

SAFETY ACTION PLAN

SAFE STREETS FOR ALL (SS4A)

HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION



PREPARED FOR:



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1. INTRODUCTION

The Hinesville Area Metropolitan Planning Organization (HAMPO) oversees transportation planning across 575 square miles, which includes the urbanized areas of Liberty and Long Counties, as well as Fort Stewart and the cities of Hinesville, Allenhurst, Flemington, Gum Branch, Midway, Riceboro, and Walthourville. Guided by the Liberty Consolidated Planning Commission (LCPC), HAMPO's planning is shaped by a Policy Committee composed of elected officials from each participating jurisdiction, along with representatives from the Georgia Department of Transportation (GDOT) and other key state and federal agencies. To ensure comprehensive input on transportation issues, a Technical Coordinating Committee (TCC) and a Citizens Advisory Committee offer valuable recommendations to the Policy Committee.

HAMPO's mission is to provide residents, visitors, and military personnel with a safe and efficient multimodal transportation system. To fulfill this mission, the MPO aims to engage in federally funded initiatives that align with national, state, and local goals related to traffic safety and mobility.

The current federal transportation spending bill, the Infrastructure Investment and Jobs Act (IIJA), established the Safe Streets and Roads for All (SS4A) discretionary program. This initiative promotes the development of a systematic safety strategy, known as a Safety Action Plan, which investigates and analyzes key roadway safety concerns within the community and implements projects and tactics to prevent roadway deaths and serious injuries.

According to guidance from the U.S. Department of Transportation (DOT), an SS4A plan should include eight components (detailed further in Section 2). Considerations of equity are essential for a successful SS4A plan, which relies on inclusive and representative processes throughout its development. The planning process will identify underserved communities and hazardous corridors and intersections within the HAMPO study area, creating a list of potential projects aimed at promoting equitable safety practices. A map of the study area, highlighting the HAMPO boundary and its included municipalities, is provided in Figure 1 below.



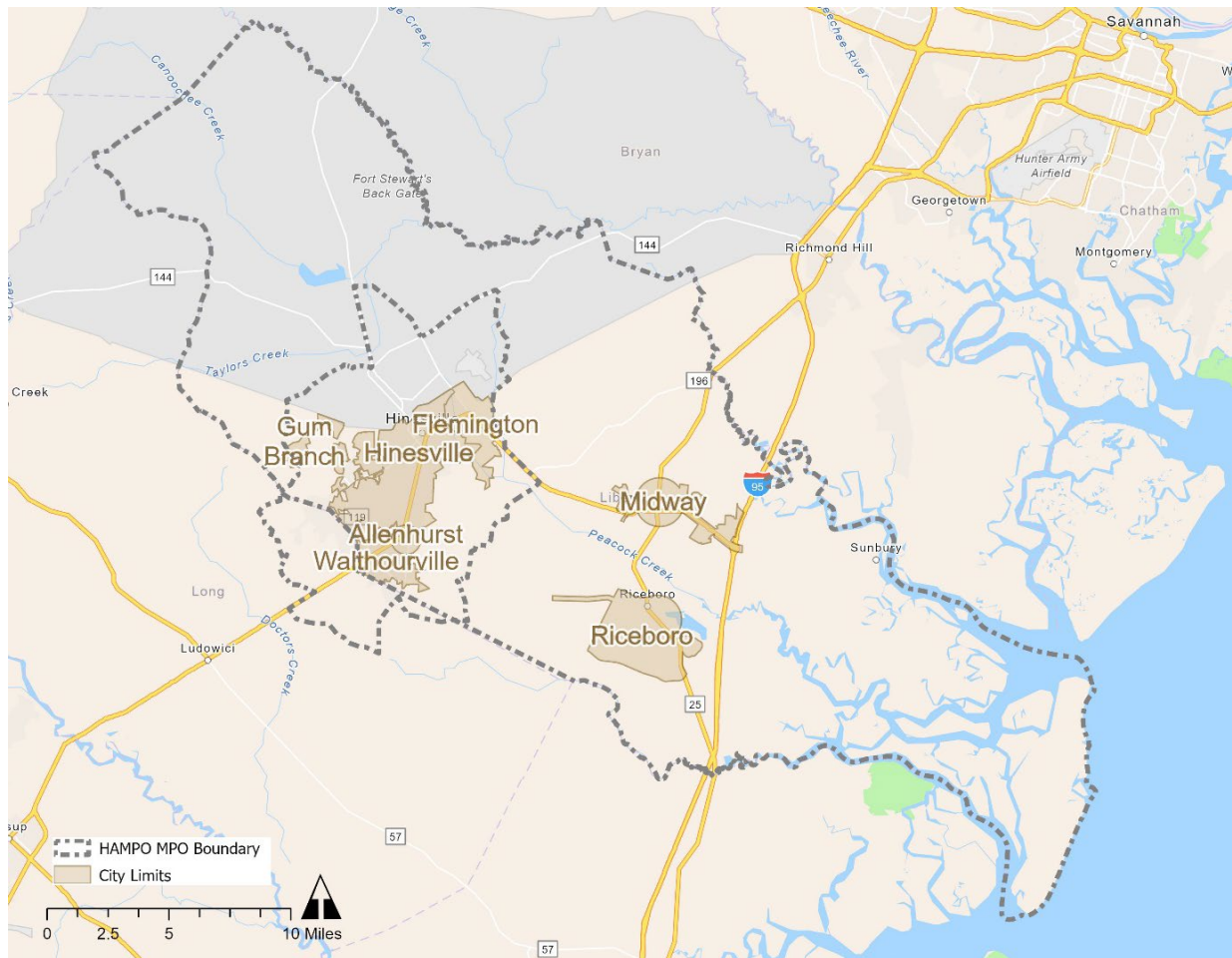


Figure 1: HAMPO Study Area Boundary

2. DESCRIPTION OF THE PLANNING PROCESS

What is a Safety Action Plan?

In the Safe Streets and Roads for All (SS4A) grant program, a comprehensive Safety Action Plan (SAP) serves as the blueprint for enhancing roadway safety significantly. The SAP lays out a strategy for reducing serious injuries and fatalities for all road users. The plan leverages data analysis with community feedback to pinpoint safety challenges and bolster community efforts through targeted projects and strategies that address the most pressing safety risks.

The SS4A grant program employs the Safe System Approach, which signifies a transformative shift in safety philosophy. This approach emphasizes cultivating a safety culture, promoting collaboration among all safety stakeholders, and redesigning transportation systems to anticipate human errors while minimizing crash severity and saving lives.

The primary aim of the SAP is to develop a clear and comprehensive strategy aimed at preventing roadway fatalities and serious injuries within a specific jurisdiction. An effective SAP should encompass eight key components according to federal guidance which are:

- Leadership Commitment and Goal Setting
- Planning Structure
- Safety Analysis
- Engagement and Collaboration
- Equity
- Policy and Process Changes
- Strategy and Project Selection
- Progress and Transparency

What is the Safe Systems Approach?

The U.S. Department of Transportation (DOT) has adopted the Safe System Approach as its guiding framework for improving roadway safety. This approach, widely embraced by the transportation community, effectively addresses and mitigates the risks inherent in our vast and complex transportation system. It works by layering multiple levels of protection to both prevent crashes and reduce harm when they do occur.

Unlike traditional approaches that address traffic safety, the Safe System Approach acknowledges both human error and human vulnerability, designing systems with built-in redundancies to protect all road users. The guiding principles of the Safe Systems Approach are:

- Death and Serious Injuries are Unacceptable.
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial



The graphic below in Figure 2 highlights the components of the Safe Systems Approach.



Figure 2: Safe Systems Approach (US DOT)

3. VISION, MISSION STATEMENT, AND GOALS

Vision

The vision statement created for the HAMPO SS4A project is as follows: *“HAMPO envisions an aesthetically pleasing transportation system that enables all citizens to make any and all trips along safe corridors which feel inviting to all citizens regardless of their means, ability, or method of transport. It shall be the mission of the MPO to plan for and invest in transportation projects that take a wholistic approach to the mobility requirements of its citizens, including prioritizing needs in areas that may have been negatively impacted by previous actions, inactivity, disinvestment, or neglect.”*

Goals

The following goals were developed for the SS4A project:

- Reduce pedestrian and bicyclist fatalities and serious injuries.
- Identify high-risk rural road segments.

- Educate, encourage, and promote safe and responsible travel practices of motorists, pedestrians, and bicyclists.
- Enable all users of the system to complete door-to-door trips safely and efficiently regardless of mode.
- Improve mobility and accessibility for all.
- Integrate traffic safety considerations into development design standards.
- Involve local leaders, stakeholders, and partners in the planning and implementation process.
- HAMPO will maintain and update crash data regularly and make it readily available to the public.
- HAMPO will complete regular reporting and documentation to track plan implementation.

The vision and goals were a catalyst for the plan moving forward from the inventory of existing conditions through to the project recommendations phase. The sections below provide additional project insight to each task of the SS4A project.

4. PUBLIC AND STAKEHOLDER ENGAGEMENT

Engagement Summary

Public involvement is essential to any planning effort, as it provides a genuine understanding of the community's vision, goals, and needs. The process developed for this plan employed various techniques and levels of engagement to gain insights into existing conditions, needs, opportunities, and future aspirations through both online and in-person activities.

A range of promotional methods was used to foster and encourage community participation. These included electronic distribution of promotional flyers featuring the project website, shared with HAMPO staff and relevant stakeholders; physical flyers handed out at the Small World Festival; collaboration with parallel transportation projects to leverage existing networks; and a series of geo-targeted ads on Facebook, Instagram, and Meta.

The following provides a summary of these engagement efforts.

In-Person Engagement

On Saturday, April 13, 2024, the project team attended the *Small World Festival* in Hinesville. The purpose of the pop-up was to inform the public about the project and to collect feedback about areas of traffic safety concern throughout the Hinesville metropolitan area.

The team had two large presentation boards featuring maps of the Hinesville areas, as well as flyers advertising the project website. The team also gave away small incentives like candy and festival-themed kites for children to encourage families to participate. Participants were invited to



write location-specific comments on traffic and roadway safety on sticky notes and place them on corresponding locations on the maps. Members of the project team were present to facilitate and take notes. The team engaged with roughly 75 community members and received a number of comments on the “areas of concern” maps.

Online Engagement

At the outset, a project website was launched to feature relevant project materials as well as to host convenient, easy-to-use online engagement tools through the Social Pinpoint platform. Over a period of about 10 weeks, the website has received a total of 703 page views by 417 unique individuals.

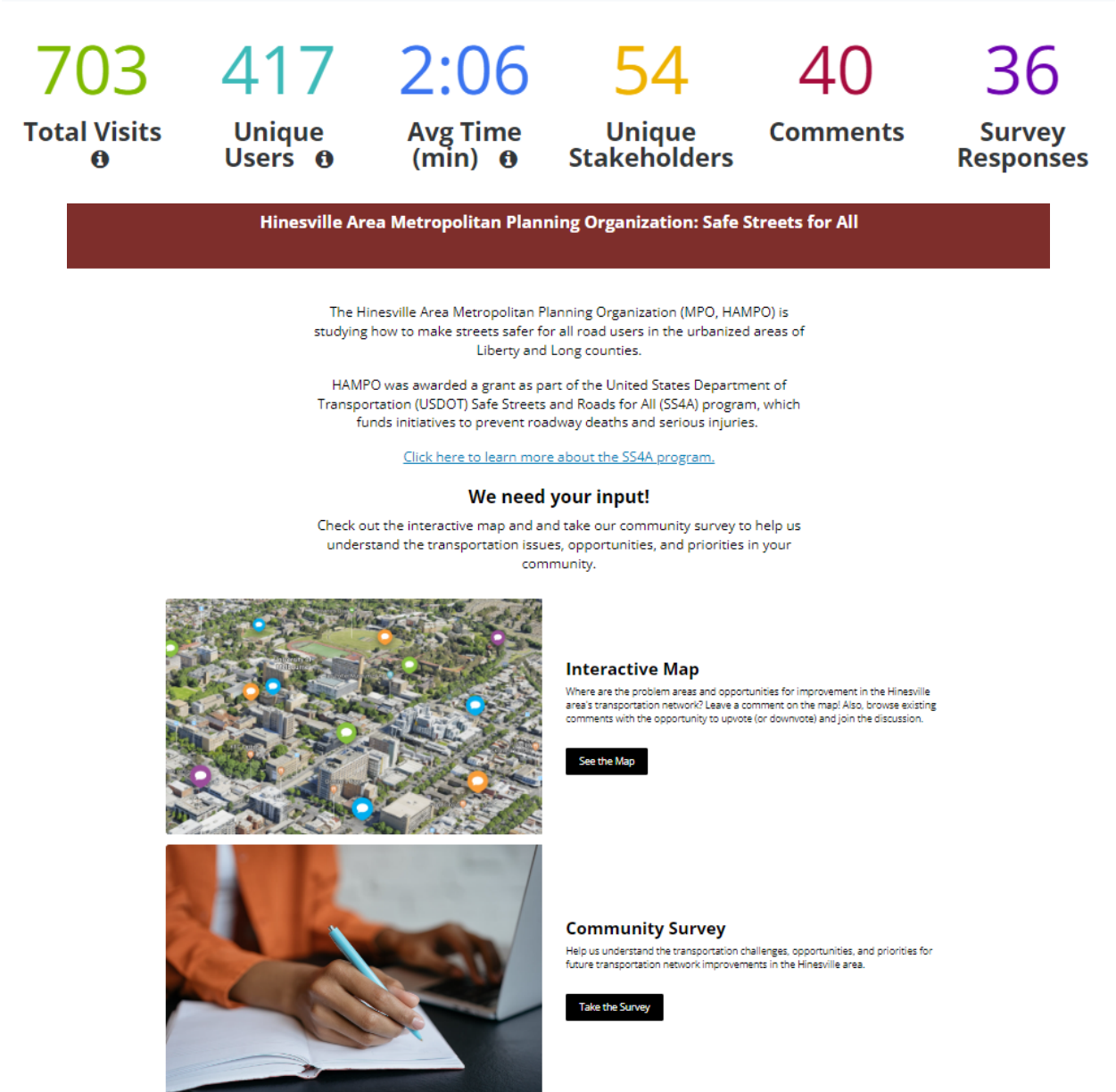


Figure 3: Online Engagement Summary and Landing Page

The website featured a community survey on traffic safety, along with an interactive mapping exercise that allowed participants to pinpoint specific locations, each representing various categories. Participants could also leave detailed comments, upload images to support their feedback and engage with existing map comments through upvotes, downvotes, and additional responses. Launched on April 13 and open until June 28, 2024, the survey and interactive map received a total of 36 survey responses and 40 map comments. The following is a summary of each online engagement activity.

Community Survey

The community survey was designed to gain feedback on the transportation safety issues and priorities in the urbanized areas of Liberty and Long Counties and the vision and goals for the area. Respondents were asked a series of eight questions related to transportation preferences, challenges and viewpoints. An additional four questions were asked to collect demographic information. The following is a summary of the input received through each question. Please note that not all questions were required and not all respondents responded to each question. Q1. What types of transportation do you use to get around your community?

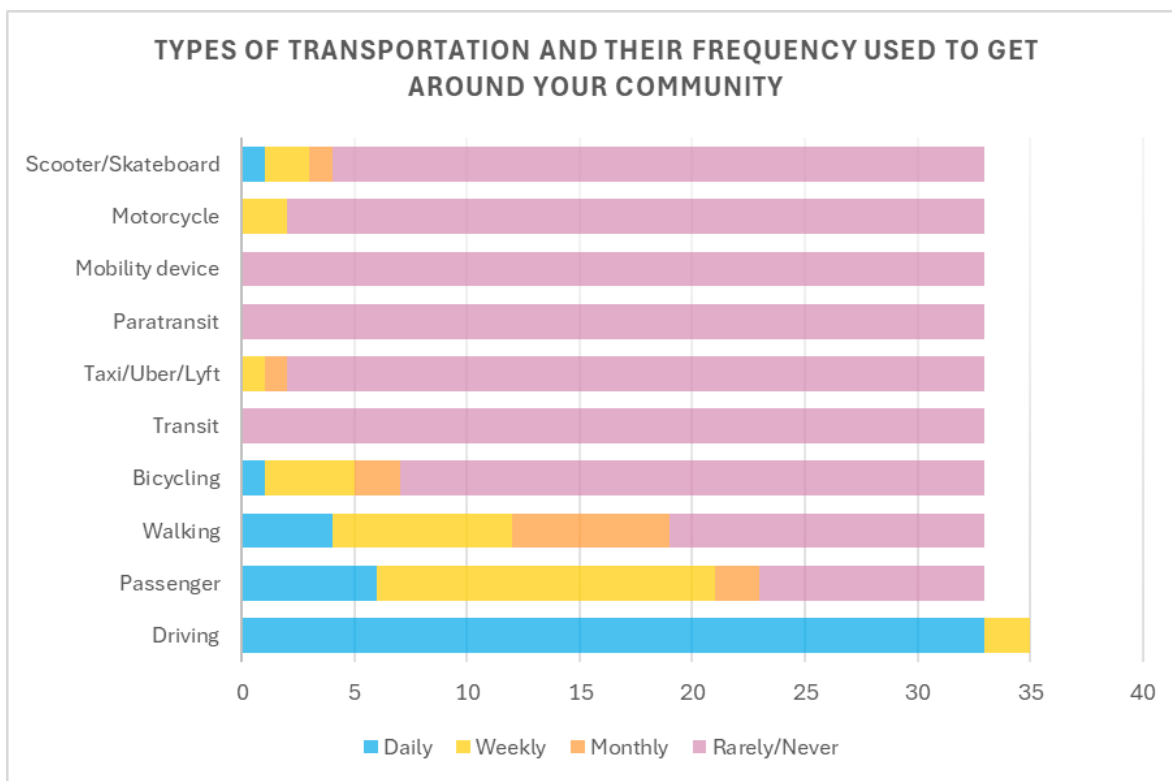


Figure 4: Summary of Responses to Survey Question #1

The question aimed to assess the frequency of various transportation modes used by respondents within their community. The response options included varying frequencies to choose from – Daily, Weekly, Monthly, and Rarely/Never – for different transportation methods: Driving, Passenger, Walking, Bicycling, Transit, Taxi/Uber/Lyft, Paratransit, Mobility device, Motorcycle and Scooter/Skateboard.

As expected, the results indicate a strong dependency on personal vehicles, with the majority (33 out of 35 respondents) driving daily. Carpooling or being driven by others is also common, as 15 out of 33 respondents reported being passengers every week. Walking is moderately frequent, with 8 out of 33 respondents walking weekly and 7 out of 33 walking monthly, though a significant portion (14 out of 33) rarely or never walk. Bicycling is less popular, with 26 out of 33 respondents rarely or never using this mode of transportation.

Public transit usage is notably low, with all 33 respondents indicating they rarely or never use it. Services like Taxi, Uber, or Lyft are infrequently utilized. Very few respondents reported the use of paratransit, motorcycles, scooters, or skateboards for commuting. Overall, there is a predominant reliance on personal vehicles for transportation, with less frequent use of alternative modes such as public transit, biking, and walking.

Q2. Have you or someone you know been involved in a traffic crash in Liberty or Long Counties? If so, how severe was the collision?

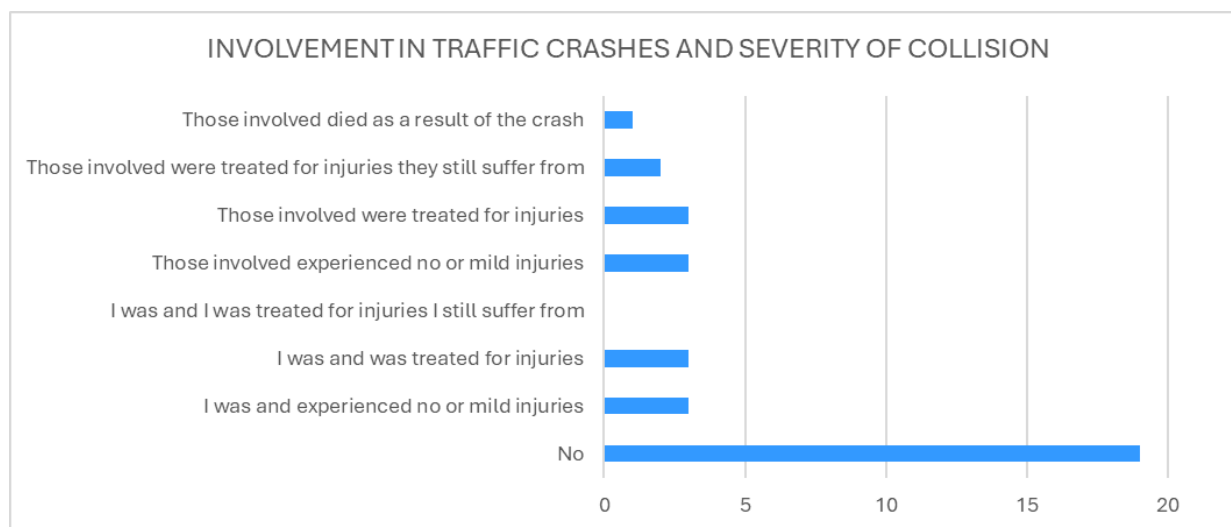


Figure 5: Summary of Responses to Survey Question #2

The question aimed to assess whether respondents or someone they know have been involved in a traffic crash in Liberty or Long Counties and the severity of those collisions. The response options provided include various levels of injury severity: no involvement, no or mild injuries, treated for injuries, ongoing injuries from the crash, and fatalities.

Out of 34 total respondents, 55.9% (19 respondents) reported no involvement in a traffic crash. Among those involved, 8.8% (3 respondents) experienced no or mild injuries, and another 8.8% (3 respondents) were treated for injuries. Additionally, 5.9% (2 respondents) were treated for injuries they still suffer from. There was one fatality report resulting from a crash, making up 2.9% of the responses. For those involved in crashes who were not the respondents themselves, 8.8% (3 respondents) experienced no or mild injuries, 8.8% (3 respondents) were treated for injuries, and 5.9% (2 respondents) were treated for ongoing injuries. Overall, the data shows that most respondents (55.9%) have not been involved in a traffic crash. However, among those who were

involved or knew someone who was, there is a mix of outcomes ranging from no or mild injuries (17.6%) to more severe injuries that required treatment (23.5%), and in one case, a fatality (2.9%).

Q3. What do you feel like is the greatest safety concern for your community?

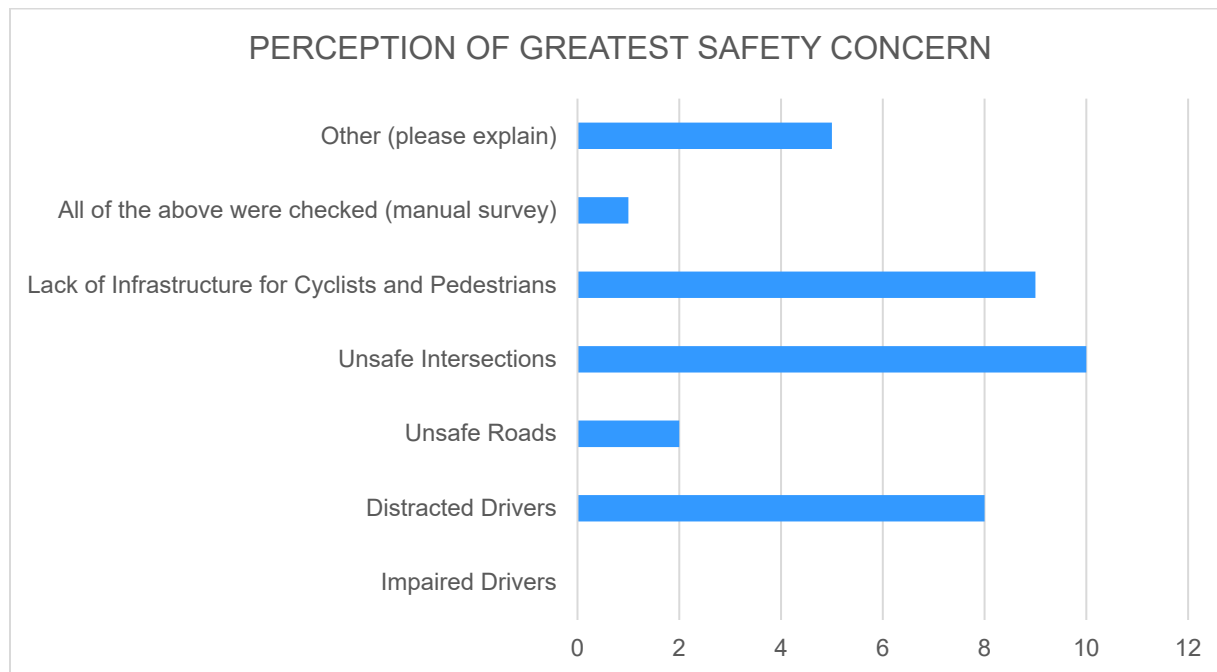


Figure 6: Summary of Responses to Survey Question #3

The question aimed to assess the greatest safety concerns for the respondents' community, with options including impaired drivers, distracted drivers, unsafe roads, unsafe intersections, lack of infrastructure for cyclists and pedestrians, and other specified concerns. The responses highlight several key issues.

The most frequently cited concern was unsafe intersections, with 10 respondents identifying this as a major issue. Lack of infrastructure for cyclists and pedestrians was the next most common concern, mentioned by 9 respondents. Distracted drivers were also a significant concern, noted by 8 respondents. Additionally, 2 respondents highlighted unsafe roads. One respondent indicated that all the concerns listed as options were relevant.

Several respondents provided specific comments including concerns about the need to widen and add sidewalks to Fleming Road and Sandy Run Drive due to high pedestrian traffic (one response), the need for a four-way stop at Griffin Park entrance, and sidewalks in the adjacent neighborhood (one response), and issues with people from other states or countries not understanding Georgia DMV rules (one response). Other specific concerns included people racing on the streets (one response), using roads as racetracks (one response), and the proximity of side street exits to main roads (one response).

Thus, the greatest safety concerns perceived by the community are unsafe intersections (28.6%), lack of infrastructure for cyclists and pedestrians (25.7%), and distracted drivers (22.9%). These

issues, along with specific localized concerns, point to a need for targeted interventions to improve road safety.

Q4. Rank the actions you would like to see in the Hinesville area to address safety issues on our roadways.

The question aimed to determine which actions respondents would like to see implemented in the Hinesville area to address roadway safety issues. Respondents were asked to rank various actions on a scale from 1 (I don't like it) to 5 (I love it). The actions included more enforcement of impaired driving, more enforcement of distracted driving, new road safety improvements like signs and new striping, new sidewalks and safer crosswalks, new safe bike facilities, new intersection improvements like roundabouts, and more education on roadway safety for the community.

The most favored action was the implementation of new sidewalks and safer crosswalks, with 25 out of 35 respondents (71.4%) rating it as a high priority. More enforcement of distracted driving was also highly supported, with 20 out of 35 respondents (57.1%) selecting a 5 for this measure. New safe bike facilities received a similar level of support, with 20 out of 35 respondents (57.1%) rating it a 5. New road safety improvements like signs and new striping were favored by 19 out of 35 respondents (54.3%) with a rating of 5.



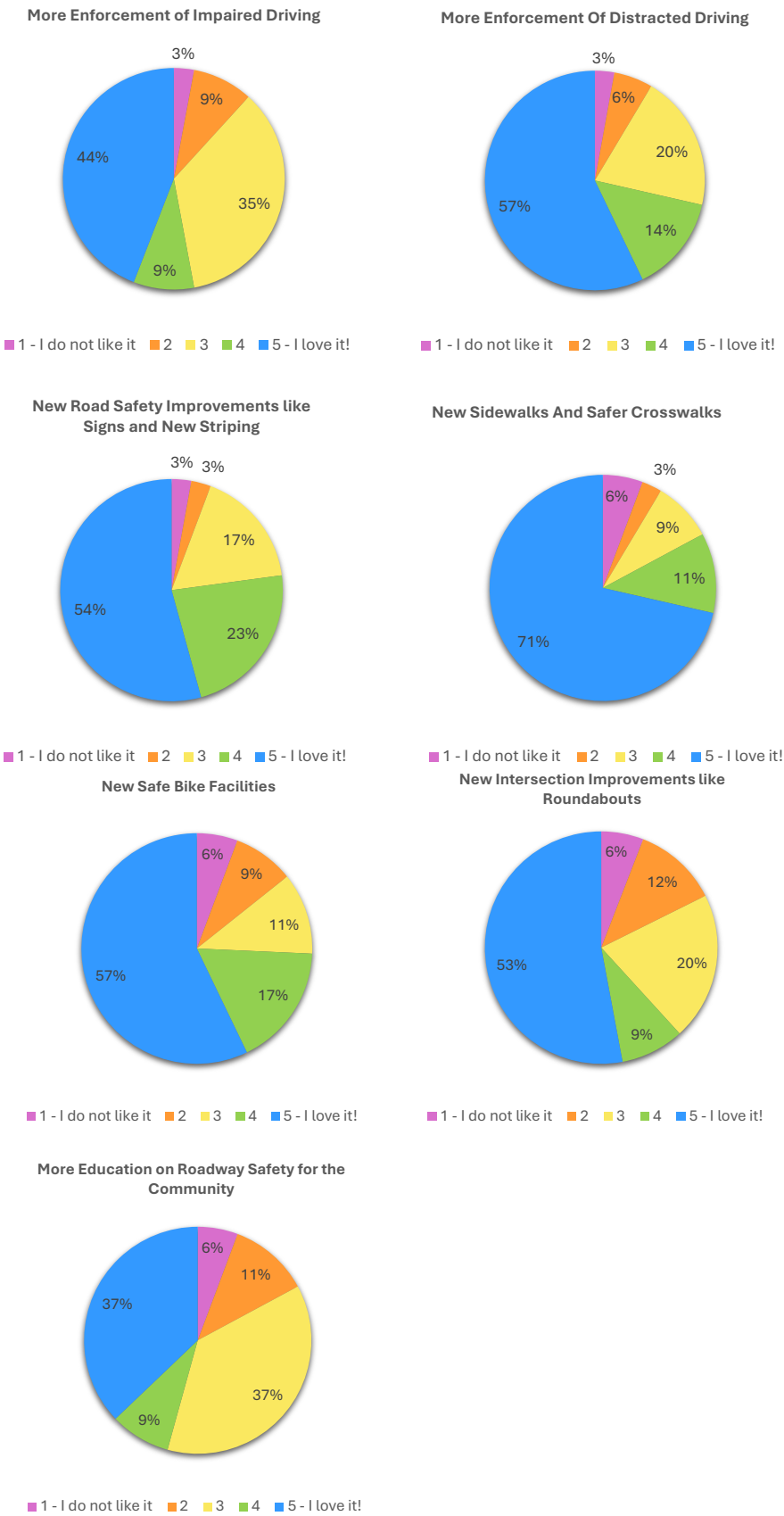


Figure 7: Summary of Responses to Survey Question #4



More enforcement of impaired driving had a mixed response, with 15 out of 34 respondents (44.1%) rating it a 5, while 12 out of 34 respondents (35.3%) gave it a 3. New intersection improvements like roundabouts received 18 ratings of 5 from 34 respondents (52.9%), showing moderate support. More education on roadway safety for the community had a divided response, with 13 out of 35 respondents (37.1%) rating it a 5 and another 13 rating it a 3.

Therefore, the survey results indicate strong support for adding new sidewalks and safer crosswalks, enhanced enforcement of distracted driving, and creating new safe bike facilities. These findings suggest a community preference for infrastructure improvements and targeted enforcement measures to enhance roadway safety in the Hinesville area.

Q5. Do you support stronger penalties for impaired drivers?

Q6. Do you support stronger penalties for distracted drivers?

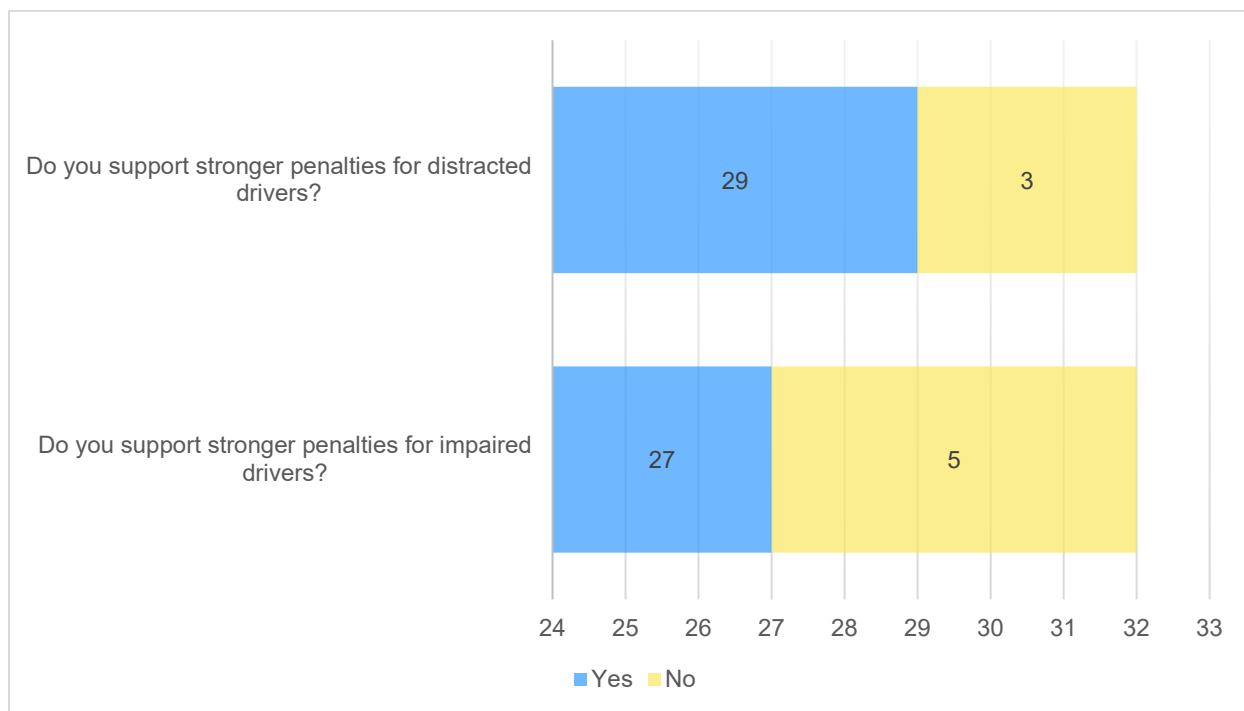


Figure 8: Summary of Responses to Survey Questions #5 and #6

The questions aimed to assess community support for stronger penalties for impaired and distracted drivers, providing a simple Yes/No response option. The results indicate a strong majority support for both measures. Specifically, 27 out of 32 respondents (84.4%) support stronger penalties for impaired drivers, while 5 respondents (15.6%) do not. Similarly, 29 out of 32 respondents (90.6%) support stronger penalties for distracted drivers, with only 3 respondents (9.4%) opposed. These findings highlight a clear community consensus in favor of implementing stricter penalties for both impaired and distracted driving, reflecting a broad recognition of the serious risks these behaviors pose to road safety. The higher support for penalties against distracted drivers (90.6%) compared to impaired drivers (84.4%) suggests that distracted driving is viewed as a particularly pressing issue within the community.

Q7. Do you have a roadway or intersection that you feel is an area of concern in your community? (Please let us know where the intersection is located and what makes it feel unsafe.)

The question aimed to identify specific roadways or intersections within the community that residents feel are areas of concern and to understand reasons why these locations are perceived as unsafe. Respondents provided detailed descriptions of various problematic locations, highlighting of various safety issues.

A notable number of concerns were raised about intersections on Highway 84, including Oglethorpe and Wallace Martin, Sandy Run, Fraser Drive, and Patriot's Trail. These intersections were frequently mentioned, noting issues such as speeding, lack of traffic lights, and inadequate pedestrian safety measures. Additionally, the intersection of East Oglethorpe Highway and Old Sunbury Road was highlighted as dangerous due to high-speed traffic turning from the middle or turn lanes.

Other specific locations mentioned included Christopher Drive in Hinesville, Davidson Plantation Road, Devereaux Road, and the entrance to Griffin Park neighborhood, where respondents noted frequent accidents and a need for stoplights or other traffic control measures. The roundabout on Memorial Drive near the new food truck lot (305 N Main St, Hinesville, GA) and the Gate 1 light were also identified as problematic due to speeding and ineffective traffic management.

Several respondents emphasized the need for more sidewalks, particularly in housing communities, to ensure the safety of pedestrians and children. Areas such as Northwest Woods, Windhaven, Arlington Park, Timber Ridge, and Ridgewood were mentioned as lacking sufficient sidewalks. Additionally, concerns were raised about the intersection in front of Hobby Lobby, the intersection by Navy Federal Credit Union, and the intersection being built in front of Parker's gas station, due to their complex and hazardous traffic conditions.

Interactive Map

The mapping exercise conducted for the report aimed to assess and address various transportation-related issues in the Hinesville area. Participants were prompted to choose from several categories, listed below when leaving comments on an interactive map:

- Pedestrian Safety: Identifying areas where it feels unsafe to walk.
- Driver Safety: Highlighting locations where it feels unsafe to drive.
- Bicycling Safety: Pointing out areas perceived as unsafe for biking.
- Accessibility: Evaluating the ease or difficulty of reaching destinations, noting challenges faced or opportunities for improved accessibility.
- Maintenance: Noting areas in the transportation network that require better upkeep.



- Ideas/Suggestions: Providing recommendations for addressing transportation safety issues.

Participants could also upvote, downvote, and leave feedback on others' comments. In total, 40 comments were left on the map. An image of the interactive mapping dashboard as well as high-level takeaways from each comment category is provided below.

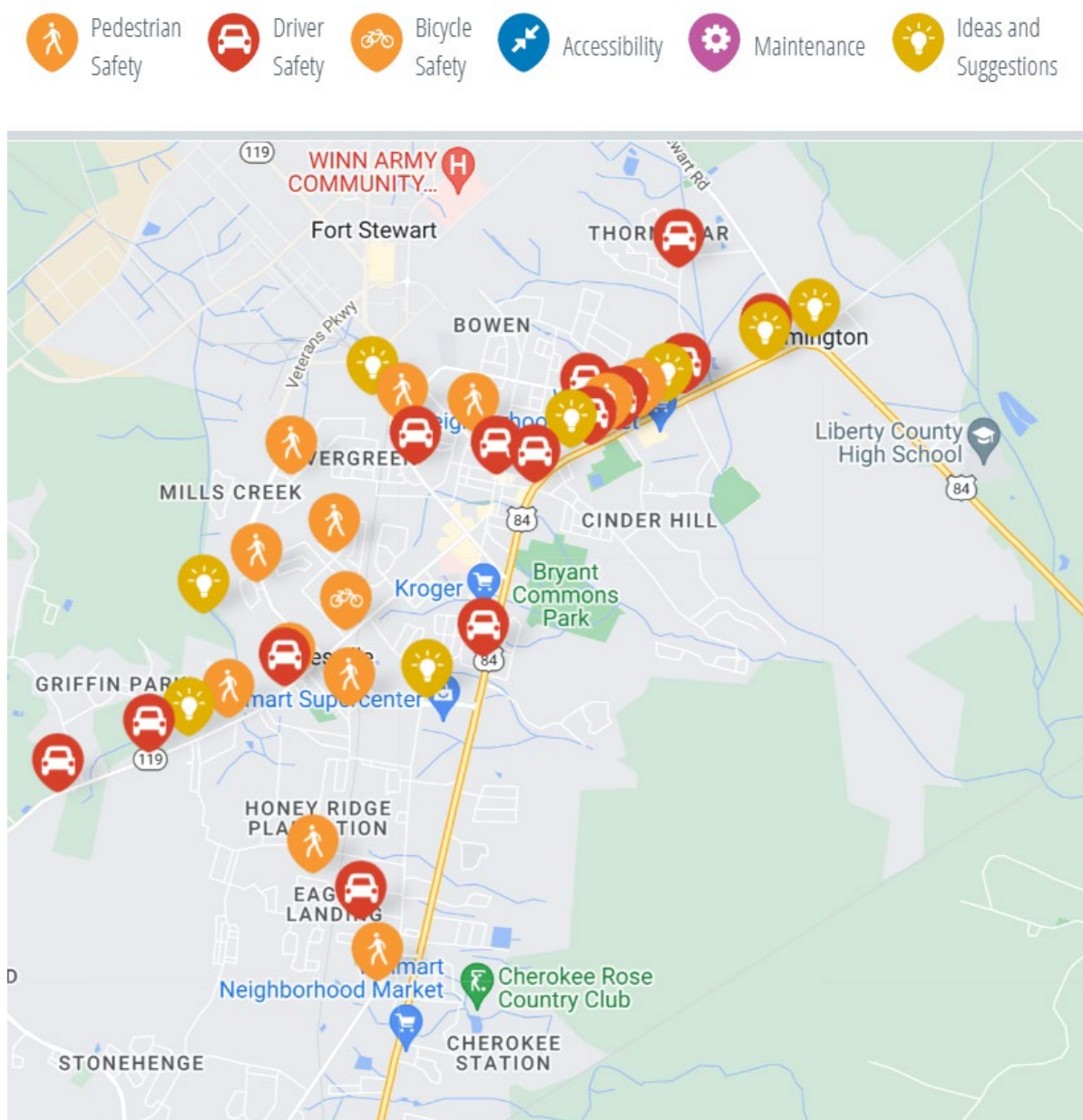


Figure 9: Interactive Map Dashboard

Pedestrian Safety

Total markers placed = 13

The pedestrian safety category elicited significant community feedback regarding safety concerns and infrastructure needs in downtown Hinesville. The comment with the highest number of upvotes (6 out of 8 responses) highlighted widespread ignorance of pedestrian right-of-way laws and suggested implementing signage with flashing lights, drawing inspiration from similar measures in Savannah's Forsyth Park.

“Too many people are unaware of the pedestrian's right of way in the crosswalk. My coworker and I have to cross this street everyday. And everyday we fear for our safety as we cross. People do not want to stop. It's not just here, it's everywhere around the downtown area. Y'all can put up signage with flashing lights for pedestrians crossing. I've seen this in Savannah at Forsyth Park. Thank you.”

Common issues reiterated across multiple responses included the dangerous nature of pedestrian crossings due to heavy traffic, inadequate sidewalks, and speeding vehicles. Specific target areas mentioned included businesses along South Main Street, where traffic congestion poses safety hazards. Suggestions for improvement ranged from the need for additional sidewalks throughout neighborhoods to calls for lower speed limits and increased crosswalks or police patrols to address frequent jaywalking incidents. Overall, the feedback underscored a community-wide desire for enhanced safety measures and infrastructure improvements to better accommodate pedestrians in Hinesville.

Driver Safety

Total markers placed = 18

Several concerns related to traffic management and infrastructure were expressed with varying comments, and significant attention was drawn to intersections and stretches of highway perceived as dangerous due to speeding and congestion.

The most supported comments included calls for a traffic light at intersections along Highway 84, specifically at Sandy Run Drive and at Fraser Drive, emphasizing the need for improved safety measures to prevent accidents exacerbated by increased traffic flow. Other recurring issues mentioned were difficulties in making left turns and navigating congested areas without adequate traffic controls.

Overall, community feedback was based on the need for traffic calming measures, enhanced signage, and infrastructure improvements in Hinesville's road network.

Bicycling Safety

Total markers placed = 1



One respondent highlighted an issue regarding motorized bicycles on sidewalks, posing risks to both pedestrians and drivers on Palm Drive. This comment did not receive any upvotes or downvotes but underscored the need for enforcement of regulations to motorized vehicles in pedestrian zones.

Accessibility and Maintenance

Total markers placed = 0

The outreach tool recorded no responses in the Mobility or Accessibility categories, limiting insights into community perspectives on these important topics. Additional feedback in these areas would enhance understanding of mobility challenges, accessibility issues, and potential improvements within the area. Future efforts to actively engage community members in sharing their experiences and ideas on mobility and accessibility could greatly support planning initiatives aimed at expanding transportation options and ensuring inclusivity and safety for all residents and visitors.

Ideas and Suggestions

Total markers placed = 8

The Ideas and Suggestions category provided valuable insights into community perspectives and proposed solutions for improving transportation and safety in Hinesville. Among the responses, the comment advocating for a traffic signal at the intersection of Elma G. Miles Parkway and Citation Boulevard received the highest support with two upvotes. Other notable suggestions included calls for additional entrances to the Liberty Woods apartments and the relocation of a liquor store near Dairy Queen due to parking issues, although these did not receive as much upvoting support.

Common recurring themes included addressing traffic crashes on Oglethorpe Highway? with medians to prevent illegal lane usage, proposals for a new bike and walking trails under powerlines to improve accessibility, and requests for traffic calming measures like speed cameras to reduce speeding on certain streets. Overall, community feedback emphasized the importance of strategic infrastructure improvements and traffic management solutions to enhance safety and mobility.

5. REVIEW OF EXISTING PLANS AND DOCUMENTS

Over thirty planning documents and policy publications were reviewed for policies, programs, goals, and strategies that may affect the HAMPO SS4A Safety Action Plan. A full review of the plans was provided in the Existing Conditions Analysis report (Task 4). The review included the following planning documents:

- [2045 HAMPO Metropolitan Transportation Plan \(MTP\) - September 2020, including Administrative Modifications, Amendments, & Appendices](#)



- [2040 Joint Comprehensive Plan \(Liberty County, Allenhurst, Flemington, Gum Branch, Hinesville, Midway, Riceboro, Walthourville\) - June 2020](#)
- [Long County & The City of Ludowici 2019 - 2039 Joint Comprehensive Plan \(June 2019\)](#)
- [Hinesville Area Metropolitan Planning Organization Transportation Improvement Program System Performance Report \(updated December 9, 2021\)](#)
- [2018 - 2021 Transit Development Plan & Appendix \(May 2018\)](#)
- [FY 2021 Obligated Projects for HAMPO List](#)
- [SR 196 / SR 119 / EG Miles Parkway Corridor Study](#)
- [Flemington Curve Signal Warrants Analysis, Flemington Curve Realignment Study \(RS&H June 2012\), and Flemington Loop Alignment Study \(RS&H March-2012\)](#)
- [Veterans Parkway Sector Study \(2012\)](#)
- [US 84 Corridor Study](#)
- [HAMPO Bike Pedestrian Plan \(2008\)](#)
- [Downtown Hinesville Circulation Study](#)
- [Hinesville Consolidated Housing Plan \(Draft 2019-2023\)](#)
- [Non-Motorized and Transit Operation Plan Update \(Final 2017-02-09\)](#)
- [HAMPO Regional Freight Plan \(2017-11-16\)](#)
- [HAMPO Transportation Improvement Program \(TIP\) FY 2024-27 & Administrative Modifications and Amendments](#)
- [Statewide Transportation Improvement Program \(STIP\) FY 2024-2027](#)
- [FY 2021, 2022 & 2023 HAMPO Obligated Projects](#)
- [Safe Streets and Roads for All \(SS4A\) Grant Program](#)
- [Bipartisan Infrastructure Law Technical Assistance and Local Support \(FHWA\)](#)
- [Complete Streets \(FHWA\)](#)
- [Countermeasures That Work \(NHTSA\)](#)
- [Local Road Safety Plans \(FHWA\)](#)



- [Our Roads, Our Safety \(FMCSA\)](#)
- [Proven Safety Countermeasures \(FHWA\)](#)
- [Zero Deaths - Saving Lives through a Safety Culture and a Safe System \(FHWA\)](#)
- [USDOT FHWA Highway Safety Improvement Program \(HSIP\), incl. Safety Performance Management \(Safety PM\), \(June 2022\)](#)
- [Institutionalizing the Safe System Approach in Local Road Safety Plans](#)

6. EXISTING CONDITIONS ANALYSIS

The following section analyzes the existing conditions within the HAMPO area, such as population and workforce demographics, transportation networks, active transportation networks, and zoning. This analysis presents the background information needed for the safety and equity analyses which is crucial to project development.

Demographics

[Population](#)

Recent demographic datasets from the Environmental Systems Research Institute (ESRI 2023) and the American Community Survey (ACS 2017-2021) show that approximately 71,000 citizens live within the HAMPO municipal planning boundary shown in Figure 1. Of these 71,000 residents, 28% are under the age of 18, 62% are between the ages of 18-64, and 10% of the total population is over the age of 65. With more than a third (38%) of the population either under 18 or over 65, there is a need to understand and plan for the mobility needs of these users which may or may not include vehicular use or access.

ESRI's diversity index tool represents the likelihood that two persons, chosen at random from the same area, belong to different races or ethnic groups. The index provides a measure that ranges from 0 (no diversity) to 100 (complete diversity). The ESRI diversity index for the HAMPO area is 73%, which is another indicator that its diverse population may have unique mobility options and needs. The HAMPO area's diversity index is higher than the statewide average and has increased steadily since 2010. A summary of this data is provided in Figure 10 below.



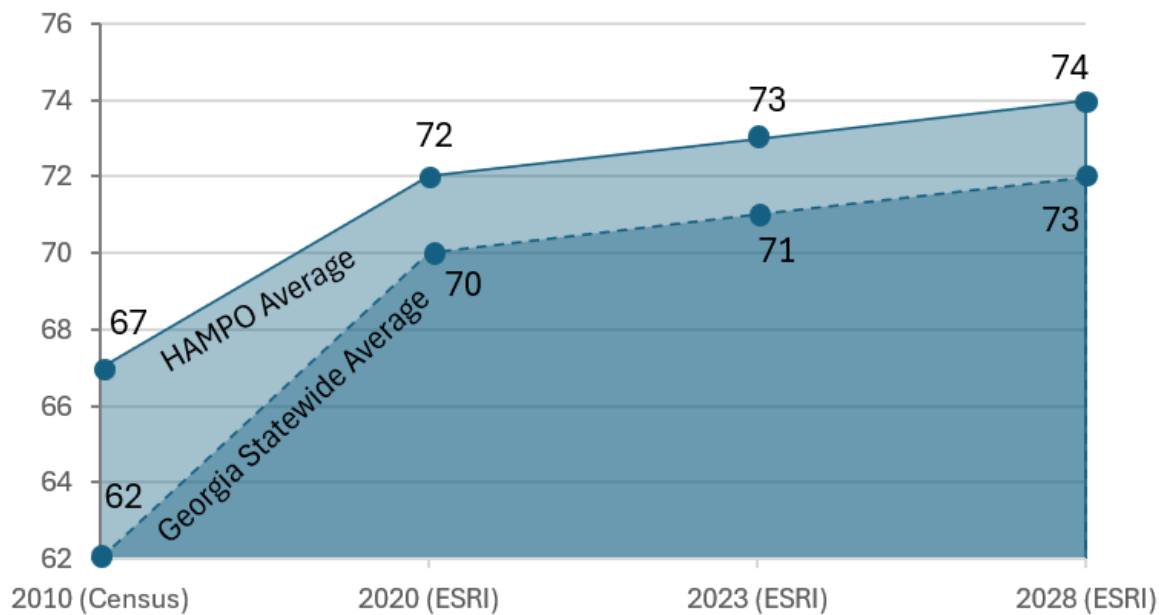


Figure 10: HAMPO study area diversity index compared to the state of Georgia

From a historical perspective, the population within the HAMPO study boundary has steadily increased within the last two decades from an estimated 64,586 residents to 71,038 residents in 2023 with several light dips in population between 2020 and 2023. Between 2000-2020, the annual growth rate for the total population was 0.41%, while households grew at 1.02% and total housing units grew at 1.01%. The historical population summary for the HAMPO area is provided in Figure 11 below.

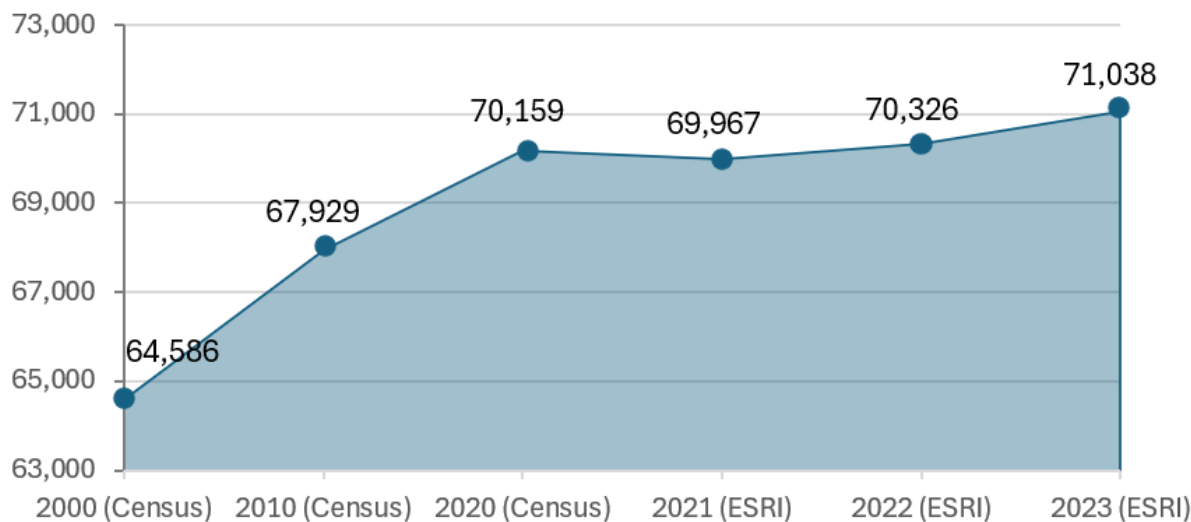


Figure 11: HAMPO study area population change (2000 to 2023)



Employment and Commuting

Economic and workforce data (2023) from ESRI, ACS, and the US Bureau of Labor Statistics (US BLS) show that there are approximately 1,500 businesses that employ more than 36,000 employees across a variety of industries within the HAMPO study area. The top industries by percentage of total labor force are government employees (60%), services (17%), and retail trade (14%). A high proportion of workers (81%) drive alone. 9.3% of commuters carpool to work and an estimated 3.5% of individuals walk to work. Public transit and bicycle commuting came in last at 0.3%. While this data shows that the majority of commuters currently drive alone to work, an interesting data trend shows that over 51% of workers commute less than 20 minutes to work and a third of commuters travel less than 15 minutes to their job site. Thus, the commute data shown in Figure 12 below may support the need for improved sidewalks, bike lanes, and transit services for commuters that may have shorter trips to and from work. It is unclear from the data sources if the intra-military base work trips are included in this summary.

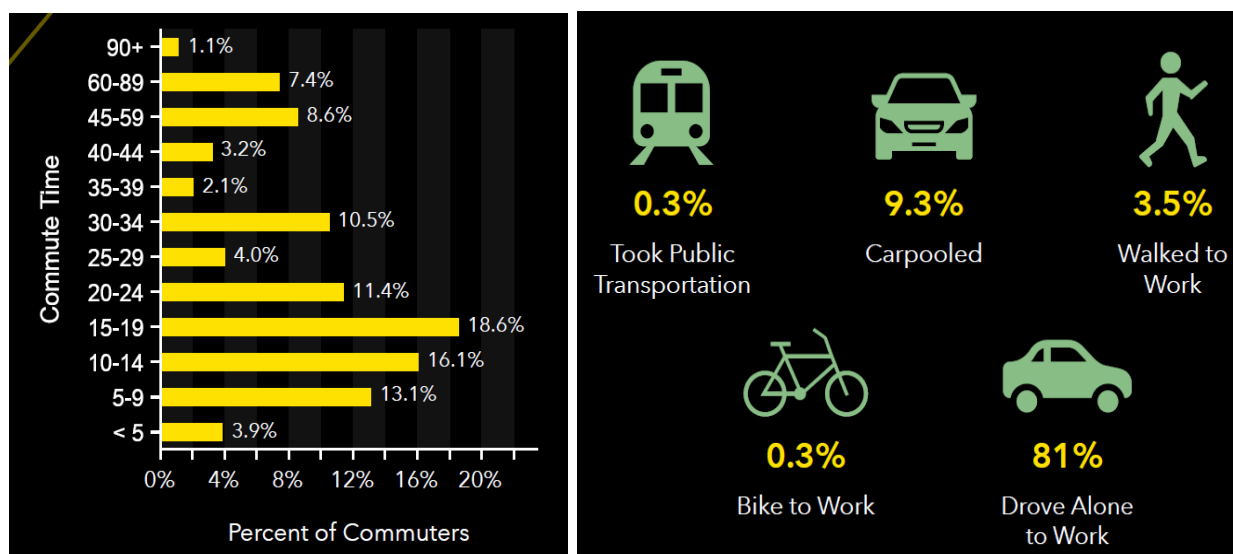


Figure 12: HAMPO study area commuter characteristics

Transportation Network Overview

Figure 13 below shows a map of the HAMPO region transportation network broken down by classifications consistent with the Federal Highway Administration (FHWA) guidance.

- **Principal Arterials:** The most significant type of arterial road, serving as major routes for regional and long-distance travel. They often connect major cities or regions.
- **Major Arterials:** Intermediate arterial roads that link various neighborhoods, communities, and districts within a city or region.
- **Minor Arterials:** Small scale compared to major arterials, these roads connect local areas to major principal arterials, aiding traffic distribution.

- **Major Collectors:** Larger Collector roads that gather traffic from multiple local streets within a neighborhood or community and direct the volume toward arterial streets.
- **Minor Collectors:** Smaller collector roads that fulfill a similar function on a smaller scale connecting local streets to major or arterial streets.
- **Local:** Local streets that give access to commercial, industrial, public areas, and residential neighborhoods and communities.

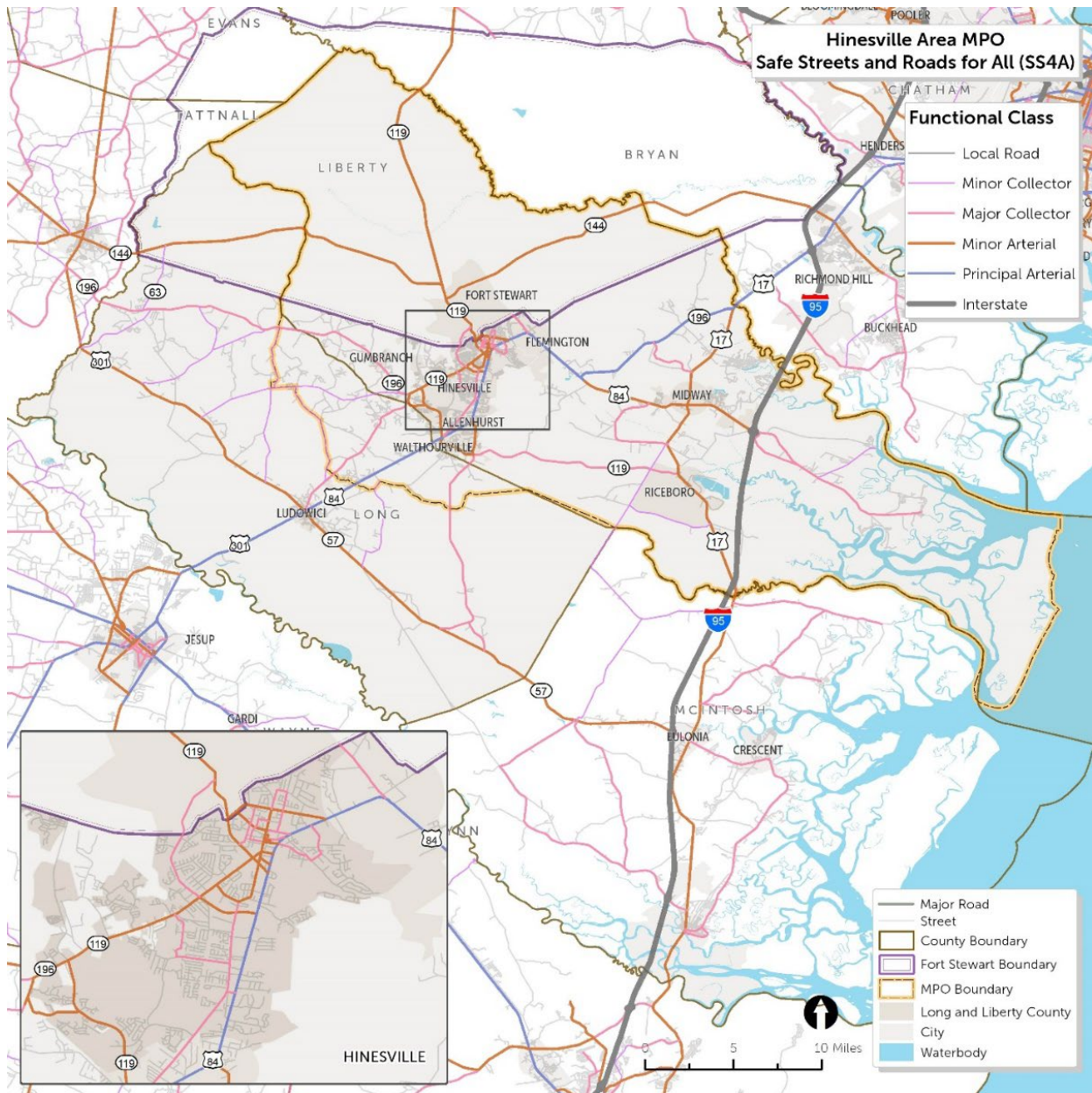


Figure 13: HAMPO Area Roadway Classification Map

Existing Traffic Data

Figure 14 depicts the historical annual average daily traffic (AADT) conditions for the year 2021 throughout the HAMPO region. Additionally, Figure 15 reflects the year 2021 AADT for heavy vehicles.

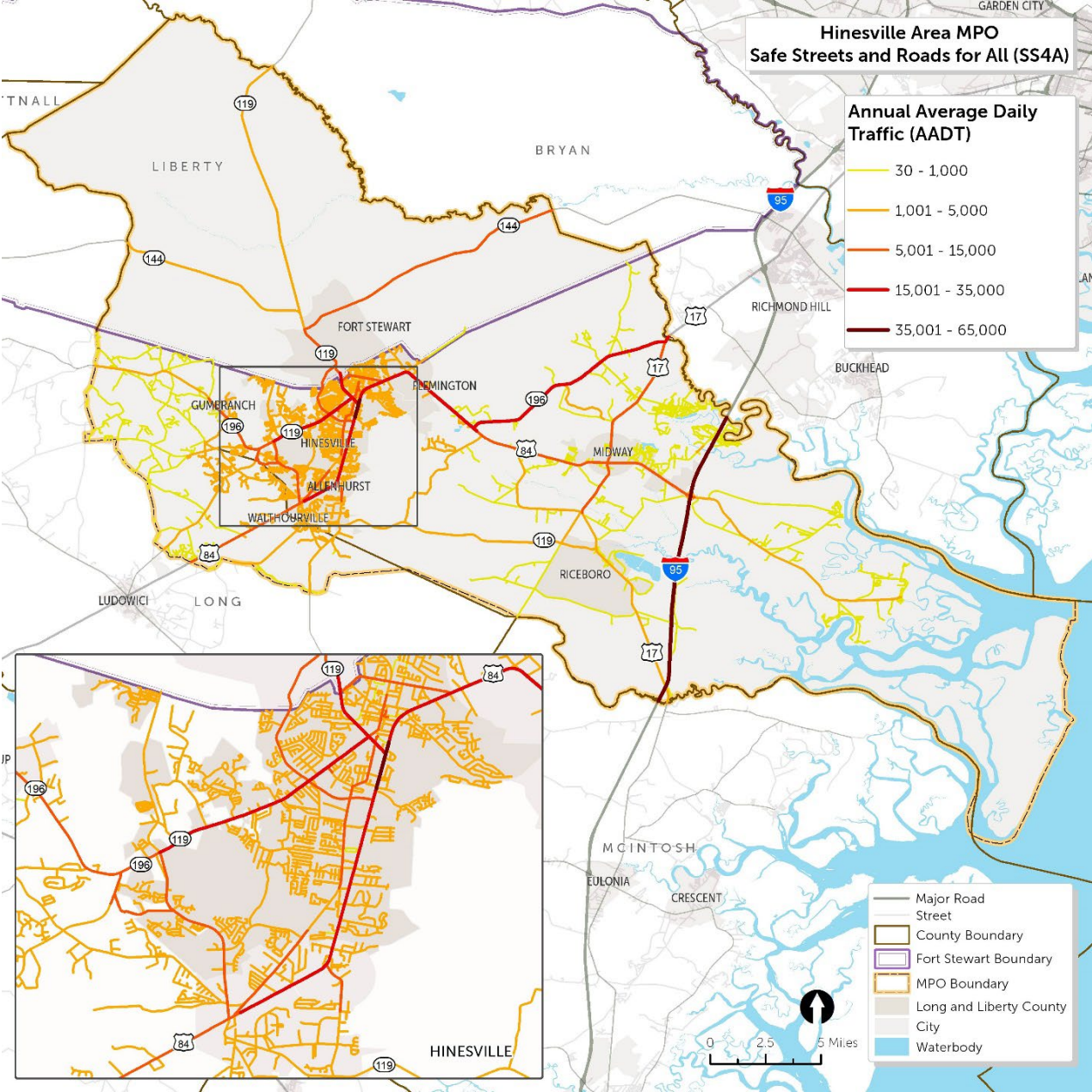


Figure 14: HAMPO Area 2021 ADT Traffic Volumes

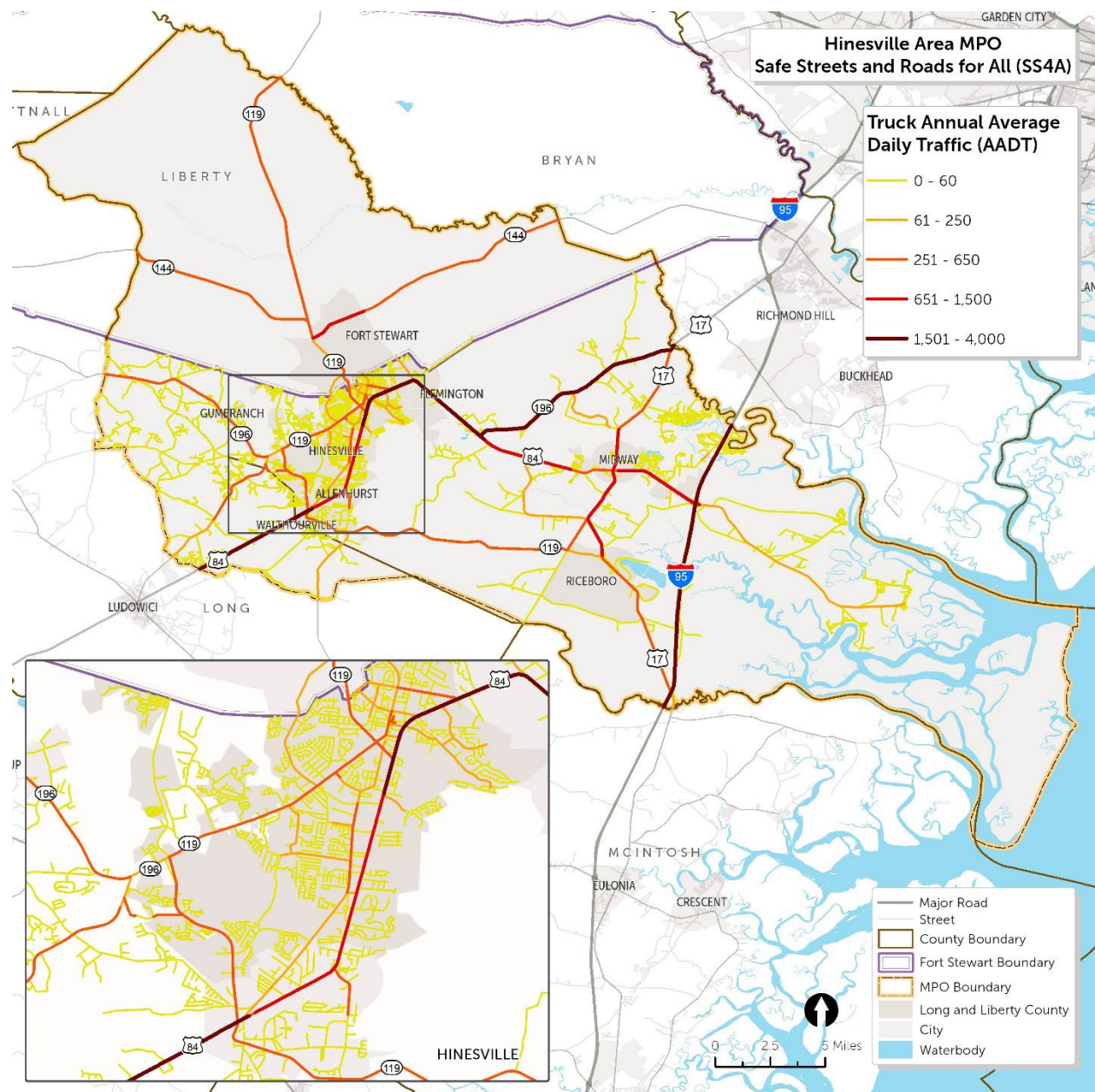


Figure 15: HAMPO Area 2021 Heavy Vehicle AADT Traffic Volumes

As depicted in the two figures above, the daily traffic volumes are concentrated along the interstate and state route systems as well as within the downtown Hinesville metropolitan area. Data from RITIS Probe Analytics for the year 2023 was also utilized to identify the top 30 bottleneck locations throughout the HAMPO region, as listed in Table 1 below in order of ranking and shown in Figure 16. Ranking is performed using a dozen different factors including queue length, number of occurrences, impact, and accumulated delay.

Table 1: HAMPO Area Top 30 Bottleneck Locations (RITIS Data)

Rank	Head Location
1	US-84 W @ GA-38-CONN/GENERAL STEWART WAY
2	GA-119 N @ FORT STEWART
3	US-84 W @ GA-196/GENERAL SCREVEN WAY
4	US-84 E @ GA-38-CONN/GENERAL STEWART WAY
5	GA-119 S @ W GENERAL STEWART WAY
6	GA-38-CONN/GENERAL STEWART WAY W @ US-84/E OGLETHORPE HWY
7	US-84 W @ DUNLEVIE RD
8	GA-38-CONN/GENERAL STEWART WAY W @ GA-119/W GENERAL SCREVEN WAY
9	GA-196 E @ US-84/E OGLETHORPE HWY
10	US-84 E @ GA-196/FLEMING STATION RD
11	GA-38-CONN/GENERAL STEWART WAY E @ US-84/E OGLETHORPE HWY
12	GA-144 W @ GA-119
13	US-301 S @ PATCH RD/HUNTING CLUB RD
14	US-17 N @ I-95/GA-405
15	GA-57 S @ US-84/US-25/US-301/GA-38/CYPRESS ST
16	US-301 N @ GA-261/COUNTY RD 127
17	US-17 N @ GA-119/WALTHOURVILLE-RICEBORO RD
18	GA-144 W @ ANDERSON WAY
19	GA-119 N @ GA-144
20	GA-144 E @ GA-119/GULICK AVE/WILL H WILSON AVE
21	US-301 S @ DONALD RD/GEORGE D SWINDELL RD
22	US-17 S @ I-95/GA-405
23	GA-144 E @ MOODY RD
24	US-84 W @ I-95/GA-405
25	US-301 N @ PATCH RD/HUNTING CLUB RD
26	GA-38-CONN/GENERAL STEWART WAY E @ GA-119/W GENERAL SCREVEN WAY
27	US-84 W @ GA-119/SLATEN DR/TALMADGE RD
28	GA-57 N @ US-84/US-25/US-301/GA-38/CYPRESS ST
29	GA-38-CONN/GENERAL STEWART WAY W @ W MEMORIAL DR
30	GA-38-CONN/GENERAL STEWART WAY E @ N MAIN ST

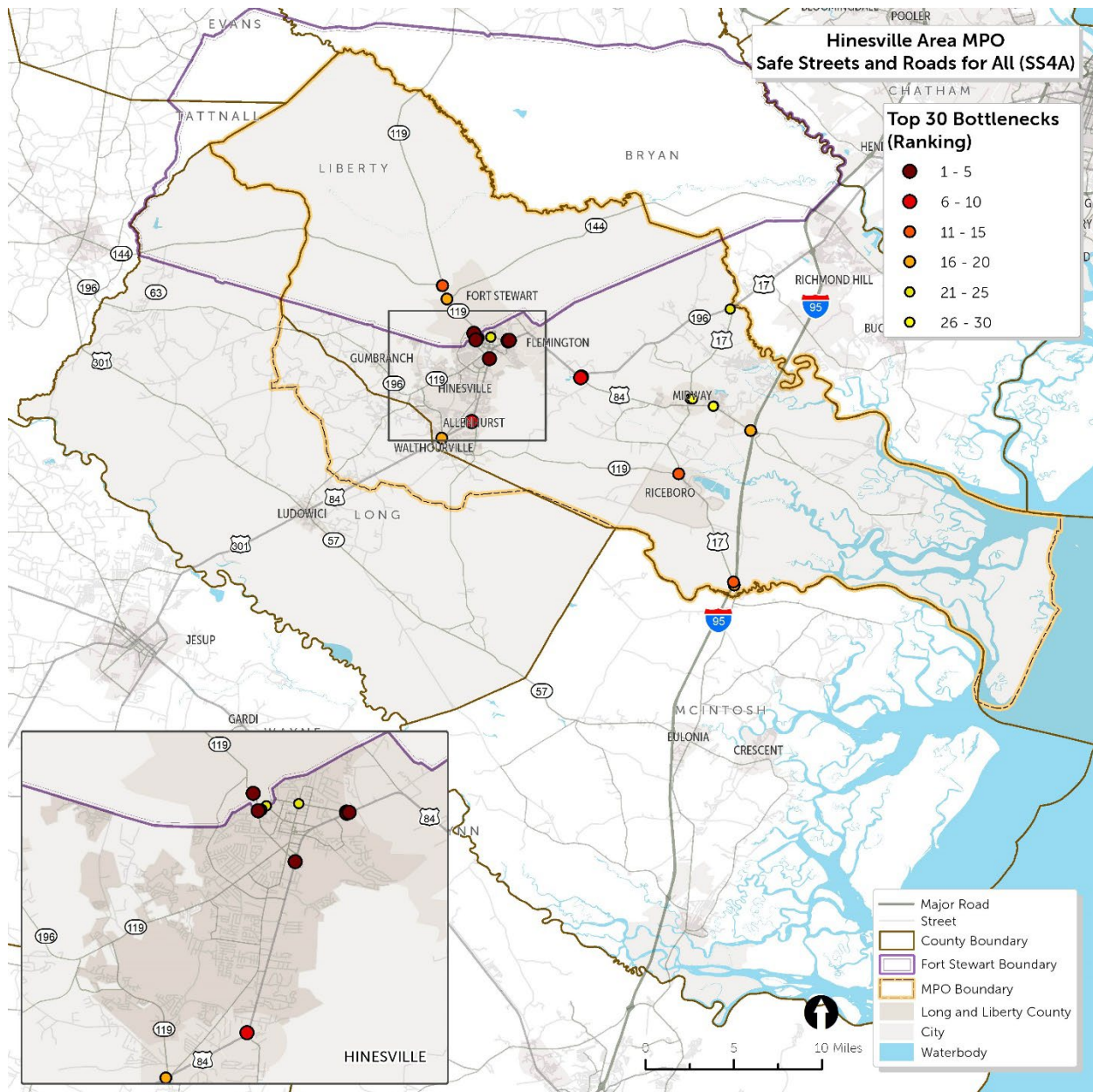


Figure 16: HAMPO Area Top 30 Bottleneck Locations (RITIS Data)

Active Transportation Inventory

The Liberty County Unified Development Ordinance details the existing sidewalk policies for LCPC and HAMPO. According to Article 403, there are several guidelines to follow when implementing sidewalks whether it is a sidewalk along a public road or one that is contained within a private development. The summary of the existing LCPC sidewalk code is as follows:

- Public Sidewalks:** To ensure continuous connectivity, new development, and significant redevelopment projects should include sidewalks constructed within the street right-of-way adjacent to the development. If space constraints make constructing the sidewalk within the right-of-way impractical, it should instead be built within the required setback

area, with an easement granted to the governing authority. This easement should include a 2-foot-wide green strip between the sidewalk and the back of the curb.

- **On-Site Sidewalks:** All new development and significant redevelopment projects must provide an accessible route from the adjacent public sidewalk, whether existing or proposed to the nearest entrance serving as the primary access point for the building. In cases where a development occupies a corner lot, efforts should be made, where feasible, to provide an accessible route from each street. The requirement above also applies to modifications to existing developments, unless installing a sidewalk would adversely affect existing drainage facilities, mandated landscaping or tree quality points, or required buffers.

Existing Sidewalk Inventory

Most of the existing pedestrian infrastructure inventoried in the HAMPO study area is found within the city limits of Hinesville, which enhances a safe and walkable downtown area. In Allenhurst and Walthourville, sidewalks inventoried are located primarily on higher speed and higher traffic routes such as US 84 and SR 119. Outside of the Hinesville, Allenhurst, and Walthourville municipalities, sidewalks are fewer and farther between. The sidewalk inventory update was completed using an existing GIS data layer supplemented by a review of satellite imagery. Figures 17-19 below show the inventory of existing sidewalk facilities and key destinations in the HAMPO study area.



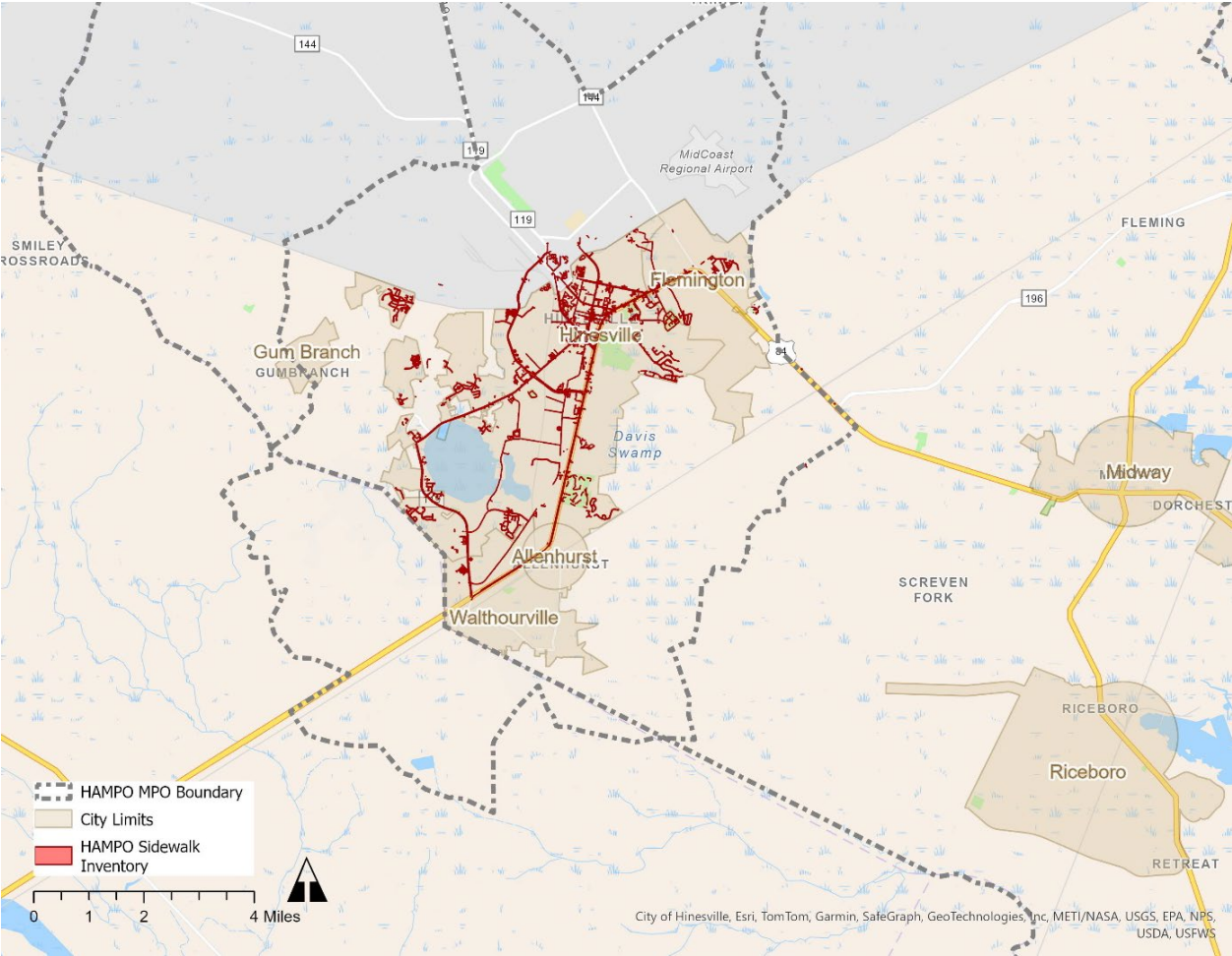


Figure 17: HAMPO Area Sidewalk Inventory

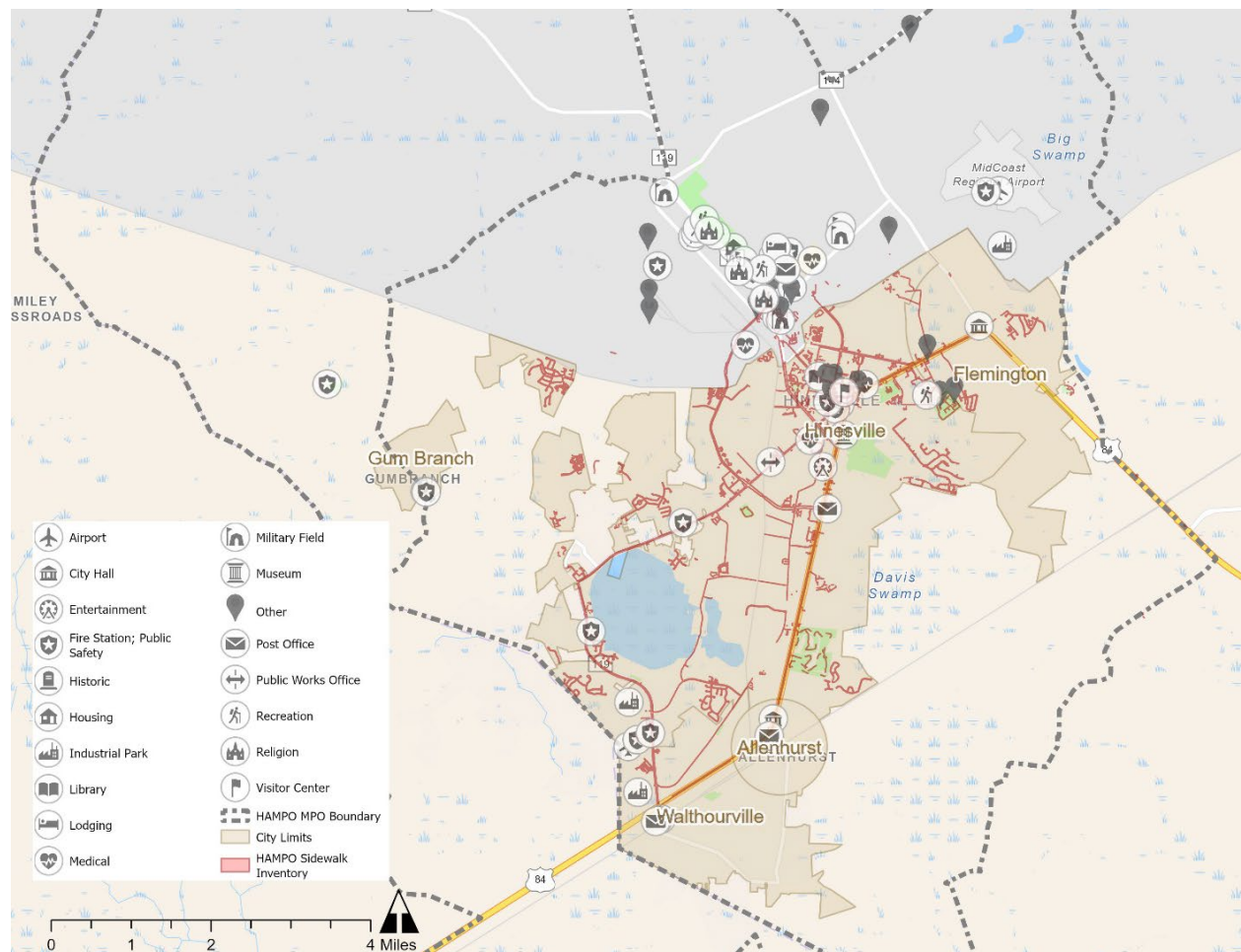


Figure 18: Pedestrian destinations within the Hinesville, Allenhurst, and Walthourville municipal areas

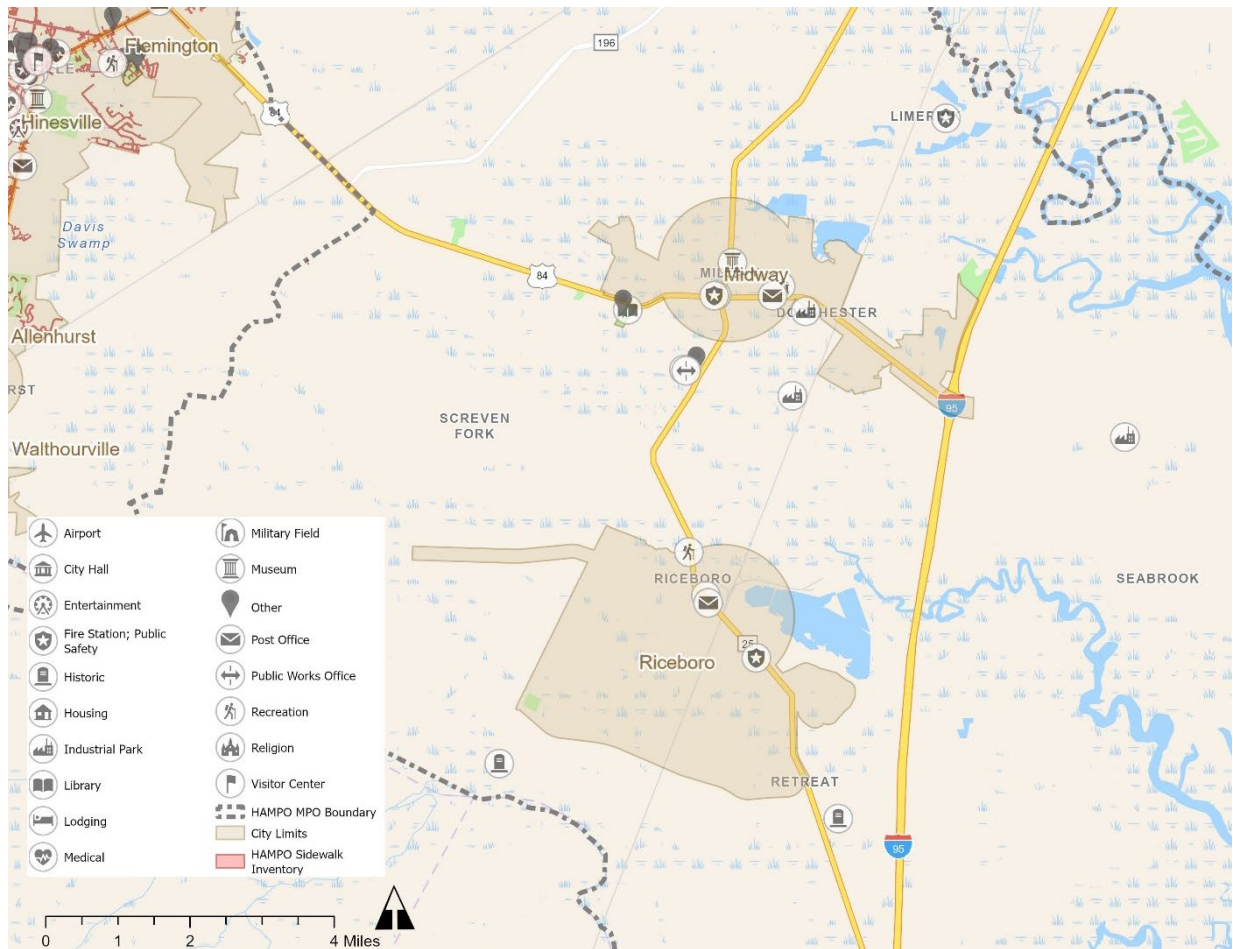


Figure 19: Pedestrian destinations within the Midway and Riceboro municipal areas

Existing Bicycle Facilities Inventory

Existing bicycle guidelines according to the 2023 Liberty County Unified Development Ordinance focus primarily on the Hinesville Overlay District which represents a small geographic footprint within the overall HAMPO region. The bicycle-oriented principles addressed in the Liberty County Unified Development Ordinance can also be applied to areas outside of the Hinesville Overlay District where appropriate. For example, according to the Liberty County Unified Development Ordinance section 208-3, one of the main themes of the Hinesville Overlay District is *“to reduce the dependence upon and dominance of the automobile through street design, shared parking, bicycle and pedestrian pathways and spaces, and pedestrian-scaled buildings.”*

Furthermore, the Liberty County Unified Development Ordinance promotes improved inter-parcel connectivity which includes *“linking residential subdivisions and mixed-use developments using inter-parcel connections and pathways or trails are encouraged to facilitate non-auto movements in the area.”*

These active transportation design and planning principles mentioned above can be applied to other areas across the HAMPO region with similar logic such as within mixed-use developments,

between greenspaces and daily destinations (schools, medical facilities, worship centers, office parks) and in municipal areas where the development is compact enough to make active transportation networks feasible. Figure 20 below shows the active transportation (bike and walking) volumes for the HAMPO area. The data shown suggests that the highest concentration of active trips occurs within the municipalities of Hinesville, Allenhurst, and to a lesser extent Walthourville.

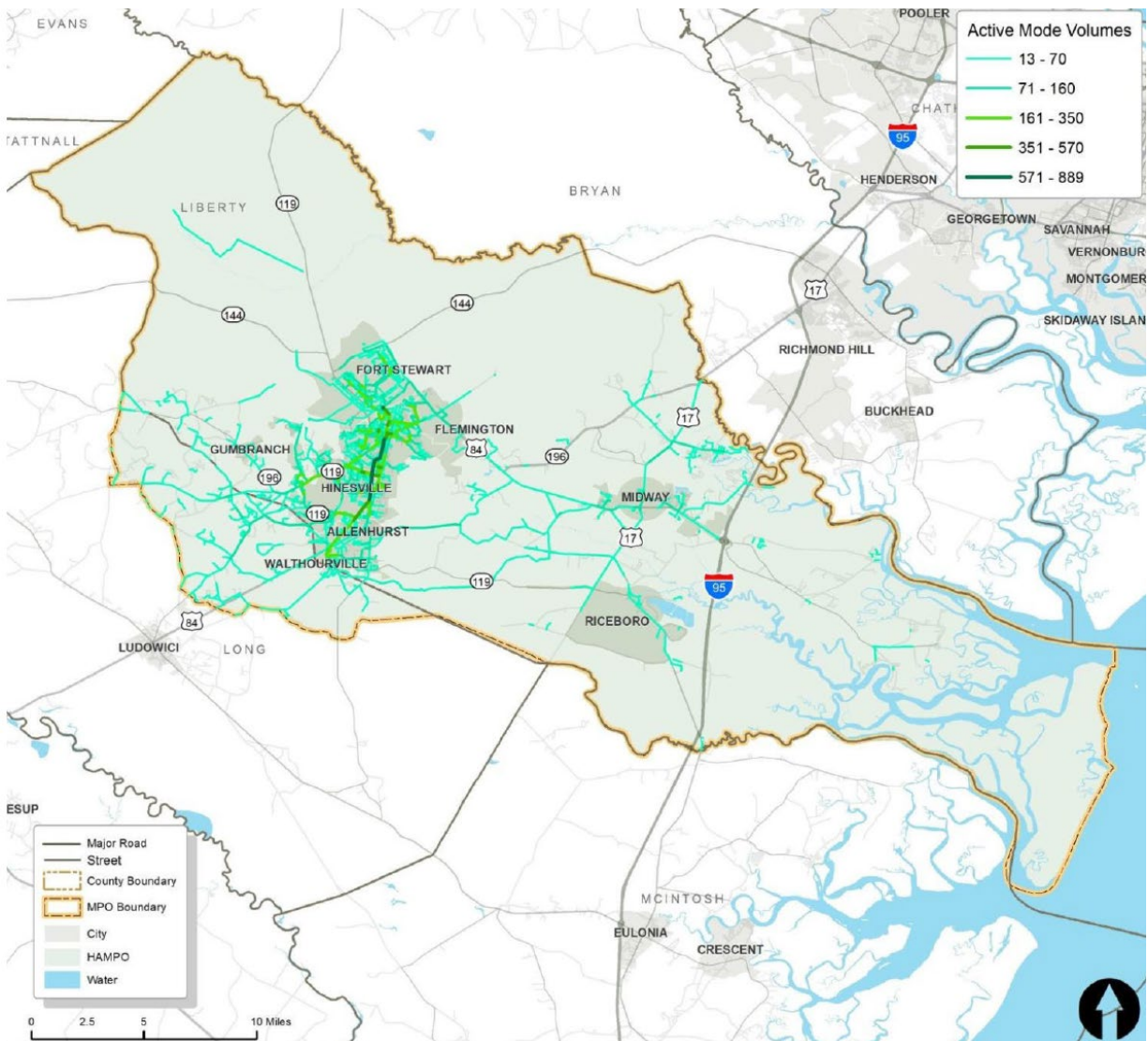


Figure 20: HAMPO Area Active Transportation Volumes

Zoning

The HAMPO area zoning consists of a wide variety of land uses. The area east of I-95 is currently largely undeveloped with a high potential for transformation. The area is environmentally sensitive and may face challenges with future growth demands. West of I-95, there are several small municipalities that are mostly rural in character and surrounded by agricultural land uses. Due to Interstate 95 and the proximity to the port of Savannah, some pockets of industrial parcels exist

and may increase due to future economic activity. Key highway corridors such as US 84 and SR 119 are characterized by varied residential housing supply, commercial, office, and industrial/institutional parcels and encompass Flemington, Hinesville, Allenhurst, and Walthourville. The Hinesville central business district is typical of a county seat with significant government services and is characterized by a compact street grid pattern. Tables 2-4 display the zoning codes for the districts within their respective areas, and Figure 21 shows the existing zoning for the entire HAMPO area.

Table 2: Liberty County Specific Zoning Districts

Zoning Code	Zoning District
"A-1"	Agricultural districts
"AR-1"	Agricultural Residential districts
"R-1"	Single-Family Residential districts
"R-2"	Two-Family Residential districts
"R-2A"	One- and Two-Family Residential districts
"R-3"	Multifamily Residential districts
"R-4"	Mobile Home Park Residential districts
"B-1"	Neighborhood Commercial districts
"B-2"	General Commercial districts
"I-1"	Industrial districts
"PUD"	Planned Unit Development districts
"DM-1"	Dunes and Marshland districts

Table 3: City of Hinesville Specific Zoning Districts

Zoning Code	Zoning District
R-1	Single-Family Dwelling District
R-2	Single-Family Dwelling District
R-3	Single-Family Dwelling District
R-4	Single-Family Dwelling District
R-A-1	Multifamily Dwelling District
R-TH	Townhouse Dwelling District
MH	Manufactured Home Park Dwelling District
MH-2	Single-Family Manufactured Home Dwelling District
PUD	Planned Unit Development District
O-I	Office—Institutional District
O-C	Office—Commercial District
C-1	Central Business District
C-2	General Commercial District
C-3	Highway Commercial District
D-D	Downtown Development District
L-I	Light Industrial District
<i>Special Districts</i>	



Zoning Code	Zoning District
FH	Flood Hazard District
MR	Military Reservation District

Table 4: Long County Specific Zoning Districts

Code	District
AF	Agriculture Forestry District
RR	Rural Residential District
R-1	Single-Family Residential District
R-2	Single-Family Residential District
MFR	Multi-Family Residential District
MHP	Manufactured Home Park District
C-1	Neighborhood Commercial District
C-2	General Commercial District
I-1	Light Industrial District
I-2	General Industrial District

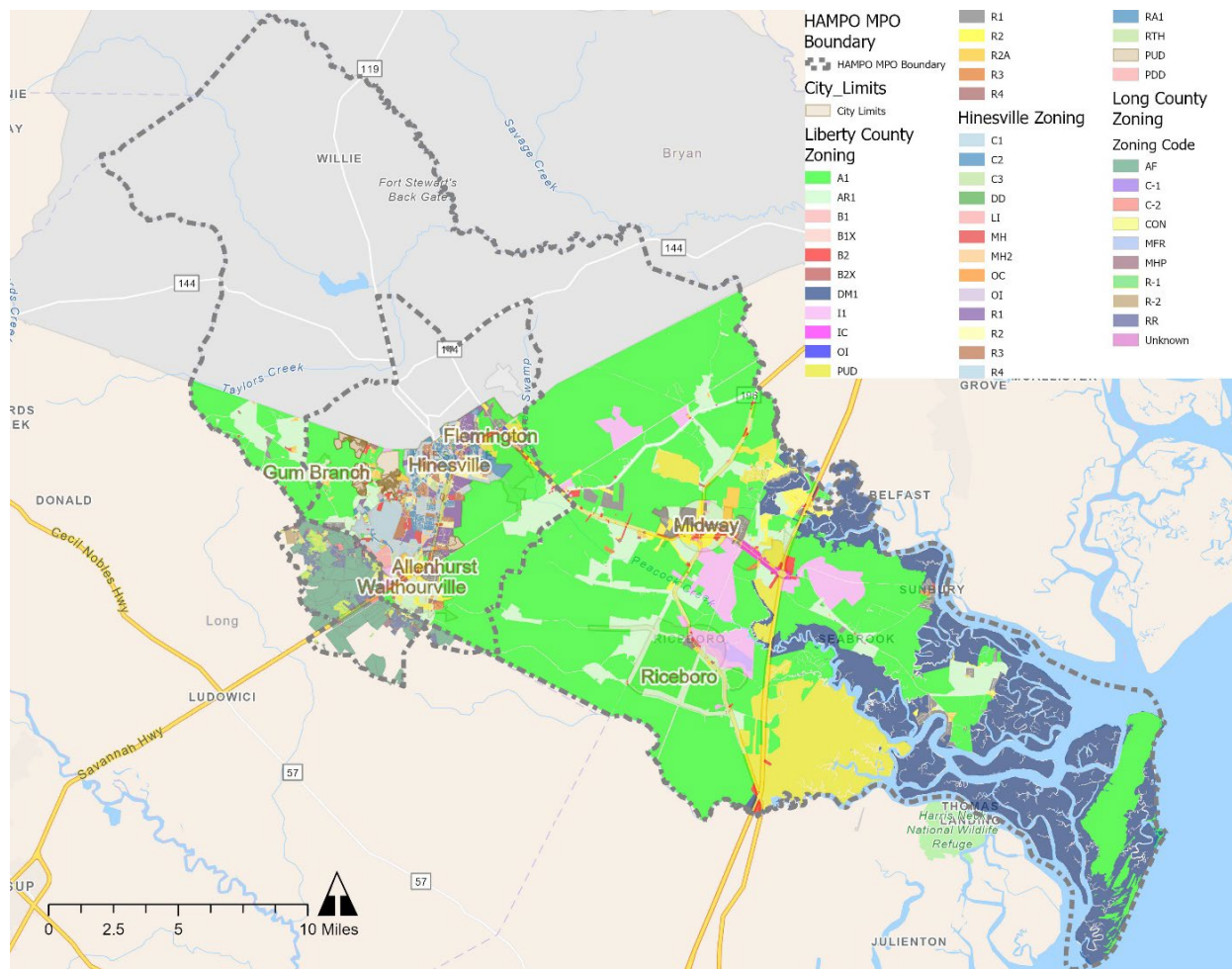


Figure 21: HAMPO Area Existing Zoning

7. SAFETY ANALYSIS

The safety analysis performed for this plan includes an in-depth review of systemic and specific safety needs, such as high-risk road features, particular safety requirements for different road users, public health considerations, and the influence of the built environment, demographics, and structural issues. To ensure a comprehensive assessment, the analysis covers all roadways within the district.

The safety analysis draws from a comprehensive examination of historical crash data obtained from the GDOT Numetric crash database within the HAMPO area. The analysis period spans from January 1, 2018, to December 31, 2022. The assessment evaluates crash data to discern patterns and trends regarding crash types, locations, severity, and contributing factors such as environmental and demographic factors. Notably, the analysis prioritizes reported crashes during the specified five-year interval resulting in fatalities and/or serious injuries. The figure below shows

a map with crash intensity represented by colors and the locations of fatal crashes from 2018 to 2022 sourced from the GDOT Numetric crash dataset.

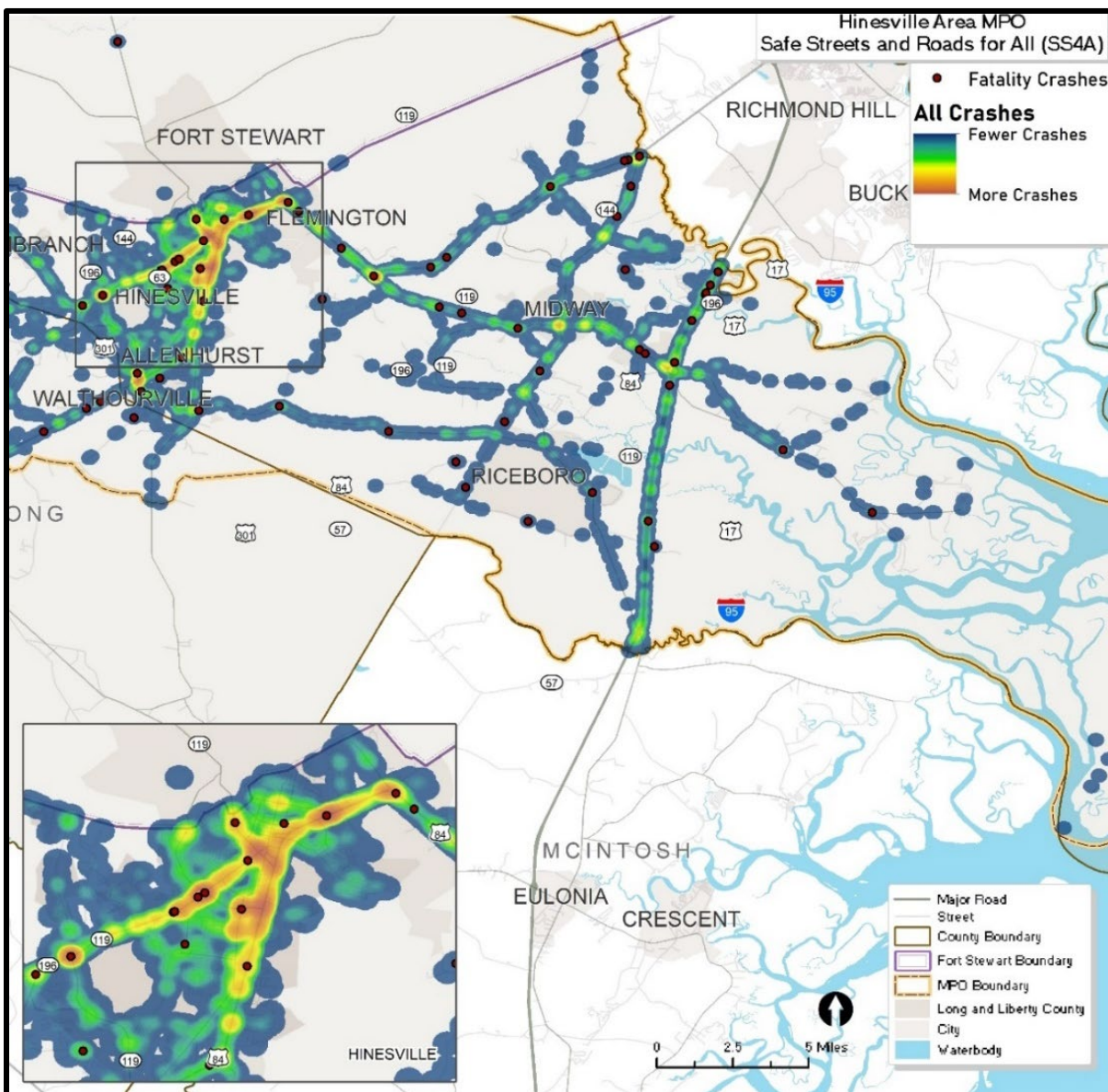


Figure 22: HAMPO Crash Heat Map (2018-2022 – GDOT Numetric crash database)

Historical Crash Analysis

Within the HAMPO area, a total of 64 (0.71%) fatal crashes and 177 (1.95%) serious injury crashes were reported during the five-year study period. Statistically, these numbers are higher than the statewide average fatality rate (0.4%) and serious injury crash rate (1.6%). The decrease in the total number of KSI (Killed or Seriously Injured) crashes in 2020 is likely attributable to reduced traffic volumes during the COVID-19 pandemic; however, the annual number of fatal and serious injury crashes has otherwise increased overall since 2018. Figure 23 shows the distribution of KSI crashes between 2018 and 2022.

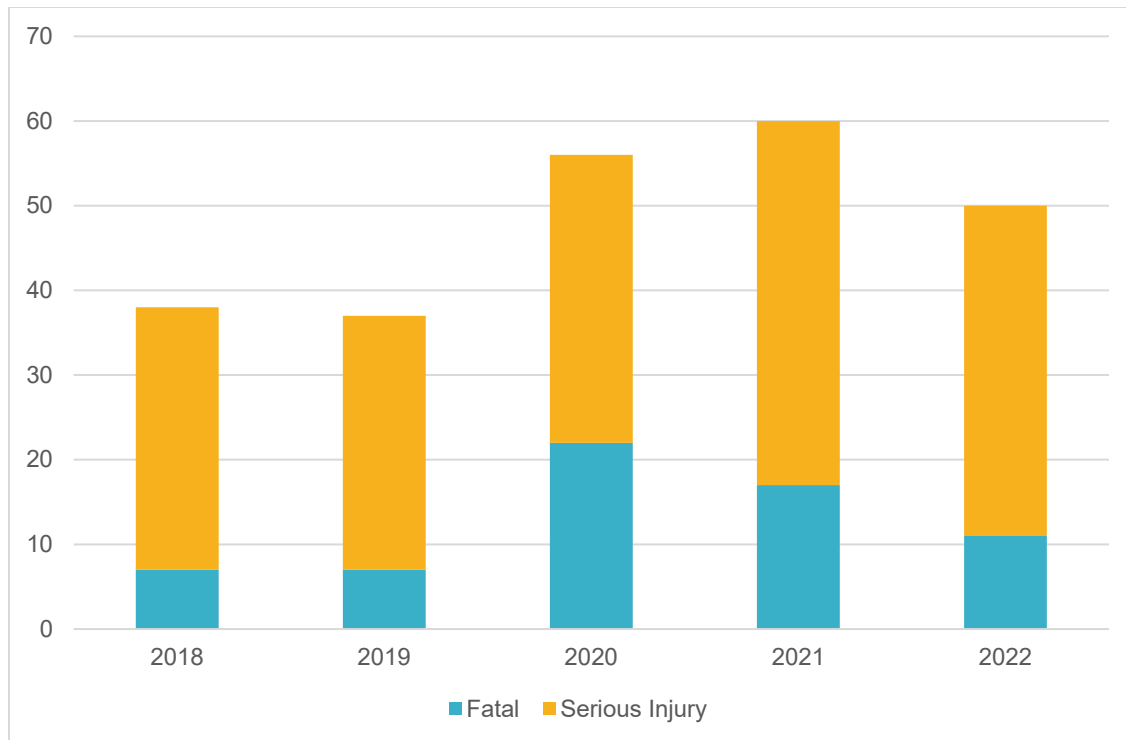


Figure 23: Total KSI Crashes Per Year, 2018-2022

Crash Types

A summary of the crash data is presented in Table 5. The results are organized by a safety classification system called KABCO scale. Law enforcement agencies in Georgia use this scale to define the severity of crashes, as defined by the guidelines established by the Model Minimum Uniform Crash Criteria (MMUCC, Fifth Edition). The scale is defined as “[a] functional measure of the injury severity for any person involved in the crash.” The classification is defined as follows:

- **K:** Fatal Injury
- **A:** Suspected Serious Injury
- **B:** Suspected Minor Injury
- **C:** Possible Injury
- **O:** No Apparent Injury (Property Damage Only)

Table 5: Summary of Crash History, 2018-2022

Crash Type	K	A	B	C	O	Total	Percentage of Total Crashes
Angle (Other)	10	27	99	202	853	1,191	13.15%
Head On	9	16	34	35	148	242	2.67%
Left Angle Crash	0	24	104	289	592	1,009	11.14%
Not a Collision with a Motor Vehicle	33	73	176	197	1,608	2,087	23.04%

Crash Type	K	A	B	C	O	Total	Percentage of Total Crashes
Rear End	9	21	133	570	2,131	2,864	31.61%
Right Angle Crash	0	1	11	32	171	215	2.37%
Sideswipe-Opposite Direction	1	3	8	31	126	169	1.87%
Sideswipe-Same Direction	2	10	23	86	835	956	10.55%
Other/Unspecified	0	2	18	40	266	326	3.60%
Total	64	177	606	1,482	6,730	9,059	100.00%
Percentage of Total Crashes	0.71%	1.95%	6.69%	16.36%	74.29%	100.00%	
Pedestrian Crashes	6	10	11	20	7	54	0.60%
Bicycle Crashes	2	9	18	21	13	63	0.70%
Heavy Vehicle Crashes	5	24	27	71	344	471	5.20%

As shown in the table above, the most frequent crashes were rear-ending collisions, comprising over 31% of all crashes and approximately 12% of all fatal and serious injury crashes. The next most frequent crash type was identified to be collisions not involving a motor vehicle, which make up approximately 23% of all crashes and approximately 44% of all fatal and serious injury crashes.

Based on this analysis, and as illustrated in Figure 24 below, the crash type most likely to involve a fatality or serious injury is a collision not involving a motor vehicle (i.e., run-off-road). Run-off-road crashes can lead to more frequent fatalities and serious injuries for several reasons, including the height of the fall (vehicles crashing into the adjacent roadside drainage ditch), hazards present along the roadside, and type of vehicle (vehicles more susceptible to rollovers). Run-off road crashes may be attributed to driver error or impairment, where no engineering countermeasure is needed or warranted. On the other hand, if there is a cluster of incidents that occur at a single point along a roadway, further investigation may reveal that a safety alignment project may be needed to correct a horizontal or vertical curve. The figure below shows the percentage of total crashes versus the percentage of killed or serious injury (KSI) crashes by crash type between 2018 and 2022.

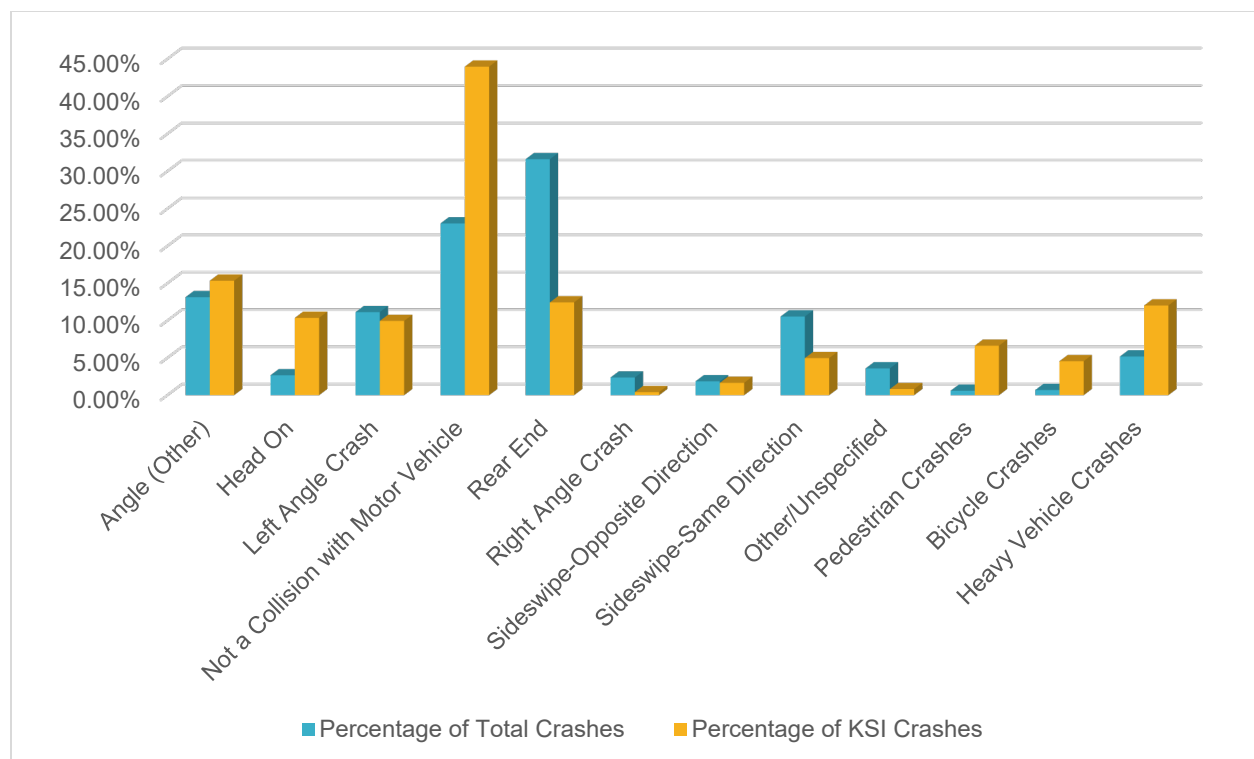


Figure 24: Percent Total Crashes vs Percent KSI Crashes, 2018-2022

Environmental Factors

Identifying the environmental factors contributing to crashes along the High Injury Network can assist in targeted safety interventions, optimizing resource allocation, and implementing effective countermeasures. As shown in Table 5, rear-end crashes (31%) and collisions not involving a motor vehicle (23%) occurred most frequently over the five-year study period. Contributing factors to rear-end crashes often include congestion and/or a lack of turn lanes, particularly for left-turning vehicles along the major street at minor-street stop-controlled locations. Also, drivers' ubiquitous use of cell phones is likely related to increased rear-end collisions. Contributing factors to collisions not involving other vehicles may include inclement weather, roadway conditions, lighting conditions, distracted driving, and fatigue or drowsiness.

Based on the results of this investigation, detailed in Table 6 below, over 14% of all crashes and approximately 27% of all fatal and serious injury crashes occurred under dark-not-lighted conditions. Additionally, approximately 15% of all crashes and nearly 16% of all fatal and serious injury crashes occurred under wet conditions as shown in Table 7.

Table 6: Summary of Crashes by Lighting Conditions, 2018-2022

Lighting Conditions	Year					Total	% Total Crashes	% KSI Crashes
	2018	2019	2020	2021	2022			
Dark-Lighted	238	248	218	243	230	1177	13.0%	15.4%
Dark-Not Lighted	266	263	252	272	244	1297	14.3%	27.4%
Dawn	35	38	26	32	28	159	1.8%	2.1%
Daylight	1199	1314	1178	1297	1266	6254	69.0%	52.7%
Dusk	35	36	24	34	43	172	1.9%	1.7%
Total	1773	1899	1698	1878	1811	9059	-	-

Table 7: Summary of Crashes by Surface Conditions, 2018-2022

Surface Conditions	Year					Total	% Total Crashes	% KSI Crashes
	2018	2019	2020	2021	2022			
Dry	1452	1615	1403	1551	1569	7590	83.8%	84.2%
Wet	258	269	287	317	237	1368	15.1%	15.8%
Other	63	15	8	10	5	101	1.1%	0%
Total	1773	1899	1698	1878	1811	9059	-	-

As illustrated in Figure 25, the majority of crashes and KSI crashes occur under daylight conditions due to the high traffic volumes along the roadway network during this portion of the day. However, under dark-not-lighted conditions, the percentage of fatal and serious injury crashes exceeds the percentage of total crashes, indicating that crashes that occur under these conditions have a greater risk of resulting in a fatality or serious injury.

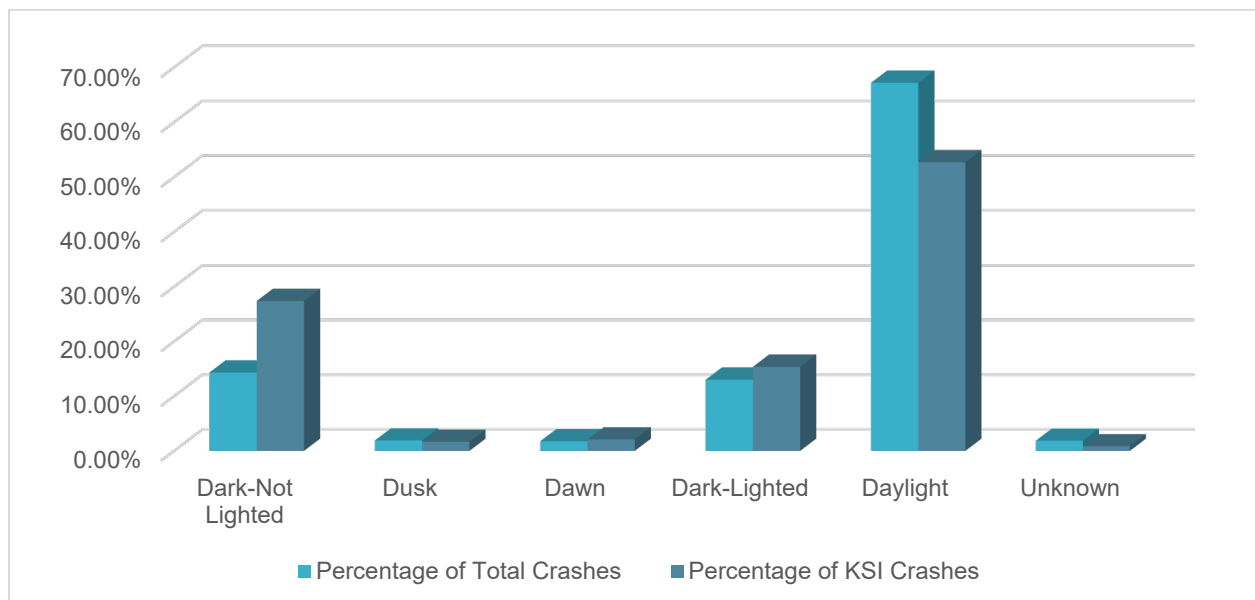


Figure 25: Percent Total Crashes vs Percent KSI Crashes by Crash Light Condition, 2018-2022

Demographic Factors

Recent demographic datasets from the Environmental Systems Research Institute (ESRI 2023) and the American Community Survey (ACS 2017-2021) show that approximately 71,000 citizens live within the HAMPO municipal planning boundary. Of these 71,000 residents, 28% are under the age of 18, 62% are between 18-64, and 10% are over the age of 65.

With more than a third (38%) of the population either under 18 or over 65, there is a need to understand and plan for the mobility needs of these users which may or may not include the use of a private automobile. Approximately 12% of all crashes and approximately 14.5% of all fatal and serious injury crashes involved someone over the age of 65. Similarly, approximately 12% of all crashes and 6.6% of all fatal and serious injury crashes involved someone under the age of 18. Tables 8 and 9 show the total crashes and their severity between 2018 and 2022 for drivers 18 years old and younger and for drivers 65 years old and older.

Table 8: KABCO Crash Data for Drivers Over 65 Years of Age

Severity	2018	2019	2020	2021	2022	Total
(A) Suspected Serious Injury	2	5	5	3	8	23
(B) Suspected Minor/Visible Injury	15	17	18	21	13	84
(C) Possible Injury / Complaint	46	43	44	32	42	207
(K) Fatal Injury	2	0	4	4	2	12
(O) No Injury	151	162	128	160	177	778
Total	216	227	199	220	242	1104

Table 9: KABCO Crash Data for Drivers Under 18 Years of Age

Severity	2018	2019	2020	2021	2022	Total
(A) Suspected Serious Injury	2	2		4	2	10
(B) Suspected Minor/Visible Injury	10	21	20	19	19	89
(C) Possible Injury / Complaint	31	37	45	26	34	173
(K) Fatal Injury	0	1	2	2	1	6
(O) No Injury	137	166	163	171	165	802
Total	180	227	230	222	221	1080

Active Transportation Crash Analysis

Within the HAMPO region, a total of 54 crashes involving a pedestrian and 63 crashes involving a bicycle occurred within the five-year study period. Sixteen (30%) of the 54 pedestrian crashes and 11 (17%) of the 63 bicycle crashes resulted in a fatality or serious injury. Data from GDOT shows that the HAMPO region's pedestrian and bicyclist KSI rates are greater than the state of Georgia's pedestrian and bicyclist KSI rates of 28% and 14% respectively for the same five-year study period. Based on the findings depicted in Figure 26 below, the majority of pedestrian and bicycle crashes (active mode) are concentrated in Hinesville.

This municipality hosts a higher density of multimodal facilities and a greater prevalence of vulnerable road users, particularly pedestrians and bicyclists, who may need to navigate the



roadway network more often. Various factors contribute to this pattern, including the types of intersection controls, characteristics of major roadways (such as the number of lanes pedestrians must traverse), traffic volume, and speeds within corridors. Additionally, the presence or proximity of pedestrian generators such as retail zones, transit stops, and the availability of sidewalks further influence the occurrence of such crashes.

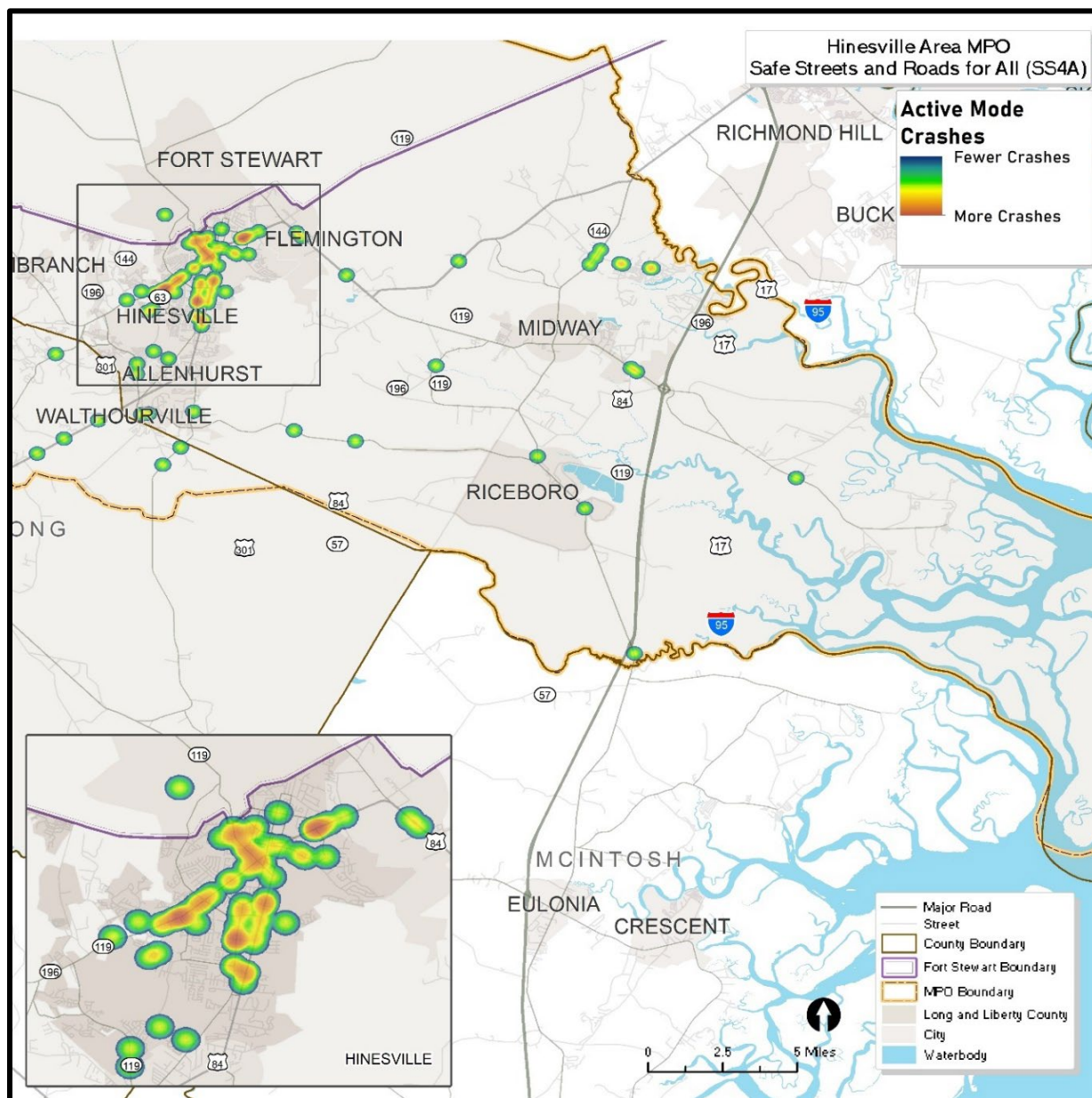


Figure 26: HAMPO Active Mode Crash Heatmap, 2018-2022

Upon further investigation, it was determined that lighting conditions significantly influence pedestrian and bicycle collisions. As delineated in Table 10 below, approximately 24% of all pedestrian crashes occurred under dark-not-lighted conditions. Additionally, these crashes made up approximately 44% of all fatal and serious injury crashes (KSI).

Table 10: Pedestrian Crash Light Conditions, 2018-2022

Conditions	K	A	B	C	O	Total	Percentage of Total Crashes
Dark-Not-Lighted	4	3	3	2	1	13	24.07%
Dusk	0	0	0	0	0	0	0.00%
Dawn	0	0	0	1	0	1	1.85%
Dark-Lighted	1	3	2	4	0	10	18.52%
Daylight	1	3	5	13	6	28	51.82%
Unknown	0	1	1	0	0	2	3.70%
Total	6	10	11	20	7	54	100.00%
Percentage of Total Crashes	11.11%	18.52%	20.37%	37.04%	12.96%	100.00%	-

High Injury Network

High Injury Network Development

The High Injury Network (HIN) is a method for pinpointing the most hazardous road segments and intersections by analyzing crash frequency relative to traffic volume. While areas with heavier traffic typically see more crashes, the HIN identifies locations where the number of crashes exceeds what would be expected based on roadway's characteristics. These locations are where severe injuries or fatalities are more likely to occur, indicating a need for potential safety enhancements. The HIN is a crucial part of Vision Zero strategies by calling attention to unsafe areas of the network to help leverage greater public and political support for necessary change.

To develop the HIN, safety data from the Georgia Department of Transportation (GDOT) was utilized, encompassing crash data from 2018 to 2022 in addition to recent (2022) traffic volume data. The crash rates for intersections and roadway segments were calculated as follows:

Intersections: Crash Rate = (Number of Crashes) / (Million Entering Vehicles)

Roadway Segments: Crash Rate = (Number of Crashes) / (100 Million Vehicle Miles Traveled)

Over 100 roadways and more than 50 intersections were analyzed as part of the HIN safety analysis and ranked based on the above formulas. As a result of these calculations, various intersections and segments were identified as the top 15 high-injury locations as documented in Table 11 and Figure 27 below.

Table 11: Top 30 Crash Rate Locations

ID	Intersections	KSI Crash Rate	Crash Rate	KSI Crash Rate Rank	Crash Rate Rank
1	Islands Hwy at Fort Morris Rd	0.437	1.97	1	5
2	E Oglethorpe Hwy at N Coastal Hwy	0.096	1.7	2	6
3	Tibet Rd at Talmadge Rd/ E B Cooper Hwy	0.073	1.17	3	8
4	Central Ave/Caswell St at N Main St	0.067	0.26	4	15
5	E Oglethorpe Hwy at Lewis Fraiser Rd	0.059	0.59	5	13
6	EG Miles Pkwy at Veterans Pkwy	0.058	3.62	6	1
7	W Oglethorpe Pkwy at Airport Rd	0.049	2.27	8	4
8	E Oglethorpe Hwy at Old Sunbury Rd	0.048	0.69	9	12
9	W Oglethorpe Pkwy at Dunlevie Rd	0.048	0.84	10	11
10	S Main St at E/W ML King Jr Dr	0.045	0.85	11	10
11	E/W General Stewart Way at N Main St	0.038	1.52	12	7
12	GA Highway 196 W at Airport Rd	0.037	3.53	13	2
13	GA Highway 196 W at Elam Rd	0.033	0.85	14	9
14	S Main St at Veterans Pkwy	0.022	2.5	15	3
15	Leroy Coffer Hwy at N Coastal Hwy	0.02	0.54	15	14
ID	Segments	KSI Crash Rate	Crash Rate	KSI Crash Rate Rank	Crash Rate Rank
1	N Main St/Lakeview Dr/Bradwell St (W General Stewart Way to E General Stewart Way)	115.45	6234.23	1	2
2	Bradwell St (E Memorial Dr to E General Stewart Way)	112.64	1239.08	2	11
3	N Main St (ML King Jr Dr to Central Ave)	99.41	1292.28	3	10
4	Welborn St/W ML King Jr Dr (W Memorial Dr to N Main St)	80.91	1779.99	4	9
5	Fort Morris Rd (From Islands Hwy to End)	64.60	581.42	5	13
6	E Memorial Dr (Bradwell St to E Oglethorpe Hwy)	64.19	3402.00	6	6
7	W Oglethorpe Hwy (Airport Rd to Slaten St)	61.97	3563.22	7	5
8	Sandy Run Rd (Barrington Ferry Rd to S Coastal Hwy)	58.12	464.97	8	15
9	E ML King Jr Dr (S Main St to W Oglethorpe Hwy)	51.54	4380.52	9	4
10	EG Miles Pkwy (Pineland Ave to Veterans Pkwy)	48.19	3070.66	10	7
11	S Main St (Veterans Pkwy to Deal St)	46.22	6332.78	11	1
12	Talmadge Rd (W Oglethorpe Hwy to Tibet Rd)	45.61	1094.63	12	12
13	N Main St (E Mills Ave to W General Stewart Way)	45.18	1852.28	13	8
14	Lewis Fraiser Rd (E Oglethorpe Hwy to Barrington Ferry Rd)	36.86	506.78	14	14
15	W Hendry St (W General Screven Way to S Main St)	32.90	5000.57	15	3

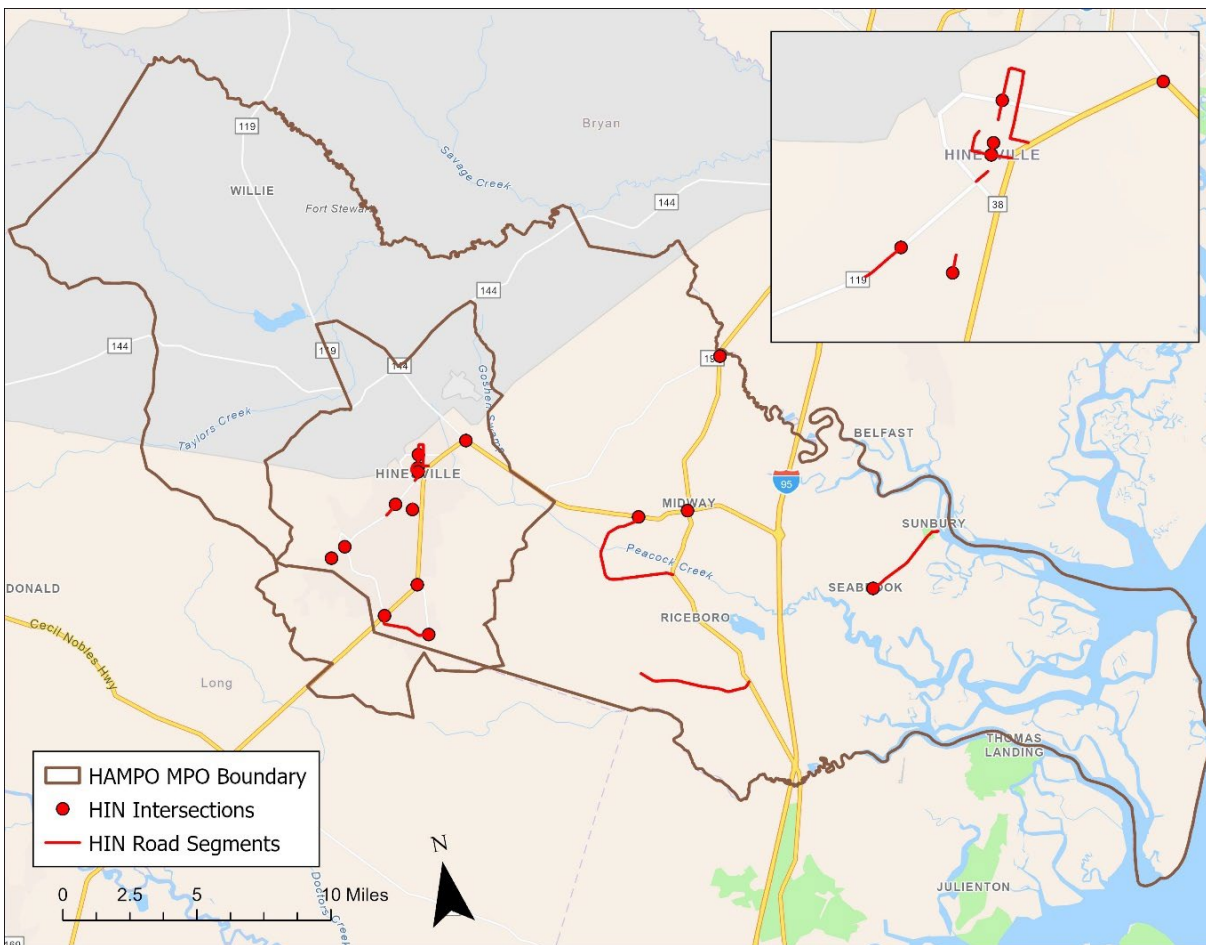


Figure 27: High-Risk Road Segment Locations

All 30 of the roadway segments and intersections that make up the HIN are within Liberty County. Six intersections and ten roadway segments are within the city of Hinesville. Nine of the HIN intersections are located along a HIN roadway segment, indicating that these areas contain critical roadways that could benefit from additional safety improvements.

Vulnerable Road Users

Vulnerable road users are those using roadways while lacking the external protection of a car and therefore may be more likely to experience fatalities or serious injuries from vehicle-related crashes. This class of users includes pedestrians, bicyclists, wheelchair users, children, and the elderly. A lack of existing pedestrian or bicycle infrastructure may pose a serious threat to vulnerable road users because of the greater safety risks they experience on most roadways. Indicators of areas with more vulnerable road users can include census tracts with greater percentages of households with no vehicle ownership, minority populations, or dependent populations (under 18 years old or at least 65 years old). Figures 28, 29, and 30 show the HIN overlaid with potential indicators of vulnerable road users.

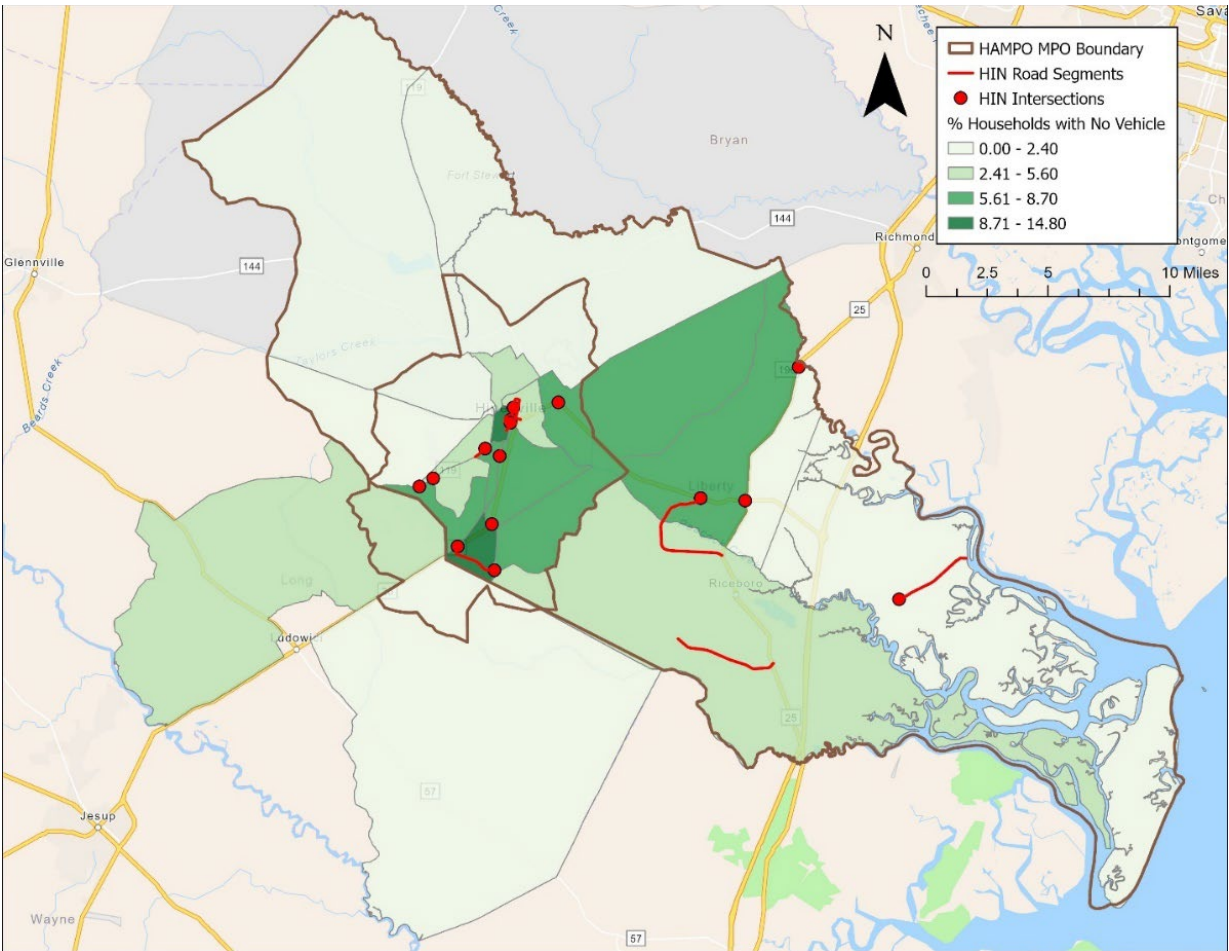


Figure 28: HIN Overlaid with Households with No Vehicle Ownership

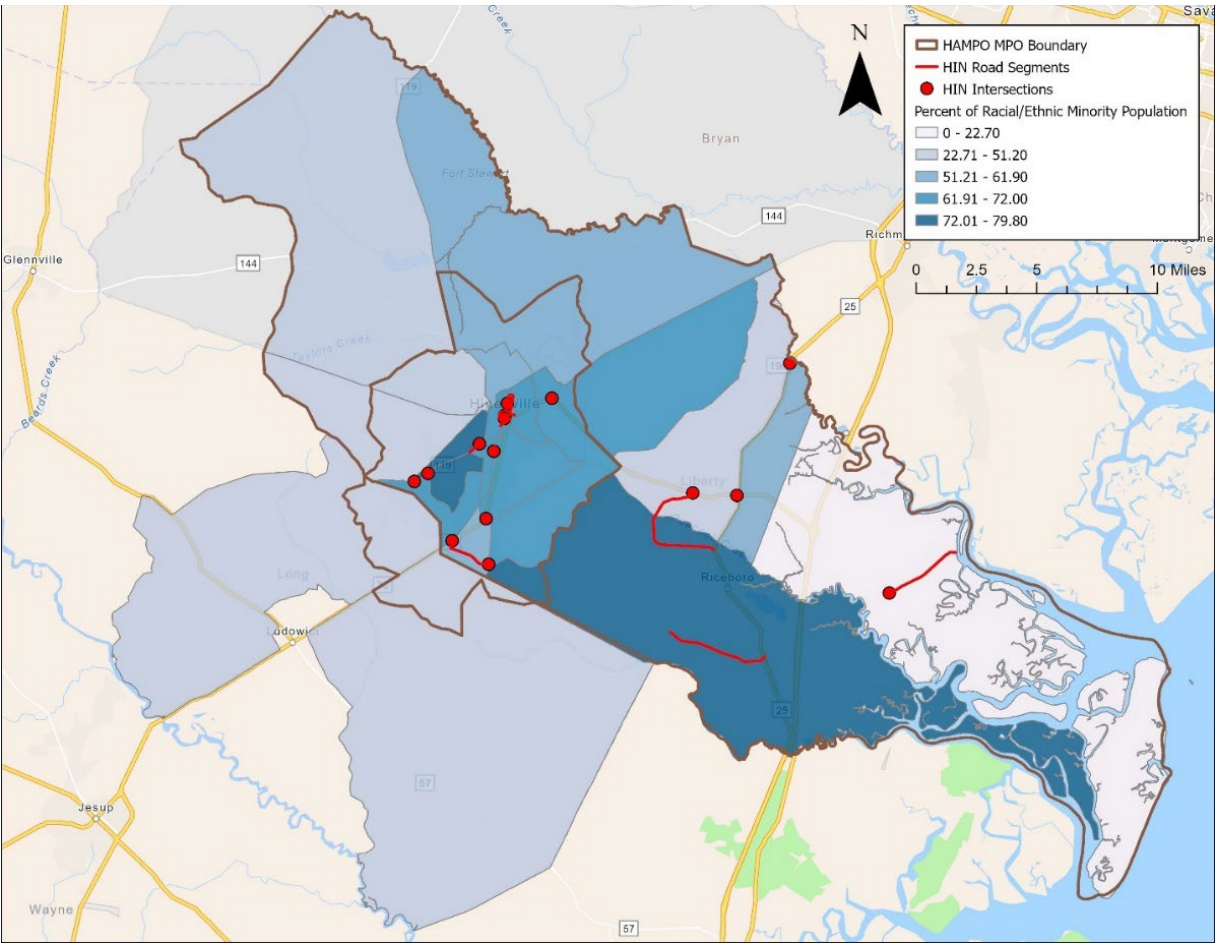


Figure 29: HIN Overlayed with Minority Populations

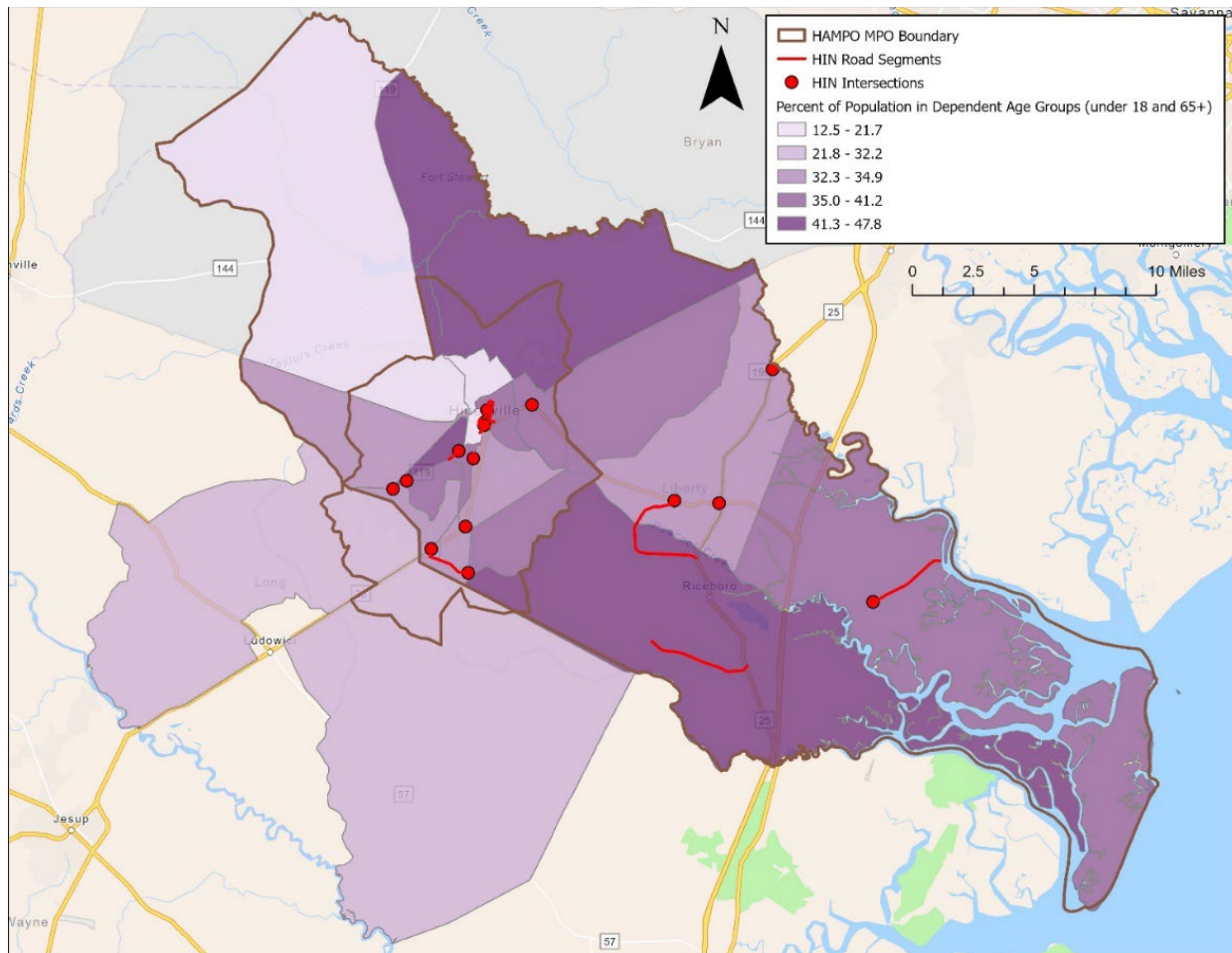


Figure 30: HIN Overlaid with Dependent Populations

As shown on the maps, six roadway segments and six intersections within the High Injury Network (HIN) overlap with census tracts where the highest percentages of households do not own a vehicle. Residents in these areas are more likely to rely on walking or biking, which increases their vulnerability on these high-risk KSI road segments. Additionally, three roadway segments and three intersections overlap with census tracts that have the highest minority population percentages. This overlap suggests a disproportionate exposure to unsafe commuting conditions, as minority communities historically experience higher rates of traffic fatalities per 100,000 people (according to 2016 and 2020 data from the National Highway Traffic Safety Administration). Furthermore, three roadway segments and one intersection coincide with tracts that have the highest percentages of dependent populations—individuals who may have limited vehicle access and are more likely to walk, bike, or use public transit. Due to age or other factors, these groups face an elevated risk of severe injury or fatality in collisions.

8. POLICY AND EQUITY ANALYSIS

Policy Review

A core goal of the Safety Action Plan is to create a comprehensive, safe, and connected multi-modal transportation network. To achieve this, jurisdictions must efficiently and equitably allocate

their often-limited resources, focusing on high-priority network gaps such as sidewalks and safe links to transit and daily destinations. These gaps often exist in areas that have been systematically underinvested in and deprioritized in previous funding cycles. A strong Safety Action Plan will first identify and address these gaps through an equity policy review, data analysis, and stakeholder and public participation.

According to guidance from Smart Growth America, areas with the strongest equity policies share two key features: they clearly define their priority groups (the communities or areas that have been underinvested in and underserved), and they prioritize these communities through funding and project implementation.

Defining what constitutes underinvested and underserved communities is crucial to a robust policy. It is essential to be specific and use qualitative and quantitative measures to identify these groups, preventing ambiguity for those interpreting the policies. For instance:

- Qualitative definitions might include areas that lack basic amenities, such as sidewalks, and are devoid of enhanced amenities such as streetscaping and street trees. Traffic control devices and signs in these communities may be in a poor state of repair. Land uses in the areas may reflect a transient population, with a presence of low-end restaurants and motels.
- Quantitative definitions could include census tracts with a certain percentage of people below the poverty line, individuals with disabilities, or households without access to a vehicle.

To address inequities, this policy element requires authorities to invest equitably in their transportation networks, ensuring that underinvested and underserved communities receive priority consideration.

Upon reviewing previous plans, including the current HAMPO 2045 Metropolitan Transportation Plan (MTP), one fundamental goal was to *"Increase the safety of the transportation system for motorized and non-motorized users."* This goal aligns with public opinion on transportation safety. In 2020, the HAMPO Policy Committee released public and stakeholder ranking scores used as priority weighting factors for the MTP. These factors were gathered through various methods: a public survey, public workshops, a HAMPO Technical Subcommittee poll, a HAMPO Citizens Advisory Committee poll, and a Liberty Countywide Planning Retreat poll. The general public and stakeholders ranked the HAMPO 2045 goals to guide transportation investments in the HAMPO region, with the highest priority being *"Improve Safety and Security."* Table 12 below shows the link between the 2045 MTP goal of increasing safety with the public and stakeholder feedback of "Improving Safety and Security" as a top transportation concern in the community. The table also describes the metrics used in identifying areas where safety could be improved and the link between federal and state-related safety goals and objectives.



Table 12: Relationship between HAMPO, Federal, and State Goals, Objectives, and Performance Measures

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	HAMPO 2045 Goals	HAMPO 2045 Objectives	HAMPO Performance Measures	Data Source for Performance Measure
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and state and local planned growth and economic development patterns	To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Improve the environment	Promote Quality of Life and Protect Existing Resources: Provide a transportation system that protects the environment and improves the quality of life for all residents.	- Minimize impacts on wetlands, historic resources, neighborhoods, recreational facilities and other important resources - Support infill development - Provide access to essential services	- Impacts to cultural, historic and community resources associated with transportation projects - Impacts to the natural environment associated with transportation projects - Reduction in Vehicle Miles of Travel (VMT)	- Environmental Justice analysis; US Census - Project review - Local land development actions occurring along State Highway System with documented transportation review and recommendations
Increase the safety of the transportation system for motorized and nonmotorized users. Increase the security of the transportation system for motorized and nonmotorized users.	To achieve a significant reduction in traffic fatalities and serious injuries on all public Rds.	Improve safety	Improve Safety and Security: - Ensure the safety of the multimodal transportation system for all users - Ensure the security of the multimodal transportation system for all users	- Ensure all transportation systems are structurally and operationally safe and secure - Minimize frequency and severity of vehicular crashes - Promote continuity with applicable state and local emergency preparedness plans - Prepare Coordinated Incident Responses - Enhance Safe Routes to Schools through multimodal infrastructure improvements - Improve safety and accessibility of the non-motorized transportation network	- Number of crashes (5-year average and CY) - Crash rate per 100 Million VMT » - Number /rate of fatalities per 100 million VMT - Number/ rate of serious injuries per 100 million VMT - Number of combined non-motorized fatalities and non-motorized serious injuries - Number of bicycle/pedestrian fatalities - Number of bicycle/pedestrian injuries - Projects identified to address structural or operational deficiencies - Bridges with sufficiency ratings of < 50 - Projects improving emergency evacuation or emergency first response access corridors - Miles of bicycle/pedestrian infrastructure and/or number of safety features	- GDOT - Georgia Electronic Accident Reporting System (GEARS) - GDOT Traffic Analysis and Data Application

(Source: HAMPO 2045 MTP)

Equity Under Title VI

The U.S. Department of Transportation (USDOT) and the Federal Highway Administration (FHWA) released new guidelines in Spring 2023¹ to better apply Title VI in transportation projects. These guidelines aim to correct past underinvestment in disadvantaged communities by promoting opportunities, racial equity, environmental justice, and fair service across all areas—rural, urban, and suburban. They also focus on ensuring affordable access for everyone.

To achieve these goals, the USDOT is strengthening its enforcement of several key acts, including Title VI of the Civil Rights Act of 1964. Potential discriminatory impacts of projects are considered before an award of federal aid to inhibit unfair treatment of protected groups. This approach involves communities in decision-making from the start.

In 2021, the USDOT updated its Title VI program to improve reporting, oversight, and proactive compliance, ensuring that nondiscrimination is addressed. The FHWA is supporting these efforts by creating new guidelines and providing help with data collection and analysis for Title VI.

Equity Analysis

Understanding equity and where disparities are present is essential to identifying underserved populations in the HAMPO area. Disadvantaged populations typically face more barriers to safe

¹ Source: <https://highways.dot.gov/public-roads/spring-2023/06>

and efficient transportation. An equity analysis will allow for areas with unequal access to transportation systems to be identified. Sidewalk networks as well as road segments and intersections with high crash rates will be identified and overlaid with disadvantaged census tracts. Studies have shown that in general, low-income communities are much less likely to have complete sidewalk networks compared with higher-income areas.

For this equity analysis, seven different GIS-based tools were used to analyze the underserved population areas within the HAMPO study area. Each tool has a unique set of indicators used to score and rank vulnerable communities and populations concerning socioeconomic, demographic, housing, environmental, and transportation-related metrics. The following table summarizes the seven different equity tools and datasets used for the equity analysis in the HAMPO area.

Table 13: Equity Tools Used for Analysis

Data	Purpose/Use of Data	Source, Year
US DOT Equitable Transportation Community Explorer (ETC)	Defines the cumulative burden communities experience, because of underinvestment in transportation.	U.S. Department of Transportation, 2020
Climate and Economic Justice Screening Tool (CEJST)	Identifies disadvantaged communities that are underserved & overburdened by pollution.	Council on Environmental Quality, 2022
CDC/ATSDR Social Vulnerability Index (SVI)	Indicates the demographic and socioeconomic factors (such as poverty, lack of access to transportation, and crowded housing) that adversely affect communities that encounter hazards and other community-level stressors.	Agency for Toxic Substances and Disease Registry, 2022
Historically Disadvantaged Communities	Describes communities that have been marginalized by underinvestment and overburdened by pollution.	Council on Environmental Quality, 2022
Areas of Persistent Poverty	Defined as greater than or equal to 20 percent of the population living in poverty.	American Community Survey, 2023
Minority Populations	Race and ethnicity characteristics.	American Community Survey, 2018-2022
Vehicle Ownership	Vehicles available to each household and statistics about vehicle access.	American Community Survey, 2018-2022

US DOT Equitable Transportation Community Explorer (ETC)

According to data from the U.S. DOT ETC, 37.6% of the HAMPO population is living in disadvantaged census tracts. Of the seven disadvantaged tracts in HAMPO, five are



disadvantaged in climate and disaster risk burden, five in health vulnerability, three in social vulnerability, and three in transportation insecurity. The indicators within the transportation insecurity component that are contributing to the tracts' disadvantaged state include transportation access, transportation cost burden, and traffic safety. Figure 31 below shows the seven disadvantaged tracts from the ETC. Of these three, traffic safety is the highest-ranked disadvantaged indicator for all three associated tracts, with the eastern tracts (tract IDs 13179010600, 13179010501) in the HAMPO area scoring the highest at above the 95th percentile. This means that these two census tracts scored at or greater than 95% of national census tracts for the number of fatal vehicle crashes per 100,000 persons.

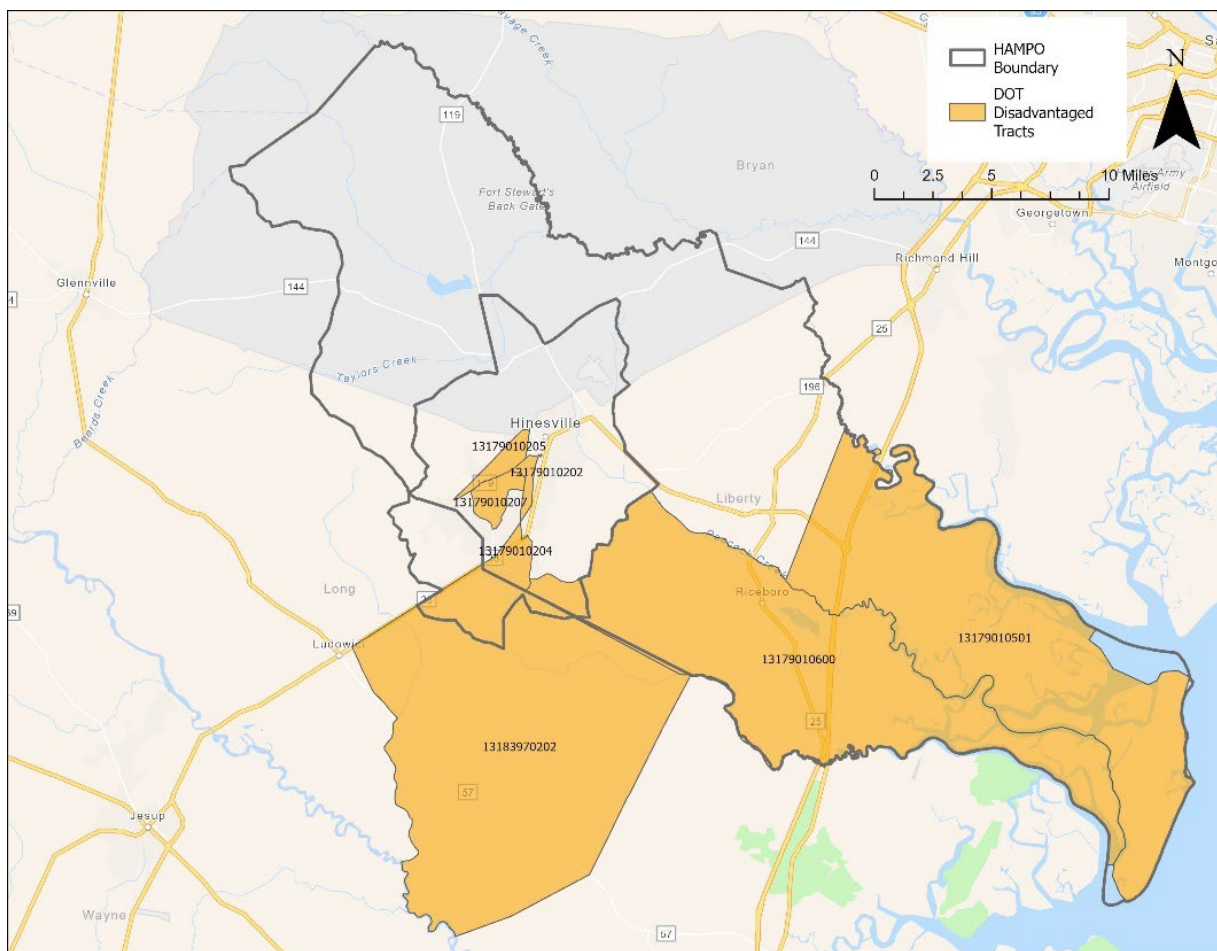


Figure 31: DOT Equitable Community Explorer Disadvantaged Tracts

Climate and Economic Justice Screening Tool (CEJST)

Based on data from the CEJST, there are five disadvantaged tracts in the HAMPO study area. The CEJST methodology classifies a census tract as disadvantaged if it is at or above the threshold for at least one environmental or climate burden, and at or above the threshold for a socioeconomic burden. Climate change, energy, health, transportation, and workforce development are the burdens that contribute to the five tracts in HAMPO being disadvantaged. Tracts #13183970100 and #13179010501 are both disadvantaged in transportation and are

above the 95th percentile in transportation barriers, which takes the relative cost and time spent on transportation into account. Four out of the five tracts are also above the 65th percentile for low income, further contributing to their disadvantaged classification. Figure 32 shows the CEJST Disadvantaged Tracts within HAMPO.

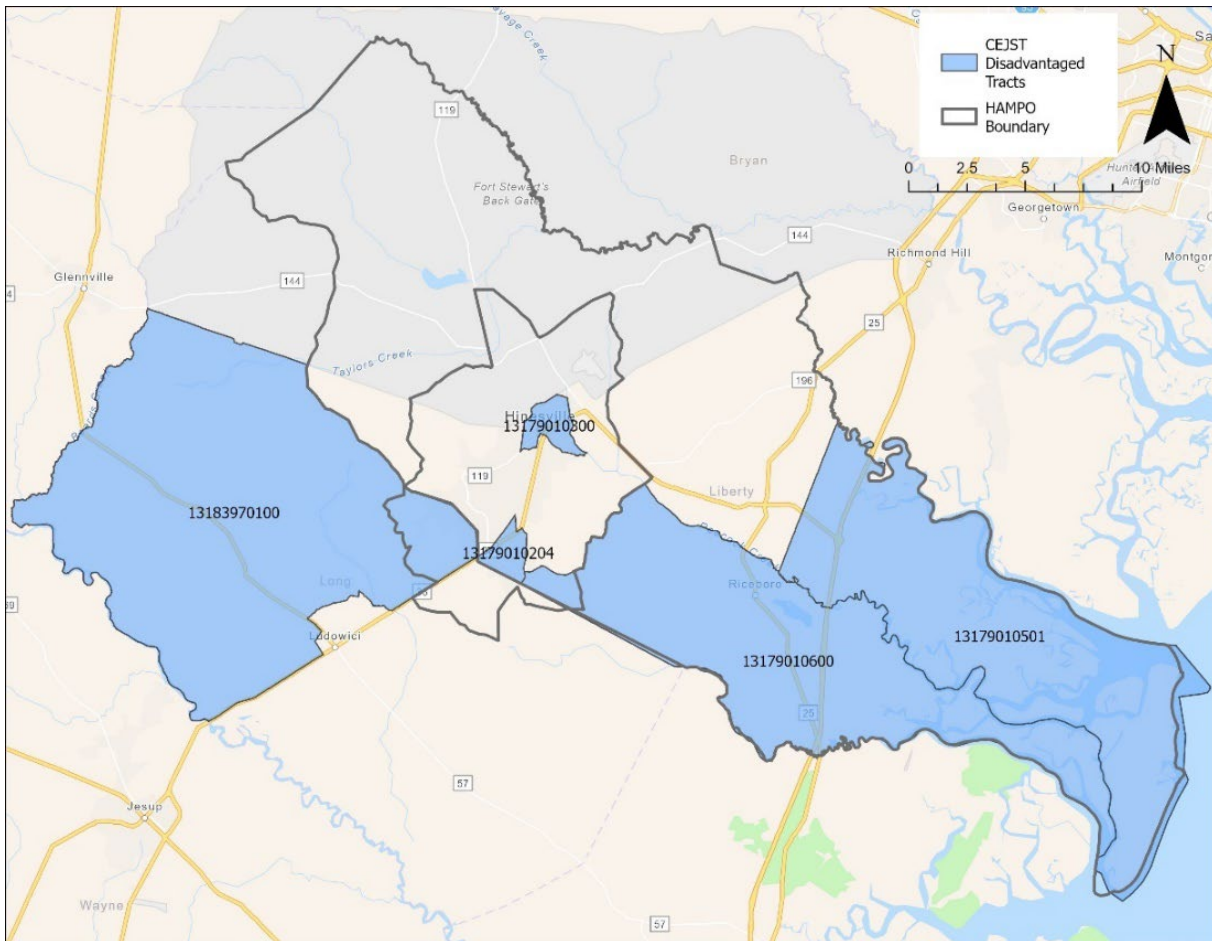


Figure 32: CEJST Disadvantaged Tracts within HAMPO

Historically Disadvantaged Communities

A historically disadvantaged community, as defined by the Justice40 Interim Guidance Addendum, is any census tract that is disadvantaged in the CEJST due to underinvestment and being overburdened by pollution. Five tracts in HAMPO are identified as disadvantaged by the CEJST tool shown in Figure 32.

CDC/ATSDR Social Vulnerability Index (SVI)

The SVI identifies communities that are vulnerable to public health emergencies or hazards based on the themes of socioeconomic status, household characteristics, racial and ethnic minority status, and housing type and transportation. Possible scores range from 0.0000 (lowest vulnerability) to 1.0000 (highest vulnerability). As shown in Figure 33, eight tracts within HAMPO indicate an elevated level of social vulnerability, all of which are in Liberty County. Four tracts are

highly disadvantaged in the housing type and transportation theme, with the highest being tract #13179010208 above the 88th percentile.

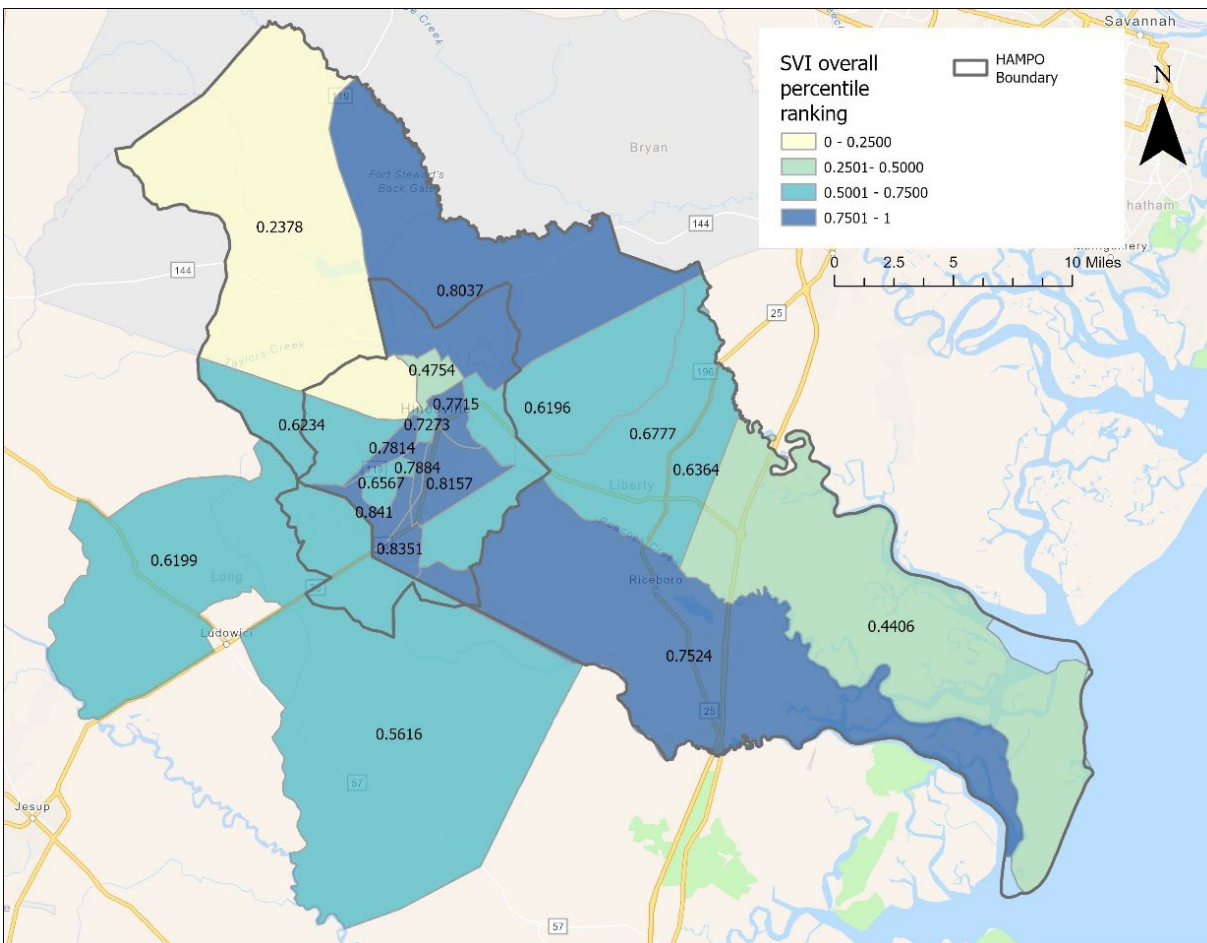


Figure 33: Social Vulnerability Index scores for all census tracts in HAMPO.

Areas of Persistent Poverty

Historical U.S. Census and American Community Survey (ACS) data shows that approximately 6.1 percent of the U.S. population lived within a persistent poverty county in 2019. A persistent poverty community is identified as a community that has maintained poverty rates of 20% or more for 30 years. Current localized data from the ACS (2023) estimates show that two census tracts within the HAMPO study area meet poverty thresholds defined by ACS methodology. Figure 34 visualizes the census tracts in HAMPO with persistent poverty. They are located to the east and south of Hinesville, with one tract in Long County and the other in Liberty County.

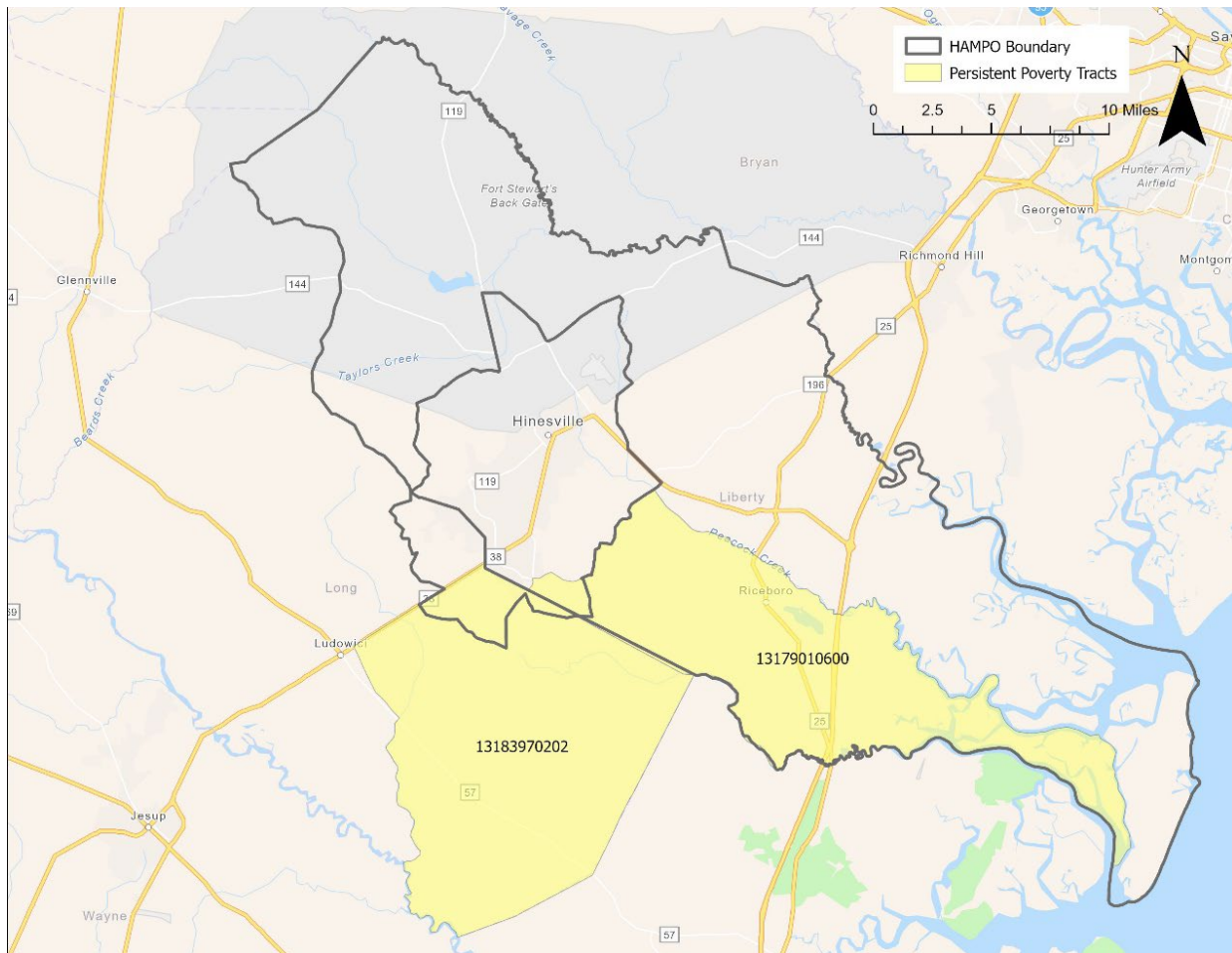


Figure 34: Persistent Poverty Census Tracts within HAMPO

Minority Population

Minorities are any racial or ethnic group other than non-Hispanic white, according to the U.S. Census Bureau. As seen in Figure 35, minority populations make up more than 72% of the population in three census tracts in HAMPO. In total, 13 out of 19 HAMPO census tracts have a minority population greater than 51%. The tracts in the center of the HAMPO study area surrounding Hinesville and the southeastern coastal area show greater percentages of minority populations than the rest of the tracts in the region.

In terms of traffic safety, communities with greater percentages of minority populations are considered to be more vulnerable. Communities with a higher minority population may face greater mobility challenges. A lack of access to safe, reliable, and affordable mobility options or a lack of multimodal transportation infrastructure in their neighborhoods may hinder the ability to reach opportunities within the greater community. Historically, minority neighborhoods suffer from a lack of public investment, or worse, suffer disproportionate effects of certain large-scale transportation projects.

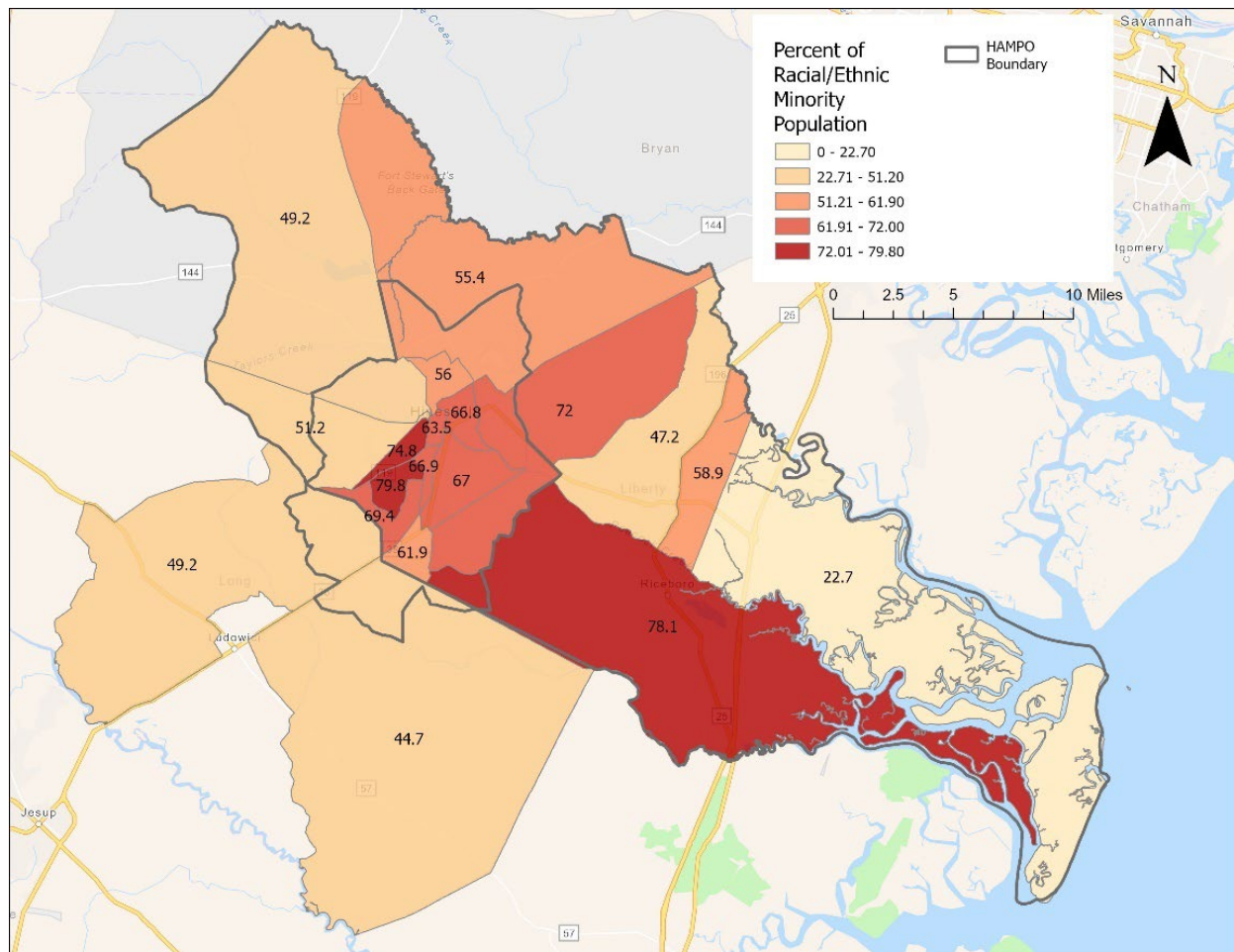


Figure 35: Minority population percentages by census tract in HAMPO

Vehicle Ownership

According to the U.S. Census Bureau and data from the ACS, 8.3% of households in the United States in 2022 did not have access to a private vehicle. Figure 36 shows the percentage of households that may not be able to afford to purchase, license, insure, and maintain a vehicle for personal use in the HAMPO area. In two census tracts, more than 8.7% of households do not own a vehicle, one of which is located directly south of Hinesville where more than 14% of households do not own a vehicle. Lack of vehicle ownership creates barriers to economic mobility and social opportunities, which can hinder a disadvantaged area through the lack of reliable transportation modes and reduced accessibility.

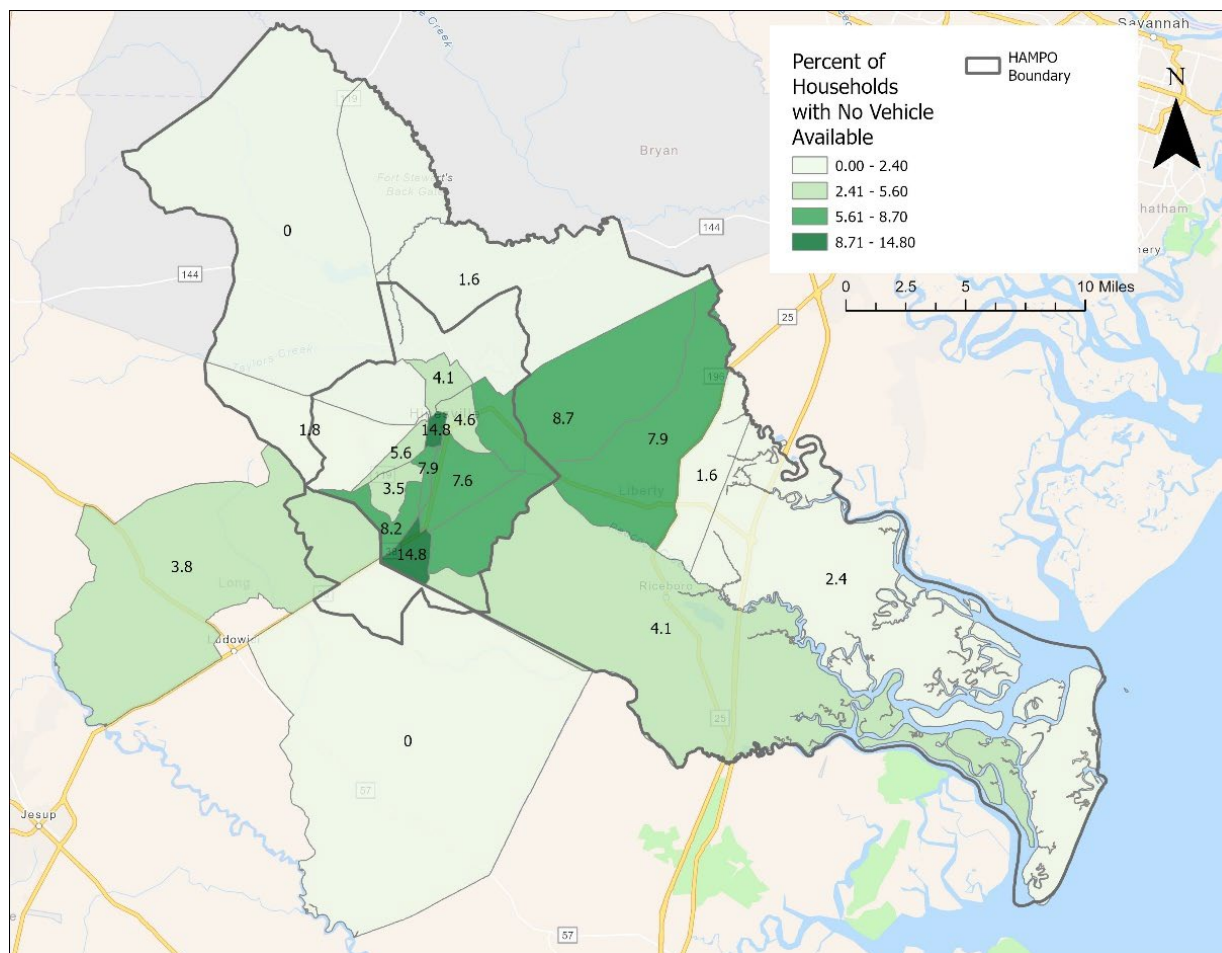


Figure 36: Vehicle ownership percentages in HAMPO

Geospatial Screening and Network Gaps

The FHWA's Measuring Multimodal Network Connectivity guidebook (2018) suggests that analyzing connectivity metrics enables transportation professionals to identify critical network gaps, implement cost-effective solutions tailored to diverse needs, maximize co-benefits, and assess the long-term impacts of investments in pedestrian and bicycle infrastructure. These metrics support enhanced safety, improved system efficiency, greater network performance, and expanded access to key destinations. This section analyzes the barriers and gaps within the existing multimodal transportation network in the HAMPO study area, with a primary focus on multi-modal infrastructure, safety, and equity issues. Identifying these gaps helps highlight areas within the community where access to the transportation network and essential destinations may be limited.

To determine these priority areas, a geospatial overlay analysis was conducted using the existing sidewalk infrastructure in addition to land use, equity, safety, and transportation network data. The following datasets were used as part of the overlay analysis:

- ACS Minority Population

- ACS Vehicle Ownership
- CDC Social Vulnerability Index
- CEJST Disadvantaged Census Tracts
- US DOT Disadvantaged Census Tracts
- Intersection & Segment Crash Rates
- Landmarks (Churches, Schools, Post Office, Library, Cinema, Museums etc.)
- Persistent Poverty Census Tracts
- Sidewalks and Trails
- Transit Network

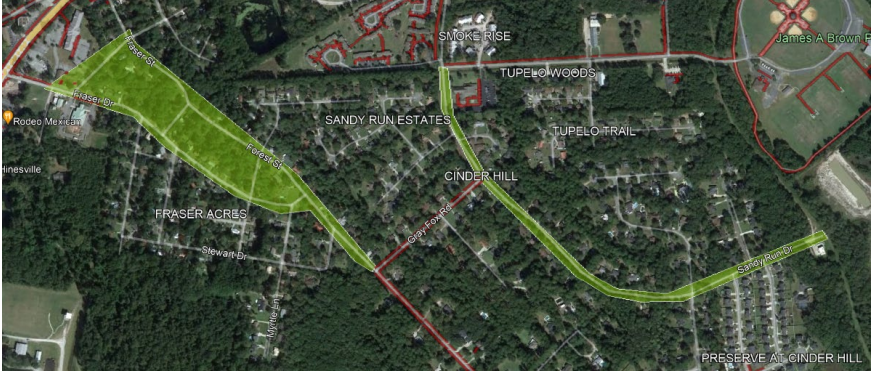
Each of these elements was combined in a comprehensive geospatial overlay to determine objectively the areas of need that contain multi-modal barriers, network gaps, and/or existing safety or equity issues. The following table (Table 14) lists the HAMPO areas to consider for improvement and the rationale for why these areas were selected.

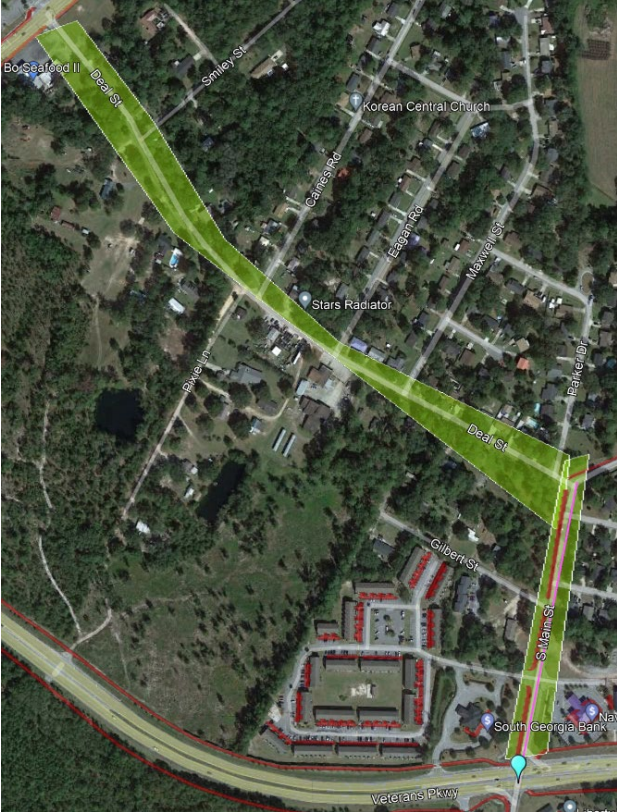
Table 14: Identification Of Multimodal Barriers And Network Gaps

Areas to Consider	Reason Why
 Focus area for transportation improvements Bradwell Estates: N Main St/Lakeview Dr/Bradwell St, Kings Rd 	• Contains 2nd ranked crash rate segment (OID #107) • 7th ranked crash rate intersection (IID #58) • Close to downtown with no sidewalks to connect residential areas. • Near elementary school • CEJST disadvantaged tract • CDC SVI high vulnerability tract (0.7715) • Large minority population (66.8% minority population)

Areas to Consider  Focus area for transportation improvements	Reason Why
Mills: E Wilson Ave, Wilson Ave, E Mills St, Le Conte St, Martin St 	- Between 8th and 11th ranked crash rate segments (OIDs #74 and #73) - Gap in sidewalks connecting two main roads in downtown. - CEJST disadvantaged tract - CDC SVI high vulnerability tract (0.7715) - Large minority population (66.8% minority population)
Hines/Bagley: Welborn St, Ashmore St, Bagley Ave 	- On 9th ranked crash rate segment (OID #102) crash segment - Near 10th and 15th ranked crash rate intersections (IIDs #28 and #53) - Welborn St connects to the main road (Memorial Dr) but has no sidewalks, - Located next to the GA Southern campus. - Gaps in sidewalks that connect to churches and easy downtown walking access. - CEJST disadvantaged tract - CDC SVI vulnerable tract (0.7273)

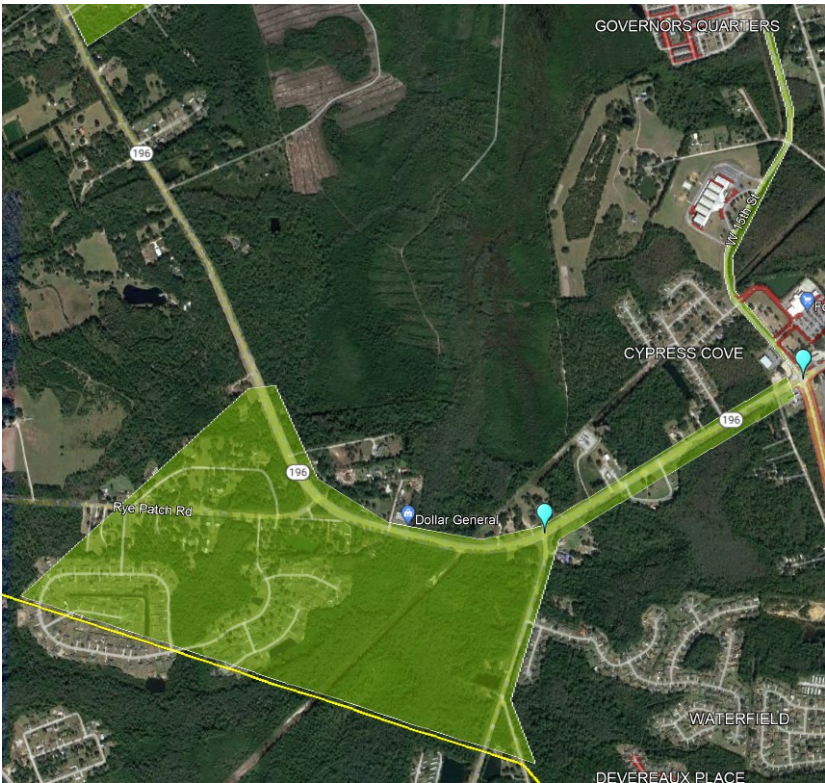
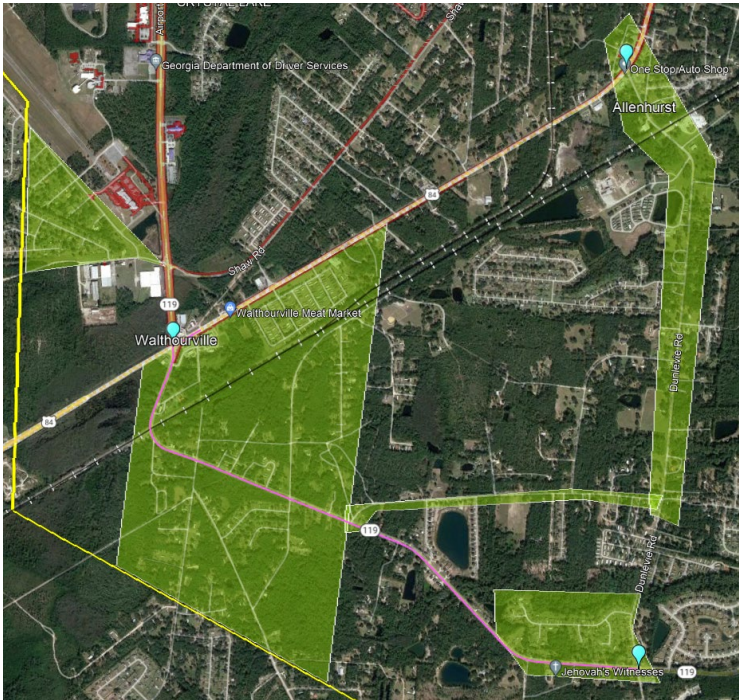
Areas to Consider  Focus area for transportation improvements	Reason Why
	• Large minority population (63.5%) • High percentage of no vehicle ownership households (14.8%)
Carter St/E Hendry St: S Commerce St, E Hendry St, Liberty St, Ryon St 	• Near 10th ranked crash rate intersection (IID #53) • Near 3rd, 4th, and 10th ranked crash rate segments (OIDs #47, #53, #56) • Sidewalks end halfway down roads. • Connectivity to downtown is limited due to sidewalk gaps. • CDC SVI high vulnerability (0.7715) • Large minority population (67%) • 7.6% of households with no vehicle
Norman St/Sandy Run Dr: Norman St, Fraser Dr, Fraser St, Sandy Run Dr, Club Dr	• Sandy Run Dr has no sidewalks but connects several residential areas to park. • Fraser St/Dr close to downtown, but

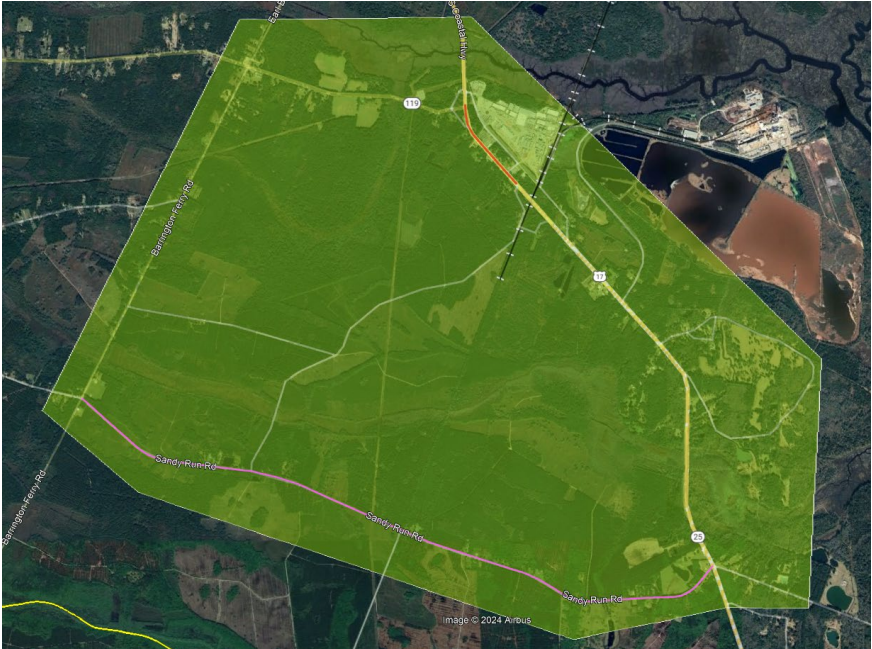
Areas to Consider  Focus area for transportation improvements	Reason Why
	gaps in sidewalks prevent access. • CDC SVI high vulnerability (0.7715) • Large minority population (66.8%)
Northwest Woods: Windhaven Dr, Demere St 	• Large residential area • Close to 1st ranked crash rate intersection (IID #21). • No connectivity to Veterans Pkwy • DOT disadvantaged tract • CDC SVI high vulnerability tract (0.7814) • Large minority population (74.8%)
Deal St/Main St	• Deal St connects S Main St and Elma G Miles Pkwy • Sidewalks only on one side of S Main St • S Main St is 1st ranked crash rate segment (OID #26) • 3rd ranked crash rate intersection (IID #47).

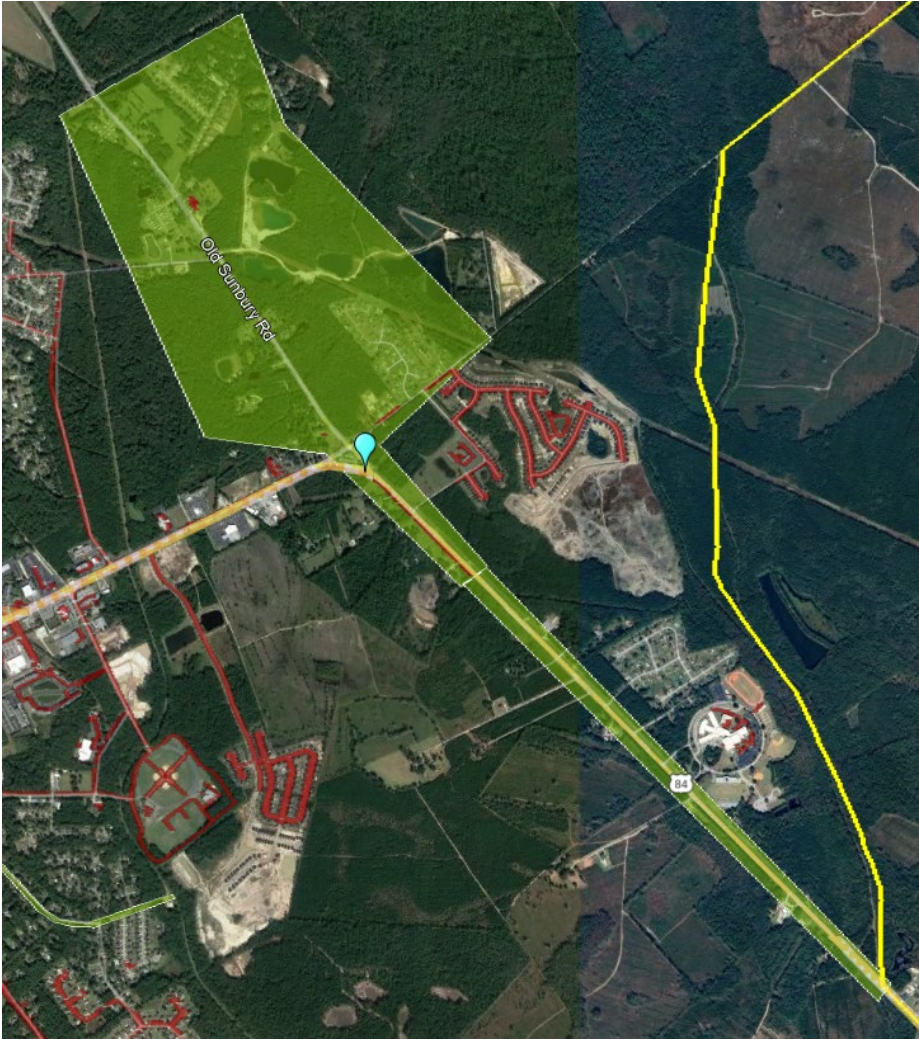
Areas to Consider Focus area for transportation improvements	Reason Why
	• Residential houses along Deal St and S Main St that lack sidewalks. • DOT disadvantaged tract • CDC SVI high vulnerability tract (0.7884) • Large minority population (67%) • High percentage of no-car households (7.9%)
Carl Dykes: Live Oak Dr, Joyner Rd, Kelly Dr, Ricade Dr, Keith Dr	• Residential area with no sidewalk access to Elma G Miles Pkwy • A few churches in the area • DOT disadvantaged tract • Large minority population (79.8%)

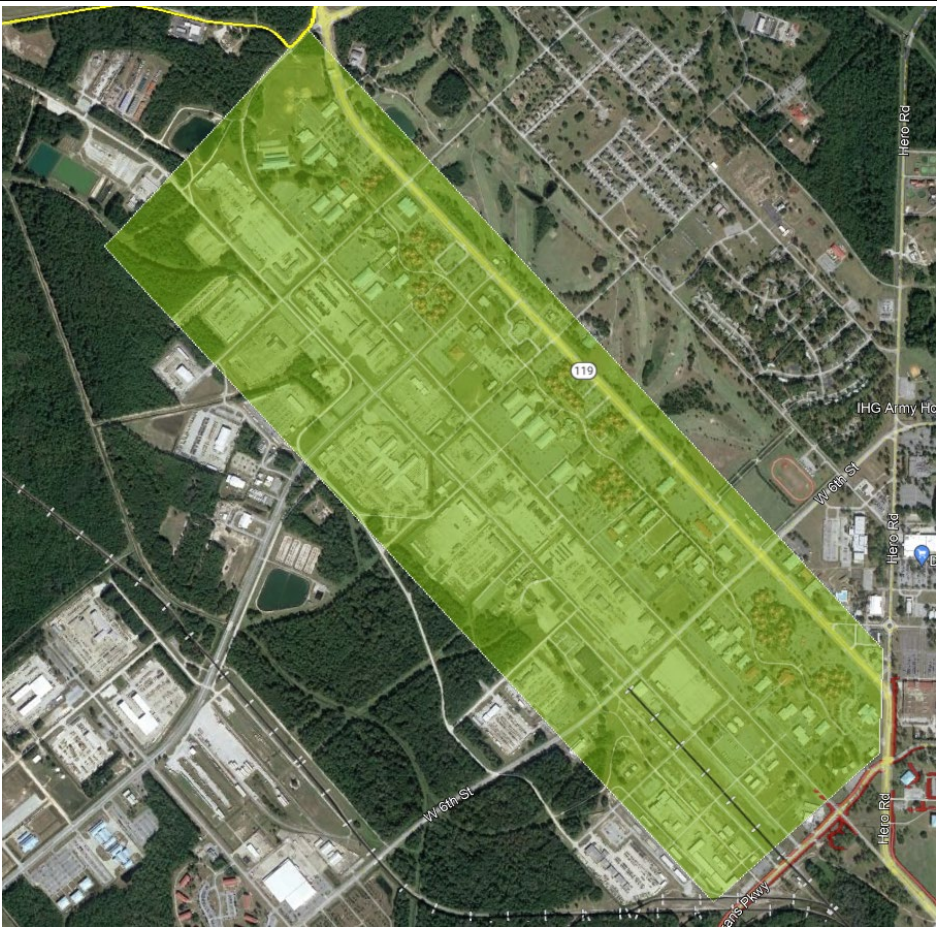
Areas to Consider		Reason Why
Focus area for transportation improvements		

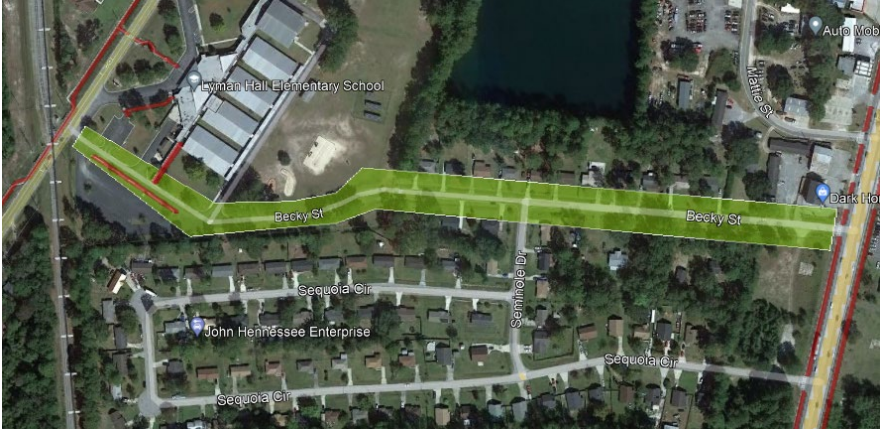
Areas to Consider  Focus area for transportation improvements	Reason Why
Miles Crossing/Live Oak: Miles Crossing (south end), Live Oak Church Dr 	• Access to churches on Live Oak Church Rd • Miles Crossing has sidewalks within the neighborhood, but they end close to the main road. • DOT disadvantaged tract • CDC SVI high vulnerability (0.7814) • Large minority population (74.8%) • 5.6% of households have no vehicle
Waldo Pafford Elementary/Waterfield: Elma G Mills Pkwy, W 15th St, Rye Patch Rd, Elam Rd	• W 15th St has an elementary school on it with no sidewalks leading to it • 9th and 2nd ranked crash rate intersections (IIDs #11 and #45) • CDC SVI highly vulnerable tract (0.841) • 69.4% minority population • 8.2% of households with no vehicle

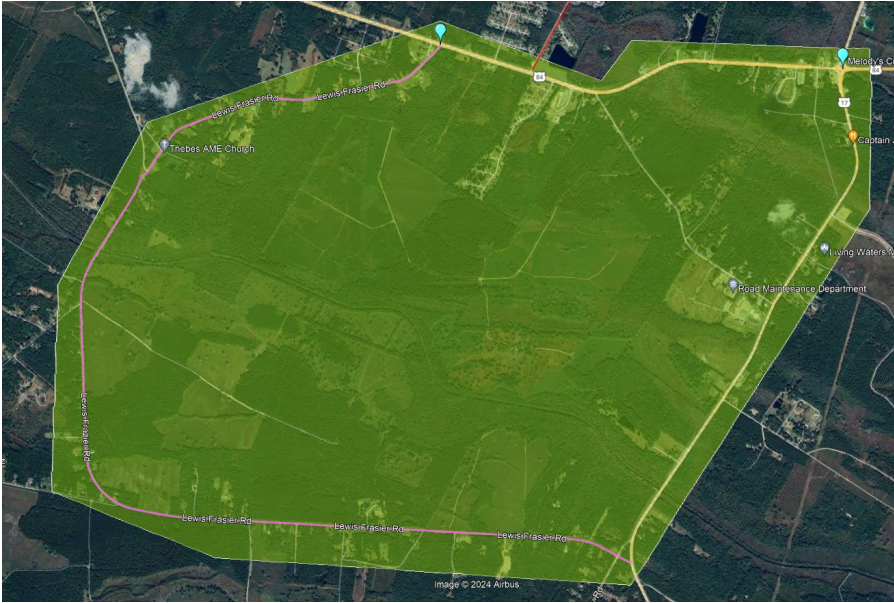
Areas to Consider		Reason Why
Focus area for transportation improvements		
		
Walthourville, Wilder Rd, Hunters Branch Dr, Liberty College Neighborhood, Dunlevie Rd: Talmadge Rd, Hunters Branch Dr, Wilder Rd, Dunlevie Rd 		• Residential area with churches, post office, police station, and city hall • Sidewalks only close to the main road W Oglethorpe Hwy • 4th, 8th, and 11th ranked crash rate intersections (IIDs #42, #41, and #8) • 12th ranked crash rate segment (OID #9) • Public transit stops with no sidewalks. • DOT disadvantaged tract • CEJST disadvantaged tract • CDC SCI highly vulnerable tract (0.8351)

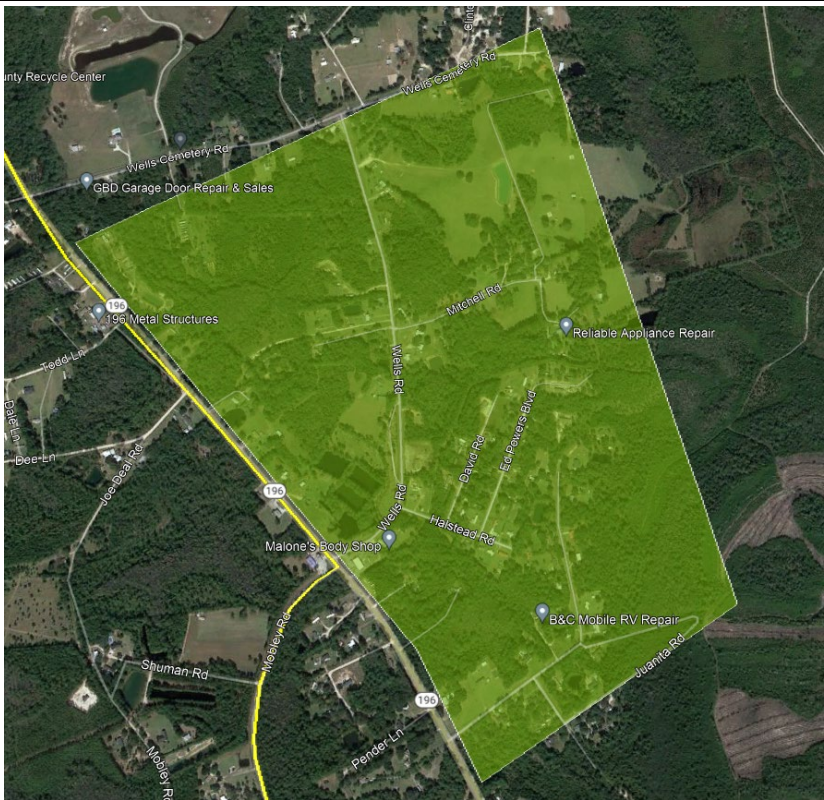
Areas to Consider  Focus area for transportation improvements	Reason Why
Riceboro: S Coastal Hwy, E B Cooper Hwy, Barrington Ferry Rd, Sandy Run Rd 	• 14.8% of households with no vehicle • 15th ranked crash rate segment on Sandy Run Rd (OID #3) • Dot disadvantaged tract • CEJST disadvantaged tract • Persistent poverty tract • CDC SVI highly vulnerable tract (0.7524) • 78.1% of population is minority. • 4.1% of households with no vehicle
Flemington/Liberty County High School: Old Sunbury Rd, E Oglethorpe Hwy	• Residential neighborhoods with no sidewalks on Old Sunbury Rd • Liberty County High School on E Oglethorpe Rd with no sidewalks • 12th ranked crash rate intersection (IID #37) • CDC SVI vulnerable tract (0.6196) • 72% of the population is minority. • 8.7% of households with no vehicle

Areas to Consider		Reason Why
Focus area for transportation improvements 		
Ft Stewart: Gulick Ave, W 6 th St		• Army base with multiple stores/restaurants nearby • Many residents work at the army base and need to be able to walk there. • Close to downtown

Areas to Consider		Reason Why
Focus area for transportation improvements		
		
Pebble Creek: Topi Trail, Meloney Dr, Brittney Ln, Chandra Way		• Gap in the middle of the residential area without sidewalks • Connects to W Oglethorpe Hwy with sidewalks and Walmart. • CDC SVI highly vulnerable tract (0.8157) • 67% of the population is minority. • 7.6% of households with no vehicle

Areas to Consider  Focus area for transportation improvements	Reason Why
	
Becky St: Becky St, Shaw Rd 	• Connects W Oglethorpe Hwy to Shaw Rd • Lyman Hall Elementary School connects to Becky St but no sidewalks down the street or on that side of Shaw Rd • CDC SVI highly vulnerable tract (0.8157) • 67% of the population is minority. • 7.6% of households with no vehicle
Midway: Lewis Fraser Rd, E Oglethorpe Hwy, Hwy 17	• 13th and 6th ranked crash rate intersections (IIDs #39 and #44) • 14th ranked crash rate segment (OID #88) • Midway Middle School and Liberty Elementary School off E Oglethorpe Hwy

Areas to Consider		Reason Why
Focus area for transportation improvements 		• Partially DOT, CEJST, and persistent poverty-disadvantaged tract • CDC SVI vulnerable tract • 7.9% of households with no vehicle
Islands Hwy: Ft Morris Rd, Islands Hwy, Trade Hill Rd 		• 5th ranked crash rate intersection (IID #4), and 13th ranked crash rate segment (OID #7) • Fire Station on Island Hwy • DOT and CEJST disadvantaged tract
Gumbranch: Hwy 196, Wells Rd		• Residential areas with no sidewalks • CDC SVI vulnerable tract (0.6234)

Areas to Consider		Reason Why
Focus area for transportation improvements		
		51.2% of population is minority

9. EMPHASIS AREAS AND PERFORMANCE MEASURES

Emphasis Areas

The 2022-2024 Georgia Strategic Highway Safety Plan (SHSP) identifies key emphasis areas that are the primary causes of crashes, serious injuries, and fatalities in Georgia. Teams dedicated to each emphasis area collaborate to implement comprehensive safety measures statewide, targeting reductions in crashes, injuries, and fatalities. This collaborative approach has effectively addressed emerging traffic safety challenges, streamlined the implementation of statewide safety initiatives, and facilitated funding to support these efforts. The nine strategic emphasis areas for roadway safety are displayed in the image below.



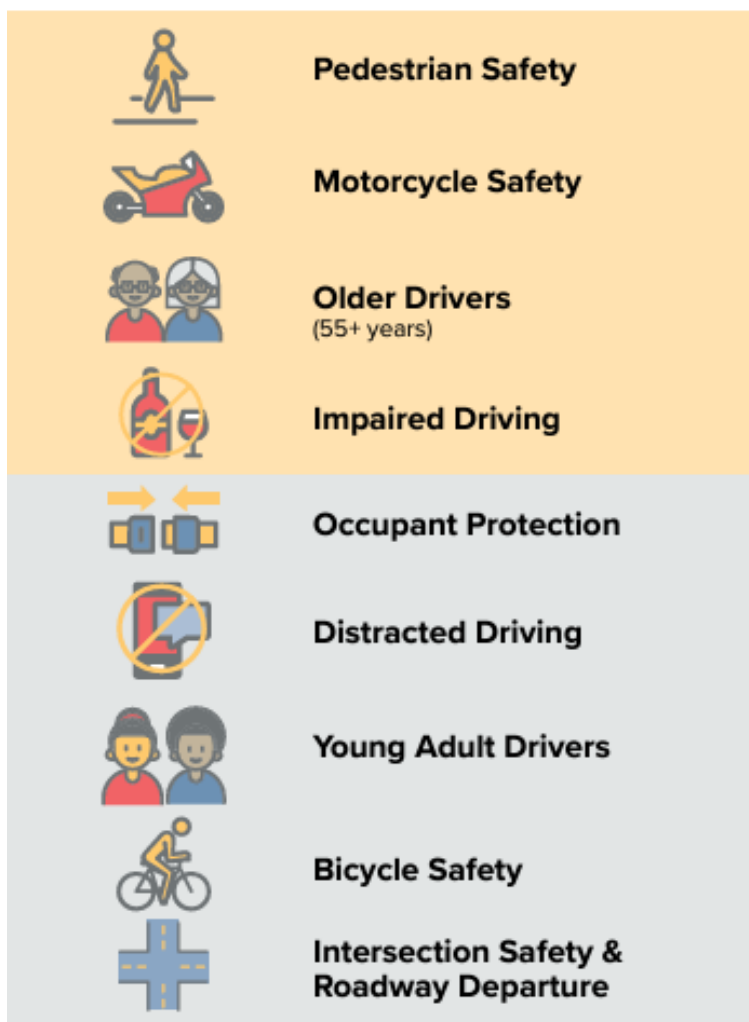


Figure 37: GDOT SHSP Emphasis Areas

Safety emphasis areas at the local level are key focus areas that help local jurisdictions address the most critical traffic safety issues within their communities. By aligning these emphasis areas with locally presented data in the report—such as crash statistics, equity data, vulnerable road users, and demographic trends—stakeholders can identify priority issues like pedestrian safety, speed management, or impaired driving. Once identified, these emphasis areas should guide targeted, data-backed interventions, such as enhanced crosswalks in high-foot-traffic areas, improved signage, speed reduction measures, or roadway safety features like center medians or reduced conflict U-turns.

Performance Measures

The FHWA's Proven Safety Countermeasures Initiative is a collection of strategies that are effective in reducing roadway serious injuries and fatalities. To apply these initiatives to the HAMPO High Injury Network (HIN) as part of the Safe Streets and Roads for All (SS4A) project, a structured methodology was used that includes data-driven analysis, strategic selection of interventions, and tailoring countermeasures to meet local needs.

Data Analysis

An in-depth analysis of crash data was conducted to identify high-risk areas on the HIN, focusing on locations with frequent incidents involving pedestrians, bicyclists, and other vulnerable road users. This includes assessing crash types, such as high-speed crashes at intersections or pedestrian-vehicle conflicts, as well as analyzing road geometry, traffic volume, lighting conditions, and community demographics. This data provides insights into the specific safety issues in the network, guiding the selection of suitable countermeasures.

Identification of Proven Countermeasures

The FHWA's Proven Safety Countermeasures list was utilized to identify interventions aligned with observed crash patterns and safety concerns. The countermeasures are categorized by focus areas—speed management, intersections, roadway departures, and pedestrian/bicyclist safety—while also considering cross-cutting strategies that address multiple issues. For instance, speed management strategies, intersection modifications, and pedestrian enhancements are prioritized to reduce the risk for vulnerable road users.

Context-Based Solutions

Each selected countermeasure is then tailored to the unique context of the project area within the HIN. By considering factors such as local road types (from rural roads to urban intersections), community needs, and spatial or budgetary constraints, the project team adapts interventions to ensure maximum impact. This may involve incorporating reduced speed limits, installing pedestrian hybrid beacons, reconfiguring lanes or alternative intersection designs, or adding enhanced lighting and signage.

By systematically applying this methodology, the HAMPO SS4A project list aligns with FHWA's proven strategies, aiming to create safer, more accessible transportation infrastructure that meets the diverse needs of all road users in the community.

10. RECOMMENDATIONS

The complete list of potential safety improvement projects includes 40 projects focused on intersections, roadways, and sidewalks/trails. This list was developed by first conducting a geospatial analysis within disadvantaged areas and along the High Injury Network (HIN). Locations with gaps in sidewalk or transit networks near HIN segments and intersections were flagged as potential areas where safety improvements would be most beneficial. From this analysis, 28 improvement areas were identified, with each area containing multiple recommended projects—categorized as intersection, roadway, or sidewalk/trail improvements.

Previously Identified Projects

In the HAMPO Safety Action Plan, project cross-checking involved referencing and aligning various plans according to broad safety aims: the HAMPO Transportation Improvement Program (TIP), the 2045 Metropolitan Transportation Plan (MTP), and the Non-Motorized and Transit Operational Plan Update.



The TIP project table shown below provides safety-related projects that meet the safety performance measures (PM1) for the upcoming four years, highlighting immediate actions, while the MTP 2045 offered a long-term vision for project implementation. The Non-Motorized and Transit Plan Update specifically addressed the needs of pedestrians, cyclists, and transit users. Together, these plans were cross-referenced to ensure that identified safety improvements aligned with long-term safety and non-motorized transportation priorities. Tables 15, 16, and 17 show the previously identified projects from each referenced plan.



HAMPO TIP (2024-2027)*Table 15: TIP projects that meet Highway Safety/PM1 Criteria*

Project ID	Project Name	Project Type	PM1
0016567	CR 171/Lewis Frasier Rd @ Peacock Creek	Bridge Replacement	✓
0017411	I-95 ITS	ITS	✓
0010348	15th Street Widening	Widening	✓
403	Ryon Avenue Realignment and Corridor Improvements	Realignment	✓
410	E.G. Miles Adaptive Signal Upgrades	Operational	✓
411	SR 119/ SR 196 / E.G. Miles Pkwy Access Management and Safety	Safety, Access Management	✓
408	US 84 Adaptive Signal Upgrades	Operational	✓
308	SR 38 /US 84 Safety and Access Management: TSPLOST Median Project	Safety, Access Control	✓
302	SR 196/E.G. Miles Pkwy Access Management: TSPLOST	Access Management	✓
201	15th Street Multimodal Safety Enhancements: TSPLOST	Safety	✓
307	South Main Street Widening: TSPLOST funded intersection improvements at Veterans Pkwy	Intersection, Widening	✓
311a	SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements and Median	Intersection	✓
405	US 17 @ Limerick Rd. / Freedman Grove Rd Intersection Improvements TSPLOST	Intersection, Safety	✓
406	Intersection Improvements Veterans Pkwy @ Walmart/Lowe: TSPLOST	Intersection	✓
312	Oglethorpe Hwy/US 84 Safety: TSPLOST Median and Sidewalks	Safety, Access Control	✓
222	"Cross-Roads" Intersection Improvements 119/EB Cooper Highway @ Barrington Ferry Rd. TSPLOST	Intersection	✓
404	Interstate Paper Road Rehabilitation TSPLOST	Reconstruction	✓
401	Barrington Ferry Rd @ US 17 Intersection Improvement TSPLOST	Intersection	✓
319b	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements @ MLK Jr. Dr. Supporting Lump Sum Safety Funded Median Project	Intersection	✓
319c	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements @ East Memorial Dr. Supporting Lump Sum Safety Funded Median Project	Intersection	✓
320b	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements @ General Screven Way Supporting Lump Sum Safety Funded Median Project	Intersection	✓
315a	Phase I SR 38 /US 84 Safety and Access Management from Old Sunbury to Liberty High: TSPLOST Multimodal Safety Enhancements	Safety, Multimodal	✓
365	SR 119/General Screven Access Improvements	Safety, Access Control	✓
325	SR 119/Talmadge Rd Multimodal Enhancements	Safety, Multimodal	✓
304	Hwy 57 Intersection Upgrade	Intersection	✓
413	Wallace Martin Realignment	Realignment	✓
154a	Sandy Run/Patriots Trail Connector Phase I	New Construction	✓
228	US 84 bridge at I-95 Widening	Widening	✓
226	Sunbury Rd/Islands Hwy Widening	Widening	✓
412	SR 196 / E.G. Miles Pkwy Access Management	Safety, Access Management	✓
309	SR 38 /US 84 Safety and Access Management from Charlie Butler to Peach	Safety, Access Control	✓
314	SR 38 /US 84 Safety and Access Management from SR 196 to Brights Lake	Safety, Access Control	✓
250	Coastal Hwy/US 17 Widening	Widening	✓
306	SR 119/EB Cooper Hwy Widening	Widening	✓
311b	SR 38 /US 84 Safety and Access Management from Butler Ave. to Lewis Frasier Rd.	Safety, Access Control	✓
317	SR 38 /US 84 Safety and Access Management from Spires Dr. to Old Hines	Safety, Access Control	✓
315b	Phase II SR 38 /US 84 Safety and Access Management from Brights Lake to John Martin: Multimodal enhancements completed in Phase I.	Safety, Access Control	✓
313	SR 38 /US 84 Safety and Access Management from Bacontown Rd to SR 196	Safety, Access Control	✓
303	Elim Church Road Upgrade /Multimodal Improvements	Multimodal	✓

HAMPO 2045 MTP (2021 Update)

Table 16: HAMPO 2045 MTP Constrained Project List

2045 ID	Project Name	BAND 1 (2019-2025)			BAND 2 (2026-2035)			BAND 3 (2036-2045)		
		PE	ROW	CST	PE	ROW	CST	PE	ROW	CST
522570	US 94 Freight Connector: SR 38 BYPASS FROM SR 38/US 94 TO SR 119	-	-	\$ 26,857,195	-	-	-	-	-	-
0018567	CR 171/Lewis Fraiser Rd @ Peacock Creek	-	-	\$ 10,732,931	-	-	-	-	-	-
0057431	I-95 ITS	-	-	\$ 4,260,000	-	-	-	-	-	-
483	Ryon Avenue Realignment and Corridor Improvements	-	\$ 89,308	\$ 2,258,737	-	-	-	-	-	-
410	E.G. Miles Adaptive Signal Upgrades	\$ 53,531	-	\$ 535,313	-	-	-	-	-	-
411	SR 119/ SR 196 / E.G. Miles Pkwy Access Management and Safety	\$ 51,491	-	\$ 514,314	-	-	-	-	-	-
486	US 94 Adaptive Signal Upgrades	\$ 53,531	-	\$ 535,313	-	-	-	-	-	-
388	SR 38 /US 94 Safety and Access Management: TSPLOST Median Project	\$ 140,963	-	\$ 67,744	\$ 1,409,626	-	-	-	-	-
382	SR 196/E.G. Miles Pkwy Access Management: TSPLOST	\$ 304,789	\$ 609,579	\$ 3,047,895	-	-	-	-	-	-
201	16th Street Multimodal Safety Enhancements:TSPLOST	\$ 75,978	\$ 353,946	\$ 769,729	-	-	-	-	-	-
307	South Main Street Widening: TSPLOST funded intersection improvements at Veterans Pkwy	\$ 386,208	\$ 672,400	\$ 3,362,000	-	-	-	-	-	-
311a	SR 38 /US 94 Safety and Access Management: TSPLOST Intersection Improvements and Median	\$ 51,589	-	\$ 315,872	-	-	-	-	-	-
485	US 17 @ Limerick Rd./ Freedman Grove Rd Intersection Improvements TSPLOST	\$ 68,467	\$ 32,531	\$ 370,388	-	-	-	-	-	-
485	Intersection Improvements Veterans Pkwy @ Walmart/Lowes .TSPLOST	\$ 77,746	-	\$ 777,463	-	-	-	-	-	-
312	Oglethorpe Hwy/US 94 Safety: TSPLOST Median and Sidewalks	\$ 368,061	\$ 84,041	\$ 1,640,811	-	-	-	-	-	-
322	"Cross-Roads" Intersection Improvements 119/EB Cooper Highway @ Barrington Ferry Rd. TSPLOST	\$ 139,333	\$ 92,888	\$ 1,161,105	-	-	-	-	-	-
404	Interstate Paper Road Rehabilitation TSPLOST	\$ 259,094	\$ 1,051	\$ 2,590,337	-	-	-	-	-	-
401	Barrington Ferry Rd @ US 17 Intersection Improvement TSPLOST	\$ 146,658	\$ 63,088	\$ 1,222,253	-	-	-	-	-	-
319b	Phase II SR 38 /US 94 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project	\$ 351,328	\$ 262,656	\$ 1,313,281	-	-	-	-	-	-
319c	Phase II SR 38 /US 94 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project	\$ 34,180	\$ 28,367	\$ 141,484	-	-	-	-	-	-
320b	Phase II SR 38 /US 94 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project	\$ 32,331	\$ 105,063	\$ 525,313	-	-	-	-	-	-
315a	Phase I SR 38 /US 94 Safety and Access Management: TSPLOST Multimodal Safety Enhancements	\$ 84,050	\$ 369,100	\$ 840,500	-	-	-	-	-	-
385	SR 119/General Screen Access Improvements	\$ 358,862	\$ 369,281	-	-	-	\$ 4,228,174	-	-	-
325	SR 119/Talmadge Rd Multimodal Enhancements	\$ 248,496	\$ 355,897	-	-	-	\$ 3,893,897	-	-	-
384	Hwy 57 Intersection Upgrade	\$ 61,012	\$ 101,886	-	-	-	\$ 634,962	-	-	-
413	Wallace Martin Realignment	\$ 195,825	\$ 381,850	-	-	-	\$ 2,446,832	-	-	-
154a	Sandy Run/Patriots Trail Connector Phase I	\$ 82,308	\$ 384,200	-	-	-	\$ 1,025,317	-	-	-
228	US 94 bridge at I-95 Widening	\$ 3,777,882	-	-	-	\$ 1,653,667	\$ 33,073,346	-	-	-
326	Sunbury Rd/Islands Hwy Widening	\$ 708,980	-	-	-	\$ 590,279	\$ 7,378,487	-	-	-
412	SR 196 / E.G. Miles Pkwy Access Management	-	-	-	\$ 20,671	\$ -	\$ 206,710	-	-	-
389	SR 38 /US 94 Safety and Access Management	-	-	-	\$ 141,733	\$ 70,866	\$ 1,417,333	-	-	-
0010348	16th Street Widening	-	-	-	\$ 3,026,639	\$ 6,053,277	-	-	-	\$ 38,743,533
314	SR 38 /US 94 Safety and Access Management	-	-	-	-	-	-	\$ 175,284	\$ 84,243	\$ 1,752,936
250	Coastal Hwy/US 17 Widening	-	-	-	-	-	-	\$ 2,430,763	\$ 1,219,376	\$ 24,387,528
386	SR 119/EB Cooper Hwy Widening	-	-	-	-	-	-	\$ 1,305,897	\$ -	\$ 13,059,972
311b	SR 38 /US 94 Safety and Access Management	-	-	-	-	-	-	\$ 62,422	\$ 104,844	\$ 524,222
317	SR 38 /US 94 Safety and Access Management	-	-	-	-	-	-	\$ 257,979	\$ 128,967	\$ 2,579,796
315b	Phase II SR 38 /US 94 Safety and Access Management: Multimodal enhancements completed in Phase I.	-	-	-	-	-	-	\$ 418,132	\$ 209,066	\$ 4,181,319
315	SR 38 /US 94 Safety and Access Management	-	-	-	-	-	-	\$ 378,914	\$ 189,457	-
388	Elim Church Road Upgrade Multimodal Improvements	-	-	-	\$ 662,805	-	-	-	-	-
114	Hinesville Bypass Phase II (eastern segment)	-	-	-	\$ 4,321,578	-	-	-	-	-
Project cost estimates are inflated at 2.5% annually. Note that projects are prioritized by band; the numerical order of the projects will not dictate the order in which projects will be funded and/or constructed. Projects highlighted in yellow are those identified for discussion by the Technical Subcommittee. Those with red text received modifications based on Subcommittee feedback.		\$ 7,022,339	\$ 3,433,620	\$ 65,403,096	\$ 8,163,426	\$ 8,368,089	\$ 54,305,047	\$ 5,027,490	\$ 1,835,953.00	\$ 85,229,295
Total Project Cost		\$ 75,859,057			Cost			Cost		
Revenue Est.		\$ 65,120,850			Revenue Est.			Revenue Est.		
Balance		\$ (10,668,207)			Balance			Balance		
Cumulative Funding Balance										
Total Revenues		\$ 289,350,457								
Total Projects		\$ 238,688,517								
		\$ 46,661,940								



Table 17: HAMPO Non-Motorized Plan and Transit Operational Plan Update (2017) Project List with Estimated Costs

map index	project	multiuse	sidewalk	drainage	bike shoulders	1 side only	estimated cost
FLEMINGTON							
40	F} Old Hines Rd: Old Sunbury to Arts Center:		\$ 84,000	\$ 120,000			\$ 204,000
39	F} Old Sunbury Rd: Hines to Fort Stewart Boundary:		\$ 221,760	\$ 316,800			\$ 538,560
51	F*) J Martin Rd: Old Sunbury to W Martin:		\$ 123,900	\$ 177,000			\$ 300,900
HINESVILLE							
1	H} Bacon: McDowell to Varnedoe:		\$ 40,670	\$ 58,100			\$ 98,770
2	H} Bradwell: Martin to E Mills:		\$ 21,700	\$ 31,000			\$ 52,700
3	H} Bradwell: Lakeview to E General Stewart:		\$ 66,290	\$ 94,700			\$ 160,990
48	H*) Darsey: US84 to South Main:		\$ 25,900	\$ 37,000			\$ 62,900
4	H} Deal: E G Miles to South Main:		\$ 91,000	\$ 130,000			\$ 221,000
6	H} Eunice: Bacon to South Main:		\$ 46,200	\$ 66,000			\$ 112,200
30	H} Evergreen Park: Veterans to Azela:		\$ 140,525	\$ 60,225			\$ 200,750
7	H} Flemming: E G Miles to Bacon:		\$ 108,500	\$ 155,000			\$ 263,500
8	H} Forest: Fraser to Gray Fox:		\$ 70,210	\$ 100,300			\$ 170,510
9	H} Fraser: West Oglethorpe to Forest:		\$ 44,345	\$ 63,350			\$ 107,695
10	H} Harrison: E General Stewart to East Oglethorpe:		\$ 63,000	\$ 90,000			\$ 153,000
11	H} Honey Ridge: Pineland to Varnedoe:		\$ 53,550	\$ 76,500			\$ 130,050
13	H} Kacey: South Main to West Oglethorpe:		\$ 36,960	\$ 15,840			\$ 52,800
14	H} Kings: Lakeview to Snelson-Golden Middle:		\$ 98,000	\$ 140,000			\$ 238,000
15	H} Lakeview: North Main to Martin:		\$ 51,800	\$ 74,000			\$ 125,800
48	H*) Link: US 84 to Main:		\$ 31,430	\$ 44,900			\$ 76,330
16	H} Main: Olmstead to Lakeview:		\$ 38,850	\$ 16,650			\$ 55,500
17	H} Main: Glenn Bryant to Darsey:		\$ 99,785	\$ 142,550			\$ 242,335
18	H} Main St Ext: Darsey to West Oglethorpe:		\$ 101,850	\$ 145,500			\$ 247,350
19	H} Martin: Lakeview to Jacks Hill:		\$ 22,225	\$ 9,525			\$ 31,750
50	H*) MacArthur: US84 to South Main:		\$ 40,530	\$ 17,370			\$ 57,900
20	H} McDowell: E G Miles to Bacon:		\$ 73,500	\$ 105,000			\$ 178,500
21	H} Olive: Ex west of Cheerydale to Ex on Madison:		\$ 73,920	\$ 105,600			\$ 179,520
22	H} Paul Caswell: Ex on Debbie to Desert Storm:		\$ 105,000	\$ 45,000			\$ 150,000
23	H} Sandy Run: Tupelo Trail to Club:		\$ 105,070	\$ 150,100			\$ 255,170
45	H*) General Stewart: Taylor to Screven:	\$ 82,250		\$ 117,500		yes	\$ 199,750
12	H} SR196: Citation Boulevard to Airport:		\$ 275,345	\$ 118,005			\$ 393,350
26	H} Varnedoe: Bacon to Honey Ridge:		\$ 90,545	\$ 129,350			\$ 219,895
LIBERTY COUNTY							
27	LC} Fort Morris: Interstate 95 to Fort Morris:	\$ 1,293,600		\$ 1,848,000		yes	\$ 3,141,600
b39	LC} Coastal Greenway US 17: N to S County Lines:	\$ 6,874,560		\$ 13,094,400		yes	\$ 50,000,000
43	LC} Holmestown: US 84 to Peacock Creek Canal:		\$ 60,060	\$ 132,000			\$ 192,060
33	LC} Peacock Trail: Holmestown to James Brown Park:		\$ 2,115,960	\$ 10,882,080			\$ 12,998,040
MIDWAY							

map index	project	multiuse	sidewalk	drainage	bike shoulders	1 side only	estimated cost
28	M) Cay Creek Ext: US 84 to Cay Creek:	\$ 78,540		\$ 224,400		yes	\$ 302,940
29	M) Edgewater: East Oglethorpe to Liberty Elementary:		\$ 51,744	\$ 236,544			\$ 288,288
32	M) Martin: US 17 to US 84:		\$ 116,424	\$ 266,112			\$ 382,536
RICEBORO							
b35	R) BarringtonFerry: Sandy Run to E B Cooper:		\$ 185,900	\$ 858,000			\$ 1,043,900
b36	R) E B Cooper: Barrington Ferry to US 17:		\$ 108,106	\$ 498,950			\$ 607,056
b37	R) LeConte: Barrington to Rail - Trail:		\$ 500,780	\$ 715,400			\$ 1,216,180
b38	R) Rail - Trail Connector: US 17 to S County Line Line:		\$ 855,610	\$ 1,222,300			\$ 2,077,910
b34	R) SandyRun: Barrington Ferry to US 17:		\$ 792,785	\$ 1,132,550			\$ 1,925,335
WALTHOURVILLE/ALLENHURST							
25	W) Talmadge: West Oglethorpe to Dunlevie :		\$ 189,420	\$ 541,200			\$ 730,620
24	W) Shaw: Darsey to Airport :		\$ 486,010	\$ 694,300			\$ 1,180,310
5	W/A) Dunlevie: West Oglethorpe to Talmadge :		\$ 182,952	\$ 836,352			\$ 1,019,304
	* added by TCC sub-committee						

Unprioritized Projects

Unprioritized projects in the safety action plan are those identified as beneficial but not yet ranked for implementation. These projects address key needs at intersections, along roadways, and active transportation networks. However, they await further data-driven evaluation under the project prioritization process. The unprioritized projects allow stakeholders to maintain a comprehensive list of potential improvements, which can be revisited and ranked as additional data, funding, or community priorities evolve. This flexible approach ensures the safety action plan can adapt to emerging needs while keeping a pipeline of projects ready for future consideration. The full list of unprioritized projects by type is shown in the following tables with a column to reference if a specific project has been identified in a previous plan. Project fact sheets with location maps are found in Appendix C.

Table 18: Unprioritized Intersection Improvement Projects

ID	Location	Countermeasures	Description
12	Talmadge Rd / E.B. Cooper Hwy at Dunlevie Rd / Tibet Rd	Single Lane Roundabout/ Mini Roundabout and radar feedback signs	This countermeasure would involve the changing the intersection control type to a roundabout. This would include, new geometry, new signing and marking to slow down vehicles approaching the intersection. According to FHWA, there is an 82% reduction in fatal crashes and injuries. Other traffic calming measures can be used such as radar feedback signs and flashing warning signs.
11	US 84/W. Oglethorpe	Roadway realignment and state of the practice advanced warning	These countermeasures would include the installation of new oversized signs (intersection warning signs with

ID	Location	Countermeasures	Description
	Highway at Dunlevie Road	signs and improved sight distance measures.	street name) with flashing beacons for the mainline approach (US 84/GA 38), new oversized signs ("Stop Ahead" and stop signs) on the minor street (Dunlevie Rd), clearing of obstructions including vegetation, and moving the stop bar to ensure proper sight distance. This would also include the realignment of Dunlevie Rd intersect US84 at a right angle. (Sidewalk/ midblock crossing potentially north or south of the intersection). This would also include the addition of enhanced and advanced signages for the horizontal curves.
I4	SR 196/EG Miles Pkwy at Pineland Avenue	Traffic Signal	This project would include a traffic signal, and crosswalks designed to GDOT standards.
I19	SR 196/EG Miles Pkwy at W 15th St	Traffic signal upgrades including protected only left-turn phasing with enhanced overhead lighting.	The goal of this project is to improve traffic safety at the EG Miles Parkway intersection by improving the signal phasing to add a protected only left-turn phase and adding improved street lighting. This change in signal timing will effectively reduce the risk of collisions caused by unsafe left-turn maneuvers, enhancing overall safety for all road users. The project aims to minimize conflict points, improve traffic flow, and ensure a safer driving environment at the intersection.
I23	US 84/SR 38 at Lewis Frasier Rd	Radar Feedback Signs and addition of westbound left turn lane (US 84)	This countermeasure would involve installation of radar speed feedback signs. This would encourage motorist to driver slower near the intersection, which makes it safer for all drivers. This countermeasure would also require the addition of a left turn lane. This would remove vehicles taking a left turn from the through lanes and reduce the likelihood of a rear end collision
I3	SR 196/EG Miles Pkwy at Arlington Drive	Realignment with a traffic signal	This project would include the realignment of Arlington Drive with Surrey Rd with a traffic signal and crosswalks designed to GDOT standards.
I12	S. Main St at MLK Jr Dr	Daylight side street for RTOR for improved sight distance	This countermeasure would involve of the parking spot nearest to the intersection to give more visibility to motorist. This would make it easier for motorist to see pedestrians, bicyclists, and other vehicles.
I20	US 84/SR 38 at Airport Rd	Intersection Realignment	This countermeasure would require the realignment of the intersection to two possible configurations: Offset T

ID	Location	Countermeasures	Description
			intersection or fixing of the current skew. This would improve the intersection sight distance.
I28	US 84 at Fraser Dr / MLK Dr	Dedicated Turn Lanes at Intersections	The objective of this project is to improve traffic flow and safety at the intersection of Fraser Drive and MLK Drive by implementing potential dedicated left-turn lanes and optimized signal phasing. These enhancements aim to reduce congestion, minimize delays, and improve overall intersection efficiency for motorists and pedestrians.
I15	Veterans Pkwy at EG Miles Pkwy	Signal modification and the evaluation of an alternative intersection design.	The project plans to modify the signal. Signal upgrades include protected left-turn phases on E.G. Miles Parkway to reduce potential conflict points and decrease the likelihood of accidents. Also, it is recommended to evaluate the potential for an alternative/innovative intersection design at this location. The goal is to reduce crash risks while maintaining an efficient and smooth traffic operation at the intersection.
I25	Leroy Coffey Hwy at US17	Feedback Radar Signs, Overhead signage, Flashing Warning Signs	These countermeasures would involve the addition of several signs including advance warning overhead signs and flashing signalized intersection ahead signs. This will ensure that drivers are aware of the upcoming intersection. In addition, the additional of feedback radar signs would encourage drivers to slow. (Potential High-T)
I5	SR 196/EG Miles Pkwy at Deal Street	Multi-lane roundabout	Multi-lane roundabout. A roundabout at this location should be considered as the HAMPO preferred option to improve safety.
I9	E General Stewart Way at N Main Street	Protected left turn phase	This countermeasure would prevent vehicles from entering the intersection to make dangerous left turns
I7	Veterans Parkway at Windhaven Drive	Signal Warrant Study	It is recommended that HAMPO performs a signal warrant study at this location.
I24	US 84 at US 17	Traffic operation/signal change. Eliminate the acceleration lane.	The objective of this project is to reduce crashes. The lengthy southbound acceleration lane would be eliminated. The southbound right turn would be reconfigured to a more traditional suburban intersection turn movement. Additionally protected-only signal phasing

ID	Location	Countermeasures	Description
			should be considered for left-turning vehicles on all approaches.
16	US 84/W. Oglethorpe Highway at Courtland Drive	Countermeasures including oversized signages and enhanced pavement markings in addition to GDOT programmed improvements (RCUT).	The purpose of this project is to improve intersection safety and visibility at the intersection of US 84/GA 38 and Courtland Dr. The project will include the installation of new oversized intersection warning signs with street names and flashing beacons on the mainline approach to increase motorist awareness of the intersection. Additionally, new oversized "Stop Ahead" and stop signs will be placed on the minor street (Courtland Dr) to provide clearer guidance to approaching drivers. The stop bar will also be adjusted, and the potential reconfiguration of the minor street will be considered to improve sight distance, reducing the likelihood of collisions and enhancing overall traffic safety at the intersection.
18	N. Main St at Olmstead Dr	Low cost countermeasures including oversized signage and enhanced pavement markings	The aim of this project is to improve driver awareness and safety at the intersection by adding additional signage, including advanced approach warning signs and a flashing beacon sign with detection capabilities. These enhancements will provide motorists with earlier and more effective warnings of the upcoming intersection, reducing the likelihood of accidents due to late detection.
110	Edelle Osgood Ave / E Mills St at N Main St	Streetscape Enhancements	The goal of the project is streetscape improvements at this location to match design language downtown such as brick paver bulb-outs, and crosswalks.
111	W. Court St at Welborn St	New signs and striping.	Upgrade signs and striping at the intersection. Install warning signs in advance of the intersection with real-time detection.
118	Kelly Dr at Ricade Dr	Addition of object marker signs and flashing beacon signs	This countermeasure would involve the addition of OM3 signs and W1-7 signs on the north side of the intersection. This also include the possibility of adding flashing beacon signs at the intersection for vehicles on the eastbound approach.
126	US 84 at Butler Avenue	Intersection Upgrade /Safety, Access Control. An interim measure would be to consider the addition of object marker signs and a flashing beacon sign on the southbound side of US 84.	This project aims to enhance safety and driver awareness at the intersection by installing OM3 object markers and W1-7 signs on its south side. These signs will provide clear warnings and guidance for approaching motorists. Additionally, the project may include flashing beacon signs

ID	Location	Countermeasures	Description
			on the US 84 approaches to Butler Avenue to further improve visibility and alert drivers in advance.
I27	US 84 at Isle of Wight Road	Dedicated Turn Lanes at Intersections	The objective of this project is to improve safety, traffic flow, and accessibility at the intersection of Quarterman Road, US 84, and Isle of Wright Road. This may include the addition of a right-turn lane from US 84 to Isle of Wright Road and a right-turn lane from Isle of Wright Road onto US 84.
I14	Sandy Run Dr at Tupelo Trl	Addition of object marker signs and flashing beacon signs	The need for this project arises from insufficient visibility and a lack of adequate warning for drivers approaching the intersection from the west side. The addition of OM3 object markers and W1-7 signs is necessary to improve the clarity of the intersection and guide motorists in making safer driving decisions. Vehicle-activated warning signs in advance of the intersection would be installed.

Table 19: Unprioritized Roadway Improvement Projects

ID	Location	Countermeasures	Description
R7	EG Miles Pkwy between Pineland Ave and Veterans Pkwy	Advanced overhead warning signs, directional signage, and installation of crosswalks.	This countermeasure would require the installation of crosswalks and overhead signs along the EB approach of SR 196. This has the potential to address rear end collisions.
R8	Lewis Frasier Rd (US 84 / E Oglethorpe Highway to S Coastal Highway)	Radar Feedback Signs	This countermeasure would involve installation of radar speed feedback signs. This would encourage motorist to driver slower near the intersection, which makes it safer for all drivers
R9	Sandy Run Rd from Barrington Ferry Rd to SR 25	Enhanced Roadway Lighting	This countermeasure would involve installing streetlights to enhance visibility at night.
R1	US 84/E. Oglethorpe Highway, between W. General Screven Way and the Flemington curve	GDOT programmed Improvements in addition to extending PI0011730 and PI0017697	The goal of this roadway project is to enhance safety, accessibility, and connectivity by extending and complementing current DOT-proposed improvements (PI0011730 and PI0017697) in the project area. These countermeasures include widening the planned sidewalk to improve pedestrian mobility and extending the proposed median with access management improvements to enhance traffic safety and flow and adding improved street lighting where needed. These countermeasures would include extending current proposed and programmed GDOT improvements. By building upon existing GDOT initiatives, which

ID	Location	Countermeasures	Description
			include the addition of sidewalks and medians, the project aims to create a safer, more efficient, and pedestrian-friendly transportation corridor.
R5	Hendry St from W. General Screven Way to S. Main St	Traffic operations with enhanced streetscaping	The goal of the West Hendry Street roadway improvement project is to maintain the existing four-lane configuration while extending the downtown Hinesville pedestrian features such as brick crosswalks and enhanced streetscaping where applicable.
R4	W. Memorial Dr. from W. General Stewart Way to Rebecca St	Stripping and obstacle stripping added to medians	This countermeasure would involve adding stripping/obstacle stripping to all medians on W. Memorial Dr.

Table 20: Unprioritized Sidewalk and Trail Projects

ID	Location	Description
S6	Talmadge Road	Sidewalk, from Dunlevie Road to US 84
S7	SR 119 / W General Screven Way	Pedestrian and bicycle improvements as well as access management and pedestrian crossing median improvements from Pafford Street to Gause Street
S8	Dunlevie Road	Sidewalk from Talmadge Road to US 84
S4	Deal Street	Sidewalk, from South Main Street to Elma G. Miles Parkway
S1	Tupelo Trail	Bike path from James A. Brown Park along Tupelo Trail to Sandy Run Drive and ending at US 84
S2	W. 15th Street	Sidewalk, from Parkland Boulevard to Governors Boulevard
S3	Ryon Avenue	Sidewalk, from US 84 to South Main Street

Prioritized Project Evaluation

Table 21 below displays the five main evaluation metrics and the associated indicators that were used to prioritize the potential projects. Each indicator has designated points that can be applied to a project based on its attributes. At the end of the analysis, the points for each indicator are summed, and the projects are sorted from the greatest number of points (indicating the highest priority) to the least number of points (indicating the lowest priority).

Table 21: Project Evaluation Criteria for Prioritization

Evaluation Metric	Indicator	Description	Point Assignments
SS4A	High Injury Network	Project is within the High-Injury Network (Top 15 HIN roadway/intersection)	Yes = 5 points No = 0 points
	Disadvantaged Area	Project is within a Disadvantaged Area (CEJST or DOT Disadvantaged Census Tract)	Yes = 5 points No = 0 points
	Persistent Poverty	Project is within an area of Persistent Poverty	Yes = 5 points No = 0 points



Evaluation Metric	Indicator	Description	Point Assignments
Safety	Fatal or Serious Injury Crash	Fatal or serious injury crash occurred within the project area	Yes = 5 points No = 0 points
	Posted Speed Limit	Project is located along a high-speed roadway	Over 35 mph = 5 points 35 mph = 3 points Under 35 mph = 0 points
Equity	Minority Population	Percentage of minority population within the project area	Over 50% = 5 points 25% - 50% = 3 points 25% or under = 0 points
	Vehicle Ownership	Percentage of households that don't own a vehicle within the project area	Over 10% = 5 points 5% - 10% = 3 points Under 5% = 0 points
Multimodal	Pedestrian or Bicycle Involved Crash	Bicycle or pedestrian crash occurred within the project area	Yes = 5 points No = 0 points
	Existing Bicycle Facility	Project is in an area that lacks existing bicycle facilities	Yes = 5 points No = 0 points
	Existing Sidewalk Facility	Project is in an area that lacks existing sidewalk facilities	Yes = 5 points No = 0 points
Engagement	Stakeholder/Public Identification	Project is in an area of need for improvement as identified by stakeholder/public engagement	Yes = 5 points No = 0 points

Projects were evaluated using a geospatial analysis on Google Earth that included each indicator as a layer to be toggled on or off, allowing for points to be assigned to a project based on location and safety attributes quickly and easily. This analysis can be amended and reused for future projects. Figure 38 shows a screenshot of the tool.

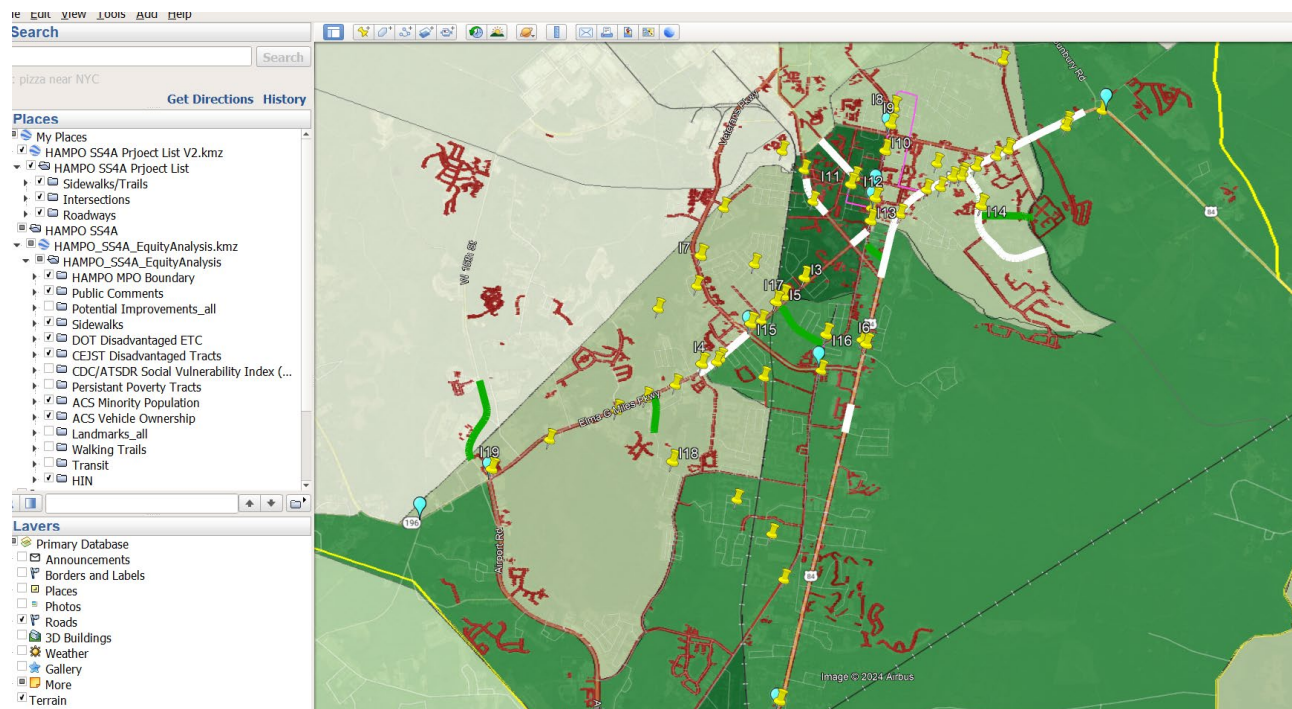


Figure 38: Geospatial Project Evaluation Tool in Hinesville

Prioritized Projects

The prioritization process involved an evaluation point scoring system to prioritize projects into short-term, mid-term, and long-term categories. Short-term projects received the highest scores based on metrics discussed in the previous section such as safety, equity, multi-modal infrastructure, and community feedback. All six of the sidewalk and trail projects are included as short-term recommendations. Detailed cost estimates per project are included in Appendix A. The tables below show the short, medium, and long-term project recommendations.

Short-Term Recommendations

Intersection Improvement Projects

Table 22: Short-Term Intersection Improvement Projects

ID	Location	Countermeasures	Description	Project Rank
I2	Talmadge Rd / E.B. Cooper Hwy at Dunlevie Rd / Tibet Rd	Single Lane Roundabout/ Mini Roundabout and radar feedback signs	This countermeasure would involve the changing the intersection control type to a roundabout. This would include, new geometry, new signing and marking to slow down vehicles approaching the intersection. According to FHWA, there is an 82% reduction in fatal crashes and injuries. Other traffic calming measures can be used such as radar feedback signs and flashing warning signs.	1
I1	US 84/W. Oglethorpe Highway at Dunlevie Road	Roadway realignment and state of the practice advanced warning signs and improved sight distance measures.	These countermeasures would include the installation of new oversized signs (intersection warning signs with street name) with flashing beacons for the mainline approach (US 84/GA 38), new oversized signs ("Stop Ahead" and stop signs) on the minor street (Dunlevie Rd), clearing of obstructions including vegetation, and moving the stop bar to ensure proper sight distance. This would also include the realignment of Dunlevie Rd intersect US84 at a right angle. (Sidewalk/ midblock crossing potentially north or south of the intersection). This would also include the addition of enhanced and advanced signages for the horizontal curves.	2
I4	SR 196/EG Miles Pkwy at Pineland Avenue	Traffic Signal	This project would include a traffic signal, and crosswalks designed to GDOT standards.	2
I19	SR 196/EG Miles Pkwy at W 15th St	Traffic signal upgrades including protected only left-turn phasing with enhanced overhead lighting.	The goal of this project is to improve traffic safety at the EG Miles Parkway intersection by improving the signal phasing to add a protected only left-turn phase and adding improved street lighting. This change in signal timing will effectively reduce the risk of collisions caused by unsafe left-turn maneuvers, enhancing overall safety for all road users. The project aims to minimize conflict points, improve traffic flow, and ensure a safer driving environment at the intersection.	4
I23	US 84/SR 38 at Lewis Frasier Rd	Radar Feedback Signs and addition of westbound left turn lane (US 84)	This countermeasure would involve installation of radar speed feedback signs. This would encourage motorist to driver slower near the intersection, which makes it safer for all drivers. This	5

ID	Location	Countermeasures	Description	Project Rank
			countermeasure would also require the addition of a left turn lane. This would remove vehicles taking a left turn from the through lanes and reduce the likelihood of a rear end collision	

Roadway Improvement Projects

Table 23: Short-Term Roadway Improvement Projects

ID	Location	Countermeasures	Description	Project Rank
R7	EG Miles Pkwy between Pineland Ave and Veterans Pkwy	Advanced overhead warning signs, directional signage, and installation of crosswalks.	This countermeasure would require the installation of crosswalks and overhead signs along the EB approach of SR 196. This has the potential to address rear end collisions.	1
R8	Lewis Frasier Rd (US 84 / E Oglethorpe Highway to S Coastal Highway)	Radar Feedback Signs	This countermeasure would involve installation of radar speed feedback signs. This would encourage motorist to driver slower near the intersection, which makes it safer for all drivers	1
R9	Sandy Run Rd from Barrington Ferry Rd to SR 25	Enhanced Roadway Lighting	This countermeasure would involve installing streetlights to enhance visibility at night.	3
R1	US 84/E. Oglethorpe Highway, between W. General Screven Way and the Flemington curve	GDOT programmed Improvements in addition to extending PI0011730 and PI0017697	The goal of this roadway project is to enhance safety, accessibility, and connectivity by extending and complementing current DOT-proposed improvements (PI0011730 and PI0017697) in the project area. These countermeasures include widening the planned sidewalk to improve pedestrian mobility and extending the proposed median with access management improvements to enhance traffic safety and flow and adding improved street lighting where needed. These countermeasures would include extending current proposed and programmed GDOT improvements. By building upon existing GDOT initiatives, which include the addition of sidewalks and medians, the project aims to create a safer, more efficient, and pedestrian-friendly transportation corridor.	4
R5	Hendry St from W. General Screven Way to S. Main St	Traffic operations with enhanced streetscaping	The goal of the West Hendry Street roadway improvement project is to maintain the existing four-lane configuration while extending the downtown Hinesville pedestrian features such as brick crosswalks and enhanced streetscaping where applicable.	5

Sidewalk and Trail Projects

Table 24: Short-Term Sidewalk and Trail Projects

ID	Location	Description	Project Rank
S6	Talmdage Road	Sidewalk, from Dunlevie Road to US 84	1



ID	Location	Description	Project Rank
S7	SR 119 / W General Screven Way	Pedestrian and bicycle improvements as well as access management and pedestrian crossing median improvements from Pafford Street to Gause Street	2
S8	Dunlevie Road	Sidewalk from Talmadge Road to US 84	3
S4	Deal Street	Sidewalk, from South Main Street to Elma G. Miles Parkway	4
S1	Tupelo Trail	Bike path from James A. Brown Park along Tupelo Trail to Sandy Run Drive and ending at US 84	5

Mid-Term Recommendations

Intersection Improvement Projects

Table 25: Mid-Term Intersection Improvement Projects

ID	Location	Countermeasures	Description	Project Rank
I3	SR 196/EG Miles Pkwy at Arlington Drive	Realignment with a traffic signal	This project would include the realignment of Arlington Drive with Surrey Rd with a traffic signal and crosswalks designed to GDOT standards.	6
I12	S. Main St at MLK Jr Dr	Daylight side street for RTOR for improved sight distance	This countermeasure would involve of the parking spot nearest to the intersection to give more visibility to motorist. This would make it easier for motorist to see pedestrians, bicyclists, and other vehicles.	6
I20	US 84/SR 38 at Airport Rd	Intersection Realignment	This countermeasure would require the realignment of the intersection to two possible configurations: Offset T intersection or fixing of the current skew. This would improve the intersection sight distance.	6
I28	US 84 at Fraser Dr / MLK Dr	Dedicated Turn Lanes at Intersections	The objective of this project is to improve traffic flow and safety at the intersection of Fraser Drive and MLK Drive by implementing potential dedicated left-turn lanes and optimized signal phasing. These enhancements aim to reduce congestion, minimize delays, and improve overall intersection efficiency for motorists and pedestrians.	6
I15	Veterans Pkwy at EG Miles Pkwy	Signal modification and the evaluation of an alternative intersection design.	The project plans to modify the signal. Signal upgrades include protected left-turn phases on E.G. Miles Parkway to reduce potential conflict points and decrease the likelihood of accidents. Also, it is recommended to evaluate the potential for an alternative/innovative intersection design at this location. The goal is to reduce crash risks while maintaining an efficient and smooth traffic operation at the intersection.	10
I25	Leroy Coffey Hwy at US17	Feedback Radar Signs, Overhead signage, Flashing Warning Signs	These countermeasures would involve the addition of several signs including advance warning overhead signs and flashing signalized intersection ahead signs. This will ensure that drivers are aware of the upcoming intersection. In addition, the additional of feedback radar signs would encourage drivers to slow. (Potential High-T)	10
I5	SR 196/EG Miles Pkwy at Deal Street	Multi-lane roundabout	Multi-lane roundabout. A roundabout at this location should be considered as the HAMPO preferred option to improve safety.	12
I9	E General Stewart Way at N Main Street	Protected left turn phase	This countermeasure would prevent vehicles from entering the intersection to make dangerous left turns	12

Roadway Improvement Projects

Table 26: Mid-Term Roadway Improvement Projects

ID	Location	Countermeasures	Description	Project Rank
R4	W. Memorial Dr. from W. General Stewart Way to Rebecca St	Stripping and obstacle stripping added to medians	This countermeasure would involve adding striping/obstacle stripping to all medians on W. Memorial Dr.	6

Sidewalk and Trail Projects

Table 27: Mid-Term Sidewalk and Trail Projects

ID	Location	Description	Project Rank
S2	W. 15th Street	Sidewalk, from Parkland Boulevard to Governors Boulevard	6
S3	Ryon Avenue	Sidewalk, from US 84 to South Main Street	7

Long-Term Recommendations

Intersection Improvement Projects

Table 28: Long-Term Intersection Improvement Projects

ID	Location	Countermeasures	Description	Project Rank
I7	Veterans Parkway at Windhaven Drive	Signal Warrant Study	It is recommended that HAMPO performs a signal warrant study at this location.	14
I24	US 84 at US 17	Traffic operation/signal change. Eliminate the acceleration lane.	The objective of this project is to reduce crashes. The lengthy southbound acceleration lane would be eliminated. The southbound right turn would be reconfigured to a more traditional suburban intersection turn movement. Additionally protected-only signal phasing should be considered for left-turning vehicles on all approaches.	14
I6	US 84/W. Oglethorpe Highway at Courtland Drive	Countermeasures including oversized signages and enhanced pavement markings in addition to GDOT programmed improvements (RCUT).	The purpose of this project is to improve intersection safety and visibility at the intersection of US 84/GA 38 and Courtland Dr. The project will include the installation of new oversized intersection warning signs with street names and flashing beacons on the mainline approach to increase motorist awareness of the intersection. Additionally, new oversized "Stop	16

ID	Location	Countermeasures	Description	Project Rank
			Ahead" and stop signs will be placed on the minor street (Courtland Dr) to provide clearer guidance to approaching drivers. The stop bar will also be adjusted, and the potential reconfiguration of the minor street will be considered to improve sight distance, reducing the likelihood of collisions and enhancing overall traffic safety at the intersection.	
I18	N. Main St at Olmstead Dr	Low cost countermeasures including oversized signage and enhanced pavement markings	The aim of this project is to improve driver awareness and safety at the intersection by adding additional signage, including advanced approach warning signs and a flashing beacon sign with detection capabilities. These enhancements will provide motorists with earlier and more effective warnings of the upcoming intersection, reducing the likelihood of accidents due to late detection.	16
I10	Edelle Osgood Ave / E Mills St at N Main St	Streetscape Enhancements	The goal of the project is streetscape improvements at this location to match design language downtown such as brick paver bulb-outs, and crosswalks.	18
I11	W. Court St at Welborn St	New signs and striping.	Upgrade signs and striping at the intersection. Install warning signs in advance of the intersection with real-time detection.	18
I18	Kelly Dr at Ricade Dr	Addition of object marker signs and flashing beacon signs	This countermeasure would involve the addition of OM3 signs and W1-7 signs on the north side of the intersection. This also include the possibility of adding flashing beacon signs at the intersection for vehicles on the eastbound approach.	18
I26	US 84 at Butler Avenue	Intersection Upgrade /Safety, Access Control. An interim measure would be to consider the addition of object marker signs and a flashing beacon sign on the southbound side of US 84.	This project aims to enhance safety and driver awareness at the intersection by installing OM3 object markers and W1-7 signs on its south side. These signs will provide clear warnings and guidance for approaching motorists. Additionally, the project may include flashing beacon signs on the US 84 approaches to Butler Avenue to further improve visibility and alert drivers in advance.	18
I27	US 84 at Isle of Wight Road	Dedicated Turn Lanes at Intersections	The objective of this project is to improve safety, traffic flow, and accessibility at the intersection of Quarterman Road, US 84, and Isle of Wright Road. This may include the addition of a right-turn lane from US 84 to Isle of Wright Road and a right-turn lane from Isle of Wright Road onto US 84.	18
I14	Sandy Run Dr at Tupelo Trl	Addition of object marker signs and flashing beacon signs	The need for this project arises from insufficient visibility and a lack of adequate warning for drivers approaching the intersection from the west side. The addition of OM3 object markers and W1-7 signs is necessary to improve the clarity of the intersection and guide motorists in making safer driving decisions. Vehicle-activated warning signs in advance of the intersection would be installed.	23

Cost Estimate Methodology

The cost estimation methodology for the Safe Streets and Roads for All (SS4A) project recommendations combined established industry data with local expertise to create a reliable and context-sensitive budget. This approach was structured to accurately estimate each component of the proposed transportation improvements in the HAMPO region with careful consideration for the specifics of both regional and state pricing trends.

To establish baseline unit costs, the project team reviewed several critical data sources. Key among these was the Atlanta Regional Commission (ARC)'s Cost Estimation Tool, which provides regionally tailored pricing information relevant to the Atlanta metropolitan area and beyond. This tool enabled the team to align the project's unit costs with broader regional standards, ensuring that the budget reflected current market trends in labor, materials, and other construction expenses. In addition, Georgia Department of Transportation (GDOT) data was reviewed, specifically focusing on the unit costs available within GDOT's Intersection Control Evaluation (ICE) tool. The ICE tool is designed to provide detailed cost information for intersection-related improvements and adjustments, making it particularly relevant for SS4A's focus on safety and traffic control. By incorporating these resources, the cost estimation process ensured consistency with established regional and state standards, enabling the project to leverage data-driven benchmarks that are widely used within Georgia's transportation industry.

With these baseline costs established, adjustments were made to account for essential project components beyond initial construction. A 15% Professional Engineering (PE) fee was included to cover comprehensive professional services. This allocation encompasses project design, permitting, and ongoing management, providing for the technical expertise necessary at each stage of project execution. Additionally, to address the cost of potential property acquisitions, relocations, and compensation for affected landowners, 20% of the total project cost was designated for ROW expenses. Similarly, 15% of the total cost was assigned to cover utility relocation. Infrastructure such as water, power, gas, and telecommunications may need adjustments to accommodate new roadways or traffic control features. This allocation accounts for the costs of physically relocating utilities, securing necessary permits, and coordinating with utility providers. Finally, a 25% contingency was added to the total estimate to address potential unforeseen costs that may arise during the project. This contingency covers factors such as price fluctuations, unexpected design changes, and additional regulatory requirements, providing a buffer against financial shortfalls and enhancing the project's ability to adapt to emerging needs.

In summary, the cost estimation process for the SS4A project recommendations combined ARC's Cost Estimation Tool, GDOT's ICE tool, and professional engineering judgment to create a well-rounded planning level budget. This structured approach underscores the project's commitment to accuracy, transparency, and successful implementation.

11. POLICIES AND STRATEGIES

This section outlines policy, program, and campaign recommendations aimed at enhancing and prioritizing transportation safety and creating a more resilient and efficient transportation system



within the Hinesville Area MPO (HAMPO) study area. These recommendations provide strategic direction for addressing safety challenges, prioritizing high-crash locations, and implementing context-based design standards that adapt to local land-use needs. The HAMPO plays a critical role by prioritizing federal transportation funding, offering technical assistance to regional partners, and bringing together regional leaders to address major policy issues. Local governments, municipal staff, and stakeholders are encouraged to incorporate these regional priorities into their local policies and infrastructure planning efforts to achieve a unified vision of safety and mobility.

Collaboration between HAMPO, GDOT, local municipalities, and other stakeholders is crucial to implement these recommendations effectively. Through the establishment of programs like Access Management and Speed Management, and initiatives such as Safe Routes to School, the Hinesville MPO region aims to create a safer and more accessible transportation network for all users, with an emphasis on vulnerable road users. Campaigns targeting public awareness and law enforcement visibility will complement these efforts by fostering a culture of safety and compliance among road users.

A summary of recommended policies, programs, and campaigns is presented below, each designed to address specific safety priorities and foster a safer transportation network.

Table 29: Safety Policies Summary

Policies:	Lead
Transportation Safety Committee	HAMPO
Project Selection Process	HAMPO
Context-Based Design Standards	GDOT and Local Jurisdictions
Countermeasure Guidelines	GDOT and Local Jurisdictions
Programs:	
Access Management Program	GDOT and Local Jurisdictions
Speed Management Program	GDOT and Local Jurisdictions
Rural Road Safety Program	GDOT and Local Jurisdictions
Rapid Response/Quick Build Program	HAMPO

Policies:	Lead
Safe Routes to School Program	HAMPO
GDOT Design Standard Upgrades	GDOT
Campaigns:	
Law Enforcement Campaigns	Local Law Enforcement
Public Awareness Campaigns	GDOT and Local Jurisdictions

POLICIES

Transportation Safety Committee

Consider establishing a regional Safety Action Committee (SAC) dedicated to coordinating and addressing transportation safety issues across the region. This committee will bring together representatives from GDOT, local governments, law enforcement, regional planning agencies, and community organizations to collaborate on safety initiatives, set priorities, and develop, implement, and monitor strategies aimed at reducing crashes and improving roadway safety.

Lead Agency: HAMPO

HAMPO Role: The SAC will set safety priorities, provide technical expertise, ensure alignment with regional and state safety objectives, and assist in identifying regional transportation challenges. Ideally, the SS4A Action Plan Steering Committee would serve as the SAC. HAMPO would also establish internal procedures for the SAC, including how often to meet, meeting agendas, etc.

Local Government Role: Encourage local government planning, engineering, law enforcement, and emergency responders to serve as active committee members, serve as liaisons between the committee, HAMPO, and the public, share local safety data, and support coordinated safety efforts.

Other Stakeholders: GDOT is anticipated to be an active member of the committee. Community organizations and safety advocacy groups who could provide expertise, resources, and community outreach to advance the committee's goals will also be invited to participate upon request.



Project Selection Process

The aim of this policy would be to regularly review and refine HAMPO prioritization criteria to ensure these high-crash areas remain a priority, directing resources toward projects with the greatest potential to reduce crashes and enhance overall road safety.

Lead Agency: HAMPO

HAMPO Role: Develop, implement, and review a safety-focused project selection framework; analyze crash data to identify and prioritize high-risk locations; and coordinate with GDOT to ensure alignment with state and regional safety goals.

Local Government Role: Participate in the HAMPO Technical Coordination Committee (TCC) process and provide input on the project prioritization process. Local jurisdictions will also support data collection, provide local insights on high-crash areas, and align local project priorities with the regional safety-focused framework.

Other Stakeholders: GDOT will continue to participate in the TCC process and provide input on the project prioritization process. Safety advocacy groups, and community members will continue to offer feedback to support impactful safety project selection.

Context-Based Design Standards

Apply context-sensitive design principles to guide development along various roadway classifications, tailoring standards to specific road characteristics, such as speed limits, access control, traffic volume, and pedestrian and bicycle facilities. This approach promotes compatibility between land use and road design, enhancing safety, functionality, and aesthetics. Establishing adaptable design standards for different land-use contexts (e.g., school zones, commercial areas) ensures that transportation infrastructure aligns with the unique needs of each area, improving accessibility and meeting the specific requirements of all users.

Lead Agency: GDOT and local jurisdictions

HAMPO Role: Encourage the use of context-specific design guidelines along the region's roadways and coordinate with GDOT for regional alignment.

Local Governments Role: Where possible, integrate context-based design standards within local zoning and development codes, setting requirements that reflect the design principles of each roadway classification.

Other Stakeholders: Where possible, GDOT will continue to apply context-based design standards into improvements along the region's state routes.

Countermeasure Guidelines

Develop comprehensive guidelines for implementing safety countermeasures to improve road safety and reduce crash risks. These guidelines offer direction on where, when, and how to apply countermeasures—such as lighting, access management, signage, shoulder widening, and



alternative intersection treatments—to address specific safety concerns. A mandatory review of intersection alternatives in line with GDOT’s Intersection Control Evaluation (ICE) Policy ensures that the most effective safety solutions are selected. This approach provides targeted strategies to improve safety and reduce crash risks at high-priority locations.

Lead Agency: GDOT and local jurisdictions

HAMPO Role: Encourage local governments to develop countermeasure guidelines, align with GDOT’s ICE Policy, and support municipalities in prioritizing and implementing safety enhancements.

Local Government Role: Implement countermeasure guidelines, prioritize high-crash locations, and apply alternative intersection treatments as needed.

Other Stakeholders: GDOT to implement countermeasure guidelines, prioritize high-crash locations, and apply alternative intersection treatments as needed.

PROGRAMS

Access Management Program

Enhance safety and reduce congestion in the HAMPO region by managing access points to minimize risks. Access management strategies include:

- Limiting driveway connections and adding interparcel connections or backage roads.
- Restricting multi-lane road driveways to right-in/right-out access, with left turns permitted where spacing allows.
- Promoting local businesses with shared, uniform signage at access points.
- Requiring multiple access points for large developments to distribute traffic demand.
- Reviewing median breaks along high-crash corridors for potential closures, using Restricted Crossing U-Turn (RCUT) or Right-In/Right-Out (RIRO) intersections to enhance safety and traffic flow

Lead Agencies: GDOT and local jurisdictions.

HAMPO Role: Encourage local jurisdictions to adopt GDOT driveway spacing guidelines, require backage roads, establish minimum access points for large developments, and encourage access on multiple roadways where feasible.

Local Governments Role: Adopt access management standards in zoning and development codes, requiring developers to design projects that facilitate safe access, connectivity to surrounding properties, and multimodal transportation options.

Other Stakeholders: GDOT to support the development and adoption of access management policies.



Speed Management Program

Excessive vehicle speeds increase crash risks and the severity of injuries. Effective speed management can enhance safety and improve traffic flow. Speed management strategies include:

- Establishing target speeds for priority roadways to align with surrounding land uses.
- Implementing speed management measures such as traffic calming devices, signage, and roadway design improvements
- Using automated enforcement tools, like speed cameras, in high-risk areas.
- Implementing variable speed limits and dynamic lane management on selected roads, adjusting speed limits and lane assignments in real time based on traffic and weather conditions.
- Promoting community awareness on the importance of safe speeds.

Lead Agency: GDOT and local jurisdictions.

HAMPO Role: Adopt policies to set speed limits based on roadway function, install speed management infrastructure, and conduct public education campaigns to support safe travel speeds.

Local Governments Role: Set and enforce speed limits that align with local conditions, apply traffic calming measures, coordinate with regional agencies to implement variable speed limits on key roads, and educate the community on safe driving practices.

Other Stakeholders: Provide support for policy development and adoption, provide technical expertise, and lead public awareness campaigns on safe speeds.

Rural Road Safety Program

Rural roads in high-growth areas often face unique safety challenges, including higher crash risks, increased traffic volumes, and infrastructure limitations. A Rural Road Safety Program addresses these concerns by identifying high-risk areas, monitoring crash data, and prioritizing safety improvements. Key strategies include implementing targeted countermeasures, such as edge treatments, linear rumble strips (that provide tactile feedback that a driver has crossed the center or edge lines), enhanced signage, shoulder widening, and clear zone management. As new developments emerge, integrating safety measures to minimize traffic impacts on rural roads is essential.

Lead Agency: GDOT and local jurisdictions.

HAMPO Role: Identify high-risk rural roads, prioritize safety improvements, and support local agencies in implementing countermeasures.



Local Governments Role: Enforce rural road safety policies, monitor safety issues, and ensure new developments comply with safety standards.

Other Stakeholders: DOTs and local advocates provide funding, technical support, and raise public awareness for rural road safety.

Rapid Response/Quick Build Program

Establish a framework for quickly deploying low-cost, flexible infrastructure improvements at high-priority locations, such as high-crash areas, to enhance safety and address immediate needs. Quick-build projects use temporary, adaptable materials that allow for adjustments as needed, enabling rapid responses to safety concerns while providing real-world testing for potential long-term solutions. This approach allows communities to benefit quickly from enhanced safety and accessibility, with real-time feedback informing potential permanent installations.

Lead Agency: HAMPO

HAMPO Role: Identify high-priority locations, coordinate with local agencies, and manage planning and deployment of quick-build installations.

Local Government Role: Install and maintain quick-build measures, monitor project impact, and gather community feedback for adjustments.

Other Stakeholders: DOTs and local advocates provide funding, technical support, and public engagement to support quick and effective safety improvements.

Safe Routes to School Program

Establish a comprehensive, community-based approach to enhance the safety of children walking or biking to school. In coordination with GDOT's Safe Routes to School (SRTS) program, this initiative focuses on improving infrastructure near schools, promoting traffic safety education, and encouraging community involvement to create safer, more accessible travel routes for students.

Lead Agency: HAMPO

HAMPO Role: Collaborate with GDOT's SRTS program to secure funds and identify priority schools, coordinate safety improvements, and engage the community in promoting active travel options for students.

Local Government Role: Implement safety enhancements near schools, enforce traffic regulations, and partner with schools on educational initiatives.

Other Stakeholders: School districts, parent-teacher organizations, and law enforcement provide safety education, foster community engagement, and support traffic enforcement near schools.



GDOT Design Standard Upgrades

Coordinate with GDOT to identify and upgrade infrastructure that does not meet current roadway design standards, enhancing safety, accessibility, and efficiency across the region. This program focuses on updating roads, intersections, and other key infrastructure to align with GDOT's latest standards for safer, more reliable transportation.

Lead Agency: GDOT

HAMPO Role: Collaborate with GDOT to prioritize and support upgrades in the region, identifying locations where design improvements will have the greatest impact.

Local Governments Role: Assist in identifying safety improvement needs, facilitate the implementation of upgrades within local jurisdictions, and ensure alignment with regional safety and accessibility goals.

Other Stakeholders: Community groups and local advocates contribute input on critical areas for upgrades, helping to ensure that improvements align with community needs and enhance local connectivity.

CAMPAIGNS

Law Enforcement Campaigns

Enhance road safety through high-visibility traffic enforcement activities targeting unsafe behaviors such as speeding, distracted driving, and driving under the influence. These campaigns aim to reduce traffic violations and raise public awareness of the consequences of dangerous driving, ultimately creating safer streets for all users.

Lead Agency: Local Law Enforcement

HAMPO Role: Coordinate enforcement efforts, assist in identifying high-risk areas, and help raise community awareness through outreach and education.

Local Government Role: Collaborate with law enforcement to implement campaigns, provide resources for increased enforcement, and engage the community to reinforce safe driving habits.

Other Stakeholders: GDOT, community organizations, and advocacy groups promote campaign messages and reinforce safe driving behaviors within the community.

Public Awareness Campaigns

Increase community awareness on critical traffic safety issues by promoting safe driving, walking, and biking behaviors. These campaigns use educational materials, events, and media outreach to highlight key messages, such as the importance of seatbelt use, avoiding distractions, and driving sober, creating a safer environment for all road users.

Lead Agency: GDOT and local jurisdictions.



HAMPO Role: Identify best practices and encourage the use of public awareness campaigns and collaboration with local media to reach a broad audience.

Local Government Role: Develop and coordinate campaign materials, engage the community in safety events, and support local initiatives that reinforce safe behaviors.

Other Stakeholders: GDOT, schools, and local advocacy groups amplify campaign messages, provide educational resources, and partner in community outreach activities.

12. CONCLUSION

Progress and Transparency

Progress and Transparency: This planning document was prepared over several months in 2024, utilizing a wide array of safety-related statistics spanning multiple years. These statistics were normalized to enable useful comparisons. The Safety Action Plan includes a variety of crash countermeasure projects and systemic strategies. Each recommendation was carefully evaluated, with the implementation expected to lead to fewer crashes and lives being saved. To maintain its relevance and effectiveness, the plan should be updated over time. This section outlines future actions needed to keep this document current and aligned with community needs.

Ongoing Review and Discussion: The TCC should consider adding a standing agenda item to consistently discuss Safety Action Plan (SAP) recommendations, projects, and strategies. During their regular bi-monthly meetings, TCC members will be informed about public concerns and comments, newly identified safety projects, grant application opportunities, and the progress of ongoing strategy implementation. Regular public meetings should be held to present progress reports and gather feedback from the community, ensuring ongoing public involvement.

Annual Data Updates and Dashboard: The MPO should leverage resources available from the FHWA and the GDOT to update crash and equity data related to the Safety Action Plan on an annual basis. A key transparent measure would be the development of a dashboard on the HAMPO website. This dashboard should display, at a glance, fatal and serious injury crash data, the progress and steps taken toward plan implementation, and opportunities for public engagement and input. The dashboard should be regularly updated, and display data according to various parameters such as location, type of crash, and time period.

Collaboration and Funding: The MPO can make significant progress by coordinating with partner agencies for data collection, public outreach, and analysis. HAMPO has a proven track record of securing federal and state funds for previous plans and projects. The comprehensive nature of the projects outlined in the SAP will significantly aid in preparing competitive grant applications. This funding will enable project development and further the stated goals of the SS4A program. For projects funded through grants, detailed reports should be prepared and submitted to the respective funding agencies, outlining the progress made, funds utilized, and the impact of the funded projects on improving traffic safety.



Documentation and Reporting: Regular documentation and reporting on the plan's implementation progress are crucial for transparency and continuous improvement of traffic safety for all users. The MPO should prepare and publish quarterly progress reports detailing the status of each project and strategy outlined in the Safety Action Plan. These reports should include key performance indicators (KPIs) such as the number of crashes, lives saved, and improvements in crash severity. An annual comprehensive review should be conducted to assess the overall impact of the implemented projects and strategies. This review should compare current data with baseline statistics to evaluate the effectiveness of the Safety Action Plan. All progress reports, annual reviews, and meeting minutes should be made publicly available on the HAMPO website. This ensures transparency and allows the community to hold the MPO and other stakeholders accountable for the implementation of the Safety Action Plan.

Summary

The preceding steps describe a comprehensive review of safety needs in the HAMPO community involving a broad range of numerical and qualitative considerations. Ultimately, however, this plan focuses on addressing specific needs as clearly defined in the USDOT's SS4A program. This Safety Action Plan is intended to be a primary resource for the MPO to draw from as it pursues implementation grants. HAMPO staff, in consultation with members of the Policy Committee, have a rich source of project ideas with thorough justifications. The highly rated projects have a clear need and purpose, a detailed cost estimate, and have undergone public scrutiny. All of these actions culminate to enable the MPO to submit highly competitive grant applications.

Finally, the USDOT's SS4A program places value on transparency and reporting. The depth of the analysis performed, and the number of potential projects provided will allow HAMPO to possibly reconsider some project if priorities change over the years. Furthermore, by completing regular reports, HAMPO can not only evaluate the effectiveness of SS4A-funded countermeasures, but also, the MPO can remain in good standing with the funding agency.

