

Walk. Bike. *Thrive!*

A regional vision for a more walkable, bikeable, and livable metropolitan Atlanta.



Recommendations



Assessment and Existing Conditions



Public Participation and Priority Topics

www.atlantaregional.com/bikeped

Understanding our Communities: Public Input & Research

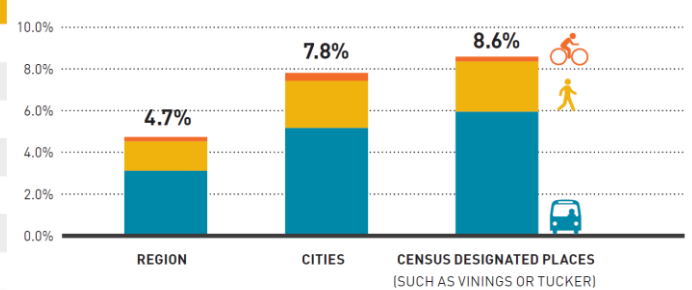
TOP 20 JURISDICTIONS IN THE ATLANTA REGION WITH THE HIGHEST ACTIVE TRANSPORTATION + TRANSIT COMMUTE MODE SHARE

Rank	City	Walk + Bike + Transit	Walk	Bike	Transit
1	College Park	31.3%	6.4%	0.0%	24.9%
2	Oxford	25.9%	25.3%	0.6%	0.0%
3	Waleska	18.9%	18.9%	0.0%	0.0%
4	Doraville	18.0%	4.8%	0.0%	13.2%
5	Sunny Side	17.5%	17.5%	0.0%	0.0%
6	East Point	16.6%	1.4%	0.5%	14.6%
7	Chamblee	16.1%	2.6%	0.0%	13.5%
8	Atlanta	15.8%	4.7%	0.8%	10.3%
9	Lithonia	14.8%	1.8%	0.0%	13.0%
10	Brookhaven	13.0%	1.5%	0.0%	11.5%
11	Forest Park	12.0%	5.4%	5.0%	1.6%
12	Clarkston	11.8%	2.5%	0.6%	8.7%
13	Stone Mountain	11.1%	0.0%	0.0%	11.1%
14	Decatur	11.0%	3.9%	0.5%	6.6%
15	Sandy Springs	9.6%	0.7%	0.0%	8.9%
16	Conyers	9.0%	3.9%	2.9%	2.2%
17	Fairburn	8.5%	0.6%	0.0%	7.9%
18	Hapeville	7.4%	1.5%	0.0%	6.0%
19	Marietta	6.7%	3.4%	0.4%	2.9%
20	Pine Lake	6.4%	1.3%	0.0%	5.1%

- Highest combined walk + bike + transit and highest transit rate
- Highest walk rate
- Highest bike rate

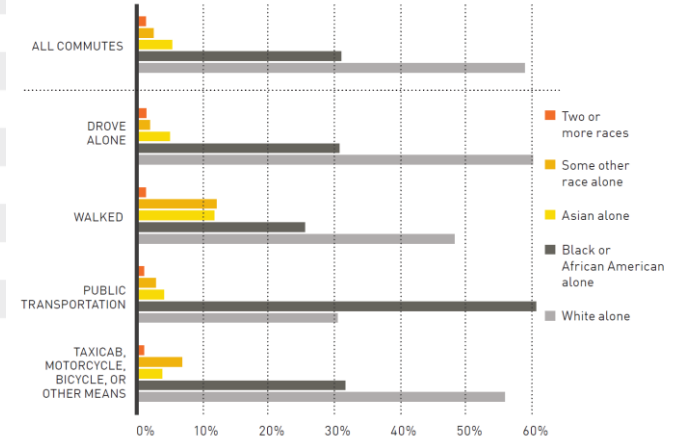
Source: US Census American Community Survey 1-year estimates, Table B08301 (2013)

LOCAL VS. REGIONAL DISTRIBUTION OF WALK, BIKE, AND TRANSIT COMMUTING



Source: US Census American Community Survey 3-Year Estimate, Table B08301.

RACE AND ETHNICITY OF TRAVELERS BY COMMUTE MODE

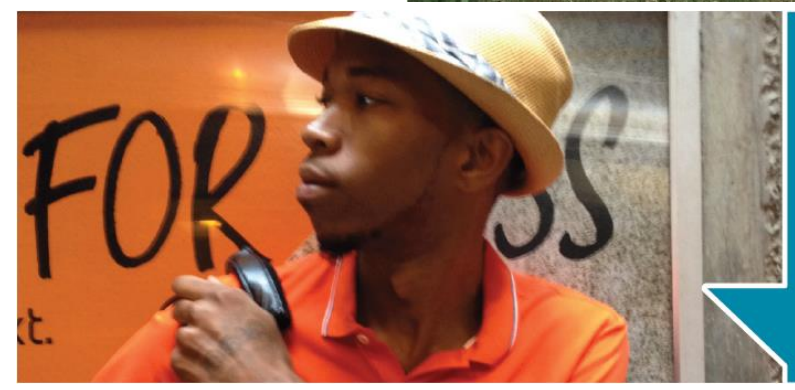


Source: US Census 2013 American Community Survey 1-year estimates, Table S0201 for the Atlanta-Sandy Springs-Roswell MSA.

"I walk to work every day because it's nice to be outside, get exercise, and feel a part of the community."
- KATIE, MIDTOWN



"Sometimes the speeding cars don't care to stop when it is the pedestrian's time to cross the street."
- HAYRA, ATLANTA



"My car broke down so I'm taking transit today. I've been riding buses and trains since I was 12 and I never minded it. It's a good way to get some exercise."
- JASPER, COLLEGE PARK

WALK, BIKE, THRIVE!
PLAN VISION

The Atlanta Region will be one of the most connected and safest regions in the United States for walking and bicycling and use active transportation to improve the mobility, safety, and economic competitiveness for residents and communities.

WALK, BIKE, THRIVE!
PLAN GOALS

In addition to The Atlanta Region's Plan goals and objectives, this plan looks to further the following goals related to walking and biking in the region:

Create walking and bicycling options for everyone in every community

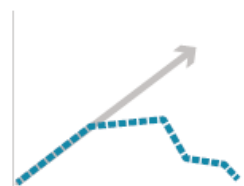
Ensure safer and more accessible bicycling and walking in the region

Tie walking and biking improvements to quality of life, economic competitiveness, and health

Establish a vision for a Regional Trail Network

Build a strategy based on compounding growth and relentless incrementalism—*i.e. where do we start and what do we do next?*

Use the region's pivoting growth and fresh momentum so that in 5 years Atlanta can market itself as one of the most walk-friendly and bike-friendly regions in the nation

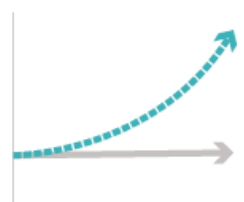


— CURRENT — DESIRED

Safety

Walking and biking should be safe and enjoyable activities everywhere in the Atlanta region. Currently they are often dangerous, particularly in certain areas.

By implementing this plan, the region will be safer to walk and bike by creating a trend towards zero for the number of bicycle and pedestrian crashes and fatalities.

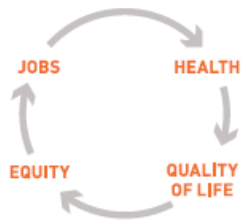


— CURRENT — DESIRED

Mobility

People in the region should be able to walk and bike throughout the day, week, and year as part of daily life. Currently this is an option for some but not all.

By implementing this plan, the opportunity to walk and bike for daily activities will be more frequent, convenient, and normal.



Economic Competitiveness

The economic success of the region is tied to its ability to improve job opportunities, support healthy lifestyles and social mobility, and create thriving communities. Creating great places, with safe opportunities to walk and bike, is key to winning the quality of life competition. Currently the areas that are most walkable and bikeable in the region are also the drivers of the regional economy.

By implementing this plan, places where people want to invest their time and money to walk and bike will be created and expanded.



CURRENT PROXIMITY

FUTURE PROXIMITY

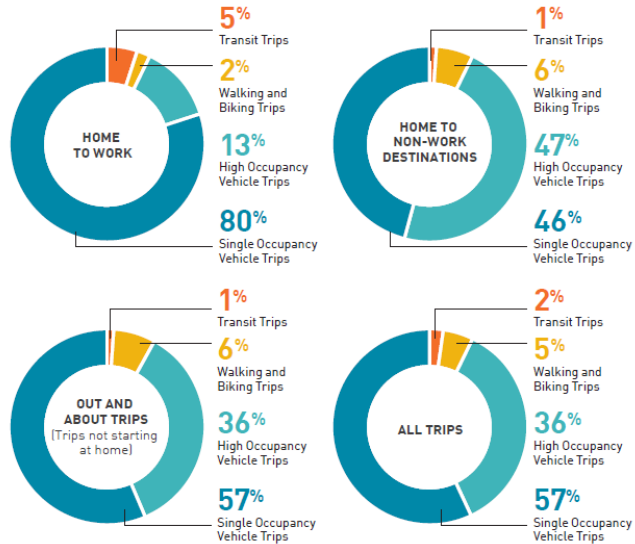
Regional Trails

Trails in the region provide opportunities for people to travel, exercise, connect with nature, and socialize with others. Many in the region have access to trails and expanding trail networks will increase access to opportunities to improve quality of life in the region.

By implementing this plan, the region will be more connected by trails and help more people enjoy the benefits of trails.

Assessment: Mobility

MODE CHOICE AND TYPES OF TRIPS IN THE ATLANTA REGION

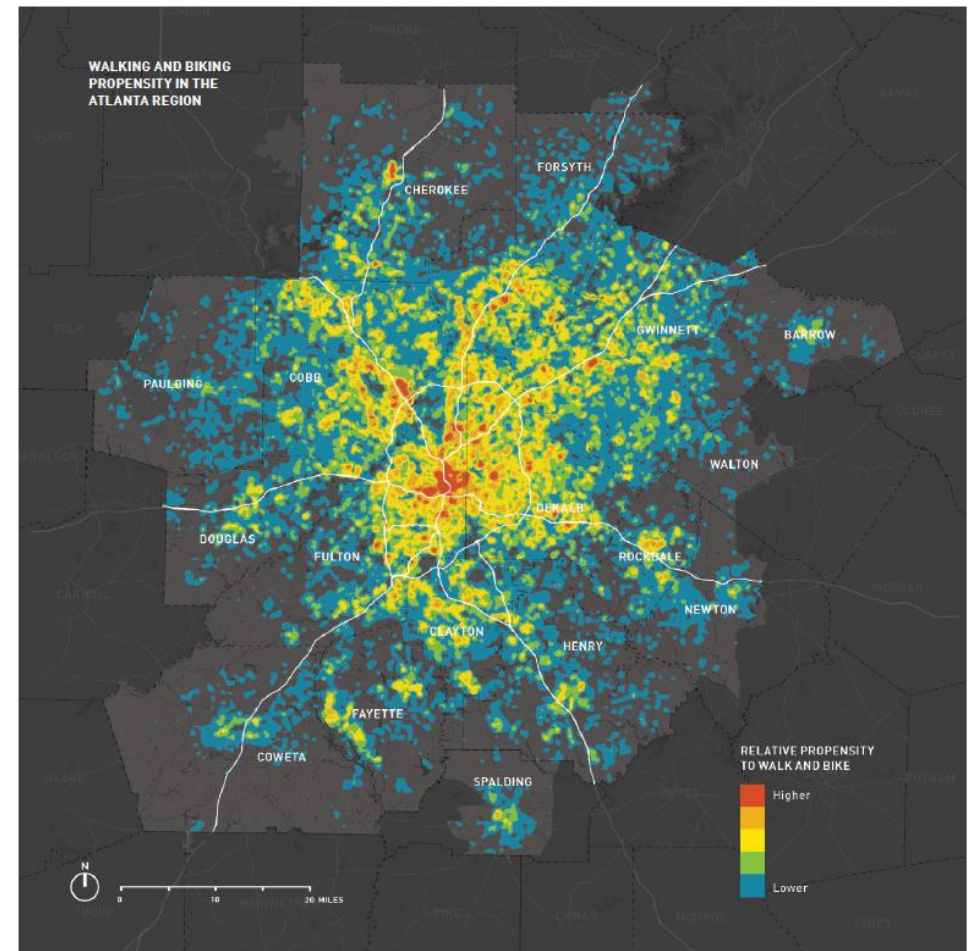


Source: ARC PLAN 2040 Travel Demand Model, estimates for 2015.

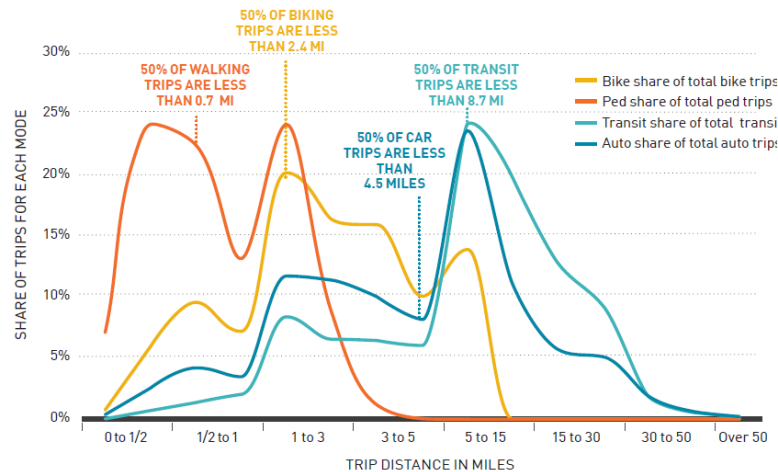
2% OF ALL TRIPS IN THE REGION ARE TRANSIT TRIPS

5% OF ALL TRIPS IN THE REGION ARE EITHER WALKING OR BIKING TRIPS

Source: ARC PLAN2040 Travel Demand Model



TRIP DISTANCES DISTRIBUTION BY MODE SHARE



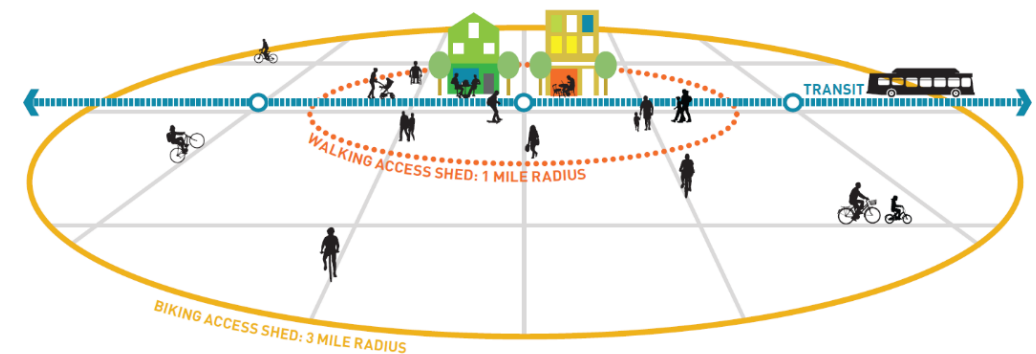
Source: Atlanta Regional Commission Activity-Based Travel Demand Model

ACCESS TO TRANSIT BY MODE

Mode of Access to Transit	To Transit	From Transit
Walked	72.4%	80.6%
Dropped off	14.0%	8.6%
Drove alone	10.6%	8.6%
Rode in vehicle then walked or biked	1.8%	1.1%
Carpool or vanpool	0.9%	0.9%
Bicycle	0.3%	0.3%

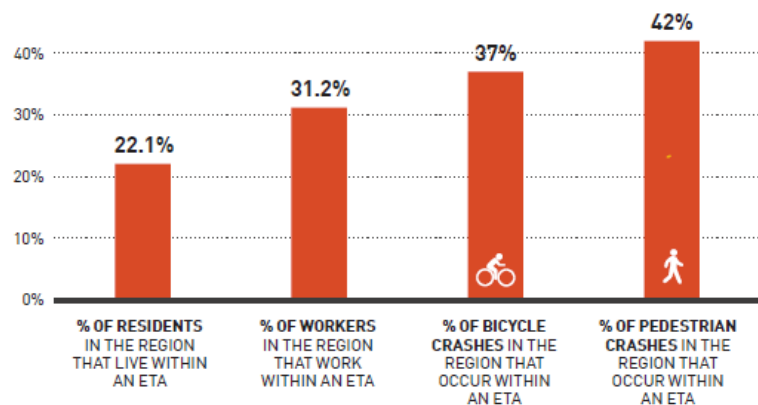
Source: Regional On-Board Transit Survey Final Report (2010)

TRAVEL SHEDS: AN ORGANIZING PRINCIPLE



Assessment: Safety

WALKING AND BIKING SAFETY IN EQUITABLE TARGET AREAS (ETA)



Source: Georgia Electronic Accident Reporting System; Atlanta Regional Commission

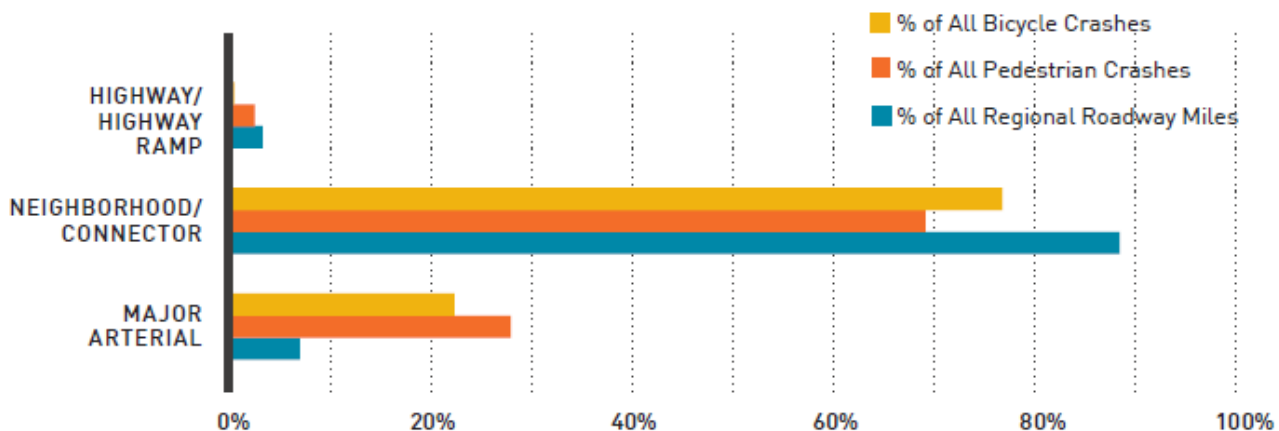


WALKING & BIKING TRIPS MAKE UP
5.3% OF ALL TRIPS

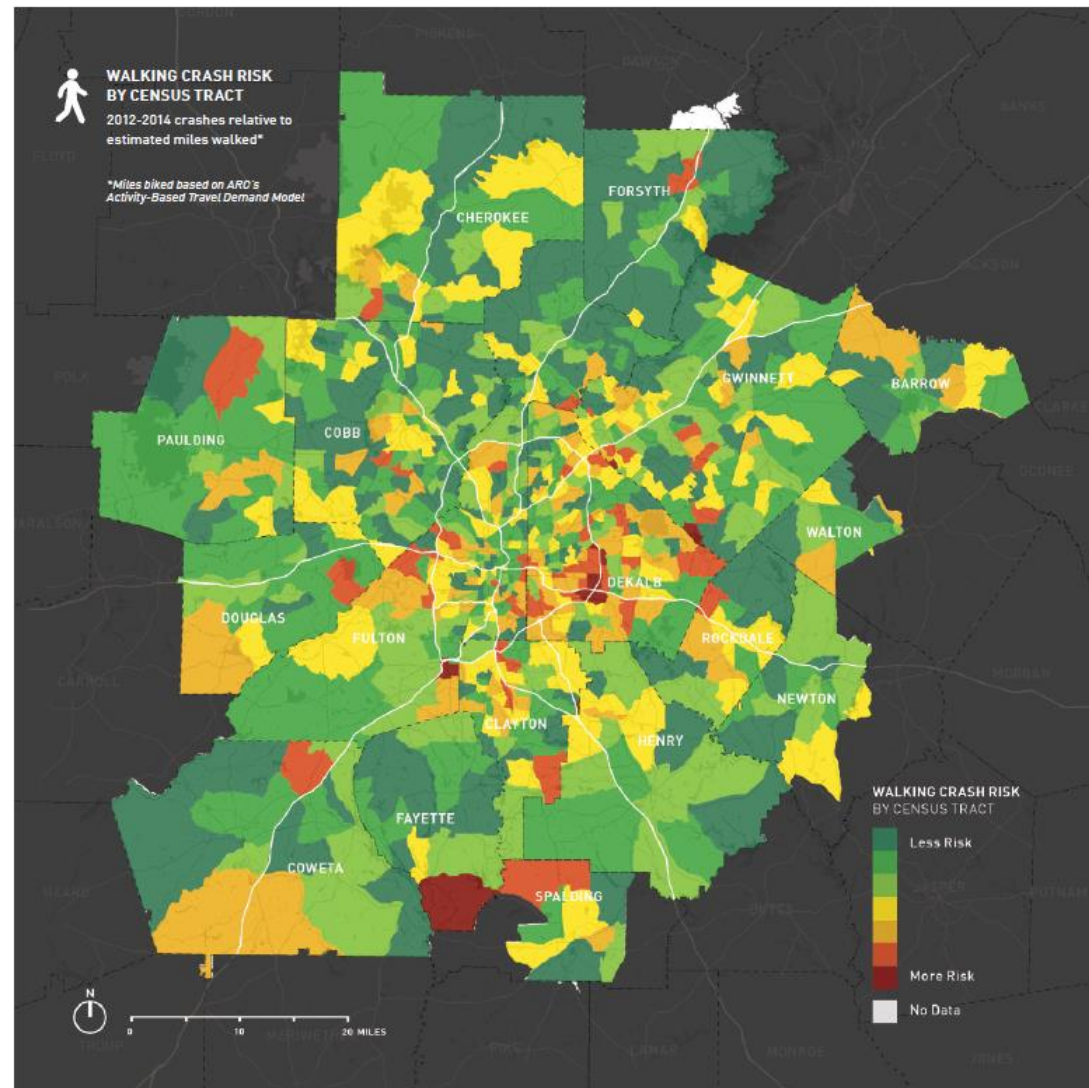
BUT

**18% OF ALL ROADWAY
CRASH FATALITIES**

PEDESTRIAN AND BICYCLE CRASHES BY ROADWAY TYPE



Source: Georgia Electronic Accident Reporting System; Atlanta Regional Commission

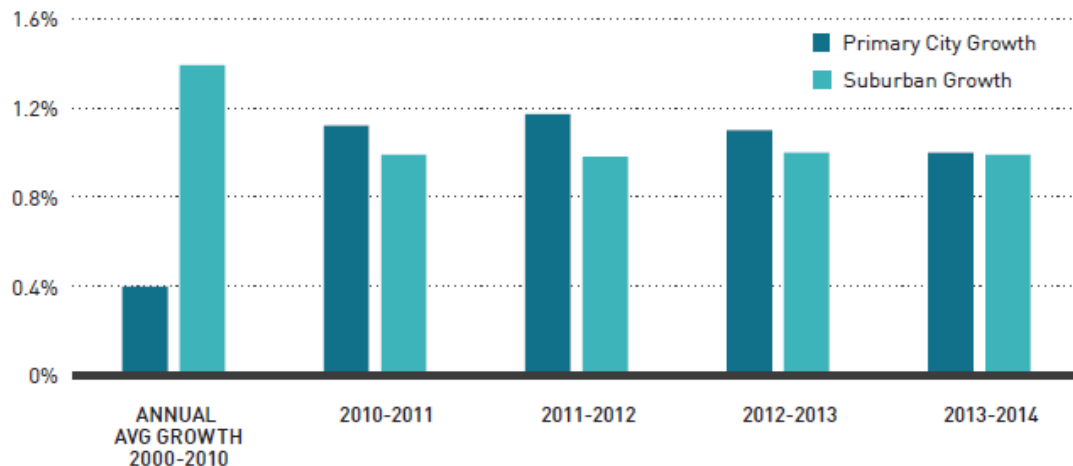


Assessment: Economic Competitiveness

“This [TOD] project will provide State Farm’s work force a continued platform for success with direct access to a true live-work-play environment and a MARTA station.”

“When Kaiser Permanente was looking for a site for its new innovation and information technology hub for 900 new employees, the company sought public transit and a walkable community.”

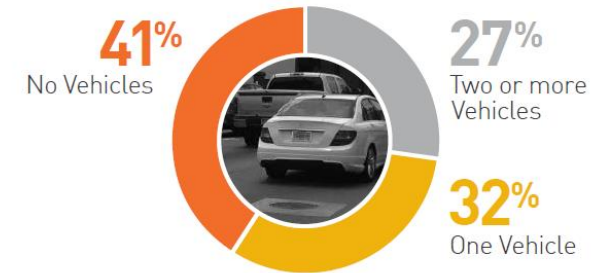
CITY AND SUBURBAN GROWTH
FOR US METROPOLITAN AREAS OVER 1 MILLION POPULATION



Source: Brookings Institute

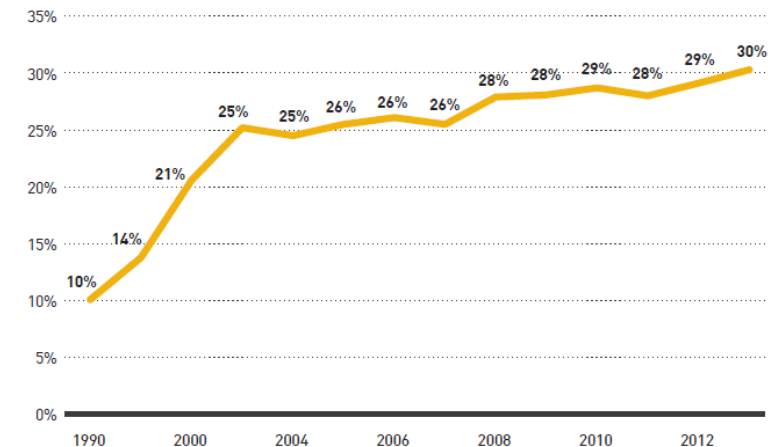
AMONG THE 50 LARGEST METRO REGIONS IN THE COUNTRY, RESEARCHERS FOUND THAT THE **ATLANTA REGION RANKS 49TH IN UPWARD MOBILITY**, MEASURED BY THE AVERAGE INCOMES OF PEOPLE BORN TO PARENTS EARNING LESS THAN THE AREA’S MEDIAN INCOME. **PLACES WITH HIGHER SOCIAL MOBILITY HAVE LESS RESIDENTIAL SEGREGATION, LESS INCOME INEQUALITY, BETTER PRIMARY SCHOOLS, GREATER SOCIAL CAPITAL, AND GREATER FAMILY STABILITY.**

TRANSIT RIDER ACCESS TO HOUSEHOLD VEHICLES



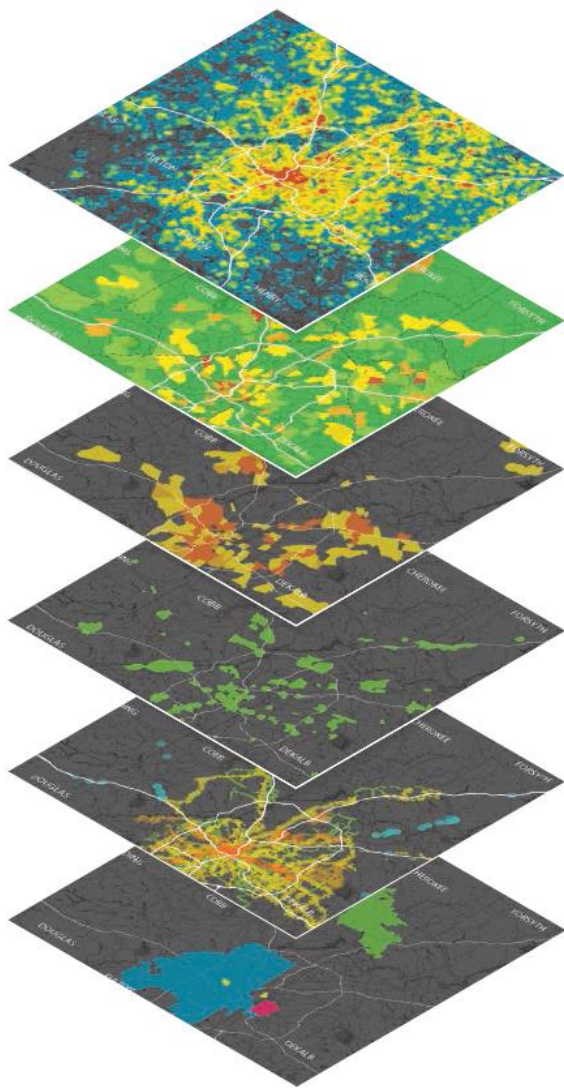
Source: Regional On-Board Transit Survey Final Report (2010)

ADULT OBESITY RATE IN GEORGIA
1990 - 2013



Source: Trust for America’s Health and Robert Wood Johnson Foundation. The State of Obesity 2014 [PDF]. Washington, D.C.: 2014.

Recommendations: Regional Framework



REGIONAL FOCUS AREAS

HIGHER POTENTIAL DEMAND FOR WALKING AND BIKING

HIGHER CRASH RISK FOR PEOPLE WALKING AND BIKING

EQUITABLE TARGET AREAS

ACTIVITY CENTERS

HIGHER TRANSIT PROPENSITY

WALK-FRIENDLY AND BIKE-FRIENDLY COMMUNITIES



Establish a Walk Friendly and Bike Friendly Communities Resource Center



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



Convene an Annual Walk and Bike Friendly Forum



Provide Evaluation and Measuring Assistance



Create Leadership Training for Board Members and Member Jurisdiction Leadership



Offer Regional Trail Coordination Assistance



Create a High Crash Corridor Safety Program



Develop Scoring Criteria for TAP Funds



Produce a Regional Walking and Biking Safety Action Plan

