

MICROMOBILITY IN THE ATLANTA REGION: LANDSCAPE, MOMENTUM, AND CHALLENGES

Insights from the ARC/Georgia Tech
Center for Urban Research
Micromobility Symposium

 **APRIL 2026**



**RIISING
RIDERSHIP**



**SAFER
STREETS**



**CONNECTED
NETWORKS**



**EQUITABLE
ACCESS**



**SUSTAINABLE
FUTURES**

EXECUTIVE SUMMARY

The Atlanta Regional Commission (ARC) and the Center for Urban Research at the Georgia Institute of Technology are co-hosting a series of symposia on the topic of transportation policy. The goal of these sessions is to surface insights from researchers and practitioners that can inform the transportation policy development efforts of the ARC, the City of Atlanta and other governments in the region.

The Micromobility Symposium convened leaders from public agencies, academia, and industry to examine how micromobility can be effectively integrated into urban mobility systems. Presenters included:

- John Saxton, Mobility Planning Director, City of Atlanta
- Nasim Rezvanpour, Principal Data Analyst, Atlanta Regional Commission
- Carol Antunez, Policy & Government Affairs Leader, Lime
- Rebecca Serna, Executive Director, Propel ATL
- Ashley Finch, TDM Programs Associate, Alta Planning + Design
- Hans Klein, Associate Professor in the School of Public Policy at the Georgia Institute of Technology, facilitated the speaker panel

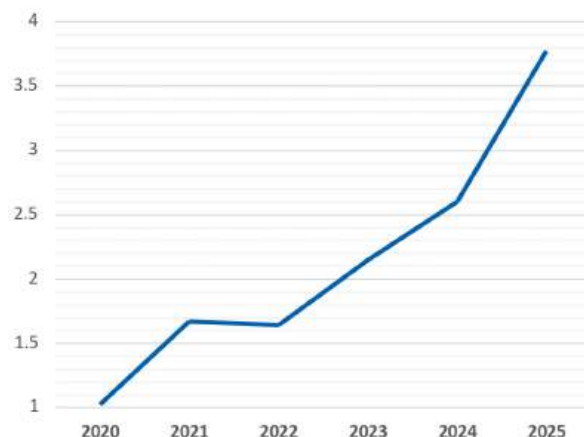
The consensus that emerged was that shared micromobility—encompassing e-scooters, e-bikes, and docked and dockless bicycle systems—has moved from novelty to a recognized component of the Atlanta region’s transportation network. Usage is rising sharply. Since 2020, the City of Atlanta has experienced nearly a fourfold increase in shared micromobility trips, and 2025 alone saw ridership grow by more than one million trips over the prior year. As of early 2026, Lime riders in Atlanta were taking more than 200,000 trips per month, with e-bike usage up 105 percent year-over-year. The momentum is real, but so are the structural challenges that could limit its long-term contribution to regional mobility goals.

1. Introduction: The Ridership Trajectory

There is little publicly available ridership data for shared micromobility outside the City of Atlanta proper, and the suburban picture is actually quite sparse in terms of deployment. Lime operates in Decatur and in Statesboro but at very limited scale—Decatur's operating agreement caps the fleet at 75 scooters.

The suburban picture is largely one of prohibition or non-deployment. Marietta banned e-scooters outright, as have Macon-Bibb County and other communities. Athens-Clarke County banned them entirely. Brookhaven allows them but requires permits. Most of the northern

Shared Micromobility Ridership Growth in the City of Atlanta (millions of trips)



suburbs have never had meaningful deployments. There simply is no shared micromobility system operating at any measurable scale in the broader 13-county region.

Most micromobility rides in the region still begin and end within Atlanta's city limits. Atlanta's shared micromobility program has operated under ATLDOT management since 2020, when the city assumed oversight from the Department of City Planning. After a COVID-induced suspension from April to June 2020, the program expanded steadily. Ridership reached a post-COVID record of 3.7 million trips in 2025. The 2025 ridership growth of more than one million additional trips in a single year represents the steepest single-year increase since the program's founding.

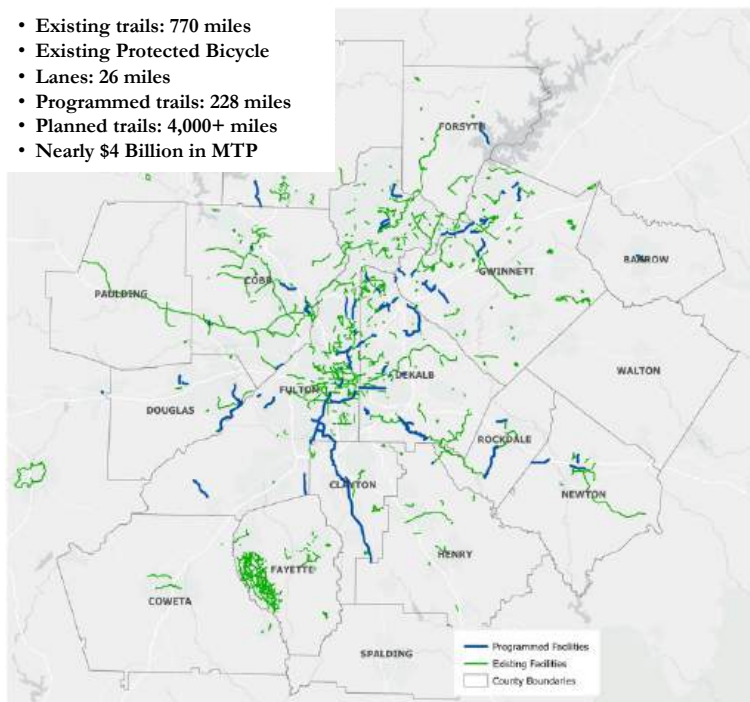
This growth follows the expansion of the city's bike infrastructure network under the Moving Atlanta Forward agenda, which has added protected bike lanes and improved both east-west and north-south connectivity. Research presented by Lime confirmed a direct link between new infrastructure and ridership growth: in Baltimore, new bike infrastructure drove ridership growth of more than 200 percent above baseline; in Nashville and Phoenix, new bike lanes outperformed pre-existing lanes by 39 and 35 percent respectively. Atlanta's trajectory is consistent with these findings.

2. Infrastructure: Substantial Investment, Uneven Coverage

The region has made significant active transportation investments, but their distribution is uneven, and a critical gap remains between off-street and on-street infrastructure. ARC's regional inventory shows 770 miles of existing trails, 26 miles of protected bicycle lanes, and 228 miles of programmed trails, with a long-range vision for more than 4,000 miles of trail across the 19-county MPO — backed by nearly \$4 billion in Metropolitan Transportation Plan funding. In the City of Atlanta, the

Existing & Programmed Trails/Bike Facilities

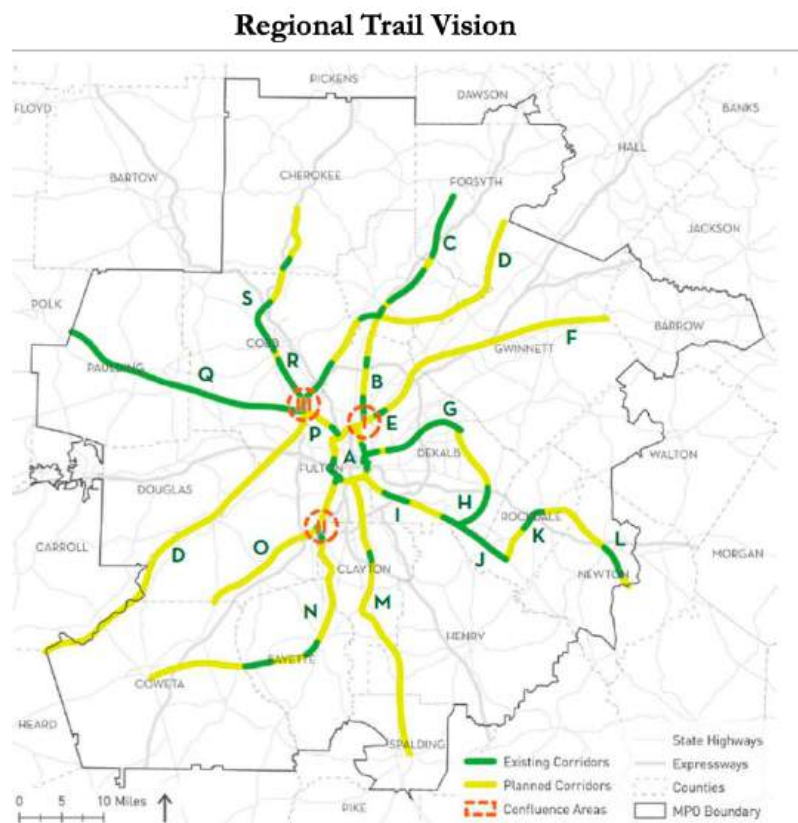
- Existing trails: 770 miles
- Existing Protected Bicycle Lanes: 26 miles
- Programmed trails: 228 miles
- Planned trails: 4,000+ miles
- Nearly \$4 Billion in MTP



Moving Atlanta Forward bond program has committed approximately \$304 million to active transportation, split roughly 65/35 between sidewalks and trails (\$196.5 million) and protected bike infrastructure (\$108 million). The TrailsATL plan, recently adopted by the Atlanta City Council, calls for the construction of an additional 140 miles of greenways and 280 miles of on-street bike lanes. The problem, as Propel ATL Executive Director Rebecca Serna framed it at the Symposium, is that micromobility is here while safe infrastructure is not. The vast majority of investment has gone to off-street trails, which are valuable but do not serve the short,

local, everyday trips—to a transit station, a grocery store, a school—that represent the primary use case for shared micromobility. On-street networks remain fragmented, and the physical separation from motor vehicles that safety research consistently identifies as the most effective protection for riders is absent from most of the city’s street grid. ATLDOT has committed to installing 8 to 10 additional miles of protected bike infrastructure in 2026 through capital projects, a meaningful but incremental addition.

GDOT is also actively reconfiguring state routes to accommodate micromobility. The Atlanta Intown Multimodal Study identified corridors where roadway lanes can be repurposed without significantly degrading vehicle operations. Projects already underway include the SR 9/14th Street reconfiguration in Midtown and a planned reconfiguration of SR 139/Ralph David Abernathy Boulevard in the West End. A Proctor Creek Greenway-to-Beltline trail connection at SR 8/Donald Lee Hollowell Parkway is scheduled for 2027, and GDOT is preparing an Urban Active Transportation Plan covering all state routes within MPOs, expected in late 2026.



3. The Docked Bikeshare Gap

Atlanta lost its docked bikeshare system in 2022 when Relay Bike Share ceased operations, and its absence may be a structural gap in the city’s micromobility ecosystem. The Relay bike-share system was the first at-scale attempt to offer a shared micromobility solution at scale. It offers several important lessons for the future of micromobility in the region. While the system initially gained traction after its 2016 launch, ridership declined sharply following the arrival of dockless scooters and the system was discontinued in 2022. The experience suggests that Atlanta residents were less interested in traditional bike share than in convenient, low-friction micromobility options such as scooters and e-bikes.

Several factors contributed to Relay's struggles. The system never achieved the station density found in more successful bike-share cities, Atlanta's bicycle infrastructure remained limited, and integration with MARTA and other transportation services was weak. At the same time, the Beltline and regional trail network were still in their early stages of development.

Perhaps the most important lesson is that Relay may have arrived before Atlanta's micromobility market was mature. Today, with a larger Beltline network, greater public acceptance of shared mobility, and growing trail connectivity, conditions are significantly different. A future system would likely be centered on e-bikes, integrated with MARTA, focused on major activity centers and rail stations, and supported by a more robust network of trails and protected facilities. Rather than viewing Relay as a failure, it may be better understood as an early pilot that demonstrated latent demand for micromobility in Atlanta and can inform the systems that follow.

Dockless e-scooters and e-bikes—currently provided by Lime and operated under ATLDOT permits—serve spontaneous, point-to-point trips effectively, but they do not fully replicate the predictability, affordability, or transit integration that docked systems provide. The question is whether in the absence of fixed station locations, users can reliably plan multimodal trips around shared micromobility.

Alta Planning + Design TDM Programs Associate Ashley Finch, drawing on her prior experience as ATLDOT's Shared Micromobility Program Manager, made the case at the Symposium for a publicly funded, docked bikeshare system as shared civic infrastructure. The argument rests on four pillars: affordability (public funding enables low fares and discounted memberships that dockless operators cannot sustain at scale), predictability (fixed stations allow trip planning), utility (e-assist and cargo bike innovations have expanded docked systems' ability to substitute for car trips), and consistency (regional branding and a single app enable seamless cross-jurisdictional travel). She noted that dockless devices stop at the Atlanta city limit, disrupting trips and limiting transit access in neighboring jurisdictions—a problem publicly funded, docked systems operating under regional governance frameworks (as in Washington, DC and Boston) are designed to solve.

ATLDOT is currently completing a Docked Bikeshare Plan to guide future implementation, and the City advertised a longer-term contract for shared micromobility operators in 2025. The Atlanta region's concentration of Fortune 500 headquarters, its growing trail network, and its established philanthropic and nonprofit community in the active transportation space are genuine assets for building the public-private partnerships that successful docked systems require.

4. Equity and Access

Equity is both a motivation for expanding micromobility and a persistent challenge in its implementation. Dockless systems can be expensive for users without annual memberships, and while operators offer access programs for individuals receiving government assistance, a large middle band of lower-income riders falls outside those programs while still facing per-trip costs that are high relative to other transit options.

Geographic equity is equally significant. In a region defined by low-density suburban development, the benefits of micromobility—trail access, infrastructure investment, shared device deployment—have concentrated in the urban core and in higher-income intown neighborhoods. South and west Atlanta communities with lower vehicle ownership and greater transit dependence have seen less investment. The argument that “affordable housing alone is not affordable if residents can’t reach jobs and daily needs,” articulated by Finch at the Symposium, captures the integration challenge: micromobility’s equity potential is only realized when stations and devices are placed where people actually live, work, and connect to transit.

The TrailsATL projections embedded in ARC’s planning documents show the region improving from 37 percent of Atlantans with 10-minute trail access in 2025 to 95 percent by 2052 as the trail network expands. But that 2052 horizon underscores the urgency: in the interim, safe on-street routes and equitably distributed shared devices are the only means of extending access to the many residents who live beyond the trail network’s current reach.

5. Safety

Safety is the limiting factor for broader micromobility adoption. Traffic fatalities in Atlanta peaked at 101 in 2021 and have since declined by 45 percent to 54 in 2025—significant progress, but still far from the Vision Zero goal of zero fatalities. Pedestrian and bicycle fatalities remain disproportionately concentrated on high-speed arterials, which are also the corridors most in need of protected infrastructure for micromobility users to reach destinations and transit stations safely.

A specific emerging safety challenge flagged by GDOT at the symposium is the proliferation of “e-motos”—electric motorcycles marketed as bikes that exceed Georgia’s 28 mph top speed and 750W power limits for e-bikes, do not meet federal motor vehicle safety standards, and cannot be legally registered or operated on streets or trails. These devices are particularly popular among younger riders and represent a growing enforcement and public education challenge for GDOT, ATLDOT, and trail operators.

ARC has developed a comprehensive Safety Risk Factors tool that maps intersection, bicyclist, and pedestrian risk on every road segment in the region—providing the analytical foundation for prioritizing protective infrastructure investments where the danger is greatest.



6. Data, Modeling, and Planning Capacity

One of the more technically substantive themes of the symposium was ARC’s investment in data-driven micromobility planning. ARC is integrating multiple demand data streams—its activity-based model (ABM), the Polaris agent-based simulation, and Replica commercial data—with observed

real-world data from GDOT's Automated Traffic Signal Performance Measures (ATSPM) system (which uses pedestrian push-button activations as a proxy for walking activity), Lime trip data, and Strava Metro cycling data. These are being synthesized into a Regional Bike Network Model that assigns route choice, volumes, and network performance across a link-level bicycle network defined by facility type, traffic stress, and comfort attributes.

This modeling capacity is significant because it enables evidence-based prioritization: identifying where latent demand for cycling and micromobility is high but infrastructure is absent, and quantifying the ridership uplift that protected infrastructure investments would generate. ARC is also conducting three concurrent planning studies—a Regional Trail and Bicycle Facility Network Plan covering all 19 MPO counties, a South Metro Trail and Bicycle Facility Plan for a 6-county sub-region, and a Flint River Trail Master Plan—with a combined budget of \$3.5 million and an 18-to-24-month timeline from a March 2026 kickoff.

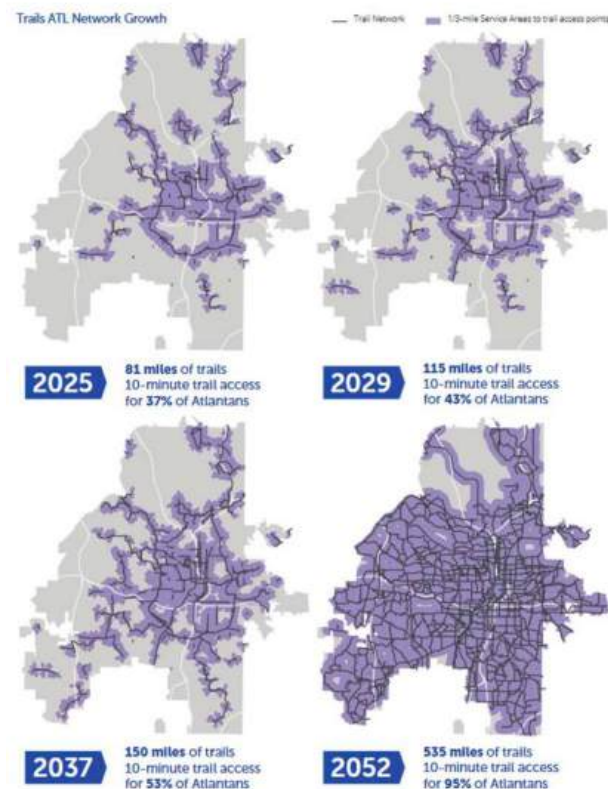
7. Key Challenges and Planning Implications

Synthesizing the symposium presentations and white paper with current conditions, five challenges stand out as most consequential for the region's micromobility trajectory:

- **Infrastructure gap.** The network of protected, connected on-street infrastructure needed to make micromobility safe and usable for everyday trips does not yet exist at the scale projected demand likely requires. Off-street trail investment, while valuable, does not solve the last-block and on-street connectivity problem.

- **Equity in deployment and pricing.** Current dockless systems are concentrated in higher-income intown neighborhoods, and their per-trip costs exclude a significant share of lower-income potential users. Expanding the geographic reach of shared devices and guaranteeing affordable access in lower-income areas may require policies that do not currently exist.

Projected TrailsATL Growth



Credit: Trails ATL and ARC

- **Jurisdictional fragmentation.** Dockless devices stop at the Atlanta city limit. Coordinated regional coordination and infrastructure investment across the 13-county metro area—of the kind that ARC’s regional planning efforts are designed to support—is likely essential for a system that can serve cross-jurisdictional trips and complement the regional transit network.
- **Project delivery.** As Propel ATL emphasized at the symposium, communities that have been promised active transportation improvements are asking where their projects are. Years-long gaps between programming and construction erode public trust and delay the safety and ridership benefits that infrastructure investment is intended to deliver.
- **Information sharing.** The fact that the region is in the early stages of adopting micromobility solutions, combined with efforts to connect trail infrastructure across political boundaries, suggests that an improved process for information sharing should be created to ensure that everyone benefits from lessons learned and, potentially, to begin collaboration in service delivery. Such collaboration could generate many benefits, including reducing the number of governing authorities private providers need to navigate.

8. Conclusion

The Atlanta region’s micromobility trajectory is positive but unfinished. Ridership is growing, infrastructure investment is accelerating, and the planning and data capacity to make evidence-based decisions is more sophisticated than it has ever been. The Symposium reinforced a clear conclusion: realizing micromobility’s potential as a tool for safety, equity, and multimodal connectivity requires moving beyond the current reliance on dockless operators and off-street trails toward a more integrated system — one that combines protected on-street infrastructure, a publicly governed

regional bikeshare network, equitable access pricing, and sustained coordination across the public agencies, private operators, and advocacy organizations that together shape how the region moves.

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