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

<table>
<thead>
<tr>
<th>Age Groups</th>
<th>&lt;1</th>
<th>1-4</th>
<th>5-9</th>
<th>10-14</th>
<th>15-24</th>
<th>25-34</th>
<th>35-44</th>
<th>45-54</th>
<th>55-64</th>
<th>65+</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Heart Disease</td>
<td>4,479</td>
<td>Congenital Anomalies</td>
<td>624</td>
<td>Malignancy Neoplasms</td>
<td>618</td>
<td>Suicide</td>
<td>527</td>
<td>Suicide</td>
<td>722</td>
<td>Suicide</td>
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<tr>
<td>4</td>
<td>SIDS</td>
<td>1,963</td>
<td>Heart Disease</td>
<td>303</td>
<td>Heart Disease</td>
<td>134</td>
<td>Congenital Anomalies</td>
<td>191</td>
<td>Malignancy Neoplasms</td>
<td>1,374</td>
<td>Heart Disease</td>
</tr>
<tr>
<td>5</td>
<td>Unintentional Injury</td>
<td>1,517</td>
<td>Heart Disease</td>
<td>127</td>
<td>Heart Disease</td>
<td>75</td>
<td>Heart Disease</td>
<td>178</td>
<td>Heart Disease</td>
<td>912</td>
<td>Heart Disease</td>
</tr>
<tr>
<td>6</td>
<td>Placenta, Cord, Membranes, &amp; Other Maternal Conditions</td>
<td>843</td>
<td>Congenital Anomalies</td>
<td>104</td>
<td>Heart Disease</td>
<td>67</td>
<td>Congenital Anomalies</td>
<td>565</td>
<td>Unintentional Injury</td>
<td>918</td>
<td>Heart Disease</td>
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<tr>
<td>7</td>
<td>Septicemia</td>
<td>592</td>
<td>Chronic Lower Respiratory Disease</td>
<td>46</td>
<td>Heart Disease</td>
<td>59</td>
<td>Congenital Anomalies</td>
<td>248</td>
<td>Diabetes Mellitus</td>
<td>823</td>
<td>Chronic Lower Respiratory Disease</td>
</tr>
<tr>
<td>8</td>
<td>Septicemia</td>
<td>463</td>
<td>Congenital Anomalies</td>
<td>33</td>
<td>Septicemia</td>
<td>91</td>
<td>Septicemia</td>
<td>454</td>
<td>Septicemia</td>
<td>804</td>
<td>Septicemia</td>
</tr>
</tbody>
</table>

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

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

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

"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
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 & FINANCIALLY 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
- Manager Vision Zero
- Director Strategy & Analytics
- Transportation Planners (3x)
Important Accomplishments/Acknowledgements
ATLDOT Kickoff Rally

CITY OF ATLANTA

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

The Renew Atlanta TSPLOST Program is a $5.0 billion Capital Improvement Program created to begin to address the $7 billion infrastructure backlog facing the City of Atlanta. In 2018, a team of consultants led by Atkins was selected by the City of Atlanta to provide Program Management Support Services. In November 2018, the CAO announced that the Program had a $4.2 billion funding gap between project estimates and anticipated funding availability. This shortfall was an estimated 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 realigned 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. Display the status of an individual project’s ISM acquisitions
3. ATDOT Commissioner Josh Rowan with residents on a Computer Street project
4. The Program includes traffic sync, roadway expansion, and pedestrian safety improvements, etc.
5. Provides Ferry Rogers Pedestrian Bridge
6. “Ride of the Century” - Atlanta Freedom Park

D T
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

CAR

BUS

WALK

RIDE
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

- Vehicle: 40
- Pedestrian: 22
- Motorcycle: 7
- Scooter: 3
- Bicycle: 1
- Total: 73

Source: APD

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

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

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

Source: Forbes, National Transportation Safety Board, NACTO
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: $260M²
- Other: $28.9M³

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
Cash Flow Report
# Project Manager Status Report

## Project Manager Status Report

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Phase</th>
<th>Budget</th>
<th>Funding</th>
<th>Commitments</th>
<th>△ Last Cycle</th>
<th>Planned Value</th>
<th>XPI</th>
<th>62% % Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-540 Bypass Project</td>
<td>Construction</td>
<td>$1,983,262</td>
<td>$1,983,262</td>
<td>$1,908,997</td>
<td>$0</td>
<td>$625,967</td>
<td>$0</td>
<td>$1,096,067</td>
</tr>
<tr>
<td>Lynnhurst Drive Complete Street</td>
<td>Complete</td>
<td>$2,990,682</td>
<td>$2,990,682</td>
<td>$2,990,682</td>
<td>$0</td>
<td>$2,990,682</td>
<td>$0</td>
<td>$1,069,682</td>
</tr>
<tr>
<td>MLK Jr. Dr Complete Street</td>
<td>Construction</td>
<td>$11,729,118</td>
<td>$11,729,118</td>
<td>$11,176,316</td>
<td>$0</td>
<td>$931,578</td>
<td>$0</td>
<td>$6,633,204</td>
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<tr>
<td>Atlanta Beltline</td>
<td>Construction</td>
<td>$4,050,000</td>
<td>$6,500,000</td>
<td>$4,449,778</td>
<td>$1,366,875</td>
<td>$4,449,778</td>
<td>$1,366,875</td>
<td>$4,042,999</td>
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<tr>
<td>Eastside Trail Greenway Trail</td>
<td>Design</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,000,000</td>
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<tr>
<td>Piedmont Park</td>
<td>Complete</td>
<td>$16,000,000</td>
<td>$16,000,000</td>
<td>$16,000,000</td>
<td>$0</td>
<td>$16,000,000</td>
<td>$0</td>
<td>$16,000,000</td>
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<tr>
<td>Prorctor Creek Greenway - Phase 1</td>
<td>Complete</td>
<td>$16,000,000</td>
<td>$16,000,000</td>
<td>$16,000,000</td>
<td>$0</td>
<td>$16,000,000</td>
<td>$0</td>
<td>$16,000,000</td>
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<tr>
<td>Westchase Quarry Park</td>
<td>Plan D. Develop</td>
<td>$5,000,000</td>
<td>$5,000,000</td>
<td>$5,000,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>Westchase Cemetary - Plant Lake Station Trail</td>
<td>Plan D. Develop</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,000,000</td>
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<tr>
<td>Glenwood and Moreland Intersection</td>
<td>Design</td>
<td>$434,999</td>
<td>$434,999</td>
<td>$434,999</td>
<td>$0</td>
<td>$434,999</td>
<td>$0</td>
<td>$441,418</td>
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<tr>
<td>ASDA Improvements - (SC-0289)</td>
<td>Complete</td>
<td>$2,653,750</td>
<td>$2,653,750</td>
<td>$2,653,750</td>
<td>$0</td>
<td>$1,133,566</td>
<td>$0</td>
<td>$1,450,091</td>
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<tr>
<td>Atlanta Memorial Park</td>
<td>Construction</td>
<td>$1,700,000</td>
<td>$1,700,000</td>
<td>$1,682,316</td>
<td>$0</td>
<td>$317,663</td>
<td>$4,916</td>
<td>$958,365</td>
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<tr>
<td>Relay Blue Share</td>
<td>Not Started</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,000,000</td>
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<tr>
<td>More MAMTA</td>
<td>Construction</td>
<td>$500,000</td>
<td>$500,000</td>
<td>$500,000</td>
<td>$0</td>
<td>$250,000</td>
<td>$0</td>
<td>$750,000</td>
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</table>

Total: $123,255,024

### Budget by Project Phase

- E1 - Not Started 1%
- E2 - Plan & Develop 8%
- E3 - Design 1%
- E4 - Construction 11%
- E5 - Complete 10%

### Planned Values by Cost Code

### Budget by Fund Source

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**

<table>
<thead>
<tr>
<th>Jackson Street to Ridgecrest Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road resurfacing</td>
</tr>
<tr>
<td>Removal of reversible lane</td>
</tr>
<tr>
<td>Sidewalk repair/ADA improvements</td>
</tr>
<tr>
<td>Left turn lanes</td>
</tr>
<tr>
<td>Signal improvements</td>
</tr>
</tbody>
</table>

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

**Phase 2: Long-term improvements**

<table>
<thead>
<tr>
<th>Peachtree Street to Ridgecrest Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional study and public input</td>
</tr>
<tr>
<td>Possible fiber communication installation</td>
</tr>
<tr>
<td>Improvements for multimodal transportation including:</td>
</tr>
<tr>
<td>- Walking</td>
</tr>
<tr>
<td>- Bicycling</td>
</tr>
<tr>
<td>- Scooters (LIT)</td>
</tr>
<tr>
<td>- Transit access</td>
</tr>
</tbody>
</table>

*Design only until construction funding identified*
# How Public Input Shaped the Project

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

## Safety/Operational Improvements & Travel Times

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

### Travel Times with Improvements

**Westbound:** From Ridgecrest Road to Jackson Street  
**Eastbound:** From Jackson Street to Ridgecrest Road

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Existing Westbound</th>
<th>Estimated New Westbound</th>
<th>Existing Eastbound</th>
<th>Estimated New Eastbound</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Morning (AM Peak Hour)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 minutes</td>
<td>16-30 minutes</td>
<td>9 minutes</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Evening (PM Peak Hour)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18 minutes</td>
<td>9 minutes</td>
<td>9 minutes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*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
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.

EXISTING SIDEWALK COVERAGE
- 40 - 60%
- 60 - 80%
- > 90%

STREET CONDITION
- 60% of streets are in fair or worse condition
- Very Poor
- Marginal
- Fair
- Good
- Very Good
- Excellent

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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