

# Atlanta Vision Zero Action Plan October Virtual Information Session

Date and Time: October 4, 2023, 6:00 PM – 7:00 PM  
Location: Zoom

## I. Session Overview

The Virtual Information Session was a one-hour meeting held via Zoom. The meeting was hosted by the Atlanta Department of Transportation (ATLDOT) and the Action Plan consultant team, Toole Design Group (Toole), VHB, and Blue Cypress Consulting. The Information Session provided updates on the Action Plan outcomes and steps to finalization. A total of 45 people joined the Zoom webinar (which does not include the consultants and ATLDOT staff on the call).

### Agenda

1. Welcome
2. Vision Zero Action Plan Status Update
3. Overview of the Action Plan
4. Q & A
5. How can you help achieve Vision Zero?

## II. Minutes

### Welcome

Cole Smith (ATLDOT Vision Zero Manager) welcomed the meeting participants, walked through the agenda, and introduced the planning team. He invited participants to share feedback or questions through the chat function on Zoom.

### Vision Zero Action Plan Status Update

Betty Smoot-Madison (ATLDOT Deputy Commissioner of Strategy and Planning) shared the history of Vision Zero in Atlanta and the impetus for the Action Plan. She announced that the Action Plan will be published at the end of October.

Cole discussed the key elements of the Action Plan, including the High Injury Network, the Safer Streets Network, and the Implementation Plan. He explained that many stakeholders were involved in developing the Action Plan, including the Vision Zero Task Force, various community partner organizations, and the public.

Cole announced the City's commitment to getting to zero fatalities by 2040. A feasibility analysis and capacity analysis helped ATLDOT decide on this target year for Vision Zero. The

Mayor's Office is focused on the Year of the Youth this year. Cole explained that Vision Zero means that children today will be driving on drastically different streets when they reach driving age in 2040.

### **Overview of the Action Plan**

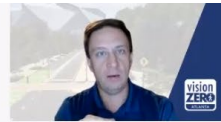
Chris Puglisi (Toole Project Manager) provided an overview of the Action Plan. He mentioned that there will be a letter from the Mayor at the beginning of the plan, which is an important endorsement. The plan's introduction will set the stage for implementation and ways of measuring progress. Chris summarized several ways that Action Plan team heard from the Atlanta community throughout the plan's development. Chris also highlighted various data analyses and deliverables produced as a part of this plan, including the High Injury Network and the Predictive Risk Network.

### **Safer Streets Checklist**

Omar Peters (Toole) discussed the purpose and contents of the Safer Streets Checklist, which will be an appendix in the Action Plan. This checklist includes 50 proven safety countermeasures.

### **Implementation Plan**

Byron Rushing (Toole) spoke to the reason why 2040 was selected as the target year to reach Vision Zero. While there are some ways that ATLDOT can implement "quick fixes" for safety, there are other projects that are going to require more time due to engineering design and approvals from different entities, such as the Georgia Department of Transportation. Byron also explained that much of Vision Zero relies on cultural shifts; getting people to change their driving behaviors will require extensive education over time.

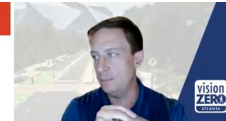


# Implementation Plan

- **Near Term Efforts:**
  - Build Staff Capacity
  - Quickly Deploy Low-Cost Solutions
  - Advance Scoping & Projects along the High Injury Network
- **Implementation Categories:**
  - Transformative Actions
  - High-Injury Network
  - Policy & Planning
  - Citywide (systemic) Safety
  - Equity
  - Enforcement
  - Culture Change
  - Data & Transparency
  - Partnerships



## IMPLEMENTATION



## 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.



## ELEMENTS OF SAFER PROJECTS: IMPLEMENTATION RUBRIC

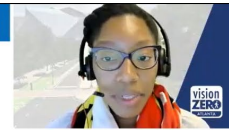
Does the Project...

	<b>Reduce risks along the High Injury Network?</b>	Projects should be prioritized along the city's High Injury Network to address the greatest needs and ability to reduce serious crashes.
	<b>Reduce risks within a Community of Concern?</b>	Projects should be prioritized within socially or politically disadvantaged neighborhoods, those most likely to suffer from higher traffic crash rates.
	<b>Establish a modal hierarchy?</b>	Street designs in the City of Atlanta prioritize the needs of pedestrians first, followed by bicyclists, transit riders, and cars or trucks.
	<b>Increase separation or protection for Vulnerable Road Users?</b>	Projects should create safe crossing locations at comfortable distances, build separated bikeways, and provide convenient transit stops and access.
	<b>Incorporate Proven Safety Countermeasures?</b>	The City's Vision Zero Action Plan identifies prevalent crash risks within the city. Evidence-based tools applied consistently and broadly will measurably reduce severe collisions.
	<b>Reinforce safe speeds?</b>	Street designs should reduce speeds to 25 MPH on all city streets or reinforce travel speeds that are appropriate to the street design and adjacent contexts.
	<b>Reflect the community's perception of safety?</b>	People choose modes and routes of travel based on their feelings of comfort. Projects must consider the community's needs and account for diversity of perspectives.

<b>YES</b>	The City will fund or recognize the project as a "Vision Zero" compliant project
<b>NO</b>	The City may not fund or support the project OR the City will request changes to the project to align with Vision Zero

### Key Performance Indicators

Stefanie Brodie (Toole) discussed the Project Evaluation Framework and Program Monitoring. This information will help the City make future investment decisions. She explained that the City will review before and after videos at safety project locations to evaluate the efficacy of the intervention.



## PROJECT EVALUATION Project Performance

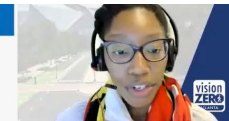
Atlanta Strategic Transportation Plan & Downtown Resurfacing Project

### GOALS

- Reduce crashes involving vulnerable road users
- Reduce serious injury and fatal crashes for all users
- Increase mileage of protected bike lanes
- Maintain operating speeds at or below the 25 mph speed limit
- Improve multimodal accessibility to land uses
- Increase the total person-capacity of the roadway to provide opportunity for multimodal transportation
- Minimize impact to existing corridor travel times and reliability/variability
- Reduce level of traffic stress for bicyclists
- Increase travel lane widths to meet City's minimum standards and reduce sideswipe crashes
- Increase compliance with traffic signal indications and parking regulations

Performance Measure	Weighted Performance Score		
	Before Construction	During Construction	After Construction
Safety Performance	9.0	9.3	9.6
Multimodal Access	2.0	4.0	5.0
Design Standard Compliance	1.0	4.0	5.0
Multimodal Traffic Volumes	5.0	4.0	4.5
Street Capacity	5.0	3.0	4.0
Vehicle Travel Time / Corridor Speed	3.0	2.8	2.9
Bicycle Level of Traffic Stress (LTS)	1.0	3.0	5.0
Observational Measures	3.0	1.0	2.0
<b>Total Weighted Performance Score</b>	<b>29.0</b>	<b>31.1</b>	<b>38.0</b>

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# Key Performance Indicators



### Annual crashes over past 5 years

By mode  
By severity



### Year to date number of crashes

By mode  
By severity



### Planned investments & implementation

Dollars for safety projects  
Number of safety projects  
Percent in CoCs

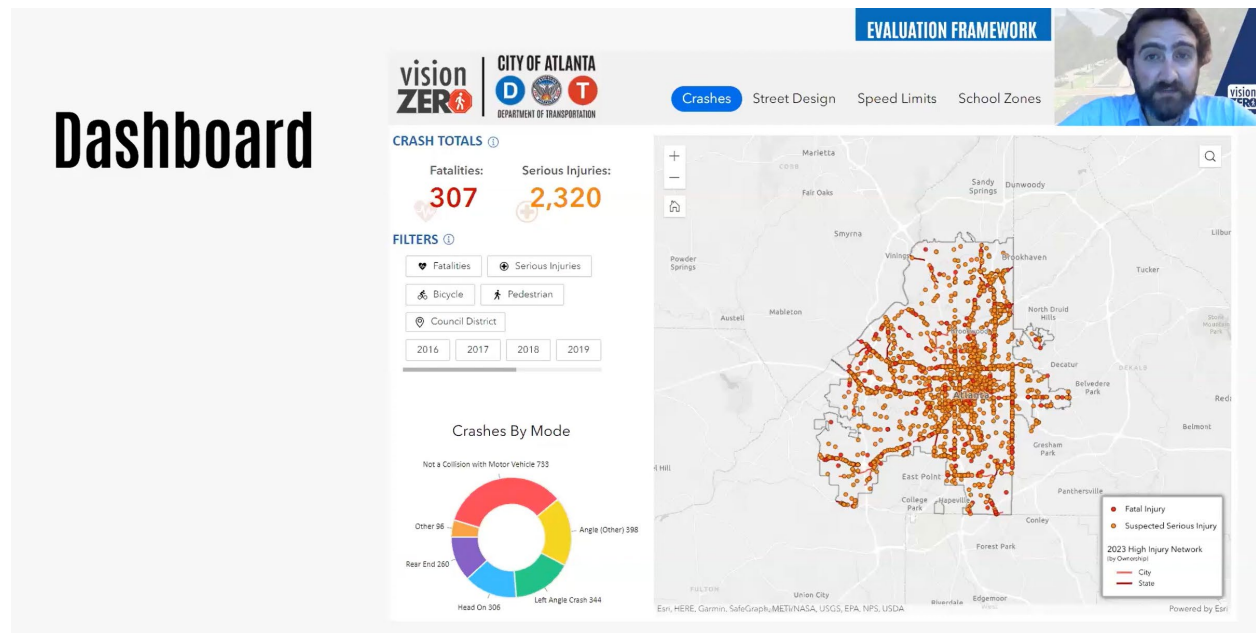


### Mapping

High Injury Network  
Communities of Concern  
Jurisdictions

## Data Dashboard

Cole discussed that the ATLDOT Vision Zero program will share its status on key performance indicators through a dashboard. The dashboard will likely continue to evolve, so Cole welcomed feedback on data points that community members would like to see.



## Q & A

All questions submitted throughout the Zoom meeting and responses from the planning team are available in Appendix A.

### How can you help achieve Vision Zero?

Chris shared some final remarks about how community members can be champions for Vision Zero, including: signing the pledge via the link on the project website (<https://www.atlvisionzero.com/engage>), attending public meetings for safety projects, and staying engaged with ATLDOT’s future events. He thanked participants for joining the Information Session and closed the meeting.

## Appendix A: Question and Answer Transcript

The following questions are a transcript of those submitted during the Zoom meeting. Minor spelling corrections have been made. The project team’s responses are recorded in the “answer” column. *Individual names have been removed from questions for privacy purposes.*

#	Question	Answer
1	Is there a link to the slides we can look at now? I missed a few of the first slides.	The slides from tonight's presentation will be shared via our website, ATLVisionZero.com, after the meeting. The meeting recording will also be made available on ATLDOT's YouTube channel.
2	I look forward to seeing the questions and comments from attendees. Please let us know how many people are on the call.	33 current attendees (at the time that this question was submitted)
3	Are there plans to add more speed tables and roundabouts to the streets, or plans to increase the number of roads that could get speed tables?	Yes, we will look for opportunities to align countermeasures such as roundabouts and speed tables with appropriate locations to slow speeds and make it safer for people walking, biking, and using our City streets. Fortunately, many of you voted on our Moving Atlanta Forward T-SPLIST and Bond Program, which includes funding for neighborhood traffic calming. This funding will help us implement projects based on the updated High Injury Network and the input collected during this process. Over the last few years, we have made adjustments to the City’s Code to enable and authorize certain strategic traffic calming measures on all of our roadways instead of being limited to neighborhood streets and minor collectors.
4	How many community attendees (non-staff/consultants)?	11 consultants, 37 attendees from community (at the time that this question was submitted)
5	I love the vision of drastically different streets! We need this!!	<i>Not applicable</i>
5	What are the hard limitations that set the goal for 17 years in the future? What would speed things up? It shouldn't take an entire generation to solve this	We envision that we will have drastically different streets in 2040, which will require time to make these cultural shifts occur. However, ATLDOT is committed to making quick fixes wherever possible.
6	How will you involve GDOT for unsafe state roads?	GDOT has been involved on the Vision Zero Task Force, so they have been part of the conversations related to the development of the Action Plan. They have weighed in on the strategies and actions within the plan. ATLDOT regularly coordinates with GDOT on various levels, including leadership coordination meetings as

#	Question	Answer
		<p>well as district-level, engineering-level, and safety team coordination. We have made a lot of strides in building our relationship and making sure that GDOT understands our priorities related to Vision Zero, and we look forward to continuing to work with them.</p>
7	<p>Once the Vision Zero strategy is released, how will these wonderful ideas be implemented and resourced? Do we have money already set aside in the Vision Zero budget? And is that adequate?</p>	<p>The City's Moving Atlanta Forward T-SPLIST and Bond Program is a major funding source that is already planned for several safety projects. However, Vision Zero is going to become fundamental to how we design all our projects; it does not rely on additional funding sources to move forward.</p>
8	<p>Will you explain the High Injury Network update that was mentioned?</p>	<p>The City looked at crashes over the most recent 5 year period at the time of analysis - 2017 to 2021 - and located them on the City's road network. Crashes were weighted by severity, and segments and intersections with a high crash frequency in close proximity were connected together to form the overall network. You can view the High Injury Network here:  <a href="https://vhb.maps.arcgis.com/apps/mapviewer/index.html?webmap=b3c5b6b5f16a4b0eba7b1b989703fafd">https://vhb.maps.arcgis.com/apps/mapviewer/index.html?webmap=b3c5b6b5f16a4b0eba7b1b989703fafd</a>.</p>
9	<p>Including these street changes into the Comprehensive Development Plan can create a funding path for the projects in the NPU's?</p>	<p>We are collaborating with the Department of City Planning for future engagement. Vision Zero principles will be tied in with the Comprehensive Development Plan's goals.</p>
9	<p>Hi! This is exciting! Will roadways that are on the docket for repaving incorporate these strategies moving forward?</p>	<p>Yes, this will be implemented through our LMIG program, which is our street resurfacing program. If you've been downtown in the past few months, we've been incorporating safe streets and Vision Zero into resurfacing projects already. We have an internal engineering design team that designed improvements such as the MLK Cycleway, which was implemented in partnership with Central Atlanta Progress. We're going to continue building capacity to do these types of projects.</p>
10	<p>Very glad to see LPIs and the closing of slip lanes in the recommendations. Were leading intervals for bicycle signals also considered?</p>	<p>Leading intervals for bicycle signals will be considered. We will have updated policies for signal timing.</p>



#	Question	Answer
11	To second the last question: can these be required for all resurfacings? To make certain that they actually happen? Thank you!	As capital projects are designed, we will ensure that Vision Zero principles are addressed. Our engineering teams will make design changes in projects as we see fit.
12	Are projects prioritized so the most dangerous spots are fixed asap?	Yes and no. We definitely want to address the most dangerous spots, but sometimes the engineering and implementation takes time. Our approach is to prioritize the communities that are most vulnerable and disadvantaged, based on the communities of concern methodology introduced early in the Action Plan process.
13	When will the 25-mph default speed limit on many city streets be put in place?	As a part of our Vision Zero ordinance in 2020, there was language in the legislation to make 25 mph the default speed limit on our city streets. In coordination with GDOT, we realized that we need to do more studies for some of the major streets and those streets on the state list of roads (LOR). We submitted over 100 engineering traffic studies for GDOT's approval to change the speed limits on those streets. This is an active process, and we're hoping by the end of the year, we will be able to start changing the speed limits on many of these streets.
14	Are school streets that limit automobile traffic directly near schools under consideration? Or just generally are safe routes to school for children who may be biking or walking alone being thought about	Yes, we are looking not only on the routes, but also working on making streets near schools as safe as possible. This also ties in with the coordination with GDOT's List of Roads policies. ATLDOT has a dedicated staff person who works on Safe Routes to School.
15	Will there be any social measurement of success, such as surveying residents near High Injury Network roadways to get a sense of their comfort with the street, their perception of its safety before and after improvements?	Qualitative feedback for perceptions of safety is definitely important. Engagement is always a part of our process. We will continue to seek to hear from those impacted by traffic violence.
16	How often will the dashboard be updated?	The dashboard will likely be updated on a monthly basis, but ATLDOT is still in the midst of determining its capacity to update the dashboard possibly more frequently. Fatal crashes are reported to ATLDOT on a weekly basis.
17	I understand the data and calculation of the benefit based on the data. However, I know and have discussed with my commissioner the incorrect data assimilation. IE I took pictures of many of	This can be a problem for a lot of crashes. However, this was part of the reason that the Action Plan team also considered predictive risk factors. Regarding the specific intersection,

#	Question	Answer
	my witnessed crashes, not including near misses. After seeing these they are not recorded correctly. How do we improve this. This intersection is huge and without a light. Marietta Blvd and Bolton Drive recorded as Coronet. This misinterprets where the crash occurs	ATLDOT encourages sharing more particulars so that it can be investigated further.
18	How will the dashboard and where fatalities take place inform the Vision Zero implementation plan or is this provided for information only? Thanks for your efforts. Pedestrian deaths are at a 40 year high, and this can not come soon enough.	Yes, pedestrian deaths are at a 40-year high. However, the City's year-to-year data shows that the number of fatalities is trending lower than this time last year. ATLDOT is leading an effort to coordinate with the Department of City Planning and the Police Department to study locations where fatalities occurred and identify quick fix solutions.
19	What is an LOR?	The LOR is the State List of Roads, which is a pre-approved list of streets which speed limits have been set by GDOT through engineering studies and enables local law enforcement to run radar enforcement on those streets.
21	Is planning for bikes off the streets part of the plan	Separation of bikes is a key strategy for safer street design. There are different ways to do so, and it depends on the context.
22	Is there a Vision Zero or ATLDOT staff member that works with Propel to visit crash sites, fatal or non-fatal, to evaluate visible issues and quick fixes? If so, could they reconcile incorrectly geotagged crashes?	ATLDOT has a great partnership with Propel. We are also coordinating with the Department of City Planning and the Police Department to visit crash sites and identify potential roadway modifications for safety.
23	Looking forward to reviewing the presentation video and deck online, presumably in a project or vision zero website. Thanks!	Yes, the presentation recording and slide deck will be posted at <a href="http://AtlVisionZero.com/engage">AtlVisionZero.com/engage</a> .