SAFE STREETS & ROADS FOR ALL (SS4A)

City of Leesburg, GA

SAFETY ACTION PLAN

June 3, 2025

Prepared for:
City of Leesburg
107 Walnut Avenue North
Leesburg, GA 31763

June 3, 2025

Mr. Bob Alexander
City Manager
City of Leesburg
107 Walnut Avenue, North
Leesburg, GA 31763

Re: City of Leesburg - Safety Action Plan

Dear Mr. Alexander:

It is a pleasure to present you with the attached draft Safety Action Plan for the City of Leesburg. We hope that you will find the work performed addresses transportation and safety concerns within the City. Thank you for the opportunity to serve the City of Leesburg.

Sincerely,

Van Mason

WSB
Ivan “Van” Mason
Director of Contracts Administration

Attachments

RESOLUTION OF THE

CITY OF LEESBURG

WHEREAS, the City of Leesburg is a local government whose intent is to find common solutions and issues that go beyond any one political subdivision; and

WHEREAS, the City is governed by the City Council representing interest from each district in the City of Leesburg; and

WHEREAS, planning for safe, accessible, and multimodal transportation options is central to the City's mission; and

WHEREAS, there were a total of 510 crashes reported between 2019-2023, of which 1 were fatal and 5 involved serious injuries.

WHEREAS, there was 1 pedestrian crash and 2 motorcycle crashes, of which 1 resulted in a serious injury.

WHEREAS, the City of Leesburg received a planning grant through the U.S. Department of Transportation's Safe Streets and Roads for All to develop a comprehensive Safety Action Plan for the City.

WHEREAS, the City's Safety Action Plan is comprehensive and based on data utilizing the Safe System approach to assist the City in improving transportation safety throughout the entire network for all users; and

WHEREAS, the goal of the Safety Action Plan is to develop a well-defined strategy to prevent roadway deaths and serious injuries; and

WHEREAS, the Safe System approach prioritizes the elimination of crashes that result in death ad serious injuries by incorporating key principles: Death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared among all stakeholders, safety is proactive, and redundancy is crucial in the transportation system; and

WHEREAS, the implementation of strategies identified in the City's Safety Action Plan will assist in the overall goal of zero deaths and serious injuries as identified by the U.S. Department of Transportation by the year 2050; and

NOW, THEREFORE, BE IT RESOLVED, that the City of Leesburg does hereby adopt the Safety Action Plan and commit to a systematic approach to reducing transportation related serious injuries and deaths throughout the City with a goal toward zero deaths and serous injuries by the year 2050.

THE FOREGOING RESOLUTION WAS ADOPTED BY THE CITY COUNCIL OF THE CITY OF LEESBURG ON April 1, 2025

ATTEST:

Honorable Billy Breeden

Mayor, City of Leesburg

"This correspondence and the information contained herein is prepared solely for the purpose of identifying, evaluating, and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C.407."

This SS4A Safety Action Plan is funded with a grant from the U.S. Department of Transportation and the Federal Highway Administration.

Table of Contents

1.0 Introduction

On April 1, 2025, the City of Leesburg adopted a resolution for a comprehensive Safety Action Plan and committed to a systematic approach to reduce transportation related serious injuries and deaths throughout the City with a goal towards zero deaths and serious injuries by the year 2050.

Our firm, WSB has been contracted by the City of Leesburg to prepare a Safety Action Plan which utilizes the safe system approach to assist the city in improving transportation safety throughout the roadway network for all users. The engineers of our firm have prepared this report utilizing GDOT databases and traffic engineering software to obtain data consisting of traffic counts, crash analyses and speed data. This report summarizes the findings and provides countermeasures for recommended improvements to enhance transportation safety.

1.1 Plan Organization

This report is organized into eight sections including the following:

Introduction: Provides background information with specific goals towards zero deaths and serious injuries.

Planning Structure: Identifies stakeholders.

Safety Analysis: Details an overview of crash history within the city.

Engagement and Collaboration: Details public and stakeholder involvement in the process of developing the plan.

Demographics: Provides detailed information about how demographics is a key factor in planning.

Policies and Process Changes: Provides information on existing city transportation policies/process and recommendations for consideration.

Strategy and Project Selections: Details recommended safety improvement projects for consideration and prioritization.

Progress and Transparency: Provides details for further action, data maintenance, plan implementation, transparency, and reporting.

2.0 Planning Structure

The planning structure for the development of this safety action plan consists of city leaders, community leaders, and the WSB consultant project team. There was one public engagement meeting held which provided an opportunity for all stakeholders to review safety data and share comments for the report. Additional details regarding the public and stakeholder involvement are provided in section 4 of this report. Shown below is the structure of the stakeholder planning group:

I. **City of Leesburg Leaders**
   City Council Members, Mayor, City Manager, Assistant, Police & Fire Department Personnel, Lee County Public Library, & Engineering Consultant (Foresite Group)
II. **Members of Community**
   Residents
III. **WSB – Consultant Project Team**

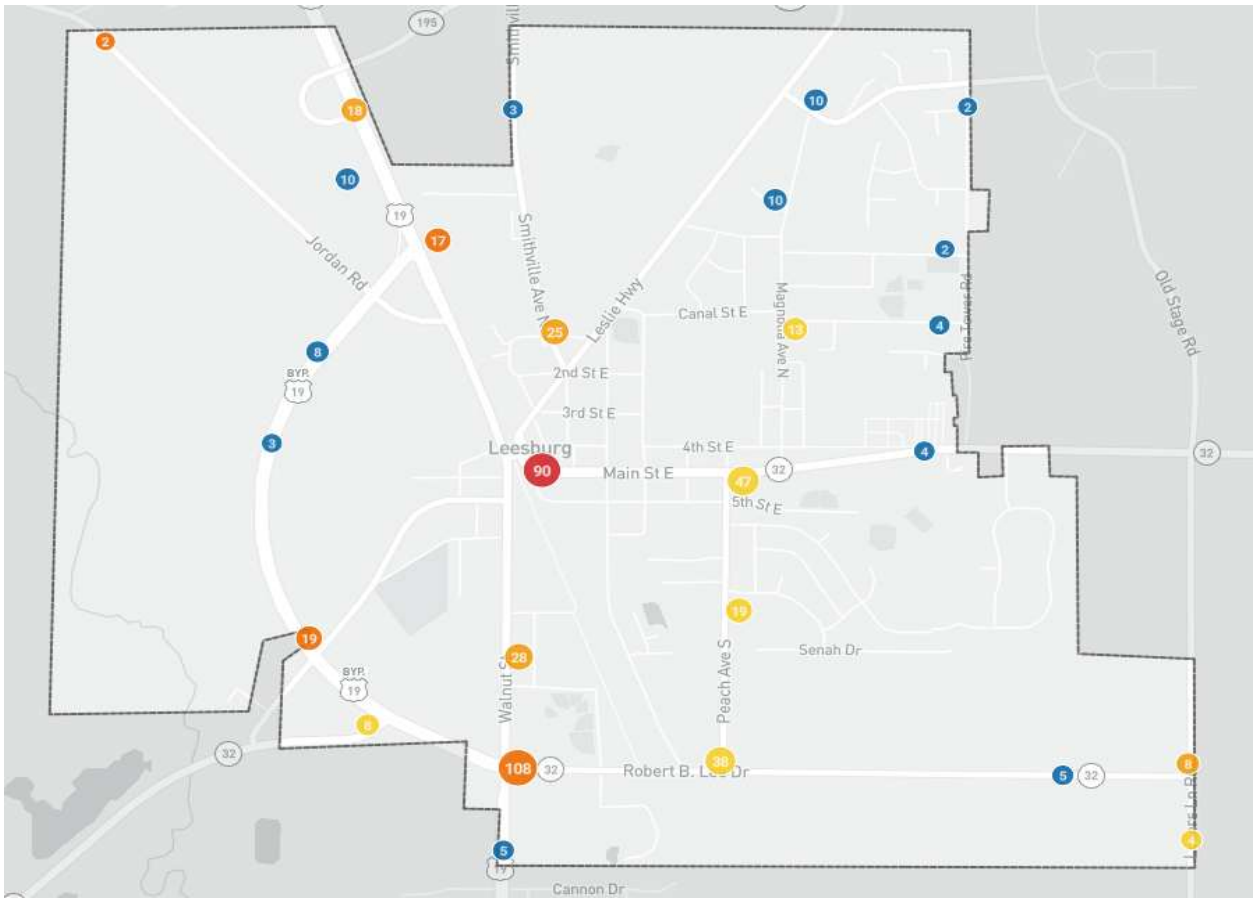
3.0 Safety Analysis

This safety action plan analyzes historical traffic data to evaluate the location of crashes, the severity and contributing factors. The maps and charts below provide details of historical data that was obtained from GDOT's AASHTOWare Safety software.

3.1 Crash Analysis

Within the City of Leesburg there were a total of 510 crashes between the years of 2019 and 2023. Of those, one-(1) was fatal and five - (5) were serious injury crashes. See data below which details a summary of the manner of collisions, severity, and locations.

Crash Locations



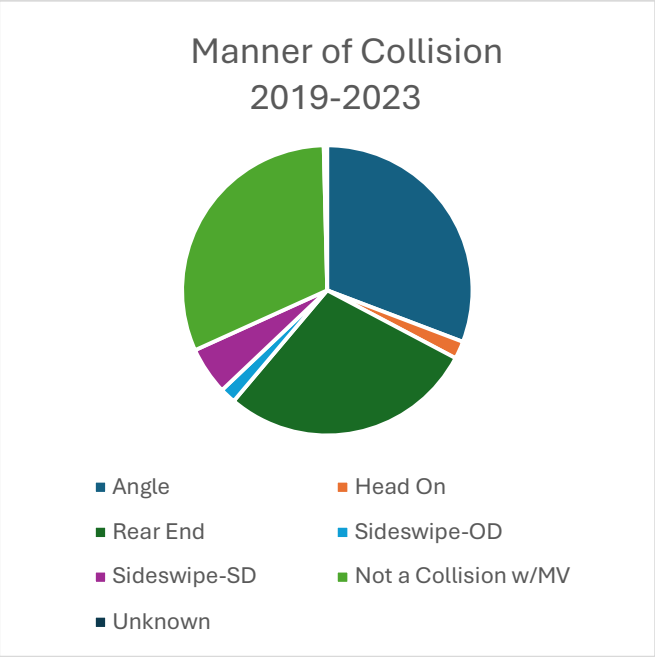
Legend:

K= Fatal Injury, A= Suspected Serious Injury, B= Suspected Minor Injury,
C= Possible Injury, O= Property Damage Only

The chart below details the manner of collision for all crashes and the year they occurred within the City of Leesburg.

Table 3.1 - Manner of Collision per Year, 5 Year Period

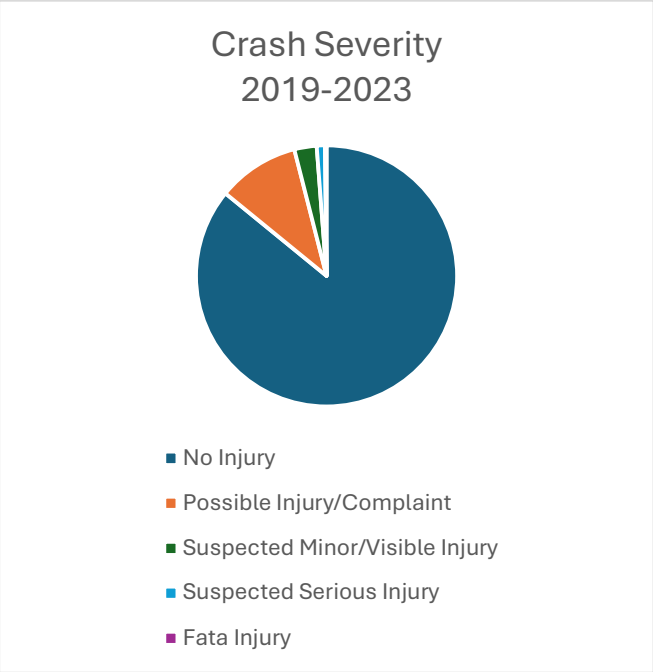
Crash Type	2019	2020	2021	2022	2023	Total
Angle	37	31	32	23	34	157
Head On	2	2	3	3	-	10
Rear End	30	26	25	30	34	145
Sideswipe-Opposite Direction		4	2		3	9
Sideswipe-Same Direction	6	7	6	5	3	27
Not a Collision w/Motor Vehicle	32	31	40	22	35	160
Unknown	-	-	2	-	-	2
Yearly Total	107	101	110	83	109	510



The chart below corresponds with the diagram above detailing the percentage of crashes by manner of collision.

Table 3.2 - Manner of Collision by percentage

Crash Type	Collisions	Percentage
Angle	157	30.78
Head On	10	1.96
Rear End	145	28.43
Sideswipe-Opposite Direction	9	1.76
Sideswipe-Same Direction	27	5.30
Not a Collision w/Motor Vehicle	160	31.38
Unknown	2	0.39



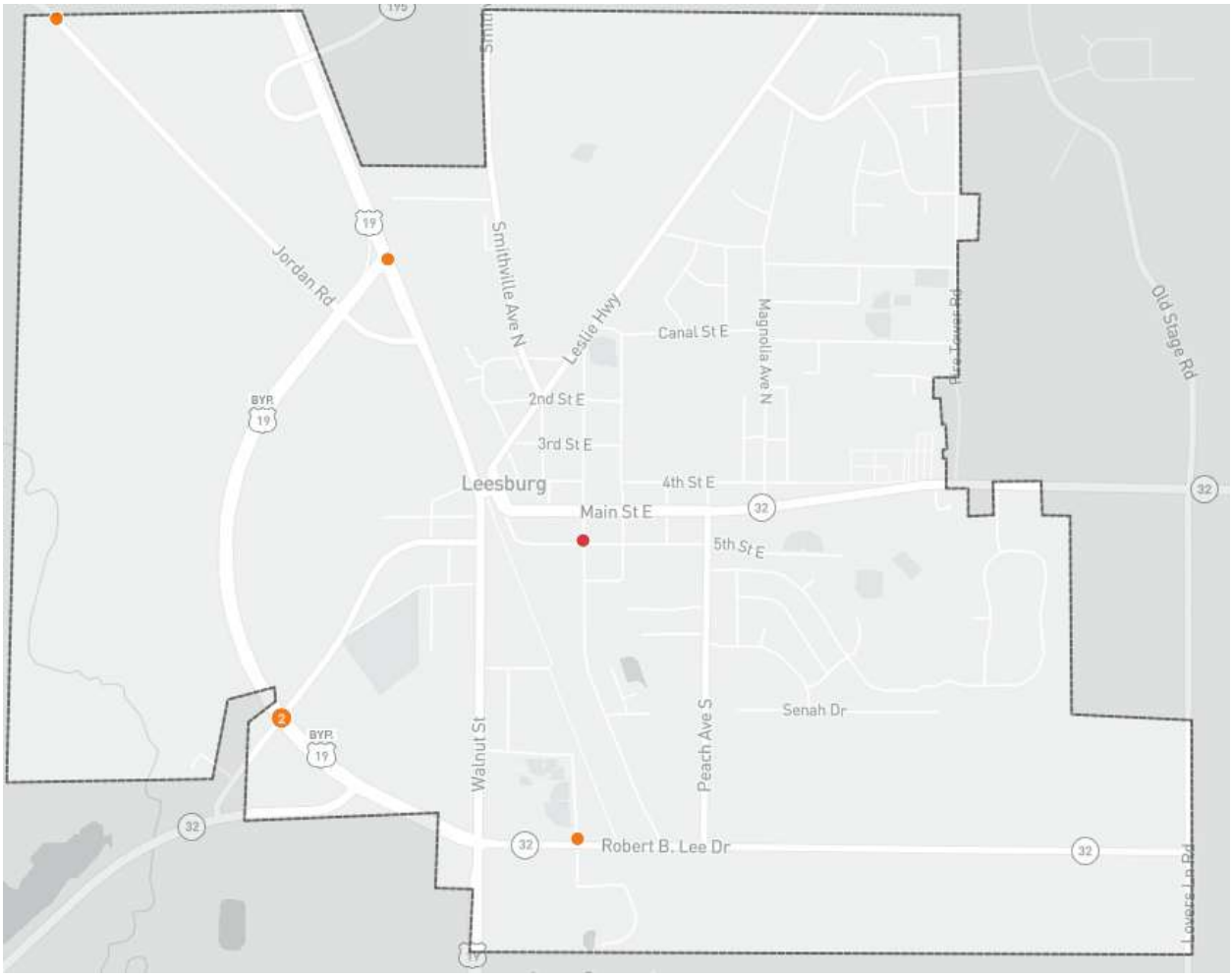
The chart below corresponds with the diagram above detailing the number and percentage of injuries by severity.

Table 3.3 - Crash Severity, 2019-2023

Severity	Collisions	Percentage
No Injury	432	84.71 %
Unknown	7	1.37 %
Possible Injury/Complaint	51	10 %
Suspected Minor/Visible Injury	14	2.75 %
Suspected Serious Injury	5	0.98 %
Fatal Injury	1	0.20 %

Fatal & Serious Injury Collision Locations

5 Year Fatal and Serious Injury 2019 – 2023



Legend:

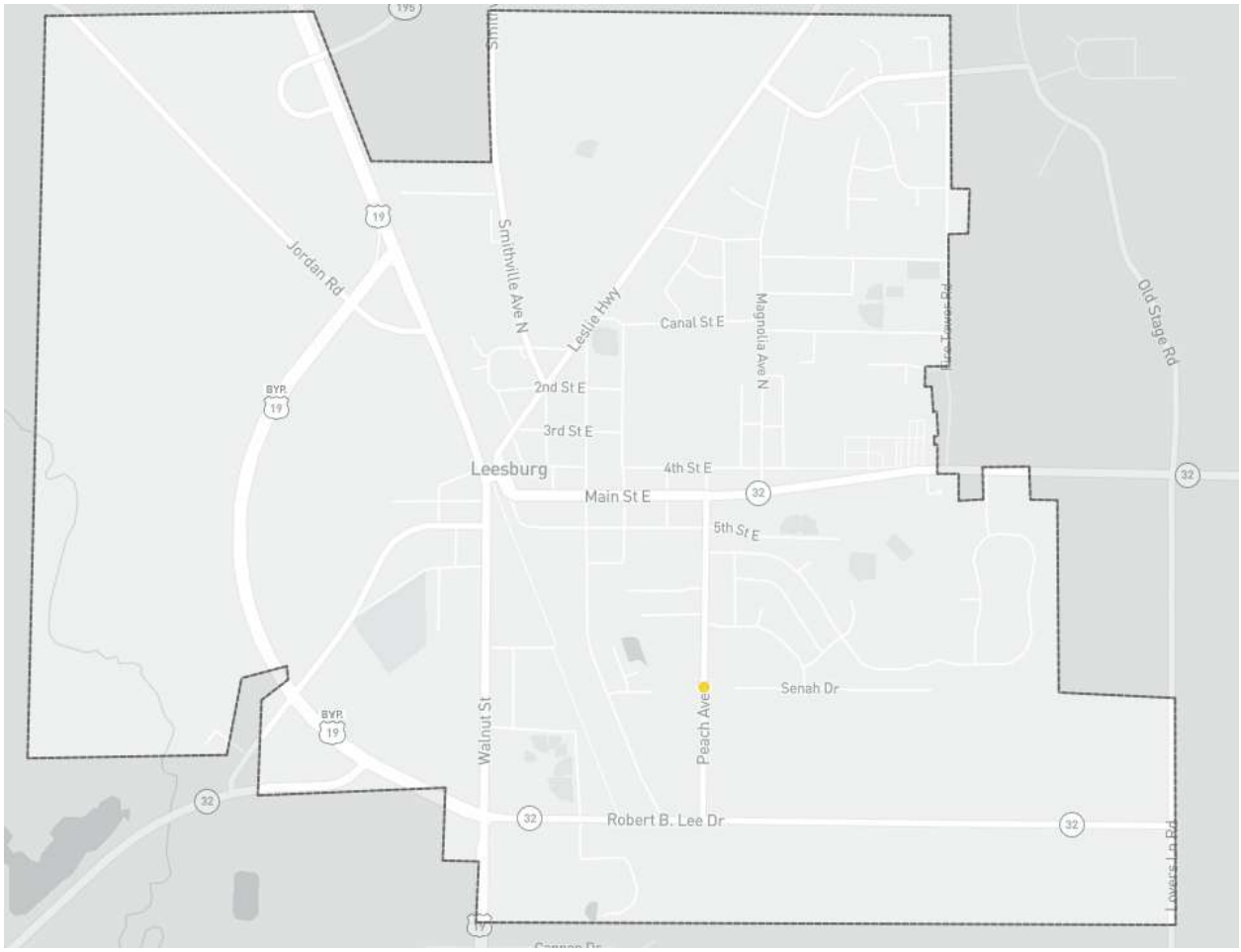
K A B C O

K= Fatal Injury, A= Suspected Serious Injury, B= Suspected Minor Injury,
C= Possible Injury, O= Property Damage Only

The above map shows the locations of fatal and serious injury crashes within the city limits. This action plan will highlight these crash locations as for review for potential safety improvements.

Vulnerable User (Pedestrian & Cyclist) Crash Locations

5 Year Period (2019 – 2023)



The above map shows locations of vulnerable user crashes within the city limits. This action plan will highlight these crash locations as for review for potential safety improvements.

There was one (1) vulnerable user (bicycle/pedestrian) related crashes with a five-year period from 2019-2023. This crash resulted in minor visible injuries. See below in tables 3.4 for segment location and details.

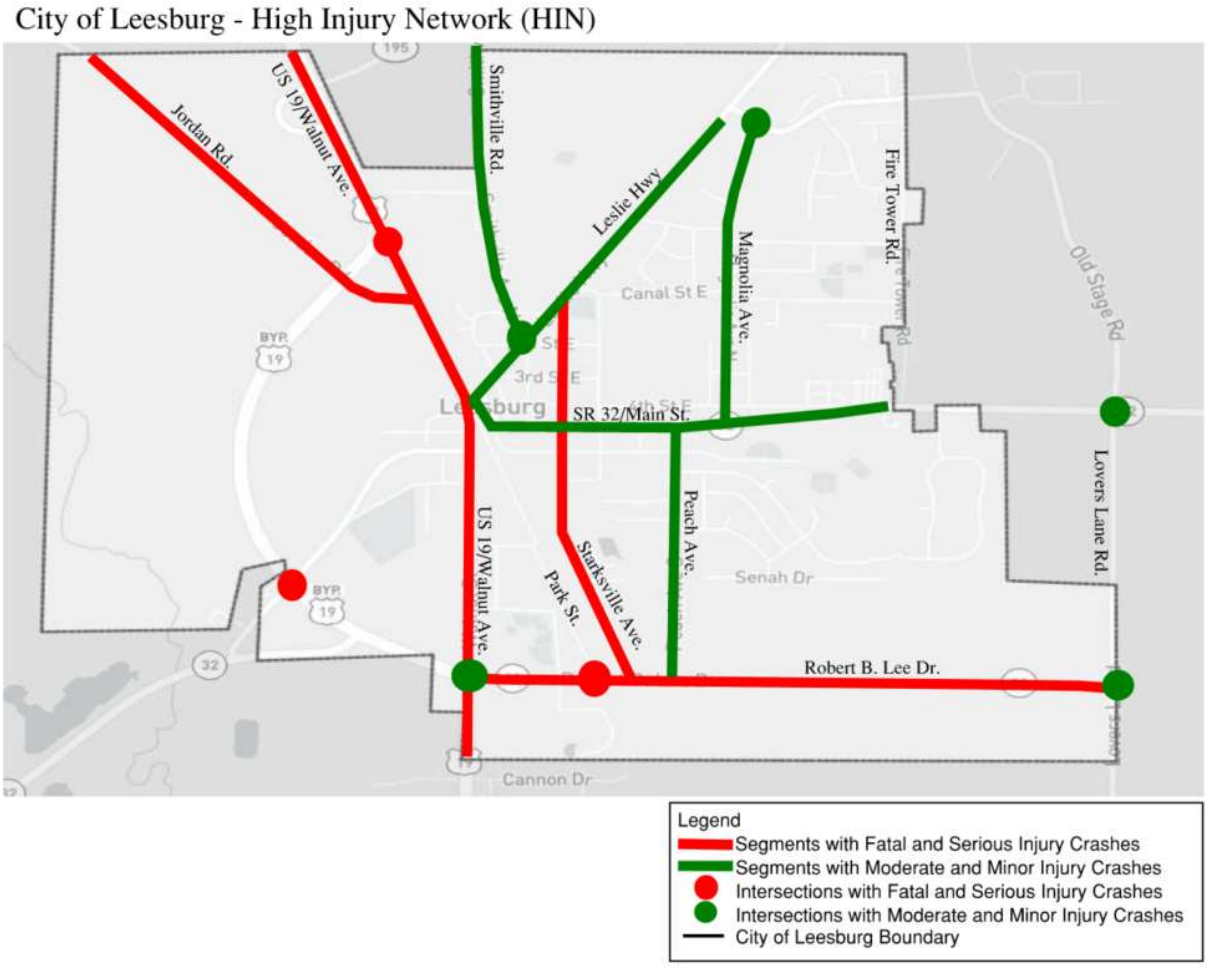
Table 3.4 - Segments of Vulnerable User Crash w/Injury

Roadway Segment	From	To	Length (Miles)	Fatal	Visible Injury
Peach Avenue	4th Street	S. of Blue Springs Drive	0.47	0	1-(Pedestrian)
Starksville Rd.	SR 195/Leslie Hwy.	Robert B. Lee Rd.	1.26	1 – (Bicyclist)	-----

High Injury Network

The High Injury Network (HIN) identifies locations with safety concerns based on a history of serious injury and fatal crashes. For this analysis, roadway segments and intersections were evaluated to assist in determining local investments in infrastructure and safety programming. The High Injury Network includes the top nine (9) segments and seven (7) intersections within the city that has the highest frequency of fatal, serious injury, and moderate injury crashes. In addition, This High Injury Network identifies corridors and intersections considered for countermeasures recommended to enhance safety. Utilizing project fact sheets, each roadway segment and intersection were reviewed using a scoring system which prioritizes each project recommendation using roadway data, risk factors, local input, and demographics. Please see section 7.5 – Project Prioritization and Scoring along with attached appendix for fact sheets and project ranking.

The figure below details locations on the High Injury Network within the City of Leesburg.



5 Year Fatal and Serious Injury Intersections 2019 – 2023

Intersection	Fatal Injuries	Serious Injuries
US 19 Bypass at US 19/SR 3/Walnut Avenue North	0	**1**
US 19 Bypass at Linden Road West	0	**2**
Robert B. Lee Drive at Park Street	0	**1**
US 19 Bypass/SR 32 Robert B. Lee Dr. at US 19/SR 3/Walnut Avenue North	0	0
Leslie Hwy at Smithville Ave & 2nd Street E	0	0
Magnolia St. at Grover St.	0	0
SR 32 at Lovers Lane	0	0

US 19 Bypass @ US 19/SR 3/Walnut Ave. North

Serious Injury & Fatal Crashes

1	Serious Injury		Angle	3-9-22022

GDOT Summary	Collisions	Dataset
Intersection Related	15	88.24%
Single Motor Vehicle Involved	10	58.82%
Distracted Driver (Suspected)	2	11.76%
Impaired Driving (Confirmed)	1	5.88%
Show all (6 more)	0	0%

KABCO Severity	Collisions	Dataset
(O) No Injury	14	82.35%
(B) Suspected Minor/Visible Injury	2	11.76%
(A) Suspected Serious Injury	1	5.88%
Show all (3 more)	0	0%

Date and Time (Year)	Collisions	Dataset
2023	4	23.53%
2022	2	11.76%
2021	6	35.29%
2020	3	17.65%
2019	2	11.76%
Show all (6 more)	0	0%

Date and Time (Hour of Day)	Collisions	Dataset
12 am - 2 am	3	17.65%
4 am - 6 am	1	5.88%
6 am - 8 am	3	17.65%
8 am - 10 am	1	5.88%
10 am - 12 pm	1	5.88%
2 pm - 4 pm	1	5.88%
4 pm - 6 pm	2	11.76%
6 pm - 8 pm	2	11.76%
Show all (4 more)	3	17.64%

Manner of Collision (Crash Level)	Collisions Dataset	
Not a Collision with Motor Vehicle	10	58.82%
Rear End	4	23.53%
Angle Crash	3	17.65%
Show all (5 more)	0	0%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	7	41.18%
On Roadway - Non-Intersection	6	35.29%
Off Roadway	4	23.53%
Show all (14 more)	0	0%

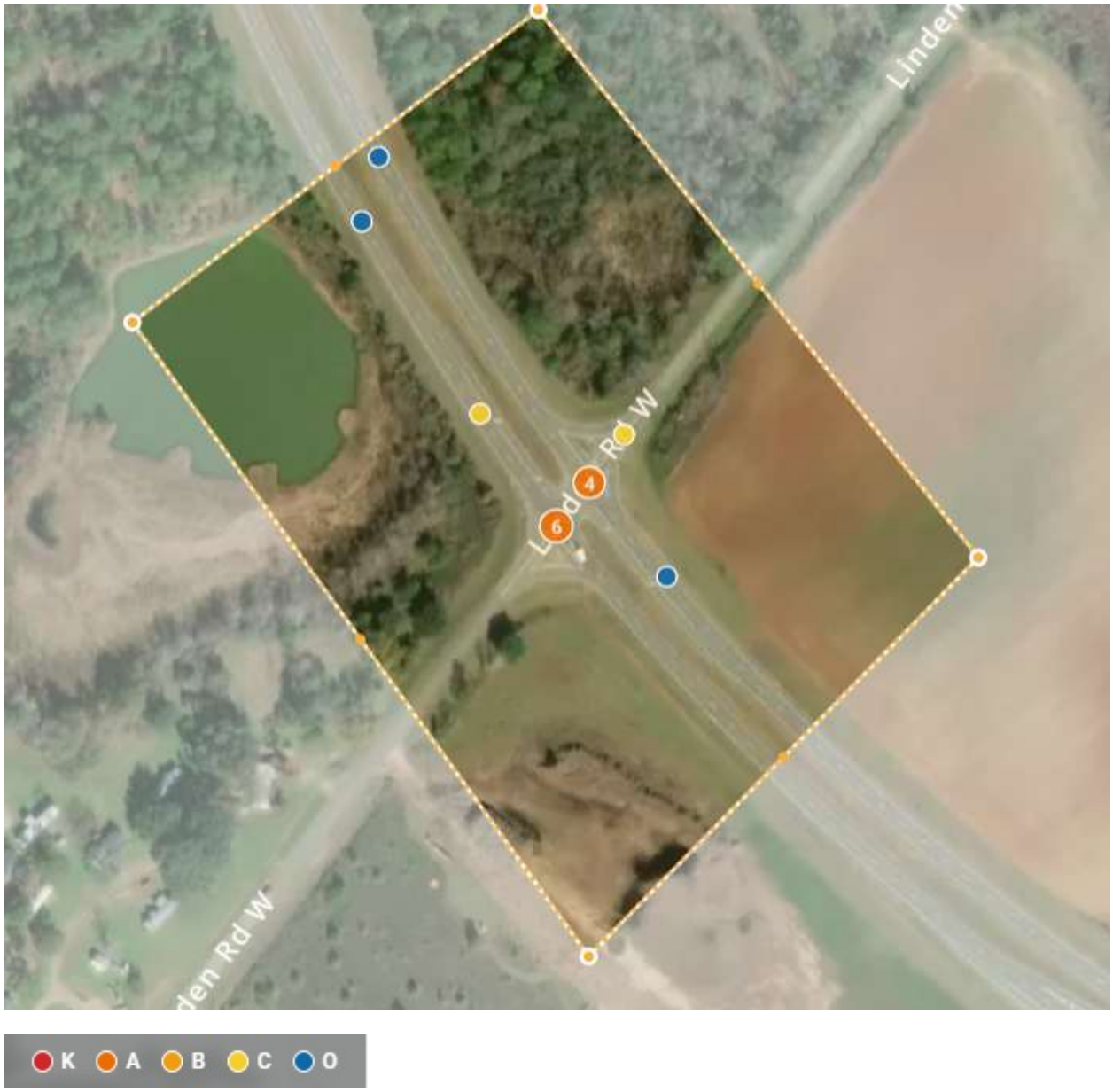
Most Harmful Event (Unit Vehicle)	Collisions Dataset	
Motor Vehicle in Motion	6	35.29%
Deer	4	23.53%
Other - Fixed Object	3	17.65%
Ditch	1	5.88%
Show all (34 more)	0	0%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions Dataset	
Reaction to Object or Animal	6	35.29%
Other	3	17.65%
Under the Influence (U.I.)	3	17.65%
Driver Lost Control	2	11.76%
Disregard Police - Evasion	1	5.88%
Disregard Stop Sign/Signal	1	5.88%
Failure to Yield	1	5.88%
Show all (40 more)	0	0%

SHSP Emphasis Area	Collisions	Dataset
Intersection Related	15	88.24%
Young Adult Driver (Age 20-24)	5	29.41%
Roadway Departure	4	23.53%
Improper Occupant Protection	3	17.65%
Older Driver Related (55-64)	3	17.65%
Distracted Driver (Suspected)	2	11.76%
Young Driver (Age 15-19)	2	11.76%
Aggressive/Speed Related	1	5.88%
Show all (10 more)	2	11.76%

Countermeasures All	Collisions	Dataset
Countermeasure: Lighting Improvements (Intersection)	8	47.06%
Countermeasure: Wildlife Warning	6	35.29%
Countermeasure: Intersection Crashes (vehicle)	3	17.65%
Countermeasure: Roadway and Lane Departure Crashes	3	17.65%
Countermeasure: Lighting Improvements (Non-Intersection)	2	11.76%
Show all (6 more)	0	0%

US 19 Bypass @ Linden Rd. West



Serious Injury & Fatal Crashes

1	Serious Injury	Angle	6-18-2020
2	Serious Injury	Angle	8-22/2023

GDOT Summary	Collisions	Dataset
Intersection Related	12	80.00%
Single Motor Vehicle Involved	4	26.67%
Large Truck Related	2	13.33%
Show all (7 more)	0	0%

KABCO Severity	Collisions	Dataset
(O) No Injury	10	66.67%
(C) Possible Injury / Complaint	3	20.00%
(A) Suspected Serious Injury	2	13.33%
(B) Suspected Minor/Visible Injury	0	0.00%
(K) Fatal Injury		
Unknown		
Show less		

Date and Time (Year)	Collisions	Dataset
2023	3	20.00%
2022	5	33.33%
2020	4	26.67%
2019	3	20.00%
Show all (7 more)	0	0%

Date and Time (Hour of Day)	Collisions	Dataset
4 am - 6 am	1	6.67%
6 am - 8 am	3	20.00%
8 am - 10 am	1	6.67%
10 am - 12 pm	1	6.67%
2 pm - 4 pm	1	6.67%
4 pm - 6 pm	4	26.67%
6 pm - 8 pm	2	13.33%
8 pm - 10 pm	1	6.67%
Show all (4 more)	1	6.67%

Manner of Collision (Crash Level)	Collisions	Dataset
Angle Crash	10	66.67%
Not a Collision with Motor Vehicle	4	26.67%
Sideswipe-Same Direction	1	6.67%
Show all (5 more)	0	0%

Location at Impact (Crash Level)	Collisions	Dataset
On Roadway - Roadway Intersection	9	60.00%
On Roadway - Non-Intersection	5	33.33%
On Roadway - Driveway Intersection	1	6.67%
Show all (14 more)	0	0%

Most Harmful Event (Unit Vehicle)	Collisions	Dataset
Motor Vehicle in Motion	8	53.33%
Deer	3	20.00%
Animal	1	6.67%
Show all (35 more)	0	0%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions	Dataset
Reaction to Object or Animal	4	26.67%
Other Unit Contributed to Crash	2	13.33%
Disregard Stop Sign/Signal	1	6.67%
Failure to Yield	1	6.67%
Show all (43 more)	0	0%

Countermeasures All	Collisions	Dataset
Countermeasure: Wildlife Warning	4	26.67%
Countermeasure: Lighting Improvements (Non-Intersection)	2	13.33%
Countermeasure: Lighting Improvements (Intersection)	1	6.67%
Show all (8 more)	0	0%

US 19 Bypass/SR 32 Robert B. Lee Dr. @ US 19/SR 32/Walnut St. South

GDOT Summary	Collisions	Dataset
Intersection Related	60	92.31%
Distracted Driver (Suspected)	25	38.46%
Large Truck Related	5	7.69%
Single Motor Vehicle Involved	5	7.69%
Distracted Driver (Confirmed)	4	6.15%
Show all (5 more)	0	0%

KABCO Severity	Collisions	Dataset
(O) No Injury	52	80.00%
(C) Possible Injury / Complaint	11	16.92%
(B) Suspected Minor/Visible Injury	2	3.08%
Show all (3 more)	0	0%

Date and Time (Year)	Collisions	Dataset
2023	16	24.62%
2022	10	15.38%
2021	12	18.46%
2020	15	23.08%
2019	12	18.46%
Show all (6 more)	0	0%

Date and Time (Hour of Day)	Collisions	Dataset
12 am - 2 am	1	1.54%
6 am - 8 am	17	26.15%
8 am - 10 am	11	16.92%
10 am - 12 pm	3	4.62%
12 pm - 2 pm	7	10.77%
2 pm - 4 pm	12	18.46%
4 pm - 6 pm	8	12.31%
6 pm - 8 pm	3	4.62%
8 pm - 10 pm	3	4.62%

Manner of Collision (Crash Level)	Collisions	Dataset
Rear End	37	56.92%
Angle Crash	16	24.62%
Not a Collision with Motor Vehicle	5	7.69%
Sideswipe-Same Direction	5	7.69%
Head On	1	1.54%
Sideswipe-Opposite Direction	1	1.54%
Show all (2 more)	0	0%

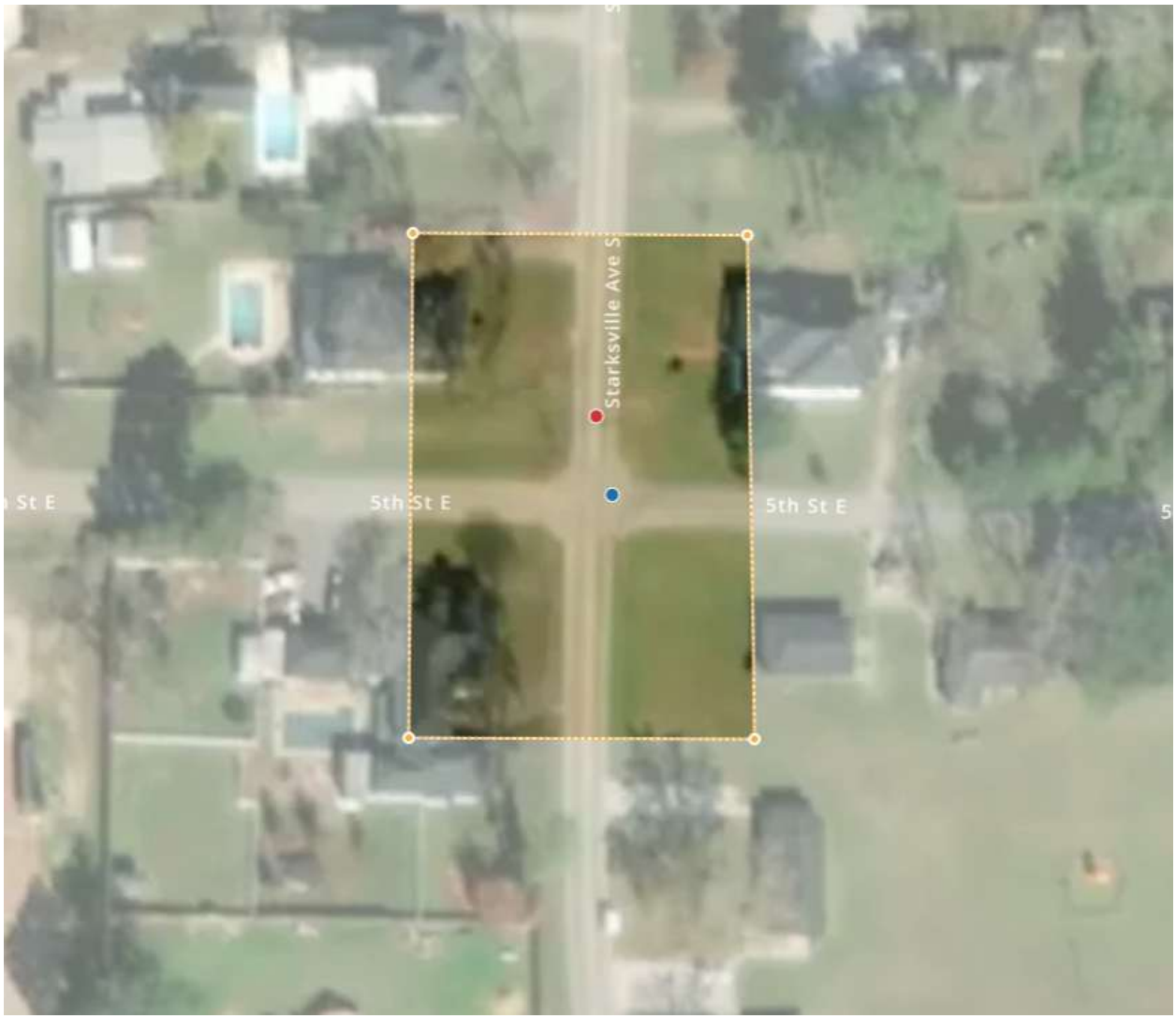
Location at Impact (Crash Level)	Collisions	Dataset
On Roadway - Roadway Intersection	30	46.15%
On Roadway - Non-Intersection	28	43.08%
Off Roadway	3	4.62%
On Roadway - Driveway Intersection	3	4.62%
Median	1	1.54%
Show all (12 more)	0	0%

Most Harmful Event (Unit Vehicle)	Collisions	Dataset
Motor Vehicle in Motion	46	70.77%
Deer	2	3.08%
Median Barrier	1	1.54%
Other - Fixed Object	1	1.54%
Show all (34 more)	0	0%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions	Dataset
Other Unit Contributed to Crash	5	7.69%
Following Too Close	3	4.62%
Failure to Yield	2	3.08%
Inattentive or Other Distraction (Distracted)	2	3.08%
Reaction to Object or Animal	2	3.08%
Too Fast for Conditions	2	3.08%
Changed Lanes Improperly	1	1.54%
Driver Condition	1	1.54%
Show all (39 more)	5	7.70%

Countermeasures All	Collisions	Dataset
Countermeasure: Intersection Crashes (vehicle)	27	41.54%
Countermeasure: Lighting Improvements (Intersection)	2	3.08%
Countermeasure: Wildlife Warning	2	3.08%
Countermeasure: Centerline Crash Related (Vehicle)	1	1.54%
Countermeasure: Roadway and Lane Departure Crashes	1	1.54%
Show all (6 more)	0	0%

Starksville Ave. South @ 5th Street East



Serious Injury & Fatal Crashes

1	Fatal		Rear End - Bike	4-17-2020

GDOT Summary	Collisions	Dataset
Intersection Related	2	100.00%
Single Motor Vehicle Involved	1	50.00%
Show all (8 more)	0	0%

KABCO Severity	Collisions	Dataset
(K) Fatal Injury	1	50.00%
(O) No Injury	1	50.00%
Show all (4 more)	0	0%

Date and Time (Year)	Collisions	Dataset
2021	1	50.00%
2020	1	50.00%
Show all (9 more)	0	0%

Date and Time (Hour of Day)	Collisions	Dataset
6 am - 8 am	1	50.00%
8 pm - 10 pm	1	50.00%
Show all (10 more)	0	0%

Manner of Collision (Crash Level)	Collisions	Dataset
Not a Collision with Motor Vehicle	1	50.00%
Rear End	1	50.00%
Show all (6 more)	0	0%

Location at Impact (Crash Level)	Collisions	Dataset
On Roadway - Non-Intersection	2	100.00%
Show all (16 more)	0	0%

Most Harmful Event (Unit Vehicle)	Collisions	Dataset
Deer	1	50.00%
Motor Vehicle in Motion	1	50.00%
Pedal-Cycle	1	50.00%

Roadway Contributing Factors	Collisions	Dataset
No Contributing Factors	2	100.00%
Show all (13 more)	0	0%

Countermeasures All	Collisions	Dataset
Countermeasure: Intersection Crashes (vehicle)	1	50.00%
Countermeasure: Wildlife Warning	1	50.00%

Robert B. Lee Drive @ Park St. West

GDOT Summary	Collisions Dataset	
Intersection Related	8	100.00%
Distracted Driver (Suspected)	6	75.00%
Motorcycle Related	1	12.50%
Single Motor Vehicle Involved	1	12.50%

KABCO Severity	Collisions Dataset	
(O) No Injury	5	62.50%
(B) Suspected Minor/Visible Injury	2	25.00%
(A) Suspected Serious Injury	1	12.50%

Date and Time (Year)	Collisions Dataset	
2023	2	25.00%
2022	2	25.00%
2021	2	25.00%
2020	1	12.50%
2019	1	12.50%

Date and Time (Hour of Day)	Collisions Dataset	
6 am - 8 am	1	12.50%
8 am - 10 am	1	12.50%
10 am - 12 pm	2	25.00%
12 pm - 2 pm	1	12.50%
4 pm - 6 pm	1	12.50%
6 pm - 8 pm	2	25.00%

Manner of Collision (Crash Level)	Collisions Dataset	
Rear End	5	62.50%
Angle Crash	2	25.00%
Not a Collision with Motor Vehicle	1	12.50%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	6	75.00%
On Roadway - Non-Intersection	2	25.00%

Most Harmful Event (Unit Vehicle)	Collisions Dataset	
Motor Vehicle in Motion	5	62.50%
Over Turn	1	12.50%

Operator/Pedestrian Contributing Factors - Array	Collisions Dataset	
Driver Lost Control	1	12.50%

SHSP Emphasis Area	Collisions Dataset	
Intersection Related	8	100.00%
Distracted Driver (Suspected)	6	75.00%
Older Driver Related (55-64)	2	25.00%
Older Driver Related (65+)	2	25.00%
Young Driver (Age 15-19)	2	25.00%
Hit & Run	1	12.50%
Improper Occupant Protection	1	12.50%
Motorcycle Related	1	12.50%

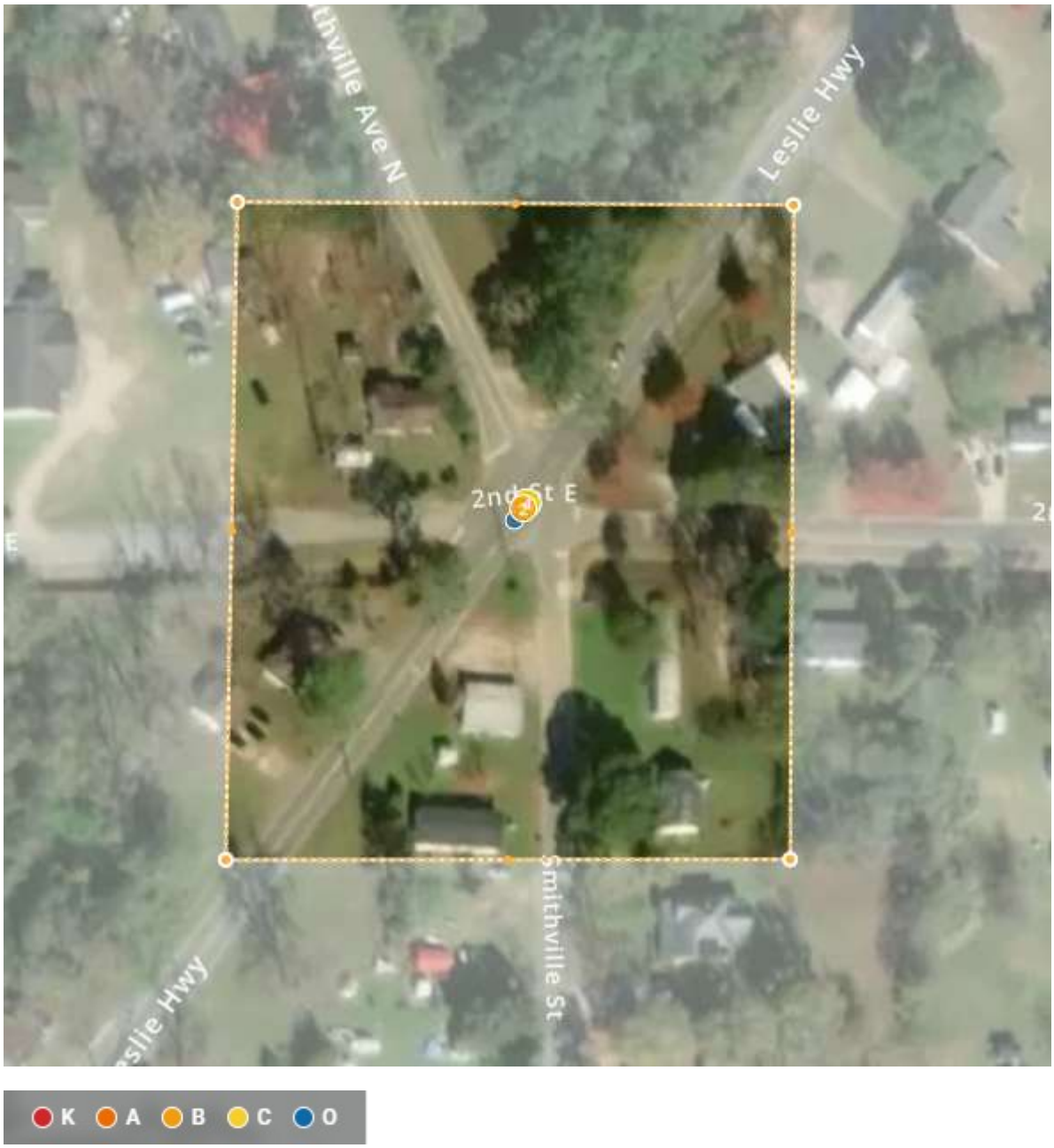
First Harmful Event (Unit Order)	Collisions Dataset	
Motor Vehicle in Motion	7	87.50%
Other Non-Collision	1	12.50%

Vehicle Type (Crash Level)	Collisions Dataset	
Pickup Truck	5	62.50%
Passenger Car	3	37.50%
Sports Utility Vehicle (SUV)	3	37.50%
Moped, Scooter or Minibike	1	12.50%

Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	8	100.00%

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	3	37.50%
Countermeasure: Roadway and Lane Departure Crashes	1	12.50%

Leslie Hwy @ Smithville Ave. & 2nd. Street.



GDOT Summary	Collisions	Dataset
Intersection Related	7	100.00%
Show all (9 more)	0	0%

KABCO Severity	Collisions	Dataset
(O) No Injury	4	57.14%
(C) Possible Injury / Complaint	2	28.57%
(B) Suspected Minor/Visible Injury	1	14.29%
Show all (3 more)	0	0%

Date and Time (Year)	Collisions	Dataset
2023	1	14.29%
2022	1	14.29%
2021	2	28.57%
2020	3	42.86%
Show all (7 more)	0	0%

Date and Time (Hour of Day)	Collisions	Dataset
6 am - 8 am	1	14.29%
8 am - 10 am	2	28.57%
10 am - 12 pm	1	14.29%
12 pm - 2 pm	1	14.29%
2 pm - 4 pm	2	28.57%
Show all (7 more)	0	0%

Manner of Collision (Crash Level)	Collisions	Dataset
Angle Crash	6	85.71%
Rear End	1	14.29%
Show all (6 more)	0	0%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	7	100.00%
Show all (16 more)	0	0%

Most Harmful Event (Unit Vehicle)	Collisions Dataset	
Motor Vehicle in Motion	6	85.71%
Show all (37 more)	0	0%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions Dataset	
Failure to Yield	1	14.29%
Other Unit Contributed to Crash	1	14.29%
Show all (45 more)	0	0%

Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	7	100.00%
Visual Obstruction(s) - Vegetation Along Roadway	1	14.29%

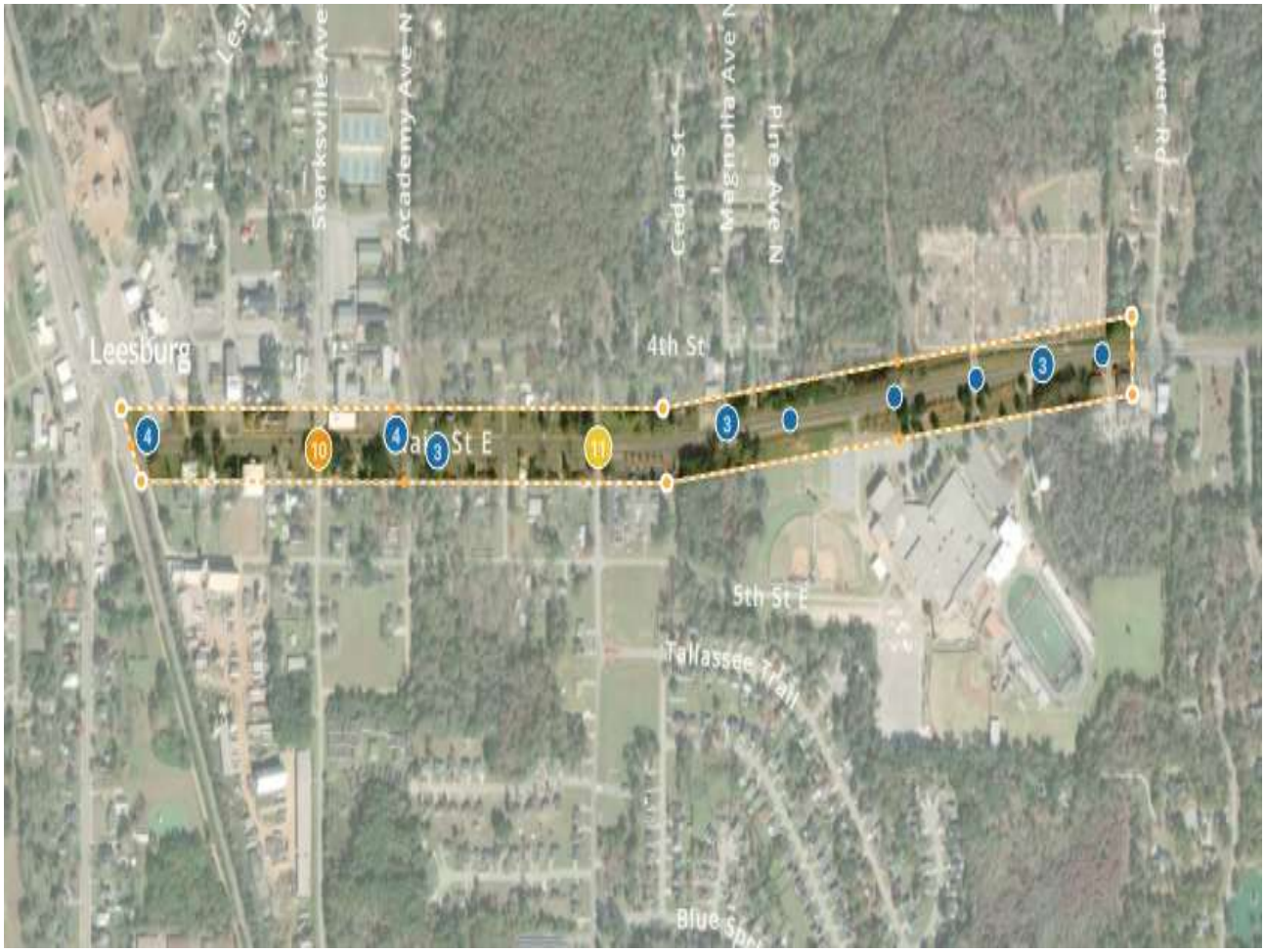
Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	1	14.29%

High Injury Network (*)

5 Year Fatal and Serious Injury Roadway Segments 2019 – 2023

Roadway Segment	From	To	ADT	Length (Miles)	Fatal Injuries	Serious Injuries
SR 32/Main Street	US 19/Walnut Avenue	City Limits East	4,000	1.12	0	0
*US 19/Walnut Avenue	City Limits North	City Limits South	9,270	2.36	0	**1**
*Robert B. Lee Drive	US 19/Walnut Avenue	City Limits East	3,170	1.70	0	**1**
Smithville Road	Leslie Hwy.	City Limits North	937	0.95	0	0
Leslie Highway	US 19/Walnut Avenue	N. of Canal St.	1,690	1.40	0	0
*Jordan Road	US 19/Walnut Avenue	City Limits North	921	1.20	0	**1**
Peach Avenue	4th Street	Robert B. Lee Rd.	-------	0.88	0	0
Magnolia Avenue	Groover St.	SR 32/Main Street	-------	0.97	0	0
* Starksville Avenue	SR 195/Leslie Hwy.	Robert B. Lee Rd.	------	1.26	**1**	0

SR 32/Main Street - FM. Railroad Ave. to City Limits East



GDOT Summary	Collisions Dataset	
Intersection Related	359	70.39%
Single Motor Vehicle Involved	160	31.37%
Distracted Driver (Suspected)	125	24.51%
Distracted Driver (Confirmed)	18	3.53%
Large Truck Related	15	2.94%
Impaired Driving (Confirmed)	7	1.37%
Motorcycle Related	2	0.39%
Pedestrian Related	1	0.20%
Show all (2 more)	0	0%

KABCO Severity	Collisions Dataset	
(O) No Injury	432	84.71%
(C) Possible Injury / Complaint	51	10.00%
(B) Suspected Minor/Visible Injury	14	2.75%
Unknown	7	1.37%
(A) Suspected Serious Injury	5	0.98%
(K) Fatal Injury	1	0.20%

Date and Time (Year)	Collisions Dataset	
2023	109	21.37%
2022	83	16.27%
2021	110	21.57%
2020	101	19.80%
2019	107	20.98%

Date and Time (Hour of Day)	Collisions Dataset	
12 am - 2 am	26	5.10%
2 am - 4 am	10	1.96%
4 am - 6 am	4	0.78%
6 am - 8 am	112	21.96%
8 am - 10 am	61	11.96%
10 am - 12 pm	26	5.10%
12 pm - 2 pm	33	6.47%
2 pm - 4 pm	90	17.65%

Manner of Collision (Crash Level)	Collisions Dataset	
Not a Collision with Motor Vehicle	160	31.37%
Angle Crash	157	30.78%
Rear End	145	28.43%
Sideswipe-Same Direction	27	5.29%
Head On	10	1.96%
Sideswipe-Opposite Direction	9	1.76%
(None)	2	0.39%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Non-Intersection	230	45.10%
On Roadway - Roadway Intersection	195	38.24%
Off Roadway	37	7.25%
On Roadway - Driveway Intersection	21	4.12%
On Shoulder	17	3.33%
Median	5	0.98%
(None)	2	0.39%
Entrance/Exit Ramp	2	0.39%

Most Harmful Event (Unit Vehicle)	Collisions Dataset	
Motor Vehicle in Motion	274	53.73%
Deer	56	10.98%
Animal	29	5.69%
Ditch	10	1.96%
Other - Fixed Object	9	1.76%
Parked Motor Vehicle	9	1.76%
Highway Traffic Sign Post	6	1.18%
Utility Pole	4	0.78%

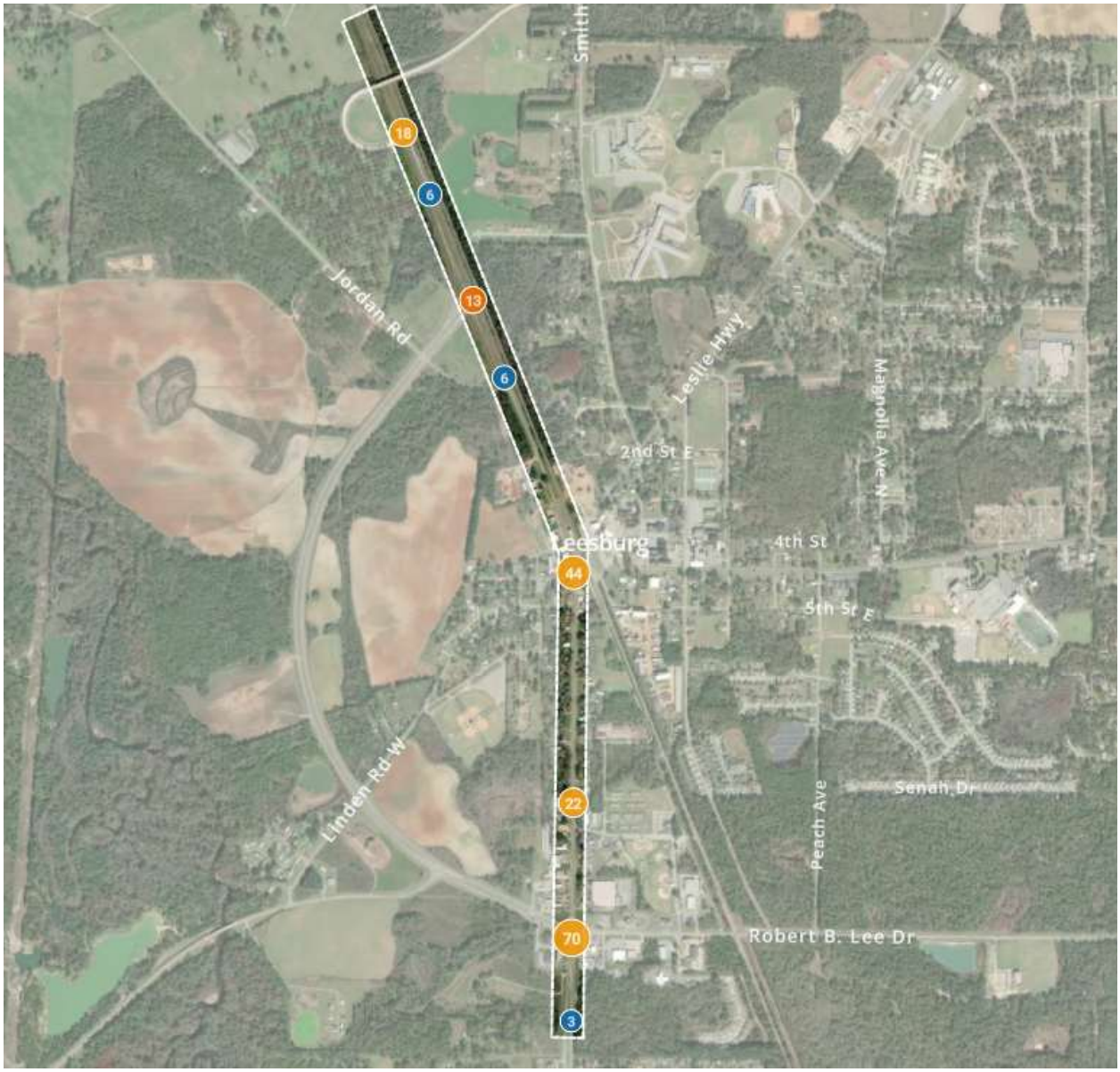
Operator/Pedestrian Contributing Factors (Unit Order)	Collisions Dataset	
Reaction to Object or Animal	94	18.43%
Other Unit Contributed to Crash	21	4.12%
Failure to Yield	14	2.75%
Driver Lost Control	13	2.55%
Following Too Close	11	2.16%
Other	9	1.76%
Improper Turn	8	1.57%
Misjudged Clearance	8	1.57%

First Harmful Event	Collisions Dataset	
Motor Vehicle in Motion	347	68.04%
Deer	66	12.94%
Animal	41	8.04%
Ditch	12	2.35%
Parked Motor Vehicle	11	2.16%
Other - Fixed Object	9	1.76%
Utility Pole	7	1.37%
Other Non-Collision	6	1.18%

Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	500	98.04%
Road Surface Condition (wet, icy, snow, slush, etc.)	7	1.37%
Obstruction in Roadway	5	0.98%
Other	1	0.20%
Road Under Construction	1	0.20%
Shoulder (none, low, soft, high)	1	0.20%
Visual Obstruction(s) - Vegetation Along Roadway	1	0.20%

Countermeasures All	Collisions Dataset	
Countermeasure: Wildlife Warning	107	20.98%
Countermeasure: Intersection Crashes (vehicle)	83	16.27%
Countermeasure: Lighting Improvements (Intersection)	52	10.20%
Countermeasure: Lighting Improvements (Non-Intersection)	44	8.63%
Countermeasure: Roadway and Lane Departure Crashes	25	4.90%
Countermeasure: Clear Roadside	6	1.18%
Countermeasure: Road Diet	4	0.78%
Countermeasure: Centerline Crash Related (Vehicle)	3	0.59%

US 19/Walnut Avenue – FM City Limits (North) to City Limits (South)



Serious Injury & Fatal Crashes

1	Serious Injury		Not a Collision with Motor Vehicle	4-09-2022

GDOT Summary	Collisions Dataset	
Intersection Related	142	78.02%
Single Motor Vehicle Involved	51	28.02%
Distracted Driver (Suspected)	46	25.27%
Distracted Driver (Confirmed)	6	3.30%
Large Truck Related	4	2.20%
Impaired Driving (Confirmed)	3	1.65%

KABCO Severity	Collisions Dataset	
(O) No Injury	152	83.52%
(C) Possible Injury / Complaint	19	10.44%
(B) Suspected Minor/Visible Injury	7	3.85%
Unknown	3	1.65%
(A) Suspected Serious Injury	1	0.55%

Date and Time (Year)	Collisions Dataset	
2023	38	20.88%
2022	32	17.58%
2021	39	21.43%
2020	41	22.53%
2019	32	17.58%

Date and Time (Hour of Day)	Collisions Dataset	
12 am - 2 am	15	8.24%
2 am - 4 am	3	1.65%
4 am - 6 am	1	0.55%
6 am - 8 am	36	19.78%
8 am - 10 am	23	12.64%
10 am - 12 pm	7	3.85%
12 pm - 2 pm	11	6.04%
2 pm - 4 pm	34	18.68%

Manner of Collision (Crash Level)	Collisions	Dataset
Rear End	67	36.81%
Not a Collision with Motor Vehicle	52	28.57%
Angle Crash	40	21.98%
Sideswipe-Same Direction	16	8.79%
Head On	4	2.20%
Sideswipe-Opposite Direction	3	1.65%

Location at Impact (Crash Level)	Collisions	Dataset
On Roadway - Roadway Intersection	79	43.41%
On Roadway - Non-Intersection	75	41.21%
Off Roadway	12	6.59%
On Roadway - Driveway Intersection	9	4.95%
Median	3	1.65%
On Shoulder	3	1.65%
Entrance/Exit Ramp	1	0.55%

Most Harmful Event (Unit Vehicle)	Collisions	Dataset
Motor Vehicle in Motion	104	57.14%
Deer	23	12.64%
Animal	6	3.30%
Other - Fixed Object	5	2.75%
Utility Pole	2	1.10%
Cargo/Equipment Loss or Shift	1	0.55%
Curb	1	0.55%
Ditch	1	0.55%

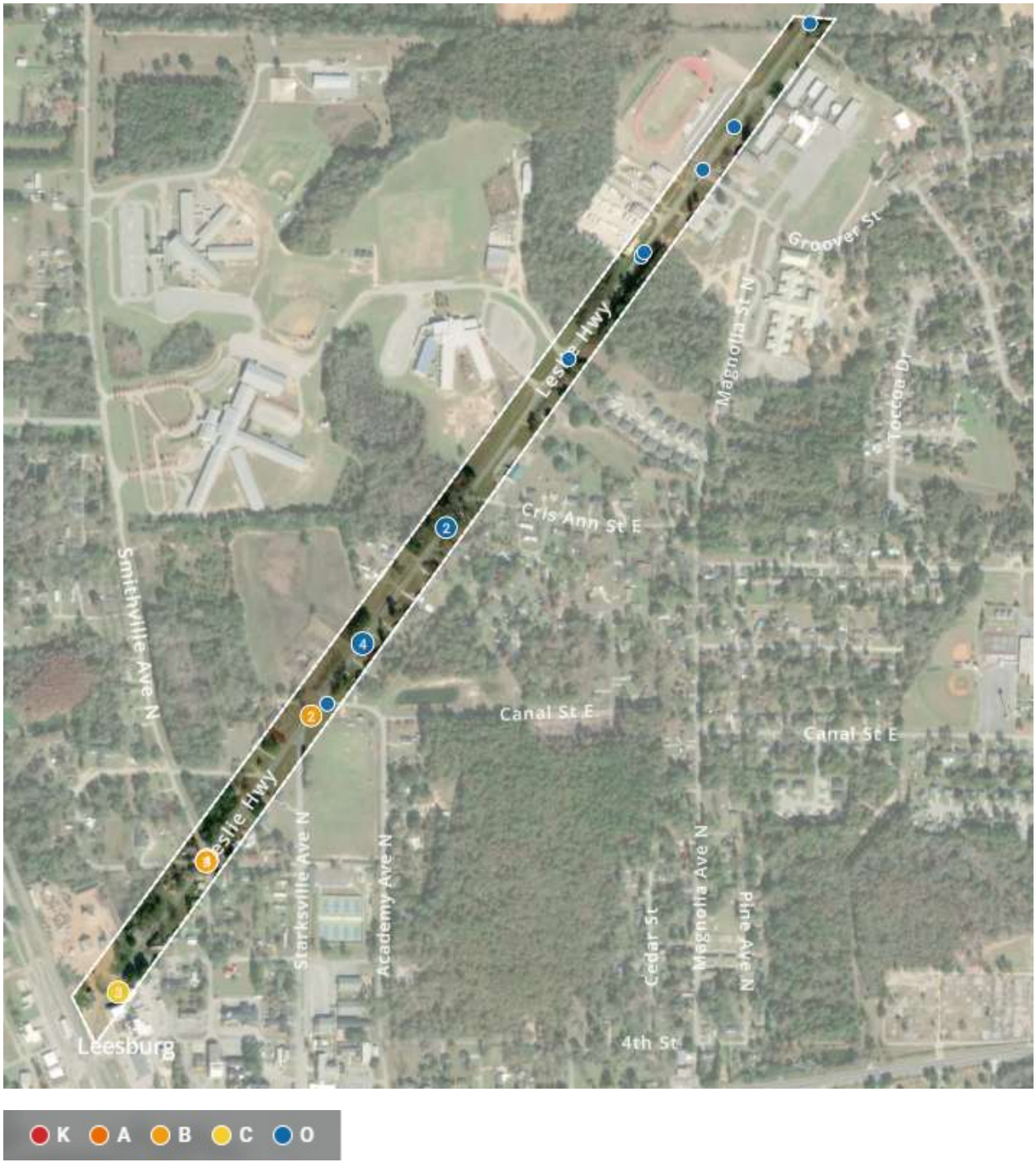
Operator/Pedestrian Contributing Factors (Unit Order)	Collisions Dataset	
Reaction to Object or Animal	31	17.03%
Other Unit Contributed to Crash	7	3.85%
Following Too Close	6	3.30%
Other	5	2.75%
Under the Influence (U.I.)	5	2.75%
Driver Lost Control	4	2.20%
Failure to Yield	4	2.20%
Driver Condition	3	1.65%

First Harmful Event	Collisions Dataset	
Motor Vehicle in Motion	130	71.43%
Deer	24	13.19%
Animal	14	7.69%
Other - Fixed Object	3	1.65%
Utility Pole	3	1.65%
Ditch	2	1.10%
Median Barrier	2	1.10%
Other Non-Collision	2	1.10%

Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	179	98.35%
Obstruction in Roadway	2	1.10%
Road Surface Condition (wet, icy, snow, slush, etc.)	2	1.10%
Other	1	0.55%

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	44	24.18%
Countermeasure: Wildlife Warning	38	20.88%
Countermeasure: Lighting Improvements (Intersection)	25	13.74%
Countermeasure: Lighting Improvements (Non-Intersection)	16	8.79%
Countermeasure: Roadway and Lane Departure Crashes	9	4.95%
Countermeasure: Clear Roadside	2	1.10%
Countermeasure: Centerline Crash Related (Vehicle)	1	0.55%

Leslie Highway – FM. US 19/Walnut Street to N. of Canal Street



GDOT Summary	Collisions Dataset	
Intersection Related	16	64.00%
Single Motor Vehicle Involved	11	44.00%
Impaired Driving (Confirmed)	2	8.00%
Distracted Driver (Suspected)	1	4.00%

KABCO Severity	Collisions Dataset	
(O) No Injury	20	80.00%
(C) Possible Injury / Complaint	3	12.00%
(B) Suspected Minor/Visible Injury	2	8.00%

Date and Time (Year)	Collisions Dataset	
2023	4	16.00%
2022	4	16.00%
2021	7	28.00%
2020	8	32.00%
2019	2	8.00%

Date and Time (Hour of Day)	Collisions Dataset	
2 am - 4 am	2	8.00%
6 am - 8 am	5	20.00%
8 am - 10 am	3	12.00%
10 am - 12 pm	2	8.00%
12 pm - 2 pm	1	4.00%
2 pm - 4 pm	5	20.00%
4 pm - 6 pm	2	8.00%
6 pm - 8 pm	2	8.00%

Manner of Collision (Crash Level)	Collisions Dataset	
Not a Collision with Motor Vehicle	11	44.00%
Angle Crash	10	40.00%
Rear End	2	8.00%
(None)	1	4.00%
Head On	1	4.00%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Non-Intersection	14	56.00%
On Roadway - Roadway Intersection	8	32.00%
(None)	1	4.00%
Off Roadway	1	4.00%
On Shoulder	1	4.00%

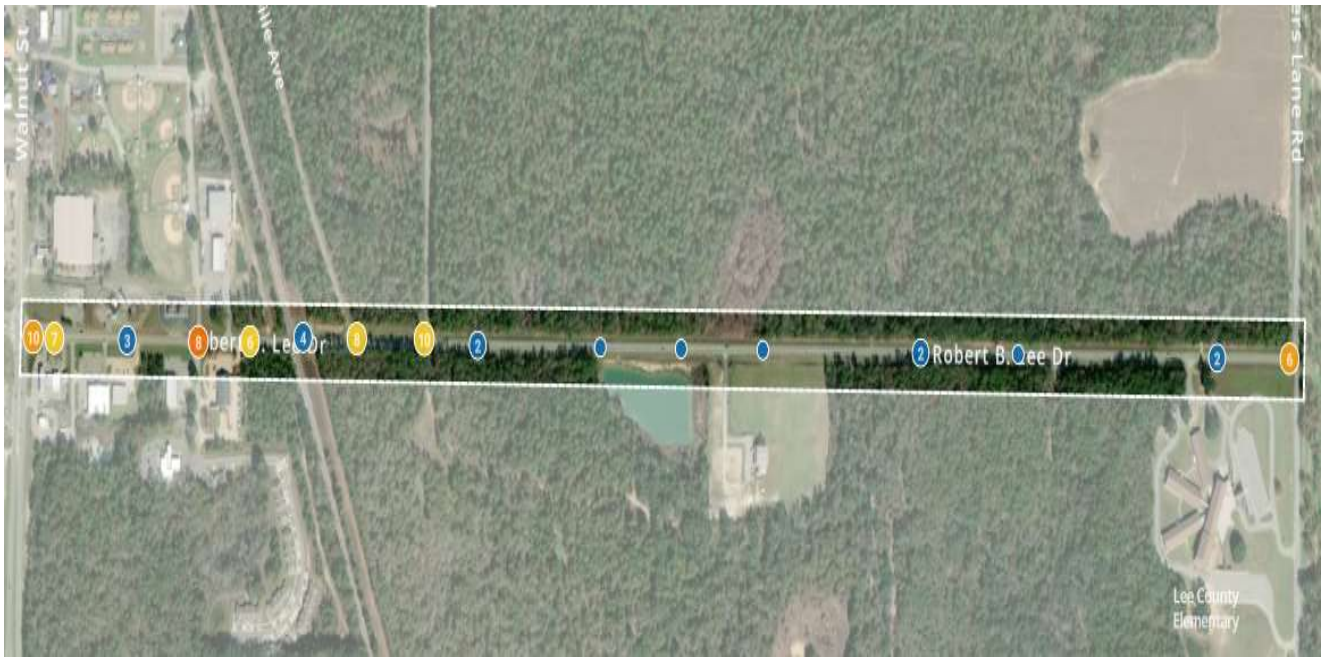
Most Harmful Event (Unit Vehicle)	Collisions Dataset	
Motor Vehicle in Motion	13	52.00%
Deer	4	16.00%
Animal	3	12.00%
Ditch	1	4.00%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions Dataset	
Reaction to Object or Animal	9	36.00%
Failure to Yield	1	4.00%
Improper Turn	1	4.00%
Other Unit Contributed to Crash	1	4.00%
Under the Influence (U.I.)	1	4.00%

Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	25	100.00%
Visual Obstruction(s) - Vegetation Along Roadway	1	4.00%

Countermeasures All	Collisions Dataset	
Countermeasure: Wildlife Warning	9	36.00%
Countermeasure: Lighting Improvements (Non-Intersection)	3	12.00%
Countermeasure: Roadway and Lane Departure Crashes	2	8.00%
Countermeasure: Centerline Crash Related (Vehicle)	1	4.00%
Countermeasure: Intersection Crashes (vehicle)	1	4.00%
Countermeasure: Lighting Improvements (Intersection)	1	4.00%
Countermeasure: Road Diet	1	4.00%

Robert B. Lee Drive – FM. US 19/Walnut Street to City Limits (East)



Serious Injury & Fatal Crashes

1	Serious Injury		Lost Control – Vehicle Overturned	1-6-2020

GDOT Summary	Collisions Dataset	
Intersection Related	53	73.61%
Distracted Driver (Suspected)	34	47.22%
Single Motor Vehicle Involved	15	20.83%
Large Truck Related	5	6.94%
Distracted Driver (Confirmed)	2	2.78%
Motorcycle Related	1	1.39%

KABCO Severity	Collisions Dataset	
(O) No Injury	60	83.33%
(C) Possible Injury / Complaint	7	9.72%
(B) Suspected Minor/Visible Injury	4	5.56%
(A) Suspected Serious Injury	1	1.39%

Date and Time (Year)	Collisions Dataset	
2023	11	15.28%
2022	14	19.44%
2021	13	18.06%
2020	17	23.61%
2019	17	23.61%

Date and Time (Hour of Day)	Collisions Dataset	
12 am - 2 am	2	2.78%
2 am - 4 am	2	2.78%
6 am - 8 am	14	19.44%
8 am - 10 am	12	16.67%
10 am - 12 pm	7	9.72%
12 pm - 2 pm	8	11.11%
2 pm - 4 pm	11	15.28%
4 pm - 6 pm	5	6.94%

Manner of Collision (Crash Level)	Collisions Dataset	
Rear End	38	52.78%
Not a Collision with Motor Vehicle	16	22.22%
Angle Crash	15	20.83%
Sideswipe-Same Direction	2	2.78%
Head On	1	1.39%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Non-Intersection	38	52.78%
On Roadway - Roadway Intersection	27	37.50%
Off Roadway	5	6.94%
On Roadway - Driveway Intersection	1	1.39%
On Roadway - Railroad Crossing	1	1.39%

Most Harmful Event (Unit Vehicle)	Collisions Dataset	
Motor Vehicle in Motion	50	69.44%
Animal	5	6.94%
Deer	2	2.78%
Ditch	1	1.39%
Highway Traffic Sign Post	1	1.39%
Other - Fixed Object	1	1.39%
Other Object (Not Fixed)	1	1.39%
Over Turn	1	1.39%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions Dataset	
Reaction to Object or Animal	8	11.11%
Disregard Stop Sign/Signal	2	2.78%
Driver Lost Control	2	2.78%
Following Too Close	2	2.78%
Other Unit Contributed to Crash	2	2.78%
Failure to Yield	1	1.39%
Improper Backing	1	1.39%
Inattentive or Other Distraction (Distracted)	1	1.39%

SHSP Emphasis Area	Collisions Dataset	
Intersection Related	53	73.61%
Distracted Driver (Suspected)	34	47.22%
Young Driver (Age 15-19)	31	43.06%
Older Driver Related (55-64)	11	15.28%
Older Driver Related (65+)	8	11.11%
Young Adult Driver (Age 20-24)	7	9.72%
Large Truck Related	5	6.94%
Roadway Departure	5	6.94%
Hit & Run	3	4.17%
Distracted Driver (Confirmed)	2	2.78%
Improper Occupant Protection	2	2.78%
Motorcycle Related	1	1.39%
Secondary Crash	1	1.39%

First Harmful Event	Collisions	Dataset
Motor Vehicle in Motion	57	79.17%
Animal	5	6.94%
Deer	4	5.56%
Other Non-Collision	2	2.78%
Ditch	1	1.39%
Embankment	1	1.39%
Other - Fixed Object	1	1.39%
Utility Pole	1	1.39%

Roadway Contributing Factors	Collisions	Dataset
No Contributing Factors	70	97.22%
Obstruction in Roadway	1	1.39%
Road Surface Condition (wet, icy, snow, slush, etc.)	1	1.39%
Road Under Construction	1	1.39%

Countermeasures All	Collisions	Dataset
Countermeasure: Intersection Crashes (vehicle)	24	33.33%
Countermeasure: Wildlife Warning	9	12.50%
Countermeasure: Roadway and Lane Departure Crashes	5	6.94%
Countermeasure: Lighting Improvements (Intersection)	4	5.56%
Countermeasure: Lighting Improvements (Non-Intersection)	4	5.56%
Countermeasure: Road Diet	3	4.17%
Countermeasure: Clear Roadside	1	1.39%

Smithville Road – FM. SR 195/ Leslie Hwy. to City Limits (North)

GDOT Summary	Collisions	Dataset
Intersection Related	11	73.33%
Single Motor Vehicle Involved	4	26.67%
Distracted Driver (Suspected)	2	13.33%

KABCO Severity	Collisions	Dataset
(O) No Injury	12	80.00%
(C) Possible Injury / Complaint	2	13.33%
(B) Suspected Minor/Visible Injury	1	6.67%

Date and Time (Year)	Collisions	Dataset
2023	3	20.00%
2022	1	6.67%
2021	8	53.33%
2020	3	20.00%

Date and Time (Hour of Day)	Collisions	Dataset
12 am - 2 am	2	13.33%
6 am - 8 am	2	13.33%
8 am - 10 am	4	26.67%
10 am - 12 pm	1	6.67%
12 pm - 2 pm	2	13.33%
2 pm - 4 pm	3	20.00%
6 pm - 8 pm	1	6.67%

Manner of Collision (Crash Level)	Collisions	Dataset
Angle Crash	9	60.00%
Not a Collision with Motor Vehicle	4	26.67%
Rear End	2	13.33%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	9	60.00%
On Roadway - Non-Intersection	2	13.33%
On Shoulder	2	13.33%
Off Roadway	1	6.67%
On Roadway - Driveway Intersection	1	6.67%

Most Harmful Event (Unit Vehicle)	Collisions Dataset	
Motor Vehicle in Motion	8	53.33%
Highway Traffic Sign Post	2	13.33%
Culvert	1	6.67%
Deer	1	6.67%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions Dataset	
Improper Turn	2	13.33%
Reaction to Object or Animal	2	13.33%
Failure to Yield	1	6.67%
Other Unit Contributed to Crash	1	6.67%

SHSP Emphasis Area	Collisions Dataset	
Intersection Related	11	73.33%
Roadway Departure	3	20.00%
Distracted Driver (Suspected)	2	13.33%
Older Driver Related (65+)	2	13.33%
Young Driver (Age 15-19)	2	13.33%
Older Driver Related (55-64)	1	6.67%

First Harmful Event	Collisions Dataset	
Motor Vehicle in Motion	11	73.33%
Highway Traffic Sign Post	2	13.33%
Culvert	1	6.67%
Deer	1	6.67%

Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	15	100.00%
Visual Obstruction(s) - Vegetation Along Roadway	1	6.67%

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	2	13.33%
Countermeasure: Roadway and Lane Departure Crashes	1	6.67%
Countermeasure: Wildlife Warning	1	6.67%

Jordan Road – FM. US 19/Walnut Street to N. of Canal Street

Serious Injury & Fatal Crashes

1	Serious Injury		Roadway Departure – Vehicle Struck Culvert	6-19-2021

GDOT Summary	Collisions Dataset	
Single Motor Vehicle Involved	7	100.00%
Intersection Related	3	42.86%

KABCO Severity	Collisions Dataset	
(O) No Injury	6	85.71%
(A) Suspected Serious Injury	1	14.29%

Date and Time (Year)	Collisions Dataset	
2023	2	28.57%
2021	1	14.29%
2020	4	57.14%

Date and Time (Hour of Day)	Collisions Dataset	
12 am - 2 am	1	14.29%
6 am - 8 am	3	42.86%
10 am - 12 pm	1	14.29%
6 pm - 8 pm	1	14.29%
10 pm - 12 am	1	14.29%

Manner of Collision (Crash Level)	Collisions Dataset	
Not a Collision with Motor Vehicle	7	100.00%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Non-Intersection	7	100.00%

Most Harmful Event (Unit Vehicle)	Collisions Dataset	
Animal	2	28.57%
Deer	2	28.57%
Culvert	1	14.29%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions	Dataset
Reaction to Object or Animal	4	57.14%

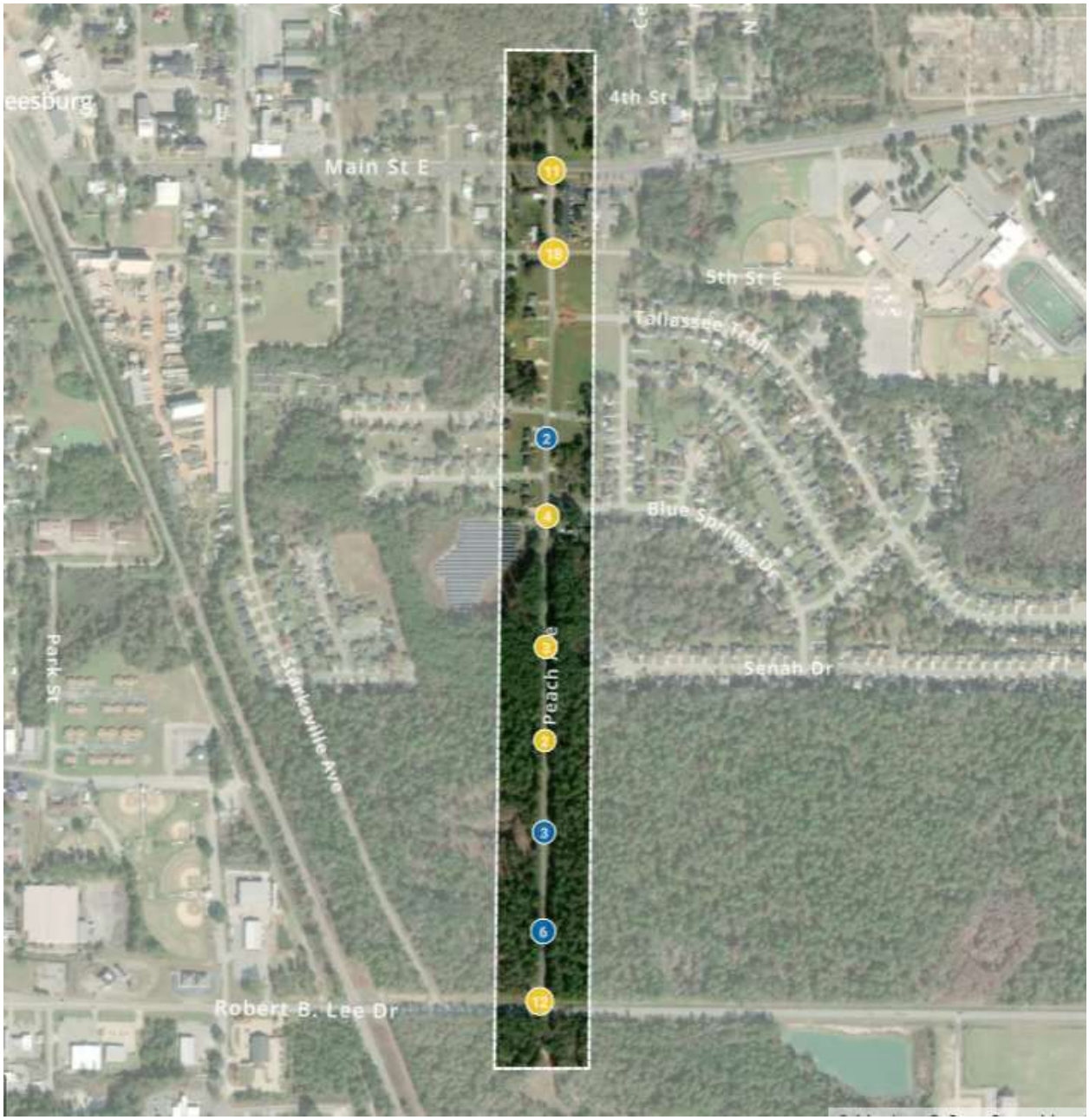
SHSP Emphasis Area	Collisions	Dataset
Intersection Related	3	42.86%
Young Driver (Age 15-19)	2	28.57%
Improper Occupant Protection	1	14.29%
Older Driver Related (55-64)	1	14.29%
Young Adult Driver (Age 20-24)	1	14.29%

First Harmful Event	Collisions	Dataset
Animal	3	42.86%
Deer	3	42.86%
Other Non-Collision	1	14.29%

Roadway Contributing Factors	Collisions	Dataset
No Contributing Factors	7	100.00%

Countermeasures All	Collisions	Dataset
Countermeasure: Wildlife Warning	6	85.71%
Countermeasure: Lighting Improvements (Intersection)	2	28.57%
Countermeasure: Lighting Improvements (Non-Intersection)	2	28.57%

Peach Avenue – FM. 4th Street to Blue Springs Drive



GDOT Summary	Collisions Dataset	
Intersection Related	31	93.94%
Distracted Driver (Suspected)	5	15.15%
Single Motor Vehicle Involved	2	6.06%
Distracted Driver (Confirmed)	1	3.03%

KABCO Severity	Collisions Dataset	
(O) No Injury	26	78.79%
(C) Possible Injury / Complaint	6	18.18%
Unknown	1	3.03%

Date and Time (Year)	Collisions Dataset	
2023	12	36.36%
2021	9	27.27%
2020	4	12.12%
2019	8	24.24%

Date and Time (Hour of Day)	Collisions Dataset	
6 am - 8 am	12	36.36%
8 am - 10 am	3	9.09%
12 pm - 2 pm	3	9.09%
2 pm - 4 pm	12	36.36%
4 pm - 6 pm	1	3.03%
6 pm - 8 pm	1	3.03%
10 pm - 12 am	1	3.03%

Manner of Collision (Crash Level)	Collisions	Dataset
Angle Crash	22	66.67%
Rear End	5	15.15%
Sideswipe-Opposite Direction	3	9.09%
Not a Collision with Motor Vehicle	2	6.06%
Head On	1	3.03%

Location at Impact (Crash Level)	Collisions	Dataset
On Roadway - Roadway Intersection	29	87.88%
Off Roadway	1	3.03%
On Roadway - Driveway Intersection	1	3.03%
On Roadway - Non-Intersection	1	3.03%
On Shoulder	1	3.03%

Most Harmful Event (Unit Vehicle)	Collisions	Dataset
Motor Vehicle in Motion	19	57.58%
Ditch	1	3.03%
Highway Traffic Sign Post	1	3.03%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions	Dataset
Other Unit Contributed to Crash	4	12.12%
Failure to Yield	3	9.09%
Driver Lost Control	1	3.03%
Following Too Close	1	3.03%
Under the Influence (U.I.)	1	3.03%

SHSP Emphasis Area	Collisions Dataset	
Intersection Related	31	93.94%
Young Driver (Age 15-19)	28	84.85%
Distracted Driver (Suspected)	5	15.15%
Older Driver Related (55-64)	4	12.12%
Older Driver Related (65+)	3	9.09%
Roadway Departure	2	6.06%
Distracted Driver (Confirmed)	1	3.03%
Improper Occupant Protection	1	3.03%
Young Adult Driver (Age 20-24)	1	3.03%

First Harmful Event	Collisions Dataset	
Motor Vehicle in Motion	31	93.94%
Ditch	1	3.03%
Highway Traffic Sign Post	1	3.03%

Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	32	96.97%
Road Surface Condition (wet, icy, snow, slush, etc.)	1	3.03%
Shoulder (none, low, soft, high)	1	3.03%

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	3	9.09%
Countermeasure: Lighting Improvements (Intersection)	3	9.09%
Countermeasure: Roadway and Lane Departure Crashes	2	6.06%

Magnolia Ave – FM. Groover Street to SR 32/Main Street

K A B C O

GDOT Summary	Collisions Dataset	
Intersection Related	17	89.47%
Single Motor Vehicle Involved	4	21.05%
Distracted Driver (Suspected)	3	15.79%
Impaired Driving (Confirmed)	1	5.26%

KABCO Severity	Collisions Dataset	
(O) No Injury	17	89.47%
(C) Possible Injury / Complaint	1	5.26%
Unknown	1	5.26%

Date and Time (Year)	Collisions Dataset	
2023	4	21.05%
2022	3	15.79%
2021	3	15.79%
2020	2	10.53%
2019	7	36.84%

Date and Time (Hour of Day)	Collisions Dataset	
12 am - 2 am	2	10.53%
6 am - 8 am	4	21.05%
8 am - 10 am	2	10.53%
10 am - 12 pm	1	5.26%
12 pm - 2 pm	1	5.26%
2 pm - 4 pm	2	10.53%
4 pm - 6 pm	3	15.79%
6 pm - 8 pm	2	10.53%

Manner of Collision (Crash Level)	Collisions Dataset	
Angle Crash	11	57.89%
Not a Collision with Motor Vehicle	4	21.05%
Rear End	3	15.79%
Sideswipe-Same Direction	1	5.26%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	10	52.63%
On Roadway - Non-Intersection	4	21.05%
Off Roadway	3	15.79%
On Roadway - Driveway Intersection	1	5.26%
On Shoulder	1	5.26%

Most Harmful Event (Unit Vehicle)	Collisions Dataset	
Motor Vehicle in Motion	13	68.42%
Deer	1	5.26%
Ditch	1	5.26%
Parked Motor Vehicle	1	5.26%

Operator/Pedestrian Contributing Factors - Array	Collisions Dataset	
Other	3	15.79%
Reaction to Object or Animal	2	10.53%
Driver Condition	1	5.26%
Failure to Yield	1	5.26%
Improper Backing	1	5.26%
Misjudged Clearance	1	5.26%
Other Unit Contributed to Crash	1	5.26%

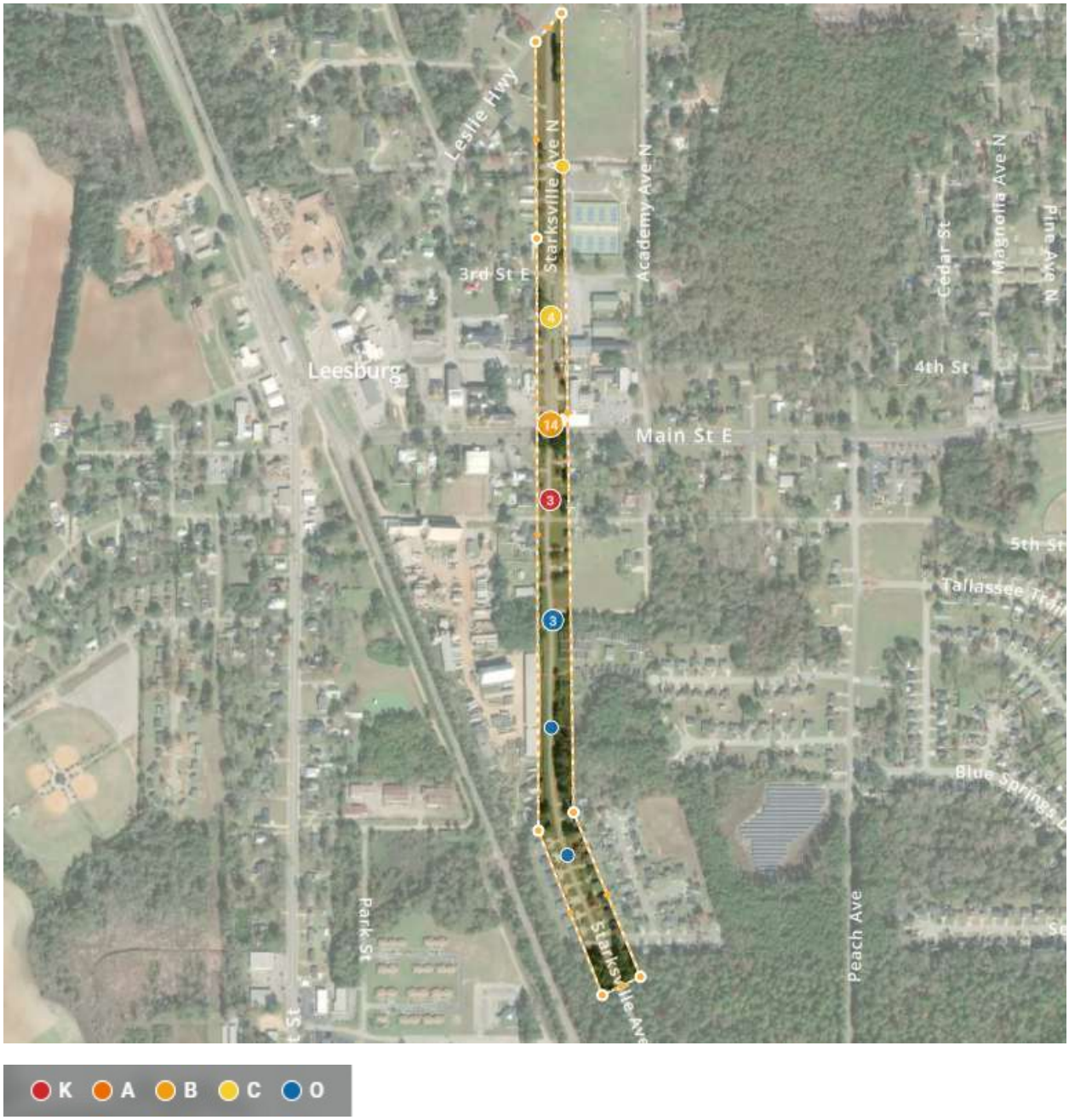
SHSP Emphasis Area	Collisions Dataset	
Intersection Related	17	89.47%
Young Driver (Age 15-19)	5	26.32%
Roadway Departure	4	21.05%
Distracted Driver (Suspected)	3	15.79%
Young Adult Driver (Age 20-24)	3	15.79%
Improper Occupant Protection	2	10.53%
Older Driver Related (55-64)	2	10.53%
Aggressive/Speed Related	1	5.26%

First Harmful Event (Unit Order)	Collisions Dataset	
Motor Vehicle in Motion	15	78.95%
Deer	2	10.53%
Ditch	1	5.26%
Highway Traffic Sign Post	1	5.26%
Mail Box	1	5.26%
Parked Motor Vehicle	1	5.26%

Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	19	100.00%

Countermeasures All	Collisions Dataset	
Countermeasure: Lighting Improvements (Intersection)	2	10.53%
Countermeasure: Roadway and Lane Departure Crashes	2	10.53%
Countermeasure: Wildlife Warning	2	10.53%
Countermeasure: Intersection Crashes (vehicle)	1	5.26%

Starksville Avenue – FM. SR 195/Leslie Hwy. to Hillside Court



1	Fatal Injury		Rear End – Bicycle Related Crash	4-17-2020

GDOT Summary	Collisions	Dataset
Intersection Related	20	74.07%
Single Motor Vehicle Involved	7	25.93%
Distracted Driver (Suspected)	3	11.11%
Distracted Driver (Confirmed)	1	3.70%

KABCO Severity	Collisions	Dataset
(O) No Injury	20	74.07%
(C) Possible Injury / Complaint	4	14.81%
(B) Suspected Minor/Visible Injury	2	7.41%
(K) Fatal Injury	1	3.70%
(A) Suspected Serious Injury	0	0.00%

Date and Time (Year)	Collisions	Dataset
2023	4	14.81%
2022	6	22.22%
2021	10	37.04%
2020	2	7.41%
2019	5	18.52%

Date and Time (Hour of Day)	Collisions	Dataset
12 am - 2 am	1	3.70%
6 am - 8 am	7	25.93%
8 am - 10 am	4	14.81%
10 am - 12 pm	1	3.70%
12 pm - 2 pm	3	11.11%
2 pm - 4 pm	4	14.81%
4 pm - 6 pm	2	7.41%
6 pm - 8 pm	2	7.41%

Manner of Collision (Crash Level)	Collisions	Dataset
Angle Crash	18	66.67%
Not a Collision with Motor Vehicle	7	25.93%
Rear End	1	3.70%
Sideswipe-Same Direction	1	3.70%

Location at Impact (Crash Level)	Collisions	Dataset
On Roadway - Roadway Intersection	12	44.44%
On Roadway - Non-Intersection	9	33.33%
Off Roadway	5	18.52%
On Shoulder	1	3.70%

Most Harmful Event (Unit Vehicle)	Collisions	Dataset
Motor Vehicle in Motion	17	62.96%
Deer	4	14.81%
Other - Fixed Object	3	11.11%
Pedal-Cycle	1	3.70%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions	Dataset
Reaction to Object or Animal	3	11.11%
Driver Lost Control	2	7.41%
Failure to Yield	1	3.70%
Improper Backing	1	3.70%
Improper Turn	1	3.70%
Other Unit Contributed to Crash	1	3.70%

SHSP Emphasis Area	Collisions Dataset	
Intersection Related	20	74.07%
Older Driver Related (65+)	9	33.33%
Roadway Departure	6	22.22%
Young Driver (Age 15-19)	4	14.81%
Distracted Driver (Suspected)	3	11.11%
Improper Occupant Protection	3	11.11%
Young Adult Driver (Age 20-24)	3	11.11%
Hit & Run	2	7.41%
Secondary Crash	2	7.41%
Distracted Driver (Confirmed)	1	3.70%
Older Driver Related (55-64)	1	3.70%

First Harmful Event	Collisions Dataset	
Motor Vehicle in Motion	20	74.07%
Other - Fixed Object	4	14.81%
Deer	3	11.11%
Ditch	1	3.70%
Pedal-Cycle	1	3.70%

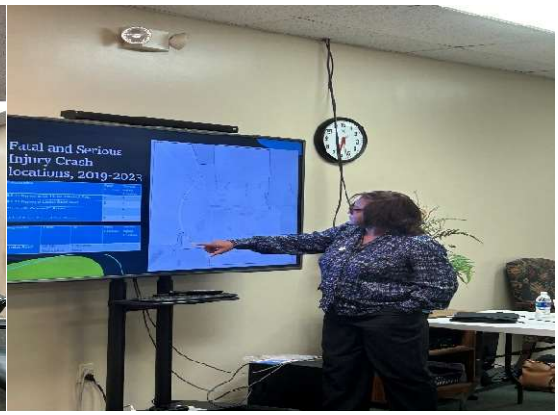
Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	27	100.00%
Obstruction in Roadway	2	7.41%

Countermeasures All	Collisions Dataset	
Countermeasure: Wildlife Warning	3	11.11%
Countermeasure: Lighting Improvements (Non-Intersection)	2	7.41%
Countermeasure: Intersection Crashes (vehicle)	1	3.70%

4.0 Engagement and Collaboration

The City of Leesburg utilized a public stakeholder's meeting to ensure the public and stakeholders were informed; and discussed methods for collaborating with WSB, LLC Transportation officials in the development of a Safety Action Plan (SAP). The attendees from the public and stakeholders input helped to increase understanding of safety conditions and concerns within the City of Leesburg region.

This input was used along with the technical analysis discussed to develop potential safety projects and strategies for Safety Action Plan (SAP). The public's input helped to increase understanding of safety conditions and concerns within the City's region. The technical data analysis was discussed and was used to develop potential safety projects and strategies for SAP.



4.1 Technical Committee

To guide development of the plan and provide equal representation across the region, a Technical Committee made up of Stakeholders was formed. The committee was comprised of various City of Leesburg personnel i.e. City Leaders, Police Department, Fire Department, Community Development, Citizens, and Business Leaders from within the city and study area.

The stakeholders are familiar with existing roadways and concerns with their respective areas and brought to the table a wealth of information that positively influenced the development of SAP.

The Stakeholders will meet regularly to discuss plan development, approve outreach materials, review plan findings, and provide input on local priorities and project selection(s). The stakeholders will also be involved with plan implementation and monitoring.

4.2 Public and Stakeholder Involvement

Visioning phase – of community engagement focused on introducing the Safety Action Plan and then listening and learning to gather input on the region's goals, needs, concerns, and priorities for the plan. Input was collected via questionnaire from local city personnel and officials, the business community, and public during the stakeholders meeting and was used to develop the Vision for the plan. During this meeting the WSB Team presented findings and recommendations for safety improvements thought the City of Leesburg. Participants were given the opportunity to ask questions and share additional recommendations for the report. In addition, they were given the opportunity to provide input on prioritizing each intersection and segment reviewed.

5.0 Demographics

Demographics is a key factor in identifying High Injury Networks (HIN) and developing a Safety Action Plan. Therefore, engaging stakeholders ensures that the project selections and priorities are within guidelines of the SS4A program. The program strongly emphasizes public outreach and gathering input to identify communities of specific concerns and consider justifiable safety strategies tailored to their needs.

5.1 Communities with Limited Transportation Access

Transportation is a vital aspect of society, enabling individuals to access essential services, education, employment, and social opportunities. Despite this need, there are communities that face significant challenges in accessing reliable and affordable transportation options, leading to isolation, limited economic opportunities, and decreased quality of life. These communities are characterized by limited access to affordable transportation options, including:

- Public transit services
- Sidewalks
- Bike lanes
- Safe pedestrian infrastructure

The communities are often comprised of:

- Low income individuals
- Older adults, aged 65 and older
- Non-Majority populations
- Persons with incapacities
- Persons living in geographically isolated or lesser-served areas

The lack of accessible transportation options in these communities adds to the existing group and economic gaps.

Addressing Challenges for Communities with Limited Transportation Access

To address the challenges faced by these communities, a comprehensive and multi-faceted approach is necessary. Some potential strategies include:

- Enhancing Public Transportation – Expanding and improving public transit services, including increased frequency, extended operating hours, and improved accessibility for individuals with infirmities.
- Rideshare Programs – Developing subsidized or on-demand transportation services tailored to the specific needs of these communities.

- Infrastructure improvements – Investing in safe and accessible sidewalks, bike lanes, and pedestrian-friendly infrastructure to promote active transportation options.
- Community Partnerships – Collaborating with community organizations, service agencies, and educational institutions to identify transportation needs and develop solutions.

5.2 Areas with Persistent Economic Challenges

These areas within the study section were defined and identified. These communities are also in need of receiving targeted strategies to foster balanced and sustainable development while providing access to jobs and other opportunities.

An “Area of Persistent Economic Challenges” is based on the location of a project. A project falls within such an area if it meets one of the following criteria:

- The County in which the project is situated has consistently had a high rate of economic challenges in all three (3) of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the most recent small area income estimates available as of 2023.
- The project is in a Census Tract where the rate of economic challenges is at least 20 percent, as determined by the 2023 5-year data services from the American Community Survey conducted by the Bureau of the Census.
- The project is situated in any territory or possession of the United States. The identification process for these areas involves a comprehensive analysis of various household financial indicators, including earnings levels, educational attainment, employment rates, and access to essential services. Valuable insights are gathered from data sources such as the U.S. Census Bureau, the American Community Survey, and local government reports, offering a clear understanding of the spatial distribution of economic challenges and their persistence over time.

Issues Faced by Areas with Persistent Economic Challenges

The enduring economic challenges within these areas can be attributed to a combination of factors, including:

- Limited Economic Opportunities – A shortage of varied industries, initiatives for job creation, and access to quality employment opportunities hampers economic mobility and the resident’s capacity to enhance their household financial conditions.
- Education Gaps – Differences in accessing quality education, spanning from early childhood to vocational training, can limit a resident’s acquisition of skills and qualifications necessary for improved employment prospects.

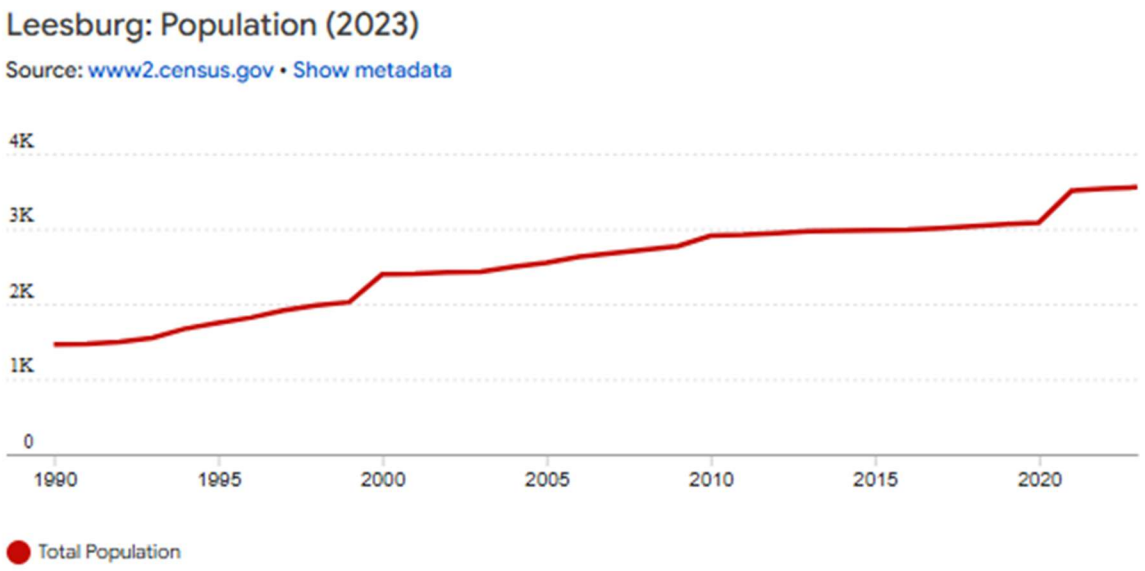
- Inadequate Infrastructure – Insufficient infrastructure, including transportation networks and community facilities, can impede economic growth and limit access to essential services, contributing to the perpetuation of economic challenges.
- Group and background Imbalances – Persistent economic challenges often intersect with group and background imbalances, with communities facing unjust judgment, limited social capital, and reduced access to resources and opportunities.

Location of Areas with Persistent Economic Challenges

The City of Leesburg, in Lee County, has faced ongoing economic challenges. It is characterized by a high concentration of a varied population, low-income households, and limited economic opportunities. Residents may encounter difficulties in accessing quality healthcare services and employment opportunities. The lack of economic mobility and resources often contributes to the cycle of economic challenges in this area. Some areas may grapple with persistent economic challenges, despite being located near employment opportunities, educational institutions, and healthcare facilities, residents in this area continue to experience economic challenges.

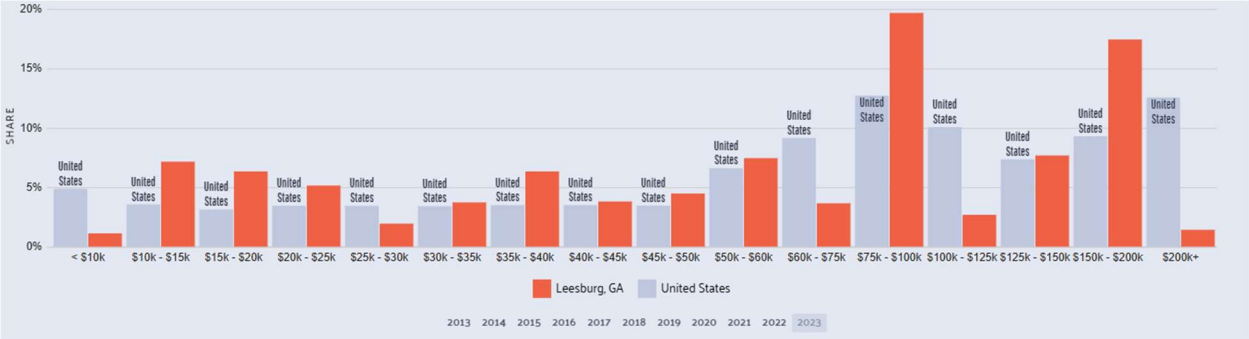
Population:

In 2023, Leesburg, GA had a population of 3.51k people of which 99.4% are the median age of 34.2. Between 2022 and 2023 the population of Leesburg, GA grew from 3,465 to 3,509, a 1.27% increase.



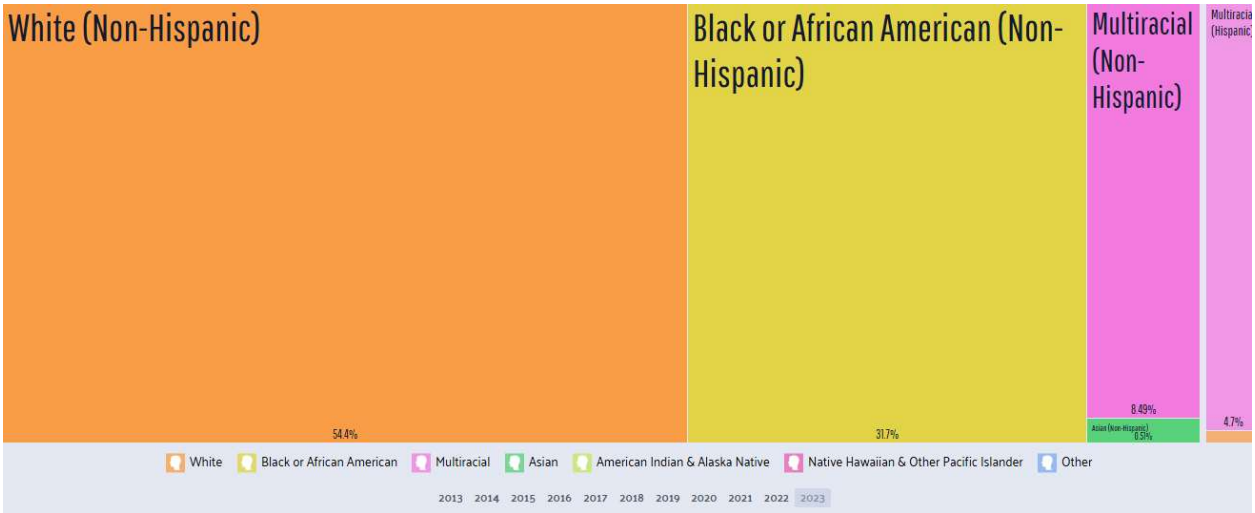
Household Income:

In 2023 the median income of the households in Leesburg, GA grew to $71,071 from the previous year's value of $55,417.



Residents:

In 2023, there were 1.72 times more White (Non-Hispanic) residents (1.91k people) in Leesburg, GA than any other race or ethnicity. There were 1.11k Black or African American (Non-Hispanic) and 298 (Non-Hispanic) residents, the second and third most common ethnic groups. 4.84% of the people in Leesburg, GA are Hispanic (170 people).



The 5 largest ethnic groups in Leesburg, GA are White (Non-Hispanic) (54.4%), Black or African American (Non-Hispanic) (31.7%), (Non-Hispanic) (8.49%), (Hispanic) (4.7%), and Asian (Non-Hispanic) (0.513%).

None of the households in Leesburg, GA reported speaking a non-English language at home as their primary shared language. This does not consider the potential multi-lingual nature of households, but only the primary self-reported language spoken by all

members of the household, and 99.4% of the residents in Leesburg, GA are U.S. citizens.

Transportation:

In 2023, 71.7% of workers in Leesburg, GA drove alone to work, followed by those who carpooled to work (22.9%) and those who worked at home (4.61%). The average commute time was 28.9 minutes, and the average car ownership in Leesburg, GA were two – (2) cars per household.

6.0 Policy and Process Changes

The City of Leesburg is in the process of developing an official review and approval process of engineering plans for encroachments along city streets which will be coordinated by an engineering consultant firm. It is recommended that the City ensure that their policies and regulations for roadway improvements within the city meet current ASSHTO's guidelines for local roads and streets. It is also recommended that the City continue to coordinate with GDOT on any new developments that would impact nearby state routes. This will ensure safe and efficient access control and allow for additional improvements such as traffic control devices, pedestrian and bicycle facilities, and auxiliary lanes if applicable. Please section eight for information on Progress an Transparency.

7.0 Strategy and Project Selections

The Federal Highway Administration (FHWA) considers a Safety Action Plan to be a key tool for prioritizing safety improvements. Each identified intersection and segment of roadway have been carefully evaluated for safety improvements utilizing a "Safe System Approach" and recommendations were made consisting of countermeasures provided in Table 6.10. This section details safety countermeasures and their benefits, estimated cost, and prioritization for implementation.

7.1 Safe System Approach

The Federal Highway Administration (FHWA) defines the following as key elements of a Safe System Approach:

- Safe Roads
- Safe Vehicles
- Safe Speeds
- Safe Road Uses
- Post – Crash Care

Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.

Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.

Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.

Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

7.2 Safety Countermeasures

Safety Concern	Countermeasure	Benefits
Speed Management	Appropriate Speed Limits For All Road Users	Reduce crash severities, makes streets safer for all road users. Relatively low-cost measure.
	Speed Safety Cameras	Reduces crashes and crash severity. Increase driver awareness for speed limit.
	Variable Speed Limits	Effective on urban and rural freeways and high-speed arterials. Often implemented as part of Active Traffic Management plans or Road Weather Information Systems.
Enhance Pedestrian/ Bicyclist Safety	Bicycle lanes	Can be included on new roadways or created on existing roads through Road Diets. Can mitigate or prevent conflicts and crashes between bicyclists and motor vehicles.
	Crosswalk Visibility Enhancements	Increase pedestrian safety. Encourages pedestrians to cross at designated locations.
	Upgrade Traffic Signals to Leading Pedestrian Interval	Increases visibility of crossing pedestrians. Reduces conflicts between pedestrians and vehicles. Increase likelihood of motorist yielding to pedestrians. Enhances safety for pedestrians who may be slower to start into intersections.
	Median & Pedestrian Refuge Islands in Urban/Suburban Areas	Improves safety by allowing pedestrians to cross one direction of traffic at a time.
	Pedestrian Hybrid Beacons	Pedestrian signal that assigns right of way and provides positive stop control.
	Rectangular Rapid Flashing Beacons (RRFB)	Effective at multilane crossings with speed limits less than 40 miles per hour. Promotes motorist yielding to pedestrians.
	Road Diets (Roadway Reconfiguration	It can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. Can reduce rear- and left-turn crashes due to dedicated left-turn lanes. Reduces right-angle crashes at intersections. Provide traffic calming and fewer lanes for pedestrians to cross. Creates opportunity for installation of pedestrian refuge

		islands, bicycle lanes, on-street parking, or transit stops.
	Walkways/Sidewalks	Separates pedestrians from roadway traffic. Improves safety and mobility of pedestrians.
Roadway Departure	Enhanced Delineation for Horizontal Curves	Relatively low-cost measure. Reduce night-time crashes. Reduce nighttime crashes. Reduce head-on, run-off road, and sideswipe crashes.
	Longitudinal Rumble Strips and Stripes	Relatively low cost. Shoulder Rumble strips reduce run-off road crashes. Centerline rumble strips reduce head-on crashes.
	Median Barriers	Recommended on high speed divided highways. Can significantly reduce the number of cross-median crashes. Median barriers can be cable, metal-beam, or concrete.
	Roadside Design Improvements at Curves	Includes several treatments that can reduce roadway departure fatalities and serious injuries. Provide for a safe recovery, reduce crash severity.
	Safety Edge	Eliminates the potential for vertical drop-off at pavement edge, can improve pavement durability.
	Wider Edge Lines	Relatively low-cost measure. Increase drivers' perception of the edge of travel.
Improve Intersections	Backplates with Retroreflective Borders	Low-cost countermeasure. Increases the visibility of a signal head in both daytime and nighttime conditions.
	Corridor Access Management	Manages the design, application and control of entry and exit points along a roadway. Can simultaneously enhance safety for all modes of travel, facility walking and biking, and reduce trip delay and congestion.
	Dedicated Left-and Right-Turn Lanes at Intersections	

	Reduced Left-Turn Conflict Intersections	Reduce the potential of left turn and rear end collisions. Provide for deceleration prior to turn as well as storage of vehicles stopped waiting for turn opportunity.
	Roundabouts	Reduces conflict points. Modifies the direct left-turn and through movements from cross-street approaches. Provides channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points. Benefits include lower speeds and reduced conflicts contributing to fewer crashes with injuries and fatalities.
	Low-Cost Countermeasures at Stop-Controlled Intersections	Involves deploying a package of multiple low-cost countermeasures, including enhanced signing and pavement markings. Increases driver awareness and recognition of the intersections and potential conflicts.
	Yellow Change Intervals	Reduces red light running and improves intersection safety.
Crosscutting Improvements	Lighting	Reduces nighttime crashes. Beneficial in areas with presence of crosswalks, raised medians, and transit stops. Promotes personal safety.
	Local Road Safety Plans	Provides framework for identifying, analyzing and prioritizing safety improvements on local roads.
	Pavement Friction Management	Reduce roadway departure, intersection, and pedestrian related crashes.
	Road Safety Audit	Documented formal report that requires a formal response from the road owner. Provides opportunities to integrate multimodal safety strategies and proven countermeasures. Expands the ability to consider human factors in all facets of design. Reduces the number and severity of crashes due to safer designs. Also, reduces cost resulting from early identification and mitigation of safety issues before projects are built.

7.3 Project Cost Estimate

Cost Estimates for recommended projects and/or improvements are based on previous bids for similar projects. The table below shows estimated cost for proposed projects type for this Safety Action Plan.

Improvement Type	Unit	Unit Cost
Corridor Safety Study	Mile	$ 40,000
Intersection Traffic Engineering Study	Each	$ 25,000
Speed Study	Each	$ 15,000
Traffic Signal Installation	Each	$ 200,000
Traffic Signal Upgrade	Each	$ 125,000
Single Lane Roundabout	Each	$ 2, 900,000
Reduced Conflict U-Turn (RCUT)	Each	$ 80,000
Pedestrian Hybrid Beacon	Each	$ 120,000
Rectangular Rapid Flashing Beacons (RRFB)	Each	$ 50,000
Realign Skewed Intersection	Each	$ 500,000
Intersection Lighting	Each	$ 50,000
Roadway Lighting	Mile	$ 50,000
Left Turn Lane	Each	$ 600,000
Right Turn Lane	Each	$ 250,000
Bike Lane (Road Diet)	Mile	$ 80,000
Bike Lane (Roadway Widening)	Mile	$ 1,000,000
Centerline Rumble Strip	Mile	$ 5,000
Shoulder Rumble Strip	Mile	$ 5,000
Roadway Resurfacing	Mile	$ 335,000
12’ Travel Lane	Mile	$ 3,200,000
8’ Shoulder	Mile	$ 1,500,000
5’ Sidewalk	Mile	$ 500,000
Curb & Gutter	Mile	$ 158,000
10’ Multiuse Trail	Mile	$ 1,000,000
Raised Median	Mile	$ 160,000
ADA Curb Cut Ramp	Each	$ 1,000
Detectable Warning Surface	Each	$ 100
Pavement Marking	Mile	$ 22,000
Crosswalk Striping	Each	$ 1,500
Signing	Each	$ 200
Raised Pavement Markers	Mile	$ 13,200
Guardrail	Mile	$ 300,000
Speed Safety Cameras	Each	N/A, $0 Cost to Local Gov.
Speed Radar Signs	Each	$10,000

7.4 Project Recommendations

Intersection	Recommendation
US 19 Bypass at US 19/SR 3/Walnut Avenue North	Recommend upgrade signage, Add T-Intersection Warning Sign Assembly, Consider Lighting.
US 19 Bypass at Linden Road	Recommend upgrading Islands to elongated design, Add hatching in Islands, Add skip white lane line extension striping.
US 19 Bypass at Robert B. Lee	Recommend Intersection Lighting, Refurbish Crosswalks & Stop Bars, Paint or Clean Concrete Islands for increased visibility, Recommend traffic signal timing/upgrade study.
Robert B. Lee Drive at Park Street	Recommend adding Turn Lanes on Robert B. Lee Drive, Add Right Turn Islands on Park Street, Refurbish Striping, Consider adding Lighting.
Leslie Hwy at Smithville Ave & 2nd Street E	Recommend Study & Design for Roundabout
Magnolia Street at Grover Street	Recommend Traffic Study at Intersection. Recommend Radius improvement in SE Quadrant of Intersection. Add Sidewalk and ADA landing pads.
SR 32 at Lovers Lane	Recommend Study & Design for Roundabout
Robert B. Lee at Lovers Lane	Recommend Study & Design for Roundabout
Robert B. Lee at Peach Ave.	Add & Upgrade Signs, Refurbish Stop Bar Striping, Add Right Turn Lane on Peach Ave. Add Right Turn Lane on Robert B. Lee Dr. Consider adding Intersection Lighting.
Robert B. Lee at Starksville Rd.	Add & Upgrade Signs, Refurbish Stop Bar Striping, Add Right Turn Lane on Starksville Rd., Add Right Turn Lane on Robert B. Lee Dr. Consider adding Intersection Lighting.

Roadway Segments	From	To	Length (mi.)	Recommended Improvement
Smithville Road	SR 195/Leslie Hwy	City Limits North	0.95	Recommend adding auxiliary lanes and sidewalk connectivity to access Twins Oaks Elementary School and Lee County Middle School. Recommend crosswalk at the intersection of Lamar Street. Recommend the construction of a school parking area to stage traffic access Lee County Middle School for Drop-Off and Pick-Up. Recommend the construction of Multi-Use Trail where right-of-way is available.
Leslie Highway	Groover Street	4th Street	1.40	Recommend adding sidewalk connectivity and crosswalks on the west side of roadway to provide pedestrian access to Kinchafoonee Primary School. Recommend study to consider installation of Pedestrian Hybrid Beacon near 9th Grade School Campus. Recommend adding curb cut ramps where steps are located in front of courthouse and adjacent government building. Recommend the construction of Multi-Use Trail where right-of-way is available.
Magnolia Street	Groover Street	Main Street	0.97	Recommend sidewalk connectivity and crosswalks to access Lee County Primary School.
Fire Tower Road	Groover Street	Main Street	0.98	Recommend the installation of sidewalk on the west side of roadway to provide pedestrian access to Lee County Middle School. Recommend upgrading existing sidewalk to provide offset from travel. Recommend crosswalks to enhance safe crossing to the east side of roadway.

Grover Street	Leslie Hwy.	Fire Tower Rd.	0.51	Recommend adding sidewalk and curb & gutter.
Academy Avenue	Canal Street	6th Street	0.59	Recommend adding sidewalk & Pedestrian Lighting.
Park Avenue	US 19/SR 3/ Walnut St	Robert B. Lee Dr.	0.44	Recommend adding sidewalk & Pedestrian Lighting.
SR 32/Main Street	Courthouse Ave.	Fire Tower Rd.	1.12	Recommend the installation of sidewalk connectivity and crosswalks to provide pedestrian access to Lee County High School. Recommend study for consideration of Pedestrian Hybrid Beacons west of the high school driveway and near the intersection of Fire Tower Road. Recommend lighting near the entrance to High School. Recommend that the City coordinate with GDOT and Lee County in developing a project for re-routing the state route to Lovers Lane Rd. to remove through truck traffic along Main Street. Recommend study for installation of a roundabout at the intersection of Lovers Lane.
US 19/SR 3/Walnut Avenue	City Limits North	City Limits South	2.36	Recommend Corridor Safety/Operational Study. Consider planning for re-routing state route to restrict through truck traffic in downtown area.
Peach Avenue	4th Street	Robert B. Lee Road	0.88	Recommend Speed Study, Add Shoulders & Sidewalk.
Starkville Avenue	SR 195/Leslie Hwy.	Hillside Court	1.26	Recommend adding Sidewalk and/or Multi-Use Trails and Pedestrian Lighting. Recommend Speed Study to determine if a Speed Reduction is Warranted.
Robert B. Lee Drive	US 19/Walnut Avenue	City Limits East	1.70	Recommend improvements to incorporate a “Complete Streets” design to accommodate pedestrian and bicycle traffic. Recommend Lighting and landscaping on the shoulders. Consider planning for re-routing

				SR 32 along this route accommodate truck traffic. Recommend Traffic Study for the intersection of Robert B. Lee at Lovers Lane Rd.
Jordan Road	US 19/Walnut Avenue	City Limits North	1.20	Recommend resurfacing roadway, refurbish striping, and upgrade/improve shoulders (consider shoulder clipping)

Additional Project Information

1. **It is recommended that Robert B. Lee Drive be improved to incorporate a "Complete Streets" design including the addition of landscaped medians and shoulders, sidewalk & bicycle lanes or multl-use trails to accommodate pedestrian and bicycle traffic. It is also recommended that the City of Leesburg consider roadway typical sections that would allow for converting a three-lane section or two-lane divided section to four travel lanes in the future should traffic volume increases.**

2. **It is recommended that the city coordinate with GDOT and Lee County in planning efforts to re-route SR 32 to Lovers Lane Rd. and Robert B. Lee Drive. This will allow the city to restrict truck traffic through the downtown urban area of Main Street which will enhance safety for pedestrians. It is recommended that traffic studies be conducted to determine the feasibility of roundabouts at the intersections of SR 32/Main St at Lovers Lane Rd. and Robert B. Lee Drive at Lovers Lane Rd. for the proposed re-routing of SR 32.**

3. **It is recommended that US 19/SR 3 be re-routed to US 19 Bypass. This will allow Walnut Avenue to become a Local Street and give the city the ability to restrict truck traffic through the downtown area which will enhance safety for pedestrians.**

4. **To enhance pedestrian safety and provide accommodations for residents that walk and/or use other modes of transportation such as cycling to access schools, area businesses, and recreational events, it is recommended that the city construct sidewalks and/or trails along segments of roadways and areas of right-of-way or easements where space available within the city limits of Leesburg. The chart below shows recommended street locations for consideration sidewalks or multi-use trail projects.**

Route	Begin	End
Smithville Road	Leslie Highway	City Limits North
Leslie Highway	Groover Street	4th Street
Magnolia Street	Groover Street	Main Street
Fire Tower Road	Groover Street	Main Street
Groover Street	Leslie Highway	Fire Tower Road
Academy Avenue	Canal Street	6th Street
Park Avenue	US19/SR 3/ Walnut Street	Robert B. Lee Drive
SR 32/Main Street	Courthouse Avenue	Fire Tower Road
Peach Avenue	4th Street	Robert B. Lee Drive
Starksville Avenue	Leslie Highway	Hillside Court
Robert B. Lee Drive	US 19/Walnut Avenue	City Limits East.

7.5 Project Prioritization and Scoring

The data provided within this plan identifies high risk locations which would benefit from safety improvements. The FHWA identifies potential risk factors such as Roadway and Intersections features and traffic volumes which can aid in ranking potential safety improvements. For this report, High Injury Networks (high injury roadway segments) and intersections were reviewed using a scoring system which prioritizes each project recommendation using roadway data, risk factors, local input, and demographics. For ranking each location on attached fact sheets, a scoring system was used with a maximum number of fifty (50) points. See below tables for a breakdown of each scoring category.

Evaluation and Scoring of Segments:

The chart below was used as a guide for calculating a safety risk score for each segment using a maximum of 20 points criteria:

Risk Factor	Measurement	Points	Maximum Points - 20
Traffic Volume	Average Daily Traffic (ADT)	5: ADT is > 20,000 4: ADT is 10,000 – 20,000 3: ADT is 5,000 – 10,000 2: ADT is 1,500 – 5,000 1: ADT is 500 – 1,500 0: ADT is < 500	5
Pavement w/Percentage of Crashes	Pavement Width in Feet	2: Less than 22 Feet 1: 22 Feet 0: Greater than 22 Feet	2
Road Shoulder	Shoulder Width in Feet	2: No Shoulder 1: Less than 10 Feet 0: Greater than 10 Feet	2
Access Density	Number of Intersections and Driveways per mile	3: Greater than 11 2: 8 to 11 1: 5 to 8 0: Less than 5	3
Raised Pavement Markers	Presence or absence of RPM's	2: No RPM's 0: RPM's present	2
Pavement Quality	Pavement Condition Index	2: Les than 70 (Fair to Worse) 1: 71 to 85 (Satisfactory) 0: Greater than 85 (Good)	2
Lane Departure Crashes	Crashes per 100 million VMT	2: Greater than 140 1: 7 to 140 0: No Crashes	2
Fatal (K) & Serious (A) Crashes	Presence of K or A Crashes	2: Yes 0: No	2

The chart below was used as a guide for calculating a demographic score for each segment using a maximum of 15 points criteria:

Demographics	Value	Maximum Points - 15
Access to Public Transportation	1	3
Lack of Bicycle & Pedestrian Accommodation	1	3
Low Income Housing Area	1	3
Population of Elderly and/or Disabled Persons	1	3
Near a School Zone	1	3

Local Priority
Maximum Points - 15

A local priority score was calculated using a value based on stakeholder's ranking of each of the seven (9) segments identified. The highest-ranking segment was scored given the maximum of 15 points; the remaining segments were scored with an adjusted value equivalent to the priority ranking.

Evaluation and Scoring of Intersections:

The chart below was used as a guide for scoring each intersection using a maximum of 15 points criteria:

Risk Factor	Measurement	Points	Maximum Points - 15
Traffic Volume	Daily Entering Volume (DEV)	2: DEV percentile is 75%-100% 1: DEV percentile is 8%-75% 0: DEV percentile is 0% to 8%	2
Minor Street Volume	Average Daily Traffic (ADT)	2: More than 2,000 1: 1,000 to 2,000 0: Less than 1,000	2
Intersection Configuration	Number of Approaches	1: Four or more approaches 0: Fewer than four approaches	1
Presence of Nearby Intersection	Number of Additional Intersections within 250 Feet	2: More than Two 1: One or Two 0: None	2
Intersection Alignment	Skew angle of most skewed approach	3: Less than 85 degrees 0: 85 to 90 degrees	3
Speeding Related Crash	Presence of speeding-related crash	1: One or more 0: None	1
Fatal (K) or Serious Injury (A) Crashes	Presence of Fatal of Suspected Serous Injury Crash	4: One or more 0: None	4

The chart below was used as a guide for calculating a demographics score for each intersection using a maximum of 15 points criteria:

Demographics	Value	Maximum Points - 15
Access to Public Transportation	1	3
Lack of Bicycle & Pedestrian Accommodation	1	3
Low Income Housing Area	1	3
Population of Elderly and/or Disabled Persons	1	3
Near a School Zone	1	3

Local Priority Maximum Points – 20

A local priority score was calculated using a value based on stakeholder's ranking of six-(6) of the thirteen-(13) intersections identified. The highest-ranking intersection was scored given the maximum of 20 points; the remaining segments were scored with an adjusted value equivalent to the priority ranking.

8.0 Progress and Transparency

This plan will serve as a living document for the City of Leesburg to coordinate with partner agencies in planning efforts for implementing safety improvements and projects.

8.1 Future Collaboration

It is recommended that the stakeholders group meet as needed to discuss proposed Safety Action Plan projects and improvements. These meetings should address public concerns and comments, grant opportunities, and strategies for implementation.

8.2 Data Retention and Maintenance

The City should work with GDOT and other agencies to update the crash data and equity data for this plan each year. This data should be shared on a website or posted for stakeholders and the general public.

8.3 Plan Implementation

The City can take steps to implement recommended projects or improvements by coordinating with partner agencies to discuss funding opportunities. It is important to use a data driven process when selecting projects for grants and other funding sources.

8.4 Transparency & Reporting

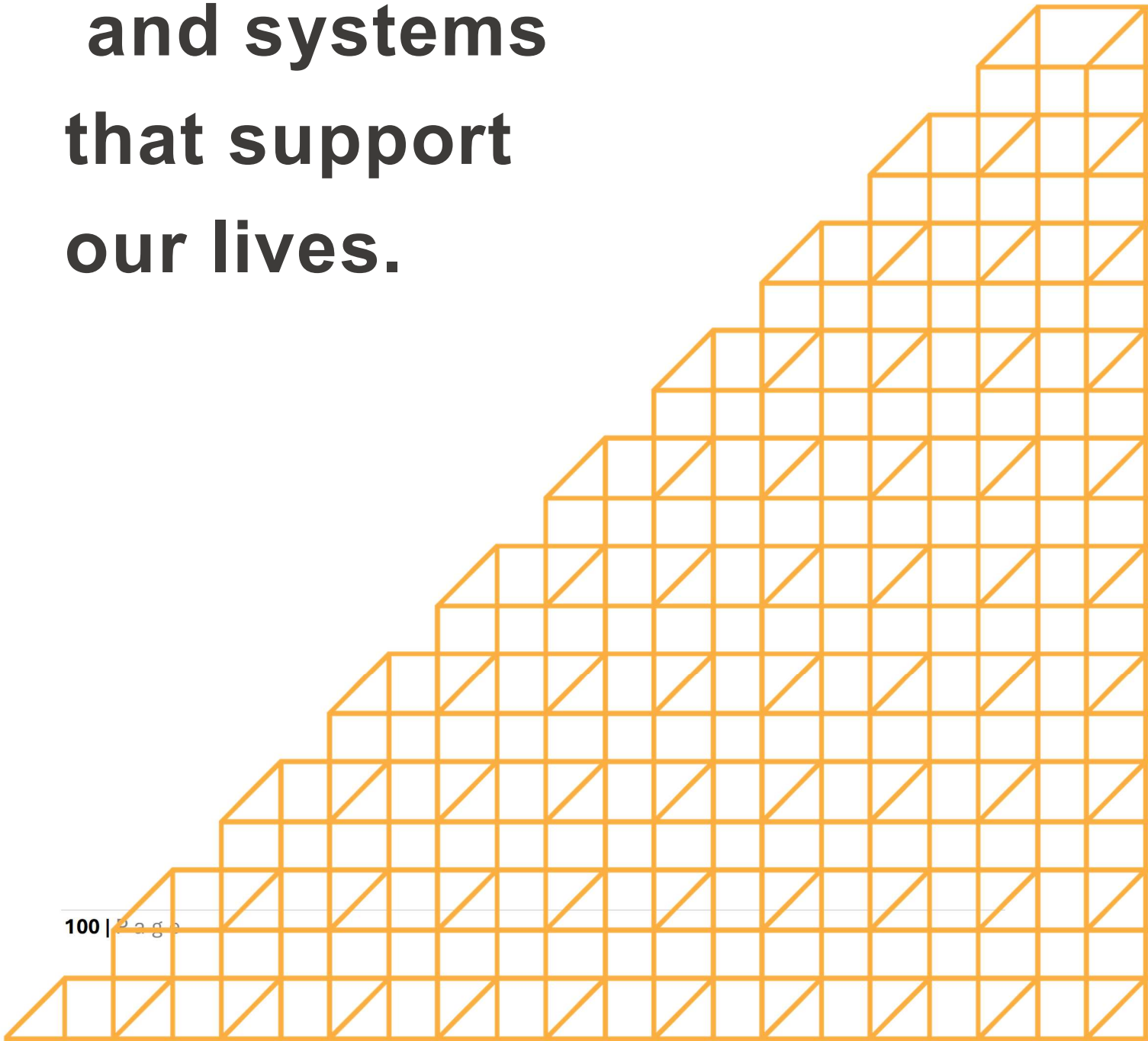
Documentation and reporting of the Safety Action Plan implementation is required to ensure success. The City should document committee meetings, funding opportunities, and progress. In addition, the safety action plan should be posted on the City's website with regular updates on projects and goals.

8.0 Appendix

Fact Sheets for Intersections (see attachments)

Fact Sheets for Segments (see attachments)

We exist to build what's next in infrastructure — the places, spaces and systems that support our lives.



We are

Visionary

Passionate

Optimistic

Bold

Authentic