



# Transportation Committee Update

Mayor Keisha Lance Bottoms  
Commissioner Josh E. Rowan, PE

September 2020



# PRESENTATION OUTLINE

- Safety Moment
- ATLDOT Update
- Vision Zero Update
- Renew Atlanta-TSPLOST Update
- Sidewalks
- What's Next?



# Safety Moment

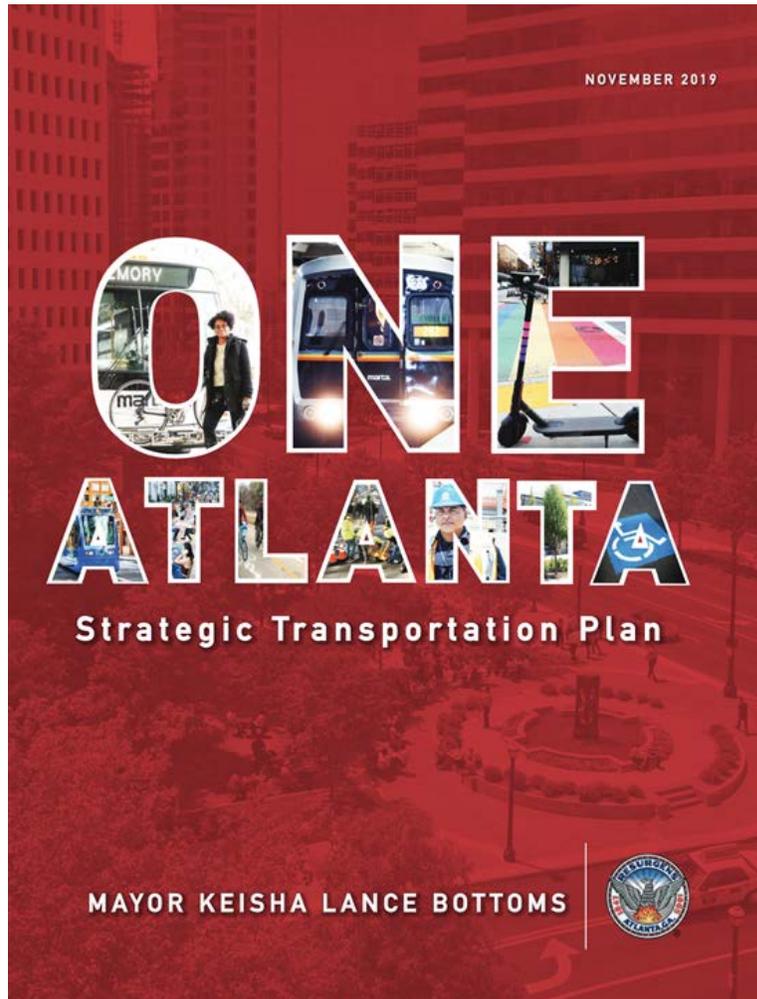




# ATLDOT UPDATE



# 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

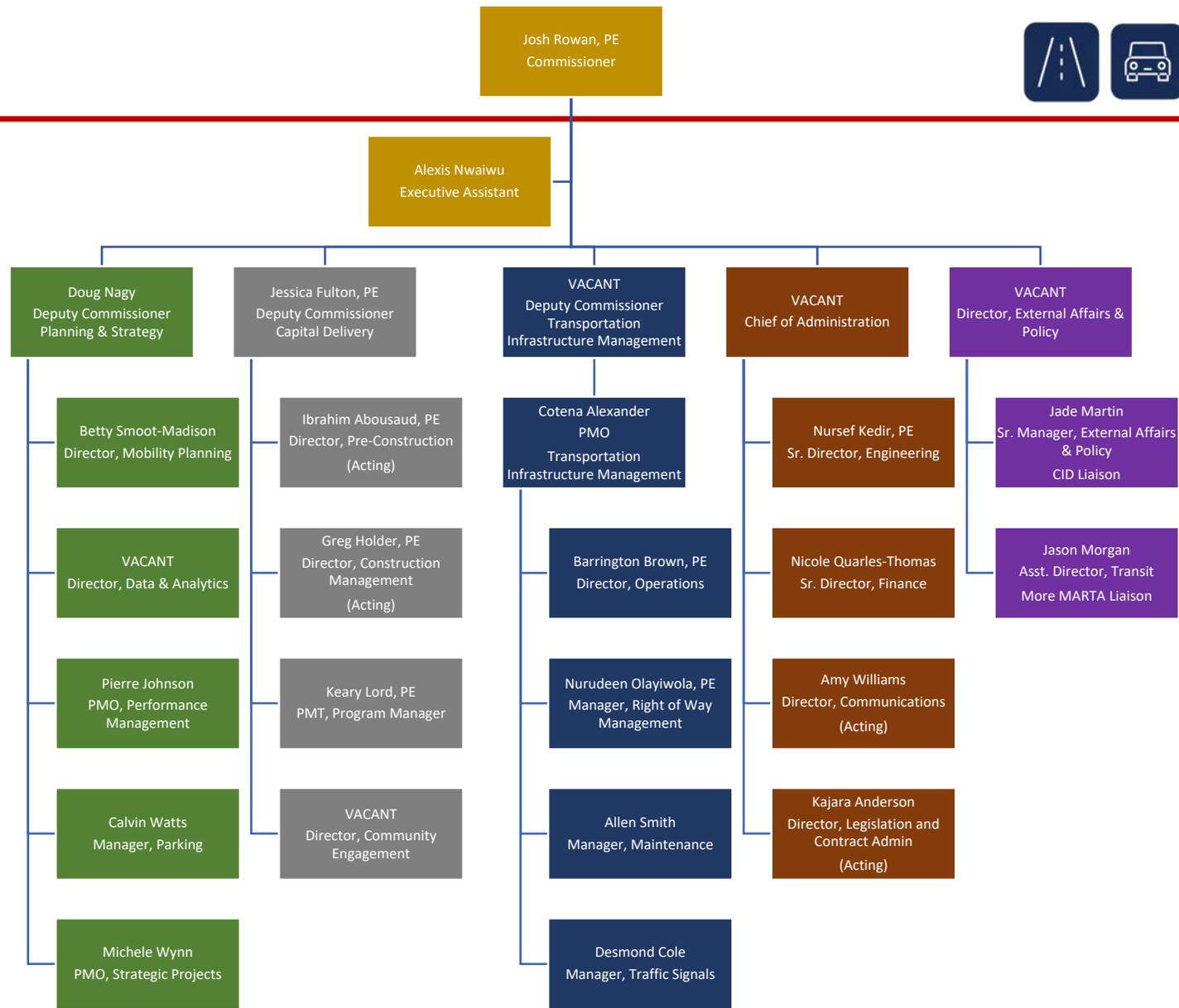
### WORLD CLASS EMPLOYEES, INFRASTRUCTURE & SERVICES

- 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

# ATLDOT Org Chart



# Acknowledgments



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



## Renew Atlanta TSPLOST Program Management

City of Atlanta, GA | Atkins, Atlanta, GA

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.



# Since our last update...



Ribbon Cutting for District 2 Sidewalks



Vision Zero Commitment



Installations on MLK Jr. Drive



# Since our last update...Drone Photos!



Cascade Road



DeKalb Avenue





# VISION ZERO UPDATE



# On-going Priorities



## Policy Development:

- Equity Framework (Communities of Concern)
- VZ Action Plan (ARC TIP funded – Initiating early 2021)
- Tactical Urbanism Guide (to be released Sept/Oct 2020)
- Traffic Calming Toolkit – Focus on Collectors/Arterials
- Project Prioritization Modeling

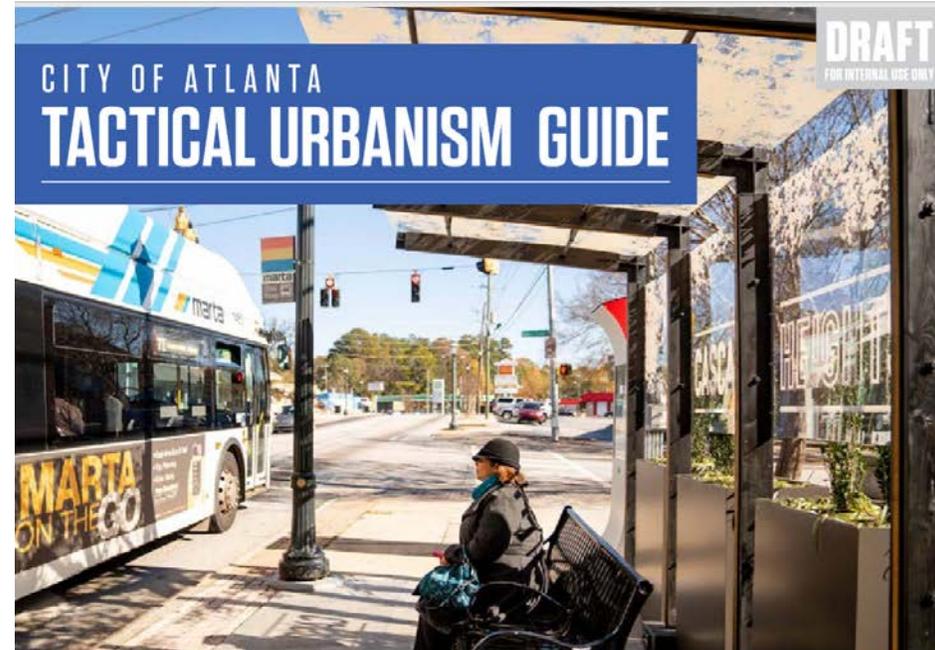
## Street Design:

- Safer Streets Action Plan implementation

## Enforcement:

- Evaluating Pilot automated enforcement program

**COMING SOON**



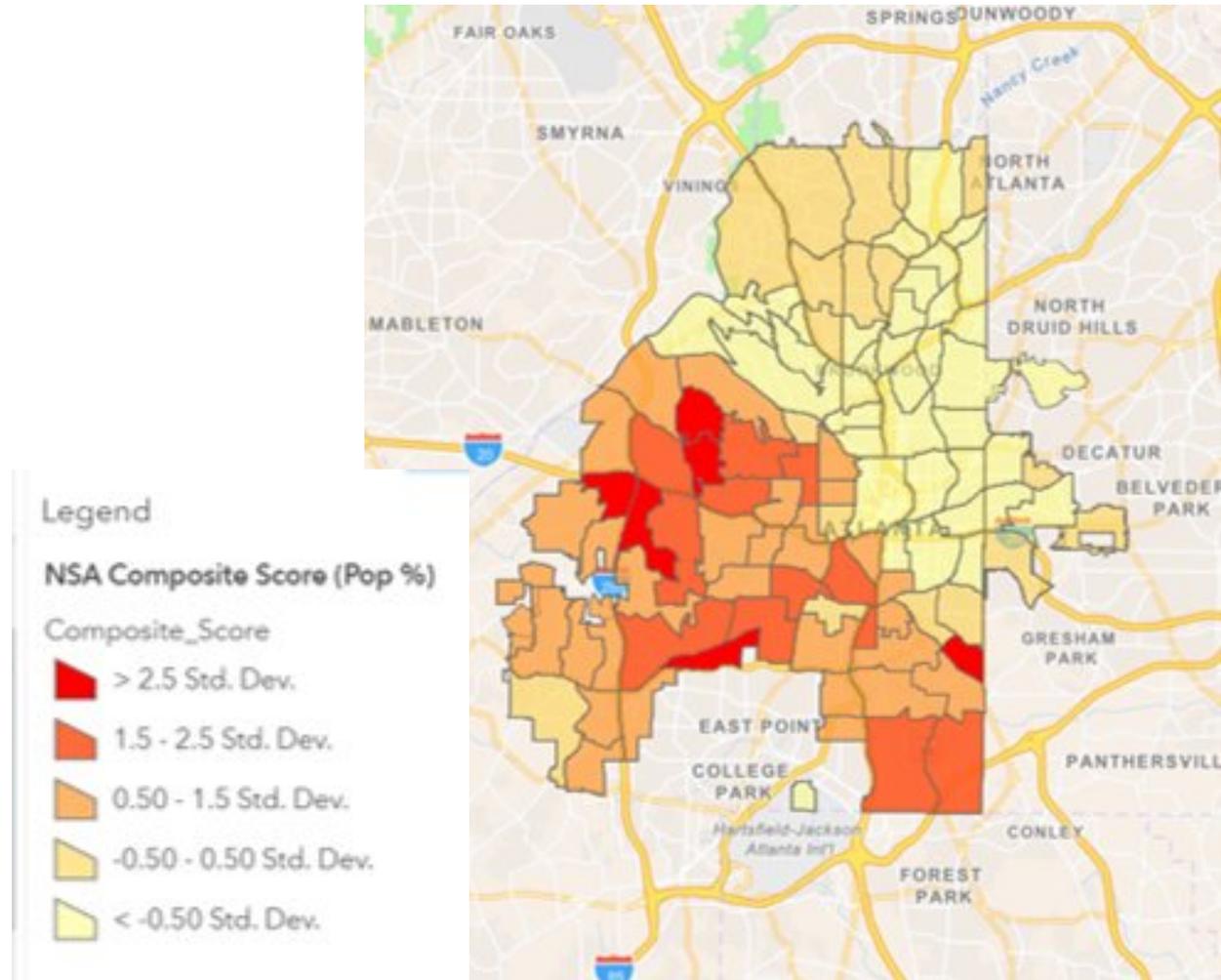
# Atlanta is a Vision Zero city!



*Vision Zero processes, strategies and outcomes must serve all, particularly vulnerable and underserved populations.*

- Data Indicators included:

- No vehicle access
- % School-age children, seniors, disabled persons
- No health insurance
- Transit ridership
- Race
- Single-parent households
- Income





# 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 Budget<sup>1</sup>

Renew Bond:	\$250M
Bond Premium:	\$7.6M
TSPLOST:	\$260M <sup>2</sup>
Other:	\$28.9M

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**TOTAL: \$546.5M**



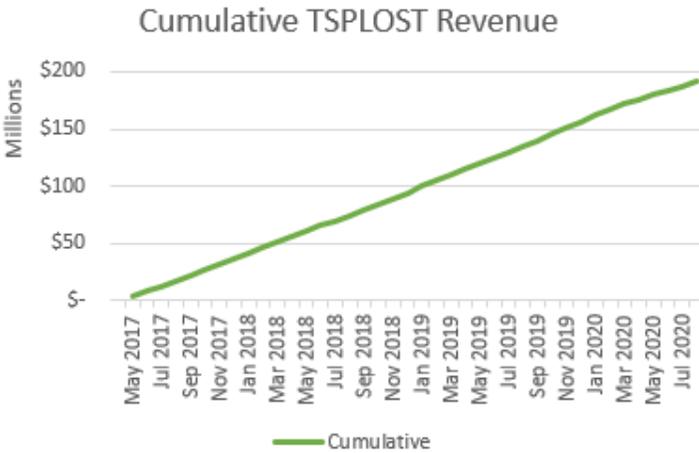
# TSPLOST Revenue Collections



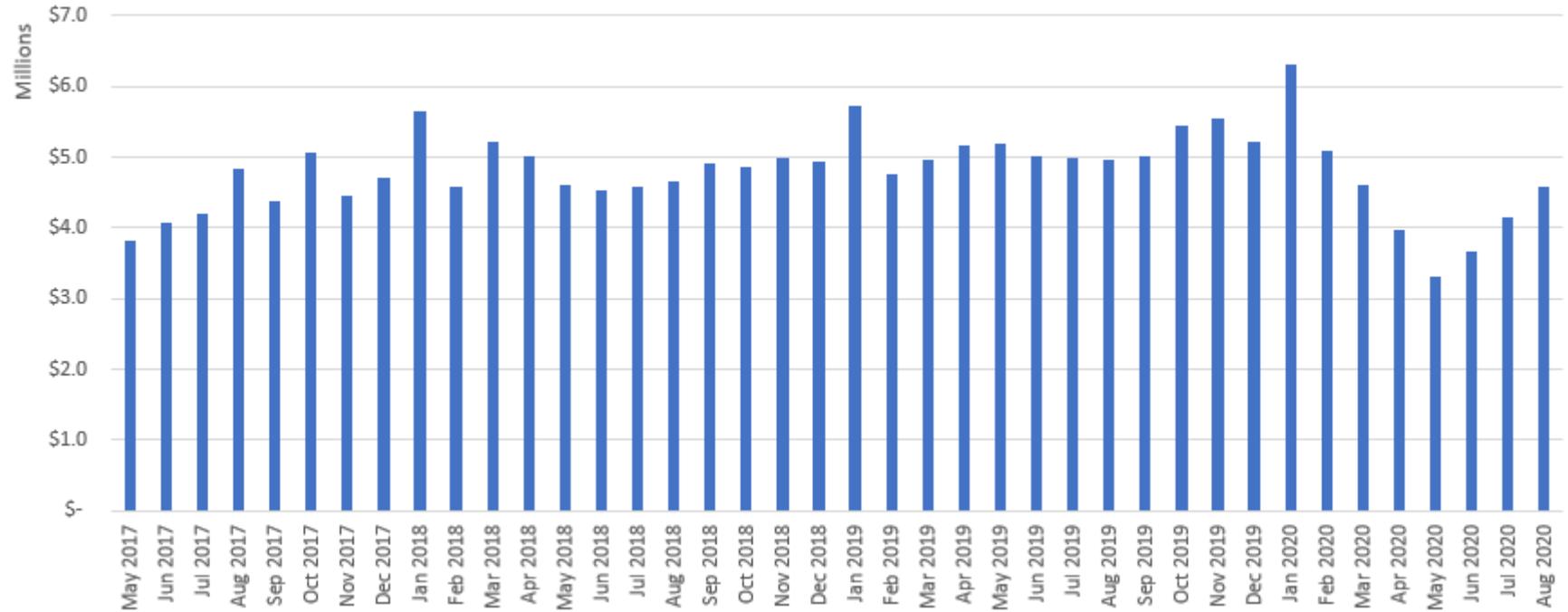
## Collection Summary

Goal: \$260.0M  
 Collections: \$191.9M  
**Remaining to Goal: \$68.1M**

\*Collections thru August 2020



Monthly TSPLOST Revenue





# TSPLOST COLLECTIONS

## Collections Narrative

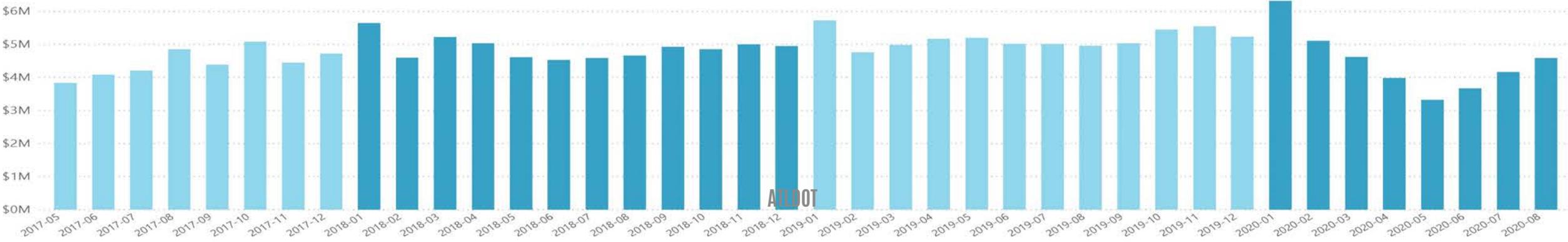
According to the Georgia Budget and Policy Institute "In light of the already-known levels of economic devastation, surging unemployment and the guidance for Georgians to exercise caution in the months ahead, state leaders should prepare for mounting revenue shortfalls through the final quarter of fiscal year 2020." (1) In addition, the publication states "National surveys of consumer spending suggest a 25-to-50 percent drop in sales has already occurred across most major sectors with some projections of upwards of a 90 percent decline in revenues generated by key state employers." The program saw the effects of this pandemic during the 2020 Q2 TSPLOST collections, where collections were 29% lower than the 2019 monthly average. Our initial reforecast included an expected 50% decrease of the 2019 average before slowly recovering, which resulted in a \$4.5M shortfall. This updated forecast maintains the 50% decrease; however, with recent months' collections surpassing our projections, the shortfall has improved to \$0.6M. Collections will continue to be monitored and projections will be updated as revenue collections continue and more economic data becomes available.

(1) Kanso, D. (2020, April 27). State Leaders Must Prioritize Long-term Recovery with 2021 Budget; Federal Fiscal Relief Needed. Retrieved June 02, 2020, from <https://gbpi.org/state-leaders-must-prioritize-long-term-recovery-with-2021-budget-federal-fiscal-relief-needed/>

## Collections by Year

Year	Baseline	Actual	Planned	Planned + Actual
2017	\$32,000,000	\$35,579,014		\$35,579,014
2018	\$48,000,000	\$58,568,090		\$58,568,090
2019	\$54,000,000	\$62,019,404		\$62,019,404
2020	\$54,000,000	\$35,742,866	\$12,000,000	\$47,742,866
2021	\$54,000,000		\$40,125,000	\$40,125,000
2022	\$18,000,000		\$15,375,000	\$15,375,000
<b>Total</b>	<b>\$260,000,000</b>	<b>\$191,909,374</b>	<b>\$67,500,000</b>	<b>\$259,409,374</b>

## Actual TSPLOST Collections



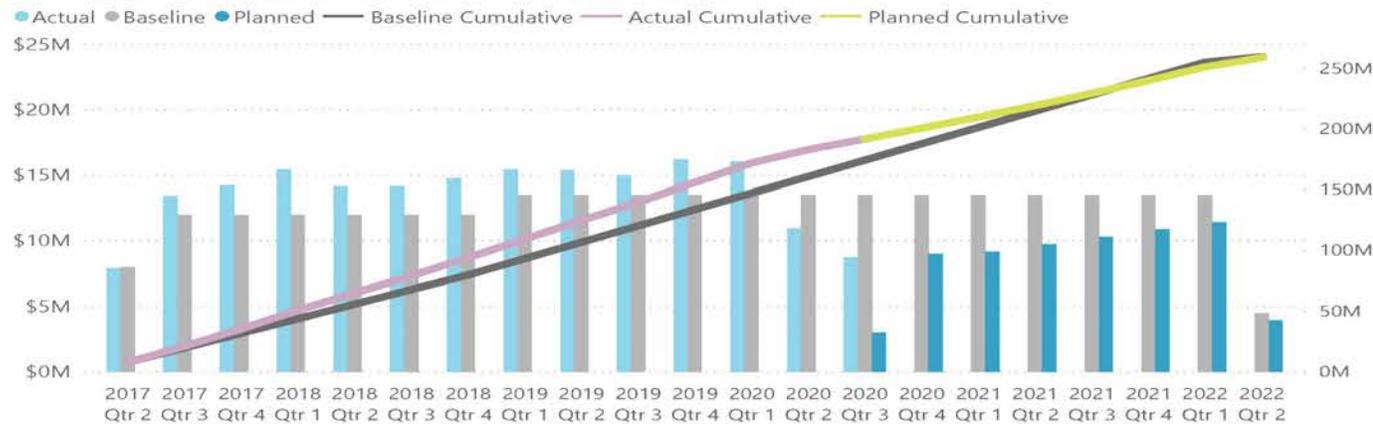
## Actual and Planned Collections



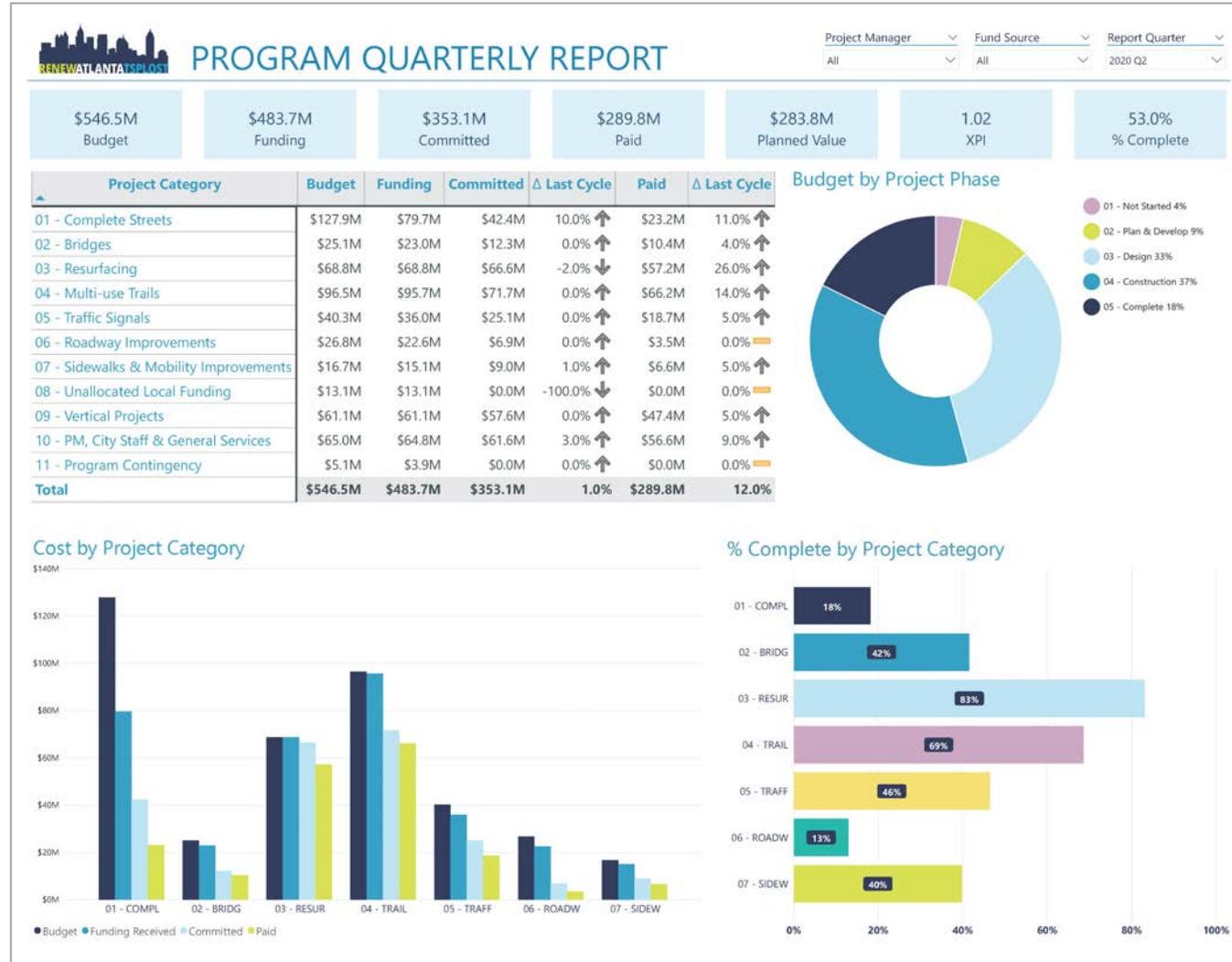
## Actual Collections



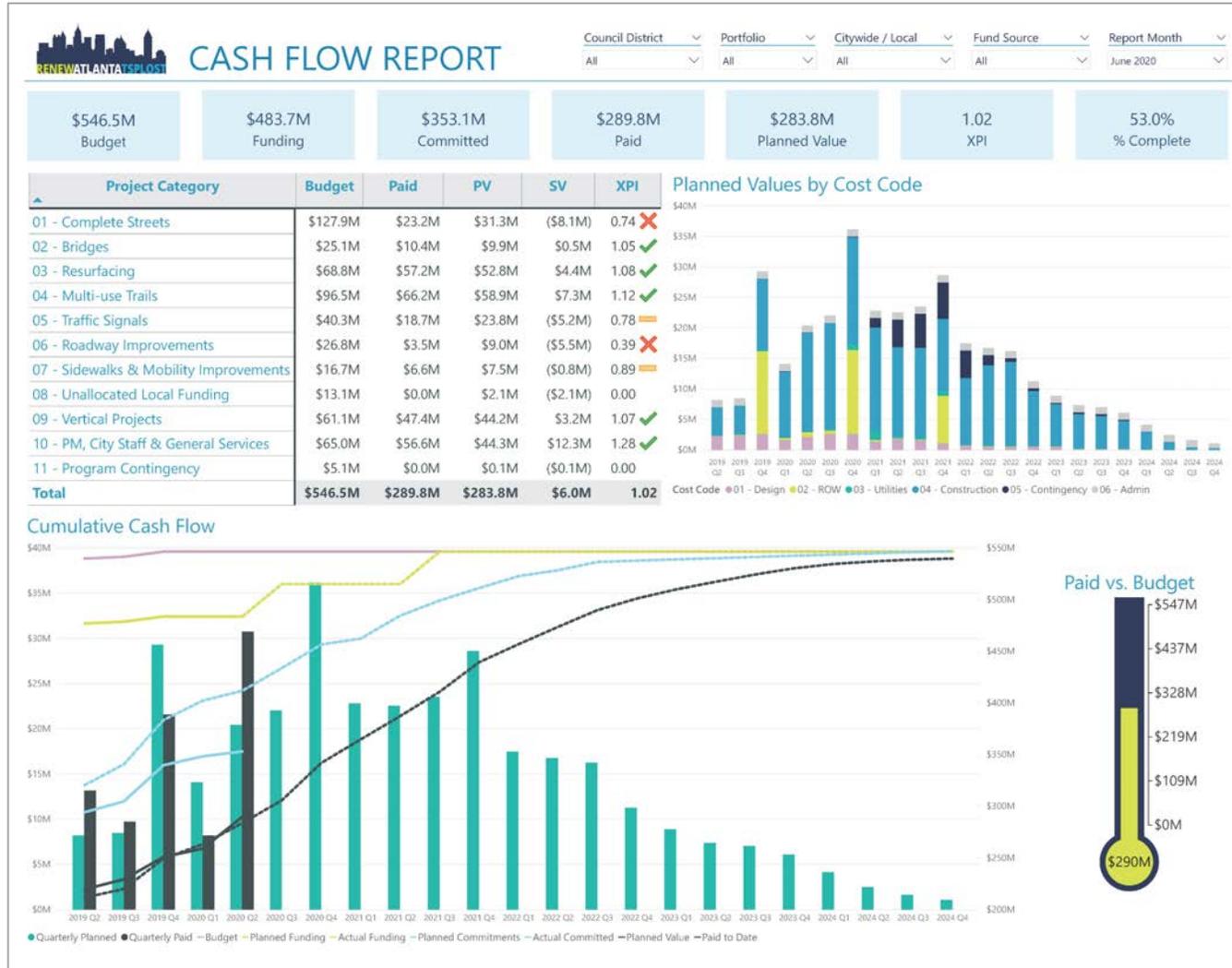
## Baseline, Actual, and Planned Collections



# Program Quarterly Report



# Cash Flow Report



# Program Delivery Optimization



## Our Process



## Our Achievements

- 40.2% Reduction in Admin Costs
- 64.7% Increase in Project Performance
- 175.2% Increase in Program Efficiency
- 48.0% More Efficient compared to Industry Standard defined in 2019 Audit
- 2 ACEC Awards Earned for Program Management (National Award & Georgia State Award)

## Our Cost Data

Category	Avg 2019	Avg 2020	% Change
Monthly Admin	\$1,137,978	\$680,935	-40.16%
Monthly Project	\$3,259,842	\$5,368,160	64.68%
Monthly Program	\$4,397,820	\$6,049,095	37.55%

Category	Avg 2019	Avg 2020	% Change
Efficiency Factor	2.86	7.88	175.21%



Note: Data analyzed over a 4-month period in 2020 relative to same period in 2019, prior to the implementation of staff reductions and organizational changes.



# Program Efficiency Objectives



## Cost Savings, Risk Mitigation, and Opportunity Techniques



\* Leveraged funding managed by the program that is in addition to the \$250M Bond and estimated \$260M TSPLOST.  
 \*\* External partnership funding supporting program projects.



# MLK Project Update

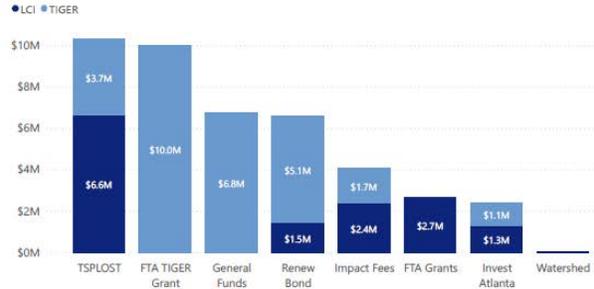


## MLK JR DRIVE INNOVATION CORRIDOR PROJECT SUMMARY

\$43M Budget	\$43M Funding	\$41M Encumbered	\$29M Paid	9 # of Contracts	Construction Phase	68% % Complete
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**Project Scope**  
The Martin Luther King (MLK) Jr. Drive Innovation Corridor is a 7.2-mile project that consist of sidewalks, multi-use trails, pedestrian crosswalks, traffic signals, pedestrian amenities, pedestrian and street lighting, bus shelters, and raised medians at various locations along MLK Jr. Drive between Northside Drive and Fulton Industrial Boulevard. This project will also feature key art installations along the corridor.

### Budget by Funding Source



### Legislation Summary

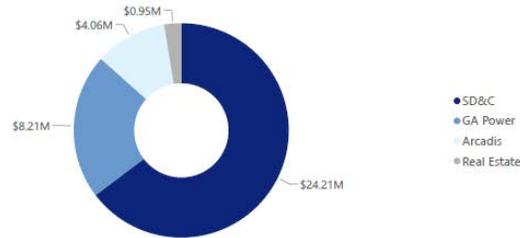
No	Vendor	Description	Date Adopted	Value
15-R-3421	Arcadis Design	Design of MLK Corridor LCI	5/4/2015	\$342,100
16-O-1669	Real Estate (DEAM)	ROW Acquisition	12/5/2016	\$950,000
16-R-3369	SD&C	Median Installation Along MLK	3/21/2016	\$3,686,000
17-R-3865	GA Power LCI	Relocate Utilities along MLK	9/5/2017	\$6,632,411
17-R-4488	SD&C LCI	Construction Services for MLK	11/20/2017	\$6,529,600
18-R-3232	SD&C TIGER	Construction Services for MLK	3/5/2018	\$13,989,521
18-R-3443	GA Power TIGER	Relocate Utilities along MLK	5/7/2018	\$1,573,259
18-R-4192	Arcadis LCI	Design and Construction Support Services	10/1/2018	\$173,021
18-R-4195	Arcadis TIGER	Design and Construction Support Services	10/1/2018	\$473,812
20-O-1262	SD&C TIGER	Construction Services for MLK	5/18/2020	\$4,016,411
20-O-1263	SD&C LCI	Construction Services for MLK	5/18/2020	\$837,682
Various	Arcadis Design	Design of MLK Corridor TIGER	Various	\$3,068,997
<b>Total</b>				<b>\$42,272,814</b>

Date Prepared: 9/23/2020 Data provided by CIP leadership and does not reflect Renew Atlanta program data.

### Cost Summary

Line	Element	Source	Budget	Funding	Encumbered	Paid
101	TIGER	FTA TIGER Grant	\$10,000,000	\$10,000,000	\$9,000,000	\$4,840,883
102	TIGER	Renew Bond	\$5,105,892	\$5,105,892	\$4,854,394	\$3,281,026
103	TIGER	TSPLOST	\$3,722,607	\$3,722,607	\$3,663,438	\$523,654
104	TIGER	Impact Fees	\$1,689,667	\$1,689,667	\$950,000	\$923,940
105	TIGER	Invest Atlanta	\$1,100,000	\$1,100,000	\$1,100,000	\$445,229
106	TIGER	General Funds	\$6,754,997	\$6,754,997	\$6,754,997	\$6,754,994
107	LCI	FTA Grants	\$2,677,275	\$2,677,275	\$2,677,275	\$2,677,275
108	LCI	Renew Bond	\$1,477,695	\$1,477,695	\$1,696,853	\$276,469
109	LCI	TSPLOST	\$6,632,411	\$6,632,411	\$6,632,411	\$6,632,411
110	LCI	Impact Fees	\$2,402,433	\$2,402,433	\$2,402,433	\$2,402,433
111	LCI	Invest Atlanta	\$1,300,000	\$1,300,000	\$1,300,000	\$353,886
112	LCI	Watershed	\$25,000	\$25,000	\$25,000	\$0
<b>Total</b>			<b>\$42,887,977</b>	<b>\$42,887,977</b>	<b>\$41,056,801</b>	<b>\$29,112,199</b>

### Contract Value by Company



### Paid by Company



## MLK JR DRIVE INNOVATION CORRIDOR SCHEDULE SUMMARY

\$43M Budget	\$43M Funding	\$41M Encumbered	\$29M Paid	9 # of Contracts	Construction Phase	68% % Complete
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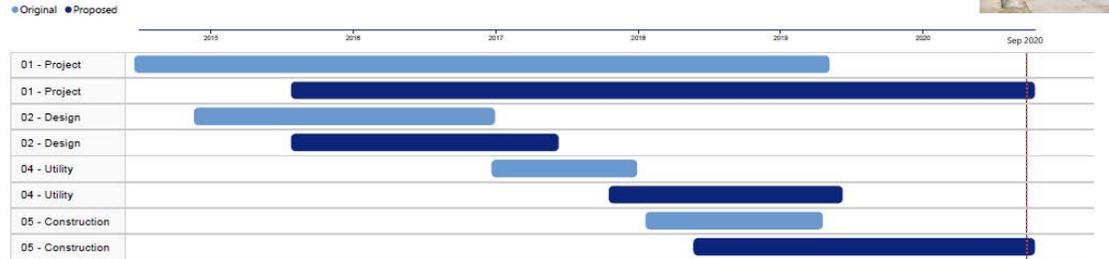
### Project Schedule Summary

**TIGER:** Phase A (Fulton Ind. Blvd to I285) is substantially complete. Phase B (I285 ramp landscaping) is complete. Phase C (I285 to Peyton Place) is 52% complete. Phase D (Peyton Place to FL Ave) is 57% complete. Phase E (Florida Ave to RDA Blvd) is 79% complete. Phase F (RDA to Ollie St) is 81% complete. All work is expected to be completed by March 2021.

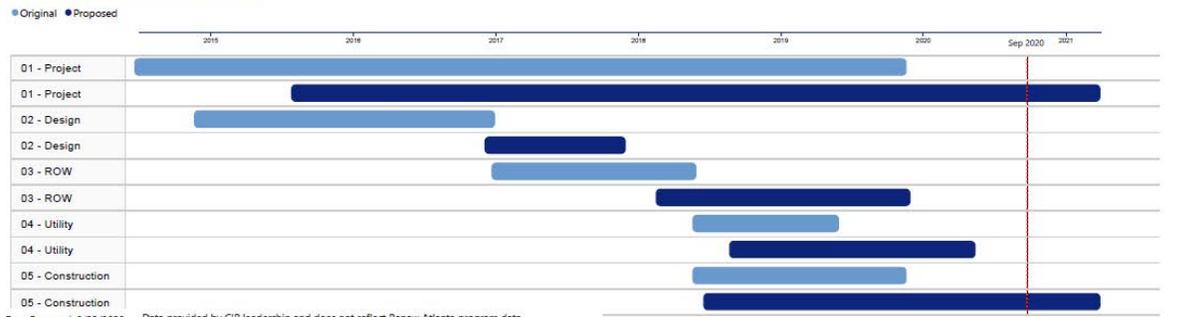
**LCI:** Martin Luther King Jr. Drive between Northside Drive and Ollie Street is close to 95% complete, with an estimated completion of October 2020. Remaining work left is decorative asphalt crosswalks; striping; installation of roadway signage; trash receptacles; bike racks; speed tables in the cycle track at the Marta Bus stops; and ADA ramp installations at James P. Brawley and White House Dr. Traffic Signal work is at 95%, and raising man holes and water valve covers are currently in progress.



### LCI Project Summary Schedule



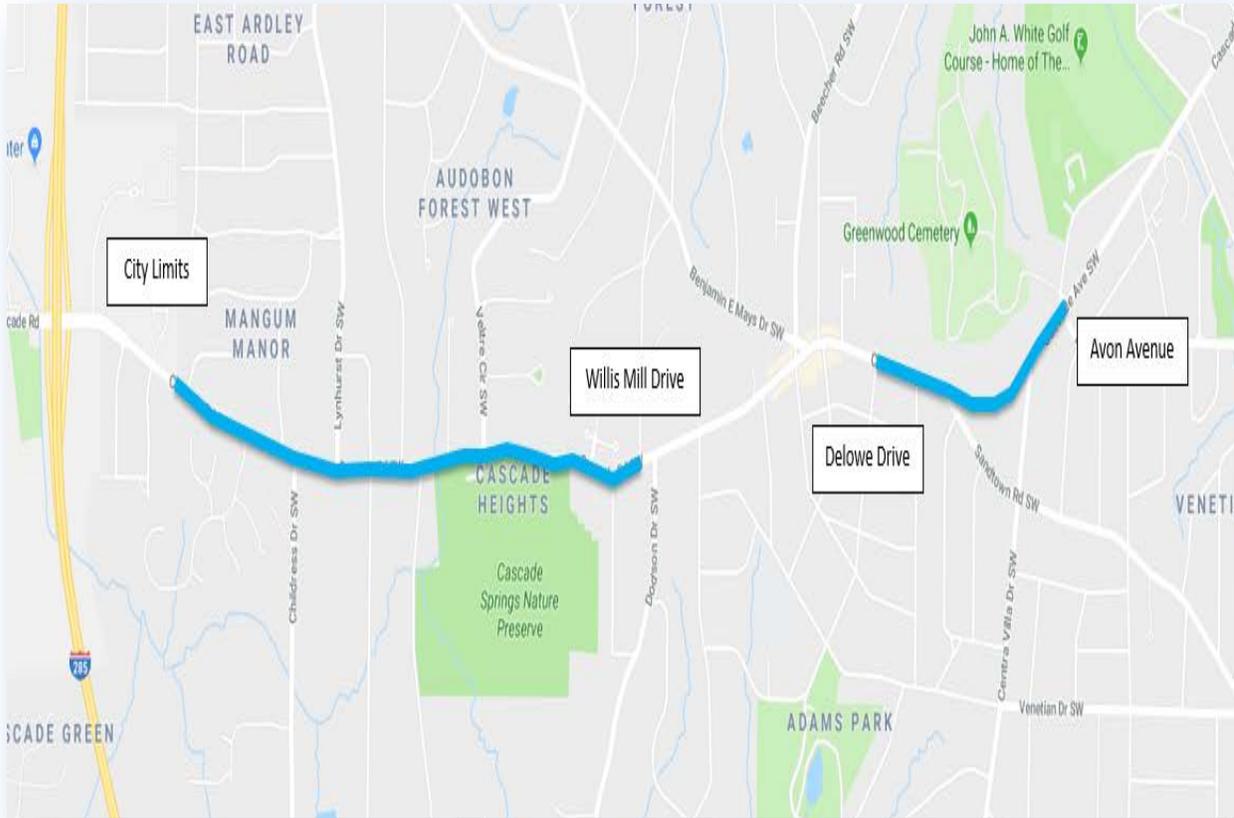
### TIGER Project Summary Schedule



Date Prepared: 9/23/2020 Data provided by CIP leadership and does not reflect Renew Atlanta program data.



# Cascade Phase 1 Complete Street



# Dekalb Avenue Safety Improvements

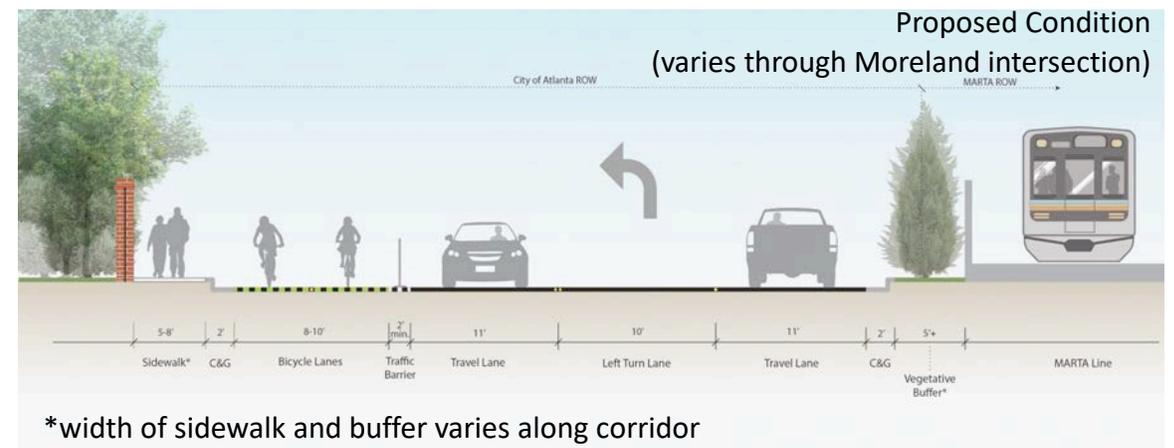
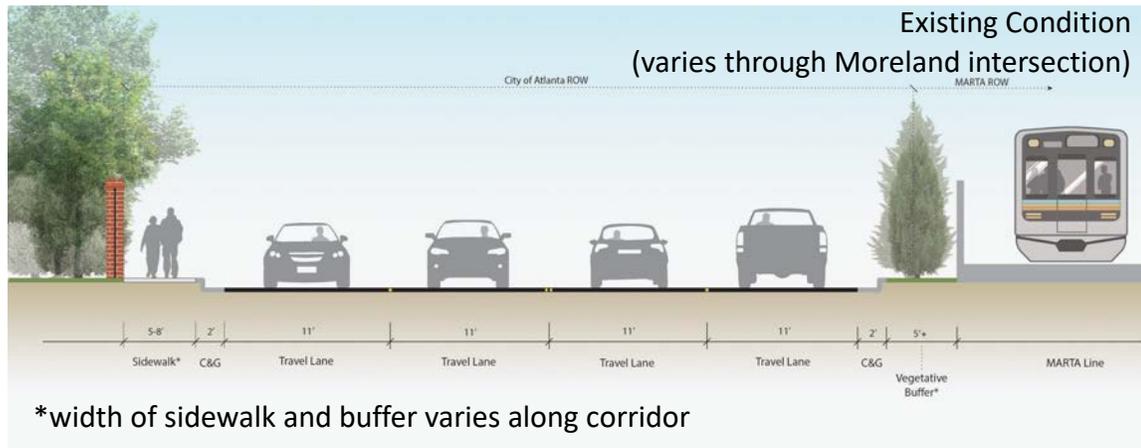


- Final Design Plans and GDOT Permit Approved
- Construction Procurement Begun at the beginning of September 2020
- Construction Start Anticipated – Late 2020/Early 2021

Project Rendering



Typical Sections for Resurfacing Project  
Haralson Ave. to Elmira Pl.



# Roadway Inventory



## Totals for July & August 2020:

Tons of Asphalt placed: **11,458**

Linear Feet of sidewalk installed/repaired: **2,440**

ADA Ramps installed - **12**





# SIDEWALKS



2019 Traffic Fatalities	
Handle by APD	73
Serious Injury / Other	25
Fatalities by Transportation	
Vehicle	37
Motorcycle	7
Pedestrian	24
Bicycle	1
Scooters	4

2020 Traffic Fatalities	
Handle by APD	40
Serious Injury/Other	10
Fatalities by Transportation	
Vehicle	29
Motorcycle	6
Pedestrian	5
Bicycle	
Scooters	

There have been two additional pedestrian deaths on Hollowell since these numbers were pulled



## Overview of sidewalk survey

- Sidewalk survey completion: 80%
- Methodology for the sidewalk inventory
- Examples of detailed outputs that are possible
- High level summary of results & cost to address

## How Atlanta compares to others

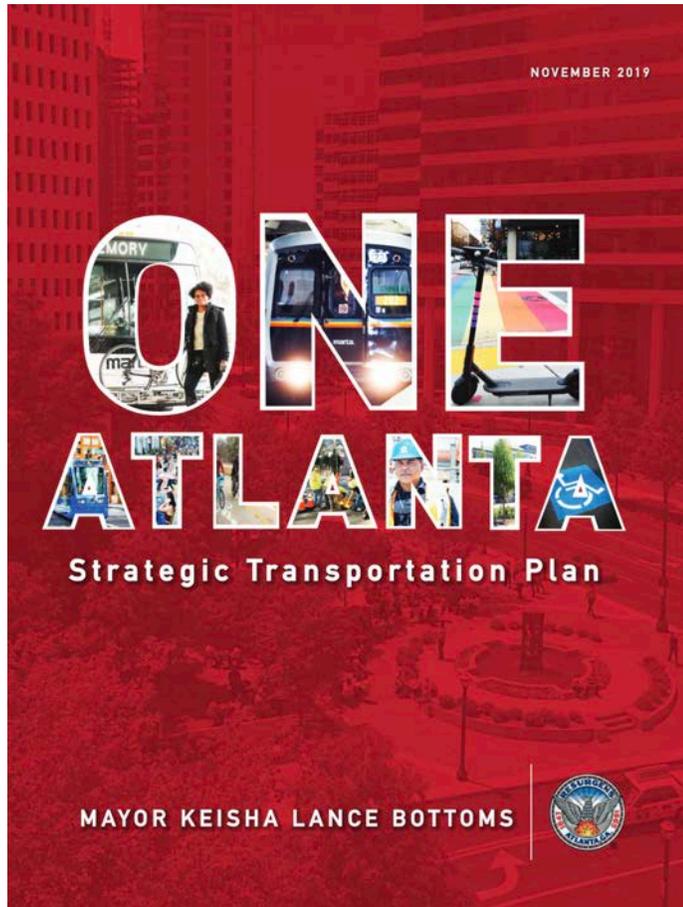
- Benchmark: Atlanta's sidewalk gap vs others
- Benchmark: Atlanta's sidewalk investment vs others

## The proposed path forward

- How ATLDOT will prioritize limited sidewalk funds
- Next step: study of potential funding mechanisms



# Sidewalks are an important component of the One Atlanta Strategic Transportation Plan



## PRIMARY SIDEWALK GOALS

- BUILD SIDEWALKS WHERE THEY ARE NEEDED MOST
- ESTABLISH NEW FUNDING MECHANISMS TO BUILD AND REPAIR SIDEWALKS
- REDUCE DAMAGE TO SIDEWALKS AND CROSSWALKS DURING PRIVATE CONSTRUCTION AND MAINTENANCE

# The goals of the sidewalk survey are...

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**1**

**Develop the city's FIRST comprehensive inventory of city sidewalk assets and their condition**

**2**

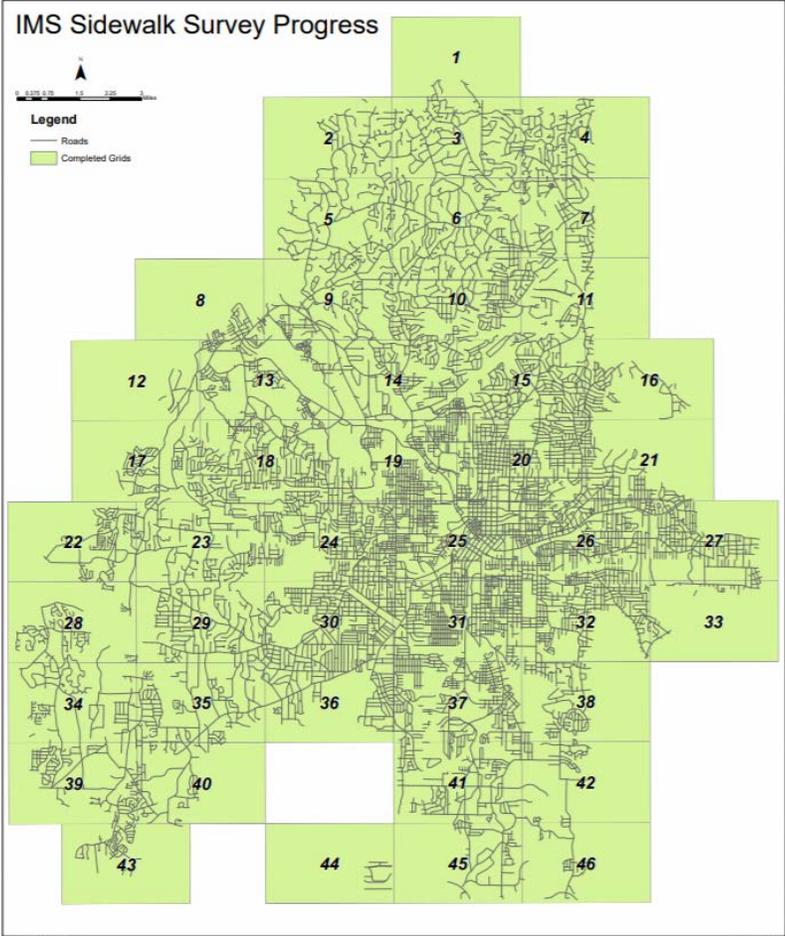
**Measure quality, condition and location of curb ramps**

**3**

**Provide foundation for city to improve sidewalk and curb ramp management with eye towards safety, equity and mobility**



# Field collection for the citywide sidewalk survey is complete and our vendor, Arcadis, is currently performing QA/QC on the data



Citywide Curb Edge Miles	Field Data Collected %	% of Data Processed	% QA/QC	% Overall Completion
2,565	100%	100%	60%	80%

Sidewalk survey does not include state routes, but we will be pursuing a change to include them

Final deliverables will be delivered the week of October 15th and will then be analyzed and inspected by ATLDOT



# There were four key steps in the sidewalk survey starting with GIS cleanup

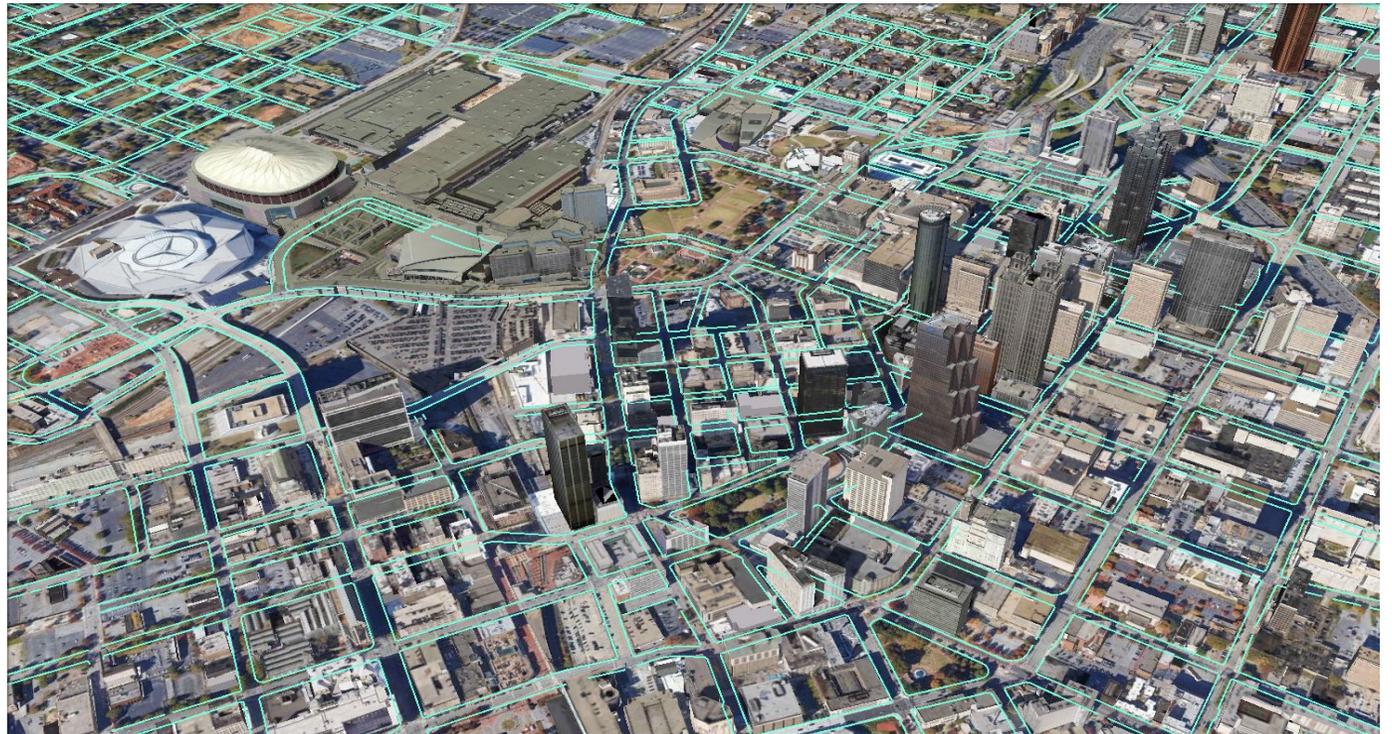
GIS Cleanup & Inventory

Data Collection

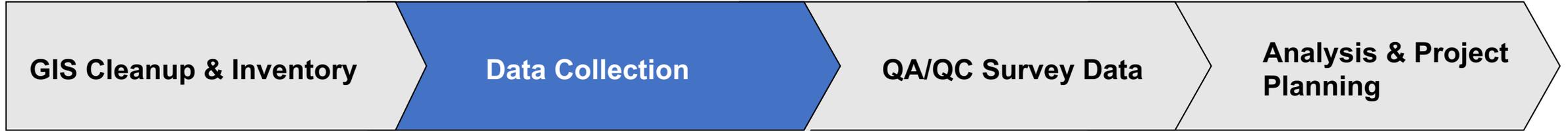
QA/QC Survey Data

Analysis & Project Planning

- Identify sidewalks via aerial photography
- Draft sidewalk line work within GIS environment
- Verify sidewalk presence through the ongoing survey process



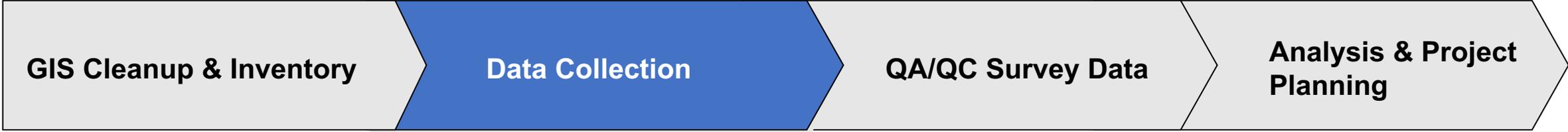
# Data collection involved driving over every mile of sidewalk in the city



- Started with 3 field operators and one P.E. Utilized up to 4 sidewalk operators, 2 LiDAR operators, & 7 support staff
- Drive over every mile of sidewalk in road network. Average of 3-5 miles per day depending on the density of distresses and the number of obstructions
- No sampling. Linear and continuous
- Sidewalk & ramp observations logged
- Collecting HD video, imagery, GPS, & additional attributes



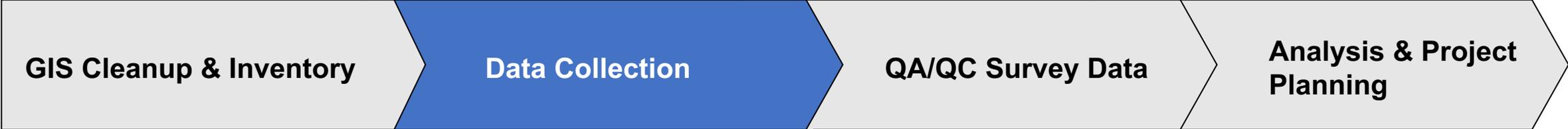
# LiDAR vehicles were deployed to measure curb ramps during data collection



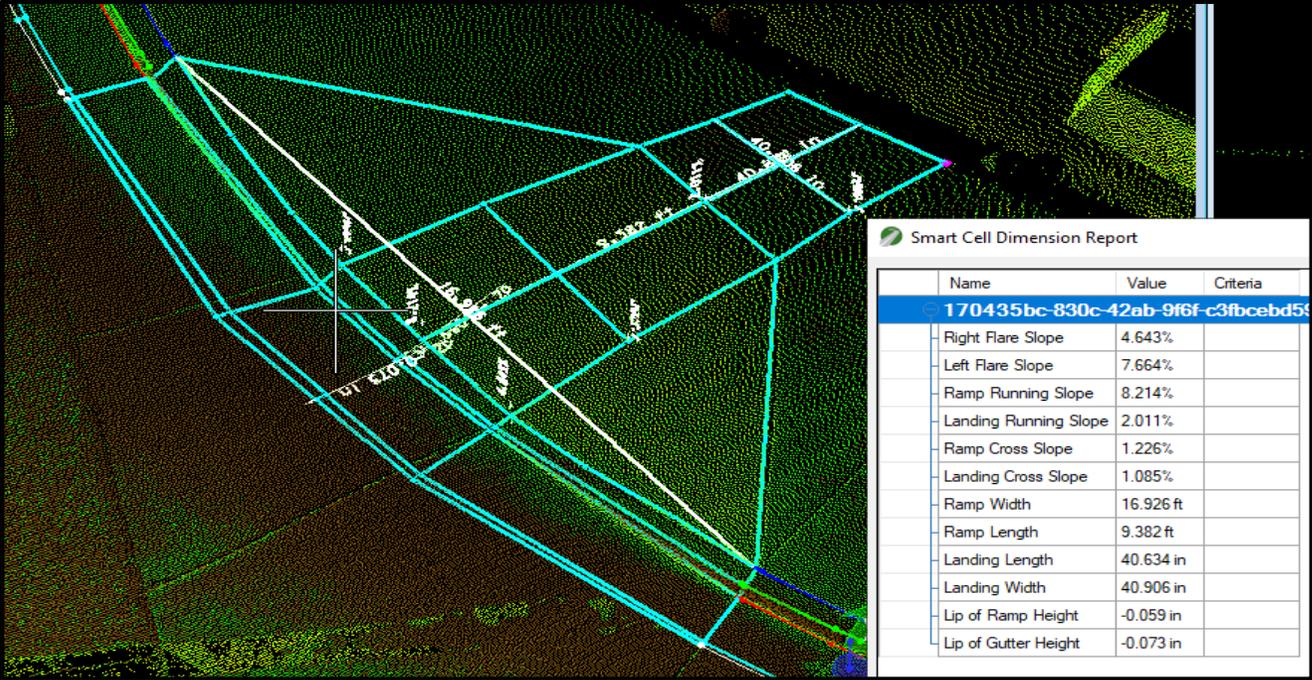
- Mobile LiDAR deployed in October 2019 to assist in developing the pedestrian curb ramp inventory
- 1 Million measurements and 250 scan lines per second
- 5 mm level relative accuracy



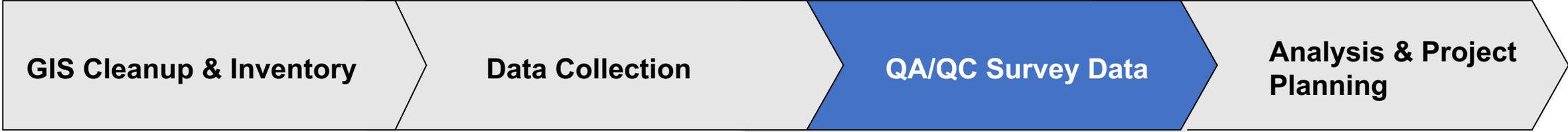
# LiDAR helps measure the geometric properties of curb ramps



- ADA ramp inventory development
- ADA ramp attribute assessment (i.e. material, type, visual impairment facilities, etc.)
- Distress observations logged
- LiDAR point cloud used for geometry measurements (i.e. ramp/landing/flare slopes)

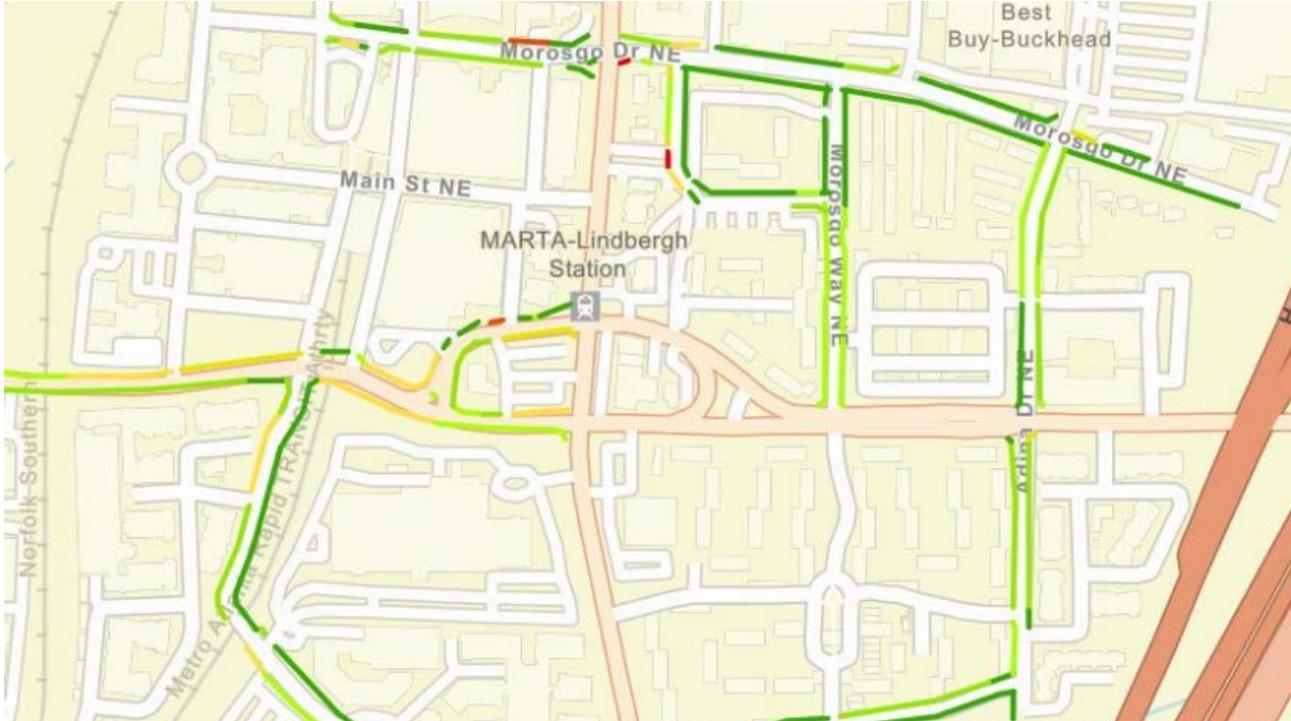


# During QA/QC, each segment of curb receives a quality grade

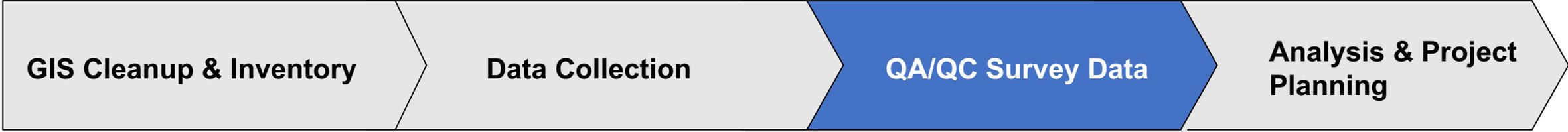


## Sidewalk Condition Index

- Excellent (90 to 100)
- Very Good (80 to 90)
- Good (70 to 80)
- Fair (60 to 70)
- Marginal (40 to 60)
- Poor (20 to 40)
- Very Poor (0 to 20)
- No Sidewalk



# This is an illustrative example of a sidewalk segment ranked “excellent”



Condition: **Excellent**

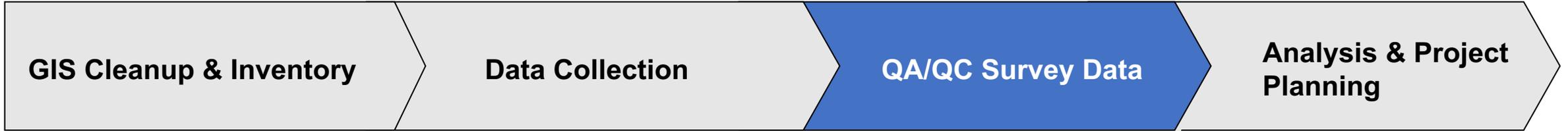
Sidewalk Condition Index: **92**

Issues: **None**

Location: **Paces Ferry Road** from  
Northside Parkway to Paces West  
Drive



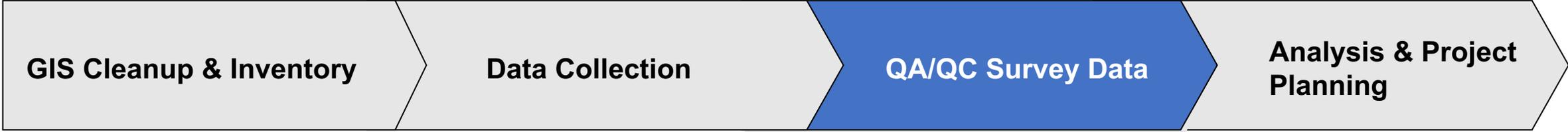
# This is an illustrative example of a sidewalk segment ranked “good”



Condition: **Good**  
Sidewalk Condition Index: **77**  
Issues: **Moderate Faults,**  
**Moderate Heave**  
Location: **Mountain Drive**  
between North Ivy Road and  
Arden Way



# This is an illustrative example of a sidewalk segment ranked “fair”

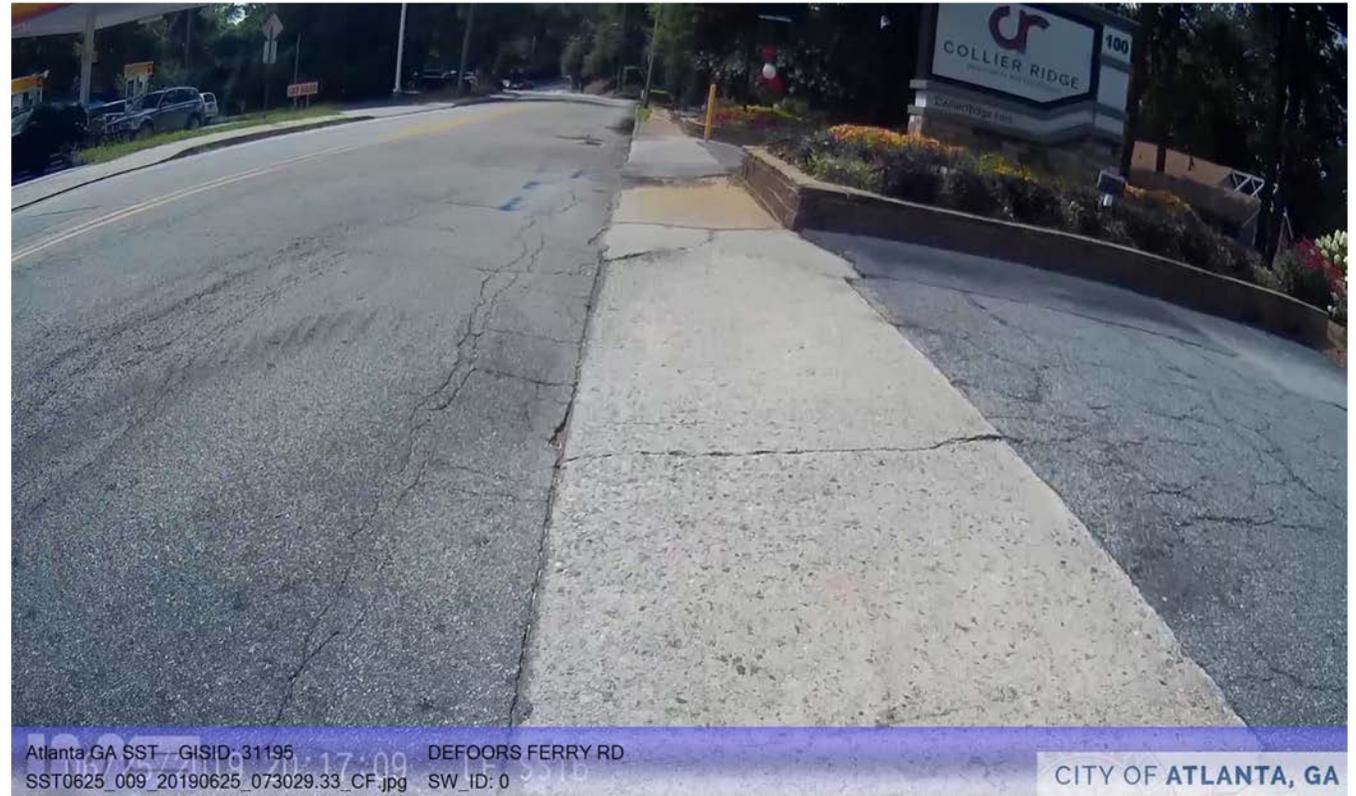


Condition: **Fair**

Sidewalk Condition Index: **64**

Issues: **Severe Faults / Cracks**

Location: **Defoors Ferry Road**  
between Bohler Road to Glenn Avenue



# This is an illustrative example of a sidewalk segment ranked “poor”

GIS Cleanup & Inventory

Data Collection

QA/QC Survey Data

Analysis & Project Planning

Condition: **Poor**

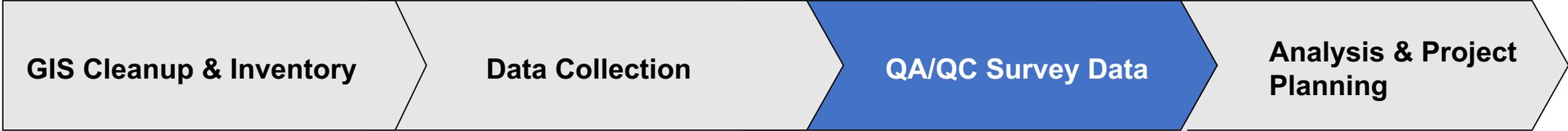
Sidewalk Condition Index: **26**

Issues: **Severe Faults / Cracks / Shattered Slab**

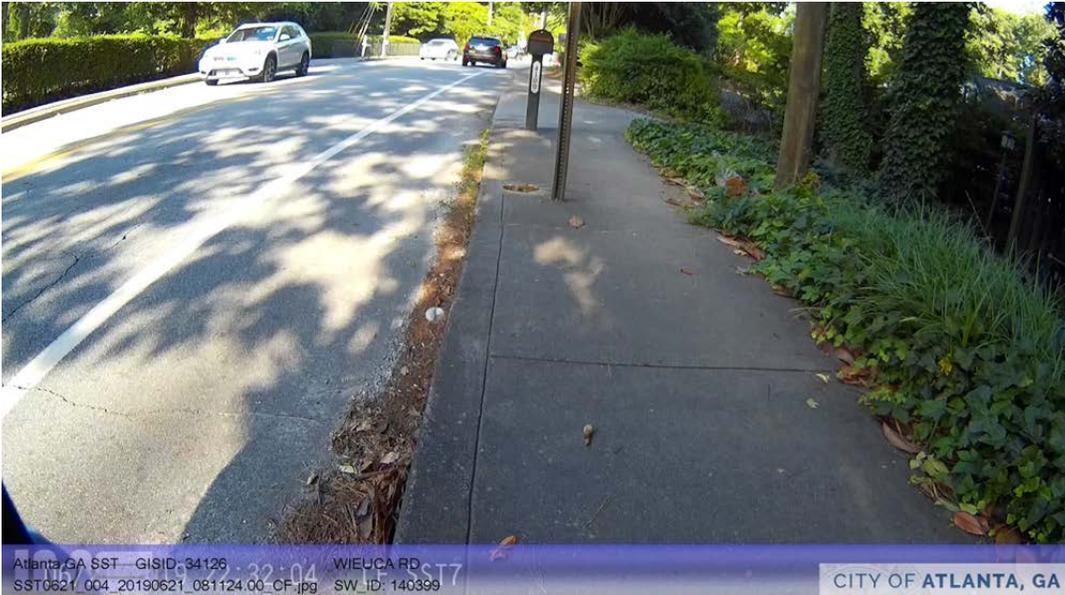
Location: **Wieuca Road** between IVY Road and Statewood Road



# The Atlanta Sidewalk Survey also recorded low and severe obstructions



## Low Severity Obstruction



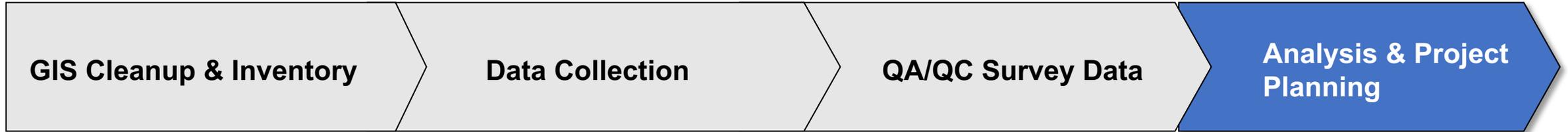
Utility hole, signpost, and mailbox create narrow passage for ADA travel

## Severe Obstruction

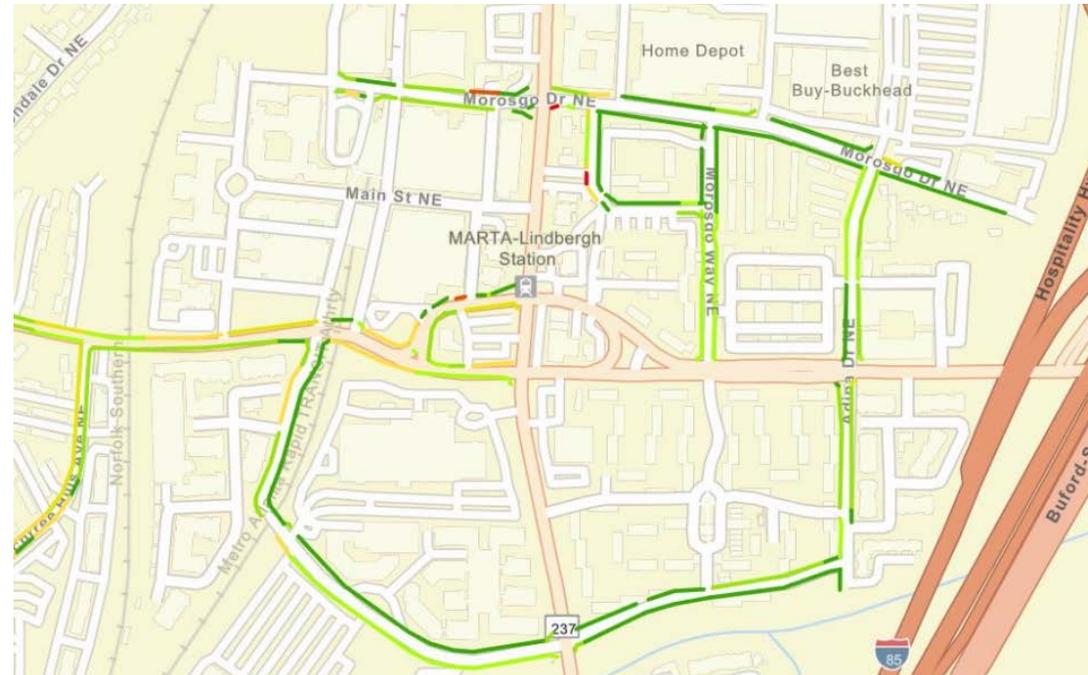


Severe fault caused by tree completely blocking ADA travel

# The analysis phase of the sidewalk survey stitches together the field data



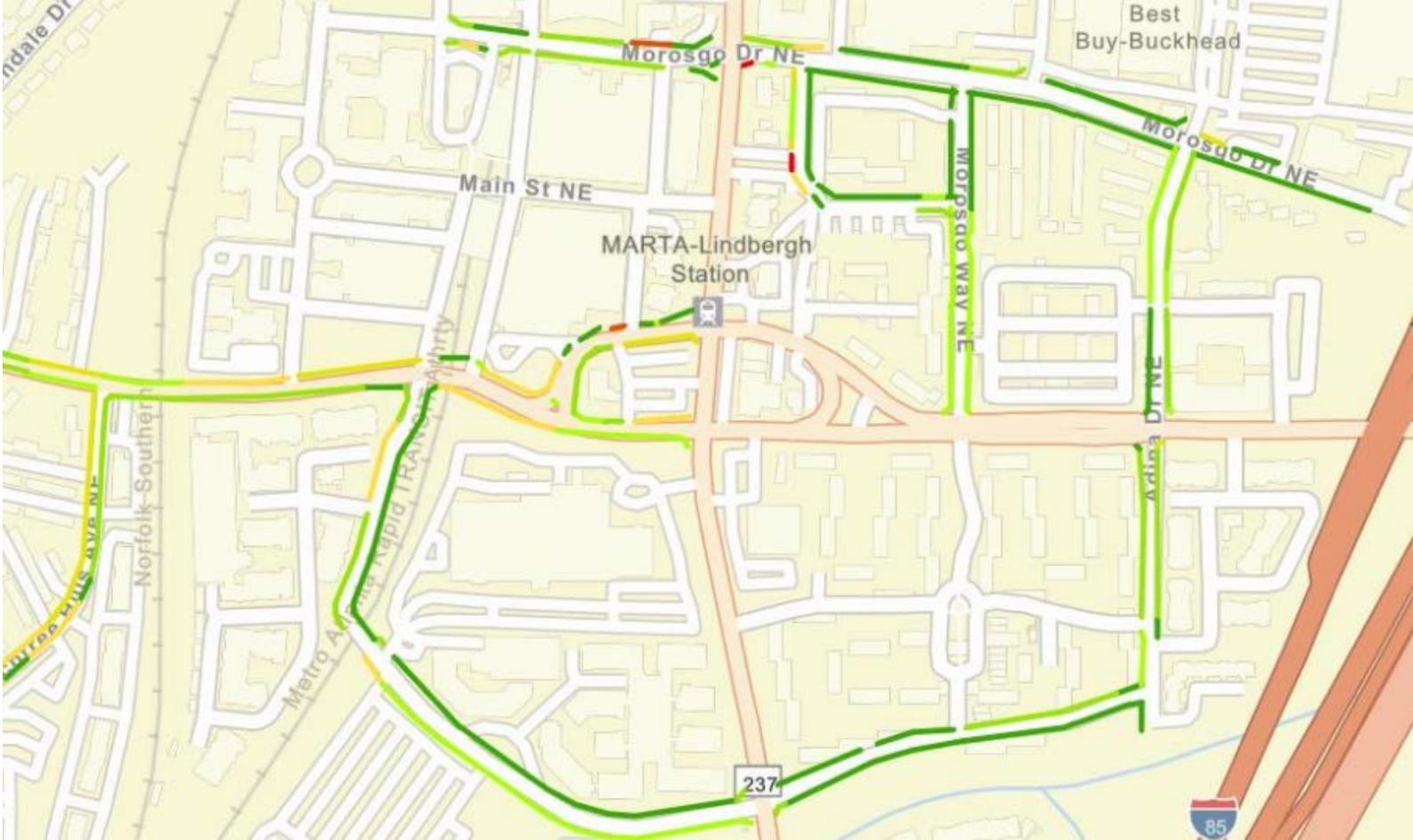
- Integration of field data into a dynamic, citywide map of sidewalk presence and condition
- Develop recommendations for rehab for each segment of sidewalk based on specific issues



# Example: Sidewalk Survey shows mixed sidewalk conditions in Lindbergh

## Sidewalk Condition Index

- Excellent (90 to 100)
- Very Good (80 to 90)
- Good (70 to 80)
- Fair (60 to 70)
- Marginal (40 to 60)
- Poor (20 to 40)
- Very Poor (0 to 20)
- No Sidewalk



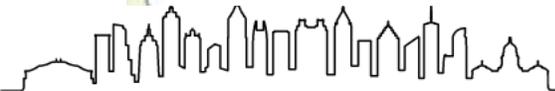
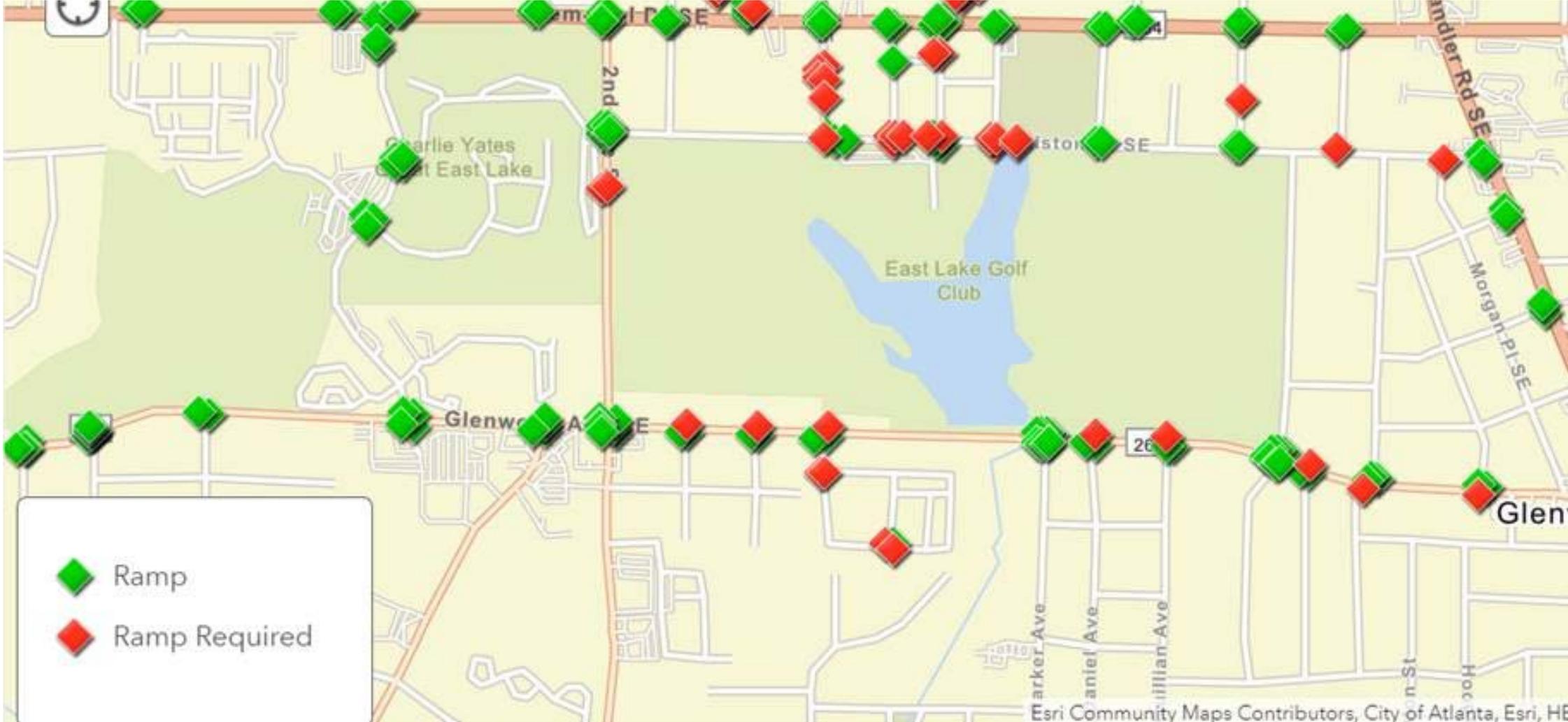
# Example: Sidewalk Survey shows sidewalk condition issues in Thomasville Heights

## Sidewalk Condition Index

- Excellent (90 to 100)
- Very Good (80 to 90)
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# Example: Sidewalk Survey shows where ramps exist and where they are needed



# The Atlanta Sidewalk Survey shows that the city has a 45% sidewalk coverage and at least a \$617M sidewalk gap (does not yet include sidewalk repairs)

## Preliminary numbers

Category	Number of Curb Miles / Ramps	Cost per mile/ramp \$USD	Total Cost \$USD
Missing Sidewalk <sup>1</sup>	600	\$1,000,000 <sup>2</sup>	\$600,000,000
Missing ADA-compliant ramps	4,320	\$4,000 <sup>4</sup>	\$17,280,000
Needed Sidewalk Repairs <sup>3</sup>	Will be calculated after data is QA/QC	TBD	TBD
<b>TOTAL</b>			<b>\$617,280,000</b>

1 Current calculation of number of miles of street with no sidewalk at all. This number will grow as team analyzes smaller segments that may be missing sidewalk and adds the state routes.  
 2 Sidewalk cost can range from \$500K to \$2M per mile for new sidewalk on one side of the street. We assume \$1M here.  
 3 Sidewalk that's rated poor or very poor  
 4 Arcadis: ramps cost \$3500-\$4500 to install



# Outputs that will be available in one month after final deliverables are received from survey consultant and analyzed by ATLDOT staff

1

Complete citywide picture of sidewalk network coverage, sidewalk condition and presence of ramps

2

Develop KPIs and maps at various geographic levels (i.e. council districts, north/south divide, etc)

3

Preliminary prioritization of most needed projects (methodology to be detailed later in presentation)



## Overview of sidewalk survey

- Sidewalk survey completion: 80%
- Methodology for the sidewalk inventory
- Examples of detailed outputs that are possible
- High level summary of results & cost to address

## How Atlanta compares to others

- Benchmark: Atlanta's sidewalk gap vs others
- Benchmark: Atlanta's sidewalk investment vs others

## The proposed path forward

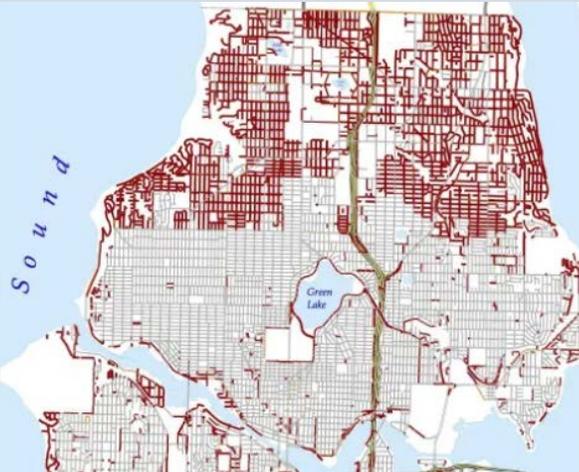
- How ATLDOT will prioritize limited sidewalk funds
- Next step: study of potential funding mechanisms



# Major cities across the country have large gaps in their sidewalk network

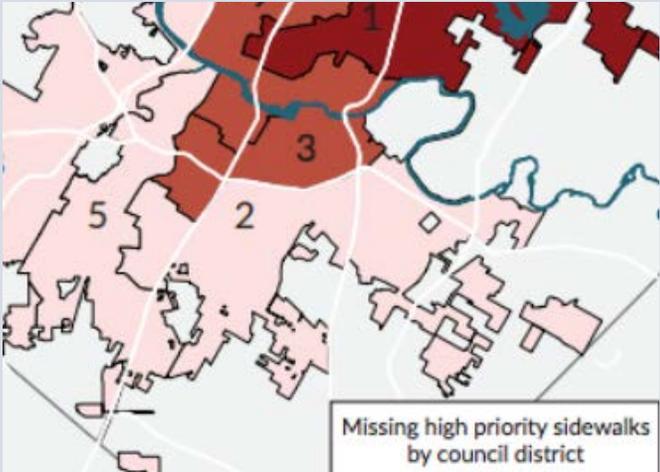
**U** The Urbanist  
Examining urban policy to improve cities and quality of life.

## Map of the Week: Lack of Sidewalks in Seattle



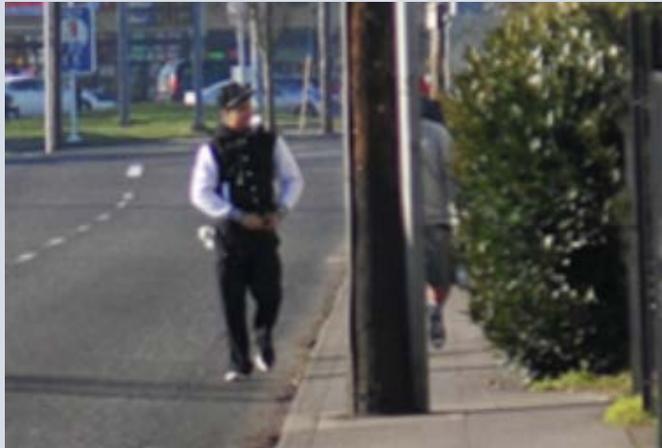
**THE AUSTIN CHRONICLE**

## Austin's patchwork sidewalk system



**BikePortland.org**  
*To inform and inspire*

## Lack of sidewalks in Portland



# Benchmark: How does Atlanta's sidewalk gap compare to other major cities?

ATLDOT is still updating the numbers on this slide

City	% of Street Miles Missing Sidewalks
Nashville	77%
<b>Atlanta</b>	<b>55%*</b>
Charlotte	47%
Austin	45%
Houston	42%
San Antonio	34%
Seattle	29%
Minneapolis	5%



\* Atlanta's number is preliminary

# Benchmark: How does Atlanta's amount of annual sidewalk investment compare to other major cities?

ATLDOT is still updating the numbers on this slide

City	Annual Sidewalk Investment Per Capita	
Nashville	\$25.81	2015
<b>Atlanta</b>	Being calculated	
Charlotte	\$12.42	2019
Austin	\$9.81	2019
San Antonio	\$7.56	2015
Seattle	\$6.13	2015
Minneapolis	\$2.55	2019
Houston	\$2.50	2015



## Overview of sidewalk survey

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- Examples of detailed outputs that are possible
- High level summary of results & cost to address

## How Atlanta compares to others

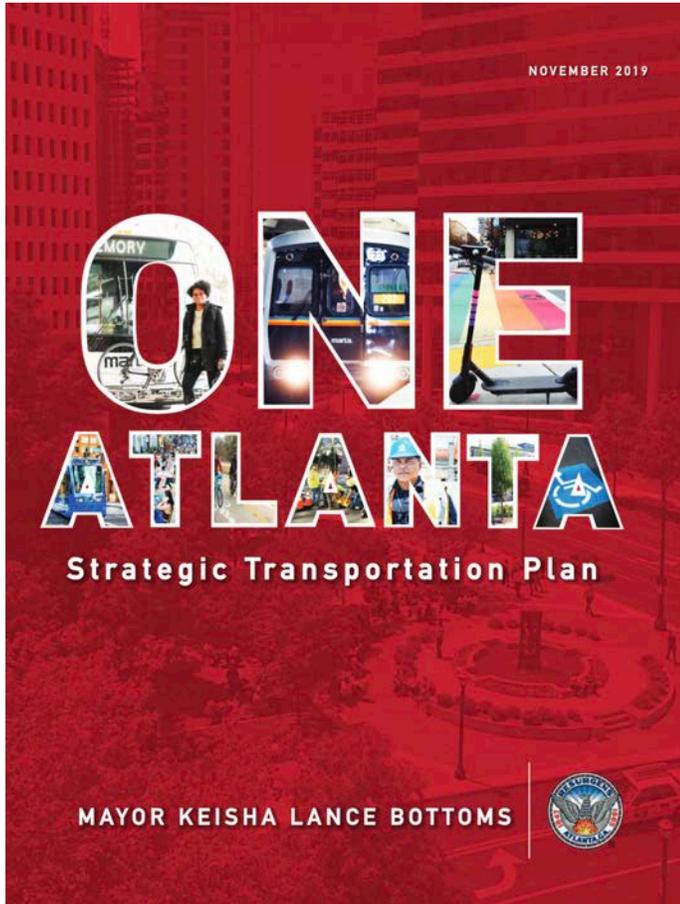
- Benchmark: Atlanta's sidewalk gap vs others
- Benchmark: Atlanta's sidewalk investment vs others
- What it takes to improve sidewalks over time

## The proposed path forward

- How ATLDOT will prioritize limited sidewalk funds
- Next step: study of potential funding mechanisms



# The path forward will require that ATLDOT to prioritize building sidewalks where they are needed most and to establish new funding mechanisms



## PRIMARY SIDEWALK GOALS

- BUILD SIDEWALKS WHERE THEY ARE NEEDED MOST
- ESTABLISH NEW FUNDING MECHANISMS TO BUILD AND REPAIR SIDEWALKS
- REDUCE DAMAGE TO SIDEWALKS AND CROSSWALKS DURING PRIVATE CONSTRUCTION AND MAINTENANCE



# Building sidewalks where they are needed most will require prioritizing projects based on safety, equity and mobility - Not First Come, First Serve

## Preliminary methodology



### SAFETY

Can this project improve our highest injury roads?

- ✓ 150' proximity to ped-involved crash / High-Injury Network
- ✓ Roadway Functional Class (local, collector, arterial)
- ✓ Sidewalk & curb ramp condition



### EQUITY

Can this project impact our most vulnerable residents?

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



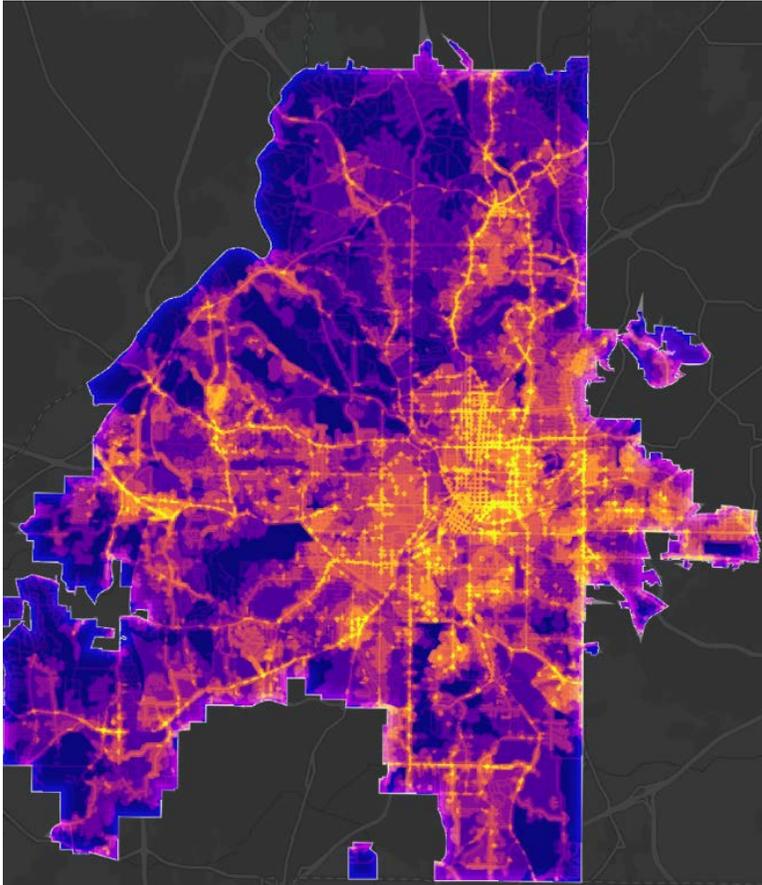
### MOBILITY

Can this project improve mobility and modal shift?

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



# ATLDOT is developing an in-house geoprocessing tool to facilitate the prioritization process



- Linear and point locations representing identified sidewalk repairs or gaps will be run through the prioritization model (a custom-built ArcGIS geoprocessing tool)
- Weights of influence have been pre-assigned to each dataset and a relative score applied to each location
- Projects scores are compared only to projects of the same type
  - Linear Projects under  $\frac{1}{4}$  mile in length
  - Linear Projects between  $\frac{1}{4}$  mile and 1 mile in length
  - Linear Projects over 1 mile in length
  - Point repair locations
- Other factors may be considered but are not built into the prioritization model, such as community & stakeholder input, project readiness, cost, and the ability to leverage partnership funding

# Next steps in ATLDOT's prioritization process

**1**

**Receive and incorporate final conditions scoring in October**

**2**

**Complete prioritization. Prioritization tool is currently 85% complete.**

**3**

**Develop 5 Year Sidewalk Plan, identifying prioritized locations for repairs and installation of new sidewalk**



# Establishing new funding mechanisms to build and repair sidewalks

## Potential funding sources

- Bond Funding**
  - This is the primary lever that most cities use to invest in sidewalks
- Federal & State Grants**
  - The department will be aggressive about Federal and state grant opportunities
- Impact Fees**
  - We are working on state-mandated proximity and legal analysis to see if impact funds could be used for complete streets
- Automated Enforcement**
  - Under Georgia Law, revenue from automated enforcement can be used for road safety improvements
- Changes in State Policy**
  - While some states heavily fund sidewalk improvements, Georgia does not even fund sidewalks on state routes (GA 32-2-2)
- Parking Tax or Fee**
  - Many major cities in the US have a parking tax with some generating more than \$20M a year
- TSPLOST**
  - Cobb County has used their sales tax revenue for sidewalks for the last 30 years



# There are many potential federal, state and local grant opportunities for sidewalks

Types of Grant Opportunities?	Funds Sidewalks?
Surface Transportation Block Grant Program (STBG)	Yes
ARC Livable Centers Initiative (LCI) Funded by STBG	Yes
Transportation Alternatives Program (TAP)	Yes
Congestion Mitigation & Air Quality (CMAQ)	Yes
Enhanced Mobility for Seniors and Individuals with Disabilities	Yes
Highway Safety Improvement Program (HSIP)	No
Community Development Block Grants (CDBG)	Yes
Recreational Trails Program (RTP)	No
Better Utilizing Investments to Leverage Development (BUILD)	No
Infrastructure for Rebuilding America (INFRA)	No
Land and Water Conservation Fund (LWCF)	No
Centers for Disease Control (CDC) Grants	TBD
Local Maintenance & Improvement Grant (LMIG)	Yes
Georgia Transportation Infrastructure Bank (GTIB)	Yes





# WHAT'S NEXT?



# What's next for ATLDOT?



- Receipt of sidewalk survey data and begin analysis by geographic area
- Establishment of performance management KPIs by department function
- Continued development of financing strategy for state of good repair
- Continued implementation of Vision Zero strategies
- Entering construction phase for Renew TSPLOST complete streets projects
- Assessing opportunities to expand in-house capabilities
- Assessing opportunities to expand operational construction resources



# Upcoming Construction



## Complete Streets

- Howell Mill Complete Street
- 5<sup>th</sup> 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
- Juniper Complete Street
- W. Peachtree St. & Spring St. QB Complete Street



## Roadway Improvements

- **Inman Park Neighborhood Improvements\***
- Piedmont Road Capacity Improvement
- **Dekalb Ave Safety Improvements\***
- Peachtree Corridor Multimodal Phase 3
- **LMIG Resurfacing\***



## Multi-Use Trails

- **Unpaved Roads\***
- **South Fork Conservancy Trail Pedestrian Bridge\***
- Eastside Trolley Greenway Trail



## 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
- **Midtown Atlanta Regional Activity Center\***
- Midtown Traffic Signals



## Sidewalk and Mobility Improvements

- **Little 5 Points CID Improvements\***
- **West Wieuca PATH\***
- **CDBG Sidewalks\***
- Midtown CID ADA Sidewalk Repairs
- North Avenue & Somerset Terrace Pedestrian Beacon
- Memorial Drive Sidewalk Improvements
- Deering Road Sidewalks
- Broad Street Boardwalk

\* Construction Package with Procurement

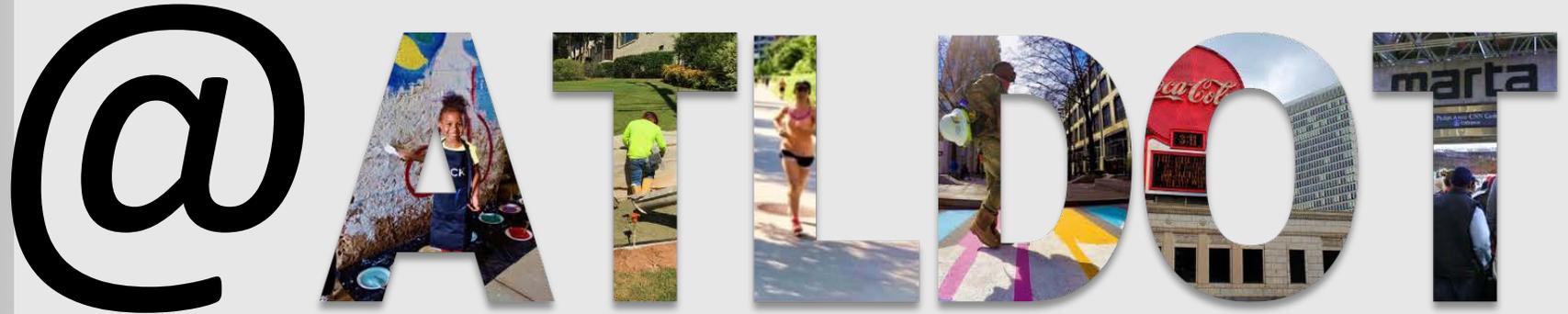


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“The greatest danger in times of turbulence is not the turbulence; it is to act with yesterday’s logic.” – Peter Drucker

