

PART 3

PUBLIC PARTICIPATION AND PRIORITY TOPICS

WALK. BIKE. THRIVE!

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

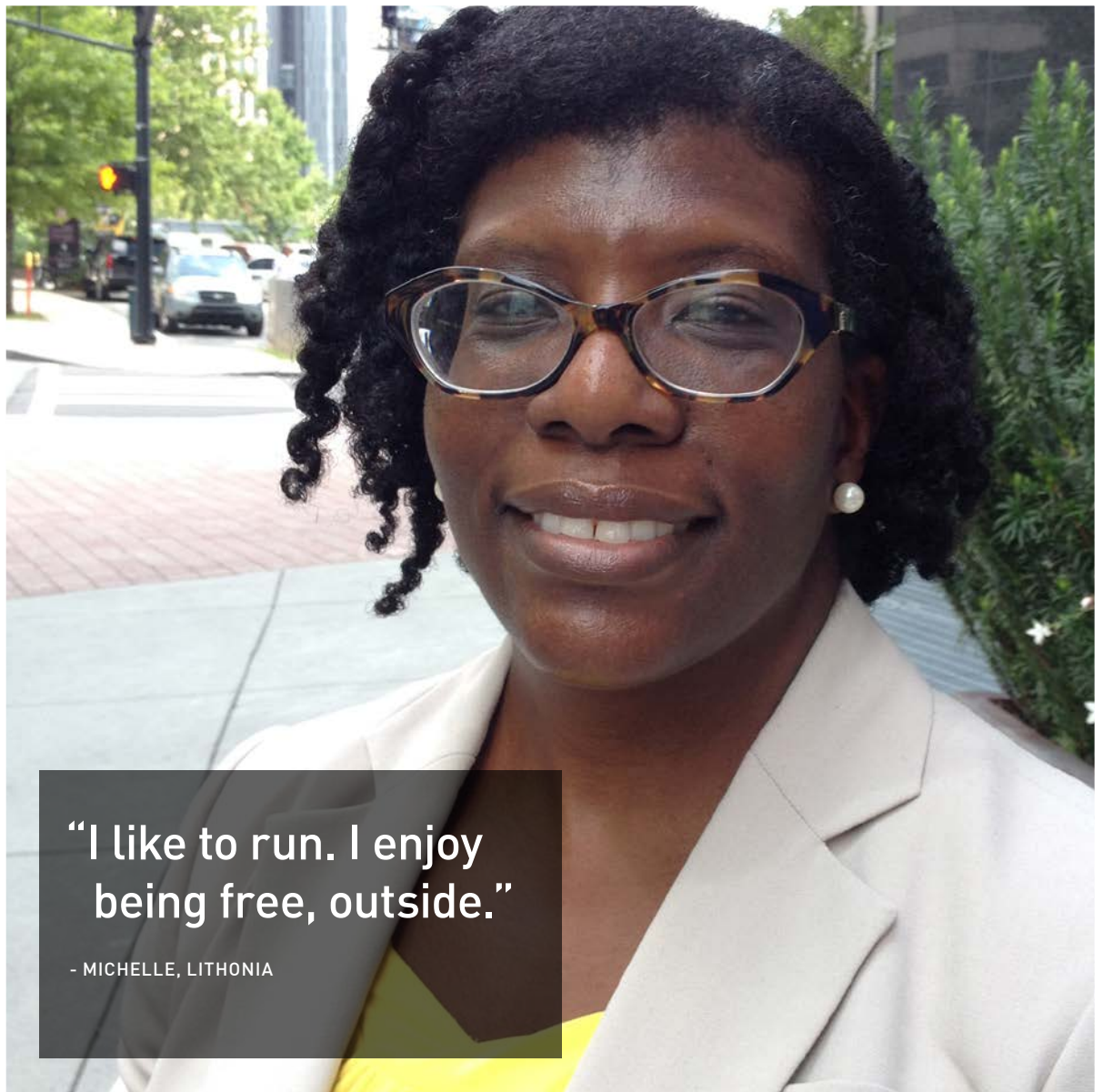
ARC

ATLANTA REGIONAL COMMISSION



"I bike because it saves time — I get where I need to go while getting exercise."

- ARTHUR, MIDTOWN



"I like to run. I enjoy being free, outside."

- MICHELLE, LITHONIA

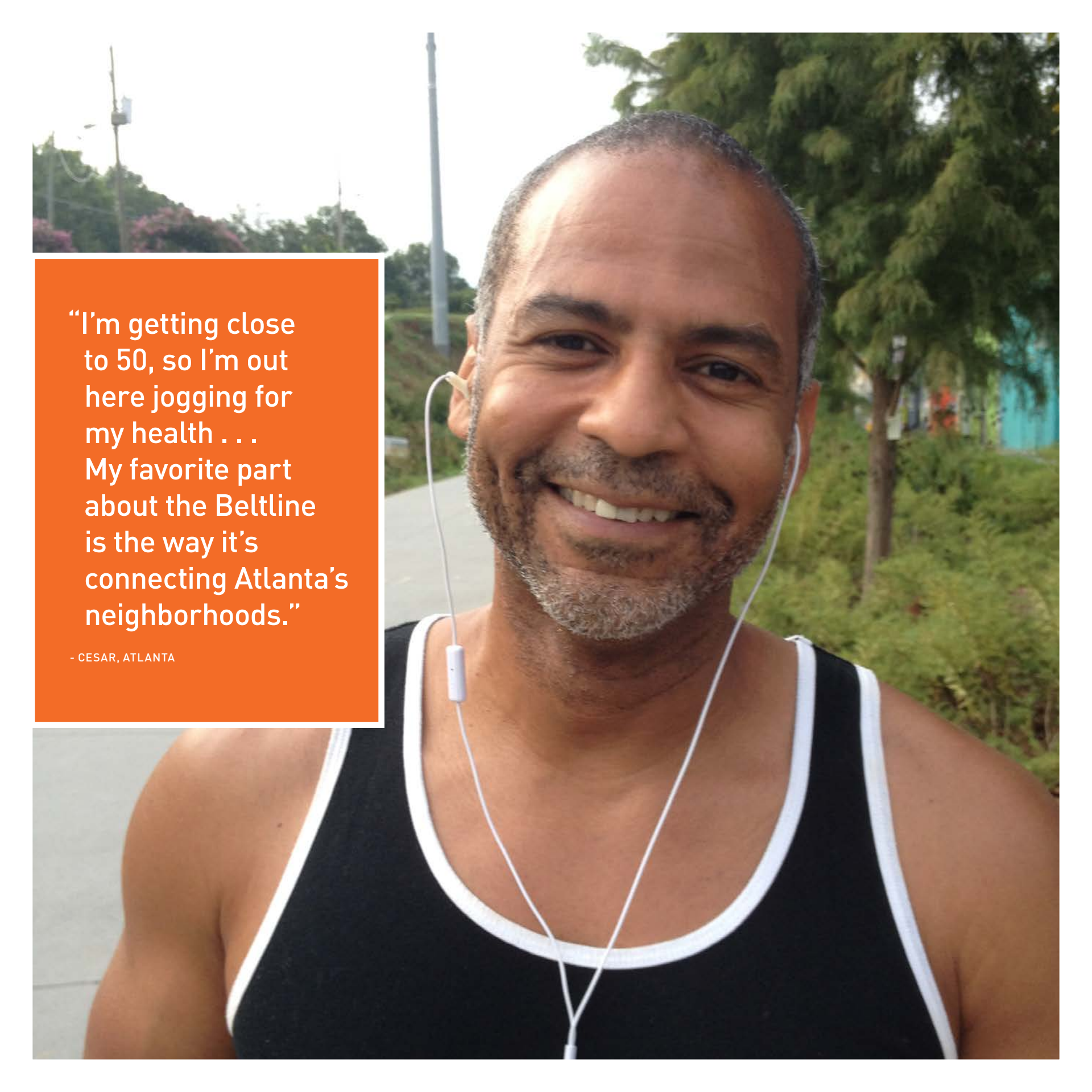


"Riding to work wakes me up and when I get there, my head is clear and ready for the day."

- JERRY, PIEDMONT HEIGHTS

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“I’m getting close to 50, so I’m out here jogging for my health . . . My favorite part about the Beltline is the way it’s connecting Atlanta’s neighborhoods.”

- CESAR, ATLANTA



EXECUTIVE SUMMARY

Public involvement for Walk. Bike. Thrive! ranged from regional surveys about goals and policy to first person interviews on streets, at transit stops, and trails around the region. Outreach and input was also collected at two regional forums and with existing advisory groups.

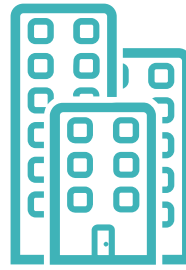
The findings from research and outreach provide a composite understanding of regional needs and priorities related to walking and biking in the region, and they were used to shape the recommendations for this plan. The sections that follow summarize the findings from the surveys and meetings used to develop this plan.

KEY FINDINGS FROM THE PUBLIC INVOLVEMENT PROCESS INCLUDE:



Investing in a more balanced multi-modal transportation system is a top priority for the residents of the Atlanta Region.

The Atlanta Region's Plan survey revealed that expanded regional transit service and improved walkability are critical elements of a shared vision for the future. 86% of respondents believe that connections with a regional transit network are essential for existing/future job centers to grow and be successful in the future. The need for connected networks of walkways and bikeways was also a prominent topic spanning multiple public involvement activities during the development of *Walk. Bike. Thrive!* This plan provides a suite of recommendations that are intended to increase travel options and assist with multi-modal decision making at multiple geographic scales.



Vibrant walkable downtowns and main streets are some of the most cherished places in the region.

Attendees of the Walk- and Bike-Friendly Communities Forum stated a clear preference for town squares, parks, and other public spaces that are well connected by a balanced transportation system. Walkable and vibrant neighborhoods came out as the second-highest priority in the Region's Plan survey. During conversations with people walking and biking, people said they like places like Canton Street in Roswell or Peachtree Street in Midtown because there are lots of destination within close proximity of one another and there is a culture of respect for people on foot or bike. The recommendations in this plan advance a "20-minute neighborhood" concept intended to increase the number of people who have convenient access to these types of environments.



A lack of attention to the details that make walking and biking safe and comfortable has resulted in a transportation system that doesn't always encourage people to use active modes.

There is strong interest in walking and bicycling for transportation and recreation, but many people surveyed and interviewed expressed that current conditions discourage them from doing so. Common barriers include roads not designed to accommodate people walking or biking, high-speed traffic, and a lack of end-of-trip facilities such as bike parking. Intercept survey respondents commonly mentioned that their trips were uncomfortably hot due to a lack of street trees. Safety concerns and a lack of connectivity were the two issues that were raised most frequently across public involvement activities. *Walk. Bike. Thrive!* includes planning and design recommendations that can make walking and biking safe, comfortable, and convenient for people of all ages and abilities.



Opportunities to walk, bike, and thrive are not equitably distributed.

Conversations during the Walk Friendly Bike Friendly Forum, sidewalk and handlebar interviews, advisory committee meetings, and project delivery forum made it clear that not everyone has convenient access to high quality walking and biking infrastructure. This plan recommends using ARCs Equitable Target Areas to prioritize investments, and includes information on how local governments can talk about and begin to address equity issues in their communities.



ARC is uniquely equipped to facilitate regional collaboration, provide regional technical assistance, and lead the development of the regional trail system.

Stakeholders present for the Walk Friendly Bike Friendly Forum, Project Delivery Forum, and advisory committee meetings expressed a desire for ARC to serve as a regional convener to facilitate peer exchange, provide technical assistance oriented toward walk friendly and bike friendly communities, and play an active leadership role in implementing a regional trail vision. This plan recommends that ARC establish a Walk Friendly and Bike Friendly Communities resource center and technical assistance program, convene an annual Walk and Bike Friendly forum, provide evaluation and measuring assistance, and offer regional trail coordination assistance.



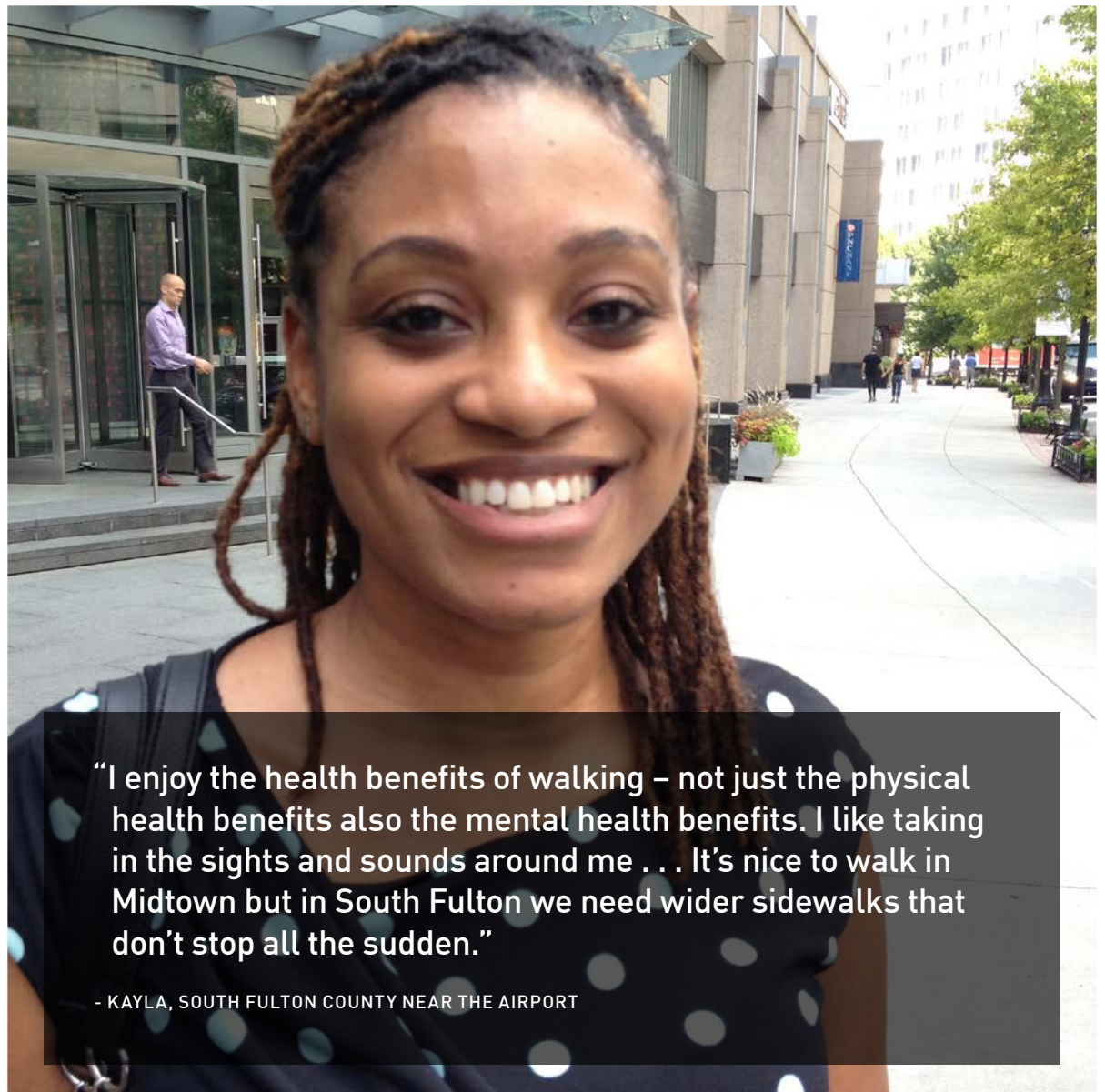
Local commitment to and capacity for improving the “5Es” of walkability and bikeability varies considerably throughout the region.

The results of the Walk Friendly and Bike Friendly Community surveys completed by cities and counties indicates that many cities and counties are taking active steps to improve the experience of walking and biking. However, not every community has the resources to address the barriers to walking and biking in a comprehensive way. The Walk Friendly and Bike Friendly Communities resource center, technical assistance program, and annual forum recommended in this plan should help cities and counties achieve the level of walk and bike friendliness that they desire.



“I love being able to bike my five- and eight-year old to school every morning.”

- KATIE, CANDLER PARK



“I enjoy the health benefits of walking – not just the physical health benefits also the mental health benefits. I like taking in the sights and sounds around me . . . It’s nice to walk in Midtown but in South Fulton we need wider sidewalks that don’t stop all the sudden.”

- KAYLA, SOUTH FULTON COUNTY NEAR THE AIRPORT



“Even though I drive to work, I like to walk to get lunch because there are a lot of places to go near the office. I could imagine biking to work if the roads were friendlier.”

- JACK, WEST SIDE:

**PRIORITY ISSUES AND STRATEGIES AS DESCRIBED IN
ARC'S REGION'S SURVEY PHASE ONE**

Rank	Issue	Strategy
1	Comprehensive Transportation System	Repair and maintain our existing roads and bridges
2	Walkable/Vibrant Neighborhoods	Strengthen a sense of community through parks, events and entertainment
3	Development/Educated Workforce	Encourage start-up opportunities, local business development and expansion
4	Secure Water Supply	Clean up and restore environmentally damaged areas
5	Arts/Health/Quality of Life	Provide ways for people to be more involved with their community
6	Innovation Hub	Develop research partnerships between government, universities and the private sector

THE ATLANTA REGION'S PLAN SURVEY

ARC regularly develops a comprehensive plan to guide the many initiatives led by the agency. The latest comprehensive regional plan, the Region's Plan, was developed in 2015, with an expected adoption date of 2016.

The foundation of the Atlanta Region's Plan is community input from people throughout the region. ARC used a

variety of strategies to collect input, including a three-phase online survey. The first phase focused on prioritizing big-picture regional issues such as the transportation system, the economy, water supply, health, and quality of life. Phase two collected input about transportation and emerging technology. The third phase will close in

January 2016, after the completion of *Walk. Bike. Thrive!*

The first phase of the survey revealed that **transportation, walkability, and vibrant neighborhoods are the top priorities** for residents. These issues rose to the top of the rankings relative to economic development, education,

secure water supply, arts, health, and quality of life.

Part two of the survey showed **regional support for equality of economic opportunity, better transit service, and a future that includes autonomous vehicles**. The following list highlights key takeaways:

The findings from the phase two survey indicate a support for mobility options, including transit and autonomous vehicles. As more people choose these travel options, in part due to advances in mobile phone technology, people in the region could find themselves increasingly beginning or ending their trip by walking or biking. Focusing on **walking and biking at the local level can help accommodate access to these transport modes** and help with regional mobility needs and demand.

86%

BELIEVE CONNECTIONS WITH A REGIONAL TRANSIT NETWORK ARE ESSENTIAL FOR EXISTING/FUTURE JOB CENTERS TO GROW AND BE SUCCESSFUL IN THE FUTURE

69%

THINK IT IS IMPORTANT OR VERY IMPORTANT FOR THE REGION TO PROMOTE A VARIETY OF HOUSING OPTIONS THAT ARE CONNECTED TO EXISTING AND FUTURE JOB CENTERS VIA TRANSIT

55%

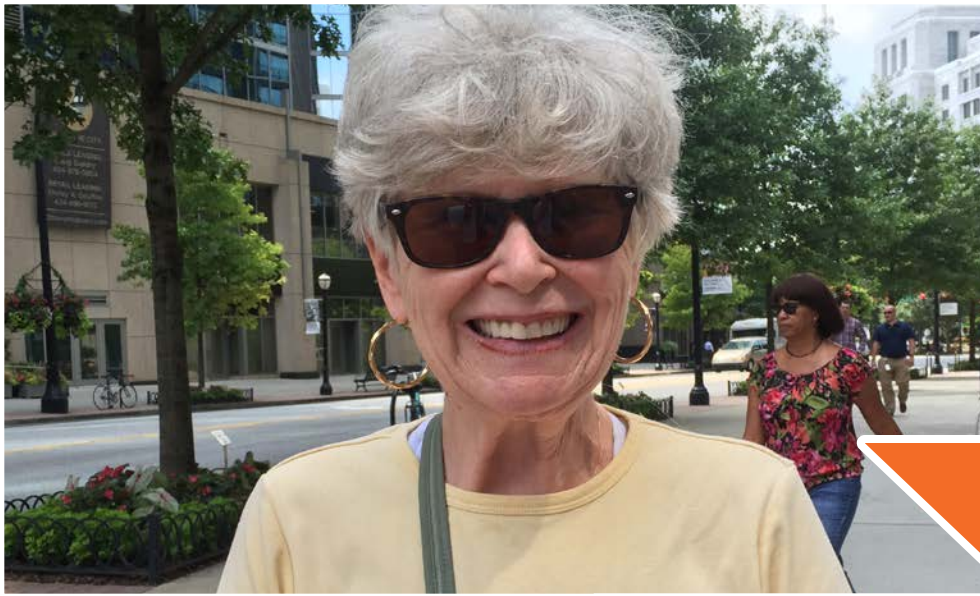
HAVE MADE A CHOICE REGARDING EMPLOYMENT, EDUCATION OR HOUSING BASED ON ACCESS TO TRANSIT

69%

THINK IT IS IMPORTANT OR VERY IMPORTANT TO HAVE A PUBLIC TRANSIT OPTION AVAILABLE WHERE THEY LIVE IN THE ATLANTA REGION RIGHT NOW

75%

SAY DRIVERLESS CARS ARE A VIABLE OPTION FOR PEOPLE WHO CANNOT DRIVE THEMSELVES



“I moved to Midtown to be able to walk and bike more. The availability of shopping and dining options, access to transit, shuttle to Atlantic Station, and BeltLine make walking in Midtown a wonderful experience. My goal is to use my car as little as possible. Biking is still uncomfortable, but I’d feel safer if there were bike lanes along Peachtree St.”

- CHERYL, MIDTOWN

“I walk to work every day because it’s nice to be outside, get exercise, and feel a part of the community.”

- KATIE, MIDTOWN



“I usually drive, but I wrecked my car so I’m using transit for a while. It’s convenient because I catch the bus right outside of my apartment complex, and I often have seating and shelter at different bus stops I need to go to. If my car was working, I’d still drive because it takes over twice as long to take the bus, and that’s with the app telling me when the bus will come.”

- NIKKI, SOUTHWEST ATLANTA

“Biking is the fastest and most convenient way for me to get from home to the business school. I love going home after class because it’s all downhill, very relaxing. Sometimes it can be uncomfortable when drivers behave badly and honk.”

- ROHAN, GEORGIA TECH



WALK- AND BIKE-FRIENDLY COMMUNITY SURVEY

Walk. Bike. Thrive! is designed to be used by ARC as well as local jurisdictions within the region. A Walk-and Bike-Friendly Community Survey was distributed to local and county governments throughout the region to collect data on infrastructure, policy, and programs related to walking and biking. Because the survey was done at the community-level, the results provide a snapshot of how local and county governments are addressing walking and biking.

Walk Friendly Community (WFC) and Bicycle Friendly Community (BFC) designations are awarded by the University of North Carolina Highway Safety Research Center's Pedestrian

and Bicycle Information Center and the League of American Bicyclists respectively to recognize leading communities and help others improve their walking and biking conditions. Businesses and universities can also apply for Bicycle Friendly status. All programs offer bronze, silver, gold and platinum award levels, plus a diamond level for BFCs. These designations help communities gain national recognition for progress and innovation in an area that is of growing interest to residents and businesses.

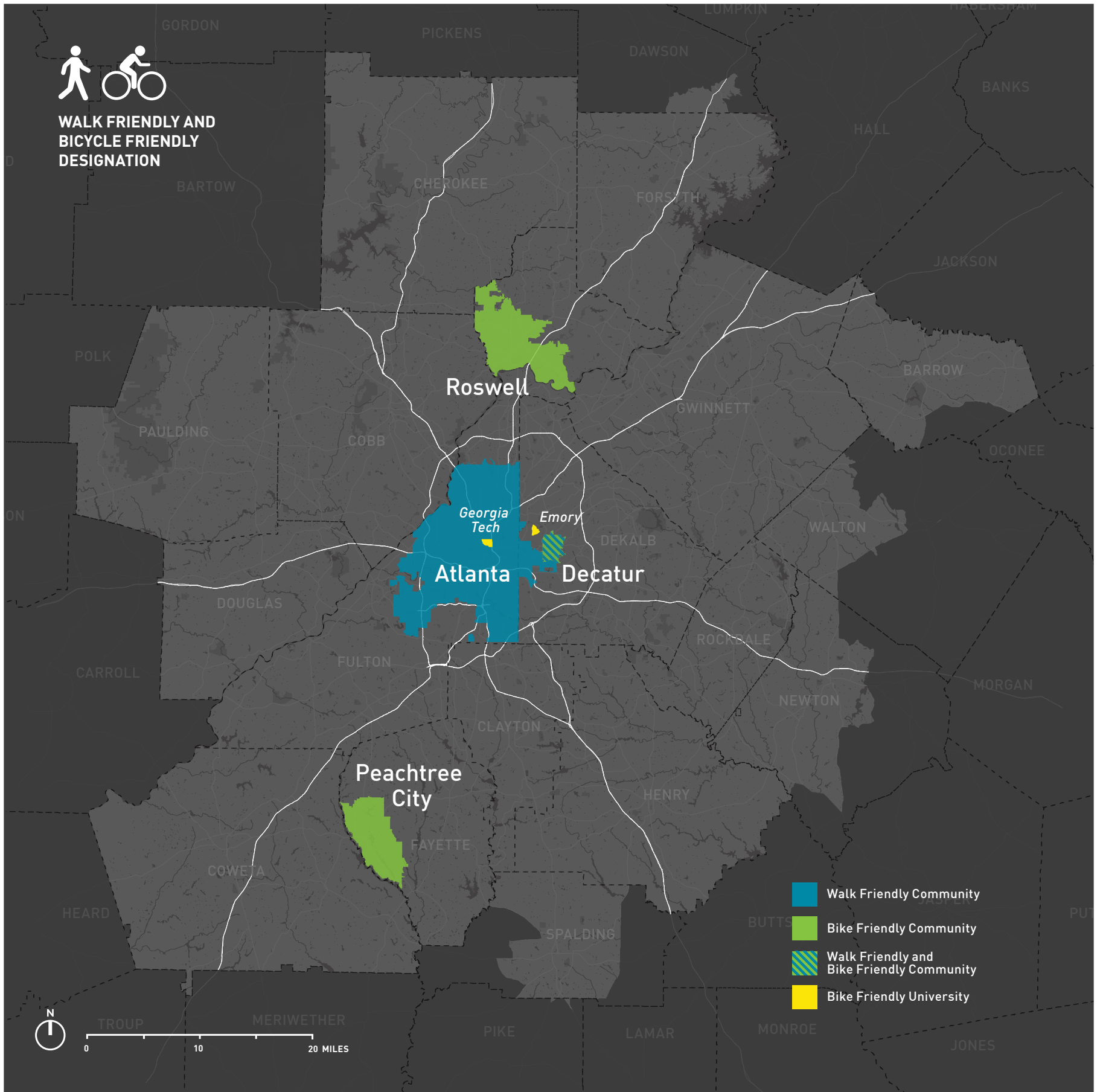
The WFC and BFC programs focus on the "5Es" - education, encouragement, engineering, enforcement, and evaluation - as a multi-pronged approach

to improving bike and pedestrian conditions. The process of applying for these designations can also help communities identify areas of need and next steps to improve walking and biking activity. After reviewing applications, the organization will inform the community what level designation, if any, will be given, with customized recommendations for next steps.

The 5Es framework was used to survey local jurisdictions and provide a quick scan of local policy, program, and infrastructure status and need. Below is a summary of the walk-friendly and bicycle-friendly designated communities, universities, and businesses as well as the results from the WFC and BFC survey conducted with MPO member jurisdictions.



**WALK FRIENDLY AND
BICYCLE FRIENDLY
DESIGNATION**



Walk Friendly and Bicycle Friendly Designations in the Atlanta Region

The currently designated communities are all places that are well respected for their walking and biking networks, though it is important to note that each has developed its own path toward walkability and bikeability based on its unique context.

Two communities in the Atlanta region have received a Walk Friendly Community (WFC) designation: Decatur and Atlanta. Decatur, a silver WFC since 2011, supports pedestrians with a robust crossing guards program for students, innovative evaluation tools to understand latent demand for walking, frequent public events that promote walking, and promotion of walkable downtown development thanks to innovative zoning and building codes. The other WFC is Atlanta, which received bronze level recognition in 2013. Atlanta has shown its commitment to pedestrians through events like Atlanta Streets Alive, projects like the BeltLine, road diets, and a wayfinding and signage program designed for pedestrians in Midtown and Downtown.

Decatur, Peachtree City, and Roswell currently hold bronze-level Bicycle Friendly Community (BFC) designations. Alpharetta received honorable mention in 2014. Decatur offers bicycling education programs in over 90% of its elementary and middle schools. Peachtree City has an extensive network of off-street paths that allow cyclists to avoid the suburban roads. In Roswell, over half of arterial streets have dedicated bicycle facilities. The region is also home to three bicycle friendly businesses (BFBs): the Atlanta Regional Commission, the Atlanta Bicycle Coalition, and Atlanta Trek Peachtree City; and two bicycle friendly universities (BFUs): Emory University and Georgia Institute of Technology.



Attendees at the Walk Friendly and Bicycle Friendly Forum shared their thoughts and ideas about how region can become more walk and bike friendly.

WALK FRIENDLY COMMUNITIES + BICYCLE FRIENDLY COMMUNITIES DESIGNATIONS

Walk Friendly Communities

Community	Designation Year	Designation Level
Decatur, GA	2011	Silver
Atlanta, GA	2013	Bronze

Bicycle Friendly Communities

Community	Designation Year	Designation Level
Roswell, GA	2006	Bronze
Decatur, GA	2012	Bronze
Peachtree City, GA	2014	Bronze

Bicycle Friendly Universities

University	Designation Year	Designation Level
Emory University	2011	Bronze
Georgia Institute of Technology	2012	Silver

Bicycle Friendly Businesses

Business	Designation Year	Designation Level
Atlanta Regional Commission		Bronze
Atlanta Bicycle Coalition		Silver
Atlanta Trek Peachtree City		Silver

Atlanta Region Walk Friendly and Bicycle Friendly Survey Results

To assess the region's existing conditions and policy landscape at the community level, a Walk Friendly and Bicycle Friendly survey was distributed to each jurisdiction in the region. The survey included many of the questions that appear on the WFC and BFC applications, which ask about the status of elements that help support biking and walking activity, such as sidewalks, community events, pedestrian and bike safety action plans, and training for municipal staff and public safety officials. The survey is organized by the 5Es: Engineering, Education, Encouragement, Enforcement, and Evaluation. Representatives from 44 communities responded to the survey, including 10 counties.

Based on the results, **engineering is the strongest of the five Es for the region.** For example, 80% of responding jurisdictions require walking and biking infrastructure to be constructed or upgraded with all or most of new development. However there is certainly room for improvement, as evidenced by the fact that only 20% of respondents claim to have a comprehensive, connected, and well-maintained bicycle network.

The **weakest area for regional communities is education**, based on survey responses. Only 20% of communities have bicycle education courses available for adults, and just 13% have implemented education or training programs related to pedestrian and bicycle education, safety, or design for municipal staff.

ENGINEERING

The engineering strengths of those communities that responded include the provision of crosswalks at most intersections and requiring walking and biking infrastructure to be built with new development. Areas for improvement include:

- developing connected walkway and bikeway networks
- strengthening local policy around design standards and requirements for walking and biking infrastructure
- expanding access and policy for bicycle parking

ENGINEERING WFC + BFC SURVEY RESULTS

Yes	Question
80%	Are formal crosswalks provided at most street intersections and at areas with high demand for pedestrian traffic?
80%	Does your community require walking and biking infrastructure, such as sidewalks, on-street bikeways or trails, to be constructed or upgraded with all (or the majority of) new private development?
63%	Does your community have a sidewalk condition and curb ramp inventory process?
50%	Does your community have a comprehensive, connected, and well-maintained pedestrian network?
48%	Does your community have adopted guidelines or standards for pedestrian and bicycle facility design?
46%	Does your community have a complete streets policy or other policy that requires the accommodation consideration of pedestrians or cyclists in all new road construction and reconstruction projects?
44%	Do you have a connected network of trails or multi-use paths in your community?
33%	Are all bridges accessible to pedestrians and bicyclists?
28%	Is bike parking readily available throughout the community?
28%	Does your community require bike parking to be constructed or upgraded with all (or the majority of) new private development?
26%	Do you provide regular training for staff engineers and planners regarding pedestrian and bicycle facility design?
20%	Does your community have a comprehensive, connected, and well-maintained bicycling network?

EDUCATION

All of the questions related to Education scored less than 50%. The topic with the most focus within the Education category is participation in the Safe Routes to School program. Areas for improvement include:

- Expansion of schools participating in SRTS programs
- Expansion of education programs about walking and biking for all roadway users
- Training for municipal staff specifically focused on walking and biking infrastructure design

ENCOURAGEMENT

All of the questions related to Encouragement also scored less than 50%. Topics that scored highest in this category include the presence of programs that encourage people to bike more frequently and the presence of a bicycle advocacy group in the community. Areas for improvement include development of advocacy groups that address pedestrian needs and hosting events that specifically celebrate walking and biking.

ENFORCEMENT

Like Encouragement and Education, all of the questions related to Enforcement scored less than 50%. Topics that scored highest in this category include the presence of walking and biking patrols by law enforcement and local ordinances that specifically address walking and biking safety and accessibility. The area with the most need for improvement is targeted enforcement efforts for motorists and other roadway users.

EDUCATION WFC + BFC SURVEY RESULTS

Yes	Question
41%	Has your community implemented Safe Routes to School (STRS) programs in any of the local schools within the last 18 months? Does it include both bicycle and pedestrian education?
26%	Does your community educate motorists, pedestrians, and cyclists on their rights and responsibilities as road users (e.g., as part of drivers education curriculum, test manual, or bus driver training)?
20%	Are there bicycle education courses available for adults in the community?
13%	Has your community implemented any education and training programs related to pedestrian and bicycle education, safety, or design for municipal staff?

ENCOURAGEMENT WFC + BFC SURVEY RESULTS

Yes	Question
39%	Does your community celebrate bicycling with community events such as organized rides, Georgia Commute Options Bike Challenge, Bike to Work Day, National Bike Month or other media outreach?
39%	Is there an active bicycle advocacy group in the community?
37%	Does your community offer walking or biking route maps, guides, or self-guided tours for residents and visitors?
26%	Does your community host any events that promote walking or biking, such as car-free streets like ciclovias or Atlanta Streets Alive?
26%	Is there an active pedestrian advocacy group in the community?

ENFORCEMENT WFC + BFC SURVEY RESULTS

Yes	Question
44%	Does your community have law enforcement or other public safety officers on bikes or foot patrols?
41%	Do local ordinances and laws address walking and biking safety and accessibility?
41%	Do police work regularly with traffic engineers and planners to review sites in need of safety improvements, such as areas with frequent bicycle or pedestrian-involved crashes?
37%	Does your community provide specific training on bicycle and pedestrian traffic laws for public safety officials, such as whether it is legal to ride a bike on a sidewalk or when motor vehicles drivers are responsible for yielding to pedestrians?
17%	Does your community use targeted enforcement programs to promote pedestrian safety in crosswalks (such as a "crosswalk sting", media campaign regarding pedestrian-related laws, progressive ticketing, etc.

EVALUATION AND PLANNING

The evaluation and planning strengths of those that responded include the availability of public transportation as well as the adoption of trails master plans and policies to guide decision-making about walking and biking infrastructure. Key opportunities for improvement in this category include:

- establishment of bicycle and pedestrian advisory committees
- development of safety plans that respond to walking and biking crashes in the community
- development of regular bicycle and pedestrian count programs

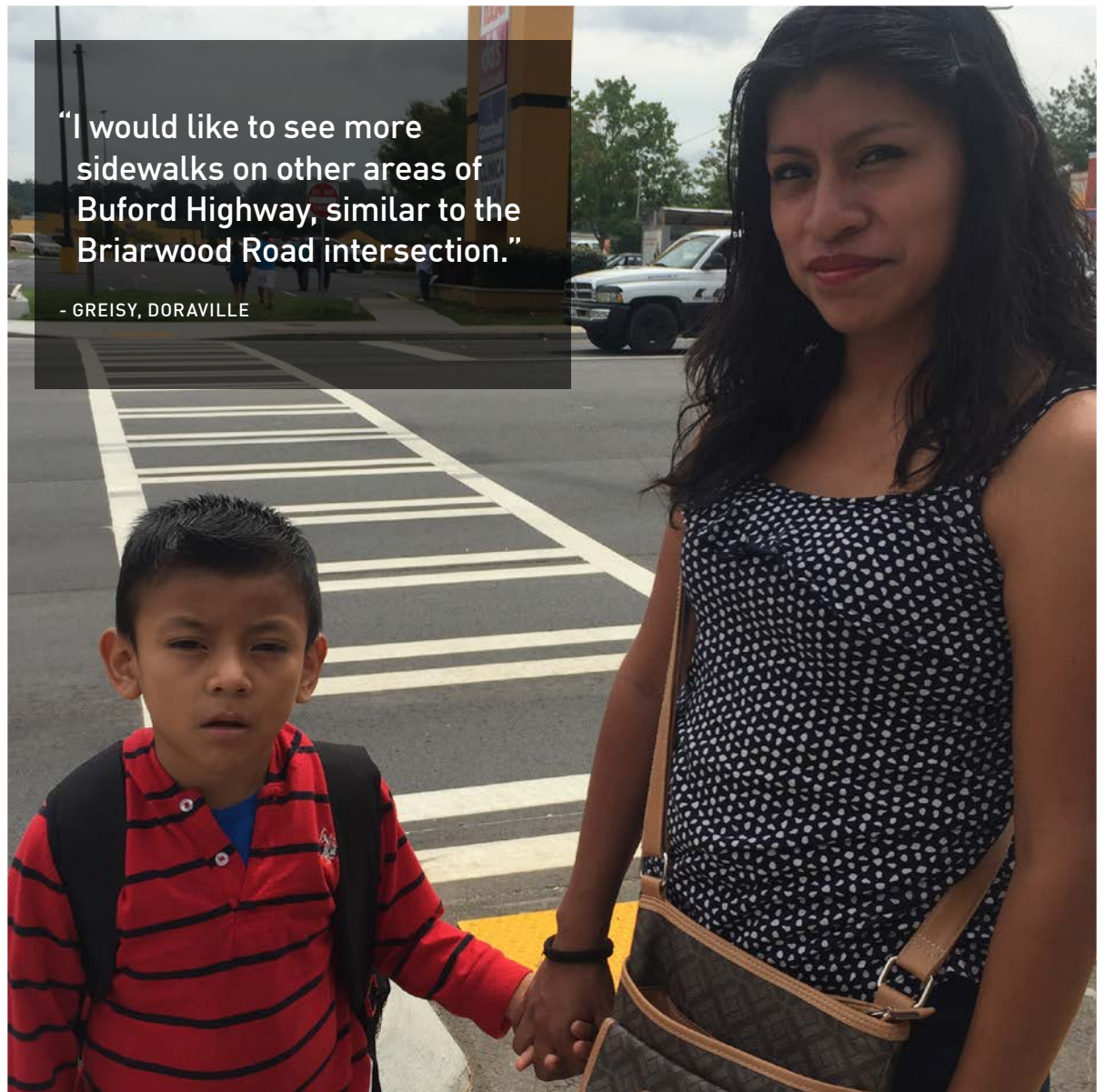
EVALUATION AND PLANNING WFC+BFC SURVEY RESULTS

Yes	Question
70%	Is your community served by public transportation in the Atlanta metropolitan area, such as local service within your community or regional rail or bus service stops in your community?
67%	Does your community have a trails master plan?
57%	Does your community have a policy requiring sidewalks on both sides of major streets?
54%	Has your community adopted an ADA Transition Plan for the public right of way?
52%	Has your community established a connectivity policy, pedestrian-friendly block length standards and connectivity standards for new developments, or convenient pedestrian access requirements for new developments?
44%	Does your community collect data related to pedestrian/bicycle-vehicle crashes on existing or future corridor improvement projects?
44%	Does your community have a pedestrian master plan or pedestrian safety action plan?
41%	Does your community have a bicycle master plan?
26%	Do you have a Pedestrian Coordinator or staff person responsible for pedestrian-related issues?
26%	Does your community have a Bicycle Coordinator or staff person responsible for bicycle-related issues?
15%	Does your community have a Bicycle and Pedestrian Advisory Committee, or similar committee that works to address the needs of those walking and biking which meets regularly?
11%	Is there a specific plan or program in your community to reduce cyclist/pedestrian and motor vehicle crashes?
9%	Does your community have an ongoing pedestrian/bicycle counting or survey program that allows for long-term analysis of walking and bicycling trends?



“I bike because I’m still learning to drive, although I’ve had my learner’s permit for three years now and I’m really not in a rush to get my license. I don’t really like cars and feel safer on a bike.”

- DANIEL, OLD FOURTH WARD



“I would like to see more sidewalks on other areas of Buford Highway, similar to the Briarwood Road intersection.”

- GREISY, DORAVILLE



“This is my version of coming into the city. Walking around on Canton St is nice because there a lot of crossings with signs telling drivers to stop.”

- PAT



“It’s not worth maintaining a car on campus. Walking gives me a chance to listen to music and clear my head. It’s relaxing and helps me think. I’d prefer better timing for pedestrian signals at intersections.”

- CHRISTIAN, GEORGIA TECH

“I would bike as much as 5 miles to get to work, but I have to drive 50 miles on average. I would bike to the shopping center too if it were within 5 miles, unless I had to get something big. I wish there were more bike lanes, I don’t like to bike on the street.”

- STAN, CLARKSVILLE



“I ride a bike because I can get exercise while I run errands. I really like getting around using human power — no fossil fuels required.”

- SUSAN, GRANT PARK



“Sometimes the speeding cars don’t care to stop when it is the pedestrian’s time to cross the street.”

- MAYRA, ATLANTA

WALK- AND BIKE-FRIENDLY COMMUNITY FORUM

On Friday May 29, 2015 over 100 individuals from the Atlanta area gathered for the Walk-Friendly Community and Bike-Friendly Community Forum in the R. Charles Loudermilk Center to learn about the benefits of active transportation and provide input to inform the regional bicycle and pedestrian plan update.

Attendees included elected officials, state and regional agency staff, local jurisdiction staff, non-profit representatives, advocates, and interested citizens.

Doug Hooker, Executive Director for the Atlanta Regional Commission (ARC), welcomed attendees and provided an introduction to the Pedestrian and Bike Plan update. Presentations from

national and local leaders then set the stage for more interactive discussions. Mia Birk, CEO of Alta Planning and Design, presented national trends in walking and biking; Byron Rushing, Bicycle and Pedestrian Planner for ARC, then followed with Atlanta's current successes and challenges; and finally Brad Davis, Atlanta office manager for Alta Planning + Design, discussed the potential strategies to improve and support walking and biking in the Atlanta region.

Attendees shared their thoughts about regional priorities, needs, and issues in small group discussions and with interactive comment boards. What follows is a summary of the input collected during the small group discussion and on the comment boards.

Small group discussions

Attendees had an opportunity to share their concerns and priorities for walking and biking in small groups organized by general geographic location, allowing discussions to focus on the issues and opportunities unique to their area of interest in the region. The groups focused on answering five questions: their current perception of walking and biking; the places they like best in their communities; priority issues and needs; what ARC and local communities can do to become a Walk-Friendly Community (WFC) or Bike-Friendly Community (BFC);, and opportunities for new trails and greenways.

QUESTION 1**Could you imagine walking and biking to work one day a week? What about to the grocery store or to a park? Why or why not?**

Participants communicated a strong interest in walking or bicycling to work, retail and parks, but are concerned about safety and comfort. In the right environment, many would like to start walking or biking in place of driving. Barriers common to all parts of the region include roads designed for high-speed traffic, lack of end-of-trip facilities, and topography. Representatives from the northern area also emphasized the flexibility and convenience a personal vehicle affords and the need for back roads that are well suited for biking and walking. In the east, proximity of origins and destinations to the Stone Mountain

Trail or one of the other trails in the area is a major factor in whether or not people bike or walk. In the south, a major barrier is the length of the average commute, though some road diets could go a long way in making it easier to walk or bike to transit or other destinations. For the western region, physical barriers such as major highways and railroads interfere with walking and biking connectivity. The group representing central Atlanta had the highest prevalence of people who already bike and walk frequently, but even that cohort views safety as a major barrier.



Roads designed for high-speed traffic were identified as barriers to walking and biking by forum participants.

QUESTION 2

What's the best place in your city/town?

Forum attendees stated a clear preference for town squares, parks, and other public spaces that are well connected by a balanced transportation system. Participants tend to prefer mixed-use or civic spaces that are designed at a human scale. Popular places are town centers throughout the region like the Kirkwood neighborhood commercial center, neighborhood parks like Riverside Park, and trails like the Atlanta BeltLine. The following list describes the results in greater detail:

NORTH

- Dresden area around the MARTA station
- Duluth's town green
- Canton Street in Roswell
- Riverside Park
- Downtown Atlanta
- The newly mixed-use areas in Perimeter Center
- Vickery Development
- Downtown Woodstock

SOUTH

- Downtown McDonough
- Natural features in Peachtree City

EAST

- Downtown Decatur
- Olmsted Park
- Downtown Kirkwood
- Stone Mountain Trail
- Tucker's Main Street
- Downtown Norcross
- Lavista Par
- Emory Village

WEST

- BeltLine
- Smyrna Village Green / City Hall area
- Downtown Douglasville
- PATH foundation trails
- Broad St. Marietta to Peachtree
- Neighborhood parks
- Town centers throughout the region

CENTRAL

- Virginia Highlands
- Old Fourth Ward
- Freedom Park Trail
- Downtown - Georgia State
- Poncey Highland Area
- Kirkwood Neighborhood
- Blackburn Park
- John's Creek
- Piedmont Park
- Decatur
- BeltLine
- West End
- Path 400
- Inman Park

QUESTION 3

What are the priority issues and needs in your area of the region?

Priority issues and needs are similar throughout the Atlanta region, with some key differences for specific areas. Two chief concerns amongst participants are **safety and connectivity**. Gaps in the walkway and bikeway network need to be closed, and the network should be made more robust with new infrastructure like bike lanes, bike boxes, and bike parking. At the same time, discussion focused on the need to engage all road users to educate them about rules and responsibilities.

Several of the discussions touched on the topic of **collaboration**. Specifically, participants expressed a desire for better coordination across jurisdictional boundaries so walkway and bikeway

networks will be more complete and communities can grow stronger by unifying their vision and resources.

In areas where transit is available, **last- and first-mile connectivity** is also an important concern. All transit stops, including bus stops, should have safe road crossings.

In the less urban areas of the Atlanta region, **distance between origins and destinations** is also a big issue. Participants want jurisdictions to have a more diverse mix of land uses in close proximity to one another and encourage development that brings destinations closer to the people who will visit them.



Gaps in the sidewalk network create safety and connectivity issues.

The following list is a more detailed account of the issues and needs by geographic areas of the region:

NORTH

- Growth: Forsyth County currently having to widen roads, add parks, and add other services
- Woodstock is transitioning from bedroom communities to livable working communities
- Need transit between suburbs, not just from suburbs to downtown
- Need amenities to encourage bicycling
- Opposition from residents to bike lanes, need vision (Dunwoody)
- In Tucker, Highway 29 & North Lane Parkway are very dangerous roads for biking and walking; sidewalk is poorly maintained and narrow.
- Last mile connections in Perimeter Center. Need bike share and/or shuttle
- Marietta currently trying to connect neighborhoods to trails by marking shared roads with 20 mph speed limits. Need more champions and leadership in the communities.
- Sprawl is an issue: concentrate new development in areas that already have some and preserve green space
- Congestion in Brookhaven is mostly through traffic. Brookhaven needs more connectivity within the city and mobility options. Need weather-sensitive design (i.e. trees for shade)

SOUTH

- Construction and coordination of basic bike infrastructure
- Collaboration across counties to combine resources and align pedestrian or bike routes across jurisdictional lines.
- More of the type of capacity, funding, and leadership brought by CIDs to other regions in Atlanta

EAST

- Connectivity and safety: sometimes even designated bike routes don't have any bike markings
- Education regarding rules and responsibilities for drivers, bikers and walkers
- Affordability and gentrification
- Equitable distribution of sidewalk infrastructure in low-income neighborhoods
- Strict requirements for removing a lane in favor of a multi-use path.
- Lowering traffic reduction as a transportation planning priority
- Bike lanes on DeKalb Avenue
- Safe street crossings at all bus stops

WEST

- Connectivity and lack of shoulders on main roads
- Not-in-my-backyard attitudes toward sidewalks
- Political support
- Prioritize quieter streets and alternative routes for other modes.
- Distance

- Regional coordination amongst land use, parking, transit, and transportation planning

CENTRAL

- Prioritize infrastructure in employment and activity centers
- Repair broken sidewalks
- Intersections that accommodate pedestrians and cyclists
- Castleberry Hill neighborhood needs bike infrastructure
- More respect for pedestrians
- Equity – build pedestrian infrastructure in dangerous places like Buford Highway, where people walk only because they don't have another option
- Connecting multi-use trail network
- Educating kids about their responsibilities as a walker or biker
- First- and last-mile connectivity
- Mix land uses to better reflect human scale
- Bring challenges of vulnerable communities to forefront (e.g. single-parent households, crime, health)
- Institutional barriers: funding parity between vehicle and pedestrian/ bike infrastructure; quicker process; vehicle LOS study required, but no similar requirement for bike/ pedestrian service analysis
- More top-down leadership (Governor's office, Georgia Chamber of Commerce)

QUESTION 4**What can ARC do to help you become a WFC or BFC community? What can you do to become a WFC or BFC community?**

The small groups also shared thoughts about how ARC can help more communities achieve WFC and BFC designation. Again, participants emphasized **collaboration and peer exchange**, both within and beyond the MPO region, as an important step in helping communities achieve WFC or BFC designation. Local communities want ARC to support them by providing **training** for planners, engineers and maintenance staff on best practices for bicycle and pedestrian infrastructure design and policy. This is particularly important for newer, smaller cities and towns that have less capacity. Georgia Bikes, a statewide bike advocacy group, has done complete streets workshops in some places (including Decatur and Rome), but there need to be more events like this in other areas. In particular, the southern part of the region has not seen training workshops like this. ARC could also help local communities by **connecting staff** from public

works, school districts, maintenance, engineering, and other departments to individuals in their field who have been successful in other jurisdictions in the Atlanta region.

Another area of emphasis was **overcoming the political and administrative barriers** for bicycle and pedestrian investments. ARC could do this by taking the transportation focus off of travel time savings and vehicle level of service, and moving toward other indicators that measure mobility more holistically. ARC could support implementation by **creating requirements or incentive for federally-funded projects** that improve active transportation options. In general, local communities are looking for **streamlined processes** for receive funding, or helping communities streamline the process of receiving state or federal funding for active transportation projects, which tend to be less complicated and smaller in scale than many roadway projects.

QUESTION 5

What would make a great regional trail in your area of the region? What would it provide? What would it connect to?

Finally, the groups discussed priorities for trails. A major theme throughout all discussions was the need to connect new trails to existing trails and parks. Participants in the central group also emphasized connections between origins and destinations, such as schools, downtowns and hospitals. The group representing the southern region highlighted their current lack of a major trail like Path 400 or the Silver Comet Trail, so that would be a major priority for them. The southern group also raised the idea of connecting trails to transit. Several participants mentioned ways ARC could assist in identifying potential trails and greenways, such as compiling regional sanitary sewer maps, utility right-of-way maps, going door-to-door to engage residents and engaging children to identify trails that will be useful and fun for them. Specific trail suggestions are listed below:

NORTH

- Noonday Creek trail is partially built. There is a four mile gap that needs to be closed. Working with Cherokee County on a comprehensive transportation plan that would have a similar mixed use trail; would create a density of mixed use trails in the area.
- Trail design also needs to account for Atlanta/southern climate and provide good shade as well as comfort amenities (water fountains, rest locations, etc.)

SOUTH

- Along streams and/or Chattahoochee
- Connect to Fayetteville's expanding multiuse paths
- Connecting to transit

EAST

- Near stormwater management facilities
- Along utility right-of-ways
- Along CSX train lines
- Places where we can maintain wildlife corridors along the multi-use trails

WEST

- Kennesaw Mountain to the BeltLine
- BeltLine to everything
- Following the waterways – connecting to green spaces
- Chattahoochee NOW

CENTRAL

- Dekalb Avenue from the heart of downtown Atlanta to Decatur, as a bicycle/pedestrian super highway
- Boulevard/Old Fourth Ward to Grady Hospital area
- Continue Stone Mountain Trail from Piedmont into downtown as a multi-use trail
- Bicycle facility along Ralph McGill from downtown to Freedom Park
- Connectivity to Emory University trails development
- Links between downtown Atlanta and suburban areas like Norcross, Alpharetta, and Johns Creek
- Network of trails to schools and universities



The most frequently listed “best places” were walkable downtowns, main streets, and mixed-use centers.

Individual Feedback and Interactive Comment Boards

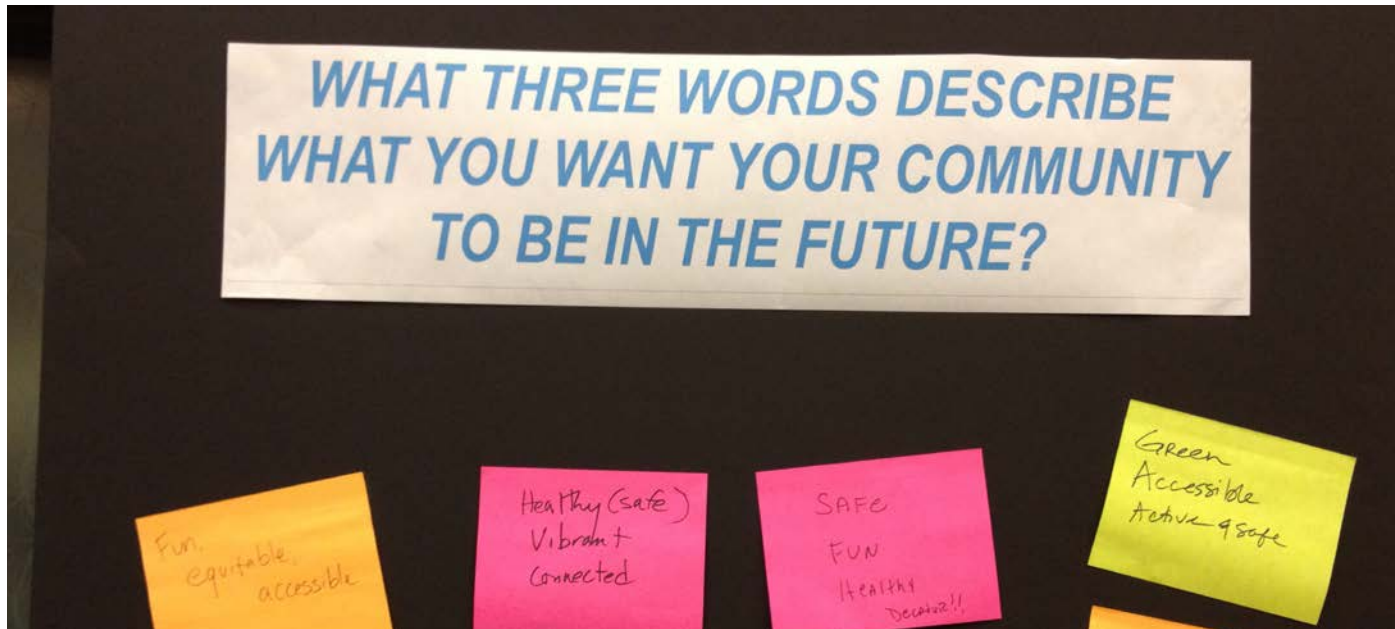
The forum also included an opportunity for individual feedback, where participants responded to five questions by writing their responses and posting them on boards throughout the room. Questions asked about what places already work well, current perception of walking and biking in Atlanta, Atlanta’s personality as a region, and visions for the future. Several themes emerged in response to these questions.

What’s the best place in your city/town?

Residents stated a clear preference for areas designed for **human scale** with a built form that supports and reflects those who live, work, or play there. Some of the more frequently listed places were downtown Decatur, Midtown Atlanta, and Avondale Estates. Other responses include Roswell’s Canton Street, downtown Douglasville, Dresden Drive by the Brookhaven MARTA Station, Inman Park, and downtown Woodstock. Overall, the favorite places were spread throughout the region, but the vast majority of the places were downtowns, main streets, and mixed-use centers.

What’s the best trail or park in your city/town?

The most popular trails and parks amongst participants were the **Atlanta BeltLine, Piedmont Park and Stone Mountain**. These are three very different parks, but serve as recreation and transportation assets to the people who live near them as well as those throughout the region who travel there to take advantage of them. Some of the other places participants listed were the Freedom Parkway Trail, Hidden Cove Park, Kennesaw Mountain National Park, Blackburn Park and Trail, Nancy Creek Park, Springvale Park, Ponce Parks, Noonday Creek, Big Creek Greenway, Medlock Park, Peachtree Creek Trail, Glenlake Park, Mill Trail and Arabia Mountain Park.



Accessible, connected, healthy, fun, equitable, and safe were some of the most frequently appearing words people used to describe the future they hoped for.

When you think of walking and biking in your community, what are the first words, phrases or images that come to mind?

Participants have mixed feelings about walking and biking in their communities. The responses demonstrate a clear interest in biking, with terms like, “Fun,” “Relaxing,” and “Healthy.” However, responses like, “Traffic,” “Dangerous,” and “Safety,” show that **perception of walking and biking is still negatively impacted by safety concerns**. One participant’s comment summarized the general feelings in saying, “[Potentially] Friendly, smiling, healthy, children (but not yet).” Participants’ concerns were mainly about continuity of sidewalks, maintenance issues, and disrespect from drivers.

If the Atlanta region were a person, how would you describe him/her?

There were a wide range of responses describing Atlanta as a person, but most of them support the perception of Atlanta as a place that is **torn between its past, present and future**. One respondent wrote, “Stubborn, but has potential,” while another wrote, “In a constant feud with its outdated grandfather.” These descriptions would suggest Atlanta is at a crossroads and trying to figure out how to honor its past while serving the needs of its current residents and setting itself up to support the needs of the future.

What three words describe what you want your community to be in the future?

The strongest themes were **accessibility/connectivity, health, fun, equity and safety**. These goals should be prioritized when imagining what Atlanta could be in the future. A second-tier set of words respondents used often were **green, vibrant, diverse and active/energetic**. Other descriptors include **walkable/bikeable, cultural, livable, unique, car-optional and self-sustaining**.



“The Tech Trolley isn’t convenient from where I live, and there are nice sidewalks so walking is the best option for me to get around campus.”

- SUZANNE, GEORGIA TECH



“I would like for drivers to slow down.”

- DORIS, SHALLOWFORD ROAD



“Commuting by bike is less expensive than driving and more convenient than taking transit ... I’d like to see better education and awareness for drivers and pedestrians so that we’re all on the same page about everybody’s rights and responsibilities.”

- ARTHUR, DOWNTOWN



“I live near parks, a cemetery, houses, and good sidewalks so there are lots of diverse people walking and running. I love seeing all the people and activity.”

- PATRICIA, COLLEGE PARK

“We have marked bike routes in Roswell where you can ride on calm residential streets, but we need bike lanes or paths on the major roads. I would ride more often if it was easy and comfortable.”

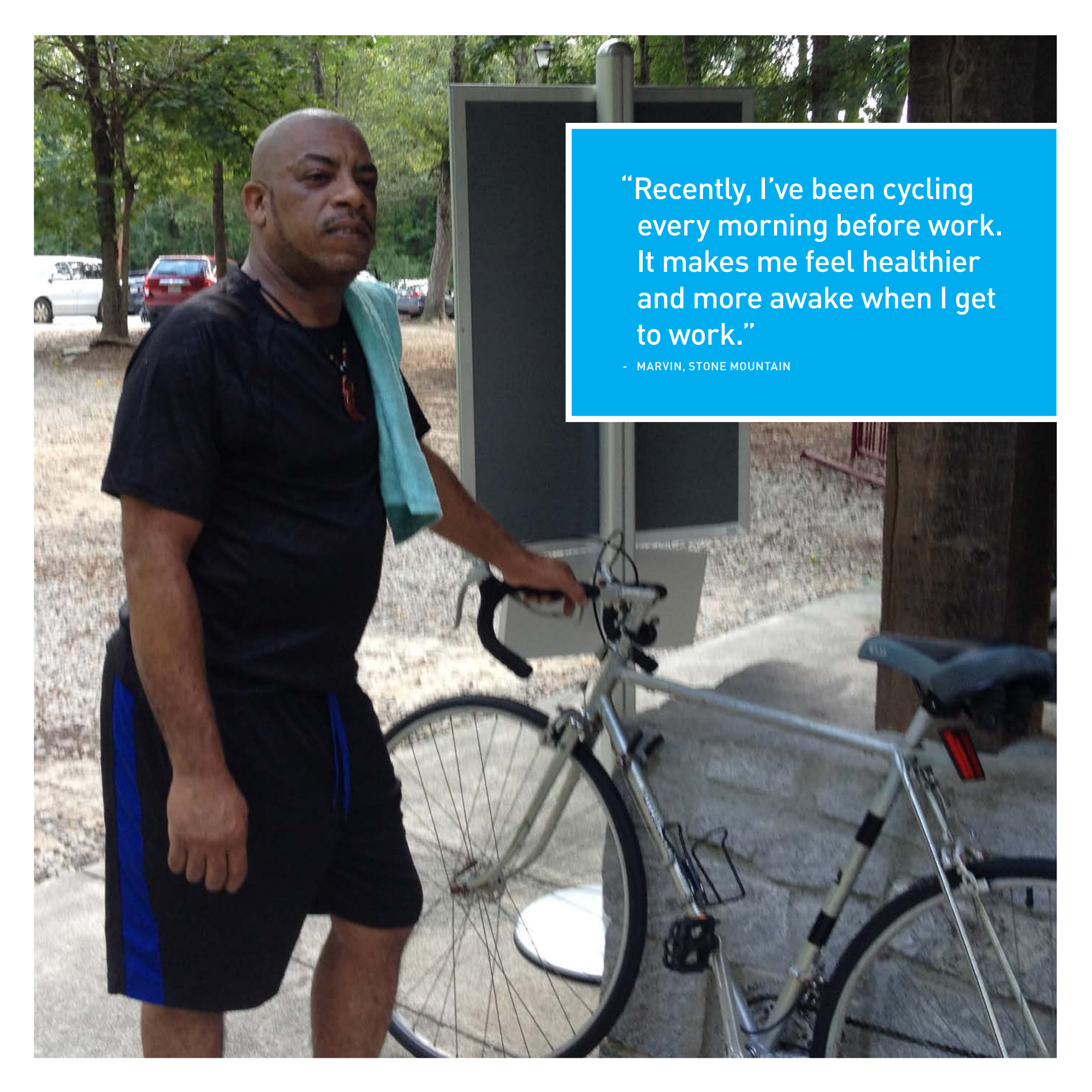
- BARRETT, ROSWELL



“I bike because it’s faster than walking, and I haven’t figured out the Trolley routes yet. I love biking to save time. I’m comfortable riding on campus because there are bike lanes and plenty of space. There are also plenty of bike shops and places I can get maintenance done.”

- BOBBY, GEORGIA TECH



A man with a shaved head and a mustache, wearing a black t-shirt and black shorts with a blue stripe, stands next to a silver road bicycle. He has a light blue towel draped over his left shoulder. The background shows a paved area, a utility box, and trees. A blue text box is overlaid on the right side of the image.

“Recently, I’ve been cycling every morning before work. It makes me feel healthier and more awake when I get to work.”

- MARVIN, STONE MOUNTAIN

REGIONAL BICYCLE USER SURVEY

The purpose of the survey was to better understand the region's current bicycling population, including demographic factors, geographic distribution, typical trip types and lengths, and significant barriers to travel. Data limitations associated with the survey include a lack of geographic and demographic diversity as well as access limitations associated with digital distribution.

The survey findings highlight that many people ride their bike in the region, but most people don't ride every day or for most trips. Some of the reasons are real or perceived impracticality of trips, long trip distances, absence of dedicated

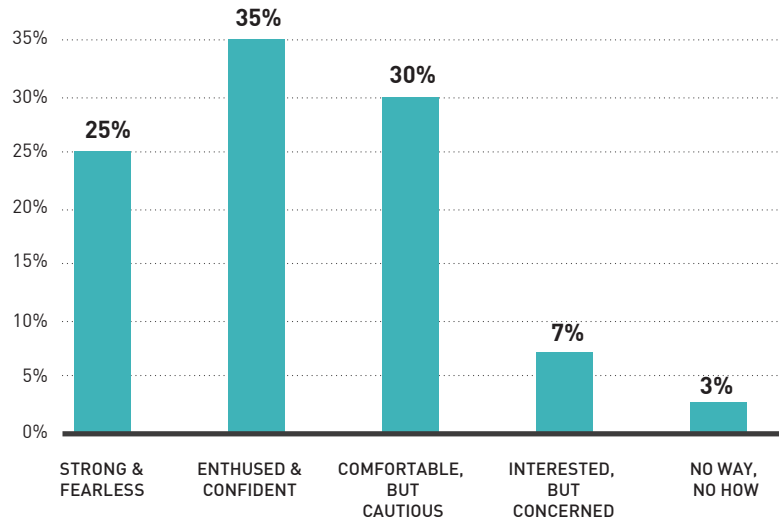
infrastructure for bicycles, high levels of traffic stress, and safety concerns. Survey respondents reported that they would ride more frequently if bike lanes, trails, and safer traffic conditions existed, destinations were in closer proximity, and factors that contribute to traffic stress, such as large intersections, high-speed traffic, and heavy traffic volumes, were addressed.

The Atlanta Regional Commission's Regional Bicycle User Survey was a web-based survey conducted between October to November 2013. The questions were intended to better understand the region's current bicycling population, including demographic

factors such as age, gender, and self-defined confidence level as well as geographic distribution, typical trip types and lengths, and significant barriers to travel. The survey was developed and distributed through Survey Monkey to known ARC stakeholders including the region's Bicycle & Pedestrian Taskforce and Transportation Coordinating Committee, as well as bicycle rider clubs, social media groups, and other web-based distribution lists. The survey generated 1324 responses with a 78.5% completion rate. Potential faults with the survey are a lack of geographic (and thus demographic) diversity as well as digital distribution and technology access limitations to responses.

BIKE SURVEY - CONFIDENCE

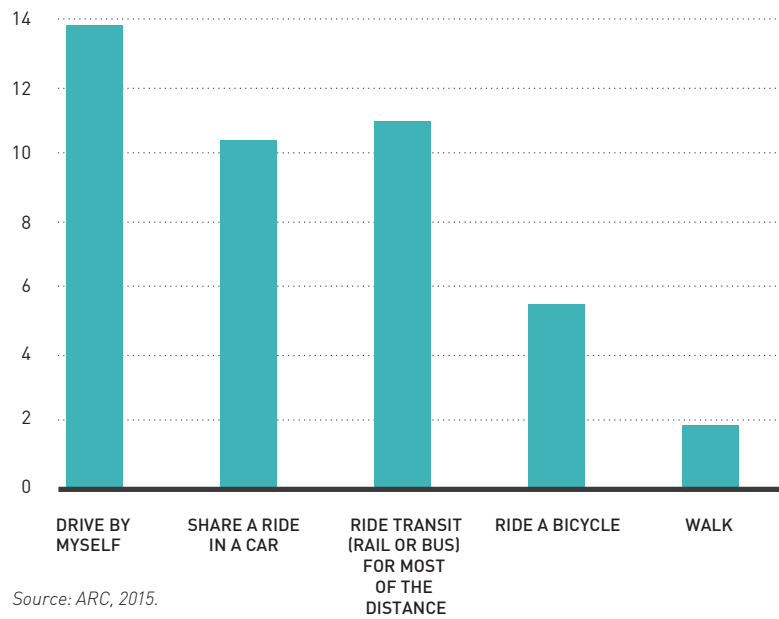
IN TERMS OF YOUR LEVEL OF COMFORT AND CONFIDENCE AS A BICYCLIST, HOW WOULD YOU CATEGORIZE YOURSELF?



Source: ARC, 2015

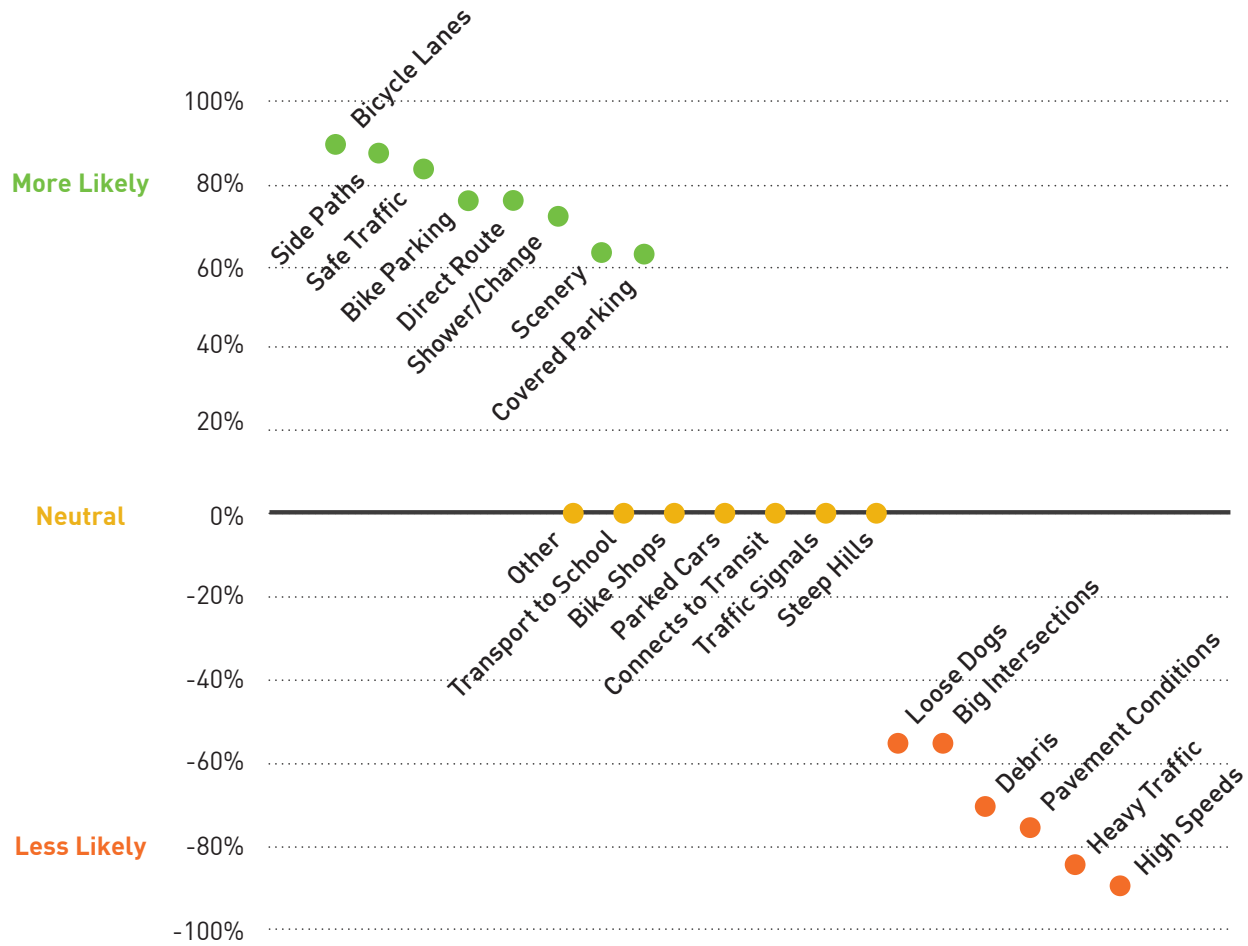
BIKE SURVEY - COMMUTES

AVERAGE COMMUTE DISTANCE (MI) BY MODE



Source: ARC, 2015.

BIKE SURVEY - FACTORS
FACTORS MORE OR LESS LIKELY TO INCREASE BICYCLING FREQUENCY



Source: ARC, 2015.



“I have a car but I don’t drive to campus. Parking is too expensive and you can’t park a car right next to building entrances like you can a bike at Georgia Tech. It ends up being slightly quicker to bike, door to door.”

- MATT, OLD FOURTH WARD



“I like walking when it’s not too hot, but sometimes it can be exhausting.”

- ROSIE, COLLEGE PARK



“The sidewalks are fragmented so sometimes I have to walk on the wet grass. You can tell people walk through the grass a lot because of the grass growth. We made our own walking paths.”

- WILLIAM, DORAVILLE

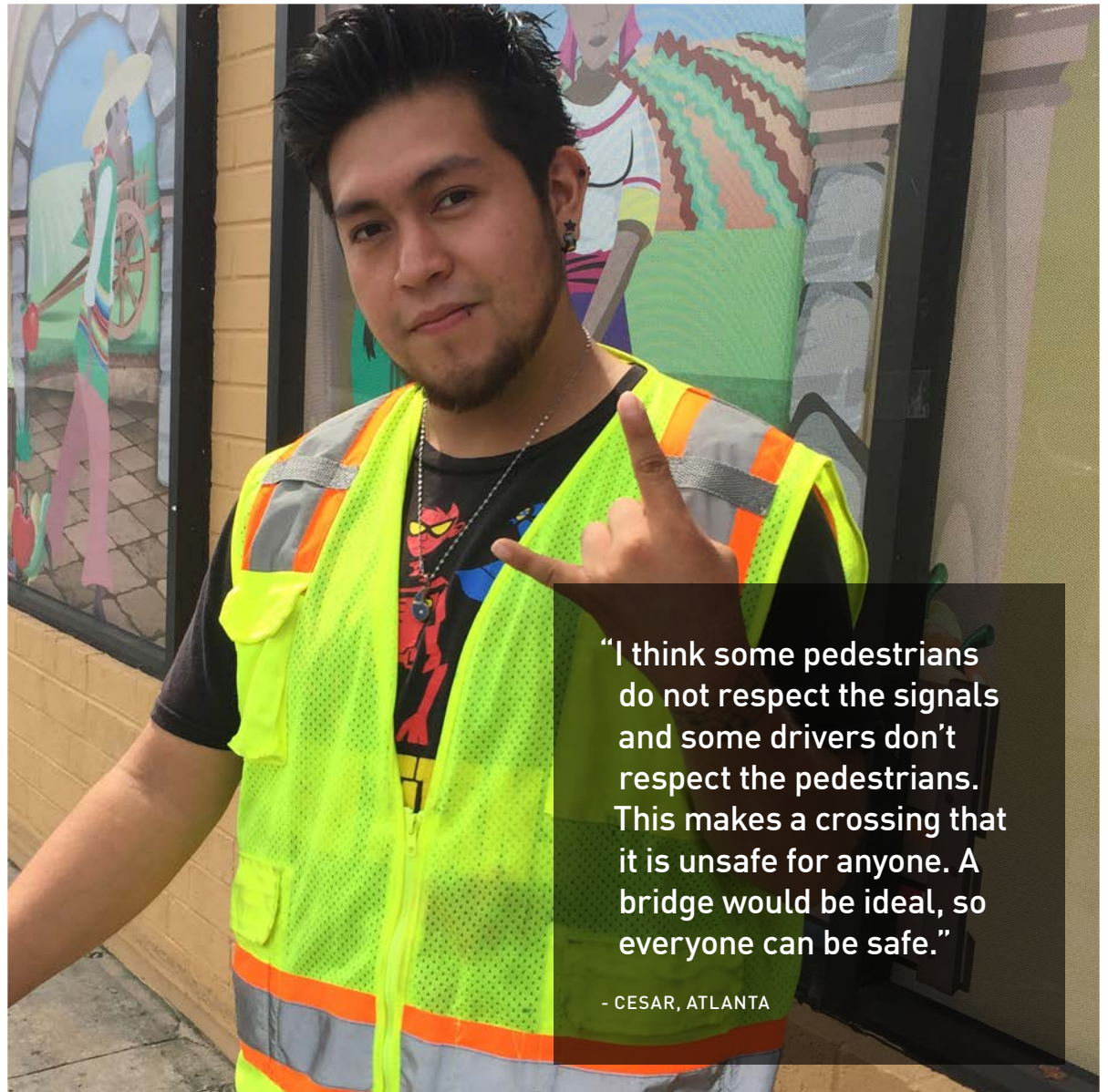


“My car broke down so I’m taking transit today. I’ve been riding buses and trains since I was 12 and I never minded it. It’s a good way to get some exercise.”

- JASPER, COLLEGE PARK

“The commuter bus has nice big seats – you can just sit back and relax. Oh – and I get a discount on my car insurance because I don’t drive that many miles.”

- LYDIA, JONESBORO

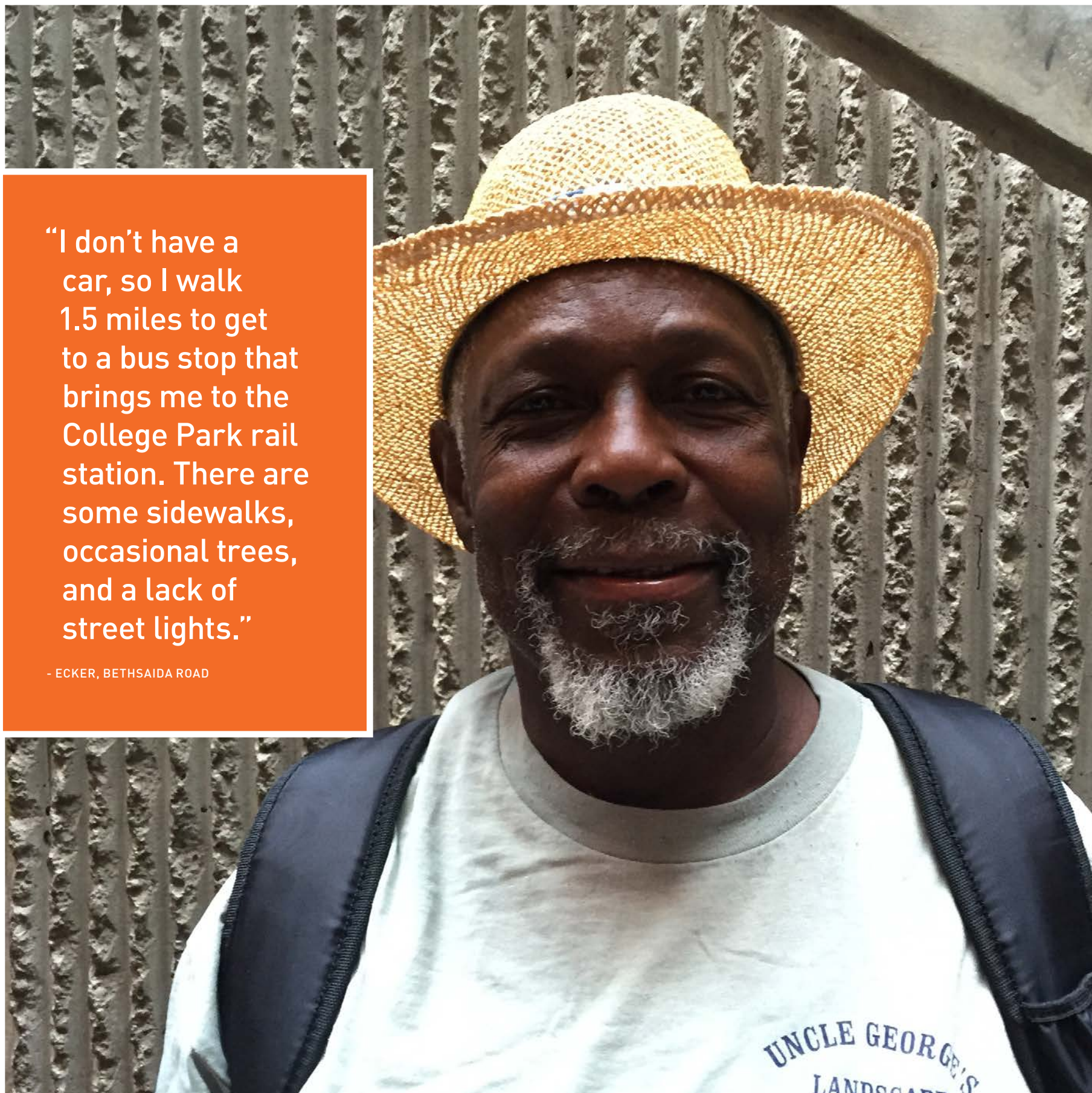


“I think some pedestrians do not respect the signals and some drivers don’t respect the pedestrians. This makes a crossing that it is unsafe for anyone. A bridge would be ideal, so everyone can be safe.”

- CESAR, ATLANTA

“I don’t have a car, so I walk 1.5 miles to get to a bus stop that brings me to the College Park rail station. There are some sidewalks, occasional trees, and a lack of street lights.”

- ECKER, BETHSAIDA ROAD



ADVISORY GROUPS

Throughout the project, the project team met with several advisory groups including the ARC Equity Advisory Committee and the ARC Bicycle and Pedestrian Task Force. These groups provided additional input related to priorities and needs related to bicycle and pedestrian projects, policy, and programs.

Equity Advisory Committee

The Equity Advisory Committee convened on July 29th to discuss how this plan should address equitable attribution of improvements and services. Twenty-one people attended, representing a wide variety of organizations, including Georgia Stand Up; PEDS; We Love Buford; Livable

Lee Street; Civil Bikes; Atlanta Bicycle Coalition; the Partnership for Southern Equity; Athena's Warehouse; Red, Bike, and Green (RBG); and the Center for Pan Asian Community Services. Other organizations who were invited could not attend and meeting materials were distributed to all invitees for comment afterwards. The meeting began with a presentation on the equity findings from Part 2: Regional Travel Pattern Assessment and then transitioned to an open discussion about the presentation and how this plan can best serve the most vulnerable populations in the region.

The following list summarizes some of the key discussion topics:

- **Equitable distribution is not the same as equal distribution.** The terms “equity” and “equality” are sometimes used interchangeably, which can lead to confusion. Equity involves trying to understand and give people what they need to enjoy full, healthy lives. Equality, in contrast, aims to ensure that everyone gets the same things in order to enjoy full, healthy lives. Leveling the playing field means that active transportation funding will need to be prioritized in areas with greater needs, rather than distributed equally based on geography.
- **Say what you mean, mean what you say: avoid putting all “minority” populations into the same bucket.** Different types of minority communities have different characteristics and needs. For example, the various immigrant communities along Buford Highway have different priorities than the African-American communities in southern Atlanta.
- **It is important to focus on better connections to job centers.** South of I-20, job centers are few and far between. In addition, many of the lower-skill jobs are moving toward the suburbs, away from transit access. Focus on adding job centers

south of I-20 and make it easy to walk, bike and access transit to and from those centers.

- **Community engagement and solicitation of feedback is a sensitive subject.** Potential issues include increasing reliance on smartphone apps and mobile data, a lack of follow through, tapping into on-the-ground knowledge without follow-up or compensation, and barriers to informing agencies about problems.

Bike and Pedestrian Task Force

The Bike and Pedestrian Task Force is an open group that meets monthly to advise ARC. The group met on August 12 to review and provide directional guidance on the regional assessment. Roughly 22 people attended, representing government agencies, community improvement districts, advocates, and private sector consultants who work on transportation. Following a presentation of findings from Part 2: Regional Travel Pattern Assessment, the group discussed how the plan can help create local access and regional trips on trails and transit.

The following list highlights important points in the discussion:

- **The role of ARC should focus on bringing agencies together, especially when it comes to investments in transit and regional projects.** ARC should also participate

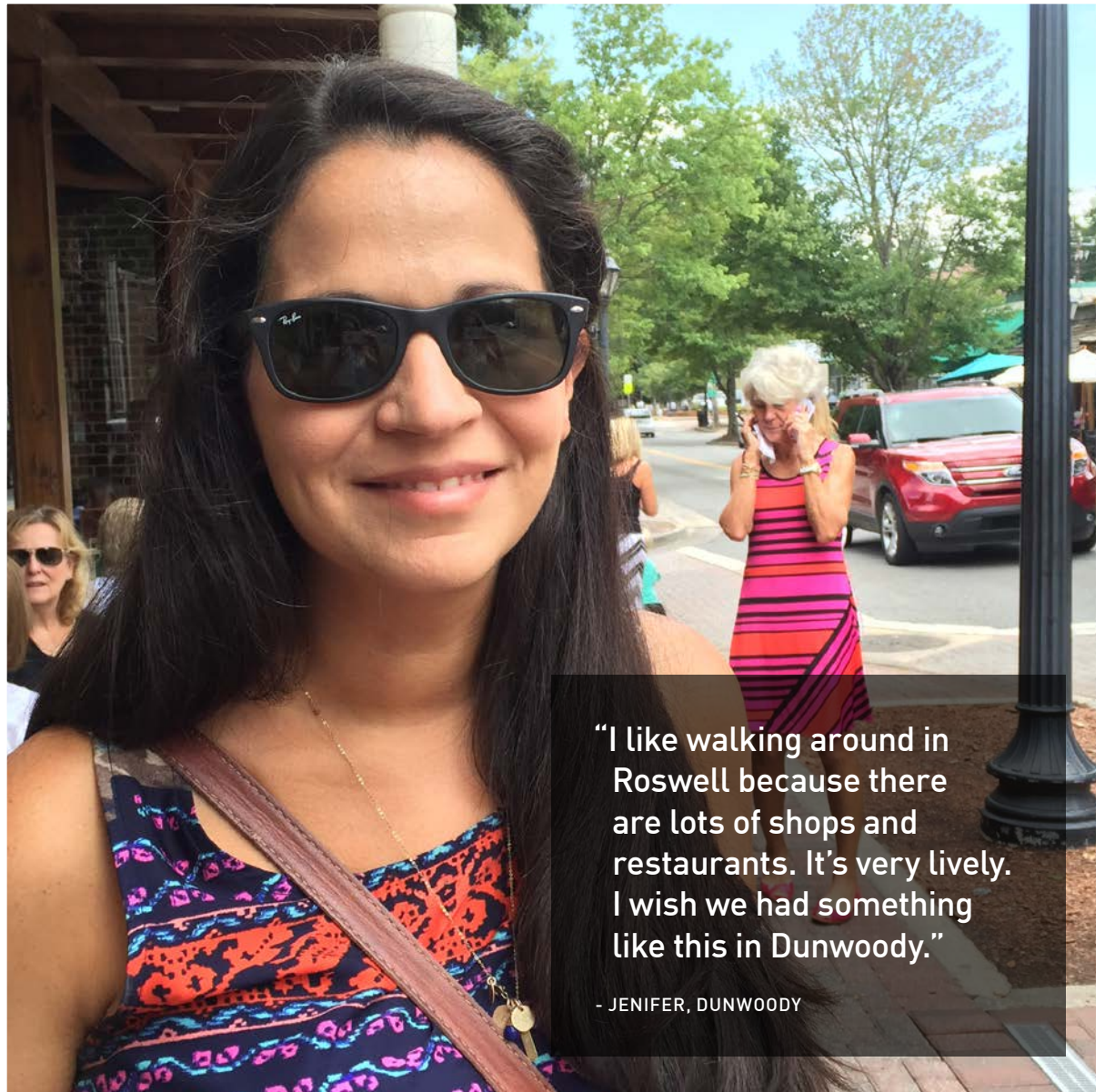
in project delivery to ensure inclusion of walking and biking considerations and quality of infrastructure.

- **Focus on more sidewalks of basic quality,** not everything has to be a huge investment to be transformative.
- **The lack of inventory data on where sidewalks are makes it trickier to analyze where investments need to be.** Georgia Tech has done some research on sidewalk inventorying for the City of Atlanta and in Cobb County, but a more regional perspective would help build a more complete picture of where sidewalk gaps exist.
- **There are many corridors in the region that are served and maintained by multiple jurisdictions, agencies, transit providers, and sometimes community improvement districts.** Because of overlap or limitations of jurisdictions and resources, some corridors are in poor condition and have significant safety issues for those walking, biking, and taking transit. ARC can help facilitate coordination along these priority corridors and their stakeholders to improve safety and general walking and biking conditions.



“I rode over here to meet a friend and get some exercise in the process. I enjoy being outside. . . It would be great to see more trails and better connections between the trails we have.”

- GLENN, ROSWELL



“I like walking around in Roswell because there are lots of shops and restaurants. It’s very lively. I wish we had something like this in Dunwoody.”

- JENIFER, DUNWOODY



“I ride to class because it’s faster, and I get to skip ‘leg day’ at the gym.”

- AASHAL, ATLANTA



“Cycling makes you feel younger, like at Arabia Mountain when you are riding down through the middle of the woods. Rockdale County does a good job with maintenance, but the stretches of trail through other counties could use better maintenance.”

- RICHARD & DEBBIE, LILBURN

ACTIVE TRANSPORTATION PROJECT DELIVERY FORUM

The Active Transportation Project Delivery Forum was held on Thursday September 17 from 9 am to 12 pm. Over 39 people attended the forum including local government staff, CID representatives, advocates, as well as interested citizens.

Goals for the forum included:

- Sharing national trends in active transportation project delivery, including funding sources, project partners, and infrastructure types
- Providing a review of project delivery procedures at ARC for active transportation projects
- Providing an open forum for discussion to identify what is working, what could be improved, and how ARC can continue to enhance active transportation project delivery for the region
- Using input from the forum to develop a framework to fund and deliver active transportation projects more quickly and effectively with

consistent and creative project delivery strategies

The forum started with a presentation by Jeff Olson, national bicycle and pedestrian expert and author of the book *The Third Mode*. Jeff shared his experience working in communities around the US on public-private partnerships and innovative implementation strategies for active transportation projects.

Jeff was followed by Kofi Wakhisi and Amy Goodwin, both with ARC. They provided an overview and update about work done by the ARC Project Delivery Task Force, which is an ARC committee working to improve project delivery of projects receiving federal funds for implementation through ARC.

After the presentations, the remainder of the forum included a facilitated, open discussion with attendees about needs and opportunities related to active transportation project delivery and implementation.



Attendees at the Active Transportation Project Delivery Forum learn discussed ways to build more and better projects that support walking and biking.

Key themes that emerged during discussion included:

- **There is a need for diversified funding strategies.** Local funds and federal funds do not cover the full need for active transportation. Opportunities exist to leverage private funds to accelerate project delivery and meet local needs.
- **There is a need to deliver projects faster.** Simple sidewalk projects can take several years to deliver when using federal funds. At the forum, there was a shared interest in continuing to use federal funds for priority active transportation projects and to be able to deliver them faster and more easily.
- **There is a need to reduce bureaucracy to deliver smaller projects, such as walking and biking projects.** Active transportation projects are typically smaller and retrofits to existing infrastructure. Requiring the same level of documentation and review process as a major roadway project can diminish already limited funds and stretch project implementation timelines longer than is necessary.
- With fewer staff and technical resources, smaller jurisdictions often struggle to deliver projects through the federally funded project process. **To manage federally-aid funded projects, GDOT requires local jurisdictions to be certified as Local Public Agencies (LPA) for Local Administered Projects (LAP).** Without sufficient professional staff to be certified, local jurisdictions much rely on GDOT to manage and deliver projects. This reliance often adds additional time and cost to projects, or in some cases has led to local jurisdictions passing on the use of federal funds for transportation projects in their community.
- **There is a desire for more public-private partnerships.** Increasingly, foundations and private businesses are seeing the value and opportunity associated with active transportation projects and their positive impact on quality of life in their community. Private funding can also help fill gaps in funding for projects or help local jurisdictions stretch their dollars further. Many in the Atlanta region are already leveraging private funds to accelerate project implementation. There was agreement at the forum that those tasked with project delivery in the region should continue to work with the business community to build active transportation projects.
- **There is a need for big regional projects.** For projects that cross jurisdictions and provide important connections that can fill network gaps, such as gaps between regional trails, there is a need for coordination with all partners and agencies. ARC can provide technical resources and coordination support to help deliver these larger, more complex projects.
- **Scoping assistance can help identify project delivery issues early in the federally funded project delivery process.** Currently, delays in project funding through ARC are often attributed to scoping issues. Additionally technical support with project scoping and scheduling, particularly for smaller jurisdictions, can help projects be delivered with fewer scope-related delays.

“I walk along Main St. to get to the station, which is pleasant because there are lots of trees and lights at night.”

- ANN, COLLEGE PARK



“Atlanta needs more pedestrian-friendly areas, and should promote the benefits of pedestrian-friendly areas.”

- COURTNEY, EAST ATLANTA



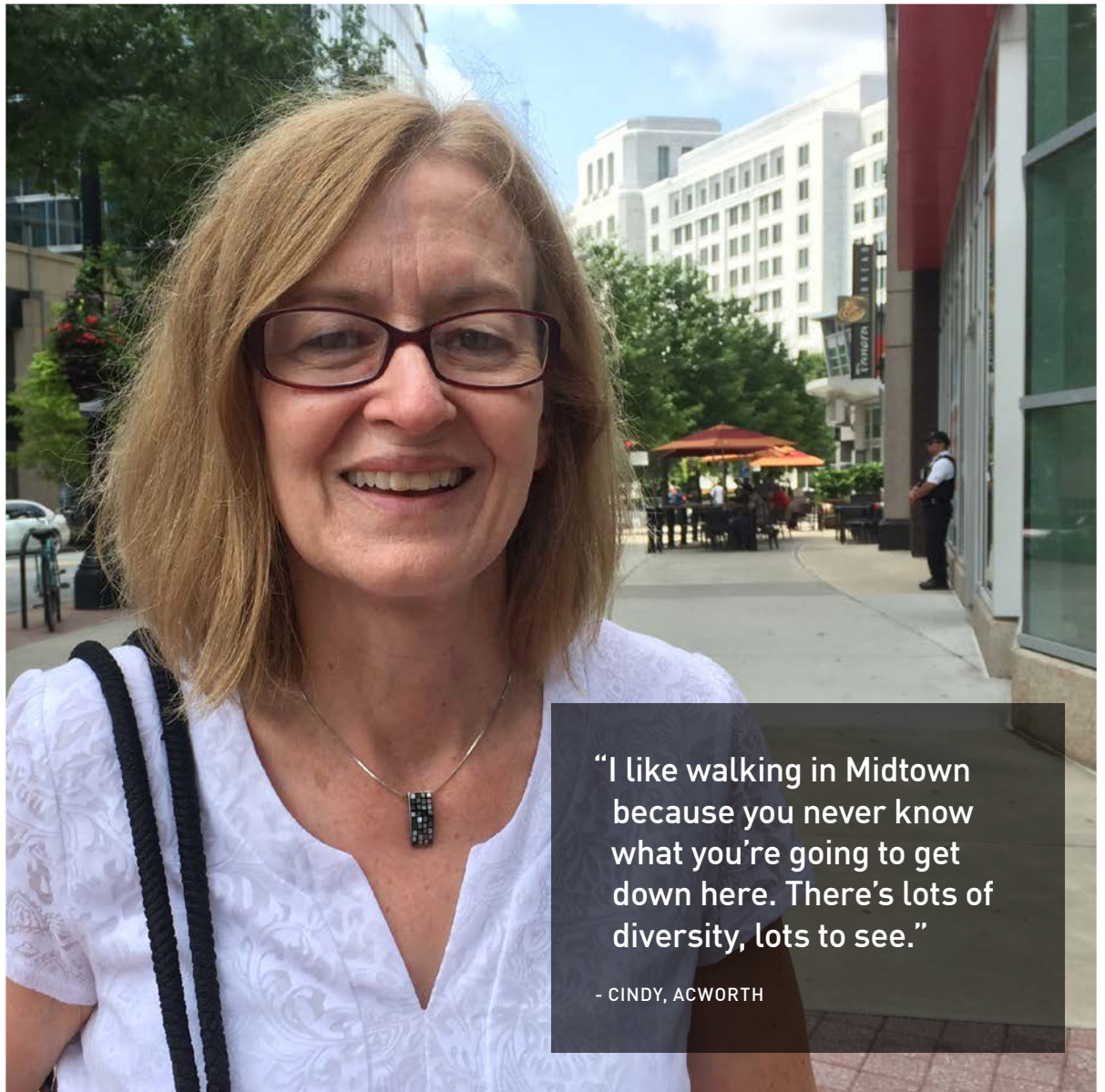
“I bike because it’s faster than walking or driving — it’s just efficient.”

- ANDREW, ATLANTA



“I like walking around at my lunch hour because everything is very accessible, there are lots of people, I feel healthier, and it’s quick. I’d like to see more casual street vendors along Peachtree St during the lunch hour, like King of Pop or hot dog stands.”

- BLAIR, LILBURN



“I like walking in Midtown because you never know what you’re going to get down here. There’s lots of diversity, lots to see.”

- CINDY, ACWORTH



“Taking the commuter bus is actually faster than driving because we’re in the HOV lane. Plus I can read on the bus.”

- ANTHONY, GWINNETT COUNTY

SIDEWALK AND HANDLEBAR INTERVIEWS

To connect regional policy and local needs to personal experience, intercept surveys were conducted at several locations around the region. Members from the planning team conducted the interviews at the following locations, which represent a variety of place typologies found throughout the region:

- Urban Trail: Eastside BeltLine Trail at 10th Street
- MARTA Rail Station: College Park MARTA Rail Station
- Commuter Bus Stop: MLK Drive and Peachtree Street
- Regional Corridor: Buford Highway
- Small Town Main Street: Canton Street, Roswell
- Suburban Activity Center: Gwinnett Place Mall
- University District: Tech Square
- Midtown Atlanta: 12th Street and Peachtree Street
- Trail of Regional Significance: Arabia Mountain Trail, by the Nature Center

The surveys focused on documenting first-person perspectives on walking and biking in the region. Overall, the project team encountered strong interest and support for improving walking and biking conditions in the region. Survey sites were selected by developing a list of areas with different walking and biking trip types. Time of day and duration for each location was selected to visit each site at the peak time to interview people walking and biking at each site.

Photos and quotes used throughout Part 3 were collected as part of the Sidewalk and Handlebar Interviews.

Eastside BeltLine Trail at 10th Street

The BeltLine interviews took place on a weekday morning between 8:30 and 9:30 am. The interviewees were either commuting or out for recreational purposes. Most lived in one of the neighborhoods adjacent to the BeltLine, but a few had driven from more distant neighborhoods. Health was a popular motivation for biking and walking, as was the BeltLine as an attraction. Respondents also indicated that they would feel more comfortable biking and walking and do it more often once the Beltline is extended. People on bikes also indicated a preference for more on-street bike lanes and protected bike lanes. People walking would like more water fountains to help deal with the summer heat. On the BeltLine specifically, several respondents noted that increasing the width of the BeltLine and/or separating fast-moving bicyclists from people walking would make the experience better.

Cesar, Buckhead: “I’m getting close to 50, so I’m out here jogging for my health . . . My favorite part about the Beltline is the way it’s connecting Atlanta’s neighborhoods.”

Susan, Grant Park: “I ride a bike because I can get exercise while I run errands. I really like getting around using human power – no fossil fuels required.”

Courtney, Inman Park: “Walking gives me energy and relieves stress – it’s a great way to start the day. I enjoy the fresh air, the Magnolias, and the public art along the BeltLine.”

Lindsay, Ryder, and Parker; Virginia Highland: “We love living in a walkable neighborhood because it means we don’t have to get in the car anytime we leave the house.”

Steve, Virginia Highland: “I enjoy the sights: nature, dogs, and smiles.”

David, Old Fourth Ward: “I enjoy the freedom to go all around the city on my bike.”

Genti, Midtown: “I bike to get outside and feel the fresh air”

Jerry, Piedmont Heights: “Riding to work wakes me up and when I get there, my head is clear and ready for the day.”

Katie, Candler Park: “I love being able to bike my five- and eight-year old to school every morning.”

Amy, Virginia Highlands: “I’d like to see more bike lanes”

Belinda, Stone Mountain: “I like seeing activity and all different types of people when I’m walking around.”

College Park MARTA Rail Station

The project team talked to people who were waiting for the train at the College Park MARTA station on a weekday from 10:00 am to 11:30 am. Many of those interviewed had begun their trip by walking to a bus stop. Many of the people who walked to the bus or train stop commented that the route they took lacked sidewalks or that the stops lacked

seating. In the heat of the summer, many people commented on how the lack of shade trees led to an uncomfortably hot walk.

Matose, College Park: “Transit is the only way I have to get to work.”

Jasper, College Park: “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.”

Shaquile, College Park: “I take MARTA to work, but it’s not enjoyable – too hot.”

Roman, Bankhead: “The engine in my car blew up, so until I can get a new one I’m taking the train . . . It’s hot out here – wish there was more shade.”

Russel, College Park: “I take MARTA because it’s cheaper than driving, and I like the exercise. It works for me.”

Jakam, Riverdale: “The bus stop is too far from where I stay to walk or bike there, so I drive.”

Kristy, East Point: “It’s not a horrible walk to the bus stop – in fact it’s pretty convenient. But a car would make it easier to get where I need to go.”

Onela, Atlanta: “I don’t enjoy walking and taking transit. Getting a car would make my experience better.”

Gabriel, Timbertop Drive: “My trip consists of driving, riding the bus, riding rail, and walking.”

Rosie, College Park: “I like walking when it’s not too hot, but sometimes it can be exhausting.”

Eric, College Park: “I like to see happy faces and good energy when I’m walking around.”

Ann, College Park: “I walk along Main St. to get to the station, which is pleasant because there are lots of trees and lights at night.”

Ecker, Bethsaida Road: “I don’t have a car, so I walk 1.5 miles to get to a bus stop that brings me to the College Park rail station. There are some sidewalks, occasional trees, and a lack of street lights.”

John, College Park: “Sidewalks make my walk to the bus stop enjoyable.”

Danielle, College Park: “My walk is peaceful, but long. If there were bike lanes I would bike to make the trip quicker.”

Patricia, College Park: “I live near parks, a cemetery, houses, and good sidewalks so there are lots of diverse people walking and running. I love seeing all the people and activity.”

Aisha, College Park: “I’d like to see bike lanes on Old National Highway.”

Commuter Bus Stop at MLK Jr. Drive and Peachtree Street

The project team spoke with people waiting for Gwinnett County Transit, Cobb County Transit, and Georgia Regional Transportation Authority commuter

buses on a Wednesday between 5:00 pm and 6:00 pm. The project team asked people why they choose to take the commuter bus and asked about bicycle and pedestrian access at both ends of their trips. Almost withal respondents drove to a park-and-ride in the morning near their home and walked to the bus stop downtown. Most people said that the bus stop near their house was either too far to walk or bike or that conditions for walking or biking are dangerous. Aside from the heat and congested sidewalks downtown, most people found the walk after work to be relatively pleasant. Many respondents noted, however, that conditions at the downtown bus stop leave a lot to be desired, including shade, shelter, and comfortable seating.

Gail, Snellville (no photo): “I ride the commuter bus because it’s easier – keeps my road rage under control. I drive to the bus stop near my house because it’s too far to walk and there are no sidewalks.”

Rodney, Douglasville: “I take the commuter bus because it saves money and I don’t have to worry about traffic. We need more crosswalks between intersections downtown.”

Marr, Gwinnett County: “I like the commuter bus because it saves money on parking and I can sit back and relax.”

David, Gwinnett County: “I take the commuter bus because it avoids wear and tear on my car. It’s less stressful, and you don’t have to deal with traffic.”

Fay, Snellville: “I ride the commuter bus because I hate driving and trying to park in downtown Atlanta.”

Anthony, Gwinnett County: “Taking the commuter bus is actually faster than driving because we’re in the HOV lane. Plus I can read on the bus.”

Margaret, Snellville: “The commuter bus is cheaper than driving and I don’t have to deal with traffic.”

Lydia, Jonesboro: “The commuter bus has nice big seats – you can just sit back and relax. Oh – and I get a discount on my car insurance because I don’t drive that many miles.”

Mark, Snellville: “I take the express bus because it’s relaxing and subsidized by my employer.”

Hynecia, Douglas County: “The express bus is relaxing and saves gas.”

Buford Highway

Buford Highway is a multi-lane arterial with very challenging pedestrian conditions. Recent safety initiatives and new infrastructure, such as sidewalks and enhanced pedestrian crossings, have helped improve walkability and safety along the corridor. The project team interviewed people walking to and waiting for the bus at two locations along Buford Highway, one of which recently had new midblock crossings installed to help those walking along the corridor cross more safely and frequently. Interviews were conducted in Spanish and English.

Michel, DeKalb County: “I take the bus because it’s more convenient than driving – it takes me right to the Lindbergh MARTA station.”

Jay, Brookhaven: “I walk to the market to stay fit. That way I don’t have to go to the gym. The new sidewalks, medians, and crosswalks out here have made a big difference – makes it much safer and easier to get across Buford.”

Maurice, Lenox Rd: “I walk and take transit because I don’t own a car. My walk is nice, but it would be better if there were sidewalks along Buford Hwy and more shelters at bus stops.”

Nikki, Southwest Atlanta: “I usually drive, but I wrecked my car so I’m using transit for a while. It’s convenient because I catch the bus right outside of my apartment complex, and I often have seating and shelter at different bus stops I need to go to. If my car was working, I’d still drive because it takes over twice as long to take the bus, and that’s with the app telling me when the bus will come.”

Renee, Briarwood Rd: “Transit and walking are my only forms of transportation. It would be easier for me if there were sidewalks and crossings in my neighborhood like they’ve put in on Buford Highway. In my neighborhood, you have to walk in the grass or street, and jaywalk to cross.”

Andre, Briarwood Rd: “I’ve noticed a difference in how people are driving ever since they’ve put the sidewalks and medians on Buford Highway. When I have my daughter with me now, we are able to cross and wait in the median for another break in the traffic.”

Terrance, Briarwood Rd: “I find walking peaceful.”

John, Fairburn: “My walk to the bus stop is hot, and I have to walk in a grass path.”

Doris, Shallowford Road: “I would like for drivers to slow down.”

Greisy, Doraville: “I would like to see more sidewalks on other areas of Buford Highway, similar to the Briarwood Road intersection.”

Jacinto, Doraville: “I like that the signals are clearly marked and it is clean of debris.”

Felix, Brookhaven: “I like that it is safe around this area but connecting streets to not have enough light at night. The experience is limited to this intersection only.”

Mayra, Atlanta: “Sometimes the speeding cars don’t care to stop when it is the pedestrian’s time to cross the street.”

Julian, Atlanta: “It would be better if there were sidewalks on both sides and a bus stop with a bigger shelter in case it rains.”

William, Doraville: “The sidewalks are fragmented so sometimes I have to walk on the wet grass. You can tell people walk through the grass a lot because of the grass growth. We made our own walking paths.”

Ismael and Mario, Doraville: “It would be nice to have more access to the mall. There is only one big ‘walkable’ entrance to the mall, which is in the middle of the street where cars need to turn too. Sometimes cars are rushing and they don’t even look to see who is walking around. They don’t respect the walking signals.”

Cesar, Atlanta: “I think some pedestrians do not respect the signals and some drivers don’t respect the pedestrians. This makes a crossing that it is unsafe for anyone. A bridge would be ideal, so everyone can be safe.”

Christina, Chamblee: “I wish there were more sidewalks so I can take transit and bring my children.”

Canton Street, Roswell

Canton Street is well known throughout the region for its friendly streets and lively, family-oriented atmosphere. For these reasons, among others, Canton Street generates lots of walking activity throughout the week. Of the people interviewed, all were walking and several said they ride bikes often. Interviews were done around the lunch hour on a Thursday, so there were many people coming to dine at one of the area’s many restaurants. People said they like to come to Canton Street because there are lots of shopping and dining options within close proximity of one another, so you only have to get in and out of your car once. Mature street trees provide cover and shade during the hot summer. Also, there’s a strong walking culture so drivers are respectful of people crossing the street.

Glenn, Roswell: “I rode over here to meet a friend and get some exercise in the process. I enjoy being outside . . . It would be great to see more trails and better connections between the trails we have.”

Britt, East Cobb: “I like walking around in this area. I like the independent restaurants and local businesses. Unfortunately, we live far enough away that we have to drive over here to walk around, so more parking would make it more convenient.”

Kristen, Alpharetta: “I love walking around in the historic part of Roswell - it reminds me of my home town . . . It would be great if there were more bike lanes – I mostly ride on the sidewalk because I don’t feel safe riding on the street.”

Barrett, Roswell: “We have marked bike routes in Roswell where you can ride on calm residential streets, but we need bike lanes or paths on the major roads. I would ride more often if it was easy and comfortable.”

Jack, Smyrna: “I wish there were more places like the Silver Comet Trail for me and my two boys to ride. I’d walk and bike more if there was better transit in Cobb County.”

Pat: “This is my version of coming into the city. Walking around on Canton St is nice because there a lot of crossings with signs telling drivers to stop.

Sunni, Alpharetta: “I just moved here from Bedford, Texas. This place is such a treasure; we had some areas like this in Texas, but they were all far away.”

Dana & Diane, East Cobb & Kennesaw: “We come here for the shops and restaurants, and the liveliness on the weekends.”

Haley & Patsy, Marietta: “We like coming to shop here because you have access to a bunch of stores without having to get back in your car. We’d like to see more separation between cars and the sidewalk, and more parking options.”

Jenifer, Dunwoody: “I like walking around in Roswell because there are lots of shops and restaurants. It’s very lively. I wish we had something like this in Dunwoody.”

Brian, Woodstock: “Suburbanites are moving more toward developing these walkable downtowns. The ‘burbs are starting to create these little ‘pop-up main streets.’ They are kitschy and a little overpriced, but they add a much needed splash of livability.”

Laury, Roswell: “People think I’m crazy, but I love cycling. I like the off-street paths and trails, but I also bike on the arterials roads, like Atlanta St and Rt. 120, if I have to. I wish those roads had larger shoulders. The drivers in Roswell are friendlier to cyclists than where I lived before, in Cumming. There should be more driver awareness campaigns about cycling.”

Gwinnett Place Mall

The Gwinnett Place Mall is at the heart of the Gwinnett Place Community Improvement District. Gwinnett Place Mall is in a very auto-oriented area and surrounded by a large parking lot. The mall is served by transit, with a bus station on the edge of the parking lot. There is very little in the way of walking

and biking infrastructure around the mall. In some communities without a downtown, the mall can provide an atmosphere that shares many qualities of a downtown, such as proximity to many destinations and pleasant walking environment. On a Thursday afternoon, members of the project team spoke with several different mall visitors who were there for activities such as shopping, recreational walking, and participating in a seminar. Some specifically visit the mall to walk for exercise because it offers a safe and comfortable place to do so. Others interviewed said they are interested in walking, biking, and taking transit more often, but cited lack of walking and biking infrastructure, stressful roadway conditions, long distances between destinations, and lack of frequent transit service as major barriers.

Ron, Buckhead: “I like walking around in this mall because it’s quiet and relaxing. I’ve never thought about walking to the mall because it’s designed around cars – if I walked I’d have to go through a bunch of boring, ugly parking lots. I like to walk where it’s scenic or where there are interesting things to look at.”

Shanay, Norcross: “I can’t think of anything that would make me want to walk or bike. I don’t like to walk.”

Bo, Duluth: “I would think about walking or biking if the roads were set up for it – like in Amsterdam they have huge wide bike paths that thousands of people use at all times of the day. But here the roads are made for cars.”

Chris, Duluth: “I might bike if other people here did. The culture here doesn’t really support biking for transportation like in some other places.”

Paul, Norcross: “I would take the bus to the mall if the bus came more often. But when a trip takes 10 minutes driving but two hours on transit with transfers why would I take the bus? Doesn’t make any sense.”

Anna, Lawrenceville: “If there were sidewalks everywhere I would probably walk most of the time, but there are no sidewalks where I live.”

James, Dunwoody: “I would think about walking to the mall if it were closer . . . we need more sidewalks in Dunwoody.”

Alexander: “I walk to Kroger because it’s close to my house, but there are no sidewalks on the main road. I would walk to more shops if they were within walking distance.”

Usha, Duluth: “I come to Gwinnett Place Mall and Perimeter Mall to walk for exercise. It’s pleasant: cool, open, few disturbances. I don’t like to walk on the street because it’s hot, noisy, and there’s a lot of traffic. Plus, I don’t see anyone else walking.”

Stan, Clarksville: “I would bike as much as 5 miles to get to work, but I have to drive 50 miles on average. I would bike to the shopping center too if it were within 5 miles, unless I had to get something big. I wish there were more bike lanes, I don’t like to bike on the street.”

Tech Square

Tech Square, as the gateway between Georgia Tech’s campus and Midtown, is regularly busy with students, campus faculty and staff, and professionals working in the area. The project team

interviewed people walking and biking on a Friday morning. Lots of people interviewed here said they bike because it is the fastest, easiest, or most efficient way to get around.

Aashal, Atlanta: “I ride to class because it’s faster, and I get to skip ‘leg day’ at the gym.”

Andrew, Atlanta: “I bike because it’s faster than walking or driving – it’s just efficient.”

Matt, Old Fourth Ward: “I have a car but I don’t drive to campus. Parking is too expensive and you can’t park a car right next to building entrances like you can a bike at Georgia Tech. It ends up being slightly quicker to bike, door to door.”

Daniel, Old Fourth Ward: “I bike because I’m still learning to drive, although I’ve had my learner’s permit for three years now and I’m really not in a rush to get my license. I don’t really like cars and feel safer on a bike.”

Ryan, Midtown: “Atlanta’s come a long way in a relatively short period of time in terms of bike access, but it still has a long way to go. We need better bike lane design that gets people in bike lanes out of the door zone of parked cars and works better with buses. People also need to stop parking in the bike lanes.”

Mike, Midtown: “I like riding a bike because I feel more connected to my neighborhood – it’s hard to be unhappy on a bike.”

Arthur, Midtown: “I bike because it saves time – I get where I need to go while getting exercise.”

Arthur, Downtown: “Commuting by bike is less expensive than driving and more convenient than taking transit. . . I’d like to see better education and awareness for drivers and pedestrians so that we’re all on the same page about everybody’s rights and responsibilities.”

Rohan, Georgia Tech: “Biking is the fastest and most convenient way for me to get from home to the business school. I love going home after class because it’s all downhill, very relaxing. Sometimes it can be uncomfortable when drivers behave badly and honk.”

Suzanne, Georgia Tech: “The Tech Trolley isn’t convenient from where I live, and there are nice sidewalks so walking is the best option for me to get around campus.”

Ben, Home Park: “Walking is my only option. I don’t have a bike, though I am interested in getting one. The streets seem busy but you never forget how to ride a bike so I’ll give it a try. Some of the intersections, like at 5th St and Williams St, have too many cars. There should be a pedestrian overpass or something there.”

Samee, Home Park: “My trip from home to class isn’t far, so walking isn’t a big deal. It’s the fastest option; less congestion, less hassle, less expensive. Sometime construction and maintenance projects can be a disruption if they force you to take a detour.”

Christian, Georgia Tech: “It’s not worth maintaining a car on campus. Walking gives me a chance to listen to music and clear my head. It’s relaxing and helps me think. I’d prefer better timing for pedestrian signals at intersections.”

Bobby, Georgia Tech: “I bike because it’s faster than walking, and I haven’t figured out the Trolley routes yet. I love biking to save time. I’m comfortable riding on campus because there are bike lanes and plenty of space. There are also plenty of bike shops and places I can get maintenance done.”

Germain, West End: “For me, biking is the easiest option. Plus, it’s free! I like to bike on the slower, quieter streets. If I could change one thing, it’d be the potholes in the West End.”

Katie, Roswell: “Wide sidewalks make walking on campus feel safe.”

Midtown Atlanta– 12th Street and Peachtree Street

Midtown is a major employment, residential, and entertainment district in the region. Peachtree Street is the premier destination corridor through Midtown and is also surrounded by plentiful housing, which creates a good mix of users walking and biking. During lunch hour on a Friday, the project team spoke with several people walking and biking, most of whom were people who work in the area and were walking to get lunch or some exercise during their break. People said they like the close proximity of many shops and restaurants and the wide sidewalks make it convenient to walk to get lunch, or just for a breath of fresh air to break up the work day.

Katie, Midtown: “I walk to work every day because it’s nice to be outside, get exercise, and feel a part of the community.”

Adam, Atlanta: “I just like biking – it’s freeing. . . Atlanta needs more bike lanes – and not half-ass bike lanes that suddenly drop without warning. We also need better education and awareness because lots of drivers here seem to think people aren’t allowed to bike on the road when it’s actually the opposite: it’s illegal to ride a bike on the sidewalk.”

Sarah, Virginia Highland: “I walk and bike because it’s an opportunity to be outside breathing fresh air, it’s practical transportation, and it’s good exercise . . . Atlanta needs more bike lanes and also needs to keep the ones we have free of debris . . . [the] 10th Street [2-way protected bike lane] is great – we need more streets like that.”

Chris, Brookhaven: “Being able to walk across the street and grab lunch without getting in my car is really convenient.”

George, McDonough: “I just like being outside.”

Michelle, Lithonia: “I like to run. I enjoy being free, outside.”

Kayla, South Fulton County near the airport: “I enjoy the health benefits of walking – not just the physical health benefits also the mental health benefits. I like taking in the sights and sounds around me . . . It’s nice to walk in Midtown but in South Fulton we need wider sidewalks that don’t stop all the sudden.”

Ty, Inman Park: “I like to walk because it’s a way to get to know my neighbors . . . Walking in Atlanta would be more enjoyable if there were fewer parking lots and more people on the streets. If public transit was better I would go for fewer strolls but more purposeful walks to destinations.”

Courtney, East Atlanta: “Atlanta needs more pedestrian-friendly areas, and should promote the benefits of pedestrian-friendly areas.”

Johnathan, Tucker: “I like to get out of the office and walk around the block. I like the fresh air.”

Will, Vinings: “I like walking to lunch because it’s a chance to stretch my legs.”

Delilah, Buckhead: “Walking is therapeutic, and it’s much better than going to the gym . . . Atlanta could use more trails and more bike paths on major streets.”

Matthew, Downtown Atlanta: “I’m a courier and love getting paid to ride my bike. During the day, I like to use the one way roads through town when there’s less traffic, but at rush hour, those drivers getting on and off the highway are more aggressive. During rush hour, Peachtree St is better for biking, but during the day it’s tough because of all the idling delivery vehicles.”

Cindy, Acworth: “I like walking in Midtown because you never know what you’re going to get down here. There’s lots of diversity, lots to see.”

Anonymous, Buckhead: “I like that I don’t have to get back in my car to get lunch; I can easily walk to all of the shops and restaurants. I would be more comfortable biking if there were bike

lanes; that's probably what everyone says."

Blair, Lilburn: "I like walking around at my lunch hour because everything is very accessible, there are lots of people, I feel healthier, and it's quick. I'd like to see more casual street vendors along Peachtree St during the lunch hour, like King of Pop or hot dog stands."

Jack, West Side: "Even though I drive to work, I like to walk to get lunch because there are a lot of places to go near the office. I could imagine biking to work if the roads were friendlier. I'm just too lazy."

Cheryl, Midtown: "I moved to Midtown to be able to walk and bike more. The availability of shopping and dining options, access to transit, shuttle to Atlantic Station, and BeltLine make walking in Midtown a wonderful experience. My goal is to use my car as little as possible. Biking is still uncomfortable, but I'd feel safer if there were bike lanes along Peachtree St."

Joanne, Marietta: "I like to be able to get out and walk around at lunch instead of sitting all day. Midtown is good for that because there are wide sidewalks and more restaurant options than other areas I've worked."

Dale & Ashley, Midtown: "We live here, and walk around because we feel healthier, it's safe, and it's easy to get around on foot. The BeltLine is great, but we'd like to have more bars and restaurants along it."

Lauren, Decatur: "I walk from my office to get lunch when I need to because it's quicker than driving. There are good crosswalks which makes it safer."

Arabia Mountain Trail (at the Davidson-Arabia Mountain Nature Center)

The Arabia Mountain Trail is located in southeast DeKalb County and is a part of the growing network of trails of regional significance in the region. The project team visited the Davidson-Arabia Mountain Nature Center Trailhead along Klondike Road, which has a large parking lot, a nature center, and a picnic table area. On a Saturday morning, the trail was busy with weekend recreational users finishing up their workout for the day. Interviewees were generally happy with the trail, but called for better maintenance of restroom debris. Walkers and bikers said they visit the trail to enjoy the peace of nature and be healthy.

Jim, Conyers: "The County should put more effort into keeping the trail clear of debris after storms."

Gwen, Woodstock: "I bike every weekend, mostly on the Arabia Mountain Trail, to maintain an active lifestyle and stay young."

John, McDonough: "I cycle everyone weekend for exercise and recreation, on trails like the Arabia Mountain Trail and the Silver Comet Trail. I like the Arabia Mountain Trail because it's a nice, paved trail that has a decent amount of elevation changes."

John, DeKalb County: "We had planned on going to the Mall at Stonecrest, but when we saw that it was closed we came here instead since it is so close. My kids loved seeing the wildlife."

Marilyn, Covington: "I drive further to get to this entrance because there are lots of people, which makes me feel safer."

Barb, Emory: "I like coming out to bike on trails, but I wouldn't bike around where I live because of the traffic and high speeds."

Laquoya & Krystalline, Stone Mountain: "The trail is a peaceful place to get healthy."

Sheldon, Lithonia: "I'm motivated to come here to bike because it's close to where I live, plus it's nice to see the scenery and nature."

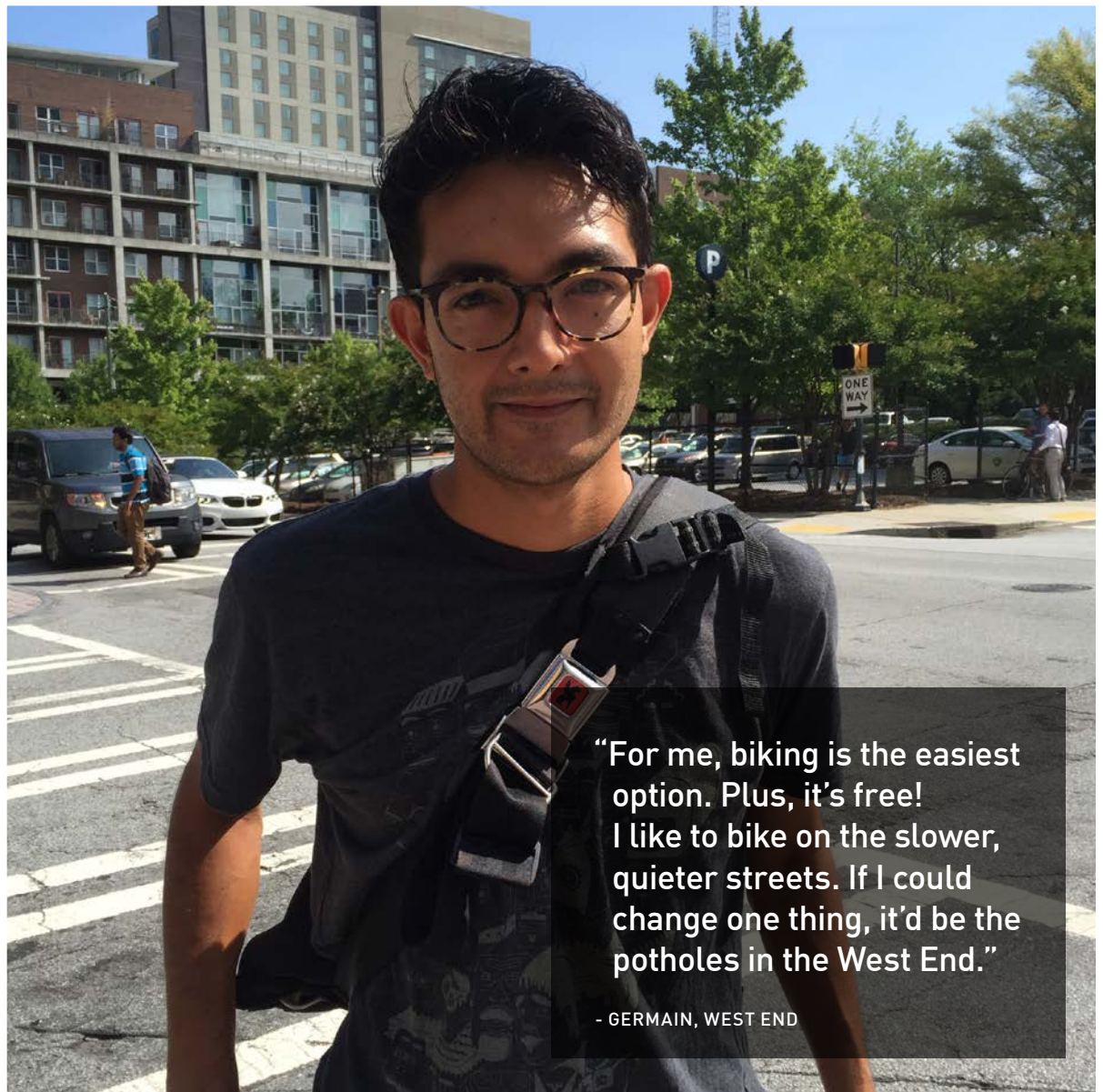
Tommy, Covington: "The Arabia Mountain Trail is great because I am in nature and away from car traffic. I'd like to see it extended, maybe back toward Conyers."

Richard & Debbie, Lilburn: "Cycling makes you feel younger, like at Arabia Mountain when you are riding down through the middle of the woods. Rockdale County does a good job with maintenance, but the stretches of trail through other counties could use better maintenance."

Marvin, Stone Mountain: "Recently, I've been cycling every morning before work. It makes me feel healthier and more awake when I get to work."

“My walk is peaceful, but long. If there were bike lanes I would bike to make the trip quicker.”

- DANIELLE, COLLEGE PARK



“For me, biking is the easiest option. Plus, it’s free! I like to bike on the slower, quieter streets. If I could change one thing, it’d be the potholes in the West End.”

- GERMAIN, WEST END



“I enjoy the sights: nature, dogs, and smiles.”

- STEVE, VIRGINIA HIGHLAND



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