

Towards a Safer Atlanta: Identifying High-Priority Intersections for Leading Pedestrian Intervals

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TOWARDS A SAFER ATLANTA: IDENTIFYING HIGH-PRIORITY INTERSECTIONS FOR
LEADING PEDESTRIAN INTERVALS

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TABLE OF CONTENTS

Table of Contents	3
List of Tables.....	4
List of Figures.....	4
List of Acronyms.....	5
Abstract.....	6
1 Introduction.....	7
1.1 Motivation.....	7
1.2 Research Objectives	9
1.3 Leading Pedestrian Interval Fundamentals	9
2 Literature Review	10
2.1 Crash-Based and Conflict-Based Safety Evaluations	10
2.2 Accessibility	12
2.3 Pedestrian-Vehicle Collisions	12
2.4 Priority Assessment Methods.....	12
2.5 Cost-Effectiveness.....	13
3 Study Area	14
4 Methods.....	17
4.1 Factor Selection	17
4.2 Data Collection.....	18
4.3 Signalized Intersection Database Construction.....	20
4.4 Calculation of Factor Weights	23
4.5 Normalization and Aggregation.....	24
4.6 Determination of Final Signalized Intersection Prioritization.....	27
4.7 Sensitivity Analysis.....	27
5 Results.....	28
5.1 High-Priority Intersections.....	28
5.2 Sensitivity Analysis.....	32
5.3 Existing Signal-Based Safety Interventions	32
6 Discussion.....	33
6.1 Interpretation of Findings.....	33
6.2 Limitations	33
6.3 Suggestions for Future Research	34
7 Conclusions.....	36
8 References	37
Appendix	40

LIST OF TABLES

Table 1 – Overview of Research Studies on LPI Safety Effectiveness	11
Table 2 – Summary of Pedestrian Collisions by KABCO Severity in Atlanta	14
Table 3 – Signal-Based Safety Interventions	14
Table 4 – LPI Suitability Factors and Data Sources	19
Table 5 – LPI Suitability Factors Descriptive Statistics, Weights, and Points.....	25
Table 6 – Final LPI Prioritization Ranking Results (Top 25 High Priority Intersections).....	31

LIST OF FIGURES

Figure 1 – Pedestrian Fatalities and Other Traffic Fatalities in the United States	7
Figure 2 – Traffic Collisions in the City of Atlanta, 2022	8
Figure 3 – Safe System Approach	8
Figure 4 – How an LPI Works	9
Figure 5 – Pedestrian-Vehicle Collisions in the City of Atlanta	15
Figure 6 – Signal-Based Safety Interventions in the City of Atlanta	16
Figure 7 – Methodology Framework	17
Figure 8 – LPI Suitability Factors.....	18
Figure 9 – Factor Category Weights Breakdown by Percentage	24
Figure 10 – Standardized Priority Maps for Each LPI Suitability Factor	26
Figure 11 – Top 3 Highest Priority LPI Intersections	28
Figure 12 – Final LPI Prioritization Ranking Results	29
Figure 13 – Final LPI Prioritization Ranking Results (Top 25).....	30

LIST OF ACRONYMS

ACS	American Community Survey
APS	Accessible Pedestrian Signal
AHP	Analytic Hierarchy Process
ARC	Atlanta Regional Commission
ATLDOT	Atlanta Department of Transportation
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
GDOT	Georgia Department of Transportation
GHSA	Governor’s Highway Safety Association
GIS	Geographic Information System
GTFS	General Transit Feed Specification
HAWK	High-Intensity Activated crossWalk
LEHD	Longitudinal Employer-Household Dynamics
LPI	Leading Pedestrian Interval
MARTA	Metro Atlanta Rapid Transit Authority
NACTO	National Association of Transportation Officials
USDOT	United States Department of Transportation

ABSTRACT

This study addresses the critical issue of pedestrian safety and the need to prioritize safety interventions in the City of Atlanta. It specifically focuses on leading pedestrian intervals (LPIs), which adjust signal timing to give pedestrians a head start when crossing the street at intersections. While traditional safety analyses rely primarily on historical collision data, this analysis takes a systemic and proactive approach to safety by incorporating risk factors such as roadway characteristics, the surrounding built environment, and socioeconomic characteristics of nearby residents.

The primary objective of this research is to determine where LPIs should be implemented in the City of Atlanta by ranking and identifying high-risk intersections. The methods comprise of six major steps: (1) factor selection; (2) data collection; (3) database construction; (4) calculation of factor weights, using the Analytic Hierarchy Process (AHP); (5) factor normalization and aggregation, involving scaled scores and weighting; and (6) determination of the final signalized intersection ranking for LPI implementation, based on a rank-order prioritization process. Results from this analysis reveal that many of the highest risk intersections are primarily concentrated around Downtown Atlanta and West Atlanta. The proposed data-driven framework provides a comprehensive and systematic approach to guide decision-makers and safety advocates in directing resources and support to intersections with the greatest need for pedestrian safety intervention. Overall, this research contributes to the advancement of safety, sustainability, and equity in the City of Atlanta.

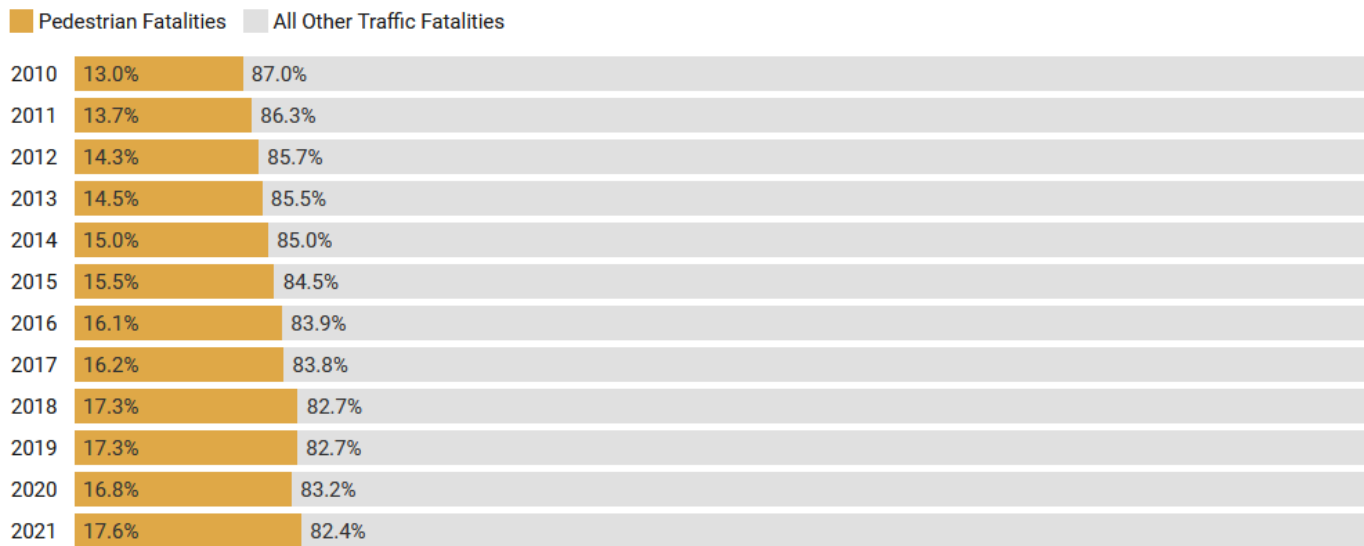
1 INTRODUCTION

1.1 MOTIVATION

For decades, urban planning in the United States has privileged the private automobile as a primary transportation mode. Transportation planning efforts have traditionally focused on factors such as traffic flow and speed, with the goal of moving as many automobiles as possible through an area. Unfortunately, the policies and decisions that benefit automobiles can have detrimental impacts on pedestrians, cyclists, and people who use public transit. Of particular concern is the dangerous condition that auto-centric environments advance for the most vulnerable road users – those not protected by sheets of metal and glass.

Pedestrian fatalities and serious injuries in the United States have been increasing at an alarming rate. In 2021, there were 7,624 pedestrian fatalities, which marked a 77% increase from 2010 (GHSA, 2023). During the same period from 2010 to 2021, the rate of increase for all other traffic fatalities was 25% (GHSA, 2023), pointing to a disproportionate increase in the rate of pedestrian fatalities. Similarly, the share of pedestrian fatalities in relation to all traffic fatalities has been increasing over the last decade (Figure 1). While only 2.5% of people in the United States identify walking as their primary mode of commuting to work (U.S. Census Bureau, 2021c), pedestrian fatalities accounted for nearly 18% of all traffic fatalities in 2021 (GHSA, 2023).

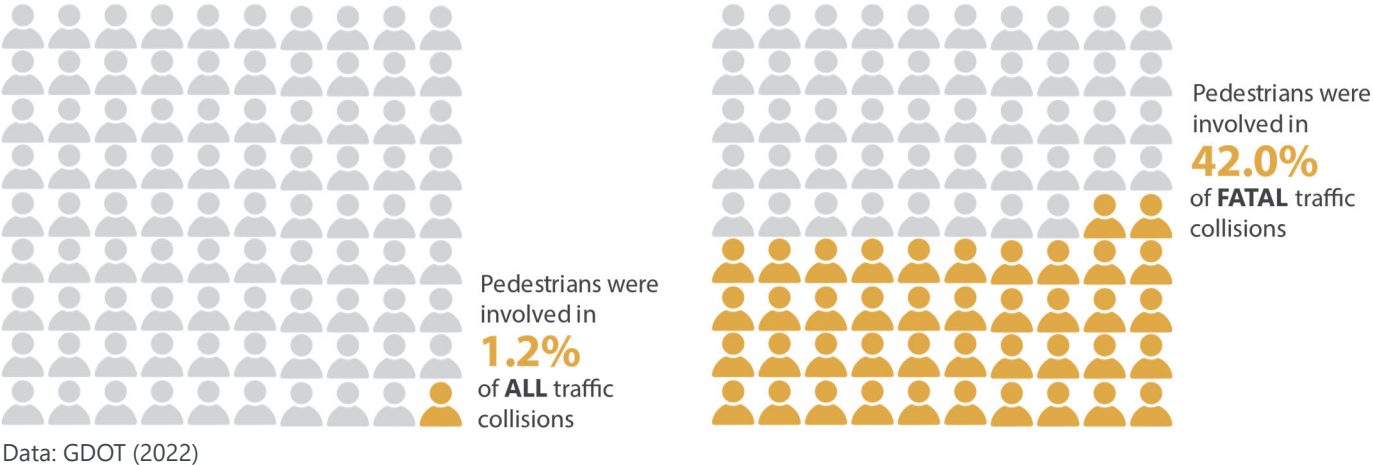
Figure 1 – Pedestrian Fatalities and Other Traffic Fatalities in the United States



Data: FARS (2010-2021)

Pedestrian fatalities in Atlanta have also shown a similar increasing trend to that in the United States. In 2022, there were 37 pedestrian fatalities in Atlanta, an increase of 8 fatalities compared to 2021 and an increase of 24 fatalities compared to 2013 (GDOT, 2022). Data indicates a clear heightened risk of fatalities faced by pedestrians compared to other road users. In 2022, pedestrian-vehicle collisions accounted for 1.2% of all collisions, but 42.0% of all fatal collisions (Figure 2).

Figure 2 – Traffic Collisions in the City of Atlanta, 2022



To promote safer streets for all road users, with a particular focus on the most vulnerable users, policymakers have begun to adopt Vision Zero goals, which aim to eliminate all traffic fatalities and serious injuries. The Safe System Approach serves as the foundation of Vision Zero and takes a holistic view of transportation systems. As shown in Figure 3, this approach incorporates the following principles: death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial (USDOT, 2022). In April 2020, the Atlanta City Council adopted Vision Zero as the city’s official roadway safety program, and in October 2022, the Atlanta Department of Transportation initiated the planning process to develop a Vision Zero Action Plan (ATLDOT, 2022). By implementing targeted measures and maintaining a Safe Systems Approach, Atlanta can take important steps towards a more equitable transportation system that prioritizes the safety of all road users.

Figure 3 – Safe System Approach



Note: From “Making our Roads Safer through a Safe System Approach”, USDOT FHWA, 2022
(<https://highways.dot.gov/public-roads/winter-2022/01>)

1.2 RESEARCH OBJECTIVES

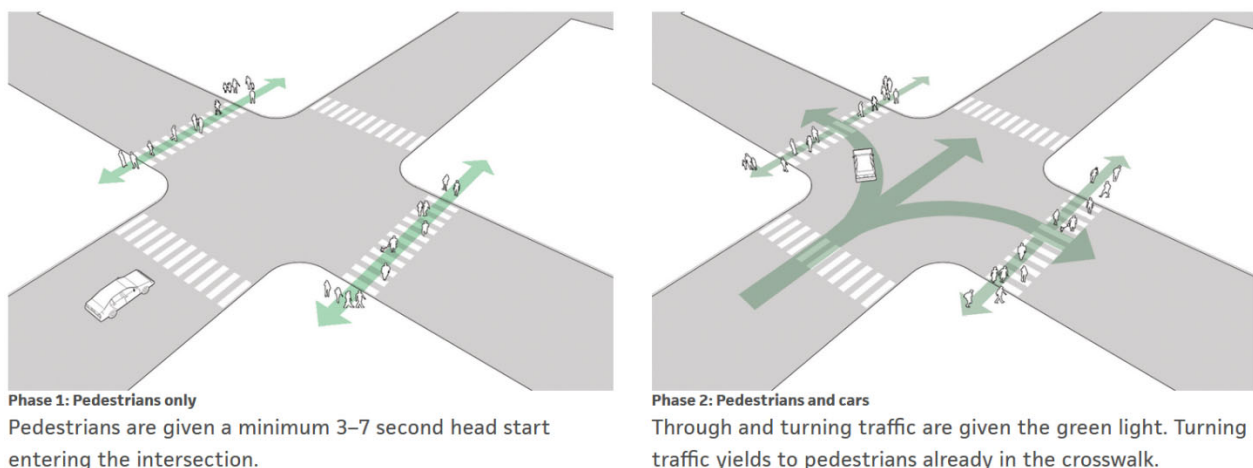
As part of the effort to eliminate traffic fatalities and improve pedestrian safety, this analysis aims to determine where LPIs should be implemented in the City of Atlanta by ranking and identifying high-risk intersections, or intersections where LPIs would have the greatest potential safety benefit. Decisions on where to implement LPIs have traditionally relied on historical collision data. However, it has been found that pedestrian-vehicle collisions are often underreported, especially when they do not result in fatalities (Sciortino et al., 2005). Pedestrian-vehicle collisions also occur less frequently than vehicle-only collisions, and as a result there is a relatively lower amount of data available compared to vehicle-only collisions. Furthermore, relying primarily on historical crash data represents a reactive approach to safety, as it focuses on identifying intersections that have already seen high rates of collisions. To take a more proactive approach and to overcome these limitations, this analysis adds to the common practice of identifying high injury intersections by making use of additional data and incorporating factors related to pedestrian safety including roadway characteristics, the surrounding built environment, and socioeconomic characteristics of nearby residents.

The objectives of this study are twofold: (1) Develop a systematic, GIS-based method for prioritizing signalized intersections suitable for LPI implementation and (2) Recommend a ranked list of signalized intersections in the City of Atlanta that could benefit most from LPI implementation.

1.3 LEADING PEDESTRIAN INTERVAL FUNDAMENTALS

A leading pedestrian interval (LPI) is a low-cost traffic signalization treatment that provides pedestrians with a “walk” signal before adjacent vehicles receive a “go” signal to proceed through the intersection. This safety measure allows pedestrians to establish their presence in the crosswalk and is intended to increase the visibility of pedestrians to drivers, therefore increasing the likelihood of drivers yielding to pedestrians (Figure 4). LPIs are typically 3 to 7 seconds and can be programmed to activate with each phase or only through a pedestrian actuated button. Importantly, to ensure the effectiveness of LPIs, it is recommended that LPIs are accompanied by right-turn-on-red (RTOR) restrictions (Saneinejad & Lo, 2015).

Figure 4 – How an LPI Works



Note: From “Urban Street Design Guide,” NACTO, 2013, <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/traffic-signals/leading-pedestrian-interval/>

2 LITERATURE REVIEW

The focus of this literature review is on peer-reviewed articles investigating LPIs in terms of safety, site suitability and prioritization, and cost effectiveness. While studies conducted by government agencies, nonprofits, and consulting firms play a valuable role in providing information and shaping policies, this review aims to provide a neutral assessment of the current state of knowledge on LPIs.

2.1 CRASH-BASED AND CONFLICT-BASED SAFETY EVALUATIONS

In crash-based studies, the frequency and severity of historical collisions serve as the basis of safety measurement. Using crash data from 26 intersections in New York City between 1982 and 1995, King (2000) studied the before and after impact of LPIs and found that LPIs have a positive impact on pedestrian safety, especially where there is a high concentration of turning vehicles. In comparison to surrounding intersections with similar operational and geometrical characteristics, sites with LPIs experienced a 28% decrease in vehicle-pedestrian crash rates (King, 2000). Using the Empirical Bayes before-after method, Fayish and Gross (2010) analyzed the safety effectiveness of 10 LPI signalized intersections compared to 14 control intersections in State College, Pennsylvania. At intersections with LPIs, there was a 58.7% reduction in vehicle-pedestrian crashes (Fayish & Gross, 2010). To develop crash modification factors (CMF) for LPIs, Goughnour et al. (2021) also used the Empirical Bayes before-after method and analyzed crashes in Chicago, New York City, Charlotte, and Toronto. Across all four cities, LPIs led to a 13% decrease in vehicle-pedestrian crashes, for an overall estimated CMF of 0.87 (Goughnour et al., 2021).

Safety evaluations based on historical crashes have several limitations, including the rarity and randomness of crashes, underreporting, and lack of reliable data (Zheng et al., 2021). Some researchers have also noted the ethical dilemma of waiting for crashes to happen rather than taking the more proactive approach of measuring potential crash risk (Guo et al., 2020). Due to these complex challenges, many researchers have relied on traffic conflicts as a surrogate safety indicator.

A traffic conflict is defined as “an observable situation in which two or more road users approach each other in space and time to such an extent that there is a risk of collision if their movements remain unchanged” (Amundsen & Hyden, 1977, p. 135). In St. Petersburg, Florida, Van Houten et al. (2000) observed and recorded the number of conflicts at three intersections before and after the introduction of LPIs and found a reduction in vehicle-pedestrian conflicts after implementing LPIs. In a before-after analysis using video to record traffic movements at three signalized intersections in Bellevue, Washington, Arun (2023) found that LPIs reduced extreme vehicle-pedestrian conflicts by 42.3% and did not increase vehicle-vehicle conflicts. Using similar methods, Guo, Sayed, and Zheng (2020) found that LPIs reduced extreme conflicts by 18.1%-20.9% at two signalized intersections in Vancouver, British Columbia. In a study in Tel-Aviv, Israel, Gitelman et al. (2020) found that 97%-100% of vehicles yielded to pedestrians who crossed from the sidewalk after the implementation of an LPI. Using video collected data on 10 intersections in Toronto, Shangguan et al. (2023) also found that LPIs lead to significant reductions in the frequency of critically dangerous and moderately dangerous traffic interactions. In summary, many researchers have found evidence that LPIs effectively reduce traffic conflicts between vehicles and pedestrians.

Contrary to most other studies on the safety of LPIs, Hubbard, Bullock, and Thai (2008) found no evidence of decreased vehicle-pedestrian conflicts following the trial implementation of and LPI at a large, suburban intersection in Anaheim, California. Their research suggests that the advantages of LPIs observed in downtown environments may not be fully transferable to suburban environments where turning right on red is permitted (Hubbard et al., 2008). Overall, however, the findings of most research studies on LPIs indicate that this countermeasure effectively reduces collisions and conflicts and contributes to safer pedestrian environments.

Table 1 – Overview of Research Studies on LPI Safety Effectiveness

Authors	Study Period	Type	Geography	Key Finding
Shangguan et al., 2023	2017 - 2021	Comparison of effects of countermeasures on traffic conflicts (mixed-effects negative binomial regression)	10 intersections in Toronto, ON	LPIs effectively reduce the frequency of high-risk conflicts by 36.3% and moderate-risk traffic conflicts by 51.9%
Arun, 2023	2020	Before-after conflict analysis - video (Bayesian quantile regression)	3 intersections in Bellevue, WA	42% decrease in extreme vehicle-pedestrian conflicts after implementation of LPI
Goughnour et al., 2021	1999-2014 (varies by municipality)	Before-after crash analysis – historical data (empirical Bayes method)	Chicago, IL; Charlotte, NC; New York City, NY; Toronto, ON	13% decrease in vehicle-pedestrian crashes (across all cities) after implementation of LPI
Guo, Sayed, and Zheng, 2020	2018	Before-after conflict analysis – automated computer vision (hierarchical Bayesian POT)	3 intersections in Vancouver, BC	18.1-20.9% decrease in extreme-serious vehicle-pedestrian conflicts after implementation of LPI
Gitelman et al., 2020	2011-2012	Before-after conflict analysis – video (logistic regression)	2 intersections in Tel-Aviv, Israel	97-100% vehicles yielded to pedestrians after implementation of LPI
Fayish and Gross, 2010	2000-2008	Before-after crash analysis – historical data (empirical Bayes method)	26 intersections in State College, PA	58.7% decrease in vehicle-pedestrian crashes after implementation of LPI
Hubbard, Bullock, and Thai, 2008	2007	Before-after conflict analysis – video	1 intersection in Anaheim, CA	Increase in compromised pedestrians after implementation of LPI
King, 2000	1982-1995	Before-after crash analysis – historical data (absolute rate of change)	26 intersections in New York City, NY	28% decrease in vehicle-pedestrian crashes relative to control sites after implementation of LPI
Van Houten et al., 2000	Not stated	Before-after conflict analysis - observations (logistic regression)	3 intersections in St. Petersburg, FL	Likelihood of conflict significantly lower after implementation of LPI

2.2 ACCESSIBILITY

There is a growing body of research that specifically addresses concerns regarding the safety effectiveness of LPIs for blind pedestrians or those with low vision. Barlow et al. (2005) and Bourquin et al. (2023) have highlighted the potential risks for these individuals. Blind pedestrians rely on auditory cues, such as the sounds of traffic in the parallel lane, as critical information for safely crossing the street. However, the implementation of an LPI introduces a delay in these auditory cues, which can undermine safety benefits for blind pedestrians and potentially place them at higher risk (Bourquin et al., 2023). Bourquin et al. (2023) and Saneinejad and Lo (2015) advocate for the implementation of accessible pedestrian signals (APS) as a corequisite for LPIs. An APS provides audible or tactile indicators, such as beeping sounds or vibrating push buttons, to aid individuals with visual or hearing impairments in navigating pedestrian crossings.

2.3 PEDESTRIAN-VEHICLE COLLISIONS

A substantial body of research has explored the conditions and factors that contribute to pedestrian-vehicle collisions, providing valuable insights for determining locations that would yield the greatest safety benefit from the implementation of LPIs. Several studies have indicated that high pedestrian and vehicle volumes are significant determinants of pedestrian-vehicle collisions (Saneinejad & Lo, 2015; Thomas et al., 2017; Strauss et al., 2014; Miranda-Moreno et al., 2011; Schneider et al., 2010; Torbic et al., 2010; Fayish & Gross, 2010; Guo et al., 2020). Increased volumes correspond to heightened pedestrian exposure to risk. In a study on safety at signalized and unsignalized intersections in Montreal, Strauss et al. (2014) found that pedestrian injuries are expected to increase by more than 5.5% with a 10% increase in pedestrian flows. Infrastructure and demographic characteristics near intersections have also been found to influence pedestrian-vehicle collisions. Schneider et al. (2010) found that more pedestrian crashes occurred at intersections with right-turn-only lanes, more nearby nonresidential driveway crossings, more nearby commercial properties, and a larger percentage of children younger than age 18 years living near the intersection. Additionally, Torbic et al. (2010) found that the following site characteristics have a statistically significant relationship to vehicle-pedestrian collisions: presence of a bus stop within 1,000 feet, presence of schools within 1,000 feet, number of alcohol establishments within 1,000 feet, average per capita income of all census block groups within 1,000 feet, and number of commercial structures on commercial land parcels within 0.5 miles.

2.4 PRIORITY ASSESSMENT METHODS

While many cities have started implementing LPIs as a proven countermeasure to increase pedestrian safety, there is limited guidance or factors for determining the most appropriate locations for their implementation. Recognizing the need for comprehensive guidelines, the Transportation Services in the City of Toronto took the initiative in 2015 to develop LPI implementation and assessment guidelines (Saneinejad & Lo, 2015). These guidelines include a worksheet to aid in assessing suitability for LPI implementation. The worksheet assigns scores of 0, 1, or 2 to eight key factors, and a total worksheet score of 5 or higher indicates that an LPI should be considered at that site (Saneinejad & Lo, 2015). The factors considered to make a site suitable for the implementation of an LPI include T-intersections, intersections with one-way roads, visibility issues, high pedestrian volume, high rate of

collisions between pedestrian and turning vehicles, proximity to elementary schools, high level of elderly activity, and high vehicle volume (Saneinejad & Lo, 2015).

Prioritizing locations for transportation interventions and projects can be a challenging task, given the various methods available in the literature. One of the most commonly used methods is benefit-cost analysis (BCA), wherein the aim is to find a solution to a given problem based on an alternative's comparative worth in terms of monetized benefits and costs (Marleau Donais et al., 2019). Although BCA has a perception of being objective, this method has received criticism for overlooking social, environmental, and built environment impacts (Hickman & Dean, 2018). Multi-factors decision analysis (MCDA) is another family of techniques that has been used extensively to prioritize transportation interventions and projects, and it is particularly useful in GIS-based analyses (Greene et al., 2011). MCDA models incorporate multiple factors and are constructed according to policy objectives or stakeholder preferences (Marleau Donais et al., 2019). Unlike a BCA, the MCDA process makes the values and subjectivities involved in decision making more transparent (Greene et al., 2011).

A range of specific MCDA techniques exist, and selecting a suitable method depends on context. To aid in this selection process, Greene et al., (2011) created a decision-tree framework for choosing the most appropriate MCDA method. When dealing with problems that involve multiple objectives, tradeoff factors, and a large number of alternatives, the authors suggest employing weighting methods followed by compensatory aggregation methods (Greene et al., 2011). Weighting methods are used to derive relative factors weights and may include ranking, rating, trade-off analysis, or analytic hierarchy process (AHP), and compensatory aggregation methods are used to compare alternatives and may include weighted linear combination (WLC) or ordered weighted average (OWA) (Greene et al., 2011).

AHP was developed by Thomas L. Saaty with the purpose of measuring and systematizing a variety of factors from a complex decision-making process in a hierarchical manner. To determine weights for factors, the process involves pairwise comparisons, where decisionmakers compare how important one factor is relative to another factor (Saaty, 1990). The theory behind this method is that an analyst can better assess the relative importance of a set of factors when given only two factors, rather than all factors at once. Several studies have employed AHP to evaluate and prioritize transportation projects, (Alemdar et al., 2020; Guhathakurta, S.K. et al., 2013; Marleau Donais et al., 2019; Oswald Beiler & Phillips, 2016; Zuo & Wei, 2019; Macharis & Bernardini, 2015), but there is a gap in the literature on the use of AHP in prioritizing locations for LPIs.

2.5 COST-EFFECTIVENESS

Several studies have examined the safety impacts of LPIs and conducted economic analyses to determine whether the benefits of implementing LPIs outweigh the associated costs (Fayish & Gross, 2010; Sharma et al., 2017). Fayish and Gross (2010) found that the benefit-cost ratio for LPIs was 801, indicating substantial savings in crash costs compared to physical implementation costs. Sharma et al. (2017) also developed a benefit-cost framework to analyze an LPI in Portland, Oregon, but their analysis considered costs in terms of vehicle delay. According to their study, an LPI should be provided on one leg of an intersection when daily traffic conflicts exceed 16, and on two legs when conflicts exceed 32 (Sharma et al., 2017). These analyses demonstrate that LPIs can be cost-effective solutions, and they also tend to have lower implementation costs compared to other pedestrian safety improvements.

3 STUDY AREA

The study area for this analysis is the City of Atlanta. Although traffic violence extends beyond administrative boundaries, this extent provides an appropriate level for analysis, advocacy, and implementation efforts. The City of Atlanta covers 132 square miles and is home to nearly 507,000 people (U.S. Census Bureau, 2021a). Of the total employed population, approximately 65% commute by car, 9% commute by public transit, 4% commute by walking, and 22% work from home or commute by other means (U.S. Census Bureau, 2021c). Between 2013 and 2022, there were 4,654 reported pedestrian-vehicle collisions, averaging 465 per year, or 1.3 per day (GDOT, 2021). Notably, 71% of all pedestrian collisions were reported to be intersection-related, indicating the increased risk faced by pedestrians at intersections. Among all pedestrian collisions between 2013 and 2022, 181 resulted in fatalities, and 418 led to suspected serious injuries (Table 2). As illustrated in Figure 5, pedestrian fatalities are dispersed across the city, but there are several high-risk clusters and corridors.

Table 2 – Summary of Pedestrian Collisions by KABCO Severity in Atlanta

KABCO Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
(K) Fatal Injury	13	9	16	23	13	21	6	14	29	37
(A) Suspected Serious Injury	50	31	49	42	52	4	7	5	91	87
(B) Suspected Minor Injury	114	150	145	170	141	16	21	13	121	110
(C) Possible Injury/Complaint	154	147	171	201	162	19	16	10	115	153
(O) No Injury	70	70	74	95	98	358	436	286	92	40
Unknown	0	0	2	11	13	106	105	48	2	0
Total	401	407	457	542	479	524	591	376	450	427

Data: GDOT, 2013-2022

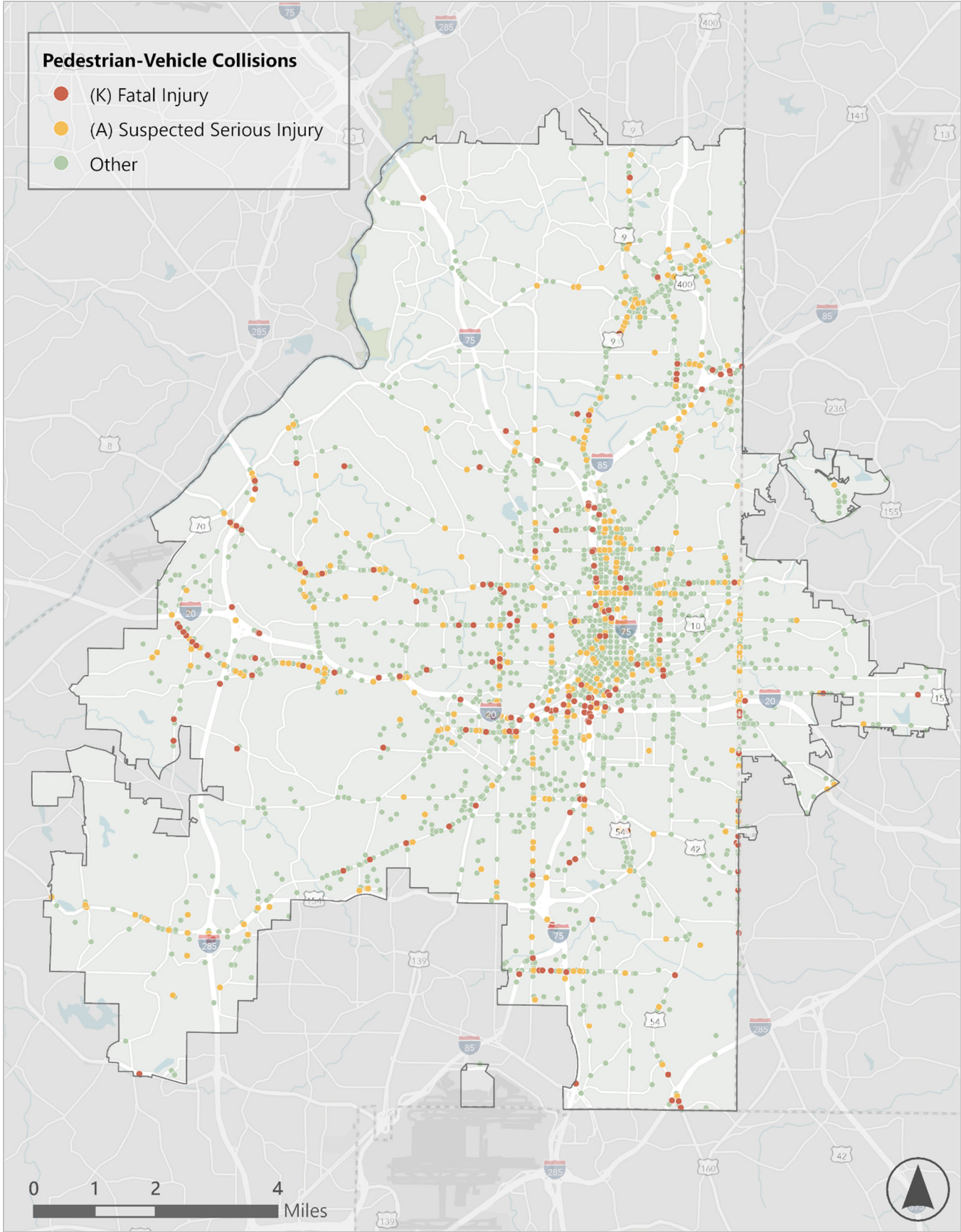
Recognizing the urgency of improving pedestrian safety, the City of Atlanta has identified high injury intersections and begun to take action by introducing a range of countermeasures, including implementing LPIs, high intensity activated crosswalk (HAWK) beacons, and pedestrian exclusive phases. As of 2023, 149 LPIs, 13 HAWKs, and 9 pedestrian exclusive phases have been implemented in the City of Atlanta, accounting for approximately 17% of the 1,005 signalized intersections (Table 3). These signal-based safety interventions have been prioritized in areas of high pedestrian activity, including Downtown and Midtown (Figure 6).

Table 3 – Signal-Based Safety Interventions

Signalized Intersections	1,005	% Total
LPI	149	15%
HAWK	13	1%
Pedestrian Exclusive Phase	9	1%
No Safety Intervention	834	83%

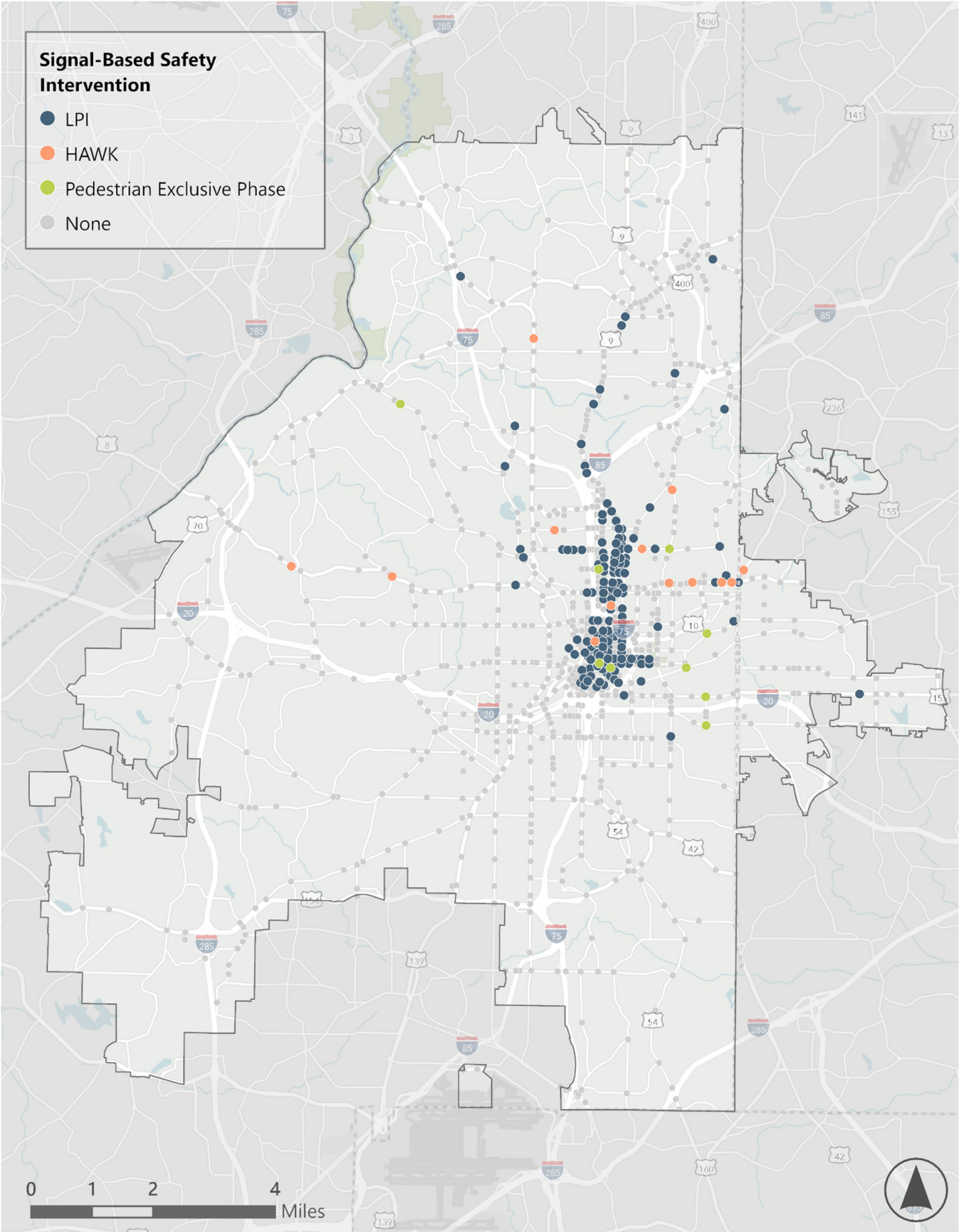
Data: ATLDOT, 2023

Figure 5 – Pedestrian-Vehicle Collisions in the City of Atlanta



Data: GDOT, 2013-2022

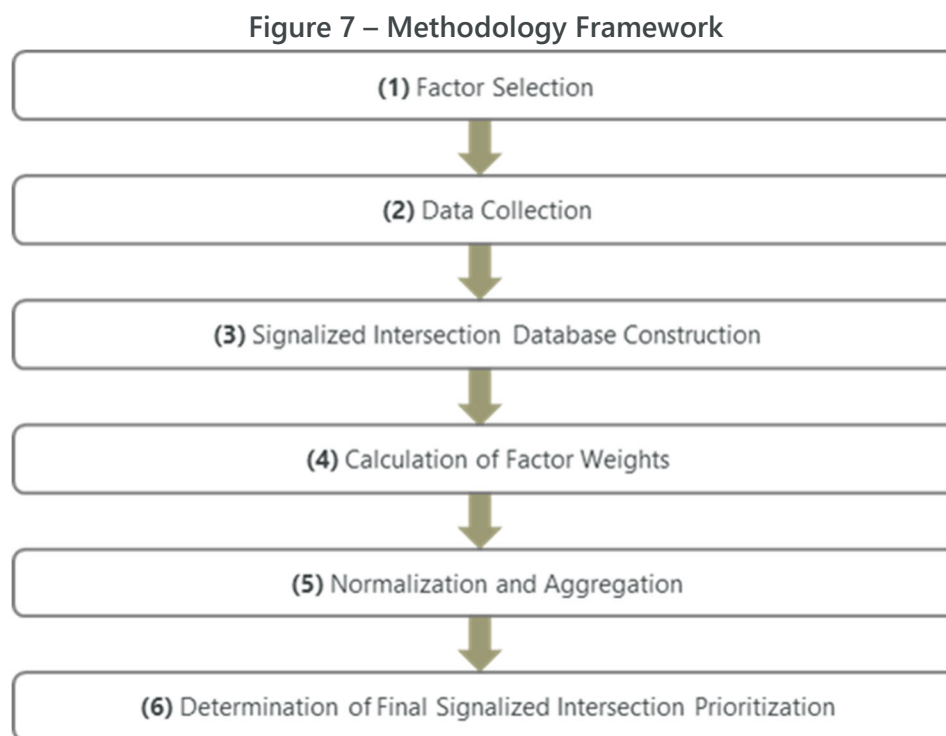
Figure 6 – Signal-Based Safety Interventions in the City of Atlanta



Data: ATLDOT, 2023

4 METHODS

The methodology for this analysis can be subdivided into six major steps: (1) factor selection, (2) data collection, (3) database construction, (4) calculation of factor weights, (5) factors normalization and aggregation, and (6) determination of the final signalized intersection prioritization for LPI implementation (Figure 7).

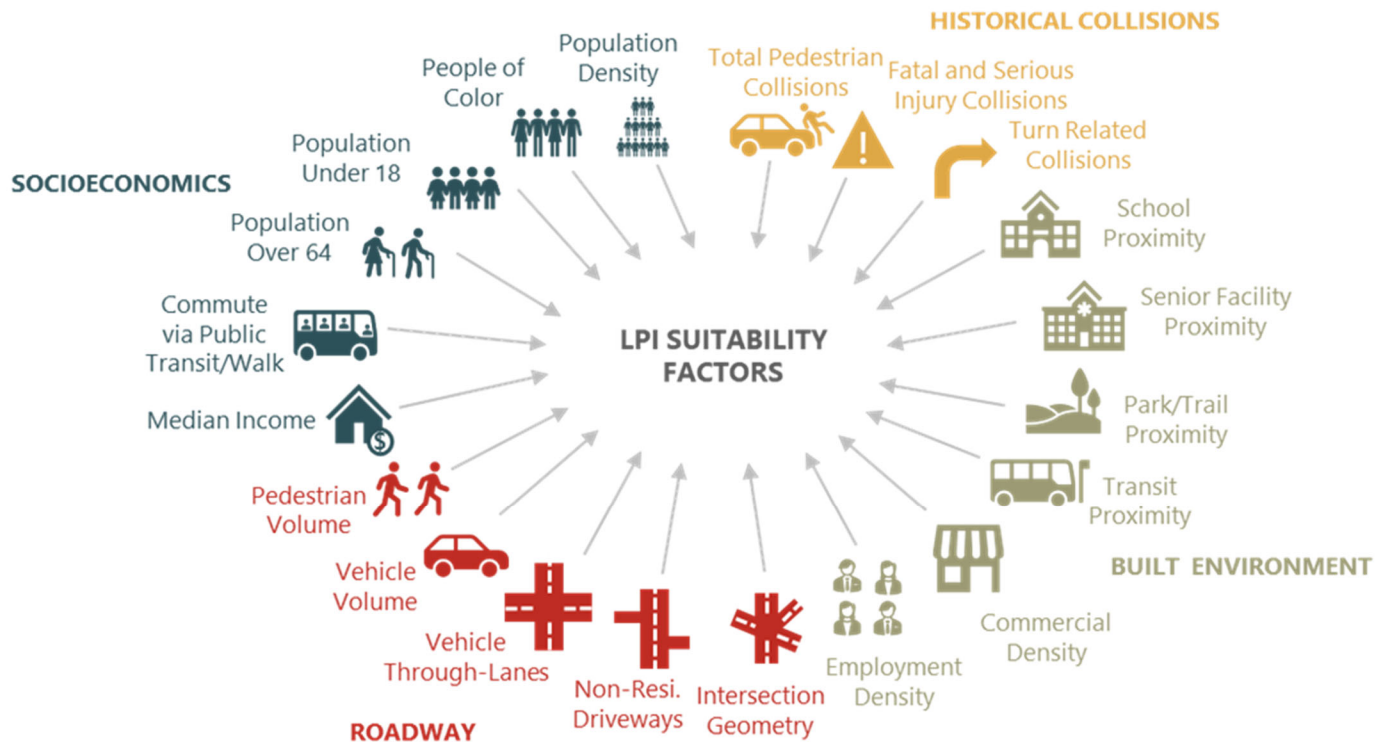


4.1 FACTOR SELECTION

To assess and prioritize locations for LPIs in the City of Atlanta, a literature review was conducted to explore the recognized factors that point to the suitability of intersections for implementing LPIs. This review revealed several factors that have been proven to influence pedestrian safety and the effectiveness of LPIs (see section 2.3 Pedestrian-Vehicle Collisions). The literature review also pointed to a significant gap in the literature on LPIs and pedestrian safety in terms of the impact of race. Although many papers include demographic factors like population density, age, and household income in their evaluations of safety, race is not included as a risk factor. However, a growing body of research has found that race has a critical role in pedestrian safety, as Black Americans and Native Americans are overrepresented in pedestrian fatalities and severe injuries (Sanders & Schneider, 2022; Roll & McNeil, 2022). To ensure that pedestrian safety efforts recognize and prioritize the most vulnerable road users and historically underserved communities, it is critical to include a consideration of race.

After considering existing literature, gaps in the literature, and data availability, a total of 20 factors were identified (Figure 8) to prioritize and rank signalized intersections for LPI implementation in the City of Atlanta. Based on these factors, four primary categories emerged: (1) historical collisions, (2) roadway design (3) built environment/pedestrian demand, and (4) socioeconomic characteristics/equity.

Figure 8 – LPI Suitability Factors



4.2 DATA COLLECTION

Data for this analysis was collected from a range of sources, including the City of Atlanta, Atlanta Regional Commission, MARTA, Georgia Department of Transportation, U.S. Census Bureau, ESRI, Open Street Map, and Streetlight. Table 4 summarizes the data sources for each of the LPI suitability factor. In addition, data on signalized intersections were collected from the City of Atlanta’s Department of Transportation, data on the official City of Atlanta boundary was collected from the Department of City Planning, and data on all streets was downloaded from Open Street Map. All data were retrieved as either shapefiles (.shp), comma separated value tables (.csv), or text files (.txt).

To acquire Streetlight vehicle and pedestrian volume data, line segments for each signalized intersection leg were uploaded as zones and then zone activity volumes were collected. Line segments were created in ArcGIS Pro by clipping street data to 100-foot buffers around each intersection and then using points generated on the boundaries of each buffer to split the lines by points. A manual inspection was conducted to ensure that there were no overlapping or duplicate line segments.

To organize retrieved data, they were first saved into a folder-based file structure, and then imported into a file geodatabase in ESRI’s ArcGIS Pro Version 3.1.2 using a Python script. After the required data was collected and imported in a geodatabase, a combination of manual and automated techniques was used to clean and pre-process the data in preparation for analysis. Firstly, a Python script was written to convert the data in table or text format into feature classes using either the “XY Table to Point” or “Table Join” geoprocessing methods. To ensure appropriate table joining with the signalized intersections data, several edits were made to intersection names to maintain consistency and remove spaces.

Table 4 – LPI Suitability Factors and Data Sources

Factor	Description	Data Source (Year)
<i>Historical Collisions</i>		
Total Collisions	Total pedestrian-vehicle collisions within 100 ft.	GDOT, Numetric (2013-2022)
Fatal and Serious Injury Collisions	Total pedestrian-vehicle collisions resulting in fatalities or serious injuries within 100 ft.	GDOT, Numetric (2013-2022)
Turn Related Collisions	Total pedestrian-vehicle collisions related to turning movements	GDOT, Numetric (2013-2022)
<i>Roadway</i>		
Pedestrian Volume	Average daily pedestrian volume along intersecting roadway segments within 100 ft.	StreetLight Data (2021)
Vehicle Volume	Average daily vehicle volume along intersecting roadway segments within 100 ft.	StreetLight Data (2021)
Through Lanes	Maximum number of through lanes among all legs of intersection	GDOT Roadway Inventory (2020)
Non-Residential Driveways	Total non-residential driveways (service roads) within 100 ft.	Open Street Map Service Roads (2023)
Intersection Geometry	T-intersection, intersection with one-way street, or irregular geometry	GDOT Roadway Inventory (2020)
<i>Built Environment</i>		
School Proximity	Distance (miles) to the nearest school	ARC (2021)
Senior Facility Proximity	Distance (miles) to nearest senior facility	ARC (2021)
Park/Trail Proximity	Distance (miles) to nearest park or trail access point	ARC (2022)
Transit Proximity	Distance (miles) to nearest transit stop or station	GTFS, MARTA (2023)
Commercial Density	Number of businesses within 0.10 mi.	ESRI Community Analyst (2022)
Employment Density	Total employees per square mile in census block groups within 0.25 mi.	U.S. Census Bureau, LEHD (2021)
<i>Socioeconomics</i>		
Population Density	Total population per square mile in census block groups within 0.25 mi.	U.S. Census Bureau, Decennial Census (2020)
People of Color	Percentage of population who are people of color (non-white) in census block groups within 0.25 mi.	U.S. Census Bureau, Decennial Census (2020)
Population Under 18	Percentage of population under 18 years in census block groups within 0.25 mi.	U.S. Census Bureau, Decennial Census (2020)
Population Over 64	Percentage of population over 64 years in census block groups within 0.25 mi.	U.S. Census Bureau, Decennial Census (2020)
Commute via Public Transportation or Walk	Percentage of population who commute via public transportation or walk in census tracts within 0.25 mi.	U.S. Census Bureau, ACS B08301 (2021)
Median Income	Average median income of census block groups within 0.25 mi.	U.S. Census Bureau, ACS B19103 (2021)

Next, the various data sources were examined, with a focus on identifying inconsistencies or duplicate values. In the signalized intersections feature class, the following seven incorrect data points were removed. Data issues were confirmed via Google Street View or ground truthing.

- 14th St @ Peachtree St (signal ID 539238-0220): two reported signals at the same intersection
- Ivan Allen @ CocaCola (signal ID 571592-0926): two reported signals at the same intersection
- Baker St @ Peachtree St (signal ID 580252-0562): two reported signals at the same intersection
- Ivan Allen Jr Blvd @ Ralph McGill Blvd @ Peachtree St (Signal ID 571612-0508): two reported signals at the same location
- West Peachtree Place @ West Peachtree St (signal ID 538531-0452): incorrect location, data point at correct location already present
- Marietta St @ Means St (signal ID 53784-0348): incorrect location, data point at correct location already present
- Westview Dr @ Morehouse College Crossing (signal ID 83): intersection now 4-way stop

With the cleaned data, all feature classes were clipped to the City of Atlanta boundary. This step ensured that the subsequent analysis would focus solely on the study area for this analysis. As a result, 11 signalized intersection data points were removed from the original dataset that were not within the official city boundary. Each of these signalized intersections was located near Hartsfield Jackson International Airport. Additionally, several new feature classes were created to limit data to only that needed for the analysis. Three new feature classes were generated from the collisions feature class, utilizing specific queries based on fields present in the original data: (1) all pedestrian-related collisions, (2) fatal and serious injury pedestrian-related collisions, and (3) right or left turn pedestrian-related collisions. To analyze proximity to trails, the bikeway inventory feature class was used to create a new feature class solely comprising of bikeways categorized as the “multiuse path” type.

4.3 SIGNALIZED INTERSECTION DATABASE CONSTRUCTION

To support the assessment and prioritization of locations for LPIs in the City of Atlanta, a comprehensive spatial database was constructed using a file geodatabase structure within ArcGIS Pro. Using a file geodatabase enables efficient data storage, querying, and data sharing. The project file geodatabase consisted of spatial data layers related to each factor, as well as a feature class of signalized intersections with fields for each calculated factor. The signalized intersections feature class was created based on the original data retrieved from the City of Atlanta Department of Transportation. However, only relevant fields were retained, and new fields were added to represent LPI suitability factors. The following sections detail how each factor was added into the database.

4.3.1 PEDESTRIAN AND VEHICLE VOLUME

Since the data from Streetlight was already downloaded as volumes along roadway line segments within a 100-foot buffer around each intersection, minimal geoprocessing was required.

1. **Join Field:** join volume (pedestrian and vehicle) data to signalized intersection feature class
2. **Calculate Field:** $PED_VOL/VEH_VOL = \text{summarized volume}$

4.3.2 COLLISIONS

After pre-processing, collision data was separated into three feature classes: (1) all pedestrian-related collisions, (2) fatal and serious injury pedestrian-related collisions, and (3) right or left turn pedestrian-related collisions. While many collision analyses use a buffer of 50 feet (Schneider et al., 2010), a buffer distance of 100 feet was chosen for this analysis to reduce the possibility of missing collisions due to potential location-based reporting errors. Additionally, since the number of reported pedestrian collisions is significantly lower than vehicle-only collisions, this analysis uses the entire range of data available (2013-2022) as opposed to the typical five-year period of reported collisions.

1. **Buffer:** 100-foot buffer around each signalized intersection
2. **Summarize Within:** summarize number of collisions within each 100-foot buffer
3. **Join Field:** join summarized collision (point) data to signalized intersection feature class
4. **Calculate Field:** COLLISION_KA/COLLISION_TURN = summarized collision (point) data

4.3.3 PROXIMITY TO SCHOOLS, SENIOR FACILITIES, TRANSIT, AND PARKS/TRAILS

The “Closest Facility” solver in Network Analyst was used to measure the walking route distance from intersections to points of interest including schools, senior facilities, transit stops and stations, and parks and trails. Network distance was selected instead of Euclidean distance to represent traveling distance more accurately for pedestrians.

1. **Create Network Dataset:** network dataset based on Open Street Map roads (excluding Interstates)
2. **Create Turn Feature Class:** turn feature class based on created network dataset
3. **Build Network:** “any vertex” group connectivity, walking travel mode

Schools data was retrieved as a polygon layer for college campuses and a point layer for K-12 schools. To account for large college campuses, the “Generate Points Along Line” tool was used to generate points every 500 feet along the boundaries of campuses. The distance of 500 feet was selected to represent an average block length and potential access point to the campus.

1. **Generate Points Along Line:** points every 500 feet around boundary of colleges (polygon)
2. **Create Feature Class:** create a new feature class to store merged college and K-12 school data
3. **Append:** append college and K-12 school (point) data
4. **Make Closest Facility Analysis Layer:** create analysis layer based on walking distance
5. **Add Facilities:** schools
6. **Add Incidents:** signalized intersections
7. **Join Field:** join closest facility (walking length) data to signalized intersection feature class
8. **Calculate Field:** SCHOOL_DIST = closest facility distance
9. **Select by Location:** select signalized intersections that intersect with college campuses
10. **Calculate Field:** assign distance of 0 to signalized intersections on college campuses

Since senior facilities and transit stop data was retrieved as point features, these feature classes had similar geoprocessing methods to one another:

1. **Make Closest Facility Analysis Layer:** create analysis layer based on walking distance
2. **Add Facilities:** senior facilities/transit stops or stations

3. **Add Incidents:** signalized intersections
4. **Join Field:** join closest facility (walking length) data to signalized intersection feature class
5. **Calculate Field:** SENIOR_DIST/TRANSIT_DIST = closest facility distance

Like the colleges data, the “Generate Points Along Line” tool was used to generate points every 500 feet along the boundaries of parks and the length of trails. Although this does not accurately reflect access points to parks and trails, it was selected to represent average block length and potential locations where people may enter trails or parks.

1. **Generate Points Along Line:** points every 500 feet around parks (polygon) and along trails (line)
2. **Create Feature Class:** create a new feature class to store merged park and trail data
3. **Append:** append park and trail (point) data
4. **Make Closest Facility Analysis Layer:** create analysis layer based on walking distance
5. **Add Facilities:** parks/trails
6. **Add Incidents:** signalized intersections
7. **Join Field:** join closest facility (walking length) data to signalized intersection feature class
8. **Calculate Field:** PARKTRAIL_DIST = closest facility distance

4.3.4 COMMERCIAL DENSITY

Commercial density was measured as the total number of businesses within 0.10 miles of each signalized intersection.

1. **Buffer:** 0.10-mile buffer around each signalized intersection
2. **Summarize Within:** summarize number of businesses within in each 0.10-mile buffer
3. **Join Field:** join summarized business (point) data to signalized intersection feature class
4. **Calculate Field:** COMM_DENS = summarized business (point) data

4.3.5 NON-RESIDENTIAL DRIVEWAYS

The number of non-residential driveways was measured as the total number of service roads intersecting main roads within 100 feet of each signalized intersection. Intersecting service roads were used to remove irrelevant data, such as parking lot lanes, and to ensure only driveways were included.

1. **Buffer:** 100-foot buffer around each signalized intersection
2. **Select by Location:** select only service roads that intersect with main roads
3. **Summarize Within:** summarize number of service roads within in each 100-foot buffer
4. **Join Field:** join summarized service road (line) data to signalized intersection feature class
5. **Calculate Field:** NONRES_DRIVE = summarized service road (line) data

4.3.6 VEHICLE THROUGH LANES

The number of through lanes was measured as the maximum number of lanes among all intersection legs. The “Spatial Join” tool was used to join the feature class containing data on number of through lanes to the signalized intersections feature class. A one-to-one join was executed using a search distance of 50 feet and the maximum value was the value that was joined.

1. **Add Spatial Join:** join through lanes feature class to signalized intersections
2. **Calculate Field:** THRU_LANES = maximum number of through lanes

4.3.7 INTERSECTION GEOMETRY

Intersection geometry was categorized based on the number of legs or whether the intersection included an intersecting one-way road. Unlike all other factors, this factor involved a text-based value and intersections were categorized as either “cross”, “T”, “irregular”, or “one-way”. After running the following geoprocessing tasks, a manual inspection comparing results to Google Satellite images was conducted to ensure that the highest priority intersections were categorized correctly.

1. **Planarize (Edit):** split roads at junctions
2. **Buffer:** 75-foot buffer around each signalized intersection
3. **Summarize Within:** summarize number of roadway legs within in each 75-foot buffer
4. **Join Field:** join summarized roadway leg (line) data to signalized intersection feature class
5. **Update Cursor:** assign text values (4 legs = “cross”, 3 legs = “T”, other = “irregular”)
6. **Select by Location:** select signalized intersections that intersect with one-way roads
7. **Calculate Field:** assign “one-way” to signalized intersections with one-way roads

4.3.8 DEMOGRAPHICS

Pre-processed data on demographics were saved in a single table and then joined to census block group or census tract polygons. Each factor was then measured based on the geographies that intersected with a 0.25-mile buffer around signalized intersections.

1. **Add Join:** join demographic data to census block groups
2. **Buffer:** 0.25-mile buffer around each signalized intersection
3. **Spatial Join:** one-to-many join census block groups polygons to buffer polygons
4. **Statistics:** sum of population, people of color, population under 18/over 64, sum of population who commute via transit/walking, land area / mean of median income
5. **Join Field:** join demographic statistics table data to signalized intersections feature class
6. **Calculate Field:** POP_DENS/POP_UNDER18_EMPDENS_MEDINC = demographic statistics

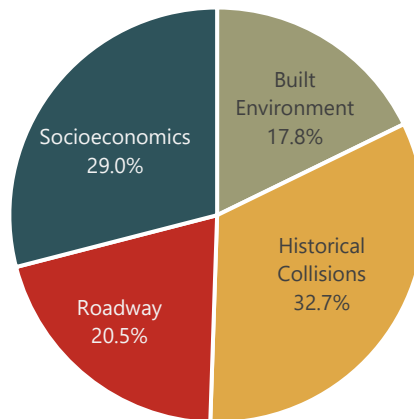
4.4 CALCULATION OF FACTOR WEIGHTS

Since each factor does not have an equal impact on LPI suitability, weights were assigned to ensure relatively more important factors had more influence on the eventual intersection prioritization. To determine weights of factors, Saaty’s (1990) AHP method was used, and pairwise comparisons were applied to evaluate the relative importance of factors. Based on Saaty’s (1990) linear scale, importance was expressed on an ordinal scale from 1-9, wherein 1 = equally important, 3 = moderately more important, 5 = strongly more important, 7 = very strongly more important, 9 = absolute more important, and 2, 4, 6, 8 = intermediate values. For example, school proximity is compared with senior proximity using the question, “Which is considered more important, school proximity or senior proximity, and by how much?” Pairwise comparisons were conducted and measured in SuperDecisions, an open source and free software used to implement AHP.

For this analysis, pairwise comparisons were conducted between categories and within categories. For example, built environment characteristics were compared to socioeconomic characteristics since both are categories, but pedestrian volume was not compared to school proximity since they are in different categories. For each pairwise comparison, scale values were assigned based on how often each

factor appears in current research on LPIs and pedestrian safety at intersections as well as the relative influence on safety of vulnerable road users. Using the eigenvalue method (EVM), the SuperDecisions software produced a judgment matrix to determine category and factors weights. As a result of the AHP, the most important category was determined to be historical collisions, followed by socioeconomics, roadway, and built environment. Within the historical collisions category, the most important factor is fatal and serious injury collisions, as this is the most severe outcome which is directly related to pedestrian safety at intersections. Figure 9 summarizes the weights of categories and Table 5 includes the weights of each factor. It is important to note that these weights can be adjusted to reflect the judgment of decision makers.

Figure 9 – Factor Category Weights Breakdown by Percentage



4.5 NORMALIZATION AND AGGREGATION

The next step of the analysis involved normalizing and aggregating the measured factors derived for each signalized intersection. Normalization was performed by adjusting all measured values to a common points scale of 0-1 to indicate LPI priority, wherein 0.0 = low priority, 0.5 = medium priority, and 1.0 = high priority. Each factor was assigned a specific scale based on relevant literature or widely accepted planning standards. For example, most people are willing to walk approximately 0.25 miles to reach their destinations (Talen, 2002). Consequently, if the location of a signalized intersection was farther than 0.25 miles in walking distance from a school, senior facility, transit, park, or trail, no points were allocated for these factors. Intersections within a walking distance of 0.25 miles from these destinations were allocated 0.5 points, and intersections closest to these destinations, within a 0.12 mile walking distance, were allocated the maximum 1.0 points. Additional factors point scales are presented in Table 5. The results of this normalization process are presented as maps for each of the twenty factors in Figure 10. The color scale represents LPI priority, where yellow is low priority (0.0), orange is medium priority (0.5), and red is high priority (1.0).

After normalizing measured factors for each signalized intersection, the allocated points were weighted based on the category and factors weights developed through the AHP process. Factors points were then summed to find the aggregated total score for each intersection.

$$\text{Factor Points} = \text{Allocated Points} * \text{Weight of Category} * \text{Weight Within Category}$$

$$\text{Intersection Total Score} = \sum_{i=1}^{20} x_i \quad (\text{where } x \text{ represents factor points and } i \text{ represents each factor})$$

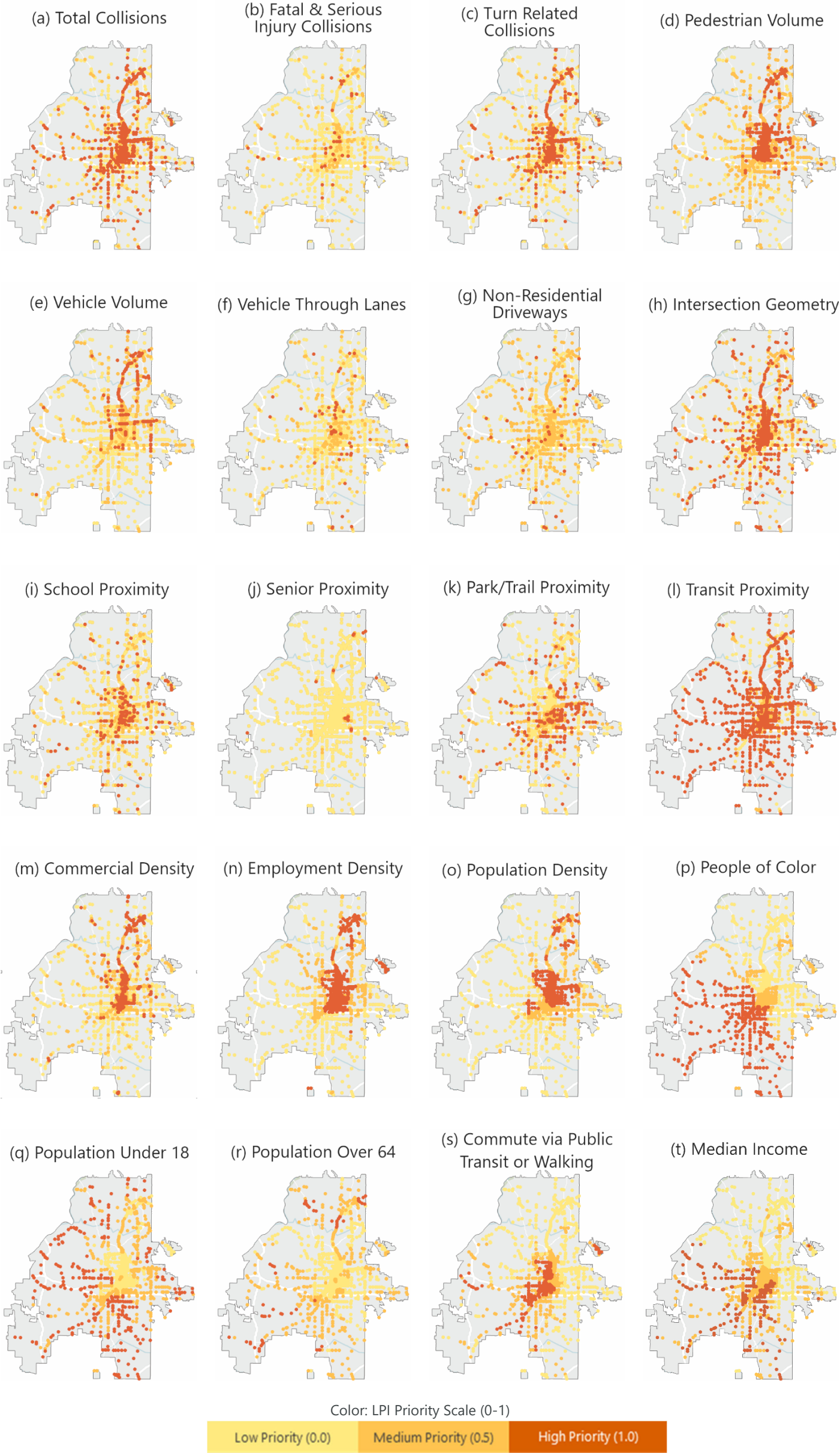
Table 5 – LPI Suitability Factors Descriptive Statistics, Weights, and Points

Factor	Min.	Max.	Mean	Relationship to LPI Suitability*	Weight	Scale	Points
Total Collisions	0	20	3.4	+	3.8%	> 1 1 0	1.0 0.5 0.0
Fatal and Serious Injury Collisions	0	3	0.2	+	22.9%	> 1 1 0	1.0 0.5 0.0
Turn Related Collisions	0	13	1.4	+	6.0%	> 1 1 0	1.0 0.5 0.0
Pedestrian Volume	2	17,693	1,383	+	8.4%	> 1,000 201 – 1,000 0 – 200	1.0 0.5 0.0
Vehicle Volume	446	59,230	16,882	+	6.9%	> 30,000 16,001 – 30,000 0 – 16,000	1.0 0.5 0.0
Through Lanes	1	11	4.04	+	2.6%	> 6 5 – 6 1 – 4	1.0 0.5 0.0
Non-Residential Driveways	0	6	0.84	+	1.2%	> 3 1 – 2 0	1.0 0.5 0.0
Intersection Geometry	N/A	N/A	N/A	N/A	1.3%	T-int or one-way Irregular Cross (four legs)	1.0 0.5 0.0
School Proximity	0.00	2.46	0.49	-	4.3%	0 – 0.10 0.11 – 0.25 > 0.25	1.0 0.5 0.0
Senior Facility Proximity	0.02	4.30	1.22	-	4.3%	0 – 0.10 0.11 – 0.25 > 0.25	1.0 0.5 0.0
Park/Trail Proximity	0.00	2.91	0.32	-	2.9%	0 – 0.10 0.11 – 0.25 > 0.25	1.0 0.5 0.0
Transit Proximity	0	1.4	0.1	-	3.8%	0 – 0.05 0.06 – 0.25 > 0.25	1.0 0.5 0.0
Commercial Density	0	762	14.6	+	1.3%	> 35 11 – 35 0 – 10	1.0 0.5 0.0
Employment Density	41	11,369	16,657	+	1.3%	> 8,000 2,001 – 8,000 0 – 2,000	1.0 0.5 0.0
Population Density	328	35,124	6,493	+	2.1%	> 7,000 4,501 – 7,000 < 4,500	1.0 0.5 0.0
People of Color	10.1%	99.2%	59.8%	+	5.3%	> 75% 50% – 75% 0% – 49%	1.0 0.5 0.0
Population Under 18	1.4%	37.0%	14.0%	+	5.5%	> 20% 11% – 20% 0 – 10%	1.0 0.5 0.0
Population Over 64	0.1%	34.9%	9.9%	+	5.9%	> 20% 11% – 20% 0 – 10%	1.0 0.5 0.0
Commute via Public Transit or Walking	0.0%	34.9%	16.6%	+	6.6%	> 26% 13% – 26% 0% – 12%	1.0 0.5 0.0
Median Income	\$14,114	\$250,000	\$78,306	-	3.7%	\$0 – \$43,099 \$43,100 – \$86,199 > \$86,200	1.0 0.5 0.0

* + positive relationship (e.g., Intersections with higher (+) volume have higher (+) suitability for LPI implementation).

* - negative relationship (e.g., Intersections with farther (+) walking distance to a school have lower (-) suitability for LPI implementation).

Figure 10 – Standardized Priority Maps for Each LPI Suitability Factor



4.6 DETERMINATION OF FINAL SIGNALIZED INTERSECTION PRIORITIZATION

After aggregating factors for each intersection, the analysis excluded intersections that have existing signal-based safety interventions, including LPIs, HAWKs, or pedestrian-exclusive phases, with the goal of focusing solely on intersections that have not yet received signal-based safety interventions. Following this filtering process, 834 candidate intersections remained in the prioritization analysis.

To determine the signalized intersections with the highest priority for LPI implementation, a rank-order prioritization analysis was conducted. This involved assigning rankings to the intersections based on their total weighted scores, with the intersection having the highest total score (highest priority) receiving a ranking of 1 and the intersection with the lowest total score (lowest priority) receiving a ranking of 834. In the case of a tie, priority ranking was given to the intersection with the higher pedestrian volume. This rank-ordering approach offers a systematic method for determining which signalized intersections would benefit most from the implementation of LPIs, allowing for efficient allocation of resources to prioritize interventions at the most critical locations.

To identify the highest priority intersections, this analysis focused on the top 25 intersections with the highest overall weighted scores. The value of 25 was selected as a practical number of LPI implementations in a year, assuming biweekly implementation.

4.7 SENSITIVITY ANALYSIS

The weights determined through the AHP process, and the scales set for factors normalization directly impact the results of this analysis. Consequently, a sensitivity analysis was performed with two additional ranking methods to help reveal the effects of weighting factors and to understand if any weights or scales have an outsized impact on the prioritization results. The first sensitivity test involved a rank-order prioritization without applying any category or factors weighting, such that intersections were ranked solely based on their total normalized scores. The second sensitivity test involved a rank-order prioritization without any normalization or weighting. With this approach, intersections were ranked relative to each other for each factor, and then ranks were aggregated (summed). The aggregated scores were then ranked to determine the final prioritization. By performing this sensitivity analysis, the study aimed to explore the reliability of the prioritization results.

5 RESULTS

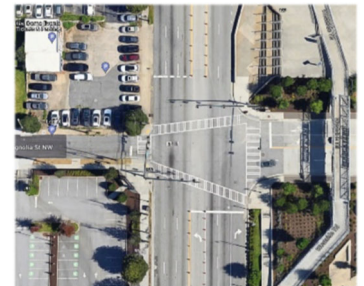
5.1 HIGH-PRIORITY INTERSECTIONS

Based on the final rank-order prioritization of the 834 signalized intersections without signal-based interventions in the City of Atlanta, this analysis reveals that many intersections with the highest potential benefit from LPI implementation are concentrated around Downtown Atlanta (Figure 12 and Figure 13). Among the top 25 high-priority intersections, 11 are located within a 2-mile radius of Downtown, 9 are located in West Atlanta, 2 are located in North Atlanta, and 1 is located in South Atlanta (Figure 12, Figure 14, and Table 6).

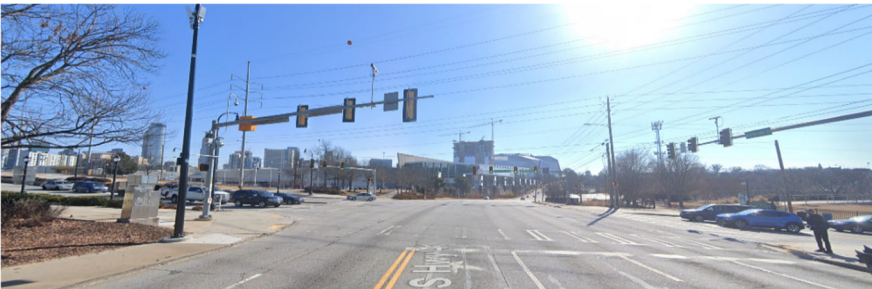
The top three signalized intersections identified as the highest priority for LPI implementation are: (1) Magnolia Street @ Northside Drive, (2) Northside Drive @ Joseph E. Boone Boulevard / Ivan Allen Jr. Boulevard, and (3) Hamilton E Holmes Drive @ Martin Luther King Jr Boulevard (Figure 11). While each of these intersections score differently among the suitability factors, they share key characteristics. All three intersections have average daily pedestrian volumes over 1,000, have seen two pedestrian-related collision with fatal or serious injuries between 2013 and 2022, are less than 0.25 miles walking distance from a transit stop or station, and pedestrians must cross a maximum of five lanes (Appendix A). As Figure 11 demonstrates, these intersections lack the design that provides a comfortable and safe crossing for pedestrians.

Figure 11 – Top 3 Highest Priority LPI Intersections

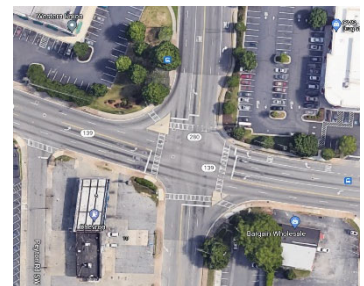
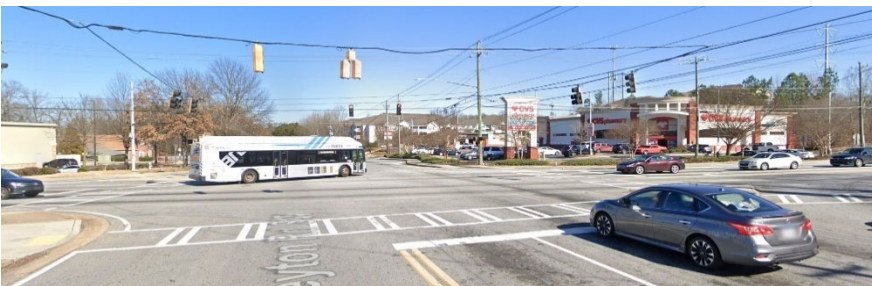
1
Magnolia
Street @
Northside
Drive
(Downtown)



2
Northside
Drive @
Joseph E.
Boone Blvd/
Ivan Allen
Jr. Blvd
(Downtown)



3
Hamilton E
Holmes
Drive @
MLK Jr Blvd



Images: Google Earth Satellite and Street View Imagery, retrieved October 4, 2023, all images facing north

Figure 12 – Final LPI Prioritization Ranking Results

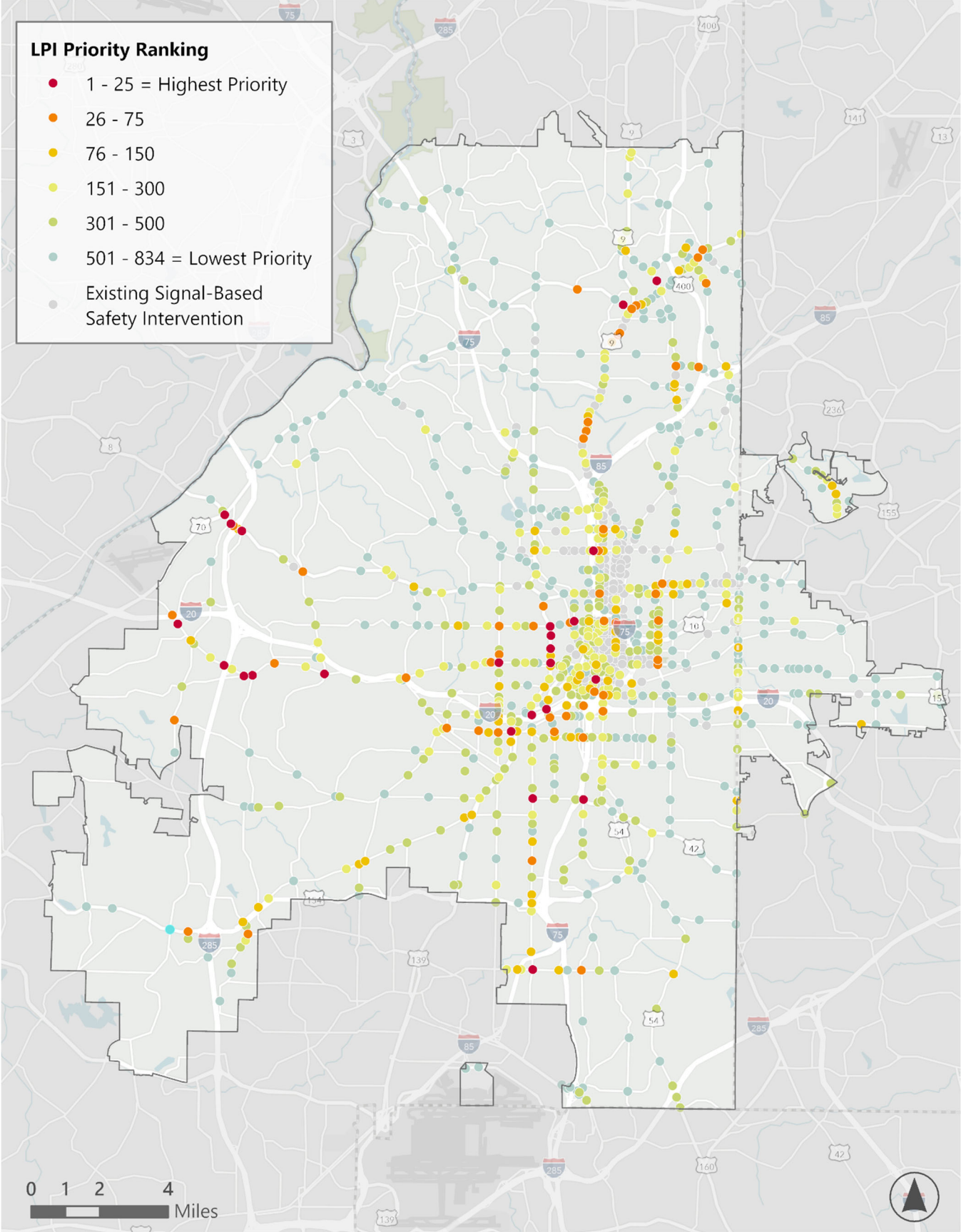


Figure 13 – Final LPI Prioritization Ranking Results (Top 25)

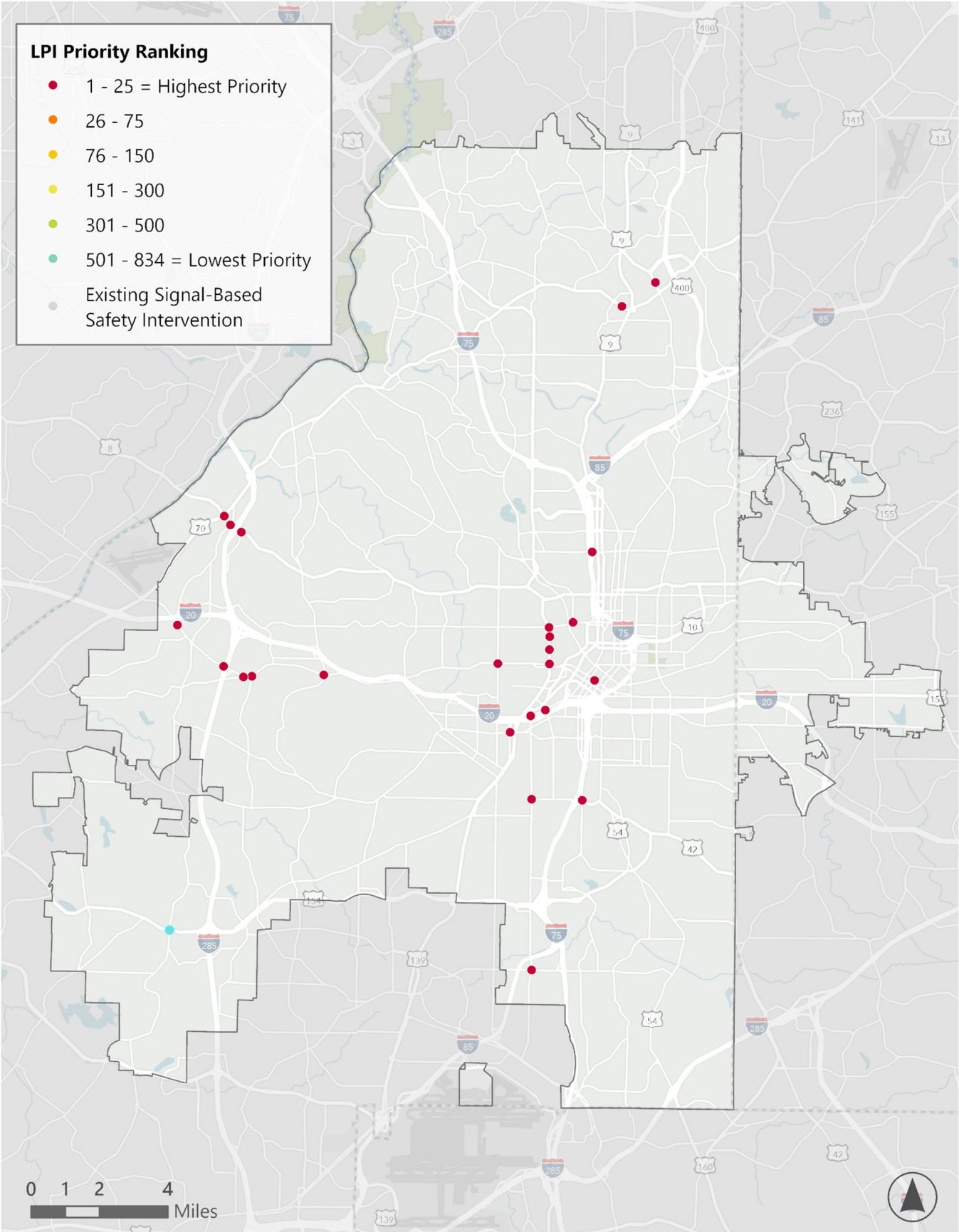


Table 6 – Final LPI Prioritization Ranking Results (Top 25 High Priority Intersections)

Final Rank <i>(Normalized, Weighted)</i>	Intersection	Neighborhood	NPU	City Council District	Sensitivity Test #1 Rank <i>(Normalized, Unweighted)</i>	Sensitivity Test #2 Rank <i>(Not Normalized, Unweighted)</i>
1	Magnolia St @ Northside Dr	Downtown	L	3	22	59
2	Northside Dr @ Joseph E. Boone Blvd / Ivan Allen Jr. Blvd	Downtown	M	3	6	19
3	Hamilton E Holmes Dr @ Martin Luther King Jr Dr	Florida Heights	I	10	53	99
4	Donald Lee Hollowell Pkwy @ Harwell Rd	Collier Heights	I	9	60	68
5	I-75/85 NB Off Ramp @ 10th St	Midtown	E	2	21	373
6	Pryor Rd @ University Ave	Peopletown	V	12	100	121
7	Lee St @ Ralph David Abernathy Blvd	West End	T	4	8	6
8	Martin Luther King Jr Dr @ Northside Dr	Vine City	T	3	1	7
9	Northside Dr @ Whitehall St	Mechanicsville	V	12	149	162
10	McDaniel St @ Whitehall St	Mechanicsville	V	4	192	189
11	Lynhurst Dr @ Martin Luther King Jr Dr	Harland Terrace	I	10	65	77
12	I-285 SB Ramp @ Martin Luther King Jr Dr	Adamsville	H	10	212	211
13	Northside Dr @ Thurmond St	Downtown	L	3	11	152
14	Adamsville Place Pkwy @ Martin Luther King Jr Dr	Adamsville	H	10	197	377
15	Metropolitan Pkwy @ University Ave	Pittsburgh	V	12	278	81
16	Joseph Lowery Blvd @ Martin Luther King Jr Dr	Atlanta University Center	T	4	12	13
17	Central Ave @ Martin Luther King Jr Dr	Downtown	M	4	81	35
18	Donald Lee Hollowell Pkwy @ Bolton Rd	Bankhead/Bolton	H	9	64	89
19	Piedmont Rd @ Tower Place	North Buckhead	B	7	119	325
20	Martin Luther King Jr Dr @ Boulder Park Dr	Ivan Hill	I	10	31	15
21	Ivan Allen Jr Blvd @ Luckie St	Downtown	M	4	105	226
22	Campbellton Rd @ Fairburn Rd	Ben Hill Terrace	P	11	98	138
23	Donald Lee Hollowell Pkwy @ Fulton Industrial Blvd	Bankhead/Bolton	G	9	156	210
24	Paces Ferry Place @ West Paces Ferry Rd	Peachtree Heights West	B	8	46	39
25	Cleveland Ave @ Metropolitan Pkwy	Hammond Park	X	12	146	124

5.2 SENSITIVITY ANALYSIS

A sensitivity analysis was performed to evaluate the reliability of the rank-order prioritization method and the normalization (scaled scores) and weighting techniques. The sensitivity test results for the top 25 highest priority intersections in the baseline ranking are presented in Table 6. The top 25 intersections were selected based on the assumption of implementing one LPI every two weeks, providing a list of LPI candidate intersections that could potentially be implemented within one year.

In the first sensitivity test, the weighting for each factor was removed, which led to shifts in the individual ranks for intersections. However, 7 of the top 25 intersections retained their positions in the top 25 list. Metropolitan Parkway @ University Avenue experienced the most significant drop in ranking, moving from rank 15 to rank 278. Although the pedestrian volume at this intersection is relatively low, there have been 3 fatal or serious injury collisions in the past ten years. This intersection also has several additional risk factors including transit proximity, park/trail proximity, and a high proportion of people of color and those who primarily commute via transit or walking (Appendix A).

The results of the second sensitivity test, which removed both the normalization process (scaled scores) and the weighting, displayed greater variation in the final rankings. Out of the top 25 intersections, 5 intersections remained in the top 25 for this ranking (Table 6). Moreover, several intersections experienced significant shifts in their ranks. For instance, Magnolia Street @ Northside Drive dropped from rank 1 to rank 59, I-75/85 NB Off Ramp @ 10th St dropped from rank 5 to rank 373, and Ivan Allen Jr. Boulevard @ Luckie Street dropped from rank 21 to rank 226.

There are a handful of intersections that are present in the top 25 high-priority candidates across all three ranking methods. Northside Dr @ Joseph E. Boone Boulevard / Ivan Allen Jr. Boulevard, Lee St @ Ralph David Abernathy Boulevard, Martin Luther King Jr. Boulevard @ Northside Drive, and Joseph E. Lowery Boulevard @ Martin Luther King Jr. Boulevard consistently ranked in the top 10 for all three methods, signifying their high priority, regardless of the specific factor weights or normalization scales applied.

5.3 EXISTING SIGNAL-BASED SAFETY INTERVENTIONS

To further validate and assess the reliability of the proposed methodology for LPI suitability, a comprehensive rank-order prioritization was performed for all signalized intersections in Atlanta, regardless of whether they have existing signal-based safety interventions. 8 of the top 25 intersections identified in this ranking already have LPIs, demonstrating the alignment between the proposed methodology and previous decisions for safety intervention. However, the top three highest priority intersections do not have existing signal-based safety interventions, affirming this methodology's ability to identify intersections that may not have been previously considered.

6 DISCUSSION

6.1 INTERPRETATION OF FINDINGS

The proposed prioritization framework offers a comprehensive and systematic approach for prioritizing and identifying intersections for LPI implementation across the City of Atlanta. The methodology consists of six major steps: (1) factor selection, (2) data collection, (3) database construction, (4) calculation of factor weights, (5) normalization and aggregation, and (6) determination of the final signalized intersection prioritization for LPI implementation. The factors used to determine priority were based on a literature review of before-and-after LPI studies, as well as general studies on pedestrian safety at intersections, and included variables within four categories: historical collisions, roadway characteristics, built environment, and socioeconomic characteristics.

The results of the rank-order prioritization, using normalization (scaled scores) and weighting, revealed that many intersections with the highest priority for LPI implementation are concentrated around Downtown Atlanta and West Atlanta (Figure 12 and

Figure 13). The top two highest-priority intersections identified are in Downtown, and the third highest-priority intersection is in West Atlanta (Figure 11 and Table 6). The spatial distribution of high priority intersections emphasizes the importance of targeting safety interventions in areas with high levels of pedestrian exposure and relatively high concentrations of vulnerable users, where the potential benefits of LPIs may be maximized. The sensitivity analysis provided valuable insights into the reliability of the proposed prioritization methodology by highlighting the impact of category weights and normalization (scaled scores). The ranking of some intersections changed significantly, which highlights the importance of carefully considering factors weights and ensuring that scaled scores accurately align with priority levels. The findings from the sensitivity analysis reinforce the reliability of the proposed prioritization framework, allowing decisionmakers to make informed decisions for implementing LPIs and improving pedestrian safety across Atlanta.

Importantly, the effectiveness of LPIs is dependent on their integration into broader planning and transportation policies. Strategies that encourage densification, land use mix, and increased transit options may contribute to higher pedestrian activity and may indirectly lead to a rise in pedestrian-vehicle collisions. It is therefore critical that the actions which could heighten the risk of pedestrian collisions are thoughtfully planned and integrated with safety interventions to create a safer environment for all road users. Complementary countermeasures for LPIs include lighting, high visibility crosswalks, and accessible pedestrian signals. Furthermore, decision makers should engage with communities to gather feedback on the planned LPI implementations as well as the effectiveness of LPIs after they have been implemented.

6.2 LIMITATIONS

This analysis includes several limitations that must be taken into consideration when using the findings to inform decision-making or advocacy efforts. It is important to recognize that LPIs are only one safety intervention among a wide variety of strategies aimed at improving pedestrian safety. While this methodology focuses on LPIs, it should be integrated with other design techniques and safety

measures to create safer and more comfortable environments for pedestrians. To ensure successful LPI implementation, decision makers should also consider each intersection's unique characteristics, as well as interval length, whether LPIs should be present on all intersection approaches, or whether they should be activated throughout the entire day or only during peak hours. Additional site review will also be needed to determine the feasibility of implementing LPIs at the highest priority locations. To develop a comprehensive safety strategy, this framework should be viewed as a starting point for prioritizing where LPI implementation should take place across Atlanta.

Although the list of variables used in the study is intended to be comprehensive, it is limited by data availability and may not capture all potential factors influencing the suitability of an intersection for LPI implementation. For instance, vehicle speed is a critical factor related to pedestrian safety risk; however, it is omitted from this analysis due to the difference between posted speed limits and actual vehicle speeds at intersections. Moreover, data on pedestrian volumes and vehicle volumes are not based on actual counts but are calculated volumes from StreetLight Data (2021). Data on socioeconomic characteristics also represent approximate values and assume a uniform distribution across a geography (census block groups or census tracts) rather than accounting for the characteristics of those living directly nearby or those who use an intersection.

A major data limitation of this analysis relates to the quality and quantity of collision data, particularly with respect to pedestrian collisions. Pedestrian collisions often go unreported, particularly when there are no serious injuries or fatalities. This underreporting may potentially lead to an incomplete understanding of previous safety conditions at signalized intersections. Additionally, collision data is primarily based on manual records from law enforcement responding to the incident. This manual process can introduce human errors and inconsistencies, which may affect the accuracy of collision data. To capture the fullest picture of pedestrian safety at intersections, this analysis used a ten-year reporting period from 2013-2022. However, it is important to note that changes in land use and roadway infrastructure may impact trends in traffic collisions in a specific location.

It is also important to recognize that there may be other confounding variables likely to impact pedestrian safety and, ultimately, influence the extent to which an intersection should be prioritized for LPI implementation. As new research and data become available, the list of factors may need to be updated, potentially leading to changes in prioritization outcomes over time. Additionally, Since the analysis was conducted at the city level, it may overlook nuances in safety needs at the neighborhood or intersection level.

6.3 SUGGESTIONS FOR FUTURE RESEARCH

The results of this study present several potential future research opportunities. To generalize the effectiveness of the prioritization framework, future research should consider applying it to other cities beyond Atlanta, or to the greater Atlanta metropolitan region. Comparing the results of prioritized intersection in different contexts would provide valuable insights into the transferability of this methodology. By conducting additional analyses at different geographical scales, decision makers can gain additional confidence in the reliability of this method in prioritizing LPIs that will have the greatest positive impacts on pedestrian safety. Additionally, using LPI implementation dates, before-and-after

safety studies could be conducted to evaluate the safety effectiveness of intersections prioritized for implementation.

Another suggestion for future research lies in exploring the potential for developing a survey to gather expert opinions for weighing LPI suitability factors. While the current AHP weights were estimated from the literature on pedestrian safety and risk factors, incorporating the insights of decision-makers and experts in the field could provide a more comprehensive and accurate understanding of the factors that matter most for LPI priority. By engaging decision-makers and experts through a survey-based AHP approach, the prioritization weights and normalized scores can be refined to align more closely with decision-maker preferences and priorities.

7 CONCLUSIONS

The proposed framework provides a systematic way to prioritize and rank signalized intersections for LPI implementation across the City of Atlanta. This represents a key aspect of transportation planning, as decision makers are often faced with the challenge of choosing which projects get funding and advance to implementation. Unlike existing methods for LPI assessment and prioritization that provide large numbers of intersections without prioritization, this approach provides greater differentiation by ranking all intersections and segmenting them by priority groups, resulting in a more manageable and practical number of intersections for LPI implementation.

This research addressed the key objective of determining where LPIs could have the most positive impact on pedestrian safety in Atlanta. By taking a proactive approach to safety, this analysis went beyond the traditional practice of relying primarily on historical collision data and evaluated intersections based on twenty weighted factors related to safety, roadway characteristics, the surrounding built environment, and socioeconomic factors of nearby residents. Results included a ranked list of 834 candidate intersections to prioritize for LPI implementation, with a focus on the top 25 intersections.

The significance of this research lies in its contribution to promoting pedestrian safety and supporting the ongoing efforts towards achieving the goal of Vision Zero in Atlanta. Pedestrian safety advocates and transportation planners can leverage these findings to prioritize safety interventions and highlight the potential benefits of implementing LPIs at specific intersections across Atlanta. By demonstrating a GIS-based and transparent prioritization process, this study serves as a resource for all stakeholders and can guide decision-making to focus on allocating resources toward the highest priority intersections, where LPI implementation can have the greatest positive impact on pedestrian safety. Overall, this analysis is a step towards a safer and more equitable Atlanta for *all* road users.

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APPENDIX

Appendix A – Final LPI Prioritization Ranking Results and Data

Note: see Table 4 and Table 5 for data sources and factor descriptions

Rank	Intersection	Total Collisions	Fatal & Serious Collisions	Turn-Related Collisions	Ped Volume	Vehicle Volume	Vehicle Through Lanes	Non-Res. Driveway	Int. Geo.	School Prox.	Senior Prox.	Transit Prox.	Park Trail Prox.	Comm. Density	Emp. Density	Pop. Density	People of Color	Pop Under 18	Pop Over 64	Commute via Transit or Walking	Median HH Income	Total Wtd. Score (0-1)
1	Magnolia St @ Northside Dr	5	2	2	1,472	41,124	7	0	cross	0.62	2.03	0.17	0.23	1	7,225	2,826	93.31%	20.70%	17.36%	31.20%	\$22,978	0.761
2	Northside Dr @ Joseph E. Boone Blvd / Ivan Allen Jr. Blvd	13	2	7	2,414	57,991	6	1	irregular	0.11	1.98	0.02	0.11	3	5,654	2,774	92.32%	20.94%	8.96%	25.25%	\$27,990	0.751
3	Hamilton E Holmes Dr @ Martin Luther King Jr Dr	11	2	5	1,067	19,984	5	0	cross	0.73	1.61	0.03	0.52	21	587	2,104	98.14%	23.44%	17.33%	18.95%	\$41,539	0.711
4	Donald Lee Hollowell Pkwy @ Harwell Rd	6	2	3	570	25,152	4	1	irregular	0.36	1.30	0.00	0.31	14	1,011	1,308	96.83%	25.59%	15.76%	23.93%	\$32,230	0.668
5	I-75/85 NB Off Ramp @ 10th St	8	3	6	1,981	44,581	7	0	one-way	1.94	1.66	0.02	0.38	3	27,545	15,943	32.52%	3.11%	1.89%	26.28%	\$98,999	0.658
6	Pryor Rd @ University Ave	6	2	0	322	17,148	4	0	irregular	0.10	0.94	0.02	0.14	12	860	2,897	88.91%	20.82%	14.54%	14.88%	\$47,374	0.640
7	Lee St @ Ralph David Abernathy Blvd	20	1	13	1,335	21,700	3	2	cross	0.24	0.68	0.01	0.32	36	3,818	4,886	90.14%	12.10%	13.77%	30.53%	\$35,559	0.639
8	Martin Luther King Jr Dr @ Northside Dr	3	1	0	4,274	39,121	3	2	cross	0.03	1.79	0.05	0.06	50	6,564	4,779	94.05%	12.68%	7.70%	35.03%	\$36,831	0.634
9	Northside Dr @ Whitehall St	3	2	2	300	17,805	3	0	irregular	0.15	1.18	0.16	0.50	3	4,046	6,486	91.52%	16.40%	8.14%	30.05%	\$44,479	0.633
10	McDaniel St @ Whitehall St	4	2	3	500	16,512	4	0	cross	0.46	1.30	0.01	0.33	10	3,597	6,540	92.53%	16.95%	6.37%	30.78%	\$58,313	0.624
11	Lynhurst Dr @ Martin Luther King Jr Dr	7	2	7	192	14,721	6	2	T	0.86	1.86	0.03	0.26	4	299	5,431	99.02%	36.97%	8.52%	36.25%	\$16,542	0.619
12	I-285 SB Ramp @ Martin Luther King Jr Dr	2	2	1	155	18,731	4	0	irregular	0.78	1.61	0.04	0.26	6	236	3,422	98.77%	33.22%	11.61%	40.20%	\$25,616	0.617
13	Northside Dr @ Thurmond St	3	1	1	1,487	36,621	2	2	T	0.17	2.14	0.01	0.22	4	5,654	2,774	92.32%	20.94%	8.96%	25.25%	\$27,990	0.613
14	Adamsville Place Pkwy @ Martin Luther King Jr Dr	2	2	0	391	17,497	3	0	T	0.11	1.31	0.02	0.55	4	1,645	1,212	98.59%	22.96%	19.40%	21.17%	\$56,786	0.605
15	Metropolitan Pkwy @ University Ave	12	3	7	284	14,480	4	0	cross	0.28	0.22	0.01	0.12	10	957	2,746	82.44%	19.01%	12.70%	20.40%	\$46,510	0.604
16	Joseph Lowery Blvd @ Martin Luther King Jr Dr	10	1	5	1,300	15,786	3	1	cross	0.00	1.02	0.01	0.17	11	3,074	7,864	96.67%	15.44%	6.64%	31.98%	\$43,907	0.596
17	Central Ave @ Martin Luther King Jr Dr	12	3	11	1,615	14,676	4	0	one-way	0.31	1.12	0.07	0.34	66	60,684	5,869	66.26%	2.83%	6.62%	30.85%	\$51,650	0.591
18	Donald Lee Hollowell Pkwy @ Bolton Rd	4	1	2	233	17,863	5	0	irregular	0.47	1.07	0.01	0.09	5	1,180	948	96.80%	25.43%	15.72%	23.93%	\$34,832	0.583
19	Piedmont Rd @ Tower Place	6	3	6	1,877	29,863	5	1	cross	0.56	0.87	0.01	0.43	71	32,585	4,845	31.98%	12.50%	10.34%	7.43%	\$129,907	0.583
20	Martin Luther King Jr Dr @ Boulder Park Dr	3	1	2	310	18,421	4	2	T	0.28	1.71	0.04	0.12	7	299	5,431	99.02%	36.97%	8.52%	36.25%	\$16,542	0.582
21	Ivan Allen Jr Blvd @ Luckie St	2	2	0	8,116	24,301	4	0	irregular	0.60	1.62	0.01	0.30	21	23,309	7,352	61.94%	7.79%	2.94%	32.58%	\$44,095	0.582
22	Campbellton Rd @ Fairburn Rd	6	1	2	456	27,181	4	0	cross	0.51	2.16	0.00	0.08	23	247	2,419	98.65%	21.75%	20.78%	23.25%	\$43,154	0.580
23	Donald Lee Hollowell Pkwy @ Fulton Industrial Blvd	3	1	3	204	44,002	3	0	cross	0.80	1.24	0.09	0.03	0	1,409	501	96.38%	29.17%	10.55%	19.90%	\$37,872	0.578
24	Paces Ferry Place @ West Paces Ferry Rd	4	3	2	1,673	17,920	4	2	T	0.36	0.67	0.16	0.19	132	10,276	8,730	34.84%	7.93%	12.63%	5.08%	\$99,470	0.574
25	Cleveland Ave @ Metropolitan Pkwy	14	1	10	455	20,564	3	1	cross	0.47	0.55	0.01	0.83	2	1,276	2,854	94.59%	22.92%	18.69%	26.20%	\$24,979	0.573
26	Boulevard @ Edgewood Ave	10	2	4	774	30,220	4	0	cross	0.29	0.10	0.00	0.13	40	2,515	7,817	48.15%	9.29%	9.34%	8.83%	\$56,253	0.570
27	Casplan St @ Metropolitan Pkwy	4	2	1	175	13,224	4	0	cross	0.13	0.89	0.01	0.42	8	802	1,990	87.06%	19.17%	15.53%	27.15%	\$35,690	0.570
28	Central Ave @ Rawson St	2	1	2	146	53,343	5	0	one-way	0.03	0.85	0.03	0.18	38	27,611	6,190	72.44%	6.69%	2.66%	27.60%	\$39,571	0.569
29	North Ave @ Spring St	7	1	3	2,767	49,802	6	2	one-way	0.64	1.37	0.01	0.62	52	37,650	12,808	37.07%	3.39%	2.14%	33.10%	\$60,553	0.568
30	Capitol Ave @ Memorial Dr	1	1	1	297	42,002	4	1	irregular	0.73	1.04	0.05	0.46	22	13,624	4,229	85.67%	14.40%	13.01%	26.40%	\$23,982	0.558
31	Peachtree Rd @ Sheridan Dr	7	1	4	1,214	30,189	5	2	T	0.90	0.64	0.02	0.47	118	6,356	12,939	34.28%	8.01%	22.45%	4.60%	\$56,794	0.553
32	Bolling Way @ Peachtree Rd	9	2	5	560	35,097	5	0	cross	0.70	0.62	0.01	0.11	89	10,795	8,659	33.32%	8.03%	8.92%	4.60%	\$99,725	0.550
33	Courtland St @ Ralph McGill Blvd	2	1	2	1,744	21,291	5	2	one-way	0.77	0.99	0.00	0.02	28	68,659	16,193	66.36%	5.29%	4.34%	18.32%	\$65,368	0.549
34	Benjamin E Mays Dr @ Fairburn Rd	4	1	1	242	13,980	4	1	T	0.34	0.08	0.01	0.03	13	556	2,427	98.86%	24.17%	16.49%	19.53%	\$52,655	0.548
35	Delmont Dr @ Peachtree Rd	5	1	5	1,136	30,918	4	1	T	0.65	0.60	0.01	0.49	117	8,289	10,870	35.61%	8.14%	20.59%	3.67%	\$65,643	0.547
36	Boulevard @ Wabash Ave	4	1	4	511	20,355	4	0	cross	0.08	0.47	0.01	0.06	11	8,254	10,705	55.46%	11.54%	10.35%	7.94%	\$59,069	0.540
37	Darlington Apartment Drway @ Peachtree Rd	8	1	5	1,992	29,594	5	0	T	0.01	0.23	0.01	0.61	0	12,262	6,467	36.29%	11.29%	12.42%	5.90%	\$117,550	0.540
38	Piedmont Rd @ Sidney Marcus Blvd	6	2	0	1,744	44,113	3	4	irregular	0.78	1.12	0.02	0.41	22	22,131	4,827	48.65%	14.83%	9.97%	9.62%	\$97,213	0.534
39	Capitol Ave @ Clarke St	1	1	1	219	31,398	4	0	cross	0.22	0.77	0.08	0.36	0	1,151	5,712	87.92%	20.11%	10.74%	19.33%	\$26,505	0.532
40	North Ave @ Pkwy Dr	12	1	8	697	22,662	2	2	cross	0.00	0.49	0.01	0.22	11	11,529	9,193	54.26%	14.87%	10.19%	10.33%	\$64,543	0.532
41	Boulevard @ Monroe Dr	8	1	6	1,801	44,685	4	0	cross	0.43	0.26	0.01	0.23	23	10,031	9,444	49.17%	14.03%	9.59%	10.33%	\$65,528	0.530
42	Greenbriar Pkwy @ Greenbriar Shopping Center Drway	6	1	4	958	25,277	5	1	T	0.60	3.71	0.00	0.63	87	777	2,243	97.55%	16.31%	30.17%	8.03%	\$58,604	0.530
43	Lawton St @ Ralph David Abernathy Blvd	7	1	6	858	10,080	3	0	cross	0.48	0.15	0.00	0.18	23	1,473	4,069	85.08%	18.34%	12.91%	26.80%	\$56,148	0.529
44	Donald Lee Hollowell Pkwy @ I-285 SB Ramps	4	1	2	194	20,018	5	0	irregular	0.12	1.12	0.06	0.14	5	1,180	948	96.80%	25.43%	15.72%	23.93%	\$34,832	0.529
45	Barge Rd @ Campbellton Rd	5	1	1	76	31,659	6	0	irregular	0.35	2.47	0.01	0.27	10	213	2,431	98.71%	21.90%	20.97%	23.25%	\$45,488	0.527
46	Joseph Lowery Blvd @ Ralph David Abernathy Blvd	6	0	5	872	14,863	5	1	cross	0.00	0.47	0.03	0.11	92	2,363	5,122	93.57%	16.05%	22.39%	39.80%	\$27,353	0.526
47	Joseph Lowery Blvd @ Lena St	5	1	5	726	13,764	4	1	cross	0.35	1.15	0.01	0.04	13	3,074	7,864	96.67%	15.44%	6.64%	31.98%	\$43,907	0.526
48	Central Ave @ Ralph David Abernathy Blvd	2	1	2	416	14,416	4	1	one-way	0.55	0.36	0.02	0.02	12	1,188	3,705	92.31%	20.72%	9.60%	22.20%	\$18,933	0.525
49	Sydney Marcus Blvd @ GA-400 SB Ramp	6	3	6	423	20,409	4	0	T	0.30	0.96	0.11	0.20	6	5,591	10,710	63.69%	8.88%	8.26%	4.00%	\$68,697	0.523
50	Trinity Ave @ Washington St	3	1	3	435	19,808	5	2	one-way	0.13	1.11	0.13	0.48	119	24,884	6,441	75.53%	8.61%	5.17%	25.63%	\$33,254	0.522
51	I-20 Ramp @ Martin Luther King Jr Dr	7	1	3	152	16,625	4	0	one-way	0.45	0.46	0.04	0.17	8	252	2,532	93.96%	21.70%	18.05%	16.40%	\$40,835	0.520
52	Auburn Ave @ Blvd	2	1	0	1,118	25,123	4	2	cross	0.18	0.02	0.03	0.05	33	4,083	14,685	62.54%	6.01%	6.04%	13.03%	\$46,530	0.519

Rank	Intersection	Total Collisions	Fatal & Serious Collisions	Turn-Related Collisions	Ped Volume	Vehicle Volume	Vehicle Through Lanes	Non-Res. Driveway	Int. Geo.	School Prox.	Senior Prox.	Transit Prox.	Park Trail Prox.	Comm. Density	Emp. Density	Pop. Density	People of Color	Pop Under 18	Pop Over 64	Commute via Transit or Walking	Median HH Income	Total Wtd. Score (0-1)
53	Jones Ave @ Marietta St	3	1	2	2,952	33,774	2	2	cross	0.84	1.65	0.02	0.34	19	24,410	5,793	71.48%	8.77%	3.65%	24.50%	\$48,088	0.518
54	Ivan Allen Jr Blvd @ West Peachtree St	4	1	3	1,547	12,815	4	1	cross	0.18	1.19	0.09	0.14	112	73,953	10,631	54.85%	7.01%	5.00%	26.83%	\$65,414	0.515
55	Joseph Lowery Blvd @ Simpson St	6	1	1	703	15,130	4	1	cross	0.45	1.62	0.00	0.05	6	1,211	4,636	95.57%	24.38%	10.54%	22.57%	\$34,064	0.515
56	East Paces Ferry Rd @ Peachtree Rd	5	1	3	1,017	32,038	4	0	irregular	0.74	0.52	0.01	0.04	109	10,863	9,264	35.14%	7.57%	13.61%	5.08%	\$93,621	0.515
57	Glenn St @ McDaniel St	6	1	3	356	7,959	4	0	cross	0.36	0.90	0.01	0.12	4	1,258	4,488	91.72%	23.65%	10.67%	24.40%	\$32,489	0.514
58	Peachtree Rd NE @ Brighton Rd NE	9	1	6	2,902	33,193	3	1	T	0.70	0.35	0.02	0.51	3	15,325	7,023	37.88%	11.09%	11.42%	5.90%	\$139,481	0.513
59	Martin Luther King Jr Dr @ Whitehouse Dr	3	1	2	885	10,032	4	0	T	0.59	0.94	0.00	0.19	3	3,602	7,751	96.58%	13.36%	6.53%	31.98%	\$47,253	0.513
60	Cleveland Ave @ Old Hapeville Rd	8	1	5	373	12,581	2	2	cross	0.01	1.10	0.01	0.17	8	399	3,715	97.13%	30.10%	10.66%	7.25%	\$70,292	0.511
61	Donald Lee Hollowell Pkwy @ Hamilton E Holmes Dr	3	1	0	464	19,180	4	0	cross	0.70	0.27	0.04	0.63	16	408	2,344	96.49%	23.00%	22.52%	22.10%	\$25,768	0.510
62	Fulton St @ McDaniel St	9	1	7	724	15,892	3	0	cross	0.46	1.15	0.02	0.18	9	1,620	5,573	88.86%	24.33%	9.61%	26.80%	\$58,313	0.510
63	Oak Valley Rd @ Peachtree Rd	8	1	5	2,399	32,926	2	2	irregular	0.83	0.41	0.01	0.33	90	28,820	6,065	32.09%	11.41%	14.46%	7.30%	\$150,528	0.509
64	Bolton Rd @ Martin Luther King Jr Dr	4	1	0	251	22,269	2	1	T	1.87	1.13	0.01	0.38	0	1,823	1,068	98.42%	24.01%	17.17%	28.55%	\$49,241	0.508
65	Habersham Rd @ West Paces Ferry Rd	3	2	1	207	39,860	4	0	cross	0.09	1.13	1.00	1.03	3	1,207	2,363	19.37%	17.61%	16.53%	1.13%	\$189,186	0.507
66	14th St @ West Peachtree St	6	1	4	2,139	35,006	4	1	one-way	0.28	1.86	0.04	0.48	101	65,225	13,829	40.48%	4.89%	4.26%	17.64%	\$127,402	0.502
67	Bennett St @ Peachtree Park Dr	11	1	6	2,517	28,478	3	1	cross	0.44	0.08	0.02	0.46	37	10,318	6,635	36.34%	9.89%	11.96%	9.70%	\$77,919	0.502
68	Spring St @ 10th St	12	1	11	1,503	20,220	4	0	one-way	0.03	1.58	0.05	0.46	19	31,326	16,945	32.99%	3.17%	2.13%	22.88%	\$103,525	0.498
69	Peachtree Rd @ Wieuca Rd	4	1	3	1,569	28,948	4	0	cross	0.22	0.46	0.05	0.17	55	29,197	5,107	30.00%	12.74%	16.61%	7.30%	\$162,657	0.498
70	Langhorn St @ Ralph David Abernathy Blvd	2	1	1	607	16,023	4	0	cross	0.48	0.67	0.04	0.04	5	866	4,506	84.74%	18.41%	12.59%	19.07%	\$64,315	0.497
71	East Paces Ferry Rd @ Lenox Rd	4	1	3	1,632	22,373	3	0	irregular	0.08	0.41	0.02	0.11	179	23,371	4,835	38.04%	15.56%	9.37%	12.70%	\$125,461	0.496
72	Linkwood Rd @ Martin Luther King Jr Dr	2	0	2	739	17,593	3	1	T	0.15	2.10	0.00	0.61	3	169	2,882	98.23%	27.94%	13.88%	33.85%	\$34,512	0.493
73	Simpson St @ Vine St	1	1	1	279	7,088	4	0	one-way	0.13	2.16	0.01	0.04	5	3,714	3,757	94.81%	22.73%	8.44%	24.75%	\$31,640	0.492
74	Cameron Madison Alexander Blvd @ Northside Dr	2	1	2	186	30,784	4	0	cross	0.39	2.34	0.00	0.11	3	2,295	4,012	81.57%	13.71%	4.84%	21.93%	\$24,844	0.491
75	Fulton St @ Windsor St	3	1	2	65	9,924	4	1	cross	0.20	0.98	0.01	0.02	13	1,632	4,321	94.12%	24.82%	6.02%	25.40%	\$42,296	0.491
76	Joseph Lowery Blvd @ Fair St	2	1	1	361	18,745	4	3	cross	0.11	0.63	0.01	0.50	1	5,926	8,685	98.22%	7.49%	3.89%	33.93%	\$50,978	0.489
77	Lee St @ Oglethorpe Ave	4	0	2	1,131	8,939	4	0	T	0.01	0.57	0.00	0.30	4	1,538	3,497	84.98%	17.66%	12.58%	31.17%	\$42,380	0.489
78	Colonial Homes Dr @ Peachtree Rd	5	1	4	1,072	29,966	4	2	T	1.95	0.17	0.01	0.36	19	10,318	6,635	36.34%	9.89%	11.96%	9.70%	\$77,919	0.488
79	Donald Lee Hollowell Pkwy @ Florence Place	4	1	1	230	19,973	2	1	cross	0.97	1.71	0.01	0.06	7	176	1,872	88.98%	26.00%	10.02%	4.90%	\$47,840	0.487
80	Clifton Rd @ Gatewood Rd	3	1	3	3,029	15,801	4	0	T	0.66	0.77	0.02	0.21	12	32,476	4,732	60.35%	2.53%	8.23%	42.00%	\$88,296	0.485
81	Courtland St @ Andrew Young International Blvd	7	0	4	2,908	31,949	4	0	one-way	0.00	0.68	0.00	0.21	37	80,262	11,710	70.06%	4.73%	5.23%	21.08%	\$57,973	0.484
82	Mitchell St @ Northside Dr	2	0	2	2,236	29,302	4	2	cross	0.15	1.74	0.00	0.01	7	6,564	6,514	79.43%	6.76%	4.47%	34.53%	\$36,831	0.484
83	Ivan Allen Jr Blvd @ Centennial Olympic Park Dr	3	0	3	6,440	33,411	3	0	irregular	0.24	1.41	0.05	0.24	12	43,980	11,687	57.31%	9.41%	4.60%	32.97%	\$54,706	0.483
84	Cleveland Ave @ Jonesboro Rd	3	1	2	87	8,823	4	0	cross	0.00	2.13	0.01	0.19	1	214	1,849	96.59%	28.43%	12.93%	10.70%	\$38,977	0.482
85	Lindbergh Way @ Piedmont Rd	5	1	5	775	42,430	4	2	one-way	0.79	0.80	0.08	0.31	13	9,188	9,079	63.78%	8.88%	3.73%	13.60%	\$76,919	0.480
86	Decatur St @ Edgewood Ave	8	0	2	1,556	20,278	3	0	irregular	0.07	0.94	0.01	0.05	762	60,684	5,869	66.26%	2.83%	6.62%	30.85%	\$51,650	0.480
87	Metropolitan Pkwy @ Saint Johns Ave	4	0	4	386	17,214	6	2	T	0.23	1.44	0.01	0.37	16	602	2,064	92.70%	21.58%	16.00%	19.80%	\$19,189	0.480
88	Campbellton Rd @ Delowe Dr	5	0	3	732	12,818	5	1	irregular	0.91	1.27	0.01	0.09	35	246	4,248	97.86%	23.74%	17.23%	34.07%	\$28,681	0.479
89	Boulevard @ Freedom Pkwy	6	1	1	109	29,937	4	1	irregular	0.04	0.14	0.02	0.01	12	9,907	13,888	60.69%	5.56%	6.12%	13.98%	\$52,804	0.479
90	Lakewood Ave @ Metropolitan Pkwy	7	0	4	238	16,485	6	0	irregular	0.02	1.34	0.01	0.23	9	356	2,064	92.70%	21.58%	16.00%	19.80%	\$51,129	0.478
91	10th St @ West Peachtree St	7	1	5	3,345	30,209	3	2	one-way	0.28	1.50	0.07	0.54	31	31,326	18,010	33.14%	3.17%	2.13%	22.88%	\$103,525	0.477
92	Joseph Lowery Blvd @ I-20 WB Ramp	2	0	0	671	34,443	5	2	one-way	0.16	0.48	0.04	0.32	12	4,636	6,342	95.94%	12.42%	13.11%	32.97%	\$28,265	0.477
93	Peachtree Rd @ Stratford Rd	13	1	11	3,440	37,864	4	0	irregular	0.32	0.62	0.01	0.73	218	54,080	6,447	35.31%	9.41%	10.03%	9.70%	\$145,941	0.476
94	I-20 EB Off Ramp @ Rawson St	1	1	1	186	59,230	3	1	one-way	1.58	1.13	0.10	0.19	2	16,509	6,512	79.04%	12.40%	3.68%	28.03%	\$56,974	0.474
95	Brotherton St @ Spring St	2	1	2	193	12,633	4	0	one-way	0.43	1.39	0.00	0.23	21	15,568	6,385	78.03%	11.47%	3.33%	27.34%	\$61,257	0.473
96	Campbellton Rd @ Childress Dr	2	1	2	166	10,290	4	0	cross	0.14	3.14	0.04	0.27	16	463	2,454	99.08%	22.67%	16.63%	13.17%	\$53,149	0.467
97	Murphy Ave @ Ralph David Abernathy Blvd	6	0	2	815	16,112	3	0	cross	0.05	0.78	0.03	0.42	4	4,353	5,072	91.78%	13.41%	14.19%	28.73%	\$45,588	0.466
98	Metropolitan Pkwy @ Perkerson Rd	1	0	1	305	16,125	5	1	T	0.42	0.84	0.02	0.53	0	1,411	2,735	94.84%	21.51%	20.92%	26.20%	\$24,979	0.466
99	Buford Highway @ Lenox Rd	6	1	3	353	42,570	4	0	irregular	0.36	0.53	0.01	0.30	29	2,729	6,222	57.04%	14.36%	6.83%	7.93%	\$75,445	0.464
100	Fraser St @ Memorial Dr	1	1	0	503	13,628	5	0	cross	0.64	1.12	0.01	0.37	4	20,216	4,585	83.72%	14.21%	11.49%	26.40%	\$23,323	0.463
101	Glen Iris Dr @ North Ave	3	1	3	1,808	25,247	4	3	cross	0.61	0.42	0.01	0.18	40	12,129	9,243	36.32%	12.12%	4.47%	9.46%	\$91,140	0.463
102	Joseph Lowery Blvd @ Oak St	1	0	1	851	21,081	3	1	one-way	0.00	0.47	0.00	0.30	33	2,363	6,257	95.86%	10.30%	14.28%	34.05%	\$27,353	0.462
103	Bell St @ Decatur St	5	0	3	1,108	10,739	4	0	cross	0.03	0.72	0.01	0.18	22	21,402	5,620	64.98%	14.17%	12.20%	19.50%	\$38,904	0.461
104	Pryor St @ Ralph David Abernathy Blvd	6	0	4	358	13,482	5	0	one-way	0.03	0.42	0.00	0.05	16	1,188	3,973	92.86%	23.43%	8.50%	25.40%	\$18,933	0.460

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105	Charles Allen Dr @ Pkwy Dr	13	1	10	286	25,807	4	1	cross	1.19	0.37	0.03	0.11	14	10,031	9,444	49.17%	14.03%	9.59%	10.33%	\$65,528	0.460
106	East Lake Blvd @ Glenwood Ave	10	1	9	799	13,055	4	1	T	1.64	2.51	0.00	0.90	1	771	2,815	68.70%	20.25%	14.19%	5.20%	\$42,723	0.460
107	Freedom Pkwy @ North Highland Ave	3	1	3	1,315	17,371	4	0	irregular	0.47	1.37	0.02	0.01	4	3,242	7,424	22.05%	12.15%	6.73%	6.43%	\$113,654	0.459
108	Ponce De Leon Ave @ Ponce De Leon Place	6	1	4	4,267	27,444	4	0	T	0.79	0.42	0.01	0.06	40	11,022	9,175	28.90%	8.73%	5.76%	9.40%	\$98,014	0.458
109	Carter St @ Georgia Dome Dr	2	0	0	1,348	39,972	4	0	T	1.03	1.91	0.05	0.17	2	6,564	4,779	94.05%	12.68%	7.70%	35.03%	\$36,831	0.457
110	14th St @ Hemphill Ave	7	0	5	1,852	43,273	1	1	irregular	0.08	1.21	0.01	0.56	21	4,807	8,182	52.70%	5.34%	1.85%	14.60%	\$71,122	0.456
111	Clifton Rd @ Haygood Dr	6	0	3	6,227	21,535	4	0	irregular	0.01	0.91	0.02	0.06	13	32,476	4,732	60.35%	2.53%	8.23%	42.00%	\$88,296	0.455
112	Monroe Dr @ Park Dr	2	1	1	1,501	18,370	4	0	cross	0.36	0.86	0.02	0.16	1	6,277	4,592	16.64%	20.01%	13.29%	12.45%	\$179,563	0.454
113	Atlanta Area Tech Drway @ Metropolitan Pkwy	6	1	2	58	13,022	4	0	irregular	0.23	0.57	0.01	0.17	1	681	2,994	78.74%	18.34%	15.62%	15.80%	\$52,883	0.454
114	Piedmont Avenue @ Georgia State MARTA Station	1	0	1	1,812	9,798	5	2	one-way	1.12	0.93	0.00	0.32	40	31,626	4,991	78.89%	11.41%	13.83%	27.80%	\$25,516	0.453
115	West Peachtree St NW @ 13th St NW	4	1	3	4,568	14,882	4	0	one-way	0.00	1.79	0.10	0.54	108	65,225	13,829	40.48%	4.89%	4.26%	17.64%	\$127,402	0.451
116	Campbellton Rd @ Oakland Ave	3	0	2	480	11,291	4	0	cross	0.57	0.69	0.01	0.09	1	763	2,094	93.28%	21.04%	18.40%	46.57%	\$29,019	0.447
117	Caroline St @ Moreland Ave	13	1	10	955	31,381	4	2	irregular	0.20	1.76	0.02	0.34	29	2,669	6,503	34.96%	13.65%	9.31%	8.65%	\$143,336	0.446
118	Mayson Turner Rd @ Joseph E Boone Blvd	2	1	0	217	3,640	3	3	cross	0.77	1.73	0.03	0.46	4	586	3,999	94.75%	22.66%	13.35%	15.80%	\$28,261	0.446
119	Forsyth St @ Trinity Ave	2	1	1	598	9,290	3	0	cross	0.45	1.38	0.00	0.14	23	25,746	5,390	75.17%	8.28%	2.96%	29.40%	\$49,276	0.445
120	Faith Ave @ McPherson Ave	10	2	1	130	32,949	4	2	cross	0.77	0.73	0.01	0.41	14	1,533	4,206	39.88%	14.92%	9.77%	4.20%	\$95,783	0.444
121	Cleveland Ave @ I-85 SB Ramps	2	0	2	504	17,889	4	0	irregular	0.32	0.40	0.07	1.08	2	2,328	3,317	94.33%	23.66%	21.79%	23.70%	\$27,625	0.443
122	14th St @ Crescent Dr	3	1	3	5,056	21,677	5	0	cross	0.80	1.69	0.10	0.38	353	43,981	13,250	34.58%	4.58%	7.22%	17.64%	\$123,252	0.443
123	Phipps Blvd @ Phipps Plaza Drway	2	1	2	1,887	15,548	4	1	irregular	0.19	0.06	0.37	0.28	33	36,727	10,998	37.95%	7.52%	15.92%	8.00%	\$140,860	0.443
124	Lindbergh Dr @ Piedmont Rd	9	0	6	1,313	49,453	4	0	one-way	0.10	0.83	0.02	0.34	22	11,673	13,002	65.78%	8.31%	3.65%	19.05%	\$78,701	0.442
125	Fair St @ Northside Dr	2	0	1	483	28,550	5	0	cross	0.06	1.37	0.01	0.02	8	22,705	8,773	78.48%	5.97%	3.37%	32.15%	\$51,960	0.438
126	3844 Campbellton Rd @ Ben Hill School	3	0	2	293	20,109	4	0	irregular	0.00	3.49	0.01	0.48	10	959	2,386	98.53%	17.09%	30.22%	8.80%	\$34,594	0.438
127	Central Ave @ Trinity Ave	6	1	6	585	14,852	5	0	one-way	0.34	1.16	0.08	0.39	133	27,611	6,197	74.57%	7.52%	5.12%	25.63%	\$39,571	0.433
128	McDaniel St @ Ralph David Abernathy Blvd	2	0	2	237	13,284	4	3	irregular	0.42	0.83	0.02	0.04	18	1,258	4,488	91.72%	23.65%	10.67%	24.40%	\$32,489	0.433
129	Courtland St @ Ellis St	12	0	11	2,523	32,279	4	1	one-way	0.34	0.59	0.00	0.30	36	80,886	11,555	72.43%	4.63%	6.16%	24.25%	\$50,043	0.433
130	Peachtree Rd @ Rumson Rd	5	0	4	1,220	31,590	8	0	T	1.07	0.79	0.00	0.31	18	1,925	4,523	21.75%	12.12%	34.27%	5.98%	\$118,202	0.431
131	Boulevard @ Highland Ave	2	0	2	1,174	30,341	4	0	cross	0.62	0.23	0.01	0.09	46	9,324	14,172	54.20%	6.32%	5.62%	9.36%	\$73,107	0.430
132	Campbellton Rd @ Dill Ave	5	0	1	716	23,941	2	4	cross	1.27	0.82	0.08	0.23	1	1,387	3,136	89.95%	20.30%	13.93%	38.20%	\$36,875	0.430
133	Forsyth St @ Mitchell St	3	0	2	1,208	8,803	6	0	one-way	0.15	1.29	0.00	0.15	54	60,972	5,874	68.05%	4.79%	2.79%	31.03%	\$58,335	0.430
134	Marietta St @ Centennial Olympic Park Dr	10	0	6	9,076	23,681	3	0	one-way	0.86	1.18	0.00	0.24	46	71,033	6,445	66.26%	4.35%	4.79%	26.70%	\$70,430	0.430
135	Garson Dr @ Piedmont Rd	4	0	3	804	41,993	6	0	cross	0.02	1.01	0.02	0.10	8	9,889	7,475	60.14%	8.48%	4.81%	13.83%	\$77,830	0.429
136	Mathieson Dr @ Peachtree Rd	1	1	1	1,590	34,921	4	0	T	0.28	0.71	0.01	0.20	61	10,795	8,659	33.32%	8.03%	8.92%	4.60%	\$99,725	0.429
137	Campbellton Rd @ Centra Villa Dr	2	0	1	559	8,905	4	2	T	1.07	1.16	0.01	0.20	29	246	4,248	97.86%	23.74%	17.23%	34.07%	\$28,681	0.428
138	Moreland Ave @ Vickers	5	1	3	366	21,056	5	1	irregular	0.35	0.77	0.01	0.23	12	384	3,067	51.27%	18.13%	9.54%	5.35%	\$116,035	0.427
139	Peeples St @ Ralph David Abernathy Blvd	2	0	2	974	10,852	4	4	cross	0.51	0.31	0.01	0.03	22	2,586	3,959	88.77%	16.43%	12.85%	26.80%	\$43,471	0.426
140	Courtland St @ Pine St	8	1	2	591	13,351	4	1	one-way	1.05	1.21	0.09	0.16	19	74,512	9,899	60.73%	8.47%	8.30%	14.27%	\$77,442	0.426
141	Cleveland Ave @ Forrest Hills Dr	2	1	0	524	21,893	6	1	T	0.49	0.72	0.04	0.55	5	409	3,556	95.69%	31.95%	7.93%	9.47%	\$56,958	0.425
142	Fairburn Rd @ Martin Luther King Jr Dr	2	0	0	227	17,522	5	2	irregular	0.85	1.12	0.02	0.46	17	722	2,014	99.13%	26.99%	18.72%	26.55%	\$41,209	0.425
143	Habersham Rd @ Piedmont Rd	5	1	4	624	23,516	4	0	cross	0.20	1.23	0.01	0.74	64	6,634	3,838	25.09%	16.40%	13.72%	4.75%	\$125,789	0.424
144	Glen Iris Dr @ Ponce De Leon Ave	6	0	5	3,489	33,895	4	1	T	0.19	0.26	0.02	0.17	10	9,759	9,972	38.73%	12.07%	4.88%	7.92%	\$81,855	0.424
145	Cooper St @ Ralph David Abernathy Blvd	2	0	1	328	11,594	5	1	irregular	0.00	0.57	0.02	0.02	5	1,417	3,830	93.76%	23.55%	6.70%	25.40%	\$35,968	0.423
146	Glenn St @ Metropolitan Pkwy	3	0	1	238	20,101	6	0	irregular	0.11	1.02	0.01	0.46	9	1,125	5,206	90.98%	25.43%	12.09%	25.13%	\$46,217	0.422
147	Baker St @ Courtland St	5	0	5	5,377	35,982	4	0	one-way	0.41	0.85	0.10	0.12	44	62,107	12,911	69.86%	5.48%	6.10%	21.08%	\$65,368	0.422
148	Peters St @ Walker St	1	1	0	571	8,278	4	0	T	0.29	1.39	0.01	0.28	27	11,566	6,927	82.76%	13.67%	6.09%	30.12%	\$51,563	0.422
149	Donald Lee Hollowell Pkwy @ I-285 NB Ramps	2	0	2	256	16,219	4	0	irregular	1.00	1.23	0.07	0.24	3	1,048	1,308	96.83%	25.59%	15.76%	23.93%	\$34,832	0.422
150	Northside Dr @ 10th St	9	0	4	1,848	38,871	3	0	irregular	0.69	1.47	0.02	0.36	19	10,924	10,451	37.88%	2.70%	0.59%	30.45%	\$51,775	0.421
151	Baker St @ Ted Turner Dr	6	0	6	4,060	12,959	7	0	one-way	0.17	1.13	0.11	0.19	269	89,006	5,206	70.23%	7.88%	12.31%	20.90%	\$73,050	0.420
152	Fulton St @ I-75/85 Interchange Down Town Connector	2	1	0	62	16,303	2	2	cross	0.47	0.92	0.18	0.23	0	1,384	5,282	87.84%	19.64%	11.44%	19.33%	\$14,552	0.416
153	Peachtree Rd @ Peachtree Valley Rd	6	0	5	3,189	31,636	4	1	T	0.35	0.16	0.02	0.55	15	12,842	6,056	38.71%	11.46%	11.75%	5.70%	\$117,550	0.416
154	Dill Ave @ Manford Rd	4	0	3	292	13,950	5	0	cross	0.13	0.13	0.02	0.15	15	775	2,949	79.16%	18.67%	12.66%	20.40%	\$54,588	0.416
155	Donald Lee Hollowell Pkwy @ North Fulton HS Drway	1	0	1	219	16,023	2	0	irregular	0.07	1.80	0.05	0.08	7	127	2,332	91.11%	26.64%	13.30%	5.60%	\$39,748	0.415
156	16th St @ Spring St	1	1	1	3,748	29,347	7	0	one-way	0.28	1.72	0.11	0.33	32	45,474	10,608	44.65%	5.12%	4.41%	16.45%	\$117,039	0.414
157	Central Ave @ Mitchell St	2	0	2	1,067	13,975	5	0	one-way	0.50	1.21	0.00	0.40	190	42,618	5,274	72.51%	6.73%	6.61%	27.97%	\$42,376	0.413

Rank	Intersection	Total Collisions	Fatal & Serious Collisions	Turn-Related Collisions	Ped Volume	Vehicle Volume	Vehicle Through Lanes	Non-Res. Driveway	Int. Geo.	School Prox.	Senior Prox.	Transit Prox.	Park Trail Prox.	Comm. Density	Emp. Density	Pop. Density	People of Color	Pop Under 18	Pop Over 64	Commute via Transit or Walking	Median HH Income	Total Wtd. Score (0-1)
158	North Highland Ave @ Ponce De Leon Ave	8	0	6	1,194	45,770	4	1	cross	0.00	1.07	0.01	0.23	25	2,459	8,909	25.63%	12.78%	8.69%	8.78%	\$93,199	0.413
159	Post Chastain Apartments Drway @ Roswell Rd	2	1	2	203	25,419	3	0	cross	0.45	1.92	0.03	0.05	7	1,495	3,307	22.15%	19.32%	10.50%	3.90%	\$128,422	0.412
160	Browntown Rd @ James Jackson Pkwy	1	1	0	186	7,260	10	1	cross	1.20	1.82	0.01	0.33	1	183	2,014	92.66%	24.33%	14.86%	21.20%	\$41,092	0.411
161	East Rock Springs Rd @ Johnson Rd	1	1	1	678	21,531	5	0	cross	0.11	1.31	0.01	0.22	1	566	4,347	19.69%	27.87%	11.96%	4.45%	\$173,609	0.411
162	Martin Luther King Jr Dr @ Sunset Ave	1	0	1	495	8,238	3	0	T	0.08	1.43	0.01	0.25	2	2,613	7,844	97.53%	11.61%	7.61%	28.06%	\$27,717	0.410
163	Peachtree St @ Poplar Crosswalk	1	0	1	2,626	10,394	5	0	irregular	0.04	0.82	0.02	0.04	186	60,684	5,869	66.26%	2.83%	6.62%	30.85%	\$51,650	0.410
164	Peachtree St @ Walton St	3	0	2	3,732	10,699	4	0	one-way	0.28	0.89	0.03	0.03	254	60,684	5,869	66.26%	2.83%	6.62%	30.85%	\$51,650	0.410
165	Hemphill Ave @ 10th St	4	0	2	3,389	19,662	4	0	irregular	0.42	1.59	0.03	0.18	54	11,730	10,451	37.88%	2.70%	0.59%	30.45%	\$57,819	0.407
166	Cleveland Ave @ Springdale Rd	0	0	0	540	14,867	5	0	cross	0.00	0.22	0.02	0.96	29	2,019	3,261	90.48%	21.00%	23.13%	20.50%	\$40,286	0.407
167	Memorial Dr @ Moreland Ave	4	1	2	331	46,478	4	0	cross	0.87	1.03	0.01	0.46	13	1,434	4,613	39.95%	13.75%	8.30%	8.70%	\$93,184	0.405
168	Jessie Hill Jr Dr @ Gilmer St	4	0	4	2,911	2,650	4	1	T	0.77	0.82	0.09	0.20	23	40,705	8,164	73.67%	5.34%	7.85%	29.50%	\$26,251	0.405
169	McLendon Ave @ Moreland Ave	10	1	5	754	26,989	3	1	cross	0.71	1.51	0.01	0.11	82	2,340	6,303	20.81%	16.26%	7.50%	6.63%	\$149,510	0.404
170	Spring St @ Peachtree Place	3	0	2	5,399	19,506	4	1	one-way	0.00	1.52	0.11	0.52	34	31,595	16,306	32.97%	3.57%	2.06%	28.22%	\$99,067	0.404
171	Alabama St @ Forsyth St	10	0	7	2,221	7,821	4	0	cross	0.16	1.10	0.00	0.16	48	60,684	5,869	66.26%	2.83%	6.62%	30.85%	\$51,650	0.403
172	Palisades Rd @ Peachtree Rd	3	0	3	1,575	31,906	4	1	T	0.21	0.60	0.00	0.37	134	14,048	7,860	32.14%	11.70%	9.13%	5.90%	\$147,684	0.403
173	I-75/85 SB Ramps @ 10th St	3	0	2	1,988	18,128	3	2	cross	0.04	1.72	0.06	0.32	2	22,919	14,586	31.80%	3.14%	1.89%	26.28%	\$67,941	0.403
174	Howell Mill Rd @ I-75 Interchange	1	1	1	1,057	28,895	5	3	T	1.33	0.47	0.08	0.37	22	3,241	6,297	38.13%	14.83%	3.69%	10.87%	\$71,011	0.403
175	Myrtle St @ Ponce De Leon Ave	7	0	7	1,575	25,397	5	0	cross	0.00	0.81	0.01	0.39	28	28,294	15,599	46.45%	6.39%	8.44%	16.61%	\$69,318	0.402
176	Capitol Ave @ Fulton St	1	0	1	324	24,460	4	0	cross	0.21	0.71	0.01	0.27	1	1,151	5,712	87.92%	20.11%	10.74%	19.33%	\$26,505	0.402
177	Club Dr @ Peachtree Rd	1	1	1	859	29,663	4	2	irregular	1.52	0.09	0.01	0.48	5	1,743	6,598	25.05%	9.87%	34.85%	4.92%	\$116,765	0.402
178	Greensferry Ave @ McDaniel St	7	0	2	557	28,349	5	2	cross	0.65	1.19	0.01	0.18	16	3,318	6,447	92.30%	16.12%	8.33%	24.62%	\$49,964	0.401
179	Roswell Rd @ Wieuca Rd	3	1	3	675	25,152	3	0	cross	0.75	2.31	0.03	0.54	56	2,518	4,340	32.94%	22.16%	9.47%	1.88%	\$134,411	0.401
180	17th St @ Spring St	1	0	1	1,175	32,727	4	0	one-way	0.05	1.60	0.02	0.21	33	40,998	6,954	51.36%	6.39%	6.52%	16.30%	\$125,278	0.399
181	James P Brawley Dr @ Simpson St	2	0	2	250	7,034	4	1	cross	0.20	1.88	0.01	0.12	8	244	4,037	95.71%	22.75%	7.26%	20.40%	\$32,944	0.398
182	Office Park Drway @ Ponce De Leon Ave	2	0	2	8,163	25,226	4	1	T	0.17	0.31	0.01	0.05	94	9,785	9,243	36.32%	12.12%	4.47%	9.46%	\$92,028	0.398
183	Lee St @ Oak St	2	0	1	217	3,069	3	0	one-way	0.60	0.67	0.01	0.48	32	3,818	4,886	90.14%	12.10%	13.77%	30.53%	\$35,559	0.398
184	Clifton Rd @ Houston Mill Rd	6	0	6	3,194	16,443	4	0	cross	0.43	0.63	0.00	0.34	12	39,847	5,537	62.68%	1.38%	7.65%	42.00%	\$45,063	0.396
185	Clifton Rd @ McLendon Ave	2	1	2	1,455	11,214	6	0	cross	1.77	2.45	0.59	0.22	13	1,172	5,545	27.57%	25.90%	8.63%	10.55%	\$143,991	0.396
186	Pryor St @ Wall St	3	0	2	1,240	7,672	4	0	one-way	0.78	0.99	0.01	0.11	649	60,684	5,869	66.26%	2.83%	6.62%	30.85%	\$51,650	0.395
187	Godfrey Dr @ Hamilton E Holmes Dr	4	0	4	403	18,770	3	1	cross	0.18	1.50	0.01	0.81	0	253	2,216	97.62%	23.10%	14.96%	11.00%	\$43,378	0.395
188	East Wesley Rd @ Peachtree Rd	3	0	3	585	35,228	4	1	cross	0.16	0.86	0.01	0.10	19	1,546	3,932	16.41%	13.69%	31.17%	5.98%	\$127,386	0.395
189	Langston Dr @ Metropolitan Pkwy	1	0	0	294	17,748	4	4	T	0.44	1.25	0.01	0.10	7	463	2,064	92.70%	21.58%	16.00%	19.80%	\$19,189	0.394
190	I-85 SB On Ramp @ I-85 NB On Ramp	1	1	0	343	31,985	5	0	irregular	0.17	0.68	0.08	0.45	2	3,130	6,135	58.03%	14.39%	6.21%	5.23%	\$75,895	0.394
191	Collier Rd @ Post Apartments Drway	2	1	2	432	13,934	4	0	irregular	0.12	0.97	0.21	0.24	50	1,370	5,059	26.49%	22.45%	5.48%	2.00%	\$137,793	0.394
192	Joseph Lowery Blvd @ Sells Ave	2	0	1	684	17,228	4	0	T	0.41	0.43	0.01	0.25	7	5,914	9,729	98.46%	6.76%	8.06%	35.40%	\$23,250	0.394
193	Spring St NW @ 4th St NW	5	0	4	4,049	16,308	6	1	one-way	1.43	1.38	0.24	0.87	20	30,666	15,757	33.68%	2.89%	1.55%	29.68%	\$83,725	0.393
194	Donnelly Ave @ Lee St	4	0	3	351	22,682	5	0	T	0.83	0.86	0.39	0.06	3	1,016	2,852	81.77%	18.65%	12.97%	22.30%	\$51,376	0.391
195	Cleveland Ave @ I-85 NB Ramps	1	0	0	507	17,133	4	4	irregular	0.20	0.46	0.05	1.02	5	1,795	3,317	94.33%	23.66%	21.79%	23.70%	\$24,979	0.391
196	Marietta St @ Thurmond St	7	0	5	5,529	19,558	3	0	irregular	0.35	1.45	0.00	0.18	42	38,420	5,170	67.23%	5.56%	4.34%	25.34%	\$52,941	0.390
197	Simpson St @ Tazor St	2	0	1	133	4,059	4	1	T	0.04	1.67	0.03	0.25	3	1,240	4,318	95.00%	23.41%	11.17%	20.03%	\$29,049	0.389
198	Campbellton Rd @ Greenbriar Pkwy	3	0	2	293	20,109	4	0	cross	0.47	3.48	0.00	0.48	10	959	2,386	98.53%	17.09%	30.22%	8.80%	\$34,594	0.388
199	Biscayne Dr @ Peachtree Rd	2	1	1	968	27,055	4	2	T	0.51	0.25	0.01	0.44	5	10,318	6,635	36.34%	9.89%	11.96%	9.70%	\$77,919	0.388
200	Edgewood Ave @ Fort St	4	0	3	579	14,613	4	1	one-way	0.04	0.36	0.07	0.04	20	28,347	13,124	71.65%	5.69%	6.80%	16.16%	\$28,405	0.387
201	Anderson Ave @ Martin Luther King Jr Dr	1	0	1	29	21,162	4	0	irregular	0.21	0.35	0.03	0.07	4	265	2,386	94.50%	21.46%	18.12%	16.40%	\$42,443	0.385
202	Clifton Rd @ Gambrell Dr	5	0	4	1,014	9,294	4	2	cross	0.00	1.25	0.01	0.21	7	24,085	3,864	49.90%	6.23%	11.88%	22.95%	\$140,711	0.385
203	Peachtree St NE @ 13th St NE	3	0	2	4,810	16,755	4	2	T	0.90	1.54	0.05	0.31	285	36,975	11,912	29.88%	4.98%	10.21%	17.70%	\$140,861	0.383
204	Broad St @ Marietta St	1	0	1	3,377	12,886	4	0	T	0.20	0.99	0.01	0.01	271	60,684	5,869	66.26%	2.83%	6.62%	30.85%	\$51,650	0.382
205	14th St @ Spring St	3	0	2	1,887	51,466	3	0	one-way	0.54	1.94	0.02	0.56	38	48,746	13,829	40.48%	4.89%	4.26%	17.64%	\$114,193	0.382
206	Capitol Ave @ Mitchell St	2	0	1	530	11,094	4	2	one-way	1.76	1.11	0.12	0.46	29	21,116	4,229	85.67%	14.40%	13.01%	26.40%	\$23,982	0.381
207	Courtland St @ John Wesley Dobbs Ave	8	0	5	5,772	22,976	5	0	one-way	1.31	0.50	0.07	0.26	35	77,307	12,126	72.31%	4.38%	5.84%	24.25%	\$46,802	0.380
208	Lenox Square II Main Entrance @ Peachtree Rd	3	0	2	1,546	33,707	6	2	irregular	1.35	0.44	0.04	0.55	1	45,561	7,667	35.90%	9.94%	11.09%	9.73%	\$136,905	0.378
209	Eighteenth St/ Seventeenth St @ West Peachtree St	1	0	1	737	25,765	7	1	one-way	0.01	1.54	0.10	0.02	109	21,422	3,864	35.20%	12.85%	11.52%	14.03%	\$129,792	0.377

Rank	Intersection	Total Collisions	Fatal & Serious Collisions	Turn-Related Collisions	Ped Volume	Vehicle Volume	Vehicle Through Lanes	Non-Res. Driveway	Int. Geo.	School Prox.	Senior Prox.	Transit Prox.	Park Trail Prox.	Comm. Density	Emp. Density	Pop. Density	People of Color	Pop Under 18	Pop Over 64	Commute via Transit or Walking	Median HH Income	Total Wtd. Score (0-1)
210	14th St @ Howell Mill Rd	1	0	1	3,281	17,740	7	1	cross	0.18	0.96	0.01	0.81	60	4,678	7,853	51.68%	4.88%	1.52%	14.60%	\$73,638	0.377
211	Lawton St @ Lucile Ave	0	0	0	260	5,452	4	0	cross	0.02	0.11	0.00	0.02	1	1,059	4,781	89.74%	18.15%	16.61%	28.13%	\$44,842	0.377
212	Auburn Ave @ Park Place	1	0	1	5,343	5,346	4	1	one-way	0.91	0.80	0.02	0.01	113	60,684	8,132	68.21%	3.00%	4.75%	29.50%	\$51,650	0.377
213	Hill St @ Memorial Dr	4	0	3	702	26,083	4	0	cross	0.43	0.79	0.01	0.02	16	15,246	6,285	54.59%	13.50%	8.01%	17.12%	\$44,413	0.377
214	Roswell Rd @ West Wieuca Rd	3	0	3	1,283	41,344	5	0	cross	0.53	2.32	0.03	0.49	55	2,518	4,340	32.94%	22.16%	9.47%	1.88%	\$134,411	0.376
215	Atlanta Ave @ Hill St	2	0	2	317	3,194	5	0	one-way	0.07	0.94	0.01	0.07	1	1,230	4,391	51.95%	24.07%	6.40%	4.95%	\$68,250	0.376
216	14th St @ Techwood Dr	3	0	3	412	46,878	3	1	one-way	0.01	2.08	0.07	0.62	9	36,932	11,913	42.53%	4.78%	4.20%	16.45%	\$62,999	0.376
217	Hank Aaron Dr @ Ormond St	2	0	2	273	13,850	4	1	one-way	0.30	0.31	0.00	0.38	3	1,125	4,440	78.79%	23.40%	8.88%	14.10%	\$38,796	0.375
218	Clifton Rd @ Lowergate Dr	3	0	1	5,828	8,789	3	1	T	0.00	1.14	0.08	0.29	31	19,033	3,548	50.11%	6.60%	11.22%	29.67%	\$127,253	0.375
219	Boulevard @ North Ave	11	0	8	862	37,931	4	1	cross	0.44	0.43	0.01	0.17	7	11,529	9,797	49.14%	12.32%	8.62%	9.00%	\$64,543	0.373
220	Lillian Ave @ Metropolitan Pkwy	4	0	2	145	13,851	4	0	one-way	0.23	0.84	0.01	0.19	5	986	4,030	85.92%	20.60%	13.62%	22.90%	\$50,099	0.373
221	Cascade Ave @ Donnelly Ave	2	0	1	229	14,024	3	5	cross	0.12	0.86	0.00	0.20	13	856	4,760	84.40%	17.81%	12.16%	18.70%	\$54,470	0.373
222	Marietta St @ Northside Dr	2	0	2	455	40,851	4	1	irregular	0.15	1.73	0.00	0.32	18	9,042	7,964	41.92%	3.67%	1.81%	19.87%	\$49,969	0.373
223	Park Dr @ Ponce De Leon Place	1	1	1	1,515	12,008	3	3	cross	0.83	0.83	0.00	0.22	6	1,898	5,695	19.50%	19.40%	10.02%	8.67%	\$168,693	0.373
224	Jessie Hill Jr Dr @ Martin Luther King Jr Dr	1	0	1	354	11,898	5	1	irregular	0.79	1.09	0.09	0.36	7	20,216	4,585	83.72%	14.21%	11.49%	26.40%	\$23,323	0.373
225	Peters St @ Spring St	0	0	0	1,906	17,476	4	0	irregular	0.64	1.49	0.02	0.10	16	15,294	5,478	79.96%	12.58%	3.59%	29.24%	\$50,026	0.372
226	Brownlee Rd @ Martin Luther King Jr Dr	1	0	0	199	21,698	3	4	cross	1.17	1.36	0.01	0.04	4	296	3,478	99.07%	32.18%	13.07%	45.40%	\$22,759	0.372
227	Campbellton Rd @ Maxwell Dr	2	0	1	226	8,600	3	0	irregular	0.36	2.91	0.02	0.04	8	463	2,454	99.08%	22.67%	16.63%	13.17%	\$53,149	0.372
228	Huntington Rd @ Peachtree St	3	0	1	734	34,868	5	3	T	0.22	0.78	0.02	0.24	63	5,234	4,765	27.52%	14.35%	10.71%	7.48%	\$158,549	0.371
229	75SB Exit Ramp @ 17th St	2	1	1	844	20,123	4	0	irregular	0.59	1.78	0.18	0.39	25	33,462	8,848	55.62%	5.58%	3.74%	11.20%	\$71,112	0.370
230	Donald Lee Hollowell Pkwy @ Hollywood Rd	1	0	0	324	16,697	5	0	T	1.10	1.70	0.04	0.09	13	127	2,547	92.90%	25.06%	15.44%	9.10%	\$39,748	0.369
231	8th St @ Monroe Dr	5	0	5	2,311	19,689	5	0	T	1.45	0.42	0.02	0.16	1	7,193	6,026	24.09%	12.45%	10.68%	10.28%	\$93,927	0.369
232	Piedmont Rd @ Buckhead Loop	2	0	1	2,182	51,865	5	0	irregular	0.26	0.68	0.00	0.24	84	31,312	7,226	35.15%	9.65%	11.70%	7.80%	\$107,377	0.369
233	Peachtree St @ 10th St	13	0	9	6,308	32,466	4	0	cross	0.27	1.33	0.01	0.37	52	41,440	27,826	34.02%	4.02%	3.80%	18.72%	\$118,990	0.369
234	Avon Ave @ Lee St	2	0	0	224	19,545	4	0	T	0.51	0.70	0.39	0.40	9	1,124	3,127	89.64%	21.92%	12.37%	35.53%	\$38,807	0.368
235	Campbellton Rd @ Library Drway	0	0	0	474	6,732	3	2	irregular	1.50	1.50	0.03	0.04	15	174	3,926	97.62%	23.32%	18.39%	34.07%	\$36,692	0.368
236	Lenox Rd @ Peachtree Rd	16	1	12	110	23,360	4	0	irregular	0.32	0.32	0.03	0.43	104	43,922	8,593	36.51%	9.03%	12.58%	9.73%	\$125,149	0.368
237	North Rock Springs Rd @ Piedmont Ave	2	1	1	559	23,150	5	0	cross	0.82	1.89	0.01	0.33	37	3,685	4,738	40.06%	13.37%	7.15%	4.85%	\$100,213	0.367
238	Moreland Ave @ Wylie St	2	1	1	116	38,013	4	0	cross	0.59	1.34	0.01	0.30	7	2,199	6,225	44.01%	11.05%	8.14%	13.20%	\$107,100	0.367
239	Mitchell St @ Spring St	1	0	1	1,585	12,820	4	2	one-way	0.38	1.38	0.00	0.06	64	48,872	6,252	68.99%	4.86%	3.12%	31.03%	\$54,082	0.367
240	Simpson St @ West Peachtree St	1	0	1	1,818	4,016	4	0	irregular	0.11	1.16	0.08	0.04	84	76,591	9,853	61.24%	5.79%	6.21%	27.13%	\$58,117	0.367
241	Manford Rd @ Pryor Rd	2	0	0	341	10,158	1	2	irregular	0.96	1.18	0.00	0.08	2	975	3,457	91.94%	25.32%	14.06%	13.92%	\$40,124	0.366
242	Harris St @ Williams St	1	0	1	4,448	13,513	4	0	one-way	0.06	1.07	0.14	0.25	182	89,006	5,206	70.23%	7.88%	12.31%	20.90%	\$73,050	0.366
243	Joseph Lowery Blvd @ Fox St	2	1	0	445	8,745	4	1	T	0.32	2.23	0.01	0.24	9	1,793	2,740	75.26%	16.42%	8.16%	9.93%	\$65,357	0.365
244	McDonough Blvd @ Sawtell Ave	2	1	1	91	13,974	4	3	T	0.70	1.93	0.01	0.26	1	1,009	3,638	72.73%	10.53%	6.68%	13.03%	\$36,181	0.364
245	Eastland Rd @ Moreland Ave	3	1	1	429	23,726	4	0	T	0.49	0.93	0.01	0.39	4	1,151	1,660	54.58%	15.86%	8.79%	4.93%	\$102,320	0.364
246	Chappell Rd @ Martin Luther King Jr Dr	2	0	2	131	12,239	3	2	cross	0.85	1.11	0.00	0.18	2	396	4,080	93.49%	20.74%	16.64%	17.13%	\$40,576	0.364
247	West Peachtree Pl @ Spring St	1	0	0	1,059	8,051	5	0	one-way	0.08	1.25	0.20	0.17	88	88,031	10,576	54.58%	7.18%	4.59%	32.97%	\$66,385	0.363
248	Ted Turner Dr @ Walton St	2	0	2	2,967	8,396	6	1	one-way	0.40	1.05	0.07	0.21	135	71,033	6,752	67.16%	3.62%	7.84%	23.93%	\$70,430	0.362
249	Lenox Rd @ Wright Ave	5	0	5	1,371	18,753	3	2	T	0.27	0.50	0.11	0.20	182	23,255	5,387	37.52%	14.96%	11.48%	12.70%	\$119,394	0.362
250	Martin Luther King Jr Dr @ Morris Brown Dr	1	0	1	314	9,684	4	1	T	0.38	0.77	0.04	0.19	1	1,545	4,610	93.97%	21.58%	12.59%	23.27%	\$46,315	0.361
251	Peachtree Rd @ Peachtree Way	2	0	2	1,534	28,712	3	2	T	1.40	0.93	0.06	0.17	14	983	3,672	15.40%	13.96%	31.59%	5.98%	\$133,623	0.361
252	Spring St @ 8th St	3	0	2	10,855	19,891	3	1	one-way	1.58	1.46	0.19	0.60	31	31,595	16,306	32.97%	3.57%	2.06%	28.22%	\$99,067	0.361
253	Greenbriar Pkwy @ The Fountainebleau	4	0	3	718	12,349	4	2	T	0.54	3.77	0.00	0.51	16	777	2,243	97.55%	16.31%	30.17%	8.03%	\$58,604	0.361
254	Joseph Lowery Blvd @ West End Ave	1	0	1	809	18,342	4	0	T	0.36	0.49	0.01	0.32	7	4,779	7,680	96.99%	9.13%	9.43%	35.40%	\$28,265	0.360
255	Burton Rd @ Hamilton E Homes Dr	2	0	1	159	16,776	3	1	irregular	0.95	1.76	0.01	0.80	1	660	2,331	98.14%	24.25%	15.99%	18.95%	\$33,312	0.360
256	Hill St @ Martin Luther King Jr Dr	2	0	1	504	13,245	4	0	cross	0.33	0.83	0.01	0.02	17	21,402	5,620	64.98%	14.17%	12.20%	19.50%	\$38,904	0.360
257	Forsyth St @ Walton St	1	0	0	1,713	3,552	3	1	one-way	0.03	0.91	0.09	0.07	279	60,684	5,869	66.26%	2.83%	6.62%	30.85%	\$51,650	0.360
258	Roswell Road @ Powers Ferry Road	2	0	1	1,052	35,421	3	5	T	0.38	1.42	0.02	0.54	38	6,634	3,838	25.09%	16.40%	13.72%	4.75%	\$125,789	0.360
259	Martin Luther King Jr Dr @ Ollie St	1	0	1	716	10,872	3	0	T	0.11	0.96	0.00	0.15	2	2,835	6,608	96.18%	14.97%	7.76%	31.98%	\$53,603	0.360
260	Chapel St @ Northside Dr	0	0	0	453	26,863	5	0	one-way	0.09	1.52	0.00	0.17	7	19,868	6,593	78.55%	6.25%	3.54%	33.28%	\$51,179	0.359
261	Chapel St @ Leonard St	2	1	0	165	10,585	4	1	one-way	0.71	1.08	0.01	0.35	1	3,537	6,510	92.69%	16.72%	7.92%	24.62%	\$47,877	0.359

Rank	Intersection	Total Collisions	Fatal & Serious Collisions	Turn-Related Collisions	Ped Volume	Vehicle Volume	Vehicle Through Lanes	Non-Res. Driveway	Int. Geo.	School Prox.	Senior Prox.	Transit Prox.	Park Trail Prox.	Comm. Density	Emp. Density	Pop. Density	People of Color	Pop Under 18	Pop Over 64	Commute via Transit or Walking	Median HH Income	Total Wtd. Score (0-1)
262	Andrew Young International Blvd @ Spring St	2	0	2	7,182	12,063	4	0	one-way	0.25	0.95	0.06	0.30	210	89,006	5,206	70.23%	7.88%	12.31%	20.90%	\$73,050	0.358
263	Chattahoochee Ave @ Marietta Blvd	2	1	2	130	22,883	3	3	irregular	0.75	1.73	0.01	0.86	7	2,552	1,619	53.70%	14.03%	2.55%	2.27%	\$129,195	0.358
264	Lindbergh Dr @ Peachtree Rd	1	0	0	1,272	36,507	4	0	T	0.02	0.79	0.01	0.30	15	819	4,476	13.78%	15.94%	24.66%	7.35%	\$162,166	0.358
265	Freedom Pkwy @ Ponce de Leon Ave	3	0	3	1,146	41,724	4	0	irregular	0.25	0.64	0.04	0.02	29	3,410	9,518	23.97%	8.79%	6.99%	10.55%	\$91,661	0.358
266	Garnett St @ Pryor St	4	0	2	832	4,452	4	0	one-way	0.51	1.15	0.00	0.40	49	27,611	6,190	72.44%	6.69%	2.66%	27.60%	\$39,571	0.358
267	Forsyth St @ Garnett St	1	0	1	621	3,495	4	3	T	0.47	1.42	0.01	0.23	32	21,415	6,214	77.25%	10.91%	3.09%	27.10%	\$53,428	0.358
268	Courtland St @ GSU Crosswalk	0	0	0	4,418	14,701	4	1	one-way	0.07	0.82	0.06	0.08	10	67,401	8,151	69.41%	3.19%	6.13%	29.50%	\$40,385	0.358
269	Baker St @ Centennial Olympic Park Dr	1	0	0	7,850	14,363	7	0	one-way	0.23	1.24	0.20	0.07	35	78,939	8,049	71.30%	11.52%	7.36%	20.90%	\$61,371	0.357
270	Hank Aaron Dr @ Ralph David Abernathy Blvd	3	0	2	292	12,262	4	0	cross	0.34	0.38	0.01	0.26	6	979	4,321	83.85%	20.82%	9.24%	14.10%	\$34,418	0.356
271	Luckie St @ North Ave	1	0	1	1,035	26,528	3	0	irregular	0.48	1.78	0.01	0.67	30	13,534	8,490	44.01%	6.55%	1.72%	32.98%	\$30,352	0.356
272	Martin Luther King Jr Dr @ Westland Blvd	1	0	1	608	13,571	3	2	irregular	0.60	1.95	0.03	0.51	22	1,086	3,593	98.28%	21.63%	18.85%	22.30%	\$32,889	0.355
273	Peachtree Rd @ Piedmont Rd	5	0	5	1,717	45,410	4	1	irregular	1.20	1.05	0.02	0.57	96	35,955	4,308	29.88%	12.08%	6.96%	7.43%	\$161,475	0.355
274	Cascade Ave @ Ralph David Abernathy Blvd	1	0	1	439	13,097	3	1	T	0.95	0.74	0.01	0.08	15	648	4,506	84.74%	18.41%	12.59%	19.07%	\$54,211	0.355
275	I-285 NB Ramp @ Martin Luther King Jr Dr	0	0	0	133	17,661	6	0	T	1.16	1.76	0.05	0.11	6	234	3,684	98.87%	34.20%	11.15%	40.20%	\$24,536	0.354
276	Donald Lee Hollowell Pkwy @ Chappell Rd	2	0	0	212	20,247	4	3	cross	1.01	1.99	0.01	0.16	2	3,091	2,193	92.35%	25.45%	12.86%	9.00%	\$25,114	0.353
277	14th St @ State St	2	0	2	1,114	17,771	3	1	cross	0.36	1.70	0.05	0.29	24	7,462	12,682	54.01%	4.58%	2.67%	19.13%	\$54,403	0.353
278	Browning St @ Laurel Ave	2	0	2	159	10,362	4	0	cross	0.58	0.69	0.01	0.01	1	197	3,903	91.51%	20.36%	17.59%	16.10%	\$48,603	0.353
279	Euclid Ave @ Moreland Ave	3	0	3	2,801	28,188	4	1	cross	0.19	1.55	0.03	0.15	94	2,340	6,303	20.81%	16.26%	7.50%	6.63%	\$149,510	0.353
280	Capitol Ave @ I-20 WB Ramp	1	0	1	396	26,641	4	0	irregular	0.12	0.90	0.09	0.49	14	11,604	5,423	83.03%	16.99%	8.83%	22.75%	\$29,485	0.353
281	Hunt St @ North Ave	2	0	2	697	20,053	5	0	one-way	0.42	0.58	0.01	0.32	11	10,774	13,868	53.21%	10.12%	9.19%	10.24%	\$54,780	0.352
282	17th St @ Market St	1	0	1	1,042	24,967	3	0	cross	0.20	1.74	0.03	0.55	117	33,462	11,011	58.07%	5.14%	3.24%	15.75%	\$71,112	0.351
283	Joseph Lowery Blvd @ Beecher St	0	0	0	215	4,001	6	0	cross	0.07	0.52	0.17	0.18	3	2,035	3,497	84.98%	17.66%	12.58%	31.17%	\$36,410	0.351
284	Astor Ave @ Sylvan Rd	2	0	1	304	9,478	4	0	cross	0.43	0.60	0.00	0.11	6	618	2,638	88.09%	20.79%	13.51%	24.67%	\$48,648	0.351
285	West Peachtree Pl @ West Peachtree St	2	0	1	621	3,822	4	0	T	0.21	1.19	0.12	0.08	73	73,953	13,189	59.87%	5.94%	3.87%	26.82%	\$65,414	0.350
286	Hank Aaron Dr @ Haygood Ave	2	0	1	134	6,710	3	1	cross	0.16	0.67	0.01	0.02	10	1,419	5,469	81.32%	25.81%	9.19%	14.10%	\$40,385	0.350
287	Peachtree Hills Ave @ Peachtree Rd	3	0	2	998	31,344	2	1	irregular	0.71	0.54	0.01	0.18	40	2,558	4,433	25.91%	14.25%	16.81%	7.28%	\$118,075	0.350
288	Peachtree Rd @ Buckhead Ave	2	0	1	2,318	33,691	4	0	cross	0.95	0.42	0.02	0.14	70	9,677	8,429	33.92%	8.43%	12.64%	5.08%	\$94,117	0.349
289	Claire Dr @ Lakewood Ave	1	1	0	141	5,316	4	0	cross	0.14	2.28	0.01	0.36	8	192	1,766	91.50%	24.37%	12.18%	7.97%	\$61,677	0.348
290	Spring St @ 12th St	3	0	2	1,902	22,842	4	0	one-way	0.31	1.78	0.01	0.63	92	37,183	13,268	34.84%	3.71%	3.13%	21.00%	\$114,907	0.347
291	Harris St @ Centennial Olympic Park Dr	6	0	2	7,659	15,039	4	0	one-way	0.32	1.15	0.11	0.16	30	71,033	8,316	64.85%	3.14%	4.62%	23.93%	\$70,430	0.347
292	Beecher Rd @ Cascade Ave	3	0	1	614	12,376	4	2	irregular	1.27	1.11	0.01	0.30	14	277	4,297	89.76%	17.13%	16.04%	19.90%	\$33,436	0.347
293	Martin St @ Memorial Dirve	2	0	1	291	12,697	4	2	one-way	0.50	1.05	0.01	0.24	27	22,848	4,842	69.30%	15.04%	10.52%	23.94%	\$44,413	0.346
294	Martin Luther King Jr Dr @ Spring St	2	0	2	849	3,679	3	5	one-way	0.76	1.29	0.10	0.16	88	48,872	6,252	68.99%	4.86%	3.12%	31.03%	\$54,082	0.346
295	Atlanta Ave @ Capitol Ave	4	0	1	192	10,430	4	0	one-way	0.05	0.41	0.01	0.29	13	1,125	4,440	78.79%	23.40%	8.88%	14.10%	\$38,796	0.346
296	Courtland St @ Linden Ave	3	0	1	1,015	13,039	3	2	one-way	0.19	1.17	0.14	0.24	28	70,424	13,661	50.81%	5.92%	6.58%	18.77%	\$76,402	0.344
297	Moreland Ave @ I-20 WB Ramp	1	1	1	262	38,124	4	3	irregular	1.20	0.96	0.06	0.53	8	1,434	4,613	39.95%	13.75%	8.30%	8.70%	\$93,184	0.344
298	North Ave @ North Highland Ave	1	0	1	1,117	16,583	3	1	cross	0.08	1.23	0.00	0.08	23	3,024	7,875	23.86%	11.63%	8.14%	6.43%	\$107,636	0.344
299	Centennial Olympic Park Dr @ Walton St	2	0	1	8,041	10,444	5	1	one-way	0.22	1.12	0.06	0.29	19	71,033	8,316	64.85%	3.14%	4.62%	23.93%	\$70,430	0.343
300	Mitchell St @ Mangum St	1	0	0	1,935	9,996	4	0	T	0.47	1.63	0.02	0.00	17	22,916	6,313	74.83%	7.16%	5.31%	31.80%	\$42,016	0.343
301	Martin Luther King Jr Dr @ Martin St	1	0	1	429	12,583	4	0	one-way	0.20	1.08	0.03	0.21	32	22,848	4,842	69.30%	15.04%	10.52%	23.94%	\$44,413	0.343
302	Clifton Rd @ Uppergate Dr	1	0	1	4,547	10,005	4	0	T	0.18	1.06	0.01	0.21	26	32,476	4,732	60.35%	2.53%	8.23%	42.00%	\$88,296	0.342
303	Peachtree St @ Spring St	2	0	2	649	38,310	4	1	one-way	0.43	1.23	0.00	0.29	32	21,422	3,911	33.80%	13.06%	11.98%	11.20%	\$129,792	0.342
304	Donald Lee Hollowell Pkwy @ Kings Grant Dr	1	0	0	79	13,325	7	0	cross	0.17	0.60	0.02	0.51	8	397	2,150	96.73%	23.23%	23.95%	22.10%	\$28,216	0.341
305	Donald Lee Hollowell Pkwy @ Francis Place	1	0	0	280	16,144	3	2	T	0.31	1.78	0.02	0.15	3	1,082	2,488	92.92%	24.46%	14.66%	9.00%	\$32,431	0.341
306	3180 Peachtree Rd @ Peachtree Methodist Church	3	0	1	1,736	35,518	4	1	irregular	0.30	0.80	0.00	0.29	30	10,403	7,562	31.18%	8.39%	10.04%	5.40%	\$99,395	0.341
307	Simpson Rd @ Troy St	1	0	0	259	4,322	3	0	T	0.14	1.85	0.01	0.34	3	1,321	4,053	94.53%	23.11%	12.96%	14.97%	\$28,834	0.341
308	Peachtree Dunwoody Rd @ Peachtree Rd	3	0	3	488	17,101	3	1	cross	0.51	0.47	0.02	0.26	60	27,200	6,711	29.93%	10.50%	22.62%	7.30%	\$147,564	0.341
309	Pkwy Dr @ Ralph McGill Blvd	3	0	2	1,473	7,964	3	3	irregular	0.68	0.50	0.00	0.10	34	7,722	13,885	66.18%	8.99%	8.23%	11.60%	\$60,403	0.340
310	Piedmont Ave NE @ 15th St NE	1	0	1	1,728	20,915	3	1	one-way	0.73	1.61	0.00	0.04	0	22,056	5,269	24.03%	8.92%	19.15%	13.40%	\$136,533	0.339
311	Campbellton Rd @ Kenilworth Dr	1	0	0	205	8,428	3	0	cross	1.34	0.30	0.01	0.43	3	299	2,440	96.19%	23.30%	16.98%	39.58%	\$25,043	0.339
312	Langhorn St @ Lucile Ave	3	0	2	151	10,148	5	0	cross	0.38	0.64	0.00	0.04	6	674	4,406	84.85%	18.85%	12.01%	19.07%	\$59,127	0.339
313	Joseph Lowery Blvd @ Mayson Turner Rd	1	0	0	745	13,901	4	2	one-way	0.34	1.23	0.02	0.04	10	3,074	7,864	96.67%	15.44%	6.64%	31.98%	\$43,907	0.339

Rank	Intersection	Total Collisions	Fatal & Serious Collisions	Turn-Related Collisions	Ped Volume	Vehicle Volume	Vehicle Through Lanes	Non-Res. Driveway	Int. Geo.	School Prox.	Senior Prox.	Transit Prox.	Park Trail Prox.	Comm. Density	Emp. Density	Pop. Density	People of Color	Pop Under 18	Pop Over 64	Commute via Transit or Walking	Median HH Income	Total Wtd. Score (0-1)
314	Pryor St @ Rawson St	1	0	0	100	20,160	4	0	one-way	0.80	0.91	0.00	0.15	39	27,611	5,967	76.07%	10.77%	3.09%	27.93%	\$39,571	0.339
315	Fair Dr @ Metropolitan Pkwy	1	0	0	246	18,186	1	3	T	0.43	1.15	0.01	0.58	12	802	1,854	87.86%	18.28%	15.16%	23.90%	\$35,690	0.339
316	Ralph David Abernathy Blvd @ Windsor St	0	0	0	383	12,739	4	2	irregular	0.87	0.64	0.03	0.06	5	1,385	5,034	95.80%	25.44%	10.21%	24.70%	\$32,570	0.339
317	Peachtree Rd @ Terrace Dr	5	0	3	707	28,275	4	1	T	0.40	0.71	0.01	0.20	17	819	4,476	13.78%	15.94%	24.66%	7.35%	\$162,166	0.338
318	Kingsboro Rd @ Lenox Rd	4	0	4	2,873	24,041	5	0	T	1.23	0.46	0.16	0.36	137	43,922	7,667	35.90%	9.94%	11.09%	9.73%	\$125,149	0.338
319	Linden Ave @ Spring St	1	0	0	2,673	28,671	3	0	one-way	0.07	1.45	0.13	0.52	26	52,784	12,397	41.54%	5.38%	2.28%	33.10%	\$63,090	0.337
320	Memorial Dr @ Pryor St	1	0	1	319	11,056	3	0	one-way	0.29	1.07	0.02	0.31	18	22,633	5,967	76.07%	10.77%	3.09%	27.93%	\$47,188	0.337
321	Sydney Marcus Blvd @ Lindbergh Plaza Shopping Ctr	4	0	3	904	17,898	7	3	T	0.48	1.12	0.03	0.57	14	5,478	10,710	63.69%	8.88%	8.26%	4.00%	\$65,301	0.337
322	Cooper St @ Fulton St	0	0	0	211	10,786	5	0	T	0.07	0.91	0.08	0.10	4	1,632	4,321	94.12%	24.82%	6.02%	25.40%	\$42,296	0.337
323	Central Ave @ Memorial Dr	0	0	0	278	20,523	3	2	one-way	0.01	1.03	0.04	0.37	21	27,611	6,190	72.44%	6.69%	2.66%	27.60%	\$39,571	0.336
324	Bakers Ferry Rd @ Martin Luther King Jr Dr	0	0	0	473	18,511	4	2	irregular	0.75	1.15	0.09	0.38	23	313	3,066	99.10%	28.95%	16.60%	32.40%	\$51,091	0.336
325	Allison Court @ Delowe Dr	1	0	0	251	12,053	4	1	T	0.63	1.67	0.01	0.48	8	293	5,511	94.48%	25.42%	14.04%	24.18%	\$27,844	0.336
326	White St @ Lee St	1	0	1	482	22,041	4	0	T	0.23	0.81	0.47	0.11	5	1,165	3,081	84.20%	17.98%	12.46%	25.80%	\$46,285	0.336
327	Bellemeade Ave @ Defoor Ave	7	0	7	1,291	28,402	6	1	cross	0.61	0.13	0.00	0.35	24	3,657	3,068	40.07%	12.61%	2.93%	11.67%	\$90,761	0.335
328	Pryor Rd @ Thornton St	0	0	0	358	7,421	4	2	T	0.37	1.65	0.03	0.06	2	41	4,198	96.73%	28.44%	13.19%	15.50%	\$42,258	0.335
329	Peachtree Circle @ Peachtree St	1	0	1	949	29,032	5	2	one-way	0.15	1.36	0.00	0.16	10	21,422	3,864	35.20%	12.85%	11.52%	14.03%	\$129,792	0.335
330	Cone St @ Marietta St	0	0	0	2,576	16,386	4	0	irregular	0.08	1.06	0.04	0.12	177	64,312	6,752	67.16%	3.62%	7.84%	23.93%	\$71,823	0.334
331	Claire Dr @ Pryor Circle	2	0	1	47	1,923	4	0	irregular	0.80	1.85	0.03	0.18	1	44	3,243	96.12%	26.20%	11.69%	15.50%	\$42,537	0.334
332	Campbellton Rd @ QLS Heaven Drway	0	0	0	282	6,575	4	0	T	0.59	0.71	0.01	0.65	3	253	2,377	97.52%	22.87%	19.03%	41.40%	\$27,723	0.334
333	James P Brawley Dr @ Martin Luther King Jr Dr	0	0	0	824	7,697	4	1	cross	0.02	1.28	0.00	0.35	5	1,956	8,693	98.32%	10.70%	3.37%	38.95%	\$33,398	0.333
334	Irwin St @ Jackson St	2	0	0	509	15,492	5	2	cross	0.36	0.07	0.02	0.01	10	3,841	18,368	70.66%	5.11%	5.16%	13.03%	\$40,261	0.333
335	Centennial Olympic Park Dr @ Mills St	2	0	0	2,424	6,516	4	1	one-way	0.44	1.45	0.00	0.28	12	45,182	11,687	57.31%	9.41%	4.60%	32.97%	\$54,706	0.331
336	West Peachtree Pl @ Williams St	0	0	0	3,055	17,564	4	0	cross	0.49	1.28	0.18	0.24	29	45,039	11,979	59.11%	10.20%	4.17%	32.97%	\$76,451	0.331
337	Metropolitan Pkwy @ Shelton Ave	3	0	2	149	13,438	4	1	cross	0.29	1.07	0.02	0.28	6	734	3,969	85.61%	20.50%	14.17%	23.40%	\$54,210	0.331
338	Gardner St @ McDaniel St	0	0	0	248	3,536	4	0	cross	0.07	1.15	0.02	0.27	3	1,017	4,122	93.34%	22.30%	13.22%	22.47%	\$40,854	0.330
339	Andrew Young International Blvd @ Marietta St	2	0	0	8,174	15,032	4	2	T	0.23	1.26	0.07	0.33	39	48,342	6,445	66.26%	4.35%	4.79%	26.70%	\$59,966	0.329
340	Argonne Ave @ North Ave	3	0	2	859	19,810	3	0	irregular	0.82	0.75	0.06	0.19	18	12,986	13,098	50.82%	6.77%	10.11%	12.26%	\$54,514	0.329
341	Mary St @ McDaniel St	0	0	0	267	3,396	2	1	cross	0.21	1.07	0.00	0.18	2	797	3,754	93.10%	22.02%	12.28%	22.47%	\$40,022	0.329
342	Boulevard @ Rankin St	0	0	0	478	20,049	4	0	T	0.05	0.64	0.01	0.10	3	6,747	11,197	58.73%	11.92%	10.97%	9.10%	\$55,051	0.328
343	Boulevard @ Confederate Ave	2	0	2	661	17,681	7	0	T	0.21	0.62	0.06	0.05	1	2,060	5,702	40.35%	16.91%	7.21%	6.30%	\$100,644	0.327
344	Conley Rd @ Jonesboro Rd	4	0	1	178	23,112	3	1	irregular	0.46	2.11	0.02	0.49	3	711	458	97.97%	29.01%	13.21%	7.63%	\$42,941	0.327
345	Moreland Ave @ Ormewood Ave	7	0	6	302	25,684	5	0	cross	1.13	0.10	0.01	0.11	15	752	4,586	35.65%	17.40%	9.28%	4.77%	\$122,639	0.327
346	Merrill Ave @ Oakland Dr	2	0	1	132	2,916	4	0	T	0.44	0.65	0.01	0.38	3	383	3,431	89.31%	20.90%	14.12%	23.20%	\$36,368	0.326
347	Clifton Rd @ Emory Conference Center	0	0	0	1,279	11,576	5	0	T	0.01	0.51	0.01	0.46	7	28,351	4,629	55.13%	5.51%	9.95%	34.03%	\$45,063	0.326
348	Joseph Lowery Blvd @ Westview Dr	0	0	0	724	16,478	4	0	irregular	0.20	0.50	0.01	0.32	2	5,914	9,729	98.46%	6.76%	8.06%	35.40%	\$23,250	0.326
349	Joseph Lowery Blvd @ Cunningham Place	0	0	0	552	16,711	3	0	T	0.59	0.51	0.01	0.23	6	4,779	7,680	96.99%	9.13%	9.43%	35.40%	\$28,265	0.326
350	Lee St @ Park St	0	0	0	589	8,705	5	0	one-way	0.51	0.68	0.06	0.53	13	3,472	4,886	90.14%	12.10%	13.77%	30.53%	\$35,587	0.324
351	Peachtree Rd @ Kingsboro Rd	0	0	0	813	30,226	3	1	T	0.38	0.07	0.01	0.27	9	3,944	7,044	26.72%	10.28%	32.52%	4.92%	\$114,170	0.324
352	Luckie St @ Pine St	2	0	2	696	4,400	7	1	T	0.34	1.83	0.08	0.52	9	14,236	9,384	43.09%	5.58%	1.71%	32.98%	\$43,421	0.324
353	Baker Rd @ Hamilton E Holmes Dr	1	0	1	119	13,665	4	0	cross	0.38	0.80	0.00	0.52	1	106	2,786	96.80%	21.89%	20.82%	18.93%	\$33,883	0.323
354	Darlington Rd @ East Wesley Rd & Home Depot Drway	1	0	1	401	34,460	4	0	irregular	0.00	1.48	0.01	0.28	13	21,309	3,919	40.12%	16.16%	11.47%	10.36%	\$106,150	0.323
355	Angier Ave @ Pkwy Dr	3	0	2	517	3,300	3	0	cross	0.35	0.66	0.09	0.01	3	9,983	10,767	66.12%	14.35%	13.08%	10.90%	\$56,670	0.323
356	5th St @ Techwood Dr	3	0	3	17,693	6,320	6	0	cross	0.24	1.60	0.39	0.61	21	23,732	12,540	28.90%	1.97%	0.68%	31.85%	\$87,733	0.323
357	Cooper St @ Forsyth St	3	0	1	32	6,741	5	0	irregular	0.17	1.22	0.07	0.40	23	21,404	6,165	77.05%	11.40%	3.36%	28.03%	\$53,860	0.323
358	Boulevard @ John Wesley Dobbs Ave	0	0	0	478	25,104	3	1	irregular	0.37	0.09	0.03	0.04	72	9,907	13,888	60.69%	5.56%	6.12%	13.98%	\$52,804	0.323
359	Ralph David Abernathy Blvd @ West Ontario Ave	0	0	0	223	12,113	4	5	T	0.79	0.89	0.00	0.09	5	448	2,290	89.62%	23.01%	13.44%	20.30%	\$45,795	0.322
360	Browns Mill Rd @ Crown Rd	1	0	1	21	18,046	8	4	T	1.13	1.98	0.12	0.70	38	1,161	603	81.59%	22.21%	11.97%	12.88%	\$77,885	0.322
361	Collier Rd @ Northside Dr	1	1	0	224	27,878	4	0	cross	0.06	1.10	0.33	0.14	3	628	3,511	11.78%	32.45%	8.03%	0.40%	\$185,851	0.322
362	Mansfield Ave @ Moreland Ave	3	0	2	207	26,376	4	0	one-way	0.87	1.58	0.00	0.01	51	2,284	7,032	21.90%	13.58%	7.19%	6.28%	\$130,075	0.322
363	Donald Lee Hollowell Pkwy @ Northside Dr	2	0	1	44	9,721	3	0	irregular	0.51	1.95	0.03	0.10	88	3,563	4,545	76.87%	10.12%	4.51%	19.87%	\$41,594	0.321
364	Monroe Dr @ Piedmont Ave	3	0	1	265	35,714	4	0	cross	0.56	1.68	0.01	0.01	56	3,386	3,576	19.12%	16.84%	14.95%	10.30%	\$117,929	0.321
365	Northside Dr NW @ 11th St NW	1	0	0	1,451	28,430	7	3	irregular	1.23	1.40	0.07	0.47	26	10,545	11,188	40.94%	2.80%	0.71%	27.07%	\$51,775	0.321

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366	Simpson St @ Sunset Ave	0	0	0	312	7,370	4	3	cross	0.15	2.03	0.01	0.07	8	4,068	3,291	95.48%	23.34%	7.17%	24.75%	\$31,022	0.321
367	Argonne Ave @ Ponce De Leon Ave	4	0	4	604	24,118	3	2	cross	0.00	0.66	0.01	0.28	21	12,075	15,023	44.97%	6.17%	9.86%	12.16%	\$65,184	0.320
368	Decatur St @ Between Central Ave & Piedmont Ave	0	0	0	5,357	10,454	4	1	irregular	0.11	0.88	0.03	0.27	7	48,829	8,132	68.21%	3.00%	4.75%	29.50%	\$35,183	0.320
369	Martin Luther King Jr Dr @ Mitchell St	0	0	0	2,264	9,778	4	0	irregular	0.19	1.63	0.14	0.05	16	22,916	6,313	74.83%	7.16%	5.31%	31.80%	\$42,016	0.320
370	Pulliam St @ Ralph David Abernathy Blvd	0	0	0	14	22,619	3	1	one-way	0.22	0.31	0.03	0.03	4	1,188	3,705	92.31%	20.72%	9.60%	22.20%	\$18,933	0.319
371	Bellemeade Ave @ Northside Dr	2	0	2	247	38,937	3	0	irregular	0.29	0.58	0.01	0.48	46	3,375	4,157	43.01%	13.47%	3.97%	9.83%	\$57,392	0.319
372	Joseph Lowery Blvd @ Oglethorpe Ave	1	0	0	652	5,328	3	0	cross	0.66	0.36	0.01	0.25	8	2,035	3,763	90.94%	18.32%	12.64%	35.00%	\$36,410	0.319
373	71 University Ave @ SSS Compound Drway	1	0	0	237	8,407	4	2	irregular	0.31	1.06	0.04	0.04	4	1,073	3,919	85.29%	23.83%	9.07%	13.23%	\$42,140	0.318
374	Boulder Park Place @ Fairburn Rd	1	0	1	105	10,659	4	0	cross	0.03	0.65	0.01	0.27	1	396	3,125	99.09%	26.40%	17.55%	24.55%	\$48,409	0.318
375	Boulevard @ Ralph McGill Blvd	7	0	7	575	25,517	4	1	cross	0.27	0.41	0.01	0.12	40	7,722	13,844	60.30%	8.52%	7.34%	10.28%	\$60,403	0.318
376	Joseph Lowery Blvd @ Donald Lee Hollowell Pkwy	8	0	2	142	22,516	4	2	cross	0.24	2.28	0.00	0.18	13	1,793	2,740	75.26%	16.42%	8.16%	9.93%	\$65,357	0.317
377	Campbellton Rd @ Stanton Rd	1	0	0	155	8,133	3	0	T	0.43	0.40	0.01	0.96	11	312	2,162	96.19%	23.64%	19.37%	33.87%	\$30,637	0.317
378	Fair Dr @ Pryor Rd	0	0	0	381	6,775	2	1	T	1.34	1.69	0.00	0.05	7	52	3,168	95.50%	25.03%	12.96%	14.55%	\$53,790	0.316
379	Cleveland Ave @ Macon Dr	1	0	0	181	9,776	5	1	irregular	0.06	1.38	0.01	0.05	11	213	3,601	96.97%	28.60%	13.23%	7.25%	\$70,292	0.316
380	Inman St @ Lucile Ave	0	0	0	325	9,300	6	0	one-way	0.51	0.93	0.02	0.16	21	423	2,592	87.62%	22.06%	12.32%	20.30%	\$55,252	0.316
381	Cone St @ Walton St	1	0	1	1,144	1,666	4	0	one-way	0.17	1.00	0.09	0.17	168	71,033	6,752	67.16%	3.62%	7.84%	23.93%	\$70,430	0.315
382	I-285 EB Ramps @ Jonesboro Rd	2	0	1	155	23,829	5	0	irregular	0.49	2.28	0.19	0.31	1	711	458	97.97%	29.01%	13.21%	7.63%	\$42,941	0.315
383	Fraser St @ Georgia Ave	0	0	0	378	4,140	6	1	one-way	0.88	0.47	0.01	0.18	8	979	4,761	82.65%	21.18%	9.21%	14.10%	\$34,418	0.315
384	Memorial Dr @ Warren St	1	1	0	164	19,025	5	1	cross	0.37	2.22	0.00	0.21	6	1,213	3,861	48.42%	15.43%	10.58%	5.55%	\$60,748	0.315
385	International Blvd Ext. @ Centennial Olympic Park Dr	1	0	1	8,920	15,015	5	0	cross	0.26	1.49	0.07	0.24	4	28,660	6,544	67.78%	4.87%	3.87%	31.03%	\$55,180	0.315
386	Central Ave @ Wall St	0	0	0	1,705	12,216	3	0	one-way	0.04	0.97	0.05	0.20	15	60,684	5,869	66.26%	2.83%	6.62%	30.85%	\$51,650	0.315
387	14th St @ Piedmont Ave	0	0	0	3,250	20,945	5	0	one-way	0.26	1.48	0.04	0.03	15	22,777	9,438	29.07%	4.85%	12.32%	17.70%	\$117,658	0.314
388	Boulevard @ Irwin St	1	0	0	559	29,991	4	4	cross	0.30	0.17	0.00	0.06	75	4,083	14,685	62.54%	6.01%	6.04%	13.03%	\$46,530	0.313
389	West Peachtree St @ 12th St	3	0	2	4,700	14,869	3	0	one-way	0.38	1.71	0.03	0.56	75	56,252	15,355	38.67%	4.77%	4.22%	17.87%	\$114,907	0.313
390	Lee St @ White Oak Ave	1	0	0	170	19,046	2	3	T	1.48	0.87	0.41	0.37	5	942	3,018	87.96%	21.79%	12.31%	30.60%	\$41,929	0.313
391	Cascade Rd @ Veltre Circle	0	0	0	96	8,617	6	0	cross	0.04	2.55	0.01	0.02	0	48	1,591	95.62%	19.81%	24.98%	15.70%	\$65,108	0.313
392	Glenwood Ave @ Hill St	0	0	0	375	20,675	5	0	T	0.11	0.90	0.19	0.18	2	1,559	7,046	59.96%	19.03%	11.12%	17.90%	\$52,867	0.313
393	West Peachtree St NW @ 4th St NW	2	0	2	2,928	13,823	1	1	one-way	0.31	1.30	0.15	0.78	17	30,666	17,005	34.52%	3.04%	2.95%	25.72%	\$83,725	0.312
394	Chappell Rd @ Simpson Rd	1	0	0	335	6,910	4	1	cross	1.43	1.53	0.01	0.52	1	586	3,999	94.75%	22.66%	13.35%	15.80%	\$28,261	0.312
395	Broad St @ Walton St	0	0	0	2,950	765	5	2	one-way	0.74	0.93	0.07	0.07	230	60,684	5,869	66.26%	2.83%	6.62%	30.85%	\$51,650	0.312
396	Angier Ave @ Blvd	1	0	1	584	20,440	5	0	cross	0.52	0.57	0.00	0.09	4	9,983	11,706	51.72%	10.50%	8.96%	9.10%	\$56,670	0.312
397	Monroe Dr @ Montgomery Ferry Rd	4	0	3	1,007	14,499	4	0	cross	0.04	2.06	0.01	0.12	4	4,363	3,576	31.35%	15.82%	9.13%	4.07%	\$103,646	0.311
398	Lee St @ Sylvan Rd	1	0	0	546	26,587	8	0	T	1.25	0.92	0.32	0.13	7	1,016	2,852	81.77%	18.65%	12.97%	22.30%	\$51,376	0.311
399	Ashwood Ave @ Pryor Circle	1	0	1	36	5,041	3	1	cross	0.64	1.80	0.00	0.03	1	52	3,168	95.50%	25.03%	12.96%	14.55%	\$53,790	0.310
400	Jonesboro Rd @ McWilliams Rd	2	0	0	70	6,705	3	1	cross	0.00	1.67	0.00	0.06	3	441	1,756	93.99%	26.19%	11.59%	3.00%	\$51,409	0.308
401	Jessie Hill Jr Dr @ John Wesley Dobbs Ave	3	0	1	1,568	12,652	4	0	irregular	0.34	0.27	0.15	0.27	6	34,378	15,404	73.39%	3.34%	5.66%	25.83%	\$36,661	0.308
402	Atlanta Ave @ Martin St	0	0	0	156	1,949	7	0	one-way	0.04	0.60	0.00	0.35	4	1,125	5,107	76.27%	24.34%	8.77%	14.10%	\$38,796	0.308
403	Gennessee Ave @ Lynnhaven Dr	4	0	0	151	13,270	4	0	cross	0.01	0.27	0.01	0.09	5	584	2,911	78.82%	18.80%	15.01%	15.80%	\$52,352	0.308
404	Spring/Centennial Oly. Park Dr Cnctr @ Centennial Oly. Park Dr	0	0	0	2,766	8,844	7	2	one-way	1.31	1.36	0.09	0.19	9	43,980	13,929	57.21%	9.43%	4.23%	32.97%	\$54,706	0.308
405	Cherokee Ave @ Memorial Dr	4	0	3	989	12,752	3	4	T	1.72	0.45	0.01	0.01	31	11,663	5,825	41.69%	12.23%	6.60%	12.20%	\$75,711	0.308
406	Freedom Pkwy @ Moreland Ave	2	0	1	559	35,339	5	0	T	0.64	1.52	0.06	0.01	6	2,462	7,424	22.05%	12.15%	6.73%	6.43%	\$104,498	0.307
407	Cascade Rd @ Adams Dr	1	0	1	33	9,273	4	1	cross	0.04	2.31	0.00	0.20	2	106	1,586	96.57%	19.88%	22.71%	12.53%	\$64,584	0.307
408	Joseph Lowery Blvd @ Jett St	0	0	0	335	9,482	4	1	T	0.28	1.87	0.01	0.28	1	1,291	4,281	95.54%	23.83%	10.66%	20.10%	\$34,064	0.306
409	Dill Ave @ Sylvan Rd	2	0	0	231	7,459	4	1	cross	0.18	0.63	0.00	0.47	10	1,085	3,194	76.27%	16.84%	14.08%	17.75%	\$57,539	0.306
410	Bell St @ Edgewood Ave	1	0	1	805	15,078	4	1	one-way	0.80	0.44	0.03	0.12	61	28,347	14,485	74.20%	5.22%	6.12%	19.38%	\$28,405	0.306
411	Pryor St @ Ridge Ave	0	0	0	52	17,695	5	0	T	0.82	0.57	0.00	0.32	2	745	3,692	93.05%	22.13%	13.44%	22.47%	\$30,723	0.306
412	Ralph David Abernathy Blvd @ Pollard Blvd	0	0	0	459	9,765	5	2	cross	0.84	0.29	0.04	0.04	3	960	4,321	83.85%	20.82%	9.24%	14.10%	\$31,642	0.306
413	I-285 WB Ramps @ Jonesboro Rd	0	0	0	105	13,072	7	0	T	0.07	2.48	0.38	0.12	1	804	636	97.66%	27.72%	15.85%	18.15%	\$14,114	0.304
414	Fort St @ Irwin St & I-75/85 Northbound Ramp	0	0	0	365	13,969	5	0	one-way	0.06	0.13	0.20	0.17	16	24,504	13,191	71.78%	5.29%	7.16%	16.16%	\$38,001	0.303
415	Hurt Plaza @ Peachtree Center Ave	0	0	0	6,322	7,118	2	0	one-way	1.77	0.85	0.07	0.10	107	61,968	8,132	68.21%	3.00%	4.75%	29.50%	\$45,978	0.303
416	Fair St @ Peters St	0	0	0	803	5,163	5	0	cross	0.35	1.59	0.01	0.24	27	13,095	6,571	82.77%	11.20%	4.14%	29.90%	\$52,682	0.303
417	Hutchens Rd @ Jonesboro Rd	2	0	0	130	7,713	5	2	cross	0.63	1.67	0.03	0.48	3	79	1,904	98.02%	29.66%	13.66%	18.40%	\$14,114	0.302
418	Pine St @ Centennial Olympic Park Dr	1	0	1	1,220	4,752	3	4	cross	0.66	1.62	0.01	0.45	4	29,886	11,301	40.02%	5.08%	2.39%	34.68%	\$54,706	0.302

Rank	Intersection	Total Collisions	Fatal & Serious Collisions	Turn-Related Collisions	Ped Volume	Vehicle Volume	Vehicle Through Lanes	Non-Res. Driveway	Int. Geo.	School Prox.	Senior Prox.	Transit Prox.	Park Trail Prox.	Comm. Density	Emp. Density	Pop. Density	People of Color	Pop Under 18	Pop Over 64	Commute via Transit or Walking	Median HH Income	Total Wtd. Score (0-1)
419	Spring St NW @ 3rd St NW	1	0	0	2,726	16,286	5	0	one-way	1.52	1.36	0.20	0.78	8	40,281	14,199	36.70%	3.73%	2.12%	36.82%	\$68,311	0.302
420	Simpson St @ Centennial Olympic Park Dr	0	0	0	1,540	10,098	5	1	one-way	0.41	1.31	0.14	0.15	11	70,595	11,453	57.07%	9.03%	4.91%	31.90%	\$53,923	0.301
421	Miami Circle @ Piedmont Rd	2	0	2	500	38,104	4	0	irregular	0.55	1.26	0.01	0.52	16	19,565	4,471	46.80%	15.69%	9.48%	9.62%	\$99,576	0.301
422	Donald Lee Hollowell Pkwy @ Atlanta Industrial Pkwy	0	0	0	80	22,412	4	0	irregular	0.42	1.32	0.03	0.10	1	1,409	501	96.38%	29.17%	10.55%	19.90%	\$37,872	0.301
423	Fair St @ James P Brawley Dr	0	0	0	3,150	4,016	4	0	irregular	0.10	0.90	0.01	0.42	10	7,020	10,203	99.21%	2.44%	3.58%	23.67%	\$19,052	0.300
424	Hank Aaron Dr @ Mc Donough Blvd	0	0	0	210	7,823	5	1	T	0.56	1.01	0.11	0.03	6	1,073	3,919	85.29%	23.83%	9.07%	13.23%	\$42,140	0.300
425	Martin Luther King Jr Dr @ Wynnwood Dr	0	0	0	117	12,740	2	2	T	0.18	1.06	0.01	0.19	5	165	1,512	97.54%	26.08%	13.36%	16.70%	\$22,279	0.300
426	Astor Ave @ Lee St	0	0	0	146	16,194	4	2	cross	0.53	0.31	0.04	0.74	0	329	2,278	88.24%	21.96%	13.75%	33.04%	\$50,068	0.300
427	Roswell Rd @ Ivy Pkwy	2	0	1	484	24,496	4	0	T	1.23	1.60	0.01	0.49	48	5,382	2,620	19.40%	20.47%	14.42%	5.85%	\$161,395	0.299
428	I-75/85 SB Ramps @ University Ave	1	0	1	295	10,563	4	1	cross	0.17	0.93	0.11	0.27	7	1,042	2,524	88.42%	19.89%	14.75%	13.05%	\$47,374	0.299
429	Fayetteville Rd @ Flat Shoals Rd	1	0	1	283	17,235	4	1	cross	0.85	1.83	0.02	1.59	9	606	3,087	74.91%	21.01%	13.14%	6.28%	\$63,219	0.298
430	Joseph Lowery Blvd @ Beckwith St	0	0	0	827	15,714	3	4	T	0.70	0.85	0.01	0.35	3	3,108	7,564	96.52%	14.57%	6.83%	31.98%	\$43,190	0.297
431	Chapel St @ Centennial Olympic Park Dr	1	0	0	1,021	7,070	4	0	one-way	0.62	1.61	0.17	0.15	39	28,660	6,112	71.57%	4.68%	3.87%	31.80%	\$55,180	0.297
432	16th St @ State St	0	0	0	1,409	6,478	7	0	irregular	0.09	1.56	0.12	0.55	11	13,350	10,853	56.25%	5.19%	2.77%	15.78%	\$61,344	0.297
433	Greenbriar Pkwy @ Georgia 166 EB Ramps	0	0	0	492	26,115	4	2	irregular	0.53	3.57	0.00	0.57	81	777	2,243	97.55%	16.31%	30.17%	8.03%	\$58,604	0.297
434	Baker St @ Coca Cola Crosswalk	0	0	0	2,832	7,078	5	0	irregular	0.42	1.33	0.17	0.01	6	67,140	7,005	69.31%	7.45%	4.65%	26.70%	\$61,649	0.297
435	Jonesboro Rd @ Lakewood Ave	1	0	0	729	8,337	3	0	irregular	0.15	2.12	0.01	0.21	10	267	1,783	90.94%	23.34%	11.38%	10.20%	\$69,151	0.297
436	Lakeshore Dr @ Rollins Dr	2	0	0	925	44,018	4	1	irregular	0.70	1.14	0.08	0.23	18	3,880	6,662	56.17%	9.16%	3.93%	16.47%	\$72,508	0.296
437	Barge Road @ MARTA Drive Way	0	0	0	61	6,782	5	1	irregular	0.77	2.58	0.02	0.15	5	213	2,431	98.71%	21.90%	20.97%	23.25%	\$45,488	0.296
438	Hopkins St @ Westview Dr	0	0	0	119	5,019	4	1	T	0.23	0.66	0.01	0.05	1	573	4,142	90.09%	20.02%	14.02%	21.47%	\$56,631	0.296
439	Ponce De Leon Ave @ Spring St	0	0	0	4,987	21,733	5	1	one-way	0.46	1.31	0.10	0.69	25	41,099	13,257	37.22%	3.86%	2.30%	33.10%	\$68,311	0.295
440	Buckhead Loop @ Phipps Blvd	0	0	0	2,245	42,728	4	0	irregular	1.70	0.07	0.26	0.40	104	36,727	6,151	33.91%	10.32%	13.47%	6.33%	\$140,860	0.295
441	Martin Luther King Jr Dr @ Tatnall St	0	0	0	338	7,950	3	1	cross	1.06	1.58	0.04	0.12	2	1,134	5,674	96.16%	12.85%	8.83%	35.08%	\$25,437	0.294
442	North Avenue @ Bobby Dodd Stadium	0	0	0	6,511	22,062	4	2	irregular	0.49	1.63	0.01	0.77	12	29,961	12,219	40.39%	4.85%	1.63%	32.52%	\$48,864	0.294
443	Continental Colony Pkwy @ Greenbriar Pkwy	1	0	0	475	9,141	3	1	T	0.71	3.63	0.01	0.37	0	1,304	2,555	98.71%	15.35%	34.09%	11.40%	\$34,594	0.294
444	Glenwood Ave @ Moreland Ave	4	0	1	559	32,553	4	0	cross	0.67	0.52	0.02	0.19	18	1,124	4,000	40.27%	15.00%	10.59%	4.20%	\$92,788	0.294
445	Clifton Rd @ Old Briarcliff Way	1	0	1	271	13,540	4	6	irregular	2.06	0.03	0.01	0.58	6	16,381	4,184	41.01%	10.74%	11.97%	14.98%	\$118,030	0.293
446	Mayland Ave @ Metropolitan Pkwy	2	0	0	249	13,802	3	0	cross	0.34	0.40	0.01	0.19	1	849	3,496	85.09%	19.84%	10.96%	22.90%	\$51,232	0.293
447	Buford Highway @ Spring St	1	0	1	808	16,710	7	2	one-way	0.43	1.33	0.12	0.26	7	21,422	3,864	35.20%	12.85%	11.52%	14.03%	\$129,792	0.293
448	Bouldercrest Rd @ Brannen Rd	3	0	3	261	14,780	3	0	T	0.61	1.86	0.02	1.50	1	180	3,083	67.91%	17.57%	10.77%	4.68%	\$78,708	0.293
449	Boulevard SE @ Woodward Ave SE	1	0	1	495	19,351	7	1	cross	0.17	0.06	0.08	0.10	17	2,226	6,165	35.64%	9.70%	7.63%	6.95%	\$106,747	0.293
450	Howell Mill Rd @ Castlegate Dr	0	0	0	1,115	31,188	5	1	T	0.44	0.39	0.00	0.40	25	3,241	6,297	38.13%	14.83%	3.69%	10.87%	\$71,011	0.293
451	McDaniel St @ University Ave	0	0	0	216	14,617	6	3	T	0.29	0.58	0.00	0.48	2	1,189	2,589	87.40%	19.98%	13.01%	18.85%	\$37,229	0.292
452	Peachtree St @ West Peachtree St (North Junction)	0	0	0	846	24,609	6	2	one-way	0.58	1.45	0.01	0.07	79	21,422	3,864	35.20%	12.85%	11.52%	14.03%	\$129,792	0.291
453	Crown Rd @ US Post Office Drway	0	0	0	689	12,156	1	0	T	0.00	2.16	0.03	0.88	1	775	345	96.06%	24.93%	12.43%	10.30%	\$67,698	0.291
454	Chester Ave @ Memorial Dr	1	0	1	1,831	16,310	4	1	cross	0.71	0.66	0.03	0.05	12	2,164	5,886	36.42%	10.68%	7.27%	9.63%	\$114,051	0.291
455	Garnett St @ Peachtree St	0	0	0	978	4,079	4	0	irregular	0.18	1.40	0.07	0.32	39	22,633	5,967	76.07%	10.77%	3.09%	27.93%	\$47,188	0.290
456	Lakewood Ave @ Sylvan Rd	0	0	0	271	12,884	4	0	cross	0.13	0.62	0.01	0.40	1	902	2,033	89.29%	20.89%	16.65%	24.70%	\$45,534	0.290
457	Lakewood Ave @ McDonough Blvd	1	0	0	143	3,158	6	1	cross	0.66	1.43	0.01	0.33	12	776	2,363	83.14%	22.41%	10.12%	13.97%	\$42,762	0.290
458	Highland Ave @ Jackson St	3	0	1	598	8,656	4	1	irregular	0.23	0.33	0.01	0.10	10	9,324	14,676	63.50%	6.36%	6.64%	10.78%	\$73,107	0.290
459	Cheshire Bridge Rd @ Faulkner Rd	1	1	0	441	9,661	3	5	T	1.33	1.62	0.02	0.35	23	2,130	4,699	47.66%	14.55%	7.80%	7.27%	\$87,867	0.289
460	Blackland Rd @ Piedmont Rd	4	0	3	414	22,752	5	0	irregular	0.80	1.32	0.09	0.65	58	6,634	3,838	25.09%	16.40%	13.72%	4.75%	\$125,789	0.289
461	Astor Ave @ Hardee St	0	0	0	202	3,009	4	0	irregular	0.43	0.38	0.11	0.82	0	329	2,278	88.24%	21.96%	13.75%	33.04%	\$50,068	0.289
462	Clifton Rd @ Clifton Way	0	0	0	732	5,736	4	0	irregular	0.05	0.40	0.00	0.57	14	34,110	4,629	55.13%	5.51%	9.95%	34.03%	\$37,297	0.289
463	Cascade Ave @ Cascade Ter	0	0	0	175	8,566	3	0	T	1.08	0.98	0.00	0.01	3	218	1,676	94.43%	17.22%	20.96%	17.50%	\$41,215	0.289
464	I-75 NB Off Ramp @ Mount Paran Rd	1	1	1	34	12,344	5	1	irregular	0.00	2.04	0.42	0.81	0	908	1,396	33.32%	17.55%	16.64%	1.05%	\$96,179	0.289
465	Lenox Square Pkwy @ Peachtree Rd	1	0	0	2,660	32,590	6	3	T	1.30	0.55	0.07	0.66	258	54,080	6,447	35.31%	9.41%	10.03%	9.70%	\$145,941	0.289
466	Burbank Dr @ Martin Luther King Jr Dr	0	0	0	259	9,919	3	2	cross	1.16	0.99	0.00	0.15	2	1,641	4,314	93.47%	21.71%	13.51%	23.27%	\$50,144	0.289
467	Ivan Allen Blvd @ A Parking	0	0	0	1,210	24,732	4	1	cross	0.35	1.50	0.12	0.33	9	45,182	11,687	57.31%	9.41%	4.60%	32.97%	\$54,706	0.289
468	Nelson St @ Centennial Olympic Park Dr	2	0	1	912	6,992	4	5	cross	0.34	1.70	0.17	0.25	40	23,911	6,403	73.69%	6.52%	4.16%	30.93%	\$51,179	0.289
469	Holderness St @ Lucile Ave	0	0	0	226	2,463	3	0	cross	0.63	0.33	0.00	0.14	0	1,005	4,436	87.98%	17.39%	18.83%	26.80%	\$62,293	0.289

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470	Boulevard Dr/Hosea Williams Dr @ Moreland Ave	5	0	3	104	39,097	4	3	cross	0.28	1.42	0.00	0.37	7	2,199	6,225	44.01%	11.05%	8.14%	13.20%	\$107,100	0.288
471	Ashbury Harris Epworth Towers Drway @ Contl Colony Pkwy	1	0	0	137	4,772	3	2	irregular	0.00	3.93	0.02	0.48	9	1,304	2,555	98.71%	15.35%	34.09%	11.40%	\$34,594	0.288
472	Oak St @ West Whitehall St	0	0	0	153	12,757	4	1	one-way	0.66	0.79	0.03	0.56	8	3,818	5,053	90.52%	10.90%	13.04%	30.53%	\$35,559	0.287
473	Avon Ave @ Oakland Dr	0	0	0	151	5,204	5	0	cross	0.30	0.45	0.19	0.15	1	384	3,308	89.57%	20.66%	14.04%	30.70%	\$31,745	0.287
474	Hank Aaron Dr @ Milton Ave	0	0	0	569	13,525	4	0	cross	0.34	0.78	0.02	0.02	6	1,073	3,919	85.29%	23.83%	9.07%	13.23%	\$42,140	0.287
475	Collier Dr @ Hamilton E Holmes Dr	3	0	1	139	14,835	3	1	cross	0.51	1.21	0.02	0.52	5	162	2,203	97.46%	21.72%	17.55%	11.00%	\$38,635	0.286
476	Andrew Young International Blvd @ Williams St	1	0	1	6,511	9,146	1	1	one-way	0.57	0.98	0.06	0.29	69	77,948	6,641	67.78%	4.77%	7.45%	23.93%	\$70,992	0.286
477	Memorial Dr @ Wilkinson Dr	2	0	2	179	18,751	3	4	T	0.59	2.09	0.00	0.13	2	1,089	3,861	48.42%	15.43%	10.58%	5.55%	\$56,149	0.285
478	Jackson St @ John Wesley Dobbs Ave	0	0	0	707	6,547	4	0	cross	0.07	0.15	0.00	0.08	10	9,907	16,491	67.05%	4.92%	5.20%	13.98%	\$52,804	0.285
479	I-20 EB Off Ramp @ McDaniel St	0	0	0	420	9,452	4	0	irregular	0.48	1.20	0.07	0.22	6	1,620	5,573	88.86%	24.33%	9.61%	26.80%	\$58,313	0.285
480	Monroe Dr @ Worchester Dr	0	0	0	1,472	19,525	5	1	irregular	0.75	1.21	0.05	0.00	3	6,129	4,724	17.31%	18.36%	12.99%	8.30%	\$164,596	0.284
481	Collier Dr @ Fairburn Rd	0	0	0	90	5,766	4	2	cross	1.71	0.35	0.00	0.36	2	622	2,165	98.50%	26.94%	16.42%	37.65%	\$36,238	0.284
482	Cascade Rd @ Herring Rd	0	0	0	345	7,346	5	0	T	0.27	1.51	0.07	0.42	31	185	1,318	94.55%	16.96%	24.61%	18.80%	\$65,282	0.284
483	Pryor St @ Underground Atlanta Crosswalk	0	0	0	1,009	4,831	4	1	one-way	0.47	1.05	0.08	0.18	604	60,684	5,869	66.26%	2.83%	6.62%	30.85%	\$51,650	0.284
484	East Andrews Dr @ Roswell Rd	2	0	0	2,055	24,132	3	0	T	0.15	0.83	0.27	0.27	60	10,852	6,581	31.62%	10.84%	10.77%	5.40%	\$93,620	0.284
485	Lee St @ West Whitehall St	0	0	0	407	10,827	4	4	irregular	1.37	0.83	0.26	0.03	7	1,467	3,366	84.22%	17.33%	11.20%	31.17%	\$44,616	0.284
486	Brewer Blvd @ Deckner Ave	0	0	0	229	6,154	3	0	irregular	0.24	0.91	0.03	0.20	1	765	3,304	79.86%	17.65%	15.06%	17.75%	\$55,541	0.283
487	Howell Mill Rd @ Northside Pkwy	1	0	1	676	20,548	4	2	T	0.45	0.43	0.13	1.68	11	1,632	1,369	21.83%	21.49%	24.43%	0.70%	\$201,461	0.283
488	I-75 SB Ramps @ West Paces Ferry Rd	1	0	1	473	23,072	3	1	one-way	0.42	0.76	0.16	1.97	24	1,511	1,385	25.32%	20.24%	23.15%	0.70%	\$178,390	0.283
489	75NB Exit Ramp @ 17th St	1	0	1	455	16,010	3	0	irregular	0.04	1.68	0.10	0.29	22	40,998	6,954	51.36%	6.39%	6.52%	16.30%	\$125,278	0.283
490	Cherokee Ave @ Georgia Ave	1	0	1	1,412	5,324	7	2	T	0.41	0.95	0.00	0.02	0	1,729	4,806	28.04%	18.69%	7.07%	8.90%	\$123,580	0.283
491	Deering Rd @ Northside Dr	1	0	0	402	39,346	4	0	T	0.60	0.73	0.01	0.68	35	4,562	4,875	50.89%	9.39%	2.44%	14.75%	\$72,965	0.282
492	Connector "A" @ Spring St	0	0	0	1,736	20,256	3	2	one-way	0.34	1.54	0.22	0.55	17	49,539	11,915	43.12%	5.34%	2.61%	33.10%	\$69,562	0.282
493	East Lake Dr @ Memorial Dr	1	0	1	300	18,050	5	0	irregular	0.52	3.52	0.00	0.12	3	497	2,982	46.84%	23.56%	10.91%	2.70%	\$106,348	0.282
494	Candler Rd @ Memorial Dr	5	0	3	86	26,172	7	0	cross	0.30	4.14	0.01	0.45	7	575	2,713	46.78%	20.27%	12.83%	5.40%	\$90,950	0.281
495	Beecher Rd @ Donnelly Ave	0	0	0	318	5,199	4	4	irregular	0.92	0.51	0.01	0.23	11	720	3,712	87.69%	18.12%	14.25%	24.72%	\$46,786	0.280
496	Martin Luther King Jr Dr @ Centennial Olympic Park Dr	0	0	0	4,059	14,195	3	0	irregular	0.16	1.53	0.13	0.17	0	28,660	6,313	74.83%	7.16%	5.31%	31.80%	\$55,180	0.280
497	Cascade Ave @ Richland Rd	1	0	1	184	9,154	3	0	one-way	0.73	1.19	0.00	0.26	8	307	4,209	90.10%	16.82%	16.38%	19.90%	\$33,436	0.280
498	Custer Ave @ Moreland Ave	3	0	2	322	25,791	5	0	cross	0.48	1.20	0.02	0.66	9	1,137	1,053	65.47%	15.47%	7.72%	5.37%	\$91,516	0.279
499	Humphries St @ Ralph David Abernathy Blvd	0	0	0	130	7,357	3	0	irregular	0.16	1.01	0.01	0.23	10	1,125	4,675	91.13%	24.62%	11.79%	24.40%	\$46,217	0.279
500	Harriett St @ McDonough Blvd	0	0	0	55	3,618	4	1	T	0.33	1.59	0.04	0.24	0	639	2,326	82.05%	22.22%	10.55%	13.97%	\$42,762	0.279
501	Lee St @ Van Buren St	0	0	0	32	13,873	3	1	T	2.28	0.94	0.24	0.34	1	726	2,284	89.48%	20.55%	17.19%	46.57%	\$38,052	0.279
502	East Confederate Ave @ Moreland Ave	3	0	1	227	20,790	3	0	irregular	0.21	0.62	0.01	0.13	10	384	3,067	51.27%	18.13%	9.54%	5.35%	\$116,035	0.278
503	Adina Dr @ Lindbergh Dr	1	0	0	867	21,297	4	4	irregular	1.44	1.05	0.00	0.17	16	3,711	8,240	62.48%	9.10%	3.90%	13.83%	\$78,929	0.278
504	Chapel St @ Westview Dr	0	0	0	231	13,091	4	0	T	0.38	0.95	0.01	0.48	12	4,190	6,487	92.22%	15.97%	13.27%	24.04%	\$44,479	0.278
505	Benjamin E Mays Dr @ Peyton Rd	0	0	0	70	6,521	4	0	irregular	0.00	2.20	0.00	0.75	0	67	1,332	95.48%	16.07%	28.21%	14.15%	\$81,941	0.278
506	Constitution Rd @ Jonesboro Rd	2	0	0	120	14,419	3	0	T	0.33	2.03	0.01	0.23	4	309	1,765	96.29%	29.71%	10.17%	4.35%	\$40,510	0.278
507	Cheshire Bridge Rd @ LaVista Rd	4	0	3	730	25,841	4	1	cross	0.71	1.04	0.01	0.48	33	2,043	4,289	48.30%	12.51%	9.26%	7.67%	\$78,001	0.278
508	Beecher Rd @ Benjamin E Mays Dr	0	0	0	170	5,344	2	0	cross	0.03	1.59	0.03	0.41	35	185	1,318	94.55%	16.96%	24.61%	18.80%	\$65,282	0.277
509	Lakewood Ave @ Lakewood Way	0	0	0	431	14,561	2	1	irregular	0.49	2.26	0.01	0.05	1	55	1,752	91.66%	24.11%	13.05%	10.45%	\$61,162	0.277
510	Donnelly Ave @ Hall St	0	0	0	244	5,094	3	1	cross	0.78	0.34	0.03	0.06	2	892	3,712	87.69%	18.12%	14.25%	24.72%	\$44,563	0.276
511	Browns Mill Rd @ Southside Industrial Pkwy	0	0	0	381	14,739	11	0	T	1.01	2.07	0.22	0.61	39	2,085	1,083	81.59%	22.21%	11.97%	12.88%	\$77,885	0.275
512	Broad St @ Martin Luther King Jr Dr	1	0	0	770	2,229	5	0	one-way	0.22	1.20	0.05	0.29	133	60,684	5,869	66.26%	2.83%	6.62%	30.85%	\$51,650	0.275
513	McDaniel St @ Peters St	0	0	0	551	15,380	5	1	irregular	0.28	1.29	0.07	0.33	20	3,127	6,540	92.53%	16.95%	6.37%	30.78%	\$52,310	0.275
514	Northside Pkwy @ West Paces Ferry Rd	0	0	0	864	33,922	5	3	cross	0.79	0.68	0.08	1.91	59	1,511	1,385	25.32%	20.24%	23.15%	0.70%	\$178,390	0.275
515	Lakeview Ave @ Peachtree Rd	1	0	1	722	28,079	4	1	T	0.94	0.94	0.03	0.34	21	960	3,681	13.62%	16.19%	26.05%	5.63%	\$144,109	0.275
516	Greenbriar Pkwy @ Near Parkview Atlanta	0	0	0	92	4,470	4	0	T	0.77	3.03	0.00	0.13	2	710	2,265	98.44%	14.65%	32.25%	18.00%	\$36,007	0.275
517	Delowe Dr @ Georgia 166 EB Ramp	0	0	0	17	12,635	4	1	T	0.66	1.79	0.04	0.60	2	293	5,511	94.48%	25.42%	14.04%	24.18%	\$27,844	0.275
518	James Jackson Pkwy @ Peyton Road	3	0	2	166	9,609	2	0	cross	0.01	2.23	0.04	0.18	2	345	1,283	57.26%	24.78%	6.06%	8.27%	\$91,563	0.274
519	Buford Highway Cnctr @ Sidney Marcus Blvd	2	0	0	151	48,527	4	0	irregular	0.18	0.73	0.12	0.19	13	2,541	7,609	59.53%	12.24%	7.20%	8.57%	\$77,478	0.274
520	Piedmont Center Drway @ Piedmont Rd	0	0	0	813	30,526	4	0	irregular	0.04	0.83	0.03	0.38	125	31,312	7,226	35.15%	9.65%	11.70%	7.80%	\$107,377	0.274
521	Continental Colony Pkwy @ Ols Meadows Drway	0	0	0	131	4,560	6	1	T	0.25	4.02	0.02	0.64	1	1,171	3,118	98.94%	22.55%	23.58%	11.40%	\$35,657	0.274
522	Moreland Ave @ Hardee St	2	0	1	259	39,135	4	3	irregular	0.52	1.55	0.01	0.50	3	2,199	6,193	37.71%	11.89%	8.28%	10.70%	\$107,100	0.274
523	Jonesboro Rd @ Southside Industrial Pkwy	1	0	0	38	15,949	4	4	irregular	0.65	2.58	0.75	0.03	6	804	636	97.66%	27.72%	15.85%	18.15%	\$14,114	0.273

Rank	Intersection	Total Collisions	Fatal & Serious Collisions	Turn-Related Collisions	Ped Volume	Vehicle Volume	Vehicle Through Lanes	Non-Res. Driveway	Int. Geo.	School Prox.	Senior Prox.	Transit Prox.	Park Trail Prox.	Comm. Density	Emp. Density	Pop. Density	People of Color	Pop Under 18	Pop Over 64	Commute via Transit or Walking	Median HH Income	Total Wtd. Score (0-1)
524	Highland Dr @ Peachtree Rd	2	0	1	2,036	21,151	4	1	irregular	0.42	0.91	0.01	0.64	40	44,131	6,187	34.93%	8.98%	9.05%	8.70%	\$143,480	0.273
525	Donald Lee Hollowell Pkwy @ Wood St	1	0	0	166	14,687	3	0	T	0.47	1.26	0.00	0.04	3	122	2,511	93.62%	24.92%	16.07%	9.10%	\$37,786	0.273
526	Anderson Ave/I-20 WB Ramp @ Martin Luther King Jr Dr	0	0	0	116	10,826	4	0	T	0.25	0.40	0.01	0.11	3	265	2,532	93.96%	21.70%	18.05%	16.40%	\$42,443	0.273
527	17th St @ Village St	2	0	1	553	9,240	4	2	irregular	0.58	1.25	0.01	0.71	9	11,931	11,137	57.38%	5.22%	2.83%	13.75%	\$74,808	0.273
528	Campbellton Rd @ County Line Rd	1	0	0	71	12,254	4	1	cross	0.58	0.91	0.03	0.53	14	122	1,849	98.90%	22.97%	22.72%	4.20%	\$37,107	0.273
529	Hill St @ Woodward Ave	1	0	1	368	15,239	4	0	cross	0.86	0.70	0.00	0.10	5	15,246	6,311	57.49%	14.16%	7.87%	24.38%	\$44,413	0.273
530	Durant Place @ Ponce De Leon Ave	1	0	0	865	23,144	6	2	T	0.70	0.56	0.02	0.29	7	10,774	13,868	53.21%	10.12%	9.19%	10.24%	\$54,780	0.272
531	Mitchell St @ Richard B Russell Plaza	0	0	0	2,100	11,587	4	0	one-way	0.39	1.46	0.08	0.14	34	48,872	6,252	68.99%	4.86%	3.12%	31.03%	\$54,082	0.272
532	Baker St @ Luckie St	0	0	0	5,566	5,393	7	0	T	0.48	1.43	0.09	0.12	50	37,154	5,661	70.14%	8.50%	4.25%	25.34%	\$48,538	0.272
533	Browns Mill Rd @ Ruby Harper Blvd	0	0	0	195	8,816	8	4	irregular	1.13	2.13	0.01	0.31	0	1,159	1,660	98.08%	28.21%	11.45%	15.77%	\$50,007	0.271
534	Howell Mill Road @ 17th St	2	0	1	331	18,494	3	0	T	0.01	0.64	0.01	1.10	0	2,915	4,305	49.32%	7.24%	2.09%	2.40%	\$104,720	0.271
535	Ferncliff Rd @ Lenox Rd	1	0	1	717	20,005	5	0	cross	0.25	0.27	0.00	0.15	10	19,312	5,062	37.66%	14.89%	12.76%	10.48%	\$120,712	0.271
536	Glenwood Ave @ Second Ave	1	0	1	247	19,320	4	3	cross	0.81	2.75	0.01	0.88	7	482	2,698	70.86%	19.52%	14.98%	5.20%	\$56,491	0.271
537	Hollywood Rd @ Johnson Rd	2	0	0	192	5,988	4	0	irregular	1.32	1.60	0.01	0.19	2	122	2,703	95.02%	30.26%	12.61%	9.10%	\$37,786	0.271
538	Lambert St @ North Ave	0	0	0	16	22,815	4	1	irregular	1.55	2.24	0.06	0.20	9	3,344	4,078	79.88%	12.07%	4.06%	26.25%	\$32,266	0.271
539	Courtland St @ Currier St	0	0	0	772	13,219	2	1	one-way	0.00	1.07	0.08	0.10	28	74,598	12,746	64.39%	6.80%	5.97%	17.40%	\$69,362	0.270
540	Charles Allen Dr @ 8th St	2	0	1	2,063	4,155	4	1	irregular	1.20	0.53	0.02	0.18	1	9,316	5,915	26.98%	9.17%	11.55%	12.80%	\$95,562	0.270
541	Clifton Rd @ Ponce De Leon Ave	0	0	0	321	28,028	4	0	cross	0.05	2.35	0.00	0.03	0	662	2,361	16.07%	23.11%	17.40%	6.53%	\$195,952	0.270
542	Martin Luther King Jr Dr @ Walnut St	0	0	0	51	446	4	0	irregular	0.17	1.63	0.08	0.08	2	1,134	4,655	94.54%	13.99%	7.68%	35.08%	\$25,437	0.270
543	Hosea L Williams Dr @ Rogers St	2	0	2	347	7,665	4	2	cross	1.52	2.35	0.00	0.02	1	1,333	5,163	44.23%	18.94%	7.37%	7.60%	\$78,880	0.269
544	17th St @ State St	1	0	1	1,998	11,787	3	2	irregular	0.64	1.53	0.02	0.65	31	10,514	10,793	59.43%	5.73%	3.30%	11.30%	\$83,010	0.269
545	Chapel St @ Peters St	0	0	0	126	13,583	4	0	T	0.25	0.95	0.01	0.51	12	4,046	6,519	92.04%	16.21%	11.69%	30.05%	\$44,479	0.269
546	Chattahoochee Ave @ Hills Ave	2	0	1	335	16,722	3	1	T	1.00	1.49	0.02	1.09	15	2,744	1,619	53.70%	14.03%	2.55%	2.27%	\$124,800	0.268
547	Fairview Rd @ Lullwater Rd	0	0	0	392	29,731	5	2	irregular	0.00	1.99	0.01	0.04	3	1,441	3,782	17.46%	19.95%	12.20%	5.70%	\$156,447	0.268
548	McDaniel St @ High Rise Apartments Crosswalk	0	0	0	190	7,854	4	2	irregular	0.26	1.05	0.01	0.27	6	1,343	4,831	91.66%	24.17%	10.79%	24.40%	\$41,526	0.268
549	East Paces Ferry Rd @ Grandview Ave	2	0	2	1,716	11,618	4	2	cross	1.59	0.72	0.15	0.24	256	9,090	7,602	32.31%	9.58%	9.34%	4.60%	\$99,725	0.268
550	Chattahoochee Ave @ Ellsworth Industrial Blvd	1	1	0	542	16,959	3	1	cross	0.50	0.73	0.00	0.66	18	5,093	2,058	47.86%	7.90%	1.56%	2.40%	\$98,183	0.267
551	5th St/Ferst Dr @ Fowler St	1	0	1	10,232	9,024	4	2	cross	0.17	1.69	0.33	0.52	18	23,732	12,540	28.90%	1.97%	0.68%	31.85%	\$87,733	0.267
552	East Andrews Dr @ Staton Dr	1	0	1	1,003	23,053	4	0	cross	0.48	0.55	0.32	0.36	23	7,446	5,644	29.43%	11.26%	11.80%	1.80%	\$84,300	0.266
553	Simpson Rd @ West Lake Ave	1	0	0	180	7,997	4	0	cross	0.46	1.06	0.01	0.06	11	214	3,895	95.38%	20.82%	18.24%	9.67%	\$31,466	0.266
554	Maple Dr @ Peachtree Rd	3	0	3	523	21,688	3	0	cross	1.19	1.02	0.01	0.48	52	35,955	4,308	29.88%	12.08%	6.96%	7.43%	\$161,475	0.266
555	Glenn St @ Pryor St	0	0	0	188	3,234	5	0	one-way	0.20	0.50	0.08	0.13	15	1,188	3,973	92.86%	23.43%	8.50%	25.40%	\$18,933	0.265
556	Coronet Way @ Marietta Blvd	0	0	0	305	20,440	4	0	irregular	0.02	2.45	0.04	0.15	15	1,478	2,040	53.67%	22.92%	4.29%	2.20%	\$131,774	0.265
557	Flat Shoals Ave @ Metropolitan Ave	2	0	2	692	6,262	4	0	cross	0.01	0.72	0.13	0.34	34	1,124	4,000	40.27%	15.00%	10.59%	4.20%	\$92,788	0.265
558	Dekalb Ave @ Oakdale Rd	4	0	4	685	5,574	6	0	irregular	0.40	1.80	0.06	0.09	37	2,438	5,913	39.80%	19.68%	8.84%	7.55%	\$129,561	0.265
559	Bolton Rd @ Parrott Ave	0	0	0	32	15,734	4	1	T	0.26	2.07	0.01	0.50	0	1,133	1,505	93.76%	26.54%	12.68%	16.90%	\$40,018	0.264
560	Alston Dr @ Second Ave	0	0	0	1,021	7,584	4	0	T	0.35	3.11	0.00	0.52	0	621	2,872	64.89%	25.38%	13.74%	2.70%	\$52,043	0.264
561	Arthur Langford Jr Place @ Pryor Rd	0	0	0	162	7,524	4	0	T	0.49	1.48	0.02	0.08	4	411	6,079	97.42%	30.65%	12.55%	10.63%	\$32,055	0.264
562	Buckhead Loop @ Monarch Plaza	0	0	0	827	17,912	7	0	irregular	0.21	0.20	0.14	0.51	153	35,346	6,554	34.10%	10.61%	14.50%	7.30%	\$148,760	0.264
563	Campbellton Rd @ Dodson Dr	0	0	0	73	6,252	4	4	irregular	0.57	2.40	0.01	0.35	7	159	2,365	98.56%	25.44%	13.63%	20.27%	\$33,400	0.264
564	Burton Rd @ I-20 EB Off Ramp	0	0	0	63	3,946	4	5	irregular	1.04	1.82	0.00	0.83	0	616	2,425	97.91%	24.19%	16.29%	18.95%	\$32,033	0.264
565	Maple Dr @ Pharr Rd	1	0	1	1,203	11,747	4	1	T	0.35	0.93	0.18	0.06	69	25,824	4,963	29.26%	13.82%	8.99%	5.43%	\$142,201	0.264
566	Lawton St @ Oak St	0	0	0	180	2,560	4	0	cross	0.27	0.22	0.10	0.02	4	1,095	4,436	87.98%	17.39%	18.83%	26.80%	\$47,610	0.263
567	Cascade Rd @ Childress Dr	0	0	0	28	13,239	3	1	T	0.22	2.29	0.00	0.43	2	469	1,576	96.89%	20.03%	20.73%	12.53%	\$61,605	0.263
568	Angier Ave @ Central Park Place	1	0	0	395	805	4	1	irregular	0.61	0.91	0.23	0.02	2	8,609	10,366	62.51%	8.67%	11.75%	14.27%	\$65,401	0.263
569	Hilliard St @ Irwin St	0	0	0	495	11,086	4	0	irregular	0.59	0.05	0.14	0.14	16	24,504	13,191	71.78%	5.29%	7.16%	16.16%	\$38,001	0.262
570	North Avenue @ Ponce City Market Place	1	0	1	2,801	12,922	4	1	cross	0.39	0.52	0.12	0.08	117	9,785	9,243	36.32%	12.12%	4.47%	9.46%	\$92,028	0.261
571	Lindbergh Dr @ Lindbergh Way	0	0	0	272	7,247	3	0	one-way	0.15	0.72	0.04	0.49	11	11,673	9,373	54.04%	10.06%	5.76%	15.77%	\$78,701	0.260
572	Luckie St @ Merritts Ave	0	0	0	1,307	4,572	3	2	T	0.90	1.91	0.00	0.59	9	14,236	9,384	43.09%	5.58%	1.71%	32.98%	\$43,421	0.260
573	Ruby H Harper Blvd @ Southside Industrial Pkwy	0	0	0	17	4,327	6	2	cross	0.49	2.84	0.01	0.16	5	1,954	328	96.98%	24.42%	16.05%	17.90%	\$67,698	0.260
574	Constitution Rd @ Moreland Ave	3	0	0	35	28,922	4	0	T	0.55	2.20	0.08	0.57	2	1,067	1,062	84.76%	24.37%	10.66%	4.40%	\$43,820	0.260
575	Lee St @ West End Ave	0	0	0	734	8,018	4	1	cross	1.55	0.70	0.01	0.52	0	5,324	6,561	94.38%	8.95%	7.99%	33.02%	\$23,193	0.259

Rank	Intersection	Total Collisions	Fatal & Serious Collisions	Turn-Related Collisions	Ped Volume	Vehicle Volume	Vehicle Through Lanes	Non-Res. Driveway	Int. Geo.	School Prox.	Senior Prox.	Transit Prox.	Park Trail Prox.	Comm. Density	Emp. Density	Pop. Density	People of Color	Pop Under 18	Pop Over 64	Commute via Transit or Walking	Median HH Income	Total Wtd. Score (0-1)
576	Ivan Allen Blvd @ Mangum St	0	0	0	1,870	18,133	5	0	irregular	0.35	1.82	0.16	0.27	1	25,342	5,246	68.45%	5.56%	3.66%	24.50%	\$53,480	0.259
577	Piedmont Rd @ Piedmont Center Drway B	1	0	1	523	29,169	4	1	irregular	0.41	1.03	0.01	0.57	126	12,592	3,838	25.09%	16.40%	13.72%	4.75%	\$103,796	0.259
578	Bromack Dr @ Macon Dr	1	0	0	64	4,699	3	0	T	1.27	1.68	0.02	0.22	0	128	2,327	94.18%	26.49%	14.11%	3.50%	\$34,201	0.259
579	Chicamauga Ave @ Martin Luther King Jr Dr	0	0	0	120	8,922	5	0	cross	0.60	1.16	0.00	0.25	3	396	4,080	93.49%	20.74%	16.64%	17.13%	\$40,576	0.258
580	Luckie St @ Simpson St	0	0	0	3,252	6,512	5	0	T	0.58	1.53	0.06	0.21	37	24,410	5,793	71.48%	8.77%	3.65%	24.50%	\$48,088	0.258
581	Bishop St @ Northside Dr	1	0	0	327	21,887	5	1	cross	0.30	0.89	0.03	0.89	6	4,673	7,528	54.50%	5.85%	2.02%	14.60%	\$80,829	0.258
582	Fulton St @ Pryor St	0	0	0	103	14,289	4	0	one-way	1.09	0.77	0.01	0.06	8	1,384	4,321	94.12%	24.82%	6.02%	25.40%	\$14,552	0.258
583	Avon Ave @ Orlando St	1	0	0	180	4,849	2	0	irregular	0.55	0.45	0.00	0.22	3	181	3,970	91.70%	19.22%	16.75%	17.50%	\$36,189	0.258
584	New Jersey Ave @ Simpson Rd	1	0	0	160	3,825	5	0	T	0.43	0.95	0.02	0.37	3	207	2,309	96.48%	24.64%	13.66%	8.30%	\$30,778	0.257
585	Northside Dr @ Hampton St	0	0	0	1,239	16,071	4	0	irregular	0.23	1.65	0.06	0.44	25	8,870	8,642	44.26%	3.93%	1.61%	20.18%	\$53,894	0.257
586	Johnson Rd @ Marietta Rd	1	0	1	244	8,192	7	2	cross	1.12	2.35	0.01	0.18	5	728	1,074	67.20%	22.11%	8.18%	2.10%	\$116,937	0.257
587	Techwood Dr @ 3rd St	0	0	0	10,855	7,393	4	0	one-way	0.17	1.73	0.18	0.79	3	35,091	12,531	33.98%	3.09%	1.64%	32.52%	\$59,370	0.256
588	Avon Ave @ Cascade Circle	0	0	0	110	8,029	5	0	cross	0.43	1.01	0.00	0.11	1	202	2,031	93.77%	18.83%	20.90%	17.50%	\$58,978	0.256
589	Boulevard @ Memorial Dr	3	0	1	735	28,176	3	0	cross	0.26	0.14	0.00	0.01	17	2,226	6,165	35.64%	9.70%	7.63%	6.95%	\$106,747	0.256
590	18th St @ Spring St	0	0	0	519	19,713	4	0	one-way	0.12	1.49	0.11	0.10	46	32,159	4,590	42.19%	11.02%	9.57%	14.03%	\$115,644	0.255
591	Jonesboro Rd @ McDonough Blvd	0	0	0	238	8,045	4	0	T	0.20	1.26	0.01	0.17	10	1,405	3,790	84.00%	24.04%	7.73%	10.23%	\$44,864	0.255
592	Moreland Ave @ Commercial Dr	1	0	1	850	33,239	4	1	cross	1.06	1.65	0.02	0.45	17	2,669	6,148	33.04%	12.55%	8.31%	7.96%	\$143,336	0.254
593	Deckner Ave @ Metropolitan Pkwy	0	0	0	119	13,264	5	0	T	0.45	0.40	0.01	0.00	0	681	2,994	78.74%	18.34%	15.62%	15.80%	\$52,883	0.254
594	Simpson St @ Williams St	0	0	0	739	14,857	4	1	cross	0.11	1.23	0.22	0.21	13	94,325	10,383	58.80%	9.76%	4.78%	31.90%	\$57,142	0.254
595	Crown Rd @ I-75 NB Ramps	0	0	0	175	16,933	5	2	irregular	0.75	1.94	0.17	0.74	38	2,085	1,083	81.59%	22.21%	11.97%	12.88%	\$77,885	0.254
596	Merritts Ave @ Centennial Olympic Park Dr	0	0	0	10,460	6,092	4	2	irregular	0.61	1.70	0.01	0.53	5	32,379	12,196	39.88%	4.85%	2.20%	32.52%	\$61,311	0.253
597	North Camp Creek Pkwy @ Stone-Hogan Connector	0	0	0	56	5,871	4	2	irregular	0.55	3.46	0.01	0.12	5	1,864	2,821	98.33%	22.24%	17.44%	14.23%	\$53,205	0.253
598	Hosea L Williams Dr @ Mayson Ave	0	0	0	329	4,914	3	3	T	0.03	1.93	0.01	0.09	0	1,966	5,773	51.15%	16.78%	8.30%	7.75%	\$84,642	0.253
599	Donald Lee Hollowell Pkwy @ Marietta Blvd	2	0	1	18	19,129	3	1	cross	0.73	2.53	0.02	0.02	3	2,381	3,349	81.47%	9.88%	4.53%	8.50%	\$65,033	0.253
600	Bolton Rd @ Fairburn Rd	0	0	0	69	5,777	3	0	irregular	0.83	0.33	0.00	0.72	0	925	2,107	97.88%	25.65%	16.17%	21.00%	\$32,857	0.252
601	Grant St @ Memorial Dr	0	0	0	464	11,844	4	1	irregular	0.19	0.62	0.03	0.04	11	11,178	6,132	48.98%	12.50%	7.96%	15.91%	\$66,541	0.252
602	Georgia Ave @ Martin St	0	0	0	397	3,618	5	1	one-way	0.67	0.59	0.00	0.05	5	1,237	4,606	61.79%	21.17%	8.47%	11.55%	\$69,567	0.251
603	Amsterdam Ave @ Monroe Dr	0	0	0	1,154	20,410	4	0	cross	0.25	1.03	0.01	0.13	12	5,498	4,895	17.36%	19.34%	12.61%	8.30%	\$164,596	0.251
604	Peachtree St @ Woodruff Art Center Drway	0	0	0	2,264	15,908	5	2	irregular	0.43	1.83	0.01	0.27	23	43,172	8,616	34.54%	5.00%	11.36%	13.97%	\$126,827	0.250
605	Ponce De Leon Ave @ Springdale Rd	0	0	0	233	32,429	4	2	cross	0.69	1.50	0.01	0.03	5	1,517	6,437	22.54%	13.11%	10.70%	6.48%	\$130,207	0.250
606	Lavista Rd @ Cheshire Square Drway	4	0	3	823	15,484	3	2	irregular	0.43	1.16	0.01	0.59	20	2,243	4,289	48.30%	12.51%	9.26%	7.67%	\$70,238	0.250
607	Lenox Rd @ Walden Drway	0	0	0	145	19,040	3	0	T	1.33	0.12	0.03	0.16	19	1,057	7,373	50.15%	10.37%	13.70%	8.63%	\$84,268	0.250
608	Metropolitan Pkwy @ Northside Dr	0	0	0	379	11,775	2	0	irregular	0.90	1.04	0.09	0.52	12	1,125	5,722	93.26%	19.49%	9.61%	28.70%	\$46,217	0.249
609	Barnett St @ Ponce De Leon Ave	2	0	0	910	33,651	4	0	cross	0.92	0.71	0.01	0.03	34	3,410	9,518	23.97%	8.79%	6.99%	10.55%	\$91,661	0.249
610	Habersham Rd @ Roswell Rd	2	0	2	61	27,853	4	0	cross	0.15	1.29	0.06	0.72	54	6,634	3,838	25.09%	16.40%	13.72%	4.75%	\$125,789	0.249
611	Atlanta Ave @ Blvd	1	0	0	346	11,043	3	0	T	0.00	1.00	0.00	0.05	2	1,459	4,870	38.32%	22.59%	6.15%	3.90%	\$114,669	0.248
612	Rilman Rd @ West Paces Ferry Rd	1	0	0	632	21,437	7	0	T	1.82	1.33	0.73	1.72	0	1,155	1,175	14.12%	26.50%	20.36%	0.25%	\$250,000	0.248
613	Memorial Dr @ Washington St	0	0	0	243	24,586	3	2	one-way	0.41	1.03	0.06	0.43	65	24,884	6,197	74.57%	7.52%	5.12%	25.63%	\$33,254	0.248
614	Armstead Place @ Spring St	1	0	0	3,754	14,787	4	0	one-way	1.11	1.41	0.28	0.85	70	30,666	15,757	33.68%	2.89%	1.55%	29.68%	\$83,725	0.248
615	Moores Mill Rd @ Northside Dr	1	1	1	105	10,114	4	0	cross	0.57	1.36	0.91	0.80	1	844	1,167	12.31%	26.99%	19.67%	0.70%	\$250,000	0.248
616	Haygood Dr @ Ridgewood Dr	0	0	0	3,324	10,278	3	0	irregular	1.00	1.18	0.20	0.05	8	16,675	3,612	45.93%	8.93%	11.81%	29.67%	\$137,553	0.247
617	Freedom Pkwy @ North Ave	2	0	1	475	26,941	4	0	irregular	0.11	0.83	0.23	0.03	1	3,809	9,404	26.49%	7.46%	7.10%	8.50%	\$104,705	0.247
618	Joseph E Lowery Blvd @ Terminal Frieght Drway	0	0	0	230	5,668	7	0	irregular	0.03	2.04	0.01	0.37	31	3,440	4,312	55.67%	8.23%	2.71%	15.40%	\$81,268	0.247
619	Fletcher St @ McDaniel St	0	0	0	194	3,712	4	1	cross	0.29	0.82	0.00	0.25	4	769	4,122	93.26%	22.77%	12.85%	22.60%	\$44,200	0.247
620	Simpson St @ Spring St	0	0	0	886	8,656	4	0	one-way	0.44	1.20	0.17	0.12	36	101,097	9,689	53.84%	6.66%	4.95%	31.90%	\$63,266	0.246
621	Browns Mill Rd @ Jonesboro Rd	1	0	0	92	9,090	11	0	irregular	1.28	2.48	0.01	0.51	1	368	1,933	90.93%	26.37%	10.53%	10.20%	\$62,193	0.245
622	Piedmont Ave NE @ 13th St NE	0	0	0	4,177	13,514	7	0	one-way	1.08	1.40	0.13	0.04	13	17,904	12,801	29.71%	5.29%	9.23%	17.02%	\$116,430	0.245
623	Lambert Dr @ Piedmont Rd	0	0	0	820	42,158	6	1	irregular	0.44	1.44	0.02	0.53	27	4,457	5,032	48.45%	11.49%	6.41%	8.60%	\$74,181	0.244
624	Chastain Square Mall Drway @ Roswell Rd	0	0	0	436	21,669	6	1	irregular	0.23	2.13	0.05	0.21	145	1,523	2,874	21.98%	20.24%	9.89%	0.80%	\$122,469	0.243
625	Sydney Marcus Blvd @ GA-400 NB Ramp	0	0	0	404	30,169	4	3	T	0.17	0.88	0.05	0.29	5	4,310	8,271	59.57%	9.98%	7.65%	10.66%	\$66,961	0.243
626	Paces Ferry Rd @ West Paces Ferry Rd	0	0	0	218	13,652	5	1	cross	0.05	0.82	0.22	1.92	17	1,511	1,385	25.32%	20.24%	23.15%	0.70%	\$178,390	0.242
627	Fleet St @ Georgia 166 Off and On Ramps	0	0	0	80	3,802	4	0	T	0.06	1.13	0.22	0.44	14	872	1,760	87.58%	19.74%	18.12%	24.70%	\$45,749	0.242
628	Central Park Place @ Ralph McGill Blvd	0	0	0	324	7,582	3	0	cross	0.01	0.70	0.01	0.21	2	7,610	16,495	64.74%	5.66%	7.80%	13.68%	\$65,734	0.242

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629	Claire Dr @ Jonesboro Rd	0	0	0	169	5,085	4	0	cross	0.08	2.30	0.00	0.36	11	267	1,783	90.94%	23.34%	11.38%	10.20%	\$69,151	0.242
630	Harper Rd @ Jonesboro Rd	0	0	0	68	8,637	5	0	T	0.14	2.34	0.03	0.54	2	135	1,987	95.30%	29.30%	10.57%	4.07%	\$58,175	0.241
631	Briarcliff Rd @ Saint Charles Place	1	0	0	415	18,066	4	1	T	0.71	1.38	0.01	0.14	6	2,498	6,825	25.02%	13.64%	10.93%	7.80%	\$89,338	0.240
632	Lakewood Ave @ Ter Way	0	0	0	194	9,660	6	2	T	0.26	2.53	0.01	0.13	2	231	1,989	90.67%	24.07%	12.78%	7.97%	\$69,881	0.240
633	Evelyn Way @ West Lake Ave	0	0	0	74	5,055	5	1	T	0.42	1.63	0.05	0.14	7	176	1,872	88.98%	26.00%	10.02%	4.90%	\$47,840	0.240
634	Memorial Dr @ Memorial Ter	0	0	0	229	9,200	4	0	T	0.07	1.45	0.03	0.04	1	926	3,886	41.52%	13.64%	10.48%	5.10%	\$71,864	0.240
635	Lakewood Ave Bridge @ Milton Ave	0	0	0	212	6,430	4	2	T	0.60	1.18	0.01	0.18	3	1,405	3,211	78.55%	24.17%	7.06%	10.17%	\$44,864	0.240
636	Sylvan Rd @ Victory Dr	1	0	0	108	4,822	3	1	cross	0.40	1.04	0.00	0.25	6	838	2,928	83.27%	17.46%	16.15%	17.75%	\$50,696	0.238
637	Hoesa L Williams Dr @ Woodbine Ave	1	0	0	367	4,798	3	0	irregular	0.14	2.04	0.01	0.04	6	1,414	6,031	49.07%	17.66%	5.84%	7.60%	\$68,917	0.238
638	Pine St @ West Peachtree St	0	0	0	776	2,061	1	2	one-way	0.61	1.37	0.08	0.32	37	83,864	10,631	54.85%	7.01%	5.00%	26.83%	\$66,385	0.238
639	Peachtree Dr @ Pharr Rd	0	0	0	740	30,802	2	0	irregular	0.31	1.14	0.01	0.27	77	25,824	3,559	26.83%	17.36%	12.53%	5.43%	\$142,201	0.238
640	East Paces Ferry Rd @ Piedmont Rd	1	0	0	588	26,268	4	0	irregular	0.14	1.15	0.01	0.36	28	25,824	3,559	26.83%	17.36%	12.53%	5.43%	\$142,201	0.238
641	Juniper St NE @ 13th St NE	0	0	0	3,336	12,293	2	5	one-way	0.96	1.50	0.09	0.26	116	36,975	11,912	29.88%	4.98%	10.21%	17.70%	\$140,861	0.237
642	Richmond Ave @ Sawtell Ave	0	0	0	278	6,712	3	1	cross	0.73	2.28	0.18	0.19	1	368	1,933	90.93%	26.37%	10.53%	10.20%	\$62,193	0.237
643	Elm St @ Fair St	0	0	0	336	3,595	3	1	cross	0.84	1.10	0.00	0.26	5	6,543	9,361	98.79%	3.56%	5.11%	23.90%	\$19,052	0.236
644	Clifton Rd @ CDC Pkwy	0	0	0	650	11,104	4	1	irregular	0.00	0.27	0.03	0.70	18	29,953	4,338	46.59%	8.21%	12.18%	21.60%	\$71,650	0.236
645	Empire Blvd @ Oak Dr	0	0	0	119	2,554	2	0	cross	0.00	1.17	0.01	0.43	2	814	3,094	85.30%	26.84%	11.17%	10.45%	\$50,007	0.236
646	Edgewood Ave @ Krog St	1	0	1	1,767	7,511	5	0	cross	0.42	0.35	0.45	0.08	18	3,034	7,869	29.33%	10.03%	7.22%	3.55%	\$120,296	0.236
647	Dutch Valley Rd @ Monroe Dr	0	0	0	984	19,957	4	1	T	0.40	1.28	0.01	0.04	9	6,129	4,668	18.37%	18.47%	13.81%	8.60%	\$164,596	0.236
648	Amsterdam Ave @ North Highland Ave	0	0	0	1,348	12,043	6	0	cross	0.36	1.71	0.00	0.36	31	1,745	5,723	14.93%	23.70%	10.48%	1.90%	\$171,107	0.236
649	Boulevard @ Fulton Cotton Mill	0	0	0	226	18,437	7	0	cross	0.16	0.37	0.17	0.04	4	2,642	6,660	41.74%	10.64%	8.15%	4.63%	\$84,992	0.235
650	Boulevard @ McDonough Blvd	3	0	3	164	13,895	4	1	T	0.47	2.13	0.01	0.32	6	6,092	3,766	64.98%	13.02%	5.65%	9.60%	\$59,519	0.234
651	Buckhead Loop @ Tower Place	1	0	1	155	38,643	4	0	irregular	0.57	0.57	0.13	0.12	71	39,919	10,135	38.10%	7.23%	13.14%	9.80%	\$100,348	0.234
652	Lanier Blvd @ North Highland Ave	0	0	0	993	11,683	5	4	irregular	0.10	1.58	0.01	0.08	29	1,128	5,692	18.09%	26.18%	9.84%	4.45%	\$149,207	0.233
653	McDonough Blvd @ Moreland Ave	1	0	0	35	25,716	3	0	T	0.67	1.97	0.01	0.40	1	1,200	774	76.33%	17.69%	11.43%	4.40%	\$54,653	0.233
654	Flat Shoals Ave @ Glenwood Ave	4	0	1	968	9,778	4	0	cross	0.40	0.74	0.00	0.18	59	1,150	4,000	40.27%	15.00%	10.59%	4.20%	\$94,777	0.232
655	North Ave @ West Lake Ave	0	0	0	47	5,776	5	2	cross	1.06	1.37	0.00	0.37	1	1,464	2,709	93.72%	22.64%	14.88%	8.40%	\$28,295	0.231
656	Browns Mill Rd @ Cleveland Ave	1	0	0	128	6,745	4	0	cross	0.30	1.64	0.01	0.27	5	68	2,347	97.69%	27.91%	15.10%	10.97%	\$14,114	0.231
657	Nelson St @ Spring St	0	0	0	697	9,381	4	0	cross	0.32	1.43	0.05	0.01	28	28,660	6,611	70.90%	4.75%	2.03%	31.80%	\$55,180	0.231
658	Northside Dr @ Sagamore Dr	0	0	0	1,182	11,502	4	1	irregular	0.17	1.73	0.67	0.01	1	497	2,981	10.74%	29.44%	12.89%	0.77%	\$218,716	0.231
659	17th St WB @ Mecaslin St	1	0	1	773	1,612	4	0	T	0.21	1.38	0.11	0.81	11	10,514	10,793	59.43%	5.73%	3.30%	11.30%	\$83,010	0.230
660	SR 3/Central Ave @ Sunset Ave	0	0	0	263	13,678	4	0	T	0.50	1.66	0.16	1.02	0	1,924	1,291	81.30%	22.47%	11.33%	12.88%	\$71,115	0.230
661	Marietta St @ Means St	1	0	1	295	11,002	4	0	cross	0.49	2.03	0.01	0.35	15	8,498	6,752	42.05%	4.62%	1.78%	22.33%	\$32,266	0.230
662	Cheshire Bridge Rd @ Sheridan Dr	0	0	0	802	29,066	2	3	T	0.35	0.90	0.00	0.62	30	2,803	5,213	56.65%	12.69%	6.71%	7.23%	\$76,054	0.229
663	5th St @ Williams St NW	0	0	0	13,233	10,825	1	2	irregular	0.60	1.50	0.34	0.70	60	30,666	15,757	33.68%	2.89%	1.55%	29.68%	\$83,725	0.228
664	Henry Ford II Dr @ I-75 SB Ramps	0	0	0	17	3,119	5	1	T	0.18	2.01	0.06	1.72	8	1,924	1,291	81.30%	22.47%	11.33%	12.88%	\$71,115	0.228
665	McDaniel St @ Rockwell St	0	0	0	197	3,304	3	0	cross	0.66	1.16	0.00	0.36	9	1,293	4,363	93.68%	25.05%	10.82%	24.00%	\$46,691	0.226
666	Freedom Pkwy @ Ralph McGill Blvd	1	0	1	280	25,068	4	0	irregular	0.37	1.04	0.03	0.02	8	3,712	9,909	26.28%	6.94%	4.57%	8.50%	\$107,542	0.226
667	Marietta Blvd NW @ Moores Mill Rd NW	0	0	0	312	18,362	4	0	cross	0.20	2.57	0.04	0.01	9	2,248	3,264	41.29%	26.01%	5.59%	1.97%	\$136,004	0.226
668	Fort Mcpherson (Patton Piazza) @ Lee St	0	0	0	15	13,830	4	1	irregular	0.64	0.79	0.52	0.82	0	421	1,996	87.67%	18.55%	19.43%	41.50%	\$39,229	0.226
669	Simpson Rd @ Simpson Ter	0	0	0	125	3,918	4	0	T	0.33	0.93	0.01	0.46	1	249	2,555	96.37%	22.85%	17.55%	8.30%	\$29,734	0.225
670	Roxboro Rd @ Wieuca Rd	0	0	0	1,066	13,164	3	0	cross	0.35	0.62	0.17	0.33	57	27,200	6,711	29.93%	10.50%	22.62%	7.30%	\$147,564	0.225
671	Buford Highway NB Ramps @ Monroe Dr	0	0	0	443	32,531	4	2	irregular	2.42	1.61	0.04	0.53	9	4,457	5,032	48.45%	11.49%	6.41%	8.60%	\$74,181	0.224
672	Linden Ave @ Pkwy Dr	0	0	0	646	3,134	3	0	T	1.43	0.58	0.10	0.13	7	12,027	11,003	60.38%	14.30%	11.03%	9.94%	\$52,836	0.224
673	17th St EB @ Mecaslin St	0	0	0	1,523	6,019	4	0	T	0.12	1.39	0.12	0.59	14	10,514	10,793	59.43%	5.73%	3.30%	11.30%	\$83,010	0.223
674	Barclay Place @ East Rock Springs Rd	0	0	0	383	7,381	4	0	irregular	0.05	1.46	0.17	0.07	6	791	4,283	20.56%	26.93%	11.07%	4.45%	\$158,906	0.223
675	Maynard Ter @ Memorial Dr	5	0	3	150	22,173	4	0	cross	0.27	1.82	0.03	0.28	16	929	4,370	42.16%	13.94%	9.48%	5.83%	\$56,149	0.223
676	Peachtree Presbyterian Church Drway @ Roswell Rd	1	0	1	439	18,472	4	0	irregular	0.46	1.10	0.45	0.59	10	9,813	7,008	30.37%	11.30%	11.61%	3.65%	\$93,620	0.223
677	Acorn Ave @ East Wesley Rd	0	0	0	1,314	5,521	6	0	cross	2.46	1.00	0.52	0.02	0	1,845	4,889	17.23%	17.71%	21.46%	8.70%	\$106,477	0.222
678	Cascade Rd @ Lynhurst Dr	0	0	0	25	11,067	6	0	T	1.44	2.22	0.01	0.30	1	170	1,515	96.86%	18.80%	23.68%	12.53%	\$66,716	0.222
679	Cleveland Ave @ I-75 NB Ramps	0	0	0	301	11,596	4	0	T	0.11	0.86	0.07	0.41	1	409	3,556	95.69%	31.95%	7.93%	9.47%	\$56,958	0.222

Rank	Intersection	Total Collisions	Fatal & Serious Collisions	Turn-Related Collisions	Ped Volume	Vehicle Volume	Vehicle Through Lanes	Non-Res. Driveway	Int. Geo.	School Prox.	Senior Prox.	Transit Prox.	Park Trail Prox.	Comm. Density	Emp. Density	Pop. Density	People of Color	Pop Under 18	Pop Over 64	Commute via Transit or Walking	Median HH Income	Total Wtd. Score (0-1)
680	Henry Thomas Dr @ McDonough Blvd	0	0	0	81	6,027	4	2	cross	0.15	2.32	0.01	0.06	1	336	2,921	85.11%	35.12%	9.37%	8.83%	\$59,790	0.220
681	Piedmont Ave @ Moringside Mill Shopping Ctr	0	0	0	1,206	27,710	3	0	irregular	0.72	1.77	0.02	0.45	46	3,685	4,738	40.06%	13.37%	7.15%	4.85%	\$100,213	0.220
682	Connally St @ Georgia Ave	0	0	0	400	3,390	7	0	one-way	0.80	0.77	0.05	0.02	25	1,258	4,916	44.95%	21.09%	7.84%	8.00%	\$83,965	0.219
683	Oakdale Rd @ Ponce De Leon Ave	0	0	0	83	31,025	4	1	cross	0.12	1.71	0.00	0.02	5	908	3,732	20.03%	15.67%	13.03%	2.40%	\$131,843	0.219
684	Peachtree Rd @ Tower Place	2	0	0	1,239	19,413	4	0	irregular	0.37	0.82	0.06	0.57	129	54,080	6,419	34.26%	9.19%	9.53%	8.65%	\$145,941	0.218
685	Marietta Blvd NW @ Adams Dr NW	0	0	0	596	18,874	6	0	T	0.28	2.67	0.14	0.01	14	2,248	3,264	41.29%	26.01%	5.59%	1.97%	\$136,004	0.218
686	Holly Rd @ Simpson Rd	0	0	0	136	4,187	4	1	cross	0.33	1.26	0.02	0.25	4	214	3,895	95.38%	20.82%	18.24%	9.67%	\$31,466	0.218
687	Peachtree Hills Ave @ Lindbergh Dr	1	0	1	625	14,956	6	0	cross	1.56	0.48	0.21	0.29	9	8,022	7,676	43.97%	10.72%	6.69%	20.70%	\$101,706	0.218
688	Formwalt St @ Fulton St	0	0	0	119	11,420	4	2	cross	0.38	0.84	0.08	0.13	5	1,632	4,321	94.12%	24.82%	6.02%	25.40%	\$42,296	0.217
689	Cottage Grove Ave @ Fourth St	0	0	0	191	17,060	4	0	irregular	0.13	3.29	0.00	0.34	21	497	3,275	54.80%	23.95%	12.52%	2.70%	\$106,348	0.217
690	North Ave @ State St	1	0	0	343	9,632	6	0	cross	0.58	1.95	0.00	0.50	3	11,849	7,179	46.55%	6.96%	1.94%	22.33%	\$32,266	0.217
691	Boulevard @ Glenwood Ave	1	0	1	275	13,841	4	4	irregular	0.37	0.15	0.13	0.24	15	2,156	5,097	37.61%	14.57%	7.79%	6.30%	\$100,133	0.215
692	Baker/Highland Connector @ Central Park Place	0	0	0	251	4,796	4	3	irregular	0.84	0.54	0.19	0.02	0	9,166	16,049	66.47%	5.65%	6.29%	13.98%	\$74,586	0.214
693	Brady Ave @ 8th St	0	0	0	925	10,658	4	0	cross	0.01	1.46	0.03	0.72	22	3,752	4,312	55.67%	8.23%	2.71%	15.40%	\$70,873	0.214
694	Civic Center Drway @ Ralph McGill Blvd	0	0	0	321	5,050	4	0	irregular	0.41	0.85	0.03	0.21	7	55,805	17,705	65.77%	5.14%	3.94%	18.32%	\$69,499	0.213
695	I-85 Off & On Ramps @ Peachtree St	0	0	0	593	52,810	4	0	irregular	0.56	1.12	0.01	0.40	14	13,991	5,119	37.96%	10.56%	9.12%	10.26%	\$102,194	0.213
696	Donald Lee Hollowell Pkwy @ Maynard Court	0	0	0	115	22,096	2	0	cross	0.55	1.59	0.30	0.38	0	1,642	480	95.52%	30.10%	9.19%	19.90%	\$37,872	0.212
697	Arkwright Place @ Moreland Ave	1	0	0	486	39,617	3	0	irregular	0.49	1.07	0.02	0.47	10	1,434	4,613	39.95%	13.75%	8.30%	8.70%	\$93,184	0.212
698	Atlanta Ave @ Cherokee Ave	0	0	0	322	3,114	4	1	cross	0.05	1.22	0.02	0.04	6	1,336	3,572	30.37%	23.07%	6.36%	3.90%	\$127,159	0.212
699	Collier Rd @ Howell Mill Rd	1	0	0	619	9,335	3	1	cross	0.36	0.79	0.02	0.05	44	919	4,769	23.19%	23.82%	5.70%	2.10%	\$153,044	0.211
700	Moreland Ave @ North Ave	0	0	0	371	24,828	5	0	cross	0.32	1.44	0.01	0.02	4	2,728	7,868	24.18%	12.67%	9.23%	6.43%	\$104,498	0.211
701	East Morningside Dr @ Piedmont Ave	1	0	0	373	20,629	3	4	irregular	0.88	1.84	0.01	0.18	3	3,840	6,075	26.66%	14.78%	9.07%	1.35%	\$111,251	0.211
702	East Pelham Rd @ Pelham Rd	0	0	0	418	20,833	4	0	T	0.03	1.97	0.10	0.22	3	2,066	4,683	26.58%	17.55%	9.30%	1.63%	\$126,916	0.210
703	Benjamin E Mays Dr @ Lynhurst Dr	0	0	0	60	7,299	3	0	cross	0.41	1.30	0.00	0.18	1	109	1,675	97.74%	17.22%	24.58%	9.50%	\$76,264	0.210
704	Memorial Dr @ Second Ave	0	0	0	89	18,307	2	0	cross	0.59	3.11	0.00	0.48	14	621	2,872	64.89%	25.38%	13.74%	2.70%	\$52,043	0.208
705	Donald Lee Hollowell Pkwy @ Marta Station Drway	0	0	0	70	18,199	4	0	cross	0.60	2.33	0.04	0.01	0	2,438	1,487	70.88%	21.76%	9.94%	8.50%	\$65,033	0.207
706	Buckhead Loop @ GA-400	0	0	0	323	55,028	7	0	irregular	1.92	0.34	0.34	0.34	3	51,741	10,501	38.88%	5.98%	13.49%	11.95%	\$97,196	0.207
707	Edgewood Ave @ Randolph St	0	0	0	841	8,426	5	0	T	0.16	0.13	0.23	0.13	25	2,662	7,521	35.72%	11.51%	7.92%	3.55%	\$106,110	0.205
708	Ferst Dr @ Ponders Ave	0	0	0	604	6,006	4	0	irregular	0.52	2.10	0.09	0.26	3	10,209	8,448	37.01%	3.26%	1.18%	26.25%	\$39,688	0.205
709	Bolton Rd @ DeFoors Ferry Rd	1	0	1	160	17,992	4	1	irregular	0.64	2.49	0.06	0.09	8	2,248	3,264	41.29%	26.01%	5.59%	1.97%	\$136,004	0.205
710	Howell Mill Rd @ Huff Rd	0	0	0	517	14,876	4	0	T	0.34	0.83	0.01	0.95	22	4,678	7,528	54.50%	5.85%	2.02%	14.60%	\$73,638	0.205
711	Cheshire Bridge Rd @ Piedmont Cir	1	0	0	706	27,273	3	1	irregular	0.86	1.69	0.03	0.49	42	3,685	4,738	40.06%	13.37%	7.15%	4.85%	\$100,213	0.203
712	Boulevard @ I-20 WB Ramps	0	0	0	234	19,720	4	2	irregular	0.48	0.04	0.18	0.20	6	1,960	5,337	34.45%	12.57%	7.48%	5.93%	\$110,830	0.203
713	16th St @ Ikea Dr	0	0	0	625	4,001	4	0	T	0.15	1.21	0.14	0.69	5	4,807	8,538	53.14%	5.27%	1.97%	14.60%	\$71,122	0.201
714	Cheshire Bridge Rd @ Liddell Dr	1	0	1	412	10,424	4	0	T	0.70	1.87	0.03	0.13	10	2,130	4,699	47.66%	14.55%	7.80%	7.27%	\$87,867	0.201
715	Moores Mill Rd @ Northside Pkwy	1	0	0	212	21,853	4	2	irregular	0.77	0.75	0.30	0.88	1	2,887	2,755	23.08%	19.78%	26.02%	0.75%	\$184,981	0.201
716	Henry Ford II Dr @ I-75 NB Ramps	0	0	0	16	2,434	4	0	T	1.12	2.23	0.06	1.94	38	1,161	603	81.59%	22.21%	11.97%	10.70%	\$77,885	0.200
717	Grandview Ave @ Pharr Rd	1	0	1	1,415	11,004	4	2	cross	0.92	0.63	0.29	0.16	81	9,621	8,774	32.69%	9.28%	8.63%	5.53%	\$99,344	0.200
718	Memorial Dr @ Park Ave	0	0	0	802	11,445	4	1	T	0.42	0.23	0.00	0.02	20	2,226	6,080	33.57%	11.46%	7.64%	9.33%	\$106,747	0.200
719	Campbellton Rd @ Niskey Lake Rd	0	0	0	27	14,868	4	2	cross	1.09	1.28	0.02	0.78	0	119	1,784	98.73%	23.57%	15.25%	8.30%	\$49,568	0.199
720	Boulevard @ Englewood Ave	0	0	0	144	8,055	3	0	T	0.53	1.57	0.03	0.03	0	8,498	2,130	58.98%	17.79%	7.58%	14.40%	\$59,519	0.199
721	Howell Mill Rd @ Peachtree Battle Ave	0	0	0	446	9,670	3	1	cross	0.36	1.38	0.01	0.01	2	684	2,385	12.33%	34.09%	10.37%	1.15%	\$244,402	0.199
722	Bishop St @ 17th St	0	0	0	519	8,476	3	0	cross	0.53	1.03	0.01	0.89	46	3,637	7,957	54.94%	5.73%	2.17%	14.60%	\$80,977	0.198
723	Boulevard @ Custer Ave	0	0	0	218	9,938	5	4	T	0.39	1.90	0.03	0.29	4	6,092	3,766	64.98%	13.02%	5.65%	9.60%	\$59,519	0.198
724	Georgia Ave @ Hill St	0	0	0	269	4,880	4	0	one-way	0.54	0.92	0.00	0.12	24	1,258	4,916	44.95%	21.09%	7.84%	8.00%	\$83,965	0.197
725	Glen Iris Dr @ Ralph McGill Blvd	0	0	0	638	10,827	4	2	cross	0.02	0.48	0.00	0.20	9	5,934	10,937	42.54%	10.27%	5.31%	5.47%	\$90,037	0.197
726	877 West Marietta St	0	0	0	460	8,040	6	0	irregular	0.47	1.80	0.02	0.62	56	3,440	4,312	55.67%	8.23%	2.71%	15.40%	\$81,268	0.197
727	North Creek Office Park Drway @ Northside Pkwy	0	0	0	46	20,552	4	1	T	0.21	1.04	0.03	1.54	3	1,042	1,096	26.66%	21.01%	19.59%	1.05%	\$168,054	0.197
728	Roxboro Rd @ Lenox Park Blvd	0	0	0	300	19,373	4	2	irregular	0.67	0.18	0.64	0.73	6	7,864	8,901	32.94%	8.89%	21.35%	7.27%	\$103,529	0.196
729	Constitution Rd @ Forrest Park Rd	0	0	0	64	10,309	5	0	cross	0.65	1.76	0.00	0.38	1	390	1,619	96.46%	31.28%	9.47%	4.35%	\$37,300	0.196
730	Boulevard @ Ormewood Ave	0	0	0	1,225	11,131	4	2	T	0.63	0.73	0.12	0.03	1	2,060	5,702	40.35%	16.91%	7.21%	6.30%	\$100,644	0.195
731	Clifton Rd @ Memorial Dr	1	0	0	138	20,504	5	0	cross	0.40	1.90	0.00	0.20	7	1,089	3,861	48.42%	15.43%	10.58%	5.55%	\$56,149	0.194
732	Hosea L Williams Dr @ Howard St	0	0	0	478	5,449	4	0	T	0.03	2.70	0.01	0.20	24	827	4,980	39.42%	19.13%	8.71%	7.40%	\$93,150	0.194

Rank	Intersection	Total Collisions	Fatal & Serious Collisions	Turn-Related Collisions	Ped Volume	Vehicle Volume	Vehicle Through Lanes	Non-Res. Driveway	Int. Geo.	School Prox.	Senior Prox.	Transit Prox.	Park Trail Prox.	Comm. Density	Emp. Density	Pop. Density	People of Color	Pop Under 18	Pop Over 64	Commute via Transit or Walking	Median HH Income	Total Wtd. Score (0-1)
733	Alvarado Ter @ Beecher St	0	0	0	58	2,236	5	0	cross	0.25	1.33	0.23	0.30	2	226	2,406	91.27%	17.29%	17.89%	19.53%	\$43,857	0.193
734	Bolton Rd @ James Jackson Pkwy	1	0	0	193	16,459	3	0	cross	0.68	2.42	0.03	0.17	17	493	2,326	52.90%	25.17%	3.65%	3.60%	\$129,375	0.193
735	Bill Kennedy Way @ Faith Ave	0	0	0	604	14,330	6	0	T	0.31	0.91	0.01	0.04	38	2,809	6,014	42.01%	12.31%	7.12%	6.75%	\$93,948	0.192
736	Dover Rd @ Howell Mill Rd	0	0	0	309	5,632	5	1	irregular	0.91	1.10	0.01	0.29	1	250	2,039	12.17%	32.86%	12.77%	1.50%	\$249,550	0.190
737	McDonough Blvd @ Moreland Dr	1	0	0	148	7,434	3	0	irregular	0.40	2.22	0.01	0.41	9	707	4,277	76.04%	21.46%	6.71%	6.63%	\$59,790	0.190
738	Marietta Blvd NW @ Bolton PI NW	0	0	0	81	20,098	5	0	irregular	0.01	2.02	0.03	0.58	7	1,527	1,556	47.92%	22.25%	4.65%	1.97%	\$162,194	0.189
739	Edgewood Ave @ Elizabeth St	0	0	0	506	2,726	5	0	cross	0.03	0.87	0.18	0.08	25	1,796	6,770	27.37%	11.81%	6.18%	10.23%	\$120,970	0.189
740	College Ave @ Rockyford Rd	1	0	1	550	15,394	4	0	cross	1.54	3.18	0.44	0.13	1	523	3,719	24.66%	23.64%	11.97%	8.00%	\$162,239	0.189
741	Candler Park Dr @ Mc Lendon Ave	1	0	0	676	4,501	4	0	T	0.13	2.04	0.37	0.06	4	1,932	5,990	36.75%	21.61%	6.94%	7.87%	\$129,962	0.189
742	Hosea L Williams Dr @ Whitefoord Ave	0	0	0	245	5,820	7	0	cross	1.60	1.76	0.01	0.29	3	1,780	5,758	49.73%	14.97%	9.14%	7.75%	\$77,430	0.189
743	Herndon St @ West Marietta St	1	0	1	187	9,023	4	0	T	0.25	2.15	0.01	0.27	35	4,064	2,538	49.72%	10.32%	2.73%	4.50%	\$97,336	0.188
744	Houston Mill Rd NE @ Michael St NE	0	0	0	178	784	3	3	irregular	0.23	0.80	0.08	0.36	3	39,847	4,732	60.35%	2.53%	8.23%	42.00%	\$45,063	0.188
745	Memorial Dr @ Stovall St	0	0	0	349	15,229	2	1	cross	0.00	0.93	0.01	0.22	6	2,183	6,148	39.09%	11.92%	7.38%	9.63%	\$107,397	0.187
746	Church of The Apostles Drway @ Northside Pkwy	0	0	0	88	20,422	4	0	T	0.44	0.85	0.09	1.74	16	1,511	1,385	25.32%	20.24%	23.15%	0.70%	\$178,390	0.186
747	Glen Iris Dr @ Highland Ave	1	0	1	699	15,358	5	0	irregular	0.45	0.29	0.18	0.01	6	7,136	11,062	36.84%	7.79%	6.23%	5.53%	\$95,410	0.186
748	Hosea L Williams Dr @ Candler Rd	0	0	0	223	13,532	4	0	cross	0.11	4.30	0.01	0.52	0	591	3,420	35.82%	26.12%	11.19%	9.13%	\$121,755	0.185
749	Fairburn Rd @ Mays Crossing	0	0	0	165	9,903	4	3	T	1.38	0.62	0.03	0.47	0	741	2,047	98.89%	19.94%	19.86%	7.95%	\$58,300	0.185
750	Hoesa L Williams Dr @ Wyman St	1	0	0	144	4,459	6	0	cross	0.05	2.12	0.00	0.13	5	1,333	5,591	48.08%	19.59%	6.88%	7.60%	\$68,357	0.183
751	14th St @ Williams St	0	0	0	128	28,095	7	0	one-way	0.18	2.01	0.08	0.62	5	48,746	13,829	40.48%	4.89%	4.26%	17.64%	\$114,193	0.181
752	Arden Rd @ Castlewood Dr	0	0	0	224	17,198	4	0	irregular	0.86	1.51	0.71	0.12	1	579	1,675	10.16%	28.62%	18.16%	0.78%	\$249,820	0.181
753	Memorial Dr @ Pearl St	1	0	1	758	14,935	4	0	cross	0.37	0.48	0.00	0.21	8	1,879	5,886	36.42%	10.68%	7.27%	9.63%	\$112,292	0.181
754	Wieuca Road @ Whittington Dr	0	0	0	297	10,989	3	1	T	0.21	1.23	0.59	0.23	1	1,322	3,016	19.36%	24.88%	11.01%	3.37%	\$188,779	0.181
755	Armour Dr @ Monroe Dr	1	0	0	172	21,209	6	1	irregular	1.18	1.76	0.02	0.40	9	4,666	4,777	43.21%	12.07%	5.71%	2.70%	\$82,136	0.180
756	Burke Rd @ Lenox Rd	0	0	0	147	18,803	4	1	cross	0.34	0.15	0.02	0.42	10	16,406	4,569	42.43%	14.90%	15.42%	9.15%	\$102,469	0.180
757	Joseph Lowery Blvd @ West Marietta St	0	0	0	203	11,437	4	0	T	0.20	1.86	0.03	0.55	61	3,440	3,865	52.98%	9.01%	3.27%	9.30%	\$81,268	0.179
758	Barnett St @ Saint Charles Place	0	0	0	1,021	2,977	4	0	cross	0.31	0.82	0.12	0.14	14	2,821	10,208	24.57%	12.27%	8.14%	10.17%	\$86,247	0.178
759	Georgia Ave @ Grant St	0	0	0	483	3,380	4	0	cross	0.54	1.03	0.02	0.18	7	1,258	4,916	44.95%	21.09%	7.84%	8.00%	\$83,965	0.178
760	Buckhead Crossing Center Drway @ Sidney Marcus Blvd	0	0	0	372	12,147	6	1	T	0.67	1.19	0.10	0.32	28	22,131	5,128	51.68%	13.43%	9.51%	11.10%	\$97,213	0.177
761	I-75 NB Ramps @ Northside Pkwy	0	0	0	82	21,463	6	0	cross	0.59	0.81	0.24	0.24	3	3,670	4,703	42.49%	16.33%	4.66%	13.55%	\$57,392	0.177
762	Bolton Rd @ Path Crosswalk	0	0	0	295	11,623	3	3	irregular	0.31	2.92	0.01	0.02	3	579	1,073	48.71%	25.47%	4.96%	2.90%	\$112,132	0.176
763	Dekalb Ave @ Dekalb Place	0	0	0	411	27,812	4	0	cross	1.56	3.14	0.40	0.10	1	523	3,719	24.66%	23.64%	11.97%	8.00%	\$162,239	0.175
764	Howell Mill Rd @ Marietta St	0	0	0	824	12,254	3	0	T	0.51	1.46	0.03	0.58	52	7,430	6,972	41.58%	4.42%	1.38%	18.65%	\$65,099	0.175
765	Hollywood Rd @ Perry Blvd	0	0	0	497	8,604	4	0	T	0.25	1.97	0.04	0.64	6	631	1,566	69.35%	25.30%	8.29%	8.27%	\$106,997	0.174
766	North Highland Ave @ North Morningside Dr	0	0	0	953	12,677	4	0	cross	0.34	1.86	0.01	0.32	5	1,862	5,640	15.23%	23.78%	10.32%	1.90%	\$171,107	0.174
767	Central Ave @ Crown Rd	0	0	0	181	13,924	4	4	irregular	0.75	1.80	0.30	0.88	0	1,924	1,291	81.30%	22.47%	11.33%	12.88%	\$71,115	0.174
768	Peachtree Dunwoody Rd @ Little Nancy Creek Park	0	0	0	300	9,501	2	2	T	0.99	0.88	0.71	0.01	0	1,152	2,501	14.50%	25.06%	17.88%	0.00%	\$225,642	0.174
769	Hollywood Road @ Browntown Road	0	0	0	287	4,941	3	2	irregular	0.45	1.89	0.02	0.56	7	631	1,566	69.35%	25.30%	8.29%	8.27%	\$106,997	0.174
770	Northside Dr @ I-75 SB Ramp	1	0	0	160	33,397	4	0	cross	0.27	0.65	0.08	0.40	36	3,375	4,157	43.01%	13.47%	3.97%	9.83%	\$57,392	0.172
771	Adams Dr @ Bolton Rd	0	0	0	21	28,764	4	0	irregular	0.20	2.70	0.08	0.10	2	2,248	3,264	41.29%	26.01%	5.59%	1.97%	\$136,004	0.171
772	Northgate Dr @ Northside Pkwy	1	0	0	197	19,446	6	0	cross	0.53	2.56	0.13	0.03	1	908	877	33.32%	17.55%	16.64%	0.93%	\$96,179	0.171
773	Irwin St @ Randolph St	1	0	1	481	10,544	4	0	cross	0.43	0.27	0.04	0.17	2	4,911	10,646	32.56%	9.18%	6.86%	3.00%	\$99,065	0.171
774	Austin Ave @ Euclid Ave	1	0	1	925	4,796	4	0	cross	0.60	1.24	0.28	0.07	16	2,809	6,541	22.06%	13.14%	6.32%	6.63%	\$130,166	0.170
775	Airport Loop Rd @ Woolman PI	0	0	0	32	13,174	4	1	irregular	0.21	2.04	0.03	2.91	1	16,604	344	61.74%	19.03%	11.74%	6.35%	\$88,161	0.168
776	Flat Shoals Ave @ Memorial Dr	2	0	0	292	13,847	3	2	cross	0.56	1.10	0.00	0.43	20	1,434	4,613	39.95%	13.75%	8.30%	8.70%	\$93,184	0.168
777	Bolton Rd @ Hollywood Rd	0	0	0	207	7,171	3	0	irregular	1.10	2.66	0.03	0.33	10	899	1,296	49.42%	24.38%	4.37%	1.80%	\$172,902	0.168
778	IBM South Drway @ Northside Pkwy	0	0	0	97	21,310	5	2	irregular	0.35	2.19	0.01	0.40	47	908	1,396	33.32%	17.55%	16.64%	1.05%	\$96,179	0.167
779	Clifton Rd @ Glenwood Ave	0	0	0	113	8,726	3	1	cross	0.10	1.45	0.01	0.71	1	466	3,011	51.03%	15.08%	14.25%	5.10%	\$59,301	0.167
780	East Paces Ferry Rd @ Maple Dr	0	0	0	982	8,868	4	0	irregular	0.17	0.96	0.17	0.16	86	24,991	4,963	29.26%	13.82%	8.99%	5.43%	\$142,201	0.167
781	Longleaf Dr @ Phipps Blvd	0	0	0	598	6,645	5	1	irregular	0.45	0.16	0.33	0.18	7	36,727	10,998	37.95%	7.52%	15.92%	8.00%	\$140,860	0.167
782	Loridans Dr @ Peachtree Dunwoody Rd	0	0	0	377	12,922	4	1	T	0.11	1.58	1.42	0.30	3	483	2,216	13.12%	29.10%	12.88%	0.00%	\$250,000	0.167
783	Ellis St @ Fort St	0	0	0	2	2,618	4	0	one-way	0.20	0.51	0.36	0.38	1	25,373	18,255	67.85%	4.13%	4.59%	15.13%	\$42,878	0.165
784	Dekalb Ave @ Moreland Ave	1	0	1	133	13,329	4	1	irregular	0.23	1.34	0.04	0.31	10	2,669	6,503	34.96%	13.65%	9.31%	8.65%	\$143,336	0.165

Rank	Intersection	Total Collisions	Fatal & Serious Collisions	Turn-Related Collisions	Ped Volume	Vehicle Volume	Vehicle Through Lanes	Non-Res. Driveway	Int. Geo.	School Prox.	Senior Prox.	Transit Prox.	Park Trail Prox.	Comm. Density	Emp. Density	Pop. Density	People of Color	Pop Under 18	Pop Over 64	Commute via Transit or Walking	Median HH Income	Total Wtd. Score (0-1)
785	Bolton Rd @ Marietta Rd	0	0	0	268	11,819	4	0	cross	0.80	3.18	0.04	0.01	3	1,131	1,719	45.12%	25.76%	4.67%	1.80%	\$172,844	0.163
786	Northside Pkwy @ Rilman Rd	0	0	0	285	15,705	4	0	irregular	0.21	0.94	0.48	1.07	4	2,887	2,755	23.08%	19.78%	26.02%	0.75%	\$184,981	0.163
787	Kings Circle @ Peachtree Hills Ave	0	0	0	615	3,528	3	1	cross	0.24	0.11	0.49	0.19	64	2,359	6,084	19.93%	15.52%	9.75%	11.95%	\$145,188	0.162
788	Ansley Mall Drway @ Monroe Dr	0	0	0	918	11,464	6	3	cross	0.67	1.86	0.00	0.19	42	4,069	3,959	28.56%	16.18%	9.47%	4.07%	\$109,849	0.160
789	Hosea L Williams Dr @ 2nd Ave	0	0	0	253	6,090	4	0	cross	0.49	3.29	0.02	0.22	5	785	5,234	40.41%	28.87%	8.99%	7.93%	\$136,659	0.159
790	Glenwood Ave @ I-20 EB Off Ramp	0	0	0	37	7,719	4	2	T	0.33	1.61	0.03	0.78	1	674	3,062	54.52%	15.79%	13.37%	5.10%	\$59,301	0.159
791	East Shadowlawn Rd @ Peachtree Rd	2	0	1	178	590	4	0	cross	0.19	0.90	0.01	0.38	25	35,373	5,974	32.65%	9.72%	8.95%	7.43%	\$137,200	0.157
792	Armour Dr @ Buford Highway Connector SB Ramps	0	0	0	298	7,949	5	0	one-way	0.95	1.80	0.06	0.34	13	4,666	4,777	43.21%	12.07%	5.71%	2.70%	\$82,136	0.157
793	IBM North Drway @ Northside Pkwy	0	0	0	107	19,452	4	0	T	0.28	2.47	0.03	0.12	1	908	1,396	33.32%	17.55%	16.64%	1.05%	\$96,179	0.157
794	Habersham Rd @ West Wesley Rd	0	0	0	147	19,443	4	2	cross	0.51	0.98	0.41	0.01	0	788	2,668	11.77%	16.03%	30.72%	0.00%	\$164,101	0.155
795	Manor Ridge Dr @ Northside Dr	0	0	0	214	15,187	3	0	cross	0.88	1.85	0.57	0.03	0	369	2,639	12.45%	25.11%	16.80%	0.75%	\$201,592	0.155
796	Northside Pkwy @ The Piazzas at Paces Ferry	0	0	0	232	15,534	4	0	irregular	0.28	0.60	0.30	1.51	49	4,481	1,710	24.36%	19.69%	25.70%	0.80%	\$152,922	0.154
797	Bolton Rd @ Peyton Rd	0	0	0	67	13,800	4	2	cross	0.42	2.50	0.00	0.03	0	345	1,902	62.66%	25.51%	6.13%	12.40%	\$91,563	0.154
798	Hosea L Williams Dr @ Warren St	0	0	0	513	7,089	3	1	cross	0.33	2.52	0.02	0.06	6	1,601	5,163	44.23%	18.94%	7.37%	7.60%	\$89,522	0.152
799	Mount Paran Rd @ Northside Pkwy	0	0	0	251	26,354	3	1	irregular	0.52	1.91	0.29	0.68	13	908	1,396	33.32%	17.55%	16.64%	1.05%	\$96,179	0.152
800	Hosea L Williams Dr @ Clifton St	0	0	0	230	6,491	4	0	cross	0.28	2.20	0.01	0.15	2	1,333	5,591	48.08%	19.59%	6.88%	7.60%	\$78,880	0.151
801	Hosea L Williams Dr @ Rocky Ford Rd	0	0	0	146	2,866	5	1	cross	0.22	2.98	0.00	0.11	0	575	4,171	41.86%	22.48%	9.75%	6.73%	\$124,375	0.147
802	Glenwood Ave @ I-20 Westbound Off-Ramp	0	0	0	39	12,851	5	0	T	0.33	1.70	0.08	0.69	0	674	3,062	54.52%	15.79%	13.37%	5.10%	\$59,301	0.147
803	Wieuca Road @ Ivy Rd	0	0	0	359	11,513	4	1	T	0.50	1.09	0.73	0.36	2	1,322	3,016	19.36%	24.88%	11.01%	3.37%	\$188,779	0.145
804	East Confederate Ave @ Woodland Ave	0	0	0	256	3,417	4	1	irregular	0.47	0.68	0.00	0.19	5	6,341	3,243	44.24%	19.28%	8.88%	5.35%	\$131,330	0.141
805	Fairview Rd @ Oakdale Rd	0	0	0	388	1,711	4	0	irregular	0.82	1.77	0.16	0.13	1	1,426	4,401	18.86%	18.24%	10.60%	5.70%	\$138,226	0.139
806	Fort St @ Andrew Young International Blvd	0	0	0	6	2,816	3	0	irregular	0.30	0.55	0.32	0.30	0	25,373	22,974	70.07%	3.36%	3.49%	19.07%	\$42,878	0.137
807	Alston Dr @ Candler Rd	0	0	0	59	14,335	5	0	cross	0.32	4.19	0.00	0.50	8	569	2,788	49.70%	19.82%	12.48%	5.40%	\$87,735	0.134
808	East Paces Ferry Rd @ Roxboro Rd	0	0	0	123	18,995	3	3	irregular	1.22	0.40	0.41	0.50	5	7,408	11,385	33.22%	8.86%	25.44%	9.40%	\$99,077	0.133
809	Collier Dr @ DeFoors Ferry Rd	0	0	0	251	10,227	3	4	cross	1.01	1.23	0.02	0.53	29	2,448	3,477	31.28%	18.49%	7.63%	2.78%	\$121,333	0.132
810	Moores Mill Rd @ West Wesley Rd	0	0	0	267	15,565	4	1	cross	0.50	1.12	0.88	1.15	1	347	1,014	15.43%	28.96%	16.15%	1.60%	\$250,000	0.132
811	Airport Loop Rd @ Delta Blvd	0	0	0	18	10,763	5	1	irregular	1.26	1.82	0.01	2.69	7	16,604	678	74.71%	17.32%	8.05%	6.35%	\$88,161	0.131
812	Northside Dr @ West Paces Ferry Rd	0	0	0	93	24,944	2	5	cross	0.28	1.55	1.10	0.99	0	844	1,167	12.31%	26.99%	19.67%	0.70%	\$250,000	0.130
813	Marietta Blvd @ Marietta St	0	0	0	100	10,248	1	2	irregular	0.45	1.80	0.01	0.19	1	2,440	1,275	49.41%	15.58%	3.86%	3.00%	\$137,033	0.125
814	Northside Dr @ West Wesley Rd	0	0	0	144	19,470	4	2	cross	0.70	1.60	0.49	0.34	0	655	2,200	11.46%	24.21%	19.64%	0.75%	\$201,592	0.124
815	Clifton Rd @ Dekalb Ave	0	0	0	168	14,973	4	0	T	0.00	2.31	0.44	0.34	10	1,172	5,545	27.57%	25.90%	8.63%	10.55%	\$143,991	0.121
816	McLendon Ave @ Oakdale Rd	1	0	0	840	6,639	4	0	cross	0.90	1.94	0.27	0.13	6	2,405	5,934	36.09%	18.99%	9.60%	7.55%	\$132,774	0.120
817	Huff Rd @ Marietta Blvd	0	0	0	198	13,756	4	3	irregular	0.20	1.65	0.05	0.35	20	2,440	1,275	49.41%	15.58%	3.86%	3.00%	\$137,033	0.120
818	Oakdale Rd @ Benning Pl	0	0	0	569	2,856	3	1	cross	0.94	2.04	0.46	0.12	4	1,426	4,401	18.86%	18.24%	10.60%	5.70%	\$138,226	0.119
819	Bill Kennedy Way @ I-20 Eastbound Ramp	0	0	0	5	20,415	3	2	cross	0.70	0.96	0.06	0.11	4	2,809	6,014	42.01%	12.31%	7.12%	6.75%	\$93,948	0.118
820	Glenwood Ave @ Drway	0	0	0	359	6,268	4	1	irregular	0.57	0.55	0.23	0.32	7	2,809	5,950	42.96%	11.44%	8.03%	6.75%	\$93,948	0.118
821	Marietta Blvd @ Elaine Dr	0	0	0	117	11,325	3	2	irregular	1.14	1.49	0.04	0.51	12	2,594	1,208	50.63%	13.22%	3.26%	1.20%	\$150,592	0.117
822	Bolton Rd @ Main St	0	0	0	194	13,042	4	0	cross	0.87	2.53	0.14	0.23	8	899	1,296	49.42%	24.38%	4.37%	1.80%	\$172,902	0.114
823	Chattahoochee Ave @ Holmes St	0	0	0	67	12,706	4	4	cross	1.58	0.07	0.05	0.41	20	3,657	3,068	40.07%	12.61%	2.93%	11.67%	\$90,761	0.114
824	Marietta Blvd @ Tacoma Dr	0	0	0	71	8,438	2	1	irregular	1.73	1.74	0.01	0.82	6	2,594	1,208	50.63%	13.22%	3.26%	1.20%	\$150,592	0.111
825	Carroll Dr @ Marietta Blvd	1	0	0	153	11,430	4	2	irregular	0.33	1.34	0.02	1.27	16	2,790	1,248	46.06%	12.54%	2.91%	1.20%	\$137,598	0.110
826	Moores Mill Rd @ Peachtree Battle Rd	0	0	0	191	14,572	4	0	cross	0.14	1.63	0.73	0.79	2	114	1,812	15.74%	26.74%	12.75%	1.55%	\$198,006	0.105
827	Blackland Rd @ Northside Dr	0	0	0	95	13,665	4	1	T	0.83	2.49	1.35	0.56	2	791	1,230	12.26%	27.59%	17.58%	1.05%	\$250,000	0.103
828	Mount Paran Rd @ Randall Mill Rd	0	0	0	45	9,952	3	0	T	0.77	2.28	1.11	1.49	0	725	1,019	21.14%	24.27%	17.89%	0.50%	\$178,125	0.097
829	Moores Mill Rd @ I-75 SB Ramp	0	0	0	57	14,519	1	1	irregular	0.67	0.87	0.62	1.40	0	318	1,312	13.96%	30.72%	14.62%	1.55%	\$249,775	0.097
830	Arizona Ave @ Dekalb Ave	0	0	0	198	14,481	3	0	T	0.44	2.43	0.57	0.22	2	1,158	5,206	29.10%	25.21%	9.00%	9.47%	\$132,873	0.093
831	Marietta Blvd NW @ Thomas St NW	0	0	0	126	9,359	4	1	T	0.56	1.40	0.04	1.33	7	2,594	1,248	46.06%	12.54%	2.91%	1.20%	\$150,592	0.091
832	Beechwood Dr @ Harris Trail	0	0	0	20	9,794	4	3	cross	0.80	2.06	0.89	1.28	1	725	1,019	21.14%	24.27%	17.89%	0.50%	\$178,125	0.090
833	Marietta Blvd @ Capitol Materials Drway	0	0	0	46	8,628	3	0	irregular	0.83	1.51	0.04	0.59	12	2,594	1,248	46.06%	12.54%	2.91%	1.20%	\$150,592	0.085
834	Lake Blvd @ Roxboro Rd	0	0	0	151	585	4	4	irregular	0.46	0.35	0.48	0.77	0	6,768	5,896	38.30%	11.41%	9.00%	5.80%	\$86,873	0.063