



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



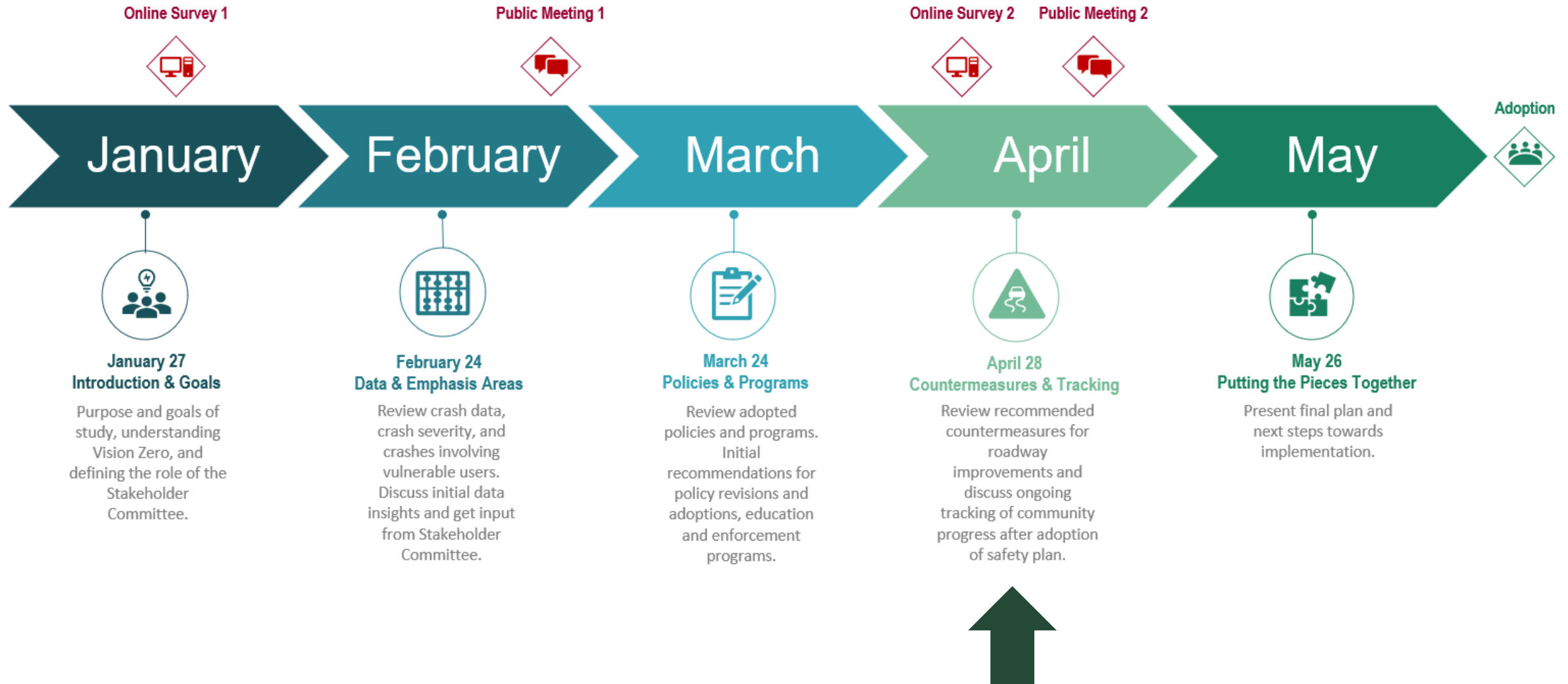
SS4A Stakeholder Committee Meeting #4

April 28, 2026

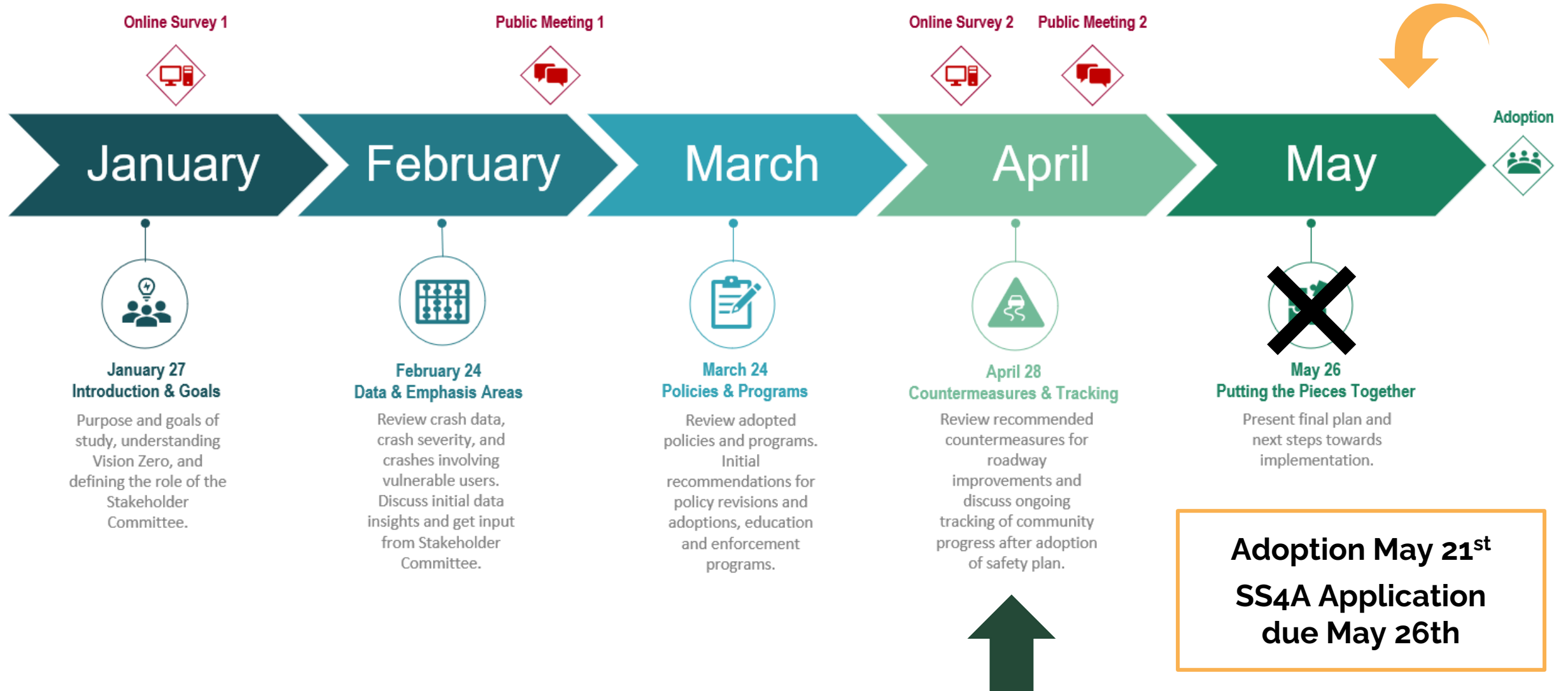
- 1 Introductions
- 2 Schedule Updates
- 3 High Injury Network Updates
- 4 Countermeasures
- 5 Meeting Federal Requirements
- 6 Next Steps



Project Schedule



Project Schedule



Three-Legged Stool Approach



The Three-Legged Stool Approach is an interdisciplinary method of achieving the zero-traffic death goal.

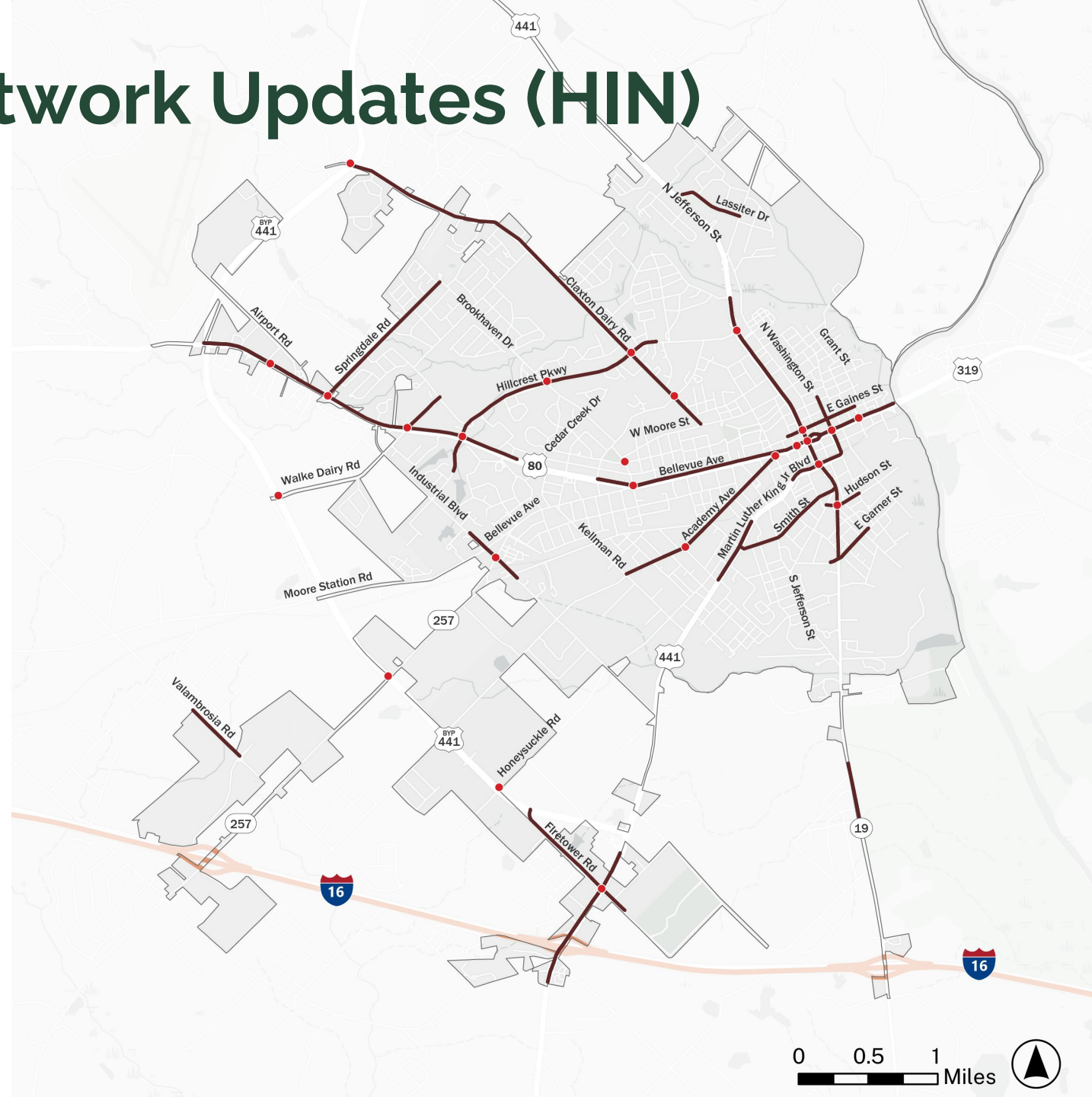
- **Policies** to set priorities
 - Leadership level decisions
 - Staff level implementation
- **Programs**, like education and enforcement to inform citizens & affect future behaviors
- **Projects** to improve the roadway system for all users

High-Injury Network Updates (HIN)

- **Final HIN:**

- Added Community Corridors
- Captured other high-crash frequency and severity intersections

**59% of crashes are
happening on
8% of Dublin's roads**





Countermeasures

What are Countermeasures?

FHWA's countermeasures are **strategies** that can offer significant, measurable impacts as part of any agency's data-driven, systemic approach to improving safety. Each countermeasure addresses **speed management, intersections, roadway departures, or pedestrians/ bicyclists—** along with **crosscutting strategies** that address all four safety focus areas.

What are CMFs?

A crash modification factor (CMF) is a numerical value used to compute the **expected number of crashes reduced after implementing a countermeasure** on a road or intersection. FHWA's countermeasures use the CMFs to demonstrate projected future impact.

Example: Lighting improvements can reduce crashes up to:



42%

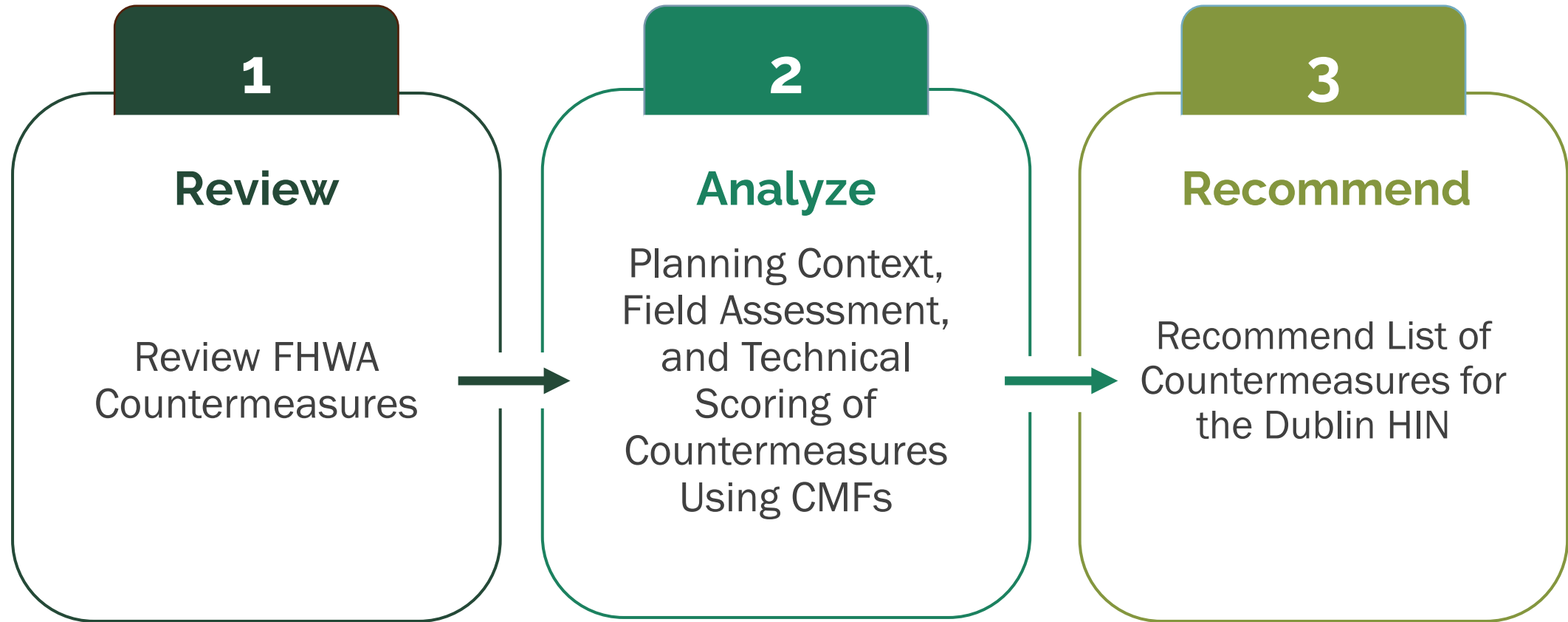
for nighttime injury
pedestrian crashes at
intersections.

33-38%

for nighttime crashes at
rural and urban
intersections.

28%

for nighttime injury
crashes on rural and
urban highways.



What Are We Trying to Solve?



Remove Severe Conflicts

Reduce conflict points and separate different roadway users in 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



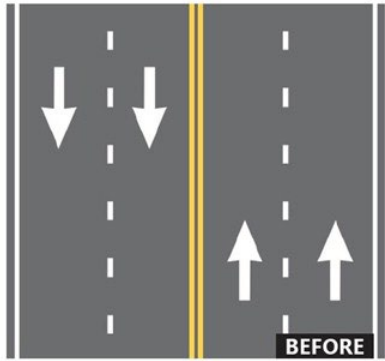
Increase Attentiveness and Awareness

Increase visibility to help drivers be more aware and make safer choices

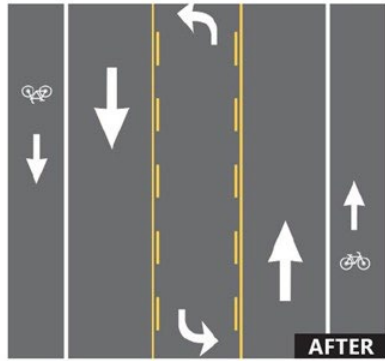
Recommended Countermeasures



Remove Severe Conflicts



BEFORE



AFTER

Road Diet



Sidewalk Connectivity



HAWK Signal



Bike Lanes/ Share The Road



Roundabouts



Center Medians

Recommended Countermeasures



Reduce Vehicle Speeds



Lower Speeds on Local Roads



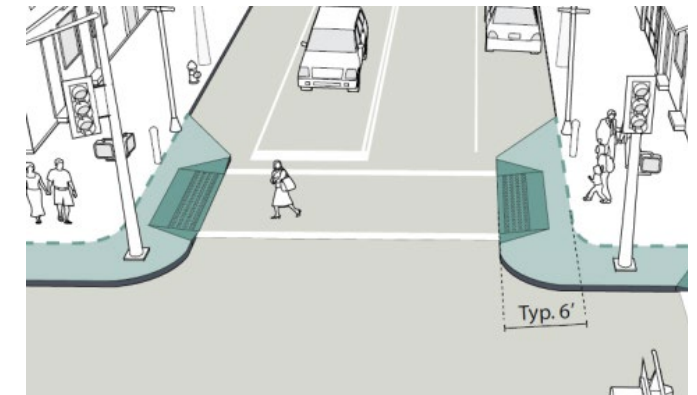
Speed Feedback Signs



Traffic Calming



Pavement Friction Management



Curb Extension



Manage Driver Expectation



Protected Turn Light



Intersection Lane Markings



Yellow Change Intervals



Recommended Countermeasures

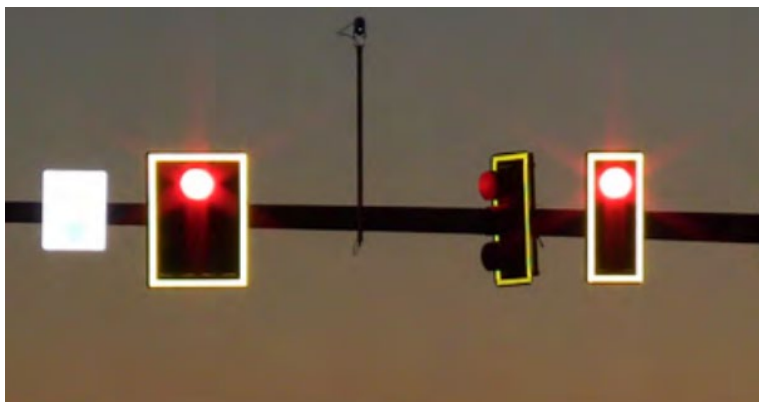
Increase Attentiveness and Awareness



Lighting



Leading Pedestrian Interval



Retroreflective Backplates



Advance Warning Signals



High Visibility Crosswalks



Examples

Center Medians

Can reduce overall crashes by 53%



Why?

- Access management prevents traffic crashes by reducing the number of “conflict points”.
- Restricts high-risk left turns and channels traffic to designated locations

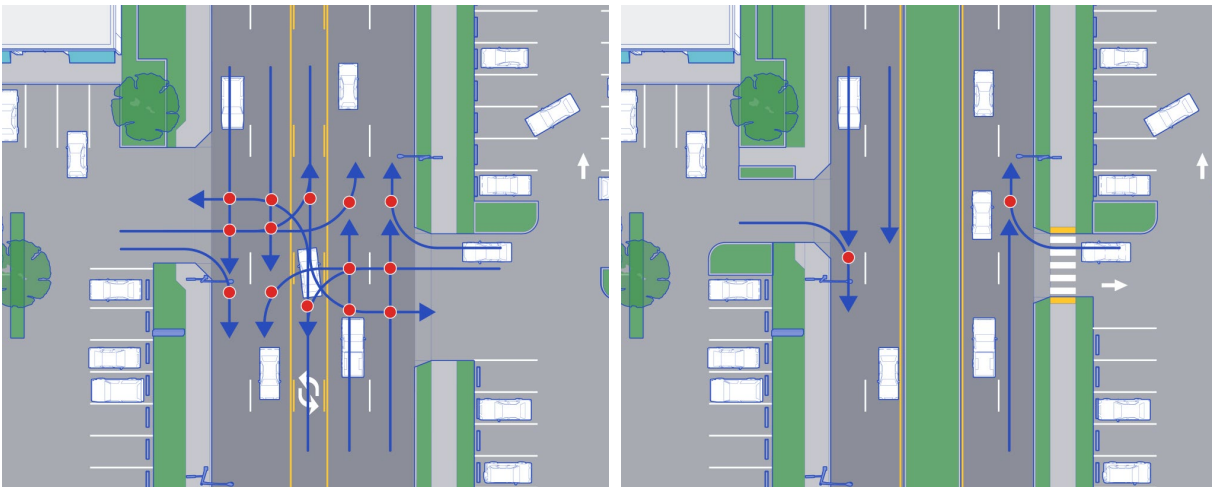
Where?

- Jefferson St
- Jackson St
- Hillcrest Pkwy
- Martin Luther King Jr Dr
- US Hwy 441
- Veterans Blvd
- Telfair St



Existing Condition

Example: N Jefferson St



Before

After



Future Improvement Example

Example: Hillcrest Parkway

Traffic Calming

Can reduce overall crashes by 32%



Where?

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



Existing Condition
Example: Smith St



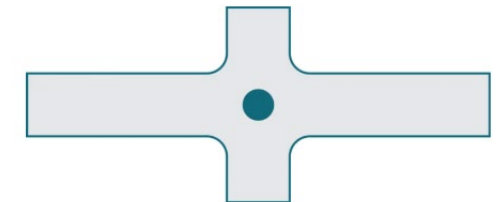
Pinch points
and chicanes



Roadway
medians



Curb
extensions



Neighborhood
roundabout

Road Right Sizing

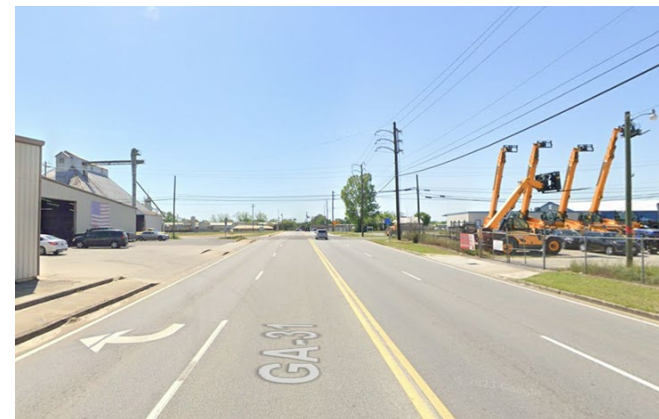
Can reduce overall crashes by 47%

Where?

- Jackson St
- Washington St
- Martin Luther King Jr Blvd

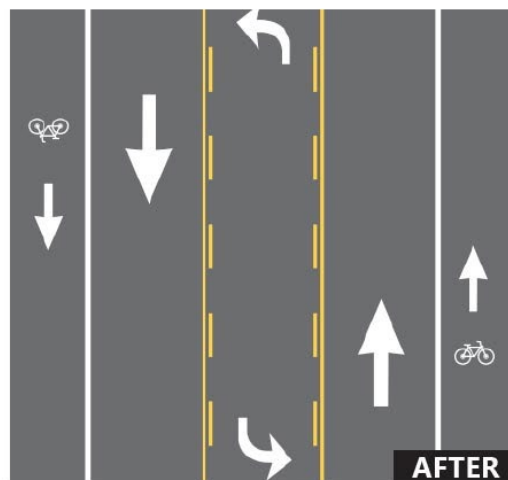
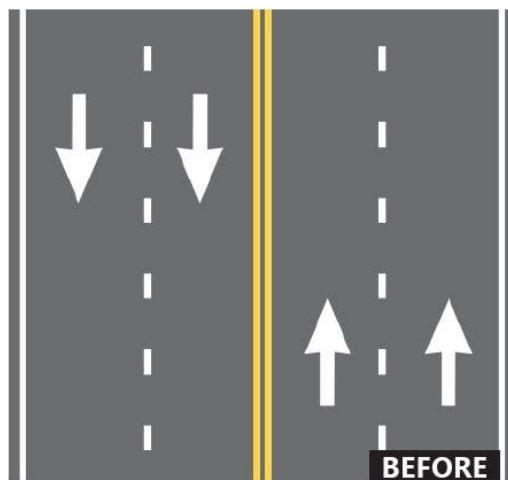
Why?

- Reduce vehicle-to-vehicle conflicts that contribute to rear-end, left-turn, and sideswipe crashes
- Removing the undivided inside lanes of a four-lane roadway that serve both through and turning traffic.



Existing Condition

Example: S Washington St



Future Improvement Example

Planned Roundabouts

- Claxton Dairy Rd and Woodlawn Dr
- Claxton Dairy Rd and US 441 BYP
- US 441 BYP and Walke Dairy Rd
- Walke Dairy Rd and Industrial Blvd
- Industrial Blvd and Moore Station Rd
- Industrial Blvd and Bellevue Rd
- Academy Ave and Kellam Rd



Existing Condition

E Jackson St and S Washington St

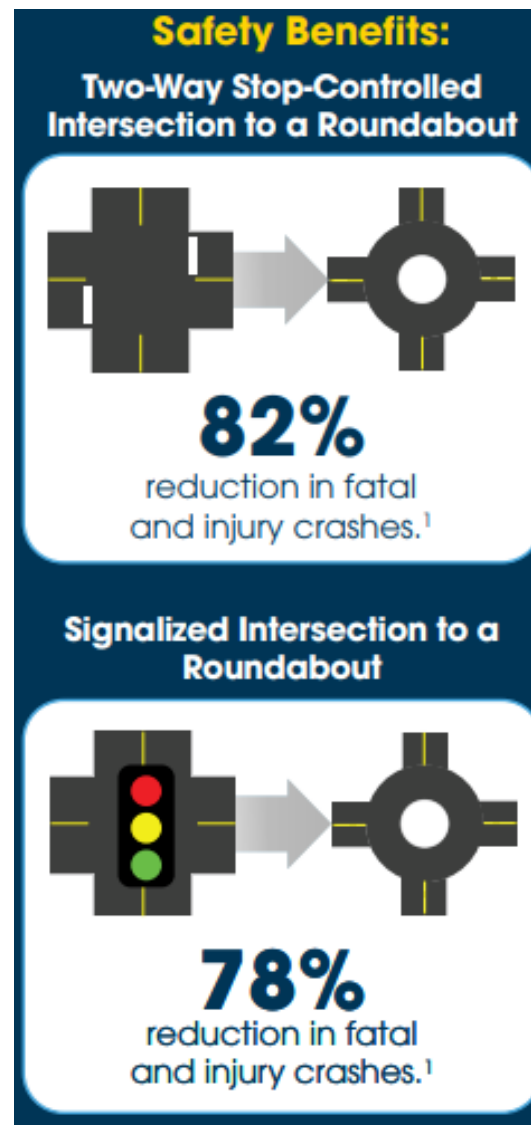
Additional Proposed Locations

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

40%

potential reduction in
pedestrian crashes

Source: Stanford University



Source: FHWA

Curb Extension

Can reduce overall crashes by 44%

Why?

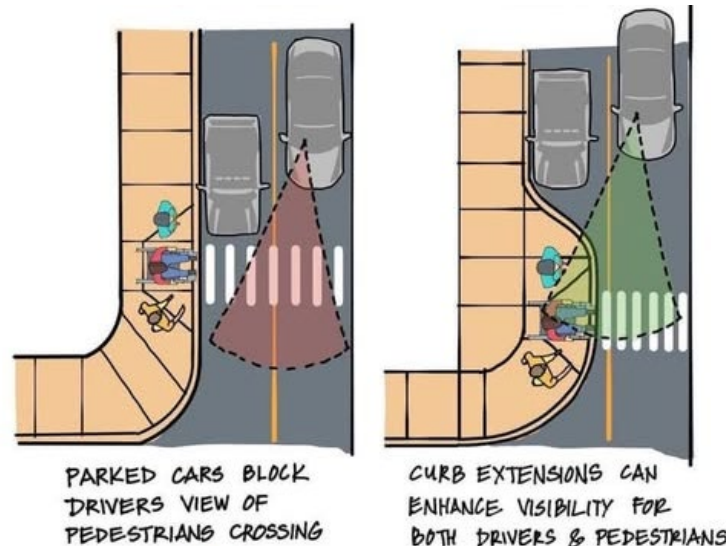
- Decrease the overall width of the roadway
- Serve as a visual cue to drivers that they are entering a downtown or neighborhood street or area.
- Reduce the crossing distance for pedestrians

Where?

- 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



Example: Concrete



Existing Condition

Roosevelt St & N Jackson St



Example: Paint and planters

Leading Pedestrian Intervals (LPIs)

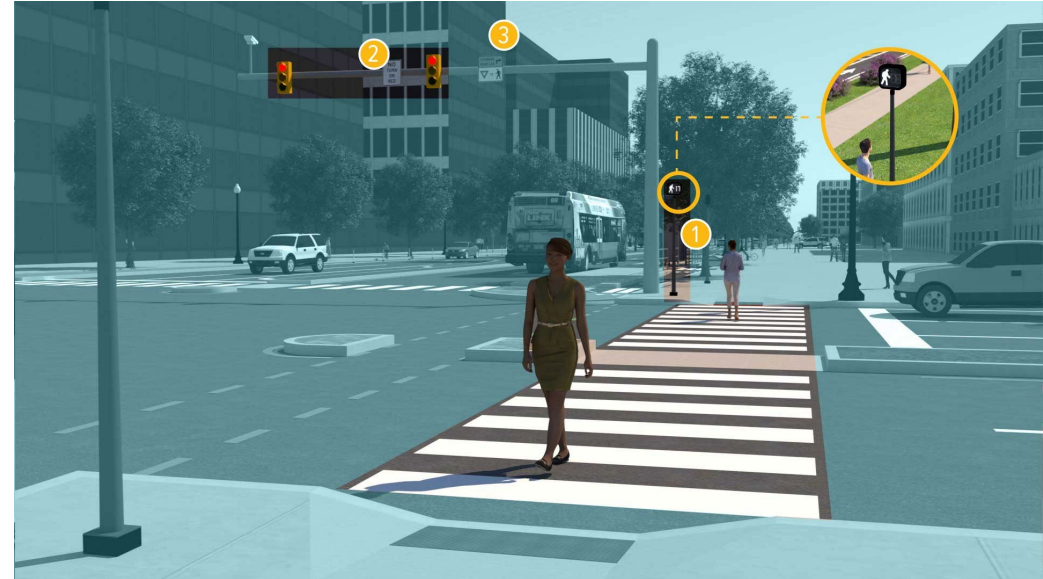
Can reduce overall crashes by 17%

Why?

- Give pedestrians a 3–7 second head start to enter a crosswalk before vehicles receive a green light
- Increase visibility of crossing pedestrians
- Increase the likelihood of motorists yielding to pedestrians.

Where?

- Suggested change at all existing traffic signals

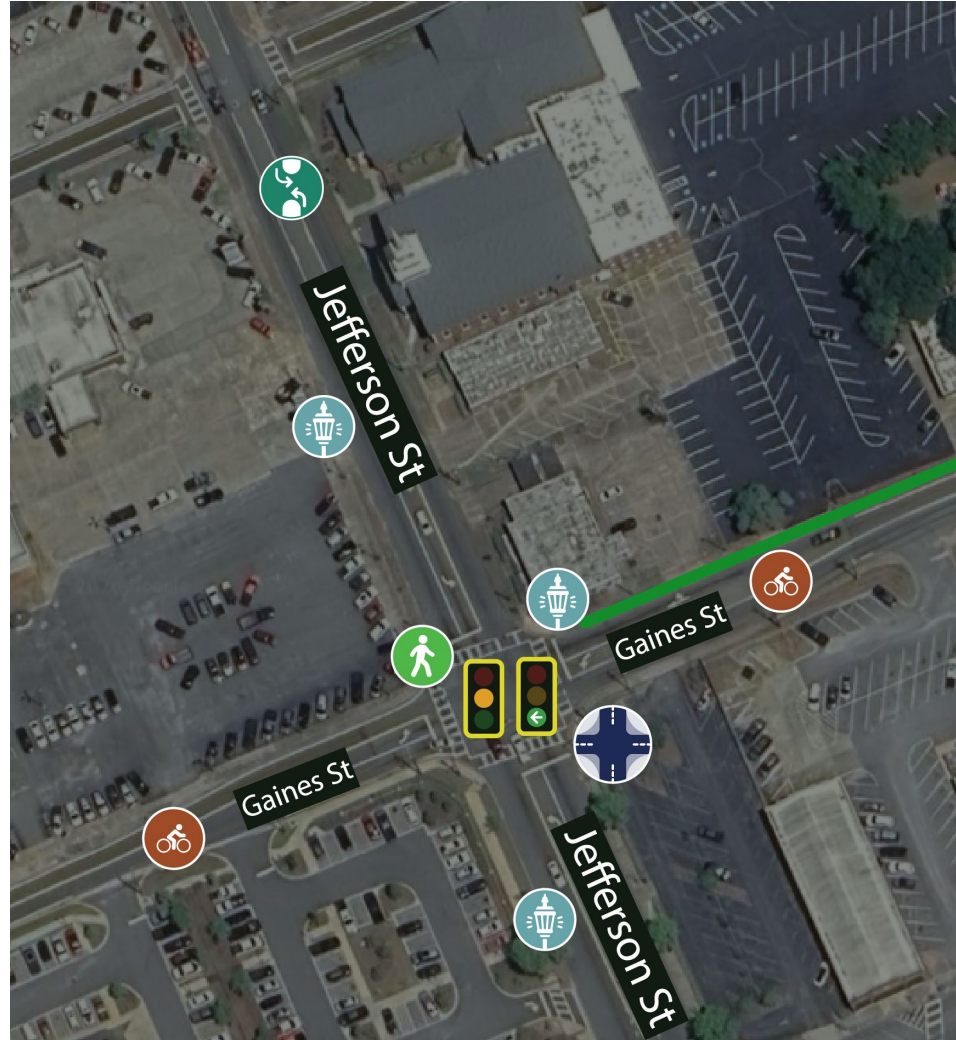


Future Improvement Example

Example Project: Jackson St & Gaines St



-  Leading Pedestrian Interval
-  Bollards / Curb extension
-  Protected Turn Light
-  Yellow Change Intervals
-  Connected Sidewalk
-  Lighting Enhancement
-  Bicycle Share the Road
-  Center Medians



Top Crash Types:

- Rear End
- Angle

2020 – 2024
Fatal & Serious
Crashes

1

2020 – 2024
Total Crashes

26

Reduction In Fatal &
Serious Crashes
Over 5 Year Period

53%



Putting the Pieces Together

Plan Elements: Federal Compliance



Leadership Commitment and Goal Setting



Planning Structure



Engagement and Collaboration



Safety Analysis



Policy and Process Changes



Strategy and Project Selections



Progress and Transparency

**Getting this plan
adopted by May 21st!**



LEADERSHIP COMMITMENT AND GOAL SETTING



Commitment to Vision Zero

- Council adopted Vision Zero on January 15, 2026

Adoption of SS4A Safety Action Plan

- Scheduled May 21, 2026

Commitment to Implementation

- SS4A grant application due May 26, 2026



ENGAGEMENT AND COLLABORATION



Public and stakeholder informed decisions

- ✓ 4 Stakeholder Meetings
- ✓ 4 Public Meetings
- ✓ 2 Online Surveys



SAFETY ANALYSIS



Analysis of Serious and Fatal Crashes Top Trends:

5-year crash data used: Crash frequency, injury severity, and crashes involving vulnerable roadway users



54%

of severe
crashes were
angle crashes



16%

of severe
crashes involved
**distracted
driving**



11%

of severe
crashes involved
speeding



36%

of severe
crashes involved
**younger drivers
(ages 15-24)**



25%

of severe
crashes involved
pedestrians

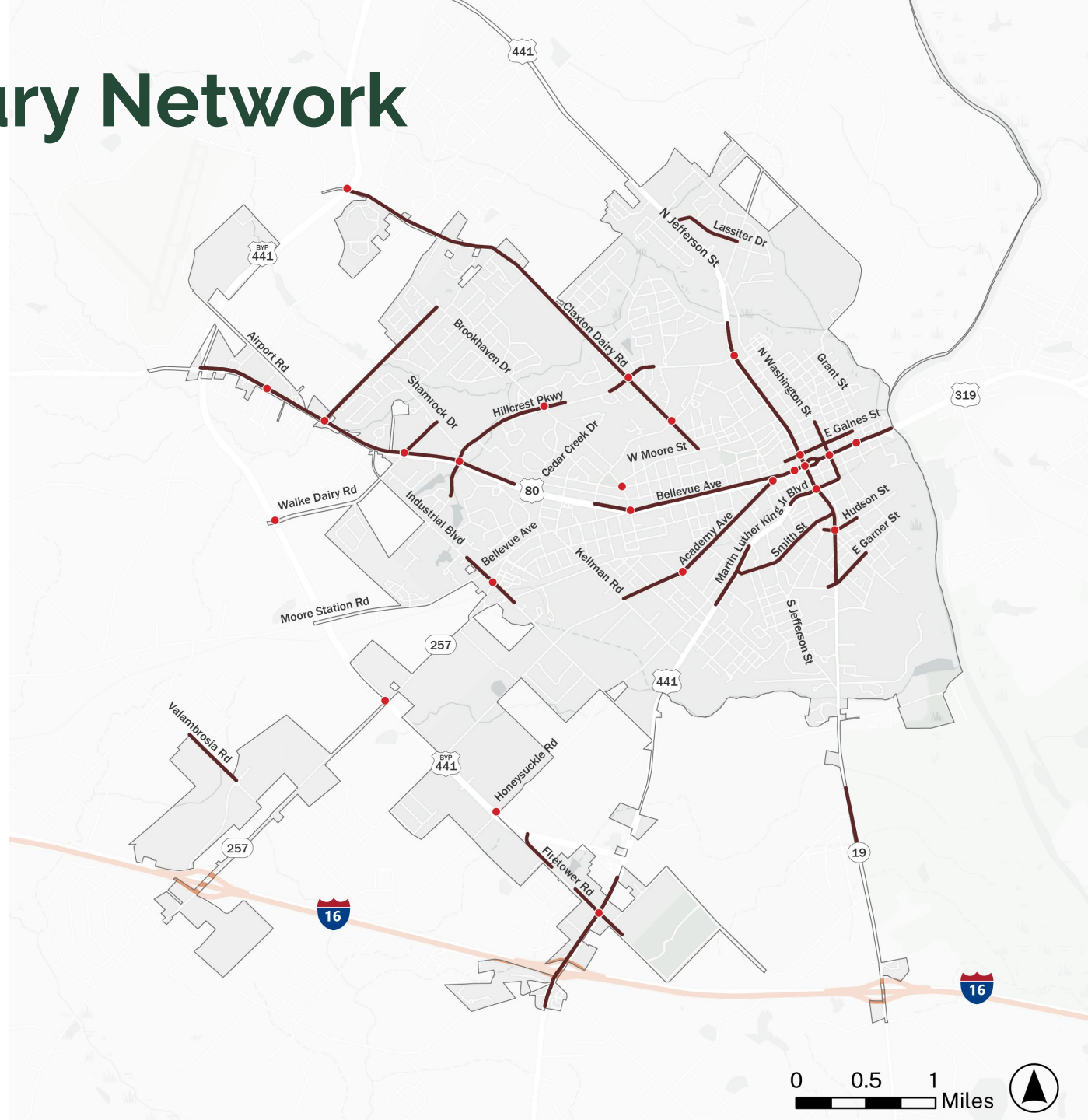
Dublin High Injury Network

Corridors

- | | | |
|---------------------|--------------------------------|---------------------|
| 1. Academy Ave | 9. Mall Rd | 17. Veterans Blvd |
| 2. Bellevue Ave | 10. Martin Luther King Jr Dr | 18. Hudson St |
| 3. Claxton Dairy Rd | 11. Martin Luther King Jr Blvd | 19. Industrial Blvd |
| 4. Gaines St (E+W) | 12. Jefferson St (N+S) | 20. Lassiter Dr |
| 5. Garner St (E+W) | 13. Washington St (N+S) | 21. Valambrosia Rd |
| 6. Jackson St (E+W) | 14. Smith St | 22. Telfair St |
| 7. Firetower Rd | 15. Springdale Rd | |
| 8. Hillcrest Pkwy | 16. US Hwy 441 | |

Intersections

- | | |
|--------------------------------------|---|
| 1. N Jefferson St and Hillcrest Pkwy | 16. Veterans Blvd and Rockdale Dr |
| 2. Veterans Blvd and Hillcrest Pkwy | 17. Claxton Dairy Rd and Hillcrest Pkwy |
| 3. N Jefferson St and W Gaines St | 18. Claxton Dairy Rd and Woodlawn Dr |
| 4. Veterans Blvd and Lancaster St | 19. Academy Ave and Church St |
| 5. Claxton Dairy Rd and US 441 BYP | 20. Springdale Rd and Veterans Blvd |
| 6. W Jackson St and Roosevelt St | 21. US 441 BYP and Honeysuckle Rd |
| 7. E Jackson St and Truxton St | 22. Hillcrest Pkwy and Brookhaven Dr |
| 8. E Jackson St and S Washington St | 23. Academy Ave and Kingsby St |
| 9. Industrial Blvd and Veterans Blvd | 24. N Lancaster St and Woodrow Ave |
| 10. S Jefferson St and W Jackson St | 25. US 441 BYP & Joiner St |
| 11. Smith St and S Jefferson St | |
| 12. US 441 BYP and Walke Dairy Rd | |
| 13. Hudson St and Glenwood Ave | |
| 14. US 441 BYP and Firetower Rd | |
| 15. Veterans Blvd and Mall Rd | |





POLICY AND PROCESS CHANGES



Analysis of existing policies and programs to strengthen roadway safety in Dublin and achieve Vision Zero

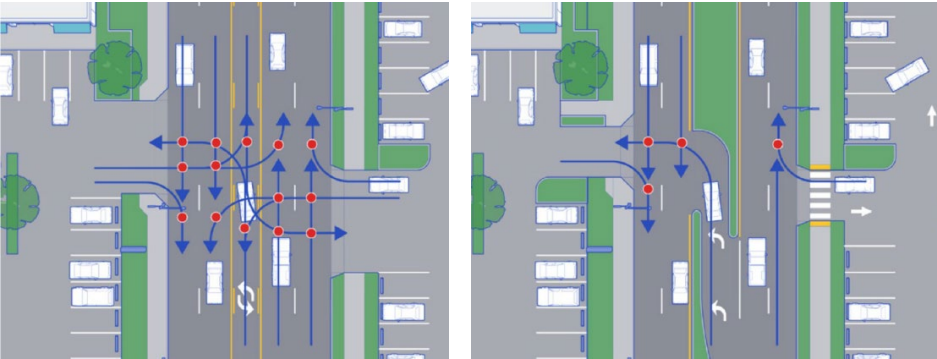
- Example Policy and Program Recommendations:
 - Develop, pass, and operationalize a **Complete Streets Policy**
 - Develop a **Downtown Streetscape Plan**
 - Pass an ordinance to require **inter-parcel connectivity** for new commercial and industrial development
 - Implement targeted **High Visibility Enforcement (HVE)** strategies along the HIN
 - Get permitting from the state to **add HIN Corridors to radar list**
 - Explore installation of **Emergency Vehicle Preemption System** on major corridors



STRATEGY AND PROJECT SELECTIONS



Examples



Analysis of countermeasures to determine physical improvements to address Dublin's safety trends and have greatest reduction in crashes



PROGRESS AND TRANSPARENCY



How will we know if Dublin is working towards Vision Zero?

- Public transparency:
 - Publish adopted SS4A plan on city website or Dublin Vision Zero website
 - Post updated safety data as available
- Progress & Accountability:
 - Council establishes implementation priorities (funding)
 - Council-appointed Vision Zero committee to track progress

NEXT STEPS



1

Public Engagement
Tomorrow 11-1pm
and 4-6pm

2

Complete Plan
Draft

3

Review Plan
Draft and
Complete
Edits

4

Adopt Plan
May 21, 2026

Questions?



Project Contact



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