

PAULDING COUNTY
GEORGIA
EXPLORE · UNWIND · THRIVE

COMPREHENSIVE SAFETY ACTION PLAN

open house



**Come learn about the draft plan
recommendations and provide feedback!**

Watson Government Complex
240 Constitution Blvd.
Dallas, GA 30132

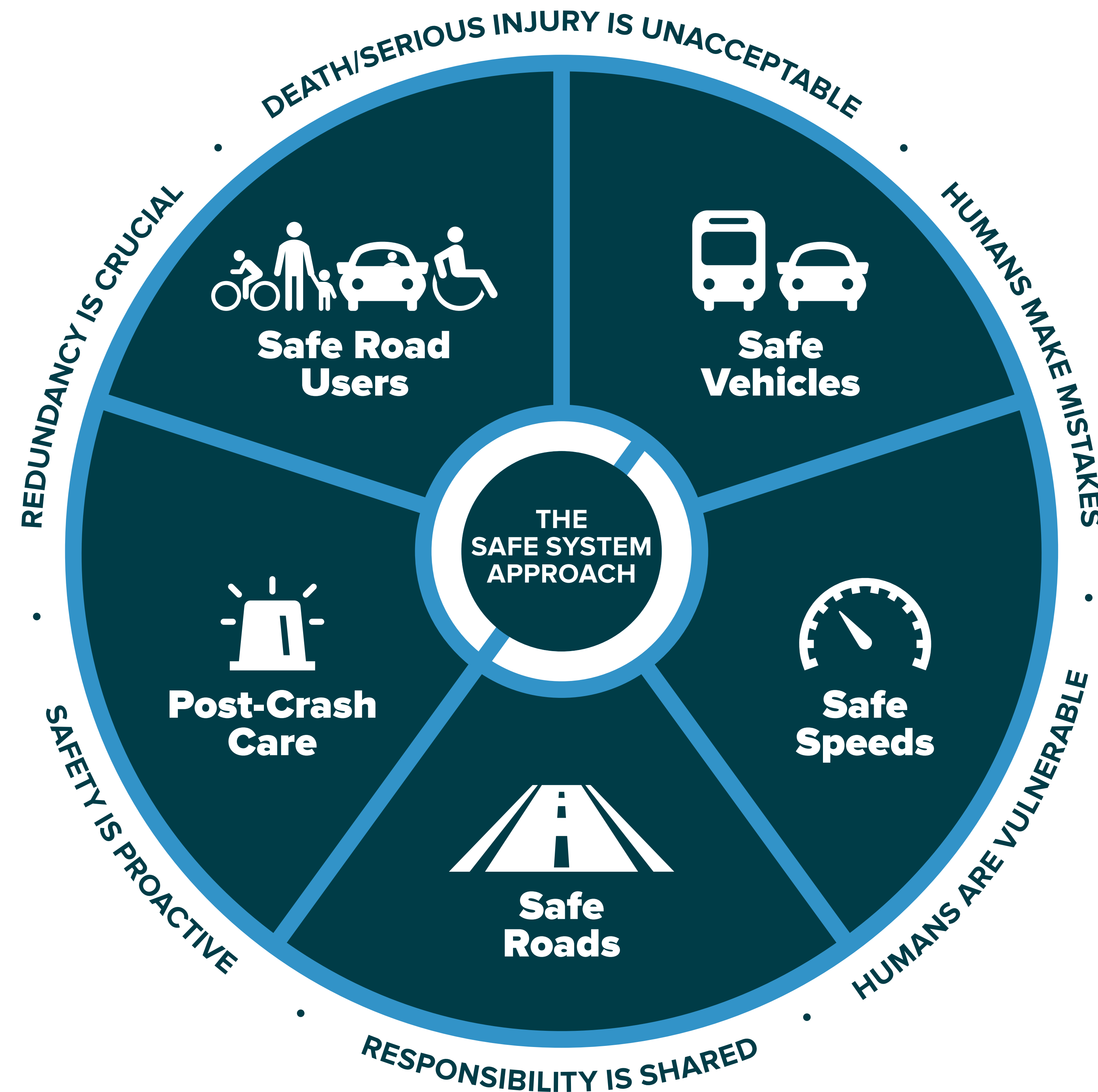
Tuesday, April 29th
5:00 - 7:00 PM

Paulding County is working to "provide a safe transportation system for all users" by creating its first Comprehensive Safety Action Plan. Your input is crucial for understanding roadway safety issues and potential solutions in Paulding County.

Visit www.pauldingCSAP.com for more info!

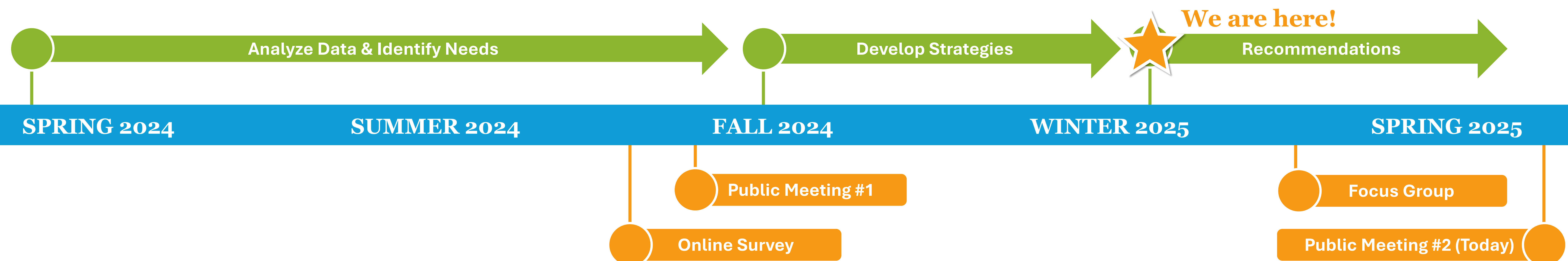
PAULDING'S SAFETY ACTION PLAN

SAFE SYSTEM APPROACH



Shift from a conventional safety approach that was reactive to an approach that is **PROACTIVE**

PROJECT SCHEDULE



TRADITIONAL APPROACH

Prevent crashes	→	Prevent death and serious injuries
Improve human behavior	→	Design for human mistakes / limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibilities
React based on crash history	→	Proactively identify and address risks

SAFE SYSTEM APPROACH

SAFE SYSTEM PRINCIPLES

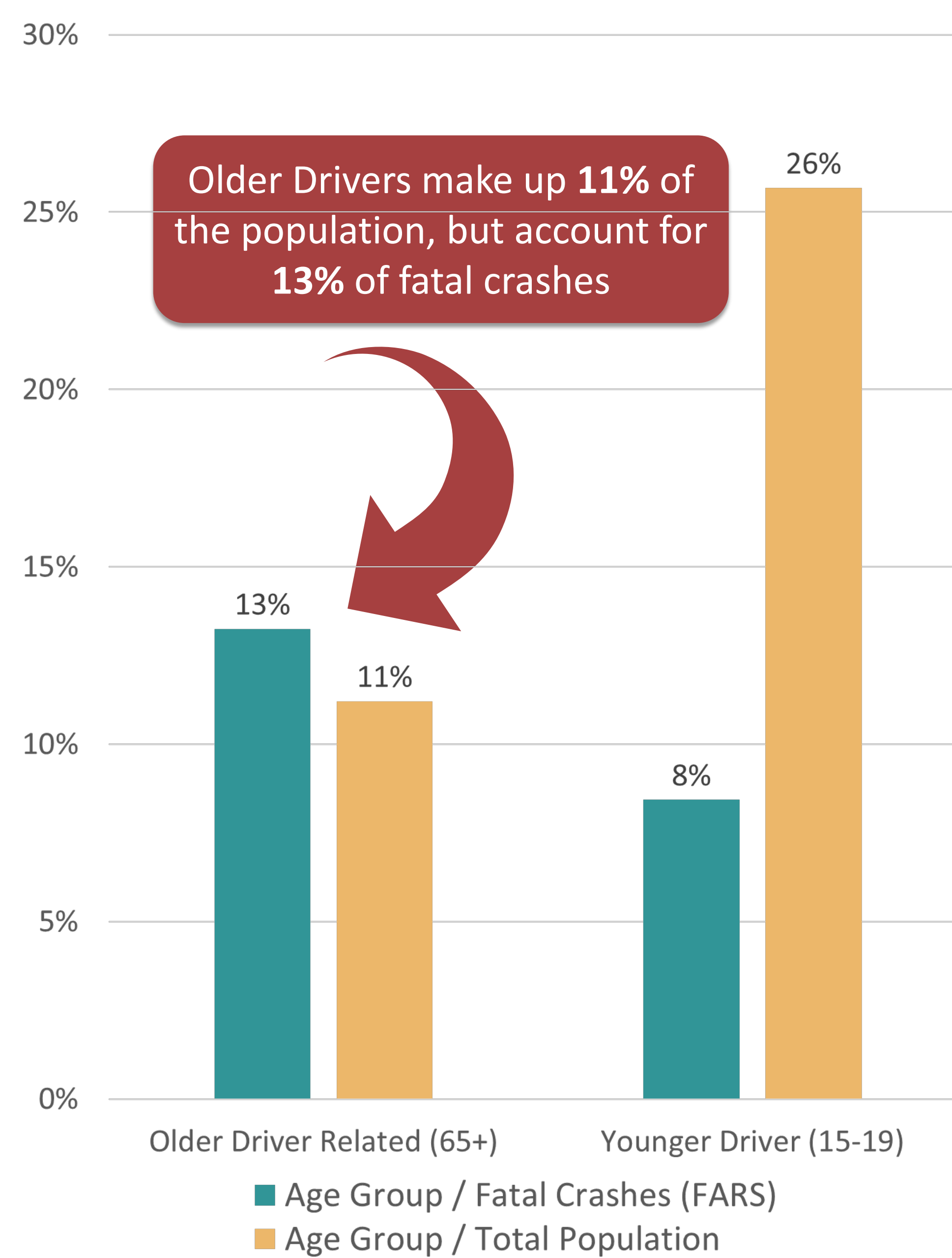
- ▶ **Death and Serious Injuries are Unacceptable** and we should prioritize the elimination of these kinds of crashes
- ▶ **Humans Make Mistakes** so we should design our roads so that mistakes that result in crashes don't lead to serious injury or death
- ▶ **Humans Are Vulnerable** so our transportation system should accommodate our vulnerabilities
- ▶ **Responsibility is Shared** so the government, advocates, researchers, the public – everybody – plays a role in preventing fatalities and serious injuries
- ▶ **Safety is Proactive** so we should use tools that identify safety issues within the transportation system before accidents occur, not after
- ▶ **Redundancy is Crucial** so we should strengthen the entire transportation system so that if one part fails other parts still protect people

PAULDING COUNTY CRASH TRENDS

There were 22,178 total crashes in Paulding County between 2019 – 2023

- ▶ 93 were fatal crashes
- ▶ 376 were serious injury crashes
- ▶ 86 fatal and serious injury crashes were in Dallas
- ▶ 86 fatal and serious injury crashes were in Hiram
- ▶ 17 involved active transportation modes (bicycles & pedestrians)

What drivers were involved in fatal crashes?



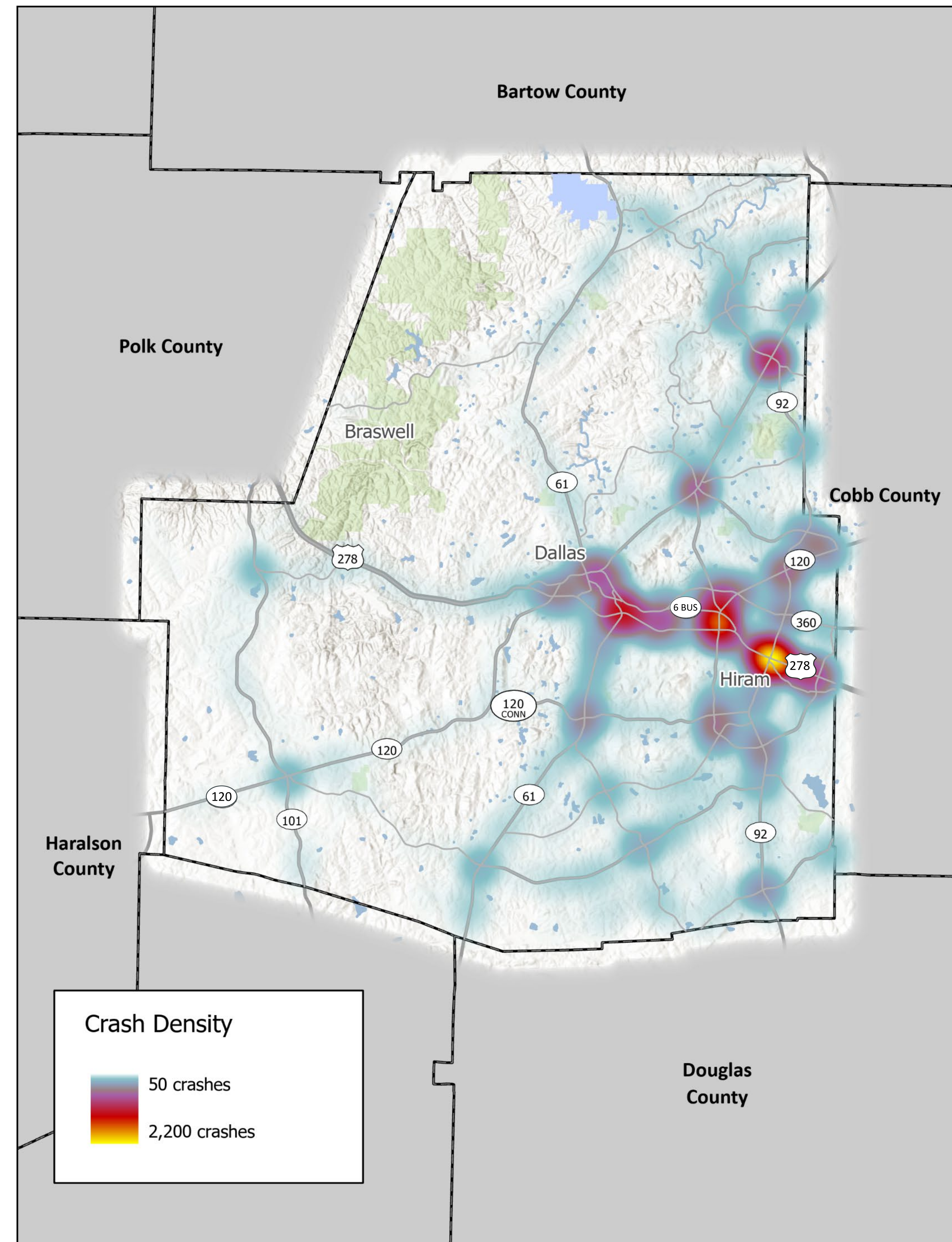
Older drivers are overrepresented in fatal crashes

How do Paulding Crash Trends Compare to the State?

% of all crashes between 2019-2023

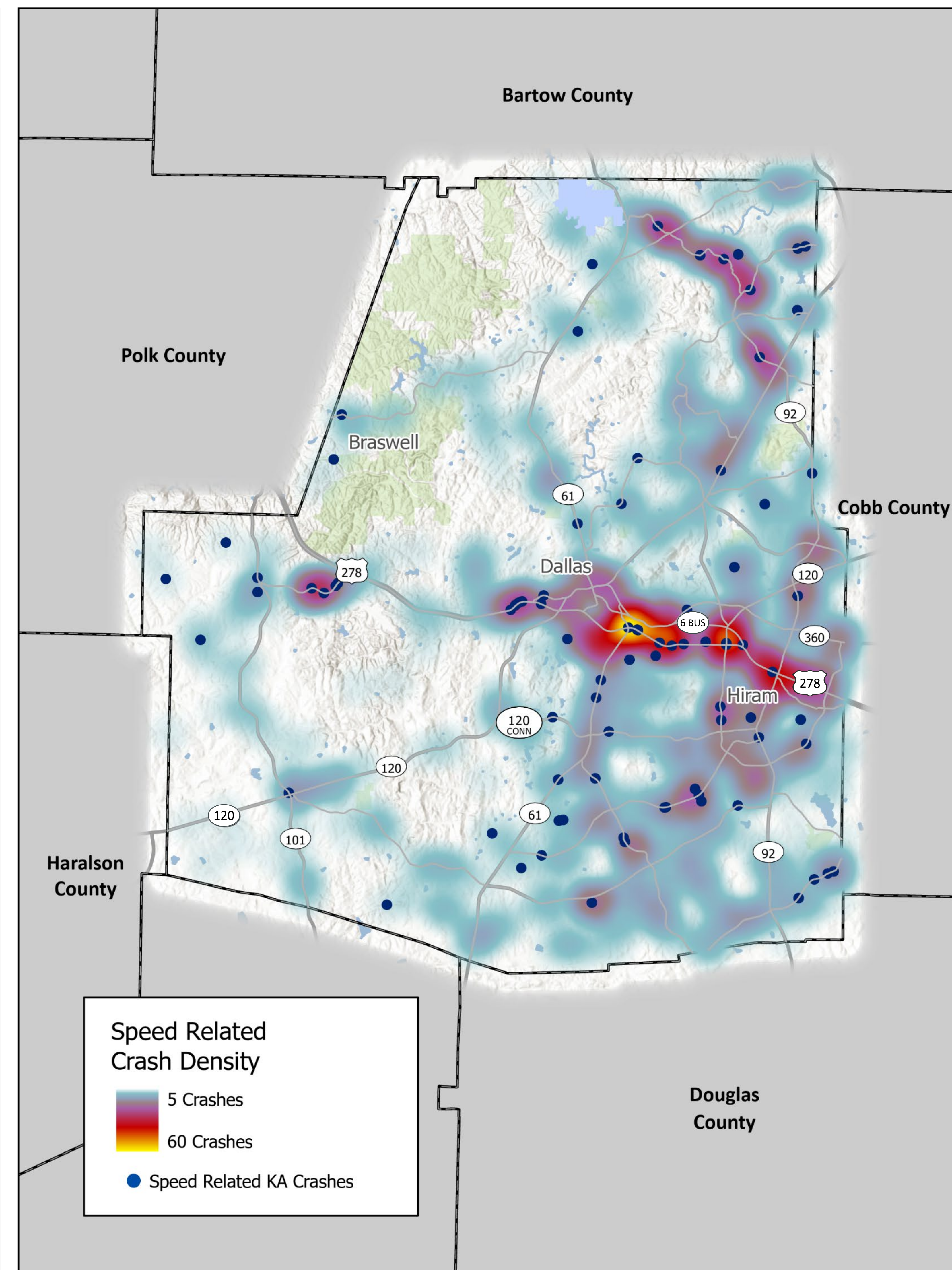
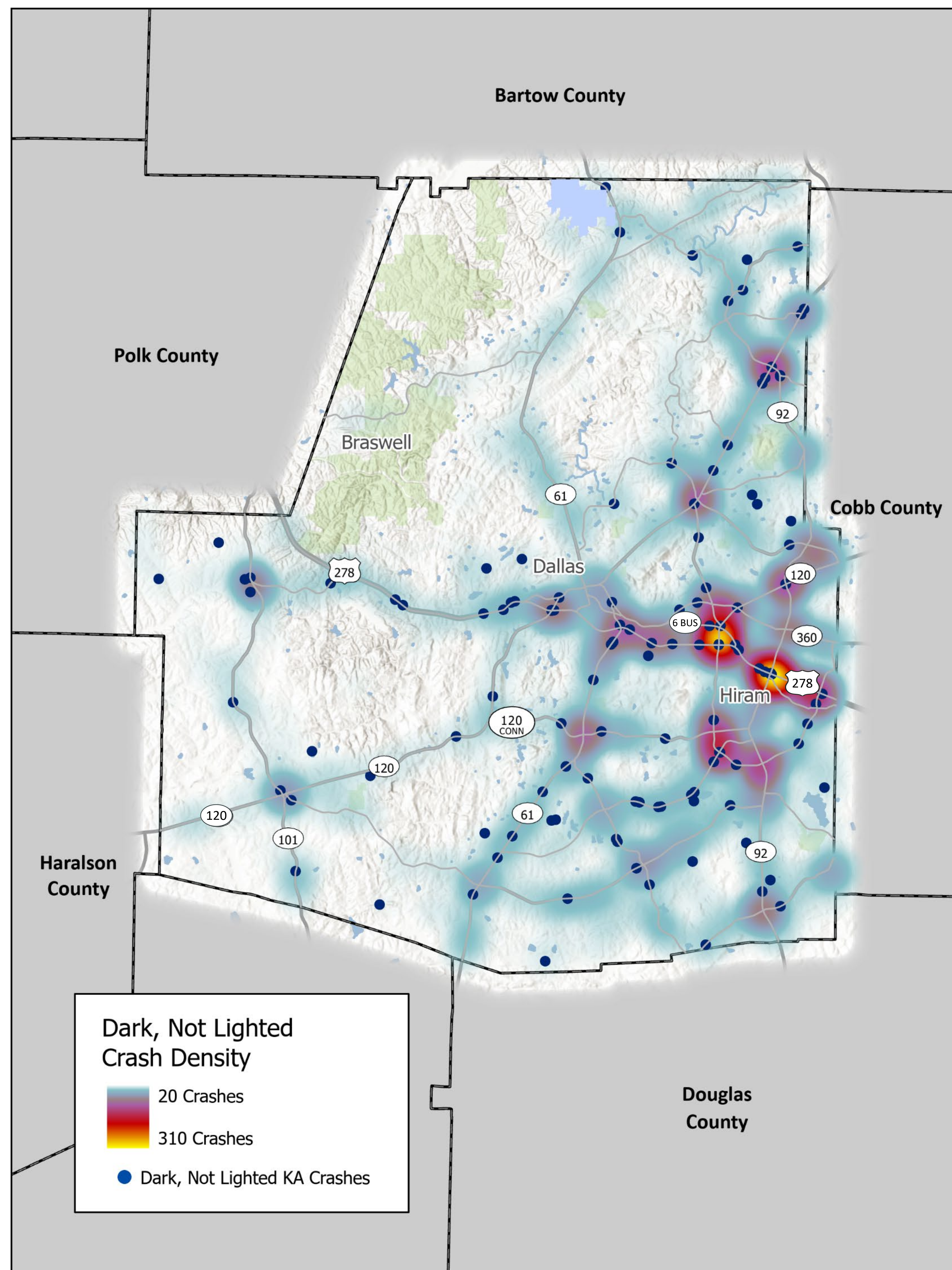
	Statewide	Paulding
Fatal crashes	0.4%	0.4%
Serious injury	1.7%	1.6%
Bike/ped	0.9%	0.5%
Older driver	15%	12%
Younger driver	13%	21%
Speeding	4.1%	6.2%

Paulding is overrepresented in young driver and speeding crashes



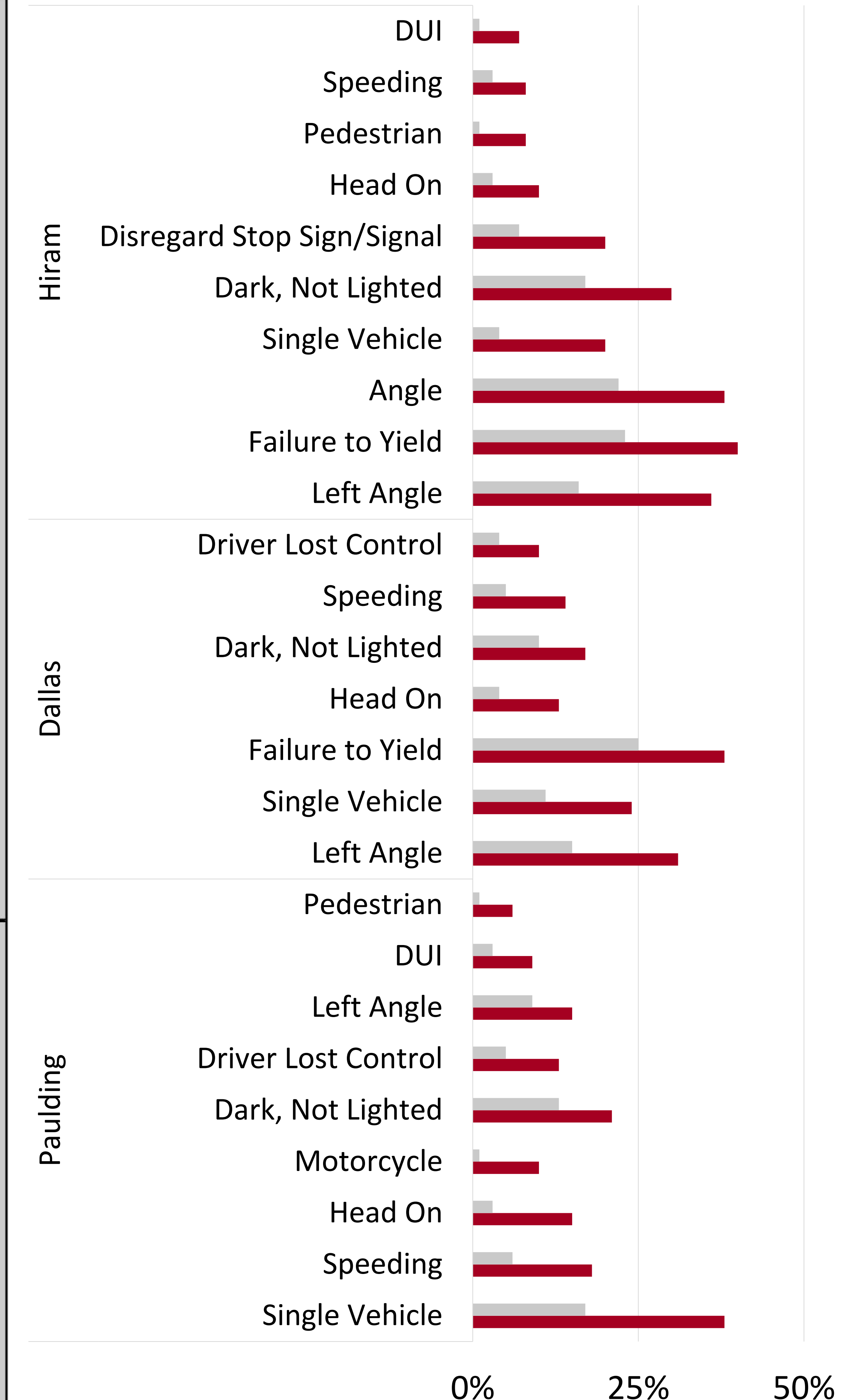
CRASH CONTRIBUTING FACTORS

Dark, Not Lighted and Speeding crashes were the most prevalent crash type in Paulding County



Proportion of Fatal and Serious Injury vs Total Crashes by Factor

■ Total Crash Proportion
■ Fatal and Serious Injury Crash Proportion



Contributing factors represented in fatal and serious injury crashes countywide:

1. Head-On Collisions
2. Single Vehicle Crashes
3. Speeding
4. Left Angle
5. Dark, Not Lighted

Contributing factors represented in fatal and serious injury crashes unique to a jurisdiction:

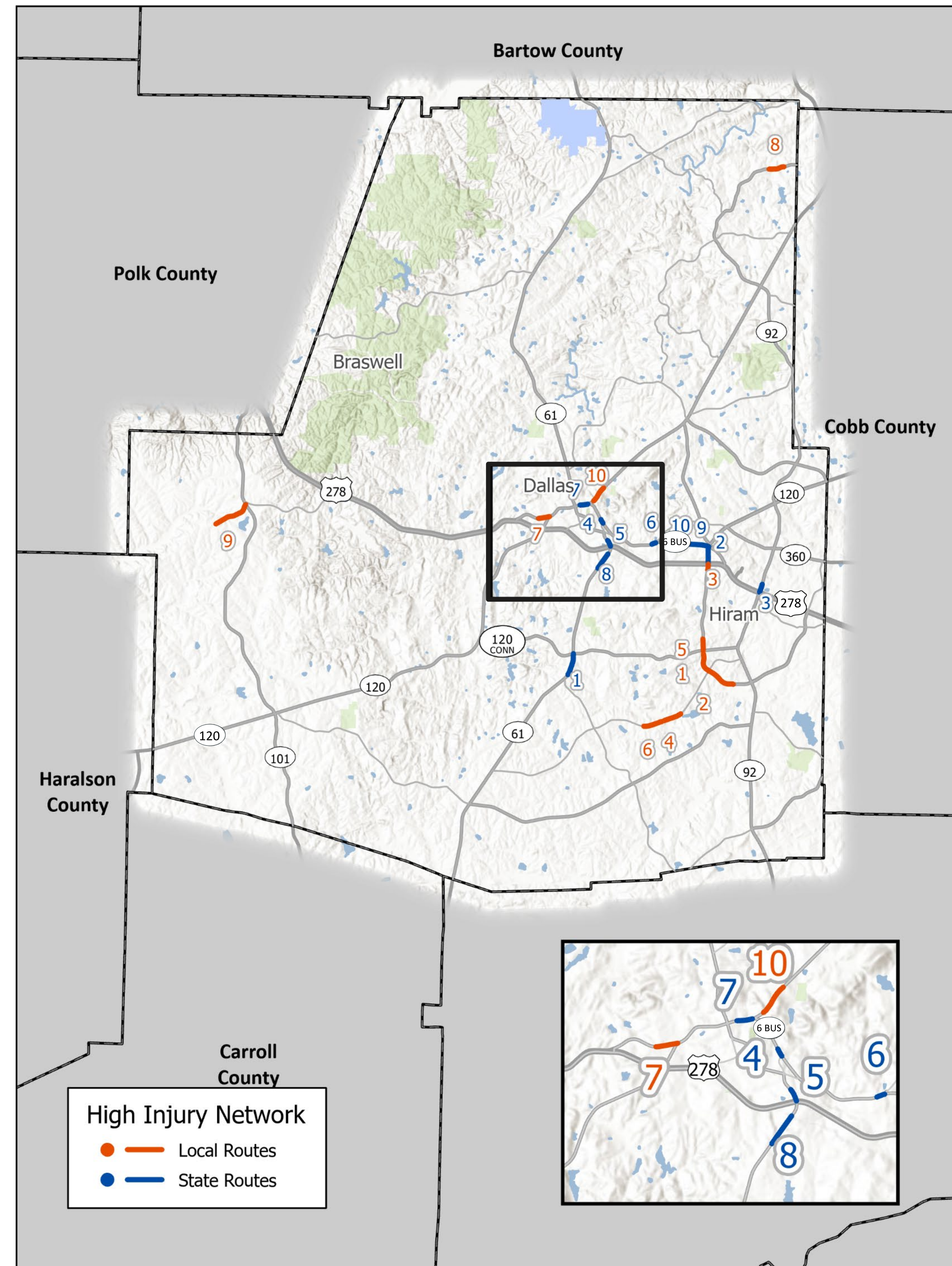
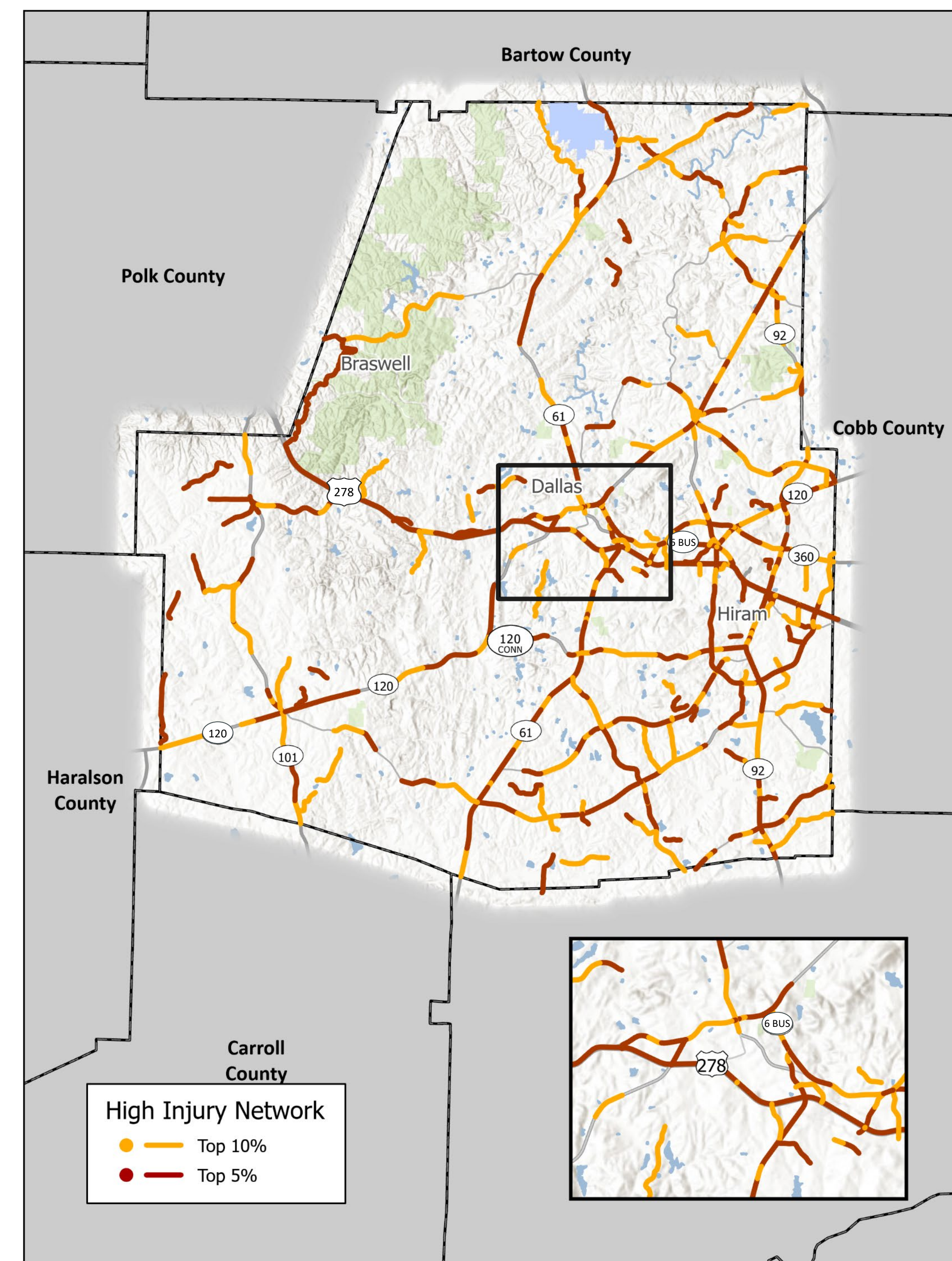
- ▶ Disregarding stop signs/signals was overrepresented only in Hiram
- ▶ Failure to yield was overrepresented in both cities, but not the County
- ▶ Motorcycle crashes are overrepresented at the County level only

HIGH INJURY NETWORK: TOP 10 SEGMENTS

The High Injury Network (HIN) defines the stretches of roadways and intersections in Paulding County that have the highest concentrations of severe (fatal and serious injury) crashes.

US 278 makes up 8 of the top 10 High Injury Network state route segments

Five years of crash data (2019-2023) was analyzed to develop the HIN



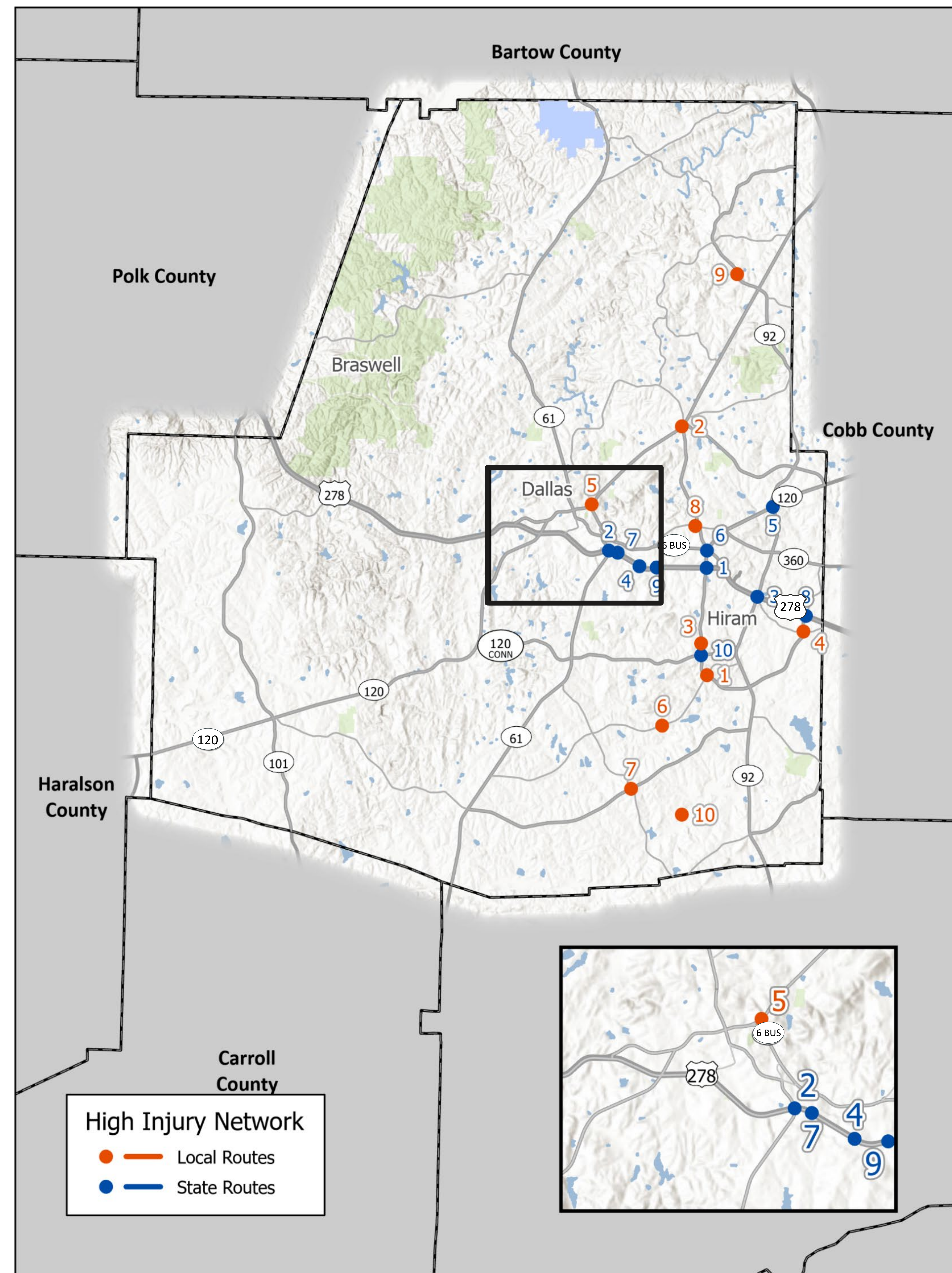
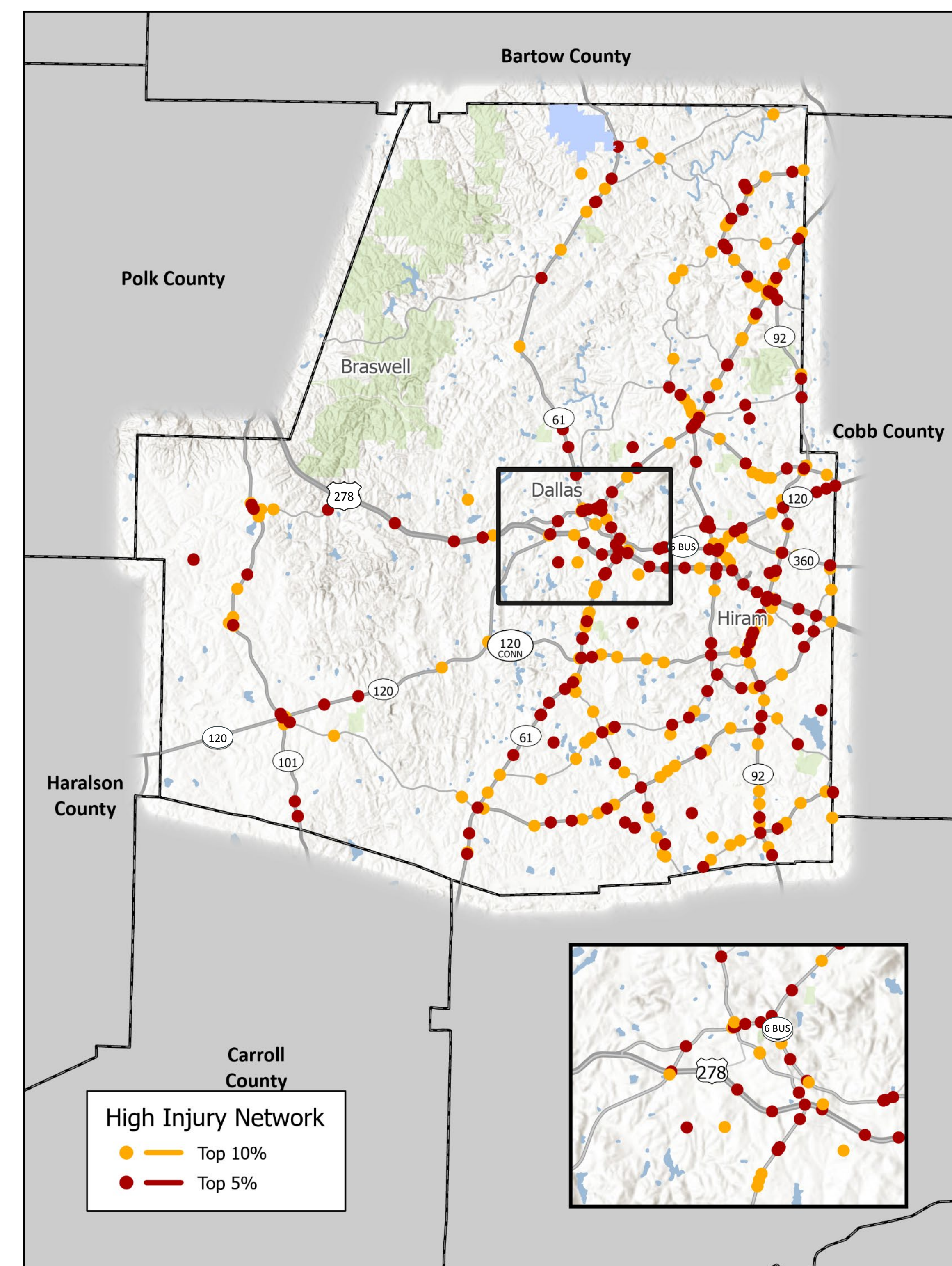
State Routes (excluding US 278)				Local Routes			
#	Road	From	To	#	Road	From	To
1	SR 61/Villa Rica Hwy	Campground School Rd	SR 120 CONN/Hiram Sudie Rd	1	Bill Carruth Pkwy	Willow Bend Dr	Nebo Rd
2	SR 120/Charles Hardy Pkwy	US 278	SR 6 BUS/Atlanta Hwy	2	Bill Carruth Pkwy	Nebo Rd	Laird Rd
3	SR 92	US 278	0.25 mi n/o US 278	3	Bill Carruth Pkwy	US 278	Breezy Valley Conn
4	SR 61/Merchants Dr	Hampton Dr	USPS Driveway	4	Nebo Rd	Wall Rd	McClung Rd
5	SR 61/Nathan Dean Blvd	US 278	Thomas B Murphy Dr	5	Bill Carruth Pkwy	Regency Dr	SR 120 CONN/Hiram Sudie Rd
6	SR 6 BUS/Merchants Dr	Coach Bobby Dodd Rd	Macland Rd	6	Nebo Rd	Riverstone Dr	Normas Way
7	E Memorial Dr	Old Acworth Rd	Lester Dr	7	W Memorial Dr	Johns Rd	Buchanan St
8	SR 61/Villa Rica Hwy	Vernoy Aiken Rd	Winndale Rd	8	Cedarcrest Rd	Kingsford Way	Highcrest Dr
9	SR 6 BUS/Atlanta Hwy	Summerhill Rd	SR 120	9	Holly Springs Rd	Woodwind Dr	SR 101
10	SR 6 BUS/Atlanta Hwy	Wilbanks Cir	Summerhill Rd	10	E Memorial Dr	Legion Rd	Croker Dr

HIGH INJURY NETWORK: TOP 10 INTERSECTIONS

The High Injury Network (HIN) defines the stretches of roadways and intersections in Paulding County that have the highest concentrations of severe (fatal and serious injury) crashes.

US 278 makes up 7 of the top 10 High Injury Network state route intersections

Five years of crash data (2019-2023) was analyzed to develop the HIN



State Routes		Local Routes	
#	Intersection	#	Intersection
1	US 278 & SR 120/Charles Hardy Pkwy	1	Bill Carruth Pkwy & Nebo Rd*
2	US 278 & SR 61/Nathan Dean Blvd	2	Dallas Acworth Hwy & Bobo Rd
3	US 278 & SR 92	3	Bill Carruth Pkwy & Virgie Ballentine Dr
4	US 278 & Old Harris Rd	4	Bill Carruth Pkwy & Rosedale Dr
5	SR 120/Charles Hardy Pkwy & SR 92	5	E Memorial Dr & Legion Rd
6	SR 120/Charles Hardy Pkwy & SR 6 BUS/Atlanta Highway	6	Nebo Rd & Wall Rd
7	US 278 & Thomas B Murphy Dr	7	Dallas Nebo Rd & Ridge Rd
8	US 278 & Poplar Springs Rd	8	Macland Rd & Mount Tabor Church Rd
9	US 278 & Butler Industrial Dr	9	Cedarcrest Rd & Meadows Dr
10	Hiram Sudie Rd (SR 120 Conn.) & Bill Carruth Pkwy	10	Austin Bridge Rd & Mein Mitchell Rd

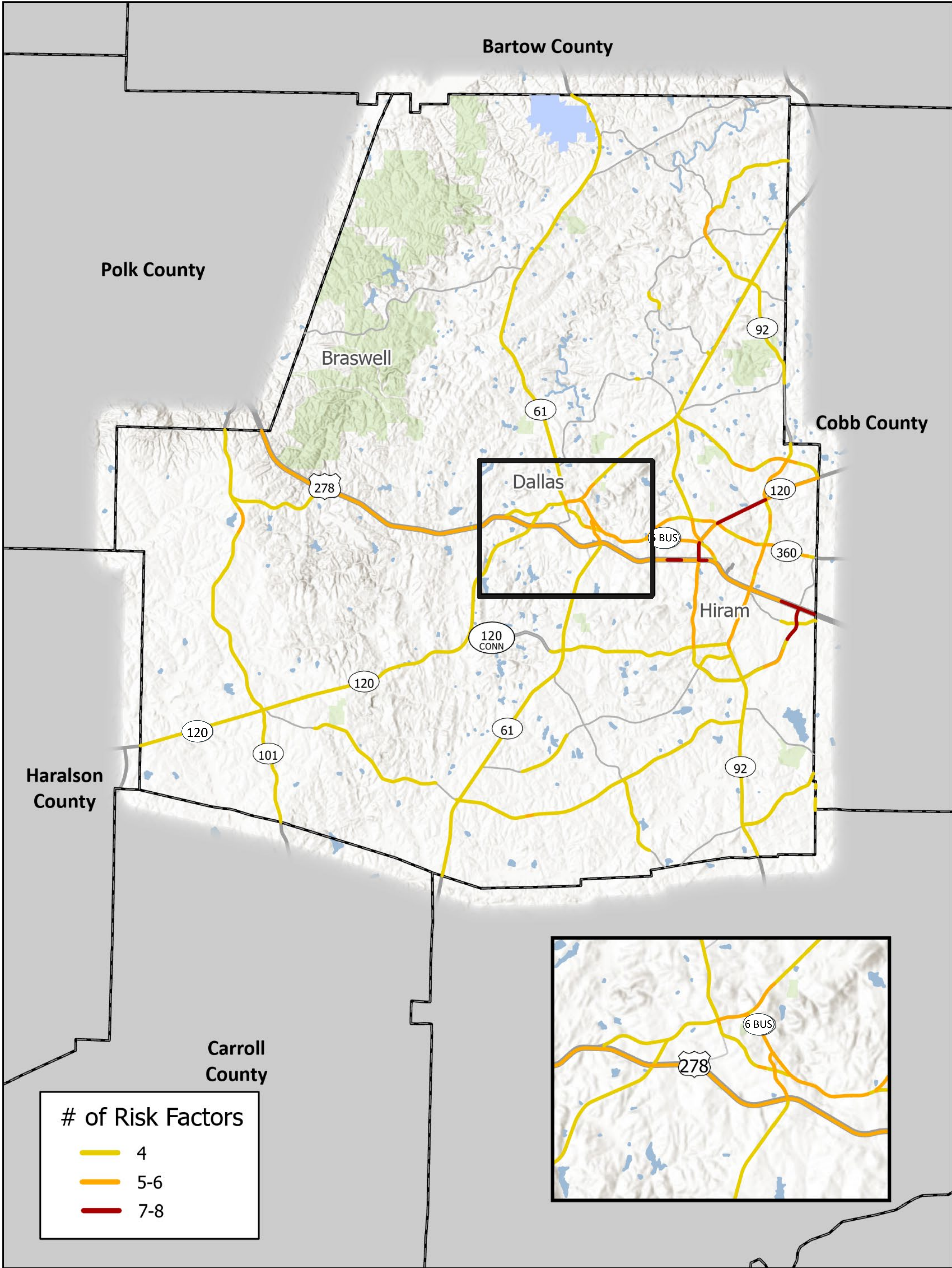
*Intersection improvements occurred in January 2024, which is not reflected in the data.

CRASH RISK

What factors increase crash risk?

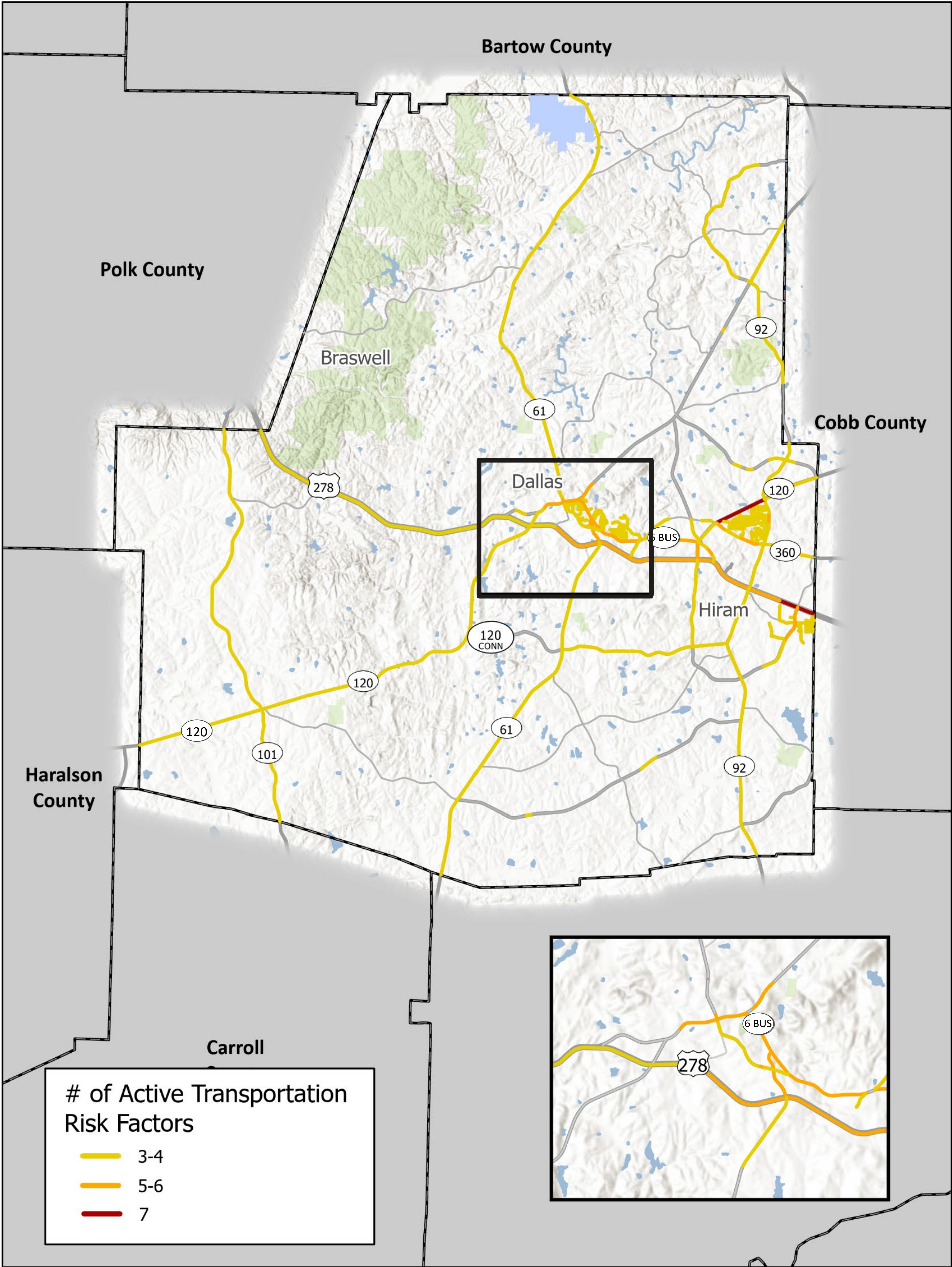
	Traffic Volumes	Signalized	Road Type	State Route	Speed Limit	# of Lanes/Legs	Median Home Value	% of Zero Car Households	Population & Employment Density	Land Use
Roadway	●		●		●	●	●	●		●
Active Transportation	●		●	●		●			●	●
Intersection	●	●				●		●	●	●

Roadways



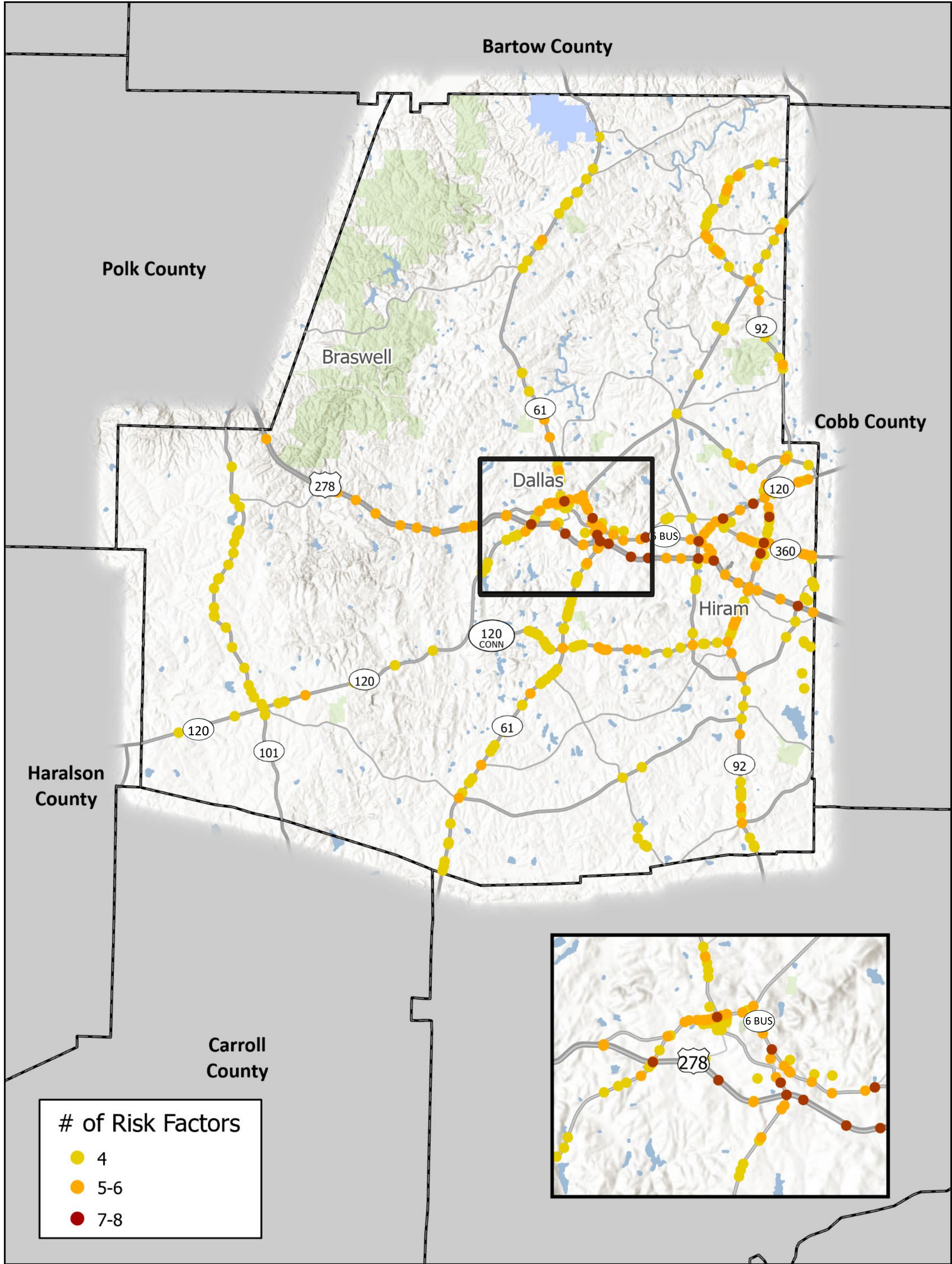
High-Risk Roadways		
Road	From	To
SR 120/Charles Hardy Pkwy	SR 360	SR 92
SR 120/SR 360/Charles Hardy Pkwy	SR 6 BUS	US 278
US 278	SR 120	Hiram Dr
US 278	Paris Rd	International Pkwy
US 278	Greenfield Rd	Isley Stamper Rd
Bill Carruth Pkwy	US 278	Angham Rd

Active Transportation



High-Risk Active Transportation		
Road	From	To
SR 120	SR 360	SR 92
US 278	Greenfield Rd	Isley Stamper Rd
US 278	S Main St	Greenfield Rd
Bill Carruth Pkwy	Angham Rd	US 278
W Memorial Dr	Pinecrest Cir	Confederate Ave
E Memorial Dr	Confederate Ave	SR 6 BUS/Merchants Dr
SR 120/Charles Hardy Pkwy	SR 6 BUS/Atlanta Hwy	US 278
SR 61/Nathan Dean Blvd	SR 6 BUS/Merchants Dr	US 278
SR 360/Macland Rd	SR 120	SR 92
SR 6 BUS/Merchants Dr	E Memorial Dr	SR 120/Charles Hardy Pkwy

Intersections



High-Risk Intersections	
US 278 & SR 120/Buchanan St	US 278 & Bill Carruth Pkwy/Poplar Springs Rd
US 278 & Seaboard Dr	Macland Rd & Merchants Dr/SR 6 BUS
US 278 & SR 61	SR 61 & Main St
US 278 & Thomas B Murphy Dr	SR 61/Nathan Dean Blvd & SR 6 BUS/Merchants Dr
US 278 & Old Harris Rd	SR 61 & Thomas B Murphy Dr
US 278 & Butler Industrial Dr	SR 61 & Nathan Dean Blvd
US 278 & SR 120/Bill Carruth Pkwy	SR 6 BUS/Atlanta Hwy & SR 120
US 278 & SR 6 BUS/Atlanta Hwy	SR 120 & Evans Mill Dr
SR 120 & Sedgefield Dr	SR 92 & SR 360
SR 92 & Hanover Ave	SR 92 & Dailey Rd

WHAT WE'VE HEARD



2 Public Meetings



2 Board of Commissioner Briefings



1 Focus Group



72 Survey Responses



3 Technical Steering Committee Meetings



47 Interactive Map Responses

ENGAGEMENT TAKEAWAYS

- ▶ Perceptions of unsafe conditions often align with what data analysis has shown
- ▶ Visibility/turning, lighting, speeding, and VRU safety are top concerns
- ▶ Support for proactive safety improvements to get ahead of expected growth

Nearly half of all survey respondents were in or knew someone who had been in an accident in Paulding County.

Survey & Map Exercise Responses

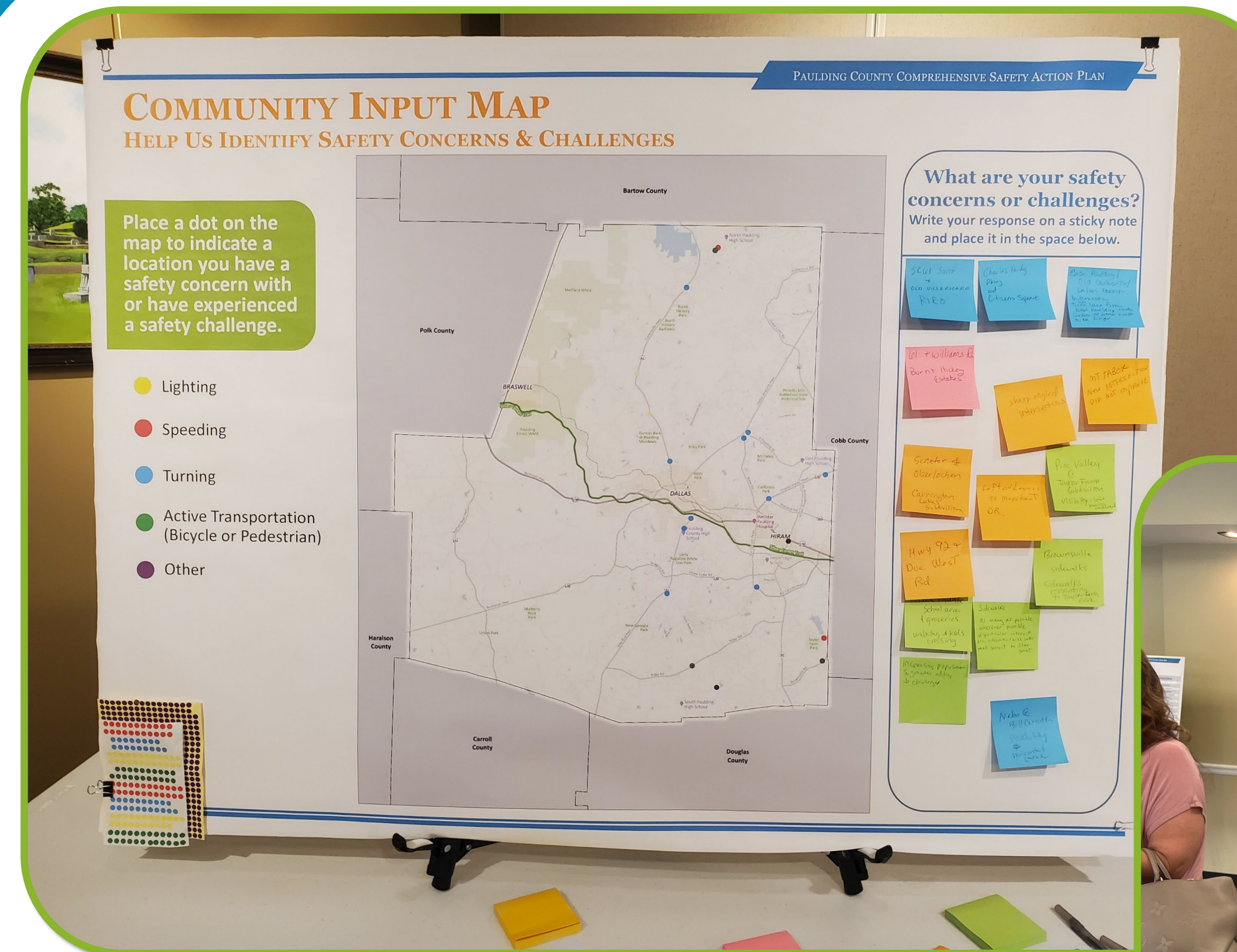
Nearly half of all map exercise comments were related to turning hazards.

Top 3 supported safety interventions:

- Intersection improvements/reconfigurations
- Traffic calming interventions
- Connecting bike/ped infrastructure to town centers

Greatest contributing factors to crashes according to survey respondents are:

- Drivers not following the law
- Distracted road users
- Speeding/aggressive driving



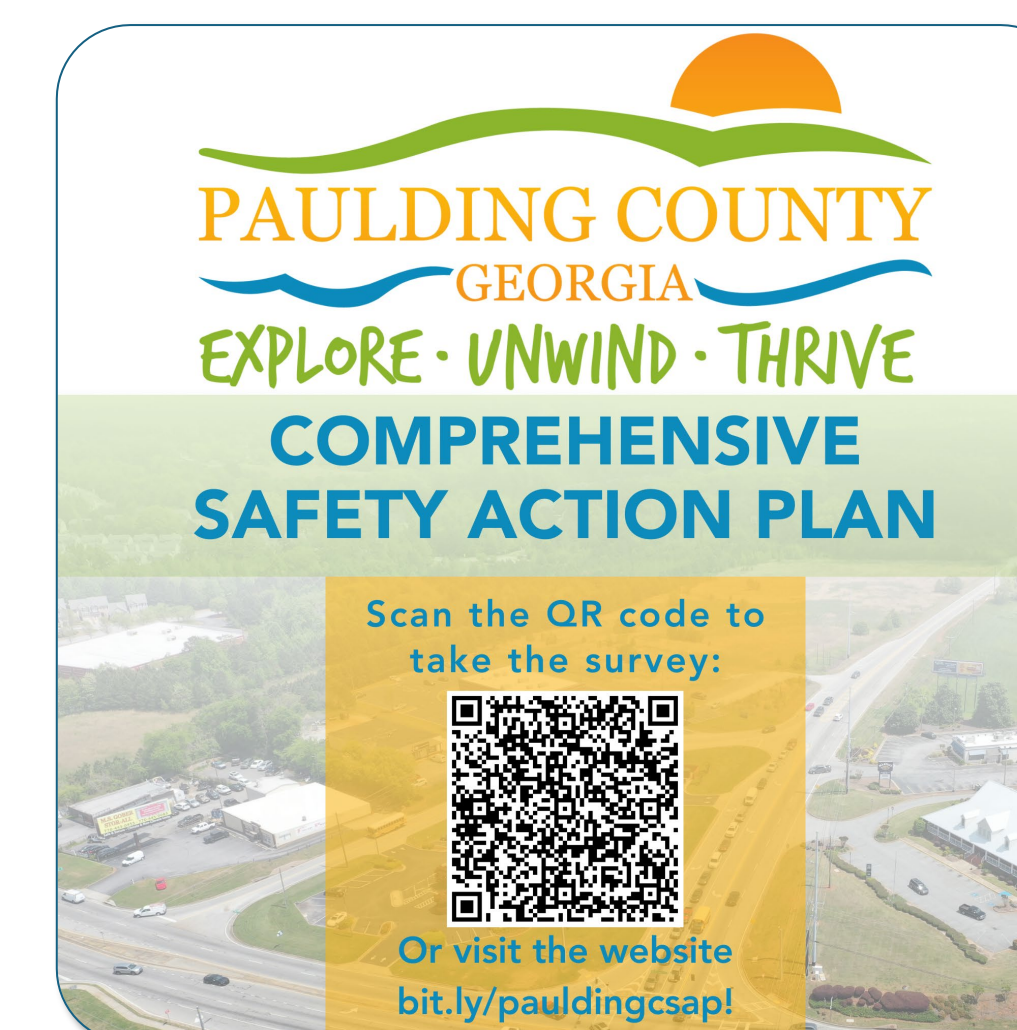
Public Meeting #1

- October 2024 at Watson Government Complex
- Combined with Paulding Major Corridors Study



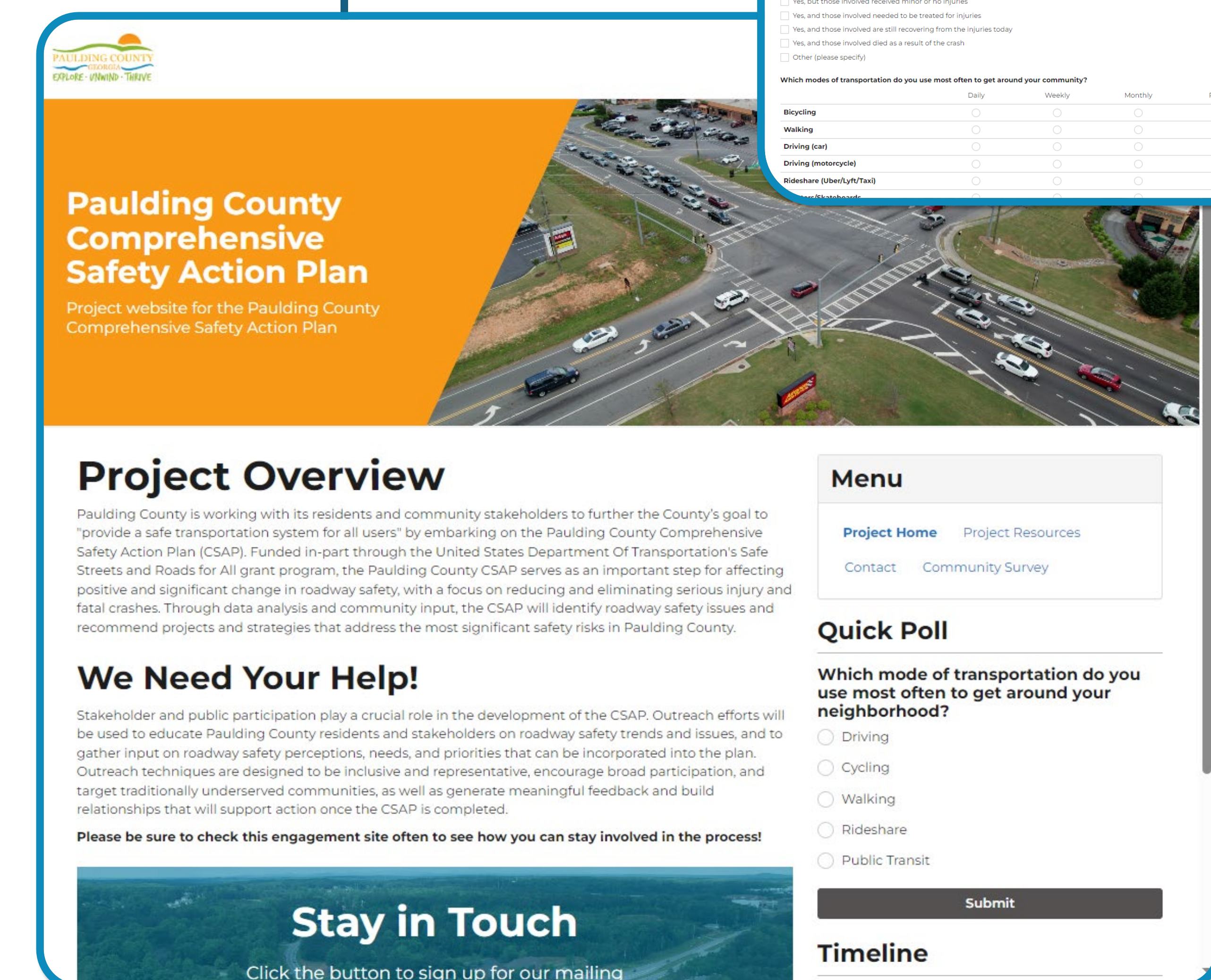
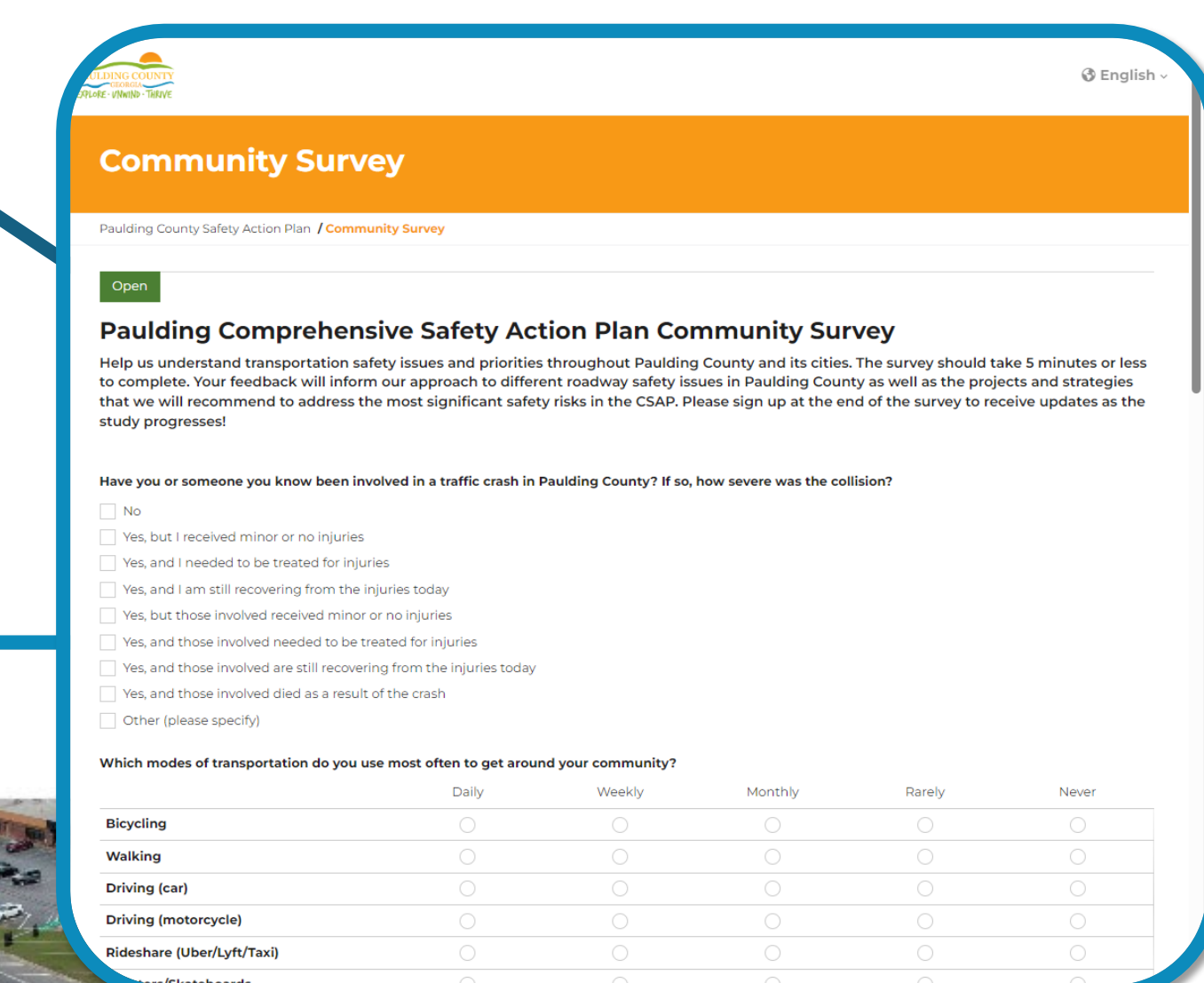
Digital Engagement

- Paulding CSAP Website
- Link to survey and Social Pinpoint interactive map



Getting the Word Out!

- Digital and printed flyers
- Advertising on project and County website
- County social media outlets
- Pop-up events



SYSTEMIC RECOMMENDATIONS

How were these determined?

The highest-risk crash types in Paulding County include head-on, single vehicle, speeding-related, left-angle, and those occurring in dark or not-lighted conditions. The six recommended countermeasures below are designed to address these specific crash types and should be considered for routine application as roadway improvements are made.



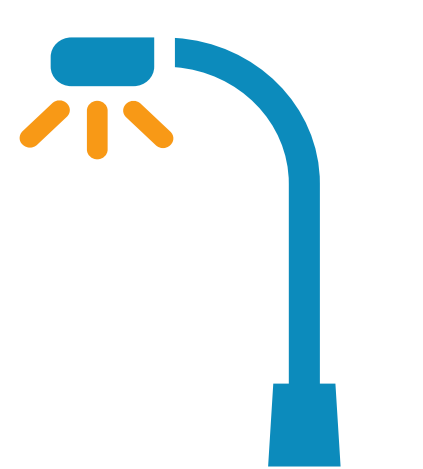
**Protected-only left turns
by time of day**



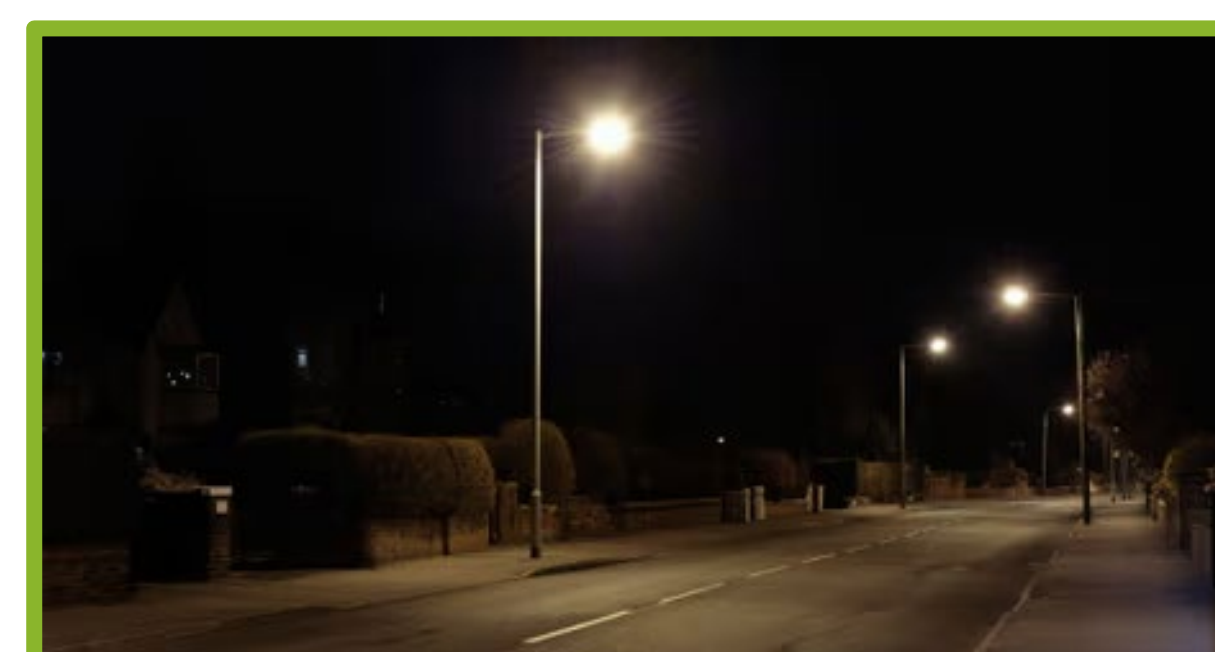
**Flashing beacon / warning
devices**



**Enhanced delineation
measures for curves**



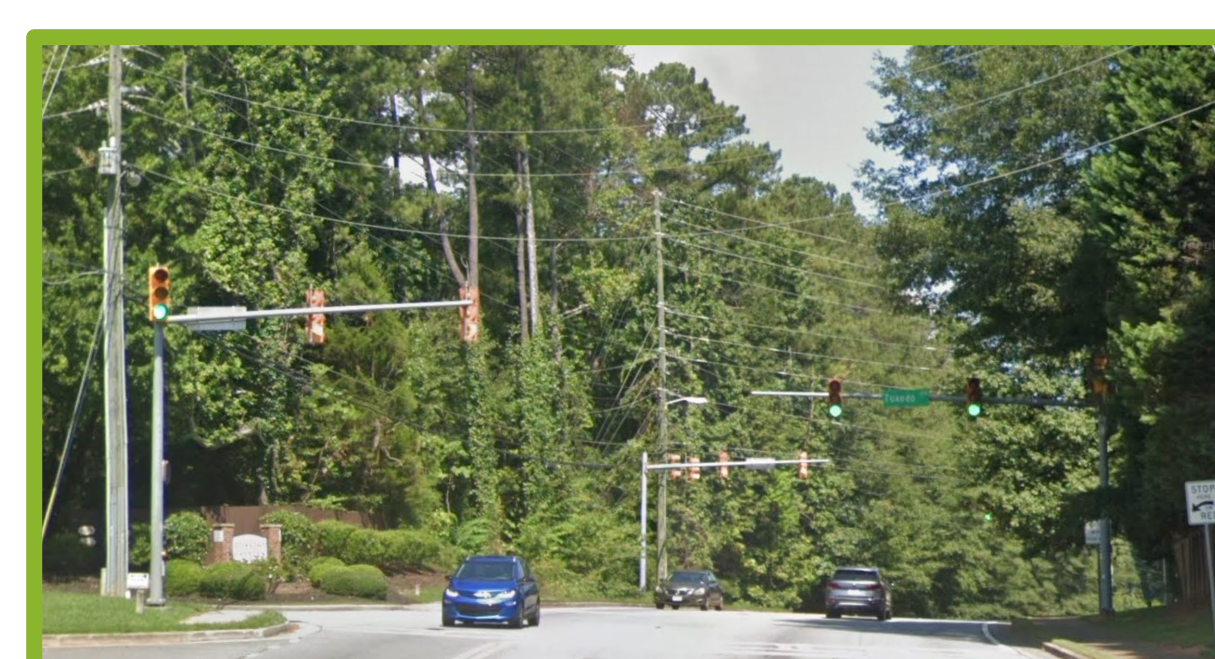
Lighting improvements



Speed reduction measures



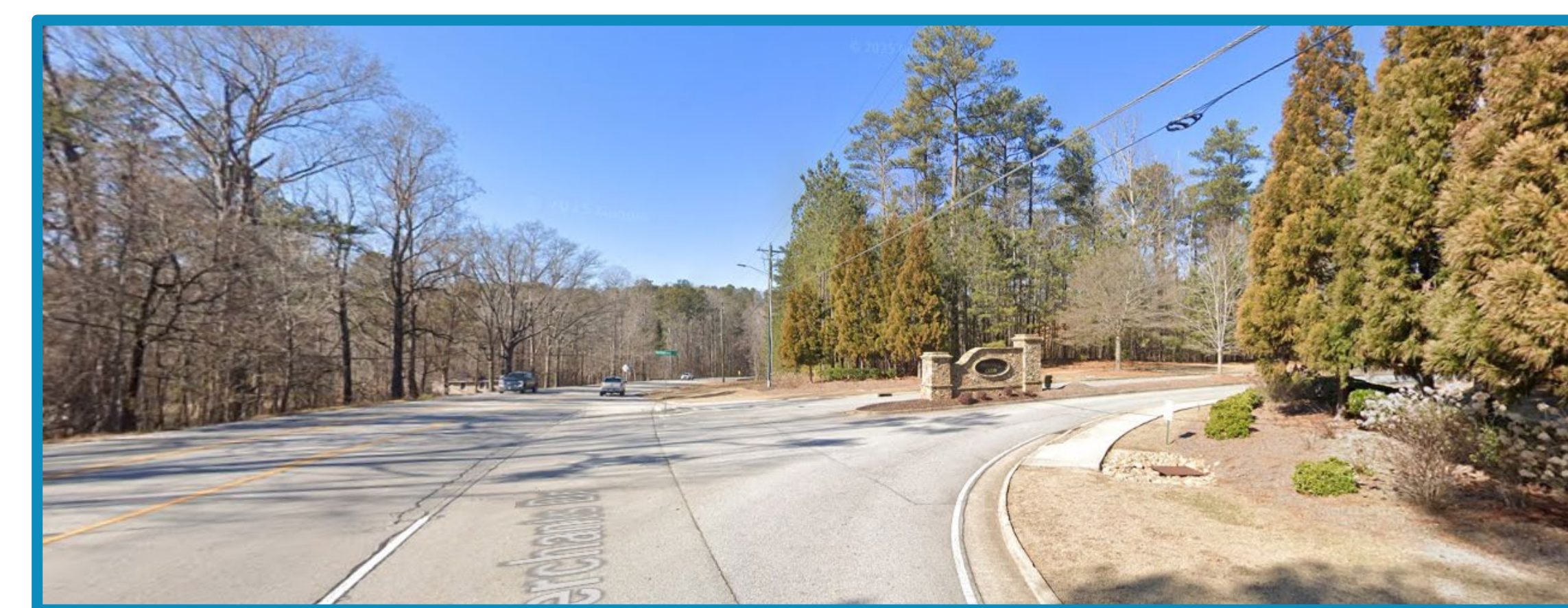
Supplemental traffic signals



ACTIVE TRANSPORTATION RECOMMENDATIONS

Where are the high-priority locations?

The three images below highlight two of the pedestrian and bicycle high-risk corridors on US 278 and SR 6 BUS. Additionally, we are emphasizing safety improvements, such as the countermeasures listed below, in several key locations with higher volumes of pedestrians, cyclists, and vulnerable road users, such as schools, greenway trail crossings, greenspaces and community destinations, and subdivision entrances.

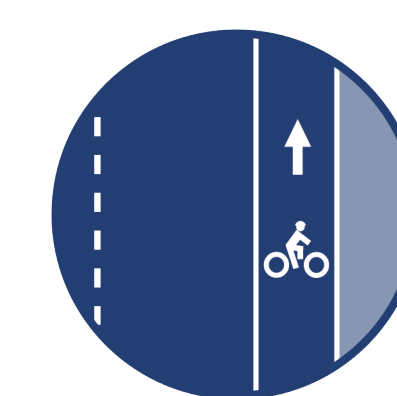


Top Left: SR 6 BUS/Merchants Dr – Heritage Club Subdivision Entrance

Bottom Left: US 278 Wellstar Paulding Hospital at Bill Carruth Pkwy – Silver Comet Trail Connection

Top Right: US 278, Silver Comet Paulding Chamber Trailhead Connection

FHWA PROVEN COUNTERMEASURES



Bikeways



**Leading Pedestrian
Intervals**



**Crosswalk Visibility
Enhancements**



Road Diets



**Medians and Ped
Refuge Island**



**Rectangular Rapid
Flashing Beacons**



Walkways



Road Safety Audits



Lighting



Roundabouts

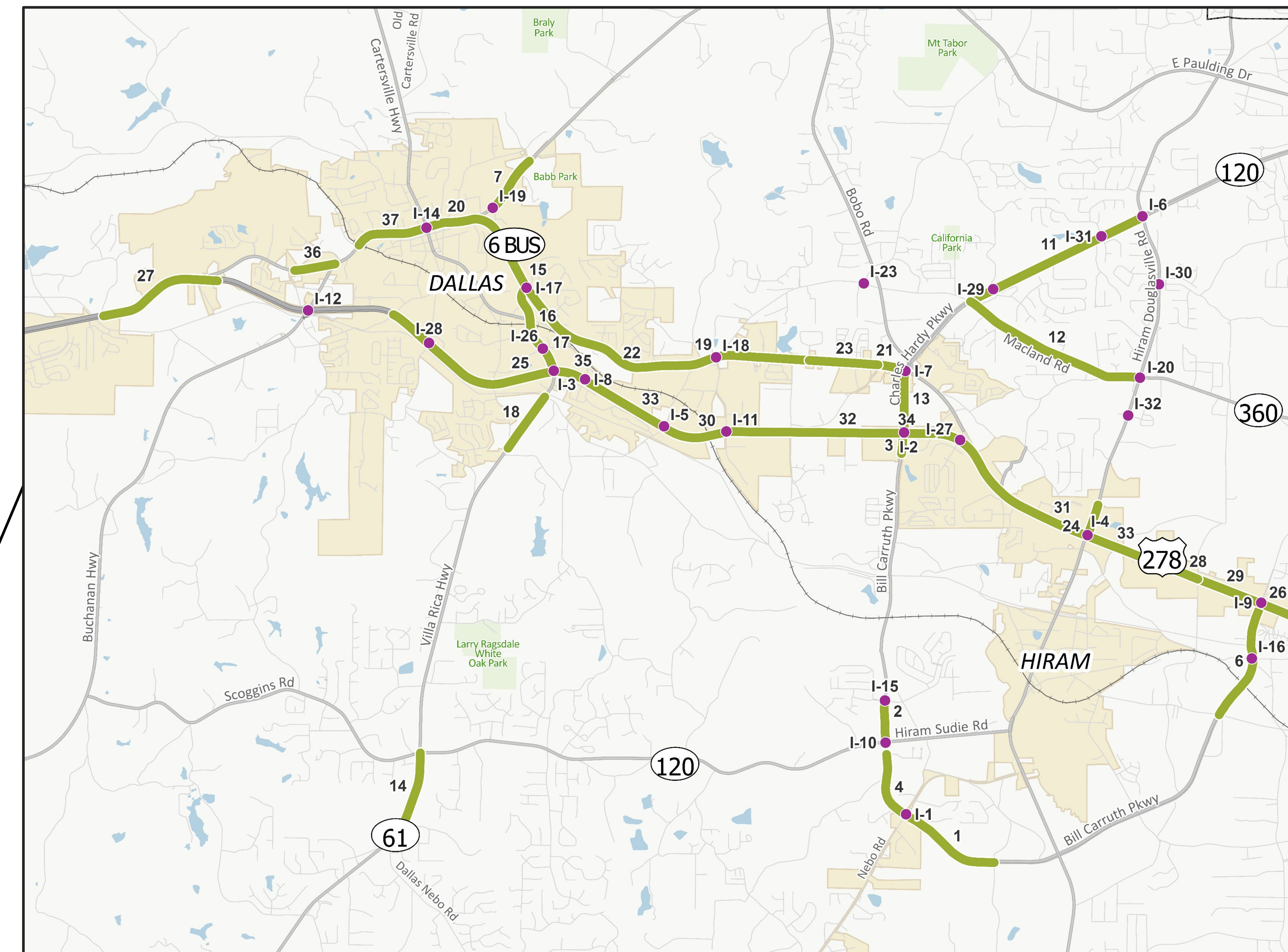
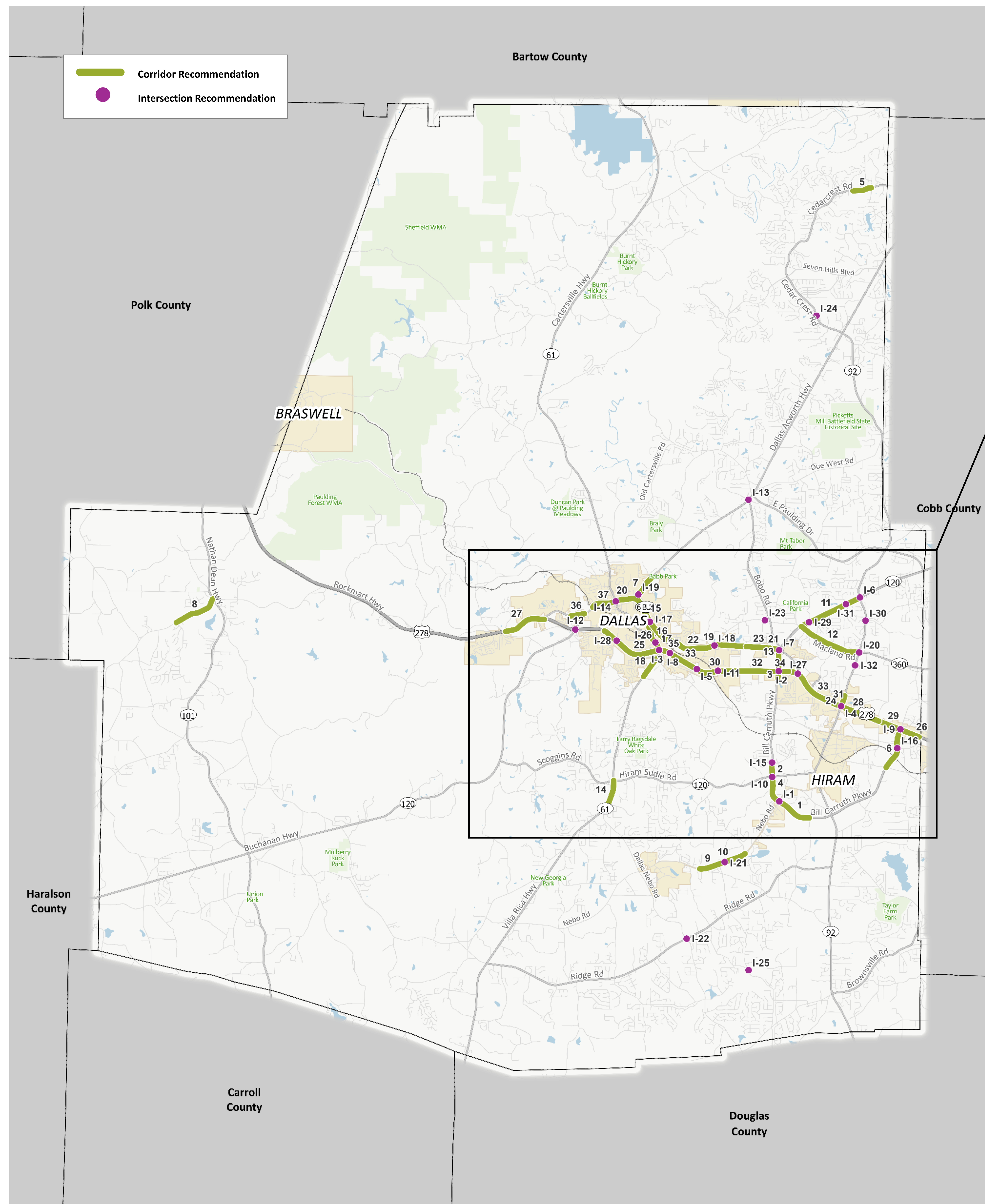


**Pedestrian Hybrid
Beacon**



**Rural Roadway
Countermeasures**

SITE-SPECIFIC RECOMMENDATIONS



Where else? Do you agree?

Write your comment on a sticky note and place it in the space below.

RECOMMENDATIONS

CORRIDORS

 Lighting improvements

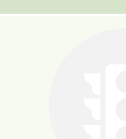
 Flashing beacons / warning devices

 Speed reduction measures

 Enhanced delineation for curves

 Supplemental traffic signals

 Site-specific improvement
For additional details, see printed handouts

ID	CORRIDOR	POTENTIAL IMPROVEMENTS					
		SYSTEMIC					SITE-SPECIFIC
1	Bill Carruth Pkwy (Nebo Rd to Laird Rd)						
2	Bill Carruth Pkwy (Regency Drive / Virgie Ballentine Drive to SR 120 CONN / Hiram Sudie Road)						
3	Bill Carruth Pkwy (US 278/SR 6 to Breezy Valley Conn)						
4	Bill Carruth Pkwy (Willow Bend Dr to Nebo Rd)						
5	Cedarcrest Rd (Kingsford Way to Highcrest Dr)						
6	Bill Carruth Pkwy (US 278 to Angham Rd)						
7	E Memorial Dr (Legion Rd to Croker Rd)						
8	Holly Springs Rd (Woodwind Dr to SR 101)						
9	Nebo Rd (Riverstone Dr to Normas Way)						
10	Nebo Rd (Wall Rd to McClung Rd)						
11	SR 120 (SR 360 to SR 92)						
12	SR 360 (SR 120 to SR 92)						
13	SR 120 (SR 6BU to US 278)						
14	SR 61 (Campground School Rd to Hiram Sudie Rd/SR 120 CONN)						
15	SR 61 (Hampton Drive to USPS Drwy)						
16	SR 61 (Merchants Dr to US 278)						
17	SR 61 (Thomas B Murphy Dr to US 278)						
18	SR 61 (Vernoy Aiken Rd to Winndale Rd)						
19	SR 6BUS/Merchants Dr (Coach Bobby Dodd Rd to Macland Rd)						
20	SR 6 BUS/E Memorial Dr (Old Acworth Rd to Lester Dr)						
21	SR 6BUS/Atlanta Hwy (Summerhill Rd to SR 120)						
22	SR 6BU (W Memorial Dr to SR 120) – Overlapping Segments						
23	SR 6BUS/Atlanta Hwy (Wilbanks Cir to Summerhill Rd)						
24	SR 92 (US 278 to 0.25 mi north of US 278)						
25	US 278 (Academy Dr to SR 61)						
26	US 278 (Greenfield Rd to Isley Stamper Rd)						
27	US 278 (Homer Cochran Rd to W Memorial Dr)						
28	US 278 (Lake Rd to Greenfield Rd)						
29	US 278 (Metromont Rd to Bill Carruth Pkwy)						
30	US 278 (Old Harris Rd to Butler Industrial Dr)						
31	US 278 (Pace Rd to SR 92)						
32	US 278 (Paris Rd to SR 120)						
33	US 278 (S Main St to Greenfield Rd) – Overlapping Segments						
34	US 278 (SR 120 to Hiram Dr)						
35	US 278 (SR 61 to Thomas B Murphy Dr)						
36	W Memorial Dr (Johns Rd to Buchanan St)						
37	W Memorial (Pinecrest Cir to SR 61)						

RECOMMENDATIONS

INTERSECTIONS

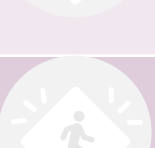
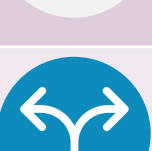
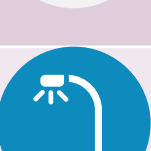
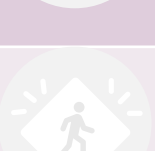
 Protected-only left turns by time of day

 Lighting improvements

 Flashing beacons / warning devices

 Speed reduction measures

 Site-specific improvement
For additional details, see printed handouts

ID	INTERSECTION	POTENTIAL IMPROVEMENTS					
		SYSTEMIC				SITE-SPECIFIC	
I-01	Bill Carruth Pkwy & Nebo Rd						
I-02	US 278 (Jimmy Lee Smith Pkwy) & SR 120 (Charles Hardy Pkwy) / Bill Carruth Pkwy						
I-03	US 278 (Jimmy Campbell Pkwy) & SR 61 (Nathan Dean Blvd)						
I-04	US 278 (Jimmy Lee Smith Pkwy) & SR 92						
I-05	US 278 (Jimmy Campbell Pkwy) & Old Harris Rd						
I-06	SR 120 (Charles Hardy Pkwy) & SR 92 (Hiram Acworth Hwy)						
I-07	SR 120 (Charles Hardy Pkwy) & SR 6-BUS (Atlanta Highway)						
I-08	US 278 (Jimmy Campbell Pkwy) & Thomas B Murphy Dr						
I-09	US 278 (Wendy Bagwell Pkwy) & Bill Carruth Pkwy / Poplar Springs Rd						
I-10	SR 120 CONN (Hiram Sudie Rd) & Bill Carruth Pkwy						
I-11	US 278 (Jimmy Campbell Pkwy) & Butler Industrial Dr / Cadillac Pkwy						
I-12	US 278 (Jimmy Campbell Pkwy) & SR 120 (Buchanan St)						
I-13	Dallas Acworth Hwy & Bobo Rd						
I-14	SR 6 BUS (E/W Memorial Dr) & SR 61 (Main St / Confederate Ave)						
I-15	Bill Carruth Pkwy & Virgie Ballentine Dr						
I-16	Bill Carruth Pkwy & Rosedale Dr						
I-17	SR 61 (Nathan Dean Blvd) & Merchants Dr						
I-18	Macland Road & SR 6 BUS (Merchants Dr)						
I-19	E Memorial Dr & Legion Rd						
I-20	SR 92 (Hiram Acworth Hwy) & SR 360 (Macland Rd)						
I-21	Nebo Rd & Wall Rd						
I-22	Dallas Nebo Rd & Ridge Rd						
I-23	Macland Rd & Mount Tabor Church Rd						
I-24	Cedarcrest Rd & Meadows Dr						
I-25	Austin Bridge Rd & Mein Mitchell Rd						
I-26	SR 61 (Nathan Dean Pkwy) & Thomas B Murphy Dr						
I-27	US 278 (Jimmy Lee Smith Pkwy) & SR 6 BUS (Atlanta Hwy)						
I-28	US 278 (Jimmy Campbell Pkwy) & Seaboard Dr						
I-29	SR 120 (Charles Hardy Pkwy) & Evans Mill Dr						
I-30	SR 92 (Hiram Acworth Hwy) & Hanover Ave						
I-31	SR 120 (Charles Hardy Pkwy) & Sedgfield Dr / Hunters Trace						
I-32	SR 92 (Hiram Acworth Hwy) & Dailey Rd / Darbys Crossing Dr						

NON-INFRASTRUCTURE RECOMMENDATIONS

Coordination

- Convene a County VRU Safety Committee
- Coordinate with GDOT
- Conduct Interdisciplinary Road Safety Audits

Land Use & Zoning

- Implement Crossroad Communities to Support Multimodal Travel
- Leverage Community Residential Development Patterns
- Expand Transit Service & Options

Education & Outreach

- Promote a Culture of Safety
- Expand Multimodal & Safety Messaging
- Host Safety Town Halls
- Provide Realtime Feedback on Travel Speeds
- Conduct Safety Education Campaigns
- Distribute Safety Education Materials

Planning & Studies

- Align Greenway & Trails Plan with Safety Priorities
- Develop Multimodal Demand & Traffic Stress Maps
- Improved processes, policies, and programs

Inventory & Evaluation

- Develop Sidewalk, Bikeway, and Path Inventory
- Conduct Before/After Assessment Studies
- Survey Residents and Visitors about Safety Knowledge
- Track County Safety Trends Annually

Enforcement

- Targeted Actions & Enforcement
- Legislation
- Enhanced Penalties
- Crash Reporting Training for Law Enforcement

Place stickers below on the non-infrastructure recommendation categories that you think should be prioritized in Paulding County

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JOIN IN THE COMMITMENT TO ZERO!

Join Paulding County in our commitment to a vision of zero traffic fatalities and serious injuries on Paulding's roadways.

Count me in!

I'm on board for a safer Paulding County

I PLEDGE TO SLOW DOWN AND OBEY SPEED LIMITS

WHAT IS VISION ZERO?

»»» "The zero deaths vision acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users."



»»» "Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all."

VISION ZERO NETWORK

