



# Regional Safety Strategy

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July 7, 2021

ATLANTA REGIONAL COMMISSION

# Regional Safety Strategy

*In Association with:*



Mentimeter

# Today's Agenda



- RSS Overview
- Status Update
- Engagement
- Q&A
- Wrap-up and Next Steps

# RSS Overview



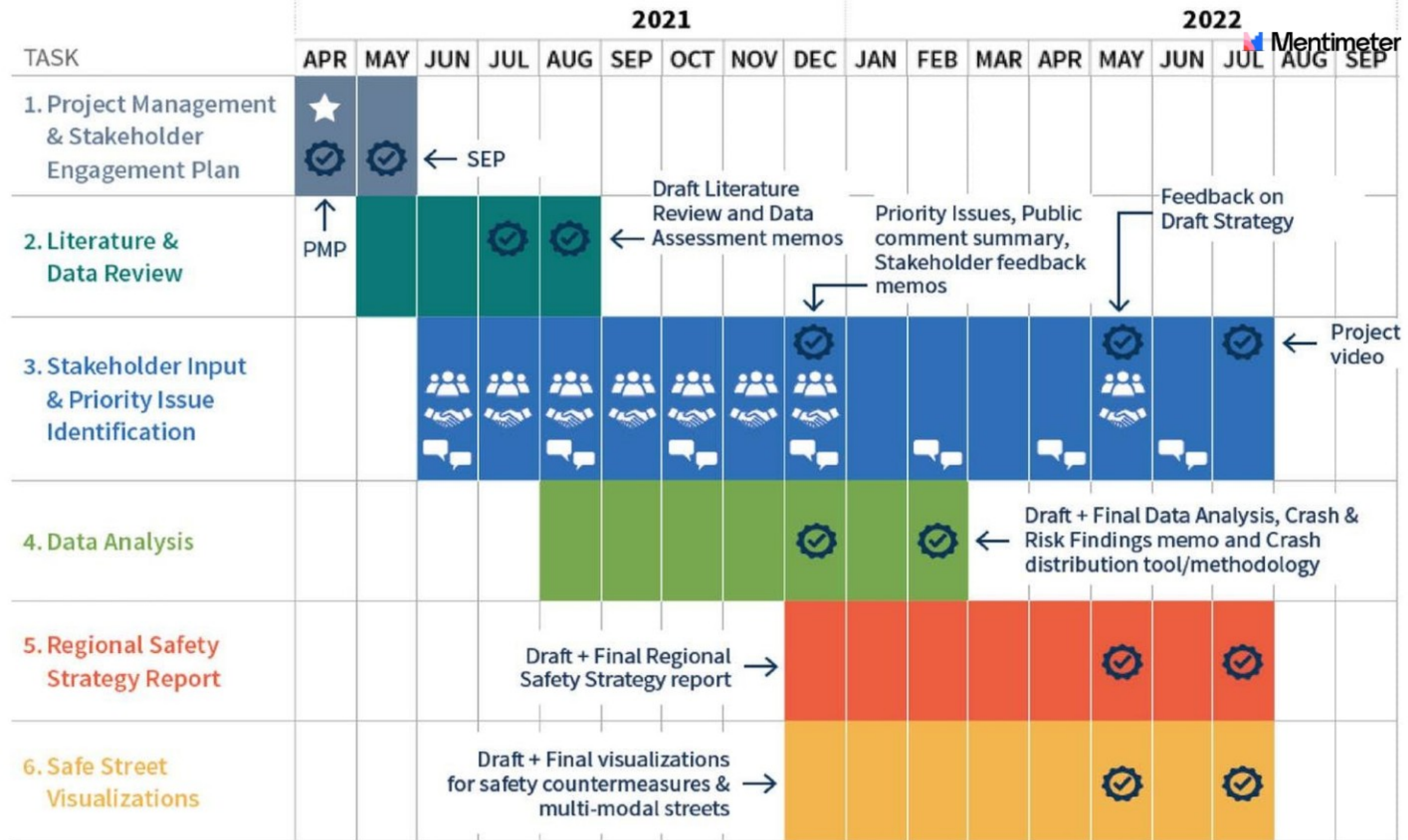
## ARC's Objective

Create a **Regional Safety Strategy** that addresses the safety of **all road users** through a **collaborative, multidisciplinary, and multimodal** approach.

## Guiding Principles

- **Incorporate** forward-looking, performance-based measures
- **Connect** strategy to existing plans and programs
- **Foster** collaboration and engagement
- **Balance** data-driven analysis with the human story

# Status Update



★  
Kickoff Meeting

💬  
TAC Meetings

🤝  
Stakeholder Interviews/Focus Groups

👥  
Public Engagement

⚙️  
Deliverable

# Data Review



ID	Database
1	Crash (most recent 5-7 years)
2	Roadway
3	Traffic/exposure data
4	American Community Survey (ACS)
5	Longitudinal Employer-Household Dynamics (LEHD)
6	ARC's Activity Based Modeling (ABM)
7	ARC bicycle and pedestrian crash risk maps
8	ESRI's Business Analyst
9	VHB Healthy Mobility Model
10	ARC Comp Land Use (although dated)

ID	Database
11	Transit data (MARTA, ATL, others)
12	RITIS
13	Homeland Security datasets
14	Licensed drivers by age, type, CMV
15	Alcohol sales establishments
16	ARC Open Data Portal
17	Georgia GIS Data Clearinghouse
18	Sidewalks/nonmotorized
19	Accessibility metrics

# Are there any other data sets or inputs we should consider in this process?

Possibly accidents involving stalled or parked vehicles on shoulders

Frank: Would the addition of city centers and open container allowances be of interest? I.E. include the projects of regional impact? Thanks, Bob.

Related to sidewalk infrastructure: condition assessment and ADA accessibility

When investigating signalized intersection that have a crash history identified, review of the signal timing to see if it contributes

ARC bike/ped propensity heat map; transit routes / boarding; regional bikeway inventory; presence / absence of sidewalks; school zones; sites of speeding enforcement?

Accessibility including lack of walkability

Comments/data from recent CTP efforts specific to safety

What about the City of Atlanta's High-Injury Network? The dataset is now out-of-date but is there any effort by ARC or others to update it? -Greg, ARC

Designated federal, state, and regional freight routes where different design standards might need to be considered.

# Are there any other data sets or inputs we should consider in this process?

Any data sets on school transportation - school systems definitely have it, from elementary all the way up through USG members.

I'm not sure what the policy is called, but GDOT's maintenance/resurfacing policies or standards around what they can and cannot do as part of resurfacing -- narrowing lanes, road diet, when they replace crosswalks and don't, etc



# Plans, Policies, and Projects Review



ID	Title
1	ARC's safety-related policies and practices
2	Safety partners' safety-related policies and practices (CTPs)
3	Highway Safety Improvement Program (HSIP)
4	GDOT Complete Streets Policy (2012)
5	GDOT ADA Policy Statement (2019)
6	GDOT Context Sensitive Design Manual
7	GDOT Design Policy Manual
8	GDOT Plan Development Process (PDP) Manual
9	GDOT Local Administered Project (LAP) Manual

# Are there any local plans, policies or projects that integrate safety successfully, balancing safety with other transportation objectives?

Please examine GDOT's Driveway and Encroachment Manual, which often dictates design in conflict zones.

Know this is not locals, but I'd take a look at Florida MPOs Vision Zero work and see what their plans are doing. The MPOs are collectively working towards a common goal.

It would be nice to better integrate safety improvements into resurfacing projects. It is significantly easier with local projects than state projects.

Not local only, but the most recent MUTCD has traffic volume graphs for when left turn lanes are recommended that are based on safety as well as capacity

Review and coordinate with ATL Regional Transit Plan. Also consider looking at transit operators' service standards related to safety (service standards will be included with each operator's Title VI program documents).

Microtransit pilots along with sensitivity training  
<https://kutc.ku.edu/sites/kutc.ku.edu/files/docs/Conferences/ADA%20Sensitivity%20Training.pdf>

County CTPs; peer MPO plans (esp Florida, Texas, North Carolina, Arizona); local Vision Zero plans / policies;

For Statewide: GOHS' SHSP; GDOT's HSIP; GDOT's Statewide Transit Plan. City of Atlanta has adopted Vision Zero, and should have a work plan. Each of the Counties' transportation plans should include a safety section.

I'm not sure what the policy is called, but GDOT's maintenance/resurfacing policies or standards around what they can and cannot do as part of resurfacing -- narrowing lanes, road diet, when they replace crosswalks and don't, etc

# Are there any local plans, policies or projects that integrate safety successfully, balancing safety with other transportation objectives?

The ARC ASTROMAP, in addition to the regional freight plan. The completed freight cluster plans also include a crash analysis in the study areas.

American Public Transportation Association Plan (APTA)

GDOT's Complete Streets policy (which needs an update as it does not include repaving) integrated with the new ped streetscape guide.

Not sure if there are any good constrained roads policies out there...one that helps evaluate appropriate LOS and other traffic operations in order to balance safety issues

Dangerouse

# Engagement



- Surveys/Interviews
- Stakeholder Focus Groups
- Stakeholder Workshop
- Web and Social Media
- Data and Stakeholder Experience

# What we've heard so far...

- Focus on people and lives
- Consider complete trip and safe connection across modes
- Balance safety with other priorities (mobility, equity, health, etc.)
- Integrate safety in TIP process
- Confirm construction/implementation of safety components
- Assess effectiveness of implemented projects



# Enter a word or phrase to describe the state of transportation safety in the Atlanta region today.



# What is the biggest challenge in implementing safety measures on a regional level?

Level of Service

funding

Many levels of approval

Enforcement

Permitting as an obstacle rather than a tool to get the best solution

Lack of respect on the roadways to public safety, workers etc

Singular focus on throughput/congestion

by-in

Disparate political will and funding.

# What is the biggest challenge in implementing safety measures on a regional level?

coordination (funding/resources/priorities) between regional partners (counties and municipalities)

Safety occurs at human scale, metrics don't reflect this

There is limited political will among decision makers for allocating the funding to safety measures instead of mobility expansion.

MUTCD

Conflict between state agencies

I think that implementation is very rarely fully accommodating for individuals with disabilities and aging communities. A lack of income also poses a great risk.

disjointed databases and governance processes

Not realizing that "adhering to standards/design criteria" is not the end all be all for safety

Political unwillingness to sacrifice speed and convenience for safety (and not just political - PEs and the general public too)



# What is the biggest challenge in implementing safety measures on a regional level?

From a macro point of view - lack of coordination between various jurisdictions, agencies and such across city/county boundaries - different priorities and funding streams make it difficult to tackle problem on a regional level.

Citizen's understanding of how advanced safety measures can improve their quality of life. We need to do a better job understanding citizen's concerns and sharing how best to address them with their policy makers.

Many level of performances

Enforcement

# What area of investment would make the biggest positive impact on safety outcomes?

Crosswalks

Sidewalks & cross walks

Speed deterrents

Sidewalks and bike paths

Sidewalk. Seperated bike lane

low cost pedestrian crossings / refuges - don't jump to the HAWK as the first option

Safety standards intended to be multijurisdictional

Complete streets

Retrofitting arterials/collectors with medians and road diets, esp on bus routes

# What area of investment would make the biggest positive impact on safety outcomes?

crosswalks

basic safety improvements (sidewalks, lighting, crosswalks, etc.) in underserved areas

Equity lens: improve regional equity by improving and rehabbing infrastructure in areas that are historically underserved. i.e. repair the effects of institutional racism and classism that have resulted in starker safety outcomes for some groups.

Infrastructureing including creating more and improving sidewalks.

Definitely speed deterrents, fixing our roads as well in current state they tend to lend to accidents and potentially injuring the public

Reaching out to each elected county and city local official, their appointed boards, i.e. planning commissions and NPU's, and leaderships of community associations, with how advanced safety projects can improve not just safety, but quality of life.

Sidewalk/crosswalks

Enforcement

Culture change/education/engineering to lower speeds/follow speed limits near land uses with higher vol of vulnerable users

# What area of investment would make the biggest positive impact on safety outcomes?

Planning Depts in regards to Comp Plans

GDOT State Transportation Board members for region

# Outside of this group, who do we need to connect with as we develop the Regional Safety Strategy?

ATL Planning Division & GRTA DRI Manager

Citizens

Local DOT leaders

COA VZ team

CIDs

Federal Highway, Local DOT, the people and the community leaders

Planning commissions, NPU's, organized community and/or home owners associations, citizens who have served on committees to update transportation, transit and zoning/comp plans.

Atlanta Students Advocating for Pedestrians

Connect with existing leaders in communities of color and non-English speaking communities to develop outreach to those communities

# Outside of this group, who do we need to connect with as we develop the Regional Safety Strategy?

Centers for Independent Living

People who don't drive for whatever reason whether that's older residents, children, by choice, etc.

School districts, housing authorities

Residents, especially those that bear the brunt of safety challenges in the region. Local planners + govt staff like rec/parks & education, boards of education, students etc. They are on the ground in communities and hear a lot of safety concerns.

Department of Public Health

ARC making driving safer for YOU!

# What is the news headline announcing the Atlanta region has reached a major safety milestone?

Zero deaths and 10% fewer crashes for the second year in a row!

Atlanta is top 10 safest places to drive and bike in nation

there has been zero fatalities on Atlanta streets for a consecutive number of years

Zero Traffic Deaths for the Past Year in Metro Atlanta

Zero traffic deaths for an entire calendar year.

A dream has become a reality: the Atlanta Region has no crash deaths in the past year.

Lane Change: How a Regional Safety Strategy reduced crashes across the region

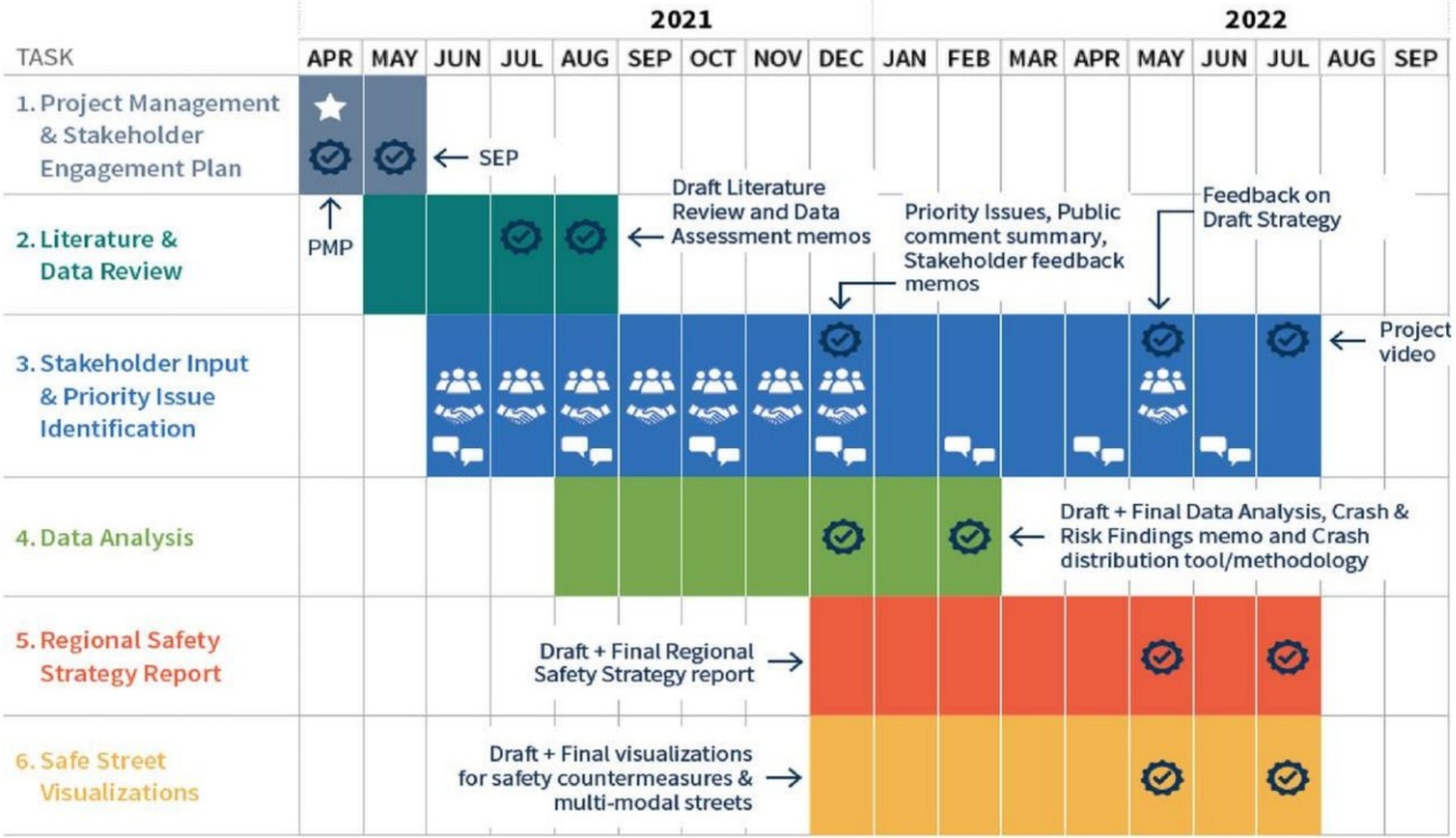
# Any questions for us?

0 questions

0 upvotes



# Wrap-up and Next Steps



★  
Kickoff Meeting

✔  
TAC Meetings

✔  
Stakeholder Interviews/Focus Groups

✔  
Public Engagement

✔  
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