ACKNOWLEDGMENTS

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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
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Page</th>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Introduction</td>
</tr>
<tr>
<td>8</td>
<td>2018 Mobility Headlines</td>
</tr>
<tr>
<td>10</td>
<td>Atlanta City Design</td>
</tr>
<tr>
<td>11</td>
<td>Atlanta Transportation Plan</td>
</tr>
<tr>
<td>12</td>
<td>Current Infrastructure Snapshot</td>
</tr>
<tr>
<td>14</td>
<td>2018 Completed Projects</td>
</tr>
<tr>
<td>19</td>
<td>Ride Report: Marietta Street Update</td>
</tr>
<tr>
<td>20</td>
<td>Bike Counts</td>
</tr>
<tr>
<td>21</td>
<td>What Affects Bike Ridership in Atlanta?</td>
</tr>
<tr>
<td>22</td>
<td>Safety Data</td>
</tr>
<tr>
<td>23</td>
<td>High Injury Network</td>
</tr>
<tr>
<td>24</td>
<td>Relay Bike Share</td>
</tr>
<tr>
<td>26</td>
<td>Future of Mobility in Atlanta</td>
</tr>
</tbody>
</table>
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 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 events hosted by the Atlanta Bicycle Coalition, growing from about 10,000 participants in 2010. The 2018 events showed how Marietta Street, DeKalb Avenue, and Peachtree Street could be reclaimed for all modes of transportation.

Future Streets Alive events 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 dependancy 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 overruns 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 (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**

<table>
<thead>
<tr>
<th>Current Mode Share</th>
<th>Future Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive Alone</td>
<td>Drive Alone</td>
</tr>
<tr>
<td>Drive Together</td>
<td>Drive Together</td>
</tr>
<tr>
<td>Transit/Walk/Bike</td>
<td>Transit/Walk/Bike</td>
</tr>
</tbody>
</table>

**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
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

<table>
<thead>
<tr>
<th>Protection Level</th>
<th>Mileage</th>
</tr>
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<tbody>
<tr>
<td><strong>HIGH PROTECTION</strong></td>
<td>44</td>
</tr>
<tr>
<td>Multi-Use Path</td>
<td>40</td>
</tr>
<tr>
<td>Cycle Track</td>
<td>4</td>
</tr>
<tr>
<td><strong>MEDIUM PROTECTION</strong></td>
<td>52</td>
</tr>
<tr>
<td>Buffered Bike Lanes</td>
<td>5</td>
</tr>
<tr>
<td>Bike Lanes</td>
<td>47</td>
</tr>
<tr>
<td><strong>LOW PROTECTION</strong></td>
<td>22</td>
</tr>
<tr>
<td>Shared Lane Markings</td>
<td>18</td>
</tr>
<tr>
<td>Uphill Bike Lane/Downhill Sharrow</td>
<td>4</td>
</tr>
<tr>
<td><strong>TOTAL MILEAGE</strong></td>
<td>118</td>
</tr>
</tbody>
</table>
**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**

*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**
Ivan Allen Gateway

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

Ralph David Abernathy Boulevard

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

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

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
College Avenue

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

* 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
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

Marietta Street

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

Marietta Street Connections

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.
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.

**Daily Average Counts Since Installation**

<table>
<thead>
<tr>
<th>Map Label</th>
<th>Counter Location</th>
<th>Daily Average Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>10th St &amp; Monroe Dr</td>
<td>974</td>
</tr>
<tr>
<td>2</td>
<td>10th St &amp; Myrtle St</td>
<td>494</td>
</tr>
<tr>
<td>3</td>
<td>Wylie St</td>
<td>328</td>
</tr>
<tr>
<td>4</td>
<td>5th St (Tech Square)</td>
<td>260</td>
</tr>
<tr>
<td>5</td>
<td>Edgewood Ave</td>
<td>239</td>
</tr>
<tr>
<td>6</td>
<td>PATH 400</td>
<td>124</td>
</tr>
<tr>
<td>7</td>
<td>Peachtree St</td>
<td>114</td>
</tr>
<tr>
<td>8</td>
<td>Peachtree Center</td>
<td>96</td>
</tr>
<tr>
<td>9</td>
<td>PATH Parkway at GA Tech</td>
<td>70</td>
</tr>
<tr>
<td>10</td>
<td>Hosea Williams</td>
<td>48</td>
</tr>
<tr>
<td>11</td>
<td>Murphy Ave</td>
<td>22</td>
</tr>
<tr>
<td>12</td>
<td>Westview Dr</td>
<td>5</td>
</tr>
</tbody>
</table>

**Counts by Month, 2017-2018**

![Bar chart showing counts by month for 2017 and 2018](image)

**Counts by Type of Day, 2017-2018**

![Bar chart showing weekend/holiday vs weekday counts](image)

**Peak Hours Per Counter**

- **10th & Monroe**: 2-4pm Weekends
- **All Others**: 5-7pm Weekdays

![Clocks showing peak hours](image)
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.

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

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

*Change in number of days with rain in 2018 vs. 2017:

-3  +8  -5  -3  -3  0  +3  +1  -3  0  +10  +4

+10  +4  +7  +4  -1  0  0  0  -1  1  +11  +4

*Change in number of days with high temperature below 65° in 2018 vs. 2017:

65°-85°

85°+

High temperatures:

below 65°

65°-85°

85°+
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

<table>
<thead>
<tr>
<th>Age</th>
<th>Crashes Only - No Injury</th>
<th>Injuries</th>
<th>Fatalities</th>
<th>Totals</th>
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<tbody>
<tr>
<td>&lt; 25</td>
<td><img src="image1.png" alt="Bike Icons" /></td>
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<td>17</td>
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<td>25 - 49</td>
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<td><img src="image2.png" alt="Bike Icons" /></td>
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<td>16</td>
</tr>
<tr>
<td>50 +</td>
<td><img src="image1.png" alt="Bike Icons" /></td>
<td><img src="image2.png" alt="Bike Icons" /></td>
<td><img src="image3.png" alt="Bike Icons" /></td>
<td>4</td>
</tr>
<tr>
<td>Unknown Age</td>
<td><img src="image1.png" alt="Bike Icons" /></td>
<td><img src="image2.png" alt="Bike Icons" /></td>
<td><img src="image3.png" alt="Bike Icons" /></td>
<td>3</td>
</tr>
</tbody>
</table>

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

**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.

**2018 Relay Statistics**

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

**Average Relay Trip:**

- **31 MINUTES**
- **2.2 MILES**

**2018 Trip Breakdown**

- Start or End at BeltLine Adjacent Station: **41%**
- Start or End at MARTA Station: **8%**
- Other: **51%**

photos: Relay
 Relay Hub Total Rentals (Ins + Outs)

Top 10 Relay Hubs

<table>
<thead>
<tr>
<th>Map Label</th>
<th>Hub</th>
<th>Monthly Rental Average</th>
<th>Change from 2017</th>
</tr>
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<tbody>
<tr>
<td>A</td>
<td>Piedmont Park &amp; Eastside BeltLine</td>
<td>1330</td>
<td>▲ 269</td>
</tr>
<tr>
<td>B</td>
<td>Irwin &amp; Eastside BeltLine</td>
<td>1041</td>
<td>▲ 592</td>
</tr>
<tr>
<td>C</td>
<td>Historic 4th Ward Park</td>
<td>773</td>
<td>0</td>
</tr>
<tr>
<td>D</td>
<td>Greenwood Ave BeltLine</td>
<td>713</td>
<td>▲ 125</td>
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<tr>
<td>E</td>
<td>Piedmont Park West</td>
<td>635</td>
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<td>Piedmont Park East</td>
<td>490</td>
<td>▲ 25</td>
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<td>King of Pops</td>
<td>452</td>
<td>▼ 20</td>
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<td>H</td>
<td>Outwright Station</td>
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<td>I</td>
<td>Tech Square</td>
<td>291</td>
<td>▼ 82</td>
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<td>J</td>
<td>Georgia Tech - Clough Building</td>
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Top 5 MARTA Hubs

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<thead>
<tr>
<th>Map Label</th>
<th>MARTA Station Hub</th>
<th>Monthly Rental Average</th>
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<tr>
<td>A</td>
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<tr>
<td>B</td>
<td>Inman Park</td>
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<tr>
<td>C</td>
<td>Arts Center</td>
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<td>D</td>
<td>North Avenue</td>
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<td>E</td>
<td>Georgia State</td>
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2018 Relay Memberships by Type & Month

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<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>August</th>
<th>September</th>
<th>October</th>
<th>November</th>
<th>December</th>
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</table>
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