

COLUMBUS

GEORGIA



SAFE STREETS FOR ALL

Columbus SS4A Plan Project Advisory Committee

(PAC) Meeting

Safe Streets for All (SS4A) and Action Plan Overview

What is SS4A?

- Federal program: \$5 billion over five years
- Elimination of roadway fatalities and serious injuries through Safe System Approach
- Infrastructure projects and planning



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Safe System Approach



*Death and Serious Injuries are Unacceptable:
Elimination of these crashes are a priority*

*Humans Make Mistakes:
Mistakes should not be deadly*

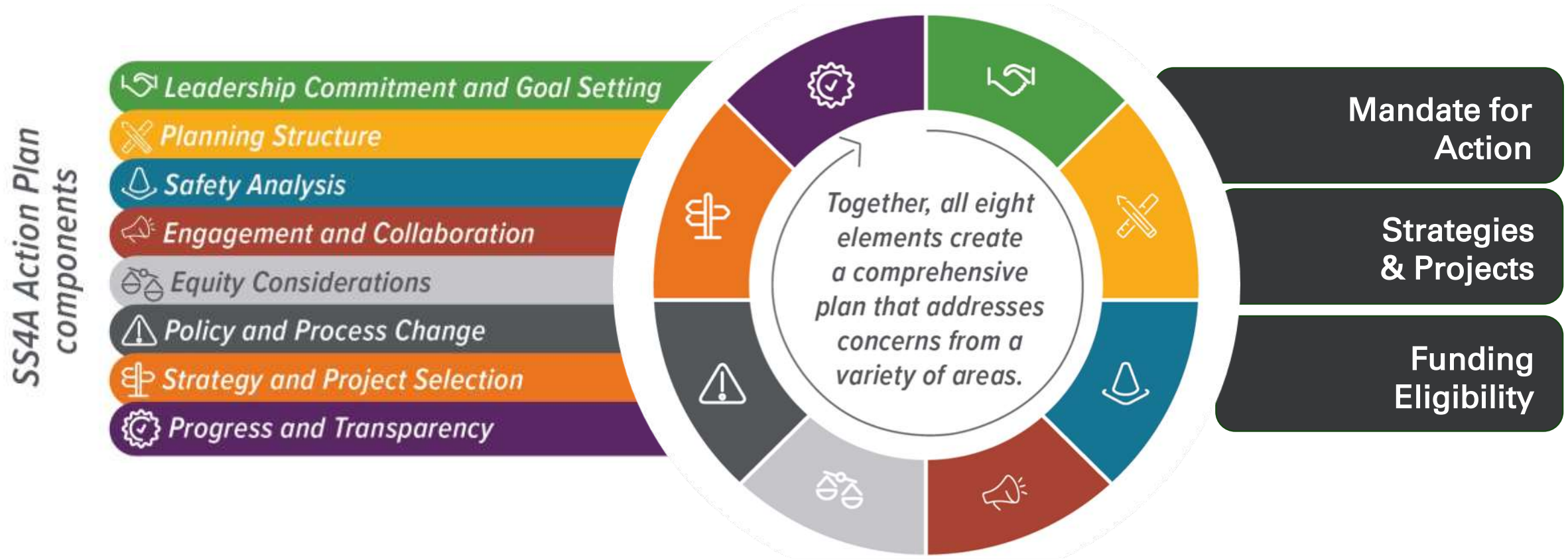
*Humans are Vulnerable:
Design to accommodate physical vulnerabilities*

*Responsibility is Shared:
We all have a role in promoting a safe system*

*Safety is Proactive:
Address safety risk proactively rather than reacting to crashes alone*

*Redundancy is Crucial:
Strengthen all parts of the transportation system*

SS4A Action Plan Components and Goals



Safety Action Plan Scope

THE ACTION PLAN WILL:

Use data and community feedback to identify the most dangerous roads in Columbus.

Develop recommendations for safety improvements on priority roadways.

Establish a process to track the implementation of the study's recommendation in a way that is publicly accessible and transparent.

Analyze existing policies and programs for opportunities to prioritize traffic safety and promote safe behaviors.

Parallel Efforts

Quick-Build Program

- Pilot program and evaluation
- Quick-build implementation and education guides

Safe Routes to School Plan

- Identify and prioritize infrastructure safety improvements near schools
- Develop educational campaign materials

Sidewalk and Trail Program Framework

- Identify high-risk and high-injury bicycle and pedestrian areas
- Develop a list of priority pedestrian and bicycle facilities

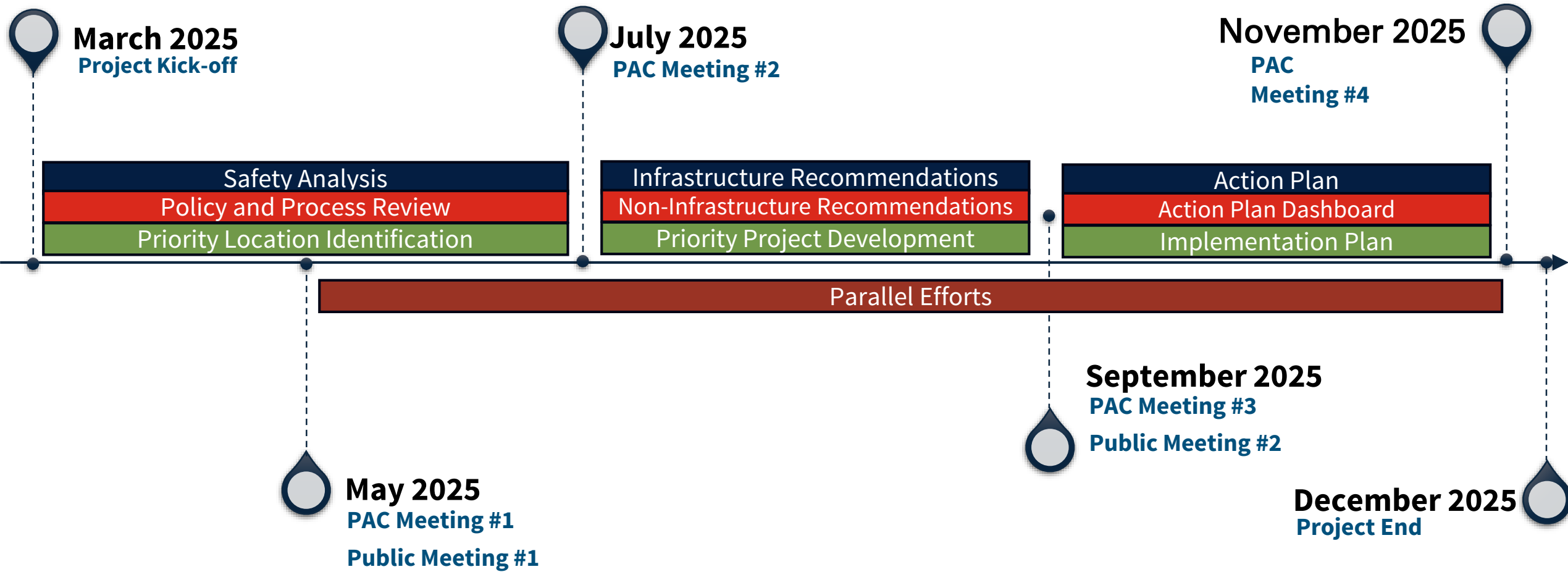
Transportation Asset Inventory

- Identify asset inventory needs
- Collect asset data at priority locations

Accessibility Audit

- Conduct accessibility audits at priority locations

Project Schedule



Engagement Overview: What We've Heard So Far

Initial Engagement Events

- Four Events
 - Project Advisory Group
 - Public Meeting
 - Bike/Ped Focus Group
 - Mayor's Commission for Persons with Disabilities (MCPD)
- 45 total participants
- Key Themes:
 - Implementation focus
 - Pedestrian and Bicycle Safety
 - Crossing mid-block
 - Safe Routes to School
 - US 27/Veterans Parkway /Victory Drive
 - Partnerships



SURVEY:



Scan this QR code to visit an online survey about our project and share your input on safety in Columbus.

INTERACTIVE WEB-MAP:



Scan this QR code to visit our interactive web-map to mark locations and share your safety input.

Survey Results: Public Perception

- Half of respondents feel that roadways **are less safe than five years ago**
- Respondents feel the least safe while **walking or biking**
- 60% respondents report seeing vehicle **speeding daily**

Survey Results: Priorities

What should Columbus focus on to improve traffic safety?



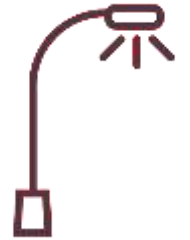
Construct
more
pedestrian
and bicycle
facilities



Reduce
impaired/distract
ed/inattentive
driving

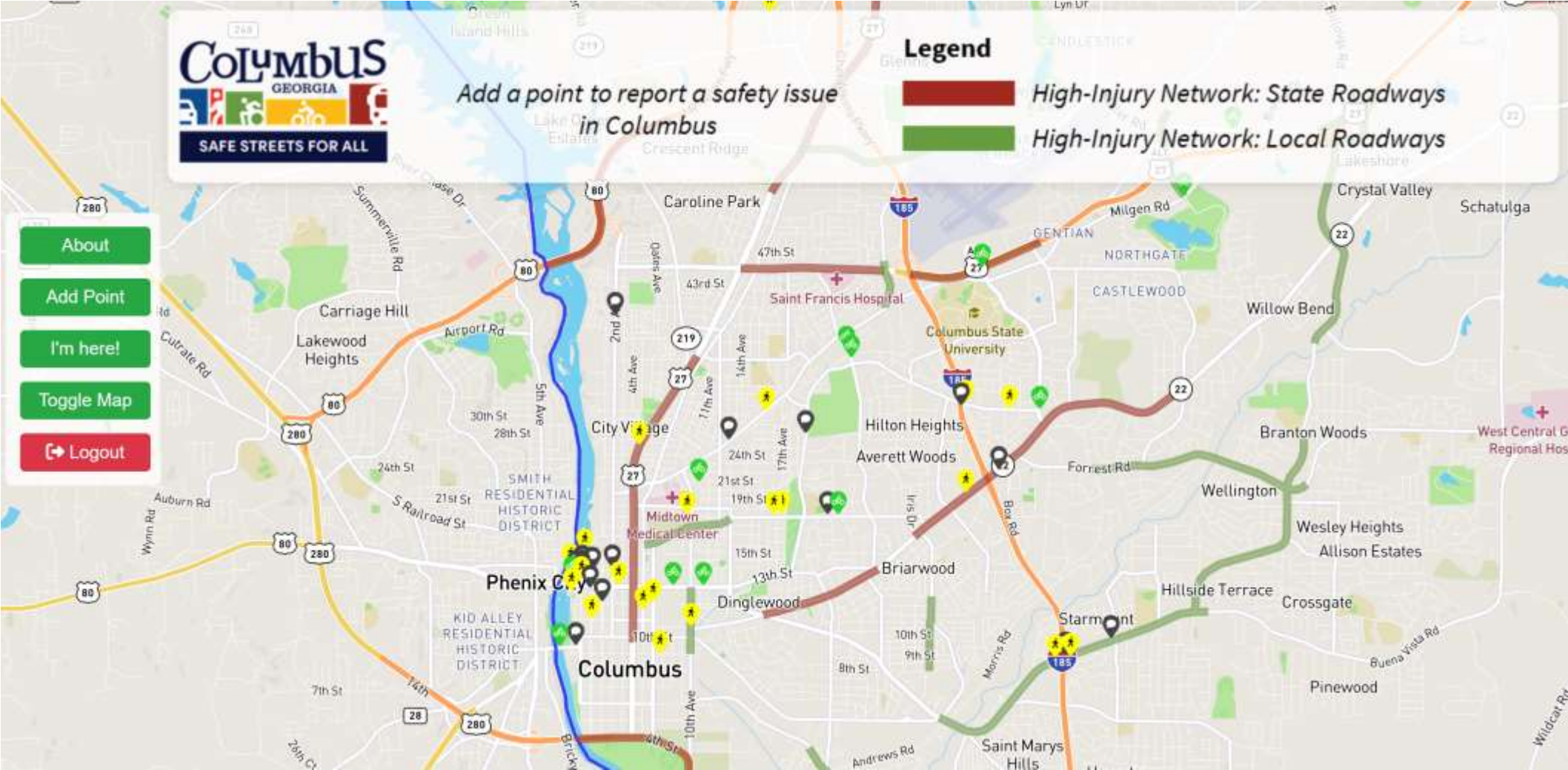


Reduce speeding
and aggressive
driving



Improve roadway
and intersection
lighting

Interactive Web Map



Safety Analysis

Potential Focus Areas: Crash Countermeasures



Speed Management

55% of fatal crashes occurred on roadways posted at 45 mph+

1 in 5 fatal crashes were speed related



Pedestrian and Bicycle

1/3rd of fatal crashes involved pedestrians or bicyclists (higher than statewide and peer averages)

Nearly 1/3rd of all pedestrian crashes result in fatality or serious injury



Roadway Departure/Run-Off Road

Nearly 1/3rd of fatal and serious injury crashes were roadway departure or head-on collisions



Angle Crashes

Nearly 1/3rd of fatal and serious injury crashes were from angle crashes



Lighting/Dark Conditions

Half of fatal and severe injury crashes occur at night (higher than statewide and peer averages)

20% of fatal and severe injury crashes occurred in unlit conditions

Potential Focus Areas: Education and Enforcement



Impairment

*1/5 of fatal crashes
involved suspected
impairment*



Occupant Protection

*34% of fatal and
serious injury
crashes were
related to improper
occupant
protection*



Speeding and Aggressive Driving

*22% of fatal and
serious injury
crashes involved
speeding or
aggressive driving*

High Injury Network Development

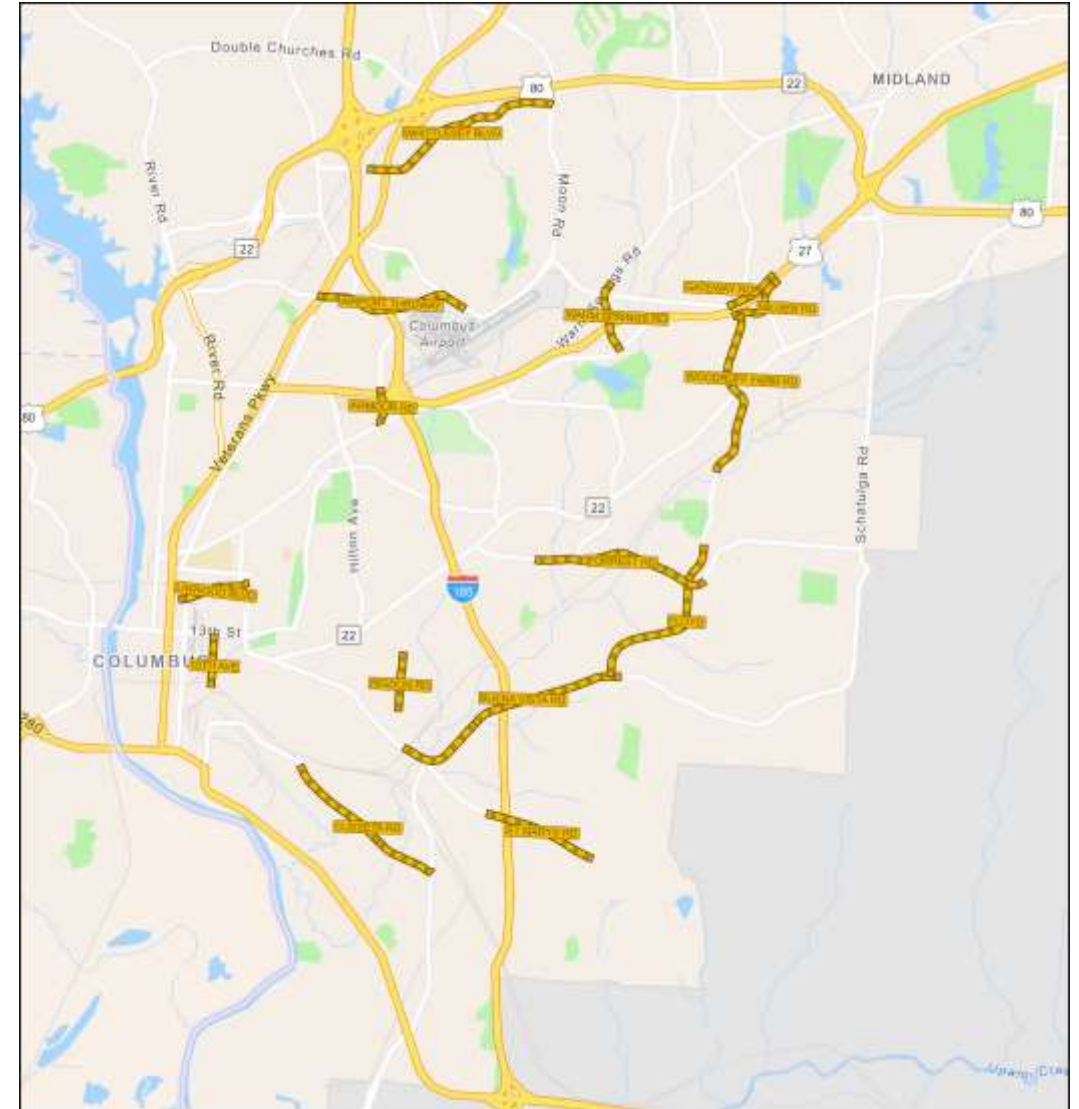
- Separated roads and crashes into State and Local, excluding interstates
- Calculated crash density weighted by severity for fatal, serious injury and non-serious injury crashes
- Analyzed and grouped segments

| Network | % of total centerline miles | % of total fatal and severe crashes |
|---------------------------------|-----------------------------|-------------------------------------|
| <i>Local</i> | 2% | 21% |
| <i>State</i> | 2% | 24% |
| <i>Local and State Combined</i> | 4% | 45% |



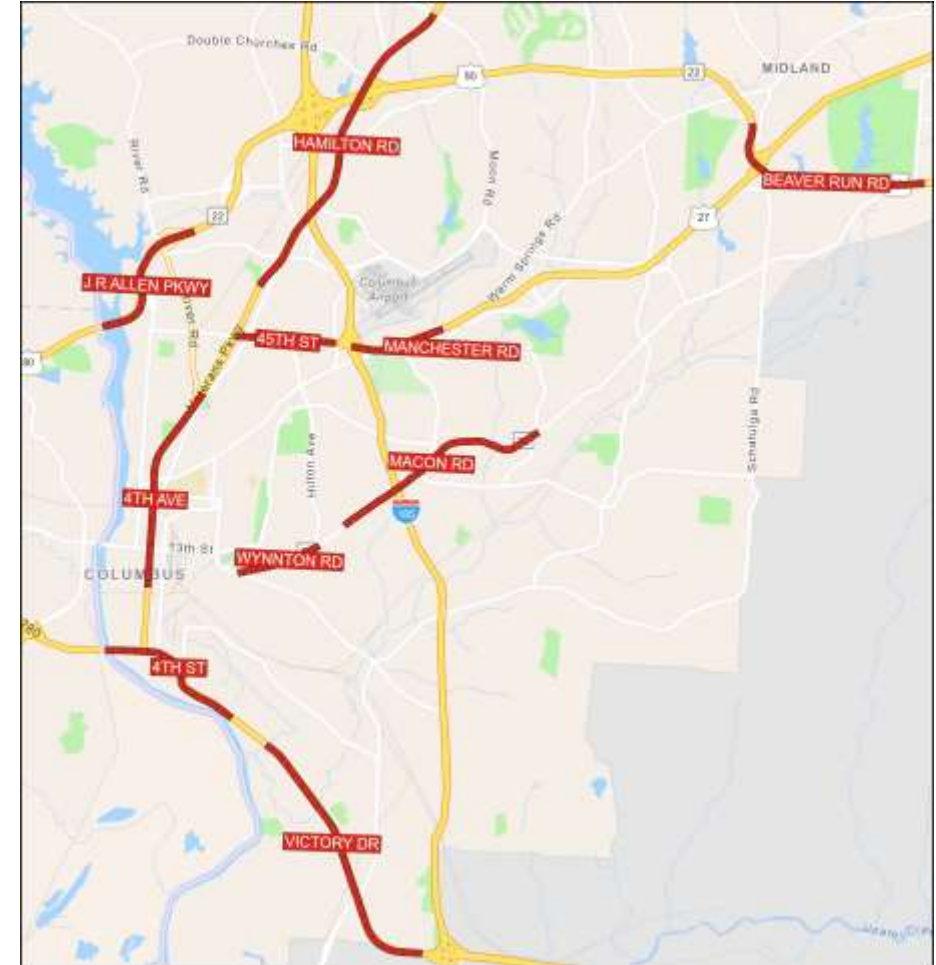
High-Injury-Network: Local Roadways

| HIN ID | Roadway Limits | Segment Length (miles) | F/SI Crashes per mile |
|--------|--|------------------------|-----------------------|
| 1 | Milgen Road from west of Woodruff Farm Road to east of Statford Lane | 0.7 | 10.3 |
| 2 | Buena Vista Road from MLK Jr Blvd to east of Floyd Road | 2.5 | 9.7 |
| 3 | Rigdon Road from Melrose Drive to 8 th Street | 0.6 | 8.4 |
| 4 | 10th Avenue from 13 th Street to 9 th Street | 0.6 | 7.6 |
| 5 | Gateway Road from Miller Road to Coca Cola Blvd | 0.5 | 7.0 |
| 6 | Forrest Road from Morris Road to east of Floyd Road | 1.8 | 6.2 |
| 7 | Linwood Blvd from 5 th Avenue to 13 th Avenue | 0.7 | 5.4 |
| 8 | Warm Springs Road from north of Miller Road to Milgen Road | 0.7 | 5.4 |
| 9 | Armour Road from north of Manchester Expressway to Warm Springs Road | 0.4 | 5.2 |
| 10 | Saint Marys Road from Playa Del Rey Drive to Lakefront Drive | 1.2 | 5.2 |
| 11 | Woodruff Farm Road from Milgen Road to south of Corporate Ridge Parkway | 1.7 | 4.6 |
| 12 | Whittlesey Blvd from West of Veterans Parkway to Moon Road | 2.1 | 3.8 |
| 13 | Airport Thruway from US 27 to Grumman Ave | 1.6 | 3.2 |
| 14 | Floyd Road Branton Lane to Buena Vista Road | 1.9 | 2.7 |
| 15 | Cusseta Road from 26 th Avenue to Fort Benning Road | 1.7 | 2.3 |



High-Injury-Network: GDOT Roadways

| | Roadway Limits | Segment Length (miles) | F/SI Crashes per mile |
|----|--|------------------------|-----------------------|
| 1 | US 280/Victory Drive from 30 th Ave to I-185 | 3.2 | 7.8 |
| 2 | Alt US 27/Manchester Expressway from I-185 to Reese Road | 1.1 | 7.3 |
| 3 | US 27/Veterans Parkway from River Road to 10 th Street | 2.4 | 7.1 |
| 4 | US 208/4th Street from state line to west of 22 nd Avenue | 1.8 | 6.6 |
| 5 | Macon Road from Rigdon Road to Reese Road | 2.6 | 5.7 |
| 6 | US 80/ JR Allen Parkway from state line to east of River Road | 1.7 | 5.2 |
| 7 | US 27/Veterans Parkway from Williams Road to Alexander Street | 3.8 | 5.0 |
| 8 | 45th Street/Manchester Road from US 27 to Armour Road | 1.7 | 4.2 |
| 9 | Wynnton Road from Buena Vista Road to 13 th Street | 1.0 | 2.0 |
| 10 | US 80/Beaver Run Road from north of Flat Rock Road to Technology Parkway | 2.5 | 1.6 |



Next Steps

Next Steps

- **July-August**
 - Develop Recommendations
- **September**
 - Draft Action Plan
 - Public Meeting #2
- **October-December:**
 - Finalize Safety Action Plan
 - Finalize Implementation Plan
 - Finalize Parallel Efforts

