

Hall County Safe Streets for All Action Plan

What is the Hall County Safe Streets for All Action Plan?

This Action Plan will improve roadway safety in and around Hall County by significantly reducing fatalities and serious injuries through safe system approaches, such as:



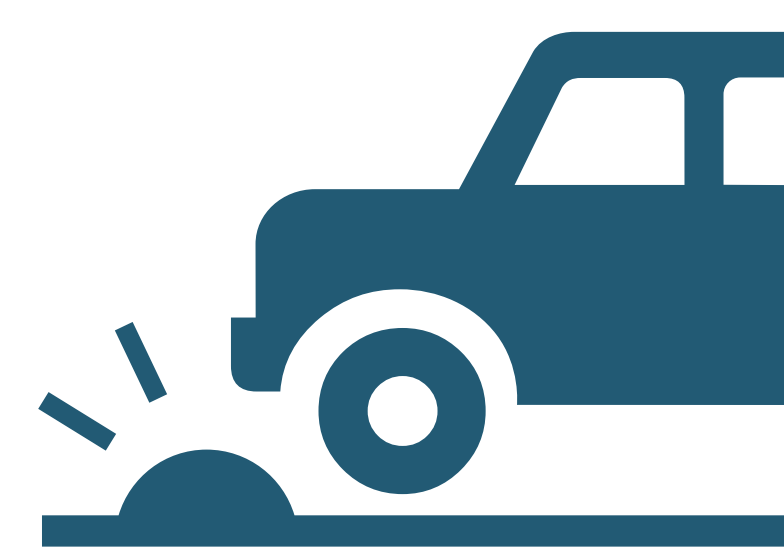
Prevent Deaths and Serious Injuries

Every life matters. No more fatalities.



Design for Human Mistakes/Limitations

Safe roads forgive human error.



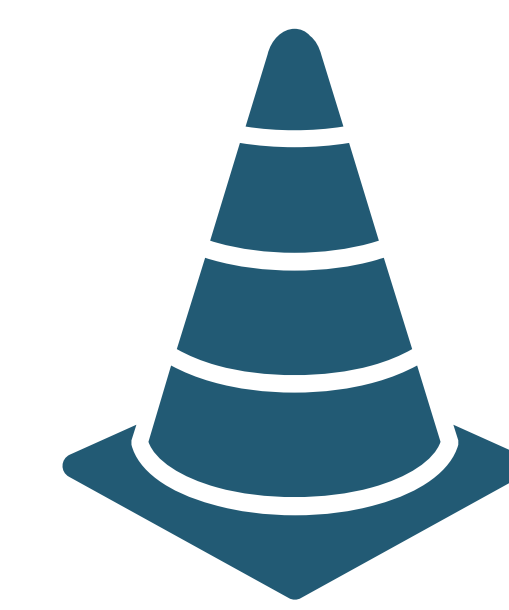
Reduce Speed

Slower speeds mean safer streets.



Share Responsibility

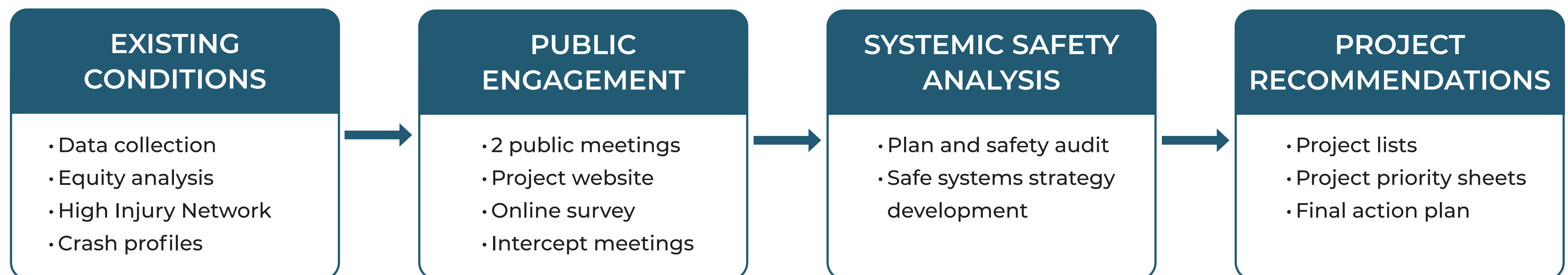
Safety is everyone's responsibility.



Proactively Identify and Address Risks

Act early to prevent tragedy.

Our Process



Visit our website!
hallcountysafeststreets.com



Priority Projects


The projects in the **Hall County Safe Streets for All Action Plan** were selected and prioritized through a process following specific criteria defined in the plan and with input from Hall County, the Gainesville-Hall MPO, the City of Flowery Branch, the City of Gainesville, the City of Oakwood and the project stakeholder committee.

The following 5 projects represent some of the highest priority projects:

SFTY-03: Gainesville - Queen City Parkway Corridor Improvements (From Jesse Jewell Pkwy. to Candler Rd.)

Corridor Summary
The Queen City Parkway corridor contains portions of each High Injury Network. The segment between Jesse Jewell Pkwy and Candler Rd. lies within an Equity Emphasis Area, and was the site of nineteen (19) serious injury crashes, and two (2) fatal crashes (from 2018-2022).

Prioritization Rank: #1
Planning-Level Cost Estimate: \$19.3M - \$23.2M



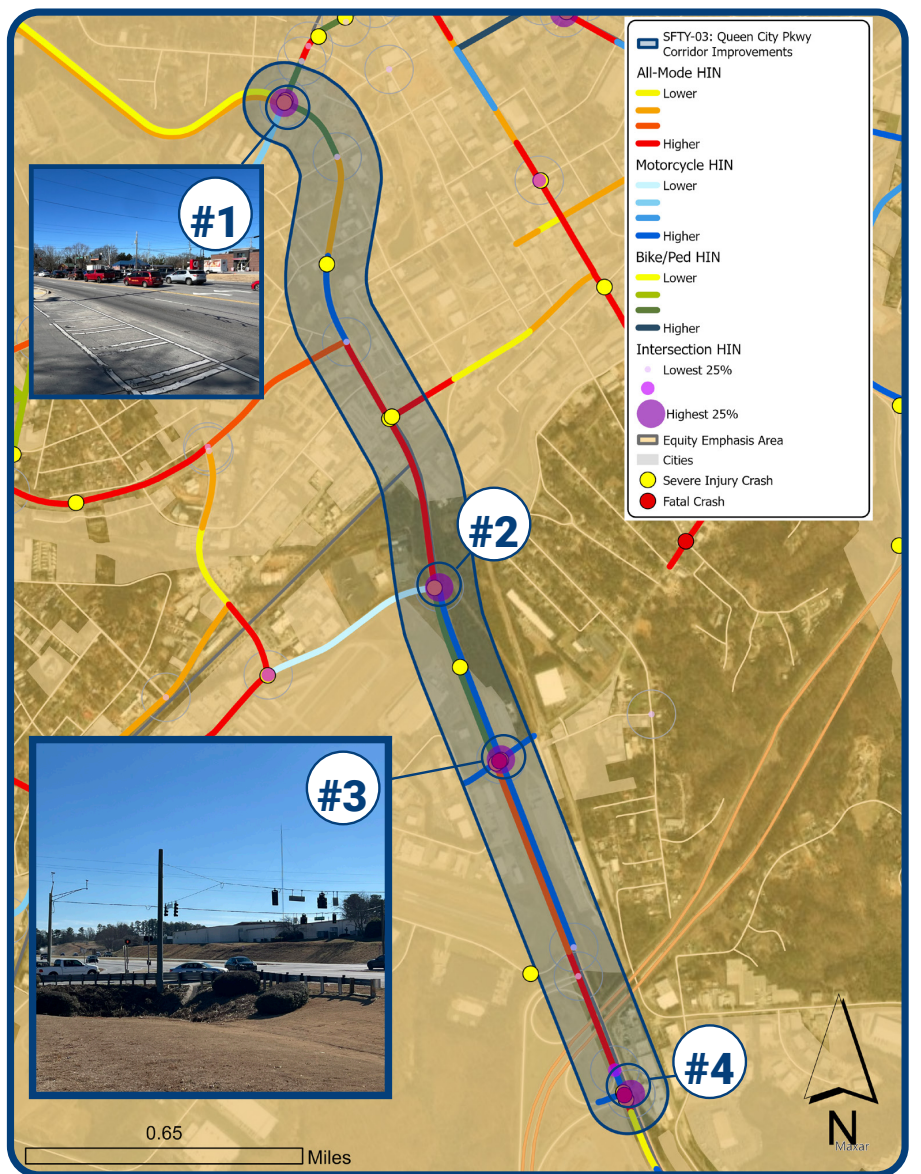
Key Statistics
Of the serious and fatal injury crashes between 2018 and 2022:

- 71% were intersection-related
- 48% were left-angle crashes
- 38% were night-time crashes in unlit areas

Safety Countermeasures
Examples of potential safety countermeasures to implement:

- Roadway Lighting
- Median U-Turn Intersections at Industrial Blvd. and W. Ridge Rd.
- Reduce Speed Limit to 35 mph.

Right-of-Way (ROW) Needs: Limited potential ROW needs
Coordination Needs: City of Gainesville, Georgia Dept. of Transportation (GDOT)
Local, State or Federal Roadway: GDOT/State




Key Observations

- All four approaches to the Queen City Pkwy/Jesse Jewell Pkwy intersections are in the Bicycle or Pedestrian HINs.
- The Aviation Blvd/Queen City Pkwy intersection is in all four HINs.
- The W Ridge Rd/Queen City Pkwy intersection was the site of four serious injury crashes and one fatal crash.
- The I-985/Queen City Pkwy intersection is in the top 25% of scores for both the Motorcycle HIN and All-Mode HIN, and was the site of two serious injury crashes and one fatal crash.

SFTY-02: Gainesville - Limestone Pkwy. Corridor Improvements (from Cleveland Hwy. to Jesse Jewell Pkwy.)

Corridor Summary
The Limestone Parkway corridor, between Cleveland Hwy and Jesse Jewell Pkwy, has portions of the Motorcycle, Intersection and All-Mode HINs. This segment had six (6) serious injury crashes and five (5) fatal crashes from 2018 to 2022 - the latter representing 4.1% of all such crashes in the County. This corridor is served by transit and there are two (2) schools nearby.

Prioritization Rank: #3
Planning-Level Cost Estimate: \$7.5M - \$9.1M



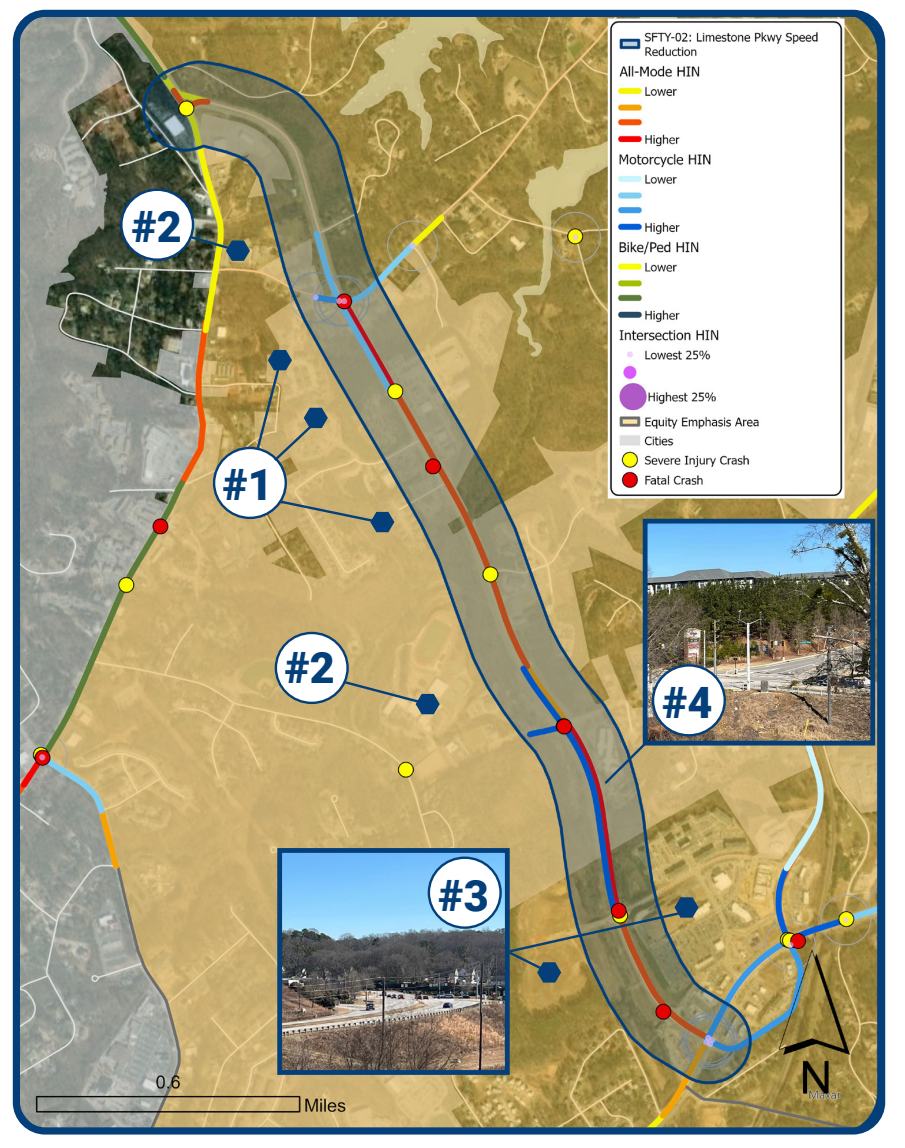
Key Statistics
Of the serious and fatal injury crashes between 2018 and 2022:

- 82% involved drivers aged <18 or 65+
- 64% were intersection-related
- 27% involved pedestrians or bicyclists

Safety Countermeasures
Examples of potential safety countermeasures to implement:

- Intersection Lighting
- Flashing yellow arrow signals
- Crosswalk signals and visibility enhancements
- Reduce Speed Limit to 35 mph.
- Multi-use path on western side

Right-of-Way (ROW) Needs: Some potential ROW needs
Coordination Needs: City of Gainesville, Georgia Dept. of Transportation (GDOT)
Local, State or Federal Roadway: GDOT/State




Key Observations

- The corridor is home to several large eldercare/hospice facilities, and a majority of all serious or fatal injury crashes involved a driver aged 65 or older.
- Two schools (Lakeview Academy and Advanced Scholars Academy) are also along the corridor, and 81.81% of fatal and serious injury crashes involved older or younger drivers.
- The southern portion of the corridor is in the top 25% of corridors within the Motorcycle and All-Mode HINs.
- The southern end of the corridor is also the site of two shopping centers anchored by grocery stores.

R-03: Gainesville - E.E. Butler Pkwy at MLK Jr. Blvd. Roundabout (at MLK Jr. Blvd. and Athens St.)

Corridor Summary
The E.E. Butler Parkway/MLK Jr. Boulevard intersection (including the intersection of Athens St.) contains portions of the Motorcycle, All-Mode and Intersection HINs. Between 2018 and 2022, this segment was the site of three (3) serious injury crashes and five (5) minor injury crashes - making up 1% of all crashes in the county. This segment lies within an Equity Emphasis Area and is served by transit.

Prioritization Rank: #4
Planning-Level Cost Estimate: \$11.1M - \$13.4M



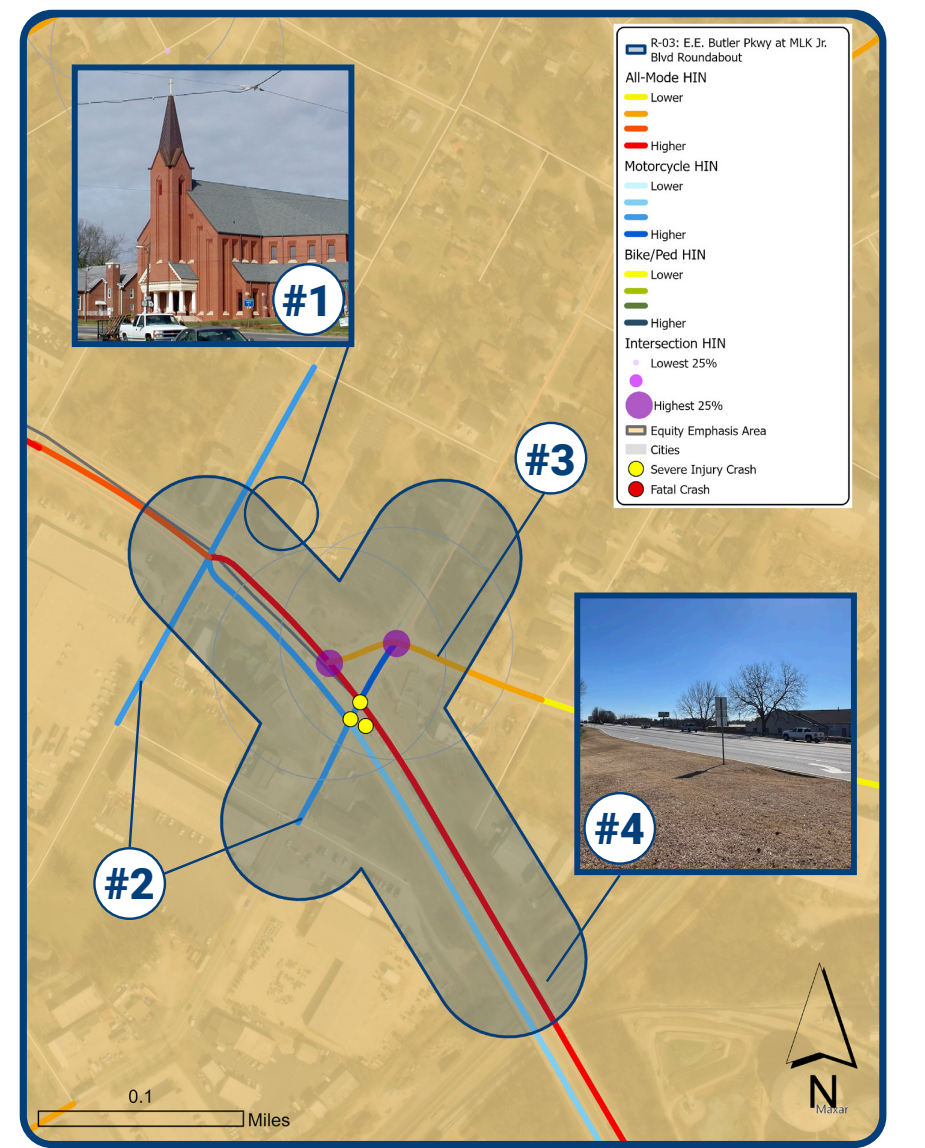
Key Statistics
Of the serious and fatal injury crashes between 2018 and 2022:

- 88% involved "following too closely"
- 88% were curve-related
- 25% involved motorcycles

Safety Countermeasures
Examples of potential safety countermeasures to implement:

- Roadway Lighting
- Pedestrian Improvements
- Five-legged Roundabout

Right-of-Way (ROW) Needs: High potential ROW needs
Coordination Needs: City of Gainesville, Georgia Dept. of Transportation (GDOT)
Local, State or Federal Roadway: GDOT/State




Key Observations

- There are several churches nearby that may cause increased traffic volumes during off-peak hours.
- High St and MLK Jr. Blvd - key cross streets for E.E. Butler Pkwy - are also both in the Motorcycle HIN.
- Athens St is also within the All-Mode and Intersection HINs, and would likely need to be included in any intersection redesign.
- A bridge over active freight rail lines associated with the neighboring Cargill food manufacturing facility may create some project constraints (and may require railroad coordination).

PED-03: Downtown Lula - Main St. Pedestrian Safety Improvements (from Lewallen Cir. to Miller Dr.)

Corridor Summary
The approximately 2-mile segment of Main St. from Lewallen Cir. to Miller Dr. in downtown Lula contains portions of the Intersection & All-Mode HINs. This segment was the site of three (3) minor injury crashes, two (2) serious injury crashes, and one (1) fatal injury crash involving a pedestrian between 2018 and 2022. There is a school zone present.

Prioritization Rank: #2
Planning-Level Cost Estimate: \$13.8M - \$16.6M



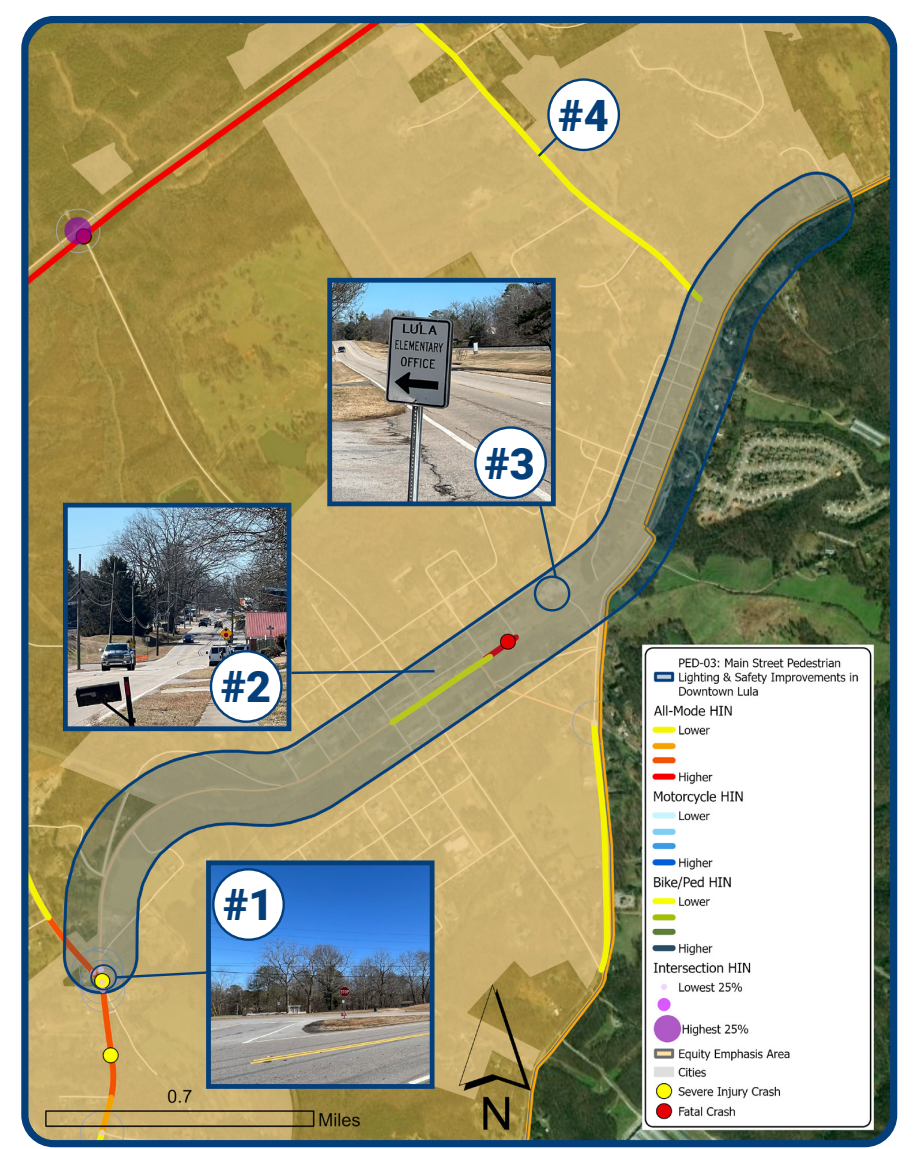
Key Statistics
Of the serious and fatal injury crashes between 2018 and 2022:

- 60% were curve-related
- 40% occurred at night
- 40% involved pedestrians or bicyclists

Safety Countermeasures
Examples of potential safety countermeasures to implement:

- ADA Compatible Pedestrian Facilities & Intersections
- Restriping Crosswalks
- Audible Traffic Signals & Signs at intersections of Main St. at Athens St. and 8th St.
- Repairing and Widening Sidewalks 5.5 ft. min.
- Pedestrian and Roadway Lighting Improvements

Right-of-Way (ROW) Needs: Limited potential ROW needs
Coordination Needs: City of Lula, Georgia Dept. of Transportation (GDOT)
Local, State or Federal Roadway: GDOT/State




Key Observations

- The intersection between Lula Rd and Main St is within the bottom quartile of the Intersection HIN.
- Portions of central Main Street in Lula are in the most severe quartile of corridors within the All-Mode HIN.
- The corridor includes Lula Elementary School, which is the site of heavy pedestrian and vehicular traffic during the school year.
- The entirety of Belton Bridge Rd between Main St and State Route (SR) 365 is within the All-Mode HIN; however, the Main St/Belton Bridge Rd intersection is not within the project's Intersection HIN.

PED-02: Flowery Branch - Phil Niekro Blvd./Spout Springs Rd. Corridor and Pedestrian Safety Improvements (from Atlanta Hwy. to Hog Mountain rd.)

Corridor Summary
Phil Niekro Blvd. from Atlanta Hwy. to Hog Mountain Rd. contains portions of each HIN. This corridor segment was the site of twenty-eight crashes between 2018 and 2022, including twenty-one (21) minor injury crashes, six (6) serious injury crashes, and one (1) fatal crash.

Prioritization Rank: #5
Planning-Level Cost Estimate: \$18.2M - \$21.8M




Key Statistics
Of the serious and fatal injury crashes between 2018 and 2022:

- 71% were intersection-related
- 57% were angle crashes
- 32% occurred at night

Safety Countermeasures
Examples of potential safety countermeasures to implement:

- Roadway Lighting
- Sidewalks
- Widen Corridor to 4-lanes
- Possible Roundabouts at I-985 on/off ramps
- Reduce Speed Limit to 35 mph.

Right-of-Way (ROW) Needs: High potential ROW needs
Coordination Needs: City of Flowery Branch, Georgia Dept. of Transportation (GDOT), Federal Highway Administration (FHWA)
Local, State or Federal Roadway: GDOT/State/FHWA



Key Observations

- A small portion of corridor near large commercial developments east of I-985 is in both the Motorcycle and Bike/PED HINs.
- The intersections of Phil Niekro Blvd and the I-985 on/off ramps were both the site of serious injury crashes.
- The stretch of Phil Niekro Blvd between Thurmon Tanner Pkwy and Atlanta Hwy is in the top 25% of corridors in the All-Mode HIN.
- Phil Niekro Blvd at Atlanta Hwy was the site of a fatal crash and is in the top quartile of all intersections in the Intersection HIN. It is also constrained by a nearby active railroad line.

Let's hear from you! Do you have any thoughts or suggestions? Let us know with a sticky note.

Hall County Safe Streets for All Action Plan Project Recommendations

HALL COUNTY

HIGH INJURY NETWORK ALL TRAVEL MODES

LEGEND

- PROJECT STUDY AREA
- POTENTIAL PROJECTS (SEGMENT)
- PRIORITY PROJECTS (SEGMENT)
- POTENTIAL PROJECTS (POINT)
- PRIORITY PROJECTS (POINT)
- HIGH INJURY NETWORK (ALL TRAVEL MODES)**
- LOW
- MEDIUM
- HIGH
- HIGH INJURY INTERSECTIONS**
- LOWEST 25%
- MEDIUM 50%
- HIGHEST 25%
- MULTIUSE PATHS & TRAILS**
- EXISTING, OPEN TRAILS
- TRAILS UNDER CONSTRUCTION OR DESIGN
- PLANNED TRAILS
- ON-STREET BICYCLE & PEDESTRIAN FACILITIES**
- BIKE LANES
- SIDEWALKS
- FACILITIES**
- COLLEGES
- HIGH SCHOOLS
- FEATURES**
- INTERSTATE
- US ROUTE
- STATE ROUTE
- LOCAL ROADS
- RAILROAD
- WATER
- PARKS
- CITY LIMITS

0 0.5 1 2 3 MILES

