

ONE
great
REGION



04.21.2026

Regional Active Transportation Roundtable

Eric Meyer – emeyer@atlantaregional.org

Atlanta Regional Commission

Agenda

- Welcome & Introductions
- ARC Trail / Bike Initiatives
- City of Atlanta and Georgia Power Presents:
 - Safety Action Plan Implementation
 - The Light up the Night Initiative
- Adjourn Meeting
- Optional Bike Ride!

Vision

ONE **great** REGION

Mission

Foster thriving communities for all within the Atlanta region through collaborative, data-informed planning and investments.

Values

Excellence | **Integrity** | **Equity**

Goals



Healthy, safe, livable communities in the Atlanta Metro area.



Strategic investments in people, infrastructure, mobility, and preserving natural resources.



Regional services delivered with **operational excellence** and **efficiency**.



Diverse stakeholders engage and take a regional approach to solve local issues.



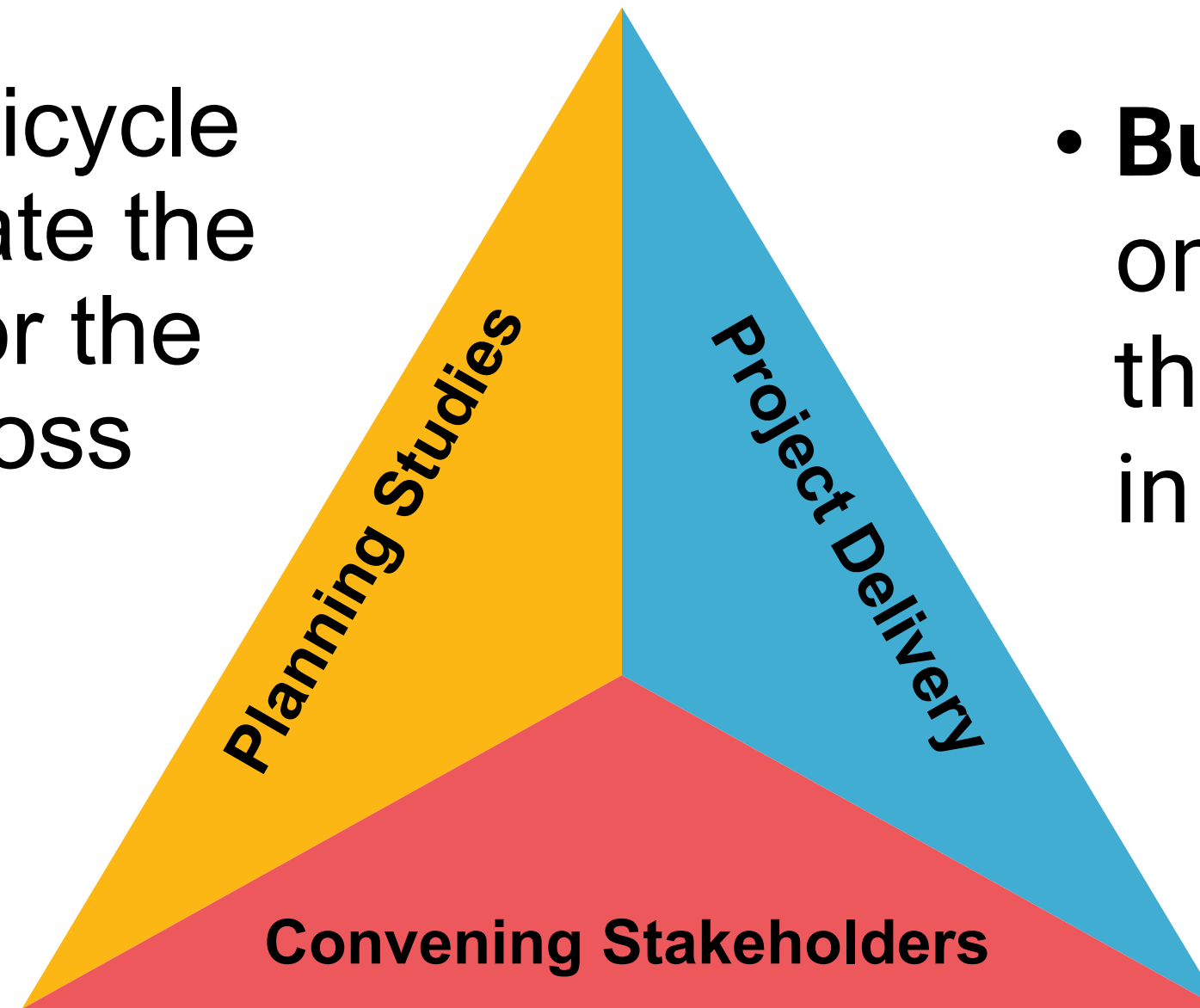
A competitive economy that is inclusive, innovative, and resilient.

Regional Trail / Bike Initiative



Trails - Connecting the South Metro

Plan: Three trail/bicycle plans that will create the long-term vision for the Flint and trails across South Metro

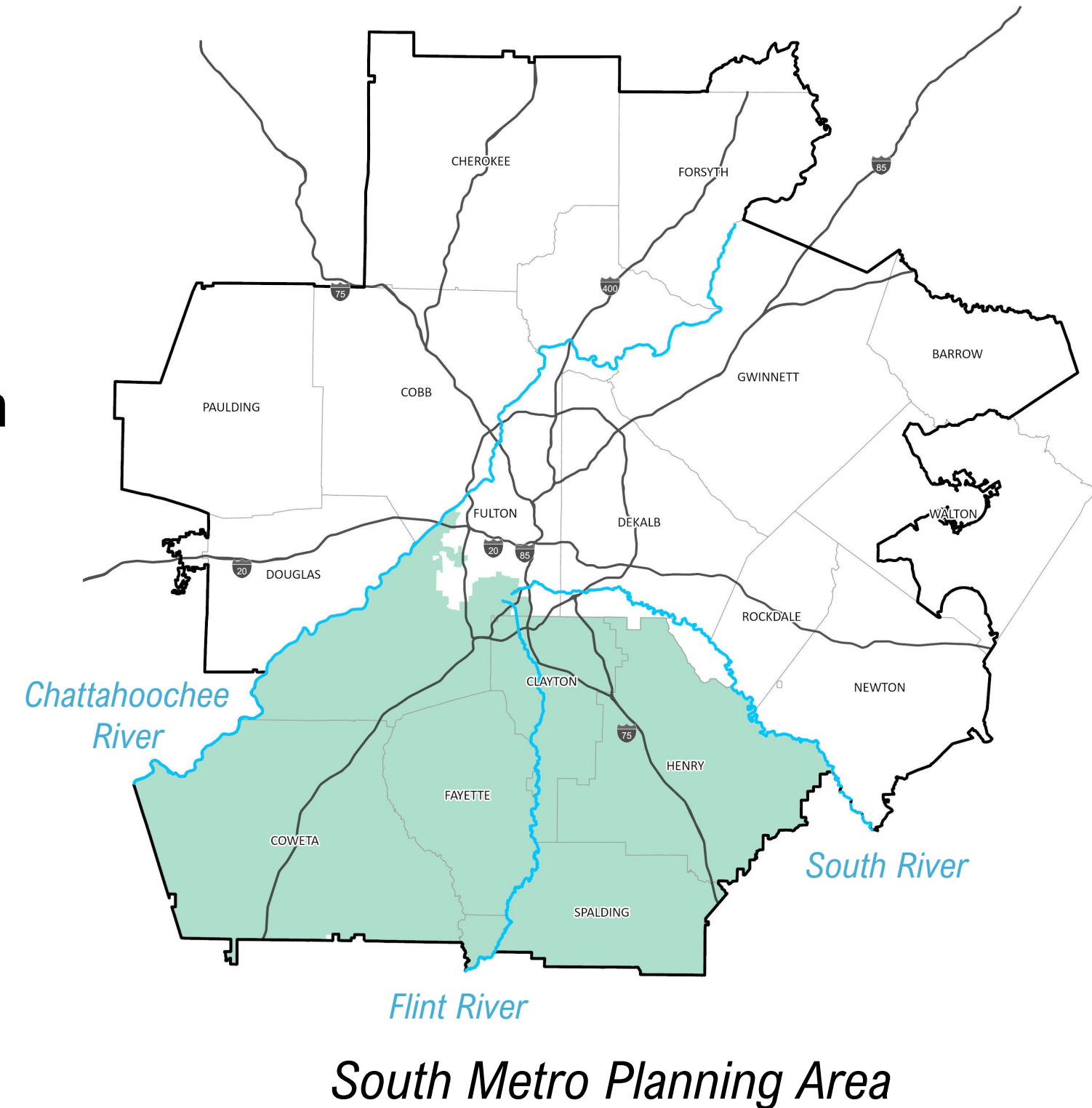


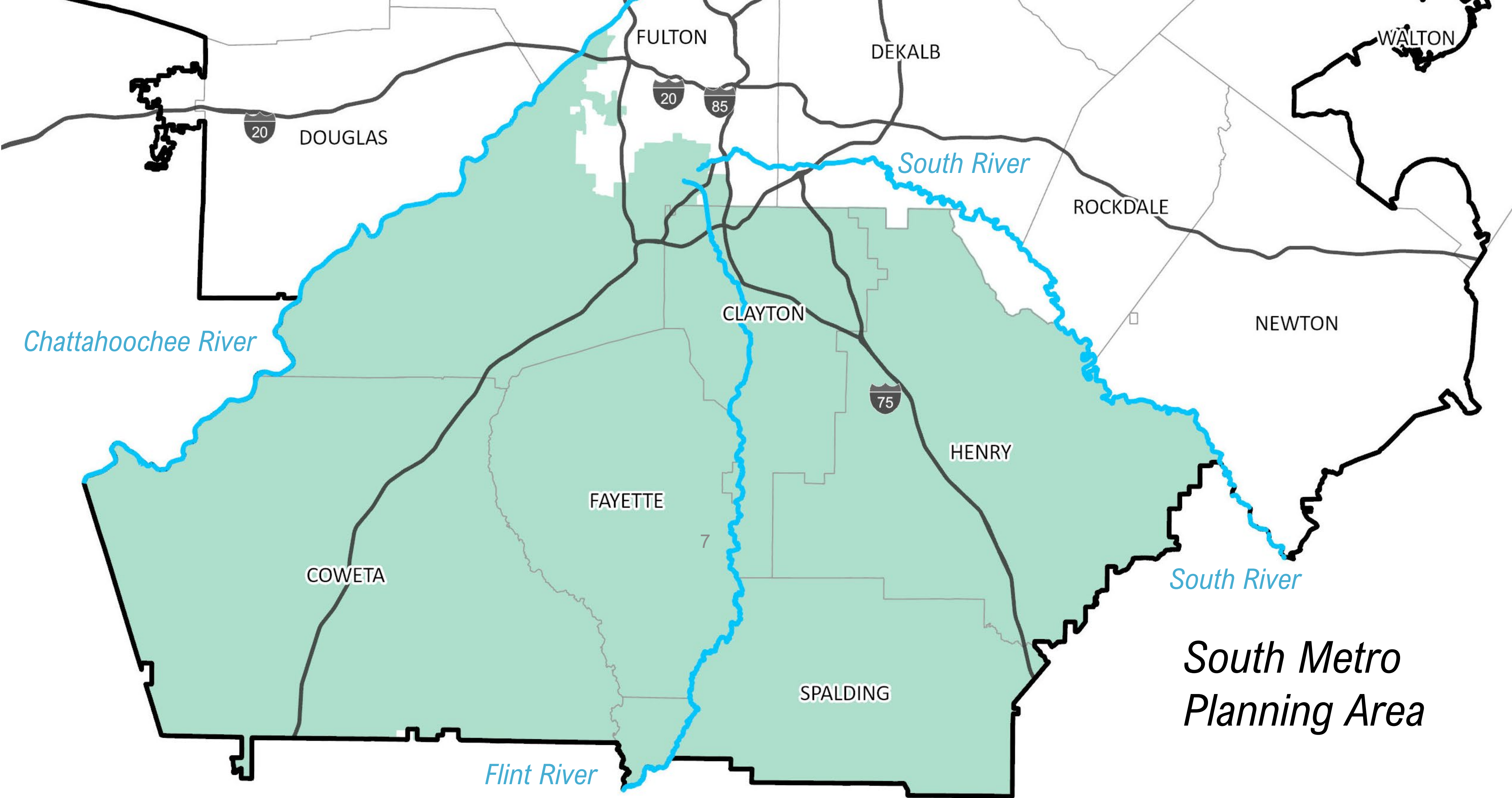
- **Build:** Trail segments on the Flint River Trail that can be accelerated in the near term

Convene: Bringing together leadership in support of the Flint and trails across the South Metro

Regional Trails Initiative

- **Regional Trail + Bicycle Facility Network Plan**
Comprehensive regional vision for 19-county MPO
- **South Metro Trail + Bicycle Facility Plan**
Deeper study of 6-county area of Regional Trail Plan; identifies specific alignment options and implementation pathways
- **Flint River Trail Plan**
Master trail plan for quarter-mile-wide corridor centered on Flint River from headwaters in East Point to the southern edge of Spalding County
- **Budget:** \$3,500,000 total for all three plans
- **Timeline:** Kickoff in March/April, work will take 18-24 months





*South Metro
Planning Area*

Regional Plan – 19 Counties

▮ Network Vision and Connectivity

- Aspirational 150 to 200-mile regional trail network through 2040
- Identifies gaps and connects underserved communities to key opportunities
- Shows where major corridors converge

▮ Data-Driven Project Prioritization

- Transparent scoring ranks projects by impact and implementation readiness
- Equity metrics ensure historically underserved communities benefit proportionally
- Measures connectivity improvements per mile

▮ Funding and Financial Strategy

- Two scenarios: constrained budget vs. expanded investment options
- Innovative tools include TADs, CIDs, partnerships, and value capture
- Shows revenue potential per mechanism

▮ Implementation Tools for Communities

- Local policy guidance on complete streets and zoning changes
- Road diet framework identifies specific candidate corridors across region
- Clarifies who leads each segment

▮ **Also:** Cost estimates, performance metrics, peer best practices, economic benefits, MTP policy updates

South Metro Plan – 6 Counties

Focus on Clayton, Coweta, Fayette, southern Fulton, Henry, and Spalding counties

- Identify critical east-west linkages between Flint River Trail and Chattahoochee RiverLands to the west and the South River to the east.
- Identify numerous local connections to cities, regional activity centers, residential areas, parks, and isolated trail segments across South Metro

• **Project Application and Delivery Playbook**

- County-specific guides to navigate federal-aid project funding
- Practical tools to reduce project delivery delays and prevent loss of funds at fiscal year-end
- Tailored for South Metro counties to successfully apply for, manage, and deliver trail projects
- Built on priority projects identified through the 2040 Network and Flint River Trail planning

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Economic Development Playbook

- Strategies to leverage trails for economic growth unique to South Metro
- Focus on attracting investment, improving workforce access, and enhancing regional competitiveness
- Guidance on value capture tools (TADs, CIDs, special assessment districts) to sustain projects
- Policies to align trail development with land use planning for equitable, inclusive growth

Flint River Trail Plan – 40+ Miles

Reaching from the Atlanta BeltLine and the headwaters of the Flint River in East Point to the southern edge of Spalding County, the Flint River Trail will follow the river for more than 40 miles, passing through four counties and serving as a connective, central spine for a future network of trails across the South Metro.

Community-Driven Vision and Design

- 40-mile signature trail from BeltLine and East Point to Spalding County
- Week-long charrette with stakeholders co-created corridor vision and goals
- Custom brand, logo, identity developed

Detailed Trail Alignment and Implementation

- Specific trail routing showing exactly where trail will go
- Phased timeline prioritizing segments by readiness, cost, and impact
- Cost estimates for 10-year buildout

Catalyst Projects and Placemaking

- High-impact projects to activate key destinations along the corridor
- Design Guide to create cohesive trail experience with signature elements

Economic Development and Equity

- Strategies connecting trail to small business growth and revitalization
- Workforce development ties to tourism and recreation job opportunities
- Displacement Prevention Plan to protect residents



Coordination with other Planning Efforts

MTP and CTPs

Metropolitan Transportation Plan (MTP)

- Q1 2026 – Q1 2028

Clayton CTP

- Q4 2025 – Q2 2027

Fayette CTP

- Q4 2025 – Q2 2027

South Fulton CTP

- Q2 2026 – Q4 2027

Other CTPs in Region

- Atlanta, North Fulton

CTP: Comprehensive Transportation Plan

GDOT

Rural Active Transportation Plan

- Finishing Q1 2026

Urban Active Transportation Plan

- Q4 2026 – Q3 2028
- \$3.3M across all MPO areas in state
- Complete Streets Technical Assistance

ARC + GDOT - coordinating to minimize duplication

- GDOT will only be covering state routes / ARC will focus on all other facilities

TB Plans Staff Leads

- **Overall**

- **Eric Meyer, PM**

- **Josh Phillipson, DPM**

- Eric Meyer

- **Regional and South Metro Plans (PM)**

- Flint River Trail (DPM)

- Policy Framework (Lead)

- Engagement (DLead)

- SM Trails Leadership Alliance (DLead)

- Data & Analytics (DLead)

- Complete Streets (DLead)

- Funding Strategies (Lead)

- Deliverability (Lead)

- Equity, Housing, Gentrification & Displacement (Lead)

- Josh Phillipson

- **Flint River Trail (PM)**

- Engagement (Lead)

- Graphic Design & Creative (Lead)

- Policy Framework (DLead)

- Liz Sanford

- **SM Trails Leadership Alliance (Lead)**

- Engagement (DLead)

- Nasim Rezvanpour

- **Data & Analytics (Lead)**

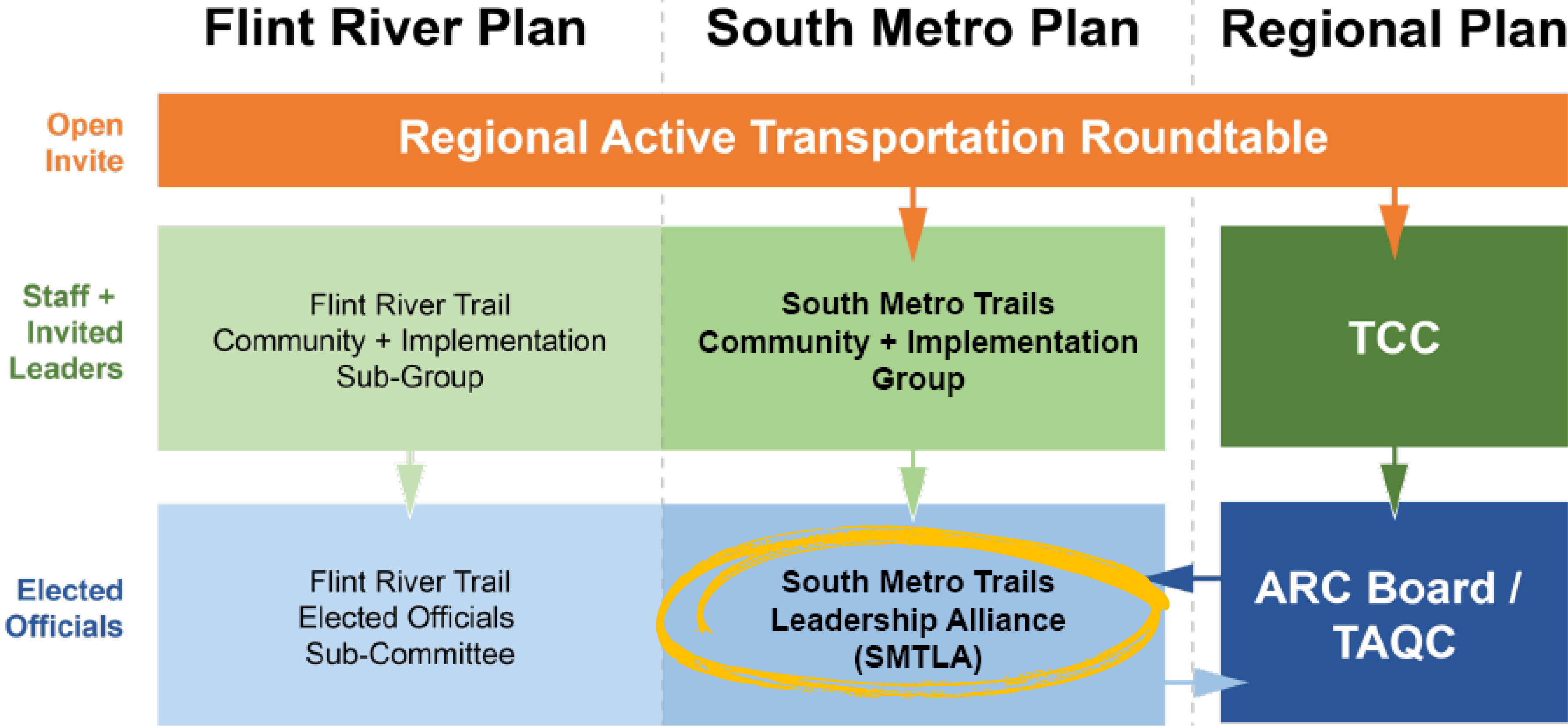
- Amy Goodwin

- **Complete Streets (Lead)**

- Policy Framework (DLead)

- Deliverability (DLead)

Planning Leadership Structure



South Metro Trails Leadership Alliance

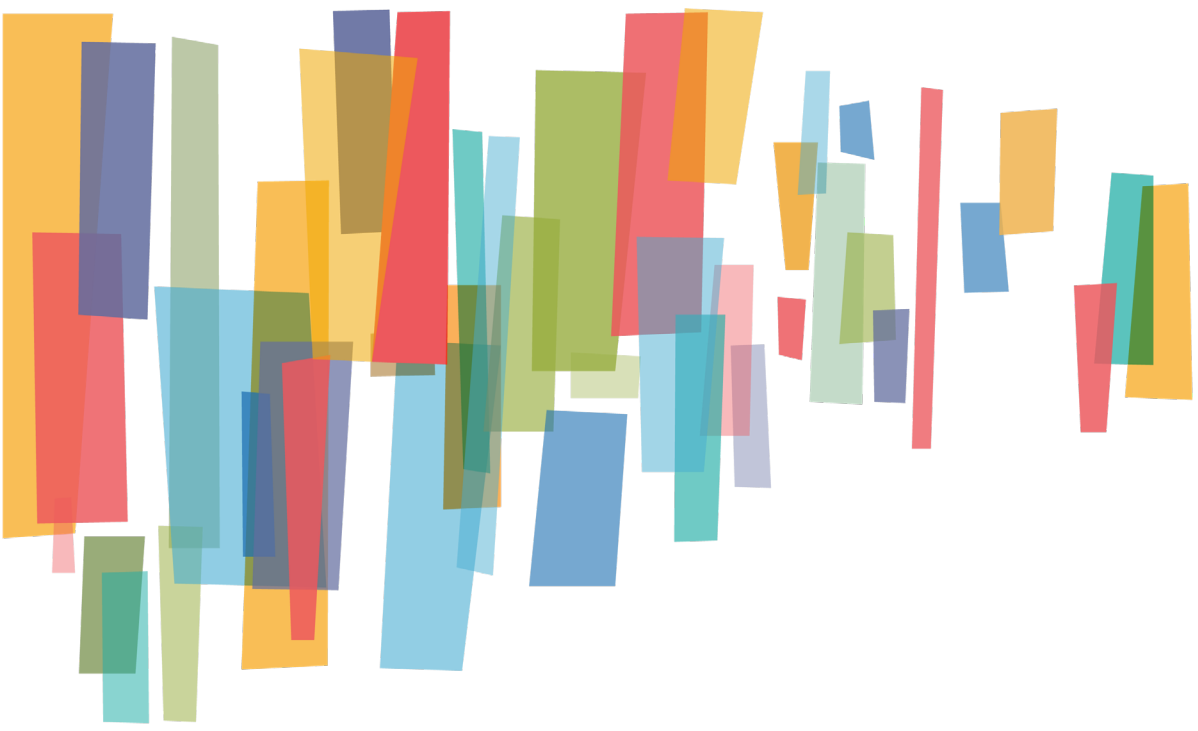
- Collaboration to bring more bike and pedestrian infrastructure to South Metro
- Key stakeholder group for South Metro and Flint River Trail Plans
- Comprised of county commission chairs and mayors from South Metro. Fifteen attended the first meeting in October.
- GDOT board attended
- Convened and facilitated by ARC and Aerotropolis Atlanta Alliance
- Meeting three more times in 2026
- Next meeting: April 1, 2026

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“We can no longer continue to work in silos. We must work together.”

-- Alieka Anderson-Henry, Chair
Clayton County Commission



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REGION



Bike Ride Information

Chantha Son

Bike Options

- Lyft Bikes
- Bird Bikes
 - Discount Code – arcbikeride
- Download the app from the app store, make sure Bluetooth and location sharing is enabled, sign into the app and create an account. If using Bird, discount code can be applied via promotions in the menu tab.

Bike Route

- The route will start on the Peachtree Center Avenue (PCA) cycle track:
 - We'll head south toward Hurt Park
 - Proceed across to the MLK cycle track
 - Up to Joseph Boone
 - Turning onto Luckie Street and into Georgia Tech
 - Crossing over 5th Street en route to Cypress

<https://ridewithgps.com/routes/54597510>

MARTA Riders – Bus, Rail, Walk

- Cypress is located 1.3 miles north on by Peachtree Street
 - Close to the intersection of 6th and West Peachtree, Cypress, and Peachtree Street
- Closest MARTA stop is the Midtown Stop, 3 blocks north
 - Walk down Cypress Street
- Bus 484 at Civic Center Station



04.21.2026

City of Atlanta Vision Zero

Cole Smith – Vision Zero Manager at Atlanta DOT
cusmith@atlantaga.org

21 April 2026

vision**ZERO** 

Atlanta's commitment to ending all traffic deaths

ARC Regional Active Transportation

CITY OF ATLANTA



DEPARTMENT OF TRANSPORTATION

Mayor Andre Dickens

ATLDOT Commissioner Solomon Caviness IV

Agenda



- Welcome!
- What is Vision Zero?
- Why are we doing this?
- How are we doing?
- Vision Zero in Atlanta
 - History
 - Vision Zero Action Plan
 - Actions in Progress
- How can YOU help achieve Vision Zero?

Vision Zero Team

Vacant

Deputy Commissioner of
Strategy and Planning
ATLDOT



John Saxton
Director of Mobility Planning
ATLDOT



Cole Smith, AICP
Vision Zero Manager
ATLDOT

A little about me



**Lived in Atlanta since
2012**

Poncey Highland
Glenwood Park
Grant Park




**Neighborhood and
Transportation
Advocate**

NPU representative
for PHNA
GaTech Master's in
City Planning in 2017



**City Planning
Professional**

6 years of
transportation and
land use consulting
AICP certified in 2020

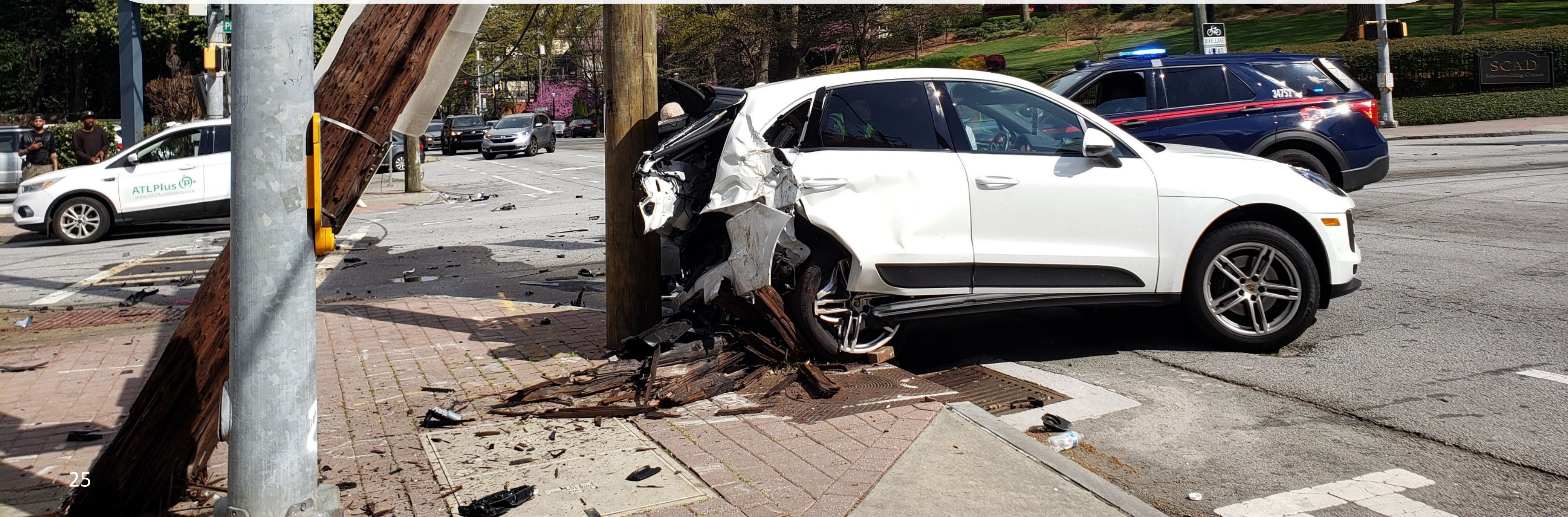


**Husband / Son
Parent of 2 kids
Friend
Veteran
Soccer Fanatic
Music Lover**

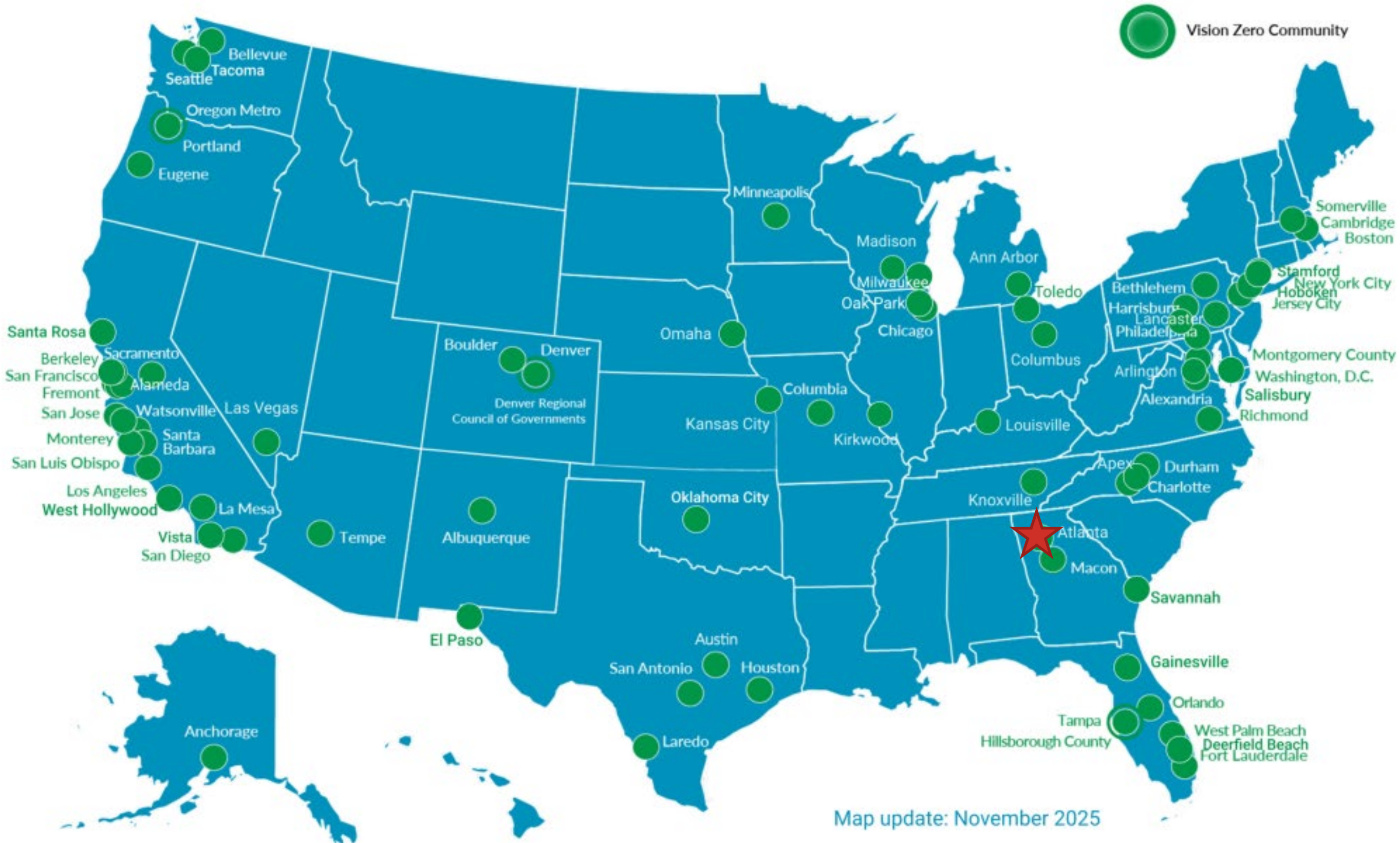
What is Vision Zero?



Vision Zero focuses on designing transportation systems and developing policies that will prevent mistakes that lead to severe injuries and deaths.



VISION ZERO NETWORK



Map update: November 2025

Source: Vision Zero Alliance

Atlanta D



Safe System Approach



Source: FHWA Safe System Brochure



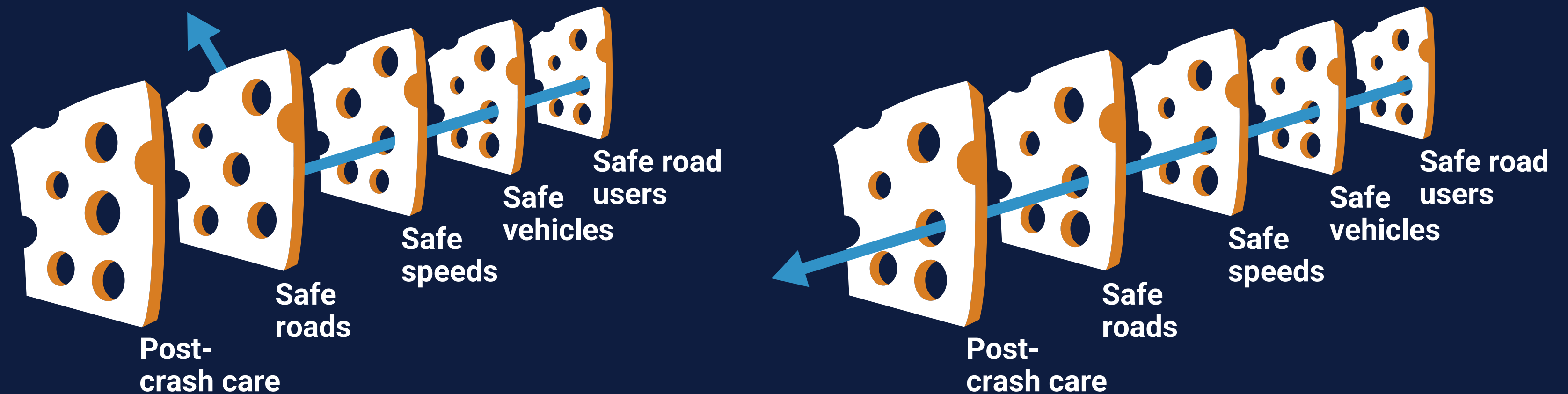
How is Vision Zero Different?

Conventional Approach	Vision Zero Approach
Traffic deaths are inevitable	Traffic deaths are preventable
Prevent collisions	Prevent fatal and severe crashes
Perfect human behavior	Integrate human error into approach
Individual responsibility	Safe System Approach

5 Safe System Elements Create

The “Swiss Cheese Model” of redundancy creates layers of protection

Death and serious injuries only happen when all layers fail



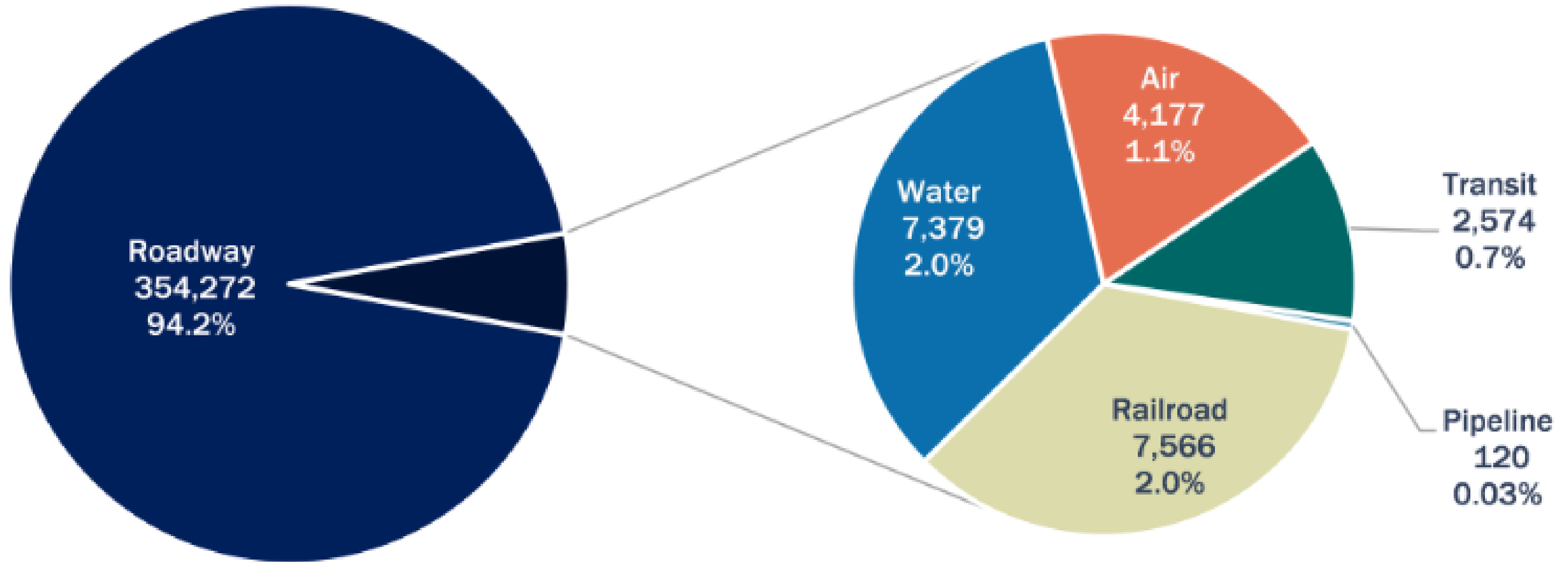
Source: FHWA

Three elements are most within the City's control and best contribute to a safer, more vibrant city:

- ❑ Building **safer streets** through infrastructure investments
- ❑ Supporting **safer people** through education and outreach
- ❑ Achieving **safer speeds** through street designs

Why are we doing this?

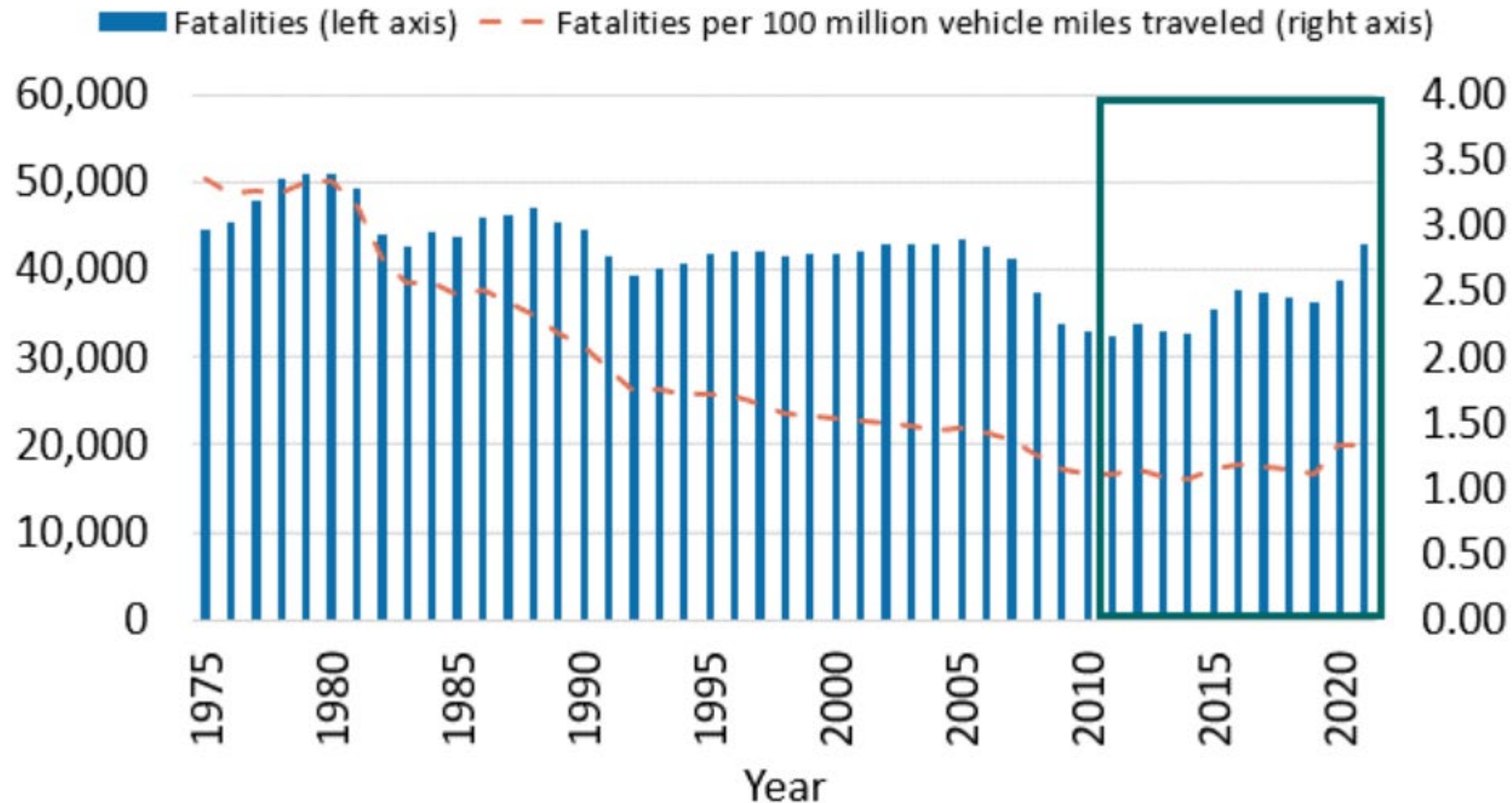
More than 370,000 people died in transportation incidents over the last decade (2011-2020) in the United States. More than 350,000 of them died on our roads.



Source: Bureau of Transportation Statistics

Roadway fatalities and the fatality rate declined consistently for 30 years, but progress has stalled over the last decade and went in the wrong direction in 2020 and 2021.

Source: Fatality Analysis Reporting System



Why does this Matter here in Atlanta?

Have you or someone you know been injured or killed in a traffic crash?

Since 2010, over
3,000 Atlanta
families have been
impacted by traffic
violence.

Atlanta's pedestrian
fatality rate is
3X HIGHER than other
cities such as Seattle,
Minneapolis, and Boston

Peachtree Street

Atlanta's new main street



Dedicated to one of our o

- ❑ Kemberli Sargent, the City's first Vision Zero Manager
- ❑ Struck by a speeding driver while walking across a crosswalk
- ❑ Succumbed to her injuries months later
- ❑ Our plan and everyday efforts are dedicated to her

#KemberliStrong



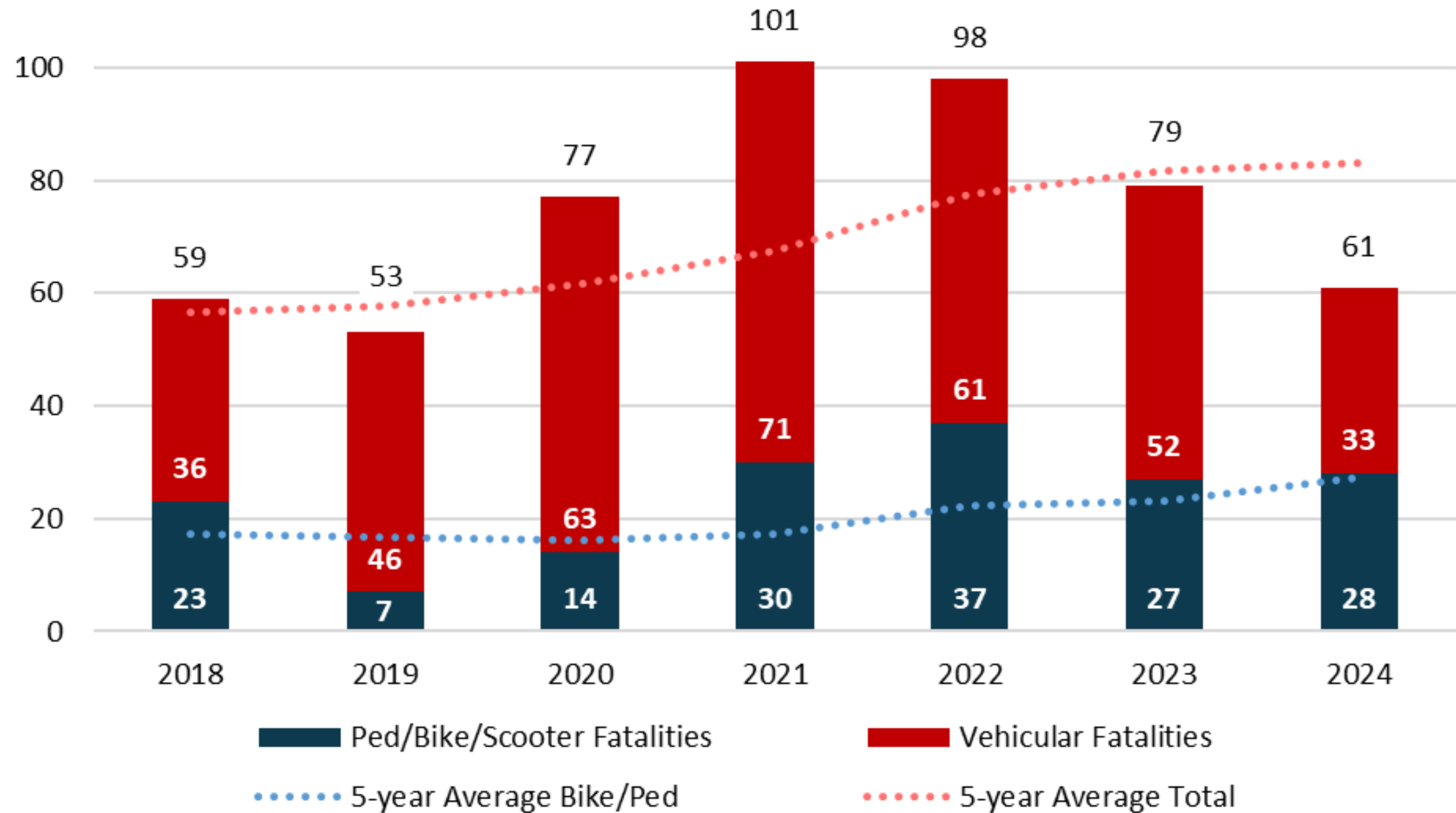
How are we doing?



Data by Mode

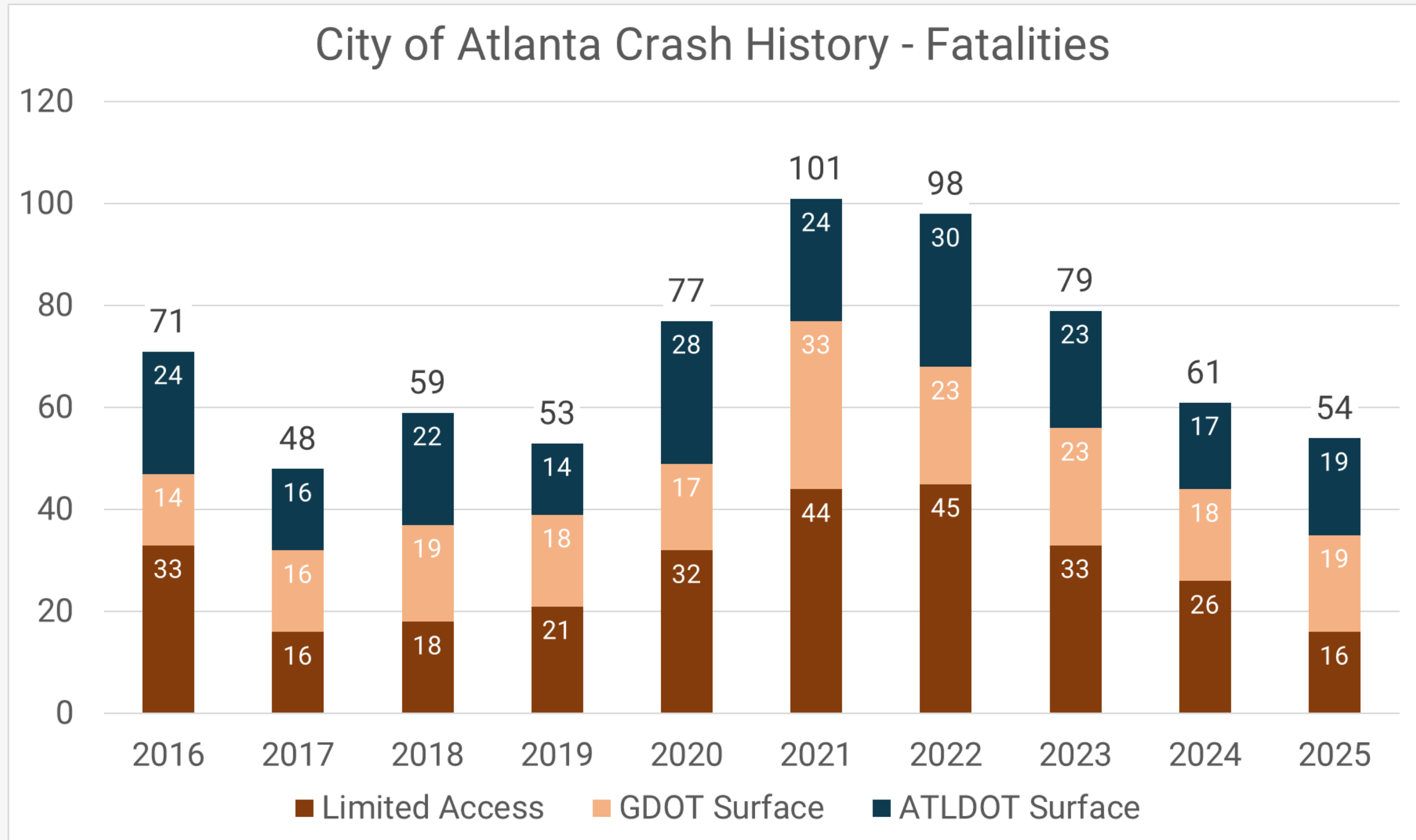
- ❑ Fatalities peaked in 2021
- ❑ Vulnerable Road User fatalities in 2022 matched 2018 at 38% of all fatalities

Traffic Fatalities in Atlanta Freeways and Surface Streets



Data by Type

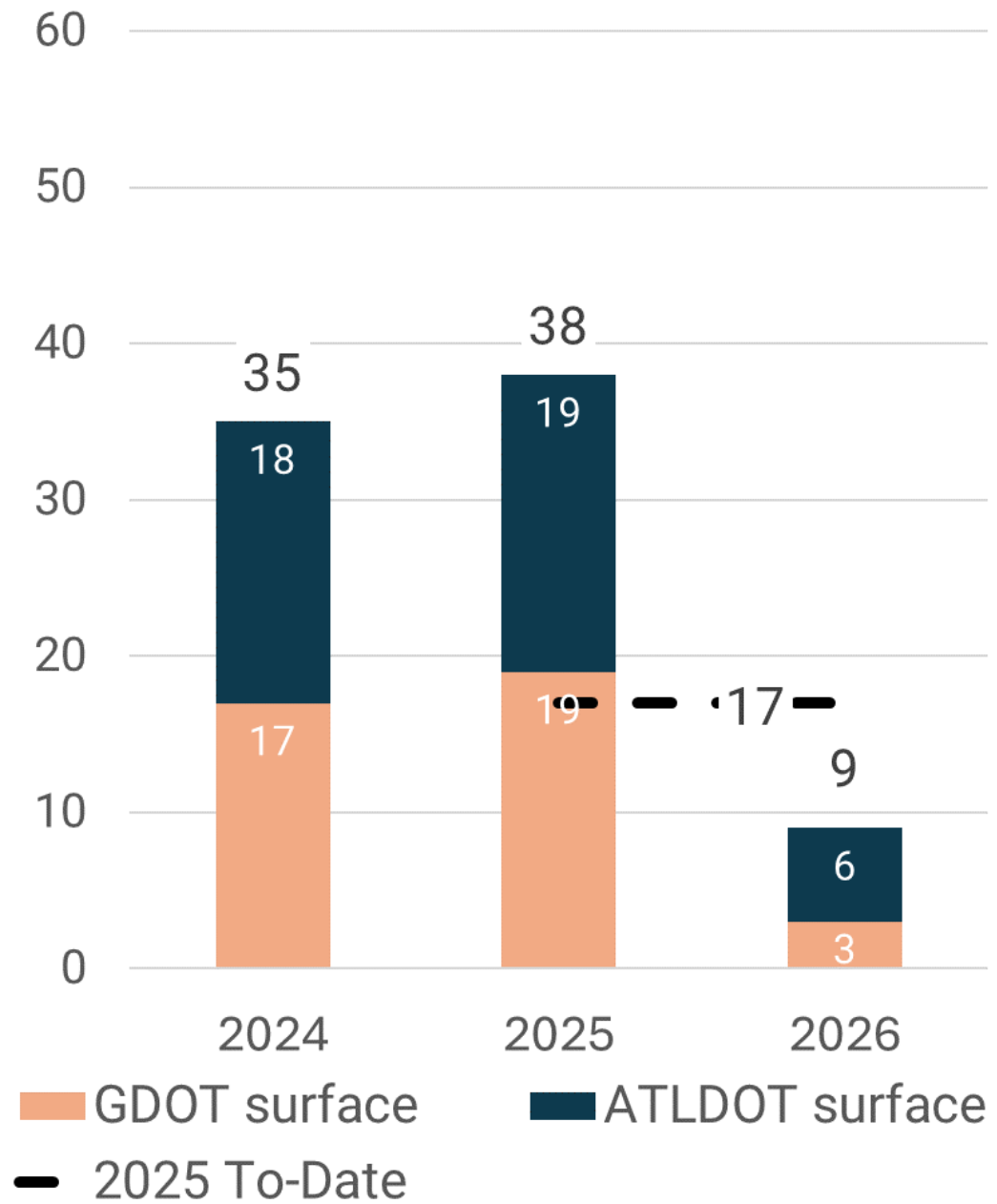
- Between 30% to 40% of all traffic fatalities occur on our Freeways
- I-75
- I-85
- I-285
- SR 400
- Langford Parkway
- Freedom Parkway



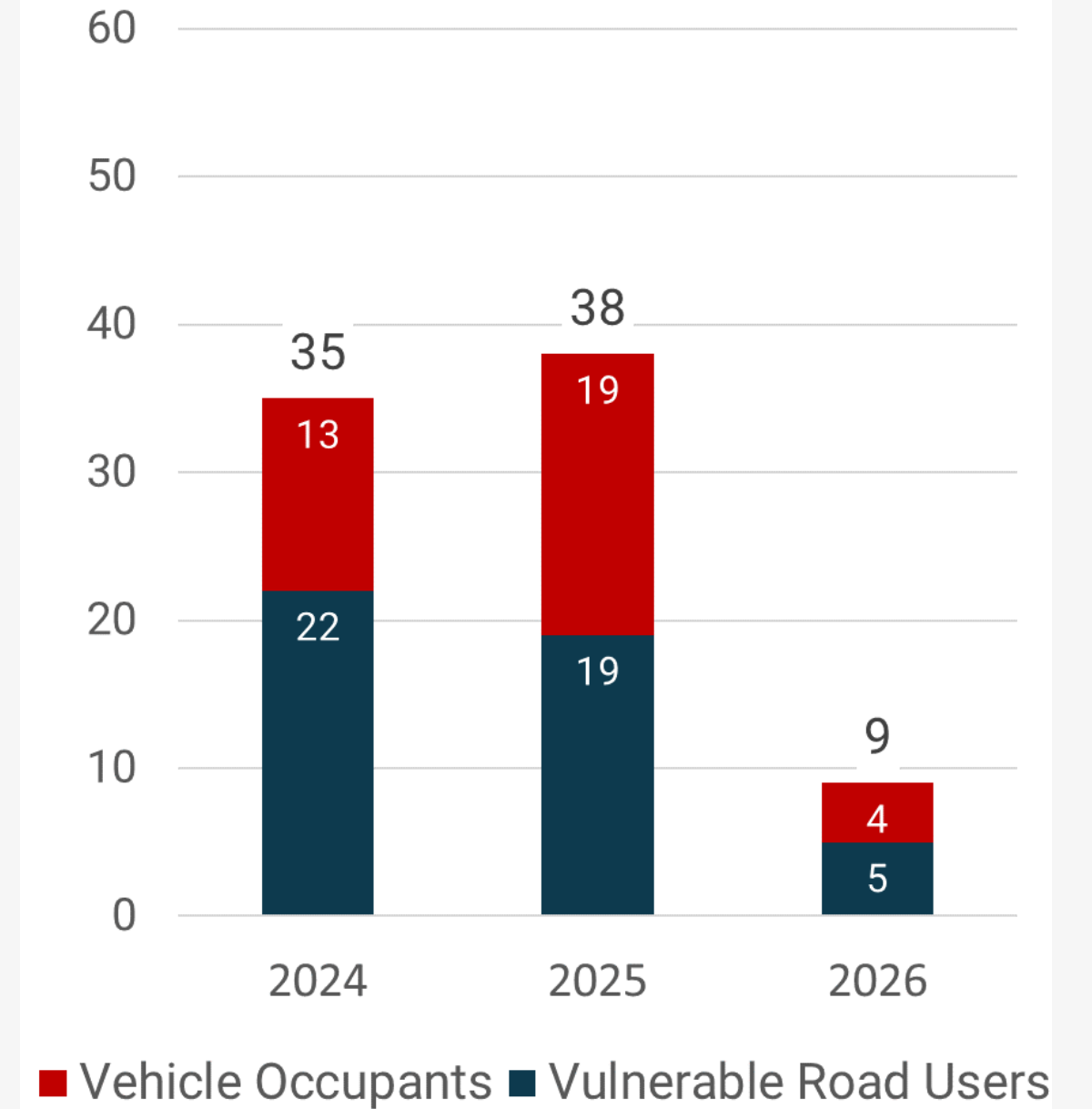
2025 & 2026 Data

- ☐ Year to Date - All
 - Trending below last year
 - Smaller percentage of Vulnerable Road Users in 2025 and 2026
- ☐ Year to Date – Surface Street
 - Trending below last year
 - VRU steady at half the fatalities

City of Atlanta
Surface Street
Crash History



City of Atlanta
Surface Street
Crash History By Mode



History of Vision Zero in Atlanta



History of Vision Zero in Atlanta



- Sept 2019** Release of Action Plan for Safer Streets
- Nov 2019** Release of One Atlanta Strategic Transportation Plan

Established goal of adopting VZ in ATLDOT's first year
- Apr 2020** Vision Zero adopted unanimously by Atlanta City Council

- Dec 2021** Release of Interim Vision Zero Action Plan
- Oct 2022** Action Plan Start
- Oct 2023** Action Plan End

Action Plan Overview





CITY OF ATLANTA

VISION ZERO ACTION PLAN

visionZERO 
Atlanta's commitment to ending all traffic deaths

CITY OF ATLANTA
 
DEPARTMENT OF TRANSPORTATION



November 2023



Atlanta Vision Zero Task Force

City Departments

- Atlanta Department of Transportation
- Atlanta Department of City Planning
- Atlanta Police Department
- Atlanta Fire Rescue
- Atlanta Public Schools
- APS Transportation
- Department of Public Works
- Mayor's Office of Innovation, Delivery and Performance
- Mayor's Office of Equity, Diversity and Inclusion
- Mayor's Office of Communications

State, County, and Regional Partners

- Atlanta Regional Commission
- Council for Quality Growth
- Fulton County Sheriff's Office
- Fulton County Board of Health
- DeKalb County Board of Health
- Georgia Department of Transportation

Transit Partners

- MARTA
- CobbLink
- SRTA/Xpress
- The ATL

Hospitals and Trauma Center Partners

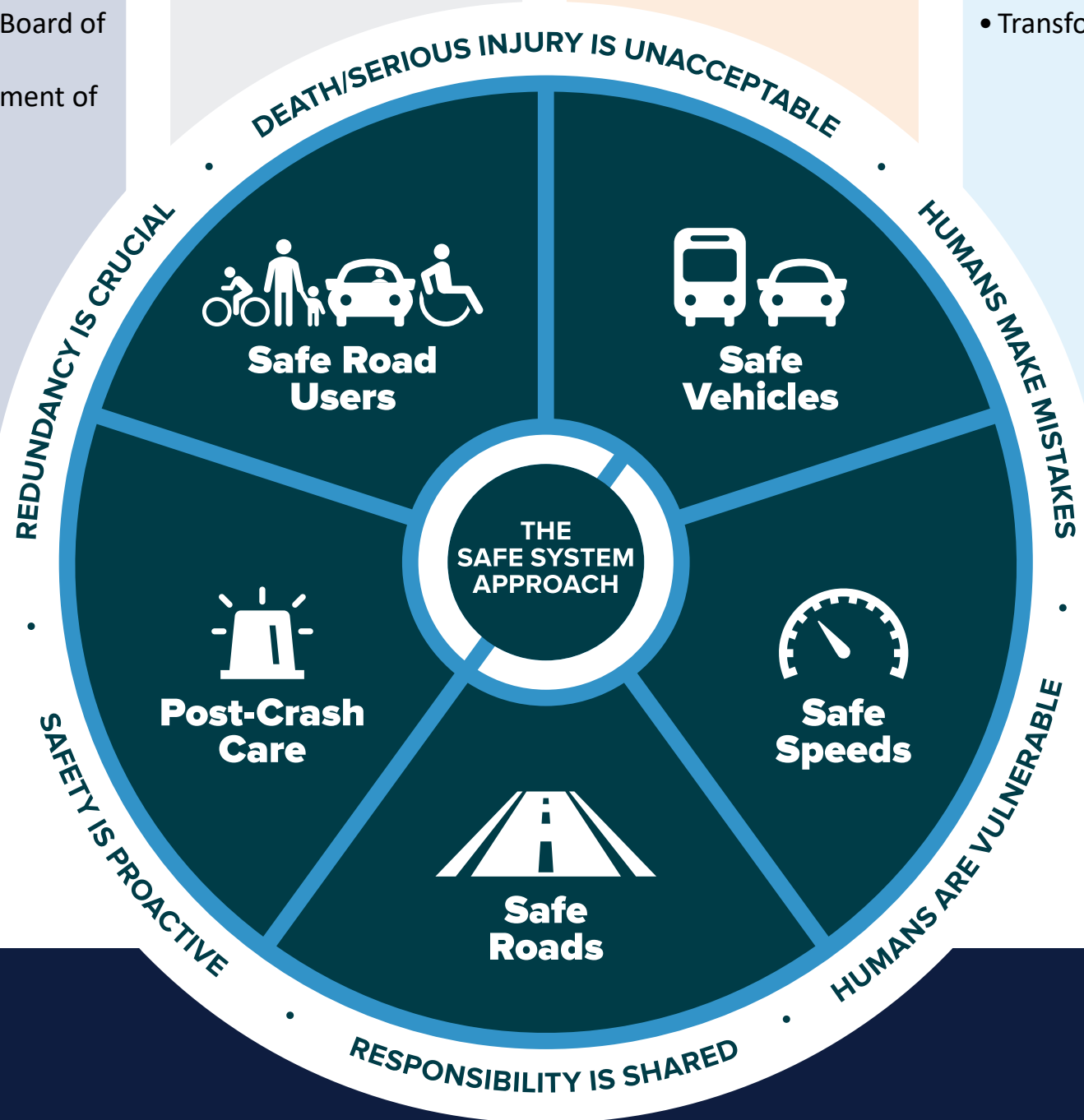
- Grady Memorial Hospital
- Emory University Hospital
- Piedmont Hospital
- The Shepherd Center
- Wellstar Health System

Community Organizations



- Propel ATL
- Partnership for Southern Equity
- Atlanta BeltLine Inc. (ABI)
- Statewide Independent Living Council of Georgia
- Transformation Alliance

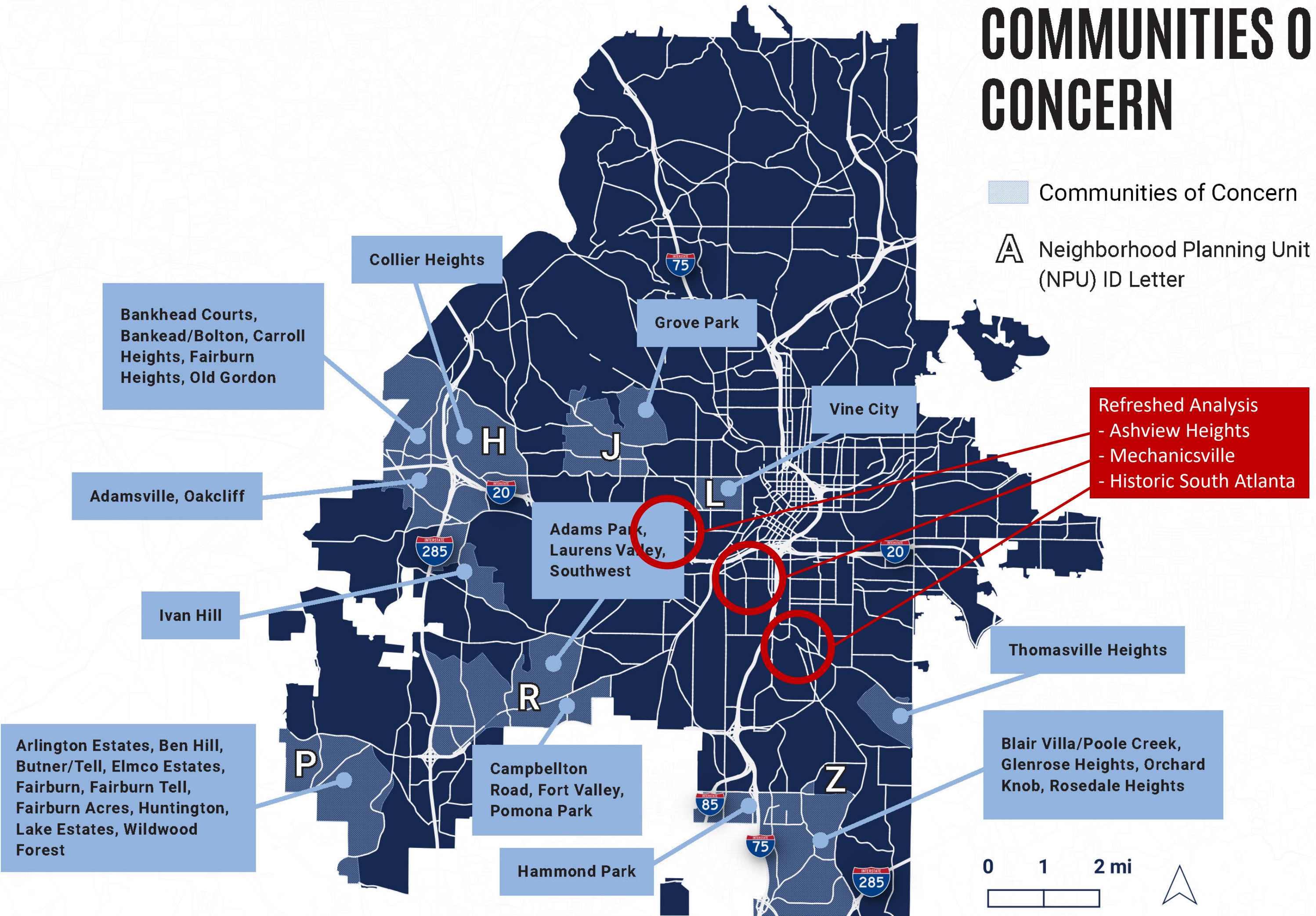
Community Improvement Districts

- ATL Airport CID
- Atlanta Downtown Improvement District
- Buckhead CID
- Fulton Industrial/Boulevard CID
- Little Five Points CID
- Midtown Improvement District
- West End CID
- Upper Westside CID



COMMUNITIES OF CONCERN

 Communities of Concern
 Neighborhood Planning Unit (NPU) ID Letter



High Injury Network

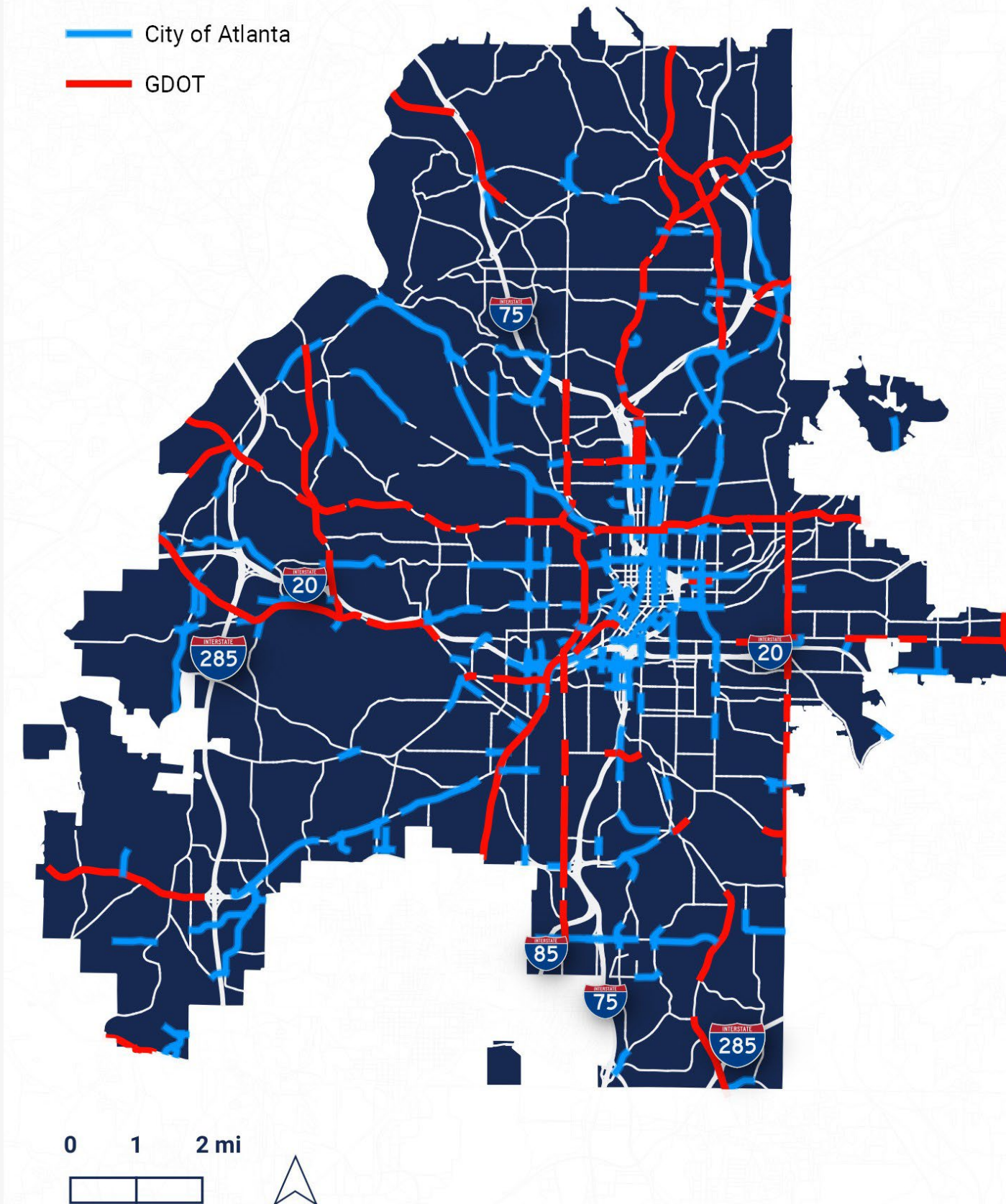
The HIN includes less than 10 percent of the surface streets in Atlanta and represents about 73 percent of fatal and serious injury crashes for the 5 years of available data. The HIN is a mix of City and State-owned streets that cover all parts of the City.

In 2024, 40% of fatal crashes occurred on 4 corridors

Rank	Name	Ownership
1	Ponce de Leon Ave	GDOT
2	MLK Dr	GDOT
3	Northside Dr	GDOT
4	Piedmont Rd	GDOT
5	Moreland Ave	GDOT
6	Peachtree St	GDOT
7	Campbellton Rd	GDOT
8	Boulevard	City
9	Peachtree St	City
10	Hamilton E Holmes Dr	GDOT
11	Lee St	GDOT
12	Courtland St	City
13	Jonesboro Rd	GDOT
14	Cleveland Ave	City
15	10th St	City
16	MLK Dr	City
17	Ralph McGill Blvd	City
18	West Marrieta St	City
19	Marrieta St	City
20	Continental Colony Pkwy	City

Ownership Along the HIN

City of Atlanta
GDOT



Combined Risk Net

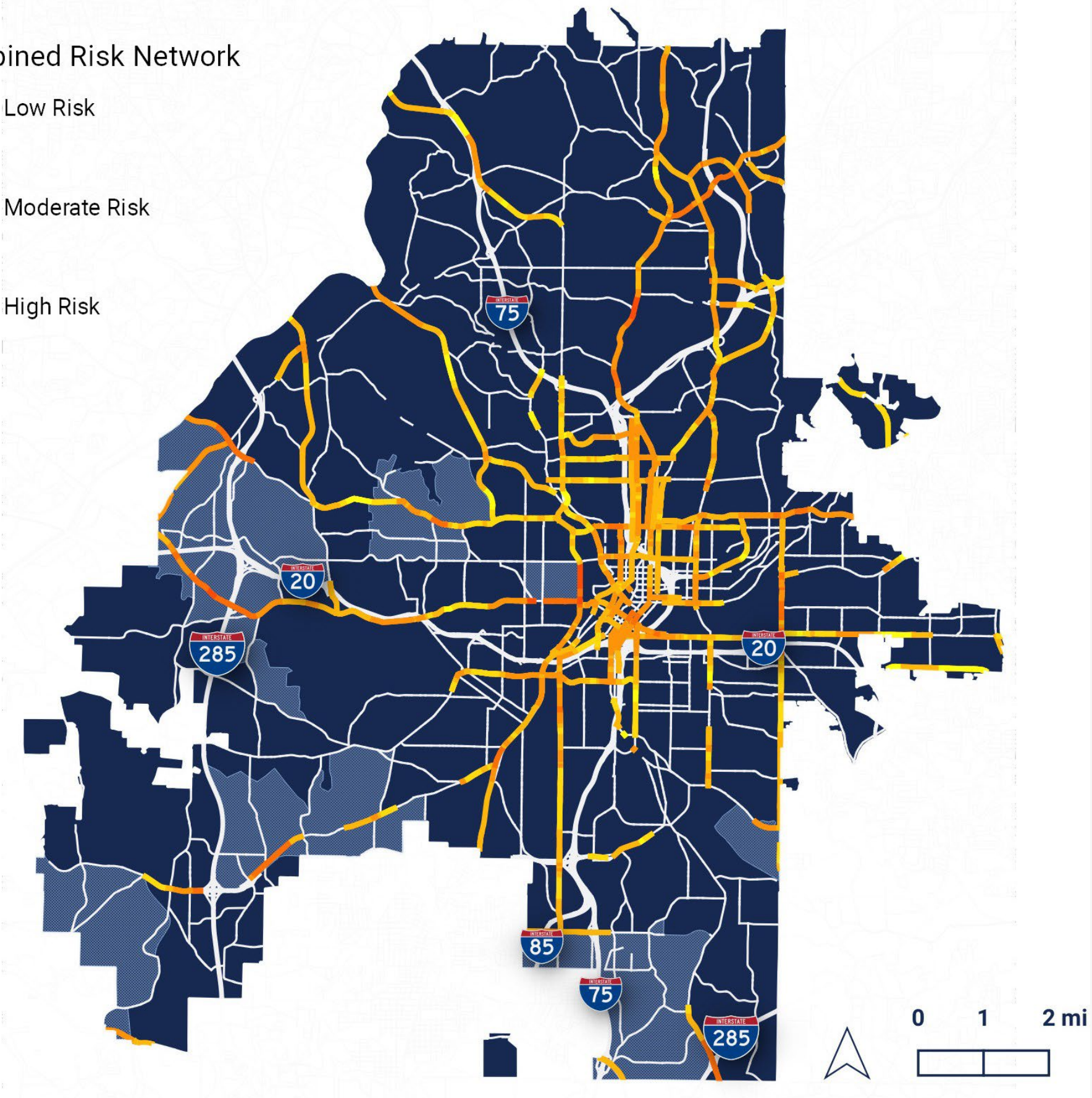
Both the HIN and the systemic risk networks represent key corridors and intersections for Vision Zero.

Combined Risk Network

- Low Risk
- Moderate Risk
- High Risk

CHARACTERISTICS OF ATLANTA'S HIGH RISK ROADS

- 4 or more lanes of traffic in two directions
- Averages several thousand vehicles per day
- No separating median
- Signalized intersections with many turning conflicts and bicycle and pedestrian traffic
- Located in mixed land use contexts where users of all modes may be present and frequently cross



Safer Streets Checklist

Education Guide

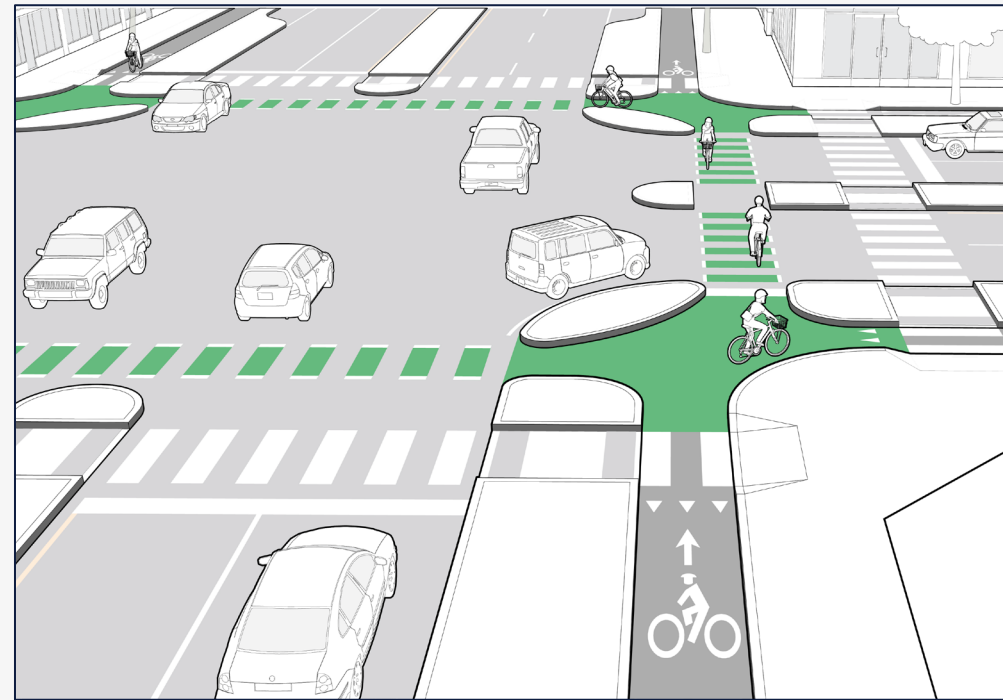
- External facing
- City staff, elected officials, the greater Atlanta community, road users

Selection Tool

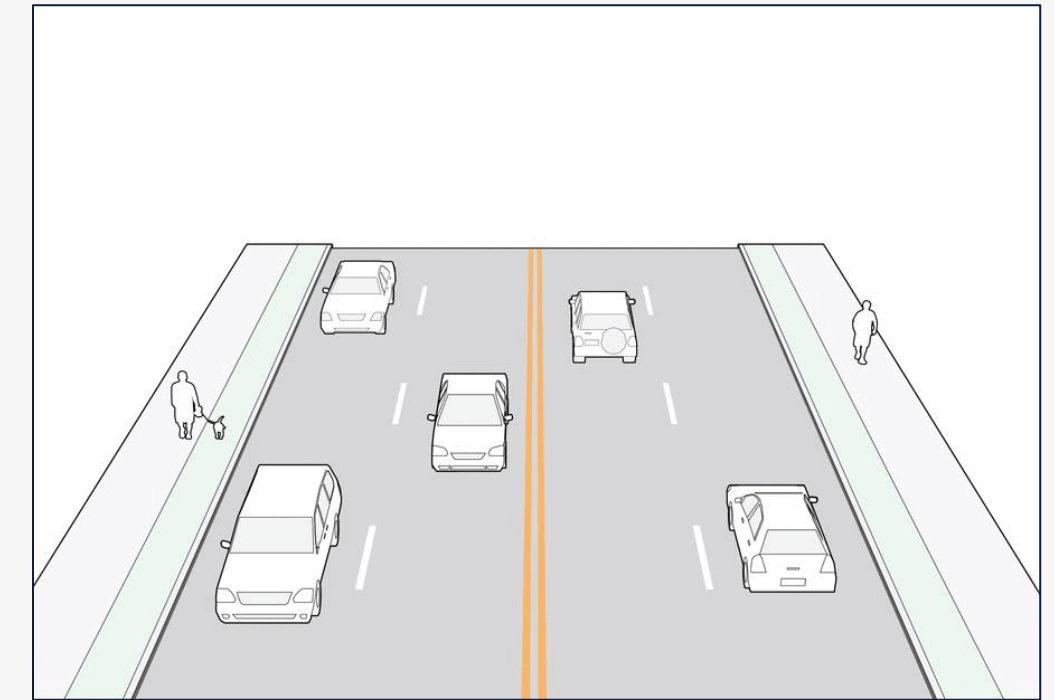
- Internal facing
- City staff – planners, engineers

Education Guide

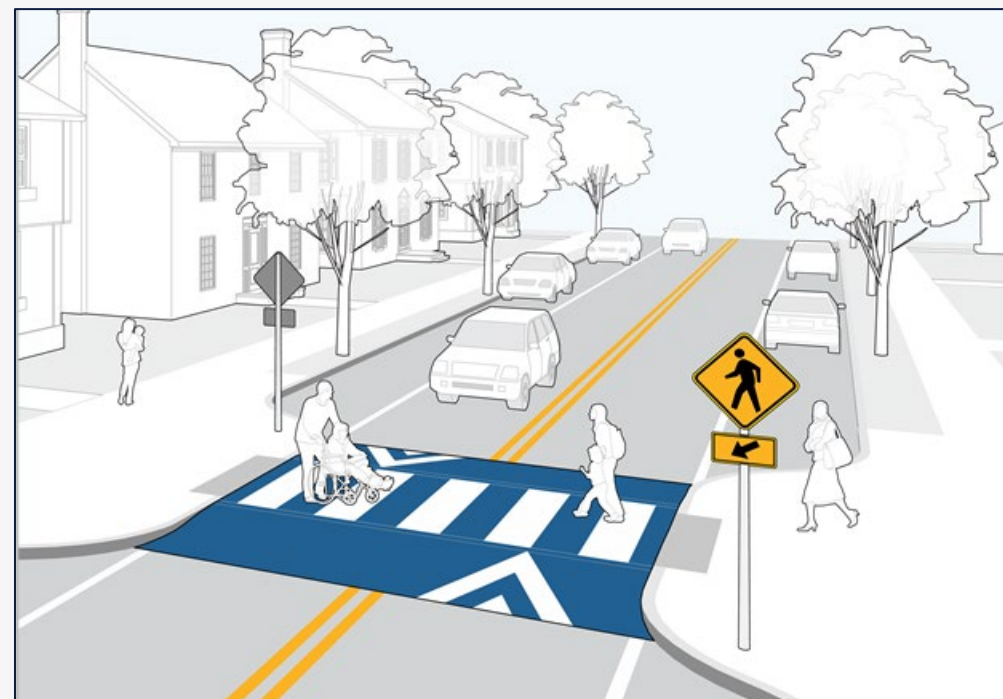
- ❑ Safety countermeasures to address the City's **most common crash types**
- ❑ Create a **shared understanding** of different roadway designs
- ❑ Contains **50 safety countermeasures**, including...



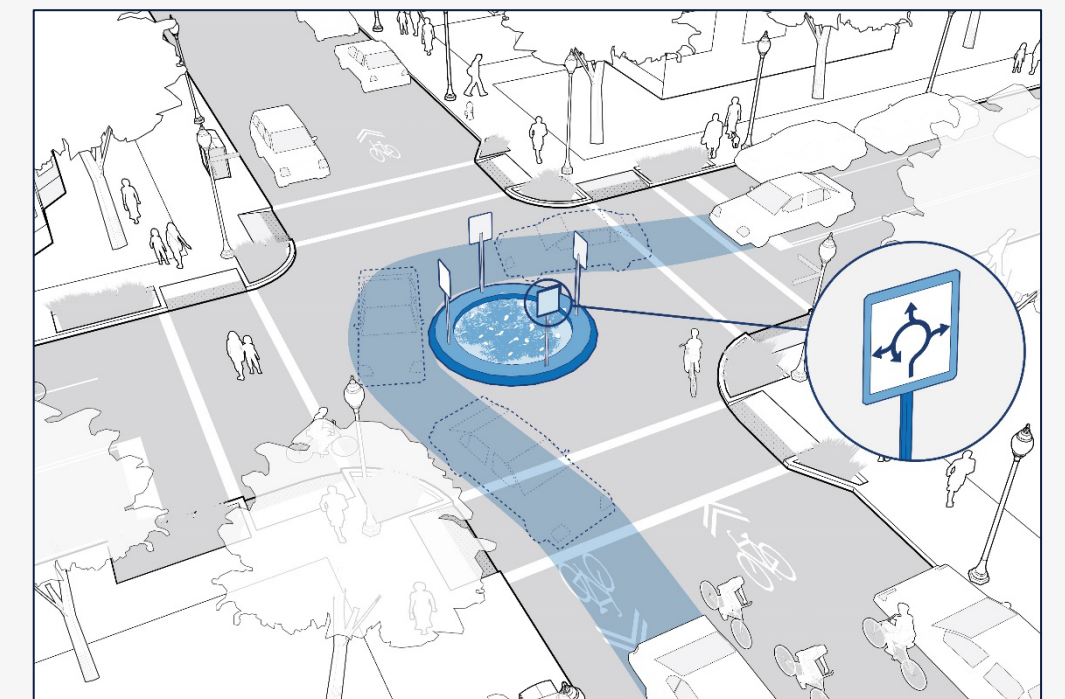
Protected Intersections



Road Diets



Raised Intersections/Crossings



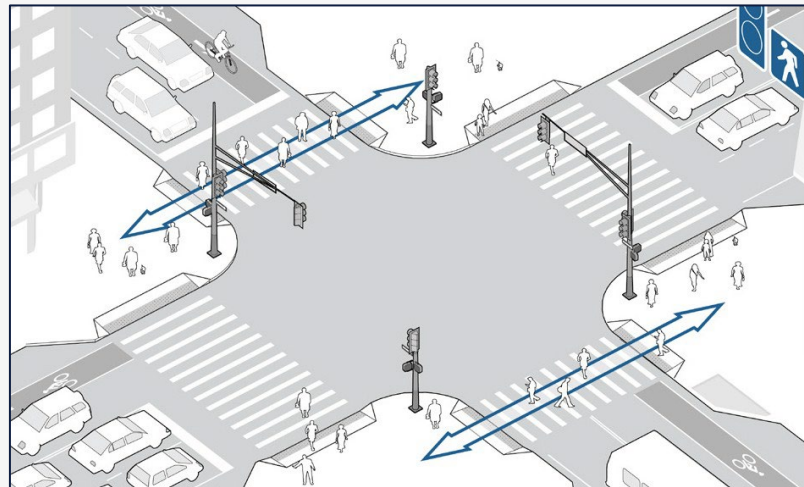
Traffic Circles

Proactive Systemic Safety

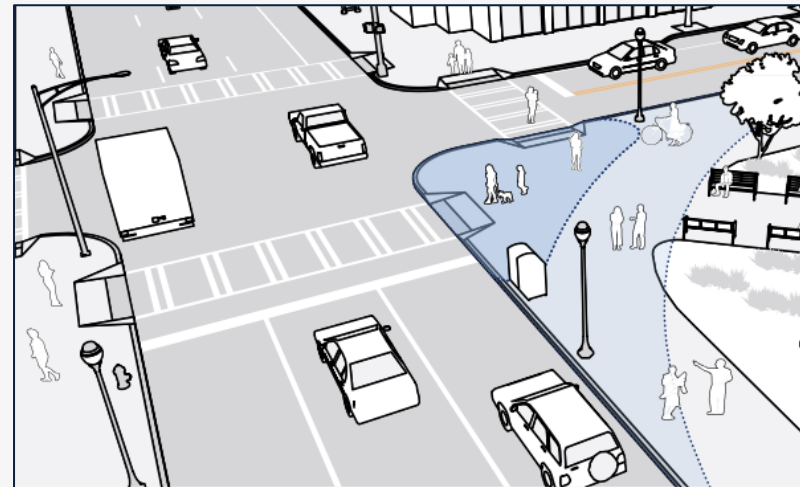
Safety countermeasures that can be installed citywide, beginning with the HIN

Countermeasures

Recommended Countermeasures for Proactive Systemic Safety in Atlanta



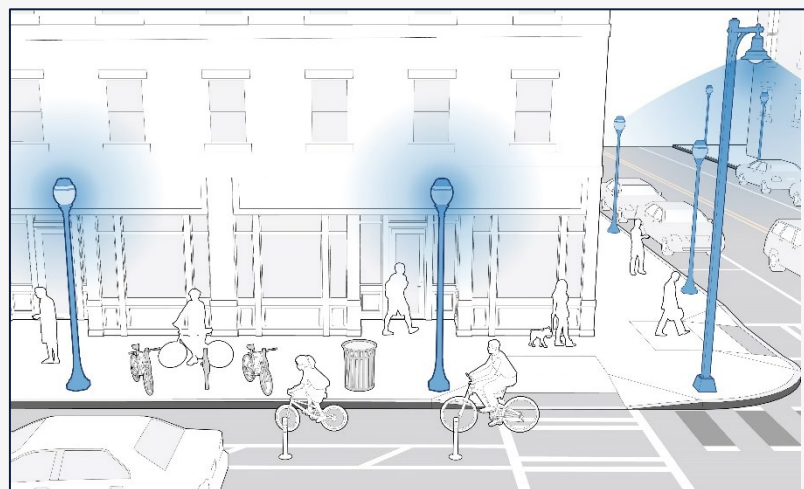
LEADING PEDESTRIAN INTERVALS (LPIs)



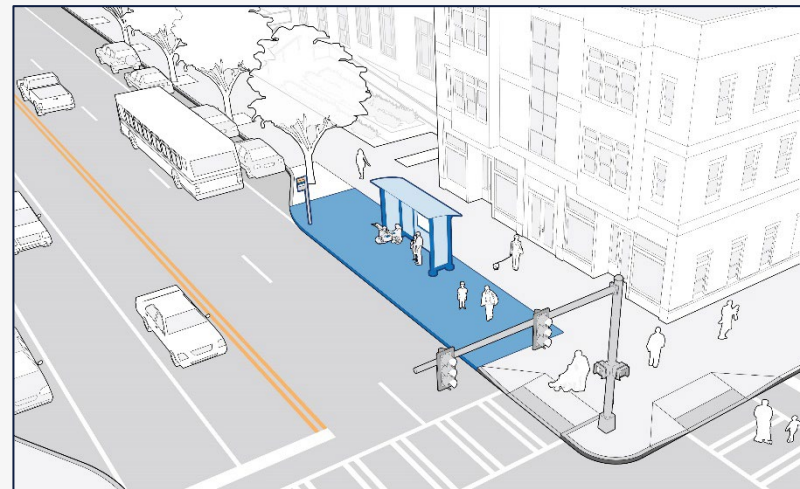
SLIP LANE CLOSURES



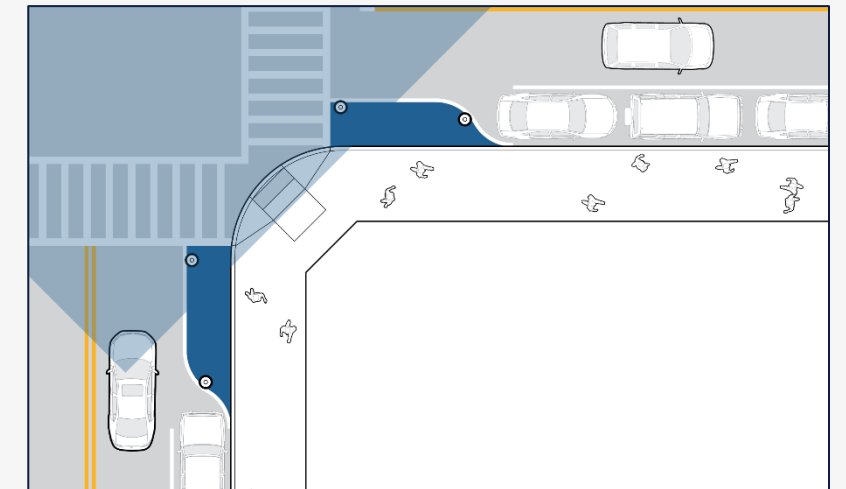
SIDEWALKS



LIGHTING



BUS STOP IMPROVEMENTS



DAYLIGHTING/PARKING RESTRICTIONS AT CROSSINGS

The City of Atlanta's Vision Zero Action Plan contains actions and strategies to eliminate fatal and serious injuries on our City's streets;

Together we can reach Vision Zero by

2040

Actions in Progress





Moving Atlanta Forward

\$750

TSPLOST / Bond
Referendum

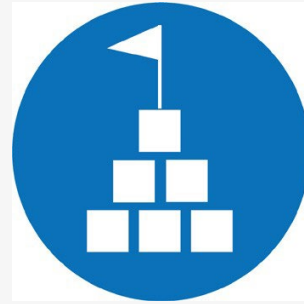
\$478

for ATL DOT

\$320

Sidewalks
Trails
Safe Streets
Signals

Implementation Core Values



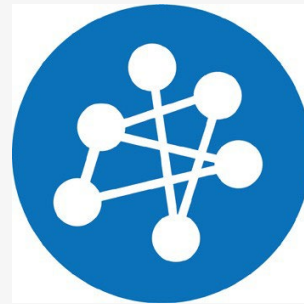
Leadership and Commitment

Authentic engagement, strategic planning, project delivery, and consistent results are foundations of how the City of Atlanta approaches safety decisions.



Community Perception

Community vision and input is vital to prioritizing safer streets. The City of Atlanta incorporates community engagement into every project.



Interdepartmental Collaboration

Many city departments have a roll in project delivery and shaping the city. The City of Atlanta ensures collaborative work between all city decision makers.



Equity

A safe city is a fair city. The City of Atlanta engages with citizens and neighborhoods to ensure diverse input and safer streets built throughout the city, especially in neighborhoods that have been disproportionately exposed to traffic risks or historically underrepresented.



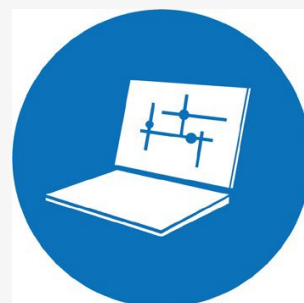
Systematic Approach

Safe streets require proactive and consistent routine incorporation of proven safety measures. The City of Atlanta routinely incorporates safer designs into every project.



Safer Speeds

Vehicle speeds contribute to both the occurrence and severity of most crashes. The City of Atlanta prioritizes travel speeds that are safe for all street users.



Data-Informed Planning

Years of crash data illustrate the common, reoccurring factors that contribute to severe crashes. The City of Atlanta uses data analysis to proactively address the highest risks.



Safer Street Designs

Safe street designs are foundational to building a safer, more equitable city. The City of Atlanta's street designs anticipate human mistakes, mitigate crash severity, and encourage safe behaviors.

Implementation Plan In-Progress

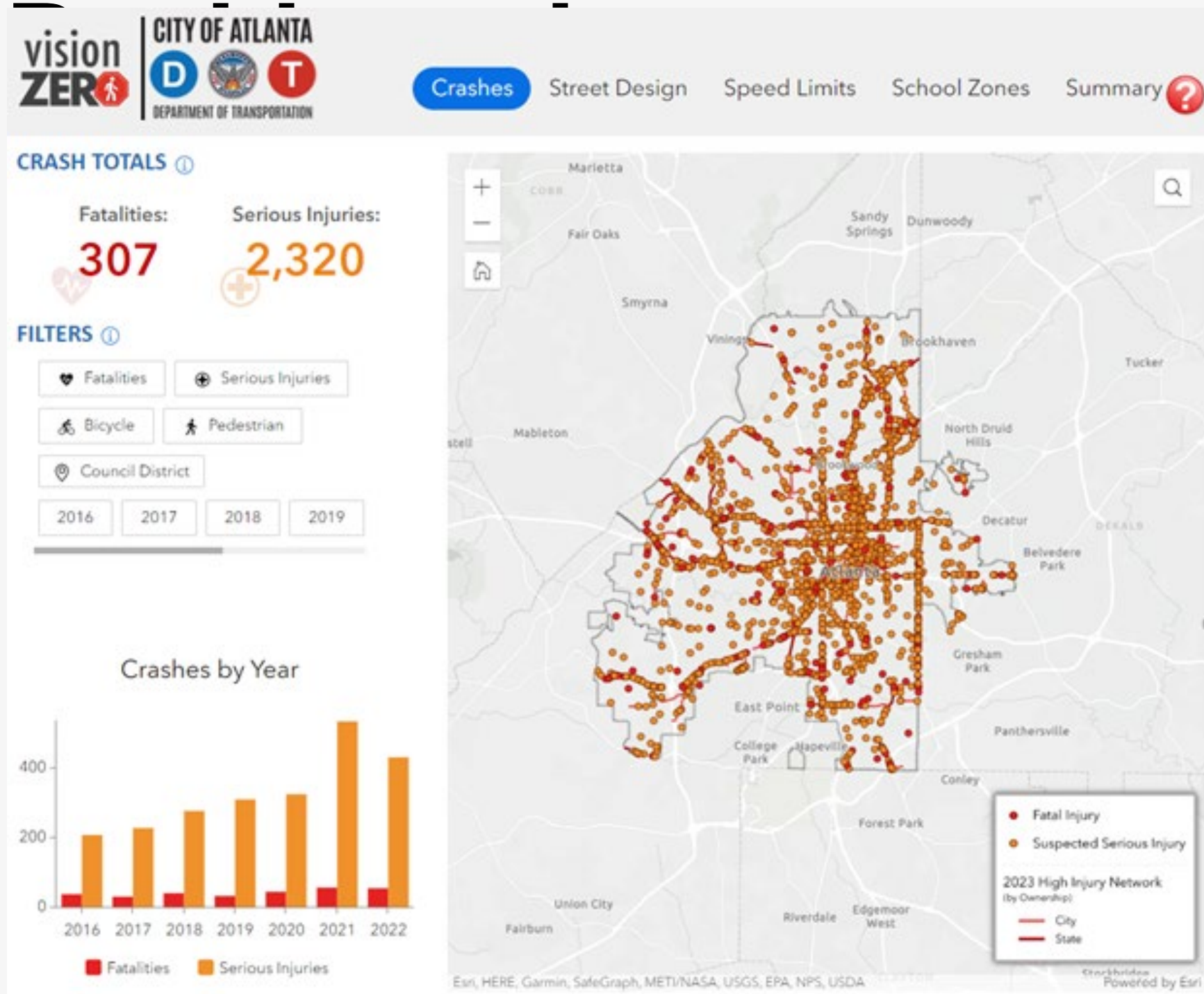
Actions

- Fatal Crash Review Commission
- Policy
- Daylight Intersections / Scooter and Bike Parking areas/bulbouts
- No Right Turn on Red
- Safe Routes to Transit - GDOT/MARTA coordination
- School Zone Speed Cameras
- SRTS – school safety action plans
- Various Tactical Urbanism projects
- Curbside Management
- Cycle Atlanta Quick Implementation / Bike Network Review and Gaps analysis
- Centerline Hardening Engineering Evaluation
- GDOT Equipment Purchase Program
 - School Zone Flashers and RRFBs
- CTP Planning – Street Typologies – Mobility Hierarchy

- ❑ 97 Total Actions
- ❑ 52 Ongoing and 0-1 year Actions

40% of these actions are in progress or complete

ATLDOT Vision Zero



- ❑ Soon to be available on ATLDOT's website.
- ❑ Will show locations for fatal and severe injuries going back to 2013.
- ❑ Data can be filtered by mode, council district, street ownership, highway/surface street, and equity geographies

Fatal Crash Review Committee

❑ Members

- 3 City Councilmembers
- 3 City Staff
 - Department of Transportation
 - Department of City Planning
 - Atlanta Police Department
- 1 GDOT Representative
- 1 advocate appointee

❑ Quarterly Meetings

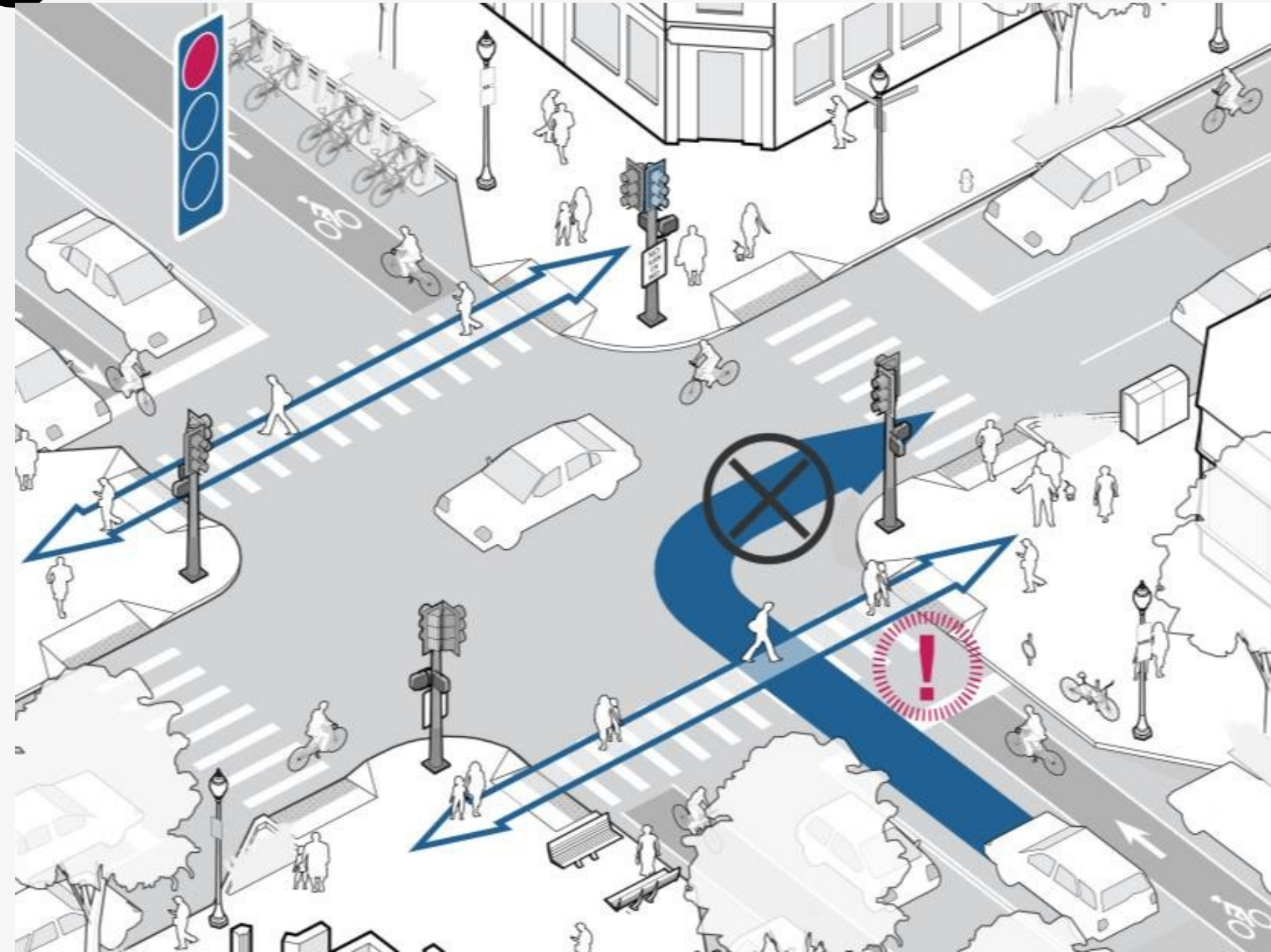
- Review all surface street fatal crashes
- Recommend safety measures to be implemented within 60 days



2023 Fatal Crash at West Peachtree and 16th Street

No Turn on Red Legislation

- ❑ Legislation approved by City Council
- ❑ All Castleberry Hill / Downtown / Midtown signalized intersections
- ❑ Installation imminent on all non-GDOT intersections



Leading Pedestrian Interva

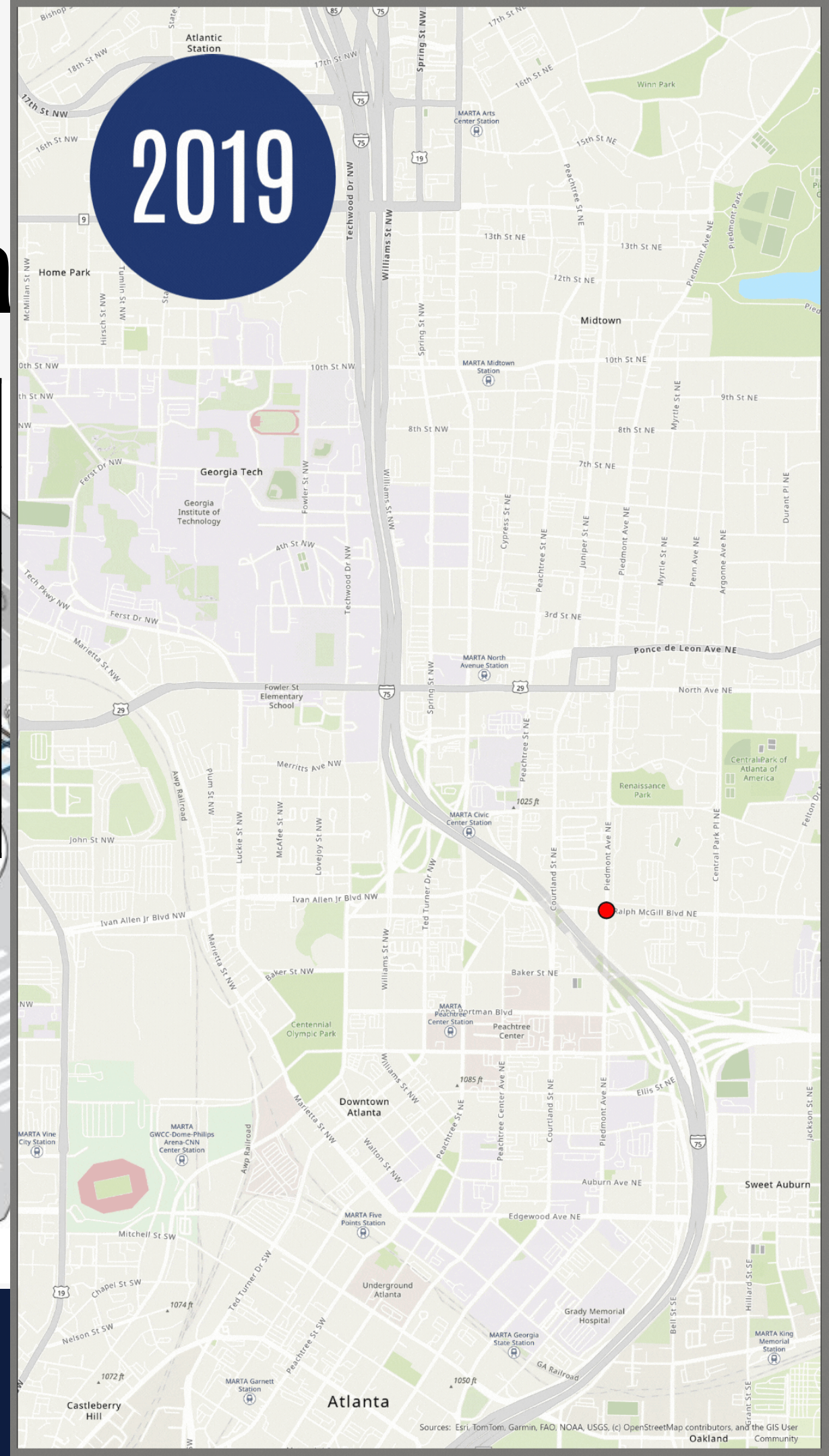
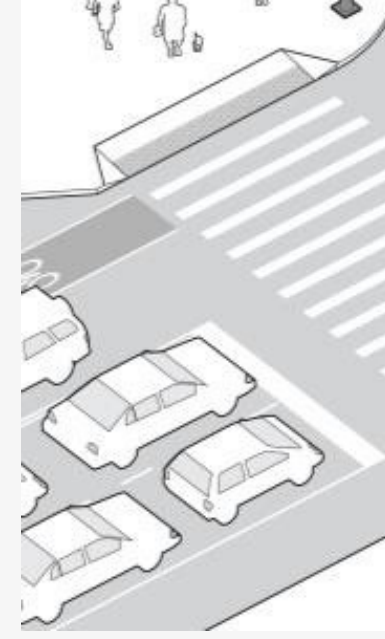
2019

- ❑ 150 existing locations at start of 2024
 - 50 new locations with Data Driven priority process
 - Led by Heather Mase via her Georgia Tech thesis
 - Top 25 City Locations - installed
 - Top 25 GDOT Locations
 - 15 installed
 - 10 awaiting final approval

- ❑ 2025 – 2026 – 100+ new installed
 - Additional 25 pending

- ❑ Approximately 315-320 intersections before start of the World Cup

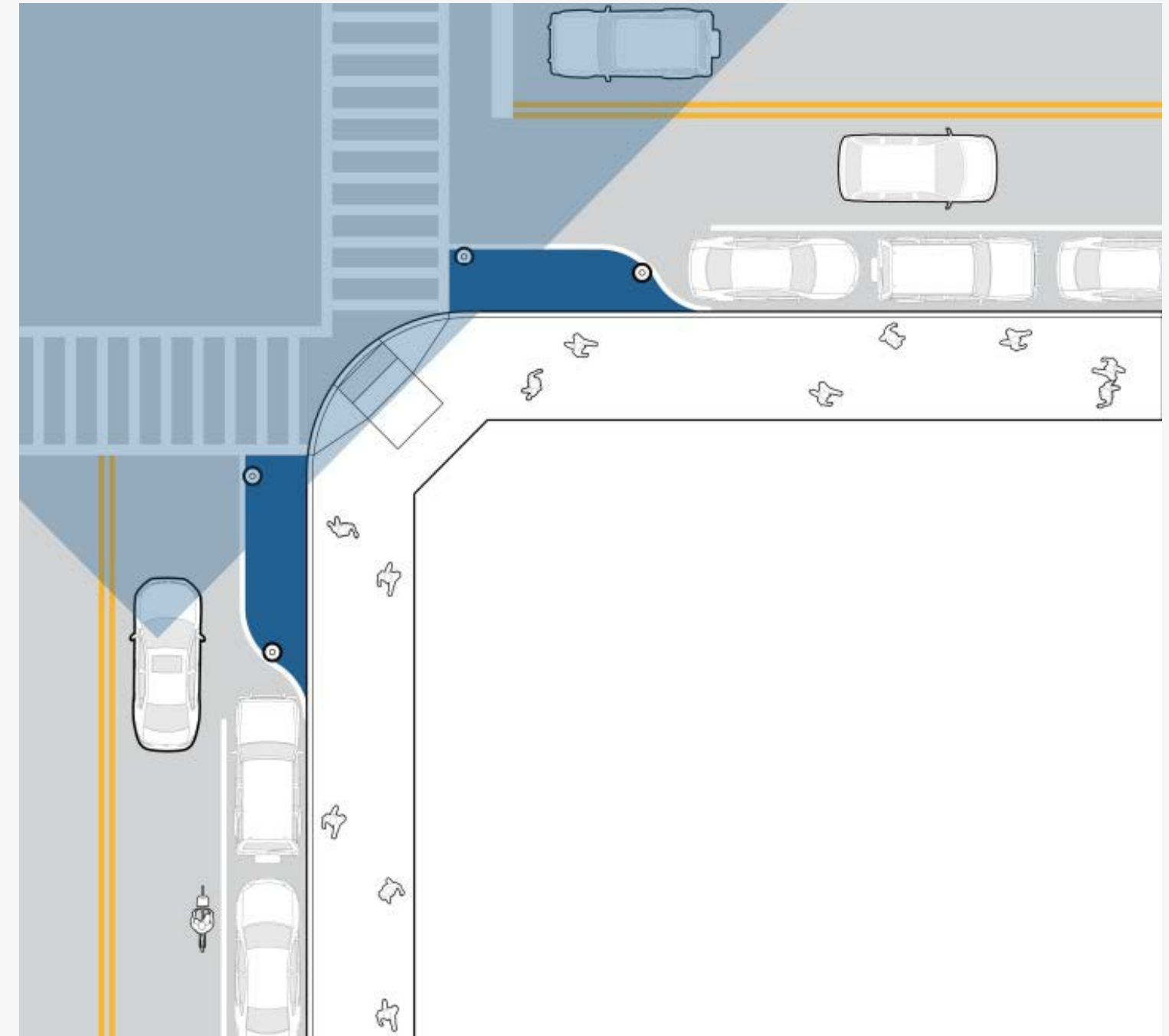
	# of LPis Implemented
2019	2
2020	20
2021	103
2022	13
2023	11
2024	40
2025	81
2026	22
Total	292



Safety Daylighting with Micromobility

Corrals

- ☐ Multipurpose
 - Clean up the curb
 - Prevent illegal parking
 - 150 existing locations
- ☐ Relatively low-cost / quick-build
 - Internal design
 - Maintenance team install
 - Utilized existing in-stock materials
- ☐ Goal for another 15 before end of the year
 - Establish funding source



Safety Daylighting with Micromobility

Corrals
Approximately 10 locations installed. First ones:

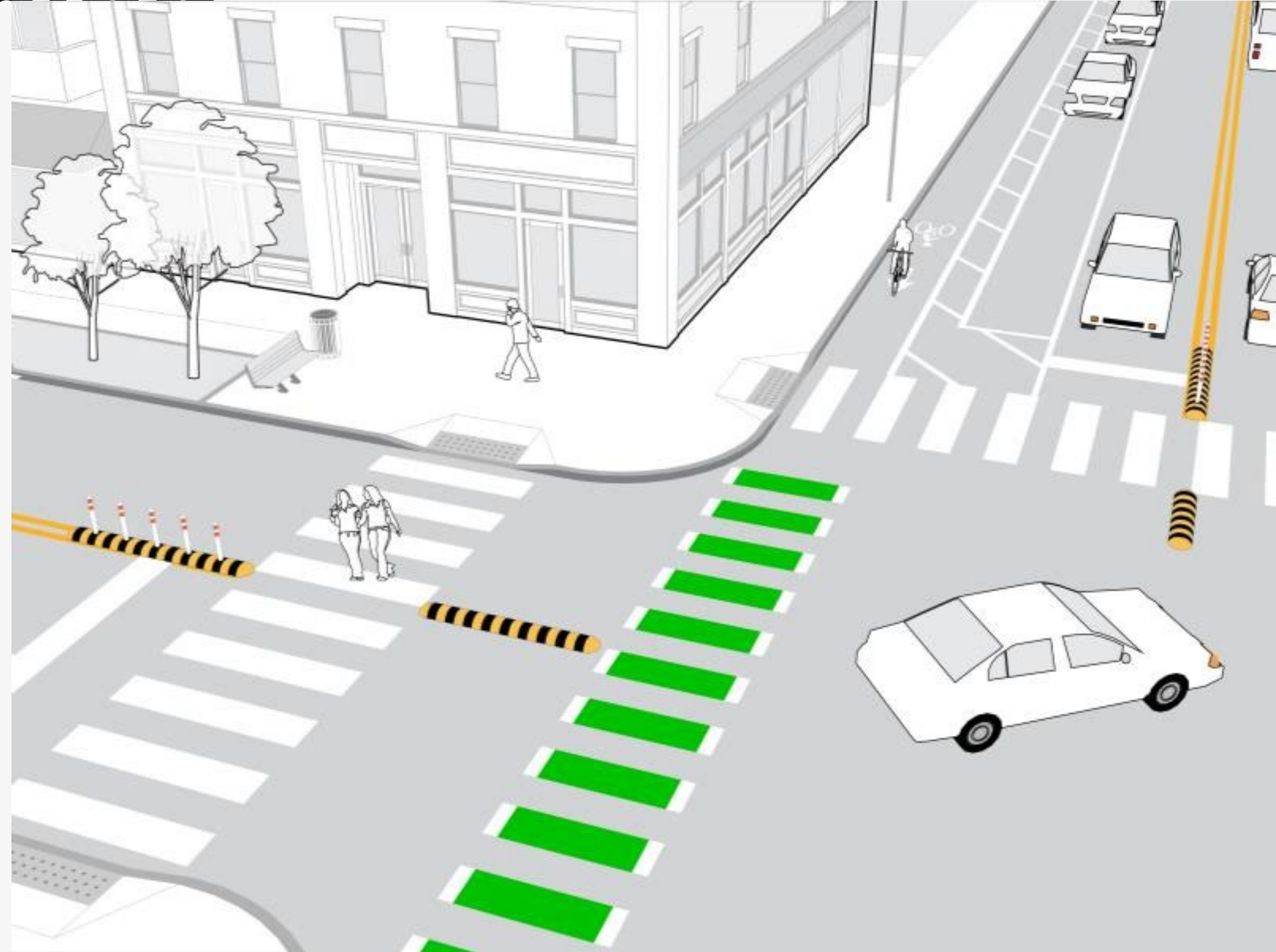
- Summerhill (2 locations)
 - Edgewood Ave
 - Little 5 Points
 - Castleberry Hill
- Lessons Learned
- Minor design changes needed based on observations
 - Integral to coordinate with maintenance crew
- Midtown Alliance and Downtown Atlanta
- Approximately 25 installed
 - New locations being installed ahead of World Cup



Cypress Street Pint and Plate – 6th Street

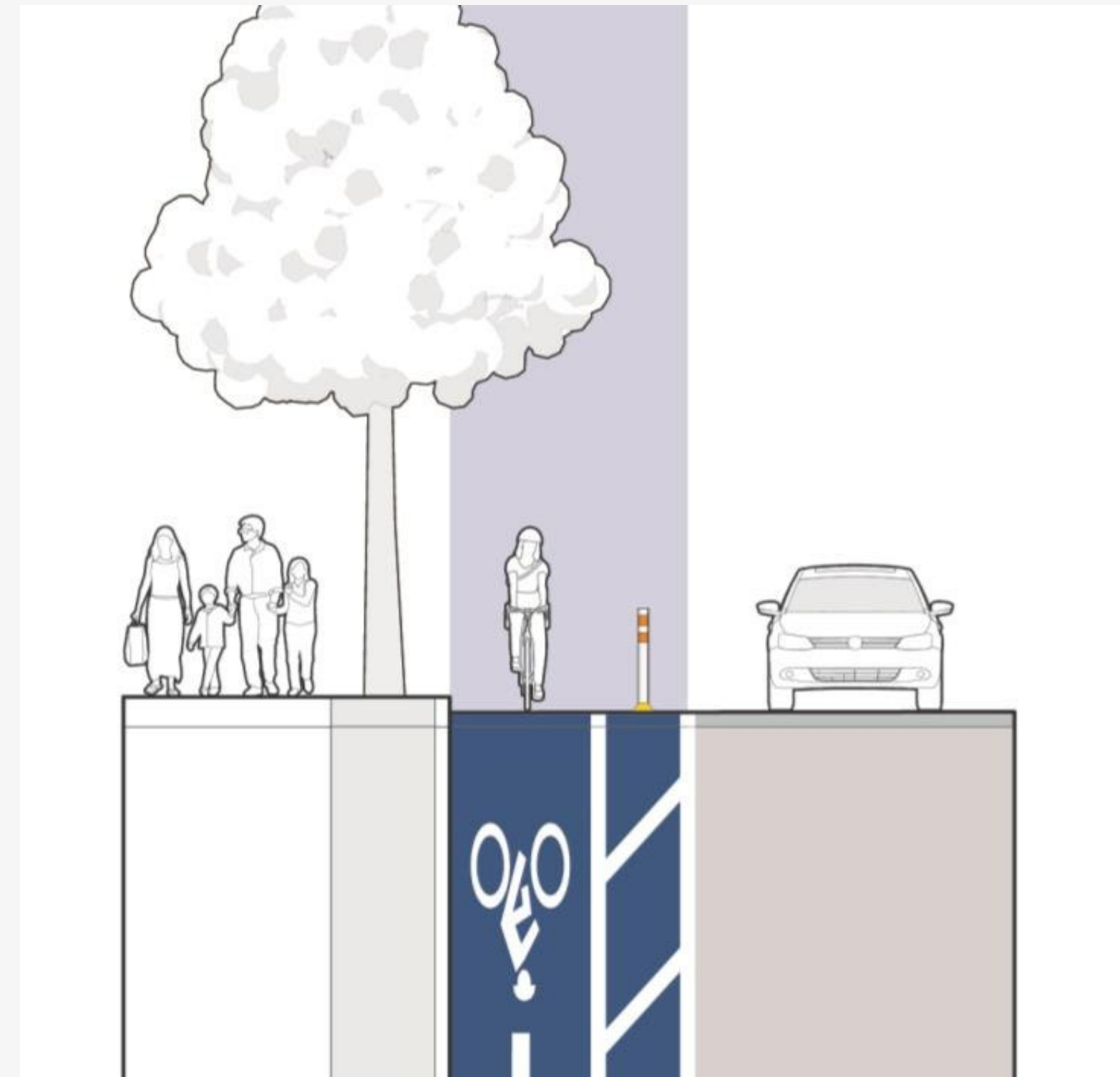
Centerline Hardening

- ❑ Data Driven Prioritization
- ❑ 33 original locations
- ❑ 16 final locations
 - Left-turn crash / pedestrian conflicts
 - Installation May 2024

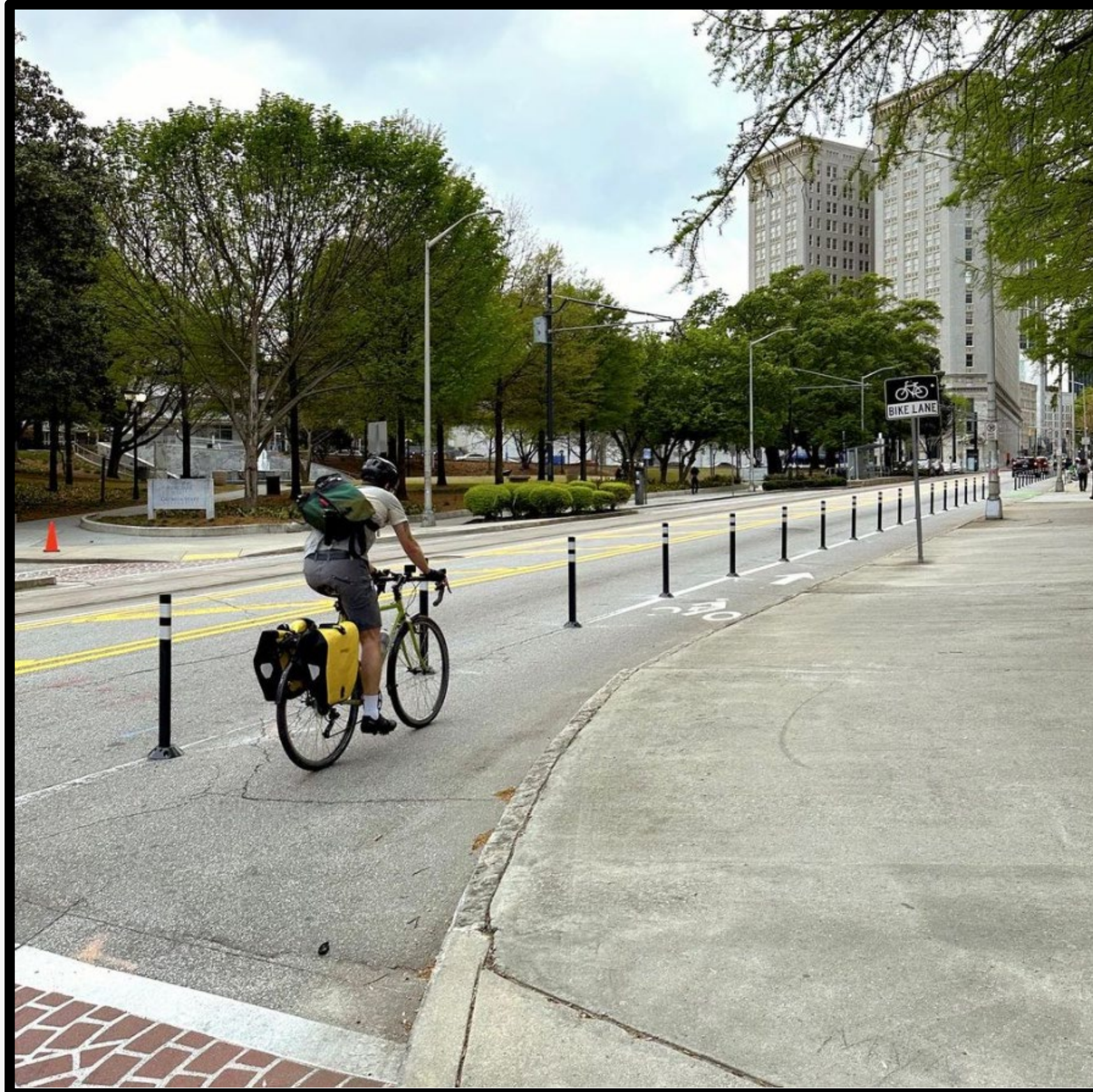


Protected Bike Lanes

- ❑ Quick Builds / Upgrades at multiple locations
 - Downtown Resurfacing
 - SafeLee Street art barriers
 - 14th Street bike lane
 - Edgewood Avenue bike lane
 - 10th Street Cycle Track upgrades
 - Memorial Drive / 14th Street
- ❑ Engaged partners
 - Midtown Alliance
 - Central Atlanta Progress / ADID
 - MARTA
 - Artists
 - GDOT



Protected Bike Lanes



Edgewood Avenue at Hurt Park



SafeLee Project @ West End MARTA Station

How can YOU help achieve Vision Zero?



Safer Street Champions

- A Safer Streets Approach requires all hands:
 - Education Guide
 - Tactical Urbanism Permit
 - City Council discretionary funds
 - ATLDOT Capital Projects
 - City Planning
 - Plan A
 - Comprehensive Transportation Plan



Source: CDC

Question and Answer



Stay Informed!

- Follow @ATLDOT on Social Media and repost!
- Share Action Plan with your audience

Help us eliminate all traffic fatalities and serious injuries in Atlanta.

Let's get to zero!

Thank

<https://atldot.atlantaga.gov/programs/vision-zero>

you!

