

# Hall Streets Safe Streets for All

## What is Hall County Streets for All?

Safe Streets for All (SS4A) is a program that will improve roadway safety in and around Hall County by significantly reducing and working towards eliminating fatalities and serious injuries.

## What is a safe system approach?



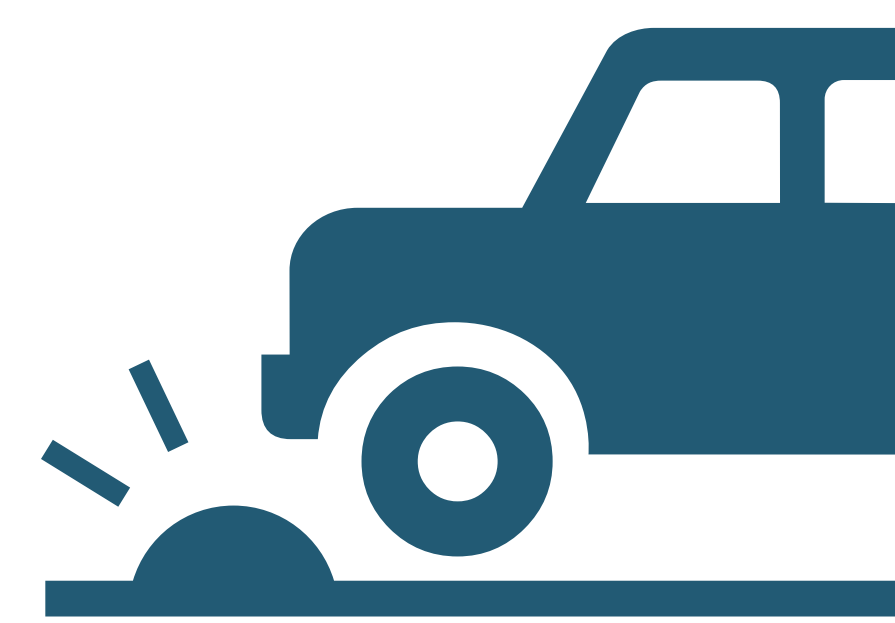
**Prevent Deaths and Serious Injuries**

Every life matters—no more fatalities.



**Design for Human Mistakes/Limitations**

Safe roads forgive human error.



**Reduce Speed**

Slower speeds, safer streets.



**Share Responsibility**

Safety is everyone's responsibility.



**Proactively Identify and Address Risks**

Act early to prevent tragedy.

## Our Schedule

Community input will begin **August 2024** and will continue until **December 2024**. The Hall County Safety Action Plan is expected to be completed by **February 2025**.

**Stay in the Loop**



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[hallcountysafestroads.com](http://hallcountysafestroads.com)



Take our survey!





# All Travel Modes High Injury Network

The map on the right showcases the High Injury Networks (HINs) for roadways and intersections in Hall County. The HINs identify areas with the highest concentrations of traffic crashes that result in serious injuries and fatalities. For the purposes of this study, crashes on Interstate 985 were not included. These HINs specifically highlight crash concentrations at roadways and intersections in Hall County. Key findings from the map include:

- Hall County has experienced 33,697 non-interstate crashes across all travel modes. Of these, 123 crashes resulted in fatalities, and 496 led to serious bodily injuries.
- 88% of all fatalities and serious injury crashes involve vehicles only and do not include pedestrians, bicyclists, motorcyclists or scooter riders.
- 70% of non-interstate crashes in Hall County are related to intersections.
- Approximately 50% of non-interstate crashes occur on just 26 roads within the County.

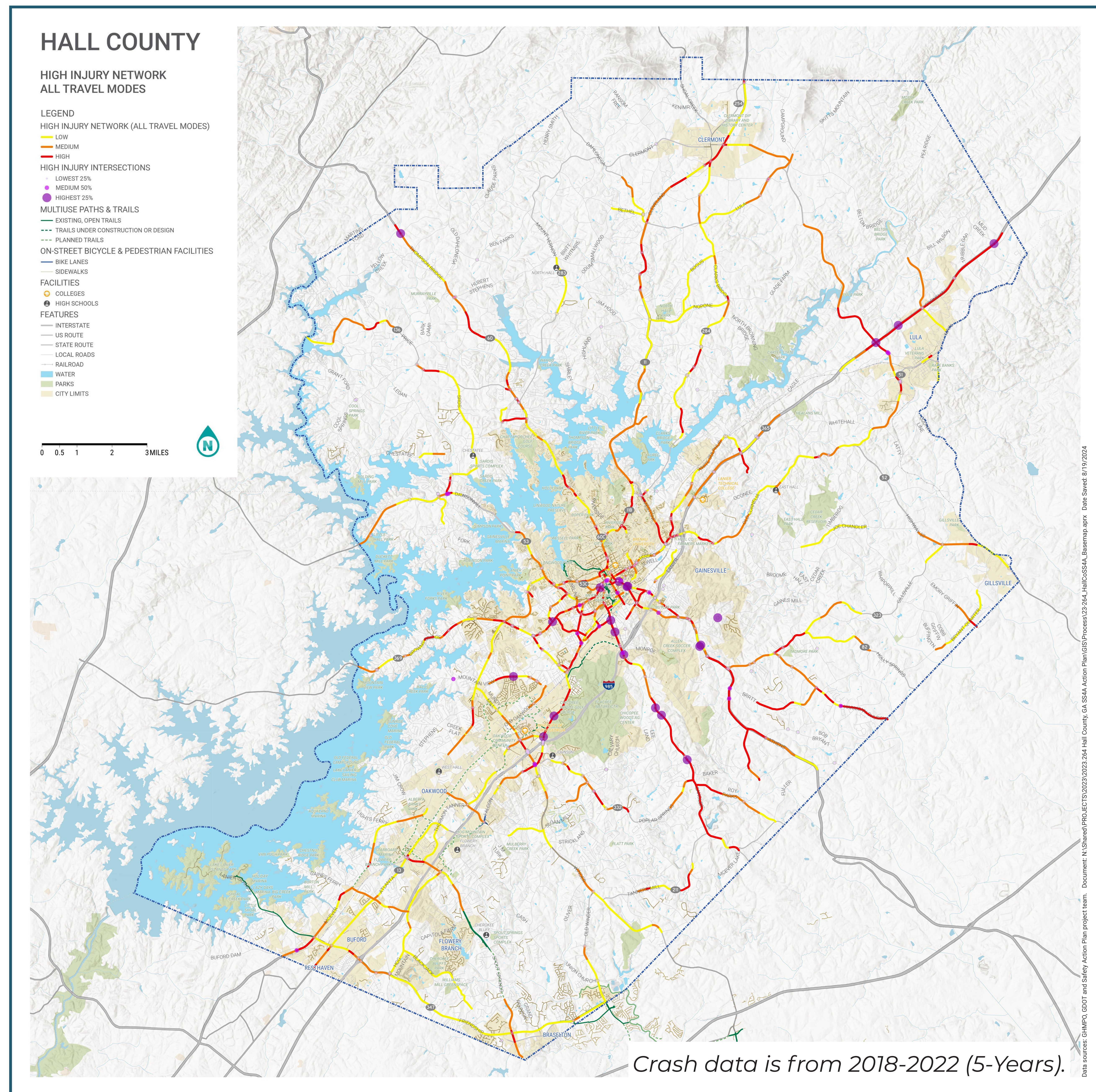
## Let's hear from you!

Have you or someone you know experienced a crash or a near-miss in this corridor while **driving**?

Please use the stickers to mark the locations where:

**near-miss occurred (yellow sticker)**

**crash happened (red sticker)**





# Bike/Pedestrian and Motorcycle High Injury Networks

The map on the right illustrates the High Injury Networks (HINs) for bicyclists/pedestrians and motorcyclists in Hall County. The HINs identify areas with the highest concentrations of traffic crashes that result in serious injuries and fatalities. The following key findings are highlighted on the map:

- There have been 206 bike/pedestrian crashes. Of these, 26.7% resulted in a serious injury or fatality.
- There have been 471 motorcycle crashes. Among these, 21% resulted in a serious injury or fatality.
- While only 1.4% of crashes involve motorcycles, 16% of fatalities and serious injuries crashes involved a motorcycle.

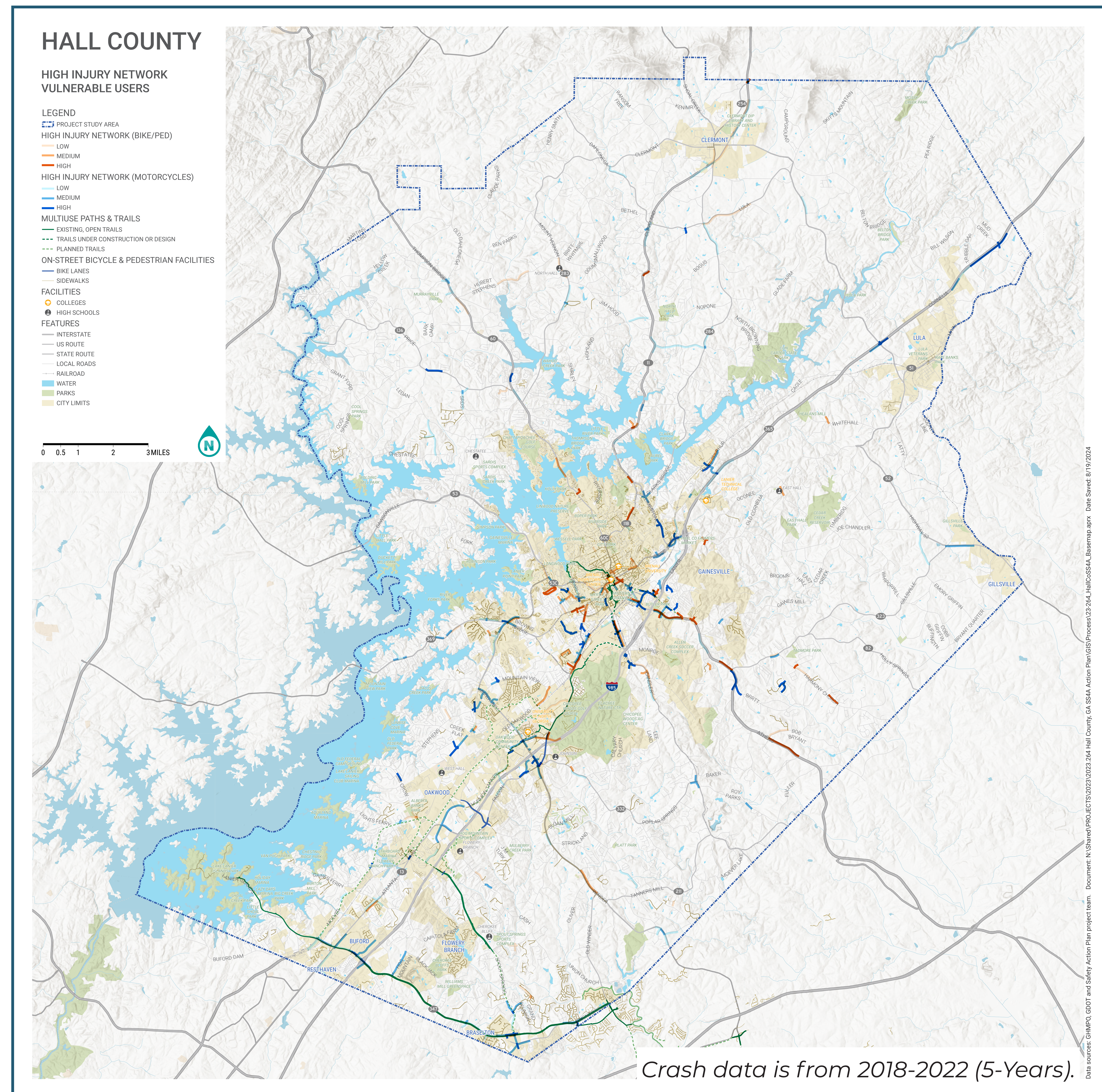
## Let's hear from you!

Have you or someone you know experienced a crash or a near-miss in this corridor while **walking, biking, or motorcycling**?

Please use the stickers to mark the locations where:

**near-miss occurred (yellow sticker)**

**crash happened (red sticker)**





# Crash Profiles

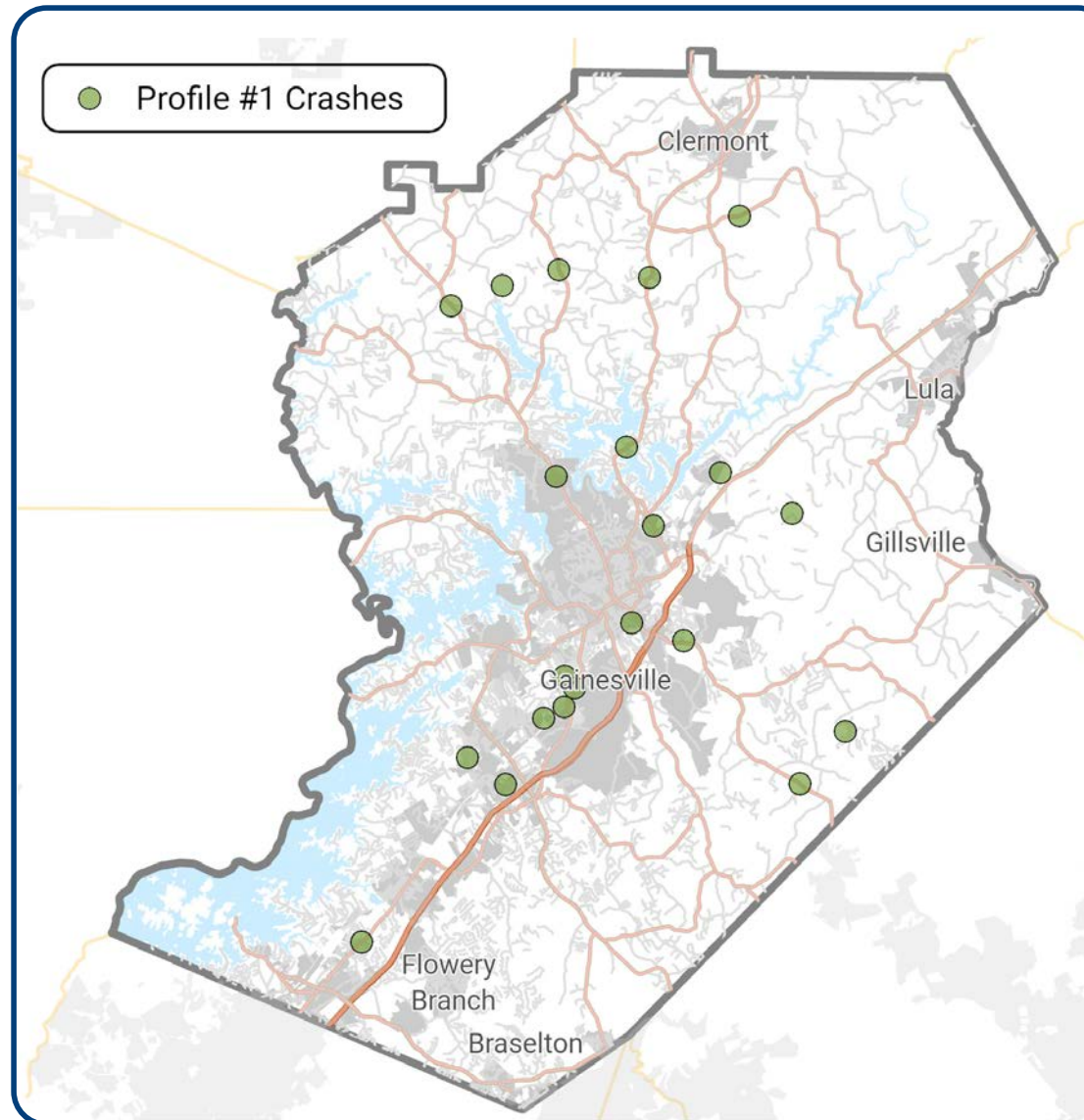
## Let's hear from you!

Place a dot on the crash profile scenarios you encounter most often in Hall County. If you think we've missed something, feel free to add your thoughts with a sticky note!

### CRASH PROFILE #1:

#### Non-Intersection Pedestrian/Cyclist Crashes on Corridors without Sidewalks

Between 2018 and 2022, there were 21 severe and fatal injury crashes involving pedestrians or cyclists on corridors that did not have sidewalks present.



**Key Statistics & Takeaways**

- 12 (57.14%) crashes occurred in rural, unincorporated parts of Hall County, and 7 (33.33%) in Gainesville
- 17 (80.95%) collisions occurred on collectors or arterials
- 13 (61.91%) collisions involved drivers younger than 25 or older than 55

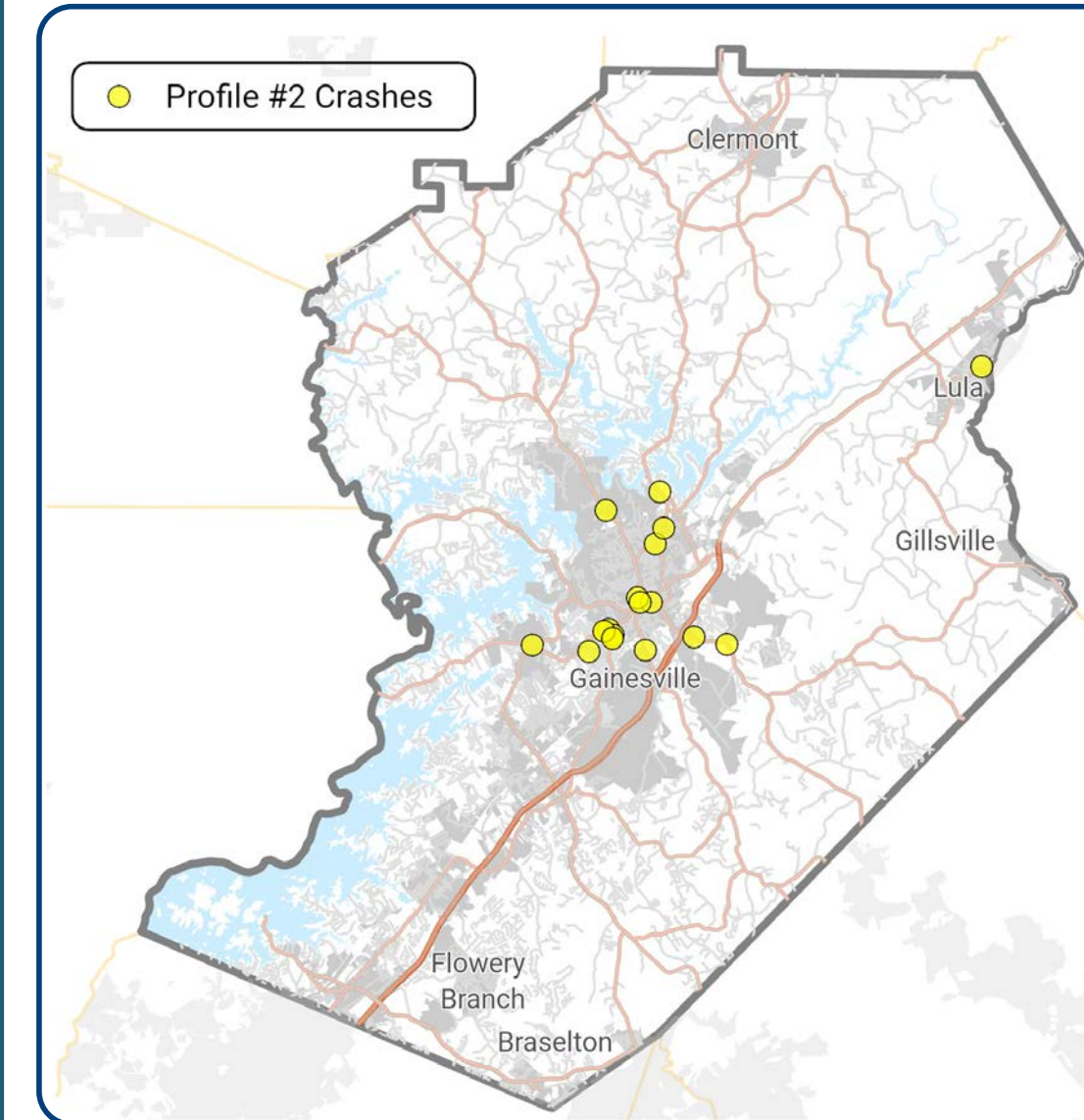
14 severe injury crashes and 7 fatal injury crashes (4 cyclist, 10 pedestrian) (all pedestrian)

**Photo:** Cleveland Highway (US 129/SR 11) was the scene of three pedestrian crashes between 2018 and 2022 - including two fatal injury crashes in which the pedestrian was walking along a roadway where sidewalks were not present.

### CRASH PROFILE #2:

#### Pedestrian Crashes at Intersections within Incorporated Cities

Between 2018 and 2022, there were 19 severe or fatal injury crashes involving a pedestrian at intersections within an incorporated City of Hall County.



**Key Statistics & Takeaways**

- 15 of the crashes (73.68%) occurred outside daylight hours
- 18 of the crashes (94.74%) occurred within Gainesville, and one crash occurred in Lula
- 18 of the crashes (94.74%) occurred in disadvantaged census tracts

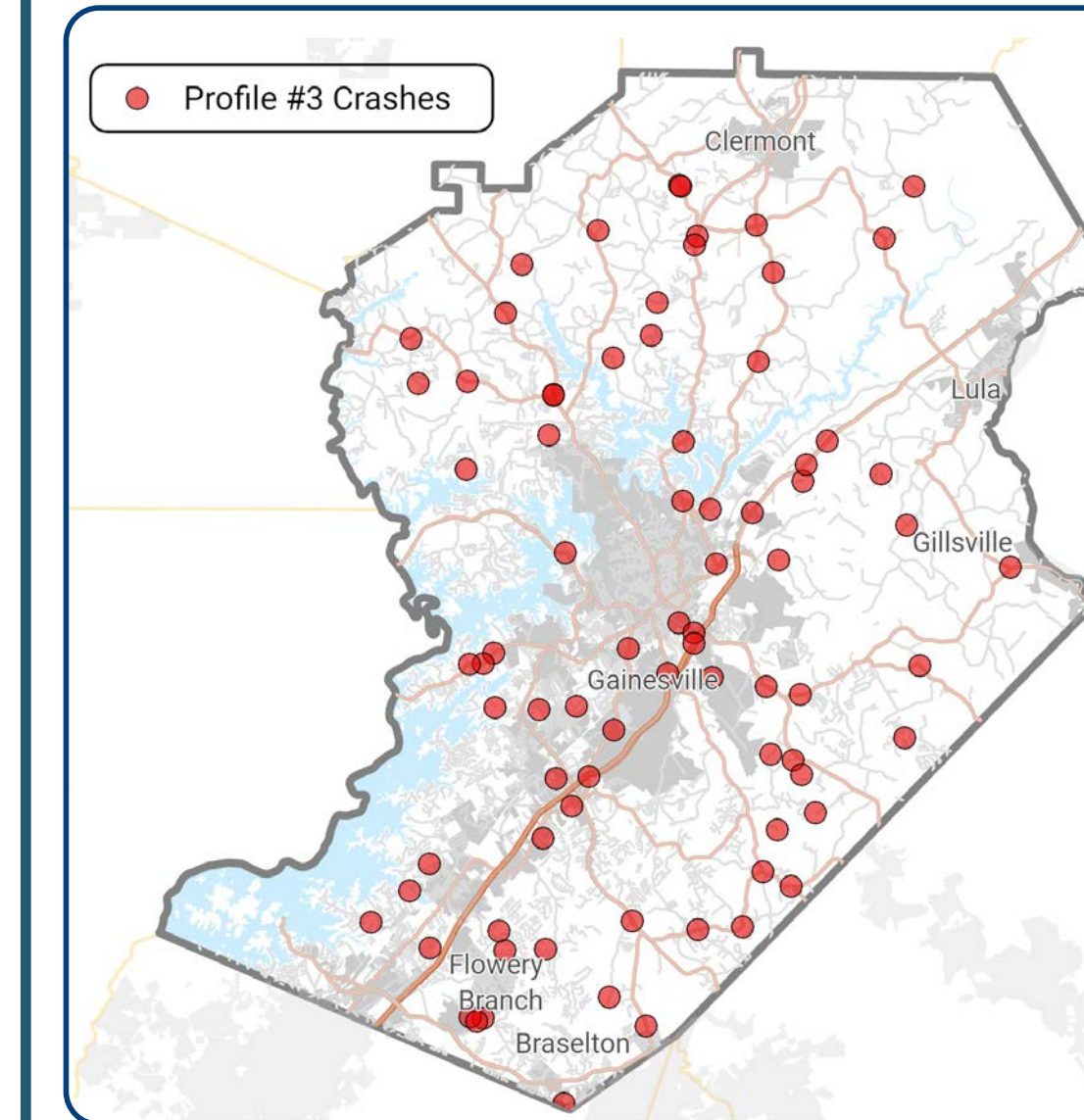
Most crashes within Crash Profile #2 occur within the City of Gainesville; however, other historic "town centers" experience similar concerns (such as the City of Lula).

**Photo:** The intersection of EE Butler Pkwy and College Ave in Gainesville was the site of a fatal pedestrian crash on August 1, 2019. The crash occurred outside of daylight hours (8:49PM), and shortly after it had rained (wet pavement conditions were present).

### CRASH PROFILE #3:

#### Non-Daylight Roadway Departure Crashes in Unlit Areas

Between 2018 and 2022, there were 79 severe or fatal injury crashes involving vehicles that departed a roadway with no street lighting during nighttime hours.



**Key Statistics & Takeaways**

- 20 of the crashes (25.32%) occurred at curves in the roadway
- 22 of the crashes (27.85%) resulted in fatal injuries
- Elevated rates of speed were a contributing factor in 22 (27.85%) of the 79 crashes included in this profile

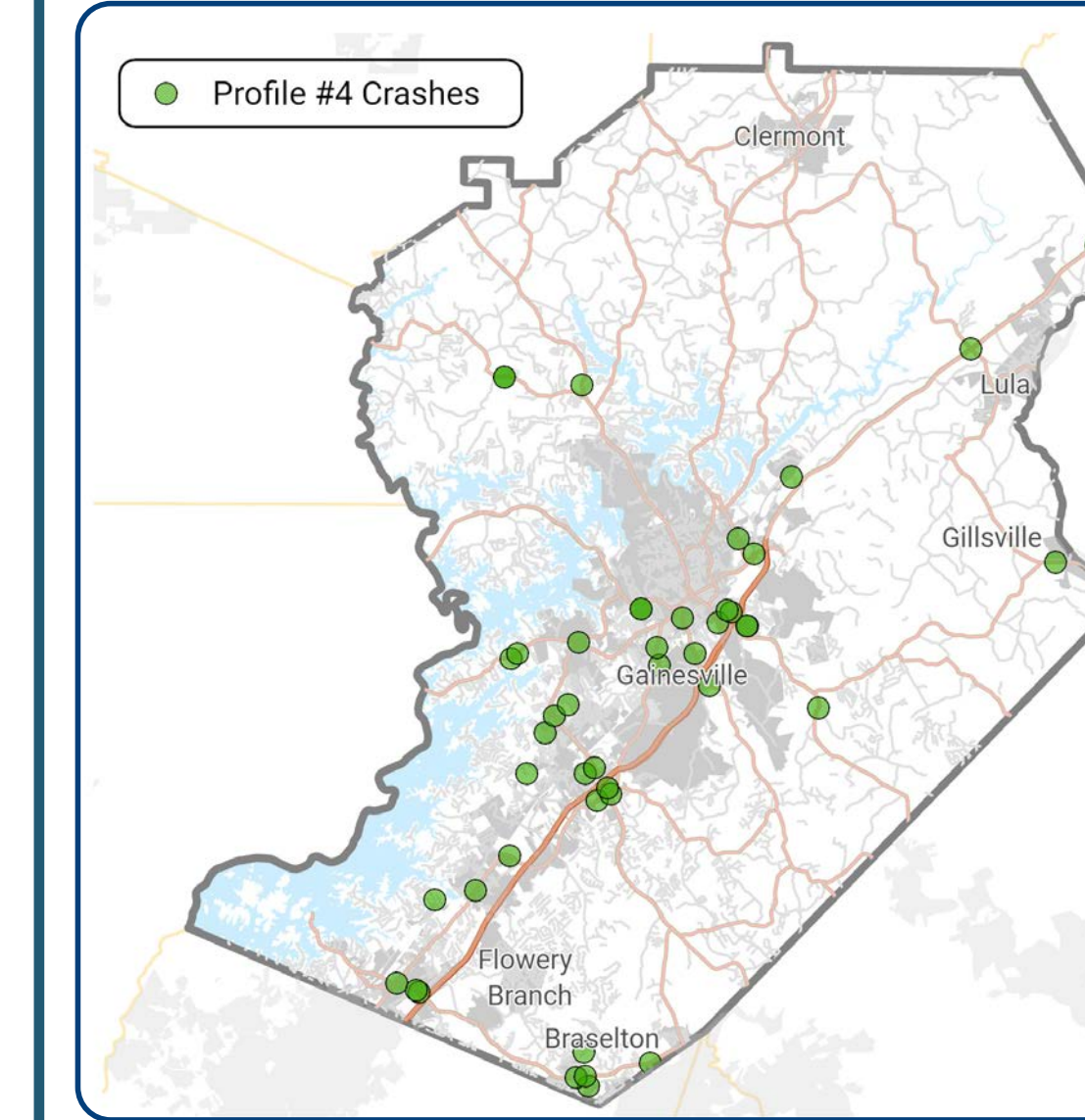
75 (94.94%) did not involve another vehicle and 67 (84.81%) took place in unincorporated parts of Hall County

**Photo:** Browns Bridge Road was the site of three crashes from Profile #3 - two resulting in fatal injuries and one in severe injuries. All three crashes involved the driver losing control of the vehicle at elevated rates of speed. All three crashes occurred at portions of the corridor that did not have street lights.

### CRASH PROFILE #4:

#### Intersection-Related Motorcycle Crashes on Collectors and Arterials

From 2018 to 2022, there were 37 severe injury and eight fatal crashes (45 total) involving motorcycles at intersections along collectors and arterials.



**Key Statistics & Takeaways**

- Arterials/collectors are classes of roadways (typically carrying more volume than local roads, but less than highways)
- 17 of the crashes (37.78%) occurred in dark conditions
- 20 (44.44%) of the 45 collisions occurred at signalized intersections

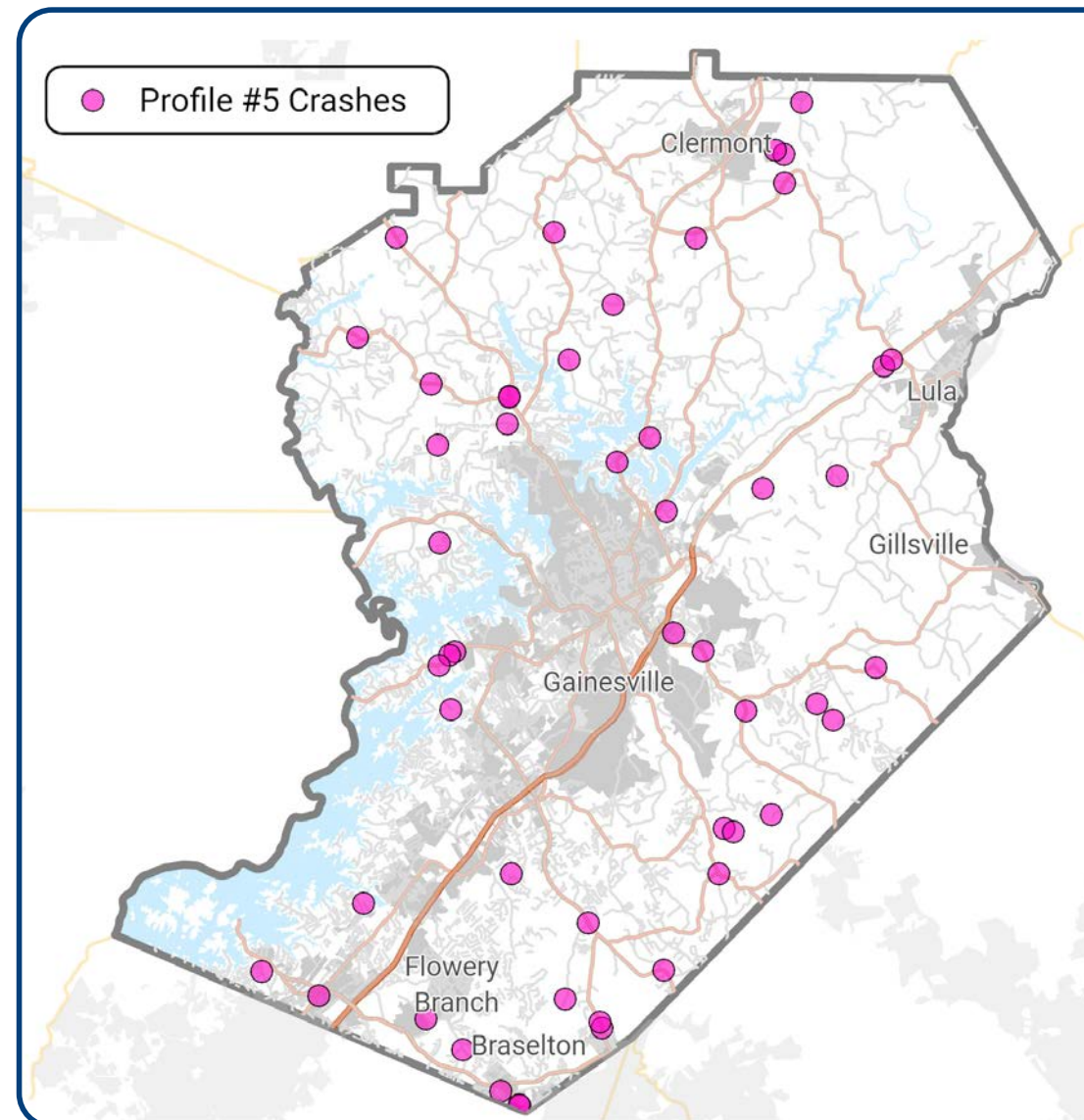
Intersection-related motorcycle crashes with severe/fatal outcomes represent the quickest growing type of collision that was profiled (rising from 3 to 16).

**Photo:** McEver Rd. has been the site of two fatal intersection-related, motorcycle crashes; one on August 18, 2019 at its intersection with Oakleaf Dr., and another on September 9, 2022 at its intersection with J White Rd. Neither intersection has a traffic signal.

### CRASH PROFILE #5:

#### Speed-Related Crashes in Rural Parts of Unincorporated Hall County

From 2018 to 2022, there were 51 severe and fatal injury crashes along rural roadways outside of incorporated cities.



**Key Statistics & Takeaways**

- 39 (76.47%) of the crashes occurred on arterials or collectors
- 29 (56.86%) of the crashes occurred outside daylight hours
- 34 (66.67%) of the crashes involved striking an object in the roadway's clearance zone (tree, pole, etc.)

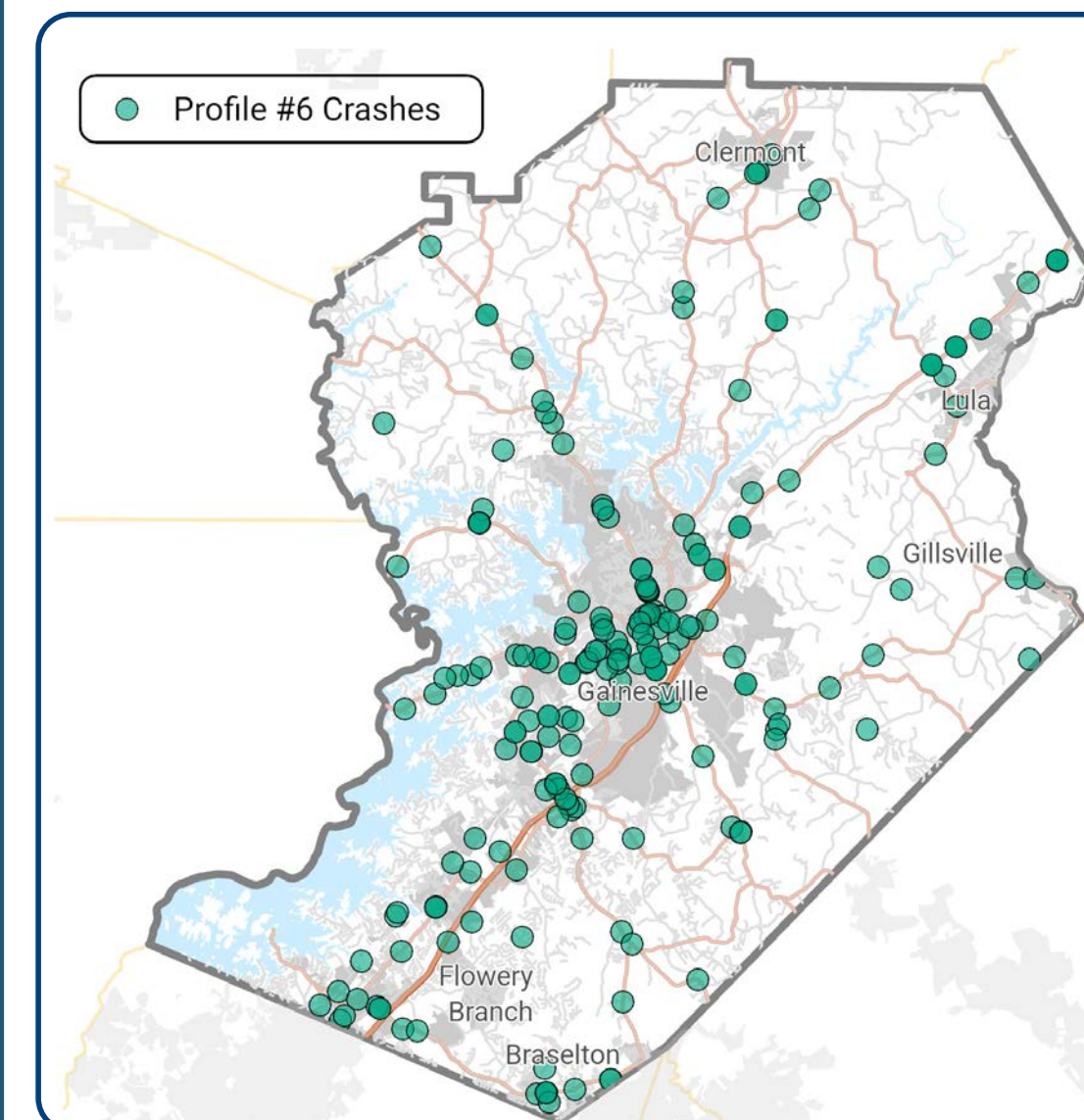
Most crashes within Crash Profile #5 did not involve a collision with another vehicle (38, or 74.51%). Of those 38 crashes, 37 involved the vehicle departing the road.

**Photo:** Thompson Bridge Rd., near the intersection of Fraser Circle, has been the site of two fatal speed-related crashes: one on March 31, 2019 and a second on June 7, 2020. Both involved a single, speeding vehicle losing control, departing the roadway, and striking trees.

### CRASH PROFILE #6:

#### Intersection-Related Head-On and Angle Crashes

From 2018 to 2022, there were 31 fatal and 187 severe injury (218 total) head-on or angle crashes at intersections.



**Key Statistics & Takeaways**

- Of the 218 Profile #6 crashes, 167 (76.61%) involved a driver younger than 25 or older than 55
- 71 (32.57%) of the crashes involved a curve in the roadway
- 69 (31.65%) of the crashes occurred during non-daylight hours

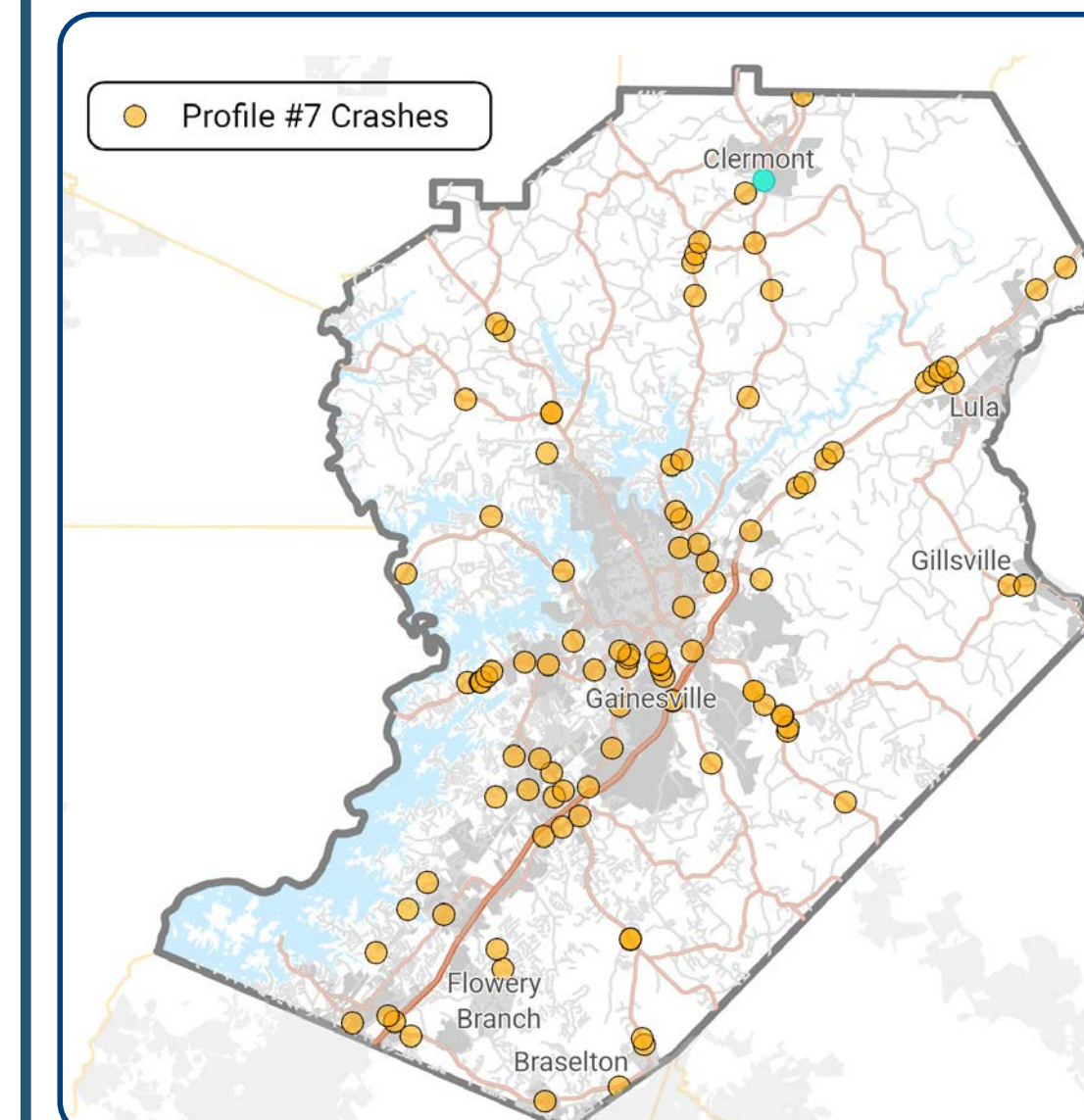
While many of the collisions within Crash Profile #6 occurred in populated areas, exactly half (109) occurred in rural, unincorporated areas of the county.

**Photo:** 4 fatal injury crashes and 12 severe injury crashes within Crash Profile #6 occurred along SR 365/Cornelia Highway north of its intersection with SR 52/Lula Road. This portion of the SR 365 includes speed limits of 65 miles per hour, as well as numerous stop-controlled cross streets.

### CRASH PROFILE #7:

#### Dark and Not-Lighted Crashes on Arterials

From 2018 to 2022, there were 104 crashes that occurred along unlit portions of arterials outside of daylight hours causing fatal (31) or severe (73) injuries.



**Key Statistics & Takeaways**

- Of the 104 Profile #7 crashes, 31 (29.81%) involved a curve in the roadway
- 31 (29.81%) of the crashes involved a roadway departure
- 22 (21.15%) of the crashes involved vehicles passing in "no pass" zones

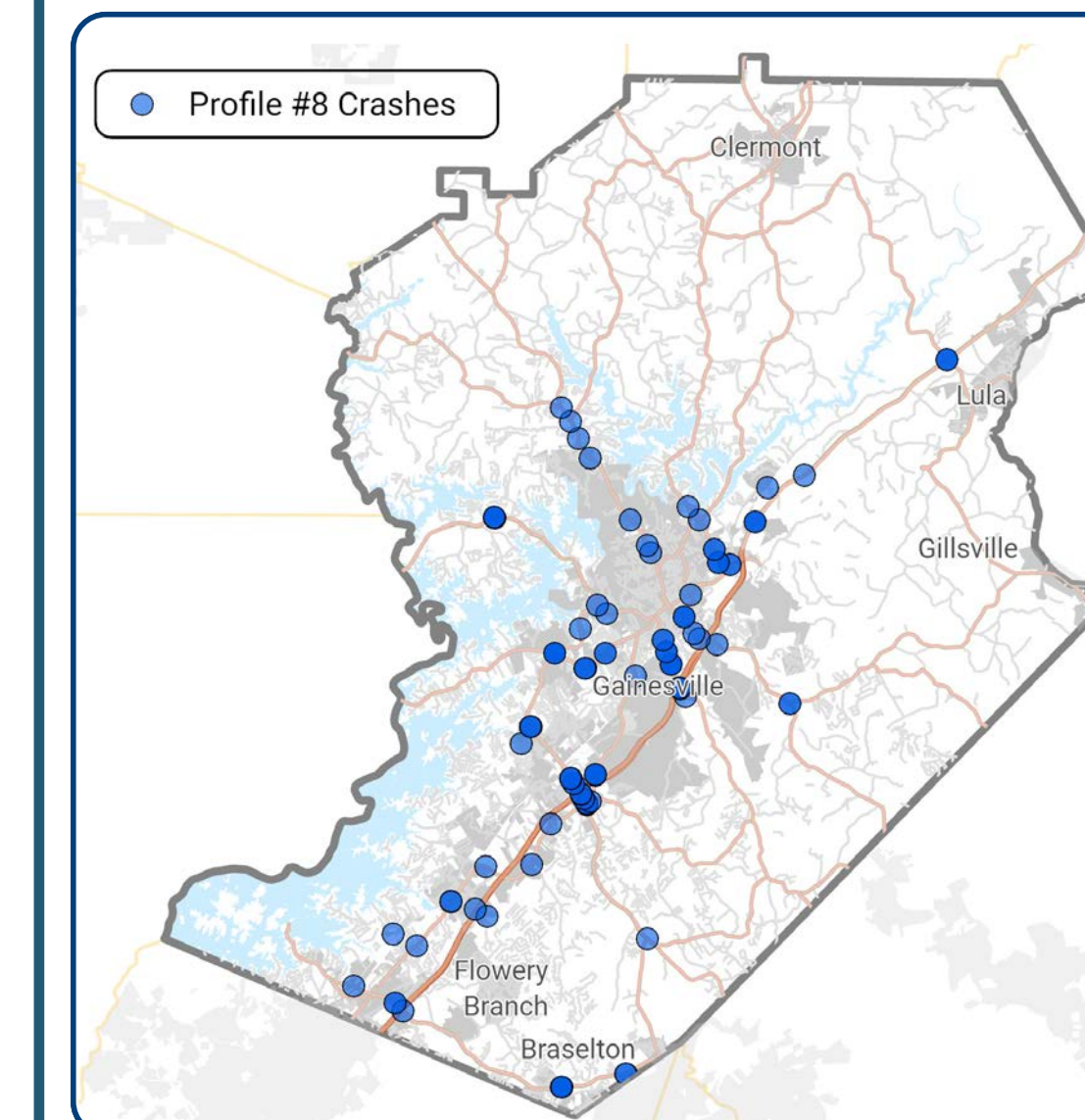
While the collisions are fairly dispersed geographically, of the 31 fatal crashes: 20 occurred in unincorporated portions of the county, 8 in Gainesville, and 3 elsewhere.

**Photo:** Eight fatal or severe injury crashes within Crash Profile #7 occurred along Cleveland Highway north of Gainesville. This portion of Cleveland Highway includes a rural typical section, with no street lights present. Of the 8 crashes, 5 did not involve another vehicle.

### CRASH PROFILE #8:

#### Signalized Intersection-Related Crashes on Roads with Speeds of 45MPH or Greater

From 2018 to 2022, there were 106 crashes that occurred within 100 feet of a signalized intersection along a corridor with speed limits of 45mph or greater.



**Key Statistics & Takeaways**

- 40 (37.74%) crashes within Profile #8 occurred in non-daylight conditions
- 72 (67.93%) collisions within Profile #8 were angle crashes
- 41 collisions within Profile #8 occurred in non-clear weather conditions (cloudy, rainy, etc.)

This includes 11 fatal injury crashes, and 95 severe injury crashes. Sixty-six (62.26%) of these crashes occurred during daylight hours.

**Photo:** Seven fatal or severe injury crashes within Crash Profile #8 occurred along Limestone Parkway north of Gainesville. This portion of Limestone Parkway is a divided highway with a grassed median present intermittently along the corridor.



# Equity Priority Area Map

The map on the right shows historically disadvantaged communities in Hall County, referred to as “equity communities.” These areas will be considered as part of project prioritization, in line with Federal Highway Administration (FHWA) guidelines for Safe Streets for All.

Equity communities are groups that have faced barriers to resources and opportunities due to factors like race, ethnicity, income, language, or disability. The map highlights areas where groups of people meet at least one burden threshold and one socioeconomic threshold:

Burden thresholds may include:

- Income level
- Educational attainment
- Characteristics such as race and primary language

Socioeconomic thresholds may include:

- Climate
- Energy
- Health
- Housing
- Transportation
- Pollution

