

# ACTIVE TRANSPORTATION TECHNICAL MEMORANDUM

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The Cobb County Comprehensive Transportation Plan (CTP) will be a blueprint for the county’s transportation future. This includes all forms of surface transportation in the county and the six cities. This memorandum specifically outlines program and policy improvement recommendations regarding active transportation.

Transportation recommendations take the form of projects, programs, and/or policies. In this CTP, active transportation recommendations include all three. Bicycle and pedestrian improvements are recommended through existing and new policies and programs, as well as buckets of funding for bicycle and pedestrian projects. In this CTP, a bucket is a recommendation with a total cost for a group of projects within one category (i.e. Bicycle and pedestrian improvements). The specific projects within the bucket are not yet determined. Some other buckets of funding in the CTP include: Advanced Transportation Management Systems, Planning Studies, System Preservation– Resurfacing, and Traffic Signal Timing.

## **POLICY AND PROGRAM IMPROVEMENT**

Policy and Program Improvement includes descriptions of various existing policies and programs that could be improved, as well as a description of new policies and programs that Cobb County could implement to better serve the transportation facilities, operations, accessibility, and/or equity in Cobb County.

## **Update and Maintain the Cobb County Trail Map**

The Cobb County Trail Map displays a collection of existing, programmed, and proposed multi-use trail (paved) and recreation trail segments (unpaved). The Board of Commissioners has not adopted this map and proposed trail segments are displayed for planning purposes only. The collection of proposed trail segments represented on the map was included in a variety of Board-approved plans and studies.

Figure 1: Cobb County Trail Map includes trail recommendations generated by the CTP.

Trail segments included on this map are defined as follows:

- Existing: Indicates existing, usable multi-use trails.
- Programmed: Indicates that funding for the multi-use trail has been identified and construction will follow or is currently underway.
- Proposed: Indicates funding for the proposed multi-use trail or recreational trail has not been identified.
- Existing National Park Service (NPS): Indicates existing multi-use trail or recreational trail under management of the NPS at Kennesaw Mountain National Battlefield Park and Chattahoochee River National Recreation Area.

A list of high priority trail connections has been developed. These trails are generally located in high demand areas like SunTrust Park and Kennesaw Mountain National Battlefield Park or they create much needed connections to existing trailheads. Figure 2: Proposed Multi-use Trail Priorities highlights these trails and their relation to the rest of the system.

Table 1: Priority Trail List contains more detailed descriptions of proposed facilities mapped in Figure 1: Cobb County Trail Map.

Recommended projects developed for the CTP update are shown in Table 2: New Bike and Pedestrian Connections.

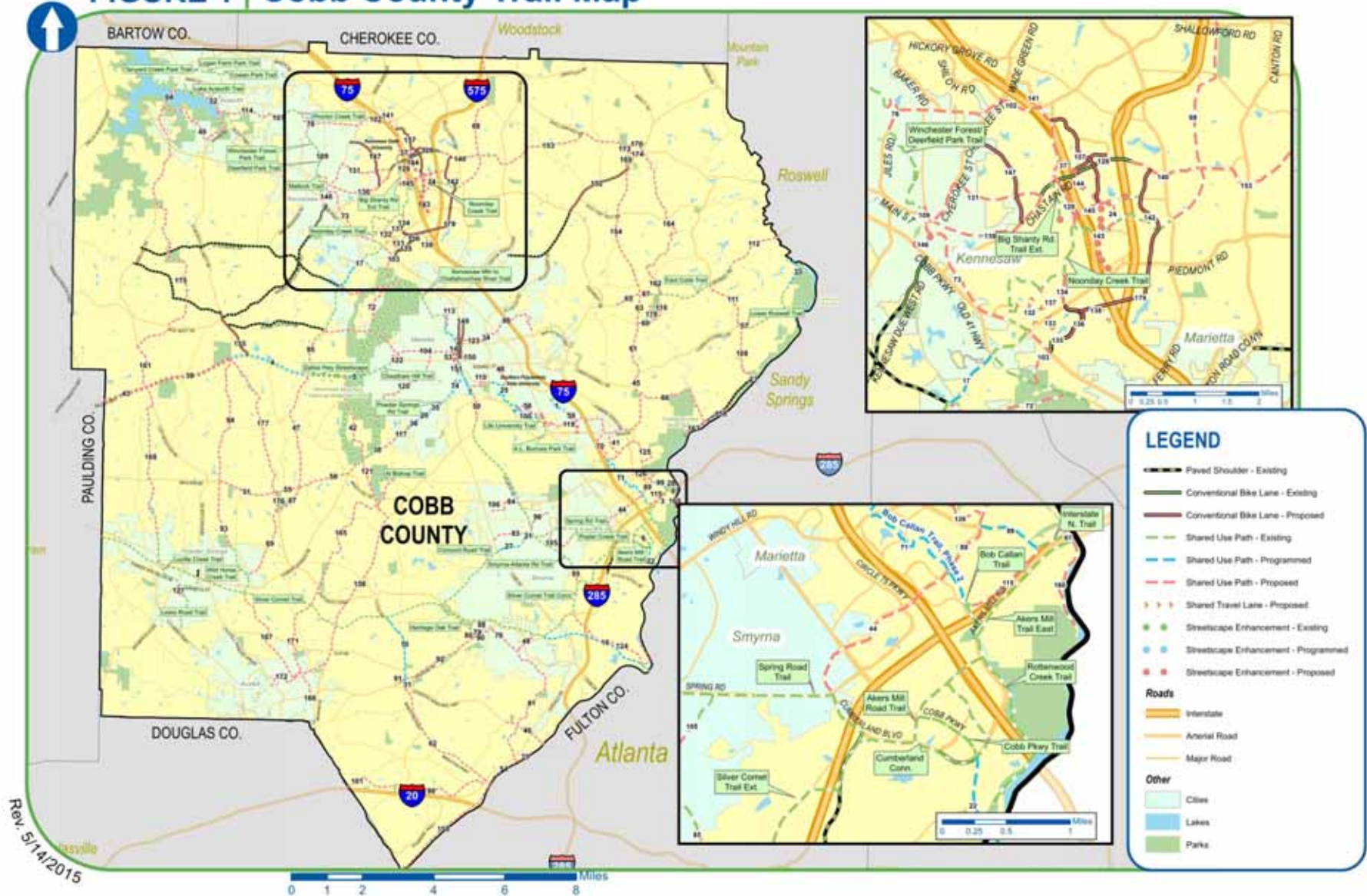
Recommendations were developed during the review of the Kennesaw State University Focus Area (an area defined around KSU and identified in the Existing Conditions and Needs Assessment Report), and after identifying gaps in the countywide trail system.

### **Cobb County Complete Streets Policy, Implementation, and Oversight**

In 2009, the County Board of Commissioners adopted a complete streets policy. The policy states: “Cobb County will implement the Complete Streets concept by considering safe access for all users, to include motorists, bicyclists, pedestrians, and transit users, including individuals with physical disabilities and senior citizens, in the planning, design, construction, and operation of streets within its jurisdiction.”

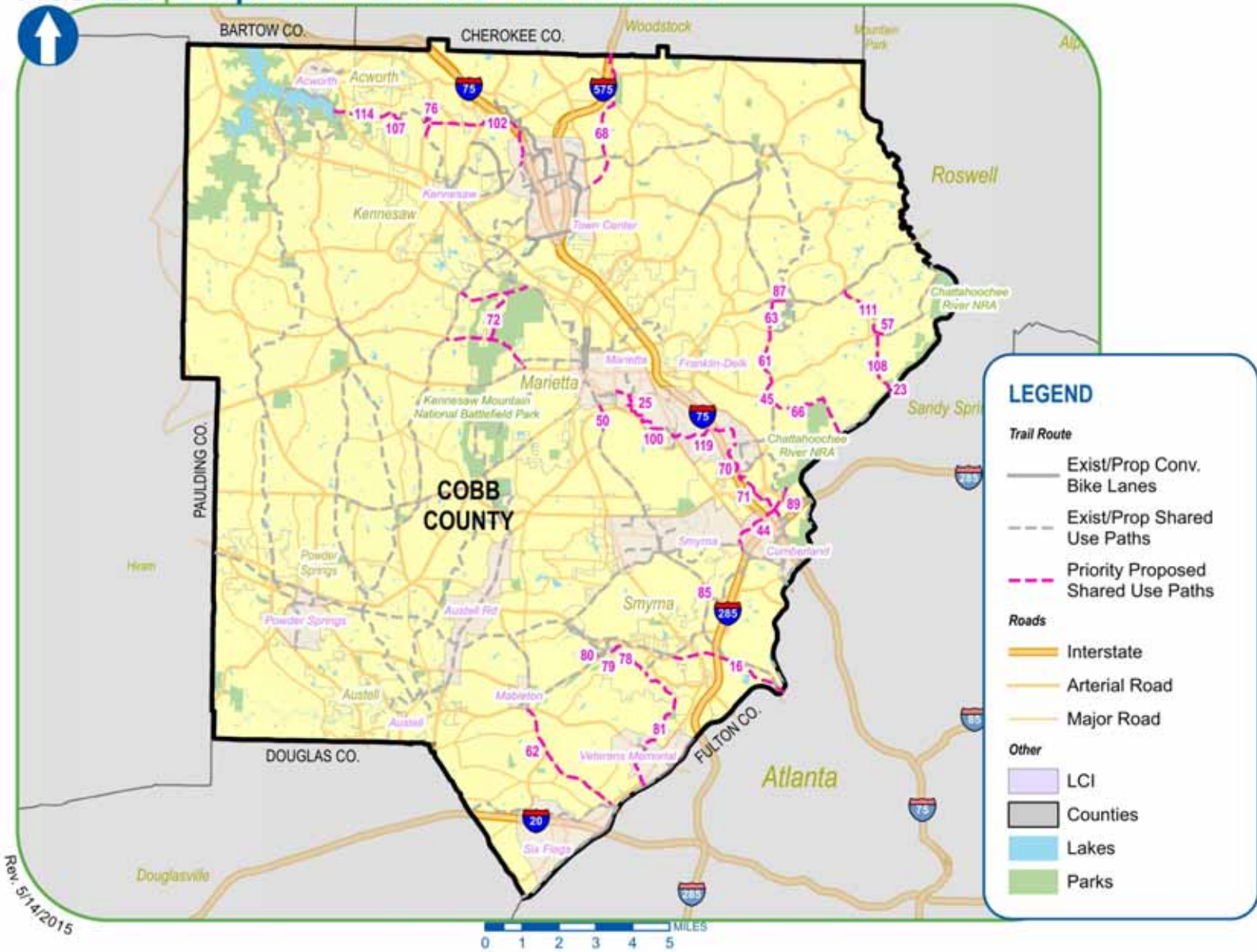
This indicates that the county has a strong desire to create these types of multi-modal corridors and steps should be taken to aid in achieving a broader system of complete streets. Additionally, the network priority concept should be simplified and the Trail Map figure should be updated in the guidebook.

**FIGURE 1 | Cobb County Trail Map**





**FIGURE 2 | Proposed Multi-Use Trail Priorities**



**Table 1: Priority Trail List**

Trail ID	Multi-use Trail Name	Status	Trail Description	Plan
16	Silver Comet Trail- Atlanta Connector	Programmed	CSX Corridor from Silver Comet Trail at East-West Conn to Atlanta	Riverline Historic Area Master Plan
23	East Cobb	Programmed	Johnson Ferry Rd in Chattahoochee River NRA	2008 CTP
25	Rottenwood Creek, Phase 1	Programmed	CCT Marietta Transfer Center to Alumni Rd; passes through KSU Marietta Campus near Aviation Park	Envision Marietta & MU2 LCI
44	Chattahoochee River	Proposed	Windy Ridge Pkwy from Spring Rd to programmed Rottenwood Creek Trail; would connect to existing Spring Rd Trail and Cumberland Connector	Chattahoochee River Trl Feasibility Study / Johnson Ferry Rd UDP
45	Chattahoochee River	Proposed	Terrell Mill Rd and Lower Roswell Rd between Old Canton Rd and Paper Mill Rd, would connect to proposed East Cobb Trail	Chattahoochee River Trl Feasibility Study / Johnson Ferry Rd UDP
50	Kennesaw Mountain to Chattahoochee River	Proposed	Atlanta Rd and programed segment at Pearl St along W Atlanta St	Marietta Trail Map
57	Lower Roswell	Proposed	Lower Roswell Rd from western termination of existing trail to Johnson Ferry Rd	Cobb County Trail Map
61	East Cobb	Proposed	Old Canton Rd from Lower Roswell Rd to Robinson Rd	2008 CTP
62	Mableton	Proposed	Mableton Pkwy (SR 139) from Veterans Memorial Hwy (US 78/US 278/ SR 8) to Discovery Blvd	2008 CTP
63	East Cobb	Proposed	Old Canton Rd from Roswell Rd (SR 120) to Robinson Rd	2008 CTP
66	East Cobb	Proposed	Paper Mill Rd and Sope Creek from Terrell Mill Rd to Chattahoochee River	2008 CTP
68	Noonday Creek Phase III	Proposed	Noonday Creek from I-575, north of Shallowford Rd to Bells Ferry Rd	TCACID
70	Rottenwood Creek, Phase 5	Proposed	Rottenwood Creek from Delk Rd to Terrell Mill Rd	Envision Marietta & Franklin-Delk LCI
71	Bob Callan, Phase 2	Proposed	Rottenwood Creek from Interstate North Pkwy trailhead to Terrell Mill Rd	CID Cumberland - TIP
72	Burnt Hickory Rd.	Proposed	Along national park. Utilize parks as trailhead facility from Old Mountain Rd to Whitlock Ave	Cobb County/City of Marietta - TIP
76	Proctor Creek	Proposed	Jules Rd and Legacy Park from existing trail to programmed Winchester Forest Park Trail	2008 CTP
78	Nickajack Creek	Proposed	Nickajack Creek from Fontaine Rd to Laurel Creek	Nickajack Greenway Feasibility Study
79	Nickajack Creek	Proposed	Nickajack Creek at southeastern boundary of Heritage Park across Fontaine Rd to proposed trail on south side of Fontaine Rd	Nickajack Greenway Feasibility Study
80	Nickajack Creek	Proposed	Connect Heritage Oak Trail and Nickajack Creek Trail in southwest corner of Heritage Park	Nickajack Greenway Feasibility Study
81	Nickajack Creek	Proposed	Nickajack Creek from Laurel Creek to Chattahoochee River	Nickajack Greenway Feasibility Study
85	Smyrna-Atlanta Rd	Proposed	Atlanta Rd which would connect existing segments of Smyrna-Atlanta Rd Trail, Silver Comet Connector and Silver Comet Trail Extension	2008 CTP
87	East Cobb	Proposed	Roswell Rd (SR 120) from existing trail to Old Canton Rd	2008 CTP
89	Wildwood	Proposed	Windy Ridge Pkwy from programmed Bob Callan Trail into Chattahoochee NRA	Green TOD Study
100	Rottenwood Creek Phase 2	Proposed	East side of Cobb Pkwy from Barclay Cir to property north of Rottenwood Creek at Cobb Pkwy	City of Marietta - TIP, MU2 LCI
102	Proctor Creek	Proposed	Jules Rd, Cherokee St, George Busbee Pkwy, Frey Rd and Chastain Rd from Piedmont Mountain Rd to existing Big Shanty Rd Trail along Town Point Dr	2008 CTP
107	Proctor Creek	Proposed	Extension westward of existing Proctor Creek Trail west to proposed City of Acworth trail system	2008 CTP
108	East Cobb	Proposed	Johnson Ferry Rd from Lower Roswell Rd to Chattahoochee River	2008 CTP, Johnson Ferry Rd Urban Design Study
111	East Cobb	Proposed	Johnson Ferry Rd from Roswell Rd and existing East Cobb Trail to Lower Roswell Rd	2008 CTP
114	Proctor Creek	Proposed	Proctor Creek from proposed Lake Acworth Trail east for approximately 1.7 miles	2008 CTP
119	Rottenwood Creek, Phases 3 & 4	Proposed	From existing A.L. Burruss Park Trail along Rottenwood Creek to Delk Rd east of I-75	Envision Marietta & Franklin-Delk LCI

**Table 2: New Bike and Pedestrian Connections**

Trail ID	Name	Status	Facility Type	Description
128	Townpark Ln	Proposed	Bike Lane	Bike lanes along Townpark Ln and Busbee Dr connecting to Chastain Rd
130	Big Shanty Dr	Proposed	Side Path	Big Shanty Dr from Old 41 Hwy to Ben King Rd Trail
131	Ben King Rd	Proposed	Side Path	Cherokee St and Ben King Rd from Big Shanty Dr to McCollum Pkwy
132	Cobb Place Blvd	Proposed	Shared Travel Lane with Sharrows	Cobb Pl from Cobb Pkwy (US 41) to Vaughn Rd and Noonday Creek Trail
133	Greers Chapel Rd./Roberts Blvd.	Proposed	Shared Travel Lane with Sharrows	Greers Chapel Rd from Barrett Lakes Blvd to Vaughn Rd and Noonday Creek Trail
134	Barrett Lakes Blvd- Noonday Creek Trail Conn	Proposed	Side Path	Barrett Lakes Blvd from Barrett Pkwy to Cobb Pl and Noonday Creek Trail
135	Barrett Lakes Blvd	Proposed	Conventional Bike Lane	Barrett Lakes Blvd from Barrett Pkwy to Executive Ln
137	Auto Park Dr	Proposed	Shared Travel Lane with Sharrows	Auto Park Dr from Barrett Lakes Blvd to Roberts Blvd
138	Shiloh Valley Dr	Proposed	Shared Travel Lane with Sharrows	Shiloh Valley Dr from Shiloh Valley Cir to Barrett Lakes Blvd
139	Big Shanty Rd	Proposed	Side Path	Big Shanty Rd from I-575 to Chastain Meadows Pkwy
140	Chastain Rd West	Proposed	Side Path	Chastain Rd/New Chastain Rd from east of I-575 to proposed Noonday Creek Trail - Cherokee Connector
141	George Busbee Pkwy North	Proposed	Conventional Bike Lane	Busbee Pkwy along Frey Rd; Shiloh Rd and Busbee Pkwy to Wade Green Rd
152	Sandy Plains Rd from Piedmont Rd to Holly Springs Rd	Proposed	Conventional Bike Lane	Sandy Plains Rd from existing conventional bike lane at intersection with Piedmont Rd to Holly Springs Rd/Gordy Pkwy; and Gordy Pkwy from Sandy Plains Rd to Shallowford Rd
153	Blackwell Rd/ New Chastain Rd/ Shallowford Rd	Proposed	Side Path	Between proposed conventional bike lane on Gordy Pkwy to proposed Noonday Creek Trail- Cherokee Connector
154	Holly Springs Rd/ Old Canton Rd	Proposed	Side Path	Between proposed conventional bike lane on Sandy Plains Rd and proposed East Cobb Trail along Holly Springs Rd and Old Canton Rd
155	Acworth Due West Rd	Proposed	Conventional Bike Lane	Acworth Due West Rd and Old Hamilton Rd from SR 120 to Burnt Hickory Rd
156	Austell Rd	Proposed	Side Path	Between downtown Austell and Callaway Rd along Perkinson Mill Rd and Austell Rd
179	S Barrett Pkwy Reliever, Ph 3	Proposed	Conventional Bike Lane	S Barrett Pkwy Reliever from Shiloh Valley Dr to Chastain Meadows Pkwy

**Table 3: Atlanta Regional Commission Bike Facility Descriptions**

Facility Type	Description
Shared Travel Lane	Shared bike lanes are roadways where bicycles may be operated (all roadways except where prohibited by statute or regulation) and when bicyclists and motor vehicles share the same travel lanes. While there are no bicycle-specific designs or dimensions for shared lanes or roadways, signage and pavement marking symbols (sharrows) can make shared lanes more compatible with bicycling (AASHTO P. 4-2).
Conventional Bike Lane	A conventional bike lane is a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists and is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic (NACTO P. 11).
Paved Shoulder	Paved shoulders provide more shoulder width for roadway stability and greatly improve bicyclist accommodation on roadways with higher speeds or traffic volumes (AASHTO P. 2-2 and 4-7). Best used on rural highways which connect town centers and other major attractors (AASHTO P. 2-18).
Shared Use Path or Greenway	A shared use path is a linear corridor located in a greenway, or along a waterway, freeway, active or abandoned rail line, utility rights-of-way, and/or unused rights-of-way. Such a facility may be a short connection, such as a connector between two cul-de-sacs, or a longer connection between cities (AASHTO P. 2-19). Shared use paths are bikeways that are physically separated from motorized traffic by an open space or barrier (AASHTO P. 5-1).
Side Path	A side path is a separated path for non-motorized users which runs adjacent to roadways with little or no separation (AASHTO P. 2-20).
Buffered Bike Lane	A buffered bike lane is a conventional bicycle lane paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane (NACTO P. 19).
Contra-Flow Bike Lane	A contra-flow bike lane is a bicycle lane designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. They convert a one-way traffic street into a two-way street: one direction for motor vehicles and bikes, and the other for bikes only. Contra-flow lanes are separated with yellow center lane striping (NACTO P. 27).
Left-Side Bike Lane	A left-side bike lane is a conventional bike lane placed on the left side of a one-way street or two-way median divided street (NACTO P. 35).
Protected Cycle Track (one and two-way)	A one-way protected cycle track is a conventional bike lane separated from traffic by pavement markings, raised medians, or other barriers to provide physical protection from passing traffic (NACTO P. 45 and 48). Two-way cycle tracks are physically separated cycle tracks that allow bicycle movement in both directions on one side of the road. A two-way cycle track may be configured as a protected cycle track at street level with a parking lane or other barrier between the cycle track and the motor vehicle travel lane and/or as a raised cycle track to provide vertical separation from the adjacent motor vehicle lane (NACTO P. 61).
Unknown	N/A
References: American Association of State Highway and Transportation Officials. Washington, DC: American Association of State Highway and Transportation Officials, 2012. Print. National Association of City Transportation Officials. Urban Bikeway Design Guide. New York: National Association of City Transportation Officials, 2011. Print.	

The County's Complete Streets Policy provides the first link in the chain that leads to a more bikeable and walkable county. However, as with all policies and goals, routine and regular support should be given to implementing projects that fit the needs and desires of the County. Project concepts should consider alternate modes of travel with a knowledgeable, context sensitive approach and plans should be reviewed for correct design of these alternate mode facilities. The County will need continuous support of biking and walking features to realize the vision that was part of the original 2009 Complete Streets Policy. The county should detail duties associated with Complete Streets Coordination.

### **Finalize and Adopt the Complete Streets Implementation Guidebook**

The Complete Streets Implementation Guidebook maps out a process that prioritizes specific areas for Complete Streets infrastructure. In turn, this helps decision makers identify the most appropriate treatment for given roadways. This guide has become a routine part of the concept phase for road projects. Recommended changes to the guidebook include a simplification of the network priority concept. Currently the guidebook makes use of four networks:

- Bicycle
- Pedestrian
- Transit
- Freight

Each network has a series of criteria in escalating priorities. Some of these criteria overlap from one network to the other. For instance, the transit network is only dependent upon transit routes, but a road on the transit network should consider pedestrian elements as well as transit elements such as bus pull-off zones, queue jumpers, signal priority control, or passing lanes. This prioritization concept can be complex due to the overlapping criteria; therefore, it is recommended that the priorities for complete street facilities be simplified into the following levels:

1. Road projects and/or developments occurring adjacent to delineated trails on the Cobb County Trail Map should include a 10' wide side path or sidewalk and bike lanes for accommodation of pedestrian and bicycle traffic. These facilities must be considered as integral items to a complete streets design and removed only after careful consideration.
2. Road projects and/or developments occurring along existing CCT bus routes should include adequate bus pickup and drop off



zones and must provide access to nearby bus shelters.

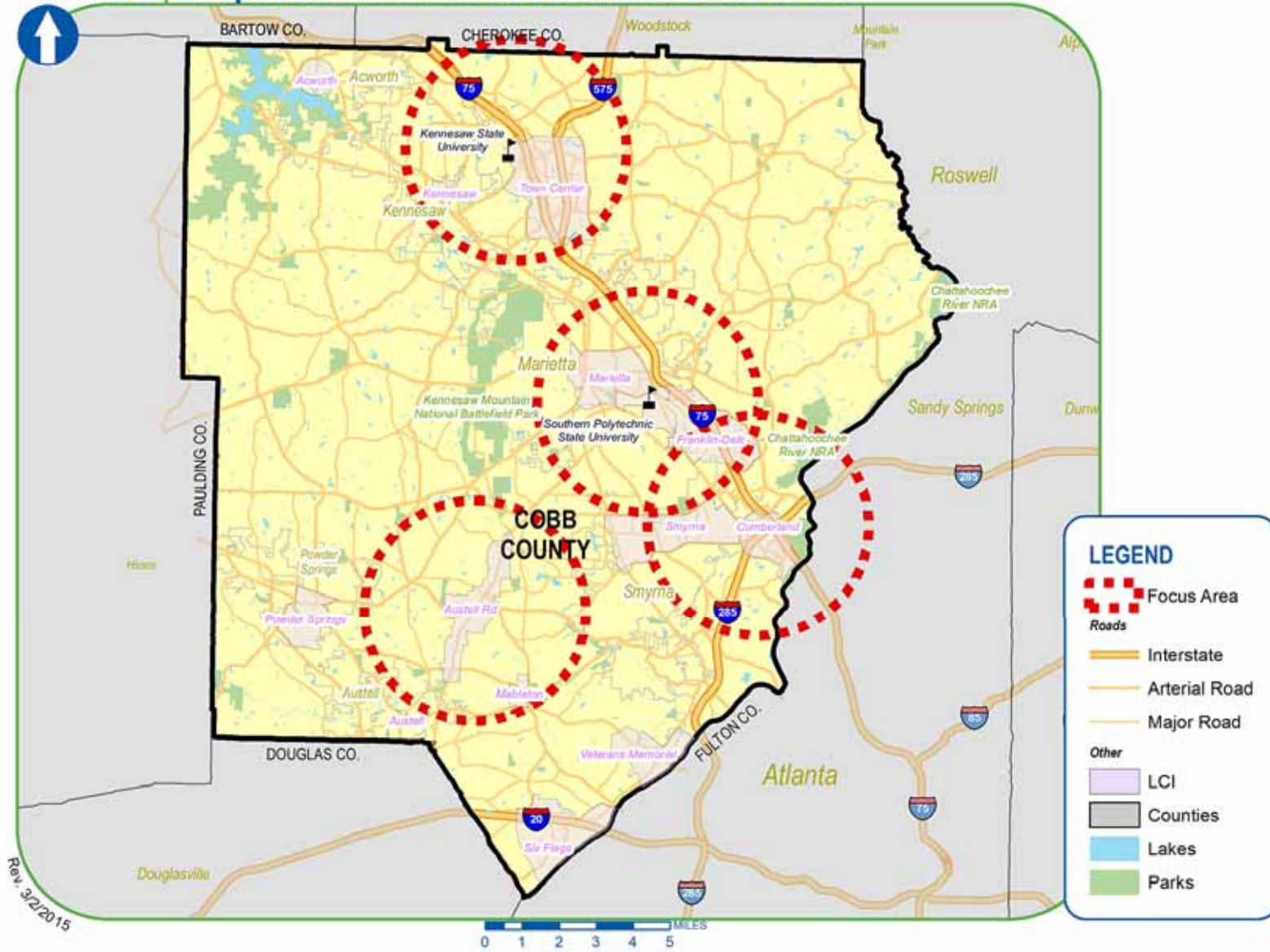
3. Road projects and/or developments occurring within one of the four Bicycle and Pedestrian Focus Areas (see Figure 3) should include a 10' wide side path or sidewalk and bike lanes for accommodation of pedestrian and bicycle traffic or provide sharrows (only where conditions are appropriate for on-street cycling with an acceptable level of service). The Comprehensive Transportation Plan provided detailed recommendations for one of these focus areas, near the Kennesaw State University/Town Center area (see Figure 4). A similar detailed evaluation should be performed for the remaining three focus areas as part of the Bicycle and Pedestrian Improvement Plan Update, described below.
4. Road projects and/or developments occurring within one of the existing LCI areas of Cobb County should accommodate pedestrian and bicycle traffic by including such elements as were identified in the LCI study.
5. Road projects and/or developments occurring on collector and arterial roads that are not immediately adjacent to a delineated trail on the Cobb County Trail Map should consider the addition of complete street elements such as a 10' wide side path or sidewalks and bike lanes to facilitate bicycle and pedestrian use.

### **Complete Streets Coordination Responsibilities**

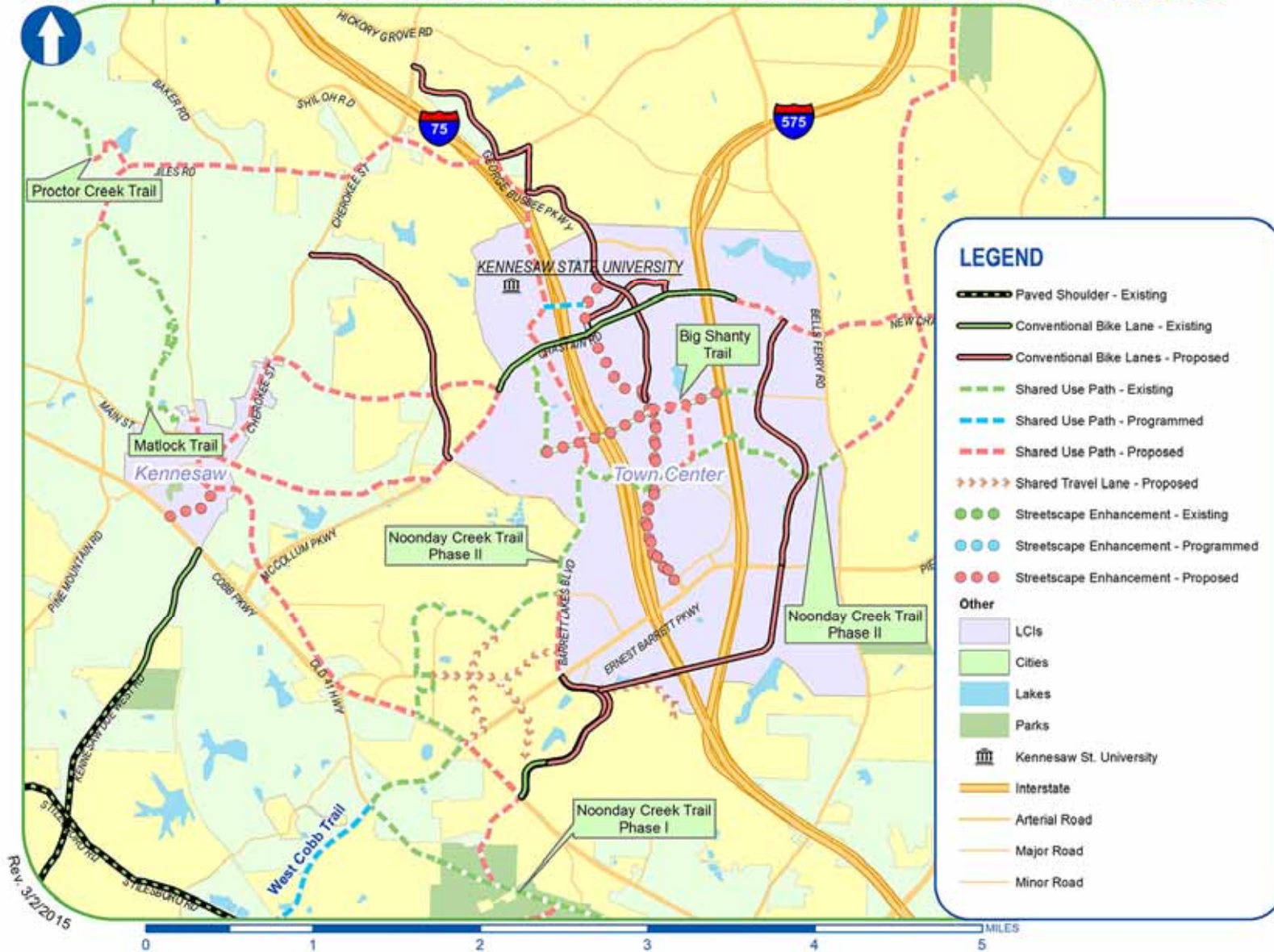
There are many opportunities regarding the implementation of Complete Streets that could be capitalized on to improve the mobility and quality of life in Cobb County. The county should pursue filling the responsibilities of a Complete Streets Coordinator. Responsibilities would include:

- Performing design review of concept reports and plans with regards to alternative transportation modes, including biking and transit. These duties could be performed by an existing or new staff person or an on-call consultant.
- The role would be responsible for initiating biking programs that teach bike safety to children and adults, increasing awareness of recreational and commuter biking, supporting national efforts like Bike Month and Bike to Work Day, and organizing sponsor-supported fun-rides to get the community engaged in biking as a pastime.
- The Complete Streets Coordinator role could also lead an initiative to expand The Cobb County PEACH Roads system already includes complete streets criteria, however the role should ensure that the complete streets criteria is relevant and important.

**FIGURE 3 | Proposed Bike and Pedestrian Focus Areas**



**FIGURE 4 | Proposed Bike and Pedestrian Facilities Near KSU/Town Center Focus Area**



- To receive recognition on a national scale, the role should strive to obtain the Bicycle Friendly Community certification for Cobb County and each city. This certification is awarded by The League of American Bicyclists to communities and regions that exhibit a strong desire to promote and encourage ridership, improve safety for cyclists, plan for biking in the future, and design safe and convenient places to ride.

## **Update the Cobb County Bicycle and Pedestrian Improvement Plan (BPIP)**

The county's bicycle and pedestrian plan provides guidance for the implementation of bicycle and pedestrian improvements. This plan is updated regularly by Cobb County. Its last update was adopted by the Board of Commissioners in 2011 and it is scheduled for another update in 2016. The previous plan update rated each major roadway in the county using the Highway Capacity Manual (HCM) methodology to determine bike and pedestrian level of service (LOS). These LOS were used as part of an identification system to target roadways that had a high probability for alternative mode demand that were insufficient for those types of travel. Recommendations in this plan focused on using routine maintenance efforts and new roadway construction projects to complete biking and walking facilities. The plan also offered design details for bicycle facilities and recommended including these guidelines in the County Technical Standards and development review procedures. A shortcoming of this study is that it does not prioritize or recommend specific improvement projects, or establish a future network vision.

The adopted BPIP identifies areas of bicycle demand and identifies facilities which do not provide effective on-street bicycle facilities. One of the challenges of applying this plan is the fact that many roads are shown as insufficient for bicycle travel and guidance is needed for determining which improvements are needed and prioritizing them for implementation. The next plan update should include:

1. Assessment of Impacts of New Bicycle Facility Construction. An update to the plan should be conducted to investigate the impacts of any new construction on the biking and walking infrastructure and LOS to understand the extent of improvements to the system since adoption of the original plan. Various goals relating to improving the acceptable LOS network mileage by year 2030 were presented in the 2011 plan and can be used in the plan update to determine the overall effectiveness of steps taken since the plan's adoption.
2. Identify Facility Type and Location to Improve Bicycle and Pedestrian Conditions. Another focus the plan should seek to achieve is



to develop a methodology that will help identify the appropriate facility type or types that any given segment of road should incorporate. Ideally, this method should incorporate land use, housing and commercial density, proximity to transit, connectivity and continuity of existing facilities, road characteristics and geometry, and other “mappable” factors into a system that scores and rates various facility types (bike lanes, bike shoulders, sidewalk, multi-use trails, and side paths).

3. Define a Future Bicycle and Pedestrian Network. Trails and bicycle lanes recommended in Figure 1: Cobb County Trail Map should be used as a starting point for defining a bicycle and pedestrian network. These should be evaluated and modified based on the facility type/location guidance identified above. In addition, the network should consider other key factors affecting bicycle and pedestrian activity, including:
  - Location in one of the four Targeted Complete Streets Focus areas identified in this CTP (see Figure 3). These areas have a combination of land use types and density to result in significant cycling activity.
  - Location along or connecting to a local transit route.
  - Location in an ARC identified activity center or LCI area.
  - Corridors used frequently by road cyclists as determined through use of tracking databases and/or commercially available data on activity.
4. Define and Prioritize Projects. A plan for implementation of the Bicycle and Pedestrian Network indicated above should be prepared. This plan should be linked to County Transportation Goals and should reflect input from stakeholders to provide a balanced system throughout its implementation timeframe, so that facilities are provided that are within reach of all Cobb residents.
5. Development Regulations. It is clear from the public engagement effort and the needs assessment that facilities to encourage and enable biking are needed. Both Cobb County and its cities should modify development regulations to include facilities that cyclists require in new developments of certain types and size. Bike lockers, showers and racks are all necessary for those who choose to bike to work; bike racks are even more vital because they are needed at many types of developments from commercial to institutional spaces. Development regulations should require the inclusion of bicycle lockers, racks and showers with all new office development over 100,000 square feet, and bicycle racks at all commercial retail over 50,000 square feet.



6. Standard Design Parameters. Chapter 6 of the Cobb County BPIP offers detailed descriptions of many different treatments for bike lanes on arterials and at intersections. The plan also recommends updating the County Technical Standards to include requirements on bike and pedestrian design based on the standards found in the BPIP. The county should review the design standards for bike lane treatments at intersections and along roadways in both the BPIP and the newly released National Association of City Transportation Officials' publication, NACTO Urban Bikeway Design Guide, 2<sup>nd</sup> Edition. The intent of this review process is to identify specific design elements that have been researched and found to be adequate and safe treatments and to then incorporate them into the standard details found in the Cobb County Development Standards publication. Standardizing commonly found elements such as bike lane treatments at signalized intersections, standard bike lane and buffered bike lane design criteria, and trail crossing treatments would lead to a cohesive bike and walking network with similar features and styles throughout the county.

The County should also consider revising the Development Standards sections 401.20.05 pertaining to Bikeways and 401.20.06 pertaining to Non-Motorized Accommodation to refer designers and planners to make use of new publications like the BPIP, the Cobb County Complete Streets Policy, the Complete Streets Implementation Guidebook, and the Urban Bikeway Design Guide and Urban Streets Design Guide by NACTO. The aforementioned standards should also be mentioned in these sections, where applicable. Modifying bike lane design standards which would increase the minimum bike lane width on county roads from 4' to 5' should also be considered. This would provide more buffer space between riders and vehicles and would be more conservative than the 4' AASHTO and GDOT minimums. The local cities should be encouraged to adopt similar design standards if those jurisdictions do not already have more conservative standards in place.

7. Requirements for Project Improvements with Adjacent Bike and Pedestrian Routes. In order for developers to contribute to bicycle and pedestrian mobility in an impactful way without building disjointed sections, the jurisdictions should consider using a fee in-lieu system to require developers to help complete the trail and sidewalk network. The fee in-lieu system would operate in tandem with the complete streets policy and guidebook. Development ordinances could be structured to require developers to pay for the design and construction of trail or sidewalk systems along parcel frontages when parcels are adjacent to proposed facilities in Figure 1: Cobb County Trail Map. This regulation can also be tied to the Complete Streets Guide by referencing its proposed requirement that all trails in Figure 1: Cobb County Trail Map or within activity centers as defined by the Comprehensive Plans must be completed as part of either roadway construction or through coordination with developers.

In conjunction with this type of development agreement, developers could be given the option to construct the trail/sidewalk or pay a fee in-lieu of the construction effort. This fee would be appropriated to the design and construction of trails in other parts of the county or city. This concept allows developers to contribute to bicycle and pedestrian mobility without building disjointed sections of the network.

8. Sharing the Road: On-Street Cyclists and Motorists. Shared roadways are one way to provide bicycle facilities for on-street cyclists. Shared roadways should be indicated clearly through the use of appropriate signage and pavement markings. The Manual on Uniform Traffic Control Devices (MUTCD) offers much guidance on placement and use of approved signs to indicate when bikes are present and how vehicles should operate when passing cyclists. At a minimum, sharrow pavement markings should also be installed at regular intervals to offer guidance on where cyclists should ride and to continuously make drivers aware of the possibility of encountering a bike.

Cobb County roads are frequented by advanced-level recreational cyclists who prefer riding in the traffic stream. This type of shared road riding is commonplace, but adequate signage and markings may not be in place to alert users to the fact that a road is frequented by recreational cyclists. One method that the county should seek to employ is the use of third party data to identify roadways that have a higher potential for on-street biking.

In recent years, data collection companies have developed the ability to collect massive amounts of information pertaining to vehicular speeds, volume, and location which can then be used by municipalities and other organizations to see congestion in real time. These companies use GPS-enabled devices to track individual routes which can then be used to interpret speed along a roadway. Some companies have branched out from this concept and have started tracking other modes of transportation, including bikes. Cobb County should investigate the feasibility and benefit to purchasing data sets from one of these third party companies for use in identifying exactly which roads are being shared. This information should then be used to conduct corridor bike audits that seek out deficiencies in the system that could present unsafe conditions for cyclists and motorists.

The BPIP Update should also emphasize Cobb County's Complete Streets Policy and Implementation Guidebook. This can be accomplished by emphasizing certain areas for complete streets such as the Focus Areas shown in Figure 3. This update should solidify the county's commitment to creating new complete street facilities in support of their policy.

## Pedestrian Safety Programs

Pedestrian safety was defined as a need in the Existing Conditions and Needs Assessment document as well as the Health Impact Analysis documents. In order to improve safety for at risk populations as well as all citizens, studies to investigate pedestrian safety and ADA compliance should be initiated in business districts, downtowns, and along CCT routes. These studies would take the form of safety audits in which specific routes or corridors would be walked by engineers or safety analysts and deficiencies would be recorded on an audit form. This information should then be used to determine specific corridor needs to enhance pedestrian safety and mobility and then should transition into specific improvement projects. Corridors and areas recommended for safety and ADA audits include, but are not limited to:

- Cobb Parkway from Barrett Parkway to Cumberland Blvd.
- Windy Hill Road from Austell Road to Cobb Parkway
- Austell Road from Cobb Hospital to Atlanta Road
- Spring Road from Atlanta Road to Cobb Parkway
- Floyd Road from East-West Connector to County Line
- Cumberland Area
- South Cobb Drive from Atlanta Road to Emory Adventist Hospital
- Downtown Marietta
- Powder Springs Street from County Services Parkway to the Marietta Loop
- Town Center Area
- Bells Ferry Road from Cobb Parkway to Piedmont Road

## Filling in Sidewalk Gaps

Filling in gaps in existing sidewalks is another way to improve pedestrian safety and mobility for the disabled. Cobb County has already identified sidewalk gaps and overall pedestrian system connectivity gaps surrounding transit stops with the intention of requesting TAP funds. The 2011-2015 SPLOST and the 2016-2021 SPLOST include sidewalk funds that prioritize transit routes. By adding sidewalks, the county and cities will limit the amount of incomplete sections that require pedestrians to use road shoulders, unpaved grassy areas, or even vehicular travel lanes to reach bus stops and other destinations. In additions to SPLOST, various

methods exist for funding such projects with local dollars and regional or national grants, and those sources should be pursued by all the jurisdictions.