



Memorandum

To: Erica Parish and George Jones
Paulding County Department of
Transportation

Date: 1/21/2024

Project #: 64587.00

From: Regan Hammond

Re: Paulding County Comprehensive Safety Action Plan – Best Practices &
Policies Summary

Introduction

This memorandum summarizes best practices and policies for Paulding County's Comprehensive Safety Action Plan (CSAP). Relevant strategies and implementation plans from peer safety action plans (Part 1), as well as practices and policies from regional, state, and national sources (Part 2) are summarized below.

Part 1: Best Practices Summary

Peer Safety Action Plans

Macon-Bibb County Vision Zero Action Plan (2020)

Relevance

Macon-Bibb County's Vision Zero Action Plan sets a goal to eliminate traffic fatalities and serious injuries by 2040.

Key Takeaways

Macon-Bibb County formed their implementation plan based on the Safe System Approach, which includes emphasis on the following areas:

- Safe Roads: capital improvements with a focus on quick, low-cost safety improvements
- Safe Speeds: encourage motorists to travel at safer speeds, primarily through engineering projects and enforcement policies
- Safe Road Users: responsibility for eliminating serious injuries and fatalities on roads involves road designers and users; primarily involves enforcement policies and educational campaigns to reach all road users
- Safe Vehicles: promote the advancement of vehicle safety technologies for all road users
- Post-Crash Care: the reduction of fatal and serious injuries relies on a quick response from the emergency medical care system

The plan lists short-term actions to be considered for implementation in the next two years, including speed enforcement, Safe Routes to Schools initiatives, and public information messaging. Medium-term (2-5 years) actions include adopting a Complete Streets policy, road safety audits, pedestrian facility improvements, and speed management pilot projects. Long-term (5-10 years) actions include installing traffic safety cameras for speeding (location not specified) and red light violations, bicycle facility improvements, and a review of emergency response protocols.

Cobb County Comprehensive Safety Action Plan (2023)

Relevance

Cobb County's Comprehensive Safety Action Plan identifies projects and strategies to reduce and ultimately eliminate fatalities and serious injuries on public roadways. The plan specifies corridors and intersections for improvements, including individual safety projects or through integrating countermeasures in programmed and maintenance projects.

Key Takeaways

Cobb County aims to implement several design and infrastructure elements to address safety solutions, including:

- Speed management: setting appropriate speed limits and enforcing them, raising awareness, and establishing appropriate policies around road operations and design.
- Complete streets: encouraging people to use other modes other driving by providing better access to public transportation, improving pedestrian and bicycle facilities, and improving crossing opportunities.
- Land use development: connecting land use and transportation decision making, by mixing uses and improving street connectivity, driveway access, and block length.
- Implementing safety policies: putting practices into written codes and policies keeps communities accountable; safety policies include traffic calming, vulnerable road users, and speed management.

The plan lists 23 Focus Corridors, with recommendations for early implementation, including sidewalks, raised medians, road safety audits, and additional signage. Recommended policies and strategies were inspired from the 5 E's, such as:

- Outreach and educational campaigns, including promotion of safer speeds and traffic compliance, targeted educational campaigns for young adults, seniors, impaired driving, and vulnerable road users
- Coordinating with law enforcement to monitor the high-risk and high-crash corridors for targeted enforcement
- Multi-modal policies to deploy Rectangular Rapid Flashing Beacons and Pedestrian Hybrid Beacons, prioritize separated bicycle lanes, and use leading pedestrian intervals at intersections with high levels of pedestrian activity

Denver Vision Zero Action Plan (2022)

Relevance

The City of Denver's Vision Zero Action Plan focuses on reducing the types of crashes and factors involved in deaths and serious injuries through targeted safety improvements and policies. The plan highlights current trends from crash data, recent safety accomplishments, and short-term actions to reduce fatalities and serious injuries. The CSAP can learn from Denver's accomplishments and upcoming actions, due to Paulding County's similarities to Denver's suburban environment and the identified crash trends from the data analysis.

Key Takeaways

Denver's plan notes crash trends related to increased crash severity, including speeding, vulnerable road users (motorcyclists, pedestrians, and bicyclists), and risky driving behaviors, such as drunk driving. In Denver, 83% of fatal and serious injury crashes occur on high-speed, multi-lane arterial roadways. Recent accomplishments since the City's previous Vision Zero Plan include multimodal safety improvements, speed reductions following traffic-calming installations, Safe Routes to School projects, and traffic safety cameras. The plan's stated actions address the safety concerns and expand upon the recent successes, several of which are listed below:

ARC's Regional Safety Task Force is leading the region toward a goal of zero traffic deaths.

- Develop a citywide speed reduction team
- Increase use of traffic safety cameras (speed and red light cameras), prioritizing their placement in the high injury network and school zones
- Support build-out of the pedestrian, bicyclist, micromobility and transit user network
- Support community-led placemaking and traffic calming initiatives, where citizens play a direct role in creating public spaces that improve their health and happiness, while discouraging unsafe driver behaviors.

Regional and State Plans

ARC Regional Safety Strategy (2022)

Relevance

The ARC Regional Safety Strategy identified four focus crash types, including intersections, roadway departures, pedestrians, and bicyclists, to target safety improvements in the region. These crash types align with Georgia's 2022 State Highway Safety Plan (SHSP) emphasis areas.

Key Takeaways

The strategy promotes FHWA's Proven Safety Countermeasures, listing each countermeasure's effectiveness in targeting each of the four focus types from the analysis. In addition to countermeasures, ARC promotes the following practices and policies:

- Speed Management
 - › Establishing appropriate speed limits
 - › Enforcing speed limits
 - › Raising awareness
 - › Supporting through policies, such as vulnerable road user ordinances and traffic calming
- Mode Shift
 - › Transportation demand management
 - › Complete streets
 - › Access to transit (quality and quantity of transit service)

- Land Use & Development Patterns
 - › Update zoning regulations to prioritize mixed-use developments to allow people to live closer to where they work and play, shortening driving distances
 - › Encourage Transit Oriented Development
 - › Designing public spaces that put people first

The Atlanta Region's Plan (2020)

Relevance

A small portion of the Atlanta Region's Plan discusses safety, particularly for cyclists and pedestrians. ARC introduces their "Safe System Approach", which boils down to safe roads, safe vehicles, safe speeds, and safe streets. ARC established a Regional Safety Task Force in 2019 with the goal of leading the region to zero traffic deaths. They offer input to local and regional agencies for how to improve safety practices.

To create a holistic safety plan that considers all modes, it is necessary to address the specific needs of non-motorized travelers.

Key Takeaways

Every year there is an average of 642 fatalities from traffic crashes in Atlanta, an average of nearly 2 traffic fatalities per day. Cyclist and pedestrian incidents account for approximately 20 percent of these crashes. A Safe System Approach attempts to address fatal and severe injury crashes by designing roadways and vehicles to account for human error; one such way is to reduce impact speed when crashes inevitably occur to reduce the severity of crashes. A challenge to this effort could be that it is difficult for ARC to influence project implementation or design, as they are often not involved in those processes. There also is not universal agreement on what a successful project should look like, but ARC is trying to influence local agencies to consider safety and regional goals in project development and implementation.

ARC Safe Streets for Walking and Bicycling (2019)

Relevance

Pedestrian and cyclist safety is an important part of roadway safety. Planning safety measures for vehicles only would ignore the risks incurred by people that do not drive or are unable to drive. Therefore, to create a holistic safety plan that considers all modes, it is necessary to address the specific needs of non-motorized travelers.

Key Takeaways

This plan was developed by ARC in 2018 as a supplemental document to the ARC 2016 Walk, Bike, Thrive plan. The goal is to develop a regional strategy for reducing fatalities of cyclists and pedestrians in the Atlanta Metro Region. The planners use data from crash reports which indicated the fatalities and injuries of cyclists and pedestrians is on a steep upward swing in Atlanta, and they make an argument to use a complete streets approach to combat this problem.

In the short term, ARC will focus on funding transportation projects that create road designs to improve safety performance and minimize risk for cyclists and pedestrians, by funding high-risk corridors and communities, incorporating evidence-based countermeasures, and promoting better local project development, design, and

implementation. In the medium term, ARC will support its member jurisdictions in using the Safe System Approach to increase their own traffic safety for cars, cyclists, and pedestrians. In the long term, ARC will push a complete streets approach to transportation and land use with the hopes of achieving a cultural shift in transportation safety planning over time.

Georgia Strategic Highway Safety Plan (SHSP) (2021)

Relevance

The SHSP is a federally-required, five-year statewide safety plan focused on reducing fatalities and serious injuries on all public roads. It represents multiple agencies and serves as the coordinating document for other safety plans and programs, including the long-range statewide transportation plan, metropolitan transportation plans, Highway Safety Plan (HSP), and Highway Safety Improvement Program (HSIP). While the HSP is more focused on behavioral safety strategies, the SHSP is more comprehensive and includes both infrastructure and behavioral strategies.

The 2019 – 2021 Georgia SHSP is a data-driven plan that establishes statewide performance goals, objectives, and emphasis areas along with multidisciplinary strategies (engineering, education, enforcement, and emergency medical services) to enhance safety. As such, it serves as a statewide roadmap for addressing key infrastructure and behavioral safety issues. Further, all projects funded through the HSIP must align with the State SHSP.

The overall safety performance goals are to maintain the 5-year moving average traffic fatalities and serious injuries under the projected levels, to reduce the 5-year moving average serious traffic injuries for every 100 million vehicle miles traveled (MVMT), and to maintain the 5-year moving average traffic fatalities per 100M VMT under the projected levels. There are other goals for specific types of fatalities and behaviors including unrestrained, alcohol, speed, motorcycle, helmet use, young drivers, pedestrians, and bicyclists. The SHSP includes the following seven emphasis areas with specific objectives and strategies:

1. Impaired Driving
2. Occupant Protection
3. Distracted Driving
4. Serious Crash Type (includes Intersection Safety and Roadway Departure)
5. Age-related Issues (includes Young Adult Drivers and Older Drivers)
6. Non-Motorized Users (includes Pedestrian and Bicycle)
7. Vehicle Type (includes Heavy Trucks and Motorcycle)

Key Takeaways

- Align the CSAP goals, emphasis areas, and strategies with the SHSP to the extent possible for access to HSIP funding.
- Consider the safety goals and determine if Paulding County will support the statewide goals and/or develop more aggressive goals.

The SHSP establishes statewide performance goals, objectives, and emphasis areas along with multidisciplinary strategies to enhance safety.

GDOT Bicycle Safety Action Plan (2018)

Relevance

The GDOT Bicycle Safety Action Plan, completed in 2018, assesses the current state of bicycle safety with a goal of improving crash injury and fatality rates while simultaneously making Georgia a safer and better place to ride a bicycle. The plan provides guidance to GDOT, the Governor's Office of Highway Safety (GOHS), law enforcement, safety advocates, and local and regional agencies such as ARC on safety issues pertaining to bicycling. The plan identifies the current state of bicycle safety in Georgia, increases understanding of bicycle crashes, promotes objective, data-driven decision making, and promotes appropriate levels of investment and funding towards bicycle safety solutions.

Key Takeaways

Between 2005 and 2015, 5,834 crashes in Georgia involved a bicycle and vehicle. Of this number, there were 4,482 injury crashes (77 percent) and 63 fatal crashes (1.4 percent). Pedestrians and bicyclists represented more than 15 percent of total roadway fatalities in the state in this 10-year time period. As a result, this made Georgia eligible for newly authorized section 405(h) federal funding to educate the public and law enforcement on bicycle safety and awareness.

The plan cites a goal to reduce bicyclist crashes, injuries, and fatalities with a vision of moving towards zero deaths, aiming for fewer than 15 fatalities and 32 major injuries annually by 2025. Recent data shows that bicycle crashes have increased in recent years, with over 15 bicyclist fatalities occurring per year in 2020-2023 and over 69 severe injuries occurring per year in the same time frame.

GDOT Pedestrian Safety Action Plan (2018)

Relevance

Similar to the Bicycle Safety Action Plan, the GDOT Pedestrian Safety Action Plan (PSAP) provides guidance on pedestrian safety issues to GDOT, Georgia Department of Public Health (DPH), GOHS, law enforcement agencies, pedestrian safety advocates, local and regional agencies, and others. The purposes of the Pedestrian Safety Action Plan are to:

- Identify the current state of pedestrian safety in Georgia
- Increase statewide understanding of pedestrian crash patterns
- Promote objective, data-driven decision making
- Promote investment in pedestrian safety solutions
- Align pedestrian safety funding and resources with proven safety countermeasures and target locations with high needs and opportunities for success
- Promote public health, physical activity, and economic development by creating safe, walkable communities

The most urgent issue related to bicycling in Georgia is safety.

Key Takeaways

The plan details that pedestrian fatalities have experienced an increase between 2014 and 2017, the latter in which an all-time annual high occurred. The plan discusses pedestrian crash patterns at the state and regional levels and discusses trends by regional commission and GDOT district. Between 2011 and 2015, there were 17,336 crashes between pedestrians and vehicles in Georgia with 13,818 crashes resulting in injuries and 847 crashes resulting in pedestrian fatalities. Of all traffic fatalities within Georgia during this time period, 14 percent involved a pedestrian. Additionally, the plan mentions that ARC utilizes the Walk Friendly Communities program to assist local governments in developing walk friendly policies and places throughout the region.

The plan details funding allocations for pedestrian safety through the HSIP, Section 402, Section 405h, and local and regional sources. GDOT strives to allocate 10 percent of HSIP funding annually to pedestrian safety improvements with a 50 percent five-year rolling average dedicated to focus corridors, counties, and cities. One of the action steps in the plan recommends that 50 percent of Section 402 and 405h funds should be allocated for pedestrian safety programs. GDOT is also taking action to identify funding sources for the Georgia Safe Routes to School (SRTS) Resource Center as well as larger shares of funding for pedestrian projects.

National Noteworthy Practices

FHWA Small Town and Rural Multimodal Networks Guide (2016)

Relevance

This guide helps small towns and rural communities program, design, and maintain a safe, accessible, and comfortable transportation network for all users, regardless of age or ability. This guide was developed in response to the need and desire to make travel safer and more active in small and rural communities as well as larger cities and metropolitan areas. Documented safety issues include longer non-local trip distances, health disparities, higher crash rates, and income disparities. Small towns are ideal for walking and bicycling networks due to their compact nature with established town centers.

Key Takeaways

The guide discusses safety and design considerations for three types of facilities – mixed traffic facilities, visually separated facilities, and physically separated facilities. Mixed traffic facilities include bicycle boulevards, advisory shoulders, and yield roadways. Visually separated facilities include pedestrian lanes, bicycle lanes, and paved shoulders. Physically separated facilities include separated bicycle lanes, sidewalks, side paths, and shared-use paths.

The guide also discusses key network opportunities including school connections and rural areas. Connections near schools should provide increased separation of walking and biking facilities that are more appropriate for younger users. Rural cores should support walking and biking on main commercial corridors and main streets. As main streets transition out of core areas, the facility design that accommodates people walking and biking should change. Transitions between facility types are important

The Pedestrian Safety Action Plan details funding allocations for the Surface Transportation Block Grant (STBG) and the Transportation Alternatives Program with the intent to fund pedestrian safety projects.

and should not be overlooked by designers. The guide concludes with a discussion on planning on project development considerations. This includes monitoring existing conditions and identifying current and projected transportation needs to account for the safety of all modes of transportation.

Speed is acknowledged in this guide as a frequent contributing crash factor for crashes in rural settings. Mitigating speed-related crashes involves designing roads for the appropriate speed. Faster speeds decrease rate of survival in crashes largely because roads designed for higher speeds give motorists less chance to react and pedestrians are hit with greater force. Figure 1 shows the relationship between speed and the chance for survival for a pedestrian involved in a vehicular crash. The guide also comments that traffic calming efforts in small towns and rural areas tend to emphasize speed reduction measures rather than volume reduction.

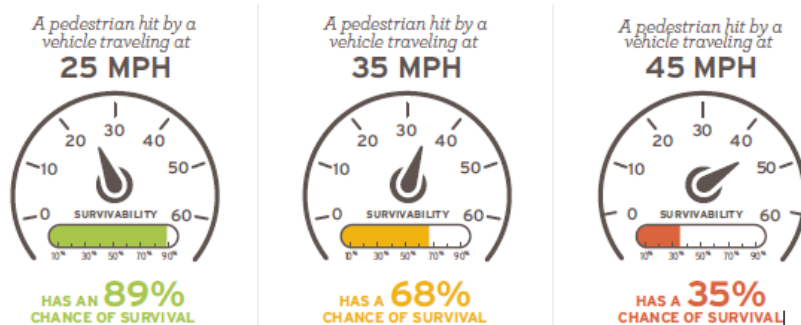


Figure 1: Impact Speed and a Pedestrian's Risk of Severe Injury or Death

Considerations for accommodating a mix of users in shared spaces are discussed in this guide for the purpose of speed management. Speed reduction measures detailed in the guide include speed humps and tables, mini-roundabouts, pinch points, lateral shifts, median islands, speed reduction markings, speed limit pavement markings, and speed feedback signs.

FHWA Manual for Selecting Safety Improvements on High-Risk Rural Roads (2014)

Relevance

This guide is focused on effective countermeasures used to address crashes on high-risk rural roads.

Key Takeaways

Rural roads are a common focus facility type for fatal and serious injury crashes. This guide provides numerous options to address crashes on these facilities. In addition to identifying potential strategies, the guide provides information on the safety benefits, cost-effectiveness, applicability, and initial and reoccurring maintenance costs. In addition, this guide provides information on a decision-making process to identify treatments, which incorporates crash type, treatment category, and traffic volume.

This guide provides details on potential strategies, including safety effectiveness, costs, and applicability.

Opportunities for CSAP

- This guide can help understand the available countermeasures for rural roadways and how to select and apply them.

- Apply or adapt the decision-making process for treatment selection.
- Identify crash type categories for further diagnosis.
- Identify potential funding sources and funding processes.
- Select appropriate safety treatments for given crash types and roadway characteristics.

FHWA Intersection Safety: A Manual for Local Rural Road Owners (2011)

Relevance

This guide is focused on effective methods used to achieve outcomes, particularly on rural local roads.

Key Takeaways

Rural roads are a common focus facility type for fatal and serious injury crashes, particularly on local roads. This guide targets safety issues at rural local intersections. The guide provides information on effective methods to identify intersection safety issues, choose targeted countermeasures, and assess the expected benefits of those treatments. It offers procedures to improve safety at local rural unsignalized intersections and to reduce the potential for future crashes.

Opportunities for CSAP

- This guide can help understand the available countermeasures for rural intersections and how to select and apply them.
- Identify and calculate basic safety performance measures to select sites for investigation.
- Develop protocols to conduct formal and informal field reviews and diagnose safety concerns.
- Develop resources to help local agencies understand common safety concerns at intersections.
- Estimate costs and benefits of potential intersection countermeasures.
- Prioritize countermeasures based on cost, implementation time, and effectiveness.

There is an opportunity to adopt proven safety countermeasures in design policies and practices.

FHWA Proven Safety Countermeasures (n.d. accessed 2024)

Relevance

This website is focused on effective methods used to achieve outcomes, particularly the use of proven safety countermeasures.

Key Takeaways

This website serves as a national resource to help transportation professionals identify effective strategies and countermeasures from local road safety plans to hotspot and systemic measures. The website provides technical

summaries of each countermeasure, including an overview of the strategy/countermeasure, applicability, effectiveness (when available), and implementation considerations.

Opportunities for CSAP

- As the CSAP identifies emphasis/focus areas that coincide with the topic areas covered by this website, refer to the technical summaries for specific information on applicable countermeasures.
- Identify appropriate strategies and countermeasures to address specific safety issues.
- Identify crosscutting strategies that address multiple safety focus areas.

Behavioral pedestrian safety initiatives require improvements in unsafe driver and pedestrian behaviors.

NHTSA Countermeasures That Work (2023)

Relevance

This guide is focused on effective methods used to achieve outcomes, particularly the use of behavioral-related countermeasures. While enforcement is identified as an effective countermeasure for addressing behavior-related issues, it is focused more on offenses such as impaired driving, seatbelt use, speeding, and distracted driving. Enforcement is mentioned in the pedestrian safety discussion as well, but it is geared more toward motorist compliance and enforcement of speeds, recognizing that lack of driver yielding and higher speeds increase the risk of death or injury to pedestrians. The guide also notes the effectiveness of “pedestrian safety zones” that target education, enforcement, and engineering measures to geographic areas and audiences that exhibit a high incidence or risk of pedestrian crashes.

Key Takeaways

This guide serves as a national resource to help transportation professionals identify behavioral-related emphasis areas and understand applicable countermeasures for topics from alcohol-impaired and drugged driving to seat belts and child restraints to pedestrians and bicycles. The guide includes potential strategies and countermeasures to address the underlying issue; summarizes strategy/countermeasure use, effectiveness, costs, and implementation time; and provides references to research summaries and individual studies.

Opportunities for CSAP

- As the CSAP identifies emphasis/focus areas that coincide with the topic areas covered by this guide, refer to the guide for specific information on the applicable countermeasures.
- Identify appropriate strategies and countermeasures to address behavioral safety issues.
- Identify the expected effectiveness, relative cost, and relative implementation time of behavior-related countermeasures.
- While enforcement is a common strategy suggested to address behavioral safety issues, it is often most effective when combined with education and engineering measures.

Part 2: Policies Summary

Documents Reviewed

- **Paulding County:**
 - › County Development Regulations
https://library.municode.com/ga/paulding_county/codes/code_of_ordinances?nodeId=PTIICOOR_APXBDERE
 - › Paulding County Code of Ordinances:
 - Chapter 62 – Roads https://library.municode.com/ga/paulding_county/codes/code_of_ordinances?nodeId=PTIICOOR_CH62RO
 - Chapter 70 – Traffic and Motor Vehicles
https://library.municode.com/ga/paulding_county/codes/code_of_ordinances?nodeId=PTIICOOR_CH70TRMOVE
 - › Documents and Forms on the webpage
<https://www.paulding.gov/125/Documents-Forms>
 - › Traffic Calming Policy
<https://www.paulding.gov/DocumentCenter/View/144/Traffic-Calming-Policy>
- **City of Dallas (GA):**
 - › Code of Ordinances
https://library.municode.com/ga/dallas/codes/code_of_ordinances
- **City of Hiram (GA)**
 - › The City of Hiram development regulations and code of ordinances are the same or similar to Paulding County. Per discussion with project staff, the City of Hiram codes were not summarized further.

Key Takeaways

- Paulding County has ordinances typical of most local jurisdictions in Georgia, governing roadway design, speed setting, traffic operations, and other considerations. The County should review peer examples that have proactively incorporated safety measures; see reference list below.
- The County's streetlight districts provide an opportunity to proactively install high visibility facilities to support safer outcomes for all roadway users. All streetlight districts should be reviewed against the Safety Action Plan's High Injury Network to determine where increased lighting can support safer roadways, crossings, and lighting within adjacent parcels.
- Given the County's prominent multi-use trail network and prominent motorized cart usage, motorized cart safety should be monitored to track ongoing collisions or concerns. Changes to operating regulations or facility designs may be warranted to promote safe motorized cart use.
- The County's traffic calming policy can be investigated for amending to proactively address traffic safety, by installing applicable and appropriate to context traffic calming.
- The City of Dallas can proactively address safety in a number of areas, including roadway design, multimodal facility design, speed limit setting, and traffic calming policies. Proactive safety measures can be

incorporated within each current policy, especially methods to reduce travel speeds and anticipate or program traffic calming projects.

Peer Plan References

The national Safe Streets & Roads for All (SS4A) program has funded dozens of comprehensive safety action plans within Georgia and across the nation. Many are useful geographic or context references for Paulding County and the Cities within the County:

- The Atlanta Regional Commission's **Regional Safety Strategy** provides reference data and safety measures that are supported by regional funding and adopted by peers within the metropolitan area.
Source: <https://cdn.atlantaregional.org/wp-content/uploads/arc-regional-safety-strategy-9-may-23.pdf>
- **Cobb County Comprehensive Safety Action Plan:** It is recommended that Paulding's efforts be consistent with their neighboring counties. Adopting similar strategies will build consistency within the northwest metropolitan area, support local knowledge of innovative safety measures, and promote safety along inter-jurisdictional corridors.
Source: <https://www.cobbcounty.org/transportation/traffic/safety-education>
- **City of Milton Road Safety Action Plan:** The City of Milton has developed its Local Road Safety Plan to guide efforts to make the transportation network safer for drivers, bicyclists, and pedestrians. This effort began in November 2020 and the document was completed in July 2022. The Plan is tailored to the local conditions, while also incorporating national and state guidance in developing a safety plan.
Source: <https://www.miltonga.gov/home/showpublisheddocument/6146/637999731675030000>
- **Athens-Clarke County:** Several efforts in Athens and Clarke County Georgia warrant review by communities in Georgia – Athens in Motion Walking & Bicycling Plan (2018); Athens Vision Zero Plan (upcoming); and demonstration projects on Prince Avenue and citywide.
Source: https://www.planning.dot.gov/documents/ACC_CompleteStreets_CaseStudy_Final-508-compliant.pdf
- **Macon-Bibb County:** Macon and Bibb County are the State of Georgia's first Vision Zero community and a leader in adopting actionable strategies for cities and counties within the State.
Source: https://psrb.maconbibb.us/wp-content/uploads/2021/02/508_Macon-Bibb-VZAP_01Jan2021.pdf
- **Northwest Arkansas Vision Zero:** the Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan is grounded in the Safe System Approach and outlines strategies and actions that can be taken in Northwest Arkansas to reduce and eliminate fatal and serious injury crashes on our transportation system.
Source: <https://www.nwarpc.org/transportation/vision-zero-plan/>
- **Prince George's County (MD):** The County launched Vision Zero Prince George's to make streets safer for everyone by 2040. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all including people who walk, bike, drive and use transit.
Source: <https://visionzero-princegeorges.hub.arcgis.com/>
- **Vision Zero Des Moines:** The Des Moines Vision Zero Safety Action Plan outlines the steps to eliminate deaths and serious injuries on all streets in Des Moines by 2040. For this Action Plan, transportation safety includes all street surface transportation of all road users and crashes on all streets in Des Moines.
Source: https://www.dsm.city/departments/engineering - division/vision_zero/index.php
- The **Henry County SS4A Plan** is currently underway but will be a useful peer reference within metropolitan Atlanta; anticipated completion in 2025.

Reviews & Conclusions

The following sections review Paulding County and City of Dallas development regulations for themes, topics, actionable incidences related to transportation administration and transportation safety. Of particular concern are locations, regulations, and actions that fall along the County's High Injury network (HIN) developed as part of the Paulding County Comprehensive Safety Action Plan (CSAP).

Paulding County Development Regulations

SOURCE: https://library.municode.com/ga/paulding_county/codes/code_of_ordinances?nodeId=PTIICOOR_APXBDERE

The Paulding County Development Regulations (County Ordinance, Appendix B) are intended to serve the following purposes. Relevant transportation purposes are highlighted in bold.

- 1. To protect and promote the public health, safety and general welfare.**
2. To provide a system for the subdividing of lands and the accurate recording of land titles.
3. To provide assurance that those lots shown on recorded subdivision plats are usable by the purchasers for their intended and permitted functions.
4. To encourage economically sound and orderly land development in accordance with the policies and objectives of the Comprehensive Plan of Paulding County.
- 5. To assure the provision of required streets, utilities and other facilities and services to new land developments in conformance with public improvement policies of the county.**
- 6. To assure adequate provision of safe and convenient traffic access and circulation, both vehicular and pedestrian, in new land developments.**
7. To assure the provision of needed open spaces and public facility sites in new land developments through the dedication or reservation for purchase of land for public purposes.
8. To assure equitable review and approval of all subdivision and site plans by providing uniform procedures and standards for the developer.

Transportation safety is generally achieved through the reduction of risks by the application of proven safety countermeasures, provision of dedicated facilities for active transportation modes, and promotion of transportation systems and land uses that accommodate diverse, multimodal trips. The following sections provide highlights from Paulding's Development Regulations that govern transportation-related regulations.

ARTICLE 3 - PERMITS AND APPROVALS REQUIRED FOR DEVELOPMENT OR CONSTRUCTION

3.1 - Developments of regional impact

The Georgia Planning Act of 1989 authorized the department of community affairs (DCA) to establish procedures for regional review of development projects that are of sufficient size that they are likely to create impacts beyond the jurisdiction in which the project will be located. These large-scale projects are referred to as developments of regional impact (DRIs). Projects that exceed the minimum thresholds established by the DCA are required to go the DRI process prior to commencement of development activity. This process involves submittal to the Coosa Valley Regional Development Center (RDC) and review and comments from other local governments and affected parties.

Conclusions: Coosa Valley RDC (now known as the Northwest Georgia Regional Commission) and Paulding County can use DRI reviews to assess necessary multimodal facilities and impact of large, regionally-significant developments on the transportation system, including implications of proven safety countermeasures along the county HIN.

3.3 - Department of transportation permits.

3.3.3.8 Area class—minimum qualifications.

Rural Roadway Design

This class of work is defined as roadway design projects of two-lane or multi-lane facilities with free or controlled (permitted) access in rural areas with intersections or driveways generally located more than 1,000 feet apart, rural drainage (ditches and cross drains only) and minimum conflicts with utilities.

This area of work may include, among other things, horizontal and vertical alignment design, open channel and culvert drainage analysis and design, sight distance analysis, clear zone analysis, staging plan design, and right-of-way plan development.

Experience of design may include any aspect relating to AASHTO, GDOT or local jurisdiction design standards.

Urban Roadway Design

This class of work is defined as roadway design projects of two-lane or multi-lane facilities with free or controlled (permitted) access in urban areas with intersections or driveways generally located less than 1,000 feet apart, pedestrian and/or bicycle facilities, urban drainage systems (longitudinal) and moderate conflicts with utilities.

This area of work may include, among other things, horizontal and vertical alignment design including pedestrian and/or bike accommodation, open channel drainage analysis and design, closed system drainage analysis and design including moderate utility coordination, sight distance analysis, clear zone analysis, staging plan design, and right-of-way (ROW) plan development including moderate ROW coordination.

Experience of design may include any aspect relating to AASHTO, GDOT or local jurisdiction design standards.

Traffic Operations Studies

This class of work is defined as studies of existing traffic problems and determination of the most effective ways to improve traffic flow and safety.

Class of work is categorized by the collection and evaluation of data related to traffic volumes, speeds, crash history, delay, and roadway characteristics including the number, width, and configuration of lanes, and presence or absence of traffic control devices such as signs, signals, striping, and other pavement markings. Evaluation and interpretation of data includes capacity, queuing, and delay analyses, safety analysis, speed studies, and warrant analyses.

Experience of design may include any aspect relating to AASHTO, GDOT or local jurisdiction design standards.

Conclusions: Paulding County requires basic professional standards for civil engineers within three area classes: rural roadway design; urban roadway design; and traffic operations studies. Traffic safety expertise is a specific requirement

for traffic operations studies. Urban roadway design requires knowledge of multimodal facilities, but not speed management or specific safety measures. Rural roadway design does not specifically require knowledge of multimodal accommodations or safety measures. Prequalifications could be updated to reflect safety knowledge.

ARTICLE 4.15 - C-O, CORRIDOR OVERLAY DISTRICT

4.15.1 - Purpose, intent, and authority.

Statement of purpose. It is the purpose of this district to establish standards for the design of sites, buildings, structures, plantings, signs, street hardware and such other improvements that are visible to the public and affect the physical development of land within certain designated transportation corridors.

Based upon the Unified Development Ordinance (Section 220-20.02), 17 transportation corridors subject to corridor overlay provisions are as follows:

1. SR 101 and SR 113
2. SR 120 a/k/a Buchanan Highway
3. SR 120 f/k/a Marietta Highway a/k/a Charles Hardy Parkway
4. SR 120 Connector a/k/a Scoggins Road and Hiram Sudie Road
5. US 278/SR 6
6. SR 61 a/k/a Cartersville Highway and Villa Rica Highway
7. SR 92 a/k/a Hiram-Douglasville Highway, Hiram-Acworth Highway and Dallas-Acworth Highway
8. Bill Carruth Parkway
9. SR 6 BUS a/k/a Atlanta Highway
10. Macland Road, including portions designated as SR 360
11. Dallas-Acworth Highway f/k/a SR 381
12. Ridge Road
13. Airport Parkway
14. Cedarcrest Road
15. East Paulding Drive
16. Seven Hills Boulevard
17. Seven Hills Connector

4.15.3 - Community development department approval.

Approval by the community development department shall be required for any proposed or revised development plan or structure or structural alteration in the corridor overlay district. Community development department approval of the architectural design, landscaping, sewerage, drainage, parking, signage, lighting and access to the property shall be necessary prior to: (1) the establishment of any use of the land; (2) the issuance of any improvement location permit; (3) the erection, construction or structural alteration of any building(s) in the transportation corridors as part of the corridor overlay district; or (4) modification or revision of any site development plan.

The community development department, in reviewing applications, shall examine factors concerning the site, site plan, and the surrounding area, which include but are not limited to the following items. Transportation and transportation safety factors are in bold:

1. Topography;
2. Zoning on site;
3. Surrounding zoning and existing land use;
- 4. Streets, curbs, gutters, and sidewalks;**
- 5. Access to public streets;**
- 6. Driveway and curb cut locations in relation to other sites;**
- 7. General vehicular and pedestrian traffic;**
- 8. Internal site circulation including connectivity with adjoining parcels and developments;**
9. Special and general easements for public or private use;
10. On-site and off-site surface and subsurface storm and water drainage;
11. On-site and off-site utilities;
12. The means and impact of sanitary sewage disposal and water supply technique;
13. Dedication of Paulding County approved streets and right-of-way;
14. Protective restrictions or covenants and/or recorded commitments;
15. Outdoor storage areas;
16. Provisions for adequate and acceptable setbacks, lighting, signage, screening, landscaping, and compatibility with existing platted residential use; and
17. Effects the proposed project may have on the entire corridor overlay district.

4.15.7 - Sidewalk requirements.

The installation of sidewalks and crosswalks in all developments, residential and commercial, shall be required for developments subject to this ordinance. The sidewalks shall be constructed of concrete and shall be subject to review and approval by the community development staff as to size, location, design and materials during the plan review process.

4.15.9 - Lighting requirements.

In reviewing the lighting plan for a lot proposed to be developed in the corridor overlay district, factors to be considered by the community development shall include but are not limited to:

- 1. Safety provided by the lighting;**
2. Security provided by the lighting;
3. Possible light spillage or glare onto adjoining properties or streets. (Down-shielding is encouraged and spillage or glare onto adjoining properties is prohibited);
4. Attractiveness of the lighting standards and their compatibility with the overall treatment of the property;
5. Height and placement of lighting standards considering the use (maximum height of 30 feet); and.
6. Exterior lighting, when used, shall enhance the building and the adjoining landscape. Lighting standards and building fixtures shall be of a design and size compatible with the building and adjacent areas. Lighting shall be restrained in design and excessive brightness avoided

Conclusions: Paulding County has the authority to review a variety of safety standards within specific corridor overlay zones. These areas are generally the largest, most prominent, and most trafficked roads in the county and deserve extra scrutiny for transportation safety concerns. The county review factors address pedestrian walkways and

sidewalks, access management and curb cuts, and the effects of developments on traffic patterns. Any review should promote standards and designs that accommodate multimodal travel and reduce safety risks.

ARTICLE 5 - ROADWAY DESIGN AND CONSTRUCTION REQUIREMENTS

5.2 - Streets.

The County requires consistency with national roadway design standards:

- AASHTO
- ASTM
- MUTCD

Street improvements. Streets, whether existing or new, shall be constructed or improved under those circumstances and to the standards as established in these regulations. Roadway improvements shall be in accordance with the street classifications as shown on the Roadway Classification Map of Paulding County, or the zoning ordinance, as applicable, or as otherwise required by the board of commissioners.

5.3 - Minimum right-of-way and street improvements.

Street Category	Minimum Right-of-Way (in Feet)	Minimum Roadway (in Feet)
Principal arterial	124 to 144	6 through lanes
Major arterial	124 to 144	Undivided 60 100 divided - 2×29 6 lanes
Minor arterial	104	48
Major collector	84	48
Minor collector	66	36
Local street		
Nonresidential	60	28
Nonresidential cul-de-sac	60 radius	50 radius
Local street with curb and gutter		
Residential-S1	50	20
Residential-S2	50	22
Residential-S1 and S2 cul-de-sacs	55 radius	40 radius
Residential-S3	60	24
Residential-S3 cul-de-sac	60	50 radius
Local Street without curb and gutter		
Residential-S1 and S2	50	22
Residential-S2 cul-de-sac	55 radius	40 radius
Residential-S3	60	24
Residential-S3 cul-de-sac	60 radius	50 radius

5.4 - General layout requirements.

Local streets and minor collectors. Local streets shall be so laid out that their use by through traffic will be discouraged. Minor collectors shall be provided to channel through traffic movements within a development, where appropriate to the design and a major thoroughfare is not proposed by the comprehensive plan. Minor collectors also may be provided as central routes within large residential subdivisions, where appropriate to the design, based on project traffic demands exceeding 2,000 trips per day (ADT).

5.12 - Sidewalks.

Where required.

- 1) Sidewalks shall be required in all subdivisions within a one mile driving distance of all existing and proposed public school sites and all existing and proposed public park sites. The required location of sidewalks for such subdivisions shall also include its frontage along a county, city or state road. Sidewalks shall not be required in subdivisions that fall within this one-mile distance of a park or school, if said subdivisions are separated from the park or school by a state highway.
- 2) In addition to 5.12.1(1) above, sidewalks shall also be required in all subdivisions that have frontage along a county or state road that has sidewalks.
- 3) Sidewalks provided voluntarily by a builder or developer shall meet the design and location standards required herein. The builder or developer shall secure authorization from the department prior to installation.

5.14 - Roadway design.

Street grades and design speeds.

Street Category	Design Speed (mph)
Principal arterial	60
Major arterial	50
Minor arterial	50
Major collector	40
Minor collector	30
Local and S3	25
S1 and S2	25

Horizontal and vertical clearances.

1) Horizontal clearances.

- (a) A shoulder of no less than 12 feet from the back of curb or edge of pavement, appropriately graded and having gentle slopes of not more than one-half inch per foot and rounded cross-sectional design shall be maintained along all streets. Beyond the shoulder but within the right-of-way, slope shall not exceed one foot of rise for each two feet of horizontal distance on a cut slope, and one foot of fall for each two feet of horizontal distance on a fill slope.
- (b) Along all public streets, a clear zone shall be provided for a minimum distance of six feet from back of curb or edge of pavement wherein nothing may be located above ground level except traffic/street signs, public utility structures and mail boxes.
- (c) At selected locations, such as the outside of a sharp curve a wider clear zone with greater horizontal clearances provided to any roadside obstruction may be required.
- (d) The department, in accordance with O.C.G.A. § 32-6-51, is authorized to remove or direct the removal of any sign, signal, device, or other structure erected, placed, or maintained on the right-of-way of a public road which because of its nature, construction or operation, constitutes a danger to, or interferes with the vision of, drivers of motor vehicles.

Conclusions: Paulding County's roadway design and construction requirements are consistent with typical suburban subdivision standards. They comply with AASHTO and GDOT policies. They generally promote dendritic (i.e. branching or hierarchal) street networks but have limited variances for denser, more urban street patterns. The county addresses roadway cross sections and design speeds, typical intersections, and sidewalk locations and standards. Sidewalks are required in specific locations, especially for locations within defined areas of school or park access, or along county and state roads; sidewalk placements are based on zoning district for subdivisions that require sidewalks on one side of each street.

The county does not address additional broader multimodal facilities, safety-related design speeds, or general compact community designs. The county should review national practices for suburban subdivision designs specifically related to compact, walkable communities, multimodal and transit-oriented designs, and other strategies to reduce trip distances and speeds.

Additional Development Regulations

Paulding County has additional regulations related to developments. They are tangential to most safety concerns and not reviewed in greater detail. Each should be examined independently to determine how it facilitates safer outcomes along county roadways:

- ARTICLE 6 - WATER MAINS AND ACCESSORIES
- ARTICLE 7 - SANITARY SEWER SYSTEM SPECIFICATIONS
- ARTICLE 8 - SITE GRADING, STORMWATER DETENTION, CULVERTS AND PIPED DRAINAGE SYSTEMS REQUIREMENTS
- ARTICLE 9 - SOIL EROSION, SEDIMENTATION AND POLLUTION CONTROL
- ARTICLE 10 - FLOODPLAIN MANAGEMENT/FLOOD DAMAGE PREVENTION ORDINANCE
- ARTICLE 11 - REUSE WATER MAINS AND ACCESSORIES
- ARTICLE 12 - STREAM BUFFER PROTECTION ORDINANCE
- ARTICLE 13 - POST-DEVELOPMENT STORMWATER MANAGEMENT FOR NEW DEVELOPMENT AND REDEVELOPMENT
- ARTICLE 14 - ADMINISTRATION
- ARTICLE 15 - ROADWAY AND INFRASTRUCTURE PROJECT IMPROVEMENTS
- ARTICLE 16 - GATING OF UNACCEPTED ROADS

Paulding County Code of Ordinances

SOURCE: https://library.municode.com/ga/paulding_county/codes/code_of_ordinances?nodeId=PTIICOOR_CH62RO

Chapter 62 – Roads

ARTICLE I. - IN GENERAL

Requirements related to road construction, weight limiting, and truck routes.

ARTICLE II. - UTILITY INSTALLATION IN OR ALONG PUBLIC WAYS

Requirements related to utility installation in or along public ways.

ARTICLE III. - ROAD USE

Regulations related to lawful and unlawful uses of county roads.

ARTICLE IV. - STREET LIGHT DISTRICTS

Street light districts created.

The board of commissioners does hereby ratify its action creating street light districts in certain unincorporated areas of the county as shown by the records in the office of the utilities coordinator to which reference is hereby made for a full and complete description of each and every district hereinbefore created.

Standard for installation and operation.

In order to ensure adequate illumination of public rights-of-way and promote safety and security, it is hereby ordained that the American Association of State Highway and Transportation Officials (AASHTO) Roadway Lighting Design Guide (2005) as amended, is hereby adopted as the standard for installation and operation of lighting in the unincorporated areas of the county with the following exception:

- (1) Lighting fixtures installed within the public right-of-way to be operated for the purpose of street illumination shall comply with these standards. The minimum average horizontal footcandle illumination level by roadway classification shall be:
- (2) Any party requesting permission to install or operate lighting fixtures within the public right-of-way shall furnish plans specifications to the utilities coordinator for approval. Should the utilities coordinator disapprove a request to install or operate lighting fixtures within any public right-of-way, they shall communicate disapproval in writing to the party requesting approval. The written communication shall include specific reasons for disapproval. Any disapproval of a light or lighting system by the utilities coordinator may be appealed to the board. If any party desires to appeal an adverse decision by the utilities coordinator within 30 days from the date following the written notice of disapproval, and it shall be the responsibility of the utilities coordinator to transmit, forthwith, to the board all papers and allied documents constituting the record upon which the action appealed was taken and to ensure that the appeal is promptly placed upon the agenda of the board for its determination. The board may reverse or affirm, wholly or partly, or may modify, the order, requirement, decision or determination appealed from.
- (3) Roadway or street lighting luminaries or fixtures installed within the public right-of-way as "security lights" for the purpose of lighting areas other than the public streets, shall be mounted on the side of the pole opposite from the street and shall be oriented in such a manner to ensure that the lateral light distribution pattern is parallel to the street and the vertical light distribution, at the initial light source, is perpendicular to the street, so as to protect the users of the street from objectionable glare. The approval of the utilities coordinator shall be obtained before installation of these lights.
- (4) Other lighting fixtures to be installed within or outside of public right-of-way for whatever purpose shall be installed and operated in such a manner to prevent glare from being a hazard to or interfering with the normal use of the public right-of-way.

Conclusions: Paulding County's Code of Ordinances has limited details related to the design, construction, or operation of street lighting along county roads. Street light districts have direct relation to safety where they provide adequate or sufficient lighting to improve sight distances and crossings. All sidewalk districts should be examined against the County's HIN for their influence on risk factors.

Chapter 70 – Traffic and Motor Vehicles

ARTICLE I. - IN GENERAL

Sec. 70-1. - Adoption of uniform rules of the road.

Pursuant to O.C.G.A. § 40-6-370, O.C.G.A. §§ 40-6-1—40-6-395, known as the uniform rules of the road and the definition contained in O.C.G.A. § 40-1-1, are hereby adopted as and for the traffic regulations of the county with like effect as if recited in this chapter.

ARTICLE II. - OPERATION OF VEHICLES

DIVISION 1. - GENERALLY

Sec. 70-31. - Traffic, speed, etc., zones; signs and traffic control devices.

- (a) Upon approval of the board of commissioners, the sheriff is authorized to designate and maintain by appropriate traffic control signs, markings and devices:
 - (1) Crosswalks at intersections where there is particular danger to pedestrians crossing the roadway.
 - (2) Other safety zones for pedestrians.
 - (3) Traffic lanes.
 - (4) Speed, parking, truck or other traffic control zones.
 - (5) Stop, yield, one-way and other directional devices.
 - (6) Any other sign, marking, device or zone necessary for orderly and safe conditions on the roads and streets of the county.
- (b) All traffic control signs, signals, devices and markings shall conform to specifications in the Manual on Uniform Traffic Control Devices adopted by the state transportation board. All signs and signals required under this chapter for a particular purpose shall so far as practicable be uniform as to type and location throughout the county. All traffic control devices so erected and not inconsistent with the provisions of state law or this Code shall be official traffic control devices of the county.
- (c) The county clerk shall keep and maintain an accurate official map setting out all traffic zones, markings, signs and other traffic control devices. The map and any amendments or changes thereto shall be adopted by the board of commissioners and the map shall be known as the official traffic control map of the county. An official copy thereof shall be kept in the office of the county clerk; shall be available to the public; and copies certified by the county clerk shall be admissible in court as proof of the location of any traffic zone, marking, sign or other traffic control device.
- (d) No person shall be charged with violating a traffic zone, marking, sign or other traffic control device unless appropriate signs, markings or devices are in fact operating or in existence on the streets involved.
- (e) Any violation of any traffic zone, marking, sign or other traffic control device established under this article shall be a violation of this Code.

DIVISION 2. - SPEED LIMITATIONS

Sec. 70-51. - General speed limit.

It shall be unlawful for any person to operate a motor vehicle on any street or portion of a street in the county at a rate of speed greater than 30 miles per hour unless another speed limits posted or otherwise designated for such street or portion of a street.

Sec. 70-52. - Maximum speed limits on specific streets.

The board of commissioners may alter the maximum speed limits established by section 70-51 on any street or portion thereof within the county in accord with the provisions of state law. Whenever signs are posted giving notice of the maximum legal speed limit so established for a particular street or portion thereof, it shall be unlawful for any person to drive or operate any vehicle at a rate of speed in excess of such limit.

Sec. 70-53. - Specific speed limits.

The following speed zones in the city are hereby established based on an engineering and traffic investigation as prescribed by law:

[SEE LINK FOR SPEED AND SCHOOL ZONES TABLE:

https://library.municode.com/ga/paulding_county/codes/code_of_ordinances?nodeId=PTIICOOR_CH70TRMOVE_ARTII_OPVE_DIV2SPLI_S70-53SPSPLI]

Sec. 70-54. - Speed detection devices.

(a) The county is hereby authorized to use speed detection devices for the purpose of traffic control on the roads and streets in the county.

(b) Such speed detection devices shall be used only for the purpose of public safety and traffic control, and shall not be used for the purpose of raising revenue.

ARTICLE IV. - MOTORIZED CARTS

Sec. 70-101. - Definitions.

Designated road means a county public road which:

- (1) Has a posted speed limit of no more than 25 miles per hour; or
- (2) Has been authorized for motorized cart travel by the development waiver review committee and which authorization is on file with the department of transportation.

Motorized cart means every motor vehicle having no less than three wheels, an unladen weight of 1,300 pounds or less, and which cannot operate at more than 20 miles per hour. It does not include a low speed vehicle as defined by O.C.G.A. § 40-1-1(25.1) and regulated by O.C.G.A. § 40-6-360 et seq. It does not include any motor vehicle designated for law enforcement use.

Recreation path means a paved area, six feet or more in width, that is designed or intended for multi-use such as pedestrians, bicyclists, motorized carts, or any other approved public use, that is owned by the county or located within county right-of-way. For the purposes of this article, the term "recreation path" shall not include the Silver Comet Trail nor any path within a county park.

Sidewalk means a paved area of less than six feet in width that generally runs along a county road and that is located within county right-of-way. Motorized cart use is prohibited upon all sidewalks except where expressly approved in writing by the development waiver review committee and such approval is on file with the department of transportation.

Undesignated road means a county road with a posted speed limit in excess of 25 miles per hour and which has not been otherwise approved for motorized cart use by the development waiver review committee.

Sec. 70-103. - Operating regulations.

- (a) All motorized cart operators shall abide by all traffic regulations applicable to vehicular traffic when using designated roads and recreation paths of the county. Where recreation paths exist, they must be used instead of parallel roads.
- (b) Motorized carts shall not be operated on sidewalks at any time, except where expressly approved in writing by the development waiver review committee and such approval and designation is on file with the department of transportation.
- (c) Headlights and taillights must be turned on when motorized carts are operated after daylight hours.
- (d) No motorized cart shall be permitted to operate over, along, or across undesignated county roads.
- (e) Motorized carts may only cross undesignated county roads at the following locations:(1) Signalized intersections; or (2) Marked cross-walks.
- (f) No motorized cart shall be operated over, along, or across state roads. State roads may only be crossed by motorized carts at crossings or intersections designated for the purpose by the Georgia Department of Transportation.
- (g) Motorized carts are required to park in either designated automobile parking areas or designated cart parking areas. Motorized carts are not permitted to be parked within the county right-of-way, nor upon any sidewalks or other areas within the right-of-way.
- (h) No person shall:(1) Consume any alcoholic beverage; or (2) Possess any open alcoholic beverage container while driving, riding, or sitting in a motorized cart which is on an designated road or recreation path of the county.
- (i) All occupants of a motorized cart must remain seated while the cart is in motion.
- (j) No person may sit in the driver's lap while a motorized cart is being operated.
- (k) No motorized cart may be operated when the number of passengers exceeds the passenger capacity set by the manufacturer of the motorized cart. (1) Whenever a motorized cart is in operation, the driver is required to have the following items within the cart: (1) A copy of the motorized cart registration; and (2) Documentation from the insurance provider demonstrating that the motorized cart is insured as required by this article.
- (m) Motorized carts may not be operated within county parks and may not be operated on the Silver Comet Trail.
- (n) It shall be unlawful for the owner of any motorized cart or any other person operating, permitting the use of, or otherwise directing the use of a motorized cart to operate or permit the operation of any motorized cart except as authorized by this article.
- (o) It shall be the duty of the owner of a motorized cart to ensure that no person under the age of 17 years of age operates the owner's motorized cart in violation of the requirements of this article. An owner who fails to comply with this duty shall be a violation of this article.

(a) Authorized uses of recreation paths are as follows:

- (1) Pedestrians;
- (2) Nonmotorized vehicles;
- (3) Roller skates, roller blades and skateboarders;
- (4) Registered motorized carts;
- (5) Emergency and authorized maintenance vehicles;
- (6) Bicycles;
- (7) Electric and conventional wheelchairs; and
- (8) Electric vehicles designed to carry one person at a speed not to exceed 20 miles per hour.

Conclusions: Paulding County's Code of Ordinances has traffic and motor vehicle regulations consistent with Georgia counties and municipalities. The chapter has limited impact on roadway or non-motorized facility design but does oversee the use of vehicles, regulation of speeds, and use of motorized carts. Regulation of speeds and operation of vehicles are consistent with other municipalities.

Given the County's prominent multi-use trail network, the use of motorized carts should be monitored to track ongoing collisions, safety concerns, and operation. Changes to operating regulations or facility designs may be warranted to promote safe motorized cart use.

Paulding County Forms & Documents

SOURCE: <https://www.paulding.gov/125/Documents-Forms>

Paulding County publishes a number of informational brochures or applications that apply to how roadway systems and designs are permitted or operated.

Other Informational Brochures

The following informational brochures help elucidate safety and operational information and are beneficial to supporting public outreach and education within the County:

- Flashing Beacons (PDF)
- Pedestrian Signal (PDF)
- Sidewalk Installation Policy (PDF)
- Pedestrian and Motorist Guide for RRFB (PDF)
- Traffic Signal Systems (PDF)
- Driveway Permit Application
- Pedestrian Hybrid Beacon Signal (PDF)

Left & Right Turn Lane Policy

Information for Left and Right Turn Lane Policy

SOURCE: <https://www.paulding.gov/DocumentCenter/View/13238/FINAL-Left-and-Right-Turn-Lane-Policy?bidId=>

The purpose of this document is to provide Paulding County Department of Transportation (DOT) and the design professionals with the minimum requirements and design guidelines for the installation of left-turn lanes and right-turn deceleration lanes for driveways or site roadways accessing a County road. Turn lanes are desirable for the safe execution of speed change maneuvers, providing for the storage and protection of turning vehicles, and reducing delays and potential rear-end crashes on roadways with no turn lanes by allowing through traffic to pass safely. These guidelines provide developers with the design and construction minimum requirements for turn lanes on a roadway connecting to their driveway (entrance) when developing a property.

This guidance should be used to determine:

- When a right-turn deceleration lane is required to be built as a condition of access to the County road
- When a left-turn lane is required to be built as a condition of access to the County road
- Right-turn lane lengths
- The required design of the left-turn lane

Conclusions: Right turn lanes are useful for allowing motor vehicles to decelerate and may have positive outcomes for traffic safety, but also increase crossing distances and limit opportunities for multimodal facilities along the road edge. The County should examine right turn installations to ensure they minimize negative impacts on all road users. Left turns are often the most dangerous maneuver for all road users. Left turn lanes can help ease traffic flow and support safer maneuvers. However, they may increase crossing distances for pedestrians and should be investigated to determine whether installation of pedestrian refuges is warranted.

Traffic Calming Policy (PDF)

SOURCE: <https://www.paulding.gov/DocumentCenter/View/13988/Paulding-County-Traffic-Calming-Policy?bidId=>

Information and requirements for residents interested in requesting traffic calming devices on subdivision streets with a speed of 25 mph.

In response to numerous complaints about speeding problems in neighborhoods, the Paulding County Department of Transportation (PCDOT) has studied other similar community traffic calming programs along with other research on this topic. This research found that the Institute of Transportation Engineers (ITE) completed a report for the Federal Highway Administration (FHWA) titled, Traffic Calming: State of the Practice. This report contains several types of traffic calming devices and defines traffic calming as follows: "Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users".

Contents:

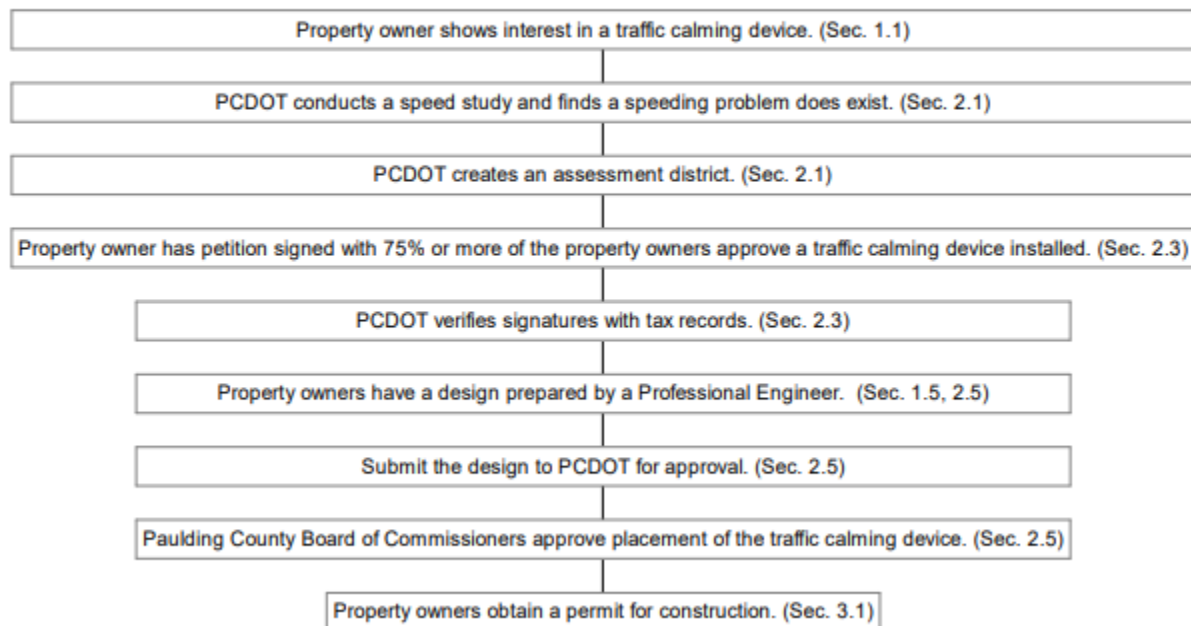
- INTRODUCTION AND GENERAL STANDARDS
 - › Function of the Paulding County Traffic Calming Program
 - › Street Classification
 - › Legal Authority
 - › Standardization of Application
 - › Exhibit 1 Flow Chart
 - › Traffic Calming Device Design
 - › Expense
- PROGRAM ELEMENTS
 - › Speed Criteria
 - › Establishment of a Special Assessment District
 - › Petition for Traffic Calming Devices
 - › Removal Process
 - › Design Review Process
- PERMIT APPLICATION
 - › Permit
 - › Bond, Escrow or Letter of Credit
- GENERAL CONSTRUCTION GUIDELINES
 - › Materials
 - › Inspection
 - › Keeping the Road Open to Traffic
 - › Traffic Control
 - › Construction Methods
 - › Signs and Pavement Markings

Relevant Excerpts:

Installation Considerations

PCDOT will only consider installation of traffic calming devices on streets classified as local, residential streets with a posted speed limit of 25 mph. Data obtained from traffic engineering studies of physical and traffic related factors should be used in determining where traffic calming devices are appropriate. Traffic engineering studies may indicate that traffic calming devices would be unnecessary or unsafe at certain locations. Traffic calming devices that cause vertical deflection, such as speed humps or speed tables will not be permitted to be installed on road sections with grades of 8% or greater.

Exhibit 1 - Flow Chart



Traffic Calming Device Design

The association/neighborhood will be responsible for having the new traffic calming device engineered by a Registered Professional Engineer in the state of Georgia and submitted to PCDOT for approval. The ITE report titled Traffic Calming: State of the Practice shall be utilized when considering an appropriate traffic calming device. The design for roadways and other structures shall be in accordance with the American Association of State Highway and Transportation Officials' A Policy on Geometric Design of Highway and Streets (commonly referred to as the AASHTO Green Book).

Expense

The Association/Neighborhood will be responsible for the cost of engineering and construction of the traffic calming device.

PCDOT traffic studies must find a speeding problem does exist. The speed study will provide the 85th percentile speed, which must prove speeds are at least 10 mph over the posted speed limit of 25 mph. The 85th percentile speed is an excellent indicator of street character and is used by nearly all states and cities for establishing regulatory speed limits.

Petition for Traffic Calming Devices

If PCDOT concludes that a speed problem exists as determined in 2.1, they will forward the traffic calming proposal along with petition forms to the homeowner's representative. (Reference Appendix A – Petition for Traffic Calming Devices and Appendix B – Petition Form). A properly executed petition is a generally accepted method to effect a public action. The following rules and requirements, which will be included with the petition forms, help ensure the fairness and integrity of the petition process:

The objective of the Paulding County Traffic Calming Program is to provide property owners a process to install traffic calming devices on County maintained neighborhood roads, where engineering studies indicate that their use would meet the desired results of reducing neighborhood speeds and their installation is favored by 75% of the homeowners in the assessment district.

Conclusions: Traffic calming programs are critical to address areas where high speeds and speeding negatively impact safety and perceptions of safety by residents. The County's traffic calming policy is consistent with many municipalities, but presents barriers to the quick, effective, and equitable installation of traffic calming and speed management designs. The County could consider:

- Studying speeds on all County-owned roads and proactively installing traffic calming or speed management countermeasures.
- Utilizing other speed measurement techniques, such as 50th Percentile speeds or USLIMITS2, to identify areas with unsafe speeds.
- Supporting proactive, equitable traffic calming with County funds for design and installation.
- Reducing the threshold of petition signatures required.

City of Dallas (GA) Code of Ordinances

SOURCE: https://library.municode.com/ga/dallas/codes/code_of_ordinances?nodeId=THCOORDAGE

Chapter 32 - STREETS, SIDEWALKS AND OTHER PUBLIC PLACES

SOURCE: https://library.municode.com/ga/dallas/codes/code_of_ordinances?nodeId=PTIITHCOOR_CH32STSIOTPUPL

Sec. 32-1. - Intent and purpose.

The City of Dallas, Georgia (the "city") is vitally concerned with the use, construction within, and occupancy of all rights-of-way in the city as such rights-of-way are a valuable and limited resource which must be utilized to promote the **public health, safety, welfare, economic development** of the city and to protect public work infrastructure. Therefore, the city, under the authority of the Laws and Constitution of the State of Georgia, including but not limited to Article 9, Section 1, paragraphs 2 and 3 of the Georgia Constitution, O.C.G.A. 36-1-20 and O.C.G.A. 32-4-42(6), has adopted this chapter for the purpose of regulating public and private entities which use the city rights-of-way.

Sec. 32-89. - Street light districts created.

The city does hereby ratify its action creating street light districts in certain areas of the city as shown by the records in the office of the city clerk to which reference is hereby made for a full and complete description of each and every district hereinbefore created.

Sec. 32-96. - Districts other than single-family residential.

Street lighting along public and private roads in districts other than single-family residential shall be provided. Costs and monthly billing, per parcel or business, associated for lighting and maintenance within these districts shall be established on a case-by-case basis by the city. The cost will be based on the number of lights required to serve one side of the street serving the property. If the property is bisected by the street, the cost to provide lighting for both sides of the street will apply.

Sec. 32-97. - Standard for installation and operation.

[see Paulding County text for reference]

Sec. 32-98. - Petition to create district.

Any subdivision now in existence may present a petition to the city manager; the petition shall contain signatures of at least 75 percent of the lot owners, and the city council shall conduct a public hearing for the purpose of determining whether or not to create a street light district. Safety and economic factors shall be the prime consideration in making such a determination. Unless 100 percent of the lot owners have signed such petition, the petition shall be advertised in the official organ of the city one time at least ten days before the public hearing. The owner, developer, or other person developing a subdivision shall be required to provide street lights which conform to all of the standards provided for in this article.

Sec. 32-99. - Special street lighting districts.

In areas where **special conditions as to safety, security, land topography, economic and other factors** may be involved, the city council may create special street lighting districts and provide for special street lighting under such terms and conditions as may be determined by the city council, and other provisions of this article to the contrary, notwithstanding; provided, however, that in such instances, a public hearing shall be held by the city council after advertisement in the official organ of the city one time at least ten days before conducting such public hearing.

Conclusions: The City of Dallas has few policies governing the installation or maintenance of streets, sidewalks, multimodal facilities, or public spaces. The creation or governance of streetlight districts is documented within the City code, similar to the Paulding County code, and all streetlight districts should be examined against the County's HIN map for consistency with high-visibility countermeasures for nighttime lit or unlit conditions. Pertinent to Sec. 32-99, the City should define special conditions related to "safety and security" to relate directly to crash risk factors described in the CSAP or along the HIN and make street lighting a specific countermeasure for proactive safety within those districts.

Chapter 38 - TRAFFIC AND VEHICLES

SOURCE: https://library.municode.com/ga/dallas/codes/code_of_ordinances?nodeId=PTIITHCOOR_CH38TRVE

Sec. 38-1. - Adoption by reference.

- (a) Pursuant to O.C.G.A. §§ 40-6-1—40-6-395, except for O.C.G.A. §§ 40-6-393 and 40-6-394 of that chapter, known as "The Uniform Rules of Road" and the definitions contained in O.C.G.A. § 40-1-1 are hereby adopted as and for the traffic regulation of the city with like effect as if recited herein.
- (b) Any future amendment or repeal of a provision of this chapter or O.C.G.A. § 40-1-1 shall so amend or repeal the pertinent provision, if any, of the original ordinance adopted by the city pursuant to the authority of O.C.G.A. § 40-6-372 without any action by the city being required.

Sec. 38-2. - Speed limits.

[specific speed limits defined for State and City roads within the city]

- State Routes (6, 61, 120) – typically 35-45 MPH
- City Roads – 25 MPH or greater within urban or residential districts; 30 MPH or greater outside districts.

Sec. 38-3. - School speed zones.

- School zones on SR 61 and Hardee St – 35 MPH

Conclusions: The City of Dallas adopts the Uniform Rules of Road, standard for most cities. The City has specific speed limit setting policies which typically trend higher than most crash risks indicate is safe. The City could consider lower speed limits or roadway design speeds, wherever allowed by State law. The City does not have a traffic calming or speed management process published in the City ordinances and could adopt formal methods for reducing speeds in locations where public concern, crash data, or risk data suggest is warranted.