



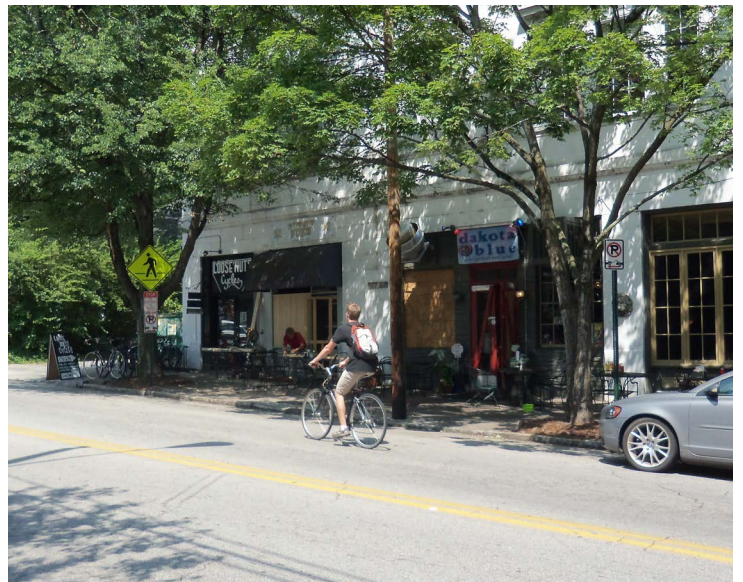
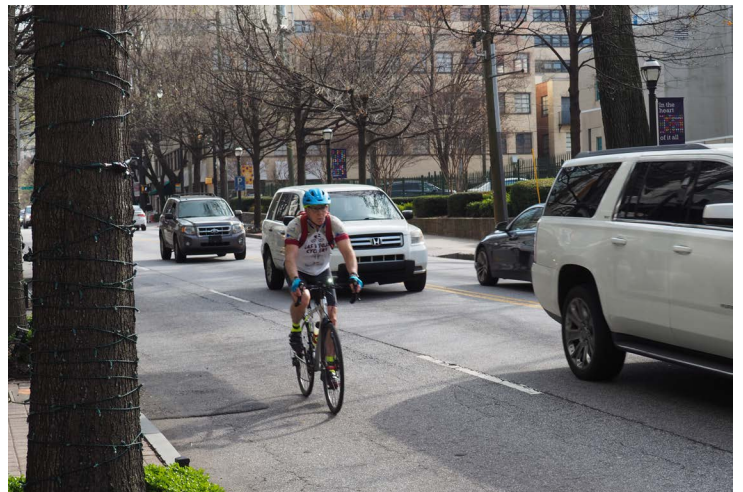
CITY OF ATLANTA 2018 ANNUAL BICYCLE REPORT

Mayor, City of Atlanta
Keisha Lance Bottoms



Department of
CITY PLANNING

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Front cover photo credit: Bicycle Tours of Atlanta

ACKNOWLEDGMENTS

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Special Thanks

Atlanta BeltLine Inc.

Atlanta Bicycle Coalition

Atlanta Bike Law

Atlanta Falcons Youth Foundation

Atlanta Regional Commission

Central Atlanta Progress

City of Atlanta Department of Public Works

City of Atlanta Department of Watershed Management

Eco-Counter

CycleHop

Georgia Bikes

Georgia Department of Transportation

Livable Buckhead

Metro Atlanta Cycling Club

Metropolitan Atlanta Rapid Transit Authority (MARTA)

Midtown Alliance

National Association of City Transportation Officials (NACTO)

Park Pride

PATH Foundation

Relay Bike Share

Renew Atlanta-TSPLOST

Ride Report

Upper Westside Community Improvement District



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Tim Keane

Commissioner
City of Atlanta Department of City Planning

The growth of Atlanta’s resident population and variety of mobility options presents an exciting opportunity. New bike infrastructure, trails and technologies are changing our conversations about transportation and changing the reality of how people move around Atlanta.

The Atlanta City Design continues to guide our vision of how we as a City should grow and move. The Atlanta Transportation Plan, the access strategy for Atlanta City Design, applies that vision in imagining and planning for an Atlanta that accommodates more people who choose walking, biking, and transit as their main choice for accessing the City.

Shifting our thinking about how to improve access, health, and prosperity in our communities has never been more important. Additionally, the Atlanta Transportation Plan highlights our need to prioritize safety and people’s experience of Atlanta’s physical form through placemaking and urban design. Bicycling infrastructure, bike share and passionate support of safe transportation choices are key to ensuring this bright multimodal future.

This year’s Bicycle Report will showcase Atlanta’s continued transformation into a more bicycle friendly city and ensure that we are held accountable in pursuing and achieving the mobility goals set forth by the Department of City Planning.



Cary Bearn

Interim Director, Office of Mobility Planning
City of Atlanta Department of City Planning

So much has happened in 2018 - including the City getting a new Chief Bicycle Officer this past summer! It's great to meet you! Since February 2019, I've been serving as the Interim Director for the Office of Mobility Planning. While in this temporary role, I and the others on the Mobility Planning team continue to cover the responsibilities of the Chief Bicycle Officer. Later this year, with the expected hiring of a new Director, I will resume the Chief Bicycle Officer position. In both roles, I am honored to work with you as we continue to improve the bicycle experience in Atlanta.

In 2018, we expanded our bicycle network by over 10 miles providing some exciting new options. PATH 400 is a new way to explore Buckhead, Marietta Street bike lanes help connect people to the upper westside, and the Sylvan Road bike lanes expand bicycling options in southwest Atlanta. We also expanded our Eco-Counter system with new locations on PATH 400 and PATH Parkway at Georgia Tech.

Safety continues to be a central priority for the City. Unfortunately, there were 40 crashes involving people biking in the City and of those, 72% resulted in injuries and 5% resulted in fatalities. As we make choices to invest in infrastructure, we need to create a network that is accessible and safe for people of all ages.

Also this year, about 24 hours after I relocated to Atlanta, dockless scooters arrived in the City. It is exciting to see the increasing number of transportation options. However, with new technologies come new challenges and as a City, we are regulating the expansion of mobility options to prioritize safety and preserve accessibility for pedestrians.

Although this 2018 report is focused on the state of bicycling in Atlanta, we acknowledge that as our city continues to grow and change, the way we talk about mobility must change as well. In the coming years, transportation and mobility in Atlanta will be reframed under a Department of Transportation and this report will likely evolve to align with the Office of Mobility Planning's mission: *To champion multimodal access for our beloved community.* The future may be uncertain, but one thing is clear - it is increasingly apparent that Atlantans desire new ways to shift their habits away from single occupancy vehicle trips. I look forward to continuing this journey with you as we redefine the way people move around Atlanta.



Atlanta Named a 2018 Bicycle Friendly Community

The League of American Bicyclists awarded Atlanta as a Bronze-level Bicycle Friendly Community in 2018. Each year, since 1995, the League reviews applicant cities on key metrics such as ridership, safety, education, and enforcement, among others. Currently, there are 464 recognized Bicycle Friendly Communities.

“The Bicycle Friendly Community program provides a roadmap to improving conditions for bicycling and guidance to help make your community’s visions for a better, bikeable community a reality,” from bikeleague.org.

Recommendations from the League to improve Atlanta’s ranking include continuing to expand the bike network, conducting a bike parking audit, expanding bike safety education, and creating an official Bicycle & Pedestrian Advisory Committee.

Atlanta Ranked #42 Best Bicycling City

Bicycling Magazine scored Atlanta as the 42nd Best Bicycling City in its 2018 rankings of U.S. cities, which is up from a #43 ranking in 2016. The ranking system is divided into four categories: safety, friendliness, energy (political climate in regards to biking), and culture.

The cities ranked just above Atlanta include Chattanooga, TN, Pittsburgh, PA and Columbus, OH.

Atlanta was noted for its growing attention toward bike infrastructure and development density. However, project funding and equity are noted as major issues affecting Atlanta’s ranking. While there are projects planned in all parts of the city, progress comes slowly in underserved neighborhoods.



Atlanta, GA



Atlanta named most expensive commute in United States

According to a study from EducatedDriver.org, Atlanta has the most expensive commute for workers in the country over a lifetime. Over a typical 45-year career, Atlanta commuters spend an average of \$175,104, which is over \$66,000 more than the average American.

The study measured how much U.S. workers in 100 major cities will spend on vehicle operating and maintenance costs and how many miles commuters will drive working full-time from age 18 to the average retirement age of 63.

Atlanta workers commute an average of 26 miles roundtrip daily, which adds up to an estimated 288,000 total miles over a career. Atlanta also ranks as one of the nation’s most congested large urban areas, placing 4th worst in commute times and 9th worst in the world.



Dockless Legislation

Throughout 2018, Atlanta has seen the rapid proliferation of shareable dockless mobility devices, which include electric scooters and electric-assist bicycles. The Atlanta City Council recently adopted legislation regarding these devices.

Some of the most significant features of the ordinance include:

- Establishing rules for device operation, including requiring users to obey traffic laws similar to bicycles and prohibiting riding the devices on sidewalks.
- Requiring that devices be parked upright and left with at least five feet of clearance for pedestrians.
- Creating data-sharing agreements between operators and the City.
- Establishing maximum fleet sizes for operators.

To learn more, visit: <http://bit.ly/ATLscootsmart>



Atlanta Streets Alive Breaks Records in 2018

Inspired by open streets projects worldwide, Atlanta Streets Alive temporarily closes major thoroughfares to car traffic for a day to create a new, healthy and vibrant street experience for people.

In 2018, over 325,000 people participated in the three Streets Alive routes hosted by the Atlanta Bicycle Coalition, growing from about 10,000 participants in 2010. The 2018 program showed how Marietta Street, DeKalb Avenue, and Peachtree Street could be reclaimed for all modes of transportation.

Future Streets Alive initiatives plan to call attention to the High Injury Network, which are the few streets in Atlanta that account for the vast majority of fatalities and severe injuries. See page 23 in this report for more information on the High Injury Network.

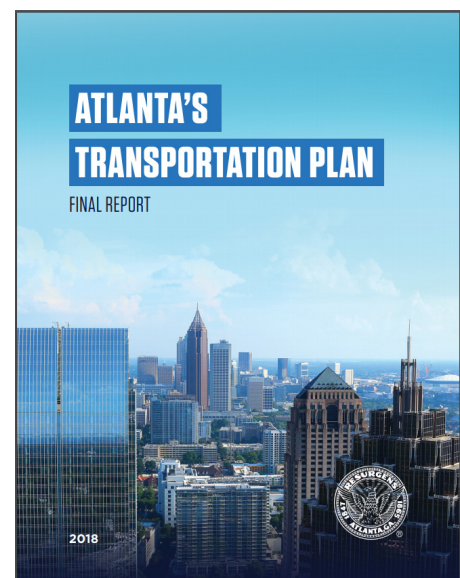


City Council Adopts Transportation Plan

In December 2018, the Atlanta City Council voted to adopt the Atlanta Transportation Plan (ATP). The ATP supports Mayor Keisha Lance Bottoms' One Atlanta vision, promoting equity by reducing transportation barriers to opportunity, connecting communities, and providing residents and commuters with more transportation options.

The ATP includes expansions to MARTA, additions to bike and pedestrian infrastructure, and data-based methods for achieving less dependency on single-occupancy vehicles, among other policies.

More about the ATP can be found on page 11 in this report.





Atlanta City Design is a guiding document that articulates an aspiration for the future city that Atlantans can fall in love with. If people love their city, they will make better decisions about it. These decisions will be reflected in all the plans, policies and investments the city makes.

Atlanta City Design is rooted in Dr. Martin Luther King Jr.'s concept of the *Beloved Community*, a realistic and achievable goal that can be attained when a critical mass of people are committed and educated in the betterment of their surrounding community.

We recognize that Atlanta is changing and will continue to change. We also know that a diverse population is better than a homogenous one, and that the most strategic scenario for growth includes everyone.

When we're at our best, the conditions that make this place possible frame the essence of who we are. They can be defined by the following set of five core values.

Core Values

Equity

All of the benefits of progress accrue fairly to everyone.

Progress

Protect people and places from the forces that will otherwise overrun them.

Ambition

Leverage the disruption of change to unlock new opportunities for people to do what they want with their lives.

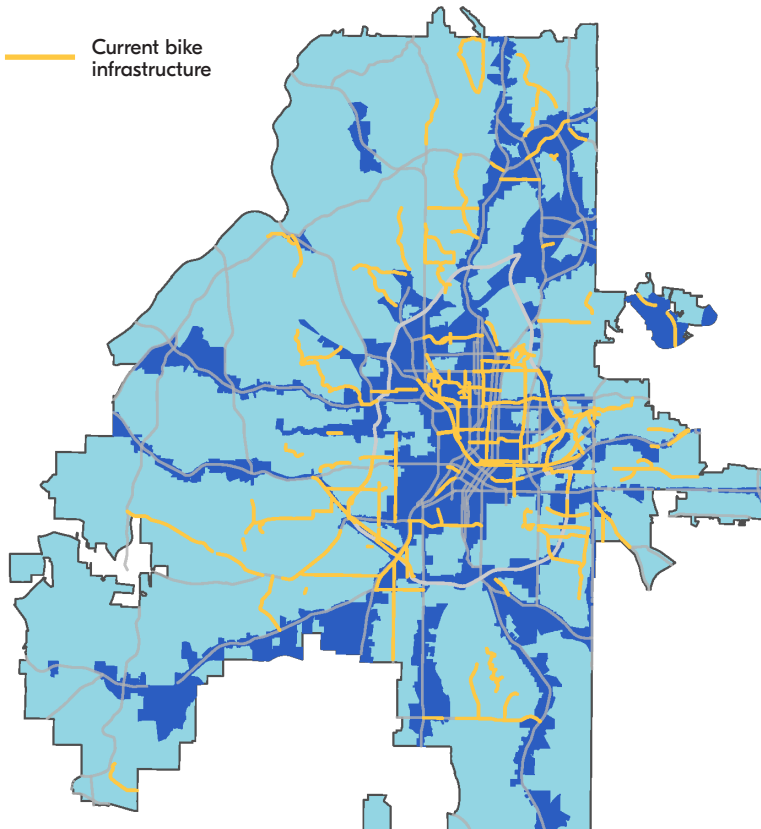
Access

Update our hub of transportation for a new generation while also building a sense of community and place.

Nature

Protect and expand the ecological value of our natural resources in the face of rapid urbanization.

City Design Approach & Current Bike Infrastructure



Growth Areas

Growth Areas will be designed to connect people and accommodate growth. We will concentrate the majority of our bike infrastructure in these areas that include:

- Central urban districts
- Outlying suburban districts
- Major commercial corridors

Conservation Areas

Conservation Areas will be designed to connect nature and protect other things that we value. These areas will see infrastructure improvements that support the growth and connectedness of our core bike infrastructure network:

- Suburban neighborhoods
- Rural neighborhoods
- Working yards & industrial districts

Read the Atlanta City Design here:

www.ATLCityDesign.com

ATLANTA'S TRANSPORTATION PLAN

The Access Strategy for Atlanta City Design

Atlanta's Transportation Plan (ATP) is the access strategy of Atlanta City Design. It is our blueprint for providing all Atlantans with efficient, safe and equitable mobility options that will support healthy and inclusive growth as the city's population expands to an anticipated 1.3 million over the coming decades. To accommodate this growth, we know we can no longer rely on single occupancy vehicles as our main form of transportation.

The ATP is an update to the 2008 Connect Atlanta Plan, which was intended to guide decisions on transportation priorities and serve as a framework to identify and prioritize transportation investments.

ATP Goals

Safety

Improve health, safety and security for all users of the transportation system.

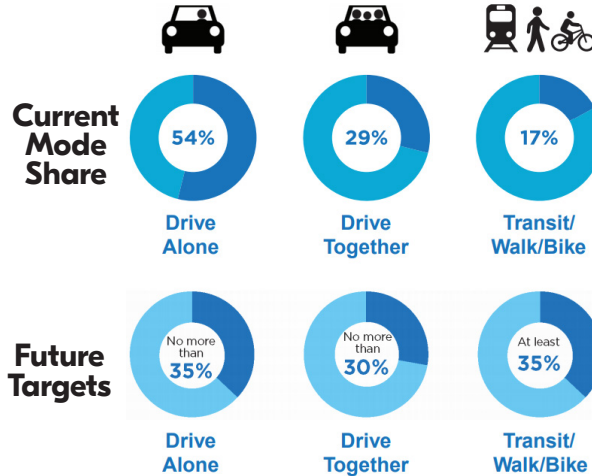
Mobility

Manage circulation and maximize use of existing infrastructure.

Affordability

Provide affordable and accessible transportation options for all residents.

Mode Shift Targets



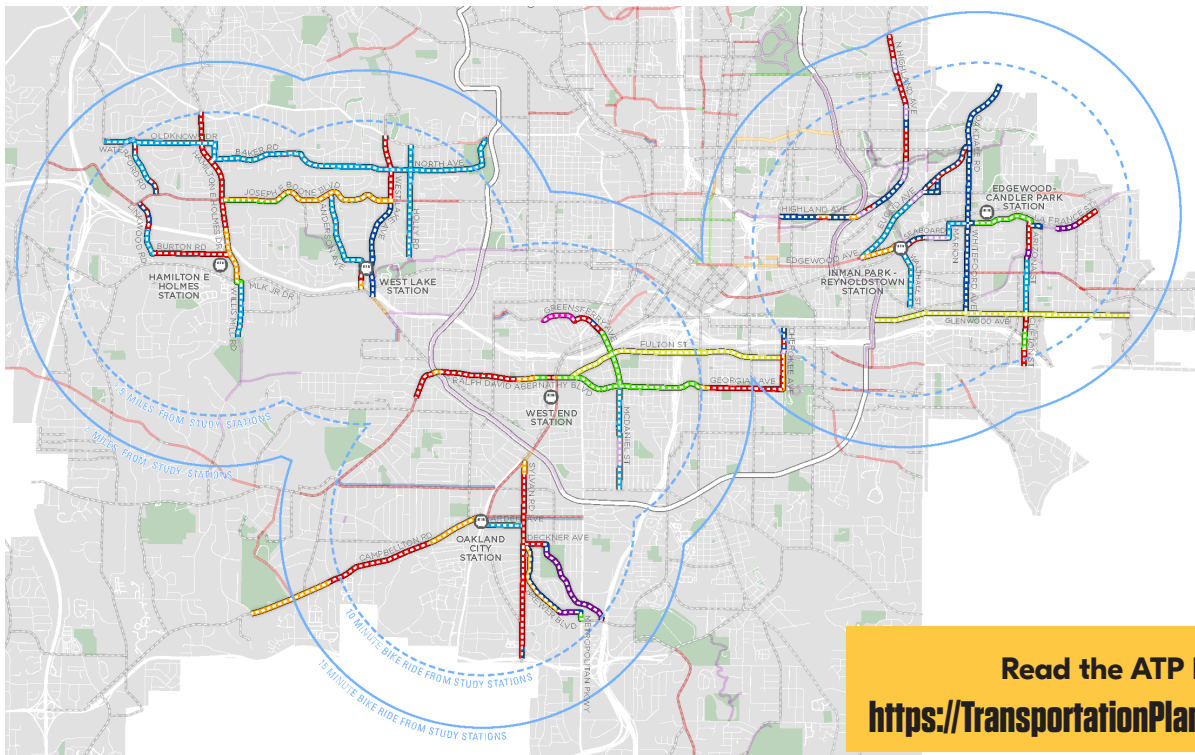
OPPORTUNITIES TO IMPROVE BIKING

70%
Are uncomfortable biking with traffic on the street

65%
Feel unsafe biking due to the speed of vehicles

Cycle Atlanta 2.0

Cycle Atlanta 2.0 is a study adopted with the ATP and its primary goal is to facilitate first and last mile connections to MARTA transit stations. This study will continue to guide the development of future projects and serve as an implementation strategy to further develop the high-quality bikeway network.



Read the ATP here:
<https://TransportationPlan.AtlantaGA.gov>

CURRENT INFRASTRUCTURE SNAPSHOT

What Does Bike Infrastructure Look Like?

Bike infrastructure refers to facilities designed for bicycle riders. This includes the network of roads used by motorists and off-street paths where vehicles are prohibited. Atlanta has several types of bicycle infrastructure, including on- and off-street paths, that offer varying levels of protection from other vehicles. The City will continue to prioritize a safer network of high quality bikeways that are designed for users at all comfort levels. Below are several examples of the City's types of bike infrastructure.

Low Protection

Shared Lane Markings
8th Street - Midtown



Medium Protection

Bike Lane
Bill Kennedy Way - Glenwood Park



High Protection

Cycle Track
10th Street - Piedmont Park



Uphill Bike Lane/Downhill Sharrow
Berne Street - Ormewood Park



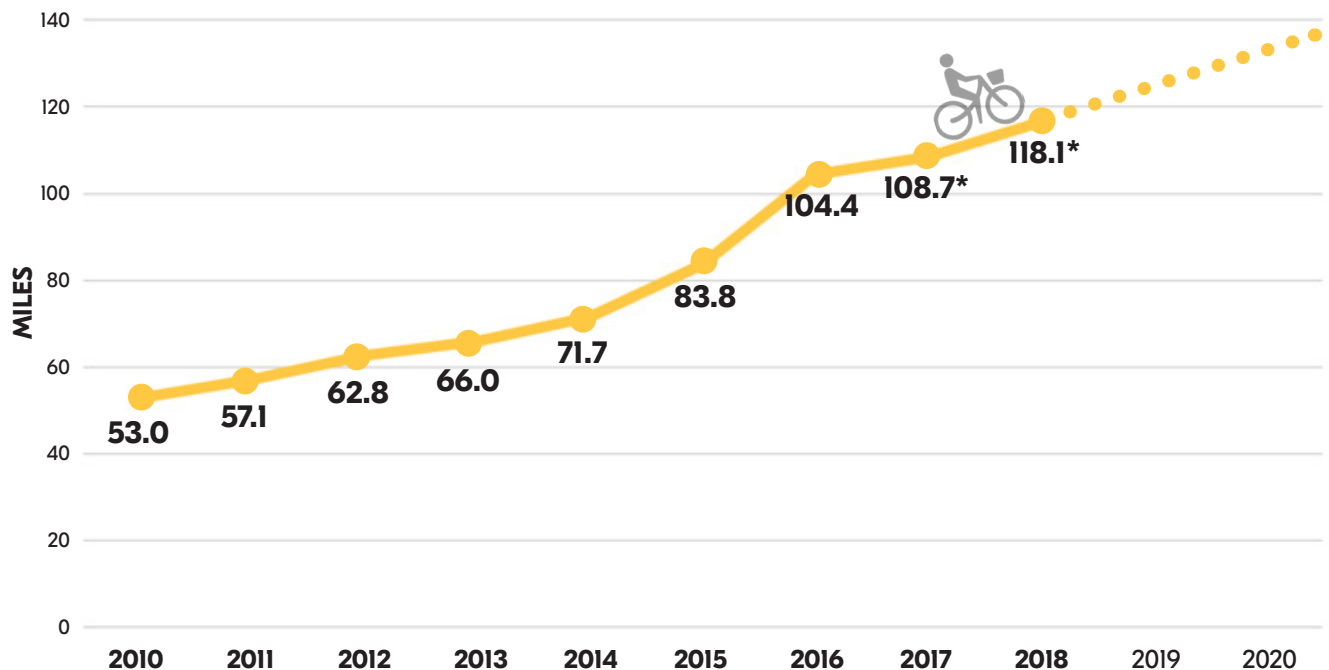
Buffered Bike Lane
Peachtree Street - Downtown



Multi-Use Path
Atlanta BeltLine - Eastside Trail



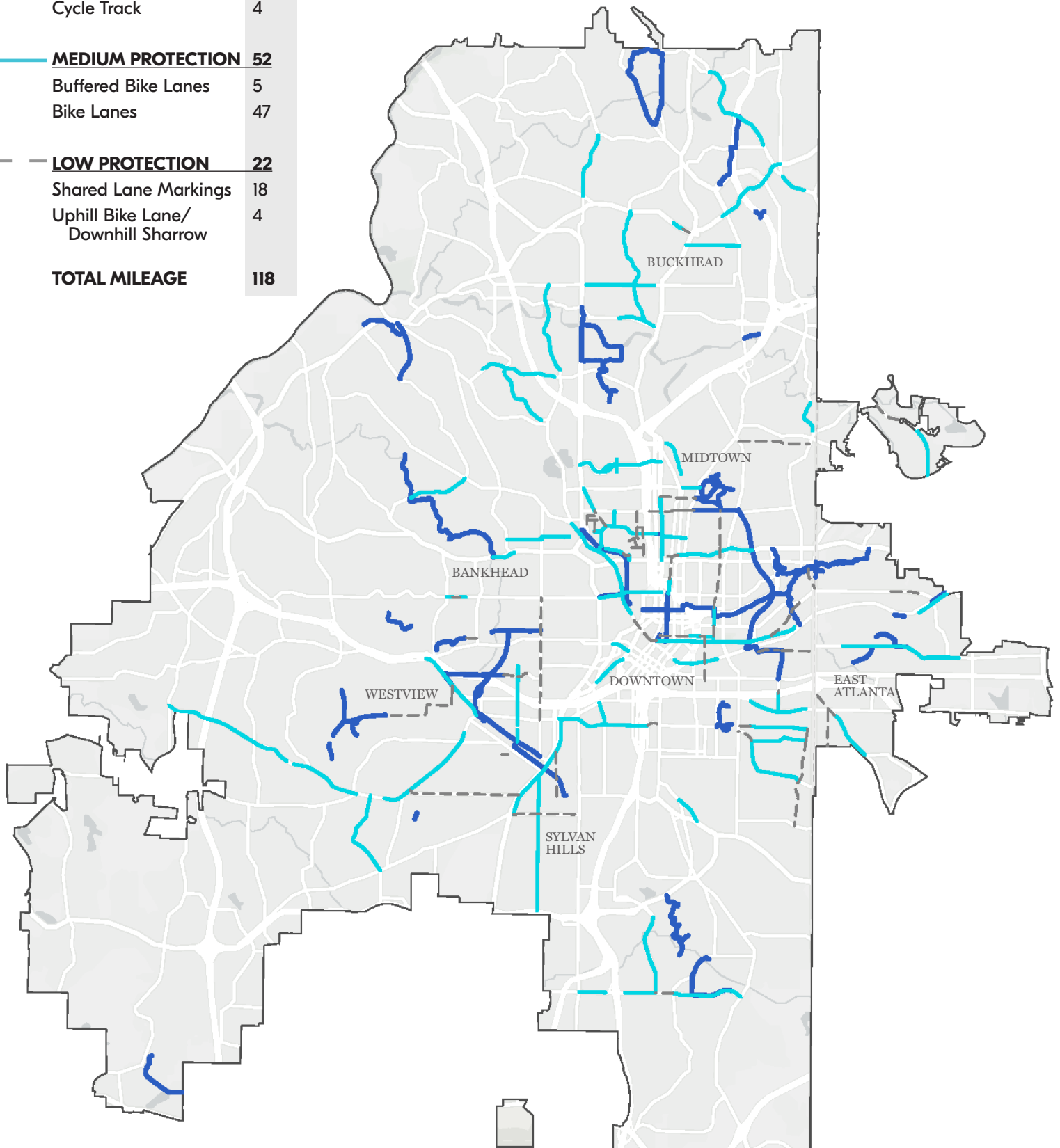
Bike Infrastructure Mileage



* The figures presented in this report include corrections to calculation errors discovered in the City's bicycle infrastructure data subsequent to the release of the 2017 report. Any inconsistencies between reports are due to those corrections.

Current City Bike Infrastructure Map

HIGH PROTECTION	44
Multi-Use Path	40
Cycle Track	4
MEDIUM PROTECTION	52
Buffered Bike Lanes	5
Bike Lanes	47
LOW PROTECTION	22
Shared Lane Markings	18
Uphill Bike Lane/ Downhill Sharrow	4
TOTAL MILEAGE	118



2018 COMPLETED PROJECTS

Milton Avenue

Infrastructure Type: **Bike Lanes**
Neighborhood: **Chosewood Park**
Bikeway Length: **0.4 miles**
Completion: **December 2017***
Funding Source: **Dept. of Public Works**

MAJOR PARTNER:



CITY OF ATLANTA
DEPARTMENT OF PUBLIC WORKS



* This project not counted in 2017 bike infrastructure mileage

Sylvan Road

Infrastructure Type: **Bike Lanes**
Neighborhood: **Capitol View**
Bikeway Length: **2.2 miles**
Completion: **February 2018**
Funding Source: **Renew Atlanta**

MAJOR PARTNER:



Ivan Allen Gateway

Infrastructure Type: **Multi-Use Path**
Neighborhood: **Downtown/Vine City**
Bikeway Length: **0.7 miles**
Completion: **February 2018**
Funding Source: **PATH Foundation**

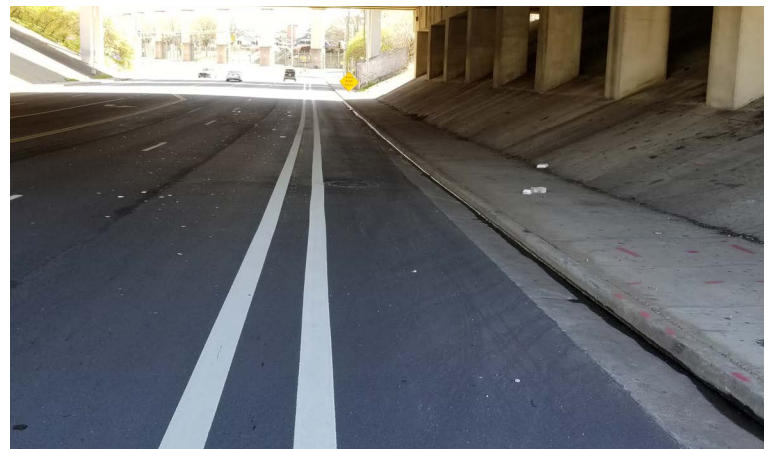
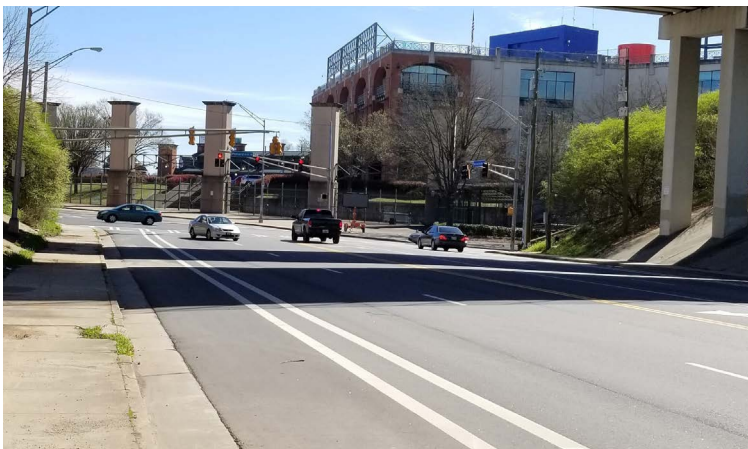


MAJOR PARTNER:



Ralph David Abernathy Boulevard

Infrastructure Type: **Bike Lanes**
Neighborhood: **Mechanicsville/Summerhill**
Bikeway Length: **0.1 miles**
Completion: **March 2018**
Funding Source: **Renew Atlanta**



MAJOR PARTNER:



2018 COMPLETED PROJECTS

Lawton Street

Infrastructure Type: **Bike Lanes**
Neighborhood: **West End**
Bikeway Length: **1.0 miles**
Completion: **April 2018**
Funding Source: **Renew Atlanta**

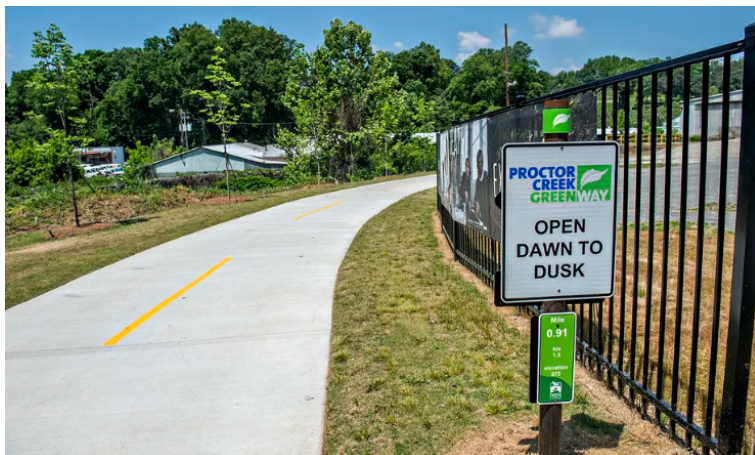


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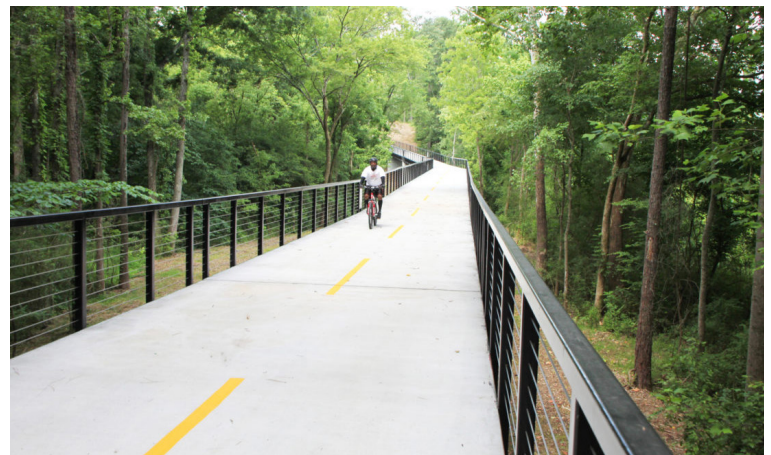


Proctor Creek Greenway (Phase 1)

Infrastructure Type: **Multi-Use Path**
Neighborhood: **Bankhead, Grove Park**
Bikeway Length: **2.0 miles**
Completion: **May 2018**
Funding Sources: **Renew Atlanta, TSPLOST, PATH Foundation, Department of Watershed Management, Atlanta BeltLine**



photos: PATH Foundation



MAJOR PARTNERS:



College Avenue

Infrastructure Type: **Bike Lanes**
Neighborhood: **Kirkwood**
Bikeway Length: **0.5 miles**
Completion: **August 2018***
Funding Source: **Renew Atlanta**

MAJOR PARTNER:



* The final striping was delayed due to a water leak. The leak has been repaired and final striping is scheduled for Spring 2019.

Ormewood Avenue & United Avenue

Infrastructure Type: **Buffered Bike Lanes & Bike Lanes**
Neighborhood: **Grant Park**
Bikeway Length: **1.2 miles**
Completion: **Summer 2018**
Funding Source: **GDOT Safe Routes to School**

MAJOR PARTNER:



2018 COMPLETED PROJECTS

Northwest BeltLine Connector

Infrastructure Type: **Multi-Use Path**
Neighborhood: **Collier Hills**
Bikeway Length: **0.9 miles**
Completion: **October 2018**
Funding Source: **PATH Foundation, TSPLOST**

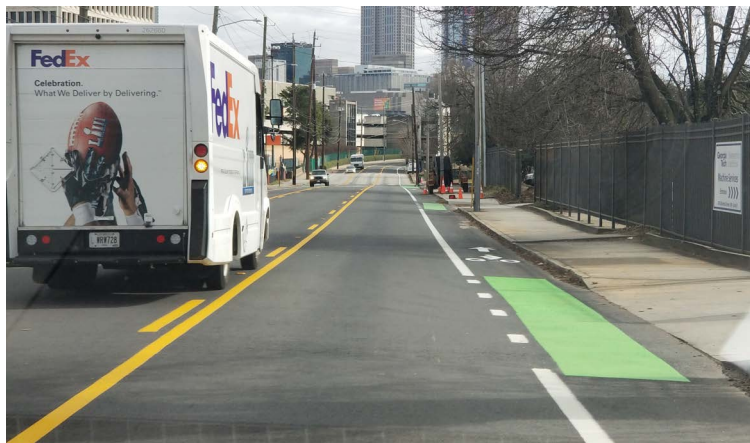


MAJOR PARTNERS:



Marietta Street

Infrastructure Type: **Bike Lanes**
Neighborhood: **Downtown**
Bikeway Length: **1.6 miles**
Completion: **December 2018**
Funding Source: **Renew Atlanta**



MAJOR PARTNER:



RIDE REPORT: MARIETTA STREET UPDATE

Users of the Ride Report app can automatically log their rides and track their distances and routes. The City of Atlanta partners with Ride Report to use this anonymous data to study how riders are using our bike network. This is an important tool that allows us to monitor how investments in our bike network grow and perform over time.

Start using Ride Report today to help us better understand bike usage!



Download the Ride Report App:
<https://ride.report>

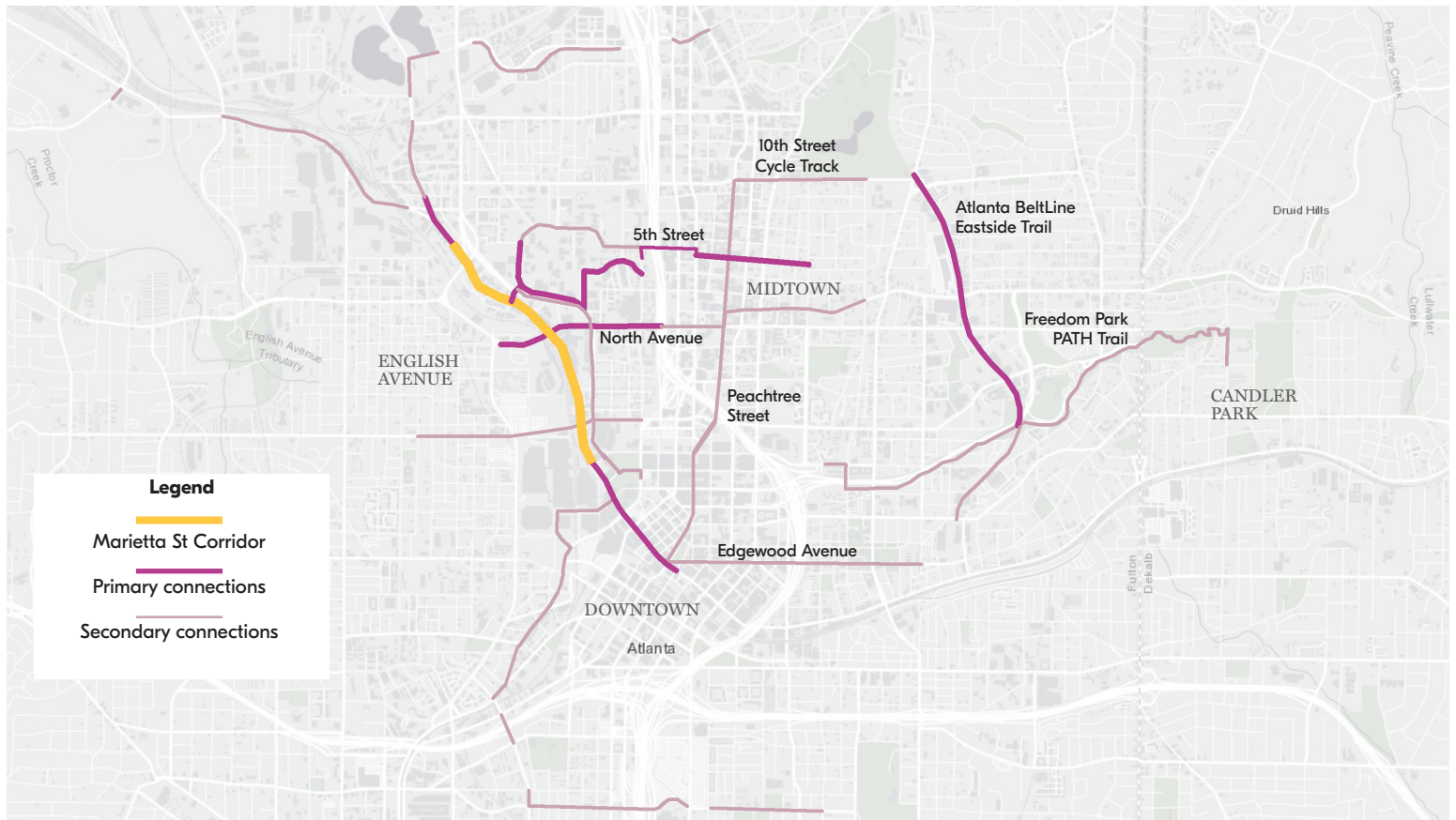
Marietta Street Connections



photo: Google Maps



We studied data from Marietta Street, a 2018 bike lane project, to see how the corridor connects bike riders across our city. This map shows the primary and secondary street connections used by Ride Report users who accessed Marietta Street since 2016.



The results show that riders do not use this route in isolation. Rather, Marietta Street creates an important link that makes the entire system stronger. Riders use this route to access all quadrants of the city, especially in the central and eastern neighborhoods of Atlanta. A preference for protected bike facilities stands out, indicating demand for expanding a high quality bike network that serves users citywide.

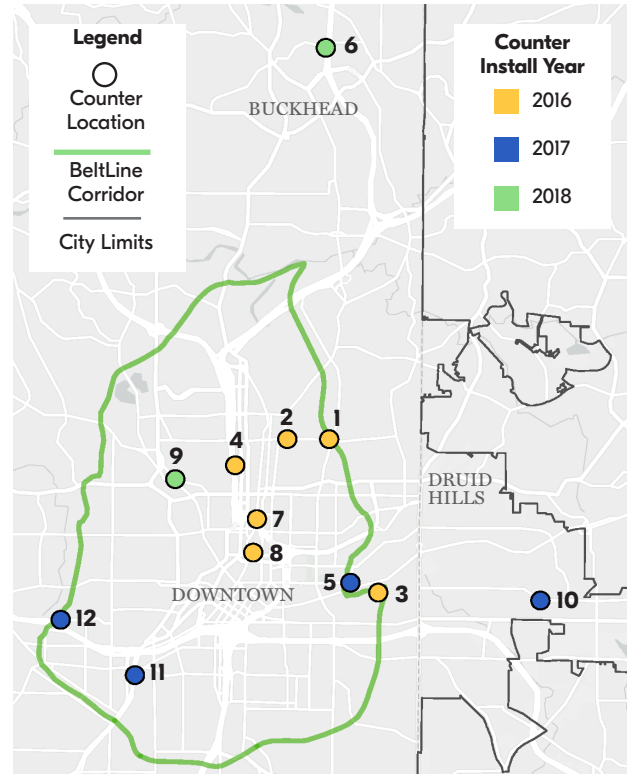
BIKE COUNTS

Automated counters allow us to capture cycling trends in key locations and help determine how bicyclists are utilizing the network. Data from these counters is monitored in real time giving us the ability to judge the impact of daily events on ridership. As our city's bike infrastructure continues to expand, we will look to expand our counting capabilities along more of the network. If you see a counter like the one below while you're riding, be sure to hit the center of the diamond to "Make It Count"!

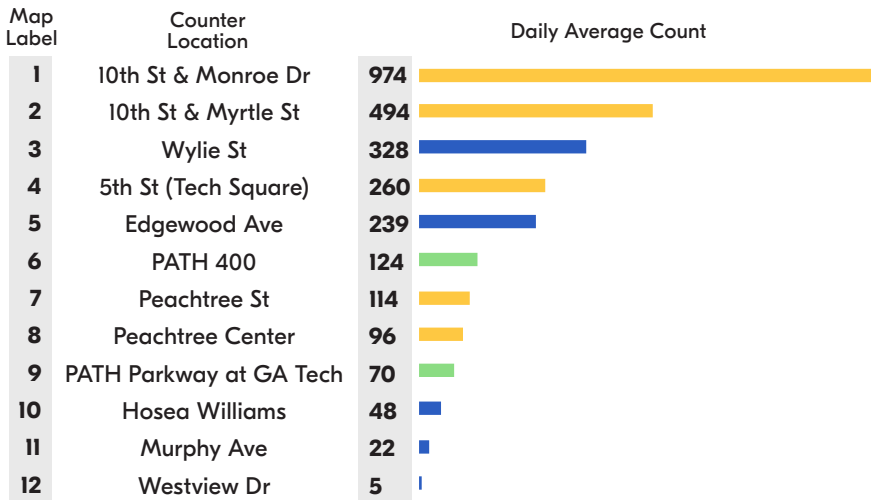


Diamond-shaped counter embedded into the 10th Street cycle track in Midtown.

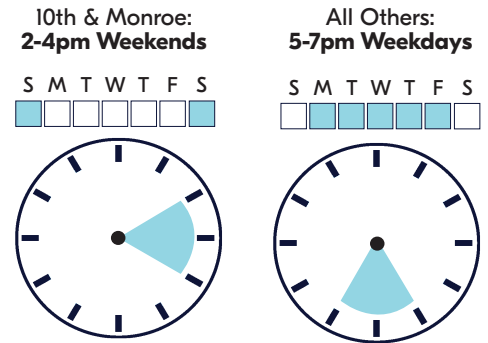
Bike Counter Locations



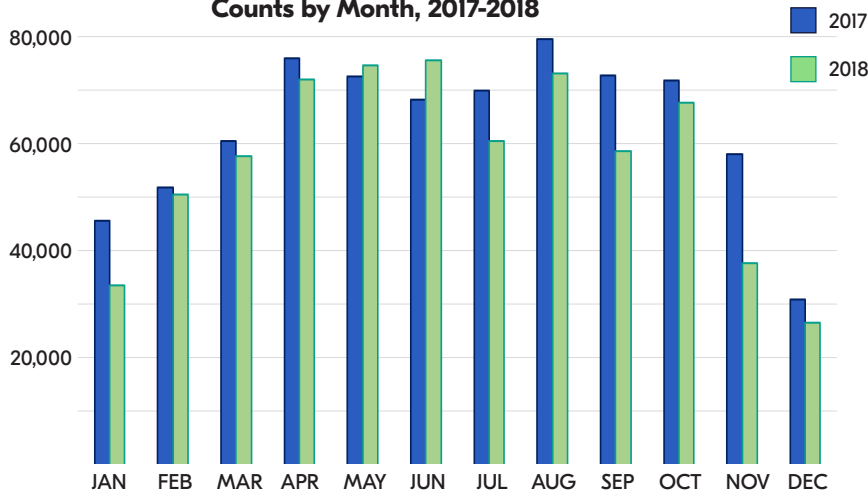
Daily Average Counts Since Installation



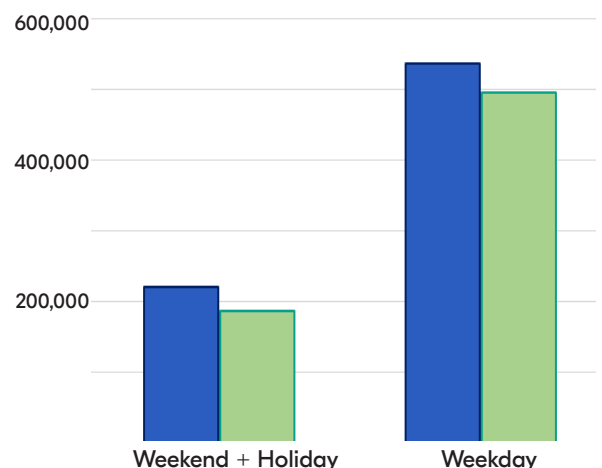
Peak Hours Per Counter



Counts by Month, 2017-2018



Counts by Type of Day, 2017-2018



WHAT AFFECTS BIKE RIDERSHIP IN ATLANTA?

Unique Events

While each day has a different set of circumstances that affect bike ridership counts, unique events play a role in shaping how, when, and where people ride bikes in Atlanta.

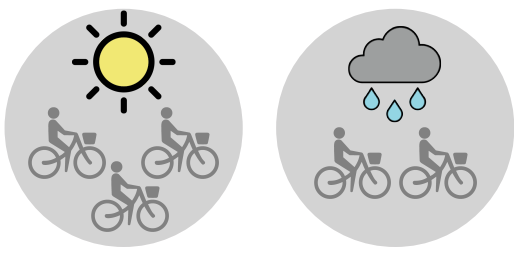
For example, the 10th Street cycle track is shut down each September for Music Midtown. This creates a less desirable route for cyclists, meaning they ride in the street instead of over the bike counter in the cycle track which is reflected by low counts during that period.

Also, Biketober is an annual month-long event in October sponsored by Georgia Commute Options, which challenges residents across the Atlanta metro region to try biking as an alternative. Participants register to win prizes by counting logged rides. A spike in bike counts can be seen in October as more users are encouraged to ride.

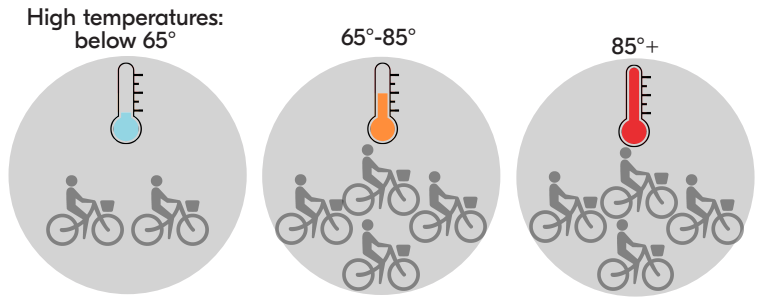


Atlanta BeltLine detour at Music Midtown 2018
photo: Maria Saporta

Weather



Bike counts are 1/3 lower on rainy days as compared to clear days.

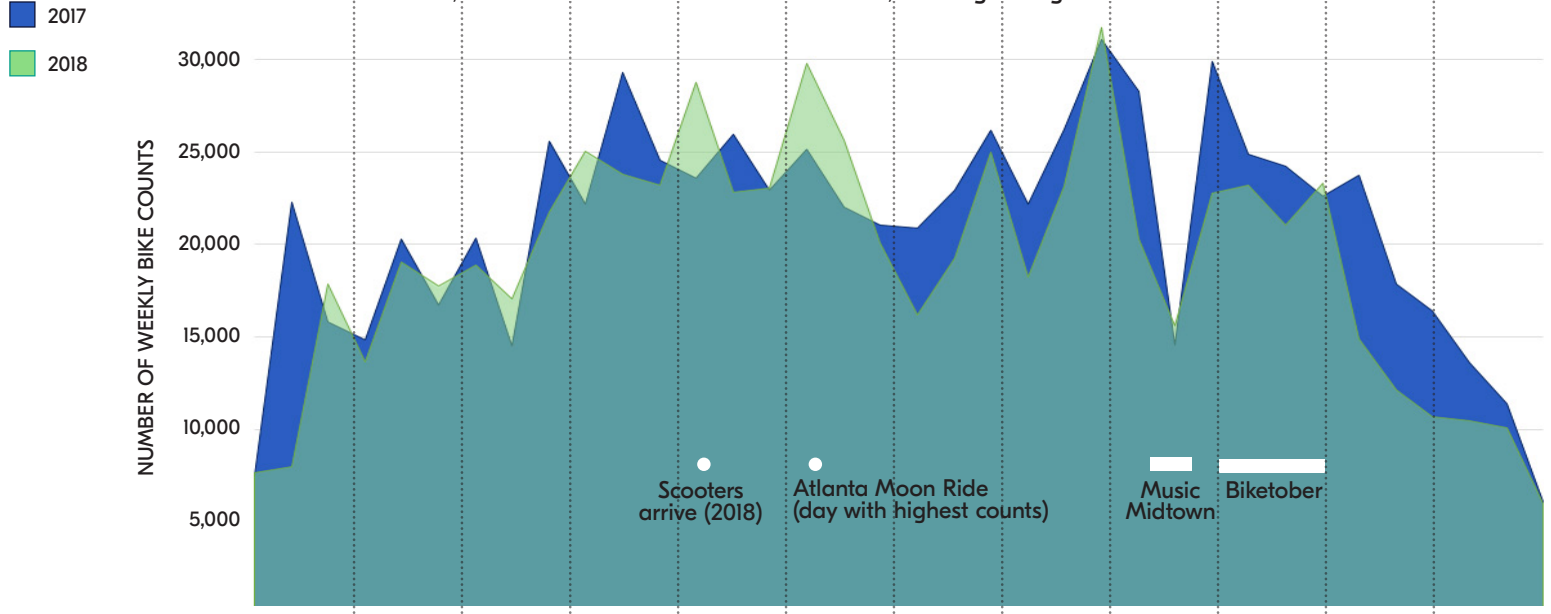


Bike counts are twice as high on days with a high temperature of 65° or warmer, as compared to days under 65°.

Weather Change, Weekly Bike Counts & Significant Events 2017-18

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Change in number of days with rain in 2018 vs. 2017	-3 ☾☾☾	+8 ☾☾☾☾☾☾☾☾	-5 ☾☾☾☾	-3 ☾☾☾	-3 ☾☾☾	0	+3 ☾☾☾	+1 ☾	+3 ☾☾☾	0	+10 ☾☾☾☾☾☾☾☾☾☾	+4 ☾☾☾☾
Change in number of days with high temperature below 65° in 2018 vs. 2017	+10 ☉☉☉☉☉☉☉☉☉☉	+4 ☉☉☉☉	+7 ☉☉☉☉☉☉☉☉	+4 ☉☉☉☉	-1 ☉	0	0	0	-1 ☉	+1 ☉	+11 ☉☉☉☉☉☉☉☉☉☉☉	+4 ☉☉☉☉

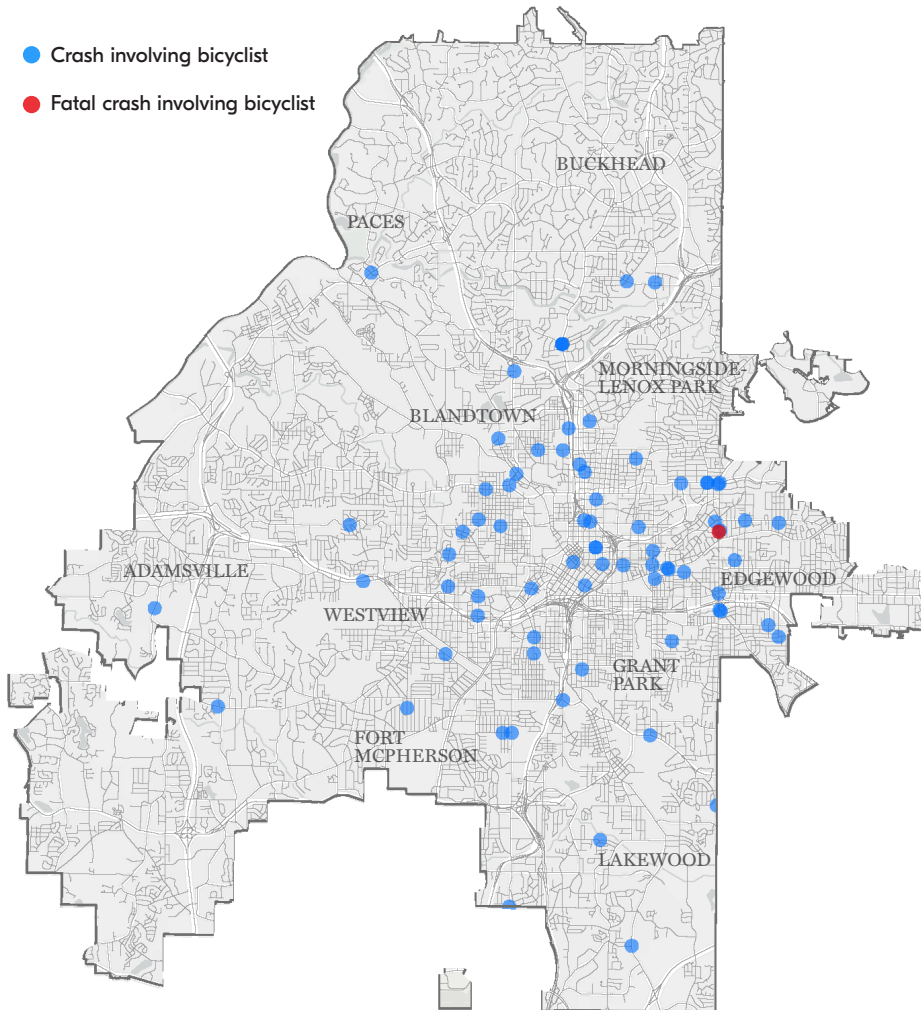
Overall, 2018 was colder and wetter than 2017, leading to a general reduction in bike counts.



SAFETY DATA

Street safety for all users - motorists, transit riders, pedestrians, and bicyclists - is an integral part of Atlanta's Transportation Plan. The vision for safer streets in Atlanta is based on the premise that no loss of life is acceptable. An analysis of crashes involving bicyclists was performed to identify areas within the city where additional bike safety improvements may need to be considered.

2010-14 Bike Crashes



The most recent data identifying bicycle crashes is from 2010 through 2014. Visually, the Westside, Downtown, Midtown, and Decatur St/DeKalb Ave stand out with a high number of crash events.

These areas are characterized by high vehicle traffic volumes as well as high development densities, which can increase the number of conflicts between vehicles, bicyclists and pedestrians.



2018 Bike Crashes & Injuries

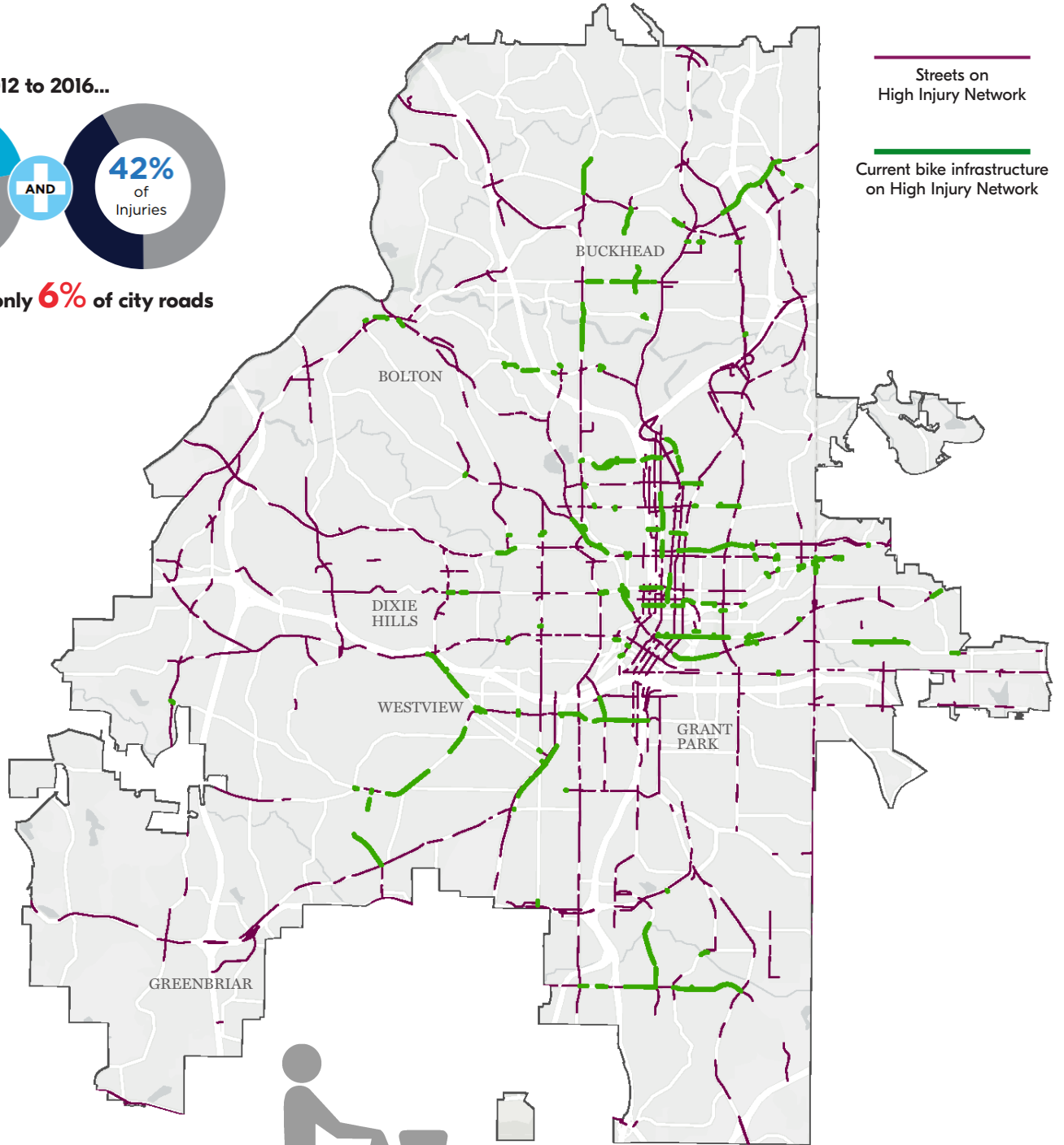
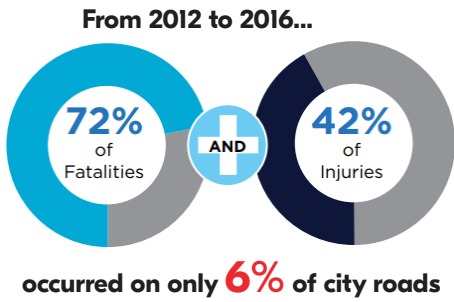
Age	Crashes Only - No Injury	Injuries	Fatalities	Totals
< 25	2 bicycle icons	12 bicycle icons	0	17
25 - 49	3 bicycle icons	10 bicycle icons	0	16
50 +	1 bicycle icon	1 bicycle icon	2 bicycle icons	4
Unknown Age	3 bicycle icons	0	0	3

In 2017 and 2018, the highest number of crashes involving bicycles in Atlanta occurred on Fridays, and the lowest occurred on Sundays.



HIGH INJURY NETWORK

The City of Atlanta covers approximately 135 square miles and includes 1,545 miles of roadway. To identify patterns in fatal and injury crashes over this vast area, a high injury network was developed. Roads identified on the City's High Injury Network include streets where the majority of fatal crashes occur and where there are higher concentrations of vulnerable street users, such as people walking and bicycling. Measures of social equity were included in the High Injury Network definition because areas with lower social equity generally correlate with communities that have traditionally been underserved by transit, pedestrian and bicycle improvements. The map below indicates existing high and medium protection bike infrastructure that appears on the High Injury Network (see page 12 for definitions of bike infrastructure).



81% of the City's high and medium protection bike infrastructure is on the High Injury Network, addressing the need for safer alternative modes of mobility on these streets.



Relay, the City of Atlanta's bike share operator, celebrated some important milestones and accomplishments in 2018:

Celebrated a full year in operation

Surpassed 50,000 unique users since launch

Transitioned to a successful station-based dockless hybrid model



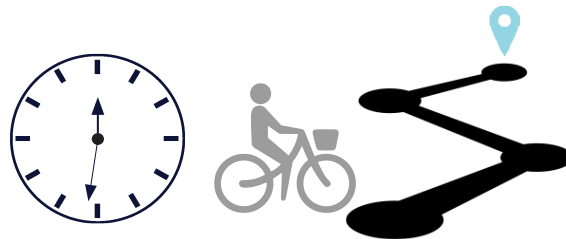
photo: Relay

2018 Relay Statistics

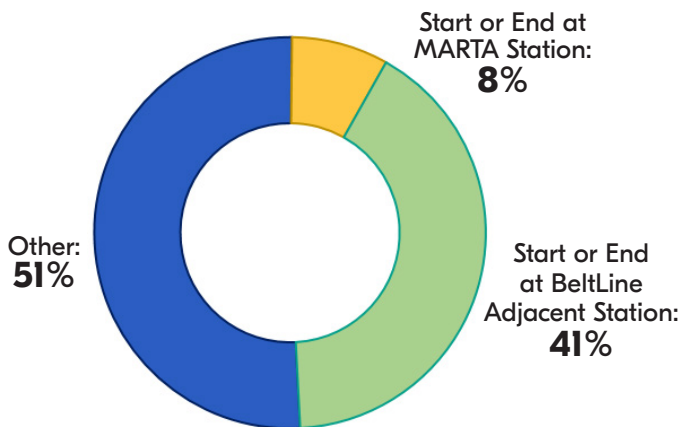
90,126 trips 50,135 hours 168,860 miles

Average Relay Trip:

31 MINUTES 2.2 MILES



2018 Trip Breakdown



2018 Relay Headlines

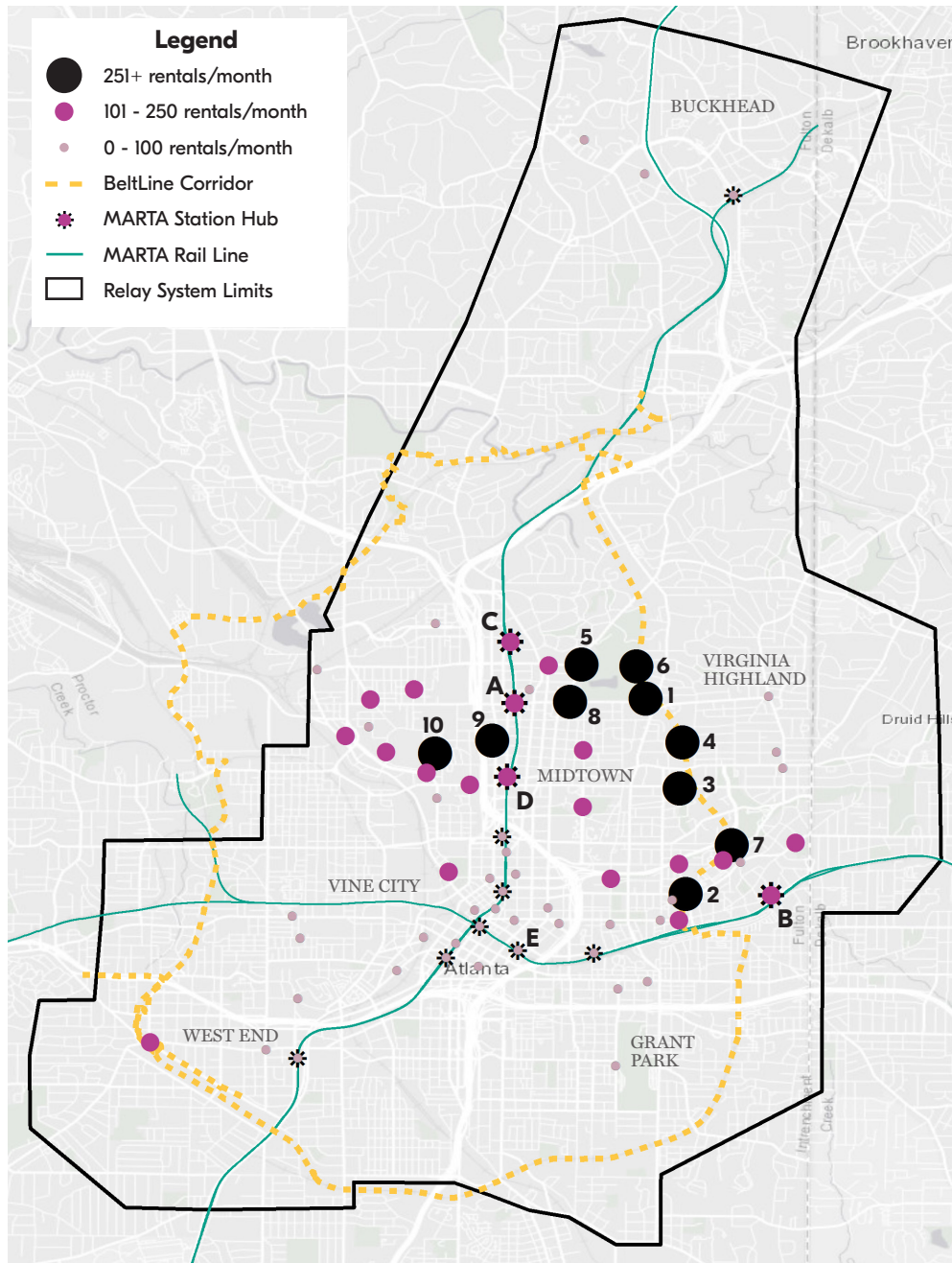
In 2018, Relay launched a cash prepaid debit card payment option for its Monthly, Annual, and SNAP Pass plans. In addition, users are able to pay by mail via money order, and to integrate their membership with MARTA's Breeze Card for another payment option. These options demonstrate Relay's efforts to make the system more equitable and inclusive for all users.

Relay also demonstrated their commitment to promote biking in the city through their partnership with Atlanta United FC. In June, Relay released 17 United-branded bikes into rotation, and branded several hubs around town through the Ride The Stripes campaign. For every ride on a red, black, and gold Relay bike, the Atlanta United Foundation will match up to \$2,000 a month to provide soccer scholarships to children.



photos: Relay

Relay Hub Total Rentals (Ins + Outs)



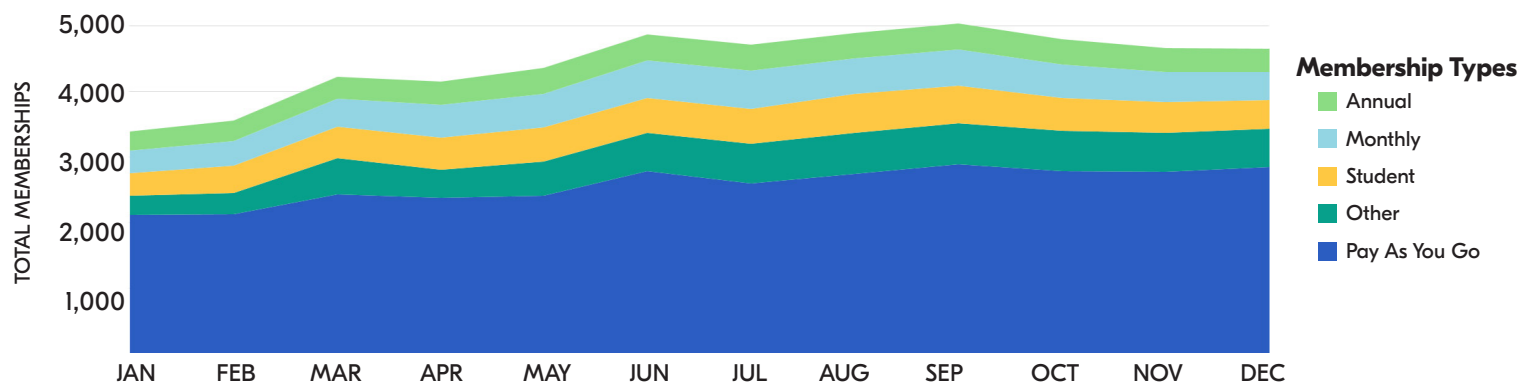
Top 10 Relay Hubs

Map Label	Hub	Monthly Rental Average	Change from 2017
1	Piedmont Park & Eastside BeltLine	1330	▲ 269
2	Irwin & Eastside BeltLine	1041	▲ 592
3	Historic 4th Ward Park	773	0
4	Greenwood Ave BeltLine	713	▲ 125
5	Piedmont Park West	635	▲ 1
6	Piedmont Park East	490	▲ 25
7	King of Pops	452	▼ 20
8	Outwright Station	393	▲ 141
9	Tech Square	291	▼ 82
10	Georgia Tech - Clough Building	288	▼ 76

Top 5 MARTA Hubs

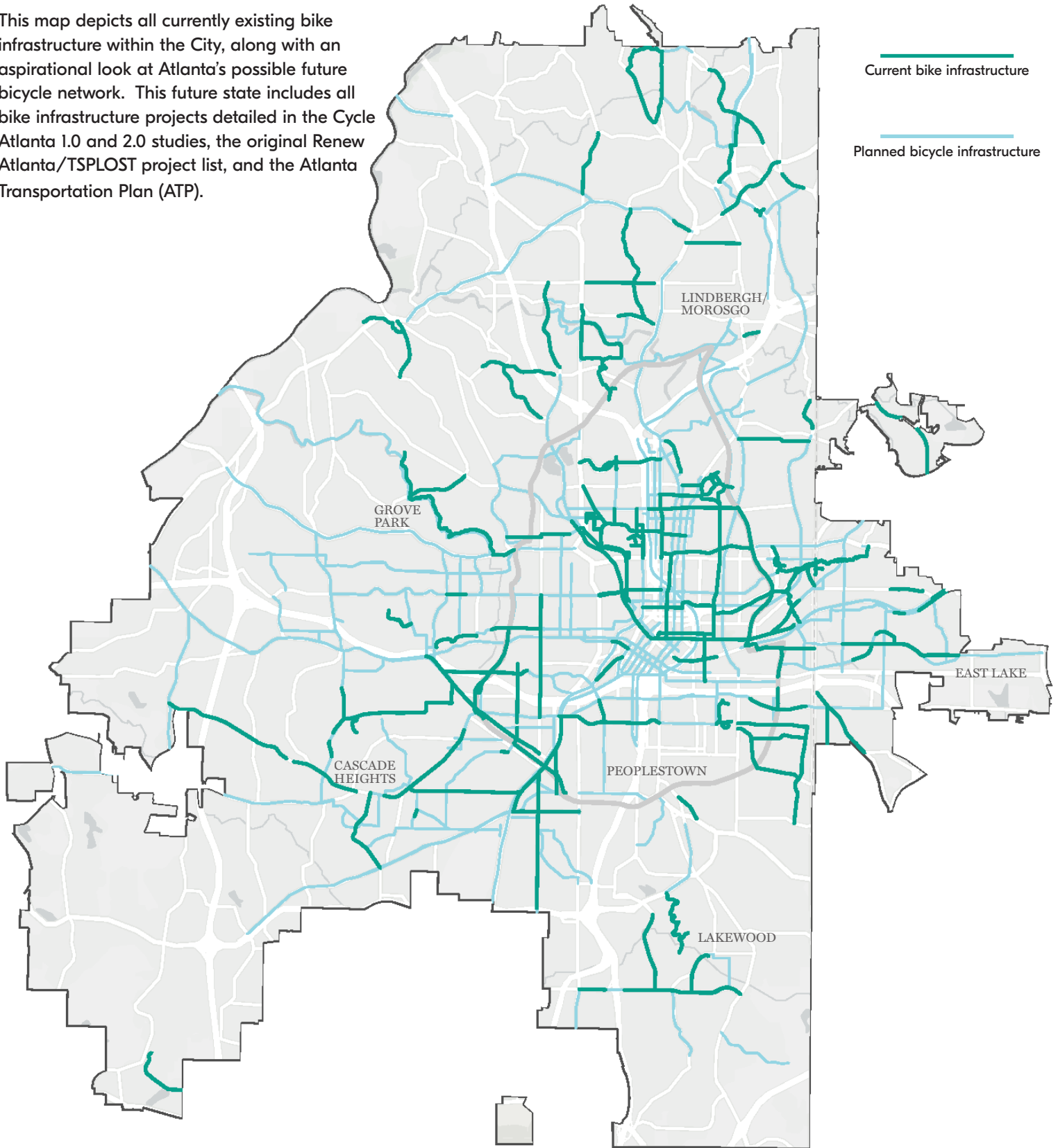
Map Label	MARTA Station Hub	Monthly Rental Average
A	Midtown	236
B	Inman Park	163
C	Arts Center	112
D	North Avenue	108
E	Georgia State	87

2018 Relay Memberships by Type & Month



Current & Planned Bike Infrastructure

This map depicts all currently existing bike infrastructure within the City, along with an aspirational look at Atlanta's possible future bicycle network. This future state includes all bike infrastructure projects detailed in the Cycle Atlanta 1.0 and 2.0 studies, the original Renew Atlanta/TSPLOST project list, and the Atlanta Transportation Plan (ATP).



SHIFT ATL

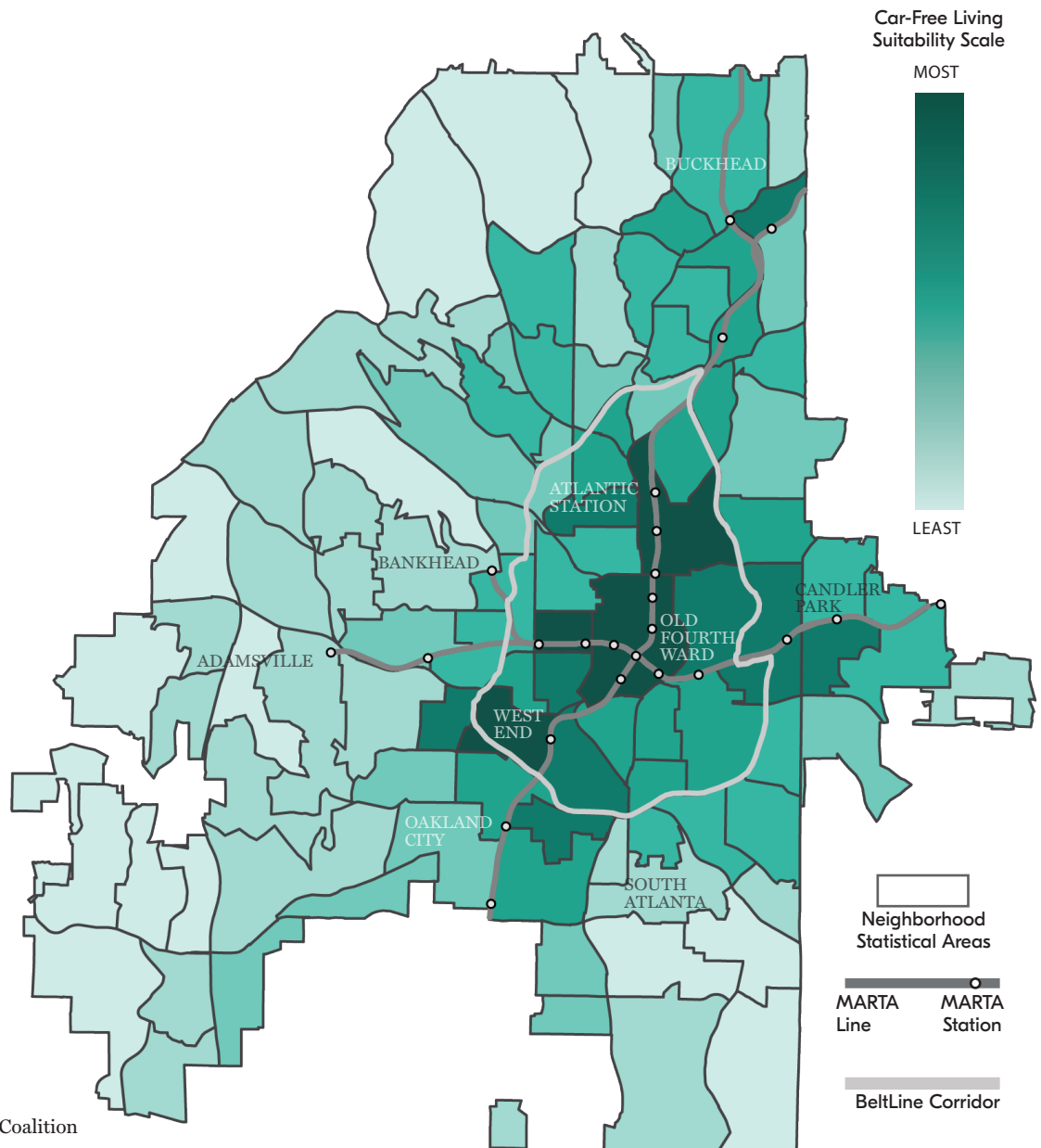
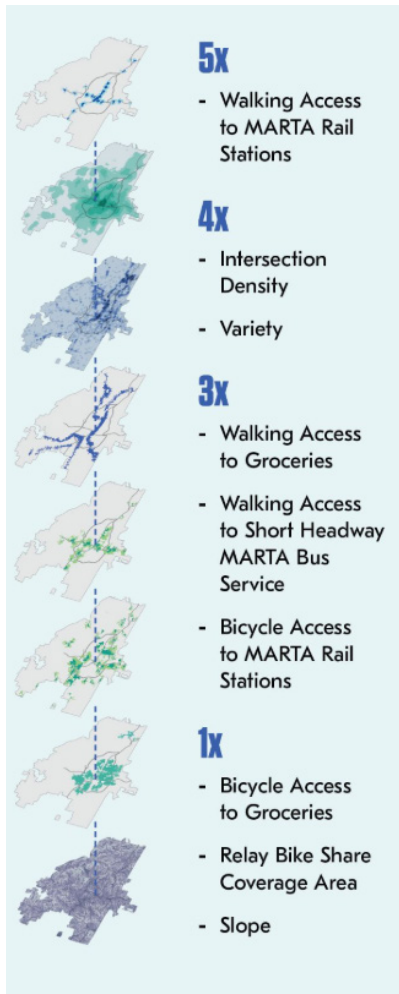
Creating an Atlanta that thrives on growth will require that we reframe the way we think and talk about mobility in the City, and that we develop new approaches to measuring our efforts and communicating what success looks like. SHIFT ATL was developed to begin doing all of those things.

SHIFT ATL is a citywide analysis that scores areas based on how suitable they are for living a less car-dependent lifestyle based on current conditions. It provides a customized and data-driven framework for evaluating the state of car-free livability across the city and for assessing our progress in this arena over time. The map below indicates the areas most and least suitable for car-free living.



Learn more about ShiftATL here:
<https://GIS.AtlantaGA.gov/ShiftAtlanta>

Data Analysis Areas & Weights



Back Cover: Photography of Atlanta Bicycle Coalition Member by Kaylenn Gilstrap Photography



Department of
CITY PLANNING