

Q2-1


James Jackson Pkwy NW (SR 280) at Hightower Rd NW

Details	
Crash Report #	240950426
Date & Time	4/4/2024 7:10:00 AM - Thursday
Council District / NPU	District 9 / NPU G & J
Road Ownership	GDOT
Functional Class	Minor Arterial
Traffic (AADT)	7,800 vehicles
Posted Speed	40 mph
HIN	Yes - #406 most dangerous intersection
VRU	Pedestrian
Collision Type	Not a Collision with a Motor Vehicle
Demographics	62 yr/old black male
Communities of Concern	Nearby, just to the south in NPU I / Collier Heights
Land Use	Nearby MARTA bus stop and commercial uses on the west parcel

Summary
Northbound driver struck a pedestrian crossing the street westbound

Systemic Risk Factors
of Through Lanes – 4 lanes
Functional Class – Minor Arterial
Near Community of Concern
Percent of Transit Commuters > 2%

Crash Location

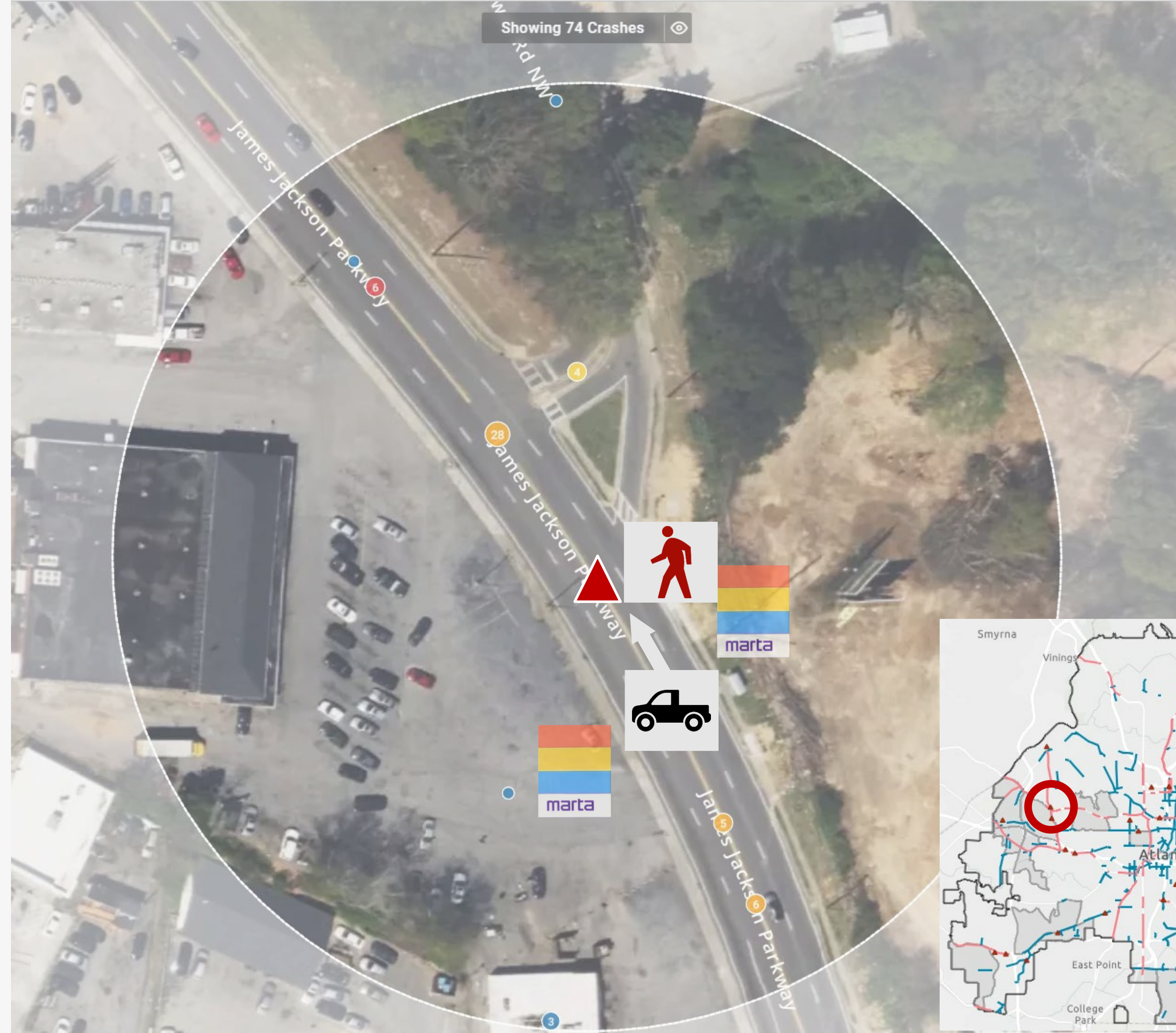
 4/4/2024 fatal crash

10-year history

-  1 fatal crash in 2013
 - Pedestrian
-  1 serious injury crash in 2023
 - Pedestrian
 - 2024 moped crash 350 feet north

Other Factors

- Nearest crosswalk is approximately 500 feet south of crash location on Donald Lee Hollowell (US 78)
- Marginal to poor sidewalk quality on each side of the street

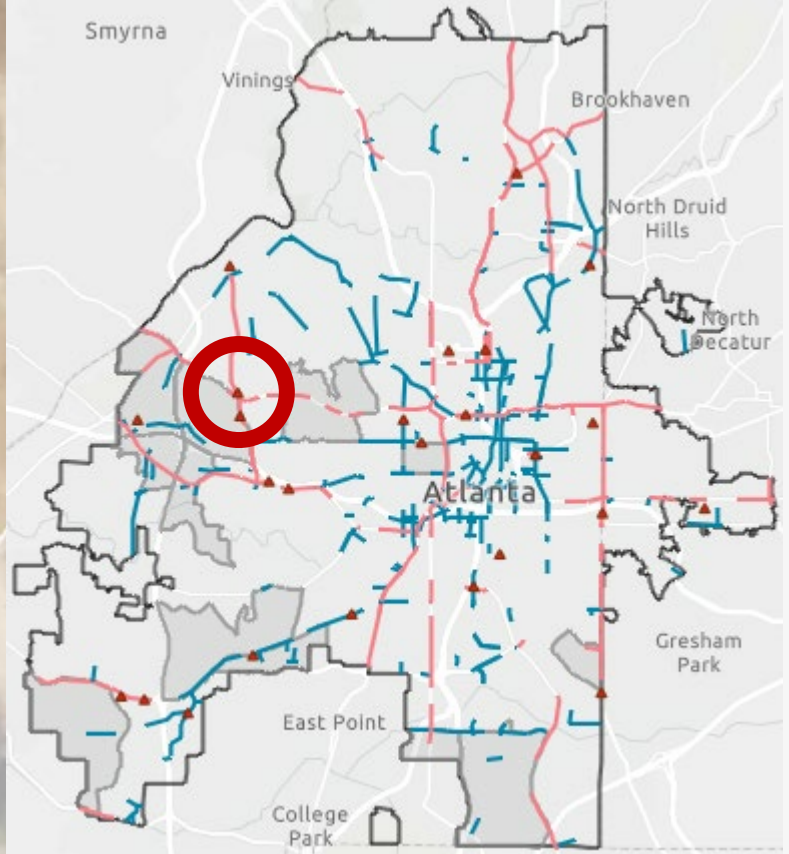


Plans

- NPU-G Master Plan (2021)
- Bowen Homes redevelopment
- Proctor Creek Greenway Extensions
- Renew Atlanta sidewalk project on Hightower Rd

Infrastructure Changes

- New bench at southbound stop



*Figure 1: James Jackson
Pkwy NW (SR 280)
looking north*



*Figure 2: James Jackson
Pkwy NW (SR 280)
looking south*



Recommendations

Lead Agency: GDOT

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- Quick build lane reduction with striping (with or without flex posts) from Donald Lee Hollowell to Hightower Road

Long Term Recommendations

- Roadway and intersection redesign with RRFB and median for a safe pedestrian crossing.

Q2-2

Campbellton Rd SW (SR 154/SR166) at Barge Rd SW

Details	
Crash Report #	C000928847
Date & Time	4/5/2024 1:00 PM - Thursday
Council District	District 11
NPU	P
Road Ownership	GDOT
Functional Class	Principal Arterial
Traffic (AADT)	Approximately 30,000 vehicles
Posted Speed	45 mph
HIN (2017-2021)	Yes – 4 th most dangerous intersection
VRU	None
Collision Type	Angle
Demographics	43 yr/old female (race not reported by GSP)
Communities of Concern	Nearby, to the east in NPU R and west in NPU P
Land Use	One block west of I-285 interchange with gas station, church and other commercial buildings nearby

Summary

Westbound driver evading police in a high-speed chase ran the light and struck a northbound driver at the intersection. The northbound driver died at the scene

Systemic Risk Factors

of Through Lanes – 4 lanes


Functional Class – Arterial

Near Community of Concern

AADT > 10,000 vehicles

Signalized Intersection present on segment

Crash Location

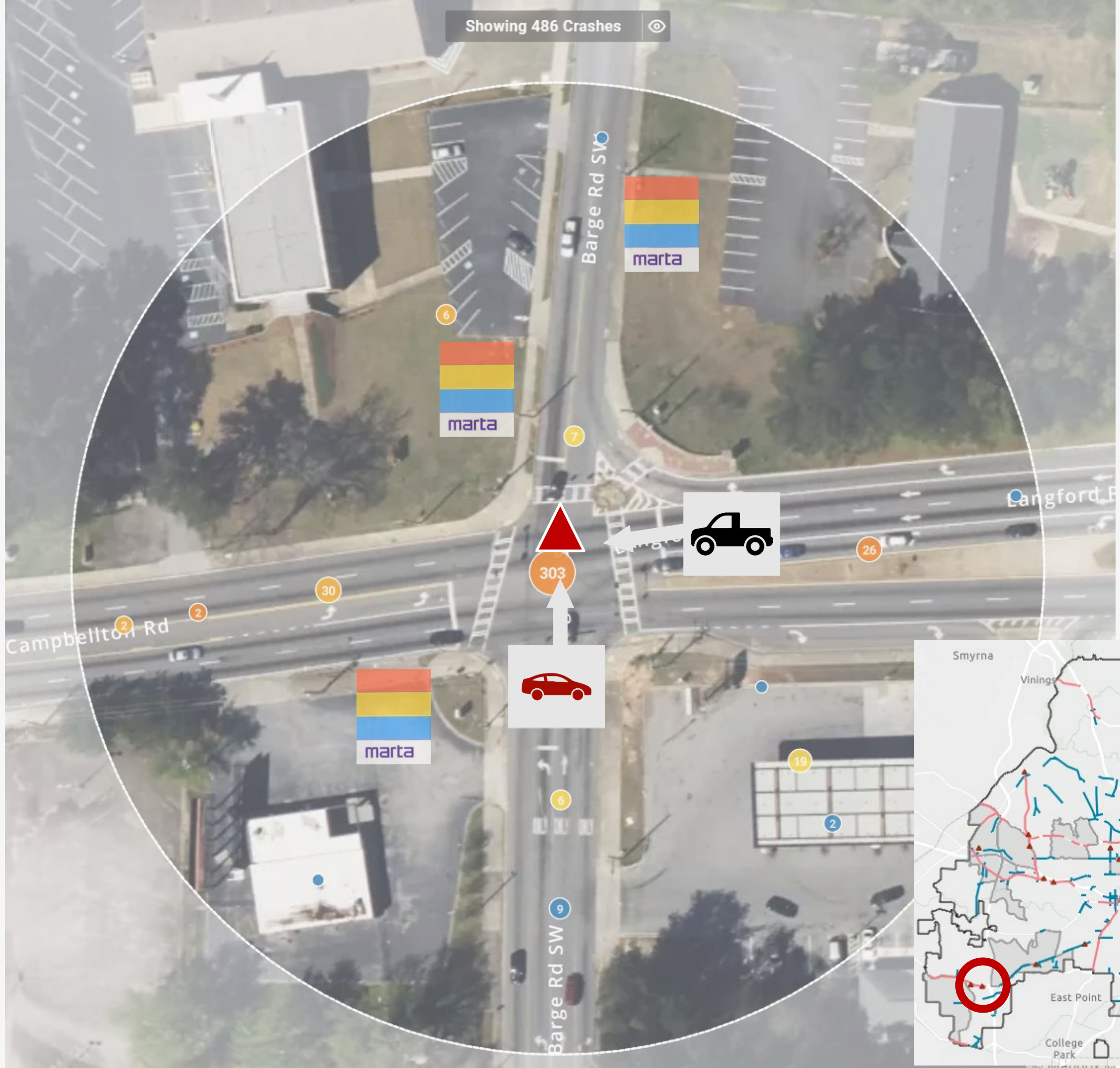
 4/5/2024 Fatal Crash

10-year history

- 9 serious injury crashes
 - 5 Angle Crashes
 - 3 Head On (all vehicles trying to turn)
 - 1 Pedestrian
 - 1 Motorcycle
 - 1 High Speed Chase

Other Factors

- High Speed Chase
- Transition from Limited Access Freeway to Surface Street



Plans

- Campbellton Road BRT project by MARTA
- GDOT project 0011833

Infrastructure Changes

- No recent changes

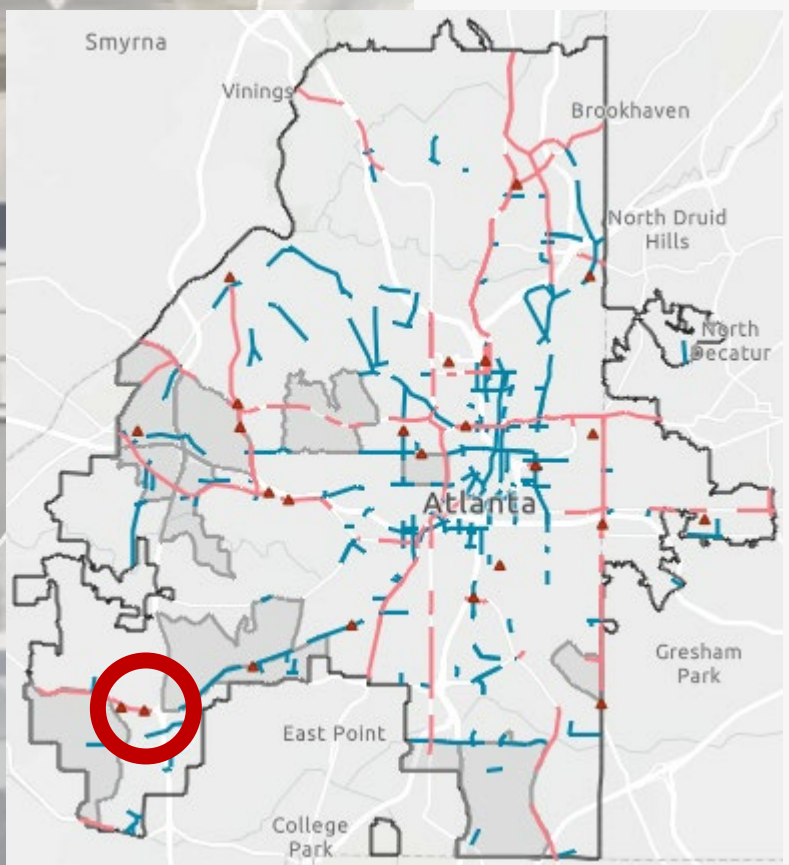


Figure 1: Campbellton Road SW (SR 154/166) looking west



Figure 2: Campbellton Road SW (SR 154/166) looking east



Recommendations

Lead Agency: GDOT

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- Signal Timing Review (longer signal clearance?)
- Centerline Hardening at the intersection
- Side street and south leg crosswalk restriping
- Additional Speed limit signage?
- FYA or protected only left turn due to KA history of approximately 8 crashes during turns
- Travel lane widths

Long Term Recommendations

- Raised Crosswalk across slip lane
- GDOT Rcut project requires Barge road approach to turn right and MARTA Campbellton Rd BRT fly over bridge project is proposed terminate at this location

Q2-3

17th St NW at Art Foundry St NW

Details	
Crash Report #	241030550
Date & Time	4/12/2024 8:23 AM - Friday
Council District / NPU	District 3 / NPU E
Road Ownership	Private - Atlantic Station
Functional Class	Minor Arterial
Traffic (AADT)	Approximately 5,000 vehicles
Posted Speed	35 mph
HIN	No
VRU	Pedestrian
Collision Type	Not a Collision with a Motor Vehicle
Demographics	80 yr/old white male
Communities of Concern	No
Land Use	Condominium building across from a park

Summary

Eastbound driver struck a pedestrian crossing the street northbound

Systemic Risk Factors

of Through Lanes – 3 lanes (2 vehicle, 1 bus lane, 1 bicycle lane)

Functional Class – Minor Arterial

Mixed Use Zoning Surrounding Segment

Signalized Intersection on Segment

Crash Location

▲ 4/12/2024 fatal crash

10-year history

- 0 fatal or serious injury crashes

Other Factors

3+ lanes in one direction with low volume is leading to high speeds

Nearest crosswalk is approximately 200 feet west of crash location at Village Street traffic signal

Desire line to exit the condominium and cross at this intersection, especially for people walking dogs in the morning

Bottom of a substantial hill



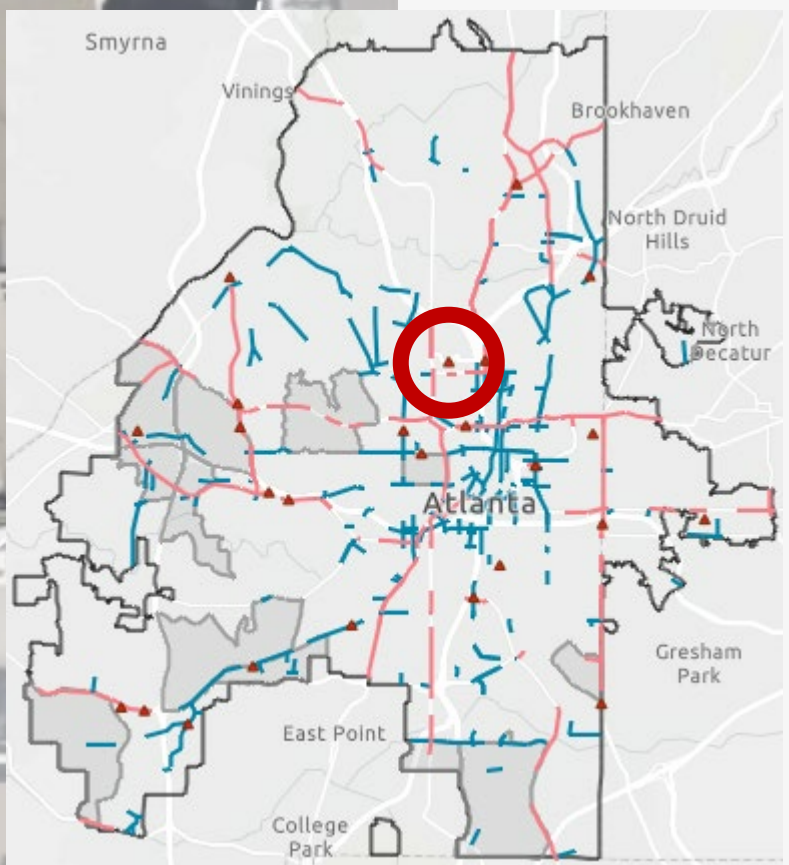
Plans

- Midtown Transportation Plan

Infrastructure

Changes

- None



*Figure 1: 17th Street NW
looking east*



*Figure 2: 17th Street NW
looking west*



Recommendations

Lead Agency: Hines
and ATLDOT

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- Signal Timing to reduce speeds
- Flexposts to separate the bus / bike lanes from the vehicle travel lanes, to encourage slower speeds

Long Term Recommendations

- Road Diet to reduce to single vehicle lane and provide physical separation of the bike bus lanes or add additional on-street parking / loading zones
- RRFB between Village Street and Mecaslin St, near Art Foundry

Q2-4


Spring St NW (US 19) at 16th St NW

Details	
Crash Report #	241041423
Date & Time	4/13/2024 5:10 PM - Saturday
Council District / NPU	District 2 / NPU E
Road Ownership	GDOT
Functional Class	Minor Arterial
Traffic (AADT)	Approximately 20,000 vehicles
Posted Speed	35 mph
HIN (2017-2021)	Yes – 583 rd most dangerous intersection
VRU	Scooter Rider
Collision Type	Not a Collision with a Motor Vehicle
Demographics	24 yr/old asian male
Communities of Concern	No
Land Use	Multiple mixed-use, apartment buildings



Summary
Southbound driver right turned RV into a scooter rider crossing the street northbound in the west leg crosswalk

Systemic Risk Factors
of Through Lanes – 4 lanes
Functional Class – Minor Arterial
Proportion of Transit Commuters > 0.2
Mixed Use Zoning Surrounding Segment
Signalized Intersection on Segment

Crash Location

 4/12/2024 fatal crash

10-year history

-  1 Fatal Crash in 2022
 - Pedestrian
-  1 Serious Injury crash in 2023
 - Pedestrian

Other Factors

16th Street serves as an on-ramp to I-75NB



Plans

- Moving Atlanta Forward Spring Street protected bike lane
- Midtown Transportation Plan

Infrastructure Changes

- None

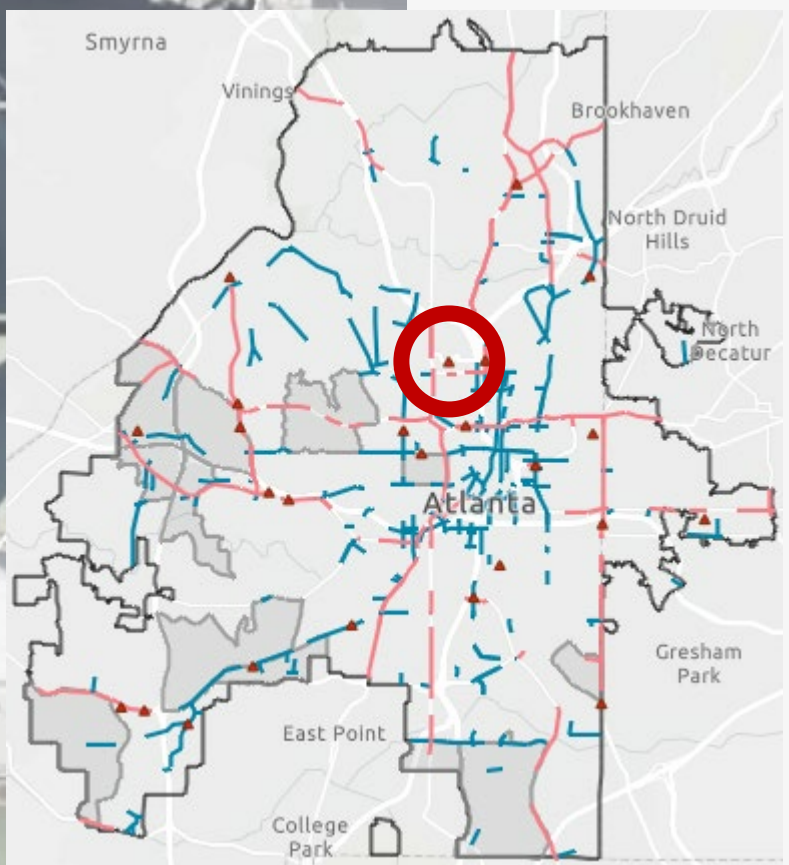
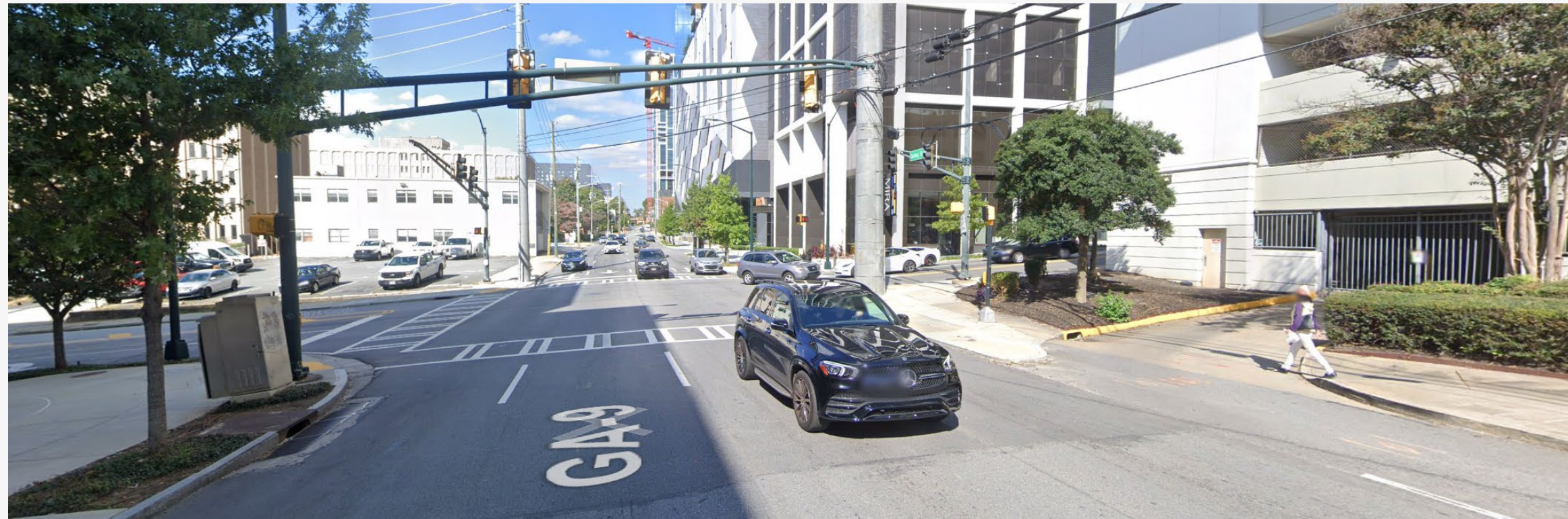


Figure 1: Spring St NW
(US 19) looking south



Figure 2: Spring St NW
(US 19) looking north



Recommendations

Lead Agency: GDOT

Immediate Actions

- Pop-Up protected bike lane installed using concrete bollards from Peachtree Pl to 14th St. Proposal sent to GDOT for extension from 14th to 17th St.

Short Term Recommendations

- Signal timing to reduce speeds
- Leading Pedestrian Interval
- Flexposts / concrete barricades to separate the bike lane from the vehicle travel lanes, to encourage slower speeds

Long Term Recommendations

- Moving Atlanta Forward includes road Diet to reduce vehicle lanes and provide physically separated bike/scooter lane
- Signal Upgrade to add an Exclusive Pedestrian Phase and southbound bike phase and separate SBR phase

Q2-5

Moreland Ave SE (US 23) at McPherson Ave / Faith Ave SE

Details	
Crash Report #	241100176
Date & Time	4/19/2024 1:24 AM – Friday
Council District / NPU	District 5 / NPU W
Road Ownership	GDOT
Functional Class	Principal Arterial
Traffic (AADT)	Approximately 31,000 vehicles
Posted Speed	35 mph
HIN (2017-2021)	Yes – 165 th most dangerous intersection
VRU	Pedestrian
Collision Type	Not a Collision with a Motor Vehicle
Demographics	42 yr/old black male
Communities of Concern	No
Land Use	Northern end of East Atlanta Village, near I-20 interchange, gas stations and other nearby fast food restaurants

Summary

Northbound driver hit pedestrian in the crosswalk rider pedestrian crossing against the pedestrian signal

Systemic Risk Factors


of Through Lanes – 4 lanes

Functional Class – Principal Arterial



Mixed Use Zoning Surrounding Segment

Signalized Intersection on Segment

Crash Location

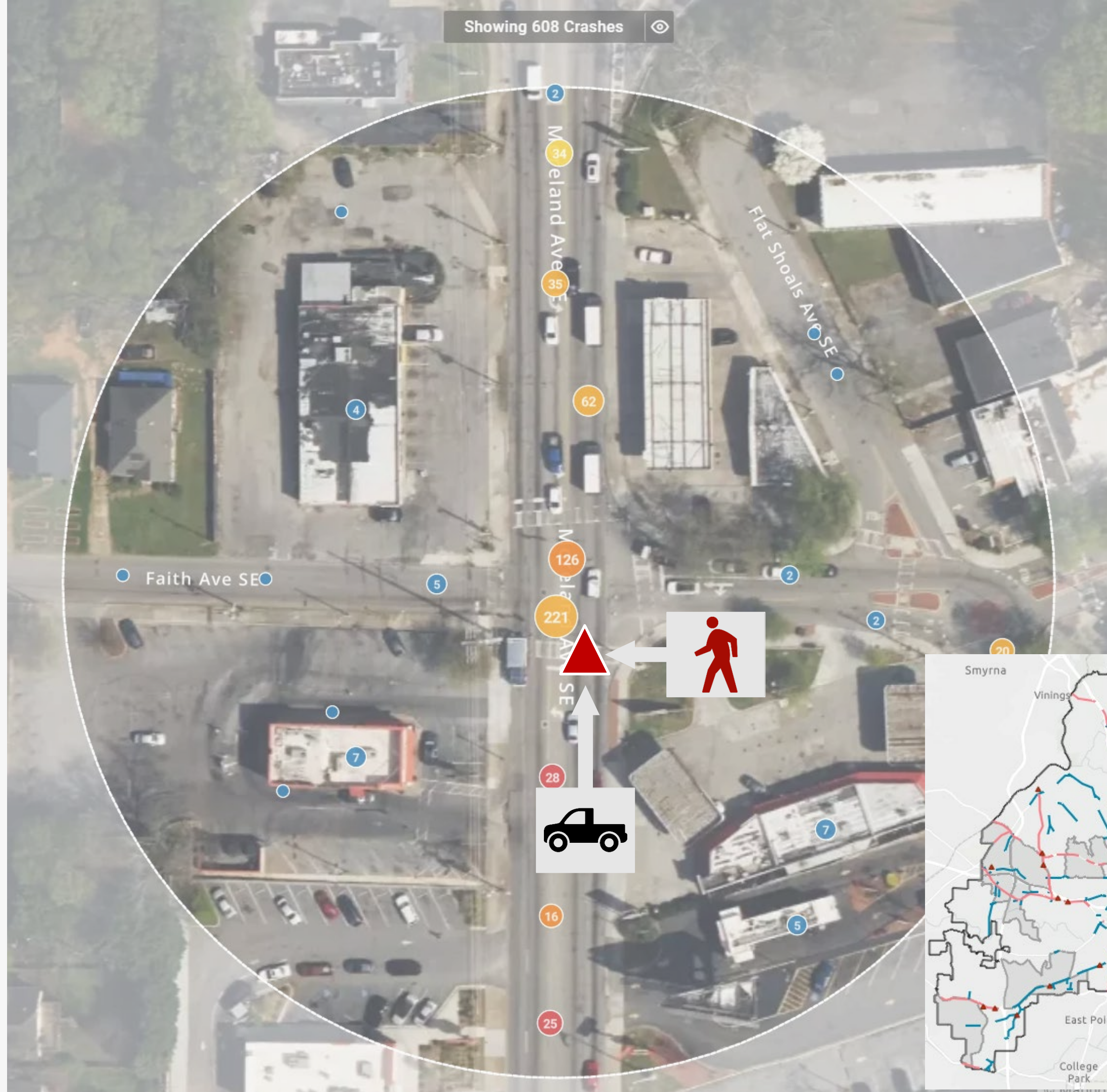
 4/19/2024 fatal crash

10-year history

-  2 Fatal Crashes in 2022
 - Both pedestrians
-  4 Serious Injury crashes
 - Moped in 2015
 - Pedestrian

Other Factors

One block south of I-20 interchange



Plans

- East Atlanta Village Plan
- GDOT interstate interchange redesign

Infrastructure Changes

- None

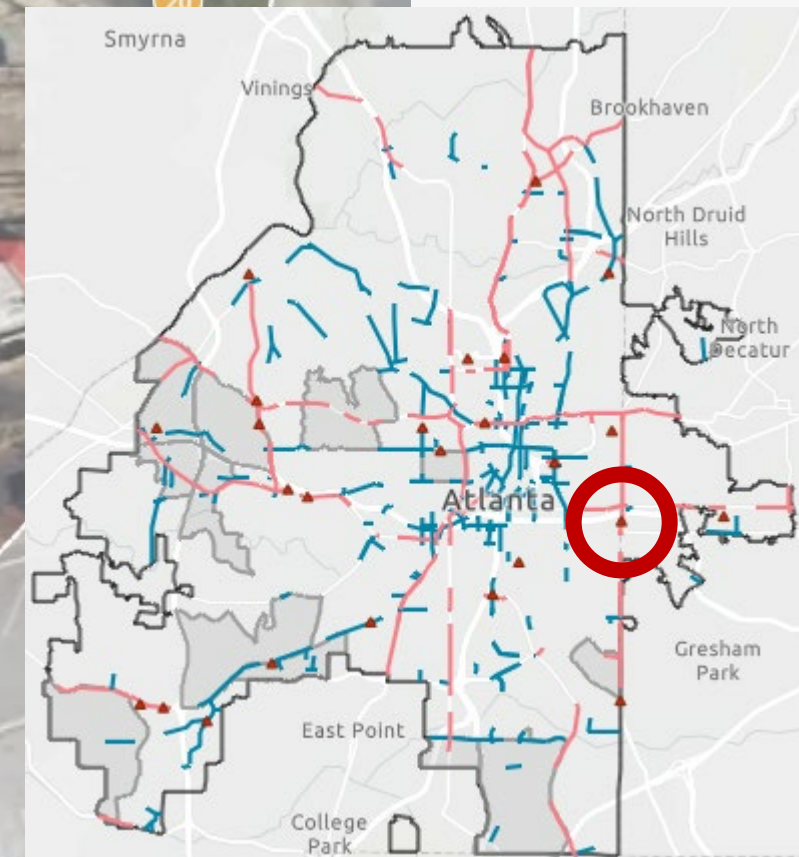


Figure 1: Moreland Ave SE (US 23) looking north



Figure 2: Moreland Ave SE (US 23) looking south



Recommendations

Lead Agency: GDOT

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- Signal Timing to reduce speeds
- Leading Pedestrian Interval
- Vertical centerline flexposts for visual roadway narrowing

Long Term Recommendations

- Consider additional countermeasures to reduce speeds

Q2-6

Moreland Ave SE (US 23) at Constitution Rd SE


Details	
Crash Report #	241172051
Date & Time	4/26/2024 9:05 PM – Friday
Council District / NPU	District 1 / NPU Z
Road Ownership	GDOT
Functional Class	Principal Arterial
Traffic (AADT)	Approximately 34,000 vehicles
Posted Speed	45 mph
HIN (2017-2021)	Yes
VRU	None
Collision Type	Left Angle Crash
Demographics	63 yr/old black male
Communities of Concern	Nearby, Thomasville Heights
Land Use	Industrial

Summary
Southbound driver hit a northbound left turning driver with the green left-turn arrow

Systemic Risk Factors
of Through Lanes – 6 lanes
Functional Class – Principal Arterial
Signalized Intersection on Segment

Showing 167 Crashes

Crash Location

 4/26/2024 fatal crash

10-year history

-  2 Fatal Crashes
 - 2015
 - 2020
-  2 Serious Injury crashes
 - 2016
 - 2021

Other Factors

Intersection is south of where the corridor changes from 4 lanes to 6 lanes with turn lanes and a divided median. With the right turn deceleration lane, there are 4 SB lanes.

All KA crashes involved SB driver at high speed.
3 were turning NB movement
1 was turning EB movement

Plans

- None

Infrastructure Changes

- None

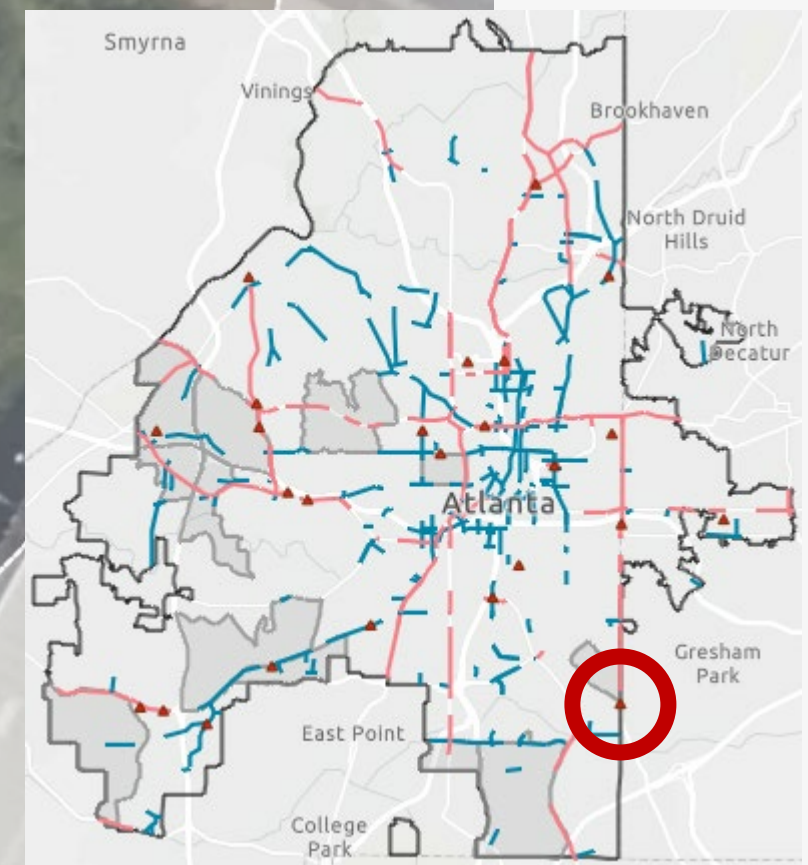
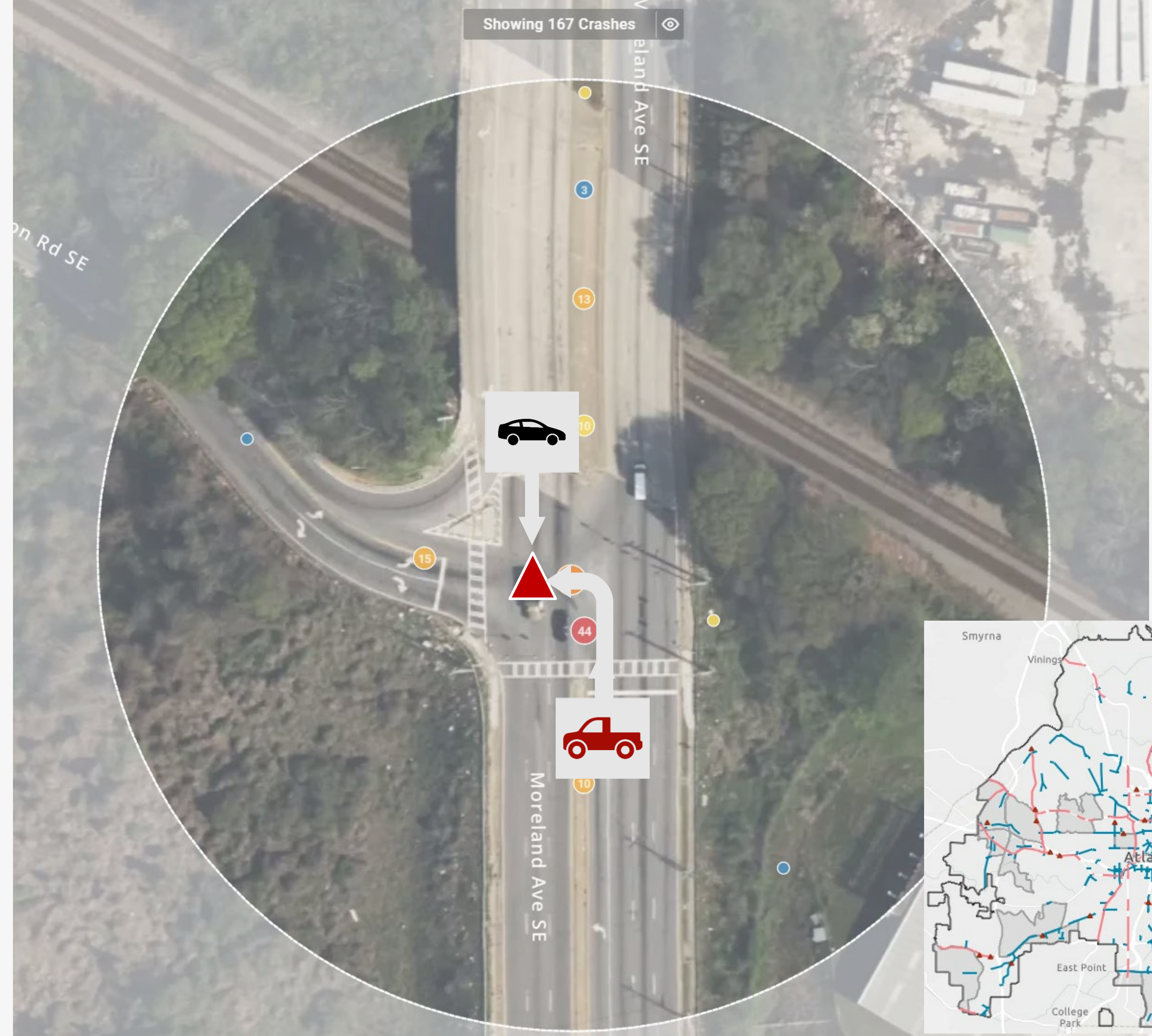
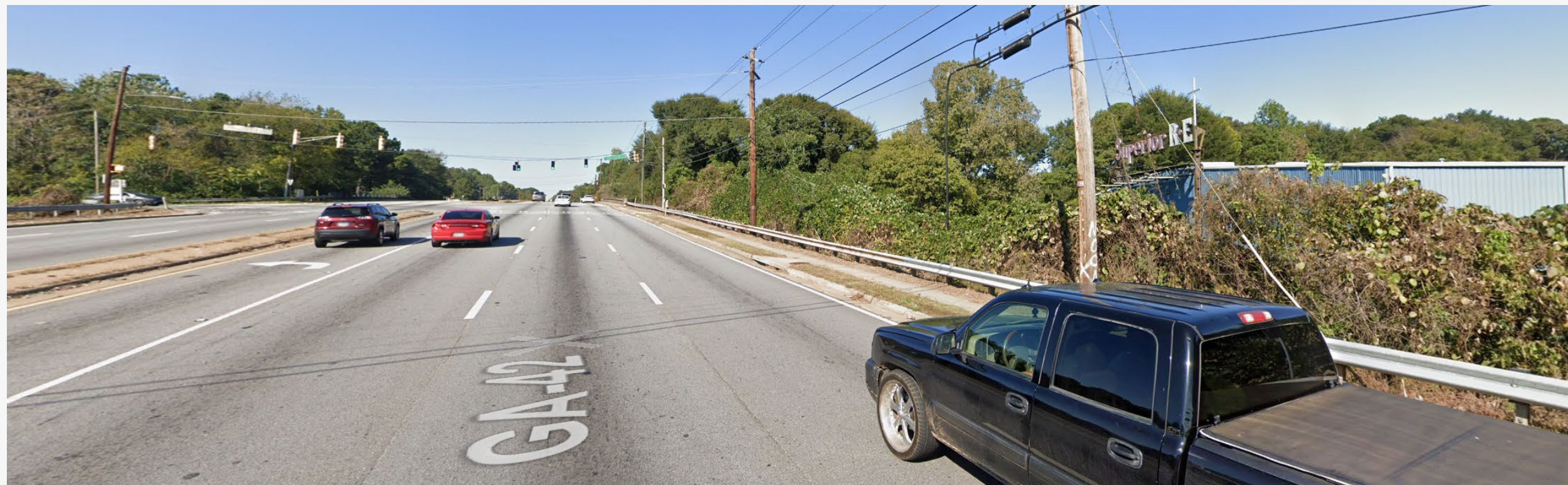


Figure 1:
Moreland Ave
SE (US 23)
looking south



Figure 2: Moreland Ave
SE (US 23) looking north



Recommendations

Lead Agency: GDOT

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- Signal Timing to reduce speeds
- Review signal phasing of turning movements
- Install flexposts and striping to remove third southbound approach lane through redesign of right most lanes
- Add additional speed limit signs
- Deploy dynamic speed signs and increase enforcement

Long Term Recommendations

- Redesign southbound approach lanes for a permanent reduction in lanes

Q2-7

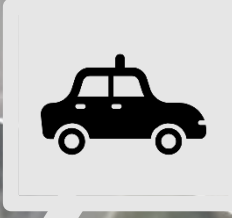
Bolton Rd NW near Collier Dr NW

Details	
Crash Report #	C000923664
Date & Time	5/10/2024 10:54 AM – Friday
Council District / NPU	District 10 / NPU H
Road Ownership	ATLDOT
Functional Class	Major Collector
Traffic (AADT)	Approximately 2,500 vehicles
Posted Speed	25 mph
HIN (2017-2021)	No
VRU	None
Collision Type	Not a Collision with Motor Vehicle
Demographics	29 yr/old black male
Communities of Concern	Yes, Carroll Heights, Fairburn Heights, Old Gordon
Land Use	Collier Drive Park, residential community

Summary
Southbound driver failed to negotiate a curve and lost control during a high-speed chase with GSP. Driver hit two mailbox on the west side of the street and then a tree on the east side.

Systemic Risk Factors

Showing 4 Crashes



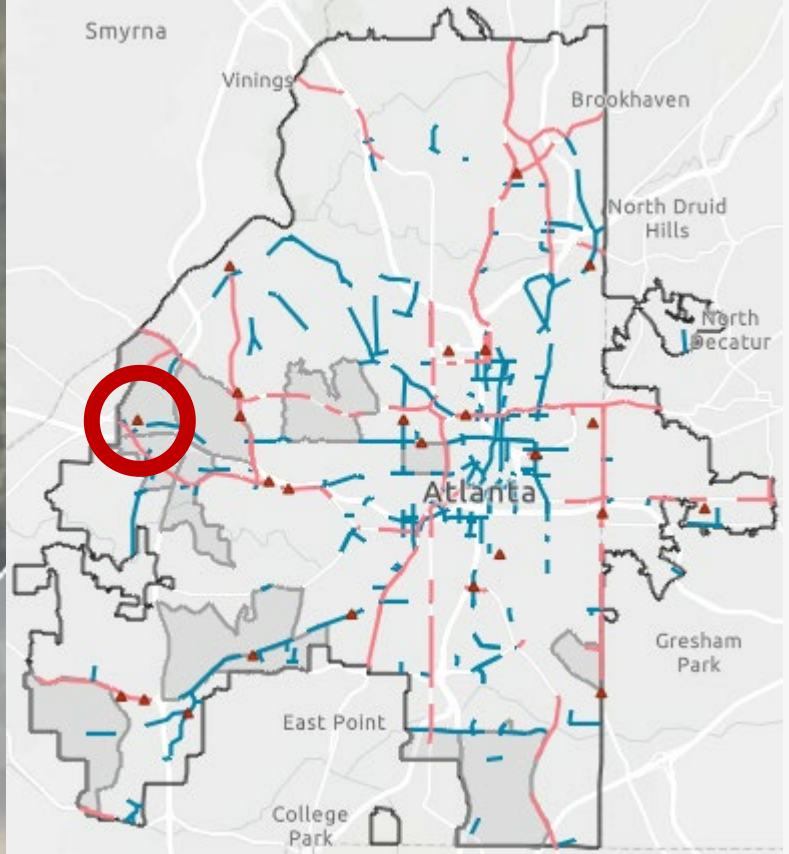
Plans

- None

Infrastructure

Changes

- None



Crash Location

5/10/2024 fatal crash

10-year history

- No Serious Injury or Fatal Crashes

Other Factors

Slight SB left curve in the road ahead of the crash site

*Figure 1: Bolton Rd NW
looking south*



*Figure 2: Bolton Rd NW
looking north*



Recommendations

Lead Agency: ATLDOT

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- Install curve warning signs
- Convert skipped yellow line to solid double yellow
- Re-instate no-chase policy for GSP within City of Atlanta limits

Long Term Recommendations

- Install header curb

Q2-8

Martin Luther King Jr. Dr SW (SR 139) near Fairfield Pl NW

Details	
Crash Report #	241321750
Date & Time	5/11/2024 10:20 PM – Saturday
Council District / NPU	District 10 / NPU I
Road Ownership	GDOT
Functional Class	Minor Arterial
Traffic (AADT)	Approximately 12,000 vehicles
Posted Speed	45 mph
HIN (2017-2021)	Yes
VRU	Pedestrian
Collision Type	Not a Collision with Motor Vehicle
Demographics	68 yr/old black male
Communities of Concern	No
Land Use	Residential

Summary

Westbound driver failed to negotiate a curve and lost control. Driver hit pedestrian walking on the sidewalk before coming to a rest in the front yard of 2191 MLK Jr Drive

Systemic Risk Factors

of Through Lanes – 4 lanes

Functional Class – Minor Arterial

AADT > 10,000

85th Percentile Speed > 45mph

Crash Location

▲ 5/11/2024 fatal crash

10-year history

- 1 Fatal Crash in 2021
 - Departure of the roadway

Other Factors

Driver suspected of DUI



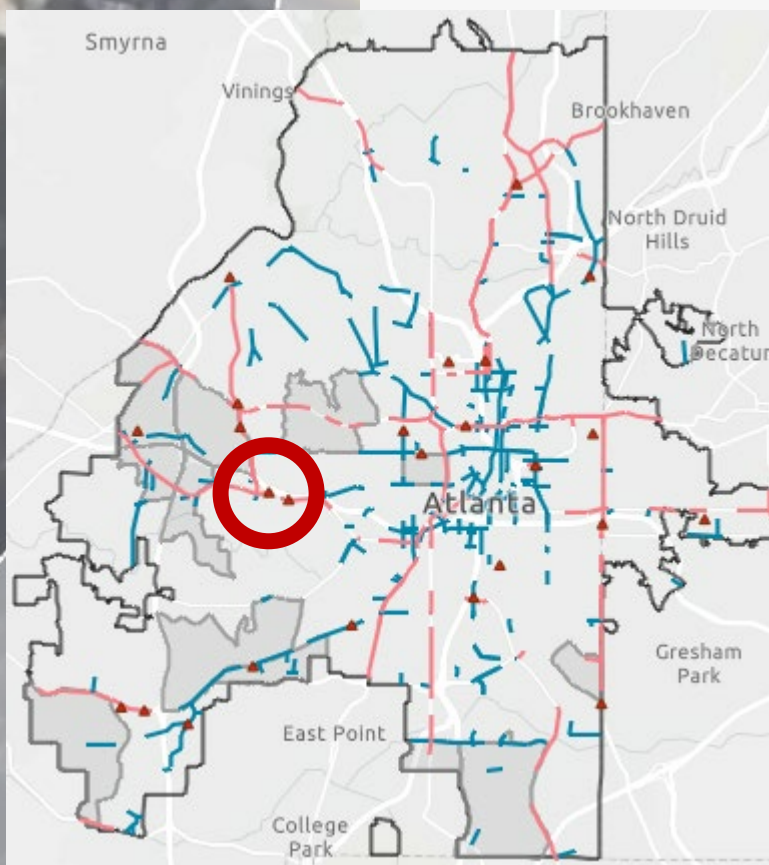
Plans

- None

Infrastructure

Changes

- MLK Jr. Drive Streetscape project



*Figure 1: MLK Jr. Dr SW
(SR 139) looking west*



*Figure 2: MLK Jr. Dr SW
(SR 139) looking east*



Recommendations

Lead Agency: GDOT

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- Install curve warning signs
- Install edgeline and centerline rumble strips
- Install additional traffic calming treatments to force slower speeds around the curve

Long Term Recommendations

- Redesign and install a 4 lanes to 3 lanes road diet

Q2-9

James Jackson Pkwy NW (SR 280) near Bolton Rd NW

Details	
Crash Report #	C000950810
Date & Time	5/19/2024 12:01 AM – Sunday
Council District / NPU	District 9 / NPU D
Road Ownership	GDOT
Functional Class	Minor Arterial
Traffic (AADT)	Approximately 15,000 vehicles
Posted Speed	45 mph
HIN (2017-2021)	No, just north of HIN corridor
VRU	None
Collision Type	Sideswipe – Same Direction
Demographics	21 yr/old male (race not reported by GSP)
Communities of Concern	No
Land Use	Commercial

Summary
Southbound driver lost control during a precision immobilization technique (PIT) during a high-speed chase with GSP. Driver traveled across the road and struck several trees and was ejected

Systemic Risk Factors
of Through Lanes – 4 lanes
Functional Class – Minor Arterial
AADT > 10,000 vehicles
85 th percentile > 40 mph
Proportion of bike and walk commuters < 15%

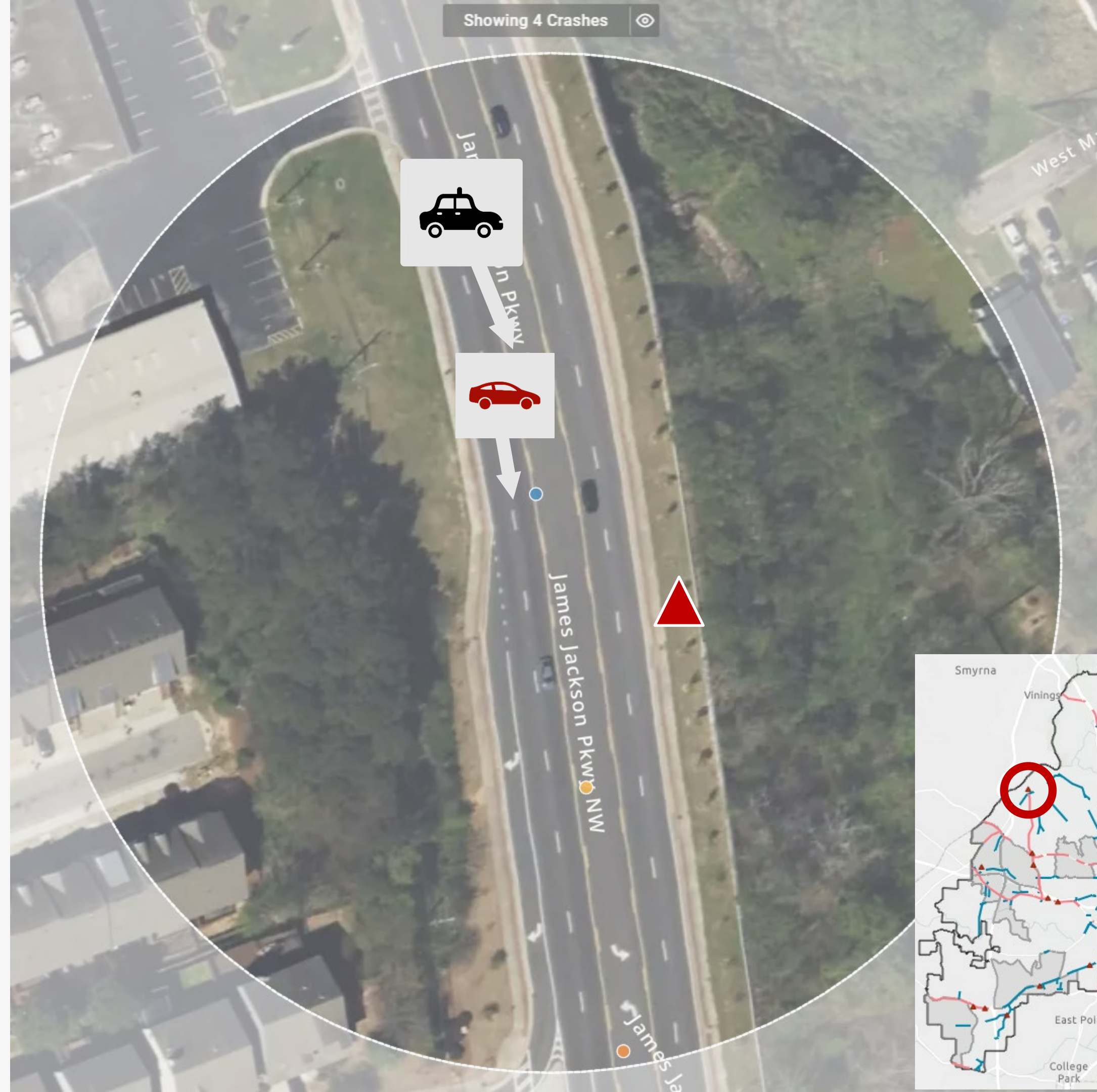
Crash Location

▲ 5/19/2024 fatal crash

10-year history
● 1 Serious Injury in 2020
• Left Angle crash

Other Factors

Slight SB right curve and uphill



Plans

- None

Infrastructure

Changes

- None

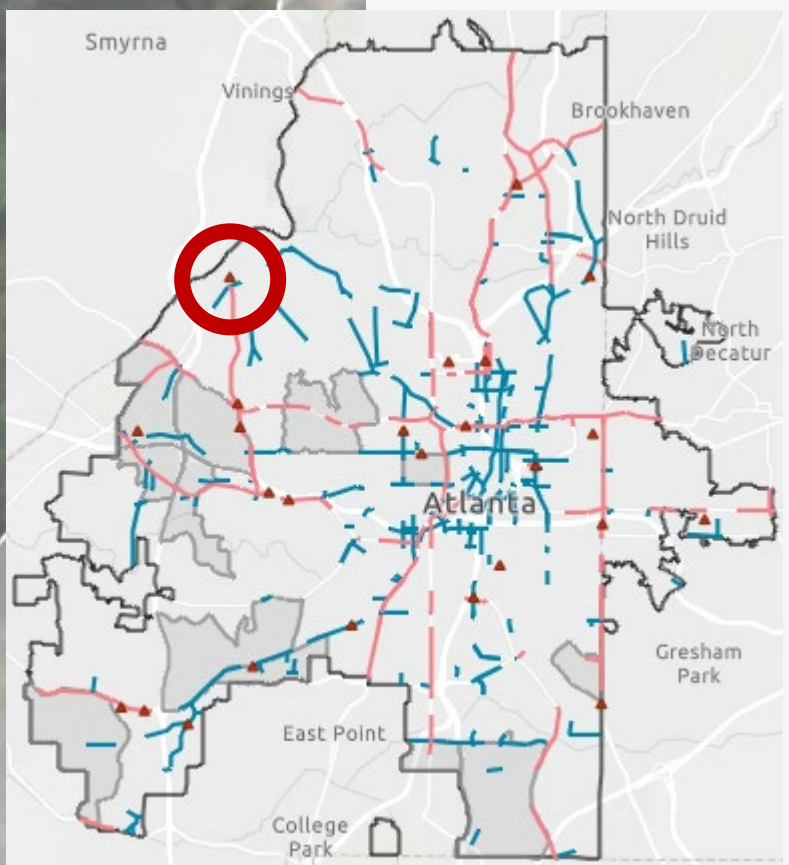


Figure 1: James Jackson Pkwy NW (SR 280) looking south



Figure 2: Bolton Rd NW looking north



Recommendations

Lead Agency: GDOT

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- Install tactical median islands

Long Term Recommendations

- Consider road diet project
- Consider access Management with raised medians, etc...

Q2-10

Cheshire Bridge Rd NE near Woodland Ave NE

Details	
Crash Report #	241471923
Date & Time	5/26/2024 11:40 PM – Sunday
Council District / NPU	District 6 / NPU F
Road Ownership	ATLDOT
Functional Class	Minor Arterial
Traffic (AADT)	Approximately 13,000 vehicles
Posted Speed	35 mph
HIN (2017-2021)	Yes – Non-intersection
VRU	Pedestrian
Collision Type	Not a Collision with Motor Vehicle
Demographics	43 yr/old white male
Communities of Concern	No
Land Use	Single parcel commercial properties

Summary
Southbound driver hit pedestrian near 2184 Cheshire Bridge Road

Systemic Risk Factors
of Through Lanes – 4 lanes
Functional Class – Minor Arterial
Signalized Intersection present on segment

Crash Location

▲ 5/26/2024 fatal crash

10-year history

- 1 Fatal crash in 2015
 - 3 vehicle angle crash at intersection

Other Factors

225 feet south of intersection at Woodland Ave NE

Lighting mentioned in the crash report

Homemade signs near Woodland Ave intersection
"Please Slow Down"



Plans

- ATLDOT MAF #4052 Cheshire Bridge Rd Resurfacing & Safety Improvements
- PHB project north of Woodland
- ATLDOT #3070
 - PHB 100 feet south of the crash locations

Infrastructure Changes

- None

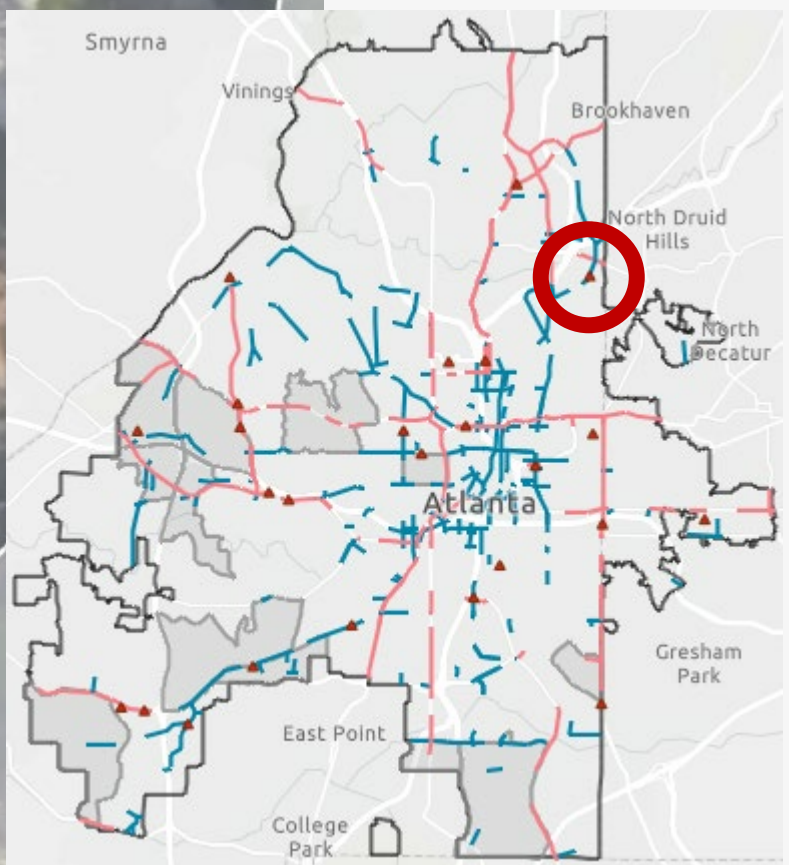


Figure 1:
Cheshire
Bridge Rd NE
looking south



Figure 2: Cheshire
Bridge Rd NE looking
north



Recommendations

Lead Agency: ATLDOT

Immediate Actions

- Lighting review submitted to Georgia Power

Short Term Recommendations

- Install speed advisory signage.
- Test tactical road diet design. Consider closing southbound, downhill lane. – Left turn only at Woodland, convert 2nd lane from the right to a TWLTL or close it to the bridge or PHB soon to be installed
- Add yellow flex posts on the centerline for visual narrowing

Long Term Recommendations

- MAF project #4052 to take fatal crash location into account and will consider speed limit reduction
- Road Diet has been in the plans since 1996
- Require access management and reduction of curb cuts as development occurs

Q2-11

John Lewis Freedom Pkwy (SR 10) at Boulevard NE

Details	
Crash Report #	241480196
Date & Time	5/27/2024 2:05 AM – Monday
Council District / NPU	District 2 & 5 / NPU M
Road Ownership	GDOT
Functional Class	Principal Arterial
Traffic (AADT)	Approximately 55,000 vehicles
Posted Speed	35 mph
HIN (2017-2021)	Yes
VRU	No
Collision Type	Not a Collision with Motor Vehicle
Demographics	30 yr/old black male
Communities of Concern	No
Land Use	Highway to Mixed-use urban environment

Summary
Eastbound driver tried to avoid a collision with another vehicle veering from the leftmost lane. Eastbound driver lost control and hit the traffic signal pole in the SW corner island of the intersection

Systemic Risk Factors
of Through Lanes – 4 lanes
Functional Class – Principal Arterial
AADT > 10,000
85 th Percentile Speed > 40mph

Crash Location

▲ 5/27/2024 fatal crash

10-year history

- 1 Fatal Crash in 2019
 - Pedestrian
- 5 Serious Injury
 - 2 Angle
 - 2 Rear End
 - 1 Aggressive Driving / Weaving

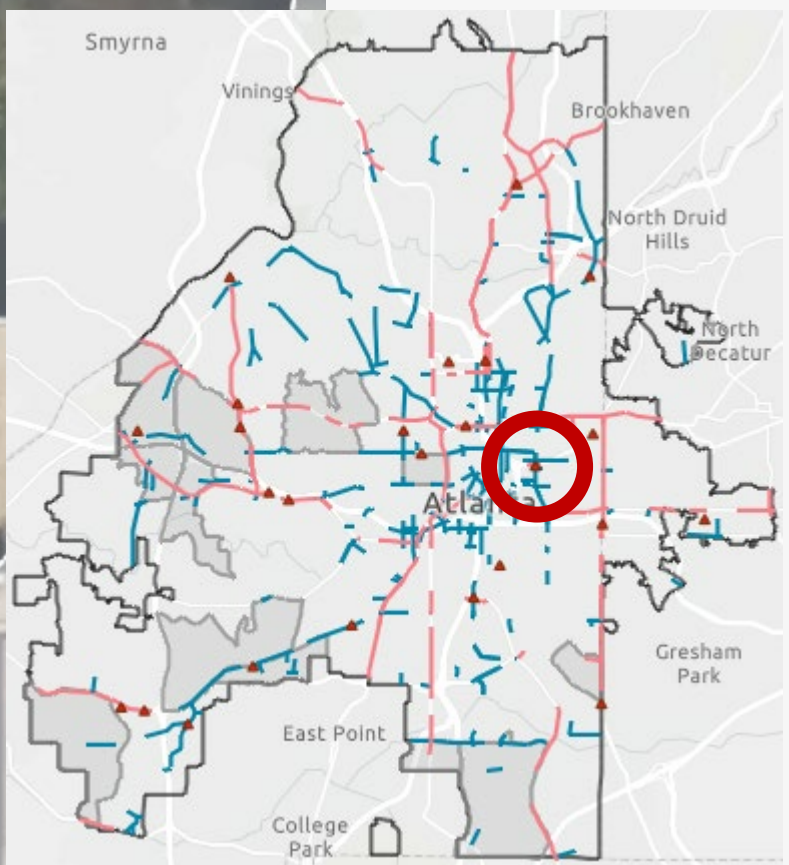
Other Factors



Plans

- Monroe / Boulevard project #1012 concept includes closure of the slip lane

Infrastructure Changes



*Figure 1:
Freedom
Parkway (SR 10)
looking east*



*Figure 2:
Freedom
Parkway (SR 10)
looking west*



Recommendations

Lead Agency: GDOT

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- Install additional speed limit signs
- Install additional wayfinding signs for clarity of laneage
- Install rumble strips to slow speeds on the approach to the intersection.
- Consider tactical slip lane removal to match plans for Boulevard/Monroe Complete Streets project

Long Term Recommendations

- Coordinate intersection safety improvements with the Boulevard / Monroe Complete Streets project
- Relocate signal pole or install guardrails / crash cushion on the ped island

Q2-12


Campbellton Rd SW (SR 154/SR166) near Camp Ground Rd SW

Details	
Crash Report #	241610438
Date & Time	6/9/2024 5:28 AM – Sunday
Council District / NPU	District 11 / NPU P
Road Ownership	GDOT
Functional Class	Principal Arterial
Traffic (AADT)	Approximately 25,000 vehicles
Posted Speed	35 mph
HIN (2017-2021)	Yes
VRU	Pedestrian
Collision Type	Not a Collision with Motor Vehicle
Demographics	78 yr/old black male
Communities of Concern	Nearby to the west
Land Use	Ben Hill Park to the south and single story commercial on the northeast and apartment complex on the northwest



Summary
Eastbound driver hit a pedestrian laying in the roadway. A good samaritan was trying to help get the person out of the road, but was not able to do so before the victim was hit.

Systemic Risk Factors
of Through Lanes – 4 lanes
Functional Class – Principal Arterial
AADT > 10,000
85 th percentile speed on segment > 40 mph (45 mph)
Proportion of transit commuters > 20% (29.9%)

Crash Location

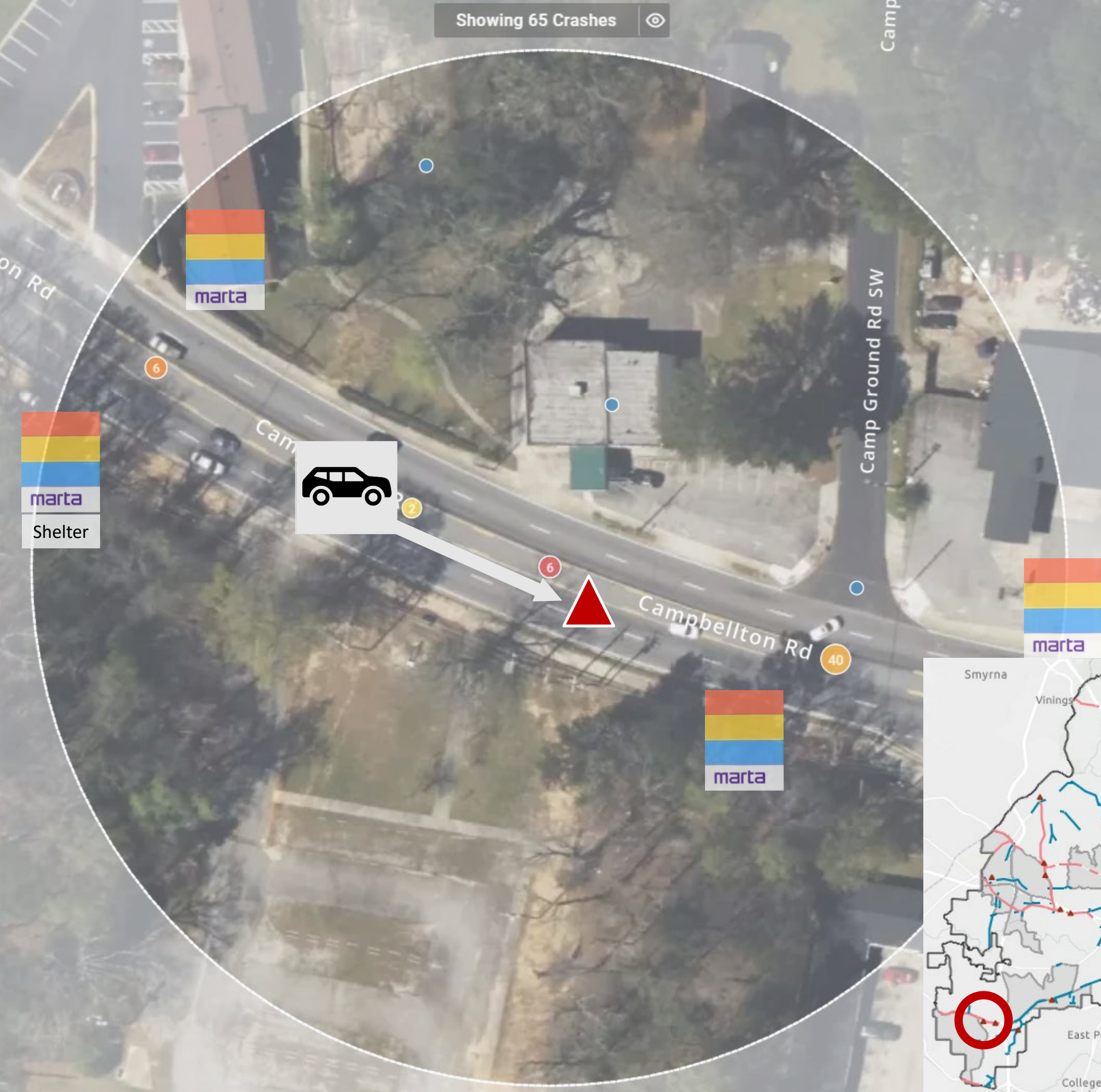
 6/9/2024 fatal crash

10-year history

-  1 Fatal Crash in 2023
 - Pedestrian
-  3 Serious Injury
 - Head on in 2015
 - EB sideswipe in 2019
 - Multiple vehicle crash due to exiting vehicle from apartment complex in 2019

Other Factors

- 650 feet west of Fairburn Road crosswalk
- Curve in the road reduces visibility
- Roadway narrows from 60 feet to 55 feet at Camp Ground Rd from west to east
- 183 MARTA bus
 - multiple bus stops and a shelter (since 2008)



Plans

- ATLDOT #1001 / GDOT PI #0015664
Campbellton Rd Complete Street

Infrastructure Changes

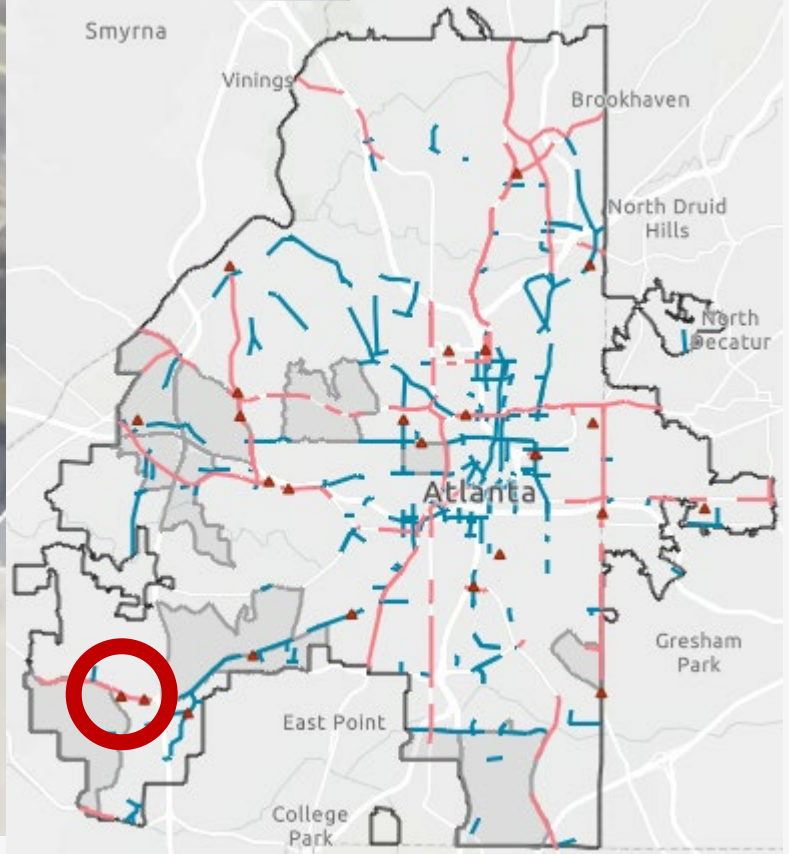


Figure 1:
Campbellton Rd
SW (SR 154/SR166)
looking east



Figure 2:
Campbellton Rd
SW (SR 154/SR166)
looking west



Recommendations

Lead Agency: GDOT

Immediate Actions

- Georgia Power contacted for a streetlight review

Short Term Recommendations

- Install tactical median with yellow flexposts
- Install advance curve warning signs
- Install advisory speed signs

Long Term Recommendations

- Coordinate with GDOT on project to ensure safe crossing is included at this location
- Consider consolidation of bus stops and coordinate with safe crossing

Q2-13

Martin Luther King Jr. Dr SW (SR 139) at Larchwood St SW

Details	
Crash Report #	241631417
Date & Time	6/11/2024 5:22 PM – Tuesday
Council District / NPU	District 10 / NPU I
Road Ownership	GDOT
Functional Class	Minor Arterial
Traffic (AADT)	Approximately 12,500 vehicles
Posted Speed	35 mph
HIN (2017-2021)	Yes
VRU	Motorcyclist
Collision Type	Angle
Demographics	49 yr/old black male
Communities of Concern	No, but a few nearby to the west
Land Use	Westview Cemetery to the southeast, residential and single story churchs and

Summary

Westbound driver hit Eastbound motorcyclist while attempting a left turn onto Larchwood St SW

Systemic Risk Factors

of Through Lanes – 4 lanes

Functional Class – Minor Arterial

AADT > 5,000

85th Percentile Speed > 40 mph (47 mph)

Proportion of transit commuters > 25% (25.8%)

Crash Location

▲ 6/11/2024 fatal crash

10-year history

- 5 Serious Injury
 - 2015 Speeding
 - 2017 & 2020 Sideswipe speeding
 - 2022 Bicyclist – angle
 - 2022 speeding

Other Factors



Plans

GDOT Safety team evaluated a PHB just to the east at 2051 MLK through MARTA Bus Stop Study, through MOSD

Infrastructure Changes

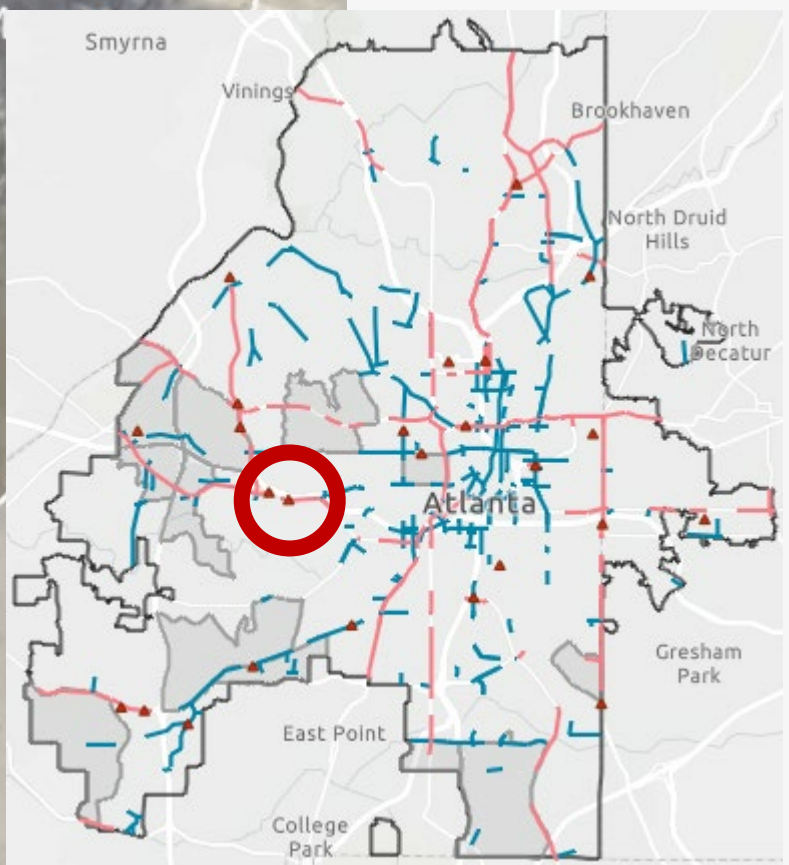


Figure 1:
Martin Luther
King Jr Dr SW
(SR 139) at
Larchwood St
SW looking west



Figure 2:
Martin Luther
King Jr Dr SW
(SR 139) at
Larchwood St
SW looking
east



Recommendations

Lead Agency: GDOT

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- Install curve warning signs
- Install advisory speed limit signs
- Consider additional traffic calming treatments to force slower speeds around the curve
- Consider tactical walk and bike lane on the southside of the street. (sidewalk is missing for portion to the west of the crash site)

Long Term Recommendations

- Redesign and install a 4 lanes to 3 lanes road diet
- Install PHB at 2051 MLK (GDOT Safety MARTA Bus Stop Study)
- Coordinate any improvements with corridor safety improvements - ATLDOT #4043

Q2-14


Pryor Rd SW near University Ave SW (SR 54)

Details	
Crash Report #	241671889
Date & Time	6/15/2024 9:59 PM – Saturday
Council District / NPU	District 12 / NPU V
Road Ownership	ATLDOT
Functional Class	Major Collector
Traffic (AADT)	Approximately 10,500 vehicles
Posted Speed	35 mph
HIN (2017-2021)	Yes – #54 most dangerous intersection
VRU	2 Pedestrians – 1 killed
Collision Type	Not a Collision with Motor Vehicle
Demographics	38 yr/old black male
Communities of Concern	No
Land Use	Single parcel commercial properties



Summary
Northbound driver lost control at high speed and hit two pedestrians on the sidewalk just north of University Ave

Systemic Risk Factors
of Through Lanes – 4 lanes
85 th percentile > 40 mph
AADT > 10,000 vehicles
Signalized Intersection present on segment
Distance to Nearest First Response Facility > 0.25 miles

Crash Location

 6/15/2024 fatal crash

10-year history

-  2 Fatal pedestrian crashes
 - 2015 intersection
 - 2018 non-intersection
-  2 Serious Injury crashes
 - 2019 angle
 - 2023 pedestrian non-intersection

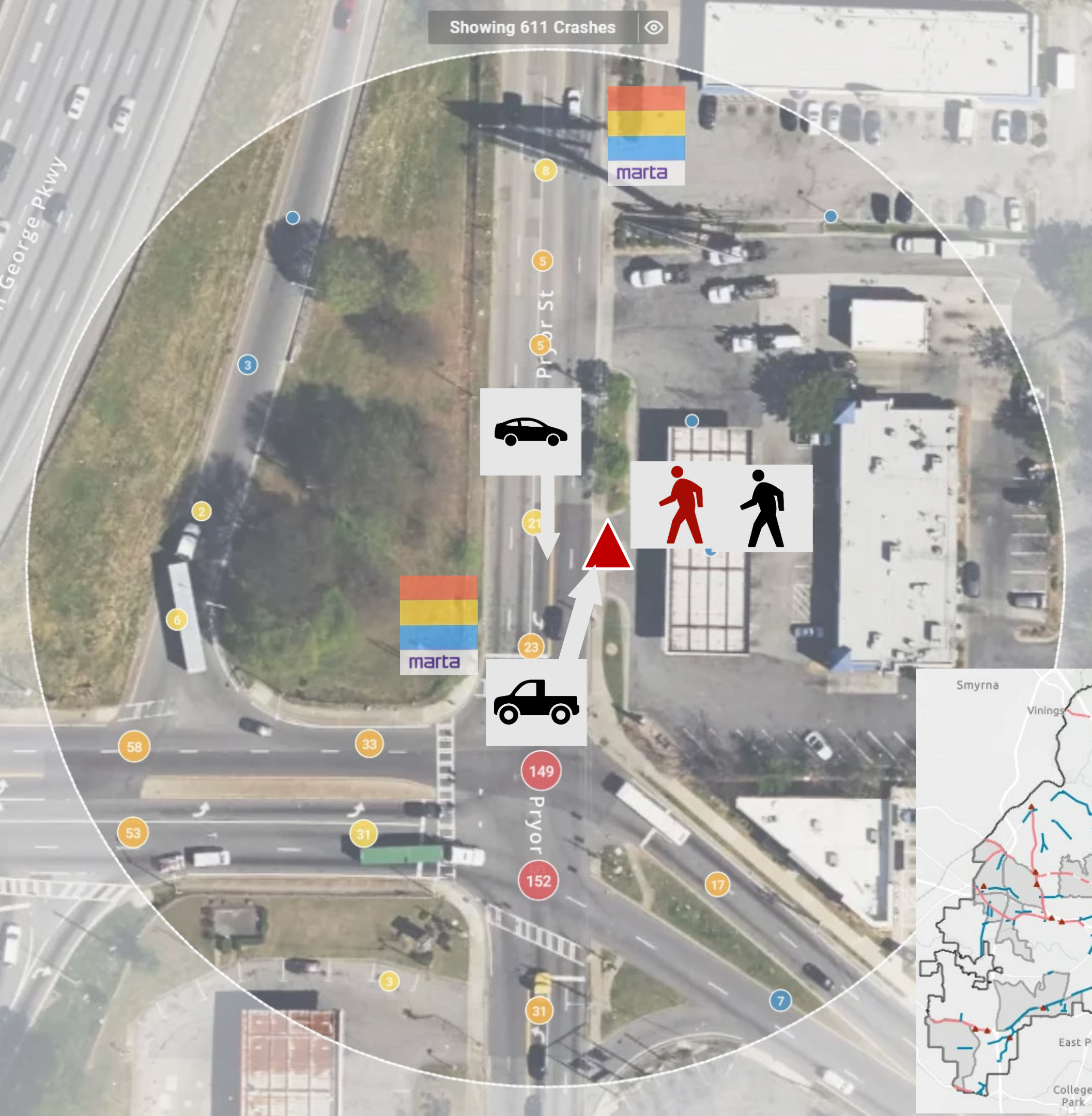
Other Factors

100 feet north of intersection at University Ave SW (SR 54)

Nearby unsignalized interstate on/off-ramps

Lack of sidewalk on the west side of the road, north of University Ave SW (SR 54)

3 MARTA bus routes



Plans

- Various GDOT interchange safety projects
- Resurfacing

Infrastructure Changes

- None

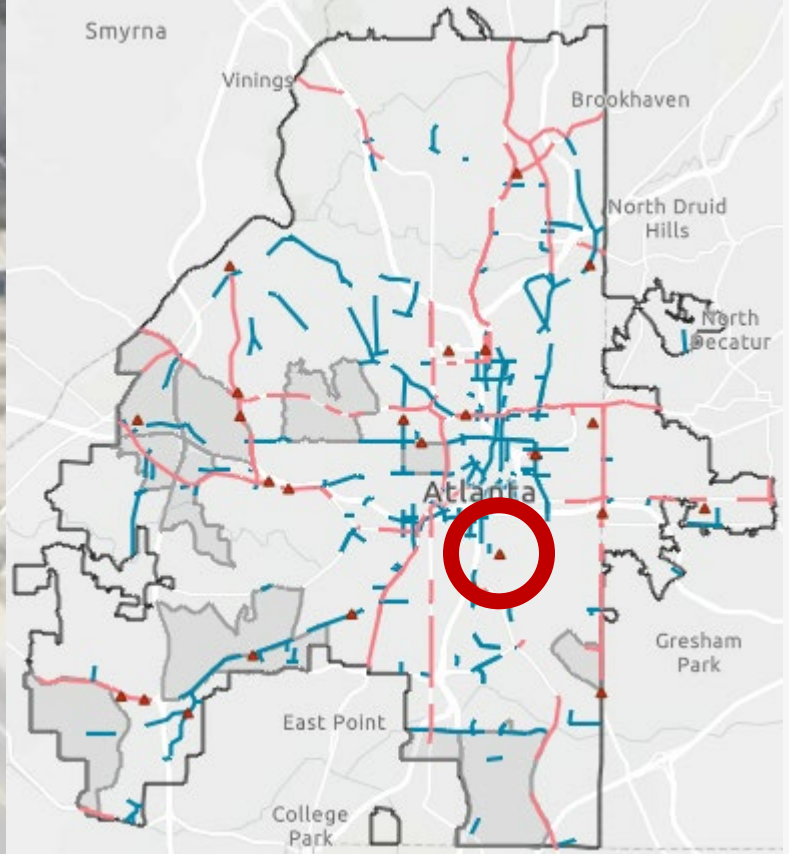


Figure 1: Pryor Rd SW looking north



Figure 2: Pryor Rd SW looking south



Recommendations

Lead Agency: ATLDOT

Immediate Actions

- Lighting review submitted to Georgia Power

Short Term Recommendations

- Install tactical walk lane on the west side and reduction of lanes.
- Consider tactical bus lane to support transit riders and reduce speeds

Long Term Recommendations

- Urban Redevelopment Bond Resurfacing list to design more permanent 4 lanes to 3 lanes road diet with additional lanes for bus or micromobility movement

Q2-15

Greenbriar Pkwy SW at Continental Colony Pkwy SW

Details	
Crash Report #	241732056
Date & Time	6/21/2024 11:07 PM – Friday
Council District / NPU	District 11 / NPU R
Road Ownership	ATLDOT
Functional Class	Major Collector
Traffic (AADT)	Approximately 9,000 vehicles
Posted Speed	35 mph
HIN (2017-2021)	Yes 1,171 most dangerous intersection
VRU	2 Motorcyclists, 2 killed, 1 motorcycle
Collision Type	Angle
Demographics	36 yr/old white male; 23 yr/old female
Communities of Concern	Nearby to the north and west
Land Use	Greenbriar Mall, single parcel commercial properties,

Summary
Southbound motorcycle driver was speeding and splitting lanes and struck a northbound left turning vehicle.

Systemic Risk Factors
of Through Lanes – 5 lanes
85 th percentile > 40 mph
AADT > 10,000 vehicles
Signalized Intersection present on segment
Distance to Nearest First Response Facility > 0.25 miles

Crash Location

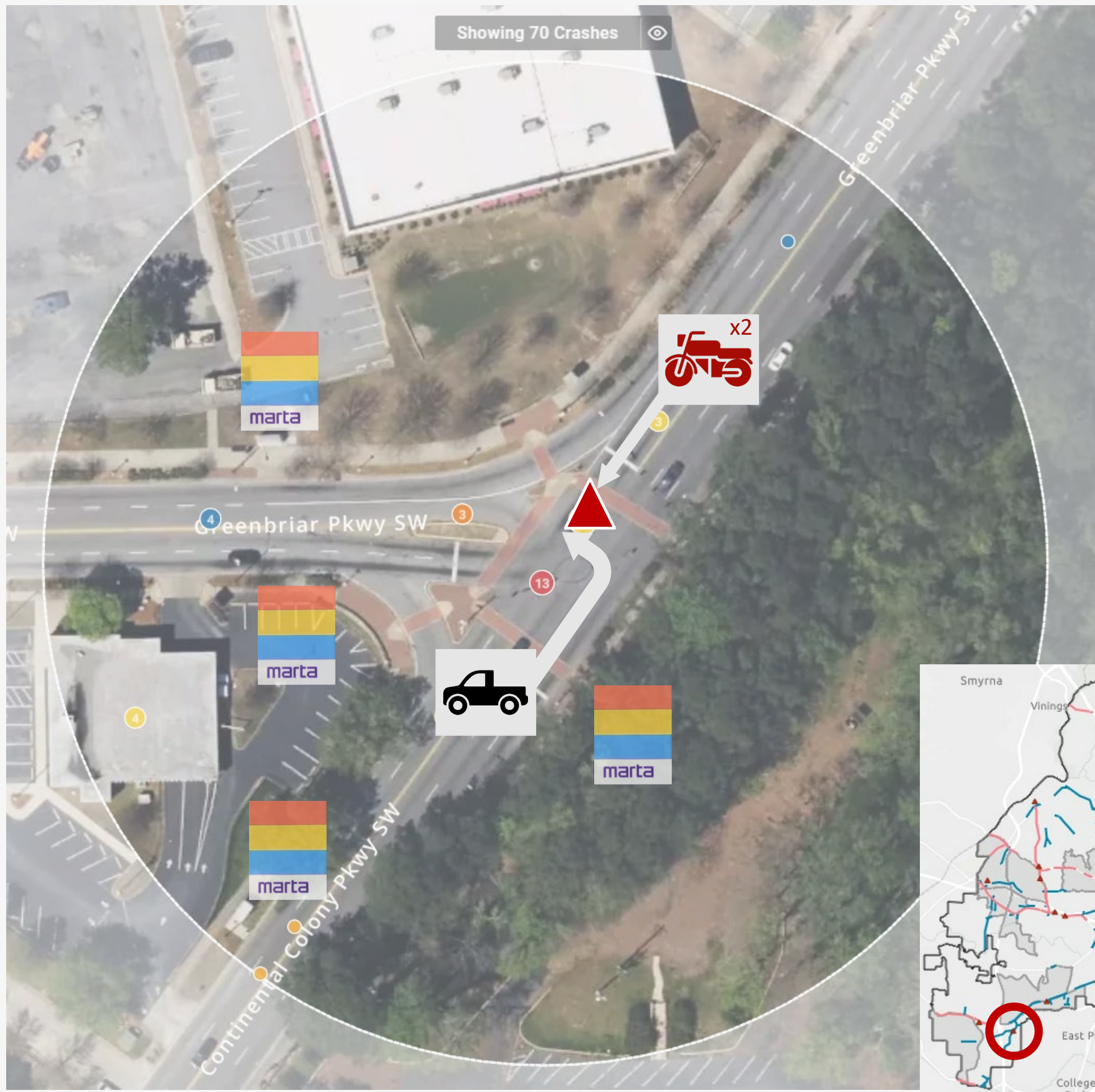
▲ 6/21/2024 fatal crash

10-year history

- 1 Fatal intersection crashes
 - 2023 pedestrian
- 3 Serious Injury speed related crashes
 - 2014 lost control
 - 2016 head on
 - 2023 rear end

Other Factors

4 MARTA bus stops and 4 bus routes (66, 83, 93, and 183)



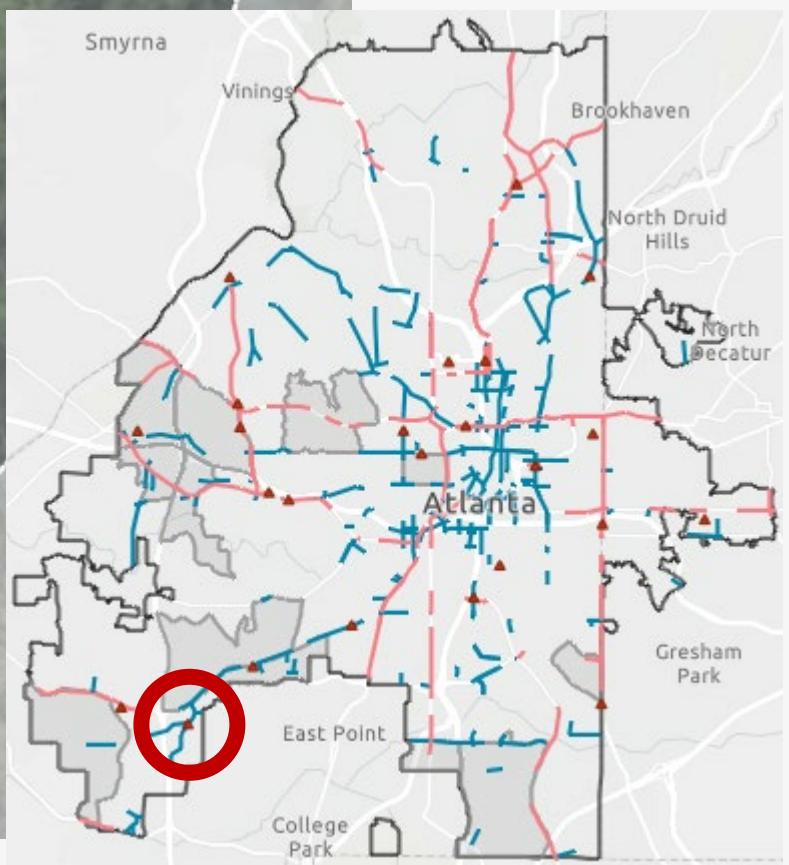
Plans

- MARTA Campbellton Road BRT project

Infrastructure Changes

Changes

- None



*Figure 1:
Greenbriar
Pkwy SW
looking south*



*Figure 2: Continental
Colony Pkwy SW
looking north*



Recommendations

Lead Agency: ATLDOT

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- Consider tactical bus lane to support transit riders and reduce speeds
- Consider Trees Atlanta Partnership for a nursery / orchard with planters in the median
- Consider corridor with chicanes to provide horizontal deflection
- Consider roundabout design to remove left turn conflicts and slow vehicles
- Update signals to protected left turns at existing dedicated left turn lane
- Install shark teeth and other slip lane treatments to increase pedestrian safety
- Update crosswalks with thermoplastic on crosswalks

Long Term Recommendations

- Consider with LMIG 2025 list a future project for a road diet for all approaching streets (Cont. Colony, Greenbriar, Stone Hogan, etc...) and potential roundabout

Q2-16


Joseph E. Lowery Blvd NW at North Ave NW

Details	
Crash Report #	241741943
Date & Time	6/22/2024 11:40 PM – Saturday
Council District / NPU	District 3 / NPU K & L
Road Ownership	ATLDOT
Functional Class	Major Collector
Traffic (AADT)	Approximately 13,000 vehicles
Posted Speed	35 mph
HIN (2017-2021)	No, but nearby (one block south)
VRU	None
Collision Type	Angle
Demographics	31 yr/old black male
Communities of Concern	Nearby to the south
Land Use	Residential

Summary
Northbound driver was speeding and hit a westbound left turning vehicle.

Systemic Risk Factors
None

Crash Location

 6/22/2024 fatal crash

10-year history

- None
 - 7 of 19 injury crashes are angle crashes

Other Factors

- 2 Northbound lanes and 1 southbound lane
- Faded Centerline
- 1,860 feet between signals
- Sight Distance Issue



Plans

- Beltline Sub area plan?
- Westside Beltline plan
- TSPLOST MAF #4074 to connect to project to the south, with on-street bike lanes and improved crossings (\$690,000)
- Recent RAISE grant

Infrastructure Changes

- None

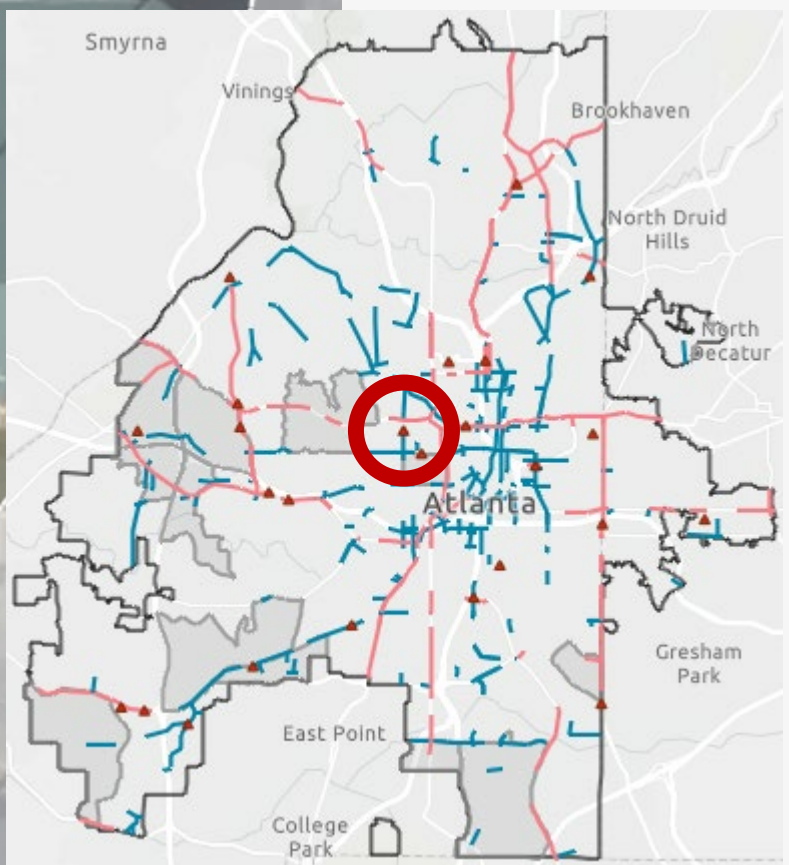


Figure 1: Joseph E. Lowery SW looking north



Figure 2: Joseph E. Lowery SW looking south



Recommendations

Lead Agency: ATLDOT

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- Restripe the Centerline
- Install yellow flexposts at centerline and crosswalk
- Conduct tree branch clearing
- Consider signage removal
- Conduct all-way stop study – due to sight distance

Long Term Recommendations

- Future MAF and grant funded project for bike facilities