GEORGIA

PEDESTRIAN SAFETY ACTION PLAN
2018-2022

GDOT Georgia Department of Transportation

Table of Contents

Executive Summary

Pedestrian fatalities and injuries are a serious and growing problem in Georgia. The State of Georgia considers safety a priority and is committed to reversing the upward trend in serious and fatal pedestrian injuries. The Georgia Pedestrian Safety Action Plan provides strategies and action steps that make this possible. It also provides tools that enable agencies to measure progress.

Purpose of the Pedestrian Safety Action Plan

The Pedestrian Safety Action Plan (PSAP) provides guidance on pedestrian safety issues to the Georgia Department of Transportation, Georgia Department of Public Health, Georgia Governor's Office of Highway Safety, law enforcement agencies, pedestrian safety advocates, local and regional agencies, and others.

The Pedestrian Safety Action Plan:

- Identifies the current state of pedestrian safety in Georgia
- Increases statewide understanding of pedestrian crash patterns
- Promotes objective, data-driven decision making
- Promotes investment in pedestrian safety solutions
- Aligns pedestrian safety funding and resources with proven safety countermeasures and targets locations with high needs and opportunities for success
- Promotes public health, physical activity, and economic development by creating safe, walkable communsities

Key Findings

From 2011–2015, 17,336 vehicle-pedestrian crashes occurred in Georgia. Almost 80% of pedestrian crashes resulted in an injury and 5% resulted in a fatality. Pedestrian fatalities rose sharply during this time period, accounting for an average of 14% of all traffic fatalities in Georgia.

The highest share (44%) of vehicle-pedestrian crash incidents occurred on state-owned arterial roads in urbanized areas. Roads where the most pedestrian injuries and fatalities occur have a typical, recognizable pattern:

- Posted speed limits of typically 40 MPH or more
- Car-oriented, mixed-use areas with many destinations
- Infrequent pedestrian crossing opportunities
- Five (5) or more lanes
- Transit routes

Other notable factors associated with pedestrian fatalities include:

- 80% occur at night, and 57% occurred in dark, UNLIGHTED conditions
- 52% occurred when pedestrians were waiting to cross a roadway or crossing a roadway
- 78% occurred at non-intersection locations

Georgia Pedestrian Safety Trend

Pedestrian deaths spiked upwards from 2011–2015, rising by 58% over the 5-year period. If no action is taken to improve safety and infrastructure, pedestrian fatalities are predicted to rise further. If pedestrian fatalities continue to increase at the current rate, they would quickly reach over 300 deaths per year during the first year of this PSAP.[1]

In 2017, the Federal Highway Administration (FHWA) and National Highway Traffic Safety Administration (NHTSA) collaborated to create joint safety targets and published the Safety Performance Management Measures rule. This rule requires states and Metropolitan Planning Organizations (MPOs) to establish safety performance targets, including targets for non-motorized fatalities and serious injuries. Under FHWA guidance, Georgia state agencies collaborated with safety partners to set 2018 statewide performance targets based on a 5-year moving average of non-motorized fatalities and serious injuries. Flexibility in future federal funding allocations will depend on whether the state meets these targets and improves the ongoing trend of pedestrian fatalities and serious injuries.

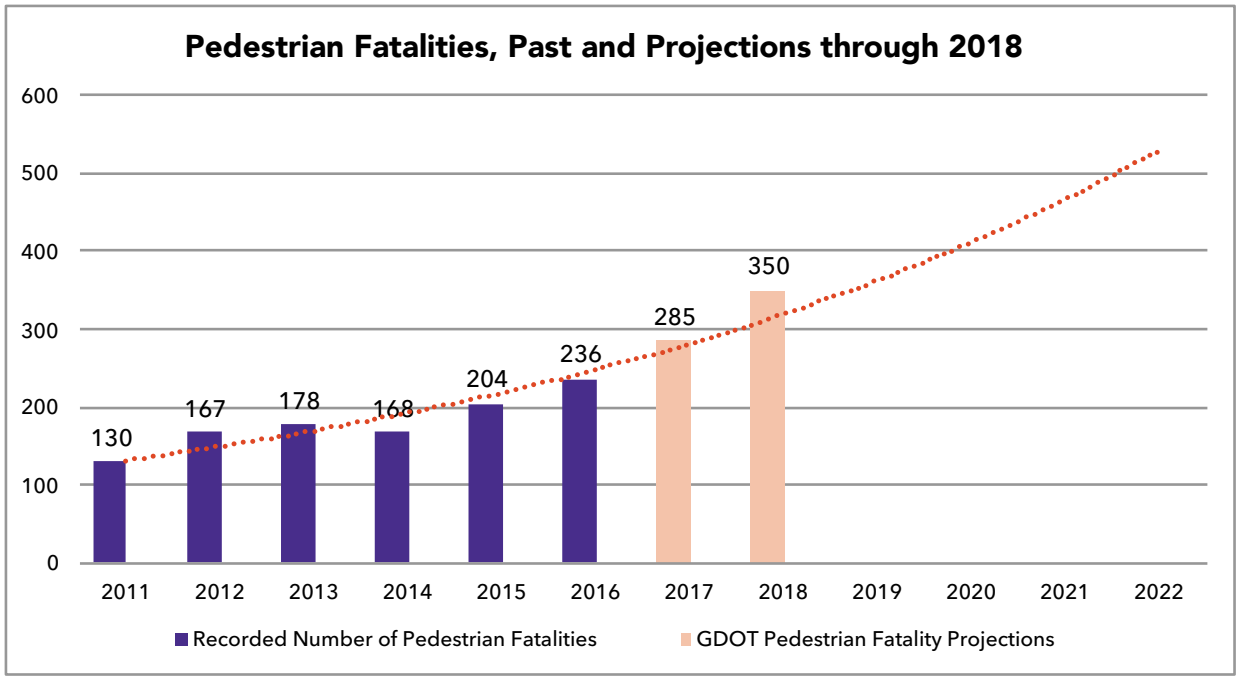


Figure 1 . Pedestrian Fatalities, Projections through 2018

1 Trend projection determined through the Safety Performance Management Measures Rule, 2017

Georgia Pedestrian Safety Goal

The Federal Highway Administration and the Georgia Strategic Highway Safety Plan both identified zero pedestrian fatalities as their long-term goal.

The Federal Highway Administration's Strategic Agenda for Pedestrian and Bicycle Transportation establishes the following national goals:

> *»Achieve an 80 percent reduction in pedestrian and bicycle fatalities and serious injuries in 15 years and zero pedestrian and bicycle fatalities and serious injuries in the next 20 to 30 years.*

> *»Increase the percentage of short trips represented by bicycling and walking to 30 percent by the year 2025. This will indicate a 50 percent increase over the 2009 value of 20 percent. Short trips are defined as trips 5 miles or less for bicyclists and 1 mile or less for pedestrians*[2].

The Georgia Strategic Highway Safety Plan (2015) has a clear vision for pedestrian safety:

> *»Georgia will take decisive and sustained action Towards Zero Deaths – a state with zero pedestrian fatalities and zero serious injuries caused by vehicle-pedestrian crashes. 3*

While the trends in pedestrian fatalities are projected to rise, the state would like to reverse this trend. The goals of this 5-year PSAP are aligned with both FHWA and Strategic Highway Safety Plan goals and the outlined action steps will help Georgia achieve them.

Georgia seeks to reduce annual number of pedestrian deaths to less than 180 by 2022. Doing so requires an average reduction of 15 pedestrian deaths per year.

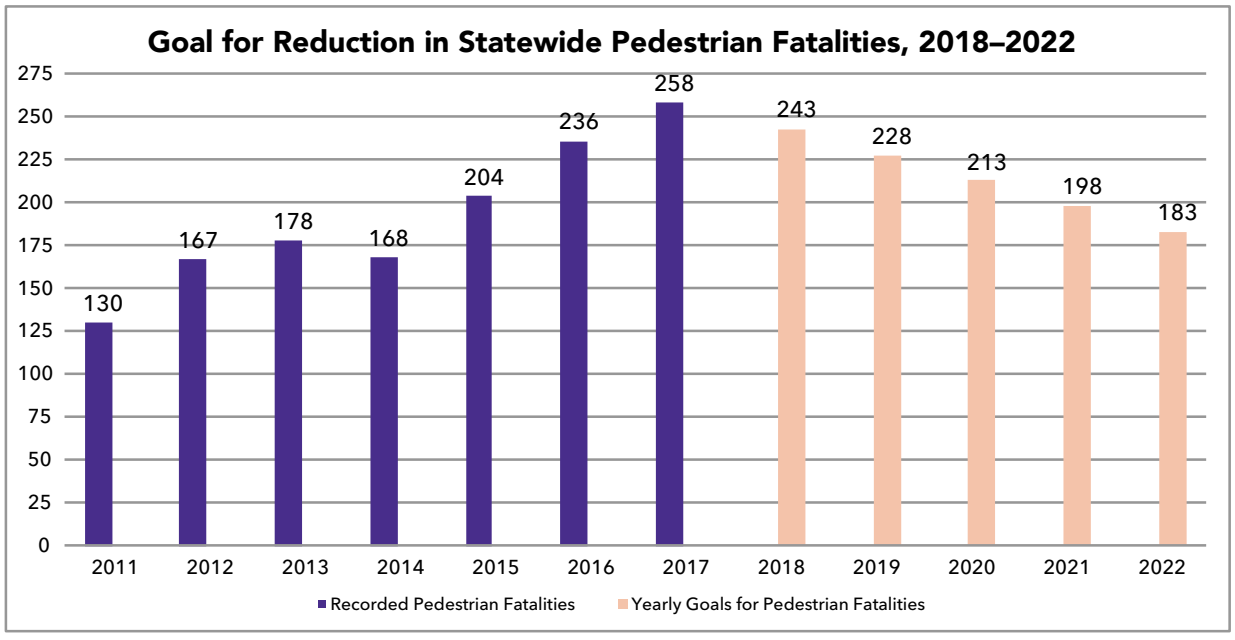


Figure 2 . Goal for Reduction in Statewide Pedestrian Fatalities, 2018-2022

2 https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/strategic_agenda/fhwahep16086.pdf

3 http://www.gahighwaysafety.org/highway-safety/shsp/

District Target Guidelines

If Georgia is to meet the goals stated in this plan, fewer pedestrian deaths need to occur in each GDOT district with an average reduction of 6% per year.

Table 1. 5-year Rolling Average Goals for Pedestrian Fatalities 2018–2022, by GDOT District

Year	GDOT District						
	1	2	3	4	5	6	7
2018	31	26	32	15	24	21	95
2019	29	24	30	14	22	19	89
2020	27	23	28	13	21	18	83
2021	25	21	26	12	19	17	77
2022	23	19	24	11	18	16	72

If Georgia meets these targets, it would mean a cumulative savings of 1,132 pedestrian fatalities over the duration of the PSAP implementation.

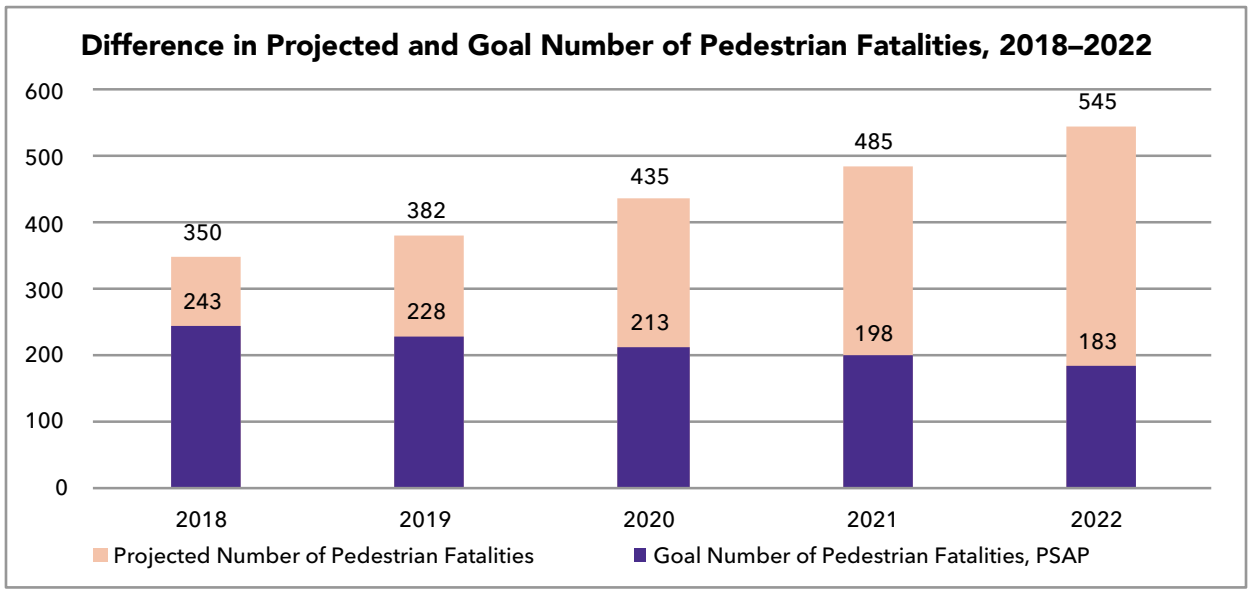


Figure 3. Difference in Projected and Goal Number of Pedestrian Fatalities, 2018–2022

Table 2. Projected and Goal Pedestrian Fatalities, 2018-2022

Year	Projected # of Ped Fatalities	PSAP goal # of ped fatalities	Difference between Projected and Goal
2018	350	243	107
2019	382	228	154
2020	435	213	222
2021	485	198	287
2022	545	183	362
Total			1,132

Statewide Strategy Summary

The Georgia Pedestrian Safety Action Plan prioritizes 11 strategies organized under 5 topic areas. Each is supported by individual actions that are detailed later in the PSAP.

Data

1. Collect, map, and publish data on pedestrian safety, the walking environment, pedestrian crashes, and safety risks

Transportation Planning and Policy

2. Incorporate pedestrian safety strategies, treatments and performance measures into state transportation plans, policies, and design guides.
3. Incorporate pedestrian safety strategies and performance measures into regional and local plans.

Transportation Infrastructure Projects

4. Assess new construction and maintenance projects on state routes for opportunities to incorporate pedestrian safety elements early in the process.
5. Use crash data and annual road safety audits to identify roads with ongoing pedestrian issues. Collaborate with regional and local governments to prioritize selection and implementation of safety improvements on those roads.
6. Proactively identify and mitigate systemic pedestrian safety hazards on Georgia roads

Education, Enforcement, and Outreach

7. Create and distribute educational material to promote safety for pedestrians
8. Provide annual trainings on pedestrian safety that target transportation and public health professionals, law enforcement officers, elected officials, and community advocates
9. Increase outreach and education on pedestrian safety for state, regional, and local agencies and facilitate collaboration between them.

Funding

10. Allocate target level of HSIP, 402, 405h, regional, and local funds to pedestrian safety projects.
11. Align fund expenditures on pedestrian safety projects and programs with Focus designations, data on pedestrian crash and fatality factors, and proven countermeasures.

Action Plan

Layout

Topic Area. Five topic areas identify the overarching fields the PSAP addresses.

Strategy. Eleven strategies identify direction taken to address the topic area.

ACTION. Actions represent key tasks.

Responsible Party. The responsible party represents the position or department responsible for achieving the corresponding action item.

Timeframe. The identified quarter is the anticipated deadline for achieving the corresponding action item. 'Q2 2018' indicates that the item should be complete by the end of Q2 of the 2018 calendar year.

Local Action. Many action items, while detailed in the PSAP for completion at the state level, are also appropriate at regional and local levels. Local agencies may need to customize action steps to suit local needs.

Action Items

DATA

Strategy 1: Collect, map, and publish data on pedestrian safety, the walking environment, pedestrian crashes, and safety risks

ACTION 1.1: Continue to update pedestrian statewide crash data and maps annually in GEARS.

Responsible Party: GDOT

Timeframe: Ongoing, with annual reporting

ACTION 1.2: Metropolitan Planning Organizations and Regional Commissions will map and analyze regional pedestrian crash and fatality data annually and publish data and analysis online.

Responsible Party: MPO leaders and planners

Timeframe: Ongoing, with annual reporting

Local Action: Counties and cities can map and analyze local pedestrian crash data.

ACTION 1.3: Use 5-year crash, injury, and fatality data and other data to determine focus locations. Focus locations will provide guidance for where to direct pedestrian safety resources including funding, education, and technical assistance.

- **Focus Counties:** Ten counties with highest number of each of the following: pedestrian crashes, injuries, and fatalities

- **Focus Cities:** Ten cities with highest number of pedestrian crashes, injuries, and fatalities

- **Focus Routes:** Top routes with the highest number of pedestrian serious injuries and fatalities, excluding interstates and other roads that prohibit pedestrian access.

Responsible Party: GDOT, PEDS

Timeframe: Annually

Local Action: Counties and cities can map and analyze local pedestrian crash data to determine high priority corridors and corridor types within their boundaries.

ACTION 1.4: Prioritize and fill identified data gaps and publish findings.
Identified data gaps include:

1. Exposure rates (pedestrian counts)
2. Enforcement statistics: Traffic operations, warnings, citations, and convictions
3. Cost of pedestrian injuries and fatalities, including medical costs and lost productivity
4. Driver and pedestrian distraction
5. Existing pedestrian infrastructure on state routes, including:
   a) Total number of miles and mapped locations of:
      - Sidewalks
      - Pedestrian lighting on sidewalks

   b) Total number and mapped locations of:
      - Enhanced or signalized crossing treatments
      - Lighted pedestrian crossings
      - ADA Ramps
      - Pedestrian Hybrid Beacons
      - Rectangular Rapid Flash Beacons
      - Pedestrian Refuge Islands
      - School Zones

Responsible Party: Multiple [TBD]

Timeframe:

- Prioritize data needs, determine appropriate strategy, and responsible party for each data gap: Q2 2018
- Gather data: Fill two of the listed data gaps by Q4 2019. Fill all five gaps by Q4 2022

Local Action: Identifying and filling local data gaps will enable local and regional agencies to address pedestrian safety in their jurisdictions.

ACTION 1.5: Research best practices, establish a statistically valid methodology, and initiate a pilot program to count pedestrian traffic in urbanized areas. Implement the program statewide.

Responsible Party: PEDS & GDOT – research; GDOT – develop and implement

Timeframe: Q2 2020 – Best, Practices, Establish Methodology. Q4 2022 – Expand the program statewide.

Local Action: Counties and cities can institute local pedestrian count pilot programs.

ACTION 1.6: Analyze progress on Georgia Pedestrian Safety Action Plan, complete performance report card update report, distribute statewide.

Responsible Party: PEDS

Timeframe: Annually, ongoing

TRANSPORTATION PLANNING AND POLICY

Strategy 2: Incorporate pedestrian safety strategies, treatments and performance measures into state transportation plans, policies, and design guides.

ACTION 2.1: Incorporate improved pedestrian safety content into Complete Streets Guidelines.

Responsible Party: GDOT Bike-Ped Engineer

Timeframe: Q4 2019

ACTION 2.2: Incorporate improved pedestrian safety content into the Georgia Streetscapes and Pedestrian Design Guide.

Responsible Party: GDOT Bike-Ped Engineer

Timeframe: Q4 2019

ACTION 2.3: Incorporate improved pedestrian safety content into the Georgia Manual on Regulations for Driveway and Encroachment Control.

Responsible Party: Office of Traffic Operations, GDOT

Timeframe: Q4 2019

ACTION 2.4: Engage with committees and organizations that address autonomous vehicle planning and implementation in Georgia.

Responsible Party: PEDS

Timeframe: Ongoing

ACTION 2.5: Establish collection of pedestrian counts as a required part of traffic studies and transportation projects on corridors where people walk.

Responsible Party: GDOT

Timeframe: Q4 2019

Strategy 3: Incorporate pedestrian safety strategies and performance measures into regional and local plans.

ACTION 3.1: Assess MPO transportation plans for incorporation of pedestrian safety. Reach out to MPOs to offer assistance to those that wish to improve their pedestrian safety planning efforts.

Responsible Party: GDOT Bike-Ped Engineer, GDOT Planning, MPO leaders

Timeframe: Assessment of plans, Q4 2018; Outreach, Q2 2019

Local Action: Review local comprehensive plans, neighborhood plans, transportation plans and other key planning documents and incorporate pedestrian safety language and action steps.

ACTION 3.2: Regional commissions and Metropolitan Planning Organizations will create and begin implementing assistance programs that help cities learn about, apply for, and achieve Walk Friendly Community status.

Responsible Party: MPO and RC planners, GDOT Bike-Ped Engineer

Timeframe: Q4 2020

Local Action: Cities can apply for Walk Friendly Community Status independently, or with assistance from MPO or regional commission.

ACTION 3.3: Work with local communities to integrate pedestrian considerations and plans into local planning documents.

Responsible Party: Georgia Department of Community Affairs

Timeframe: Ongoing

ACTION 3.4: Public transportation agencies will integrate pedestrian safety into their safety plans.

Responsible Party: Public transportation agencies

Timeframe: Ongoing

TRANSPORTATION INFRASTRUCTURE PROJECTS

Strategy 4: Assess new construction and maintenance projects on state routes for opportunities to incorporate pedestrian safety elements early in the process.

ACTION 4.1: Assess state and federally-funded transportation projects to incorporate pedestrian infrastructure improvements early in the planning stage.

Responsible Party: GDOT Bike-Ped Engineer

Timeframe: Ongoing, with annual reporting

Local Action: Cities and counties should implement similar processes.

ACTION 4.2: Assess GDOT new road and road reconstruction projects to ensure installation of safe pedestrian crossing treatments on all applicable projects.

Responsible Party: GDOT Bike-Ped Engineer

Timeframe: Ongoing, with annual reporting

ACTION 4.3: Continue to incorporate pedestrian safety improvements into maintenance projects on corridors and corridor types with identified safety concerns for pedestrians ("twinning").

Responsible Party: GDOT district engineers

Timeframe: Ongoing, with annual reporting

Local Action: Few communities use federal funds for small projects. Integrating low-cost pedestrian safety improvements into maintenance projects ("twinning") is an especially valuable way to allocate funds to pedestrian safety infrastructure on local and county roads.

Strategy 5: Use crash data and annual road safety audits to identify roads with ongoing pedestrian issues. Collaborate with regional and local governments to prioritize selection and implementation of safety improvements on those roads.

ACTION 5.1: Conduct at least two Road Safety Audits per year. Use Focus Corridors identified in the PSAP and collaboration with regional and local governments to help determine priorities.

Responsible Party: GDOT Office of Traffic Operations

Timeframe: Ongoing, with annual reporting

Local Action: Conduct Pedestrian Road Safety Audits for on city or county roads that have a history of pedestrian-vehicle crashes.

ACTION 5.2: Conduct two additional Road Safety Audits per year as resources allow. Prioritize Focus Counties, Cities, Corridors, Corridor types, and input from regional and local governments when selecting routes for the Road Safety Audits.

Responsible Party: GDOT Office of Traffic Operations

Timeframe: Ongoing, with annual reporting

Local Action: Conduct Pedestrian Road Safety audits on city or county roads that have a history of pedestrian-vehicle crashes.

ACTION 5.3: Conduct at least two one-mile Bus Stop Corridor Audits per year. Corridors will be selected using Focus Designations and bus ridership data as priorities.

Responsible Party: PEDS

Timeframe: Annually

Local Action: Conduct Bus Route Safety Audits on city or county transit routes that have a history of pedestrian-vehicle crashes.

ACTION 5.4: Implement project recommendations listed in completed Road Safety Audits and Bus Stop Corridor Audits within listed timeframes.

Responsible Party: GDOT

Timeframe: Ongoing

Strategy 6: Proactively identify and mitigate systemic pedestrian safety hazards on Georgia roads

ACTION 6.1: Finalize draft report: Identifying, Assessing, and Improving Uncontrolled Intersections for Pedestrian Access. Incorporate recommendations into the GDOT Pedestrian and Streetscape Guide.

Responsible Party: GDOT

Timeframe: Q2 2018

ACTION 6.2: Ensure installation of ADA-compliant infrastructure on GDOT road projects.

Responsible Party: GDOT

Timeframe: Ongoing

EDUCATION, ENFORCEMENT AND OUTREACH

Strategy 7: Create and distribute educational material to promote safety for pedestrians

ACTION 7.1: Administer Georgia Pedestrian Safety Attitudes and Behaviors Survey to general public and transportation practitioners. Analyze results to determine target audiences, messages, and training needs for pedestrian safety.

Responsible Party: PEDS

Timeframe: Q3 2022, during development of updated Georgia PSAP

ACTION 7.2: Distribute 20,000 GDOT "See & Be Seen" handouts and 20,000 GDOT safety wrist bands. Distribute at least half in Focus Counties or Focus Cities.

Responsible Party: GDOT Communications and Office of Traffic Operations

Timeframe: Q4 2018

ACTION 7.3: Enlist the expertise of a marketing/public relations agency to develop, pilot, and evaluate a data-driven pedestrian safety education campaign. The campaign should adopt measurable and succinct objectives for behavioral change that address the unsafe behaviors identified in the PSAP. Materials will include television and radio advertisements, handouts, social media, and other media.

Responsible Party: GOHS Public Information Unit or other GOHS department responsible for marketing and public campaigns

Timeframe: Q4 2018

ACTION 7.4: Distribute handouts and other marketing materials from the pedestrian safety education campaign through television and radio advertisements, social media, state conferences, partnerships with enforcement officers, and other means. Promote and make resources available via GOHS website and safety store. Notify Focus Counties and Focus Cities about availability.

Responsible Party: GOHS Bicycle and Pedestrian Planner, GOHS Public Information Unit, or other GOHS department responsible for marketing and public campaigns

Timeframe: Ongoing

ACTIONS 7.5: Develop a pedestrian safety communications plan that includes regular public outreach through the dissemination of topical/seasonal press releases (a minimum of one per month), op-eds, letters to the editor, appearances on public affairs programming, press events, and community-based activities.

Responsible Party: GOHS Bicycle and Pedestrian Planner, GOHS Public Information Unit or other GOHS department responsible for marketing and public campaigns

Timeframe: Q4 2018

ACTION 7.6: Incorporate pedestrian safety into the H.E.A.T. and Thunder Programs. Educate law enforcement partners, the media, drivers, and walkers about the danger that distracted, impaired, and aggressive driving pose to people traveling by foot. Incorporate this message into all relevant press events and materials.

Responsible Party: GOHS Bicycle and Pedestrian Planner

Timeframe: Q4 2019

ACTION 7.7: Work with the Georgia Department of Driver Services to ensure pedestrian safety receives increased prominence in Georgia driver education including:

1. Give pedestrian safety more prominence in the 40-Hour Parent/Teen Driving Guide
2. Determine whether driver education curriculum adequately addresses pedestrian safety. If not, work with DDS to develop an improved pedestrian safety lesson plan/module
3. Increase the number of questions related to pedestrian safety on the driver licensing exam

Responsible Party: GOHS Bicycle and Pedestrian Planner

Timeframe: Q4 2020

ACTION 7.8: Continue to support Georgia Safe Routes to School Resource Center programs and activities.

Responsible Party: Georgia Safe Routes to School Resource Center, GDOT

Timeframe: Q4 2022

Strategy 8: Provide annual trainings on pedestrian safety that target transportation and public health professionals, law enforcement officers, elected officials, and community advocates

ACTION 8.1: Continue providing annual Georgia Walks Summit.

Responsible Party: PEDS, GDOT

Timeframe: Annually

ACTION 8.2 Continue to provide ongoing regional trainings for transportation professionals.

Responsible Party: GDOT, PEDS

Timeframe: Annually

ACTION 8.3 Develop and present trainings on pedestrian safety topics at statewide conferences listed in Table 9. Opportunities to Expand Reach with New Trainings on Pedestrian Safety.

Responsible Party: GDOT, PEDS, Pedestrian Safety Task Team

Timeframe: Annually

ACTION 8.4: Develop, update, and implement training that helps enforcement officers better understand pedestrian safety challenges and solutions. Coordinate with Georgia Public Safety Training Center, Georgia Association of Chiefs of Police, Prosecuting Attorney's Council of Georgia, and others to deliver trainings.

Responsible Party: GOHS Bicycle and Pedestrian Planner, PEDS, Law enforcement agencies

Timeframe: Q2 2019

ACTION 8.5: Ensure training on pedestrian safety law enforcement is provided at the biennial GOHS Highway Safety Summit.

Responsible Party: GOHS Bicycle and Pedestrian Planner

Timeframe: Initial-Q3 2019, Annually

ACTION 8.6: Increase the number of practitioners attending pedestrian safety trainings listed in Tables 8 & 9.

Responsible Party: PEDS, GDOT, GOHS, MPOs, local jurisdictions

Timeframe: Annually

Strategy 9: Increase outreach and education on pedestrian safety for state, regional, and local agencies and facilitate collaboration between them.

ACTION 9.1: Publish two recurring newsletters:

1. Quarterly e-newsletters that inform practitioners about upcoming local, state, and national webinars and trainings and provide updates on pedestrian safety projects, funding and other opportunities or resources.
2. Annual e-newsletter updating departments on relevant existing or new documents and resources.

Responsible Party: GDOT Bike-Ped Engineer

Timeframe: Quarterly, launched by Q2 2018

ACTION 9.2: Update the GOHS website to include statistics about pedestrian safety problems (who, why, where, when), tips for pedestrians and drivers, highly-visual explanation of Georgia laws, and links to educational materials. Update the Safe Communities content on the GOHS website to include a list of current Safe Communities partners and the types of activities and initiatives GOHS seeks to fund.

Responsible Party: GOHS

Timeframe: Initial publication, Q2 2019 with ongoing updates

ACTION 9.3: Expand content in georgiawalks.org website to provide information and tools pertinent to pedestrian safety, as well as dashboards showing pedestrian crash and fatality statistics and a report card of progress on PSAP implementation.

Responsible Party: PEDS, with support from state agencies

Timeframe: Initial publication, Q4 2019 with ongoing updates

ACTION 9.4: Increase the number of law enforcement officers who participate in the Pedestrian Safety Task team. Increase by at least 5 additional law enforcement officers, at least 3 of which serve in Focus Counties or Focus Cities. Reach out to the Traffic Enforcement Networks through GOHS. Coordinate with Georgia Public Safety Training Center, Georgia Association of Chiefs of Police, Prosecuting Attorney's Council of Georgia, and others to reach target audience.

Responsible Party: Pedestrian Safety Task Team, GOHS Bicycle and Pedestrian Planner

Timeframe: Increase by 1 per year.

Local Action: Engage enforcement officers in local pedestrian safety committees and task teams.

ACTION 9.5: Increase the number of public health districts creating and implementing local programming that promotes pedestrian safety. Increase by at least 5 public health districts, at least 3 of which serve in Focus Counties or Focus Cities.

Responsible Party: Georgia Department of Public Health, Health District Leaders, GOHS Bicycle and Pedestrian Planner, Pedestrian Safety Task Team

Timeframe: Increase by 1 per year.

ACTION 9.6: Review and report on pedestrian safety laws in other states pertaining to automated speed enforcement. Create a strategy to move forward in Georgia.

Responsible Party: PEDS, Pedestrian Safety Task Team

Timeframe: Q4 2019, ongoing updates

FUNDING

Strategy 10: Allocate target level of HSIP, 402, 405h, regional, and local funds to pedestrian safety projects.

ACTION 10.1: Actively solicit public sector and non-profit applications for pedestrian safety projects and programs located in Focus Counties, Focus Cities, and communities along Focus Corridors.

Responsible Party: GOHS, GDOT

Timeframe: Annually, ongoing

ACTION 10.2: Allocate 10% of HSIP funding annually to pedestrian safety improvements. Target funding according to focus designations and proven countermeasures including:

- Allocate a 5-year rolling average of 50% of funds for pedestrian safety projects for projects on Focus Corridors, in Focus Counties or in Focus Cities.
- Allocate a 5-year rolling average 50% of funds for pedestrian safety projects that help people cross the street safely including: pedestrian crossing treatments, raised medians, lighting at pedestrian crossings

Responsible Party: GDOT

Timeframe: Annually, ongoing

ACTION 10.3: Develop a Request for Proposals template for applicants seeking grants to fund pedestrian safety programs. The template will identify proven safety countermeasures and measurable behavioral objectives for drivers and pedestrians that GOHS seeks to fund.

Responsible Party: GOHS

Timeframe: Q4 2018

ACTION 10.4: Allocate target level of annual 402 & 405h funds to pedestrian safety education and enforcement programs. The target level of funding should equal or exceed 5-year rolling average of transportation fatalities accounted for by pedestrians. Allocate at least 50% of the funds for pedestrian safety programs to programs in Focus Counties or Focus Cities.

Responsible Party: GOHS

Timeframe: Annually, ongoing

ACTION 10.5: Identify and confirm ongoing funding source for annual Georgia Walks Summit.

Responsible Party: GDOT, GOHS, PEDS

Timeframe: Q4 2018

ACTION 10.6 Identify and confirm ongoing funding source for Georgia Safe Routes to School Resource Center.

Responsible Party: GDOT, Georgia SRTS Coordinators

Timeframe: Q4 2018

ACTION 10.7 Allocate a larger share of flexible federal and state funding resources to pedestrian projects when funds become available.

Responsible Party: GDOT

Timeframe: Ongoing

Strategy 11: Align fund expenditures on pedestrian safety projects and programs with Focus designations, data on pedestrian crash and fatality factors, and proven countermeasures.

ACTION 11.1: Evaluate the annual HSIP, 402, and 405h expenditures against FHWA and NHTSA guidebooks, Focus County, Focus City, and Focus Corridor lists, and other performance measures to determine the efficacy of funding.

Responsible Party: PEDS, with assistance from GDOT and GOHS

Timeframe: Ongoing, with annual updates

Background

Pedestrian safety affects everyone in Georgia. All of us — regardless of age, gender, or socioeconomic status — are pedestrians. Every trip we take begins and ends with walking, whether we step or roll out the front door or walk across the parking lot to a car. We also walk for recreation and to improve our health.

Sadly, far too many people die or are injured while walking in Georgia. Perceived and real safety risks on Georgia roads – including incomplete, inconvenient, and uncomfortable walking infrastructure – discourage walking. Pedestrians are legitimate and vulnerable users of the transportation system, and transportation professionals have a responsibility to install improvements that make walking safe and convenient.

The Georgia Pedestrian Safety Action Plan (PSAP) uses available data to evaluate pedestrian crash patterns and develop a plan to reduce vehicle-pedestrian serious injuries and fatalities. The PSAP identifies strategies and action steps that will enable Georgia to save lives and achieve Strategic Highway Safety Plan goals.

History of Pedestrian Crashes

Data reveals that pedestrian fatalities declined during the 1980s and 1990s, and remained fairly flat during the first decade of this century. Beginning in 2010, pedestrian fatalities began rising again. Georgia experienced a severe spike in pedestrian deaths from 2015–2017. In 2016 & 2017, Georgia had the highest number of pedestrian fatalities since at least 1975, the earliest year for which traffic fatality data is available.

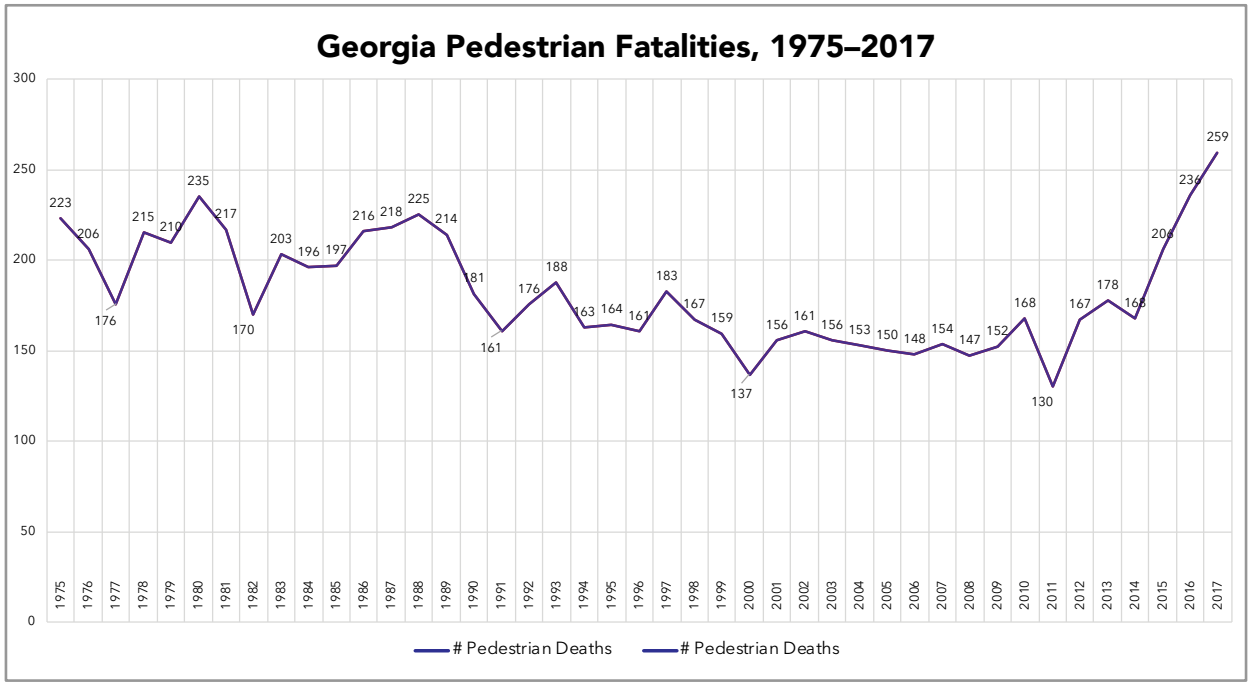


Figure 4. Georgia Pedestrian Fatalities, 1975–2017. 2017

Georgia Strategic Highway Safety Plan

The Georgia Strategic Highway Safety Plan (SHSP) provides a comprehensive framework for reducing traffic fatalities and serious injuries on all public roads. The SHSP document is created by the Governor's Office of Highway Safety, with the most recent version published in 2015.

Pedestrians are listed as part of the Non-Motorized User Emphasis Area. The vision, goals, and strategies for pedestrian safety in the SHSP were developed by the Georgia Pedestrian Safety Task Team. This team focuses directly on improving pedestrian safety statewide. It is also the key stakeholder group for the development of the PSAP.

Pedestrian Safety Action Plan Creation[4]

The Georgia Pedestrian Safety Action Plan (PSAP) is built on the foundation of the Georgia Strategic Highway Safety Plan. This PSAP was created to provide guidance on strategies and action items for reducing pedestrian crashes and fatalities to state and local agencies across Georgia.

Many agencies assisted in the creation of this PSAP, including the Georgia Department of Transportation, Georgia Department of Public Health, Georgia Governor's Office of Highway Safety, law enforcement agencies, PEDS, pedestrian safety advocates, local and regional planning agencies, and others.

The PSAP is meant to address pedestrian safety challenges across the state and designate action steps for state and regional agencies. Analysis and action steps focus on the road network, state run programs, and funding administered at the state and regional levels. The PSAP also serves to guide local agencies and governments, which face similar challenges.

Pedestrian Safety Action Plan Implementation

Reducing pedestrian crashes and fatalities requires dedicated funding that aligns with the scope of the problem. Full implementation of the Georgia Pedestrian Safety Action Plan is contingent upon allocating sufficient funding throughout the duration of the plan.

The target level of funds allocated to pedestrian projects and programs should reflect the share of all traffic fatalities accounted for by pedestrians. A rolling 5-year average of the share of pedestrian fatalities will guide investment goals.

Key Players and Roles at the State Level

Georgia Department of Transportation

The Georgia Department of Transportation owns and manages state routes in Georgia. GDOT assesses, designs, and constructs transportation infrastructure, including pedestrian infrastructure. Due to the nature of the state route network, safety on state routes affect nearly every community in Georgia, including state-owned main streets in small cities.

Mission: "Deliver a transportation system focused on innovation, safety, sustainability and mobility."

Governor's Office of Highway Safety

The Governor's Office of Highway Safety (GOHS) provides educational programing and materials for transportation safety in Georgia. GOHS is the leading provider of funding for education and enforcement-based transportation safety programs at regional and local levels. GOHS does not construct, maintain, or financially support infrastructure.

Mission: "The Mission of the Governor's Office of Highway Safety is to educate the public on traffic safety and facilitate the implementation of programs that reduce crashes, injuries, and fatalities on Georgia roadways."

Georgia Department of Public Health

The Georgia Department of Public Health (DPH) promotes health through statewide health data collection and programs. The DPH also works with and funds county health departments and public health districts across the state.

Mission: "To prevent disease, injury and disability; promote health and well-being; and prepare for and respond to disasters."

Regional Commissions and Metropolitan Planning Organizations

Regional Commissions and Metropolitan Planning Organizations provide local and intergovernmental planning and technical assistance at the regional scale. MPOs coordinate federal transportation investments and plan for regional needs, including pedestrian infrastructure and planning. Regional Commissions support local governments through assistance on regional topics such as workforce development, local economic development, transportation services, technology, or aging-related services.

Regional organizations do not build pedestrian infrastructure, but they can support pedestrian safety by creating a vision for pedestrian travel and safety in their region. Such organizations can have a significant influence on how the transportation system is developed over time, especially as they can help access and program transportation funds controlled by the state or federal agencies. MPOs and RCs can also provide valuable technical assistance and training to local agencies.

Transit Agencies

Transit agencies build infrastructure for and fund transit operations in their service area. Because many transit users begin or end their transit trip with walking, transit agencies have a large role to play in increasing pedestrian safety. The location of transit stops and availability of adjacent pedestrian infrastructure is essential to building a safe pedestrian environment for transit users. Transit agencies are typically not responsible for infrastructure outside of their facility. However, their coordination with government agencies to ensure transit infrastructure integrates safety with the entire transportation network is essential.

Local Governments and Organizations

Planning, design, construction, and enforcement on city and county streets is done at the local level. Therefore, local governments, neighborhood organizations, law enforcement, and others play a vital role in pedestrian safety. The PSAP provides guidance for local agencies and neighbors who want to improve pedestrian safety. The actions and corridors listed in the PSAP focus on state agencies and state-managed infrastructure, but many recommendations can also be implemented locally. The action items list identifies actions that can easily be customized for local contexts.

Existing Conditions

Georgia residents: Walking behaviors and attitudes

The Georgia Pedestrian Safety Attitudes and Behaviors Survey, conducted in 2016 as a part of the development of the PSAP, confirmed that Georgia residents value walking.

Walking is an important part of people's lives and they want better, safer walking infrastructure. Survey results indicate that people walk for many reasons including health, recreation, and access to destinations. The results also indicate an unmet demand for walking infrastructure. Information provided by over 5,000 respondents provided valuable information on walking in Georgia:

Walking is popular.
Nearly 9 in 10 people walk at least once per week.
Over half have used walking either to access transit, to commute to work or school, or to run daily errands.
95% want to incorporate more walking into their everyday life

Safe walking infrastructure is valuable.
96% agree that safe walking infrastructure improves their quality of life
44% describe walking infrastructure in their community as unsafe. The lack of sidewalks and poor maintenance of existing sidewalks are primary deterrents to walking more.

Driver behavior matters.
61% identify driver behavior, especially speeding and distracted driving, as the primary factor that makes them feel unsafe while walking.

People support investment.
Over 90% of people support increased funding for safe walking infrastructure.
Only 68% support increased funding in facilities aimed at reducing automobile congestion.

Pedestrian Crashes, Injuries, and Fatalities

FROM 2011–2015 GEORGIA HAD:

17,336 Pedestrian Crashes

13,818 Pedestrian Injuries (including fatalities)

847 Pedestrian Fatalities

14% of All Traffic Fatalities were Pedestrian

Crashes

There were over 9 vehicle-pedestrian crashes every day on average in the state of Georgia during this 5-year time period. Pedestrian crashes occurred in every county in Georgia.

Injuries and Fatalities

Pedestrian injury severity can range from minor injuries like scrapes and bruises to serious injuries that are life-threatening or life-altering such as paralysis or brain injury. Data distinguishing between the severities of injuries in pedestrian crashes is not always available or accurate. The PSAP typically groups all injuries, except where specified.

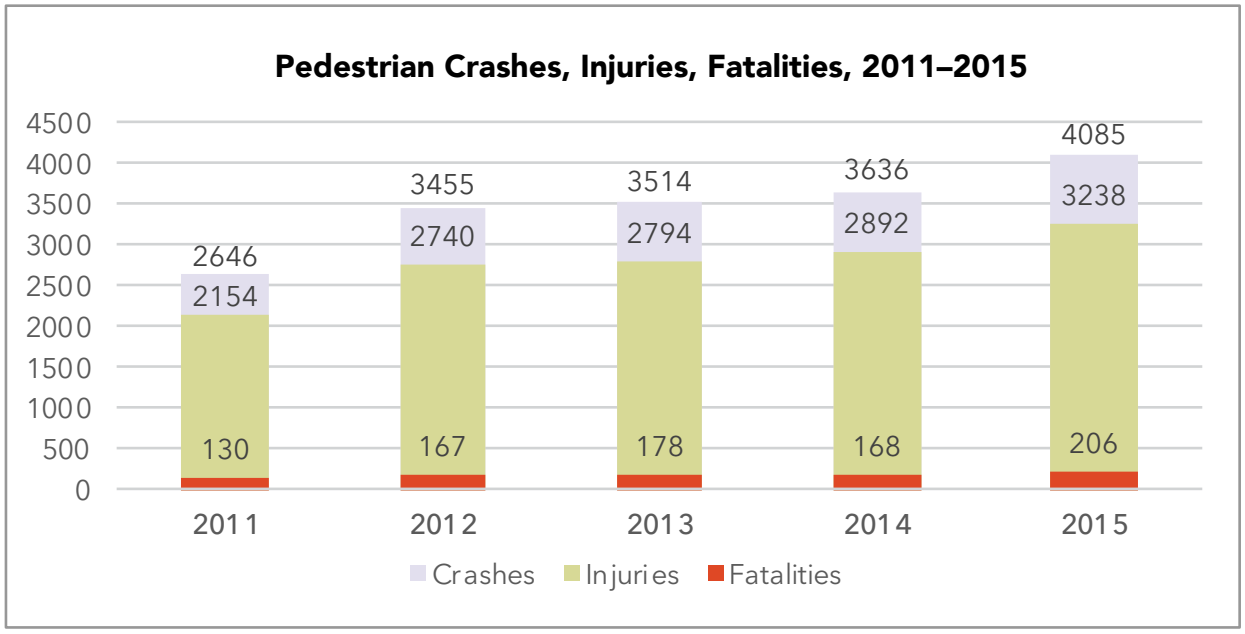


Figure 5. Pedestrian Crashes, Injuries, Fatalities, 2011–2015

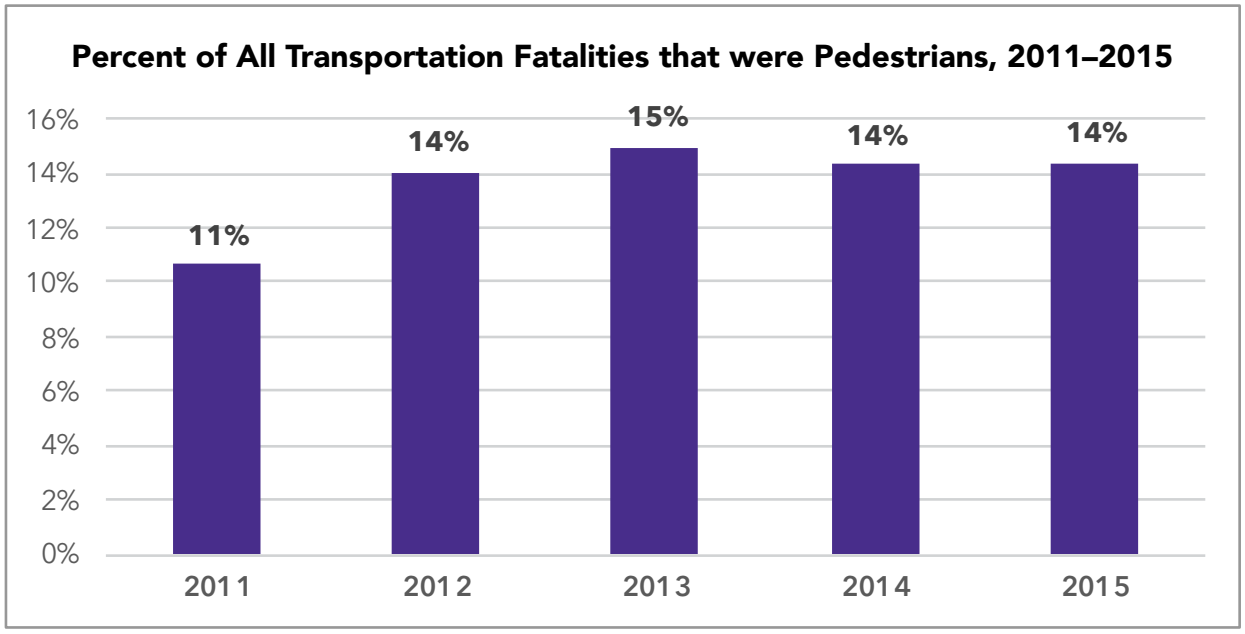


Figure 6. Percent of all transportation fatalities that were pedestrians, 2011–2015

Pedestrians are among the most vulnerable users of the roadway system. They are less likely to survive a crash than their counterparts in automobiles.

From 2011–2015, 33% of all transportation crashes in Georgia resulted in at least one injury, with half of one percent (.005%) resulting in a fatality.

In comparison, pedestrian crashes fared far worse. From 2011–2015, an average of 80% of pedestrian-vehicle crashes resulted in at least one injury and 5% resulted in at least one death.

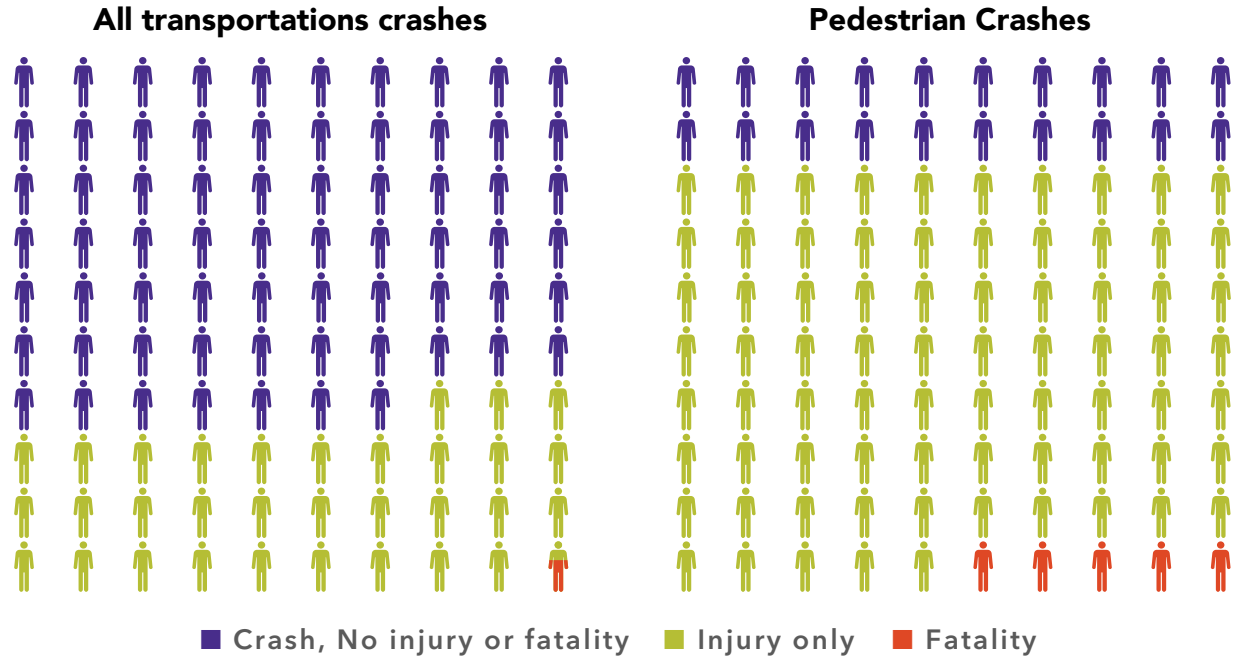


Figure 7. Injury and Fatality Rates. All Transportation Crashes v. Pedestrian Crashes.

Map of Pedestrian Fatalities and Serious Injuries in Georgia, 2011–2015

The map below shows all pedestrian fatalities and serious injuries that occurred in Georgia from 2011–2015. Most incidents occurred in large urban areas, but many small cities and rural communities are also impacted by pedestrian fatalities and serious injuries.

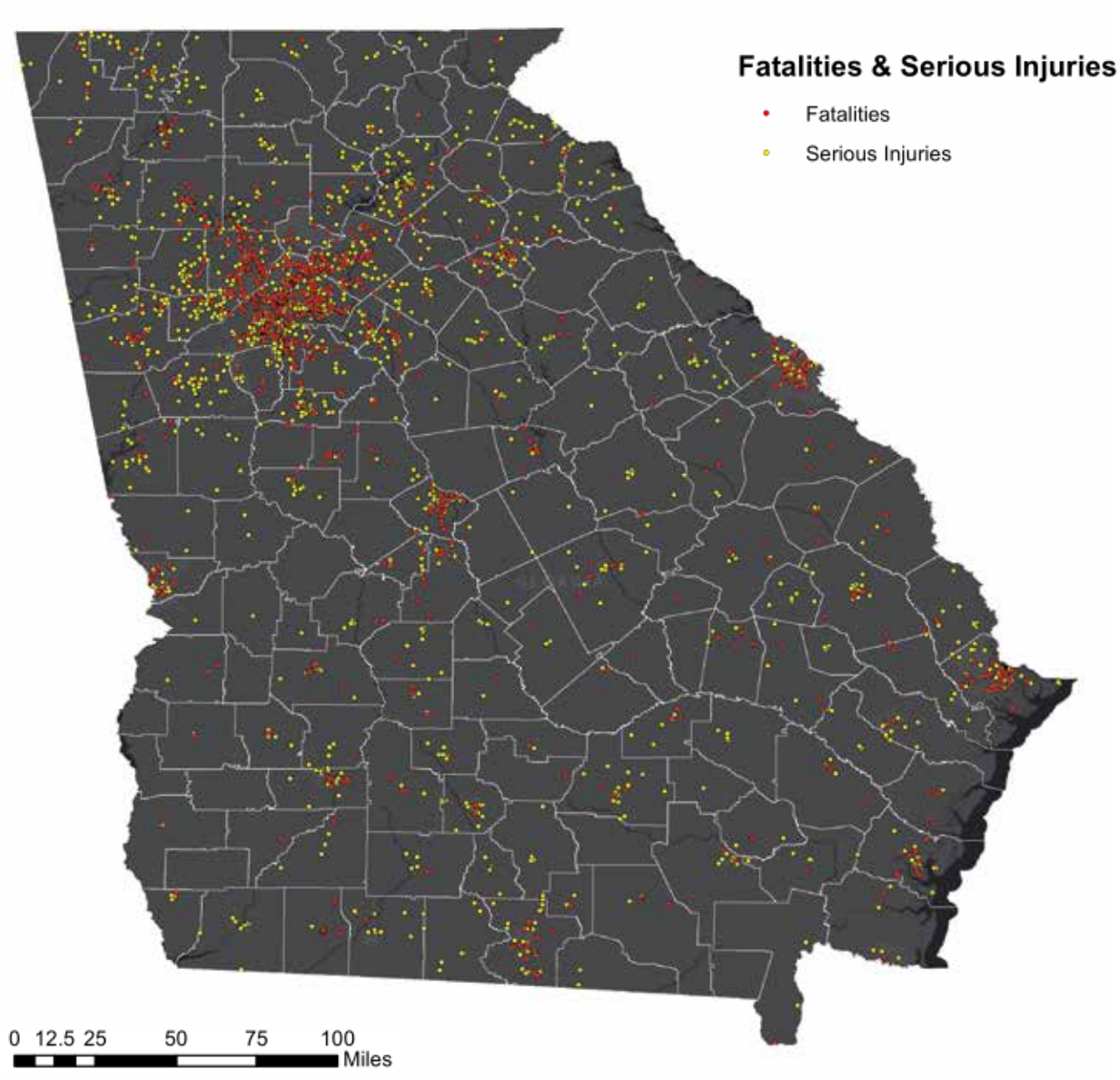


Figure 8. Map of Pedestrian Fatalities and Serious Injuries in Georgia, 2011–2015

Demographics

Men are consistently overrepresented in pedestrian deaths in Georgia, accounting for over 70% of all pedestrian fatalities from 2011–2015. Data shows similar trends nationwide.

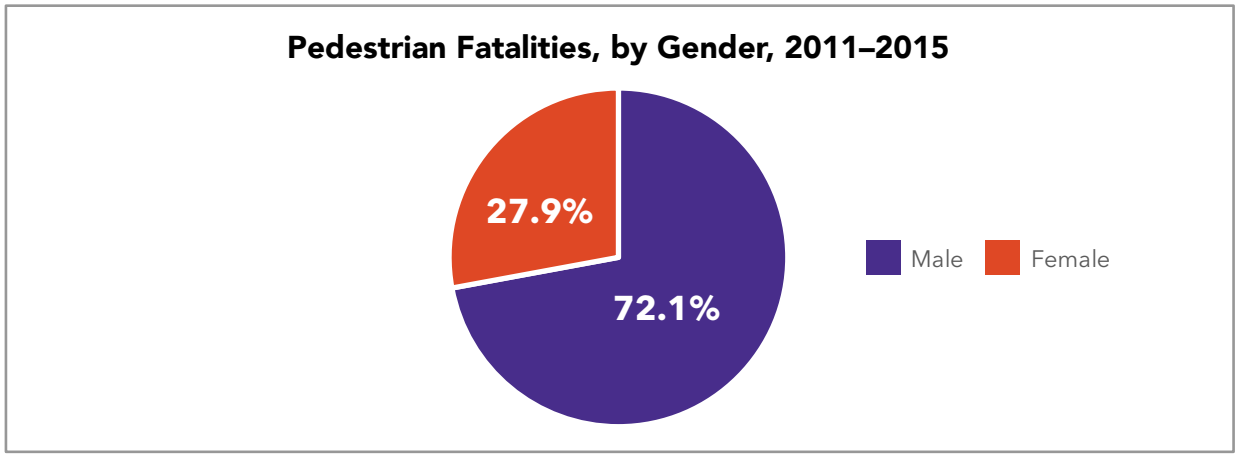


Figure 9 . Pedestrian Fatalities, by Gender, 2011–2015

People between the ages of 20 and 59 accounted for 71% of pedestrian deaths in Georgia, despite accounting for only 55% of the population of the state. Unlike most other states, older adults are underrepresented in pedestrian fatalities in Georgia. Children also account for a smaller share of pedestrian fatalities in Georgia than they do of the population at large.

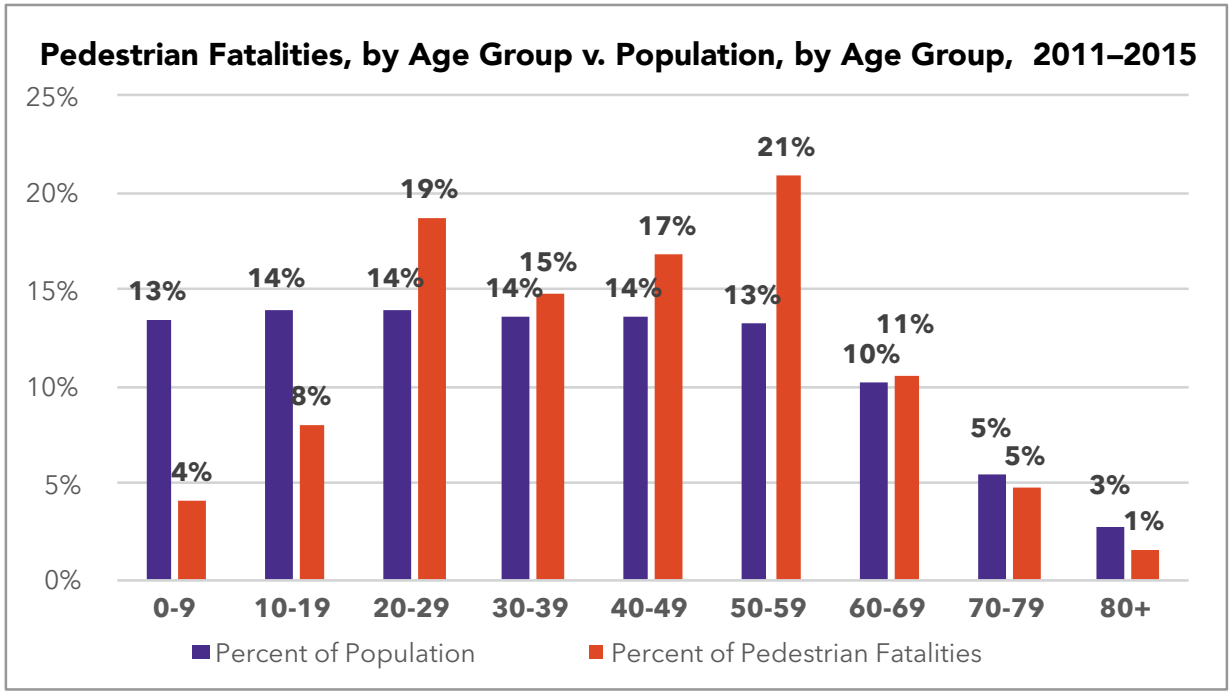


Figure 10. Pedestrian Fatalities, by Age Group v. Population, by Age Group, 2011–2015

Day of Week and Time of Day

Pedestrian crashes and fatalities peak in the fall and winter months, when pedestrian exposure to dark and unlit conditions is greater. Fatalities increase after Daylight Savings Time ends in November. Halloween, together with holidays in December are also influential factors. Thursday, Friday, and Saturday are the peak days for pedestrian fatalities.

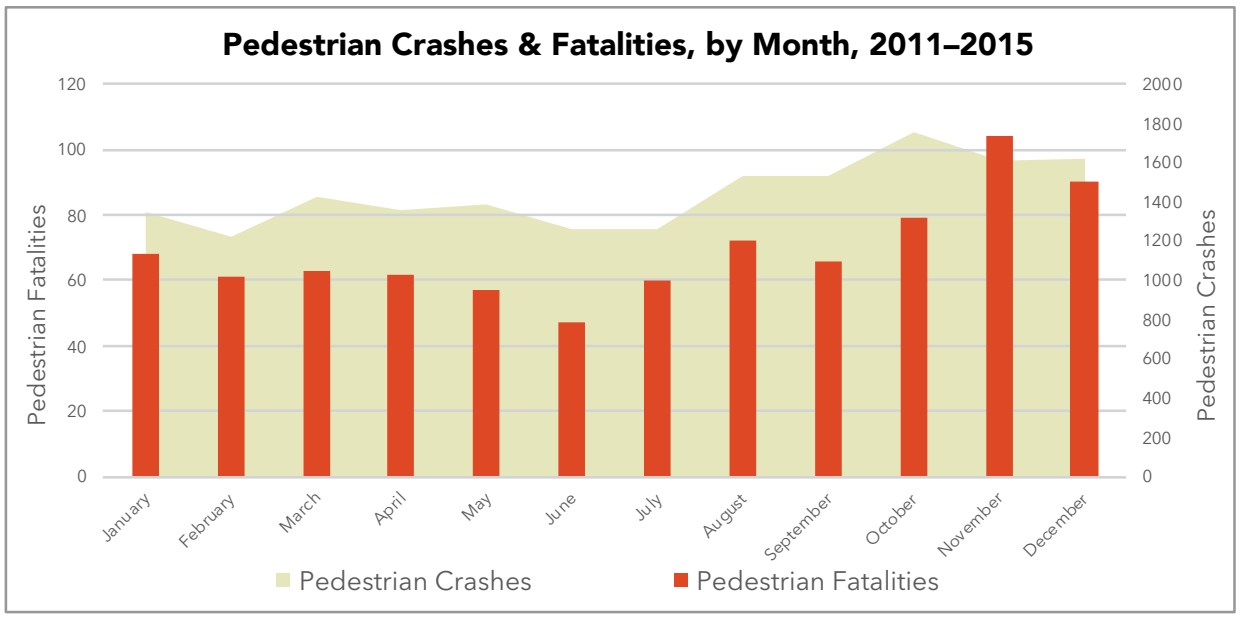


Figure 11. Pedestrian Crashes & Fatalities, by Month, 2011–2015

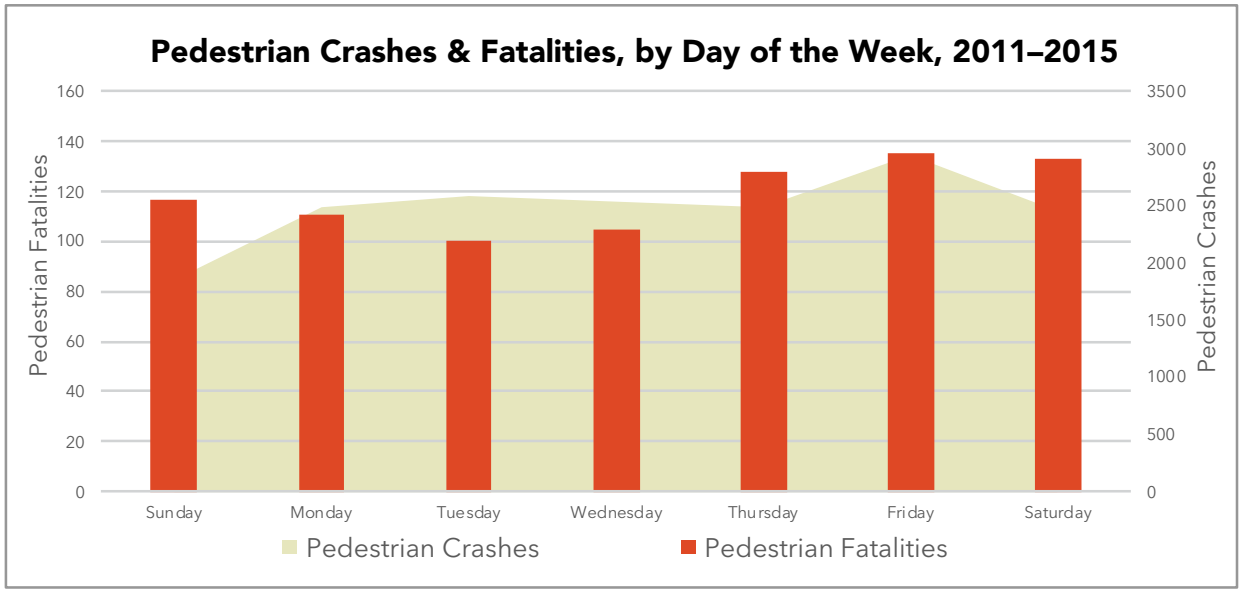


Figure 12. Pedestrian Crashes & Fatalities, by Day of the Week, 2011–2015

The time of day and lighting conditions play a role in the visibility of pedestrians to drivers. Most crashes occur during daylight conditions. Crashes peak from 4:00 PM – 8:00 PM, when more people are traveling. The biggest spike in crashes occurs from 6:00 –7:00 PM, which coincides with rush hour and dusk or dark conditions. This is especially true after daylight savings time ends in November.

Pedestrian crashes at night are far more likely to be fatal, especially on dark roads without lighting. Over 8 in 10 pedestrian fatalities occur between 6:00 PM and 7:00 AM. Fatalities peak between 6:00 PM and 12:00 AM.

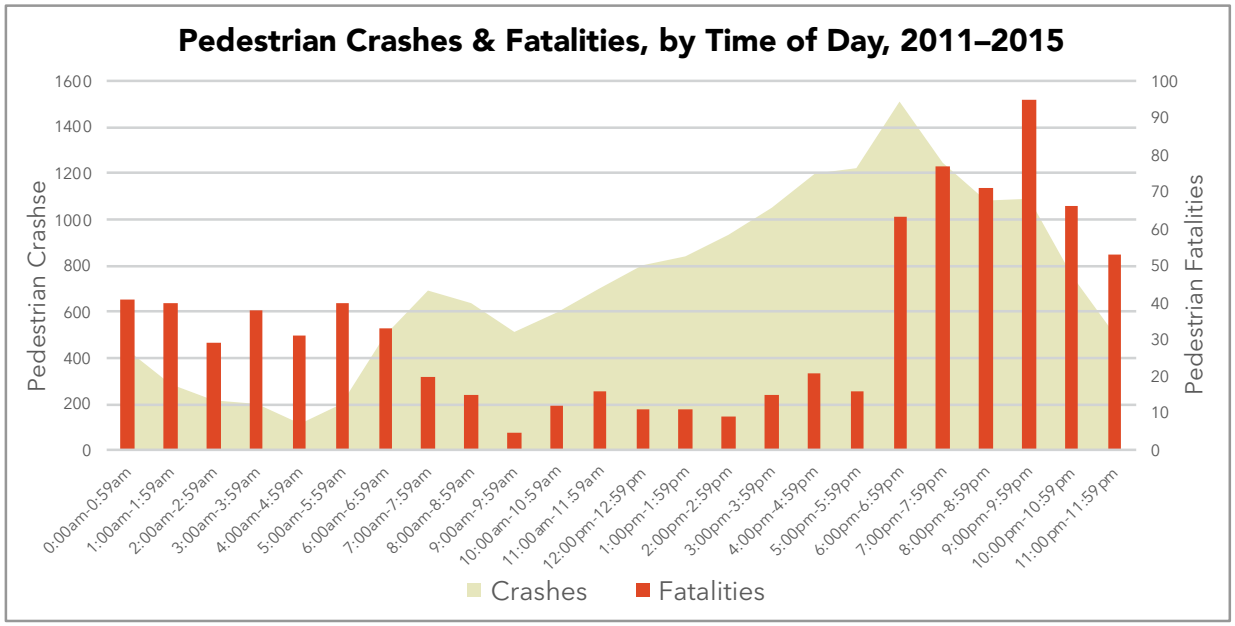


Figure 13. Pedestrian Crashes & Fatalities, by Time of Day, 2011–2015

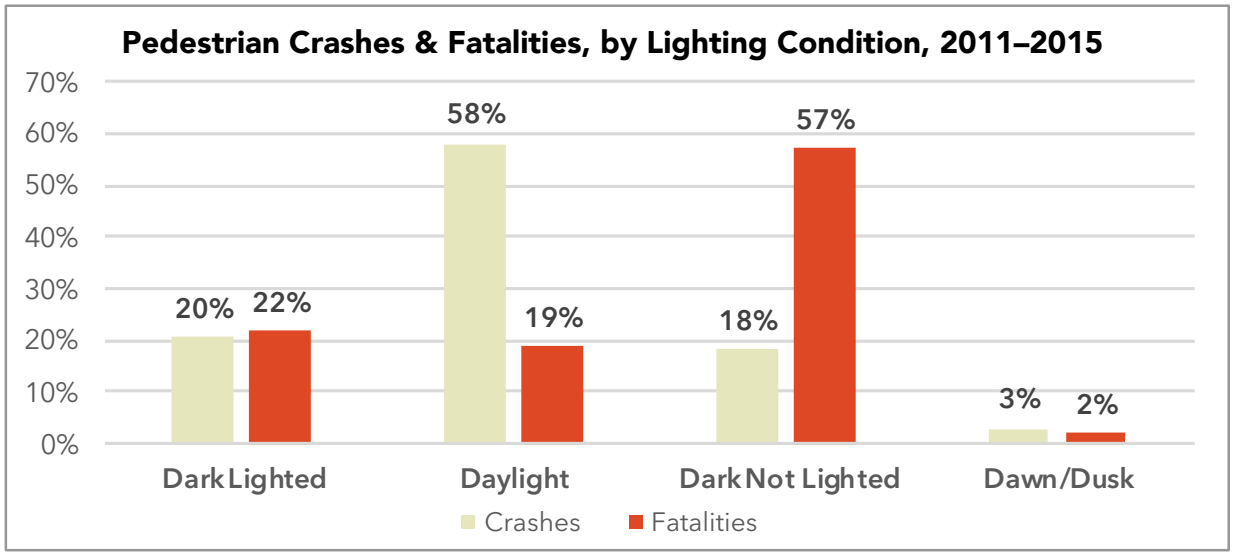


Figure 14. Pedestrian Crashes & Fatalities, by Lighting Condition, 2011–2015

Most fatalities occur during clear weather conditions. Since visibility is highest during clear weather conditions, the likelihood that more people walk during clear weather conditions may be an influential factor. Drivers may also drive faster during clear conditions, which could be a factor in crashes and fatalities.

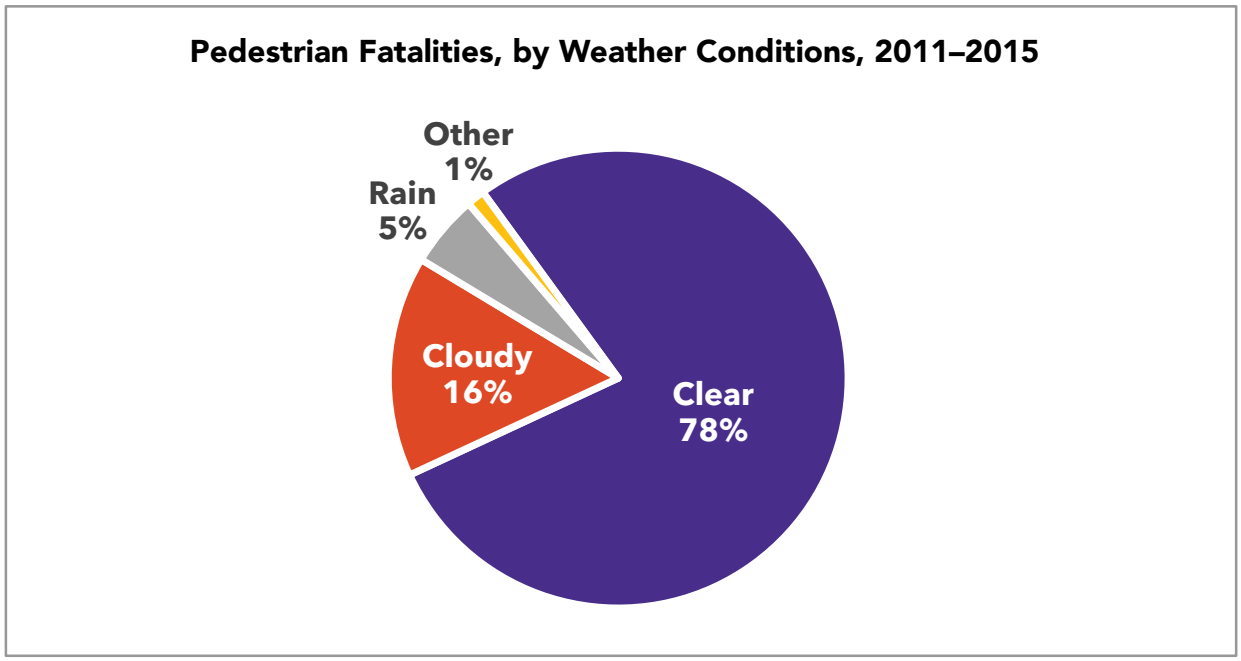


Figure 15. Pedestrian Fatalities, by Weather Conditions, 2011–2015

Crash locations

Road Types

A high percentage of pedestrian fatalities in Georgia occur on state-owned (45%), arterial roads (60%) in urban and suburban areas (81%). Here, these roads are undivided, lack a comprehensive sidewalk network or frequent crossing opportunities, and have high posted speed limits.

State-owned roads are managed by GDOT. These roads typically carry the heaviest volumes of vehicular traffic and have the largest demand for the fast throughput of car traffic. Yet these roads also have other users including bus riders and people walking. Managing the needs of all road users can be challenging but is essential.

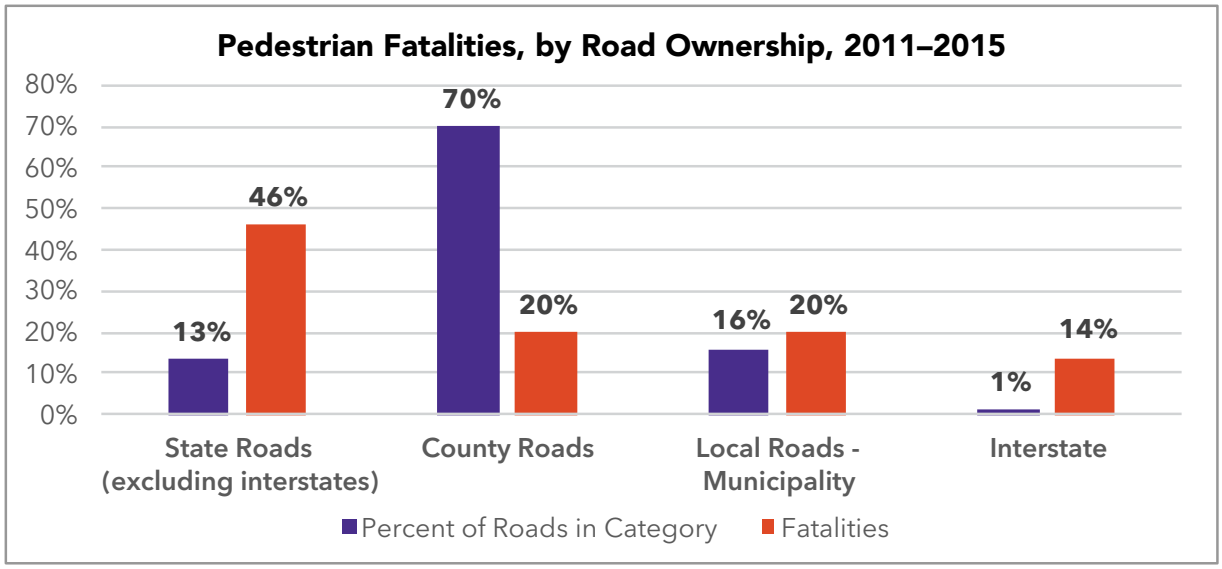


Figure 16. Pedestrian Fatalities, by Road Ownership, 2011–2015

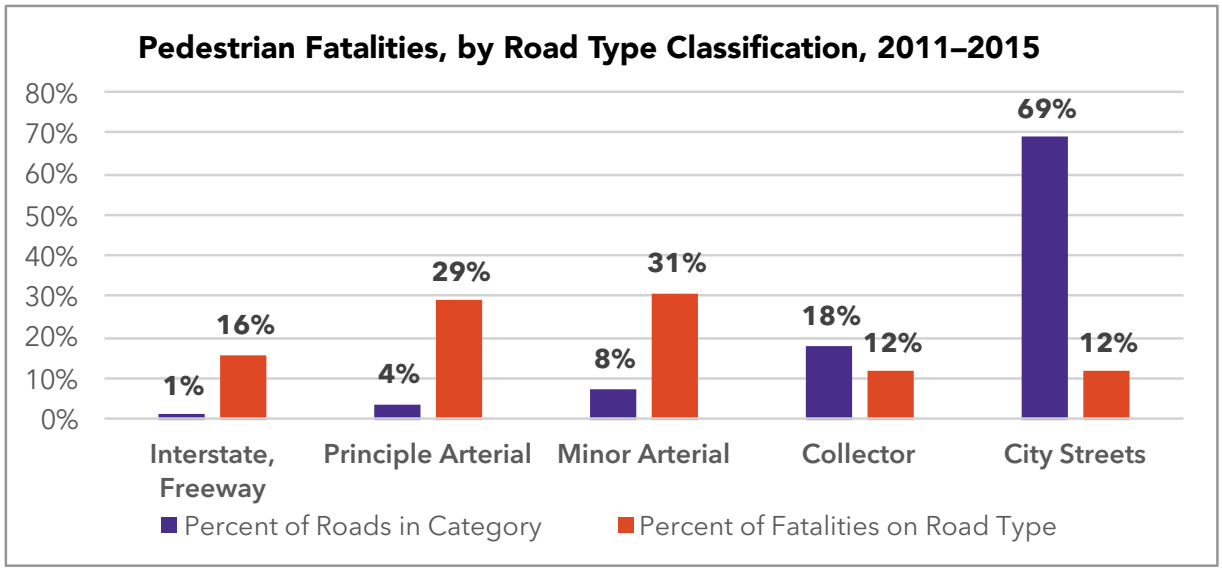


Figure 17. Pedestrian Fatalities, by Road Type Classification, 2011–2015

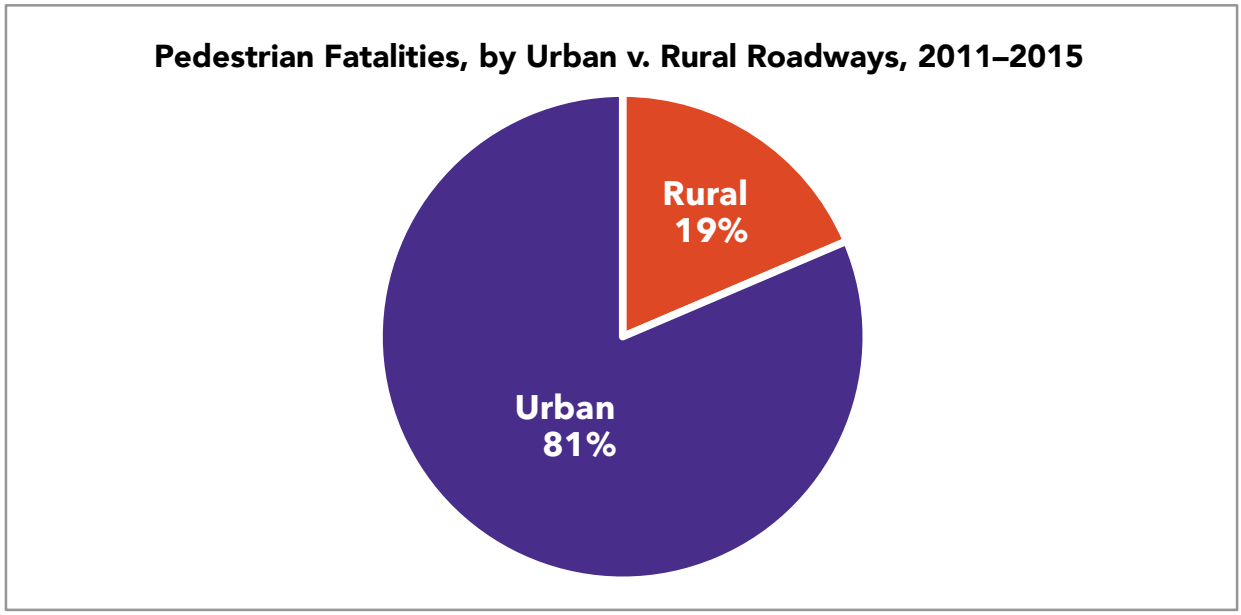


Figure 18. Pedestrian Fatalities, by Urban v Rural Roadways, 2011–2015

Intersections

Over 75% of pedestrian fatalities occur at non-intersection locations, meaning that most of these occur away from marked crosswalks as well. This is not surprising, since most fatal crashes occur on arterial roads, which often have long block lengths and long distances between intersections or other safe crossing infrastructure .

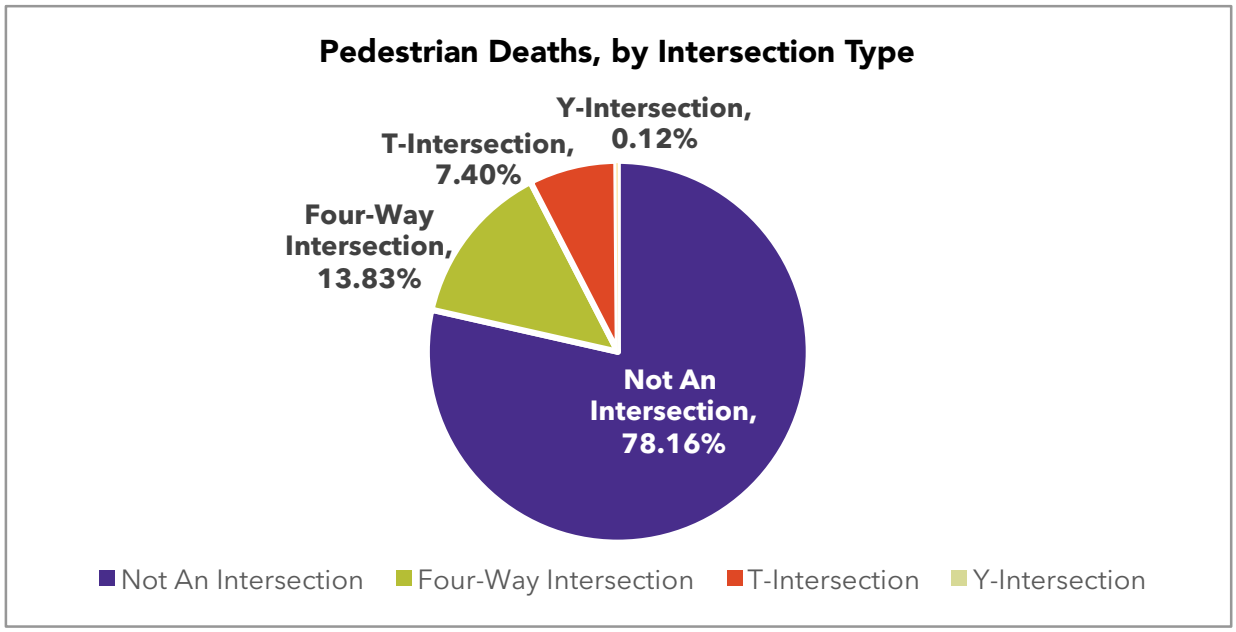


Figure 19. Pedestrian Fatalities, by Intersection Type, 2011–2015

In locations where pedestrians walk, the availability of safe and convenient crossing treatments is essential. Research shows that few people will walk more than 300 ft. (about 1.5 minutes) out of their way to cross at a crosswalk.[5] The 2003 Georgia Pedestrian and Streetscape Guide provides similar design guidance: "Street crossings are typically most effective when located approximately 300 to 600 ft. apart in areas heavily used by pedestrians." [6]

In the field, the distance between intersections often doesn't follow these guidelines. Over 75% of pedestrian fatalities on state routes that occur outside of intersections are located over 1/10 of a mile away (approximately 663 ft. or 2.7 minutes one way) from the nearest marked crosswalk. The distance between fatality locations and a marked crosswalk often exceeds one mile.

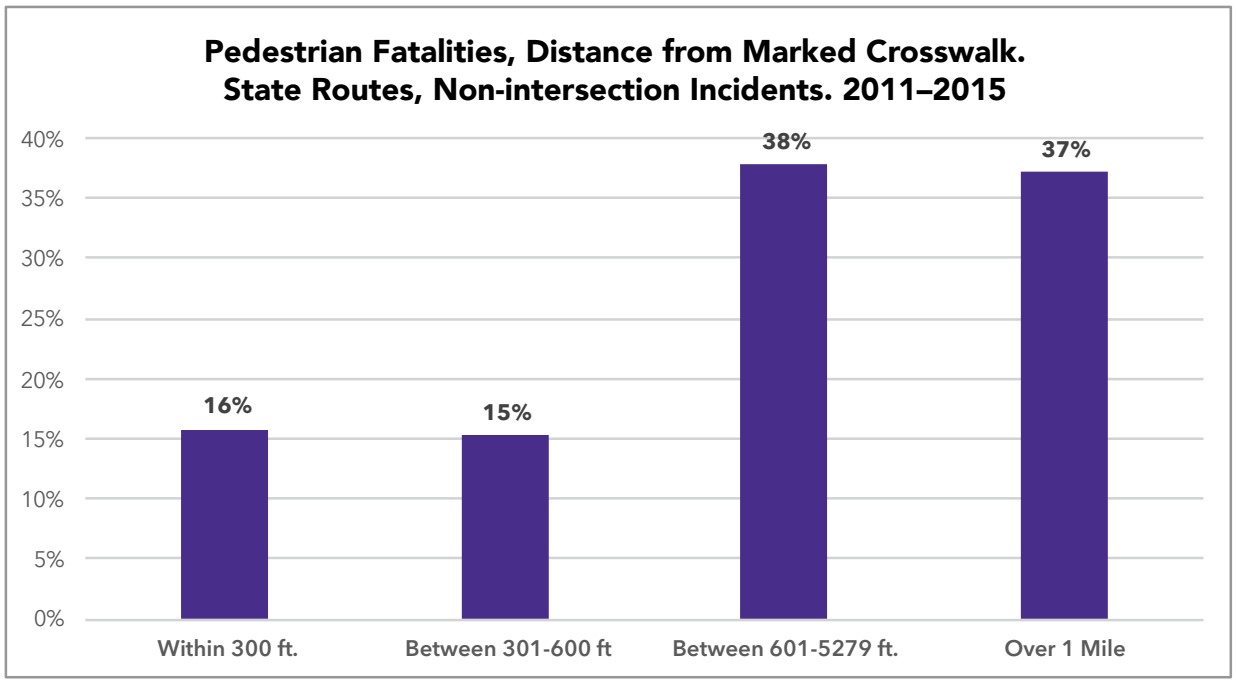


Figure 20. Pedestrian Fatalities, Distance from Marked crosswalk. State Routes, Non-intersection incidents. 2011–2015

5 Improving Pedestrian Safety at Unsignalized Crossings. http://www.trb.org/Publications/Blurbs/157723.aspx

6 http://www.dot.ga.gov/PartnerSmart/DesignManuals/TrafficOps/GDOT%20Pedestrian%20and%20Streetscape%20Guide.pdf

Crash type

Over half of fatal injuries occur while the pedestrian was crossing roadway. These could have occurred either in or outside of a crosswalk.

Over 20% of fatal crashes involved a person moving along or adjacent to the roadway. This may include standing or moving along the paved or unpaved shoulder, sidewalk, median, or driveway access. Such crashes occur when a vehicle runs off the road and onto a sidewalk or shoulder or when a pedestrian moved into the path of a vehicle to avoid an obstacle along their path. Policies and standards that require a clear zone along arterial roadways, yet place sidewalks at the curb without a buffer increase risk to pedestrians. The lack of or obstruction of sidewalks that force walkers into the road put them at further risk.

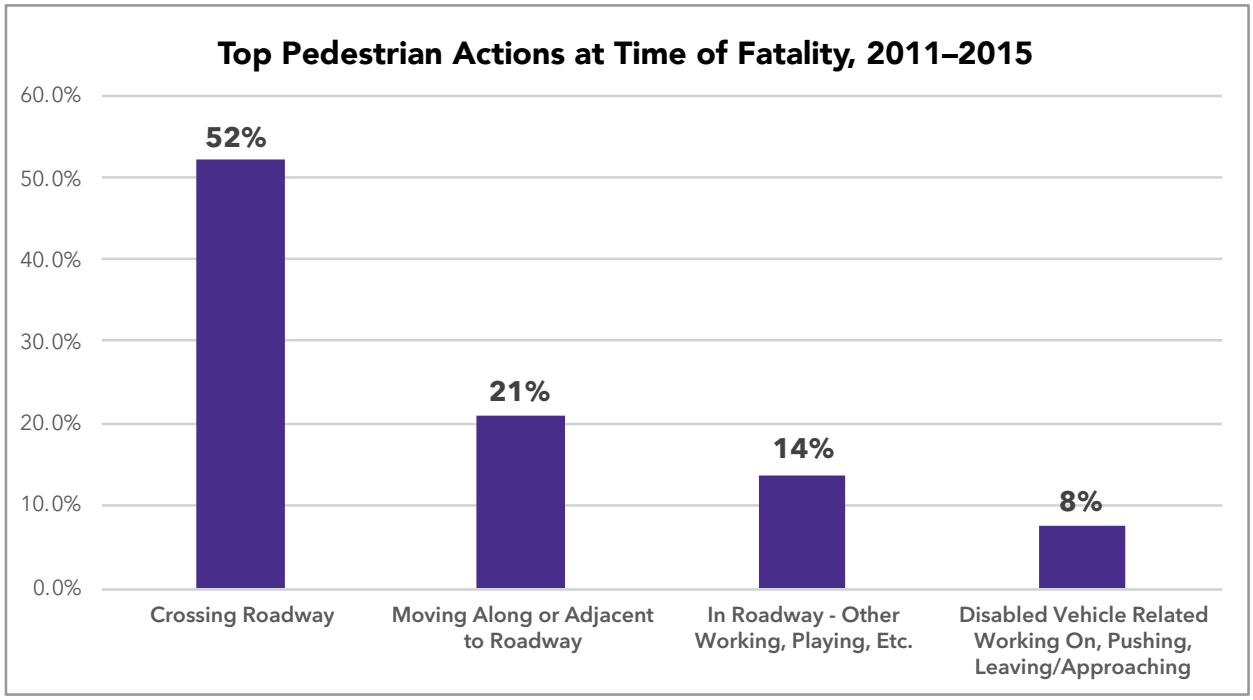


Figure 21. Top Pedestrian Actions at Time of Fatality, 2011–2015

Over half of drivers involved in pedestrian crashes were traveling straight. Vehicles traveling straight are more likely to be accelerating or traveling at higher speeds than turning vehicles. Higher speeds increase stopping distance and result in more severe impacts. Traveling straight is a key factor in crashes occurring away from intersections.

Crashes related to turning movements represent 20% of all pedestrian crashes. Turning movements are a key factor in crashes that occur at intersections.

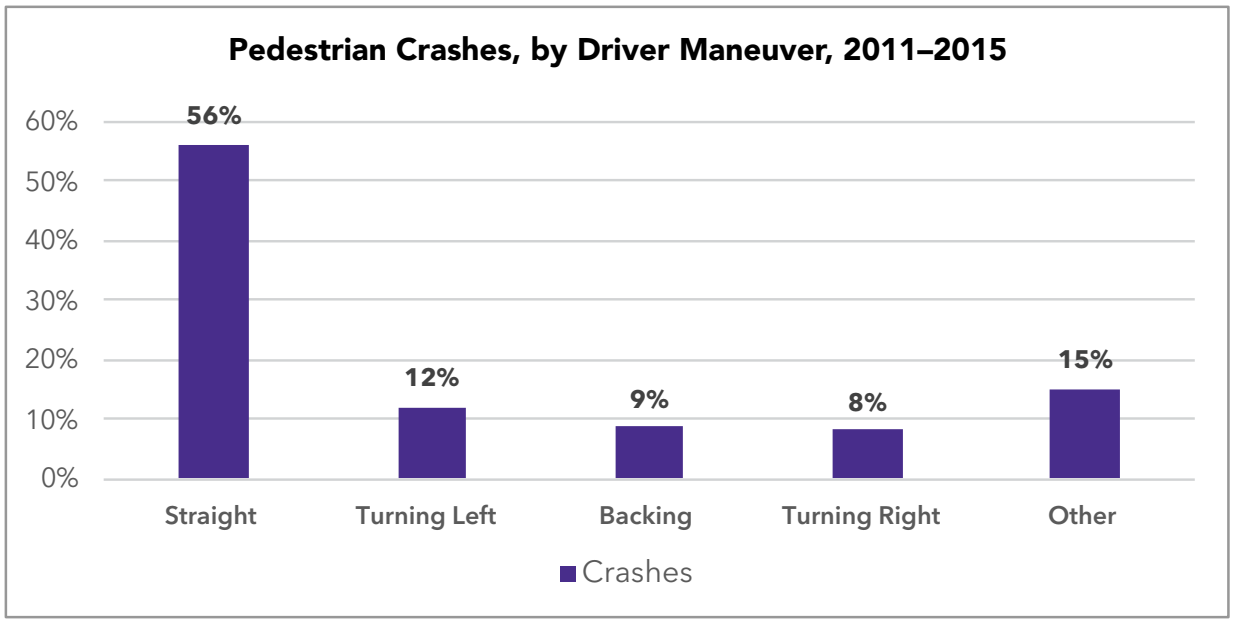


Figure 22. Pedestrian Crashes, by Driver Maneuver, 2011–2015

Contributing Behavioral Factors for Pedestrian Crashes

Police reports may list one or more contributing factors or behaviors following a crash. Data on contributing behavioral factors for pedestrian crashes is very limited. Strikingly, over 66% of crashes are categorized as either having "no contributing factor" or "other." The "other" category offers no information on the driver's behavior during the time of the crash. Following crashes, most people do not want to admit liability or wrongdoing, which is why contributing factors are likely underreported across the board. Increased data about contributing factors would offer insight into the degree to which behavior is a factor in crashes.

Of the 34% of crashes where a contributing behavioral factor was identified, two behaviors stand out: Failure to stop and distraction

Failure to Stop

A driver or pedestrian's failure to stop is documented in over 10% of pedestrian crashes in Georgia. The Georgia Code (§40-6-91) requires drivers to stop and stay stopped to allow a pedestrian to cross the roadway within a marked or unmarked crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching and within one lane of the half of the roadway on which the vehicle is traveling or onto which it is turning. For the purposes of this section, "half of the roadway" means all traffic lanes carrying traffic in one direction of travel. When pedestrians cross the street outside of a crosswalk, they must yield the right of way to vehicles.

Distraction

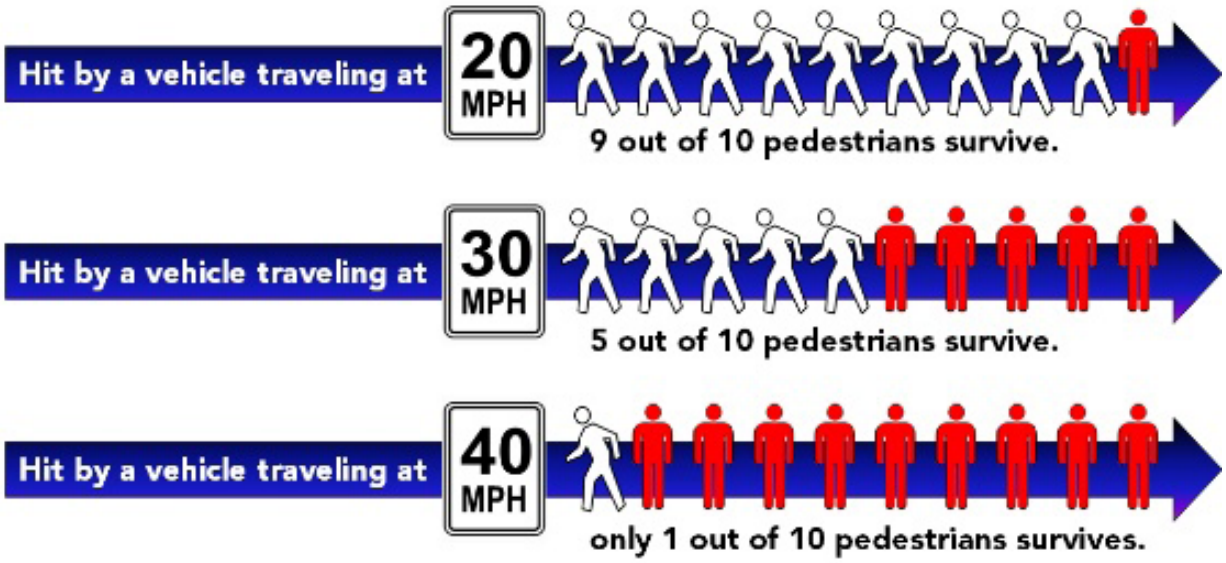
Conclusive data on the prevalence and role of distracted driving or walking in vehicle-pedestrian crashes is not yet available. Distracted driving increases the likelihood of traffic fatalities and has been cited as the likely culprit in the recent increase in traffic crashes and fatalities nationwide.

Georgia law prohibits texting while driving. Crash reports in Georgia cite distraction on the part of the driver or pedestrian in at least 7.4% of all pedestrian crashes. This includes reports listing inattention, distraction, or cell phone usage as causal factors. It is likely that distraction is underreported because persons involved in crashes are reluctant to share the role of distraction on their part. As smart phones and in-car computer systems become more prevalent, filling this data gap becomes more critical to addressing the scope and solutions to this growing issue.

Table 3. Pedestrian Crashes with distraction listed as a contributing factor, 2011-2015

Classification	Number of vehicle-pedestrian crashes with classification	Percent of all vehicle-pedestrian crashes
Inattentive	1,881	5.58%
Distracted	542	1.61%
Cell Phone	89	0.26%
Total	2,512	7.45%

Speed



Crash report data on whether the driver was speeding was incomplete. What is known, is that speed has a direct relationship to the severity of crashes with pedestrians. Higher speeds, even by just 5 or 10 mph, can make a large difference in crash outcomes.

Research by the National Transportation Safety Board showed that high travel speed increases the likelihood of crashes and increases the severity of injuries sustained by all road users in a crash[7].

The Federal Highway Administration identifies four methods for setting speed limits. Transportation engineers commonly use 85th Percentile Speed methodology to set posted speed limits. This method encourages drivers to travel at about the same speed and is based on the concept that limits should be set at what 85 percent of drivers feel is comfortable. The 85th percentile approach does not incorporate crash history or safety of vulnerable road users, including cyclists or pedestrians.

The FHWA also developed a model called USLIMITS2. This model uses an expert system with a fact-based set of decision rules to determine an appropriate speed limit for all roadway users. For roads that experience high pedestrian and bicyclist activities, USLIMITS2 recommends speed limits close to 50th percentile instead of 85th percentile speed.[8] For additional information about how to set speed limits, please refer to Methods and Practices for Setting Speed Limits: An Informational Report, published by FHWA in 2012.

7 https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf

8 https://safety.fhwa.dot.gov/uslimits/

Focus Designations

The PSAP identifies three 'focus designations'. These identify locations and recurring road characteristics associated with pedestrian crashes throughout Georgia. They are meant to help ensure that resources for pedestrian infrastructure and programming align with the greatest investment need.

These are recognized as priority designations, but acknowledge that they are not the only locations that need attention and investment. Communities identified here are encouraged to work with GDOT and locally to determine ways to address pedestrian safety within their jurisdiction. Communities that are not identified here should not assume that they have no safety issues to address. On the contrary, most counties, including suburban areas, small towns, and rural areas experience pedestrian crash incidents.

This plan also identifies Focus Designations for each GDOT District and Regional Commission. Data for a specific district can be found in the appendix.

Focus Counties

From 2011–2015, the majority of all pedestrian crashes, injuries, and fatalities occurred in just 12 counties.[9] The PSAP identifies these as Focus Counties.

The list of Focus Counties is not a perfect match with the 12 counties with the highest population. Nor is it a match for the 12 counties with the highest number of Vehicle Miles Traveled. Systemic factors other than population size and amounts of driving likely account for higher levels of fatalities in these counties. Each of the Focus Counties met at least one of the following criteria from 2011–2015:

- One of the top ten counties with highest number of pedestrian crashes
- One of the top ten counties with highest number of pedestrian injuries
- One of the top ten counties with highest number of pedestrian fatalities

These twelve Focus Counties account for:

- 47% of Georgia's population
- 66% of pedestrian crashes
- 67% of pedestrian injuries
- 60% of pedestrian fatalities

Statewide, 8 in 10 crashes result in an injury. Counties with higher than average injury rates include: Clarke (92%), Clayton (84%), Cobb (85%), and Fulton (87%) counties. Newton County has a significantly lower injury rate (47%) than the rest of the state.

Statewide, 5% of all pedestrian crashes led to at least one fatality. Counties with a higher fatality rate include Bartow (11%), Bibb (7%), Cobb (9%), and Richmond (8%) counties.

9 The appendix includes a list of the top 25 counties.

Table 4. Focus Counties: Counties with the highest number of pedestrian crashes, injuries, and fatalities, 2011–2015

County	Crashes	Injuries	Fatalities	Injury Rate	Fatality Rate	Population Rank (2010)
BARTOW	150	115	17	77%	11%	25
BIBB	377	299	27	79%	7%	13
CHATHAM	930	766	28	82%	3%	5
CLARKE	279	258	11	92%	4%	19
CLAYTON	706	596	37	84%	5%	6
COBB	763	649	65	85%	9%	3
DEKALB	2,488	1,955	96	79%	4%	4
FULTON	3,023	2,637	119	87%	4%	1
GWINNETT	1,380	1,101	54	80%	4%	2
MUSCOGEE	527	415	15	79%	3%	10
NEWTON	311	146	9	47%	3%	24
RICHMOND	462	354	38	77%	8%	9
TOTAL	11,396	9,291	516			

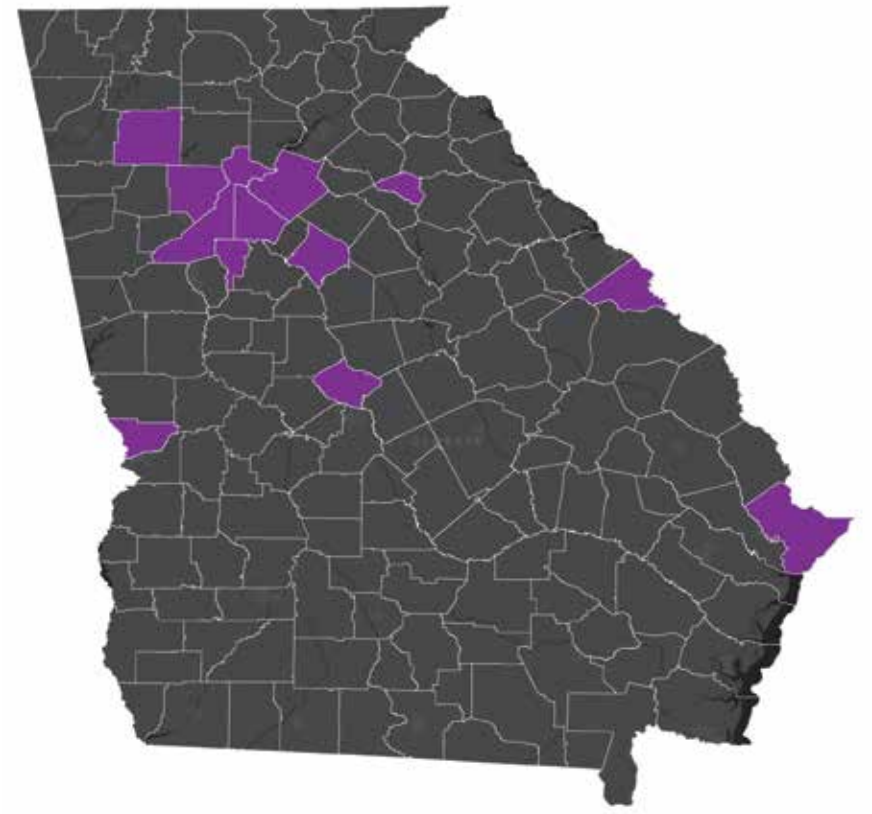


Figure 23. Focus Counties for Pedestrian Crashes, Injuries, and Fatalities

Focus Cities

From 2011–2015, over half of the pedestrian fatalities occurred in a city. One out of every four (1/4) pedestrian fatalities, injuries, and crashes occurred in just 20 cities in Georgia. The PSAP identifies these cities as Focus Cities.

This list does not correspond to the cities with the highest population in Georgia, signaling that systemic factors beyond higher populations likely account for higher levels of fatalities.

Each of these Focus Cities[10] met at least one of the following criteria from 2011–2015:

- Averaged at least one death per year
- Was in the top ten cities with the highest number of pedestrian crashes
- Was in the top ten cities with the highest number of pedestrian injuries
- Was in the top ten cities with the highest number of pedestrian fatalities

In half of the identified Focus Cities, more than 5% of all pedestrian-vehicle crashes result in a fatality. Seven of the Focus Cities are located outside of Focus Counties.

Table 5. Focus Cities: Cities with the highest number of pedestrian crashes, injuries, and fatalities, 2011-2015

	Population rank (2010)	Crashes	Injuries	Injury Rate	Fatalities	Fatality Rate
Albany*	7	156	131	84%	7	4%
Atlanta	1	1,990	1,638	82%	75	4%
Brookhaven	14	92	70	76%	10	11%
Brunswick*	53	79	65	82%	5	6%
Carrollton*	31	29	23	79%	6	21%
Cartersville	37	48	39	81%	5	10%
College Park	61	80	64	80%	13	16%
Doraville	102	271	66	24%	4	1%
Douglasville*	25	18	12	67%	5	28%
East Point	20	117	93	79%	3	3%
LaGrange*	27	89	76	85%	1	1%
Lawrenceville	28	73	61	84%	6	8%
Lilburn	69	207	53	26%	4	2%
Marietta	11	157	135	86%	17	11%
Norcross	97	44	38	86%	8	18%
Rome*	17	158	122	77%	6	4%
Sandy Springs	7	186	163	88%	6	3%
Savannah	5	637	500	78%	18	3%
Smyrna	13	72	56	78%	8	11%
Valdosta*	12	81	71	88%	4	5%
Total		4,584	3,476		210	

*Focus City located outside of a Focus County

10 Consolidated City-Counties were included in the Focus County list only.

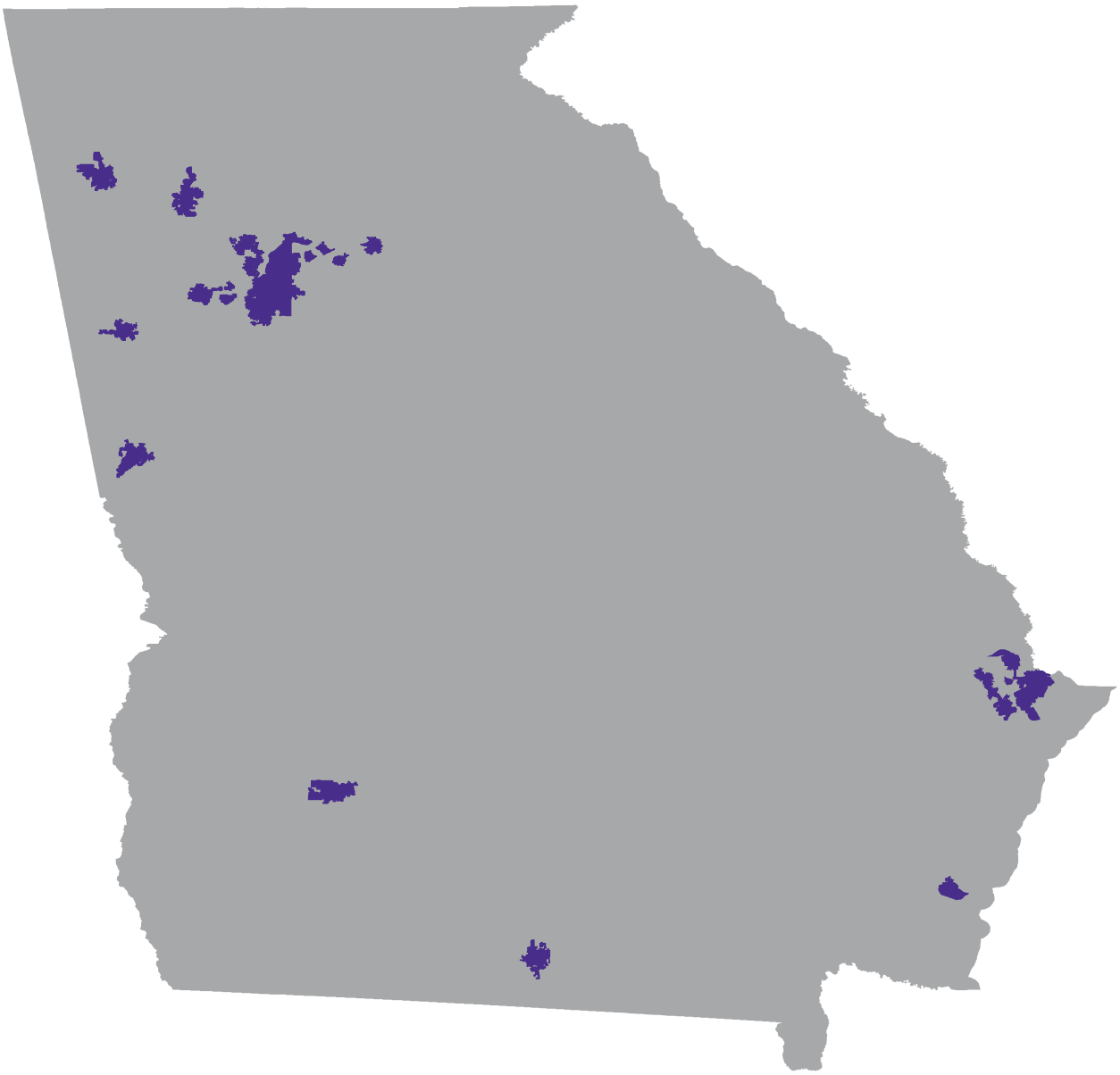


Figure 24. Focus Cities for Pedestrian Crashes, Injuries, and Fatalities

Focus Corridors and Characteristics

The PSAP identifies the top corridors in Georgia with clear patterns of pedestrian crashes that resulted in serious or fatal injuries as Focus Corridors.[11]

Twenty-eight (28) segments of roadway totaling approximately 75 miles are identified here as Focus Corridors. Roadway characteristics associated with these corridors were also identified. These are intended to be used in conjunction with other factors for selecting future road safety audits and pedestrian infrastructure improvements.

While this analysis identifies 28 focus corridors, there are also a number of other roads that have a clear and continuing pattern of pedestrian incidents. MPOs and local governments can commission studies to determine their most challenging corridors.

Methodology

Factors for inclusion in the Focus Corridor list were:

- A minimum of 3 incidents resulting in a serious or fatal pedestrian injury
- An average of at least 1 incident per half mile
- An intensity scoring was used to provide 1 point to serious injuries and 3 points to fatalities

This methodology does not include non-injury or minor injury crashes in the analysis. Interstate highways, where proven pedestrian safety countermeasures are inappropriate, are also not included as Focus Corridors.

11 Regional Corridors grouped by GDOT district can be found in the appendix.

Table 6. Focus Corridors 2011–2015

Routes Name	Route #	County	# Serious Injuries	# Of Fatalities	Corridor Length (Miles)	From	To	Speed Limit	Daily Traffic Volumes	Transit?	GDOT District	GDOT Road Safety Audit Conducted	Average distance between marked crossings, In Feet
Old National Highway	GA 279	Fulton	12	10	5.36	Roosevelt Highway	Jonesboro Rd.	35-45	28,700	Y	7	2013	4,042
Tara Blvd.	US 19, GA 3	Clayton	17	8	4.84	Flint River Rd.	I-75	40-55	59,000–69,000	Y	7	2014	2,839
Buford Highway	GA 13	Fulton/ DeKalb	9	7	4.48	I-85	Bragg St.	45	26,000	Y	7	2013	1,478
South Cobb	GA 280	Cobb	4	6	3.79	Pinehill Dr.	Appleton Dr.	45	23,000–37,000	Y	7	Updated in 2017	2,501
Windy Hill Rd.	NA	Cobb	4	6	3.69	Wakita Dr.	Westminster Sq. at Windy Hill	40	26,000–33,000	Y	7	NA	1,392
Norcross-Tucker Rd.	NA	Gwinnett	3	6	0.47	Old Norcross Tucker Rd.	Kelton Woods Dr.	40	24,000	Y	1	NA	1,241
Abercorn St.	GA 204	Chatham	6	4	3.96	Largo Dr.	Johnston St.	45	29,000–52,000	Y	5	2016	1,697
Thornton Rd.	GA 6	Douglas	9	3	1.84	Markham Rd.	Blairs Bridge Rd.	45	45,000–73,000	Y	7	NA	1,943
Memorial Dr.	GA 154	DeKalb	6	4	3.38	Line St.	Ladonna Dr.	45	23,000–27,000	Y	7	NA	1,189
Gray Highway	US 129, US 41	Bibb	5	4	1.5	Clinton St.	Woodlawn Dr.	35–55	23,700–47,600	Y	3	2016	2,640
Shorter Ave.	GA 204	Floyd	4	4	3.17	East Dr.	Sherwood Rd.	40	24,000–30,000	Y	6	NA	1,364
Old Dixie Rd.	US 19	Clayton	3	4	0.83	Hilltop Dr.	Tara Blvd.	40–55	14,700–20,200	Y	7	NA	1,095
Mableton Pkwy.	GA 139	Cobb	2	4	1.51	Pine Valley Rd.	S Gordon Rd.	45	21,000–27,000	Y	7	NA	1,993
Lee St./ Whitehall St.	US 29	Fulton	2	4	1.3	Ralph David Abernathy	Avon Rd.	30–55	9,000–22,000	Y	7	2015	858
Joseph Boone	NA	Fulton	5	3	1.62	Paines Ave.	Richardson Rd.	35	4,700–5,400	Y	7	NA	713
Ogeechee	US 17, GA 25	Chatham	4	3	2.28	Gamble Rd.	Tower Dr.	35–55	22,200–26,800	Y	5	2016	6,019
Covington Hwy.	US 278	DeKalb	4	3	2.26	Panola Rd.	Phillips Rd.	45	26,800	Y	7	NA	2,983

Routes Name	Route #	County	# Serious Injuries	# Of Fatalities	Corridor Length (Miles)	From	To	Speed Limit	Daily Traffic Volumes	Transit?	GDOT District	GDOT Road Safety Audit Conducted	Average distance between marked crossings, In Feet
S. Marietta Pkwy	GA 120	Cobb	1	4	0.71	S Fairground St.	Rose Dr.	35–55	27,500	Y	7	NA	1,249
Ga-85	GA 85	Clayton	9	1	3.47	Lee St.	Walmart Super Center	45	44,000	Y	7	NA	1,832
Metropolitan Parkway	US 19, GA3	Fulton	3	3	2.38	Deckner Ave.	Old Jonesboro Rd.	35	12,800–16,100	Y	7	2017	1,142
MLK Jr Drive	GA 139	Fulton	3	3	1.24	Boulder Park Dr.	Adamsville Dr.	35	22,200	Y	7	2014	727
Washington Rd.	GA 28	Richmond	0	4	0.63	Charlestowne Way	Sherwood Dr.	45	35,000	Y	2	NA	1,663
Donald Lee Hollowell	US 278	Fulton	8	1	3.75	Oliver St.	Peek Rd.	35	20,000	Y	7	2017	1,980
Joe Frank Harris Parkway	US 411, US 41, GA 20	Bartow	5	2	3.09	Mac Johnson	Market Place Blvd.	55	44,900	N	6	NA	2,719
Deans Bridge Rd.	US 1, GA 4	Richmond	5	2	3.37	Dover St.	Mt Olive Memorial Gardens	45	23,000–34,000	N	2	NA	2,965
Martin Luther King Jr. Parkway	US 19, US 41, GA 92, GA 3	Spaulding	5	2	1.97	Ellis Rd.	Manley Dr.	45	34,800	N	3	NA	2600
Ralph David Abernathy	GA 139	Fulton	2	3	0.93	Whitehall St.	Atwood St.	30	13,000–15,000	Y	7	2014	701
Wesley Chapel	NA	DeKalb	5	2	2.11	Kelley Chapel Rd.	Newgate Dr.	45	14,000–31,000	Y	7	NA	1,592

This list reflects the routes with the highest numbers and concentrations of serious pedestrian injuries and fatalities from 2011–2015. GDOT has completed a Road Safety Audit on many of these corridors since 2011.

Many other streets exhibit the same characteristics as these roads and are likely to exhibit the same challenges and conditions that lead to pedestrian crashes.

Focus Corridor Characteristics

The Focus Corridor segments exhibit a clear and continuing pattern of pedestrian fatalities. They also share similar characteristics, including:

4 to 8 travel lanes, plus turn lanes or slip lanes

Higher numbers of travel lanes contribute to higher speeds, more conflict points with pedestrians, and wider crossing distances. Each factor contributes to higher crash rates and more severe crash outcomes.

Lack of a raised or separated median

A median can play an important role in helping pedestrians cross the street, especially at locations that are not controlled by traffic signals. Crossing at such locations is legal in many cases,[12] although it may be unsafe. Raised or otherwise separated medians can provide a refuge area for people walking. They allow people to navigate one direction of traffic at a time. They also reduce the amount pedestrian sight distance required.

Infrequent opportunities and distance to safe pedestrian crossing

Along Focus Corridors, the average distance between marked or signalized crossing opportunities is over 2,000 ft. Focus Corridors with the most frequent crossings have them every 700 ft. Focus Corridors with the greatest distance between crossings span over a mile (5,280 ft.) between them.

Mix of high density residential or commercial uses on both sides of the road

A dense mix of land uses enables and encourages people to walk to destinations. In areas with a greater proportion of zero car households and/or high transit use, the need to walk to access destinations is more pronounced.

Transit routes

Nearly all (22 of 25) of the Focus Corridors are also transit routes. Most transit trips begin and end with walking trips, which makes safe pedestrian access to transit especially important. In 2010, research on the proximity of pedestrian crashes to transit stops in the Atlanta region showed that nearly half of all pedestrian crashes were within 300 ft. of a stop and over 20% were within 100 ft. of a stop. The data does not confirm that the crashes involved a transit user. It does, however, indicate that many areas near transit stops need pedestrian safety improvements.

12 See Laws & Enforcement section

Active State Policies, Programs, and Information on Pedestrian Safety

This section of the PSAP details the current state of pedestrian policies, programs, and information statewide. This information is meant to be used as a baseline assessment and a starting point for future actions.

Data on Pedestrians

Data on pedestrians helps enable us to understand the demand for walking, challenges associated with walking, and safety conditions for people who walk. Data exists for many issues related to pedestrians, yet Georgia lacks a central location for such data. Further, data gaps limit the ability of transportation and public health professionals and others to gain a deep understanding of safety risks to pedestrians, make better decisions about outreach, education, programs, and infrastructure, and evaluate the effectiveness of implemented safety improvements. Better data would:

- Help planners understand levels and locations of demand for pedestrian infrastructure
- Determine levels for funding needed for pedestrian infrastructure and programs
- Determine feasibility for using the existing right of way for pedestrian infrastructure
- Enable communities to measure the benefits and cost effectiveness of pedestrian projects and programs

Identified data gaps include:

1. Exposure Rates (Pedestrian Counts)

The number of people walking on a road is called the exposure rate. As with car traffic counts, pedestrian exposure rates show where there is a demand for walking and infrastructure. It also helps to understand risks at different locations and promotes better decision making for infrastructure investments.

GDOT's statewide counting program measures the number of cars traveling on state roads.[13] GDOT does not currently have a similar program or requirement for counting pedestrians in a systemic manner. The number of pedestrians using a roadway is typically not counted unless pedestrian safety is specifically part of a project. Exposure rates that do exist are not housed in a centrally accessible location. Many local agencies and organizations have developed programs for pedestrian counts in their jurisdiction.[14] These studies are useful for projects within specific areas, but are not easily comparable and do not cover a diverse enough cross section of street types to be useful at the state level.

13 http://geocounts.com/GDOT/

14 http://www.midtownatl.com/_files/docs/intersection-counts_weekday.pdf

Creating a robust statewide program for pedestrian counts would enable GDOT and others to better understand where and how much people are walking. From a safety standpoint, pedestrian count data helps to assess crash data in relation to pedestrian exposure. It also helps in prioritizing where pedestrian safety treatments are most needed. Until a routine counting system can be established, transit ridership data can serve as a proxy for pedestrian exposure along transit routes. These numbers can help also prioritize investments that increase safe pedestrian access to transit.

2. Enforcement Statistics: Traffic operations, warnings, citations, and convictions

Law enforcement agencies play an important role in raising awareness about safety issues, influencing behaviors and cultural norms, and reinforcing educational programs.

More comprehensive data would enable us to assess the efficacy of certain law enforcement actions. It would also allow us to better develop training and resources for law enforcement departments.

3. Cost of pedestrian injuries and fatalities, including medical costs and lost productivity

Transportation professionals, elected officials and others often use data on traffic congestion and costs of lost productivity to justify the need for infrastructure and investment. Data that measure the costs of pedestrian delay, injuries, and loss of life is rarely cited. Increased knowledge and awareness of such costs would help direct resources and investment to pedestrian infrastructure and other pedestrian safety solutions.

4. Driver and Pedestrian Distraction

Increased use of smart phones and other electronic devices has resulted in more distracted driving and walking. Data on the prevalence and role of distraction in pedestrian crashes and fatalities is inconclusive at this time. Better data on the extent of smartphone use on our roads can assist in developing effective policy and technology solutions.

5. Existing Pedestrian Infrastructure on State Routes:

Georgia lacks comprehensive data of pedestrian infrastructure. It also lacks an ongoing process for inventorying pedestrian infrastructure. Currently, data on pedestrian infrastructure on the state route system is updated only through individual transportation projects.

Increased data on existing infrastructure would support planning for and estimating costs needed for improving safety on the statewide infrastructure network. Needed data types include:

On state owned roads in urban areas (excluding interstates)

- Total number of miles and mapped locations of:
  - sidewalks
  - lighted sidewalks
- Total number and mapped locations of:
  - enhanced or signalized crossing treatments
  - lighted pedestrian crossings
  - ADA Ramps
  - Pedestrian Hybrid Beacons
  - Rectangular Rapid Flash Beacons
  - Pedestrian Refuge Islands
  - School Zones

Transportation and Land Use Planning

State, regional, and local planners have unique processes, timelines, and scopes for their transportation plans. Each needs to integrate the needs of people walking into these processes, including comprehensive transportation plans. Standalone pedestrian or pedestrian-bicycle infrastructure plans are especially valuable, as they create opportunities to build consensus and determine principles, priorities and action steps.

National Resources

In 2014, the U.S. Department of Transportation Office of Planning in the Federal Highway Administration published the Statewide Pedestrian and Bicycle Planning Handbook.[15] This handbook is available online and guides states on developing standalone bicycle and pedestrian plans. FHWA released "How to Develop a Pedestrian Safety Action Plan" in 2017 to provide guidance to state and local agencies on pedestrian planning issues.[16]

The 2004 AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities includes a section on "Planning for Pedestrians" and details the characteristics of pedestrians, pedestrian planning strategies, site development, and neighborhood traffic management.

Walk Friendly Communities

Walk Friendly Communities is a nationwide recognition program that encourages communities to commit to supporting safer walking environments and improved mobility, access, and comfort for pedestrians. At the heart of the program is a comprehensive assessment tool that evaluates walkability and pedestrian safety related to engineering, education, encouragement, enforcement, evaluation, and planning. The tool helps evaluate on the ground conditions for walking and provide unique feedback and ideas for improving walkability. The Atlanta Regional Commission has used this program to assist communities in developing more walk friendly policies and places.

Georgia Statewide Planning and Resources

The Georgia Department of Transportation's ***Guidebook for Pedestrian Planning***[17] offers guidance to local and regional agencies in Georgia on how to plan for pedestrian infrastructure. The guidebook was published in 2003 and is currently being updated as of late 2017.

15 FHWA Statewide Pedestrian and Bicycle Planning Handbook https://www.fhwa.dot.gov/planning/processes/pedestrian_bicycle/publications/pedestrian_bicycle_handbook/

16 https://safety.fhwa.dot.gov/ped_bike/ped_focus/

17 http://www.dot.ga.gov/DriveSmart/Travel/Documents/ga_ped_guide.pdf

Chapter 9 of the GDOT Design Policy Manual defines the Georgia Complete Streets Policy, including planning and design applications, is defined in Chapter 9 of the GDOT Design Policy Manual.[18] GDOT currently does not have a standalone pedestrian infrastructure plan.

GDOT's Office of Planning develops and updates the ***Statewide Strategic Transportation Plan (SSTP) and Statewide Transportation Plan (SWTP)***.[19] The combined SSTP/SWTP is a long range plan that provides a comprehensive look at transportation issues facing Georgia currently and through 2040. The plan cites the need to address the rising states of pedestrian crashes in the state with enhanced design and construction efforts. It states, however, that "due to the scale and trip length for most pedestrians and cyclists, needs for non-motorized transportation are generally identified and sponsored at the regional and/or local level." The plan recommends allocating 2% of transportation funding to pedestrian and bicycle projects.

GDOT's Office of Planning also develops the ***Statewide Transportation Improvement Program (STIP)***,[20] Georgia's four-year, fiscally constrained, transportation and capital improvements program. The STIP lists federally-funded transportation projects that are located outside Metropolitan Planning Organization (MPO) boundaries. Each MPO develops its own Transportation Improvement Program (TIP).

The STIP includes pedestrian safety projects funded by Highway Safety Improvement Program(HSIP) dollars or the Surface Transportation Block Grant (STBG) – Transportation Alternatives Set Aside (formerly known as the Transportation Alternatives Program—TAP). In contrast to an interchange or road widening project, it is challenging to get stand-alone pedestrian projects into the STIP outside of a specifically dedicated funding program like HSIP or TAP. This is because pedestrian projects typically have a much lower cost and much more localized benefit in comparison to more "traditional" transportation projects.

Regional Commissions and Metropolitan Planning Organizations

Georgia has 12 ***Regional Commissions*** (RCs), which provide planning and development assistance to counties throughout the state. Services include implementing the Georgia Planning Act of 1989, administering the Area Agency on Aging, and administering the Workforce Investment Act. Each RC provides pedestrian planning support to local jurisdictions. Support ranges from a limited, as-needed, basis to creating master pedestrian

18 http://www.dot.ga.gov/PartnerSmart/DesignManuals/DesignPolicy/GDOT-DPM.pdf

19 GDOT SSTP/SWTP http://www.dot.ga.gov/InvestSmart/Documents/SSTP/SWTP-SSTP%20Reports/SWTPSSTP%20FINAL%20REPORT-00.pdf

20 GDOT STIP http://www.dot.ga.gov/BuildSmart/Programs/Documents/STIP/2015-2018/Final/STIPFY15-18.pdf

plans for their regions. The RCs help local jurisdictions plan for infrastructure and assist local governments in applying for grants, but do not fund the design or construction of transportation infrastructure.

Georgia also has 16 ***Metropolitan Planning Organizations*** (MPOs), which are composed of local jurisdictions in urbanized area with combined populations of at least 50,000. MPOs are federally-mandated and federally-funded organizations that make transportation policy, receive and prioritize use of federal transportation dollars, and allocate funds to local projects. Each MPO has both a long-range regional transportation plan (RTP) and a short-term fiscally-constrained Transportation Improvement Plan (TIP). Many MPOs in Georgia integrate pedestrian needs into both their RTP and TIP. Several have stand-alone pedestrian and bicycle plans. In some organizations, MPO, RC, and/or county government staff overlap.

Local Jurisdiction Planning

The Georgia Planning Act requires cities and counties to maintain comprehensive plans that help shape future growth. Transportation needs are included as part of plans with broad scopes. Local jurisdictions, including counties and cities also plan transportation investments and land use, often with standalone transportation and land use plans. Many business improvement districts and neighborhood organizations work with government agencies to develop local transportation plans.

Engineering

Complete Streets Policies

The Georgia Department of Transportation adopted a Complete Streets policy in September 2012. Complete Streets policies support the planning, design, and construction of streets and roadways that serve all transportation modes and people of all ages and abilities. The Georgia Complete Streets Policy, including planning and design application, is defined in Chapter 9 of the GDOT Design Policy Manual.[21]

The following counties, communities and Metropolitan Planning Organizations (MPOs) have also adopted a Complete Streets policy, resolution, plan, or ordinance: Athens-Clark, Cobb, DeKalb, Douglas, and Rockdale counties; Gainesville-Hall, Savannah and Valdosta-Lowndes MPOs; and the cities of Americus, Brunswick, Carrollton, Clarkson, Columbus, Decatur, Dunwoody, Gainesville, Macon, Milledgeville, Norcross, Roswell, Savannah, Suwanee, and Woodstock.

Road Safety Audits (RSA)

A Road Safety Audit (RSA) is a formal safety performance examination of a specific road by a multidisciplinary team. Teams consists of a range of stakeholders, including technical experts and community leaders. RSAs identify potential road safety issues and identifies opportunities for improvements in safety for all road users. Local or regional agencies can request an RSA through GDOT. RSAs should be selected and implemented in coordination with regional and local governments. The Focus Corridor list in this document should also guide priorities at the state and regional level.

Beginning in 2012, GDOT aimed to conduct two RSAs per GDOT district each year. These consider pedestrian safety when appropriate. GDOT also aims to conduct at least two additional RSAs as resources permit. GDOT uses crash history and other data to prioritize projects.

21 http://www.dot.ga.gov/PartnerSmart/DesignManuals/DesignPolicy/GDOT-DPM.pdf

From 2012–2017, GDOT completed RSAs on the following roads:

District	Corridor	Year
7	SR 154 FROM SR 42 TO SR 155 - ROAD SAFETY AUDIT	2012
6	US 76 Bypass @ Piney Ridge Rd.	2012
4	US 19/SR 3 @ CR 39/Nelms Rd.	2012
5	I-516/SR 21 FM CS 1074/MONTGOMERY ST TO CR 975/VETERANS PKWY	2013
7	CS 3096 & CS 6382 (Cleveland Ave.) FROM SR 14 TO CS 1334/OLD HAPEVILLE ROAD	2013
7	SR 5 at SR 166	2013
6	US27/ SR1/ Rome Boulevard at SR 48/ Commerce Street	2013
7	SR 279 FM FLAT SHOALS RD TO I-85/I-285 - ROAD SAFETY AUDIT	2013
7	SR 6/Camp Creek Parkway from I-85 to Fulotn Pkwy (11.5 miles) - RSA #2	2013
5	SR 27/US 341 from M.P. 9.13 to M.P. 10.93 (SR 4) - RSA #3	2014
4	SR 376 at Loch Laurel - RSA #4	2014
1	US 129/SR 15/Prince Ave. from Pulaski St. to Oglethorp Ave./Satula Ave.	2014
7	SR 3/Tara Blvd	2014
7	SR 139/MLK JR FM SR 280 TO CS 2744/BOLTON ROAD - ROAD SAFETY AUDIT	2014
7	SR 154/SR 139/SR 14/Lee Street	2015
3	JR Allen Pkwy	2015
2	Milledgeville	2015
1	SR 15/US-23/US-441 from Stove Mill to Ramey	2015
5	SR 204/Abercorn St.	2015
6	SR 6 from Old harris Road to S. Main St.	2015
7	SR 8/US 78/Ponce Ave from SR 42/Moreland Ave to SR 155/Clairmont	2015
6	SR 6/SR 120/US 278/Jimmy Campbell Parkway	2015
1	SR 15 ALT/JEFFERSON RD, ATHENS-CLARKE	2016
2	SR 17 @ SR 17BYP/WIRE RD, MCDUFFIE	2016
2	SR 57 AT FALL LINE FREEWAY, WILKINSON	2016
3	SR 22/US 80 (Eisenhower Pkwy) Road Safety Audit	2016
3	US 23/SR 80/SR 19/Emory Hwy, MACON-BIBB	2016
4	SR 520/US 82/SR 7, TIFTON	2016
4	SR 7/VALDOSTA RD AT VAL-DEL RD, LOWNDES	2016
5	OGEECHEE RD, CHATHAM	2016
6	SR 108 AT UPPER BETHANY RD, PICKENS	2016
7	US 23/SR 42/Moreland Avenue @ E Confederate Avenue and Skyhaven Road	2016
7	SR 42/Briarcliff from Ponce to North Druid Hills	2016
7	I-75/I-85 Connector at Edgewood Ave	2016
1	SR 378/Beaver Ruin Road	2016
5	SR 17 at Marlow Rd/Sandhill Rd	2016
1	SR 369 from SR 53 to SR 53 Conn (Gainsville)	2017
2	Peach Orchard Road from Windsor Spring Road to Denmark Street	2017
2	Bobby Jones Expressway from Scott Nixon Ramps to Columbia Road (SR 232)	2017
3	SR 42/83 (N. Lee Street) in Monroe County (City of Forsyth)	2017
3	SR 34 in Coweta County Limits: Holtz Pkwy to Posey Road	2017
4	US 41/SR 7, Tifton	2017
4	SR 122 @ SR 125	2017
5	SR 196 From Veterans Parkway to Live Oak Church Road	2017
6	I-20 EB @ US 27/SR1	2017
6	SR 52 @ SR 3 (Whitfield County)	2017
7	SR 3/Metropolitan Pkwy from Dogwood Road to Whitehall	2017
7	SR 120 from Garrison Commons to Casteel Rd (2.1 miles)	2017
7	SR 279/ OLD NATIONAL HWY	2017
7	SR 280/ SOUTH COBB DR	2017
1	SR 17A (Big A Rd) from SR 184 (E Tugalo St) to Fernside Dr. - Stephens County	2017
1	SR 17 from Forest Street to SR 72 - Elbert County	2017
2	SR 28/Washington Rd. from SR 28/Furys Ferry to Old Berkman: 2.1 miles (Augusta, GA)	2017
2	SR 383/Jimmy Dyess from Wheeler Rd. to Wrightsboro Rd: 1.0 mile (Columbia County)	2017
3	SR 247 (Pio Nono Avenue) from SR 22 (Eisenhower Pkwy) to Dora Street	2017
3	SR 74 (Mercer University Drive) from Oglesby Place to SR 247 (Pio Nono Avenue)	2017
4	SR 93/N Broad Street @ SR 111 (Grady County from Syrupmaker Drive to 3rd Avenue)	2017
4	SR 112/E Washington Ave @ Hudson Ave/Gorday Dr	2017
5	SR 73 @ Fair Rd. (Statesboro)	2017
5	SR 30 @ Midland Rd, SR 30 @ Kolic Helmey Rd - Effingham & SR 30 @ Milledgeville Rd - Chatham Co.	2017
6	SR 3 @ Zena Dr & Collins Dr. (corridor) - Bartow Co.	2017
6	SR 1 (Floyd Co.)	2017
7	SR 10/College Ave from SR 155/Chandler Rd to East Lake Transit Station	2017
7	Donald Hollowway	2017
7	SR 5 Austell Rd. from Bankhead Hwy to South Cobb Dr. (7 miles)	2013-2017

Education

Education is important in creating a safe transportation system. People who design and construct transportation facilities, as well as elected officials, enforcement officers and people who walk, use assistive devices, ride bicycles or drive all have a responsibility to understand pedestrian safety needs and solutions. Existing educational pedestrian safety resources include:

National Trainings

At the national level, there are several resources for educational resources and training. America Walks is a nation-wide pedestrian advocacy organization. They host advocacy resources on their website and hold a biennial National Walking Summit. The Association of Pedestrian and Bicycle Professionals (APBP) offers technical training and resources for transportation professionals, including a monthly webinar and a biennial Professional Development Seminar.

Georgia Department of Transportation Marketing

GDOT launched the "See & Be Seen" campaign in 2016.[22] This campaign includes facts about when and where pedestrian fatalities occur, as well as downloadable flyer with tips for drivers and pedestrians. GDOT also launched a "Drive Alert / Arrive Alive" campaign targeting distracted driving. Evaluation data regarding impact of these campaigns is currently unavailable.

GDOT Regional Trainings

GDOT currently provides annual trainings to each of its 7 districts, including trainings on pedestrian safety. In collaboration with PEDS, regional trainings will be provided semi-annually to each district starting in 2017.

PEDS

PEDS is a pedestrian safety advocacy organization that partners with others to make communities in Georgia safe and inviting places to walk. PEDS educates transportation, public health professionals, elected officials, enforcement officers, community advocates and others about creating walkable communities and improving pedestrian safety. It also provides regional training workshops and programs that promote increased investment in safe sidewalks and crossing treatments.

22 http://www.dot.ga.gov/DS/SafetyOperation/SBS

Georgia Walks Summit

PEDS partners with GDOT and others to provide an annual Georgia Walks Summit. [23] Launched in 2016, the summit educates and inspires a diverse audience of transportation, law enforcement, education and public health professionals, community activists and others about pedestrian safety needs and solutions. GDOT has committed financial support for the summit through 2018.

Georgia Safe Routes to School Resource Center

Safe Routes to School is a nationwide program focusing on enabling and encouraging children to walk or ride their bicycles to school safely. The Georgia Safe Routes to School (SRTS) program is administered by GDOT which funds infrastructure spending as well as the Georgia SRTS Resource Center. The Georgia SRTS resource center budget averages $500,000 annually. The resource center is funded from June 2017–June 2020 through a contract with AECOM. Five regional outreach coordinators staff the resource center. They assist schools across Georgia with School Road Safety Audits, and projects such as: education, encouragement, enforcement, evaluation, and planning. The SRTS website hosts information for developing a SRTS program, safety tips and tools, and links to safety education resources.[24]

Georgia Governor's Office of Highway Safety (GOHS)

The Georgia Governor's Office of Highway Safety is tasked with creating and disseminating educational information about safe use of Georgia's roads. Its marketing campaign schedule is aligned with the National Highway Traffic Safety Administration's communications calendar.[25]

The GOHS website provides educational information.[26] The current GOHS pedestrian safety provides web page provides links to:

- Georgia Code laws addressing pedestrians
- Pedestrian Safety Tips
- PEDS website
- Safe Routes to School website
- GOHS Safety Store

The GOHS safety store allows agencies to order safety brochures and other educational materials. The GOHS Safety Store currently lacks flyers or other material on pedestrian safety.

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23 Georgiawalks.org

24 http://saferoutesga.org/

25 https://www.trafficsafetymarketing.gov/sites/tsm.nhtsa.dot.gov/files/nhtsa-2017-commscalendar.pdf

26 http://www.gahighwaysafety.org/campaigns/pedestrian-safety/pedestrian-safety/

Driver's Education Curriculum

New drivers are required to complete a driver's education course and complete a set number of supervised driving hours. Pedestrian safety is a topic addressed in the provided curriculum. Updates to the Georgia Driver's Manual require regular review to ensure content related to pedestrian safety is complete and accurate. Georgia does not require people to complete tests as part of the license renewal process.

Safe Kids Georgia

Safe Kids Georgia focuses on reducing preventable injuries to children. It implements programs on many issues affecting children, including pedestrian safety. Safe Kids teaches safe behavior to motorists, child pedestrians and parents. It partners with schools, families, the media, and community organizations to spread pedestrian safety messages and conduct research on child pedestrian safety issues. It makes presentations at conferences and participates Safe Routes to School, Walk Georgia, and other programs.

Public Health Districts

Public Health Districts provide education on public health issues at local and regional levels. At least three public health districts currently provide information or campaigns targeting pedestrian safety. These include: Cobb/Douglas, Fulton, and DeKalb counties.

Schedule for Pedestrian Safety Trainings in Georgia

Table 8. Existing Training Opportunities Addressing Pedestrian Safety Topics

	Biennial	Annual			Ongoing, Monthly		Ad Hoc
	APBP Professional Development Seminar	Georgia Walks Summit	GOHS: SHSP Summit, Highway Safety Summit	GDOT District Trainings	Webinars (APBP, America Walks, etc)	GA Public Safety Training Center	Federal Highway Administration's Resource Center
January					Ongoing	Ongoing	By request
February					Ongoing	Ongoing	By request
March		GW Summit			Ongoing	Ongoing	By request
April			Highway Safety Summit		Ongoing	Ongoing	By request
May				Districts 4, 5, 7	Ongoing	Ongoing	By request
June	National Summit (Next: 2019)		SHSP Summit		Ongoing	Ongoing	By request
July					Ongoing	Ongoing	By request
August					Ongoing	Ongoing	By request
September					Ongoing	Ongoing	By request
October				Districts 1, 2, 3, 6	Ongoing	Ongoing	By request
November					Ongoing	Ongoing	By request
December					Ongoing	Ongoing	By request

Table 9. Opportunities To Expand Reach With New Trainings On Pedestrian Safety						
		Annual			Bi-Annual	Ongoing, Monthly
		Georgia Downtown Conference	Mayors' Day Conference	Georgia Public Health Association - Annual Meeting and Conference	Georgia Planning Association Conference	Georgia Public Safety Training Center
	Audience	P, EO	EO	PHP	P, EO, A	LE
2018						
	January		Mayors' Day Conference			Ongoing
	February					Ongoing
	March					Ongoing
	April			Statewide	Statewide	Ongoing
	May					Ongoing
	June					Ongoing
	July					Ongoing
	August	Statewide				Ongoing
	September				Statewide	Ongoing
	October					Ongoing
	November					Ongoing
	December					Ongoing
2019						
	January		Mayors' Day Conference			Ongoing
	February					Ongoing
	March					Ongoing
	April			Statewide	Statewide	Ongoing
	May					Ongoing
	June					Ongoing
	July					Ongoing
	August	Statewide				Ongoing
	September				Statewide	Ongoing
	October					Ongoing
	November					Ongoing
	December					Ongoing

Laws and Enforcement

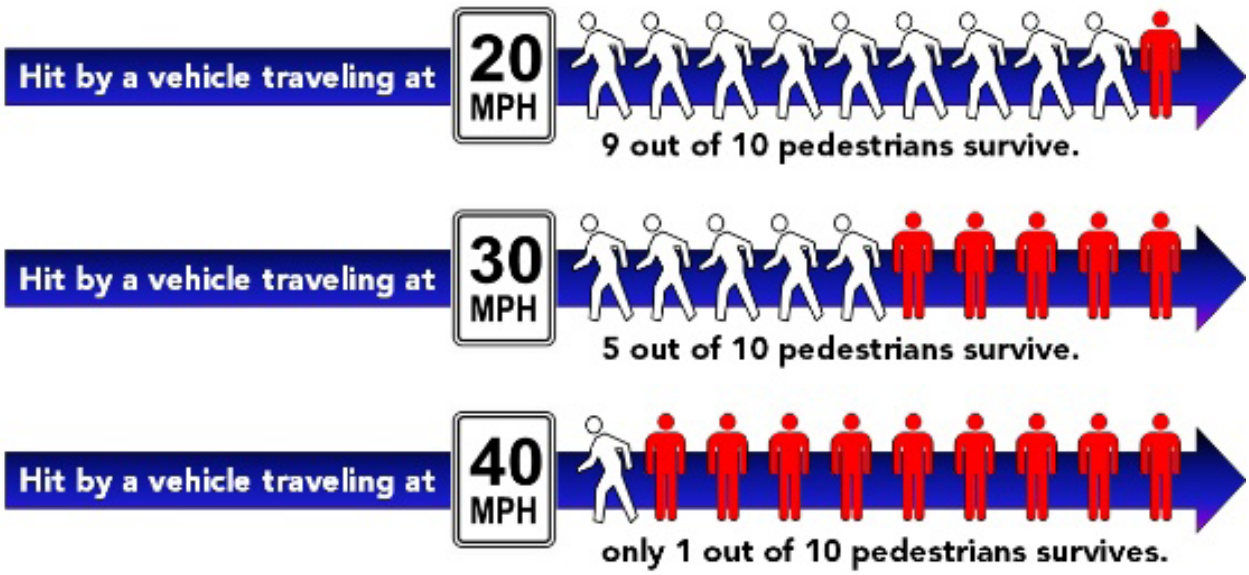
The 2016 Georgia Code includes motor vehicle and traffic laws and is available online.[27] The 2016 Drivers Manual, which is published by the Georgia Department of Drivers Services, describes laws related to pedestrians.[28]

There is no central location for information about enforcement operations statewide. At this time, little is known about the extent of enforcement of laws that would protect pedestrians.

What is known is that safe behavior is critical to improving pedestrian safety. The top behaviors negatively affecting pedestrian safety include speeding, failing to stop for pedestrians, and texting while driving.

Speeding

Much of the threat to pedestrians comes from drivers' speed. The faster a motorist drives, the more likely he or she is to be in a crash, and the more likely injuries to a person on foot will be serious or fatal.



27 http://law.justia.com/codes/georgia/2016

Speed Detection Devices (GA Code § 40-14-2)

The National Transportation Safety Board (NTSB) states that "Automated speed enforcement is an effective countermeasure to reduce speeding-related crashes, fatalities, and injuries. The lack of state-level automated speed enforcement (ASE) enabling legislation, and restrictions on the use of ASE in states where legislation exists, have led to underuse of this effective speeding countermeasure."

The Georgia code prohibits the use of unmarked police cars when issuing tickets. It also requires officers using electronic devices to be visible from at least 500 ft. With just a few exceptions, it also prohibits local enforcement officers from using electronic devices to ticket speeders unless violators are exceeding the speed limit by at least 11 mph.

The Georgia Code does not allow use of automated speed enforcement. The NTSB recommends that states not allowing ASE should "amend current laws to authorize state and local agencies to use automated speed enforcement." Allowing such automated devices would increase compliance with the law and would help ensure uniform law enforcement.

The FHWA states that when used appropriately, automated enforcement can be a valuable tool for speed enforcement.[29] The Governors Highway Safety Association also supports automated speed enforcement devices: "Advanced technologies, such as Lidar and speed cameras, have proven to be effective tools in ensuring compliance with speed limits and other traffic laws. GHSA supports the use of automated enforcement in efforts to enforce speeding and urges states to enact legislation allowing the use of these technologies by the law enforcement community."[30]

Distraction

Forms of distraction include talking on mobile phones, texting, eating, interacting with other passengers, drowsiness, and others. Data on the extent of distracted driving in Georgia is limited. Some broad statistics on distraction enforcement have been cited by news sources:

Citations – Texting while driving

Georgia prohibits texting while driving and bars anyone under 18 from using mobile phones or other wireless devices while driving, § 40-6-241.2. From 2010–2014, enforcement officers in Georgia issued more than 7,100 citations for violating these two laws.[31]

29 https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa1304/resources2/27%20-%20Automated%20Enforcement%20for%20Speeding%20and%20Red%20Light%20Running.pdf

30 http://www.ghsa.org/issues/speed-and-red-light-cameras

31 http://www.myajc.com/news/local/georgia-motor-vehicle-deaths-jump-third-two-years/JUpDheU8eFb3GJlrobSn4I/

Convictions – Texting while driving

Between Aug 1, 2010 and Sept 1, 2013, jurisdictions in Georgia issued 3,062 tickets for texting while driving. Nearly 60% of the tickets were issued in Gwinnett County. [32]

- Clayton County– 43
- Cobb County – 219
- DeKalb County – 29
- Fulton County – 100
- Gwinnett County – 1,822
- Other counties not cited individually

Texting. The Georgia Code prohibits driving while using a device to text, email, or use the internet. § 40-6-241.2 (2016). Anyone under 18 is prohibited from using a wireless device while driving.

Some say that proving that a person was texting while driving can be challenging. A law enforcement officer may suspect texting or internet use, but lack evidence to support a citation. Officers in Gwinnett County have issued thousands of citations, and providing training on how to replicate their methods would help officers in other jurisdictions enforce these laws. Media coverage of enforcement operations would increase their impact, as many people do not realize the scope of phone use that is considered texting. Strategies to make enforcement of texting while driving easier include:

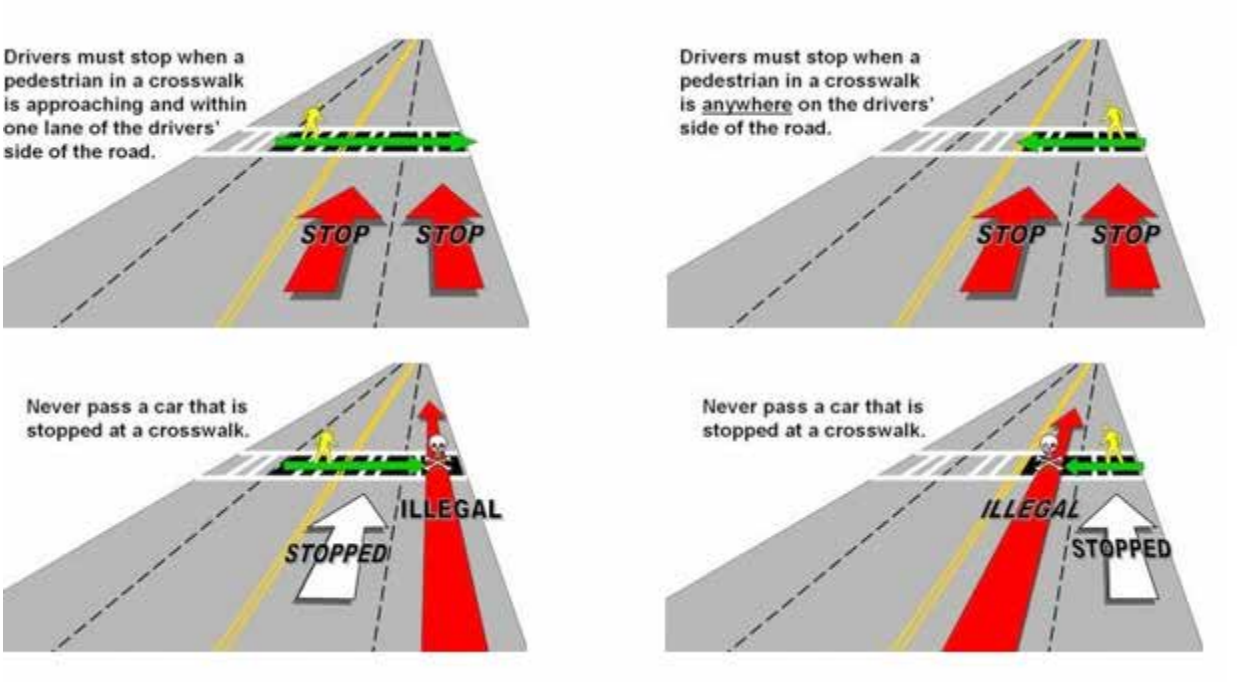
- Laws banning use of handheld devices while driving
- Technology that automatically shuts down mobile devices while driving

Failure to Yield

Right of Way in Crosswalks (GA Code §40-6-91)

The Georgia Code requires drivers to stop and stay stopped while pedestrians are in a crosswalk on their side of the road or if they're approaching and within one lane of the driver's side of the road. "Half of the roadway" means all traffic lanes carrying traffic in one direction of travel. Drivers who are turning must also stop and stay stopped when a pedestrian is in a crosswalk on the half of the road or approaching the half of the road onto which the driver is turning. Drivers who are approaching another vehicle from the rear may not pass the vehicle that is stopped at any marked crosswalk or at any unmarked crosswalk at an intersection.

32 http://www.myajc.com/news/texting-while-driving-convictions-the-rise/NzcCuFSQzVJnTVNVQM2YwO/



Traffic-Control Signal Monitoring Devices (GA Code § 40-14-20) (Red light running)
Crashes caused by drivers who run red lights often result in severe or fatal injuries. Enforcing red light laws by officer pursuit is difficult and dangerous. The Georgia Highway Safety Association supports the use of automated enforcement in efforts to enforce red light running and urges states to enact legislation allowing the use of these technologies by the law enforcement community.[33]

The Georgia Code authorizes use of red light cameras, but caps fines at $75. The maximum fine has not been increased since passage of the law in 2001. The low fines – together with the reality that photo-enforcement leads to reduced violations, means that the cost of implementing red light camera programs typically exceeds the revenue produced by fines. This has prompted many cities to remove red light cameras. Jurisdictions seeking to use photo-enforcement to reduce red light running long-term should identify funding sources other than fines.

Enforcing Pedestrian Behavior

Safe pedestrian behavior is important. Crossing the street within 50 feet of intersections, for example, increases the risk of being struck by drivers who are turning. Risk also increases when people walk in the road with their back to traffic. Over half of pedestrian fatalities occur when the person is trying to cross the street. Georgia's crosswalk law is complicated, and increased training is needed to help avoid issuing tickets to people who are actually crossing legally.

33 http://www.ghsa.org/issues/speed-and-red-light-cameras

Crossing a Roadway Other Than in a Crosswalk (GA Code §40-6-92)
Some people refer to crossing outside of crosswalks as "jaywalking." However, "jaywalking" does not appear in the Georgia code, and the behavior is actually legal in most locations. The Georgia Code only prohibits pedestrians from crossing outside of crosswalks at locations where the adjacent intersections on both sides are controlled by traffic signals.

Outside of urban business districts, most intersections are not controlled by traffic signals. As long as at least one of the adjacent intersections is not signalized, pedestrians can cross the roadway legally wherever they want, as long as they yield the right of way to vehicles. Crossing outside of crosswalks at many of these locations is often unsafe, but it isn't illegal.

Most pedestrian fatalities occur away from intersections or crosswalks. This leads many agencies to use messaging and enforcement operations to encourage pedestrians to cross at crosswalks. Yet in many locations where pedestrian crashes occur, the nearest crosswalk is over a half-mile away. Increasing the frequency of safe and legal crossing opportunities would increase compliance and improve safety more than messaging in these situations.

Automated Vehicles

The potential impacts from vehicle automation in some form are quickly approaching. Automation will have many impacts on transportation. As new technologies are introduced, it will be important for agencies to stay involved in the decision making processes surrounding the impacts on pedestrians. There will be choices for engineering and enforcement of streets. Ensuring that pedestrians are not negatively affected is critical.

Funding allocated to pedestrian safety

Georgia invests a share of Highway Safety Improvement Program (HSIP) funds, Surface Transportation Block Grants (STBG) [formerly known as Surface Transportation Program funds], Section 402 and 405h grants, capital improvement programs, intersection maintenance and upgrade projects, as well as other federal, state and local funding sources in pedestrian safety improvements.

The PSAP analysis identifies funding allocated to stand alone pedestrian safety projects. This review does not reflect other resources used to pay for pedestrian infrastructure as part of road resurfacing, redesign or other larger transportation projects. Three funding sources were analyzed: Highway Safety Improvement Program (HSIP) funds, Section 402 funds, and Surface Transportation Block Grants (STBG).

402 Funds

The National Highway Traffic Safety Administration (NHTSA) administers the Section 402 State Highway Safety Program at the national level. It passes Section 402 funding to the Georgia Governor's Office of Highway Safety (GOHS), which uses a grant program to allocate the funds annually to Georgia communities. These funds must be used for highway safety education and enforcement programs that address a broad range of issues, including improving pedestrian safety:[34]

From 2011–2015, funding spent on pedestrian-specific projects ranged between 0.95% and 2.65% of the total 402 budget administered by GOHS. The share of all 402 funds allocated to pedestrian safety declined significantly during the five-year period.

Pedestrians accounted for an average of 14% of all traffic fatalities during the 5-year period, which suggests that a larger share of 402 funding should be allocated to pedestrian safety projects.

Low funding levels is largely due to the lack of applications for 402 funds for pedestrian programs in recent years. GOHS distributes grant information annually to eligible recipients. Without a stronger application response, grant awards for pedestrian education and enforcement will likely remain low. A new approach to soliciting applications may be necessary.

34 https://safety.fhwa.dot.gov/legislationandpolicy/policy/section402/

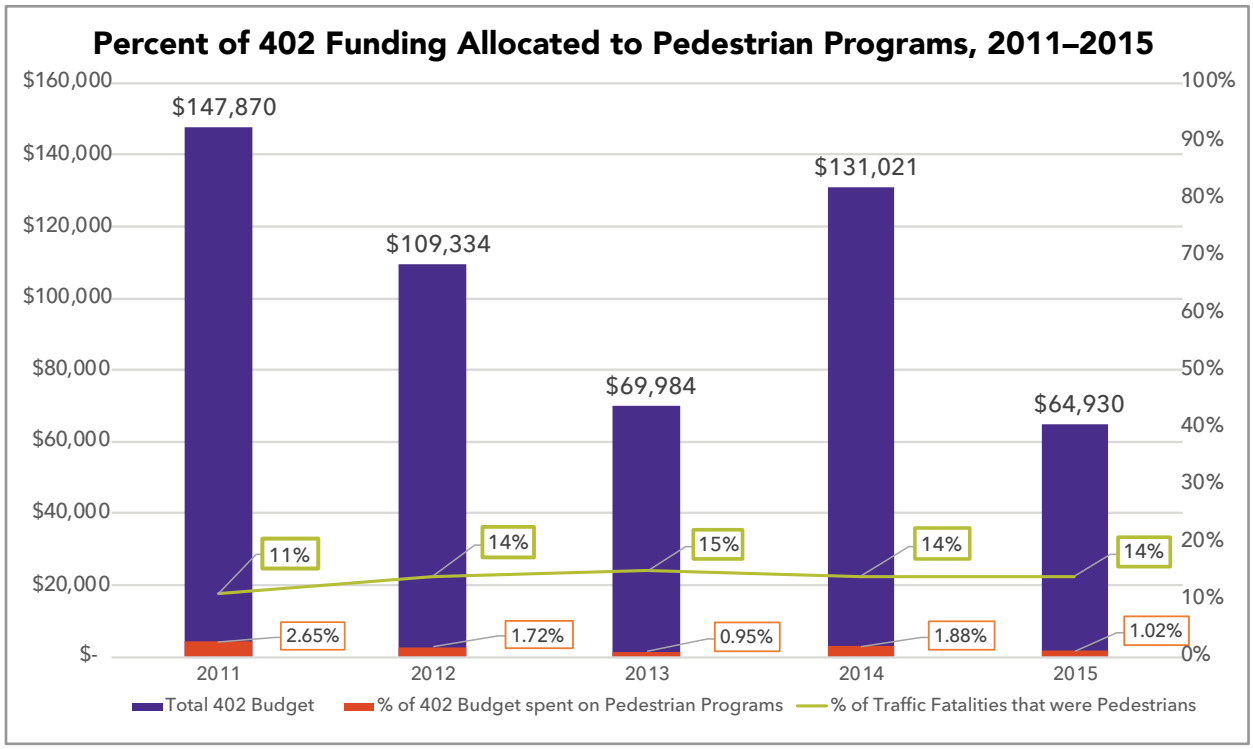


Figure 27. Percent of 402 Funding Allocated to Pedestrian Programs, 2011–2015

From 2011–2015, GOHS used 402 funds to grants to 9 pedestrian safety programs. All programs that received grants are located in Focus Counties identified by the PSAP.

Table 11. 402 Funds allocated to Pedestrian Education and Enforcement Programs, 2011-2015		
2011	"Pedestrian Advocates of the Coastal Empire (PACE)" – The Chatham County Health Department developed Safe Routes to School for walking or biking children in areas identified as High Risk Zones. Established PACE (Pedestrian Advocates of the Coastal Empire) as a multi-faceted pedestrian safety committee in collaboration with community agencies and citizens promoting pedestrian and bicycle safety.	$147,869.90*
	"Pedestrians Educating Drivers on Safety (PEDS)" – Focused on raising awareness for pedestrian safety issues in the metro Atlanta area by advocating for the need for investment in pedestrian facilities, improved street design, and the modification of driver behavior. During FFY 2011, PEDS included a radio campaign, crosswalk crackdowns and pedestrian-friendly design training for engineers.	
	"Atlanta Bike Campaign Share the Road Awareness" –The Atlanta Bike Campaign provided PI&E on bicycle traffic safety. Target populations included both motorists and bicyclists in the Atlanta metropolitan area, where the need to "Share the Road" was emphasized.	
2012	"No Kidding! Pay Attention in a School Zone" – A program in Athens, GA dedicated to reducing the number of vehicles speeding in school zones, endangering child pedestrians and others.	$109,334.26*
	PEDS, focused on raising awareness for pedestrian safety issues in the metro Atlanta area by advocating for the need for investment in pedestrian facilities, improved street design, and the modification of driver behavior. Included a radio campaign, crosswalk crackdowns and pedestrian-friendly design training for engineers.	
	"Atlanta Bicycle Coalition Share the Road Awareness" –Provided PI&E on bicycle traffic safety. Target populations included both motorists and bicyclists in the Atlanta metropolitan area, where the need to "Share the Road" was emphasized.	
2013	PEDS program consisted of professional traffic safety entities which worked together with GOHS to continue to improve the state's pedestrian thoroughfares.	$69,984.28
2014	PEDS program consisted of professional traffic safety entities which worked together with GOHS to continue to improve the state's pedestrian thoroughfares.	$131,020.66*
	DeKalb County Safe Communities: the DeKalb County Board of Health was able to disseminate over 62,000 pieces of educational literature regarding child passenger safety and pedestrian safety to the citizens of DeKalb County.	
	Walk to School Day: DeKalb County Board of Health was an integral part of International Walk to School Day and Georgia Walk to School Day during FY2014. Other partners include the Brookhaven City Council, Georgia Safe Routes to School, Brookhaven City Police Department, DeKalb County Sheriff's Office, the Latin American Association and many others.	
2015	PEDS program consisted of professional traffic safety entities which worked together with GOHS to continue to improve the state's pedestrian thoroughfares.	$64,930.00

**Several pedestrian safety grantees used portions of their grants for bicycle-related education and enforcement or child safety seat education, so the actual funding dedicated pedestrian safety is likely lower than the numbers shown in Table 11 (above) and the percentages shown in Figure 27 (below).*

Highway Safety Improvement Program (HSIP)

Georgia uses federal Highway Safety Improvement Program (HSIP) funds to implement engineering solutions that reduce crash incidents and address common crash types. GDOT is responsible for allocating HSIP funds to projects statewide. The Georgia HSIP program identifies and reviews specific traffic safety issues in Georgia. It also identifies and audits locations with potential for improvement. The Focus Corridors identified by the PSAP align with goals and purpose of HSIP funds.

HSIP Funding Amounts

GDOT aims to invest 10% of HSIP dollars to pedestrian projects. From 2011–2015, the Georgia Department of Transportation allocated HSIP funds to 317 projects. Of these, 38 were designated improvements for pedestrian safety. From 2011–2015, the Georgia Department of Transportation allocated $17,200,000 of HSIP funds to pedestrian safety improvement projects. This represents 6.4% of the HSIP funds over those 5 years.

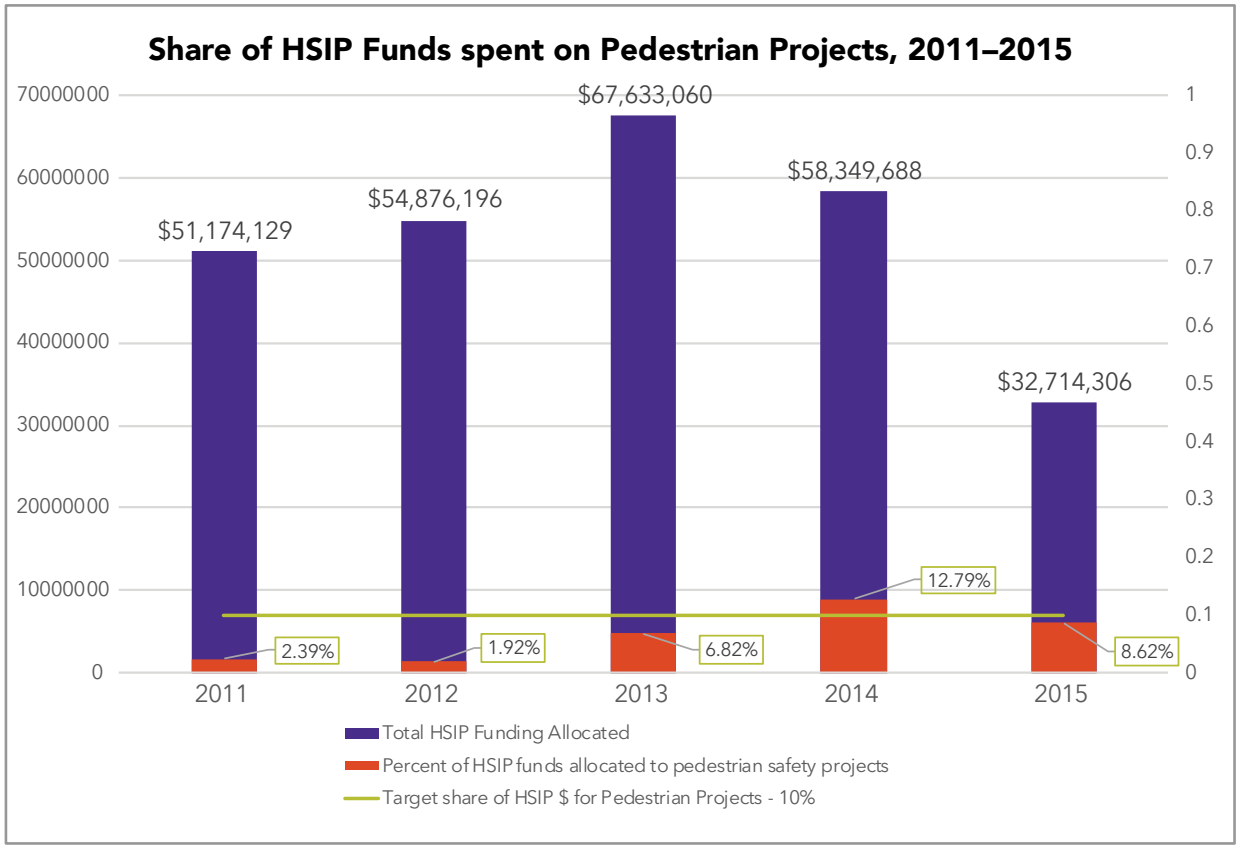


Figure 25. Share of HSIP Funds spent on Pedestrian Projects, 2011–2015

HSIP Fund Targeting

FOCUS COUNTY TARGETS

From 2011–2015, over 60% of pedestrian crash and fatality incidents occurred in Focus Counties identified by PSAP. During the same time period, 42% ($7,600,000) of HSIP funds that were used for pedestrian improvement projects were spent in Focus Counties.

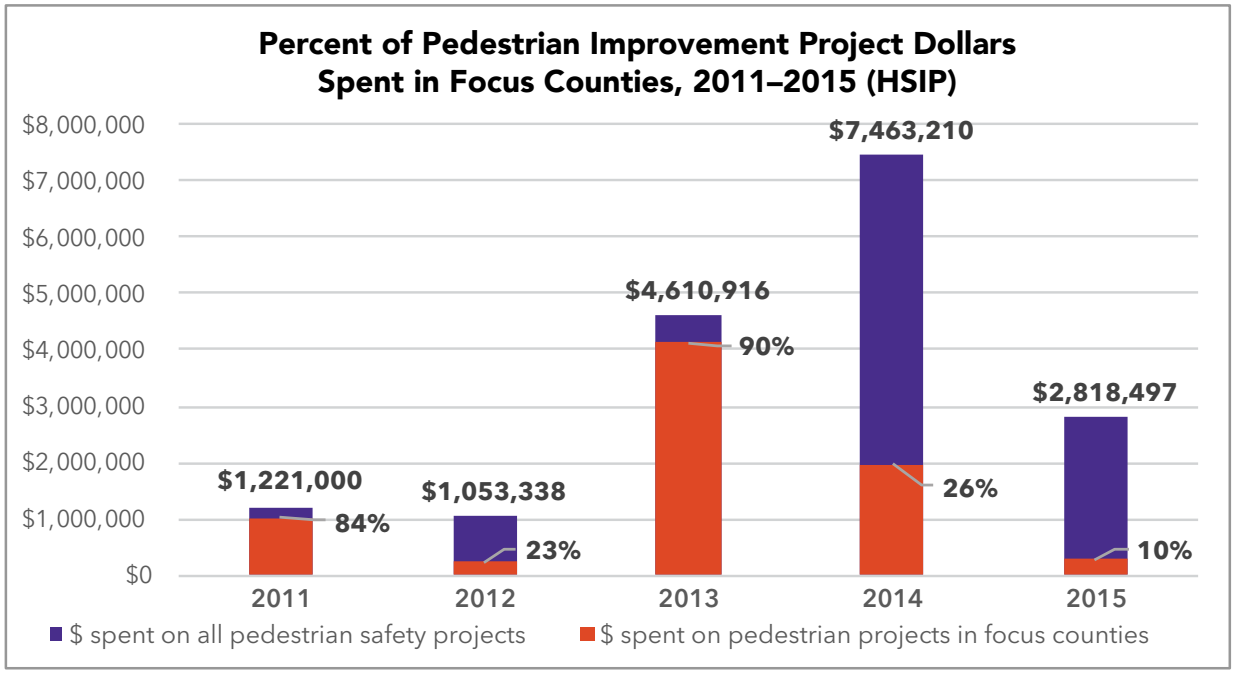


Figure 26. Percent of Pedestrian Improvement Project Dollars spent in Focus Counties, 2011–2015 (HSIP)

Infrastructure Type Targets

Safe crossing treatments such as crosswalks, Pedestrian Hybrid Beacons, Rectangular Rapid Flash Beacons, lighting, and median islands received over 57% of funding for pedestrian improvements. ADA improvements accounted for over 36% of pedestrian projects funded by HSIP. This includes elements such as curb ramps, audible signals, and detectable rumble strips. Less than 6% of the funds were spent on new sidewalks.

Table 10. Infrastructure constructed for all pedestrian improvements using HSIP funds, 2011–2015

Infrastructure Type	Funds Spent	% of Funds Spent	Approximate # of locations receiving treatment
Crossing Treatments	$9,876,416.82	57.5%	56
Crosswalks			25
Pedestrian Hybrid Beacon			4
Rectangular Rapid Flash Beacon			16
Pedestrian Signals			7
Lighting			4
ADA	$6,321,206.68	36.8%	15
Sidewalks	$969,338.40	5.6%	10 (approximately 6.8 miles)

OTHER STATE TRANSPORTATION FUNDS

GDOT also administers state-funded projects. These projects are relieved of many of the federal funding requirements. Funding allocation is also more flexible than federally-funded projects.

Multimodal Safety and Access Grant

GDOT developed the Multimodal Safety and Access Grant to enable jurisdictions to close small gaps in the walking and biking networks on state routes. GDOT issued an initial call for projects in 2017. GDOT received sixty-five proposals, predominantly for sidewalk gap projects in local communities. GDOT selected twenty-eight projects for fiscal years 2017 and 2018. Investments totaled $6 million in investments. The state provides 70% of the funds, with a 30% local match.

Partnering with Local Jurisdictions

With the exception of limited access highways, GDOT policy requires sidewalks to be included in all road projects in urbanized areas. GDOT sometimes partners with local jurisdictions provide lighting and sidewalks. Contracts between state agencies and local jurisdictions typically require local jurisdictions to pay for electricity and sidewalk maintenance. Many jurisdictions are unable or unwilling to cover lighting or maintenance costs, which prevents them from pursuing this opportunity.

Metropolitan Planning Organization and Regional Commission Funds

The analysis of funds in this section represents stand-alone pedestrian projects that received funds at the MPO and RC levels from 2011–2015. Other transportation projects across the state have included pedestrian infrastructure during this time period. Because cost data for pedestrian infrastructure is difficult to distinguish in larger projects, only stand-alone pedestrian projects were analyzed. The funds analyzed here are typically not available in equal proportions each year. Further, project schedules, which are outside of the control of MPOs, can create large differences in funding allocation percentages from year to year. Therefore, it is highly unlikely that MPOs will allocate equal levels of money to pedestrian projects each year.

Surface Transportation Block Grant– Urban (STBG – Urban)

The Surface Transportation Block Grant (STBG) Program is a federal-aid transportation program administered by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The STBG – Urban program (formerly known as STP – Urban) provides funds to state, regional and local agencies for transportation improvement projects.

MPOs allocate STBG – Urban funds to many regional transportation projects. Only MPOs in urbanized areas with 200,000+ people are eligible to allocate STBG – Urban funds. This includes MPOs for the following Georgia regions: Atlanta, Augusta, Columbus, Savannah, and Chattanooga (MPO area covers parts of Georgia). Eligible project types include recreational trails, pedestrian and bicycle projects, and Safe Routes to School, as well as other projects and programs.

From 2011–2015, the Atlanta Regional Commission (ARC) and Savannah's Coastal Region Metropolitan Planning Organization (CORE MPO) authorized STBG – Urban funds to pedestrian-specific projects. Data on authorized funding was pulled from published Transportation Improvement Program (TIP) documents listing authorized funds for the 2011–2015 timeframe. ARC authorized 15–75% of its STBG – Urban funds to pedestrian projects each year. Savannah authorized 0–55% of its STBG - Urban funds for pedestrian projects.

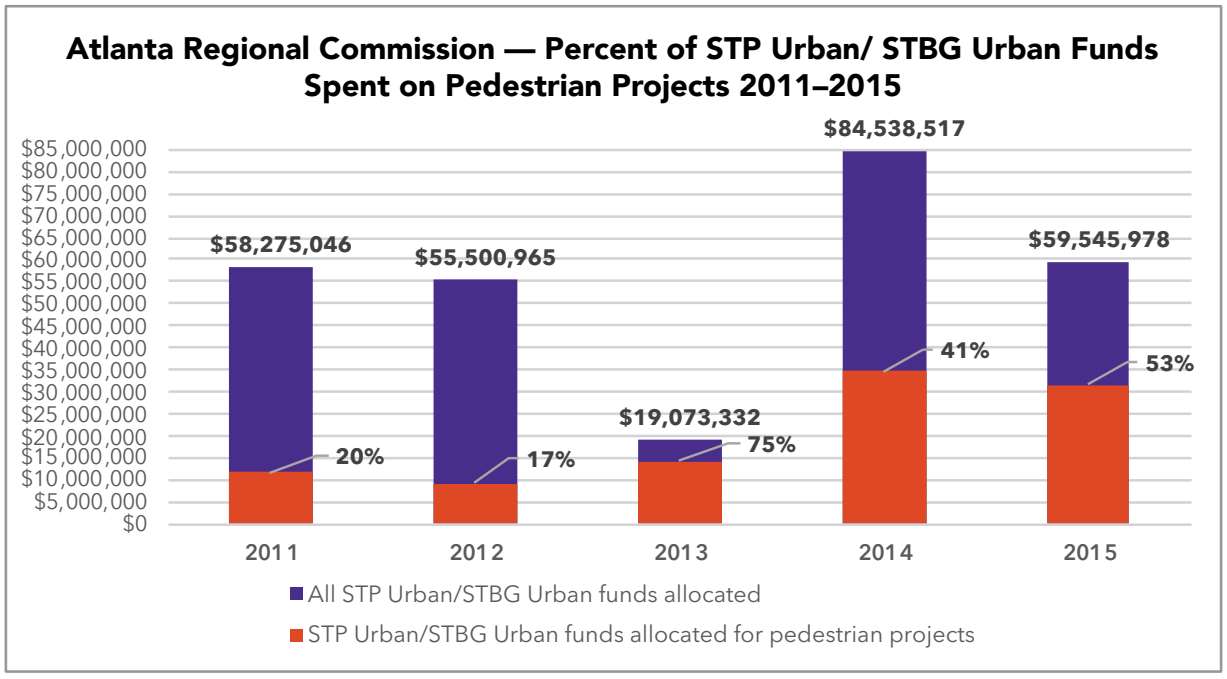


Figure 28. Atlanta Regional Commission - Percent of STBG Urban Funds Authorized for Pedestrian Projects 2011-2015

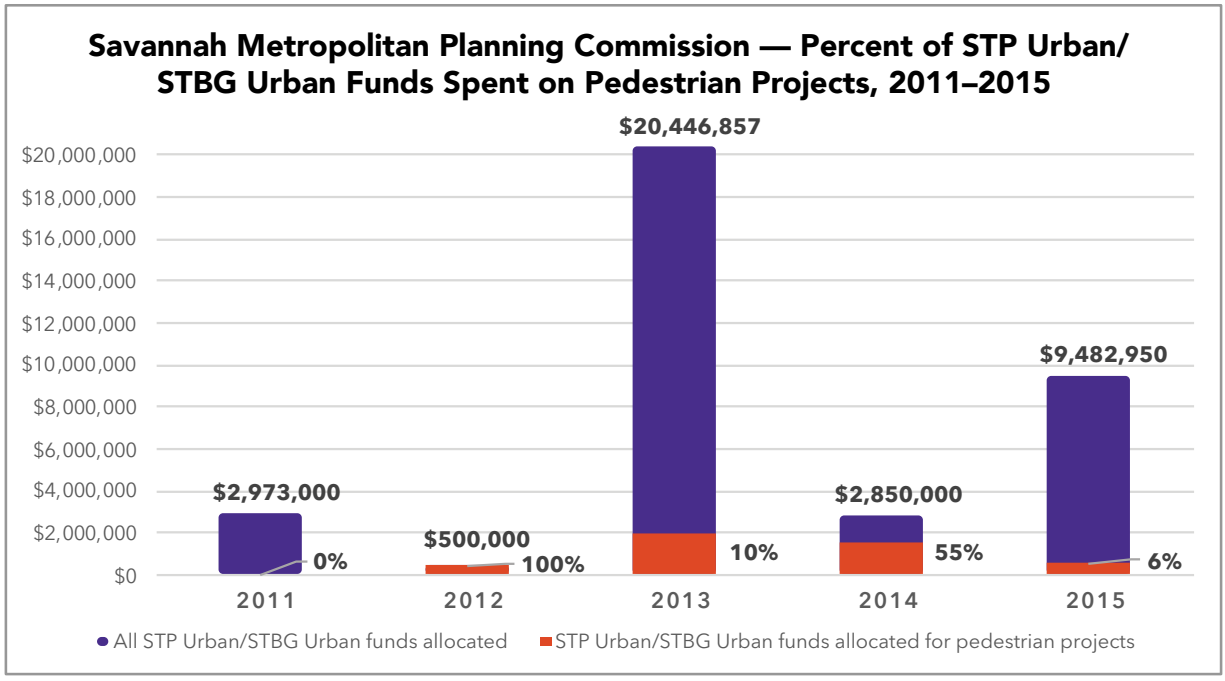


Figure 29. Savannah CORE MPO- Percent of STBG - Urban Funds Authorized for Pedestrian Projects, 2011–2015

Surface Transportation Block Grant (STBG) – Transportation Alternatives Set Aside (formerly known as the Transportation Alternatives Program or TAP)

The STBG Transportation Alternatives Set Aside "authorizes funding for programs and projects defined as transportation alternatives," including:

- Community improvement such as historic preservation and vegetation management
- Environmental mitigation related to storm water and habitat connectivity
- Projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways
- Infrastructure projects for improving non-driver access to public transportation and enhanced mobility
- Recreational trail projects
- Safe routes to school projects
- On- and off-road pedestrian and bicycle facilities

The 2015 FAST Act renamed the program as a set-aside of funds under the Surface Transportation Block Grant Program; the program is still colloquially known as TAP.

MPOs administer half of TAP funds allocated to states. GDOT administers the other half. The FAST Act allows GDOT to assign the statewide portion of TAP funds to alternative projects such as the ones defined above or to "flex" them into general funding programs. In the past, it has been challenging for pedestrian projects to receive funding from programs such as TAP that can be "flexed" in this way.

From 2011–2015, four MPOs allocated Surface Transportation Block Grant – Transportation Alternatives Set Aside funds to pedestrian projects. These funds are intended to support a variety of small-scale transportation projects such as pedestrian and bicycle infrastructure, recreational trails, safe routes to school, historic preservation, vegetation management, and environmental mitigation.

Table 12. STBG – Transportation Alternatives Set Aside Funds used for pedestrian projects, 2011-2015

		2011	2012	2013	2014	2015
Atlanta Regional Commission	$ Amount of TAP funds allocated	–	–	–	$14,573,396	$5,725,000
	% allocated to pedestrian projects	–	–	–	92%	100%
Savannah	$ Amount of TAP funds allocated	–	–	–	–	$175,453
	% allocated to pedestrian projects	–	–	–	–	44%
Columbus	$ Amount of TAP funds allocated	–	–	–	–	$2,209,000
	% allocated to pedestrian projects	–	–	–	–	0%
Augusta	$ Amount of TAP funds allocated	–	–	–	–	$1,724,450
	% allocated to pedestrian projects	–	–	–	–	100%
Chattanooga	$ Amount of TAP funds allocated	–	–	–	–	$0
	% allocated to pedestrian projects	–	–	–	–	0%

Local funds

Small and mid-size regional commissions and local governments report that Special-Local-Option-Sales-Tax (SPLOST) other local dollars fund most pedestrian projects. Local jurisdictions also install pedestrian infrastructure as part of larger transportation projects. For example, when a transportation agency reconstructs a road or intersection, it may also install or upgrade pedestrian infrastructure.

Performance Report Card

The Performance Report Card will track annual progress towards the goals of the PSAP. It will track outputs, such as completed action items. It will also track outcomes, including the number of pedestrian fatalities. The Performance Report Card will be published annually and shared statewide. Data will be collected for crash related outcomes, non-crash related outcomes, and outputs for each action item listed in the PSAP.

Crash Related Outcomes	2015	2016	2017	2018	2019	2020	2021	2022	Data Source
Annual Pedestrian Crashes	4085	4174	4229						GEARS
Annual Pedestrian Injuries	3238	3316	3387						GEARS
Annual Pedestrian Fatalities	206	236	258						FARS/GEARS
% fatalities in relation to overall traffic deaths	14%	15%	16.8%						FARS
Non-Crash Related Outcomes	2015	2016	2017	2018	2019	2020	2021	2022	Data Source
Percent of people who walk at least once a week	–	87.6%	–	–	–	–	–		Behaviors and Attitudes Survey
Percent of people who walk for daily needs, such as commuting, errands	–	39.6%	–	–	–	–	–		Behaviors and Attitudes Survey
Percent of people who support increased funding	–	90.0%	–	–	–	–	–		Behaviors and Attitudes Survey
# of Georgia cities designated as Walk Friendly Communities	2	2	2						Walk Friendly Cities
# of School Partners participating in Safe Routes to School	–	–	427						GA SRTS Resource Center
# of Schools with Adopted Travel Plans	–	–	27						GA SRTS Resource Center
# of Communities/ Organizations with adopted Complete Street Policies	22	23	24						Smart Growth America website
Percent of Georgia residents walking to work	1.6%	1.6%							American Community Survey
Percent of Georgia residents taking public transit to work	2.1%	2.1%							American Community Survey

Action Item Outputs	Baseline	2018	2019	2020	2021	2022
DATA						
Strategy 1: Collect, map, and publish data on pedestrian safety, the walking environment, pedestrian crashes, and safety risks						
Action 1.1: Continue to update pedestrian statewide crash data and maps annually in GEARS.	Y	Y/N	Y/N	Y/N	Y/N	Y/N
Action 1.2: Metropolitan Planning Organizations and Regional Commissions will map and analyze regional pedestrian crash and fatality data annually and publish data and analysis online.	x/15 MPOs; x/12 RCs	x/15 MPOs; x/12 RCs	x/15 MPOs; x/12 RCs	x/15 MPOs; x/12 RCs	x/15 MPOs; x/12 RCs	x/15 MPOs; x/12 RCs
Action 1.3: Use 5-year crash, injury, and fatality data and other data to determine focus locations. Focus locations will provide guidance for where to direct pedestrian safety resources including funding, education, and technical assistance.	Done	Updated List	Updated List	Updated List	Updated List	Updated List
Action 1.4: Prioritize and fill identified data gaps and publish findings.	0/5	x/5	x/5	x/5	x/5	x/5
Action 1.5: Research best practices, establish a statistically valid methodology, and initiate a pilot program to count pedestrian traffic in urbanized areas. Implement the program statewide.	N	Y/N	Y/N	Y/N	Y/N	Y/N
Action 1.6: Analyze progress on Georgia Pedestrian Safety Action Plan, complete performance report card update report, distribute statewide.		Y/N	Y/N	Y/N	Y/N	Y/N
TRANSPORTATION PLANNING AND POLICY						
Strategy 2: Incorporate pedestrian safety strategies, treatments and performance measures into state transportation plans, policies, and design guides.						
Action 2.1: Incorporate improved pedestrian safety content into Complete Streets Guidelines.	N	Y/N	Y/N			
Action 2.2: Incorporate improved pedestrian safety content into the Georgia Streetscapes and Pedestrian Design Guide.	N	Y/N	Y/N			
Action 2.3: Incorporate improved pedestrian safety content into the Georgia Manual on Regulations for Driveway and Encroachment Control	N	Y/N	Y/N			

Action 2.4: Engage with committees and organizations that address autonomous vehicle planning and implementation in Georgia.	None	Updates	Updates	Updates	Updates	Updates
Action 2.5: Establish collection of pedestrian counts a required part of traffic studies and transportation projects on corridors where people walk.	N	Y/N	Y/N			

Strategy 3: Incorporate pedestrian safety strategies and performance measures into regional and local plans						
Action 3.1: Assess MPO transportation plans for incorporation of pedestrian safety. Reach out to MPOs to offer assistance to those that wish to improve their pedestrian safety planning efforts.	N	Y/N	Y/N			
Action 3.2: Regional commissions and Metropolitan Planning Organizations will create and begin implementing assistance programs that help cities apply for and achieve Walk Friendly Community status.	N	Y/N	Y/N	Y/N		
Action 3.3: Work with local communities to integrate pedestrian considerations and plans into local planning documents.		Y/N	Y/N	Y/N	Y/N	Y/N
Action 3.4: Public transportation agencies will integrate pedestrian safety into their safety plans.		Y/N	Y/N	Y/N	Y/N	Y/N

Action Item Outputs	**Baseline**	**2018**	**2019**	**2020**	**2021**	**2022**
TRANSPORTATION INFRASTRUCTURE PROJECTS						
Strategy 4: Assess new construction and maintenance projects on state routes for opportunities to incorporate pedestrian safety elements early in the process.						
Action 4.1: Assess state and federally-funded transportation projects to incorporate pedestrian infrastructure improvements early in the planning stage.		Y/N	Y/N	Y/N	Y/N	Y/N
Action 4.2: Assess all GDOT new road and road reconstruction projects to ensure installation of safe pedestrian crossing treatments on all applicable projects.		Y/N	Y/N	Y/N	Y/N	Y/N

Action 4.3: Continue to incorporate pedestrian safety improvements into maintenance projects on corridors and corridor types with identified safety concerns for pedestrians ("twinning").		Y/N	Y/N	Y/N	Y/N	Y/N
Strategy 5: Use crash data and annual road safety audits to identify state roads with ongoing pedestrian issues. Collaborate with regional and local governments to prioritize implementation of safety improvements on those roads.						
Action 5.1: Conduct at least two Road Safety Audits per year. Use Focus Corridors identified in the PSAP and collaboration with regional and local governments to help determine priorities.	x/ per year	x/2	x/2	x/2	x/2	x/2
Action 5.2: Conduct two additional Road Safety Audits per year as resources allow. Prioritize Focus Counties, Cities, Corridors, Corridor types, and input from regional and local governments when selecting routes for the Road Safety Audits.	x/ per year	x/2	x/2	x/2	x/2	x/2
Action 5.3: Conduct at least two one-mile Bus Stop Corridor Audits per year. Corridors will be selected using Focus Designations and bus ridership data as priorities.		x/2	x/2	x/2	x/2	x/2
Action 5.4: Implement project recommendations listed in completed Road Safety Audits and Bus Stop Corridor Audits within listed timeframes.		Y/N	Y/N	Y/N	Y/N	Y/N
Strategy 6: Proactively identify and mitigate systemic pedestrian safety hazards on Georgia routes.						
Action 6.1: Finalize draft report: Identifying, Assessing, and Improving Uncontrolled Intersections for Pedestrian Access. Incorporate recommendations into the GDOT Pedestrian and Streetscape Guide.	N	Y/N				
Action 6.2: Ensure installation of ADA-compliant infrastructure on all GDOT road projects		Y/N	Y/N	Y/N	Y/N	Y/N

EDUCATION, ENFORCEMENT AND OUTREACH						
Strategy 7: Create and distribute educational material to promote pedestrian safety.						
Action Item Outputs	Baseline	2018	2019	2020	2021	2022
Action 7.1: Administer Georgia Pedestrian Safety Attitudes and Behaviors Survey to general public and transportation practitioners. Analyze results to determine target audiences, messages, and training needs for pedestrian safety.						Y/N
Action 7.2: Distribute 20,000 GDOT "See & Be Seen" handouts and 20,000 GDOT safety wrist bands. Distribute at least half in Focus Counties or Focus Cities.	N	Y/N				

Action 7.3: Enlist the expertise of a marketing/public relations agency to develop, pilot, and evaluate a data-driven pedestrian safety education campaign.	N	Y/N				
Action 7.4: Distribute handouts and other marketing materials from the pedestrian safety education campaign through television and radio advertisements, social media, state conferences, partnerships with enforcement officers, and other means.		Y/N	Y/N	Y/N	Y/N	Y/N
Actions 7.5: Develop a pedestrian safety communications plan that includes regular public outreach through the dissemination of topical/seasonal press releases (a minimum of one per month), op-eds, letters to the editor, appearances on public affairs programming, press events, and community-based activities.	N	Y/N				
Action 7.6: Incorporate pedestrian safety into the H.E.A.T. and Thunder Programs.	N	Y/N	Y/N			
Action 7.7: Work with the Georgia Department of Driver Services to ensure pedestrian safety is given increased prominence in Georgia driver education including:						
1. Give pedestrian safety more prominence in the 40-Hour Parent/Teen Driving Guide	N	Y/N	Y/N	Y/N		
2. Determine if pedestrian safety is adequately addressed in driver education curriculum. If not, work with DDS to develop an improved pedestrian safety lesson plan/module.	N	Y/N	Y/N	Y/N		
3. Increase the number of questions related to pedestrian safety on the driver licensing exam	N	Y/N	Y/N	Y/N		
Action 7.8: Continue to support the Georgia Safe Routes to School Resource Center programs and activities.		Updates	Updates	Updates	Updates	Y/N

Action Item Outputs	**Baseline**	**2018**	**2019**	**2020**	**2021**	**2022**
Strategy 8: Provide annual trainings addressing pedestrian safety that target transportation and public health professionals, law enforcement officers, elected officials, and community advocates.						
Action 8.1: Continue providing annual Georgia Walks Summit.		Y/N	Y/N	Y/N	Y/N	Y/N
Action 8.2: Continue to provide ongoing regional trainings for transportation professionals.		Y/N	Y/N	Y/N	Y/N	Y/N
Action 8.3: Develop and present trainings on pedestrian safety topics at statewide conferences listed in Table 9. Opportunities to Expand Reach with New Trainings on Pedestrian Safety.		Y/N	Y/N	Y/N	Y/N	Y/N

Action 8.4: Develop, update, and implement training that helps enforcement officers better understand pedestrian safety challenges and solutions.		Y/N	Y/N			
Action 8.5: Ensure training on pedestrian safety law enforcement is provided at the bi-annual GOHS Highway Safety Summit.		Y/N	Y/N	Y/N	Y/N	Y/N
Action 8.6: Increase the number of practitioners attending pedestrian safety trainings listed in Tables 8 & 9.	X	#	#	#	#	#
Strategy 9: Increase outreach and education on pedestrian safety for state, regional, and local agencies and facilitate collaboration between them.						
Action 9.1: Publish two recurring newsletters.	Partial	Y/N	Y/N	Y/N	Y/N	Y/N
Action 9.2: Update the GOHS website to include statistics about pedestrian safety problems (who, why, where, when), tips for pedestrians and drivers, highly-visual explanation of Georgia laws, and links to educational materials.	N	Y/N	Y/N			
Action 9.3: Expand content in georgiawalks.org website to provide information and tools pertinent to pedestrian safety, as well as dashboards showing pedestrian crash and fatality statistics and a report card of progress on PSAP implementation.	N	Y/N	Y/N			
Action 9.4: Increase the number of law enforcement officers who participate in the Pedestrian Safety Task team.	Current number	x/ 5	x/ 5	x/ 5	x/ 5	x/ 5
Action 9.5: Increase the number of public health districts creating and implementing local programming that promotes pedestrian safety.	Current number	x/ 5	x/ 5	x/ 5	x/ 5	x/ 5
Action 9.6: Review and report on pedestrian safety laws in other states pertaining to automated speed enforcement. Create a strategy to move forward in Georgia.		Updates	Y/N			

FUNDING						
Strategy 10: Allocate target level of HSIP, 402, 405h, regional, and local funds to pedestrian safety projects.						
Action Item Outputs	Baseline	2018	2019	2020	2021	2022
Action 10.1: Actively solicit public sector and non-profit applications for pedestrian safety projects and programs located in Focus Counties, Focus Cities, and communities along Focus Corridors		Updates	Updates	Updates	Updates	Updates
Action 10.2: Allocate 10% of HSIP funding annually to pedestrian safety improvements. Target funding according to focus designations and proven countermeasures.	Current number	X/target %; x/ focus-area; x/safe-crossings	X/target %; x/ focus-area; x/safe-crossings	X/target %; x/ focus-area; x/safe-crossings	X/target %; x/ focus-area; x/safe-crossings	X/target %; x/ focus-area; x/safe-crossings
Action 10.3: Develop a Request for Proposals template for applicants seeking grants to fund pedestrian safety programs. The template will identify proven safety countermeasures and measurable behavioral objectives for drivers and pedestrians that GOHS seeks to fund.	N	Y/N				
Action 10.4: Allocate target level of annual 402 & 405h funds to pedestrian safety education and enforcement programs.	Current number	X/target %	X/target %	X/target %	X/target %	X/target %
Action 10.5: Identify and confirm ongoing funding source for annual Georgia Walks Summit.		Y/N				
Action 10.6 Identify and confirm ongoing funding source for Georgia Safe Routes to School Resource Center		Y/N				
Action 10.7 Allocate a larger share of flexible federal and state funding resources to pedestrian projects when funds become available.		Updates	Updates	Updates	Updates	Updates
Strategy 11: Align fund expenditures on pedestrian safety projects and programs with Focus designations, data on pedestrian crash and fatality factors, and proven countermeasures.						
Action 11.1: Evaluate the annual HSIP, 402, and 405h expenditures against FHWA and NHTSA guidebooks, Focus County, Focus City, and Focus Corridor lists, and other performance measures to determine the efficacy of funding.		Updates	Updates	Updates	Updates	Updates

Appendix

Focus Designations by GDOT Districts

District 1

	Crashes	Injuries	Serious Injuries	Fatalities
% of Statewide Total Pedestrian incidents in District 1	15%	15%	16%	12%

Table 12. District 1 Focus Counties & Statistics, 2011–2015

	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
CLARKE	Yes	11	32	258	279
FORSYTH	Yes	6	15	83	94
GWINNETT	Yes	53	89	1101	1380
HALL	Yes	8	66	190	228
JACKSON	Yes	6	13	53	130
WALTON	Yes	3	31	65	74
BANKS		2	7	12	10
BARROW		3	4	66	105
DAWSON		0	7	22	27
ELBERT		1	10	18	30
FRANKLIN		2	8	19	34
HABERSHAM		0	7	27	41
HART		0	8	18	25
LUMPKIN		1	9	19	23
MADISON		2	12	22	40
OCONEE		3	8	20	22
RABUN		1	5	18	24
STEPHENS		1	11	33	42
TOWNS		0	3	6	9
UNION		0	4	10	17
WHITE		1	1	11	17

Table 13. GDOT DISTRICT 1 FOCUS CITIES			
	Fatalities	Injuries	Crashes
ATHENS	11	240	283
GAINESVILLE	3	68	85
LAWRENCEVILLE	6	61	73
LILBURN	4	53	207
NORCROSS	8	38	44
PEACHTREE CORNERS	3	65	77

Table 14. GDOT District 1 Focus Corridors, 2011–2015

State Routes name	Route Number	County	# Serious Injuries	# of Fatalities	Corridor Length (miles)	From	To	Statewide Focus Corridor?
US 441 S	US 441 S	Banks	2	1	0.35	Hampton Ct	S Of Industrial Park Dr.	No
GA 15	GA 15	Clarke	2	1	1.83	N Bluff Rd	Newton Bridge Rd	No
W Broad St	GA 10	Clarke	3	2	0.41	Camellia Dr.	St Mary's Hospital	No
GA 10, US 78 BR	GA 10, US 78 BR	Clarke	1	2	1.16	Tall Tree Rd	Cleveland D	No
Atlanta Highway	GA 9	Forsyth	1	2	1.07	Peachtree Parkway	Reidi Rd.	No
Lawrenceville Hwy	US 29	Gwinnett	6	4	7.27	Mountain Industrial Blvd	Amberwood Dr.	No
Holcomb Bridge Rd	GA 140	Gwinnett	2	1	0.55	Peachtree Corners Cir	Crooked Creek Rd	No
Jimmy Carter Blvd	GA 140	Gwinnett	2	1	0.1	@ Buford Highway		No
W Pikes St	GA 120	Gwinnett	2	1	1.32	University Pkwy	W Crogan St	No
Buford Highway 2	GA 13	Gwinnett	2	1	0.85	Old Suwanee Rd	Magnolia Club Dr.	No
Stone Mountain Hwy	US 78, GA 10	Gwinnett	1	2	2.18	Glen Club Dr.	Paxton Dr.	No
Atlanta Highway	GA 13	Hall	4	0	2.52	Winder Hwy	1st St	No
Candler Rd	GA 60	Hall	2	1	0.99	W Ridge Rd	Old Candler Rd	No
N/S Broad St	GA 11	Walton	5	0	1.58	W Marable St	Pannell Rd	No
Leon Ave	GA 81	Walton	3	0	2.24	Hightower Trl.	Guthrie Cemetery	No
Loganville Hwy	GA 20	Walton	2	1	0.17	Moon Rd	Windermere Rd	No

District 2

	Crashes	Injuries	Serious Injuries	Fatalities
% of Statewide Total Pedestrian incidents in District 2	7%	7%	9%	11%

Table 15. District 2 Focus Counties & Statistics, 2011–2015

	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
BALDWIN	Yes	6	7	64	87
BURKE	Yes	5	3	16	18
COLUMBIA	Yes	5	9	65	73
EMANUEL	Yes	4	5	12	19
GREENE	Yes	4	11	27	30
LAURENS	Yes	4	14	60	61
MCDUFFIE	Yes	1	15	33	37
MORGAN	Yes	1	13	27	22
NEWTON	Yes	9	21	146	311
RICHMOND	Yes	38	57	354	462
BLECKLEY		0	1	5	5
DODGE		1	3	18	22
GLASCOCK		0	0	0	1
HANCOCK		0	2	3	5
JASPER		1	4	8	6
JEFFERSON		3	4	12	25
JENKINS		2	4	4	6
JOHNSON		0	2	3	3
LINCOLN		1	0	3	5
OGLETHORPE		1	1	7	10
PUTNAM		1	6	21	29
TALIAFERRO		0	2	2	2
TREUTLEN		1	0	0	2
WARREN		1	3	5	9
WASHINGTON		1	7	14	17
WILKES		0	4	7	9
WILKINSON		0	2	3	3

Table 16. GDOT District 2 Focus Cities			
	Fatalities	Injuries	Crashes
AUGUSTA	35	282	392
COVINGTON	3	16	25
DUBLIN	1	29	32
EASTMAN	1	11	18
MADISON	1	13	14
MILLEDGEVILLE	3	36	46
SWAINSBORO	2	9	14
THOMSON	1	15	21

Table 17. GDOT District 2 Focus Corridors								
State Route Name	**Route Number**	**County**	**# Serious Injuries**	**# Of Fatalities**	**Corridor Length (Miles)**	**From**	**To**	**Statewide Focus Corridor?**
Deans Bridge Rd	US 1, GA 4	Richmond	5	2	3.37	Dover St	Mt Olive Memorial Gardens	Yes
Mike Padgett Hwy	GA 56	Richmond	2	1	1.55	Chester Ave	Apple Valley Dr.	No
Peach Orchard Rd	US 25, GA 121	Richmond	3	1	1.62	Windsor Spring Rd	Bungalow Rd	No
Peach Orchard Rd	US 25, GA 121	Richmond	2	1	0.69	Boykin Rd	Byrd Rd	No
South Main St	GA 57	Emanuel	2	2	2.69	Ponderosa Dr.	Meadowlake Parkway	No
Washington Rd	GA 28	Richmond	0	4	0.63	Charlestowne Way	Sherwood Dr.	Yes
Salem Rd	GA 162	Newton	3	0	1.52	Brown Bridge Rd	Galloway Rd	No
Madison Main St	US 129	Morgan	2	1	1.03	Burnett St	Bowman St	No
Gordon Highway	US 1	Richmond	1	2	0.15	Truman Rd	Old Savannah Dr.	No

District 3

	Crashes	Injuries	Serious Injuries	Fatalities
% of Statewide Total Pedestrian incidents in District 3	11%	11%	14%	13%

Table 18. District 3 Focus Counties & Statistics, 2011–2015

	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
BIBB	Yes	27	53	299	378
COWETA	Yes	2	33	79	116
DOOLY	Yes	1	12	24	31
FAYETTE	Yes	3	12	53	56
HENRY	Yes	12	17	218	248
HOUSTON	Yes	9	11	60	78
LAMAR	Yes	7	1	10	21
MUSCOGEE	Yes	15	29	415	527
SPALDING	Yes	5	43	85	101
SUMTER	Yes	6	10	29	40
TROUP	Yes	4	19	113	129
BUTTS		2	4	14	13
CHATTAHOOCHEE		0	0	1	1
CRAWFORD		1	1	1	5
HARRIS		2	3	7	8
HEARD		1	3	4	5
JONES		0	0	9	10
MACON		2	5	18	17
MARION		3	1	2	3
MERIWETHER		0	8	23	36
MONROE		2	4	17	26
PEACH		3	8	42	62
PIKE		2	0	4	7
PULASKI		0	3	4	5
SCHLEY		0	1	2	2
STEWART		2	1	2	2
TALBOT		0	3	3	4
TAYLOR		0	0	2	4
TWIGGS		0	2	3	3
UPSON		2	11	23	33
WEBSTER		0	0	0	0

Table 19. GDOT District 3 Focus Cities			
	Fatalities	Injuries	Crashes
AMERICUS	4	13	21
COLUMBUS	15	345	468
FORT VALLEY	1	20	44
GRIFFIN	4	39	52
LA GRANGE	1	76	89
MACON	21	200	261
STOCKBRIDGE	1	34	39
WARNER ROBINS	4	34	45

Table 20. GDOT District 3 Focus Corridors								
State Route Name	Route Number	County	# Serious Injuries	# Of Fatalities	Corridor Length (Miles)	From	To	Statewide Focus Corridor?
13th St	GA 22	Muscogee	2	2	0.34	Broadway	Veterans Parkway	No
Bullsboro Dr.	GA 34	Coweta	3	0	0.17	Herring Rd.	I 85	No
Eisenhower Parkway	US 80	Bibb	5	2	4.46	Raley Rd.	I-75	No
Gray Highway	US 129, US 41	Bibb	5	4	1.5	Clinton St.	Woodlawn Dr.	Yes
Herman Talmadge/ Bear Creek Blvd/ Martin Luther King Jr Pkwy	US 41, US 19, GA 3	Henry/ Spalding	4	2	2.32	Woolsey Rd.	Malier Rd	No
Houston Ave, Hawkinsville Rd	US 129, US 41	Bibb	2	3	4.45	Industrial Park Dr.	Pio Nono Ave	No
Jeffersonville Rd	US 80 GA 57	Bibb	0	3	0.4	Darity Dr.	Duggan Pl	No
Joel Cowan Parkway	GA 74	Fayette	2	1	0.93	Dogwood Trail	Crabapple Lane	No
Manchester Expressway	GA 85	Muscogee	0	3	0.9	I-185	17th Ave	No
Martin Luther King Junior Parkway	US 19, GA 3	Spaulding	5	2	1.94	Manley Dr.	S Of Bowling Ln.	No
Mcintosh/ Fayetville Rd	GA 92	Spaulding	2	1	1.75	Westmoreland Rd	Hallmark Dr.	No
Martin Luther King Jr Blvd	US 19, GA 3	Sumter	1	3	0.37	Rucker St	Patterson St	No

Martin Luther King Jr Pkwy	US 19, GA 92, GA 3	Spaulding	5	2	1.97	Ellis Rd	Manley Dr.	Yes
N Henry Blvd	US 23	Henry	3	1	1.67	Rock Quarry Rd	Redwood Valley Rd	No
Pio Nono Ave	US 41, GA 7	Bibb	2	2	0.46	Rocky Creek Rd	Spencer Circle	No
Pio Nono Ave	US 41, GA 7	Bibb	3	1	0.3	Dent St	Moseley Ave	No
US 27 Alt	US 27 ALT, GA 14	Coweta	4	0	0.31	Ga 16	I 85	No
Veterans Parkway	US 27, GA1	Muscogee	2	2	0.26	15th St	13th St	No
Watson Blvd	GA 247	Houston	3	1	1.21	Collins Ave	Austin Ave	No

District 4

	Crashes	Injuries	Serious Injuries	Fatalities
% of Statewide Total Pedestrian incidents in District 4	6%	6%	9%	6%

Table 21. District 4 Focus Counties & Statistics, 2011-2015

	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
BROOKS	Yes	0	8	18	23
COFFEE	Yes	3	17	42	60
CRISP	Yes	3	6	45	41
DECATUR	Yes	0	11	37	44
DOUGHERTY	Yes	7	27	168	184
GRADY	Yes	6	4	13	18
LOWNDES	Yes	12	35	158	143
THOMAS	Yes	1	14	71	199
TIFT	Yes	4	22	42	64
WORTH	Yes	3	3	12	20
ATKINSON		0	1	4	4
BAKER		1	0	5	2
BEN HILL		1	3	12	13
BERRIEN		0	4	11	21
CALHOUN		0	0	0	2
CLAY		0	0	0	0
COLQUITT		1	7	31	45
COOK		0	7	15	21
EARLY		1	1	7	12
ECHOLS		0	2	2	2
IRWIN		1	0	1	6
LANIER		1	4	6	7
LEE		0	5	16	26
MILLER		0	0	4	6
MITCHELL		1	4	40	77
QUITMAN		0	0	0	0
RANDOLPH		1	1	1	3
SEMINOLE		1	6	8	8
TERRELL		2	5	9	10
TURNER		1	6	8	9
WILCOX		1	1	1	2

Table 22. GDOT District 4 Focus Cities			
	Fatalities	**Injuries**	**Crashes**
ALBANY	7	131	156
CAIRO	4	7	10
CORDELE	1	26	28
MOULTRIE	1	23	36
THOMASVILLE	1	31	66
TIFTON	3	16	24
VALDOSTA	4	71	81

Table 23. GDOT District 4 Focus Corridors									
State Routes name	**Route Number**	**County**	**# serious injuries**	**# of Fatalities**	**Corridor Length (miles)**	**From**	**To**	**Statewide Focus Corridor?**	**State route**
7th St./ 5th St.	US 319, GA 35	Tift	1	2	0.47	Main St.	Ridge Ave.	N	y
S Patterson Rd	US 41, GA 7	Lowndes	2	1	0.96	Copeland Rd.	Newsome Rd.	N	y
Wiregrass GA Parkway	US 221, US 84	Lowndes	2	1	0.42	Mack Hill Rd.	Winwood Cir.	n	y
Columbus HWY, MLK Dr., Roundtree Dr.	GA 45/ GA 520	Terrell	3	1	4	Ga 45	S Main St.	n	y
Bemiss Rd	US 125	Lowndes	2	1	2.26	Plaza Dr.	Oak St Ext	n	y
Mt Zion Church	NA	Lowndes	3	0		Susie Hayes Rd.	N Forrest St.	n	n
W Oglethorpe Blvd	GA 62	Dougherty	4	2	0.87	S Jackson St.	S Harding St.	n	y
E Oglethorpe/ Sylvester Rd	520/ 62, US 82	Dougherty	1	2	1.38	Olivia St.	Thornton Dr.	n	y
S Slappey Blvd	GA 62, US 234?	Dougherty	3	0	1.26	W Oakland Ridge Dr.	W Gordon Ave.	n	y

District 5

	Crashes	Injuries	Serious Injuries	Fatalities
% of Statewide Total Pedestrian incidents in District 5	10%	10%	11%	10%

Table 24. District 5 Focus Counties & Statistics, 2011-2015

	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
BULLOCH	Yes	6	20	57	74
CHATHAM	Yes	28	92	766	930
GLYNN	Yes	11	25	158	184
LIBERTY	Yes	3	15	39	82
APPLING		0	6	12	14
BACON		0	1	6	8
BRANTLEY		2	6	12	13
BRYAN		2	5	19	32
CAMDEN		2	5	51	65
CANDLER		0	8	11	11
CHARLTON		1	3	8	8
CLINCH		2	6	7	12
EFFINGHAM		1	11	30	34
EVANS		0	4	5	5
JEFF DAVIS		3	6	12	15
LONG		0	4	5	6
MCINTOSH		3	1	4	4
MONTGOMERY		0	0	0	0
PIERCE		2	4	10	18
SCREVEN		2	2	6	10
TATTNALL		3	4	9	20
TELFAIR		1	1	7	10
TOOMBS		4	4	24	36
WARE		2	9	30	36
WAYNE		3	4	26	42
WHEELER		1	0	0	1

Table 26. GDOT District 5 Focus Cities			
	Fatalities	Injuries	Crashes
BRUNSWICK	5	65	79
GARDEN CITY	2	25	32
HINESVILLE	3	10	15
KINGSLAND	0	23	34
SAVANNAH	18	500	637
STATESBORO	3	40	54
VIDALIA	2	15	23

Table 23. GDOT District 5 Focus Corridors									
State Routes name	Route Number	County	# serious injuries	# of Fatalities	Corridor Length (miles)	From	To	Statewide Focus Corridor?	State route
Abercorn St.	GA 204	Chatham	6	4	4.18	Mohawk St.	E 61st St.	y	y
Ogeechee	US 17, GA 25	Chatham	4	3	2.28	Tower Dr.	Gamble Rd.	y	y
Gloucester St.	GA 25	Glynn	4	2	0.87	Lanier Blvd.	Newcastle St.	n	y
EG Miles Parkway	GA 119 /196	Liberty	5	1	1.81	Hearn Rd.	Curtis Rd.	n	y
E President	NA	Chatham	2	2	1.54	Harry Truman Parkway	Capital St.	n	n
MLK Jr. Blvd.	GA 25 CONN	Chatham	1	2	0.86	Gwinnet St.	W Broughton St.	n	y
W Gwinnett St.	NA	Chatham	1	2	0.77	Stiles St.	ML Jr Blvd.	n	n
Montgomery St.	NA	Chatham	3	1	1.5	W 61st St.	W 34th St.	n	n
W Bay St.	GA 25 CONN	Chatham	5	0	0.57	E Lathrop Ave.	Baker St.	n	y
State Highway 21	GA 21	Chatham	2	1	0.24	Prince Preston	Leon Village	n	y
Memorial Dr.	US 1	Ware	3	0	0.04	Palm Beach Drive	Palmetto Ave.	n	y
Fair Rd.	GA 67	Bulloch	3	0	1.34	Burkhalter Rd.	Benson Dr.	n	y
S Columbia Ave.	GA 21	Effingham	3	0	1.41	Weisenbacher Rd.	Silverwood Ct.	n	y
E Victory Dr.	US 80	Chatham	3	0	1.2	Ott St.	Walin St.	n	y
Broughton St.	NA	Chatham	3	0	0.4	Drayton St.	MLK Jr. Blvd.	n	n
Whitaker St.	NA	Chatham	3	0	0.14	Bay St.	Broughton St.	n	n

District 6

	Crashes	Injuries	Serious Injuries	Fatalities
% of Statewide Total Pedestrian incidents in District 6	8%	7%	12%	8%

Table 27. District 6 Focus Counties & Statistics, 2011-2015

	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
BARTOW	Yes	17	36	115	151
CARROLL	Yes	12	36	114	132
CHEROKEE	Yes	12	21	122	163
FLOYD	Yes	8	17	181	208
GORDON	Yes	6	16	61	73
PAULDING	Yes	5	36	125	189
WHITFIELD	Yes	2	21	65	82
CATOOSA		1	11	39	92
CHATTOOGA		1	4	16	19
DADE		0	2	6	17
FANNIN		2	6	18	27
GILMER		0	5	11	34
HARALSON		0	10	35	46
MURRAY		0	9	23	26
PICKENS		0	11	20	23
POLK		2	9	48	67
WALKER		3	12	26	40

Table 28. GDOT District 6 Focus Cities

	Fatalities	Injuries	Crashes
CALHOUN	2	21	33
CANTON	3	16	26
CARROLLTON	6	23	29
CARTERSVILLE	5	39	48
DALTON	2	29	44
HIRAM	3	25	78
ROME	6	122	158
FORT OGLETHORPE	0	12	53

Table 29. GDOT District 6 Focus Corridors

State Route Name	Route Number	County	# Serious Injuries	# Of Fatalities	Corridor Length (Miles)	From	To	Statewide Focus Corridor?
Joe Frank Harris Parkway	US 411, US 41, GA 20	Bartow	5	2	3.09	Mac Johnson	Market Place Blvd	Yes
Cassville Rd	GA 293	Bartow	4	0	1.24	Dean St	Grassdale	No
Alabama St/ Newnan St	GA 16, GA BUSINESS 166	Carroll	2	1	0.94	N Alma St	John Wesley Pl	No
Bankhead Highway	GA 166, GA BUS 166	Carroll	1	3	1.78	Somerset Place	Maple Hill Rd	No
Alabama Rd	GA 92	Cherokee	2	2	2.05	Wade Green	Sharon Way	No
Bells Ferry Rd	GA 205	Cherokee	1	2	1.69	Lake Forest Dr.	Linton Drive	No
Blue Ridge Dr.	GA 5	Fannin	3	0	1.41	Tail Oaks Ln	Appalachian Hwy	No
Shorter Ave	GA 204	Floyd	4	3	1.55	East Dr.	Sherwood Rd	Yes
N Wall St	US 41, GA 3	Gordon	1	2	0.28	David Lake Rd	Gideon Cemetery	No
Villa Rica Highway	GA 61	Paulding	4	0	3	Campground School Rd	Winndale Rd	No
Hiram Sudie Rd.	GA 120	Paulding	3	0	1.88	Southern Oaks Dr.	Mc Clung Rd	No
Lyle Jones Parkway	US 27, GA 1	Walker	2	1	2.84	E Villanow St	Lake Howard Rd	No
Chattanooga Rd	US 41, GA 7	Whitfield	2	1	0.74	Webb Way	I 75	No

District 7

	Crashes	Injuries	Serious Injuries	Fatalities
% of Statewide Total Pedestrian incidents in District 7	42%	44%	29%	39%

Table 30. District 7 Focus Counties & Statistics, 2011–2015

	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
CLAYTON	Yes	36	77	596	706
COBB	Yes	65	73	649	763
DEKALB	Yes	95	162	1955	2491
FULTON	Yes	118	235	2637	3077
DOUGLAS		9	68	133	147
ROCKDALE		5	12	96	116

Table 31. GDOT District 7 Focus Cities

	Fatalities	Injuries	Crashes
ATLANTA	74	1638	1990
BROOKHAVEN	10	70	92
COLLEGE PARK	13	64	80
DORAVILLE	4	66	271
EAST POINT	3	93	117
MARIETTA	17	135	157
SANDY SPRINGS	6	163	186
SMYRNA	8	56	72
SOUTH FULTON	17	84	163
STONECREST	9	84	111
TUCKER	6	68	84

Table 32. GDOT District 7 Focus Corridors

State Routes name	Route Number	County	# serious injuries	# of Fatalities	Corridor Length (miles)	From	To	Statewide Focus Corridor?	State Route
Old National Highway	GA 279	Fulton	12	10	5.36	Roosvelt Highway	Jonesboro Rd.	y	y
Tara Blvd	US 19, GA 3	Clayton	17	8	4.84	Flint River Rd.	I 75	y	y
Buford Highway	GA 13	Fulton/ DeKalb	9	7	4.48	I 85	Bragg St.	y	y
South Cobb	GA 280	Cobb	4	6	3.79	Pinehill Drive	Appleton Dr.	y	y
Windy Hill Rd.		Cobb	4	6	3.69	Wakita Dr.	Westminster Sq. At Windy Hill	y	n
Thornton Rd.	GA 6	Douglas	9	3	1.84	Markham Rd.	Blairs Bridge Rd.	y	y
Memorial Dr.	GA 154	DeKalb	6	4	3.38	Line St	Ladonna Dr.	y	y
Old Dixie Rd.	US 19	Clayton	3	4	0.83	Hilltop Drive	Tara Blvd.	y	y
Mableton Pkwy	GA 139	Cobb	2	4	1.51	Pine Valley Rd.	S Gordon Rd.	y	y
Lee St/ Whitehall St.	US 29	Fulton	2	4	1.3	Ralph David Abernathy	Avon Rd.	y	y
Joseph Boone		Fulton	5	3	1.62	Paines Ave.	Richardson Rd.	y	N
Covington Hwy.	US 278	DeKalb	4	3	2.26	Panola Rd.	Phillips Rd.	y	y
S Marietta Pkwy.	GA 120	Cobb	1	4	0.71	S Fairground St.	Rose Dr.	y	y
Ga 85	GA 85	Clayton	9	1	3.47	Lee St.	Walmart Super Center	y	y
Metropolitan Parkway	US 19, GA3	Fulton	3	3	2.38	Deckner Ave.	Old Jonesboro Rd.	y	y
MLK Jr. Drive.	GA 139	Fulton	3	3	1.24	Boulder Park Dr.	Adamsville Dr.	y	y
Donald Lee Hollowell	US 278	Fulton	8	1	3.75	Oliver St.	Peek Rd.	y	y
Ralph David Abernathy	GA 139	Fulton	2	3	0.93	Whitehall ST.	Atwood St.	y	y
Wesley Chapel		DeKalb	5	2	2.11	Kelley Chapel Rd.	Newgate Dr.	y	n

Roswell Rd..	GA 9	Fulton	9	1	7.09	Dunwoody Pl.	Glenridge Dr.	n	y
Riverdale Rd.	GA 139	Clayton	4	2	2.9	Forest Parkway	King Rd.	n	y
Ponce De Leon	US 278	Fulton	4	2	1.83	Piedmont Ave.	Seminole Ave.	n	y
Cleveland Ave.		Fulton	4	2	1.46	Acadia St.	Old Hapeville Rd.	n	n
Pleasantdale Rd.		DeKalb	4	2	2	Best Friend Rd.	Lynnray Dr.	n	n
Flat Shoals Pkwy.	GA 155	DeKalb	3	2	1.21	Warriors Path	Glen Hollow Dr.	n	y
Moreland Ave.	US 23, GA 42	DeKalb/ Fulton	0	3	1.49	North Of I-285	Isa Dr.	n	y
Redan Rd.		DeKalb	0	3	0.84	Ellis Rd.	Mainstreet Valley Dr.	n	n
Peachtree Rd	GA 141	Fulton	5	1	1.6	Dresden Dr.	Lenox Rd.	n	y
Fairburn Rd.	GA 92	Douglas	2	2	1.61	Durelee Ln.	Midway Rd.	n	y
Cobb PKWY N	US 41, GA 3	Cobb	2	2	0.91	Dobbs Dr.	Crooked Creek Dr.	n	y
Fulton Industrial Blvd.	GA 70	Fulton	2	2	0.21	Wendell Dr.	MLK Jr. Drive	n	y
Evans Mill Rd.		DeKalb	2	2	0.36	Covington Highway	I-20	n	n

Focus Designations by Regional Commissions

Georgia Mountains RC

Table 33. Georgia Mountains Regional Commission County Statistics, Focus Counties, 2011–2015

Counties	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
Banks		2	7	12	10
Dawson		0	7	22	27
Forsyth	Yes	6	15	83	94
Franklin		2	8	19	34
Habersham		0	7	27	41
Hall	Yes	9	66	190	228
Hart		0	8	18	25
Lumpkin		1	9	19	23
Rabun		1	5	18	24
Stephens		1	11	33	42
Towns		0	3	6	9
Union		0	4	10	17
White		1	1	11	17

Northwest Georgia RC

Table 34. Northwest Georgia Regional Commission County Statistics, Focus Counties, 2011–2015

Counties	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
Bartow	Yes	17	36	115	151
Catoosa		1	11	39	92
Chattooga		1	4	16	19
Dade		0	2	6	17
Fannin		2	6	18	27
Floyd	Yes	8	17	181	208
Gilmer		0	5	11	34
Gordon	Yes	6	16	61	73
Haralson		0	10	35	46
Murray		0	9	23	26
Paulding	Yes	5	36	125	189
Pickens		0	11	20	23
Polk		2	9	48	67
Walker		4	12	26	40
Whitfield	Yes	2	21	65	82

Atlanta RC

Table 35. Atlanta Regional Commission County Statistics, Focus Counties, 2011–2015

Counties	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
Cherokee	Yes	12	21	122	163
Clayton	Yes	36	77	596	706
Cobb	Yes	65	73	649	763
DeKalb	Yes	96	162	1955	2491
Douglas		9	68	133	147
Fayette	Yes	3	12	53	56
Fulton	Yes	118	235	2637	3077
Gwinnett	Yes	54	89	1101	1380
Henry	Yes	12	17	218	248
Rockdale		5	12	96	116

Northeast Georgia RC

Table 36. Northeast Georgia Regional Commission County Statistics, Focus Counties, 2011–2015

Counties	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
Barrow		3	4	66	105
Clarke	Yes	11	32	258	279
Elbert		1	10	18	30
Greene	Yes	4	11	27	30
Jackson	Yes	6	13	53	130
Jasper		1	4	8	6
Madison		3	12	22	40
Morgan	Yes	1	13	27	22
Newton	Yes	9	21	146	311
Oconee		3	8	20	22
Oglethorpe		1	1	7	10
Walton	Yes	3	31	65	74

Central Savannah River Area RC

Table 37. Central Savannah River Area Regional Commission County Statistics, Focus Counties, 2011–2015

Counties	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
Burke	Yes	5	3	16	18
Columbia	Yes	5	9	65	73
Glascock		0	0	0	1
Hancock		0	2	3	5
Jefferson		3	4	12	25
Jenkins		2	4	4	6
Lincoln		1	0	3	5
McDuffie	Yes	1	15	33	37
Richmond	Yes	38	57	354	462
Taliaferro		0	2	2	2
Warren		1	3	5	9
Washington		1	7	14	17
Wilkes		0	4	7	9

Middle Georgia RC

Table 38. Middle Georgia Regional Commission County Statistics, Focus Counties, 2011–2015

Counties	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
Baldwin	Yes	6	7	64	87
Bibb	Yes	27	53	299	378
Crawford		1	1	1	5
Houston	Yes	9	11	60	78
Jones		0	0	9	10
Monroe		2	4	17	26
Peach		3	8	42	62
Pulaski		0	3	4	5
Putnam		1	6	21	29
Twiggs		0	2	3	3
Wilkinson		0	2	3	3

Three Rivers RC

Table 39. Three Rivers Regional Commission County Statistics, Focus Counties, 2011–2015

Counties	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
Carroll	Yes	12	36	114	132
Butts		2	4	14	13
Coweta	Yes	2	33	79	116
Heard		1	3	4	5
Lamar	Yes	7	1	10	21
Meriwether		0	8	23	36
Pike		2	0	4	7
Spalding	Yes	5	43	85	101
Troup	Yes	4	19	113	129
Upson		2	11	23	33

River Valley RC

Table 40. River Valley Regional Commission County Statistics, Focus Counties, 2011–2015

Counties	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
Clay		0	0	0	0
Crisp	Yes	3	6	45	41
Quitman		0	0	0	0
Randolph		1	1	1	3
Chattahoochee		0	0	1	1
Dooly	Yes	1	12	24	31
Harris		2	3	7	8
Macon		2	5	18	17
Marion		3	1	2	3
Muscogee	Yes	15	29	415	527
Schley		0	1	2	2
Stewart		2	1	2	2
Sumter	Yes	6	10	29	40
Talbot		0	3	3	4
Taylor		0	0	2	4
Webster		0	0	0	0

Heart of Georgia Altamaha RC

Table 41. Heart of Georgia Altamaha Regional Commission County Statistics, Focus Counties, 2011–2015

Counties	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
Appling		0	6	12	14
Bleckley		0	1	5	5
Candler		0	8	11	11
Dodge		1	3	18	22
Emanuel	Yes	4	5	12	19
Evans		0	4	5	5
Jeff Davis		3	6	12	15
Johnson		0	2	3	3
Laurens	Yes	4	14	60	61
Montgomery		0	0	0	0
Tattnall		3	4	9	20
Telfair		1	1	7	10
Toombs		4	4	24	36
Treutlen		1	0	0	2
Wayne		3	4	26	42
Wheeler		1	0	0	1
Wilcox		1	1	1	2

Coastal RC

Table 42. Coastal Regional Commission County Statistics, Focus Counties, 2011–2015

Counties	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
Bryan		2	5	19	32
Bulloch	Yes	6	20	57	74
Camden		2	5	51	65
Chatham	Yes	28	92	766	930
Effingham		1	11	30	34
Glynn	Yes	11	25	158	184
Liberty	Yes	3	15	39	82
Long		0	4	5	6
Mcintosh		1	1	4	4
Screven		3	2	6	10

Southern Georgia RC

Table 43. Southern Georgia Regional Commission County Statistics, Focus Counties, 2011–2015

Counties	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
Atkinson		0	1	4	4
Bacon		0	1	6	8
Ben Hill		1	3	12	13
Berrien		0	4	11	21
Brantley		2	6	12	13
Brooks	Yes	0	8	18	23
Charlton		1	3	8	8
Clinch		2	6	7	12
Coffee	Yes	3	17	42	60
Cook		0	7	15	21
Echols		0	2	2	2
Irwin		1	0	1	6
Lanier		1	4	6	7
Lowndes	Yes	12	35	158	146
Pierce		2	4	10	18
Tift	Yes	5	22	42	64
Turner		1	6	8	9
Ware		3	9	30	36

Southwest Georgia RC

Table 33. Southwest Georgia Regional Commission County Statistics, Focus Counties, 2011–2015

Counties	Focus County	Fatalities	Serious Injuries	Injuries	Crashes
Baker		1	0	5	2
Calhoun		0	0	0	2
Colquitt		1	7	31	45
Decatur	Yes	0	11	37	44
Dougherty	Yes	7	27	168	184
Early		1	1	7	12
Grady	Yes	6	4	13	18
Lee		0	5	16	26
Miller		0	0	4	6
Mitchell		1	4	40	77
Seminole		1	6	8	8
Terrell		2	5	9	10
Thomas	Yes	1	14	71	199
Worth	Yes	3	3	12	20

PSAP Development Process

Task Team

The Pedestrian Safety Task Team, a group of practitioners from across Georgia who are committed to increasing pedestrian safety, launched the PSAP in 2016. Team members meet bi-monthly and will remain involved in refining and implementing the PSAP.

Survey: Walking behaviors and attitudes

During 2016, 5,125 practitioners and residents from throughout Georgia participated in a walking behaviors and attitudes survey. The PSAP incorporates respondents' behaviors and attitudes about walking.

Workshops

To help ensure that the PSAP addresses concerns of municipalities of different sizes and resources, planners held workshops in both Perry and Atlanta. Over 50 professionals, representing diverse professions and regions, attended. Workshop participants recommended strategies and countermeasures that were practical and relevant to their community. They also provided input on resources and training that will enable them to successfully create safe places for walking.

Representatives of the following organizations participated:

- AARP
- Alta Planning + Design
- Centers for Disease Control and Prevention
- Cities of Atlanta, Brookhaven, Byron, Canton, Decatur, Duluth, Eatonton, Fayetteville, Fitzgerald, Norcross, Reynolds, Sandy Springs, Savannah, and Warner Robins.
- Counties of Athens-Clarke, Cherokee, Cobb, Fulton, and Houston.
- Disability Connections
- Georgia College and State University
- Georgia Department of Public Health
- Georgia Department of Transportation
- Georgia Regional Transportation Authority
- Governor's Office of Highway Safety
- MARTA
- Metropolitan Planning Organizations: Atlanta Regional Commission, Chatham County - Savannah Metropolitan Planning Commission, Gainesville-Hall MPO, Hinesville MPO, Macon – Bibb County Planning and Zoning Commission, Middle Georgia Regional Commission, and Southwest Georgia Regional Commission
- PEDS
- RS&H
- Safe Kids Georgia
- Safe Routes to School – Atlanta Metro Area
- Simpson Property Group

- Terrell County Chamber of Commerce
- UGA Extension: Athens- Clarke County, Pulaski County, and Terrell County

Data

The Georgia Pedestrian Safety Action Plan uses a data-driven approach to improving pedestrian safety statewide. Crash data provides valuable information about demographics, when and where fatalities are occurring and other issues affecting safety. This PSAP uses data for pedestrian crashes and fatalities over a 5-year period, 2011–2015. Data was extracted from the Fatality Analysis Reporting System (FARS) and Georgia Electronic Accident Reporting System (GEARS). Data covers the years from 2011–2015.

Data on preferences and perceptions surrounding walking and walking infrastructure was collected via a statewide Georgia Pedestrian Safety Attitudes and Behaviors Survey. This was conducted in 2016 and received input from 5,125 residents of Georgia.

Crash data was reviewed to ensure the accuracy of 'pedestrian' crash classifications. Planners then analyzed the data to identify risk factors associated with pedestrian crashes and fatalities including demographics of people hit, road types and features, individual behaviors, and other factors.

Crashes identified as occurring 'on private property' were not removed from the overall counts of pedestrian-vehicle crashes. These crashes were typically not identified as occurring on a state route system. PEDS is working with GDOT to separate these incidents during relevant analyses.

Data on HSIP funding was collected from Georgia Highway Safety Improvement Program Annual Reports. 402 Funding information was collected from Governor's Office of Highway Safety Annual Reports. Regional funding was gathered from Transportation Improvement Program (TIP) documents from each MPO or Regional Commission.

Other data or citations are referenced in the text.

Draft Pedestrian Safety Action Plan

Following completion of the draft Pedestrian Safety Action Plan in 2017, Pedestrian Safety Task Team members, practitioners who had been involved throughout the process, and members of the public reviewed and provided feedback on the PSAP. Comments were incorporated into the PSAP.