

June 18, 2025

Fatal Crash Review Commission 2024 Annual Report & 2025 Q1 Review

CITY OF ATLANTA



DEPARTMENT OF TRANSPORTATION

Mayor Andre Dickens

ATLDOT Commissioner Solomon Caviness IV

Agenda



- Public Comment
- 2024 Annual Report
- 2025 Q1 Crash Review

Public Comment



2024 Annual Report

Statistical Review

61 total fatalities in 2024

199 Commission Recommendations

2 meetings

October 2024 and March 2025

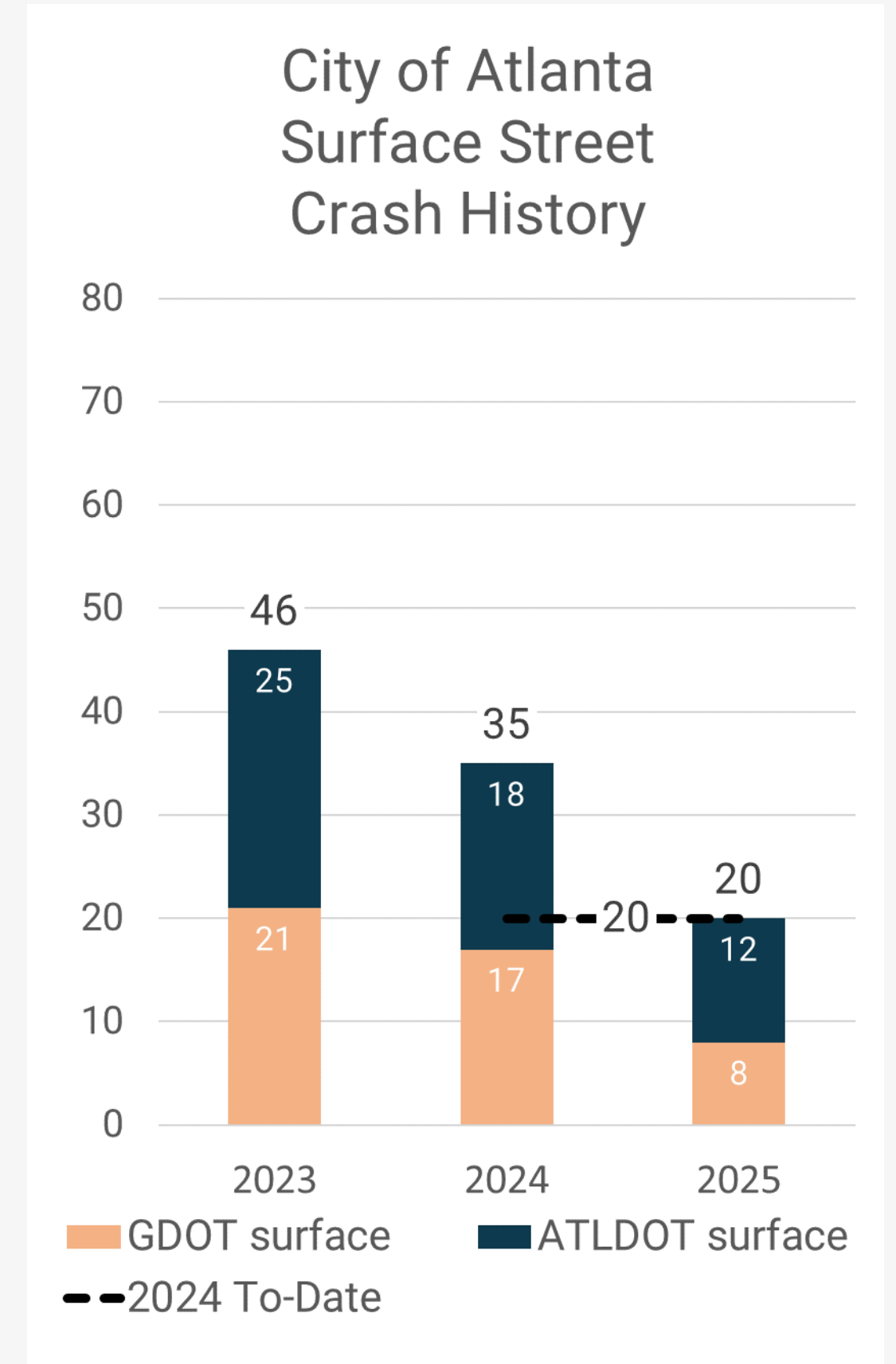
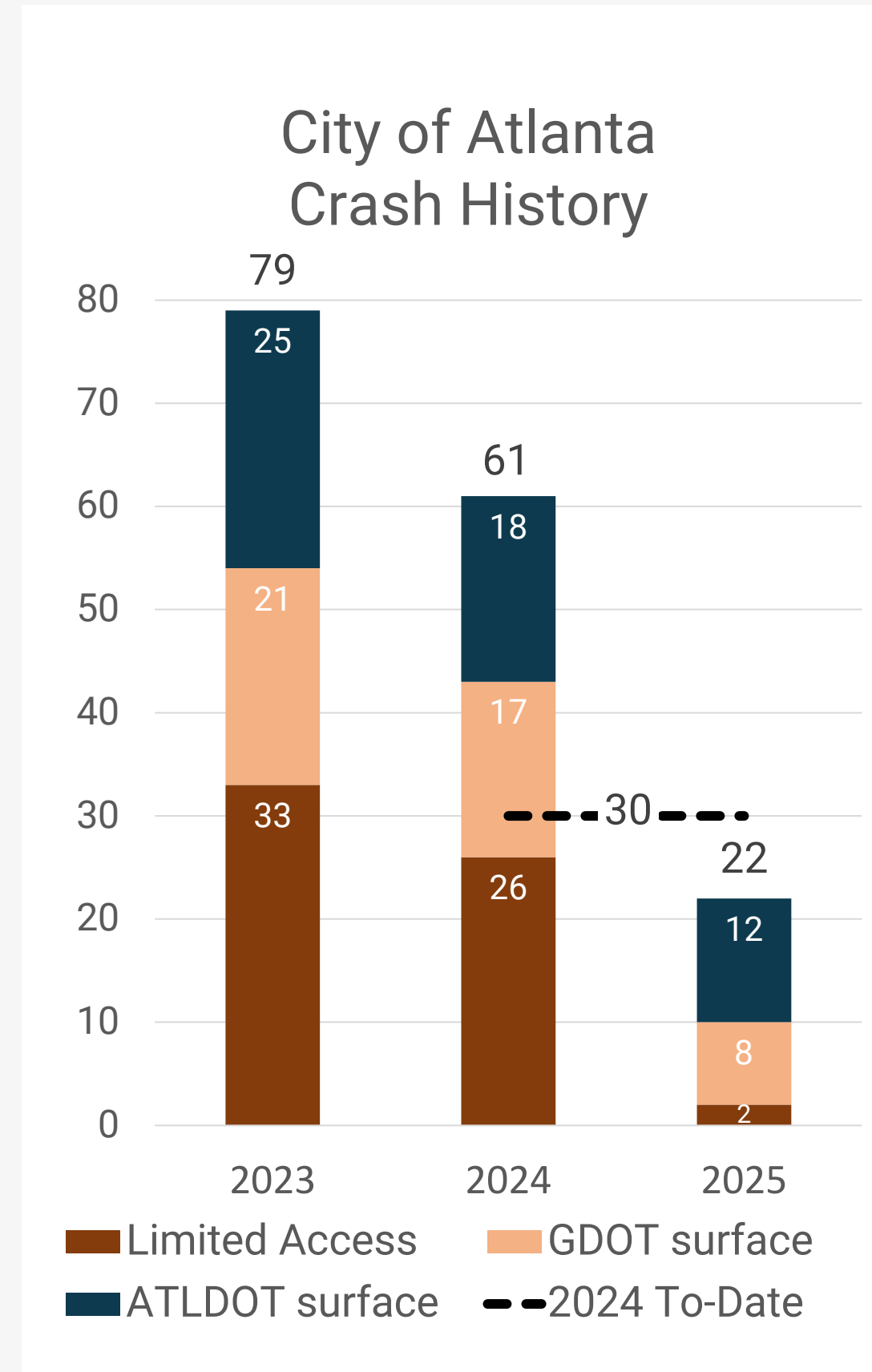
Vision Zero Action Plan

27% of Action Items underway

2023 & 2024 vs. 2025

Fatal Crash Comparison

- Year to Date (6/16/2025)
 - Trending below / at year-to-date 2024
 - Vulnerable Road Users increased in 2024, but have decreased Year-to-date in 2025



Fatal and Serious Injury Crashes

61

Total fatalities in 2024.

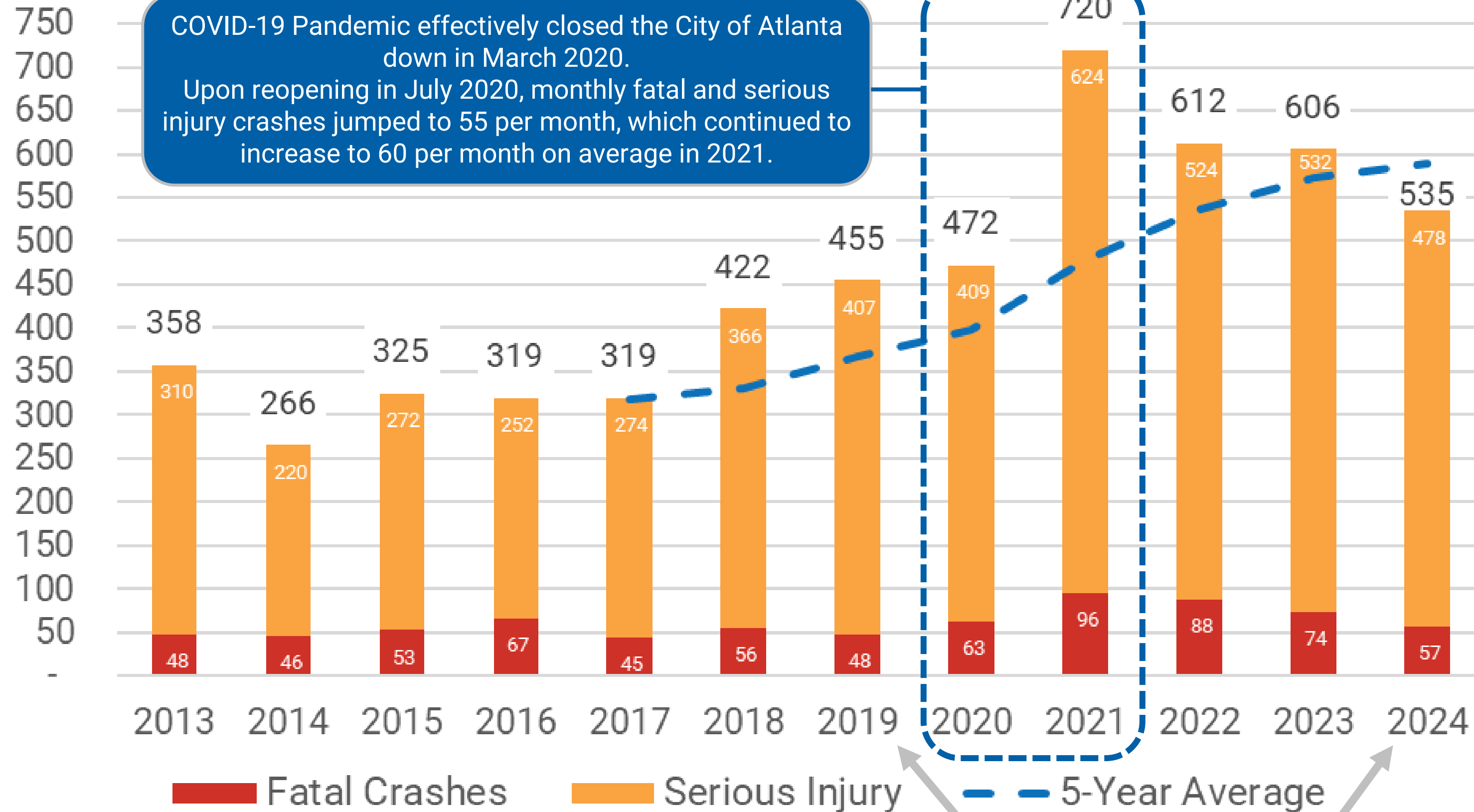
535

Total fatal and serious injury crashes in 2024.

17%

increase in combined fatal and serious injury crashes from 2019.

COVID-19 Pandemic effectively closed the City of Atlanta down in March 2020. Upon reopening in July 2020, monthly fatal and serious injury crashes jumped to 55 per month, which continued to increase to 60 per month on average in 2021.



As the traffic effects of COVID-19 have subsided to a new normal, comparison to 2019 numbers reflects best practices within the industry.



199 Total Recommendations

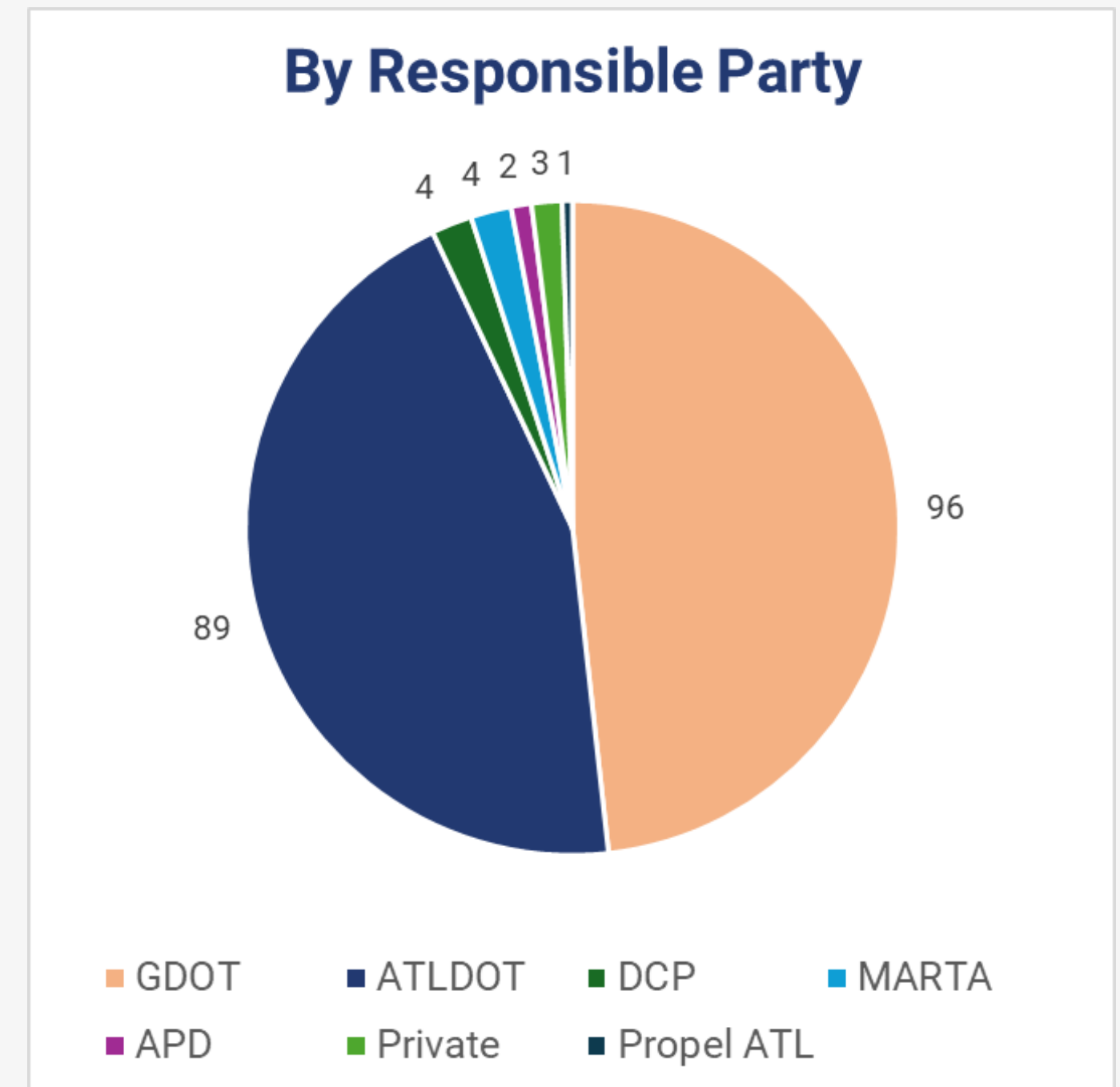
The Fatal Crash Review Commission adopted 199 total recommendations to address 2024 crashes.

90% of recommendations are split equally between GDOT and ATLDOT assigned as responsible party:

- ATLDOT and GDOT have monthly meetings and constant communication related to safety work where these crash recommendations are discussed
- ATLDOT also has recurring meetings with the other partners; MARTA, APD, DCP, and PropelATL

Safe Systems approach includes the principle that **responsibility is shared...**

- Reiterates Vision Zero as a **Group Project**



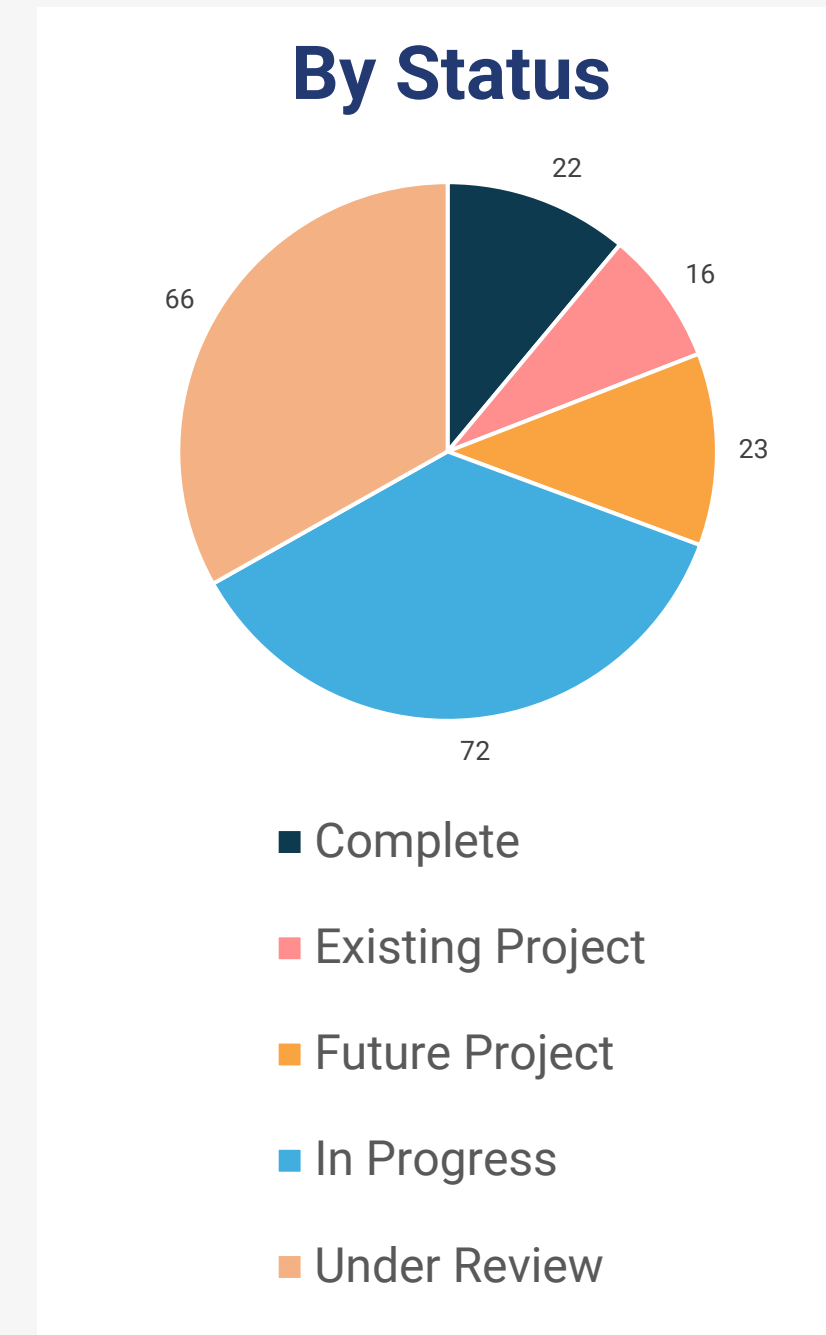
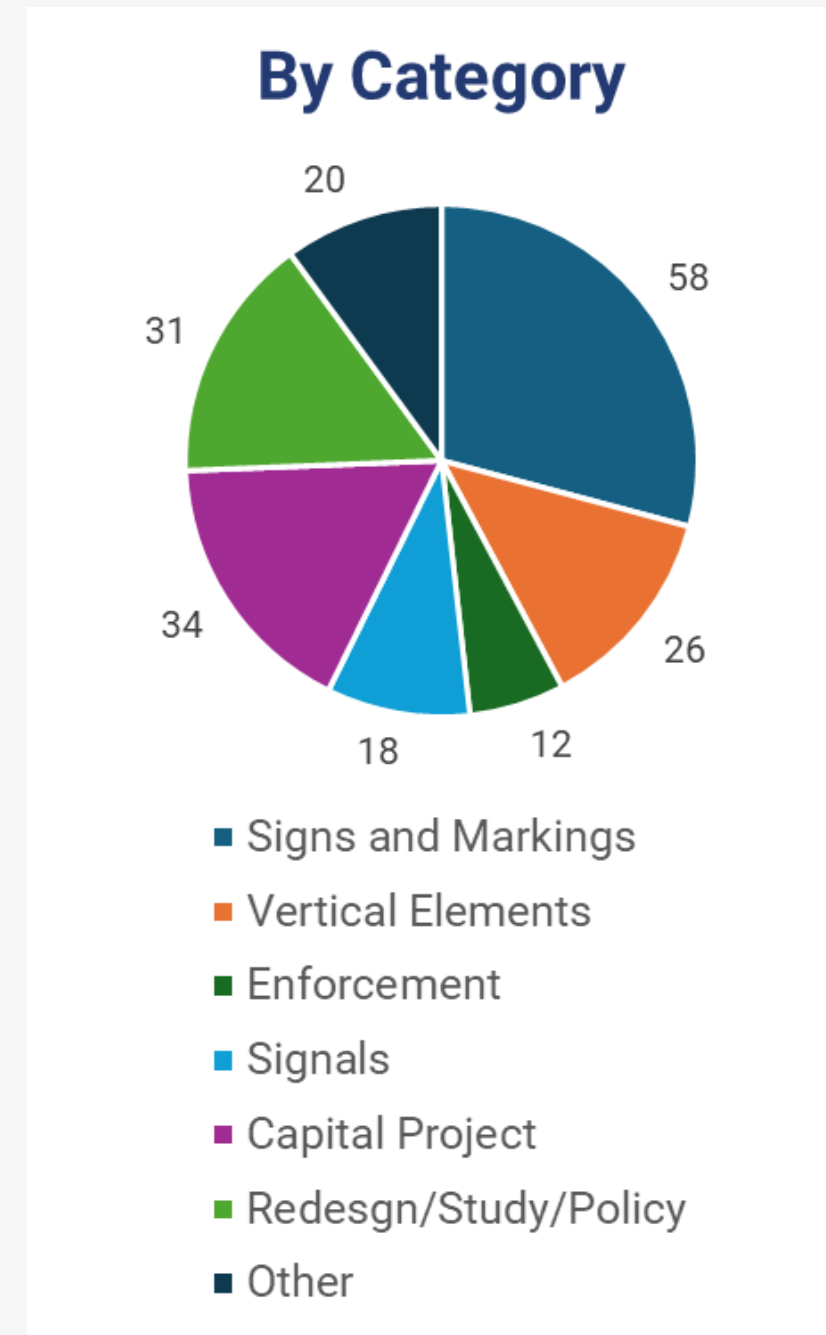
199 Total Recommendations

The Fatal Crash Review Commission adopted 199 total recommendations over 2 meetings

10% are completed.

30% are identified as long-term improvements. Half of these improvements are funded thru MAF or other major capital programs.

60% are the near-term opportunity. Half of these improvements are identified as quick fixes.



Vision Zero Action Plan - Highlights

- Daylight Intersections / Micromobility Corrals
 - **15** installed
- No Right Turn on Red
 - **370** signs at **152** intersections to be installed
- Leading Pedestrian Intervals
 - **35** new intersections
 - **190** total intersections
- Safe Routes to Transit
 - **33** sites reviewed
- Safe Routes to School
 - **6** priority schools engaged and created Safety Action Plans
- Vision Zero Dashboard
 - **6** average views per day



Q1 2025 Review



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25-Q1-4	February 4 th	Moreland Ave SE (US 23) at Constitution Rd SE	24
25-Q1-5	February 11 th	235 Peachtree St NW	28
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25-Q1-1

2057 Martin Luther King Jr Dr SW (SR 139)

Details	
Crash Report #	250060721
Date & Time	1/6/2025 10:21 AM – Monday
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	No
Collision Type	Head On
Demographics	27 yr/old black female
Communities of Concern	No, but a few nearby to the west
Land Use	Westview Cemetery to the south, low-density, multi-family residential and single-story commercial

Summary
Eastbound driver crossed the yellow line and hit westbound driver

Systemic Risk Factors
of Through Lanes – 4 lanes
Functional Class – Minor Arterial
AADT > 10,000
85 th Percentile Speed > 45mph
Distance to Nearest First Response Facility > 0.25 mile

Crash Location

▲ 1/6/2025 fatal crash

10-year history

- 1 Fatal Crash in 2024
 - Motorcycle intersection crash 750 feet to the west
- 1 Serious Injury Crash in 2022
 - Hit & Run – southbound left turning vehicle hit eastbound vehicle

Other Factors



Plans

- GDOT Safety team evaluated a PHB just to the east at 2051 MLK through MARTA Bus Stop Study, through MOSD
- ATLDOT #4043

Infrastructure Changes

- MLK Jr. Drive Streetscape project

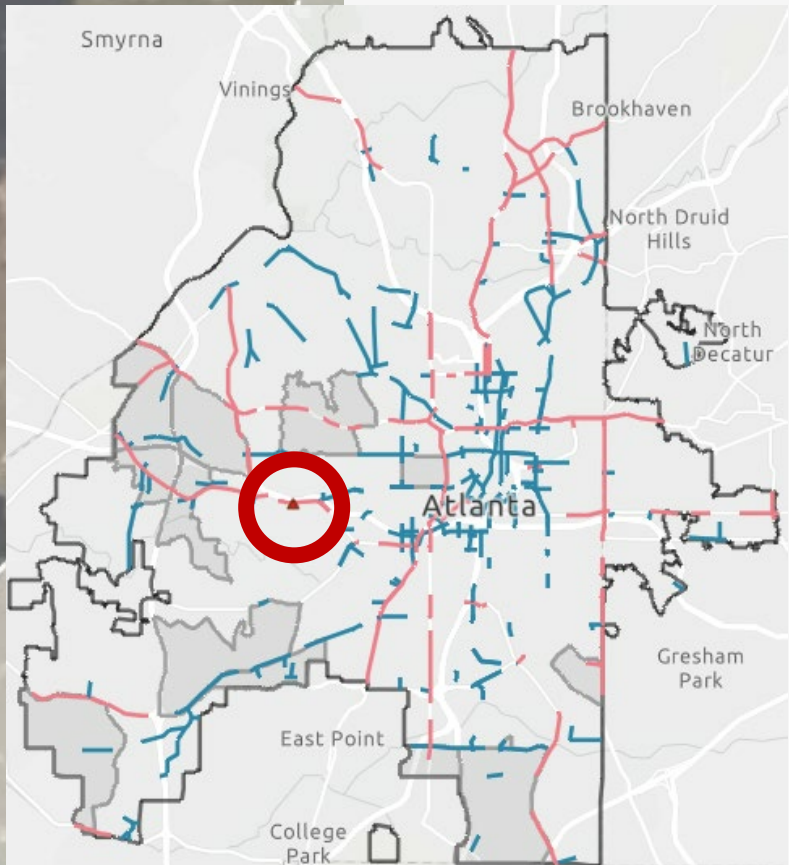


Figure 1: MLK Jr. Dr SW (SR 139) looking east



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



Recommendations

Lead Agency: GDOT

Systemic Recommendations

- Increase speeding, reckless, and distracted driving enforcement

Immediate Actions

- No immediate infrastructure improvements were made or are recommended to be made

Short Term Recommendations

- Deploy temporary speed feedback sign
- Review speed limit signage placement along corridor
- Consider installation of centerline rumble strips or raised pavement markers (RPMs)
- Consider other quick build traffic calming treatments to reduce speeds around the curve

Long Term Recommendations

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

2025-Q1-2

Piedmont Rd (SR 237) at Pharr Rd NE

Details	
Crash Report #	250090885
Date & Time	1/9/2025 12:01 PM – Thursday
Council District / NPU	District 6 & 7 / NPU B
Road Ownership	State
Functional Class	Minor Arterial
Traffic (AADT)	Approximately 42,000 vehicles
Posted Speed	40 mph
HIN (2017-2021)	Yes – 11 th most dangerous intersection
VRU	No
Collision Type	Left Angle Crash
Demographics	78 yr/old white female
Communities of Concern	No
Land Use	Gas Station, single story restaurant, multi-family medium density housing

Summary

Southbound driver hit a NB left turning vehicle – passenger died from her injuries.

Systemic Risk Factors

Facility Type – Minor Arterial

of Through Lanes – 6 lanes

Signalized Intersection

Distance to Nearest First Response Facility > 0.25 miles

Mixed Use Zoning Surrounding Segment

Crash Location

▲ 1/9/2025 fatal crash

10-year history

- 8 Serious Injury
 - 6 left angle crash
 - Including 1 motorcycle
 - 1 right angle crash
 - 1 pedestrian

Other Factors

- Delayed death as passenger initially complained of minor injuries
- Slight hill and high speeds
- Protected permissive NB Left Turn signal



Plans

- Buckhead Area Smart System - #1048
- Piedmont Road Visioning

Infrastructure Changes

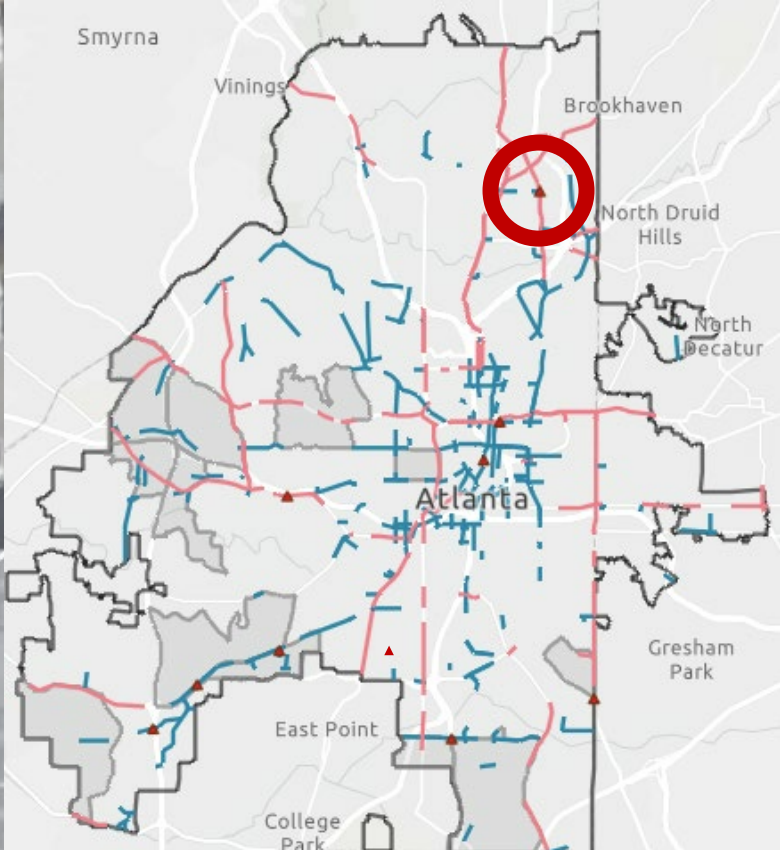


Figure 1:
Piedmont Rd
(SR 237)
looking south



Figure 2:
Piedmont Rd (SR
237) looking
north



Recommendations

Lead Agency: GDOT

Systemic Recommendations

- Review speed limit sign spacing

Immediate Actions

- No immediate infrastructure improvements were made or are recommended to be made

Short Term Recommendations

- Conduct an ETI and speed study
- Implement speed limit change to 35 mph and install speed limit signs, spaced based on Speed Limit Signs Placement Guideline
- Review signal timing of NB left phase to consider delayed protected left, by time of day
- Review signal timing along corridor to manage speeds

Long Term Recommendations

- Review signal for conversion to protected left turn only
- Consider corridor redesign to include dedicated left turn lanes and create additional traffic calming
- Consider dedicated bus lanes to support high ridership on MARTA bus route 5

2025-Q1-3

Delowe Dr SW at Campbellton Rd SW

Details	
Crash Report #	250301770
Date & Time	1/30/2025 6:40 PM – Thursday
Council District / NPU	District 11 / NPU R
Road Ownership	ATLDOT
Functional Class	Local and Minor Arterial
Traffic (AADT)	Approximately 3,000 vehicles on Delowe, 10,000 vehicles on Campbellton
Posted Speed	25 mph
HIN (2017-2021)	Yes – 99 th most dangerous intersection
VRU	Pedestrian
Collision Type	Not a Collision with a Motor Vehicle
Demographics	68 yr/old black male
Communities of Concern	Yes
Land Use	Single-story commercial, gas station, liquor store, fast-food restaurant, Campbellton Plaza

Summary

Southbound driver hit a pedestrian crossing against the walk signal and outside the crosswalk on the south leg

Systemic Risk Factors

Within a Community of Concern

Functional Class of Campbellton Rd – Minor Arterial

Signalized Intersection on Segment



Crash Location

1/30/2025 fatal crash

10-year history

- 3 Serious Injury crashes
 - 2015 – left angle on Campbellton
 - 2018 – head on SB Delowe
 - 2020 – head on SB Delowe
- 8 pedestrian crashes
 - 5 injury

Other Factors

- Slight downhill
- MARTA bus stops nearby
 - 83 on Campbellton
 - 81, 162 on Delowe NBR



Plans

- MARTA Campbellton Road BRT project

Infrastructure Changes

- Speed Hump installation on Delowe in October 2023
- Late 2024, early 2025 resurfacing of Campbellton Rd SW (west leg only, as this intersection was the eastern extent)

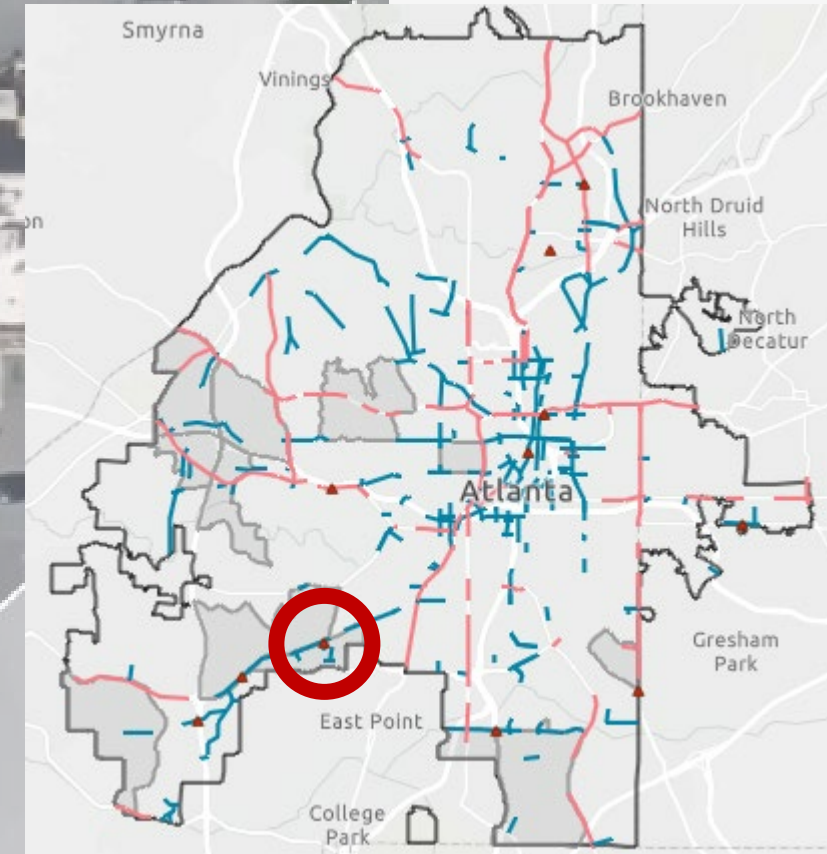


Figure 1: Delowe Dr SW looking south

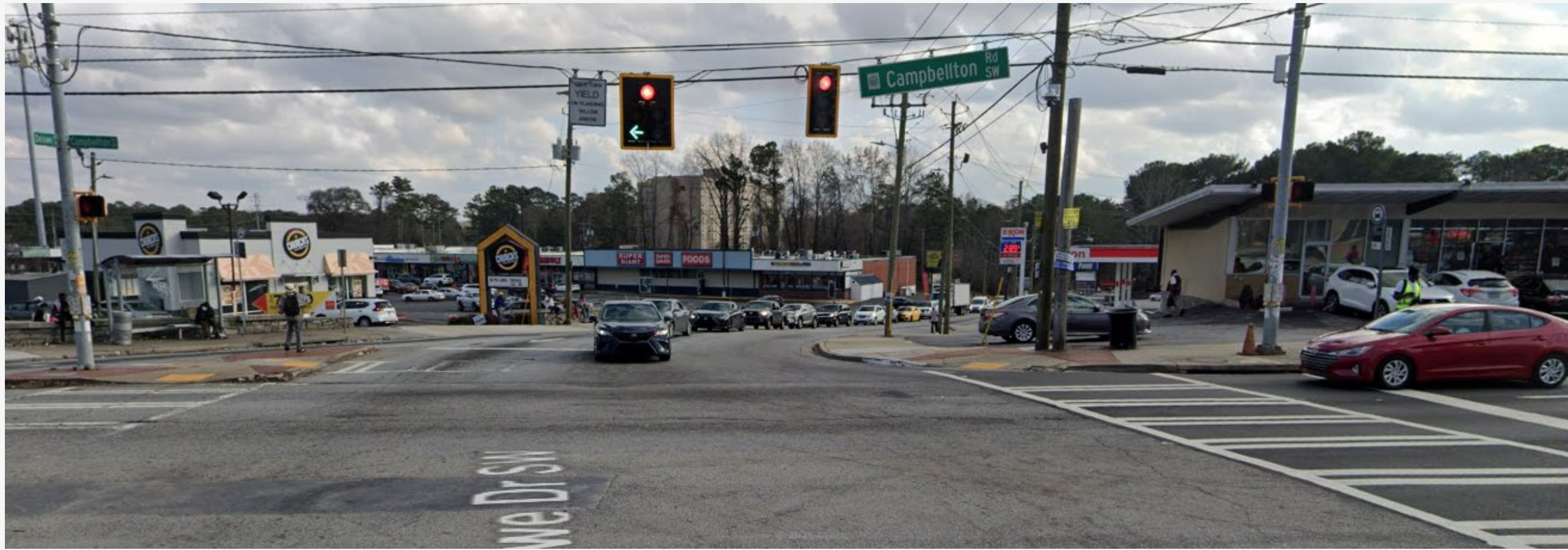
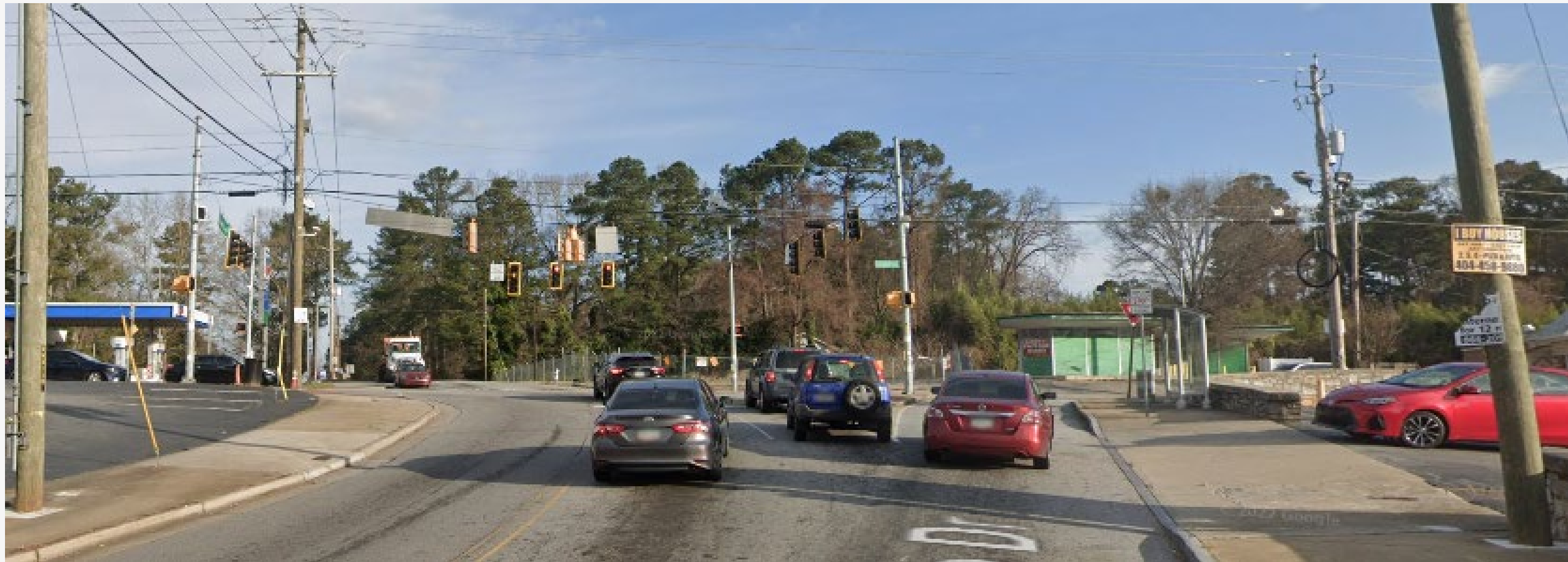


Figure 2: Delowe Dr SW looking north



Recommendations

Lead Agency: ATLDOT

Systemic Recommendations

- Coordinate improvements with Department of Watershed Management
- Review zoning and distance requirements between the existing land uses

Immediate Actions

- Lighting review in progress

Short Term Recommendations

- Restripe north, east, and south leg lane markings and crosswalks
- Install LPI - #86 citywide / #34 ATLDOT corridor
- Design and install a tactical northbound slip lane closure

Long Term Recommendations

- Review MARTA BRT plans to ensure safe pedestrian and bicycle infrastructure is included
 - Consider Northbound slip lane closure or raised crosswalk/bike lane to reduce conflict with vulnerable road users

2025-Q1-4


Moreland Ave SE (US 23) at Constitution Rd SE

Details	
Crash Report #	250352120
Date & Time	2/4/2025 7:05 PM – Tuesday
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	31 yr/old black male
Communities of Concern	Nearby, Thomasville Heights
Land Use	Industrial

Summary
Southbound driver hit a northbound left turning driver

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

Crash Location

 2/4/2025 fatal crash

10-year history

-  3 Fatal Crashes
 - 2015
 - 2020
 - 2024
-  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.
4 were turning NB movement
1 was turning EB movement

Plans

- None

Infrastructure

Changes

- None

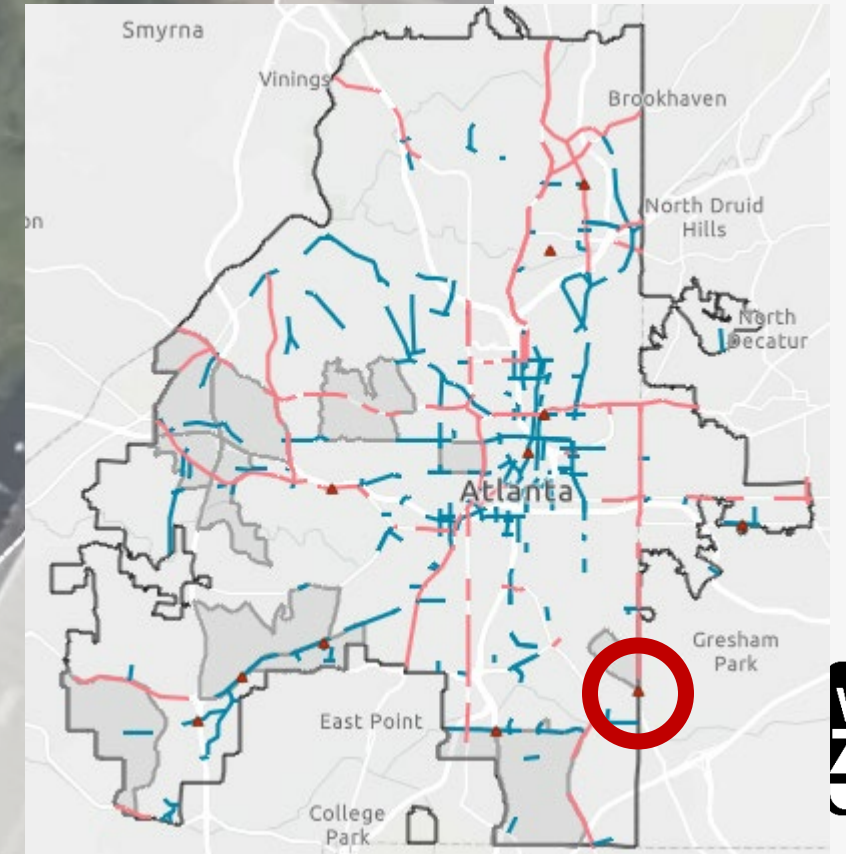
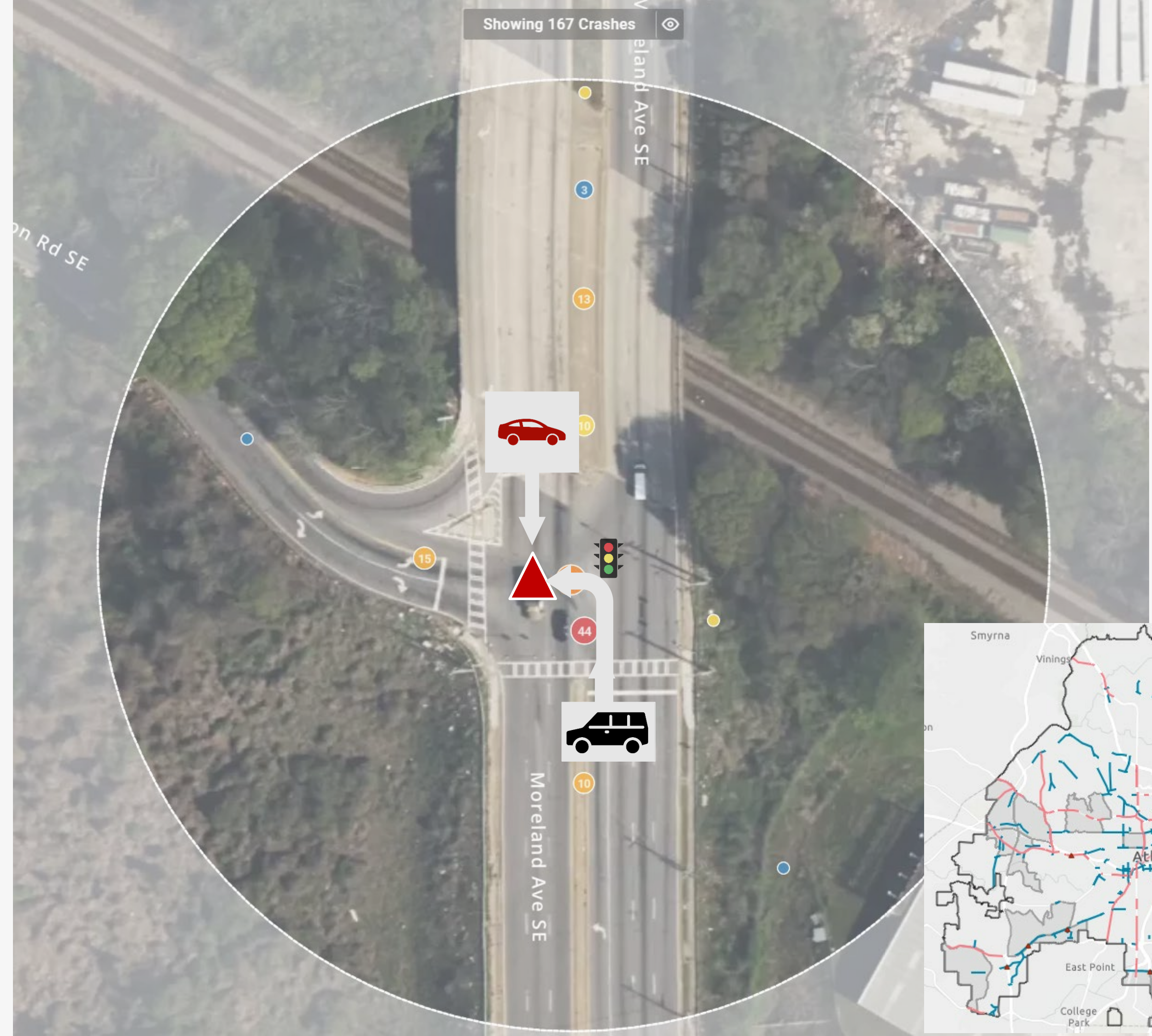
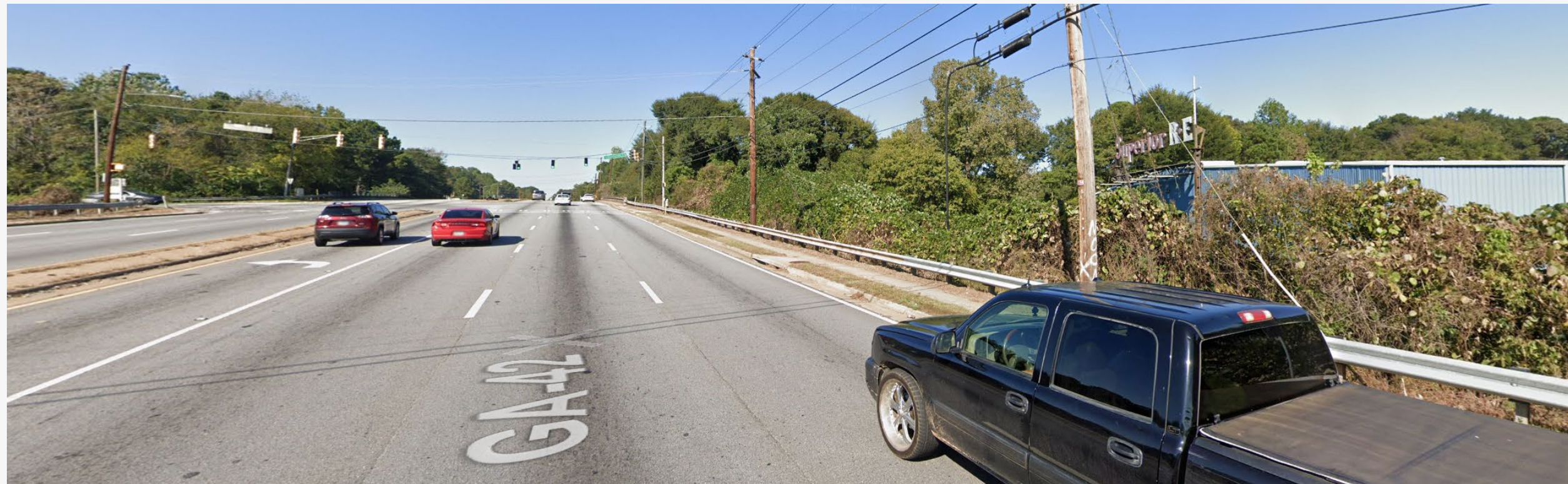


Figure 1:
Moreland Ave
SE (US 23)
looking south



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



Recommendations

Lead Agency: GDOT

Systemic Recommendations

- Review speed limit sign spacing
- Increase speeding, distracted, reckless driving enforcement

Immediate Actions

- Lighting review in progress

Short Term Recommendations

- Review signal phasing of turning movements
 - Consider left turn only phase based on TE study
- Add additional speed limit signs
- Deploy dynamic speed signs and increase enforcement
- Repair Ped signal
- Reduce speed limit by 5 mph on the northern leg
- Conduct sight distance analysis and install intersection ahead signs

Long Term Recommendations

- Design and install flexposts and striping to remove third southbound approach lane through redesign of right most lanes
- Redesign southbound approach lanes for a permanent reduction in lanes

2025-Q1-5


235 Peachtree St NE

Details	
Crash Report #	250421113
Date & Time	2/11/2025 1:48 PM – Tuesday
Council District / NPU	District 2 / NPU M
Road Ownership	City
Functional Class	Major Collector
Traffic (AADT)	Approximately 12,500 vehicles
Posted Speed	25 mph
HIN (2017-2021)	Yes
VRU	Yes - Pedestrian
Collision Type	Not a Collision with Motor Vehicle
Demographics	67 yr/old asian male
Communities of Concern	No
Land Use	Dense mixed use

Summary
Northbound driver hit pedestrian crossing EB midblock.

Systemic Risk Factors
of Through Lanes – 4 lanes
Proportion of Transit Commuters > 20%
Mixed use zoning surrounding segment

Crash Location

 2/11/2025 fatal crash

10-year history

- 1 Fatality
 - 2017 Pedestrian walking WB across south leg hit by EB right turning driver
 - Peachtree and Portman
 - Right Turn on Red
 - 7 pm
- 2 Serious Injury
 - 2019 SB driver ran red light and hit EB driver
 - Peachtree and Portman
 - 11 am
 - 2024 Pedestrian walking across south crosswalk hit by northbound pickup truck
 - Peachtree and Portman
 - Hit & Run
 - 10:40 pm
- Other Pedestrian
 - 16 total reported
 - 0 at the midblock location

Other Factors

- Pedestrian crossed between SB vehicles at faded crosswalk



Plans

- Shared Peachtree Street incorporation into The Stitch

Infrastructure Changes

- Shared Peachtree Phase 1 installed a road diet with temporary vertical elements and a painted midblock crossing in June 2021
- Road diet vertical elements were removed in Spring 2022

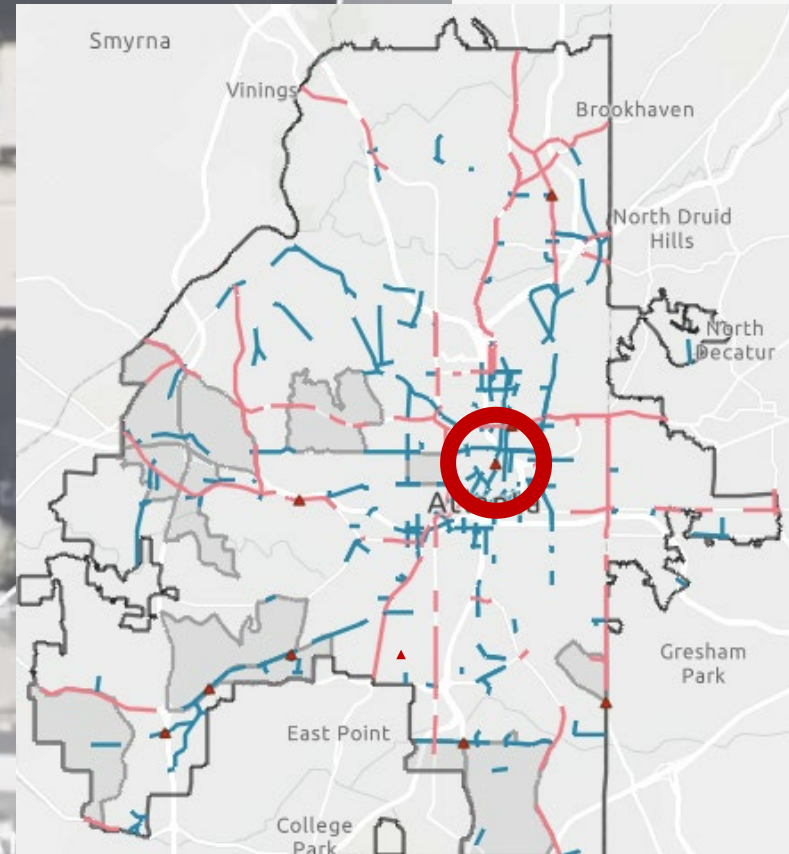


Figure 1:
Peachtree St
looking north

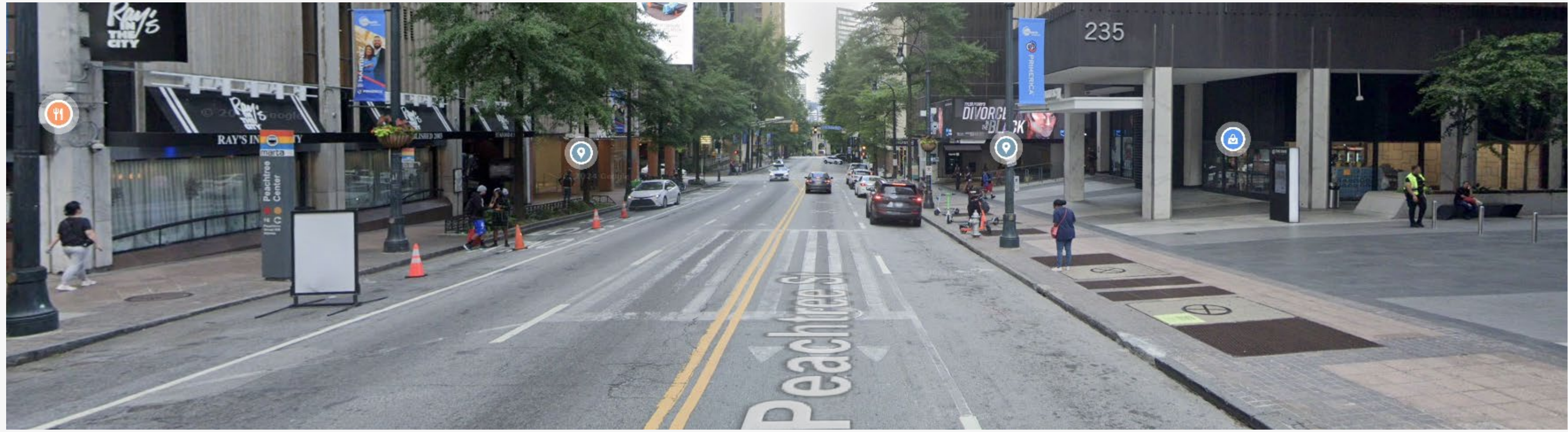
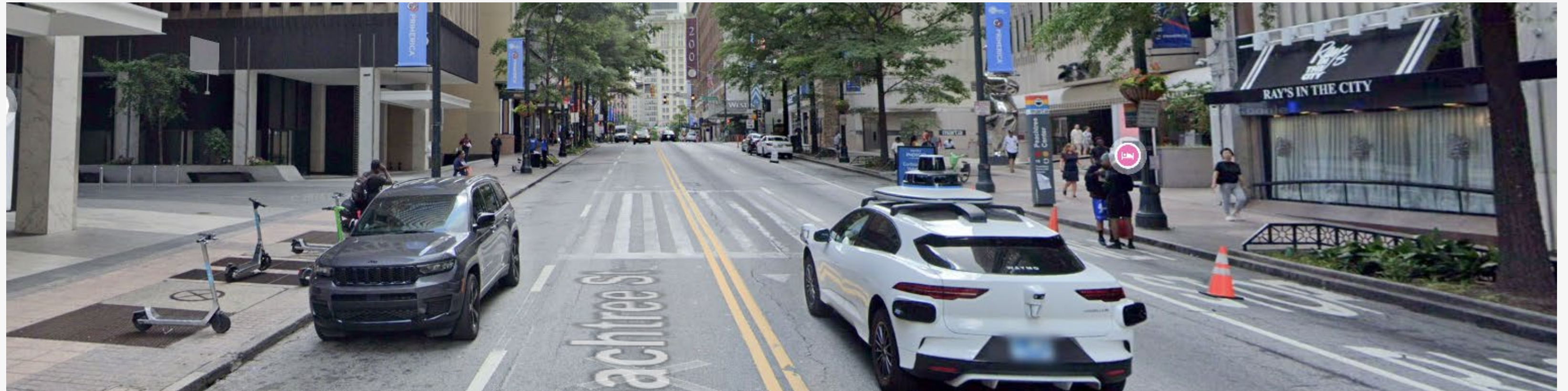


Figure 2:
Peachtree St
looking south



Recommendations

Lead Agency: ATLDOT

Systemic Recommendations

- Review valet permit and determine enforcement strategy

Immediate Actions

- Faded crosswalk removed
- Raised Crosswalk and 4 Rapid Rectangular Flashing Beacons are under design for review by local stakeholders.

Short Term Recommendations

- No Turn on Red signs to be installed at each intersection

Long Term Recommendations

- Incorporate fatal crash into road diet plans from Shared Peachtree Project to be designed and delivered through The Stitch

2025-Q1-6


Campbellton Rd SW at Childress Dr SW

Details	
Crash Report #	250552295
Date & Time	2/24/2025 11:00 PM – Monday
Council District / NPU	District 11 / NPU R
Road Ownership	ATLDOT
Functional Class	Minor Arterial
Traffic (AADT)	Approximately 8,000 vehicles
Posted Speed	40 mph
HIN (2017-2021)	Yes
VRU	Pedestrian
Collision Type	Not a Collision with a Motor Vehicle
Demographics	39 yr/old black male
Communities of Concern	Yes
Land Use	Single-story commercial, gas station, liquor store


Summary
Eastbound driver hit a pedestrian sitting in the eastbound lane. Driver hit at a slow speed, reversed and left the scene

Systemic Risk Factors
of Through Lanes – 4 lanes
Within a Community of Concern
Functional Class – Minor Arterial
Signalized Intersection on Segment
Proportion of Transit Commuters > 20% (25%)

Crash Location

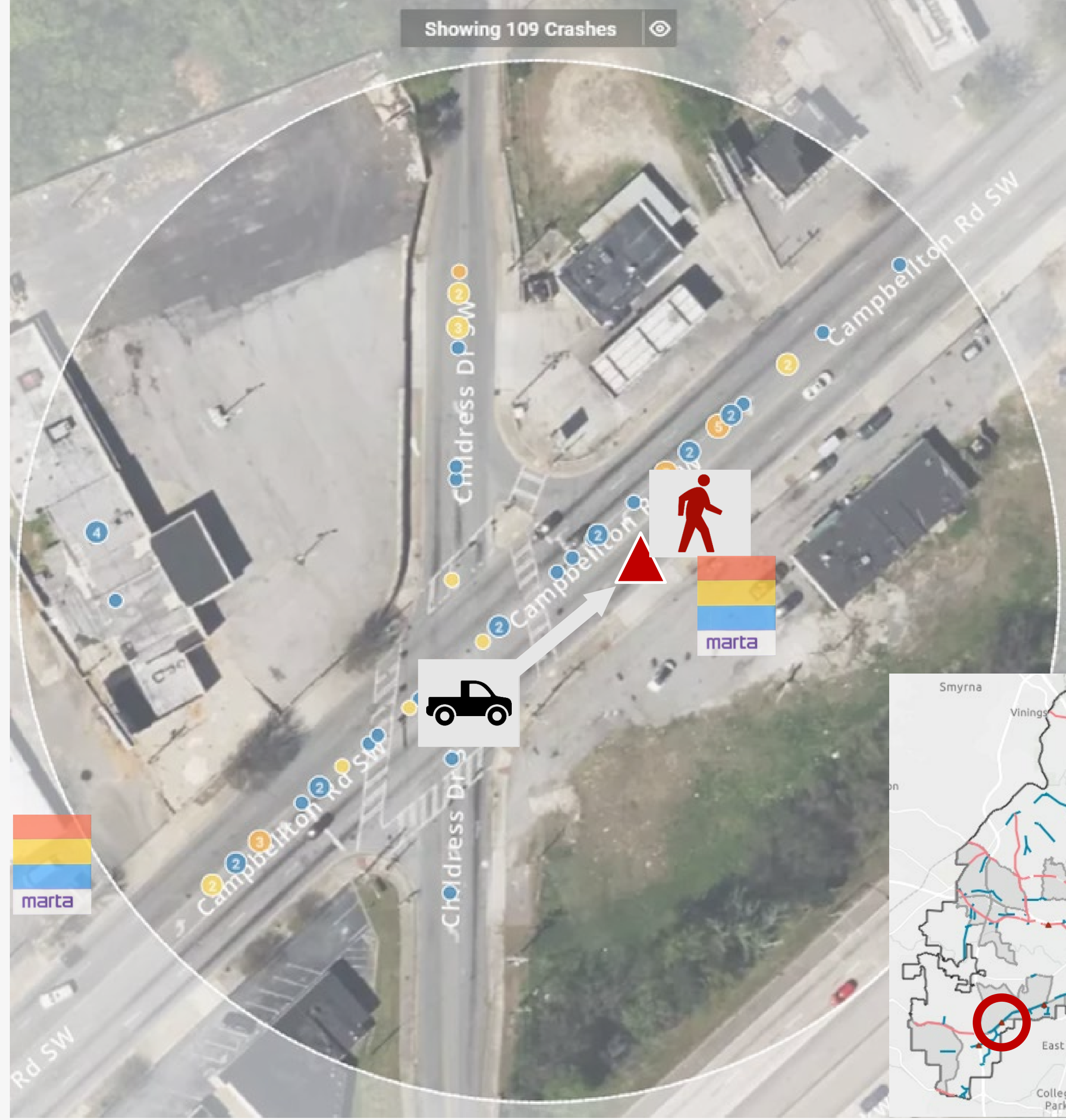
 2/24/2025 fatal crash

10-year history

-  1 Serious Injury crash
 - 2017 – Pedestrian
- 2 pedestrian crashes

Other Factors

- Road crests near the crash site
- MARTA bus stops nearby
 - 83 on Campbellton



Plans

- MARTA Campbellton Road BRT project

Infrastructure

Changes

- Late 2024, early 2025 resurfacing of Campbellton Rd SW

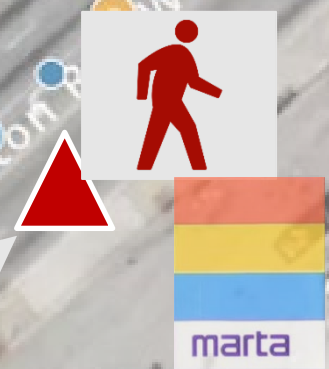
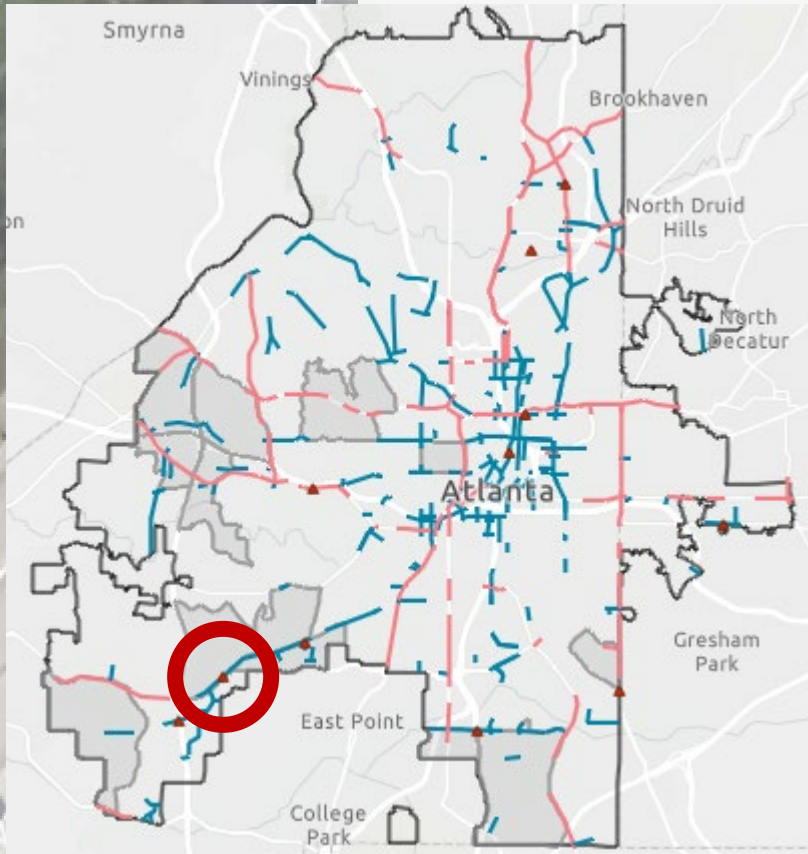


Figure 1: Campbellton Rd SW looking east



Figure 2: Campbellton Rd SW looking west



Recommendations

Lead Agency: ATLDOT

Systemic Recommendations

- Supportive services for people experiencing substance abuse

Immediate Actions

- Lighting review in progress

Short Term Recommendations

- Review sight distance and consider installing advance warning signs
- Implement approved speed limit sign change for Campbellton Road

Long Term Recommendations

- Review MARTA BRT plans to ensure safe pedestrian and bicycle infrastructure is included
- MARTA TOD planning grant to address development in the corridor

2025-Q1-7

North Ave SE (US 29) at Piedmont Rd SE

Details	
Crash Report #	250562087
Date & Time	2/25/2025 9:47 PM – Tuesday
Council District / NPU	District 2 & 4 / NPU E & M
Road Ownership	GDOT / ATLDOT
Functional Class	Minor Arterial
Traffic (AADT)	Approximately 20,000 vehicles
Posted Speed	35 mph
HIN (2017-2021)	Yes
VRU	None
Collision Type	Right Angle Crash
Demographics	43 yr/old black male
Communities of Concern	None
Land Use	Multi-family midrise apartments, single-story commercial and grocery store, church

Summary

Westbound driver hit a northbound bus

Systemic Risk Factors

of Through Lanes – 4 lanes

Functional Class – Minor Arterial

Signalized Intersection on Segment

of Lanes on minor approach > 2

AADT > 10,000

Showing 284 Crashes



Crash Location

2/25/2025 fatal crash

10-year history

- 3 Serious Injury crashes
 - 2021
 - 2022
 - 2022

Other Factors

- Vertical elements in the east leg median have been knocked down multiple times
- One block east, at Myrtle Street, pedestrian serious injury in 2024 occurred in the crosswalk with RRFB and median



Plans

- GDOT 2025 resurfacing plans (east leg)
- Piedmont Ave Protected Bike Lane – MAF 4001
- North Avenue BRT

Infrastructure Changes

- None

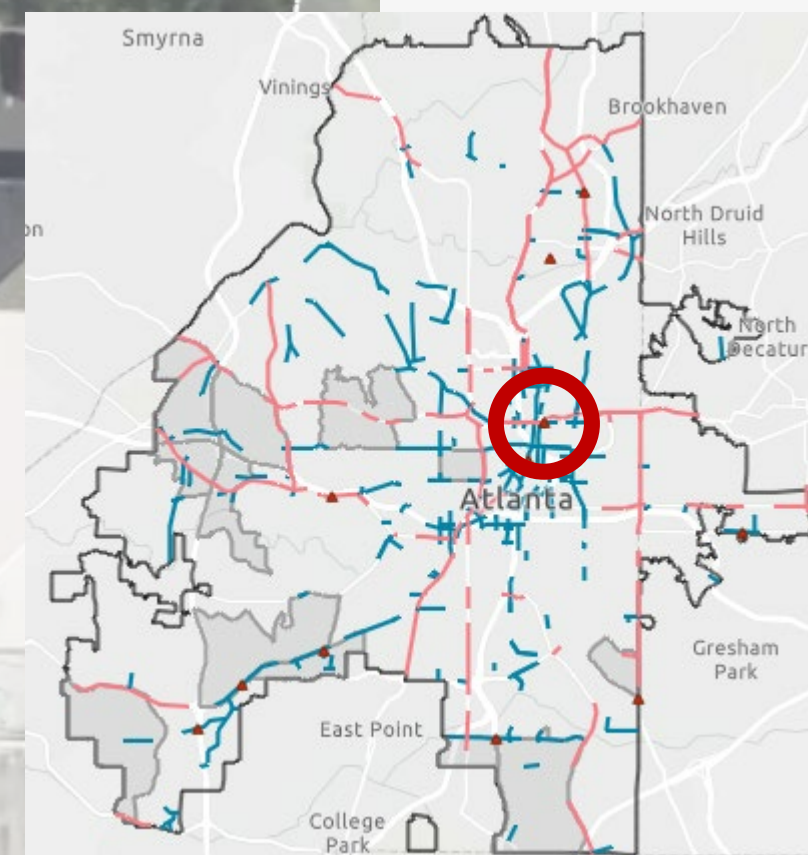


Figure 1: North Ave
NE looking west

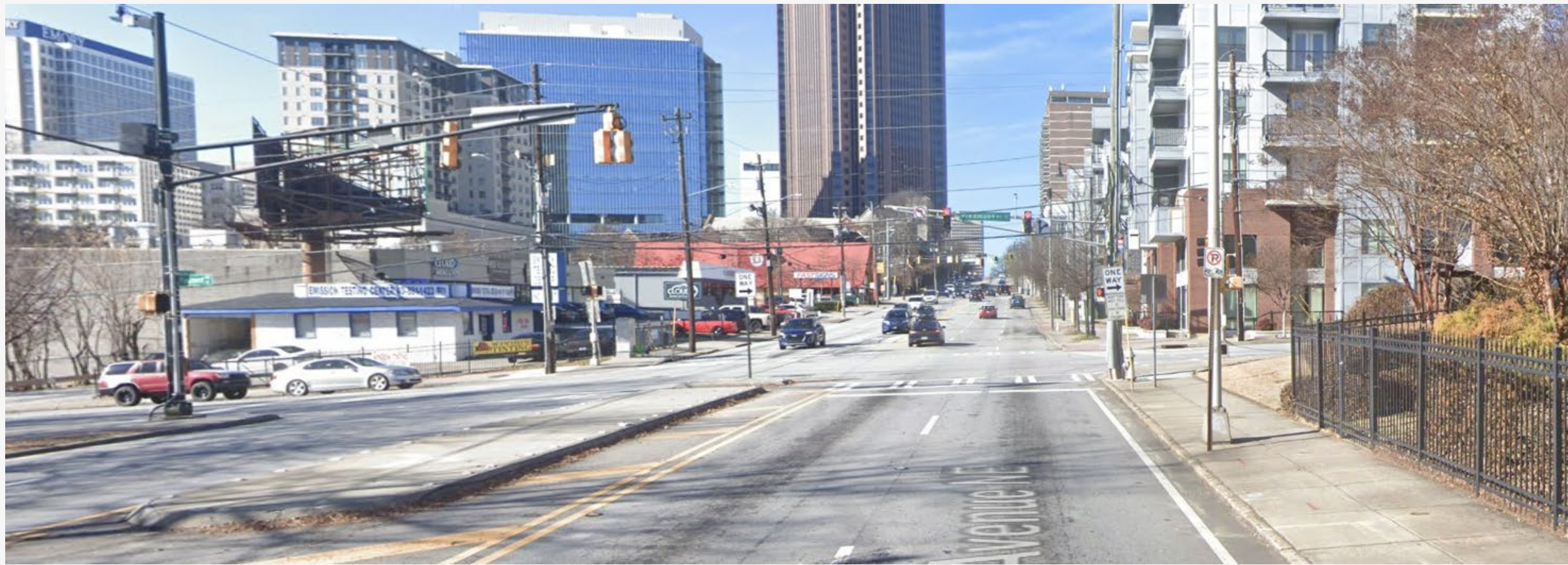


Figure 2: North Ave
NE (US 29) looking
east



Recommendations

Lead Agency: GDOT

Systemic Recommendations

- Review speed limit sign spacing
- Increase speeding, distracted, reckless driving enforcement

Immediate Actions

- Lighting review in progress

Short Term Recommendations

- Review signal timing to reduce speeds
- Consider speed reduction to 30 MPH for North Avenue
- Deploy dynamic speed signs and increase enforcement
- Install vertical elements and upgrade raised pavement markers (RPMs) to improve visibility of east leg median
- Install pavement markings for through and shared through-right in right lane
- Reinstall “keep right signage” for both legs
- Add reflective back plates to signal heads

Long Term Recommendations

- Incorporate crash and safety improvements to North Avenue BRT plan
- Upgrade median to landscaped median

2025-Q1-8

3378 Greenbriar Pkwy SW

Details	
Crash Report #	250641841
Date & Time	3/5/2025 5:27 PM – Wednesday
Council District / NPU	District 11 / NPU P
Road Ownership	ATLDOT
Functional Class	Major Collector
Traffic (AADT)	Approximately 6,000 vehicles
Posted Speed	35 mph
HIN (2017-2021)	Yes
VRU	Pedestrian
Collision Type	Not a Collision with a Motor Vehicle
Demographics	65 yr/old black male
Communities of Concern	Nearby
Land Use	Multi-Family Residential

Summary
Eastbound driver changed lanes to avoid a stopped MARTA bus and left the roadway and struck the victim at the MARTA bus stop on the sidewalk and then a tree

Systemic Risk Factors
of Through Lanes – 4 lanes
Functional Class – Major Collector
Distance to Nearest First Response Facility > 0.25 miles

Crash Location

▲ 3/5/2025 fatal crash

10-year history

- None

Other Factors

Plans

- Trails ATL – Greenbriar Trail

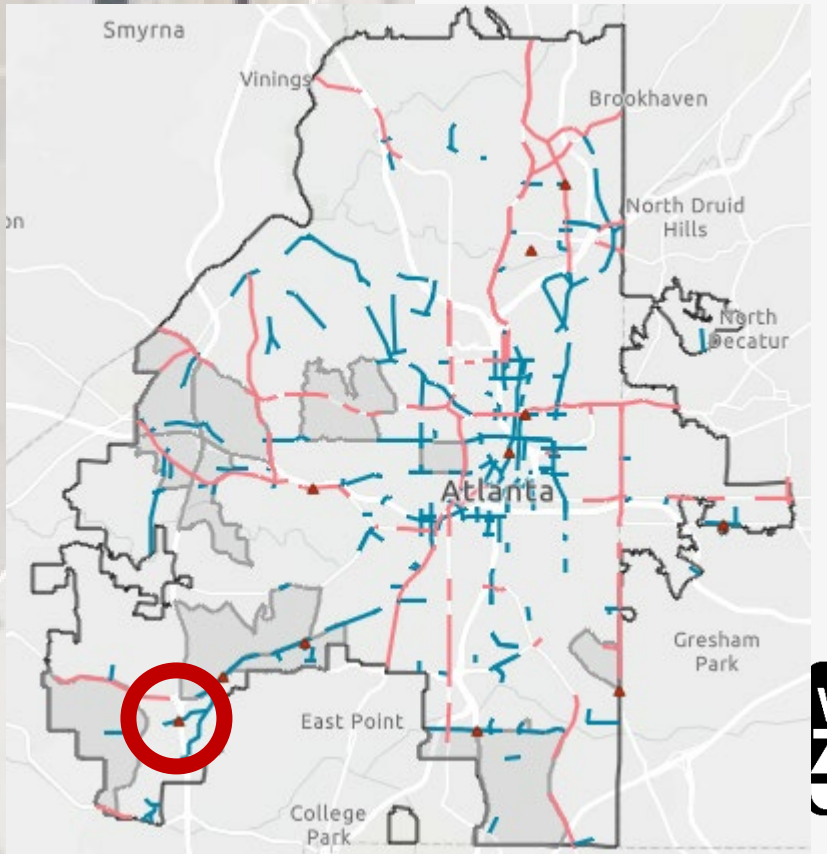
Infrastructure

Changes

- None



Showing 19 Crashes



*Figure 1:
Greenbriar
Pkwy SW
looking east*



*Figure 2:
Greenbriar
Pkwy SW
looking west*



Recommendations

Lead Agency: ATLDOT

Systemic Recommendations

- Review speed limit sign spacing
- Increase speeding, distracted, reckless driving enforcement

Immediate Actions

- Lighting review in progress to include interstate underpass

Short Term Recommendations

- Implement a 4 to 3 road diet design.
 - Consider repurposing one of the curb lanes to a on-street cycle track, with the remaining lanes converted to 2 through lanes and a Two-way left-turn lane
- Review speed limit for potential reduction alongside street redesign

Long Term Recommendations

- Implement permanent roadway redesign to include Greenbriar Trail

2025-Q1-9

235 Peachtree Hills Ave NE

Details	
Crash Report #	250740724
Date & Time	3/15/2025 10:35 AM – Saturday
Council District / NPU	District 6 / NPU B
Road Ownership	ATLDOT
Functional Class	Local
Traffic (AADT)	Approximately 4,000 vehicles
Posted Speed	25 mph
HIN (2017-2021)	No
VRU	No
Collision Type	Sideswipe – Same Direction
Demographics	78 yr/old white female
Communities of Concern	No
Land Use	Residential

Summary
Westbound driver sideswiped a parked vehicle and rolled over. Suspected medical episode

Systemic Risk Factors

Showing 6 Crashes

Crash Location

 3/15/2025 fatal crash

10-year history

- 2020 - 1 crash with a WB driver turning into an EB skateboarder crossing the driveway

Other Factors

- Uphill

Plans

- None

Infrastructure Changes

Changes

- None

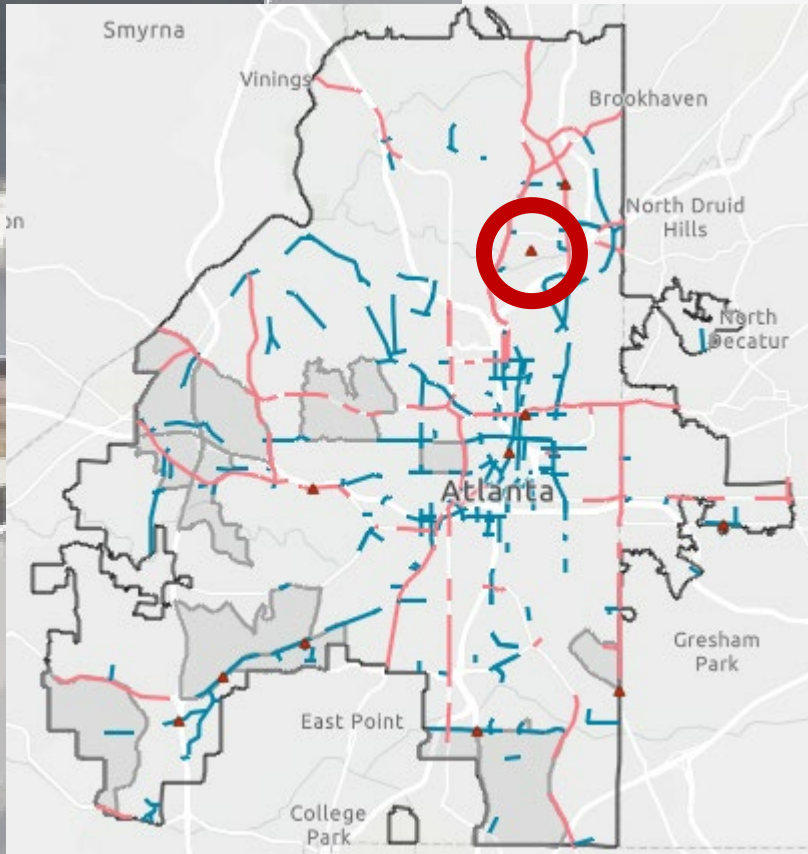
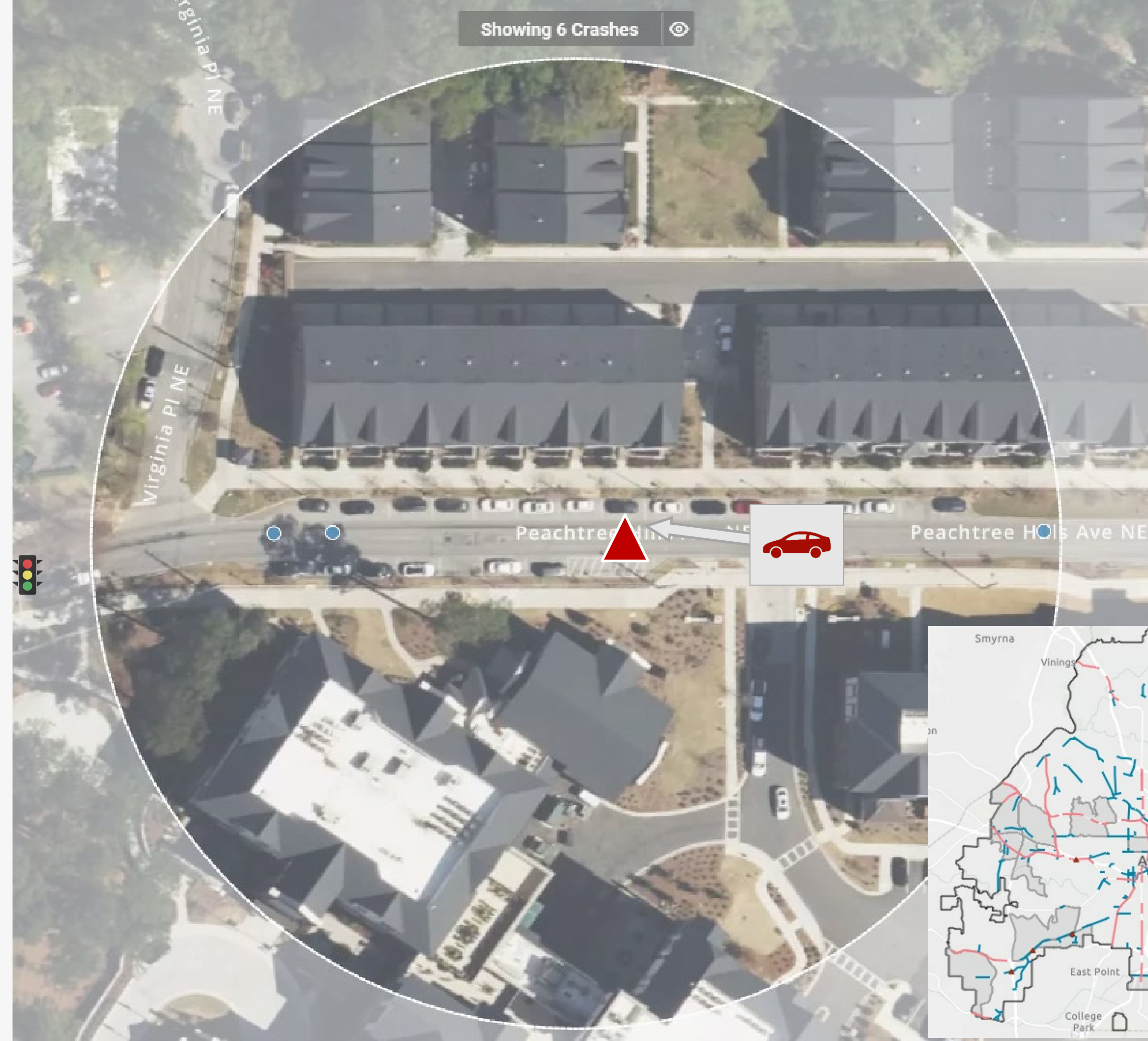


Figure 1:
Peachtree Hills
Ave NE looking
west



Figure 2:
Peachtree Hills
Ave NE looking
east



Recommendations

Lead Agency: ATLDOT

Immediate Actions

- No immediate infrastructure improvements were made or are recommended to be made

Short Term Recommendations

- Restripe raised crosswalk chevrons 400 feet to the east

Long Term Recommendations

- Consider installing another raised crosswalk between the traffic signal at Virginia and the raised crosswalk at the Peachtree Hills Park to reduce distance between crosswalks and reduce speeds

2025-Q1-10

2201 Glenwood Ave SE (East Lake Publix Shopping Center)

Details	
Crash Report #	250871905
Date & Time	3/28/2025 9:25 PM – Friday
Council District / NPU	District 5 / NPU 0
Road Ownership	Private
Functional Class	None
Traffic (AADT)	N/A
Posted Speed	N/A
HIN (2017-2021)	Adjacent to Glenwood Ave
VRU	Yes - Pedestrian
Collision Type	Not a Collision with Motor Vehicle
Demographics	3 yr/old hispanic female
Communities of Concern	No
Land Use	Mixed use, Publix shopping center

Summary
Southbound driver hit pedestrian child

Systemic Risk Factors
Mixed use zoning surrounding segment

Crash Location

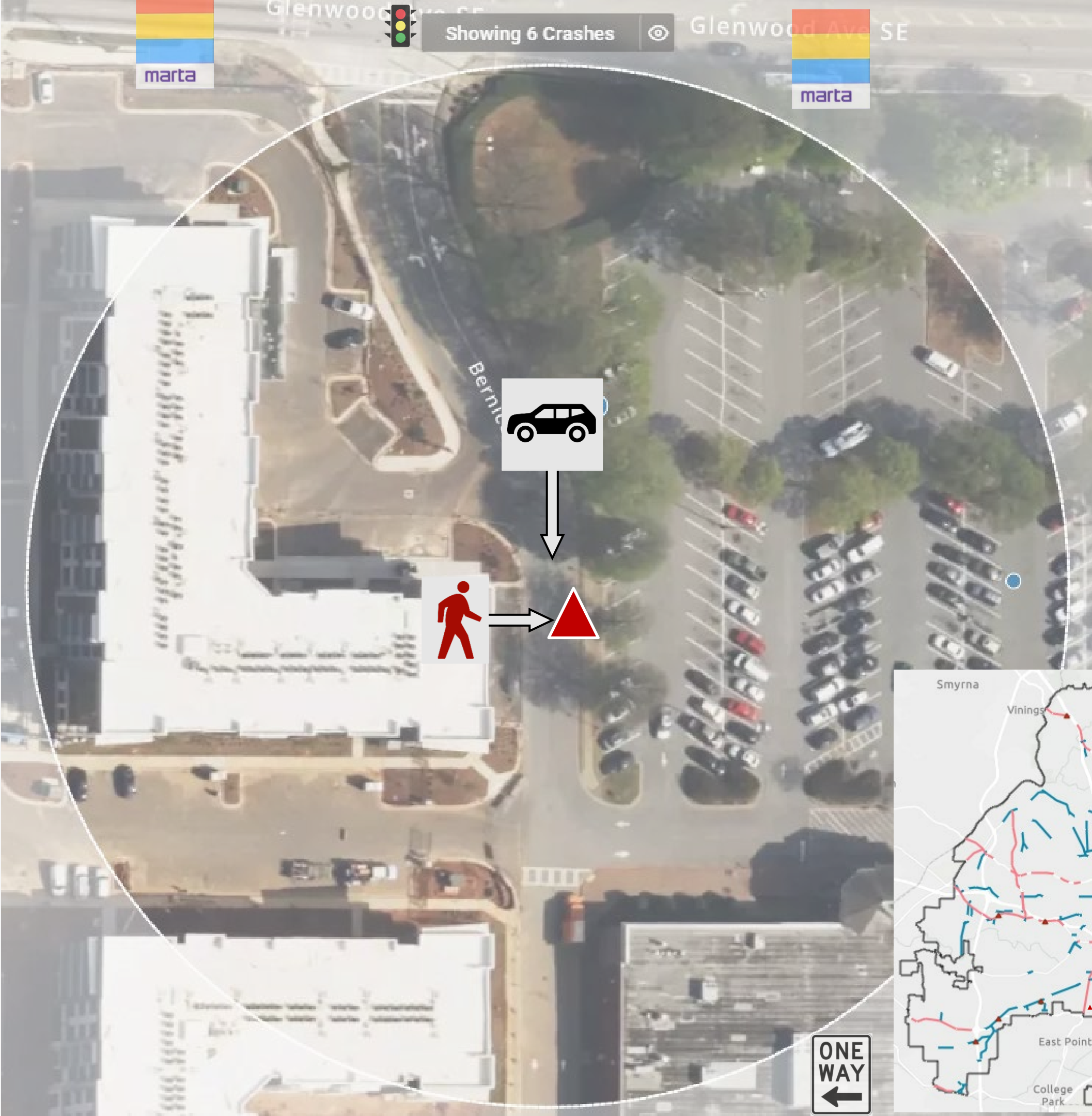
▲ 3/28/2025 fatal crash

10-year history

- None

Other Factors

- Pedestrian crossed between parked vehicles



Plans

- None

Infrastructure Changes

Changes

- None

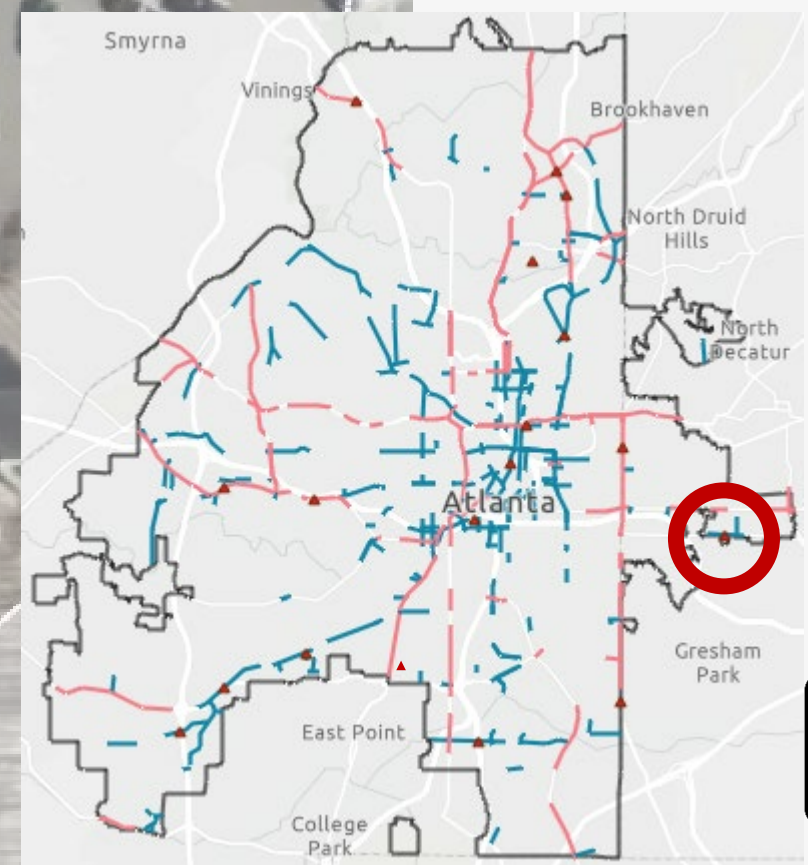


Figure 1: Eva Davis Way looking south



Figure 2: Eva Davis Way looking north



Recommendations

Lead Agency:
ATLDOT/Private
Property owner

Systemic Recommendations

- Include design standards of local city streets in DCP site plan review process

Immediate Actions

- Will conduct nighttime visit to review street lighting and pedestrian scale lighting

Short Term Recommendations

- Install 15 mph speed limit sign SB side of south leg of intersection to reiterate slower speeds
- Coordinate with private property owner to consider all-way stop installation
- Review pedestrian signals at Glenwood and Eva Davis Way

Long Term Recommendations

- Coordinate with private property owner to install curb ramps and crosswalk across west leg to improve pedestrian circulation
- Review DCP site plan review process for ADA requirements and pedestrian circulation