



Vision Zero Atlanta Annual Report & Interim Action

CITY OF ATLANTA



DEPARTMENT OF TRANSPORTATION

visionZER 

Atlanta's commitment to ending all traffic deaths



This Vision Zero Action Plan is dedicated to an incredible friend and colleague, Kemberli Sargent.

Kemberli has been an essential member of the City of Atlanta (CoA) team for over three years, and she is currently ATLDOT's Vision Zero Manager. On October 7, 2021, Kemberli was severely injured by an impaired driver while walking in Chattanooga, Tennessee, along with her spouse, Paul, our colleague Lizzy from the Atlanta Regional Commission, and several other friends. We are holding Kemberli and everyone involved in our thoughts and prayers daily as we await their full recovery.

Kemberli's creativity, enthusiasm, and dedication is evident across wide-ranging efforts she leads to improve public safety in Atlanta. We are grateful to Kemberli for her invaluable work in making Atlanta's streets safer for us all.

#KemberliStrong #Drive25 #SaveLives

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Image: Pop-up Slow Street in Oakland City
Credit: ATLDOT



Image: Children riding bikes
Credit: ATLDOT



Image: ATLDOT staff at a work site
Credit: ATLDOT



Image: Pedestrians enjoying a city trail
Credit: ATLDOT

Vision Zero Snapshot

Why does Vision Zero matter?

Since 2010, over 3,000 Atlanta families have been impacted by traffic violence. Atlanta has a YEARLY average of:

50

Fatalities

350

Serious Injuries



Even one death is unacceptable.

What is the City of Atlanta and Atlanta Department of Transportation (ATLDOT) doing about it?

The City of Atlanta's commitment to Vision Zero began in April 2020. ATLDOT is excited to share the progress of our Vision Zero initiatives over this past year, as well as lay the groundwork for the future. While this report showcases many of our recent accomplishments, we recognize that we are far from done. Reaching zero will require an ongoing meaningful conversation with all Atlantans, smart and targeted infrastructure investments, and the prioritization of people over speed. See what ATLDOT is doing to make Vision Zero a reality in Atlanta:

Unanimous Vision Zero Adoption

Seriously, everyone agrees. Zero fatalities is the right number. Page 5.

Setting a default 25 mph speed limit

Slower vehicles = safer streets. When you #Drive25 you #SaveLives. Pages 5, 10, 16.

Developing Advanced Data Analytics

We are developing advanced data tools to analyze crashes and infrastructure to ensure projects are installed where they are needed most. Pages 6-7.

Engineering for Safer Streets

Engineering is the most important tool we have. It also takes the most time and money. We are hiring more staff to design streets faster. We are prioritizing our money where safety improvements are most needed. Page 8.

Tactical Urbanism & Quick Response

Because a full street redesign can take time, we take an innovative and tactical approach whenever possible. We use the materials we already own, such as orange barricades, to slow down vehicle speeds and provide safer streets. Page 9.

Vulnerable Community Identification, Training and Outreach

We are prioritizing investment for people who have been historically under-invested in transportation infrastructure. We are planning for safety improvements in partnership with them. Pages 7, 12-15.

City's Largest Expansion of Street Lights

10,000 streetlights, in fact! Every neighborhood will see increased streetlighting to help increase pedestrian and traffic visibility and reduce crime. Page 11.

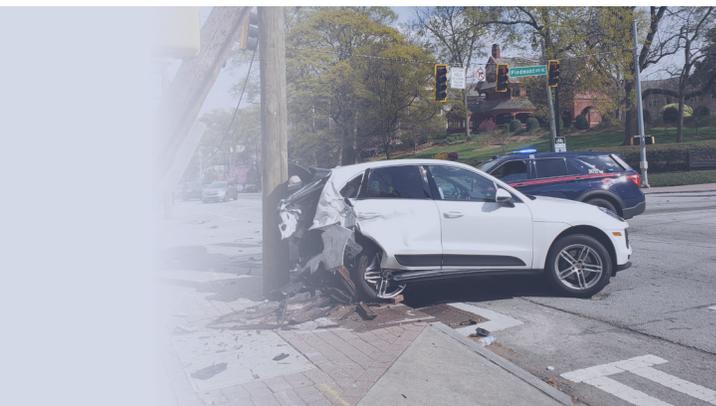
What is Vision Zero?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries.

Vision Zero (VZ) was first adopted and implemented by Sweden in the 1990s, but quickly gained momentum all across the US and other international cities. With over 40 American cities having officially adopted the initiative to date, it continues to grow in popularity with proven success.

Vision Zero is a different way of approaching transportation. It requires a fundamental shift in how communities approach decisions, actions, and attitudes around safe transportation in our city. Vision Zero simply states that any loss of life due to traffic crashes is unacceptable. It establishes a target of zero fatalities and serious injuries using a [Safe Systems](#) approach.

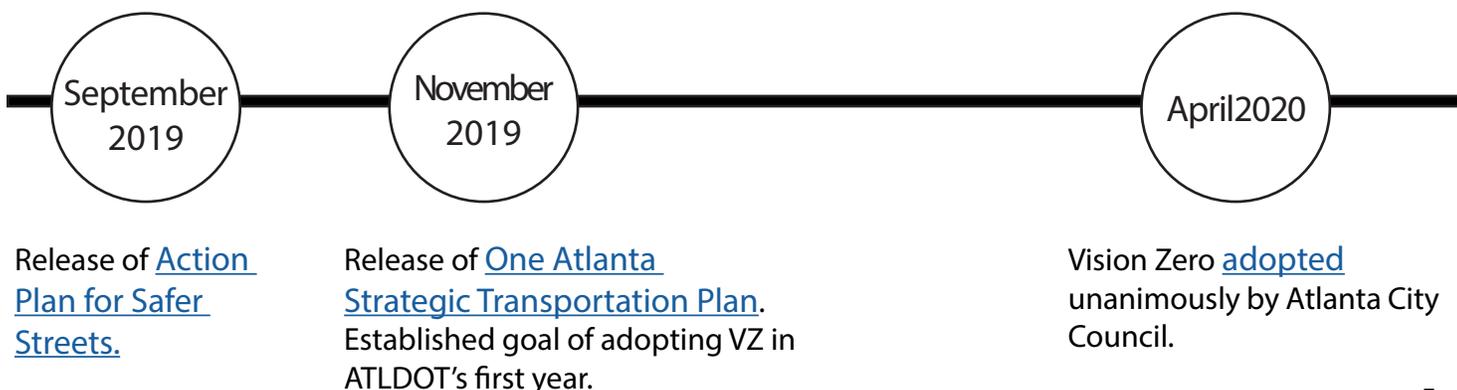
Fundamentally, the core difference is that Safe Systems is based on a human level — aiming for safety of people above all else and accommodating the reality that humans make mistakes. On the roadways, these mistakes may lead to crashes. The Safe Systems approach addresses the systems, policies, and physical environment — such as the design of the roads, vehicles, and speeds — in a way that when those inevitable crashes occur, the outcome is not fatalities or serious injuries.



What is the Vision Zero approach?

- Traffic deaths are PREVENTABLE
- Slow Speeds = Safer Streets
- Focus on preventing FATAL AND SEVERE crashes
- ENGINEERING is a top priority
- Use DATA to identify safety priorities
- Focus on SAFE SYSTEMS > individual behavior

Atlanta's Vision Zero Timeline



Atlanta Adopts Vision Zero

Vision Zero Ordinance

In April 2020, the Atlanta City Council voted unanimously to adopt Vision Zero as Atlanta's official roadway safety program.

The ordinance designated a new default speed limit of 25 mph for most city streets. It also adopted the [National Association of City Transportation Officials \(NACTO\) Urban Street Design Guide](#) as Atlanta's standard for best practice street design.

This was a major first step towards the city's commitment to creating safer streets for all roadway users.



Image: Newly installed 25 mph speed limit sign
Credit: ATLDOT



Image: Atlanta City Council Meeting April 2020
Credit: ATLDOT

"I am proud to announce that Atlanta has adopted a Vision Zero Strategic Transportation Plan that boldly commits the city to improving roadway safety and ending tragic traffic fatalities. We envision Atlanta's transportation network to be one where everyone can travel wherever they need to go safely, reliably and efficiently whether they are traveling on our roads, sidewalks, bike lanes or transit system."

- Mayor Keisha Lance Bottoms

July 2020

ATLDOT officially becomes a department.

Fall 2020

City of Atlanta awarded \$400,000 from the Atlanta Regional Commission to create a Vision Zero Action Plan.

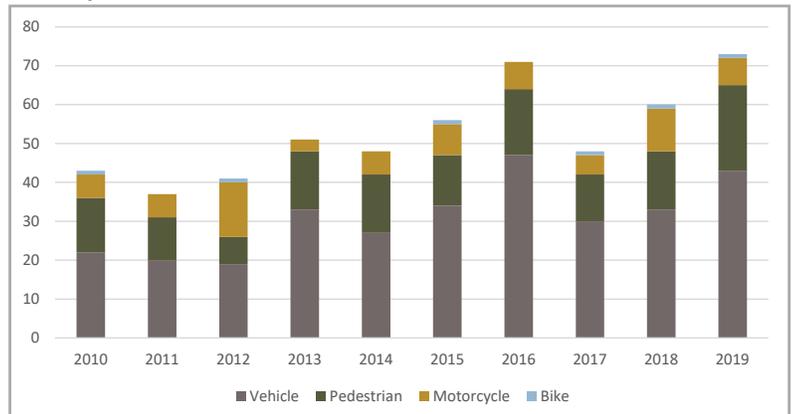
February 2021

Hired three additional planning staff, including a Vision Zero Manager.

Data Analysis

Transportation fatalities in Atlanta have been increasing over the last decade. We do not accept this trend as inevitable. Instead, we are committed to bringing our transportation fatalities down to zero. Our approach to reaching zero is to prioritize safety, equity, and mobility. ATLDOT uses the best data available to enhance our understanding of transportation problems and to create prioritization models that identify which projects should move forward.

Transportation Fatalities, 2010-2019



Source: ATLDOT

Project Highlight: Building Out Atlanta’s Sidewalk Network

ATLDOT recently completed a citywide survey of existing sidewalk infrastructure and found that we currently have around 45% sidewalk coverage. Providing new sidewalks where none exist and repairing existing sidewalks is currently estimated to cost the city approximately \$842,000,000 - \$1,070,000,000.

This is a monumental undertaking that will take a generation to complete. ATLDOT is actively developing proposals to fund a large sidewalk construction program to begin this task.

Given this level of need and the realities of a limited budget, it is necessary to prioritize our investments to begin this work in an equitable and systematic manner. We have developed an advanced analytical tool that combines our foundational principles of Safety, Equity, and Mobility, with the existing state of good repair for identifying the most needed sidewalks throughout the City.

This tool gives ATLDOT the ability to establish priority ranking of projects and improvements, create multi-year programming, and strategically identify funding needs and opportunities.

Safety-Equity-Mobility (SEM) Score



SAFETY

Can this project improve our highest injury roads?

- ✓ High-Injury Network
- ✓ Proximity to severe crashes that involve serious injuries or fatalities



EQUITY

Can this project impact our most vulnerable residents?

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



MOBILITY

Can this project improve mobility and modal shift?

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

State of Good Repair



SIDEWALK CONDITION

- ✓ Sidewalk Condition Index (0-100 Score) identifies which sidewalks most need repairs



PAVEMENT CONDITION

- ✓ Pavement Condition Index (0-100 PCI Score) identifies which streets most need resurfacing



BRIDGE CONDITION

- ✓ GDOT inspects and rates all city bridges every 2 years

Atlanta’s Top 10 Most-needed Sidewalks

1. West Lake Avenue
2. Cleveland Avenue
3. Pryor Street
4. Boulder Park Drive
5. Fairburn Road
6. Hightower Road
7. Empire Boulevard
8. Linkwood Road
9. Browns Mill Road
10. Campbellton Road

Data Analysis

High Injury Network (HIN)

The HIN identifies sections of our streets where the highest concentrations of injuries and fatalities occur. The latest update (2018) of our HIN shows that 72% of Atlanta’s traffic deaths and 42% of traffic injuries occur on only 6% of our streets. The data shows that our larger, arterial streets such as Donald Lee Hollowell Parkway and Moreland Avenue typically have a higher injury risk than our smaller neighborhood streets. During the creation of our long-term Vision Zero Action Plan, we will review our data and methodologies to create an updated HIN.

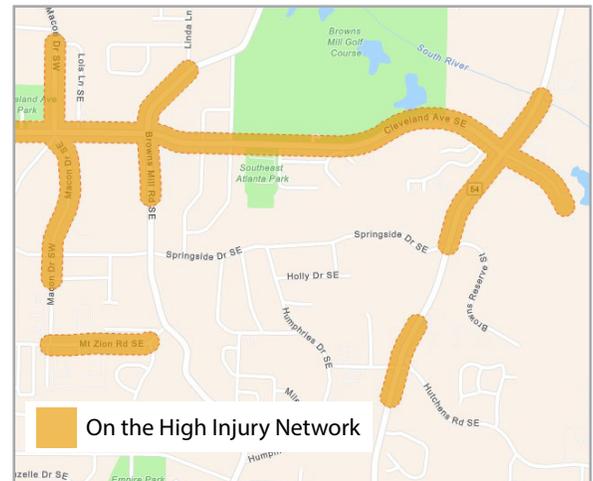


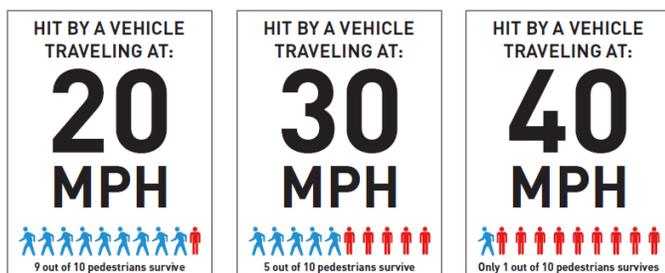
Image: Example section of the HIN in SE Atlanta
Source: ATLDOT

Key Early Findings

Atlanta’s arterials have 3X higher injury rate than other streets. Streets are classified based on how they move traffic and provide access to adjacent properties. ‘Arterial’ streets typically refer to wide, multi-lane streets designed to both move large volumes of vehicles and provide access to many destinations. Examples of arterial streets include Campbellton Road and Ponce de Leon Avenue. [See this map](#) to look at street classifications in Atlanta.



Image: Person crossing Moreland Avenue
Credit: ATLDOT



In 2019, speed was a key factor in 54% of Atlanta’s traffic deaths. Reducing speed is a major focus of Vision Zero. The faster a vehicle moves, the more likely that a crash will result in a serious injury or fatality.

Atlanta’s pedestrian fatality rate is 3X higher than peer cities such as Seattle, Minneapolis and Boston. While every city is different, comparing Atlanta’s outcomes to our peers helps us track our progress and set our goals high. We see that we have a lot to accomplish, and we are prepared to prioritize safety investments over the long term to reach our goal of ZERO traffic deaths.

Collision Death Rates per 100,000 population (2017)

City	Total Deaths	Pedestrian Deaths
Dallas	14.5	3.9
Atlanta	11.3	4.3
Seattle	4.1	1.7
Minneapolis	4.0	1.0
Boston	3.8	1.6

Source: US DOT, Traffic Safety Facts 2017: A Compilation of Motor Vehicle Crash Data

Engineering

Redesigning our streets through engineering is the most important action we can take to improve safety. However, engineering is also the method that takes the longest amount of time and requires the most money. ATLDOT is committed to building safe streets. Success means reversing 75+ years of engineering decisions that optimized our streets for speed instead of safety. Therefore, safety improvements, reducing speed, and prioritizing our under-invested neighborhoods and transportation modes must be the focus of every project we touch.

We are trying new ways to build this infrastructure more quickly. One example is how ATLDOT utilizes funding programs such as Local Maintenance & Improvement Grants (LMIG) to design safety improvements for streets that are undergoing resurfacing. For example, streets such as Seaboard Avenue, North Stratford Road, and Clifton Street are currently being redesigned using this funding mechanism to add bike lanes and other striping improvements when streets are resurfaced.

Safety Installations: July 2020 - June 2021

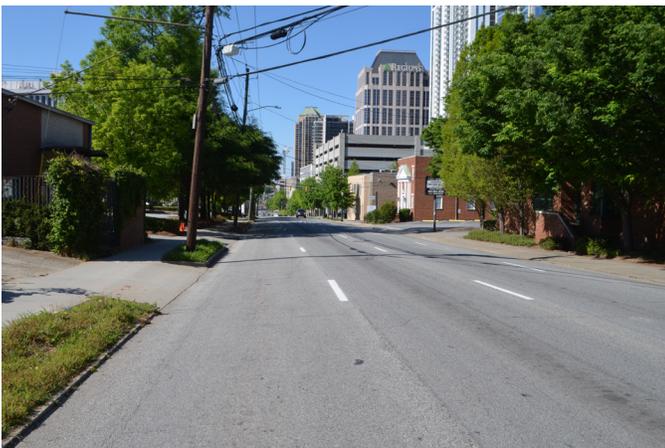
- 8.2 miles of new and repaired Sidewalk
- 138 ADA accessible Curb Ramps
- 6 Rectangular Rapid Flashing Beacons
- 49 Crosswalks
- 2.23 miles of Bike Lanes



Image: ATLDOT staff installing new infrastructure
Credit: ATLDOT

Project Highlight: Spring Street

In collaboration with Midtown Alliance, ATLDOT is transforming Spring Street. By repurposing one of the existing lanes as a protected travel lane, we will increase safety for people biking and scooting, increase the distance between cars and pedestrians, and make it easier for people to cross the street on foot. Fewer vehicle lanes will also help reduce speeding and weaving behaviors.



Images: (Left) Spring Street before enhancements. (Right) New buffered bike lane on Spring Street.
Credit: ATLDOT

Engineering

One way to more quickly address safety issues with engineering solutions is to use “tactical urbanism”. Tactical urbanism is a low-cost, short-term approach designed to change the overall use and feel of streets and public spaces. This approach uses temporary materials that can be deployed quickly and adjusted easily. This style of project development can be used as a stand-alone temporary pilot, or as the first version of a longer-term project. Below are three ways ATLDOT is using the tactical urbanism to help advance our goal of Vision Zero.

Temporary, Pop-Up Barricades

In response to the speeding epidemic witnessed in 2020, ATLDOT installed heavy barricades at key locations to naturally enforce lower speeds by reducing street widths. Barricades were placed at locations such as Edgewood Avenue, Peters Street, Lee Street, Piedmont Avenue, North Highland Avenue, Alex Cooley Drive, Northside Parkway, and Centennial Olympic Park Drive. These barricades were successful in reducing vehicle speeds on these corridors.



Image: Temporary barricades on Highland Avenue
Credit: ATLDOT

Peachtree Street Shared Street

ATLDOT is thrilled to support the Department of City Planning’s pilot project that repurposes two lanes on Peachtree Street for safer use by people to walk, bike, scoot, eat, linger, play, shop, and socialize.

This project is coming to fruition after 5 years of community engagement, planning, design, and preparation. ATLDOT looks forward to the next phases of this project.

Learn more: www.sharepeachtree.com/



Image: Peachtree Shared Street Phase 1
Credit: Department of City Planning

Tactical Urbanism Guide

In collaboration with the Department of City Planning, ATLDOT created the [Tactical Urbanism Guide](#) to provide clear and consistent requirements and process for organizations and neighborhoods to implement tactical urbanism projects in their community.

One example of an implemented tactical project was the [Pop-Up Bike Lane](#) to extend the 10th Street Cycle Track. Is your neighborhood interested in installing a tactical project such as a temporary walk lane or a curb extension? [Visit our website](#) to learn how to get started.

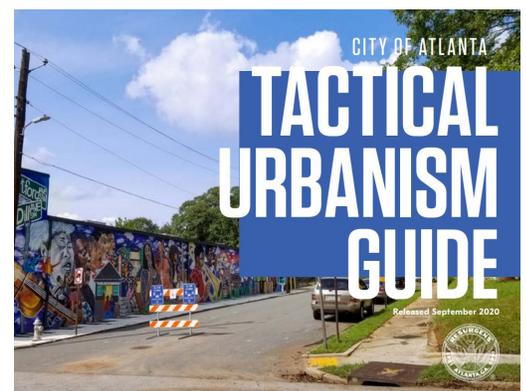


Image: Tactical Urbanism Guide Cover
Credit: Department of City Planning

Policy Changes

New Default Speed Limit: 25 MPH

As part of the Vision Zero ordinance passed on April 20, 2020, the City of Atlanta lowered our default speed limit to 25 mph. When complete, nearly 75% of Atlanta's streets will be at this new lower speed limit. [Review the map](#) of all streets that will be 25 mph as part of this initiative. ATLDOT is also working with the Georgia Department of Transportation (GDOT) to lower the speed limit on other streets in the city.



Image: Installation of new 25 mph signage
Credit: ATLDOT

Unfortunately, not all city streets were able to be changed to 25 mph in our first round of speed limit reductions. For streets not included in this first round of changes, such as Marietta Boulevard, ATLDOT is studying other ways to reduce the speed limit.

ATLDOT used NACTO's new [City Limits: Setting Safe Speeds for Urban Streets](#) publication, which uses context-sensitive methods to set safe speed limits on urban streets by evaluating conflict density and activity level, among other contextual factors.

Using this method, [rather than the traditional 85th percentile method of setting speeds](#), allowed the city to lower the speed limits on Marietta Boulevard from 45 mph to 35 mph. We conducted high-level analysis of speeding before and after speed limit reductions

on Marietta Boulevard, which revealed moderate changes in driver speeds. Additionally, ATLDOT plans to use future engineering changes to this corridor to be able to reduce the speed limit to our standard 25 mph. The city has an active study to reconstruct and redesign this corridor for safer speeds, and looks forward to engaging stakeholders in early 2022 to identify corridor needs.



Image: Marietta Boulevard before speed limit change
Credit: Google Maps

Traffic Calming Legislation

Traffic calming measures such as speed tables, speed cushions, traffic circles, and other devices are effective, low-cost tools to slow down vehicle speeds and improve safety. ATLDOT [updated the city's code in July 2021](#) to enable deployment of the latest best practices for our traffic calming program. This legislation expanded the types of streets on which ATLDOT can install traffic calming and changes the methods for public engagement required to install such measures.



Image: Example of a speed cushion
Credit: [Dallas Morning News](#)

Policy Changes

Street Lighting

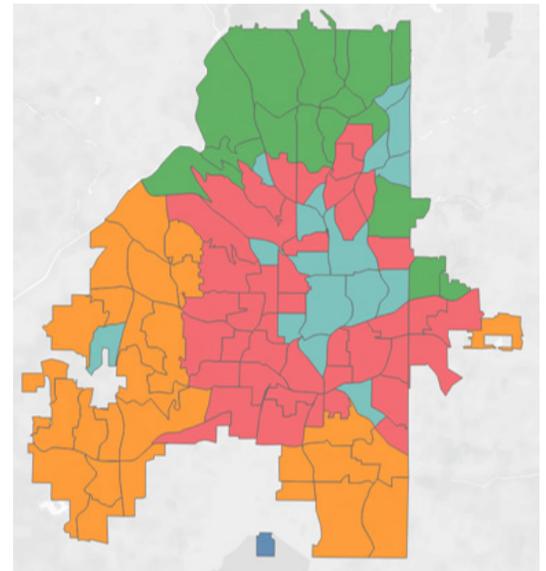
The City of Atlanta and ATLDOT aspire to improve streetlighting in the city, especially in areas where additional lighting is most needed. ATLDOT worked with a team of Georgia Tech students to identify areas of the city that would have the greatest safety benefit from [increased street lighting](#).

Atlanta has approximately 50,000 streetlights in the city. Around 10,000 are owned and managed by City of Atlanta with an additional 40,000 leased from and maintained by Georgia Power.

The students analyzed the rates of transportation crashes, crime, and lighting coverage throughout the city. Their analysis shows that while additional lighting is needed throughout the city, investing in neighborhoods in the South and West of the city would have the greatest impact on reducing the societal costs of crashes and crime.

Based on these recommendations, Mayor Keisha Lance Bottoms' announced the [One Atlanta—Light Up the Night](#) initiative to install 10,000 streetlights—with focus on areas with high rates of traffic crashes and crime.

The proposed plan would deploy 10,000 new streetlights in three phases, prioritizing the highest need first. Estimated cost of installation and maintenance of all phases is \$70-\$90 million.



Observations:

Cluster 1: Lower lighting and moderate levels of crashes and crime.

Cluster 2: Moderate lighting, higher levels of crime, and moderate levels of crashes.

Cluster 3: Higher lighting and higher levels of crashes and crime.

Cluster 4: Lower lighting and lower levels of crashes and crime.

Images Above: Neighborhood clusters for the prioritization of streetlight installations

Credit: Alyssa Sullivan, Andres Farach, Esteban Ulloa, Gabriella Marengo, Isaac Hergott, Jordi Sabria, Monica de Armas, Willem Hartog

Communities of Concern

Prioritizing safety in traditionally under-invested communities is essential to ensure everyone enjoys the benefits of Vision Zero. ATLDOT analyzed neighborhoods city-wide to determine those communities with the greatest transportation burdens, that face the greatest safety risks, and that would experience the highest impacts from traffic violence. We call these our Communities of Concern (COCs).

ATLDOT uses this information to prioritize investment in safe infrastructure by increasing the ranking of projects in these districts.

Starting in Summer 2021, multiple city departments collaborated with the Mayor’s Office of Resilience and their hired consultant, [Cicely Garrett](#), to develop a Shared Racial Equity Framework which will help guide the city towards having more equity-centered decision-making processes.



Images (3 above): People walking on streets without a sidewalk
Credit: ATLDOT

Methodology

Data Indicators	Reason for Selecting Indicator
No Vehicle Access	Greater reliance on more vulnerable modes such as walking, transit, and bicycling
Children Under 18	School age is one of the most vulnerable populations
People 65 and Older	Older adults are one of the most vulnerable populations, more likely to have mobility issues and greater needs for accessibility
Race	African-Americans have a history of being disadvantaged, displaced, and under-invested in through public infrastructure
Single-Parent Households	Single income households are more burdened by housing and transportation costs
Income	Lower income households have less disposable income and higher cost burdens for transportation and traffic crashes
No Health Insurance	Lack of insurance leads to higher cost burden from traffic crashes
Travel Time to Work	Longer commute times associated with risk of job loss, fewer access to job opportunities, lower work-life-health balance, lower transit reliability
Use of Public Transportation	Transit access, comfort, reliability, and frequency are essential

Communities of Concern

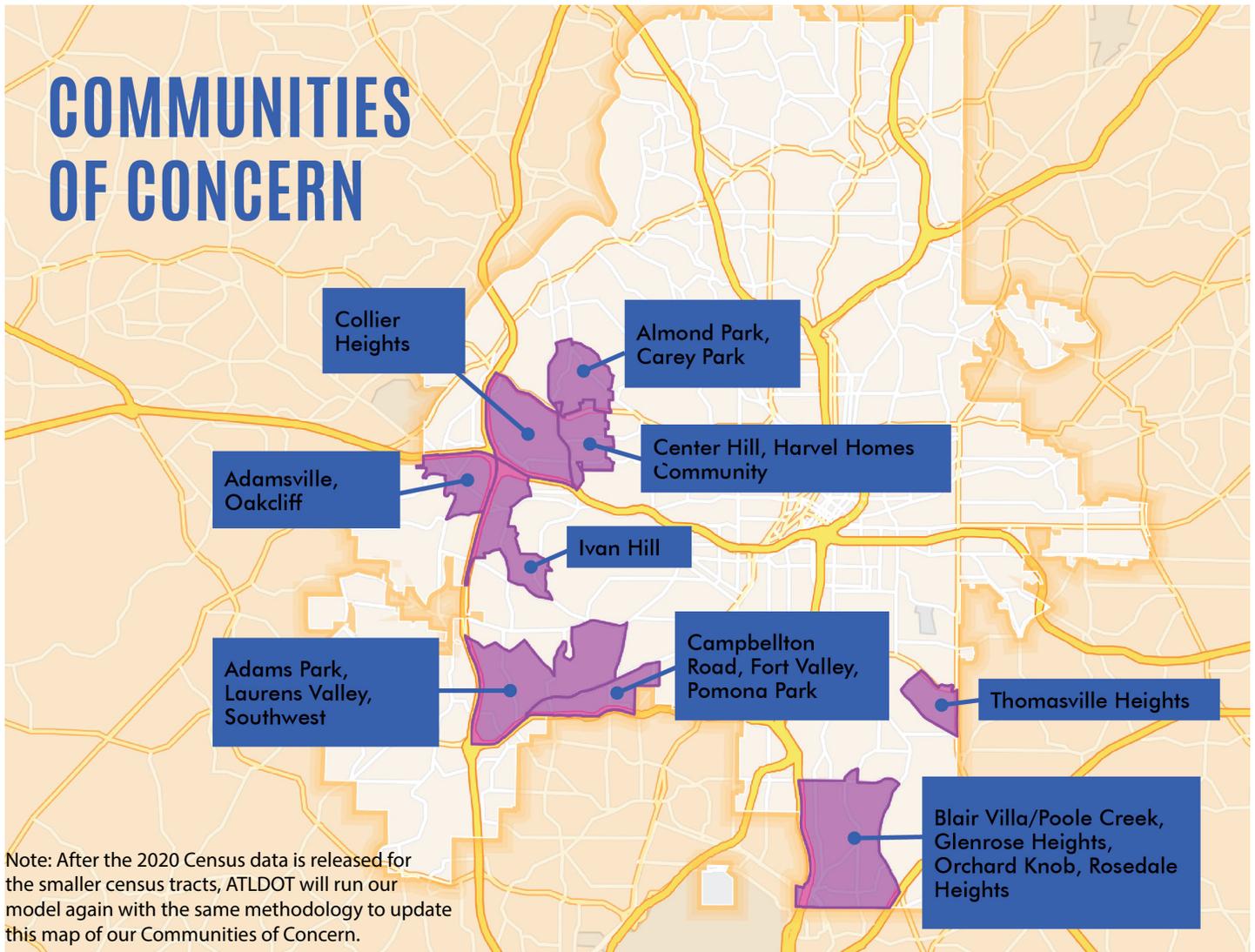


Image: Map of Communities of Concern
Credit: ATLDOT

Community of Concern Profile: Thomasville Heights

Partial List of Data Indicators	Citywide	Thomasville Heights
No vehicle access	17%	40%
Children under age 18	19%	44%
Race (% Black, Non-Hispanic)	52%	98%
Single Parent Families	11%	45%
Median HH Income	\$59,948	\$10,480
Households Receiving SNAP benefits	14%	60%
No health insurance	10%	21%
Travel Time to Work	27.8 Min	36.4 Min



Image: Map of Thomasville Heights' sidewalks conditions
Credit: ATLDOT

Engagement and Relationship-Building

Connecting with and understanding the needs of each of Atlanta’s communities is critical to the success of Vision Zero.

ATLDOT’s early engagement efforts have included:

- Presenting at a virtual town hall attended by over 1,500 people discussing Vision Zero in April 2020. Watch the town hall [here](#).
- Discussing transportation safety and vision zero goals with with local organizations such as [AARP](#), [Atlanta Students Advocating for Pedestrians](#), [Georgia Safe Routes to School](#), [Atlanta Bicycle Coalition](#), [Institute of Transportation Engineers](#), [Young Professionals in Transportation](#), [Shepherd Center](#), as well as peer Vision Zero Cities across the country.
- Working closely with national partners, such as the [Vision Zero Network](#), [NACTO](#), and the [Natural Resources Defense Council](#) to ensure that we were considering the latest in best practices as we develop our Vision Zero program.

COVID-19 Response

During the COVID-19 Pandemic, ATLDOT was awarded funding from [NACTO](#) to respond to community needs during the pandemic.

ATLDOT partnered with community-based organizations [Georgia StandUP](#), [Transformation Alliance](#), and [Community Organized Relief Effort \(CORE\)](#) to repurpose the public right-of-way to deliver essential services and help meet community needs including food distribution, COVID-19 testing, voter registration, and census participation.

Residents were also engaged on transportation safety topics and provided input on local safety initiatives important to them.



Image: Georgia Stand-Up staff during COVID response pop-up

Outcomes



Image: Pop-up slow street in Oakland City

Engagement and Relationship-Building

Transportation Safety Leaders Academy

An early engagement effort led by ATLDOT was our Transportation Safety Leaders Academy (TSLA) held in Fall of 2020.

We partnered with [NACTO, Partnership for Southern Equity](#), and the [Atlanta Bicycle Coalition](#) to hold a 5-week training session with community members along Campbellton Road, one of the city's major arterial streets and high injury corridors.

Goals of the academy:

- Improve communications and transparency between ATLDOT, community members, and partner organizations
- Engage community members to elevate local transportation values and priorities
- Build community capacity, trust, confidence and participation in public processes
- Identify potential quick transportation safety wins

Following the academy, residents of the Adams Park community proposed potential changes to improve safety on one of their local streets, Boulevard Granada. ATLDOT worked with them to develop a project idea and submit a grant application for the [Bloomberg Asphalt Art](#) program to potentially build an artistic tactical walkway. The grant finalists will be announced in Fall 2021. This project would create an opportunity to address community's safety concerns, while also bringing creative tactical spaces to Atlanta's streets.

ATLDOT will continue to build our engagement efforts to improve communications and transparency between our staff, community members, and partners.



Image: Transportation Safety Leaders Academy Meeting
Credit: ATLDOT

"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

ASPHALT ART GRANT FOR ADAMS PARK



Image: Drawing for an idea to add a tactical walk lane to Boulevard Granada in Adams Park
Credit: ATLDOT

Public Awareness and Outreach

#Drive25 to #SaveLives

ATLDOT developed an education campaign to highlight the new changes to speed limits and to help reinforce the need to drive slower.

The campaign was shared with the broader Atlanta community and visitors through social media ads, MARTA buses, billboards, Department of Driver Services screens, a PSA video, printed handouts, digital message boards, digital flyers, a [press release](#), and a [pledge drive](#).

ATLDOT has also provided educational materials to local law enforcement to assist in engaging and educating motorists around the deadly and costly consequences of speeding.



Image: #Drive25 to #SaveLives campaign graphic
Credit: ATLDOT

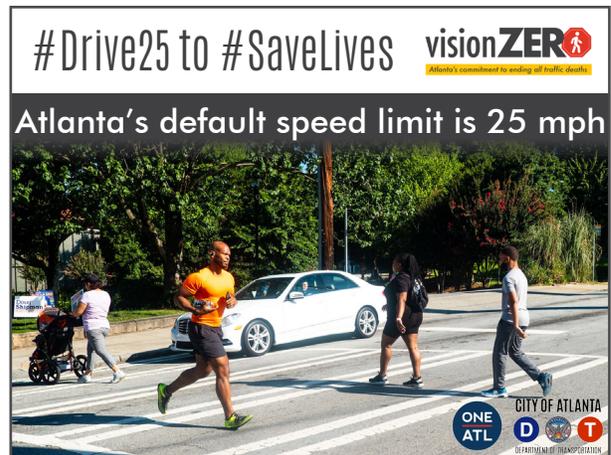


Image: #Drive25 to #SaveLives campaign graphic
Credit: ATLDOT

Atlanta's Vision Zero Pledge

Do your part in making Vision Zero a reality. Take the pledge today and commit to driving safely at all times. Your actions will help us take an important step towards eliminating fatalities and severe injuries in Atlanta.

I pledge to myself, my loved ones, and my community:

- I will #Drive25 to #SaveLives.
- I will slow down and obey speed limits.
- I will stay alert.
- I will give extra space to people walking, biking, scooting and rolling.

[Sign on to the Pledge today!](#)

Short-Term Action Plan

Category	Action	Timeline
Department Capacity	Hire additional planning staff	Fall 2021
Department Capacity	Implement ATLDOT internal Vision Zero Training	Winter 2021-2022
Data	Create Vision Zero Data Dashboard	Fall 2021
Data	Strengthen data sharing partnerships with Atlanta Police Department, Georgia Department of Transportation, Hospitals and Trauma Centers, and others	Ongoing
Engagement	Develop Vision Zero Task Force	Winter 2021-2022
Engagement	Strengthen relationships with other COA departments	Ongoing
Engagement	Strengthen relationships with communities of concern	Ongoing
Engagement	Do a call for artists to create Vision Zero art	Fall 2021
Engagement	Develop an equity communication plan for Traffic Calming	Fall 2021
Engineering	Implement 5 safety projects using tactical urbanism	Spring 2022
Engineering	Install concrete barricades to protect existing bike lanes where applicable	Winter 2021-2022
Engineering	Install 10,000 new streetlights	2021-2023
Policy	Continue to develop the Tactical Urbanism Guide	Version 2.0 by Fall 2021
Policy	Review ATLDOT sidewalk closure policies and processes	Fall 2021
Policy	Develop Traffic Calming Guide	Fall 2021
Policy	Create Multimodal Traffic Operations Policy	Winter 2021-2022
Policy	Leading Pedestrian Interval (LPI) Policy	In-progress
Policy	Pedestrian Signal Control Policy	Winter 2021-2022
Policy	Vision Zero Traffic Analysis Policy	Winter 2021-2022
Policy	Capital Project Evaluation Framework	Winter 2021-2022
Planning	Complete long-term Vision Zero Action Plan	Fall 2022

Long-Term Action Plan

Vision Zero Action Plan

In Fall 2020, the City of Atlanta was awarded \$400,000 in funding from the Atlanta Regional Commission to develop our Vision Zero Action Plan. The City provided \$120,000 in matching funds.

We anticipate the funding will be available to ATLDOT in 2021 and that we can begin selecting a consultant to write the plan by Fall 2021.

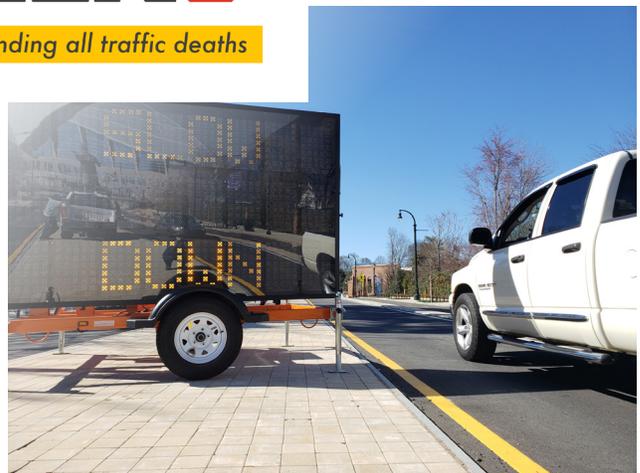
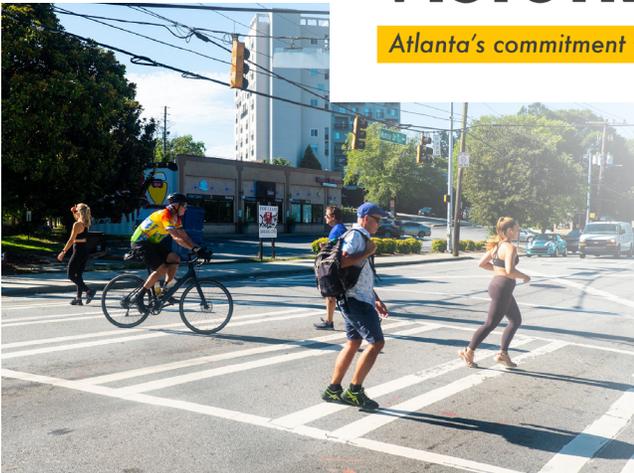
Our priorities in the Vision Zero Action Plan include:

- Build a Task Force to create multi-angle problem solving to safety challenges.
- Develop a broad, equity-centered public engagement strategy.
- Update the High-Injury Network and other critical data analysis.
- Develop prioritization methodologies and evaluation framework for implementing safety projects.



vision**ZERO** 

Atlanta's commitment to ending all traffic deaths



Acknowledgements

Vision Zero is a team effort. We want to say THANK YOU to everyone who is part of this great work!

CITY OF ATLANTA



Josh Rowan, Commissioner
Betty Smoot-Madison, Mobility Director
Kemberli Sargent, Vision Zero Manager
Chris Rome, Senior Multimodal Transportation Engineer
Curtis Tyger, Urban Planner III
Cary Bearn, Chief Bicycle Officer (previous) Doug

Nagy, Deputy Commissioner
Michele Wynn, Director of Program Delivery
Nursef Kedir, Senior Transportation Engineering Director
Mark Tai, Construction Project Manager II (?)
Jordan Dowdy, Director of Data & Analytics

Thank you to our partners at the Atlanta Department of City Planning and the Georgia Department of Transportation for your work and collaboration to improve safety for Atlanta's streets.

Thank you to the Community Improvement Districts for your partnership and delivery of transportation safety projects in your districts.

Midtown Alliance • Central Atlanta Progress •
Upper Westside CID • Buckhead CID •
West End CID • Little Five Points CID

Thank you to our community partners and engaged national organizations for your ongoing dialogue, partnership, and commitment to making Atlanta's streets safer.

Atlanta Bicycle Coalition
PEDS
Partnership for Southern Equity
Community Organized Relief
Effort (CORE)

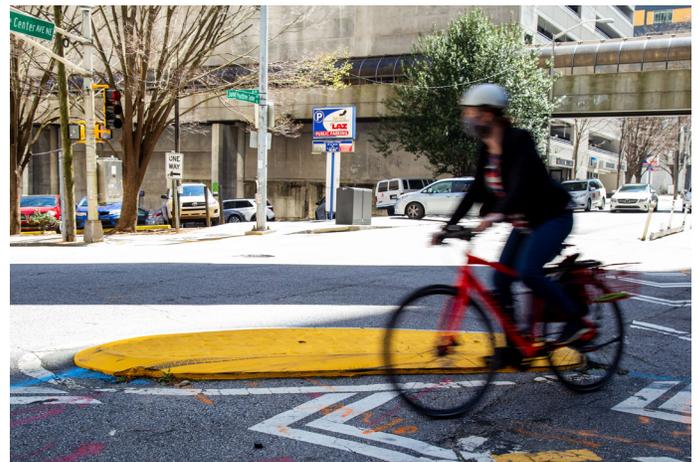
Transformation Alliance
Georgia StandUP
AARP
Atlanta Students Advocating for
Pedestrians

Georgia Safe Routes to School
NACTO
Vision Zero Network
Natural Resources Defense
Council

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The road to ZERO starts here and now.
Let's all do our part.

Thank you!



#DRIVE25
#SAVELIVES

visionZERO 
Atlanta's commitment to ending all traffic deaths