

HENRY COUNTY TRANSPORTATION SAFETY ACTION PLAN

mobility and safety for all

September 2025



RESOLUTION NO. 25-281

**A RESOLUTION OF THE HENRY COUNTY BOARD OF COMMISSIONERS
ADOPTING THE HENRY COUNTY TRANSPORTATION SAFETY ACTION PLAN**

WHEREAS, Henry County plans, builds, operates, and maintains roads in its jurisdiction through its Department of Transportation Planning, SPLOST Department, and Department of Transportation; and

WHEREAS, between 2020-2024, there were 768 fatal and serious injury crashes in Henry County, and 290 of those crashes occurred on county-owned roadways; and

WHEREAS, creating safe, user-friendly streets encourage active transportation improving population health, air quality, access to healthy foods, and overall public wellbeing; and

WHEREAS, crashes that result in death or serious injury are not inevitable, but largely preventable, and Henry County acknowledges that the only acceptable goal is to either eliminate or significantly reduce traffic-related deaths and serious injuries; and

WHEREAS, the Office of the Secretary of Transportation, U.S. Department of Transportation solicited planning and demonstration grant applications for federal funding under the FFY 2023 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant Program; and

WHEREAS, Henry County applied for an FFY 2023 Planning and Demonstration Grant seeking \$200,000 in new federal funding to develop a comprehensive safety action plan and agreed to provide the required local match of \$50,000 or 20% of non-federal funds (per Resolution 23-145); and

WHEREAS, Henry County was awarded and accepted an SS4A grant to develop the Henry County Transportation Safety Action Plan (Resolution 24-184); and

WHEREAS, the Henry County Transportation Safety Action Plan presents Henry County's commitment to eliminating traffic-related deaths and serious injuries and recommends strategies to reach such a goal; and

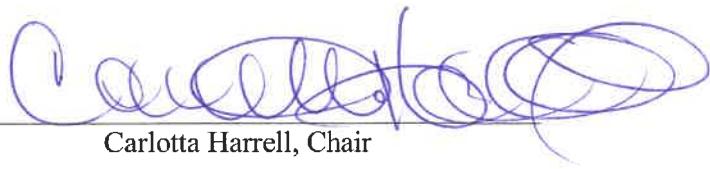
WHEREAS, Henry County has developed the city-county joint Henry County Transportation Safety Action Plan in partnership with the cities of Stockbridge, McDonough, Locust Grove, and Hampton and has equally split and shared the local match among the five local governments (Resolution 24-297).

NOW, THEREFORE, BE IT RESOLVED, the Henry County Board of Commissioners adopts the Henry County Transportation Safety Action Plan.

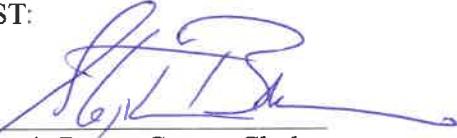
This 3rd day of September 2025.

HENRY COUNTY BOARD OF COMMISSIONERS

BY:


Carlotta Harrell, Chair

ATTEST:


Stephanie Braun, County Clerk

CITY OF HAMPTON

STATE OF GEORGIA

RESOLUTION NO. 2025-67

A RESOLUTION BY THE CITY OF HAMPTON TO ADOPT THE HENRY COUNTY TRANSPORTATION SAFETY ACTION PLAN (TSAP).

WHEREAS, the Mayor and Council are the governing body of the City of Hampton, Georgia ("City"); and

WHEREAS, the Mayor and Council is tasked with protecting and promoting the health, safety, morals and welfare of the citizens of the City of Hampton; and

WHEREAS, the Henry County Transportation Planning Department, in partnership with the cities of Hampton, Locust Grove, McDonough, and Stockbridge, is dedicated to constructing and maintaining safe roadways for all transportation modes; and

WHEREAS, the Safe Streets and Roads for All (SS4A) grant program was created under the 2021 Bipartisan Infrastructure Law to allocate federal funds towards plans, demonstration projects, and projects that advance the U.S. Department of Transportation's National Roadway Safety Strategy (NRSS) and follow a Safe System Approach; and,

WHEREAS, in 2023, Henry County was awarded \$200,000 in SS4A grant funding, with a \$9,800 match each from partner cities of Hampton, Locust Grove, McDonough, and Stockbridge, towards the development of a Transportation Safety Action Plan (TSAP); and,

WHEREAS, between 2019-2023, there were 619 crashes in the City, and 15 of those crashes were serious injury (FSI) crashes, occurring on roadways owned by the City; and,

WHEREAS, crashes that result in death or serious injury are not inevitable but are largely preventable, and the City acknowledges that the only acceptable goal is to significantly reduce traffic-related deaths and serious injuries; and,

WHEREAS, the Henry County Transportation Safety Action Plan presents a commitment to reducing traffic-related deaths and serious injuries and recommends data-driven strategies to reach this goal.

WHEREAS, by a majority vote of the Mayor and Council of the City of Hampton receive, accept, and adopt the city-county Henry County Transportation Safety Action Plan, as presented to Mayor and Council on September 9, 2025 and excerpt described in the attached **Exhibit "A" City of Hampton Safety Action Plan**.

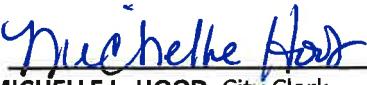
BE IT HEREBY RESOLVED, by a majority this 14th day of October, 2025.

CITY OF HAMPTON, GEORGIA:



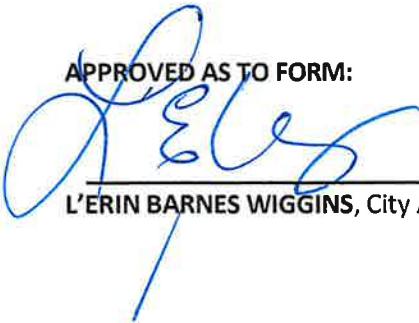
ANN N. TARPLEY, Mayor

ATTEST:



MICHELLE L. HOOD, City Clerk

APPROVED AS TO FORM:



L'ERIN BARNES WIGGINS, City Attorney

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RESOLUTION NO. 25-10-088

RESOLUTION TO ADOPT THE HENRY COUNTY TRANSPORTATION SAFETY ACTION PLAN; TO AUTHORIZE THE MAYOR AND CITY MANAGER TO TAKE STEPS TO CARRY OUT THIS RESOLUTION; TO AUTHORIZE THE CITY CLERK TO ATTEST ANY AND ALL SIGNATURES RELATED TO THE PLAN; TO REPEAL INCONSISTENT RESOLUTIONS; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

W I T N E S S E T H:

WHEREAS, the City of Locust Grove (“City”) is a municipal corporation duly organized and existing under the laws of the State of Georgia; and,

WHEREAS, between 2019-2023, there were 3,182 total crashes within the City, of which 43 were fatal and serious injury (FSI) crashes; and

WHEREAS, creating safe, user-friendly streets encourages active transportation, improving population health, air quality, and overall public wellbeing; and

WHEREAS, crashes that result in death or serious injury are not inevitable but are largely preventable, and the City acknowledges that the only acceptable goal is to significantly reduce traffic-related deaths and serious injuries; and

WHEREAS, the U.S. Department of Transportation solicited grant applications for federal funding under the FFY 2023 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant Program; and

WHEREAS, Henry County was awarded and accepted an SS4A grant to develop the Henry County Transportation Safety Action Plan; and

WHEREAS, Henry County has developed the city-county joint Henry County Transportation Safety Action Plan in partnership with the cities of McDonough, Stockbridge,

COPY

Locust Grove, and Hampton, and has equally split and shared the required local match among the five local governments; and

WHEREAS, the Henry County Transportation Safety Action Plan presents a commitment to reducing traffic-related deaths and serious injuries and recommends data-driven strategies to reach this goal.

WHEREAS, the Mayor and Council have determined that the adoption of the city-county Henry County Transportation Safety Action Plan is in the best interests of the City for the public good and general welfare, trade, commerce, industry and employment opportunities within the city and the state of Georgia,

**THEREFORE, IT IS NOW RESOLVED BY THE CITY COUNCIL
OF THE CITY OF LOCUST GROVE, GEORGIA, AS FOLLOWS:**

1. **Adoption of Plan.** The Mayor and the City Council, hereby adopt the Henry County Transportation Safety Action Plan as described in the attached Exhibit “A.”
2. **Approval of Execution.** The Mayor, City Manager and Assistant City Manager are hereby authorized to execute all necessary documentation to effectuate this Resolution.
3. **Documents.** The City Clerk is authorized to execute, attest to, and seal any document which may be necessary to effectuate this Resolution, subject to approval as to form by the City Attorney and approval of contract by the Mayor and City Council.
4. **Severability.** To the extent any portion of this Resolution is declared to be invalid, unenforceable or non-binding, which shall not affect the remaining portions of this Resolution.
5. **Repeal of Conflicting Provisions.** All City Resolutions are hereby repealed to the extent they are inconsistent with this Resolution.
6. **Effective Date.** This Resolution shall take effect immediately.

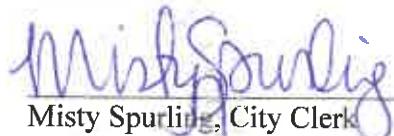
THIS RESOLUTION adopted the 6th day of October, 2025.



Carlos Greer, Mayor

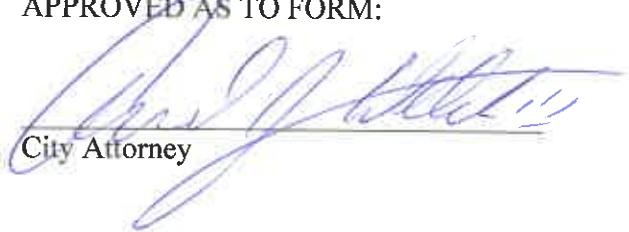
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ATTEST:



Misty Spurling, City Clerk
(seal)

APPROVED AS TO FORM:



City Attorney

STATE OF GEORGIA
CITY OF MCDONOUGH

RESOLUTION NO. 25-09-04

A RESOLUTION OF THE MCDONOUGH CITY COUNCIL ADOPTING THE HENRY COUNTY TRANSPORTATION SAFETY ACTION PLAN

WHEREAS, between 2019-2023, there were 5,947 total crashes within the City of McDonough, of which 63 were fatal and serious injury (FSI) crashes; and

WHEREAS, creating safe, user-friendly streets encourages active transportation, improving population health, air quality, and overall public wellbeing; and

WHEREAS, crashes that result in death or serious injury are not inevitable but are largely preventable, and the City of McDonough acknowledges that the only acceptable goal is to significantly reduce traffic-related deaths and serious injuries; and

WHEREAS, the U.S. Department of Transportation solicited grant applications for federal funding under the FFY 2023 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant Program; and

WHEREAS, Henry County was awarded and accepted an SS4A grant to develop the Henry County Transportation Safety Action Plan; and

WHEREAS, Henry County has developed the city-county joint Henry County Transportation Safety Action Plan in partnership with the cities of McDonough, Stockbridge, Locust Grove, and Hampton, and has equally split and shared the required local match among the five local governments; and

WHEREAS, the Henry County Transportation Safety Action Plan presents a commitment to reducing traffic-related deaths and serious injuries and recommends data-driven strategies to reach this goal.

NOW, THEREFORE, BE IT RESOLVED, the City of McDonough City Council formally adopts the Henry County Transportation Safety Action Plan.

This 4th day of September 2025.

CITY OF MCDONOUGH CITY COUNCIL

MCDONOUGH CITY COUNCIL

BY:

Sandra Vincent, Mayor

ATTEST:



Christy L. Taylor, City Clerk

STATE OF GEORGIA
COUNTY OF HENRY
CITY OF STOCKBRIDGE

RESOLUTION NO. R25-1845

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF STOCKBRIDGE,
GEORGIA APPROVING AND ADOPTING THE CITY-COUNTY JOINT
TRANSPORTATION SAFETY ACTION PLAN; AND FOR OTHER PURPOSES.**

WHEREAS, the City of Stockbridge (“City”) is a municipal corporation duly organized and existing under the laws of the State of Georgia and is charged with being fiscally responsible concerning the use and expenditure of all public funds;

WHEREAS, the Henry County Board of Commissioners adopted the Henry County Transportation Safety Action Plan on September 3, 2025 and adopted a resolution setting a community goal to reduce the number of vehicle collisions; and

WHEREAS, vehicle collisions that result in death or serious injury are not inevitable, but largely preventable, and the City acknowledges the goal to reduce or potentially eliminate traffic-related deaths and serious injuries; and

WHEREAS, Henry County has developed the city-county Joint Henry County Transportation Safety Action Plan in partnership with the City of Stockbridge, McDonough, Locust Grove, and Hampton

WHEREAS, creating safe, user-friendly streets encourages active transportation that improves the population’s health, air quality, access to healthy foods, and overall public wellbeing; and

WHEREAS, the City Council specifically finds that the proposed plan, attached and incorporated as *Exhibit A*, promotes and protects the safety, health, peace, security, good order, comfort, convenience, and general welfare of the city and its inhabitants;

WHEREAS, the Mayor and Council believe that the proposed plan is in the best interest of the City and its citizens;

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED as follows:

**SECTION 1. APPROVAL AND ADOPTION OF THE CITY-COUNTY JOINT
TRANSPORTATION SAFETY ACTION PLAN**

The Mayor and Council of the City of Stockbridge hereby approve of the City-County Joint Transportation Action Plan, attached and incorporated hereto as *Exhibit A*. The Council

hereby directs the City Manager, or his designee, to incorporate the City-County Joint Transportation Action Plan into the ongoing work of the City.

SECTION 2. PUBLIC RECORD.

This document shall be maintained as a public record by the City Clerk and shall be accessible to the public during all normal business hours of the City of Stockbridge.

SECTION 3. SEVERABILITY.

To the extent any portion of this Resolution is declared to be invalid, unenforceable, or non-binding, that shall not affect the remaining portions of this Resolution.

SECTION 4. REPEAL OF CONFLICTING PROVISIONS.

All City resolutions inconsistent with this Resolution are hereby repealed.

SECTION 5. CITY ATTORNEY'S AUTHORITY.

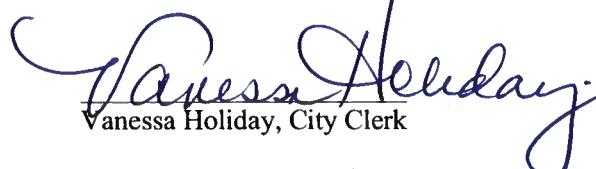
Pursuant to the City's charter and with explicit consent of the City Counsel, the City Attorney is duly authorized to make requisite amendments to all contracts, ordinances, resolutions, and documents, as may be necessary, in order to secure conformity with the express intent of the City Council and to ensure adherence to all pertinent laws and ordinances of the City.

SECTION 6. EFFECTIVE DATE.

This Resolution shall be effective immediately upon the date of its adoption by the City Council and Mayor as provided in the City Charter.

SO RESOLVED, this 30TH day of SEPTEMBER, 2025.


Anthony S. Ford, Mayor
ATTEST:


Vanessa Holiday, City Clerk

APPROVED AS TO FORM:



Quinton G. Washington, City Attorney

ACKNOWLEDGEMENTS

Roadway Safety Stakeholders and Focus Group Members

Atlanta Regional Commission

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Shelby Piccolo, Transportation Planner

Tejas Kotak, Transportation Planner

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Daniel Dolder, Transportation Planning Specialist

Edlin Regis, Utility Railroad Specialist

Ron Knezevich, State Safety Engineer Supervisor

Georgia Department of Public Health District 4

Todd Driver, Environmental Health County Manager

AARP Georgia

Kay Sibetta, Associate State Director

Piedmont Henry Hospital

James Atkins, Chief Operating Officer

Southern Crescent Cycling Group

Dennis J. Dunn, Member

Henry County

Robert Clower, Patrol Officer

Sam Polk, Assistant Fire Rescue Chief

Shawn Norris, Senior Services Director

Stephen Smith, Patrol Officer

Taleim "Tye" Salters, Transit Director

Tamika Kendrick, Director of Emergency Response Service

Henry County Development Authority

Sharon Hill, Executive Director

Susan Wise, Program Manager, Business Development

Henry County Transportation Advisory Group

Bart Hammock, Group Member

Eniel Gonzalez, Group Member

George Patterson, Group Member

Jim Risher, Group Member

City of Hampton

Bo Turner, Chief of Police

Duane Jones

City of Locust Grove

Derrick B. Austin, Chief

City of McDonough

Aaron Hypolite, Planner

Billy VonDenBosch, Public Works Director

Ken Noble, Police Chief

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Marty Meeks, City Council Member

Wanda Moore, Director of Community Development

City of McDonough

Andrew Baker, Deputy City Manager

Sylvia Smith, Community & Economic Development Director

City of Locust Grove

Tim Young, City Manager

City of Stockbridge

Decius Aaron, Public Works Director

Modern Mobility Partners, LLC

Amber Berg, Project Manager

Julia Billings, Principal-in-Charge

Yasamin Khorashahi, Transportation Planner

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Byron Rushing, Project Manager

Elizabeth Shin, Transportation Engineer

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Appendices

Appendices are listed below and included in a separate document.

- I. Henry County Moving Toward Vision Zero Resolution
- II. Descriptive Crash Analysis
- III. High Injury Network
- IV. High Risk Network
- V. Demographic Analysis
- VI. Plan and Policy Review
- VII. Project Corridor Studies Report
- VIII. Comprehensive Transportation Plan Evaluation
- IX. Policy Recommendations
- X. Complete Streets Policy

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LIST OF ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ARC	Atlanta Regional Commission
ATL	Atlanta-Region Transit Link Authority
CTP	Henry County Comprehensive Transportation Plan
FHWA	Federal Highway Administration
FSI	Fatal and Serious Injury [crashes]
FY	Fiscal Year
GDOT	Georgia Department of Transportation
HERO	Highway Emergency Response Operator
HIN	High-Injury Network
HRN	High Risk Network
IMR	Interchange Modification Report
LCI	Livable Centers Initiative
LPI	Leading Pedestrian Interval
MPH	Miles per Hour
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
NRSS	National Roadway Safety Strategy
PHB	Pedestrian Hybrid Beacons
RRFB	Rectangular Rapid Flashing Beacon
RSSC	Roadway Safety Stakeholder Committee
SF-FFR	Federal Financial report
SF-PPR	Performance Progress Report
SHSP	Georgia Strategic Highway Safety Plan
SR	State Route
SS4A	Safe Streets and Roads for All
SSA	Safe System Approach
STIP	Statewide Transportation Improvement Program
TIP	Transportation Improvement Program

TIS	Transportation Impact Study
TSAP	Transportation Safety Action Plan
U.S. DOT	U.S. Department of Transportation
ULDC	Unified Land Development Code
VRU	Vulnerable Roadway Users



EXECUTIVE SUMMARY



In the early morning of April 16, 2024, a deadly crash happened on I-75 near mile marker 221, just past Jodeco Road before Jonesboro Road. The crash involved multiple tractor-trailers, and Henry County police confirmed at least one fatality.



Source: [The Atlanta Journal-Constitution](#), 2024



On July 8, 2023, a 30-year-old motorcyclist was killed in a serious collision when a driver was attempting to make a left turn from North Henry Boulevard onto Escalade Drive in the City of Stockbridge.



Source: [FOX 5 Atlanta](#), 2023

Executive Summary

Why do we need a Transportation Safety Action Plan?

Between 2019 and 2023, Henry County experienced nearly 47,000 crashes, with a total of 150 fatal and serious injury (FSI) crashes, as shown in **ES-1**. In response, the county and its four cities, including the Cities of Hampton, Locust Grove, McDonough, and Stockbridge, collaboratively developed their first Transportation Safety Action Plan (TSAP) through the Safe Streets and Roads for All (SS4A) program granted by the U.S. Department of Transportation (U.S. DOT). SS4A supports the development of action plans and safety project implementation. U.S. DOT has adopted the Safe System Approach (SSA) as the guiding paradigm to address roadway safety and achieve Vision Zero, as outlined in the National Roadway Safety Strategy (NRSS).¹ As shown in **ES-2**, safety programs aligning with this approach emphasize improvements in infrastructure, influence on road user behavior, responsible oversight of the vehicle and transportation industry, and emergency response to crashes.² The plan applies SSA and sets a vision (**ES-3**) and four goals in **ES-4**.

**01**

Promote a culture that prioritizes safety

**02**

Increase use of non-automobile modes

**03**

Improve maintenance of roadways and facilities

**04**

Identify improvements that can be implemented quickly

ES-4 Henry County TSAP Goals

From 2019 to 2023, Henry County has



46,927
Total Crashes

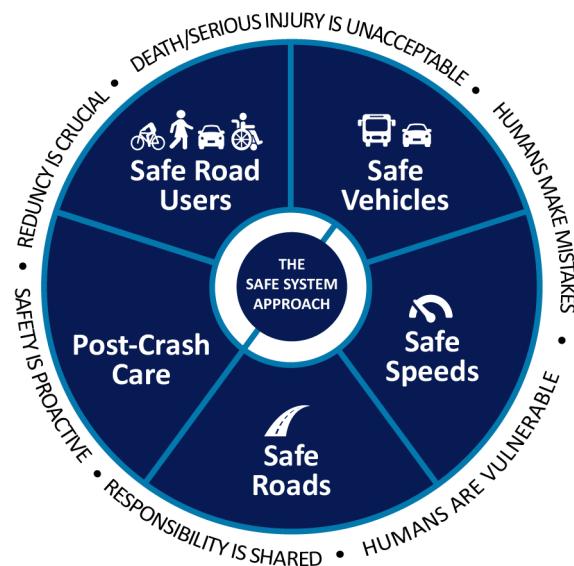


601
Serious Injury Crashes



150
Fatal Crashes

ES-1 Henry County Number of Crashes (2019-2023)



65%

Reduction in injurious and fatal traffic crashes by the end of 2050.

ES-3 Henry County TSAP Commitment

¹ [National Roadway Safety Strategy](#) (Jan. 2022), U.S. DOT. Retrieved in June 2025.

² [Safe System Approach](#) (Jan. 2025), U.S. DOT. Retrieved in June 2025.

How do we develop the Safety Action Plan?

Guided by the SSA, the Henry County TSAP emphasizes proactive planning that accounts for human error, prioritizes vulnerable users, and reduces the severity of crashes. Key components of the plan are shown in **ES-5**.

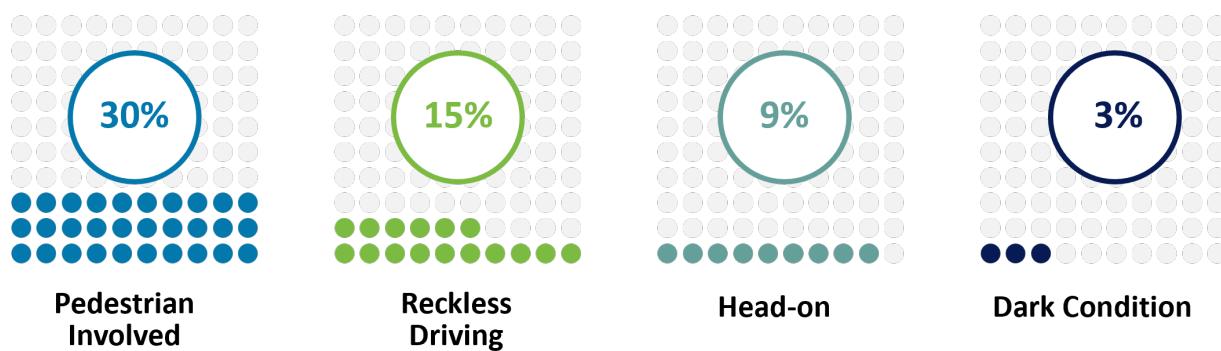
The biggest component of the TSAP is a robust analysis of crashes that occurred over the last five years, 2019-2023, in Henry County. Crash data is

retrieved from crash reports written by police officers and compiled by the Georgia Department of Transportation (GDOT) in a database. The data includes location information for crashes and their characteristics, such as traveling mode, driver behavior, contributing factors, crash type, and environmental characteristics. Common characteristics that were found to pose a high risk of FSI crashes in Henry County are listed in **ES-6**.



ES-5 Henry County TSAP Components

Percentage of FSI crashes of all crashes in each crash characteristic



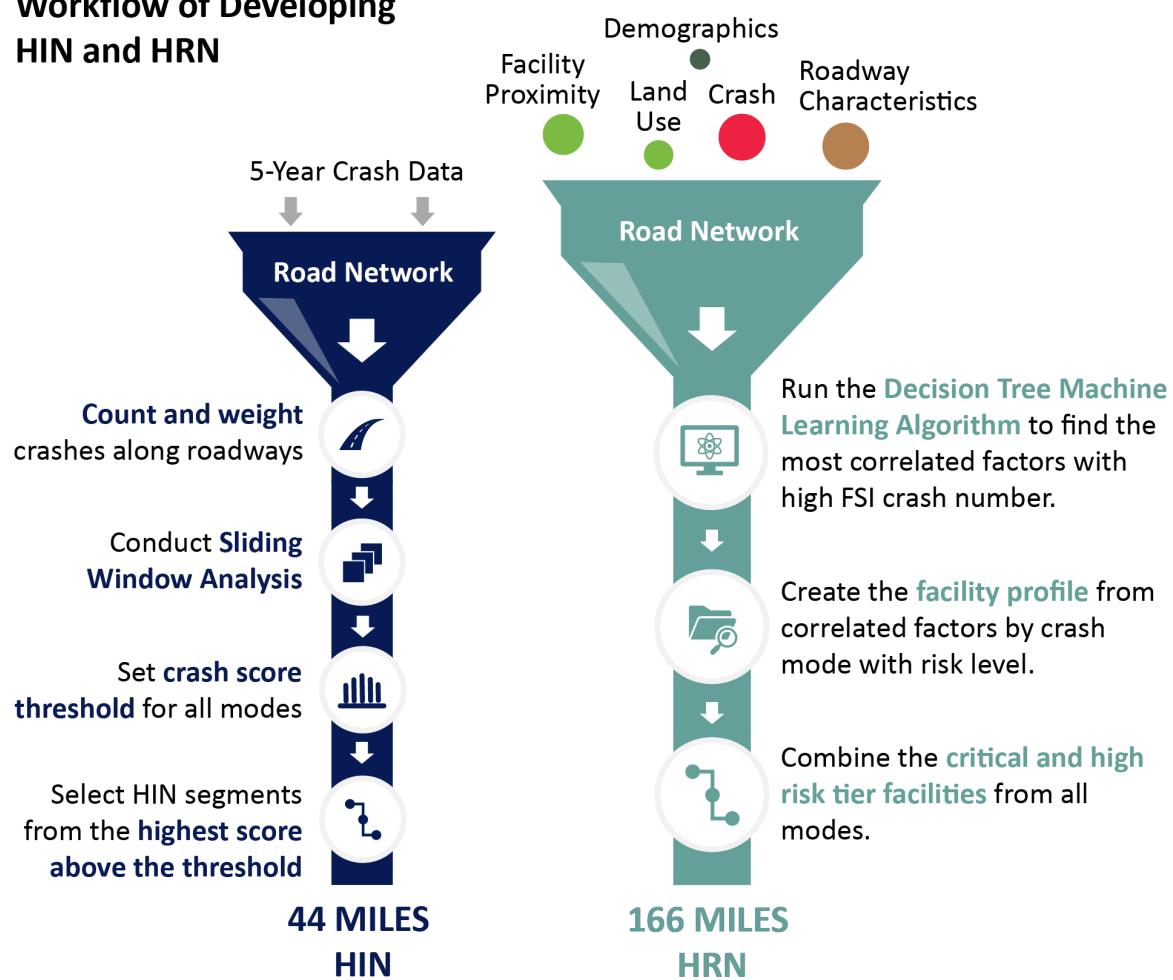
ES-6 FSI Rates of Top Crash Characteristics

As part of the crash analysis, roadways most in need of safety improvements were identified through the creation of the High-Injury Network (HIN), the High Risk Network (HRN), and the identification of priority corridors.

The HIN was developed through a statistical process that identifies corridors with the greatest concentration of fatal and severe injury crashes over the past five years, as depicted in **ES-7**. The HIN is mostly present along state routes (SR) such as SR 138, SR 20, SR 42, and major arterials going through downtown McDonough, Locust Grove, and Stockbridge. The HRN uses predictive modeling to flag roads that share features commonly associated with severe crashes even

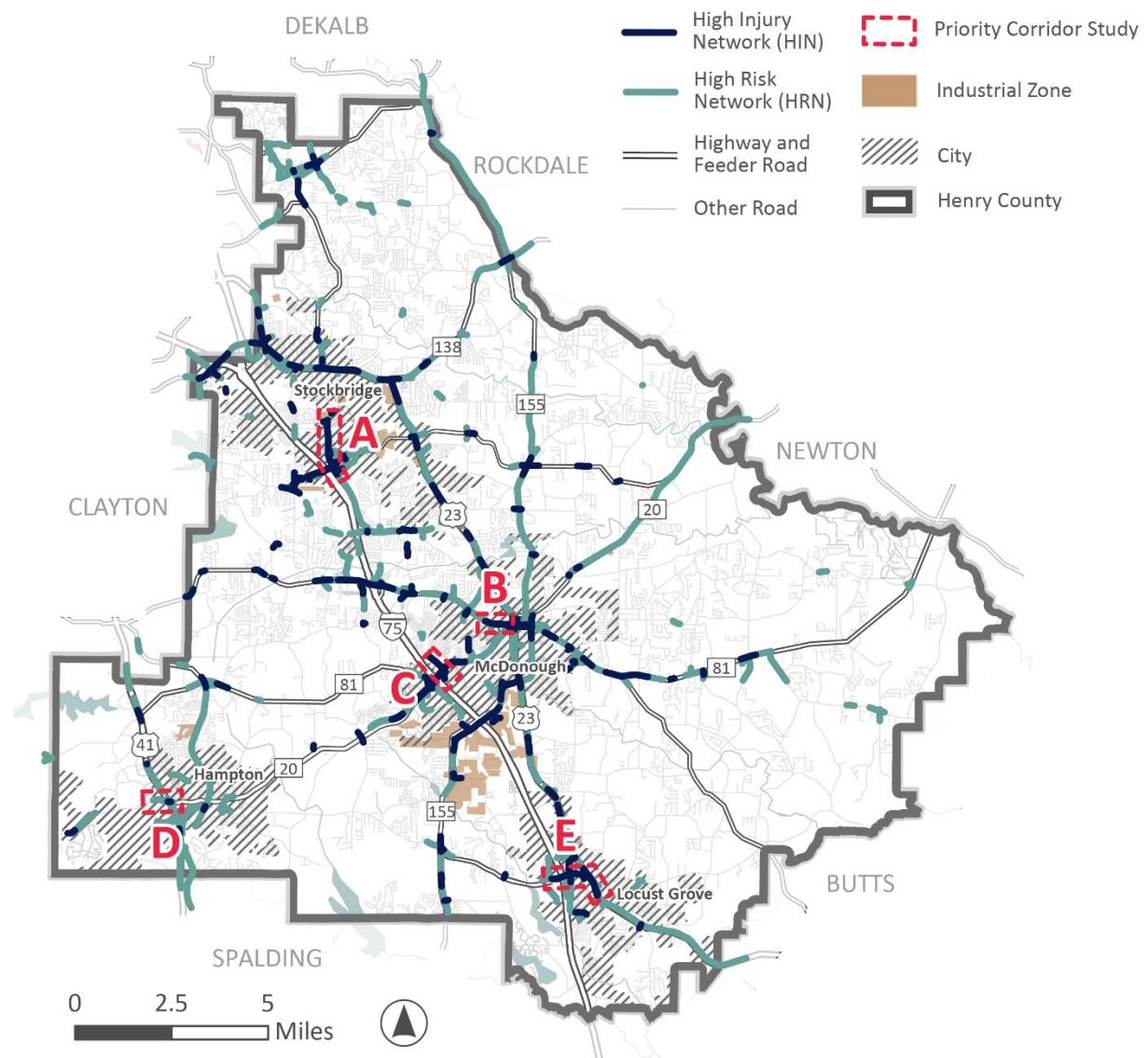
where crashes have not occurred. Such high-risk characteristics include a lack of sidewalks, high posted speeds, industrial land uses, and complex intersections. The HRN helps the county make road safety improvements before any lives are lost on them. Five corridors representing the roadways with the greatest history of severe crashes in each jurisdiction are selected as priority corridor studies. These provide specific countermeasures to reduce the FSI crashes present on those corridors. **ES-8** shows locations of HIN, HRN, and the priority corridor studies. These proactive designations support Henry County's ability to prevent future crashes by targeting improvements in high-risk areas.

Workflow of Developing HIN and HRN



ES-7 Workflow of Developing HIN and HRN

Priority Corridor Studies in Henry County



ES-8 Map of HIN and HRN and Priority Corridor Studies

Engagement and collaboration are key SS4A components. Gathering concerns and suggestions from the Roadway Safety Stakeholder Committee (RSSC) and Henry County residents provides information about people's experiences and feelings of safety that is unavailable from police crash reports. The TSAP was shaped by four types of community and stakeholder engagement activities listed in **ES-9**. **ES-10** shows the

engagement timeline that the entire engagement process lasted from winter 2024 to summer 2025 until plan adoption.

In the engagement events, participants emphasized the need for safe walking and biking routes, especially near schools, parks, and transit stops, and called for increased education on roundabouts, speeding, and yielding behaviors.

	RSSC Meetings	A diverse group of local experts and community leaders guided the development, implementation, and long-term success of the Action Plan during 4 online meetings.
	Community Events	There were 3 Pop-up events held in the cities of Locust Grove, McDonough, and Stockbridge, providing activities for plan developers to communicate with residents directly.
	Public Surveys	There were 3 public surveys in total, with 383 responses from the safety condition survey, 219 from the Wikimap survey, and 161 responses from the recommendation survey.
	Public Meeting	The online public meeting shared the work that has been completed to-date and the next steps. Public input was collected.
	Public Safety Focus Group	There was a meeting with GDOT and first responders across Henry County to understand how crash reporting is done across levels of governments and how to improve it.

ES-9 Summary of Public Engagement Events



ES-10 Timeline of Public Engagement Events

How do we resolve the transportation safety issues?

To support plan implementation, the Henry County TSAP introduces a comprehensive Safety Countermeasure Toolkit, featuring 20 engineering strategies that will address local crash patterns on local high-risk roadway types. The countermeasures include five types listed below. These countermeasures in the toolkit can be integrated into new transportation projects in Henry County, supporting the county and its cities in constructing safer roadways. It also complements the corridor reports, which are to identify priority capital projects that jurisdictions can pursue and fund in the near term, while HIN and HRN are intended to guide the next set of safety improvement locations. Therefore, the toolkit includes more information on countermeasures specifically recommended for the corridor reports.



Speed Management

- Speed Limits
- Radar Speed Signs
- Rumble Strip



Intersection Safety

- Hardened Centerline
- Roundabouts
- No Turn on Red



Visibility Enhancement

- Pedestrian-Scale Lighting

ES-11 Type of Countermeasure Toolkit

Henry County TSAP also developed policy recommendations for safety improvements in five topics listed in **ES-11**. The Complete Streets Policy will be adopted on the same date as the TSAP. Adopting these policies supports SSA and the ‘Policy and Process Change’ component of SS4A program. With establishing a data-driven foundation for improvement and providing a comprehensive set of tools and strategies (**ES-12**), this plan provides a strong foundation and a clear baseline for advancing transportation safety for all roadway users in Henry County.



VRU Infrastructure

- Leading Pedestrian Interval (LPI)
- Yellow Change Intervals
- ADA Ramps
- Pedestrian Hybrid Beacons (PHB)
- Rectangular Rapid Flashing Beacon (RRFB)
- Median / Pedestrian Refuge Areas
- Raised Crosswalk
- Sidewalks
- Shared Use Paths & Bicycle Facilities



Complete Streets Policy



Land Use Policy Update



Freight Management



First Responder Coordination



Traffic Calming

- Roadway and lane Diets
- Corner Extensions

ES-12 Examples of Safety Tools and Strategies



01

INTRODUCTION



Introduction



The County's First Transportation Safety Action Plan

From 2019 to 2023, the total number of crashes each year in Henry County fluctuated around 10,000, and the number of FSI crashes peaked in 2021, as shown in **Figure 1-2**. Considering the recurring high number of deaths and injuries, the Henry County Department of Transportation Planning applied for and received a SS4A Planning and Demonstration Grant to develop Henry County TSAP.

This plan addresses the county's transportation-related safety concerns and establishes a goal to significantly reduce traffic-related deaths and serious injuries by 65% by the end of 2050. The plan provides a prioritized list of locations for safety improvements and recommends policy and implementation strategies to reverse the county's current upward trend in traffic-related deaths and serious injuries.

Henry County partnered with the cities of Stockbridge, McDonough, Locust Grove, and Hampton in the development of this city-county

joint safety action plan, as represented in **Figure 1-1** the TSAP builds upon and complements other broader planning efforts that influence transportation safety in Henry County, such as the Henry County Comprehensive Transportation Plan (CTP), the Atlanta Regional Commission's Regional Safety Strategy, and the Georgia Strategic Highway Safety Plan. **Appendix VI** provides a more detailed review of these plans.

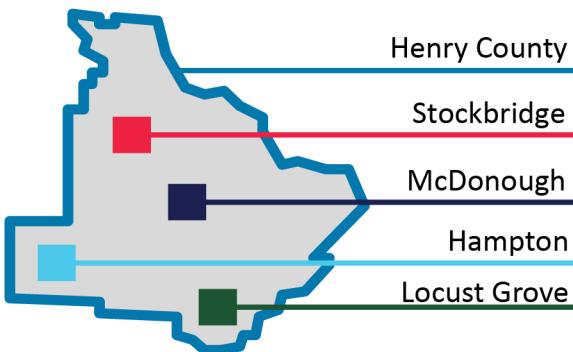


Figure 1-1 Henry County and its Partnered Cities

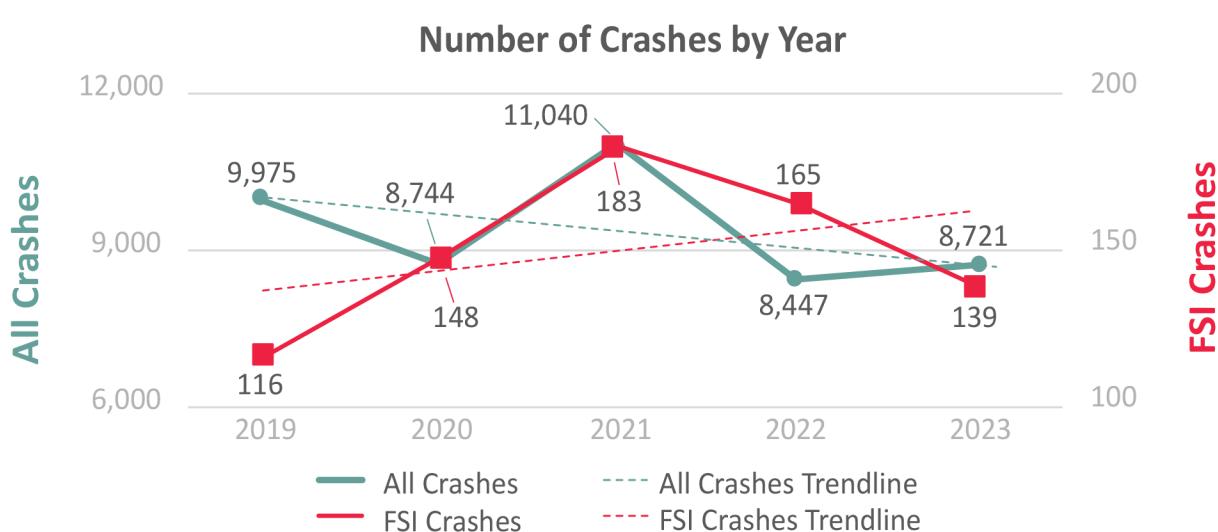


Figure 1-2 Number of Total and FSI Crashes by Year



1-2 Safe Streets and Roads for All

The SS4A program is a federal grant program administered by the U.S. DOT, supporting the NRSS and Vision Zero concepts through the SSA.³ With a commitment of \$5 billion over five years (2022-2026), SS4A supports localities, regions, and tribal governments to eliminate roadway fatalities and serious injuries for all roadway users. The amount of grant dollars awarded through fiscal year (FY) 2024 and the remaining grant dollars to be awarded to communities through FY 2026 is shown in **Figure 1-3**. In **Figure 1-4**, there are two types of SS4A grants, planning and demonstration and implementation. A jurisdiction can apply for an implementation grant after it adopts an action plan that meets all program requirements.

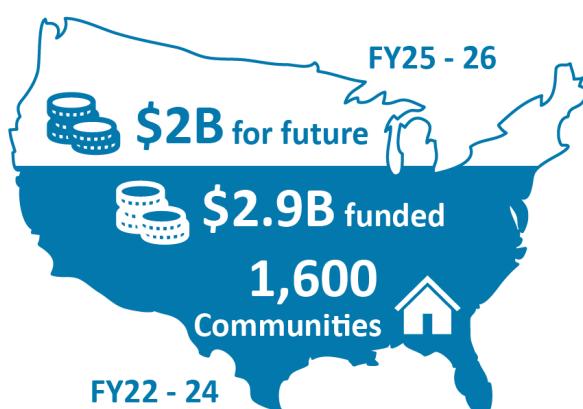


Figure 1-3 SS4A Program Grant Fund Spending

SS4A Grant Type



Planning and Demonstration

Develop, complete, or supplement an Action Plan



Implementation

Implement projects or strategies that are consistent with an existing Action Plan

Figure 1-4 SS4A Grant Types

Between FY 2022 to 2024, 13 cities and 7 counties received the SS4A grant in ARC region, according to **Figure 1-5**. The City of Atlanta is the only jurisdiction which received a grant for implementation use, while others are all for planning and demonstration purposes. In FY 2023, Henry County was granted \$200,000 to develop a new safety action plan that meets SS4A requirements. Henry County TSAP is structured to meet all the core components of an SS4A Action Plan. It also serves as the foundation for the county to be eligible to apply for implementation grants and integrate the SSA into all the county's transportation planning efforts. The SS4A program outlines seven key components for implementing a comprehensive safety action plan, as summarized in **Figure 1-6**.⁴ Henry County TSAP meets these components through crash risk analysis, public engagement, reporting to stakeholders, identifying priority projects, and making policy recommendations. This also serves as the foundation for Henry County to apply for implementation grants in the future.

³ [SS4A Grant Program](#) (May 2025), U.S. DOT. Retrieved in June 2025.

⁴ [Components of a Comprehensive Safety Action Plan](#) (Apr. 2025), U.S. DOT. Retrieved in June 2025

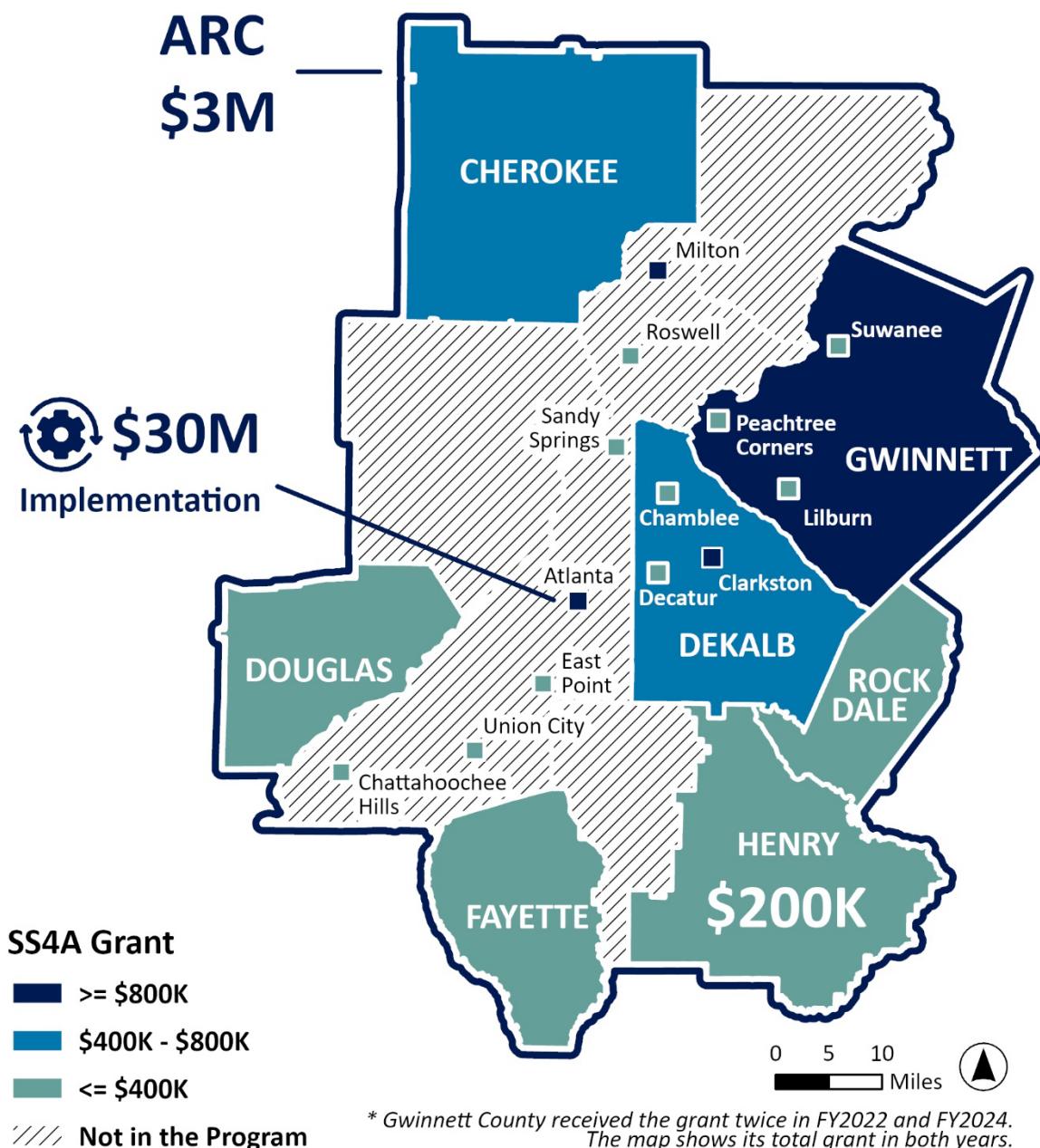


Figure 1-5 Map of Jurisdictions Received SS4A Grant from FY2022 to FY 2024

SS4A Components

1. Leadership Commitment and Goal Setting



An official public commitment (e.g., resolution, policy, ordinance) by a high-ranking official and/or governing body (e.g., mayor, city council, Tribal council, metropolitan planning organization [MPO] policy board) to an eventual goal of zero roadway fatalities and serious injuries.

2. Planning Structure



A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.

3. Safety Analysis



Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. It includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users.

4. Engagement and Collaboration



Engagement and collaboration involve robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan.

5. Policy and Process Changes



Policy and process changes include assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.



6. Strategy and Project Selections

Include identification of a comprehensive set of projects and strategies—shaped by data, the best available evidence and noteworthy practices, and stakeholder input—that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach and effective interventions and consider multidisciplinary activities.



7. Progress and Transparency

A method to measure progress over time after an Action Plan is developed or updated, including outcome data. It's a means to ensure ongoing transparency is established with residents and other relevant stakeholders.

Figure 1-6 SS4A Components

1-3

Safe System Approach

The Henry County TSAP embraces the Safe System Approach adopted by U.S. DOT to achieve its safety goals. **Figure 1-7** illustrates that, unlike traditional safety planning methods that rely heavily on correcting individual behaviors through education and law enforcement, the Safe System Approach recognizes that human mistakes are inevitable and must be treated accordingly. Roadways designed through a Safe System lens can minimize the risk of fatal or serious outcomes of crashes when mistakes occur. This approach shifts from reactive

measures to proactive system design to prevent crashes before they happen. A primary focus is to reduce speeds which will result in higher survivability of crashes. This transition highlights Henry County's commitment to a shared responsibility for safety among all stakeholders, including government agencies, various industries, non-profit, researchers, and the public using the roadway. It provides a long-term, institutionalized pathway toward making Henry County's streets safer for all roadway users.

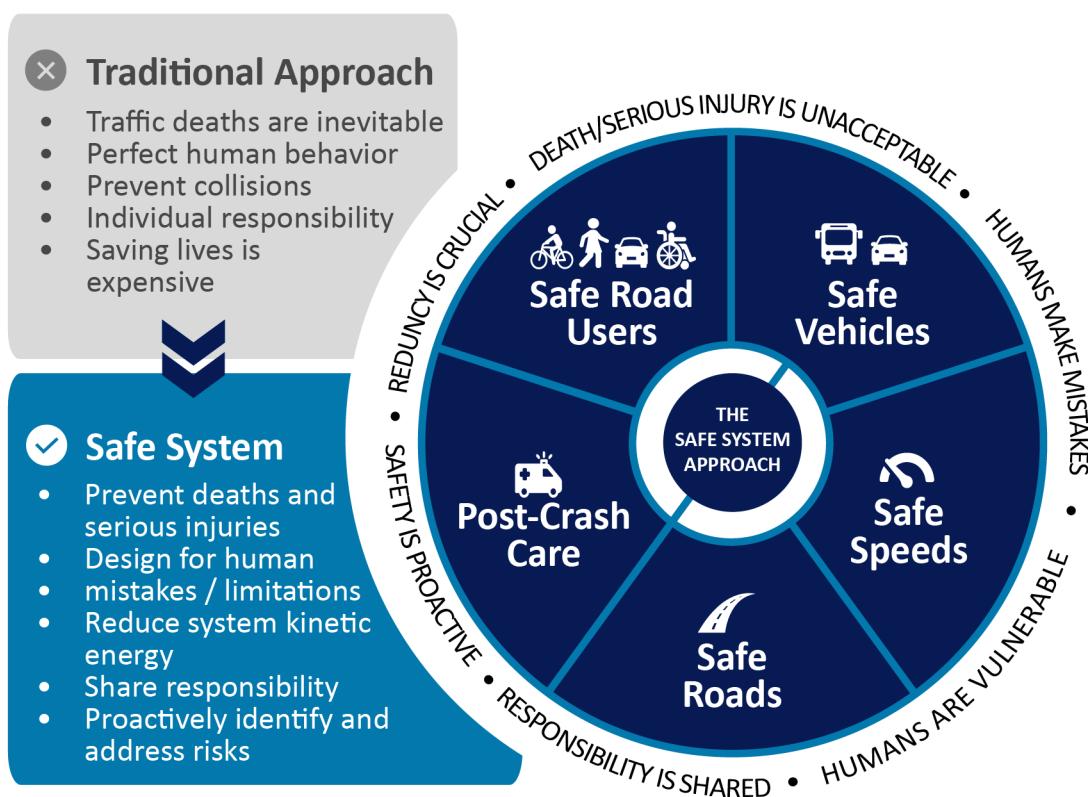


Figure 1-7 Comparison of Traditional Safety Approach and Safe System Approach



A Commitment to Saving Lives

Henry County and its cities have demonstrated their shared commitment to improving mobility and reducing fatalities and serious injuries for all modes of transportation and all community members. Henry County has chosen to adopt a “Moving Toward Vision Zero” resolution, committing to a 65% reduction in fatal and serious injury crashes by the end of 2050. This commitment sets the county’s vision of reducing crash fatalities and serious injuries on county and local roadways. Plan vision (commitment) and goals in this plan are included in **Figure 1-8** and **Figure 1-9**. The county’s commitment resolution is in **Appendix I**. This plan includes in-depth information about road safety in Henry County, a description of how the community and stakeholders informed the plan, safety strategies, and action plans for each city.



65%

Reduction in injurious and fatal traffic crashes by the end of 2050.

“

We commit to improving mobility and reducing fatalities and serious injuries for all modes of transportation and all community members in Henry County.

Figure 1-8 Henry County TSAP Vision



01

Promote a culture that prioritizes safety



02

Increase use of non-automobile modes



03

Improve maintenance of roadways and facilities



04

Identify improvements that can be implemented quickly

Figure 1-9 Henry County TSAP Goals

02

ROAD SAFETY IN HENRY COUNTY



Road Safety in Henry County

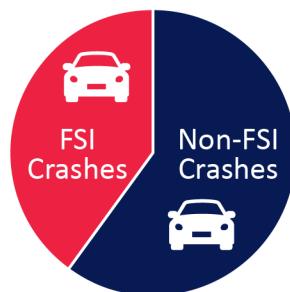


Crash Analysis

Crash analysis is essential to Henry County TSAP to identify existing safety challenges, understand contributing factors, and guide the development of targeted safety strategies. A full report of the crash analysis is available in **Appendix II**. **Figure 2-1** defines FSI rate and FSI percentage. The FSI rate indicates the risk that a crash characteristic will result in an FSI crash, while the FSI percentage shows the share that the crash characteristic makes up among all FSI crashes.

FSI Rate

FSI crash rate shows the proportion of crashes in a specific type that is fatal or serious injured.



FSI Percentage

FSI percentage shows how much a specific crash type contributes to all FSI crashes.

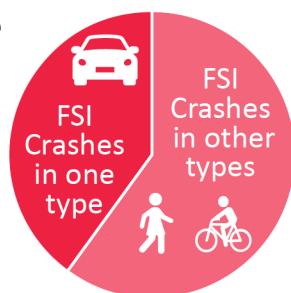


Figure 2-1 Comparison of FSI Rate and FSI Percentage

This plan distinguishes four modes of transportation in its crash analysis: motor vehicles, pedestrians, bicycles, and motorcycles.⁵ According to **Figure 2-2**, most modes exhibit a similar trend to the overall crash pattern, peaking in 2021. In

contrast, motor vehicle-only crashes peaked in 2022. Regarding crash severity, the FSI crash rate for pedestrian- and bicycle-involved crashes is substantially higher than that for vehicle-only involved crashes. These modes represent vulnerable roadway users (VRUs), as they lack the physical protection available to vehicle occupants during crashes.⁶ In **Figure 2-3**, the FSI rate for motorcycle-involved crashes is also much higher than that for vehicle-only crashes.

FSI Crashes by Year and Mode

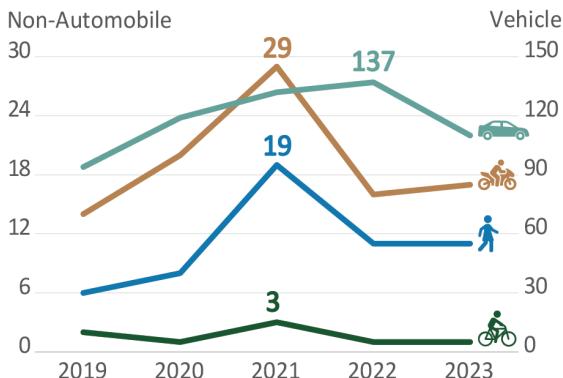


Figure 2-2 FSI Crashes by Year and Mode

FSI Rate by Mode

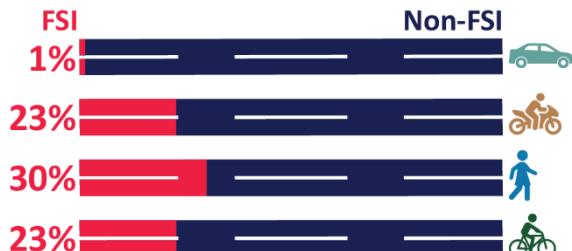


Figure 2-3 FSI Percentage by Traveling Mode

⁵ Commercial vehicles and freight were not able to be distinguished in the crash data.

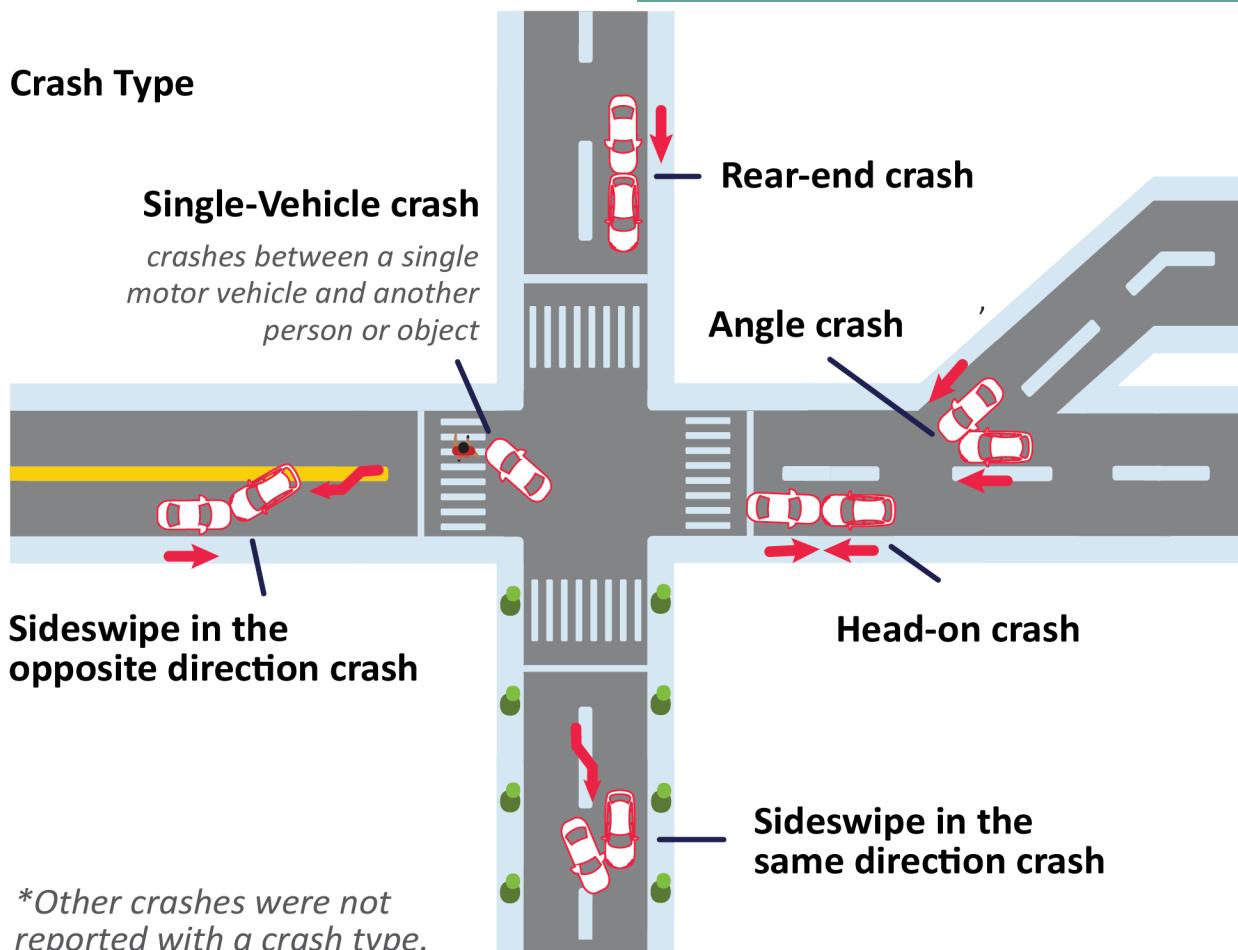
⁶ Walker, C. J. (Oct. 2022). Federal Highway Administration. ["Vulnerable Road User Safety Assessment Guidance."](#) Retrieved in May 2025.

Six crash types are illustrated in **Figure 2-4**. **Table 2-1** shows that single-vehicle crashes are the predominant crash type in Henry County, and most of them involve pedestrians and bicyclists. Single-vehicle crashes also have the second-highest FSI rate, meaning that among 100 single-vehicle crashes, almost four crashes are FSI. Rear-end and angle crashes are the next two leading crash types. These three crash types account for 80% of all FSI crashes. Although head-on crashes do not have a high percentage of FSI crashes, they have the highest FSI rate, meaning that a head-on crash is more likely to result in a fatality or serious injury.

Table 2-1 FSI Rate and Percentage by Crash Type

Crash Type	FSI %	FSI Rate
Angle	27.7	1.8
Head-on	10.7	8.8
Rear-end	13	0.5
Single-Vehicle	42	3.8
Sideswipe (Same Direction)	4.3	0.6
Sideswipe (Opposite Direction)	2	1.4

Crash Type



**Other crashes were not reported with a crash type.*

Figure 2-4 Illustration of Crash Types

Police officers responding to crashes note crash characteristics. These characteristics are classified into causes of crashes, contributing factors, drivers' age groups and behaviors, roadway characteristics, and environmental factors.

According to **Figure 2-5**, reckless driving has the highest FSI rate in the cause of crashes. Among driver characteristics and behaviors, aggressive driving is the main contributing factor for all crashes and FSI crashes.

When comparing crashes involving different driving age groups, older drivers are more likely to be involved in FSI crashes. This may be caused by slower reaction times, visibility issues, or other causes related to aging.

For environmental characteristics, the FSI crash rate is especially high during PM peak travel periods and at nighttime in unlit conditions,

indicating that most FSI pedestrian crashes happen due to poor visibility. Foggy weather is another environmental factor causing more FSI crashes, with the loss of vehicle control emerging as the primary contributing factor under such weather.

Crashes and FSI crashes occurred midblock slightly more often than at intersections. Although there are more conflict points at intersections, midblock crashes correspond to high roadway speeds, particularly along long distances between intersections commonly found in suburban developments. Roads with posted speed limits greater than 45 miles per hour (MPH) showed a significant increase in the FSI crash percentage, with the highest rates occurring where the posted speed limit is 55 MPH or 60 MPH. Additionally, crashes were more likely to happen on roads with a moderate volume of less than 1,000.

Top FSI Rate Crash Characteristics

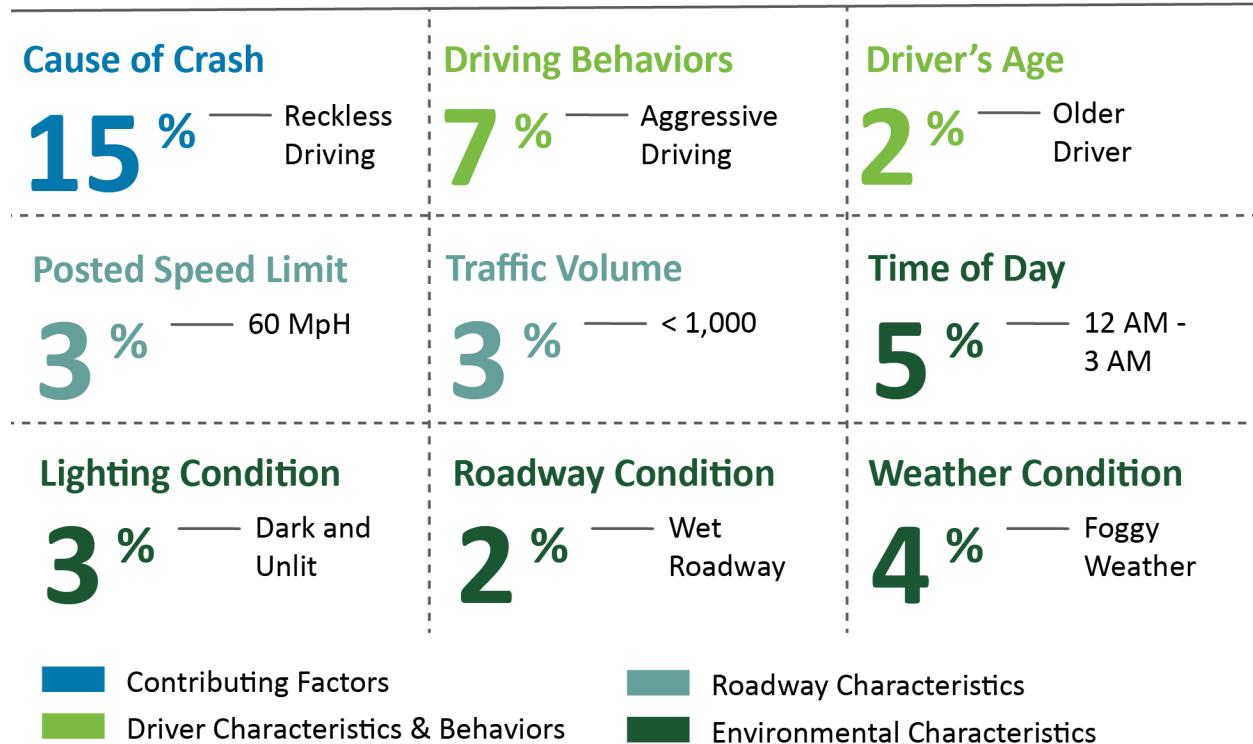


Figure 2-5 Crash Characteristics with the Highest FSI Rate

Regarding roadway ownership, most crashes occurred on state-owned and county-owned roadways, such as I-75, SR 42, and East Atlanta Road. However, county-owned roadways are more likely to experience FSI crashes, as shown in **Figure 2-6**. It is imperative that the county take the lead in improving its roadways to reduce the occurrence of severe crashes. However, state-owned roadways represent over half of all crashes and over half of FSI crashes, indicating that the county will need to partner with GDOT and advocate for safety improvements made by GDOT in alignment with this plan to achieve the county's—and therefore the federal government's—safety goals.

Roadway Ownership

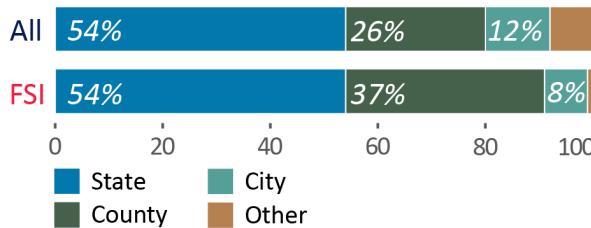


Figure 2-6 Percentage of Roadway Ownership of All Crashes and FSI Crashes

Figure 2-8 maps crash locations, and **Figure 2-9** visualizes the correlation between kinds of crash characteristics of all FSI crashes. It helps identify combinations of conditions that consistently lead to FSI crashes and target their safety countermeasures precisely. Lines highlighted in four colors are the characteristics set with the most frequent and severe FSI crashes in each traveling mode. The full report analyzing the correlation by mode is in **Appendix II**. Angle crashes at intersections happened among

motorcycles and motor vehicles, while single-vehicle crashes often involve pedestrians and cyclists. These sets also share the commonality that frequent FSI crashes happen on high-volume state-owned and operated roads with speeds higher than 40 MPH under a dark environment in both commercial and residential areas. For other FSI crashes, road surface condition is the main contributing factor of loss of control and drivers' condition. This might be because of the wet roads in rainy weather or less-maintained roads when driving at high speeds. Teen and young drivers who are involved in FSI crashes are likely to have aggressive and distracted driving behaviors. These patterns point to the need for targeted countermeasures such as pedestrian midblock crossings, protected biking facilities, improved lighting, speed management, and education programs for drivers of all ages. Speed is a critical factor in risk of death, as shown in **Figure 2-7**.

Hit by a vehicle traveling at:

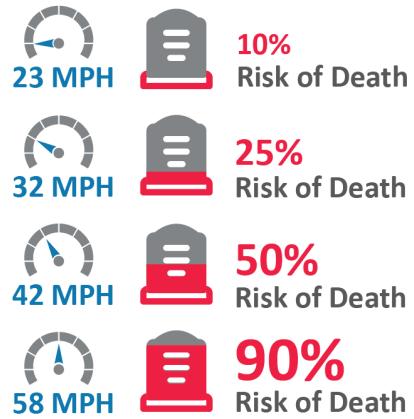


Figure 2-7 Risk of Death by Speed

FSI and Non-FSI Crashes in Henry County (2019 - 2023)

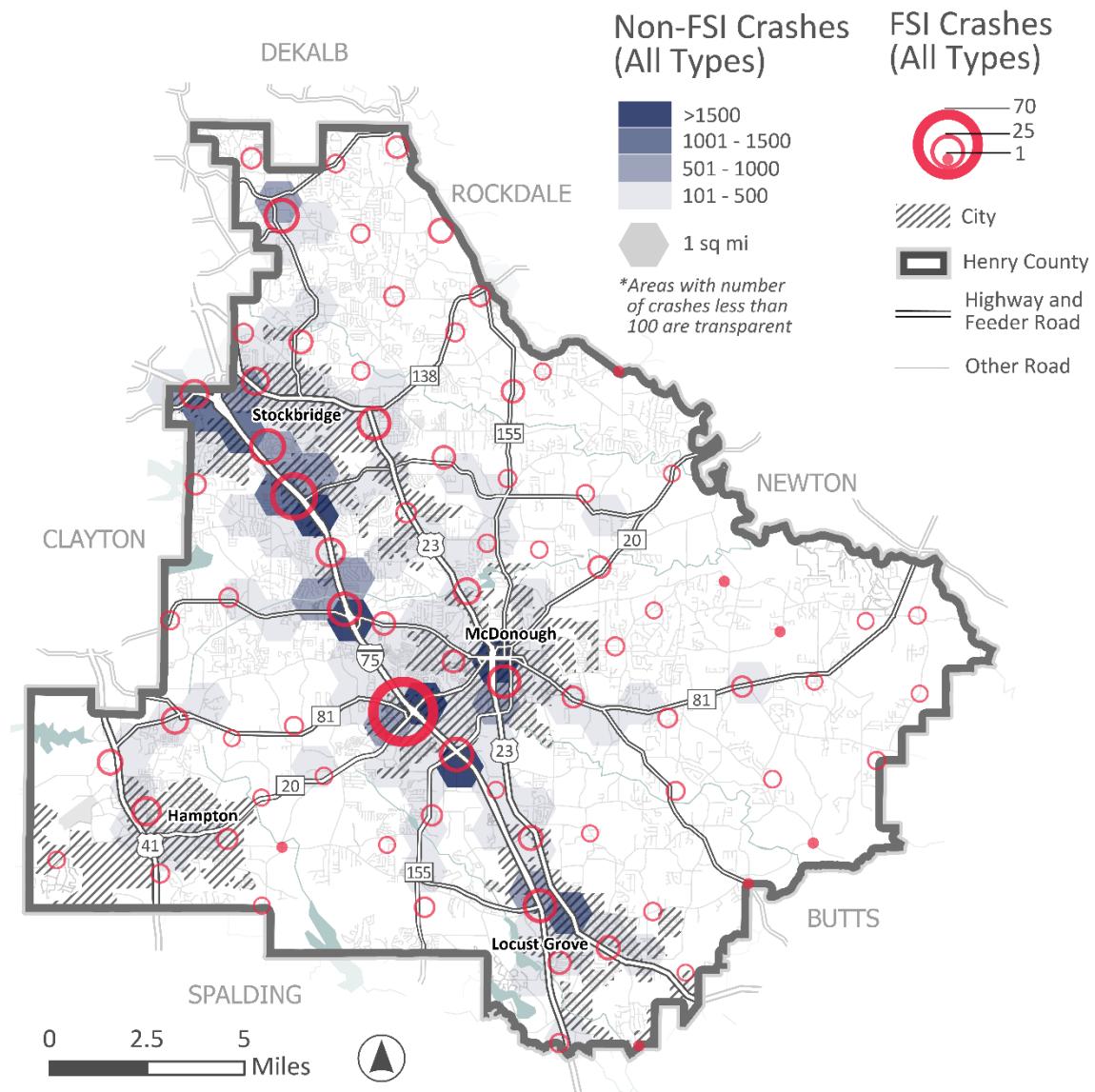
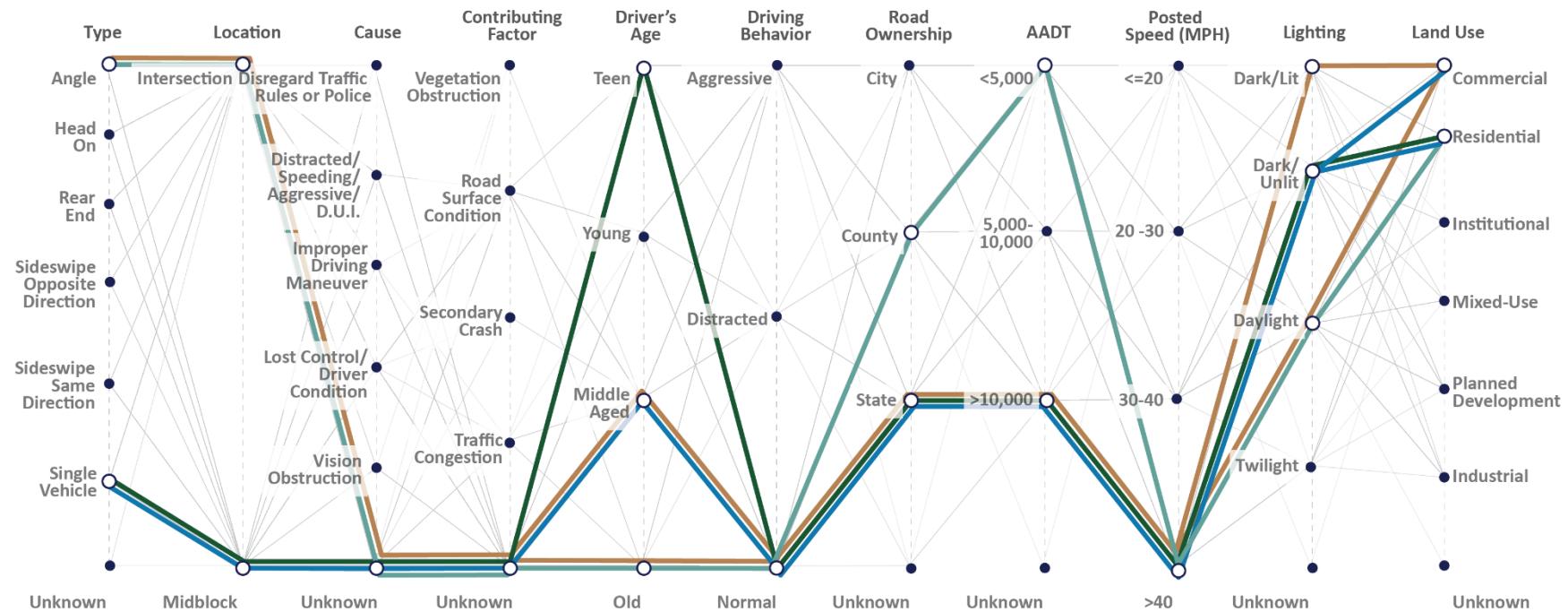


Figure 2-8 Map of FSI and Non-FSI Crashes in Henry County

Relationship Map of FSI Crash Characteristics by Mode



Most Severe and Frequent FSI Crash Characteristics Set by Mode

- Pedestrian (2 sets, 4 fatal, 1 seriously injured in each set)
- Bicycle (1 fatal)
- Motorcycle (3 sets, 1 fatal and 1 seriously injured in each set)
- Motor Vehicle (1 fatal and 5 seriously injured)

* Grey lines represent all other sets of FSI crash characteristics. The darker and thicker the line, the more FSI crashes are associated with that set.

Figure 2-9 Relationship Map of FSI Crash Characteristics by Mode

2-2

Review of Past Plans and Policies

Sixteen plans and fifteen policy guides that apply to Henry County were reviewed. These plans and policies cover various levels of government, including local plans and national guidance, as well as a broad range of transportation safety needs. They focus on enhancing safety, mobility, and infrastructure for all roadway users. **Appendix VI** contains a comprehensive review of past plans and policies.

GDOT has substantial influence on roadway safety improvements in Henry County, particularly because it owns and maintains a significant share of major arterials and state routes, as shown in **Figure 2-6**. GDOT sets specific design and installation standards and is responsible for approving and implementing changes on the roads it controls. Henry County's zoning code explicitly requires compliance with GDOT standards. These requirements are critical because state-controlled roadways often carry the highest volumes and speeds, making them priorities for safety enhancements and inter-agency coordination.

Regionally, ARC supports safety through strategic planning and program funding. The Regional Safety Strategy promotes adoption of best practices across jurisdictions, and ARC encourages implementation of Complete Streets principles, compact land use patterns, and infrastructure that supports all travel modes.⁷ ARC also administers funding that Henry County can leverage for safety projects aligned with regional goals. These priorities are consistent with Safe System principles and directly support local efforts to manage speed, improve multimodal connectivity, and reduce crash risk in densely developed areas.

Henry County and its cities have taken meaningful steps to incorporate national and state safety practices into local planning. Henry County Connected and Autonomous Vehicle Planning applies to the advantage of the Regional Connected Vehicle Deployment Program and leverages smart technology to improve signal operations, reduce emergency response times, and enhance overall system safety (**Figure 2-10**).^{8, 9} The Henry County Comprehensive Transportation Plan (CTP) evaluates the safety implications of capital projects. Sixty-four percent (64%) of the 371 programmed projects in the CTP are located on the HRN, and 46% are on the HIN, underscoring the county's data-driven approach. The full evaluation of the CTP is in **Appendix VIII**. The city's local action plan provides an overview of each city's plans and policies.



Figure 2-10 Visualization of Connected Vehicle Planning
(Source: U.S. DOT)

Table 2-2 compares Henry County's policies to federal, state, regional, and peer guidance. While the county meets key federal requirements and excels in traffic signal safety, gaps remain in areas like right-of-way management, freight planning, transit, school zone safety, and pedestrian and bicycle infrastructure.

⁷ [ARC Regional Safety Strategy](#) (2022), ARC. Retrieved in June 2025

⁸ [Connected and Autonomous Vehicle Planning](#), Henry County. Retrieved in June 2025

⁹ [Connected Vehicle Deployment Program](#) (Dec. 2020), GDOT & ARC. Retrieved in June 2025

Table 2-2. Requirements and Guidance

SAFETY AREA	GUIDANCE LEVEL			
	FEDERAL	STATE & REGIONAL	LOCAL	PEERS
Pedestrian Infrastructure Construction Warrants and Maintenance				
Pedestrian Infrastructure Design				
Bicycle Infrastructure				
Roadway Right of Way				
E-bikes				
Freight				
Traffic Signals				
Speed Limits and Traffic Calming Measures				
Transit				
School Zone Safety				
LEGEND	Does Not Meet Requirements and Best Practices	Meets Requirements and Best Practices	Exceeds Requirements and Best Practices	



2-3 Demographic Analysis

Demographic analysis helps identify vulnerable and historically underserved communities that might face greater transportation safety risks. By understanding the distribution of population characteristics, such as race, income, and disabilities, TSAP prioritizes resource allocation for disadvantaged communities and ensures that safety improvements benefit all residents equally and effectively.

Census tracts in Henry County were classified into five groups based on the percentage of disadvantaged population, ranging from high advantage area to high disadvantage area compared to the Atlanta metropolitan area (**Figure 2-11** and **Figure 2-12**). Illustrated by **Figure 2-13**, disadvantage areas in Henry County are primarily concentrated in urban areas of the City of Hampton, Stockbridge, and McDonough. In the Atlanta metropolitan area, Henry County shows less overall demographic disparity than neighboring counties, but the percentage of

disadvantaged areas is slightly higher than that in the Atlanta region. Residents in these areas have higher safety risks due to gaps in safe traffic infrastructure and access.

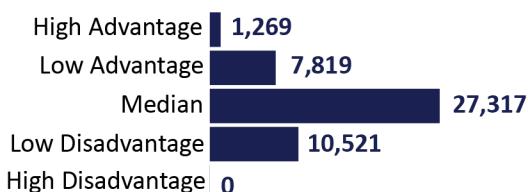
Median and disadvantaged areas experience a high number of FSI crashes per mile. Although crashes are present across the entire county, there are clusters of crashes in Median and Low Disadvantage Areas in the central, southwestern, and northwestern portions of Henry County. Pedestrian and bicycle-involved crashes, especially FSI crashes, are more prevalent in median and disadvantaged areas, reflecting higher VRU vulnerability in these communities. In contrast, there are more FSI motorcycle-involved crashes in high-advantage areas. Across all demographic groups, motor vehicle crashes remain the most frequent. This pattern emphasizes the critical need for applying targeted safety measures to different communities and protecting all roadway users.

Demographic Analysis Scores and Census Tract Categorization



Figure 2-11 Demographic Analysis Scores and Census Tract Categorization

Number of All Crashes by Demographic Classes



Number of FSI Crashes by Demographic Classes

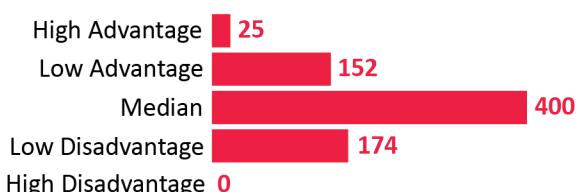


Figure 2-12 Number of Crashes by Demographic Classes

FSI and Non-FSI Crashes in Henry County by Demographic Classes (2019 - 2023)

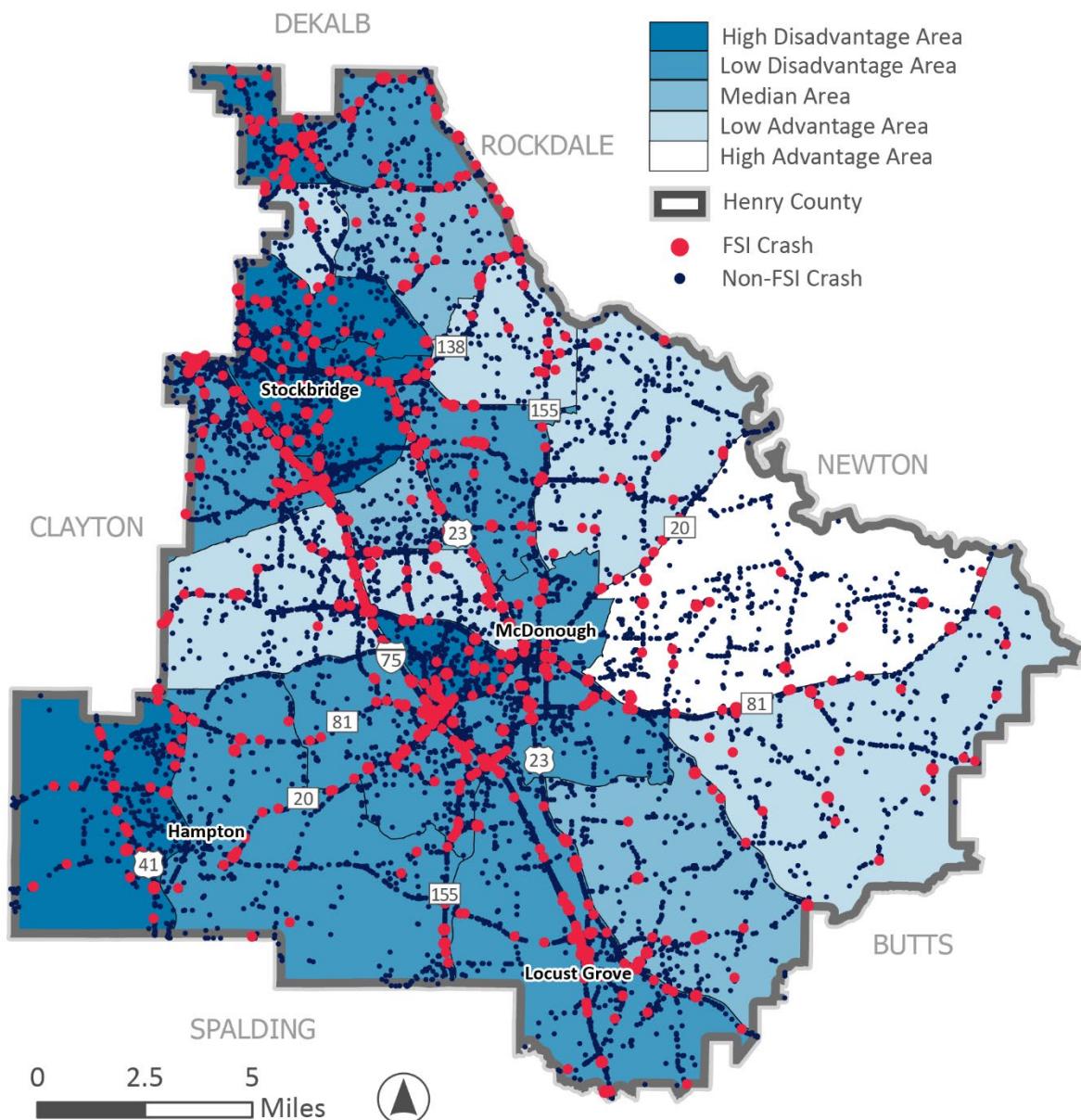


Figure 2-13 Map of FSI and Non-FSI Crashes in Henry County by Demographic Classes



Identifying Roadways in Need of Safety Improvements

The county's HIN and HRN were developed by analyzing crash patterns across all roadway segments except interstate highways (Figure 2-14).¹⁰ Using a Sliding Window Analysis, crashes were counted and weighted based on severity within 0.1-mile increments along all roadways. Segments were scored to identify corridors with the highest crash densities. Roadway segments that exceeded given mode-specific thresholds were designated as the HIN to prioritize areas with the greatest safety needs for all modes.

The HRN was developed by identifying roadway segments that had features statistically associated

with higher crash risks regardless of their crash history. Factors such as land use, roadway type, sidewalk presence, and speed limits were analyzed in a decision tree model to find the strongest combinations of these factors that correlate with concentrations of severe crashes. Segments with the most correlated risk factors were prioritized and designated as the HRN so that Henry County can proactively target areas for potential safety improvements before severe crashes occur. Details of the methodology behind developing the HIN and HRN are in **Appendix III** and **Appendix IV**, respectively.

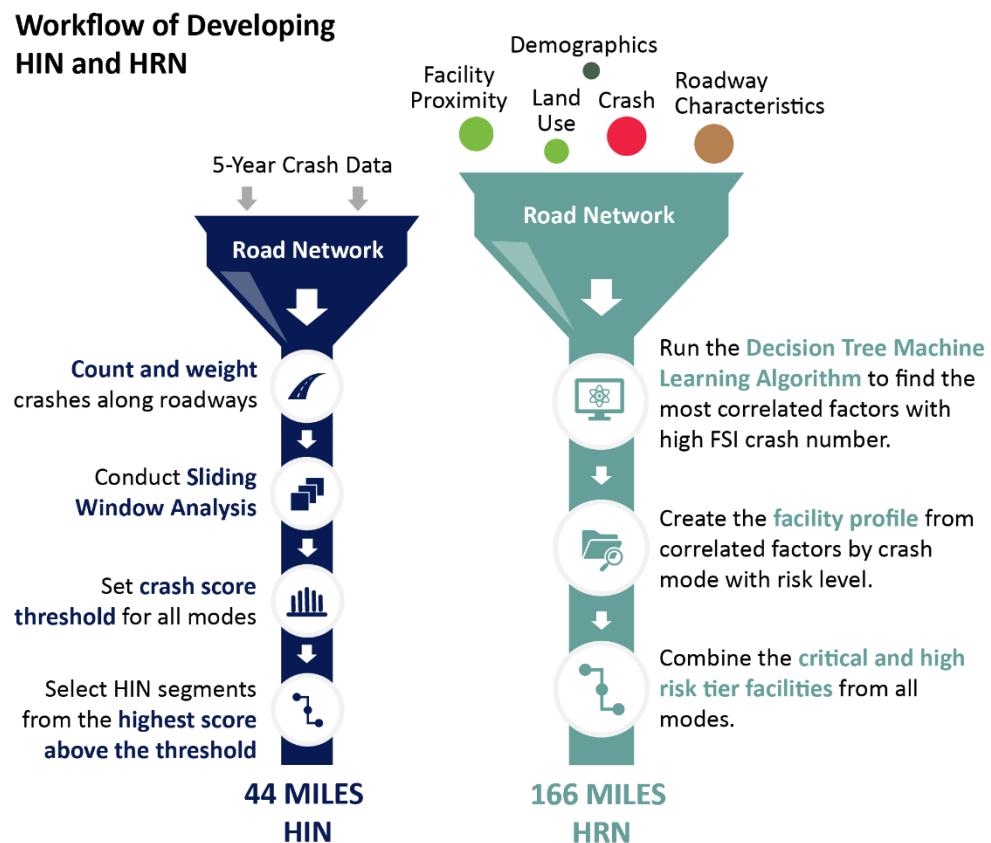


Figure 2-14 Workflow of Developing HIN and HRN

¹⁰ Interstates are excluded because crashes are frequent on interstates, particularly property damage-only crashes. Interstates are difficult to implement countermeasures on.

The HIN directly supports the Safe System Approach and SS4A components by identifying corridors where interventions can have the greatest impact on reducing fatalities and serious injuries, particularly in areas where VRUs are more likely to be present. **Figure 2-15** shows the HIN in Henry County. HIN segments are primarily clustered around major state highways in the Cities of McDonough and Stockbridge, such as SR 81, SR

42, and SR 20. Several segments near downtown areas and those that intersect with state routes are also high-injury locations. Disadvantage Areas have the highest proportion of HIN mileage relative to their total centerline mileage. Addressing safety along these corridors is critical for advancing SS4A goals of improving conditions for underserved communities.

High Injury Network in Henry County

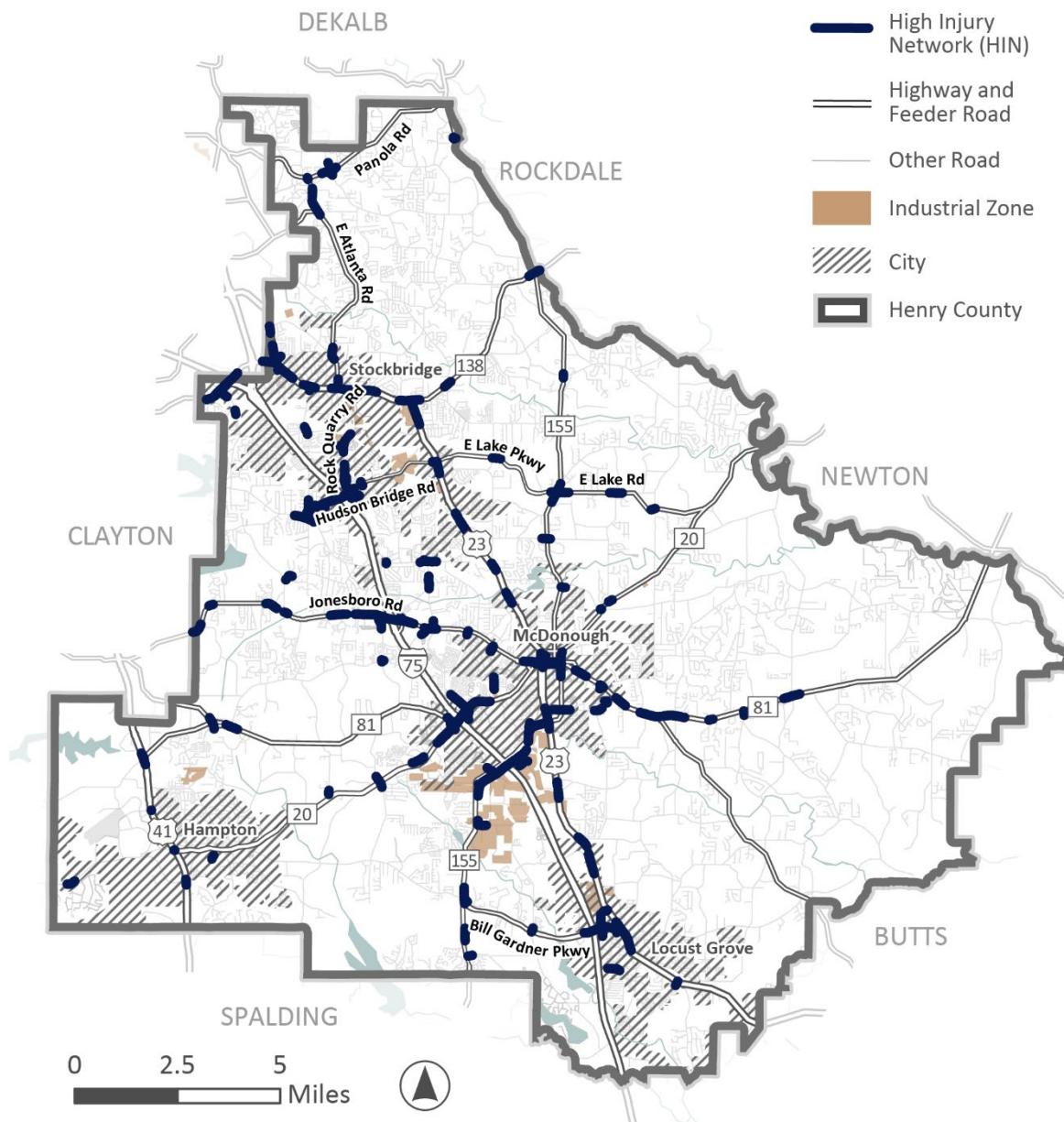


Figure 2-15 Map of HIN in Henry County

In **Figure 2-16**, HRN in Henry County spans a broader geographic area than HIN, covering both urban centers and more suburban and rural corridors, particularly extending northward toward Stockbridge and southward around Locust Grove. Like the HIN, there is also a large coverage of HRN in disadvantaged areas, indicating a high

crash risk for residents. This proactive identification helps Henry County plan investments in projects that mitigate exposure to potential crashes before severe outcomes happen, ensuring resources are directed to prevent future disparities in crash risks and support underserved communities.

High Risk Network in Henry County

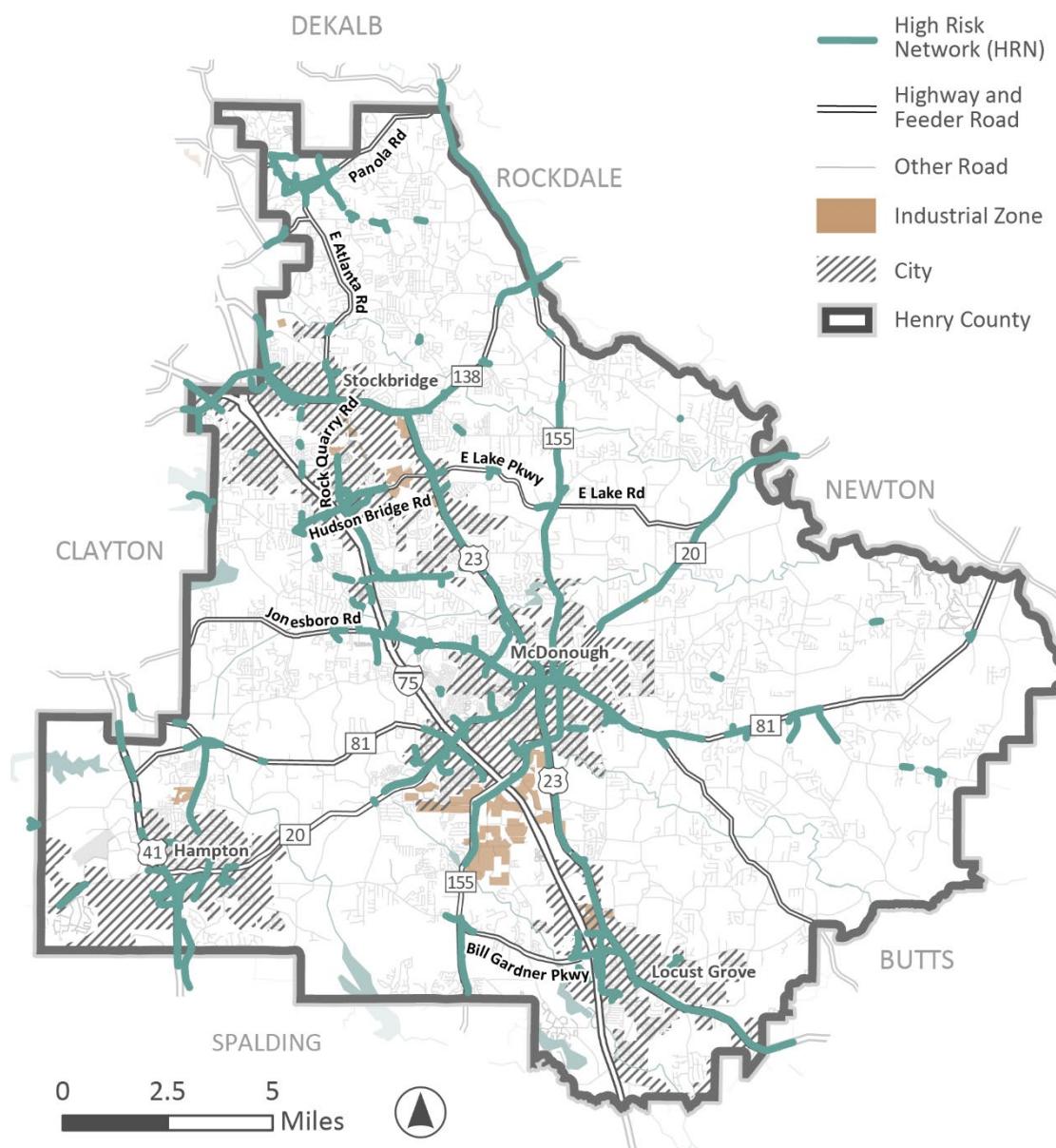


Figure 2-16 Map of HRN in Henry County



Safety Needs in Henry County

This plan's safety analysis identifies a clear need to address safety disparities across modes of transportation and the county's upward trend in crashes and fatalities, as any loss of life is unacceptable. Previously planned and programmed projects are mostly focused on sidewalk construction and intersection safety

projects, and they are not enough to support TSAP's safety goals. The countywide safety needs by transportation mode are listed in **Table 2-2**. This is a non-exhaustive summary of the needs identified through the qualitative and quantitative analysis discussed in this chapter.

Table 2-2 Safety Needs Identified in Chapter 2

Category	Safety Needs	Benefited Users
VRU Protections	Expand sidewalks and prioritize improvements near schools, parks, urban centers, and new developments	
	Address the lack of dedicated and protected bike facilities countywide, particularly along HIN and HRN	
	Integrate bike infrastructure improvements during roadway maintenance and development projects	
Roadway and Intersection Safety	Target improvements along HIN with a focus on intersections and highway interchanges	
	Implement lower speed limits and traffic calming along HIN/HRN and school zones	 
Lighting	Improve street lighting at intersections and along roadways for all roadway users	  
Freight Management	Reinforce designated truck routes and minimize conflicts with local traffic in industrial and commercial areas	 
	Address infrastructure gaps identified in freight cluster planning to support safer truck operations.	
Transit	Support safer transit access by enhancing pedestrian infrastructure around bus stops and proposed transit corridors	 
Education	Promote programs such as Safe Routes to School	  
	Organize education lectures and activities for young and teen drivers	

03

ENGAGEMENT & COLLABORATION



Engagement and Collaboration



3-1

Timeline of Public Engagement Events

To ensure that the safety strategies and priorities reflect the needs and experiences of the community, Henry County held a series of public engagement events to collect valuable feedback from residents and organizations. The engagement

process started in November 2024 and concluded in June 2025, comprising four RSSC Meetings, three community events, one online public meeting, and three public surveys. The detailed timeline of the events is shown in **Figure 3-1**.



Figure 3-1 Timeline of Public Engagement Events



Roadway Safety Stakeholder Committee Meeting

The Henry County RSSC is a group of individuals from different organizations who can make safety improvement recommendations regarding public safety, emergency response, fire, public health, bicyclists, pedestrians, elderly and disabled citizens, racial and ethnic minorities, and school children. Through four virtual meetings every two months, the committee reviewed the results of the analysis and shared perspectives regarding shaping TSAP's vision and goals and providing safety recommendations.

What are your safety priorities?

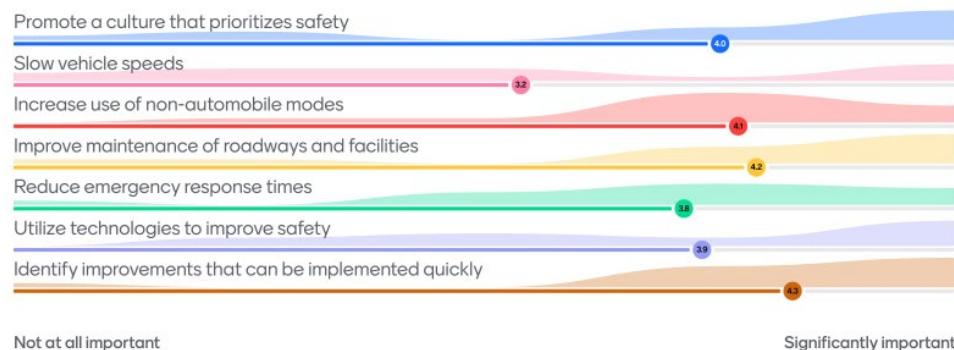


Figure 3-2 Engagement Activities in RSSC Meetings



3-3 Public Engagement from Previous Plans

Throughout the reviewed plans with public engagement sections, residents consistently expressed dissatisfaction with the current pedestrian and biking infrastructure. Although residents expressed a strong interest in biking or walking to work, retail, and parks, their biggest concern is the safety and comfort of the trip. **Table 3-1** shows a list of example feedback from part of the reviewed plans. In Henry County CTP, respondents identified major roadways that need pedestrian flashing beacons, speed limits reduced, streetlights, and repaving. None of the plans had public comments about freight safety issues, but stakeholders expressed concerns about transit

services. In McDonough, half of the survey respondents still would like a bus system, but a few consider it inappropriate for community living and local roads.

In the ARC Bike-Pedestrian Plan, survey respondents expressed a need for pedestrian master plans, safety action plans, Complete Street policies in local jurisdictions, and active pedestrian advocacy groups or Bicycle and Pedestrian Advisory Committees in communities.¹¹ In response, Henry County TSAP aims to meet the community's aspirations by advancing targeted strategies to create a safer transportation system.

Table 3-1 Sample of Public Feedback on Safety Needs from Reviewed Plans

Reviewed Plans	Engagement Format	Safety Needs from Feedback
Henry County CTP ¹²	Poster Board in the Public Meeting	<ul style="list-style-type: none"> ▪ Flashing Lights ▪ Speed Limit Reduction ▪ Streetlights ▪ Sidewalks and Trails
Henry County Transit Master Plan ¹³	Stakeholder Interviews and Public Survey	<ul style="list-style-type: none"> ▪ Transit-Supportive infrastructure ▪ Clean and Safe Transit Vehicles
City of McDonough Comprehensive Plan ¹⁴	Public Survey	<ul style="list-style-type: none"> ▪ Safe Trails and Sidewalks connecting Neighborhoods ▪ Streetlights
City of Stockbridge Livable Centers Initiative (LCI) 10-Year Update ¹⁵	Image Preference Survey	<ul style="list-style-type: none"> ▪ Pedestrian and Bicycle Infrastructure

¹¹ [ARC Bike-Pedestrian Plan](#) (2015), ARC. Retrieved in Jan. 2025

¹² [Henry County CTP \(2022\)](#), Pond. Retrieved in Jan. 2025.

¹³ [Henry County Transit Master Plan](#) (Jan. 2022), 3-5. Retrieved in Jan. 2025.

¹⁴ [City of McDonough Comprehensive Plan 2024-2028](#) (2023), 23.

¹⁵ [City of Stockbridge, LCI 10-Year Update](#) (2012), 67. Retrieved in Jan. 2025.



3-4 Community Priorities Survey

An anonymous online survey was conducted to identify community members' perceptions of safety and safety priorities. The survey was spread through social media platforms to ensure broader participation. Four topics with 12 questions were covered: mobility choices, transportation safety concerns, safety solutions, and demographics.

Three hundred eighty-three (383) respondents completed the survey. Most heard about it through social media, emails, and Henry County's website. City of McDonough and Locust Grove residents have the largest engagement rate. Most respondents live and work in Henry County, and a small part attend schools.

According to **Figure 3-3**, the relationship between travel mode choices and safety concerns suggests

that Henry County's traffic infrastructure is heavily automobile-oriented. The lack of safe and connected facilities with ADA compliance for pedestrians and cyclists discourages the use of alternative modes. Major intersections and highway access points were the most frequently identified danger zones, aligning with the HIN and HRN pattern. Compared with downtown business districts, where the traffic is much busier, survey responses reflected that residential neighborhoods and rural areas are at high safety risk due to less lighting, narrower roads, and speeding.

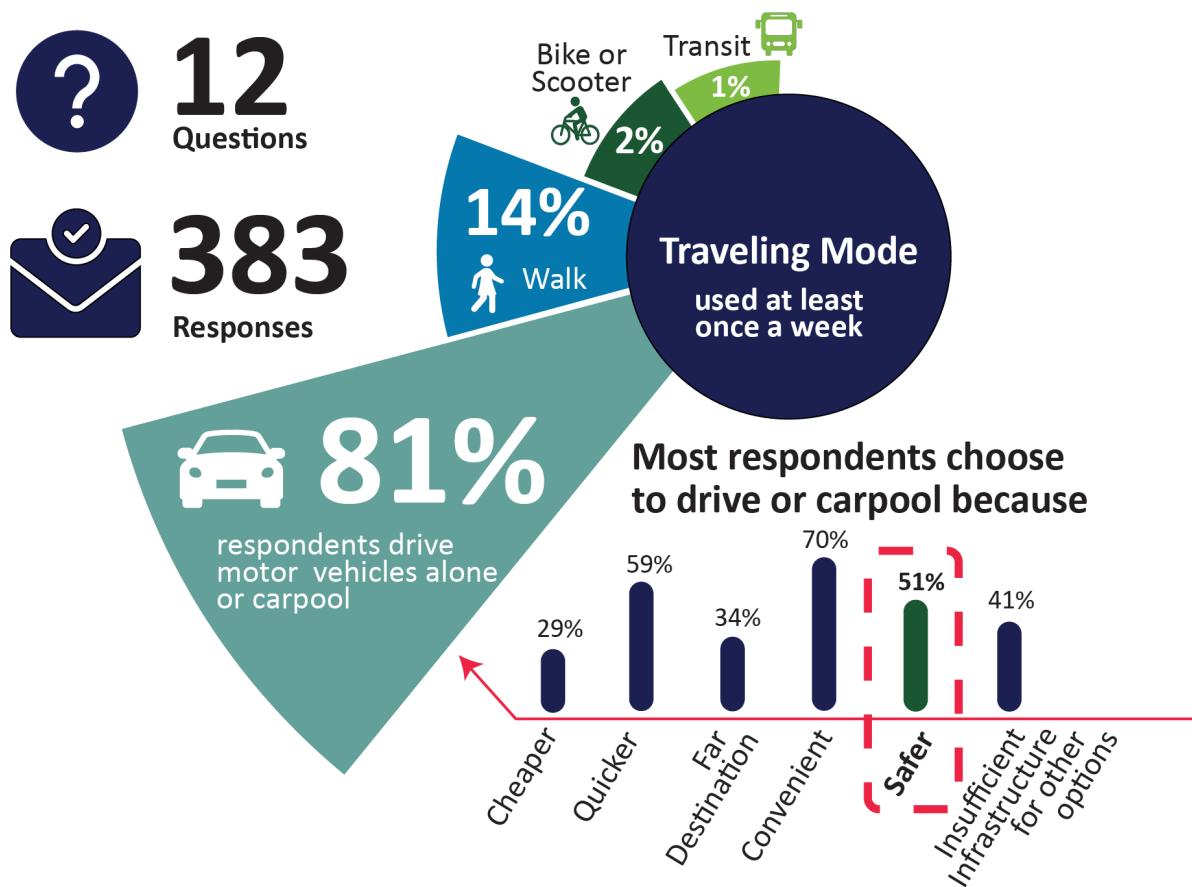


Figure 3-3 Response Percentage of Traveling Mode and Reasons in the Community Survey

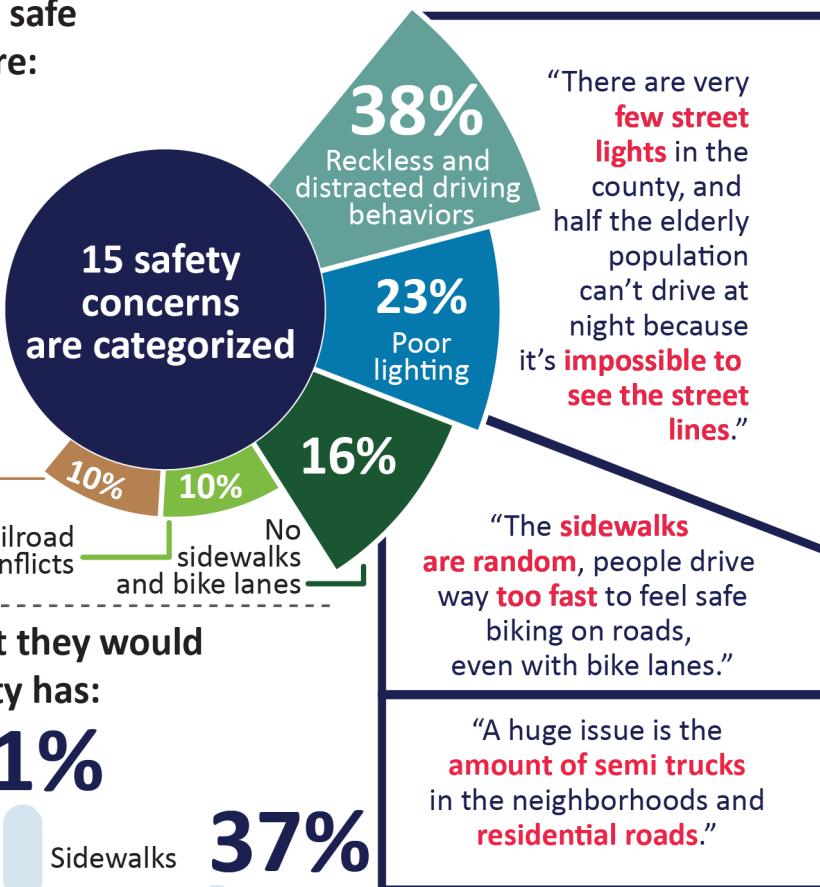
In **Figure 3-4**, compared with a lower need for biking facilities and speed management, respondents voted for better road pavement and maintenance, intersection improvements, and street lighting improvements as the top three

desired transportation safety improvements. The suggestions indicate that Henry County residents prioritize infrastructure enhancements that improve road conditions, traffic flow, and visibility.

When asking about how safe these traveling modes are:



Only **25%** responses think other options except driving vehicles are **safe**



Respondents stated that they would feel **safer** if Henry County has:



Figure 3-4 Concerns and Suggestions from Survey Respondents

3-4

Comment Map

The Wikimap is an interactive map platform for the public to tag specific locations where they have traffic safety concerns or traffic improvement suggestions. Comments left on the map were publicly available for viewing by all users. The geographic information from the map is useful for identifying priorities to allocate safety infrastructure and management resources.

The online comment map collected 270 responses, with 219 comments identifying safety concerns and 158 offering improvement suggestions. **Figure 3-5** shows the response density at locations where respondents have concerns and suggestions. Safety concerns were primarily concentrated around the City of McDonough and Locust Grove, and along major highways including I-75, SR 138, and SR 81.

Henry County Public Comment Map

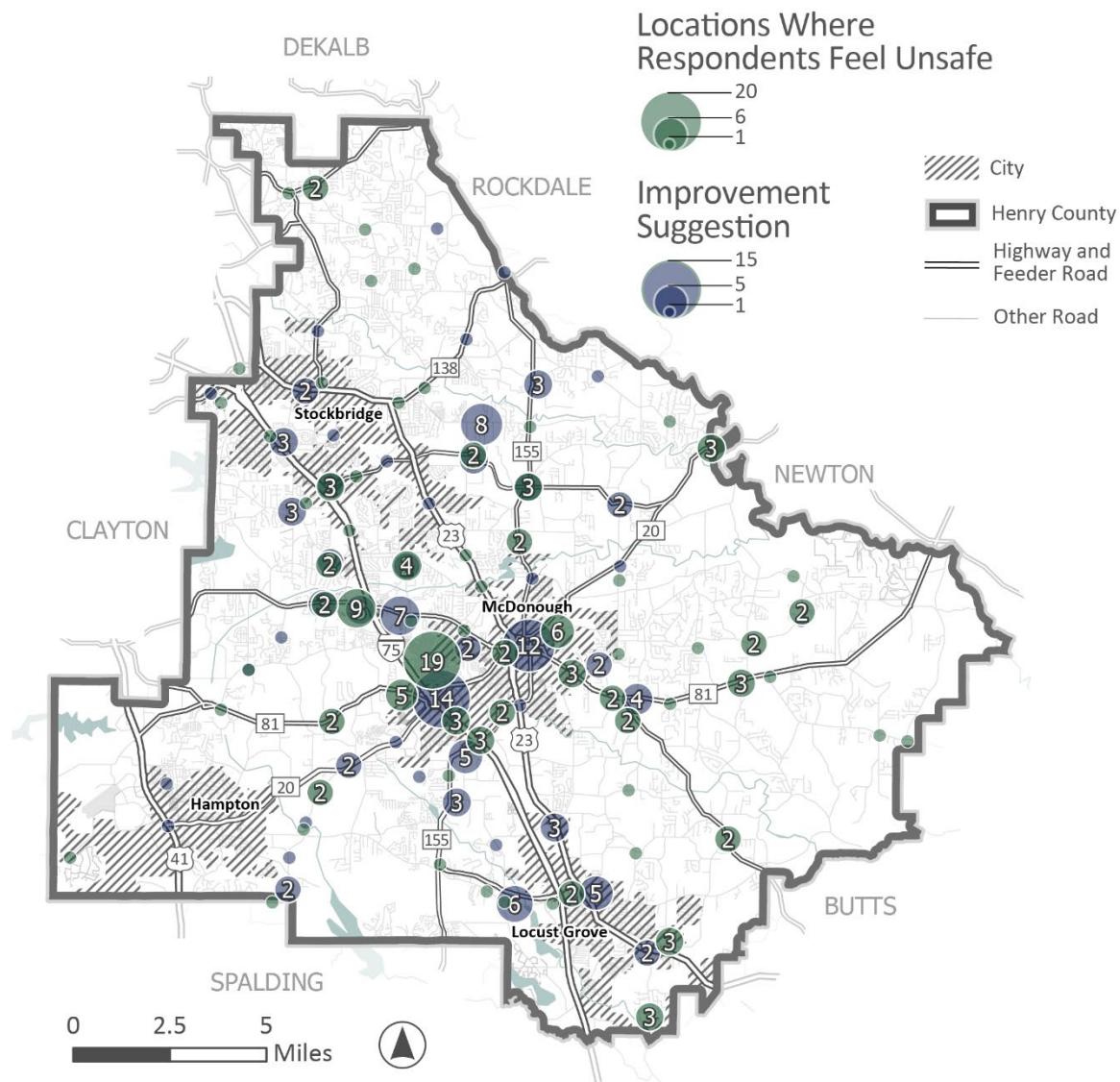


Figure 3-5 Map of Responses from Wikimap

In **Figure 3-6**, responses are more focused on automobile management than on pedestrians and bicyclists. Less than 10 responses expressed the need for sidewalks, and only three people suggested improving crosswalks and designing bike lanes.

The most frequently cited safety issues are conflicts of turning at busy roadways and traffic congestion. Poor road design, including narrow lanes, sharp curves, and limited sight distance, also contributed to unsafe traffic, particularly near interstate access points and feeder roads. Respondents suggest adding more traffic signals, roundabouts, and intersection realignments to control conflicts when making turns effectively.

The comment map repeated visibility issues, which are mainly concentrated at intersections where

drivers cannot see approaching traffic. More streetlights are a critical need for Henry County.

Most concerning locations regarding freight safety are near the freight routes near McDonough and Locust Grove, which serve as the freight cluster to the Port of Savannah through I-75. Respondents stated that other roadway users become more vulnerable when trucks are not on designated freight corridors. Therefore, respondents suggest that freight management should be strengthened. Since ARC adopted its Regional Freight Mobility Plan in 2024, it is necessary for Henry County to pursue the same goal of improving the safety and security of the regional freight system and its users. Photos shown in **Figures 3-7 to 3-9**.

Concerns and Suggestions from Map Comments

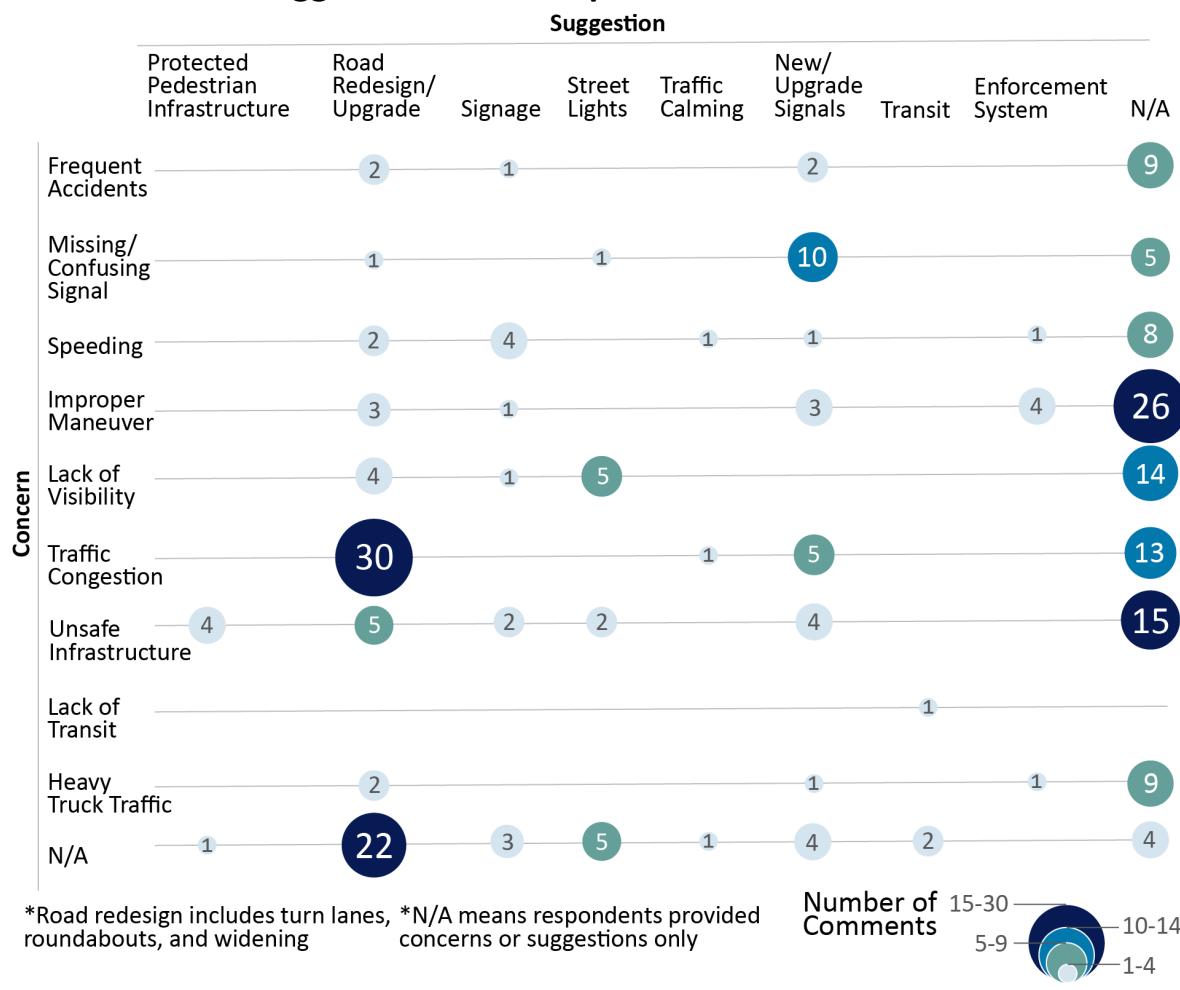


Figure 3-6 Concerns and Suggestions from Wiki Map Comments

3-5 Pop-up Events



Figure 3-9 South Pop-up Event



Introduce the plan's progress to residents and collect their feedback



Concerns about increasing warehouses and road damage due to heavy truck traffic



Needs more guidance on how to use roundabouts



Poor lighting in the City of Stockbridge. More lighting is helpful for all road users



Figure 3-8 Central Pop-up Event

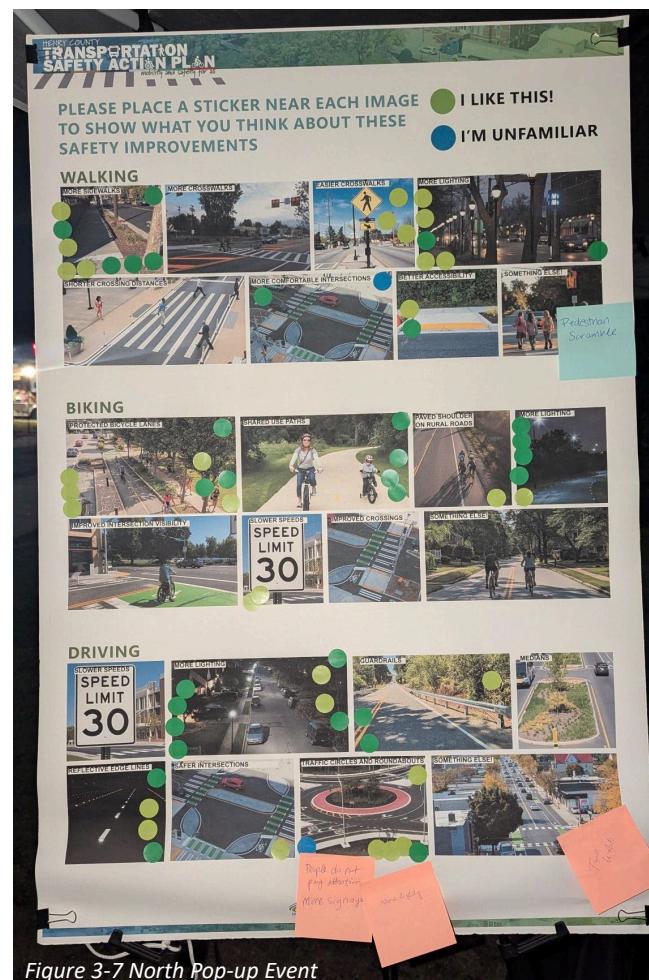


Figure 3-7 North Pop-up Event



3-6 Safety Needs Identified by the Community

Table 3-2 summarizes safety needs from these public engagement events. Most of the needs overlap with those from safety analysis. However, these engagement events explore new needs

focusing on policy enhancement for all roadway users, roadway upgrades, education for new roadway redesign, and transit needs.

Table 3-2 Safety Needs Identified from Public Engagement

Category	Safety Needs	Benefited Users
VRU Protections	Need for continuous, connected, and ADA-compliant sidewalks and bike lanes*	
	Need for pedestrian master plans, Complete Streets policies, and active pedestrian advocacy groups	
	Improved safety and comfort for walking and biking trips to work, retail, parks, and schools*	
Roadway and Intersection Safety	Better pavement conditions and re-paving of deteriorated roads	
	More traffic signals with proper timing, protected turn lanes, and roundabouts to manage high-traffic intersections*	
	Intersection realignments to reduce conflicts	
	Speed limit reductions and more enforcement against reckless and distracted driving*	

Category	Safety Needs	Benefited Users
Lighting	Enhanced lighting along feeder roads and rural areas to address nighttime visibility concerns*	  
	Better sightlines at intersections, particularly where hills, curves, and poor road geometry obstruct visibility	
Freight Management	Stronger control over truck traffic, especially near McDonough and Locust Grove's freight cluster*	 
	Enforcement to keep freight on designated truck routes and away from residential streets*	 
	Coordination with the ARC Regional Freight Mobility Plan to improve the safety of freight corridors and surrounding users	
Transit	Expanded school bus use and safety improvements near community facilities	
	Need for safer, cleaner, and more reliable transit services*	
	Community support for adding bus services in urban areas, although opinions on transit expansion vary by location	
Education	Calls for stronger driver education efforts, particularly around the use of roundabouts, yielding to pedestrians, and managing truck behavior	 
	Community interest in programs like Safe Routes to Schools and local ordinances promoting walking and biking safety*	 

* indicates overlapping safety needs in Chapter 2.

04 SAFETY STRATEGIES



4-1

Safety Countermeasures Toolkit

Henry County TSAP adopts a proactive approach to transportation safety that prioritizes the prevention of fatal and serious injury crashes across the entire roadway system. Rather than focusing solely on locations with a history of crashes and applying one-size-fits-all solutions, it emphasizes addressing underlying risk factors and creating safer conditions for all users. This approach differs from traditional safety planning by incorporating the broader context of the roadway,

accounting for unique crash characteristics, accounting for human error, and seeking to reduce the severity of crashes when they do occur. The safety countermeasure toolkit developed for this plan is shown in **Table 4-1**. Each strategy is aligned with key risk patterns identified through Henry County's crash data, community feedback, and the surrounding land use context.

Table 4-1 Henry County Safety Countermeasure Toolkit

A. Speed Limits



Re-evaluate and adjust speed limits to align with existing and future surrounding infrastructure and conditions.



Image Source: EMS Daily Advisor

Safety Concern Addressed	Excessive speeding, rear-end crashes
Applicable Road Types	Minor arterial, Minor collector, Local, and Residential roads
Prioritized Locations	Roads near schools, parks, and residential areas experiencing high vehicle speeds incompatible with the land use context
Expected Safety Benefits	Increased pedestrian safety, fewer severe vehicle crashes
Notes	Setting posted speed limits based on roadway design, land use, pedestrian activity, and safety goals ensures speeds are appropriate for all users, reducing risks for both motorists and vulnerable road users.

B. Radar Speed Signs



Deploy radar speed signs to display approaching vehicle speeds, providing real-time feedback to drivers on their speed and alerting them when they exceed the speed limit.



Image Source: themunicipal.com

Safety Concern Addressed	Speeding, driver awareness
Applicable Road Types	Minor Arterial, Minor Collector, Local, and Residential roads with any speed limit
Prioritized Locations	Residential streets, areas near schools, and high-crash locations with excessive vehicle speeds that exceed posted limits
Expected Safety Benefits	Reduced speeding, improved driver awareness
Notes	Radar speed signs should be designed according to the Federal Highway Administration's (FHWA) MUTCD (latest edition).

C. Rumble Strip

Install rumble strips along the centerline and edges of roadways to alert drivers when they approach the edge of the road or lane.



Image Source: fixtron.com

Safety Concern Addressed	Lane departure and head-on collisions
Applicable Road Types	Rural and suburban roadways
Prioritized Locations	High-speed rural and suburban roads, curves, areas with frequent run-off-road or head-on crashes, areas with poor lane markings or visibility
Expected Safety Benefits	Improved driver awareness, reduced lane departure, and head-on crashes, decreased severity of accidents
Notes	Effective in areas with high crash rates, may cause noise concerns in residential areas, best for roads over 40 MPH or with a history of lane departure crashes.

D. Roadway and Lane Diets



Conduct a study to determine if lane widths or roadways can be reduced to calm traffic and enhance pedestrian safety. Lane diets reduce the width of travel lanes, while road diets may involve removing one or more lanes of traffic and, in some cases, narrowing the remaining lanes.



Image Source: Springer

Safety Concern Addressed	Wide street crossings can be major impediments to pedestrian access, connectivity, and safety
Applicable Road Types	Minor Arterial, Minor Collector, Local and Residential Local Road with speed limits up to 35 MPH
Prioritized Locations	Road diets or lane diets are not appropriate for all roadways. Careful analysis on determining the feasibility need to be determined up front utilizing traffic count data, existing and proposed ADT, type of road, "off system" or "on system" and the need and purpose of the project to determine whether the street or road you are analysis is suitable for a road or lane diet.
Expected Safety Benefits	Roadway and lane diets can reduce crashes by 19-47% , decrease rear-end and left-turn collisions, and improve pedestrian safety by shortening crossing distances. They also create space for bike lanes, parking, and transit stops, promote traffic calming, and support a "Complete Streets" environment with consistent speeds.
Notes	When converting a four-lane road to a two-lane road with a two-way left-turn lane, medians or pedestrian refuge areas may be added at intersections or mid-block crossings. The types of vehicles primarily using the street should be considered before reducing lane widths. Additionally, mountable curbs may be used on narrower lanes to accommodate larger vehicles.

E. Pedestrian Hybrid Beacons (PHB)



Install beacons at mid-block pedestrian crossings to increase visibility. A high-intensity activated crosswalk is a traffic-control device used to stop vehicles at uncontrolled mid-block pedestrian crossing locations.



Image Source: WordPress.com

Safety Concern Addressed	Pedestrian safety, crossing visibility
Applicable Road Types	Minor Arterial, Minor Collector, Local and Residential Local Road in rural or suburban land use with speed limits up to 45 MPH
Prioritized Locations	Busy streets with frequent crossings, high pedestrian traffic areas , near shopping centers, parks, and at uncontrolled mid-block pedestrian crossing locations
Expected Safety Benefits	Increased pedestrian visibility, reduced crashes
Notes	Install on two-way streets with six or fewer lanes per direction and one-way streets with three or fewer lanes, following FHWA guidelines. Consider incorporating a median refuge area with a PHB for improved pedestrian safety or installing a median refuge alone if factors may negatively impact PHB compliance.

F. Sidewalks



Connect, install, or improve sidewalks to enhance pedestrian mobility and safety.



Image Source: iStock

Safety Concern Addressed	Pedestrian safety, accessibility
Applicable Road Types	Urban and suburban areas
Prioritized Locations	Prioritize areas with disconnected or non-ADA-compliant sidewalks, especially near schools, parks, and activity zones
Expected Safety Benefits	Increased pedestrian safety, improved accessibility
Notes	A minimum 5-foot pedestrian clear zone and a 5-foot greenscape / furniture zone should be maintained, although width can be expanded depending on context.

G. Median/Pedestrian Refuge Areas



Build medians or refuge areas at crossings to separate pedestrians from traffic between active vehicle travel lanes.



Image Source: City of Winnipeg

Safety Concern Addressed	Pedestrian safety, crossing hazards
Applicable Road Types	Minor Arterial, Minor Collector, Local and Residential roads, suburban land use with speed limits up to 45 MPH
Prioritized Locations	Prioritize raised crossings at high-volume roads with frequent pedestrian crossings , particularly at intersections or mid-block locations. Focus on areas transitioning from rural to town settings or from "on-system" to "off-system" roadways. These crossings are especially beneficial on two-way streets wider than 60 feet .
Expected Safety Benefits	Safer pedestrian crossings, fewer pedestrian crashes. Medians with marked crosswalks reduce pedestrian crashes by 46% and pedestrian refuge islands reduce pedestrian crashes by 56% (FHWA). ¹⁶
Notes	Consider planting low-growing, low-maintenance plants in median refuge areas (max 30 inches), positioning reflective bollards at the crossing for visibility, and using median refuges at mid-block crossings for enhanced pedestrian safety, without additional devices like RRFBs or PHBs when appropriate.

¹⁶ [Proven Safety Countermeasures](#), FHWA. Retrieved in Jun. 2025.

H. Raised Crosswalk



Install raised crosswalks to improve visibility and slow down traffic. Raised crosswalks are speed tables used at pedestrian crossings.



Image Source: Honolulu Star-Advertiser

Safety Concern Addressed	Pedestrian safety, speeding
Applicable Road Types	Residential streets, near schools, Minor Arterial, Minor Collector, Local and Residential Local Road, suburban land use with speed limits up to 35 MPH
Prioritized Locations	Streets with moderate or high pedestrian activity, near schools, parks, and shopping areas. Install at midblock crossing locations, uncontrolled pedestrian crossing locations, channelized right turn lanes, or when a crosswalk crosses a slip lane.
Expected Safety Benefits	Reduced vehicle speeds, improved pedestrian safety.
Notes	Additional considerations should be made to accommodate large vehicles. Additional consideration should be made to ensure that standing water or ponding does not occur at the base of the raised crosswalk.

I. Shared Use Paths & Bicycle Facilities



Develop dedicated paths for bicycles and shared use with pedestrians.



Image Source: iStock

Safety Concern Addressed	Bicycle safety, multimodal access
Applicable Road Types	Urban and suburban streets
Prioritized Locations	Prioritize shared-use paths and bicycle facilities in high-traffic areas near schools, parks, transit hubs, and residential neighborhoods, especially where pedestrian and bike infrastructure are lacking. Focus on locations with minimal curb cuts, roadways with sufficient space for safe path construction, and areas that enhance connectivity to key destinations, recreational routes, or scenic areas.
Expected Safety Benefits	Increased bicycle safety, improved multimodal connectivity
Notes	In high-volume areas, separate pedestrians and cyclists in shared paths when possible, using centerline stripes and reflective markings for safety. Buffered cycle tracks are recommended for streets with speeds between 25-45 MPH and moderate or high cyclist volumes. Cycle tracks must be well-maintained and debris-free, with more frequent street sweeping required, especially in the fall. On-street bike lanes may be suitable for roads between 25-40 MPH, while sharrows are appropriate for lower-speed streets of 25 MPH or less. Bikeable shoulders are appropriate for rural areas or streets without curbs. Further evaluation of the posted design speed should be conducted to determine the most appropriate measures to protect cyclists from motorized vehicles. In many cases, barriers are placed adjacent to the bike facility as needed.

J. Hardened Centerline

Install physical barriers like curbs along centerlines.



Image Source: DC.gov

Safety Concern Addressed	Cross-median crashes, head-on collisions
Applicable Road Types	Minor Arterial, Minor Collector, Local and Residential Local Road with high speeds
Prioritized Locations	High-speed roads with frequent cross-median crashes
Expected Safety Benefits	Fewer head-on crashes, improved vehicle separation
Notes	N/A

K. Roundabouts

Conduct an Intersection Control Evaluation Study (GDOT ICE) to assess whether intersections can be converted to roundabouts, circular unsignalized intersections with a central raised island, to improve traffic flow and reduce crash severity.



Image Source: The Henry Reporter

Safety Concern Addressed	Turning crashes, intersection safety
Applicable Road Types	On roads with posted speed limits up to 45 MPH
Prioritized Locations	High-crash intersections, especially at uncontrolled junctions
Expected Safety Benefits	Fewer severe crashes, smoother traffic flow
Notes	The best practice is to use mountable curbs for truck aprons. Adequate illumination should be provided for pedestrian crossings. Lighting should be placed upstream (at the approach) of a crosswalk on both sides.

L. Leading Pedestrian Interval (LPI)

Allow pedestrians to begin crossing on a crosswalk before turning vehicles entering the crosswalk space, and get a green light.



Image Source: New West Record

Safety Concern Addressed	Red-light running, intersection safety
Applicable Road Types	Signalized intersections
Prioritized Locations	Signalized intersections with high red-light running, crash trends, or pedestrian-vehicle conflicts, especially near schools. Prioritize intersections within 1/2 mile of schools or with a history of such issues.
Expected Safety Benefits	Reduced red-light running, fewer intersection crashes. Reduce pedestrian-vehicle collisions by as much as 60% at treated intersections (NACTO). ¹⁷
Notes	At intersections with bicycle signal faces, a leading bicycle interval (LBI) can be implemented alongside a leading pedestrian interval (LPI) to reduce conflicts between bicycles and vehicles. Curb extensions may also be used with LPIs to improve pedestrian visibility and shorten crossing distances. Additionally, "No Turn on Red" (R10-11) prohibitions can be considered during the LPI phase.

M. Yellow Change Intervals

Conduct a signal audit to evaluate signal timing and adjust yellow light timing to allow for safe stopping distances.



Image Source: University of Maryland

Safety Concern Addressed	Pedestrian safety, vehicle-pedestrian conflicts
Applicable Road Types	Signalized intersections
Prioritized Locations	Busy intersections near schools, shopping areas, or transit stations.
Expected Safety Benefits	Reduced pedestrian-vehicle crashes
Notes	N/A

¹⁷ [Urban Street Design Guide](#), NACTO (2013). Retrieved in Jun. 2025.

N. No Turn on Red

Restrict right turns on red at intersections to improve pedestrian safety.



Image Source: News & Observer

Safety Concern Addressed	Pedestrian safety, red-light running
Applicable Road Types	High-pedestrian areas
Prioritized Locations	Intersections where pedestrians may be present, near schools, or parks.
Expected Safety Benefits	Increased pedestrian safety, fewer pedestrian-vehicle crashes.
Notes	Adjust signal timing

O. Corner Extensions

Extend the corners of intersections to shorten pedestrian crossing distances.



Image Source: U.S. DOT

Safety Concern Addressed	Pedestrian safety and visibility, speed reduction
Applicable Road Types	Minor Arterial, Minor Collector, Local and Residential Local Road with speed limits up to 40 MPH
Prioritized Locations	Urban or suburban intersections, near schools, parks, residential, and retail areas
Expected Safety Benefits	Enhanced visibility for pedestrians at an intersection
Notes	Corner extensions on streets with on-street parking enhance pedestrian and driver visibility at intersections while providing additional space for streetscape amenities such as trash cans, bicycle racks, and benches.

P. ADA Ramps

Install ramps and detectable warning surfaces for accessibility at crossings.



Safety Concern Addressed	Pedestrian accessibility, safety
Applicable Road Types	Minor Arterial, Major and Minor Collector, Local and Residential Local Road
Prioritized Locations	Prioritize locations where sidewalks or shared-use paths crossroads, streets, railroads, or commercial driveways with heavy vehicle volumes in areas with pedestrian traffic, such as near schools and transit stops.
Expected Safety Benefits	Enhanced accessibility, safer pedestrian movement
Notes	Ensure ADA Ramps and Detectable Warning Surfaces (DWS) comply with ADA standards for width, slope, cross slope, placement, and other requirements as specified by the U.S. Access Board/PROWAG.

Q. Raised Intersection & Protected Intersections

Implement raised intersections, a flat raised area covering an intersection with ramps on all vehicle approaches, and protected crossings for pedestrians.



Safety Concern Addressed	Pedestrian safety, traffic calming
Applicable Road Types	Minor Collector, Local and Residential roads, and suburban land use. Residential intersections, suburban, and rural areas with heavy pedestrian traffic, with speeds of 35 MPH or less .
Prioritized Locations	Prioritize raised intersections on one-way or two-way local streets with speed limits of 35 MPH or less and a maximum daily vehicle volume of 10,000 vehicles . Focus on controlled intersections with high pedestrian crossing volumes to enhance safety and visibility.
Expected Safety Benefits	Slower vehicle speeds, safer pedestrian crossings

<p>Notes</p>	<p>Raised intersections aid ADA compliance by leveling crosswalks with sidewalks, but the lack of a curb can hinder sight-impaired pedestrians. Use detectable warning truncated domes where the sidewalk meets the crosswalk.</p>
<p>R. Rectangular Rapid Flashing Beacon (RRFB) </p>	<p>Safety Concern Addressed Intersection safety, awareness</p>
<p>Install beacons to warn drivers when approaching intersections. RRFBs are actuated flashing lights installed at a crosswalk with pedestrian crossing signs. RRFBs draw the driver's attention to the crosswalk and communicate the presence of a pedestrian and the need to yield.</p>	<p>Applicable Road Types Minor Arterial, Minor Collector, Local and Residential Local Road suburban land use <= 35 MPH</p>
<p>Prioritized Locations</p>	<p>High-crash intersections with poor visibility or high crash rates. At uncontrolled mid-block pedestrian crossing locations.</p>
<p>Expected Safety Benefits</p>	<p>Increased driver awareness, reduced crashes</p>
<p>Notes</p> <p><i>Image Source: JC Smith Inc</i></p> 	<p>Install on two-way streets with two or fewer lanes per direction and one-way streets with three or fewer lanes, following FHWA guidelines. Consider installing pedestrian refuge areas with RRFBs to shorten crossing distances and increase driver awareness, using RRFBs as a lower-cost alternative to traffic signals. Evaluate median refugees alone for safety when RRFBs may negatively impact compliance, and use supplemental RRFBs before crosswalks to address sight distance limitations.</p>

S. Pedestrian-Scale Lighting



Install street lighting to improve pedestrian visibility by illuminating sidewalks, crosswalks, and bike lanes.



Safety Concern Addressed	Nighttime pedestrian safety
Applicable Road Types	Urban and suburban areas
Prioritized Locations	Prioritize at intersections, street corridors with pedestrian infrastructure, mid-block crossings, bridges, tunnels, overpasses, and transit stops, and in areas with pedestrian activity, such as transit stations, medical centers, educational institutions, and downtown urban areas.
Expected Safety Benefits	Improved visibility at night, reduced nighttime crashes
Notes	Lighting should be strategically placed in the frontage or green space/furniture zone, ensuring coordination with tree placement to avoid creating shadowed areas that reduce sidewalk visibility. Consideration of energy-efficient lighting, appropriate fixture spacing, white light shade, and alternative power sources are recommended, with a preference for LED lights to reduce maintenance and improve energy efficiency.



Countermeasures implemented along roadway segments



Countermeasures implemented at intersections



Prioritizing Safety Improvements

Henry County identified high-priority corridors from the all-mode HIN and HRN, based on the segment with the highest crash score, limited to two miles. The workflow is shown in **Figure 4-1**, and **Figure 4-2** shows their locations. Eight projects overlap with GDOT improvement projects. Table 4-2 shows the details of these corridors.

There are five locally owned corridors, one from each jurisdiction represented in this TSAP, that had the highest number of FSI crashes. These five corridors were selected for focused engineering studies. Each corridor study assessed the existing

roadway conditions, analyzed its crash history, and recommended improvements to address its unique safety challenges. The studies identify high-priority capital safety projects within each jurisdiction that are ripe for applying for implementation funds. The studies also contribute to the county's safety toolkit, described in the previous section, which can be applied to roadways with similar characteristics, contexts, and crash histories across Henry County. The corridor study for unincorporated Henry County is included at the end of this section.

Workflow of Developing Priority Corridors

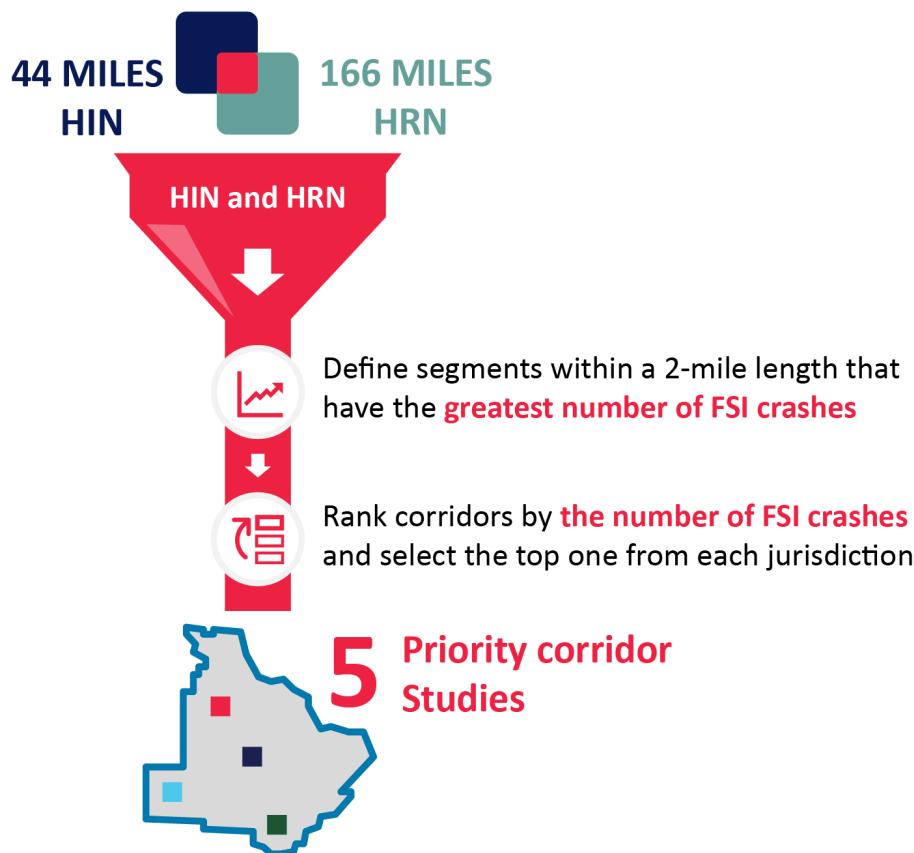


Figure 4-1 Workflow of Developing Priority Corridors

Priority Corridors in Henry County

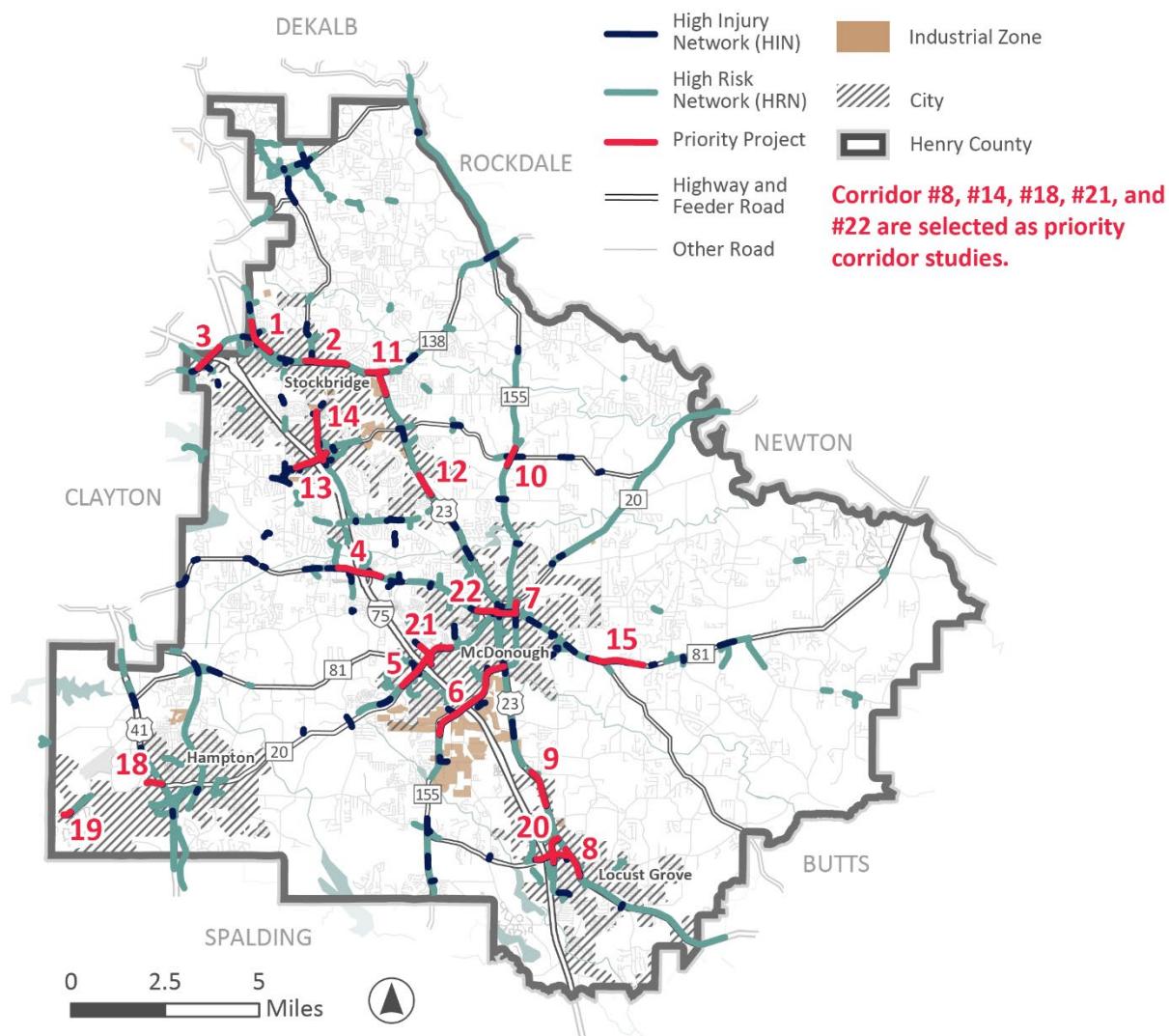


Figure 4-2 Priority Projects in Henry County

Table 4-2 List of Priority Projects

Project ID	Road Names	Extent	Jurisdiction	# of FSI Crashes	Functional Class	Mileage
1*	North Henry Boulevard	Shepherd Drive to Daniel Drive	Stockbridge	7	SR 42 Major Arterial (south of SR 138) Minor Arterial (north of SR 138)	0.4
2	North Henry Boulevard	Scott Boulevard to Tye Street	Stockbridge	5	SR 42 Major Arterial	1.1
3	Highway 138 W (I-75 Interchange)	Mt Zion Road to North Mill Road	Stockbridge	8	SR 138 Principal Arterial	1.2
4	Jonesboro Road (I-75 Interchange)	Commercial Drive to Mount Olive Road	Henry County	5	Principal Arterial	1.7
5*	Highway 20/81 W Highway 20 W (I-75 Interchange)	International Avenue to Westridge Industrial Boulevard	McDonough	26	SR 20, 81 Principal Arterial (southwest of I-75) Minor Arterial (northeast of I-75)	2.6
6*	Highway 155 S (I-75 Interchange)	Highway 42 S to Farris Drive	Henry County	12	SR 155 Principal Arterial (northeast of I-75) Minor Arterial (southwest of I-75)	2.7
7	Keys Ferry Street N Zack Hinton Parkway	Griffin Street to Tomlinson Street	McDonough	3	SR 155 Minor Arterial Principal Arterial (only between Keys Ferry St to John Frank Ward Blvd)	0.8
8*	Bill Gardner Parkway Highway 42 S (I-75 Interchange)	Bandy Parkway to Jackson Street	Locust Grove	4	Minor Arterial	1.7
9*	Highway 42 S	Harris Drive to Bethlehem Road	Locust Grove	11	SR 42 Minor Arterial	1
10	Highway 155 N	Moss Drive to Crumbley Road	Henry County	1	Principal Arterial	0.5
11	Highway 138 E Highway 42 N North Henry Boulevard	Boulevard Drive to Brown Road	Henry County	5	SR 138, 42 Principal Arterial (SR 138) Minor Arterial (SR 42)	1.1

Project ID	Road Names	Extent	Jurisdiction	# of FSI Crashes	Functional Class	Mileage
12*	Highway 42 N	W Campground Road to Inverness Avenue	Henry County	2	SR 42 Minor Arterial	0.6
13	Eagles Landing Parkway Hudson Bridge Road (I-75 Interchange)	Eagles Point Parkway to Hudson Bridge Drive	Henry County	5	Minor Arterial	1.7
14	Patrick Henry Parkway Rock Quarry Road	Country Club Drive to Banks Road	Stockbridge	3	Local Road (south of Eagles Landing Pkwy) Minor Arterial (north of Eagles Landing Pkwy)	0.8
15*	Highway 81 E	Sowell Road to Sunflower Meadows Drive	Henry County	2	SR 81 Principal Arterial	1.4
18	Richard Petty Boulevard Woolsey Road	Bear Creek Boulevard to Perimeter Drive	Hampton	7	Minor Collector	0.4
19	Lower Woolsey Road	South Lee Road to City Limits	Hampton	2	Major Collector	0.2
20	Market Place Boulevard Stanley K Tanger Boulevard	Highway 42 S to Tanger Drive	Locust Grove	2	Local Road	0.7
21	Industrial Boulevard Willow Lane	Brookshire Circle to Old Industrial Boulevard	Henry County	8	Local Road	0.6
22	Jonesboro Road Jonesboro Street	Atlanta Street to Doris Street	McDonough	1	Principal Arterial	0.5

Note: Projects in bold text are selected as high-priority corridor studies; Projects with * overlap with existing GDOT Improvement Projects.

Priority Corridor in Henry County Unincorporated Area (Project ID #21)

This corridor is named Willow Lane north of Hampton-McDonough (SR 20) and is named Industrial Boulevard south of SR 20. The studied section of the roadway is 0.58 miles long and extends from Brookshire Circle to Old Industrial Boulevard. It is a two-lane, undivided, suburban, local roadway with a posted speed limit of 35 MPH. This corridor was the highest-ranked, locally owned road in unincorporated Henry County for priority projects. Regardless of road ownership (state, county, or local), this segment ranks 5th overall for priority projects for Henry County on the priority corridors list.

A crash data analysis was performed for the corridor to understand the contributing factors and identify focus areas for countermeasures. From 2019 to 2023, 378 crashes occurred along the 0.58-mile segment between Brookshire Circle and Old Industrial Boulevard. Countermeasure recommendations are made based on the available crash data, with emphasis on locations of FSI crashes. **Figure 4-3** summarizes the issues and corresponding recommendations of this corridor. **Figure 4-4** and **Figure 4-5** show the locations of those issues and how they can be improved. The Roman numerals in each figure correspond to one another.

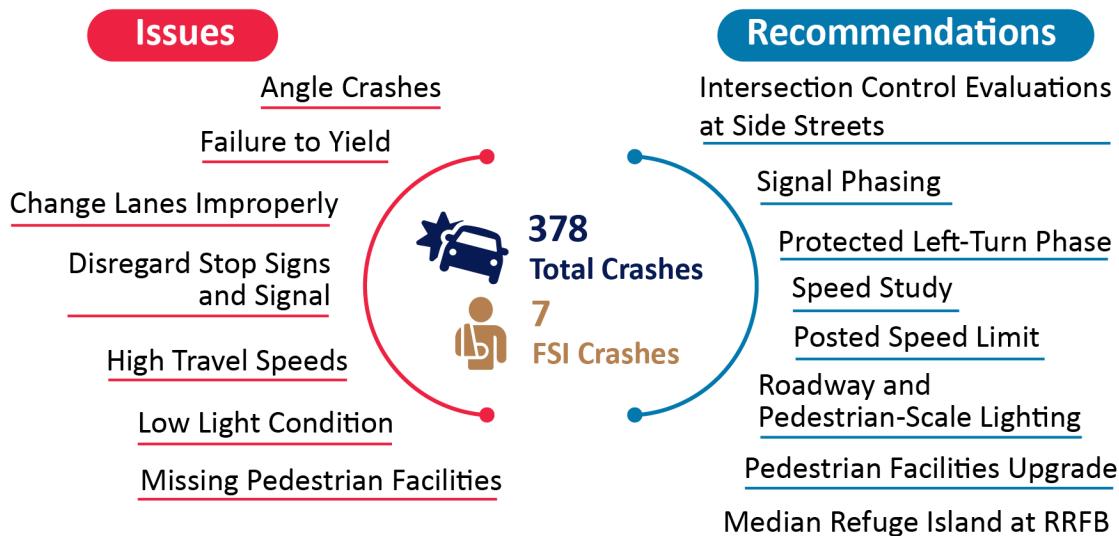


Figure 4-3 Issues and Recommendations of Henry County Unincorporated Area Priority Corridor Study

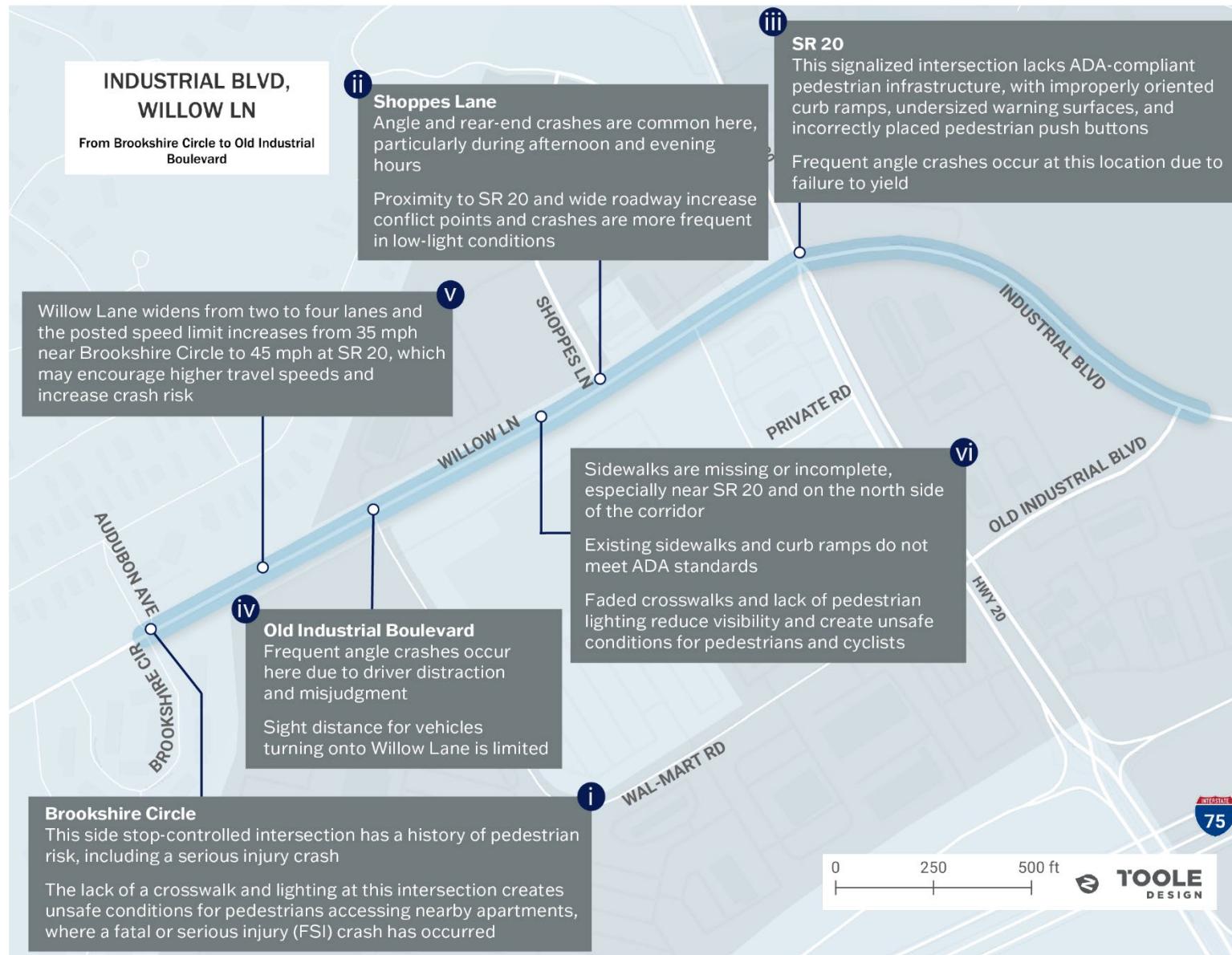


Figure 4-4 Map of Safety Issues on the Unincorporated Area Priority Corridor Study

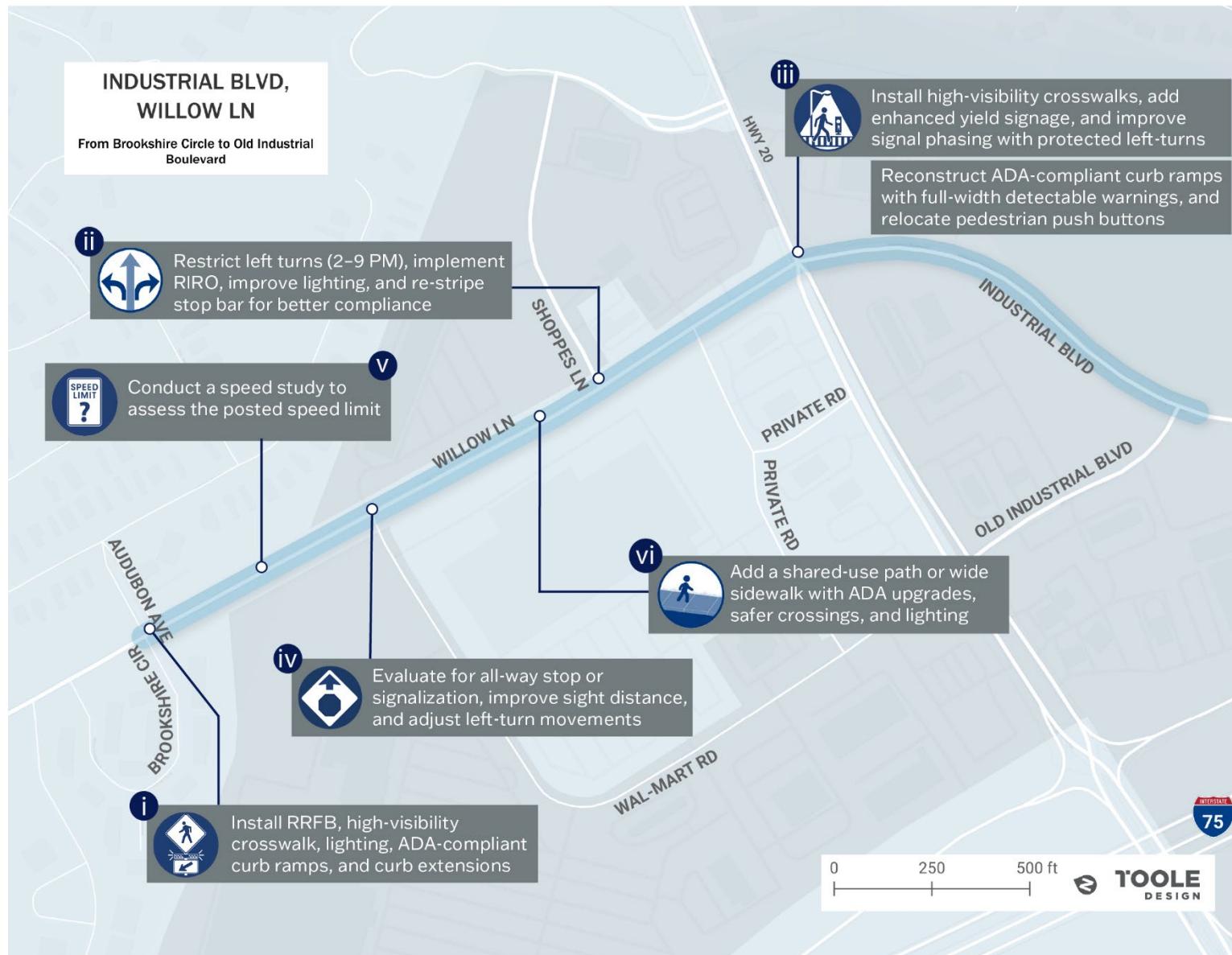


Figure 4-5 Map of Recommendations for the Unincorporated Area Priority Corridor Study

4-3

Policy Recommendations

There are four recommended county-wide policy areas and their associated detailed policy actions recommended in the Henry County TSAP, as shown in **Figure 4-6**. These recommendations were selected based on feedback from stakeholders and the public, as well as best practices in roadway safety from nationally recognized agencies and organizations such as FHWA, National Association of City Transportation Officials (NACTO), and American Association of State Highway and Transportation Officials (AASHTO). These recommendations have been chosen because they are the most impactful for increasing transportation safety in Henry County and its partner jurisdictions. It is recommended that Henry County formally adopt all the policies included in this section, starting with the detailed policy actions. The county should work with member jurisdictions to determine which recommendations require additional policy action at the municipal level. The context and

recommendations of these policies are in **Appendix IX**.

-  **Complete Streets Policy**
-  **Land Use Policy Update**
-  **Freight Management**
-  **First Responder Coordination**

Figure 4-6 Categories of Policy Recommendations

Complete Streets Policy

VISION

Every public right-of-way shall be planned, designed, constructed, and maintained such that **all residents** of Henry County have multi-modal transportation options to **safely and conveniently** travel to and from their destinations.



Figure 4-7 Vision of Henry County Complete Streets Policy and Example Complete Street Design (Illustration Image from NACTO)

Complete streets are designed to provide safe access for all modes of roadway users regardless of age or ability. They are designed with the surrounding community's transportation needs and existing land uses in mind.

Based on Henry County CTP's recommendation for adopting a formal complete streets policy, Henry County has set a Complete Streets vision in **Figure 4-7** and drafted the policy that includes elements presented in **Table 4-3**. Complete Streets Policy considerations are in **Appendix X**.

Table 4-3 Henry County Complete Streets Policy Elements

Complete Streets Policy Elements
Clearly defined expectations for what makes a roadway a complete street (safe and accessible infrastructure for all modes and roadway users)
A commitment to improving roadway accessibility and safety for all road users, regardless of mode
Require complete streets for interior roadways and adjacent public roadways of all new development or redevelopment of properties
Require complete streets in all right-of-way (ROW) and roadway construction, reconstruction, and repaving projects, or identify what other conditions complete streets intervention may be required
Prioritize complete streets interventions on roads along the HIN and HRN
A menu of recommended safety- and accessibility-oriented roadway facilities, such as the Safety Countermeasure Toolkit developed as part of this TSAP, that streets may include
A county staff member, board, committee, or other body responsible for implementing the policy
Include context-sensitive and adaptable language to fit the specific needs of different corridors and their adjacent land use contexts
Be the default policy unless complete streets present unreasonable limitations, and clearly define when exceptions need to occur, such as in instances where ROW acquisition is not possible

Unified Land Development Code Update

Henry County's Unified Land Development Code (ULDC) is the land and capital development policy and standards compendium. The county/city joint comprehensive plan is the guiding document for implementing and evaluating the ULDC. In **Figure 4-8**, the current version of Henry County's ULDC includes all transportation system standards in the county, while municipalities in Henry County have roadway design standards integrated into sections of code that also include behavioral policies.

It is recommended that Henry County updates its ULDC to better incorporate design and policy standards that promote safety on the county's roadways and work closely with partner jurisdictions to update local transportation planning standards. **Table 4-4** provides a starting point for Henry County and member jurisdictions to ensure that their transportation design

standards and usage policies promote safety and accessibility for all roadway users.

Henry County ULDC Infrastructure Improvement

- 01** Transportation Systems
- 02** Streets
- 03** Sidewalks
- 04** Streetlights
- 05** Parking
- 06** Clear Visibility at Intersections

Figure 4-8 Henry County ULDC Infrastructure Improvement Components

Standards to Update ULDC to Advance Safety

- Require that all traffic impact studies include crash reduction and multimodal safety considerations
- Update stopping sight distance requirements based on the most recent AASHTO guidance (Green Book, 7th ed.)
- Increase the minimum sidewalk width to five feet in residential areas and six feet in pedestrian-heavy commercial areas
- Prioritize complete streets interventions on roads along the HIN and HRN
- Lower the countywide *prima facie* speed limit to 25 MPH and add speed limit signage throughout high-traffic areas
- Require that all roadway improvement projects include provisions for bicyclists, pedestrians, and transit users, as appropriate (see Complete Streets policy)
- Require the provision of safety countermeasures, such as those identified in this TSAP's Engineering Toolkit, to address safety considerations identified in traffic impact studies
- Update new development and redevelopment access requirements to include the construction of an ADA-accessible sidewalk on both internal and site perimeter roadways where appropriate
- Encourage developers to connect pedestrian facilities within new developments and redevelopments, and connect them to the broader existing or planned sidewalk network

Table 4-4 Standards for Updating Henry County ULDC

Freight Management

Henry County includes several major freight routes:

- I-75 traveling Northbound towards Atlanta and Southbound towards Florida,
- SR 155,
- SR 81,
- SR 20, and
- Railroads through Hampton, Locust Grove, McDonough, and Stockbridge.

Freight management is a transportation and quality of life priority for Henry County and its member jurisdictions. Large trucks on local roads lead to traffic bottlenecks, road deterioration and safety concerns for all roadway users. The Georgia Freight Plan and ARC Freight Mobility Plan in **Figure 4-9** evaluate freight safety and provide freight-specific design guidelines for freight-heavy areas. Several freight-related projects identified in Henry County's CTP are underway or scheduled. Three freight management recommendations have been developed for Henry County, as defined in **Figure 4-10**.



Figure 4-9 2024 Atlanta Region Freight Mobility Plan



Recommendation | 01

- Develop a context-sensitive and safety-focused **freight management strategy**.
- Follow the **Safe Systems Approach** for freight management studies.
- Convene a **Freight Management Taskforce**.



Recommendation | 02

- Explore opportunities for **innovative freight management technologies** and **pilot programs** to improve roadway safety along freight routes, such as connected vehicles, signal automation, and automated train terminal technology.



Recommendation | 03

- Work closely with GDOT to **distinguish freight-related crashes** from other motor vehicle crashes in GDOT's AASHTOWare database.
- Alternative approach: **approximate freight-related crashes** by comparing crash data from GDOT against county freight routes.

Figure 4-10 Henry County Freight Management Recommendations

First Responder Coordination and Crash Education

Post-crash care is an objective of the SSA. The ability for emergency services to quickly respond and coordinate with each other on a crash scene determines the success of saving lives. **Figure 4-11** shows the organizations involved in the post-crash

care and workflow in Henry County. The Highway Emergency Response Operator (HERO) team from GDOT maintains traffic flow and protects the scene if crashes occur on state-owned highways.

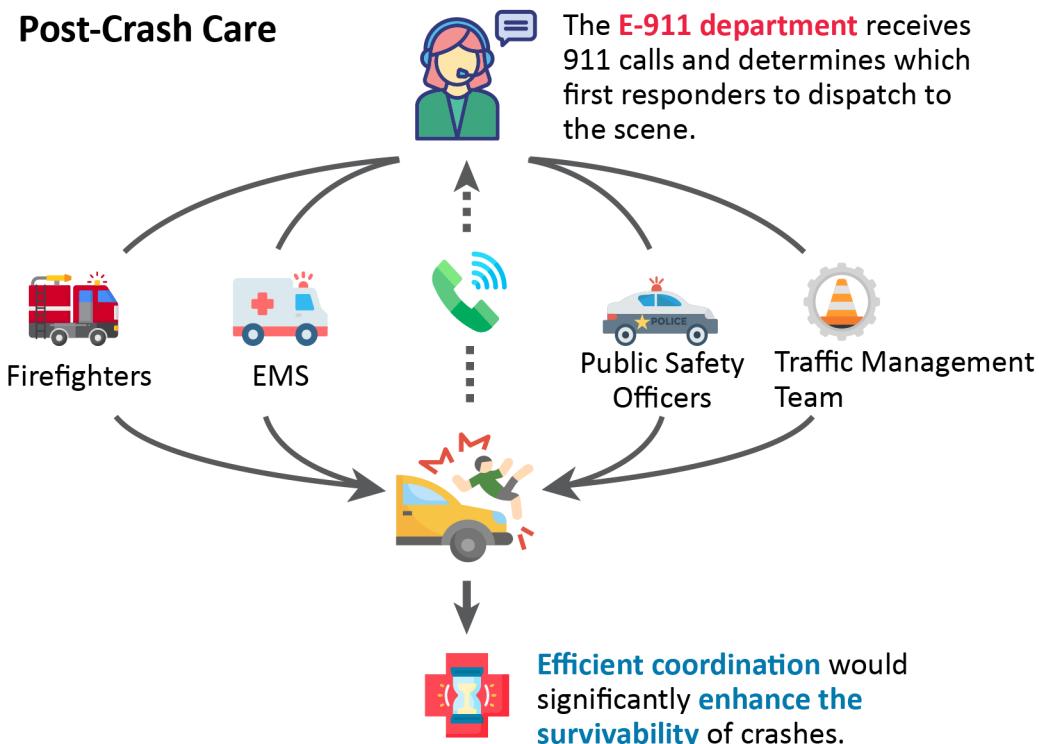


Figure 4-11 Workflow of Henry County Post-Crash Care

It is recommended that Henry County implement enhanced training for law enforcement and emergency service personnel responsible for crash reporting to address the unique attributes required to accurately report crash circumstances involving people walking and bicycling and improve post-crash care. One strategy the county could use to coordinate first responder post-crash care better is regular meetings with representatives from county and city E-911 offices, public safety officers and firefighters, local EMS,

and representatives from GDOT and local transportation departments.

In addition to training public servants, Henry County and partner jurisdictions can create educational resources for the public and media to understand how to react to and communicate about a fatal or serious injury crash. **Table 4-5** shows a list of recommended elements of a transportation safety communications campaign.

Table 4-5 Elements of a Transportation Safety Communications Campaign

Elements of a Transportation Safety Communications Campaign
Work with media partners to report traffic crashes more accurately, to avoid victim blaming, and report crashes in the context of Vision Zero
Develop a region-wide safety campaign to share information with the community about traffic safety for all modes
Develop branded TSAP signage to be deployed with safety-related infrastructure projects during construction



LOCAL ACTION PLANS



Chapter 5 to Chapter 8 include specific action plans for each city. These local plans address city-specific road safety, plan and policy review, engagement and collaboration, and priority corridor study findings. By combining the broader

county-wide safety framework with these targeted local action plans, Henry County and its cities can create a coordinated and multi-jurisdictional approach to improving transportation safety throughout the region.

CITY OF HAMPTON



City of Hampton Safety Action Plan



5-1 Introduction

Located in southwestern Henry County, Hampton is a small but growing city. In 2023, its population was around 9,100. The city is primarily residential, with low-density housing and commercial development. Major highways crossing the city are SR 20 and US 41. As more

people move into the City of Hampton, traffic safety needs to be reassessed to protect all residents. The City of Hampton joined Henry County's TSAP in Spring 2025 to contribute to the goals of improving safety and saving lives in Henry County.



5-2 Road Safety in the City of Hampton

Between 2019 and 2023, the City of Hampton had 619 crashes, 15 of which were FSI crashes.¹⁸ None of these crashes involved pedestrians or cyclists. Figure 5-1 shows major corridors with FSI crashes, including:

- Richard Petty Boulevard
- US 41
- SR 20
- Lake Hampton Drive

The T-intersection of Richard Petty Boulevard at Perimeter Road has two severe injury crashes and one fatal crash. This segment was chosen for Hampton's priority corridor study.

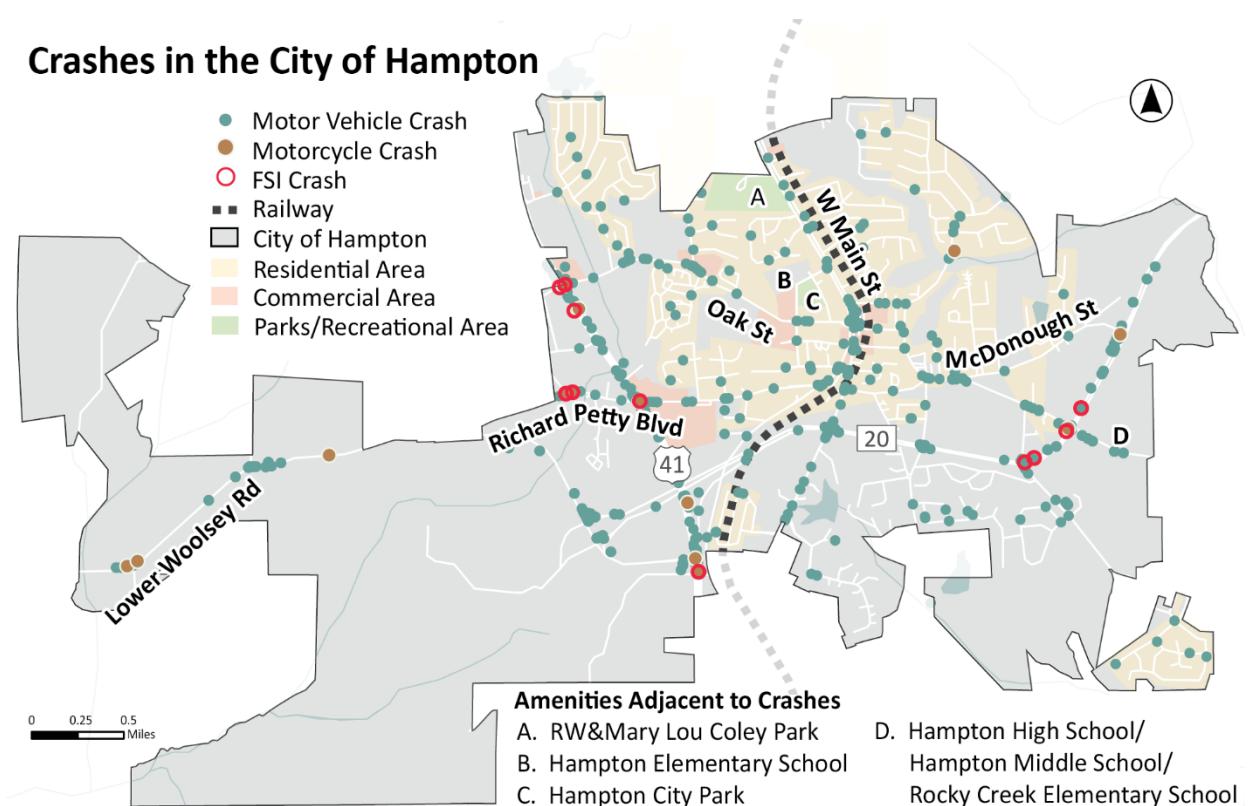
A typical crash type for FSI crashes in the City of Hampton is an angle crash. These often occur at intersections with slip lanes, such as the Richard Petty Boulevard at US 41 intersection and the SR 20 at South Hampton Road intersection. Only four FSI crashes did not have young or old drivers involved.

According to **Figure 5-1**, there are 6 HIN segments in the City of Hampton, and half of them are on US 41. All of them have a speed limit of higher than 35 MPH, and the highest speed limit is 55 MPH. They are all highways or feeder roads and have at least one intersection included. Except for the segment at the Richard Petty Boulevard and US 41, which is in a commercial zone, other HIN segments are in more rural areas with low residential density. They all share a common feature of poor lighting, and HIN segments on US 41 have slip lanes and four or more through lanes.

Two-thirds of HRN corridors are state highways, and more than 90% of HRN corridors are in downtown and commercial zones. None of them are close to schools, but some are close to recreational facilities where there are hotspots of human activities. Although there are sidewalks on some corridors such as East Main Street, the high-speed limits around 40 MPH with large traffic volume and long crosswalks putting pedestrian safety at a high risk.

¹⁸ Crash totals for each city were retrieved from the Crash Analysis Report in Appendix II, and analysis is based on the official crash reports.

Crashes in the City of Hampton



HIN and HRN in the City of Hampton

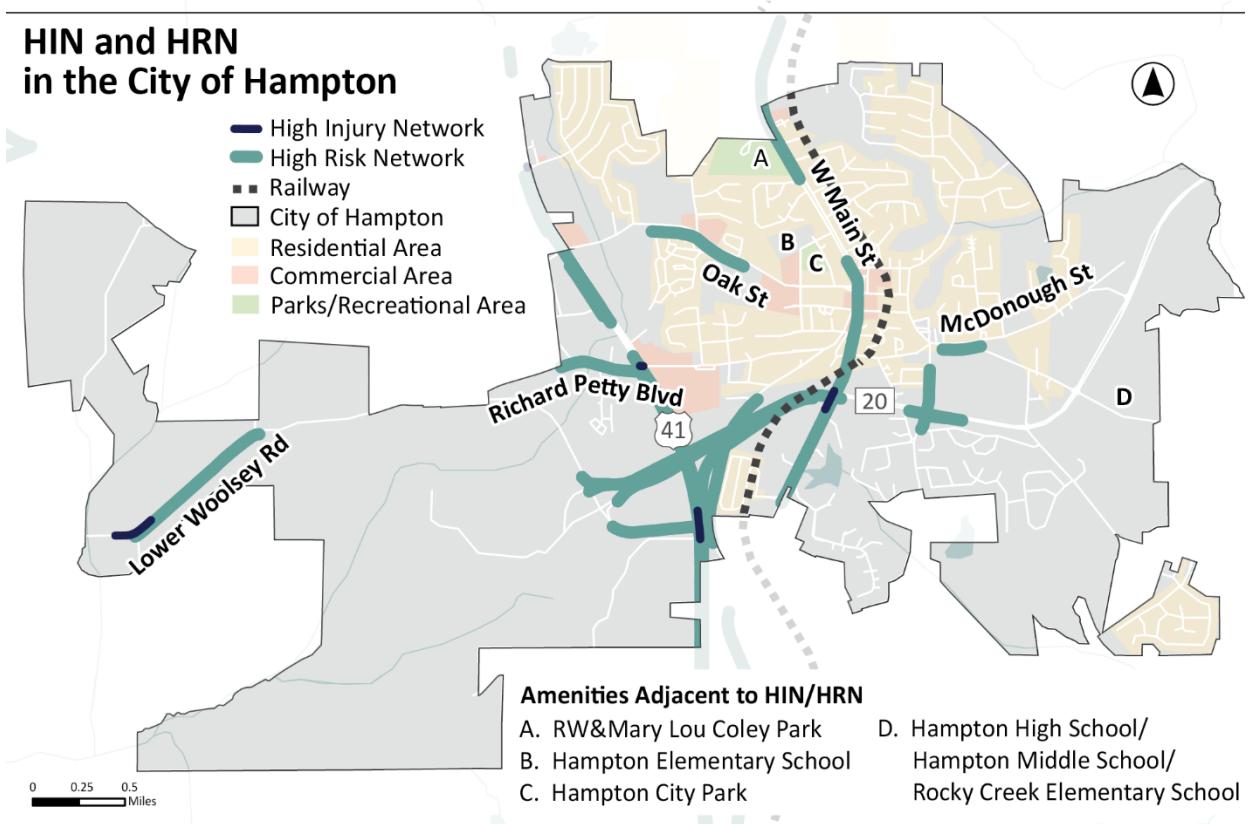


Figure 5-1 Map of Crashes and HIN and HRN in the City of Hampton

5-3

Plan and Policy Review

The City of Hampton's policies and goals on transportation safety align with federal guidelines and county-wide plans. The City of Hampton has adopted progressive sidewalk infrastructure warrant and design policies that exceed Henry County's requirements. According to Hampton's Zoning Ordinances, the city mandates new sidewalks on all existing and new streets except for minor building expansions. It also defines clear pedestrian and landscape zones as sidewalk components, which protects pedestrians away from high-speed motor vehicles. Tree canopies in the landscape zone are not allowed to block

pedestrian access, lighting, or intersection visibility. Micromobility devices such as skateboards and scooters are permitted to ride on sidewalks and paved public areas.

The City of Hampton also promotes safety in school zones. Besides having a lower speed limit than the rest of the roadway's posted speed, the city also allows authorized staff to designate and maintain traffic control signage in school zones, which ensures drivers are clearly informed about driving regulations in these specific zones.

5-4

Engagement and Collaboration

In Henry County CTP's public meetings, participants identified the need for sidewalks along Woolsey Road in the City of Hampton, where there is a higher risk prediction for pedestrians. According to **Figure 5-2**, there were three comments for the City of Hampton from the Wikimap survey, including one comment where the respondent reported feeling unsafe on a HIN segment at the intersection of Lower Woolsey Road and S Lee Road. The respondent stated that the sharp corners and the slope make it hard for drivers to see vehicles turning, especially when drivers speed. The other two comments were

improvement suggestions about adding a roundabout to control turning movements at the intersection of US 19 and Woolsey Road and adding a trail for pedestrians to avoid vehicular traffic conflicts in residential neighborhoods. In the online public survey, almost half of the respondents expressed a willingness to use another transportation mode but there is insufficient infrastructure and service. The safety issues they are most concerned about are reckless and distracted driving, damaged and unclear roadways, and poor lighting at intersections and highway access points.

Map Comments in the City of Hampton

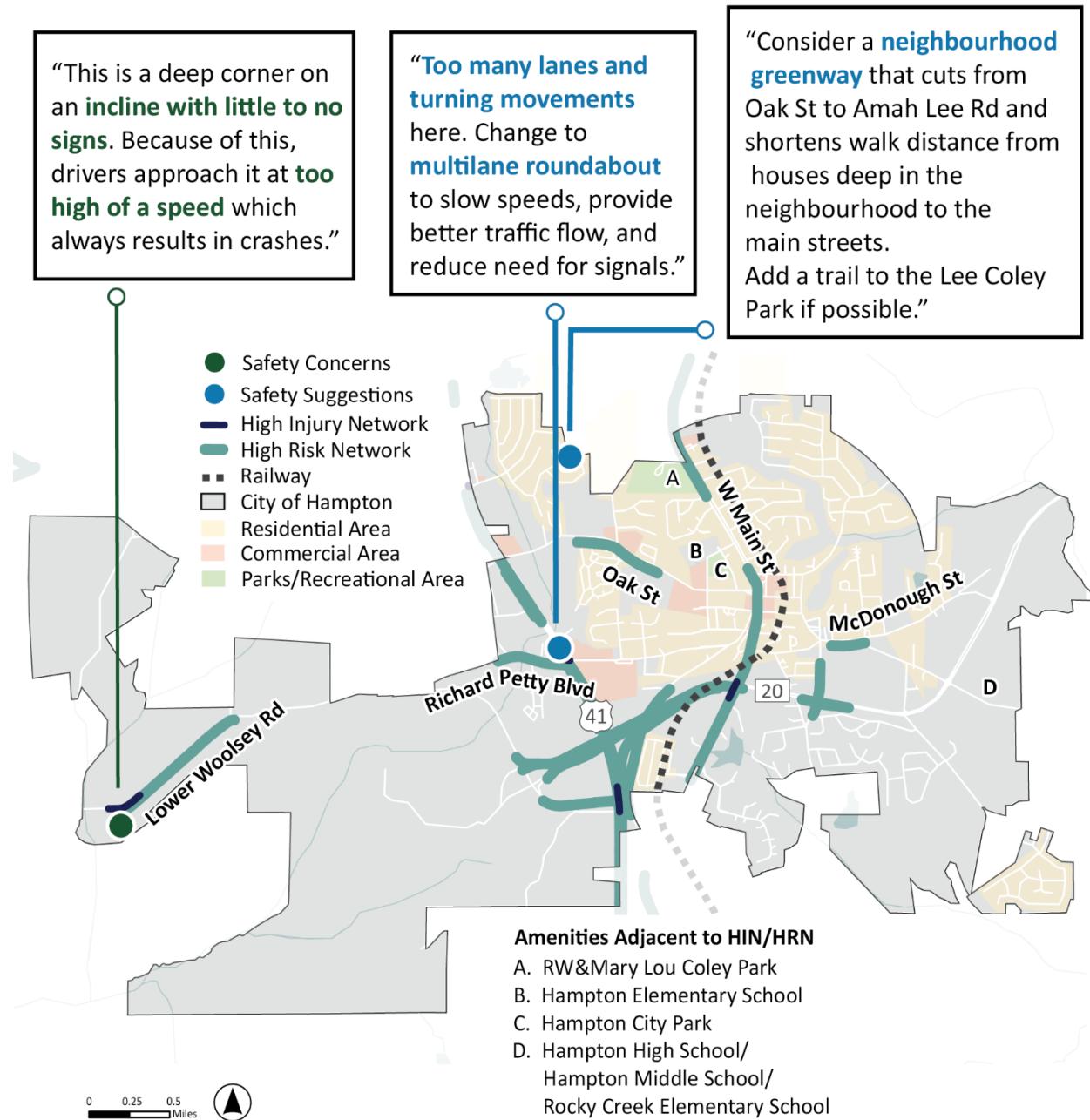


Figure 5-2 Map of Wikimap Comments in the City of Hampton



5-5 Safety Strategies for the City of Hampton

Priority Corridor Study in the City of Hampton (Project ID #18)

This corridor is called Richard Petty Boulevard west of Bear Creek Boulevard (SR 3, US 19, US 41) and is called Woolsey Road east of Bear Creek Boulevard. Richard Petty Boulevard serves as a route for traffic traveling from Bear Creek Boulevard to the Atlanta Motor Speedway and nearby commercial developments and amenities along Woolsey Road. Lower Woolsey Road also provides access to the Speedway from Bear Creek Boulevard. The studied section of the roadway is 0.39 miles long and extends from Bear Creek Boulevard to Perimeter Drive. It is a five-lane undivided minor collector with a posted speed limit of 45 MPH. There are two travel lanes in each direction and a two-way center turn lane. This corridor was the highest-ranked local road in the City of Hampton for priority projects. Regardless of road ownership (state, county, or local), this segment ranks 7th overall for priority projects for Henry County on the priority projects list.

The roadway design with five lanes is likely to accommodate ingress and egress traffic associated with race days. There is no curb and gutter on this segment. The pavement width varies from 56 feet to 60 feet. The AADT for this corridor is 4,620 east of Bear Creek Boulevard and 730 west of Perimeter Drive.

A crash data analysis was performed for the corridor to understand the contributing factors and identify focus areas for countermeasures. From 2019 to 2023, 26 total crashes occurred along the 0.39-mile segment between Bear Creek Boulevard and Perimeter Drive. Countermeasure recommendations are made based on the available crash data, such as collision manner and contributing factors, with emphasis on locations along the corridor with FSI crashes. **Figure 5-3** summarizes issues and corresponding recommendations of this corridor, and **Figure 5-4** and **Figure 5-5** show details of where those issues are and how they can be improved.

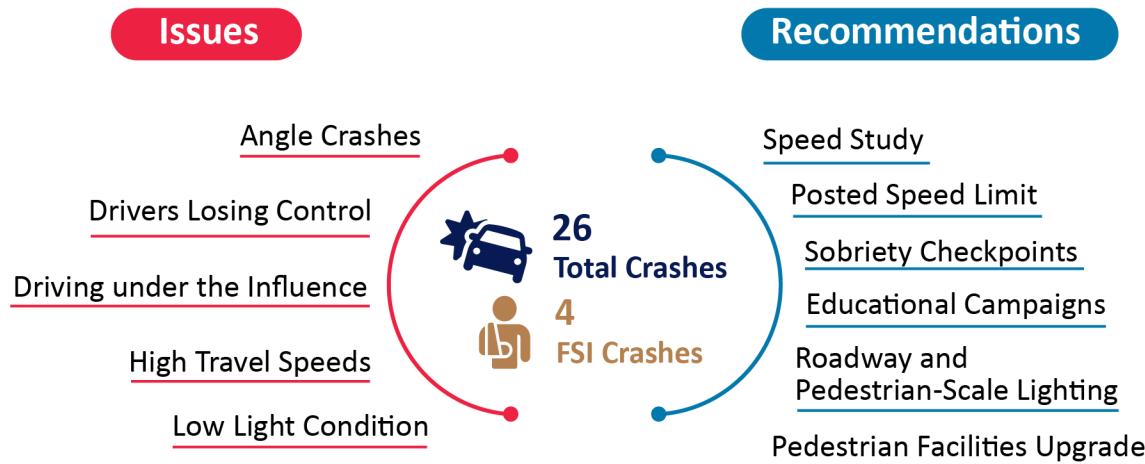


Figure 5-3 Issues and Recommendations in the Hampton Priority Corridor Study

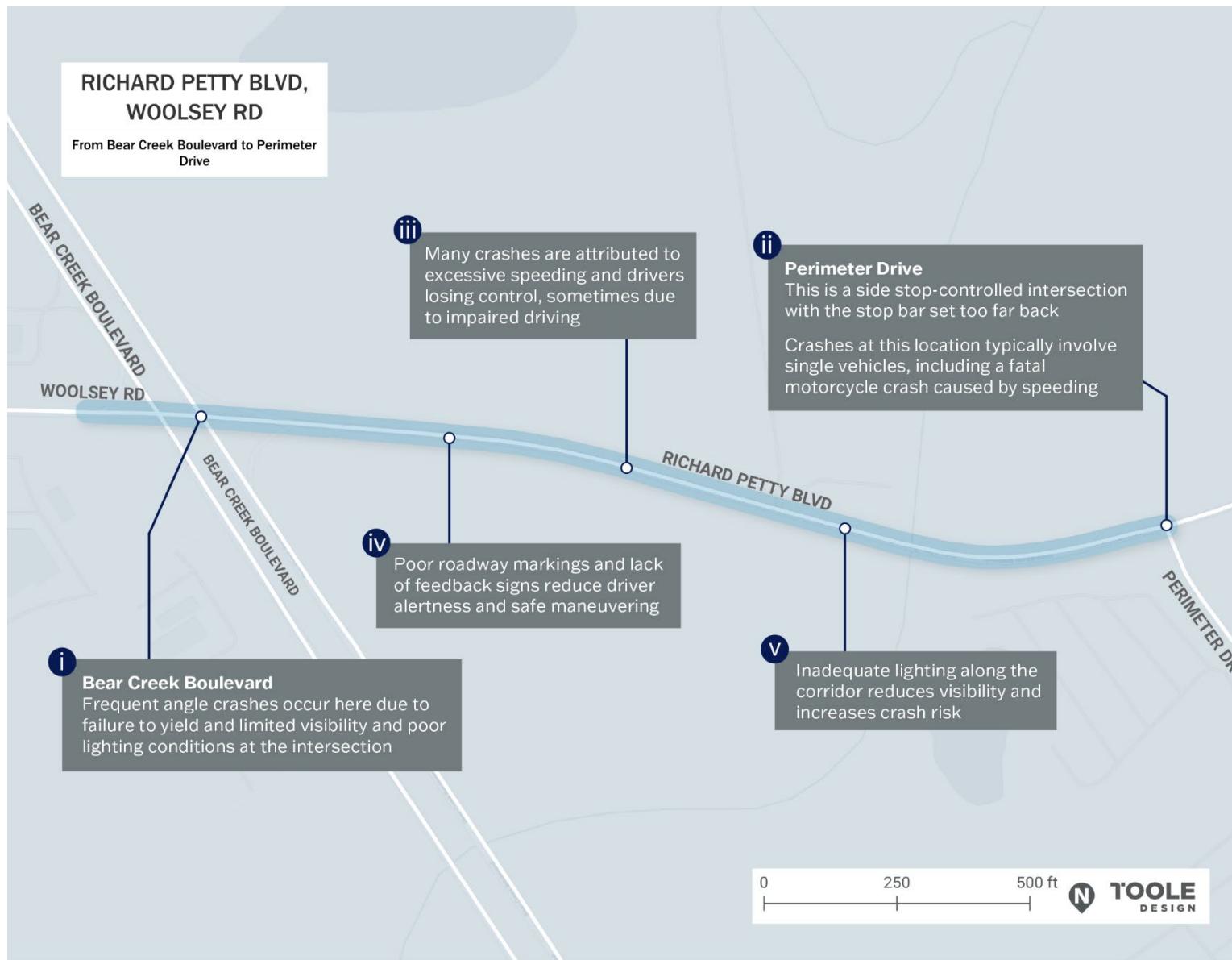


Figure 5-4 Map of Issues in the Hampton Priority Corridor Study

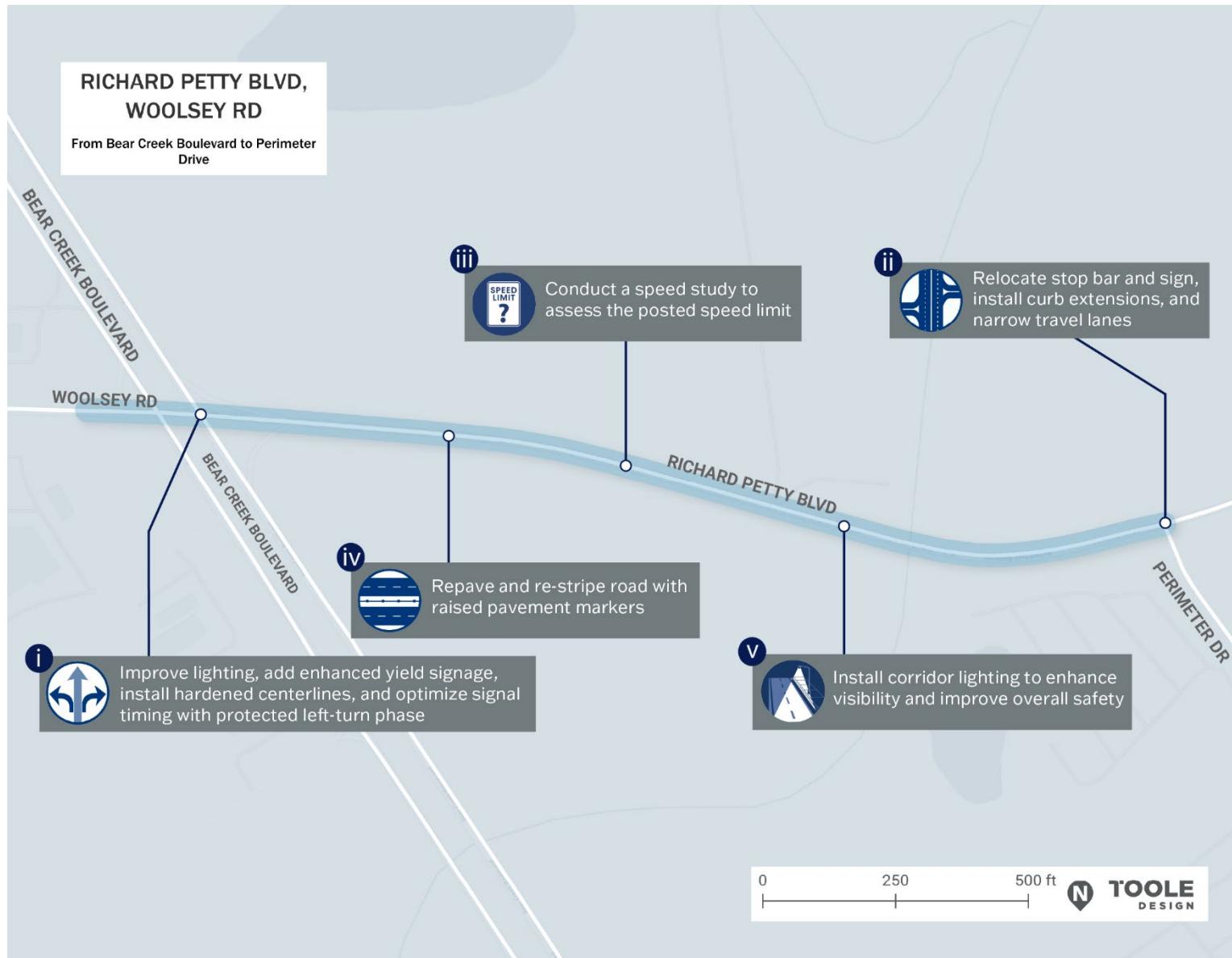


Figure 5-5 Map of Recommendations in the Hampton Priority Corridor Study

CITY OF LOCUST GROVE



City of Locust Grove Safety Action Plan



6-1

Introduction

The City of Locust Grove is also a fast-growing city with a population of over 10,000 in 2023. The city is racially diverse, with half of the residents being Black and African and 10% of Hispanic or Latino. The city also has the highest proportion of people with disabilities (10%) and people in poverty (16%), compared with other cities in the county. Its major land use is residential neighborhoods, commercial centers, and industrial zones. As part

of the Henry County freight cluster, I-75 and the Norfolk Southern Railroad are the major freight corridors to the Port of Savannah. US23/SR 42 is the main highway that connects downtown commercial districts to adjacent neighborhoods and other cities. During the Henry County TSAP process, the City of Locust Grove identified a clear vision and goals to have better freight management and further enhance safety.



6-2

Road Safety in the City of Locust Grove

During 2019-2023, there were 3,182 crashes in the City of Locust Grove with 43 involving a fatality or serious injury.¹⁹ The number rose significantly from 2020 to 2021. Rear-end crashes and angle crashes were the most common types of crashes. As shown in **Figure 6-1**, most fatal and seriously injured crashes happened on I-75, and the remaining occurred along Stanley K Tanger Boulevard, SR 42, and residential roads. Crash hotspots in the City of Locust Grove are along SR 42, Bill Gardner Parkway, and Market Place, where all pedestrian-involved crashes happened. These pedestrian crashes all happened in daylight conditions, and three victims suffered serious injuries. Six of the pedestrian crashes were on roadways with a higher posted speed, with the highest being 70 MPH at the northbound ramp to I-75 on Bill Gardner Parkway.

Crashes occurred in dark and not lighted environments that are common in residential areas on city-owned roadways. Under dark

conditions, reaction to objects or animals is a crash factor in addition to inappropriate driving maneuvers.

One third of the crashes had young drivers between 15 and 24 years old. Factors causing these crashes include distracted driving and wrong maneuvers, such as improper turning, following too close, and failure to yield.

There were 128 crashes with a contributing factor of traffic congestion, and they were all along I-75, SR 42, and Bill Gardner Parkway between these two highways. The main crash factors during congestion are following too closely and failure to yield. The large traffic volume exceeds roadway capacity and reduces the distance between vehicles, which limits drivers' reaction time and ability to control their speed and change lanes safely.

Figure 6-1 also shows the map of HIN and HRN in the City of Locust Grove. Aligned with the crash hotspots, HIN networks in the City of Locust Grove

¹⁹ Crash totals for each city were retrieved from the Crash Analysis Report in Appendix II, and analysis is based on the official crash reports.

are Bill Gardner Parkway, SR 42, Market Place, Stanley K Tanger Boulevard, and a segment of Tanger Boulevard intersected with SR 42. The average speed limit of HIN is 35 MPH. Additional roadways intersected with HIN networks are identified as HRN, such as Price Drive, Tanger Drive, Jackson Street, and L G Griffin Road. None of these HRN segments are close to school zones. The intersection segments of Grove Road and Peeksheets Road are an individual group of HRNs not related to HINs. Most of the crashes that happened here are angle crashes. This intersection consists of two minor roads from residential areas to the main corridor, but these minor roads are offset so that the intersection is misaligned as a four-way crossroad. The entrance and exit of a retail store at this intersection contribute to high traffic conflict risks, as drivers make turns.

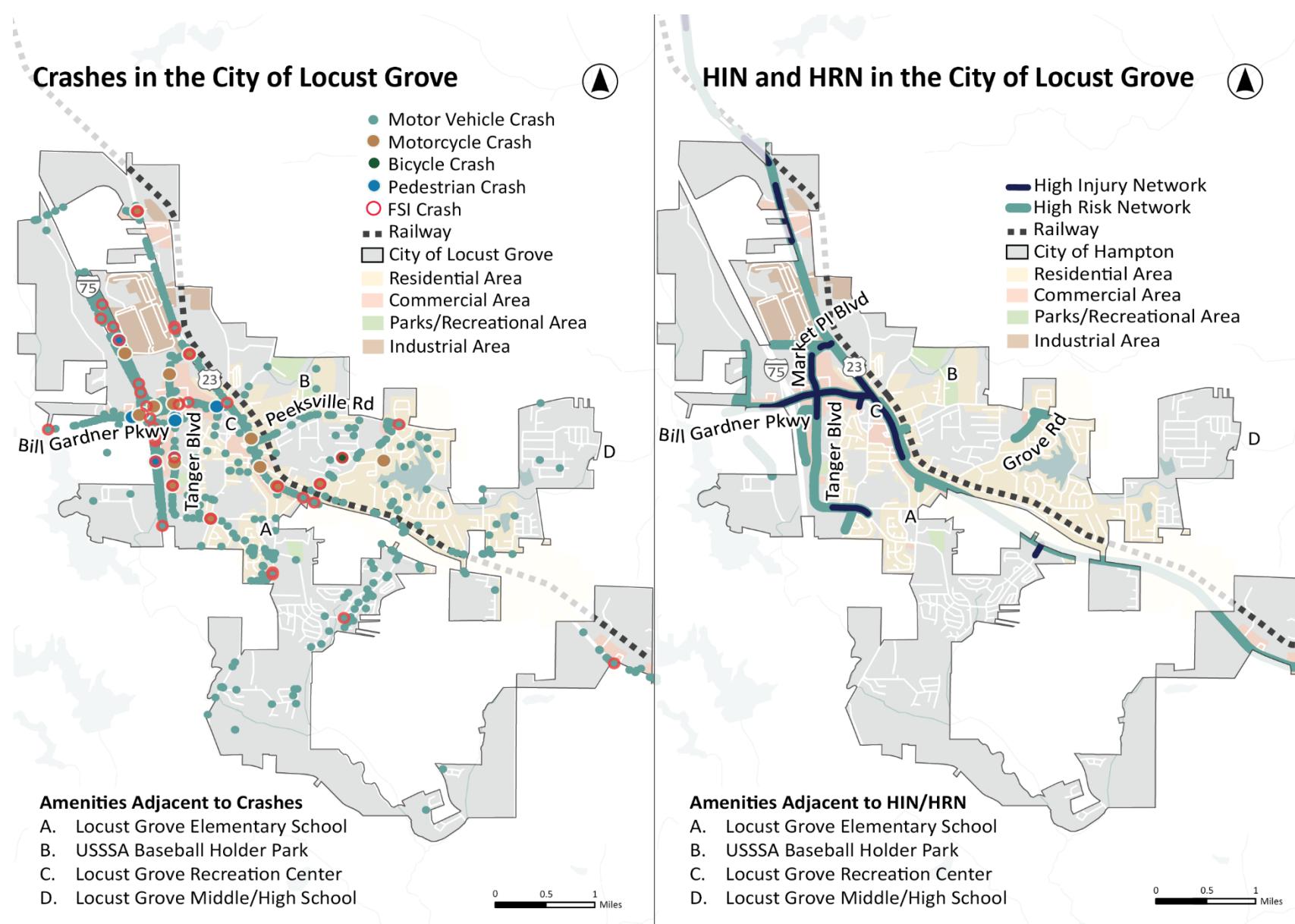


Figure 6-1 Map of Crashes and HIN and HRN in the City of Locust Grove



6-3 Plan and Policy Review

The City of Locust Grove supports its transportation safety through its Code of Ordinance and roadway studies. The Interchange Modification Report (IMR) Study of I-75 at Bill Gardner Parkway (CR650) emphasizes the safety needs of freight corridors based on FHWA and GDOT policies and the Metro Atlanta Regional Freight Mobility Plan (2005), which has a goal to

“enhance regional economic competitiveness by providing efficient, reliable, and safe freight transportation while maintaining the quality of life in the region’s communities.” In the assessment of three design alternatives, the study preferred the one prioritizing the safety elements to lower crash rates and promote a safe transition between limited access facilities.



6-4 Engagement and Collaboration

Public engagement information from the Henry County CTP indicated that specific trails and green spaces are needed in the City of Locust Grove to create a safe space to walk for exercise.

During the South Henry County pop-up event in downtown Locust Grove, participants expressed concerns that increasing traffic caused drivers to cut through residential areas and drive recklessly. They called out Bill Gardner Parkway as a hotspot of safety issues, such as making inappropriate U-turns and truck blockage due to an insufficient turn radius. Other concerns include animal crossing, bike riding on sidewalks, and expensive transit services.

According to **Figure 6-2**, locations of safety concerns and suggestions identified in the Wikimap survey are highly overlapped with HIN networks. Typical corridors are Bill Gardner Parkway, Market Place, Stanley K Tanger Boulevard, and US 23. Conflicts with making turns are the top concern because of the lack of turning signals and view obstruction. Respondents’ suggestions to solve the problems include adding roundabouts, four-way stop signs, signal upgrades, and turn lane extensions. In the public survey, people who work and live in the zip code that covers the City of Locust Grove emphasize the traffic safety near school zones, such as cars passing school buses and speeding. They also stated an increasing need for pedestrian and bike infrastructure, as the current condition limits residents from doing outdoor activities.

Map Comments in the City of Locust Grove

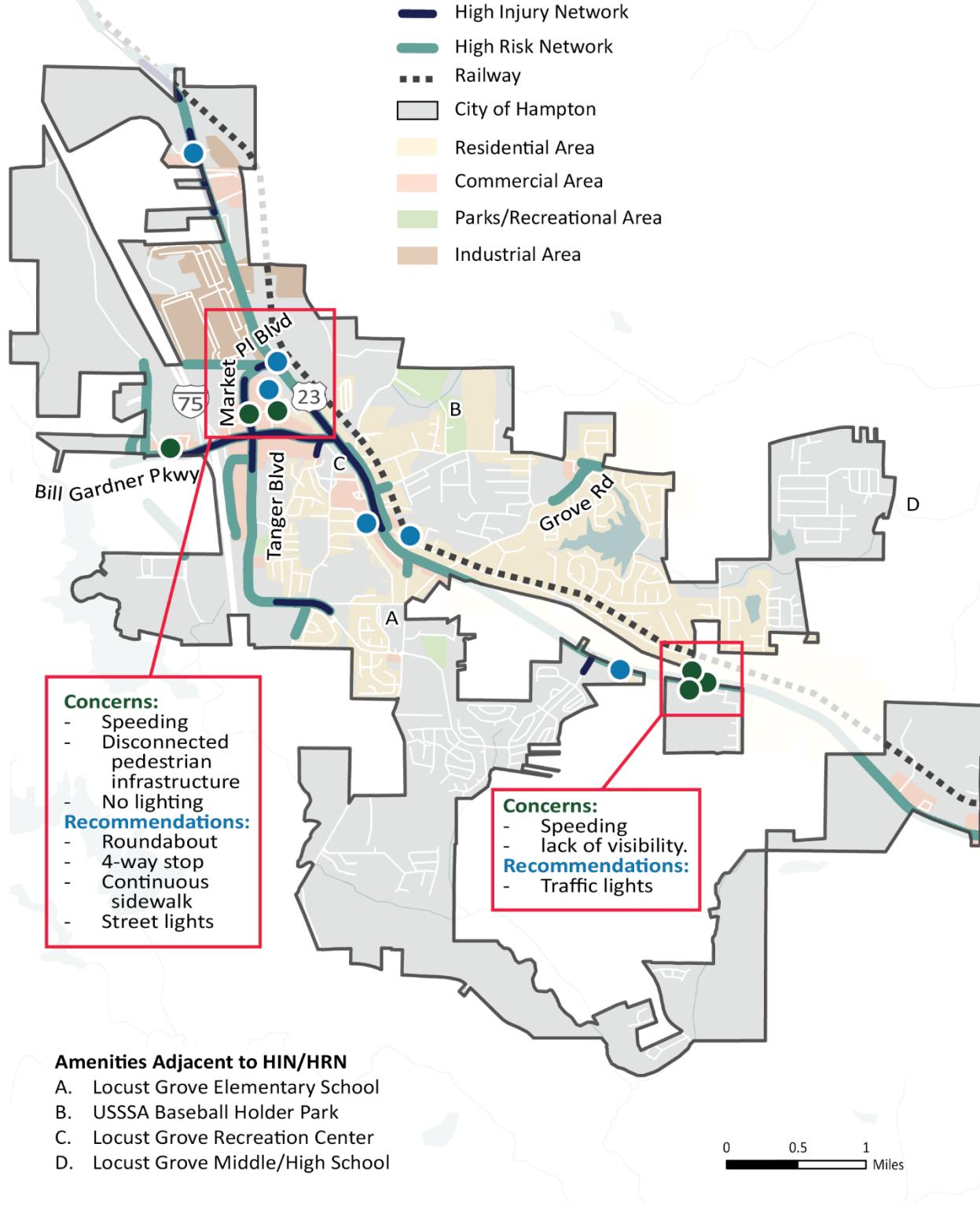


Figure 6-2 Map of Wikimap Comments in the City of Locust Grove



6-5

Safety Strategies for the City of Locust Grove

Priority Corridor Study in the City of Locust Grove (Project ID #8)

This studied section of roadway, 1.53 miles, between Bandy Parkway and North Jackson Street is a two to five lane, minor arterial with a posted speed limit of 35 MPH of Bill Gardner Parkway and 35 to 45 MPH on Highway 42 South (SR 42 / US 23). This segment includes an interchange with I-75. This corridor was the highest-ranked local road in the City of Locust Grove for priority projects. Regardless of road ownership (state, county, or local), this segment ranks 13th overall for priority projects for Henry County on the priority projects list.

A crash data analysis was performed for the corridor to understand the contributing factors and identify focus areas for countermeasures. From 2019 to 2023, 1,203 total crashes occurred on the 1.72-mile segment between Bandy Parkway and North Jackson Street. Countermeasure recommendations are made based on the available crash data, such as collision manner and contributing factors, with emphasis on locations along the corridor with FSI crashes. **Figure 6-3** summarizes issues and corresponding recommendations of this corridor, and **Figure 6-4** and **Figure 6-5** show details of where has those issues are and how they can be improved.

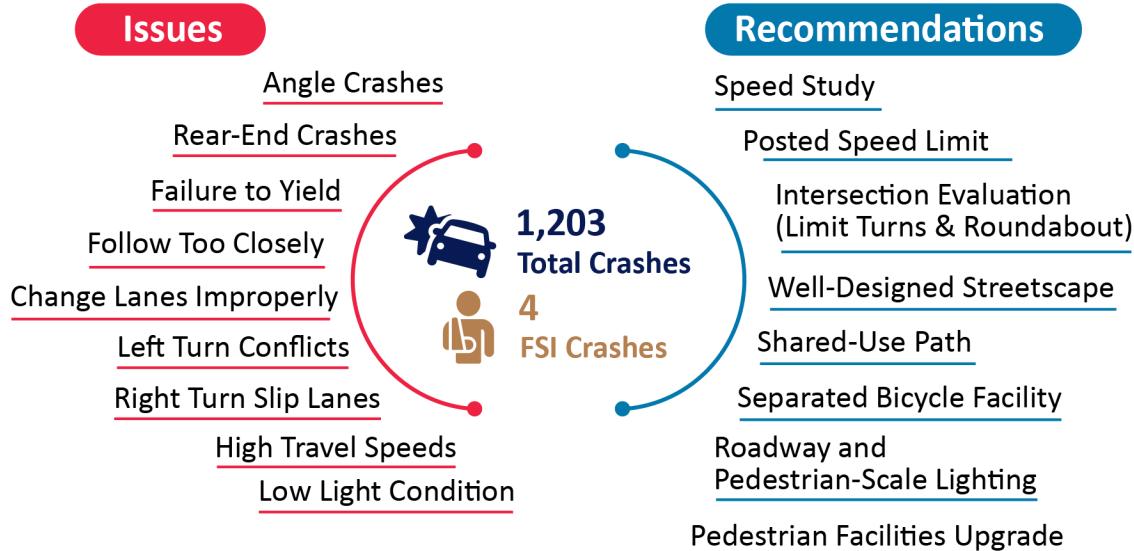


Figure 6-3 Issues and Recommendations in the Locust Grove Priority Corridor Study

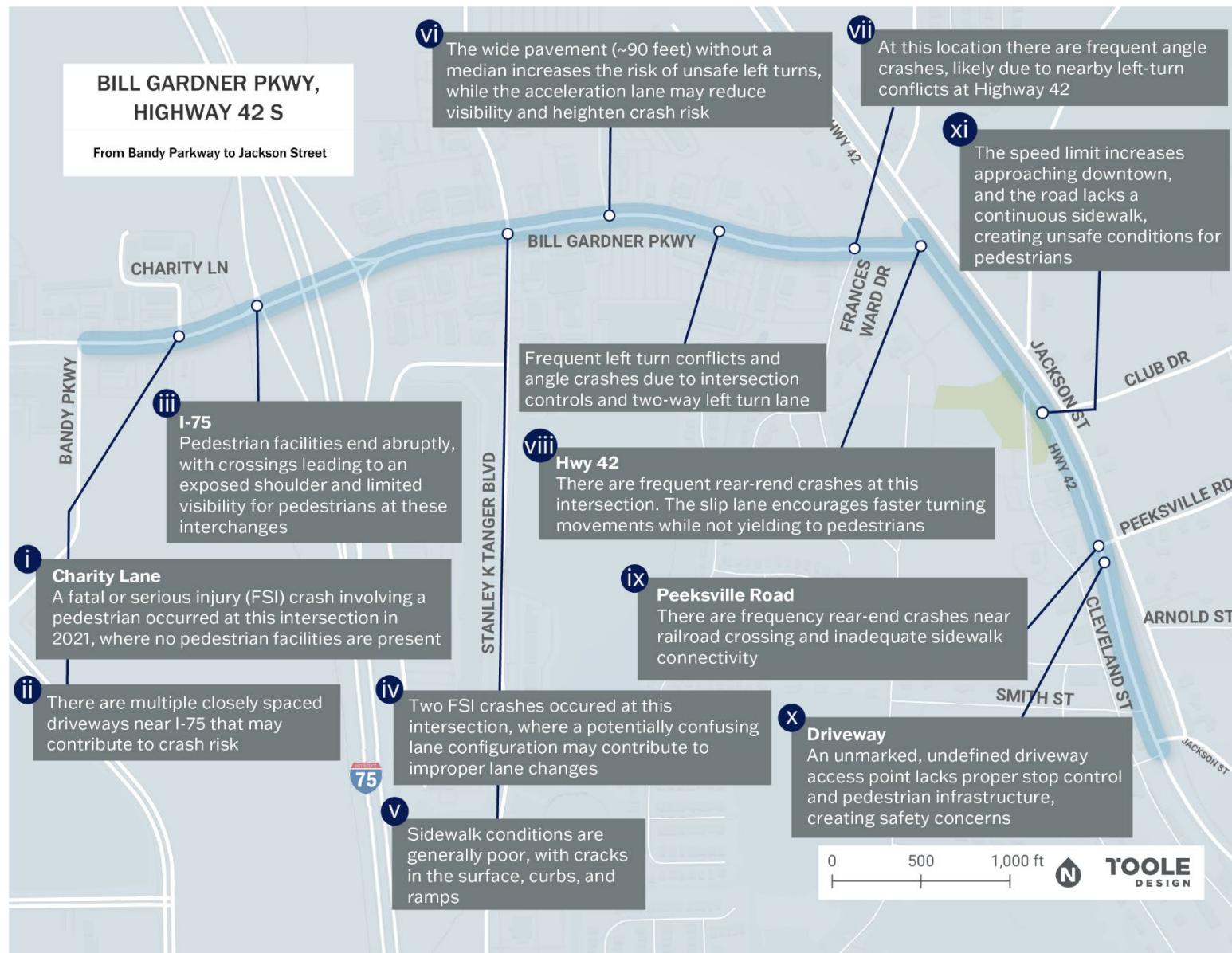


Figure 6-4 Map of Issues in the Locust Grove Priority Corridor Study

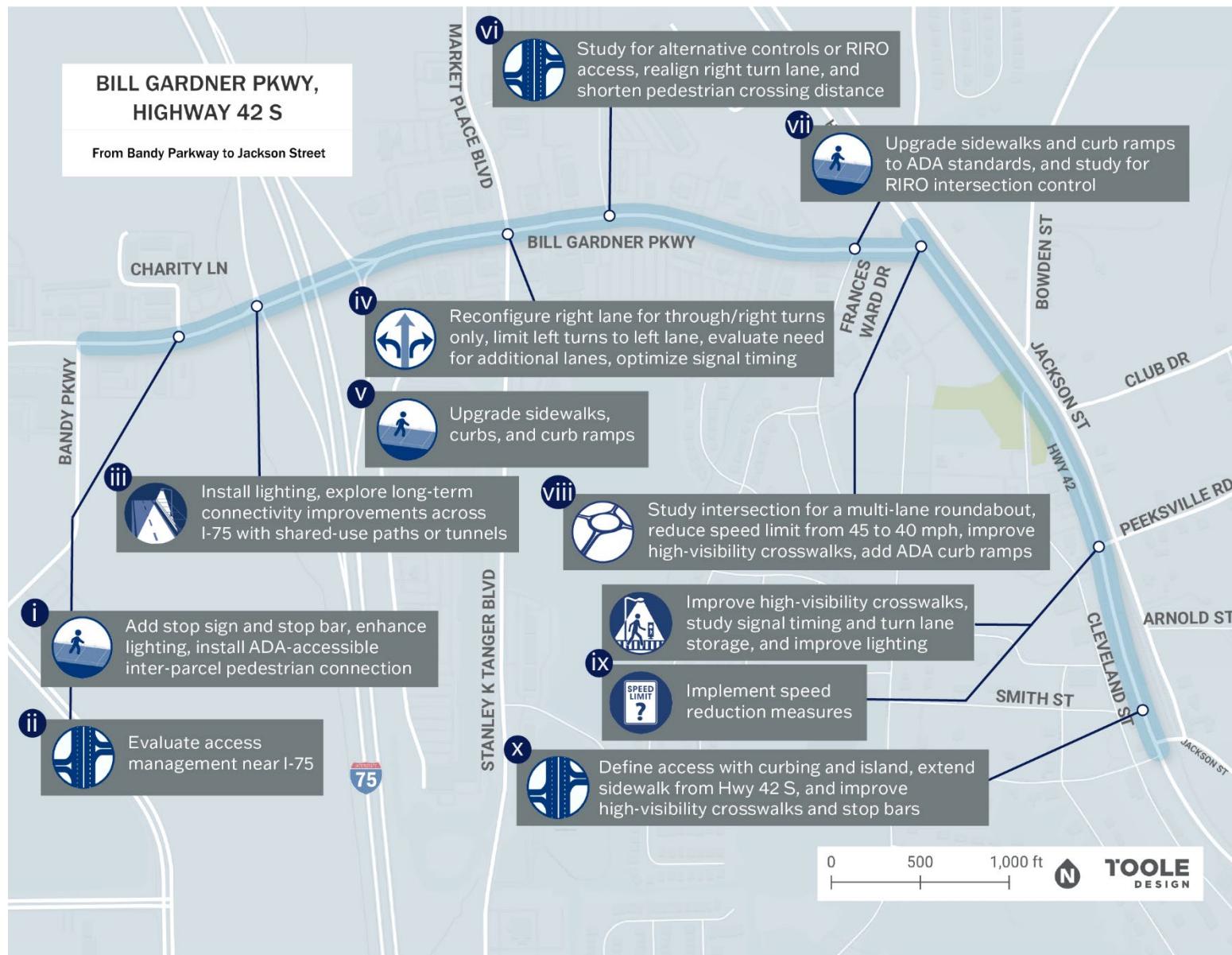


Figure 6-5 Map of Recommendations in the Locust Grove Priority Corridor Study

CITY OF MCDONOUGH



City of McDonough Safety Action Plan



7-1 Introduction

As the center of Henry County, the City of McDonough's population has grown by over 20,000 in the past twenty years. Black and African populations make up 73% of the total, while white populations make up only 15%. With the growing development of residential communities, commercial centers, and recreational facilities, the City of McDonough has a complex transportation system. I-75 crosses through the southwestern part, and SR 20, SR 155, SR 81, and US 23 all intersect in downtown McDonough. Also serving

as part of Henry County's freight center, multiple state routes and railroads are national freight corridors, bringing significant freight activity to the city's transportation system. An Atlanta-Region Transit Link Authority (ATL) Xpress transit route starts south of the City of McDonough and goes to Atlanta's downtown. Participating in the Henry County TSAP helps address different types of safety concerns and promote various mobility options for safer and more accessible travel.



7-2 Road Safety in the City of McDonough

The number of crashes in the City of McDonough peaked in 2021 but shows a slight decreasing trend afterwards. Among the 5,947 total crashes, 63 were FSI crashes.²⁰ Approximately half of the FSI crashes were angle crashes. According to **Figure 7-1**, these FSI crashes happened along state routes and their feeder roads, including SR 81, SR 42, SR 20, and SR 155. These are also identified as HIN in **Figure 7-2**. Most FSI crashes happened in commercial zones, such as downtown centers and McDonough Marketplace, while 12 FSI crashes, including a fatal crash, happened in industrial zones on SR 42 and SR 155. However, there is no data indicating if these crashes involved trucks.

There were 16 FSI crashes involving pedestrians and bicyclists. All three are pedestrian-involved at

intersections of state routes in the dark environment within the speed limit of 45 MPH, and two both happened at the intersection of SR 42 and Racetrack Road. There were no aggressive or distracted driving behaviors reported for fatal crashes, but disregarding stop and yield signs and speeding are factors causing minor injury crashes at this intersection.

The Wesley Lakes Elementary School, McDonough Primary School, and McDonough High School are three school zones where 21 FSI crashes happened nearby, and two of them were fatal with only vehicles involved. The most common factors in school zone crashes were failure to yield and reckless driving.

²⁰ Crash totals for each city were retrieved from the Crash Analysis Report in Appendix II, and analysis is based on the official crash reports.

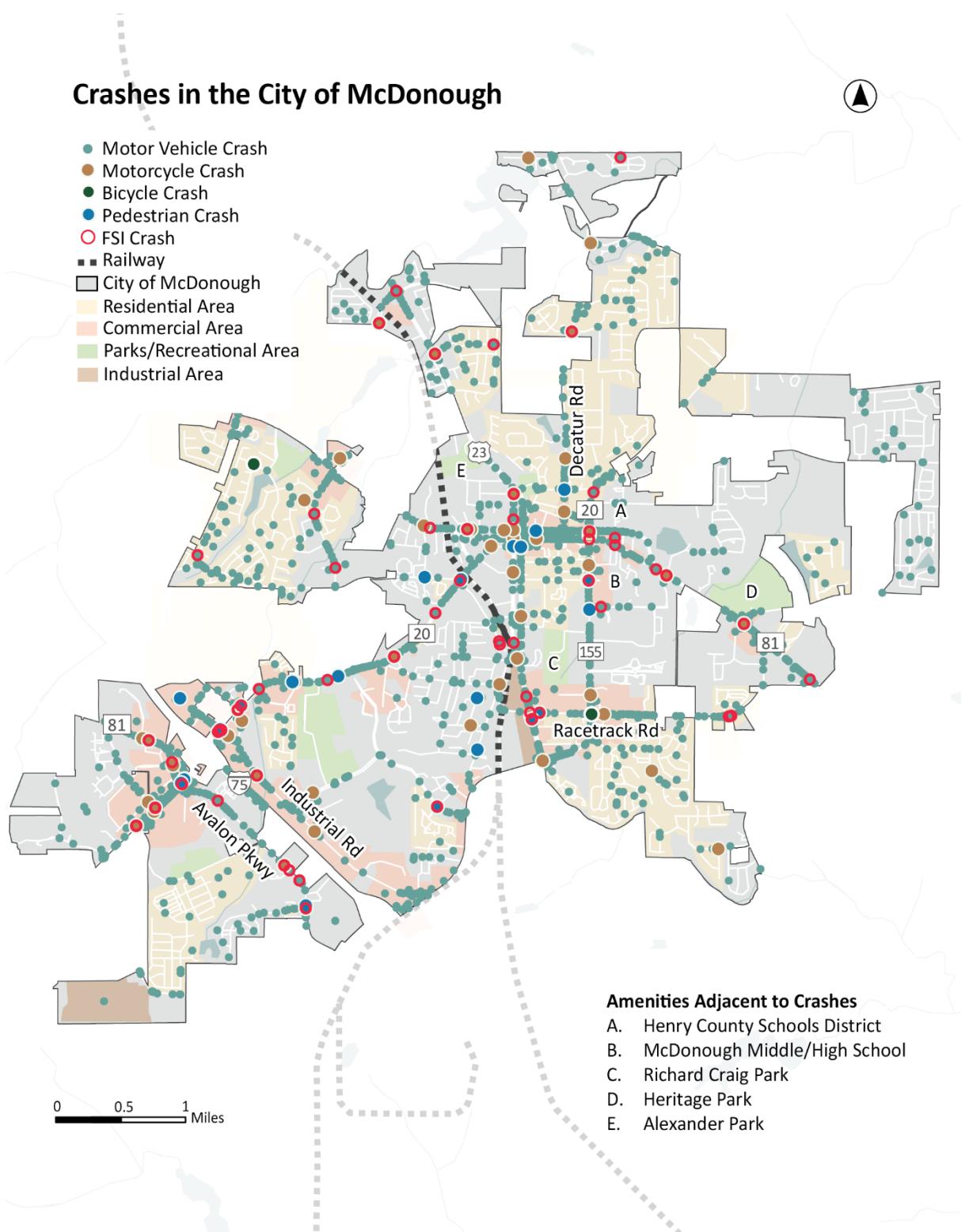


Figure 7-1 Map of Crashes in the City of McDonough

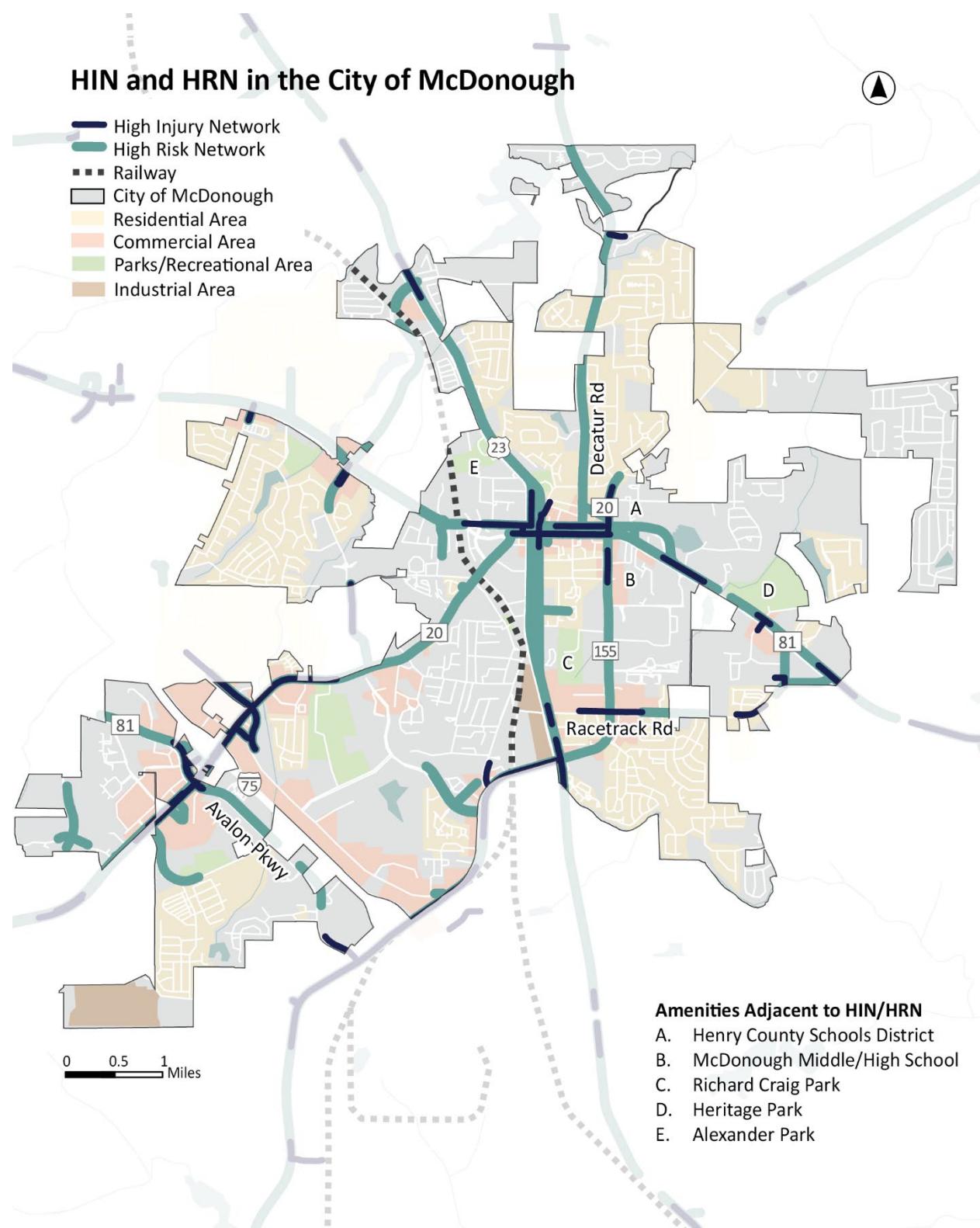


Figure 7-2 Map of HIN and HRN in the City of McDonough



7-3 Plan and Policy Review

The City of McDonough's Comprehensive Plan Five Year Update (2023) includes a transportation element that aligns closely with the Henry County CTP, particularly in incorporating crash analysis and assessing the need for improving network connectivity and multimodal accessibility. It emphasizes the strong relationship between land use and transportation and that land use decisions should account for significant impacts, including traffic crashes. Since the city is near transit services to Atlanta downtown, the plan advocates for Henry County to establish a transportation hierarchy that prioritizes more resource-efficient modes over single occupant vehicle travel.

For implementation strategies, the plan calls for conducting traffic studies in high-crash density areas and seeking funding opportunities for safety improvements. There is a need for smart corridors and signals throughout the jurisdiction as well as the installation of new traffic signals. The Community Work Program also includes safety-

related programs, such as interior street resurfacing in FY 2024 and the ongoing sidewalk extension program. The Comprehensive Plan referenced Henry County CTP's project list. For the City of McDonough, intersection safety projects will bring improvements to intersections at SR 81, SR 20, Industrial Boulevard, and McDonough Parkway.

The City of McDonough also adopted policies for freight management in its Code of Ordinances. It is unlawful for trucks heavier than five tons to make a right-hand turn off the intersection of SR 23, SR 42, SR 20, and SR 81, where a "THRU TRUCK ROUTE" has been designated by a sign.

Regarding speed management, the City of McDonough designated speed zones that necessitate different speeds than the rest of the roadways' speed limits, as determined by GDOT. The speed zones in the City of McDonough include school zones near Daniel Drive, Eagles Landing Parkway, and Mt. Zion Parkway.



7-4 Engagement and Collaboration

In the previous plan review, the public expressed the need for sidewalks in good condition in neighborhoods and open spaces and for more lighting.

Residents of McDonough participated in the central Henry Pop-up event. The fire department raised concerns that speeding drivers near the emergency event might cause a second hazard, and complicated interchanges with heavy traffic would delay time for first responders. Other participants made suggestions about more lighting, police enforcement, and pavement improvement regarding concerns about visibility, speeding, and road damage. Safe infrastructure

with ADA compliance is a critical need for VRUs in the City of McDonough.

In the Wikimap survey, safety concerns and improvements from more than 90% of the comments are on HIN corridors in the City of McDonough. According to **Figure 7-3**, commenters' hotspot zones are at downtown McDonough, SR 20 at I-75 interchange, and SR 81 in the east. One-third of concerns were related to traffic congestion, and respondents suggested roundabouts as an option to control heavy traffic flow at intersections. Other suggestions included changing the two-way roads to one-way roads that feed to state routes, traffic calming, and signal

upgrades. In the online public survey, respondents also suggested intersection improvements,

lighting improvements, and non-vehicular traffic management.

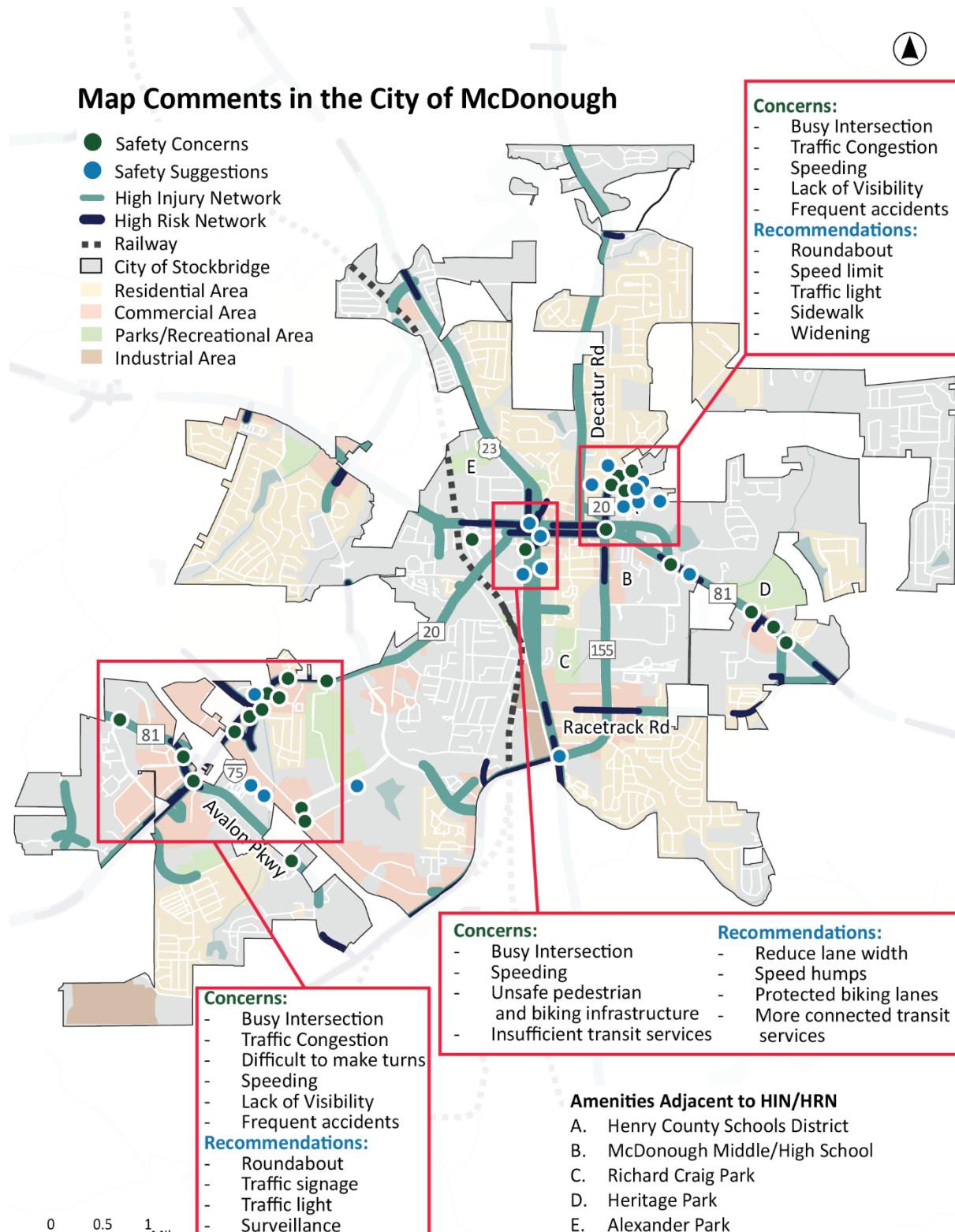


Figure 7-3 Map of Wikimap Comments in the City of McDonough



Safety Strategies for the City of McDonough

Priority Corridor Study in the City of McDonough (Project ID #22)

The studied section of roadway on Jonesboro Street, 0.62 miles, between Doris Street and Atlanta Street is a two-lane one-way (westbound) principal arterial with a posted speed limit of 35 MPH. This corridor begins with a roundabout at Doris Street, includes a railroad at-grade crossing between Doris Street and Geranium Drive, and ends downtown McDonough at McDonough Square. Keys Ferry Street serves as the other one-way pair (eastbound) to this corridor. This corridor was the highest-ranked local road in the City of McDonough for priority projects. Regardless of road ownership (state, county, or local), this segment ranks 20th overall for priority projects for Henry County on the priority projects list.

A crash data analysis was performed for the Jonesboro Street corridor to understand the contributing factors and identify focus areas for countermeasures. From 2019 to 2023, 123 total crashes occurred along the 0.62 miles segment between Doris Street and Atlanta Street. Countermeasure recommendations are made based on the available crash data, such as collision manner and contributing factors, with emphasis on locations along the corridor with FSI crashes. **Figure 7-4** summarizes issues and corresponding recommendations of this corridor, and **Figure 7-5** and **Figure 7-6** show details of where has those issues are and how they can be improved.

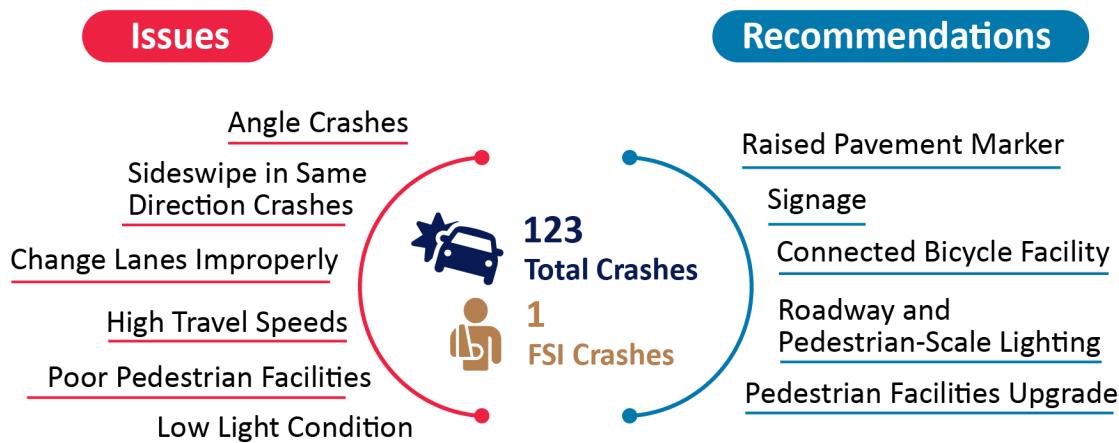


Figure 7-4 Issues and Recommendations in the McDonough Priority Corridor Study

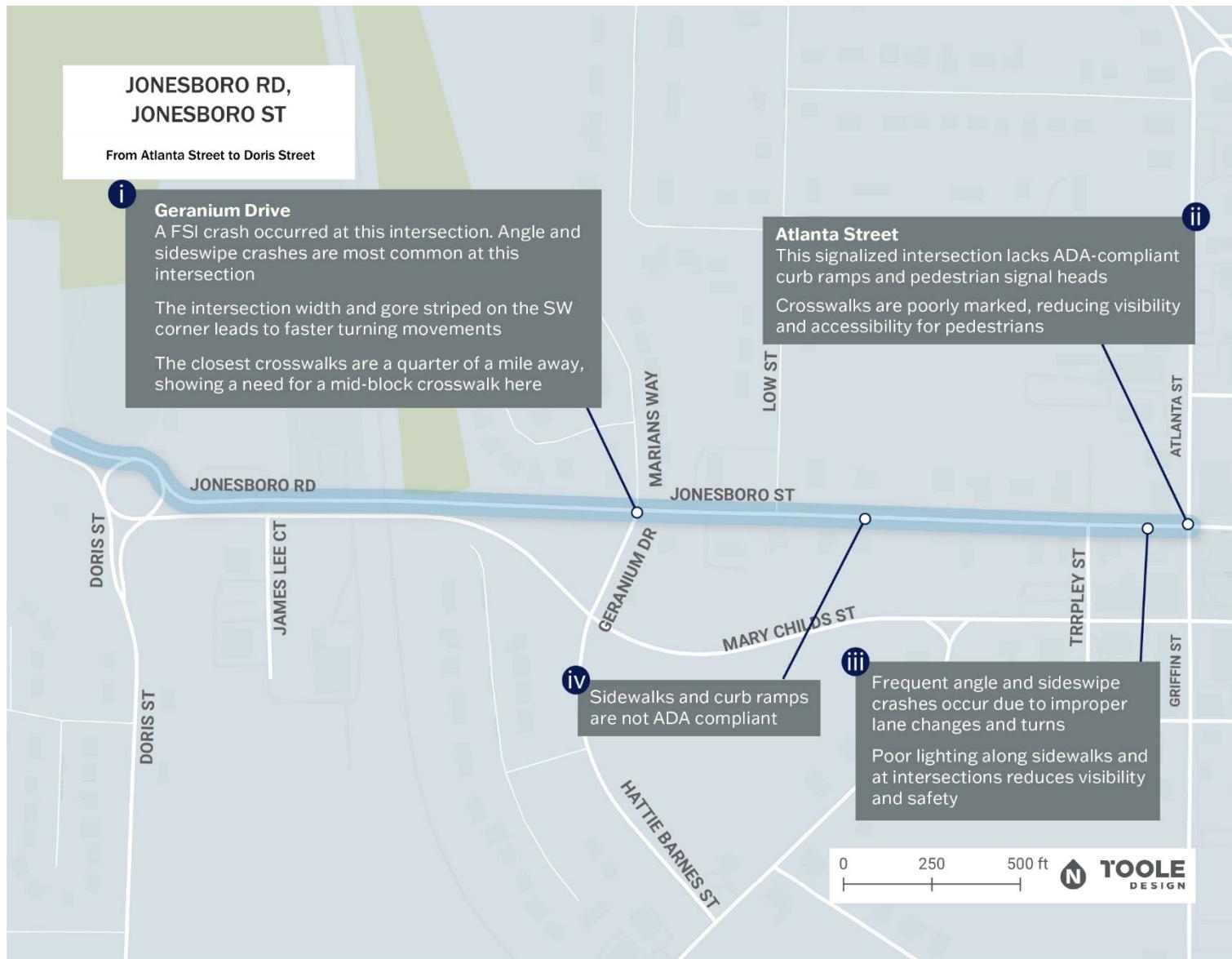


Figure 7-5 Map of Issues in the McDonough Priority Corridor Study



Figure 7-6 Map of Recommendations in the McDonough Priority Corridor Study

CITY OF STOCKBRIDGE



City of Stockbridge Safety Action Plan



8-1 Introduction

The City of Stockbridge has the largest population among cities in Henry County with over 35,000 people in 2023. The city's demographic composition is predominantly Black and African American, but it has the lowest number of people with disabilities and poverty. Residential is the

main land use type in the city, and there are commercial zones on both sides of I-75 and SR 138. The City of Stockbridge proactively follows goals identified in the Henry County TSAP and implements strategies to enhance roadway safety for accommodating future growth.



8-2 Road Safety in the City of Stockbridge

There are 5,313 crashes from 2019 to 2023 in the City of Stockbridge.²¹ The number of crashes each year fluctuates, but it reached the highest in 2021. In **Figure 8-1**, FSI crashes clustered on interchange of I-75/I-675 with SR 138 and along US 23 and SR 138. The major FSI crash type is an angle crash, which majorly happened on SR 138. These are often caused by failure to stop or yield. Thirteen of 52 FSI crashes are fatal, and four were pedestrian-involved. The main factor in fatal crashes was that drivers lost control, but only two were either aggressive or distracted. Three of the pedestrian-involved fatal crashes happened in a dark not lighted environment, which were at the Ryans Dr at US 23 intersection, SR 238 at I-75 interchange, and Walt Stephens Road. At the Walt Stephens Road crash, a person who was not visible was the main crash factor in the crash report, and the crash location was the entrance of a residential neighborhood with only a stop sign.

There were 20 crashes in the school zone of Red Oak Elementary School, Stockbridge Elementary

School, Smith Barnea Elementary School, and Eagle's Landing Christian Academy. None of them had pedestrians or bicyclists involved. Aggressive and distracted driving behaviors were the main crash factor in crashes within the school zone, which pose potential safety risks to students.

In **Figure 8-2**, SR 138/US 23 and US 42 are the main HIN corridors in the City of Stockbridge. However, there are also feeder roads in the HIN, such as E Atlanta Road and Patrick Henry Parkway. E Atlanta Road is in both the school zone and a recreational area, which has a high density of VRUs in all age groups. There is no sidewalk on the park side, and there are no streetlights on both sides. Patrick Henry High school is the closest to US 23/SR 138's HIN segments. There is a critical need to improve safety in this area. HRN in the City of Stockbridge includes all of US 23/SR 138 within the city limits. There are also more local roads linking with HIN corridors, such as Old Atlanta Road, identified as HIN.

²¹ Crash totals for each city were retrieved from the Crash Analysis Report in Appendix II, and analysis is based on the official crash reports.

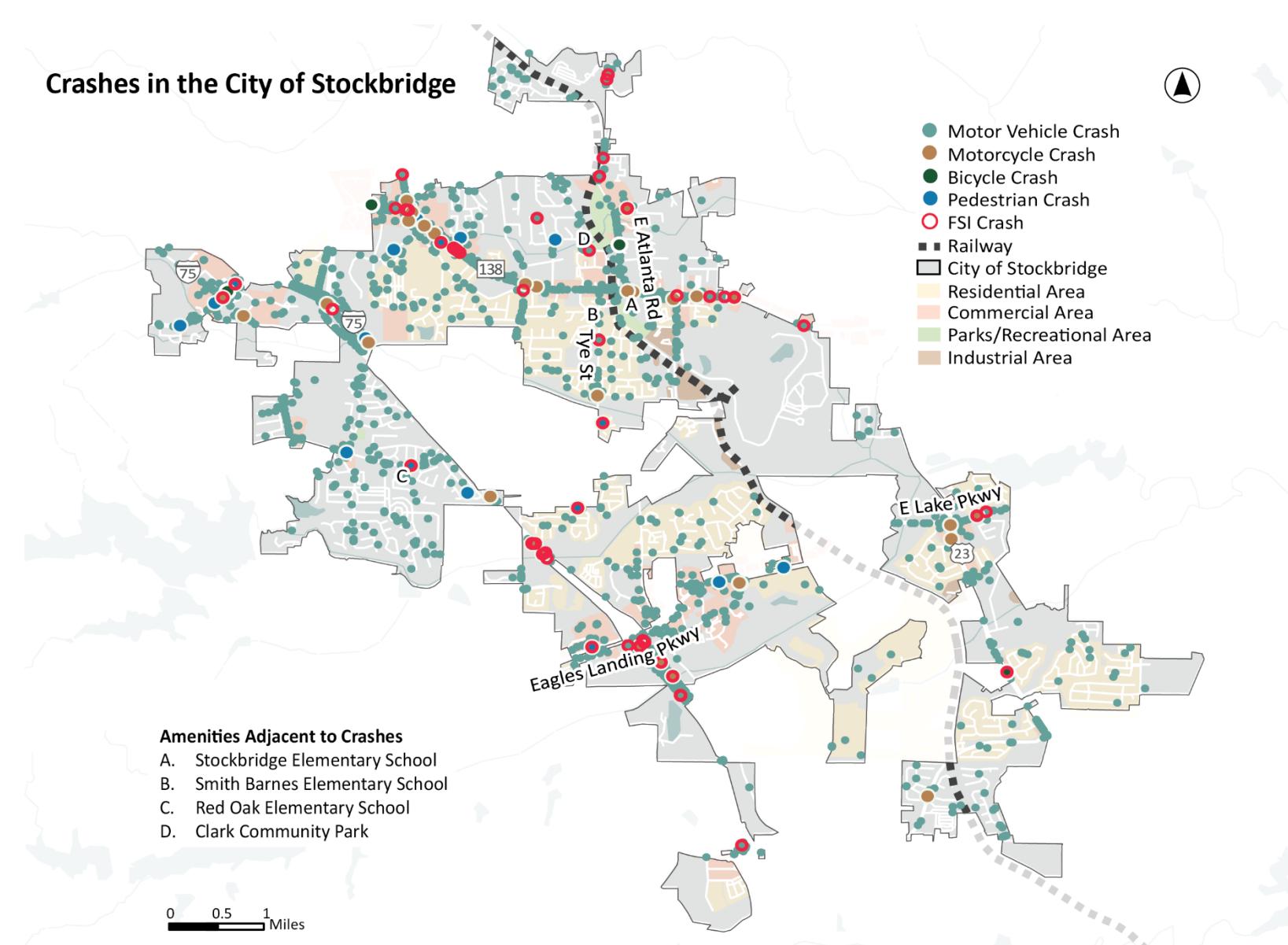


Figure 8-1 Map of Crashes in the City of Stockbridge

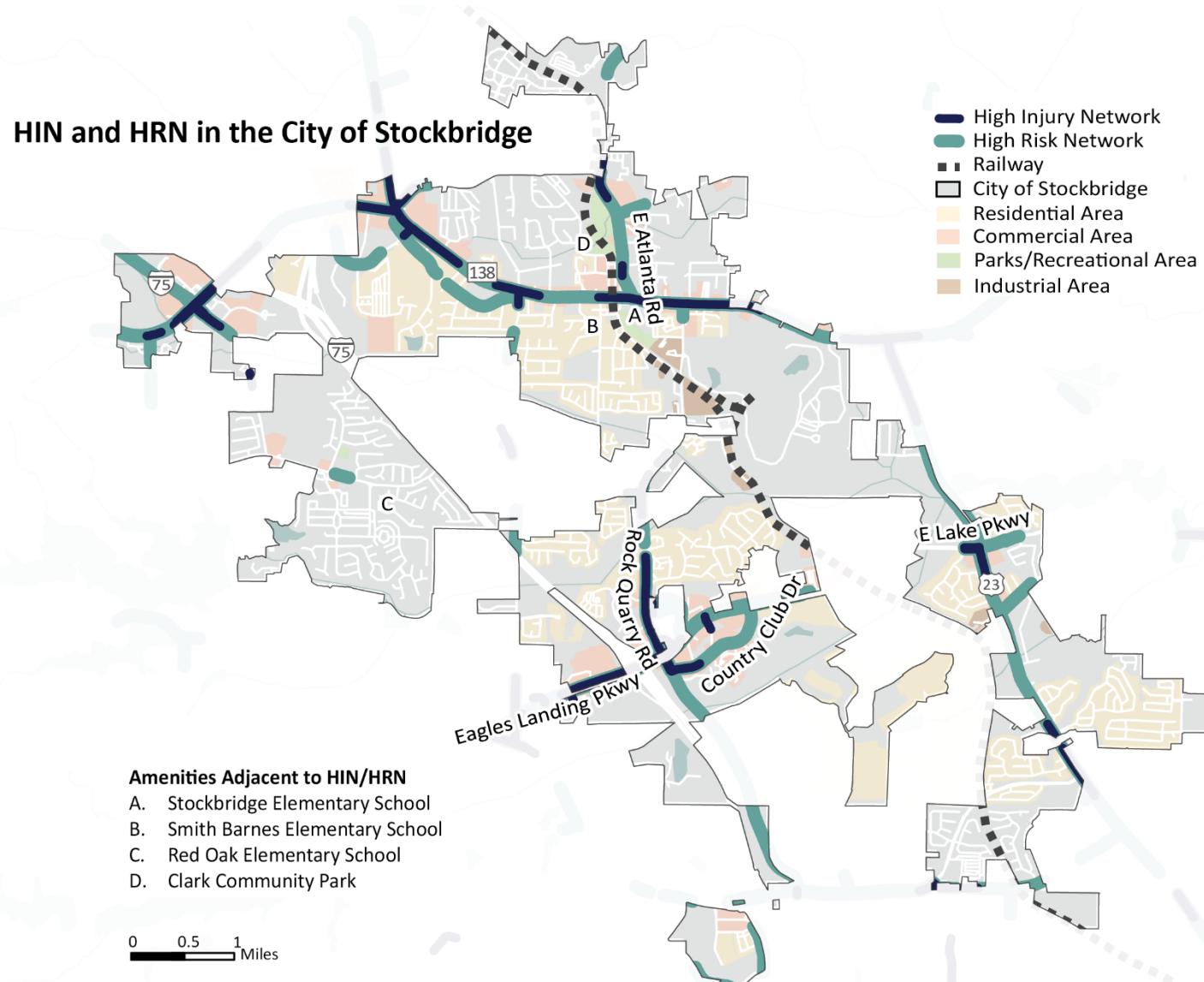


Figure 8-2 Map of HIN and HRN in the City of Stockbridge

8-3

Plan and Policy Review

Three local documents of the City of Stockbridge were reviewed. Two of them are transportation studies, and one is the comprehensive plan. All plans support countermeasures identified by ARC. The Downtown Pedestrian and Bicycle Connectivity Plan raised the safety issue of railroad crossings, which can be hazardous for VRUs to cross. Therefore, the study recommends an ADA-compliant concrete grade crossing and quad gate with a high-intensity activated crosswalk (HAWK) signal to allow pedestrian and bicycle connectivity. High-crash-rate corridors, such as North Henry Boulevard, should prioritize these countermeasures.

In the city's Code of Ordinances, the City of Stockbridge does not allow any micromobility device riding on sidewalks to protect pedestrians' safety. Biking infrastructure in the City of Stockbridge follows regional and state laws. It has specific requirements for bike parking, including:

- Bicycle parking should be located within all mixed-use developments and conveniently located near the most

convenient automobile spaces (other than those spaces for people with disabilities).

- Bicycle parking should be an integral part of the overall site layout and designed to minimize visual clutter.
- Bicycle parking should be provided in a well-lit area.
- Ideally, bicycle parking spaces outside of a building should be located within a one-hundred-foot diameter of the primary building entrance.
- Bicycle parking areas should, preferably, afford a four-foot-wide access aisle to ensure safe access to spaces.
- All bicycle racks and lockers should be securely anchored to the ground or building structure.

The speed zones in the City of Stockbridge include SR 20, SR 42, SR 81, and SR 155, which have designated different speed limits than the rest of the roadway's speed limits.

8-4

Engagement and Collaboration

In the City of Stockbridge LCI 10-Year Update, survey respondents showed a strong desire for improving transportation options for bicyclists and pedestrians, and a landscaped multi-use path is a highly voted option.

The north Henry pop-up event received some public input related to the City of Stockbridge, such as improving lighting and conducting more studies about roundabout design. In the Wikimap survey, participants raised concerns and suggestions on SR 138 and Rock Quarry Road, as

shown in **Figure 8-3**. While most suggestions were about road widening to solve congestion issues, there were some highlighting the need for turn signals and visibility enhancement due to the blockage of utility infrastructure. In the online survey, respondents emphasized the need for roadway pavement and connected and protected paths for both pedestrians and bicyclists.

Map Comments in the City of Stockbridge

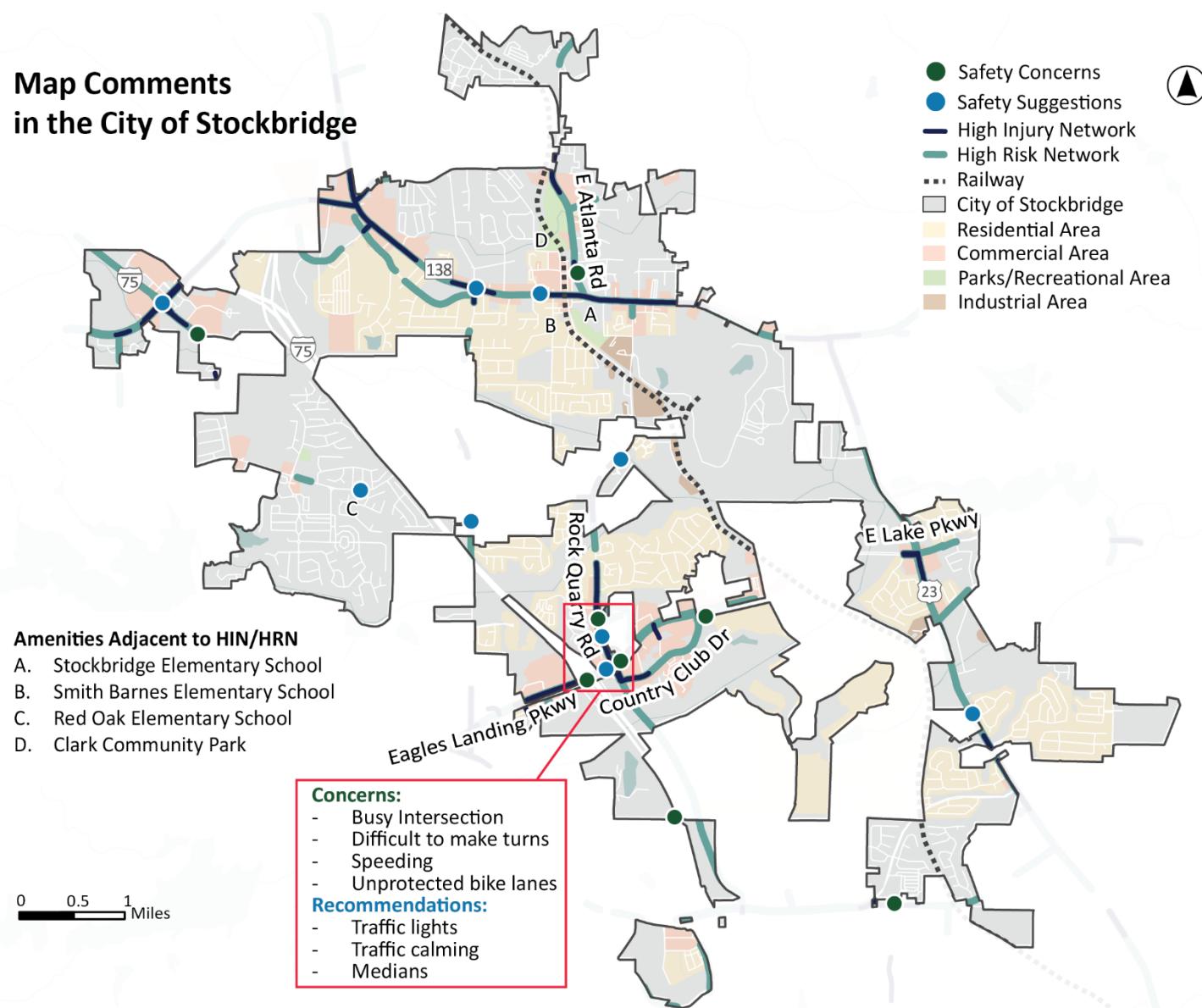


Figure 8-3 Map of Wikimap Comments in the City of Stockbridge



8-5 Safety Strategies for the City of Stockbridge

Priority Corridor Study in the City of Stockbridge (Project ID #14)

This corridor is named Rock Quarry Road north of Eagles Landing Parkway and named Patrick Henry Parkway south of Eagles Landing Parkway. The studied section of roadway, 1.36 miles, between Country Club Drive and Banks Road is a two to eight lane roadway with a posted speed limit of 45 MPH. It is classified as a local road south of Eagles Landing Parkway and a minor arterial north of Eagles Landing Parkway. This corridor was the highest-ranked local road in the City of Stockbridge for priority projects. Regardless of road ownership (state, county, or local), this segment ranks 8th overall for priority projects for Henry County on the priority projects list.

A crash data analysis was performed for the corridor to understand the contributing factors and identify focus areas for countermeasures. From 2019 to 2023, 311 total crashes occurred along the 1.36-mile segment between Country Club Drive and Banks Road. Countermeasure recommendations are made based on the available crash data, such as collision manner and contributing factors, with emphasis on locations along the corridor with FSI crashes. **Figure 8-4** summarizes issues and corresponding recommendations of this corridor, and **Figure 8-5** and **Figure 8-6** show details of where those issues are and how they can be improved.

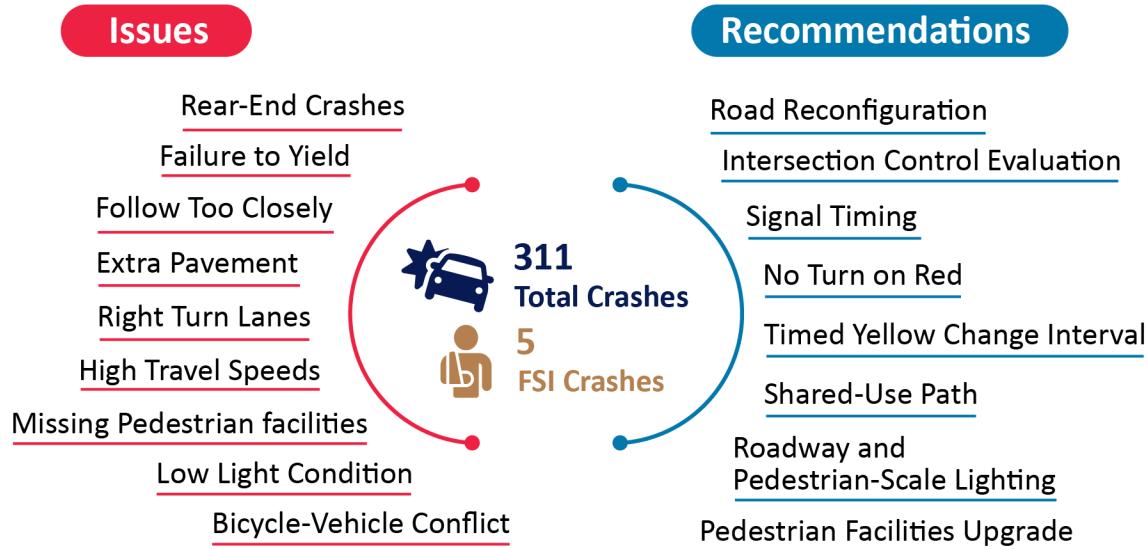


Figure 8-4 Issues and Recommendations in the Stockbridge Priority Corridor Study

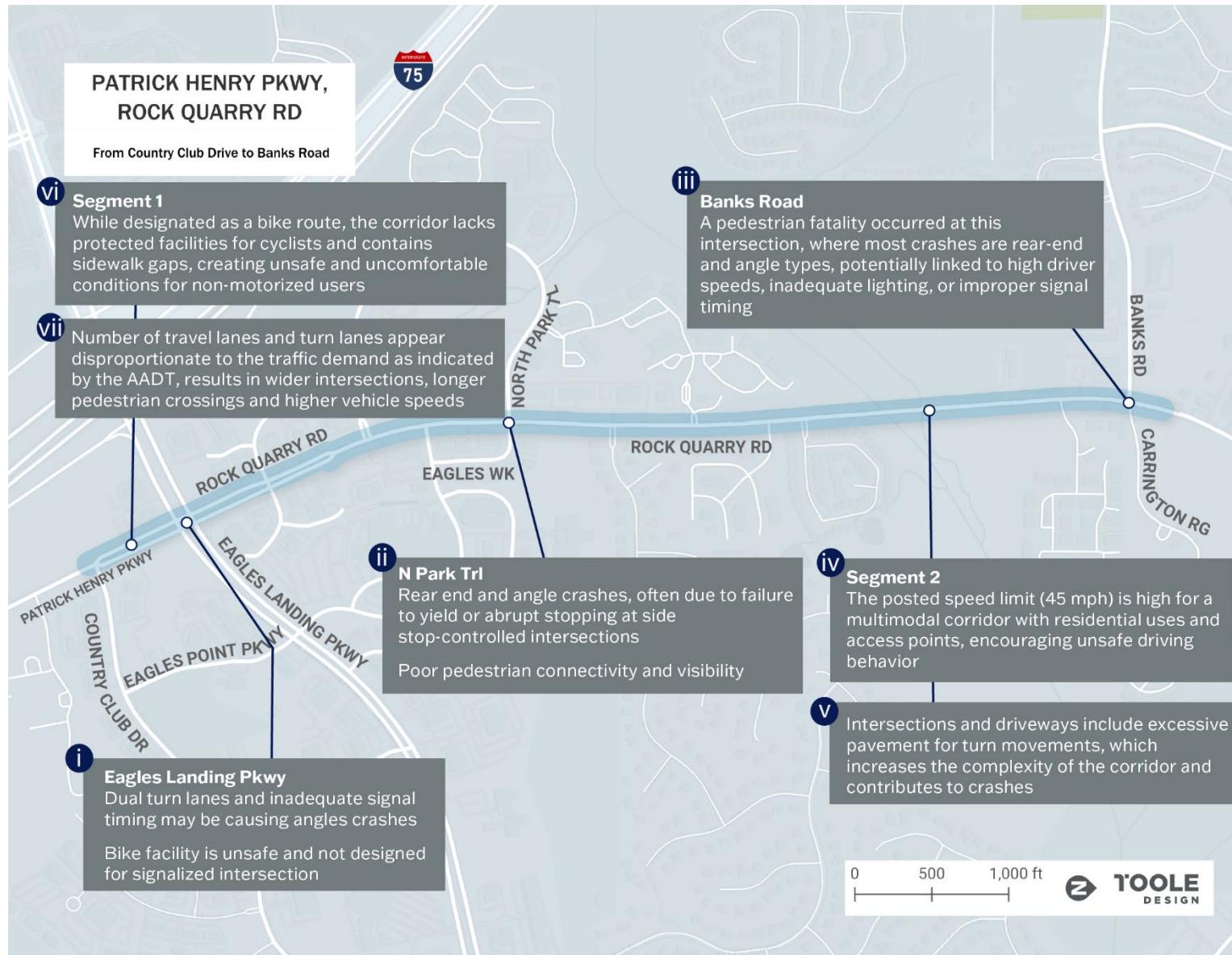


Figure 8-5 Map of Issues in the Stockbridge Priority Corridor Study

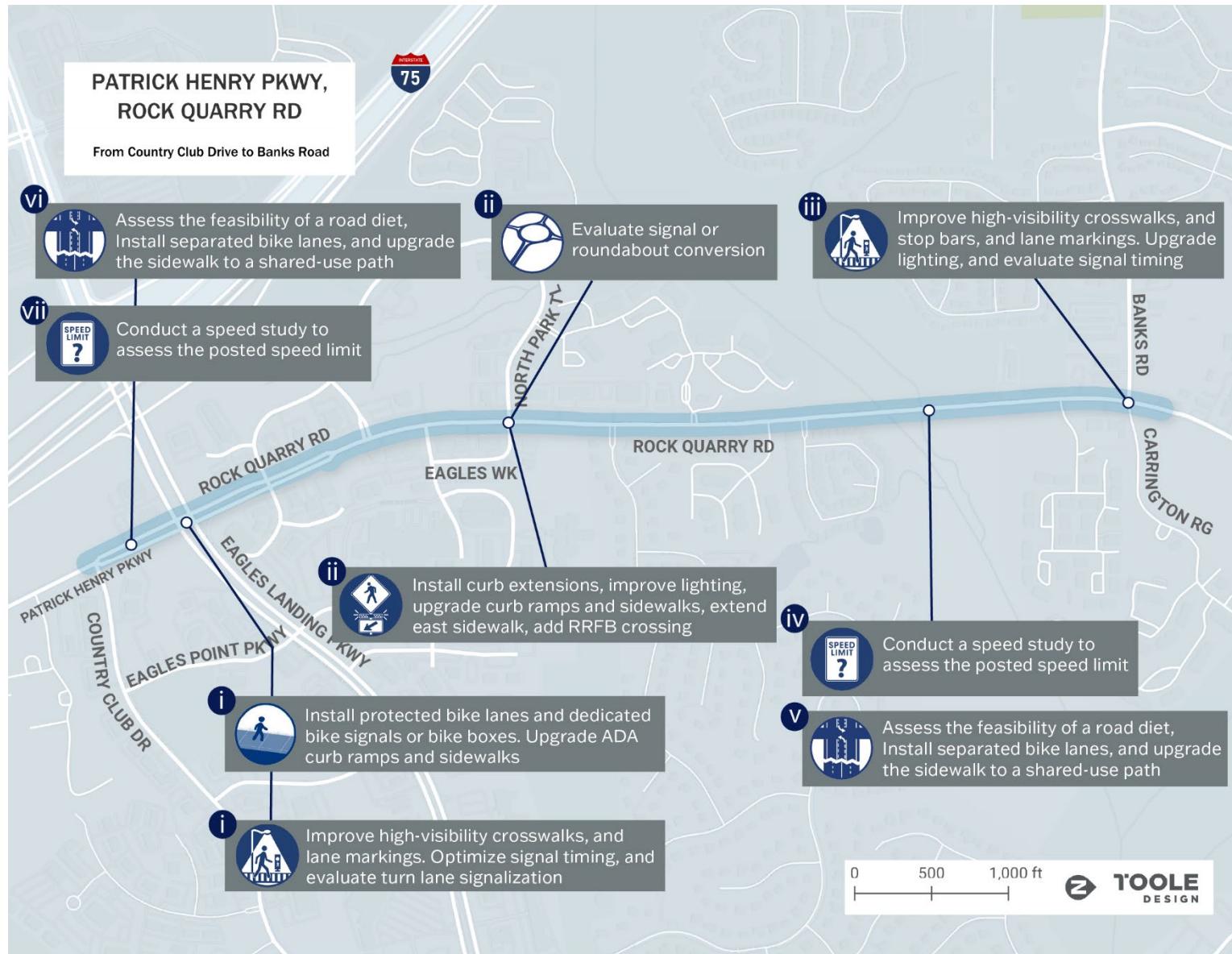


Figure 8-6 Map of Recommendations in the Stockbridge Priority Corridor Study



09

NEXT STEPS



NEXT STEPS



Implementation Strategy

Transportation projects cannot be implemented without adequate funding and effective governmental coordination. This TSAP exists as the guiding schema for the development and implementation of present and future safety-related transportation projects in Henry County. Anecdotal evidence from stakeholders and the public, as well as data from crash and roadway safety analyses, illuminated roadways that were less safe than others. Existing plans and policies showed that there were gaps in the region's pedestrian and bicycle network. To adopt safety commitment resolutions and make progress towards safety, partner jurisdictions must first decide if the county's region-wide commitment sufficiently addresses their safety goals, or if they would like to adopt some other safety commitment resolution that better aligns with the jurisdiction's safety context.

All partner jurisdictions are eligible to independently apply for SS4A demonstration or implementation funding following the adoption of this plan. With the uncertainty of future federal funding for transportation safety programs, Henry County should work closely with local partners such as the ARC and GDOT to determine what funding opportunities there are for Henry County and member jurisdictions to implement recommendations and projects identified in this plan.

For projects along state routes, GDOT is primarily responsible for development and implementation, even if the state route crosses multiple

jurisdictions. Projects funded through MPO and state-level programs such as the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP), respectively, are designed to effectively coordinate cross-jurisdictional funding and development through a larger governmental entity. However, coordinating local projects that cross multiple jurisdictional boundaries provides a challenge at the county level. These partnerships should be handled through an organization responsible for convening stakeholders, funding, and project management into a single source for effective project implementation and management. Henry County's Transportation Advisory Group may be a good organization to convene this collaboration, as many members of the Transportation Advisory Group were involved in the TSAP development process. Another strategy is to coordinate with a non-profit group that is dedicated to the type of development the county is interested in implementing. For example, any planned or multi-use paths can be constructed in partnership with an organization like the PATH Foundation, which can handle cross-jurisdictional coordination and project management.

Moving forward, Henry County can continue to be a transportation development and safety resource for all its member jurisdictions. Finally, Henry County should continue to be a steward for the region and advocate for the advancement of safety and accessibility for all roadway users.



9-2 Transparency and Progress Reporting

The SS4A grant program requires quarterly reporting on grant activity including grant performance and financial status using the Performance Progress Report (SF-PPR) and Federal Financial Report (SF-FFR) documentation, respectively. In addition to tracking the progress of grant funding usage towards TSAP development, FHWA requires at least annual reporting on TSAP implementation following the adoption of the plan. Transparency in the TSAP development and implementation process allows plan stakeholders and the public to communicate directly with Henry County about their perceptions of plan implementation. Henry County publicly shares progress for the development and implementation of its plans on the county's transportation planning website and should continue doing so for TSAP implementation after this plan is adopted.

Safety action plans are required to meet federal, state, and local plan development and delivery requirements. Henry County's TSAP has been developed closely following the guidelines set forth in FHWA's SS4A grant program. The SS4A

grant program is rooted in both the National Roadway Safety Strategy and the SSA.

GDOT, in compliance with FHWA guidelines, has made the safety of VRUs a priority on state routes. GDOT's 2022-2024 Strategic Highway Safety Plan (SHSP) includes Vision Zero as its guiding mission. The plan explains state-level plan and policy documentation that is integral to the development of this TSAP. Because state routes are important corridors for freight and economic activity in the region, it is imperative that Henry County maintain open channels of communication with state-level transportation partners to ensure recommendations and projects from this plan are implemented effectively.

This TSAP was developed in partnership with all incorporated municipalities in Henry County, the ARC, and GDOT. The analysis and findings of this plan have been developed into recommendations that represent the safety priorities of local stakeholders. This plan's alignment with federal, state, and local goals is explained in greater detail in **Chapter 1**.

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DESIGN

September 2025

