



Prioritizing Safety for Pedestrians and Cyclists

Lauren McDonald, EIT





Takeaways

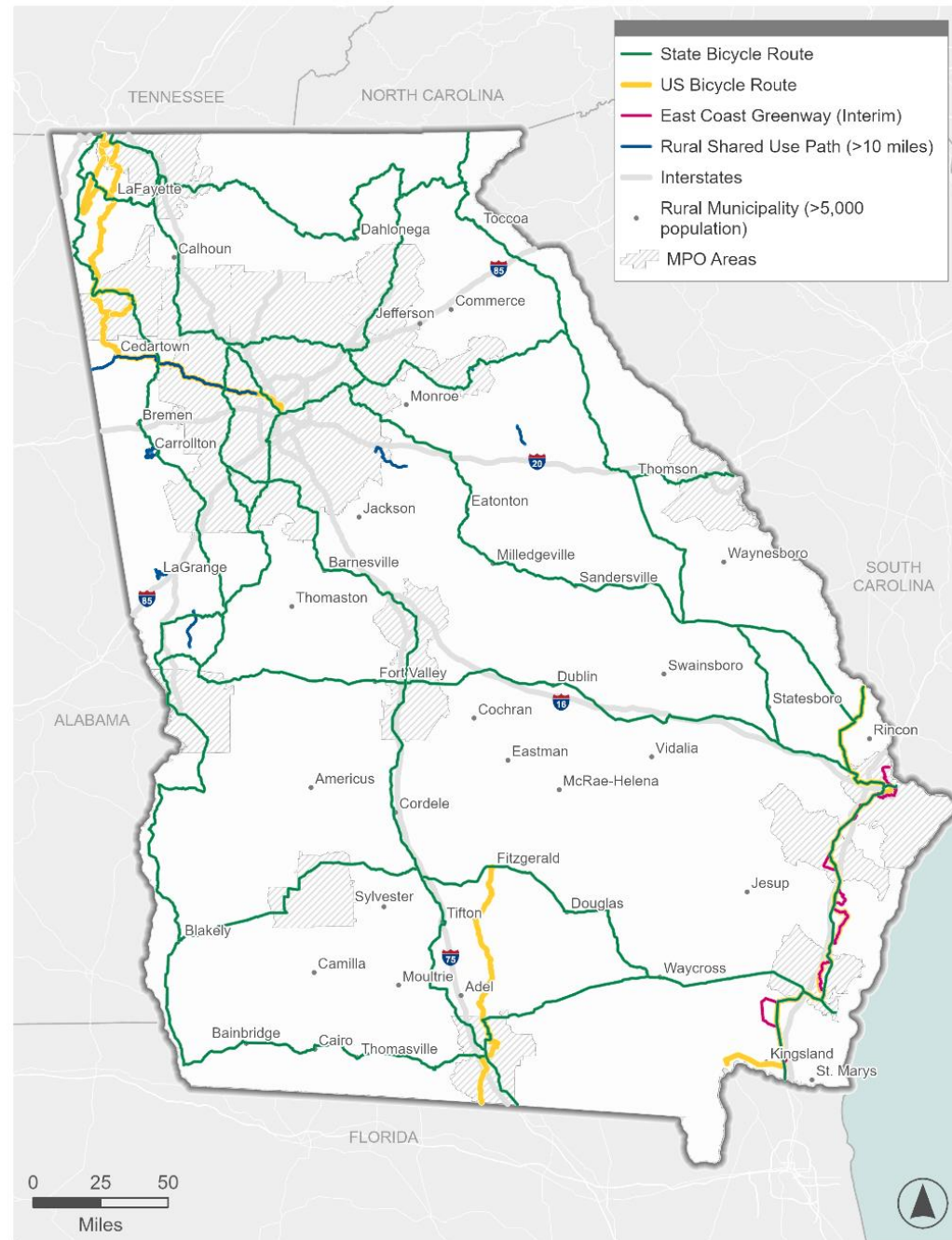
1. The Statewide Rural Active Transportation Plan has identified needs and projects for active transportation in rural Georgia
2. GDOT will evaluate active transportation project opportunities within the boundaries of Metropolitan Planning Organizations (MPOs) under the upcoming Urban Active Transportation Plan
3. GDOT has leveraged under-utilized roadway space on state routes to program multimodal transportation projects within intown Atlanta

Rural Active Transportation Plan

Statewide plan for Active Transportation with a focus on “rural” areas of Georgia

Objectives

1. Identify competitive projects in rural areas with population <5,000
2. Re-evaluate the State Bicycle Route Systemss connecting rural hubs outside of MPOs
3. Update design policy and guidance related to bicycle and pedestrian design
4. Identify systemic improvement strategies for rural facilities

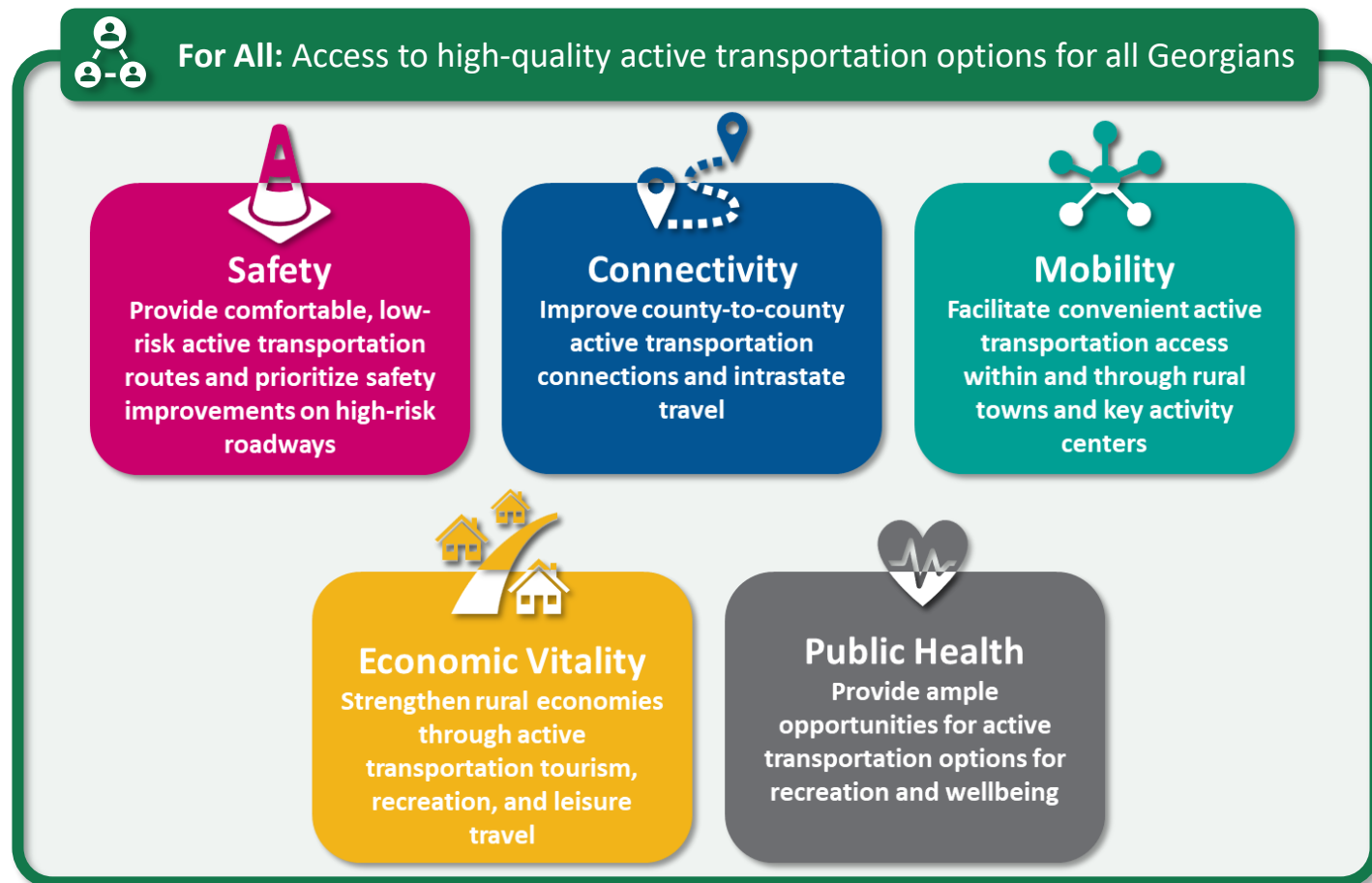


Existing Active Transportation Network

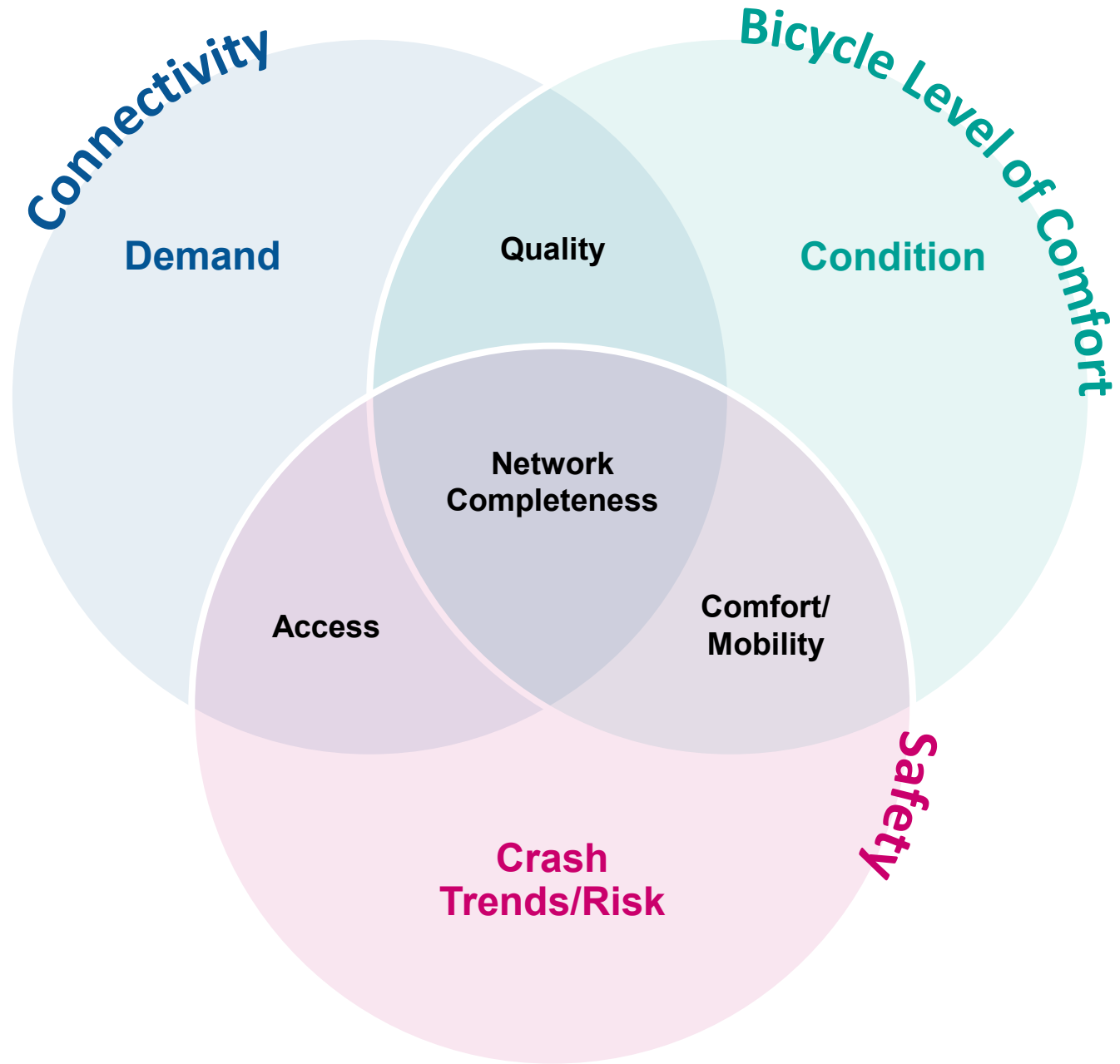
Vision

Georgia's rural communities will have safe and well-connected walking and biking routes for all Georgians, strengthening local economies and enhancing quality of life.

Goals



Existing Conditions Assessment



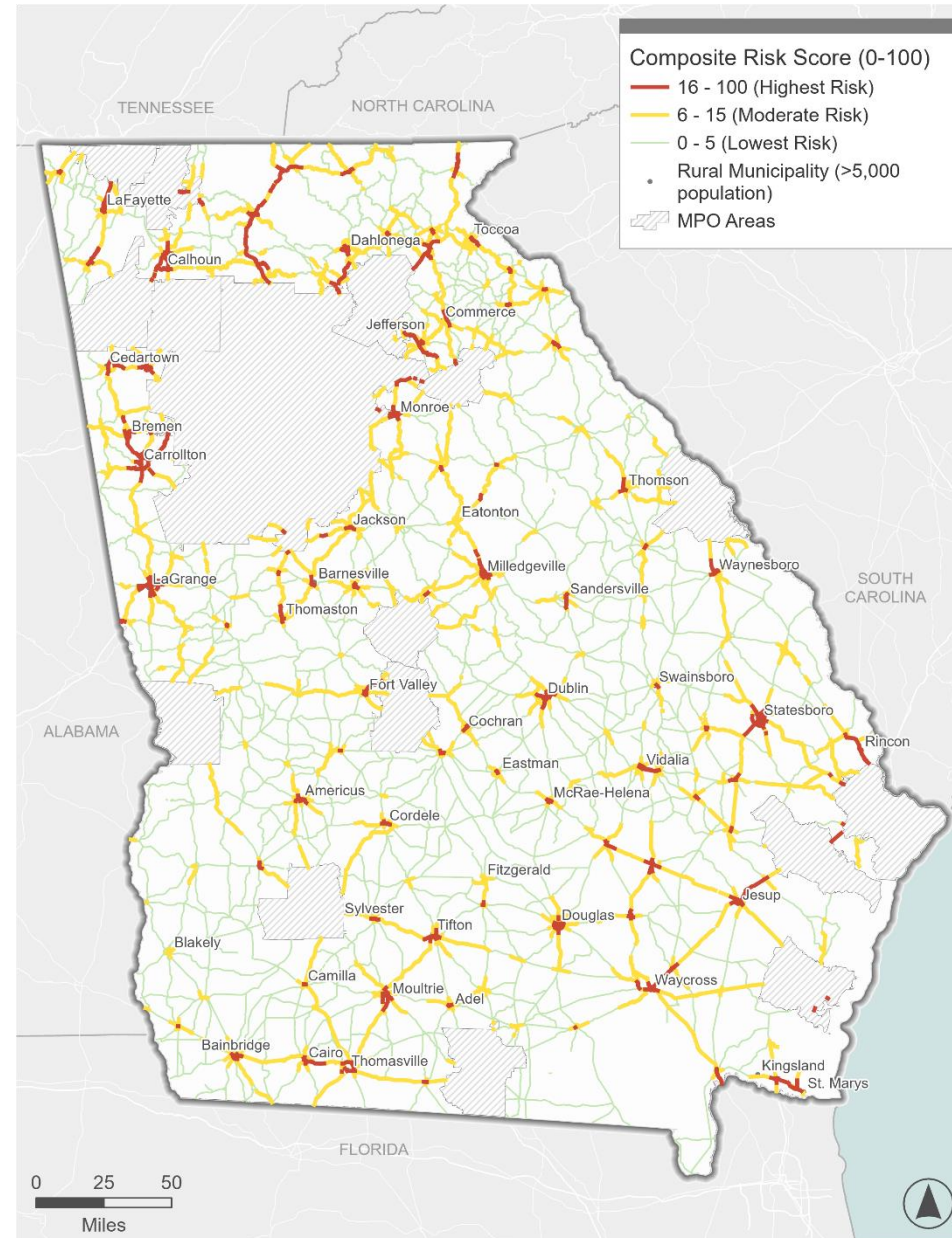
Safety as a Starting Point

Rural ATP's Composite Safety Risk score comprised of:

- Crash history
- Pedestrian crash probability (risk)
- Bicycle crash probability (risk)

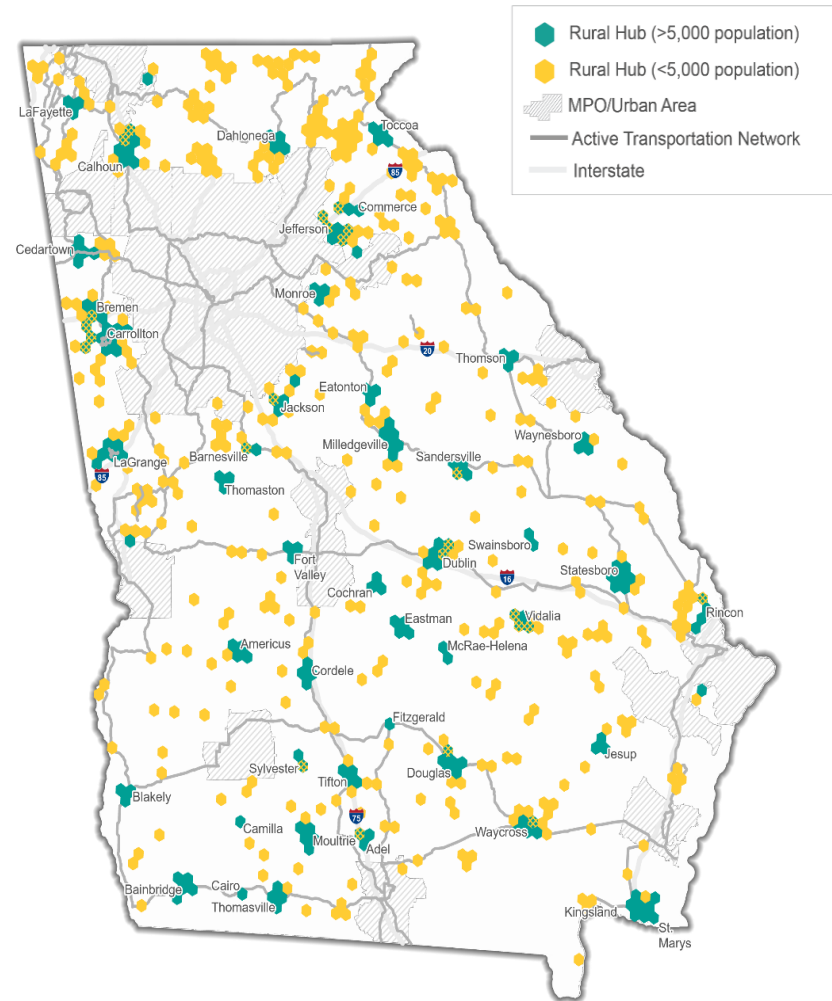
Risk Assessment Indicators

Vehicular Traffic	Median Household Income
Number of Lanes	Signalized Intersections
Functional Classification	Number of Intersection Legs
Population/ Employment Density	Land Use Mix



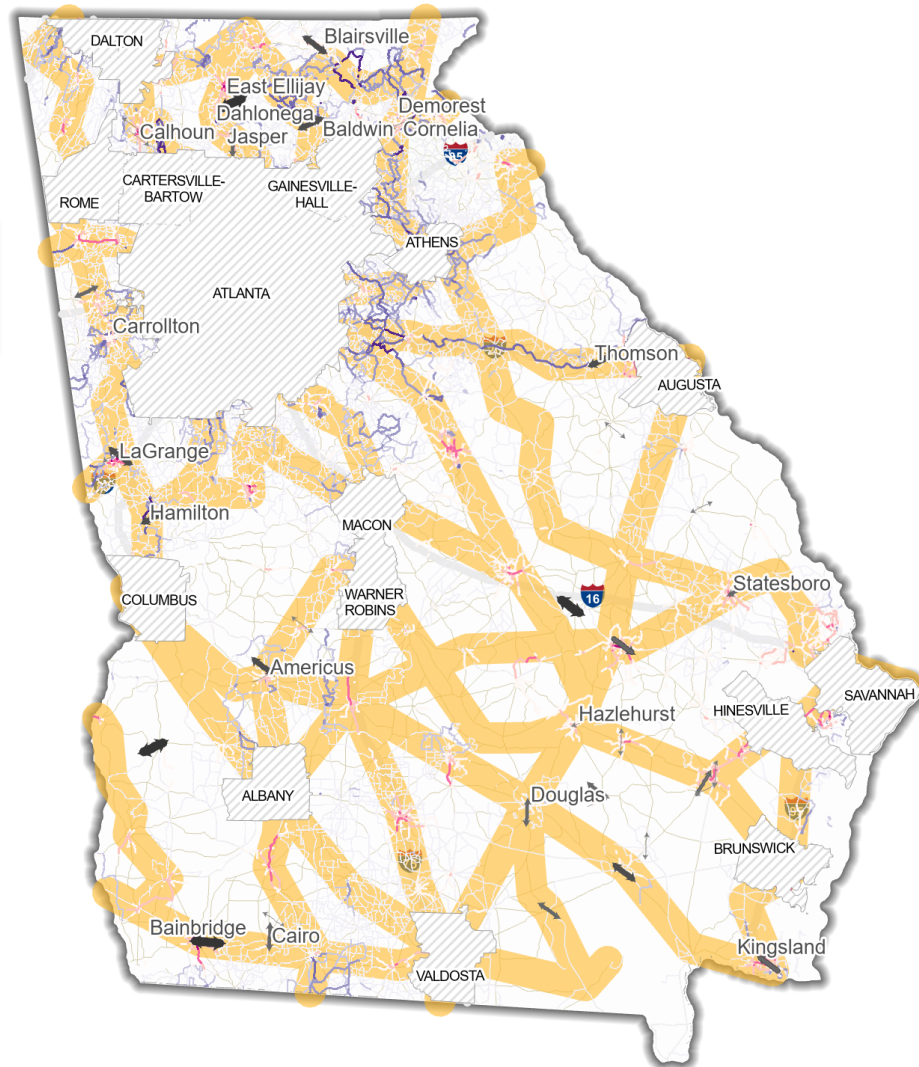
Getting to the Priority Network

Criteria	Guiding Question
Demand	Does it pass through or connect two high demand area(s)?
Volumes	Follows high volume, long-distance bike/ped trips already occurring.
Existing/ Planned Facilities	Follows existing/planned regionally significant shared use path, designated bike route, and/or other bike/ped facility listed in a local or regional bike/ped plan.
Public Input	Passes through or connects with area or route mentioned in public engagement process.
Bordering States	Connects to neighboring state bike route and/or US bike route system in neighboring states.
Other	Other major destinations/considerations? (i.e. parks, historic sites, main street districts, etc.)



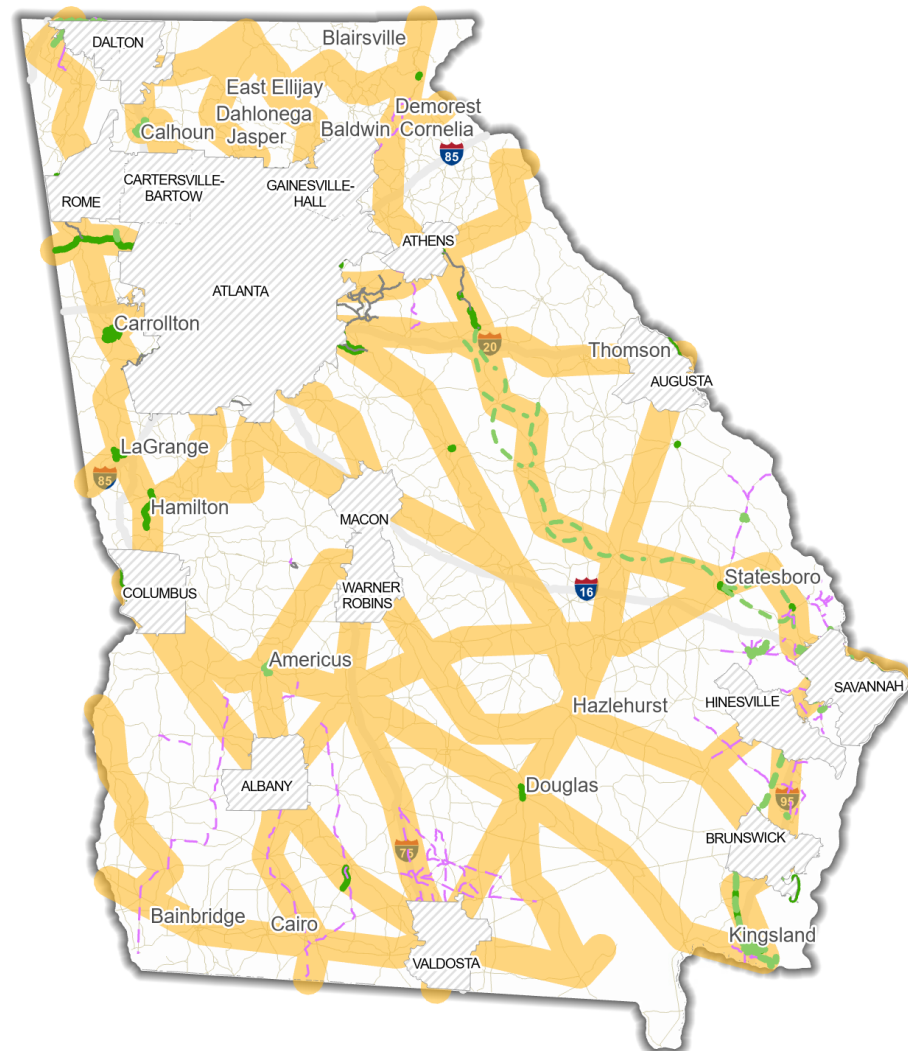
Getting to the Priority Network

Criteria	Guiding Question
Demand	Does it pass through or connect two high demand area(s)?
Volumes	Follows high volume, long-distance bike/ped trips already occurring.
Existing/ Planned Facilities	Follows existing/planned regionally significant shared use path, designated bike route, and/or other bike/ped facility listed in a local or regional bike/ped plan.
Public Input	Passes through or connects with area or route mentioned in public engagement process.
Bordering States	Connects to neighboring state bike route and/or US bike route system in neighboring states.
Other	Other major destinations/considerations? (i.e. parks, historic sites, main street districts, etc.)



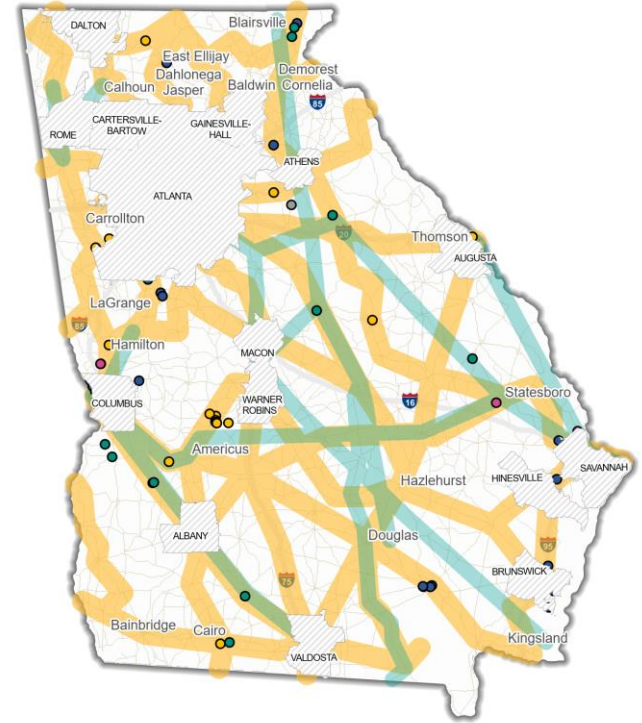
Getting to the Priority Network

Criteria	Guiding Question
Demand	Does it pass through or connect two high demand area(s)?
Volumes	Follows high volume, long-distance bike/ped trips already occurring.
Existing/ Planned Facilities	Follows existing/planned regionally significant shared use path, designated bike route, and/or other bike/ped facility listed in a local or regional bike/ped plan.
Public Input	Passes through or connects with area or route mentioned in public engagement process.
Bordering States	Connects to neighboring state bike route and/or US bike route system in neighboring states.
Other	Other major destinations/considerations? (i.e. parks, historic sites, main street districts, etc.)



Getting to the Priority Network

Criteria	Guiding Question
Demand	Does it pass through or connect two high demand area(s)?
Volumes	Follows high volume, long-distance bike/ped trips already occurring.
Existing/ Planned Facilities	Follows existing/planned regionally significant shared use path, designated bike route, and/or other bike/ped facility listed in a local or regional bike/ped plan.
Public Input	Passes through or connects with area or route mentioned in public engagement process.
Bordering States	Connects to neighboring state bike route and/or US bike route system in neighboring states.
Other	Other major destinations/considerations? (i.e. parks, historic sites, main street districts, etc.)




2,144
Page Views


1,653
Page Visit Sessions


1,380+
Unique Website Users


362
Comments Received

Survey extended to:
October 6, 2024

Survey



<https://bit.ly/swactive>

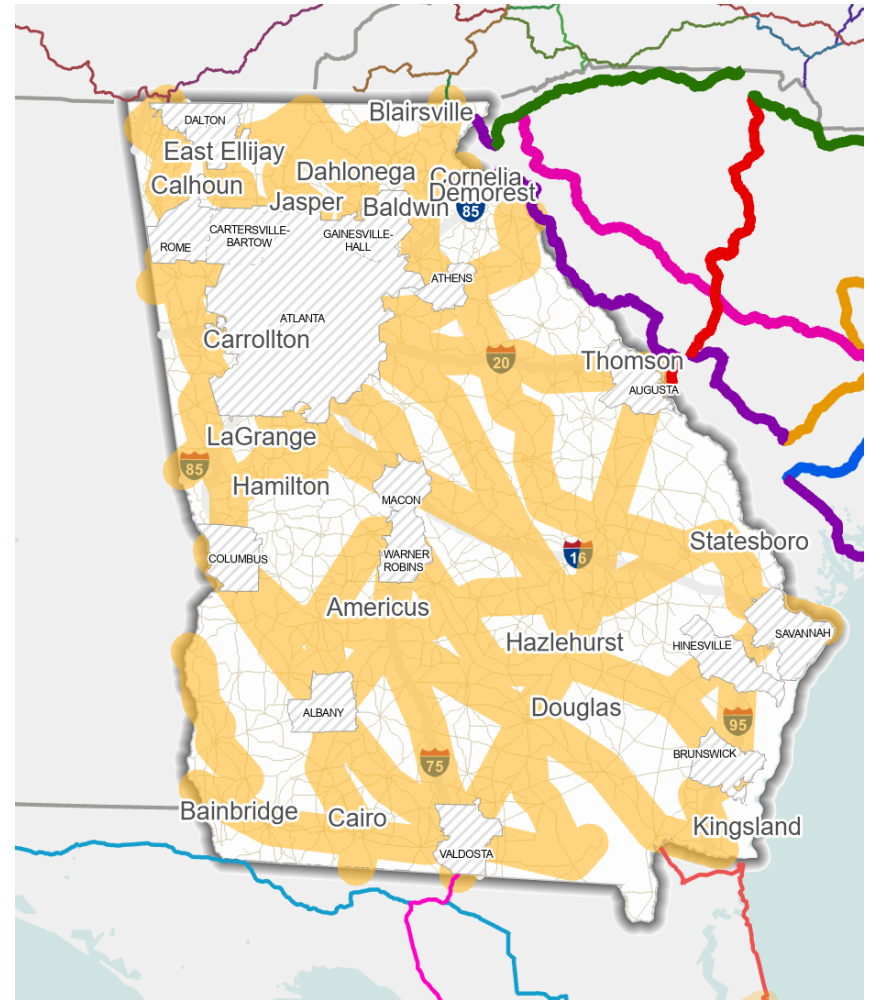
Project Website



www.dot.ga.gov/GDOT/Pages/ATP.aspx

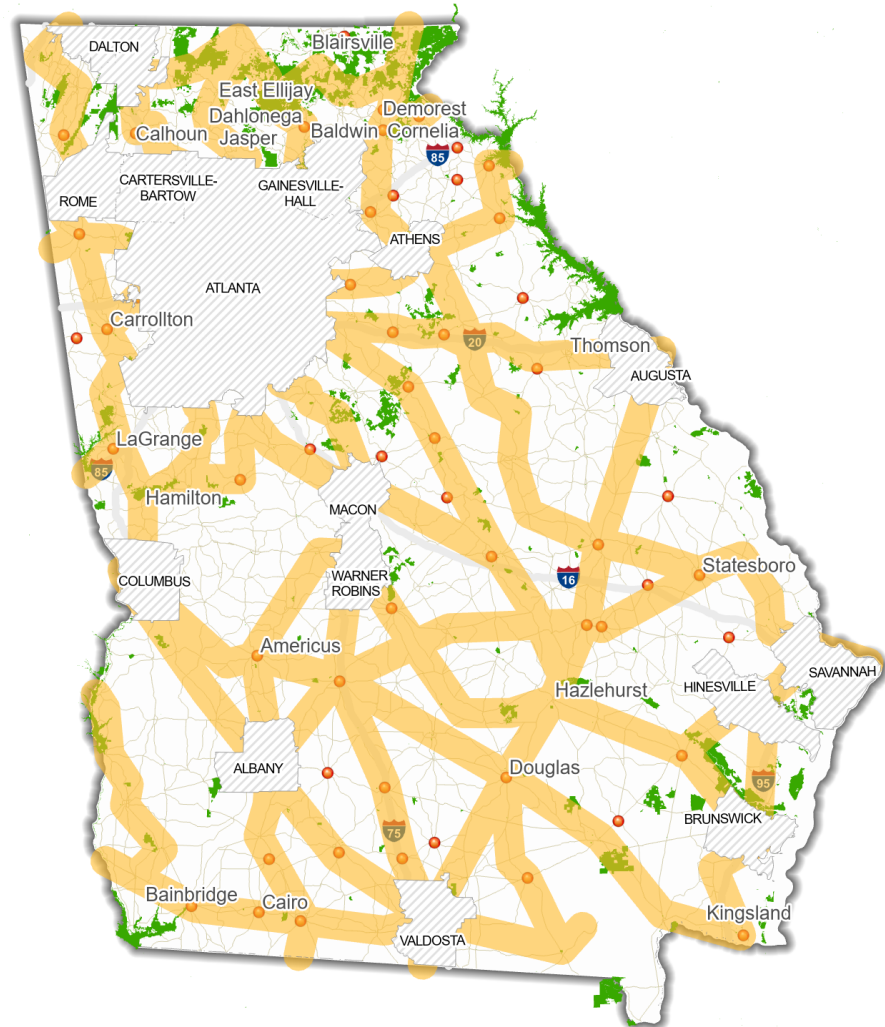
Getting to the Priority Network

Criteria	Guiding Question
Demand	Does it pass through or connect two high demand area(s)?
Volumes	Follows high volume, long-distance bike/ped trips already occurring.
Existing/ Planned Facilities	Follows existing/planned regionally significant shared use path, designated bike route, and/or other bike/ped facility listed in a local or regional bike/ped plan.
Public Input	Passes through or connects with area or route mentioned in public engagement process.
Bordering States	Connects to neighboring state bike route and/or US bike route system in neighboring states.
Other	Other major destinations/considerations? (i.e. parks, historic sites, main street districts, etc.)



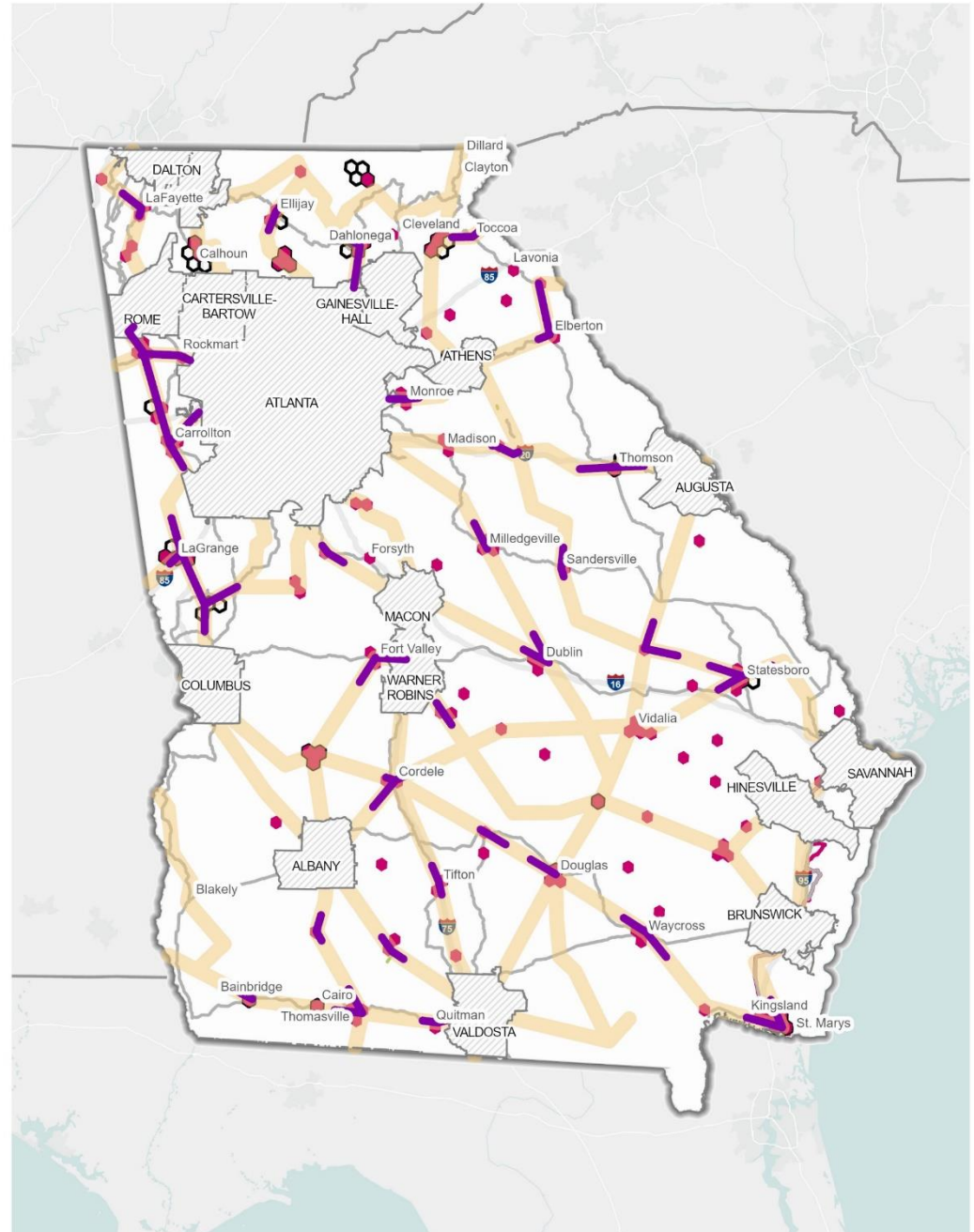
Getting to the Priority Network

Criteria	Guiding Question
Demand	Does it pass through or connect two high demand area(s)?
Volumes	Follows high volume, long-distance bike/ped trips already occurring.
Existing/ Planned Facilities	Follows existing/planned regionally significant shared use path, designated bike route, and/or other bike/ped facility listed in a local or regional bike/ped plan.
Public Input	Passes through or connects with area or route mentioned in public engagement process.
Bordering States	Connects to neighboring state bike route and/or US bike route system in neighboring states.
Other	Other major destinations/ considerations? (i.e. parks, historic sites, main street districts, etc.)



Narrowing it Down: Critical Corridors

Criteria	Data/Methodology
Priority Opportunity Areas	Long distance (Connectivity) and short distance (Rural Hubs) priority opportunity areas from Opportunity Assessment
Public Health	Areas of health concerns from CDC “PLACES” dataset
Safety	Flagged as “critical” if overlapped or within ¼ mile of areas of high safety risk (top 5%)
Stakeholder Feedback	Backcheck on priority network from VRU Task Team



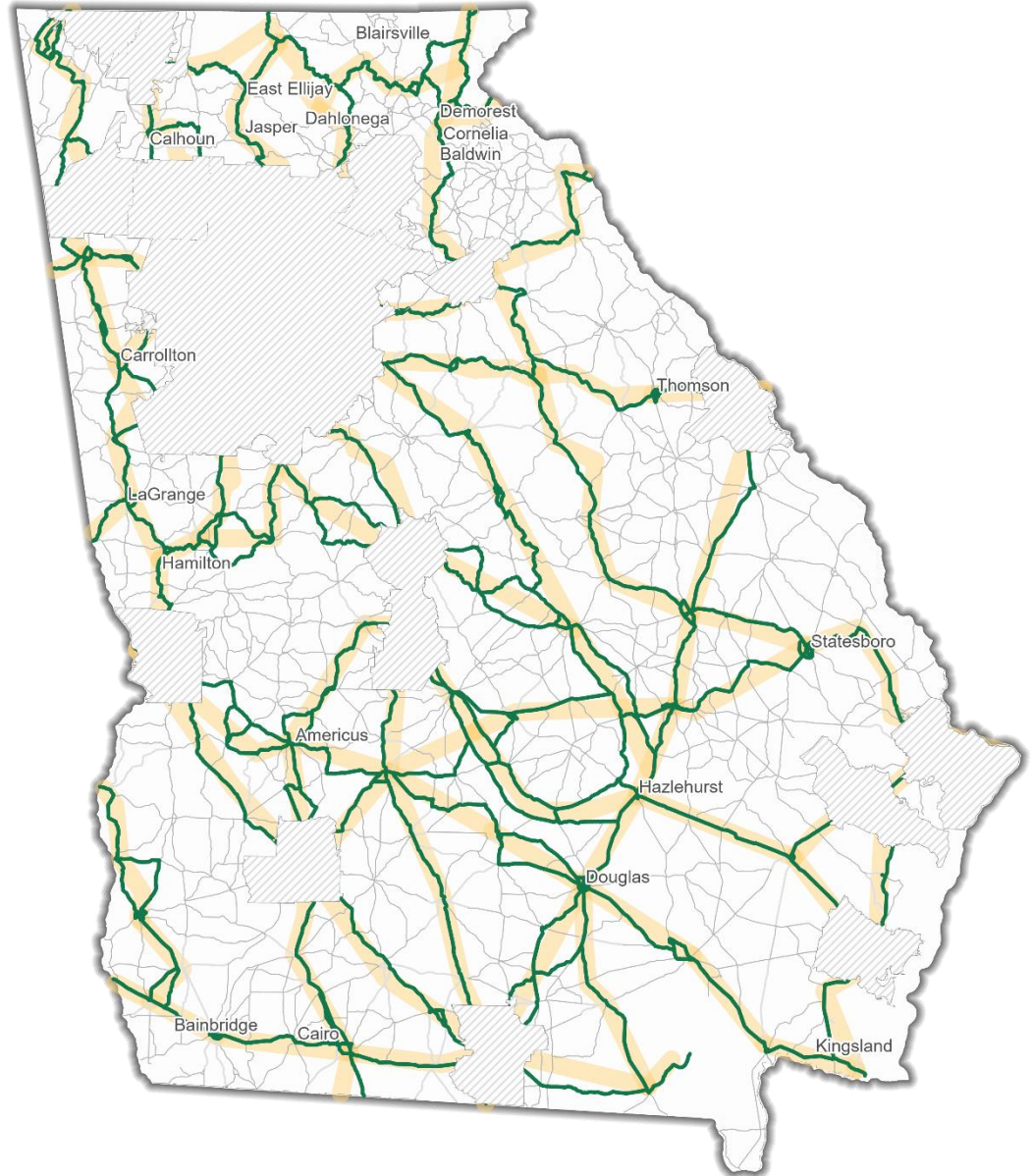
Where are there Parallel State Routes?



Priority
Network



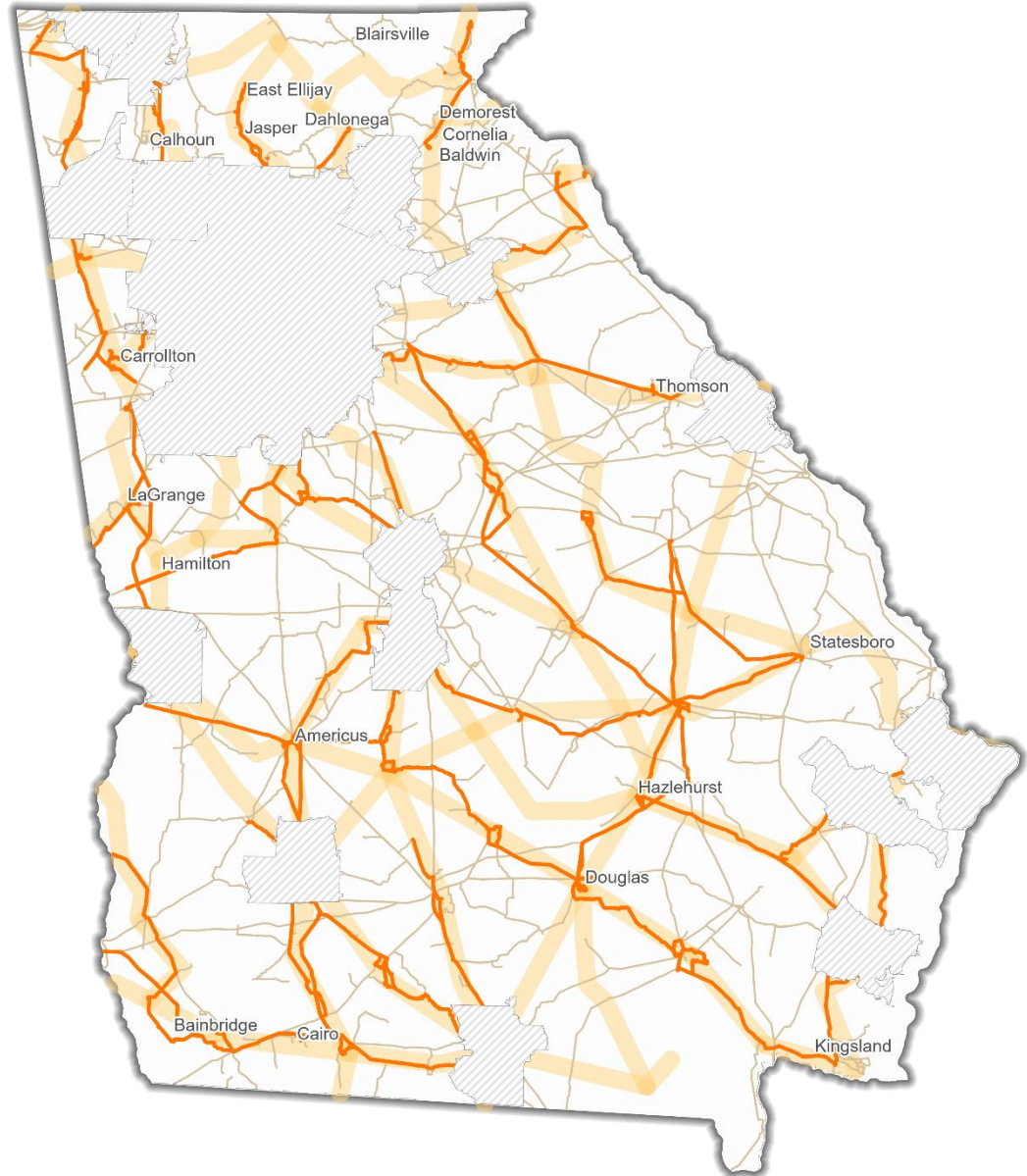
Parallel State
Routes*



*Note that these are often not exactly parallel and could include different routing options

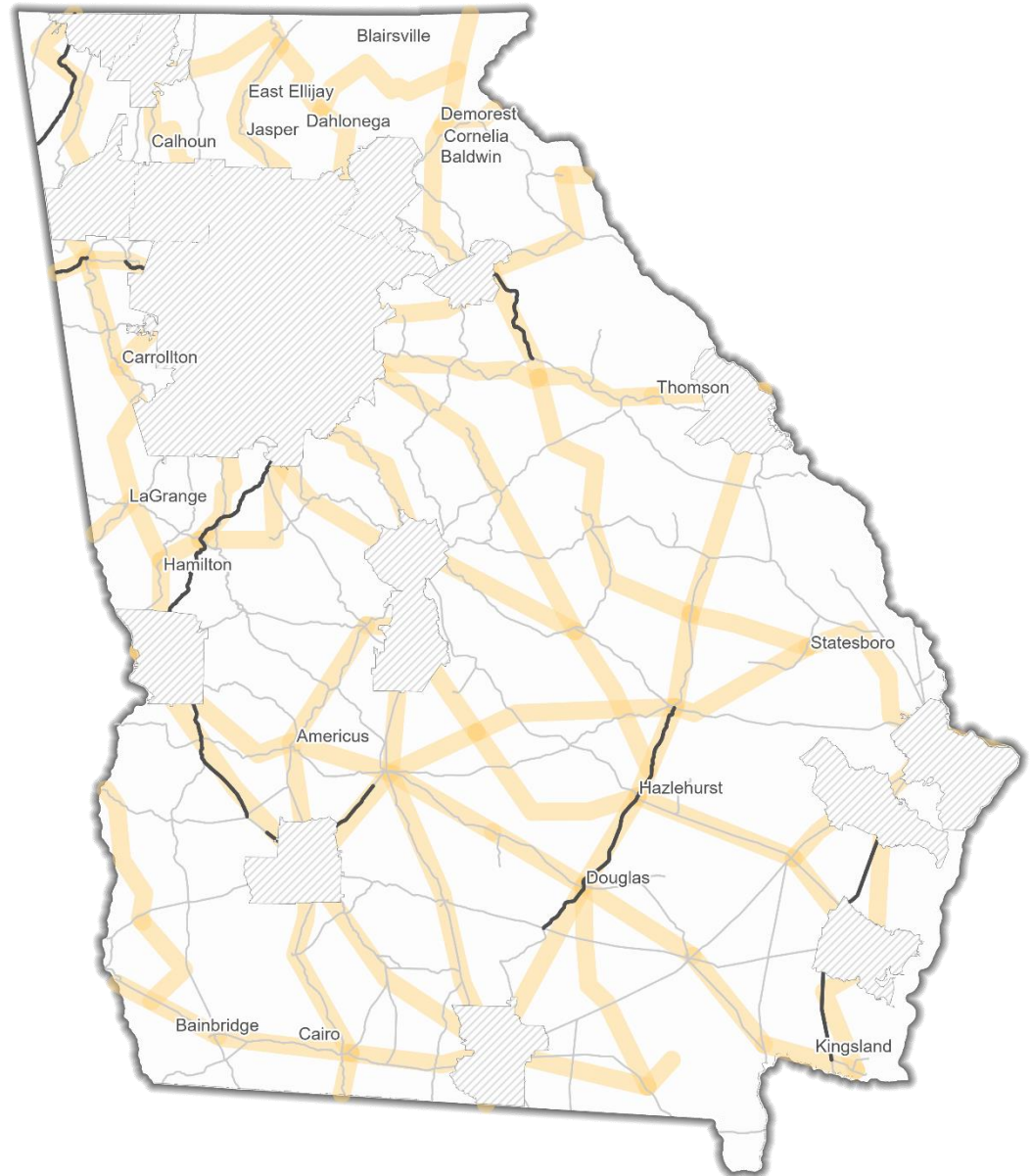
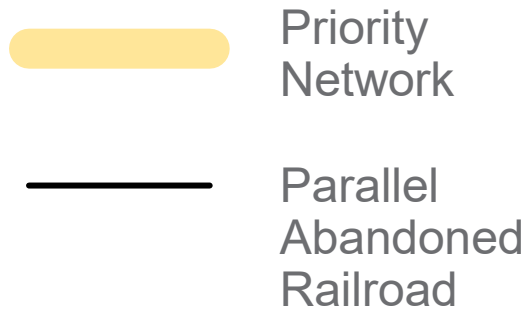
Where are there parallel transmission line corridors?

-  Priority Network
-  Parallel Transmission Line Corridors*



*Note that these are often not exactly parallel and could include different routing options

Where are there parallel abandoned railroad corridors?



Schedule Overview



Stakeholder and Public Engagement

- Project survey & fact sheet
- Stakeholder meetings with GDOT Districts, Regional Commissions, and interest groups
- 11+ Rural Pop-Up Events statewide
- Georgia Bike-Walk-Live Summit
- Monthly Vulnerable Roadway User (VRU) Task Team Meetings

2024



2025

- Updated survey & fact sheet
- Bike Ride Across Georgia (BRAG) pop-ups
- Northwest Georgia Outdoor Recreation Summit
- Regular coordination with Regional Commissions on rural grant opportunities
- Bike-Walk-Live Summit
- Monthly VRU Task Team Meetings

- Interactive Engagement Hub
- 10+ Rural pop-up events including BRAG and Northwest Georgia Outdoor Recreation Summit
- Monthly VRU Task Team Meetings
- Stakeholder meetings with GDOT Districts, Regional Commissions, and interest groups

2026

Under Way!



Strategic Tasks Underway

1. Systemic Trail Crossing Improvements
2. Island Connectivity
3. Rural Grant Assistance
4. Policy & Guidance Review

Systemic Trail Crossing Analysis

Identify Top 10 highest risk trails in Georgia

Ranking trails based on

1. Crash history
2. Crash risk

Carrollton Greenbelt (#1)



Appalachian Trail (#3)



The Thread Trail (#8)



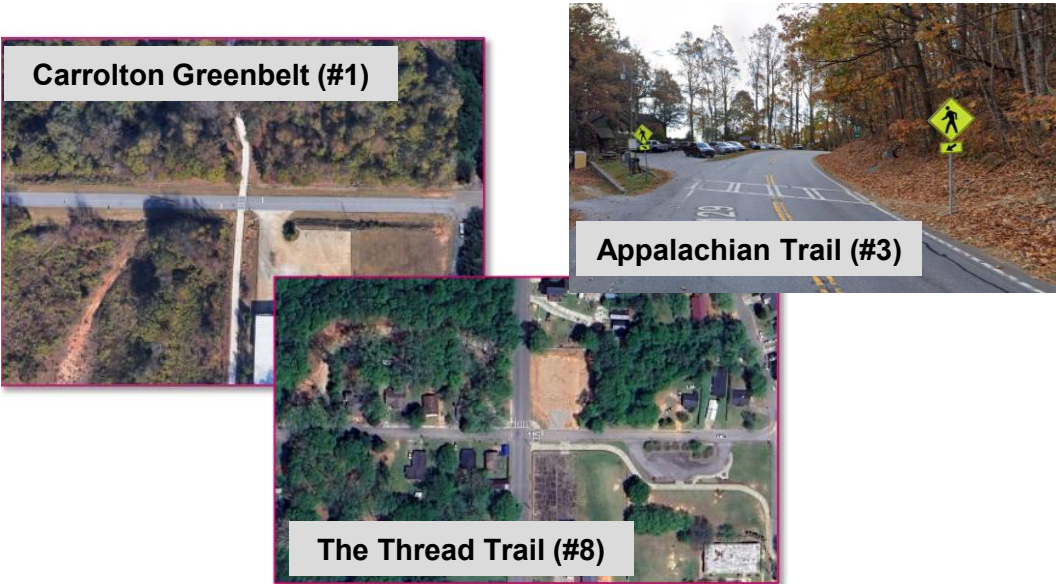
Systemic Trail Crossing Analysis

Identify Top 10 highest risk trails in Georgia

Ranking trails based on

- 1. Crash history
- 2. Crash risk

Rank	Trail Name	GDOT District	Category
1	Carrollton Greenbelt	6	Transition
2	Blind Willie McTell Trail	5	Town Center
3	North GA hiking trails	1	Hiking Area Road Curvature
4	Laurel Island Parkway Trail	5	Channelized Right Turn
5	Douglas Greenway Trail	4	Town Center One-Way
6	Silver Comet Trail	6	Town Center
7	Tom White Linear Park	4	Transition Road Curvature
8	The Thread Trail	3	Intersection
9	Cricket Frog Trail	2	Remote Skewed Crossing
10	Georgia Coast Rail-Trail	5	New Crossing



Systemic Trail Crossing Analysis

Countermeasure Selection



PHB Example

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 or 3 total lanes No Median	Raised X-walk	RRFB	PHB	RRFB		PHB	RRFB		PHB
2 or 3 total lanes median									
4 total lanes median	RRFB	PHB	PHB	PHB		PHB	PHB		PHB
4 total Lanes no median									
> 4 Lanes	PHB								

Countermeasure Selection Matrix

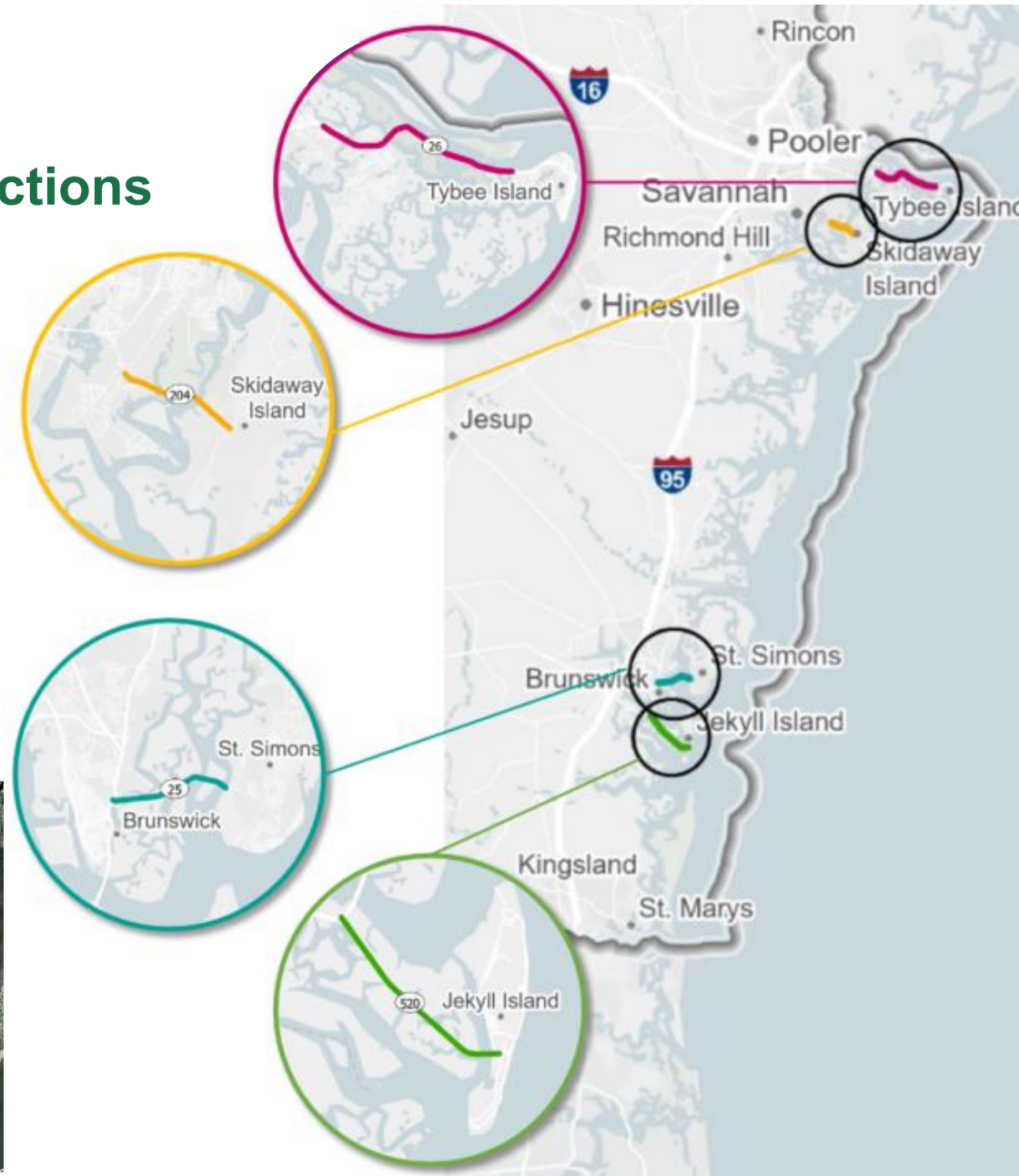


RRFB Example

Island Connectivity

Provide multimodal connections to Georgia Islands

1. Review existing infrastructure
2. Assess usage
3. Analyze safety
4. Identify multimodal enhancements



Regional Commissions Ped/Bike Planning

- State Planning & Research funded contracts with RCs for ped/bike planning
- Provide:
 - Stakeholder engagement for active transportation plans
 - Safety studies and plans
 - Safe Routes to School support
 - Working with us for grant application assistance, particularly TAP.

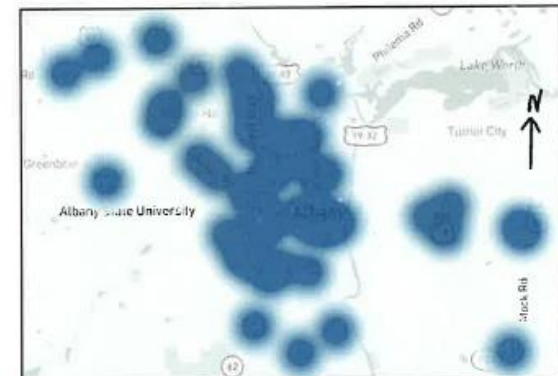
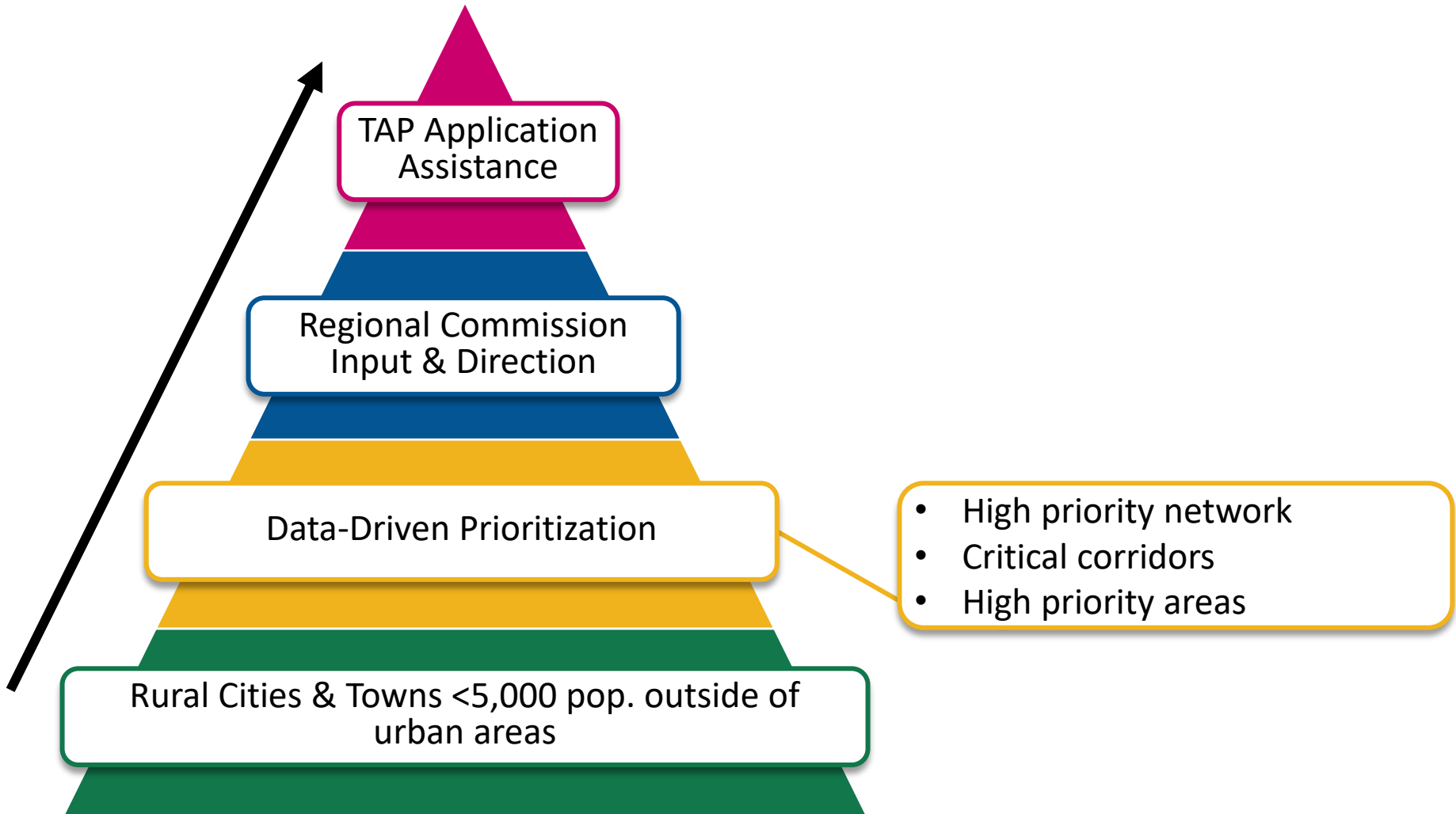


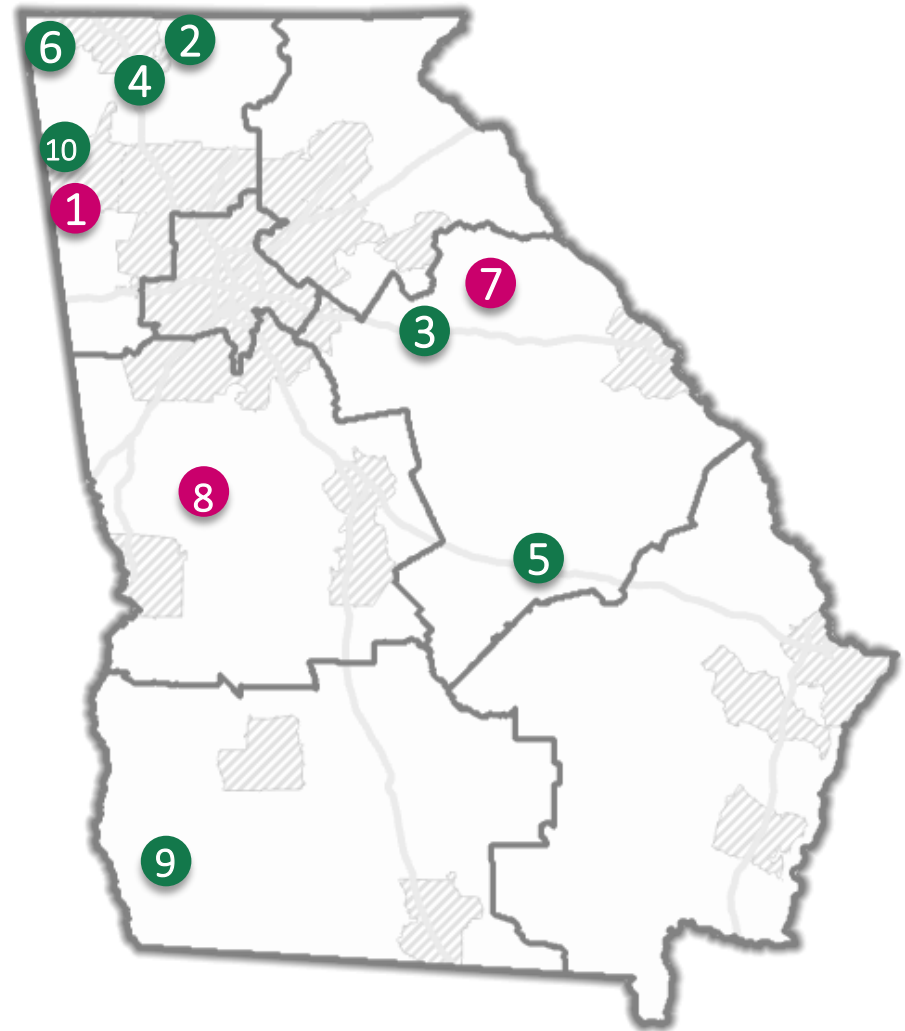
Figure 12: Bicycle Related Crash Heat Map for Dougherty County

TAP Application Assistance Process



TAP Applications: Submitted & Awarded

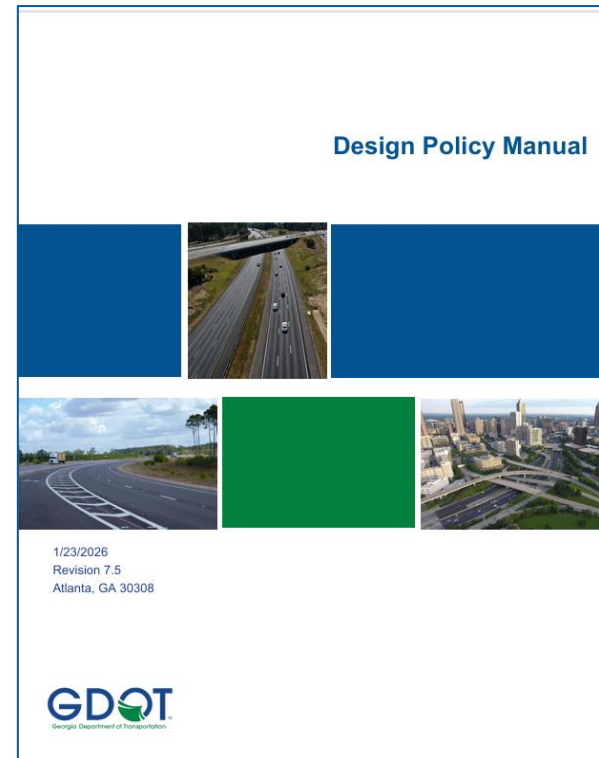
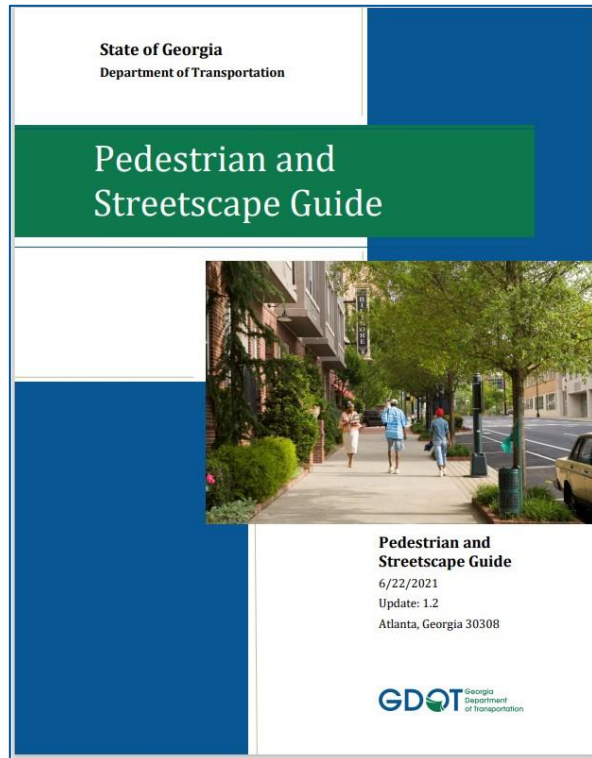
- 1 Cave Spring
- 2 Cohutta
- 3 Greensboro
- 4 Chickamauga*
- 5 Metter
- 6 Trenton
- 7 Crawford
- 8 Hamilton
- 9 Colquitt
- 10 Summerville*



**Under 5,000 but in Urbanized Area*

Policy & Guidance Review

Update existing documents



Rural ATP Engagement Hub





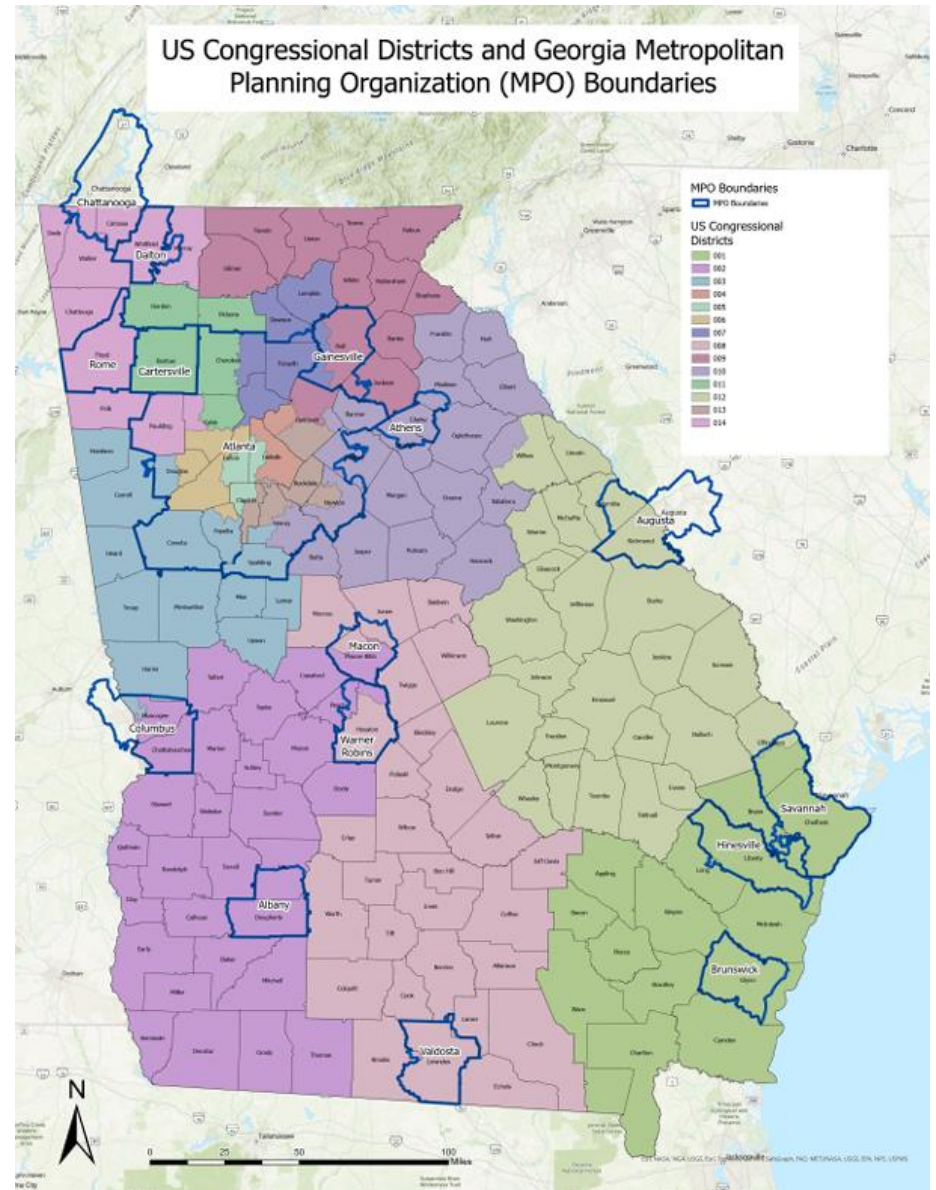
Additional Active Transportation Planning Projects

Urban Active Transportation Plan

Statewide plan for Active Transportation with a focus on “urban” areas of Georgia

- Evaluating active transportation (including micromobility) on all State Routes within MPOs
- Will include
 - Asset inventory
 - Network gap analysis
 - Latent demand analysis
 - Scoping level project list
 - Speed management plan
 - Overhaul of GDOT Pedestrian Streetscape Guide

Anticipated start in late 2026



Existing MPOs Network

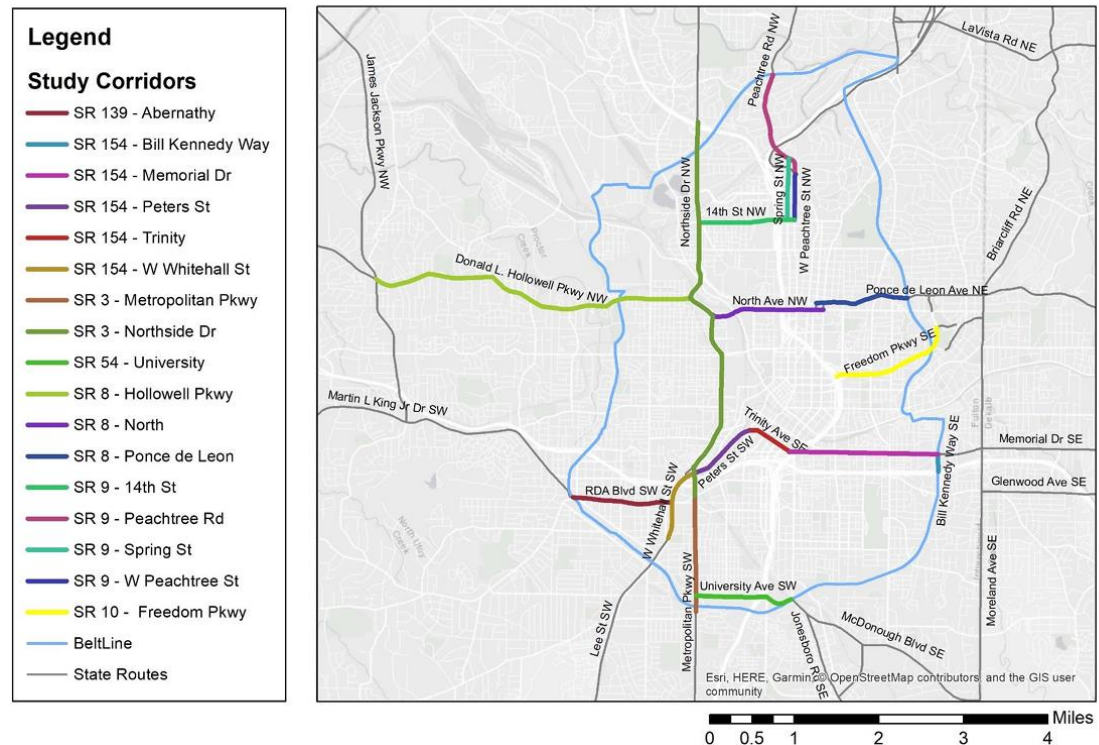
Source: gampo.org

Atlanta Intown Multimodal Study (2018)

Study to develop a list of locations for multimodal improvements

- Evaluating state routes with existing under-utilized space
- Includes:
 - A high-level analysis of crash data, operational data, roadway characteristics, and existing transportation plans
 - A list of locations for the implementation of multimodal safety projects

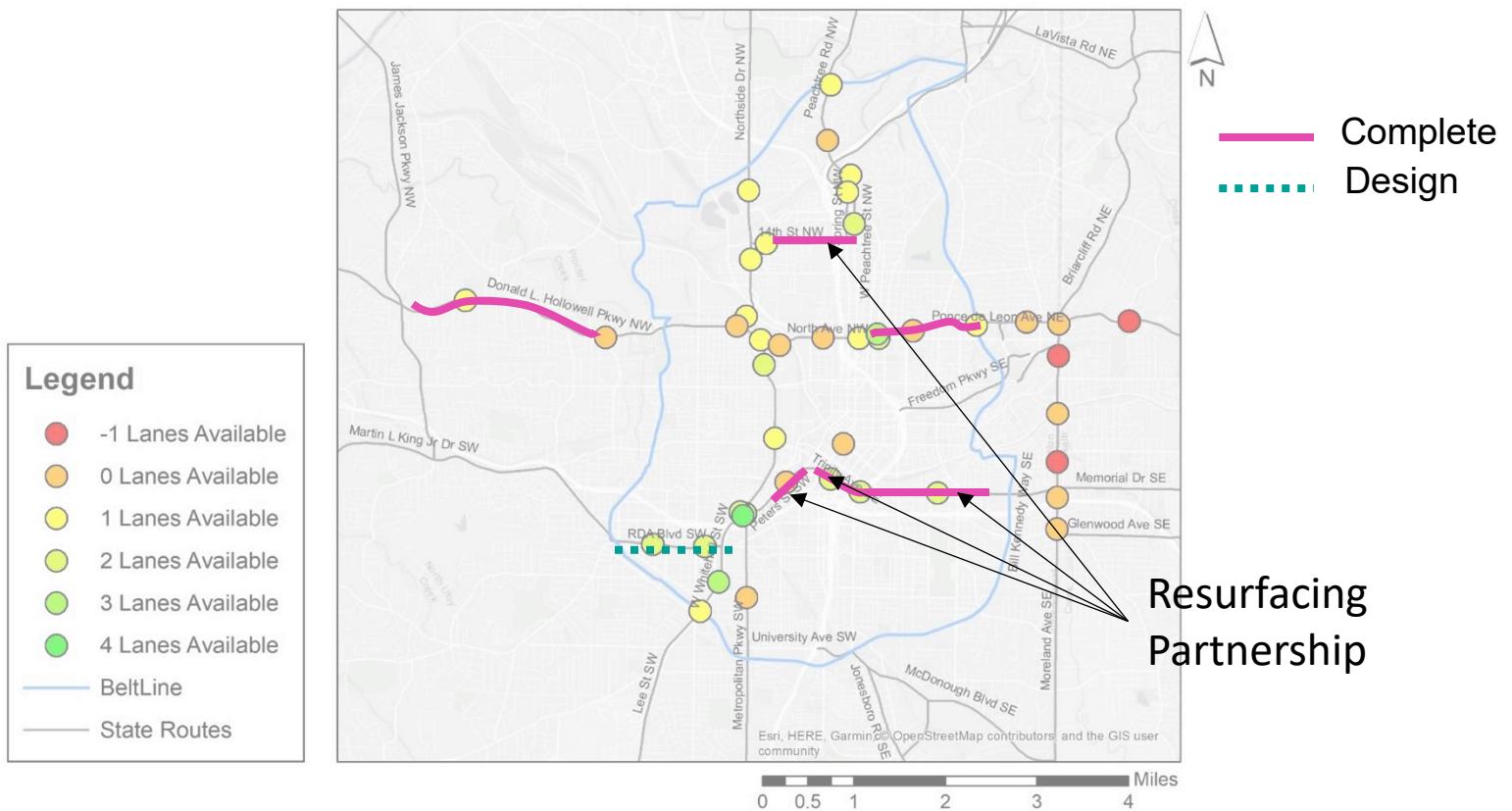
Atlanta Intown Multimodal Safety Study Corridors



Roadway Evaluation

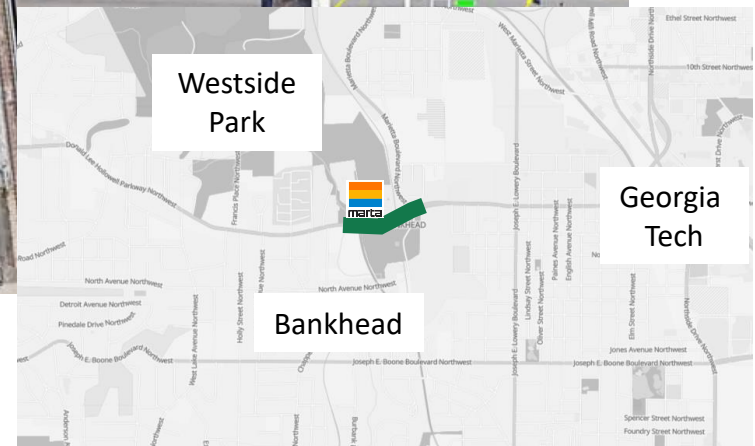
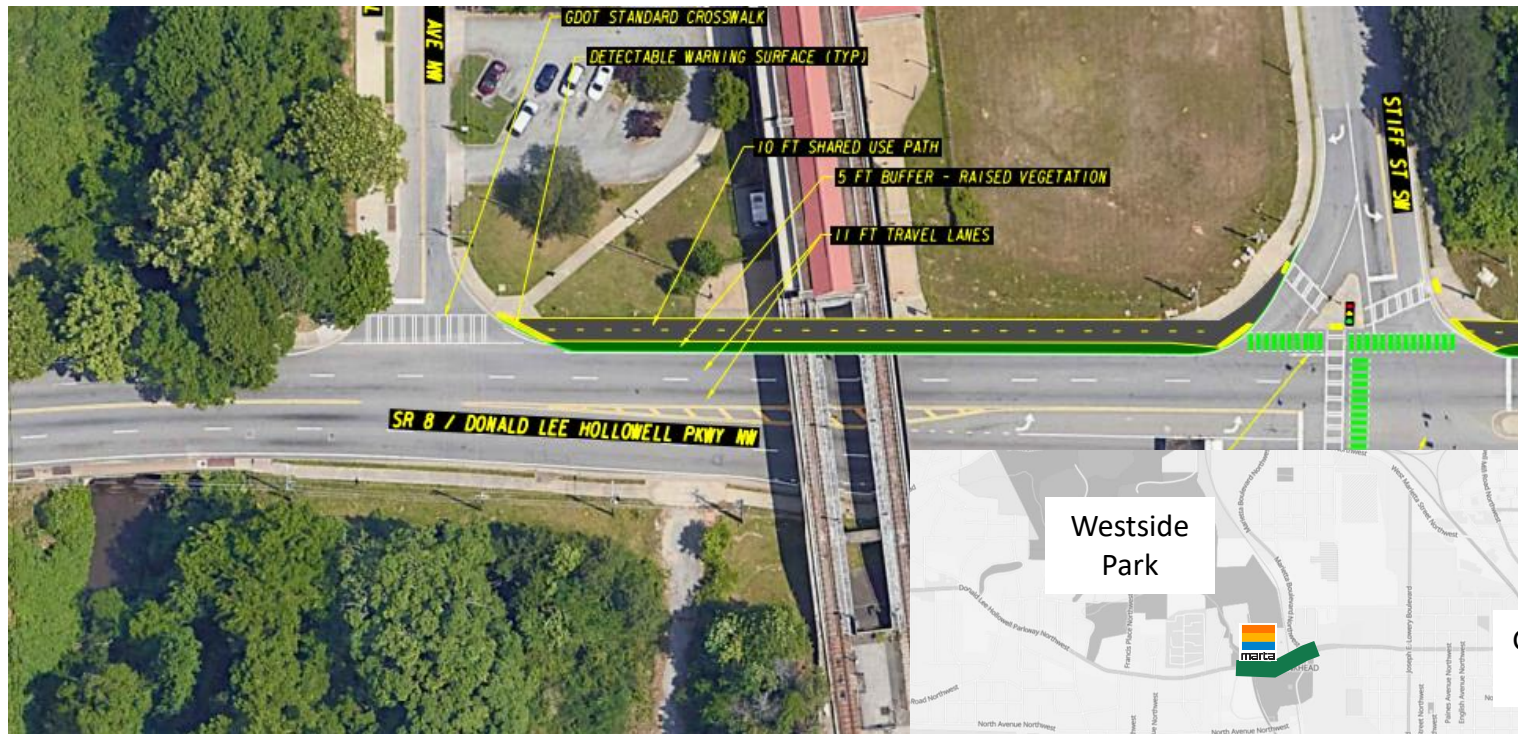
Using vehicle counts and lane number to identify where roadway reconfigurations are eligible

Atlanta Intown Multimodal Safety Study Corridor Lane Call (2018)



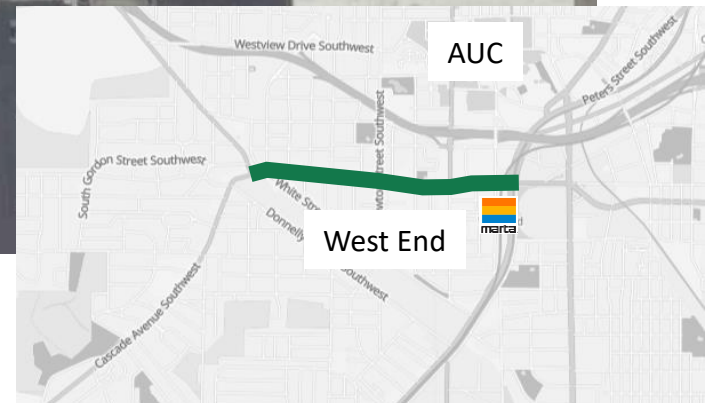
Upcoming Project Highlights

PI0020200 Proctor Creek Greenway to Atlanta Beltline Trail Connection (Let Date: TBD)



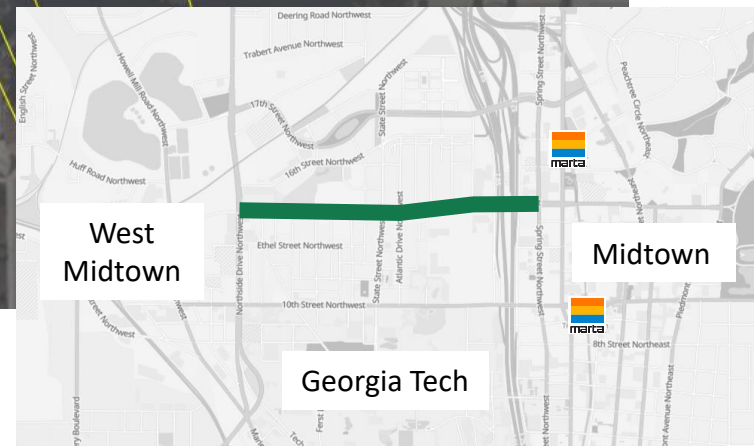
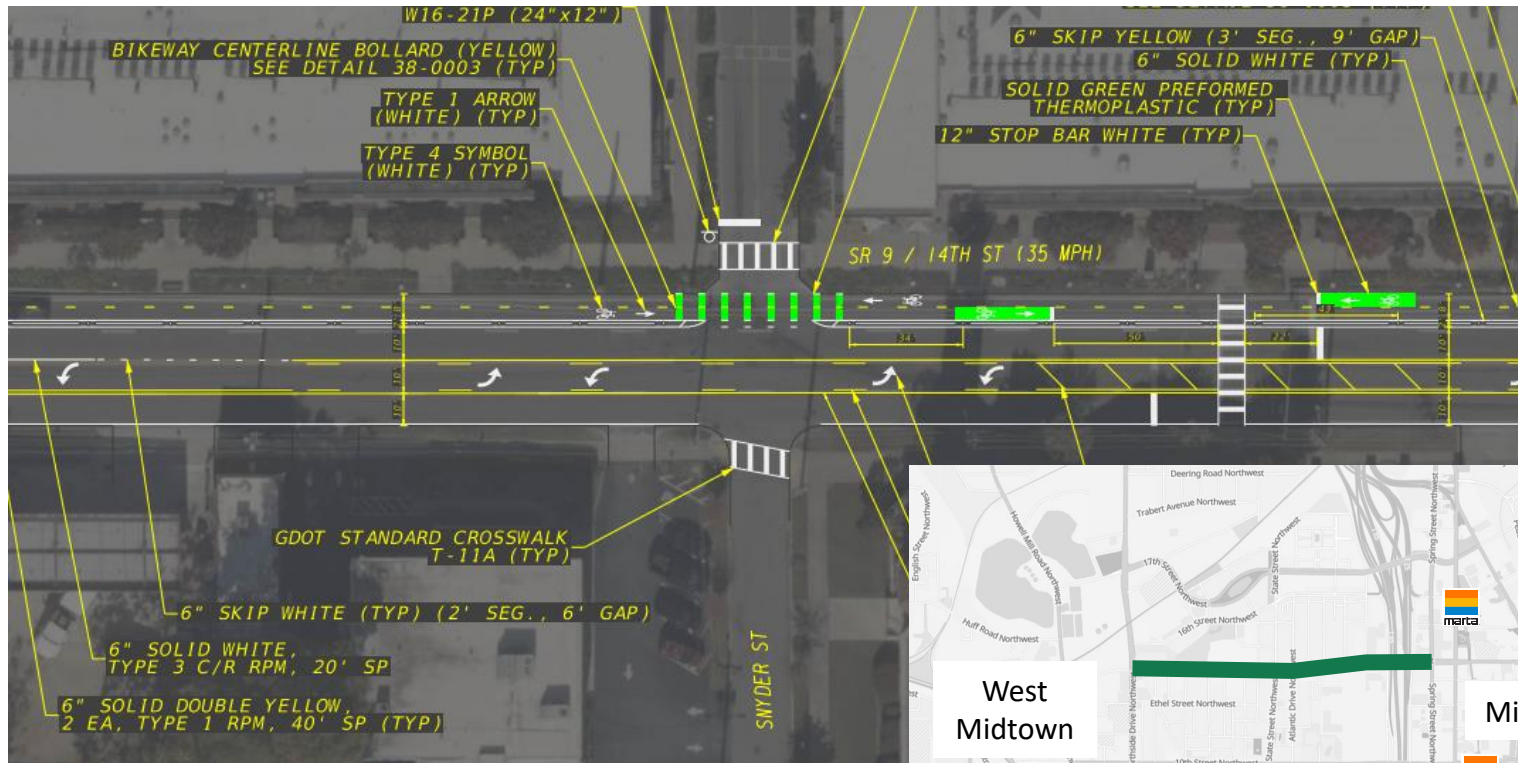
Upcoming Project Highlights

PI0018324 SR 139/Ralph David Abernathy Blvd
Roadway Reconfiguration (Let Date: 07/15/28)



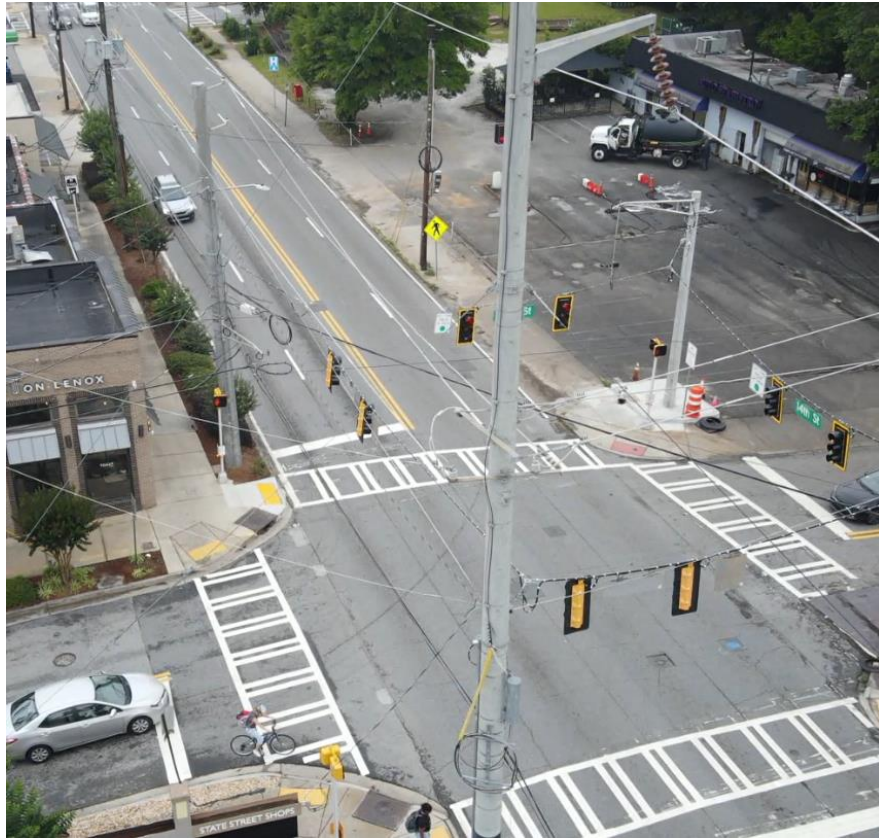
Completed Project Highlights

M006685 SR 9/14th St Roadway Reconfiguration (Constructed)



Under Utilization of Existing Space

4 Lane Cross Section Drone Video



- Multiple modes of transportation present
- Two center lanes used as left turn lanes
- Weaving maneuvers around the left-turners



Constructed Reconfiguration



Takeaways

1. The Statewide Rural Active Transportation Plan has identified needs and projects for active transportation in rural Georgia
2. GDOT will evaluate active transportation project opportunities within the boundaries of Metropolitan Planning Organizations (MPOs) under the upcoming Urban Active Transportation Plan
3. GDOT has leveraged under-utilized roadway space on state routes to program multimodal transportation projects within intown Atlanta

Thank You!

Lauren McDonald, EIT

GDOT, Office of Traffic Operations
Safety Engineering Program
LMcDonald@dot.ga.gov

Rural ATP Engagement Hub

