

SAFE STREETS FOR ALL ROCKDALE COUNTY

Appendix B Plans Review

April 2025

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Plans Review

The Plans Review section of the Rockdale Safety Action Plan provides background and context to existing transportation and roadway safety plans, policies, and initiatives within the county, region, and state to ensure that communities of Rockdale County have streets and transportation systems that are as safe. The Plans Review focuses on evaluating existing documents and efforts to identify opportunities for collaboration and improvement.

The primary focus of the Rockdale Safety Action Plan is to ensure that all road users can safely and confidently move about their community. The Plans Review will establish a strong foundation for developing actionable recommendations that address both immediate safety concerns and longer-term goals. Safety and achieving the goal of zero traffic-related fatalities and serious injuries does and will not occur within a vacuum or isolated effort, the collective efforts of yesterday, today, and tomorrow will be the guide to significant change and a safe transportation future.

Local Plans

Rockdale County Comprehensive Transportation Plan (CTP) – Rockdale in Motion (2018)

The Atlanta Regional Commission (ARC)'s Comprehensive Transportation Plan (CTP) program aids communities to develop long range transportation plans that also serve as the foundation for regional transportation efforts. Through this program, Rockdale first completed a CTP in 2009 and has most recently updated this plan in 2018. The CTP's analysis produces a prioritized list of projects eligible for funding through the region's Transportation Improvement Program (TIP,) these projects are eligible for federal discretionary grant programs as well. To this end, several of the CTP's Goals & Objectives, policy recommendations, and projects focus on safety.

CTP Goals and Objectives Related to Traffic Safety

- Goal 2: Improve mobility within Rockdale County through enhanced multimodal connectivity
 - o Objective 2.2: Address congestion corridors with solutions that enhance and connect existing roadways
 - o Objective 2.4: Connect residential and commercial activity center nodes through roadway, bicycle, pedestrian, and transit improvements along major transportation corridors
- Goal 3: Maintain a safe, reliable, and efficient transportation network which will sustain economic activity and promote economic development

- Objective 3.1: Improve the safety of the roadway network by identifying high-crash location and identifying safety related funding sources to implement improvements at these locations.

CTP Policy Recommendations

- Access Management
 - The CTP supports approaches to Access Management that restrict the number of driveways, intersections, and turning movements to limit curb cuts and conflict points for active transportation users.
- Connecting New Subdivisions and Development
 - The CTP supports the creation of “logical connections” between neighborhoods and commercial areas to decrease reliance on major corridors.
- Embrace nexus between complete streets and urban environments
 - The CTP supports Complete Streets standards inclusion in the county’s development regulations and their prioritization around activity centers.
- Active Transportation
 - The CTP recommends the adoption of policies and initiatives that “enable a more balanced transportation system,” and lists the following topics for consideration to improve safety:
 - Wayfinding signage for bicyclists
 - Public awareness campaigns utilizing state and regional bicycle groups
 - Police sensitivity training
 - Bicyclists Bike Friendly Community status
 - Distribution of summary articles and reports regarding property values and active transportation connections

CTP Project Recommendations

- The CTP process produces a prioritized list of projects ranked by technical, goal, and community scores. These projects are organized as short, mid, and long term based on their level of financial commitment and impediment to implementation. Example projects focused on safety are as follows:

Reference Number	Project Type	Location	Description	Project Cost	Funding Source
209	Short Term: Upgrade/ Operations	SR 20 & W Hightower Trail	Upgrade from two-way stop control to signalized intersection; added left turn lanes and right turn lanes at all four intersection approaches	\$1,883,820	Federal, State, Local
237	Short Term: Upgrade/ Operations	Klondike Road & Hurst Road	Upgrade from five-way stop control, skewed angles to signalized, geometric changes and possible relocation of existing intersection	\$3,299,615	Federal, State, Local
234	Mid Term: Upgrade/ Operations	Abbott Road & Iris Drive	Upgrade from one-way stop to added right turn and left turn at Iris	\$566,896	Federal, State, Local
226	Mid Term: Upgrade/ Operations	Old Covington Highway & Dogwood Drive	Upgrade from two-way stop control; added signalization and added left turn lane at Old Covington Hwy	\$462,520	Federal, State, Local
148	Long Term: Further Study	McDaniel Mill Road Project 132/192 Smyrna Road	Further study to identify safety improvements and intersection upgrades on McDaniel Mill Road as needed to support increased traffic in future	\$100,000	Federal, State, Local

Envision Rockdale Strategic Plan (2020)

The "Envision Rockdale Strategic Plan" was completed in 2020 and conveys the county's focus on economic development and growth to further invest in infrastructure, public safety, and improvements to the area's overall quality of life. While predominantly focused on expanding Rockdale's business, commercial, and industrial markets, the subject of road safety appears as a concern in both the citizen led portion of the plan and portions of the county's identified "areas of momentum." Most citizen led comments make remark to improvements that address overall traffic flow, roadway lighting, and the sidewalk network. This is supported by overall plan goals to enhance walkability and safety accessibility for pedestrians via Livable Center Initiative (LCI) grants¹; increase street quality scores by 5%

¹ ARC's Livable Centers Initiative (LCI) is a grant program that incentivizes reduction of vehicle miles traveled and improvement of air quality through projects that create enhance walkable places, increase mobility options, encourage healthy lifestyles and provide improved access to jobs and services. ([Livable Centers Initiative \(LCI\) - Atlanta Regional Commission](#))

by 2022; and continue roadway safety and operations improvements through striping, signage, reflective materials, and pavement markers.

The plan lists specific infrastructure projects with high economic development potential, which in turn outline key areas where an increase in transportation demand on the current network could be expected. Some of the areas highlighted throughout these projects include: Sigman Road, Salem Road, McDaniel Mill, Klondike Road, and Hurst Road.

Reimagine Rockdale Strategic Plan (2024-2029)

The "Reimagine Rockdale" Strategic plan outlines plans and projects to improve roads, expand transportation options, upgrade and strengthen technology, stormwater systems, water resources, facilities, and other critical assets to ensure public safety. Similar to the previous "Envision Rockdale" plan, Sigman Road is called out across several of the listed Rockdale County Department of Transportation Projects and continues to be a focus for both land use and transportation improvements.

Roadway safety is specifically addressed in two strategic goals within the plan: "Goal 4, Enhance Investments to Improve Quality of Life: Public Safety, Public health, and Parks and Recreation" and "Goal 5: Strengthen Infrastructure & Transportation." The plan does not specifically mention reducing serious injury or fatal crashes directly; instead, it takes a general approach to safety through the following items:

Roadway Improvements and Safety Enhancements:

- Road rehabilitation projects, through Special Purpose Local-Option Sales Tax (SPLOST)² funding for arterial and collector roads, include operational improvement projects that provide an opportunity to improve safety and accommodate growth.
- Safety signage upgrades such as striping, reflective materials, and raised markers.

Traffic Management Systems:

- Utilize real-time data from sensors and cameras to optimize traffic flow, reduce congestion, and minimize delays.

Safe Streets for All Initiative:

- "Safe Streets for All" (SS4A) study provides an opportunity to focus the county's efforts on addressing the characteristics most associated with crashes in the area.

² The Special Purpose Local-Option Sales Tax (SPLOST) is a one percent sales tax collected by the county to fund developments and improvements of county and city facilities, acres of green space, parks and recreation facilities, road improvements, and police and fire stations. Rockdale County citizens voted for the current SPLOST in 2022. ([SPLOST Oversight Committee - Rockdale County - Georgia \(rockdalecountyga.gov\)](https://www.rockdalecountyga.gov/SPLOST))

Transportation Expansion Projects:

- Roadway expansion projects, such as the widening of Sigman Road and the Courtesy Parkway Extension, while not specifically safety projects, may provide opportunities to address identified safety concerns.

Micro Transit and Mobility Improvements:

- The development and expansion of a micro-transit pilot program aim to improve local mobility options, which could reduce road traffic and increase safety over time.

Rockdale Department of Transportation FY 2025 Operating Budget

The Rockdale Department of Transportation's (RDOT) FY 2025 Operating Budget provides an overview of planned projects within the county area. RDOT maintains three core themes that it seeks to further in the planning and implementation of these projects:

- Access: RDOT seeks to provide "fully accessible routes for the traveling public," including ADA compliance on all public rights-of-way. The implementation of Safe Streets for All (SS4A) recommendations are expected to help "Access" needs.
- Equity: RDOT seeks to provide capacity where it is needed the most in anticipation of the population increase that is forecast for Rockdale County. Traffic analysis will target congested areas and consider the road network for low-income areas in Rockdale
- Innovation: RDOT is implementing Rockdale County's first Micro Transit Pilot Program. The Pilot will focus on 20-minute routes that target the business district north and south of I-20 in the vicinity of Conyers.

RDOT expects an increase of \$524,849 allocated to infrastructure improvements from their FY24 budget to FY25. These funds are distributed amongst projects that include Harlson Mill Cover Bridge Repairs and Sigman Road Widening.

Rockdale County Comprehensive Plan (2023)

The Rockdale County Comprehensive Plan provides guidance on the county's collective growth and development decisions over the next 20 years. The plan serves as a general statement of intent regarding actions, policies, and preferred goals related to economic development, land use, transportation, housing, quality of life and other related topics.

The comprehensive plan consists of six chapters and identifies six "community goals" that guide growth and development in the county. Each of these goals has a corresponding purpose, sub-goals, and objectives. Safety is referenced in the "Transportation" Community Goal's purpose and in sub-goal 1, "ensure safe and equitable mobility for all residents."

Chapter 1: Issues & Opportunities provides an overview of the public engagement for the comprehensive plan process. Respondents to the plan's public engagement efforts ranked congestion, traffic safety, road condition, pedestrian & bicycle safety, and public transportation as "Poor." The public self-reported dangerous areas for pedestrians and/or bicyclists as primarily along GA-20 and GA-138.

Chapter 4: Transportation provides an explanation of the County's Comprehensive Transportation Plan (CTP) and links to the CTP's projects list (Figure 1). A narrative and links to the Atlanta Regional Commission Metropolitan Transportation Plan (MTP) projects are provided later in this document.



Table. 2. Land Use and Character Area Compatibility*

ARC #	GDOT #	Description	Sponsor	Status**
AR-514	0015996	Xpress Rockdale Park-And-Ride Expansion	SRTA	Programmed
AR-5307-RO	NA	FTA Section 5307/5340 Formula Funds Allocations for Rockdale County	Rockdale County	Programmed
NE-110	0018008	Dial Mill Road Bridge Replacement	Newton County	Programmed
RO-015F	NA	Millers Chapel Road Widening	Rockdale County	Long Range
RO-025C	NA	Flat Shoals Road Widening	Rockdale County	Long Range
RO-138B	0002040	SR 138 (Stockbridge Highway) Operations and Safety Improvements	GDOT	Programmed
RO-206	0013628	SR162 (Salem Road) Widening	GDOT	Programmed
RO-214	NA	Old Covington Highway Widening	Rockdale County	Long Range
RO-217A	NA	Old Salem Road – Widening	Rockdale County	Long Range
RO-235C	0013163	Sigman Road Widening – Phase 2	Rockdale County	Programmed
RO-235D	0012594	Sigman Road Widening – Phase 3	Rockdale County	Programmed
RO-235E1	752210-	Sigman Road Widening	Rockdale County	Programmed
RO-243	0006934	Courtesy Parkway Extension / I-2- Overpass – New Alignment	Rockdale County	Programmed
RO-256	0012886	Sigman Road Multi-Use Trail – Segment 1	Rockdale County	Completed
RO-259	0015100	Honey Creek Road Bridge Replacement	GDOT	Programmed
RO-260	0017821	Rockdale River Trail Extension to Conyers	Rockdale County	Programmed
RO-261B	0018263	Rockdale County School Bus Replacement – FY 2023	Rockdale County	Programmed
RO-261C	0018264	Rockdale County School Bus Replacement – FY 2024	Rockdale County	Programmed
RO-AR-138	731048-	I-20 East Interchange Improvements	GDOT	Programmed

* This table is a direct copy of the The Atlanta Region's Plan MTP Project List, including any discrepancies or errors.

**"Programmed" indicates that one or more phase is scheduled to be undertaken during the years covered by the TIP (2020-2025). "Long Range" indicates that all phases are not scheduled until 2026 or later. These are the only two statuses which comprise the adopted and conforming Transportation Improvement Program (TIP) and MTP project list.

Figure 1 – Rockdale County Comprehensive Transportation Plan Project List

City of Conyers Comprehensive Plan (2023)

The City of Conyers Comprehensive Plan presents the city's vision for progress and provides a framework for the execution of that vision. The plan highlights issues, needs and opportunities of the community, and provides long-range goals and objectives.

As a part of the comprehensive planning process, public engagement allowed the city's residents to identify problem areas and set goals for the plan to pursue. This input resulted in transportation safety being prioritized as a Community Goal within the plan's Issues & Opportunities Chapter, as well as the identification of the intersection of I-20 and Highway 138 as "dangerous" area for walking/pedestrians, bicycles, and cars (included below). A majority of the respondents to the plan's Public Input survey also indicated the city's pedestrian and bicycle safety as "poor."

The City of Conyers passed a resolution of support for the Rockdale County/ City of Conyers Transportation Plan in 2009, and participated in the plan's update in 2018. Safety is discussed in Goal 3 and Objective 3.1, with consideration given to the identification of high-crash locations and funding sources to implement improvements at these locations.

MAP 2. PUBLIC INPUT TRANSPORTATION SAFETY

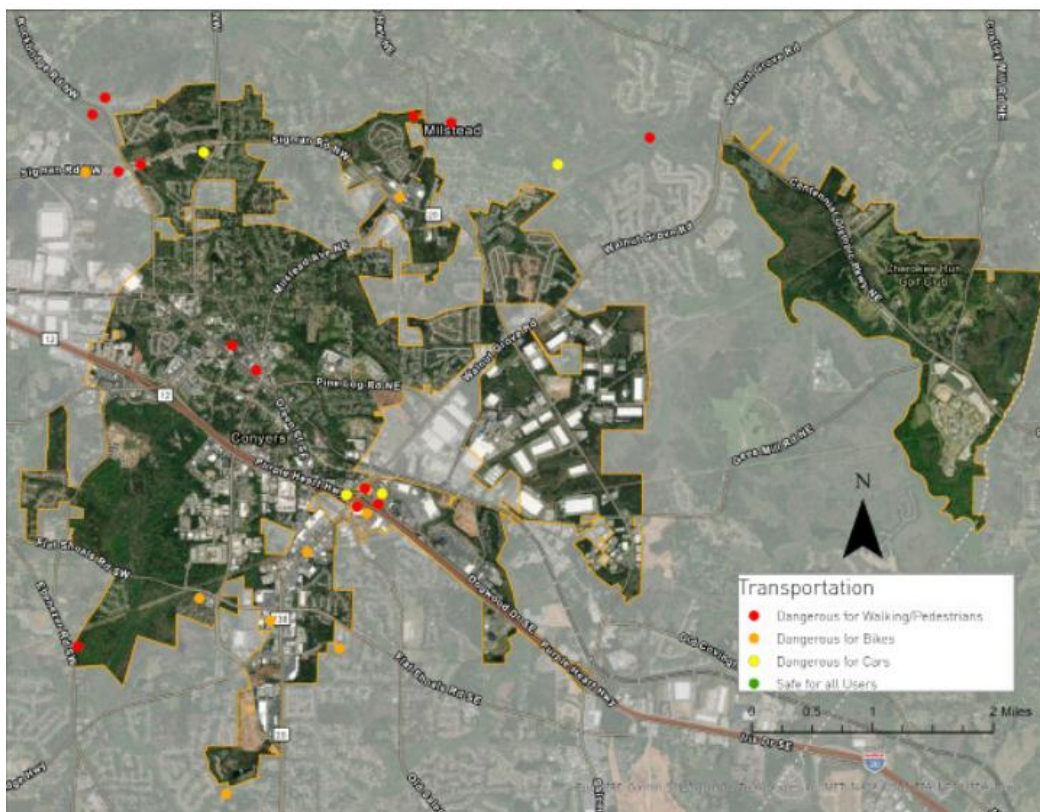


Figure 2 - City of Conyers 2023 Comprehensive Plan Update (pg 27)

Rockdale Transit Development Plan (TDP)

Rockdale County's Transit Development Plan (TDP) is a strategic guide for expanding transit services within the county. The plan was developed in collaboration with the City of Conyers, Atlanta Regional Commission (ARC), Atlanta-Region Transit Link Authority (ATL),

and Georgia Department of Transportation (GDOT). The TDP outlines a vision for transit in the county in short, mid, and long term time horizons and provides a funding plan for implementation.

While primarily focused on building transit capacity, the plan recognizes the predominant suburban land use and road contexts of Rockdale County and makes safety recommendations in Section 5.4 Policy and Programmatic Strategies. Policy 5.4.1 states, "safety is accomplished through physical infrastructure, technology, training, and enforcement," and goes on to detail examples of interventions that can increase safety for travelers, particularly those within transit pick-up, drop-off, or high ridership areas. The TDP also includes recommendations for Walkable Places and First-mile/ Last-mile connections that broadly address improvements to the built environment that can improve the safety of transportation users.

Atlanta Regional Commission Plans

ARC 2050 Metropolitan Transportation Plan (MTP)

The Atlanta Regional Commission (ARC) updated its Metropolitan Transportation Plan (MTP) in February 2024, incorporating recommendations from the Regional Safety Strategy (2023) and Safe Streets for Walking and Biking Action Plan (2019) to promote a Safe Systems approach. ARC's regional safety analysis identifies prevalent crash types related to serious injury and death, including intersection, roadway departure, and pedestrian/bike-related crashes.

The plan advocates that all projects should feature complete street elements sensitive to the community context, including arterial and regional connections. Complete Streets are one of four Federal Highway Administration (FHWA) and Federal Transit Administration's (FTA) "planning emphasis areas." To this end, the TIP requires that all roadway capacity, reconstruction, and intersection improvements feature a complete streets approach. Funding is prioritized for TIP projects that incorporate FHWA Proven Safety Countermeasures in design; safer designs as suggested by the National Association of City Transportation Officials (NACTO) or the American Association of State Highway and Transportation Officials (AASHTO) guidance; designs that lower the number of risk factors on high-risk roadways; and engineering outcomes that are likely to lead to reducing overall deaths and serious injuries on regional roadways.

The MTP makes several broader recommendations to improve overall safety through encouraging modal shift, amending land use regulations to promote more walkable spaces, and seeking further analysis and data on transportation safety's impact on public health and equity, among other topics. The plan supports the specific recommendations of the adopted Regional Safety Strategy which contains the region's adopted Vision Zero Policy.

ARC Regional Safety Strategy (RSS)

The Regional Safety Strategy (RSS) is a safety action plan that provides recommendations and a framework for local governments to improve transportation safety across the Atlanta region within their planning processes. The RSS covers motorized and active modes, land use, transit, and trails, and aligns with federal and state safety regulations to create ARC's overall safety framework, informing future updates to the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and other ARC initiatives.

The RSS is the home of the region's Safe Systems approach and Vision Zero Policy. It seeks to integrate into the existing processes of project identification and funding allocation to improve the safety outcomes of the area's transportation projects. The strategy prescribes the region's use of the roadway safety management process (Figure X), to implement site-specific and systemic safety countermeasures that address identified safety needs.



The strategy outlines the fundamental information necessary for local partners and stakeholders to plug into each step of its framework. This includes developing regional focus crash types (the types of crash that are most prevalent); focus facility types (the type of facility where crashes are most prevalent); and risk factors (other characteristics that are most over-represented in crashes). The plan also provides a library of FHWA Proven Safety Countermeasures that may then be applied to address the safety issue in focus. The RSS identifies the following as the region's three "emphasis areas" based on deaths and serious injuries from 2013 to 2021:

1. Intersection

2. Roadway Departure
3. Pedestrian and Bicycles

The RSS maintains ARC's "Moving Toward Zero" goal of a 5% reduction of all safety targets each year. ARC calculates that at a 3% yearly reduction rate, the current number of deaths would be reduced by 60% in the next 30 years. 5% was selected as a more moderate yet aspirational goal. In addition to safety analysis, the strategy establishes a Regional Safety Task Force to support progress towards Vision Zero. This group meets quarterly and focuses on implementing the Strategy at the neighborhood, city, county and state levels. The RSTF's regional safety vision:

"Travel in the Atlanta region by any mode will be safe, accessible, and convenient, especially for the most vulnerable road users. Community and agency partners will collaborate to eliminate traffic-related fatalities and serious injuries through the use of context-sensitive and health-focused design, data-driven decision making, robust funding levels, and innovative technology solutions to ensure safe and equitable mobility for everyone in the Atlanta region."

State Plans

Georgia Strategic Highway Safety Plan (SHSP)

The 2022-2024 Georgia Strategic Highway Safety Plan (SHSP) is prepared by the Governor's Office of Highway Safety and the Georgia Department of Transportation and establishes statewide traffic safety performance goals and emphasis areas where "substantial progress can be made to improve traffic safety for all road users." This plan provides strategic direction for the state's Highway Safety Plan (HSP), Highway Safety Improvement Program (HSIP), and the Commercial Vehicle Safety Plan.

The SHSP's primary mission is "striving towards zero deaths and serious injuries for all road users in Georgia" and uses the "4 Safety E's" as the foundation for its framework and the "Five Elements of a Safe System" to recommend interventions. The plan outlines 10 emphasis areas for improving safety on the state's roads, these 10 emphasis areas represent the "top contributing factors of crashes, serious injuries, and fatalities in Georgia":

1. Pedestrian Safety
2. Motorcycle Safety
3. Older Drivers
4. Impaired Driving
5. Occupant Protection
6. Distracted Driving
7. Young Adult Drivers

8. Bicycle Safety
9. Intersection & Roadway Departure
10. Commercial Motor Vehicle (Heavy Trucks)

These same emphasis areas form the basis from which ARC developed its Regional Safety Strategy focus crash types and respective countermeasures. For each emphasis area, SHSP highlights several countermeasures and strategies to help reduce frequency and severity of crashes. These include programs such as Safe Routes to School (SRTS), educational campaigns, local road safety planning; design solutions such as pedestrian safety zones; and collaboration between law enforcement, medical personnel, colleges/universities, and other stakeholders to disseminate information and implement programs to address the emphasis areas.

The plan tracks safety against eight different performance measures including: traffic fatalities, fatalities per 100M VMT, serious injuries in traffic crashes, serious injuries in traffic crashes per 100M VMT, non-motorist serious injuries and fatalities, unrestrained passenger vehicle occupant fatalities (all seat positions), alcohol-impaired driving fatalities, and speeding-related fatalities.

Georgia Highway Safety Plan (GHSP)

Georgia's Highway Safety Plan (GHSP) is a triennial plan directly aligned with the priorities and strategies in the Georgia SHSP. It includes a variety of strategies and countermeasures used to "justify, develop, implement, monitor, and evaluate traffic safety activities for improvements throughout the federal fiscal year." The GHSP serves as the programmatic guide for the implementation of highway safety initiatives for federal grant funding from the National Highway Traffic Safety Administration (NHTSA).

In its process of identifying and analyzing fatal crash "problem" areas, the GHSP identifies six prevalent causes of motor vehicle fatalities:

- Unrestrained Fatalities – the "observed seat belt usage" rate has trended downward since 2011, coinciding with an increase in the number of unrestrained fatalities within the same time. Rural areas have a higher proportion of unrestrained seriously injured or fatal crashes.
- Alcohol-Related Fatalities – the number of motor vehicle crashes involving drivers with BACs over the legal limit has increased since 2021.
- Speed-Related Fatalities – speeding related fatalities decreased- from 2020-2021, however still account for 20% of all traffic fatalities
- Pedestrian Fatalities – the number of pedestrian fatalities increased from 2020-2021 by 10% and continues to increase
- Motorcyclist Fatalities – 10% of all traffic fatalities in 2021 were motorcyclists

- Bicyclist Fatalities – trending down from 2020-2021, less than one percent of all traffic fatalities were bicyclists in 2021

Georgia Highway Safety Improvement Program (HSIP)

The ultimate vision of the Highway Safety Improvement Program (HSIP) process is to eliminate all roadway fatality & serious injury crashes on all of Georgia's roadways through the implementation of engineering solutions and safety educational outreach.

The HSIP is a core federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The purpose of the Georgia HSIP is to provide for a continuous and data-driven process that identifies and reviews specific traffic safety issues around the state to identify locations for potential safety enhancements.

This process produces a prioritized list of safety projects for each GDOT district. Projects that comprise the HSIP are usually moderately-sized projects that include safety improvements in emphasis areas including intersections; pedestrian and bicycle; roadway departure; corridor; off-system; and older roadway users. Safety improvements identified through Road Safety Audits (RSA) are also pursued through district resources, local agencies, and capital projects. GDOT's Safety Program develops a "top 10 data-driven" project list for each District, local governments then work with the program to confirm at least 14 RSA's for the fiscal year. Each year, the Department sets aside funding to implement these safety projects. The total HSIP funds allocated in a given fiscal year (FY) is approximately \$100 million.

Safety Action Plans within the Region

Atlanta Vision Zero

The Atlanta Vision Zero Action Plan, adopted in November 2023, is an initiative of the Atlanta Department of Transportation and City of Atlanta with support and funding from the Atlanta Regional Commission. The Vision Zero Action Plan identifies specific strategies for making streets safer, such as design improvements and policy measures. The overarching goal is to eliminate all traffic fatalities and serious injuries in the city.

The Action Plan uses data analysis and community feedback to determine safer street designs that address high-risk locations, achieve safer speeds, and help build a culture of safety throughout the city. The Plan establishes implementation actions for short- and long-term strategies that are needed to develop the support for a safe street network.

The implementation of the Action Plan includes specific, measurable implementation actions to guide the City's budgeting, programs, staff, partner agencies, and stakeholder organizations towards achieving Vision Zero. The Plan notes that while education, enforcement, and communication are elements of achieving Vision Zero, successful cities have shown that using infrastructure to build safer streets and reinforce safer speeds is most effective at eliminating severe crash risk. The Plan establishes an approach for building better projects that:

- Reduce risks along the High Injury Network
- Reduce risks within Communities of Concern
- Establish a modal hierarchy to prioritize the needs of pedestrians first, followed by bicyclists, transit riders, automobiles, or freight (determined by the City Comprehensive Transportation Plan)
- Increase separation or protection for Vulnerable Road Users
- Incorporate Proven Safety Countermeasures
- Establish and reinforce safe speeds
- Reflect the community's needs and perception of safety

The Plan incorporates a list of 92 actions that will inform City efforts over a decade, but notes that immediate action must begin now. Near term efforts to kick-start the City's efforts include:

- Build Staff Capacity – Hire additional staff to support the Vision Zero and quick build programs, train staff on their role in Vision Zero, and deputize department heads as Vision Zero champions.
- Quickly Deploy Low-Cost Solutions – Establish a dedicated quick build team similar to the "pothole posse," build and maintain an inventory of tactical and quick build materials, deploy quick build treatments at top locations from data and community input.
- Advance Scoping and Projects Along the High Injury Network – Assess currently funded projects (i.e., Moving Atlanta Forward) against HIN segments, select three HIN corridors for priority project funding, coordinate one new HIN corridor for priority project funding, conduct Road Safety Audits, and publish reports for all HIN corridors.

The Plan recognizes that to move the needle on traffic safety it is critical to understand which interventions are effective at reducing severe injury crashes and which safety threats remain. The Atlanta Vision Zero effort establishes two tracks for tracking progress, program monitoring and project evaluation. Within each of these tracks there are several noted performance indicators and goals to ensure that the City's efforts are making a difference.

In addition to expanding the understanding of data, implementing countermeasures, monitoring progress, and evaluating the effectiveness of projects the Plan notes that there are several more needed actions to enhance and establish the City's approach to safety, these recommendations include:

- Create a program that evaluates each project and examines trends across project types and implementation
- Allot funding for project evaluation, including data collection
- Identify priority projects for evaluation
- Assess evaluation outcomes in aggregate
- Conduct sensitivity testing for weights used to score projects
- Consider the context of each project, such as adjacent land uses, and how it might impact the results

Cobb County Comprehensive Safety Action Plan

In December 2022, Cobb County began work on developing a Safety Action Plan that was finalized in June 2023. This effort includes establishing a committee to oversee the development of the Plan, analysis of existing conditions and historical trends that provide a baseline understanding of fatal and serious injury crashes, outreach and engagement of key stakeholders and community members consideration of equity and policy implications, and development of a set of projects and strategies to address safety issues and concerns.

The Comprehensive Safety Action Plan identifies systemic and location-specific safety needs and a range of strategies for addressing these needs through a combination of infrastructure improvements, policies, and strategies and support the safety objectives included in the Atlanta Regional Commission Regional Safety Strategy and the adopted Cobb Forward Comprehensive Transportation Plan 2050. The Comprehensive Safety Action Plan includes a safety goal of zero roadway fatalities and serious injuries and a five percent annual reduction target for all safety performance measures to achieve significant declines.

To help focus safety efforts the Plan identified focus crash types. These crash types represent crashes that disproportionately result in serious injuries and fatalities, the following five crash types collectively represent more than 68% of the county's serious injury and fatal crashes:

- Bicycle and Scooter Crashes
- Pedestrian Crashes
- Motorcycle Crashes
- Midblock Crashes
- Single-Vehicle Crashes

The Safety Action Plan incorporates equity measures to help understand patterns and trends of how crashes have historically affected disadvantaged and underserved communities. Inclusion and consideration of equity within the transportation planning process is a top priority for the Federal Highway Administration and is reflected throughout the SS4A process.

The Safety Action Plan serves as a guide, helping pinpoint specific and systemic safety needs that can inform future updates to the Cobb County CTP or other transportation plans and can identify projects for future inclusion in applications to the regional Transportation Improvement Program and other funding sources. The Plan notes that a successful strategy to achieve zero roadway deaths and fatalities will also include techniques that can complement design and infrastructure solutions and identified the following focus areas:

- Speed Management – Managing speed can reduce deaths and serious injuries. Comprehensive speed management involves not just design and countermeasures, but also strategies such as setting appropriate speed limits, enforcing speed limits, raising awareness, and establishing appropriate policies around road operations and design.
- Developing Complete Streets – Encouraging people to travel by modes other than driving is one way to improve transportation safety. Research shows that public transportation is significantly safer than traveling by car. Providing complete streets, encouraging and expanding public transportation, and increasing access to transit stops by filling sidewalk gaps, providing bicycle facilities, and improving crossing opportunities can all encourage more people to use other modes than driving.
- Linking Land Use Development and Transportation Decision-Making – As seen in patterns around focus crash types, there is a connection between land development patterns and serious injury and fatal crashes. Acknowledging how development patterns affect how people get around can lead to improved decision making about siting uses in relation to transportation facilities, mixing uses, improving street connectivity, driveway access, block length, and other factors.
- Implementing Safety Policies – Codifying practices through codes and policies can go a long way toward ensuring best practices are implemented and holding communities accountable. In addition to common policies around traffic calming, communities in the Atlanta region have recently had success in implementing policies around Vulnerable Road Users and in speed management, including lowering speed limits on local roads.

Atlanta Region Safe Streets & Roads for All (SS4A) Awards

The Atlanta Regional Commission (ARC) has compiled a set of fact sheets documenting success and factors related to increasing odds of receiving transportation discretionary

program funding. ACR's current set of fact sheets represents information through December 2023 on the following key funding programs:

- Advanced Transportation Technology and Innovation Program (ATTAIN)
- Nationally Significant Multimodal Freight and Highway Projects Grant Program (INFRA)
- National Infrastructure Project Assistance Program (MEGA)
- Railroad Crossing Elimination Program (RCE)
- Rebuilding American Infrastructure with Sustainability and Equity Program (RAISE)
- Reconnecting Communities Pilot Program (RCP)
- Safe Streets and Roads for All Program (SS4A)
- Strengthening Mobility and Revolutionizing Transportation Program (SMART)

For the SS4A Program, ARC's research has shown that 99% of Planning and Demonstration grant applicants have successfully received funding. Implementation grants are more competitive with about 26% of applicants receiving fundings. Key findings taken from those that were successfully awarded Implementation funding are that applicants with preexisting Action Plans were favored, as opposed to those who were applying for Planning and Implementation funding at the same time. The success rates for Implementation Grants increased with higher match commitments, while only 19% of applicants committed more than the 20% minimum match, these applicants saw and increase in success with 36% being successful compared to 22% with the minimum 20% match. Additionally, success rates for Implementation grants increased for award amounts over \$10 million, with a success rate of 31% compared to 19% for applications under \$10 million.

The ARC fact sheet also contained a list of SS4A awards for the Atlanta region for the 2022 and 2023 fiscal year award cycle. The following provides an overview of the information found within the fact sheet.

Fiscal Year	Project Name	Applicant	Grant Type	Funding Request	Funding Awarded?
2023	Greater Clarkston SS4A Safety Action Plan	City of Clarkston	Planning	\$1,000,000	Yes
2023	Safe Streets for All – City of Milton	City of Milton	Planning	\$1,000,000	Yes
2023	Data-drive Safety Action Planning for Unincorporated DeKalb County, GA	DeKalb County	Planning	\$800,000	Yes
2023	Villa Rica Transportation Safety Action Plan	City of Villa Rica	Planning	\$400,000	Yes
2023	Douglas County Action Plan for the Reduction of Fatal Crashes	Douglas County	Planning	\$400,000	Yes



PLANS REVIEW TECHNICAL MEMORANDUM

Fiscal Year	Project Name	Applicant	Grant Type	Funding Request	Funding Awarded?
2023	Innovations in Safety: Peachtree Corners, GA Safety Action Plan	City of Peachtree Corners	Planning	\$309,600	Yes
2023	Lilburn Citywide Safety Action Plan	City of Lilburn	Planning	\$260,000	Yes
2023	Chamblee Citywide Safety Action Plan	City of Chamblee	Planning	\$240,000	Yes
2023	City of Union City 2023 Planning Grant	City of Union City	Planning	\$240,000	Yes
2023	City of Suwanee Safety Action Plan	City of Suwanee	Planning	\$200,000	Yes
2023	Henry County Comprehensive Safety Action Plan	Henry County Government	Planning	\$200,000	Yes
2023	Lenox Road Complete Street – Section III	Buckhead Community Improvement District	Implementation	\$10,000,000	No
2023	Multi-Corridor Safety Improvement Project	Cobb County Board of Commissioners	Implementation	\$17,120,000	No
2022	Cherokee County and Municipalities Comprehensive Safety Action Plan	Cherokee County Board of Commissioners	Planning	\$450,000	Yes
2022	City of Decatur Local Road Safety Action Plan	City of Decatur	Planning	\$200,000	Yes
2022	Buford Highway Safety Action Plan	City of Doraville	Planning	\$200,000	Yes
2022	Safe Streets and Roads for All Roswell, GA	City of Roswell	Planning	\$200,000	Yes
2022	Sandy Springs Safety Action Plan	City of Sandy Springs	Planning	\$360,000	Yes
2022	Comprehensive Safety Action Plan for Fayette County, GA	Fayette County	Planning	\$312,000	Yes
2022	Countywide Safety Action Plan	Gwinnett County	Planning	\$200,000	Yes
2022	Transform Pryor Street and Central Avenue to Safe Streets	City of Atlanta	Implementation	\$30,000,000	Yes
2022	Roadway Safety Enhancement Project (Citywide)	City of Milton	Implementation	\$11,646,800	No