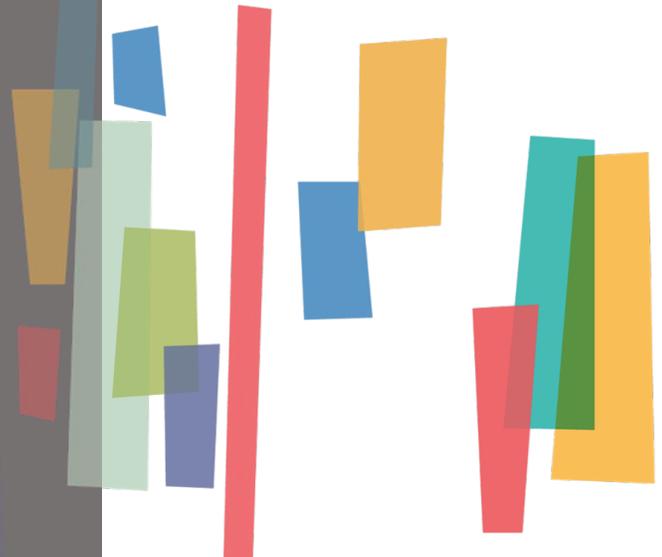




Regional Safety Task Force

December 9, 2025

A decorative graphic consisting of several overlapping, semi-transparent rectangles in various colors (blue, orange, red, green, teal) arranged in a vertical line, positioned between the ARC logo and the 'ONE great REGION' text.

ONE
great
REGION

Agenda

- 📌 Welcome & Introductions
- 📌 Announcements
- 📌 The Human Cost of Mobility
Rebecca Serna, Propel Atlanta
- 📌 Safety Performance Measures 2026 Target Setting
Tejas Kotak, ARC
- 📌 Micromobility Traffic Safety Act
Keith Larson, Walk Bike Fayette
- 📌 Closing Remarks

*Regional Safety
Task Force
12.09.2025*



POPEL ATLANTA

The Human Cost of Mobility

Analyzing 2024's fatal crashes in five Atlanta counties with transit

(Fulton, DeKalb, Clayton, Cobb, Gwinnett)



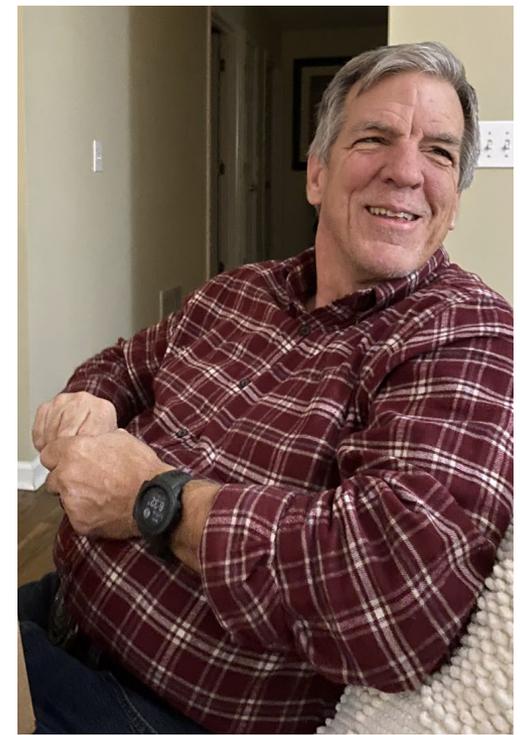
Purpose & Scope



Traffic deaths outpaced homicides

425 total people killed while trying to get places in 2024 – that’s a 9.6% decrease from the 470 people killed in 2023 – but the number of people killed while walking increased 3.8%

61% of all traffic fatalities occurred in predominantly Black neighborhoods, which represent 43% of all tracts



Barry Collier

Allen London

Tom Duncan

“Every person struck, injured, or killed is someone whose life had value, purpose, and loved ones waiting for them.” – *Qur’an Shakir, who lost her brother Allen London*

City and County-level results

DeKalb County

- Pedestrian fatalities decreased sharply from a 10-year high in 2023, but are still **the highest absolute number** in the five-county region with 40 people killed by drivers.



City and County-level results

Clayton County

- The highest per capita death rate of pedestrians than any other county.



City and County-level results

Cobb County

- Pedestrians were most over-represented among fatal crashes.



City and County-level results

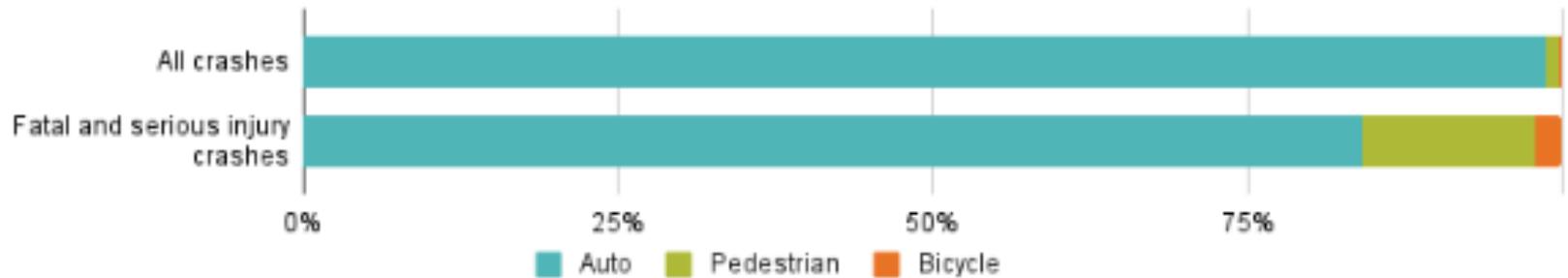
City of Atlanta

- **Pedestrian fatalities ticked upward**, from 22 to 25, in the City of Atlanta following a significant decline between 2022-2023.
- 59 people were killed in traffic crashes (all modes) in 2024, **down 23.4 percent from 2023**, a number that represents three years of consecutive decreases, but **still higher than 57 in 2015** – ten years



Walking & Biking

Comparison of fatal crash rates to total crash rates, five-county area, 2024



Data source: GDOT AASHTOware (Crashes Jan. 1, 2024 - Dec. 31, 2024), 2025; GDOT 411 (Crashes Jan, 1, 2024 - Dec. 31, 2024), 2025

- **138** pedestrian/cyclist deaths in 2024
- Bicycle and pedestrian crashes represented just 1.2% of the 157,000 crashes in 2024, but **34.5% of fatalities**

Inequity & Demographics

- Majority-Black tracts = 43% of region but **61% of fatalities**; Infrastructure disparities.
- People living in areas with lower household incomes experience **an increased risk** of being injured or killed in a crash. This inequality is even more pronounced* for people walking.

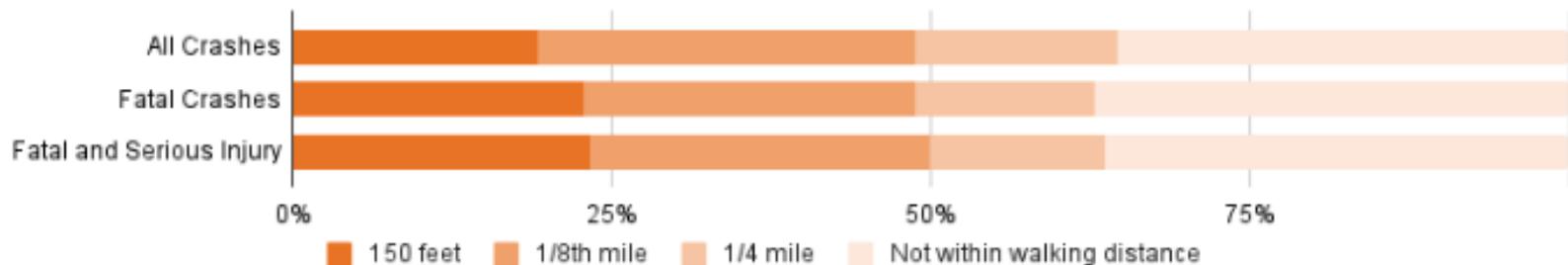


**<60% AMI: 10.9% of all census tracts, but 18.4% of pedestrian crashes)*

Transit & Risk Zones

- Most pedestrian deaths (59%) occur within walking distance ($\frac{1}{8}$ mile) of bus stops
- Many bus stops are situated on wide, straight, high-speed, multi-lane roads.

Crash severity within walking distances of bus stops, five-county area, 2024



Data source: GDOT AASHTOware (Crashes Jan. 1, 2024 - Dec. 31, 2024), 2025; GDOT 411 (Crashes Jan. 1, 2024 - Dec. 31, 2024), 2025; Atlanta Regional Commission, 2019

Root Causes

- **High-speed, multi-lane roads**, yet surrounded by higher-density residences and high-volume commercial destinations.
- **Systemic disinvestment**: unequal distribution of sidewalks, notably poorer conditions where more residents are transit-dependent.
- **Lack of protected infrastructure** for safe, all-ages/abilities cycling, especially in less wealthy census tracts.



Solutions & Recommendations

- Use tactics from the **proven toolkit of interventions**—narrowed and raised crossings, pedestrian refuge islands, ped signals, lane conversions on excessively wide roads to bus/bike/ped uses.
- **Target the most dangerous corridors** for safety interventions. (Hollowell Pkwy: from #8 to #19 following GDOT safety project)
- In general: continue to invest in **non-car mobility**,

Call to Action

- Adopt “Vision Zero” in all metro jurisdictions, **then put political and financial capital into implementation.**
- *If properly executed*, Vision Zero focuses on identifying and eliminating **inherently dangerous conditions**. This means creating **multiple layers of protection** to prevent crashes from happening, and to reduce the potential damage to the people involved if crashes do take place.



ONE **great** REGION

**Safety Performance Measures
2026 Target Setting**

Regional Safety Task Force

9 December 2025



Atlanta Regional Commission

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.

Safety Targets

Context:

- ▮ USDOT's Safety Performance Management regulation requires State DOTs and MPOs to set targets for 5 safety performance measures
 1. Number of fatalities
 2. Rate of fatalities
 3. Number of serious injuries
 4. Rate of serious injuries
 5. Number of non-motorized fatalities and non-motorized serious injuries
- ▮ The 5 performance targets are based on 5-year rolling averages

2026 ARC Safety Targets Proposal

Performance Criteria	2025 Statewide Target	2025 ARC Target*	2026 Statewide Target	2026 ARC Target*
Fatalities	1,680	662	1,631	629
Serious Injuries	8,966	3,707	7,826	3,522
Fatality Rate	1.360	1.141	1.350	1.084
Serious Injury Rate	7.697	6.373	6.055	6.054
Non-Motorized Fatalities and Serious Injuries	802	444	1,000	422

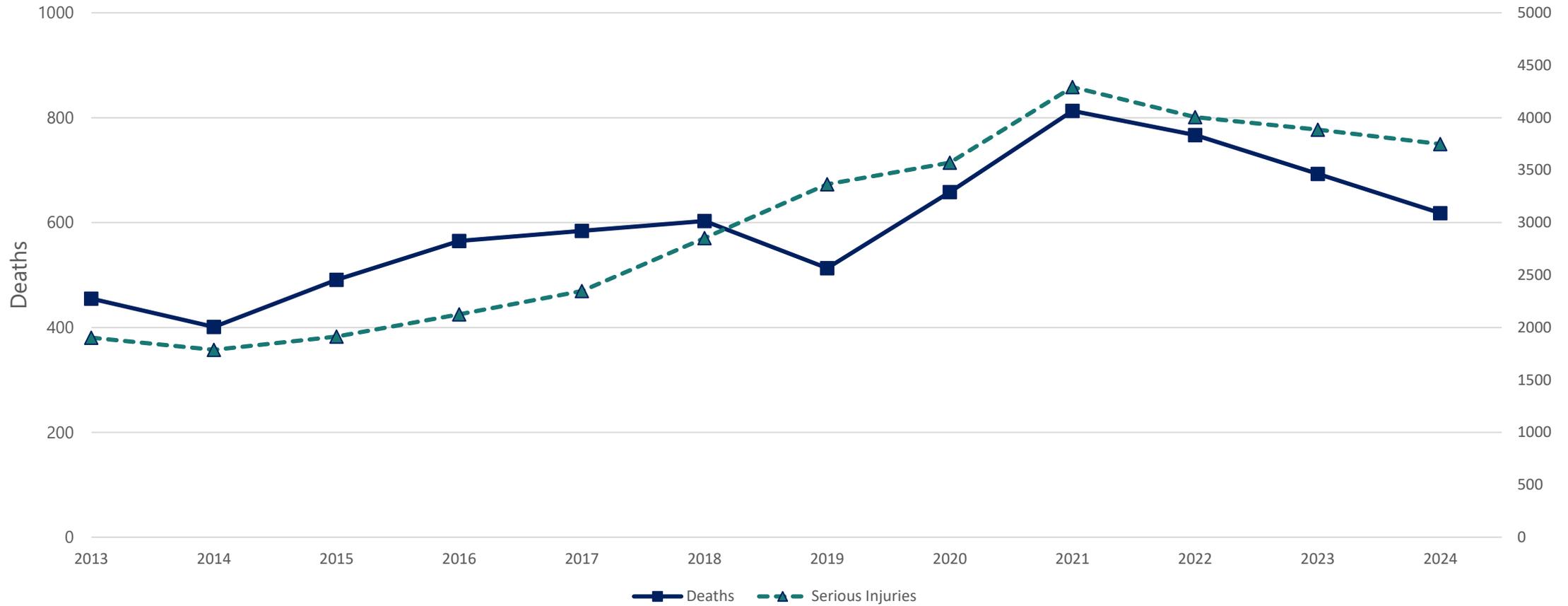
*These ARC targets represent:

- Crash & traffic data from just within MPO boundaries

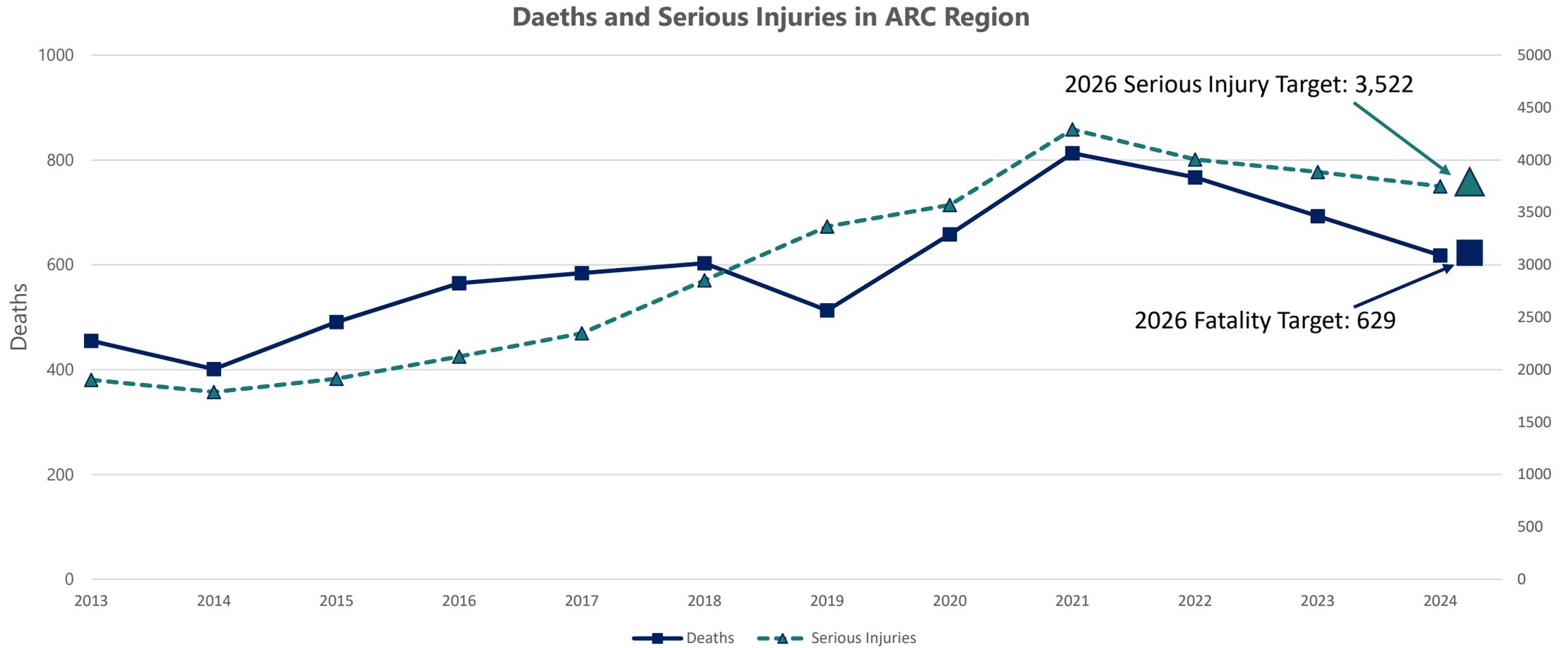


Transportation Fatalities and Serious Injuries

Deaths and Serious Injuries in ARC Region



Observed Fatalities and Serious Injuries



GDOT Safety Targets

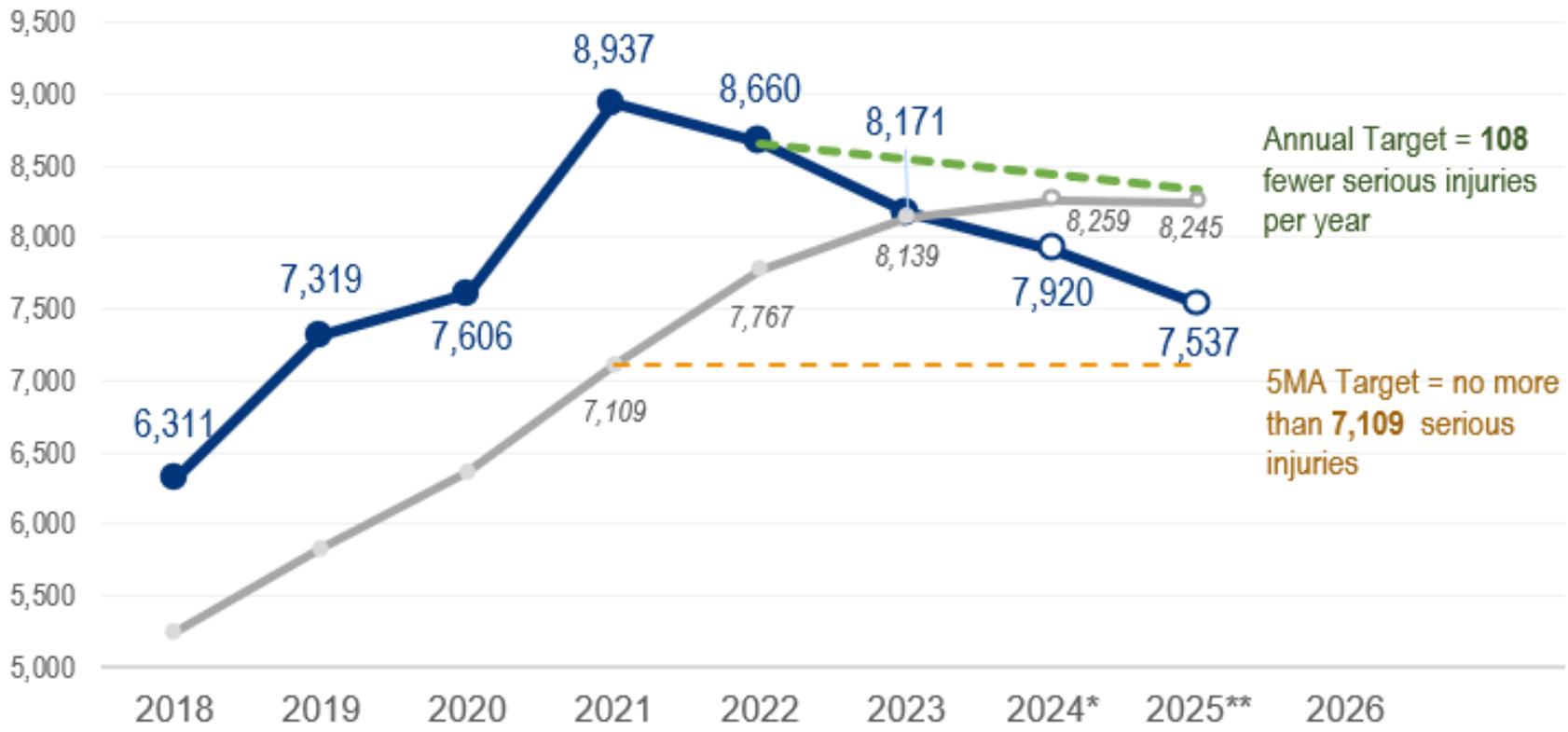
NOTE: axis does not start at zero

Annual Serious Injuries
5MA Serious Injuries

Target (Zero Fatalities in 80 yrs)
5MA Targets (HSP FY24-26)

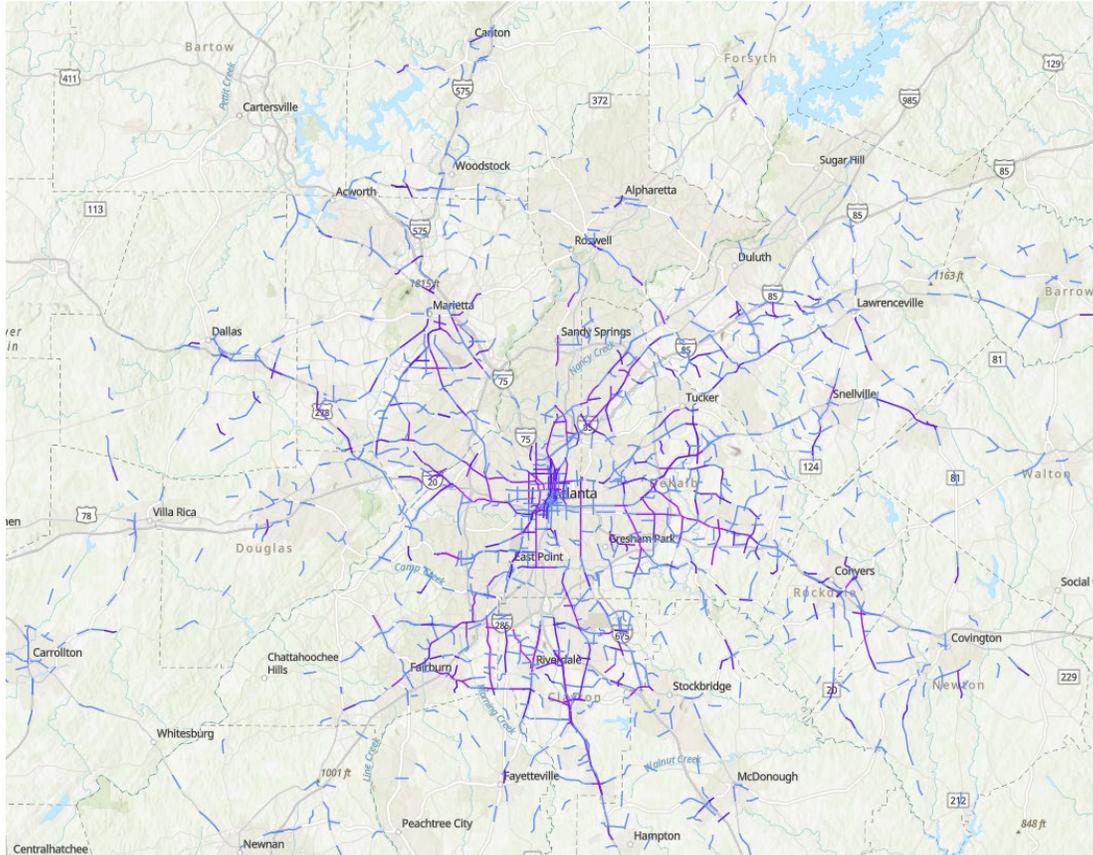


GDOT has set an 80 year goal for Vision Zero

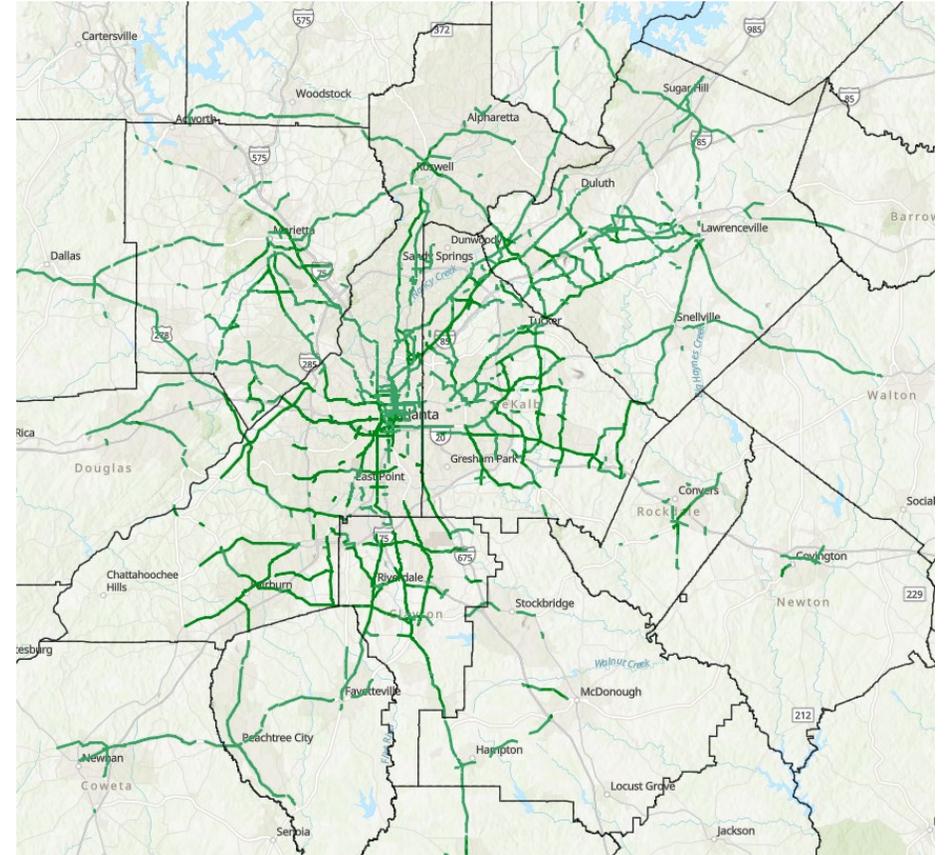


ARC Data Products

Regional High Injury Network

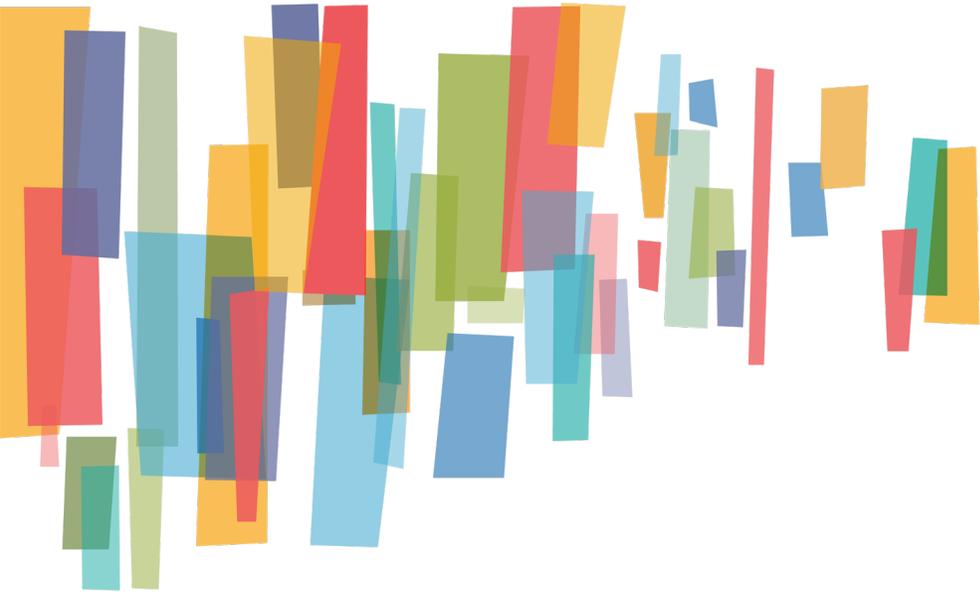


Risk Factors Map



Take Aways and Next Steps

- Recent trends are moving in the right direction
- These are PREVENTABLE
- Consider safer designs in all projects and lay groundwork during maintenance projects



Questions?

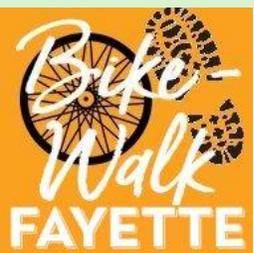
MICROMOBILITY



ARC Regional Safety Task Force

December 9, 2025

*2026 Georgia Code Proposed Update:
**Micromobility Traffic
Safety Act***



Keith Larson

Community Advocate

keith@bikewalkfayette.org

<https://bikewalkfayette.org>

Law Enforcement Challenges with Georgia Code Gaps

 **Peachtree City Police Department**
Jun 10 · 🌐

EBikes, Golf Carts, and Electric Play Vehicles capable of speeds over 20 mph are not allowed on the Multi-Use Path System

EBikes capable of Speeds Over 20 MPH are not allowed on the Multi Use Path System



Electric Mini Bike For Kids & Adults - UL Certification
48V 2000W | 1008Wh Lithium Cell | 37Mph
\$1,399.99 - \$2,944.98 ⭐⭐⭐⭐⭐ 319 r

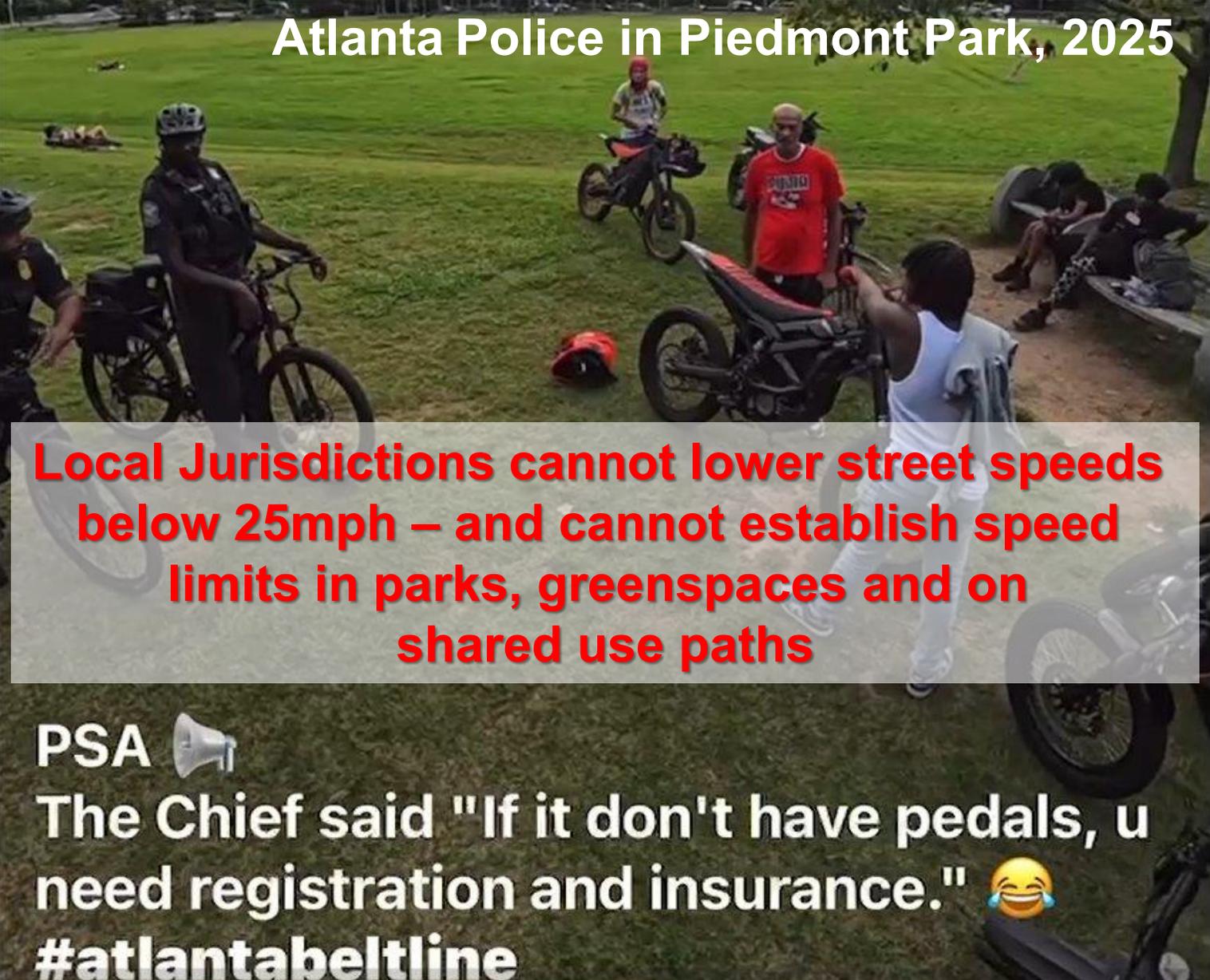


Not an EBike
Not allowed on the Multi Use paths due to speed

👍 Like 💬 Comment ➦ Share

👍👍 246 47 shares

Atlanta Police in Piedmont Park, 2025



Local Jurisdictions cannot lower street speeds below 25mph – and cannot establish speed limits in parks, greenspaces and on shared use paths

PSA 📣
The Chief said "If it don't have pedals, u need registration and insurance." 😂
#atlantabeltline

Purpose – *Enabling Legislation*

To amend Title 40 of the Official Code of Georgia Annotated, relating to traffic laws, so as to allow local authorities to plan for and regulate operation of micromobility devices and other electric powered devices and vehicles including those operated by those individuals with a mobility disability upon certain highways, shared use paths, natural surface trails, boardwalks and sidewalks under their jurisdiction;

- to provide for definitions;
- to provide for required safety equipment,
- to provide for operation upon shared use paths, paved shoulders and signaling at intersections,
- to provide for determining of speed limits on streets and shared use paths, to provide a short title;
- to provide for related matters; to repeal conflicting laws; and for other purposes.

Georgia Code* Definition Gaps, Updates & Uses

NOT DEFINED

- Adaptive cycle
- Dirt-bike
- Electric scooter
- e-Moto [electric motorcycle]
- Go-cart
- Off-road vehicle
- Other power-driven mobility device (OPDMD)
- Pedal-assisted electric vehicle (PA-EV)
- Personal electric vehicle (PEV)
- Skates
- Skateboard
- Wheelchair

*GA Code § 40-1-1 descriptions

INFRASTRUCTURE DEFINITIONS

- Boardwalk
- Natural surface trail
- Shared-Use Path
- Sidewalk

Micromobility - small, light-weight devices that typically carry a single rider and are either human-powered, electric-powered or a mix of both.

ADA Considerations - Adaptive Cycles & OPDMD



Every human-powered or motorized device not defined a bicycle per U.S. Consumer Product Safety Commission safety standard 16 CFR part 1512, *Requirements for Bicycles* and 28 CFR part 35.104 *Nondiscrimination on the Basis of Disability*...

Other Power-Driven Mobility Devices (OPDMD) are any battery, fuel, or engine-powered devices used for locomotion by individuals with mobility disabilities, including golf carts, EPAMDs, or any mobility device designed to operate in areas without defined pedestrian routes.

U.S. Access Board

Personal Electric Vehicles (PEV)



Hoverboard



Onewheel



Scooter



Unicycle

Operating on sidewalks, streets, bicycle lanes and shared use paths & trails without any required Georgia Code traffic rules including safety equipment

Pedal-Assist Electric Vehicles (PA-EV)



Emerging consumer and commercial vehicles purposely designed to operate on low-speed streets, 4ft wide bicycle lanes and shared use path networks

Georgia Code Update Crosswalk

New Definitions

- **Adaptive cycle**
- **Electric scooter**
- **Personal electric vehicle (PEV)**

- **Pedal-assisted electric vehicle (PA-EV)**

§§ 40-6-290- 40-6-229. Bicycles and Play Vehicles

Adaptive cycle, electric assisted bicycle, electric scooter or personal electric vehicle required to follow the established bicycle laws, to include where to operate, stopping, signaling at turns, and wearing of safety equipment and lights.

§ 40-6-298. Rules and regulations

The Board of Public Safety authorized to promulgate rules and regulations for additional safety equipment or standards

§§ §§ 40-6-330 — 40-6-331 Personal Transportation Vehicles (PTV)

Local jurisdiction authority to regulate for specific streets or shared use path use, and local registration.

Micromobility Speed Management Proposal

§ 40-6-181 Maximum limits

Enables local jurisdictions to establish a speed limit of 20 miles per hour on any shared-use path unless otherwise designated by sign

§ 40-6-181 Alteration of speed limits by local authorities

Enables local jurisdictions to decrease the limit within an urban or residential district, but not to less than 15 miles per hour (currently 25 mph)

Enables local jurisdictions to decrease the limit on a shared use path, but not less than 15 miles per hour

§ 40-6-371 Powers of local authorities

Enables local jurisdictions to establish speed limits for vehicles and micromobility devices in public parks, greenspaces and right of ways

Micromobility Infrastructure Planning

§§ 40-6-363 — 40-6-369.1. Personal Transportation Vehicle Transportation Plans

Revises local Personal Transportation Vehicle (PTV) Plans for streets and PTV lanes, to now include consideration of shared use paths, boardwalks, and natural surface trails in the same plan, and add consideration for all alternative mode network means of travel:

- Personal Transportation Vehicles (PTV) – aka “motorized carts”
- Pedestrians
- Micromobility Devices
 - Adaptive Cycles
 - Bicycles
 - Electric assisted bicycles
 - Personal electric vehicles (PEV)
 - Pedal-assist electric vehicles (PA-EV)
 - Other vehicles (OPDMD)

Micromobility Traffic Safety Education Opportunities

- Georgia Governor's Office of Highway Safety – new Program Area(s)
 - Micromobility Safety
 - Commercial Delivery (PA-EV)
- Operator safety training materials
- Vehicle driver training education & materials
- Georgia Safe Routes to School student safety program
- Police training
- Commercial point-of-sales outreach
- Vulnerable Roadway User safety initiatives
- Georgia Electronic Accident Reporting System (GEARS) data





Link to proposed Micromobility Traffic Safety Act
and additional safety education resources

<https://bikewalkfayette.org/micromobility>



Legislative Submission Strategy

- ✓ Georgia Municipal Association (GMA) coordination & presentation
- ✓ NLT 25 NOV – Submitted to local GA State Representatives & Senator

Fayette County local jurisdictions pass resolutions of support:

- ✓ 4 NOV: Fayette County Transportation Committee
- ✓ 20 NOV: Tyrone, Peachtree City
- 11 DEC: Fayetteville
- 15 DEC: Brooks
- 8 JAN(T): Fayette County Commissioners

DEC – Coordinate resolution support requests with other local jurisdictions and stakeholders including community organizations and businesses

JAN - Proposed Bill added to the Georgia Legislature 2026 roster for action

Discover E-Bikes ←-Online Advertisement

The best ebike/dirt ebike, adaptable to all scenarios.

GA Code violations for electric assisted bicycles & moped cycle



SAVE \$1300

FREE



6500W Electric Dirt Bike

2025 New

★★★★★ 95 reviews

- 6500W
- Max. Load 350 lbs
- Up to 70 Miles
- UP To 50 MPH

Electric Dirt Bike



SAVE \$1100

FREE



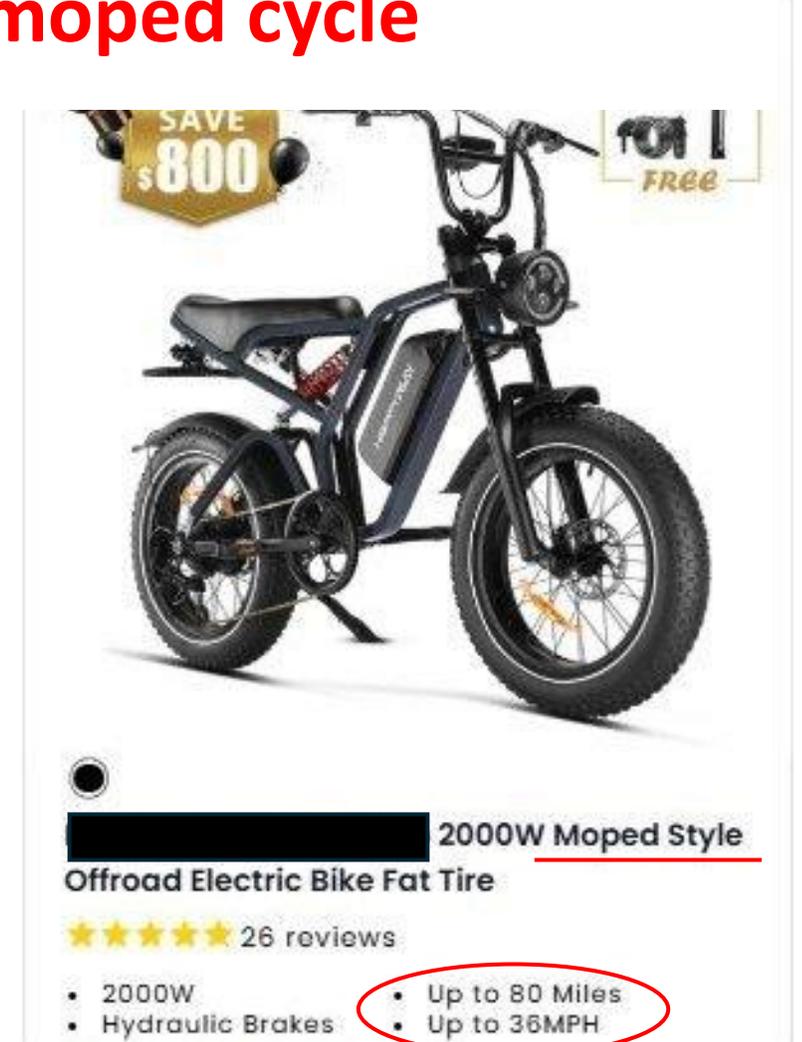
6000W Electric Bike

Dual Battery

★★★★★ 37 reviews

- 6000W
- Hydraulic Brakes
- Up to 78 Miles
- Up to 50MPH

E-Moto



SAVE \$800

FREE



2000W Moped Style Offroad Electric Bike Fat Tire

★★★★★ 26 reviews

- 2000W
- Hydraulic Brakes
- Up to 80 Miles
- Up to 36MPH

Electric Moped