



SS
4A

**SAFE
STREETS
FOR ALL**

VISION ZERO

Traffic deaths are PREVENTABLE
Humans make MISTAKES
Prevent FATAL & SERIOUS CRASHES
SAFE SYSTEMS approach
Saving lives is NOT EXPENSIVE

VISION ZERO DUBLIN



ZERO TRAFFIC DEATHS BY 2050

FORESITE
group



SS4A Stakeholder Committee Meeting #2

February 24, 2026

Agenda



- 1 Introductions
- 2 What is Vision Zero and SS4A
- 3 Preliminary Engagement Feedback
- 4 Crash Data Overview
- 5 Candidate High Injury Network
- 6 Next Steps



Project Schedule



Plan Goal: Implement Vision Zero



TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behaviour

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

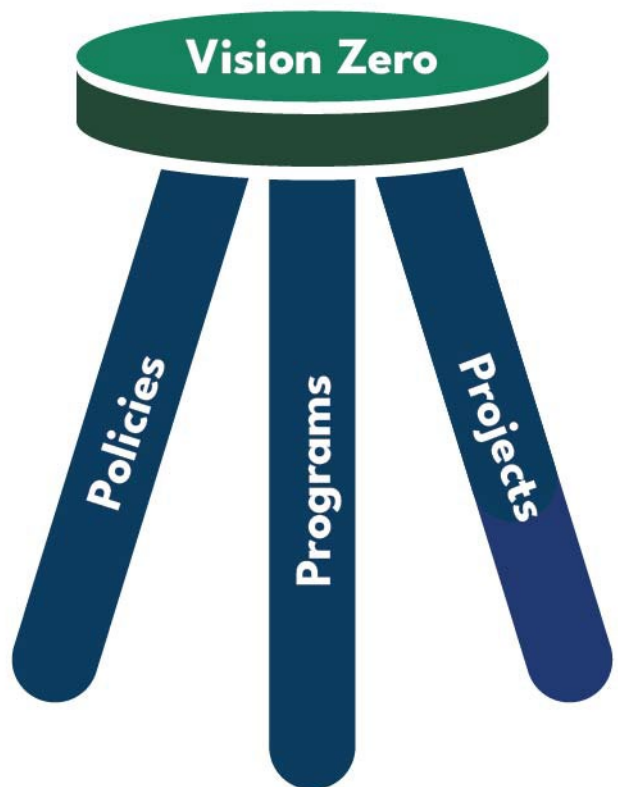
Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

Three-Legged Stool Approach



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

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



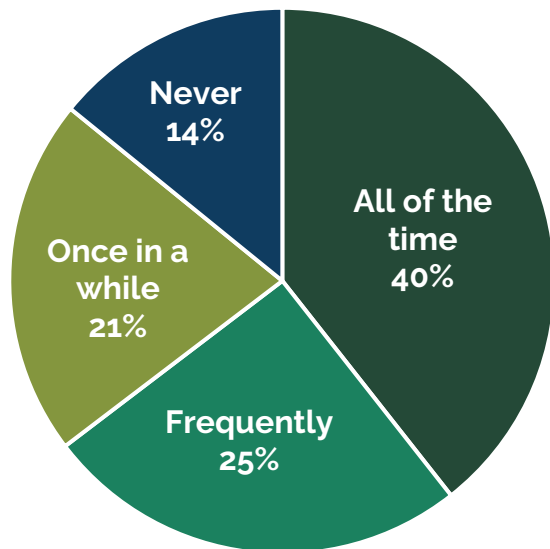
Survey 1: Preliminary Feedback

28 responses
Open through mid-March

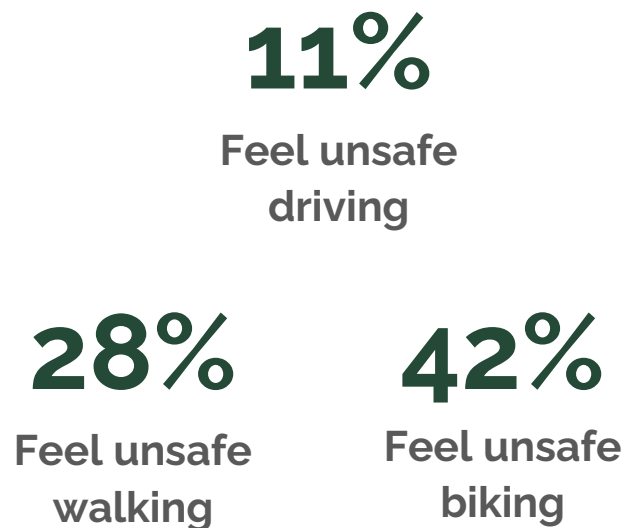
Current Safety Perceptions



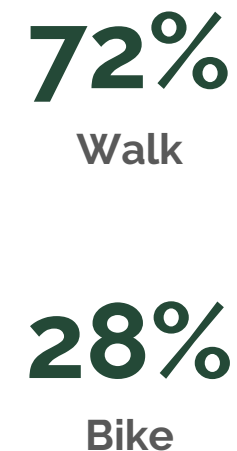
How often does safety factor into your decision on which mode of transportation to use/when?



What percentage of people don't feel safe using different modes?



If safety was not a factor, which mode(s) of transportation would you use more often?



- **Highest-ranking safety issues while driving**

- Distracted driving
- Lighting
- Speeding
- Aggressive driving
- Infrastructure maintenance

- **Highest-ranking safety issues while walking and bicycling**

- Lack of sidewalks
- Unsafe road crossings
- Distracted driving
- Speeding traffic

"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 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.."

"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."

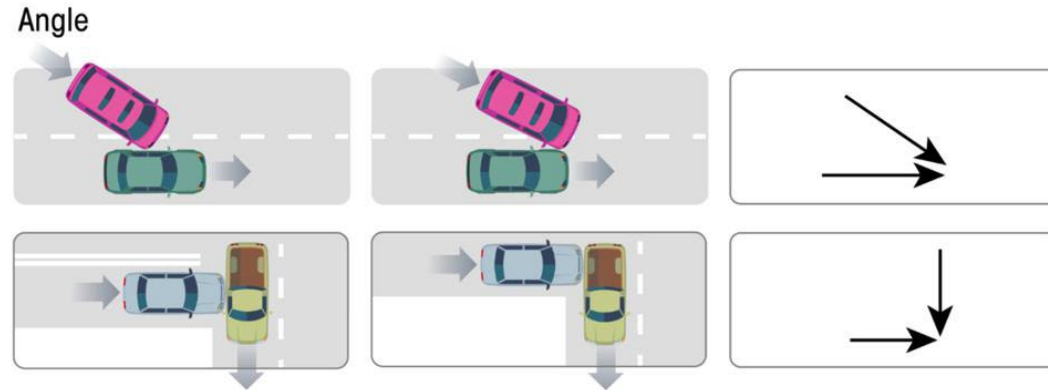


Crash Analysis

- Data Source: Georgia Department of Transportation (GDOT) Crash Data Dashboard via Numetric.
- This study reflects crash data from January 1st, 2020, to December 31st, 2024.
 - A total of 3,542 recorded crashes in Dublin during this timeframe.
- Severity Rating: KABCO System
 - K – Fatal Injury
 - A – Suspected Serious Injury
 - B – Suspected Minor Injury
 - C – Possible Injury
 - O – Not Injured

About the Data – Manner of Collision

- **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.



Front to Front



Front to Rear

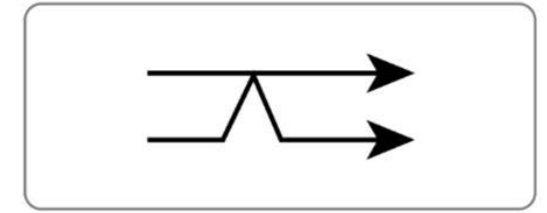
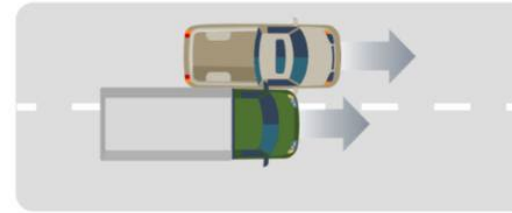


About the Data – Manner of Collision

- **Sideswipe Collisions (Same Direction):**

Occur when two vehicles traveling parallel in the same direction make contact, often during lane changes.

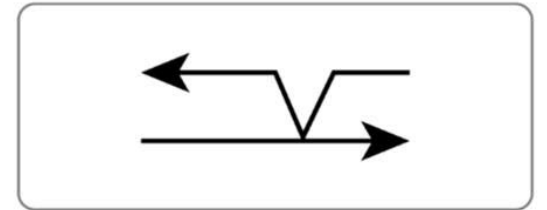
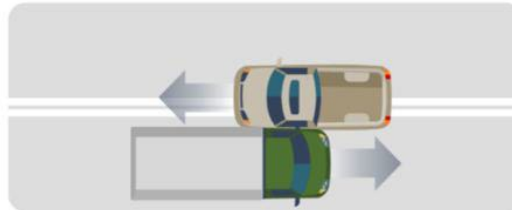
Sideswipe, Same Direction



- **Sideswipe Collisions (Opposite Direction):**

Involve vehicles traveling in opposite directions brushing against each other, usually on narrow roads.

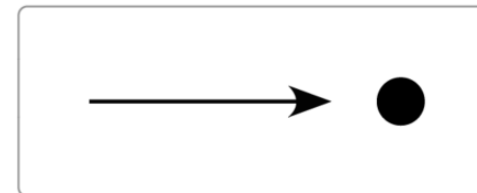
Sideswipe, Opposite Direction



- **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.

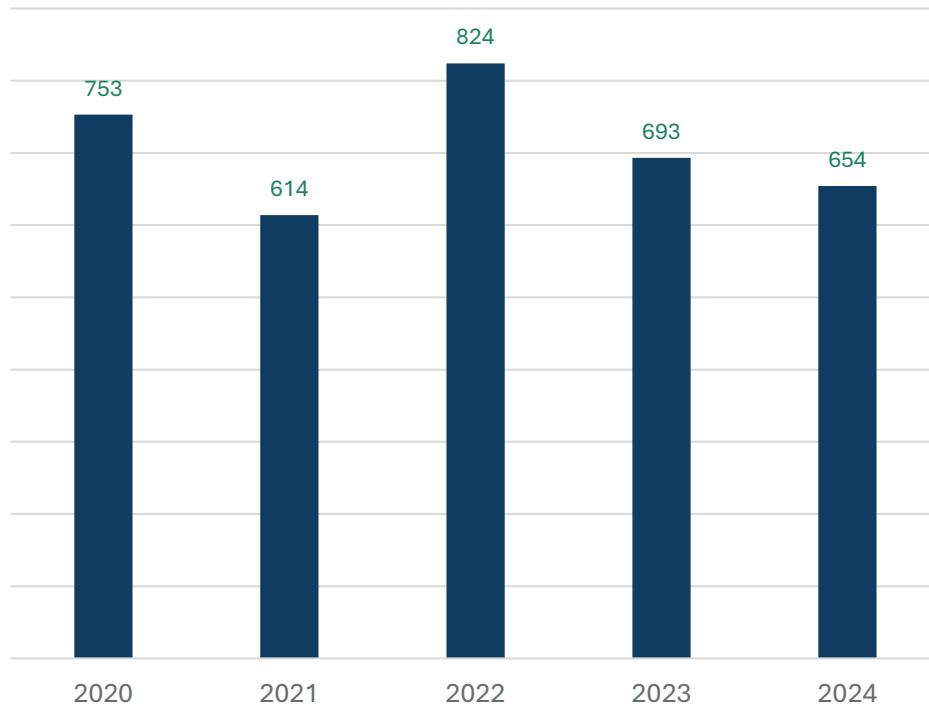
Not a Collision with Motor Vehicle



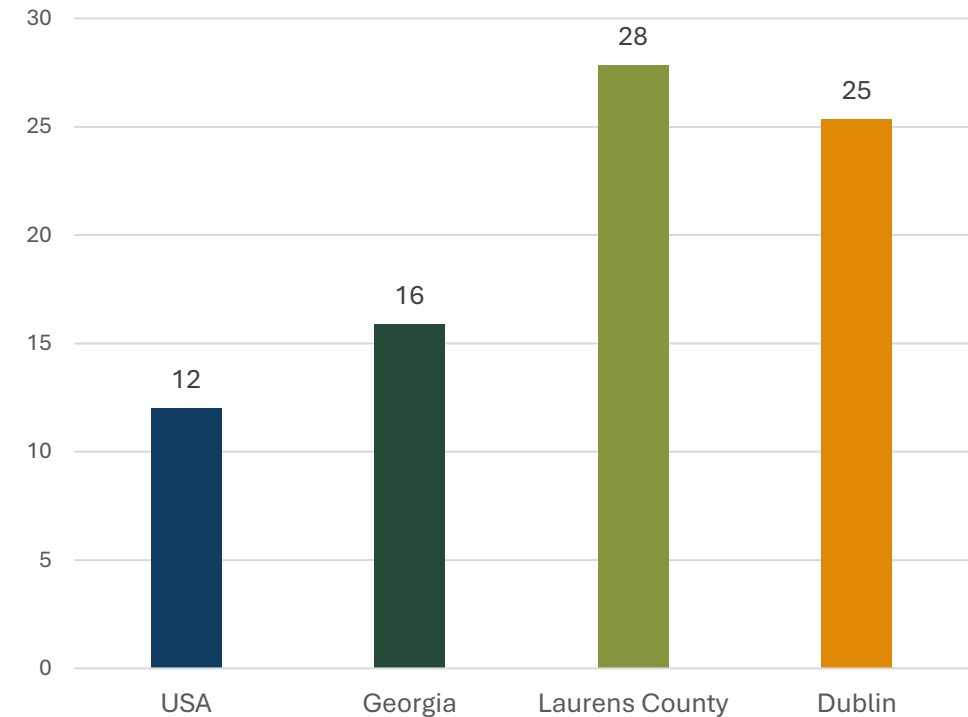
Crash Data Overview: All Crashes



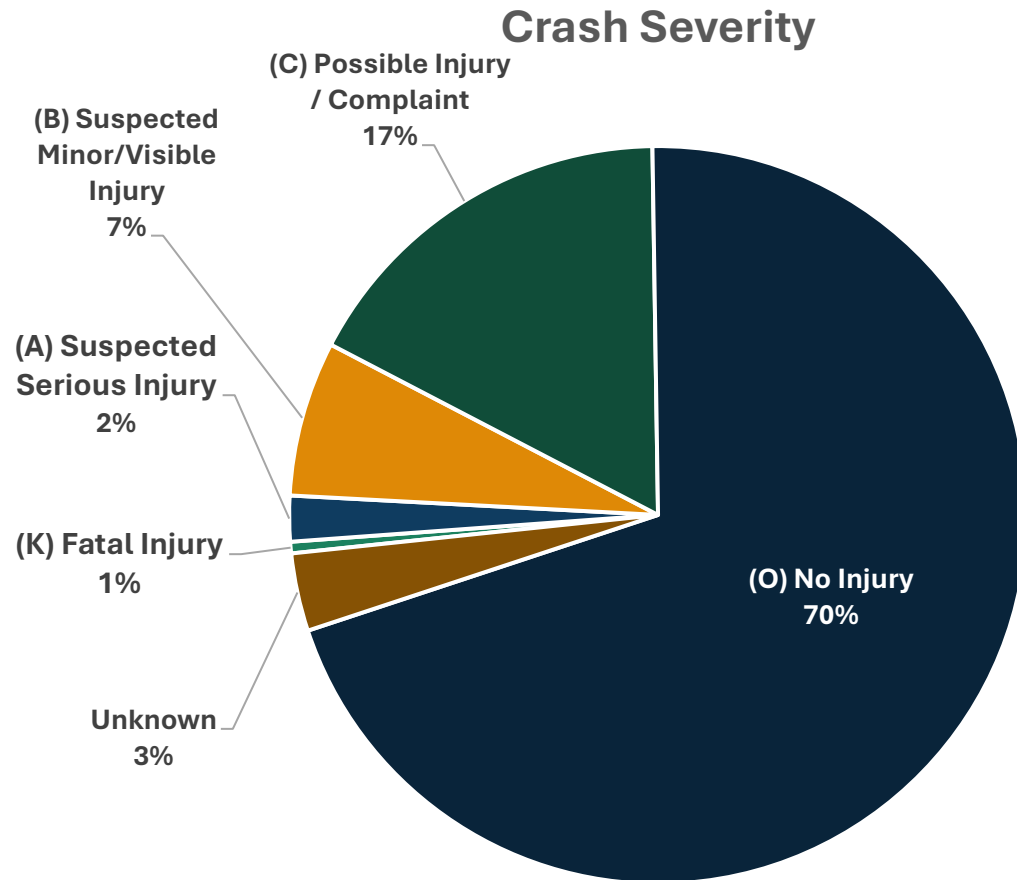
Annual Crash Trend (2020-2024)



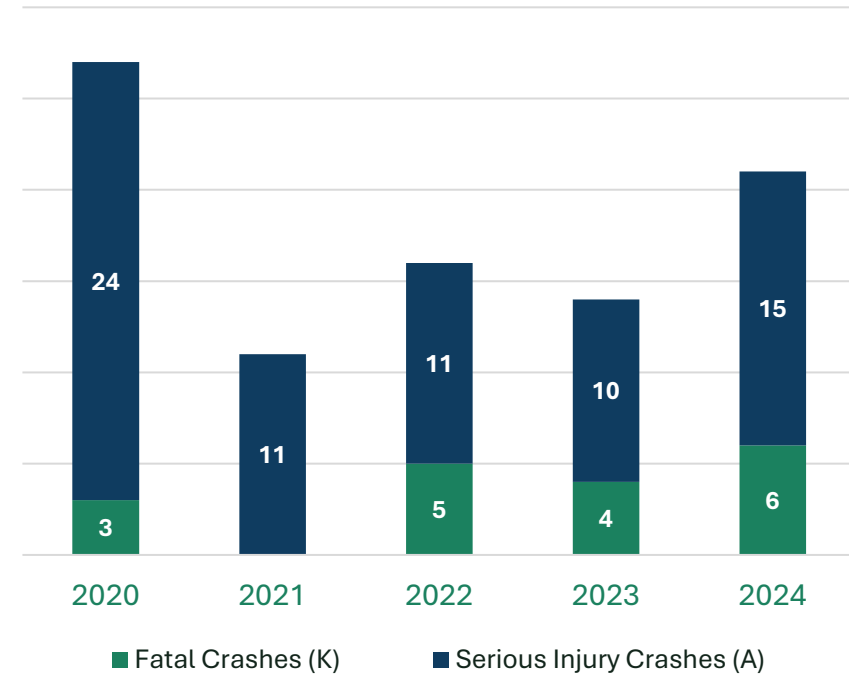
Comparison of Fatalities per 100K



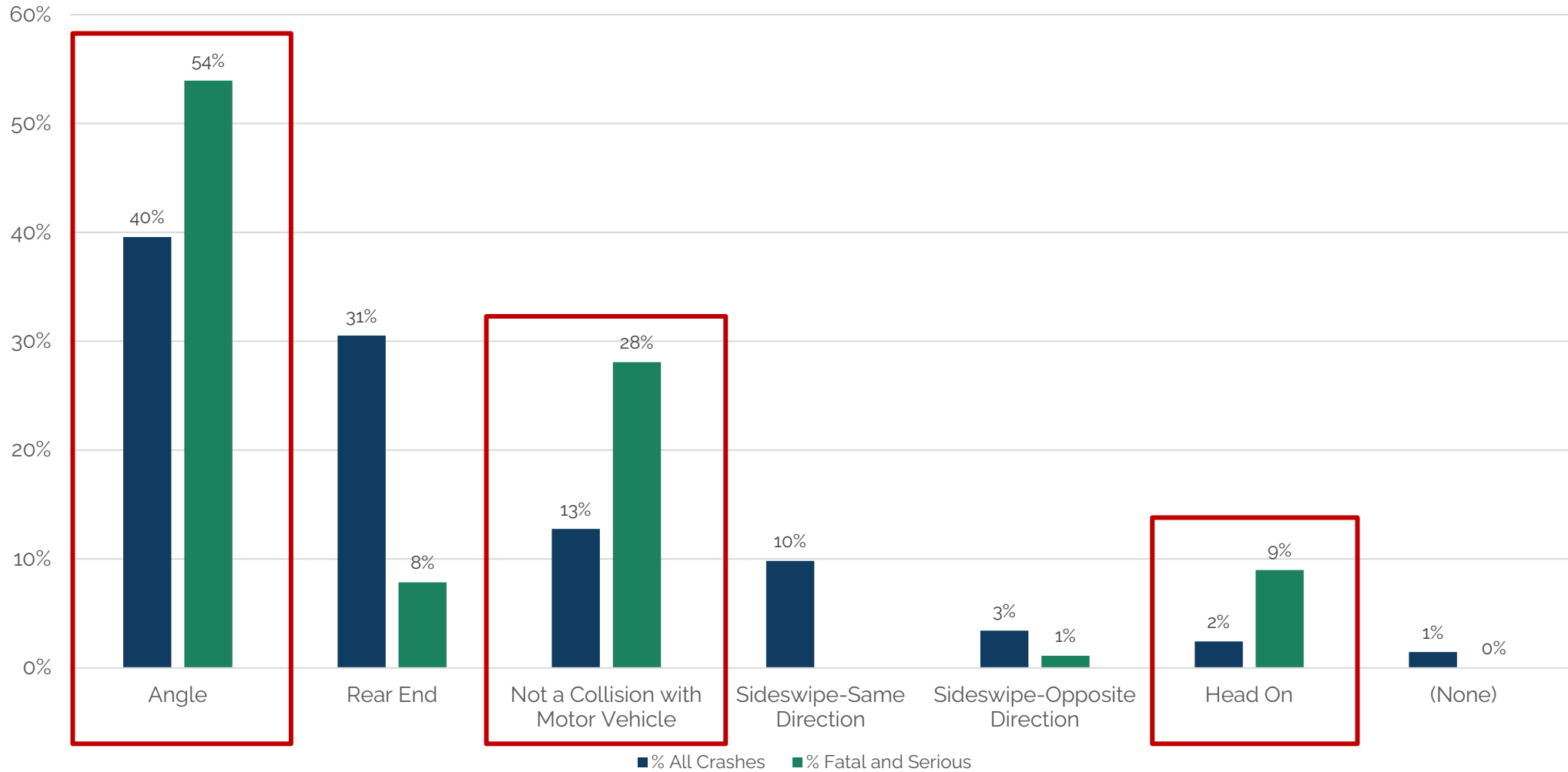
Crash Data Overview: Crash Severity



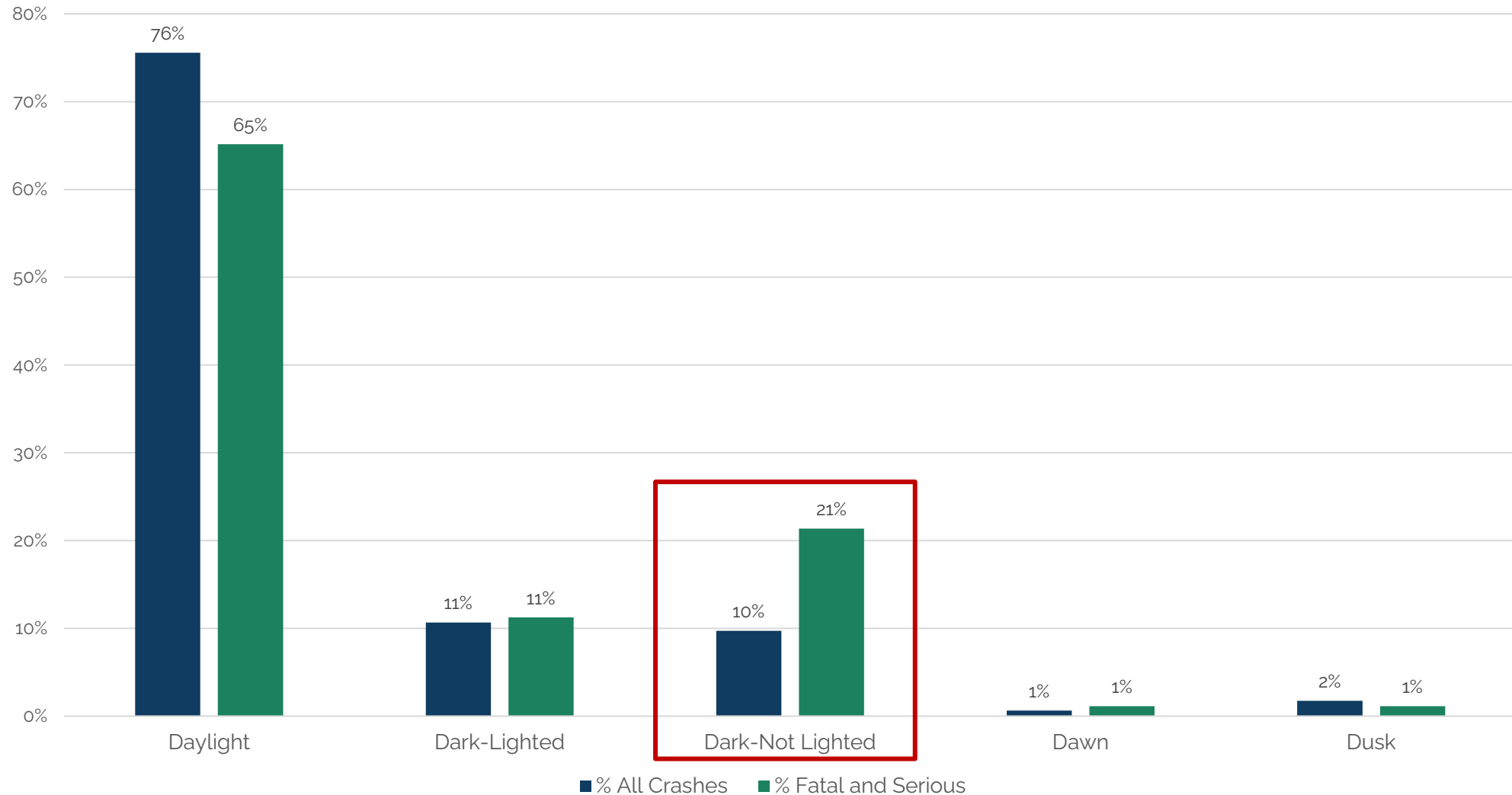
Fatal and Serious Crashes (2020-2024)



Manner of Collision Comparison



Lighting Conditions



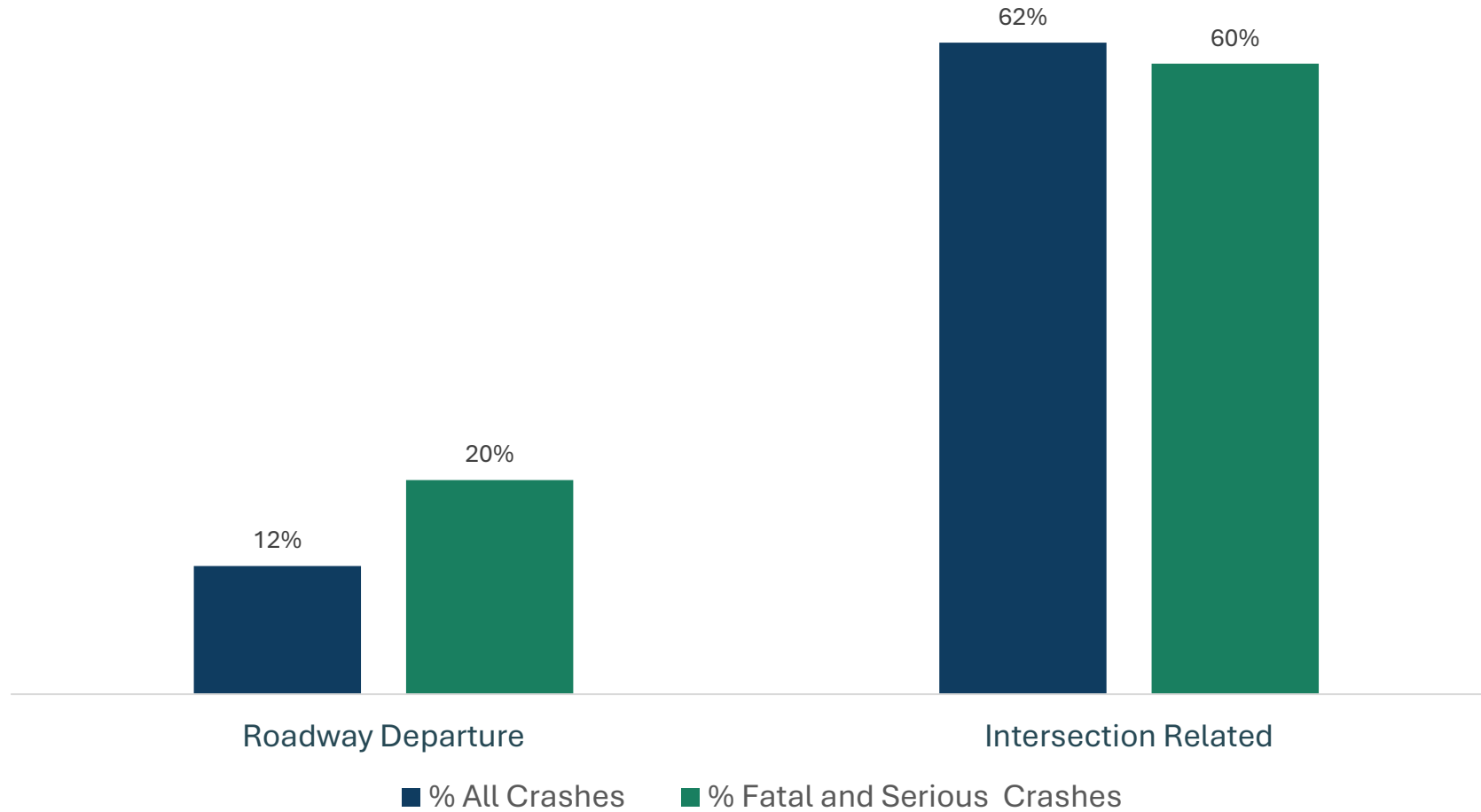
Strategic Highway Safety Plan (SHSP)

Emphasis Areas



- 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**

Crash Trends by Location



Crash Trends by Behavior



Speeding

*is involved in 2% of all crashes and **11% of fatal and serious crashes***



Improper Occupant Protection

*is involved in 3% of all crashes and **8% of fatal and serious crashes***



Distracted Driving

*is involved in **34% of all crashes** and 16% of fatal and serious crashes*

Crash Trends by Age Group



Older Drivers Ages 65+ (17% of the population)
*are involved in 25% of all crashes and **22% of fatal and serious crashes***

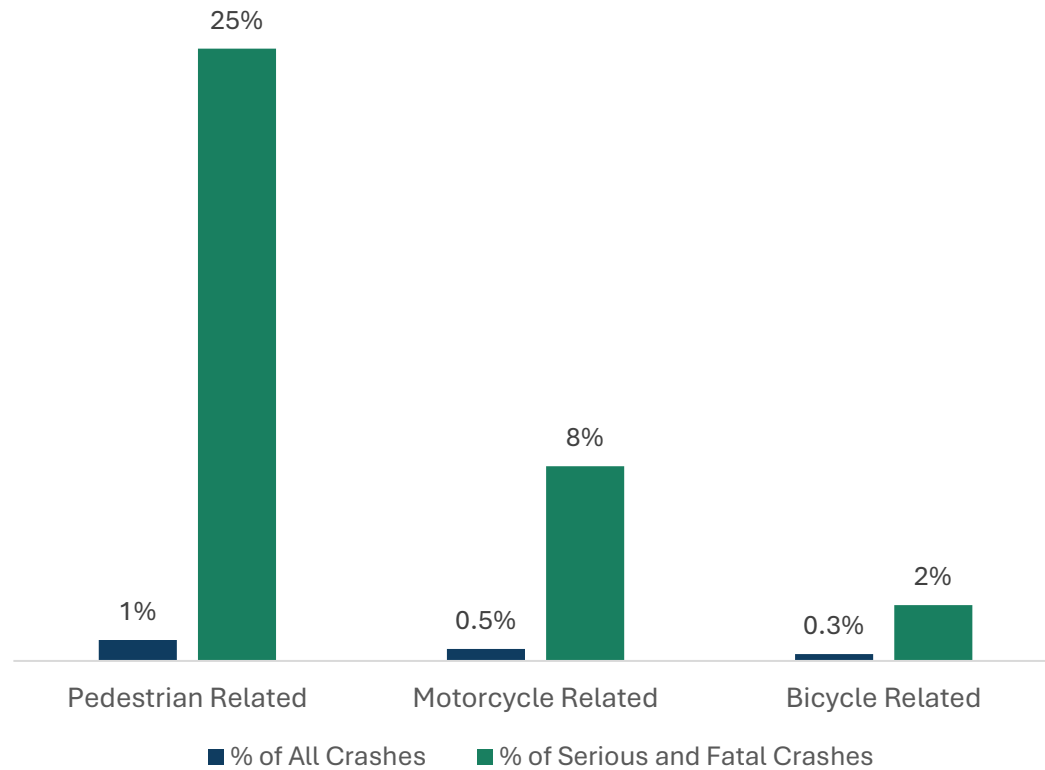


Young Adult Drivers Ages 20-24 (6% of the population)
*are involved in 18% of all crashes and **21% of fatal and serious crashes***

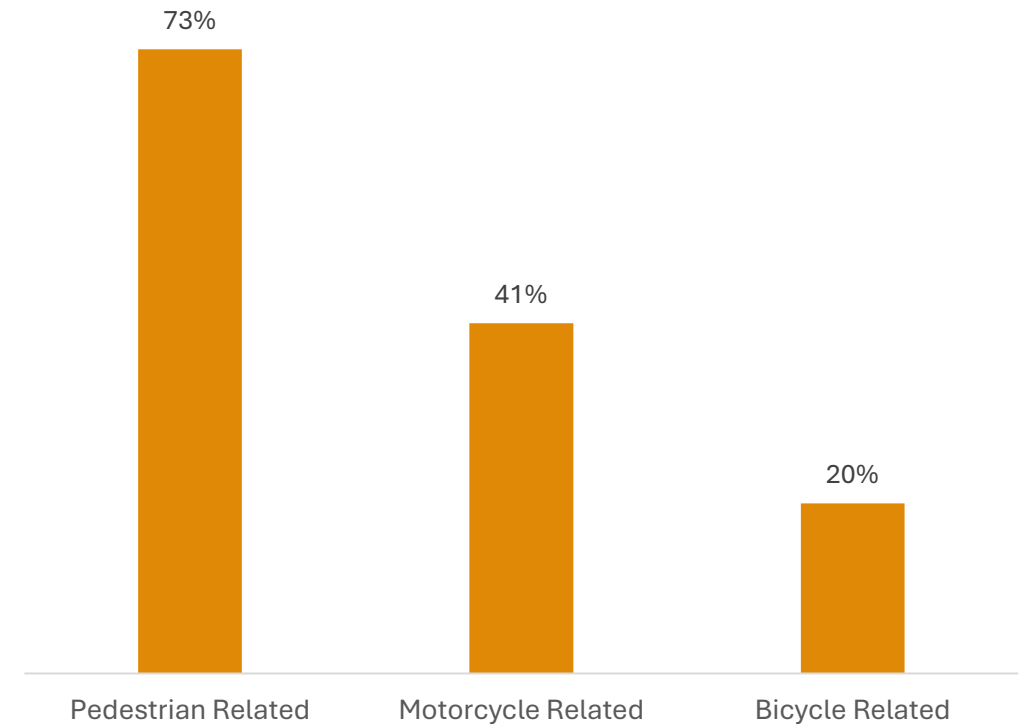


Young Drivers Ages 15-19 (6% of the population)
*are involved in 17% of all crashes and **15% of fatal and serious crashes***

Vulnerable Road User Related Crashes



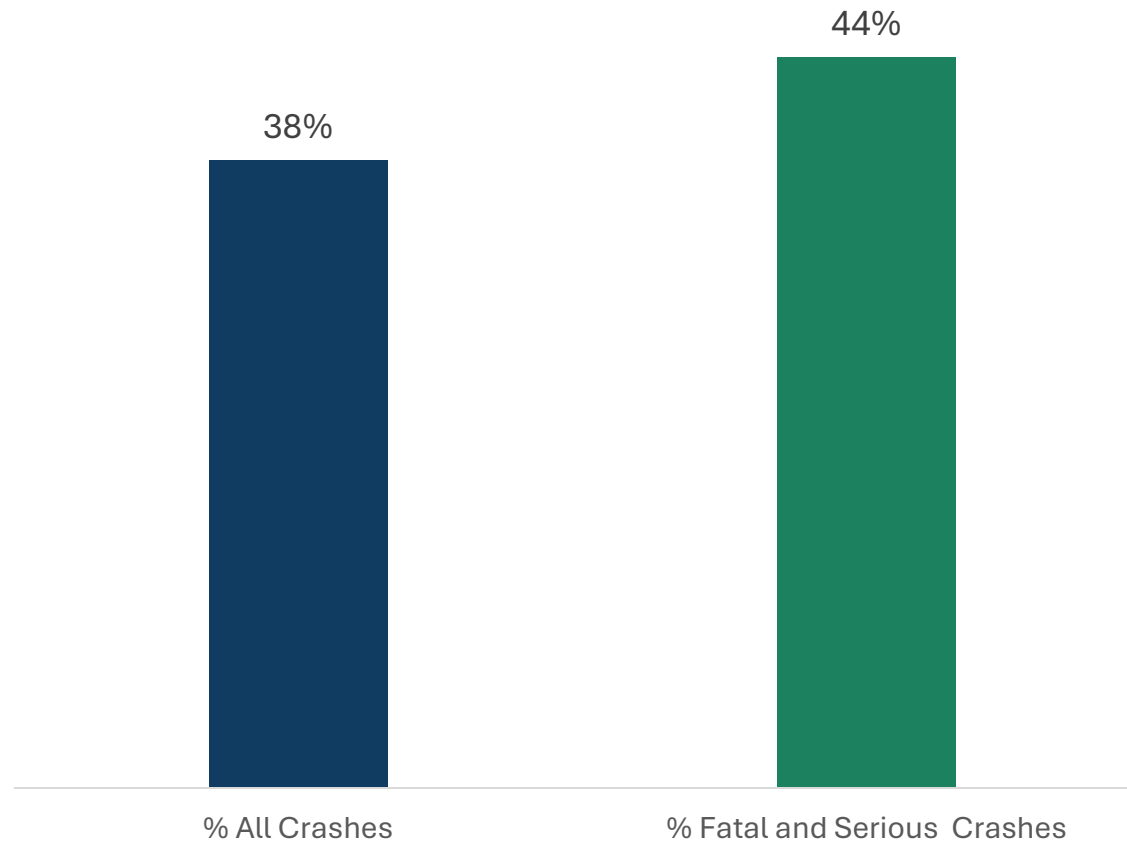
Percentage of Vulnerable Crashes that are Fatal or Serious



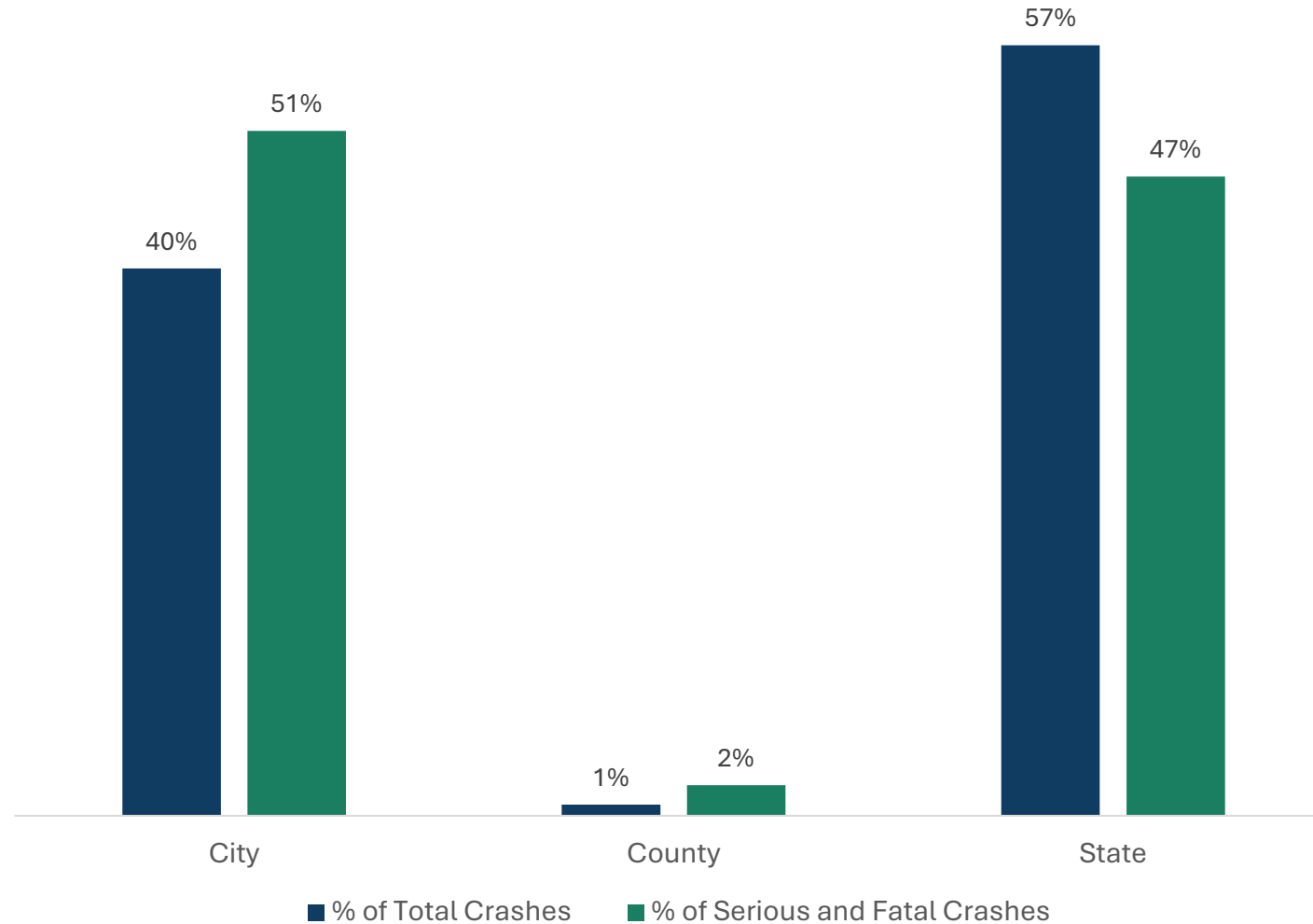
School Area Safety



School Area (1/2 Miles Radius)



Crashes by Ownership





Crash Maps

All Crashes

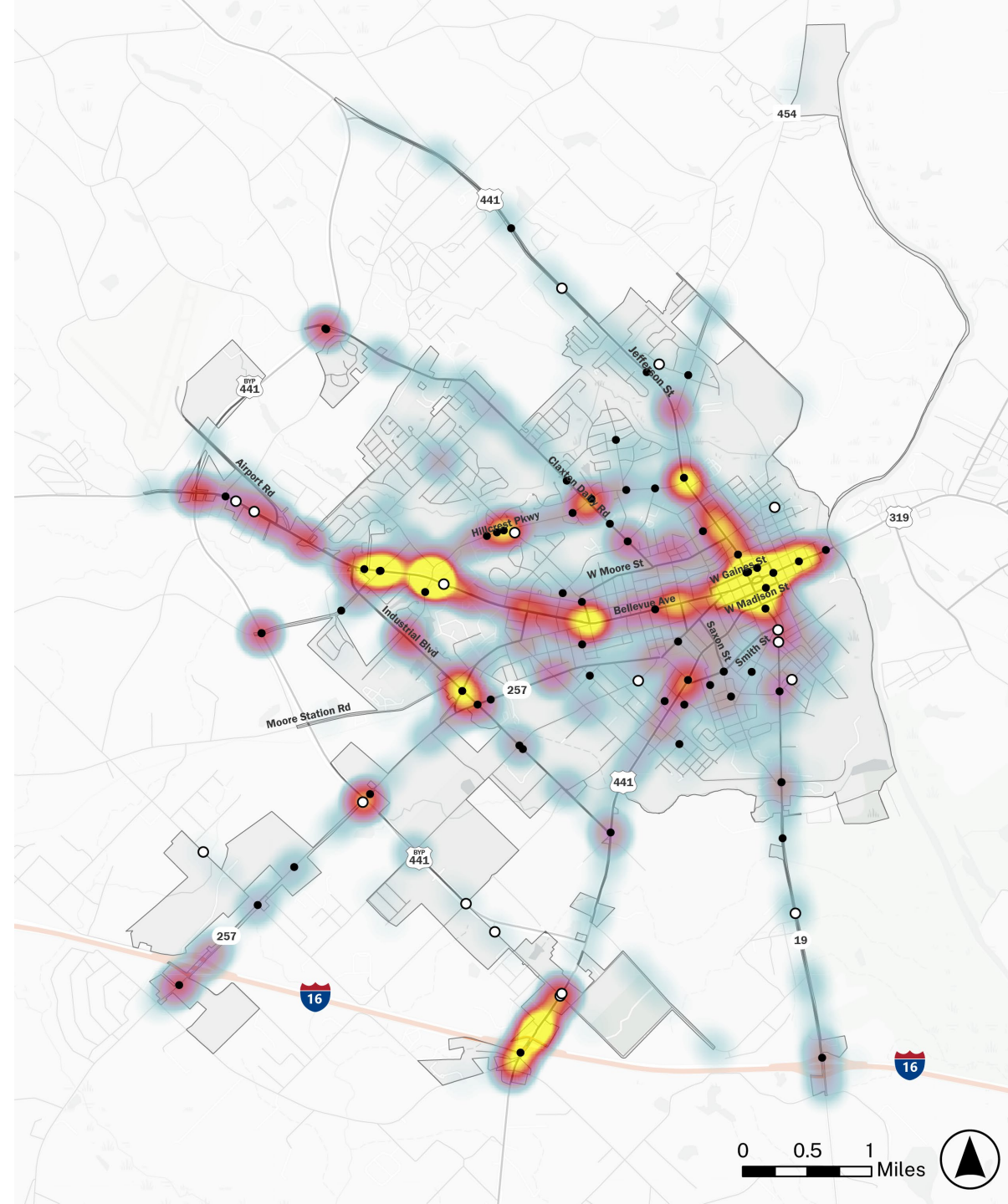


Legend

High  Density of All Crashes
Low

 Fatal Crashes

 Serious Crashes



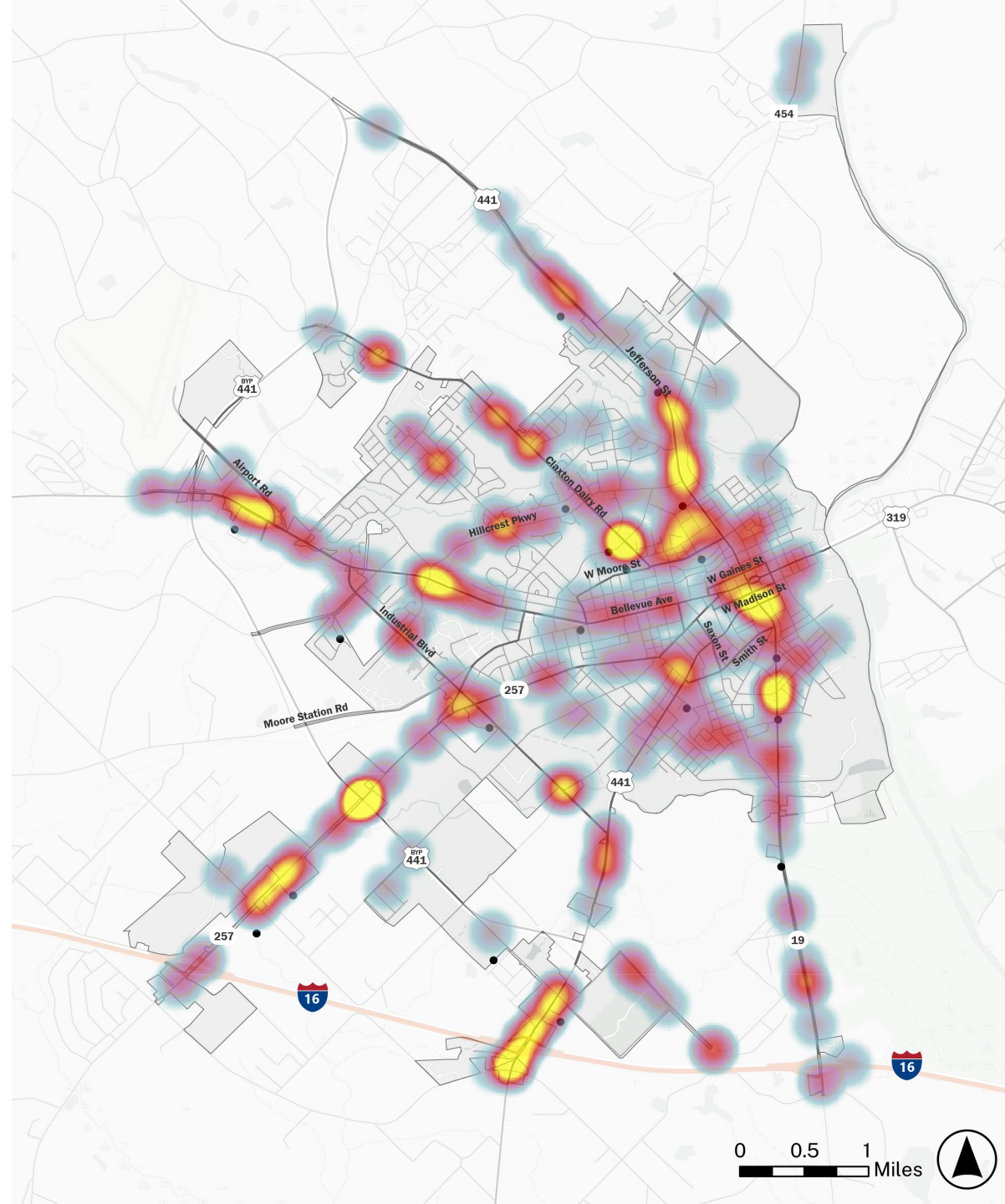
Lighting



Legend

High  Density of Crashes at
Low  Night with No Lighting

 Fatal and Serious Crashes
at Night with No Lighting

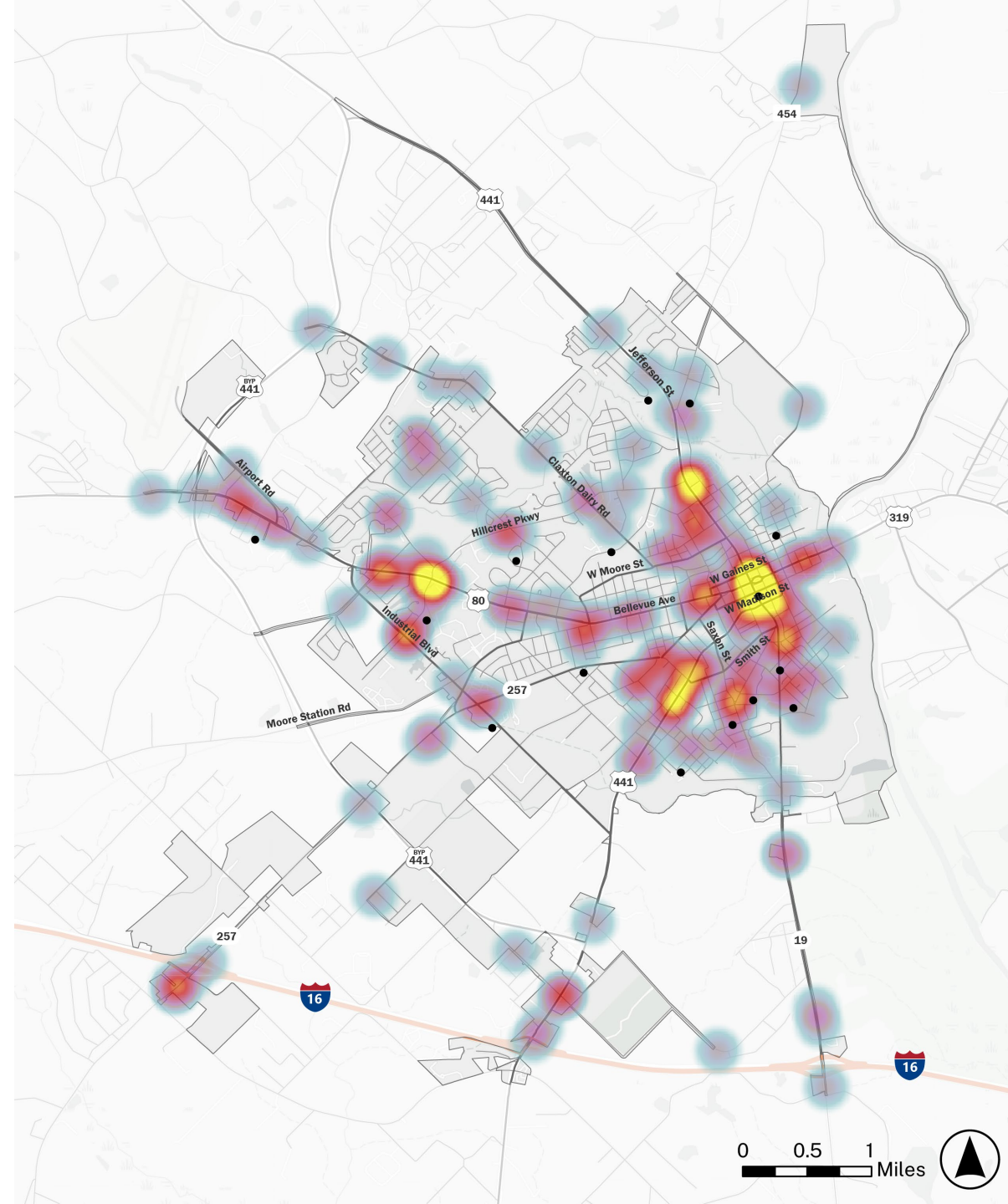


Speeding



Legend

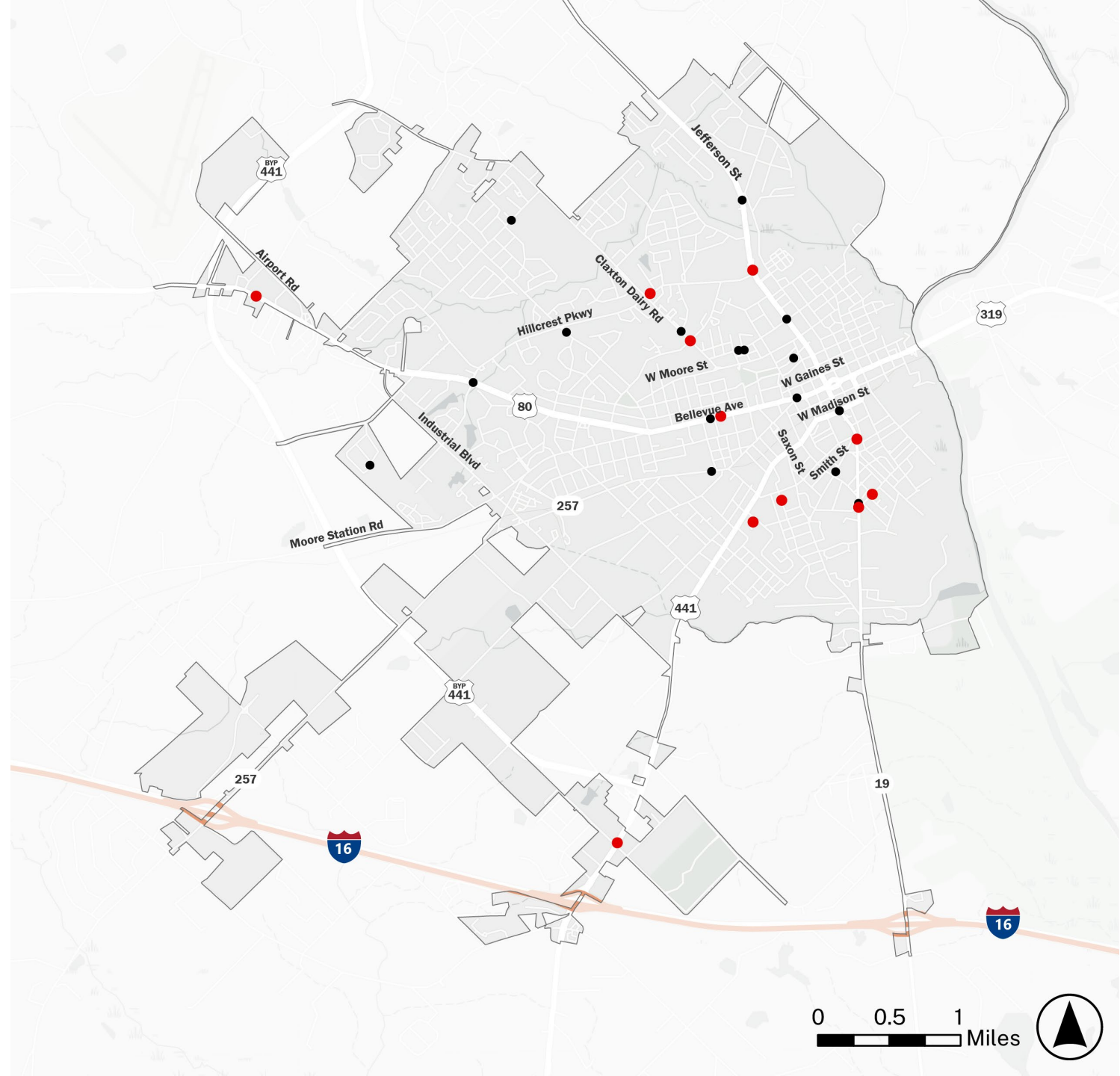
- High  Density of Speeding-Related Crashes
- Low  Related Crashes
-  Fatal and Serious Speeding-Related Crashes



Pedestrian Crashes

Legend

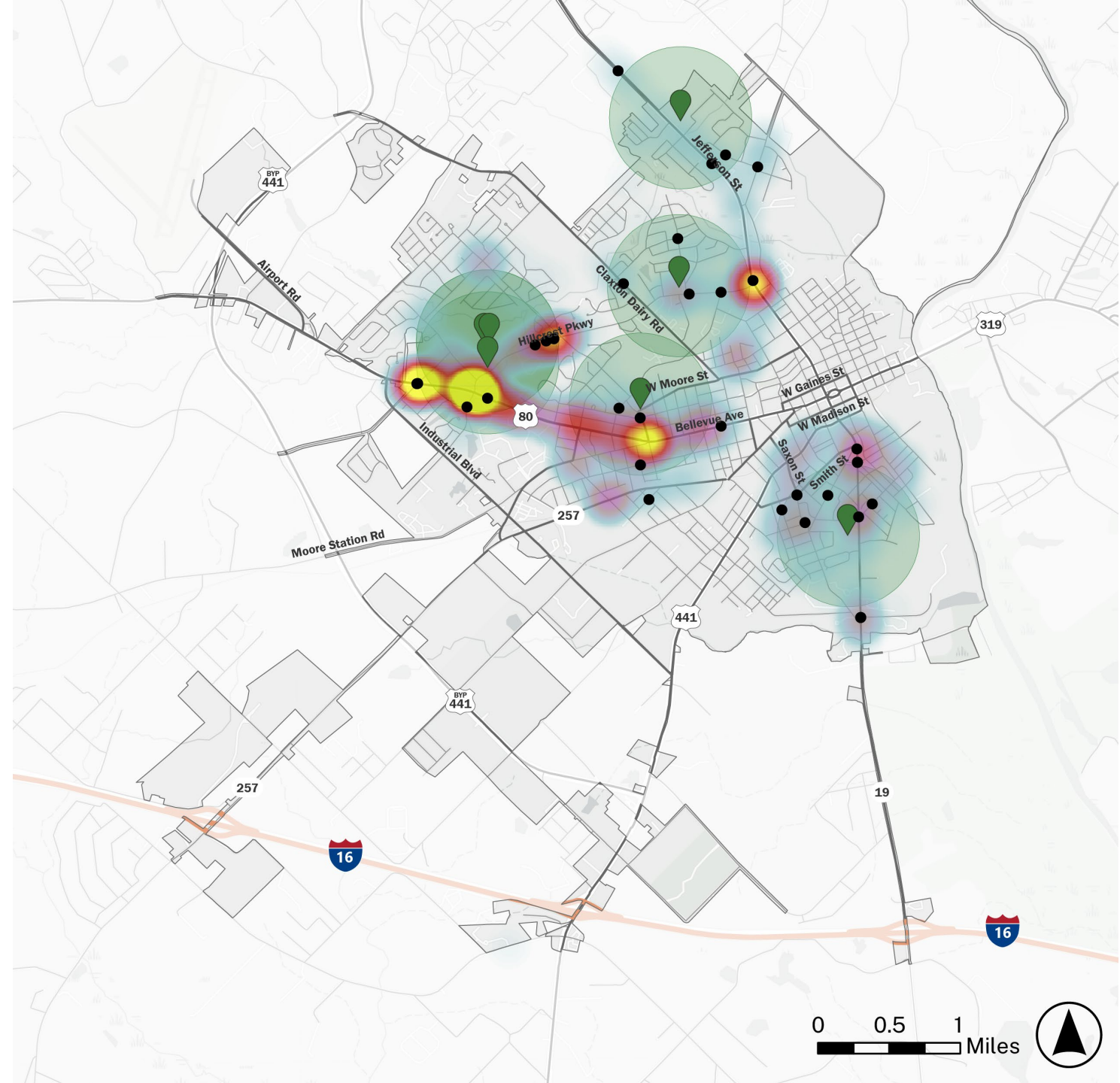
- Fatal and Serious Pedestrians Crashes
- All Pedestrians Crashes



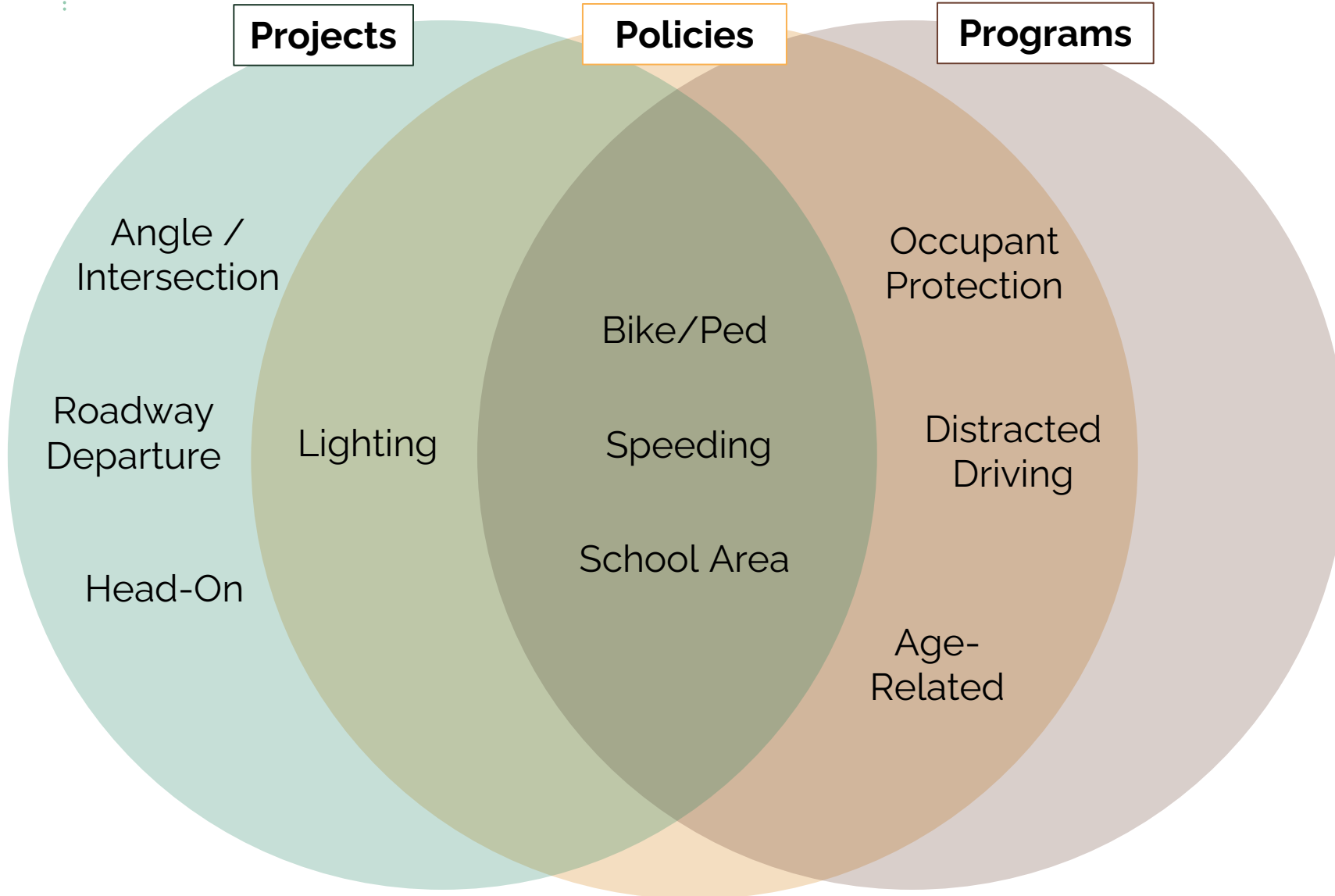
School Area Crashes

Legend

- Fatal and Serious School Area Crashes
- High Density of School Area Crashes
- Low Density of School Area Crashes
- 1/2 School Buffer
- 📍 School Location



Tackling the Top Issues





High Injury Network Development

High Injury Network (HIN)



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.

Step 1: Input data and road segments

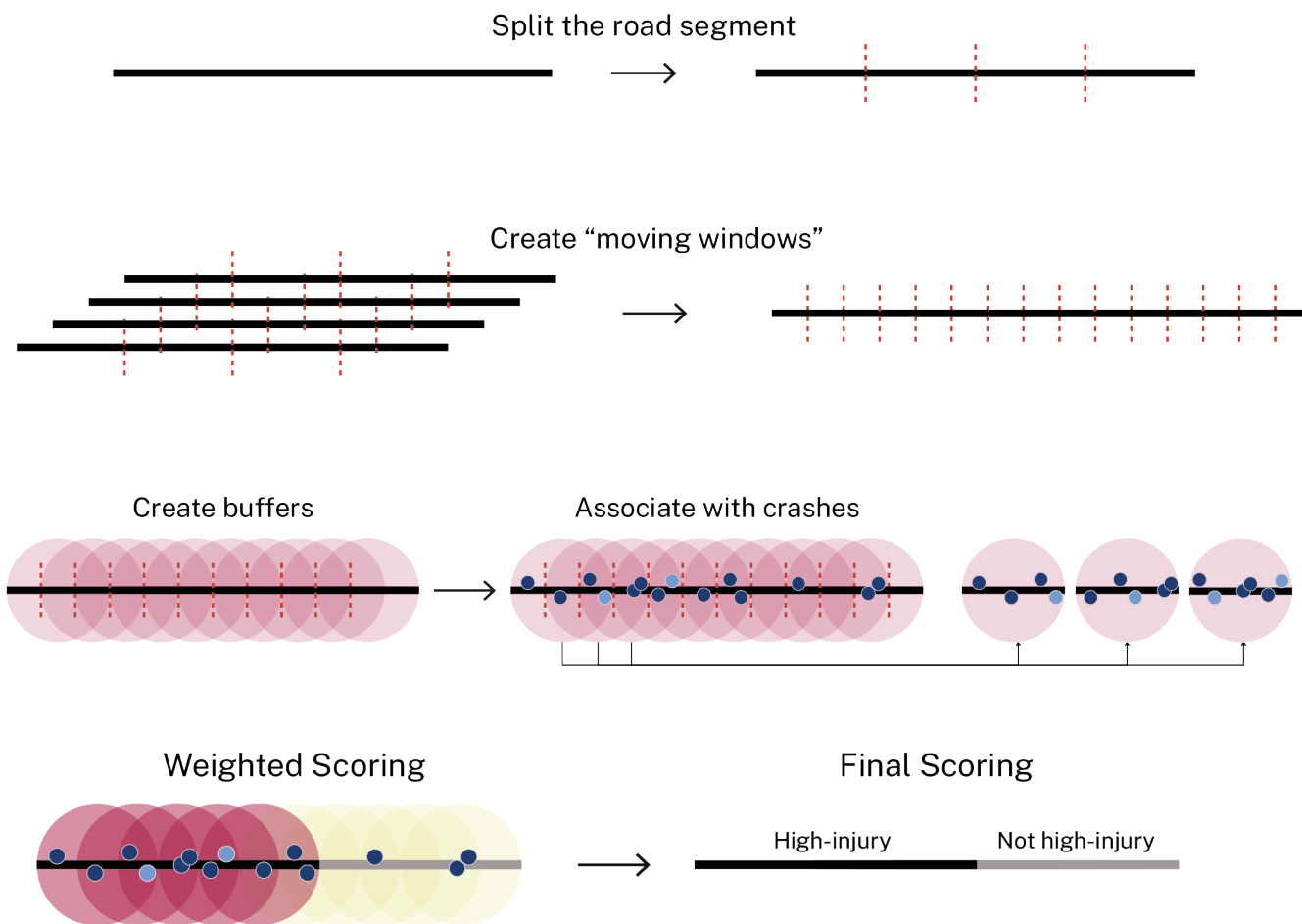
Step 2: Quarter mile segments and moving window

Step 3: Create buffer and join crashes

Step 4: Calculate weighted collision score (HIN Score)

- Formula weighting:
 - K&A crashes greatest weight (75%)
 - Frequency of crashes (25%)

Step 5: Develop Final Network

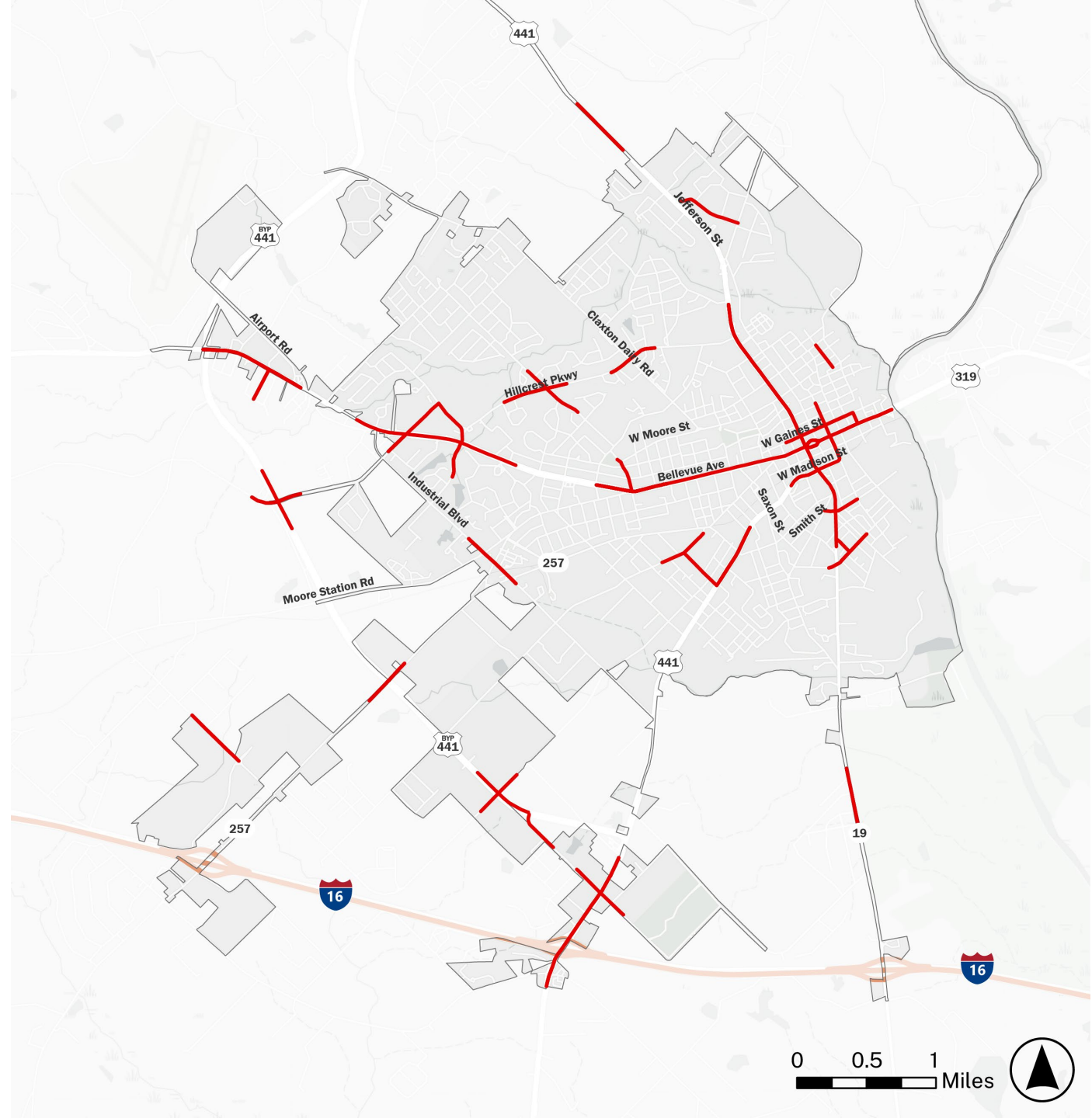


Candidate High Injury Network

55% of crashes
happening on
10% of Dublin's
roads

Legend

— High Injury Network



NEXT STEPS



1

Public Meeting,
tonight from 4-7pm

2

Continue
publicizing the
online survey

3

Complete
Policy Analysis

4

Next Stakeholder
Meeting
Policies & Programs
March 24, 2026

Questions?

