

CITY OF ATLANTA



DEPARTMENT OF TRANSPORTATION

Transportation Quarterly Update - June 2020

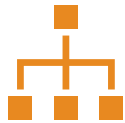
Mayor Keisha Lance Bottoms

Department of Transportation Commissioner, Josh Rowan, PE

PRESENTATION OUTLINE



Safety Moment



ATLDOT Update



Pandemic: ATLDOT



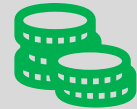
Planning & Strategy Update



Capital Projects Update



Transportation Infrastructure
Management Update



Budget Review



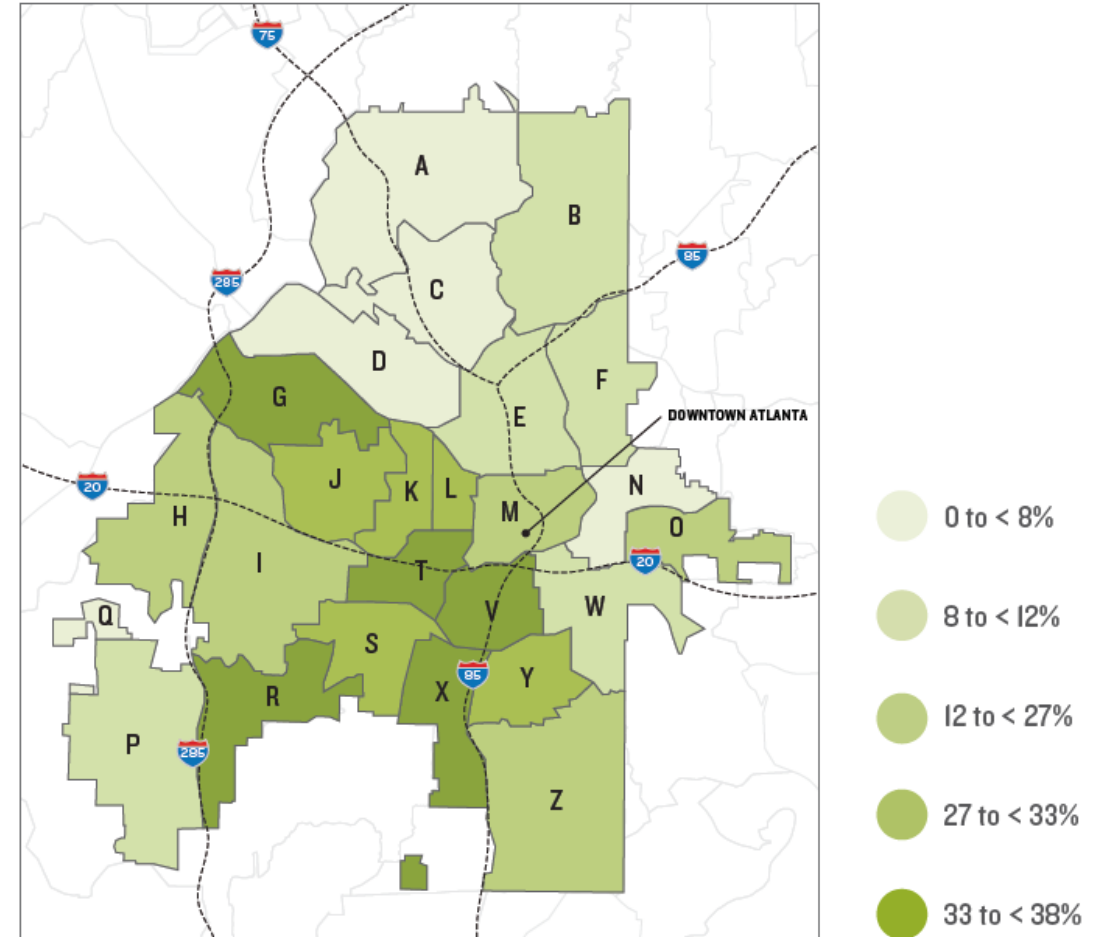
Communications & Community
Engagement Update



Safety Moment

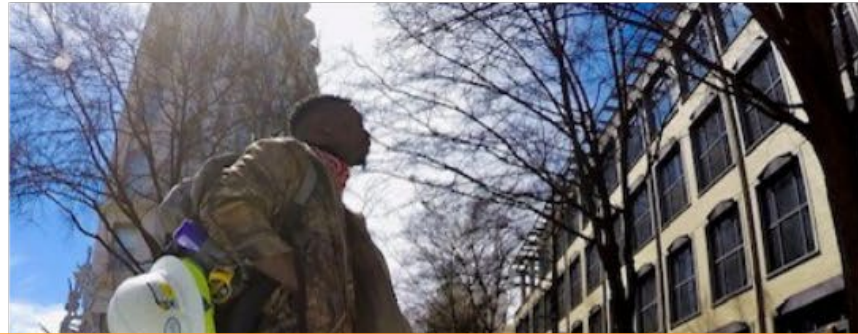


Households Without a Car (Percentage)

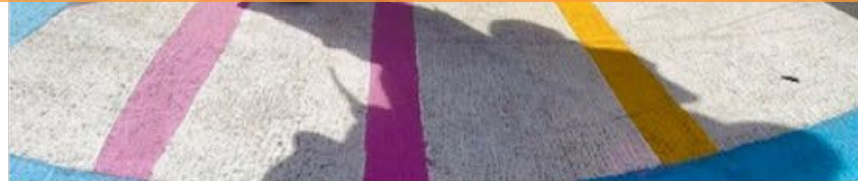


SOURCE: Neighborhood Nexus analysis of the Atlanta Regional Commission's 2012 employment estimates and the U.S. Census Bureau's 2008-2012 American Community Survey.

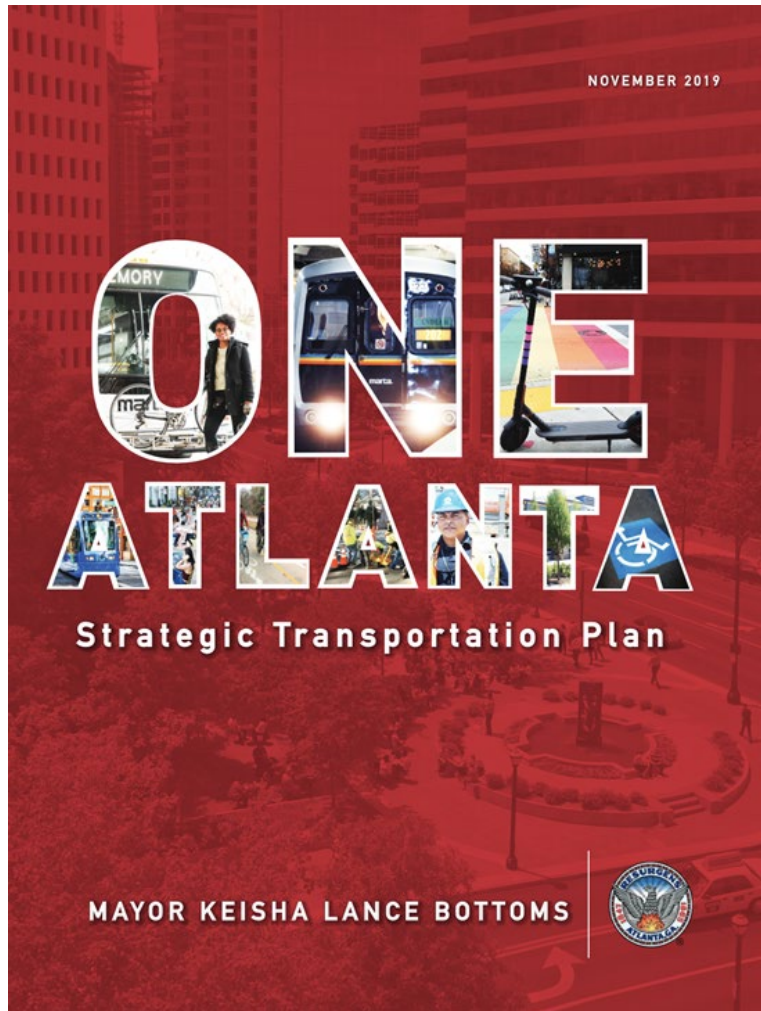




ATLDOT Update



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



FY20 Key Milestones/Highlights



Started GDOT Group B Resurfacing

Completed Childress Drive and Powers Ferry Road Bridges

10th Street pedestrian facilities completed

Action Plan for Safer Streets

Held ATLDOT Kickoff Rally

Adopted Vision Zero



Since our last update...



Ribbon Cutting for Childress Bridge



The City of Atlanta Is Officially A VISION ZERO CITY!!!



Atlanta's commitment to ending all traffic deaths

What does this mean? It means safety is our #1 PRIORITY and it's our job to ensure city streets are safe for everyone. In partnership with many other city agencies and private/community organizations, ATLDOT will develop a road safety program and action plan that focuses on eliminating crashes that result in serious injuries and fatalities.

Did you know? Last year, 73 people died in crashes within the City of Atlanta, with high speeds being a contributing factor in more than half of those crashes. Cars traveling at 45+ MPH are 90% likely to seriously injure or kill a pedestrian in a crash. However, pedestrians struck by vehicles traveling at 25 MPH or less have a 90% chance of survival and recovery.

Passed Vision Zero Resolution



Began work on GDOT Group B





Pandemic: ATLDOT

Changes due to the Pandemic



- SAFETY IS OUR BUSINESS!!
- Shifted City Hall staff to remote operations within 4 hours
- Digitized administrative processes within 2 weeks
- Shifted to 100% digital community outreach
- Adjusted maintenance schedules -40% increase in productivity
- Lifted hourly restrictions for resurfacing contracts – 72hr/week
- Everyday Heroes – Proud to be ATL DOT





Planning and Strategy Update

Vision Zero



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

- 43 VZ cities in U.S. with proven, successful strategies and lessons.
 - ATLDOT Staff held peer interviews with 7 of these cities and currently developing benchmarking criteria for on-going peer exchanges
- VZ emphasizes safe systems approach and recognizes safe road design (engineering) as critical driver of decreasing crashes.
- VZ establishes an equitable, data-driven framework for addressing roadway safety.



Atlanta is a Vision Zero city!



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

Accomplishments:

- Vision Zero Ordinance passed with 25 MPH default speed limit on certain streets
- VZ Town Hall Meeting w/ CM Dickens
 - Zoom call maxed-out and reached over 3500 people across multi-social media platforms
- ARC TIP Staff Recommendation for funding development of VZ

Action Plan

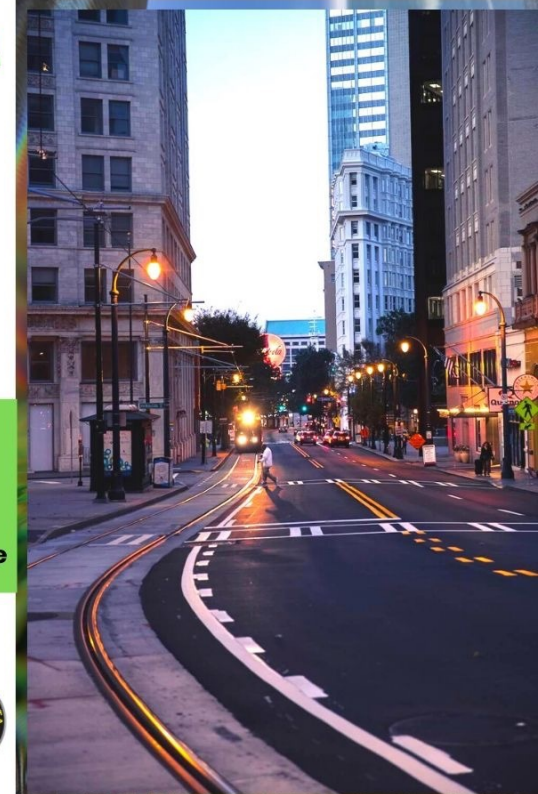
City Councilman Andre Dickens and ATLDOT Commissioner Josh Rowan

VISION ZERO: TRANSPORTATION SAFETY

APRIL 16TH @ 5:30PM

VIRTUAL TOWNHALL MEETING

Join via ZOOM
bit.ly/VisionZeroATL
Livestream on the Atlanta City Council Facebook page



Atlanta is a Vision Zero city!



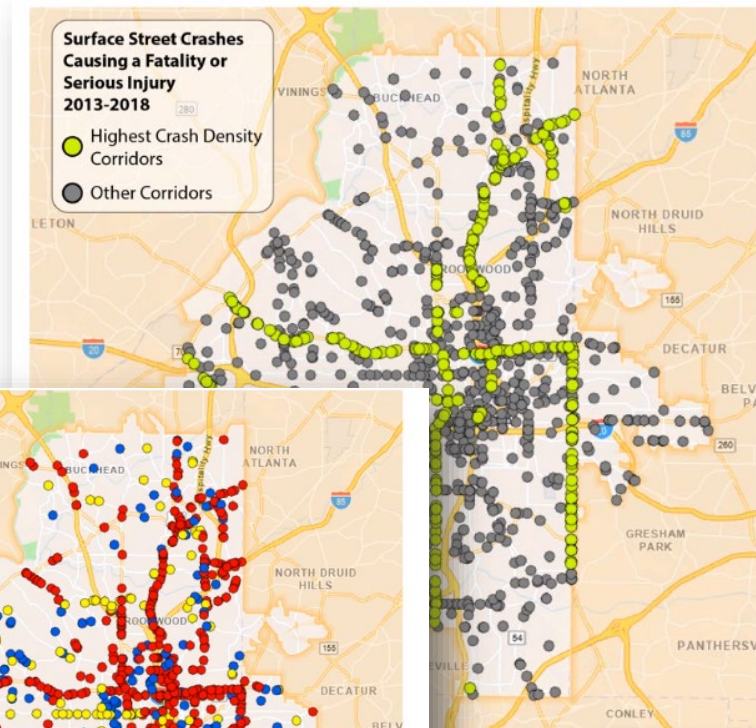
Vision Zero – a core principle of the One Atlanta Strategic Transportation Plan

Current Efforts:

- Development of 25 MPH implementation strategy
- Development of public facing data and info dashboard
- Detailed crash data analysis by street type
- Coordination with GDOT and APD

Delays/Changes

- VZ Task Force postponed due to COVID-19 and will be included in scope of work for Action Plan development.



On-going Priorities



Policy Development:

- Traffic Calming
- Signals Timing and LPIs
- Project Prioritization Modeling

Street Design:

- Safer Streets Action Plan implementation

Enforcement:

- Strengthening Coordination and support from APD on violation and crash data
- Evaluating Pilot automated enforcement program



New Safety Plan



ATLDOT continues to prioritize safety for all roadway users

GUIDING PRINCIPLES & COVID-19 RESPONSE PLAN

1. Prior to COVID-19, many of Atlanta's essential workers were required to walk on streets with either poor or lacking sidewalk. Nothing has changed. We will promote **pedestrian and bicycle safety within the highest risk corridors.**
2. Prior to COVID-19, many of Atlanta's residential streets were heavily used by commuting traffic and created citywide safety issues due to the high speeds. We will continue to seek to **lower speeds throughout the City.**
3. The COVID-19 pandemic is a dynamic situation. The streets should be used to **support the health and well-being** of One Atlanta.
4. The COVID-19 pandemic has severely impacted the restaurant industry. The streets should be used to **support economic recovery.**

ATLDOT submitted a plan to mayor to use streets to promote economic recovery and safety for essential workers



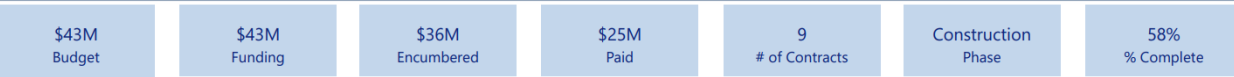


Capital Projects Update

MLK Project Update



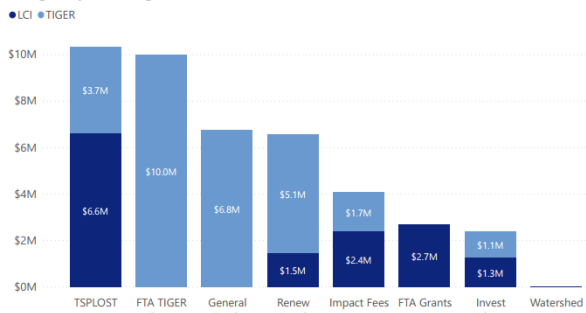
MLK JR DRIVE INNOVATION CORRIDOR PROJECT SUMMARY



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

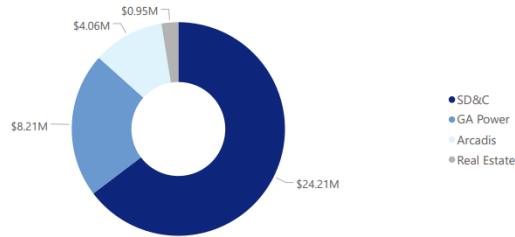
No	Vendor	Description	Date Adopted	Value
15-R-3421	Arcadis Design	Design of MLK Corridor LCI	5/4/2015	\$342,100
16-O-1669	Real Estate (DEAM)	ROW Acquisition	12/5/2016	\$950,000
16-R-3369	SD&C	Median Installation Along MLK	3/21/2016	\$3,686,000
17-R-3865	GA Power LCI	Relocate Utilities along MLK	9/5/2017	\$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
TBD 1	Arcadis Design	Design of MLK Corridor TIGER		\$3,068,997
Total				\$37,418,721

Date Prepared: 5/5/2020 Data provided by CIP leadership and does not reflect Renew Atlanta program data.

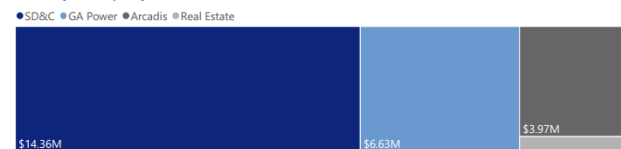
Cost Summary

Line	Element	Source	Budget	Funding	Encumbered	Paid
101	TIGER	FTA TIGER Grant	\$10,000,000	\$10,000,000	\$9,000,000	\$3,086,434
102	TIGER	Renew Bond	\$5,105,892	\$5,105,892	\$4,363,333	\$1,902,477
103	TIGER	TSPLIST	\$3,722,607	\$3,722,607	\$523,654	\$227,805
104	TIGER	Impact Fees	\$1,689,667	\$1,689,667	\$950,000	\$540,205
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	\$640,013	\$173,016
109	LCI	TSPLIST	\$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	\$180,982
112	LCI	Watershed	\$25,000	\$25,000	\$25,000	\$0
Total			\$42,887,977	\$42,887,977	\$36,369,115	\$25,023,261

Contract Value by Company

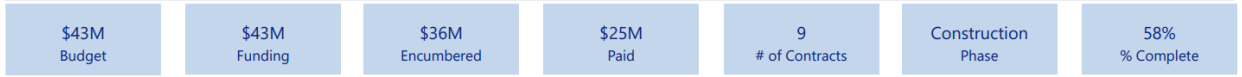


Paid by Company



Date Prepared: 5/5/2020 Data provided by CIP leadership and does not reflect Renew Atlanta program data.

MLK JR DRIVE INNOVATION CORRIDOR SCHEDULE SUMMARY



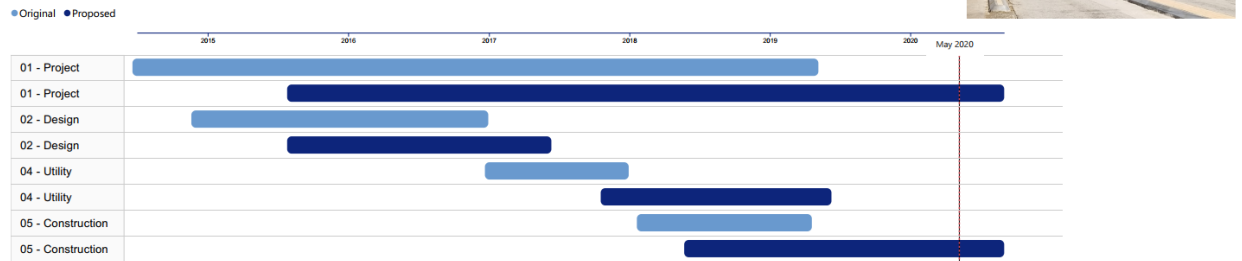
Project Schedule Summary

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 39% complete. Phase D (Peyton Place to FL Ave) is 60% complete. Phase E (Florida Ave to RDA Blvd) is 30% complete. Phase F (RDA to Ollie St) is 65% complete. All work is expected to be completed by March 2021.

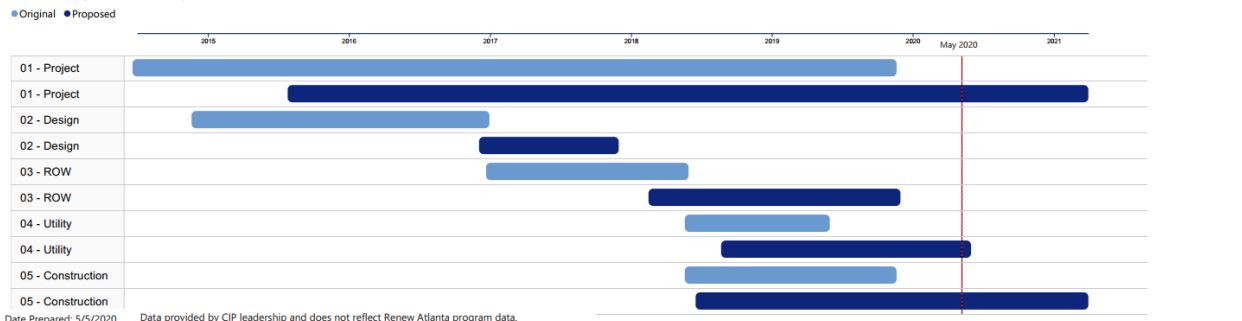
LCI: Martin Luther King Jr. Drive between Northside Drive and Ollie Street is close to 90% complete, with an estimated completion of 9/1/2020. The installation of the sidewalks, and the landscaping between Sunset Avenue to Ollie Street are substantially completed. All medians, granite curbing, pedestrian and roadway lighting, and bulb outs have been completed. Remaining work left is asphalt paving between Northside Drive and Sunset Avenue, energizing traffic signals, decorative asphalt crosswalks, and the installation of the roadway signage.



LCI Project Summary Schedule



TIGER Project Summary Schedule



Date Prepared: 5/5/2020 Data provided by CIP leadership and does not reflect Renew Atlanta program data.



MLK Project Update



MLK Jr. Drive Complete Street Retrofit (LCI) Project

Expenditure (\$ spent): \$4,130.70 (January 1 to March 31, 2020)

Paid to Date: \$11,600,489.90

Project Cost: \$13,829,712

% complete: as of March 31, 2020 the project is 84% completed

Estimated Completion Date: June 22, 2020

MLK Jr. Drive Corridor Improvement Initiative (TIGER VIII)

Expenditure (\$ spent): \$263,684.67 (January 1 to March 31, 2020)

Paid to Date: \$10,365,416.19

Project Cost: \$22,940,500

% complete: as of March 31, 2020 the project is 45% completed

Estimated Completion Date: March 31, 2021



Spring Street Bridge Project Update



Spring Street Bridge Replacement Project Phase 2

Scope:

Replaces the Spring Street Bridge from Mitchell St. to MLK Jr. Drive, eliminates the upper MLK Bridge from Forsyth St. to Spring St. on the south side of the street, and widens the upper MLK Bridge on the north side of the street.

Schedule:

Project started construction July 2018 six month contract.

Estimated Completion Date: March 2021

Budget:

Original Construction Contractor Bid \$10.4M FHWA & GDOT funding project.

Estimated Additional Funding required to complete the project \$4.8M



Status:

Contractor demobilized March 2020, due to non-payment. However, costs are still being incurred by City.

GDOT is waiting on the results of the alkali silica reaction (ASR) investigation to assess magnitude of the problem before considering approving any of the existing change orders. The ASR repairs would be federally eligible for reimbursement.

We will have to look for funding internally to get the contractor remobilized and complete the project.



Spring Street Bridge Project Update



Spring Street Bridge Replacement Project Phase 2

Expenditure (\$ spent): \$0.00 (January 1 to March 31, 2020)

Paid to Date: \$6,013,758.88

Project Cost: \$10,407,521

% complete: as of March 31, 2020 the project is 50% completed

Estimated Completion Date: March 2021



Project Updates



Childress Drive Bridge



Shepherd Center sidewalks



Dekalb Avenue Safety Improvements

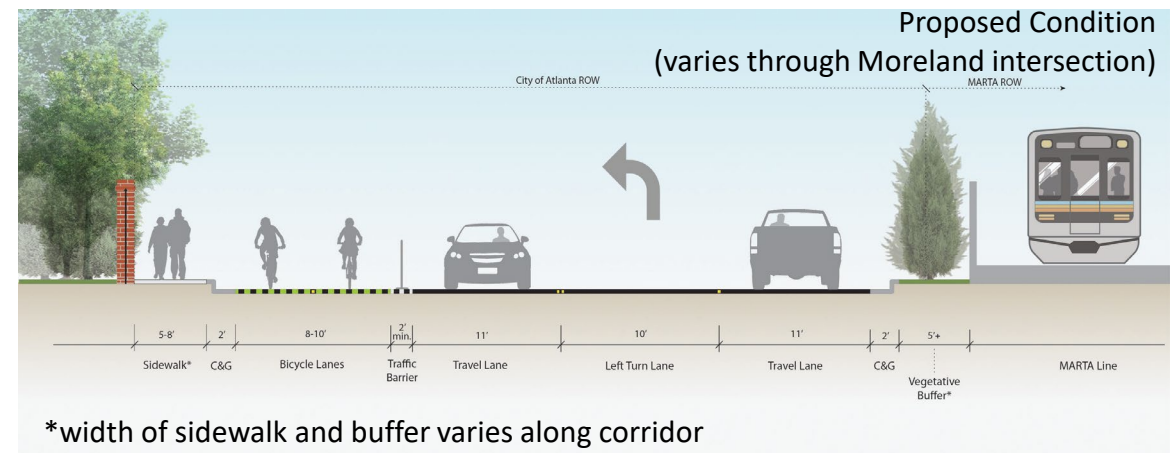
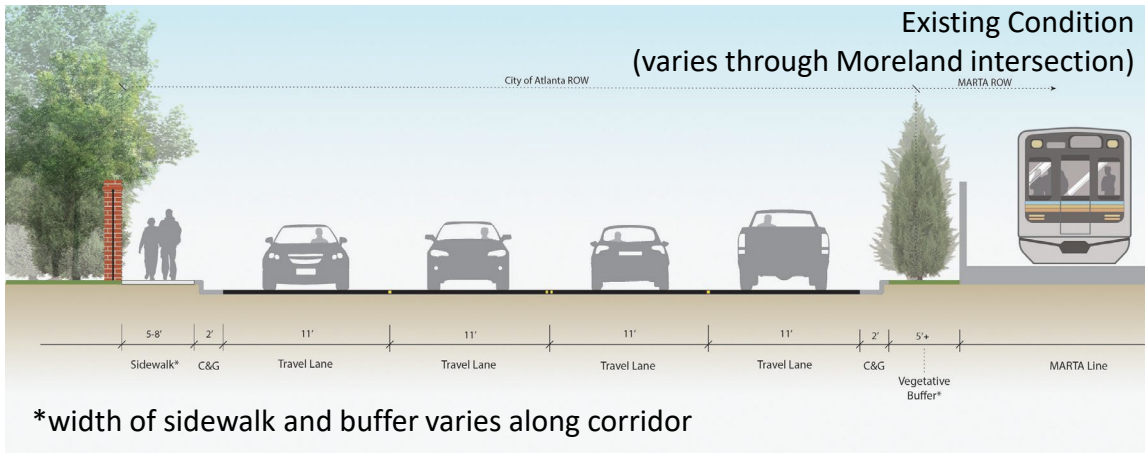


- Plans in Final Design/Bid Package Development
- Construction Procurement Anticipated– Summer 2020
- Construction Start Anticipated – Early Fall 2020

Project Rendering



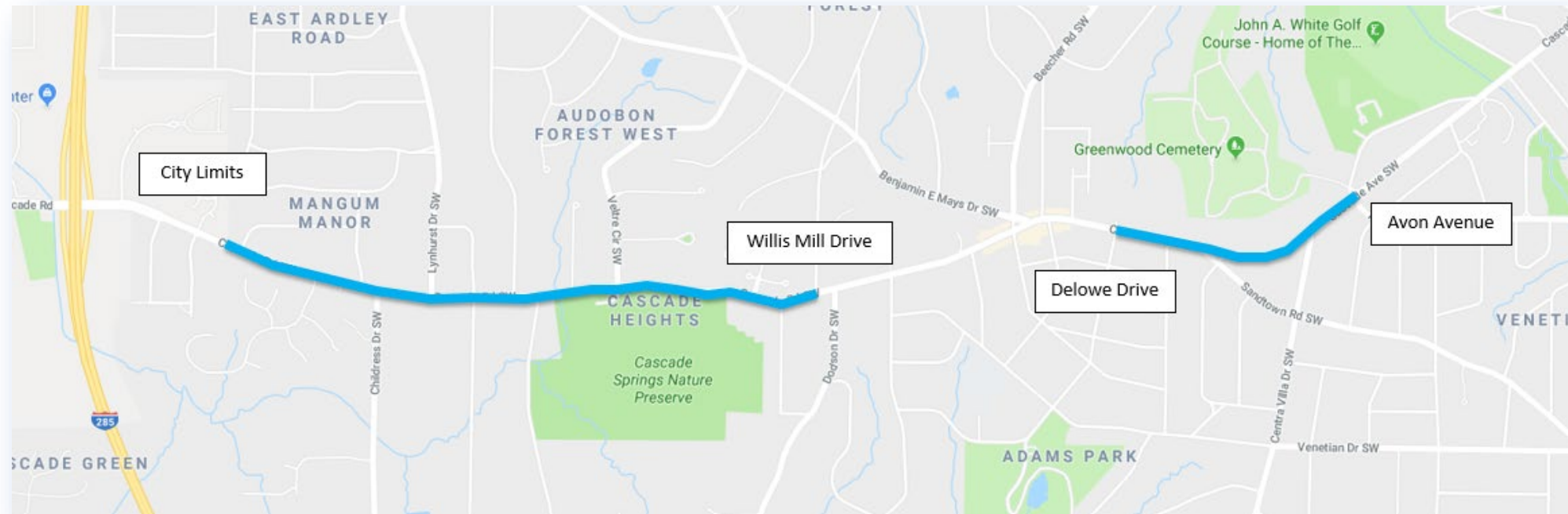
Typical Sections for Resurfacing Project Haralson Ave. to Elmira Pl.



Cascade Phase 1 Complete Street



- Right-of-way acquisition underway (approximately 36% ready for closing)
- Georgia Power underground conversion has started (anticipated completion date: December 2020)
- Preparing bid documents for procurement (anticipated construction start: Fall 2020)

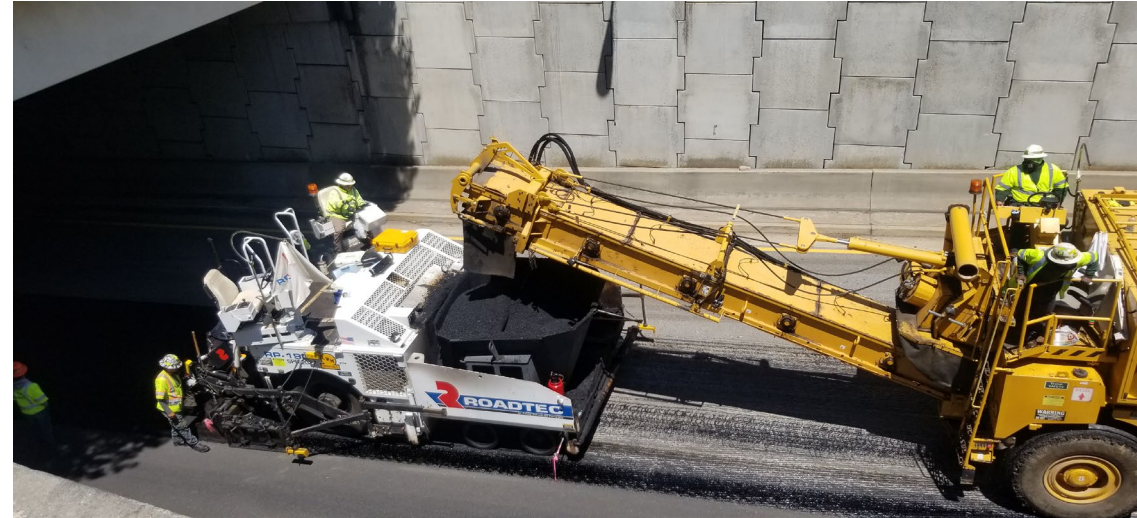


Project Update GDOT Group B



Status	ROAD NAME	COUNCIL DISTRICT
Substantially Complete	8th St, Phase 2	2
Substantially Complete	Baker/Highland Connector	5
Substantially Complete	Buckhead Loop (Lenox Rd)	7
Substantially Complete	Johnson Rd, Phase 1	6
Substantially Complete	Johnson Rd, Phase 2	6
Substantially Complete	East Paces Ferry Road	7
Substantially Complete	Lakewood Freeway (Arthur B. Langford Jr. Parkway)	12
Substantially Complete	Lenox Rd, Phase 1	6
Complete Except Pinch	Lenox Rd, Phase 2	7,6
Substantially Complete	Montgomery Ferry Dr, Phase 1	6
Substantially Complete	Oakdale Rd	6
Started	Peachtree Rd	8,7
Substantially Complete	Piedmont Ave	6
Started	Spring St, Phase 2	2
Substantially Complete	Williams St	2
Substantially Complete	Forrest Park Rd	12,01
Started	Wieuca Rd	08,07

* Substantially Complete Includes Final Topping Temporary Striping, and ADA Sidewalk Work



Roadway Inventory



Totals for March-May 2020:

Tons of Asphalt laid: **30,858.25**

Number of Potholes filled: **4586**

Linear Feet of sidewalk installed/repared: **5257.94**

ADA Ramps installed - **161**





Transportation Infrastructure Management Update



- **New initiative for utility compliance on restorations (photos requirement)**
- **Metal plate education program-being prepared**
- **Tree pruning on streetcar route for safety, around street**
- **Lights and traffic signals**
- **New shrubs planted on MLK**
- **On-going LMIG(2018) projects**
- **Enforcing ADA access requirements for sidewalks, holding contractors accountable**





Totals for March-May (In House) 2020:

Number of Point Repairs Completed: **165**

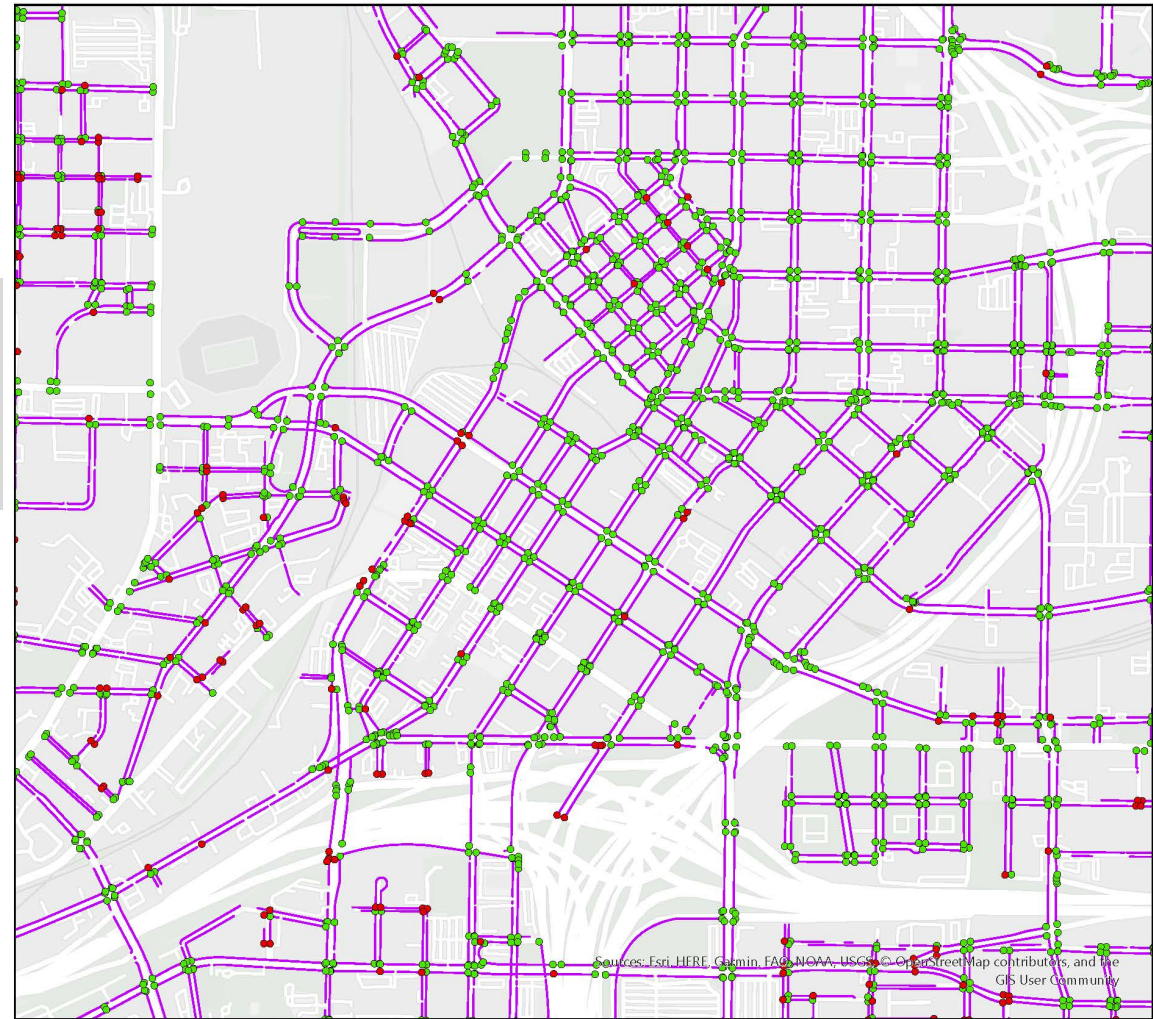
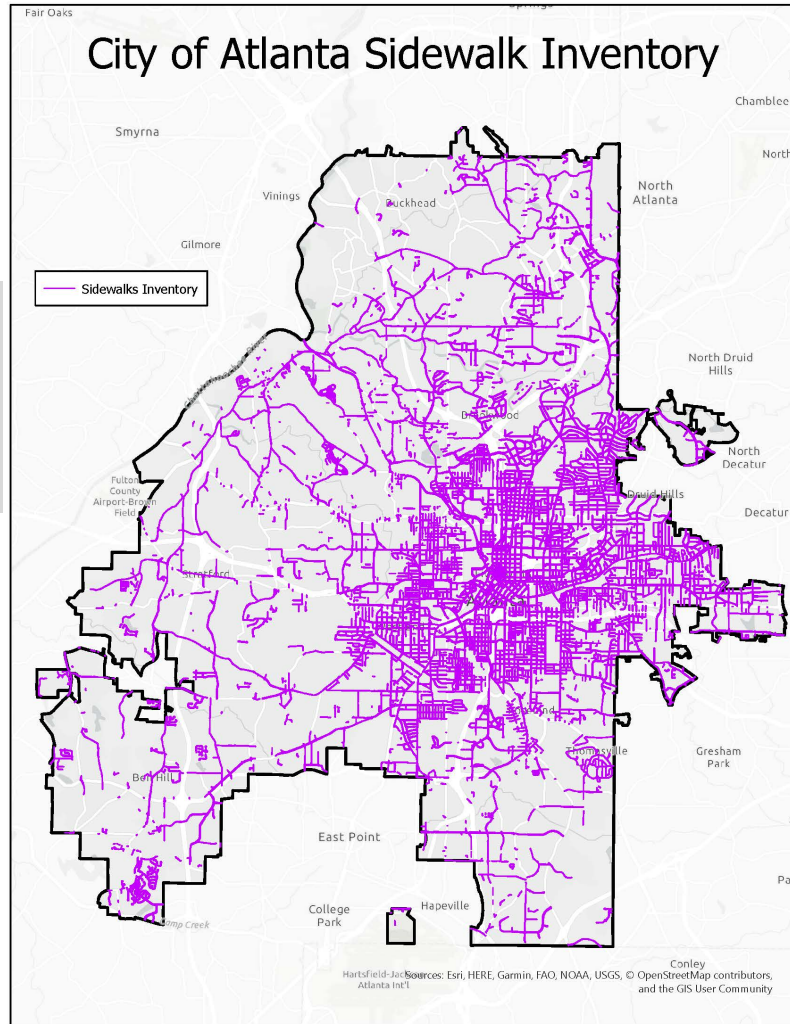
Linear Feet of Sidewalk Installed/Repaired: **2307**

Bridge Repairs Completed: **59**

Linear Feet of Unpaved Roads Maintained: **105,418**



Sidewalk Data & Mapping





Budget Review

Summary of Current Operations



ATL DOT Staff

- SAFETY is our business
- Develop team member recognition program
- Equip team members for remote work opportunities
- Provide growth opportunities for team members



Operations

- Strictly enforce ROW sidewalk policy with developers
- Strictly enforce ROW permit requirements with utilities
- Assess all potential opportunities for transportation funding
- Coordinate with MARTA to deliver More MARTA
- Develop plan to increase overall pavement condition index (PCI) to 70
 - Develop prioritization methodology to promote safety, equity, and mobility
- Continue to use technology to engage public
- Develop plan to in-source design and sidewalk construction

Proposed Budget Changes



Personnel changes

- No budget changes
- Operational
 - Parking to move under Planning & Strategy
 - Contracted projects to move under Capital & Delivery
 - Established Emergency / OT funding

Prof. services changes

- \$3M budget reduction
- Operational
 - Eliminate Microsurfacing
 - Eliminate Hot-In-Place Asphalt
 - Re-evaluate residential speed tables
 - Monitor LMIG

Other cost changes - Utilities

- No Immediate Budget Changes
- Operational Changes
 - Strict enforcement of ROW permit for utilities
 - Assemble team to dispute prior rights
 - Assemble team to assess overall DOT utility costs

Proposed Operational Changes



Key program 1 – Vision Zero

- Budget
 - No initial changes
 - Reassignment of existing staff
- Operations
 - Assign Vision Zero Champion
 - Assign ADA Champion
 - Develop Vision Zero Task Force
 - Partnership with Local Students – ASAP; TAG

Key Metrics

- Formally adopted and committed to Vision Zero program
- Creating a VZ Task force of roadway safety stakeholders
- Developing VZ Action Plan with annual program evaluations
- Adopted NACTO Urban Design Guidance for VZ projects
- Implemented default speed limit of 25 MPH

vision**ZERO** 

Atlanta's commitment to ending all traffic deaths

Proposed Operational Changes



Key program 2 – RENEW | TSPLOST

- Budget
 - Continuing to monitor TSPLOST revenue; update after Q1
 - Implementing value management program to address cost
- Operations
 - CIP Team to Integrate with Renew Capital Team
 - Recruiting Deputy Commissioner for Capital Projects
 - Recruiting Deputy Commissioner for T-I-M
 - Centralizing PM/CM functions

Key Metrics

Asphalt Paving

In-Place Road Length (lanes miles) – 303.47 miles
In-Place Road Length (total miles) – 124.5 miles

Sidewalk

New Sidewalk – 2,600 LF
Remove and replace Sidewalk – 35,845 LF

Curbing

Curb and Gutter – 15,291 LF
Granite Curb – 3,445 LF

ADA Ramps

ADA Ramps (total installed) – 1107

Bike Lanes

New Bike Lanes (miles) – 28.12 miles
Enhanced Bike Lanes (addition of sharrows, reflectors, delineators, etc) – 3.86 miles

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

TOTAL: \$546.5M



Note 1: Anticipated Total Program Budget
Note 2: Based on Average monthly TSPLOST collections.

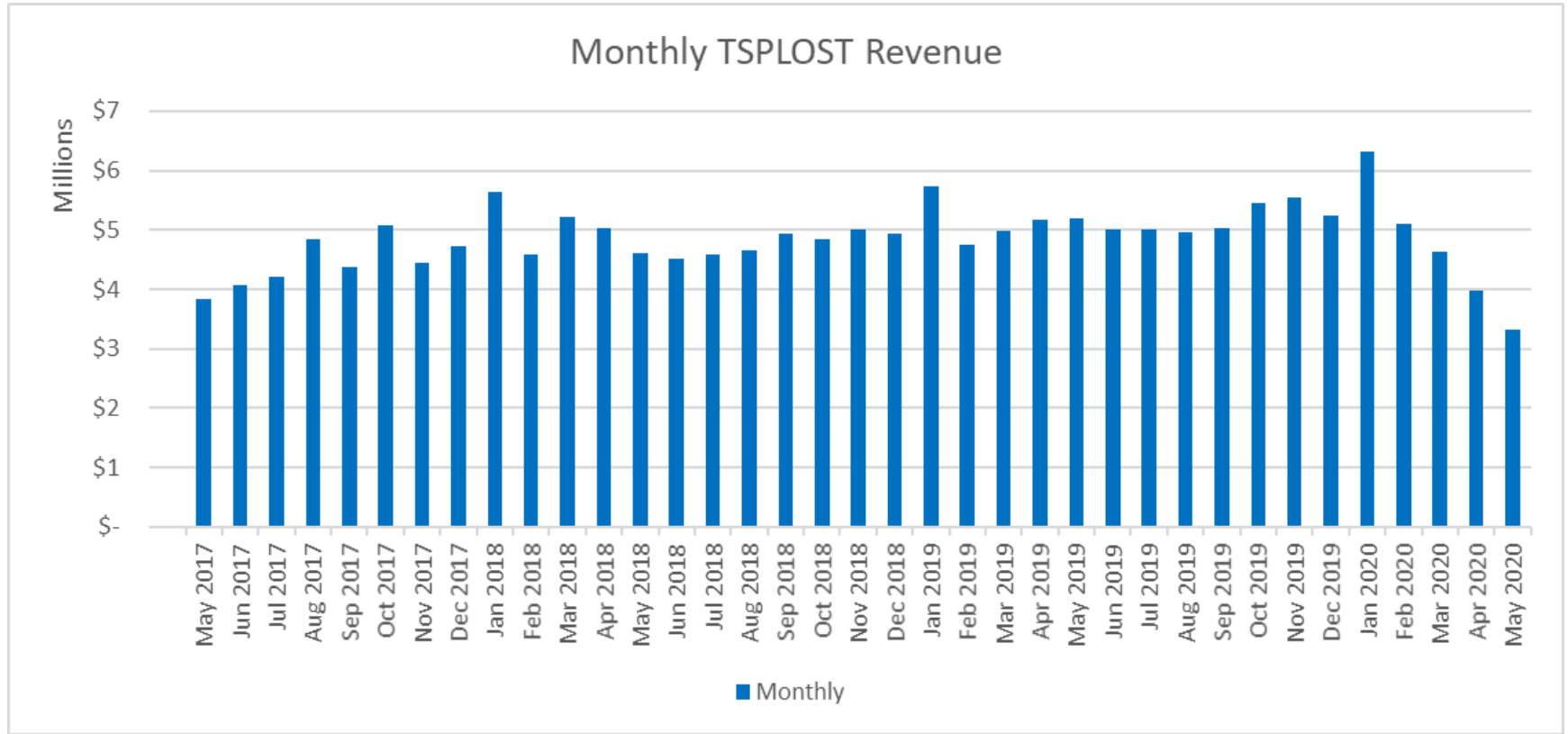
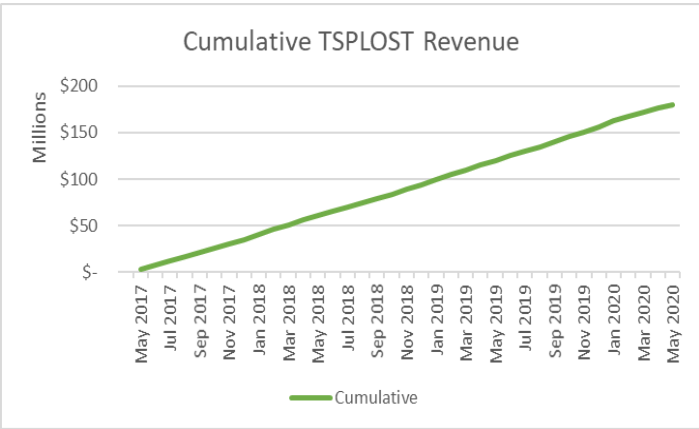
TSPLOST Revenue Collections



Collection Summary

Goal: \$260.0M
 Collections: \$179.5M
 Remaining to Goal: \$80.5M

*Collections thru May 2020



TSPLOST Collections Dashboard



TSPLOST COLLECTIONS

Collections Narrative

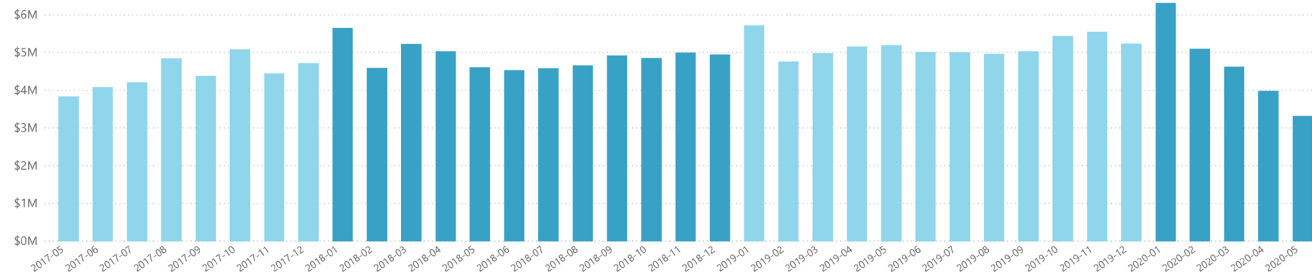
According to the Georgia Budget and Policy Institute "In light of the already-known levels of economic devastation, surging unemployment and the guidance for Georgians to exercise caution in the months ahead, state leaders should prepare for mounting revenue shortfalls through the final quarter of fiscal 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 has already seen the affects of this pandemic in recent months' TSPLOST collections. The most recent May 2020 collections are 36% lower than 2019 monthly average. Therefore, we are planning that the revenues will decrease to approximately 50% of the 2019 average before slowly recovering. These projections will be updated as revenue collections continue and more economic data becomes available. Current estimate indicates an approximate \$4.5M shortfall.

(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/>

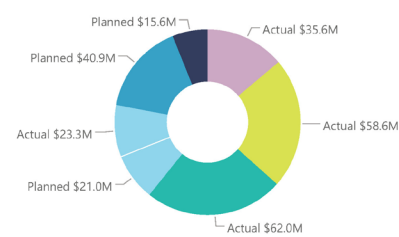
Collections by Year

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	\$23,331,131	\$21,000,000	\$42,813,148
2021	\$54,000,000		\$40,875,000	\$40,875,000
2022	\$18,000,000		\$15,625,000	\$15,625,000
Total	\$260,000,000	\$179,497,639	\$77,500,000	\$255,479,656

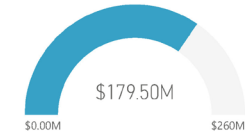
Actual TSPLOST Collections



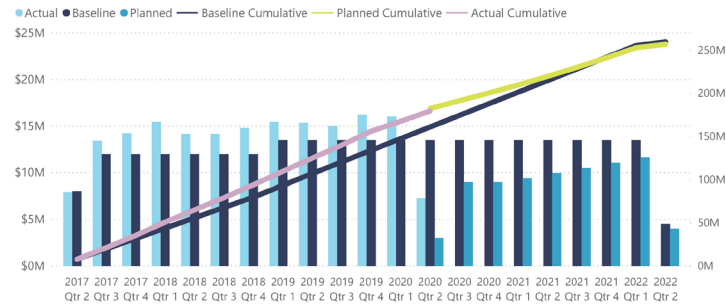
Actual and Planned Collections



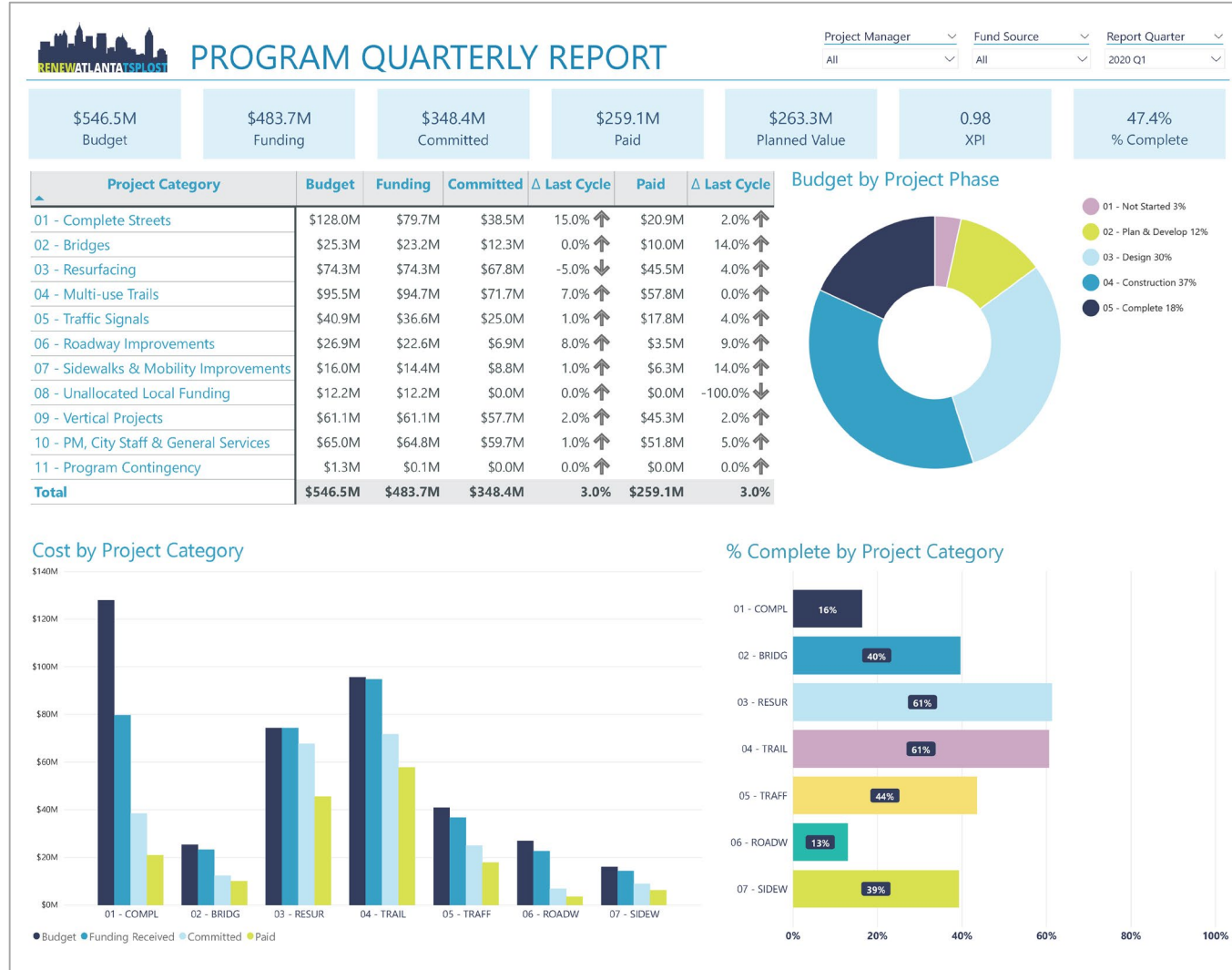
Actual Collections



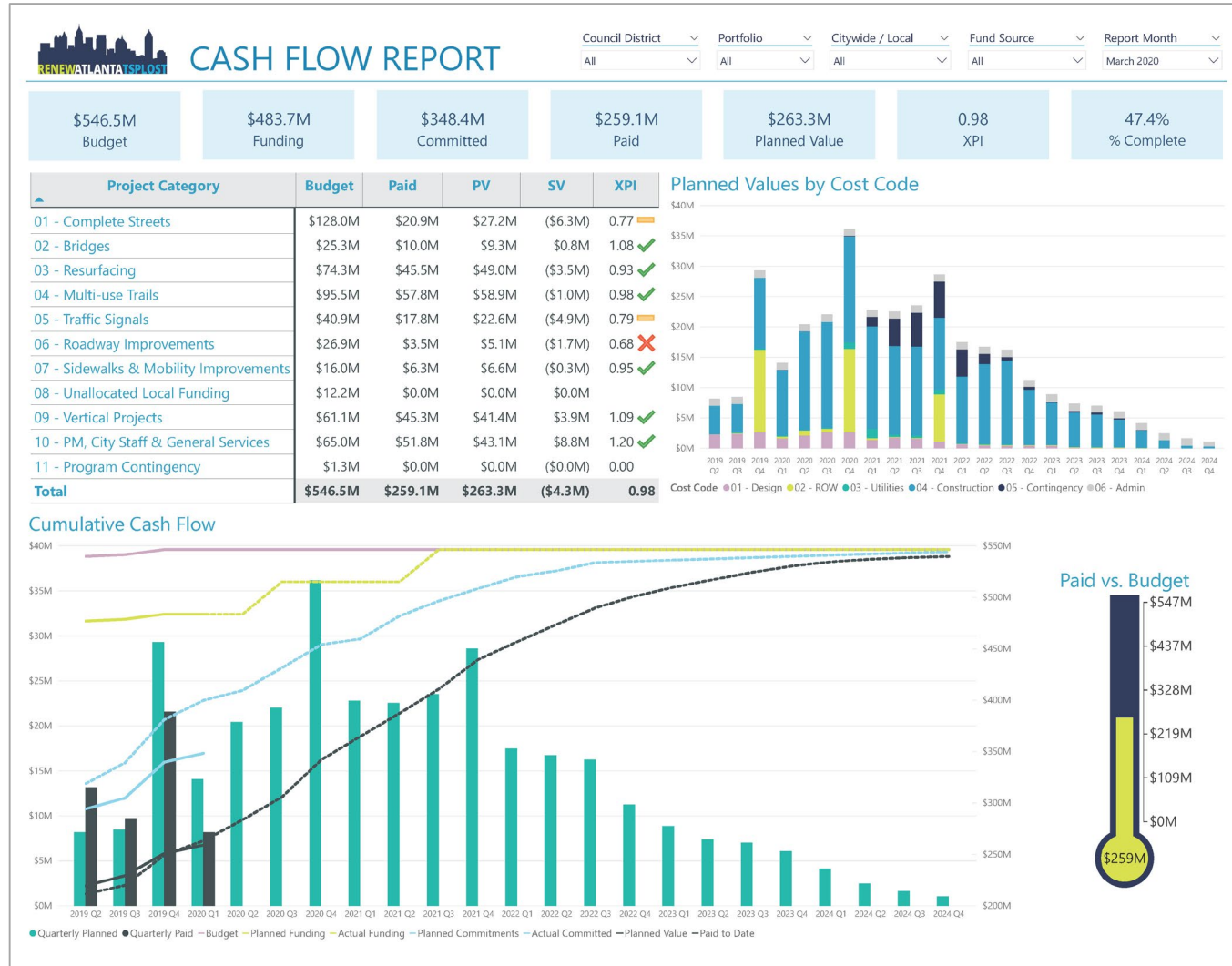
Baseline, Actual, and Planned Collections



Program Quarterly Report



Cash Flow Report



Proposed Operational Changes



Key program 3 – MARTA Coordination

- Budget
 - MARTA to fund More MARTA Liaison
- Operations
 - Assign More MARTA Liaison
 - Participation in Program Governance Committee for More MARTA Program Implementation
 - Legislate dedicated bus lanes within City Right of Way
 - Coordinate with MARTA regarding changing bus routes





Communications & Community Engagement

ATLDOT in the Community





What's Next?



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
- Juniper Complete Street



Roadway Improvements

- Unpaved Roads
- Inman Park Neighborhood Improvements
- Piedmont Road Capacity Improvement
- Dekalb Ave Safety Improvements
- Moreland and Glenwood Intersection Improvement
- Peachtree Corridor Multimodal Phase 3



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
- Midtown Atlanta Regional Activity Center



Sidewalk and Mobility Improvements

- Little 5 Points CID Improvements
- West Wieuca PATH
- CDBG Sidewalks



Multi-Use Trails

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

What's next for ATLDOT?

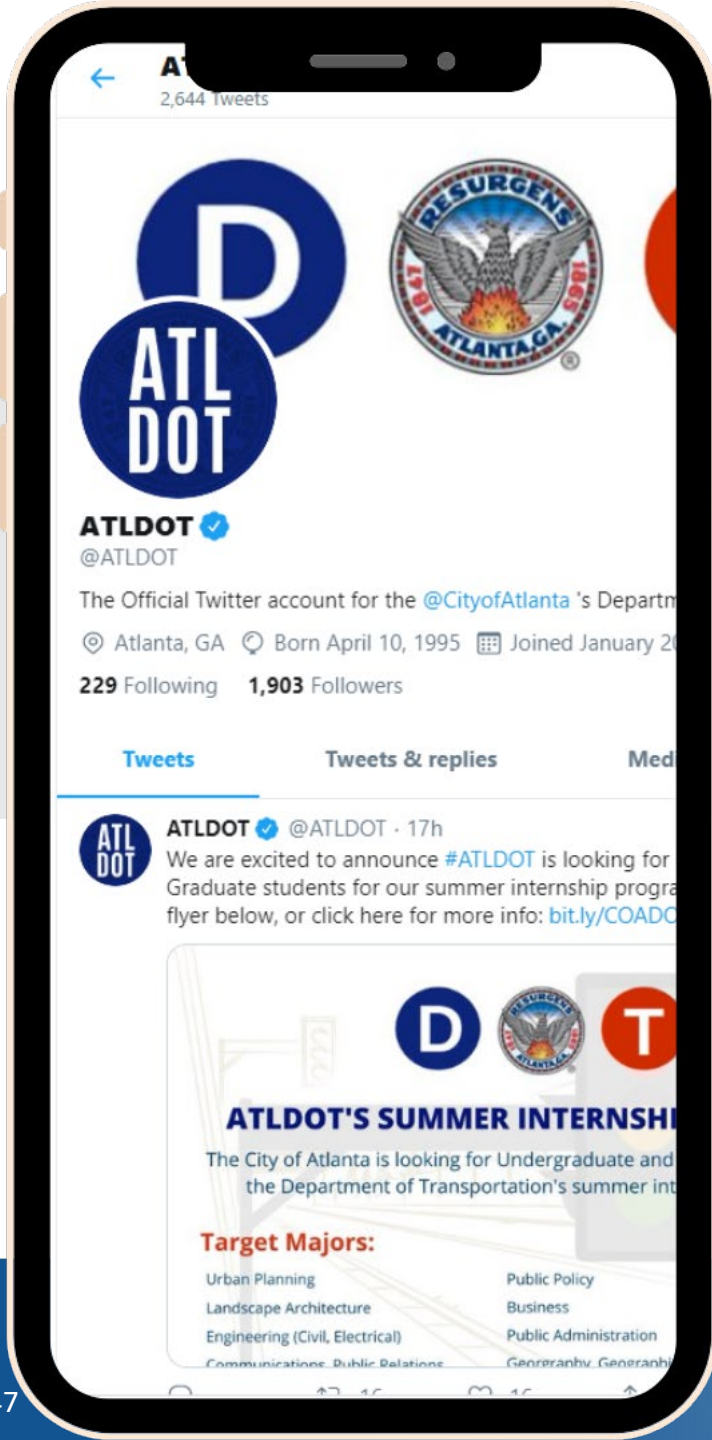
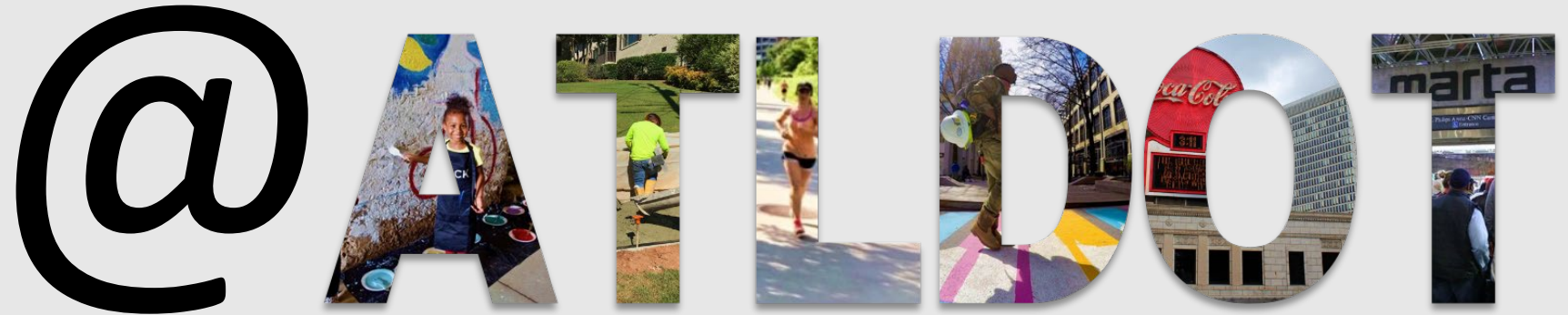


- **Vision Zero task force, school zones, and speed enforcement**
- Launch **new e-scooter program**
- Continue implementation on the **Mayor's Action Plan for Safer Streets**
- Complete legislation to move all team members into ATLDOT
- Implement ATLDOT COVID-19 Transportation Response Plan
- Continue to shift toward greater internal operational and maintenance capabilities
- Cascade Complete Street and DeKalb Ave construction procurement
- Prepare ATLDOT's Plan Development Process (PDP) based on GDOT's PDP, and updated COA's Design Standards
- Prepare ATLDOT's Utility Accommodation Manual (UAM) based on GDOT's (UAM)
- Adopt GDOT's Procurement process for Federally Funded projects (completed for LAP certification)

Our Partners



Follow us on social media!



.com/ATLDOT



@ATLDOT



ATL.DOT





SOCIAL MEDIA ANALYTICS - MAY



INCREASES

141.2%



220K tweet impressions

9.6%



2324 followers

58.8%



1279 profile visits

80%



782 mentions

OUR TOP TWEET OF THE MONTH



#It's #TransformationTuesday our crews have almost completed the West End Park basketball/tennis court renovations. This project went smoothly , on to the next one!

95.3k impressions

CHECK THE STATS

of new followers: 186

of tweets: 40

Average # of likes: 19

Average # of retweets: 4

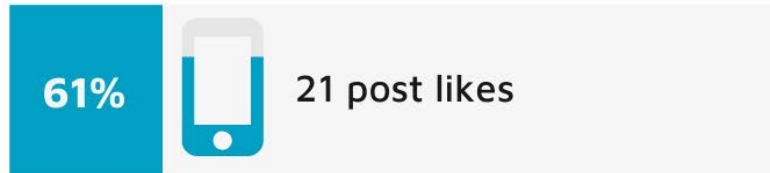
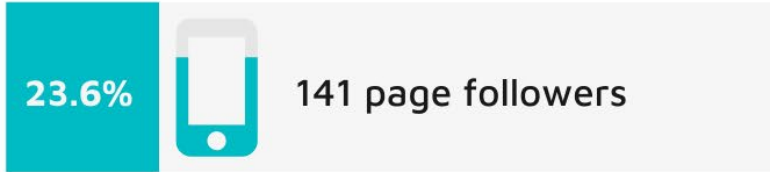
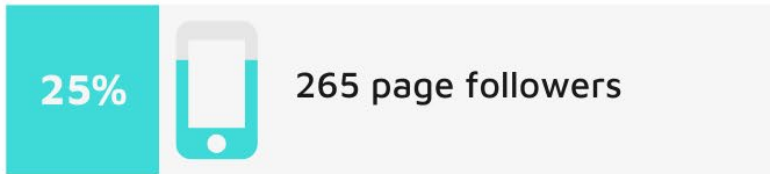
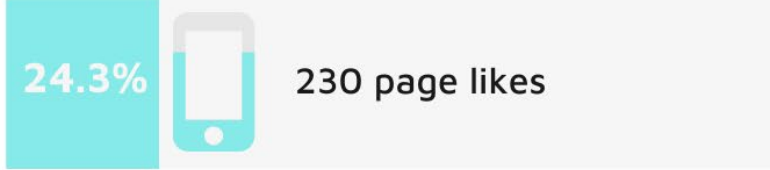
Average # of impressions per day: 7.1k





SOCIAL MEDIA ANALYTICS - MAY

INCREASES

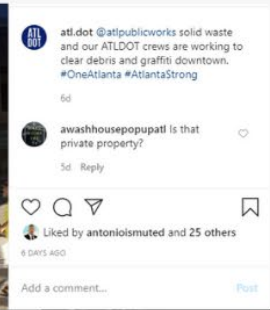


OUR TOP POST OF THE MONTH



A rainy day isn't stopping us! Our crews installed a @dezipline product along Peachtree Center ave between Andrew Young International Blvd and Portman Blvd and at Ellis St. This safety improvement project was supported by the Downtown Atlanta.

OUR TOP POST OF THE MONTH





SOCIAL MEDIA ANALYTICS - MAY

OTHER ENGAGEMENT HIGHLIGHTS

1.1K

Internet users that have accessed RenewAtlantaBond.com

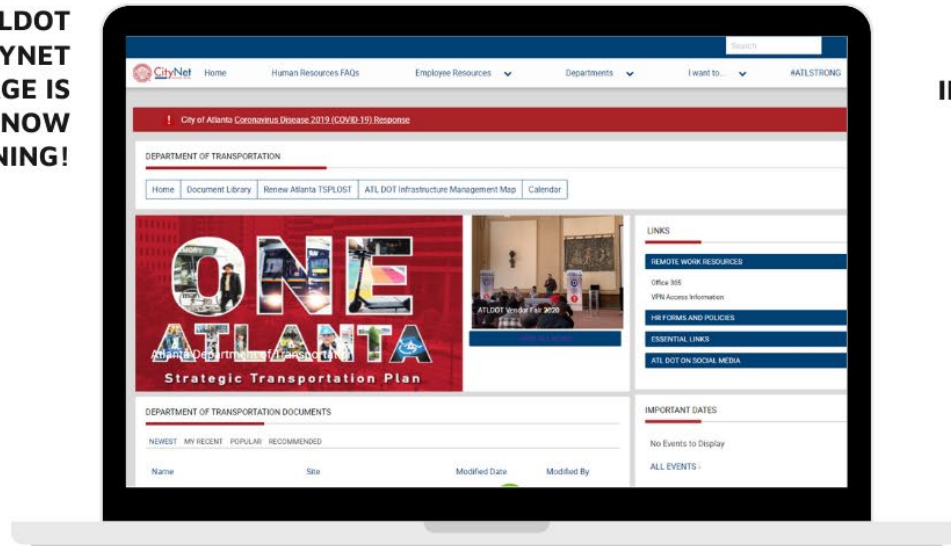
82

link clicks on Twitter

539

of combined likes for the month of April on Twitter

ATL DOT CITYNET PAGE IS NOW RUNNING!



RECEIVED OVER 23K IMPRESSIONS



A RAINY DAY ISN'T STOPPING US! OUR CREWS INSTALLED A @DEZIGNLINE PRODUCT ALONG PEACHTREE CENTER AVE BETWEEN ANDREW YOUNG INTERNATIONAL BLVD AND PORTMAN BLVD AND AT ELLIS ST. THIS SAFETY IMPROVEMENT PROJECT WAS SUPPORTED BY OUR PARTNER, CENTRAL ATLANTA PROGRESS.





UPCOMING ANALYTICS - JUNE

GOALS



2500 FOLLOWERS
250K IMPRESSIONS



250 FOLLOWERS
300 LIKES



160 FOLLOWERS
AVG. 25 LIKES

UPCOMING POSTS

**#RESURFACING
ALERTS**

**FACILITY
TRANSFORMATIONS!**



**#ATLSTRONG
#ONEATLANTA**



MORE SAFETY PROMO & DOT HERO RECOGNITION!

