



CITY OF ATLANTA 2017 ANNUAL BICYCLE REPORT

Mayor, City of Atlanta
Keisha Lance Bottoms



Department of
CITY PLANNING

Keisha Lance Bottoms, Mayor, City of Atlanta

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As the 60th Mayor of Atlanta, it is my great pleasure to present the City of Atlanta 2017 Bicycle Report.

In March 2015, residents approved the \$250 million Renew Atlanta Bond Program which authorized improvements, upgrades, and repairs to infrastructure and transportation throughout Atlanta. Atlanta is always evolving, and we must continue to enhance the quality of life for our residents by creating new ways to revitalize our neighborhoods, reduce traffic and provide for healthy lifestyles. With the ever-growing number of people embracing cycling as a means to navigate our City, building miles of new bicycle lanes and providing safer infrastructure for bike riders preserves our reputation as a city that embraces and realizes modern urban trends.

In 2016, CycleHop and Georgia's Own Credit Union partnered to launch Relay Bike Share, which has expanded from 100 to 500 Relay bikes and connects 15 neighborhoods. Through the Bike Share Champions Program, 16 residents have been committed to engaging and educating their neighbors about the benefits of bike share and the influence it can have within their communities. By providing citywide bikeways and promoting programs that enhance our mobility strategies, we stand to lower daily transportation costs and encourage healthy lifestyle for residents and visitors. Under my Administration, we plan to utilize our TSPLOST funding to double Relay Bike Share to make bikes available to more communities, especially those who require access to affordable transportation options.

Plans to reconstruct near term road repairs, improvements to new trails, additional protected bike lanes and traffic calming solutions will be reviewed throughout this report. It is vital that we focus on our bike infrastructure and connecting it to our MARTA stations, schools and commercial areas. Incorporating quality bicycle transportation and infrastructure offers more options for our residents and visitors to navigate our beautiful city and perhaps to see it in a new and different way.

Keisha Lance Bottoms

Mayor
City of Atlanta



The current and forecast growth of Atlanta presents an exciting opportunity. This growth has inspired a planning sensibility that includes an intentional shaping of the City to reflect our shared values, acquire new opportunities and achieve our goals. The Atlanta City Design is the guiding principle that creates a vision of how we as a City should grow, addressing our most challenging problems and important projects in a manner that results in a better city.

Within the framework of City Design, we can truly visualize all that Atlanta is capable of fulfilling; with the involvement of all who call this City home. Rethinking our system for moving around the city to promote physical access, health and prosperity in our communities is an unwavering necessity. Additionally, City Design highlights our need to prioritize people in the design of Atlanta's physical form. Bicycling infrastructure, bike share and ridership hold great significance to ensuring a multi-modal future. The Atlanta Transportation Plan was created to operationalize the Access strategies of City Design. This annual Bicycle Report will highlight our residents' enthusiasm about the optimization of Atlanta as a bicycle friendly city, and ensure that we are held accountable in pursuing and achieving the goals set forth by the Department of City Planning.

Tim Keane

Commissioner
Department of City Planning

2017 KEY BICYCLE PROJECTS

In 2017, the City of Atlanta implemented just over 10 miles of high-quality bikeways. In the past 5 years, the City’s infrastructure focus has turned toward bikeways that are comfortable and connected for people of all ages and abilities. On the following pages, four 2017 bikeway projects are highlighted that reshaped Atlanta’s roadways for the better.

Ralph David Abernathy Boulevard Resurfacing Project

In the summer of 2017, the Georgia Department of Transportation (GDOT) resurfaced Ralph David Abernathy between Cascade Road and Martin Luther King Boulevard due to the poor condition of the asphalt. Seizing the opportunity that resurfacing provides, the City of Atlanta Department of City Planning worked with the Westview Community Organization and the Business Association to design a vibrant walkable, bikeable street. With support from the community, GDOT converted the four-lane high speed street to a two-lane street with buffered bike lanes and on-street parking. The addition of bike lanes provides a safe way to bike to the Atlanta BeltLine Westside Trail, Kroger Citi-Center, Kipp Strive, the Westview commercial node and the West Lake MARTA Station.

MAJOR PARTNER



Atlanta BeltLine Westside Trail

In September 2017, the three-mile Atlanta BeltLine Westside Trail opened, completing a highly anticipated link in the overall BeltLine system. This segment of the multi-use trail connects several historic Southwest Atlanta neighborhoods to transit, parks, and schools while providing a safe bicycle and pedestrian corridor. The Westside Trail connects over 40 acres of greenspace and contains an urban agriculture farm at the trail's southern end.

MAJOR PARTNER



Images courtesy Atlanta BeltLine

2017 KEY BICYCLE PROJECTS

PATH Parkway

The PATH Foundation, City of Atlanta, and Georgia Tech partnered to repurpose two southbound lanes of Tech Parkway into a tree-lined protected bikeway, walkway, and landscaped median. The one and a half mile bikeway connects West Midtown, Georgia Tech, the Coca-Cola Company headquarters, and Centennial Olympic Park in Downtown Atlanta.

PATH Parkway was named America’s Best New Bikeway of 2017 by PeopleForBikes for its visionary design and connections to major activity hubs within the City.

MAJOR PARTNERS



CONSTRUCTION



AFTER: DECEMBER 2017



AFTER



RIBBON CUTTING

Bicycle Art Programs

The Mayor's Office of Cultural Affairs and Department of City Planning collaborated to implement the Mural Bike Rack Project. The goal is to bring greater attention to biking and bike infrastructure through public art and creative placemaking. The project provided 18 local artists with the opportunity to design and paint locally crafted racks. The 18 sculptural bike-shaped racks are installed at various neighborhood nodes.

Also working with artists in the Little Five Points community, DCP wrapped three Relay bike share bikes with local art for all riders to enjoy.

MAJOR PARTNER



MURAL BIKE RACK ARTIST & INSTALLATIONS



RELAY MURAL UNVEILING EVENT AND BIKE RIDE



TYPES OF ATLANTA BIKEWAYS

As a general rule, the level of comfort for people biking is a balance between traffic volumes, speeds, and physical separation from vehicular traffic. On streets with lower traffic volumes and speeds, people can feel safe sharing travel lanes with vehicles. For these streets, shared lane markings can suffice to improve the level of comfort for cyclists. However, along streets with higher traffic volumes and speeds, a dedicated and protected space for people cycling helps improve safety and the perception of safety for interested cyclists.

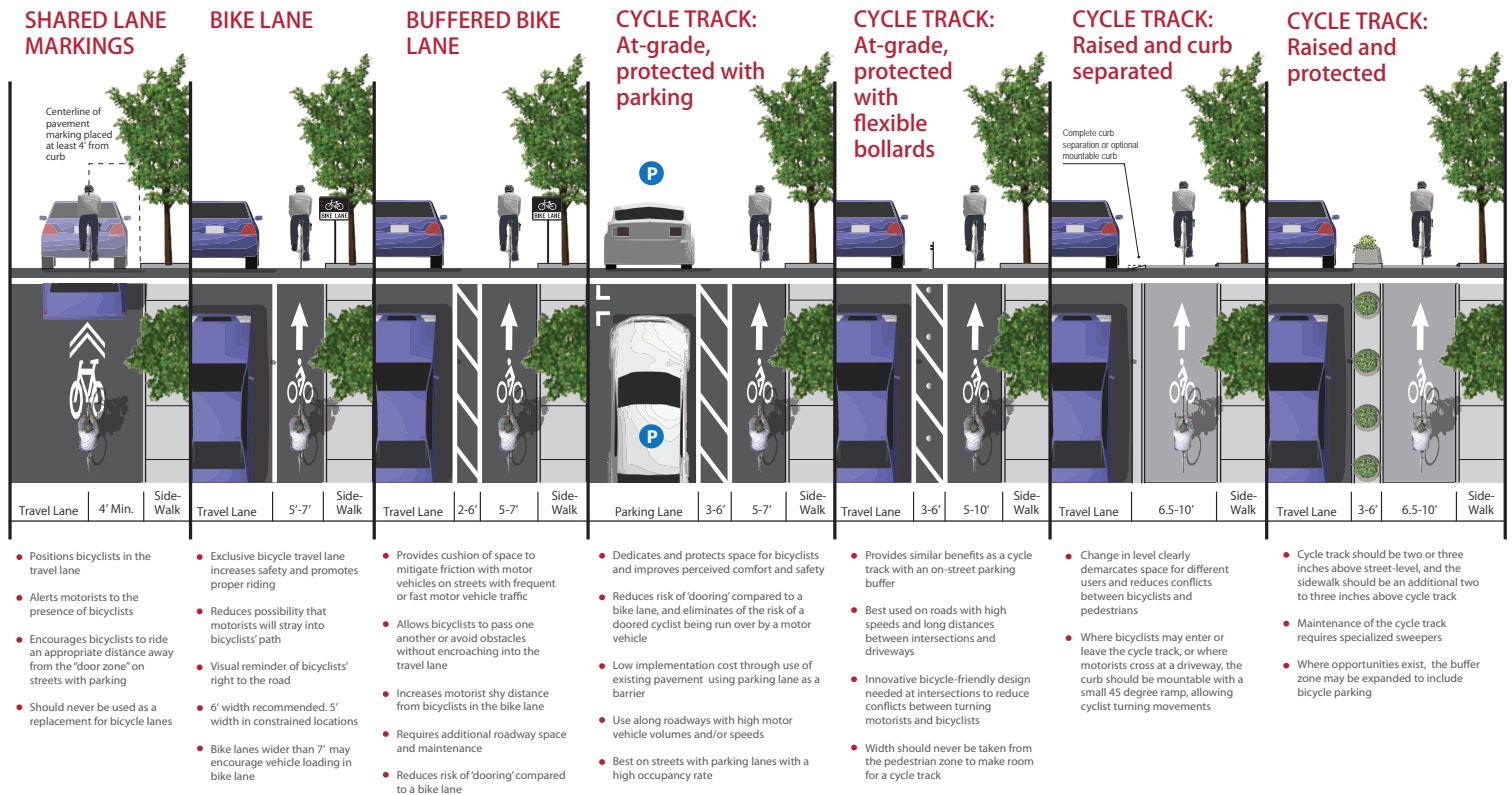
The diagram below, created by Alta Planning and Design, provides a graphic summary of the continuum of on-street marked bikeway facilities. In Atlanta, there is a full range of installed bikeways to create a balanced bikeway network that can accommodate a wider range of rider types.



On-Street Marked Bikeway Continuum

least protected

most protected



*Protected bicycle lanes and cycletracks are terms that are used interchangeably.

CHOOSING ATLANTA'S BIKEWAYS

The chart below, created by the National Association of City Transportation Officials (NACTO), provides guidance in choosing a bikeway design that can create an all ages and abilities bicycling environment, based on a street's basic design and motor vehicle traffic conditions such as vehicle speed and volume. This chart should be applied as part of a flexible, results oriented design process on each street, alongside robust analysis of local bicycling conditions. Protected bicycle lanes and cycletracks are terms that are used interchangeably.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts [‡]	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000	Multiple lanes per direction		Protected Bicycle Lane
Greater than 26 mph [†]	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

* While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

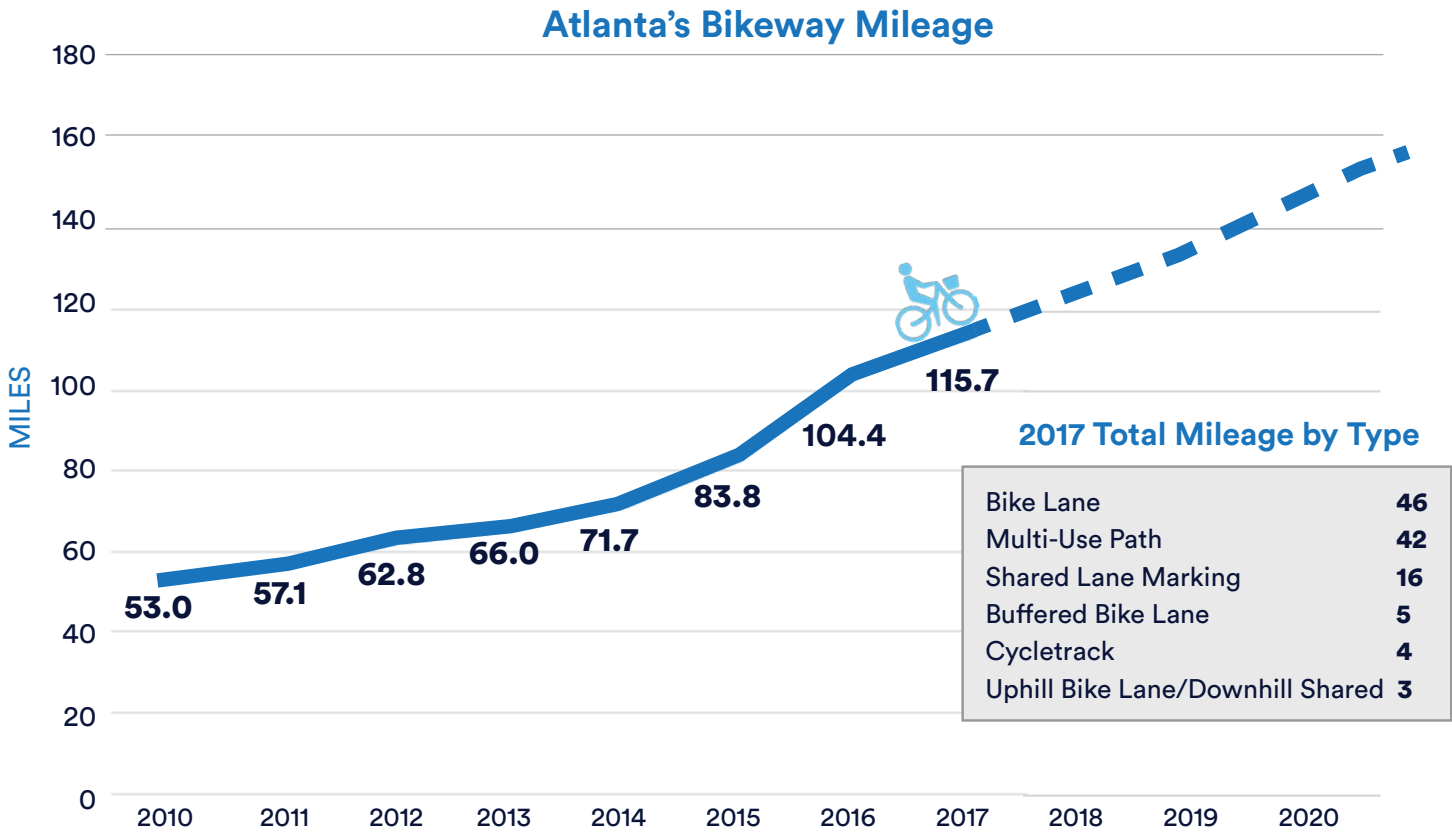
[†] Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.¹⁸

[‡] Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

CITYWIDE BICYCLE DATA

In 2008, the City of Atlanta Department of City Planning developed and adopted Atlanta’s first comprehensive transportation plan. The content and goals of this foundational plan set the stage for where we are now. With the support of the Mayor, the Atlanta City Council, and other stakeholders, the City installed the first protected bike lane in 2013. The success of the 10th Street protected bike lane motivated our largest growth of bikeways and bike ridership.

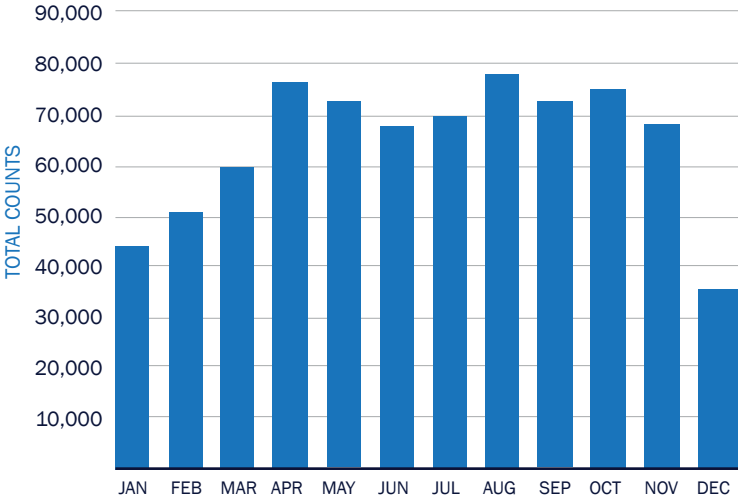
Today Atlanta has just over **116 miles of bikeways built** - doubling Atlanta’s mileage since 2012. Another 84 miles of infrastructure are planned for future implementation. These improvements to the bike network are important because they highlight the City’s commitment to improving citizens’ health, providing affordable transportation options, and becoming a bike-friendly city.



Bike Counter Daily Ridership Averages

COUNTERS INSTALLED IN 2016	
10th Street & Monroe Drive	1137
10th Street & Myrtle Street	507
5th Street (Tech Square)	287
Peachtree Street	119
Peachtree Center Avenue	102
COUNTERS INSTALLED IN 2017	
Edgewood Avenue	246
Hosea Williams Drive	51
Murphy Avenue	28
Westview Drive	6

Bike Counter Monthly Ridership Counts



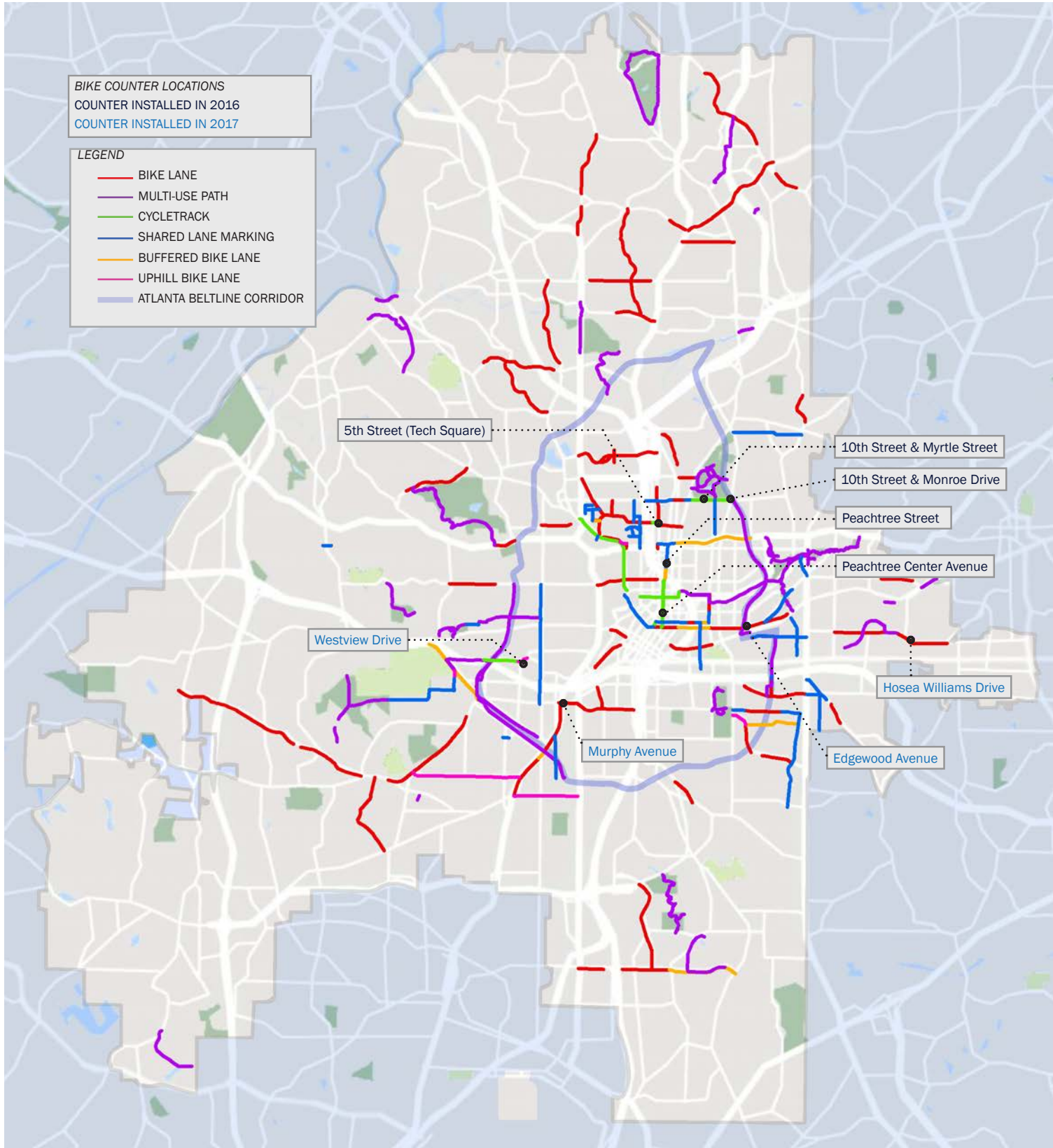
CITYWIDE BICYCLE DATA

Below is a map of all installed bikeways and the locations of the automatic bike counters. While this is the start of a strong network, we must work to connect existing bikeways to make biking safer and more enjoyable in Atlanta.

Bicycle Mode Share

2016:	2030 TARGET:
1.4%	4%

Current Bikeways Map



RELAY BIKE SHARE

The City launched Relay Bike Share in partnership with CycleHop and Georgia's Own Credit Union in June 2016 with **100 bikes at 10 stations** in Downtown Atlanta. Since then, Relay has **expanded to 500 bikes at 75 stations** connecting 15 neighborhoods.

The popular program provides a healthy and enjoyable transportation solution allowing residents and visitors alike to travel around Atlanta by bike. The City's bike share program uses Social Bicycles technology which allows riders to lock both at stations across Atlanta and to publicly-accessible bike racks. This flexibility is key to the success of the system.

To date **more than 25,000 people** have ridden Relay Bike Share.

Find out more at www.relaybikeshare.com.

Relay Totals Since June 2016 Launch

86,370 TRIPS

48,651 HOURS

193,395 MILES

Average Relay Trip:

34 MINUTES

2.2 MILES



Bike Share Champions Program



The City of Atlanta, Atlanta Bicycle Coalition, Relay Bike Share, WeCycle Atlanta, Urban Perform, Red, Bike & Green Atlanta, Annie Casey Foundation, Better Bike Share Partnership and HABESHA have worked collectively to implement two years of the Atlanta Bike Share Champion program.

The program's goal is to work directly with Westside and NPU V community members on bike share station location selection, education and bike safety via the employment of residents.

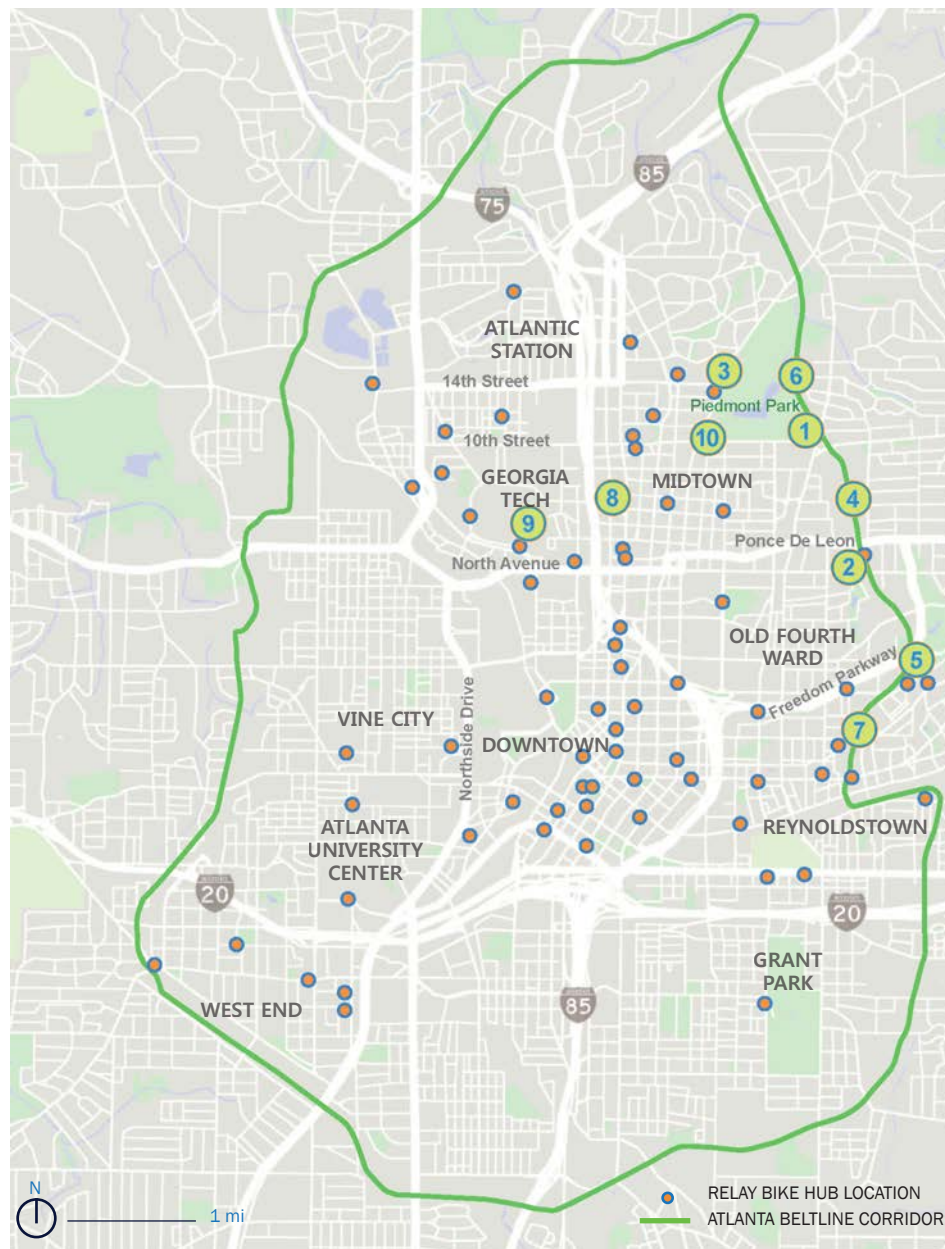
The placement of Relay stations suggest that **only 2% of riders** would live in Westside neighborhoods. Due to the work of the Bike Share Champions, westside residents account for **4% of actual ridership**. Over the next two years, the City plans to expand the bike share program to more westside and southern neighborhoods

Program Highlights

16 COMMUNITY MEMBERS HIRED FOR PAID OUTREACH

2000 HOURS OF OUTREACH AND EDUCATION PROVIDED

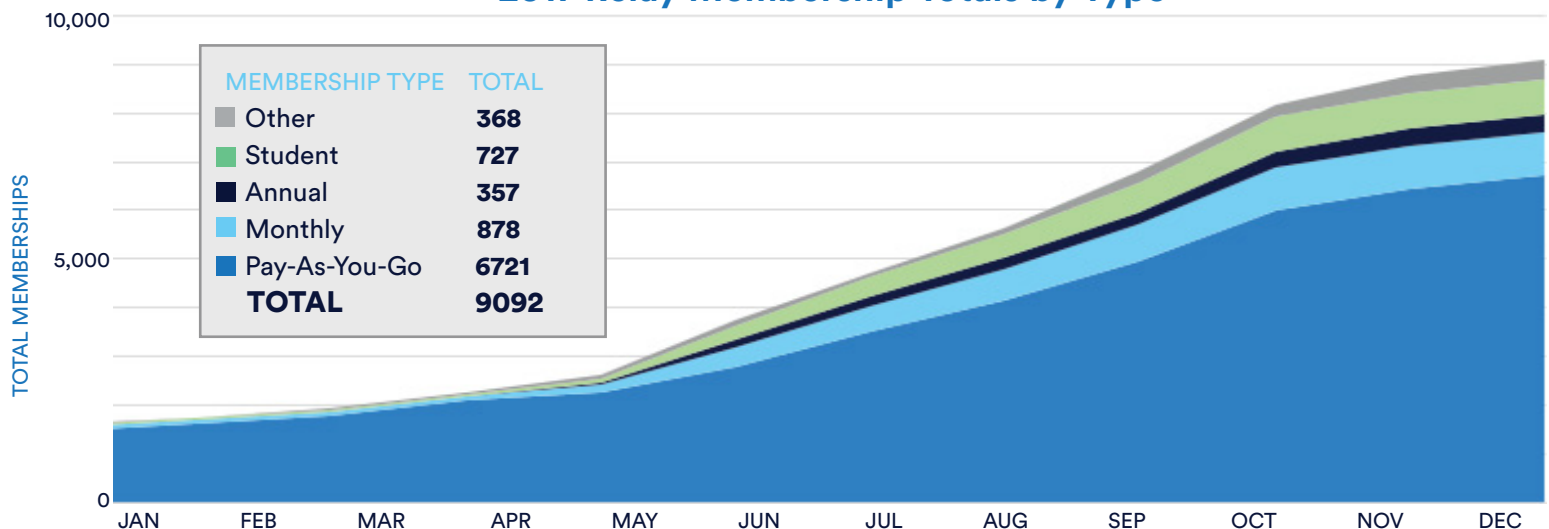
RELAY BIKE SHARE MAP



Top 10 Relay Hubs Average Total Rentals per Month

1	Piedmont Park & Eastside BeltLine	1061
2	Historic Fourth Ward Park	773
3	Piedmont Park West	634
4	Greenwood Ave BeltLine	588
5	King of Pops	472
6	Piedmont Park East	465
7	Irwin & Eastside BeltLine	449
8	Tech Square	373
9	Georgia Tech - Clough Building	364
10	Outwright Station	252

2017 Relay Membership Totals by Type

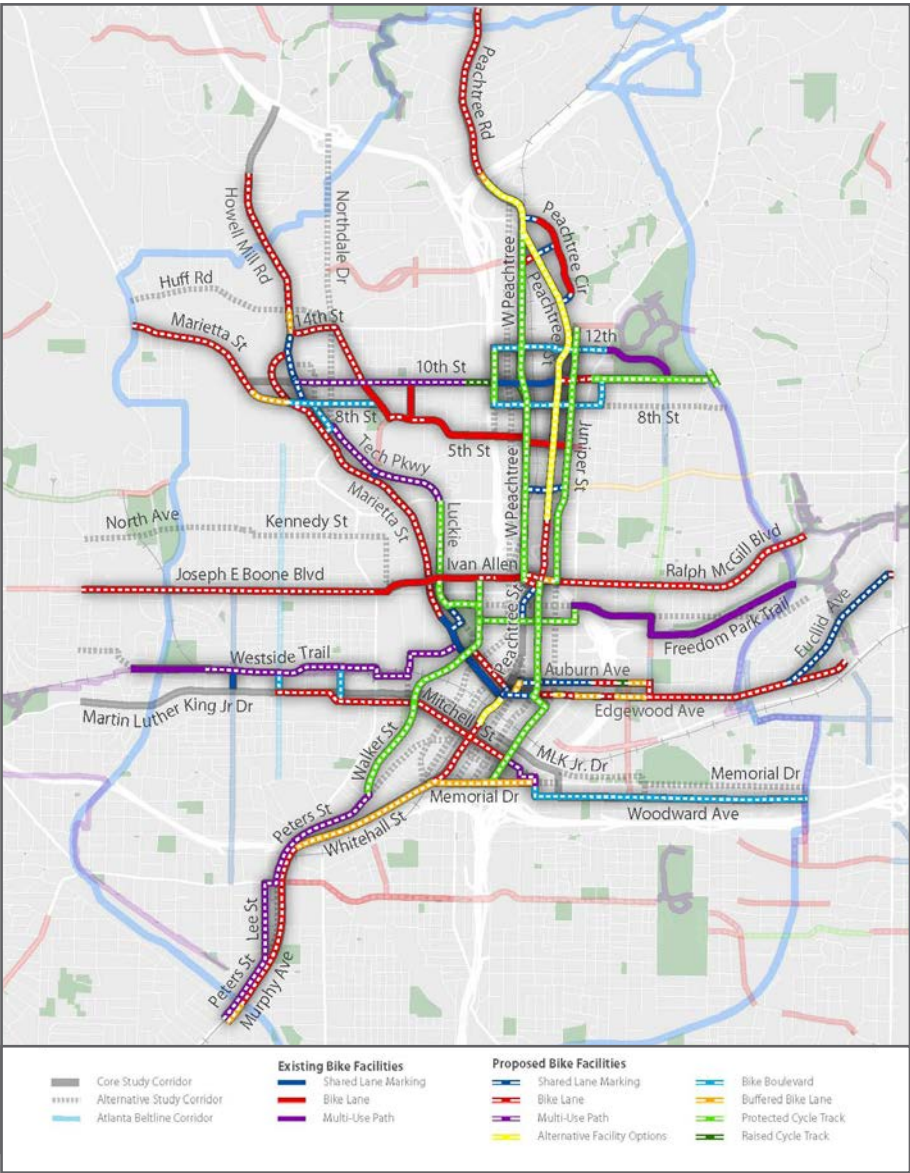


THE FUTURE OF ATLANTA BIKEWAYS

The Department of City Planning (DCP) is responsible for guiding the future of Atlanta’s transportation system. The Atlanta City Design highlights our need to prioritize people in the design of Atlanta’s physical form. In 2017, DCP engaged Atlantans citywide to develop the Atlanta Transportation Plan which has been created to operationalize the Access Strategies of City Design. **Cycle Atlanta 1.0 and 2.0 Studies are implementation strategies** to build a network of bikeways inside the Atlanta Beltline and to MARTA Stations, respectively. This report documents the City’s progress to complete these bikeway networks.

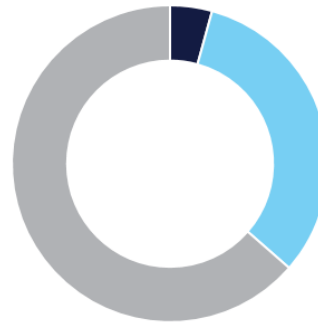
Cycle Atlanta 1.0

In 2013, the City set out to define the future of bikeways inside the Atlanta BeltLine. The study leveraged the energy around the country for better protected bike lanes, trails, and new bike intersection treatments. The Cycle Atlanta 1.0 Study was completed in 2015. Since then the City has **installed and funded 94%** of the planned bikeways.



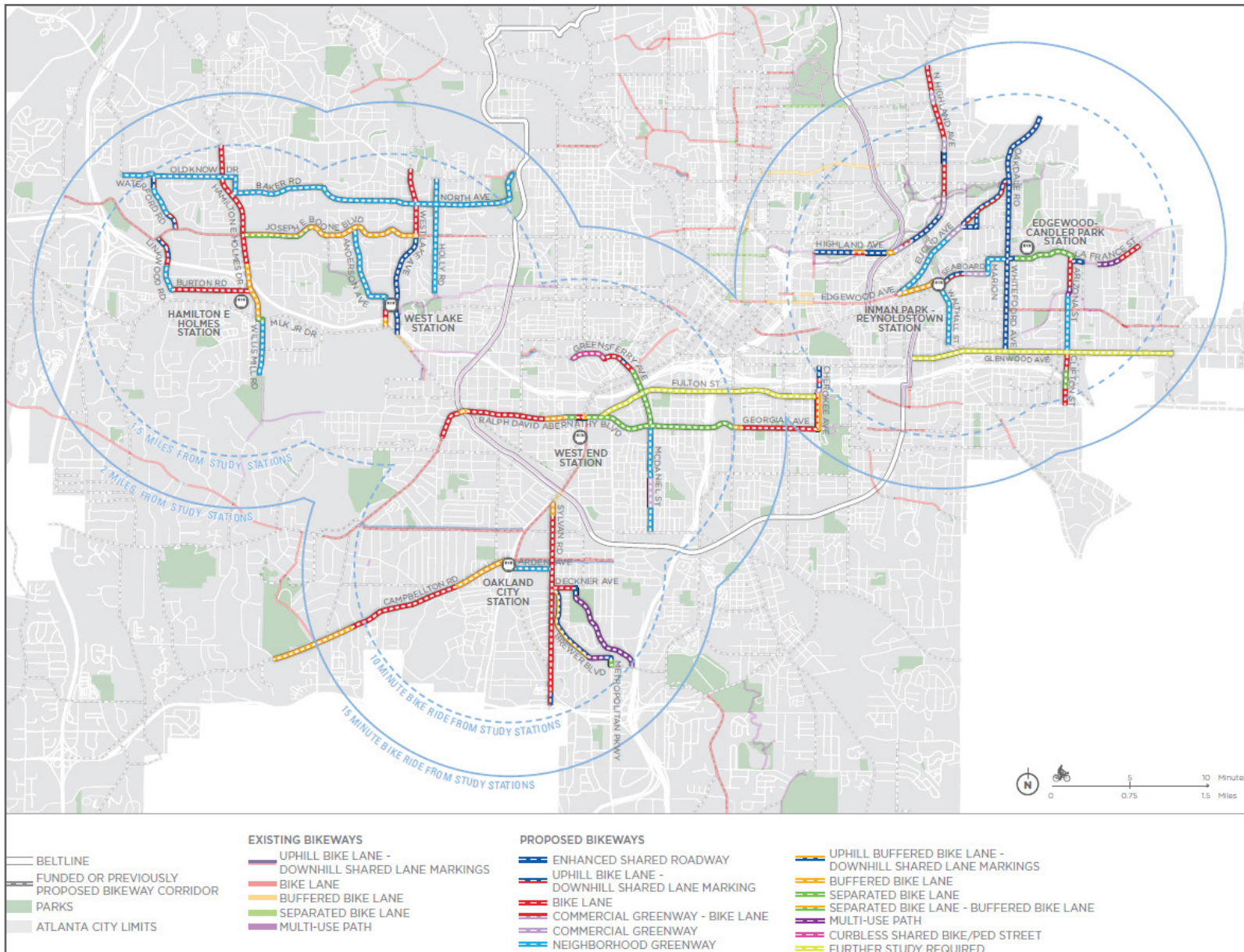
Cycle Atlanta 2.0

Building on the success of Cycle Atlanta 1.0, the City kicked off Cycle Atlanta 2.0 in March 2017. This study focused on how to build a network of bikeways to six MARTA stations to increase bike usage and transit ridership, and to improve bike access to the stations. Hamilton E. Holmes, West Lake, Oakland City, West End, Edgewood/Candler Park and Inman Park/Reynoldstown Stations were studied. Because of this study, **bike lanes were added to the Sylvan Road** resurfacing project currently underway.



PROGRESS THROUGH 2017

■ COMPLETED	1.8 mi
■ FUNDED	13.5 mi
■ PLANNED	26.7 mi
TOTAL	42.0 mi





ACKNOWLEDGMENTS

The Department of City Planning would like to thank everyone working to create safer bicycle infrastructure and more robust bicycle engagement programs across Atlanta. Without the efforts and dedication of many City departments, external stakeholders and engaged communities, we would have not achieve the accomplishments detailed in this report.

Many thanks to the dedicated staff at the following:

ATLANTA BELTLINE INC	LIVABLE BUCKHEAD
ATLANTA BICYCLE COALITION	MARTA
ATLANTA FALCONS YOUTH FOUNDATION	MIDTOWN ALLIANCE
ATLANTA REGIONAL COMMISSION	NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS
BUCKHEAD COMMUNITY IMPROVEMENT DISTRICT	PARK PRIDE
CENTRAL ATLANTA PROGRESS	PATH FOUNDATION
CYCLEHOP	DEPARTMENT OF PUBLIC WORKS
GEORGIA BIKES	RENEW ATLANTA-TSPLOST
GEORGIA DEPARTMENT OF TRANSPORTATION	DEPARTMENT OF WATERSHED MANAGEMENT

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This report was produced by the Department of City Planning Office of Mobility Planning Staff including Chris McIntosh, Amelia Kane, Andrew Walters, Becky Katz, Crystal Griggs-Epps, James Washington, Janide Sidifall, Jason Morgan, Jordan Dowdy, and Monique Forte.



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