WALK. BIKE. THRIVE!:
A regional vision for a more walkable, bikeable, and livable metropolitan Atlanta

@ARCbikewalk
www.atlantaregional.org/bikeped
• How does “Walk. Bike. Thrive!” establish a data-driven regional vision for walking and bicycling in a large, diverse, and low-density region?

• How have we integrated our vision into MPO policy, funding, and local assistance?

• How did we identify strategies and develop tools to make a measurable impact?
PLANNING FOR PEOPLE
SUPPORTING WALKING, BICYCLING, & TRANSIT

"I like walking around at my local beach because everything is very accessible, there are lots of people, it’s close, and it’s quiet. I’d like to see more streets like this in my neighborhood and I’m really excited to see how it’s going to go down here. There’s lots of places you can go on the bus."

Cheryl, Lifeguard

"I like walking in Midtown because I never knew what it was like to live downtown, and I’m really excited to try it out."

Jared, Construction Worker

"I bike because I’m still learning to drive, although I’ve had my license for three years now and I’ve really not had a rush keeping my license. I’ve really like cars and feel safer on a bike."

Jason, Student

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

Christian, Student

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

Isabella, Student

"I usually drive, but I’ve already realized that I don’t like driving. It’s too stressful."

Tina, Employee

"I bike because it’s better than walking, and I haven’t noticed the benefits yet. I don’t really have to save time. It’s comfortable taking an expanse because there are lots and lots of doing. There are a lot of bike parks and places I can get walked into."

Josh, Student

"I bike because it’s faster than walking and I don’t have a car."

Lena, Student

"I bike because it’s faster than walking and I don’t have a car."

Lena, Student

"I bike because it’s faster than walking and I don’t have a car."

Lena, Student

"I bike because it’s faster than walking and I don’t have a car."

Lena, Student

"I bike because it’s faster than walking and I don’t have a car."

Lena, Student

"I bike because it’s faster than walking and I don’t have a car."

Lena, Student
REGIONAL NEED FACTORS FOR WALKING & BICYCLING

Safety

Mobility

Economic Competitiveness

- Jobs
- Health
- Equity
- Quality of Life

CRASHES

CURRENT  DESIRED

MODE SHARE

CURRENT  DESIRED
SAFETY & RISK DISTRIBUTION IS DISPROPORTIONATE

WALKING & BIKING TRIPS MAKE UP 5.3% OF ALL TRIPS

BUT

18% OF ALL ROADWAY CRASH FATALITIES
MOBILITY & SCALE
OPPORTUNITIES ARE LOCAL

2% OF ALL TRIPS IN THE REGION ARE TRANSIT TRIPS

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

Source: ARC PLAN2040 Travel Demand Model
MOBILITY & TRANSIT
OPPORTUNITIES FOR CONNECTIONS

POPULATION AND EMPLOYMENT PROXIMITY TO TRANSIT

<table>
<thead>
<tr>
<th></th>
<th>Live</th>
<th>Work</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Minute Walk</td>
<td>16%</td>
<td>33%</td>
</tr>
<tr>
<td>5 Minute Bike Ride</td>
<td>33%</td>
<td>41%</td>
</tr>
</tbody>
</table>

Source: 2010 US Census and ARC
“When Kaiser Permanente was looking for a site for its new innovation and information technology hub for 900 new employees, the company sought public transit and a walkable community.”
PRINCIPLES
BUILDING BLOCKS OF ACTIVE COMMUNITIES
POLICY FRAMEWORKS
REGIONAL ROLES & RESPONSIBILITIES

- **Regional Framework**
  Establish regional priorities and policy related to walking and biking to guide funding and technical assistance investments.

- **Local Framework**
  Support local partners to expand policy, programs, and infrastructure that support walking and biking.

**Regional Focus**
- Federal Funding
- Project Prioritization
- Technical Assistance

**Local Focus**
- Project Scoping & Delivery
- Toolkit for Local Implementation
FOCUS AREAS
COMMUNITY-DRIVEN REGIONAL PLANNING
### Table B1 — Bicycle Project Evaluation Scheme

<table>
<thead>
<tr>
<th>Vision</th>
<th>Criteria</th>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>World Class Infrastructure</td>
<td>Mobility/Congestion</td>
<td>Bicycle Trips</td>
</tr>
<tr>
<td></td>
<td>Reliability</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Network Connectivity</td>
<td>1) Transit Accessibility</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2) Bike Network Connectivity</td>
</tr>
<tr>
<td></td>
<td>Multimodalism</td>
<td>Multimodal Accommodation</td>
</tr>
<tr>
<td></td>
<td>Asset Management &amp; Resiliency</td>
<td>-</td>
</tr>
<tr>
<td>Healthy Livable Communities</td>
<td>Safety</td>
<td>Improved Safety</td>
</tr>
<tr>
<td></td>
<td>Air Quality &amp; Climate Change</td>
<td>Project Emissions</td>
</tr>
<tr>
<td></td>
<td>Cultural &amp; Environmental Resources</td>
<td>Benefits to Cultural and Environmental Resources</td>
</tr>
<tr>
<td></td>
<td>Social Equity</td>
<td>Addressing Social Equity</td>
</tr>
<tr>
<td></td>
<td>Land Use Compatibility</td>
<td>Connections to High Density Propensity Areas</td>
</tr>
<tr>
<td>Competitive Economy</td>
<td>Goods Movement</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Employment Accessibility</td>
<td>Supporting Regionally Significant Locations</td>
</tr>
</tbody>
</table>

### Table P1 — Pedestrian Project Evaluation Scheme

<table>
<thead>
<tr>
<th>Vision</th>
<th>Criteria</th>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>World Class Infrastructure</td>
<td>Mobility/Congestion</td>
<td>Pedestrian Trips</td>
</tr>
<tr>
<td></td>
<td>Reliability</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Network Connectivity</td>
<td>1) Transit Accessibility</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2) Pedestrian Network Connectivity</td>
</tr>
<tr>
<td></td>
<td>Multimodalism</td>
<td>Multimodal Accommodation</td>
</tr>
<tr>
<td></td>
<td>Asset Management &amp; Resiliency</td>
<td>-</td>
</tr>
<tr>
<td>Healthy Livable Communities</td>
<td>Safety</td>
<td>Improved Safety</td>
</tr>
<tr>
<td></td>
<td>Air Quality &amp; Climate Change</td>
<td>Project Emissions</td>
</tr>
<tr>
<td></td>
<td>Cultural &amp; Environmental Resources</td>
<td>Benefits to Cultural and Environmental Resources</td>
</tr>
<tr>
<td></td>
<td>Social Equity</td>
<td>Addressing Social Equity</td>
</tr>
<tr>
<td></td>
<td>Land Use Compatibility</td>
<td>Connections to High Density Propensity Areas</td>
</tr>
<tr>
<td>Competitive Economy</td>
<td>Goods Movement</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Employment Accessibility</td>
<td>Supporting Regionally Significant Locations</td>
</tr>
</tbody>
</table>
LOCAL TOOLKIT
SUPPORTING PROJECT DEVELOPMENT

- **Build** high-quality walking and biking systems
- **Become** a Walk-Friendly and/or Bike-Friendly Community
- **Develop** a pedestrian and bicycle master plan
- **Adopt** local policies and ordinances supportive of walking and bicycling
- **Deploy** active transport programs and marketing
- **Evaluate** and **monitor** active transportation outcomes
IMPLEMENTATION STRATEGIES
FOCUSED APPROACH TO REGIONAL FUNDING

1. Focus investments in opportunity areas
2. Make safety & equity core priorities
3. Support transit service & access
4. Build complete streets & remove barriers
5. Support regional trail connections
EXPANDING OUR VISION
SUPPLEMENTAL REPORTS IN KEY FOCUS AREAS
PLAN FOR COMMUNITIES
“20-MINUTE NEIGHBORHOODS”

- **Fine-grained** mix of uses including parks, schools, commercial areas, and a variety of housing
- **Connected** street grid with 300-600 foot block lengths
- Bicycle **network** featuring bikeways \( \frac{1}{4} - \frac{1}{2} \) miles
- **Convenient** connections to trails and transit

Foundation of “Walk Bike Thrive! Community Workshops”
CONNECT REGIONAL TRAILS
ACTIVE TRANSPORTATION “HIGHWAYS”

- Make walking and bicycling safe, comfortable, and convenient
- Follow optimum desire lines as closely as possible
- Connect and cross through municipalities
- Have a high- and uniform-quality throughout the route

TA funding for ‘17-’20: Beltline, PATH400, Chattachoochee River trails
SUPPORT REGIONAL TRANSIT
REGIONAL FIRST-LAST MILE STRATEGIES

- **Improve roadways** around transit stops and stations
- **Improve access** to transit system at stops and stations
- **Mitigate conflicts** between transit and bikeways
- **Improve bike parking** at transit stops and stations

2017!

Funding support for “Cycle Atlanta 2.0” bike-transit plan
FOCUS ON SAFETY
ELIMINATE TRAFFIC DEATHS

- **Safe systems** of streets, speeds, vehicles, and people
- **Improve safety and comfort** by addressing crashes histories, risk, and perception
- **Use systemic approaches** to connect risks to cost-effective countermeasures
BUILD COMPLETE STREETS
DESIGN INFRASTRUCTURE FOR PEOPLE

1. Adopt a Vision Zero strategy
2. Update land use & development codes
3. Adopt best design standards
4. Rethink parking requirements
5. Review maintenance plans
6. Create safe construction zones
7. Establish speed reduction policies
8. Adopt a complete streets policy

In 2018!