

# ACTION PLAN FOR SAFER STREETS



MAYOR KEISHA LANCE BOTTOMS



Photo Courtesy of Atlanta Bicycle Coalition



Photo Courtesy of Midtown Alliance



## SAFETY FOR ALL REQUIRES NEW STREET DESIGN

- Today, Atlanta's streets pose safety challenges for drivers, pedestrians, cyclists, and scooter riders
- The crash rate on some Atlanta streets is **4x higher** than the statewide average
- Atlanta's pedestrian death rate from traffic collisions is **2x the national average**
- At **over 40 miles**, Atlanta has a world-class trail network—but most **residents can't reach it** on good sidewalks or bikeways



Since February 2019,  
Atlanta has seen  
**3 MILLION**  
dockless scooter trips

Engineering research shows that on-street, protected bike lanes **improve safety for all road users**—including pedestrians, cyclists, scooter riders and drivers.

By the end of 2021, Atlanta will **more than triple** its on-street protected bike lane network.

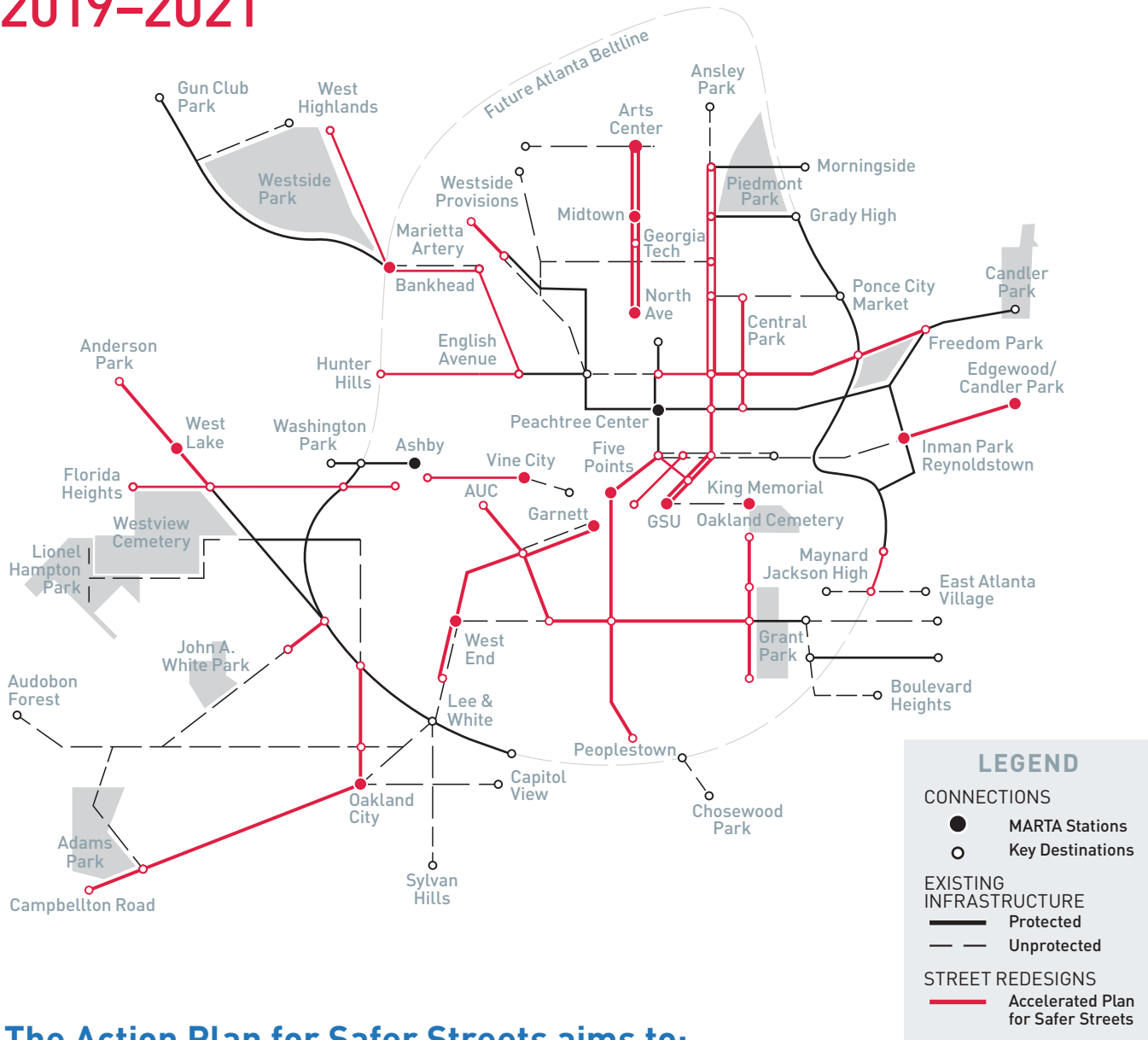
**3X** PROTECTED  
BIKE LANE  
NETWORK

**20+** MILES OF  
SAFER  
STREETS

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# TARGET NETWORK FOR SAFER MULTI-MODAL STREETS

## 2019-2021



### The Action Plan for Safer Streets aims to:

- Connect SW Atlanta to Westside Trail and MARTA
- Provide north-south connections between Midtown, Downtown, and West End
- Bridge the gap between Grant Park and West End
- Expand access to MARTA stations, city parks, and schools by providing first/last mile connections
- Reduce risk as 100% of routes are on the city's high-injury network or near schools

# FAQs

## What changes can I expect to see on the street?

The city will implement numerous safety measures including on-street, physically protected bike lanes along more than 20 corridors over the next two years to improve safety for drivers, pedestrians, cyclists, and scooter riders.

## What is a protected, on-street bike lane?

A protected, on-street bike lane is a lane for cycling and scooters along the roadway that provides some form of protection from cars. The protection is often parked cars, buffered space, curbing, plastic flex posts/bollards, planters, or elevated cycle track.

## How many miles of bike lane can I expect in the next year?

The target is to **more than double** the on-street protected bike lane network from 4 miles to 8 miles by the end of 2020. By the end of 2021, we are aiming to have at least a 12 mile network—**3x what Atlanta has today**.

## How were the planned routes selected?

The routes outlined in the plan match the cycling connections needed among city neighborhoods with streets that have capacity for bike or e-scooter travel. Some are high-priority routes that have planned infrastructure construction and are identified as high-injury corridors; some connect neighborhood destinations like MARTA stations, parks, and schools.

## How much will this cost and how is the City paying for it?

Initial estimates for the program total to about \$5M. Funding to complete the program will come from redesigning existing projects, departmental budgets, and community partners.

## What will be the impact on drivers?

The plan will have limited impact on travel times during the peak hour, but will make the streets **safer for all users**—including drivers. Providing protected bikeways gives everyone their own space so getting where you need to go will be a more predictable, reliable, and safer trip—regardless of how you travel.

