

# A Bicycle and Pedestrian Friendly Vision for

## Cobb County and its Cities

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October 13, 2009

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### Overarching Principles

Transportation Planning should be thought of as a

***Throughput of People, rather than exclusively motorized vehicles***

Regional Connectivity

Destination for live, work and play

We are active, engaged and healthy communities

### Facts & Figures

- In the U.S. more than 25% of all auto trips are less than a mile in length<sup>1</sup>  
These short trips offer a terrific opportunity to take to the streets by foot or by bike instead of by car.
- 1969 appx 50% children in the U.S got to school by walking or bicycling<sup>2</sup>  
2001 only 15%<sup>2</sup>
- As much as 20 to 30% of morning traffic is often generated by parents driving their children to schools.<sup>2</sup>
- In the US, motor vehicle crashes are the leading cause of death for children ages 3 to 14.<sup>2</sup>
- Business leaders say traffic is the biggest hindrance to running and expanding their companies.<sup>3</sup>
- GA Adults: 36% overweight; 29% obese = 65%<sup>4</sup>
- GA Youth (9th–12th grades): 18% overweight, 14% obese = 32%<sup>4</sup>

Source 1: Georgia Clean Air Campaign

Source 2: US H.CON. RES 305, 2/28/08

Source 3: Sam A. Williams, President, Metro Atlanta Chamber of Commerce, Joint House/Senate Study Cmttee on Trans Funding 7/11/07

Source 4: CDC, 2007

### Vision & Direction

#### **Prepare a separate, dedicated Bicycle Master Plan for the County and each City**

- Coordinate with the county and municipalities during this process
- Account for both conventional street, trail and “off-road / dirt” bicycle use
- Consider novice to advanced bicycle riders

#### **Formally Adopt “Complete Streets” Policy**

Cobb County’s:

“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”

#### **Safe Routes to School (Public & Private)**

- Walking and Bicycling to school as a safe and viable alternative

#### **Appoint a City & County Staff Member as a Bike/Ped Coordinator**

## **Adopt the Recommendations from the 2007 Atlanta Regional Commission's Bike/Ped Plan**

- **Routine Accommodation**  
Bicyclists and pedestrians provided for when new roadways are constructed and for new and retrofitting existing roadways
- **Complete Streets**
- **Re-stripe Candidates**  
Develop and adopt a protocol for roadway re-striping to better accommodate bicyclists on roadway segments where excess pavement width is available.  
Performed coincidentally with resurfacing projects
- **Improve Crossings (Ped & Bike)**
- **End-of-Trip Bicycle Facilities**  
Parking/Racks/Storage, Lockers, Showers  
Work / Offices, Retail, Schools, Government, etc.
- **Neighborhood Connectivity**  
Cul-de-Sacs / Dead Ends (open up to bike/ped)

## **Consider Bicycle Friendly Community Status – Five year plan (per Roswell)**

- Engineering, education, encouragement, enforcement and evaluation
- Formally declare Vision & Objectives
- Set in place now the policies, people and plans to achieve this

## **Conclusions**

### **Economic, Environmental, Social & Health Benefits / Quality of Life**

- GA \$\$ spent on golfing is #2. GA \$\$ spent on bicycling is #1
- Home values rise with increased bike/ped opportunities
- Aging Population / Healthy Alternative
- Disabled "Ability" to use the Streets, other means of transportation
- Quality Family Recreation Time Together

### **Viable & Safe Alternative of Transport**

#### **Latent Demand**

- Develop the facilities and people will use them
- Where the trip origin is near enough to the destination

#### **Open up Opportunities to Varied Users**

- Casual, first-time
- Commuters
- Utility / Errands
- Fitness
- Social (Dinner)
- Recreational
- Family "Quality" Time