over five years.

The funds are apportioned to each state based on their relative share of enrollment in primary and middle schools. Not less than 10% or more than 30% of the funds are for non-infrastructure related activities to encourage walking and bicycling to school. Not less than 70% or more than 90% are for infrastructure related projects that will substantially improve the ability to safely walk and bicycle to school.

The State of Georgia was recently selected to be one of nine states to participate in the Safe Routes to School National Partnership’s State Network Implementation Project. The State Network Project, which will run through 2009, will link existing advocacy and government leaders associated with health, bicycle, pedestrian, youth, education, and smart growth to ensure that the SRTS federal program succeeds and the funding is spent on viable projects. More information is available at <http://bikesbelong.org/page.cfm?PageID=400>.

The City of Decatur, which has conducted a model Safe Routes to School program, is currently working on a state handbook to help other Georgia communities implement their own programs.

#### *Other Federal Sources*

##### **Land and Water Conservation Fund (LWCF) Grants,**

**National Park Service Land and Water Conservation Fund (LWCF) Grants** This federal funding source was established in 1965 to provide "close-to-home" parks and recreation opportunities to residents throughout the United States. Money for the fund comes from the sale or lease of nonrenewable resources, primarily federal offshore oil and gas leases, and surplus federal land sales. LWCF grants can be used by communities to build a variety of parks and recreation facilities, including trails and greenways. LWCF funds are distributed by the National Park Service to the states annually. Communities must match LWCF grants with 50 percent of the local project costs through in-kind services or cash. All projects funded by LWCF grants must be used exclusively for recreation

purposes, in perpetuity. Projects must be in accordance with each State's Comprehensive Outdoor Recreation Plan.

#### **Community Development Block Grants (CDBG)**

**US Department of Housing and Urban Development (HUD)** CDBG provides eligible metropolitan cities and urban counties (called "entitlement communities") with annual direct grants that they can use to revitalize neighborhoods, expand affordable housing and economic opportunities, and/or improve community facilities and services, principally to benefit low- and moderate-income persons. Eligible activities include building public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers, and recreational facilities. Several communities have used HUD funds to develop greenways, including the Boscobel Heights "Safe Walk" Greenway in Nashville, Tennessee.

#### **Healthy People 2010 Community Implementation Grants Program**

**Federal Department of Health and Human Services** The Federal Department of Health and Human Services plans to award hundreds of "micro-grants" to community organizations for activities that support the goals of Healthy People 2010, the Nation's public health agenda for the next decade. Worth up to \$2,010 each, the micro-grants represent a new, low-cost approach to foster effective prevention efforts at the community level. Each grant will support efforts by local groups to promote health education, quality care, access to care, and other projects that support the far-reaching national health goals of Healthy People 2010.

**National Trails Fund American Hiking Society** The American Hiking Society's National Trails Fund is the only privately funded national grants program dedicated solely to hiking trails. National Trails Fund grants have been used for land acquisition, constituency building campaigns and traditional trail work projects. Since the late 1990s, the American Hiking Society has granted nearly \$200,000 to 42 different organizations across the US.

#### **Private Sources**

##### *AmeriCorps' National Civilian Community Corps (NCCC)*

One project that NCCC members work on is the building or improving of trails. AmeriCorps' NCCC members created or improved more than 200 miles of hiking trails in 25 states nationwide. Teams cleared trees and brush, leveled trails to comply with federal guidelines on handicapped access, implemented erosion control techniques, and created and updated signs. These trails are located in rural, urban, and national parks from California to Maine, and are used by tens of thousands of Americans each year.

#### *Bikes Belong Coalition*

Bikes Belong Coalition seeks to assist local organizations, agencies, and citizens in developing bicycle facilities projects that will be funded by TEA-21. Bikes Belong Coalition will accept applications for grants of up to \$10,000 each, and will consider successor grants for continuing projects. Funding decisions are made on a rolling basis.

<http://bikesbelong.org/site/page.cfm?PageID=21> (grant applications due quarterly)

#### *American Greenways Awards Program*

##### *The Conservation Fund*

The American Greenways Awards program is a program started by the Conservation Fund. The Fund works with private companies such as DuPont and Kodak to provide funding for greenway development.

<http://www.conservationfund.org/?article=2372> (grant applications due from March 1 to June 1 annually)

#### *Fish America Foundation*

Fish America Foundation provides funding to public and private organizations for projects that enhance or conserve water and fisheries resources, including community efforts. In the last 18 years, the Foundation has provided 620 grants totaling more than \$4.9 million to improve the fisheries resource in all 50 states and Canada. To apply for a grant, one sends a completed application, a letter of support from a state resource agency, and evidence of the organization's nonprofit status. The grant award is approximately \$10,000. This grant can include greenways that enhance or conserve water resources.

<http://www.fishamerica.org/faf/grants/index.html> (grant proposals due July 31 annually)

#### *Oracle Corporation Giving Program*

Oracle provides grants to medical research, endangered animal protection, environmental protection and K-12 math, science and technology education. Past recipients have included trail groups.

#### *National Tree Trust (NTT)*

NTT has grants available for tree seedlings through the Community Tree Planting program. This is a great way to beautify the community, replant a neglected area, or simply a good excuse to get out in the fresh air. Seedlings are available for delivery January through April, and the main requirements for the grant are as follows:

- Trees must be planted on public land.
- Project must utilize volunteers for planting and/or maintaining seedlings.
- Matching funds are required, which may include volunteer hours, donated items and non-federal moneys.
- Two years of annual reporting are required for each grant.

Visit the website at [www.nationaltreetrust.org](http://www.nationaltreetrust.org) for more information about the Community Tree Planting program and to download an application. Seedlings are allocated on a first come, first served basis. This is a two-part application process. Applications will not be considered if any forms are incomplete or submitted after their deadlines. This grant can include trail-side tree planting programs.

#### *The Global ReLeaf Program*

The Global ReLeaf Forest Program is American Forests' education and action program that helps individuals, organizations, agencies, and corporations improve the local and global environment by planting and caring for trees. The program provides funding for planting tree seedlings on public lands. Emphasis is placed on diversifying species, regenerating the optimal ecosystem for the site and implementing the best forest management practices. This grant is for planting tree seedlings on public lands.

Global ReLeaf Program: [http://www.americanforests.org/global\\_releaf/grants/](http://www.americanforests.org/global_releaf/grants/) (proposals due January 15 and July 1 annually)

#### *The Robert Wood Johnson Foundation*

The Robert Wood Johnson Foundation seeks to improve the health and health care of all Americans. One of the primary goals of the Foundation is to “promote healthy communities and lifestyles.” Specifically, the Foundation has an “Active Living by Design” grant program that promotes the principles of active living, including non-motorized transportation. Multiple communities nationwide have received grants related to promotion of trails and other non-motorized facilities. The Robert Wood Johnson Foundation is online at [www.rwjf.org](http://www.rwjf.org).