



ACTION PLAN FOR SAFER STREETS

Agenda

1

Atlanta DOT's Focus on Road Safety

2

Mayor's Action Plan for Safer Streets

3

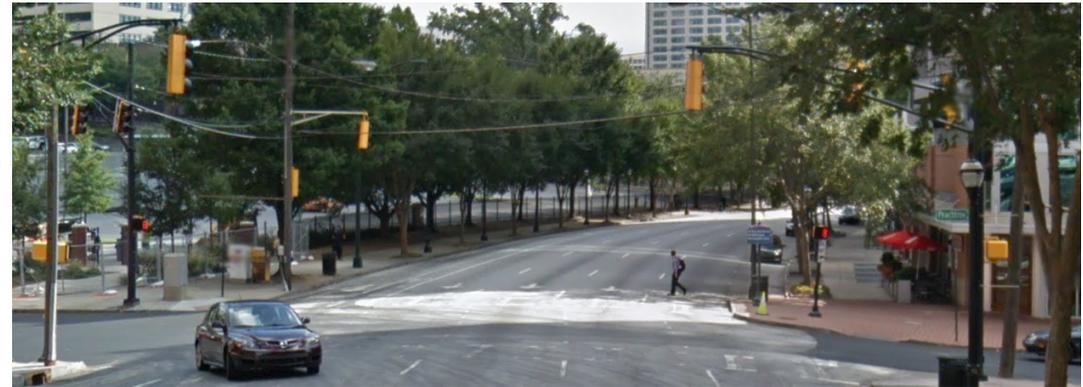
Safety Opportunity

4

Project Scope & Timeline



Piedmont Ave

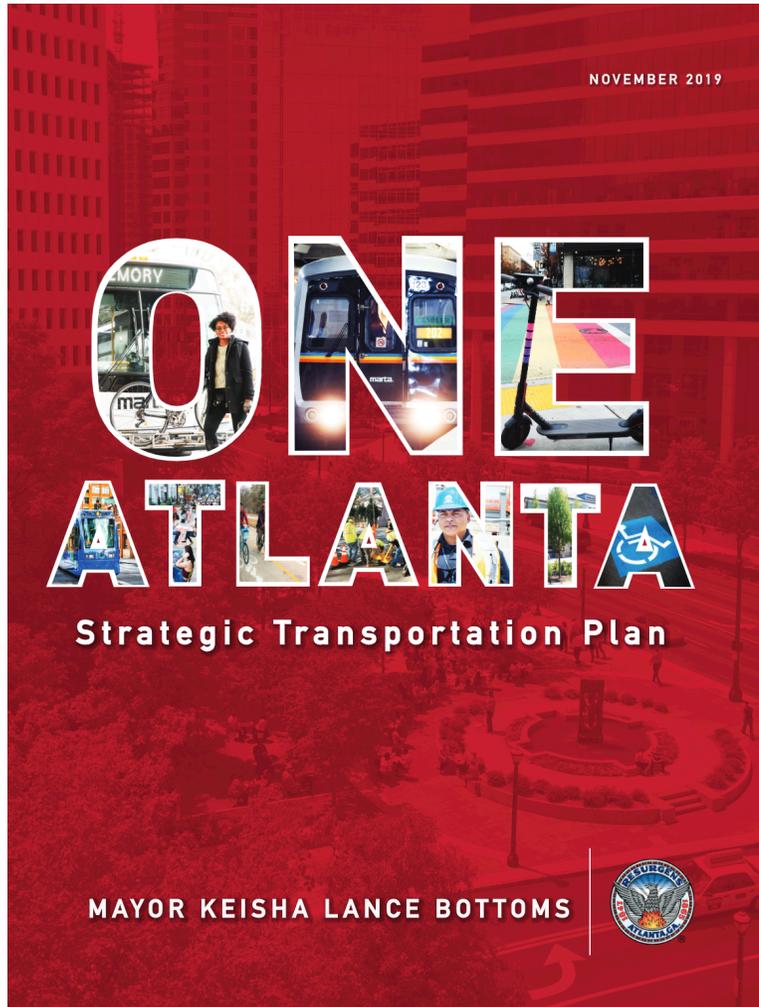


West Peachtree St



Spring St

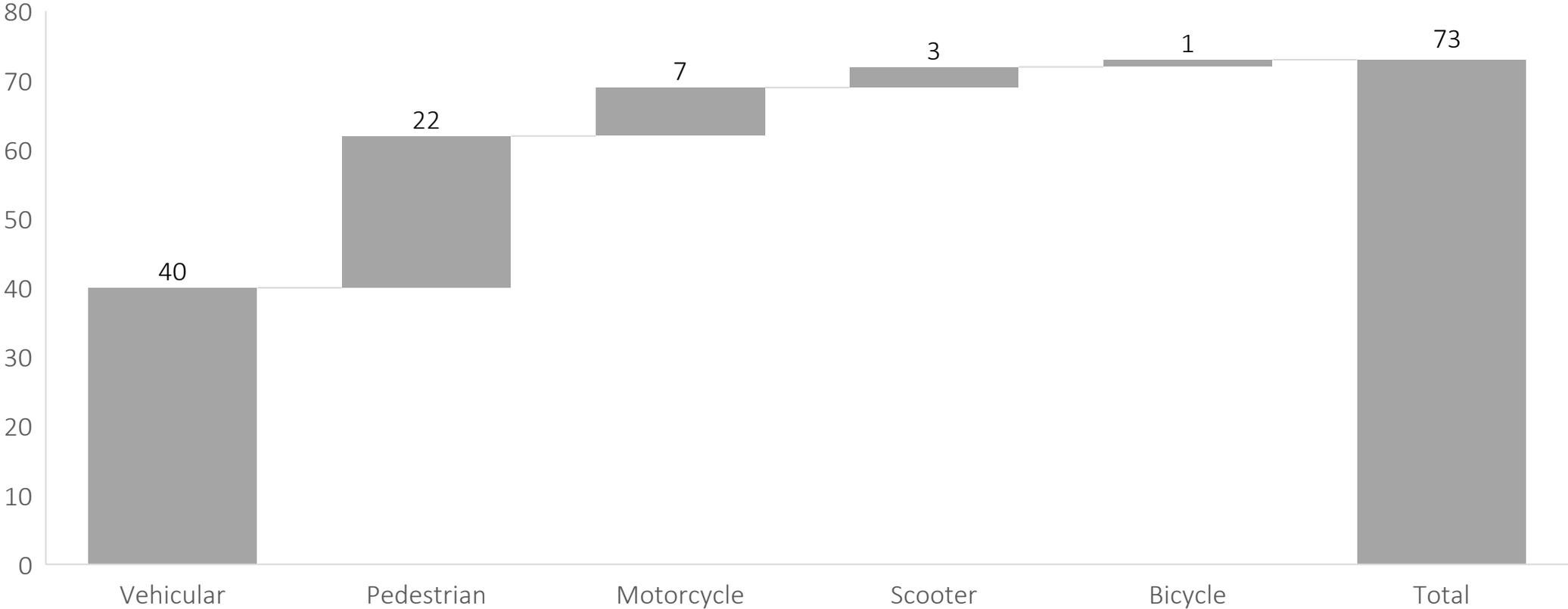
Atlanta Department of Transportation is focused on road safety



“Traffic safety is a growing public health crisis, but thankfully it is one that our city is ready and able to tackle. This means joining the growing ranks of cities across the country and around the globe in adopting Vision Zero—and declaring that we will do everything possible to prevent these crashes from happening.”

73 people died last year¹ on Atlanta's streets including 22 pedestrians, 3 scooter riders and a cyclist. Atlanta must do better.

Traffic Deaths in Atlanta January-Present 2019



1 - APD reports 63 total traffic deaths in through December 10, 2019 but the categories total to 62 because one death has not been categorized in the APD data

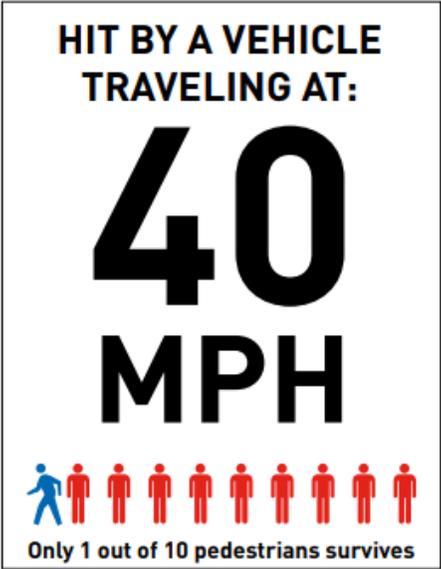
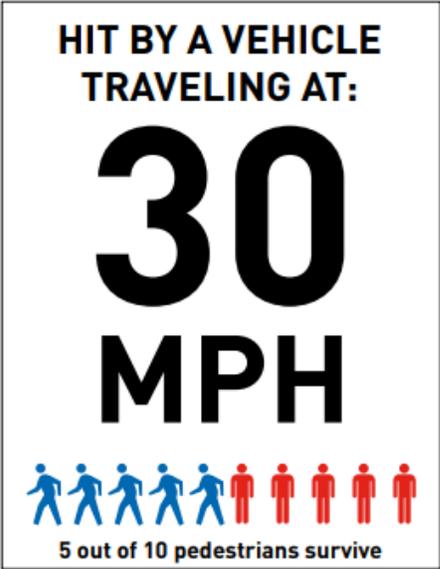
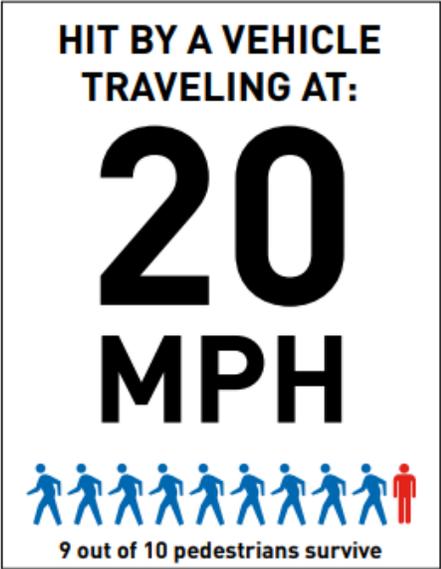
Source: APD

Speed is a key factor in traffic deaths



Speeding: It's Just As Dangerous As Driving Drunk, New Report Finds

“You can’t tackle our rising epidemic of roadway deaths without tackling speeding” – National Transportation Safety Board Chairman



Source: Forbes, National Transportation Safety Board, NACTO

Road design plays a major role in lowering vehicle speeds and increasing safety for all users

One of the most comprehensive engineering studies on bicycle and road safety ever conducted was recently published in the *Journal of Transport & Health*



Data points leveraged

- 13 years of data
- 12 large U.S. cities
- 17,000 fatalities
- 77,000 severe injuries
- 8700 block groups

Conclusion: Bicycle infrastructure lowers fatalities and injuries for all road users



“Bike facilities end up slowing cars down, even when a driver hits another driver, it’s less likely to be a fatality because it’s happening at a slower speed”

- Wesley Marshall, PhD. P.E.
University of Colorado Denver
College of Engineering

Piedmont Avenue is on the high injury network

Safety Issues

SPEEDING

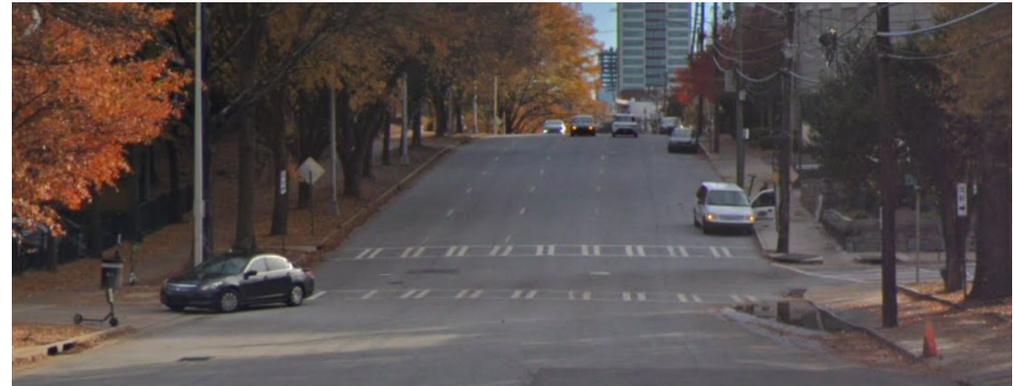
- 86% believe cars drive too fast

CRASHES [b]

- Average of 23 crashes a month
- 20% of crashes resulted in an injury
- Fast or reckless driving was a contributing factor in over 50% of crashes

PEOPLE DON'T FEEL SAFE

- 55% do not feel safe crossing the street
- 90% do not feel safe biking / scootering
- 93% believe its not safe for children to bike



[a] From 2017-2019, there have been 860 crashes with 171 injuries, 1 bike crashes, 16 pedestrian crashes (typically these reports under-represent bike crashes);

Fast or reckless driving factors included: Changed Lanes Improperly; Disregard Traffic Control; Lost Control; Failed to Yield; Following Too Closely; Misjudged Clearance, Reckless Driving; Too Fast for Conditions

West Peachtree Street and Spring Street are on the high injury network

Safety Issues

CRASHES – WEST PEACHTREE STREET

- Average of 13 crashes a month [a]
- 16% of crashes resulted in an injury [a]
- Fast or reckless driving was a contributing factor in over 50% of crashes [c]

CRASHES – SPRING STREET

- Average of 20 crashes a month [b]
- 17% of crashes resulted in an injury [b]
- Fast or reckless driving was a contributing factor in over 50% of crashes [c]

PEOPLE DON'T FEEL SAFE

- 60% of comments received in 2019 were related to safety concerns



West Peachtree St



Spring St

[a] From 2017-2019, there have been 471 crashes with 75 injuries, 2 bike crashes, 15 pedestrian crashes (typically these reports under-represent bike crashes)

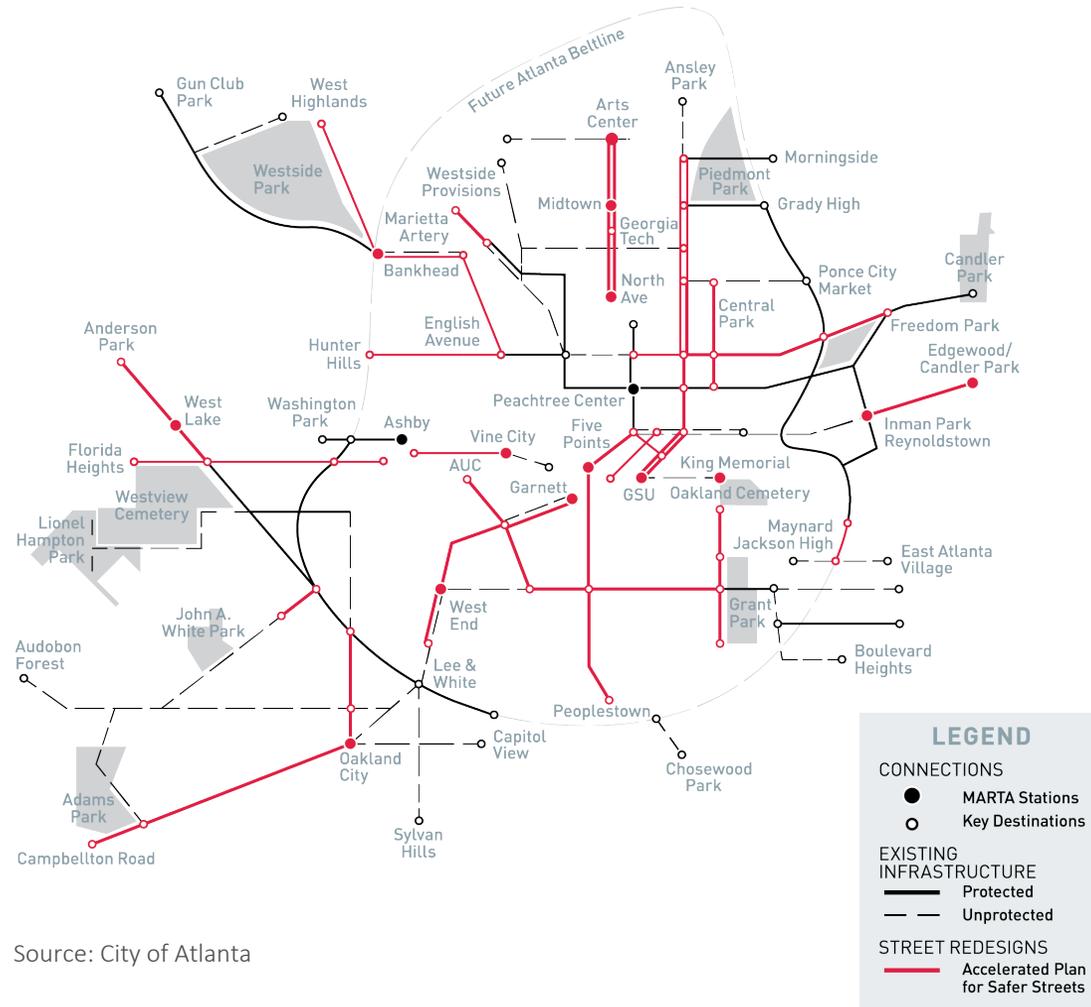
[b] From 2017-2019, there have been 713 crashes with 118 injuries, 3 bike crashes, 7 pedestrian crashes (typically these reports under-represent bike crashes);

[c] Fast or reckless driving factors included: Changed Lanes Improperly; Disregard Traffic Control; Lost Control; Failed to Yield; Following Too Closely; Misjudged Clearance, Reckless Driving; Too Fast for Conditions

Source: City of Atlanta

Mayor Bottoms announced last fall the “Action Plan for Safer Streets”, a program to bring safety improvements to 20 miles of city streets

Target Network for Safer Multi-Modal Streets, 2019–2021



Source: City of Atlanta

Key Benefits

- Safer on-street trips for scooter riders that will keep e-scooters off the sidewalks
- Safer, more visible, and more connected protected lanes for cyclists that will encourage ridership
- Safer car trips and fewer surprises for drivers
- Safer walks for pedestrians

3X PROTECTED BIKE LANE NETWORK

20+ MILES OF SAFER STREETS

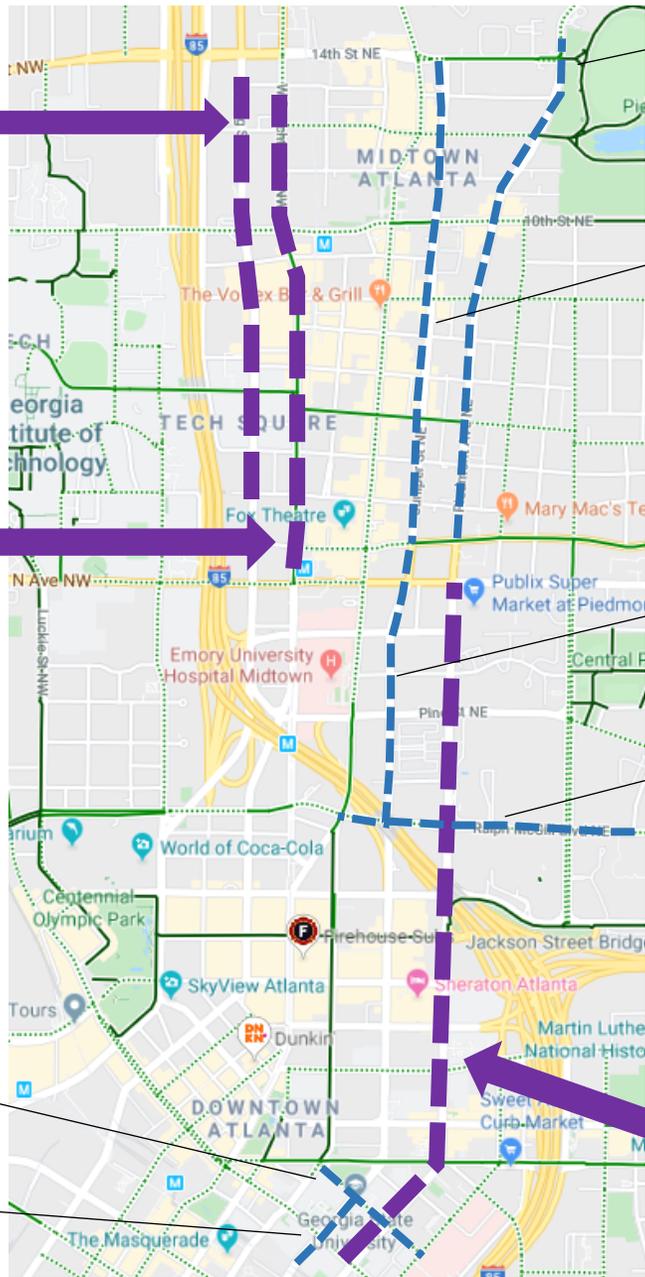
Project Scope

Spring St
(3rd Street – 14th St)

West Peachtree St
(North Avenue MARTA – 14th St)

Gilmer St
Planned and funded

Courtland St
Planned and funded



Piedmont Ave (Midtown)
Planned and funded

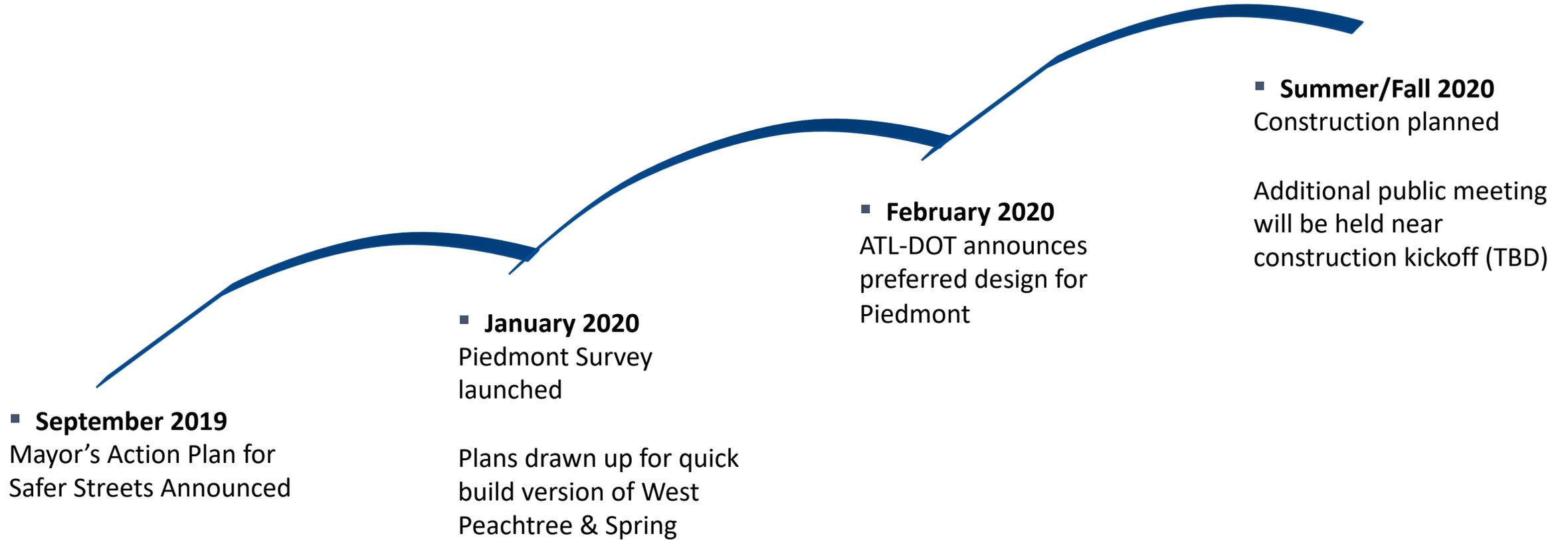
Juniper St
Planned and funded

Courtland St
Planned and funded

Ralph McGill Dr
Planned and funded

Piedmont Ave
(MLK Jr Blvd – North Ave)

Project timeline



Input we hope to get from you

1

Values on tradeoffs, particularly around Piedmont designs

2

Insights on safety pain points along the corridor

3

General Feedback



Appendix

Survey: Feelings About Safety on Piedmont

	All Survey Respondents (458)			Respondents from Zip Codes 30303 & 30308 (107)		
	Agree	Neutral	Disagree	Agree	Neutral	Disagree
I feel safe walking	31%	24%	45%	26%	28%	47%
I feel safe crossing the street	18%	26%	55%	20%	20%	61%
This corridor is safe for children and seniors to walk	5%	18%	77%	7%	19%	75%
I feel safe driving	57%	24%	20%	61%	23%	16.7%
Cars seem to drive too fast	86%	8%	5%	88%	10%	2%
I feel safe bicycling	2%	8%	90%	3%	12%	85%
This corridor is safe for children to bicycle	2%	5%	93%	1%	7%	93%

Survey: Priorities

With limited space available, which form of mobility would you prefer to see prioritized? (First Priority)

		Walking & Wheelchair	Bicycle & Scooter	Travel Lanes for Cars	Dedicated Bus Lanes	Turning Lanes (Cars)	Plaza Space	On-Street Parking
All (458)		40%	39%	9%	7%	4%	1%	0%
Zip Codes 30303 & 30308 (107)		45%	33%	7%	8%	3%	3%	1%

Which form of mobility would you use more often on this corridor if it were safer and more convenient?

		Bicycle & Scooter	Walking & Wheelchair	Taking Transit	Driving Alone	Other	Carpooling or Rideshare	Moped or Motorcycle
All (458)		73%	15%	5%	6%	1%	1%	0%
Zip Codes 30303 & 30308 (107)		65%	26%	6%	3%	0%	0%	0%

Installing protected bicycle lanes that provide a physical buffer between car traffic and bicyclists will help improve safety on this corridor

All Survey Respondents (458)			Respondents from Zip Codes 30303 & 30308 (107)		
Agree	Neutral	Disagree	Agree	Neutral	Disagree
92%	2%	6%	93%	3%	4%