



SAFE STREETS & ROADS FOR ALL (SS4A)

SAFETY ACTION PLAN

March 21, 2025

Prepared for:

City of Sylvester
101 N Main Street
Sylvester, GA 31791

CITY PROJECT NO.: N/A

S.A.P.: N/A

WSB PROJECT NO.: N/A



March 21, 2025

Ms. Tanita Norris
Assistant City Manager
City of Sylvester
101 North Main Street
Sylvester, Georgia 31791

Re: City of Sylvester - Safety Action Plan

Dear Ms. Norris:

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

Sincerely,

WSB

Van Mason

Ivan "Van" Mason
Director of Contracts Administration

Attachments

RESOLUTION NO. 2024-11

RESOLUTION OF THE
CITY OF SYLVESTER

WHEREAS, the City of Sylvester 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 Sylvester; and

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

WHEREAS, there were a total of 910 crashes reported between 2019-2023, of which 4 were fatal and 23 involved serious injuries.

WHEREAS, there were 10 pedestrian crashes and 2 bicycle crashes, of which 2 were fatal and 2 involved serious injuries.

WHEREAS, the City of Sylvester 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 and 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 Sylvester 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 serious injuries by the year 2050.

THE FOREGOING RESOLUTION WAS ADOPTED BY THE CITY COUNCIL OF THE CITY OF SYLVESTER ON September 16, 2024.



Attest:

Markesha Bivens
City Clerk, Markesha Bivens

CITY OF SYLVESTER

By:

Harold Proctor, Jr.
Mayor, Harold Proctor, Jr.

“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.

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1.0 Introduction

In September 2024, the City of Sylvester 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 Sylvester 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.

Equity Considerations: Provides detailed information about how equity is a key factor in plan.

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 were two public engagement meetings 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 Sylvester Leaders**
City Manager, Assistant City Manager, Special Projects Manager, Police & Fire Department Personnel, Board of Education Personnel.
- II. **Members of Community**
Business Owners
- III. **WSB – Consultant Project Team**



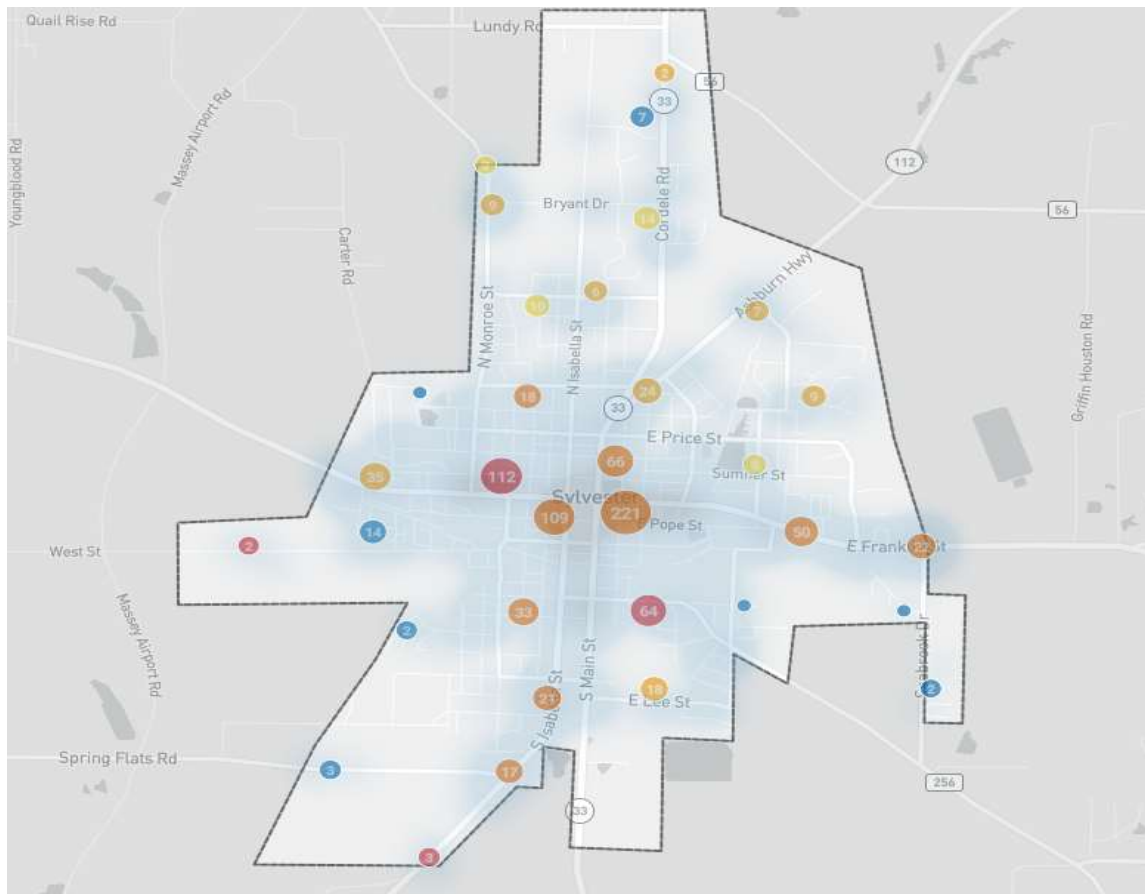
3.0 Safety Analysis

This safety action plan analysis 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 Sylvester there were a total of 910 crashes between the years of 2019 and 2023. Of those, four-(4) were fatal and twenty-three - (23) were serious injury crashes. See data below which details a summary of the manner of collisions, severity, and locations.

Crash Locations

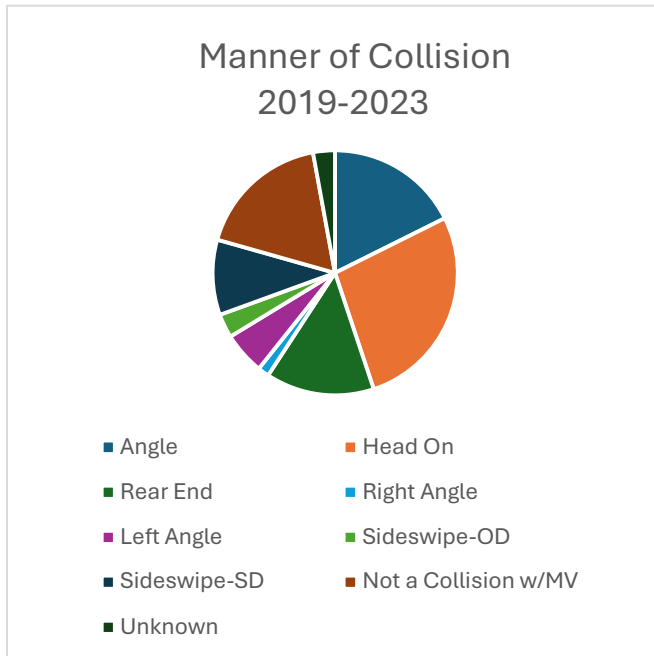


The chart below details the manner of collision for all crashes and the year they occurred within the City of Sylvester.

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

Crash Type	2019	2020	2021	2022	2023	Total
Angle	40	42	42	49	39	212
Head On	4	10	10	6	6	36
Rear End	34	36	40	34	28	172
Right Angle	2	2	6	4	4	18
Left Angle	7	14	18	16	12	67
Sideswipe- Opposite Direction	14	5	4	7	8	38
Sideswipe- Same Direction	22	29	30	17	21	119
Not a Collision w/Motor Vehicle	45	37	54	46	31	213
Unknown	16	4	6	2	7	35
Yearly Total	184	179	210	181	156	910

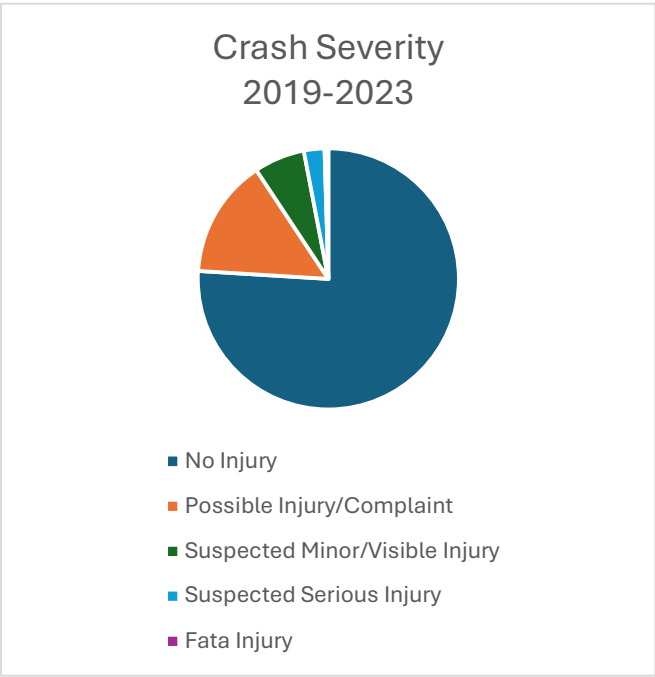
Manner of Collision 2019-2023



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	212	23.30
Head On	36	36
Rear End	172	18.90
Right Angle	18	1.98
Left Angle	67	7.36
Sideswipe- Opposite Direction	38	4.18
Sideswipe- Same Direction	119	13.08
Not a Collision w/Motor Vehicle	213	23.41
Unknown	35	3.85



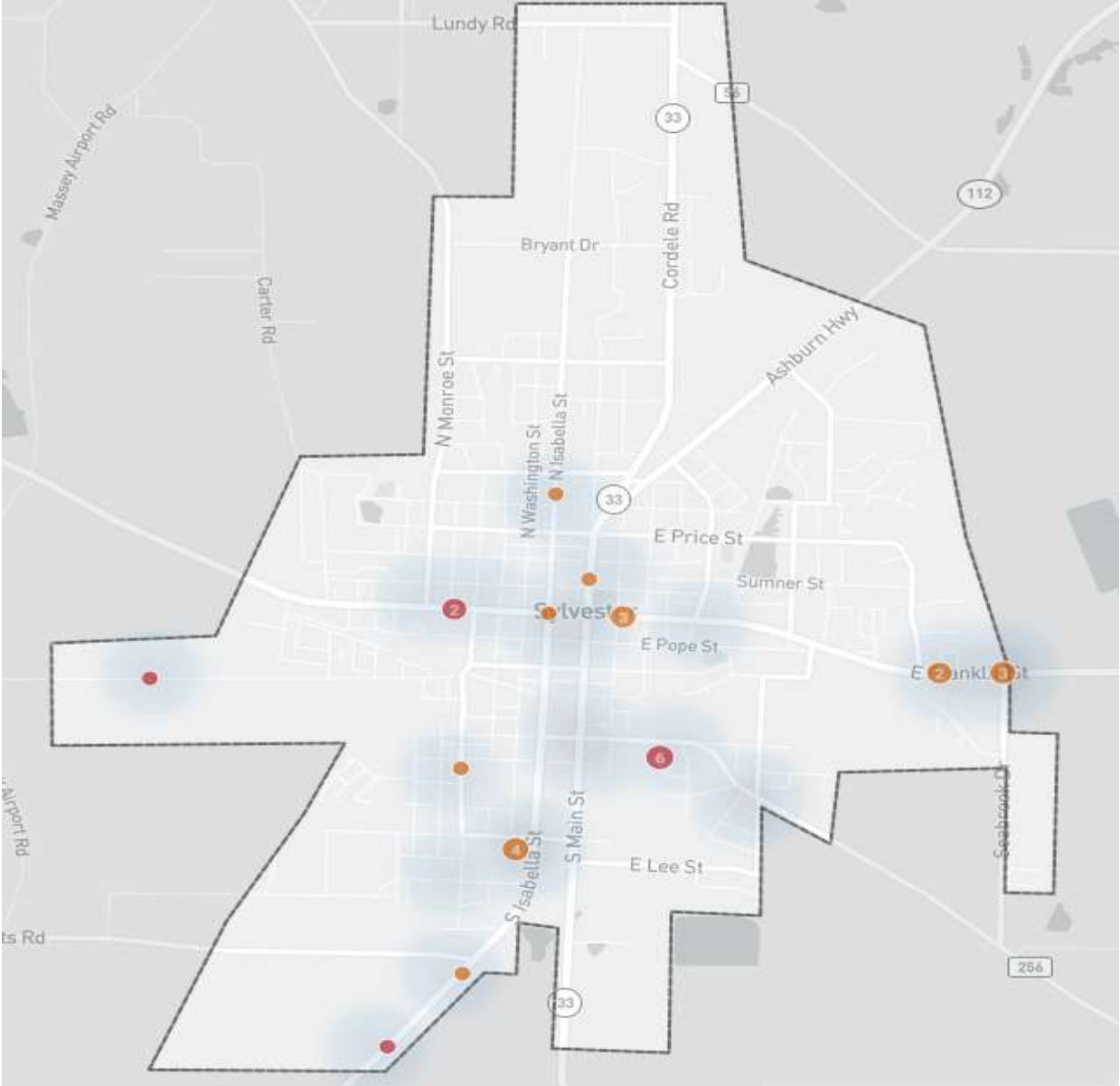
The chart below corresponds with the diagram above detail the number and percentage of injuries by severity.

Table 3.3 - Crash Severity, 2019-2023

Severity	Collisions	Percentage
No Injury	677	75.98 %
Possible Injury/Complaint	131	14.70 %
Suspected Minor/Visible Injury	56	6.29 %
Suspected Serious Injury	23	2.58 %
Fatal Injury	4	.45 %

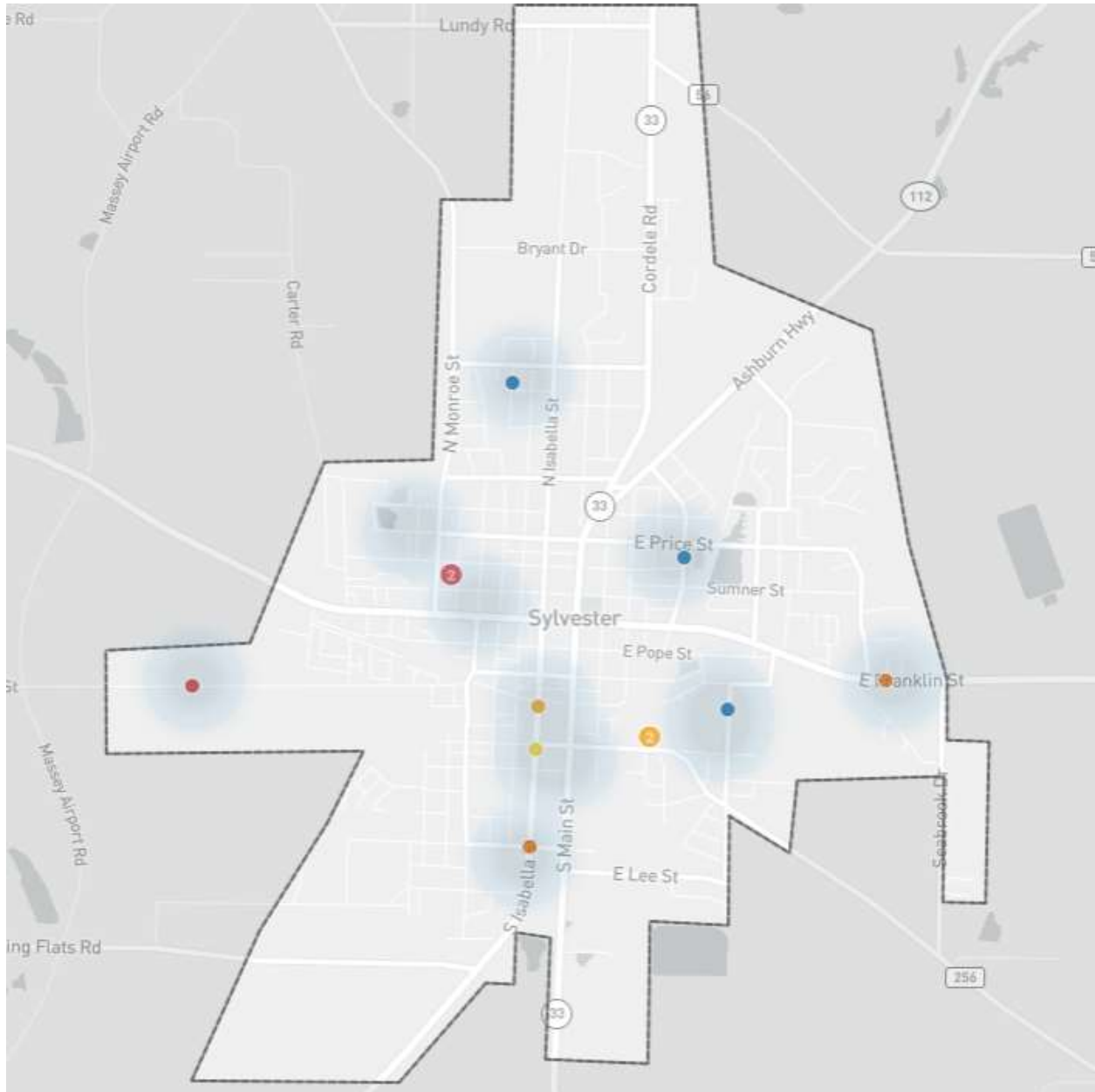
Fatal & Serious Injury Collision Locations

5 Year Fatal and Serious Injury 2019 – 2023



The above map shows 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 a total of 12 vulnerable user (bicycle/pedestrian) related crashes with a five year period from 2019-2023. Of these crashes, four (4) resulted in fatal or serious injuries. Shown below in tables 3.4 and 3.5 are segments and intersections of fatal and serious injury bicycle/pedestrian crashes.

Table 3.4 - Segments of Vulnerable User Crashes w/Fatal and Serious Injury

-	From	To	Length	Fatal	Serious Injury
West Street	East of Massey Road	West of Ayers Street	.80	1 (Pedestrian)	0
SR 112/Isabella St.	City Limits (South	King Street	2.92	0	1 (Bicyclist)

Table 3.5 - Intersections of Vulnerable User Crashes w/Fatal and Serious Injury

Intersection	Fatal Crashes	Serious Injury
US 82/Franklin ST. @ Livingston St.	1 (Pedestrian)	0
US 82/Franklin St. @ Darlington St.	0	1 (Pedestrian)

5 Year Fatal and Serious Injury Intersections 2019 – 2023

Intersection	Fatal Injuries	Serious Injuries
SR 33/North Main at East Kelly Street	0	0
SR 33/North Main at East Pope Street	0	0
SR 33/North Main at East King Street	0	0
SR 256/East Martin Luther King Jr. Dr. at South Main Street	1	1
SR 256/East Martin Luther King Jr. Dr. at South Westberry Street	0	1
SR 256/East Martin Luther King Jr. Dr. at Town Center Drive/Worth Street	1	3
SR 256/East Martin Luther King Jr. Dr. at State Street/Pecan Street	0	1
SR 256/West Martin Luther King Jr. Dr. at South Livingston Street	0	1
US 82/East Franklin Street at Seabrook Drive	0	4
US 82/East Franklin Street at Haley Drive	0	1
US 82/East Franklin Street at Carter Road	0	0
US 82/East Franklin Street at North McPhaul Street	0	0
US 82/East Franklin Street at East Street	0	1
US 82/East Franklin Street at Monk Street/Royal Street	0	0
US 82/East Franklin Street at Darlington Road	0	2
US 82/West Franklin Street at Monroe Street	0	2
US 82/West Franklin Street at North Livingston Street	1	0
US 82/West Franklin Street at SR 112/North Isabella Street	0	1
US 82/West Franklin Street at SR 33/North Main Street	0	3
East Lee Street at South Main Street	0	0
North Monroe Street at West Willingham Street	0	0
West Street at South Livingston Street	0	0

SR 256/East Martin Luther King Jr. Drive @ South Main Street



Serious Injury & Fatal Crashes

1	Fatal	Rear End	7-26-2023
2	Serious Injury	Sideswipe – Opposite Direction	5-2-2021

GDOT Summary	Collisions Dataset	
Intersection Related	20	100.00%
Distracted Driver (Suspected)	4	20.00%
Impaired Driving (Confirmed)	4	20.00%
Large Truck Related	1	5.00%
Pedestrian Related	1	5.00%
Single Motor Vehicle Involved	1	5.00%

KABCO Severity	Collisions Dataset	
(O) No Injury	12	60.00%
(B) Suspected Minor/Visible Injury	4	20.00%
(A) Suspected Serious Injury	1	5.00%
(C) Possible Injury / Complaint	1	5.00%
(K) Fatal Injury	1	5.00%

Date and Time (Year)	Collisions Dataset	
2023	5	25.00%
2022	1	5.00%
2021	5	25.00%
2020	4	20.00%
2019	5	25.00%

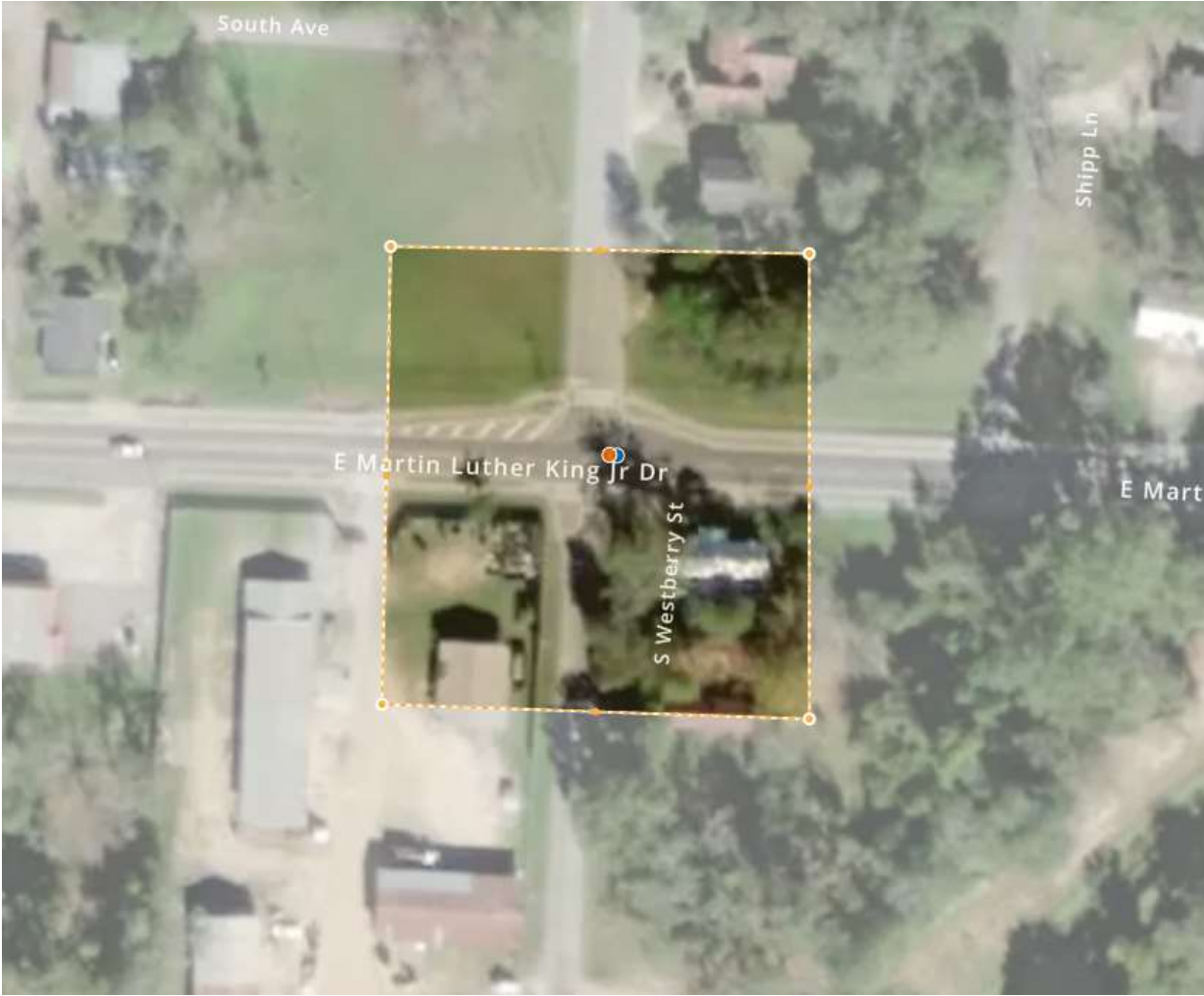
Date and Time (Hour of Day)	Collisions Dataset	
12 am - 2 am	1	5.00%
2 am - 4 am	1	5.00%
6 am - 8 am	1	5.00%
12 pm - 2 pm	4	20.00%
2 pm - 4 pm	5	25.00%
4 pm - 6 pm	2	10.00%
6 pm - 8 pm	2	10.00%
8 pm - 10 pm	1	5.00%
10 pm - 12 am	3	15.00%

Manner of Collision (Crash Level)	Collisions Dataset	
Angle Crash	9	45.00%
Rear End	6	30.00%
Sideswipe-Opposite Direction	2	10.00%
Sideswipe-Same Direction	2	10.00%
(None)	1	5.00%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	16	80.00%
(None)	2	10.00%
Off Roadway	1	5.00%
On Roadway - Driveway Intersection	1	5.00%

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	2	10.00%
Countermeasure: Roadway and Lane Departure Crashes	1	5.00%

SR 256/East Martin Luther King Jr. Drive @ South Westberry Street



Serious Injury & Fatal Crashes

1	Serious Injury	Angle	5-17-2023
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GDOT Summary	Collisions Dataset	
Intersection Related	2	100.00%
Motorcycle Related	1	50.00%
Single Motor Vehicle Involved	1	50.00%

KABCO Severity	Collisions Dataset	
(A) Suspected Serious Injury	1	50.00%
(0) No Injury	1	50.00%

Date and Time (Year)	Collisions Dataset	
2021	1	50.00%
2020	1	50.00%

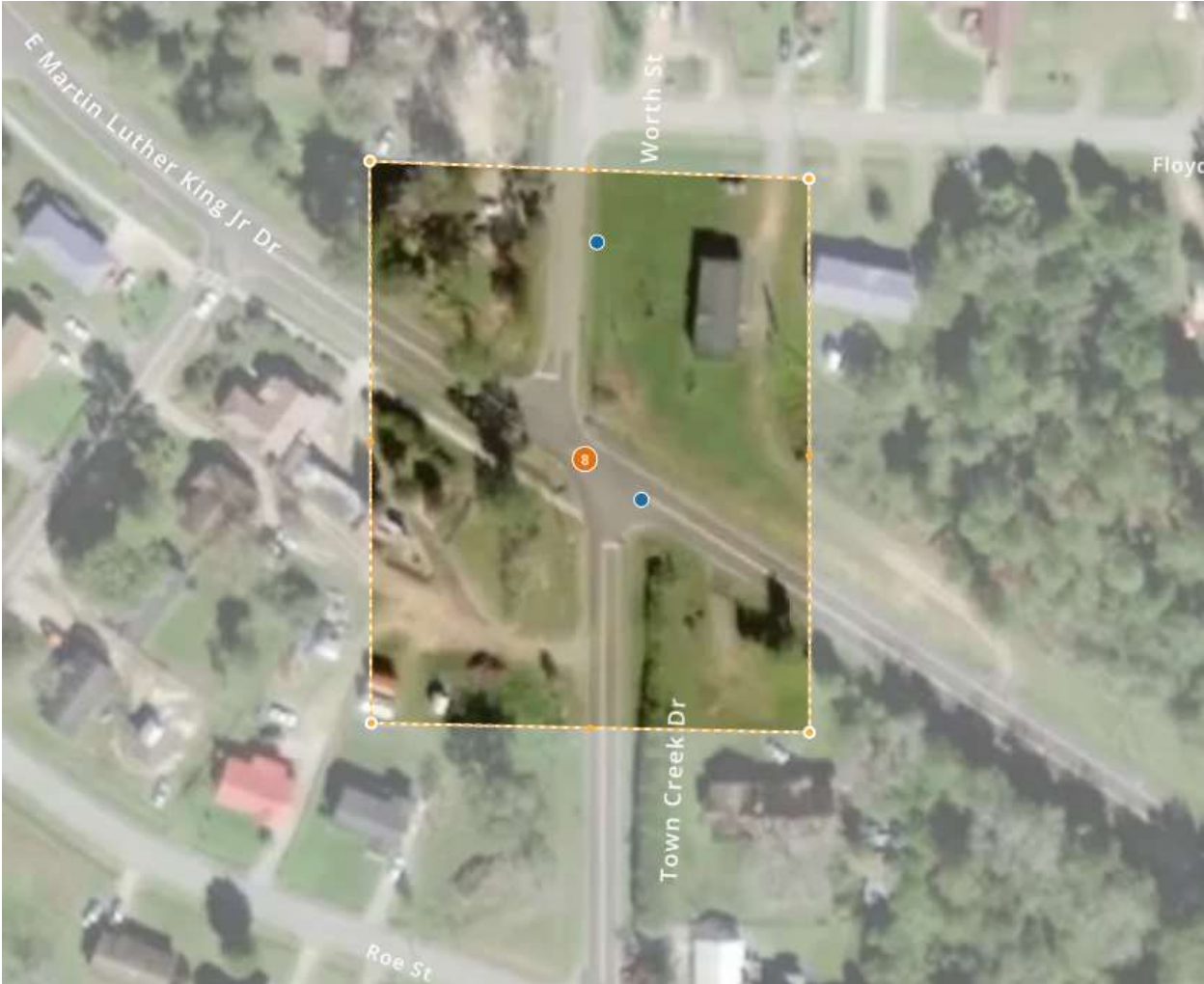
Date and Time (Hour of Day)	Collisions Dataset	
2 pm - 4 pm	1	50.00%
4 pm - 6 pm	1	50.00%

Manner of Collision (Crash Level)	Collisions Dataset	
Angle Crash	1	50.00%
Not a Collision with Motor Vehicle	1	50.00%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Non-Intersection	1	50.00%
On Roadway - Roadway Intersection	1	50.00%

Countermeasures All	Collisions Dataset	
Countermeasure: Centerline Crash	0	0.00%

SR 256/East Martin Luther King Jr. Drive @ Town Center Dr./Worth St.



Serious Injury & Fatal Crashes

1	Serious Injury	Not a Collision w/Motor Vehicle	7-26-2023
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GDOT Summary	Collisions Dataset	
Intersection Related	10	100.00%
Single Motor Vehicle Involved	4	40.00%
Distracted Driver (Suspected)	3	30.00%
Motorcycle Related	2	20.00%

KABCO Severity	Collisions Dataset	
(O) No Injury	7	70.00%
(A) Suspected Serious Injury	2	20.00%
(C) Possible Injury / Complaint	1	10.00%

Date and Time (Year)	Collisions Dataset	
2023	1	10.00%
2022	3	30.00%
2021	5	50.00%
2020	1	10.00%

Date and Time (Hour of Day)	Collisions Dataset	
4 am - 6 am	1	10.00%
6 am - 8 am	1	10.00%
10 am - 12 pm	1	10.00%
12 pm - 2 pm	4	40.00%
4 pm - 6 pm	2	20.00%
10 pm - 12 am	1	10.00%

Manner of Collision (Crash Level)	Collisions Dataset	
Angle Crash	4	40.00%
Not a Collision with Motor Vehicle	4	40.00%
(None)	1	10.00%
Sideswipe-Same Direction	1	10.00%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	7	70.00%
Off Roadway	2	20.00%
(None)	1	10.00%

Countermeasures All	Collisions Dataset	
Countermeasure: Roadway and Lane Departure Crashes	3	30.00%

SR 256/East Martin Luther King Jr. Drive @ Pecan Street/State Street



Serious Injury & Fatal Crashes

1	Fatal	Rear End	7-26-2023
2	Serious Injury	Sideswipe - Opposite Direction	5-2-2021

GDOT Summary	Collisions Dataset	
Intersection Related	5	71.43%
Single Motor Vehicle Involved	2	28.57%
Distracted Driver (Suspected)	1	14.29%

KABCO Severity	Collisions Dataset	
(O) No Injury	4	57.14%
(A) Suspected Serious Injury	1	14.29%
(C) Possible Injury / Complaint	1	14.29%
Unknown	1	14.29%

Date and Time (Year)	Collisions Dataset	
2022	1	14.29%
2020	2	28.57%
2019	4	57.14%

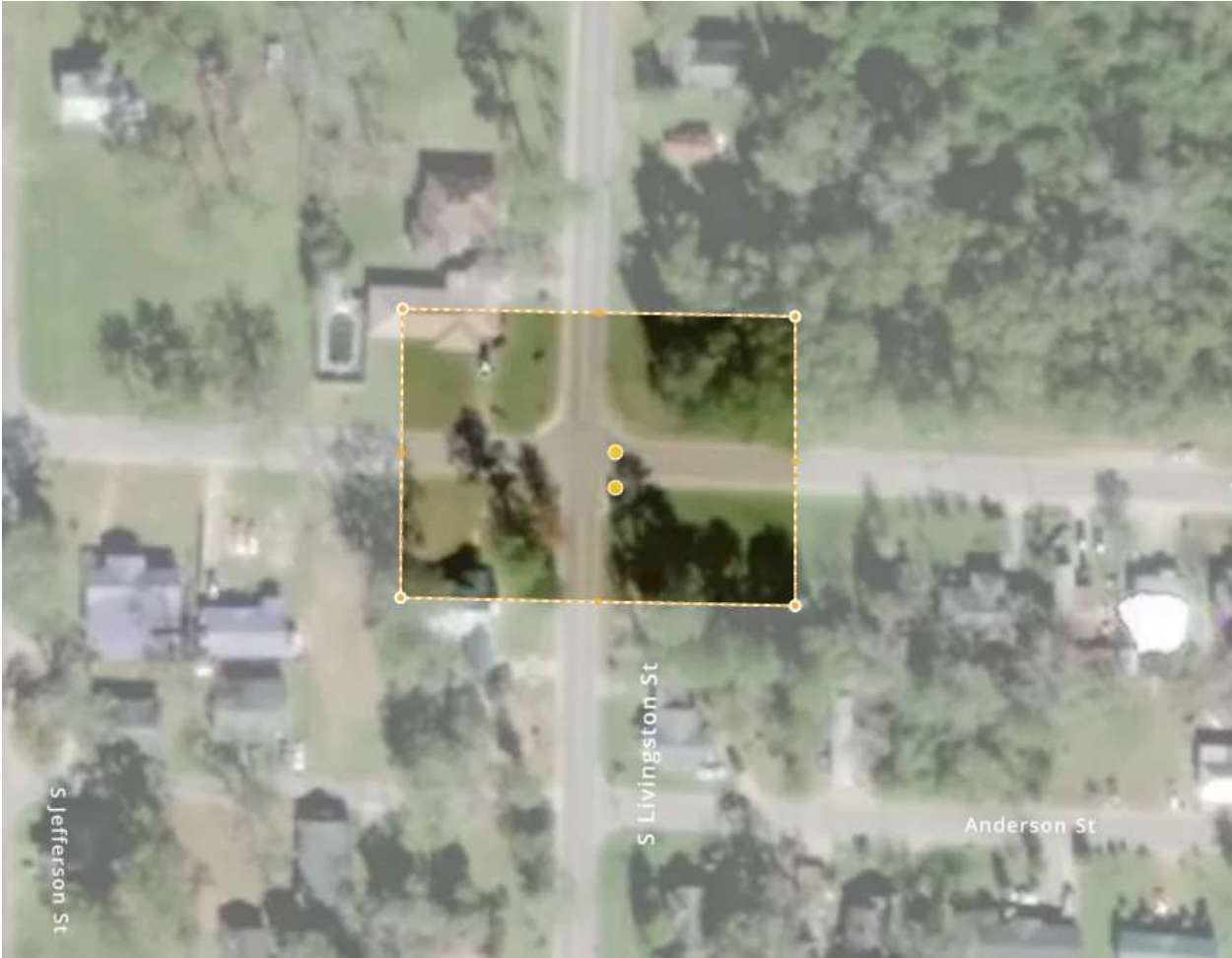
Date and Time (Hour of Day)	Collisions Dataset	
2 pm - 4 pm	1	14.29%
4 pm - 6 pm	2	28.57%
6 pm - 8 pm	1	14.29%
8 pm - 10 pm	2	28.57%
10 pm - 12 am	1	14.29%

Manner of Collision (Crash Level)	Collisions Dataset	
Rear End	3	42.86%
Angle Crash	2	28.57%
Not a Collision with Motor Vehicle	1	14.29%
Sideswipe-Same Direction	1	14.29%

Most Harmful Event (Unit Vehicle)	Collisions Dataset	
Motor Vehicle in Motion	5	71.43%
Embankment	1	14.29%
Parked Motor Vehicle	1	14.29%
Utility Pole	1	14.29%

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	2	28.57%
Countermeasure: Clear Roadside	1	14.29%

SR 256/West Martin Luther King Jr. Drive @ South Livingston Street



GDOT Summary		Collisions Dataset	
Intersection Related	2	100.00%	
Single Motor Vehicle Involved	1	50.00%	

KABCO Severity		Collisions Dataset	
(C) Possible Injury / Complaint	2	100.00%	

Date and Time (Year)		Collisions Dataset	
2021	2	100.00%	

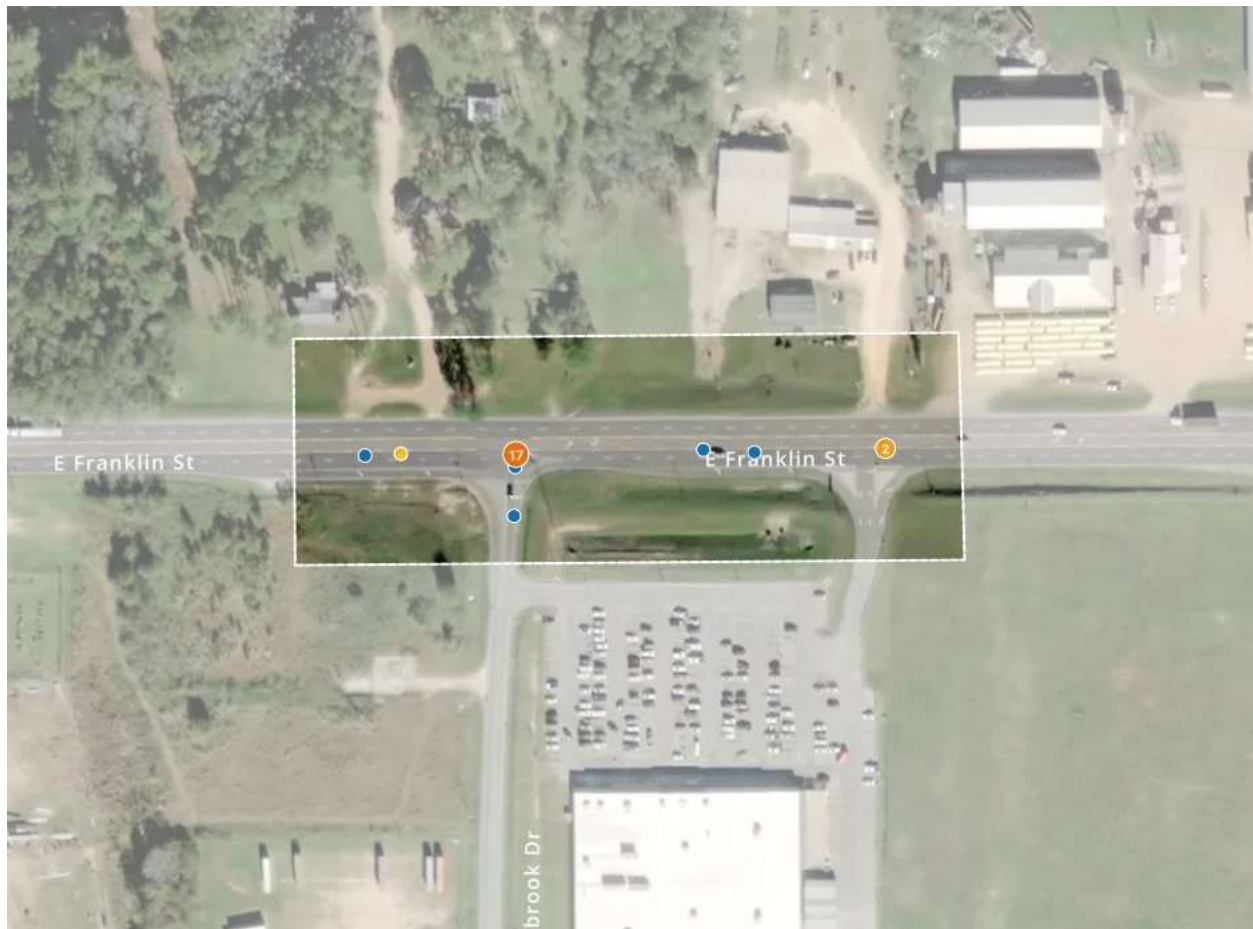
Date and Time (Hour of Day)		Collisions Dataset	
2 am - 4 am	2	100.00%	

Manner of Collision (Crash Level)		Collisions Dataset	
Angle Crash	1	50.00%	
Not a Collision with Motor Vehicle	1	50.00%	

Location at Impact (Crash Level)		Collisions Dataset	
Off Roadway	1	50.00%	
On Roadway - Roadway Intersection	1	50.00%	

Countermeasures All		Collisions Dataset	
Countermeasure: Centerline Crash	0	0.00%	

US 82/East Franklin Street @ Seabrook Drive



Serious Injury & Fatal Crashes

1	Serious Injury	Angle	2-18-2021
2	Serious Injury	Angle	5-14-2022
3	Serious Injury	Angle	2-18-2022

GDOT Summary	Collisions Dataset	
Intersection Related	24	96.00%
Large Truck Related	6	24.00%
Single Motor Vehicle Involved	4	16.00%
Distracted Driver (Suspected)	3	12.00%
Motorcycle Related	2	8.00%

KABCO Severity	Collisions Dataset	
(O) No Injury	17	68.00%
(A) Suspected Serious Injury	3	12.00%
(B) Suspected Minor/Visible Injury	3	12.00%
(C) Possible Injury / Complaint	2	8.00%

Date and Time (Year)	Collisions Dataset	
2023	5	20.00%
2022	8	32.00%
2021	5	20.00%
2020	4	16.00%
2019	3	12.00%

Date and Time (Hour of Day)	Collisions Dataset	
2 am - 4 am	2	8.00%
6 am - 8 am	1	4.00%
8 am - 10 am	2	8.00%
10 am - 12 pm	5	20.00%
12 pm - 2 pm	2	8.00%
2 pm - 4 pm	6	24.00%
6 pm - 8 pm	6	24.00%
8 pm - 10 pm	1	4.00%

Manner of Collision (Crash Level)	Collisions Dataset	
Angle Crash	10	40.00%
Sideswipe-Same Direction	5	20.00%
Rear End	4	16.00%
Not a Collision with Motor Vehicle	3	12.00%
(None)	2	8.00%
Sideswipe-Opposite Direction	1	4.00%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	14	56.00%
On Roadway - Non-Intersection	5	20.00%
(None)	3	12.00%
Off Roadway	1	4.00%
On Roadway - Driveway Intersection	1	4.00%
On Shoulder	1	4.00%

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	3	12.00%
Countermeasure: Lighting Improvements (Intersection)	2	8.00%
Countermeasure: Roadway and Lane Departure Crashes	2	8.00%
Countermeasure: Road Diet	1	4.00%
Countermeasure: Wildlife Warning	1	4.00%

US 82/East Franklin Street @ Haley Drive



GDOT Summary	Collisions Dataset	
Intersection Related	3	50.00%
Large Truck Related	2	33.33%
Single Motor Vehicle Involved	2	33.33%
Distracted Driver (Confirmed)	1	16.67%
Distracted Driver (Suspected)	1	16.67%

KABCO Severity	Collisions Dataset	
(O) No Injury	5	83.33%
(C) Possible Injury / Complaint	1	16.67%

Date and Time (Year)	Collisions Dataset	
2022	1	16.67%
2021	2	33.33%
2020	1	16.67%
2019	2	33.33%

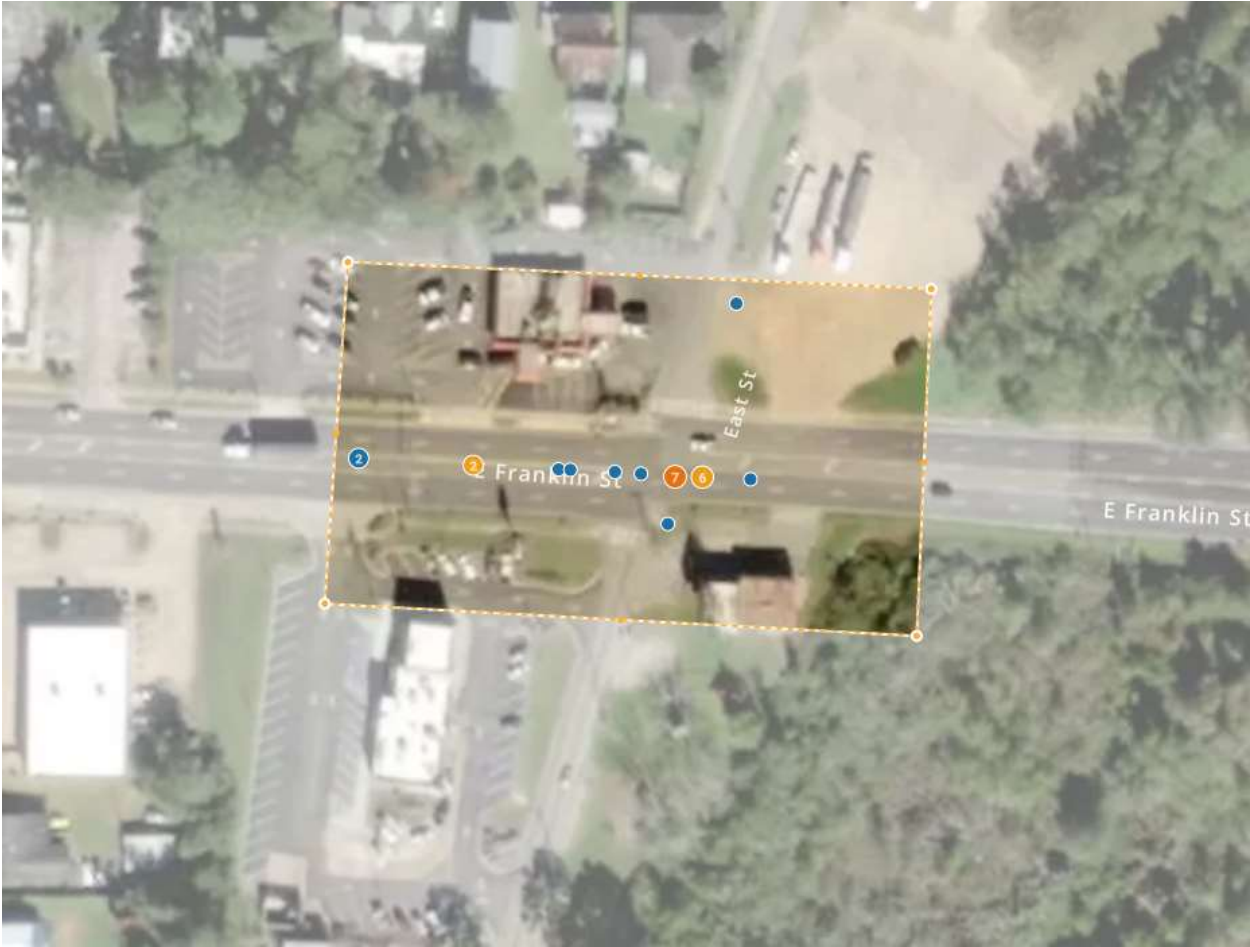
Date and Time (Hour of Day)	Collisions Dataset	
8 am - 10 am	1	16.67%
10 am - 12 pm	2	33.33%
4 pm - 6 pm	1	16.67%
8 pm - 10 pm	1	16.67%
10 pm - 12 am	1	16.67%

Manner of Collision (Crash Level)	Collisions Dataset	
Sideswipe-Same Direction	3	50.00%
(None)	1	16.67%
Not a Collision with Motor Vehicle	1	16.67%
Rear End	1	16.67%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Non-Intersection	3	50.00%
Off Roadway	2	33.33%
On Roadway - Roadway Intersection	1	16.67%

Countermeasures All	Collisions Dataset	
Countermeasure: Roadway and Lane Departure Crashes	2	33.33%
Countermeasure: Clear Roadside	1	16.67%

US 82/East Franklin Street @ East Street



Serious Injury & Fatal Crashes

1	Serious Injury	Angle	12-3-2020
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GDOT Summary	Collisions Dataset	
Intersection Related	22	91.67%
Distracted Driver (Suspected)	3	12.50%
Impaired Driving (Confirmed)	1	4.17%
Large Truck Related	1	4.17%
Single Motor Vehicle Involved	1	4.17%

KABCO Severity	Collisions Dataset	
(O) No Injury	18	75.00%
(B) Suspected Minor/Visible Injury	3	12.50%
(C) Possible Injury / Complaint	2	8.33%
(A) Suspected Serious Injury	1	4.17%

Date and Time (Year)	Collisions Dataset	
2023	4	16.67%
2022	3	12.50%
2021	4	16.67%
2020	9	37.50%
2019	4	16.67%

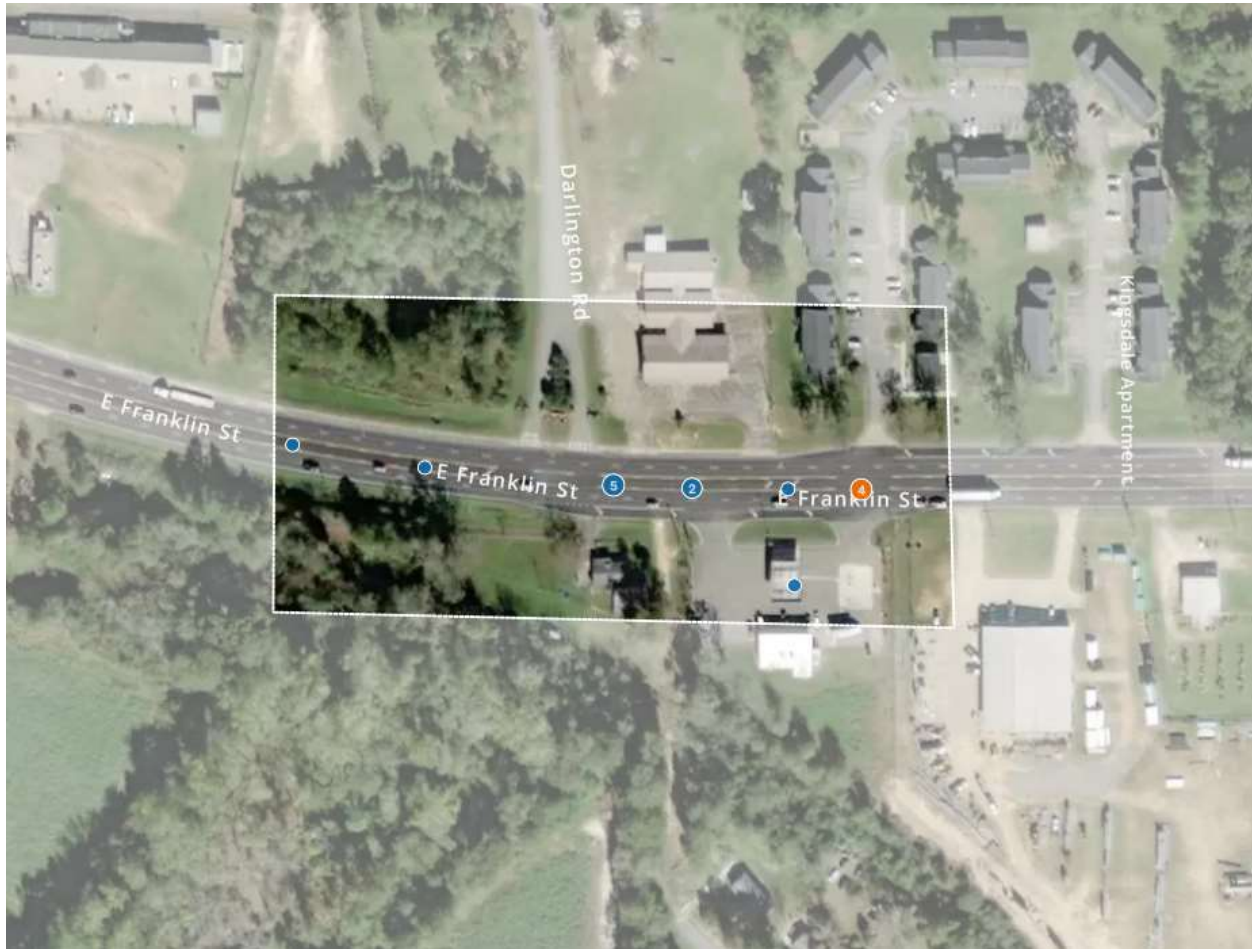
Date and Time (Hour of Day)	Collisions Dataset	
8 am - 10 am	2	8.33%
10 am - 12 pm	2	8.33%
12 pm - 2 pm	4	16.67%
2 pm - 4 pm	5	20.83%
4 pm - 6 pm	3	12.50%
6 pm - 8 pm	4	16.67%
8 pm - 10 pm	1	4.17%
10 pm - 12 am	3	12.50%

Manner of Collision (Crash Level)	Collisions Dataset	
Angle Crash	15	62.50%
Head On	3	12.50%
Sideswipe-Same Direction	3	12.50%
Rear End	2	8.33%
Not a Collision with Motor Vehicle	1	4.17%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Non-Intersection	13	54.17%
On Roadway - Roadway Intersection	10	41.67%
Median	1	4.17%

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	4	16.67%
Countermeasure: Lighting Improvements (Intersection)	1	4.17%
Countermeasure: Wildlife Warning	1	4.17%

US 82/East Franklin Street @ Darlington Road



Serious Injury & Fatal Crashes

1	Serious Injury	Angle	6-30-2023
2	Serious Injury	Not a Collision w/Motor Vehicle	9-0-2019

GDOT Summary	Collisions Dataset	
Intersection Related	12	80.00%
Distracted Driver (Suspected)	4	26.67%
Single Motor Vehicle Involved	3	20.00%
Distracted Driver (Confirmed)	2	13.33%
Impaired Driving (Suspected)	1	6.67%
Large Truck Related	1	6.67%
Pedestrian Related	1	6.67%

KABCO Severity	Collisions Dataset	
(O) No Injury	13	86.67%
(A) Suspected Serious Injury	2	13.33%

Date and Time (Year)	Collisions Dataset	
2023	5	33.33%
2022	4	26.67%
2021	1	6.67%
2020	3	20.00%
2019	2	13.33%

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

Manner of Collision (Crash Level)	Collisions Dataset	
Angle Crash	4	26.67%
Not a Collision with Motor Vehicle	4	26.67%
Rear End	4	26.67%
Sideswipe-Same Direction	3	20.00%

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

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	2	13.33%
Countermeasure: Wildlife Warning	2	13.33%

US 82/West Franklin Street @ Monroe Street



Serious Injury & Fatal Crashes

1	Serious Injury	Angle	11-22-2021
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GDOT Summary	Collisions Dataset	
Intersection Related	31	96.88%
Distracted Driver (Suspected)	13	40.63%
Large Truck Related	9	28.13%
Single Motor Vehicle Involved	2	6.25%
Distracted Driver (Confirmed)	1	3.13%
Impaired Driving (Confirmed)	1	3.13%

KABCO Severity	Collisions Dataset	
(O) No Injury	25	78.13%
(C) Possible Injury / Complaint	4	12.50%
(B) Suspected Minor/Visible Injury	2	6.25%
(A) Suspected Serious Injury	1	3.13%
(K) Fatal Injury	0	0.00%

Date and Time (Year)	Collisions Dataset	
2023	9	28.13%
2022	9	28.13%
2021	6	18.75%
2020	3	9.38%
2019	5	15.63%

Date and Time (Hour of Day)	Collisions Dataset	
2 am - 4 am	2	6.25%
6 am - 8 am	2	6.25%
8 am - 10 am	1	3.13%
10 am - 12 pm	5	15.63%
12 pm - 2 pm	4	12.50%
2 pm - 4 pm	7	21.88%
4 pm - 6 pm	5	15.63%
6 pm - 8 pm	4	12.50%
8 pm - 10 pm	2	6.25%

Manner of Collision (Crash Level)	Collisions Dataset	
Rear End	11	34.38%
Angle Crash	9	28.13%
Sideswipe-Same Direction	6	18.75%
Head On	2	6.25%
Not a Collision with Motor Vehicle	2	6.25%
Sideswipe-Opposite Direction	2	6.25%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	16	50.00%
On Roadway - Non-Intersection	15	46.88%
(None)	1	3.13%

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	9	28.13%
Countermeasure: Centerline Crash Related (Vehicle)	1	3.13%
Countermeasure: Roadway and Lane Departure Crashes	1	3.13%

US 82/West Franklin Street @ North Livingston Street



Serious Injury & Fatal Crashes

1	Fatal	Vehicle – Pedestrian Crash	12-4-2023
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GDOT Summary	Collisions Dataset	
Intersection Related	17	77.27%
Single Motor Vehicle Involved	7	31.82%
Large Truck Related	6	27.27%
Distracted Driver (Suspected)	5	22.73%
Pedestrian Related	1	4.55%

KABCO Severity	Collisions Dataset	
(O) No Injury	18	81.82%
(C) Possible Injury / Complaint	2	9.09%
(B) Suspected Minor/Visible Injury	1	4.55%
(K) Fatal Injury	1	4.55%

Date and Time (Year)	Collisions Dataset	
2023	4	18.18%
2022	3	13.64%
2021	7	31.82%
2020	5	22.73%
2019	3	13.64%

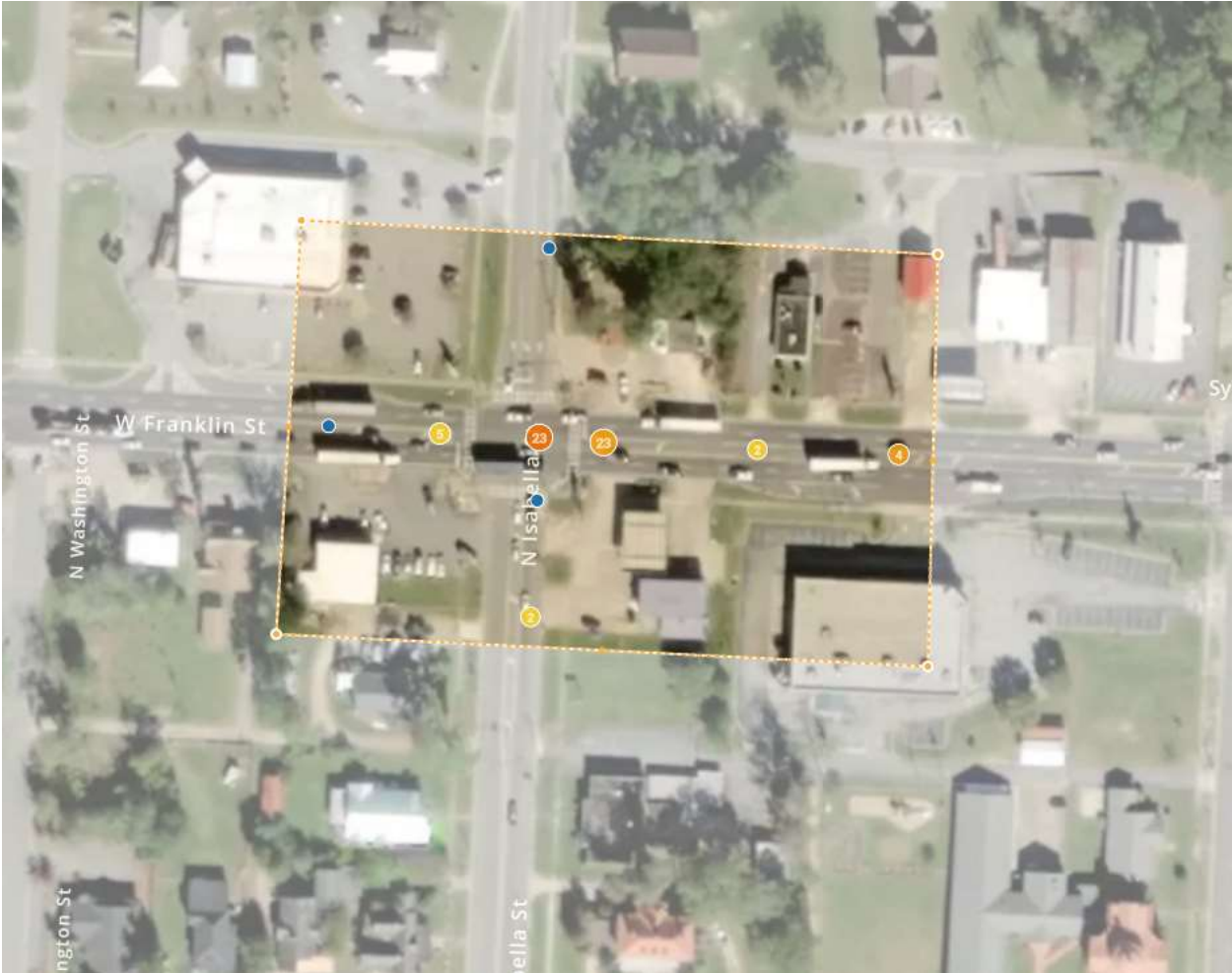
Date and Time (Hour of Day)	Collisions Dataset	
4 am - 6 am	1	4.55%
6 am - 8 am	1	4.55%
8 am - 10 am	1	4.55%
10 am - 12 pm	3	13.64%
12 pm - 2 pm	3	13.64%
2 pm - 4 pm	2	9.09%
4 pm - 6 pm	3	13.64%
6 pm - 8 pm	2	9.09%
8 pm - 10 pm	3	13.64%
10 pm - 12 am	3	13.64%

Manner of Collision (Crash Level)	Collisions Dataset	
Not a Collision with Motor Vehicle	8	36.36%
Rear End	5	22.73%
Angle Crash	4	18.18%
Sideswipe-Same Direction	4	18.18%
(None)	1	4.55%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	12	54.55%
On Roadway - Non-Intersection	6	27.27%
Off Roadway	2	9.09%
(None)	1	4.55%
On Shoulder	1	4.55%

Countermeasures All	Collisions Dataset	
Countermeasure: Clear Roadside	4	18.18%
Countermeasure: Intersection Crashes (vehicle)	4	18.18%
Countermeasure: Roadway and Lane Departure Crashes	3	13.64%
Countermeasure: Wildlife Warning	3	13.64%
Countermeasure: Lighting Improvements (Intersection)	1	4.55%
Countermeasure: Pedestrian Control (Intersection)	1	4.55%

US 82/West Franklin Street @ SR 112/North Isabella Street



Serious Injury & Fatal Crashes

1	Serious Injury	Angle	8-30-2019
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GDOT Summary	Collisions Dataset	
Intersection Related	60	96.77%
Distracted Driver (Suspected)	27	43.55%
Large Truck Related	15	24.19%
Single Motor Vehicle Involved	5	8.06%
Motorcycle Related	2	3.23%
Distracted Driver (Confirmed)	1	1.61%
Impaired Driving (Confirmed)	1	1.61%

KABCO Severity	Collisions Dataset	
(O) No Injury	49	79.03%
(C) Possible Injury / Complaint	10	16.13%
(B) Suspected Minor/Visible Injury	2	3.23%
(A) Suspected Serious Injury	1	1.61%
(K) Fatal Injury	0	0.00%

Date and Time (Year)	Collisions Dataset	
2023	13	20.97%
2022	16	25.81%
2021	14	22.58%
2020	6	9.68%
2019	13	20.97%

Date and Time (Hour of Day)	Collisions Dataset	
2 am - 4 am	1	1.61%
6 am - 8 am	6	9.68%
8 am - 10 am	3	4.84%
10 am - 12 pm	9	14.52%
12 pm - 2 pm	10	16.13%
2 pm - 4 pm	17	27.42%
4 pm - 6 pm	6	9.68%
6 pm - 8 pm	7	11.29%
8 pm - 10 pm	2	3.23%
10 pm - 12 am	1	1.61%

Manner of Collision (Crash Level)	Collisions Dataset	
Rear End	28	45.16%
Angle Crash	14	22.58%
Sideswipe-Same Direction	13	20.97%
(None)	4	6.45%
Not a Collision with Motor Vehicle	3	4.84%

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	24	38.71%
Countermeasure: Roadway and Lane Departure Crashes	4	6.45%
Countermeasure: Clear Roadside	1	1.61%
Countermeasure: Road Diet	1	1.61%

US 82/West Franklin Street @ SR 33/North Main Street



Serious Injury & Fatal Crashes

1	Serious Injury	Rear End	2-29-2020
2	Serious Injury	Rear End	2-24-2021

GDOT Summary	Collisions Dataset	
Intersection Related	80	96.39%
Distracted Driver (Suspected)	28	33.73%
Large Truck Related	21	25.30%
Single Motor Vehicle Involved	8	9.64%
Distracted Driver (Confirmed)	1	1.20%

KABCO Severity	Collisions Dataset	
(O) No Injury	61	73.49%
(C) Possible Injury / Complaint	16	19.28%
(B) Suspected Minor/Visible Injury	4	4.82%
(A) Suspected Serious Injury	2	2.41%
(K) Fatal Injury	0	0.00%

Date and Time (Year)	Collisions Dataset	
2023	18	21.69%
2022	15	18.07%
2021	15	18.07%
2020	13	15.66%
2019	22	26.51%

Date and Time (Hour of Day)	Collisions Dataset	
12 am - 2 am	1	1.20%
2 am - 4 am	1	1.20%
4 am - 6 am	1	1.20%
6 am - 8 am	8	9.64%
8 am - 10 am	5	6.02%
10 am - 12 pm	8	9.64%
12 pm - 2 pm	19	22.89%
2 pm - 4 pm	16	19.28%
4 pm - 6 pm	9	10.84%
6 pm - 8 pm	9	10.84%
8 pm - 10 pm	5	6.02%
10 pm - 12 am	1	1.20%

Manner of Collision (Crash Level)	Collisions Dataset	
Sideswipe-Same Direction	3	60.00%
Angle Crash	1	20.00%
Rear End	1	20.00%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Non-Intersection	2	40.00%
On Roadway - Roadway Intersection	2	40.00%
Off Roadway	1	20.00%

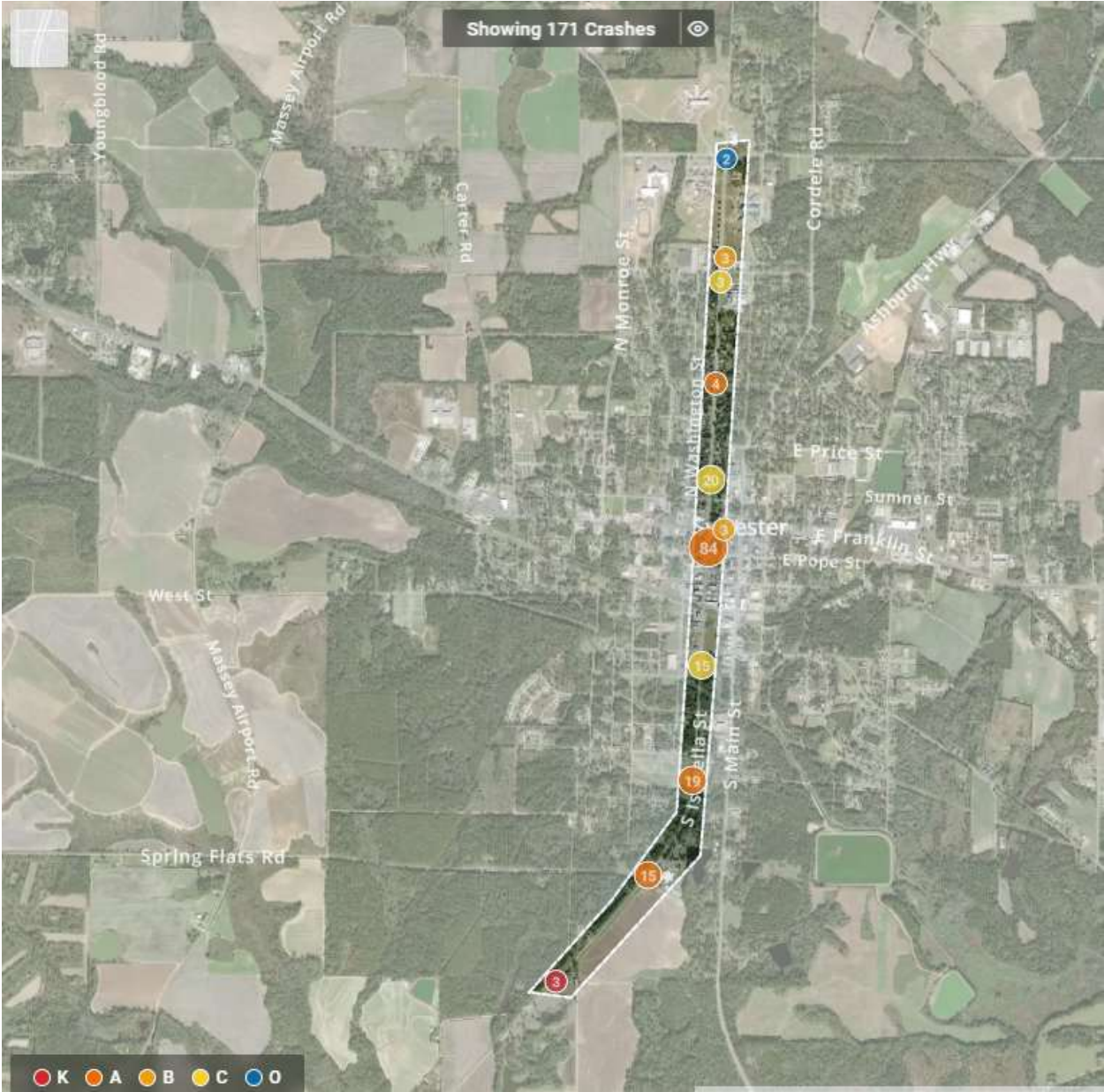
Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	1	20.00%

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 112/Isabella Street	City Limits (South)	King Street	4130	2.92	1	5
*SR 256/East Martin Luther King Jr. Drive	South Main Street	Worth Street	3710	.68	1	3
*US 82/SR 520/East Franklin Street	Monroe Street	Seabrook Drive	20100	1.88	1	9
SR 33/North Main Street	Front Street	East Price Street	6750	.65	0	1
East Lee Street	South Main Street	Town Creek Drive	250	.60	0	0
SR 313/North Monroe Street	West Franklin	Bryant Drive	2830	1.38	0	0
West Street	East of Massey Airport Road	West of Ayers Street	689	.80	1	0

SR 112/Isabella Street



Crash Data:

Intersection Related	153	89.47%
Distracted Driver (Suspected)	58	33.92%
Single Motor Vehicle Involved	38	22.22%
Large Truck Related	21	12.28%
Distracted Driver (Confirmed)	6	3.51%
Bicycle Related	2	1.17%
Impaired Driving (Confirmed)	2	1.17%
Motorcycle Related	2	1.17%
Pedestrian Related	1	0.58%

KABCO Severity	Collisions Dataset	
(O) No Injury	130	76.02%
(C) Possible Injury / Complaint	24	14.04%
(B) Suspected Minor/Visible Injury	9	5.26%
(A) Suspected Serious Injury	6	3.51%
(K) Fatal Injury	1	0.58%
Unknown	1	0.58%

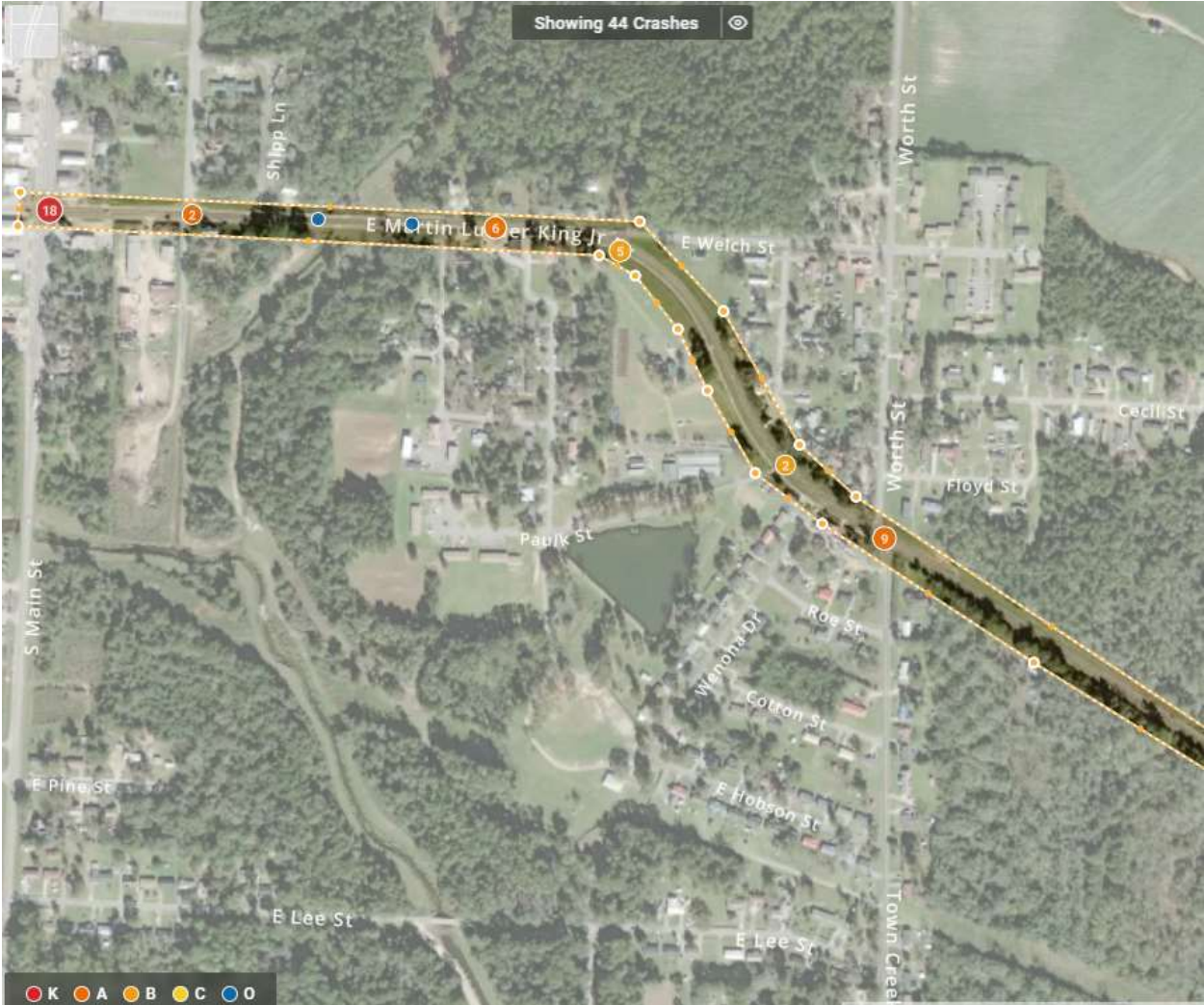
Manner of Collision (Crash Level)	Collisions Dataset	
Angle Crash	49	28.65%
Rear End	44	25.73%
Not a Collision with Motor Vehicle	39	22.81%
Sideswipe-Same Direction	19	11.11%
(None)	8	4.68%
Head On	6	3.51%
Sideswipe-Opposite Direction	6	3.51%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	73	42.69%
On Roadway - Non-Intersection	70	40.94%
Off Roadway	13	7.60%
(None)	8	4.68%
On Shoulder	3	1.75%
On Roadway - Driveway Intersection	2	1.17%
Off Roadway - Sidewalk	1	0.58%
On Roadway - Roundabout	1	0.58%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions Dataset	
(None)	13	7.60%
Reaction to Object or Animal	10	5.85%
Driver Lost Control	5	2.92%
Other	3	1.75%
Driver Condition	2	1.17%
Following Too Close	2	1.17%
Too Fast for Conditions	2	1.17%
Vision Obscured	2	1.17%

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	38	22.22%
Countermeasure: Wildlife Warning	19	11.11%
Countermeasure: Roadway and Lane Departure Crashes	14	8.19%
Countermeasure: Lighting Improvements (Intersection)	9	5.26%
Countermeasure: Clear Roadside	6	3.51%
Countermeasure: Lighting Improvements (Non-Intersection)	5	2.92%
Countermeasure: Road Diet	2	1.17%
Countermeasure: Pedestrian Control (Intersection)	1	0.58%

SR 256/East Martin Luther King Jr. Dr.



Crash Data:

Intersection Related	39	88.64%
Single Motor Vehicle Involved	12	27.27%
Distracted Driver (Suspected)	10	22.73%
Impaired Driving (Confirmed)	3	6.82%
Motorcycle Related	3	6.82%
Pedestrian Related	1	2.27%

KABCO Severity	Collisions Dataset	
(O) No Injury	26	59.09%
(B) Suspected Minor/Visible Injury	5	11.36%
(A) Suspected Serious Injury	4	9.09%
(C) Possible Injury / Complaint	4	9.09%
Unknown	4	9.09%
(K) Fatal Injury	1	2.27%

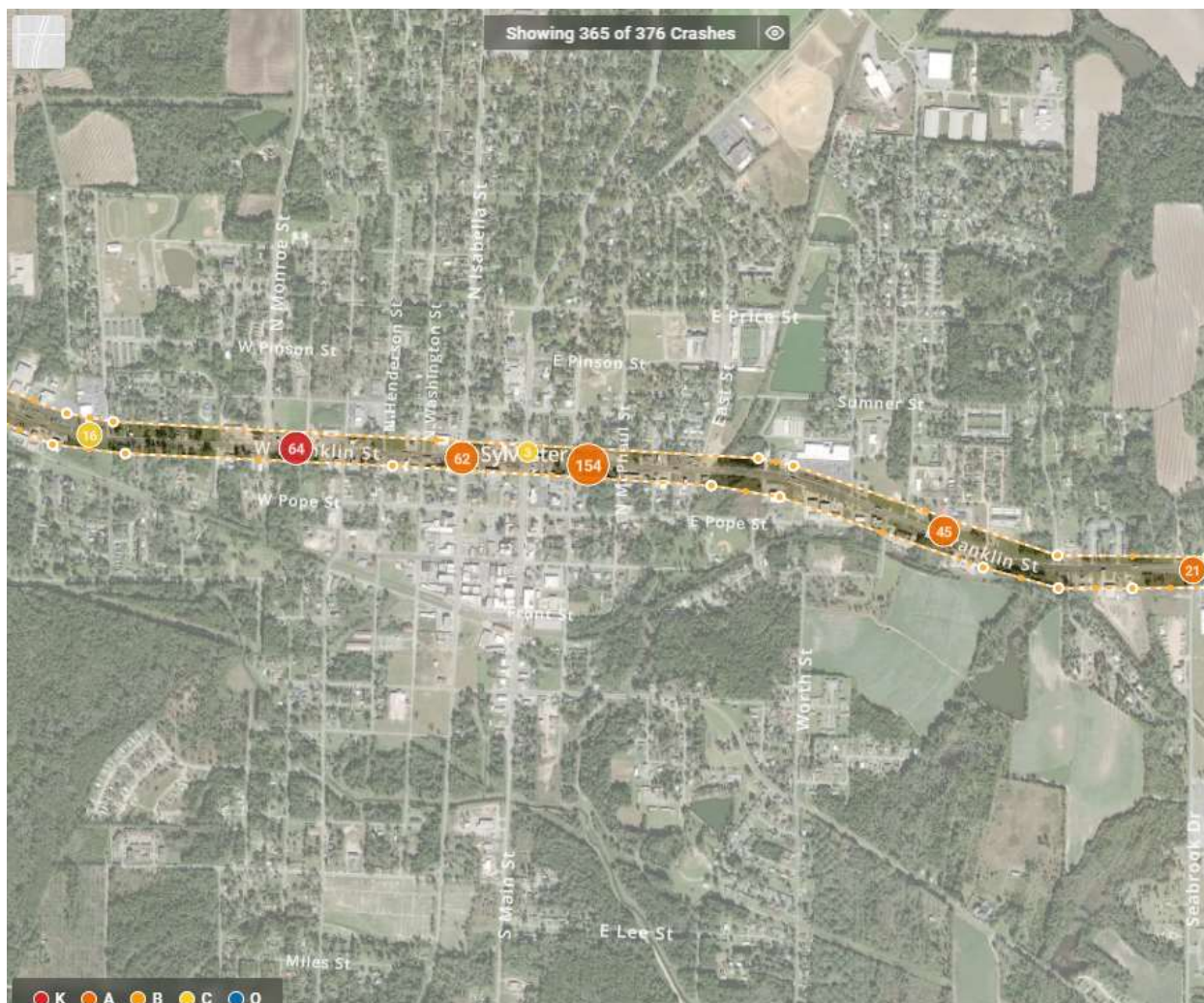
Manner of Collision (Crash Level)	Collisions Dataset	
Angle Crash	17	38.64%
Not a Collision with Motor Vehicle	10	22.73%
Rear End	9	20.45%
Sideswipe-Same Direction	4	9.09%
(None)	2	4.55%
Head On	1	2.27%
Sideswipe-Opposite Direction	1	2.27%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	25	56.82%
On Roadway - Non-Intersection	10	22.73%
Off Roadway	5	11.36%
(None)	3	6.82%
On Shoulder	1	2.27%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions Dataset	
Driver Lost Control	5	11.36%
(None)	3	6.82%
Driver Condition	2	4.55%
Following Too Close	2	4.55%
Mechanical or Vehicle Failure	1	2.27%
Misjudged Clearance	1	2.27%
Other	1	2.27%
Too Fast for Conditions	1	2.27%

Countermeasures All	Collisions Dataset	
Countermeasure: Roadway and Lane Departure Crashes	4	9.09%
Countermeasure: Intersection Crashes (vehicle)	3	6.82%
Countermeasure: Wildlife Warning	3	6.82%
Countermeasure: Clear Roadside	1	2.27%
Countermeasure: Lighting Improvements (Intersection)	1	2.27%
Countermeasure: Lighting Improvements (Non-Intersection)	1	2.27%

US 82/SR 520/East Franklin Street



Crash Data:

Intersection Related	334	88.83%
Distracted Driver (Suspected)	102	27.13%
Large Truck Related	71	18.88%
Single Motor Vehicle Involved	51	13.56%
Distracted Driver (Confirmed)	9	2.39%
Impaired Driving (Confirmed)	6	1.60%
Motorcycle Related	4	1.06%
Pedestrian Related	2	0.53%
Impaired Driving (Suspected)	1	0.27%

KABCO Severity	Collisions Dataset	
(O) No Injury	286	76.06%
(C) Possible Injury / Complaint	55	14.63%
(B) Suspected Minor/Visible Injury	20	5.32%
(A) Suspected Serious Injury	10	2.66%
Unknown	4	1.06%
(K) Fatal Injury	1	0.27%

Manner of Collision (Crash Level)	Collisions Dataset	
Angle Crash	116	30.85%
Rear End	99	26.33%
Sideswipe-Same Direction	82	21.81%
Not a Collision with Motor Vehicle	46	12.23%
Head On	13	3.46%
(None)	11	2.93%
Sideswipe-Opposite Direction	9	2.39%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Non-Intersection	162	43.09%
On Roadway - Roadway Intersection	162	43.09%
(None)	18	4.79%
Off Roadway	15	3.99%
On Roadway - Driveway Intersection	5	1.33%
On Shoulder	5	1.33%
Median	4	1.06%
Off Roadway - Sidewalk	2	0.53%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions Dataset	
(None)	37	9.84%
Misjudged Clearance	10	2.66%
Reaction to Object or Animal	10	2.66%
Other	9	2.39%
Driver Lost Control	5	1.33%
Improper Turn	5	1.33%
Failure to Yield	4	1.06%
Too Fast for Conditions	4	1.06%

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	83	22.07%
Countermeasure: Roadway and Lane Departure Crashes	23	6.12%
Countermeasure: Wildlife Warning	18	4.79%
Countermeasure: Clear Roadside	12	3.19%
Countermeasure: Lighting Improvements (Intersection)	10	2.66%
Countermeasure: Lighting Improvements (Non-Intersection)	3	0.80%
Countermeasure: Centerline Crash Related (Vehicle)	2	0.53%
Countermeasure: Road Diet	2	0.53%
Countermeasure: Pedestrian Control (Intersection)	1	0.27%

SR 33/North Main Street



Crash Experience:

Intersection Related	129	94.16%
Distracted Driver (Suspected)	38	27.74%
Large Truck Related	23	16.79%
Single Motor Vehicle Involved	15	10.95%
Distracted Driver (Confirmed)	3	2.19%
Impaired Driving (Confirmed)	1	0.73%
Motorcycle Related	1	0.73%

KABCO Severity	Collisions Dataset	
(O) No Injury	92	67.15%
(C) Possible Injury / Complaint	35	25.55%
(B) Suspected Minor/Visible Injury	6	4.38%
(A) Suspected Serious Injury	3	2.19%
Unknown	1	0.73%
(K) Fatal Injury	0	0.00%

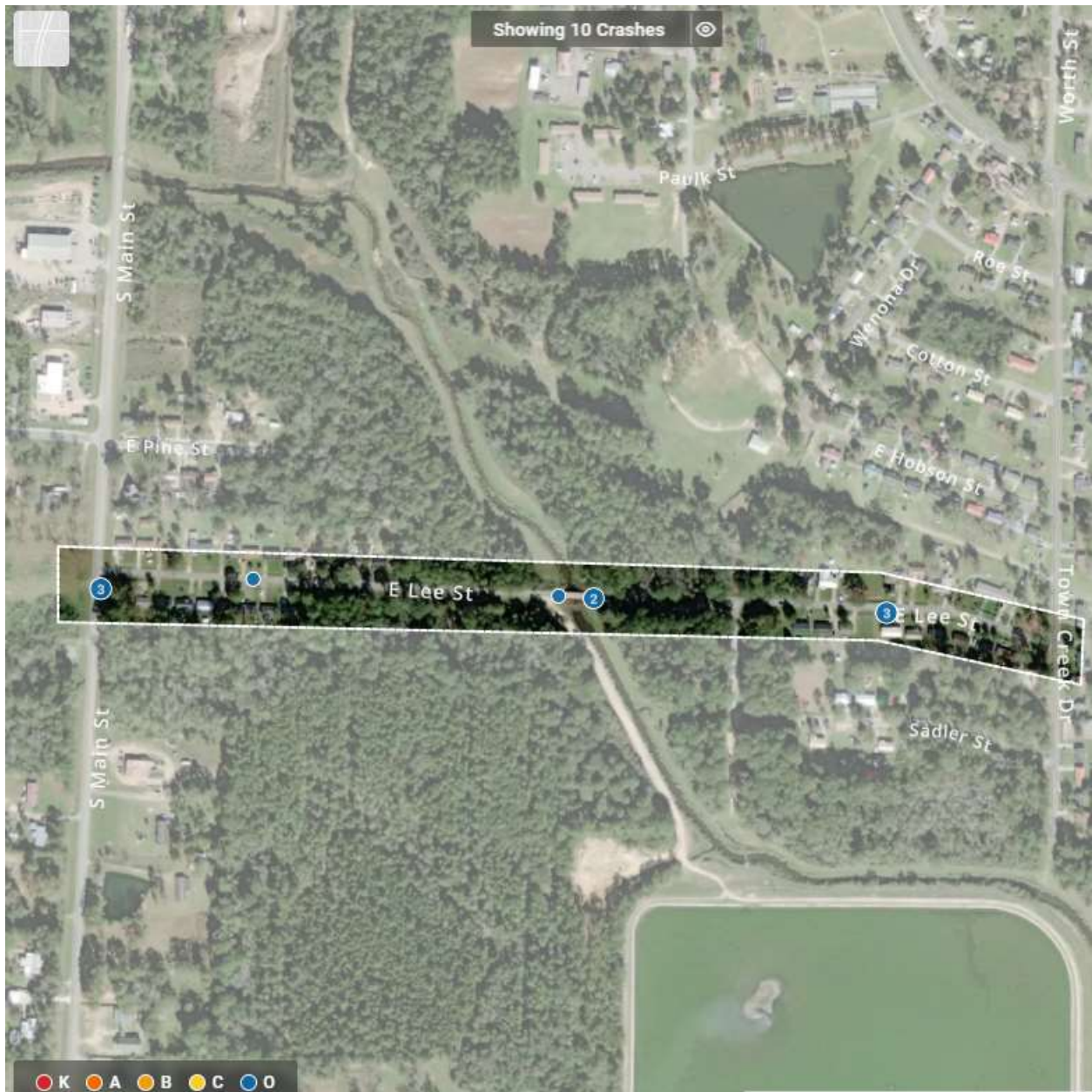
Manner of Collision (Crash Level)	Collisions Dataset	
Angle Crash	48	35.04%
Rear End	35	25.55%
Sideswipe-Same Direction	26	18.98%
Not a Collision with Motor Vehicle	14	10.22%
Sideswipe-Opposite Direction	8	5.84%
(None)	4	2.92%
Head On	2	1.46%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	75	54.74%
On Roadway - Non-Intersection	45	32.85%
Off Roadway	6	4.38%
(None)	5	3.65%
On Shoulder	3	2.19%
Median	2	1.46%
Gore	1	0.73%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions Dataset	
(None)	11	8.03%
Misjudged Clearance	5	3.65%
Reaction to Object or Animal	5	3.65%
Other	4	2.92%
Improper Backing	3	2.19%
Driver Lost Control	2	1.46%
Following Too Close	2	1.46%
Disregard Other Traffic Control	1	0.73%

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	26	18.98%
Countermeasure: Lighting Improvements (Intersection)	6	4.38%
Countermeasure: Wildlife Warning	6	4.38%
Countermeasure: Roadway and Lane Departure Crashes	5	3.65%
Countermeasure: Clear Roadside	2	1.46%
Countermeasure: Lighting Improvements (Non-Intersection)	2	1.46%
Countermeasure: Road Diet	1	0.73%

East Lee Street



Crash Data:

Distracted Driver (Suspected)	3	30.00%
Intersection Related	3	30.00%
Single Motor Vehicle Involved	3	30.00%
Distracted Driver (Confirmed)	1	10.00%
Impaired Driving (Confirmed)	1	10.00%
Bicycle Related	0	0.00%

KABCO Severity	Collisions Dataset	
(O) No Injury	10	100.00%
(A) Suspected Serious Injury	0	0.00%
(B) Suspected Minor/Visible Injury		
(C) Possible Injury / Complaint		
(K) Fatal Injury		

Manner of Collision (Crash Level)	Collisions Dataset	
Angle Crash	3	30.00%
Not a Collision with Motor Vehicle	3	30.00%
Rear End	2	20.00%
Head On	1	10.00%
Sideswipe-Same Direction	1	10.00%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Non-Intersection	6	60.00%
On Shoulder	3	30.00%
On Roadway - Roadway Intersection	1	10.00%

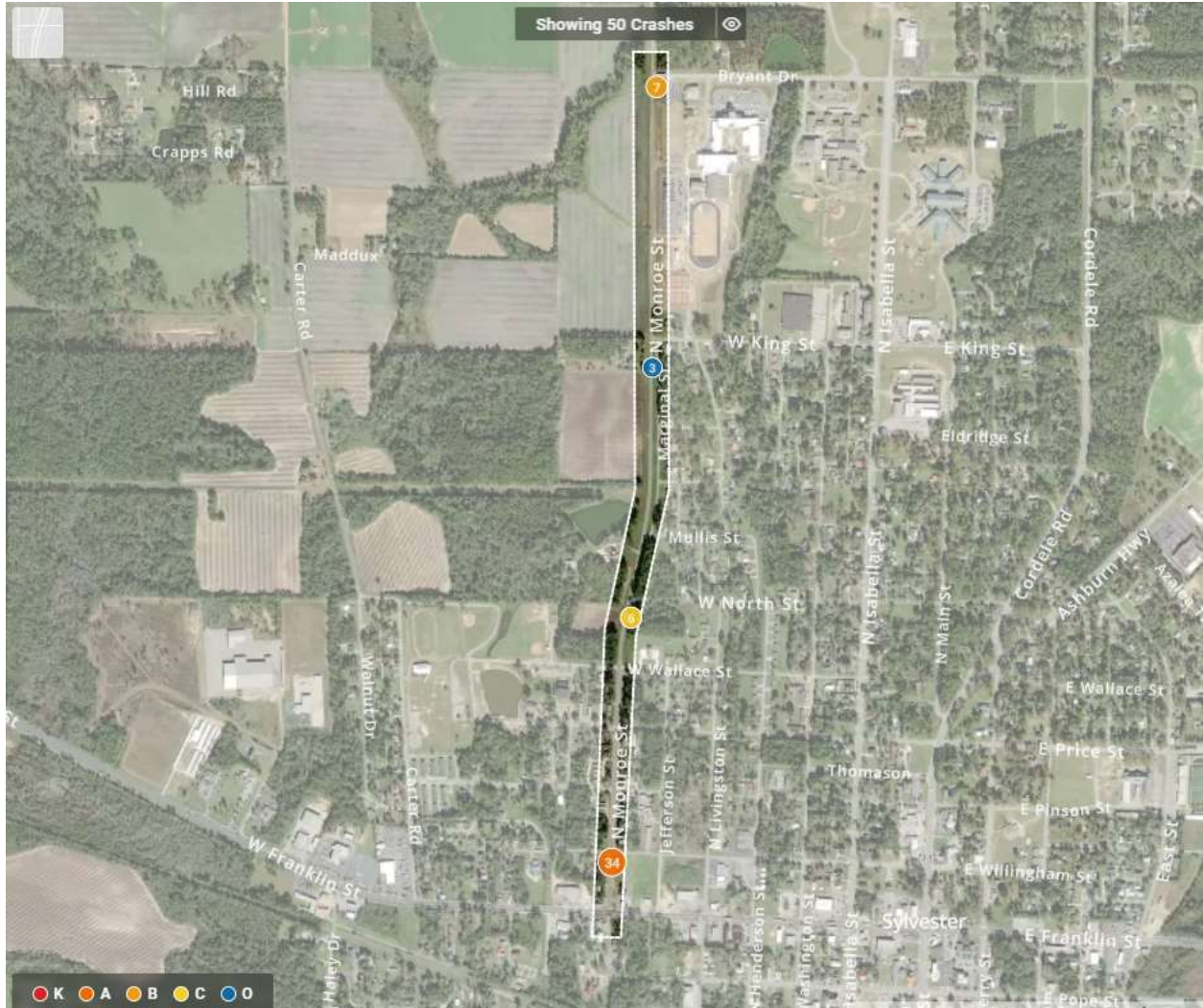
Operator/Pedestrian Contributing Factors (Unit Order) Collisions Dataset

Too Fast for Conditions	1	10.00%
Under the Influence (U.I.)	1	10.00%
Wrong Side of Road	1	10.00%

Countermeasures All Collisions Dataset

Countermeasure: Wildlife Warning	2	20.00%
Countermeasure: Roadway and Lane Departure Crashes	1	10.00%

North Monroe Street



Crash Experience:

Intersection Related	44	88.00%
Distracted Driver (Suspected)	19	38.00%
Large Truck Related	8	16.00%
Single Motor Vehicle Involved	8	16.00%
Impaired Driving (Confirmed)	3	6.00%
Distracted Driver (Confirmed)	2	4.00%

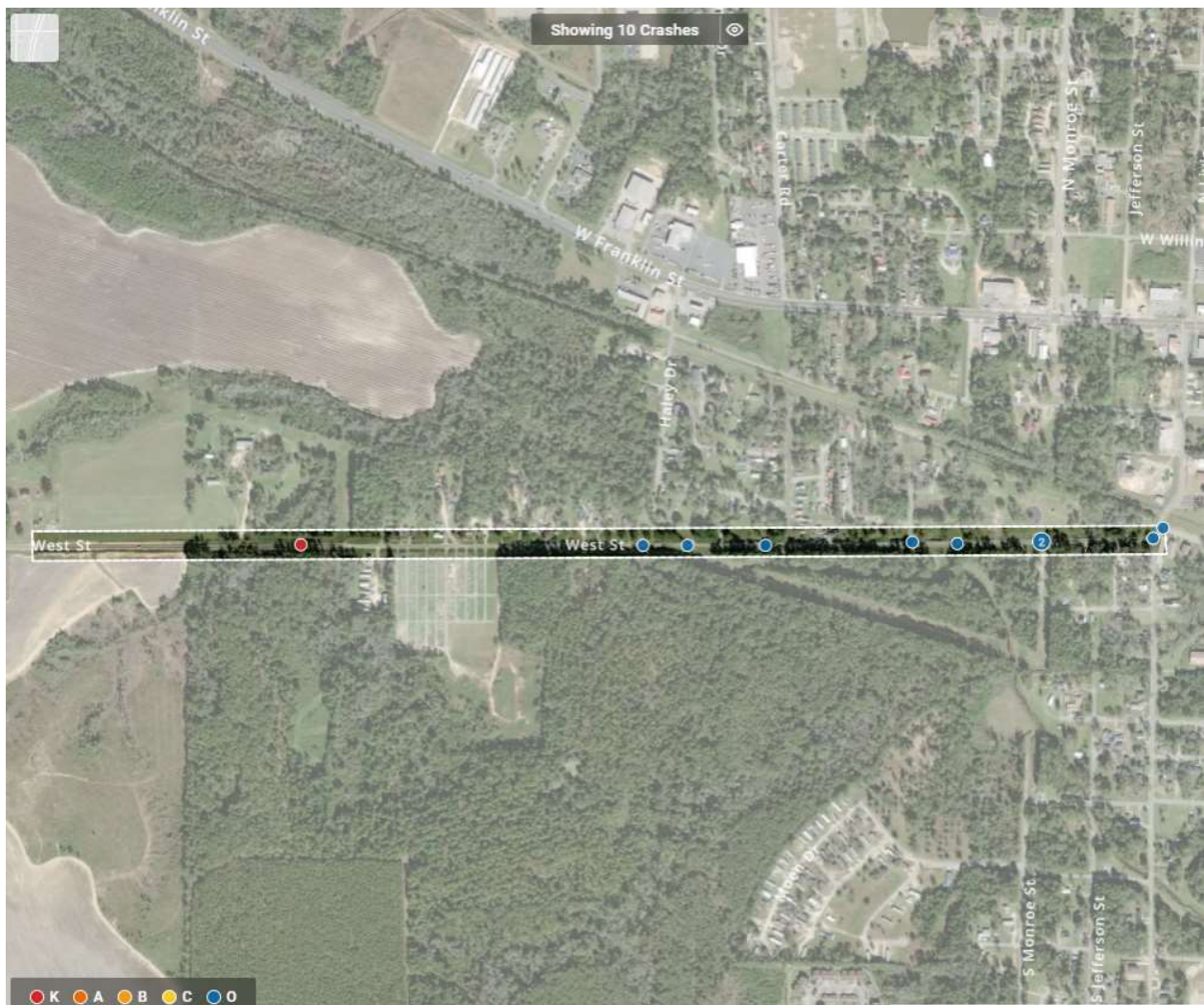
KABCO Severity	Collisions Dataset	
(O) No Injury	40	80.00%
(C) Possible Injury / Complaint	6	12.00%
(B) Suspected Minor/Visible Injury	3	6.00%
(A) Suspected Serious Injury	1	2.00%
(K) Fatal Injury	0	0.00%

Manner of Collision (Crash Level)	Collisions Dataset	
Rear End	17	34.00%
Angle Crash	15	30.00%
Not a Collision with Motor Vehicle	8	16.00%
Sideswipe-Same Direction	5	10.00%
Sideswipe-Opposite Direction	3	6.00%
Head On	2	4.00%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	28	56.00%
On Roadway - Non-Intersection	17	34.00%
On Shoulder	3	6.00%
(None)	1	2.00%
Off Roadway	1	2.00%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions	Dataset
(None)	9	18.00%
Following Too Close	2	4.00%
Improper Turn	2	4.00%
Misjudged Clearance	2	4.00%
Other	2	4.00%
Reaction to Object or Animal	2	4.00%
Under the Influence (U.I.)	2	4.00%
Driver Condition	1	2.00%
Driver Lost Control	1	2.00%
No Signal/Improper Signal	1	2.00%

West Street



Crash Experience:

Intersection Related	8	80.00%
Single Motor Vehicle Involved	7	70.00%
Distracted Driver (Suspected)	3	30.00%
Pedestrian Related	1	10.00%
Bicycle Related	0	0.00%

KABCO Severity	Collisions Dataset	
(O) No Injury	9	90.00%
(K) Fatal Injury	1	10.00%
(A) Suspected Serious Injury	0	0.00%

Manner of Collision (Crash Level)	Collisions Dataset	
Not a Collision with Motor Vehicle	6	60.00%
(None)	1	10.00%
Head On	1	10.00%
Rear End	1	10.00%
Sideswipe-Opposite Direction	1	10.00%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Non-Intersection	5	50.00%
On Roadway - Roadway Intersection	2	20.00%
(None)	1	10.00%
Off Roadway	1	10.00%
On Shoulder	1	10.00%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions Dataset	
(None)	1	10.00%
Driver Lost Control	1	10.00%
Reaction to Object or Animal	1	10.00%

Countermeasures All	Collisions Dataset	
Countermeasure: Wildlife Warning	4	40.00%
Countermeasure: Lighting Improvements (Intersection)	2	20.00%
Countermeasure: Clear Roadside	1	10.00%
Countermeasure: Intersection Crashes (vehicle)	1	10.00%
Countermeasure: Lighting Improvements (Non-Intersection)	1	10.00%
Countermeasure: Pedestrian Control (Non-Intersection)	1	10.00%
Countermeasure: Roadway and Lane Departure Crashes	1	10.00%

4.0 Engagement and Collaboration

The City of Sylvester 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 Sylvester region. A copy of the plan is available in ...

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 Sylvester personnel i.e. Police Department, Fire Department, Community Development, 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 Phase 1

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.

4.3 Public and Stakeholder Involvement Phase 2

A follow-up public Stakeholder meeting was held on February 11, 2025. During this meeting the WSB Team presented findings and recommendations for safety improvements thought the City of Sylvester. 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 Equity Considerations

The Safety Action Plan (SAP) considers the needs of Transportation Disadvantaged Communities (TDC) and areas of Persistent Poverty (APP), as required by the Federal Highway Administration (FHWA). It also incorporates an analysis of Environmental Justice (EJ) areas by analyzing 5-year American Community Survey (ACS) 2021 data to determine equity needs within the region, consistent with the data provided in the APP areas. This section displays the existing demographic makeup of the City of Sylvester in Worth County.

Equity is a guiding principle of the process to identifying the High Injury Network (HIN) engaging stakeholders, and the public to determine the project priorities within the SS4A program. The program strongly emphasizes inclusive public outreach and gathering input and makes use of data provided by the FHWA and Census Bureau to determine and locate equity populations for the purposes of ensuring fairness and equity in creating safety solutions. The equity analysis employed in this effort incorporates the communities required by the FHWA through Transportation Disadvantaged Communities (TDC) and Areas of Persistent Poverty (APP). Additionally, the plan incorporates an EJ element, using the same ACS data used to determine APP's to identify communities of concern and specific, equitable safety strategies tailored to their needs.

5.1 TRANSPORTATION DISADVANTAGED COMMUNITIES

Transportation is a vital aspect of society, enabling individuals to access essential services, education, employment, and social opportunities.

Determining TDC's

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 known as Transportation Disadvantaged Communities and are defined by the criteria laid out by FHWA.

TDC's 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
- Older adults, aged 65 and older
- Minority populations
- People with disabilities
- People living in geographically isolated or underserved areas

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

Addressing Challenges for TDC's

To address the challenges faced by TDC's 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 disabilities.
- Rideshare Programs - Developing subsidized or on-demand transportation services tailored to the specific needs of transportation disadvantaged 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, social service agencies, and educational institutions to identify transportation needs and develop solutions.

5.2 Areas of Persistent Poverty

Determining APP's

APP's within the study area were defined and identified by the FHWA through the Bipartisan Infrastructure Law (BIL). These communities are also in need of receiving targeted strategies to foster equitable and sustainable development while providing access to jobs and social opportunities.

According to the U.S. Department of Transportation, the Bipartisan Infrastructure Law defines an “Area of Persistent Poverty” based on the location of a project. A project falls within an APP if it meets one of the following criteria:

- The County in which the project is situated has consistently had a poverty rate of 20 percent or higher 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 poverty estimates available as of 2021.
- The project is in a Census Tract where the poverty rate is at least 20 percent, as determined by the 2014-2018 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 Areas of Persistent Poverty involves a comprehensive analysis of various socio-economic indicators, including income 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 poverty and its persistence over time.

Issues Faced by APP's

The enduring poverty within APP's can be attributed to a combination of factors, including:

- Limited Economic Opportunities – A shortage of diverse industries, initiatives for job creation, and access to quality employment opportunities hampers economic mobility and the resident's capacity to enhance their socio-economic conditions.
- Education Disparities – Inequalities 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 poverty.
- Social and Racial Inequities – Persistent poverty often intersects with social and racial inequities, with marginalized communities facing discrimination, limited social capital, and reduced access to resources and opportunities.

Location of APP's

The City of Sylvester, in Worth County, has faced ongoing economic challenges. It is characterized by a high concentration of low-income households, a diverse population, 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 poverty in this area., and some areas may grapple with persistent poverty, despite being located near employment opportunities, educational institutions, and healthcare facilities, residents in this area continue to experience poverty.

Figure 1

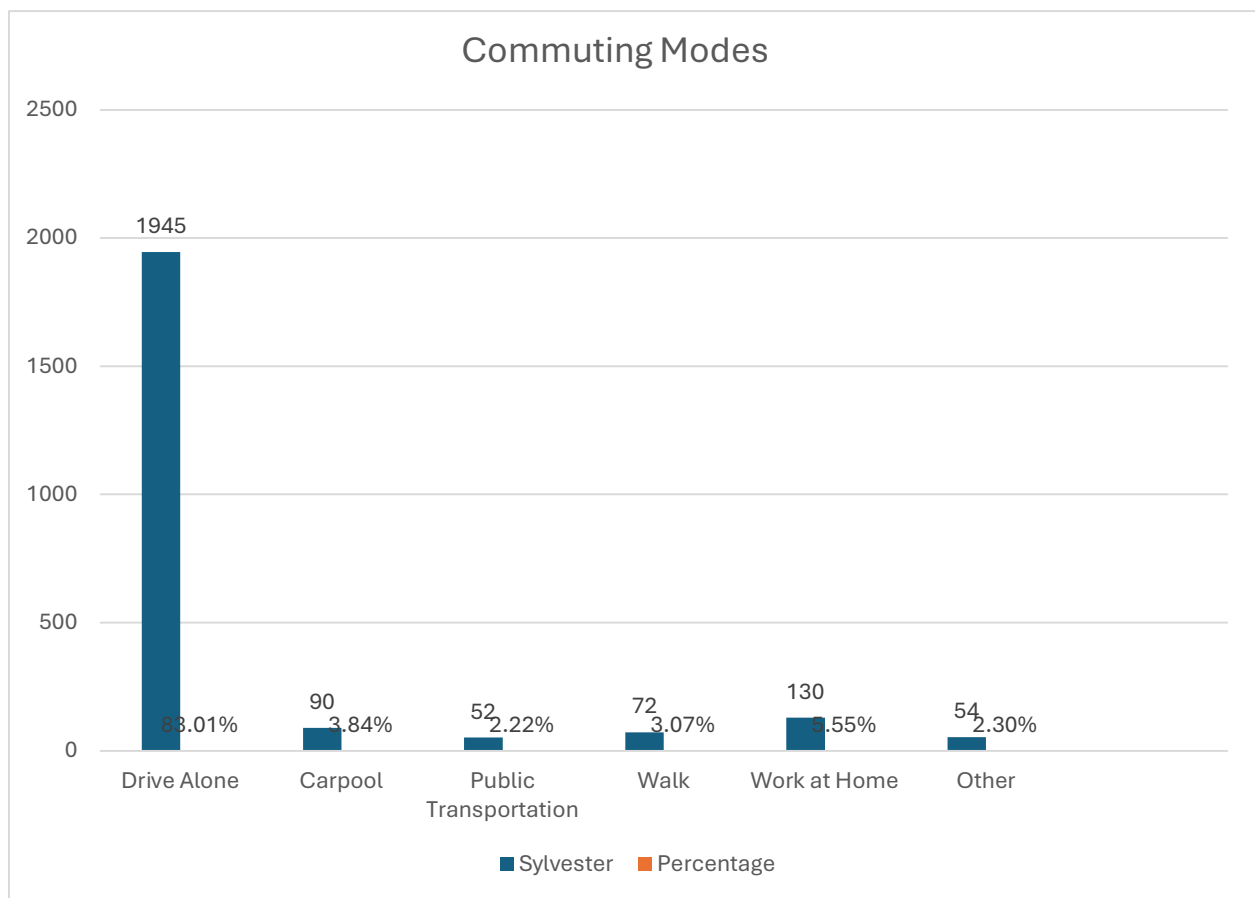
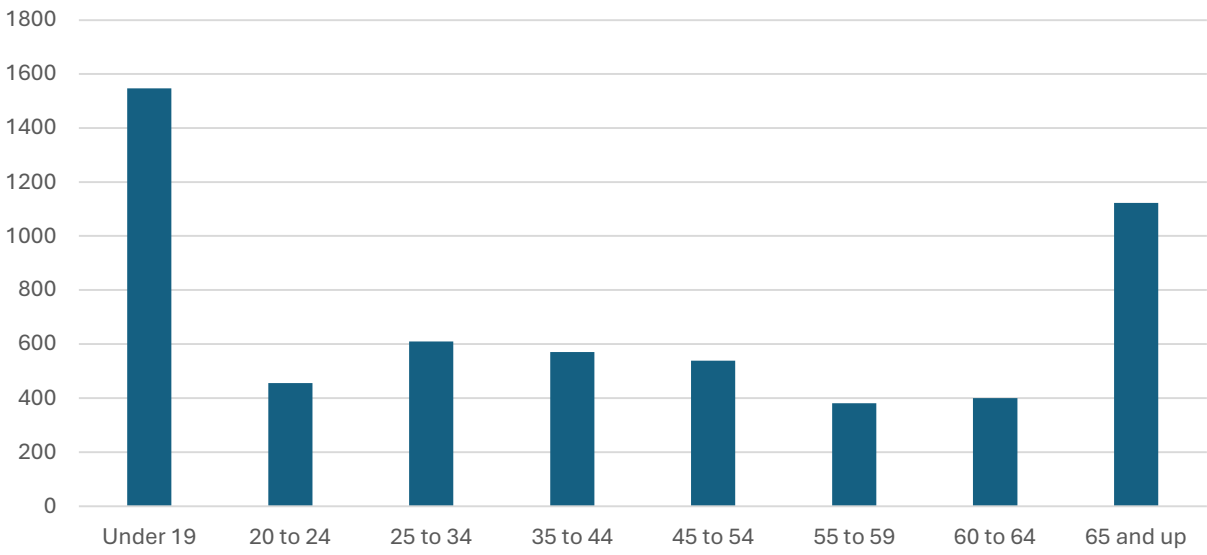


Figure 2

City of Sylvester Population by Age Group



6.0 Policy and Process Changes

The City of Sylvester currently does not have official policies for review and approval of engineering plans for encroachments along city streets. It is recommended that the City establish regulations for new developments proposed within the city limits and ensure that each driveway access is carefully reviewed to meet a set criteria for design. 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. It is also recommended that the City coordinate with GDOT on any new developments that would impact nearby state routes.

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	<p>Appropriate Speed Limits For All Road Users</p> <p>Speed Safety Cameras</p> <p>Variable Speed Limits</p>	<p>Reduce crash severities, makes streets safer for all road users. Relatively low-cost measure.</p> <p>Reduces crashes and crash severity. Increase driver awareness for speed limit.</p> <p>Effective on urban and rural freeways and high-speed arterials. Often implemented as part of Active Traffic Management plans or Road Weather Information Systems.</p>
Enhance Pedestrian/ Bicyclist Safety	<p>Bicycle lanes</p> <p>Crosswalk Visibility Enhancements</p> <p>Upgrade Traffic Signals to Leading Pedestrian Interval</p> <p>Median & Pedestrian Refuge Islands in Urban/Suburban Areas</p> <p>Pedestrian Hybrid Beacons</p> <p>Rectangular Rapid Flashing Beacons (RRFB)</p> <p>Road Diets (Roadway Reconfiguration)</p>	<p>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.</p> <p>Increase pedestrian safety. Encourages pedestrians to cross at designated locations.</p> <p>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.</p> <p>Improves safety by allowing pedestrians to cross one direction of traffic at a time.</p> <p>Pedestrian signal that assigns right of way and provides positive stop control.</p> <p>Effective at multilane crossings with speed limits less than 40 miles per hour. Promotes motorist yielding to pedestrians.</p> <p>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</p>

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

	<p>Dedicated Left-and Right-Turn Lanes at Intersections</p> <p>Reduced Left-Turn Conflict Intersections</p> <p>Roundabouts</p> <p>Low-Cost Countermeasures at Stop-Controlled Intersections</p> <p>Yellow Change Intervals</p>	<p>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.</p> <p>Reduces conflict points. Modifies the direct left-turn and through movements from cross-street approaches.</p> <p>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.</p> <p>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.</p> <p>Reduces red light running and improves intersection safety.</p>
Crosscutting Improvements	<p>Lighting</p> <p>Local Road Safety Plans</p> <p>Pavement Friction Management</p> <p>Road Safety Audit</p>	<p>Reduces nighttime crashes. Beneficial in areas with presence of crosswalks, raised medians, and transit stops. Promotes personal safety.</p> <p>Provides framework for identifying, analyzing and prioritizing safety improvements on local roads.</p> <p>Reduce roadway departure, intersection, and pedestrian related crashes.</p> <p>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.</p>

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	\$ 10,000
Intersection Traffic Engineering Study	Each	\$ 5,000
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
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
SR 33/North Main at East Kelly Street	Upgrade ADA Ramps, Stop Bars and Crosswalks
SR 33/North Main at East Pope Street	Upgrade Curb Cut Ramps, Install Crosswalk and Striping for No-Parking on Pope Street at Intersection. Recommend TE Study to determine if overhead flasher can be removed & if ground mounted flashers are warranted.
SR 33/North Main at East King Street	Recommend TE Study – Consider All Way Stop Control or Roundabout
SR 256/East Martin Luther King Jr. Dr. at South Main Street	Recommend TE Study for Pedestrian Improvements – Refurbish Striping
SR 256/East Martin Luther King Jr. Dr. at South Westberry Street	Recommend TE Study – Refurbish Striping, skip white lane line extension on mainline, replace street name signs.
SR 256/East Martin Luther King Jr. Dr. at Town Center Drive/Worth Street	Recommend TE Study – Consider Upgrading Skewed Intersection, Recommend regarding back slopes to improve sight distance, recommend adjusting sign placement of advisory speed warning sign on SR 256 westbound approaching the city limit.
SR 256/East Martin Luther King Jr. Dr. at State Street/Pecan Street	Refurbish Striping. Recommend connecting sidewalk on the south side.
SR 256/East Martin Luther King Jr. Dr. at South Livingston Street	Upgrade Stop Signs, Adjust Sign placement and height. Add Stop Bars and Crosswalks. Refurbish Striping, Add ADA Ramps

US 82/East Franklin Street at Seabrook Drive	Widen & Add Turn Lanes on Seabrook Drive - Install Traffic Signal at Intersection per recommendations provided in TE Study.
US 82/East Franklin Street at East Drive	Recommend TE Study, check sight distance – Remove vegetation in NW quadrant of intersection, Recommend sidewalk on SE quadrant of intersection.
US 82/East Franklin Street at Carter Road	Recommend extending sidewalk to city limits, relocate power pole in NW quadrant, improve turning radius in NW quadrant, trim vegetation for clear line of sight in NE quadrant.
US 82/East Franklin Street at Harley Drive	Recommend upgrading stop sign on Harley Drive. Refurbish striping within the intersection.
US 82/East Franklin Street at Darlington Road	Recommend Pedestrian Study – Add pedestrian warning signs.
US 82/West Franklin Street at SR 313/Monroe Street	Upgrade Curb Cut ramps, Review Commercial Access, Extend Lane striping on SR 313/Monroe Street, Trim vegetation at drives on north side of intersection, refurbish crosswalks on sideroad approaches.
US 82/West Franklin Street at North Livingston Street	Recommend Pedestrian Study – Upgrade Lighting – Add crosswalk on approaches with sidewalk.
US 82/West Franklin Street at North Isabella Street	Upgrade Curb Cut ramps, Review Commercial Access, add striping on NB approach on outside lane shoulder.
US 82/West Franklin Street at SR 33/North Main Street	Review Commercial Access, Refurbish Striping, Recommend Signal timing and coordination study.
East Lee Street at South Main Street	Recommend Sidewalk for Pedestrian Accommodations, Upgrade Stop Sign and road

	name signs, Add Intersection Ahead Signs with Road Name Plaques.
North Monroe Street at West Willingham Street	Recommend TE Study – Consider extending left turn lane striping, Consider hatching out additional pavement, Review Residential Access Management
West Street at South Livingston Street	Recommend Intersection Study – Close Intersection Spacing/ Alignments- Consider Roundabout or Realignment of Intersection.

Roadway Segments	From	To	Length	Recommended Improvement
SR 33/North Main Street	Front Street	East Price St.	.65 Miles	Recommend Corridor Safety Study.
SR 256/East Martin Luther King Jr. Drive	South Main Street	Worth Street	.68 Miles	Recommend extending pedestrian lighting on the east side up to Main Street.
US 82/SR 520/East Franklin Street	Monroe Street	Seabrook Drive	1.88 Miles	Recommend Corridor Safety Study. Upgrade Lighting, Study - Pedestrian Study. Recommend Sidewalk on the south side of roadway from East Street to Seabrook Drive.
SR 112/Isabella Street	City Limits (South)	King Street	2.92 Miles	Recommend TE Study at Hospital Intersection to determine if existing overhead flasher should be removed. Add striping along outside lane leading up to on-street parking in downtown district. Review lighting to determine if existing illumination meets current requirements. Recommend that the City consider back-in parking in downtown district. Recommend Corridor Safety Study.
East Lee Street	South Main Street	Town Creek Drive	.60 Miles	Recommend Curb & Gutter, Sidewalk Installation and Lighting. Upgrade signs.
North Monroe Street	West Franklin St.	Bryant Drive	1.38 Miles	Sidewalk Installation and Additional Lighting. Consider Bike Accommodations. Recommend improving the intersection of Bryant Drive to include right turn channelization.

West Street	East of Massey Airport Road	West of Ayers Street	.80 Miles	Advance Warning Curve Signs, Raised Pavement Markings, Upgrade Striping
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To enhance pedestrian safety and provide accommodation for residents that walk to school, it is recommended that the city construct sidewalks where there are gaps along segments of within the city limits of Sylvester:

Route	Begin	End
US 82/Franklin Street – South Side	Haley Drive	Seabrook Drive
US 82/Franklin Street – North Side	East of Darlington Street	Seabrook Drive
North Main Street	SR 33/Main Street	N. of Carriage Rd (@ School)
East King Street	North Main	SR 313/Monroe Street
SR 313/Monroe Street	Wallace St.	City Limits (@ Elementary School)
Bryant Drive	SR 313/Monroe	SR 33
Lee Street	Main Steet	Town Creek

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 equity concerns. 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: Less 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 an equity score for each segment using a maximum of 15 points criteria:

Equity Concern	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 (7) 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 an equity score for each intersection using a maximum of 15 points criteria:

Equity Concern	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 Sylvester 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.

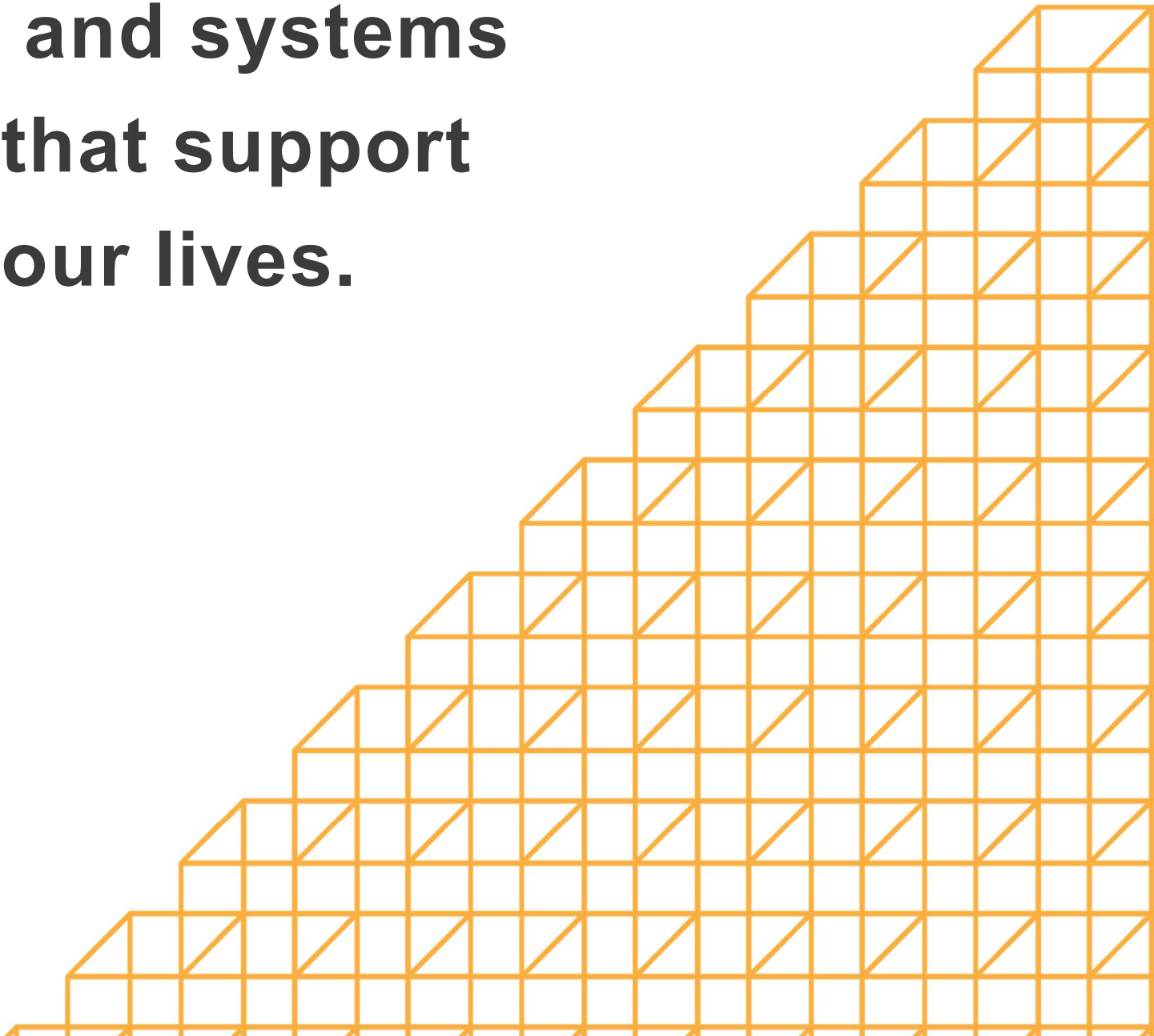
8.3 Plan Implementation

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.

**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