

Dublin Comprehensive Safety Action Plan

Executive Summary | May 2026

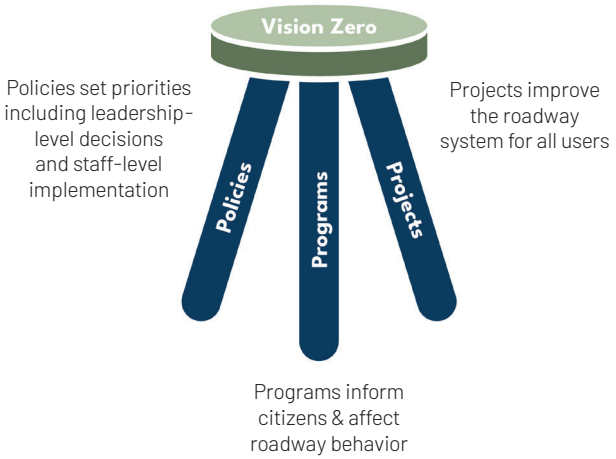
Executive Summary

Dublin is committed to improving transportation safety

Dublin, GA, is the largest city in Laurens County and the county seat. 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.

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.



Using a holistic approach to safety

Getting to the goal of zero traffic fatalities and serious injuries 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 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.

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**

Crash Data at a Glance

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. 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**

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.

Corridors

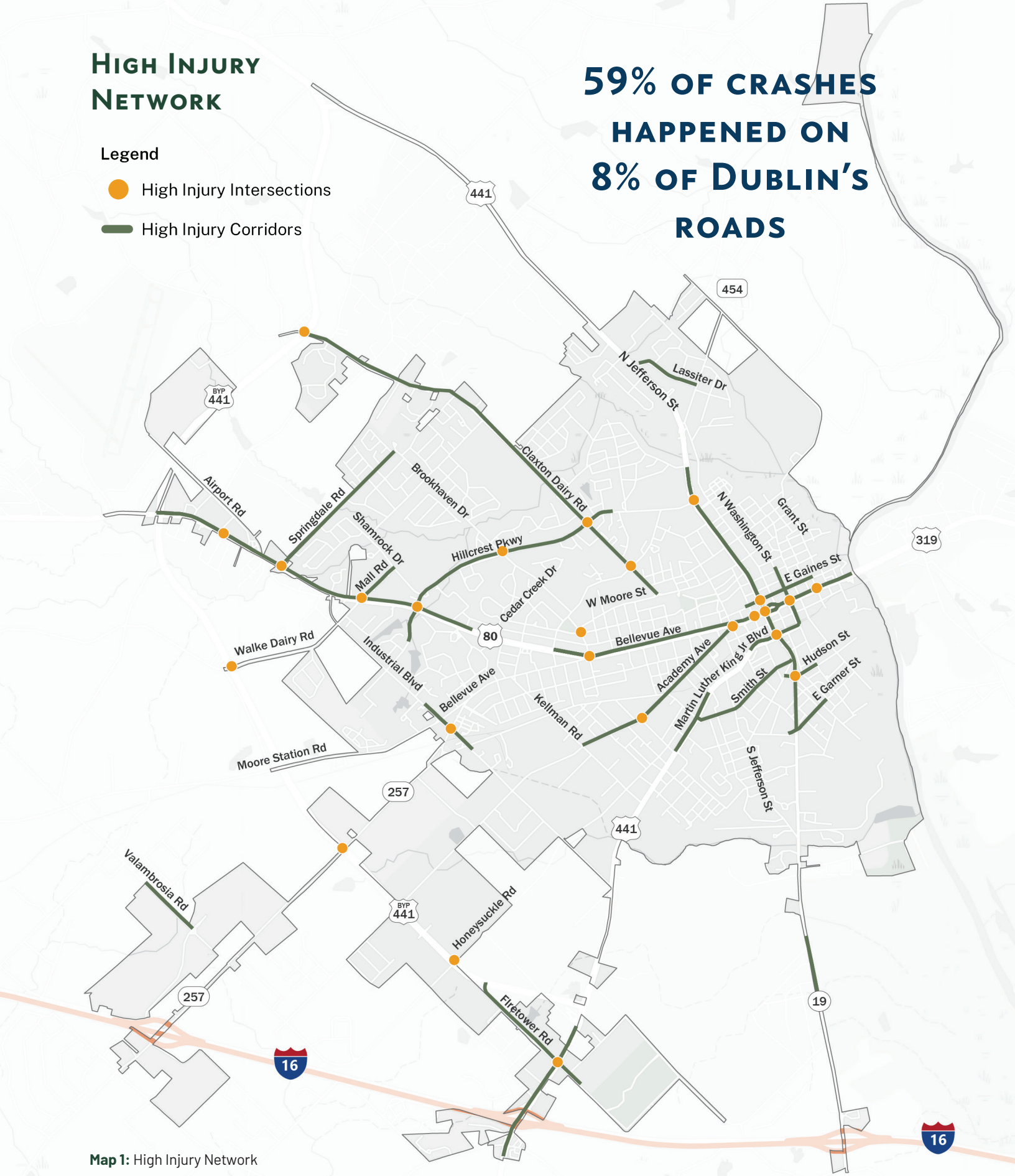
- Academy Ave
- Bellevue Ave
- Claxton Dairy Rd
- Gaines St (E+W)
- Garner St (E+W)
- E Jackson St
- W Jackson St
- Firetower Rd
- Hillcrest Pkwy
- Mall Rd
- Martin Luther King Jr Dr
- Martin Luther King Jr Blvd
- Jefferson St (N+S)
- Washington St (N+S)
- Smith St
- Springdale Rd
- US Hwy 441
- Veterans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

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

High Injury Network

59% of crashes happened on 8% of Dublin's roads



Map 1: High Injury Network

Stakeholder and Public Engagement

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 public also 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.

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.



Figure 1: Pop-up Engagement in Downtown Dublin

Recommended Projects and Strategies

Countermeasures are organized around four core safety objectives. Each HIN intersection and corridor has a group of recommended countermeasures that work together to address safety issues.

1 Remove Severe Conflicts

Roundabouts, sidewalks and paved paths, High Intensity Activated Crosswalk (HAWK) Signals, bike lanes, center medians, and road diets.





2 Reduce Vehicle Speeds

Traffic calming, curb extensions, lower speeds on local roads, dynamic speed feedback signs, and permanent friction management.

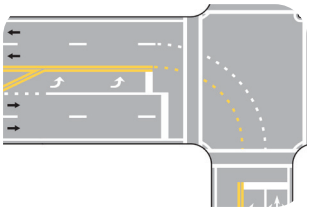




3 Manage Driver Expectation

Protected turn lights, intersection lane markings, and yellow change intervals.





4 Increase Attentiveness & Awareness

Lighting, leading pedestrians intervals, high visibility crosswalks, advance warning signs, and retroreflective backplates.





Example Projects: Downtown Improvements

Dublin has been investing in its historic downtown for over a decade – transforming vacant storefronts into a vibrant corridor. These example recommendations demonstrate how countermeasures can work together to holistically improve traffic safety.

- 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

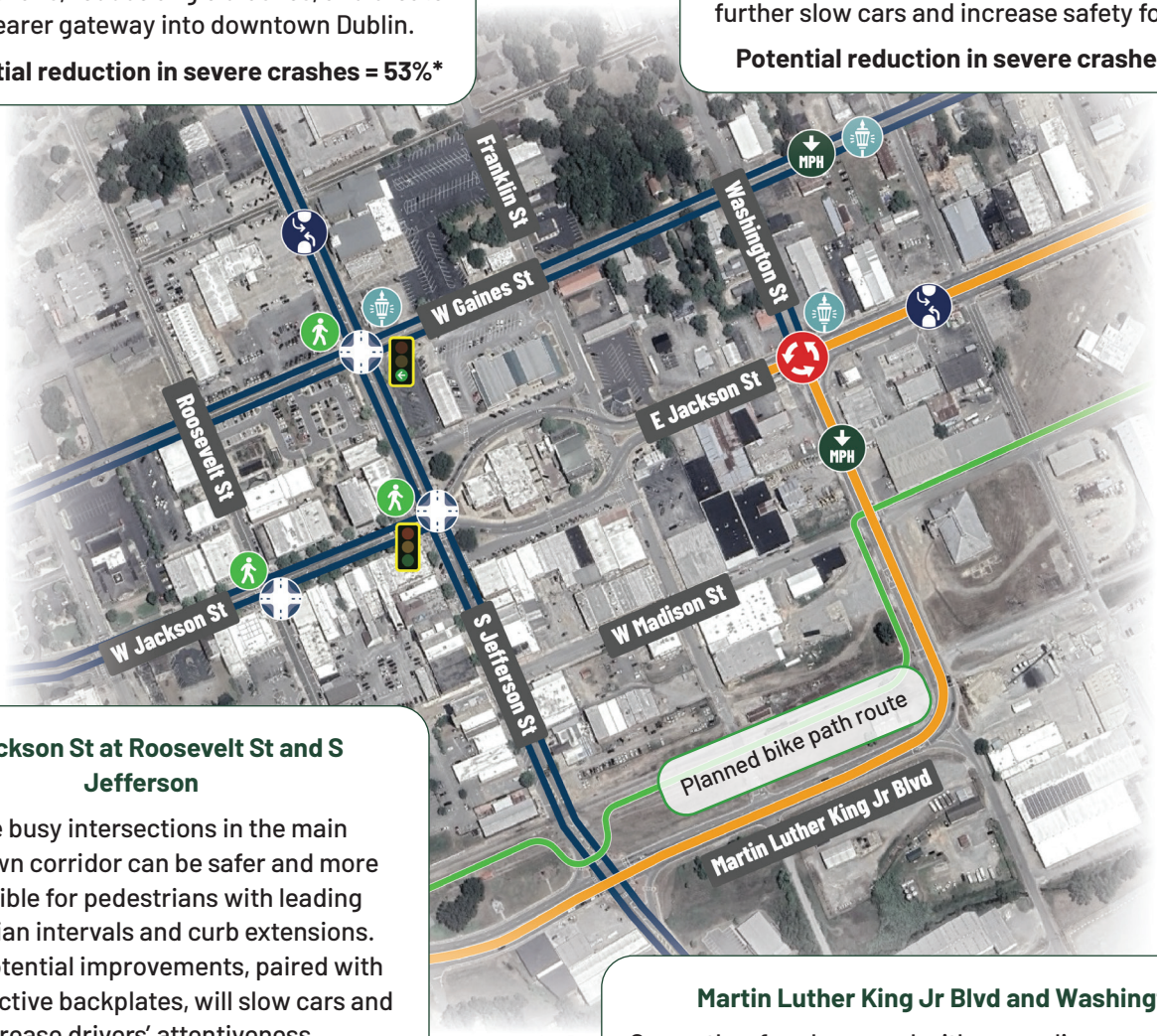
This intersection serves as a transition into downtown from the north. Potential Improvements including a protected turn lane, lighting, leading pedestrian intervals, and curb extensions can make this intersection safer for pedestrians, reduce angle crashes, and create a clearer gateway into downtown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

Recommended Policies and Program Actions

Policy and strategy recommendations focus on efforts that go beyond physical roadway projects to achieve Vision Zero. These are four of the highest priority policy actions.

1 Adopt a Complete Streets Policy

A Complete Streets Guide is a standalone document that informs roadway design across a city. 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.

2 Update Project Slow Zone

The current Project Slow Zone program is working well to bring traffic calming to residential streets. By adding new traffic calming options and prioritizing the High Injury Network corridors, the program could have a bigger impact on severe crash reductions. Before and after data collection should continue to be part of the process to track success.

3 Adopt Enhanced Enforcement

Dublin has an active and effective police force that patrols the community daily to ensure drivers comply with safety laws. Enhancing enforcement of existing laws and implementing high visibility enforcement techniques is one of the strategies with the greatest proven impact on behavioral crash factors such as speeding and distracted driving.

Some of the high visibility enforcement efforts could include increased patrolling, targeted checkpoints, changeable message boards with safety messages, and giving out safety brochures along with warnings or citations.

Adopting this policy would mean providing additional resources to both the Police Department and Marketing and Communications Department.



The Complete Streets Policy Framework (Smart Growth America) https://www.smartgrowthamerica.org/media/2024/08/Complete-Streets-Policy-Framework.pdf

4 Explore Installation of an 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. Dublin should coordinate with the county to explore the opportunity to install an EVP system for all police and first responders.

Implementation and Tracking

Implementation will be guided by a phased project list indicating timeline, location, and priority. To ensure transparency and accountability, the city will:

- Maintain a public Vision Zero website with regularly updated crash data.
- Convene a Vision Zero Task Force to review crash data, track project impact, and refine priorities.
- Track performance metrics aligned with Vision Zero goals.
- Update the Safety Action Plan as projects are completed, data is collected, and safety issues evolve.

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