

20-O-1239

AN ORDINANCE
BY TRANSPORTATION COMMITTEE

AN ORDINANCE TO ADOPT A VISION ZERO ROAD SAFETY PROGRAM & FRAMEWORK, TO REVISE SECTION 150-51 OF THE CITY OF ATLANTA CODE OF ORDINANCES TO ESTABLISH A DEFAULT SPEED LIMIT OF 25MPH ON ALL LOCAL ROADS, TO ESTABLISH A DEFAULT SPEED LIMIT OF 25MPH ON ALL COLLECTOR AND DOWNTOWN/MIDTOWN ARTERIALS EXCEPT WHERE OTHERWISE POSTED, ON A STATE ROUTE OR WHERE THERE IS A CONFLICT WITH THE STATE LIST OF ROADWAYS APPROVED FOR USE OF SPEED DETECTION DEVICES, AND TO REVISE SECTION 150-65 OF THE CITY OF ATLANTA CODE OF ORDINANCES TO FORMALLY ADOPT THE NACTO URBAN STREET DESIGN GUIDE FOR ALL BICYCLE, PEDESTRIAN AND OTHER VISION ZERO-RELATED INFRASTRUCTURE PROJECTS; AND FOR OTHER PURPOSES.

☒ **CONSENT REFER**

☐ **REGULAR REPORT REFER** APR 20 2020

☐ **ADVERTISE & REFER**

☐ **1ST ADOPT 2ND READ & REFER COUNCIL**

☐ **PERSONAL PAPER REFER**

Date Referred: 3-17-20

Referred To: TRANS

Date Referred:

Referred To:

Date Referred:

Referred To:

First Reading

Committee: Transport

Date: 3/11/2020

Chair: [Signature]

Referred To: _____

FINAL COUNCIL ACTION

☐ 2nd ☐ 1st & 2nd ☐ 3rd

Readings

☒ Consent ☐ V Vote ☒ ARC Vote

Committee

Date

Chair

Action

Fav, Adv, Hold (see rev. side)

Other

Members

Refer To

Committee

Date

Chair

Action

Fav, Adv, Hold (see rev. side)

Other

Members

Refer To

CERTIFIED

APR 20 2020

ATLANTA CITY COUNCIL PRESIDENT

CERTIFIED

APR 20 2020

MUNICIPAL CLERK

MAYOR'S ACTION

APPROVED

APR 24 2020

MAYOR

20-O-1239



**AN ORDINANCE
BY TRANSPORTATION COMMITTEE**

AN ORDINANCE TO ADOPT A VISION ZERO ROAD SAFETY PROGRAM & FRAMEWORK, TO REVISE SECTION 150-51 OF THE CITY OF ATLANTA CODE OF ORDINANCES TO ESTABLISH A DEFAULT SPEED LIMIT OF 25MPH ON ALL LOCAL ROADS, TO ESTABLISH A DEFAULT SPEED LIMIT OF 25MPH ON ALL COLLECTOR AND DOWNTOWN/MIDTOWN ARTERIALS EXCEPT WHERE OTHERWISE POSTED, ON A STATE ROUTE OR WHERE THERE IS A CONFLICT WITH THE STATE LIST OF ROADWAYS APPROVED FOR USE OF SPEED DETECTION DEVICES, AND TO REVISE SECTION 150-65 OF THE CITY OF ATLANTA CODE OF ORDINANCES TO FORMALLY ADOPT THE NACTO URBAN STREET DESIGN GUIDE FOR ALL BICYCLE, PEDESTRIAN AND OTHER VISION ZERO-RELATED INFRASTRUCTURE PROJECTS; AND FOR OTHER PURPOSES.

WHEREAS, the City of Atlanta is committed to reducing crashes and eliminating traffic deaths and serious injuries on its roadways; and

WHEREAS, Vision Zero is a global road safety program originated in Sweden and adopted by many U.S. Cities that aims to achieve a road network with zero fatalities or serious injuries. Vision Zero is supported in the United States by the National Association of City Transportation Officials “(NACTO)”, United States Department of Transportation “(USDOT)” and the Federal Highway Administration “(FHWA)”; and

WHEREAS, forty-three American cities have set a Vision Zero goal of eliminating traffic fatalities and severe injuries and have committed themselves to a public action plan to achieve the Vision Zero goal; and,

WHEREAS, seventy-three traffic fatalities occurred in the City of Atlanta in 2019, a traffic death rate three times greater than peer cities such as Boston and Seattle; and

WHEREAS, the Atlanta Department of Transportation recommends creation of a Vision Zero Task Force to develop strategies for reaching zero and adoption of a comprehensive Vision Zero Action Plan; and

WHEREAS, the Atlanta Department of Transportation will develop a comprehensive Vision Zero Action Plan that identifies specific data-driven strategies and actions that will make Atlanta’s roads safer; and which The Vision Zero Action Plan will be based on the “6E Road Safety Framework” (Equity, Education, Engineering, Enforcement, Evaluation and Emergency Response) with emphasis on utilization of data and technology to maximize outcomes; and

WHEREAS, several American cities have lowered speed limits in conjunction with committing to Vision Zero; and

WHEREAS, vehicle speed plays a critical role in the frequency and severity of crashes, and speed contributed to 52% of Atlanta’s traffic fatalities in 2019; and



WHEREAS, lowering the speed limit on Atlanta's streets will improve safety of all travelers, particularly the most vulnerable users, such as children, seniors and elderly, people of color and low-income, and people walking, biking and using other mobility devices such as scooters; and

WHEREAS, the Atlanta Department of Transportation recommends revising the City of Atlanta Code of Ordinances (the "Code of Ordinances") to lower the default speed limit on local roads in Atlanta to 25 miles per hour for the purpose of improving public health and safety; and

WHEREAS, the Atlanta Department of Transportation recommends revising the Code of Ordinances to lower the posted speed limit to 25mph on collector and downtown/midtown arterials except where there is a conflict with the State List of Roadways Approved for use of Speed Detection Devices; and

WHEREAS, Georgia State Law (O.C.G.A. § 40-6-183(a)(3)) enables local municipalities to decrease the speed limit within an urban or residential district to not less than 25 miles per hour;

WHEREAS, the NACTO Urban Street Design Guide is considered best practice for large American municipalities and the One Atlanta Strategic Transportation Plan calls for its adoption as city design standard for all transportation projects;

NOW THEREFORE, THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA, HEREBY ORDAINS:

Section 1:

Atlanta City Council joins the Mayor's Office and the Atlanta Department of Transportation to declare that Atlanta is a Vision Zero city that utilizes data-driven strategies to reduce crashes and eliminate all traffic-related deaths and serious injuries. Council encourages the mayor, or her designee, to develop a Vision Zero Program and a Vision Zero Action Plan based on the 6E Framework to reduce and eliminate traffic fatalities and serious injuries in the City of Atlanta.

Section 2:

That Section 150-51 of the City of Atlanta Code of Ordinances, entitled "Speed Zones", which currently reads as follows

Sec. 150-51. - Speed Zones.

(a)

Designation. Except as otherwise specifically provided in this chapter or by ordinance, the city shall be divided into two speed zones. The inner zone shall consist of the area included within a circle, whose radius is 2½ miles centered on the intersection of Peachtree Street and Marietta Street at Five Points. The



outer zone shall consist of all of the area of the city except the area included within the inner zone.

(b)

Maximum speed permitted. Except when a special hazard exists that requires lower speed for compliance with law, it shall be unlawful for any person to drive a motor vehicle within the inner zone at a rate of speed in excess of 25 miles per hour or within the outer zone at a rate of speed in excess of 35 miles per hour, unless a higher rate of speed has been specifically authorized for the particular street by this chapter or an appropriate ordinance and appropriate signs are in place stating this authorized rate of speed.

(Code 1977, § 13-2192)

is hereby deleted in its entirety and replaced with the following **bold and underlined** text.

Sec. 150-51. – Default Speed Limits

- (a) **Classification: The city's roadways are classified as local, collector or arterial roads based on the Georgia Department of Transportation Functional Classifications.**
- (b) **Default Speed Limits on Local Roads. No person shall drive a motor vehicle on a local road within city limits at a rate of speed in excess of twenty-five (25) miles per hour.**
- (c) **Default Speed Limits on all Collector Roads and on Downtown/Midtown Arterial Roads. No person shall drive a motor vehicle at a rate of speed in excess of twenty-five (25) miles per hour unless otherwise posted. The posted speed on all collector and on downtown/midtown arterial roads shall be twenty-five (25) miles per hour unless the roadway is a GDOT-owned roadway or there is a conflict with the Georgia Department of Transportation List of Roadways Approved for use of Speed Detection Devices. In the event of a conflict, the listed speed in the GDOT List of Roadways shall be posted. Default Speed Limits on Downtown/Midtown Arterial Roads are considered to be the arterial roads bounded on the north by the Buford/Spring Connector & Deering Road, on the south by Interstate 20, on the east by Boulevard/Monroe Dr, and on the west by Northside Drive north of Joseph E Boone and by Joseph E Lowery south of Joseph E Boone.**

Section 3:

That the Atlanta Department of Transportation is authorized to update signage where appropriate to reflect speed limit changes.

Section 4:



That Section 150-65 of the City of Atlanta Code of Ordinances shall be amended to read with new language underlined and language to be removed ~~struck through~~:

(1) *Installation.* The department of transportation ~~public works~~ shall install designated bicycle routes and lanes along city streets in accordance with the city's comprehensive development plan. Said routes and lanes shall conform with the design standards and guidelines set forth by the National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide or other best practice guidelines ~~the American Association of State Highway and Transportation Officials (AASHTO) in the most recent version of its "Guide for the Development of Bicycle Facilities."~~ The department of ~~transportation public works~~ shall submit the proposed design of all bicycle routes and lanes to the department of planning, development and neighborhood conservation and to the Atlanta Bicycle Planning Committee for their review and comment prior to installation. Furthermore, the department of transportation ~~public works~~ shall install proposed bicycle routes and lanes concurrent with the resurfacing or improvement of all streets along which a bicycle route or lane is proposed in the city's comprehensive development plan.

Section 5:

That all ordinances and parts of ordinances in conflict with this Ordinance are hereby waived only to the extent of the conflict.

A true copy,

Foris Webb III
Municipal Clerk

ADOPTED by the Atlanta City Council
APPROVED by Mayor Keisha Lance Bottoms

APR 20, 2020
APR 24, 2020

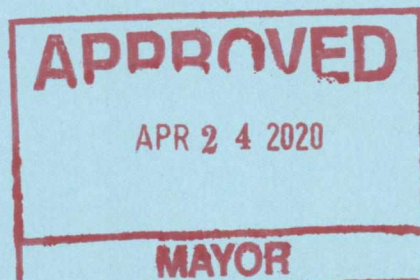
AN ORDINANCE BY TRANSPORTATION COMMITTEE TO ADOPT A VISION ZERO ROAD SAFETY PROGRAM & FRAMEWORK, TO REVISE SECTION 150-51 OF THE CITY OF ATLANTA CODE OF ORDINANCES TO ESTABLISH A DEFAULT SPEED LIMIT OF 25MPH ON ALL LOCAL ROADS, TO ESTABLISH A DEFAULT SPEED LIMIT OF 25MPH ON ALL COLLECTOR AND DOWNTOWN/MIDTOWN ARTERIALS EXCEPT WHERE OTHERWISE POSTED, ON A STATE ROUTE OR WHERE THERE IS A CONFLICT WITH THE STATE LIST OF ROADWAYS APPROVED FOR USE OF SPEED DETECTION DEVICES, AND TO REVISE SECTION 150-65 OF THE CITY OF ATLANTA CODE OF ORDINANCES TO FORMALLY ADOPT THE NACTO URBAN STREET DESIGN GUIDE FOR ALL BICYCLE, PEDESTRIAN AND OTHER VISION ZERO-RELATED INFRASTRUCTURE PROJECTS; AND FOR OTHER PURPOSES.

VOTE RECORD - ORDINANCE 20-O-1239						
<input checked="" type="checkbox"/> ADOPTED <input type="checkbox"/> ADVERSED <input type="checkbox"/> FAVORABLE <input type="checkbox"/> ACCEPTED AND FILED <input type="checkbox"/> FIRST READING <input type="checkbox"/> SECOND READING <input type="checkbox"/> THIRD READING <input type="checkbox"/> FOURTH READING <input type="checkbox"/> FIFTH READING <input type="checkbox"/> REFERRED TO COMMITTEE <input type="checkbox"/> HELD IN COMMITTEE <input type="checkbox"/> TABLED <input type="checkbox"/> DEFERRED <input type="checkbox"/> RECONSIDERED <input type="checkbox"/> FILED <input type="checkbox"/> ADOPTED AS AMENDED <input type="checkbox"/> AMENDED <input type="checkbox"/> ACCEPTED <input type="checkbox"/> SUBSTITUTED <input type="checkbox"/> AMENDED SUBSTITUTE <input type="checkbox"/> FILED BY COMMITTEE <input type="checkbox"/> REFERRED TO ZRB AND ZC <input type="checkbox"/> REFERRED WITHOUT OBJECTION <input type="checkbox"/> ADOPTED ON SUBSTITUTE <input type="checkbox"/> ADOPTED SUBSTITUTE AS AMENDED <input type="checkbox"/> FORWARDED WITH NO RECOMMENDATI <input type="checkbox"/> REFERRED TO SC <input type="checkbox"/> FILED WITHOUT OBJECTION <input type="checkbox"/> FAILED			YES/AYE	NO/NAY	ABSTAIN	ABSENT
	MICHAEL JULIAN BOND	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MATT WESTMORELAND	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	ANDRE DICKENS	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	CARLA SMITH	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	AMIR R FAROKHI	MOVER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	ANTONIO BROWN	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	CLETA WINSLOW	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	NATALYN MOSBY ARCHIBONG	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	JENNIFER N. IDE	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	HOWARD SHOOK	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	J. P. MATZIGKEIT	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	DUSTIN HILLIS	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	ANDREA L. BOONE	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MARCI COLLIER OVERSTREET	SECONDER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	JOYCE M SHEPERD	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



20-O-1239

Adopted by the Atlanta City Council
April 20, 2020



Keshia Barnes
MAYOR'S ACTION