Dublin Comprehensive Safety Action Plan

May 2026

Acknowledgments

Leadership

Joshua Knight, Mayor

Bennie Jones, City Council Ward 1, Mayor Pro Tem

Chris Smith, City Council Ward 2

Paul Griggs, City Council Ward 3, Chairman of Council

Bill Brown, City Council Ward 4

Tess Godfrey, City Council At-Large

Sara Kolbie, City Council At-Large

Brandon Chain, City Council At-Large, Council Liaison for Safety Task Force

Safety Task Force

Joshua Powell, City Manager, City of Dublin

Matthew Bradshaw, Engineering Director, City of Dublin

Keith Moon, Police Chief, City of Dublin

Robbie Petrie, Public Works Director, City of Dublin

Sharon Eveland, City Planner, City of Dublin

Candi Powell, Grants Coordinator, City of Dublin

Matthew Cutler, Fire Chief, City of Dublin

Chad Burch, Street Superintendent, City of Dublin

Jacob Poole, Attorney, City of Dublin

Reina Cook, Marketing & Communications Director, City of Dublin

Bryan Rogers, County Administrator, Laurens County

Josh McCard, County Fire Chief, Laurens County

Terry Cobb, Director EMS, Laurens County

Tommy Howell, Transportation Director, Dublin City Schools

Last Updated: May 21, 2026

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Introduction

Roadway safety is a national, state, and local problem

Prior to the COVID-19 pandemic in 2020, roadway fatalities at the state and national level were on a downward trend. Since then, progress has stalled and, in some cases, reversed. In Georgia, fatal crashes increased by 11% between 2020 and 2021, from 1,517 to 1,681, and nationally, fatal crashes also increased by 11% over the same timeframe.[1] Locally, Dublin, Georgia is not immune to this issue.

Between 2020 and 2024, Dublin saw 3,538 crashes on roadways outside of its interstates. Of these, 18 crashes resulted in deaths, and 71 crashes led to serious, life-changing injuries. Although only 40 crashes involved a bicyclist or pedestrian, 24 of those crashes resulted in a fatality or serious injury. Dublin is committed to reversing this trend.

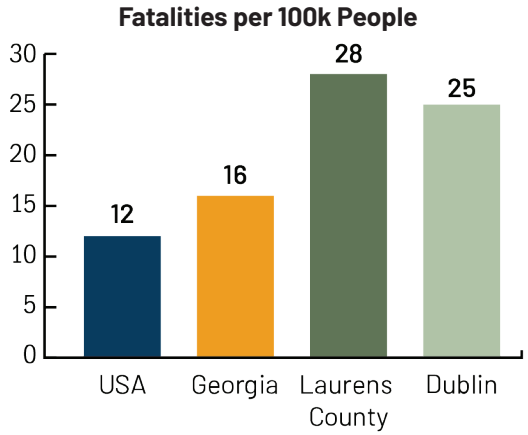


Figure 1: Fatality Rate Comparison[1]

Dublin is committed to changing the tide

Dublin, also known as "the Emerald City," is the largest city in Laurens County and the county seat. The city is located in central Georgia in the Upper Coastal Plain along I-16, U.S. 441, US 80, and US 319, nearly equal distance between Atlanta and Savannah. The community is the economic engine for a large rural region of Georgia, and serves as a hub of commerce, healthcare, and recreation. Dublin is dedicated to its citywide growth and development with ongoing investments in the historic downtown, education, and recreational and cultural initiatives such as the local downtown farmers market and Theater Dublin.

Part of this investment is a concerted effort to make Dublin's roads safer for every road user. The city demonstrated this commitment to safety by adopting a Vision Zero resolution on January 15, 2026. This resolution commits the city to reaching zero roadway fatalities or serious injuries by 2050.

1 National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System https://cdan.dot.gov/query

Comprehensive Safety Action Plan

In order to reach the Vision Zero goal, Dublin developed and adopted this Comprehensive Safety Action Plan (CSAP) on May 21, 2026. The plan is a data-driven, strategic framework designed to eliminate roadway fatalities and serious injuries. The CSAP was funded by a federal USDOT Safe Streets and Roads for All (SS4A) planning grant. It will guide future safety investments across the city by prioritizing projects at high-risk locations and recommending infrastructure, policy, and other improvements to help make Dublin's roads safer for all road users.

Holistic approach to safety

This plan also represents a shift away from a traditional approach to safety, towards the holistic Safe System Approach. The Safe System Approach is a comprehensive framework for achieving the goal of eliminating traffic fatalities and serious injuries through five key principles: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

This approach recognizes that deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. By integrating these principles into the plan, Dublin's roadway safety strategy moves beyond reactive measures and toward a comprehensive, preventive model.

Figure 2: Safe System Approach (FHWA)

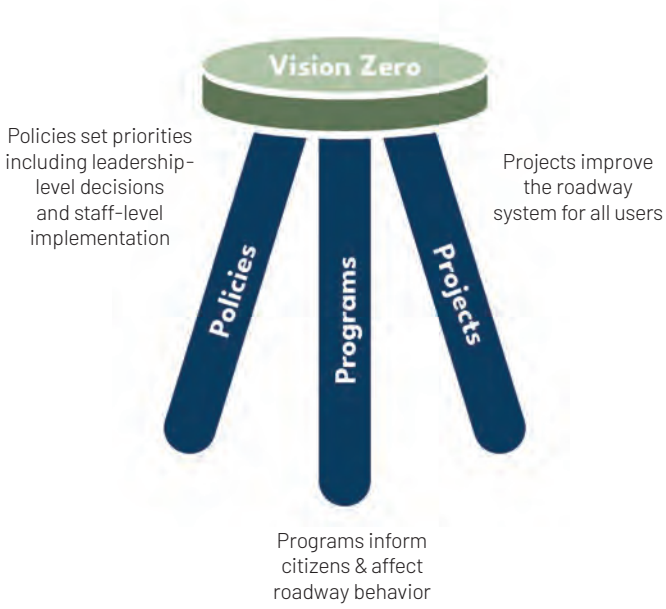
TRADITIONAL	SAFE SYSTEM
Prevent crashes	Prevent deaths and serious injuries
Improve human behavior	Design for human mistakes/limitations
Control speeding	Design for naturally lower speeds
Individuals are responsible	Share responsibility
React based on crash history	Proactively identify and address risks

Leadership Commitment

Reaching Vision Zero

Getting to the goal of zero traffic fatalities or serious injuries by 2050 will require a multi-pronged approach that targets improvements from many angles.

The 3-Legged Stool is an interdisciplinary method of achieving Vision Zero that breaks down solutions into policies, programs, and projects. This approach emphasizes that each of the "3 legs" are inter-dependent and necessary to successfully reduce roadway fatalities and serious injuries. All stakeholders (from elected officials, to drivers, emergency responders, and people walking and biking) are involved in the effort to eliminate roadway fatalities and serious injuries.



Comprehensive Plan Commitment

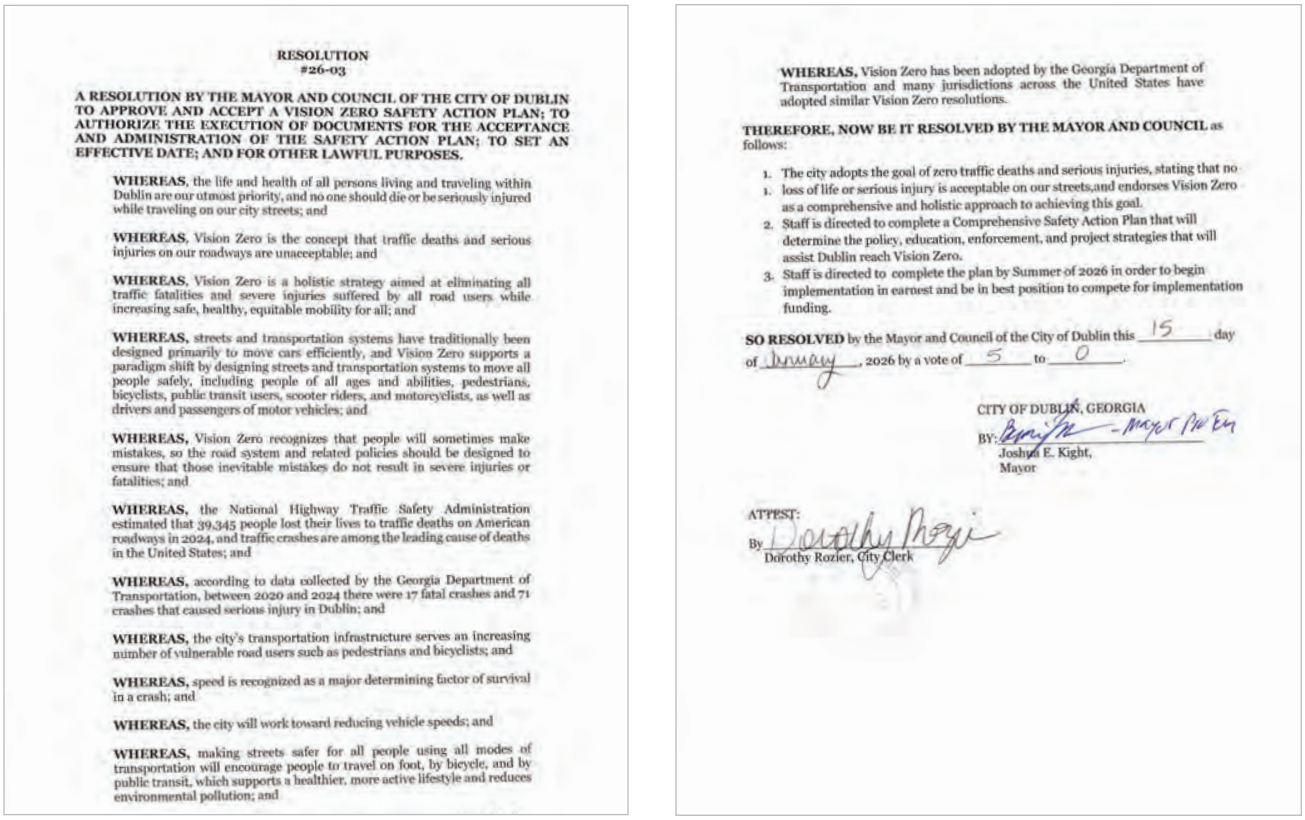
The City of Dublin, and greater Laurens County, have also committed to road safety improvements and increasing walkability through Vision 2025, the Laurens County Joint Comprehensive Plan. The first goal in the Joint Comprehensive Plan is to "Concentrate Development to Create Walkable, Enjoyable Communities", which means prioritizing building safe, walkable streets, and prioritizing pedestrians in transportation projects.

In the City of Dublin's section of the Joint Comprehensive Plan, the city's priorities include cultivating "Strong Neighborhoods". This means prioritizing safety, beautification, and accessibility through proactive measures like traffic calming.

Vision Zero Resolution

The City of Dublin adopted the Vision Zero policy in January of 2026, thereby committing to reducing roadway fatalities and serious injuries by 2050. By adopting this resolution, Dublin is setting a framework for prioritizing safety on its roadways for all users. A copy of the resolution is included in this plan.

Figure 3: Dublin Vision Zero Logo



RESOLUTION
#26-03

A RESOLUTION BY THE MAYOR AND COUNCIL OF THE CITY OF DUBLIN TO APPROVE AND ACCEPT A VISION ZERO SAFETY ACTION PLAN; TO AUTHORIZE THE EXECUTION OF DOCUMENTS FOR THE ACCEPTANCE AND ADMINISTRATION OF THE SAFETY ACTION PLAN; TO SET AN EFFECTIVE DATE; AND FOR OTHER LAWFUL PURPOSES.

WHEREAS, the life and health of all persons living and traveling within Dublin are our utmost priority, and no one should die or be seriously injured while traveling on our city streets; and

WHEREAS, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable; and

WHEREAS, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, equitable mobility for all; and

WHEREAS, streets and transportation systems have traditionally been designed primarily to move cars efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles; and

WHEREAS, Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; and

WHEREAS, the National Highway Traffic Safety Administration estimated that 39,345 people lost their lives to traffic deaths on American roadways in 2024, and traffic crashes are among the leading cause of deaths in the United States; and

WHEREAS, according to data collected by the Georgia Department of Transportation, between 2020 and 2024 there were 17 fatal crashes and 71 crashes that caused serious injury in Dublin; and

WHEREAS, the city's transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists; and

WHEREAS, speed is recognized as a major determining factor of survival in a crash; and

WHEREAS, the city will work toward reducing vehicle speeds; and

WHEREAS, making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution; and

WHEREAS, Vision Zero has been adopted by the Georgia Department of Transportation and many jurisdictions across the United States have adopted similar Vision Zero resolutions.

THEREFORE, NOW BE IT RESOLVED BY THE MAYOR AND COUNCIL as follows:

1. The city adopts the goal of zero traffic deaths and serious injuries, stating that no
1. loss of life or serious injury is acceptable on our streets,and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.
2. Staff is directed to complete a Comprehensive Safety Action Plan that will determine the policy, education, enforcement, and project strategies that will assist Dublin reach Vision Zero.
3. Staff is directed to complete the plan by Summer of 2026 in order to begin implementation in earnest and be in best position to compete for implementation funding.

SO RESOLVED by the Mayor and Council of the City of Dublin this 15 day of January, 2026 by a vote of 5 to 0.

CITY OF DUBLIN, GEORGIA
BY: _____
Joshua E. Kight,
Mayor

ATTEST:
By _____
Dorothy Rozier, City Clerk

Figure 4: Signed Vision Zero Resolution

Planning Structure

Safety Action Plan Task Force

The City of Dublin convened an active task force to meet regularly throughout the planning process. The task force allowed a broad cross-section of Dublin to be informed and engaged. The task force included members of various county and city governmental agencies, interest groups, and elected officials.

The task force met four times during the five-month study period – January 27, February 24, March 24, and April 28 in 2026. At each meeting, members were presented with an overview of content for a particular section of the plan and then the group discussed any questions, edits, or improvements that could be made. The task force was active in deciding on and prioritizing the countermeasures and strategies for safety improvements and will continue to meet to monitor the implementation and tracking of the Safety Action Plan.

We'd like to thank the following people for their active participation:

- **Joshua Powell**, City Manager, City of Dublin
- **Matthew Bradshaw**, Engineering Director, City of Dublin
- **Keith Moon**, Police Chief, City of Dublin
- **Robbie Petrie**, Public Works Director, City of Dublin
- **Sharon Eveland**, City Planner, City of Dublin
- **Candi Powell**, Grants Coordinator, City of Dublin
- **Matthew Cutler**, Fire Chief, City of Dublin
- **Brandon Chain**, At-Large Member and Council Liaison for the Task Force, City of Dublin
- **Jacob Poole**, Attorney, City of Dublin
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- **Chad Burch**, Street Superintendent, City of Dublin
- **Tommy Howell**, Transportation Director, Dublin City Schools


Downtown
DUBLIN

Safety Analysis

Crash Analysis

Understanding crash history is an essential step to building a safer transportation network in Dublin. This safety analysis uses the most recent available crash data from the Georgia Department of Transportation (GDOT) Crash Data Dashboard, spanning January 2020 to December 2024. All crashes, not inclusive of the interstate, were analyzed with the goal of reaching Vision Zero. This section highlights issues specific to the fatal and serious injury crashes, referred to collectively as severe crashes. The most significant crash trends are highlighted below.

3,538 total crashes*

89 crashes resulted in **death or serious injury**

60% of severe crashes happened at **intersections**

25% of severe crashes involved **pedestrians**

54% of severe crashes were **angle crashes**

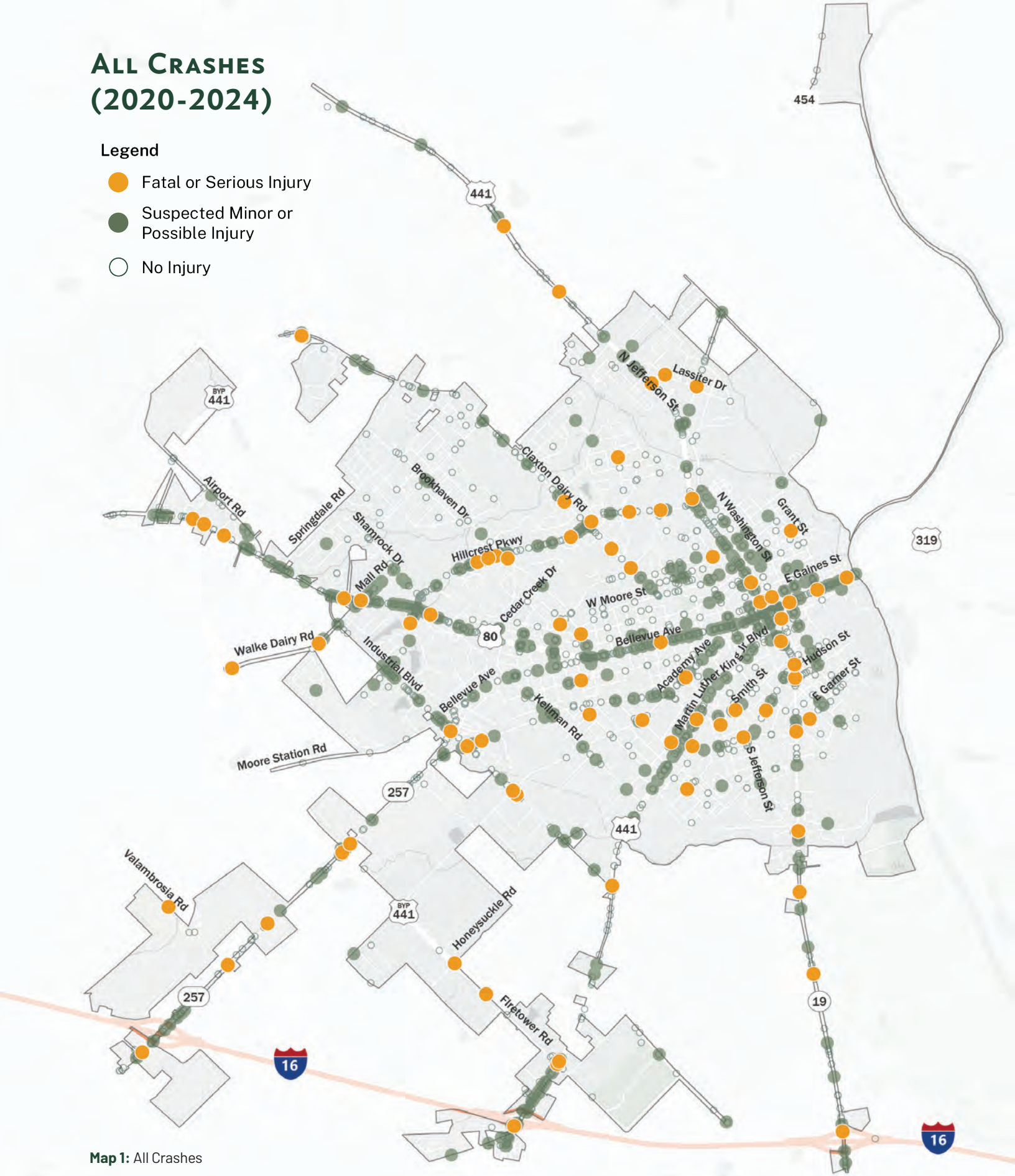
16% of severe crashes involved **distracted driving**

36% of severe crashes involved **young drivers (aged 15-24)**

11% of severe crashes involved **speeding or aggressive driving**

**Does not include interstate crashes*

All Crashes (2020-2024)



Map 1: All Crashes

Crash Types

Of the 3,538 crashes between 2020 and 2024, the most common type of crash was an **angle crash**, accounting for 40% of all crashes and 54% of severe crashes. Angle crashes occur when the front end of one vehicle strikes the side of another vehicle. Most angle crashes happen at intersections, which further clarifies why over half (60%) of severe crashes in Dublin were intersection-related.

The second most common crash type was a **rear-end crash**, accounting for 31% of all crashes and 8% of fatal and serious injury crashes. Rear-end crashes occur when the front end of one vehicle collides with the rear end of another vehicle, while the two vehicles are traveling in the same direction.

Single-vehicle collisions are the third most common overall crash type, but the second most common for fatal and serious injury crashes. Single-vehicle collisions accounted for 13% of all crashes and 28% of fatal and serious injury crashes. This crash type includes when drivers hit objects such as trees and utility poles, but it also includes when a driver hits a pedestrian or bicyclist.

Contributing Factors

The top two behavioral contributors to severe crashes in Dublin were distracted driving and speeding.

Distracted driving is any activity that diverts attention from driving, including talking or texting on your phone, eating and drinking, or talking to people in your vehicle. Distracted driving was a factor in 34% of all crashes and 16% of severe crashes.

Speeding or aggressive driving is when someone is driving over the speed limit or when they are driving dangerously, such as weaving through lanes. Speeding endangers not only the life of the speeder, but all of the people on the road around them, including law enforcement officers. While speeding was only a factor in 2% of all crashes, it was involved in 11% of fatal and serious injury crashes.

Driver age was also a factor in crash severity. Both older and younger drivers show elevated safety concerns, but crashes involving young adult drivers (ages 20 to 24) were especially prevalent. Young adult drivers were involved in 18% of all crashes and 21% of severe crashes, while only about 6% of people in Dublin were between 20 and 24 years of age.[2] Crash risk for younger adult drivers is often associated with inexperience, speed, distraction, and driving during peak travel times

From 2020 to 2024, drivers aged 65 and older were involved in approximately 25% of crashes and 22% of severe crashes. Only about 17% of people in Dublin are 65 and older.[2] These crashes may be influenced by age-related factors such as reduced reaction time, limited visibility, and challenges maneuvering through complex roadway environments.

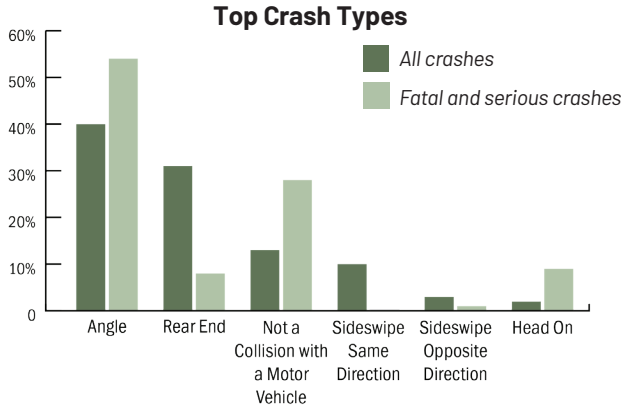


Figure 5: Top Crash Types

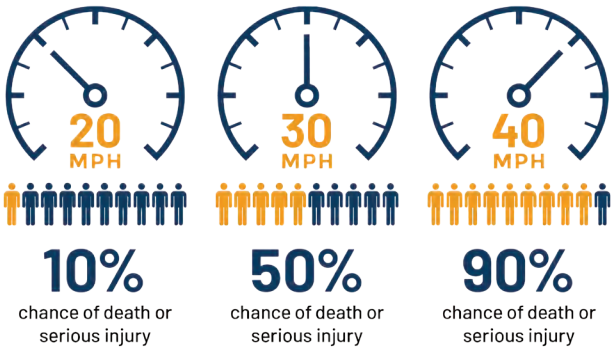


Figure 6: Speeding and Crash Severity

2 *US Census 2020-2024 5-Year American Community Survey*

Vulnerable Road Users

Vulnerable road users are individuals commuting without the protective metal shell of a car, such as pedestrians, bicyclists, motorcyclists, scooter riders, and wheelchair users. These users face significantly higher risks of death or serious injury in traffic crashes.

In Dublin, pedestrian-related crashes are a significant safety concern among all vulnerable road users, accounting for 33% of fatal crashes and 25% of serious and fatal crashes combined, even though they make up only 0.85% of total crashes. This means that of the 30 pedestrian crashes, 22 of them were fatal or serious (73%). In addition, the pedestrian fatality rate in Dublin is three times higher than the state—0.04% compared to the state's 0.01%.

Motorcycle and bicycle-related crashes also have a much higher severity rate. Motorcycle crashes represent 8% of all severe crashes despite representing only 0.5% of all crashes. Of the 17 motorcycle crashes, 7 of them resulted in a fatality or serious injury. Bicycle crashes represent 2% of all fatal and serious crashes and only 0.3% of all crashes. Of the 10 bicycle crashes, 2 of them resulted in a fatal or serious injury.

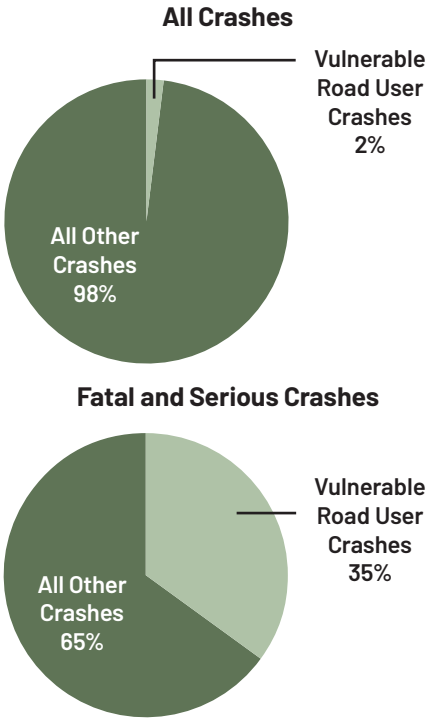


Figure 7: Vulnerable User Crash Comparison

Roadways and Road Ownership

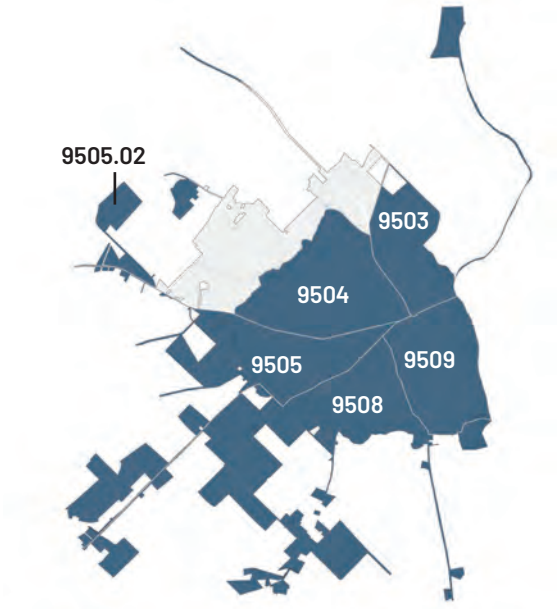
Dublin's severe crashes are concentrated on arterial roads. Between 2020 and 2024, 64% of all crashes and 54% of severe crashes occurred on either a principal or minor arterial. During the same timeframe, 18% of all crashes and 25% of severe crashes occurred on local roads.

Even though the majority of all crashes happened on state or county-owned roads, nearly half of severe crashes occurred on local roads. This means the city will need to work closely with GDOT to prioritize improvements along state-owned roads but also has the ability to make important changes on local roads that will help reach Vision Zero.

Areas of Persistent Poverty

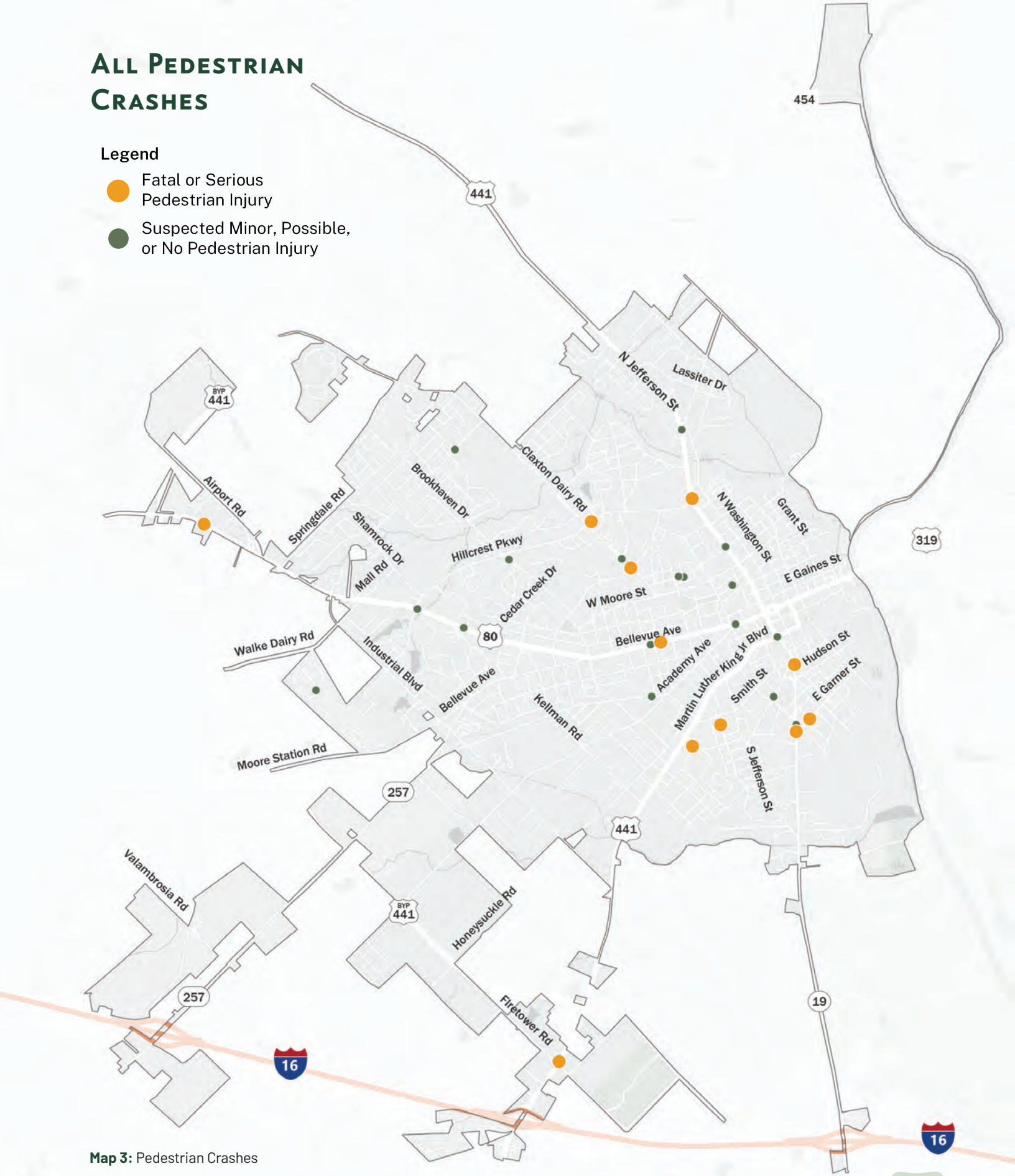
Studies show that there is a relationship between traffic safety and economic outcomes. One way to measure this is through the Census Designated Areas of Persistent Poverty, defined as census tracts where 20% or more of the population has lived in poverty since the 1990 census.

Dublin's city boundaries overlap with six Census Tracts that are considered an Area of Persistent Poverty. Of the 3,538 crashes that occurred in Dublin, 3,267 (92%) occurred in an Area of Persistent Poverty.



Map 2: Areas of Persistent Poverty

All Pedestrian Crashes



Map 3: Pedestrian Crashes

Developing a High Injury Network

A High Injury Network (HIN) identifies roads and intersections with the highest concentration of fatal and serious injuries. The HIN analysis incorporates general crash history and community feedback to help Dublin prioritize safety project locations that will have the most impact on fatal and serious injury crash reduction.

The following list of corridors and intersections, identified through data and public input, are on Dublin's High Injury Network. For more information on the High Injury Network methodology and a detailed data analysis of each corridor and intersection, please see Appendix B.

Intersections

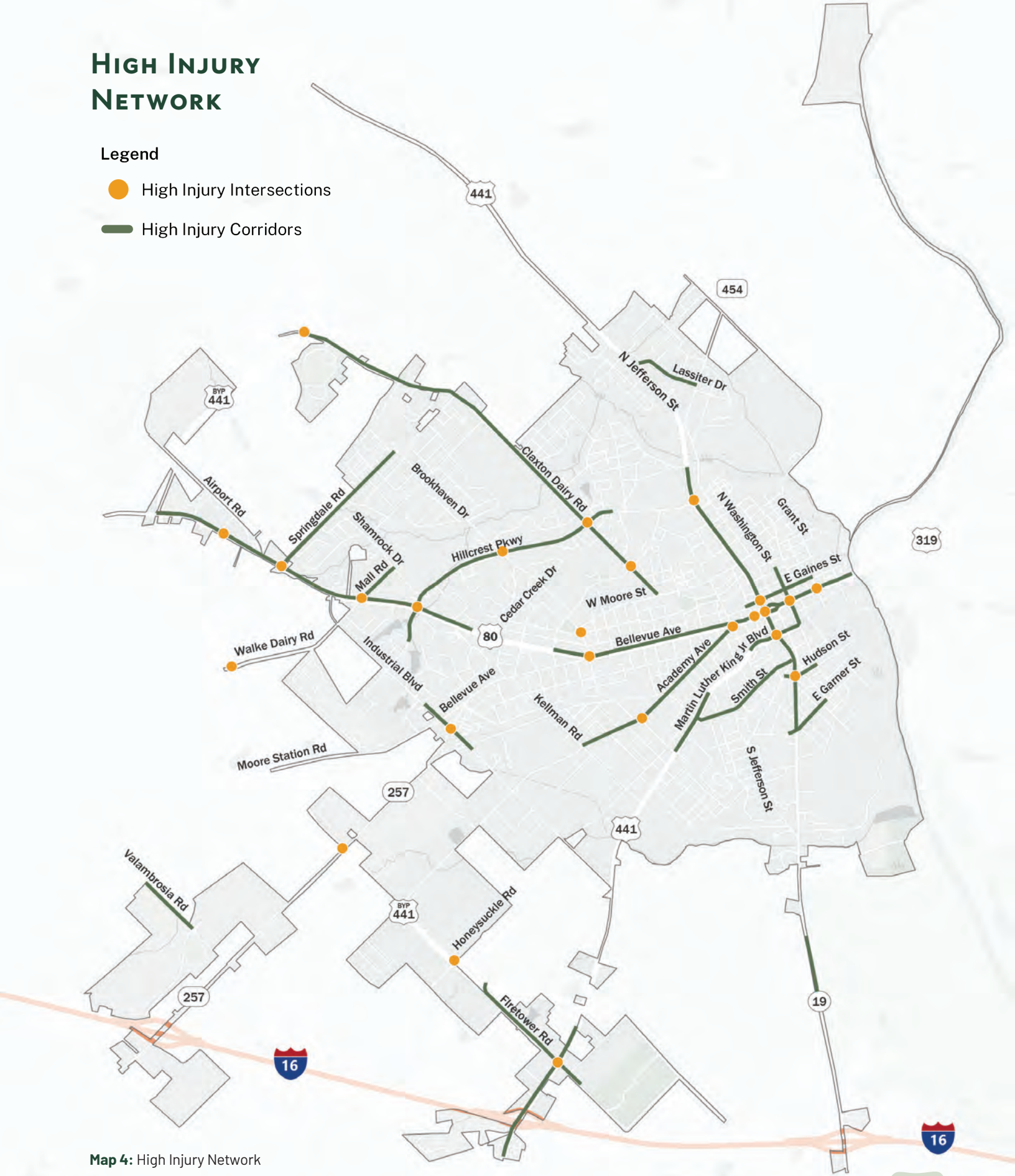
- N Jefferson St and Hillcrest Pkwy
- Veterans Blvd and Hillcrest Pkwy
- N Jefferson St and W Gaines St
- Veterans Blvd and Lancaster St
- Claxton Dairy Rd and US 441 BYP
- W Jackson St and Roosevelt St
- E Jackson St and Truxton St
- E Jackson St and S Washington St
- Industrial Blvd and Veterans Blvd
- S Jefferson St and W Jackson St
- Smith St and S Jefferson St
- US 441 BYP and Walke Dairy Rd
- Hudson St and Glenwood Ave
- US 441 BYP and Firetower Rd
- Veterans Blvd and Mall Rd
- Veterans Blvd and Rockdale Dr
- Claxton Dairy Rd and Hillcrest Pkwy
- Claxton Dairy Rd and Woodlawn Dr
- Academy Ave and Church St
- Springdale Rd and Veterans Blvd
- US 441 BYP and Honeysuckle Rd
- Hillcrest Pkwy and Brookhaven Dr
- Academy Ave and Kingsby St
- N Lancaster St and Woodrow Ave
- US 441 BYP and GA-257

Corridors

- Academy Ave
- Bellevue Ave
- Claxton Dairy Rd
- Gaines St (E+W)
- Garner St (E+W)
- E Jackson St
- W Jackson St
- Firetower Rd
- Hillcrest Pkwy
- Mall Rd
- Martin Luther King Jr Dr
- Martin Luther King Jr Blvd
- Jefferson St (N+S)
- Washington St (N+S)
- Smith St
- Springdale Rd
- US Hwy 441
- Veterans Blvd
- Hudson St
- Industrial Blvd
- Lassiter Dr
- Valambrosia Rd
- Telfair St

59% OF CRASHES HAPPENED ON 8% OF DUBLIN'S ROADS

High Injury Network



Map 4: High Injury Network

0 0.5 1 miles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Engagement and Collaboration

Public engagement and collaboration are critical parts of Dublin's Safety Action Plan. The public had several opportunities to weigh in on their top safety issues and desired changes, including two in-person open house sessions, one outdoor pop-up event, and two online surveys. For a full breakdown of the survey results, please see Appendix A.

A project website, *SafeStreetsDublin.com,* was established as a primary hub during the entire planning process for the community to learn about the plan, hear about upcoming meetings, and send in comments. The surveys and open houses were also promoted on the city's social media platforms and covered by the local paper and the local news media.

Open Houses and Pop Ups

There were two rounds of open houses for this plan. The first had one longer afternoon and evening session and the second one offered two different available times.

At the first round of public meetings, participants were asked about their biggest existing safety concerns in Dublin and to vote on future safety improvements they might want to see. During this meeting, participants provided feedback on issues along roadways outside of the original HIN. This discussion led to adding four new roadways into the HIN: Smith St, Claxton Dairy Rd, Springdale Rd, and the full length of Academy Ave.

Figure 8: Pop-up Engagement in Downtown Dublin

At the second round of public meetings, there was a lunchtime pop-up and an after work open house. The pop-up was held downtown, outside of a popular restaurant. People who stopped by could learn about policy, program, and project recommendations and weigh in using boards or the survey. Similar information was provided at the open house.

In addition, local business owners were invited to weigh in on the plan, especially safety improvements downtown, during a presentation at a meeting for local businesses.

Surveys

The first survey was designed to gather feedback on respondents' current travel patterns and safety concerns. The biggest takeaways from the first survey included:

- 1 of every 3 respondents stated that safety impacts the mode of travel they choose "all of the time."
- Only 1 of every 16 respondents stated that riding a bike or scooter is safe in Dublin; Only 1 of every 4 respondents feels safe walking in the city.
- 1 of every 2 respondents stated distracted driving is the biggest safety concern across driving issues.
- 1 of every 2 respondents stated that the lack of sidewalks and speeding are the biggest safety concerns for walking and biking.
- Respondents support more lighting, sidewalks, and traffic calming. They also want to see more traffic enforcement.

The second survey was designed to gather input on proposed solutions for traffic safety issues in Dublin. The main takeaways from the second survey were:

- 53% of the respondents put intersection safety as the top priority of existing road safety issues.
- Respondents want the city to focus on distracted driving, speeding, and pedestrian safety campaigns and programs.
- The top desired safety improvements for residential streets were street lighting and upgraded sidewalks.
- The top desired safety improvements for major streets were protected turn lights, street lighting, and upgraded sidewalks.
- The top desired safety improvements for downtown were crosswalks, sidewalk connectivity, and HAWK signals.

50% OF RESPONDENTS WANT TO SEE MORE ROUNDABOUTS

Figure 9: Open House at City Hall

Policy and Process Changes

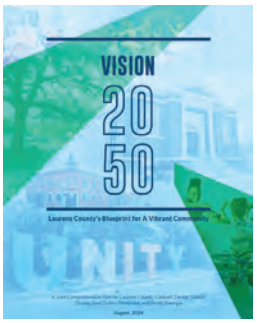
Municipal policies and programs guide city investment, shape private development, and implement the long-term vision of a community. Policies and programs are an important part of the Safety Action Plan because they create the foundation for developing a culture of safety. Safety culture can be defined as the shared values, actions, and behaviors that demonstrate a commitment to safety over competing goals and demands.

During this planning process, adopted plans were reviewed to understand how they integrate into Dublin's Safety Action Plan. The city's adopted ordinances and development policies were also reviewed for their current approach to and potential for improving roadway safety.

Adopted Planning Documents and Planned Projects

The Safety Action Plan was informed by and is consistent with existing planning documents at the local, state, and federal level. The Safety Action Plan is consistent with Dublin's primary foundational document, the Laurens County Joint Comprehensive Plan. For review of further planning documents, please see Appendix C.

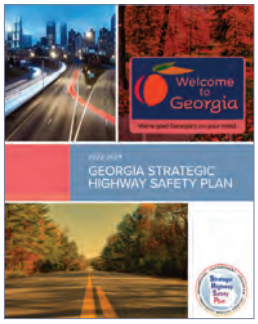
Laurens County Joint Comprehensive Plan (2024)



Laurens County's Joint Comprehensive Plan includes the cities of Cadwell, Dexter, Dublin, Dudley, East Dublin, Montrose, and Rentz. It serves as a tool for community leaders and others concerned with the growth and development of their community to understand residents' desires. This plan supports the following recommendations from the Joint Comprehensive Plan:

- Concentrate development to make Dublin more walkable.
- Continue improvements/promotion of all kinds of transportation access/quality, including highway, rail, transit, pedestrian, bicycle, and multi-modal/ Complete Streets.
- Improve/expand sidewalk connectivity, especially connecting downtowns and other community magnet uses.
- Continue street and road improvements, including paving and resurfacing projects utilizing Transportation Investment Act Program (TIA) and other funding.

2022-2024 Georgia Strategic Highway Safety Plan (SHSP)



The 2022-2024 Georgia SHSP is a data-driven, comprehensive, multidisciplinary plan that establishes statewide traffic safety performance goals and emphasis areas where substantial progress can be made to improve traffic safety for all road users. Similar to this plan, the SHSP provides a framework that guides the data-driven selection of programs, countermeasures, and strategies that work toward the mission of "Striving Towards Zero Deaths and Serious Injuries for all road users in Georgia."

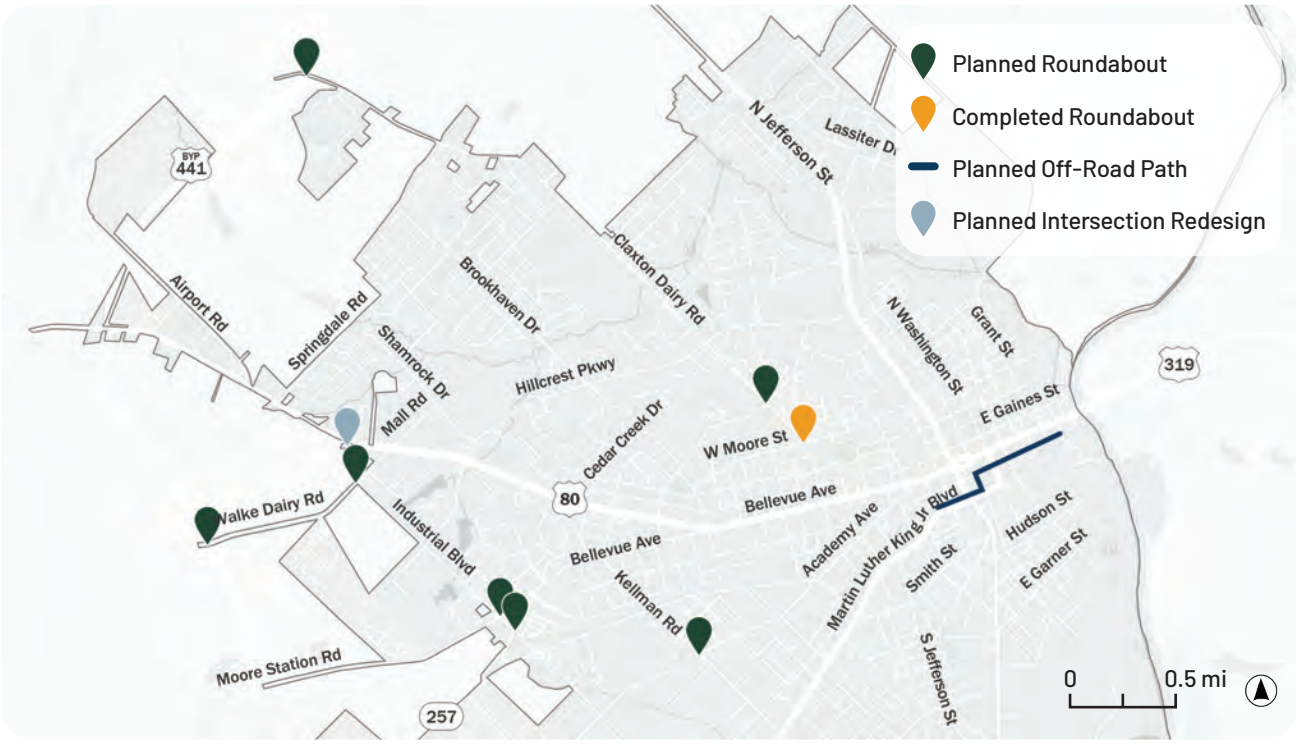
The SHSP identified nine emphasis areas that represent the top contributing factors for crashes, serious injuries, and fatalities in Georgia. Dublin's safety analysis overlaps with five of the nine—pedestrian safety, older drivers, distracted driving, young adult drivers, and intersection safety and roadway departure. The other four emphasis areas are not represented as strongly in Dublin—motorcycle safety, impaired driving, occupant protection, and bicycle safety. Countermeasure, program, and strategy recommendations for each relevant emphasis area in this SHSP are considered in this Safety Action Plan.

Current and Planned Projects

As of the development of this plan, the following projects were in process, planned and funded, or included in existing plans (Map 5):

- Roundabout at Claxton Dairy Rd and Woodlawn Dr.
- Roundabout at Claxton Dairy Rd and US 441 BYP.
- Roundabout at Academy Ave and Kellam Rd.
- Roundabout at Walke Dairy Rd and US 441 BYP.
- Roundabout at Walke Dairy Rd and Industrial Blvd.
- Roundabout at Moore Station Rd and Industrial Blvd.
- Roundabout at Bellevue Rd and Industrial Blvd.
- Off-road multi-modal path planned along the railroad and Madison Street from S Monroe Street to S Union Street.
- Redesigned intersection at Veterans Blvd and Industrial Blvd to add a left turn lane, sidewalks, and curb/gutter to Industrial Blvd.

Map 5: Current and Planned Projects



Existing State and Local Programs

Project Slow Zone

Project Slow Zone is Dublin's existing neighborhood traffic calming program. It is a unique program and one not many communities in Georgia have. Residents in Dublin can fill out a traffic calming request form to be included on a list for future projects. Since its inception in 2023, there have been five cycles of the program. Through the program, a number of streets in Dublin have received improvements such as speed cushions, temporary road closures, lower speed limits, and neighborhood branding.

State-Level Driver Age Programs

Train-the-Trainer and CarFit

Train-the-Trainer[3], hosted by the Georgia Governor's Office of Highway Safety (GOHS), is an annual workshop to train city planners and engineers how to adequately design the road for older drivers. The workshop discusses the influence of roadway design on older driver safety with topics ranging from intersection design to street sign design and placement.

CarFit[4] is a free educational program run by the Georgia Department of Public Health to train city staff, firefighters, EMS, and local volunteers on how older drivers should safely fit in their vehicles. Trained individuals become CarFit technicians who use what they have learned to inform older drivers in their respective communities. Technicians can host local CarFit events where older drivers bring their personal vehicles to be assessed for best fit.

Georgia Young Adult Program

The GOHS Georgia Young Adult Program[5] promotes education and awareness about highway safety issues to young adults aged 18-24 in order to decrease crashes, injuries, and fatalities. The program involves training peer-educators, providing educational programs to colleges/universities, and funding students to participate in highway safety related conferences. Funding is available for schools to host educational programs on local campuses.

Adopted Ordinances

For this section, the City of Dublin's Code of Ordinances was reviewed for its incorporation of roadway design safety elements. The outcome of this analysis informed the ordinance recommendations in Appendix C.

Ordinance Strengths

- Vision Zero policy adopted
- Strong traffic calming program, Project Slow Zone
- Commercial truck parking prohibited in residential areas
- Street jog/offset distance requirements
- Pedestrian clear zone required on sidewalks between street cafes

Ordinance Areas for Improvement

- Lack of Complete Streets Design Guide or similar design standards for roadways
- No established traffic control device standards at intersections, including pedestrian signals
- No access control ordinances, such as driveway distances from intersection and inter-parcel access
- Truck routes and truck-restricted roads are not articulated
- Lack of ordinance requiring a traffic impact study for larger developments
- Sidewalk ordinance needs strengthening

Figure 10: Project Slow Zone in Dublin

3 *Georgia Governor's Office of Highway Safety (GOHS) - Older Driver Safety - https://www.gahighwaysafety.org/older-drivers/*

4 *Georgia Department of Public Health - CarFit - https://dph.georgia.gov/ODS/carfit*

5 *Georgia Governor's Office of Highway Safety (GOHS) - Young Adult Program - https://www.gahighwaysafety.org/georgia-young-adult-program/*

Recommendations: Policies and Programs

Policy and program recommendations focus on efforts that go beyond physical roadway projects to achieve Vision Zero. Collaborating with local and state partners, such as Laurens County and GDOT, will help ensure long term success.

There are two ways that a municipality can update its policies—by creating a stand-alone manual that is referenced as a requirement in ordinance, or by putting those standards directly into the ordinance. For ease of use, these recommendations place the complex design standards as guides that are referred in ordinance. In addition, specific ordinance recommendations are provided in Appendix C.

To address the most pressing safety issues on Dublin's roadways, policy and program actions have been grouped into the following strategies:

1. Leadership Commitment
2. Enhance Public Safety Education and Enforcement
3. Design Safer Roads for All
4. Reduce Design Speeds
5. Enhance Safety Technology

Strategy 1: Leadership Commitment

Set and champion safety targets under the umbrella of Vision Zero

Action 1.1: Establish a Safe Streets Task Force consisting of a diverse set of stakeholders and partnerships. This task force will be responsible for keeping track of Vision Zero progress by holding regular meetings and maintaining up to date data on crashes and citywide projects.

Action 1.2: Commit to sharing performance measures on a public website to keep the public informed on progress towards Vision Zero.

Action 1.3: Develop a process to conduct before and after studies on safety projects in the city. Use the data to inform future project decisions. These studies can measure important safety metrics such as number of crashes or conflict points.

Action 1.4: Review existing work plans and paving plans to prioritize improvements along the HIN.

Strategy 2: Enhance Public Safety Education & Enforcement

Foster culture of roadway safety through education, engagement, and outreach

Action 2.1: Implement targeted High Visibility Enforcement (HVE) strategies along the HIN.

Action 2.2: Partner with Georgia Governor's Office of Highway Safety (GOHS) to bring targeted education for older and younger drivers to Dublin.

Action 2.3: Launch targeted safety education campaigns for behavioral issues like distracted driving, speeding, and aggressive driving.

Strategy 3: Design Safer Roads for All

Design safer roads for all users and improve access management

Action 3.1: Develop, pass, and operationalize a Complete Streets Guide in Dublin based on road functional classification.

Action 3.2: Develop a Downtown Streetscape Plan to create an expanded, cohesive design style that slows traffic and welcomes people into Dublin.

Action 3.3: Complete an Access Management Study for major HIN corridors such as Veterans Blvd, N Jefferson St, and Industrial Blvd.

Action 3.4: Pass an ordinance to require inter-parcel connectivity for new commercial and industrial development to all adjoining lots that are either currently zoned commercial or industrial, or planned for future commercial or industrial use.

Action 3.5: Coordinate with the county to allow the city to provide comments on development within a half mile of the city boundary, to help align the development with city policies.

Strategy 4: Reduce Design Speeds

Reduce speed through roadway design

Action 4.1: Obtain permitting from the state to add HIN corridors and intersections to the radar list. Encourage and monitor lower speeds through enforcement and speed feedback signs.

Action 4.2: Continue implementing Project Slow Zone with updated traffic calming tools. Prioritize HIN corridors and intersections. Consider quick build options and pilot programs.

Action 4.3: Prioritize and implement signal and operational improvements for highest risk intersections along the HIN.

Strategy 5: Enhance Safety Technology

Advance safety technology for improved post-crash care

Action 5.1: Equip first responders with the best available resources, technology, and equipment to preserve life after a crash.

Action 5.2: Explore installation of Emergency Vehicle Preemption System on major corridors.

Action 5.3: Coordinate with the County and emergency providers to monitor and record EMS response times. Track response time to identify possible improvements.

Policy and Program Spotlights

Action 2.1: High Visibility Enforcement (HVE)

Dublin has an active and effective police force that patrols the community daily to ensure drivers comply with safety laws. The Dublin Police Department is working hard to balance staff availability and funding while providing the highest level of service to residents, including working on a new community partnership program.

Enhancing enforcement of existing ordinances and laws and adding high visibility enforcement techniques is one of the strategies with the greatest impact on behavioral issues like speeding and distracted driving.

Enhanced enforcement is a policy choice that involves both the Police Department and Marketing and Communications Department. Adopting this policy would mean providing additional resources to both departments. Some of the high visibility enforcement efforts could include:

- Increased patrolling
- Targeted checkpoints for distracted driving and/or speeding
- Changeable message boards with safety messages
- Giving out safety brochures along with warnings or citations

Resources:

- High Visibility Enforcement Toolkit (NHTSA): *https://www.nhtsa.gov/enforcement-justice-services/high-visibility-enforcement-hve-toolkit*
- Law Enforcement (Governors Highway Safety Association): *https://www.ghsa.org/law-enforcement*

Action 5.2: Emergency Vehicle Preemption (EVP) System

Our ability to save lives does not end when a crash occurs. Timely on-scene response is one of the key factors in the survivability of crashes. Even seconds can make a difference.

EVP improves incident responder safety and response time by changing traffic signals to green for an approaching response vehicle. Upon receiving a visual, audible, radio, or GPS signal that a vehicle in emergency response mode is approaching, signal systems and controllers preempt the timing plans and give preference to the appropriate intersection approach.

EVP not only speeds up response time, but it also makes emergency response safer. According to FHWA, St. Paul, Minnesota, experienced a 71% reduction in emergency vehicle crashes after deploying EVP. Nearby communities, like Valdosta, GA, are implementing this system and seeing improvements as well.[6]

Figure 11: Emergency Vehicle Preemption (FHWA)

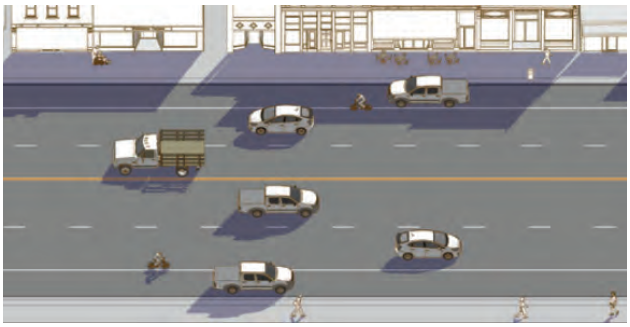
6 *SGMC Health, https://www.sgmc.org/traffic-preemption-devices-enhance-sgmc-ambulance-response-time-saving-lives/*

Action 3.1: Complete Streets Guide

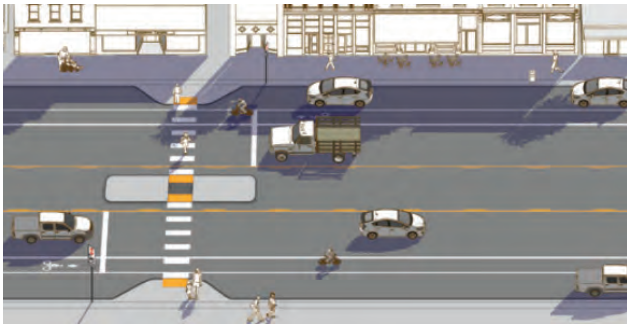
A Complete Streets Policy or Guide is a standalone document that informs roadway design across a jurisdiction. It incorporates safe street elements such as wide sidewalks, a buffer zone between pedestrians and the road, and center lane medians. Each of these elements promotes a safer roadway experience for all types of road users: drivers, pedestrians, cyclists, and other wheeled users. The strongest, most effective policies apply to every phase of any project's development, including planning, design, construction, operation, and maintenance.

A Complete Streets Guide in Dublin can offer street designs that reflect both the street's service needs (i.e. volumes, vehicle types, regional connectivity, etc.) and the land use context (i.e. commercial, industrial, residential, etc.). The Guide can also reference other city standards such as paving, lighting, or stormwater management.

Once adopted and referenced in a city ordinance, the guide must be adhered to by private developers, city staff, and GDOT. Adopting a Complete Streets Guide is directly referenced as a recommendation in the Laurens County Joint Comprehensive Plan.



Example Street Before



Example Street After

Resources:

- **The Complete Streets Policy Framework (Smart Growth America)** *https://www.smartgrowthamerica.org/media/2024/08/Complete-Streets-Policy-Framework.pdf*
- **The Complete Streets Policy Action Guide (City Health)** *https://www.cityhealth.org/wp-content/uploads/2024/02/Complete-Streets-Policy-Action-Guide.pdf*


DOWNTOWN DUBLIN
P
PARK HERE. WALK ANYWHERE.

Strategy and Project Selections

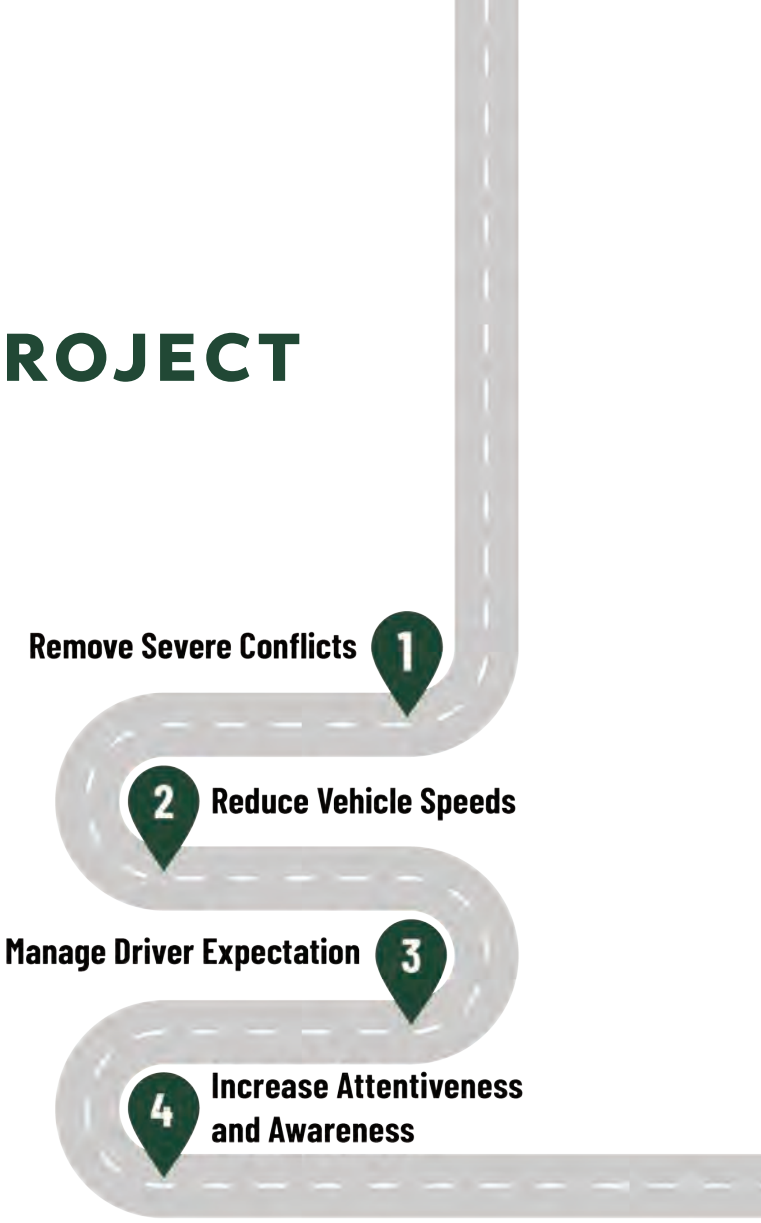
Safety tools and treatments to reach Vision Zero

These recommended safety tools and treatments, or countermeasures, are strategies that can offer significant, measurable impacts as part of a data-driven, systemic approach to improving safety. Each countermeasure addresses issues such as speed management, intersection crashes, roadway departures, or pedestrian and bicyclist crashes— along with crosscutting strategies that address all safety areas.

Most countermeasures also have an associated Crash Reduction Factors (CRF), which is a numerical value used to compute the expected number of crashes reduced after implementing a countermeasure on a road or intersection.[7] This data-driven approach demonstrates the utility of each recommendation and their power together.

Each countermeasure has many benefits, but they have been grouped based on their primary objectives:

- **Remove Severe Conflicts**: Reduce conflict points and separate different roadway users in a physical space.
- **Reduce Vehicle Speeds**: Reduce both the likelihood and severity of crashes.
- **Manage Driver Expectation**: Improve driver expectations with clearer traffic control and roadway design.
- **Increase Attentiveness and Awareness**: Increase visibility to help drivers be more aware and make safer choices.



Timeline

Short-Term (0 to 2 years): Often reserved for low-cost, high-impact interventions, that address immediate safety concerns on the HIN using materials that can be installed quickly.

Medium-Term (2 to 5 years): Require more significant planning, environmental review (if federal funds are used), and detailed engineering design.

Long-Term (5+ years): Typically those that involve major reconstruction, multi-agency coordination, or significant right-of-way (ROW) acquisition.

7 *FHWA Crash Modification Factors Clearinghouse: https://cmfclearinghouse.fhwa.dot.gov/index.php*

Remove Severe Conflicts

Short (0-2 years) | Medium (2-5 years) | Long (5+ years)

Sidewalks and Paved Paths

High Intensity Activated Crosswalk (HAWK) Signals

Bike Lanes or Sharrows

Roundabouts

Center Medians

Road Diets

Manage Driver Expectation

Protected Turn Lights

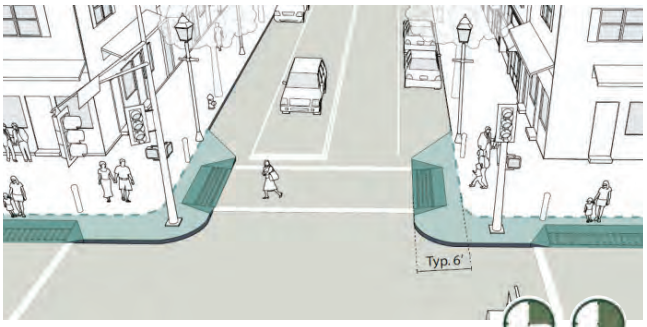
Intersection Lane Markings

Yellow Change Intervals

Reduce Vehicle Speeds

Short (1-2 years) Medium (2-5 years) Long (5+ years)

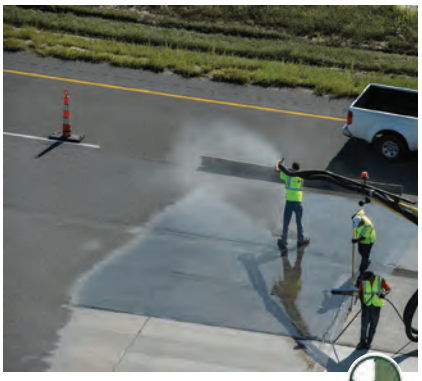
Traffic Calming



Curb Extensions

Lower Speeds on Local Roads

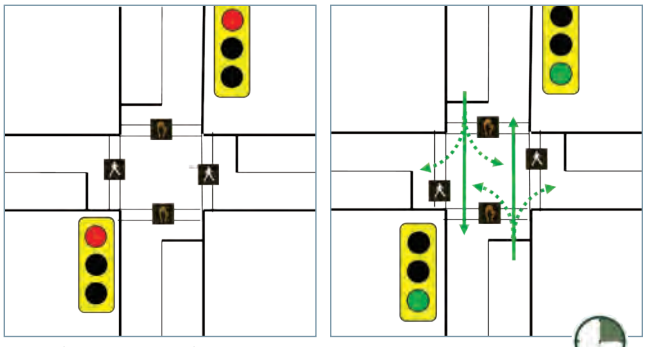
Dynamic Speed Feedback Signs



Pavement Friction Management

Increase Attentiveness and Awareness

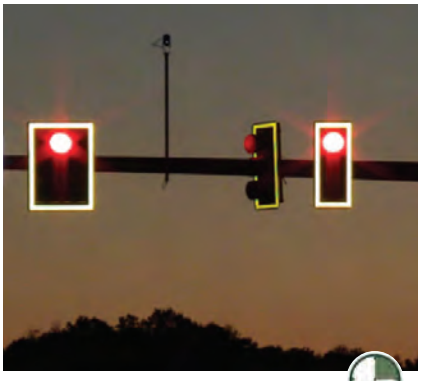
Improved Lighting



Leading Pedestrian Intervals

High Visibility Crosswalks

Advance Warning Signals



Retroreflective Backplates

Countermeasure Spotlight: Traffic Calming

The following traffic calming methods are intended to expand the number of context-specific options for Project Slow Zone. A full list of options along with context and cost can be found in Appendix D. Traffic calming methods can generally be put into the following categories:

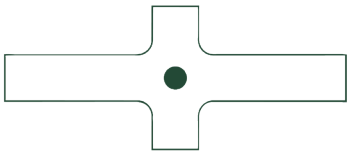
- **Horizontal deflection** hinders the ability of a motorist to drive in a straight line by creating a horizontal shift in the roadway. This shift forces a motorist to slow the vehicle in order to comfortably navigate the measure.
- **Vertical deflection** creates a change in the height of the roadway that forces a motorist to slow down in order to maintain an acceptable level of comfort. This includes speed humps, one of the most common traffic calming tools.
- **Street width reduction** narrows the width of a vehicle travel lane. As a result, a motorist slows the vehicle in order to maintain an acceptable level of comfort and safety. The measure can also reduce the distance a pedestrian must walk to cross a street, reducing exposure to pedestrian/vehicle conflicts.
- **Routing restriction** prevents particular vehicle movements at an intersection and is intended to eliminate some portions of cut-through traffic.

Horizontal Deflection Examples: Lane Shift or Roundabout


Lane shifts are a realignment of an otherwise straight street that causes travel lanes to shift in one direction. It is best suited for a residential collector or local road.


Roundabouts come in several different sizes, from a small traffic circle to a mini one-lane roundabout to a large multi-lane roundabout. There is a roundabout that can apply to each road type.

Converting a signalized intersection to a roundabout can have a 78% reduction in fatal and serious crashes (FHWA).



Street Width Reduction Example: Curb Extension or Pinch Point


A curb extension is an extension of the sidewalk into the street that narrows the roadway. When applied mid-block, it is considered a pinch point.

Routing Restriction Example: Diagonal Diverter


A diagonal diverter is a physical barrier placed diagonally across a four-legged intersection. This reduces traffic volume and speed.

Source: FHWA Traffic Calming ePrimer - https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer

Example Projects: Downtown Improvements

Dublin has been investing in its historic downtown for over a decade – transforming vacant storefronts into a vibrant corridor. As more residents and visitors are drawn downtown, these safety improvements can help ensure that they are safe however they choose to travel.

- Leading Pedestrian Interval
- Center Medians
- Lighting
- Lower Speed Limits
- Roundabout
- Curb Extensions
- Retroreflective Backplates or Protected Turn Lights
- Road Diet
- Sidewalks

S Jefferson St and W Gaines St

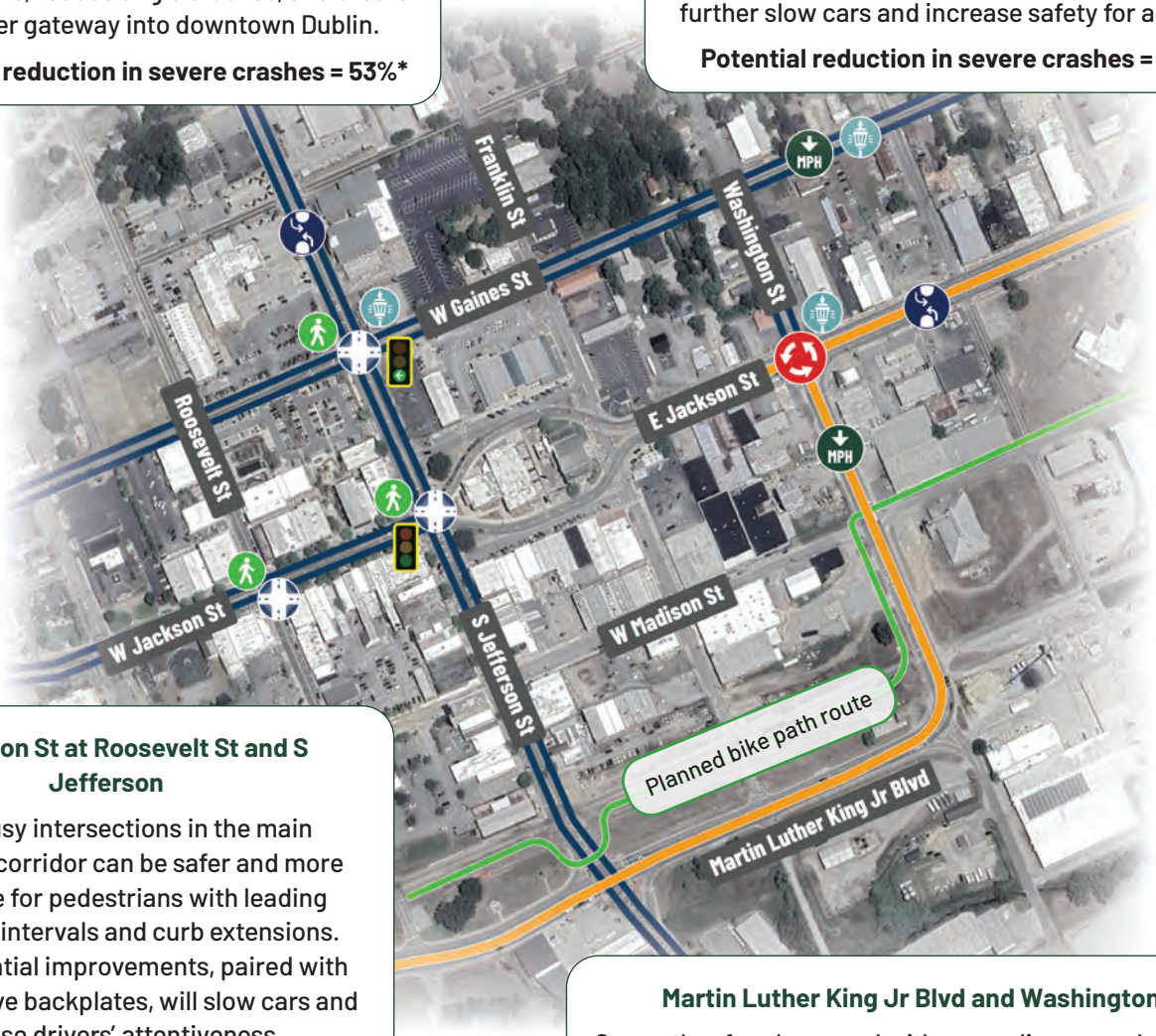
This intersection serves as a transition into downtown from the north. Potential Improvements including a protected turn lane, lighting, leading pedestrian intervals, and curb extensions can make this intersection safer for pedestrians, reduce angle crashes, and create a clearer gateway into downtown Dublin.

Potential reduction in severe crashes = 53%*

E Jackson St and Washington St

This intersection serves as a transition into downtown from the east. Along with road diets along both roadways, a new roundabout could further slow cars and increase safety for all users.

Potential reduction in severe crashes = 23%*



W Jackson St at Roosevelt St and S Jefferson

These busy intersections in the main downtown corridor can be safer and more accessible for pedestrians with leading pedestrian intervals and curb extensions. These potential improvements, paired with retroreflective backplates, will slow cars and increase drivers' attentiveness.

Potential reduction in severe crashes = 54%*

Martin Luther King Jr Blvd and Washington St

Currently a four lane road with no median, a road diet along these corridors could increase safety and complement the planned side path along the railroad and Madison Street.

Potential reduction in severe crashes = 45%*

**Potential crash reductions are calculated using the FHWA Crash Modification Factors Clearinghouse - https://cmfclearinghouse.fhwa.dot.gov/index.php*

Recommendations: Projects

The following table is meant to guide implementation of countermeasures along the High Injury Network. The table is broken into sections on intersections and corridors. Both sections are organized by priority ranking and include an estimated implementation timeframe once the project has begun.

Prioritization Ranking

The project prioritization is based on a combination of crash frequency and crash severity, vulnerable road user crashes, community preferences, planning progress, and potential for improvements (CMF score). The projects that rank the highest are higher risk and have a higher potential for crash reduction.

Timeline

Each countermeasure has a different timeline, referenced on pages 30 and 31. The implementation table includes the range of timelines it may take to complete all of the recommended countermeasures.

Priority Ranking =

Crash Frequency +

Overall Crash Severity +

Vulnerable Road User Severity +

Community Preference +

Planning Progress +

Potential for Improvement

Short
(1-2 years)

Medium
(2-5 years)

Long
(5+ years)

Intersections

Table 1: Intersection Project Recommendations

Rank	Intersection	Countermeasures	Timeline
1	US 441 BYP and Walke Dairy Rd	Roundabout; Advance Warning Signals; Pavement Friction Management **Previously proposed roundabout.*	Short, Medium, Long
2	US 441 BYP and Firetower Rd	Roundabout; Lighting **Near school bus complex and senior living community.*	Medium, Long
3	Claxton Dairy Rd and US 441 BYP	Roundabout; Longitudinal Rumble Strips and Stripes; Advance Warning Signals **Previously proposed roundabout. Advance warning will help with curved approach to a future roundabout.*	Short, Medium, Long
4	Veterans Blvd and Rockdale Dr	Roundabout; Lighting; Curb Extensions; Intersection Lane Markings **Recently added turn lanes here. Monitor before and after data to decide future improvements.*	Short, Medium, Long
5	Veterans Blvd and Mall Rd	Leading Pedestrian Interval; Protected Turn Light; Roundabout; Lighting; Curb Extensions; Intersection Lane Markings	Short, Medium, Long
6	N Jefferson St and W Gaines St	Leading Pedestrian Interval; Retroreflective Backplates; Protected Turn Light; Lighting; Curb Extensions; Yellow Change Intervals **Need to update turn signage to be consistent with other roadways.*	Short, Medium

Table 1: Intersection Project Recommendations

Rank	Intersection	Countermeasures	Timeline
7	Industrial Blvd and Veterans Blvd	Leading Pedestrian Interval; Protected Turn Light; Lighting; Intersection Lane Markings; Yellow Change Intervals **Existing plan to redesign this intersection. Consider adding these recommendations and monitor before and after data to decide future improvements.*	Short, Medium
8	Claxton Dairy Rd and Woodlawn Dr	Roundabout; Lighting **Previously proposed roundabout.*	Medium, Long
9	Veterans Blvd and Hillcrest Pkwy	Leading Pedestrian Interval; Protected Turn Light; Pavement Friction Management; Intersection Lane Markings; Yellow Change Intervals	Short, Medium
10	E Jackson St and S Washington St	Roundabout; Lighting **Consider roundabout in the future. For current intersection, add crosswalk across slip lane.*	Medium, Long
11	Smith St and S Jefferson St	Neighborhood Roundabout; High Visibility Crosswalks	Short, Medium
12	E Jackson St and Truxton St	High Visibility Crosswalks; Leading Pedestrian Interval; Retroreflective Backplates; Protected Turn Light; Lighting	Short, Medium
13	Claxton Dairy Rd and Hillcrest Pkwy	Roundabout; Lighting; High Visibility Crosswalks	Short, Medium, Long
14	Springdale Rd and Veterans Blvd	Leading Pedestrian Interval; Lighting	Short, Medium
15	Academy Ave and Kingsby St	Advance Warning Signals; Lighting **Consider new two-directional arrow sign for poles.*	Short, Medium
16	Academy Ave and Church St	Lighting; HAWK Signal; High Visibility Crosswalks	Short, Medium
17	Veterans Blvd and Lancaster St	High Visibility Crosswalks; Leading Pedestrian Interval; Protected Turn Light; Lighting; Curb Extensions **Consider closing Bellevue Ave from Hodges St to Lancaster St to reduce conflicts at this intersection.*	Short, Medium
18	Hudson St and Glenwood Ave	Lighting; HAWK Signal; High Visibility Crosswalks **Recently added a turn lane here. Monitor before and after data to decide future improvements.*	Short, Medium
19	N Jefferson St and Hillcrest Pkwy	Leading Pedestrian Interval; Lighting	Short, Medium
20	W Jackson St and Roosevelt St	Leading Pedestrian Interval; Retroreflective Backplates; Curb Extensions; Yellow Change Intervals	Short, Medium
21	US 441 BYP & GA-257	Protected Turn Light; Lighting; Intersection Lane Markings	Short, Medium
22	Hillcrest Pkwy and Brookhaven Dr	Leading Pedestrian Interval; Roundabout **Recently improved intersection. Monitor before and after data to decide future improvements.*	Short, Long
23	N Lancaster St and Woodrow Ave	Roundabout; Lighting; High Visibility Crosswalks **Proximity to a school and park.*	Short, Medium, Long
24	S Jefferson St and W Jackson St	Retroreflective Backplates; Curb Extensions; Leading Pedestrian Interval **Start turn lane arrows earlier on Jackson St. Consider managing parking access to reduce conflicts.*	Short, Medium
25	US 441 BYP and Honeysuckle Rd	Roundabout; Lighting	Medium, Long

Corridors

Table 2: Corridor Project Recommendations

Rank	Corridor	Countermeasures	Timeline
1	Veterans Blvd	Lighting; Bike Lanes; Center Medians	Medium, Long
2	Jefferson St (N+S)	Sidewalk Connectivity; Center Medians	Long
3	E Jackson St	Road Diet; Center Medians	Medium, Long
4	Firetower Rd	Speed Feedback Signs; Advance Warning Signs; Lighting	Short, Medium
5	Gaines St (E+W)	Lower Speed on Local Roads; Sidewalk Connectivity; Lighting	Medium, Long
6	Garner St (E+W)	Lower Speed on Local Roads; Sidewalk Connectivity; Lighting; HAWK; Traffic Calming **Consider HAWK Signal at Garner St & Martin Luther King Jr Dr to access the elementary school.*	Short, Medium, Long
7	Washington St (S+N)	Road Diet; Sidewalk Connectivity; Lower Speed on Local Roads **Future off-road proposed path would cross Washington St at Madison St.*	Medium, Long
8	Martin Luther King Jr Blvd	Road Diet; Center Medians; Lighting; Sidewalk Connectivity **Future off-road path proposed along the railroad next to this roadway. Connects people to the farmers market.*	Medium
9	Academy Ave	Lower Speed on Local Roads; Sidewalk Connectivity; Center Medians; Lighting	Medium, Long
10	Springdale Rd	Lower Speeds on Local Roads; Sidewalk Connectivity; Lighting; Bike Lanes	Medium, Long
11	Claxton Dairy Rd	Center Medians; Traffic Calming; Residential Speeds on Local Roads; Sidewalk Connectivity; Lighting **Future development along Claxton Dairy Rd could raise priority on these improvements.*	Medium, Long
12	Smith St	Lower Speeds on Local Roads; Sidewalk Connectivity; Speed Feedback Signs; Traffic Calming	Short, Medium
13	US Hwy 441	Center Medians; Yellow Change Intervals; Lighting	Short, Medium, Long
14	Hudson St	Lower Speed on Local Roads; Traffic Calming	Short, Medium
15	Hillcrest Pkwy	Lighting; Speed Feedback Signs; Center Medians	Short, Medium, Long
16	Industrial Blvd	Sidewalk Connectivity	Long
17	W Jackson St	Sidewalk Connectivity; Lower Speed on Local Roads	Medium, Long
18	Mall Rd	Sidewalk Connectivity; Lighting; Access Management	Medium, Long
19	Bellevue Ave	Traffic Calming ; Sidewalk Connectivity; Center Medians; Lighting; Speed Feedback Signs	Short, Medium, Long
20	Lassiter Dr	Lighting; Traffic Calming	Short, Medium
21	Valambrosia Rd	Lighting	Medium
22	Martin Luther King Jr Dr	Lighting; Lower Speed on Local Roads	Medium, Long
23	Telfair St	Center Medians	Long

Progress and Transparency

The City of Dublin is dedicated to creating safer streets and making sure the community is fully involved every step of the way. This Safety Action Plan recommends implementing many safety-focused policies, programs, and projects. Dublin can use the following performance metrics (Table 3) to measure success and report progress toward safer streets. Each of these metrics can be reported city-wide, and also for individual corridors or intersections where future improvements are made.

Dublin will publish the Safety Action Plan online to track progress. In addition, the city will continue to maintain a publicly accessible Vision Zero webpage, either in its current configuration or as a page on the city website. To provide transparency with project progress, Dublin will update their Vision Zero webpage on a regular basis.

This webpage will allow residents, businesses, and community partners to see regularly updated performance metrics to understand how safety improvements are impacting crashes. By keeping this information public, Dublin hopes to build trust and encourage shared responsibility for reaching Vision Zero goals.

Another way Dublin is making safety progress transparent is through the Vision Zero Task Force with the mission to guide the implementation of the Safety Action Plan. This committee can be either set up with a membership consisting of Council-appointed members that may be city staff or a combination of community leaders, safety advocacy organizations, and city and county staff. The group will meet regularly to review the latest crash data, track the impact of safety projects, and discuss new priorities.

The task force will also help set future goals and ensure the plan continues to reflect the needs and concerns of Dublin residents. Through these efforts, Dublin is showing its commitment not only to reducing traffic crashes and saving lives but also to involving the community in building a safer, healthier, and more connected community.

Table 3: Performance Metrics

Performance Metric	Description
Total number of crashes reported	Total crashes can be reported to the Task Force annually by mode, with performance evaluated within the context of the latest five-year annual average to normalize for random fluctuations in crashes on a year-over-year basis. The City is also committed to updating public-facing materials.
Number of fatal and serious injury crashes reported	Fatal and serious injury crashes should be reported annually by mode, with performance evaluated within the context of the latest five-year annual average to normalize for random fluctuations in crashes on a year-over-year basis. This should include a focus on vulnerable road users.
Number of fatal and serious injury crashes by crash type and contributing factors	Fatal and serious injury crashes should be reported annually by crash type and contributing factors. The top crash types and contributing factors from this Safety Action Plan should be top priority to track, but other factors should be monitored for emerging issues.

Dublin Comprehensive Safety Action Plan

May 2026

Dublin Comprehensive Safety Action Plan

Appendices

May 2026

Appendix Contents

Appendix A: Engagement and Collaboration

Introduction

Public engagement and collaboration were critical parts of Dublin's Safety Action Plan. The public had several opportunities to weigh in on their top safety issues and desired changes, including three in-person open house sessions, one outdoor pop-up event, and two online surveys.

Project Website

A project website, "Safe Streets Dublin" was established as a primary hub during the entire planning process for the community to learn about the plan, hear about upcoming meetings, and send in comments. The surveys and open houses were also promoted on the city's social media platforms and covered by the local paper and the local news media.

Open Houses and Pop Up

For this study, three (3) public information meetings were scheduled to collect input.

- February 24, 2026
  - » Open House: 4:00 PM – 6:00 PM at Dublin City Hall, 100 S Church St, Dublin, GA 31021
- April 29, 2026
  - » Pop-Up: 11:00 AM – 1:00 PM at Jackson Plaza, 111 W Jackson St, Dublin, GA 31021
  - » Open House: 4:00 PM – 6:00 PM at Dublin City Hall, 100 S Church St, Dublin, GA 31021

Meetings were manned by consultant staff with appropriate materials to walk through the phase and the information and feedback for each phase.

Surveys

Surveys are an effective mechanism for gathering information from the public. Surveys were available on the "Safe Street Dublin"website and distributed through existing marketing channels. Two surveys were distributed during the engagement process. Survey 1 asked about residents' general safety feelings in different modes of transportation; Survey 2 asked about the support of proposed CSAP recommendations.

The purpose of Survey 1 was to understand residents' safety concerns in Dublin relating to mode of travel and specific intersections and roadways. Resident feedback combined with data-driven crash analysis help the project team determine which street corridors and intersections in the city are the most dangerous. Survey 1 also describes residents' concerns regarding behavioral driving choices in the city allowing the project team to come up with education and enforcement recommendations to improve roadway safety.

Survey 2 was designed and distributed during the Review Phase of the planning process. The purpose of survey 2 was to collect feedback on proposed solutions for traffic safety issues in Dublin. The survey asked about roadway improvements for various roadway types in the city and about driving behaviors the city should focus on.

Open House #1 Materials

S|S 4|A Safe Streets and Roads For All

DUBLIN SAFETY ACTION PLAN

Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (CSAP)

VISION ZERO DUBLIN

ZERO TRAFFIC DEATHS BY 2050

The City of Dublin Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (CSAP) is a **road map to provide safe transportation for all people living in and driving through the city**. The CSAP will help Dublin move toward Vision Zero, which aims to eliminate traffic-related fatalities and serious injuries .

This CSAP gives Dublin access to dedicated SS4A federal funds.

Three-Legged Stool Approach

The Three-Legged Stool Approach highlights the interdisciplinary approach to achieve the zero-traffic death goal.

It also breaks down the solutions into policies, programs, and projects. The approach underlines that the "three legs" are inter-dependent and none is indispensable. It emphasizes the effort from different stakeholders (policymakers, city staff, engineers, organizations, and individuals) to get involved in the solutions.

- **Policies** to set priorities
  - Leadership level decisions
  - Staff level implementation
- **Programs** including education and enforcement to inform citizens & affect future behavior
- **Projects** to improve the roadway system for all users

Project Timeline

Foundation and Commitment	Data-Driven Crash Analysis	Policy and Program Analysis	Develop Final Plan	Final Plan Adoption, Implementation, and Monitoring
• Secure support • Form Stakeholder Committee • Adopt Vision Zero commitment	• Analyze crash and injury data • Map the high-injury network	• Review policies and standards at the City, County, and State level for safety improvements	• Develop final policy, program, and project recommendations	• Adopt the final plan • Apply for funding • Implement project recommendations • Monitor success publicly

Your data questions, answered!

Where and when is this data from?

This crash data is from the Georgia Department of Transportation (GDOT) Crash Data Dashboard via a system called Numetric.

This study reflects crash data from January 1st, 2020, to December 31st, 2024.

How is crash severity measured?

Crash data includes many details, but one of the most important data points is the severity rating, or KABCO System.

- K – Fatal Injury
- A – Suspected Serious Injury
- B – Suspected Minor Injury/ Visible Injury
- C – Possible Injury/ Complaint
- O – Not Injured

What are the different crash types and what do they mean?

Angle Collisions: Occur at intersections when vehicles traveling in perpendicular directions collide.

Head-On Collisions: Involve vehicles traveling in opposite directions colliding front-to-front, typically on undivided roadways.

Sideswipe Collisions (Same Direction): Occur when two vehicles traveling parallel in the same direction make contact, often during lane changes.

Rear-End Collisions: Happen when a vehicle crashes into the one in front of it, commonly due to sudden stops or following too closely.

Sideswipe Collisions (Opposite Direction): Involve vehicles traveling in opposite directions brushing against each other, usually on narrow roads.

Not a Collision with Motor Vehicle: Includes single-vehicle crashes such as those involving fixed objects (e.g., poles, trees, barriers), pedestrians, animals, parked vehicles, or roadside features.

How can I learn more?

Our project website will always have the most up-to-date information on project status and public engagement opportunities. You can submit a question anytime and we will respond.

https://safestreetsdublin.com

Safe Streets and Roads For All

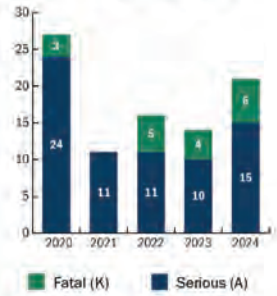
Safety Analysis Overview

DUBLIN SAFETY ACTION PLAN

On average, there have been 707 crashes per year between 2020 and 2024.

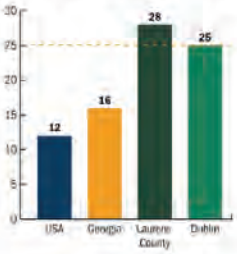
Fatal and Serious Crashes

There have been 18 fatal crashes between 2020 and 2024.



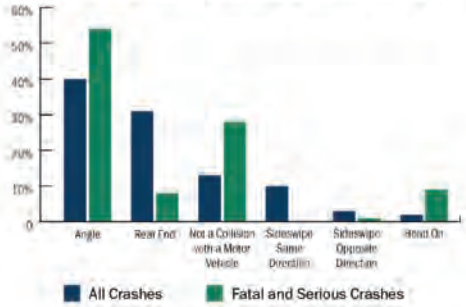
Fatality Rate per 100k People

Dublin has a lower fatality rate compared to the county, but it is higher than the State and the U.S.



Crash Types

Angle crashes are the most common overall crash type and the most common fatal and serious crash type.



Age

Young adult and young drivers are more likely to be involved in fatal and serious crashes. Each groups only represents 6% of Dublin's population.

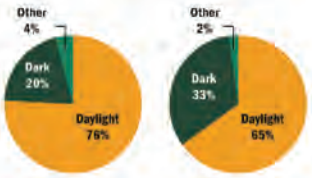
Drivers 65+
22% of fatal and serious crashes

Drivers 20-24
21% of fatal and serious crashes

Drivers 15-19
15% of fatal and serious crashes

Lighting

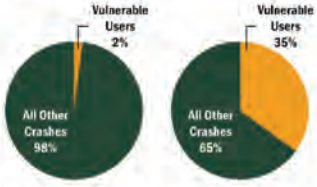
Nighttime crashes only represent 20% of all crashes, but the likelihood of a crash being fatal or serious is higher at night.



All Crashes | Fatal and Serious Crashes

Vulnerable Road Users

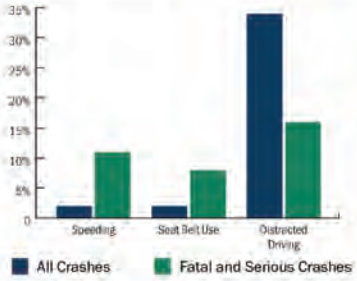
Although pedestrian, bicycle, and motorcycle crashes are infrequent, the likelihood of a fatal or serious outcome is significantly higher compared to other crash types.



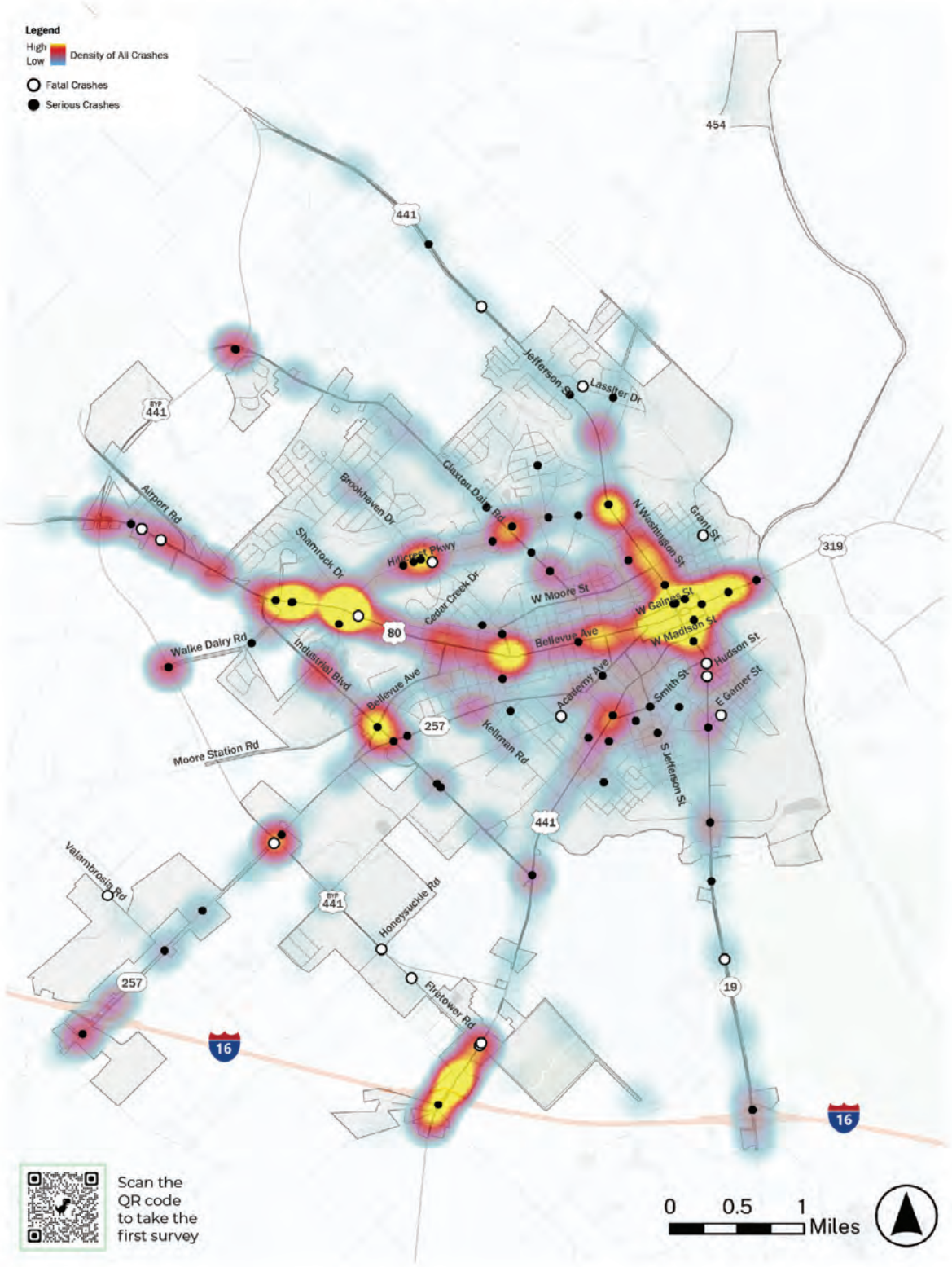
All Crashes | Fatal and Serious Crashes

Behavioral Factors

Distracted driving is the most common cited behavioral issue. However, speeding and improper seatbelt use have a higher comparable rate of fatal and serious crashes.



All Crashes Map (2020-2024)



S|S 4|A Safe Streets and Roads For All

DUBLIN SAFETY ACTION PLAN

Current Safety Issues

How safe do you feel when...

Drop your sticker on the line from "not safe" to "very safe"

	Not Safe	Neutral	Very Safe
Driving	←		→
Walking	←		→
Bicycling	←		→

My biggest safety concerns are...

Use a sticker to vote for your biggest safety concern

Speeding and Aggressive Driving	Road Maintenance	Safety Walking or Biking
Congestion	Running Red Lights or Stop Signs	Lack of Lighting
Distracted Driving	Trucks on Local Roads	Dangerous Turning Movements

Tell us more!

Write any other questions or comments here

Scan the QR code to take the first survey

S | S
4 | A Safe Streets and Roads For All

Future Safety Opportunities

DUBLIN SAFETY ACTION PLAN

What do you want to see on your streets? Vote with a sticker

Street Lighting

Sidewalks

Bike Lanes

Dynamic Speed Displays

Left Turn Only on Green

Roundabout or Mini Roundabout

High Visibility Crosswalks

Flashing Crossing Beacons

Leading Pedestrian Lights

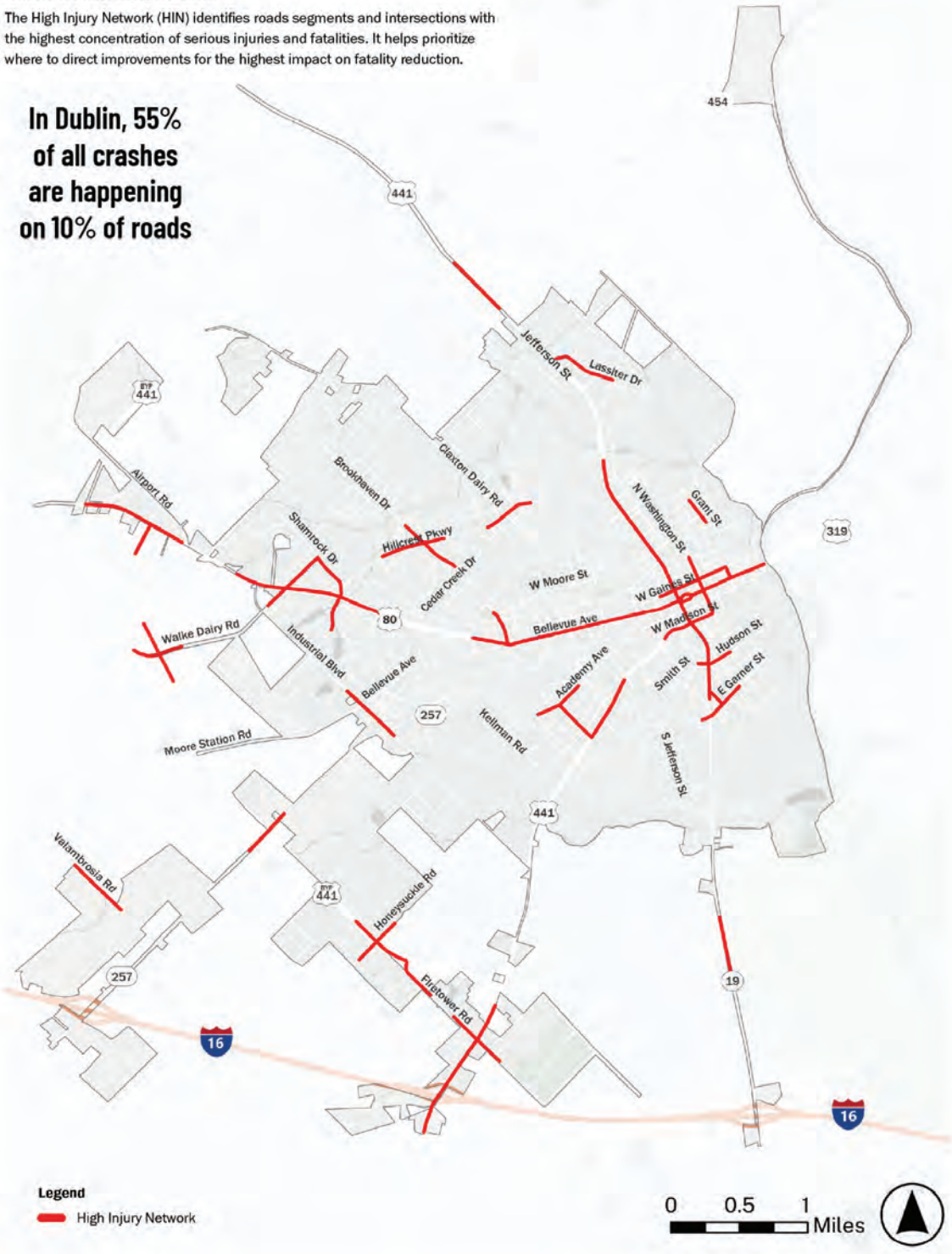
Tell us your other ideas!

Candidate High Injury Network

What is the High Injury Network?

The High Injury Network (HIN) identifies roads segments and intersections with the highest concentration of serious injuries and fatalities. It helps prioritize where to direct improvements for the highest impact on fatality reduction.

In Dublin, 55% of all crashes are happening on 10% of roads



Open House #2 Materials

High Injury Network

Crash Severity + Crash Type +
Crash Frequency + Agency and Community Feedback
= High Injury Network

Policy Recommendations

DUBLIN SAFETY ACTION PLAN

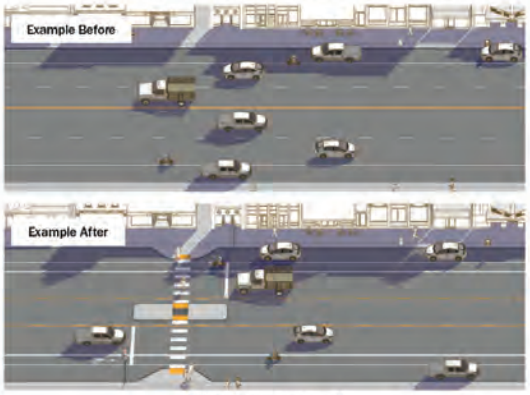
Policy Goals

1. **Leadership Commitment**
   Leadership sets and champions safety targets
2. **Enhance Public Safety Education & Enforcement**
   Foster culture of roadway safety through education, engagement, and outreach
3. **Design Safer Roads for All**
   Design safer roads for all users and improve access management
4. **Reduce Design Speeds**
   Reduce speed through changing road design
5. **Enhance Safety Technology**
   Advance safety technology for improved post-crash care
6. **Prioritize the HIN**
   Prioritize safety improvements for all users on the High Injury Network (HIN)

Policy Examples

Adopt a Complete Streets Guide

A Complete Streets Guide is a design guide for new streets and street improvements that prioritizes the safety of all users. Street designs are based on the road type and surrounding land use. This will ensure safe road design is the default in Dublin.



Safety Concerns Addressed

Develop a Downtown Streetscape Plan

Streetscape elements such as wide sidewalks, street trees, and curb extensions work together with roadway design to slow speeds and signal to drivers that they are entering a downtown. Together, the Streetscape Plan and Complete Streets Policy can create a more cohesive downtown district.

Example Streetscape Plan Improvements

Safety Concerns Addressed

Implement High Visibility Enforcement (HVE)

HVE combines highly visible and proactive law enforcement to address specific traffic safety issues such as speeding or distracted driving. Law enforcement efforts are focused on education, not ticketing. Combined with visibility elements like checkpoints, and a publicity strategy to educate the public, HVE promotes voluntary compliance with the law. This is a highly effective and data-backed method to improve driver behavior.

Safety Concerns Addressed

Update Project Slow Zone

Lowering speeds is one of the most significant ways to prevent traffic deaths and severe injuries. Project Slow Zone is the City of Dublin's neighborhood traffic calming program. The program can be updated with newer traffic calming options to address a wider range of speeding issues.

Example Traffic Calming Options

Safety Concerns Addressed

Project Recommendations

DUBLIN SAFETY ACTION PLAN

Safety solutions that improve how roads look, feel, and operate

Sidewalk Connectivity

Academy Ave, Bellevue Ave, Claxton Dairy Rd, Garner St (E+W), W Jackson St, Mall Rd, Martin Luther King Jr Dr, Jefferson St (N+S), Washington St (S+N), Smith St, Springdale Rd, Industrial Blvd

Lower Speeds on Local Roads

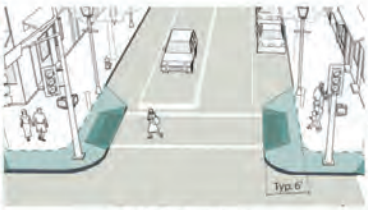
Academy Ave, Claxton Dairy Rd, Gaines St (E+W), Garner St (E+W), W Jackson St, Martin Luther King Jr Blvd, Smith St, Springdale Rd, Hudson St

HAWK (Pedestrian-Only) Signals

Hudson St and Glenwood Ave
Academy Ave and Church St

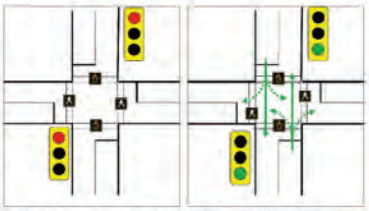
High-Visibility Crosswalks

Update existing crosswalks as they fade



Curb Extensions

N Jefferson St and W Gaines St
Veterans Blvd and Lancaster St
W Jackson St and Roosevelt St
S Jefferson St and W Jackson St
Veterans Blvd and Mall Rd



Pedestrians Priority at Traffic Signals

Consider at all traffic signals

Traffic Calming

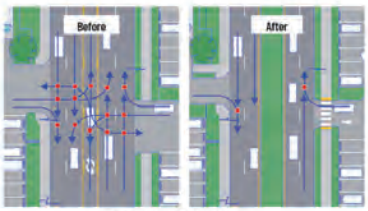
Academy Ave, Gaines St, Garner St, Jackson St, Smith St, Hudson St, Lassiter Dr

Lighting Enhancements

Consider citywide

Roundabouts

Claxton Dairy Rd and Woodlawn Dr
Claxton Dairy Rd and US 441 BYP
US 441 BYP and Walke Dairy Rd
Claxton Dairy Rd and Hillcrest Pkwy
US 441 BYP and Honeysuckle Rd
E Jackson St and S Washington St
Smith St and S Jefferson St
US 441 BYP and Firetower Rd
Veterans Blvd and Mall Rd
Veterans Blvd and Rockdale Dr
Hillcrest Pkwy and Brookhaven Dr
N Lancaster St and Woodrow Ave



Center Medians

Bellevue Ave, E Jackson St, W Jackson St, Hillcrest Pkwy, Martin Luther King Jr Dr, Jefferson St (N+S), Telfair St

Protected Turn Lights

Veterans Blvd and Hillcrest Pkwy
N Jefferson St and W Gaines St
Veterans Blvd and Lancaster St
E Jackson St and Truxton St
Industrial Blvd and Veterans Blvd
Veterans Blvd and Mall Rd

Intersection Lane Markings

Veterans Blvd and Hillcrest Pkwy
Industrial Blvd and Veterans Blvd
Veterans Blvd and Mall Rd
US 441 BYP & Joiner St

Make Your Voice Heard

DUBLIN SAFETY ACTION PLAN

Ways to comment and learn more:

Vote on your priorities today

Take the online survey

Scan the QR code

Visit the website

https://safestreetsdublin.com

Vote Here!

Of the following driving safety topics, which should the city focus on?

Speeding	Distracted driving	Teen driver education
Senior driver education	Enhanced enforcement	Pedestrian and bicyclist education

What safety improvements would you like to see on a residential street?

Speed reduction	Better lighting	New or wider sidewalks
Bike lanes	Crosswalks	Other

What safety improvements would you like to see on a commercial street?

Medians	Roundabouts	Better lighting
Sidewalks and crosswalks	Turn only on green arrow	Other

Survey #1 Results

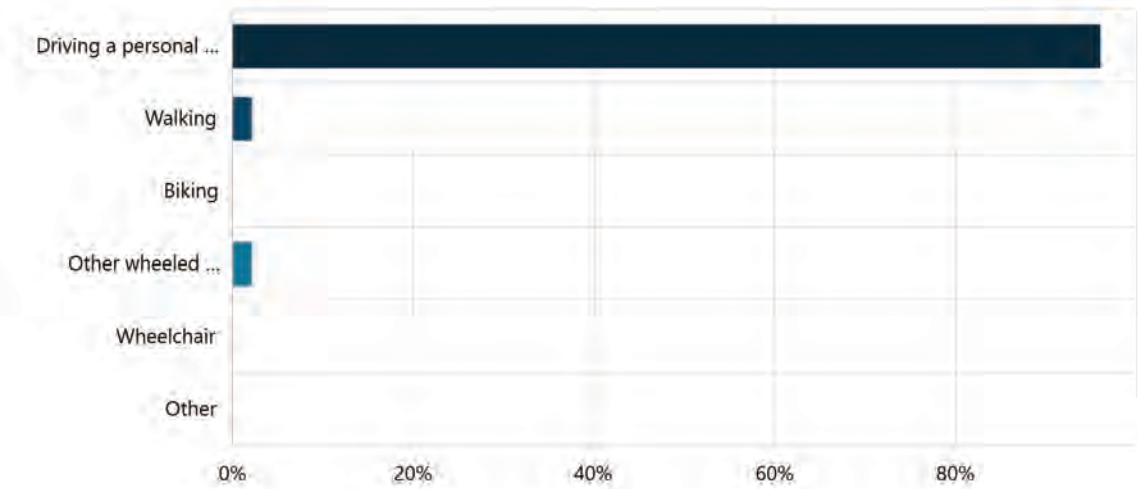
Closed

Dublin Safety Action Plan Survey #1
Home

45 Contributors | **49** Contributions

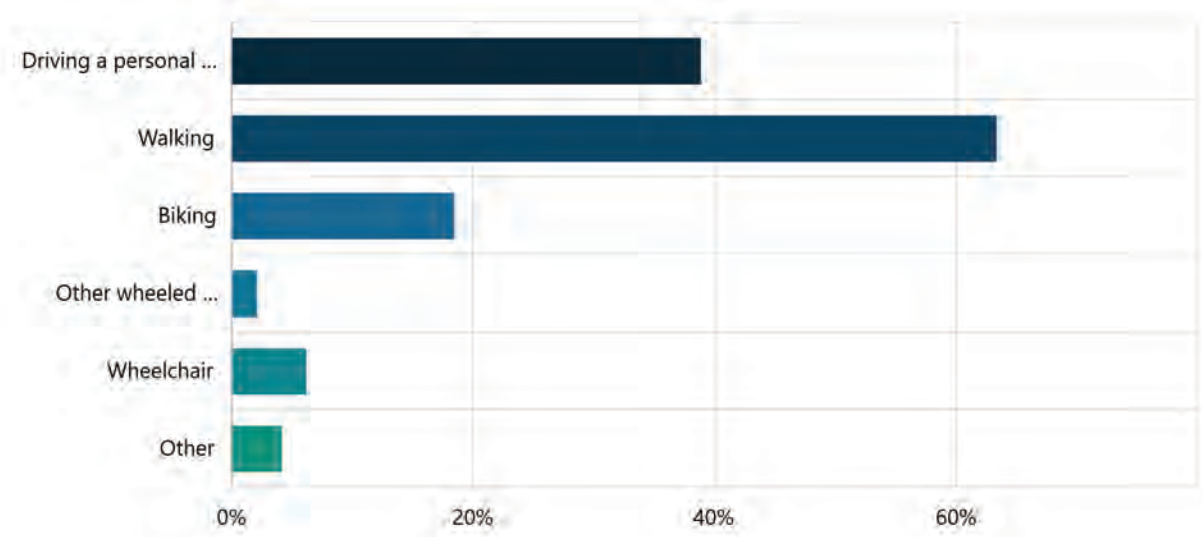
Contribution Summary

1. What is your primary mode of travel? Required
Multi Choice | Skipped: 0 | Answered: 49 (100%)



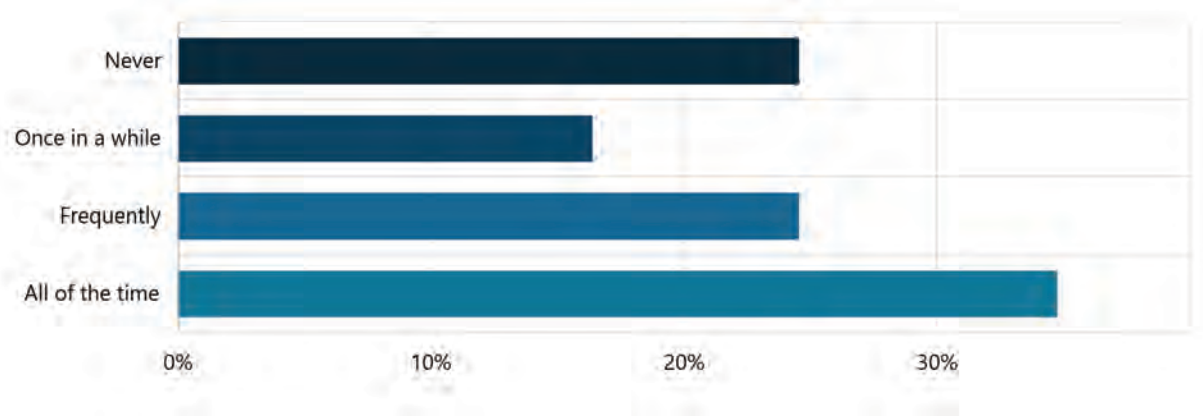
Answer choices	Percent	Count
Driving a personal vehicle	95.92%	47
Walking	2.04%	1
Biking	0%	0
Other wheeled options (scooter, skateboard, etc.)	2.04%	1
Wheelchair	0%	0
Other	0%	0
Total	**100.00%**	**49**

2. What other modes of travel have you used in the past year? Required
Multi Choice | Skipped: 0 | Answered: 49 (100%)



Answer choices	Percent	Count
Driving a personal vehicle	38.78%	19
Walking	63.27%	31
Biking	18.37%	9
Other wheeled options (scooter, skateboard, etc.)	2.04%	1
Wheelchair	6.12%	3
Other	4.08%	2

3. How often does safety factor into your decision on which mode of transportation to use/when? Required
Multi Choice | Skipped: 0 | Answered: 49 (100%)



Answer choices	Percent	Count
Never	24.49%	12
Once in a while	16.33%	8
Frequently	24.49%	12
All of the time	34.69%	17
Total	**100.00%**	**49**

4. Explain how street safety factors into your decision on which mode of transportation to use/when.
Long Text | Skipped: 12 | Answered: 37 (75.5%)

Sentiment

Positive	Mixed	Negative	Neutral	Unclassified
11% (4)	5% (2)	43% (16)	41% (15)	0% (0)

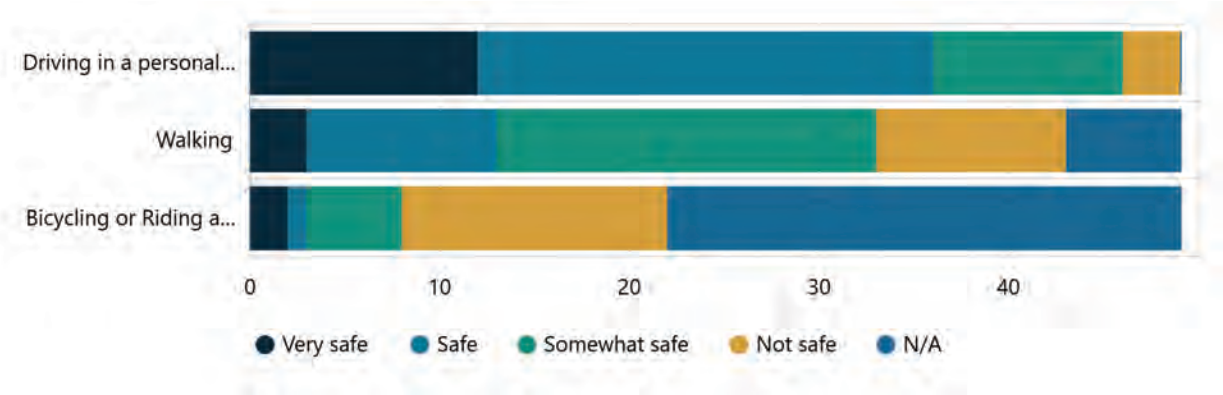
Tags

No tag data

Featured Contributions

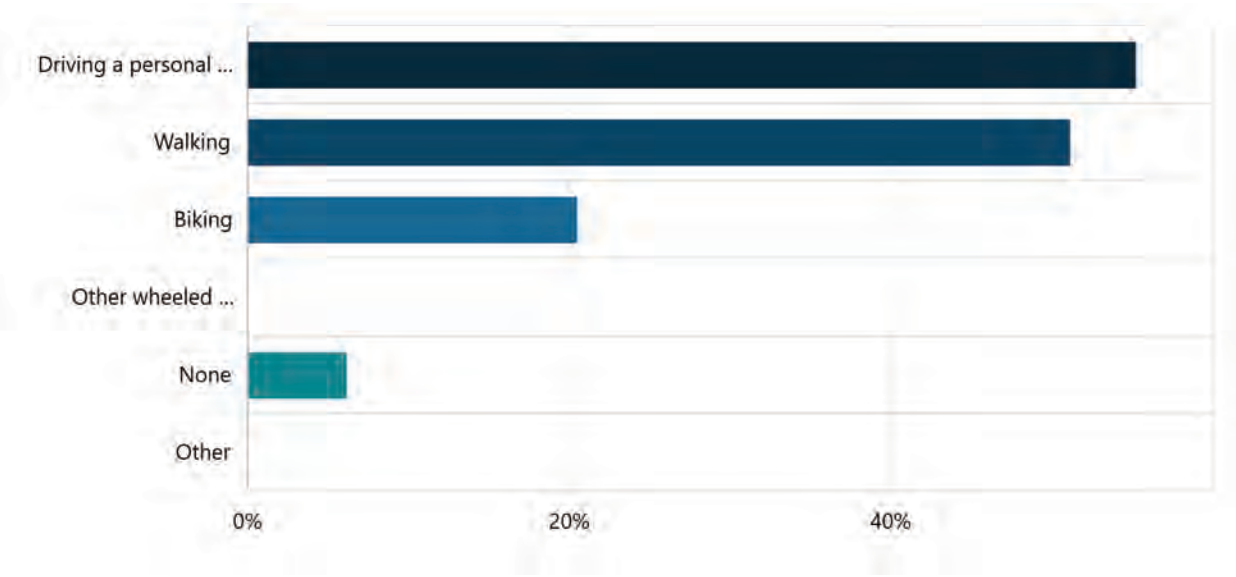
No featured contributions

5. How safe do you feel when... Required
Matrix | Skipped: 0 | Answered: 49 (100%)



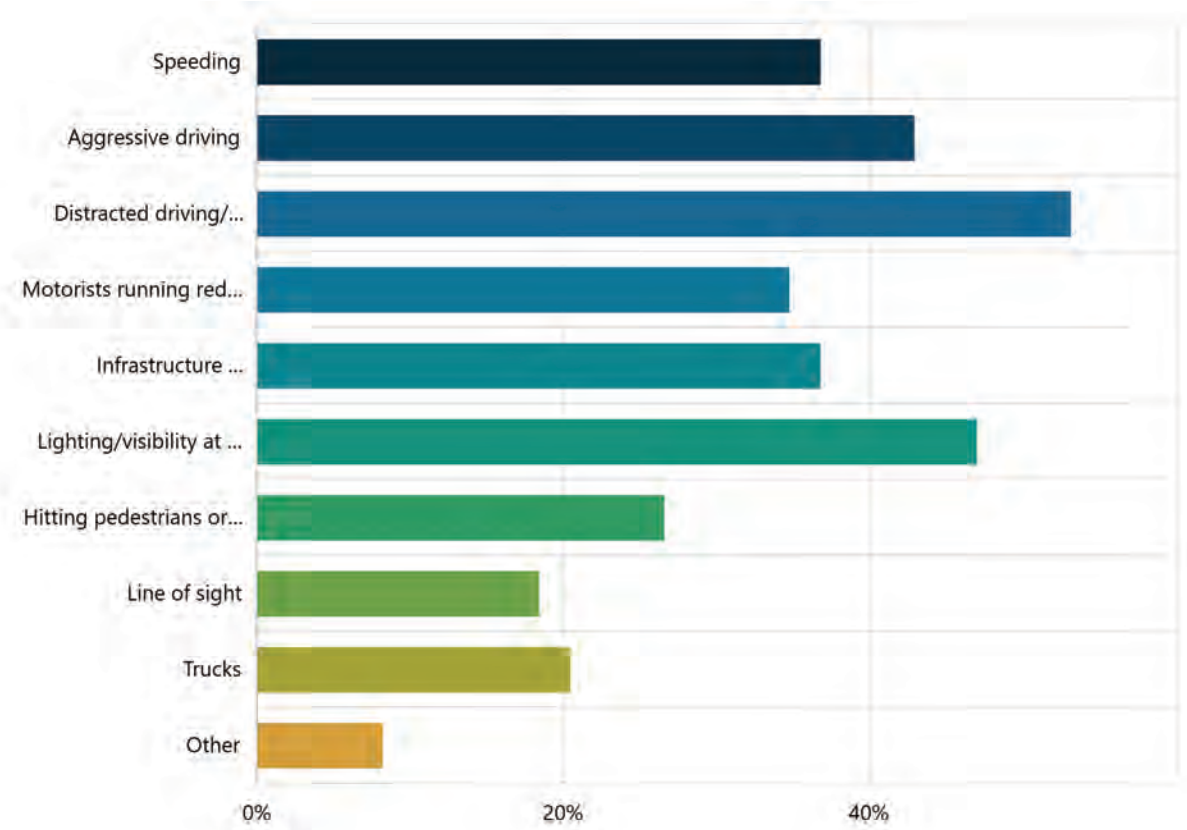
	Very safe	Safe	Somewhat safe	Not safe	N/A	Count	Score
Driving in a personal vehicle	24.49% 12	48.98% 24	20.41% 10	6.12% 3	0% 0	49	2.08
Walking	6.12% 3	20.41% 10	40.82% 20	20.41% 10	12.24% 6	49	3.12
Bicycling or Riding a Scooter	4.08% 2	2.04% 1	10.20% 5	28.57% 14	55.10% 27	49	4.29

6. If safety was not a factor, which mode(s) of transportation would you use more often? Required
Multi Choice | Skipped: 0 | Answered: 49 (100%)



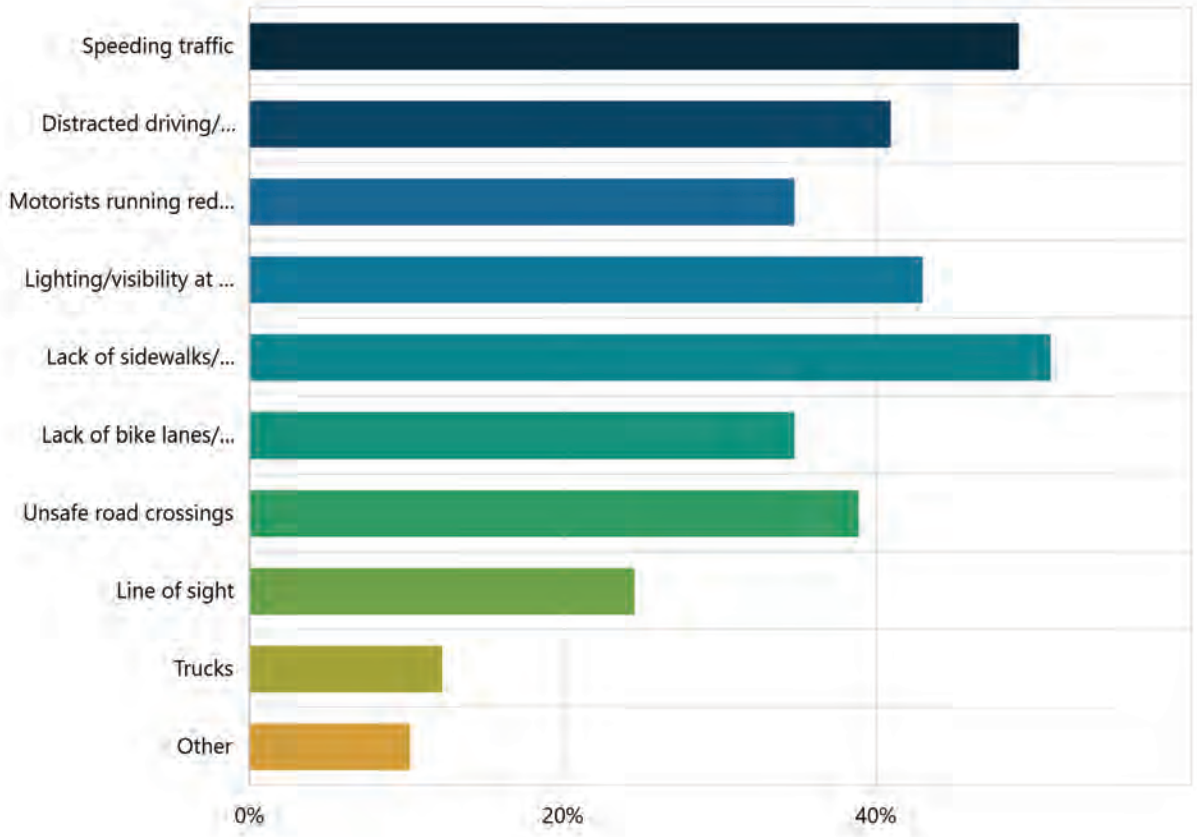
Answer choices	Percent	Count
Driving a personal vehicle	55.10%	27
Walking	51.02%	25
Biking	20.41%	10
Other wheeled options (scooter, skateboard, etc.)	0%	0
None	6.12%	3
Other	0%	0

7. My biggest safety concerns while driving are: Required
Multi Choice | Skipped: 0 | Answered: 49 (100%)



Answer choices	Percent	Count
Speeding	36.73%	18
Aggressive driving	42.86%	21
Distracted driving/phone use	53.06%	26
Motorists running red lights or stop signs	34.69%	17
Infrastructure maintenance (potholes or faded crosswalks)	36.73%	18
Lighting/visibility at night	46.94%	23
Hitting pedestrians or bicyclists	26.53%	13
Line of sight	18.37%	9
Trucks	20.41%	10
Other	8.16%	4

8. My biggest safety concerns while walking and/or biking are: Required
Multi Choice | Skipped: 0 | Answered: 49 (100%)



Answer choices	Percent	Count
Speeding traffic	48.98%	24
Distracted driving/phone use	40.82%	20
Motorists running red lights or stop signs	34.69%	17
Lighting/visibility at night	42.86%	21
Lack of sidewalks/connectivity of sidewalks	51.02%	25
Lack of bike lanes/connectivity of bike lanes	34.69%	17
Unsafe road crossings	38.78%	19
Line of sight	24.49%	12
Trucks	12.24%	6
Other	10.20%	5

9. Is there anything else you would like to share about street safety in Dublin?
Long Text | Skipped: 28 | Answered: 21 (42.9%)

Sentiment

Positive	Mixed	Negative	Neutral	Unclassified
10% (2)	10% (2)	38% (8)	43% (9)	0% (0)

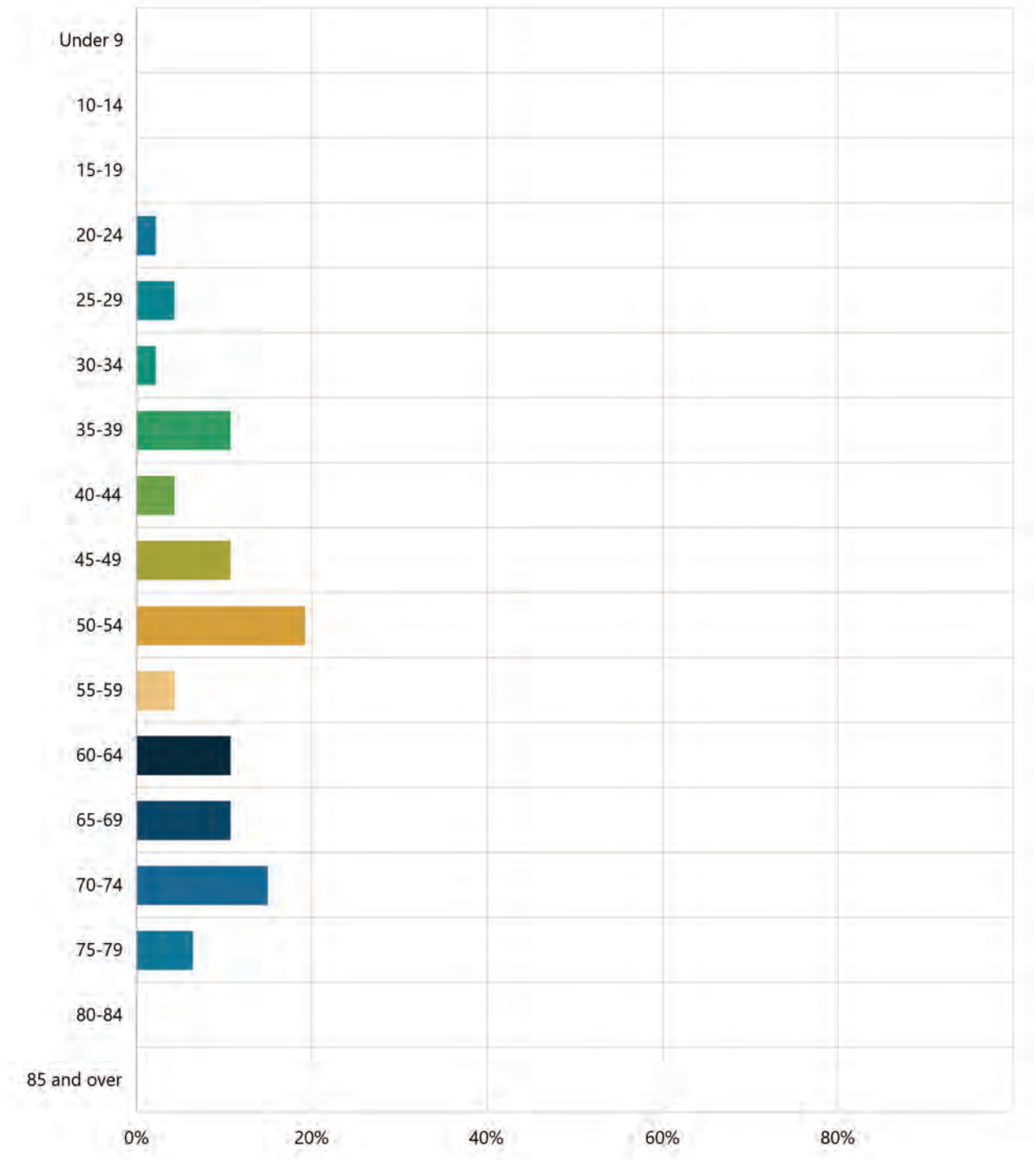
Tags

No tag data

Featured Contributions

No featured contributions

10. Age Group
Select Box | Skipped: 2 | Answered: 47 (95.9%)



Explain how street safety factors into your decision on which mode of transportation to use/when.

- Academy Avenue needs fluorescent lane lines painted! Almost a year since road was paved & only RR crossings signs were applied to the street.
- Cars are my choice for speed of getting around versus walking is for pleasure.
- Clear crosswalk are very important
- Congestion, speed, narrowness of roads
- Don't feel walking far or biking with my children are viable options with homeless population and criminal activity as they are.
- I almost never walk or ride a bike because there are no sidewalks and generally speaking Dublin is not bike friendly, I do not trust the other drivers.
- I choose to drive almost all of the time, due to age.
- I think steer safety is very important all levels of transportation. Being here for only eight months, street safety is everyone responsibility and here within the last week and not during hours of limited visibility nor snow, observed two wrench within a 35 mph speed zone.
- I will not walk or bike in an area I do not consider to be safe
- If there is a safest to stay out of traffic
- In walking in neighborhood, speed of vehicles in neighborhood. Some streets have speed breakers, but most traffic has moved to streets without speed breakers. These streets without speed breakers are usually narrower than those with speed breakers.
- It doesn't. If you don't drive carelessly and take risks, pay attention, wrecks wouldn't happen.
- It isn't safe in Dublin to ride a bicycle because people are driving distracted. Designated bike lanes are needed
- Lightly it's so dangerous to drive because so many people are driving so fast and don't give you the ability to safely pull out you got to pull out fast or you get hit. The issue is you don't always have the luxury to pull out as fast as people make you have to because you got to make sure that the next thing you're trying to get in you won't get hit by the opposing traffic. Larger vehicles have an even harder time due to that because they can't pull out fast because it's a longer vehicle. The police needs to do a much better job pulling people over that they catch not giving people a chance to pull out by speeding up just enough that people can't pull out but still going slow enough that they can't pull out that kind of tactic I see happen on about every road in Dublin all the time.
- Most of my concerns when walking has to do with stray animals.
- Most of the time, I use a car out of convenience, but even short distances when crossing some more traffic heavy roads keep me from going some places like a store across the street on-foot.
- "My car is for transportation; I walk for exercise and relaxation within my neighborhood and within parks.
- Note: During hot weather, the parks are uncomfortable for walking because of lack of shade trees."
- My husband is wheelchair bound. When we try to eat downtown or go to events, it is extremely wheelchair unfriendly. Transitions from sidewalks to street (when crossing) are almost impossible to make. Example - Bellevue near the Museum and First Baptist Church.
- Pan handlers deter me from walking
- People drive way too fast for walking even in neighborhoods.
- People should not walk into traffic except at traffic lights where there's a cross walk. Money was wasted downtown.

- Please consider re-lining shamrock drive from fire station to brookwood.
- Speed breakers need to be installed on Cloverdale Dr. People use it as through traffic. It is not safe to walk or for biking
- Speed of vehicles
- Stonewall Street and Hodges Street need to be repaired. There are a lot of bumps and dips in the roads that could cause accidents or repairs to cars.
- Street safety determines how I travel. I assess lighting, traffic, and time of day, and if conditions seem unsafe, I choose the option that offers more protection. Safety always outweighs convenience.
- Street safety plays a big part in my decision making when it comes to walking on the City streets because, we don't have enough Sidewalks to connect me to where I need to go. Therefore, I'm always driving around my City.
- The streets in my neighborhood are very narrow, with no room for both a vehicle and a person walking or using a wheelchair. With narrow streets and poor drainage, pedestrians are at risk when walking alongside cars. Safety precautions for Scottsville community citizens are needed—high-visibility crosswalks at major intersections: E Mary and Decatur, N Franklin and E Mary, Moore and N Jefferson. Thank you for reviewing and resolving these issues.
- The time of day and how soon I need to be at a certain location. The sidewalks, especially on Madison Street, are better than they used to be.
- Traffic
- Violence, gang activity. Not sidewalks and paving and extremely low speed limits
- Walking is out with a lot of streets no sidewalks
- We need sidewalks in the neighborhoods! Too many people after dark walking and wearing dark colors, it's extremely dangerous.
- Where or what part of the city I may be going to.

Is there anything else you would like to share about street safety in Dublin?

- One of the issues we have here are drivers who tend to go 5mph or 10mph under the speed limit, which would normally be considered a good thing, but I have witnessed it causing other drivers to be more aggressive on the road.
- Not enough downgrades for scooters
- In addition to the above mentioned responses something needs to be done to complacent police officers that witness drivers and or pedestrians violate existing traffic laws and do nothing....
- The speed limit on Moore Station Road is too high, due to the joggers from the newly opened CROSSFIT DGA on Moore Stations. My house backs up to Moore Station and I hear the traffic constantly exceeding the speed limit. My recommendation would be to lower the speed limit at the bypass overpass, as it comes into Dublin City Limits and continue the lower speed limit to Industrial Blvd. This stretch of road has always been an area where drivers speed and ignore the speed limit.
- It will be great to have cycling lanes throughout the city.
- It is very dangerous to walk from any direction to and from the county and federal courthouses since we no longer have a courthouse square. Car and truck traffic is too fast and drivers pay no attention to crosswalks. The paint on the crosswalks on the north side of the courthouse are not visible on the street. The line of sight on the crosswalks leaving the south side of the courthouse is terrible.
- "There is a very lax enforcement of red light running. I've had a truck run a red light, mine was already green and I saw he wasn't stopping, so i waited, there was a cop 2 cars back that did NOTHING!
- Also, we don't need more round abouts, esp on 55mph roads. The intersections on the bypass that have frequent wrecks are easily visible, it's just careless driving. I've never once felt unsafe at them. Round abouts on city streets are bad

enough considering their extravagant cost. To make all traffic slow 24/7, esp trucks, just because a few people a year can't wait 5 seconds to make a safe passage is stupid"

- We need a lot more Sidewalks and bike lanes in Dublin...as well as more Street lights.
- Fix the crime not the pavement
- Would love more sidewalks. Especially on roads like Claxton dairy and Springdale. I always see people walking and riding bikes on those roads.
- "1. Although I rarely walk on pubic streets, I am very concerned about the area on 441N past the Hunger and Hardship bridge. I drive through this area on most days. The lighting is very poor. Many people jaywalk and dart through traffic day and night. At night, they are nearly invisible. Marked crosswalks would be helpful. However, people do not use the crosswalk near Country Club Road even when nearby, so enforcement may be necessary. Even the lights near Dublin Middle School are dim, and students must cross there from the Shadow Pond neighborhood to get to school. 2. Another concern I have is personal. While stopped waiting on a truck to turn left into the Memorial Gardens on Hwy 80 W (heading west), a driver hit us from behind and totaled our car. Thank the Lord, we were not hurt. There are 2 lanes there running east, but only 1 lane going west. It would be a simple fix to add a lane at that busy spot near the cemetery. The kind officer who attended to us stated that he had worked several wrecks there lately. Thank you for this opportunity to express concerns about safety."
- Riding bikes on the street is not safe. Designated bike lanes or a bicycle path would be great
- Roundabouts on bypass need better lighting especially at US Hwy 80
- Some of the transitions from street to street are so poorly done that even trucks scrape their front ends. Also maintenance and location of landscaping makes it dangerous to enter the roadway from the designated stop area. You have to edge slowly onto the road to see traffic
- The people of Dublin Georgia seem to be unaware when it comes to the dangers of driving. It's not uncommon to see drivers under the influence or distracted by phones. I frequently see young kids not wearing seatbelts (specifically in the Trinity school neighborhood before and after school). And this is the first place I have lived where a right hand turn yields to someone making a left had turn, this causes real confusion in right of way instances.
- Too many people speeding up in approaching a traffic light when it turns yellow. If the green light could be delayed after the opposite flow of traffic turns red.
- We need more aggressive police patrol and a place needs to be given more incentive to hand out tickets to infractions of speeding and cutting people off in traffic. If the Dublin Police department was given additional funds to be able to hire more well trained officers from other police precincts that would help as well to have at least triple the number of traffic cops in the city of Dublin and forcing traffic laws down the main roads especially.
- When it rains at night, some markings are totally invisible. Would be nice if reflective paint or markers were used.

Survey #2 Results

Open

Dublin Safety Action Plan Survey #2
Home

44 Contributors	46 Contributions

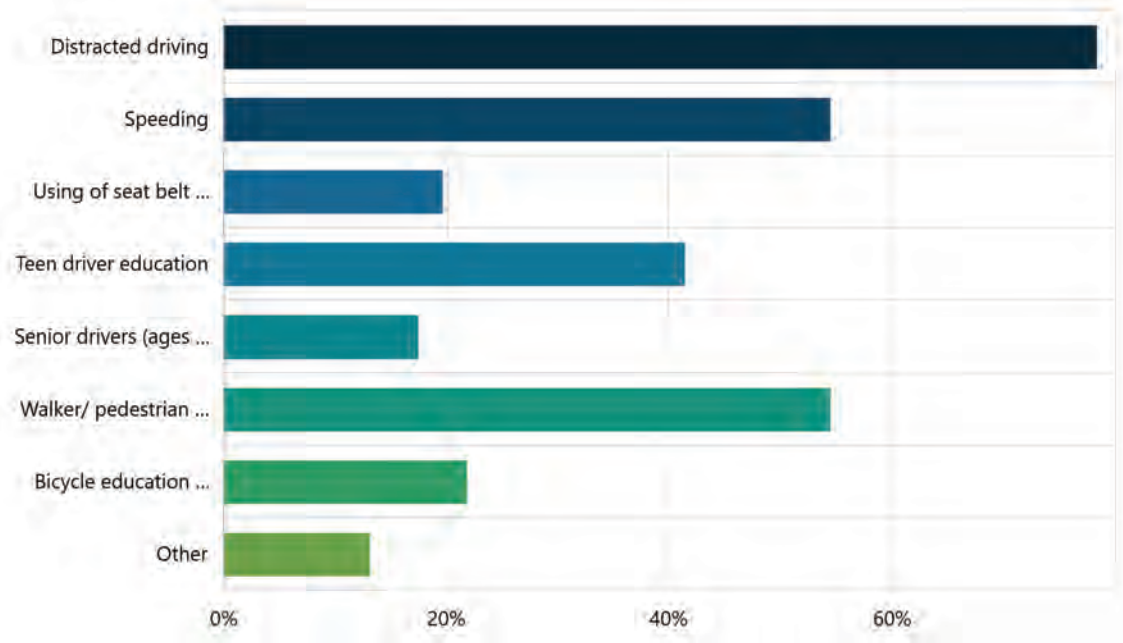
Contribution Summary

1. Which of the following road safety issues are the most important to you? Required
Ranking | Skipped: 0 | Answered: 46 (100%)

	1	2	3	4	Count	Score	Avg Rank
Safety at intersections	52.78% 19	13.89% 5	13.89% 5	19.44% 7	36	2.35	2.00
Speeding on city streets	32.50% 13	35.00% 14	17.50% 7	15.00% 6	40	2.48	2.15
Safety for people walking and biking	17.95% 7	35.90% 14	33.33% 13	12.82% 5	39	2.20	2.41
Safety at dark hours (nighttime)	17.07% 7	19.51% 8	31.71% 13	31.71% 13	41	1.98	2.78

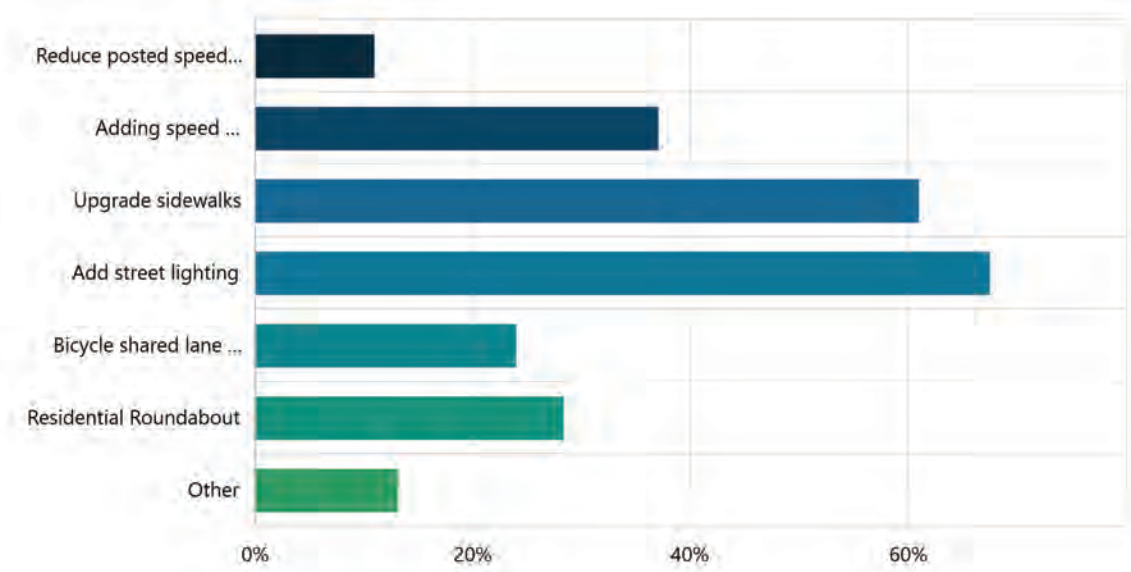
Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

2. Of the following driving safety topics, pick the top 3 that the city should focus on: Required
Multi Choice | Skipped: 0 | Answered: 46 (100%)



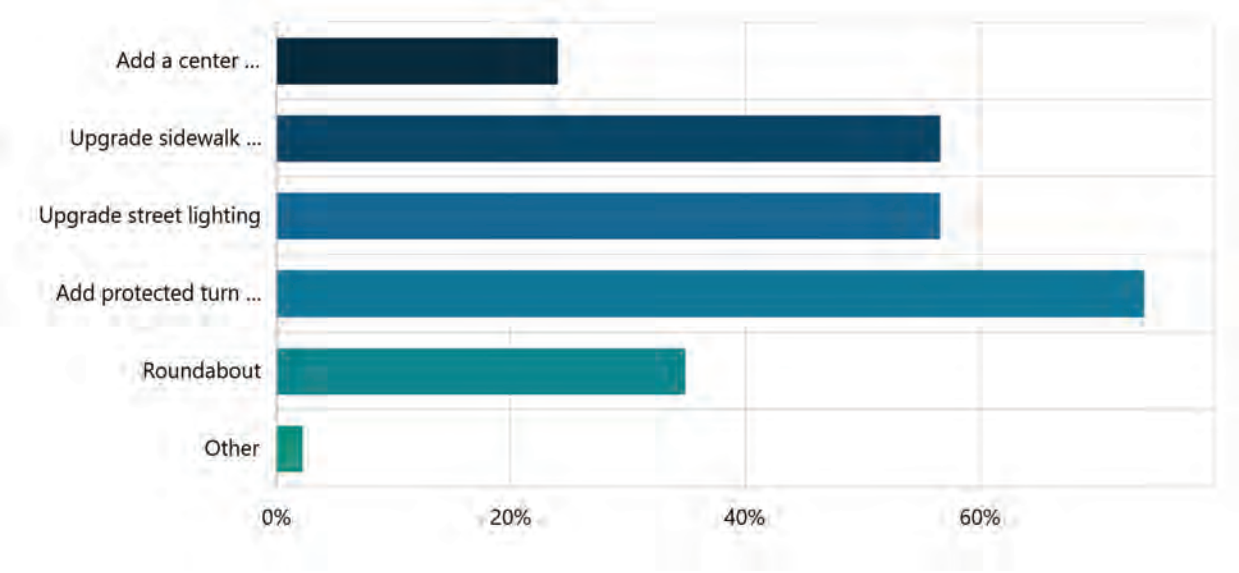
Answer choices	Percent	Count
Distracted driving	78.26%	36
Speeding	54.35%	25
Using of seat belt and/or car seat	19.57%	9
Teen driver education	41.30%	19
Senior drivers (ages over 65+) education	17.39%	8
Walker/ pedestrian safety campaigns and events	54.35%	25
Bicycle education campaigns and events	21.74%	10
Other	13.04%	6

3. What safety improvements would you like to see on a residential street like this in Dublin? Required
Multi Choice | Skipped: 0 | Answered: 46 (100%)



Answer choices	Percent	Count
Reduce posted speed limit	10.87%	5
Adding speed feedback signs	36.96%	17
Upgrade sidewalks	60.87%	28
Add street lighting	67.39%	31
Bicycle shared lane marking	23.91%	11
Residential Roundabout	28.26%	13
Other	13.04%	6

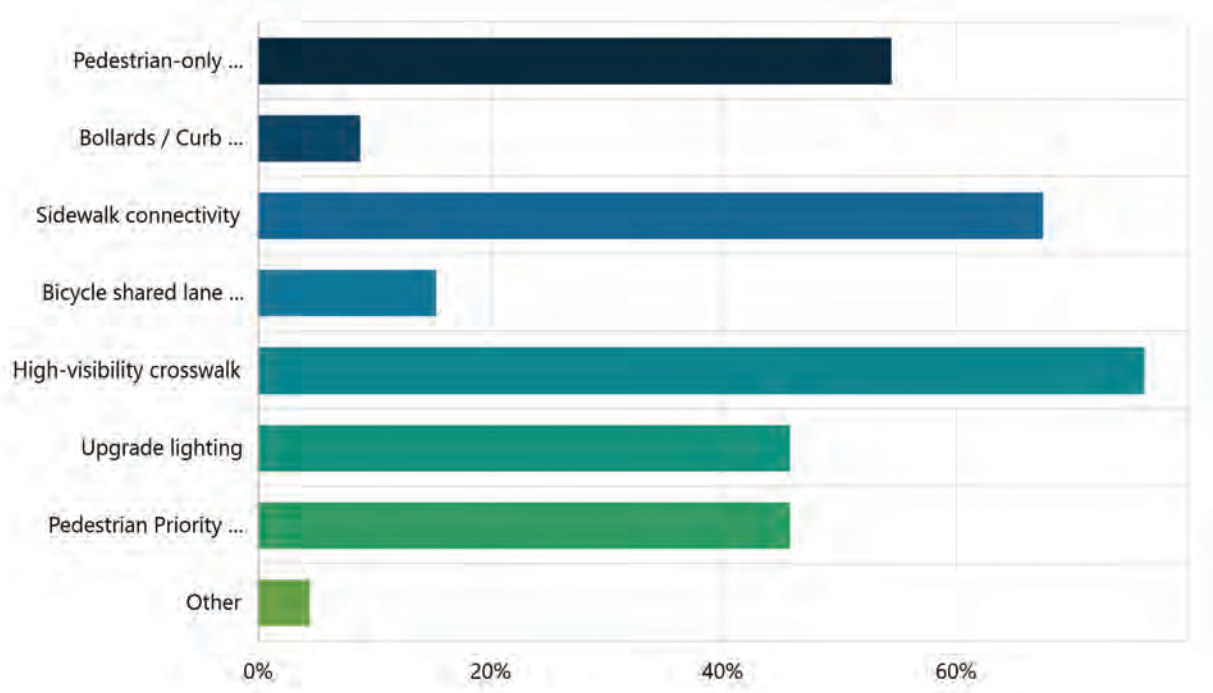
4. What safety improvements would you like to see on major streets like this in Dublin? Required
Multi Choice | Skipped: 0 | Answered: 46 (100%)



Answer choices	Percent	Count
Add a center landscaped median	23.91%	11
Upgrade sidewalk and crosswalks	56.52%	26
Upgrade street lighting	56.52%	26
Add protected turn lights	73.91%	34
Roundabout	34.78%	16
Other	2.17%	1

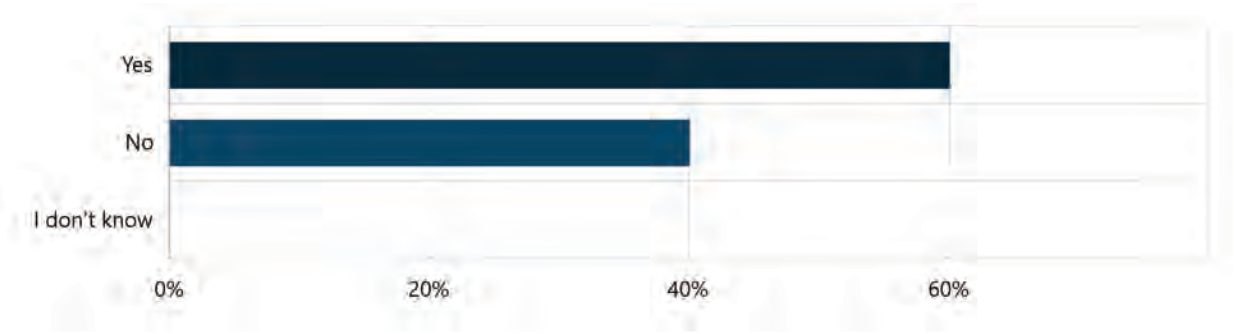
5. What safety improvements would you like to see on streets and intersections like this in the downtown area? Required

Multi Choice | Skipped: 0 | Answered: 46 (100%)



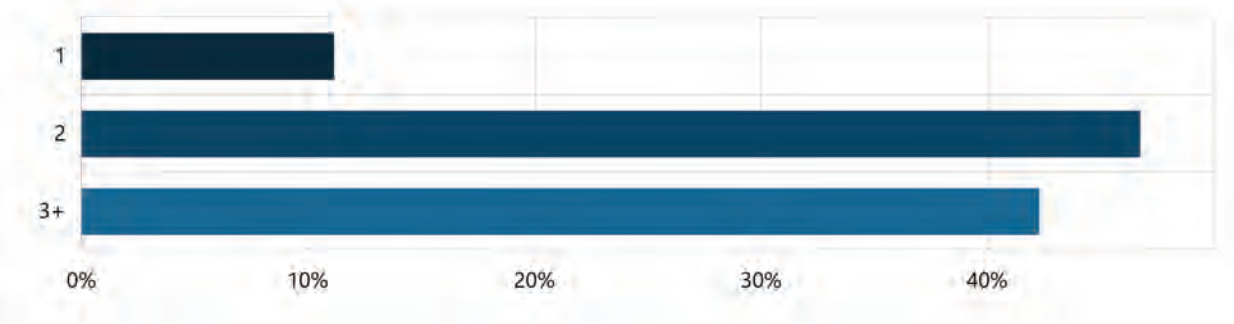
Answer choices	Percent	Count
Pedestrian-only traffic signals (HAWK signals)	54.35%	25
Bollards / Curb extension	8.70%	4
Sidewalk connectivity	67.39%	31
Bicycle shared lane markings	15.22%	7
High-visibility crosswalk	76.09%	35
Upgrade lighting	45.65%	21
Pedestrian Priority Lights	45.65%	21
Other	4.35%	2

7. Do you live in the City limits of Dublin?
Multi Choice | Skipped: 1 | Answered: 45 (97.8%)



Answer choices	Percent	Count
Yes	60.00%	27
No	40.00%	18
I don't know	0%	0
Total	**100.00%**	**45**

8. How many vehicles are in your houslhold?
Multi Choice | Skipped: 1 | Answered: 45 (97.8%)



Answer choices	Percent	Count
1	11.11%	5
2	46.67%	21
3+	42.22%	19
Total	**100.00%**	**45**

Do you have any other ideas for improving safety on Dublin roads?

- Enforce the laws which can deter drivers from disobeying them and enhance safety.
- Delay green lights a few seconds more after red light for crossing street - this way less chance of people running he light killing you as you cross
- In spite of the community push back, the more roundabouts the better.
- More sidewalks in neighborhood areas. I recently moved here 2 years ago and enjoyed going for walks with my child. With no sidewalks in telfair, it's dangerous for us to be out. Even to go out on skates and the bike
- There needs to be a school zone speed limit change sign on shamrock turning from hillcrest. You change roads and do you assume the school zone also extends on this road change? People need the reminder. There is only signage coming from the fire station
- On & around smith street
- More handicap accessible parking, sidewalks with ramps, handicap accessible doors and entryways into restaurants and businesses.
- Recalculating the lengths of some red lights, mainly on Veterans/80. Some are given an extremely long amount of time on green, while others have a very short time not allowing enough cars to turn especially during busy times
- Cameras at traffic lights. Way too many people running red lights.
- Designated bike lanes and rent a bike options to improvement public transportation
- Removing plants from business entrance/exits so there a clear lines of site to see traffic on the roadway you are trying to enter.
- Narrowing lanes and adding bicycle lanes . Adding lighting in key areas. Crosswalk visibility
- Enforce speed limits and turn signal use
- Police patrol the speeding young kids in big trucks lifted
- Speeding Dodge Charger groups needs to be stopped, Enforce texting and driving laws
- I think downtown could use some of the pedestrian activated crossing signals, like the one located on Moore Street and Calhoun. And maybe overhead signals for speed limit and/or pedestrian crossing
- I would love to have a sidewalk connection from downtown to the VA Hospital campus and then to Fairview Park Hospital.
- Personally I think we need a red light intersection at Walk Dairy road and 441
- Roundabout at industrial and walke dairy
- Eliminate yield signs at right turns. Makes no sense.
- Fix all of the pot holes

Appendix B: Safety Analysis

Introduction

Dublin, GA, also known as "the Emerald City," was founded in 1812. It is the largest city in Laurens County and the county seat. Dublin is centrally located in Middle Georgia and situated at the junction of Interstate 16 and US Highway 441 and 319. US 80 provides easy access from both east and west. This highway connectivity makes travel easy to major Georgia cities. It is 55 Minutes to Macon, 1 hour 55 minutes to the Atlanta Airport, and 1 hour 45 minutes to Savannah.

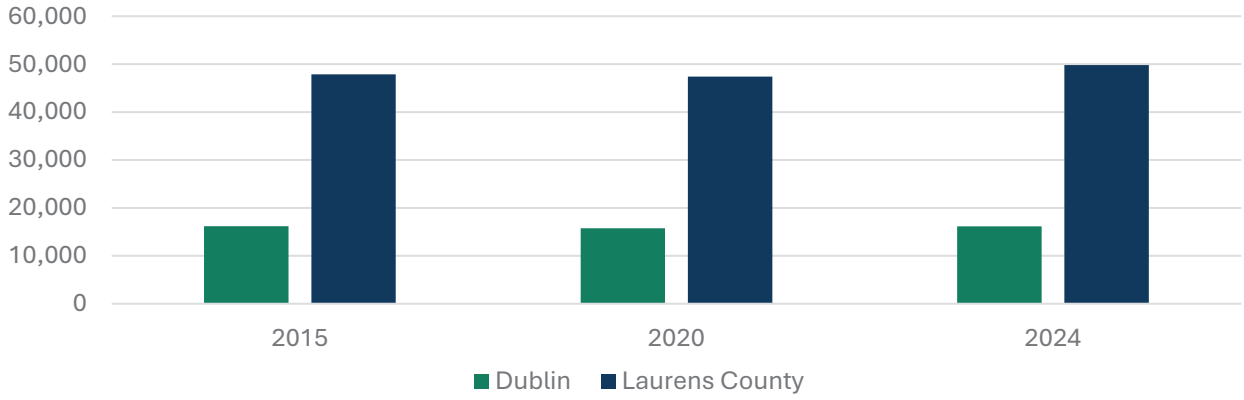
Demographics

The following demographics information utilizes 5-year U.S. Census American Community Survey data from 2015, 2020, and 2024, the latest available data. The data covers Laurens County and the City of Dublin.

Key demographic takeaways

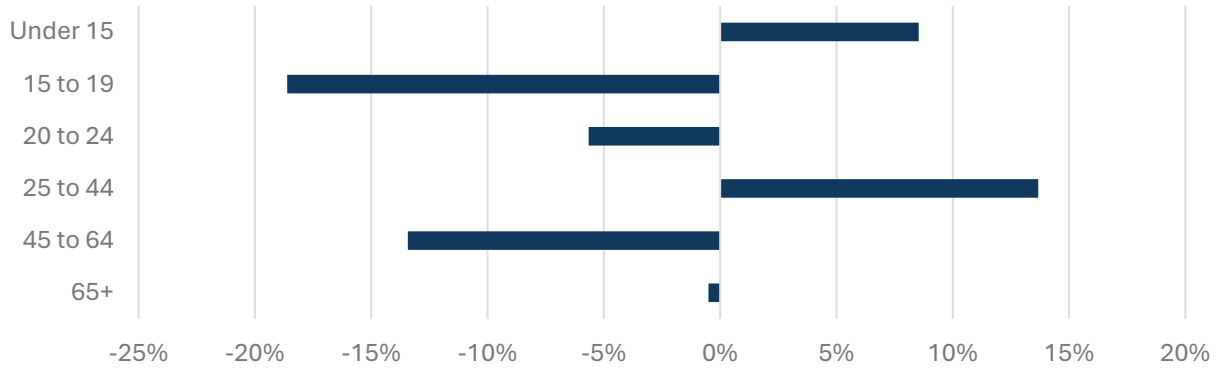
Population: Dublin and Laurens County both have had steady populations since 2015. Dublin's total population has stayed steady around 16,000 people (16,136 in 2024), and Lauren's County's population saw a 4% increase between 2015 and 2024.

Figure 1: Total Population in Dublin and Laurens County



Age: Dublin's population is largest in two age groups – under 15 (22% of the population in 2024) and 25 to 44 (26% of the population in 2024). These are also the fastest growing age groups since 2015. All other age groups have decreased.

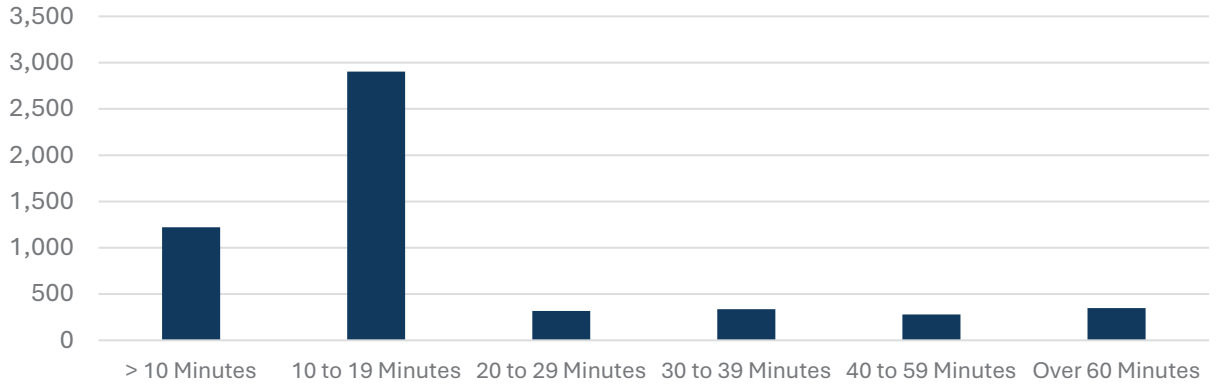
Figure 2: Population Change in Age (2015 - 2024)



Means of Transportation: Of the people who do not work at home, the large majority (81%) drive alone to work and 9% carpool (2024 data). Only 1.3% walked to work.

Commute time: Of the 99% of people who do not work at home, the majority of them spend less than 20 minutes commuting, most of them between 10 and 19 minutes.

Figure 3: Travel Time to Work (16 or Older) in 2024



General Safety Data

Explanation of Data

The study uses a dataset from the Georgia Department of Transportation (GDOT) Crash Data Dashboard via Numetric, covering January 1st, 2020, to December 31st, 2024. The dataset used in this report includes a total of 3,542 recorded crashes in the City of Dublin. Each record contains information on the crash date, time, severity (categorized by the KABCO scale), manner of collision, and other descriptive elements. The KABCO system is defined as:

- **K** – Fatal Injury
- **A** – Suspected Serious Injury
- **B** – Suspected Minor Injury
- **C** – Possible Injury
- **O** – Not Injured

The data spans five years and provides the basis for evaluating crash trends by time, severity, and crash type. Through this analysis, high-priority safety concerns can be addressed with targeted interventions.

Manner of Collision

Analysis of the "Manner of Collision" field reveals common crash types such as:

- **Angle Collisions**: Occur at intersections when vehicles traveling in perpendicular directions collide.
- **Head-On Collisions**: Involve vehicles traveling in opposite directions colliding front-to-front, typically on undivided roadways.
- **Rear-End Collisions**: Happen when a vehicle crashes into the one in front of it, commonly due to sudden stops or following too closely.
- **Sideswipe Collisions (Same Direction)**: Occur when two vehicles traveling parallel in the same direction make contact, often during lane changes.
- **Sideswipe Collisions (Opposite Direction)**: Involve vehicles traveling in opposite directions brushing against each other, usually on narrow roads.
- **Not a Collision with Motor Vehicle** – Includes single-vehicle crashes such as those involving fixed objects (e.g., poles, trees, barriers), pedestrians, animals, parked vehicles, or roadside features.

Safety Analysis

Figure 1 shows the Annual Crash Trend from 2020 to 2024. On average, there are 708 crashes in Dublin every year. The trend peaked in 2020 at 756 crashes, then dropped to its lowest level in 2021. In 2022, the number of crashes surged to a high of 824. Since then, crash totals decreased to 693 in 2023 and then dipped further to 654 in 2024. Figure 2 shows how Dublin's fatality rate per 100k people compares to the county, state, and nation. It is higher than the state rate, but lower than the county rate. Map 1 shows the location of all crashes, which concentrate downtown and along major roads like US-80 and US-441.

Serious (A) and fatal (K) crashes, defined as incidents resulting in fatal or incapacitating injuries, have also varied over the five years. They peaked at 27 in 2020, dropped to 11 in 2021, and then slightly fluctuated in 2022 and 2023. In 2024, the number of fatal and serious crashes went up to 21. On average, there have been 18 serious and fatal crashes each year.

Figure 4: Annual Crash Trend (2020-2024)

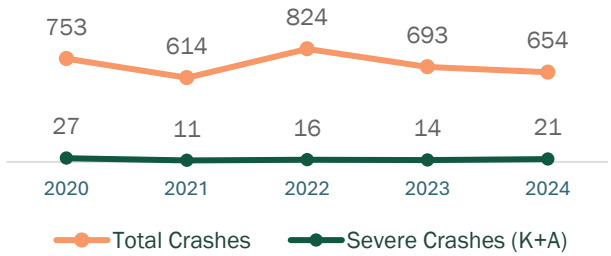
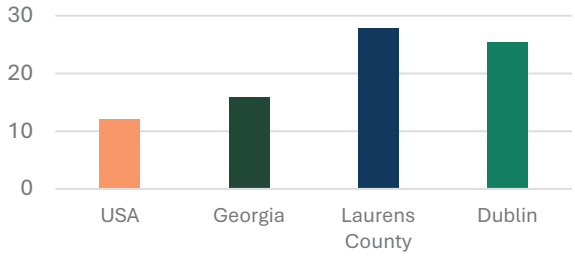


Figure 5: Comparison of Fatalities per 100K



Crash Severity

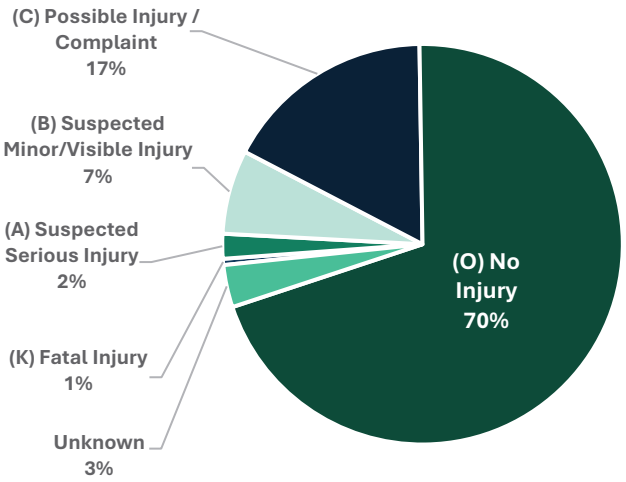
Crash severity is one of the most important data points to track for reaching Vision Zero, especially the crashes that are fatal (K) and serious (A). The distribution of crash severity for all crashes is illustrated in Figure 3.

The majority of crashes in Dublin were classified as No Injury (O). Fatal and serious crashes represent 3% of the total crashes.

Breakdown by severity from 2020 to 2024:

- K (Fatal Injury): 18
- A (Serious Injury): 71
- B (Minor Injury): 241
- C (Possible Injury: 607
- O (Property Damage): 2,480

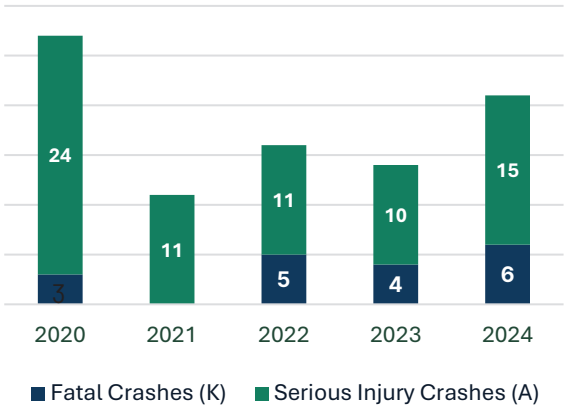
Figure 6: Crash Severity



Fatal and Serious Crashes

Fatalities only account for 1% of crashes, but they carry the highest societal cost. Serious crashes account for 2% of the total crashes. As shown in Figure 4, they have fluctuated year by year, with the most in 2020 and 2024. In 2021, there were no fatal crashes at all, but the number of fatal crashes went up from 5 to 6 between 2022 and 2024.

Figure 7: Fatal and Serious Crashes (2020-2024)



Crash Types

A more detailed crash analysis reveals trends related to manners of collision and road conditions. The crash data indicates several common themes that can help diagnose safety problems and develop targeted, effective countermeasures to combat future incidents.

Manner of Collision

Manner of collision describes the specific orientation and movement of the first harmful event that involves a collision between two motor vehicles in transport. The three most common types in Dublin are angle, rear-end, and single-vehicle collisions (Figure 5).

- **Angle crashes** are the most frequent type, accounting for 40% of all crashes and 55% of serious and fatal crashes. Angle crashes occur when the front end of one vehicle strikes the side of another vehicle. The driver might turn when not seeing the other vehicle coming, might travel at full speed, or might accelerate through an intersection and strike a turning vehicle.
- **Rear-end crashes** are the second most frequent type, accounting for 30% of all crashes and 8% of serious and fatal crashes. A rear-end crash occurs when the front end of one vehicle collides with the rear end of another vehicle, while the two vehicles are traveling in the same direction.
- **Single-vehicle collisions**, or "not a collision with a vehicle," is another frequent manner of collision, accounting for 13% of all crashes and 28% of serious and fatal crashes. Common harmful events of serious and fatal single-vehicle collisions involve with pedestrians, trees, and utility poles.

Figure 8: Manner of Collision - All Crashes (2020-2024)

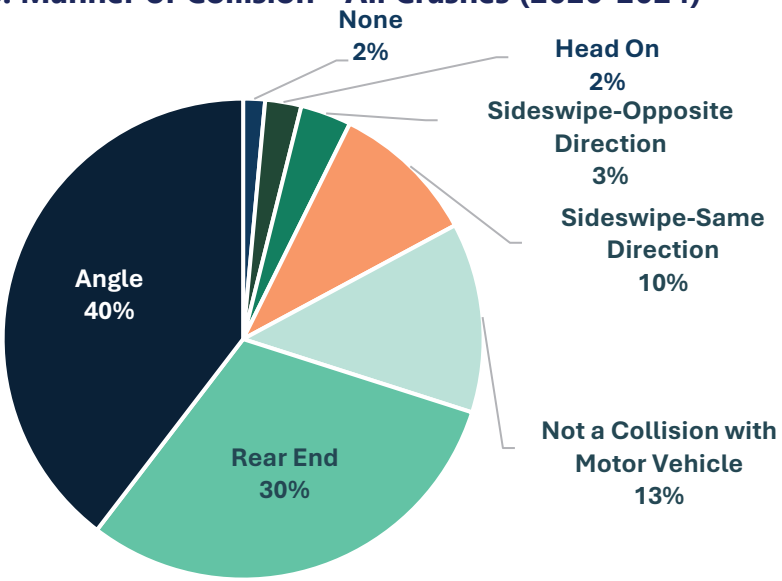
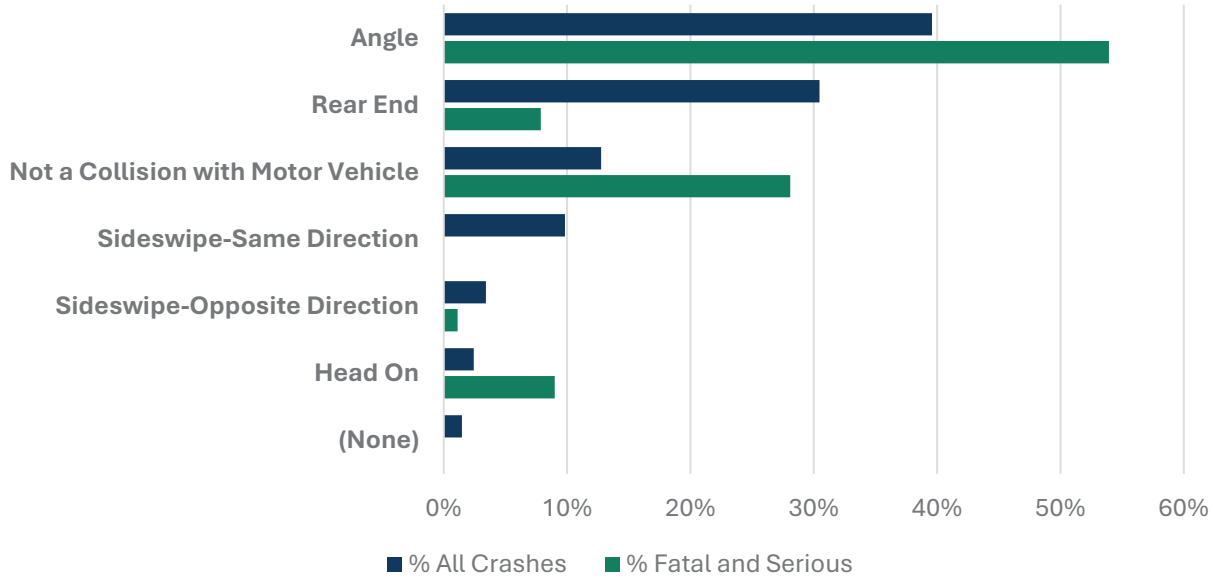
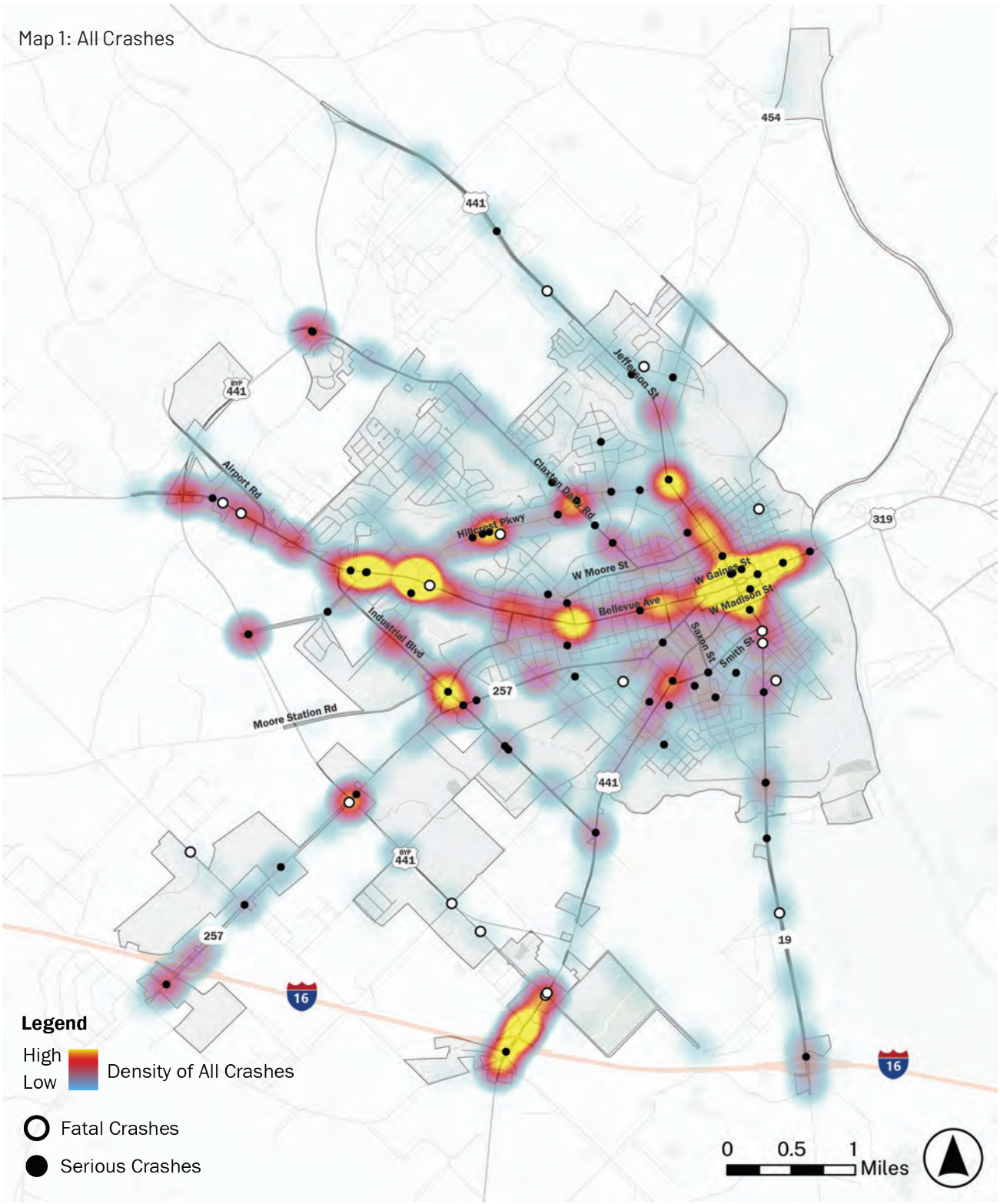


Figure 9: Manner of Collision Comparison



Map 1: All Crashes

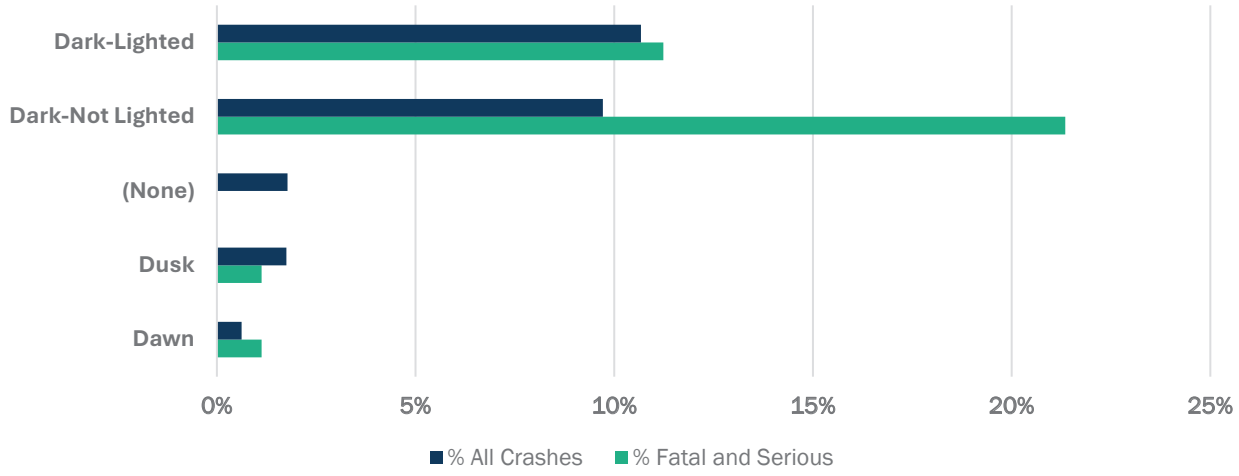


Light Conditions

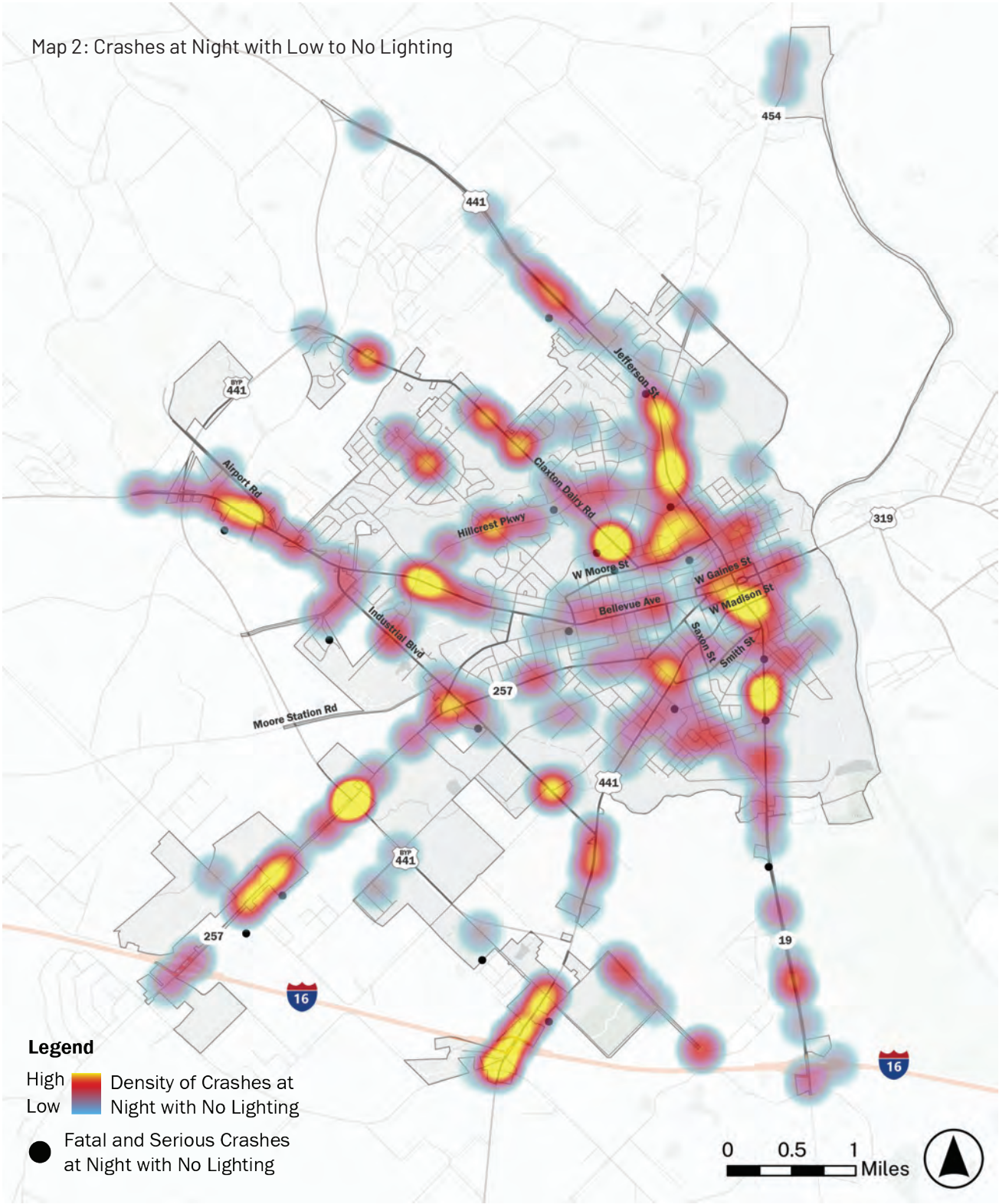
Light conditions affect drivers' visibility and their reaction time, pedestrian detection, and overall crash severity, particularly in low-light, high-speed situations. In Dublin, crashes that happened under dark conditions (with both lighting and no lighting) account for 21% of total crashes and 33% serious and fatal crashes (Figure 7). In particular, nighttime with no or limited artificial lighting conditions (dark-not lighted) increased the risk of fatalities and serious injuries. This condition accounted for 22% of the serious and fatal crashes.

Crashes at night with low to no lighting were more common outside of downtown along major roads like US 441, US 80, and Claxton Dairy Rd (Map 2).

Figure 10: Lighting Conditions



Map 2: Crashes at Night with Low to No Lighting



Functional Classification and Road Ownership

Roadway functional classification categorizes roads based on their role in the transportation network. Almost half of the crashes (47%) occur on principal arterial roads, which often carry high traffic volumes and are frequently the site of high severity crashes due to speed, particularly on 45-55 mph roads. Local roads are another high-frequency classification in crashes, accounting for 18% of all crashes and 25% of serious and fatal crashes. In Figure 8, "other" includes interstate, minor collector, ramps, and roads without classification.

All of the crashes in Dublin are dispersed somewhat evenly over city and state-owned roads. However, a slightly higher percentage of serious and fatal crashes occur on city-owned roads (Figure 10). This is helpful for making an impact on safety as the city can more easily make improvements on city-owned roads.

Figure 11: Functional Classification All Crashes

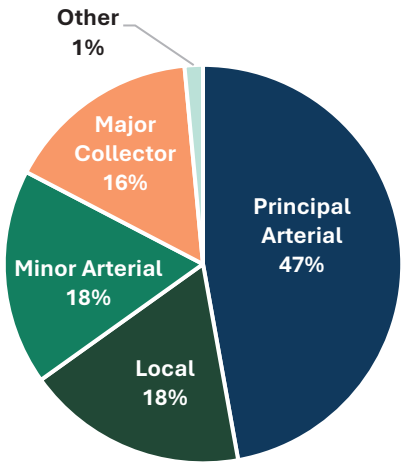


Figure 12: Functional Classification Comparison

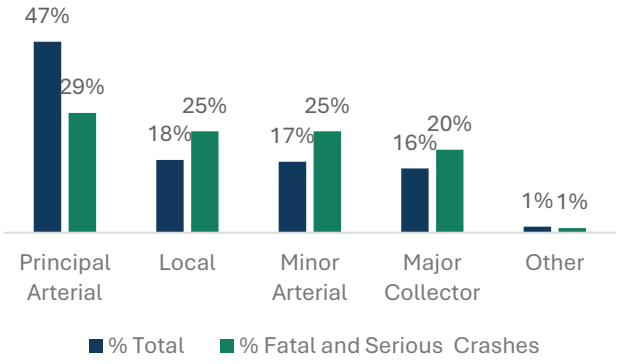
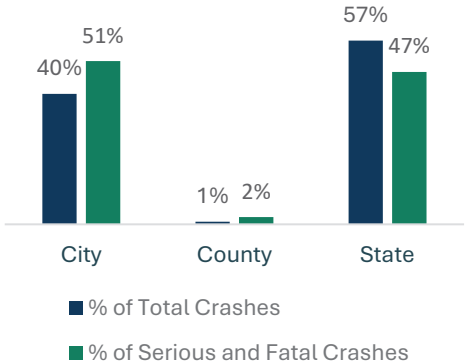


Figure 13: Crashes by Road Ownership



Strategic Highway Safety Plan (SHSP) Emphasis Areas

The Georgia Strategic Highway Safety Plan (SHSP) is a data-driven, comprehensive, statewide plan on how to strive towards Vision Zero throughout the state of Georgia. The SHSP establishes statewide emphasis areas considered to be the top contributing factors of crashes, serious injuries, and fatalities in Georgia. These emphasis areas are tracked in the GDOT crash data and fall into the following categories:

Location

- Roadway Departure
- Intersection Related

Behavior

- Improper Occupant Protection
- Improper Child Occupant Protection
- Aggressive/Speed Related
- Distracted Driver (Confirmed or Suspected)
- Impaired Driver (Confirmed)
- Hit and Run Related
- Large Truck Related

Age

- Older Driver Related (65+)
- Older Driver Related (55-64)
- Young Adult Driver (Age 20-24)
- Young Driver (Age 15-19)

Vulnerable Users

- Bicycle Related
- Motorcycle Related
- Pedestrian Related

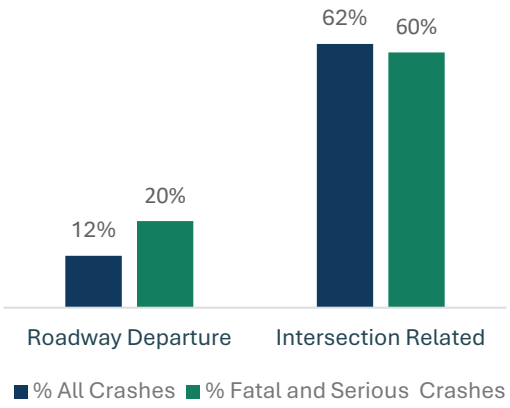
In the following sections, the data is organized into these emphasis areas and highlights the categories where Dublin has the biggest safety issues.

Location

This data identified where crashes occurred most frequently – along the roadway or at the intersection (Figure 11). Intersections are the most common location, accounting for 62% of all crashes and a similar same share of serious and fatal crashes. Intersections are often the riskiest locations on the road because there are more conflict points, due to turning, traffic signals or stop sign control. This is also consistent with the high percentage of angle crashes noted in the previous section.

Roadway departure is another common type of crash in which a vehicle crosses an edge line or centerline, or leaves the road, often resulting in a crash with fixed objects or an overturn. The data shows roadway departure accounts for a higher

Figure 14: Roadway Departure and Intersections



percentage of fatal and serious crashes (20%) than all crashes (12%).

Behavior

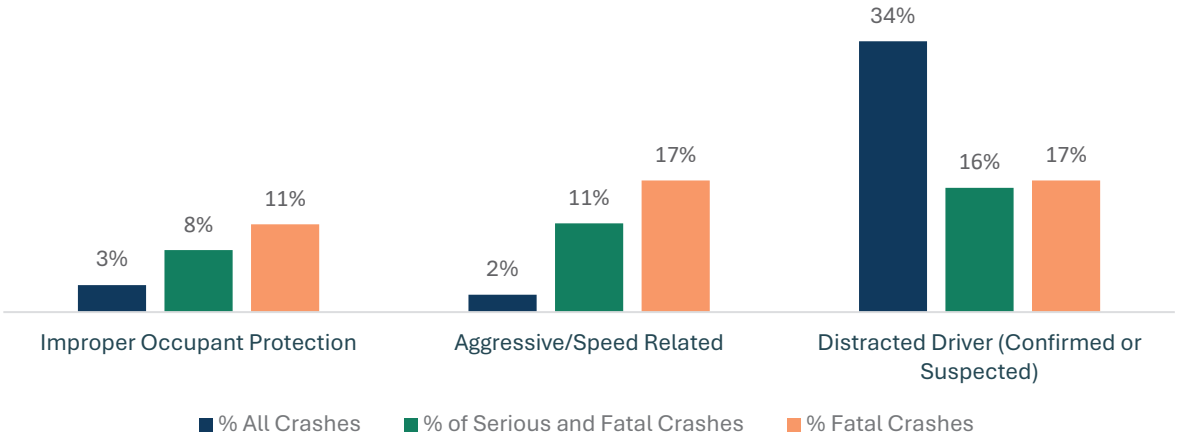
Risky driving behaviors are unsafe actions that significantly increase the risk of crashes and crash severity. These include, but are not limited to, behaviors like speeding, distracted driving, impaired driving, and improper occupant protection (seatbelt use). Figure 12 presents the most frequent behavioral issues in Dublin.

In Dublin, distraction plays a role in both crash frequency and injury outcomes. Distracted driving is the leading behavioral factor, contributing to 34% of all crashes and 16% of fatal and serious crashes from 2020 to 2024.

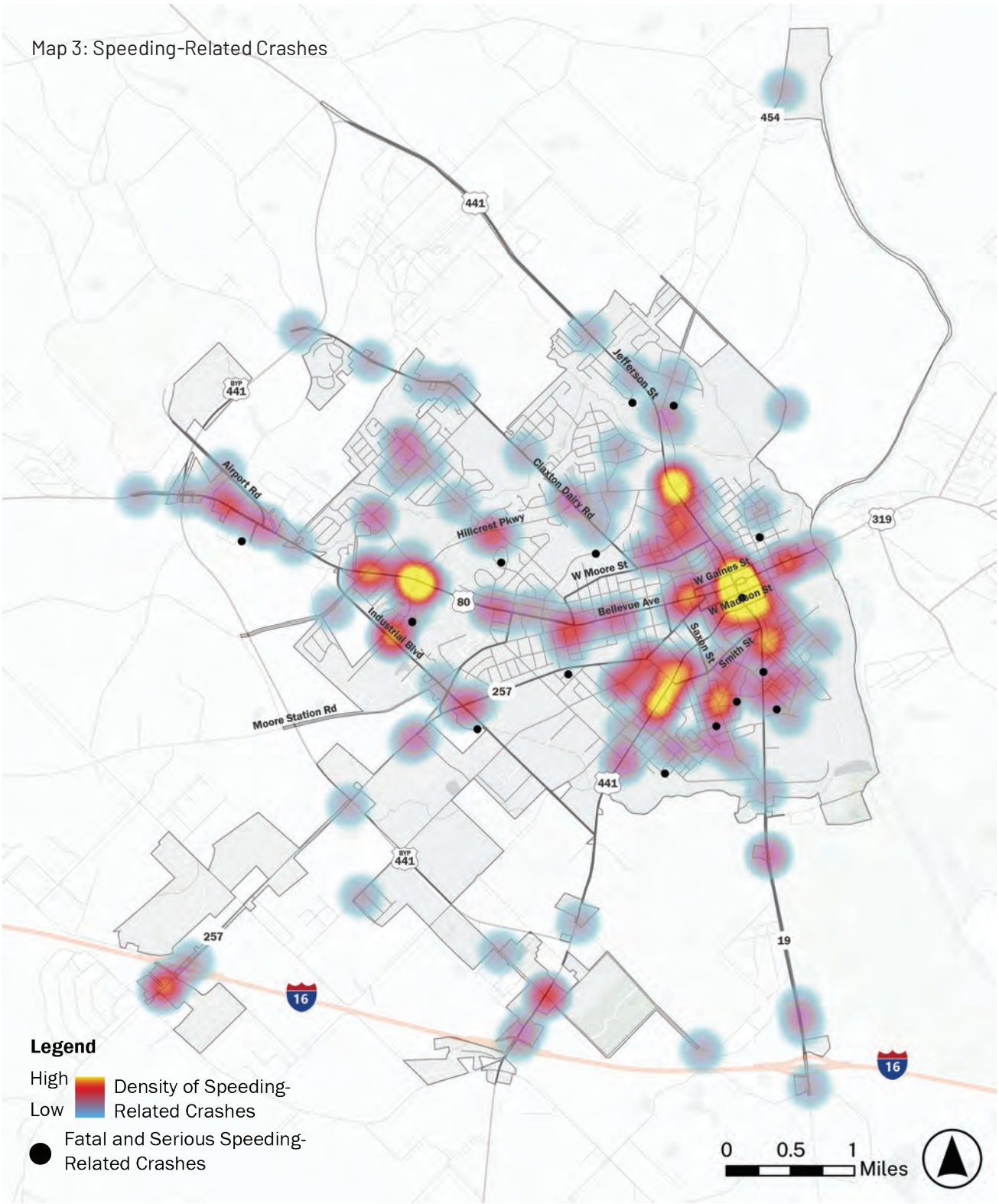
While improper occupant protection accounts for only 3.4% of total crashes, it is strongly linked to crash severity -- 8% of fatal and serious crashes involve improper restraint use. Despite being less common, this behavior significantly increases the likelihood of serious or fatal injury.

Aggressive driving or speeding shows a similar pattern. Although it only contributed 2.2% of total crashes, speeding contributed to 17% of fatal crashes and 11% of fatal and serious crashes combined. Map 3 shows the geographic distribution of speeding-related crashes. They concentrate downtown and along US 80 and US 441.

Figure 15: Significant Behavioral Trend



Map 3: Speeding-Related Crashes



Driver Age Group

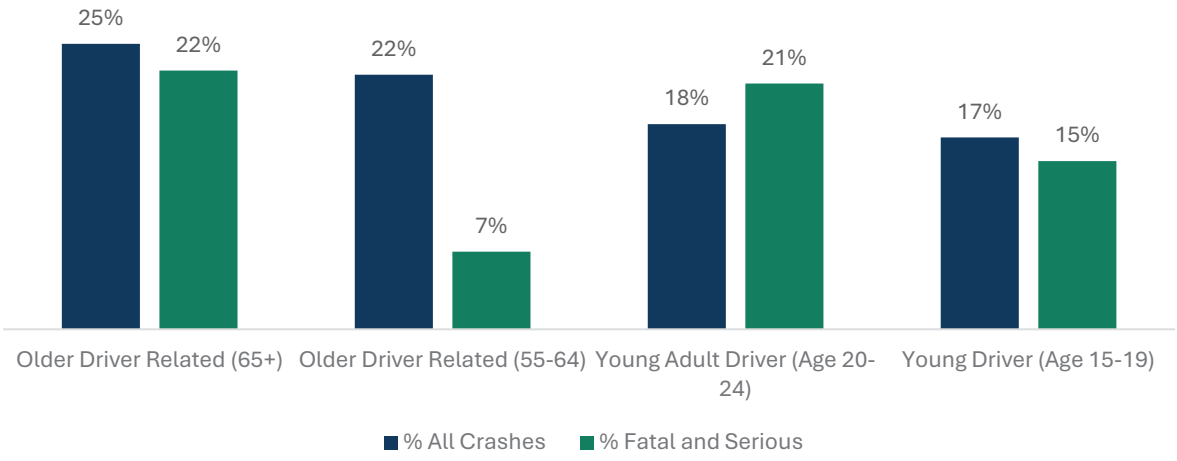
In Dublin, both older and younger drivers show elevated safety concerns (Figure 13). From 2020 to 2024, drivers aged 65 and older were involved in approximately 1 in 4 crashes (25%) and 22% of fatal and serious crashes. Only about 17% of people in Dublin are 65 and above (2024 ACS Census). These crashes may be influenced by age-related factors such as reduced reaction time, limited visibility, and challenges maneuvering through complex roadway environments.

Drivers aged 55 to 64 accounted for 1 in 4.5 crashes (22%) and were less represented in serious and fatal crashes (7%).

Crashes involving young adult drivers (ages 20 to 24) are also prominent in Dublin. They were involved 18% of all crashes and 21% of serious and fatal crashes during the 2020 to 2024 time period. Only about 6% of people in Dublin are between 20 and 24 years of age. Crash risk for younger adult drivers is often associated with inexperience, speed, distraction, and higher exposure during busy travel periods.

Young drivers (ages 15 to 19) accounted for 17% of all crashes and 15% of fatal and serious crashes in Dublin. About 23% of people are between 15 and 19 years of age. Early driving years often come with limited driving experience and greater susceptibility to risky decisions, reinforcing the need for continued focus on teen driver education and safety programs.

Figure 16: Targeted Driver Age Group



Vulnerable Road Users

Vulnerable road users are individuals commuting without the protective metal shell of a car, such as pedestrians, cyclists, motorcyclists, scooter riders, and wheelchair users. These users face significantly higher risks of death or serious injury in traffic crashes.

In Dublin, pedestrian-related crashes are a significant safety concern among all vulnerable road users, accounting for 33% of fatal crashes and 25% of serious and fatal crashes combined, even though they make up only 0.85% of total crashes (Figure 14). This means that of the 30 pedestrian crashes, 22 of them were fatal or serious (73%) (Figure 15).

Motorcycle and bicycle-related crashes also have a much higher severity rate than total crashes. Motorcycle crashes represent 8% of all fatal and serious crashes despite representing only 0.5% of all crashes. Of the 17 motorcycle crashes, 7 of them were fatal or serious (41%). Bicycle crashes represent 2% of all fatal and serious crashes despite representing only 0.3% of all crashes. Of the 10 bicycle crashes, 2 of them were fatal or serious (41%).

Figure 17: Vulnerable Road Users

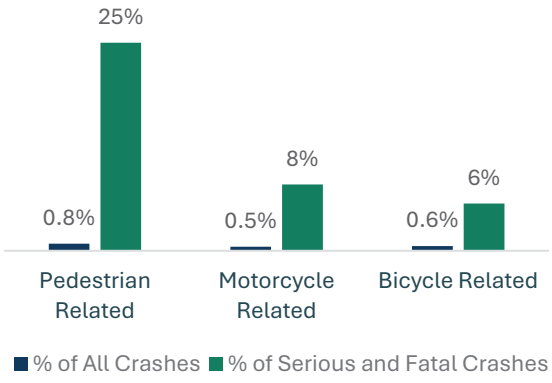
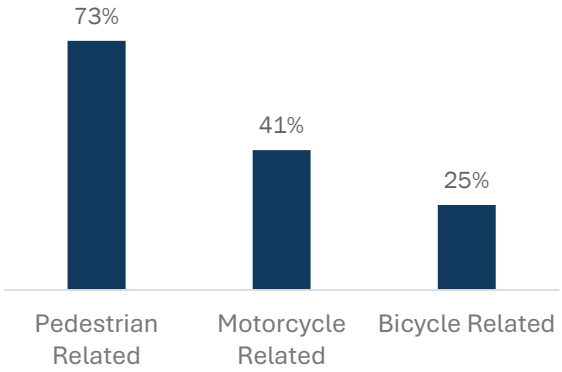
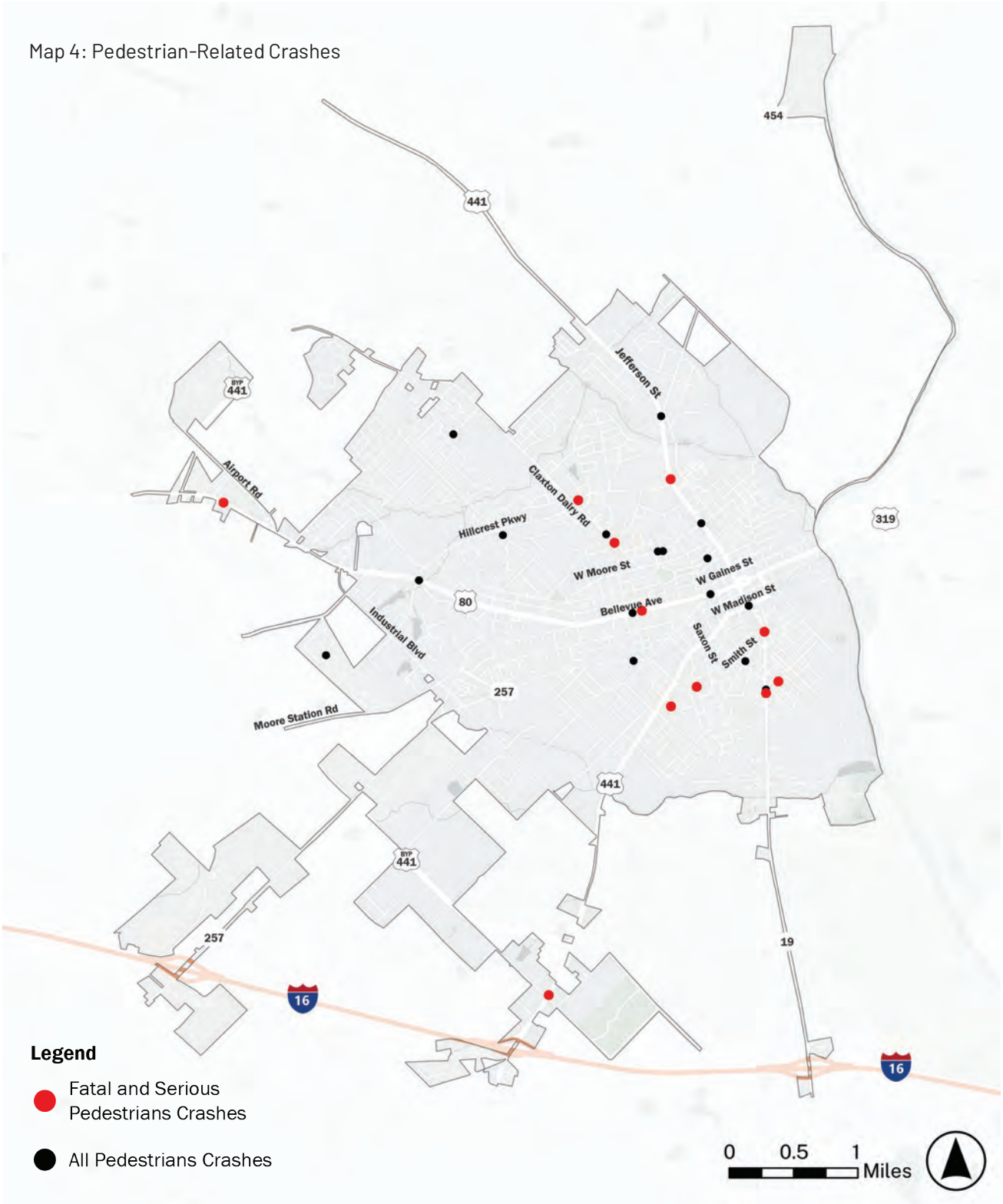


Figure 18: Percentage of Vulnerable Crashes that are Fatal or Severe



Map 4: Pedestrian-Related Crashes



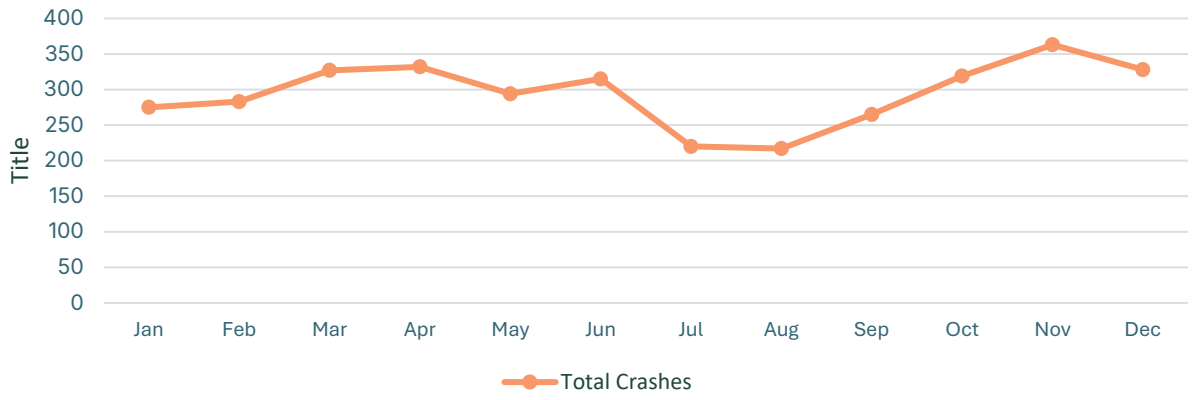
Crash Trends by Month, Day, and Time

Reviewing crash trends by month, hour, and day of week in Dublin helps identify consistent patterns when crashes are most likely to occur, such as seasonal peaks, commute-hour surges, or weekend-related increases. This insight supports targeted safety strategies, enforcement scheduling, and resource allocation during the highest-risk periods.

Crash Trend by Month

The highest crash activity occurs in November and December, while July and August show noticeably lower crash counts (Figure 17). Higher crashes in winter reflect increased travel, vacations, and more vehicles on the road. Seasonal spikes could also relate to school schedules, holiday travel, or weather patterns.

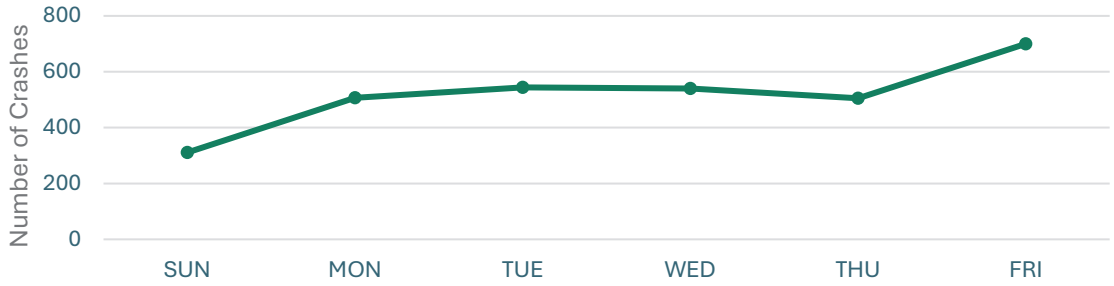
Figure 19: Months of Year Crash Trend (2020-2024)



Crash Trend by Day of Week

Crash frequency on weekdays is relatively steady, but Friday has the highest number of crashes (Figure 18). Weekends experience fewer crashes overall, with Saturday and Sunday having the lowest crash totals. The crash trend by day of week may reflect regular work-week traffic volumes, errands, and consistent travel

Figure 20: Day of the Week Crash Trend (2020 - 2024)

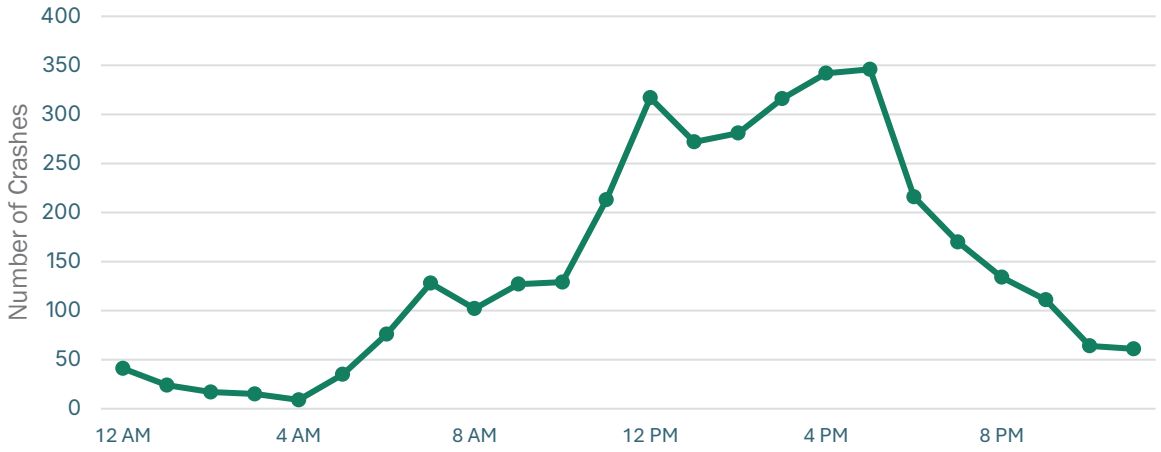


behavior. Lower weekend crashes likely indicate fewer daily commuters, though weekend crashes can be more influenced by recreational trips or nighttime driving.

Crash Trends by Hour of Day

Crashes are lowest during the early morning hours, then spike sharply between 10 AM and 12 PM (Figure 19). Another peak appears in the late afternoon to early evening, from 3 to 5 PM, aligning with the evening commute period, followed by a decline later at night. Lower nighttime and early-morning crashes suggest fewer vehicles on the road, though crashes in late evening may be more severe due to fatigue or lighting conditions.

Figure 21: Hours of Day Crash Trend (2020-2024)



Candidate High Injury Network Analysis

Dublin's candidate High Injury Network (HIN) was developed to identify roads and intersections with the highest concentration of serious injuries and fatalities. This analysis helps create high priority targets for recommendations to ensure they have the greatest impact. To create the HIN, the team used a six-step methodology outlined below.

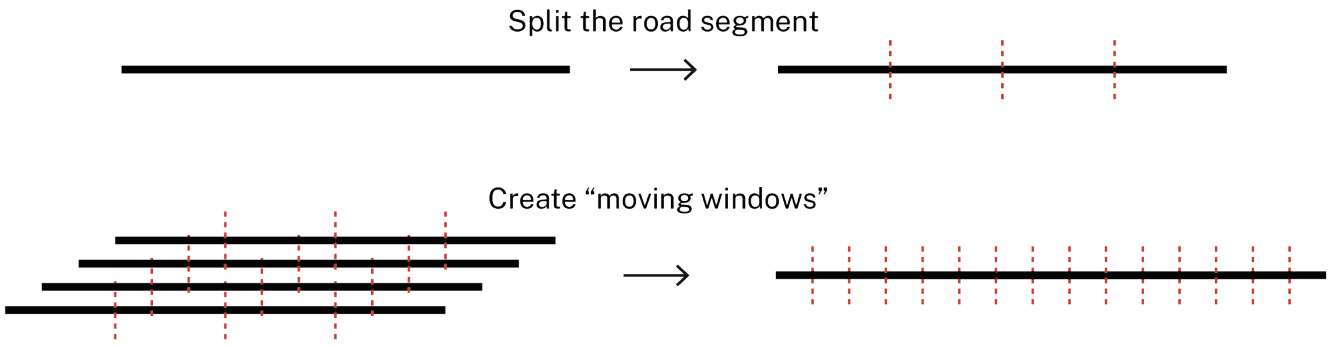
Step 1: Input data and road segments

- **Import and clean data:** Imported the road segments and crash data into GIS and ensured the data was accurate and crashes data overlapped with the segments data.

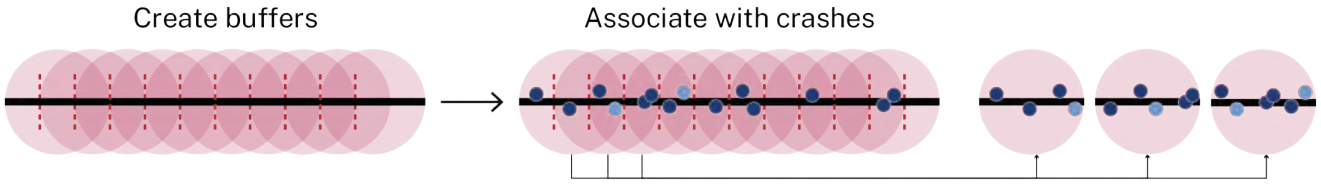
Step 2: Quarter Mile Segments and Moving Window

- **Split road segments:** Split the roadways into quarter-mile road segments.
- **Create "moving windows":** Generated points along each roadway at 0.1-mile intervals (528 ft). Created overlapping "windows" that extend for a quarter mile but overlap every tenth of a mile.

Step 3: Create Buffer and Join Crashes



- **Create buffers:** Create 60-foot buffers around each of the overlapping segments.
- **Associate crashes to segments:** Select the crashes that fall within the 60-foot buffer of each segment and "join" or associate the crashes with each segment. A crash can be associated with multiple segments. This intentional double counting allows creates the most accurate representation of crash severity moving down the corridor.



Step 4: Intersection Analysis

- **Intersection Identification:** The full Dublin roadway dataset was processed using the Intersect tool to identify all locations where roadway segments meet. This resulted in a point layer representing all physical intersections within the network.
- **Spatial Buffering:** A Pairwise Buffer was generated around each intersection point to create an "area of influence." This step ensures that crashes occurring near an intersection, but not exactly at its center, are still captured as intersection-related events.
- **Crash Clustering (DBSCAN):** To identify spatial patterns in crash occurrences, the DBSCAN (Density-Based Spatial Clustering of Applications with Noise) algorithm was applied. This process grouped nearby crashes into clusters and assigned a unique Cluster ID to each, effectively highlighting crash hotspots.
- **Spatial Clipping and Correlation:** Crashes with assigned Cluster IDs were then clipped to the intersection buffers using the Pairwise Clip tool. This established a direct relationship between individual intersections and their associated crash clusters.

Step 4: Calculate Weighted Collision Score (HIN Score)

- **Calculate score:** To evaluate and rank intersection and segment safety, three key metrics were developed:
    - Crash Severity Score (CSS): Crash severity was quantified using a weighted approach based on the KABCO scale to reflect the human impact of each crash. The CSS represents the sum of these weighted values for all crashes within a given cluster or segment.
        - Fatal (K): 100
        - Incapacitating Injury (A): 60
        - Non-Incapacitating Injury (B): 20
        - Possible Injury (C): 11
        - No Injury (0): 1
    - Crash Frequency Score (CFS): The CFS represents the total number of crashes within each cluster, calculated by counting unique crash records associated with each Cluster ID.
    - Intersection Safety Score (ISS): The ISS is the final metric used to rank intersections within the HIN. To ensure that both severity and frequency are equally considered, each metric is normalized:
    - Normalization: CSS and CFS values are divided by the highest respective value in the dataset, scaling both metrics from 0 to 1.
- **Final score:** Final Calculation: ISS is calculated as the average of the normalized CSS and normalized CFS. ISS = (Normalized CSS + Normalized CFS) / 2

Step 5: Develop Final Network & Intersections

- **Select high-risk segments:** The weighted scores were distributed on a bell curve. Any segment with an above-average score is part of the High Injury Network.
- **Quality check:** Staff compared the segments and the intersections to ensure there is no data duplication or errors. Any segments that are less than a quarter mile apart are connected. Segments are extended to their closest intersection.
- **Incorporate community feedback:** Staff also compared the final network to community priority corridors and intersections and added in locations that were not reflected in the data-driven analysis.
- **Finalize:** The final selected segments and intersections are identified.

Candidate High Injury Network

The candidate High Injury Network (Map 4), as seen on the next page, represents 59% of the crashes happening on 8% of Dublin's roads.

Map 4: Candidate High Injury Network

Segments and Intersections

The following list includes the road segments and intersections in the HIN. Some of segments don't begin or end exactly at intersections, so some of the starts and ends are approximate.

Segments

Segment Road Name			ISS Score
W Jackson St	Earlwood Dr	US Hwy 80	0.45
Veterans Blvd	US Hwy 441 BYP	Pine Forest St	0.41
E Jackson St	N Jefferson St	Oconee River	0.39
US Hwy 441	Pinehill Rd	US Hwy 441 BYP	0.37
Firetower Rd	US Hwy 441 BYP	East of County Farm Rd	0.34
Veterans Blvd	Hodges St	N Lancaster St	0.33
Hudson St	Hayes Point Dr	East of Brookhaven Dr	0.32
Martin Luther King Jr Dr	Smith St	Marshall St	0.30
S Washington St	Martin Luther King Jr Blvd	E Jackson St	0.29
E Gaines St	N Jefferson St	Bainbridge St	0.29
E + W Garner St	Cherry St	Vine St	0.29
Hillcrest Pkwy	Canteburry Rd	Village Cir	0.28
Mall Rd	US Hwy 80	Shamrock Dr	0.28
S Jefferson St	Wolfe St	E Jackson St	0.28
Industrial Blvd	Bowling Ln	East of State Route 257	0.27
US Hwy 441 Bus	Willow Point Dr	Shadow Pond Rd	0.26
Bellevue Ave	N Lancaster St	N Monroe St	0.26
W Gaines St	Monroe St	N Jefferson St	0.26

N Washington St	Wolfe St	E Jackson St	0.25
N Jefferson	Brookdale Dr	W Jackson St	0.24
Martin Luther King Jr Dr	Kennedy Ln	Pine Cone Trail	0.23
Telfair St	Linder St	Grady St	0.23
Martin Luther King Jr Blvd	S Church St	S Washington St	0.23
Lassiter Dr	N Jefferson St	Country Club Rd	0.22
Valambrosia Rd	Blarney Ct	Willie Paulk Pkwy	0.22
Academy Ave*	Kellum Rd	Bellevue Ave	0.051
Springdale Rd*	US Hwy 441 BYP	W Moore St	0.048
Claxton Dairy Rd*	Marcus St	S Jefferson St	0.029
Smith St*	Marcus St	S Jefferson St	0.013

**Add as part of community engagement*

Intersections

Intersection Name	ISS Score
US 441 BYP and Walke Dairy Rd	0.70
Veterans Blvd and Hillcrest Pkwy	0.69
Veterans Blvd and Rockdale Dr	0.65
E Jackson St and S Washington St	0.59
Veterans Blvd and Mall Rd	0.54
Veterans Blvd and Lancaster St	0.52
Hudson St and Martin Luther King Jr Dr	0.50
N Jefferson St and W Gaines St	0.50

Smith St and Jefferson St	0.49
US 441 BYP and Firetower Rd	0.46
N Jefferson St and Hillcrest Pkwy	0.45
W Jackson Street and Roosevelt Street	0.44
Industrial Blvd and Veteran Blvd	0.41
E Jackson St and Truxton St	0.36
Jefferson St and Jackson St	0.35
Claxton Dairy Rd and US 441 BYP	0.34
Claxton Dairy Rd and Hillcrest Pkwy	0.33
Claxton Dairy Rd and Woodlawn Dr	0.29
US 441 and GA-257	0.27
Springdale Rd and Veterans Blvd	0.26
Hillcrest Pkwy and Brookhaven Dr	0.13
US 441 BYP and Honeysuckle Rd	0.12
Academy Ave and Kingsby St	0.11
N Lancaster St and Woodrow Ave	0.05
Academy Ave and Church St	0.04

Detailed High Injury Network Analysis

Intersections

1. **Walke Dairy Rd and US 441 BYP**

    - **ISS Score:** 0.701 (Highest Priority)
    - Prevalent Crash Type: 100% Angle Crashes
    - **Severity:** 3 Serious Injuries out of 29 crashes
    - **Key Factors**: High involvement of both Young and Older Drivers (each in 72% of crashes). Most crashes occur during daylight (55%) and in clear weather (83%).
    - **Traffic Control**: Primarily governed by lane markings/yield configurations.

Crash	Severity	Crash Type	Contributing Factor
1	A (Serious)	Angle	Gap Acceptance
2	A (Serious)	Angle	Vision Obstructed
3	A (Serious)	Angle	Older Driver

2. **Veterans Blvd and Hillcrest Pkwy**

    - ISS Score: 0.694
    - Prevalent Crash Type: Rear-End (61%)
    - **Behavioral Trends**: High Distracted Driving (57%) and Older Driver involvement (90%)
    - **Traffic Control**: 82% Signalized

3. **Veterans Blvd and Rockdale Dr**

    - ISS Score: 0.645
    - Prevalent Crash Type: Angle (91%)
    - **Severity**: 6 Serious/Fatal Injuries out of 23 crashes
    - **Key Factors**: Older Driver involvement (113%, reflecting multiple drivers per crash)

Crash	Severity	Crash Type	Contributing Factor
1	K (Fatal)	Angle	Failure to Yield
2	A (Serious)	Angle	Older Driver
3	A (Serious)	Angle	Obstructed Sight
4	A (Serious)	Angle	Gap Acceptance
5	A (Serious)	Angle	Distraction

6	A (Serious)	Angle	Failure to Yield

4. **E Jackson St and S Washington St**

- ISS Score: 0.593
- **Prevalent Crash Type**: Rear-End (42%) and Angle (37%)
- **Behavioral Trends**: High Distracted Driving (49%)
- **Traffic Control**: 80% Signalized

Crash	Severity	Crash Type	Contributing Factor
1	A (Serious)	Angle	Older Driver

5. **Veterans Blvd and Mall Rd**

- ISS Score: 0.537
- **Prevalent Crash Type**: Angle (44%) and Rear-End (31%)
- **Key Factors**: Involvement of Young (47%) and Older (58%) drivers

Crash	Severity	Crash Type	Contributing Factor
1	A (Serious)	Angle	Older Driver
2	A (Serious)	Angle	Young Driver

6. **Veterans Blvd and Lancaster St**

- ISS Score: 0.515
- Prevalent Crash Type: Rear-End (45%)
- **Environmental Factors**: 98% occur during Daylight
- **Behavioral Trends**: 47% Distracted Driving

Crash	Severity	Crash Type	Contributing Factor
1	A (Serious Injury)	Angle (w/ Roadway Departure)	Impaired Driving; Roadway Departure; Improper Occupant Protection

7. **Martin Luther King Jr Dr and Hudson St**

- ISS Score: 0.504
- Prevalent Crash Type: Angle (90%)
- **Severity**: 5 out of 10 crashes resulted in Serious or Fatal injuries (50%)
- **Behavioral Trends**: 30% Speed-Related
- **Note**: Improvements have been made at this intersection since 2019

Crash	Severity	Crash Type	Contributing Factor
1	K (Fatal)	Angle	Speeding
2	K (Fatal)	Angle	Speeding
3	A (Serious)	Angle	Aggressive Driving
4	A (Serious)	Angle	Failure to Yield
5	A (Serious)	Angle	Speeding

8. **N Jefferson St and W Gaines St**

- ISS Score: 0.495
- **Prevalent Crash Type:** Angle (33%) and Rear-End (30%)
- **Severity:** 3 Serious Injuries out of 27 crashes
- **Behavioral Trends**: 48% Distracted Driving

Crash	Severity	Crash Type	Contributing Factor
1	A (Serious)	Angle	Distraction
2	A (Serious)	Angle	Distraction
3	A (Serious)	Rear-End	High Speed

9. **S Jefferson St and Smith St**

- ISS Score: 0.492
- Prevalent Crash Type: Angle (55%)
- **Key Factors**: High Young Driver involvement (64%); only 48% occur during Daylight

10. **US 441 BYP and Firetower Rd**

    - ISS Score: 0.461
    - **Prevalent Crash Type**: Angle (38%) and Rear-End (25%)
    - **Severity**: Includes 1 Fatal Injury
    - **Behavioral Trends**: 29% Distracted; 4% Impaired

Crash	Severity	Crash Type	Contributing Factor
1	K (Fatal)	Angle	Impairment

11. **N Jefferson St and Hillcrest Pkwy**

    - ISS Score: 0.446
    - Prevalent Crash Type: Rear-End (38%)
    - Behavioral Trends: 49% Distracted Driving; 13% Speed-Related

12. **W Jackson St and Roosevelt St**

    - ISS Score: 0.440
    - Prevalent Crash Type: Rear-End (47%)
    - Behavioral Trends: 64% Distracted Driving

13. **Industrial Blvd and Veterans Blvd**

    - ISS Score: 0.409
    - Prevalent Crash Type: Rear-End (67%)
    - Behavioral Trends: 77% Distracted Driving

Crash	Severity	Crash Type	Contributing Factor
1	A (Serious)	Angle	Distraction

14. **E Jackson St and Truxton St**

    - ISS Score: 0.356
    - **Prevalent Crash Type**: Angle (42%) and Rear-End (35%)
    - **Behavioral Trends**:

Crash	Severity	Crash Type	Contributing Factor
1	A (Serious)	Angle	Rain

15. **Jefferson St and Jackson St**

- ISS Score: 0.354
- Prevalent Crash Type: Rear-End (54%)
- **Behavioral Trends**:

16. **Claxton Dairy Rd and US 441 BYP**

- ISS Score: 0.340
- Prevalent Crash Type: Angle (75%)
- **Behavioral Trends**: distracted driving and impaired driving

Crash	Severity	Crash Type	Contributing Factor
1	A (Serious)	Angle	Gap Acceptance
2	A (Serious)	Angle	Vision Obstructed
3	A (Serious)	Angle	Older Driver

17. **Claxton Dairy Rd and Hillcrest Pkwy**

- **ISS Score:** 0.330
- **Prevalent Crash Type**: Rear-End and Angle (dominant)
- **Behavioral Trends**: frequent distracted driving and older driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	A (Serious)	Angle	Failure to Yield

18. **Claxton Dairy Rd and Woodlawn Dr**

- ISS Score: 0.286
- Prevalent Crash Type: Angle (dominant)
- Behavioral Trends: Failure to yield and older driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	A (Serious)	Pedestrian	Pedestrian; hit and run, roadway departure, dark condition

19. US 441 and GA-257
    - ISS Score: 0.270
    - Prevalent Crash Type: Rear-end (dominant)
    - Behavioral Trends: Distraction, young and older driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	A (Serious)	Head On	Truck-related, Older Driver
2	K (Fatal)	Rear End	Impairment

20. Academy Ave and Church St
    - ISS Score: 0.040
    - **Prevalent Crash Type**: Mixed (Rear-End and Angle)
    - **Behavioral Trends**: Older driver involvement (45–64) and suspected distracted driving
21. Springdale Rd and Veterans Blvd
    - ISS Score: 0.257
    - **Prevalent Crash Type**: Rear-End (dominant)
    - **Behavioral Trends**: Distracted driving and older driver involvement
22. US 441 BYP and Honeysuckle Rd
    - ISS Score: 0.117
    - Prevalent Crash Type: Angle (100%)
    - **Behavioral Trends**: Young driver involvement (ages 15–24)

Crash	Severity	Crash Type	Contributing Factor
1	K (Fatal)	Angle	Intersection-related; Young Driver (15–24)

23. Hillcrest Pkwy and Brookhaven Dr
    - ISS Score: 0.130
    - Prevalent Crash Type: Angle and Sideswipe (dominant)
    - Behavioral Trends: Turning conflicts and lane-changing behavior
    - Insight: Issues with lane clarity, signing, or turning guidance likely contribute to these conflicts.
24. Academy Ave and Kingsby St
    - ISS Score: 0.109
    - **Prevalent Crash Type**: Single-Vehicle (Fixed Object – Utility Pole)
    - **Behavioral Trends**: Young Adult Driver involvement (20–24) and suspected distracted driving

Crash	Severity	Crash Type	Contributing Factor
1	K (Fatal)	Single Vehicle (Utility Pole)	Roadway Departure; Distracted Driving; Young Adult (20–24)

25. N Lancaster St and Woodrow Ave

- ISS Score: 0.048
- Prevalent Crash Type: Angle (100%)
- **Behavioral Trends**: Impaired driving and improper occupant protection

Crash	Severity	Crash Type	Contributing Factor
1	A (Serious)	Angle	Gap Acceptance
2	A (Serious)	Angle	Vision Obstructed
3	A (Serious)	Angle	Older Driver

Corridors

1. W Jackson St (From Earlwood Dr to US Hwy 80)
    - ISS Score: 0.45
    - Prevalent Crash Type: Angle and rear-end
    - **Behavioral Trends:** distracted driving, young driver (15-19), and older driver involvement
2. Veterans Blvd (From US Hwy 441 BYP to Pine Forest St)
    - ISS Score: 0.41
    - Prevalent Crash Type: Angle and rear-end
    - **Behavioral Trends:** Distracted driving, speeding, and older driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	(A) Suspected Serious Injury	Angle Crash	Speeding, Improper Occupant Protection, Motorcycle Related
2	(A) Suspected Serious Injury	Angle Crash	Older Driver Related (65+), Improper Occupant Protection
3	(K) Fatal Injury	Angle Crash	Older Driver Related (65+)
4	(A) Suspected Serious Injury	Angle Crash	Young Adult Driver (Age 20-24)

5	(A) Suspected Serious Injury	Head On	Young Adult Driver (Age 20-24)
6	(A) Suspected Serious Injury	Angle Crash	Older Driver Related (65+), Young Driver (Age 15-19)
7	(K) Fatal Injury	Angle Crash	Older Driver Related (55+)
8	(A) Suspected Serious Injury	Angle Crash	Older Driver Related (65+)
9	(K) Fatal Injury	Not a Collision with Motor Vehicle	Pedestrian Related

3. **N Jefferson (From Brookdale Dr to W Jackson St)**
    - ISS Score: 0.40
    - **Prevalent Crash Type:** Angle, rear-end, and sideswipe
    - **Behavioral Trends:** Distracted driving, truck involvement, young adult, and older driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	(A) Suspected Serious Injury	Angle Crash	Rain
2	(A) Suspected Serious Injury	Head On	Older Driver Related (65+), Improper Occupant Protection

4. **E Jackson St (From N Jefferson St to Oconee River)**
    - ISS Score: 0.39
    - **Prevalent Crash Type:** Angle, rear-end, and sideswipe
    - **Behavioral Trends:** Distracted driving, speeding, and older driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	(A) Suspected Serious Injury	Angle Crash	Rain

2	(A) Suspected Serious Injury	Head On	Older Driver Related (65+), Improper Occupant Protection

5. **US Hwy 441 (From Pinehill Rd to US Hwy 441 BYP)**
    - ISS Score: 0.37
    - **Prevalent Crash Type:** Angle, rear-end, and sideswipe
    - **Behavioral Trends:** Distracted driving, truck-related and older driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	(K) Fatal Injury	Angle Crash	Distraction, Young Driver (Age 15-19)
2	(K) Fatal Injury	Not a Collision with Motor Vehicle	Pedestrian Related
3	(A) Suspected Serious Injury	Not a Collision with Motor Vehicle	Distracted Driver, Older Driver Related (65+), Roadway Departure

6. **Firetower Rd (From US Hwy 441 BYP to East of County Farm Rd)**
    - ISS Score: 0.34
    - Prevalent Crash Type: Rear-end
    - **Behavioral Trends:** Distracted driving, truck-related and older driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	(K) Fatal Injury	Not a Collision with Motor Vehicle	Dark Condition, Deer

7. **Veterans Blvd (From Hodges St to N Lancaster St)**
    - ISS Score: 0.33
    - Prevalent Crash Type: Rear-end
    - **Behavioral Trends:** Distracted driving, young driver (15-19), and older driver involvement
8. **Hudson St (From Hayes Point Dr to East of Brookhaven Dr)**
    - ISS Score: 0.32
    - Prevalent Crash Type: Angle
    - **Behavioral Trends:** Distracted driving, young driver (15-19), and older driver

Crash	Severity	Crash Type	Contributing Factor
1	(K) Fatal Injury	Angle Crash	Older Driver Related, Aggressive/Speed Related, Motorcycle Related
2	(A) Suspected Serious Injury	Angle Crash	Older Driver Related
3	(A) Suspected Serious Injury	Angle Crash	Intersection Related

9. **Martin Luther King Jr Dr (From Smith St to Marshall St)**
    - ISS Score: 0.30
    - **Prevalent Crash Type:** Rear-end; not a collision with vehicle
    - **Behavioral Trends:** Distracted driving, and older driver

Crash	Severity	Crash Type	Contributing Factor
1	(K) Fatal Injury	Not a Collision with Motor Vehicle	Older Driver Related, Pedestrian

10. **Garner St (from Cherry St to S Wine St)**
    - **ISS Score:** 0.29
    - **Prevalent Crash Type:** Angle (dominant)
    - **Behavioral Trends:** frequent pedestrian-related and speeding

Crash	Severity	Crash Type	Contributing Factor
1	A (Serious)	Angle Crash	Older Driver Related (65+), Improper Occupant Protection, Pedestrian Related
2	K (Fatal)	Not a Collision with Motor Vehicle	Young Adult Driver (Age 20-24), Aggressive/Speed Related, Pedestrian Related

11. **E Gaines St (From N Jefferson St to Bainbridge St)**
    - ISS Score: 0.29
    - Prevalent Crash Type: Angle

- **Behavioral Trends:** Distracted driving, improper occupant protection, speeding, and older driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	(A) Suspected Serious Injury	Angle Crash	Older Driver Related (55-64)
2	(A) Suspected Serious Injury	Angle Crash	Older Driver Related (65+)
3	(A) Suspected Serious Injury	Angle Crash	Improper Occupant Protection, Aggressive/Speed Relates, Dark lighted

12. **S Washington St (From Martin Luther King Jr Blvd to E Jackson St)**
    - ISS Score: 0.29
    - Prevalent Crash Type: Angle, rear-end
    - **Behavioral Trends:** Distracted driving, truck related, older driver, and young adult driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	(A) Suspected Serious Injury	Angle Crash	Older Driver Related (65+)

13. **Hillcrest Pkwy (From Canteburry Rd to Village Cir)**
    - ISS Score: 0.28
    - **Prevalent Crash Type:** Angle, rear-end, sideswipe
    - **Behavioral Trends:** Distracted driving, older driver, and young adult driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	(A) Suspected Serious Injury	Angle Crash	Young Adult Driver (Age 20-24)
2	(A) Suspected Serious Injury	Angle Crash	Older Driver Related (65+), Improper Occupant Protection
3	(A) Suspected Serious Injury	Angle Crash	Aggressive/Speed Related

4	(A) Suspected Serious Injury	Angle Crash	Roadway Departure, Motorcycle Related

14. **Mall Rd (From US Hwy 80 to Shamrock Dr)**
    - ISS Score: 0.28
    - Prevalent Crash Type: Angle
    - **Behavioral Trends:** Distracted driving, older driver, and young adult driver involvement

15. **S Jefferson St (From Wolfe St to E Jackson St)**
    - ISS Score: 0.28
    - **Prevalent Crash Type:** Angle, rear-end, sideswipe
    - **Behavioral Trends:** Distracted driving, older driver, and young adult driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	(A) Suspected Serious Injury	Rear End	Distracted Driver (Confirmed or Suspected), Young Adult Driver (Age 20-24), Older Driver Related (55-64), Motorcycle Related

16. **Industrial Blvd (From Bowling Ln to East of State Route 257)**
    - ISS Score: 0.27
    - Prevalent Crash Type: Angle, rear-end
    - **Behavioral Trends:** Distracted driving, improper occupant protection, older driver, and young driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	(A) Suspected Serious Injury	Angle Crash	Young Driver (Age 15-19)
2	(A) Suspected Serious Injury	Rear End	Distracted Driver (Confirmed or Suspected)

17. **Bellevue Ave (From N Lancaster St to N Monroe St)**
    - ISS Score: 0.26
    - Prevalent Crash Type: Angle, sideswipe
    - **Behavioral Trends:** Distracted driving, improper occupant protection, older driver, and young driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	(A) Suspected Serious Injury	Not a Collision with Motor Vehicle	Young Driver (Age 15-19), Pedestrian

18. **US Hwy 441 Bus (From Willow Point Dr to Shadow Pond Rd)**
    - ISS Score: 0.26
    - **Prevalent Crash Type:** Not a Collision with Motor Vehicle due to dark conditions
    - **Behavioral Trends:** Distracted driving, improper occupant protection, older driver, and young driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	(K) Fatal Injury	Not a Collision with Motor Vehicle	Older Driver Related (55-64), Improper Occupant Protection

19. **W Gaines St (From Monroe St to N Jefferson St)**
    - ISS Score: 0.26
    - Prevalent Crash Type: Angle, head-on
    - **Behavioral Trends:** No specific trend is shown
20. **N Washington St (From Wolfe St to E Jackson St)**
    - ISS Score: 0.25
    - Prevalent Crash Type: Angle, head-on
    - **Behavioral Trends:** No specific trend is shown
21. **Martin Luther King Jr Blvd (From S Church St to S Washington St)**
    - ISS Score: 0.23
    - Prevalent Crash Type: Rear-end, sideswipe
    - **Behavioral Trends:** Speeding, distraction, and large-truck involvement
22. **Martin Luther King Jr Dr (From Kennedy Ln to Pine Cone Trail)**
    - ISS Score: 0.23
    - **Prevalent Crash Type:** Not a Collision with Motor Vehicle
    - **Behavioral Trends:** Speeding, distraction, and young adult driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	(K) Fatal Injury	Not a Collision with Motor Vehicle	Older Driver Related (55-64), Distracted Driver

23. **Telfair St (From Linder St to Grady St)**
    - ISS Score: 0.23
    - Prevalent Crash Type: Rear-end, angle
    - **Behavioral Trends:** Speeding, distraction, truck involvement, and young adult and older driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	(A) Suspected Serious Injury	Rear End	Older Driver Related (55-64), Distracted Driver

24. **Lassiter Dr (From N Jefferson St to Country Club Rd)**
    - ISS Score: 0.22
    - **Prevalent Crash Type:** Not a Collision with Motor Vehicle
    - **Behavioral Trends:** Speeding, improper occupant protection, impairment

Crash	Severity	Crash Type	Contributing Factor
1	(A) Suspected Serious Injury	Not a Collision with Motor Vehicle	Improper Occupant Protection, Aggressive/Speed Related
2	(K) Fatal Injury	Not a Collision with Motor Vehicle	Young Adult Driver (Age 20-24), Impaired Driver, Improper Occupant Protection

25. **Valambrosia Rd (From Blarney Ct to Willie Paulk Pkwy)**
    - ISS Score: 0.22
    - **Prevalent Crash Type:** Not a Collision with Motor Vehicle
    - **Behavioral Trends:** Older Driver Related (65+), Motorcycle Related

Crash	Severity	Crash Type	Contributing Factor
1	(K) Fatal Injury	Not a Collision with Motor Vehicle	Older Driver Related (65+), Motorcycle Related

26. **Academy Ave (From Kellum Rd to Bellevue Ave) (Community Corridor)**
    - ISS Score: 0.051

- **Prevalent Crash Type:** Not a Collision with Motor Vehicle
- **Behavioral Trends:** Young Adult Driver (Age 20-24), Distracted Driver

Crash	Severity	Crash Type	Contributing Factor
1	(K) Fatal Injury	Not a Collision with Motor Vehicle	Young Adult Driver (Age 20-24), Distracted Driver

27. **Springdale Rd (From US Hwy 441 BYP to W Moore St) (Community Corridor)**
    - **ISS Score:** 0.048
    - **Prevalent Crash Type:** Rear-end
    - **Behavioral Trends:** Young Adult Driver (Age 20-24), Distracted Driver
28. **Claxton Dairy Rd (From Marcus St to S Jefferson St) (Community Corridor)**
    - **ISS Score:** 0.029
    - **Prevalent Crash Type:** Rear-end
    - **Behavioral Trends:** Impairment, Improper Occupant Protection, young adult, and older driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	(A) Suspected Serious Injury	Head On	Young Adult Driver (Age 20-24), Impaired Driver, Improper Occupant Protection, Aggressive/Speed Related
2	(A) Suspected Serious Injury	Sideswipe-Opposite Direction	Older Driver Related (55-64), Impaired Driver, Improper Occupant Protection
3	(A) Suspected Serious Injury	Not a Collision with Motor Vehicle	Pedestrian Related

29. **Smith St (From Marcus St to S Jefferson St) (Community Corridor)**
    1. **ISS Score:** 0.048
    2. **Prevalent Crash Type:** Rear-end
    3. **Behavioral Trends:** Impairment, Improper Occupant Protection, young adult, and older driver involvement

Crash	Severity	Crash Type	Contributing Factor
1	(A) Suspected Serious Injury	Angle Crash	Young Driver (Age 15-19)
2	(A) Suspected Serious Injury	Rear End	Distracted Driver, Older Driver Related (55-64)
3	(A) Suspected Serious Injury	Angle Crash	Older Driver Related (65+), Improper Occupant Protection

Appendix C: Policies and Programs

Introduction

The purpose of this technical report is to analyze the existing culture of transportation safety in the City of Dublin so that it may be strengthened in the future. Current conditions guided policy and project recommendations for Dublin's Comprehensive Safety Action Plan (CSAP) to align with the city's vision for the future and goal of eliminating fatal and serious crashes citywide.

This technical report:

- Summarizes the transportation safety policies and projects contained in the study area's adopted planning documents.
- Highlights existing education and enforcement strategies that target unsafe driving behaviors or age-related transportation constraints.
- Summarizes the existing projects that are currently in the city's development pipeline
- Summarizes the safety-related ordinances, policies, and practices upheld by the local jurisdiction
- Provides detailed ordinance update recommendations.

Adopted Planning Documents

Each of the following plans was reviewed and summarized for this task:

- Laurens County Joint Comprehensive Plan (2024)
- Georgia Statewide Strategic Transportation Plan (2021)
- Georgia Freight Plan (2023)

Laurens County Joint Comprehensive Plan (2024)

Laurens County's Joint Comprehensive Plan includes the cities of Cadwell, Dexter, Dublin, Dudley, East Dublin, Montrose, and Rentz. It serves as a tool for community leaders and others concerned with the growth and development of their community to understand residents' desires. Recommendations from the plan that support street safety in the City of Dublin are:

- Concentrate development to make Dublin more walkable.
  - » Concentrate development at existing intersections along U.S. 441 Bypass.
- Continue improvements/promotion of all kinds of transportation access/quality, including highway, rail, transit, pedestrian, bicycle, and multi-modal/ Complete Streets.
- Improve/expand sidewalk connectivity, especially connecting downtowns and other community magnet uses.
- Continue street and road improvements, including paving and resurfacing projects utilizing TIA and other funding.
- Establish a public transit system.

These recommendations were assembled from an analysis of county/citywide needs, planned projects, and shared visions for the future.

A large component of Laurens County's vision for the future is to have walkable, enjoyable communities. The City of Dublin supports this vision through proactive measures such as traffic calming and streetscaping. Dublin individually envisions strong neighborhoods characterized by safety, beauty, and accessibility. The Dublin Community Work Program, an overview of planned projects in the city, exemplifies the city's dedication to cultivating this shared vision. The following summary highlights planned projects that are relevant to the project team's development of the Dublin CSAP.

Dublin Community Work Program:

- Replace vehicles for the City of Dublin Police Department

- Improve technology and equipment for City of Dublin Police Department
- Construct sidewalks to fill in existing connectivity gaps throughout the city to improve walkability
- Install streetlights along Highway 19 corridor
- Rehabilitate Franklin Street Bridge
- Complete East Jackson Street corridor enhancement project through the Transportation Alternative Program (TAP)
- Complete Madison Street redevelopment project including bicycle/pedestrian upgrades, sidewalks, and streetscape
- Continue Madison Street improvements to Oconee River
- Complete Jackson Street crosswalk improvements
- Continue to improve the condition of the city street networks through improvements and paving
- Complete TIA Band 1 Project constructing a traffic circle at the intersection of Claxton Dairy Road and Woodlawn Drive
- Complete TIA Band 2 Project constructing industrial boulevard improvements from Veterans Boulevard to US Highway 441
- Complete TIA Band 3 Project for Brookwood/ Brookhaven/Shamrock Drive pedestrian improvements
- Plan for and implement Connect Dublin project, 13.5 mile multimodal and streetscape improvement project including the construction of the Oconee River Trail
- Implement incremental amendments to zoning ordinance to align with Comp Plan goals

The above activities were taken into consideration during the development of the Dublin CSAP. Additional recommendations can be drawn from the needs and opportunities section of the comprehensive plan report.

Needs and Opportunities:

- Continue to guide/direct appropriate development along U.S. 441 Bypass.
- Continue improvements/promotion of all kinds of transportation access/quality, including highway, rail, transit, pedestrian, bicycle, and multi-modal/ Complete Streets.
- Continue street and road improvements, including paving and resurfacing projects utilizing TIA and other funding.
- Improve/expand sidewalk connectivity, especially connecting downtowns and other community magnet uses.
- Improve/expand local bicycle infrastructure, support facilities, and events.
- Need to establish a public transit system.

Many items on this list, including development along the U.S. 441 Bypass, the expansion of sidewalk connectivity, and the expansion of bicycle infrastructure can be guided by policy and zoning amendments.

Georgia Statewide Strategic Transportation Plan (2021)

The Georgia Department of Transportation's (GDOT) mission for the state is to "deliver a transportation system focused on innovation, safety, sustainability, and mobility". **Georgia's Statewide Strategic Transportation Plan (SSTP)**, a summary of the state's transportation goals, current conditions, and strategies for improvement, is a guideline for achieving this mission. The SSTP showcases potential funding opportunities for City of Dublin transportation projects including the Freight Operations Lump Sum program and Rural Development Lump Sum Program. The goals and strategies in the SSTP can also help guide local priorities related to transportation safety.

Statewide goals:

GDOT's priorities for transportation in the state are summarized next to each underlined strategic goal. Goal number three, "Strengthen Rural Georgia", and four, "Put Georgians First", are the most relevant guiding factors for transportation safety in Dublin.

1. Make Georgia #1 for small businesses: GDOT will support this goal by focusing investment on access to jobs, goods, and services throughout emerging metros and rural Georgia. GDOT will also support efforts to reduce the cost and time

of goods delivery and to increase the resilience of supply chains.

2. Reform state government: GDOT will support this goal by focusing investment on the maintenance of infrastructure for safety and performance. GDOT will also support the improvement of the operation and reliability of existing infrastructure through cost effective advanced technologies.
3. Strengthen rural Georgia: GDOT will support this goal by improving rural Georgian's access to transportation facilities, jobs, and services throughout the state. GDOT will also support GRAD (Georgia Ready for Accelerated Development) site development and inland port development.
4. Put Georgians First: For GDOT, this means providing Georgians with a safe and secure transportation system. To do this, GDOT will focus investment on improving highway safety, improving the safety and security of commercial vehicle and freight movements, and improving evacuation options.

Rural Georgia is defined by GDOT as any area outside of a metropolitan planning organization (MPO) boundary. Dublin fits this definition and is, therefore, well positioned for future state aid. The Dublin CSAP will supplement GDOT's plan to strengthen rural Georgia and put Georgians first by focusing safety investment on roadways in the City of Dublin. The CSAP will also align with state strategies for investment in freight and people mobility.

Strategy for investment:

Strategies for investment in freight and logistics include the funding of railroad-highway grade crossing safety improvements at public railroad crossings; the maintenance/enhancement of the physical condition of pavement, bridges and other infrastructure throughout the state; and a Freight Operations Lump Sum program that can fund small-scale freight improvement projects such as enhancing signal timing at key intersections on freight heavy facilities in Georgia. Dublin could be eligible for funding for railroad crossing improvements and other small-scale enhancements on main thoroughfares such as South Jefferson Street and U.S. 441 where it intersects with Interstate 16.

Strategies for investment in people mobility include partnering with local governments to address safety needs on high-risk rural roads; investing in state-owned roads and bridges; and working with local governments to improve traffic signals, traveler information, and incident response. A new Rural Development Lump Sum program will advance small-scale safety and innovative solutions in rural Georgia such as relieving safety or operational constraints at intersections. This program is intended to support more rapid solutions that do not qualify for other funding sources and can also support future catalytic or innovative investments. Dublin could be eligible for funding on High Injury Network (HIN) roads and intersections. Keeping the line of communication with GDOT open will allow Dublin to remain up to date on funding prospects for local and state roadway projects.

Georgia Freight Plan (2023)

The role of the **Georgia Freight Plan** is to identify and assess current and future freight needs in order to guide freight-related decisions and investments statewide. Dublin, situated northwest of the City of Savannah, is a major through point of freight traffic coming from Georgia's southeastern port. The city can use the safety framework summarized in the Georgia Freight Plan to increase street safety on heavy freight corridors such as Interstate 16 and U.S. 441. The city can also apply for project funding through programs identified in the plan such as the Local Maintenance & Improvement Grant (LMIG) program and the Freight Operations Lump Sum Program.

Safety Framework:

The statewide goals and objectives listed in the Georgia Freight Plan are the same as those listed in the SSTP: make Georgia #1 for small business, reform state government, strengthen rural Georgia, and put Georgians first. These goals were set by Governor Kemp for all industries in the state.

In addition to adhering to this set of strategic goals, GDOT has prepared for freight system improvement by defining five key performance measures (KPIs): safety, reliability, speed, cost, and risk. Safety is

defined as mitigated harm for people, products, and systems. Infrastructure is measured for safety by its annual social cost (cost of crashes per vehicle mile traveled) and reduction in truck crashes. GDOT intends to develop projects and technologies that evaluate the specific circumstances for crash occurrences at intersections and along corridors to mitigate overall crash frequency, save lives, and improve free-flow operating conditions. Dublin can do its part to improve the freight system by monitoring proposed infrastructure on freight corridors in the city for its capacity to reduce the social cost of crashes.

Strategy for improvement:

Project recommendations were made based on their ability to improve areas in the state with diminished performance in KPIs between now and 2050. No projects on a statewide level are currently prioritized in Dublin or Laurens County but may be in the future as cost per VMT is expected to rise at the interchange between I-16 and U.S. 441 in the next 30 years. To enhance transportation safety benefits today, Dublin can make its own project recommendations for intersections and segments at this junction.

Foundational investments are also discussed as a method for improving safety KPIs. Interchange and bridge upgrades, increased truck parking and availability systems, rail grade crossing safety improvements, local assistance programs, and signalization are all foundational investments that GDOT plans to focus on in coming years. Dublin can take advantage of local assistance programs (such as LMIG and the Freight Operations Lump Sum Program) to increase safety in these categories on the local transportation network.

Existing State and National Safety Programs

Distracted Driving Education/ Enforcement Programs

Distracted driving accounts for 34% of all crashes in the City of Dublin and 17% of fatal and serious crashes.

Existing programs in Georgia to discourage distracted driving include **Georgia Department of Transportation's Drive Alert Arrive Alive**. This statewide safety campaign educates drivers about changes they can make in their driving behavior to prevent crashes. GDOT has partnered with both public and private entities to spread this information across Georgia.

Underneath the umbrella of Drive Alert Arrive Alive, GDOT released an app called **Reach Home Safely** that promotes safe driving habits by ranking individual trip scores based upon level of phone usage, speeding, and hard braking. Partnered with the Atlanta Braves, Reach Home Safely rewards safe driving by giving out tickets, merchandise, and more to users with the highest scores. The City of Dublin can improve street safety for its residents by marketing this campaign.

At a national scale, the US Department of Transportation and National Highway Traffic Safety Administration promote **High-Visibility Cell Phone Enforcement (HVE)**, **Drive Safely Work Week (DSWW)** and **Put the Phone Away or Pay**. High-Visibility Cell Phone Enforcement is an enforcement and media strategy to deter cell phone use while driving by increasing the perceived risk of getting caught. Enforcement techniques include roving patrols or the spotter technique. Local media can be used to inform the general public of enforcement activities.

Drive Safely Work Week is a distracted driving module sponsored by the Network of Employers for Traffic Safety (NETS). The DSWW webpage has a list of over ten campaign materials intended for use during a Drive Safely Work Week scheduled by the employer. Any business, public or private, can conduct these activities. Put the Phone Away or Pay is a nation-wide enforcement campaign that runs during specific times of year. Talking points, sample news releases, and message boards are available for download on the Put the Phone Away or Pay **webpage**.

Older Driver (Ages 65+) Education/ Enforcement Programs

Older drivers are involved in 25% of all crashes and 22% of fatal and serious crashes in Dublin. This age group makes up 17% of the population.

Older drivers face challenges such as loss of hearing, diminished vision, and slower reaction times. The National Safety Council (NSC) offers mature driver defensive driving courses to help older adults drive as safely as possible while navigating these challenges. These courses are offered both online and in person depending on where you are located. Older drivers who successfully complete the course are eligible for premium reductions with some insurance companies. A similar online/in-person course called the **AARP Smart Driver Course** is available through AARP. The Smart Driver Course is a 6-hour class covering topics such as defensive driving, managing age-related changes, new technology, and navigating roadway engineering such as roundabouts. Individuals can register online and take the course at their own pace or search for in-person classes at their local community center.

Other strategies to reduce the risk of fatal and serious older driver crashes include designing the roadway to accommodate older drivers and educating older adults on how to fit correctly in their seat while driving. The Georgia Governor's Office of Highway Safety (GOHS) hosts a "**train-the trainer**" workshop annually to address the knowledge gaps on older driver safety among highway designers and traffic engineers. Topics range from intersection design to sign design and placement for older adults. The Georgia Traffic Injury Prevention Institute (GTIPI) offers a free educational program to train individuals to be certified **CarFit** technicians for older drivers. Once certified, technicians can host voluntary CarFit events at local community centers and churches, etc. to ensure that older residents know how to safely fit in their seat while driving. Dublin engineers and planners are eligible to sign up for these training opportunities.

Young Driver (Ages 15-24) Education/ Enforcement Programs

Young drivers are involved in 35% of all crashes and 36% of fatal and serious crashes in Dublin. This age group makes up 12% of the population.

The Georgia Governor's Office of Highway Safety's (GOHS) **Georgia Young Adult Program** promotes education and awareness to young adults aged 18-24 about highway safety issues such as underage drinking, impaired driving, destructive decisions, and other high-risk behaviors, in order to decrease crashes, injuries, and fatalities. The program involves training peer-educators, providing educational programs to colleges/universities, and funding students to participate in area, state, and national highway safety related conferences. Funding is available for schools to host educational programs on local campuses.

Alive at 25, hosted by the National Safety Council (NSC), is an online driver education course for teens and young adults aged 15 to 24. This course is targeted at high school students, college students, young adults in the military, and those sent by a traffic court or state agency. The course itself is four hours long and covers topics such as speeding, aggressive driving, impaired driving, and seatbelt safety.

Vulnerable Road User (Bike/Ped/ Motorcycle) Education/Enforcement Programs

33% of fatal crashes and 25% of fatal and serious crashes combined in Dublin involve a pedestrian. 8% of fatal and serious crashes involve a motorcycle and 2% of fatal and serious crashes involve a bicycle.

School aged children are particularly vulnerable when walking or biking to school. **Safe Routes to School** (SRTS) is a national program that approaches safety through six E's: education, encouragement, evaluation, engagement, equity, and engineering. Education means providing students and parents with bicycle and pedestrian safety lessons, skills

practice events, and materials and providing drivers with bike/ped awareness. Encouragement means incentivizing and providing opportunities for children and their families to choose to walk, bicycle, and/or roll to and from school. Evaluation is the collection and analysis of data to determine the effectiveness of strategies and data-driven approaches related to safe routes programs and projects. Engagement means collaborating with and encouraging participation among community stakeholders including students, their families, educators, local businesses, advocates, engineers and planners, and law enforcement. Equity refers to working with communities and implementing customized strategies so that all demographics may benefit from safe routes to school especially with regard to disadvantaged populations in Georgia. Lastly, engineering means planning and improving the environment and routes to make them safer for walking and rolling through infrastructure strategies and the built environment. GDOT runs a SRTS program (**GA Safe Routes to School**) for schools in the state of Georgia. The program is currently geared toward elementary schools, but the development of a high school SRTS program is underway.

Speeding Education/Enforcement Programs

The National Highway Traffic Safety Administration conducts multiple traffic safety campaigns on the topic of speeding per year. **Speeding Catches Up With You** is a year-round campaign designed to dissuade drivers from speeding through various marketing tactics. Cities can download talking points, sample news releases, variable message boards, and graphics to spread awareness of the dangers of speeding locally.

Speeding Slows You Down is an enforcement campaign that runs during set periods of the year. Similar marketing materials as those for Speeding Catches Up With You are available for Speeding Slows You Down but these materials highlight law enforcement's involvement in preventing speeding and are publicized more regularly during periods where law enforcement's presence on the roads is higher. Social media posts, variable message boards, graphics, etc. are available for download on the NHTSA website.

Current and Planned Projects in Dublin

Current Projects

The below projects are in process in Dublin:

- Roundabout at Claxton Dairy Rd and Woodlawn Dr

Planned Projects

The below projects are already planned in Dublin:

- Roundabout at Claxton Dairy Rd at US 441 BYP
- Roundabout at Academy Ave at Kellam Rd.
- Roundabout at Walke Dairy Rd at US 441 BYP
- Roundabout at Walke Dairy Rd at Industrial Blvd
- Roundabout at Moore Station Rd at Industrial Blvd
- Roundabout at Bellevue Rd at Industrial Blvd
- Off-road Path planned for Madison St from S. Monroe St to S. Union St
- A left turn/center lane will be added to Industrial Blvd as well as sidewalks and curb/gutter

Future Planning Projects

Connect Dublin: RAISE Grant

In 2024, Dublin received $1.5 million in funding for a multi-modal and streetscape plan spanning 13.5 miles of roadways and pedestrian facilities in Dublin. Through a feasibility study; bicycle-pedestrian study; data collection; environmental screening; community outreach; conceptual design; and economic analysis, the city will plan for the creation of new active transportation corridors while seeking to reduce vulnerable road user crashes. This CSAP was developed with Connect Dublin in mind. Streetscape and multi-modal improvements recommended in Connect Dublin should reflect CSAP recommendations.

Adopted Ordinances

For this section, the City of Dublin's Code of Ordinances was reviewed for its incorporation of roadway design safety elements.

City of Dublin Ordinance Strengths

- Vision Zero policy adopted
- Strong traffic calming program, Project Slow Zone
- Commercial truck parking prohibited in residential areas
- Street jog/offset distance requirements
- Pedestrian clear zone required on sidewalks between street cafes

City of Dublin Ordinance Weaknesses

- Lack of Complete Street Design Guide or similar design standards for roadways
- No established traffic control device standards at intersections, including pedestrian signals
- No access control ordinances, such as driveway distances from intersection and inter-parcel access
- Truck routes and truck-restricted roads are not articulated
- Lack of ordinance requiring a traffic impact study for larger developments
- Sidewalk ordinance needs strengthening

City of Dublin Ordinance Analysis

Development ordinances and safety policies are ranked on their strength of executing an industry-accepted best practice using a four-tiered ranking system:

Strong: the ordinance clearly articulates the best practice and meets or exceeds the minimum standards

Solid: the minimum standards of the best practice could be met at the discretion of the municipal staff, but are not clearly articulated in the ordinance or policy

Needs Improvement: Either the minimum standard established in the ordinance does not meet the minimum standards of the industry best practices, or the ordinance requirement contradicts a best practice's minimum standards

Not Achieved: No mention of this best practice can be found in the ordinance or policy

City of Dublin Ordinance Recommendations

Topic	Safety Improvement	Notes	Example Language
Complete Street Design Guide	After adopting a Complete Street Design Guide, add this language to codify the guide into your ordinances.	Update App B Sec. 8.2 to reference Complete Street Design Guide	"All design and dedication of street right-of-way shall be in accordance with the street classifications defined in the Complete Street Design Guide"
Pedestrian facilities at intersections (App. B, Sec. 8.2)	Require painted crosswalks, pedestrian signals, and any warranted intersection control devices, subject to approval from the City Engineer.	Section 8.4.1 uses the term crosswalk, but this may be a confusing term. It is actually requiring a pedestrian passageway/path bisecting a large block	"When new streets intersect an existing or new public or private street, the resulting intersection shall provide crosswalks and any warranted intersection control devices, subject to approval of the City Engineer or the Georgia Department of Transportation."

City of Dublin Ordinance Recommendations (Continued)

Topic	Safety Improvement	Notes	Example Language
Sight distance triangle (App B, Sec. 8.2.8)	Set requirements for area around intersection to be clear of obstructions (trees, signs, other obstacles).		"Nothing shall be erected, placed, planted, or allowed to grow in such a manner as to materially impede visibility within visibility triangles at street intersections between the heights of two and one-half feet and eight feet above grade"
Driveway distance from intersection	Adopt minimum separation distance between driveway access points and adjacent intersections. Increase distance as the road intensity increases.	Consider updating App B Sec 7.2 to add access standards	"Driveway access to a public street shall be permitted only upon review and approval by the City Engineer. Driveway access to a collector street shall be not less than 100 feet, measured from back of curbs, from the nearest intersection of two or more public streets; and driveway access to an arterial street shall be not less than 200 feet, measured from back of curb, from the nearest intersection of two or more public streets. All access to streets maintained by the Georgia Department of Transportation shall be reviewed and approved per GDOT permitting processes."
Driveway access on collector and arterial roads	Adopt minimum standards for distance between driveways. Require shared driveways and inter-parcel connections where possible to extend spacing between access points.	Consider updating App B Sec 7.2 to add access standards	"Access driveways onto collector roads shall be no less than 50 feet apart, measured between back of curbs. Access driveways onto arterial roads shall be no less than 100 feet apart, measured between back of curbs." "Inter-parcel access for public use should be provided to adjacent properties when land uses are compatible. Common access easements for shared driveways along state highways and busy streets are strongly encouraged." "No direct residential access onto arterials and collector thoroughfares shall be permitted unless a variance is first granted by the City Council."
Vertical and horizontal alignment	Adopt the latest version of AASHTO.	Consider updating App B Section 8.2 to add AASHTO reference.	"Roadway designs shall meet the minimum standards as required by Georgia Department of Transportation and the most recent version of the AASHTO Green Book guidelines"
Truck routes	Adopt ordinance establishing approved truck routes and truck-restricted roads	Possible location of new ordinance in Chapter 23	"The city shall post and maintain signs designating and providing additional information regarding the truck routes within the corporate limits of the city."
Traffic impact study requirements for major developments	Adopt traffic safety study ordinance that establishes minimum performance standards for all transportation modes.	App. B Art. 9 enumerates required improvements for new developments. Traffic Impact Study requirements fit here	"A traffic impact study shall be performed for any new development that generates 100 or more peak-hour trips, as defined in the Institute of Transportation Engineers (ITE) publication, Traffic Access and Impact Studies for Site Development, most recent edition. The traffic impact study must be performed by a qualified traffic engineer and at the expense of the developer of the proposed project. The traffic impact study shall be performed in accordance with the general guidelines of the ITE publication, and shall evaluate truck volumes and pedestrian impacts, as well as traditional automobile impacts."
Sidewalks (App. B, Sec. 9.8)	Require sidewalks for all new development and redevelopment. City can adopt varying sidewalk design standards based on adjacent land use or roadway classifications.	Sidewalks only required at subdivisions located within one mile of existing or proposed school	"Sidewalks shall be provided both sides of the street within residential subdivisions consisting of an average lot size of 1/2 acre or below. Sidewalks shall be provided on at least one side of the street within residential subdivisions consisting of an average lot size between 1/2 acre and 2 acres. Sidewalks shall be provided per the Complete Street Design Guide standards along properties used for commercial and industrial purposes."

City of Dublin Ordinance Recommendations (Continued)

Topic	Safety Improvement	Notes	Example Language
Lighting (App. B, Sec. 9.13)	Add subsection to 9.13 that addresses lighting standards on non-residential streets	Street lighting standards for residential streets only	"Electrical street lighting shall be installed on all streets. A placement design shall produce an effective horizontal illumination of at least 0.2 footcandle. Adjustment in spacing and luminaire height may be made due to street curves, topography, natural foliage, and type of equipment. Poles, fixtures, and related materials must be available standard stock items through the electric utility company service the property, or must be approved by the city planner."
Connectivity standards (App. B, Sec. 8.4)	Update subdivision policies to support high pedestrian and vehicular connectivity standards at new development. At a minimum, require multiple access points into a development based on the number of lots. Also consider establishing a minimum connectivity index score. Require shorter maximum block lengths and decrease maximum cul-de-sac distance from 1,800 feet to 600 feet.	Code says blocks shall not be greater than 1,800 feet	"New development shall have a maximum block length of 600 feet. Cul-de-sacs shall not exceed 600 feet without an intervening street connecting to another public street."
Right-of-way widths and pavement widths (App. B, Sec. 8.2 & 8.3)	Update with minimums for "streets of greater traffic capacity" referenced in Section 8.3(f)	Recommend 80 ft min RoW for Collector and 100-120 ft min RoW for Arterial	"Right-of-way for all existing and proposed public streets within a project shall be dedicated in accordance with the street classifications as shown on the officially adopted Complete Streets Design Guide."
Road shoulders where curb and gutter are not required (App. B, Sec. 9.5)	Update ordinance App. B Section 9.5 to require a shoulder where curb and gutter is not constructed; and to increase the shoulder width from 9 to 10 feet; and to require that at least 4 feet of that should be paved	9-foot requirements for shoulder with maximum grade set	"All shoulders shall slope one-half inch to the foot and paved for a distance of no less than 4 feet."
Vehicles obstructing streets (Ch. 23, Art. IV, Sec. 23-50)	Update ordinance to specify minimum clear width between parked vehicles (i.e. 15 feet).	Language is vague: "No vehicle shall so occupy any street as to obstruct traffic."	"No person shall park any vehicle upon a street in such a manner or under such conditions as to leave available less than fifteen feet (15') of the width of the roadway for free movement of vehicular traffic on a two-way street or less than ten feet (10') of the width of the roadway for free movement of vehicular traffic on a one-way street."

Appendix D: Countermeasures

Introduction

As part of our ongoing efforts to improve roadway safety and reduce crash rates within City of Dublin and its jurisdictions, this memo presents a comprehensive set of data-driven countermeasures. These recommendations are grounded in detailed crash analyses and supported by proven strategies from the Federal Highway Administration's (FHWA) **Crash Modification Factors (CMF) Clearinghouse**.

The countermeasures are organized into four categories that help to identify their main purpose:

1. Remove Severe Conflicts: Reduce conflict points and separate different roadway users in physical space.
2. Reduce Vehicle Speeds: Reduce both the likelihood and severity of crashes.
3. Manage Driver Expectation: Improve driver expectations with clearer traffic control and roadway design.
4. Increase Attentiveness and Awareness: Increase visibility to help drivers be more aware and make safer choices.

The goal here is not just to list treatments, but to also connect the dots between observed crash patterns and practical engineering solutions. Whether it's rear-end collisions caused by poor signal timing, pedestrian risks due to low visibility, or angle crashes from unclear turning movements, each countermeasure is selected to directly address the underlying issues at each location.

This document is organized to first introduce the core safety treatments that have consistently shown effectiveness across various roadway environments. Following that, you'll find a location-specific recommendations table, where these treatments are applied based on crash data, roadway geometry, and operational conditions.

Ultimately, this memo serves as both a planning tool and a conversation starter. It's meant to guide decision-making, prioritize investments, and support collaborative efforts among planners, engineers, and stakeholders working toward safer streets for all users.

Timeline

Short-Term Prioritization (0 to 2 years)

This category is often reserved for low-cost, high-impact interventions. These address immediate safety concerns on the High Injury Network (HIN) using materials that can be installed quickly. Focus: Addressing immediate safety concerns on the High Injury Network (HIN) using materials that can be installed quickly.

Medium-Term Prioritization (2 to 5 years)

These projects require more significant planning, environmental review (if federal funds are used), and detailed engineering design. Focus: Systemic improvements and physical infrastructure changes that require a full budget cycle.

Long-Term Prioritization (More than 5 years)

Long-term projects are typically those that involve major reconstruction, multi-agency coordination, or significant right-of-way (ROW) acquisition. Focus: Large-scale "Signature Projects" or corridor-wide transformations that shift the fundamental nature of a roadway.

Countermeasures

It's important to highlight the foundational safety strategies that guide this analysis. Based on the type of crashes occurring in City of Dublin, these core countermeasures create a toolkit of treatments that consistently demonstrate effectiveness in reducing crash frequency and severity. Each one targets specific crash issues; removing severe conflicts, reducing vehicle speeds, managing driver expectation, and increasing attentiveness; and is backed by research and real-world application.

Think of this section as a reference guide: it outlines what each countermeasure does, why it matters, and how it contributes to safer intersections. These strategies form the backbone of the location-specific solutions that follow.

Remove Severe Conflicts

These countermeasures can help reduce conflict points and separate different roadway users in physical space.

- **Roundabouts (Long-Term):** A roundabout is a circular, one-way intersection designed to improve safety and traffic flow by having vehicles yield upon entry and travel counterclockwise around a central island. It works from arterial to residential intersections by enforcing lower speeds and reducing the number of high-severity conflict points. According to FHWA, roundabout conversion from a signalized intersection has been shown to result in a 78% reduction in fatal and injury crashes, and an 82% reduction from conversion from a stop-controlled intersection. Roundabouts can also reduce pedestrian crashes by 40% (Stanford University).
- **Road Diet (Long-Term):** Road Right-Sizing is also called "Road Reconfiguration" or "Road Diet." It typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL) (FHWA). It reduces rear-end and left-turn crashes by providing a dedicated left-turn lane and shortens the distance pedestrians must cross. Road right-sizing reduces total crashes by 19-47% (FHWA).
- **Sidewalks and Paved Paths (Long-Term):** Well-designed pedestrian walkways, shared-use paths, and sidewalks enhance pedestrian safety and mobility. Pedestrians should have a direct, continuous network of walking routes to their desired destinations, without gaps or abrupt changes. A well-designed sidewalk network and reduce 64%-89% pedestrian crashes (FHWA)
- **Center Medians (Medium-Term):** A median is the area between opposing lanes of traffic. It can be channelized (raised medians or islands) to separate various road users (FHWA). Center medians help restrict access points to parcels in rural and suburban commercial corridors and state highways and further reduce crashes at the intersections. Center medians can reduce overall crashes by 53%, according to FHWA.
- **Bike lanes or Sharrows (Medium-Term):** A safe, direct bike network provides convenient access to key destinations, especially schools and the downtown area, while minimizing exposure to motor vehicle traffic. Selecting the right type of bike facilities should depend on current roadway speed and volume, land use, and existing facilities. The bicycle facilities can range from physically or visually separate bike lanes to sharrows, which are fixed-traffic facilities with priority for bicyclists. FHWA offers design guidance, Small Town and Rural Multimodal Networks, to help rural and small-town communities plan a proper bicycle network.
- **High-Intensity Activated Crosswalk beacon (HAWK) (Short-Term):** A type of traffic control device designed to help pedestrians safely cross roadways at mid block crossings and uncontrolled intersections. HAWK Signals allow traffic to move through the intersection freely until a pedestrian presses a button to activate the signal. It then turns red and stops traffic for the duration of the crossing.
- **Leading Pedestrian Interval (LPI) (Short-Term):** A type of traffic signal feature that gives pedestrians a few seconds' head start to enter a crosswalk before parallel vehicular traffic receives a green light. This feature increases pedestrian flow in the intersections by establishing a presence earlier than vehicles.

Remove Severe Conflicts Resources:

- Complex Intersections (NACTO): **https://nacto.org/publication/urban-street-design-guide/intersections/complex-intersections/**
- Curb Extension (NACTO): **https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/**
- Roundabouts and Circular Intersections
  - » National Cooperative Highway Research Program Guide for Roundabouts: **https://nacto.org/wp-content/uploads/Part-III-Section-1-Citation-12-14-15.pdf**
  - » NACTO: **https://nacto.org/publication/urban-bikeway-design-guide/designing-safe-intersections/unsignalized-intersections/roundabouts-and-circular-intersections/**
- Road Diets (Roadway Reconfiguration) (FHWA): **https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-reconfiguration#:~:text=A%20Road%20Diet%2C%20or%20roadway,%2Dturn%20lane%20(TWLTL).&text=Benefits%20of%20Road%20Diet%20installations,needs%20of%20all%20road%20users.**
- Sidewalk Zones (NACTO): **https://nacto.org/publication/urban-street-design-guide/street-design-elements/sidewalks/sidewalk-zones/**
- Small Town and Rural Multimodal Networks (FHWA): **https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf**
- Boulevard (NACTO): **https://nacto.org/publication/urban-street-design-guide/streets/boulevard/**

Reduce Vehicle Speeds

These countermeasures can help reduce the design speed of roads, which can reduce the likelihood and severity of crashes.

- **Lower Speeds on Local Roads (Medium-Term):** Lowering posted speed limits on residential streets to reduce the risk of fatal and serious injury, especially to pedestrians and cyclists who are frequently present in this type of roadway. Setting up proper speed limit for local roads can reduce crashes on local streets can decrease 26% of fatalities (FHWA).
- **Dynamic Feedback Signs (Short-Term):** Speed feedback signs can be portable (on trailers) or permanently installed, can show drivers that they are speeding, and may encourage some drivers to slow down. These feedback signs (with radar to detect speeds) may also suggest to drivers that speeds are being monitored, or enforcement is nearby (NHTSA).
- **Traffic Calming (Medium-Term):** Traffic Calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. **See detailed Traffic Calming Applicability table for more details on specific measures.*
- **Curb Extension (Medium-Term):** Curb extensions reduce the roadway's overall width and can serve as a visual cue to drivers that they are entering a neighborhood street or area. They tighten intersection curb radii and encourage slower turning speeds. Studies indicate a 5–7% decrease in total crashes in the vicinity of these signs (FHWA).
- **Pavement Friction Management (Long-Term):** High Friction Surface Treatment (HFST) consists of a layer of durable, anti-abrasion, and polish-resistant aggregate over a thermosetting polymer resin binder that locks the aggregate in place, restoring or enhancing friction and skid resistance. Calcined bauxite is the aggregate shown to yield the best results and should be used with HFST applications. HFST can be better targeted and yield more efficient, effective installations when continuous pavement friction data is used alongside crash and roadway data. Studies indicate up to 20% decrease in total crashes at intersections (FHWA).

Reduce Vehicle Speeds Resources:

- USLIMITS2- A Tool to Aid Practitioners in Determining Appropriate Speed Limit Recommendations (FHWA): **https://highways.dot.gov/safety/speed-management/uslimits2**
- Safe System Approach for Speed Management (FHWA): **https://highways.dot.gov/sites/fhwa.dot.gov/files/Safe_System_Approach_for_Speed_Management.pdf**
- Dynamic Speed Display/Feedback Signs (NHTSA): **https://www.nhtsa.gov/book/countermeasures-that-work/speeding-and-speed-management/countermeasures/other-strategies-0**
- Traffic Calming Module 3: Toolbox of Individual Traffic Calming Measures (FHWA): **https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-1**
- Speed Reduction Mechanisms (NACTO): **https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/speed-reduction-mechanisms/**

Manage Driver Expectation

These countermeasures can help improve driver expectations with clearer traffic control and roadway design.

- **Intersection Lane Markings (Short-Term):** Painted channelization uses pavement markings, such as solid white lines and diagonal hatching, to separate traffic, create dedicated turn lanes, and guide drivers safely on both major and minor roads. This method reduces conflicting movements and angle crashes.
- **Protected Turn Light (Short-Term):** A traffic signal feature indicated by a green arrow, which grants the driver the right-of-way to turn while oncoming traffic and pedestrians are stopped by a red signal.
- **Yellow Change Intervals (Short-Term):** The yellow change interval is the length of time that the yellow signal indication is displayed following a green signal indication. The yellow signal confirms to motorists that the green has ended and that a red will soon follow (FHWA). Agencies should institute regular evaluation and adjustment protocols for existing traffic signal timing.

Manage Driver Expectation Resources:

- Signal Cycle Lengths (NACTO): **https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/traffic-signals/signal-cycle-lengths/**
- How Long Should a Yellow Light Be? (Kittleson & Associates): **https://www.kittelson.com/ideas/how-long-should-a-yellow-light-be/**
- Major Intersections Design (NACTO): **https://nacto.org/publication/urban-street-design-guide/intersections/major-intersections/**

Increase Attentiveness and Awareness

These countermeasures can increase visibility, helping drivers be more aware and make safer choices.

- **Improved Lighting (Medium-Term):** Adequate lighting (i.e., at or above minimum acceptable standards) is based on research that recommends horizontal and vertical illuminance levels to provide safety benefits for all users of the roadway environment. Adequate lighting can also enhance personal security for pedestrians, wheelchair and other mobility device users, bicyclists, and transit users as they travel along and across roadways.
- **Advance Warning Signals (Short-Term):** Advanced warning signs alert drivers to unexpected conditions, hazards, or changes in traffic patterns, such as sharp curves, lane reductions, or stop signs ahead.
- **Retroreflective Backplates (Short-Term):** Backplates added to a traffic signal head improve the visibility of the signal's illuminated face by providing a controlled-contrast background. The improved visibility of a signal head with a backplate is further enhanced by framing it with a 1- to 3-inch yellow retroreflective border. This helps drivers be more aware of traffic signals in dark conditions.
- **High Visibility Crosswalks (Short-Term):** High-visibility crosswalks use patterns (e.g., bar pairs, continental, ladder) that are visible to both drivers and pedestrians from farther away than traditional transverse line crosswalks. Crosswalks should be repainted regularly to ensure they remain visible to drivers.

Increase Attentiveness and Awareness Resources:

- Crosswalk (NACTO): **https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/crosswalks-and-crossings/crosswalks/**
- FHWA Lighting Handbook: **https://highways.dot.gov/sites/fhwa.dot.gov/files/2023-05/FHWA-Lighting-Handbook_0.pdf**
- Conventional Crosswalks (NACTO): **https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/crosswalks-and-crossings/conventional-crosswalks/**

Traffic Calming Measures: Locations and Costs

This information is pulled from the FHWA Traffic Calming ePrimer (**https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer**). It is a simplified summary of the potential applicability of individual traffic calming measures and the likelihood of acceptability for a particular setting.

5 – traffic calming measure may be appropriate

3 – caution; traffic calming measure could be inappropriate

1 – traffic calming measure is likely inappropriate

Traffic Calming Measure	Segment or Intersection	Functional Classification			Street Function
		Thoroughfare or Major	Collector or Residential Collector	Local or Local Residential	Emergency Access
Horizontal Deflection					
Lateral Shift	Segment	3	5	5	5
Chicane	Segment	1	5	5	3
Realigned Intersection	Intersection	1	5	5	5
Traffic Circle	Intersection	1	3	5	3
Small Modern & Mini-Roundabout	Intersection	3	3	5	5
Roundabout	Intersection	5	3	1	5
Vertical Deflection					
Speed Hump	Segment	1	5	5	1
Speed Cushion	Segment	1	5	5	5
Speed Table	Segment	3	5	5	1
Offset Speed Table	Segment	3	5	5	5
Raised Crosswalk	Both	3	5	5	1
Raised Intersection	Intersection	3	5	5	3
Street Width Reduction					
Corner Extension	Intersection	5	5	5	5
Choker	Segment	5	5	5	5
Median Island	Both	5	5	5	5
On-Street Parking	Segment	5	5	5	5
Road Diet	Both	5	5	3	5
Routing Restriction					
Diagonal Diverter	Intersection	1	3	3	1
Full Closure	Both	1	3	3	1
Half Closure	Intersection	1	5	5	3
Median Barrier	Intersection	3	5	5	1
Forced Turn Island	Intersection	3	5	5	3

Traffic Calming Measure	Typical Cost for Implementation[1]			Street Function
	Low (<$6k)	Medium ($6k-$15k)	High (>$15k)	Emergency Access
Horizontal Deflection				
Lateral Shift		Medium		
Chicane		Medium		Between $8,000 and $10,000 for typical small chicane with simple design; as much as $25,000 for replacement of existing curbing or modifying drainage structures
Realigned Intersection		Medium		
Traffic Circle		Medium		Typical unit cost around $15,000 with common range between $10,000 and $25,000[2]
Small Modern & Mini-Roundabout		Medium	High	Typical range between $15,000 and $60,000
Roundabout			High	Typical range between $150,000 and $2 million
Vertical Deflection				
Speed Hump	Low			Typical unit cost ranges between $2,000 and $4,000; costs ranging between $1,000 and $8,000 have been reported[3]
Speed Cushion	Low			Typical cost for set of rubber cushions ranges between $3,000 and $4,000; for asphalt set, range between $2,500 and $6,000[4]
Speed Table		Medium		Requires more material than speed hump; typical unit cost ranges between $2,500 and $8,000
Offset Speed Table		Medium		
Raised Crosswalk		Medium		Typically requires more material than a speed hump; cost ranges between $4,000 and $8,000
Raised Intersection			High	Wide range for typical cost – between $15,000 and $60,000 (and higher depending on width of intersecting roads and drainage requirements)
Street Width Reduction				
Corner Extension		Medium	High	If drainage is not an issue, typical cost for four corner extensions ranges between $8,000 and $12,000; if drainage alteration is required, cost can increase to $40,000
Choker		Medium	High	Typical cost ranges between $10,000 and $25,000, depending on size of choker and drainage considerations
Median Island		Medium	High	Typical cost can range between $15,000 and $55,000; cost is direct function of length and width of median island[5]
On-Street Parking	Low			
Road Diet	Low			Requires pavement markings, signs, and potential reconfiguration or adjustment of signals at intersections

Traffic Calming Measure	Typical Cost for Implementation[1]			Street Function
	Low (<$6k)	Medium ($6k-$15k)	High (>$15k)	Emergency Access
Routing Restriction				
Diagonal Diverter	Low	Medium		Typical cost for single diverter with limited drainage modifications is around $6,000; costs can vary widely based on size, drainage, materials, and landscaping
Full Closure		Medium	High	Simple closure can cost less than $10,000; complex closure with drainage modifications can cost as much as $100,000
Half Closure	Low	Medium	High	Cost can range from $3,000 for asphalt, pre-cast curb bulb with no drainage modifications to $40,000 for measure fully integrated into streetscape with poured-in-place concrete corner extensions, landscaping, and drainage modifications
Median Barrier & Forced Turn Island	Low	Medium	High	Typical cost can range between $1,500 and $20,000, depending on length and width of barrier, construction materials, and landscaping[6]

1 Includes costs for design, materials, and construction; does not include right-of-way costs.

2 Source: Seattle WA experience

3 Source: ITE Guidelines for the Design and Application of Speed Humps

3 Source: ITE Journal article "New Traffic Calming Device of Choice"

5 Source: Costs for Pedestrian and Bicyclist Infrastructure Improvements, Pedestrian and Bicycle Information Center (PBIC), Robert Wood Johnson Foundation's Active Living Research Program, Federal Highway Administration

6 Source: Costs for Pedestrian and Bicyclist Infrastructure Improvements

Intersection Countermeasures Recommendations

The % Fatal and Serious Crash Reduction is based on the combination CMF scores for each countermeasure. The intersections without a number do not have any fatal or serious injury crashes.

Rank	Intersection	Countermeasures	Timeline	% Fatal and Serious Crashes Reduced
1	US 441 BYP and Walke Dairy Rd	Roundabout; Advance Warning Signals; Pavement Friction Management **Previously proposed roundabout.*	Short, Medium, Long	24%
2	US 441 BYP and Firetower Rd	Roundabout; Lighting **Near school bus complex and senior living community.*	Medium, Long	23%
3	Claxton Dairy Rd and US 441 BYP	Roundabout; Longitudinal Rumble Strips and Stripes; Advance Warning Signals **Previously proposed roundabout. Advance warning will help with curved approach to a future roundabout.*	Short, Medium, Long	37%
4	Veterans Blvd and Rockdale Dr	Roundabout; Lighting; Curb Extensions; Intersection Lane Markings **Recently added turn lanes here. Monitor before and after data to decide future improvements.*	Short, Medium, Long	23%
5	Veterans Blvd and Mall Rd	Leading Pedestrian Interval; Protected Turn Light; Roundabout; Lighting; Curb Extensions; Intersection Lane Markings	Short, Medium, Long	53%
6	N Jefferson St and W Gaines St	Leading Pedestrian Interval; Retroreflective Backplates; Protected Turn Light; Lighting; Curb Extensions; Yellow Change Intervals **Need to update turn signage to be consistent with other roadways.*	Short, Medium	53%
7	Industrial Blvd and Veterans Blvd	Leading Pedestrian Interval; Protected Turn Light; Lighting; Intersection Lane Markings; Yellow Change Intervals **Existing plan to redesign this intersection. Consider adding these recommendations and monitor before and after data to decide future improvements.*	Short, Medium	24%
8	Claxton Dairy Rd and Woodlawn Dr	Roundabout; Lighting **Previously proposed roundabout.*	Medium, Long	23%
9	Veterans Blvd and Hillcrest Pkwy	Leading Pedestrian Interval; Protected Turn Light; Pavement Friction Management; Intersection Lane Markings; Yellow Change Intervals	Short, Medium	
10	E Jackson St and S Washington St	Roundabout; Lighting **Consider roundabout in the future. For current intersection, add crosswalk across slip lane.*	Medium, Long	23%
11	Smith St and S Jefferson St	Neighborhood Roundabout; High Visibility Crosswalks	Short, Medium	16%
12	E Jackson St and Truxton St	High Visibility Crosswalks; Leading Pedestrian Interval; Retroreflective Backplates; Protected Turn Light; Lighting	Short, Medium	56%
13	Claxton Dairy Rd and Hillcrest Pkwy	Roundabout; Lighting; High Visibility Crosswalks	Short, Medium, Long	

Rank	Intersection	Countermeasures	Timeline	% Fatal and Serious Crashes Reduced
14	Springdale Rd and Veterans Blvd	Leading Pedestrian Interval; Lighting	Short, Medium	
15	Academy Ave and Kingsby St	Advance Warning Signals; Lighting **Consider new two-directional arrow sign for poles.*	Short, Medium	23%
16	Academy Ave and Church St	Lighting; HAWK Signal; High Visibility Crosswalks	Short, Medium	
17	Veterans Blvd and Lancaster St	High Visibility Crosswalks; Leading Pedestrian Interval; Protected Turn Light; Lighting; Curb Extensions **Consider closing Bellevue Ave from Hodges St to Lancaster St to reduce conflicts at this intersection.*	Short, Medium	
18	Hudson St and Glenwood Ave	Lighting; HAWK Signal; High Visibility Crosswalks **Recently added a turn lane here. Monitor before and after data to decide future improvements.*	Short, Medium	45%
19	N Jefferson St and Hillcrest Pkwy	Leading Pedestrian Interval; Lighting	Short, Medium	33%
20	W Jackson St and Roosevelt St	Leading Pedestrian Interval; Retroreflective Backplates; Curb Extensions; Yellow Change Intervals	Short, Medium	
21	US 441 BYP & GA-257	Protected Turn Light; Lighting; Intersection Lane Markings	Short, Medium	50%
22	Hillcrest Pkwy and Brookhaven Dr	Leading Pedestrian Interval; Roundabout **Recently improved intersection. Monitor before and after data to decide future improvements.*	Short, Long	
23	N Lancaster St and Woodrow Ave	Roundabout; Lighting; High Visibility Crosswalks **Proximity to a school and park.*	Short, Medium, Long	23%
24	S Jefferson St and W Jackson St	Retroreflective Backplates; Curb Extensions; Leading Pedestrian Interval **Start turn lane arrows earlier on Jackson St. Consider managing parking access to reduce conflicts.*	Short, Medium	42%
25	US 441 BYP and Honeysuckle Rd	Roundabout; Lighting	Medium, Long	23%

Corridor Countermeasures Recommendations

The % Fatal and Serious Crash Reduction is based on the combination CMF scores for each countermeasure. The corridors without a number do not have any fatal or serious injury crashes.

Rank	Corridor	Countermeasures	Timeline	% Fatal and Serious Crashes Reduced
1	Veterans Blvd	Lighting; Bike Lanes; Center Medians	Medium, Long	11%
2	Jefferson St (N+S)	Sidewalk Connectivity; Center Medians	Long	10%
3	E Jackson St	Road Diet; Center Medians	Medium, Long	12%
4	Firetower Rd	Speed Feedback Signs; Advance Warning Signs; Lighting	Short, Medium	28%
5	Gaines St (E+W)	Lower Speed on Local Roads; Sidewalk Connectivity; Lighting	Medium, Long	44%
6	Garner St (E+W)	Lower Speed on Local Roads; Sidewalk Connectivity; Lighting; HAWK; Traffic Calming **Consider HAWK Signal at Garner St & Martin Luther King Jr Dr to access the elementary school.*	Short, Medium, Long	60%
7	Washington St (S+N)	Road Diet; Sidewalk Connectivity; Lower Speed on Local Roads **Future off-road proposed path would cross Washington St at Madison St.*	Medium, Long	30%
8	Martin Luther King Jr Blvd	Road Diet; Center Medians; Lighting; Sidewalk Connectivity **Future off-road path proposed along the railroad next to this roadway. Connects people to the farmers market.*	Medium	46%
9	Academy Ave	Lower Speed on Local Roads; Sidewalk Connectivity; Center Medians; Lighting	Medium, Long	12%
10	Springdale Rd	Lower Speeds on Local Roads; Sidewalk Connectivity; Lighting; Bike Lanes	Medium, Long	
11	Claxton Dairy Rd	Center Medians; Traffic Calming; Residential Speeds on Local Roads; Sidewalk Connectivity; Lighting **Future development along Claxton Dairy Rd could raise priority on these improvements.*	Medium, Long	12%
12	Smith St	Lower Speeds on Local Roads; Sidewalk Connectivity; Speed Feedback Signs; Traffic Calming	Short, Medium	
13	US Hwy 441	Center Medians; Yellow Change Intervals; Lighting	Short, Medium, Long	11%
14	Hudson St	Lower Speed on Local Roads; Traffic Calming	Short, Medium	25%

15	Hillcrest Pkwy	Lighting; Speed Feedback Signs; Center Medians	Short, Medium, Long	11%
16	Industrial Blvd	Sidewalk Connectivity	Long	26%
17	W Jackson St	Sidewalk Connectivity; Lower Speed on Local Roads	Medium, Long	
18	Mall Rd	Sidewalk Connectivity; Lighting; Access Management	Medium, Long	
19	Bellevue Ave	Traffic Calming ; Sidewalk Connectivity; Center Medians; Lighting; Speed Feedback Signs	Short, Medium, Long	13%
20	Lassiter Dr	Lighting; Traffic Calming	Short, Medium	41%
21	Valambrosia Rd	Lighting	Medium	26%
22	Martin Luther King Jr Dr	Lighting; Lower Speed on Local Roads	Medium, Long	12%
23	Telfair St	Center Medians	Long	11%

Dublin Comprehensive Safety Action Plan Appendices

May 2026