



# 5.0 Bicycle and Pedestrian Conditions

The bicycle and pedestrian facilities in the study area vary as some of the cities in the study area provide bicycle and pedestrian networks. Bicycle and pedestrian facilities can include several types of infrastructure such as multi-use paths and trails both within and off existing roadway rights-of-way.

## 5.1 Bicycle Facilities

Table 5-1 is a summary of existing bicycle facilities in the study area, and Figure 5-1 shows these facilities. There are two types of on-street bike facilities: bicycle lanes and bicycle shoulders. Bicycle lanes are marked facilities whereas bicycle shoulders are unmarked shoulders along the travel way suitable for bicycles. Off-street multi-use trails are described in Section 5.3.

## 5.2 Pedestrian Infrastructure

Thorough and accurate data pertaining to existing pedestrian infrastructure does not currently exist for a majority of the study area. Therefore, a qualitative assessment is necessary. The pedestrian infrastructure for the study area varies from being good in certain areas to being poor in others. In most of the more densely developed areas there are some well-maintained sidewalks along with pedestrian features such as clearly defined crosswalks, pedestrian signals and benches. Conversely, there are other locations in the study area with poor pedestrian conditions due to high-traffic speeds, unsafe intersections and the overall lack of pedestrian facilities. Some facilities lack connectivity, regular maintenance, and adequate buffers from the roadways. This makes safe pedestrian access to community facilities and business establishments difficult.

## 5.3 Multi-Use Trails

The study area contains several multi-use trails. A multi-use trail is separate from vehicular traffic and located in an independent ROW adjacent to a roadway or along a creek or utility easement. Multi-use trails are not sidewalks but can be designed to allow pedestrian use similar to sidewalks. Table 5-2 lists the existing multi-use trails in the study area.

## 5.4 Planned and Programmed Bicycle and Pedestrian Improvements

The ARC's Plan 2040 RTP/TIP includes one bicycle/pedestrian facility (Encore Parkway) within the study area. Although they are not within the study area, there are other planned bicycle and pedestrian projects that could enhance accessibility to major arterial roadways in the study area. These projects are also identified in this section. These arterial roadways have the potential for future transit improvements (i.e. bus stops) and the enhancement of the pedestrian accessibility could support the transit improvements. Plan 2040 includes five proposed bicycle and pedestrian improvements to augment and enhance the existing network in northern Fulton, as presented in Table 5-3. Each of the cities also identified planned bicycle and pedestrian improvements that are described in Section 4.4.

Several substantial projects are planned for the next TIP update. Most are north-south routes, such as SR 9, that may help to provide an alternative route for non-motorized traffic. Others, such as Encore Parkway, potentially provide east-west connections to potential stations.