RESOLUTION
#26-30

A RESOLUTION BY THE MAYOR AND COUNCIL OF THE CITY OF DUBLIN TO ADOPT A COMPREHENSIVE SAFETY ACTION PLAN AND TO APPLY FOR A SAFE STREETS FOR ALL (SS4A) GRANT; TO AUTHORIZE THE MAYOR TO EXECUTE AND DELIVER THE SAME; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER LAWFUL PURPOSES.

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

WHEREAS, according to data collected by the Georgia Department of Transportation, the City of Dublin had 3,538 total crashes between 2020 and 2024, of which 89 resulted in death or serious injury and 40 involved bicyclists or pedestrians; 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, successful Vision Zero programs are a result of both a complete government approach (i.e., interdepartmental, coordinated initiatives) and community support of Vision Zero objectives and action plans; and

WHEREAS, Mayor and Council directed city staff to complete a Comprehensive Safety Action Plan to determine the policy, education, enforcement, and project strategies that will assist the City of Dublin to reach Vision Zero; and

WHEREAS, city staff have completed the rigorous task of developing the Comprehensive Safety Action plan based on data-driven and community-supported recommendations in the best interest of the city.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL that the Mayor and City Council of the City of Dublin hereby approve and adopt the Comprehensive Safety Action Plan attached here to as Exhibit "A" as the City of Dublin's official local safety action plan and take actions toward reaching Vision Zero in the City of Dublin.

BE IT FURTHER RESOLVED that the City Manager, in consultation with the City/Staff Attorney and Grants Coordinator, may draft and submit an SS4A grant application for additional federal funds prior to the federal application deadline of May 26, 2026.

BE IT FURTHER RESOLVED that all actions of the City, its officers, and staff in connection with the execution, delivery, and performance of applications contemplated herein and the purposes of this Resolution are hereby approved, ratified, and confirmed. Upon recommendation of the City Manager, the Mayor is further authorized to execute any other document in furtherance of the purposes of this Resolution.

BE IT FURTHER RESOLVED that this Resolution shall have immediate effect upon its adoption.

SO RESOLVED by the Mayor and Council of the City of Dublin this 21st day of May, 2026 by a vote of 6 to 0.

CITY OF DUBLIN, GEORGIA

BY: _____
Joshua E. Kight,
Mayor

ATTEST:

By _____
Dorothy Rozier, City Clerk

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

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

Contents


Italian
SCOOP'S
JIU-JITSU

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.

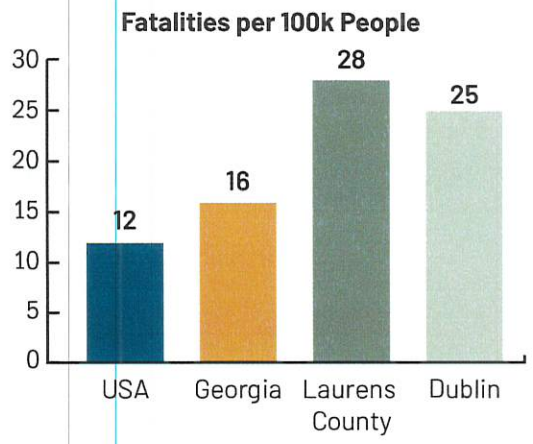


Figure 1: Fatality Rate Comparison[1]

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.

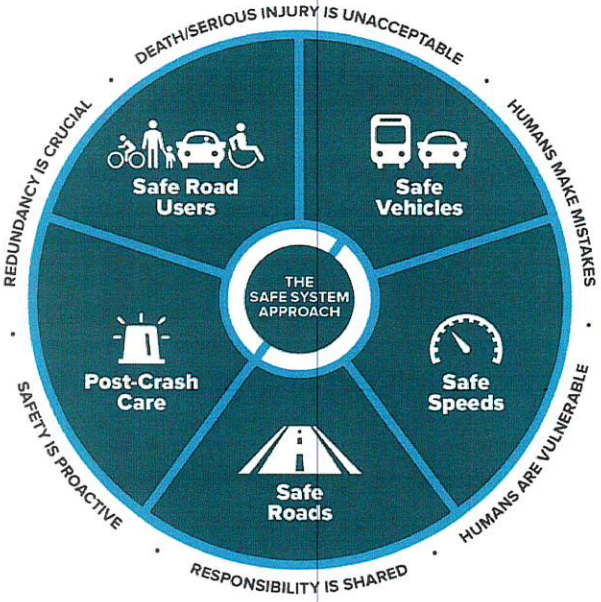


Figure 2: Safe System Approach (FHWA)

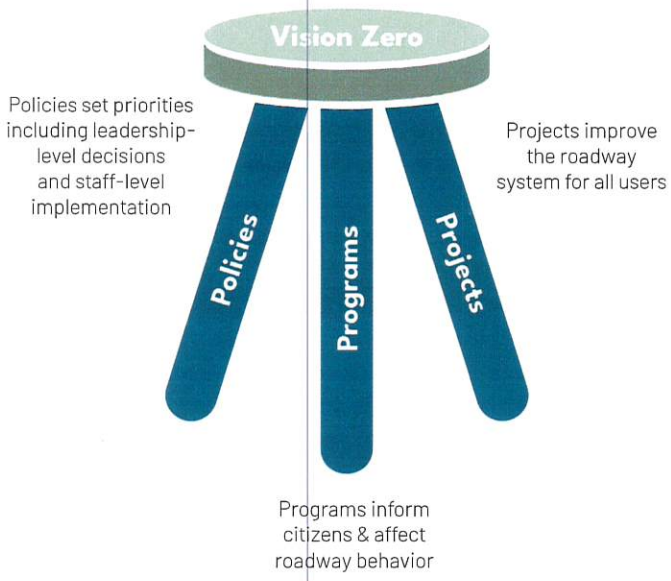
TRADITIONAL	SAFE SYSTEM
Prevent crashes	Prevent deaths and serious injuries
Improve human behavior	Design for human mistakes/limitations
Control speeding	Design for naturally lower speeds
Individuals are responsible	Share responsibility
React based on crash history	Proactively identify and address risks

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.

VISION ZERO DUBLIN

ZERO TRAFFIC DEATHS BY 2050

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 Pro Tem
Joshua E. Kight,
Mayor

ATTEST:
By: Dorothy Rozier
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
- **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
- **Chad Burch**, Street Superintendent, City of Dublin
- **Tommy Howell**, Transportation Director, Dublin City Schools


Downtown
DUBLIN
15

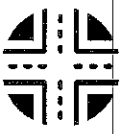
Safety Analysis

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

0 0.5 1 miles

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.

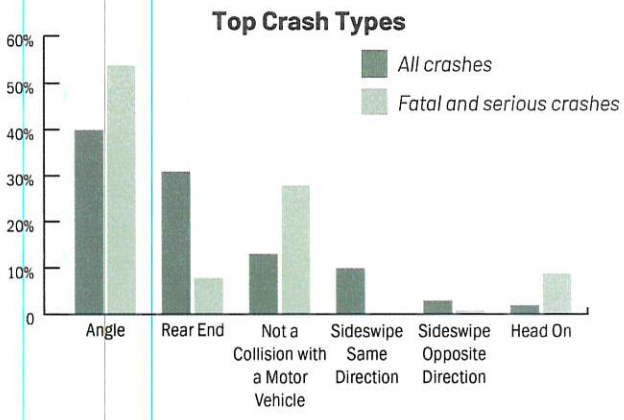


Figure 5: Top Crash Types

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.

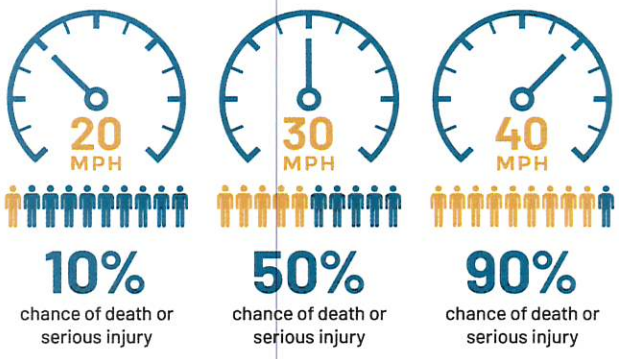


Figure 6: Speeding and Crash Severity

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.

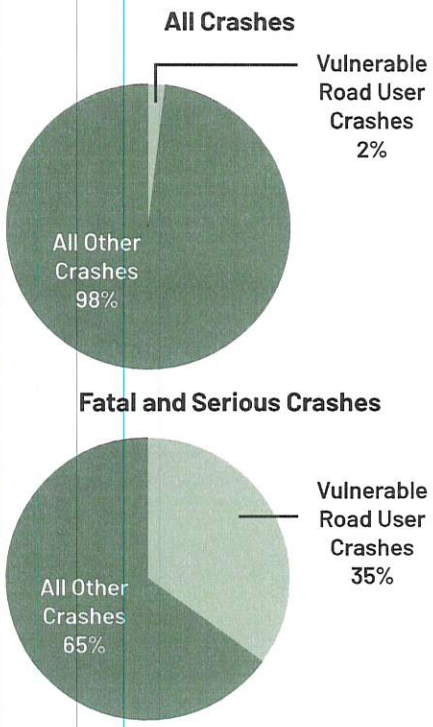


Figure 7: Vulnerable User Crash Comparison

Roadways and Road Ownership

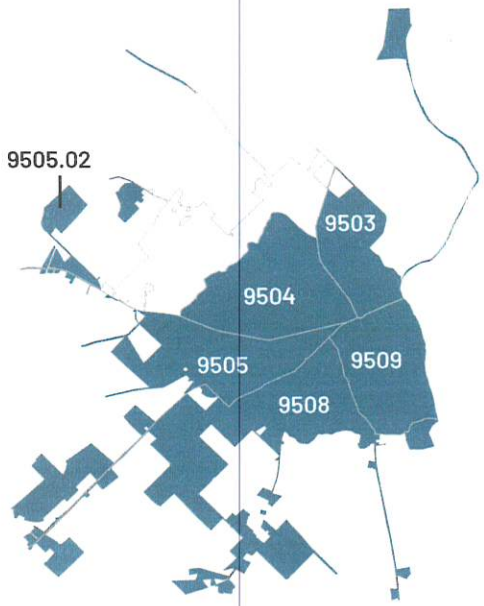
Dublin's severe crashes are concentrated on arterial roads. Between 2020 and 2024, 64% of all crashes and 54% of severe crashes occurred on either a principal or minor arterial. During the same timeframe, 18% of all crashes and 25% of severe crashes occurred on local roads.

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

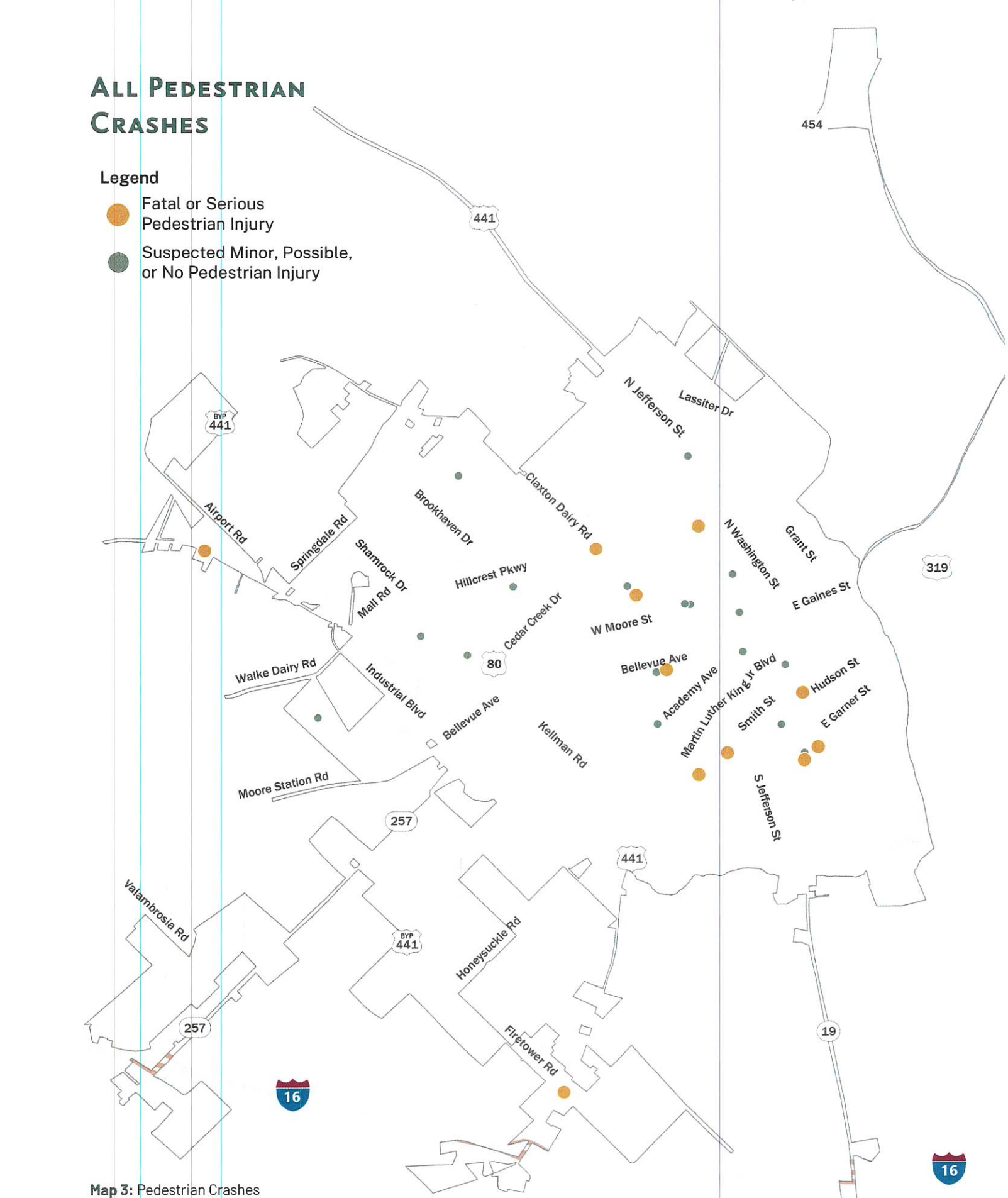
Studies show that there is a relationship between traffic safety and economic outcomes. One way to measure this is through the Census Designated Areas of Persistent Poverty, defined as census tracts where 20% or more of the population has lived in poverty since the 1990 census.

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

0 0.5 1 miles

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

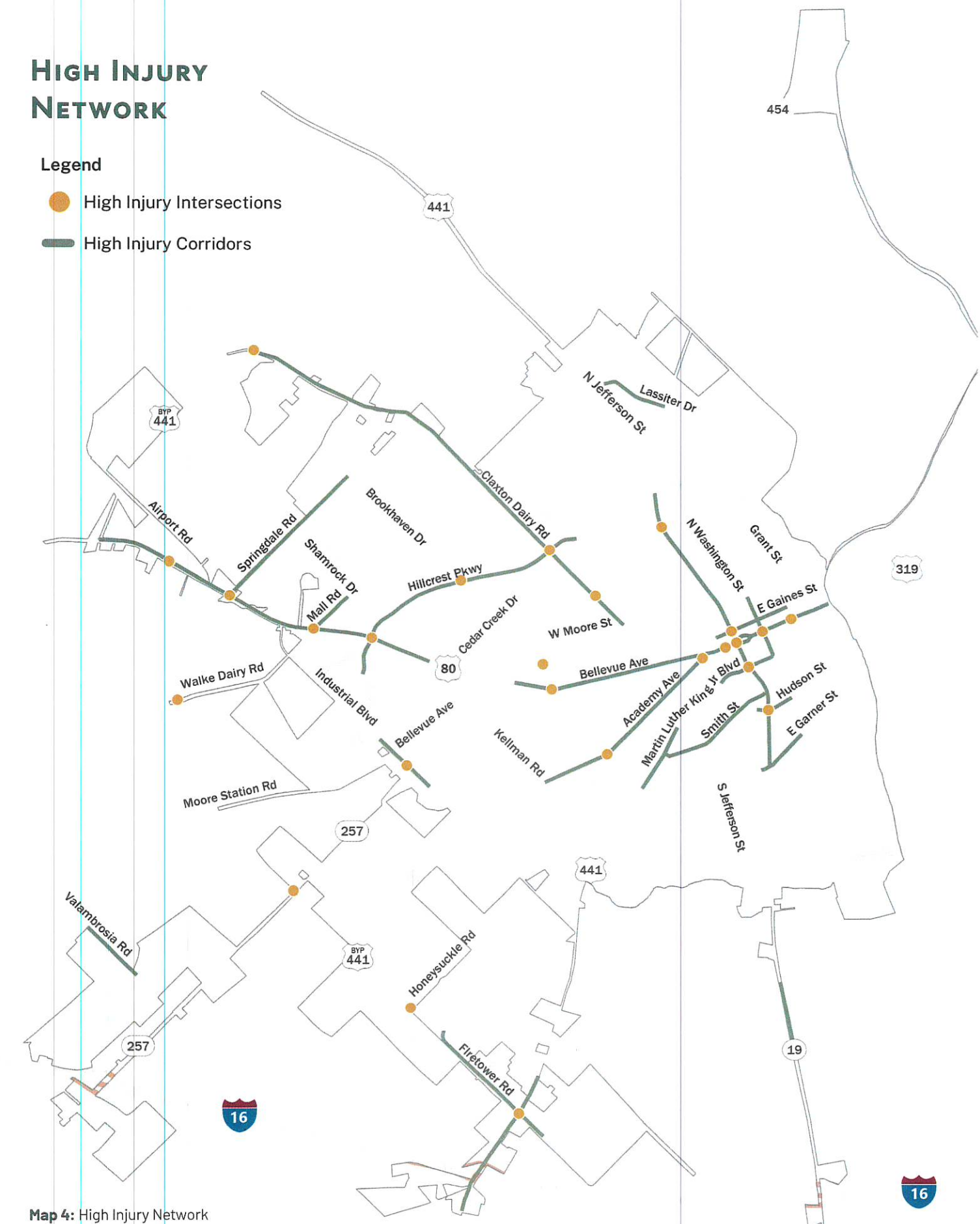
- N Jefferson St and Hillcrest Pkwy
- Veterans Blvd and Hillcrest Pkwy
- N Jefferson St and W Gaines St
- Veterans Blvd and Lancaster St
- Claxton Dairy Rd and US 441 BYP
- W Jackson St and Roosevelt St
- E Jackson St and Truxton St
- E Jackson St and S Washington St
- Industrial Blvd and Veterans Blvd
- 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


Matt Hatchett
FOR STATE REPRESENTATIVE

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

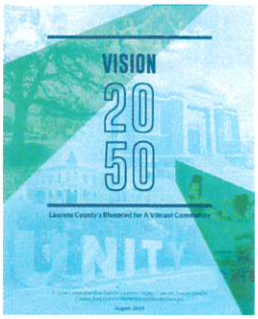
Municipal policies and programs guide city investment, shape private development, and implement the long-term vision of a community. Policies and programs are an important part of the Safety Action Plan because they create the foundation for developing a culture of safety. Safety culture can be defined 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.

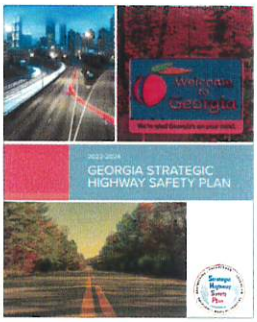
Laurens County Joint Comprehensive Plan (2024)



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

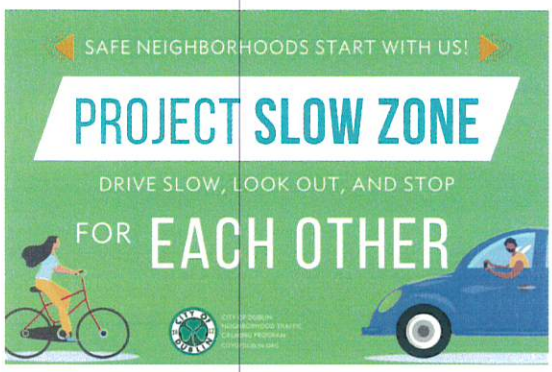


Figure 10: Project Slow Zone in Dublin

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]

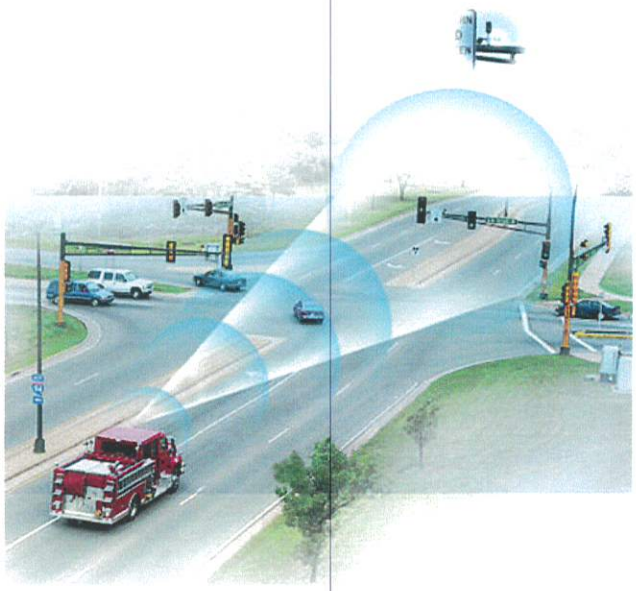


Figure 11: Emergency Vehicle Preemption (FHWA)

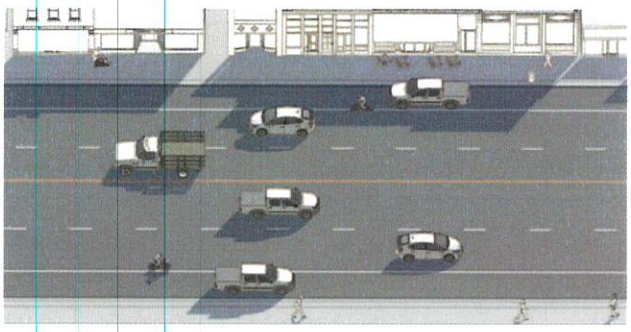
6 *SGMC Health, https://www.sgmc.org/traffic-preemption-devices-enhance-sgmc-ambulance-response-time-saving-lives/*

Action 3.1: Complete Streets Guide

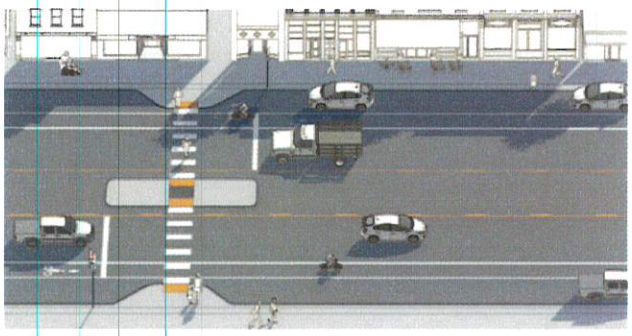
A Complete Streets Policy or Guide is a standalone document that informs roadway design across a jurisdiction. It incorporates safe street elements such as wide sidewalks, a buffer zone between pedestrians and the road, and center lane medians. Each of these elements promotes a safer roadway experience 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

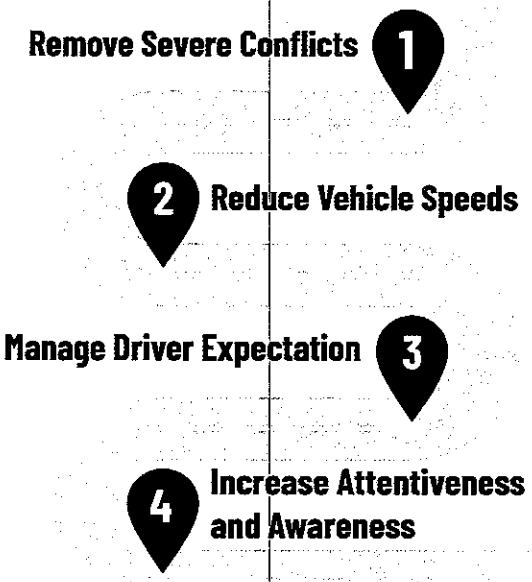
Safety tools and treatments to reach Vision Zero

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

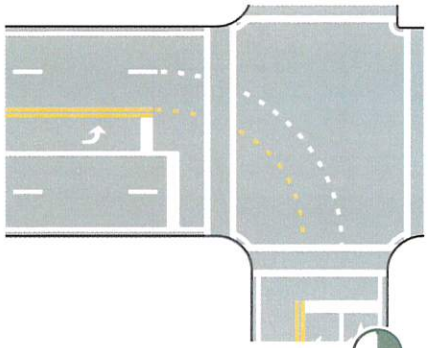
Roundabouts

Center Medians

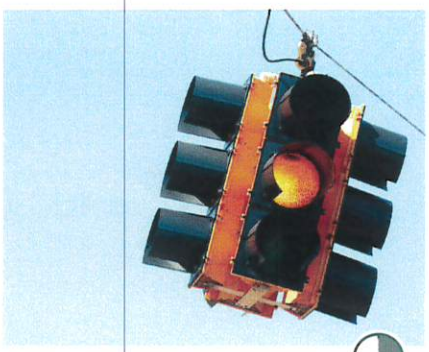
Road Diets

Manage Driver Expectation

Protected Turn Lights



Intersection Lane Markings

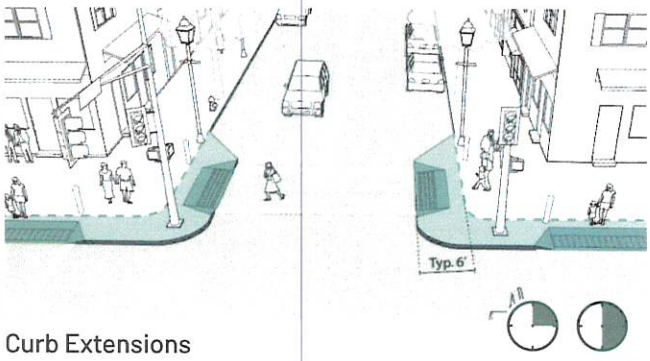


Yellow Change Intervals

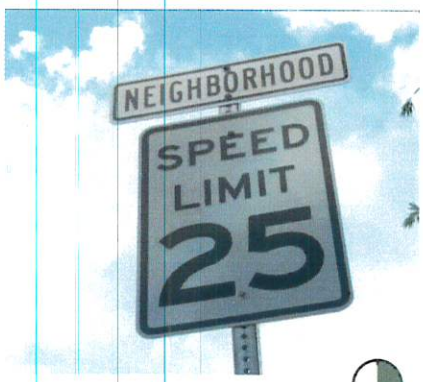
Reduce Vehicle Speeds

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

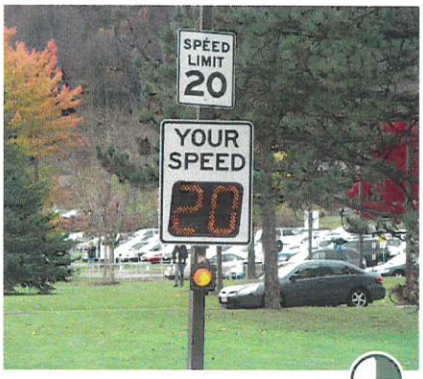
Traffic Calming



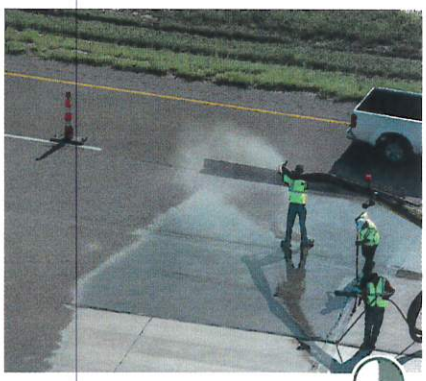
Curb Extensions



Lower Speeds on Local Roads



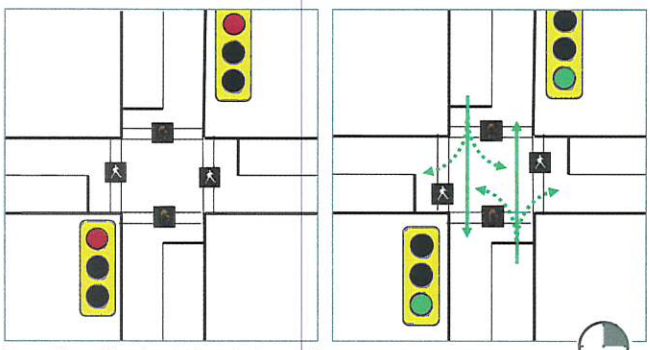
Dynamic Speed Feedback Signs



Pavement Friction Management

Increase Attentiveness and Awareness

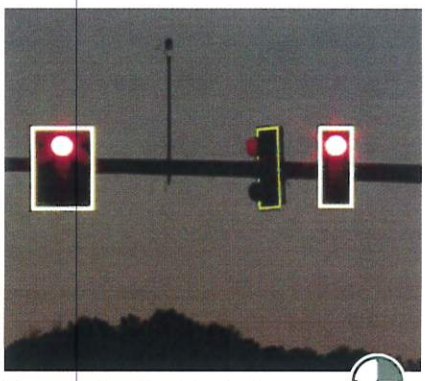
Improved Lighting



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:

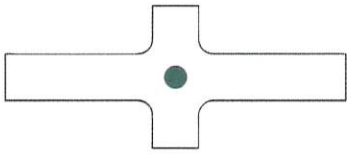
- **Horizontal deflection** hinders the ability of a motorist to drive in a straight line by creating a horizontal shift in the roadway. This shift forces a motorist to slow the vehicle in order to comfortably navigate the measure.
- **Vertical deflection** creates a change in the height of the roadway 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).

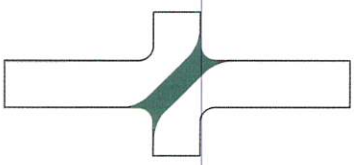


Street Width Reduction Example: Curb Extension or Pinch Point

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

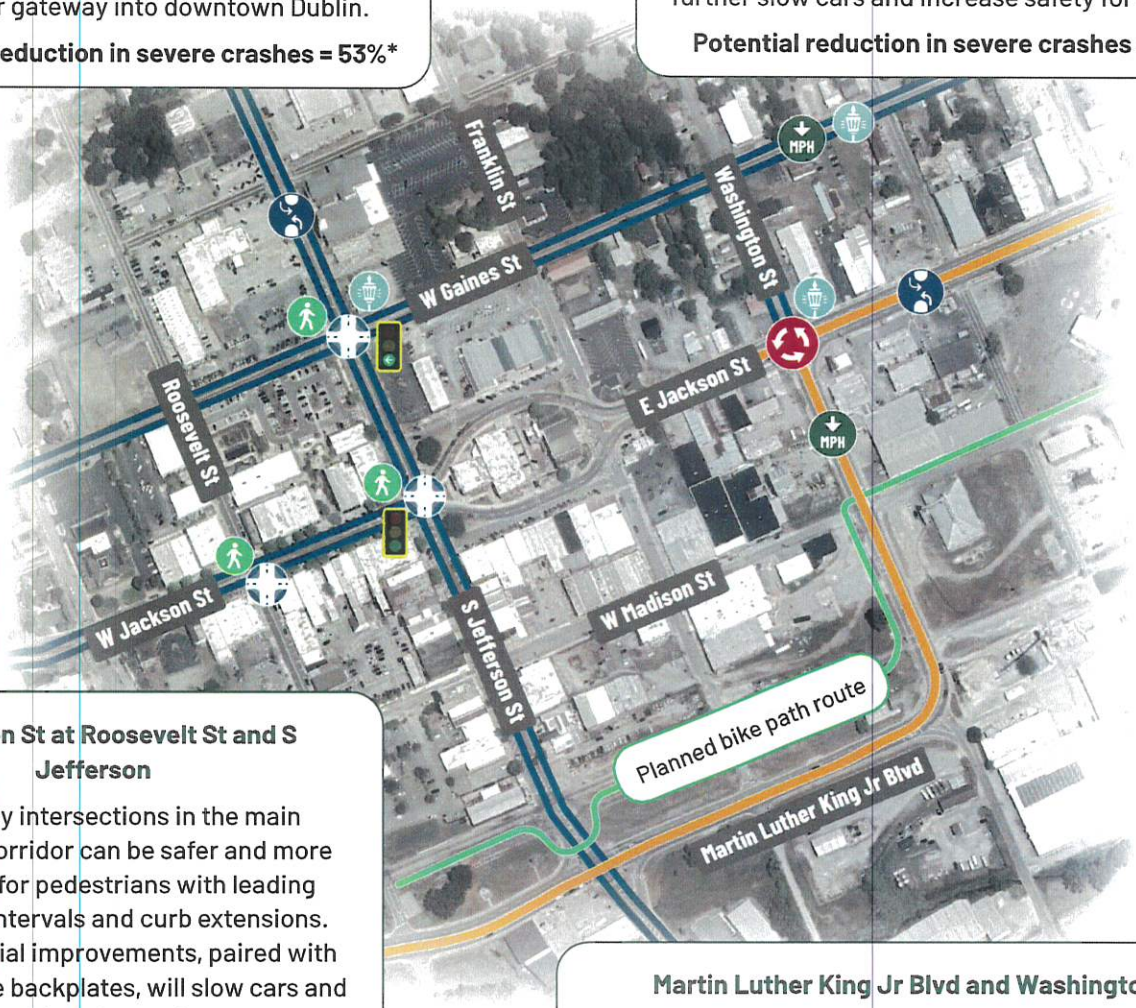
This intersection serves as a transition into downtown from the north. Potential Improvements including a protected turn lane, lighting, leading pedestrian intervals, and curb extensions can make this intersection safer for pedestrians, reduce angle crashes, and create a clearer gateway into downtown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

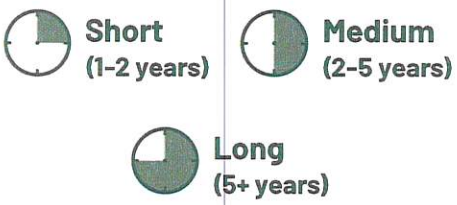
OVERALL CRASH SEVERITY +

VULNERABLE ROAD USER SEVERITY +

COMMUNITY PREFERENCE +

PLANNING PROGRESS +

POTENTIAL FOR IMPROVEMENT



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