

CITY OF ATLANTA



DEPARTMENT OF TRANSPORTATION

Transportation Quarterly Update - March 2020

Mayor Keisha Lance Bottoms

Department of Transportation Commissioner, Josh Rowan

PRESENTATION OUTLINE



Safety Moment



Strategic Plan & ATLDOT
Organizational Update



Accomplishments &
Acknowledgements



Planning & Strategy Update



Capital Projects Update



Renew Atlanta – TSPLOST Update



Transportation Infrastructure
Management Update



Communications & Community
Engagement Update



Did you know?



10 Leading Causes of Death by Age Group, United States – 2017

Rank	Age Groups										Total
	<1	1-4	5-9	10-14	15-24	25-34	35-44	45-54	55-64	65+	
1	Congenital Anomalies 4,580	Unintentional Injury 1,267	Unintentional Injury 718	Unintentional Injury 860	Unintentional Injury 13,441	Unintentional Injury 25,669	Unintentional Injury 22,828	Malignant Neoplasms 39,266	Malignant Neoplasms 114,810	Heart Disease 519,052	Heart Disease 647,457
2	Short Gestation 3,749	Congenital Anomalies 424	Malignant Neoplasms 418	Suicide 517	Suicide 6,252	Suicide 7,948	Malignant Neoplasms 10,900	Heart Disease 32,658	Heart Disease 80,102	Malignant Neoplasms 427,896	Malignant Neoplasms 599,108
3	Maternal Pregnancy Comp. 1,432	Malignant Neoplasms 325	Congenital Anomalies 188	Malignant Neoplasms 437	Homicide 4,905	Homicide 5,488	Heart Disease 10,401	Unintentional Injury 24,461	Unintentional Injury 23,408	Chronic Low. Respiratory Disease 136,139	Unintentional Injury 169,936
4	SIDS 1,363	Homicide 303	Homicide 154	Congenital Anomalies 191	Malignant Neoplasms 1,374	Heart Disease 3,681	Suicide 7,335	Suicide 8,561	Chronic Low. Respiratory Disease 18,667	Cerebro-vascular 125,653	Chronic Low. Respiratory Disease 160,201
5	Unintentional Injury 1,317	Heart Disease 127	Heart Disease 75	Homicide 178	Heart Disease 913	Malignant Neoplasms 3,616	Homicide 3,351	Liver Disease 8,312	Diabetes Mellitus 14,904	Alzheimer's Disease 120,107	Cerebro-vascular 146,383
6	Placenta Cord. Membranes 843	Influenza & Pneumonia 104	Influenza & Pneumonia 62	Heart Disease 104	Congenital Anomalies 355	Liver Disease 918	Liver Disease 3,000	Diabetes Mellitus 6,409	Liver Disease 13,737	Diabetes Mellitus 59,020	Alzheimer's Disease 121,404
7	Bacterial Sepsis 592	Cerebro-vascular 66	Chronic Low. Respiratory Disease 59	Chronic Low Respiratory Disease 75	Diabetes Mellitus 248	Diabetes Mellitus 823	Diabetes Mellitus 2,118	Cerebro-vascular 5,198	Cerebro-vascular 12,708	Unintentional Injury 55,951	Diabetes Mellitus 83,564
8	Circulatory System Disease 449	Septicemia 48	Cerebro-vascular 41	Cerebro-vascular 56	Influenza & Pneumonia 190	Cerebro-vascular 593	Cerebro-vascular 1,811	Chronic Low. Respiratory Disease 3,975	Suicide 7,982	Influenza & Pneumonia 46,862	Influenza & Pneumonia 55,672
9	Respiratory Distress 440	Benign Neoplasms 44	Septicemia 33	Influenza & Pneumonia 51	Chronic Low. Respiratory Disease 188	HIV 513	Septicemia 854	Septicemia 2,441	Septicemia 5,838	Nephritis 41,670	Nephritis 50,633
10	Neonatal Hemorrhage 379	Perinatal Period 42	Benign Neoplasms 31	Benign Neoplasms 31	Complicated Pregnancy 168	Complicated Pregnancy 512	HIV 831	Homicide 2,275	Nephritis 5,671	Parkinson's Disease 31,177	Suicide 47,173

Data Source: National Vital Statistics System, National Center for Health Statistics, CDC.
Produced by: National Center for Injury Prevention and Control, CDC using WISQARS™.





"I think we should make the stop lights for when people speed, it'll make them slow down and make the speed limits slower."

SAFETY

"When we walked to school, I was scared to cross the street because the cars were going so fast."



"We need more stop lights NOW and a crossing guard."

MOMENT

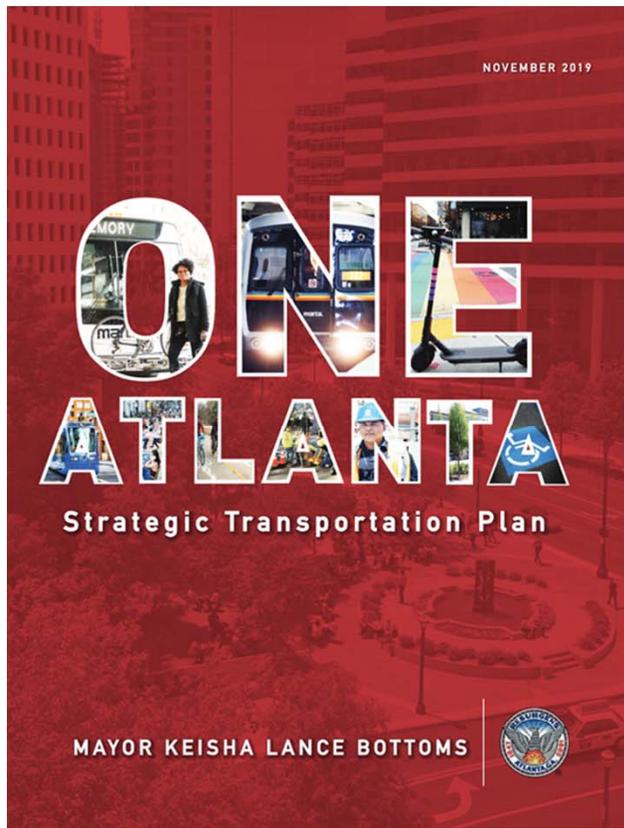
"One time, me, my mom and my baby brother was crossing the road and this man was looking down at his phone and almost hit my baby brother."





Strategic Plan & ATLDOT Organizational 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

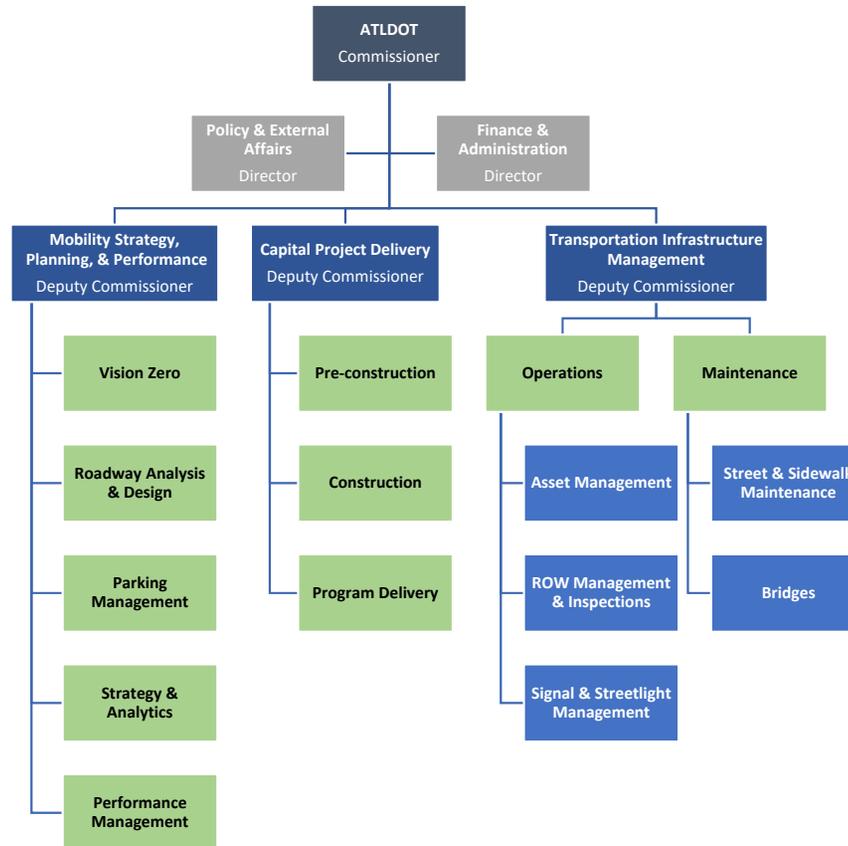
- Improve the condition and maintenance of Atlanta's roads
- Make ATLDOT a great place to work
- Recruit a talented and diverse workforce
- Enhance employee safety
- Improve workplace culture and support innovation
- Bring all transportation assets into a state of good repair
- Improve street lighting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



Future ATLDOT Organization Structure



DOT Office Transitions

- OMP: legislated complete by 4/1
- CPD: by 5/15
- TIM: by 7/1

Roles actively being recruited

- DC Mobility Strategy
- DC Capital Projects
- Director Policy & External Affairs
- Director Finance & Admin
- Project Manager II

Roles to be filled in coming weeks

- Director Vision Zero
- Manger Vision Zero
- Director Strategy & Analytics
- Transportation Planners (3x)





Important Accomplishments/Acknowledgements



ATLDOT Kickoff Rally



CITY OF ATLANTA
D  **T**
DEPARTMENT OF TRANSPORTATION



State & National Recognition



- ACEC Georgia State Competition
 - 2020 Engineering Excellence Award
 - Special Projects Category
- ACEC National Competition

“Academy Awards of the Engineering Industry”

 - 2020 Engineering Excellence Award
 - National Recognition

Renew Atlanta TSPLOST Program Management

City of Atlanta, GA | Atkins, Atlanta, GA

CASH FLOW REPORT

Project/Category	Actual	Planned	Committed	Paid
Total	\$540,190	\$540,190	\$540,190	\$540,190
Construction	\$370,380	\$370,380	\$370,380	\$370,380
Design	\$170,200	\$170,200	\$170,200	\$170,200
Professional	\$224,000	\$224,000	\$224,000	\$224,000
Other	\$214,000	\$214,000	\$214,000	\$214,000
Contingency	\$100,000	\$100,000	\$100,000	\$100,000
% Complete	41.5%			

ROW ACQUISITION STATUS

Total Properties: 72

Map showing project locations and acquisition status.

The Renew Atlanta TSPLOST Program is a \$540M+ Capital Improvement Program created to begin to address the \$1B+ infrastructure backlog facing the City of Atlanta. In 2016, a team of consultants led by Atkins was selected by the City of Atlanta to provide Program Management Support Services. In November 2018, the COA announced that the Program had a \$410M funding gap between project estimates and anticipated funding availability. This shortfall was a result of rising construction costs, expanded project scopes, and lower than anticipated sales tax revenue.

The Program Management Team was tasked with prioritizing the projects, the order that they would be delivered, and how to incorporate new techniques to mitigate cost and schedule risks. In conjunction with a robust community outreach and education effort, the projects on the Program were redefined and re-baselined. The creation of a Program cash flow and multiple dashboards has created a data-driven management system that has allowed a greater percentage of funding to go toward construction. This effort has provided more transparency into the true cost of maintaining infrastructure and has ultimately helped the Renew Atlanta TSPLOST Program better serve the citizens of the City of Atlanta.

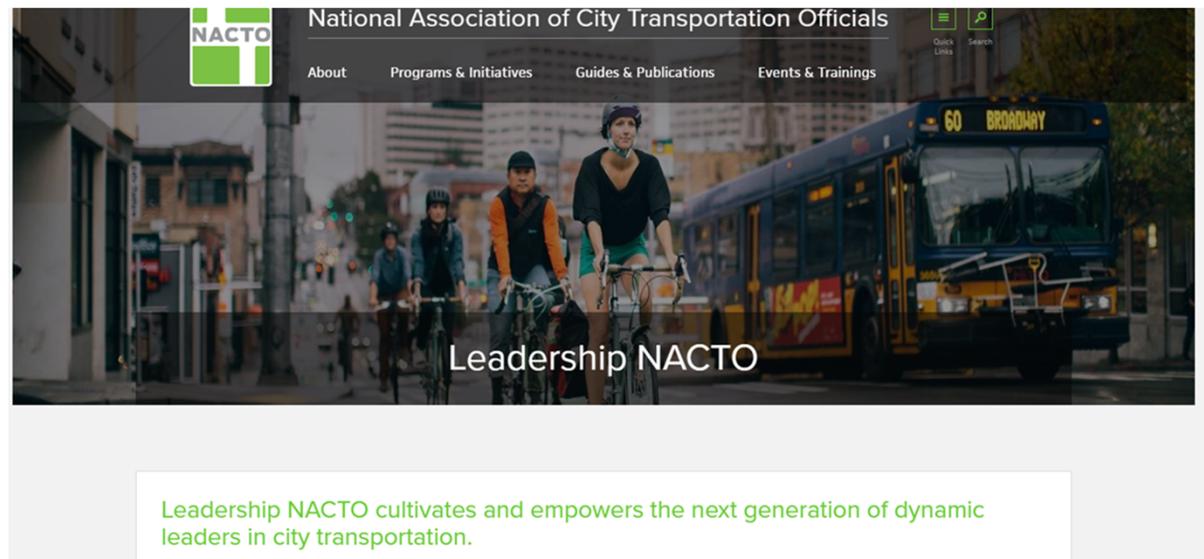
1) Summary of Program-level actual vs. planned funding, commitments, and paid values. 2) Displays the status of an individual project's ROW acquisitions. 3) ATLDOT Commissioner Josh Rowan with residents on a Complete Street project. 4) The Program includes traffic signal, roadway operational, and pedestrian safety improvements city wide. 5) Powers Ferry bridge replacement project. 6) "Tree of Life" in Atlanta's Freedom Park.



Leadership NACTO 2020



Congratulations to Betty Smoot-Madison for being inducted into Leadership NACTO 2020



ATLDOT Around the City



Infraday
CAP
Interview with WABE Rose Scott
MARTA Board
Neighborhood Presidents (J.P. Matzigkeit)
NACTO (New Orleans)
ABC and MARTA explorers Ride along
GA Tech (multiple events)
Tuskegee Airmen Global Academy (TAG)
GAITE
Atlanta Rotary
Georgia Power Exec Retreat





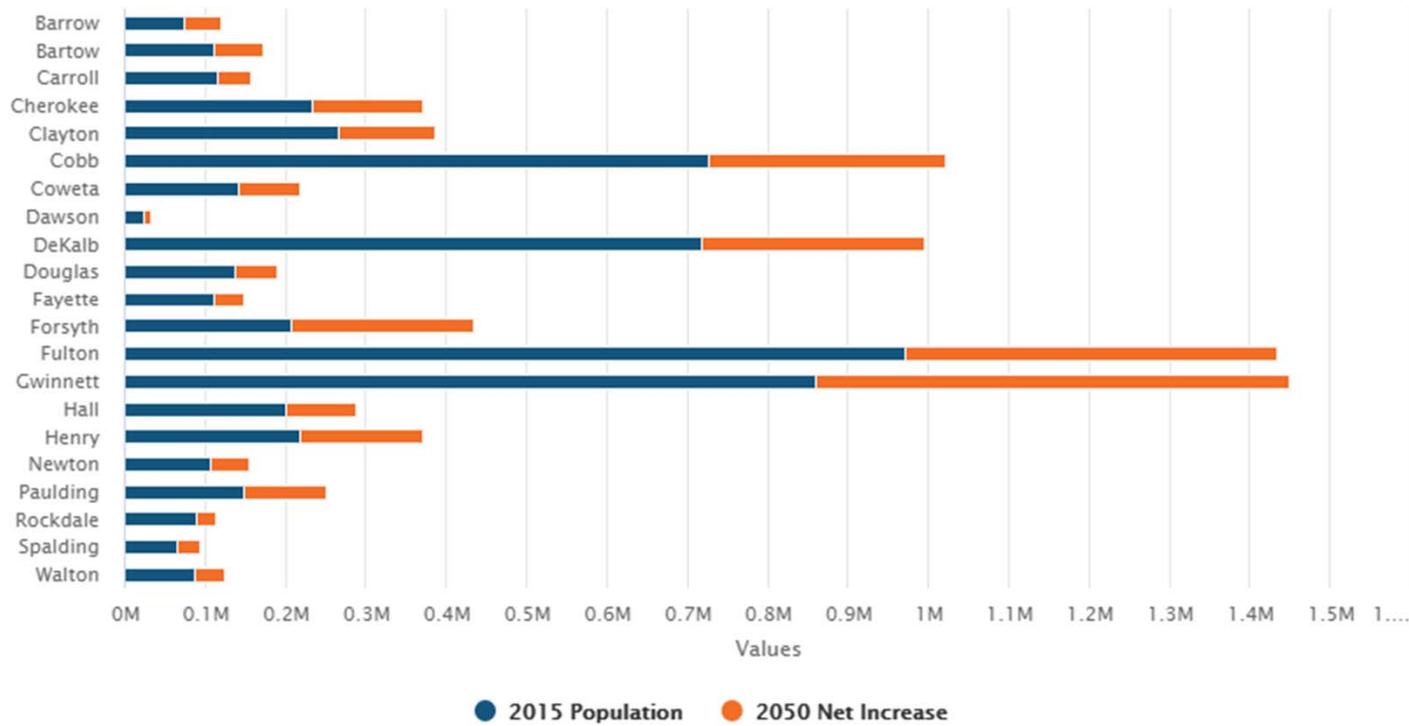
Planning and Strategy Update

A Look Into The Future

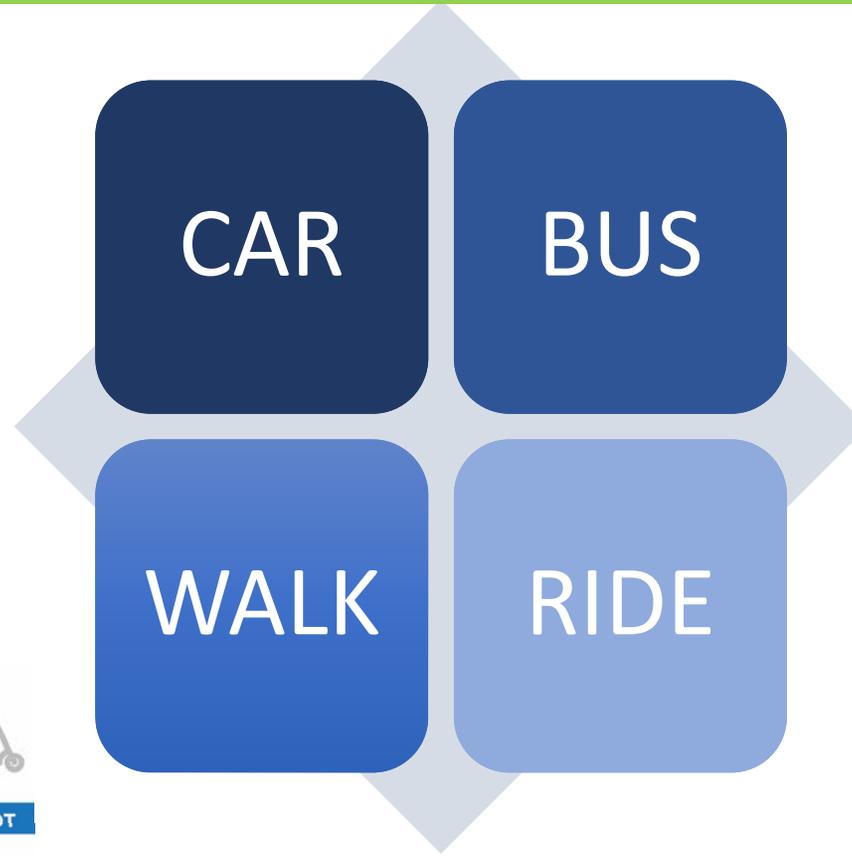


2050 Population Forecast

Source: Atlanta Regional Commission



A Look Into The Future



#ATLDOT



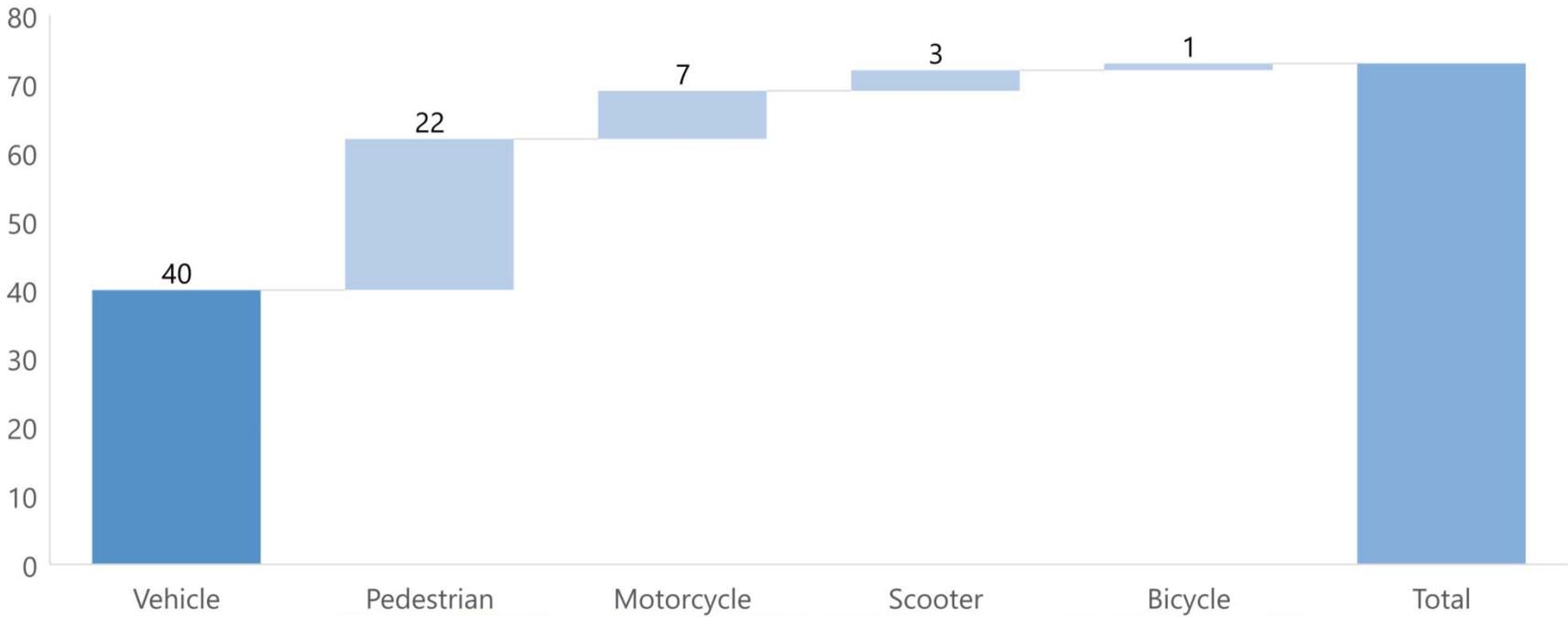
Our Partners



73 people have died in 2019 on Atlanta's streets including 22 pedestrians, 3 scooter riders and a cyclist



Traffic Deaths in Atlanta January-Present 2019



1 - APD reports 63 total traffic deaths in 2019 but the categories total to 62 because one death has not been categorized in the APD data
 Source: APD



Traffic death rates in Atlanta for both drivers and pedestrians are three times higher than in peer cities like Seattle, Minneapolis and Boston



Collision Death Rates per 100,000 Population (2017)

Area	Total Deaths	Pedestrians Deaths
Dallas	14.47	3.88
Atlanta	11.31	4.32
Austin	8.41	2.42
Philadelphia	5.95	2.34
Chicago	5.41	1.51
San Diego	5.31	2.18
Washington DC	4.47	1.59
Seattle	4.14	1.66
Minneapolis	4.03	0.95
Boston	3.80	1.61
New York	2.40	1.10

3x higher than peer cities
Seattle, Minneapolis and
Boston

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



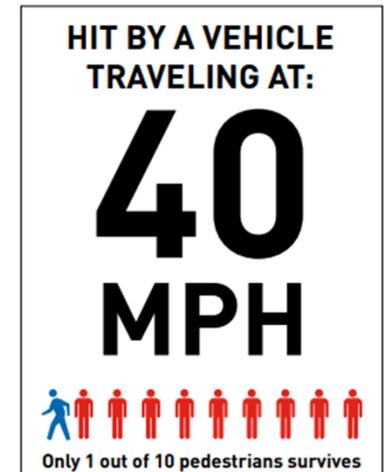
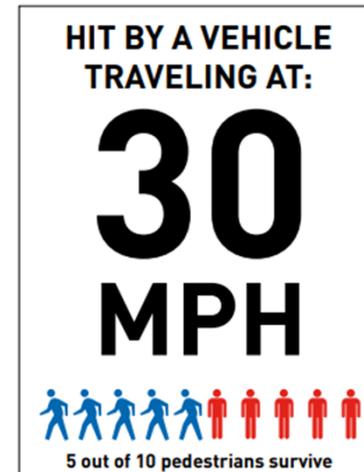
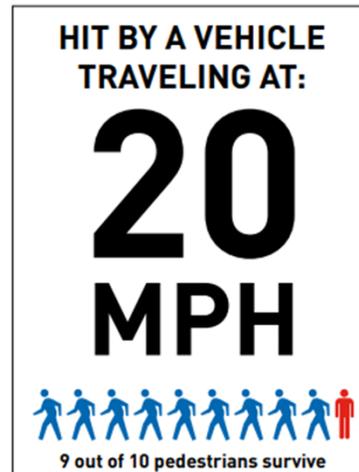
Speed is a key factor in traffic deaths



Forbes

Speeding: It's Just As Dangerous As Driving Drunk, New Report Finds

“You can’t tackle our rising epidemic of roadway deaths without tackling speeding” – National Transportation Safety Board Chairman



Solution: Vision Zero



Globally-recognized program directly targeting the reduction of crashes and elimination of serious injuries and fatalities

- 43 cities across the U.S. currently have Vision Zero programs and have realized significant declines in crashes since it's inception
- VZ ensures the city's streets are built to prevent fatal crashes (engineering).
- VZ recognizes key components:
 - Equity, Education, Engineering, Enforcement, Evaluation, Emergency Response

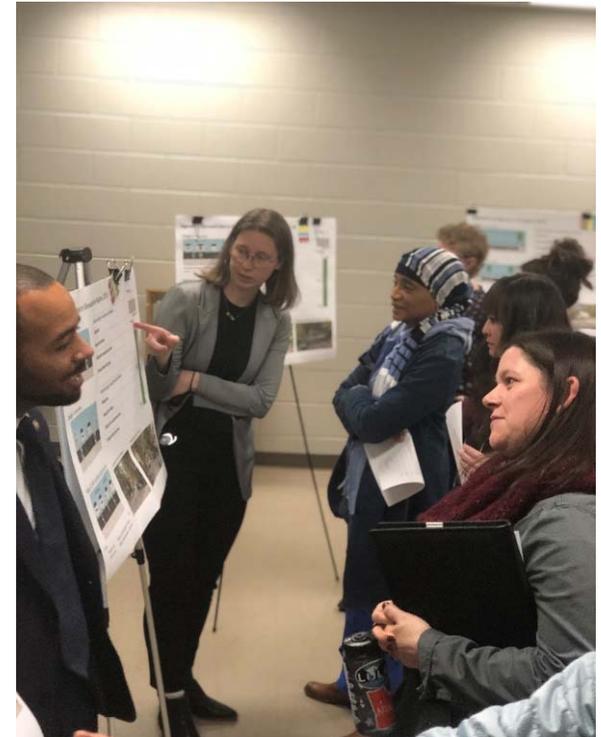


Vision Zero is coming to Atlanta!



Vision Zero – a core principle of the One Atlanta Strategic Transportation Plan

- Vision Zero Ordinance
- Formally adopting and committing to developing a Vision Zero Program
 - Create a VZ Task force comprising key roadway safety stakeholders
 - Develop VZ Action Plan with annual program evaluations and reports
 - Adopt NACTO Urban Design Guidance for VZ projects
 - Implement default speed limit of 25 MPH



Vision Zero Summary



- Policy
- Street Design
- Enforcement





Capital Projects Update

MLK Project Update



MLK Jr. Drive Complete Street Retrofit (LCI) Project

Expenditure (\$ spent): \$640,345.39 (October 1 to December 31, 2019)

Paid to Date: \$11,596,359.20

Project Cost: \$13,829,712

% complete: as of December 31, 2019 the project is 87% completed

Estimated Completion Date: June 22, 2020

MLK Jr. Drive Corridor Improvement Initiative (TIGER VIII)

Expenditure (\$ spent): \$470,865.48 (October 1 to December 31, 2019)

Paid to Date: \$10,101,731.52

Project Cost: \$22,940,500

% complete: as of December 31, 2019 the project is 47% completed

Estimated Completion Date: November 10, 2020





Renew Atlanta - TSPLOST Update



Program Budget Update



FY20 Proposed Operating Budget: N/A
Renew Atlanta Bond: \$250M | TSPLOST Revenue: \$260M
Bond Premium: \$7.6M | Other: \$28.9M

Program Budget¹

Renew Bond:	\$250M
Bond Premium:	\$7.6M
TSPLOST:	\$260M ²
Other:	\$28.9M ³
<hr/>	
TOTAL:	\$546.5M



Note 1: Anticipated Total Program Budget
Note 2: Based on Average monthly TSPLOST collections.
Note 3: Other funding has increased from \$23.9M to \$28.9M. This is due to additional \$5M for GDOT Group B.



TSPLOST Collections

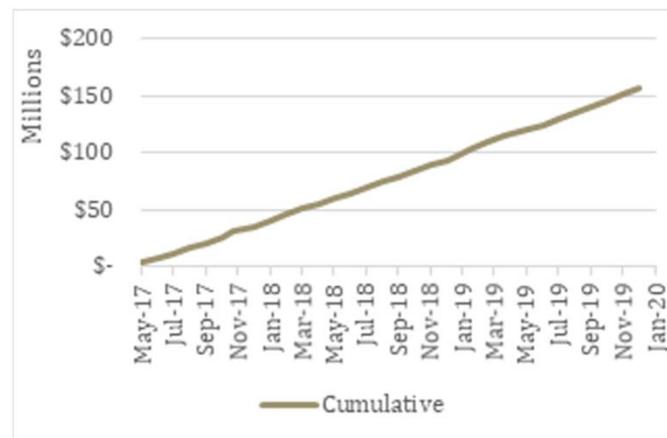


FY20 Proposed Operating Budget: N/A
 Renew Atlanta Bond: **\$250M** | TSPLOST Revenue: **\$260M**
 Bond Premium: **\$7.6M** | Other: **\$28.9M**

TSPLOST Revenue Collections

Goal: \$260M
 Collections thru Dec 2019: \$156.1M
 Remaining Goal to be Collected: **\$103.9M**

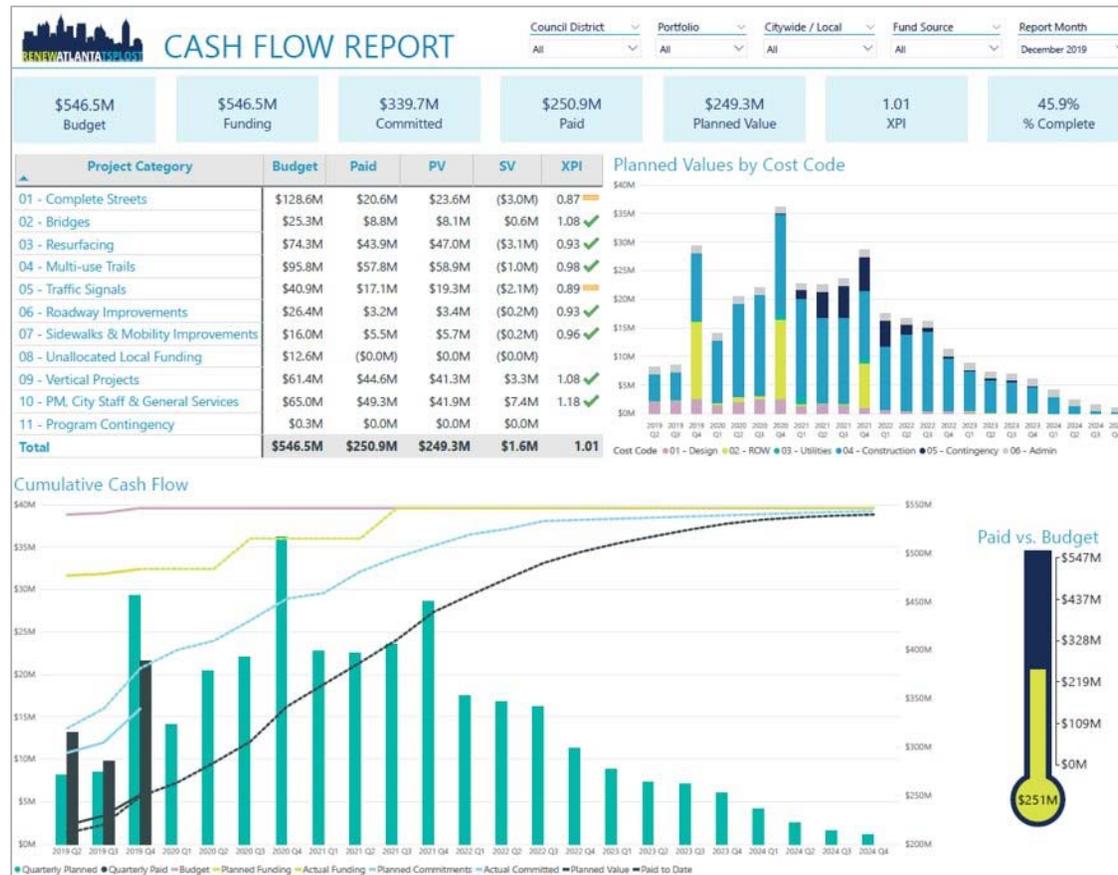
\$156.1M
TSPLOST Revenue Collections



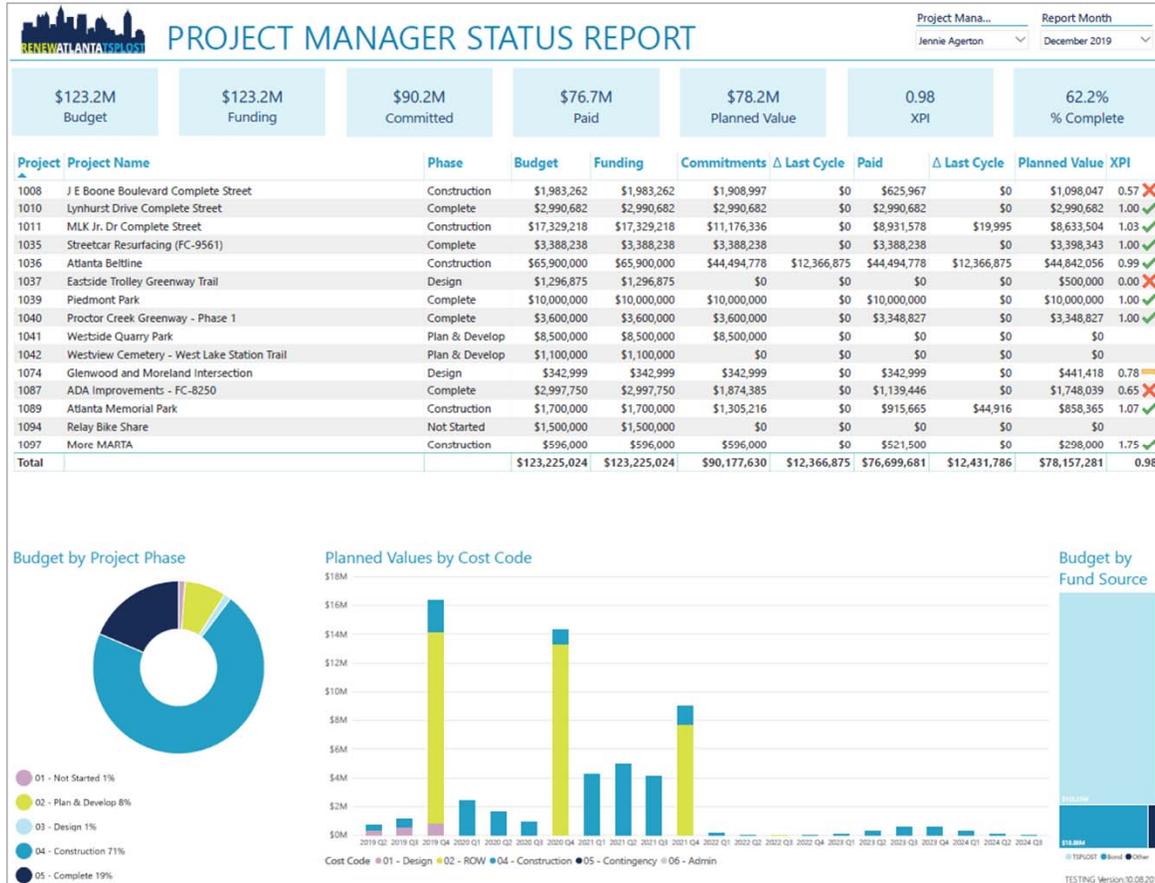
Program Quarterly Report



Cash Flow Report



Project Manager Status Report



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



Roadway Improvements

- Unpaved Roads
- Inman Park Neighborhood Improvements
- Piedmont Road Capacity Improvement
- Dekalb Ave Safety Improvements



Other

- Cycle Atlanta Phase 1.0 Bicycle Mobility Improvements
- Mt. Paran Road Bicycle and Pedestrian Improvements
- Midtown Atlanta Regional Activity Centre
- Campbellton Road Pedestrian Improvements
- Atlanta Traffic Control Center – ITS
- Boulevard Pedestrian Improvements
- Cleveland Avenue Pedestrian Mobility Improvements



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



Sidewalk and Mobility Improvements

- Little 5 Points CID Improvements



Multi-Use Trails

- South Fork Conservancy Trail Pedestrian Bridge
- Eastside Trolley Greenway Trail



DeKalb Avenue Project Update



Phase 1: Short-term improvements

Jackson Street to Ridgecrest Road

- Road resurfacing
- Removal of reversible lane
- Sidewalk repair/ ADA improvements
- Left turn lanes
- Signal improvements

Hurt Street to Arizona Avenue

- Bike lanes (two-way cycle track) on north side from Hurt Street to Elmira Place
- Bike lanes on both sides from Nelms to Arizona avenues
- Only side street without a left turn lane is Battery Place
- On-street parking between Josephine Street and Elmira Place
- Bicycle intersection upgrades (pending final design)

Phase 2: Long-term improvements*

Peachtree Street to Ridgecrest Road

- Additional study and public input
- Possible fiber communication installation
- Improvements for multimodal transportation including:
 - Walking
 - Bicycling
 - Scooters (LIT)
 - Transit access

**Design only until construction funding identified*

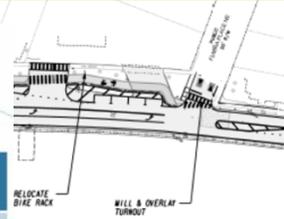


Dekalb Avenue Complete Street



How Public Input Shaped the Project

Top Public Comments	Response
Safety of reversible lane	Reversible lane will be removed
Narrow sidewalks in poor condition	Sidewalks will be repaired/replaced where ADA issues exist
Lack of pedestrian and bicycle facilities	Providing bicycle facilities where possible in existing ROW (Hurt St. to Elmira Pl. and Nelms Ave. to Arizona Ave.)
High speed of vehicular traffic	Removal of reversible lane expected to reduce speeds
Lack of left turn lanes/signal phase	Adding left turn lanes and turning signal phases
Lack of commercial parking	Adding on-street parking between Josephine St. and Elmira Pl.
Poor pavement conditions	Pavement will be resurfaced
Signal timing	Signal timing will be improved and coordinated
Full project implementation	Developing a plan for full project implementation



Dekalb Avenue Complete Street



Safety/Operational Improvements & Travel Times

Existing	Improvements/Benefits
969 vehicle crashes registered in past five years	Removal of reversible lane → 11-24% reduction in expected crashes
	Addition of left-turn lanes at <u>signalized</u> intersections → 15-35% reduction in expected crashes
	Addition of left-turn lanes at <u>unsignalized</u> intersections → 25-35% reduction in expected crashes
Bikes share lanes with vehicles mostly (no buffer)	Safer bike facilities (especially around Moreland)
Mostly broken sidewalks, not in ADA compliance	Repaired sidewalks that comply with ADA
Traffic signal timing	Improved/optimized signal timing and coordination

Travel Times with Improvements

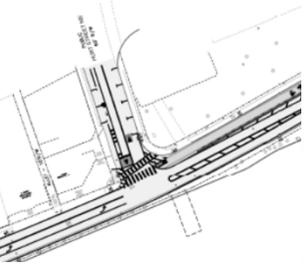
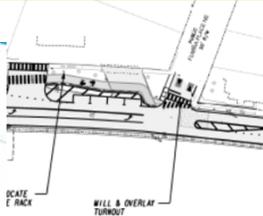
Westbound: From Ridgcrest Road to Jackson Street
 Eastbound: From Jackson Street to Ridgcrest Road

Morning (AM Peak Hour)	
Existing Westbound	Estimated New Westbound
10 minutes	16-30 minutes*
Existing Eastbound	Estimated New Eastbound
9 minutes	8-8.5 minutes
Evening (PM Peak Hour)	
Existing Westbound	Estimated New Westbound
18 minutes	9 minutes
Existing Eastbound	Estimated New Eastbound
9 minutes	9.5-17 minutes*

* Range is based on an expected 10% to 30% reduction in vehicular traffic. Removal of the reversible lane accounts for approximately 90% of the additional travel time; approximately 10% is due to the addition of the cycle track.

Opportunities to Improve Your Travel Time

- Change travel route
- Change travel mode (MARTA/bike/carpool)
- Change travel time of day (earlier or later)



Roadway Inventory



Asphalt Paving

In-Place Road Length (lanes miles) – 258.95 miles

In-Place Road Length (total miles) – 109.65 miles

Sidewalk

New Sidewalk – 2396 LF

Remove and replace Sidewalk – 30792 LF

Curbing

Curb and Gutter – 14486 LF

Granite Curb – 3445 LF

ADA Ramps

ADA Ramps (total installed) – 946

Bike Lanes

New Bike Lanes (miles) – 28.12 miles

Enhanced Bike Lanes (addition of sharrows, reflectors, delineators, etc) – 3.86 miles

Refreshed Bike Lanes (redo striping) – 0 miles





Transportation Infrastructure Management Update

Roadway Inventory



Total Lane Miles - 4,551 (approx. a roundtrip from Atlanta to L.A)

Mill/Inlay 2" - \$250,000

Mill/Inlay 4" - \$450,000

Total replacement cost (low): \$1.14 Billion

Total replacement cost (high): \$2.05 Billion

Average roadway lifecycle: 25 years

Average annual investment (low): \$46 million

Average annual investment (high): \$82 million

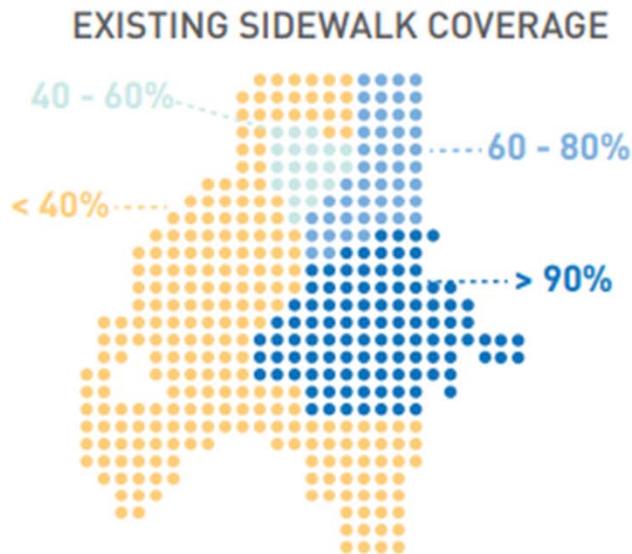


Atlanta's Mobility Challenges



UNEVEN OPPORTUNITIES AND BURDENS

Some of Atlanta's neighborhoods are frustrated by the lack of basic transportation infrastructure, like pothole-free streets and accessible sidewalks.



Approximately 2,731 miles
Replacement Cost: **\$682,750,000**



Communications & Community Engagement

Previous Community Engagement



- Coffee with the Commissioner
- Cherokee Safer Streets meeting
- Piedmont Safer Streets meeting



Atlanta Fire Rescue Station 26 Ribbon Cutting



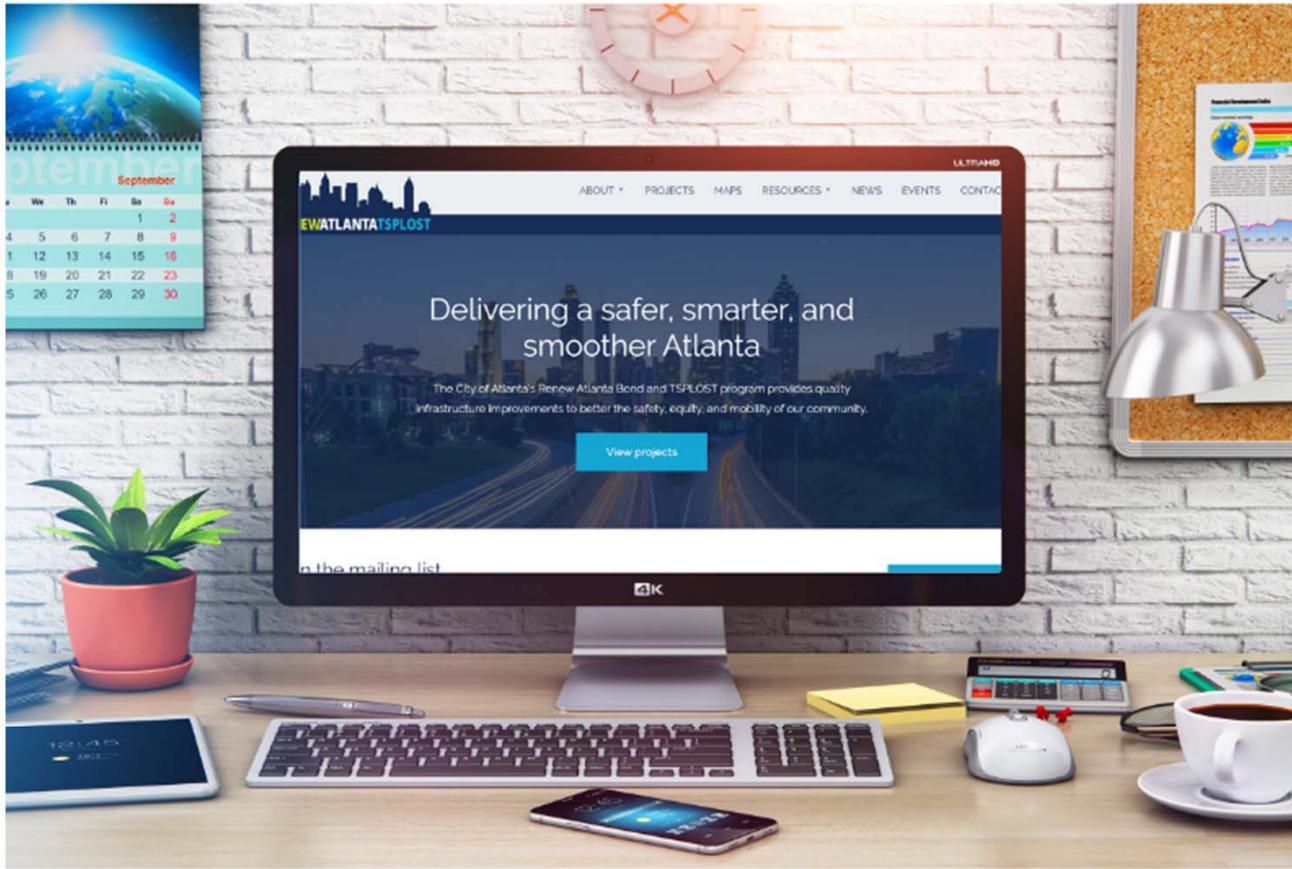
Dekalb Avenue Open House meeting



ATLDOT Vendor Fair 2020



RenewAtlantaBond.com is LIVE!





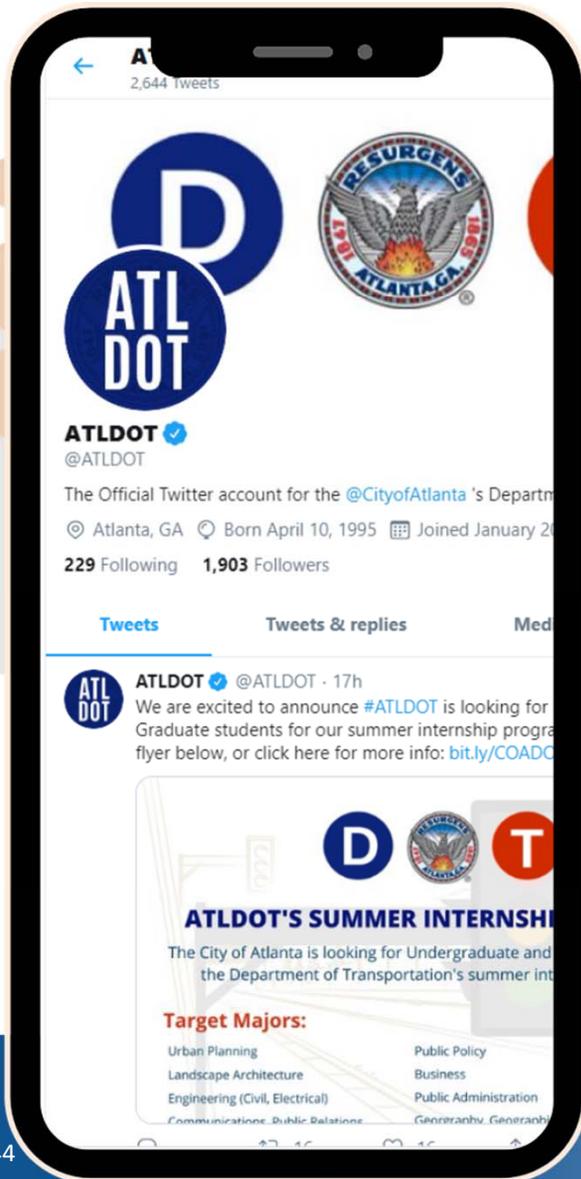
Next Steps

What's next for ATLDOT?

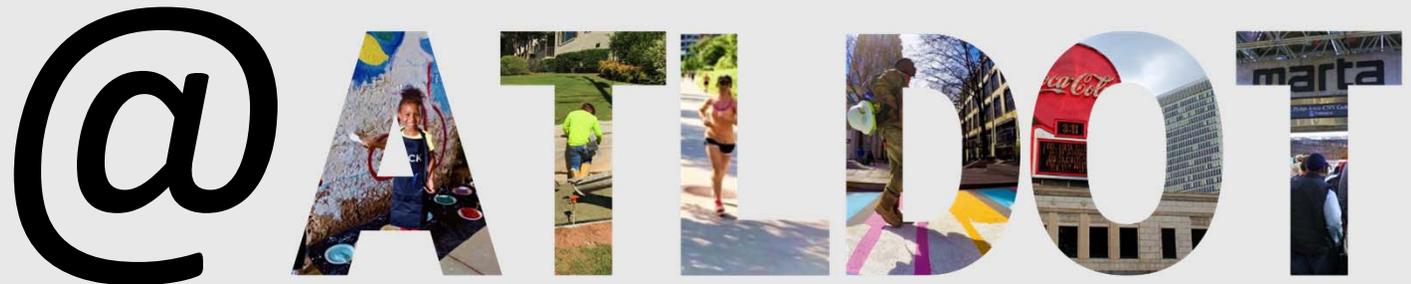


- Move forward with **Vision Zero legislation** and build out the Vision Zero team
- Launch **new e-scooter program** under recently adopted framework
- Begin implementation on the **Mayor's Action Plan for Safer Streets**
- Continue to **fill out the ATLDOT leadership team** (e.g., 3 Deputy Commissioners, Finance Director, External Affairs Director)
- Consolidate **Capital Projects into a single team** under ATLDOT
- Make **changes to internal processes** related to operations (e.g., re-evaluate TIM SLAs to improve expectations and responsiveness)





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