

ACTION PLAN FOR SAFER STREETS



MAYOR KEISHA LANCE BOTTOMS



Photo Courtesy of Atlanta Bicycle Coalition



Photo Courtesy of Midtown Alliance



SAFETY FOR ALL REQUIRES NEW STREET DESIGN

- Today, Atlanta's streets pose safety challenges for drivers, pedestrians, cyclists, and scooter riders
- The crash rate on some Atlanta streets is **4x higher** than the statewide average
- Atlanta's pedestrian death rate from traffic collisions is **2x the national average**
- At **over 40 miles**, Atlanta has a world-class trail network—but most **residents can't reach it** on good sidewalks or bikeways



Since February 2019,
Atlanta has seen
3 MILLION
dockless scooter trips

Engineering research shows that on-street, protected bike lanes **improve safety for all road users**—including pedestrians, cyclists, scooter riders and drivers.

By the end of 2021, Atlanta will **more than triple** its on-street protected bike lane network.

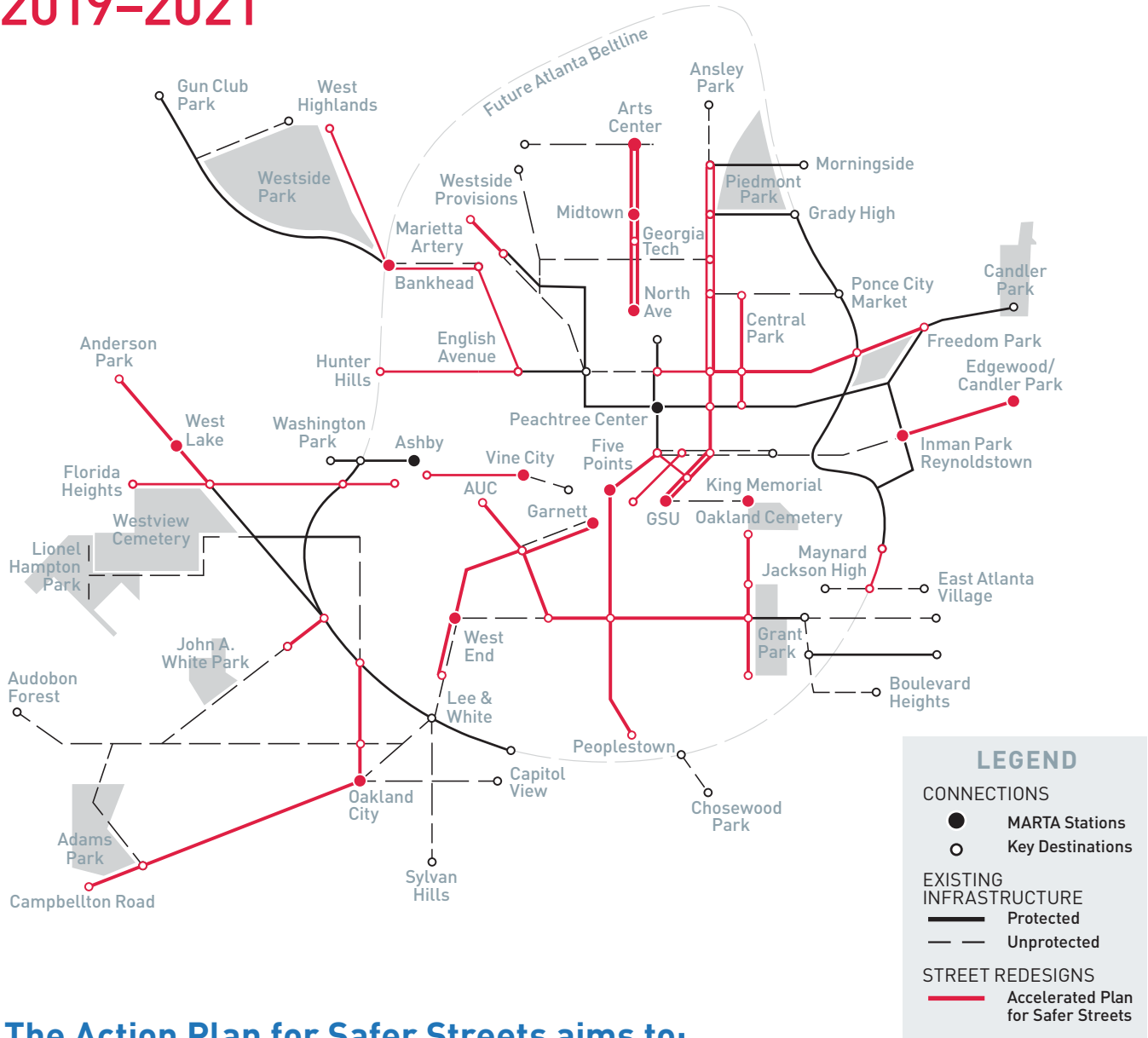
3X PROTECTED
BIKE LANE
NETWORK

20+ MILES OF
SAFER
STREETS

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TARGET NETWORK FOR SAFER MULTI-MODAL STREETS

2019-2021



The Action Plan for Safer Streets aims to:

- Connect SW Atlanta to Westside Trail and MARTA
- Provide north-south connections between Midtown, Downtown, and West End
- Bridge the gap between Grant Park and West End
- Expand access to MARTA stations, city parks, and schools by providing first/last mile connections
- Reduce risk as 100% of routes are on the city's high-injury network or near schools

FAQs

What changes can I expect to see on the street?

The city will implement numerous safety measures including on-street, physically protected bike lanes along more than 20 corridors over the next two years to improve safety for drivers, pedestrians, cyclists, and scooter riders.

What is a protected, on-street bike lane?

A protected, on-street bike lane is a lane for cycling and scooters along the roadway that provides some form of protection from cars. The protection is often parked cars, buffered space, curbing, plastic flex posts/bollards, planters, or elevated cycle track.

How many miles of bike lane can I expect in the next year?

The target is to **more than double** the on-street protected bike lane network from 4 miles to 8 miles by the end of 2020. By the end of 2021, we are aiming to have at least a 12 mile network—**3x what Atlanta has today**.

How were the planned routes selected?

The routes outlined in the plan match the cycling connections needed among city neighborhoods with streets that have capacity for bike or e-scooter travel. Some are high-priority routes that have planned infrastructure construction and are identified as high-injury corridors; some connect neighborhood destinations like MARTA stations, parks, and schools.

How much will this cost and how is the City paying for it?

Initial estimates for the program total to about \$5M. Funding to complete the program will come from redesigning existing projects, departmental budgets, and community partners.

What will be the impact on drivers?

The plan will have limited impact on travel times during the peak hour, but will make the streets **safer for all users**—including drivers. Providing protected bikeways gives everyone their own space so getting where you need to go will be a more predictable, reliable, and safer trip—regardless of how you travel.

