

# **Peachtree Corners Pedestrian Safety Task Force**

2017

# Who We Are

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## ...and why we're here

- Kristen Adams - *Riverfield*
- Rebecca Ethridge - *Linfield*
- Calvin Grimes - *Wentworth*
- Mim Harris - *Williamsport*
- Amanda Higgins - *Brookwood*
- Brian Miesieski - *Revington*
- Julie Morgan - *Greenleaf*
- Robert Von-Hagen - *Lockridge Forest*
- Christina Wagner - *Linfield*

# What we have done

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## Over the course of six months...

- And then there were nine...
- Included representation from different areas of the city
- Meeting every two weeks, with homework in between
- Researched...
- Collected and analyzed data and reports...
- Sourced multiple articles, case studies, walkability studies...
- Gathered and identified resources and sources for this project and PTC city council moving forward...
- Met with, spoke with...

# The Vision

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## **Our big picture contribution to Peachtree Corners...**

Help bring to life the city council and community's longer term, ongoing, bigger picture goal of elevating Peachtree Corners' status as one of the best places to live, work, and play in greater Atlanta.

# Task Force Mission

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Ensure all pedestrians in Peachtree Corners will be able to walk and run safely.

# Task Force Objectives

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## Focusing how we think and how we plan

- Identify general problem areas, hot/trouble spots and opportunities to improve
- Provide ideas, tactics for solutions and improvements
- Be proactive and progressive to keep importance of pedestrian safety a key top of mind issue among residents and the city council/leaders
- Contribute to the bigger picture strategy of PTC being a future-forward, ideal place to live, work, and play – with pedestrian safety a priority

# Our Approach

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The “5 I’s” method guided how we brainstormed, gathered information, and organized our thoughts into a presentation of our findings, ideas, and proposed plan.

<b>Issues</b>	What items are we seeing, perceiving, believing that support the notion that pedestrian safety in PTC is not up to par and is a problem?
<b>Information</b>	What are the relevant facts, data, and materials that we have to back up and be used to address the issues?
<b>Insights</b>	What are the most compelling big picture discoveries/statements that the Issues and Information can be grouped into to get to the heart of how to determine our needs and create an action plan?
<b>Implications</b>	What potential “big bucket” strategies, plans, and/or benefits can be ID’ed to drive change and action as a result of the Insights? What are we going to do?
<b>Implementation</b>	How can/will the plans be executed? How are we going to do it?

# I. The Issues

We have organized the Issues into three key groups:

- **Driver/Cyclist**
- **Pedestrian**
- **City**

# I. Issues: Driver/Cyclist

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**Driver/Cyclist: Any vehicle or cyclist on the roadway**

**Our collective brainstormed points for how drivers contribute to the issue:**

- They are not aware there is an issue
- Lack of driver education
- Lack of driver consideration/respect (and/or not knowing how to), especially with those commuting through PTC
- Speeding
- Rolling through stop signs and crosswalks
- New drivers - inexperienced, undisciplined
- Distracted Driving
- No fear of getting tickets or enforcement

# I. Issues: Pedestrian

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**Pedestrian: Any person traveling without a vehicle on a sidewalk or roadway**

**How Pedestrians contribute to the issue:**

- Not aware they contribute to the issue
- Lack of pedestrian education
- Not using available crosswalks
- Not always noticeable (dark vs. reflective clothing)
- Distracted: headphones or texting
- Walking/running on dangerous streets
- Allowing kids in the street
- Walking for some people is a necessity, but they may not engage in proper behaviors
- Taking the shortest route, not as practical to use crosswalks.

# I. Issues: City

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## City: Peachtree Corners

### Where we believe the city has opportunities to address the issue:

- This is a new undertaking/priority for the city
- Lack of or limited law enforcement
- Lack of communications about pedestrian-related awareness/education
- Timing of traffic lights
- Neighborhood and commercial unmarked entrances
- Infrastructure - crosswalk/sidewalk, lighting, signage improvements, etc.
- No bike lanes
- Lack of pedestrian standards for the city

## **II. The Information**

**Key Facts, Data, & Materials – for developing our proposal and for the city's reference moving forward**

# II. Information:

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## Key Facts & Data Points - Summary of Findings

- Concern over accidents (January 2016 - March 2017)
  - 11 pedestrian/vehicle accidents with two of those involving fatalities
- We have determined there are *need* to walk scenarios in addition to *recreational* walking
- We recognize the growth of the city and need for proactive development for pedestrian safety
- We have seen of lack of consistent enforcement outside of major roadways
- We have determined that there are dense areas/hubs with high pedestrian activity

**Resources, articles, contacts, case studies, links, etc. can be found in the appendix.  
Some key information useful for our work and recommendations are as follows.**

# II. Information:

The Georgia Governor's Office of Highway Safety website provides helpful educational information on [Pedestrian Safety in Georgia](#)

The screenshot shows the website for the Georgia Governor's Office of Highway Safety. The header includes the logo, navigation links (Home, Sitemap, Employees, Contact, Law Enforcement Services, SHSP), a search bar, and a '2018 RFP' banner. The main navigation menu is red and contains links for About Us, Programs, Media, Laws, Data, Calendar, Grants, eGOHS Plus, Law Enforcement, and Highway Safety Conference. Below the menu, there are links for GDEC and Online Store. The breadcrumb trail reads: home / programs / bicycle & pedestrian safety / pedestrian safety. The left sidebar, titled 'Site Sections', lists various categories with 'Programs' highlighted in red. Under 'Programs', 'Bicycle & Pedestrian Safety' is expanded, showing 'Bicycle Safety' and 'Pedestrian Safety' (highlighted in red). The main content area features the title 'Pedestrian Safety In Georgia' and the sub-section 'Georgia Law On Pedestrian Safety'. Below this, there is a link to 'What The Georgia Code Says About Pedestrian Safety.' and a note about specific laws. Further down, there is a section for 'Tips & Tools For Georgia Pedestrians' with a link to 'Pedestrian Safety Tips'.

- GOHS awards grants to municipalities that put forth a compelling Ped Safety plan (Brookhaven = \$60k) - annually awarded each spring
- State Task Force call every other month on Tuesday

<http://www.gahighwaysafety.org/campaigns/pedestrian-safety/pedestrian-safety/what-the-ga-codes-says-about-pedestrians/>

# II. Information:

Gwinnett County has provided us with valuable [Data re: Accidents and locations in PTC](#)



## Gwinnett County Police Department

### Offense Report

#### PCC Accidents from January 1, 2013 thru June 26, 2017



REPORT # CALL # OFFENSE #	ADDRESS	FROM DATE FROM TIME FROM DOW	TO DATE TO TIME TO DOW	RPT. DATE RPT. TIME RPT. DOW	OFFENSE CODE OFFENSE DESC.	DISTRICT ZONE RPT. DIST.	PRIMARY UNIT ASSIGNMENT STATUS
<b>TRAFFIC ACCIDENT (NO INJURIES) (INCIDENTS: 4,334 // OFFENSES: 4,334)</b>							
130000272 130020573 1	HOLCOMB BRIDGE RD NW/JIMMY CARTER BLVD N, NORCROSS	01/02/2013 08:25 WEDNESDAY	01/02/2013 08:25 WEDNESDAY	1/2/2013 08:25 WEDNESDAY	5100 TRAFFIC ACCIDENT (NO INJURIES)	WS 111 111005	111B WEST PRECINCT ACCIDENT
130000320 130021032 1	HOLCOMB BRIDGE RD NW/PEACHTREE PKWY NW, NORCROSS	01/02/2013 11:40 WEDNESDAY	01/02/2013 11:40 WEDNESDAY	1/2/2013 11:40 WEDNESDAY	5100 TRAFFIC ACCIDENT (NO INJURIES)	WS 113 112001	113B WEST PRECINCT ACCIDENT
130000369 130021277 1	HOLCOMB BRIDGE RD NW/PEACHTREE CORNERS C, NORCROSS	01/02/2013 13:36 WEDNESDAY	01/02/2013 13:36 WEDNESDAY	1/2/2013 13:36 WEDNESDAY	5100 TRAFFIC ACCIDENT (NO INJURIES)	WS 112 112042	116B WEST PRECINCT ACCIDENT
130000391 130021572 1	MEDLOCK BRIDGE RD NW/S OLD PEACHTREE RD, NORCROSS	01/02/2013 15:37 WEDNESDAY	01/02/2013 15:37 WEDNESDAY	1/2/2013 15:37 WEDNESDAY	5100 TRAFFIC ACCIDENT (NO INJURIES)	WS 115 112031	113C WEST PRECINCT ACCIDENT
130000574 130030547 1	AVALON RIDGE PKWY NW/S OLD PEACHTREE RD, NORCROSS	01/03/2013 07:57 THURSDAY	01/03/2013 07:57 THURSDAY	1/3/2013 07:57 THURSDAY	5100 TRAFFIC ACCIDENT (NO INJURIES)	WS 116 121028	116B WEST PRECINCT ACCIDENT
130000635 130031294 1	HOLCOMB BRIDGE RD NW/PEACHTREE PKWY NW, NORCROSS	01/03/2013 12:56 THURSDAY	01/03/2013 12:56 THURSDAY	1/3/2013 12:56 THURSDAY	5100 TRAFFIC ACCIDENT (NO INJURIES)	WS 113 112003	118B WEST PRECINCT ACCIDENT
130000747 130032090 1	ASHLEY LAKES DR NW/JONES MILL RD NW, NORCROSS	01/03/2013 18:46 THURSDAY	01/03/2013 18:46 THURSDAY	1/3/2013 18:46 THURSDAY	5100 TRAFFIC ACCIDENT (NO INJURIES)	WS 111 111017	121C WEST PRECINCT ACCIDENT
130000615 130031103 1	HOLCOMB BRIDGE RD/DEERINGS, NORCROSS	01/03/2013 11:37 THURSDAY	01/03/2013 11:37 THURSDAY	1/3/2013 11:37 THURSDAY	5100 TRAFFIC ACCIDENT (NO INJURIES)	WS 113 112003	113B WEST PRECINCT ACCIDENT

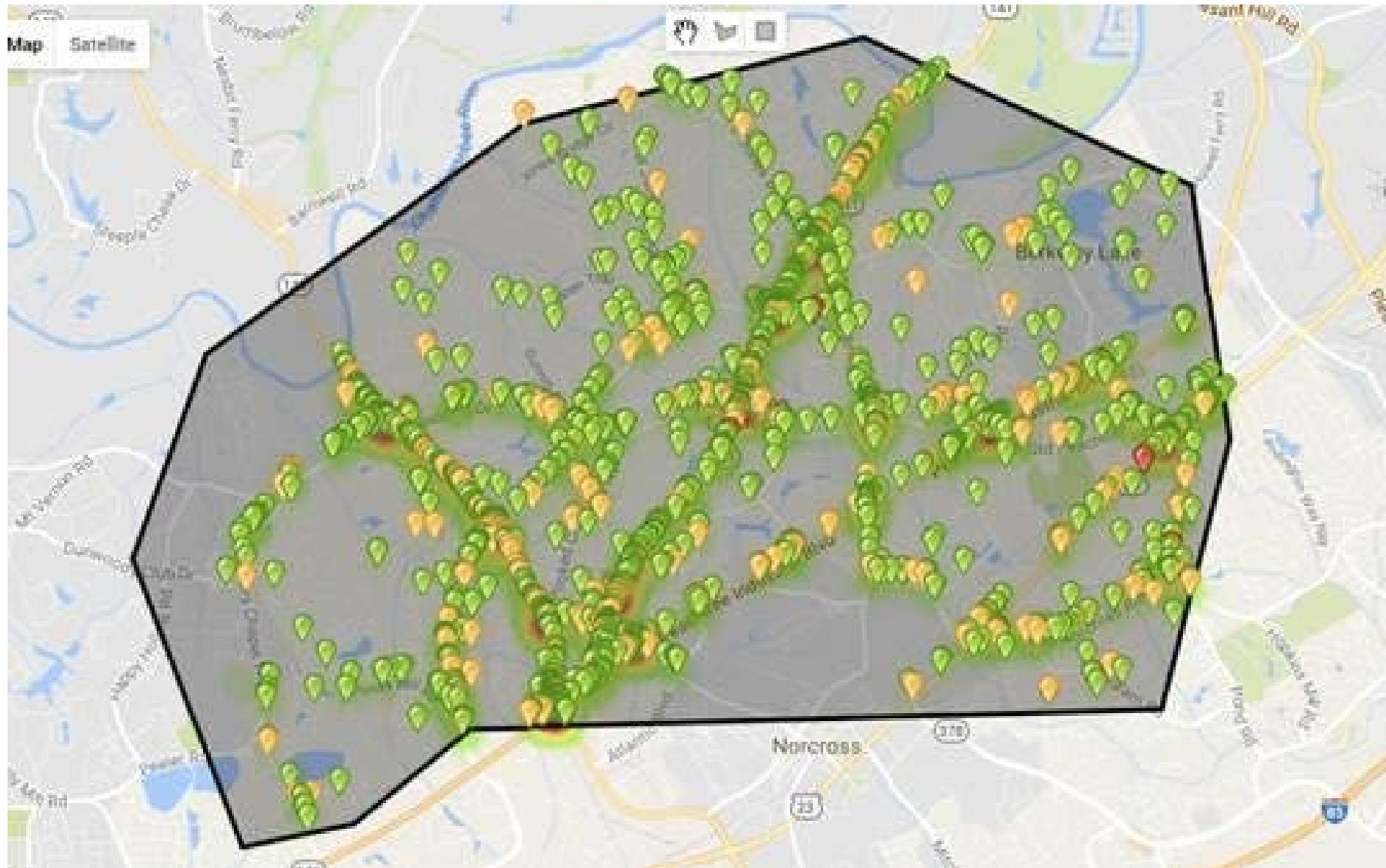
#### REPORT PARAMETERS

GROUP: OFFENSE DESC  
 DISPLAY: All Groups  
 1ST SORT BY: FROM DATE  
 2ND SORT BY: DON'T SORT  
 3RD SORT BY: DON'T SORT

This has helped us generally identify hotspots

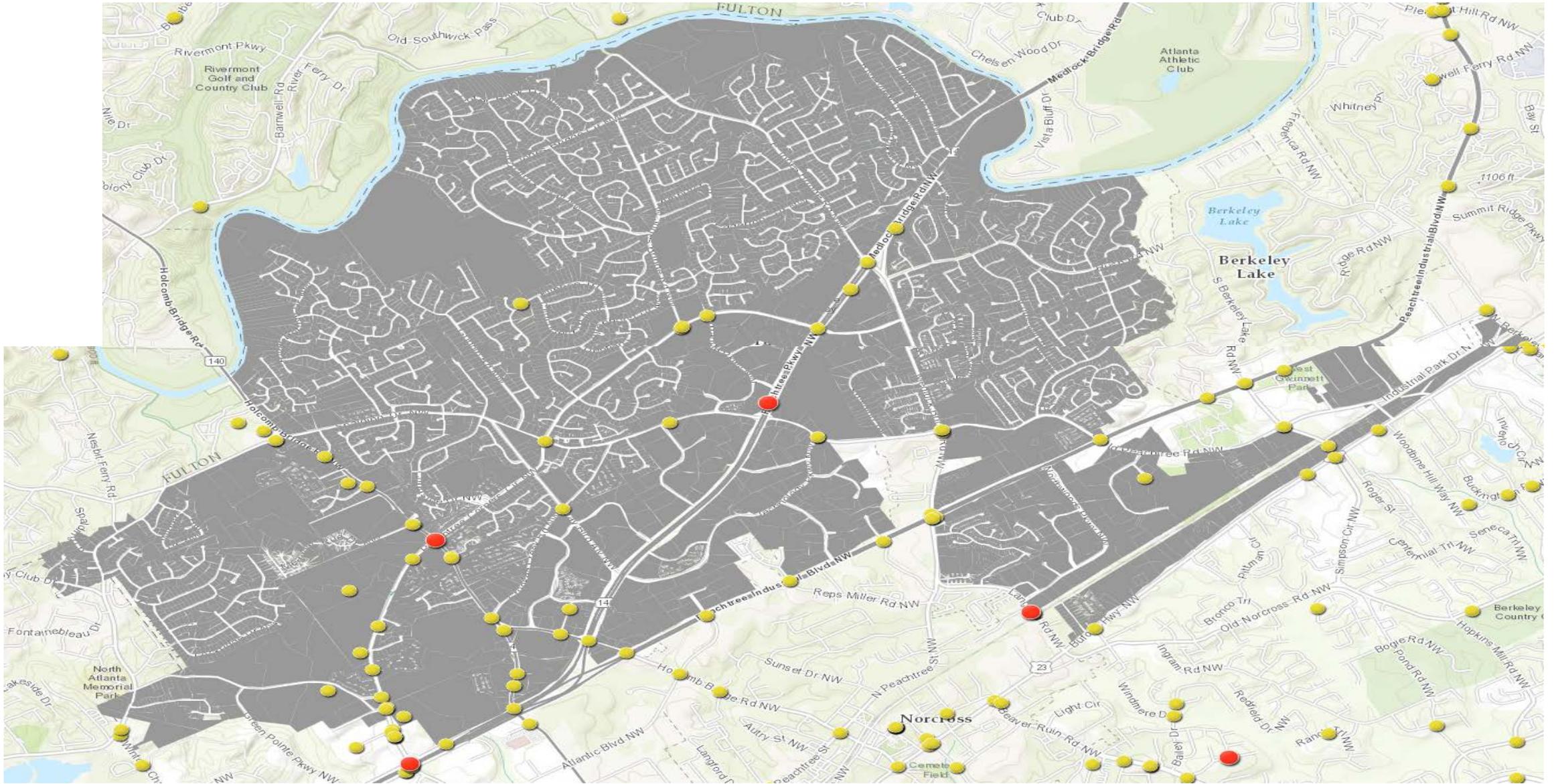
We will provide the actual reports for further PTC analysis

# PTC Traffic Crashes 2011-2015



- Key  
Green: incident without injury  
Yellow: incident with injury  
Red: fatality

# PTC Pedestrian Crashes & Fatalities 2011-2015



# II. Information:

There is an overwhelming amount of data regarding motor vehicle violations; generally speaking, tickets seem to mainly be focused on the busier, more major thoroughfares

Gwinnett County Police Citation Report for GZONES For 1/1/2013 to 6/27/2017		
Location	City	Violation
7049 JIMMY CARTER BLVD NW	NORCROSS	40-5-121
CASH CT NW/JIMMY CARTER BLVD NW	NORCROSS	40-6-391(A)(1)
CASH CT NW/JIMMY CARTER BLVD NW	NORCROSS	40-6-202
AMWILER RD NW/NORTHEAST PKWY NW	DORAVILLE	40-6-48(1)
BUFORD HWY NW/JONES MILL RD NW	DORAVILLE	40-5-20(A)
BUFORD HWY NW/JONES MILL RD NW	DORAVILLE	40-8-26(A)(1)
ASHLEY LAKES DR NW/JONES MILL RD NW	NORCROSS	40-8-22(A)
BUFORD HWY NW/SUSAN LN NW	DORAVILLE	40-8-23(E)
BUFORD HWY NW/SUSAN LN NW	DORAVILLE	40-8-26(A)(1)
BUFORD HWY NW/SUSAN LN NW	DORAVILLE	40-5-20
BUFORD HWY NW/SUSAN LN NW	DORAVILLE	40-5-120
JIMMY CARTER BLVD NW/PEACHTREE INDUSTRIA	NORCROSS	40-8-23(E)
JIMMY CARTER BLVD NW/PEACHTREE INDUSTRIA	NORCROSS	40-5-120
6470 SPALDING DR	NORCROSS	40-6-391(A)(1)
JIMMY CARTER BLVD NW/PEACHTREE INDUSTRIA	NORCROSS	40-6-49(A)
MEDLOCK BRIDGE RD NW/SPALDING DR NW	NORCROSS	40-6-71
JIMMY CARTER BLVD NW/PEACHTREE INDUSTRIA	NORCROSS	40-6-72(C)
HOLCOMB BRIDGE RD NW/PEACHTREE CORNERS C	NORCROSS	40-2-8(A)
E JONES BRIDGE RD NW/PEACHTREE PKWY NW	NORCROSS	40-6-71
E JONES BRIDGE RD NW/PEACHTREE PKWY NW	NORCROSS	40-6-71
HIDDEN COVE CIR NW/JIMMY CARTER BLVD NW	NORCROSS	40-6-10(A)
BUFORD HWY NW/PLEASANTDALE RD NW	DORAVILLE	40-8-73.1

40-6-49(a)	Following too closely
40-6-72(b)	Failure to stop at stop sign
40-6-20	Failure to obey traffic control device (red light, signs, etc.)
40-6-391	Driving Under the Influence
40-6-181	Speeding
40-6-163	Failure to stop for school bus stop signal
40-6-186	Racing
40-6-71	Failure to yield
40-5-20	Driving without a license
40-5-121	Driving with a suspended license
40-6-10(b)	No insurance
40-8-76.1	Not wearing seatbelt
40-5-32a	Driving with expired license
40-6-390	Reckless Driving
40-6-72	Failure to yield
40-6-71	Failure to yield while turning left
40-6-73	Failure to yield leaving a driveway
40-6-48(1)	Failure to maintain lane/unsafe lane change
40-6-126	Not allowed to use center turn lane more than 300 feet
40-8-20	Driving without headlights

Given the amount of data, we request that PTC further analyze this report to determine key insights and conclusions.

# II. Information:

**PEDS (Pedestrians Educating Drivers on Safety) have been and can be a valuable resource moving forward.**

**“Working today for a walkable tomorrow”**

**“We go the extra mile to inspire changes that make communities in GA great places to walk”**

**The Goal:** Making communities in GA safe, inviting, and accessible to everyone who walks.

- Work with transportation agencies, neighborhood organizations, and others to bring about pedestrian-friendly policies, plans, and street designs
- Also collaborate with police officers and the media to promote increased compliance with speed limits and crosswalk laws

# II. Information:



We're a small advocacy group with a big impact.  
We go the extra mile to inspire changes that make  
communities in Georgia great places to walk.

[Donate Now!](#)

[About Us](#) [Initiatives](#) [Take Action](#) [News](#) [Join the Movement!](#)

Search

## Working today for a **walkable** tomorrow.

Job Opening

Georgia Walks  
Summit  
Presentations

Report Hazards



Fix Atlanta's Sidewalks  
[Show us the money!](#)



Taking it to the street!  
[Walk more and connect](#)



Complete the Streets!  
[Safer people, safer streets](#)

Blog

[Subscribe to e-News](#)



Making innovative and effective  
crosswalk treatments mainstream  
Providing workshops and toolkits that  
have helped hundreds of  
transportation professionals learn  
how to design for pedestrian safety  
Making safe crossings at bus stops a  
local, regional and state priority  
Increasing the number of drivers who  
stop for people in crosswalks

<http://peds.org/about-us/>

# II. Information:

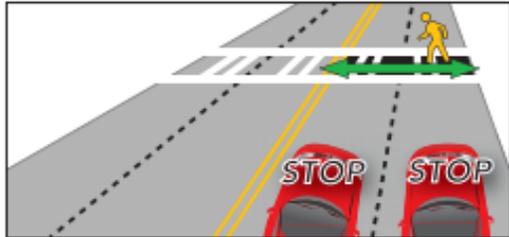
## Some key takeaways from meetings and conversations with PEDS:

- Awareness measures regarding Pedestrian Safety is key, efforts to make it known that it's an issue and that everyone needs to have it top of mind
- Influence the Engineers in our city – they are the ones to drive change needed
- Press for Driver Enforcement and tactics that focus on the drivers
  - i.e., relevant signs are less effective on fixing the issue when focused on pedestrians vs. drivers
  - Main issues stem from: speeding, running lights, texting and driving, and lack of knowledge of pedestrian right-of-way codes

# PEDS also has existing materials that PTC could use to help educate our residents

## WHAT GEORGIA DRIVERS MUST KNOW ABOUT PEDESTRIANS

**PEDESTRIAN + CROSSWALK = STOP**, even if the pedestrian is not in your lane.



**STOP** for a pedestrian in a crosswalk when the pedestrian is *anywhere* on your side of the road. **Side of the road** means all lanes of traffic going in one direction.



**STOP** for a pedestrian in a crosswalk when the pedestrian is approaching and in the lane next to your side of the road.

### TURNING DRIVERS STOP, EVEN ON GREEN



Before turning right or left on a green light, **STOP** for pedestrians. They have the right of way.

## COMMON DRIVER VIOLATIONS

### FAILING TO STOP FOR PEDESTRIANS



Georgia law requires you to stop for a pedestrian in the crosswalk, even when the pedestrian isn't in your lane.

### TURNING BEHIND OR IN FRONT OF PEDESTRIANS IN A CROSSWALK



You must stay stopped until the pedestrian has finished crossing the side of the road onto which you're turning. Don't bully pedestrians with your vehicle. They have the right of way. Never turn into a crosswalk when pedestrians are still using it.

### BLOCKING THE CROSSWALK



Always stop *behind* the crosswalk, not in it. Blocking the crosswalk with your vehicle forces pedestrians into moving traffic.

Walk Smart. Drive Smart.

## Walk Smart. Drive Smart.

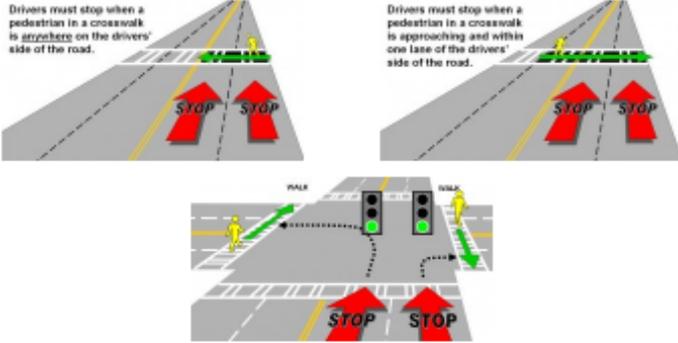
Pedestrian safety requires three E's: education, enforcement and engineering. Of these, education is the least expensive — and easiest to share. Walk safe. Encourage drivers to slow down. And spread the word on motorists' responsibilities to pedestrians.

## Pedestrian Right of Way

Do you know what the Georgia Code says about pedestrians? Many people don't.

In 1995 the Georgia legislature changed the crosswalk law. Drivers must "stop and stay stopped" for pedestrians in crosswalks, not just yield to them. Motorists must stop when pedestrians are anywhere on their side of the road or if they're approaching and within one lane of the driver's side of the road. Pictures are worth a thousand words.

Some Key Links in PEDS site:



Before turning left or right, **STOP** for pedestrians, even on green lights. To learn more, download our "What Drivers must Know about Pedestrians" flyer.

Please spread the word. It makes a difference.

## Kill Speed, Save Lives

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, if not fatal.



A little more speed is a lot more deadly.

[Put the brakes on neighborhood speeding. Learn how.](#)

<http://peds.org/campaigns/safer-streets/walk-smart-drive-smart/>

<http://peds.org/campaigns/safer-streets/walk-smart-drive-smart/who-has-the-row/>

<http://peds.org/wp-content/uploads/2015/10/FLYER-for-Download-new-logos.pdf>

**PEDS also has events, activities, and seminars PTC can get involved with; and can also be a consultative resource for the city council.**

Programs/Events:

- 50+ Walks:

<http://peds.org/50-walks/>

- Walktober:

- GA Walks Summit (for planners, engineers)

<http://peds.org/georgia-walks-summit/>

- Join Peds as a neighborhood walking partner

<http://peds.org/about-us/neighborhood-walking-partners/>

--Can conduct a Walking Audit (via donation), and also conducts monthly learning seminars



Walktober

# WALKtober

4 weeks of fun on foot

**Don't miss out! Just three more walks are on the calendar.**

Fri, Oct 28, 5:45 PM The Old Fourth Ward Walks!

Sat, Oct 29, 2 PM: Banchan Urbanism: A Walking Tour of Buford Highway – [RSVP](#)

Mon, Oct 31, 7:30 AM : Midtown Java Walk- [RSVP](#)

*Walks are free and open to all.*

**Anyone can create, post and lead a walk. Walks are put on by people like you!**

Are you a walking enthusiast? If so, plan a walk and add it to the WALKtober calendar. Find new places to walk and new people to enjoy walking with. Once your walk is on the calendar, anyone in the community is welcome to join.

No need for concern about competition. In a region our size, having more than one walk on the same day is never a problem.

Calendar iFrame display is blank because the account holding the calendar needs to have a valid paid subscription.

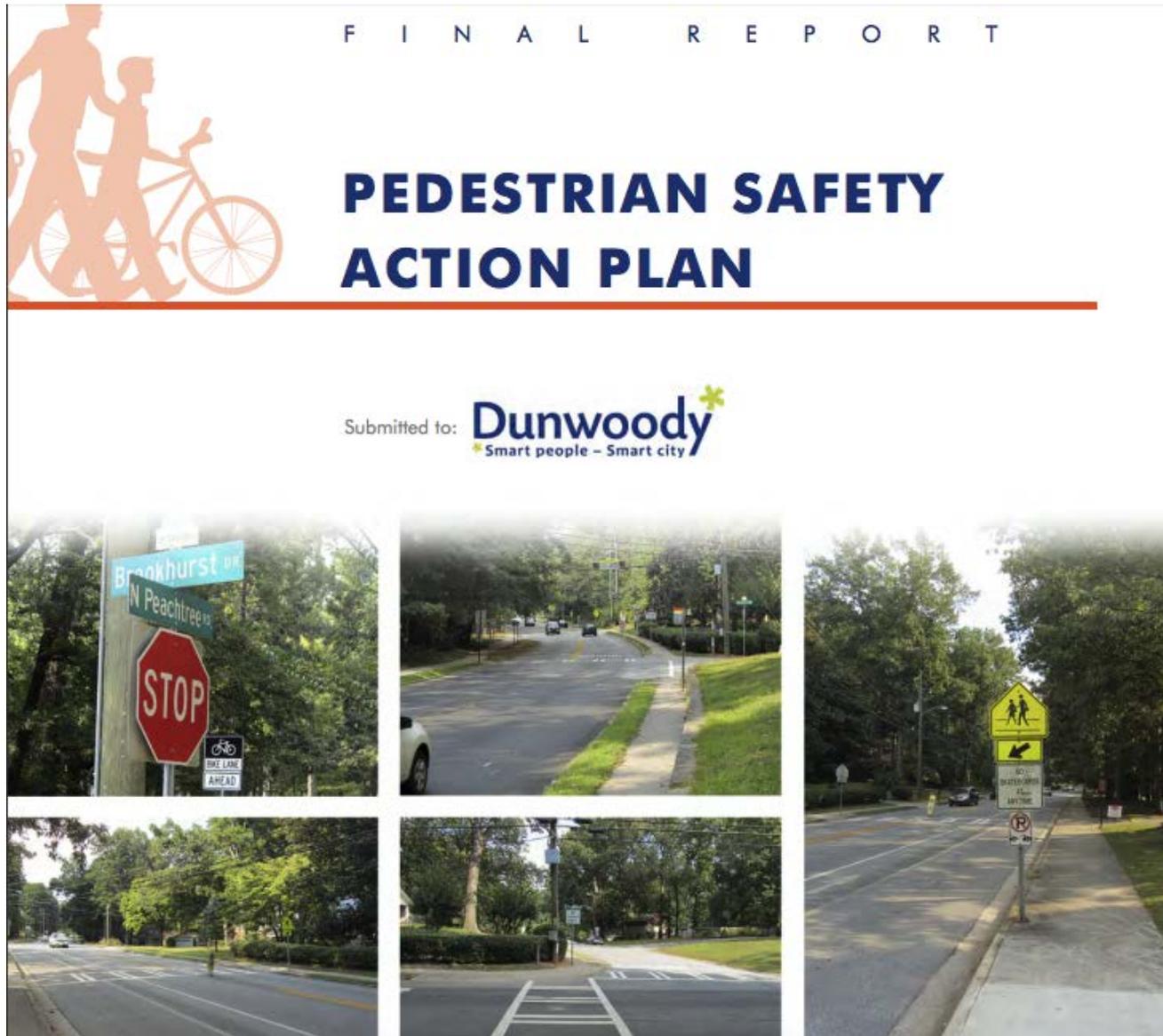
# II. Information:

**We met with Norcross City Council member, Andrew Hixon who is on the PEDS Board (joined a Task Force meeting).**

## **Insights from our conversation:**

- Has been talking about getting PTC involved with their efforts
- Should focus on getting city staff on board – have them always thinking about walkers
- Norcross has been working to be designated as a walk-friendly city – applied but did not get it. Tough requirements but still working towards it.
- Doing the “50+ walks” program and wants to get PTC involved with it

# II. Information:



- Dunwoody commissioned a recent Pedestrian Safety Study and Action Plan
- Conducted by Kimley Horn (office in PTC) - \$30k
- Focused on Infrastructure
- Key Takeaway: Implemented a “Hub” approach, which helped with how we approached our recommendations.

# II. Information

## Other documents developed by organizations that we can use for guidance and our communications materials

- GDOT Drive Smart Doc:

[http://www.dot.ga.gov/DriveSmart/Travel/Documents/ga\\_ped\\_guide.pdf](http://www.dot.ga.gov/DriveSmart/Travel/Documents/ga_ped_guide.pdf)

- ARC Pedestrian planning guide:

[http://documents.atlantaregional.com/transportation/tp\\_SRTP\\_Toolkit\\_Pedestrians.pdf](http://documents.atlantaregional.com/transportation/tp_SRTP_Toolkit_Pedestrians.pdf)

- GA Safe Routes to School:

<http://www.saferoutesga.org/content/georgia-srts-basics>



**ARC**  
ATLANTA REGIONAL COUNCIL  
STRATEGIC REGIONAL THOROUGHFARE PLAN

### tool kit

#### Designing for Pedestrians On Strategic Regional Thoroughfares

**Purpose**  
Safe minimum design for pedestrians typically includes a sidewalk and crosswalk; however, to encourage pedestrian travel as a viable travel mode along strategic thoroughfares, communities should address the convenience and comfort of pedestrians as a chief consideration when designing pedestrian-oriented places.

The following pedestrian values should direct design of a complete pedestrian network:

- Shortened walking distances
- Separation (or buffer) from moving traffic
- Frequent safe and visible crossings along thoroughfares
- Aesthetically pleasing surroundings and amenities
- Barrier-free accessibility (ADA)
- Continuous door-to-door pedestrian connections

This toolkit identifies elements, trends, and resources for pedestrian design along strategic thoroughfares in the Atlanta region.

**Pedestrian Design**  
Planning for pedestrians should take on a long-term view. Although pedestrian facilities may not be needed immediately, they will likely be needed as development occurs and density of an arterial increases. Coordination between future land use plans and thoroughfare design is essential to building a well-balanced and efficient transportation network.

To account for the changing pedestrian needs along thoroughfares, a range of pedestrian treatments can be planned dependent on the location of the road and the resources available to a community. Referencing the Georgia Department of Transportation's (GDOT's) Pedestrian & Streetscape Guide is a solid starting point.

**PEDESTRIAN ACCIDENTS**  
According to the Georgia Department of Transportation (GDOT) Pedestrian & Streetscape Guide, common causes of accidents include the following:

- Driver inattention
- Hit while crossing an intersection (50%)
- Hit while crossing mid-block (33%)
- Struck from behind while walking along roadway, same direction as traffic
- Motorist exceeding safe speed
- Daring into street midblock
- Vehicles backing up

Understanding where these injuries and fatalities occur in your community provides a starting point for improving design for pedestrians along strategic thoroughfares.



Strategic Regional Thoroughfare Network

## Georgia Guidebook for Pedestrian Planning



[www.dot.state.ga.us](http://www.dot.state.ga.us)



June 2006

# II. Information: Relevant Materials

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## Other cities with plans to reference:

- City of Roswell Master Green Plan: <http://www.roswellgov.com/home/showdocument?id=4754>
- Avalon in Alpharetta: <http://www.designforwalkability.com/avalon/> & <https://urbanland.uli.org/news/uli-case-study-avalon-alpharetta-georgia/>

**Many more links, case studies, articles, cities doing it well, and contacts for PTC city council reference and inspiration are in the appendix**

# III. The Insights

# III. Insights

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1. There is a lack of **Awareness/Education** between drivers, cyclists, and pedestrians on how to safely share roadways and sidewalks.
2. There are opportunities to improve **Infrastructure** (structural elements, devices, signs, markers) where trouble spots exist.
3. Maximizing **Enforcement** efforts of proper traffic laws is needed to encourage drivers, cyclists, and pedestrians to operate in a safe manner.

**Our recommendations and ideas will be organized and presented into these three key buckets.**

# IV. & V. Implications and Implementation

- 1. What are we going to do to drive change and improvements against these insights?**
  - The Idea / Big Picture Initiatives
- 2. How are we going to do it?**
  - The Tactics against these ideas/initiatives

# 1. Awareness & Education

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## Implication: Educate of pedestrians

### Implementation (The How/Tactics)

Activity	Details	Timing
<b>Focus on schools and child education</b>	<ul style="list-style-type: none"><li>• Work with law enforcement and pedestrian resources to create a safe walking curriculum</li></ul>	6 - 12 months
<b>Focus on apartments and high density housing and HOA groups (UPCCA, etc.)</b>	<ul style="list-style-type: none"><li>• Flyers and social media campaign distributed as part of awareness campaign</li><li>• Group walks for kids to school</li></ul>	6 - 8 months
<b>Develop and distribute “Safe Walking” collateral</b>	<ul style="list-style-type: none"><li>• Education materials with focus on how to walk safely</li><li>• How to identify and safely use crosswalks</li><li>• Define safe walking principles</li></ul>	Immediate

# 1. Awareness & Education

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## Implication: Educate Drivers

### Implementation (The How/Tactics)

Activity	Details	Timing
<b>Create flyer that defines pedestrian vs. driver rules of the road</b>	<ul style="list-style-type: none"><li>• Illustrate what are legitimate crosswalks and where pedestrians have the right of way</li></ul>	Immediate
<b>Define common standards for identification of pedestrian areas</b>	<ul style="list-style-type: none"><li>• Define a crosswalk standard and inform public of that standard</li><li>• Define visual indicators to alert drivers to presence of pedestrians (yellow tree example)</li></ul>	6+ months
<b>General Improvement and Addition of Incremental Pedestrian related signage to alert and educate drivers</b>	<ul style="list-style-type: none"><li>• Throughout the city</li><li>• See hotspots &amp; hubs for focus</li></ul>	

# 1. Awareness & Education

## Implication: Educate the Community

### Implementation (The How/Tactics)

Activity	Details	Timing
<b>Create focus on pedestrians at city council level</b>	<ul style="list-style-type: none"><li>• Regular updates on walkability as part of city council meetings</li><li>• Connect SPLOST investments with pedestrian safety</li><li>• Define pedestrian standards that should be maintained with development initiatives</li></ul>	Immediate - 6 months
<b>Integrate pedestrian safety into city events with ambassadors, booths, and flyers</b>	<ul style="list-style-type: none"><li>• Focus on current city events: Run the Corners, Peachtree Corners Festival, and Peachtree Corners Christmas Parade</li></ul>	Immediate - 6 months
<b>Maintain specific pedestrian safety deliverables for any major city developments that could be required through zoning</b>	<ul style="list-style-type: none"><li>• City Center</li><li>• Twin Lakes development</li><li>• Arts Center</li><li>• Proposed Multi-use development for Fiserv campus</li><li>• Simpsonwood</li></ul>	Immediate
<b>Educate community about road vs. sidewalk cyclists</b>	<ul style="list-style-type: none"><li>• Education campaign on the types of cyclists and applicable rules for each</li></ul>	Immediate

# 1. Awareness & Education

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**Implication:** Request the City Council partner with PEDS and engage in recommended programs and activities

## Implementation (The How/Tactics)

Activity	Details	Timing
<b>Tactics to Implement</b>	<ul style="list-style-type: none"><li>• PEDS provides recommendations for ongoing tactics to help Awareness/Infrastructure/Enforcement, working with City Council, (especially engineers) Task Force, and Police Department</li><li>• Conduct a “Walking Audit” with PEDS</li><li>• Become a partner to leverage awareness/education opportunities</li></ul>	Immediate
<b>Assets to Leverage</b>	<ul style="list-style-type: none"><li>• PEDS provides materials for us to communicate and distribute through various channels, both City Council and Residents/Community orgs (schools, churches, etc.)</li></ul>	Immediate

# 1. Awareness & Education

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**Implication:** City Council initiate PTC participation and execution in current programs and events identified by the Task Force.

## Implementation (The How/Tactics)

Activity	Details	Timing
<b>50+ Walks</b>	<ul style="list-style-type: none"><li>Implement Walking Groups program to engage in 50+ walks program</li></ul>	Immediate
<b>WALKTober</b>	<ul style="list-style-type: none"><li>Plan a big event for next October!</li></ul>	Plan next summer
<b>GA Walks Summit</b>	<ul style="list-style-type: none"><li>City Council member (engineer) attends, Spring 2018</li></ul>	Spring 2018
<b>Partner with Norcross</b>	<ul style="list-style-type: none"><li>City of Norcross has expressed interest in working with PTC. They are currently engaged in a number of pedestrian-friendly activities. (Councilman Andrew Hixson)</li></ul>	Immediate

# 1. Awareness & Education

## Implication: Other ideas/actions to request of the City Council

### Implementation (The How/Tactics)

Activity	Details	Timing
Request that the City Council work towards being designated as a Walk Friendly City	<ul style="list-style-type: none"><li>• Research how and put activities in place (support via Norcross council member)</li><li>• See next slide for overview – deadline June 15 and December 15 each year</li></ul>	Immediate
Request that the City Council apply for GOHS funds grants towards Enforcement and Education purposes – by Spring 2018	<ul style="list-style-type: none"><li>• Obtain application and Identify areas we need to focus on, and what information needs to be provided</li></ul>	Immediate
Request additional and regular Awareness activities be implemented by the City Council	<ul style="list-style-type: none"><li>• Ped Safety focused emails, info in city newsletters (articles, tips – share the info we are providing), posting on Next Door</li><li>• Request ongoing Ped Task Force representation at regular / relevant city council meetings</li></ul>	Immediate
Create a PTC pedestrian safety event, perhaps in October (in correlation with WALKTober)	<ul style="list-style-type: none"><li>• Walking event around city, ending at a gathering event</li><li>• Ped Safety Speakers, such as Mayor, Task Force, PEDS</li><li>• Distribute materials</li></ul>	Begin Planning

# Walk Friendly Checklist

## WALK FRIENDLY COMMUNITIES SELF-ASSESSMENT

Many cities and towns are already developing and implementing the initiatives, policies, and programs recommended by the Walk Friendly Communities program. Using this checklist will help your community document existing activities, identify those areas where you can grow your programs, and put you on the path to develop a Walk Friendly Communities application. The items in the checklist represent some of the key components of a Walk Friendly Community, but they do not include all of the items in the full Community Assessment Tool.

To learn more and submit a full application, visit [www.walkfriendly.org](http://www.walkfriendly.org).

### COMMUNITY INFORMATION, DATA AND EVALUATION

- Pedestrian coordinator/dedicated staff
- Guiding policy statement or strategy (e.g. Vision Zero)
- Nonmotorized count program
- Analysis of safety data



Image courtesy of Daniel Peck of Peck Studios  
Gold Level Community Arlington, VA

### PLANNING AND POLICY

- Pedestrian plan with routine implementation tracking and review
- Targets for increased mode share and safety
- Complete streets policy

### EDUCATION AND ENCOURAGEMENT

- Safe Routes to School programs
- Public education and safety campaigns
- Open Streets and other events

### ENGINEERING AND DESIGN

- Sidewalk design and network coverage
- Comprehensive design guidance
- Formal traffic calming and speed management program

### LAW ENFORCEMENT

- Dedicated traffic safety unit
- Targeted pedestrian safety enforcement operations
- Interdepartmental collaboration and cooperation

*"Our city takes pride in recognition of the work that we do by organizations such as Walk Friendly Communities. Putting our city in the national conversation of multimodal planning played a role in City Council choosing to continue funding pedestrian projects at a high level..."*

*— Walk Friendly Community: Charlotte, North Carolina*

# 1. Awareness & Education

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**Implication:** Create a new Community Association comprised of residents from each of the following (appointed volunteer representatives): HOA, PTA, Churches, Chamber of Commerce, Community Orgs

## Implementation (The How/Tactics)

Activity	Details	Timing
<b>Information Packet</b>	<ul style="list-style-type: none"><li>• Create an initial Info Packet, then distribute ongoing communications</li></ul>	Immediate
<b>Distribution</b>	<ul style="list-style-type: none"><li>• Distribution of materials and communications through these representatives to their respective groups</li></ul>	Immediate
<b>Meetings/Discussions</b>	<ul style="list-style-type: none"><li>• Discuss PED safety info and updates at each of their meetings</li></ul>	Immediate

# 2. Infrastructure

## Implication: Suggested Improvements

### Implementation (The How/Tactics)

Activity	Details	Notes
<b>Sidewalk Improvements</b>	<ul style="list-style-type: none"><li>• Add sidewalks in areas where people need to walk and where there is high pedestrian traffic without sidewalks</li><li>• Widen narrow sidewalks</li><li>• Repair sidewalks which are uneven and/or cracking</li></ul>	Some improvements currently underway.
<b>Crosswalk Improvements</b>	<p><b>Design</b></p> <ul style="list-style-type: none"><li>• Consistent design throughout the city to improve driver/cyclist/pedestrian recognition, well-marked and eye catching (example at 310 Tech)</li></ul> <p><b>Placement</b></p> <ul style="list-style-type: none"><li>• Consider improved safety for the pedestrian while maintaining line of sight for the driver</li><li>• Consider bus stops when planning location of crosswalks</li></ul>	We Recognize the City is currently working on standard for crosswalk design.  Sprouts ex. where crosswalk is set back with room for car in front.

# 2. Infrastructure

## Implication: Suggested Improvements

### Implementation (The How/Tactics)

Activity	Details	Notes
<b>Crosswalk Improvements (cont.)</b>	<b>RFB</b> <ul style="list-style-type: none"><li>• Install additional RFBs as needed</li></ul> <b>Pedestrian Islands</b> <ul style="list-style-type: none"><li>• Include on wide roads where able (~6 lanes or more, including turn lanes)</li><li>• Add street light in island to provide better visibility at night</li></ul> <b>Median Barriers</b> <ul style="list-style-type: none"><li>• Install barriers in medians to encourage use of crosswalk and discourage jaywalking which endangers the pedestrian</li><li>• Suggest natural barriers such as trees, shrubs, and plants that are difficult to traverse through</li></ul> <b>Traffic Lights / Walk Signals:</b> <ul style="list-style-type: none"><li>• Change too quickly in some areas, e.g. 141</li></ul>	EJB & Winters Chapel in plan

# 2. Infrastructure

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## Implication: Suggested Improvements

### Implementation (The How/Tactics)

Activity	Details	Notes
<b>Lighting</b>	<ul style="list-style-type: none"><li>• Install lighting to promote consistent visibility along major pedestrian routes (hubs)</li><li>• Ensure well-lit crosswalks, as mentioned above</li></ul>	
<b>Signage</b>	<ul style="list-style-type: none"><li>• Install additional radar signs to encourage safe speeds</li><li>• Consider having speed limit lowered through City on major roads</li><li>• Add pedestrian walk time signs, such as “.5 miles to Forum”</li></ul>	
<b>Beautification</b>	<ul style="list-style-type: none"><li>• Consider incorporating the city arts initiative as functional art to protect pedestrians and/or encourage walking</li><li>• Artistic/functional barrier to protect pedestrians in crosswalk islands on major roads, or to provide separation between major roadways and sidewalks</li></ul>	

# 2. Infrastructure

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## Implication: Suggested Improvements

### Implementation (The How/Tactics)

Activity	Details	Notes
<b>Beautification (cont)</b>	<ul style="list-style-type: none"><li>• Benches for rest along pedestrian routes connecting to hubs, which encourages walking</li><li>• Consistent, visual indicator for trail entrances</li><li>• Incorporate city branding for pedestrian-friendly city (banner/flag)</li></ul>	
<b>Bike Lanes</b>	<ul style="list-style-type: none"><li>• Incorporate bike lanes where possible and include in overall city planning/future development</li></ul>	City has “complete street” ordinance for any new roads, which will include bike lanes

# 2. Infrastructure

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**Implication: Present the data collection (accidents, pedestrian incidents, and traffic violations) to the City Council and request it be organized and analyzed into a digestible report (statistical analysis, charts/maps, etc)**

## Implementation (The How/Tactics)

Activity	Details	Timing
<b>Data Analysis</b>	<ul style="list-style-type: none"><li>Identify hotspots and focus analysis on frequencies, propensities, correlations, mapping, etc. so that the Task Force may provide data/fact-based recommendations</li></ul>	
<b>Follow-up Recommendations</b>	<ul style="list-style-type: none"><li>Make new/additional recommendations for <b>Awareness/Infrastructure/Enforcement</b> based on the report</li></ul>	

# 2. Infrastructure

**Implication: Request that a Pedestrian Safety study/analysis be conducted with focus on Infrastructure, from standpoint of developing Engineering and Design solutions, utilizing relevant existing data and research conducted by PTC and/or the Task Force.**

## Implementation (The How/Tactics)

Activity	Details	Timing
<b>This may be conducted by PTC City staff (with task force support) if the information is relevant and we have the expertise, resources to do so; if not, request PTC explores a consulting firm for further support and expertise.</b>	<ul style="list-style-type: none"><li>• Study should focus on fixing <b>Infrastructure</b> (devices, signs, street/sidewalk improvements, medians, speed bumps, crosswalks, etc.)</li><li>• Include any specific “hot spots” requests identified by the Task Force stemming from data collection</li><li>• Ensure a crosswalk/stop sign initiative be included in all focus areas, including subdivision entrances</li></ul>	TBD
<b>Focus on the following hubs, with appropriate radii around:</b>	<ul style="list-style-type: none"><li>• Schools</li><li>• Shopping Centers</li><li>• Churches</li><li>• Community Centers (e.g. YMCA)</li></ul>	

# 2. Infrastructure

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## Implication: Specific areas of concern from the Task Force and residents

### Implementation (The How/Tactics)

Area	Details	Priority
<b>State Route 141, Peachtree Corners Circle, Spaulding Dr, Holcomb Bridge</b>	<ul style="list-style-type: none"><li>• Complete sidewalks along both sides of major roads and the roads that flow into them</li></ul>	1
<b>Forum entrance - Peachtree Corners Circle</b>	<ul style="list-style-type: none"><li>• Cars and pedestrians coming from all directions. Need more awareness/pedestrian signs and possibly limit exit of cars to only make a right turn.</li></ul>	1
<b>Norcross High School</b>	<ul style="list-style-type: none"><li>• Recognizing the school itself is within Norcross, but a need exists to improve/increase crosswalks getting to/from the school and better lighting.</li></ul>	1
<b>Jay Bird Alley &amp; 141</b>	<ul style="list-style-type: none"><li>• Needs sidewalks to connect to 141</li></ul>	1

# 2. Infrastructure

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## Implication: Specific areas of concern from the Task Force and residents

### Implementation (The How/Tactics)

Area	Details	Priority
<b>Peachtree Elementary</b>	<ul style="list-style-type: none"><li>Needs crosswalks painted in the new City design that lead up to the school from the neighborhoods and at the Crooked Creek/Jay Bird Alley intersection.</li></ul>	1
<b>141 and Jaybird Alley</b>	<ul style="list-style-type: none"><li>Longer time - not enough time to cross the street</li></ul>	1
<b>Jimmy Carter Blvd. between Peachtree Industrial and Holcomb Bridge</b>	<ul style="list-style-type: none"><li>Add sidewalks and proper lighting</li></ul>	1
<b>Neighborhoods</b>	<ul style="list-style-type: none"><li>Assess ability to put crosswalks in new design at every neighborhood entrance/exit</li></ul>	1

# 2. Infrastructure

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## Implication: Specific areas of concern from the Task Force and residents

### Implementation (The How/Tactics)

Area	Details	Priority
<b>Entrance to Ingles Shopping Center from East Jones Bridge</b>	<ul style="list-style-type: none"><li>Needs a sidewalk into the center. Worn path through the grass shows heavy use. Currently unsafe.</li></ul>	1
<b>Medlock Bridge and Peachtree Corners Circle</b>	<ul style="list-style-type: none"><li>Signaled crosswalk is needed</li><li>Please note that a traffic circle is already in process of being added</li></ul>	2
<b>Holcomb Bridge and River Exchange</b>	<ul style="list-style-type: none"><li>Add a crosswalk</li></ul>	2
<b>Woodhill Dr &amp; 141</b>	<ul style="list-style-type: none"><li>Consider a grade separated crossing (area between the two shopping centers). This area has the greatest number of “need” walkers and incidents.</li><li>Needs sidewalks to connect to 141 and continue into shopping center</li></ul>	2

# 2. Infrastructure

## Implication: Specific areas of concern from the Task Force and residents

### Implementation (The How/Tactics)

Area	Details	Priority
<b>Forum entrances on 141</b>	<ul style="list-style-type: none"><li>• Should be marked with pedestrian crossing signs and crosswalks painted in new city-wide design (any crosswalk added throughout the city would be done in new design).</li><li>• Continue sidewalks along 141 into shopping center</li></ul>	2
<b>East Jones Bridge Intersection of office complex and entrance to Ingles shopping center</b>	<ul style="list-style-type: none"><li>• Dangerous for people attempting to go to lunch from the office building. Very complex intersection.</li></ul>	2
<b>Peachtree Corners Circle &amp; Spalding</b>	<ul style="list-style-type: none"><li>• Traffic light does not adequately allow for pedestrians crossing Spalding while drivers are making right turns</li><li>• Request that new traffic signals be put in there that include a “red right arrow” light that keeps drivers from turning while the pedestrian walk signal is on</li></ul>	2
<b>Crooked Creek &amp; Spalding</b>	<ul style="list-style-type: none"><li>• New Synagogue being built. Sidewalks need to be added to support walkers who look to attend services.</li></ul>	3

# 2. Infrastructure

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## Implication: Specific areas of concern from the Task Force and residents

### Implementation (The How/Tactics)

Area	Details	Priority
<b>141 at Wellington Lakes</b>	<ul style="list-style-type: none"><li>• Add crosswalk. There is a push button to cross 141 at Wellington Lakes, but no painted crosswalk.</li></ul>	3
<b>Bush Road</b>	<ul style="list-style-type: none"><li>• Crosswalks suggested at Scotts Mill or Farmington.</li></ul>	3
<b>Jones Bridge Park</b>	<ul style="list-style-type: none"><li>• Continue the sidewalk from where it ends by Dean field all the way into the park to connect to existing sidewalk in park.</li></ul>	3
<b>Forum and City Center</b>	<ul style="list-style-type: none"><li>• Assess need for grade separated crossing between forum and city center. (Should be noted this is a want to walk area.)</li></ul>	3
<b>Pedestrian Bridge over the river at Jones Bridge Park and trail connection along river</b>	<ul style="list-style-type: none"><li>• To connect to Chattahoochee National Recreation Area on the other side.</li><li>• Additional improvements to connect river front of Jones Bridge Park to “Fiserv property” and the Fields Club to create a river side pathway.</li></ul>	3

# 3. Enforcement

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**Implication:** Request enhanced **Enforcement** focused on the following hubs, with appropriate radii around:

- Schools
- Shopping Centers
- Churches
- Community Centers (e.g. YMCA)

## Implementation (The How/Tactics)

Activity	Details	Timing
<b>Police Presence</b>	<ul style="list-style-type: none"><li>• Enhanced GCPD police presence with emphasis on traffic/pedestrian safety</li></ul>	Immediate
<b>Crossing Guards</b>	<ul style="list-style-type: none"><li>• Add more crossing guards in the key areas we identified</li></ul>	Immediate
<b>Ticketing</b>	<ul style="list-style-type: none"><li>• Ticket outside of main thoroughfares</li><li>• Ensure Peachtree Corners has a reputation for enforcing safe driving and pedestrian behavior.</li></ul>	Immediate

# Summary & Next Steps

# Closing

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## In Summary, opportunities to Improve Pedestrian Safety - Driver, City, and Pedestrians

- Awareness/Education
  - Education is key to a successful walkable community
  - Emphasis on signage that directs Drivers
- Infrastructure
  - Focus improvements in areas where people **Need** to walk vs. **Want** to walk, identified hotspots, and eventually connecting hubs
- Enforcement
  - Enhanced presence with emphasis on traffic/pedestrian safety
  - Strive for a “reputation”
- Focus efforts on densely populated areas, and the key “hubs” approach
- Let’s have Peachtree Corners get involved with all that is available to help drive change and improvement

# APPENDIX

# PEDS

## Pedestrians Educating Drivers on Safety

### Good Contacts:

- Brad Belo – planner in Macon doing great work on walking  
478-751-7478 | [bbelo@mbpz.org](mailto:bbelo@mbpz.org)
- City of Norcross –  
Andrew Hixson. City council member. Also doing great things for walking.  
Is on PEDS board. [ahixson@norcrossga.net](mailto:ahixson@norcrossga.net)
- Byron Rushing - Atlanta Regional Commission  
Pedestrian-Bike Planner  
[BRushing@atlantaregional.org](mailto:BRushing@atlantaregional.org)

# Examples of good Pedestrian Safety Action Plans or plans with good pedestrian elements

County, regional
Atlanta Regional Commission. Walk. Bike. Thrive!
Chatham County Non-Motorized Transportation Plan
Dougherty Regional Bicycle and Pedestrian Plan
Douglas County Bicycle and Pedestrian Needs Assessment
Middle Georgia Regional Bicycle and Pedestrian Plan
NE Georgia Plan for Bicycling and Walking
Rome-Floyd County Bicycle, Pedestrian, and Trail Master Plan
Valdosta-Lowndes Bicycle and Pedestrian Master Plan

Neighborhood
Avondale Active Living Workshop Report
Candler Park Master Plan
Downtown Atlanta Hotel District ADA Transition Plan
Gwinnett Village Pedestrian and Bike Connectivity Plan

City
Augusta ADA Transition Plan
Augusta Age Friendly Action Plan
Brookhaven Bike Pedestrian and Trail Plan
Chamblee Comprehensive Plan
Columbus Alternative Transportation Study
Decatur Pedestrian Chapter
Doraville Active Living Plan
Dunwoody Pedestrian Safety Action Plan
Hapeville Bike and Pedestrian Plan
Sandy Springs Bicycle, Pedestrian, and Trail Implementation Plan
The Thread Master Plan, La Grange

# Other Pedestrian Information Resources

## National and Statewide Organizations with a Pedestrian Safety Focus

America Walks

<https://americawalks.org/>

PEDS

<https://peds.org/>

Georgia Safe Routes to School

<http://www.saferoutesga.org/>

National Safe Routes to School Partnership

<http://www.saferoutespartnership.org/>

Perils for Pedestrians

[Pedestrians.org](http://pedestrians.org)

National Complete Streets Coalition

<https://smartgrowthamerica.org/program/national-complete-streets-coalition/>

Everybody WALK

<http://everybodywalk.org/>

AARP Livable Communities

<http://www.aarp.org/livable-communities/>

## Getting Started

Pedestrian and Bicycle Information Center

<http://www.pedbikeinfo.org/>

Dangerous by Design 2016 - report

Everyone Walks. Understanding and Addressing Pedestrian Safety - report

Bicycling & Walking in the United States. 2016 Benchmarking Report - report

# Other Pedestrian Information Resources

## Local Organizations with a Pedestrian Safety Focus

[Bike Walk Macon](http://www.bikewalkmacon.com/)

<http://www.bikewalkmacon.com/>

[Bike Walk Northwest Georgia](http://www.bwnwga.org/)

<http://www.bwnwga.org/>

[Macon Pedestrian Safety Review Board](http://psrb.maconbibb.us/)

<http://psrb.maconbibb.us/>

[Newton Trails](http://www.newtontrails.org/)

<http://www.newtontrails.org/>

[Path Foundation](https://pathfoundation.org/)

<https://pathfoundation.org/>

[Macon, GA Vision Zero](http://psrb.maconbibb.us/)

<http://psrb.maconbibb.us/>

[Fort Lauderdale, FL Vision Zero](http://www.fortlauderdale.gov/departments/transportation-and-mobility/transportation-division/building-community-today/vision-zero-fort-lauderdale)

<http://www.fortlauderdale.gov/departments/transportation-and-mobility/transportation-division/building-community-today/vision-zero-fort-lauderdale>

Live Healthy Baldwin

<http://livehealthybaldwin.weebly.com/>

Healthy Savannah

<http://healthysavannah.org/>

# Other Pedestrian Information Resources

## **Vision Zero**

### [Vision Zero Network](http://visionzeronetWORK.org/)

<http://visionzeronetWORK.org/>

### [Vision Zero Initiative](http://www.visionzeroinitiative.com/)

<http://www.visionzeroinitiative.com/>

ITE Vision Zero Toolbox

## **Creating a Pedestrian Safety Action Plan**

### [How to Develop a Pedestrian Safety Action Plan](https://safety.fhwa.dot.gov/ped_bike/ped_focus/docs/fhwasa0512.pdf)

[https://safety.fhwa.dot.gov/ped\\_bike/ped\\_focus/docs/fhwasa0512.pdf](https://safety.fhwa.dot.gov/ped_bike/ped_focus/docs/fhwasa0512.pdf)

## **Equity**

### [Pursuing Equity in Pedestrian and Bicycle Planning](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/equity_paper/)

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/resources/equity\\_paper/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/equity_paper/)

## **Public Health**

### [Surgeon General Call to Action on Walking and Walkable Communities](https://www.surgeongeneral.gov/library/calls/walking-and-walkable-communities/index.html)

<https://www.surgeongeneral.gov/library/calls/walking-and-walkable-communities/index.html>

### [Measuring what we value. Policies to prioritize public health and build prosperous regions](http://t4america.org/wp-content/uploads/2017/02/CDC-Policy-Leave-Behind.pdf)

<http://t4america.org/wp-content/uploads/2017/02/CDC-Policy-Leave-Behind.pdf>

# Other Pedestrian Information Resources

## Data & Performance Measures

[FARS, Pedestrian Fatalities Data](#)

<https://www-fars.nhtsa.dot.gov/QueryTool/querysection/selectyear.aspx>

[GEARS, Pedestrian Crashes Data](#)

<https://www.gearsportal.com/Pages/Public/Home.aspx>

[Pedestrian Traffic Fatalities by State: 2016 Preliminary Data](#)

[http://www.ghsa.org/sites/default/files/2017-03/2017ped\\_FINAL\\_4.pdf](http://www.ghsa.org/sites/default/files/2017-03/2017ped_FINAL_4.pdf)

[Guidebook for developing pedestrian & bicycle performance measures](#)

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/performance\\_measures\\_guidebook/pm\\_guidebook.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/pm_guidebook.pdf)

## Planning

[Georgia Guidebook for Pedestrian Planning](#)

[http://www.dot.ga.gov/drivesmart/travel/Documents/ga\\_ped\\_guide.pdf](http://www.dot.ga.gov/drivesmart/travel/Documents/ga_ped_guide.pdf)

[Walk Friendly Communities](#)

<http://www.walkfriendly.org/>



## Engineering

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach

AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities

Rural Multimodal Network Planning 2016

Georgia Pedestrian & Streetscape Guide

NACTO

# Other Pedestrian Information Resources

## **Education and enforcement**

[Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices](https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/812202-countermeasures-that-work-8th.pdf)

<https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/812202-countermeasures-that-work-8th.pdf>

[NHTSA Pedestrian safety enforcement operations: A How-To Guide](https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/812059-pedestriansafetyenforceoperahowtoguide.pdf)

<https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/812059-pedestriansafetyenforceoperahowtoguide.pdf>

## **Funding**

[FWHA Funding Opportunities Chart](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm)

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm)