



DATE: August 3, 2018

**ISSUE SUMMARY: SAFE STREETS FOR WALKING & BICYCLING: A REGIONAL ACTION PLAN FOR REDUCING TRAFFIC FATALITIES IN METROPOLITAN ATLANTA**

**FROM:** Mike Alexander, Director, Center for Livable Communities

**IMPORTANCE:**

ARC has developed an action plan titled *Safe Streets for Walking and Bicycling* to establish a regional approach to eliminating fatal and serious injury crashes that is data-driven, proactive, and aggressive. The plan recognizes that serious and fatal crashes involving pedestrians are on an upward trend and uses a “safe system” approach to advance evidence-based countermeasures within a complete streets framework.

Federal legislation and rulemaking under MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) and the FAST Act (Fixing America’s Surface Transportation) established new performance management requirements to ensure state DOTs and MPOs focus the use of federal transportation funds on projects which address national transportation goals.

ARC agreed to support the accomplishment of statewide safety targets established by GDOT in February 2018. ARC directed staff to conduct additional investigation into the causes and locations of fatalities and injuries within the Atlanta Region and recommend an appropriate course of action for the agency to follow in improving safety outcomes on our transportation system for all users, with the long-term goal of slowing and eventually reversing recent upward trends in fatalities and serious injuries.

**ACTION REQUIRED:** Approval



ATLANTA REGIONAL COMMISSION

## **A RESOLUTION SUPPORTING THE STATEWIDE TRANSPORTATION SAFETY TARGETS**

**WHEREAS**, the Atlanta Regional Commission is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Atlanta Metropolitan Area Boundary which includes all or portions of 20 counties; and

**WHEREAS**, the U.S. Department of Transportation states that “every transportation agency... has the responsibility to improve conditions and opportunities for walking and bicycling”;

**WHEREAS**, federal law requires metropolitan transportation planning agencies to “provide for consideration of projects and strategies that will ... increase the safety of the transportation system for motorized and nonmotorized users”;

**WHEREAS**, in 2016 the Atlanta Regional Commission adopted a regional bicycle and pedestrian plan (“Walk. Bike. Thrive!”) with recommendations to: address regional safety and equity issues; lead the region on moving towards Vision Zero policies; and Produce a Regional Walking and Biking Safety Action Plan; and

**WHEREAS**, federal legislation and rulemaking under MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) and the FAST Act (Fixing America’s Surface Transportation) established new performance management requirements to ensure state Departments of Transportation (DOT) and MPOs focus the use of federal transportation funds on projects which address national transportation goals; and

**WHEREAS**, one of the five required performance targets related to the safety of the transportation system specifically addresses “number of non-motorized fatalities and non-motorized serious injuries”; and

**WHEREAS**, the Georgia Department of Transportation (GDOT) established statewide targets for 2018 for the five safety measures via the Highway Safety Improvement Program (HSIP) annual report in August 2017 and ARC supported statewide targets in February 2018; and

**WHEREAS**, GDOT set the 2018 statewide targets for “non-motorized fatalities and non-motorized serious injuries” to maintain a five-year rolling averages below 1,027; and

**WHEREAS**, ARC recognized the challenges of setting statewide targets and believes it can best reverse recent upward trends in overall fatalities and injuries by identifying the causes and locations of the most critical safety issues in the Atlanta Region and focusing ARC's efforts and resources on those issues; and

**WHEREAS**, the ARC board has directed staff to "conduct investigations into the causes and location of fatalities and injuries within the Atlanta region and recommend an appropriate course of action for the agency to follow in improving safety outcomes on our transportation system for all users..."; and

**WHEREAS**, establishing reasonable and feasible approaches requires access to high quality data, an exhaustive analysis of the data, a comprehensive stakeholder engagement process, and the authority to commit funds to projects and programs which will produce significant results; and

**WHEREAS**, in 2017-2018 the Atlanta Regional Commission developed a supplement to the regional bicycling and pedestrian plan titled "Safe Streets for Walking & Bicycling: a regional action plan for reducing traffic fatalities in metropolitan Atlanta" to establish a regional approach to eliminating fatal and serious injury crashes that is data-driven, pro-active, and aggressive using a safe system approach to advance evidence-based countermeasures within a complete streets framework.

**NOW, THEREFORE, BE IT RESOLVED** that the Atlanta Regional Commission adopts "Safe Streets for Walking & Bicycling: a regional action plan for reducing traffic fatalities in metropolitan Atlanta" as a policy guide for transportation planning in the Atlanta Region.

**BE IT FURTHER RESOLVED** that the ARC directs staff to implement the recommendations of "Safe Streets for Walking & Bicycling" to improve safety outcomes on our transportation system for all users, with the long-term goal of slowing and reversing recent trends and ultimately eliminating traffic fatalities and injuries.