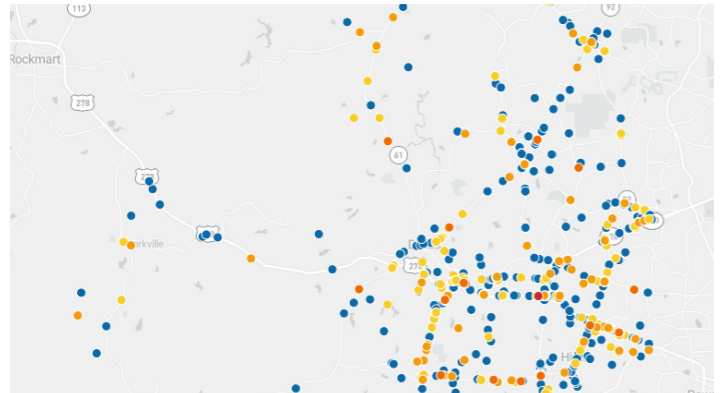
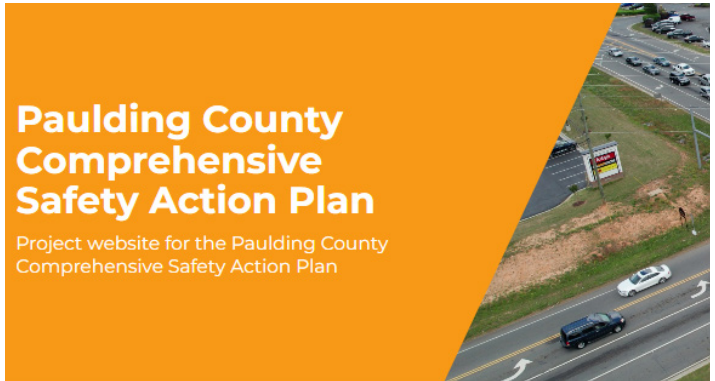
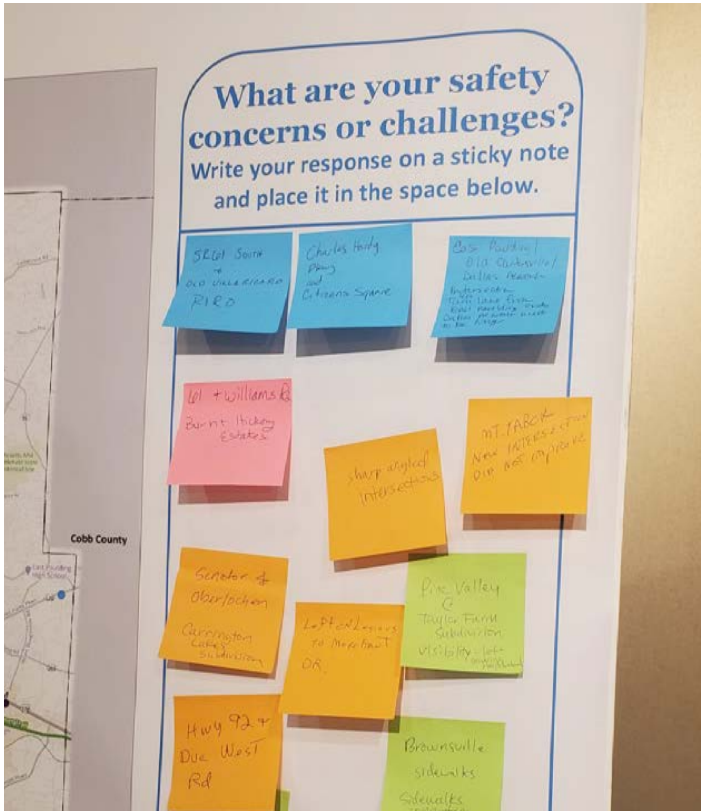




PAULDING COUNTY COMPREHENSIVE SAFETY ACTION PLAN

DRAFT PLAN
MAY 2025



ACKNOWLEDGMENTS

Paulding County Board of Commissioners

Tim Estes	Commission Chairman
Keith Dunn	Post I Commissioner
Sandy Kaecher	Post II Commissioner
Virginia Galloway	Post III Commissioner
Dean Schneider	Post IV Commissioner

Paulding County Department of Transportation

George Jones, PE	Director
Erica Parish, PE	Deputy Director
Jose Pagan-Otero, PE	Traffic Operations Division Manager
Stephen James	Engineering Division Manager

Technical Steering Committee Agencies

- Paulding County Community Development
- Paulding County Economic Development
- Paulding County Fire & Rescue
- Paulding County Parks & Recreation
- Paulding County School District
- Paulding County Transit/Senior Services
- Atlanta Regional Commission
- Bartow County
- City of Dallas
- City of Hiram
- Cobb County
- Douglas County
- Georgia Department of Transportation
- Northwest Georgia Regional Commission
- PATH Foundation
- Paulding Pastor Alliance
- U.S. Federal Highway Administration

Consultant Team



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INTRODUCTION

Project Background

This Comprehensive Safety Action Plan (CSAP) is Paulding County's roadmap to achieving the goal of eliminating transportation-related fatalities and serious injuries. In collaboration with residents and community stakeholders, Paulding County is dedicated to "providing a safe transportation system for all users." Funded in part through the United States Department of Transportation's (USDOT) Safe Street and Roads for All (SS4A) grant program, this plan marks a crucial effort toward making impactful improvements in roadway safety throughout Paulding County.

There were **22,178** crashes in Paulding County between 2019 and 2023, **93** of which were fatal and **376** of which involved serious injuries.

Safe System Approach

The Safe System Approach offers a shift from the traditional, reactive safety approach to a more proactive approach. It recognizes human fallibility and focuses on designing transportation systems to reduce the impacts of inevitable human mistakes.

The **five key elements** of the Safe System Approach address every aspect of crash risk:

1. Safe Speeds
2. Safe Roads
3. Safe Road Users
4. Post-Crash Care
5. Safe Vehicles

Figure 1. Safe System Approach



The Safe Systems Approach has **six key principles**:

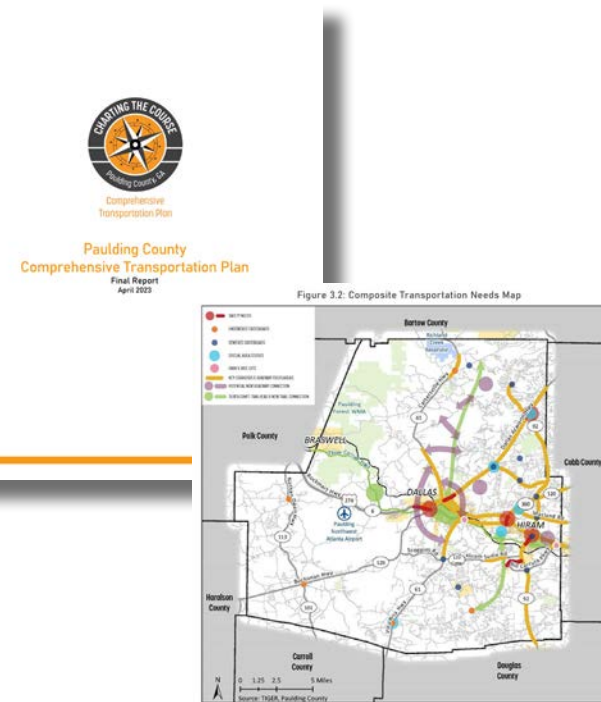
1. **Death and Serious Injuries are Unacceptable** and we should prioritize the elimination of these kinds of crashes.
2. **Humans Make Mistakes** so we should design our roads so that mistakes that result in crashes don't lead to serious injury or death.
3. **Humans Are Vulnerable** so our transportation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

Local and Regional Planning Efforts

Local and regional transportation plans were reviewed for their relevance to roadway safety initiatives and projects. Plans reviewed included the following (see **Appendix A** for further information).

- Paulding County Comprehensive Transportation Plan (2022)
- Paulding County Comprehensive Plan Update (2022)
- ARC Regional Safety Strategy (2022)
- US 278/SR 6 Corridor Study, including Road Safety Audit (2022)
- US 278/SR 6 Road Safety Audit (2015)
- SR 61 Road Safety Audit (2020)
- Downtown Dallas Livable Centers Initiative Study (2020)
- City of Hiram Livable Centers Initiative (2015)
- Paulding County Major Corridors Study (2025)

Figure 2. Paulding County Comprehensive Transportation Plan (2022)



WHAT DO WE KNOW?

Safety recommendations from the studies reviewed include site-specific infrastructure improvements, system/corridor-wide programmatic infrastructure improvements, and recommendations that are more policy, program, or quality of life focused.

The previous study recommendations provide a solid starting point for the identification, development, and refinement of safety strategies for the CSAP. While the US 278/SR 6 Corridor Study and Road Safety Audit (RSA) and the SR 61 RSA identified several detailed project recommendations, the Paulding County CTP's project recommendations are more high-level in nature and those from the Paulding County Comp Plan and Dallas and Hiram LCI studies are more quality of life focused. Each relevant recommendation from these prior studies will be examined in the context of the CSAP's safety trends, systemic, and equity analyses. It will be important to understand if and what previously proposed safety countermeasures have been identified in relation to the CSAP's updated analyses, including the identified overall HIN and the Top 10 HIN segments and intersections. Those previously proposed countermeasures will be assessed to determine if they are the most proven and effective at addressing the known crash contributing factors and focus crash types or if other countermeasures should be considered.

Lastly, the CSAP will reveal any potential gaps in previous studies, based on results from the HIN and systemic analyses, which include historically high crash locations and high-risk locations.

Local Commitment

PLACEHOLDER
TO BE UPDATED UPON
COUNTY ADOPTION OF
PLAN

PUBLIC ENGAGEMENT

Paulding County utilized a variety of engagement strategies to gain a complete understanding of existing conditions and needs across the transportation network, community goals and priorities, and desires for the future. The following is an overview of the key components of the engagement process throughout the life of the CSAP.

ENGAGEMENT PROCESS SUMMARY

Technical Steering Committee

- 13+ organizations represented
- 3 Technical Steering Committee meetings

Public Open Houses

- 2 Public Meetings
- 44 attendees

Focus Groups

- 1 focus group meeting February 25th
- 4 attendees

Pop Up Events

- Paulding County Touch-a-Truck Event on April 26th

Online Engagement

- 1 project website (PauldingCSAP.com)
- Regular content on local social media channels

Community Survey

- Online survey with interactive map exercise available in multiple languages
- 72 total responses

Technical Steering Committee

The Technical Steering Committee was comprised of stakeholder groups including residents, business and property owners, non-profit organizations, community groups, and others identified with guidance from the County. The Team met with the committee three times during the planning period and consulted them individually as necessary to provide input to the identification of safety concerns, needs, key findings, and proposed solutions.

Technical Steering Committee Members

- Atlanta and Northwest Georgia Regional Commissions
- Bartow, Cobb, and Douglas Counties
- Cities of Dallas and Hiram
- Family Alliance of Paulding
- Federal Highway Administration
- Georgia Department of Transportation
- Paulding Pastor Alliance
- PATH Foundation
- Paulding County Departments
 - Community Development
 - Transportation
 - Economic Development
 - Fire & Rescue
 - Parks & Recreation
 - School District
 - Sherrif's Office
 - Transit/Senior Services

Technical Steering Committee Meeting 1 – Project Orientation

Technical Steering Committee Meeting 1 consisted of a virtual presentation to introduce the project's intent, process and schedule, and set expectations for the steering committee while collecting initial input on the project's goals, reviewing preliminary findings, and advising on broader public and stakeholder engagement strategies. The Team also used this

Figure 3. Technical Steering Committee Meeting #1 Slide Deck

WHAT IS THE SAFE SYSTEM APPROACH?

- Acknowledges even one death is unacceptable
- Focus on mobility for all users
- Based on the principle that humans make mistakes and have physical limitations to tolerate crash impacts



meeting as an opportunity to encourage committee members to advertise Public Meeting Series 1 with their networks.

- Zoom (with access via email distribution list)
- Tuesday, August 6, 2024, 2:00 – 3:00 PM

Technical Steering Committee Meeting 2 – Recommended Actions Development

Technical Steering Committee Meeting 2 consisted of a brief presentation covering safety and crash analysis results, as well as the results of Public Meeting 1's engagement activities. Additionally, the Team continued to identify and brainstorm ideas for appropriate countermeasures, strategies, and safety improvements. The Team also used this meeting as an opportunity to encourage committee members to advertise focus group discussion opportunities with their networks.

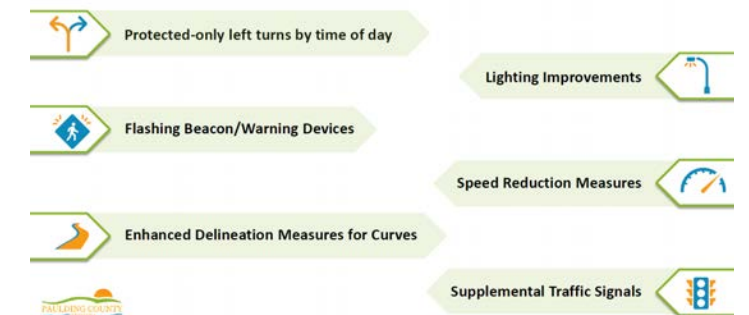
- In-person, Watson Government Complex
- Thursday, November 14, 2024, 2:00 – 3:30 PM

Technical Steering Committee Meeting 3 – Recommendations/Implementation

Technical Steering Committee Meeting 3 consisted of a brief presentation to review and discuss the draft recommendations and prioritization for implementing strategies outlined in the final action plan. The Team also used this meeting as an opportunity to encourage committee members to advertise Public Meeting 2 with their networks.

Figure 4. Technical Steering Committee Meeting #3 Slide Deck

SYSTEMIC RECOMMENDATIONS



- In-Person, Watson Government Complex
- Thursday, April 10, 2025, 10:30 AM – 12:00 PM

Public Open Houses

The Team hosted two public open houses in October 2024 and April 2025 at key stages in the planning process to educate and gain feedback from residents/stakeholders in and around the County. Each series prioritized different aspects of the planning process, and exercises were developed and available at the events to provide attendees with knowledge about the project and encourage active participation in the process.

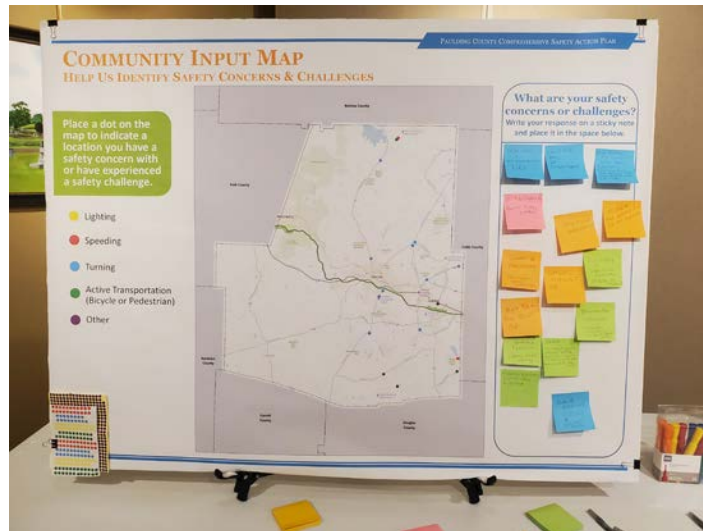
Public Meeting 1 – Joint Open House (A Community Kick Off & Listening Session)

Public Meeting 1 consisted of an open house with a series of informational and activity boards that the community was invited to drop in at their convenience during a two-hour time frame and review for the project schedule, process, and initial analyses. This meeting was facilitated in partnership with the then-ongoing Major Corridors study.

- Public Meeting #1: Dallas Civic Center
- Tuesday, October 29, 2024, 5:00 – 7:00 PM
- 31 attendees

A total of 47 responses were provided via activities on the informational boards with color-coded dots and sticky notes.

Figure 5. Public Meeting #1 Community Input Map



Key takeaways included:

- Feedback was primarily concentrated in southeast portion of County and near cities
- Nearly half of responses across methods were related to turning hazards (~42.5%)
- Turning hazards from multiple fronts -- lack of visibility combined with high roadway speeds, vehicles running red lights, lack of protected turn arrow, and roadway congestion
- Support for additional walking/biking trails connecting residential areas to recreational, retail, and educational venues (Taylor Farm Park, Silver Comet Trail, etc.)
- Frequent mention of street lighting missing near new subdivisions/construction
- Speeding along major corridors creating near c that may not be captured in crash data
- Negative impacts of recent construction of road safety and traffic flow

Public Meeting 2 – Recommendations Open House

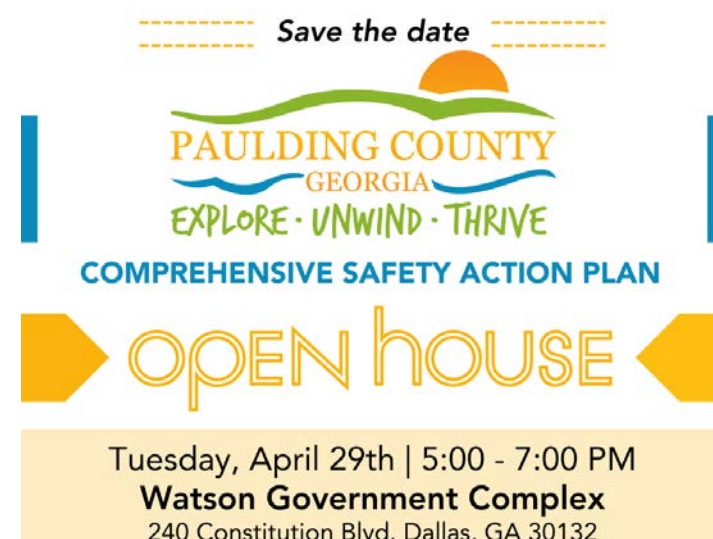
Public Meeting Series 2 consisted of a series of informational and activity boards that the community was invited to drop in at their convenience during a two-hour time frame and review for project approach, analyses, and recommendations.

- Meeting #2 – Watson Government Complex
- Tuesday, April 29, 2025, 5:00 – 7:00 PM
- 13 attendees

Attendees were invited to react and provide feedback to proposed recommendations via colored dots and sticky notes, and sign their name to “commit” to a Vision Zero strategy for Paulding County. A total of 27 unique comments were received on the recommendations. A digital version of the mapping exercise was made available online via the project website which received an additional 15 responses, as well as 22 “upvotes” for specific recommendation sites. The team also received indications of support for the listed policy strategies for coordination, land use & zoning, education & outreach, inventory & evaluation, and enforcement. Key feedback takeaways included:

- Most commonly commented corridors/intersections were along US 278
- Road design along major corridors (e.g. Bill Carruth Parkway) causing visibility issues for through traffic
- Desire for additional consideration in analyses about how school drop-offs/pick-ups impact traffic and how school buses navigate the roads
- Support for additional left-only turn lanes for increased safety for those turning and increased

Figure 6. Public Meeting #2 Save the Date



mobility for through traffic

- Support exists for additional sidewalks, guardrails, and related safety measures along major corridors (i.e. US 278, E Memorial Drive, W Memorial Drive, etc.)
- Concerns exist surrounding poor driver behavior, specifically disregard for traffic lights and posted speed limits

Focus Group

The Team facilitated an in-depth discussion to gain feedback on specific safety-related issues or other aspects of the CSAP with citizens from socially vulnerable backgrounds. Results from the technical Equity Analysis were used as discussion material for the team to “ground truth” and gain a deeper understanding of any unique needs and concerns to account for in the CSAP’s recommendations.

- In-Person, Paulding Senior Center
- Tuesday, February 25, 2025, 12:00 – 1:00 PM
- 4 attendees

The Team asked participants about transportation safety issues in their neighborhood and around the county, priorities for addressing them, and the types of strategies they thought were appropriate. Key takeaways included:

- Participants thought the County should make more context-appropriate changes (additional median barriers, new sidewalks, and narrower streets) to support safer streets
- Participants were interested in safe alternatives to car transportation and wanted sidewalks or safe biking areas between residential areas and shopping areas
- Participants perceived left turns as particularly hazardous given the number of curb cuts for driveways (especially near Kohl’s and Sam’s Club on US 278 in Hiram and other shopping areas around the county) and the resulting friction for through traffic many major roads
- Participants support additional street lighting for safety reasons (particularly for older and visually

impaired populations), but recognize that their neighbors may not be as receptive

Pop Up Events

The Team attended Paulding’s Touch-a-Truck Event in April 2025 at the Watson Government Complex during the final phase of this planning process. This pop up was used primarily as an opportunity to inform the public about the planning effort and drive traffic to Public Meeting 2, which occurred the following week. The Team brought a set of boards to educate on the safe systems approach and potential countermeasures for addressing safety issues, as well as an activity to solicit pledges to “commit” to a Vision Zero Strategy. The Team distributed meeting flyers and comment forms for the public to provide input. The event had over 250 attendees.

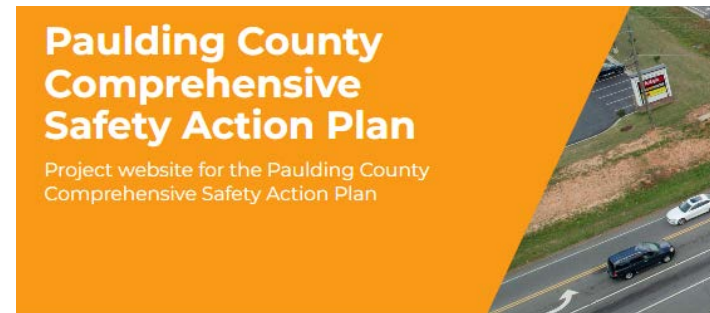
Figure 7. Paulding County Touch A Truck Event



Figure 8. Paulding County Touch A Truck Event



Figure 9. Paulding County Comprehensive Safety Action Plan Project Website



Project Overview

Paulding County is working with its residents and community stakeholders to further "provide a safe transportation system for all users" by embarking on the Paulding County Safety Action Plan (CSAP). Funded in-part through the United States Department of Transportation's Streets and Roads for All grant program, the Paulding County CSAP serves as an important positive and significant change in roadway safety, with a focus on reducing and eliminating fatal crashes. Through data analysis and community input, the CSAP will identify and recommend projects and strategies that address the most significant safety risks in the County.

We Need Your Help!

Stakeholder and public participation play a crucial role in the development of the CSAP. We will be used to educate Paulding County residents and stakeholders on roadway safety issues and gather input on roadway safety perceptions, needs, and priorities that can be incorporated into the plan.

Online Engagement

During the first phase of engagement, the project website was launched www.PauldingCSAP.com, as an online hub for project information including a project overview and schedule, outreach event announcements, and plan documents. The site also hosted multiple digital engagement activities, including a community survey, as a convenient way to engage with the public and collect feedback on issues that could influence the plan's direction and priorities.

Additionally, timely and strategic content was developed for the County to post on its own social media channels as calls to action for engagement opportunities and events. The Team also coordinated with City of Dallas, City of Hiram, Dallas Police Department, and Hiram Police Department to utilize Facebook, Instagram, and Twitter to promote engagement to maximize digital outreach.

Community Survey

An online survey, available in multiple languages, was developed and administered in Social

Pinpoint to collect input from users of Paulding County's transportation networks to understand transportation safety issues and priorities throughout the County and its cities.

The survey, available directly through a QR code on the project flyer and a link from the project website, <https://bit.ly/pauldingcsap>, ran from August to October 2024 and was promoted through several avenues including emails distributed to the contact lists of technical steering committees and local County contacts and a social media advertising campaign supported by Paulding County Communications.

Community Survey Key Takeaways

- 72 total responses
- Nearly half of the respondents had been, or knew someone who had been, in a traffic crash within the County (47.14%)
- Majority of respondents reported being daily drivers (86.11%); Nearly one-quarter of respondents used a mode of transportation other than a car daily (23.19%)
- More than half of the respondents reported feeling unsafe walking about their neighborhood (54.69%)
- Drivers not following the law (3.80/5 rating), distracted road users (3.79/5 rating), and speeding and aggressive driving (3.78/5 rating) are perceived as the greatest contributing factors to traffic crashes
- High support for: additional penalties for driving while impaired (4.53/5 rating); additional penalties for distracted driving (4.36/5 rating); and additional initiatives to educate the public on roadway safety (4.00/5 rating)
- Top three supported safety interventions: intersection improvements/reconfigurations (84.72%); Traffic calming interventions (e.g. roundabouts, speed tables, narrow roads) (62.50%); and Connect walking and bicycle networks to town centers, schools, retail/commercial centers, and/or healthcare facilities (55.56%)

Figure 10. CSAP Community Survey

Figure 11. CSAP Interactive Mapping Activity

SAFETY ANALYSIS

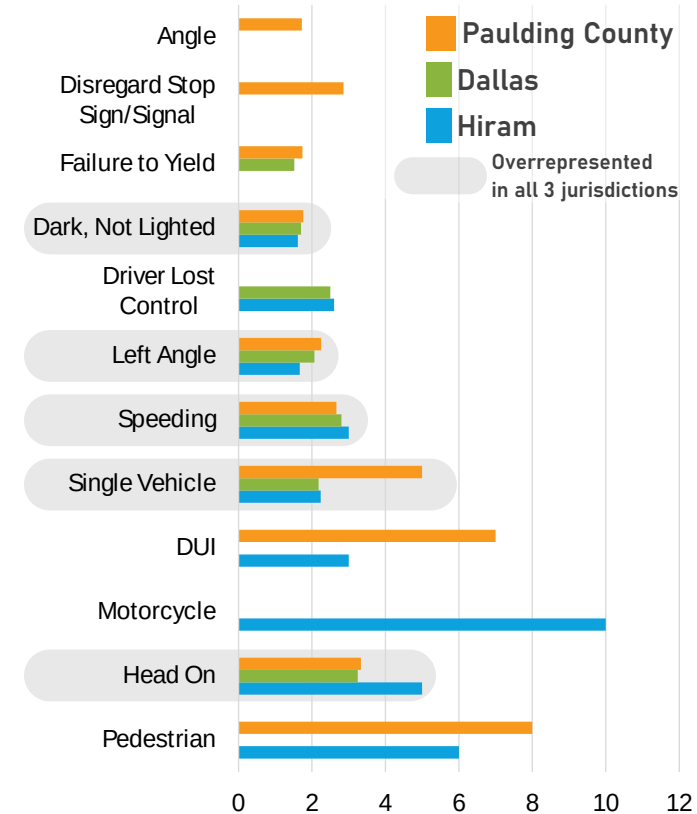
Crash Trends

A comprehensive analysis of historical crash data in Paulding County was conducted to determine crash trends. VHB coordinated with the project team completing the Paulding County Major Corridors Study to utilize the same crash dataset, which had been through the data cleaning process from Georgia Department of Transportation's (GDOT) AASHTOWare Safety/Numetric (2019-2023).

The CSAP places a high priority on reducing fatal and severe injury crashes in Paulding County. Crash severity is defined using the KABCO scale, where K represents fatal crashes and A represents severe injury crashes. The combination of these two crash severities is referred to as KA crashes.

Figure 13 shows the spatial distribution of the crashes during that time period. The map shows higher concentrations of crashes are found in the

Figure 12. Ratio of % KA / % Total Crashes by Factor



eastern part of Paulding County, particularly along the US 278 corridor and in the cities of Dallas and Hiram.

The crash trends analysis also included determining the crash types or conditions that led to the most KA crashes in the County. Factors that were overrepresented for serious crashes were identified on County and city levels. Over-representation refers to a greater proportion of the crash conditions occurring for severe crashes than for all crashes in that jurisdiction. Single vehicle crashes had the highest over-representation in Paulding County, followed by crashes occurring in dark areas without roadway lighting (i.e. dark, not lighted crashes).

Figure 12 presents the ratio of KA to total crash percentages by factor, where a higher ratio indicates the crash factor is more likely to appear in more severe crashes. Several factors are overrepresented in all three jurisdictions, including:

- Head on crashes (3.3 to 5.0 ratio)
- Single vehicle (2.2 to 5.0 ratio)
- Speeding (2.7 to 3.0 ratio)
- Left angle crashes (1.7 to 2.3 ratio)
- Dark, not lighted (1.6 to 1.8 ratio)

Disregarding stop signs/signals was overrepresented only in the City of Hiram, which also had the highest percentage of dark, not lighted crashes (30%). Failure to yield was found in both cities, but not the County, while motorcycle crashes are only overrepresented on the County level at a 10:1 over-representation ratio, the highest of all factors.

Figure 14 and **Figure 15** respectively show where dark, not lighted crashes and speeding crashes are most prevalent within Paulding County. Crashes occurring during dark, not lighted conditions can be seen primarily in the eastern portion of the County, particularly along US 278, SR 120, and SR 92. Speed-related crashes are found on these same roadways, as well as local roads, such as Bill Carruth Pkwy, Harmony Grove Church Rd, and Gold Mine Rd.

Figure 13. Paulding County Crash Heat Map

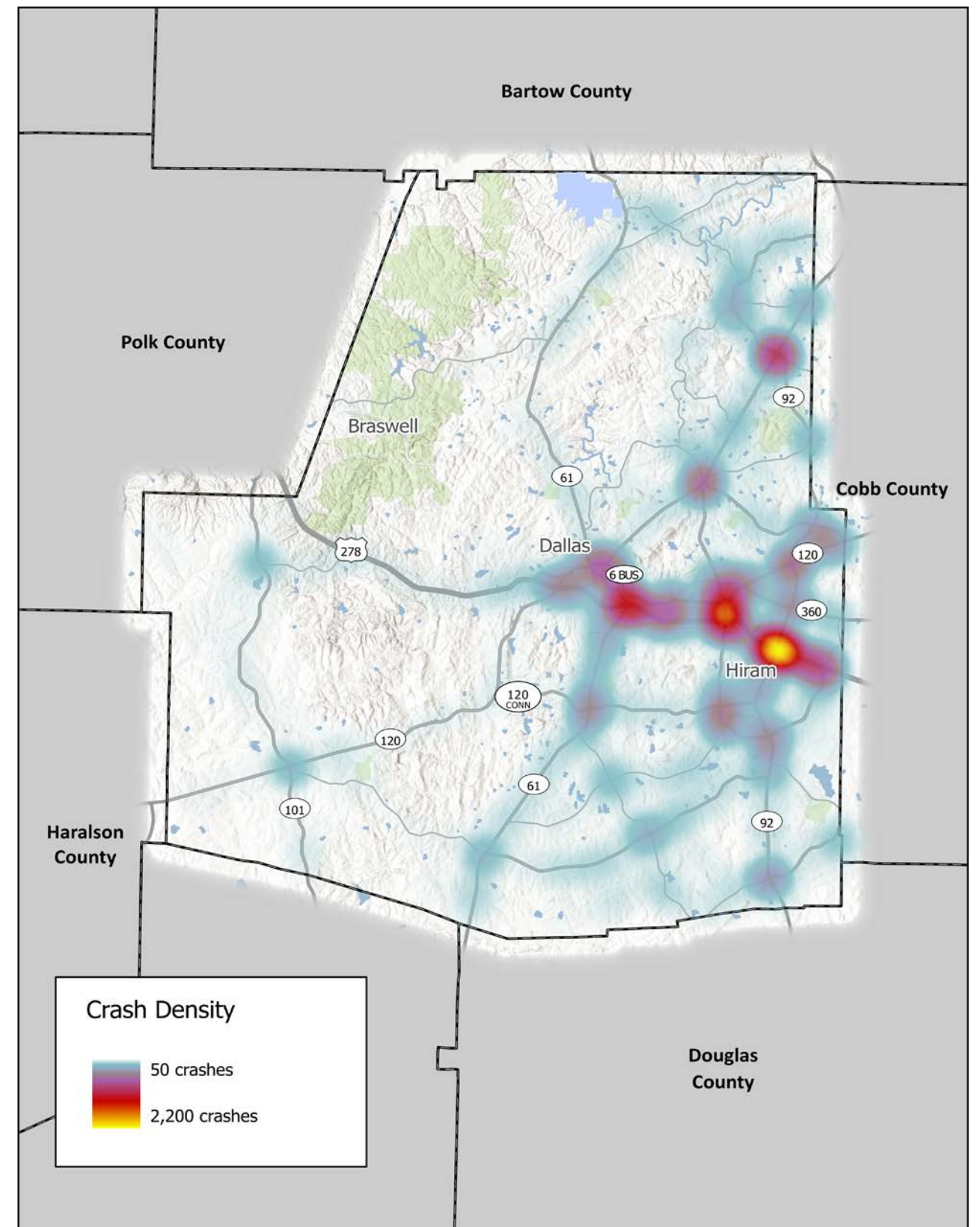


Figure 14. Dark, Not Lighted Crash Heat Map

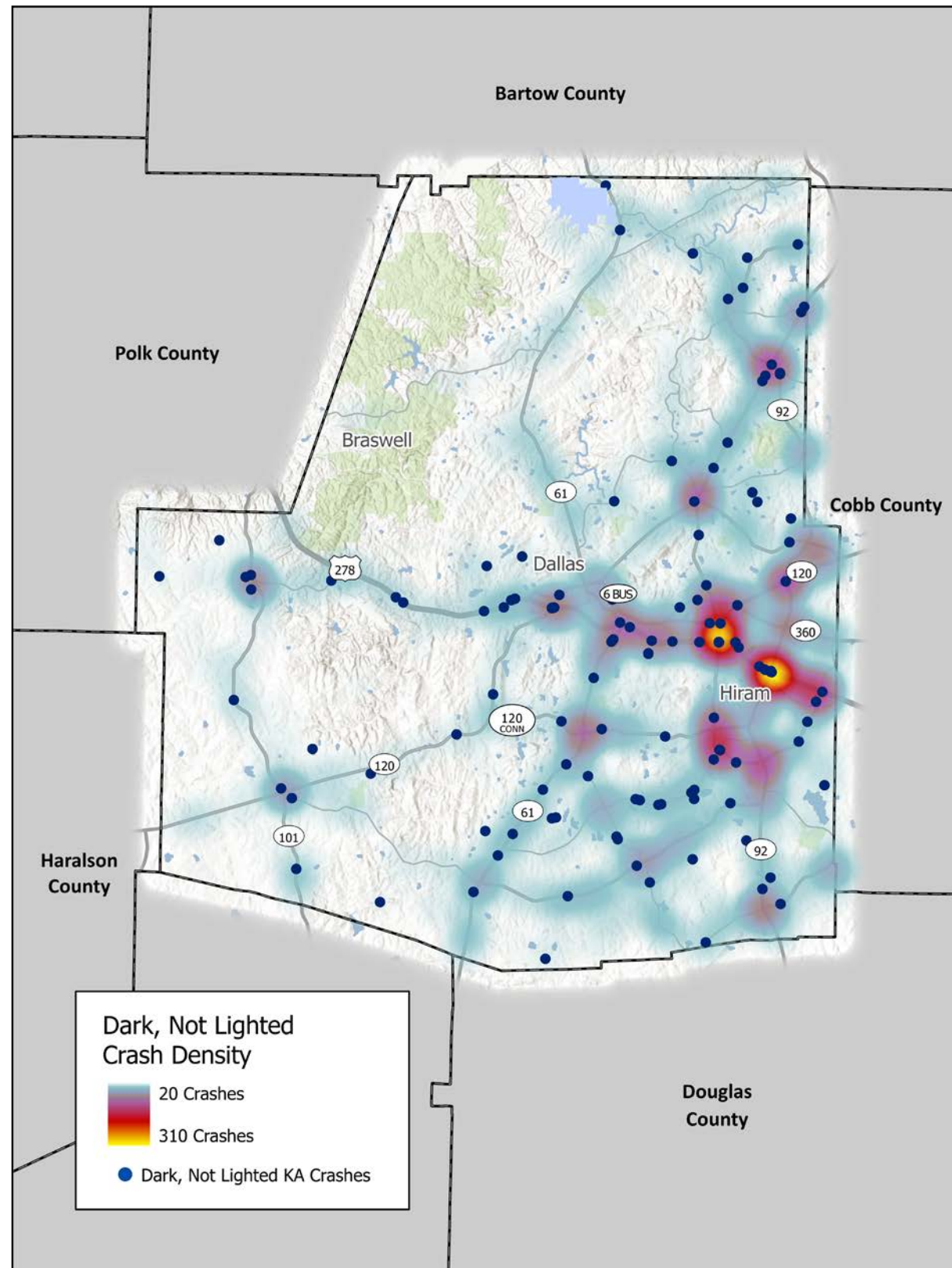
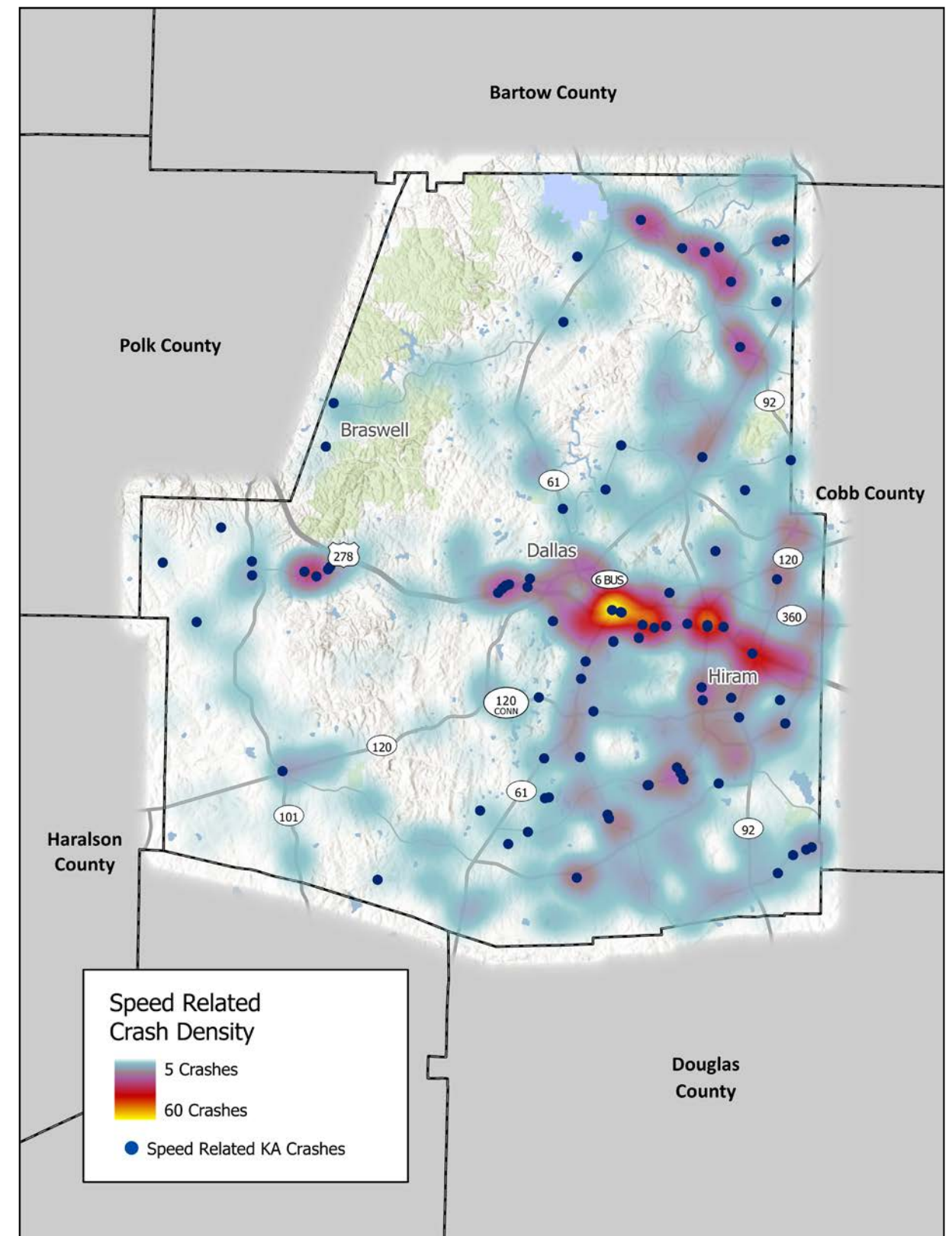


Figure 15. Speeding Related Crash Heat Map



Demographic Comparison

An analysis of the characteristics of people involved in fatal crashes and the overall demographics of Paulding County was conducted. The objective of this analysis was to determine if any populations are overrepresented in fatal crashes. **Figure 16** shows the comparison of characteristics of drivers involved in fatal crashes from Numetric and the Fatality Analysis Reporting System (FARS) hosted by the United States Department of Transportation (USDOT) compared to the US Census demographic data for Paulding County.

Figure 17 compares the characteristics of the fatalities resulting from both vehicle crashes and pedestrian crashes to Paulding County demographic data. Males involved in pedestrian crashes are the most overrepresented group in fatalities, followed by males in vehicle crashes, and older adults in vehicle crashes. It is important to note the FARS pedestrian crash data has a limited sample size, with nine pedestrian fatalities occurring in the County between

2018–2022. This is slightly higher than AASHTOWare/Numetric’s total of eight pedestrian fatalities in the same time period.

Male drivers and older drivers are the two groups that are overrepresented in fatal crashes compared to County demographics.

High Injury Network

This section of the CSAP defines the general methodology used for the High Injury Network (HIN). The HIN defines stretches of roadways, or corridors, and intersections within the County’s jurisdiction that had the highest concentration of severe crashes. The HIN highlights locations that have experienced a high number of severe crashes in the past 5 years (2019–2023).

Figure 16. Fatal Crash Driver Characteristics

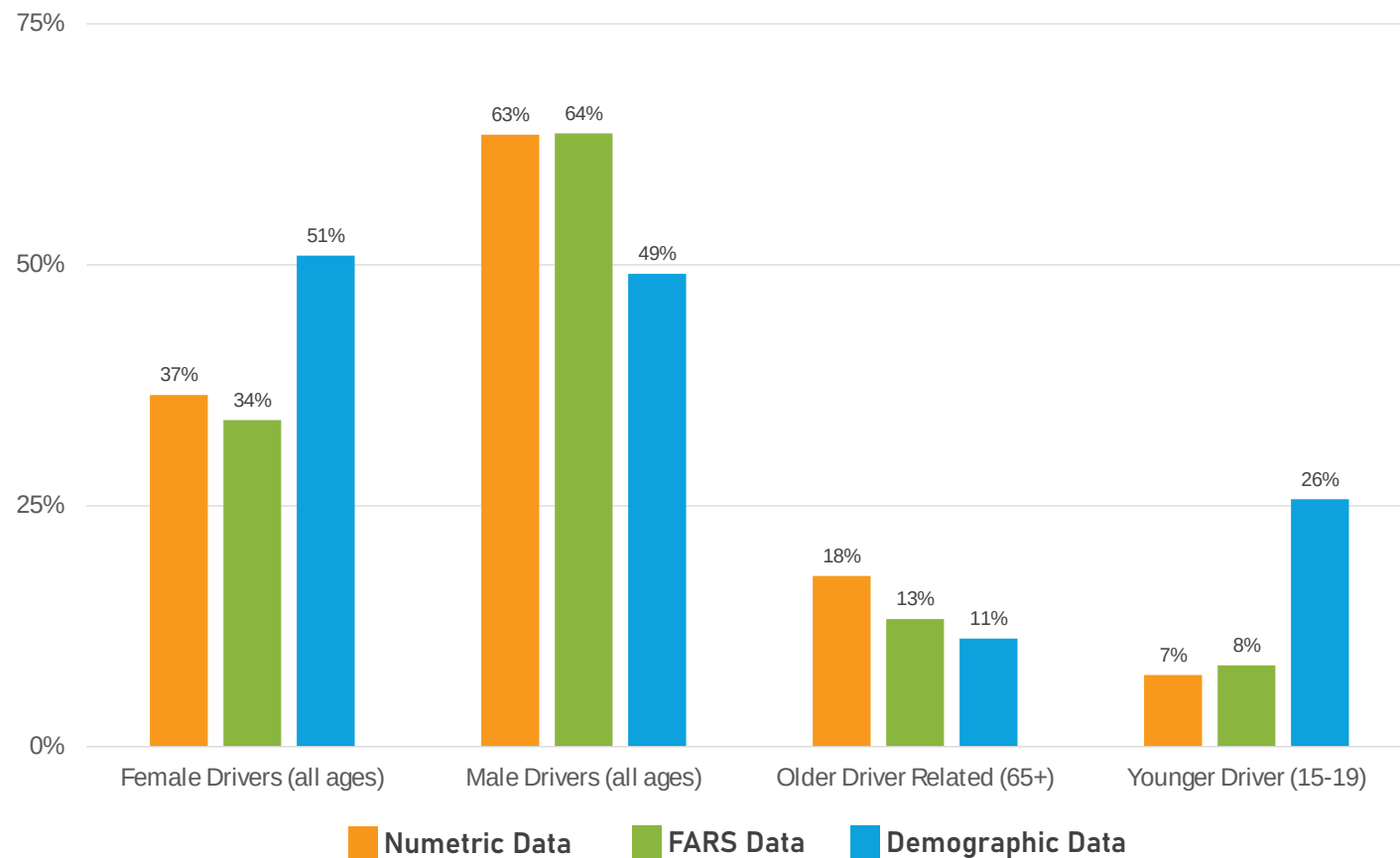
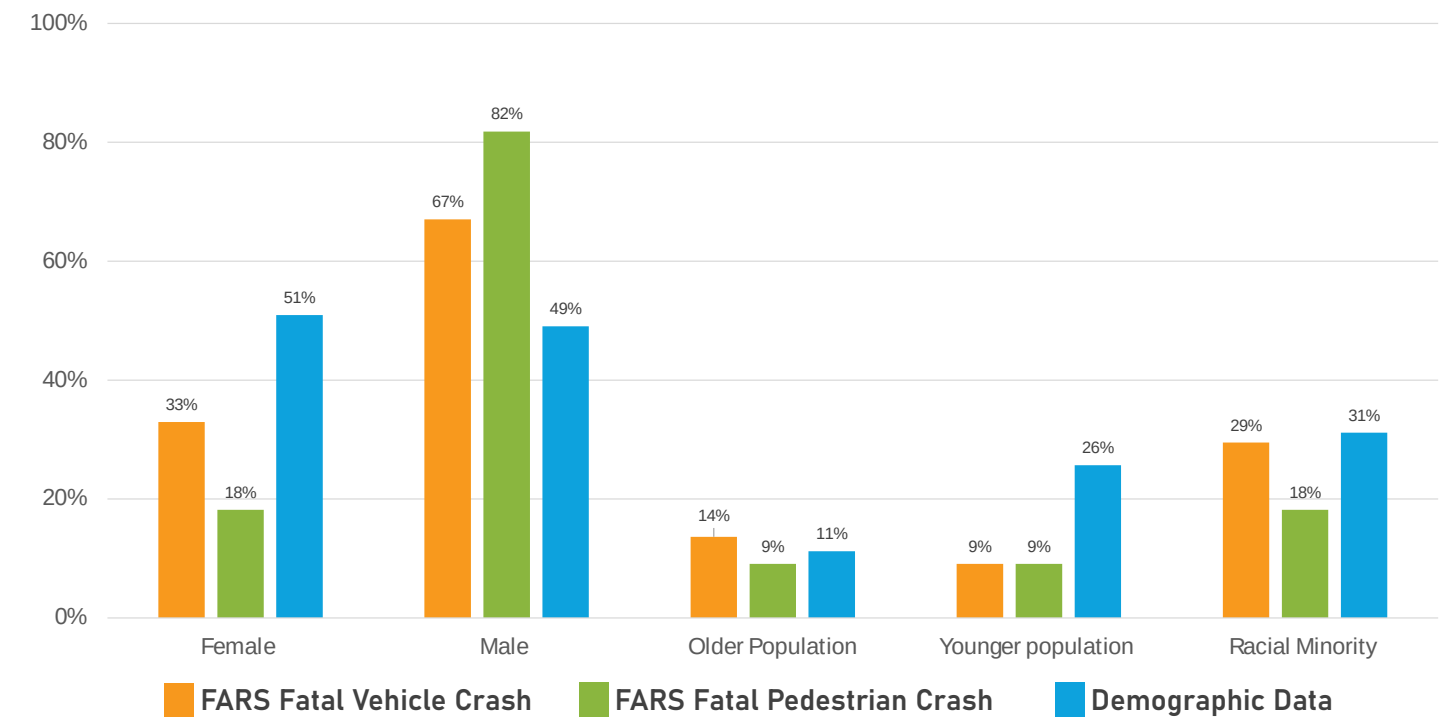


Figure 17. Fatalities Characteristics



Methodology

The equivalent property damage only (EPDO) method, also known as crash severity weighted frequency, was used to create the HIN. The EPDO method employs the societal costs of fatal, injury, and property damage-only crash severities. A blended crash cost and weight for fatal (K) and suspected serious injury (A) severity crashes were used, which is consistent with the Atlanta Regional Commission (ARC) Regional Safety Strategy. These costs allowed for the use of a single average crash cost (and associated weight) for both K and A crashes. Blending EPDO weights for K and A crashes reduces the impact of a single fatality on a facility’s score. One fatality is equivalent to approximately 17 severe injury crashes; if these crash types were analyzed with separate weights, the results of the HIN may be skewed. This weighted average for K and A crashes was computed as follows:

$$\text{Blended KA EPDO Weight} = \frac{\text{Blended KA Crash Cost}}{\text{PDO Crash Cost}} = \frac{\$2,999,068}{\$11,415} = 263$$

Table 1. Fatal Crash Driver Characteristics

Crash Severity Category	Average Crash Cost	EPDO Weight
KA: fatal and serious injury	\$2,999,068	263
BC: visible or complaint of injury	\$173,206	15
O: property damage only	\$11,415	1

Table 1 presents the average crash costs for Paulding County and the associated EPDO weight for each crash severity level. These costs were calculated for Paulding County specifically by totaling the number of County crashes (and persons involved in crashes) at each severity level.

Although this approach differs slightly from the Georgia Department of Transportation’s (GDOT’s) EPDO calculations in terms of costs associated

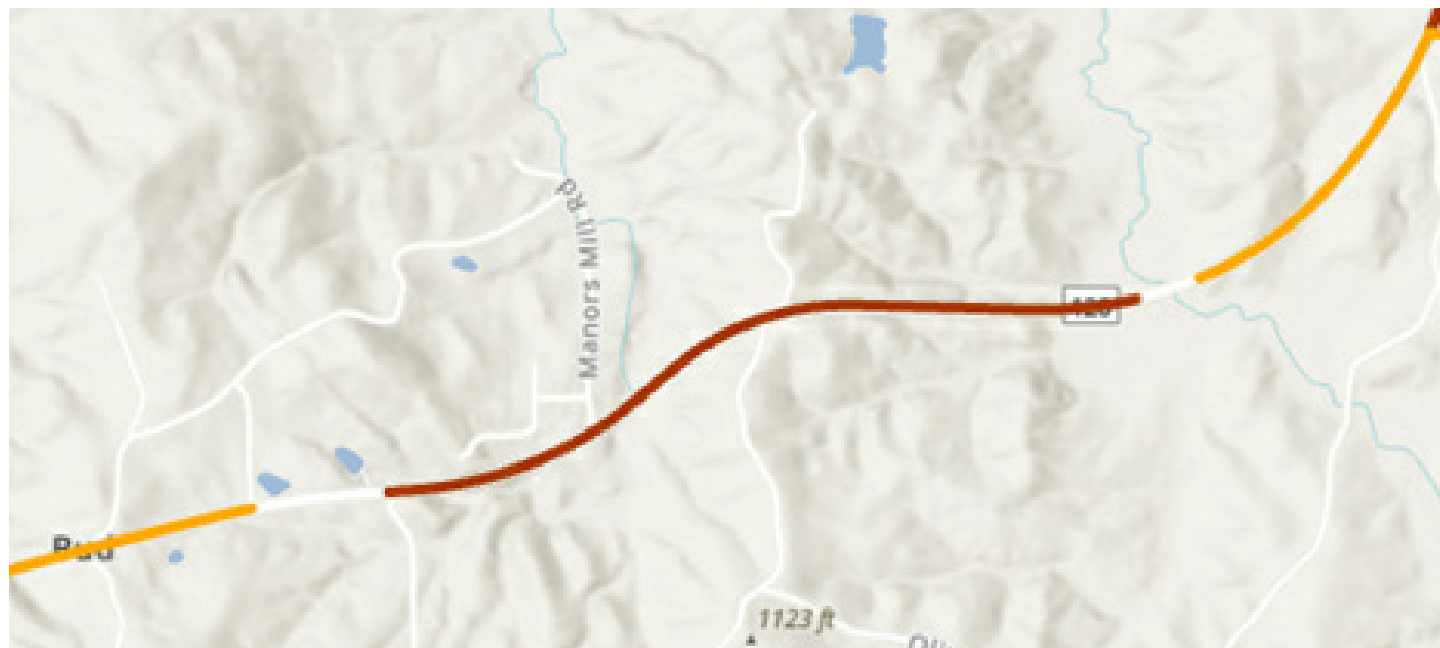
with each injury severity level, it follows State and national guidance related to the Highway Safety Improvement Program (HSIP) by focusing the HIN on K and A crashes. The GDOT method uses the person-injury unit costs from the United States Department of Transportation (USDOT) Valuation of a Statistical Life (VSL) guidance in safety benefit-cost analysis. Rather than converting from maximum abbreviated injury scale (MAIS) to KABCO, GDOT uses the AIS 3 person-injury unit cost (i.e., severe injury) from the 2013 USDOT guidance as a weighted crash unit cost for all KABCO A, B, and C crash unit costs.

A blended weight for visible injury (B) and complaint of injury (C) crashes was developed instead of using separate weights. This addresses concerns with police reported crashes and the accuracy of lower severity injuries in the crash data, since police officers must use their discretion on how to report these less severe injuries. Additionally, this method provides a greater emphasis on KA crashes in the HIN. As a result, the following equation determined the EPDO score of a corridor or intersection:

EPDO Score =

$(\text{Blended KA Weight} * \text{Number of KA Crashes}) + (\text{Blended BC Weight} * \text{Number of BC Crashes}) + (\text{PDO Weight} * \text{Number of PDO Crashes})$

Figure 18. Example of Short Gaps in the HIN along SR 120/Buchanan Hwy



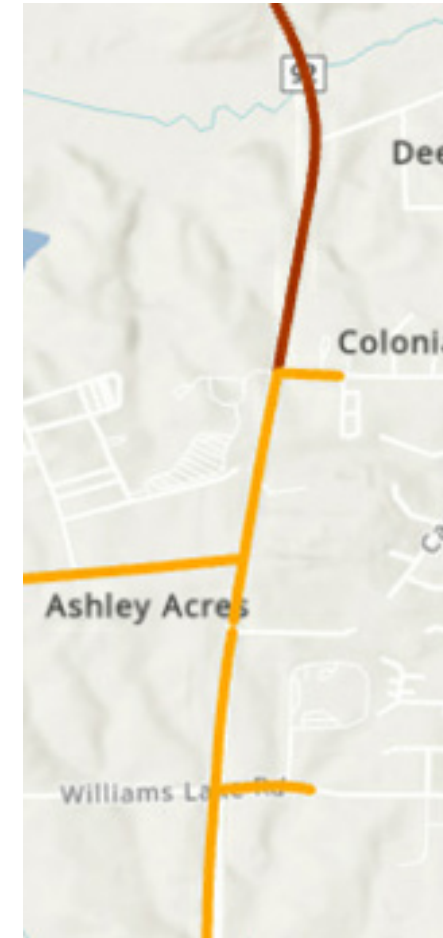
The **EPDO**, or equivalent property damage only, method assigns a weight to each crash based on its severity, relative to a single property damage only crash.

Corridor Considerations

The EPDO scores were applied to all corridors and intersections within Paulding County. The highest-ranking corridors were used to generate an HIN for the County. If the HIN output produced small gaps in the network along a continuous corridor, these segments were aggregated into contiguous corridors based on a quarter-mile proximity buffer, professional judgment, and feedback from the County. **Figure 18** shows an example of small gaps in the HIN along SR 120/Buchanan Hwy that were aggregated into a continuous segment.

Short crossroad segments were also excluded as entries in the HIN. These locations were indicative of high crash intersections, and these were not treated as segment-related crashes for the purposes of generating HIN corridors. **Figure 19** shows an example of crossroad segments aggregated to form HIN corridors east of SR 92.

Figure 19. Example of Crossroads Aggregated to the HIN based on High Crash Intersections



95% of fatal and serious injury crashes occurred on only **5%** of the roadway network in Paulding County

Intersection Influence Area

In aggregating the high crash intersections, a general intersection influence area had to be determined. The intersection influence area was used to identify intersection crashes, compared to corridor crashes near the intersections. The average block length within the Census Block Group was used as the determining factor for the influence area (see **Table 2**).

Table 2. Assumed Intersection Influence Area by Average Block Length

Average Block Length in GIS (Feet)	Assumed Intersection Influence Area (Feet)
<400	75
400-650	100
>650	150

HIN RESULTS SUMMARY

The corridors and intersections that are in the top 10% and top 5% of the Paulding County roadway network are marked in **Figure 20** and **Figure 21**, respectively. An orange corridor or intersection is in the top 10% EPDO score, while a red corridor or intersection is in the top 5%.

The state and local route segments that make up the 10 corridors with the highest EPDO scores in the HIN are shown in **Table 3**. In addition, the state route segments in the top 10 of the HIN, excluding US 278, are listed in **Table 3**. A map of state route segments, excluding US 278, and the local route segments is shown in **Figure 22**. This analysis was conducted because US 278 makes up 8 of the top 10 state route segments. Excluding US 278 allowed other corridors in the County to show up in the Top 10 list.

Roadways that appear in the HIN segments and intersections include: US 278, SR 61, SR 120, SR 6 BUS, Bill Carruth Pkwy, Nebo Rd. The results of the HIN are used to inform the locations of potential projects.

Figure 20. Segments in the HIN

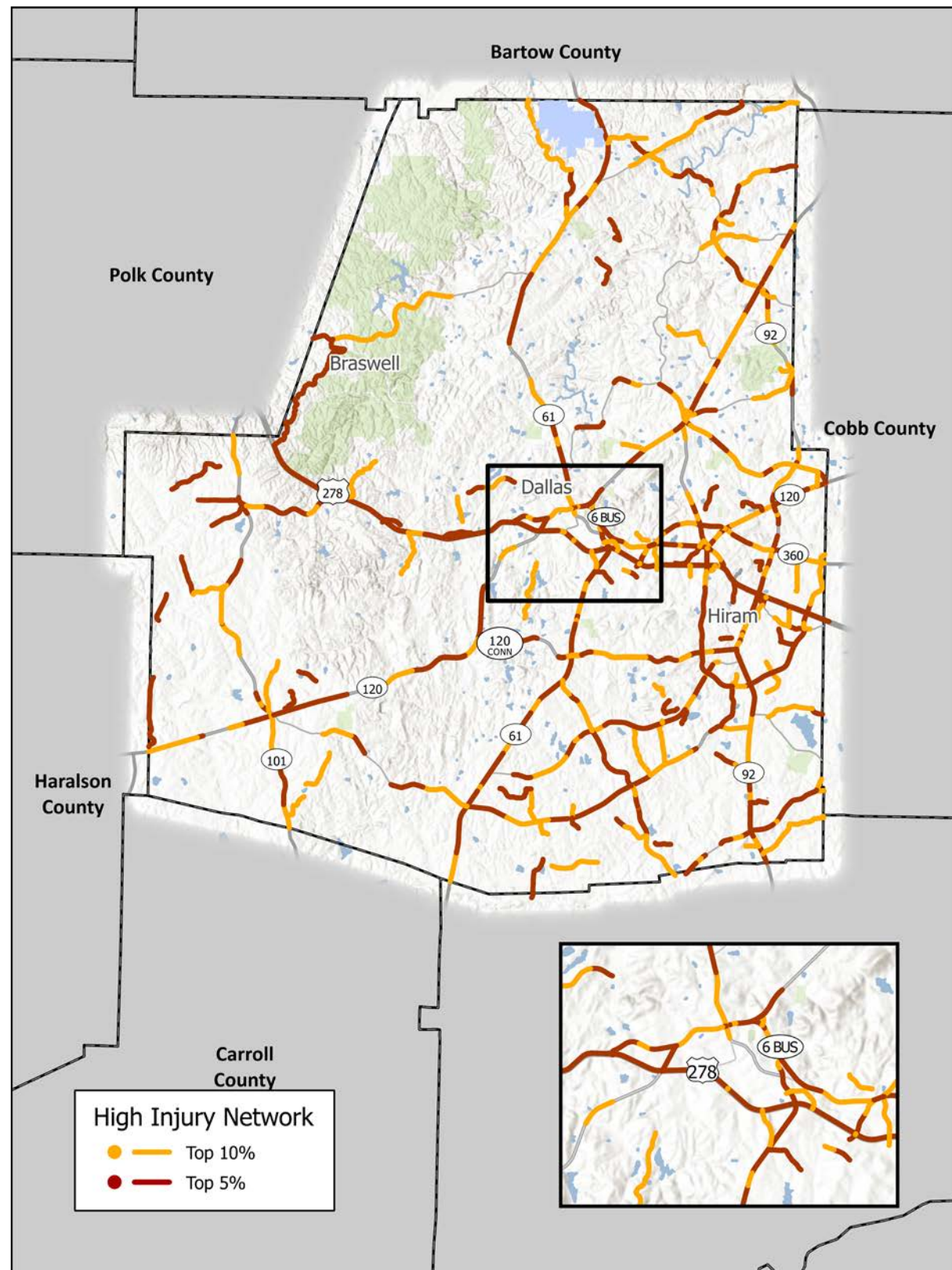


Figure 21. Intersections in the HIN

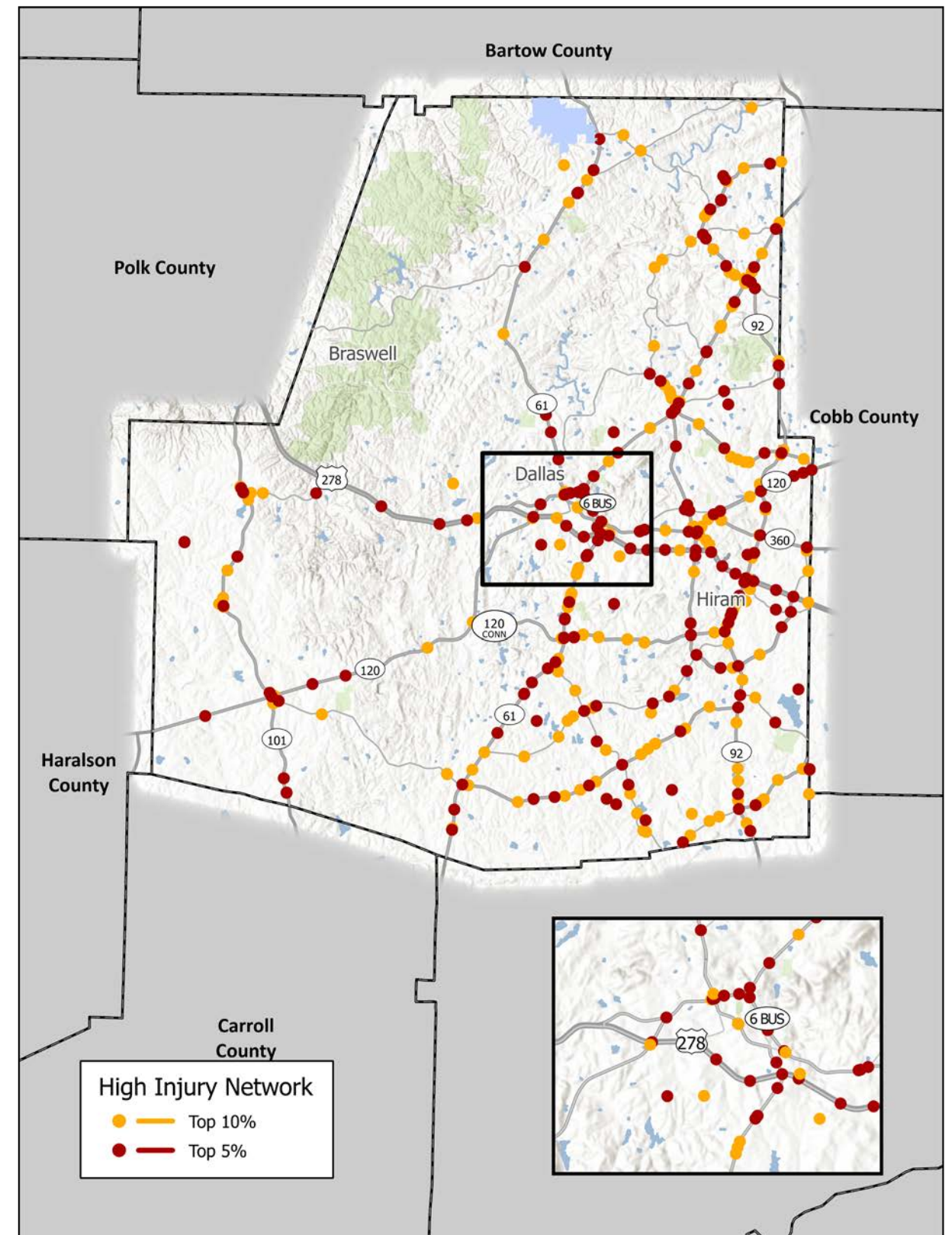
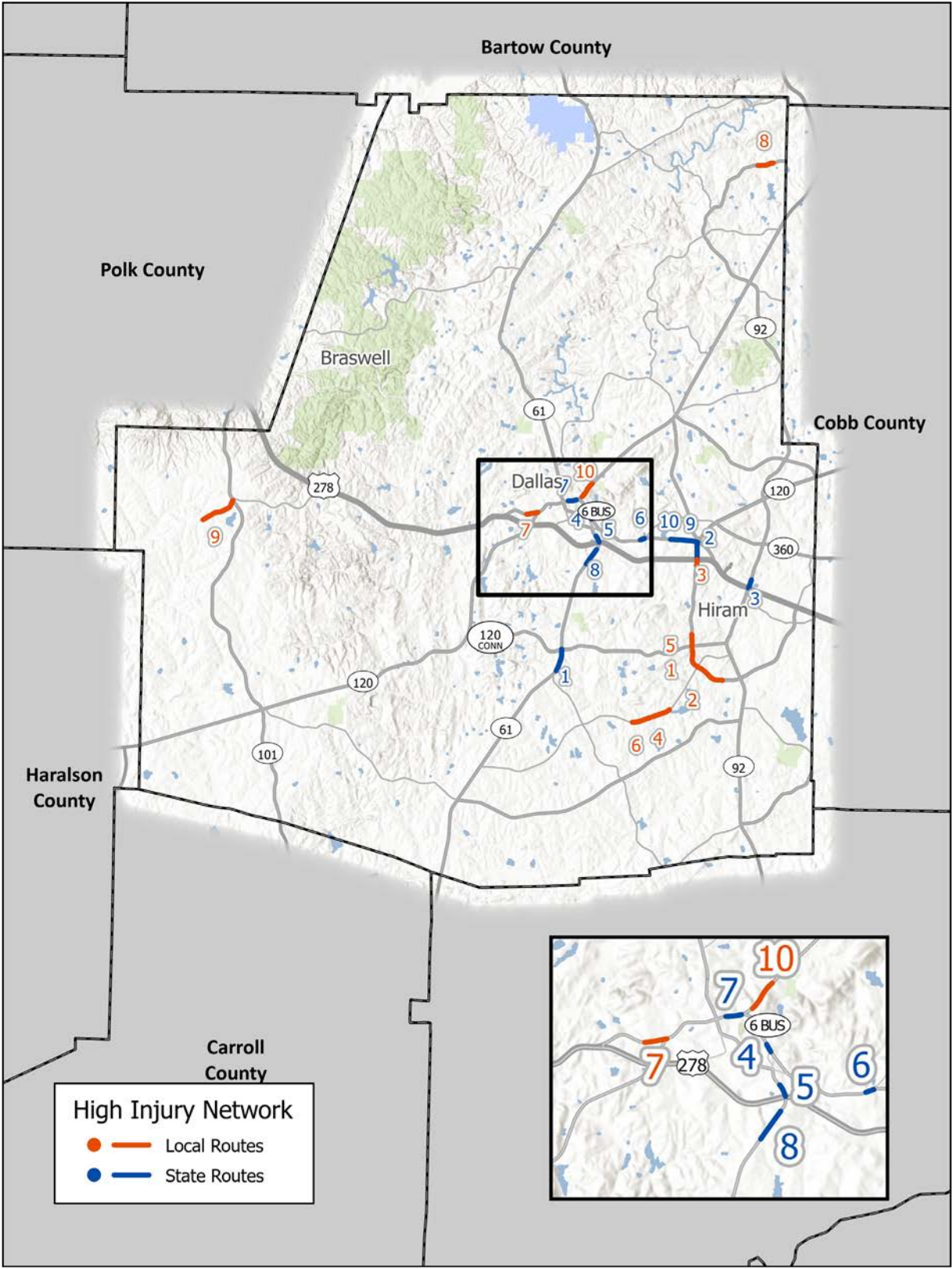


Table 3. Top 10 Segments in the HIN

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

Figure 22. Top 10 Segments in the HIN (excluding US 278)



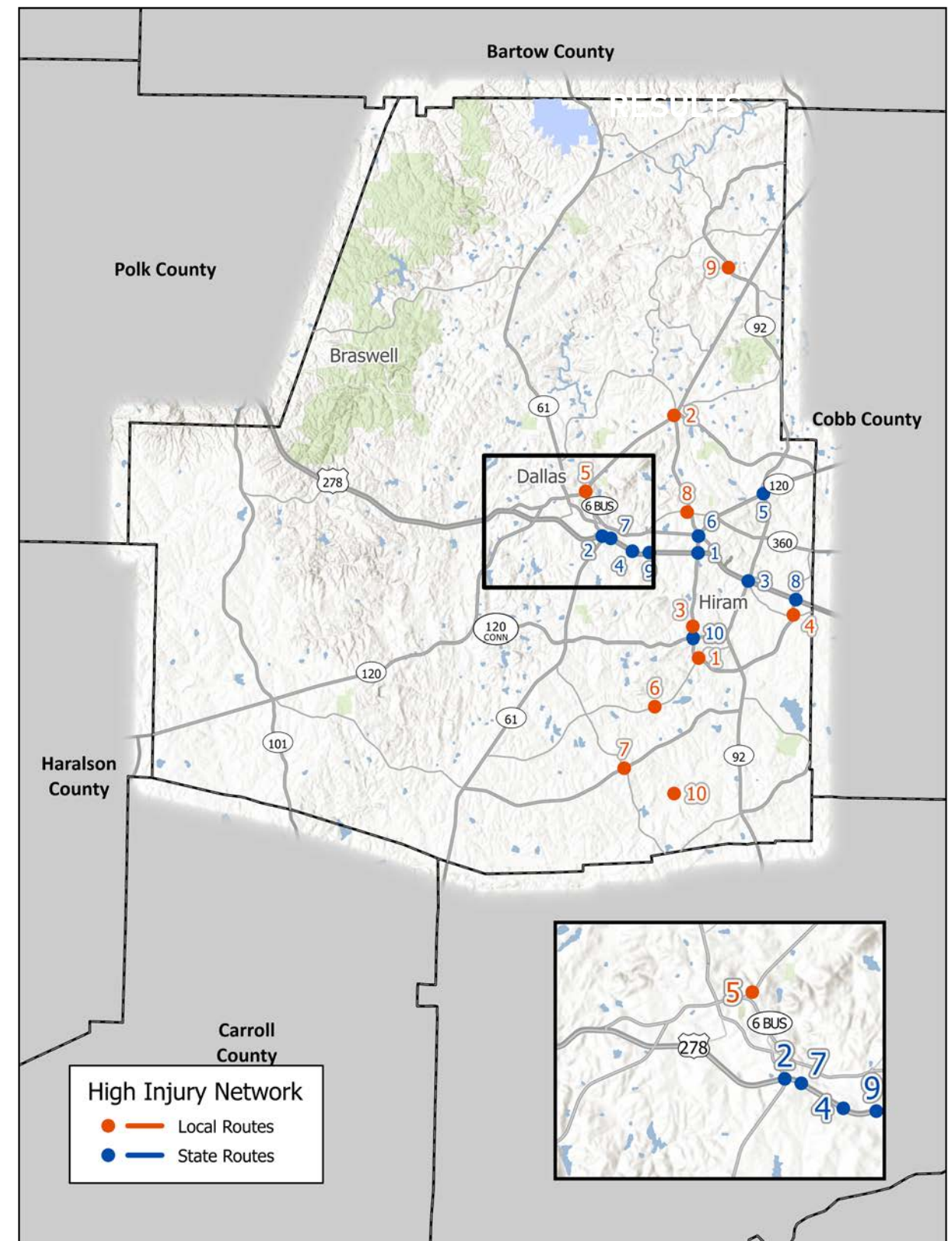
The intersections that make up the top 10 of the HIN are shown in **Table 4**. The table is split into intersections that contain at least one state route and intersections that contain only local routes. A map showing the locations of the intersections is shown in **Figure 23**.

Table 4. Top 10 Intersections in HIN

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

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

Figure 23. Top 10 Intersections in HIN



Systemic Analysis

This section of the CSAP defines the general methodology and results of the systemic analysis. A systemic approach evaluates risk across the entire roadway network, allowing Paulding County to proactively address segments with identified risks, even if they have not yet seen a fatal or serious injury (KA) crash. This approach complements the traditional site-specific analysis and supports the Safe System Approach.

Methodology

To determine risk factors for crashes occurring on roads in Paulding County, a binomial logistic regression analysis was conducted. The three focus crash types for the systemic analysis were:

- Segment-Related Crashes
- Intersection-Related Crashes
- Active Transportation Crashes

Several crash trends aligned with segment crashes, including speeding, single vehicle, and head on crashes. Intersection crashes include left turn crashes, angle crashes, and failure to yield. An active transportation crash model was also developed to determine which segments were a greater risk to pedestrians and bicyclists.

Based on the risk factor analysis, a summary of the risk factors per focus crash type was created. Segments and intersections with a greater number of risk factors can be targeted for safety improvements, regardless of crash history. This represents a proactive approach as opposed to a reactive approach represented by the HIN.

Detailed model results, including the model summary outputs, pseudo R-squared values, and odds ratios, can be found in **Appendix C**.

RESULTS

The systemic analysis helped identify locations to proactively prevent Fatal and Serious Injury crashes before they occur, based on the presence of risk factors in the selected focus crash types. These risk factors included:

AADT

Functional Classification

Speed Limit

Through Lanes

Population & Employment Density

Percentage of Zero Car Households

Land Use

Several key locations to apply systemic treatments were identified in Paulding County, including:

- US 278
- SR 120
- SR 92
- Bill Carruth Pkwy

Systemic countermeasures can be applied to the locations identified by this analysis.

Segment-Related Crashes

The segment crash risk factors are presented in **Table 5**, along with their significance to the prediction of KA crashes. According to the results, roadway characteristics, such as AADT, functional classification, and number of through lanes, were all very significant indicators for KA segment crashes. Additionally, risk factors related to the surrounding environment, such as employment density, median home value, and the percentage of zero household cars, were statistically significant crash predictors. The natural log was taken for several variables, which prevented large outliers from affecting the model for variables that were unconstrained.

These risk factors, except for segment length, were then totaled for each segment or intersection and mapped to visualize where the greatest number of risk factors occur within the County. Breakpoints for variables that have a range of values, such as AADT, were determined by taking the 90th percentile of all segments or intersections in Paulding County, and any value greater than this was considered at-risk. Since median home value has a negative coefficient, i.e. greater home values indicate lower likelihood of crashes, the 10th percentile was taken, and any values less than this were considered at-risk.



Table 5. Segment-Related Risk Factors

Input	Risk Value	Significance
Segment Length	N/A	+++
AADT	At least 4,000 vpd	+++
Functional Classification	Principal or Minor Arterial	+++
Speed Limit	At least 45 MPH	+++
Number of Through Lanes	At least 4 lanes	+++
Employment Density	At least 550 jobs / sq. mi	+++
Median Home Value	\$170,000 or less	---
Percentage of Zero Car Households	5% or greater	+++
Land Use	Multi-Use or Office	+++

+++ / --- = $p < 0.01$ ++ / -- = $p < 0.05$ + / - = $p < 0.2$

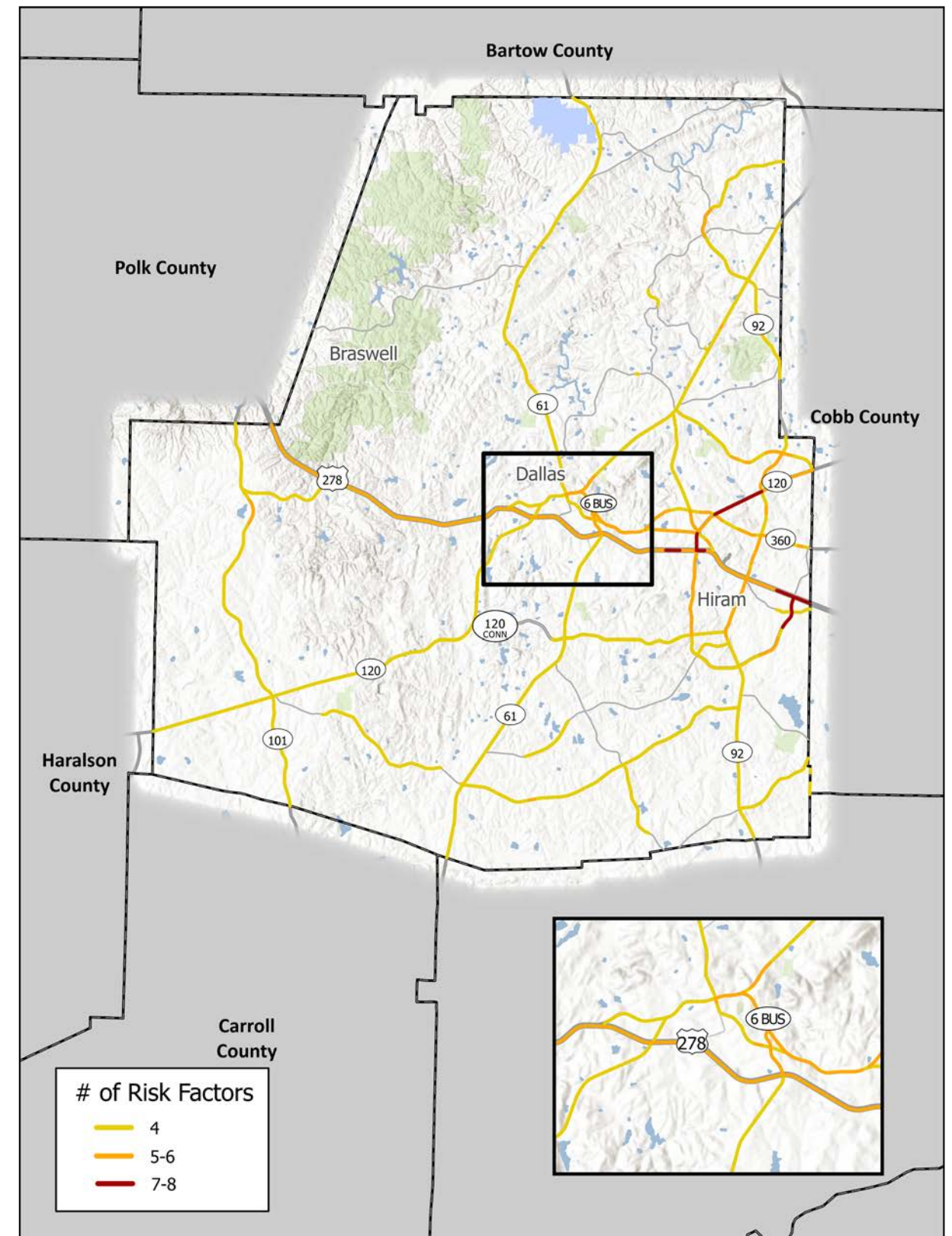
The segment related risk factors were mapped in **Figure 25** to show which segments posed the greatest risk. Segment length was not shown as a risk factor in this map, since longer roadways would be shown as “riskier” segments. This means that a maximum of eight risk factors could appear for one roadway segment.

The segments with the greatest amount of risk factors (7-8 factors) are presented in **Table 6**. The segment with 8 risk factors is bolded. These high-risk segments are also found in the HIN, meaning they are of the highest priority to address safety needs. Roadways with many of the same characteristics can be found in 5-6 risk factor range, which include the major state routes near Dallas and Hiram, and the entirety of US 278 in Paulding County. Other state routes, such as SR 120, SR 101, SR 61, and SR 92 have four risk factors, along with major local routes, such as Ridge Rd, Gold Mine Rd, and Cedarcrest Rd.

Table 6. High Risk Segments

Road	From	To
SR 120	Macland Rd	SR 92
SR 120	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

Figure 25. Segment-Related Risk Factors



Intersection-Related Crashes

The risk factors for intersection-related crashes are listed below in **Table 7**. For several of the risk factors, the maximum or average values of the intersection legs was taken. The most significant risk factors include the number of legs, functional classification, speed limit, and population density.

Table 7. Intersection-Related Risk Factors

Input	Risk Value	Significance
AADT (Max of legs)	At least 9,000 vpd	++
Signalized	Yes	+
Number of Legs	At least 4 legs	+++
Functional Classification	Principal or Minor Arterial (average of legs)	+++
Intersection w/ State Route	Yes	+
Speed Limit (Max of Legs)	At least 45 MPH	+++
Median Home Value	\$170,000 or less	-
Percentage of Zero Car Households	At least 5%	++
Population Density	At least 1800 persons/sq mile	+++

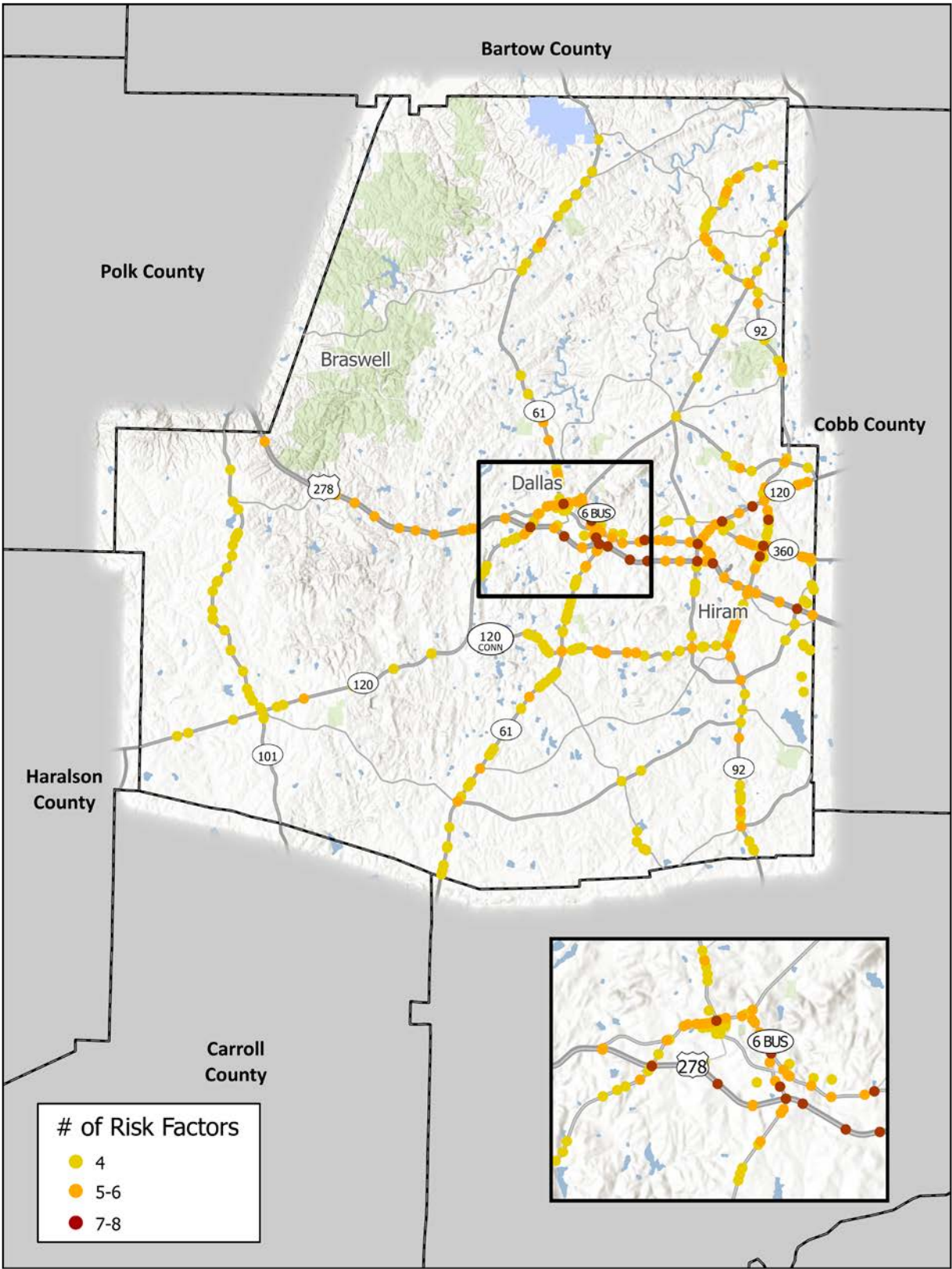
+++ / --- = $p < 0.01$ ++ / -- = $p < 0.05$ + / - = $p < 0.2$

Figure 26 maps the intersections in Paulding County by the number of risk factors. The intersections with the greatest amount of risk factors (7-8 factors) are shown in **Table 8**. The intersections with 8 risk factors have been bolded.

Table 8. High-Risk Intersections

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

Figure 26. Intersection-Related Risk Factors



Active Transportation Crashes

An active transportation risk model was developed to predict pedestrian and bicycle crashes of all severities, due to a lower sample size of these crash types. The risk factors for these crash types are presented in **Table 9**. The most significant risk factors include number of through lanes, employment density, and land use. The road segments are mapped in **Figure 27** by their number of active transportation risk factors.

Table 9. Active Transportation Related Risk Factors

Input	Risk Value	Significance
Segment Length	N/A	+++
AADT	At least 4,000 vpd	n/a
State Route	Yes	++
Functional Classification	Principal or Minor Arterial	++
Number of Through Lanes	At least 4 lanes	+++
Population Density	At least 1800 persons/sq mile	++
Employment Density	At least 550 jobs / sq. mi	+++
Percentage of Zero Car Households	At least 5%	n/a
Land Use	Office or Education	+++

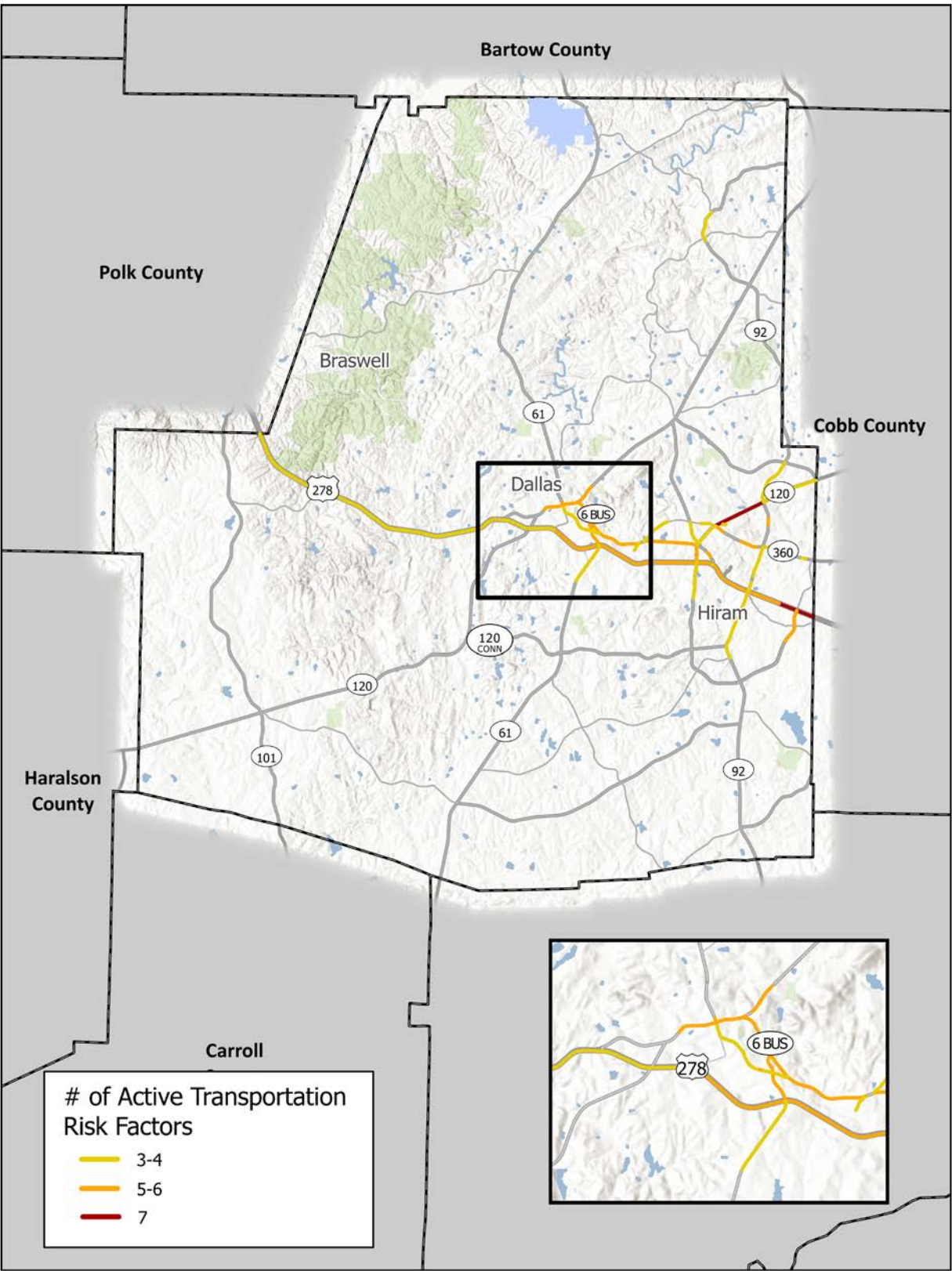
+++ / --- = p < 0.01 ++ / -- = p < 0.05 + / - = p < 0.2

The segments with the greatest amount of active transportation risk factors (5-7 factors) are shown in **Table 10**. The segments with 7 risk factors are bolded. These segments are focused between and within the cities of Dallas and Hiram, where there is a combination of high vehicular volume and greater pedestrian activity.

Table 10. High-Risk Active Transportation Segments

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	SR 61/Merchants Dr
SR 6 BUS (Atlanta Hwy/Merchants Dr)	W Memorial Dr	SR 120/Charles Hardy Pkwy
SR 120/Charles Hardy Pkwy	SR 6 BUS (Atlanta Hwy)	US 278
SR 61/Nathan Dean Blvd	Merchants Dr	US 278
SR 360/Macland Rd	SR 120	SR 92

Figure 27. Active Transportation Risk Factors



EQUITY ANALYSIS

This section of the report defines the general methodology and results of the CSAP's equity analysis. The equity analysis identified the concentration of Historically Disadvantaged Populations (HDPs) in census tracts across the County.

Methodology

An equity standard deviation model was used to calculate the concentration of HDPs in every census tract relative to the County. Variables were scored from 0 to 4 based on their standard deviation from the County average, with 0 being "well below average" and 4 being "well above average." The total score for each tract combined 12 variables, resulting in a final index score ranging from 0 to 48.

The model uses the following 13 variables (U.S. Census American Community Survey, 5-year estimates, 2022):

- Youth (Population under 18)
- Senior (Population over 65)
- Female
- Male
- Race (Non-white population)
- Ethnic Minorities (Hispanic population)
- Foreign Born
- Limited English Proficiency (Population that speaks English "Not Well" or worse)
- Poverty Status (Below poverty)
- People with Disabilities
- Transit Commuters
- Walking Commuters
- Workers with No Car

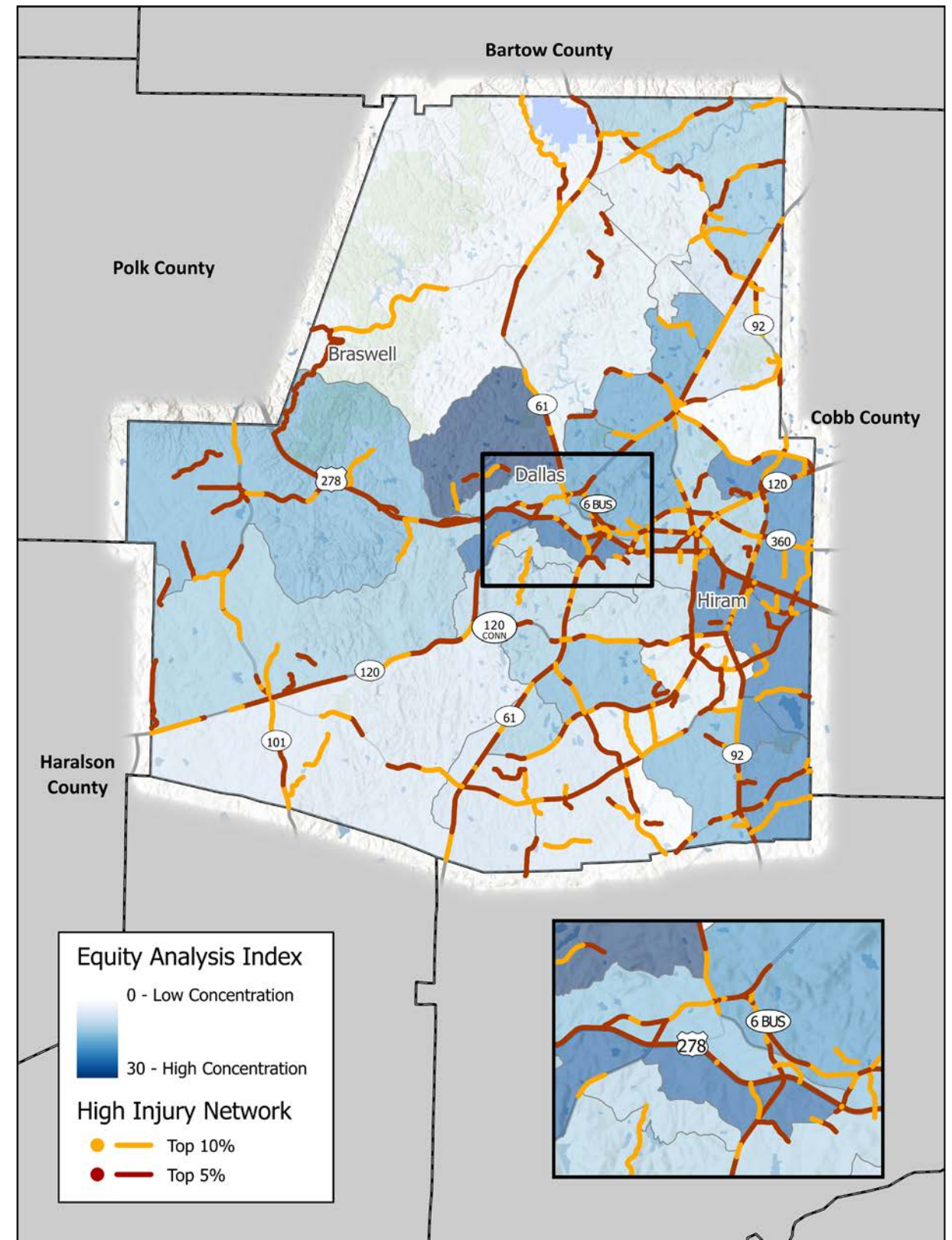
This equity model aligns with the Atlanta Regional Commission's Equity Analyses, but it was adapted by using the County as a benchmark and adding three new variables: Transit Commuters, Walking Commuters, and Workers with No Car Available. **Figure 28** shows the equity analysis index developed for Paulding County overlaid with the HIN segments.

KEY FINDINGS

The following summarizes the key findings from the Equity Analysis in Paulding County:

- The **Equity Analysis Score** in Paulding County ranged from 13 to 30. A score of 30 indicates a tract with higher historically disadvantaged populations (HDPs). The average score in Paulding County was 20.
- Tracts with high HDPs include the **southeast portion of the County** and the **City of Dallas**. These areas had particularly higher than average levels of foreign-born, ethnic minorities who have limited-English proficiency and no access to a car.
- The high-scoring tract north of **Downtown Dallas** is influenced by high concentrations of low-income groups and youth.
- There are significant concentrations of **people who walk to work** in tracts along **Villa Rica Hwy and Buchanan Hwy**.
- Tracts with high scores coincide with high crash areas, notably along **SR 120, Bill Carruth Pkwy, and US 278**. This signals potential infrastructure challenges impacting HDP populations.
- HDP populations may not directly correlate with being involved in crashes, but they are **disproportionately affected by high crash rates**. This is due to potential infrastructure inadequacies, longer commute times, and limited access to emergency services.

Figure 28. Equity Analysis Index and the HIN



RECOMMENDATIONS

Infrastructure Recommendations

This chapter provides an overview of recommended infrastructure projects which were considered for evaluation and prioritization as part of the CSAP process. The process through which we got to this stage of the CSAP, shown to the right, followed an in-depth analysis of existing conditions, data, and previous plans and two rounds of public input across various formats. The following pages include summary recommendation tables. Detailed recommendation tables can be found in **Appendix D**.

The project selection and evaluation process consisted a 4-step process:

- 1. Identification of Target Corridors and Intersections** High-injury and high-risk corridors and intersections were identified throughout Paulding County, resulting in a list of 31 intersections and 35 corridors.
- 2. Evaluation with Respect to Current Programmed Projects** The identified target corridors and intersections were cross-referenced with any known planned or programmed projects, using data from ARC, GDOT, and Paulding County.
- 3. Identification of Site-Specific Improvements and Countermeasures** Crash trends at each corridor and intersection were analyzed, considering indicators such as manner of collision, crash severity, crash directionality, traffic control, and lighting conditions. Specific countermeasures were selected for each location based on the above risk factors.
- 4. Identify Systemic (County-Wide) Countermeasures** Five crash characteristics were overrepresented in fatal and serious injury crashes: head-on, single vehicle, speeding, left angle, and dark not lighted. Six countermeasures were recommended based on these characteristics.

Once the project recommendations were identified through the evaluation process, each project was scored and ranked based on 7 equally weighted factors: crash rate, crash risk, known existing/planned projects, cost, ease of implementation, equity, and community connection. These factors are meant to guide the County in determining the right approach to project implementation as they move forward. The "Project Score" in **Table 11** and **Table 12** reflects the ranking based on these 7 factors. Details on the project scoring methodology are provided in **Appendix E**.

One approach to utilizing these factors for quick and easy implementation is outlined in the Actions section of this document.

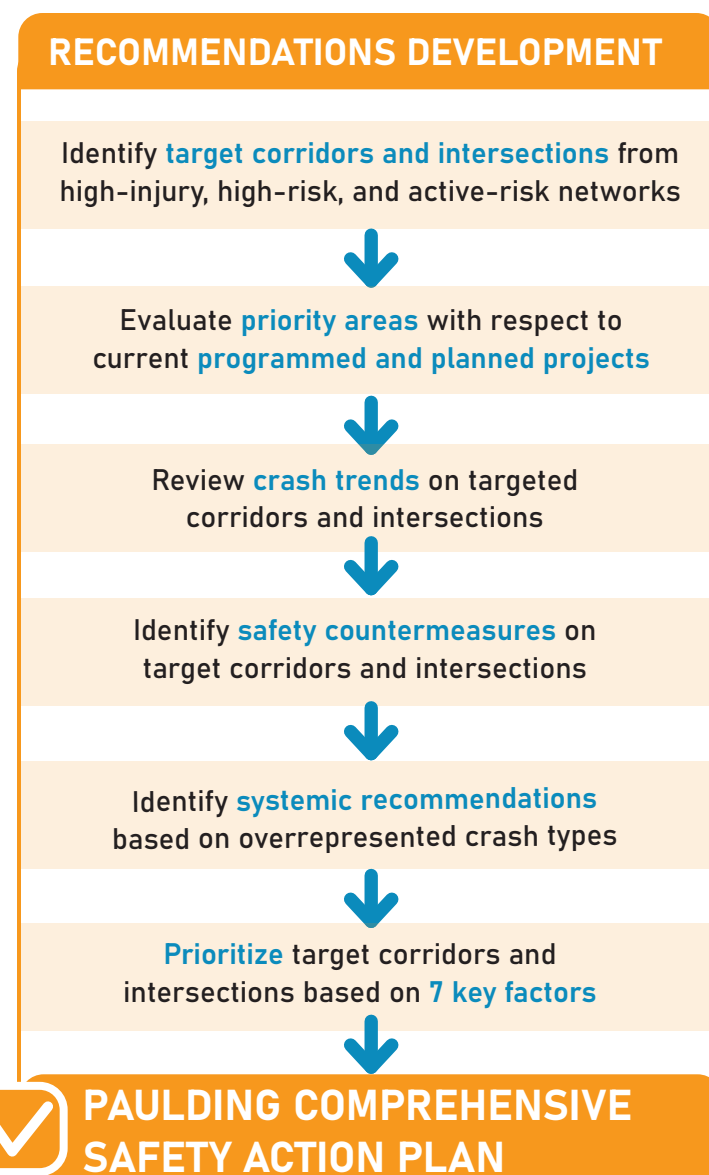


Figure 29. Corridor Recommendations

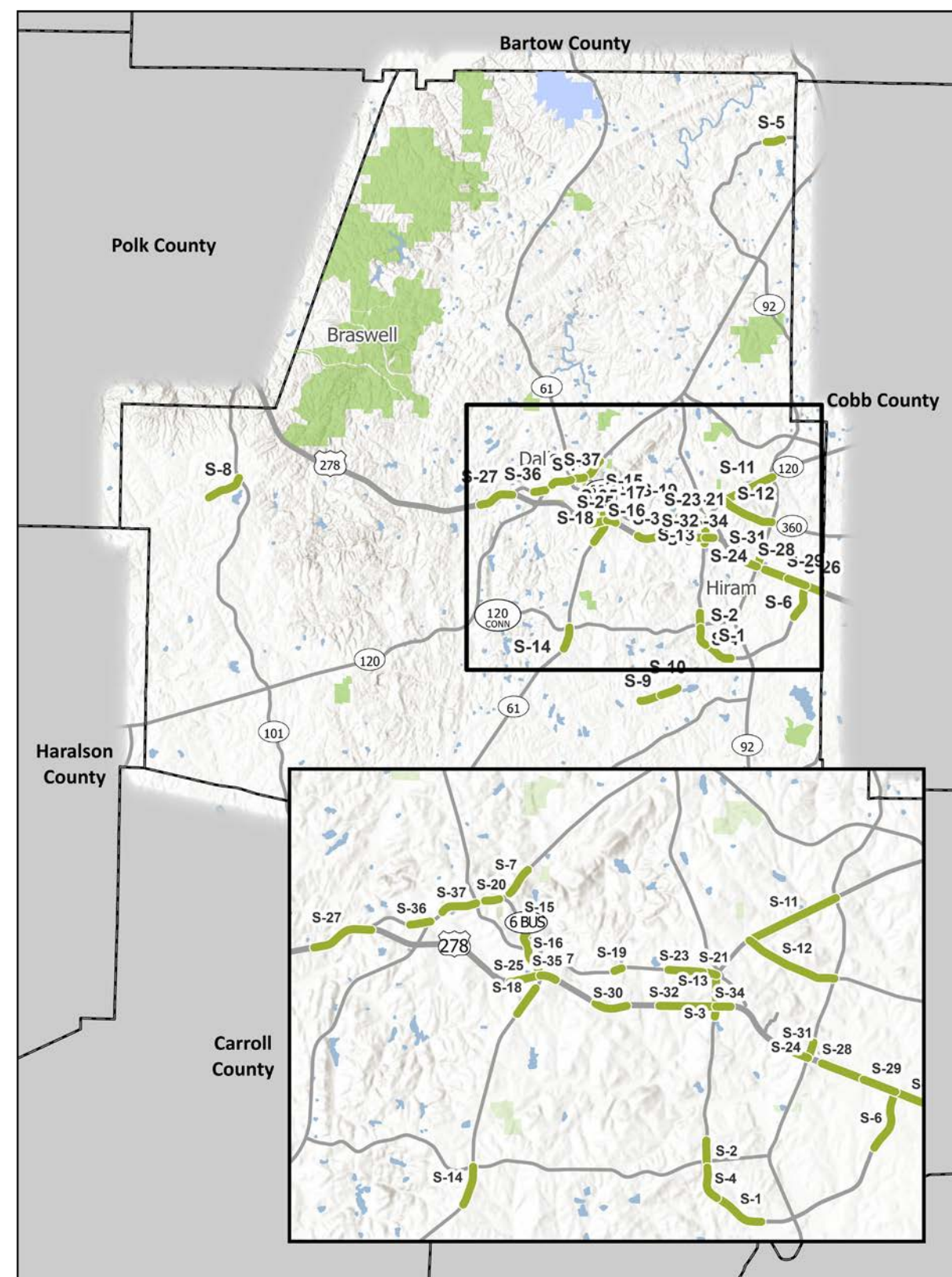


Table 11. Corridor Recommendations

ID	CORRIDOR	PROJECT SCORE (RANK)	OWNERSHIP	EPDO PER MILE	SITE-SPECIFIC COUNTERMEASURES	SYSTEMIC MEASURES*
S-1	Bill Carruth Pkwy (Nebo Rd to Laird Rd)	28	Local	1,649	- Warnings signs for curves, speed feedback signs - Modifications to intersection with Nebo Road to reduce angle crashes (highest EPDO intersection listed in report). Reference intersection recommendations	(2) (4) (5) (6)
S-2	Bill Carruth Pkwy (Regency Drive / Virgie Ballentine Drive to SR 120 CONN / Hiram Sudie Road)	13	Local	1,199	- Speed feedback signs - Reference intersection recommendations for segment termini	(2) (4)
S-3	Bill Carruth Pkwy (US 278/SR 6 to Breezy Valley Conn)	19	Local	1,380	- Raised island for RIRO at Christian Brothers Automotive Hiram - Intersection Warning signs - RCUT for intersection with Breezy Valley Connector	(4) (6)
S-4	Bill Carruth Pkwy (Willow Bend Dr to Nebo Rd)	22	Local	2,275	- Modifications to intersection with Nebo Road to reduce angle crashes (1 intersection listed in report). Reference intersection recommendations - Warning signs	(2) (4) (6)
S-5	Cedarcrest Rd (Kingsford Way to Highcrest Dr)	35	Local	931	- Widening/add median as part of project, geometry improvements to increase sight distance - Implement edge line rumble strips and wider 6 inch edge lines along segment	(2) (4)
S-6	Bill Carruth Pkwy (US 278 to Angham Rd)	12	Local	1,280	- Most crashes intersection related, see recommendations for US 278 @ Bill Carruth and Bill Carruth @ Rosedale - Consider traffic engineering study to modify traffic control for intersection of Bill Carruth at Jim Leggett Place	(4) (6)
S-7	E Memorial Dr (Legion Rd to Croker Rd)	20	Local	868	Implement centerline rumble strips along segment	(4)
S-8	Holly Springs Rd (Woodwind Dr to SR 101)	14	Local	888	On curves west of Ragsdale Elementary School and between Ragsdale Elem. and SR 101, add chevron signs and radar feedback signs, centerline and edge line rumble strips along non curb and gutter portion	(2) (4) (5)
S-9	Nebo Rd (Riverstone Dr to Normas Way)	30	Local	1,074	- Implement edge line and centerline rumble strips east of Garmon Road to reduce off-road and head on crashes - Widening/add median as part of project	(2) (4)
S-10	Nebo Rd (Wall Rd to McClung Rd)	23	Local	1,202	- Implement edge line and centerline rumble strips along segment to reduce off road and head on crashes - Reference intersection recommendations for Nebo Road @ Wall Road - Widening/add median as part of upcoming project	(4)
S-11	SR 120 (SR 360 to SR 92)	1	State	1,856	Consider landscaping in median	(4) (6)
S-12	SR 360 (SR 120 to SR 92)	25	State	727	Review effects of current widening project nearing completion	(4) (6)
S-13	SR 120 (SR 6BU to US 278)	7	State	2,068	- Consider landscaping in median - Reference intersection recommendations for segment terminiConsider RCUTat high right angle crash intersections	(4) (6)
S-14	SR 61 (Campground School Rd to Hiram Sudie Rd/SR 120 CONN)	29	State	1,531	Widening/add median as part of upcoming project	(4)
S-15	SR 61 (Hampton Drive to USPS Drwy)	18	State	2,026	Implementation of planned intersection improvement at SR 61 @ Hampton Drive to reduce angle crashes	(4)
S-16	SR 61 (Merchants Dr to US 278)	26	State	359	Implement Enhanced Delineation measures at curve south of Merchants Drive	(4) (5)

*(1) Protected-only left turns by time of day, (2) Lighting improvements, (3) Flashing beacons/warning devices, (4) Speed reduction measures, (5) Enhanced delineation for curves, (6) Supplemental signal heads

ID	CORRIDOR	PROJECT SCORE (RANK)	OWNERSHIP	EPDO PER MILE	SITE-SPECIFIC COUNTERMEASURES	SYSTEMIC MEASURES*
S-17	SR 61 (Thomas B Murphy Dr to US 278)	31	State	995	Median treatment/barrier to prevent SB left turns into Kroger driveway (likely as part of pending widening project)RCUT at high right angle crash intersections	(4)
S-18	SR 61 (Vernoy Aiken Rd to Winndale Rd)	24	State	956	- Widening/add median as part of upcoming project - Consider lighting improvements	(2) (4)
S-19	SR 6 BUS/Merchants Dr (Coach Bobby Dodd Rd to Macland Rd)	27	State	1,956	- Roundabout at Old Harris / Coach Bobby Dodd / SR 6 business, in SPLOST program - Implementation of roundabout at intersection with Macland Road (planned project)	(4)
S-20	SR 6 BUS/E Memorial Dr (Old Acworth Rd to Lester Dr)	10	State	1,942	- Improvements to intersections with Lester Drive and Merchants Drive to reduce angle crashes - Warning signs for upcoming intersections	(4)
S-21	SR 6 BUS/Atlanta Hwy (Summerhill Rd to SR 120)	32	State	1,786	Median treatments as part of Improvements to SR 6BU @ SR 120 intersection to reduce angle crashes (CTP 1 planned improvement)	(4)
S-23	SR 6 BUS/Atlanta Hwy (Wilbanks Cir to Summerhill Rd)	11	State	1,632	Warning signs for intersection with Summerhill Road, possible implementation of four way traffic control	(2) (3)
S-24	SR 92 (US 278 to 0.25 mi north of US 278)	34	State	1,191	- Short term: RIRO islands on driveways on SR 92 - Median treatment/barrier to prevent NB/SB left turns into adjacent commercial developments to reduce left angle crashes (likely as part of SR 92 widening)	(4) (6)
S-25	US 278 (Academy Dr to SR 61)	5	State	1,670	- Enhanced warning signs for SR 61 intersection (reference intersection recommendations) - Consider lighting improvements due to adjacent Dallas Trail Connector - Consider landscaping/trees in median	(2) (4) (6)
S-26	US 278 (Greenfield Rd to Isley Stamper Rd)	15	State	795	Consider landscaping/trees in median	(4) (6)
S-27	US 278 (Homer Cochran Rd to W Memorial Dr)	6	State	2,167	Install warning signage/chevrons on broad S curves west of W Memorial Drive	(2) (4)
S-28	US 278 (Lake Rd to Greenfield Rd)	2	State	3,739	Consider landscaping/trees in median	(4)
S-29	US 278 (Metromont Rd to Bill Carruth Pkwy)	4	State	1,777	Consider landscaping/trees in median	(4)
S-30	US 278 (Old Harris Rd to Butler Industrial Dr)	8	State	1,875	- Install warning signage/chevrons on broad curve between Old Harris and Butler Industrial - Enhanced warning signage for intersections - Implementation of RCUTs at intersections	(3) (4)
S-31	US 278 (Pace Rd to SR 92)	17	State	3,520	Implementation of signalized RCUT at Pace Road (CTP 480 project), also discuss adding 4th leg to signal and tie in connection to Walmart parcel	(4)
S-32	US 278 (Paris Rd to SR 120)	9	State	2,850	- Supplemental signal heads at intersections with Wellstar Paulding Hospital and SR 120 - Consider landscaping/trees in median - Implement unsignalized RCUT at Paris Road	(4) (6)
S-34	US 278 (SR 120 to Hiram Dr)	21	State	334	- Implement unsignalized RCUT at Hiram Drive - Consider landscaping in median	(4) (6)
S-35	US 278 (SR 61 to Thomas B Murphy Dr)	3	State	1,986	- Implement unsignalized RCUT at Charlie Watts Drive - Consider landscaping in median	(4) (6)
S-36	W Memorial Dr (Johns Rd to Buchanan St)	33	Local	967	Implemented improvement in 2024 at intersection with Buchanan Street to reduce angle crashes (review crash data when it becomes available)	(4)
S-37	W Memorial (Pinecrest Cir to SR 61)	16	Local	149	- Implement edgeline and centerline rumble strips to reduce offroad crashes - Install warning signage/chevrons on broad curve west of McBee Street	(3) (4)

*(1) Protected-only left turns by time of day, (2) Lighting improvements, (3) Flashing beacons/warning devices, (4) Speed reduction measures, (5) Enhanced delineation for curves, (6) Supplemental signal heads

Figure 30. Intersection Recommendations

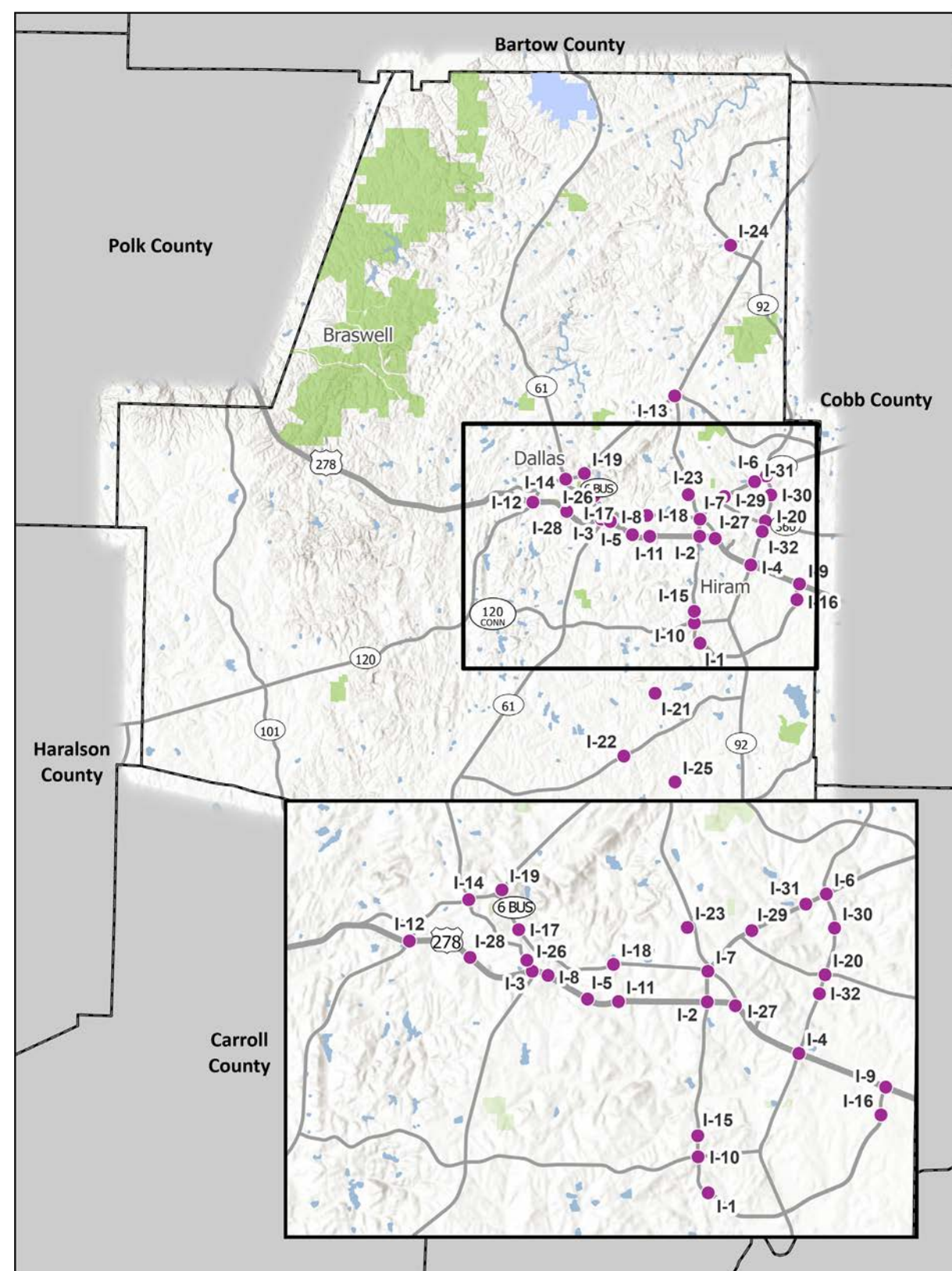


Figure 31. City of Dallas Intersection and Corridor Recommendations

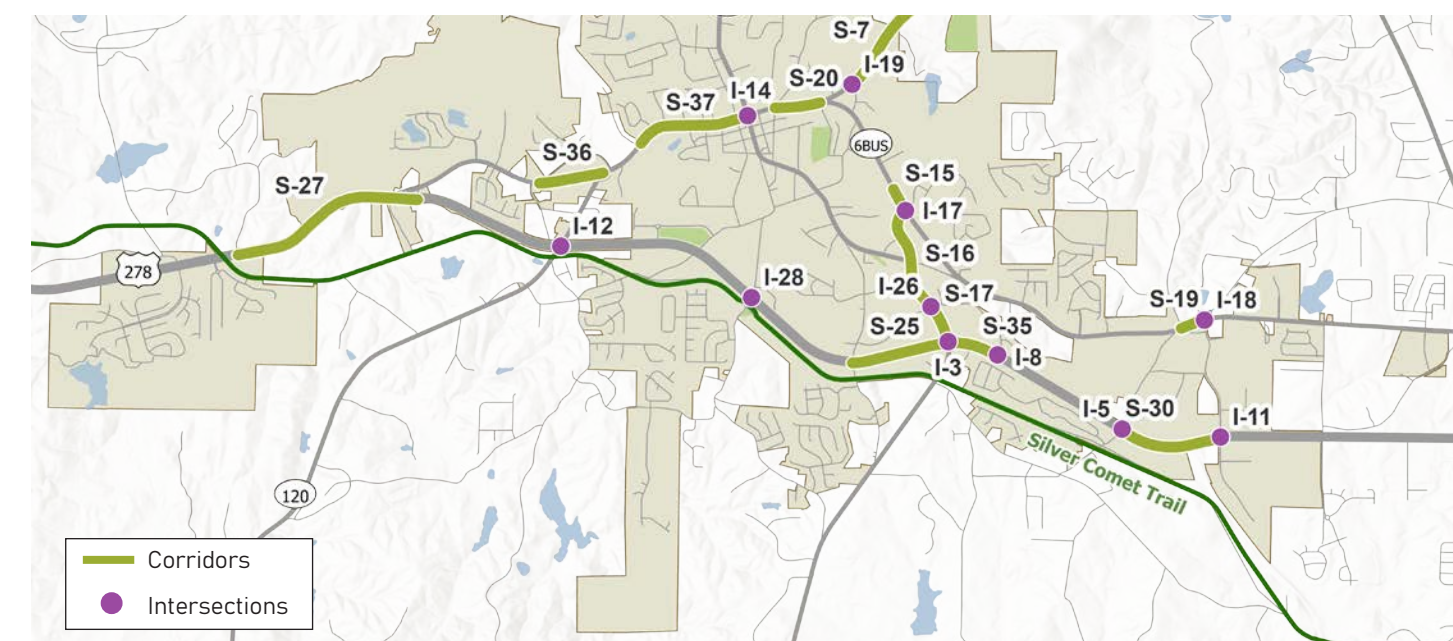


Figure 32. City of Hiram Intersection and Corridor Recommendations

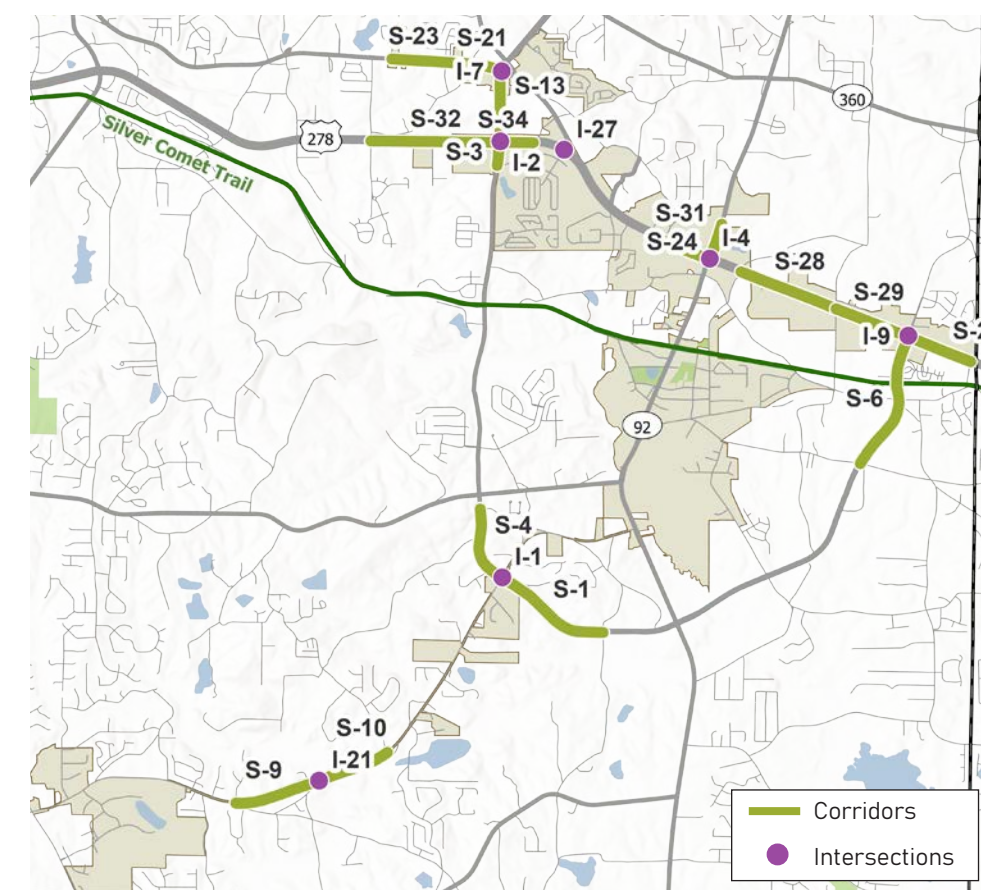


Table 12. Intersection Recommendations

ID	INTERSECTION	PROJECT SCORE (RANK)	OWNERSHIP	EPDO PER MILE	SITE-SPECIFIC COUNTERMEASURES	SYSTEMIC MEASURES*
I-1	Bill Carruth Pkwy & Nebo Rd	9	Local	4,284	• Review clearance intervals and timings	(1) (2)
I-2	US 278 (Jimmy Lee Smith Pkwy) & SR 120 (Charles Hardy Pkwy) / Bill Carruth Pkwy	5	State	3,898	• See systemic recommendations	(1) (2)
I-3	US 278 (Jimmy Campbell Pkwy) & SR 61 (Nathan Dean Blvd)	1	State	3,079	• Review again after completion of near-term widening project	(1) (3)
I-4	US 278 (Jimmy Lee Smith Pkwy) & SR 92	10	State	3,060	• Review again after completion of near-term widening project	(2)
I-5	US 278 (Jimmy Campbell Pkwy) & Old Harris Rd	11	State & Local	2,547	• Consider RCUT and minor approach turn bays	(1)
I-6	SR 120 (Charles Hardy Pkwy) & SR 92 (Hiram Acworth Hwy)	6	State	2,504	• Review again after completion of near-term widening project	(1)
I-7	SR 120 (Charles Hardy Pkwy) & SR 6 BUS (Atlanta Highway)	24	State	2,009	• Consider extending turn bays	(1) (2)
I-8	US 278 (Jimmy Campbell Pkwy) & Thomas B Murphy Dr	2	State & Local	1,518	• Consider supplemental signal heads for WB traffic to see around trucks • Consider median trees for visual slowing	(1) (3) (4) (6)
I-9	US 278 (Wendy Bagwell Pkwy) & Bill Carruth Pkwy / Poplar Springs Rd	3	State & Local	1,406	• Consider elongated right turn islands to decrease approach angle and increase driver visibility • Consider reviewing left turn clearance intervals, phasing, and timings	(1)
I-10	SR 120-CO (Hiram Sudie Rd) & Bill Carruth Pkwy	4	State & Local	1,402	• Check sight distances in NB/SB directions	(1) (2)
I-11	US 278 (Jimmy Campbell Pkwy) & Butler Industrial Dr / Cadillac Pkwy	7	State & Local	1,242	• See systemic recommendations	(1) (3)
I-12	US 278 (Jimmy Campbell Pkwy) & SR 120 (Buchanan St)	12	State	1,125	• Consider adjusting alignment to fix intersection skew, prohibiting RTOR, and/or installing elongated right turn islands on the northbound approach to reduce driver angles	(1)
I-13	Dallas Acworth Hwy & Bobo Rd	13	Local	900	• Consider medians, bulb-outs, curb extensions, elongated right turn islands, and pedestrian facilities	(1) (4)
I-14	SR 61 / SR 6 BUS (Memorial Dr) & Main St / Confederate Ave	14	State	855	• Review injury rates and speed after completion of adjacent roundabout project. • Consider warning signs, optical pavement markings, speed feedback signs.	(4)
I-15	Bill Carruth Pkwy & Virgie Ballentine Dr	15	Local	850	• Consider methods to reduce speeds such as warning signs, optical pavement markings, speed feedback signs	(1) (2) (4)
I-16	Bill Carruth Pkwy & Rosedale Dr	16	Local	788	• Consider methods to reduce speeds such as warning signs, optical pavement markings, speed feedback signs	(1) (2) (4)
I-17	SR 61 (Nathan Dean Blvd) & Merchants Dr	8	State & Local	737	• Check sight distances in NB direction along Merchants Drive	(1) (4)
I-18	Macland Road & SR 6 BUS (Merchants Dr)	26	Local & State	660	• Consider short-term adjustments prior to roundabout project (close the merge lane from Macland Road and remove/mitigate sight distance obstructions). • Review signal clearance intervals	-
I-19	E Memorial Dr & Legion Rd	18	Local	660	• Consider adding a left turn bay on E Memorial Drive. • Review sight distance triangles from Legion Road	-
I-20	SR 92 (Hiram Acworth Hwy) & SR 360 (Macland Rd)	29	State	658	• If angle crash issues persist after widening project closes adjacent median openings, • Consider dual left turn and/or protected-only phases	(1)

*(1) Protected-only left turns by time of day, (2) Lighting improvements, (3) Flashing beacons/warning devices, (4) Speed reduction measures, (5) Enhanced delineation for curves, (6) Supplemental signal heads

ID	INTERSECTION	PROJECT SCORE (RANK)	OWNERSHIP	EPDO PER MILE	SITE-SPECIFIC COUNTERMEASURES	SYSTEMIC MEASURES*
I-21	Nebo Rd & Wall Rd	27	Local	627	- Conduct a field review of intersection sight distances. - Consider project to realign the intersection to reduce the skew. - Consider adding a left turn lane on Nebo Road. - Consider additional traffic control measures such as a mini-roundabout or all-way stop control	-
I-22	Dallas Nebo Rd & Ridge Rd	30	Local	582	- Review clearance intervals and sight distances. - Consider installing a roundabout at this location	-
I-24	Cedarcrest Rd & Meadows Dr	28	Local	573	- Review intersection sight distances on eastbound approach and consider removing acceleration lane. - Consider adding a southbound left turn bay and/or installing an overhead warning beacon	(2)
I-25	Austin Bridge Rd & Mein Mitchell Rd	31	Local	526	- Consider advancing roundabout project (CTP-94), realigning Austin Bridge Road to a 90-degree intersection, and/or all-way stop control. - Consider additional intersection warning devices such as transverse rumble strips, flashing indications, and advanced stop ahead signage	-
I-26	SR 61 (Nathan Dean Pkwy) & Thomas B Murphy Dr	17	State & Local	433	- Add retro-reflective back plates to all signal heads. - Consider repaving with high friction asphalt to address hydroplaning issues	-
I-27	US 278 (Jimmy Lee Smith Pkwy) & SR 6 BUS (Atlanta Hwy)	19	State	334	Consider installing elongated right turn islands to reduce driver sight angles	-
I-28	US 278 (Jimmy Campbell Pkwy) & Seaboard Dr	20	State & Local	173	- Consider geometric adjustments to reduce skew - Consider installing elongated right turn islands to reduce driver sight angles - Review intersection sight distance from the northbound approach and implement no right turn on red (RTOR) as necessary	-
I-29	SR 120 (Charles Hardy Pkwy) & Evans Mill Dr	22	State & Local	156	Evaluate signal warrants and consider alternative intersection control that removes left/through conflict points (e.g., RCUT, RIR0)	-
I-30	SR 92 (Hiram Acworth Hwy) & Hanover Ave	23	State & Local	69	Review intersection sight distances looking left (south) from Mt Vernon Church Rd	-
I-31	SR 120 (Charles Hardy Pkwy) & Sedgefield Dr / Hunters Trace	25	State & Local	54	Evaluate signal warrants and consider alternative intersection control that removes left/through conflict points (e.g., RCUT, RIR0)	-
I-32	SR 92 (Hiram Acworth Hwy) & Dailey Rd / Darbys Crossing Dr	21	State & Local	16	Review after adjacent SR 360 widening project is completed	-

*(1) Protected-only left turns by time of day, (2) Lighting improvements, (3) Flashing beacons/warning devices, (4) Speed reduction measures, (5) Enhanced delineation for curves, (6) Supplemental signal heads

Active Transportation Strategy Recommendations

Based on the safety analysis completed for the CSAP, a set of systemic strategies for active transportation (bicycle and pedestrian/Vulnerable Road Users) was developed. Active transportation risks and priority locations within the County were assessed to determine proven safety countermeasures and systemic safety strategies and provide actionable recommendations to enhance roadway safety in Paulding County.

Priority Locations for Active Transportation

Priority corridor, or segments, for Active Transportation in Paulding County are detailed in **Table 10** of this document. In addition to priority corridors, several higher priority locations may be found in Paulding County that warrant routine, systematic improvements for pedestrians and bicyclists including schools, greenway trail crossings, greenspace/community destinations, and subdivision entrances. Conditions at the priority sites are detailed below, indicating needs and recommendations.

School Sites

McGarity Elementary, Hiram, GA

- Single school site entrance
- Lack of pedestrian connection to adjacent subdivision
- Lack of sidewalk connections to driveway
- Unclear connections from driveway to school site
- Lack of pedestrian scale lighting
- Lack of high-visibility crossing at school driveway

Dallas Elementary School, Dallas, GA

- Sidewalk on one side adjacent to school
- Long driveway crossing distance
- Unclear pedestrian scale lighting
- Lack of high-visibility / stop controlled crossing
- Lack of connection from driveway to school

building

Herschel Jones Middle School, Dallas, GA

- Sidewalk on one side
- Lack of pedestrian scale lighting
- Lack of high-visibility / stop controlled crossing

Greenway Trail Crossing

Paulding County is unique within metropolitan Atlanta with extensive mileage of the state's most popular greenway trail, the Silver Comet Trail, as well as smaller County trail segments. Special attention to greenway trail crossings and roads adjacent to trailheads benefits Paulding County safety and comfort of residents and visitors.

Rosedale Dr, Hiram, GA

- Overhead beacon
- Skewed angle crossing
- Curve on roadway approach
- Short sight distance along roadway
- Unclear visibility from trees along trail for both drivers and pedestrians

Seaboard Ave., Hiram, GA

- Clear sight distances
- Lack of overhead lighting at crossing
- Lack of pedestrian hybrid beacon at crossing

Coppermine Rd, Hiram, GA

- Stop sign at crossing
- Curve approach along roadway
- Lack of overhead lighting at crossing
- Lack of stop-control / beacon at crossing

Greenspace – Community Destinations (Libraries)

Veterans Memorial Park, Dallas, GA

- Sidewalks present
- Crosswalks through intersection
- Pedestrian scale lighting present

- Detectable warning strips present on curb ramps

Tara Drummond Trailhead, Dallas, GA

- Faded crosswalks
- Sidewalk on one side of road
- Crosswalk to sidewalk on trailhead side that ends immediately
- Lack of pedestrian scale lighting

Sara Babb Park, Dallas, GA

- Lack of crossing from side of street with sidewalk at main park road
- Lack of pedestrian scale lighting
- Crossing exists further down the road near library, but still lacks lighting or stop-control/ beacons

Dallas Public Library, Dallas, GA

- Sidewalk crossing exists connecting sidewalk on far side of street to side of public library
- Sidewalk on library side ends in driveway, does have detectable warning strips on curb ramp
- Lacks pedestrian scale lighting
- Lacks stop-control/crossing beacon

Ben Hill Strickland Sr Memorial Park

- Sidewalk present on park side of the street
- Pedestrian scale lighting exists
- Traffic calming measures exist (speed table)

Subdivision Entrances

At several subdivision entrances, pedestrian desire paths adjacent to the entrance or across the street were observed. These may indicate frequent pedestrian trips to or from neighborhoods that need to be accommodated by sidewalks. Several representative neighborhood entrances were observed for reoccurring circumstances:

Heritage Club entrance onto Merchants Drive/SR 6 BUS, Dallas, GA

- Sidewalks exist on neighborhood street but end once they hit SR 6

- Social trails exist on far side of SR 6 BUS directly across from neighborhood entrance
- Sidewalks do not exist on SR 6 BUS
- Lack of pedestrian scale lighting
- Lack of any sort of controlled crossing point

The Village at Silver Ridge entrance onto Old Harris Rd, Hiram, GA

- Sidewalks exist on both sides of the street
- Crosswalks connect sidewalk at entrance to subdivision
- Intersection is stop-sign controlled
- No sidewalk to far side of street
- Curb ramps have detectable warning strips
- Lack of pedestrian scale lighting

Forrest Hill entrance onto Cowboy Trl, Hiram GA

- Lack of sidewalk on either side of street
- Lack of pedestrian scale lighting
- Lack of controlled crossing
- Social trails present on far side of road across from subdivision entrance

Systemic Strategies Toolkit

Based on the risk analysis and virtual scan of high-risk corridors, as well as previous intersection reviews conducted as part of the CSAP, the team identified systemic recommendations for consideration within the Plan:

- Sidewalk connectivity to desired destinations
- ADA compliance at every crossing
- Reducing long crossing distances

FHWA Proven Safety Countermeasures (VRU Related)

- Walkways
- Bicycle lanes
- Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
- Crosswalk Visibility Enhancements

- Pedestrian Hybrid Beacons
- Rectangular Rapid Flashing Beacons
- Leading Pedestrian Interval
- Road Diets
- Roundabouts
- Road Safety Audits

Additional Countermeasures Toolkit

All Modes

- Improved Street Lighting
- Backplates with Retroreflective Borders
- Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

Pedestrians

- Improved Street Lighting
- Sidewalk Installation
- Road Safety Audits / SRTS Audits at School Sites
- Pedestrian Hybrid Beacons (PHB)
- Rectangular Rapid Flashing Beacon (RRFB)
- Crossing Improvements (Hi-Visibility Crossings, ADA Ramps, Lighting, Daylighting/Curb Extensions)
- Pedestrian Refuge Islands
- Adding Leading Pedestrian Intervals (LPIs)
- Increase Signal Phases Length to Allow for Longer Pedestrian Crossing Time
- Crossing Improvements (Hi-Visibility Crossings, ADA Ramps, Lighting, Daylighting/Curb Extensions)

Bicycles

- Bike Lanes
- Median Treatment for Ped/Bike Safety
- Install Pedestrian Fencing

Speed Management Strategies

- Major / Arterial Roads

- » Signal coordination
- » Reduce travel lane width
- » Multi-lane urban roundabouts
- » Pedestrian improvements at intersections
- » Speed feedback signs
- » Speed Enforcement Corridors
- » Transitioning suburban streets into urban thoroughfares

Minor / Local Roads

- » Road Diet (four to three lane conversion)
- » Single-lane urban roundabouts
- » Raised intersections
- » Signal coordination
- » Speed feedback signs
- » Speed Enforcement Corridors
- » Transitioning suburban streets into urban thoroughfares

Rural Roadway Countermeasures (VRU Related)

- Bikeable / Walkable Shoulders
- Edge line rumble stripes (NOT full-width rumble stripes)
- Enhanced Delineation for Horizontal Curves
- Wider Edge Lines
- Transverse Rumble Strips Prior to Pedestrian Crossings
- Reduce Crossing Width with Curb Extensions and Median Pedestrian Refuges
- Intersection Alignment
- Driveway Consolidation
- Pedestrian Hybrid Beacon
- School Zone Flashers
- Shared Use Paths
- Mow and Grade Unpaved Shoulders
- Share the Road Signs
- Pedestrian / Cyclist Education

Recommended Systemic VRU Strategies for Paulding County

- **Identify intersections/immediate areas** that have had **greater than one pedestrian or bike crash** within the past five full years (2019–2023)
- **Conduct Road Safety Audits** along the County's High Injury Network or corridors with more than one pedestrian or bicycle crash within the past five full years (2019–2023)
- **Conduct School Walk Audits** along the County's High Injury Network and in areas adjacent to elementary and middle school sites
- **Provide continuous bikeable/walkable shoulders** along rural highways (esp US 278)
- **Remove rumble strips and replace with edge line warning treatments**
- **Create high visibility crossings and shorten crossing distances** along rural highways
- Identify **opportunities for shared use paths** along rural highway locations
- Provide **protected pedestrian phases** with **protected left turn signal phasing** along US 278 at high-crash locations
- **Make more frequent intersections or crossing locations** along corridors along the High Injury Network/high-crash segments, within **high pedestrian demand areas**, or **adjacent to pedestrian destinations**
- **Identify areas with high numbers of driveways** and possible improvements for **access management** along corridors
- **Provide all-ages-and-abilities roadway bicycle facilities** (i.e. protected bicycle lanes, separated bicycle lanes, etc) through urban areas within the County
- **Provide shared-use paths** within suburban areas of the County
- **Build continuous sidewalks on both sides of roadways along the High Injury Network/high-crash segments**, within **high pedestrian demand areas**, or **adjacent to pedestrian destinations**
- **Provide pedestrian scale lighting along the High Injury Network/high-crash segments**, within **high pedestrian demand areas**, or **adjacent to pedestrian destinations**
- **Provide high visibility crossings and stop-controlled signals or beacons** at school or neighborhood entrances
- **Provide stop-controlled crossings or beacons, advance warning signage, transverse rumble strips, and intersection re-alignments at greenway trail crossings**, especially road crossing of the Silver Comet Trail.
- **Conduct County-wide driver, pedestrian, and cyclist education campaigns** focused on pedestrian and bicyclist safety around greenway trail crossings, parks or community destinations, and schools; distribute educational materials at greenway trailheads, schools, and community destinations.

Program & Policy Recommendations

The following program and policy recommendations were developed based on a review of the County's existing plans and policies as well as an industry best practices review. The recommendations fall into one of five categories for improved programs and policies: Coordination, Land Use & Zoning, Education & Outreach, Planning & Studies, and Inventory & Evaluation. More information on the path to determining these program and policy recommendations can be found in the Best Practices Memo in **Appendix A** and the Program and Policy Review Memo in **Appendix G**.

Coordination Recommendations

- **Convene a County VRU Safety Committee** – More pedestrian and bicycle collisions occur within incorporated cities in Paulding County (Dallas and Hiram). Paulding County and local city staffs can meet regularly to assess safety trends, determine effective responses, and coordinate safety efforts.
- **Coordinate with Georgia DOT** – Major state routes, including SR 120 and SR 6, are prominent locations of pedestrian safety concern within Paulding County. Paulding County can meet with GDOT District 6 and GDOT Safety Office regularly to assess safety trends, determine effective responses, and coordinate safety efforts.
- **Conduct Interdisciplinary Road Safety Audits** – RSAs bring together interdepartmental, interdisciplinary groups to examine conditions and develop targeted recommendations. Paulding County can deploy RSAs along the County's High Injury Network, along corridors with more than one pedestrian or bicycle crash within the past five full years, or at locations of recent fatal or serious injury crashes, or locations of higher vulnerable road user demand such as greenway crossings or school sites.

Land Use & Zoning Recommendations

- **Implement Crossroad Communities to Support Multimodal Travel** – Safety can be achieved through both addressing high risk locations as well as reducing higher risk trips through promoting multimodal travel. Paulding County's 2022 Comprehensive Plan Update establishes Crossroad Communities with multimodal design principles at areas of higher pedestrian and multimodal travel demand. These compact, pedestrian-oriented communities reduce the need for driving trips and help prioritize safer, multimodal infrastructure. Paulding County can use Crossroad Community developments to prevent the higher risk trips, prioritize safety interventions at key locations, and prioritize greenway trail or other multimodal facilities.
- **Leverage Community Residential Development Patterns** – Compact developments reduce motor vehicle trips and prevent the need for safety interventions. Like Crossroad Communities, compact residential development patterns can provide opportunities to reduce driving trips, increase walking or bicycling trips, reduce large roadways, prioritize safety interventions at key locations, and help prioritize greenway trail segments. Paulding County can use development regulations to promote compact, walkable neighborhoods.
- **Expand Transit Service & Options** – Transit is a safer transportation mode that can support multimodal trips. Paulding County can expand existing on-demand transit services to support pedestrian travel, Crossroad Communities and compact development patterns, and daily utility trips. The County can consider future options for fixed-route or other transit services.

Education & Outreach Recommendations

- **Promote a Culture of Safety within the County** – The Safe System Approach relies on safer roadways, safer user behaviors, and shared responsibility between many people. Paulding County can coordinate safety messaging around crash trends, roadway treatments, vulnerable road users, and multimodal travel to ensure public departments and external messaging are proactive and consistent.
- **Expand Multimodal & Safety Messaging** – Paulding County can incorporate transportation safety messages, updates about new or pending projects, and information about Proven Safety Countermeasure operations into existing social media accounts and education campaigns.
- **Host Safety Town Halls** – Paulding County can host public training, workshops, town halls, or safety fairs on transportation safety and new or pending safety projects to increase public support and knowledge.
- **Provide Realtime Feedback on Travel Speeds** – Paulding County can deploy speed feedback signs on every High Injury Network corridor to increase knowledge about speeds and prevent the need for targeted enforcement.
- **Conduct Safety Education Campaigns** – Paulding County can conduct countywide driver, pedestrian, and cyclist education campaigns focused on speeds, prevalent crash types, or pedestrian and bicyclist safety around greenway trail crossings, parks or community destinations, and schools.
- **Distribute Safety Education Materials** – Paulding County can distribute safety educational materials at greenway trailheads, schools, and community destinations.

Planning & Studies Recommendations

- **Align Greenway & Trails Plan with Safety Priorities** – Greenways, trails, and shared use paths provide safe opportunities for multimodal travel. Paulding County has been a leader in regionally-significant greenway trails and can use the High Injury Network and future development patterns to identify key areas where greenway trail network expansion can help avoid high risk roadways and connect to neighborhoods or commercial districts.
- **Develop Multimodal Demand & Traffic Stress Maps** – Along with an inventory of existing multimodal facilities, an assessment of potential multimodal trips and "traffic stress" along roadway segments can help determine where latent demand is located but higher risk conditions may deter multimodal trips. Demand and stress assessments compliment safety records to locate safety interventions for vulnerable road users, prioritize multimodal facilities, and promote increased multimodal travel.

Inventory & Evaluation Recommendations

- **Develop Sidewalk, Bikeway, and Path Inventory** – Prioritization and deployment of multimodal facilities relies on accurate location information and gap identification. Paulding County can develop and maintain an inventory of current greenway trails, bikeways, bikeable shoulders (with or without rumble strips), sidewalks, and crossing locations, with signal information, to help determine prioritization and effectively deploy safety countermeasures for vulnerable road users.
- **Conduct Before / After Assessment Studies** – Safety interventions should have a measurable impact on safety outcomes. Conducting pre-intervention and post-intervention studies can help provide feedback on the effectiveness of

specific countermeasures or roadway designs. Paulding County can partner with local research institutions or safety firms to review the County's capital improvement plan, identify locations with prominent trends, and then monitor locations for three-five years post interventions to assess treatment effectiveness.

- **Survey Residents and Visitors about Safety Knowledge** – Transportation investments, like all public funding, have requirement of public and political will. Paulding County can conduct regular surveys of the general public to determine public priorities around safety investments and familiarity with new or priority design treatments. New or less-utilized tools (such as roundabouts, diverging diamond interchanges, protected bikeways, pedestrian hybrid beacons, scramble crossings, etc) may warrant additional community outreach



Motorized Cart Regulation Recommendations

Motorized carts, or Neighborhood Electric Vehicles, are increasingly emerging as desirable electric vehicles that are safe and efficient for users of many ages. However, motorized carts are significantly slower than typical automobiles while being larger and faster than bicycles, scooters, or people walking. Thus, they do not often fit within faster street traffic while also posing challenges on greenways or paths.

The following is suggested guidance for the operation of motorized vehicles in Paulding County based on federal, state, and local guidance as well as peer case studies. Additional recommendations relating to signage, vehicle registration, operating speeds, and path facilities have also been provided. More detailed information on the review process and development of these guidelines can be found in the Motorized cart Recommendations Memo in **Appendix H**.

County Motorized Cart Path Maps

It is recommended the County publish and maintain a map of all allowable roads and paths for motorized cart travel. This map should include roads and paths

where carts are allowed; recreational paths where carts are not allowed (including the Silver Comet Trail); community destinations and resources. The Map should be available online on the Paulding County government website and distributed at all County facilities and partner recreation facilities.

Facility Designations

It is recommended that Paulding County should further define the types of paths and roads that motorized carts can operate on. A typology should include several tiers that designate the type of facility, design considerations, expected users, and operational considerations:

- **Class I motorized cart paths** provide an area separate from the roadway used by automobile traffic for shared one-way or two-way motorized carts, bicycles, pedestrians, and equestrian (i.e. greenways, multiuse paths, sidepaths).
- **Class II motorized cart paths** provide a striped eight-foot lane for one-way motorized cart and bicycle travel on a road or highway (i.e. cart lanes).
- **Class III motorized cart paths** provide for shared use with automobile and bicycle traffic. Class III paths are established by placing motorized cart route signs along roadways with speed limits of 25 mph or less to link them to Class I or Class II paths.

Several communities, including Fayette County, Georgia, use path typologies to provide design and regulatory guidance for operations.

Planning & Design

Absent more clear state and federal guidance, Paulding County can develop additional planning, design, and data to determine ideal locations for safe motorized cart travel:

- It is recommended that Paulding County develop a countywide multi-use motorized cart plan to assess locations suitable or potential for motorized cart travel and operation under current or improved conditions. The County could map all suitable locations and identify key locations for

improvements, especially crossing busy or high traffic roadways.

- It is recommended that Paulding County update the County Comprehensive Plan to include motorized carts within neighborhood, village, and activity center designations with a focus on providing low-emission access to higher demand or denser areas.
- It is recommended that Paulding County develop design standards that reference current best practices in motorized cart travel for paths, roads, streets, and communities, including roadway and state route crossings and motorized cart parking at private developments.
- It is recommended that Paulding County track and maintain a database of travel demand and operations for motorized carts, based on vehicle registration or other data tools.

Operation

All motorized cart operators operating motorized carts on any motorized cart path in the County shall conform to the operator requirements and safety criteria:

- A permit is required to operate on designated streets and paved recreation paths.
- Operators must abide by traffic regulations.
- Generally, motorized carts are not authorized along arterial or collector roads, except where crossings are approved.
- Pedestrians should be given due consideration and reasonable right-of-way by motorized cart users of the recreation paths to ensure safe passage.
- Motorized carts shall not be allowed on the Silver Comet Trail system, but may be considered on other recreational paved paths. It is recommended additional study be conducted to determine which path systems have the capacity, demand, and access points to allow motorized cart operation.
- It is recommended a countywide speed limit for motorized carts be established at 20 miles per

hour.

- No motorized carts shall be operated on a designated County road after darkness unless the motorized cart conforms with the equipment requirements of the Georgia Vehicle Code.

Signage

Signage can serve both wayfinding and regulator purposes by directing users to their destination while keeping them on the designated route. Signage considerations should include:

- Appropriate signage posted for roads and paths that motorized carts may travel on, or to indicate where motorized carts may or may not travel
- Types of wayfinding signs:
 - » Confirmation signs indicate a user is on the right path to their destination
 - » Decision signs indicate the intersection of two motorized cart routes and further guide the user towards their destination
- Path crossing signage should display all types of path users, which may include motorized carts
- Custom signage should be used at intersections to indicate what signals motorized carts should use or indicate specific turning movement requirements

Vehicle Registration

Vehicle registration allows certification of operators and tracking of usage within the County. Registration considerations should include:

- Maintaining the motorized cart registration fee and considering including a provision for vehicle inspection that occurs at the time of registration renewal.
- Failing to register a vehicle will result in a penalty.

ACTIONS

Priority Corridors and Intersections

There are multiple approaches towards implementation of the recommended infrastructure projects depending on the ultimate goals of the County, public desires, and political will. However, a typical, straightforward approach to implementation is examining projects due to their constructability or “ease of implementation.” Cross referenced with existing programmed projects in the County, this is a simple way to identify where early and easy actions can take place.

Table 13 and Table 14 identify the projects that are least complex (or easiest to implement) and do not

overlap with any known planned or programmed projects in the near-term. Projects in **red** do not overlap with any programmed projects in the next 10 years and projects in **yellow** overlap with projects that may address safety concerns in the near/mid-term (2030-2035). These projects are next easiest to implement, but require additional coordination with existing projects already on the books.

This list is not intended to represent the only priority corridors for Paulding County, but rather to outline one proposed approach to quick and easy implementation towards a safer transportation network in Paulding County. Ultimately, the goal is to reach zero fatalities on Paulding’s roadways. The path to Vision Zero will be incremental as the County works to address all safety issues and concerns across all corridors identified in this plan.

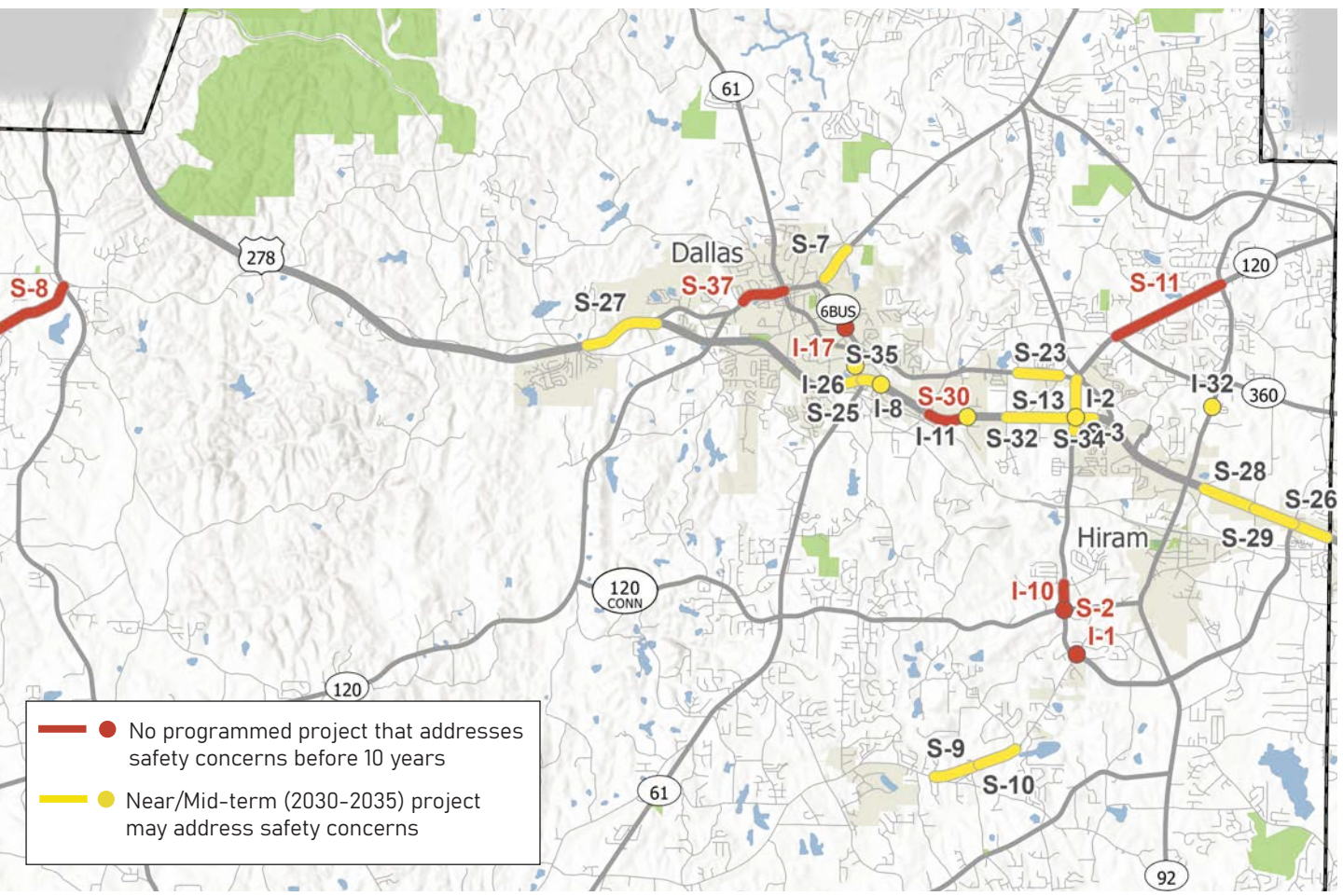
Table 13. Priority Corridors for Implementation

ID	CORRIDOR	PROJECT SCORE (RANK)	OWNERSHIP
S-28	US 278 (Lake Rd to Greenfield Rd)	1	State
S-35	US 278 (SR 61 to Thomas B Murphy Dr)	2	State
S-11	SR 120 (SR 360 to SR 92)	3	State
S-29	US 278 (Metromont Rd to Bill Carruth Pkwy)	4	State
S-25	US 278 (Academy Dr to SR 61)	5	State
S-27	US 278 (Homer Cochran Rd to W Memorial Dr)	6	State
S-13	SR 120 (SR 6BU to US 278)	7	State
S-32	US 278 (Paris Rd to SR 120)	8	State
S-30	US 278 (Old Harris Rd to Butler Industrial Dr)	10	State
S-23	SR 6BU/Atlanta Hwy (Wilbanks Cir to Summerhill Rd)	11	State
S-8	Holly Springs Rd (Woodwind Dr to SR 101)	13	Local
S-26	US 278 (Greenfield Rd to Isley Stamper Rd)	14	State
S-37	W Memorial (Pinecrest Cir to SR 61)	15	Local
S-3	Bill Carruth Pkwy (US 278/SR 6 to Breezy Valley Conn)	18	Local
S-2	Bill Carruth Pkwy (Regency Drive / Virgie Ballentine Drive to SR 120 CONN / Hiram Sudie Road)	19	Local
S-7	E Memorial Dr (Legion Rd to Croker Rd)	20	Local
S-34	US 278 (SR 120 to Hiram Dr)	21	State
S-10	Nebo Rd (Wall Rd to McClung Rd)	29	Local
S-9	Nebo Rd (Riverstone Dr to Normas Way)	30	Local

Table 14. Priority Intersections for Implementation

ID	INTERSECTION	PROJECT SCORE (RANK)	OWNERSHIP
I-8	US 278 (Jimmy Campbell Pkwy) & Thomas B Murphy Dr	2	State & Local
I-10	SR 120-CO (Hiram Sudie Rd) & Bill Carruth Pkwy	4	State & Local
I-2	US 278 (Jimmy Lee Smith Pkwy) & SR 120 (Charles Hardy Pkwy) / Bill Carruth Pkwy	5	State
I-11	US 278 (Jimmy Campbell Pkwy) & Butler Industrial Dr / Cadillac Pkwy	7	State & Local
I-17	SR 61 (Nathan Dean Blvd) & Merchants Dr	8	State & Local
I-1	Bill Carruth Pkwy & Nebo Rd	9	Local
I-26	SR 61 (Nathan Dean Pkwy) & Thomas B Murphy Dr	17	State & Local
I-32	SR 92 (Hiram Acworth Hwy) & Dailey Rd / Darbys Crossing Dr	21	State & Local

Figure 33. Priority Corridors and Intersections



Tracking Progress

Evaluation and reporting are essential for a data-driven approach to road safety. Data access and transparency supports accountability and provides insight into priorities and progress. Data reporting and feedback help evaluate effective measures and change course if needed.

This memo suggests focused, practicable, and trackable metrics to support the Paulding County Comprehensive Safety Action Plan. These metrics are intended to be reportable on an annual basis with limited staff time to gather data or access public records. The recommended measures should be assessed against final recommendations within the CSAP plan document to ensure that priority initiatives, locations, or crash types are integrated into the metrics.

Reporting Frameworks

Evaluation metrics should focus on publically-available data or data that can be gathered by County staff or departments. Gathering data monthly or quarterly is preferable though some statistics may only be available annually. A variety of departments should contribute, including public works, planning, communications, police, emergency response, parks and rec, etc.

The Georgia DOT should be engaged to support both crash statistics for the County as well as projects developed or implemented, funding allocated, or other measures; the County can choose to report statistics countywide or on County-owned roads to demonstrate local effectiveness.

Road safety initiatives take consistency over time. Tracking the following metrics annually with assessments in 3- or 5-year increments is important for gauging progress. Monitoring should support Paulding County's efforts towards eliminating fatal and serious injuries on County roads: safety actions, projects, or countermeasures that are successful can be continued; those that are not working can be modified or abandoned.

Metrics should be updated real time in dashboards or County websites or public annually as part of a CSAP annual report or state of the County report.

Two general categories of metrics for SAPs were identified:

- **Outcomes:** safety trends for crash numbers, rates, numbers by specific measures (i.e. mode of travel, weather, time of day, etc), and other measures that inform the CSAP goal of eliminating fatal and serious injury crashes. These metrics speak to the effectiveness of County decisions.
- **Outputs:** the result of safety programs or projects, including safety actions taken, number of countermeasures deployed, funding allocated or spent, projects developed, etc. These metrics speak to the effort and priorities of County decisions.

Recommended Measures

Safety Trends:

- Number of serious and fatal crashes.
- All crashes and KSI crashes by year.
- Crashes by crash type.
- Focus Crash Modes or Locations (i.e. safety emphasis areas):
 - » Crashes involving Vulnerable Road Users (i.e. pedestrians, bicyclists, motorcyclists)
 - » Crashes resulting from unsafe speeds.
 - » Intersection or left-turn crashes.
- Crashes on and off the High Injury Network (HIN).
- Crashes occurring on roadways adjacent to communities with high levels of equity concerns (i.e. minority, senior, youth, low-income, etc).

CSAP Implementation:

- Number of HIN segment recommendations completed, including:
 - » Audits
 - » Projects

- Number of HIN intersection recommendations completed, including:
 - » Audits
 - » Projects
- Number of new crosswalks:
 - » On the HIN
 - » Within 200' of Schools
 - » Within 200' of Parks
- Average travel speeds in the County.
- Mode shift to non-automobile trips in the County.
- Number of people reached through road safety outreach and education campaigns.

Next Steps

The County and Project Team should assess the recommended metrics against draft final plan and public engagement materials:

- Measurable outputs from recommended safety actions
- Specific focus crash types or locations (i.e. safety emphasis areas)
- Public engagement priorities
- Recommended timeframes for safety action items or programs
- Anticipated timeframes of recommended CSAP projects and funding

APPENDIX

A. Best Practices and Policies Memo

B. Engagement Summary Memo

C. Safety Analysis Memo

D. Recommendations Methodology Memo

E. Project Scoring Memo

F. Active Transportation Strategies Memo

G. Program and Policy Strategies Memo

H. Motorized cart Recommendations Memo

I. Performance Monitoring and Evaluation Memo