

**FY 2011
Livable Centers Initiative
Study Application**

CYCLE ATLANTA: PHASE 1.0

A Supplement to the Connect Atlanta Plan

December 16, 2011

Submitted to:

The Atlanta Regional Commission

By:

**The City of Atlanta
Department of Planning and Community Development Department**



Livable Centers Initiative
FY 2012 Study Application

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1. LCI APPLICATION FORM

Date: December 16, 2011

Type of Study Requested X PLAN 2040 LCI Innovation

Name of responsible organization: City of Atlanta, Department of Planning & Community Development

Name of contact person: James Shelby
Title: Commissioner
Department: Planning and Community Development Department
Address/City/State/Zip: 55 Trinity Avenue SW
Atlanta, GA 30303-0310
Telephone: 404-330-6070
FAX: 404-494-1516
E-mail: jshelby@atlantaga.gov

Non-profit designation: Government Agency

Study area name and location: *Cycle Atlanta: Phase 1.0; Central Atlanta within the Atlanta BeltLine corridor*

Total study budget: \$ 100,000

Funds requested: \$ 80,000

Cash Match: \$ 20,000

Is the study proposal consistent with the adopted local Comprehensive Plan? Yes

Signature:

James E. Shelby, Commissioner

2. PROPOSED STUDY AREA

The *Cycle Atlanta: Phase 1.0* study corridors are located on the east side of the City of Atlanta, in Fulton County (see map in appendices). The study coverage area is generally bounded by the Atlanta Beltline corridor, except where more logical termini were selected. The area includes the neighborhoods of Bankhead, Brookwood, Downtown, English Avenue, Grant Park, Home Park, Inman Park, Midtown, Old Fourth Ward, Vine City, West End and West Midtown. The five Core Bicycle Connection corridors proposed for study under *Phase 1.0* include:

Corridor A – Peachtree/Lee: Peachtree Road between Colonial Homes Drive and 26th Street; Peachtree Street between 26th Street and West Peachtree Street; West Peachtree Street between Peachtree Street and Ivan Allen Boulevard; Peachtree Street between Ivan Allen Boulevard and Memorial Drive; Whitehall Street between Memorial Drive and I-20; Murphy Avenue between I-20 and Sylvan Road.

Corridor B – West Marietta/10th: West Marietta Street between Marietta Boulevard and Marietta Street; 10th Street between western terminus and Monroe Drive.

Corridor C – Marietta/Edgewood: Howell Mill Road between I-75 and Marietta Street; Marietta Street between Howell Mill Road and Peachtree Street; Edgewood Avenue between Peachtree Street and Euclid Avenue; Euclid Avenue between Edgewood Avenue and Moreland Avenue.

Corridor D – Boone/McGill: Joseph E. Boone Boulevard between Chappell Road and Northside Drive; Ivan Allen Boulevard between Northside Drive and Peachtree Street; Ralph McGill Boulevard between Peachtree Street and Freedom Parkway.

Corridor E – King/Memorial: Martin Luther King, Jr. Drive between Chappell Road and Martin Street; Martin Street between Martin Luther King, Jr. Drive and Woodward Avenue; Woodward Avenue between Martin Street and Atlanta BeltLine corridor.

Along with each Core Bicycle Connection corridor, the study will also examine several parallel Alternative Alignments, which are too numerous to list (shown in orange on map). The five Core Bicycle Connection corridors and Alternative Alignments lie within City Council Districts 1, 2, 3, 4, 5, 6, 7, 8, and 9 and Neighborhood Planning Units D, E, K, L, M, N, S, T, V, and W. The corridors connect the designated LCI areas of Downtown Atlanta, Bankhead, Memorial Drive, Midtown, Moreland, Oakland City/Lakewood, Ponce de Leon, Upper Westside, and West End.

The Core Bicycle Connection corridors connect 41 Census Tracts within Fulton County. The demographic composition of these tracts is shown in the table below:

Total Population	120,806	100%
Households	54,104	-
Acreage	14,659	8.25 people/acre
Black	58,296	48.3%
White	50,157	41.5%
Asian	7,403	6.1%
Hispanic	3,634	3.0%
Other	1,577	1.3%
Native American	274	0.2%

Source: Census 2010

3. SOURCE OF MATCHING FUNDS AND RESOLUTION

The Atlanta City Council adopted a Resolution, 11-R-1691, on December 5, 2011 authorizing the Mayor to apply for a LCI grant for a study of bicycle facilities within the central Atlanta area.

4. **ISSUE STATEMENT**

a. **PLAN 2040 Five Objectives:**

Building Community: The *Cycle Atlanta: Phase 1.0* study will support the existing and planned compact development in the central core of the city, as well as within the Atlanta BeltLine Planning Area, by supporting cycling as a mode of transportation between varied land uses. The five Core Bicycle Connection corridors proposed for study under *Phase 1.0* connect directly to 13 of the 38 MARTA heavy rail stations, providing enhanced connections between housing, services, employment opportunities and transit stations. The network of study corridors connects areas of the city with a wide range of housing choices to the job centers of Downtown and Midtown. The results of the study will identify methods to retrofit existing urban roadways with bicycle facilities in a context sensitive manner that protects the character and integrity of existing neighborhoods while meeting the needs of the community. The *Cycle Atlanta: Phase 1.0* study will include extensive public involvement by neighborhood residents, business owners and the citywide cycling community.

Growing the Economy: The *Cycle Atlanta: Phase 1.0* study will enable the City of Atlanta and the Atlanta Regional Commission to focus financial resources and public investments on existing communities by developing an affordable and workable, community-supported plan to incorporate bicycle facilities on important existing roadway corridors within the Downtown and Midtown employment areas. This plan will also leverage the diversity of the region by furthering the bicycle-friendliness of the urban core and creating an appealing place for those who seek to utilize bicycles for their daily transportation needs.

Preserving the Environment: The five Core Bicycle Connection corridors proposed for study under *Phase 1.0* connect directly to 63 public parks, which will provide enhanced cycling routes to over 592 acres of public green space. As a completely clean mode of transportation, cycling fosters the sustainable use of resources and minimizes the impacts of transportation to air quality. By analyzing the incorporation of cycling facilities into existing public rights-of-way, the *Cycle Atlanta: Phase 1.0* study will focus on adaptively reusing the built environment and optimizing the use of existing investments. Along many of the corridors, a minimal investment in signage and pavements markings may be sufficient to accommodate projected cyclists and encourage new cyclists, while along other corridors more innovative treatments may be required.

Enhancing Mobility: The *Cycle Atlanta Phase 1.0* study will help increase the City of Atlanta's bicycle mode share by increasing the number of safe routes in the City's core. An improved bicycle network will help strengthen MARTA rail and bus ridership by increasing "last mile" bicycle trips. And with the minimal investment, the investment will help foster a mode shift from cars to bicycles, especially for shorter, in-town trips.

Serving People: The *Cycle Atlanta: Phase 1.0* study will lay the groundwork for the installation of modern cycling facilities that accommodate users of all ages, encourage healthy lifestyles and active living by connecting people to healthcare, education, recreation, cultural arts and entertainment opportunities. The *NACTO Urban Bikeway Design Guide*, which was recently endorsed by the City of Atlanta Department of

Planning and Community Development and Department of Public Works, will be used to develop the recommendations for cycling facilities along the study corridors. This guide is designed to encourage cycling by the estimated 60% of people who are interested in cycling more but concerned about roadway safety. The recommendations of the study will specifically address the diverse needs of the population of the central Atlanta area through the consideration of the specialized needs of different ages and demographic groups. The network of study corridors directly connects to four regional medical centers, 11 public schools, two private schools and seven colleges and universities. When installed, the recommended facilities will allow faculty, staff, students, and parents to bicycle to these schools and facilities comfortably and safely from neighborhoods all over the city. During the planning phase, the study will incorporate safety best practices for bicycle facility selection and design in order to ensure that the recommended facilities are safe and usable during all periods of the day.

b. PLAN 2040 Local Government Implementation Requirements:

The *Cycle Atlanta: Phase 1.0* study will help the City of Atlanta fulfill many of the PLAN 2040 implementation requirements including Min1.a, Min1.B, Min1.H, and Exc1.B. These requirements address updating and implementing the City's comprehensive plan, and planning, expanding, implementing the City's network for bicycle infrastructure.

c. LCI Goals and Priorities:

Much of the *Cycle Atlanta: Phase 1.0* study area is covered by all or a portion of ten adopted LCI plans and this study supports and advances many of the LCI program's goals and priorities. Investments in bicycle infrastructure will support a "range of travel modes." And, expanding opportunities to bicycle to 13 of the existing MARTA heavy rail stations and all of the Atlanta Streetcar stations will support the region's transit investment and help grow ridership. The ultimate presence of a thorough in-town bicycle network will "increase the desirability of redevelopment" in the Downtown, Midtown, and Atlanta BeltLine areas.

d. Specific Products: At the completion of the study, the City of Atlanta will have a fundable and workable plan for each of the five corridors, which will clearly illustrate the type and location of recommended bicycle facilities and incorporate all other important roadway elements as identified by the public (i.e. on-street parking, wider sidewalks, turn lanes, etc.). These corridor plans will include alignment schematics, cross-sections, detailed cost estimates, traffic analyses, and other relevant documentation to ensure the successful installation of the recommended facilities.

e. Desired Outcomes: The goal of the *Cycle Atlanta: Phase 1.0* study is to position the City of Atlanta to secure Congestion Mitigation & Air Quality, Last-Mile Connectivity, Livable Centers Initiative implementation, TIGER and/or Transportation Enhancement funding to construct a connected bicycle network within the core of the city, which will be expanded to the rest of the city in the near future.

- f. **Transportation Issues:** As this study will be wholly focused on the identification of fundable and workable bicycle facilities along important local and regional roadways, it is entirely transportation focused.

5. **SCOPE OF WORK**

Task 1. Public Involvement (City of Atlanta)

The City of Atlanta will convene study steering committee composed of representatives from City of Atlanta, Atlanta Bicycle Coalition, Atlanta Downtown Improvement District/Central Atlanta Progress, Midtown Alliance, Georgia Department of Transportation, Atlanta University Center, Georgia Institute of Technology, Georgia State University, Georgia Buildings Authority, Fulton County, Savannah College of Art & Design, John Marshall School of Law, Atlanta BeltLine, Inc. Neighborhood Planning Units, business associations, and other neighborhood organizations. The City of Atlanta will conduct stakeholder interviews and three rounds of elected official and public outreach throughout the study period. This includes a final presentation to the City Council Community Development/Human Resources Committee and a public hearing on the adoption of the study as a supplement to the *Connect Atlanta Plan*.

Task 2. Crowdsource Bicycle Route Desirability (City of Atlanta)

In coordination with local university students and faculty, the City of Atlanta will develop technological tools, including smart phone and social media applications, which will collect data on the existing cyclist travel patterns within the *Cycle Atlanta: Phase 1.0* study area and document current constraints, issues, and opportunities along the corridor.

Task 3. Corridor Data Collection (Consultant)

The consultant will collect all necessary data, including, but not limited to, right-of-way width, on-street parking inventory, traffic volume, existing pavement markings, sidewalk width, and signal timing for the Core Bicycle Connections for Study identified on the map.

Task 4. Corridor Alternative Alignment Analysis (Consultant)

The consultant will synthesize the crowdsourced bicycle route desirability and other data and develop a set of draft corridor alignments and bicycle facility recommendations that may include portions of the Alternatives for Study.

Task 5. Corridor Data Analysis (Consultant)

The consultant will perform basic volume to capacity and multi-modal level of service analyses and, if necessary, will model the draft corridor alignments in Synchro /SimTraffic. Summary memorandums will be developed for each draft corridor alignment describing the anticipated operational impacts and multi-modal level of service results with the recommended bicycle facilities.

Task 6. Corridor Alignment Schematics (Consultant)

Using input from elected officials, city staff and the public, the consultant will finalize the corridor alignment recommendations and develop a set of corridor alignment schematics. These schematics will identify the recommended bicycle facilities along each corridor, including linear features, intersection treatments, cross-connections, bicycle parking and other elements. These schematics will also identify all other roadway features, including, but not limited to, motor vehicle travel lanes, sidewalks, traffic signals, bus stops, medians, drainage grates, and on-street parking. The schematics will consist of a linear plan set, as well as roadway cross-sections with dimensions clearly labeled. These will not be engineering documents.

Task 7. Corridor Alignment Cost Estimates (Consultant)

The consultant will develop a set of corridor alignment cost estimates. These planning level cost estimates will divide each corridor alignment into several smaller segments, thus providing the ability to pursue funding for smaller pieces of the network as opportunities present themselves.

6. STUDY BUDGET

<i>Expenditure Plan</i>	
Public Involvement	
Outreach and Coordination	In-house
Stakeholder Interviews	In-house
Public Workshops and Meetings	In-house
Crowdsource Bicycle Route Desirability	\$15,000
Subtotal	\$15,000 (15%)
Study Development	
Corridor Data Collection and Analysis	\$45,000
Corridor Alternative Alignment Analysis	\$20,000
Subtotal	\$65,000 (65%)
Study Deliverables	
Corridor Alignment Schematics	\$10,000
Corridor Alignment Cost Estimates	\$10,000
Subtotal	\$20,000 (20%)
Project Total	\$100,000 (100%)

<i>Funding Plan</i>	
Local Match	\$20,000 (20%)
Grant Request	\$80,000 (80%)
Project Total	\$100,000 (100%)

7. STUDY SCHEDULE

Pre-April 2012	Prepare <i>Request for Qualifications (RFQ)</i>
April 2012	Execute LCI contract

May 2012	Execute LCI agreement
	Advertise RFQ
	Interview and select consultant
June 2012	Execute contract with consultant
	Begin study - constitute <i>Cycle Atlanta</i> Committee
	Conduct first round of public & elected official outreach – document current concerns
July – September 2012	Collect data - crowdsource current bicycle routes and concerns; conduct bicycle counts; inventory existing conditions; analyze roadway volume and capacity; compare alternative alignments
October 2012	Conduct second round of public & elected official outreach – present data and analysis
November 2012 – January 2013	Develop <i>Corridor Alignment Schematics</i>
February 2013	Conduct third round of public & elected official outreach – present draft <i>Corridor Alignment Schematics</i>
March 2013	Finalize <i>Corridor Alignment Schematics</i>
	Develop <i>Corridor Alignment Cost Estimates</i>
	Submit final document to ARC
April 2013	Council adopts study as a supplement to the <i>Connect Atlanta Plan</i>

8. **COMMITMENT AND ABILITY TO IMPLEMENT**

The City of Atlanta is committed to planning and developing a comprehensive bicycle network that is safe and comfortable for all users. The City's comprehensive transportation plan, the *Connect Atlanta Plan*, recommends the following actions:

- Provide travel alternatives in congested areas: All areas of the City with higher built density should not only have balanced access to the rapid transit system, but a full complement of safe and effective sidewalks and bike facilities to make use of that transit viable.
- Build a system of bike facilities: In order to compete with peer cities such as Washington, Denver, Seattle, and even Chicago, Atlanta has to make investments in health and

quality of life that allow us to continue to be seen as a place of choice. Bike facilities provide mobility for children going to schools, families going to parks and commuters riding to work.

In 2011, the City and its agents have installed bicycle facilities along 14th Street, the Atlanta BeltLine corridor, Collier Road, Joseph E. Lowery Boulevard, Marietta Street, Peachtree Road, and Wylie Street. Planning and engineering are underway to install additional facilities along 10th Street, Auburn Avenue, Edgewood Avenue, Juniper Street, Oldknow Drive, Peachtree Road, Ponce de Leon Avenue and Walthall Street within the next two years.

In cooperation with the Atlanta Bicycle Coalition, Georgia Institute of Technology and Midtown Alliance, the City of Atlanta has received a grant from the Bikes Belong Foundation to construct an innovative intersection treatment for cyclists at 5th Street and West Peachtree Street. This grant will be used to install the first raised cycle track and two-stage turn queue box in the State of Georgia. We expect this project to be completed in early 2012.

In October 2011, the City of Atlanta's Department of Planning and Community Development and Department of Public Works endorsed the *NACTO Urban Bikeway Design Guide*, the most comprehensive resource for creating safer, more attractive and livable streets for everyone through better designed bikeways, is now available in print. The guide was developed by cities for cities to share knowledge, experience and best practices in engineering bikeways. Many elements highlighted in this guide will be incorporated into planned roadway projects within the city. In 2011, the Commissioner of the Department of Public Works also issued an order requiring the analysis of bicycle accommodations during all resurfacing projects within the city. This policy was put into practice during the resurfacing of Collier Road west of I-75, with the installation of bicycle lanes along most of the corridor.

Also this year, the City of Atlanta, in partnership with the Georgia Institute of Technology, funded a pilot bicycle sharing program on the university campus. City staff is currently working with the Atlanta Bicycle Coalition to secure funding to complete a *Bicycle Sharing Feasibility Study* in partnership with the City of Decatur. This study will analyze the demand for a program and develop a strategy for taking bicycle sharing citywide. *Cycle Atlanta: Phase 1.0* will continue this momentum and assist the city in developing a workable strategy for bicycle facility installation along some of the most important corridors within the region.

9. APPENDICES

Map of Corridors

Council Agenda Mark-up

Letter of Support from Commissioner James Shelby

Letter of Support from Atlanta Bicycle Coalition

Letter of Support from Downtown Atlanta Improvement District/Central Atlanta Progress

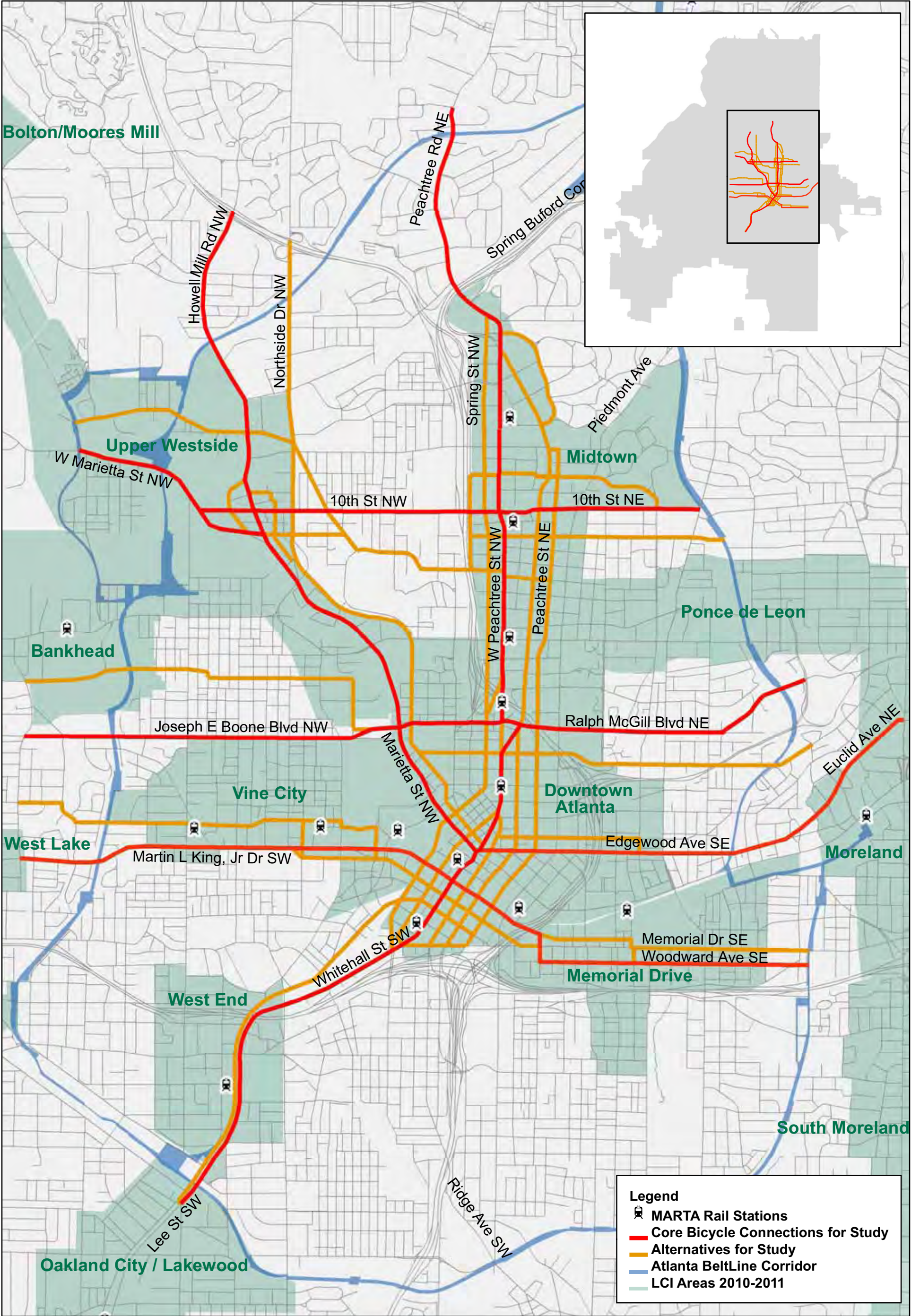
Bikes Belong Grant Press Release

NACTO Urban Bikeway Design Guide Press Release



Cycle Atlanta: Phase 1.0

A Supplement to the Connect Atlanta Plan



Note: A complete listing of items 5 and 8 may not appear in this version.

Order of Business for the Atlanta City Council

Monday, December 5, 2011

The Honorable Ceasar C. Mitchell, Presiding

1:00 P.M.

1.	Call to Order	
2.	Roll Call	
3.	Invocation	
4.	Pledge of Allegiance	
5.	Proclamations, Commendations and other Special Awards	<u>Pages</u> 2
6.	Remarks by the Public	
7.	Report of the Journal	
8.	Communications	2
9.	Adoption of Agenda	
10.	Consideration of Vetoed Legislation	
11.	Unfinished Business	
12.	Consent Agenda	4
13.	<u>Report of Standing Committees</u>	<u>Committee Chairs</u>
	Transportation Committee	C. T. Martin
	City Utilities Committee	Natalyn M. Archibong
	Public Safety and Legal	
	Administration Committee	Ivory L. Young, Jr.
	Finance/Executive Committee	Yolanda Adrean
	Committee on Council**	Felicia A. Moore
	Community Development/	
	Human Resources Committee	Joyce Sheperd
	Zoning Committee	Aaron Watson
14.	Personal Papers/Resolutions for Immediate Consideration	
15.	Personal Papers and General Remarks	
16.	Adjournment: Roll Call	

*** No Report**

**** No Report at Time of Agenda Preparation**

***** Items that did not appear on any committee's regular printed agenda. (Pages 10, 11 & 15)**

CONSENT AGENDA SECTION I (CONT'D)

RESOLUTIONS (CONT'D)

**COMMUNITY DEVELOPMENT/
HUMAN RESOURCES COMMITTEE - JOYCE SHEPERD, CHAIR**

- 11-R-1691 (39) A Resolution by Community Development/Human Resources Committee authorizing the Mayor to apply for a Livable Centers Initiative (LCI) Grant from the Atlanta Regional Commission (ARC) in an amount not to exceed \$100,000.00 in order to conduct an LCI supplemental study of bicycle facilities within the central Atlanta area; and for other purposes.
- 11-R-1692 (40) A **Substitute** Resolution by Community Development/Human Resources Committee authorizing the Mayor to apply for a Livable Center Initiative (LCI) Grant from the Atlanta Regional Commission (ARC) in an amount not to exceed \$210,000.00 in order to conduct an LCI study for the Lakewood Community; and for other purposes.
- 11-R-1693 (41) A Resolution by Community Development/Human Resources Committee authorizing the Mayor on behalf of the City of Atlanta to enter into an amendment to Intergovernmental Agreement ("IGA") with the Atlanta Development Authority for the purpose of extending the term of the IGA for an additional eighteen (18) months; and for other purposes.
- 11-R-1779 (42) A Resolution by Councilmember Felicia A. Moore authorizing the Bureau of Planning to recognize as a Non-Conforming Lot of Record, a lot located at **1865 Claremont Street, NW**, that has been created as the result of previously issued building permits and that presently has a house located on it.
- 11-R-1780 (43) A Resolution by Councilmember Felicia A. Moore authorizing the Bureau of Planning to recognize as a Non-Conforming Lot of Record, a lot located at **1871 Claremont Street, NW**, that has been created as the result of previously issued building permits and that presently has a house located on it.



M. KASIM REED
MAYOR

CITY OF ATLANTA
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
55 TRINITY AVENUE, S.W. SUITE 3350 – ATLANTA, GEORGIA 30303
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<http://www.atlantaga.gov/Government/Planning.aspx>

JAMES E. SHELBY
COMMISSIONER

CHARLETTA WILSON JACKS
DIRECTOR
Office of Planning

December 15, 2011

Douglas R. Hooker, Executive Director
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

Dear Mr. Hooker:

This letter is to formally express strong support of the Department of Planning and Community Development's proposals for the Memorial Drive, Lakewood Fairground and Cycle Atlanta: Phase 1.0 LCI project applications. This Department will provide all available resources and that of other City Departments to make these projects a reality in impacted neighborhoods.

The City of Atlanta is submitting the Memorial Drive application for new Livable Center Study (LCI) area because of the study area's potential for appropriate and dense nodal development connected by safe and multi-modal transportation. The study seeks to develop a vision that will guide redevelopment of the corridor.

The Lakewood proposed project will formulate strategies to balance growth and development surrounding the Lakewood Fairgrounds and its emergence as a vibrant economic development center focused on the film industry and the need for strategies to promote connectivity throughout the adjacent neighborhoods.

The Cycle Atlanta: Phase 1.0 study will assist the City of Atlanta with the implementation of both the *Connect Atlanta Plan* and *PLAN 2040* by providing us with a set of innovative recommendations for cycling facilities within the urban core. These recommendations will be developed cooperatively with community residents, business owners and cycling advocates, thus ensuring that the plan is feasible and fundable.

We look forward to working with your agency on these worthwhile projects.

Sincerely,

James E. Shelby, Commissioner

November 22, 2011

Joshuah D. Mello
Assistant Director for Transportation Planning
City of Atlanta
55 Trinity Avenue SW, Suite 3350
Atlanta, GA 30303-0331

Dear Mr. Mello:

I am writing to express our strong support for the Livable Centers Initiative (LCI) application by the City of Atlanta for the *Cycle Atlanta Phase 1.0: A Supplement to the Connect Atlanta Plan* project. This project, as proposed, will enable the City to develop an implementation strategy for the *Core Bicycle Connections* network within the core of the Atlanta region.

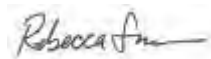
This strategy will be drafted with extensive input from advocates, business owners, elected officials, neighborhood residents, transportation professionals, and other interested stakeholders, and it will serve as a blueprint for the implementation of the bicycle elements of the *Connect Atlanta Plan* adopted by the Atlanta City Council in 2008.

The completion of this study will position the City of Atlanta to apply for funding from multiple programs to construct the specific improvements.

If awarded, the Atlanta Bicycle Coalition has agreed to provide the 20% local match up to \$20,000 and assist the City as a primary project partner. I hope that this contribution will help to strengthen the application.

Thank you for your attention to our needs and your support for this exciting project.

Yours Truly,

A handwritten signature in dark ink, appearing to read "Rebecca Serna", with a stylized flourish at the end.

Rebecca Serna

CC: Charletta Jacks
Joshuah Mello



December 16, 2011

Mr. James Shelby, Commissioner
Planning and Community Development Department
City of Atlanta
55 Trinity Avenue SW
Atlanta, GA 30303

**RE: Support for 2011 Application for PLAN 2040 LCI Innovation Study
Cycle Atlanta: Phase 1.0: Central Atlanta within the Atlanta BeltLine corridor**

Dear Commissioner Shelby:

Central Atlanta Progress and the Atlanta Downtown Improvement District (CAP/ADID) are pleased to provide this letter of support for the City of Atlanta's application for Livable Centers Initiative (LCI) funding for a PLAN 2040 LCI Innovation study. We support the City's initiation of the *Cycle Atlanta: Phase 1.0* study to define a fundable and workable plan for key intown bicycle corridors for recommended bicycle facility improvements.

The City's *Cycle Atlanta* study is consistent with the recommendations of the Downtown Atlanta LCI plan (known as *Imagine Downtown*), which has been adopted by the City of Atlanta, and is also consistent with the overarching goals of the City of Atlanta Comprehensive Transportation Plan (Connect Atlanta, 2008). The future vision for Downtown Atlanta's street network includes a range of accommodations to ensure bicycle accessibility and mobility to, within, and through the city center. The scope of the *Imagine Downtown* planning process did not provide opportunity to inventory key streets to assess the level of bicycle facility desired nor evaluate competing demands within existing rights of way to achieve this goal. *Imagine Downtown* therefore makes recommendation for a detailed level of analysis, in tune with the City's work proposed through the *Cycle Atlanta* study. CAP/ADID looks forward to working with City staff to develop sensible, implementable recommendations for cycling facilities along Downtown study corridors. Priority corridors include Peachtree Street, Marietta Street, Edgewood Avenue, Ivan Allen Jr. Boulevard, Ralph McGill Boulevard, and Martin Luther King, Jr. Drive.

CAP/ADID commends the City of Atlanta for the leadership it has demonstrated in being a critical partner in the revitalization of Downtown Atlanta. We wish to coordinate further with you on the successful completion of the *Cycle Atlanta* study. The Atlanta Regional Commission's favorable consideration of your application is encouraged.

Best regards,

Angie Laurie
Vice President, Transportation

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Bikes Belong Awards \$62,500 in Grants

November 16, 2011

Bikes Belong is delighted to announce support for five great projects in our Fall 2011 grant cycle as well as two grant recipients through the Bikes Belong Foundation Research Grant Program. These awards support innovative bicycle projects and studies with the common goal of putting more people on bicycles more often.

The Bikes Belong Grants Program is funded by our [Employee Pro Purchase Program](#). Many thanks to the following participating members and their employees for making these awards possible:

[Trek](#)
[Specialized](#)
[Fuji](#)
[Giant](#)
[Cannondale](#)
[Shimano](#)

For more about the Grants Program, click [here](#).

Community Grants

Connect the Bike Lanes: 5th Street - Georgia Tech (Atlanta, GA)

The Atlanta Bicycle Coalition will use innovations from the NACTO Urban Bikeway Design Guide in this project to connect two segments of existing bike lanes along a popular corridor. Partners Georgia Tech, the City of Atlanta, and the Midtown Alliance share the goals of increasing safety and accessibility while making riding an appealing transportation option on campus and throughout the city. Bikes Belong's grant of \$10,000 will fund material costs while leveraging in-kind donations of engineering and design work.

Connecting San Francisco With Next Generation Bikeways (San Francisco, CA)

This \$10,000 grant will help the San Francisco Bicycle Coalition Education Fund lead community outreach efforts and engage stakeholders in the planning and design of three priority crosstown bikeways. In partnership with the Department of Public Health, the Mayor's Office, and David Baker Partners, this project will help San Francisco work toward its goal of 20% bicycling mode share by 2020.

Greenline Connection Project (Memphis, TN)

Livable Memphis, in partnership with the City of Memphis and the Historic Broad Avenue Business District, will use this \$10,000 grant from Bikes Belong to help construct a two-mile separated bikeway connecting Overton Park with the Shelby Farms Park Greenline. This critical segment will link two parks, a low-income neighborhood, multiple businesses, and a local community center and make cycling an easy and safe transportation option.

New Columbia Bicycle Skills Park and Community Hub (Portland, OR)

The Community Cycling Center is revitalizing a vacant lot in the mixed-income New Columbia community in North Portland to promote bicycling skills and physical activity for children and youth. The Center will work closely with We All Can Ride, a group of local residents and community

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Keep up with the latest news and grant information with our newsletter.

SIGN UP 

champions in the planning, maintenance, and management of this innovative project. Bikes Belong's grant of \$10,000 will add to support from partners Home Forward, ODS, and the Bike Gallery to build an age-appropriate skills course and pump track and develop a bike skills learning and repair center.

Seward Avenue Bikeway (Grand Rapids, MI)

This 3.5-mile bikeway will run along the western side of downtown Grand Rapids, connecting two major trails and providing safe cycling access to businesses, residential areas, and Grand Valley State University. The Greater Grand Rapids Bicycle Coalition, CycleSafe, and Freewheeler Bike Shop are donating cash, equipment, and assistance to this project, and Bikes Belong's \$5,000 grant will help fund engineering and design costs.

Bikes Belong Foundation Research Grants

Benefits of the Swamp Rabbit Trail (Greenville, SC)

Upstate Forever is partnering with a professor of health and exercise at Furman University in Greenville to measure the impact of the Swamp Rabbit Trail development on communities surrounding it. Bikes Belong's grant of \$10,000 will enable researchers to examine real estate values, interview business owners, real estate agents, transportation professionals, and local government officials, and conduct intercept surveys of trail users. The organization hopes to use this study to promote greenway and trail development across the region and the country.

Bike-Share Station Local Economic Activity Study (Minneapolis, MN)

This study will analyze the impact of Nice Ride station usage levels on local consumer-oriented business activity. With the help of this \$7,500 grant, University of Minnesota researchers will survey and interview businesses within a quarter-mile of selected stations for information about changes in sales and in the number and type of customer visits. They will also include questions in the Nice Ride subscriber survey about expenditures and use of the bike share system. The data will help the team evaluate bike share station impact on local businesses and, more broadly, in the Twin Cities area.

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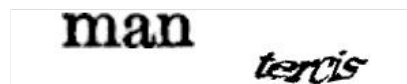
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FOR IMMEDIATE RELEASE:

Friday, October 14, 2011

NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS, U.S. DEPARTMENT OF TRANSPORTATION AND CITY OF ATLANTA ANNOUNCE URBAN BIKEWAY DESIGN GUIDE

National Association of City Transportation Officials (NACTO) President and New York City Transportation Commissioner Janette Sadik-Khan and U.S. Department of Transportation Secretary Ray LaHood today announced that the Urban Bikeway Design Guide, the most comprehensive resource for creating safer, more attractive and livable streets for everyone through better designed bikeways, is now available in print. The Guide was developed by cities for cities to share knowledge, experience and best practices in engineering bikeways.

The City of Atlanta's Departments of Public Works and Planning and Community Development, endorse the newly released print guide. "It will be a valuable reference tool for future planning and implementation of new bicycle projects in the City" said

James Shelby, Commissioner, Department of Planning and Community Development. Three projects currently in design within the City of Atlanta will use the NATCO Guide: 5th at West Peachtree, Juniper Street at 14th Street, and Juniper Street between 14th and North Avenue. They are being done in partnership with the Midtown alliance utilizing creative solutions suggested from the Guide. These will be some of the most innovative bike lanes in the state of Georgia once completed. They will include treatments such as a raised cycle track and a 2 stage left turn box to help navigate in a safely. "Innovative measures that go above and beyond typical bike lanes to assist cyclists with safely traversing the public right of way are key to encouraging alternative modes of transportation", said Public Works Commissioner Richard Mendoza who is also a board member of NATCO. "The Department of Public Works will make it a practice going forward to evaluate potential bike facilities with all repaving projects."

This latest NACTO guide offers the same expertise and insight, providing any city with a robust toolkit flexible enough to tailor treatments to the needs of each city's street network to achieve larger safety, sustainability and transportation goals. The officials unveiled the new print edition in front of the Bikestation at Union Station in New York City.

"Now more than ever, U.S. cities need knowledge-based resources to create streets that work better and are safer for bicyclists," said Janette Sadik-Khan, New York City Transportation Commissioner and NACTO President. "While the Urban Bikeway Design Guide easily provides the how-to, we must commit to making critical investments so these projects don't stall as they move from concept to execution."

"As an avid cyclist myself, I'm proud of all the things that we in the Obama Administration are doing to make it easier, safer, and more convenient for Americans to use their bicycles to get from one place to another," said U.S. Transportation Secretary Ray LaHood. "With more and more Americans choosing to commute by bicycle, I look forward to working with organizations like NACTO and cities and towns across America to improve opportunities for cyclists."

The Guide was written by national and international experts and guided by the transportation, streets and public works departments of 15 of the largest U.S. cities. In it, detailed plan drawings, bike-facility designs, and lessons learned from completed U.S. bike projects provide a balance of both research and practical experience for developing safer, more attractive streets that accommodate and encourage bicycling. The Guide has been officially endorsed city leaders and transportation officials around the country and endorsed unanimously by the Association of Bicycle and Pedestrian Officials (APBP) board.

For more details, please visit <http://nacto.org/cities-for-cycling/design-guide>.

ABOUT NACTO:

NACTO encourages the exchange of transportation ideas, insights and practices among large cities while advocating for a federal transportation policy that prioritizes investment in infrastructure in the nation's large cities and their metropolitan areas – home to a majority of Americans and hubs of economic activity. Large city transportation officials are investing in innovative public transportation, bike, pedestrian and public space projects to create more sustainable, livable, healthy, and economically competitive cities.

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