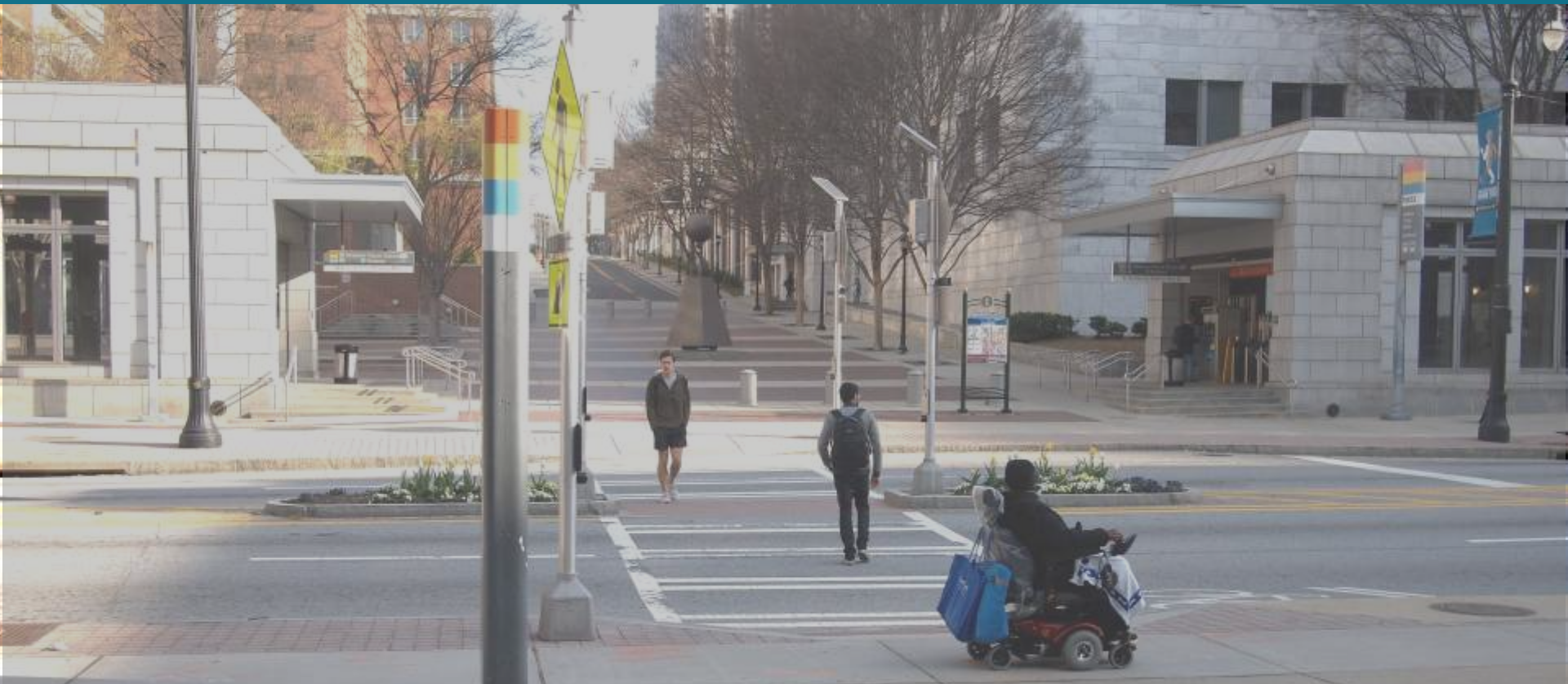


# Metropolitan Atlanta Regional Safety Strategy

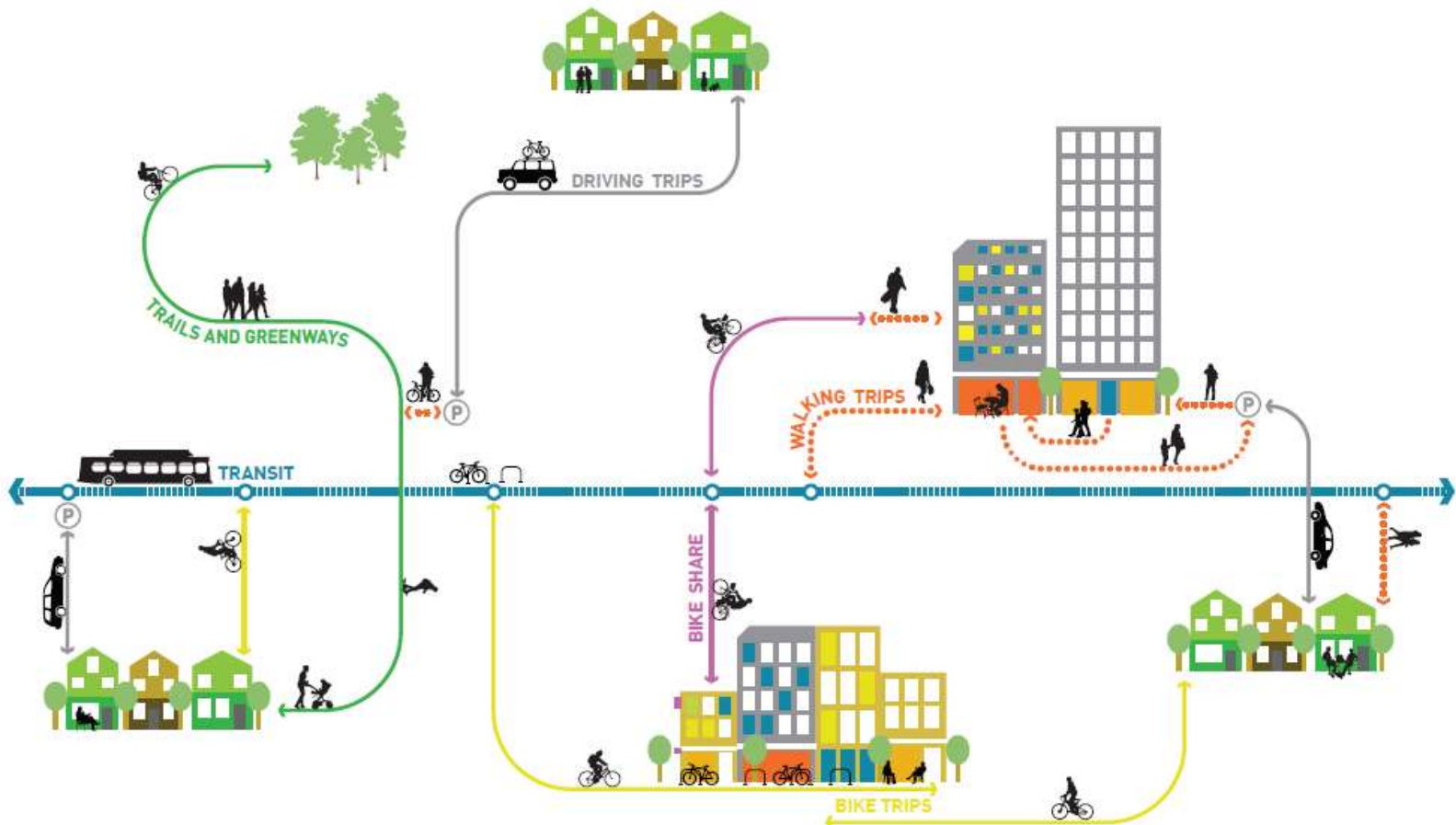


Most Americans today do not live in towns or cities in the traditional sense that we think of those terms.

Instead most of us are citizens of the region – a large and multi-faceted metropolitan area encompassing hundreds of places that we would traditionally think of as distinct and separate communities.

— *Peter Calthorpe*

# HOW DO WE BUILD A REGION WHERE IT IS SAFER & EASIER FOR EVERYONE TO TRAVEL?



# SAFETY IS REQUIRED BY LAW

## DECISIONS GUIDED BY MANDATES & POLICIES

- **USDOT:** “Responsibility to improve conditions and opportunities for walking and bicycling”
- **MPOs:** “Increase the safety of the transportation system for motorized and nonmotorized users”.
- **ARC:** “Course of action for the agency to follow in improving safety outcomes on our transportation system for all users.”



# SAFETY IS A GOOD OUTCOME

## SUPPORT MOBILITY, EQUITY, & QUALITY OF LIFE

- Safer for everyone, regardless of mode.
- More just and equitable for everyone in every community.
- More mobile and economically competitive.



ARC is committed to a **regional safety approach to eliminate fatal and serious injuries crashes** that is data-driven, proactive, and aggressive.

# SAFETY TARGETS

## 2020-2021 STATE & REGIONAL NUMBERS

Federally Required Performance Measures	GDOT Statewide Targets		ARC Targets (GDOT method)	
	2020	2021	2020	2021
Number of Fatalities	1,698	1,715	604	641
Rate of Fatalities (per 100 million VMT)	1.28	1.23	0.992	1.030
Number of Serious Injuries	24,094	6,407	2,753	3,006
Rate of Serious Injuries (per 100 million VMT)	21.8	4.422	4.502	4.819
Number of Non-Motorized Fatalities and Serious Injuries	1,163	686.5	399	416

# ASPIRATIONAL TARGETS

## 5% REDUCTION

Federally Required Performance Measures	ARC Aspirational Targets		
	2020	2021	2022
Number of Fatalities	609	579	550
Rate of Fatalities (per 100 million VMT)	1.002	0.952	0.905
Number of Serious Injuries	2,753	2,616	2,485
Rate of Serious Injuries (per 100 million VMT)	4.502	4.277	4.063
Number of Non-Motorized Fatalities and Serious Injuries	405	384	365



# NUMBERS BEYOND TARGETS

## CONTEXT, OWNERSHIP, & COLLABORATION

### 2019 Crashes on State vs Local Roads

	State Roads	Local Roads
Fatalities	65%	35%
Serious Injuries	57%	43%

\*Only includes crashes within ARC's MPO boundaries

\*\* State Roads = 14% Lane Miles & 52% VMT in ARC boundary

As an MPO, ARC develops a regional **transportation vision**, conducts **planning** and **research**, allocates **federal funds**, **engages** the public, and serves as a **forum** to address regional issues.

# REGIONAL TRANSPORTATION PLAN (RTP)

THE ATLANTA  
REGION'S  
PLAN

RTP is a 20+ year **long range plan** that is updated every 4 years



**World Class  
Infrastructure**

Ensuring a comprehensive transportation network

**Healthy Livable  
Communities**

Developing walkable, vibrant communities

**Competitive  
Economy**

Building the region as a global hub of innovation and prosperity

# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The TIP is a **short term** (6 Year) plan that is fiscally constrained.

The TIP consists of a list of prioritized projects that will receive federal funding.

State + County + City  
submit projects to ARC



ARC prioritizes and  
selects projects based on  
established regional goals  
& evaluation criteria

# RESEARCH INTO SAFETY RISK FACTORS

## SOME KINDS OF ROADS ARE DANGEROUS



**Speed:** Well over half of pedestrian and bike crashes occur on streets with speed limits at or above 35mph



**Number of Lanes:** Streets with four or more lanes have a significantly higher number of crashes per mile



**Lighting:** Crashes after dark disproportionately result in severe outcomes, especially for pedestrians where there is no street lighting



**Crosswalks:** Missing or inadequate crosswalks and sidewalks leave pedestrians vulnerable to being hit.



Visualization helps **explain**,  
**engage**, and **discuss** complex  
infrastructure changes.



NO CONNECTIONS  
BETWEEN BUILDINGS, LOTS



NO PEDESTRIAN REFUGE/CROSSING ISLANDS

NO BICYCLE FACILITIES

LACK OF PEDESTRIAN AMENITIES INCLUDING SIDEWALKS,  
CROSSWALKS, AND PEDESTRIAN SCALED LIGHTING.





**SIDEWALKS** provide safe places for people traveling by foot and by wheelchair. GDOT recommends a minimum of 5-foot-wide sidewalks, while NACTO recommends a minimum of 6 feet. AASHTO also recommends a minimum 5-6ft buffer between the sidewalk and travel lane. However, the land use context, transit, and pedestrian activity should always be considered.



**CROSSWALKS** provide an indication to pedestrians on where they should cross the street. They also provide motorists with an indication of where pedestrians are likely to be.



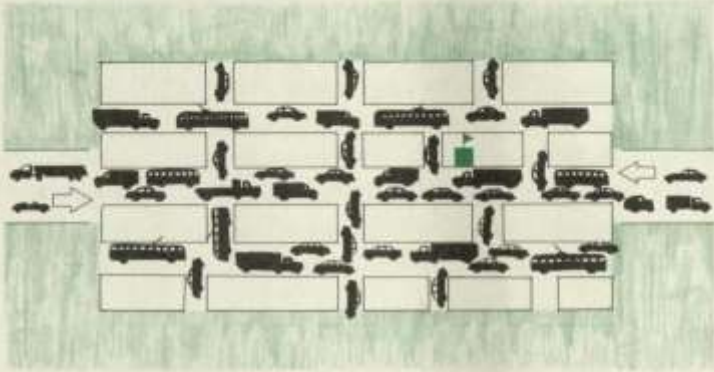
**PEDESTRIAN HYBRID BEACON (PHB)** is a pedestrian-activated signal that alerts drivers to pedestrians crossing the road.



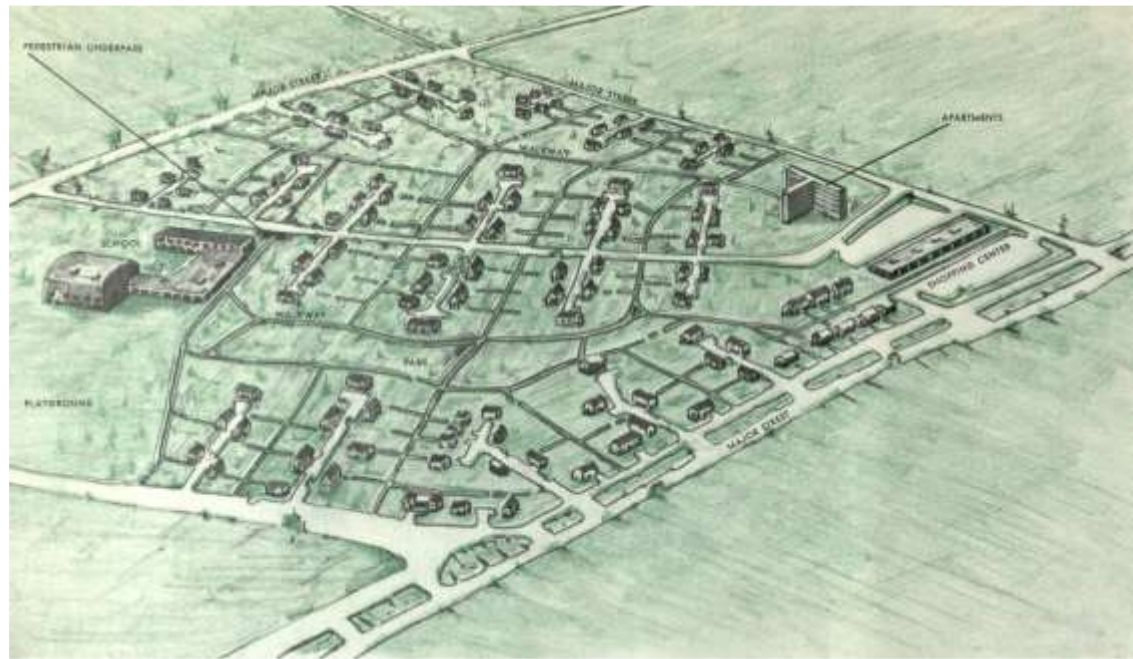
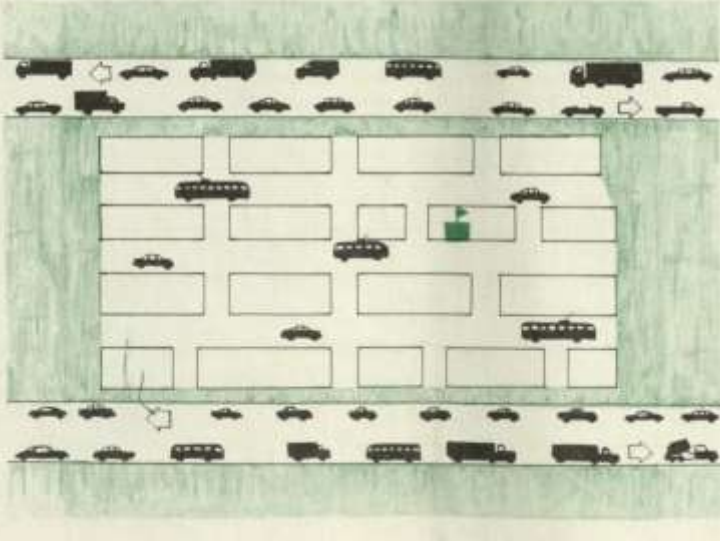
# VIZUALIZATIONS THROUGH TIME

## HISTORY FROM THE 1950s to REALITY TODAY

## TODAY: TRAFFIC ON RESIDENTIAL STREETS



## TOMORROW: NEW TRAFFICWAYS—QUIET HOMES



### PRESENT CONDITIONS



## IMPROVED NEIGHBORHOOD



# QUESTIONS TO GUIDE PROJECT:

- What are trends for safety in the Atlanta region?
- Who is most at risk when traveling in the region?
- What aspects of design – road, vehicle, or communities – or human behavior effect safety?
- What are the most dangerous types of roads in the region and where are they located?
- How do residents and decision makers prioritize safe transportation in the region?
- What are effective tools for minimizing risk and improving roadway safety?
- Others ...?