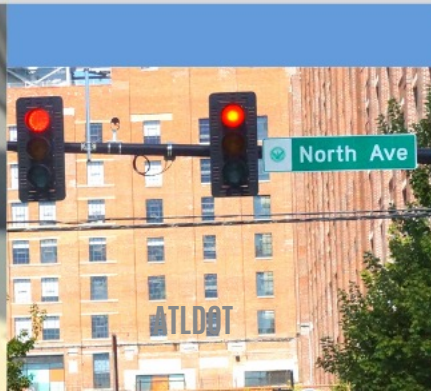




Transportation Committee Update

Mayor Keisha Lance Bottoms
Commissioner Josh E. Rowan, PE

February 2021



PRESENTATION OUTLINE

- Vision Zero
- ATLDOT Update
- Mobility & Planning – Project Prioritization
- Renew Atlanta/Capital Projects
- What's Next?



Vision Zero Update



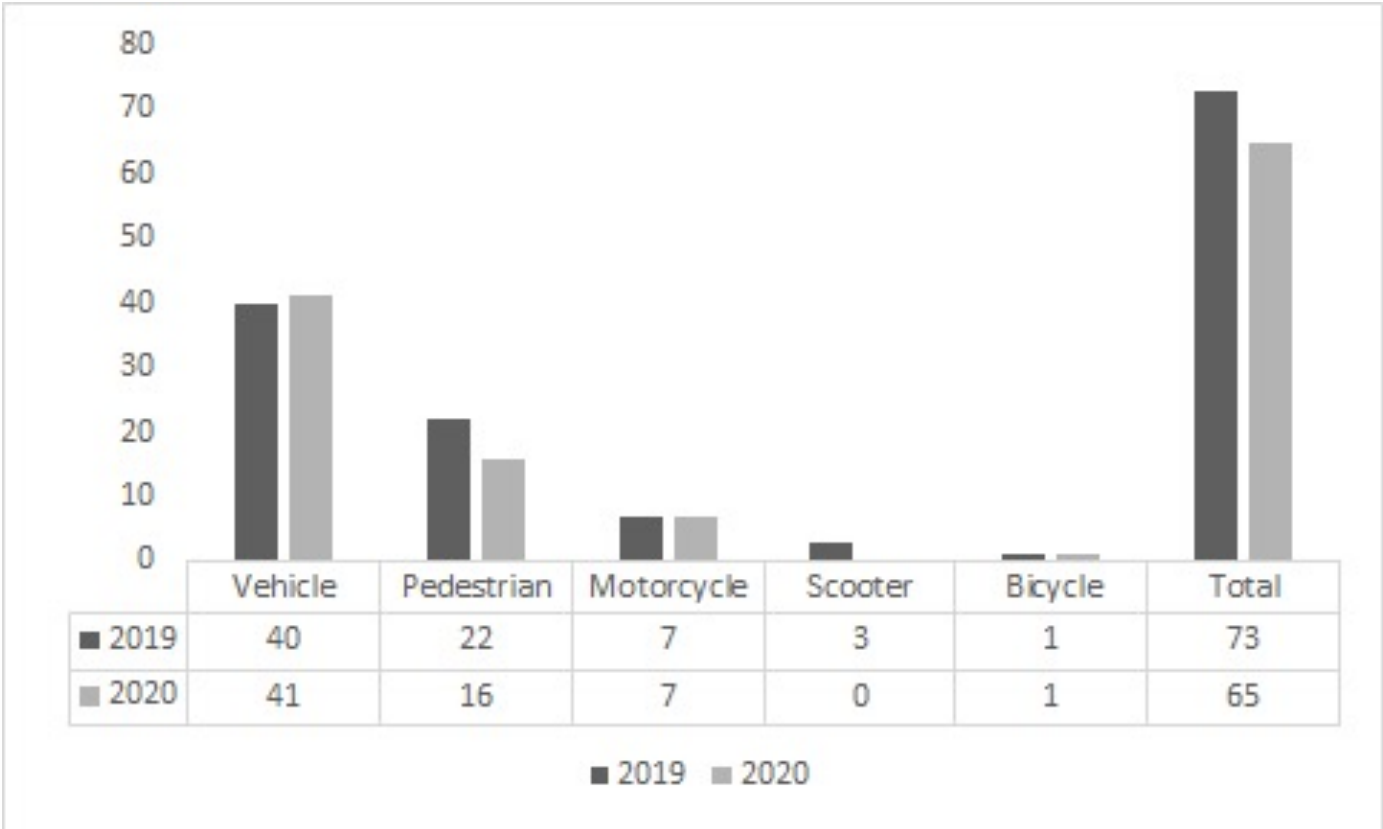
*SAFETY is our Business,
SAFETY is our Priority*



In 2020, 65 people died on Atlanta's streets including 16 pedestrians, 7 motorcyclists and a bicyclist



Traffic Deaths in Atlanta 2019 vs 2020 comparison



Source: APD



Centering Equity in Vision Zero

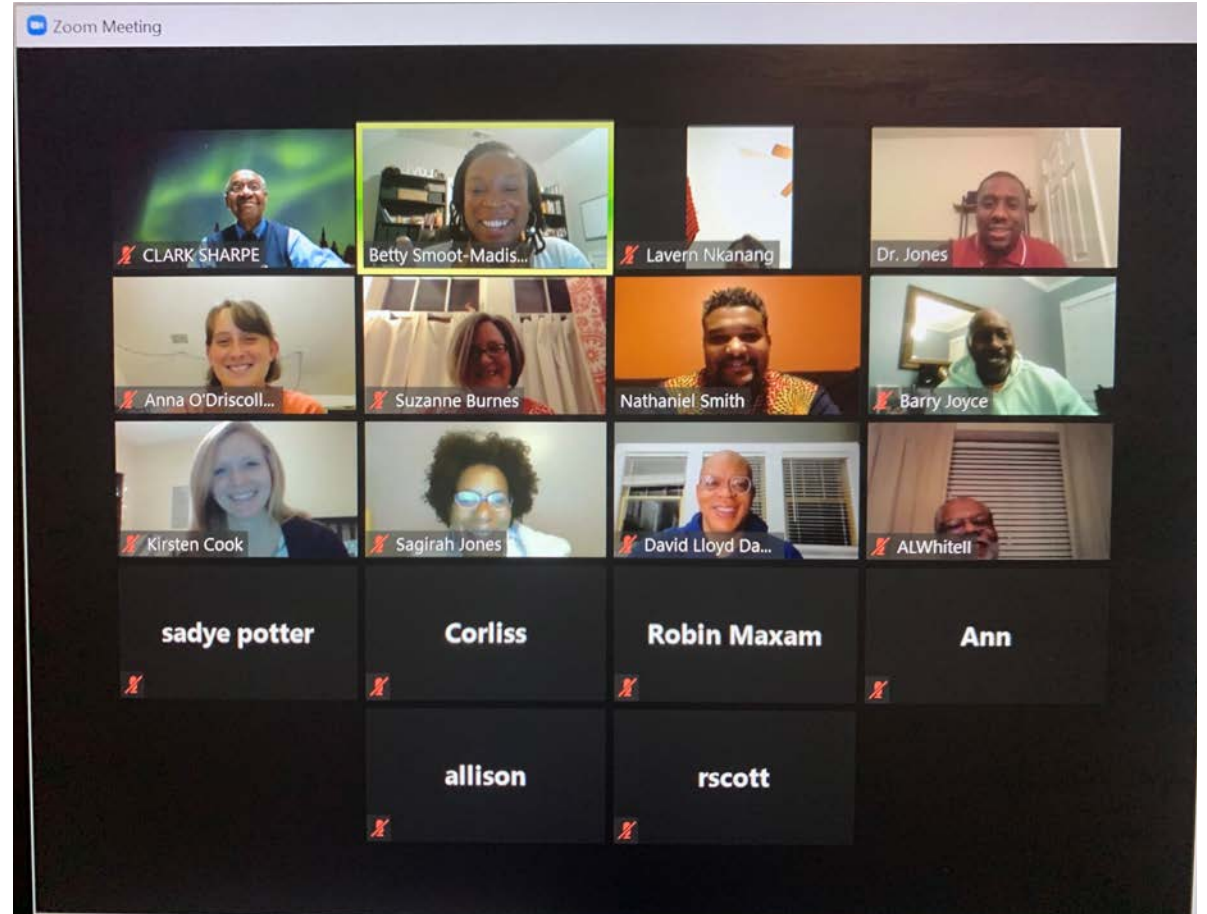


Vision Zero processes, strategies and outcomes must serve all, particularly vulnerable and underserved populations.

- Partnerships and Collaboration is Key

"I am very excited to increase my engagement for the promotion of the TSLA topics, discussions, processes and priorities throughout the Southwest communities."

~TSLA Participant



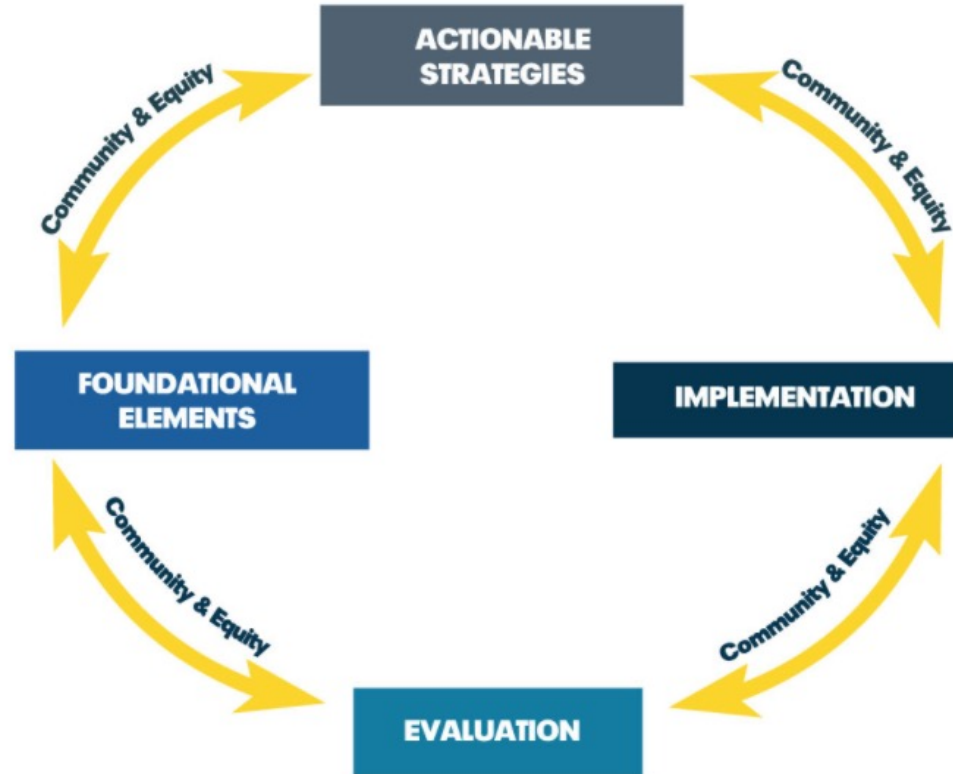
Safety & Vision Zero



Vision Zero Action Plan - Coming Soon



ATLDOT was awarded funding through the ARC TIP to develop our 1st Action Plan!



Graphic Source: Vision Zero Network

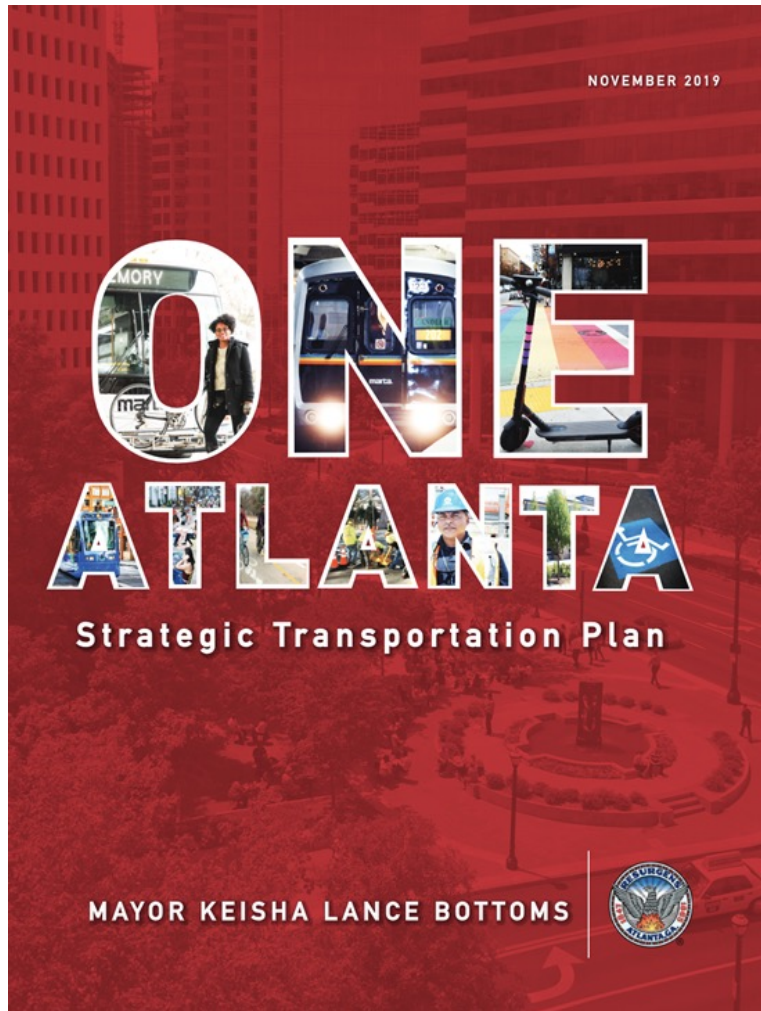




ATLDOT UPDATE



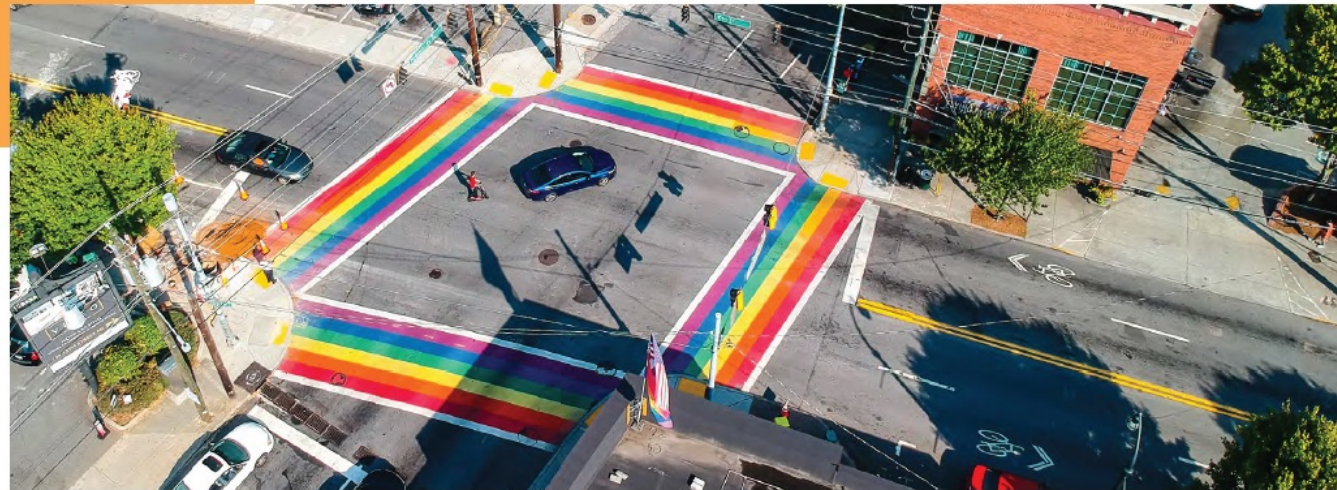
One Atlanta: Strategic Transportation Plan



ABOUT THIS PLAN

Whether redefining our transportation system, building a more affordable city or crafting new strategies for diversity and inclusion, we are always striving to become One Atlanta, where everyone has the opportunity to compete and succeed.

The Strategic Plan for Transportation is organized around the Mayor's One Atlanta pillars. Each chapter explains the City's goals and strategies for achieving each goal. The benchmarks section (pages 44 - 79) outlines one- and three-year milestones for each strategy, both to guide the City's work and ensure accountability.



A SAFE, WELCOMING & INCLUSIVE CITY

- Develop a Vision Zero program for Atlanta
- Take every opportunity to make Atlanta's streets safer
- Reduce injuries and fatalities on Atlanta's streets
- Use data to guide Vision Zero street safety interventions
- Develop a safety education and messaging strategy
- Make walking safer and more pleasant
- Make bicycling and micromobility safe transportation options for more Atlantans

THRIVING NEIGHBORHOODS, COMMUNITIES & BUSINESSES

- Build a 21st century transit network for Atlanta
- Manage public parking to balance the diverse needs of Atlanta's merchants, commuters and residents
- Leverage technology and partnerships to better manage congestion
- Make it easier to access jobs and services without a car
- Implement neighborhood-focused interventions that make our communities safer and more vibrant
- Improve the movement of goods through the city

WORLD CLASS EMPLOYEES, INFRASTRUCTURE & SERVICES

- Improve the condition and maintenance of Atlanta's roads
- Make ATLDOT a great place to work
- Recruit a talented and diverse workforce
- Enhance employee safety
- Improve workplace culture and support innovation
- Bring all transportation assets into a state of good repair
- Improve street lighting throughout the city
- Improve the City's response to emergencies

ETHICAL, TRANSPARENT & FISCALLY RESPONSIBLE GOVERNMENT

- Plan and distribute resources based on equity, safety and conditions
- Deliver transportation projects faster and more efficiently
- Strengthen regional and local partnerships
- Use innovative tools and methods to communicate with and engage the public
- Make city contracts more competitive and consistent
- Improve departmental coordination of work in the city right of way

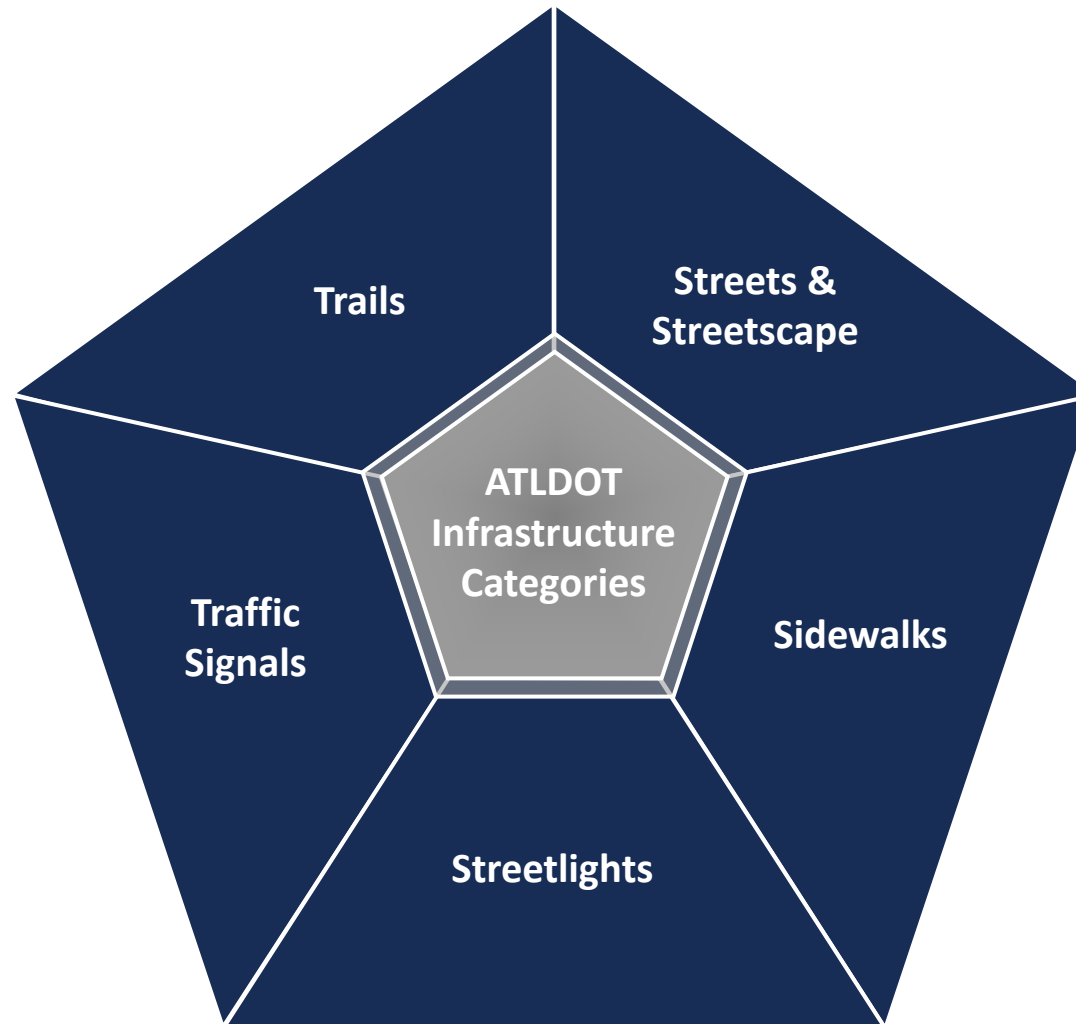




Mobility & Planning Update



Developing a citywide capital plan



Developing a citywide capital plan



Building transportation infrastructure where it is needed most will require prioritizing projects based on safety, equity and mobility – Not First Come, First Serve



SAFETY

Can this project improve our highest injury roads?



EQUITY

Can this project impact our most vulnerable residents?

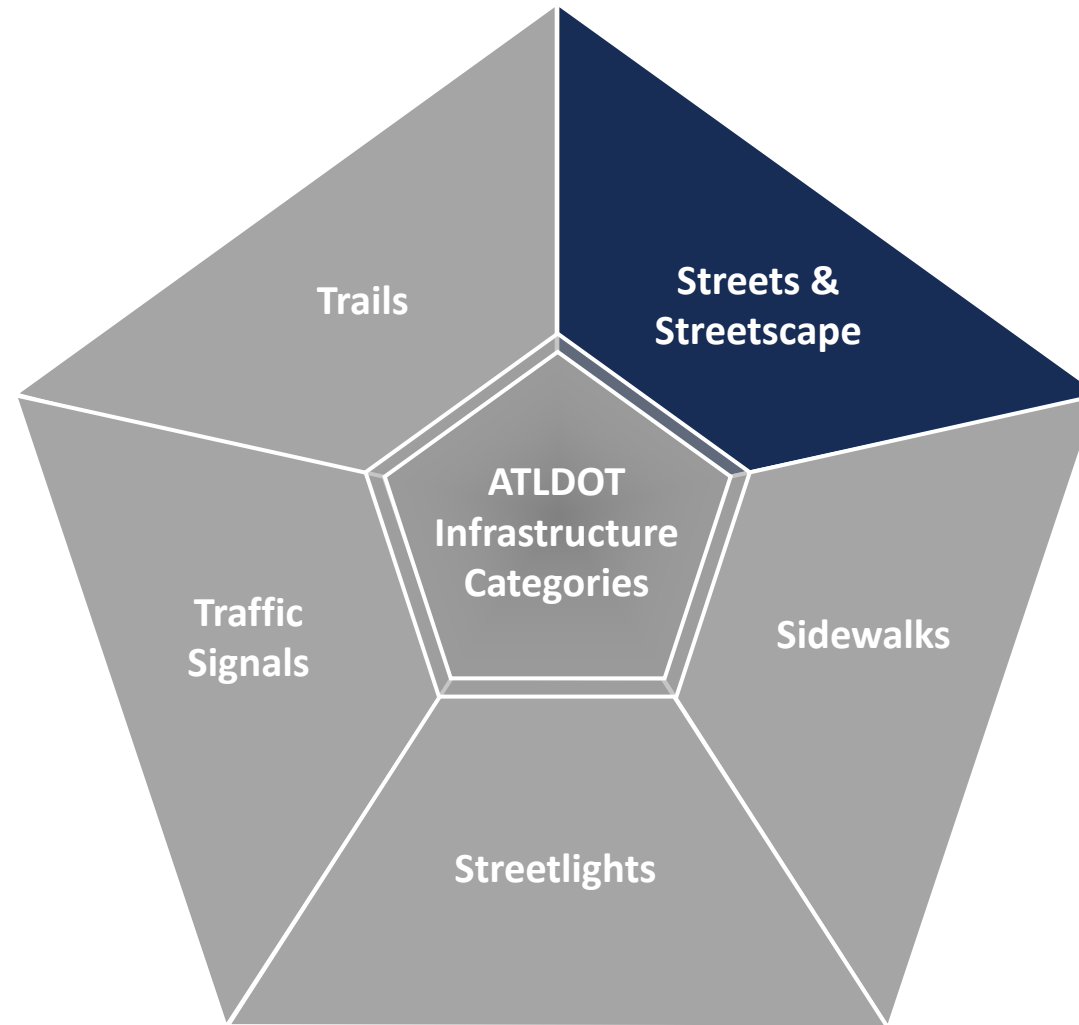


MOBILITY

Can this project improve mobility and modal shift?



Developing a citywide capital plan



Prioritizing street & streetscape projects



Through analytics, ATLDOT can better prioritize street projects



SAFETY

Can this project improve our highest injury roads?

- ✓ High-Injury Network
- ✓ Roadway Functional Class (local, collector, arterial)
- ✓ Potential for low stress cycling network (network connectivity, ROW width, etc)



EQUITY

Can this project impact our most vulnerable residents?

- ✓ Vision Zero Communities of Concern Criteria such as lack of vehicle access, race, poverty, etc.



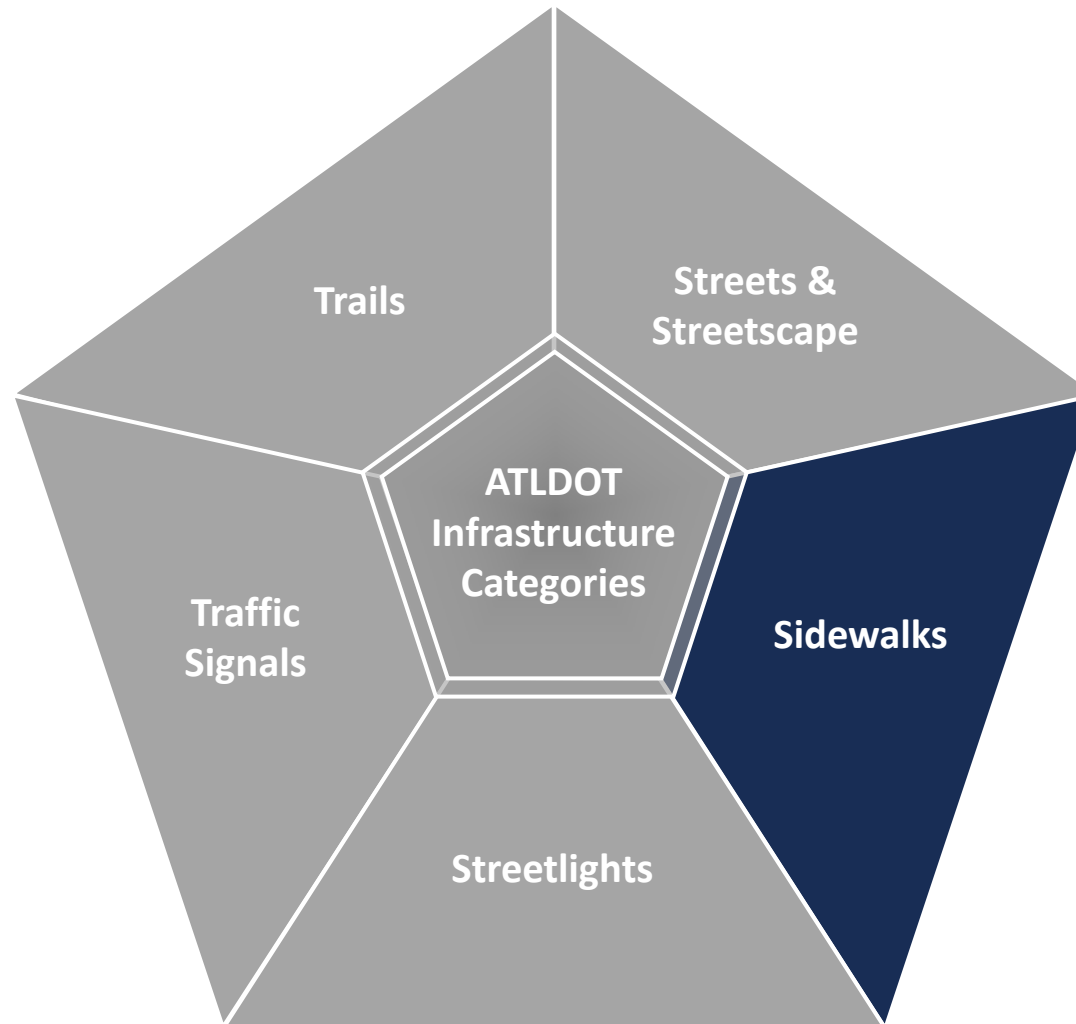
MOBILITY

Can this project improve mobility and modal shift?

- ✓ Pavement Quality Index / State of Good Repair
- ✓ Proximity to MARTA, schools, parks, hospitals, supermarkets, and senior facilities
- ✓ Population Density



Developing a citywide capital plan



Atlanta's Sidewalk Gap



The Atlanta Sidewalk Survey shows that the city has a 45% sidewalk coverage and a sidewalk gap of \$842-1070M

Category	Number of Curb Miles / Ramps	Cost per mile/ramp \$USD	Total Cost \$USD M
Missing Sidewalk ¹	600 miles	\$1,000,000 ²	~\$600-\$700M
Needed Sidewalk Repairs ³	225 miles	\$1,000,000 ²	~\$225-350M
Missing ADA-compliant ramps	4,320 ramps	\$4,000 ⁴	~\$17-\$20M
TOTAL			\$842-1070M

1 Current calculation of number of miles of street with no sidewalk at all. This number will grow as team analyzes smaller segments that may be missing sidewalk and adds the state routes.

2 Sidewalk cost can range from \$500K to \$2M per mile for new sidewalk on one side of the street. We assume \$1M here.

3 Sidewalk that's rated poor or very poor

4 Arcadis: ramps cost \$3500-\$4500 to install



Developing a citywide sidewalk plan



SAFETY

Can this project improve our highest injury roads?

- ✓ 150' proximity to ped-involved crash / High-Injury Network
- ✓ Roadway Functional Class (local, collector, arterial)
- ✓ Sidewalk & curb ramp condition



EQUITY

Can this project impact our most vulnerable residents?

- ✓ Vision Zero Communities of Concern Criteria such as lack of vehicle access, race, poverty, etc.



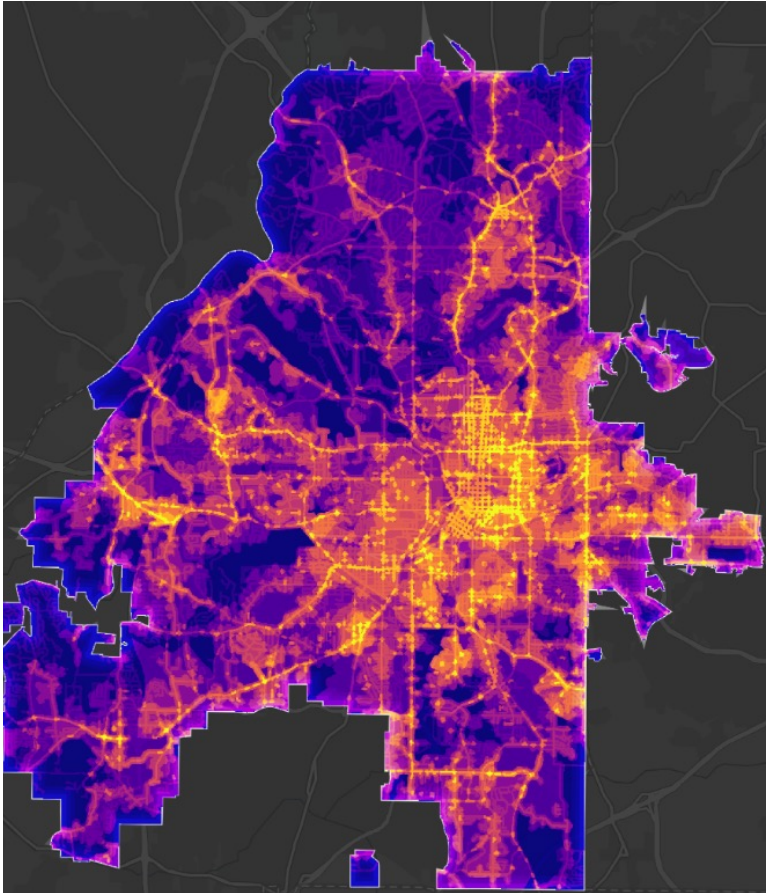
MOBILITY

Can this project improve mobility and modal shift?

- ✓ Proximity to MARTA, schools, parks, hospitals, supermarkets, and senior facilities
- ✓ Population Density



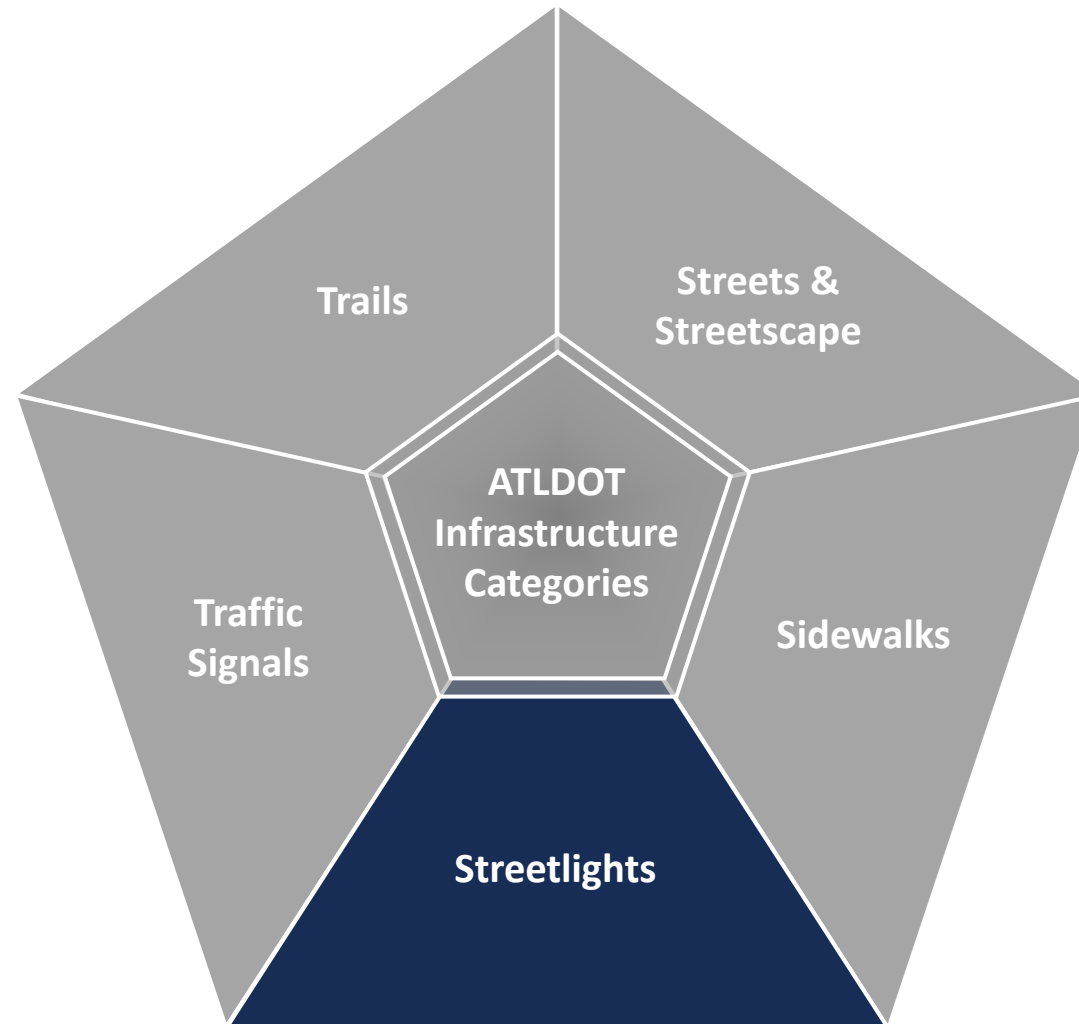
ATLDOT is developing an in-house geoprocessing tool



- Linear and point locations representing identified sidewalk repairs or gaps will be run through the prioritization model (a custom-built ArcGIS geoprocessing tool)
- Weights of influence have been pre-assigned to each dataset and a relative score applied to each location
- Projects scores are compared only to projects of the same type
 - Linear Projects under $\frac{1}{4}$ mile in length
 - Linear Projects between $\frac{1}{4}$ mile and 1 mile in length
 - Linear Projects over 1 mile in length
 - Point repair locations
- Other factors may be considered but are not built into the prioritization model, such as community & stakeholder input, project readiness, cost, and the ability to leverage partnership funding



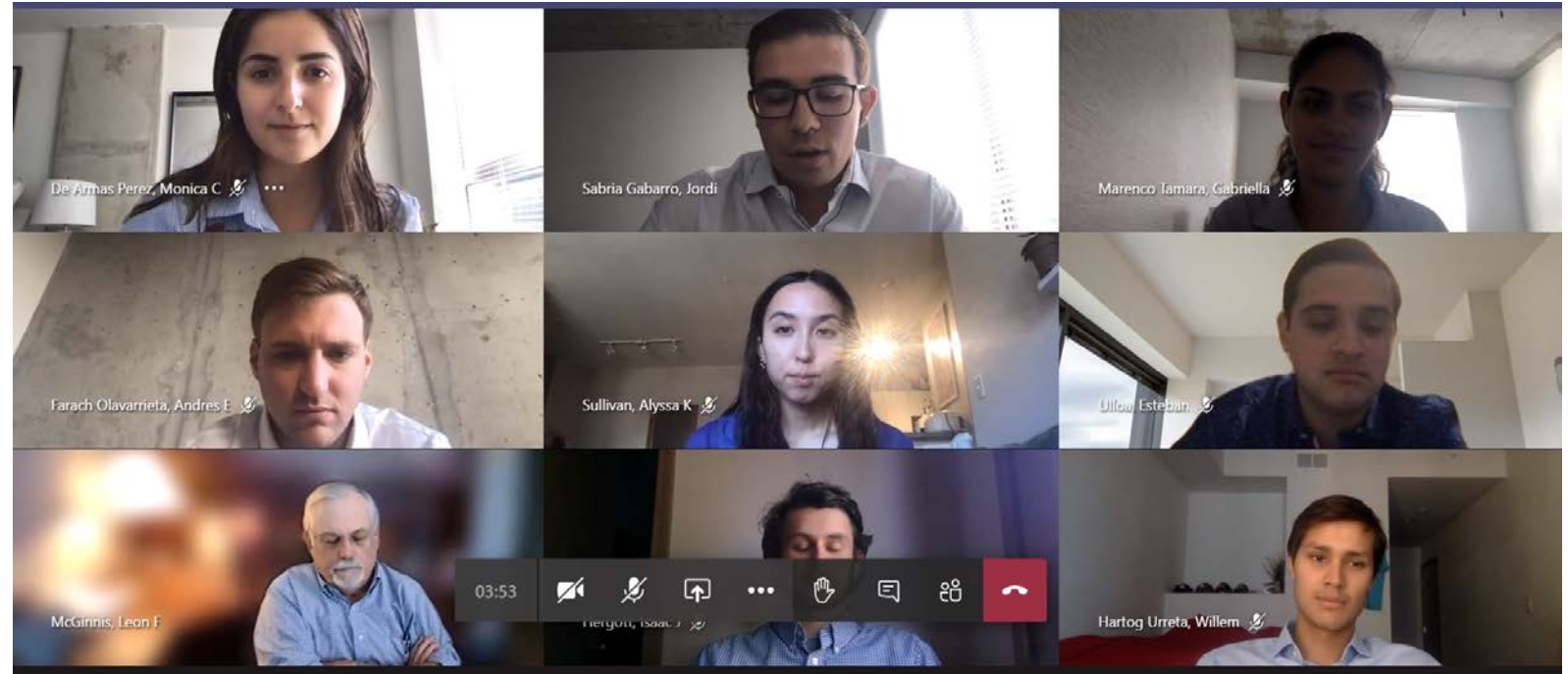
Developing a citywide capital plan



Streetlights



ATLDOT has partnered this semester with an industrial engineering team at Georgia Tech to evaluate the city's streetlight footprint. Recommendations will be presented to Transportation Committee in May.



Examples of streetlight gaps in Atlanta



CHALLENGES IN THOMASVILLE HTS

FOX 5 Atlanta

Residents frustrated with filthy living conditions at SW Atlanta apartment complex

... in a southwest Atlanta apartment complex say they're fed up with filthy living conditions. Felicia Morris has lived at the Forest Cove Apartment ...
Jun 11, 2020



CBS46 News Atlanta

Neighborhood brawl breaks out at Atlanta apartment complex

ATLANTA, Ga. (CBS46) -- Video of a community-wide brawl at the Forest Cove Apartments in Atlanta hit Instagram Wednesday and left many ...
Apr 17, 2019



WSB Atlanta

5-year-old boy hit by stray bullet in Atlanta apartment

Hicks came by the Forest Cove Apartment to get her daughter and three kids out before there's another shooting like the one Sunday night.
Aug 29, 2016



NO STREET LIGHTS



The importance of streetlights



Streetlights have been proven to reduce crime and nighttime traffic deaths involving pedestrians

STUDY: NIGHT CRIME DOWN IN NYC AFTER LIGHTING EFFORT

“Increased levels of lighting led to a 36% reduction in "index crimes" — a subset of serious felony crimes that includes murder, robbery and aggravated assault, as well as certain property crimes — that took place outdoors at night in developments that received new lighting”

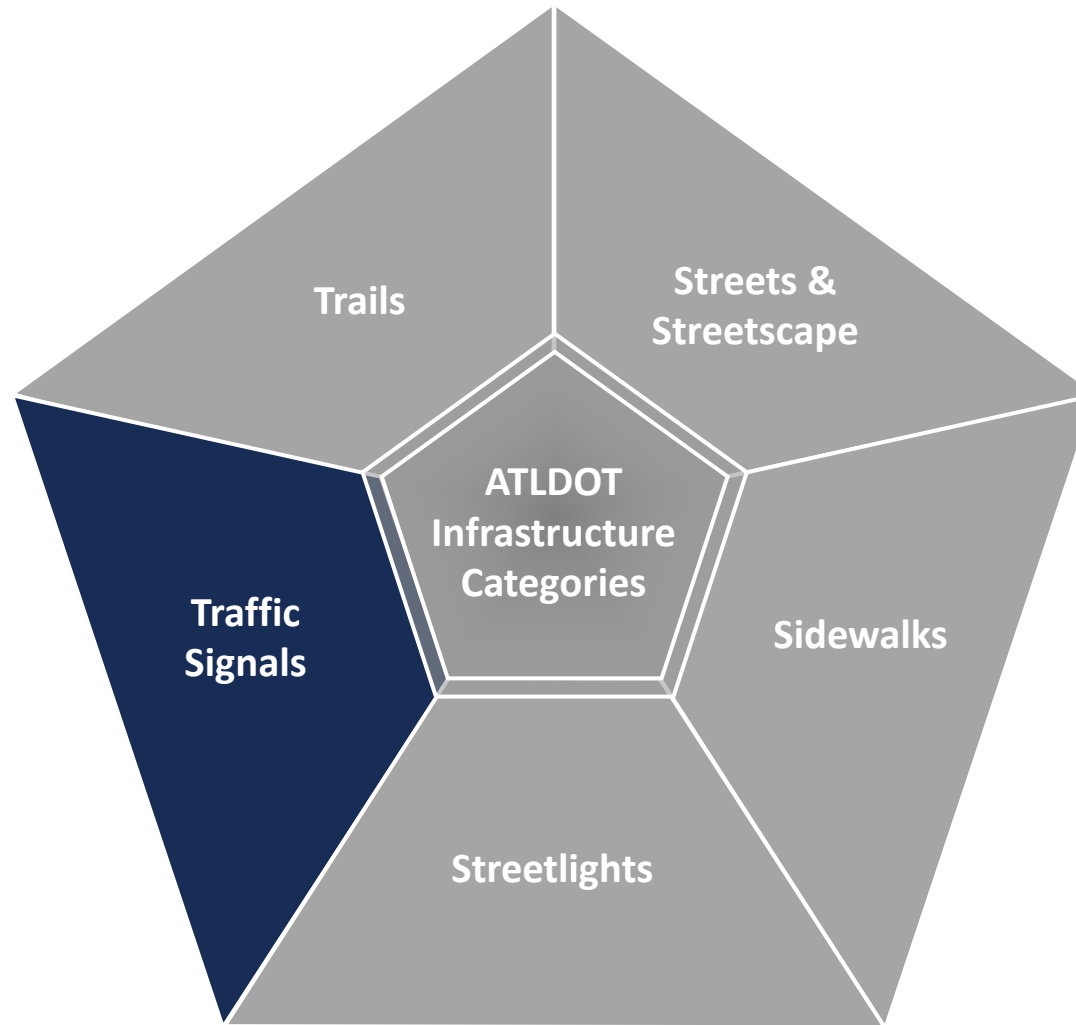


STUDY: PEDESTRIAN DEATHS DOWN 96% IN DETROIT WITH NEW LIGHTING

There's an interesting case study from Detroit where they had a major problem with streetlight repair. 40% of the streetlights in Detroit were broken or missing. They did a major \$185M bond to replace and repair 55,000 lights. before the repair, an avg of 24 people were killed walking each year in low light conditions. Afterwards in 2017, only one person was killed walking in low-light conditions.



Developing a citywide capital plan



Type of Traffic Signal Projects



Replacement / Upgrades of Signals

- Repairs are made as needed to existing traffic signals
- ATLDOT would like to do a more comprehensive diagnostic of traffic signal conditions to identify and address repair needs

Traffic signals in major construction projects

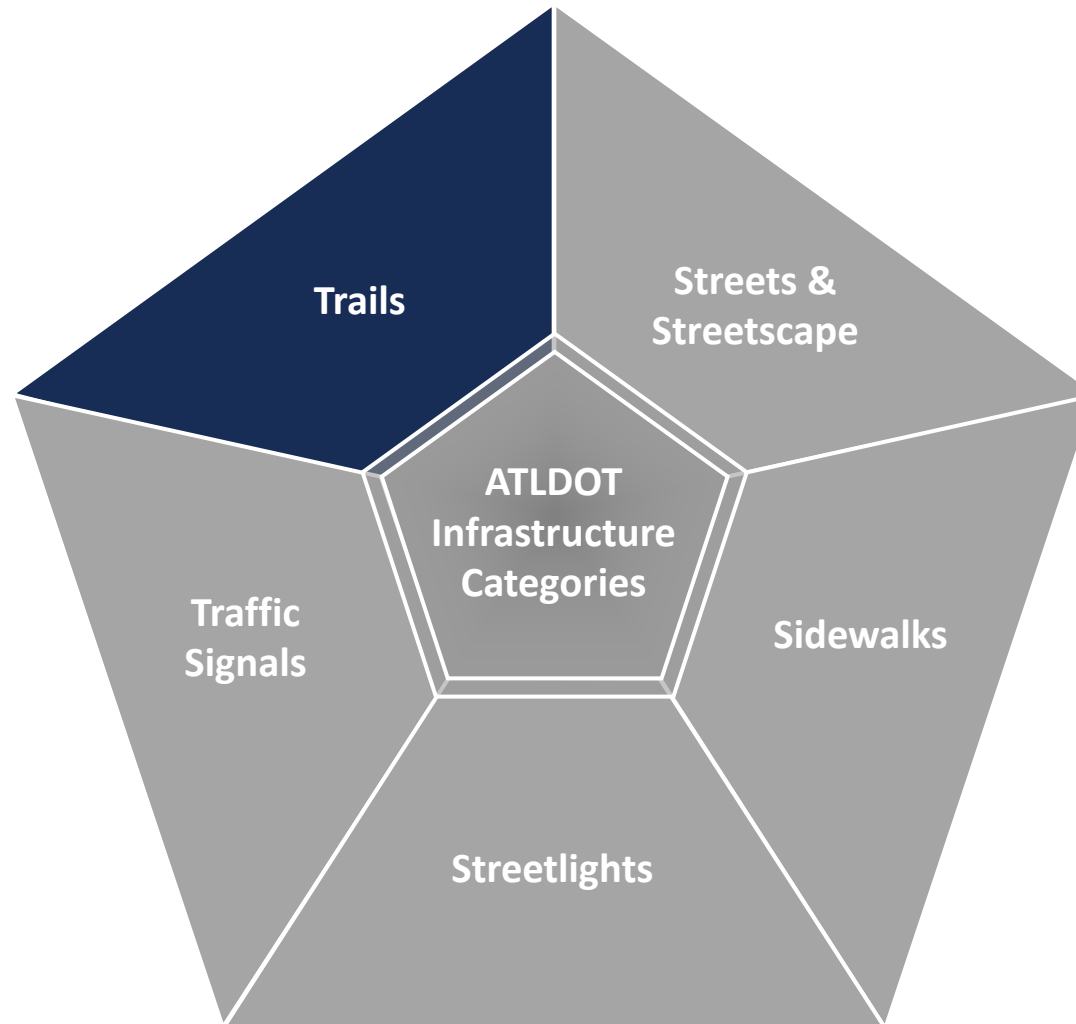
- Will be identified and funded through streets & streetscape methodology

Standalone traffic signal installations

- ATLDOT will use crash data and other analytics to identify unsignalized intersections that may need signals



Developing a citywide capital plan





Renew Atlanta/Capital Projects Update



Program Budget Update



FY21 Proposed Operating Budget: N/A
Renew Atlanta Bond: \$250M | TSPLOST Revenue: \$260M
Bond Premium: \$7.6M | Other: \$34.6M

Program Budget¹

Renew Bond:	\$250M
Bond Premium:	\$7.6M
TSPLOST:	\$260M ²
Other:	\$34.6M

TOTAL: \$552.2M



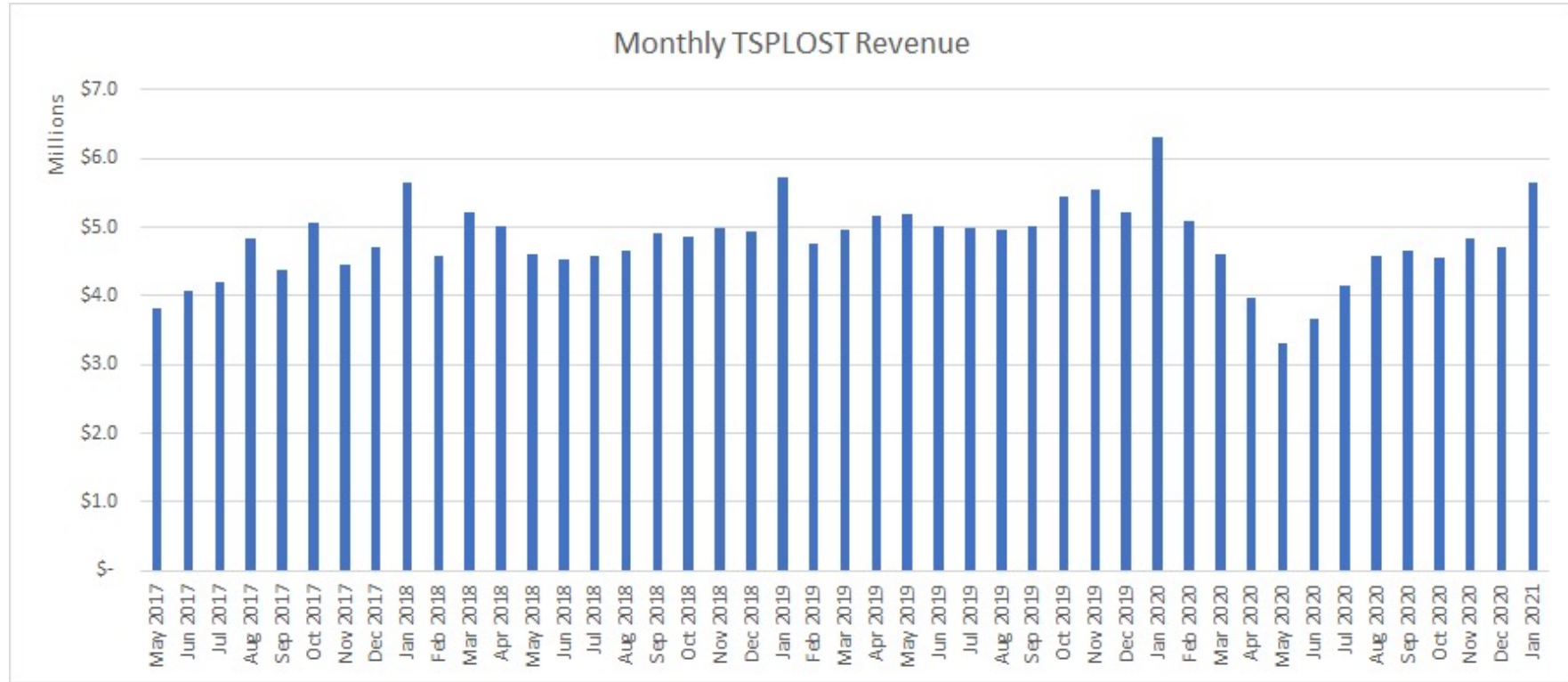
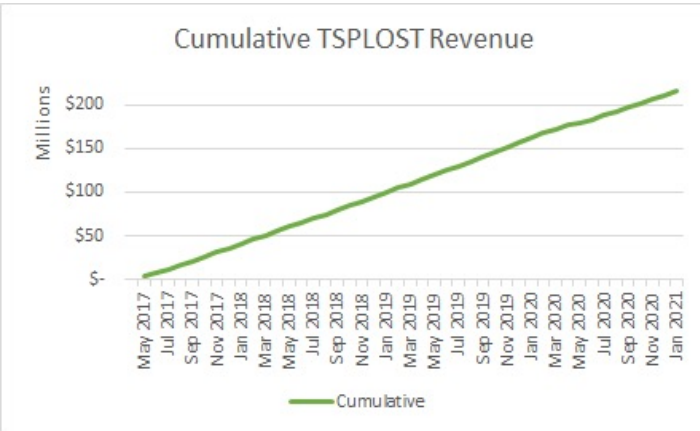
TSPLOST Revenue Collections



Collection Summary

Goal: \$260.0M
 Collections: \$216.6M
 Remaining to Goal: \$43.7M

*Collections through January 2021





TSPLOST COLLECTIONS

Report Month
January 2021

Collections Narrative

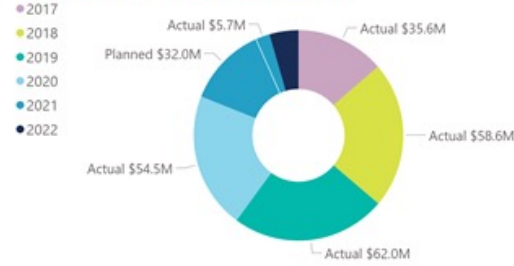
The program saw the effects of this pandemic during the 2020 Q2 TSPLOST collections, where collections were 29% lower than the 2019 monthly average. Our initial collections reforecast included an expected 50% decrease of the 2019 average before slowly recovering, which resulted in a \$4.5M shortfall. The steady rise in collections in 2020 Q3 continued into Q4, where collections averaged per month of \$4.7M, 15% below the 2019 average of the same period. However, according to the National Association for Business Economists, while growth is expected to continue, "The road ahead for the U.S. economy looks rockier now than it did in June." Despite the rise in Q4, this report continues to maintain a conservative approach of projecting future collections, and results in actual collections achieving the Program's baseline total of \$260M. Collections will continue to be monitored and projections updated as revenue collections continue and more economic data becomes available.

<https://www.marketwatch.com/story/economists-growing-less-optimistic-about-outlook-for-u-s-economy-11601874520#:~:text=For%20all%20of%20this%20year,the%20last%20survey%20in%20June.&text=Economist%20forecast%20growth%20at%20%20%25%20rate%20in%20the%20third%20quarter.>

Collections by Year

Year	Baseline	Actual	Planned	Planned + Actual
2017	\$32,000,000	\$35,579,014		\$35,579,014
2018	\$48,000,000	\$58,568,090		\$58,568,090
2019	\$54,000,000	\$62,019,404		\$62,019,404
2020	\$54,000,000	\$54,517,443		\$54,517,443
2021	\$54,000,000	\$5,662,608	\$32,012,519	\$37,675,131
2022	\$18,000,000		\$11,640,916	\$11,640,918
Total	\$260,000,000	\$216,346,559	\$43,653,435	\$260,000,000

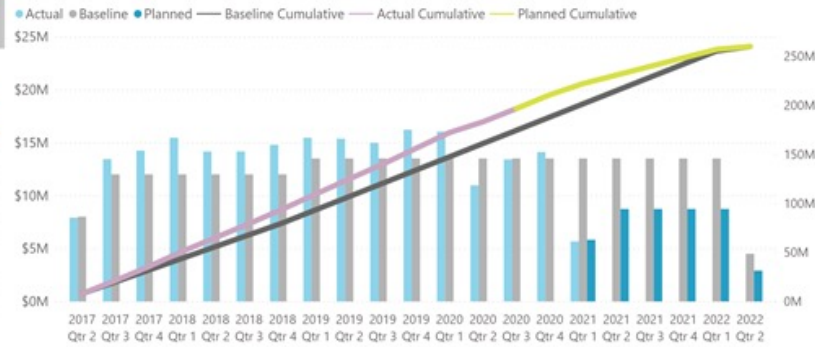
Actual and Planned Collections



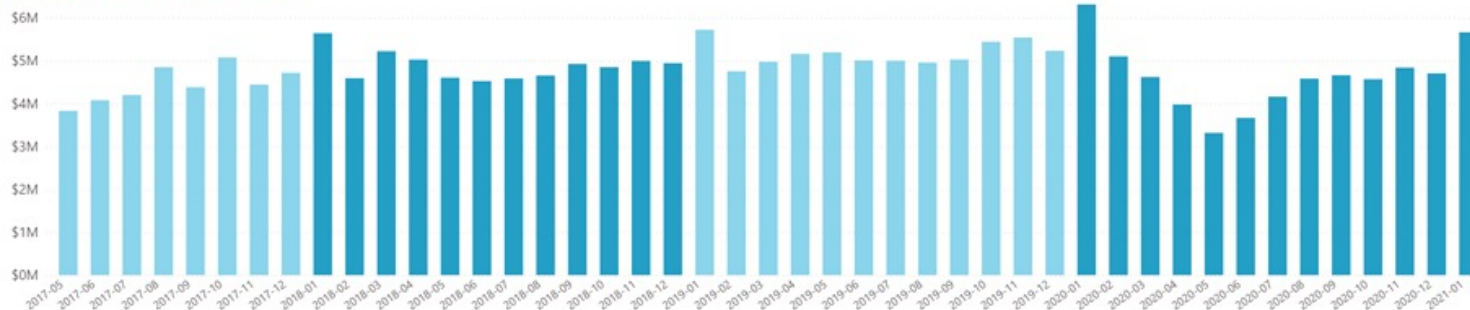
Actual Collections



Baseline, Actual, and Planned Collections



Actual TSPLOST Collections



Program Quarterly Report



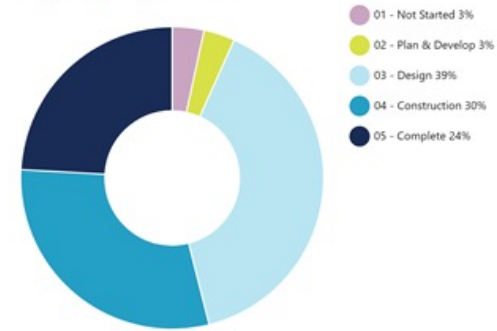
PROGRAM QUARTERLY REPORT

Project Manager: All | Fund Source: All | Report Quarter: 2020 Q4

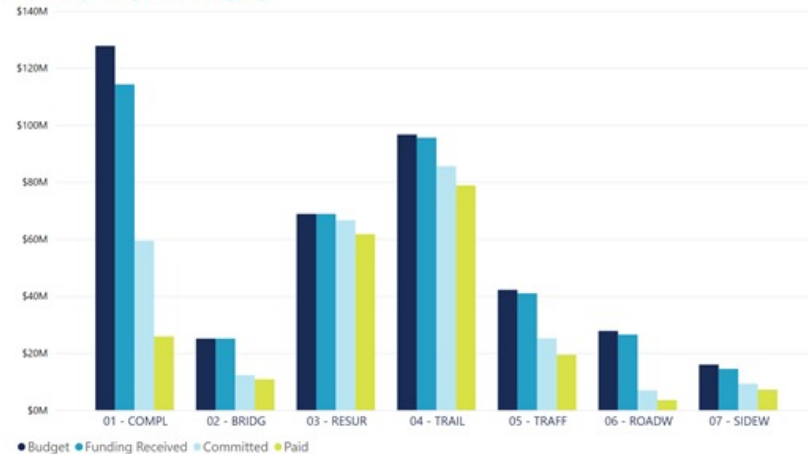
\$551.8M Budget	\$533.4M Funding	\$393.2M Committed	\$315.6M Paid	\$341.9M Planned Value	0.92 XPI	57.2 % % Complete
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Project Category	Budget	Funding	Committed	Δ Last Cycle	Paid	Δ Last Cycle
01 - Complete Streets	\$127.7M	\$114.2M	\$59.4M	0.0 %	\$25.8M	7.0 % ↑
02 - Bridges	\$25.1M	\$25.1M	\$12.3M	0.0 %	\$10.8M	2.0 % ↑
03 - Resurfacing	\$68.8M	\$68.8M	\$66.6M	0.0 %	\$61.7M	2.0 % ↑
04 - Multi-use Trails	\$96.7M	\$95.6M	\$85.6M	19.0 % ↑	\$78.8M	19.0 % ↑
05 - Traffic Signals	\$42.2M	\$41.0M	\$25.2M	1.0 % ↑	\$19.4M	0.0 % ↑
06 - Roadway Improvements	\$27.8M	\$26.5M	\$6.9M	0.0 %	\$3.5M	1.0 % ↑
07 - Sidewalks & Mobility Improvements	\$16.0M	\$14.5M	\$9.3M	0.0 %	\$7.2M	3.0 % ↑
08 - Unallocated Local Funding	\$12.6M	\$12.6M	\$0.0M	0.0 %	\$0.0M	0.0 % ↑
09 - Vertical Projects	\$61.1M	\$61.1M	\$58.5M	0.0 %	\$50.0M	2.0 % ↑
10 - PM, City Staff & General Services	\$71.4M	\$71.4M	\$69.5M	2.0 % ↑	\$58.3M	-2.0 % ↓
11 - Program Contingency	\$2.4M	\$2.6M	\$0.0M	0.0 %	\$0.0M	0.0 % ↑
Total	\$551.8M	\$533.4M	\$393.2M	4.0 %	\$315.6M	5.0 %

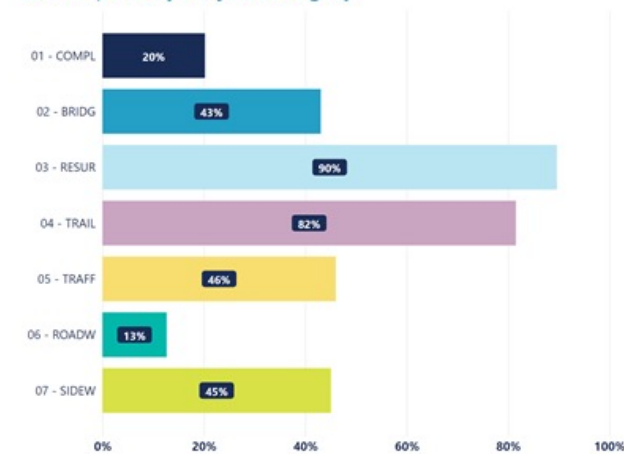
Budget by Project Phase



Cost by Project Category



% Complete by Project Category



Cash Flow Report



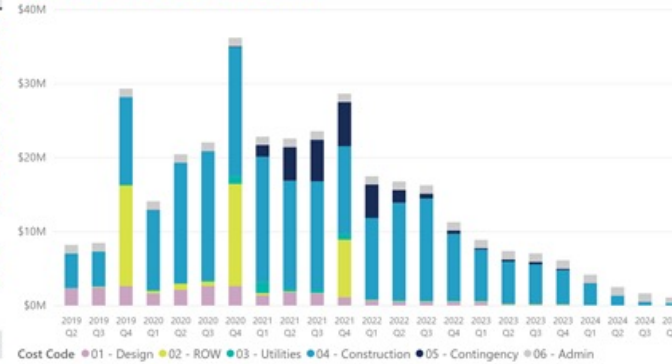
CASH FLOW REPORT

Council District: All | Portfolio: All | Citywide / Local: All | Fund Source: All | Report Month: December 2020

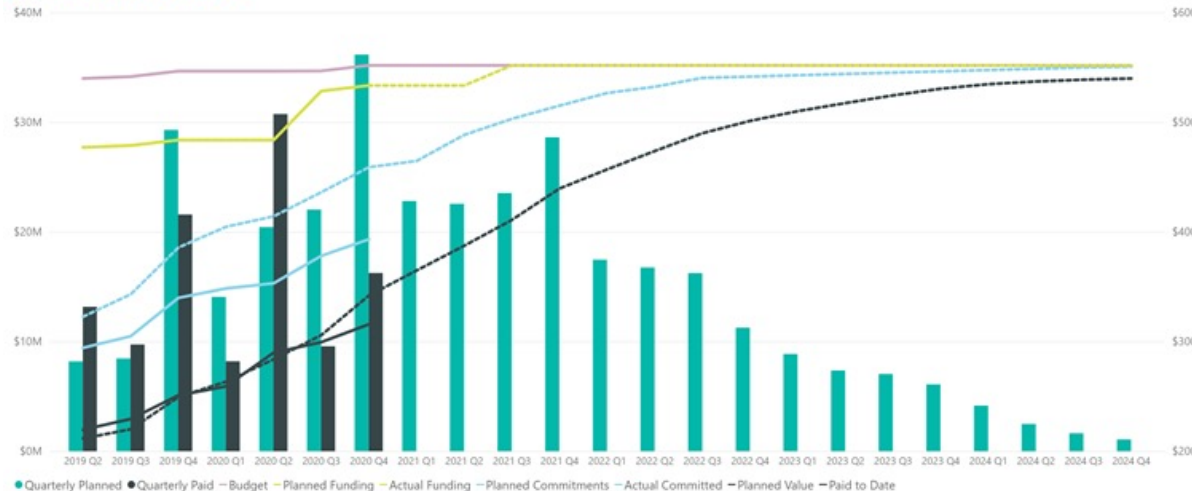
\$551.8M Budget	\$533.4M Funding	\$393.2M Committed	\$315.6M Paid	\$341.9M Planned Value	0.92 XPI	57.2 % % Complete
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Project Category	Budget	Paid	PV	SV	XPI
01 - Complete Streets	\$127.7M	\$25.8M	\$38.6M	(\$12.7M)	0.67
02 - Bridges	\$25.1M	\$10.8M	\$12.3M	(\$1.5M)	0.88
03 - Resurfacing	\$68.8M	\$61.7M	\$61.9M	(\$0.2M)	1.00
04 - Multi-use Trails	\$96.7M	\$78.8M	\$72.3M	\$6.5M	1.09
05 - Traffic Signals	\$42.2M	\$19.4M	\$27.2M	(\$7.8M)	0.71
06 - Roadway Improvements	\$27.8M	\$3.5M	\$17.1M	(\$13.6M)	0.21
07 - Sidewalks & Mobility Improvements	\$16.0M	\$7.2M	\$9.8M	(\$2.6M)	0.74
08 - Unallocated Local Funding	\$12.6M	\$0.0M	\$6.8M	(\$6.8M)	0.00
09 - Vertical Projects	\$61.1M	\$50.0M	\$49.1M	\$0.9M	1.02
10 - PM, City Staff & General Services	\$71.4M	\$58.3M	\$46.7M	\$11.7M	1.25
11 - Program Contingency	\$2.4M	\$0.0M	\$0.2M	(\$0.2M)	0.00
Total	\$551.8M	\$315.6M	\$341.9M	(\$26.3M)	0.92

Planned Values by Cost Code



Cumulative Cash Flow



Paid vs. Budget



Roadway Inventory



Totals for December 2020 through January 2021:

Asphalt laid: 2,160 Tons

In Place Road Length: 2.6 lane miles

NEW sidewalks installed: 1,508 LF

ADA Ramps installed – 5

Granite Curb: 100 LF





WHAT'S NEXT?



What's next for ATLDOT?



- Development of project lists using prioritization methodology
- Development of council district infrastructure scorecard
- Development of financing strategies for state of good repair
- Focused implementation of Vision Zero strategies
- Cascade Road & DeKalb Avenue.....Howell Mill
- Building project delivery depth through cooperative purchasing and on-call
- Reprocuring AE and PMT



Upcoming Construction



Complete Streets

- Howell Mill Complete Street
- 5th Street Complete Street
- Fairburn Road Complete Street
- J E Lowery Boulevard Complete Street
- **Cascade Rd Complete Street***
- RD Abernathy Blvd Complete Street
- Piedmont Ave Complete Street
- Juniper Complete Street
- W. Peachtree St. & Spring St. QB Complete Street



Roadway Improvements

- **Inman Park Neighborhood Improvements***
- Piedmont Road Capacity Improvement
- **Dekalb Ave Safety Improvements***
- Peachtree Corridor Multimodal Phase 3
- **LMIG Resurfacing***
- Krog Street Tunnel Lighting
- **Unpaved Roads – Phase I***
- Quick Implementation Bicycle Projects.
- 15th Street Extension



Multi-Use Trails

- **South Fork Conservancy Trail Pedestrian Bridge***
- PATH400
- Northside Drive Underpass



Traffic Signals

- **Citywide ITS/Signal***
- Traffic Combo 4
- Traffic Combo 1
- Peachtree Street TCC
- Piedmont Ave TCC Extension
- North Highland Ave Pedestrian Safety
- Piedmont Ave Pedestrian Safety
- Howell Mill Road @ Moores Mill Rd Intersection Improvements
- Moores Mill Rd @ West Wesley Rd Intersection Improvements
- **Midtown Atlanta Regional Activity Center***
- Midtown Traffic Signals



Sidewalk and Mobility Improvements

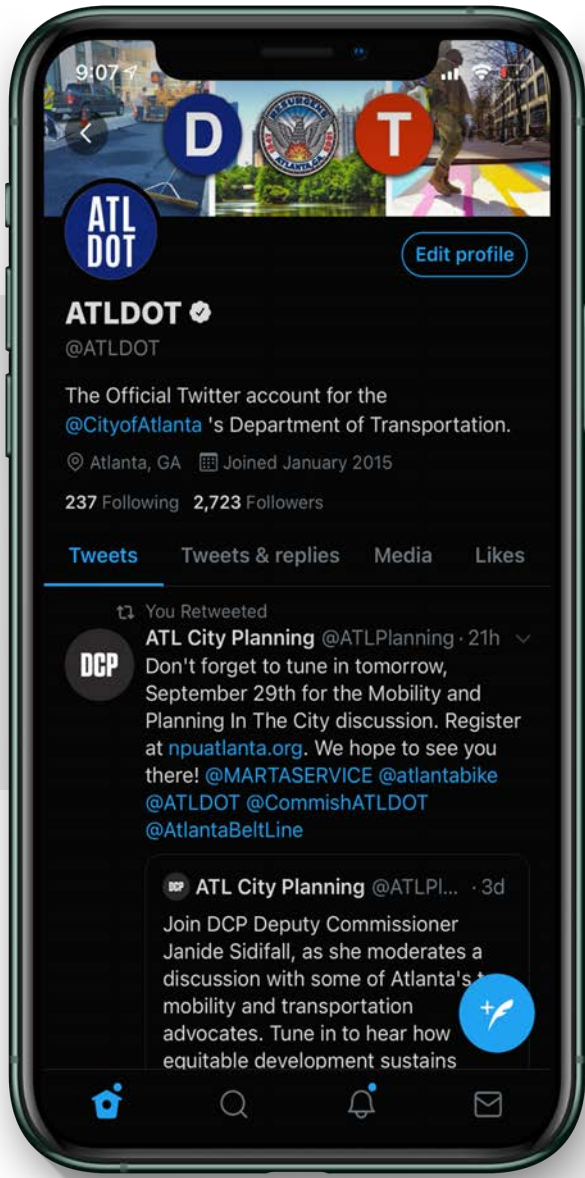
- **Little 5 Points CID Improvements***
- **West Wieuca PATH***
- **CDBG Sidewalks***
- North Avenue & Somerset Terrace Pedestrian Beacon
- Deering Road Sidewalks
- Broad Street Boardwalk
- Cheshire Bridge Rd
- Local District Sidewalks (Old Ivy, Edgewood, Putnam)

* Construction Package with Procurement

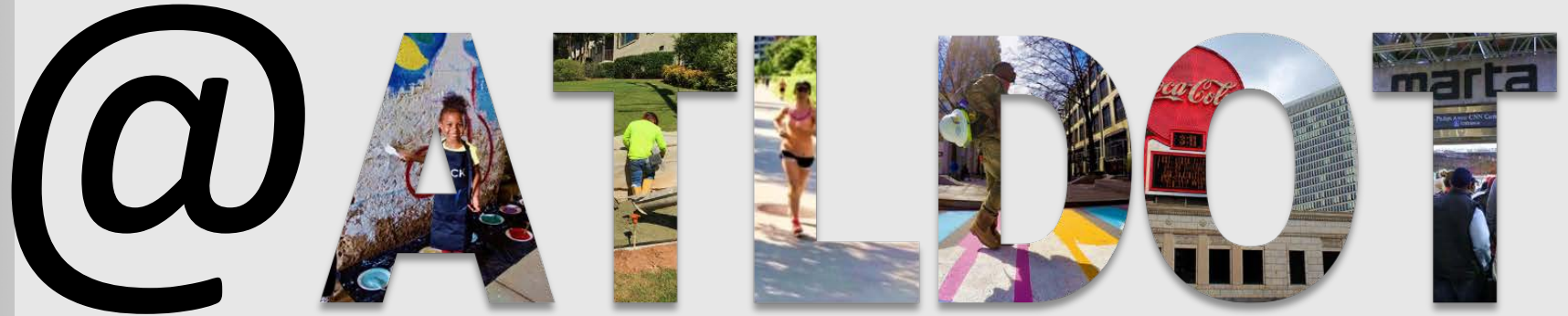


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“The greatest danger in times of turbulence is not the turbulence; it is to act with yesterday’s logic.” – Peter Drucker

