Three Takeaways

1. There are opportunities to dedicate right-of-way for multimodal safety improvements.
2. There are opportunities for collaboration with stakeholders to coordinate and build a connected regional safety network.
3. We have identified specific opportunities for infrastructure projects.
Need and Purpose of Study

• Increasing number of requests from stakeholders for more dedicated infrastructure on state routes to serve pedestrians, cyclists, and transit within the Atlanta intown area.

• Need a high-level analysis of crash data, operational data, roadway characteristics, and existing transportation plans.

• Develop a prioritized list of opportunity areas for further planning and potential implementation of multimodal safety projects.
Methodology
Study Participants (Task Team)

**District 7**
- Kathy Zahul – District 7
- Justin Hatch - Traffic Ops
- Paul DeNard – Preconstruction
- Kendra Murphy - Traffic Ops
- Josh Montefusco - Traffic Ops

**General Office**
- Brent Story – Design Policy
- Michelle Pate - Design Policy
- Frank Flanders – Design Policy
- Daniel Dolder – Planning

**TMC**
- Andrew Heath - TMC
- Samuel Harris – TMC Safety
- Jack Anninos – TMC Safety
- Ben Lempke – TMC RTOP

*Bold denotes team leader.*
Design Considerations and Alternatives

- Buffered Bike Lane
- Bike Lane (No Buffer)
- Lighting
- Marked Shared Lane
- Median / Pedestrian Refuge & Crossing
- Road Diet
- Separated Cycle Track
- Sidewalk
- Streetscape Elements
- Transit/HOV Lane
Studies and Plans Reviewed

- Atlanta Safer Street Plan
- Atlanta Regional Transportation Plan
- Atlanta Transportation Plan
- Beltline Master Plan
- Cycle Atlanta Plan 1.0 and 2.0
- Developments of Regional Impacts (DRIs)
- Downtown Master Plan
- Georgia Pedestrian Safety Action
- Georgia Bicycle Safety Action
- More MARTA Program
- Midtown Transportation Plan
- One Atlanta: Strategic Transportation Plan
- Plus more…..

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
Pedestrian and Bicycle Crash Analysis
Pedestrian and Cyclist Crash Density 2014-2018

Legend
Crash Density (% of Max)
- 0
- 0.1 - 25
- 25.1 - 50
- 50.1 - 75
- 75.1 - 100

BeltLine
State Routes
Pedestrian and Cyclist Injury Crash Density 2014-2018

Legend

Injury Crash Density (% of Max)

- 0
- 0.1 - 25
- 25.1 - 50
- 50.1 - 75
- 75.1 - 100
- BeltLine
- State Routes
Pedestrian and Cyclist Crashes 2014-2018 within 500' of MARTA Rail Station

Crashes within 500'
- 0 - 7
- 8 - 14
- 15 - 20
- 21 - 27

Legend:
- Blue Line
- Green Line
- Red Line
- Gold Line
- Atlanta Streetcar
- State Routes

North
East
South
West

0 0.5 1 1.5 2 2.5 3 3.5 4
0 0.5 1 1.5 2 2.5 3 3.5 4
Miles

Esri, HERE, Garmin. (c) OpenStreetMap contributors and the GIS user community
Operational Analysis
Congestion Scans

SR 9/14th St
Congestion for US-19/GA-9 using HERE data
Averaged by 1 hour for September 03, 2019 through September 05, 2019 and September 07, 2019 through September 08, 2019

Weekend   Weekday   Weekday   Weekend

W. Peachtree
Northside Dr

WB
EB
### Volume/Capacity

<table>
<thead>
<tr>
<th>Study Corridor</th>
<th>Start Point</th>
<th>End Point</th>
<th>Volume-to-capacity ratio, $X$</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 9</td>
<td>14th St</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northside Dr</td>
<td>West Peachtree St</td>
<td>EB/NB</td>
<td>WB/SB</td>
</tr>
<tr>
<td>Northside Dr</td>
<td>PHB</td>
<td>0.3</td>
<td>0.5</td>
</tr>
<tr>
<td>PHB</td>
<td>State St NW</td>
<td>0.3</td>
<td>0.5</td>
</tr>
<tr>
<td>State St NW</td>
<td>Techwood Dr NW</td>
<td>0.3</td>
<td>0.5</td>
</tr>
<tr>
<td>Techwood Dr NW</td>
<td>Williams St NW</td>
<td>0.4</td>
<td>1.1</td>
</tr>
<tr>
<td>Williams St NW</td>
<td>Spring St NW</td>
<td>0.8</td>
<td>1.0</td>
</tr>
<tr>
<td>Spring St NW</td>
<td>West Peachtree St</td>
<td>0.8</td>
<td>0.9</td>
</tr>
</tbody>
</table>
Atlanta Intown Multimodal Safety Study Corridor Lane Call (2018)
Corridor Profiles
SR 139 / Ralph D. Abernathy Blvd from the Atlanta BeltLine Westside Trail to SR 154 / W. Whitehall St

Pedestrian and Cyclist Crash Summary 2014-2018:
- 46 Pedestrian Crashes
- 3 Bicycle Crashes
- 34 Injury Crashes
- 2 Fatal Crashes
- 43 Crashes per Mile

Plans including Corridor:
- Atlanta’s Transportation Plan
  (Bicycle, Transit, Streetscaping)
- Atlanta Regional Transportation Plan (Transit)
- Cycle Atlanta 2.0
- Georgia Pedestrian Safety Action Plan
- More MARTA Plan

GDOT Projects in Corridor:
- 0013204 SR 3 Conn; SR 14; SR 139 & SR 154 @ 10 Locs in Fulton County Signal Upgrades
- 0013209 I-20 @ 1 Loc & SR 139 @ 8 Locs in Fulton County Signal Upgrades (under construction)

Ped/Bike Crash Density as % of Max

- Transit Stops
- PHB
- Pedestrian Flasher
- Traffic Signal
- Intersection Projects
- DRI
- BeltLine

Congestion for GA-139 using HERE data
Averaged by 1 hour for September 03, 2019 through September 03, 2019 and September 03, 2018 through September 02, 2018
Alternative Analysis
<table>
<thead>
<tr>
<th>Corridor</th>
<th>Cycle Track</th>
<th>Side Path</th>
<th>Bike Lane + Buffer</th>
<th>Bike Lane</th>
<th>Marked Shared Lane</th>
<th>Median / Ped Refuge</th>
<th>Road Diet</th>
<th>Transit / HOV Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 9 / 14th St (SR 3 to Techwood Dr)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>SR 154 / Memorial Dr (Grant St to Pearl St)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>SR 8 / North Ave (SR 3 to Tech Pkwy)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>SR 14 / SR 154 / Peters St (SR 3 to Walker St)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>SR 14 / SR 154 / W. Whitehall St (Entire Study Limits)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>SR 139 / R. D. Abernathy Blvd (Entire Study Limits)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>SR 9 / Spring St (Entire Study Limits)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>SR 10 / Freedom Pkwy (Entire Study Limits)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>SR 3 / Metropolitan Pkwy (Entire Study Limits)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>SR 42 / University Ave (Entire Study Limits)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>SR 3 / Northside Dr (Chapel St to Wells St)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>SR 8 / D. L. Hollowell Pkwy (Entire Study Limits)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>SR 9 / W. Peachtree St (Entire Study Limits)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>SR 9 / Peachtree Rd (Entire Study Limits)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>SR 154 / Trinity Ave (Entire Study Limits)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>SR 8 / Ponce de Leon Ave (Entire Study Limits)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>SR 154 / Bill Kennedy Way (Entire Study Limits)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>

- ●: Continue Study
- ○: Could be Considered
- ■: Not Recommended
- ○: Already Existing
- ○: Partially Existing
Safety Program’s Focus
Study Corridors
- SR 139 - Abernathy Blvd
- SR 154 - Bill Kennedy Way
- SR 154 - Memorial Dr
- SR 154 - Peters St
- SR 154 - Trinity Ave
- SR 154 - W Whitehall St
- SR 3 - Metropolitan Pkwy
- SR 3 - Northside Dr
- SR 54 - University Ave
- SR 8 - Hollowell Pkwy
- SR 8 - North Ave
- SR 8 - Ponce de Leon Ave
- SR 9 - 14th St
- SR 9 - Peachtree Rd
- SR 9 - Spring St
- SR 9 - W Peachtree St
- SR 10 - Freedom Pkwy

Safer Streets Projects
- BellLine
- State Routes
Three Takeaways

1. There are opportunities to dedicate right-of-way for multimodal safety improvements.

2. There are opportunities for collaboration with stakeholders to coordinate and build a connected regional safety network.

3. We have identified specific opportunities for infrastructure projects.
Questions?