

# Campus Safety Walk Report 2023



Georgia Institute of Technology  
**Student Government  
Association**

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# Introduction



# To the Reader

## MOTIVATION

The purpose of the annual Campus Safety Walk is to identify and provide solutions for the campus-wide safety and infrastructure issues that Georgia Tech's student body regards as most pressing. This year's Campus Safety Walk took place on January 20, 2023, after months of planning and discussion between SGA, the student body, and Institute administration.

## ROUTE

To design the route for the Safety Walk, we relied heavily on the voices of the Georgia Tech student population through an accessible, official Campus Safety Survey. Building on the success of last year's Safety Walk, we reused the survey's helpful heat map feature. The heatmap allows respondents to pinpoint specific areas of campus where they feel safety or accessibility concerns may arise, and then describe these areas of concern in detail.

The survey also collected relevant demographic information, such as year in college, affiliation with Tech, location of residence, and frequently used transportation mode. Based on the responses from this and last year's surveys, we created an itinerary to address the most reported areas of concern on campus. The categories of issues are intersections and crosswalks, lighting, vehicle speed, road and sidewalk conditions, bike lanes, and miscellaneous (for more information about these categories, see section 3.1, page 21). Of the large number of identified concerns, we chose to include about 20 that we felt were most emblematic of the overarching safety issues present on campus. The results of this year's survey, which collected 170 responses, are available in Section 3.1 of this Report.

## USING THE REPORT

The Safety Walk achieved its goal of connecting administration and student leadership to identify, understand, and address our campus' most pressing safety concerns. We welcomed the participation of officials from many areas of Institute leadership, including the Office of the President, Georgia Tech Police Department, Parking and Transportation Services, Infrastructure and Sustainability, and Planning, Design and Construction (formerly Capital Planning and Space Management). This Report summarizes the discussions that took place before and during the 2023 Safety Walk about these concerns.



# Safety Walk Overview

The 2023 Safety Walk covered over 20 specific or representative safety concerns across the entirety of Tech's campus. Part 2 of this Report, which contains a summary of these concerns, is split into four sections by geographic location. Each concern is listed under the section corresponding to its location on campus and identified by a letter (**A** for West Campus, **B** for Central Campus, **C** for East Campus and Tech Square, or **D** for North Avenue) and a number. Information about a safety concern is classified in one of four ways:

- **DESCRIPTION.** A short description of the issue, incorporating information from the survey and 2021 Safety Walk Report, if applicable.
- **OBSERVATION.** Information relating to the concern that was identified or discussed during the Safety Walk; for example, that the issue has been resolved, or that another similar issue exists as well.
- **SUGGESTION.** Feedback generated during the Safety Walk suggesting a solution to the concern or what further work needs to be done.
- **IMPLEMENTATION.** New to the Safety Walk Report, implementations are concrete objectives that Institute administration has agreed to work towards. To ensure accountability, responsible agencies are identified where applicable.

Insightful comments from the survey are included in each section; they serve to express the community's thoughts about these topics, or sometimes to introduce related concerns that were not covered in the Safety Walk.

Part 3 of the Report contains a summary of the results of the Safety Survey, as well as a list of helpful campus safety resources.

## CLOSING REMARKS

As representatives of the undergraduate student body, it is our responsibility to ensure that the voices of Tech's students are heard and considered in the Institute's infrastructure and safety planning. This Report is made possible by the contribution of many Tech students and officials, and SGA is grateful for the continued support of President Cabrera, Chief Connolly, and all involved administrative departments in this effort. We hope that this Report will be a valuable tool in the process of making Georgia Tech a safer and more equitable place to live, work, and study.

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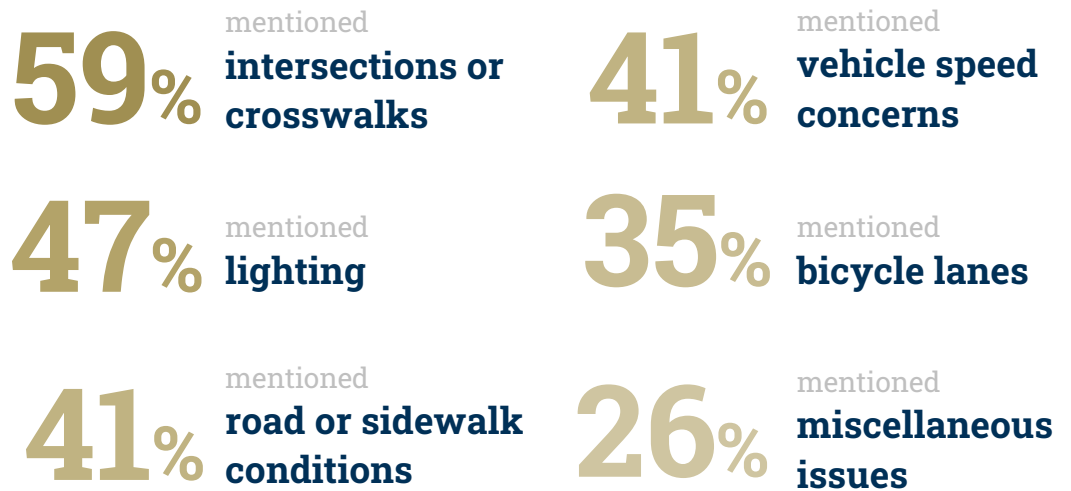
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## PLANNING PROCESS

Following the Safety Walk's purpose to facilitate discussion about pressing safety and infrastructure issues around our campus, we employed the results of the Safety Survey to plan the walk's itinerary. To design the route, we joined with officials from Parking and Transportation, GTPD, and Infrastructure and Sustainability to conduct a follow-up of the 2021 Safety Walk, and then consulted other stakeholders through the Safety Survey. From these discussions and 56 preliminary survey responses, we identified six categories of concerns: intersections and crosswalks, lighting, vehicle speed, road and sidewalk conditions, bicycle lanes, and miscellaneous.

Out of the  
preliminary  
responses...



## ITINERARY

The Safety Walk began outside of GTPD headquarters in West Campus and proceeded through Tech Green and the Greek Neighborhood before turning south to North Avenue and ending near Tech Tower. The itinerary used is shown below.

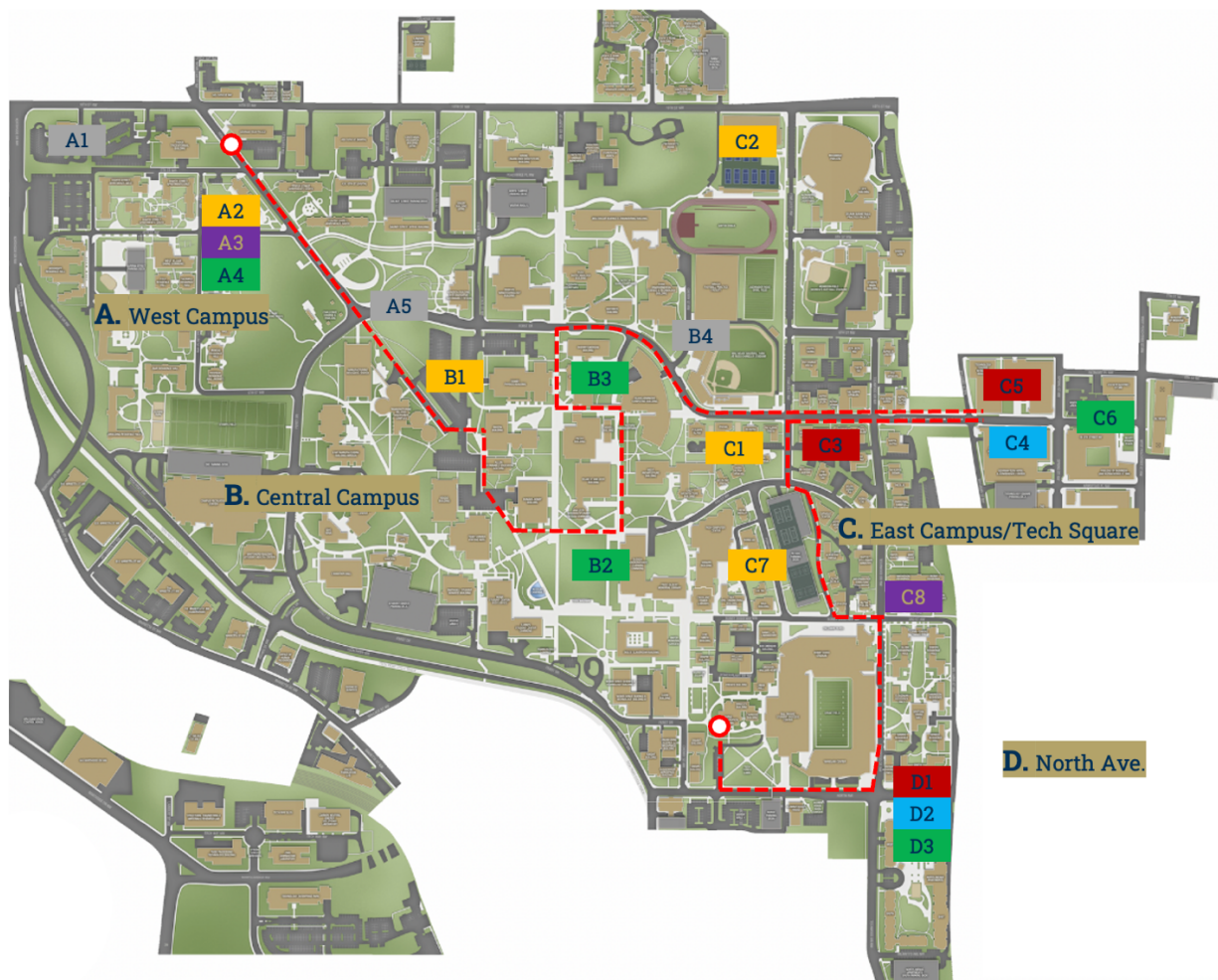


Figure 1: The itinerary of the 2023 Safety Walk. The Walk began at GTPD and ended near Tech Tower. Rectangular callouts identify individual issues that were discussed, by campus location and order.

- Intersections or crosswalks
- Lighting
- Vehicle speed
- Road or sidewalk conditions
- Bicycle lanes
- Miscellaneous





# Institute-Led Initiatives

## East Campus Streetscapes

Planning, Design and Construction

This project is aimed at revamping and revitalizing the pedestrian, bicycle, and vehicular facilities on East Campus. Its scope includes Techwood Drive/Centennial Olympic Parkway, as well as Ferst Drive, Brittain Drive, Fowler Street, and 4th Street. To combat deteriorating sidewalk conditions and encourage the use of alternative transportation modes, Techwood Drive and 4th Street will be getting dedicated cycle tracks and improvements to lanes and pedestrian facilities. The other streets will be redesigned with improved sidewalks and traffic patterns. The plan also studied parking improvements for Greek houses. The 3rd Street Tunnel Plaza is also being enhanced and is planned to be opened to help with parking management and distribution. Additionally, Techwood Drive south of Bobby Dodd Way is being redesigned as a convertible “festival” street, allowing for full or partial closure during game days and housing move in/out, and a convertible pedestrian street design by Bobby Dodd Stadium for use during events. This project is currently scheduled to be completed in late 2024, but more specific schedule information will be provided as it becomes available.”

## Micromobility Safety Across Campus

Georgia Tech Police Department

Due to a concerning rise in collisions among vehicles like bicycles and electric scooters, GTPD plans to implement enforcement procedures varying from a warning to a violation, with repeated infractions to result in a more significant penalty. The current plan is to warn offenders first before ticketing and fining them; repeated infractions will result in a traffic violation carrying an even bigger penalty. This program is being rolled out to keep incidents between different transportation mode users to a minimum, especially in areas like the walkways around Tech Green, where cyclists, scooter riders, and pedestrians regularly interface.

# Institute-Led Initiatives

## Ferst Drive Realignment

Planning, Design and Construction

This project affects the entire corridor of Ferst Drive from Tech Square to Marietta Street. Aimed at improving safety for cyclists and scooter riders and revamping existing bus facilities to increase efficiency, the realignment will change the lane configuration on Ferst, add a buffered cycle track, and redesign five bus stops throughout campus. In particular, the intersection at Ferst Drive & Techwood Drive will be changed to include a floating bus platform and a bike- and pedestrian-only signal phase. The 5th Street Bridge streetscape will also be redesigned to include a bicycle-only signalized crossing at 5th Street & Williams Street. This project is being designed in coordination with Midtown Alliance's 5th Street project, and is scheduled to begin in mid-2023 and be completed in late 2024.

## Safety and Sustainability Awareness

Student Government Association

Over the past year, SGA's Sustainability and Campus Safety and Infrastructure committees have partnered with various organizations, including SMILE GT, the Interfraternity Council, and the Office of Solid Waste Management and Recycling, to advance several sustainability and safety initiatives. These include adding sustainability awards to the annual Greek Excellence Awards, chalking traffic safety messages on Atlantic Drive, installing temporary signage around campus for bike and scooter safety, and providing recycling bags at registered social events.



# Results of the Safety Walk



# West Campus

From the starting point at Georgia Tech Police Dept. Headquarters, the Safety Walk group proceeded down Hemphill Avenue and continued along the pathway by the MRDC. It is worth noting that almost all the concerns located in West Campus were related to the stretch of Hemphill between 10th Street and Ferst Drive.

## COMMENTS

- “People drive too fast on 8th Street, which causes apprehension when walking on the sidewalk, and they drive too fast on Hemphill, which causes concern and possible **danger crossing the crosswalk** at 8th and Hemphill, as well as apprehension when cycling on Hemphill.”
- “I have been nearly run over in crosswalks on State Street many times in the past 5 years. **Cars run very fast** on those streets and too often ignore pedestrians in the crosswalks.”
- “We need a roundabout at Hemphill and Ferst. Pedestrians need to understand to not start crossing if a vehicle is in the intersection.”
- “The intersection at 10th and Hemphill is extremely dangerous. Cars have close calls from hitting pedestrians every day.”
- “The shared sidewalk by the MRDC is used by bikes, scooters, and pedestrians, and it is way **too narrow** for this use as people often have to ride on the grass to pass pedestrians. There is room for it to be widened, and it should be as it is a main **pathway for bikers** getting from west to central campus.”
- “The walk to NARA at night is dangerous, especially when lab classes, research, and clubs meet when the NARA **bus shuttle is not in service**.”

# West Campus

## A 2 Lighting on Hemphill Avenue

**DESCRIPTION** Hemphill Avenue is largely unlit. This stretch of reduced visibility can cause safety problems for pedestrians, cyclists, and scooter riders after dark. In general, many areas around campus have lighting concerns, which can be especially detrimental on thoroughfares like Hemphill. A similar problem affects Couch Park, too.

**IMPLEMENTATION** The Utilities Maintenance Department of the Office of Infrastructure and Sustainability (I&S) is currently working with Georgia Power and GTPD to bring Hemphill and other poorly lit areas up to the campus lighting standard.

## A 4 Sidewalks on Hemphill Avenue

**DESCRIPTION** Many respondents identified the sidewalks along Hemphill as in need of improvement.

**OBSERVATION** Safety Walk participants noted that the sidewalks along this stretch are uneven, with many roots poking out at the joints. These features raise doubts about this area's accessibility.

## A 5 Bike Signage at Hemphill Avenue and Ferst Drive

**DESCRIPTION** The Hemphill Avenue & Ferst Drive intersection is emblematic of general signage concerns around campus. It lacks the bicycle safety infrastructure, such as bike-specific stop signs, present at 6th Street & Ferst Drive, just a few hundred feet down the road.

**IMPLEMENTATION** Per Planning, Design and Construction's Ferst Drive Realignment Plan (see section 1.3, page 8), a two-way protected cycle track is to be constructed along the length of Ferst. This plan will improve safety for cyclists and scooter riders, including at Hemphill & Ferst.



## A 1 Student Competition Center Transportation

**DESCRIPTION** The Student Competition Center (SCC) on 14th Street is home to seven Tech student competition teams that regularly work late on evenings there without a safe and reliable way to get back to campus. The Stinger Green route ends service to the SCC at 9 PM on weekdays, and Stingerettes often have hour-long wait times.

**OBSERVATION** SGA and PTS have collectively identified several issues with TransLoc, Tech's current transit app. TransLoc often fails to communicate important bus timing information to riders, such as driver breaks, and real-time tracking can be inaccurate.

**SUGGESTION** Increase the number of Stingerette vehicles in service to decrease wait times.

**IMPLEMENTATION** PTS has met with First Transit, Tech's transportation provider, to discuss ways to improve GPS tracking for Stinger buses. PTS needs more data to choose between options for addressing Stingerette and bus concerns, which will be done when a new Director of Transportation is hired, as the position is currently vacant.

## A 4 Bike Facilities around Hemphill Avenue

**DESCRIPTION** Hemphill Avenue lacks dedicated cycle tracks. Several respondents noted that space exists for protected cycle lanes along the shoulder of this road.

**OBSERVATION** The absence of protected bike lanes on Hemphill can cause conflicts between bikes, scooters, and cars. Narrow sidewalks by the MRDC past the intersection of Ferst Drive and Hemphill often force cyclists to bike through the grass.

**IMPLEMENTATION** Currently, there are no plans to add protected cycle lanes to Hemphill Avenue, but Planning, Design and Construction will investigate expanding the width of the sidewalks by the MRDC to better accommodate pedestrian and personal transportation traffic.

# Central Campus

The Safety Walk route continued through parking lot W21 between Ferst Theater, the MRDC, and the Sustainable Education Building before arriving at Tech Green. As participants walked along Atlantic Avenue to reach Ferst Drive, a recurring theme in conversations was intermodal conflict associated with mixed-use walkways.

## COMMENTS

- “This parking lot [W21] is always **pitch black at night**. A lot of students use it as a cut-through, but it is scary at night.”
- “Electric scooters on walkways often swoop within three feet of walkers. If I had turned or raised an arm suddenly, I could have collided with several recently.”
- “As a pedestrian, I notice that some car drivers do not stop for people in crosswalks; I’ve also **come very close to being knocked down** walking on Skiles walkway from bikes and scooters.”
- “It would be good to have some type of fluorescent **ground signage to remind bikers of their rules** along the bike lanes.”
- “Cobblestone in front of the CULC is not pleasant for scooters, so they ride on the sidewalk there.”
- “Lower speed limits on campus or **reduce need for cars** to be on Ferst or cut through campus.”



# Central Campus

## B1 Unlit Parking Lot and Walkways

**DESCRIPTION** Parking lot W21 is unlit, presenting a major safety concern to students trying to use this connection between West and Central Campus at night.

**OBSERVATION** The irregular geometry of W21 results in crosswalks in unusual locations.

**IMPLEMENTATION** GTPD and I&S will conduct more joint lighting surveys to find and fix inadequate lighting infrastructure. After research, the Institute now knows which light poles belong to whom and can therefore address these issues more effectively.

## B3 Atlantic Drive

**DESCRIPTION** High personal vehicle speeds along this long, straight pathway tend to create conflicts between riders and pedestrians.

**IMPLEMENTATION** The implementation plans for walkways around Tech Green apply to Atlantic Drive as well. Planning, Design and Construction is aware of this issue, recently installing grey pavers to separate traffic into pedestrian and vehicular lanes.



## B2 Walkways around Tech Green

**DESCRIPTION** The walkways around Tech Green can become overcrowded, especially during class changes. There is a good deal of conflict between movements of pedestrians, bicycles, and electric vehicles. Additionally, scooters are often parked haphazardly around buildings like Mason, Howey, Clough, and Kendeda.

**SUGGESTION** Implement a dismount zone near Tech Green during high-volume class changes, to be regulated by GTPD.

**IMPLEMENTATION** GTPD will work on establishing a geofenced 8 mile-per-hour speed limit for rented electric vehicles in this area. Several agencies plan to increase education and rider awareness through temporary signage and flyers. GTPD's multimodal safety initiative (see section 1.3, page 9) is also intended to mitigate this issue. SGA will focus on student-led projects (see section 1.3, page 9) to increase signage for scooter parking and rider awareness.

## B3 Rainbow Stairs

**OBSERVATION** The Rainbow Stairs underneath the Klaus Building can become very slippery when wet.

**SUGGESTION** Install tread grips or a sanded coating on the stairway treads.

**IMPLEMENTATION** Planning, Design and Construction has encouraged maintenance to repaint only the risers on the Rainbow Stairs and not the treads and is looking into adding a transparent coating that contains a traction material.

# East Campus and Tech Square

The Safety Walk continued along Ferst Drive/5th Street to reach Tech Square. After stopping briefly to address issues pertaining to Tech Square and Midtown, participants turned south onto Fowler Street, crossed 4th Street, and walked down Brittain Drive to reach Bobby Dodd Way at the base of the Hill.

## COMMENTS

- “The bike lanes in Tech Square are incredibly dangerous. They are **unprotected** sharrows, with danger of high-speed traffic and car doors.”
- “There is an urgent **need for a traffic light** at [5th Street & Williams Street], it was announced year ago but we don’t have a light at 5th Street yet!”
- “The sidewalks running east of Techwood Dr need repair and expansion. Throughout campus, **many drop-offs** occur when a sidewalk meets a road, which is bad for disabled students. The intersection of 4th and Fowler has a very small sidewalk and drop off on the southwest corner.”
- “The sidewalk across from the baseball field turns into a pond whenever it rains.”
- “Would love if Peter's Parking Deck could be lighted where the courts are.”

# East Campus and Tech Square

## C 2 10<sup>th</sup> Street Lighting

**DESCRIPTION** Several respondents pointed out the lack of lighting on 10th Street between the Graduate Living Center and Techwood Drive.

**OBSERVATION** 10th Street is owned by the Georgia Department of Transportation, making lighting improvements on this stretch of road less simple to coordinate.

## C 1 Lighting in Greek and Religious Neighborhood Alleys

**DESCRIPTION** Lighting is again a concern in the alley behind the Greek houses across from Russ Chandler Stadium, as well as in the parking lot between Delta Sigma Phi and Phi Kappa Tau. Many students use these alleys as shortcuts or for vehicle parking.

**OBSERVATION** The Greek and Religious Neighborhood is parceled into many private properties, which often border the paved rights-of-way around them. This creates ambiguity around who owns infrastructure like light posts in these areas, complicating maintenance efforts. These roads also contain numerous potholes, though Planning, Design and Construction recently repaved the alley behind Sigma Phi Epsilon.

## C 4 Vehicle Speed Along 5<sup>th</sup> Street

**DESCRIPTION** Vehicle speed is a concern along 5th Street, especially in Tech Square.

**OBSERVATION** According to GTPD, data shows that an average of 15,000 vehicles drive through campus every day, and 19% of those vehicles drive over the speed limit.

**SUGGESTION** Implement traffic-calming measures, such as speed bumps or speed tables, around campus.

**IMPLEMENTATION** GTPD is in talks with the Atlanta Solicitor's Office to lower the speed limit on campus, preferably to an unusual number (such as 11 miles per hour) and is also looking into the implementation of automatic ticketing.

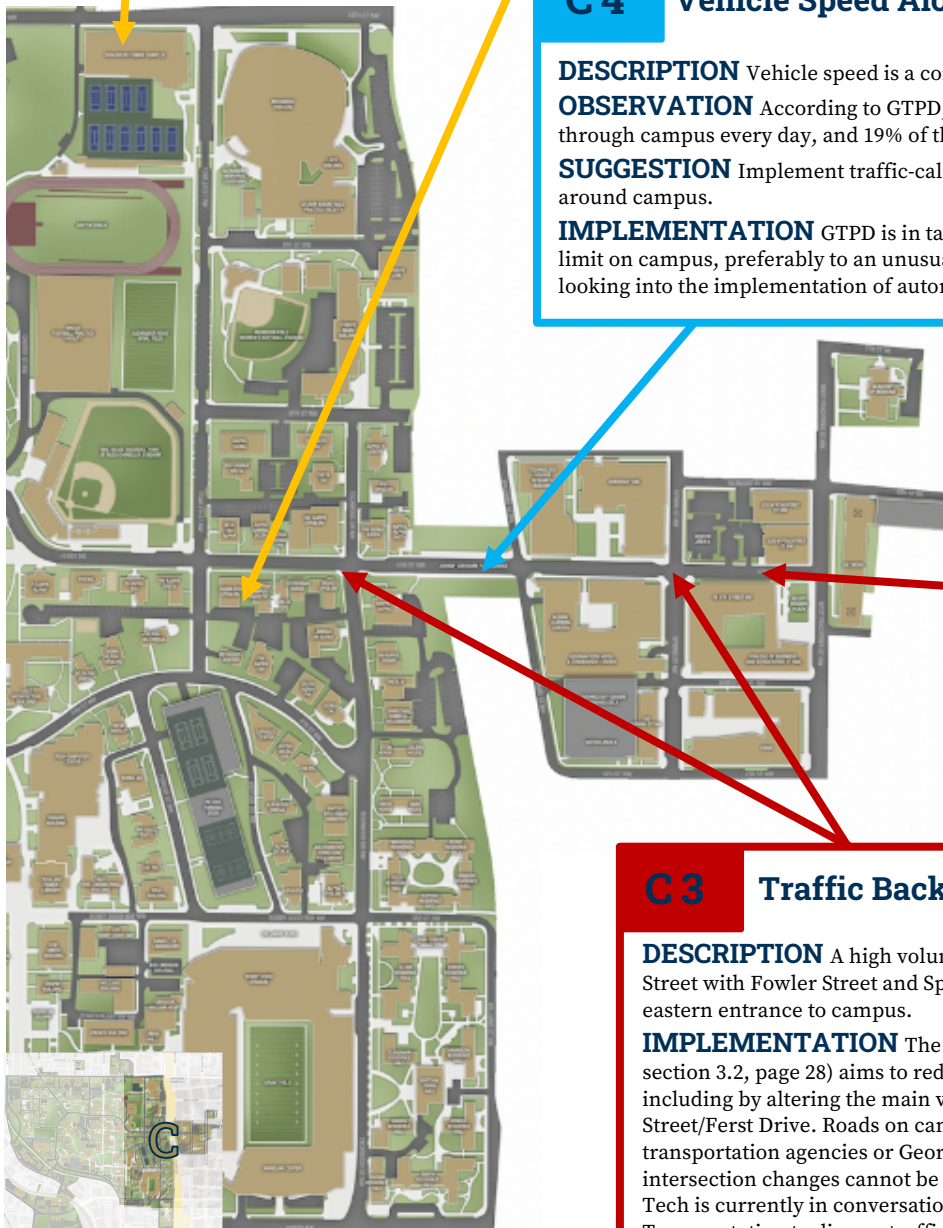
## C 5 Sidewalks in Tech Square

**DESCRIPTION** Several respondents were concerned with the narrowness of the sidewalks along Ferst Drive/5th Street in the direction of Tech Square.

## C 3 Traffic Backups Along 5<sup>th</sup> Street

**DESCRIPTION** A high volume of turning cars at the intersections of 5th Street with Fowler Street and Spring Street leads to backups along the main eastern entrance to campus.

**IMPLEMENTATION** The 10-year Comprehensive Campus Plan (see section 3.2, page 28) aims to reduce vehicular traffic in the core of campus, including by altering the main vehicular entrance to campus at 5th Street/Ferst Drive. Roads on campus are owned by either state or local transportation agencies or Georgia Tech itself, meaning that some intersection changes cannot be made by the Institute alone. Because of this, Tech is currently in conversation with the Atlanta Department of Transportation to discuss traffic problems on 5th Street.





# East Campus and Tech Square

## C 6 Right of the Way at 5<sup>th</sup> Street and Williams Street

**DESCRIPTION** The intersection at 5th Street & Williams Street has unclear right of way markings: there are no stop bars on 5th Street behind the pedestrian crossings.

**IMPLEMENTATION** A signal is being installed as part of the 5th Street Cycle Track project by Midtown Alliance.

## C 7 Bike Lanes in Tech Square

**DESCRIPTION** Bike lanes in Tech Square are directly adjacent to parallel parking spots, leading to encroachment by parked cars or landscaping debris. Better bike lane markings, such as green paint, stop bars, and signage, would go a long way in making this area safer for cyclists.

**SUGGESTION** Install a dedicated bike lane on 5th Street between Techwood Drive and Tech Square.

## C 8 Peters Parking Deck Lighting

**DESCRIPTION** Inadequate or absent lighting restricts the use of Peters Parking Deck for sports and recreation after dark.

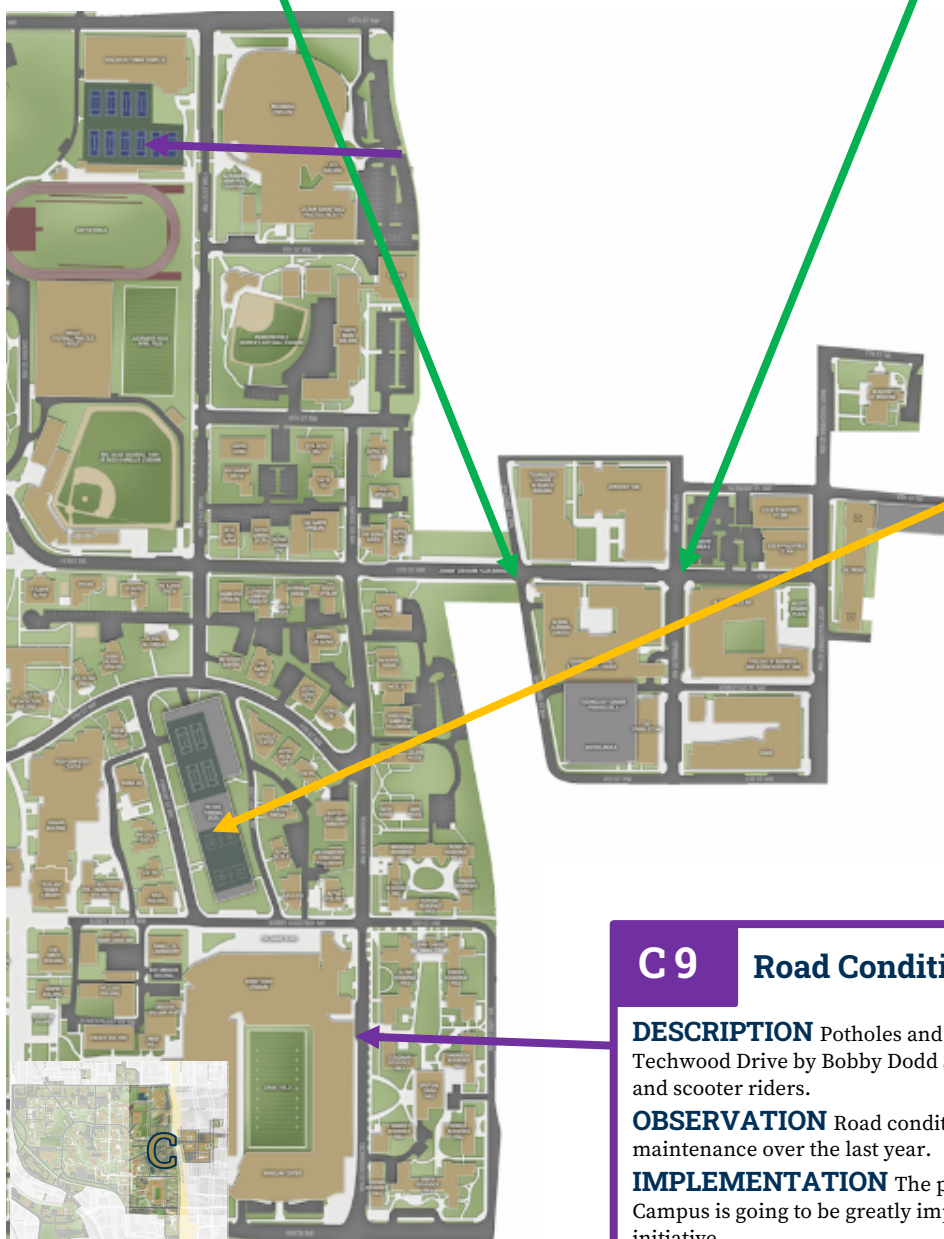
**IMPLEMENTATION** The parking deck has numerous owners. Administration has determined that they will be able to come up with an actionable solution for this problem that fits into Georgia Tech's long-term plan for the parking structure.

## C 9 Road Conditions on East Campus

**DESCRIPTION** Potholes and substandard road conditions, such as on Techwood Drive by Bobby Dodd Stadium, are especially hazardous to cyclists and scooter riders.

**OBSERVATION** Road conditions have been significantly improved due to maintenance over the last year.

**IMPLEMENTATION** The pedestrian and street environment on East Campus is going to be greatly improved by the East Campus Streetscapes initiative.



# North Avenue

From the corner by Glenn Hall and Bobby Dodd, the walk proceeded south along Techwood Drive before turning west onto North Avenue. Two of the three issues discussed related to the safety of the intersection of North Avenue & Techwood Drive, which is a major crossing in many journeys through Tech. Given that this busy intersection separates a dining hall and several off-campus apartments from the freshman dormitories, the stadium, and the rest of campus, the safety of pedestrians, cyclists, scooter riders, and vehicles should be a top priority.

## COMMENTS

- *“Speeding on North Avenue makes the intersection feel unsafe.”*
- *“Cars will **run red lights** and hit people when they have the walk sign. I almost got hit many times.”*
- *“For the most part I feel safe walking anywhere on the campus. It's when I step off the campus, however, that **I feel less safe.**”*
- *“No bike lanes on North Avenue. Can bikers ride on the sidewalk there? It **does not feel safe to use the roadway** as cars are moving at a fast speed and are generally not expecting bikers.”*

# North Avenue

## D1

### Pedestrian Safety on North Avenue and Techwood Drive

**DESCRIPTION** Many respondents expressed strong concerns about the safety of this intersection for pedestrians. One of the most common issues raised was the pedestrian signal, which seems not to work unless pressed.

**OBSERVATION** Students crossing the street at this intersection are frequently challenged by aggressive cars turning left from Techwood to North Avenue.

**IMPLEMENTATION** The East Campus Streetscapes project will improve these conditions for pedestrians and cyclists. Georgia Tech is seeking approval from the Georgia and Atlanta Departments of Transportation for a pedestrian scramble intersection here.

## D2

### Vehicle Speed on North Avenue

**DESCRIPTION** Vehicle speed is once again an important issue at this intersection, which is one of the largest on Tech's campus.

**OBSERVATION** North Avenue is owned by the Georgia Department of Transportation, so speed limit concerns cannot be addressed by Georgia Tech alone.

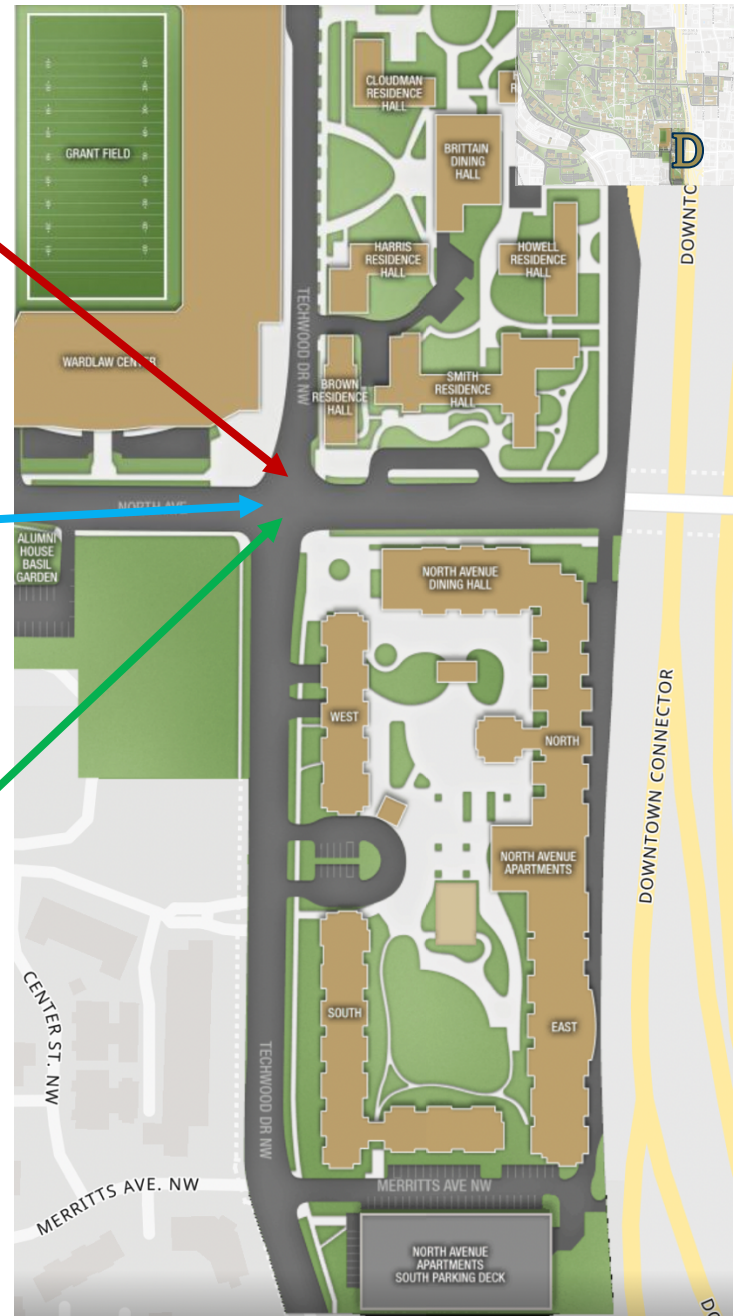
## D3

### Bicycle and Scooter Infrastructure on North Avenue

**DESCRIPTION** North Avenue lacks adequate bicycle or scooter infrastructure. A lack of dedicated cycle tracks on this stretch of road disadvantages students living in nearby off-campus housing who use bicycles as a mode of transportation.

**OBSERVATION** Bicycles and scooters have no dedicated space to ride along North Avenue, and the speed limit of 35 miles per hour is too high for them to ride in the flow of traffic. Therefore, they frequently drive on sidewalks, increasing the chance of collisions with pedestrians.

**IMPLEMENTATION** SGA will engage with Planning, Design and Construction to conduct a campaign aimed at reducing bicycle and scooter speed on the North Avenue sidewalks. Georgia Tech is working with the Georgia and Atlanta Departments of Transportation to consider a pedestrian scramble at this intersection as part of the Techwood Drive cycle track.





# Appendices



# Campus Safety Survey Results

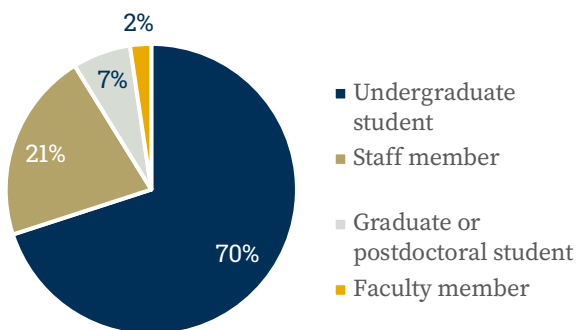
The Campus Safety Survey was sent out in two rounds. The preliminary responses, collected between November and January, were combined with the results of the 2021 Campus Safety Survey to design the itinerary for this year's Safety Walk. The second round of responses allowed us to elaborate on the issues discussed the walk and present a more representative analysis of the Tech community's opinions about campus safety and infrastructure in this Report. In total, the survey received 170 responses.

The survey was designed in Qualtrics and was updated slightly from the 2021 version, mostly through changes in wording. It consists of eight background questions followed by a heatmap and comments section where respondents were asked to select which categories of safety issues were most concerning to them, then pinpoint up to ten areas on campus where these issues were present.

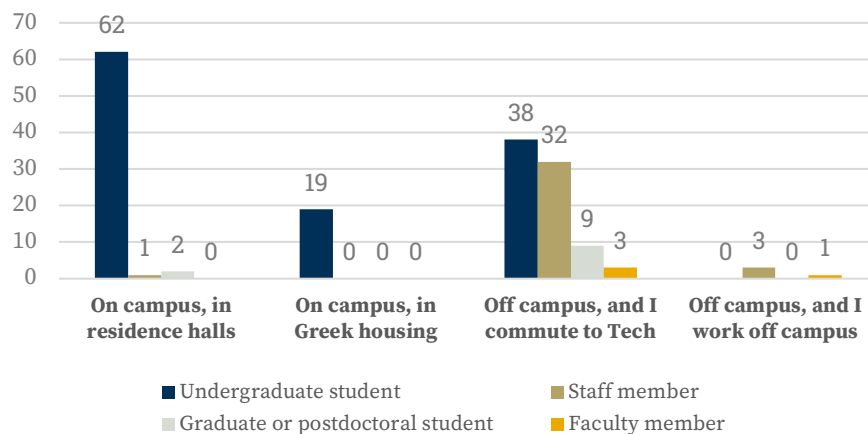
We would like to thank the previous USGA Sustainability and Infrastructure team for designing and implementing the Campus Safety Survey.

## DEMOGRAPHIC DATA

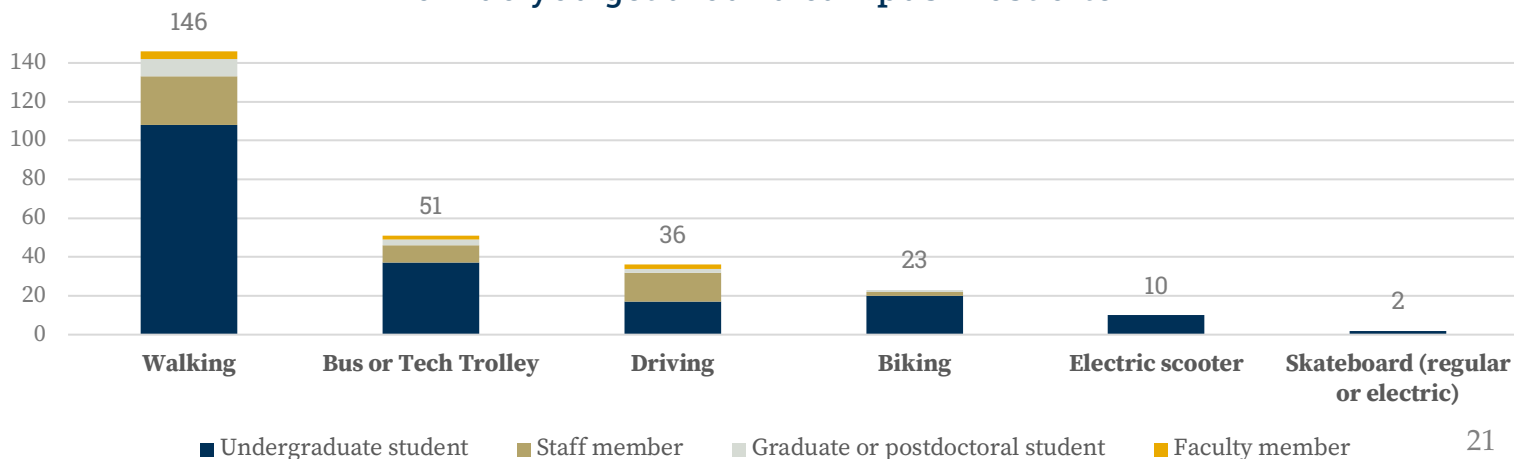
### What is your affiliation with Georgia Tech?



### Where do you live?



### How do you get around campus most often?

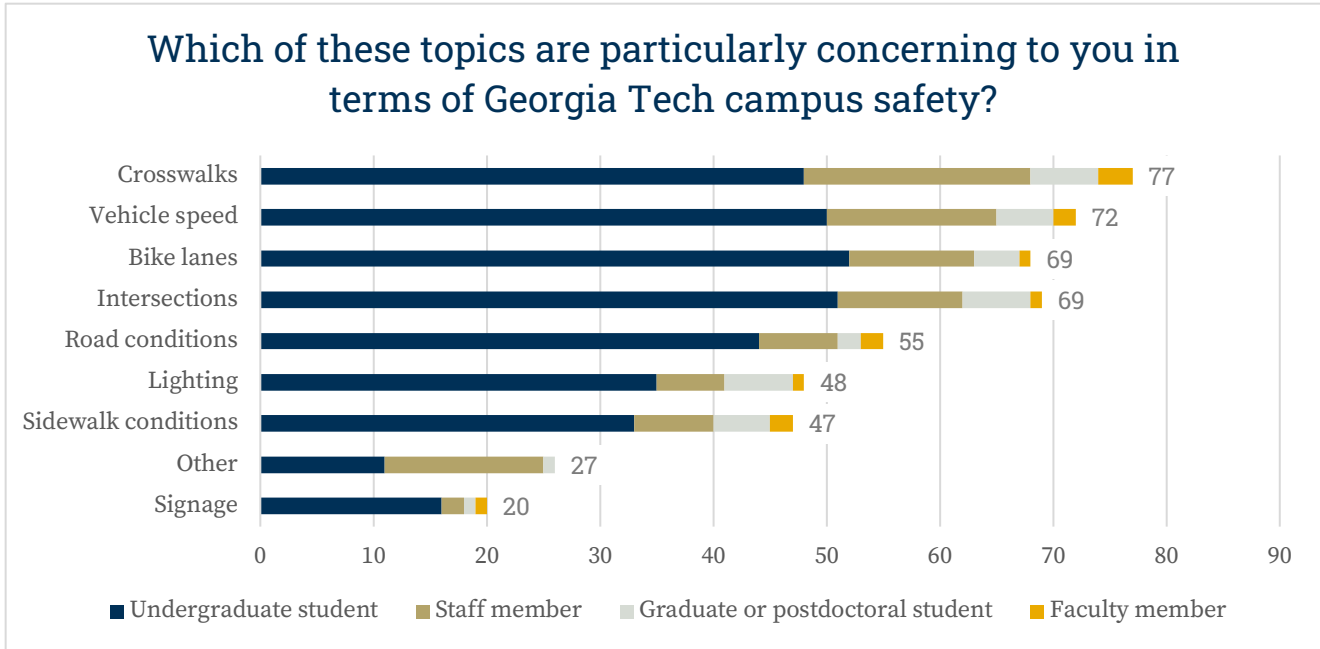


# Campus Safety Survey Results

## RESPONDENT CONCERNS BY CATEGORY

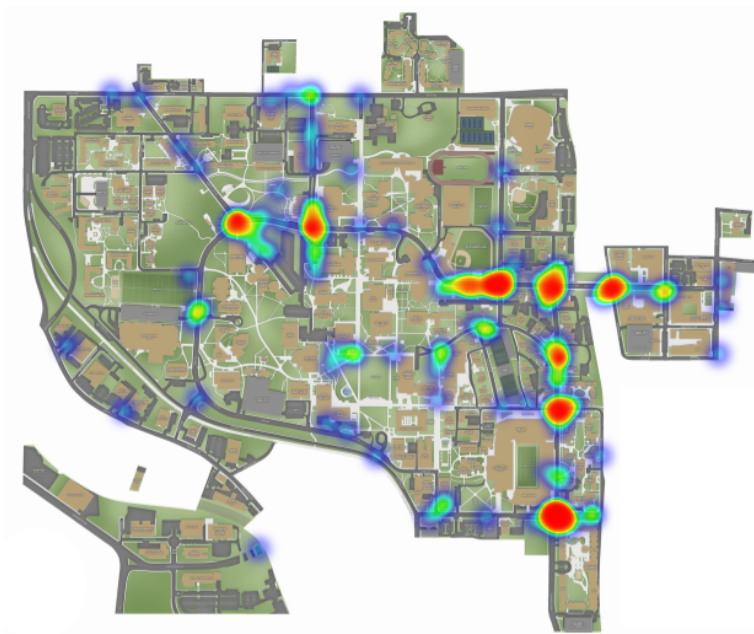
For clarity, some of the eight safety concern categories in the Campus Safety Survey were combined or renamed to yield the six categories in this Report.

Campus Safety Survey category	Campus Safety Report category
Intersections Crosswalks	Intersections and crosswalks
Road conditions Sidewalk conditions	Road and sidewalk conditions
Signage Other	Miscellaneous

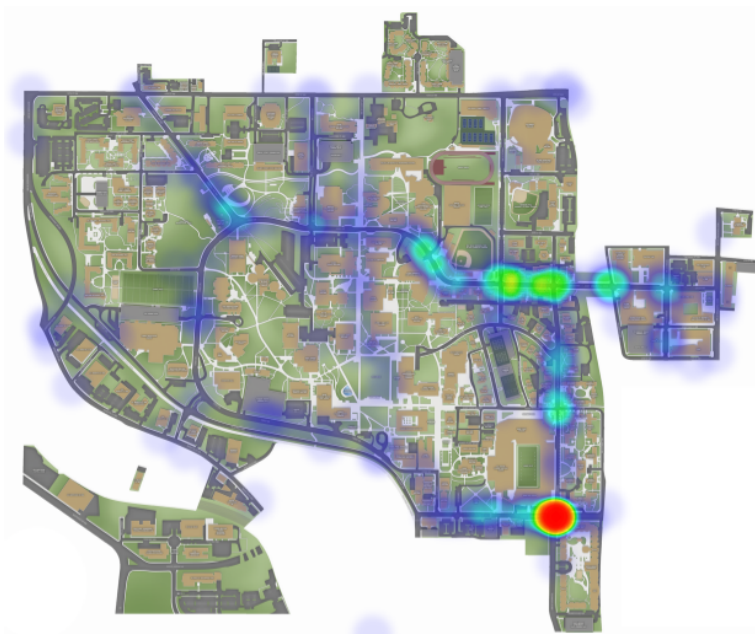


*Note: Respondents could select multiple options.*

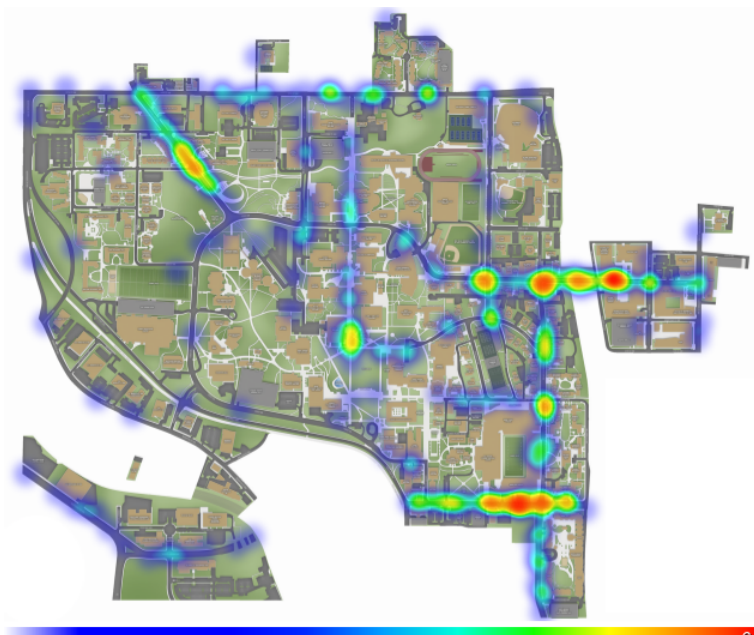
# Campus Safety Survey Results



Crosswalks  
Most responses in one area: 9



Vehicle Speed  
Most responses in one area: 18

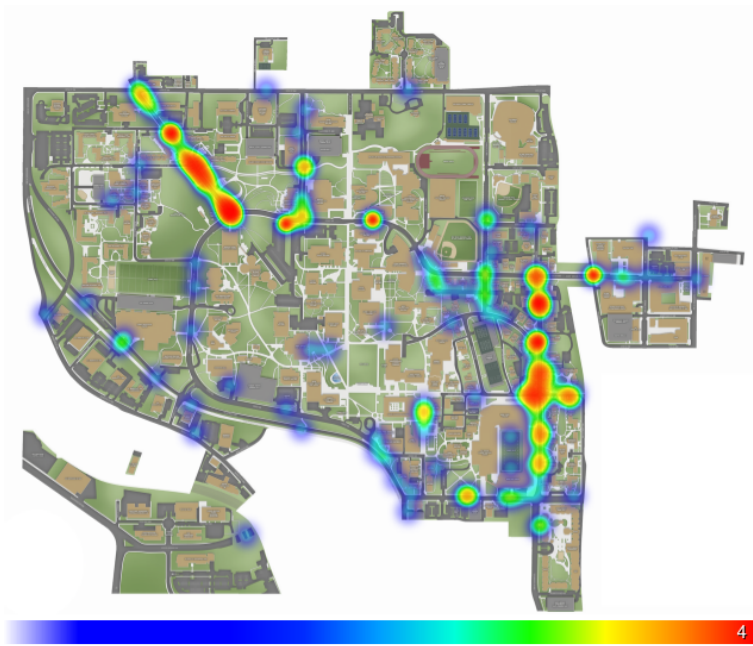


Bike Lanes  
Most responses in one area: 6

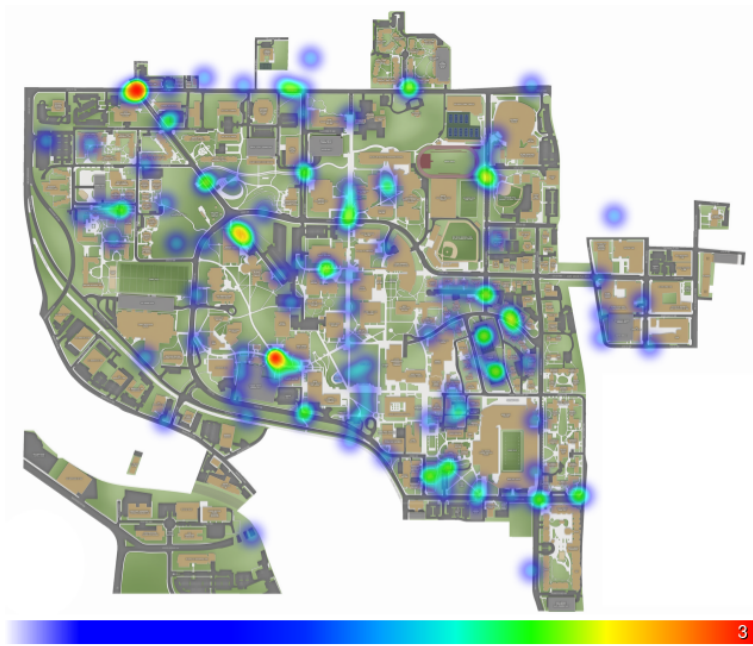


Intersections  
Most responses in one area: 13

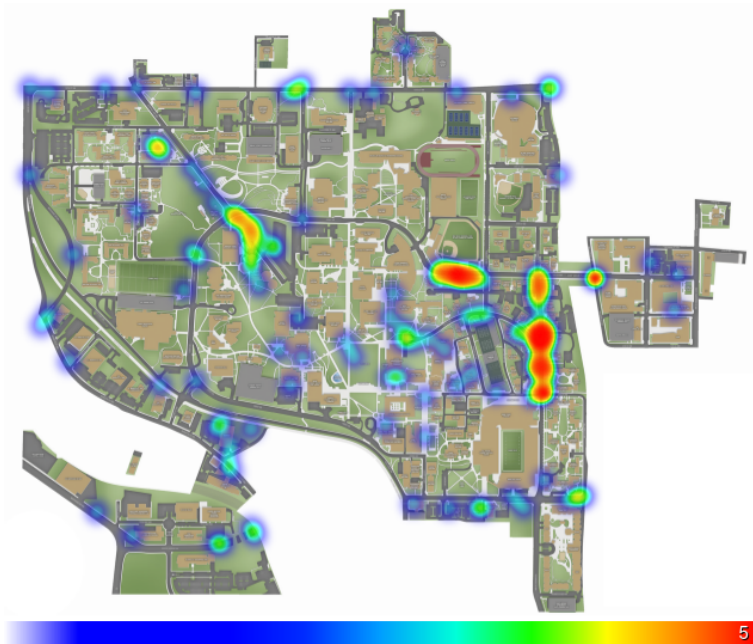
# Campus Safety Survey Results



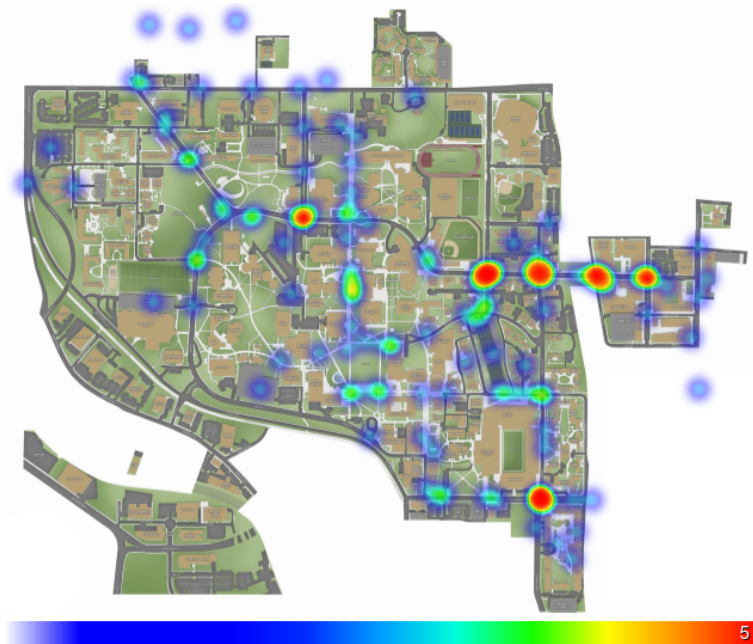
Road Conditions  
*Most responses in one area: 4*



Lighting Heatmap  
*Most responses in one area: 3*



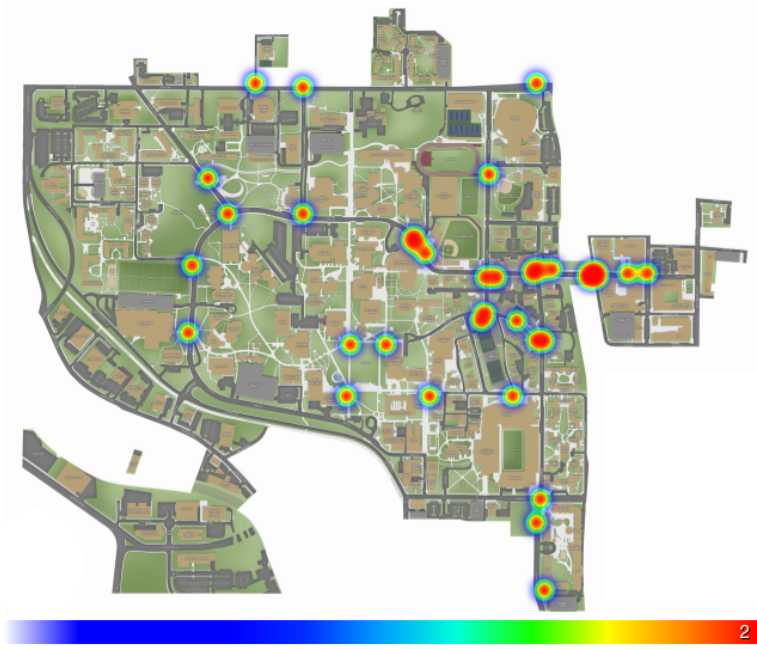
Sidewalk Conditions  
*Most responses in one area: 5*



Other  
*Most responses in one area: 5*



# Campus Safety Survey Results



Signage  
*Most responses in one area: 2*

# Useful Campus Resources

## APPS AND MAINTENANCE REQUESTS

### LIVESAFE

LiveSafe is a campus safety app that offers users a variety of features that can be helpful in unsafe or emergency situations. The app is available on the App Store or Google Play.

 [prepare.gatech.edu/livesafe-app](https://prepare.gatech.edu/livesafe-app)

[transloc.com/app](https://transloc.com/app) 

### TRANSLOC

TransLoc is Georgia Tech's new bus tracking app, from which users can track Stinger buses in real time or request Stingerette shuttles.

### MAINTENANCE REQUESTS

The Office of Infrastructure and Sustainability's website allows Yellow Jackets to submit maintenance requests for a variety of issues, from lighting to building maintenance to pest control.

 [facilities.gatech.edu](https://facilities.gatech.edu)

## OFFICES AND ORGANIZATIONS

### FACULTY GOVERNANCE

The Faculty Senate and executive administration are tasked with representing the interests of Georgia Tech's faculty in a wide variety of situations.

 [facultygovernance.gatech.edu](https://facultygovernance.gatech.edu)

 [rhett.mayor@me.gatech.edu](mailto:rhett.mayor@me.gatech.edu)

[police.gatech.edu](https://police.gatech.edu) 

[crimeprevention@police.gatech.edu](mailto:crimeprevention@police.gatech.edu) 

(404) 894-2500 

### GEORGIA TECH POLICE DEPARTMENT

GTPD works around the clock to keep our campus safe and secure, including through the enforcement of traffic laws across Tech.

### INFRASTRUCTURE AND SUSTAINABILITY

A unit of Administration and Finance, I&S is responsible for the planning, construction, maintenance, and sustainability of physical infrastructure on campus.

 [facilities.gatech.edu](https://facilities.gatech.edu)

[students.gatech.edu](https://students.gatech.edu) 

### STUDENT ENGAGEMENT AND WELL-BEING

The Division of Student Engagement and Well-Being is responsible for advancing the mandates of the Georgia Tech Strategic Plan in numerous aspects of student life, including dining, transport, health services, housing, and campus events.

# Useful Campus Resources

## STUDENT GOVERNMENT ASSOCIATION

Georgia Tech's SGA is an important means of ensuring that students have a seat at the table when it comes to issues that affect our campus.

 [sga.gatech.edu](https://sga.gatech.edu)

 [sga@gatech.edu](mailto:sga@gatech.edu)

 (404) 894-2814

[pts.gatech.edu](https://pts.gatech.edu)



(404) 385-7275



24/7 immediate assistance

## PARKING AND TRANSPORTATION

PTS is responsible for keeping Georgia Tech accessible by overseeing parking and public transit on our campus.

## PLANNING DESIGN AND CONSTRUCTION


A department of Infrastructure and Sustainability, PD&C is responsible for the architectural and engineering design, construction management, and contracting of projects across campus.

 [facilities.gatech.edu/design-construction](https://facilities.gatech.edu/design-construction)

## RESOURCES FOR CYCLISTS AND SCOOTER RIDERS

### BICYCLE INFRASTRUCTURE AND IMPROVEMENT COMMITTEE

The BIIC brings together students and the Institute offices of PD&C, GTPD, PTS, and I&S to improve bicycle and scooter infrastructure on campus by evaluating facilities, creating events and programs, and securing funding for facility improvements.

 [police.gatech.edu/bicycle-infrastructure-and-improvement-committee](https://police.gatech.edu/bicycle-infrastructure-and-improvement-committee)

 [commute@gatech.edu](mailto:commute@gatech.edu)

[letspropelatl.org](https://letspropelatl.org)



[communications@letspropelatl.org](mailto:communications@letspropelatl.org)



(404) 881-1112



### PROPEL ATL

This nonprofit organization focuses on promoting safe, sustainable, and equitable transportation throughout Atlanta by holding public infrastructure agencies accountable for planned projects and encouraging the use of sustainable transit modes like bikes and scooters.

## STARTER BIKES

Starter Bikes helps students repair their bike or purchase one inexpensively. This student org is open on Fridays from 4 to 7 PM in the bottom of the CRC Parking Deck.

 [starterbikes@gatech.edu](mailto:starterbikes@gatech.edu)

 @StarterBikesGT

# Useful Campus Resources

## PLANNING FOR THE FUTURE

### CAMPUS MASTER PLAN

The 2004 Update to the 1997 Campus Master Plan (CMP) addresses the potential needs of the Institute for academic, research, living, and leisure facilities within the ever-changing environment at Georgia Tech. The plan aims to create a sustainable campus community through a balance of economic, ecological, and educational factors.

 [space.gatech.edu/campus-master-plan](https://space.gatech.edu/campus-master-plan)

[campusplan.gatech.edu](https://campusplan.gatech.edu) 

### COMPREHENSIVE CAMPUS PLAN

The Comprehensive Campus Plan (CCP) is a living document that outlines how our campus intends to grow and change sustainably to meet the needs of students, faculty, staff, and the community over the next ten years. The CCP website contains resources to allow anyone to engage with and provide input on the plan.

### GEORGIA TECH STRATEGIC PLAN

The Strategic Plan for 2020–2030 presents Georgia Tech’s shared vision for the next decade. The Plan focuses on six areas, including expanding access and cultivating well-being.

 [strategicplan.gatech.edu](https://strategicplan.gatech.edu)



## Favorite Comments

- *“Put a monorail running from Tech Square to the CRC.”*
- *“The lack of a monorail impacts my physical safety.”*
- *“FIRST People need to ride following TRAFFIC direction. OFTEN TIMES I SEE PEOPLE RIDING AGAINST THE TRAFFIC DIRECTION. 4 - 5 pm at 5th St. it’s a ZOO at that intersection.”*
- *“I feel the least safe near North Ave and Midtown near the Cheetah.”*
- *“I feel least safe driving by the baseball stadium because my car was hit by a baseball.”*
- *“Ban the scooters, the athletes can walk. They’re not gonna tear an ACL on the way to a lecture they go to once a month.”*
- *“North Ave is a mess!!!”*
- *“5th St and Williams URGENT!!”*
- *“Cannot see the map, on big screen.”*

# Acknowledgements

This year's Safety Walk and Campus Safety Report would not have been possible without the help of many students and administration officials around campus. In addition to the students, faculty, and staff who took the time to complete the Campus Safety Survey, we would like to extend our thanks to the following key contributors:

## ADMINISTRATION

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- Sherry Davidson, Senior Director of Parking and Transportation

## STUDENT GOVERNMENT

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