

S | S
4 | A **SAFE
STREETS
FOR ALL**

VISION ZERO

Traffic deaths are PREVENTABLE
Integrate human FAILURE
Prevent FATAL & SEVERE CRASHES
SYSTEMS approach
Saving lives is NOT EXPENSIVE

GETTING TO ZERO:
ALBANY DOUGHERTY COUNTY
COMPREHENSIVE SAFETY
ACTION PLAN
APRIL 2025



PROLOGUE3
 Leadership Commitment and Goal Setting.....3

VISION ZERO RESOLUTION4
 City Vision Zero Resolution4
 County Vision Zero Resolution5

OVERVIEW.....6
 Need For Transportation Comprehensive Safety Action Plan7

LEADERSHIP COMMITMENT AND GOAL SETTING8
 Methodology For HIN Development.....8

SAFETY ANALYSIS9
 Severe Crashed (K+A)9
 Bicycle and Pedestrian Crashes10
 Vulnerable Road User KA Crashes11
 Candidate High Injury Network (HIN) Corridors12
 Candidate High Injury Network (HIN) Intersections13

ENGAGEMENT AND COLLABORATION14
 Listening To The Community.....14

POLICY AND PROCESS CHANGES16
 Toolkit of Strategies16
 Policy16
 Education16
 Roadway Safety Education17
 Bike/Pedestrian Safety Education.....17
 Key Educational Focus Areas:18
 Projects18
 Innovative Corridor Projects19
 Quick Build & Demonstration Projects.....19

COUNTERMEASURES20
 Short-Term Countermeasures20
 Mid-Term Countermeasures20
 Long-Term Countermeasures21

IMPLEMENTATION AND MONITORING26
 Monitoring26
 Proposed CSAP Annual Safety Performance Measures27

DATA SOURCES AND QUALITY CONTROL28
 Numeric Data28
 Data Acquisition.....28
 Data Fields28

LOCAL CRASH DATA30

UNDERSTANDING CRASH TRENDS.....31

APPENDICES.....
 Appendix A - County City Adopted VZ Resolutions.....
 Appendix B - Establishing the HIN.....
 Appendix C - Safety Review Audit
 Appendix D - Countermeasures and Projects.....
 Appendix E - Community Engagement Plan Executive Overview.....
 Appendix F - Stakeholder Engagement Presentations.....
 Appendix G - Public Survey Results
 Appendix H - Adopted Policy Review
 Appendix I - Safety Education Programs
 Appendix J - Innovative Quick Build Demo Projects
 Appendix K - Quick Build Guidebook



LEADERSHIP COMMITMENT AND GOAL SETTING

To Our Esteemed Residents and Business Partners,

Albany and Dougherty County are committed to making our streets safer for everybody.

Albany and Dougherty County share a culture of hardworking residents, a state university, and a regional retail base. While Albany and Dougherty County already have a lot to offer residents and are continually attracting new ones, we know that there is still work to do to make our roadways safer for all those who travel on our roadways, whether on foot, by bike, in a vehicle, or on transit.

Between the years 2019-2023, there were 16,899 crashes on Albany and Dougherty County's streets; 492 of these crashes resulted in either a life changing injury or death. These crashes, notably, are more than statistics to track. These crashes forever impact families, friends, and neighbors throughout Albany and Dougherty County. As a community, we do not accept these crashes as the status quo. We are ready to commit to being a better and safer community. We are ready to change.

This Comprehensive Safety Action Plan (CSAP) documents what is happening now and what we commit to doing to increase safety for everybody on all of Albany and Dougherty County's streets. This plan includes implementable recommendations that we will carry out with community partners and advocates. This plan is the roadmap to our main priority - achieving the goal of zero deaths or serious injuries on our roads by 2050.

We are committed to safer streets in Albany and Dougherty County. Join us.

Sincerely,

Bo Dorough
Mayor, Albany, GA

Lorenzo L. Heard
Chairman, Dougherty County Commission





CITY VISION ZERO RESOLUTION

VISION ZERO RESOLUTION OF THE CITY OF ALBANY

A RESOLUTION 25-R 130
ENTITLED
A RESOLUTION ADOPTING A COMPREHENSIVE
SAFETY ACTION PLAN AND VISION ZERO POLICY;
REPEALING PRIOR RESOLUTIONS IN CONFLICT AND
FOR OTHER PURPOSES.

WHEREAS, the life and health of all persons living and traveling within the City of Albany (“City”) 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; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes; and

WHEREAS, 29,135 people lost their lives to traffic deaths in 2024, and traffic crashes are among the leading cause of deaths in the United States; and

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

WHEREAS, according to data collected by the Georgia Department of Transportation, pedestrians and bicyclists are involved in 1.4 percent of collisions but account for 20 percent of traffic deaths in the Albany; 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 because the likelihood of a

pedestrian surviving a crash is 10 percent if hit by a vehicle moving 40 mph; and

WHEREAS, children, older adults, people of color, people with disabilities, people who are unhoused, and people with low income face a significantly disproportionate risk of traffic injuries and fatalities; 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, 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;

WHEREAS, Vision Zero resolutions have been adopted by many jurisdictions across the United States,

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the City of Albany, Georgia and it is hereby resolved by authority of same:

SECTION 1. The City adopts the goal of zero traffic deaths and serious injuries, stating that no loss of life or injury is acceptable on our streets.

SECTION 2. The City adopts the goal of eliminating traffic deaths and serious injuries by 2050 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.

SECTION 3. The City adopts a Vision Zero policy with a goal to eliminate fatal and severe accidents by 2050.

SECTION 4. The City adopts the Comprehensive Safety Action Plan developed to implement and take action to begin the process of reaching Vision Zero in Albany.

SECTION 5. All resolutions or parts of resolutions, in conflict herewith are repealed.

ATTEST:


CITY CLERK


MAYOR

Adopted: April 22, 2025





COUNTY VISION ZERO RESOLUTION

VISION ZERO RESOLUTION OF DOUGHERTY COUNTY

25-017

**A RESOLUTION
ENTITLED
A RESOLUTION PROVIDING FOR THE ACCEPTANCE OF THE JOINT CITY AND
COUNTY COMPREHENSIVE SAFETY ACTION PLAN; REPEALING RESOLUTIONS
OR PARTS OF RESOLUTIONS IN CONFLICT HEREWITH;
AND FOR OTHER PURPOSES.**

WHEREAS, the Board of Commissioners of Dougherty County, Georgia approved funding for the Safe Streets For All Plan (SS4A) Grant on November 23, 2024; and

WHEREAS, the Board of Commissioners of Dougherty County, Georgia is hereby desirous of approving the Joint City and County Comprehensive Safety Action Plan (CSAP), which is attached hereto and specifically incorporated herein by reference.

NOW THEREFORE BE IT RESOLVED by the Board of Commissioners of Dougherty County, Georgia and it is hereby resolved by Authority of same as follows:

SECTION I The attached Joint City and County Comprehensive Safety Action Plan is hereby approved. The Chairman of the Board of Commissioners of Dougherty County, Georgia and County Administrator are hereby authorized to execute same along with any and all other documents necessary to full implementation of said proposal.

SECTION II All Resolutions or parts of Resolutions in conflict herewith are hereby repealed.

This the 21st day of April, 2025.

BOARD OF COMMISSIONERS OF
DOUGHERTY COUNTY, GEORGIA

BY: Lorenzo L. Heard, Chairman

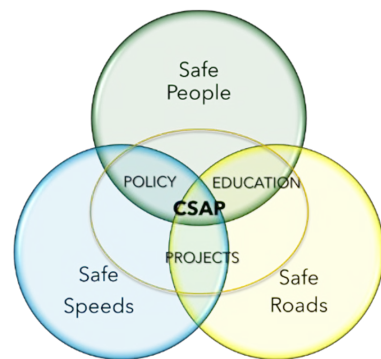
ATTEST:

Jawahar E. Ware
County Clerk

The Albany Dougherty County Comprehensive Safety Action Plan (CSAP) was developed using funding from the Federal Highway Administration (FHWA) Safe Streets for All program. The CSAP seeks to enhance the Georgia Strategic Highway Safety Plan by providing focus on transportation safety issues in Albany and Dougherty County.

Within each of these focus areas, the CSAP focuses on three (3) main action areas:

Policy, Education, and Projects.



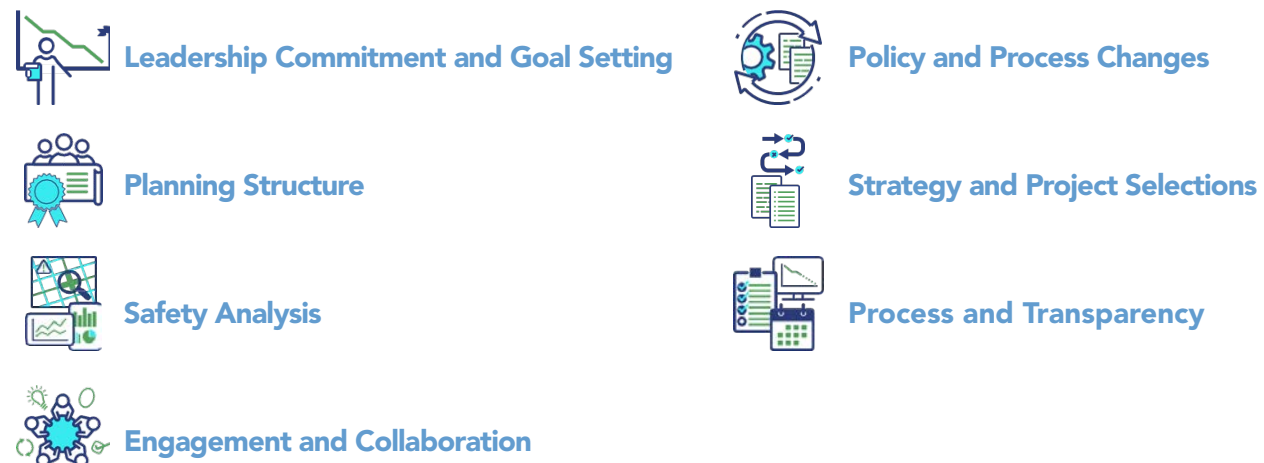
The nexus of these elements is where the CSAP comes into existence.

Preparing the CSAP supports the City and County in systematically identifying and analyzing safety problems, and developing local, regional, and state agency partnerships, to create a prioritized list of improvements and actions that contribute to achieving Vision Zero.

This is the first CSAP for the City and County but builds upon prior roadway safety efforts and will serve as a resource for the City and County when applying for future safety infrastructure funding.

This CSAP has been developed as a means to provide the City of Albany and Dougherty County to jointly identify and address roadway safety and mobility needs while implementing the resolutions of **"Vision Zero" – achieving ZERO roadway fatalities and serious injuries by 2050.**

This CSAP has also been developed in compliance with the tenets of the Safe Systems Approach, which are:



Through careful evaluation of crash data in the city and county over a 5-year period (2019-2023), the most critical safety issues included four (4) main accident trends:



Not Using Proper Restraints (Seat Belts, Car Seat)

Present in 23% of Severe Crash Reports



Failure to Yield

Present in 20% of Severe Crashes



Young Drivers Ages 15-19

Involved in 30% of Severe Crashes



Disregard Stop Signs/Traffic Signal

Present in 10% of Severe Crashes

These trends inform the CSAP Policy, Education, and Project recommendations.

The Albany Dougherty County Safe Streets for All CSAP was developed under the direction of the Project Management Plan to take great care in delivering a complete and community-driven plan under an accelerated time frame that would enable the city and county to go after grant funding in the same calendar year.

NEED FOR TRANSPORTATION COMPREHENSIVE SAFETY ACTION PLAN

Based on the MTP 2050, the City and the County identified the need to develop a joint Comprehensive Safety Action Plan (CSAP) to better understand the safety and mobility concerns and develop a program of projects to implement. The City and County, in adopting a Vision Zero policy to achieve zero roadway deaths and serious injuries by 2050, commit to doing so in a coordinated and community-centered manner. The City and County CSAP was developed using a data-driven and community-validated process.

To that end, the CSAP was developed by first identifying the crash trends and conducting a deep analysis of the contributing factors to roadway fatalities and serious injuries specific to the area, otherwise known as the High Injury Network (HIN).

The High Injury Network encompasses the areas (intersections and corridors) where the highest volume of fatal and serious injury crashes have occurred over a 5-year period of time. The purpose of identifying the local HIN is to then focus community infrastructure, program, and education funding on where it has the potential to provide the most benefit to community safety. More information about the creation of the HIN and the community and stakeholder input on its creation follows.

METHODOLOGY FOR HIN DEVELOPMENT

The High Injury Network (HIN) is unique to the Albany/Dougherty County and is the most critical component of developing a comprehensive safety action plan (CSAP). It was developed through a combination of data analysis and stakeholder input. The Albany Dougherty County HIN identifies locations where investments in safety are likely to have the greatest impact, which in turn drives the implementation strategy. Given all communities have limited resources, this data-driven approach with stakeholder and community input helps allocate resources to those locations that need them most efficiently. The adjacent graphic intends to depict the iterative and coordinated process of identifying the Albany-Dougherty County HIN and the feedback between each phase to ensure that each phase was continuing to create a cohesive network of strategies.

High-crash segments and intersections were then identified where targeted countermeasures could be considered. and where improvements could be focused to support as many of these safety issues as possible through coordinated improvements.

The HIN was established using a methodical process that integrated both quantitative and qualitative location-specific and systemic analyses. Crash data was analyzed and combined with community input on preferred areas of concern.



The development of the **Albany Dougherty County HIN** considered questions such as:

Are injury crashes more likely to occur at certain locations or at certain times of day?

Are some demographics and road users over-represented in injury crashes? If so, who? Where?

What factors are most prominent in crashes, such as high speeds, left turns, lack of pedestrian facilities, etc.?

The basis of the development of the Albany Dougherty County HIN includes 5 “lenses” on community safety for both the city and the county:


1. Fatalities + Serious Injury (aka “K+A” crashes) Crashes
2. Bicyclist Fatalities and Serious Injury Crashes
3. Pedestrian Fatalities and Serious Injury Crashes
4. Vulnerable Users - 18 Years Old and Under Fatalities and Serious Injuries
5. Vulnerable Users - 65 Years Old and Over Fatalities and Serious Injuries

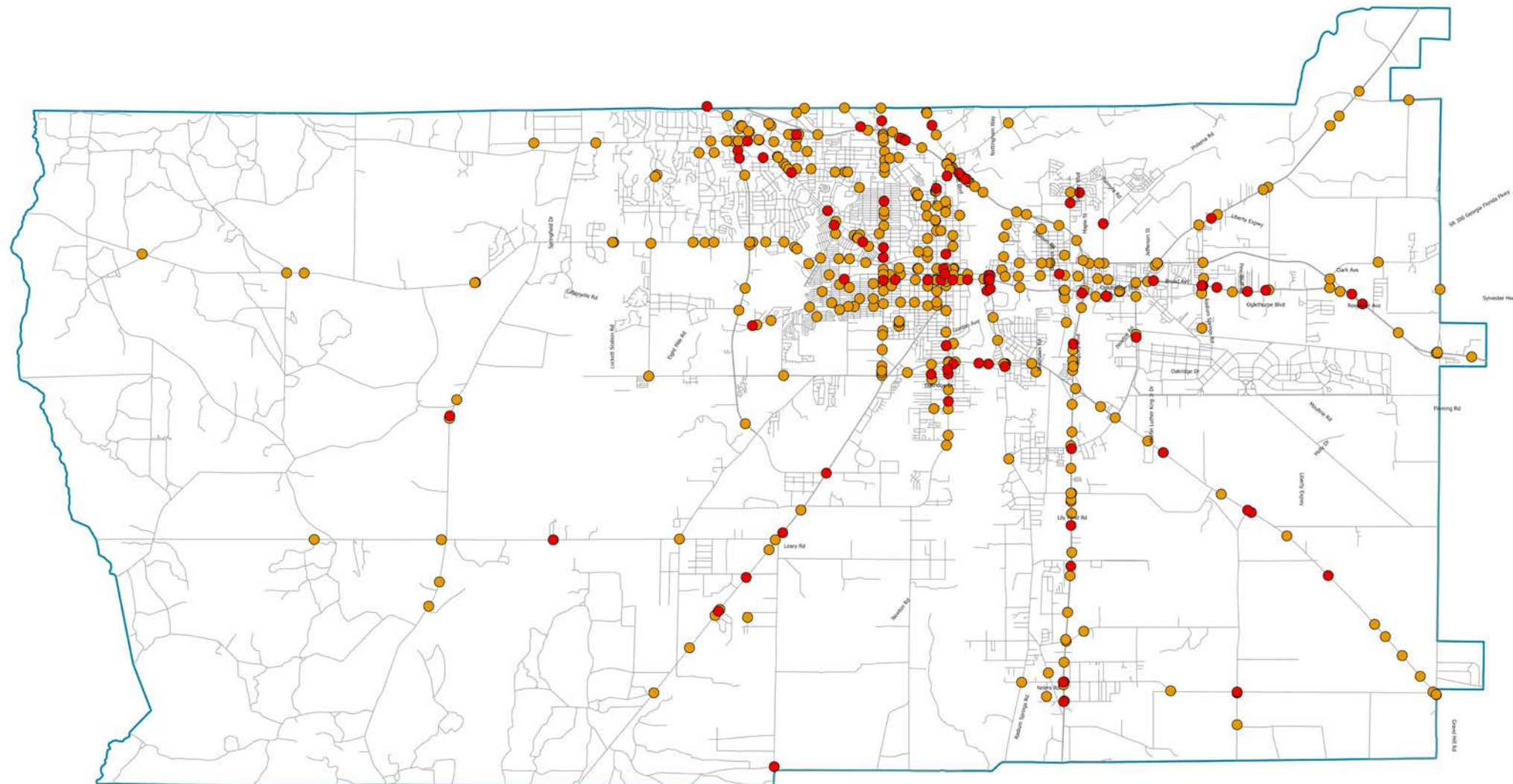
The project team developed lists and maps of corridors and segments that included the City and County segments and intersections collectively in the groupings noted above, and then worked with the data gathered through stakeholder and public engagement to identify the facilities where investments in safety address the city and county’s top concerns.

As detailed in the technical memo fully cited in Appendix B: Establishing the High Injury Network, establishing the HIN starts with identifying focus crash types (serious injuries and fatalities); identifying crash risk factors and causes; screening and prioritizing candidate locations; selecting countermeasures; and prioritizing projects (policies, education, and physical projects).

The following pages are maps showing the data for each of these lens as well as the resultant High Injury Network (HIN).

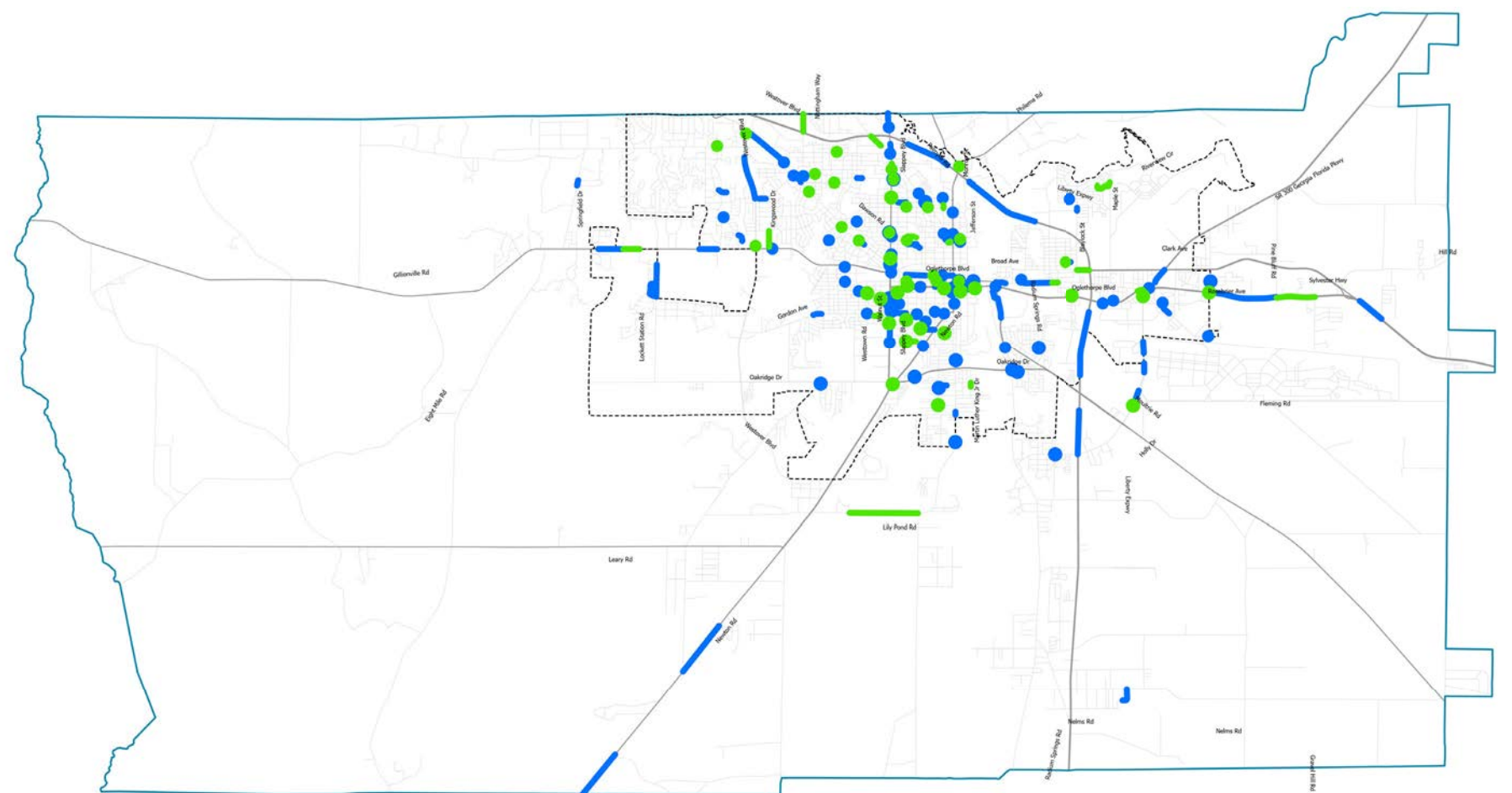
SEVERE CRASHES (K+A)

 Segments/Intersections where fatal crashes have occurred



BICYCLE AND PEDESTRIAN CRASHES

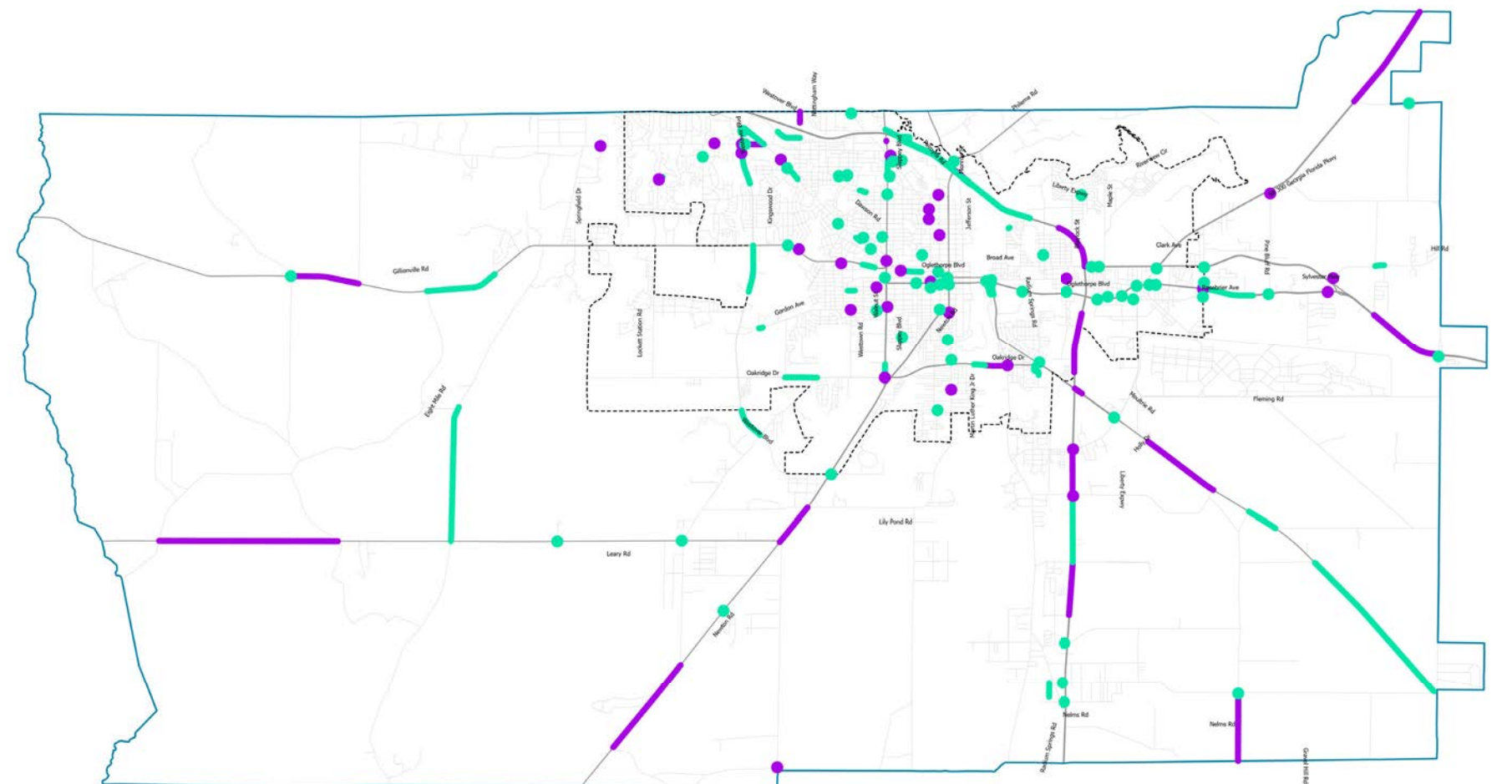
 Segments/Intersections where bike crashes have occurred
 Segments/Intersections where pedestrian crashes have occurred



VULNERABLE ROAD USER KA CRASHES

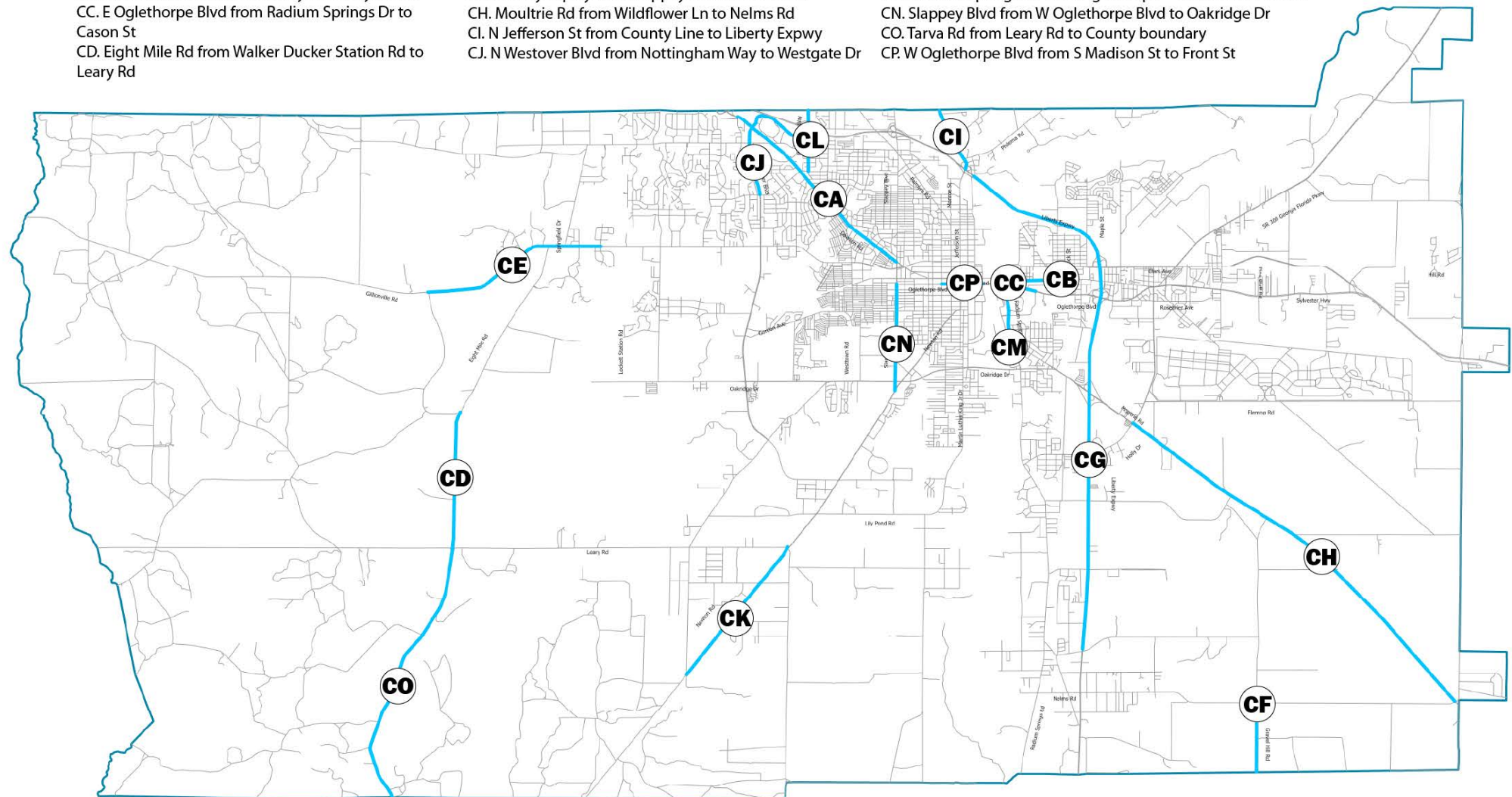
(Age 18 and Under, Age 65 and Over) 2019-2023

Segments/Intersections where serious injury or fatal crashes have occurred involving the population 18 years and below



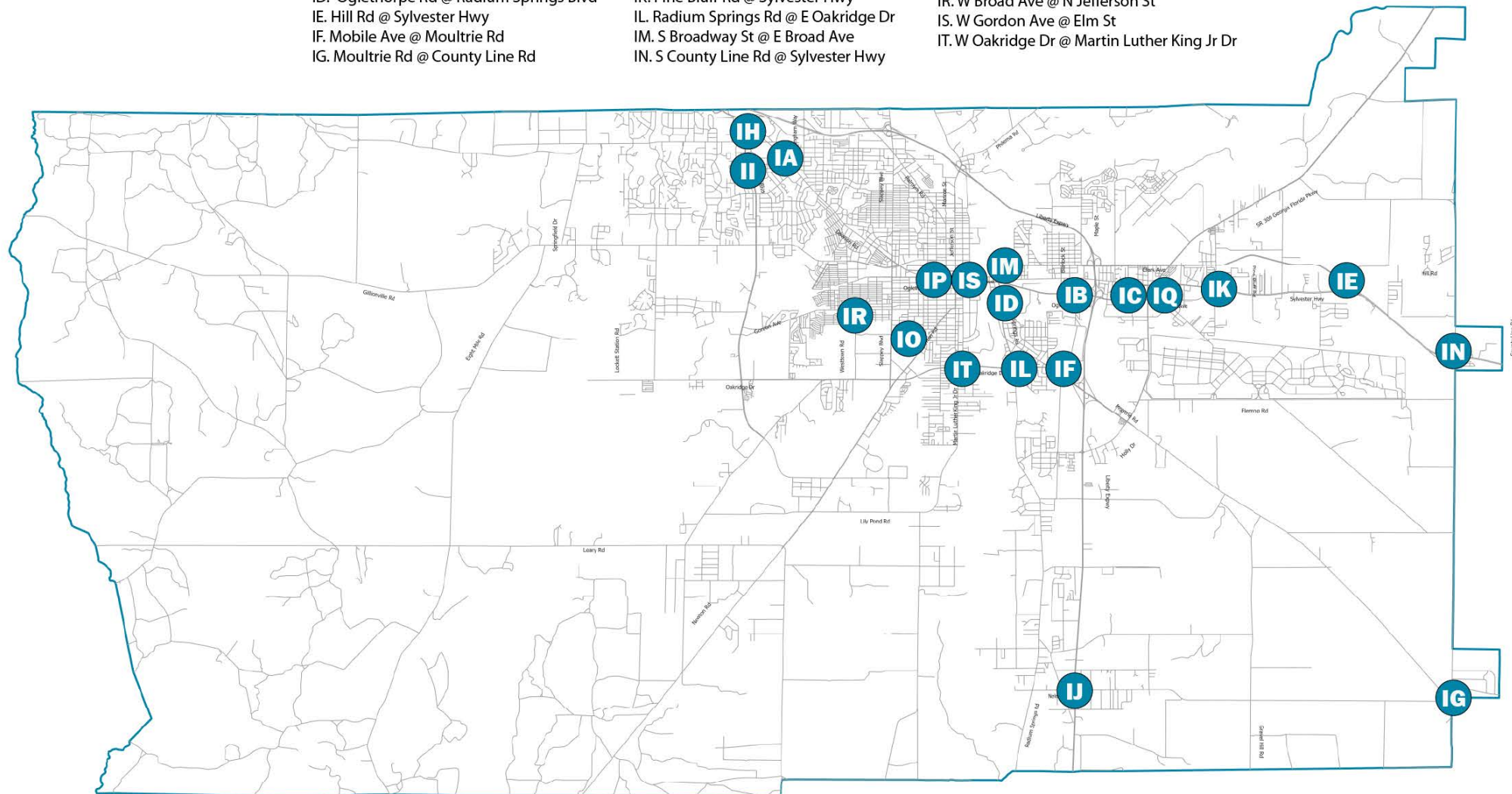
CANDIDATE HIGH INJURY NETWORK (HIN) Corridors

CK. Newton Rd from Vanbderbilt Rd to Leary Rd
CL. Nottingham Way from Ledo Rd to Whispering Pines Rd
CM. Radium Springs Rd from Oglethorpe Blvd to Moultrie Rd
CN. Slappey Blvd from W Oglethorpe Blvd to Oakridge Dr
CO. Tarva Rd from Leary Rd to County boundary
CP. W Oglethorpe Blvd from S Madison St to Front St



CANDIDATE HIGH INJURY NETWORK (HIN) Intersections

IO. S Harding St @ Cedar Ave
IP. S Madison St @ Oglethorpe Blvd
IQ. Sundale Rd @ Rosebrier Ave
IR. W Broad Ave @ N Jefferson St
IS. W Gordon Ave @ Elm St
IT. W Oakridge Dr @ Martin Luther King Jr Dr



Each stakeholder meeting incorporated a theme that focused the discussion. Those themes were:

1. Stakeholder Orientation & Activation
2. All About Priorities
3. Getting to Vision Zero
4. Crafting a Plan
5. Putting the Pieces Together

Each meeting included presentations to provide that provided key updates and allowed opportunities to capture information critical to the CSAP development.

As noted in the schedule above, public meetings were also scheduled at key milestones in the CSAP development to ensure public review of the data and capture the input and expertise of the daily users. The presentations and graphics, as well as the notification materials are provided in Appendix C: Community Engagement Plan.

Two (2) online surveys were developed to provide an alternative and flexible way to disseminate and gather information from the community. Through a series of multiple-choice response questions and fields to fill in more details, the CSAP gathered community input and then utilized that information to develop the overall HIN and toolkit of strategies.







- ### KEY EDUCATIONAL FOCUS AREAS:

- By combining education with infrastructure improvements and enforcement, these programs aim to create safer environments for pedestrians and bicyclists.

The suite of final recommended countermeasures was identified through an iterative process to recognize already-planned improvements, correlation of best practices to crash factors, and conversations with city and county staff. This allowed for the confirmation of near-, mid-, and long-term strategies vetted by professionals and provided a holistic assessment of effective countermeasures tailored to the unique conditions of each high-risk corridor and intersection within Albany and Dougherty County.

Comparing and contrasting the focus of each of the methodologies is noted below:

Projects are built improvements that are engineered to reduce the likelihood of human error and protect people to the greatest extent possible when mistakes occur. Each proposed project is based on a Countermeasure that has been proven to statistically reduce future serious injuries.

The proposed Countermeasures are based on the Federal Highway Administration (FHWA) Crash Modification Clearinghouse and Crash Modification Factors (CMF). These countermeasures and their associated CMF quantify the expected reduction in serious and fatal crashes over the next five years. The proposed Countermeasures are selected based on the unique concerns and historical crash data associated with each intersection and corridor within the High Injury Network (HIN).

The Library of Countermeasures approved by the FHWA focuses on speed management, roadway departure measures, intersection improvements, pedestrian/bicyclist designs, and measures that result in system-wide improvements. The graphics below summarize the Countermeasure categories (standard Countermeasure icons).

INNOVATIVE CORRIDOR PROJECTS

Liberty Expressway, Dalton Road, and Slappey Boulevard each provide a unique economic role in the region and therefore have distinct safety needs. Liberty Expressway is an older limited-access corridor circumventing the downtown core and crossing the Flint River. It is recommended that the bypass be widened, including replacement of bridges to meet modern safety design standards.

Dalton Road serves as the gateway corridor into the City, connecting it to larger Georgia cities such as Columbus and the Interstate 85 corridor. A Roadway Safety Plan for the corridor, which is eligible for a Supplemental Planning Activities grant through the SS4A program, should focus on strategies to reduce safety conflicts along the corridor.

Slappey Boulevard/ State Route 19 is a significant commercial corridor that bisects the City of Albany and connects to Lee County, a growing suburban community. State Route 19 is also a regional gateway into the City from the north, connecting it to the City of Griffin and the City of Atlanta. A Roadway Safety Plan for the corridor, ideally including portions within the DARTS MPO service area, should address regional connectivity and reducing safety conflicts along the corridor.

Please refer to APPENDIX H: Innovative and Quick Build Demonstration Projects for summary sheets proposed Innovative projects.

QUICK BUILD & DEMONSTRATION PROJECTS

In addition to Supplemental Planning Activities grants and Implementation Grants, the SS4A program also provides grants for safety demonstration projects, which do not involve permanent roadway reconstruction. These types of projects utilize low-cost materials such as paint, flexible bollards, and temporary barriers to quickly test possible safety solutions at a fraction of the cost of permanent infrastructure.

This CSAP proposes five (5) demonstration projects that can be implemented quickly by the local jurisdiction with minimal investment and using materials on hand. APPENDIX H contains more detail on these demonstration projects and the Quick Build Guide

S SLAPPEY BLVD/ W GORDON AVE INTERSECTION

HIGH VISIBILITY CROSSWALKS

Improve pedestrian safety and intersection visibility by implementing high-visibility pedestrian crossings utilizing the 3D Longitudinal Bar Crosswalk design at all existing crosswalks



EXISTING



PROPOSED EXAMPLE

NELMS ROAD/ LIBERTY EXPRESSWAY INTERSECTION

LOW-COST COUNTERMEASURES AT STOP CONTROLLED INTERSECTION

Install intersection warning signage and in lane rumble strips on Nelms Road approaching the Liberty Expressway intersection.



EXISTING



PROPOSED EXAMPLE

E BROAD AVENUE CORRIDOR

TEMPORARY ROUNDABOUT AND HIGH VISIBILITY CROSSWALKS

- @ Broadway: install a temporary roundabout and mark all utility poles and trees with reflective tape.
- @ Merrit St and Dewey St: Install high visibility crosswalks and pedestrian crossing signs.



EXISTING



PROPOSED EXAMPLE

TARVA ROAD CORRIDOR

ENHANCED DELINEATION FOR HORIZONTAL CURVES

Install curve warning signs at all major curves along Tarva Road



EXISTING



PROPOSED EXAMPLE

The Countermeasures are categorized into Short-Term (projects that can typically be implemented within a 1 to 2-year timeframe), Mid-Term (projects that can typically be implemented within a 2 to 5-year timeframe), and Long-Term (projects that typically require more than 5 years to implement). A summary of short, mid, and long-term countermeasures applied in the Albany Dougherty CSAP are provided below.

SHORT-TERM COUNTERMEASURES



ENHANCED CURVE DELINEATION

These treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and appropriate operating speed. Examples include enlarged chevron signs and curve warning pavement markings.



FLASHING BEACONS

This improvement alerts roadway users at intersection approaches and other potential conflict areas. Examples include flashing intersection beacons or flashing stop signs.



IMPROVE SIGNAL VISIBILITY

Backplates added to a traffic signal head improve the visibility of the signal. Signal heads that have backplates equipped with retroreflective borders are more visible and conspicuous in both daytime and nighttime conditions.



IN LANE PAVEMENT MARKINGS

This low-cost improvement assists roadway users at intersections and other potential conflict areas, thereby reducing human operation errors. Examples include left turn guidelines, upcoming intersections, and turn lane arrows.



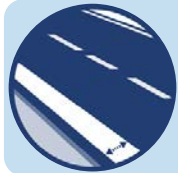
REDUCING SPEED LIMITS

This involves lowering speed limits along the length of a roadway, including replacing signage. This reduces the number of collisions and accidents as well as the severity of incidents when they occur.



SPEED FEEDBACK SIGNAGE

Speed feedback signs encourage drivers to slow down by informing them of their speed and the speed limit. They can be used alongside reduced speed limits or independently



WIDER EDGE LINES

Wider edge lines (minimum 6 inches) increase drivers' perception of the edge of the travel lane and can provide a safety benefit to all facility types in urban and rural settings.



MID-TERM COUNTERMEASURES



HIGH VISIBILITY CROSSWALKS

Enhancements to existing crosswalks increase driver awareness of pedestrian activity, thereby improving safety for all roadway users. Improvements can include flashing signage, vibrant pavement markings, and raised crosswalks.



INSTALL LIGHTING

Roadway lighting increases evening visibility and reduces crashes in the evening and twilight hours.



INTERSECTION ADVANCED WARNINGS

These countermeasures increase driver awareness and recognition of the intersections and potential conflicts. Examples include approach signage, in-lane markings, or solar-powered flashing signs.



LONG-TERM COUNTERMEASURES



ACCESS MANAGEMENT

Access management reduces conflict points and improves safety for all uses. Examples include consolidation of driveways, distance requirements for driveways from intersections, or conversion to right-in right-out only.



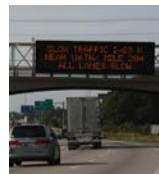
CENTER MEDIAN

Another form of access management that reduces conflict points and improves safety for all uses. Design should allow for pedestrian refuge, especially along multi-lane commercial corridors.



ITS IMPLEMENTATION

Traveler information systems provide current travel conditions allowing road users to make smarter choices about how, when and where to travel.



PAVE SHOULDERS

Regraded shoulders along a roadway provide additional width at grade that can reduce the frequency of vehicles going off the road, thereby reducing serious injury and fatalities



PEDESTRIAN FACILITIES

Pedestrian facilities improve safe crossings and reduce fatalities. Examples include activated cross signs, mid-block crossings, and flashing signage among others.



REDUCE LEFT TURN CONFLICTS

Reduced left-turn conflict intersections are geometric designs that simplify decision-making for drivers and minimize the potential for higher severity crash types. Two highly effective designs are RCUTs and MUTs.



ROUNDBOUTS OR MAJOR REALIGNMENT

Roundabouts lower speeds and reduced conflicts, thereby substantially reducing crashes and fatalities. They can replace signals, two-way stop controls, and all-way stop controls.



SIDEWALKS

Sidewalks offer pedestrians dedicated grade separated right of way roadways and near intersections, reducing risk for vulnerable road users.






















































































WIDEN & BRIDGE IMPROVEMENTS














































Adding additional capacity on roadways reduce congestion and rates of crashes. Improvements should address aging bridge infrastructure to ensure safety and resiliency.















































Project Sheets detailing each intersection and corridor, the proposed Countermeasures, and a projected reduction in the number of serious and fatal crashes if the Countermeasures are applied are available in the Appendix D. The following tables summarize the recommended countermeasures for the HIN, using the icons described above.

INTERSECTION	SHORT-TERM	MID-TERM	LONG-TERM
Dawson Road at Meredyth Drive	 		 
East Oglethorpe Boulevard at Cason Street	 	 	
East Oglethorpe Boulevard at Loftus Drive	  	 	 
East Oglethorpe Boulevard at Radium Springs Road		 	  
Hill Road at Sylvester Highway	 		
Mobile Avenue at Moultrie Road			 
Moultrie Road at County Line Road			
Nelms Road at Liberty Expressway		 	
North Westover Boulevard at Dawson Road	 	 	 

INTERSECTION	SHORT-TERM	MID-TERM	LONG-TERM
North Westover Boulevard at Old Dawson Road	 	 	
Pine Bluff Road at Sylvester		 	
Radium Springs Road at East Oakridge Drive	 	 	 
South Broadway Street at East Broad Avenue		 	 
South County Line Road at Sylvester Highway		 	
South Harding Street at Cedar Avenue	  	 	 
South Madison Street at Oglethorpe Boulevard			
Sundale Road at Rosebrier Avenue		 	
West Broad Avenue at North Jefferson Street		 	

INTERSECTION	SHORT-TERM	MID-TERM	LONG-TERM
West Gordon Avenue at Elm Street		 	 
West Oakridge Drive at Martin Luther King Junior Drive	 	 	 
CORRIDOR	SHORT-TERM	MID-TERM	LONG-TERM
Dawson Road (Point North Boulevard to Slappey Boulevard)	 	 	 
East Broad Avenue (North Broadway Street to Blaylock Street)		 	  
East Oglethorpe Boulevard (Radium Springs Drive to Cason Street)	  	 	  
Eight Mile Road (Walker Ducker Station Road to Leary Road)	  		
Gillionville Road (Flowing Well Road to Springfield Drive)		 	
Gravel Hill Road (Nelms Road to county boundary)	  	 	

CORRIDOR	SHORT-TERM	MID-TERM	LONG-TERM
Liberty Expressway (Slappey Boulevard to Nelms Road)			
Moultrie Road (Wildflower Lane to Nelms Road)	 		
Newton Road (Vanderbilt Road to Leary Road)		 	
North Jefferson Street (Liberty Expressway to county boundary)			  
North Westover Boulevard (Nottingham Way to Westgate Drive)		 	 
Nottingham Way (Ledo Road to Whispering Pines Road)	 	 	
Radium Springs Road (Oglethorpe Boulevard to Oakridge Drive)		 	 
Slappey Boulevard (West Oglethorpe Boulevard to Newton Road)	 	 	  
Tarva Road (Leary Road to county boundary)	 		
West Oglethorpe Boulevard (South Madison Street to Front Street)		 	

IMPLEMENTATION AND MONITORING

Albany and Dougherty County will use this CSAP to identify and prioritize projects, and for those top locations, develop cost estimates for safety improvements. Albany and Dougherty County can then use this information to pursue additional state and Federal funding that supports safety infrastructure, behavioral programs, supplemental planning efforts, and multimodal transportation.

A key benefit of this CSAP is its alignment with the Georgia SHSP. GDOT uses the SHSP and its emphasis areas to guide its safety funding, therefore, the alignment of the strategies and actions in this CSAP with State priorities enhances eligibility for Federal and state safety funds.

Federal funding from the Highway Safety Improvement Program to support infrastructure projects is predicated on this linkage to emphasis areas in the SHSP; therefore, Albany and Dougherty County's alignment with the State's safety efforts is critical. Accessing these Federal funds helps to supplement local funding for projects stemming from this CSAP.

Additionally, Federal behavioral safety grant funding from the National Highway Traffic Safety Administration, managed by the Governor's Office of Highway Safety, is available on an annual basis.

As implementation is ongoing, it is critical to monitor and report progress made towards Vision Zero. Albany and Dougherty County will be accountable to the items committed in CSAP through the form of process and outcomes. Process evaluation involves reviewing each recommended policy, educational, or project in the CSAP and determining if progress has been made. Outcome evaluation looks at the impact of activities. CSAP is a living document and will be reviewed on an on-going basis. Like the Georgia SHSP, a full update of the Action Plan is anticipated to be completed every five years, in conjunction with Albany and Dougherty County's long-range plan update, or as deemed necessary. However, more frequent updates to the individual strategies and actions may take place to reflect emerging issues.

MONITORING

The Albany Dougherty County CSAP is a living document that has been reviewed, discussed, and collectively agreed upon by the Stakeholder Committee. It is meant for the city and county and safety stakeholders to use to advance safety through the implementation of strategies, countermeasures, and policies.

Albany and Dougherty County recognize the importance of accountability and performance monitoring to reduce traffic deaths and serious injuries. However, it is imperative that monitoring does not reduce or minimize the focus on the ultimate performance measure of eliminating fatal and serious injuries on all roadways for all users across both the city and county. The general approach to tracking implementation follows:

Leadership: Albany and Dougherty County will assume leadership of the CSAP and will promote its

implementation. As part of this role, the city and county will be responsible for convening stakeholders on a regular basis to discuss implementation progress, coordinating with each other as needed.

Implementation Meetings: It is anticipated that it will convene its Stakeholder Committee annually to discuss progress, associated challenges, and opportunities to implement the plan. The meeting(s) will focus on the progress towards addressing the emphasis safety areas identified in the CSap safety analysis. Upon conclusion of the meeting(s), progress will be documented, and the Action Plan may be updated as needed.

Annual Evaluation: When the most recent year's crash data is available, Albany and Dougherty County will evaluate progress toward CSAP goals by assessing fatalities and serious injuries, and critical crash attributes or risk factors. Data will also be analyzed to see if the emphasis areas have been affected. To help communicate overall safety performance in the city and county, a GIS-based dashboard will be available to the public. This dashboard will include a rolling 5-year visual representation of accidents across the city and county. It will include the High Injury Network and the corridors and intersections associated with the HIN. The dashboard will also show the program of projects that have been proposed for the HIN and the progress being made. In addition, the city and county may do an annual report that will be available on their websites.

Refreshing the Plan: Albany and Dougherty County anticipate that the Action Plan will be refreshed or updated as needed, perhaps in conjunction with Metropolitan Transportation Plan (MTP) updates.

Funding Safety: Albany and Dougherty County will seek to give increased emphasis to including safety improvements in their transportation improvement projects, as well as to seek funding for safety improvements through existing and new resources. The city and county will encourage inclusion of CSAP-recommended safety improvements as part of project prioritization within the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

Other Planning Efforts: Albany and Dougherty County will work to remain informed of current and new local and statewide safety programs, policies, plans, guidelines, and/or standards. Based on this information, the city and county can continue to identify opportunities to build upon the CSAP while sharing updates with the public.

To provide context for implementation challenges and the safety emphasis areas identified in the CSAP, the city and county will implement performance measures to issue annual updates for key metrics and safety improvements since the initial development of this Plan.

Albany and Dougherty County will use two forms of additional performance measures: efficiency and effectiveness.

Efficiency measures are useful because they are often quantifiable in real time and measure rates of implementation. However, they don't directly gauge the final outcome. For example, installing rumble strips does not guarantee fewer crashes. When selecting efficiency metrics, it is crucial to link efforts to their ultimate objectives. Despite their value, drawing clear links between actions and crash data can be difficult when monitoring the efficacy of safety work, particularly across a large, dynamic region. For example, an increase in roadway departure crashes may disguise the benefits of newly installed rumble strips. The rise in crashes may

DATA SOURCES AND QUALITY CONTROL

The following is a description of the primary data resources and analytical platforms utilized in the development of the Albany Dougherty County HIN.

NUMETRIC DATA

Numeric data and its analytics platform were chosen to support the development of the HIN due to its:

- Breadth and depth of traffic safety data including crash records, roadway attributes, weather conditions, and citation information.
- Consistency of the data with state and local standards as it is obtained from state departments of transportation, local agencies, law enforcement, and other transportation resources.
- Reliability and accuracy of the data which is quality-controlled by data experts.
- Ease of access and utility of analytics platform allows user data uploads, is cloud-based and includes a suite of analytic applications.
- Robust search function allows agencies to perform detailed analyses of segments and intersections, the nature of crashes, trends, interrelationships, and patterns in the data.
- Communication and consensus-building support with functionality that allows the user to create reports, develop dashboards, and share data with stakeholders.
- Analytics platform and data are continually being updated to continue the trend of reliability.

The analyses conducted in the development of the Albany Dougherty County CSAP are:

INTERSECTIONS	SEGMENTS	TREND ANALYTICS
Collision Diagrams	Crash Query	Dashboards
Crash Query	Dashboards	Public Portals
Network Screening	Network Screening	
Predictive Analysis	Predictive Analysis	
Safety Analysis	Public Portals	
	Safety Analysis	

DATA ACQUISITION

The Numetric platform is accessible through subscription or through shared API by the representative state department of transportation. In developing the Albany Dougherty County CSAP, access to the Numetric data was provided through the Georgia Department of Transportation (GDOT).

DATA FIELDS

There are three (3) main data tables providing crash data to the Numeric Crash Query function. The Crash, Vehicle, and People data sources. Each of these data tables contains unique fields of data.

The Numeric data fields and their descriptions and/or representative data sources are provided in the following table.

FIELDS	DESCRIPTION
Collision ID	A unique identification number provided for each collision event.
Agency Name (Crash Level)	The reporting agency for the collision report from the crash scene. For this CSAP: Albany Police Department, Dougherty County Police Department, and the Georgia State Patrol Post 00.
Date and Time	Date and time of the event. For this study, a 5-year period was chosen to examine trends over time.
Roadway (From Crash Report)	Roadway segment on which crash occurred obtained from the on-scene crash report.
Intersecting Roadway	The closest major intersecting roadway segment to the crash location.
KABCO Severity	<p>KABCO is a motor vehicle accident scale based on the severity of the injuries utilized by the on-scene responders to categorize the severity of the injuries.</p> <p>KABCO stands for:</p> <ul style="list-style-type: none"> K: Fatal injury A: Incapacitating injury B: Non-incapacitating injury C: Possible injury O: No injury or property damage only

Functional Class (Crash Level)	Functional Classification of the roadway corridor. The list includes: <ul style="list-style-type: none"> • Local • Major Collector • Minor Arterial • Minor Collector • Not able to classify • Principal Arterial - Other • Principal Arterial • Other Freeways and Expressways • Ramps
Roadway Ownership/Maintenance Agency	Three (3) roadway ownership entities were examined in developing this CSAP: <ul style="list-style-type: none"> • City of Albany • Dougherty County • State of Georgia
Area: County	Indicates if the collision occurred in the county.
Area: City	Indicates if the collision occurred in the city.
# Serious Injuries	Indicates the total # of serious injuries. (May not overlap with Visible Injuries)
# Visible Injuries	Indicates the total # of visible injuries. (May not overlap with Serious Injuries)

LOCAL CRASH DATA

Local crash data was acquired through the stakeholder engagement process from the City of Albany Police Department, Dougherty County Police Department, and Dougherty County Schools. This data was utilized to confirm and double-check the Numetric data, as well as gain insight into potential countermeasures that would be more specific to local experience.

DATA CONFIRMATION

The Numeric data was cleaned and pre-processed through a series of steps:

- Overlaying multiple data sources to identify overlaps and inconsistencies within the same query parameters.
- Truthing the segments and intersections through reviewing the crash locations through the stakeholder committee and public meetings.
- Truthing the segments and intersections through an online survey and mapping tool, allowing stakeholders and the public to “pin” areas of concern. That data was also brought into the Numetric tool to further validate it and help develop the list of potential countermeasures.



COUNTY CITY ADOPTED VZ RESOLUTIONS

A RESOLUTION 25-R 130

ENTITLED

A RESOLUTION ADOPTING A COMPREHENSIVE SAFETY ACTION PLAN AND VISION ZERO POLICY; REPEALING PRIOR RESOLUTIONS IN CONFLICT AND FOR OTHER PURPOSES.

WHEREAS, the life and health of all persons living and traveling within the City of Albany ("City") 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; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes; and

WHEREAS, 29,135 people lost their lives to traffic deaths in 2024, and traffic crashes are among the leading cause of deaths in the United States; and

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

WHEREAS, according to data collected by the Georgia Department of Transportation, pedestrians and bicyclists are involved in 1.4 percent of collisions but account for 20 percent of traffic deaths in the Albany; 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 because the likelihood of a

pedestrian surviving a crash is 10 percent if hit by a vehicle moving 40 mph; and

WHEREAS, children, older adults, people of color, people with disabilities, people who are unhoused, and people with low income face a significantly disproportionate risk of traffic injuries and fatalities; 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, 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;

WHEREAS, Vision Zero resolutions have been adopted by many jurisdictions across the United States,

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the City of Albany, Georgia and it is hereby resolved by authority of same:

SECTION 1. The City adopts the goal of zero traffic deaths and serious injuries, stating that no loss of life or injury is acceptable on our streets.

SECTION 2. The City adopts the goal of eliminating traffic deaths and serious injuries by 2050 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.

SECTION 3. The City adopts a Vision Zero policy with a goal to eliminate fatal and severe accidents by 2050.

SECTION 4. The City adopts the Comprehensive Safety Action Plan developed to implement and take action to begin the process of reaching Vision Zero in Albany.

SECTION 5. All resolutions or parts of resolutions, in conflict herewith are repealed.


MAYOR

ATTEST:


CITY CLERK

Adopted: April 22, 2025



**A RESOLUTION
ENTITLED
A RESOLUTION PROVIDING FOR THE ACCEPTANCE OF THE JOINT CITY AND
COUNTY COMPREHENSIVE SAFETY ACTION PLAN; REPEALING RESOLUTIONS
OR PARTS OF RESOLUTIONS IN CONFLICT HERewith;
AND FOR OTHER PURPOSES.**

WHEREAS, the Board of Commissioners of Dougherty County, Georgia approved funding for the Safe Streets For All Plan (SS4A) Grant on November 23, 2024; and

WHEREAS, the Board of Commissioners of Dougherty County, Georgia is hereby desirous of approving the Joint City and County Comprehensive Safety Action Plan (CSAP), which is attached hereto and specifically incorporated herein by reference.

NOW THEREFORE BE IT RESOLVED by the Board of Commissioners of Dougherty County, Georgia and it is hereby resolved by Authority of same as follows:

SECTION I The attached Joint City and County Comprehensive Safety Action Plan is hereby approved. The Chairman of the Board of Commissioners of Dougherty County, Georgia and County Administrator are hereby authorized to execute same along with any and all other documents necessary to full implementation of said proposal.

SECTION II All Resolutions or parts of Resolutions in conflict herewith are hereby repealed.

This the 21st day of April, 2025.

BOARD OF COMMISSIONERS OF
DOUGHERTY COUNTY, GEORGIA

BY: _____

Lorenzo I. Heard, Chairman

ATTEST:

Jawahn E. Ware
County Clerk

AGENDA ITEM

DATE: April 3, 2025
MEETING DATE: April 15, 2025
SUBJECT: Adopt Vision Zero
PRESENTED FOR: Decision: X Information: ☐
PRESENTER(S): Robert W. Griffin, Interim Director of Engineering
Ken Breedlove, Traffic Engineering Manager
Erik Steavens, Program Manager

Statement of Issue:

To remain eligible for future funding opportunities through the federal Safe Streets for All (SS4A) Program, the City and County must adopt a Vision Zero Policy, affirm safety as the top transportation priority, and approve a supporting resolution.

History/ Facts and Issues:

Albany and Dougherty County, Georgia, are experiencing an increase in roadway fatalities and serious injuries, particularly among vulnerable users in underserved communities with high poverty rates. With limited pedestrian and bicycle infrastructure and notable gaps in sidewalks and trail networks, the community is pursuing a federally funded SS4A Planning and Demonstration Grant to support a shift toward achieving the Vision Zero Goal by 2050. The objective is to develop a comprehensive Safety Action Plan that addresses systemic safety challenges through data-driven analysis, stakeholder engagement, and targeted efforts to ensure fair access to safety improvements. Key issues include policy, educational, and infrastructure shortcomings and the need for a documented approach to addressing transportation safety that is aligned with USDOT's Safe System Approach.

Options/Pro and Cons:

Pros:

1. Shows commitment to ending traffic deaths and injuries by 2050.
2. Aligning with Vision Zero increases chances for future funding.

Con:

1. The match may strain limited local budgets.

Recommended Action:

Adopt Vision Zero - Resolution

Fiscal Impact/Funding Source:

SPLOST and TSPLOST to implement future projects



ESTABLISHING THE HIN



TECHNICAL MEMORANDUM: ESTABLISHING HIGH INJURY NETWORK



TABLE OF CONTENTS

PURPOSE OF ESTABLISHING A HIGH INJURY NETWORK (HIN).....	3
DATA SOURCES AND QUALITY CONTROL.....	4
NUMETRIC DATA.....	4
DATA ACQUISITION.....	5
DATA FIELDS.....	5
DATA CONFIRMATION.....	9
REPLICA.....	Error! Bookmark not defined.
DATA ACQUISITION.....	Error! Bookmark not defined.
DATA FIELDS.....	Error! Bookmark not defined.
DATA CONFIRMATION.....	Error! Bookmark not defined.
Other Data Sources.....	Error! Bookmark not defined.
Albany Dougherty County 2050 Master Transportation Plan (MTP 2050)	Error! Bookmark not defined.
Methodology for HIN Development.....	12
TOP INTERSECTIONS AND CORRIDORS FOR EACH LENS OF SAFETY FOR THE ALBANY AND DOUGHERTY COUNTY HIN SYSTEM.....	14
Top Fatalities + Serious Injuries (aka “K+A” crashes) All Crashes	14
Bicyclist Fatalities and Serious Injuries.....	15
Pedestrian Fatalities and Serious Injuries.....	16
Vulnerable Users - 18 Years Old and Under Fatalities and Serious Injuries.....	17
Vulnerable Users - 65 Years Old and Over Fatalities and Serious Injuries.....	19
Candidate High Injury Network (HIN).....	20
Community Identified Areas of Concern.....	22
APPENDIX B - MAPS	23
Severe Crashes (K+A) - Map	24
Bicycle Crashes - Map.....	25
Pedestrian Crashes - Map.....	26
Vulnerable Users - Map 18 Younger	27
Vulnerable Users - Map 65 Older.....	28



Candidate High Injury Network (HIN) MAP 29

PURPOSE OF ESTABLISHING A HIGH INJURY NETWORK (HIN)

This is a comprehensive outline of data and the methodology to identify the High Injury Network (HIN) and Comprehensive Safety Action Plan (CSAP) for the City of Albany and Dougherty County, Georgia.

Note: Countermeasures and Policy Recommendations or addressing the issues and concerns identified through the development of the HIN will be provided in additional appendices.

Each High Injury Network (HIN) is unique to the geographically defined region and stakeholder input and is the most critical component of developing a Comprehensive Safety Action Plan (CSAP).

The HIN identifies locations where investments in safety are most urgent, which in turn drives the implementation strategy. Given all communities have limited resources, this data-driven approach with stakeholder and community “truthing” helps allocate resources to those locations that need them most efficiently.

The **Albany Dougherty County HIN** was developed by examining state and local incident data for trends that could then be organized into key “emphasis areas”.

The basis of the development of the HIN includes 5 “lenses” on community safety for both the city and the county:

1. Fatalities + Serious Injuries (aka “K+A” crashes) All Crashes
2. Bicyclist Fatalities and Serious Injuries
3. Pedestrian Fatalities and Serious Injuries
4. Vulnerable Users - 18 Years Old and Under Fatalities and Serious Injuries
5. Vulnerable Users - 65 Years Old and Over Fatalities and Serious Injuries

The development of the **Albany Dougherty County HIN** considered questions such as:

Are injury crashes more likely to occur at certain locations or at certain times of day?

Are some demographics and road users over-represented in injury crashes? If so, who? Where?

What factors are most prominent in crashes, such as high speeds, left turns, lack of pedestrian facilities, etc.?

Within each of these lenses, **high crash segments and intersections were identified** where targeted countermeasures could be considered. Areas of overlap were then identified where network improvements could be focused to support as many of these issues as possible through coordinated improvements.



DATA SOURCES AND QUALITY CONTROL

The development of this CSAP was a combination of data analysis and local expertise with consistent feedback loops.

The following is a description of the main data resources and analytical platforms that were utilized in the development of the Albany Dougherty County HIN.

NUMETRIC DATA

Numeric data and its analytics platform were chosen to support the development of the HIN due to its:

- Breadth and depth of traffic safety data including crash records, roadway attributes, weather conditions, and citation information.
- Consistency of the data with state and local standards as it is obtained from state departments of transportation, local agencies, law enforcement, and other transportation resources.
- Reliability and accuracy of the data which is quality-controlled by data experts.
- Ease of access and utility of analytics platform allows user data uploads, is cloud-based and includes a suite of analytic applications.
- Robust search function allows agencies to perform detailed analyses of segments and intersections, the nature of crashes, trends, interrelationships, and patterns in the data.



- Communication and consensus-building support with functionality that allows the user to create reports, develop dashboards, and share data with stakeholders.
- Analytics platform and data are continually being updated to continue the trend of reliability.

A summary of the analyses that were relied upon in the development of the Albany Dougherty County CSAP are:

INTERSECTIONS

Collision Diagrams
Crash Query
Network Screening
Predictive Analysis
Safety Analysis

SEGMENTS

Crash Query
Dashboards
Network Screening
Predictive Analysis
Public Portals
Safety Analysis

TREND ANALYTICS

Dashboards
Public Portals

DATA ACQUISITION

The Numetric platform is accessible through subscription or through shared API by the representative state department of transportation. In developing the Albany Dougherty County CSAP, access to the Numetric data was provided through the Georgia Department of Transportation (GDOT).

State and local data was accessed and analyzed through the platform and then downloaded to be utilized in other deliverable development.

DATA FIELDS

There are three (3) main data tables providing crash data to the Numetric Crash Query function. The Crash, Vehicle, and People data sources. Each of these data tables contains unique fields of data.

The Numetric data fields and their descriptions and/or representative data sources are provided in the following table.

FIELDS	DESCRIPTION
Collision ID	A unique identification number provided for each collision event.
Agency Name (Crash Level)	The reporting agency for the collision report from the crash scene. For this CSAP: Albany Police Department, Dougherty County Police Department, and the Georgia State Patrol Post 00.
Date and Time	Date and time of the event. For this study, a 5-year period was chosen to examine trends over time.
Roadway (From Crash Report)	Roadway segment on which crash occurred obtained from the on-scene crash report.
Intersecting Roadway	The closest major intersecting roadway segment to the crash location.
KABCO Severity	<p>KABCO is a motor vehicle accident scale based on the severity of the injuries utilized by the on-scene responders to categorize the severity of the injuries.</p> <p>KABCO stands for:</p> <p>K: Fatal injury</p> <p>A: Incapacitating injury</p> <p>B: Non-incapacitating injury</p> <p>C: Possible injury</p> <p>O: No injury or property damage only</p>
Manner of Collision (Crash Level)	<p>Manner of collision is a list of descriptions utilized by on-scene crash responders related to elements such as the angle of collision and if the crash was with another vehicle or not.</p> <p>The list of options are:</p> <ul style="list-style-type: none"> • Angle • Angle Crash • Head On • Not a Collision with Motor Vehicle • Rear End • Sideswipe-Opposite Direction • Sideswipe-Same Direction
Location at Impact (Crash Level)	Location at impact refers to a generalized list of location types on or outside the corridor at the scene of the collision utilized by on-

	<p>scene responders to describe the collision environment. The list of those locations of impact includes:</p> <ul style="list-style-type: none"> • Entrance/Exit Ramp • Median • Off Roadway • Off Roadway - Sidewalk • On Roadway - Driveway Intersection • On Roadway - In Crosswalk • On Roadway - Non-Intersection • On Roadway - Roadway Intersection • On Shoulder
# of Vehicles per crash	<p>This field includes the count of vehicles involved in a collision which can also include 0.</p>
Light Conditions (Crash Level)	<p>Light conditions refer to the light at the scene of the collision. The list of light conditions that can be selected when describing this condition are:</p> <ul style="list-style-type: none"> • Dark-Lighted • Dark-Not Lighted • Dawn • Daylight • Dusk
Surface Condition (Crash Level)	<p>Surface conditions of the road at the time of the collision to categorize the potential contribution of the roadway surface conditions in the collision. Those categories include:</p> <ul style="list-style-type: none"> • (None) • Dry • Oil • Other • Water (standing or moving) • Wet
Safety Equipment (Crash Level)	<p>This category describes the safety equipment that was available and/or utilized by all those involved in the collision. That list includes linear combinations for each unique collision occurrence's characteristics including:</p> <ul style="list-style-type: none"> • Booster Seat (Properly Used) • Child Restraint System (Improperly Used) • Child Restraint System (Properly Used) • Lap and Shoulder Belt Used

	<ul style="list-style-type: none"> • Motorcycle Helmet • None Used • Shoulder Belt Only Utilized • Unknown
Roadway Contributing Factors	<p>Roadway contributing factors describe more physical conditions present that could have contributed to the collision. That list includes linear combinations for each unique collision occurrence's characteristics including:</p> <ul style="list-style-type: none"> • No Contributing Factors • Traffic Congestion • Road Surface Condition (wet, icy, snow, slush, etc.) • Visual Obstruction(s) - Vegetation Along Roadway • Backup Due to Prior Crash/Secondary Crash
Lat	Geographic latitude of collision.
Long	Geographic longitude of collision.
Functional Class (Crash Level)	<p>Functional Classification of the roadway corridor. The list includes:</p> <ul style="list-style-type: none"> • Local • Major Collector • Minor Arterial • Minor Collector • Not able to classify • Principal Arterial - Other • Principal Arterial • Other Freeways and Expressways • Ramps
Roadway Ownership/Maintenance Agency	<p>Three (3) roadway ownership entities were examined in developing this CSAP:</p> <ul style="list-style-type: none"> • City of Albany • Dougherty County • State of Georgia
Area: County	Indicates if the collision occurred in the county.
Area: City	Indicates if the collision occurred in the city.
# Serious Injuries	Indicates the total # of serious injuries. (May not overlap with Visible Injuries)
# Visible Injuries	Indicates the total # of visible injuries. (May not overlap with Serious Injuries)

DATA CONFIRMATION

The Numetric data was cleaned and pre-processed through a series of steps:

- Overlaying multiple data sources to identify overlaps and inconsistencies within the same query parameters.
- Truthing the segments and intersections through reviewing the crash locations through the stakeholder committee and public meetings.
- Truthing the segments and intersections through an online survey and mapping tool allowing stakeholders and the public to “pin” areas of concern. That data was also brought into the Numetric tool to further truth the data.

Development of this CSAP. From the MTP 2050, the following intersections and segments were identified and then overlaid on the corridors and intersections identified through each of the other modalities and lenses of safety to identify overlaps.

Intersection/ Corridor
Clark Avenue at Hill Road
Cordele Road at Clark Avenue
Dawson Road at Meredyth Drive
Dawson Road at Old Dawson/ Stuart Ave
Dawson Rd at Westgate Rd/ Whispering Pines Rd
Dawson Rd at N Westover Blvd
East Broad Avenue at North Broadway St
East Oglethorpe Boulevard at Cason St
East Oglethorpe Boulevard at Loftus Drive/ Rosebrier Ave
East Oglethorpe Blv at Radium Springs Rd/ N Broadway St
Liberty Expwy at Nelms Road
Moultrie Road at County Line Road



North Jefferson Street at Philema Rd/ Liberty Expwy
North Jefferson Street at West Pine Avenue
North Slappey Boulevard at Dawson Rd/ Pine Ave
North Slappey Boulevard at Gillionville Road
North Slappey Boulevard at Ledo Road
North Slappey Boulevard at Palmyra Rd
North Slappey Boulevard at W Broad Avenue
North Slappey Boulevard at Whispering Pines Rd
North Westover Boulevard at Old Dawson Road
Nottingham Way at N Westover Blvd/ Liberty Expwy EB Ramp
Nottingham Way at Steward Avenue
Palmyra Road at 9th Avenue/ 10th Avenue
Radium Springs Road at East Oakridge Drive
Slappey Blvd at E Oglethorpe Blvd
South Slappey Boulevard at West Gordon Ave
South Westover Boulevard at Gillionville Rd
Sylvester Road at Cordele Road
Sylvester Road at County Line Rd
West Oakridge Dr at Martin Luther King Dr
West Oglethorpe Boulevard at South Jefferson Street
West Oglethorpe Boulevard at Monroe Street
Dawson Road from Pointe North Boulevard to Westgate Dr/ Whispering Pines Rd



North Slappey Boulevard from Ledo Road to Whispering Pines Road
North Slappey Boulevard from West 3rd Avenue to Oglethorpe Boulevard
Nottingham Way from just south of Ledo Rd. to Whispering Pines Rd.
South Slappey Boulevard from W. Oglethorpe Blvd to Newton Road/ W. Oakridge Dr.
Westover Boulevard from Westgate Drive to Dawson Road

METHODOLOGY FOR HIN DEVELOPMENT

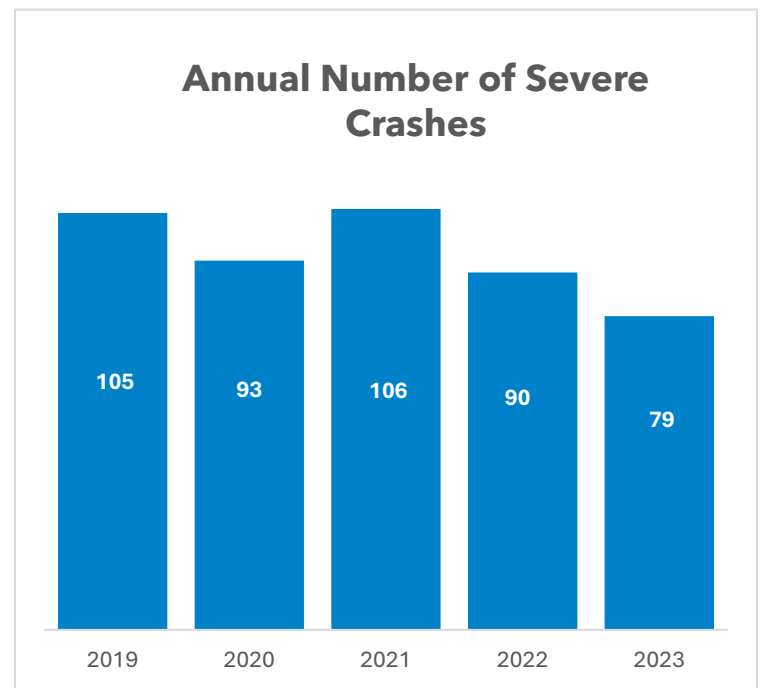
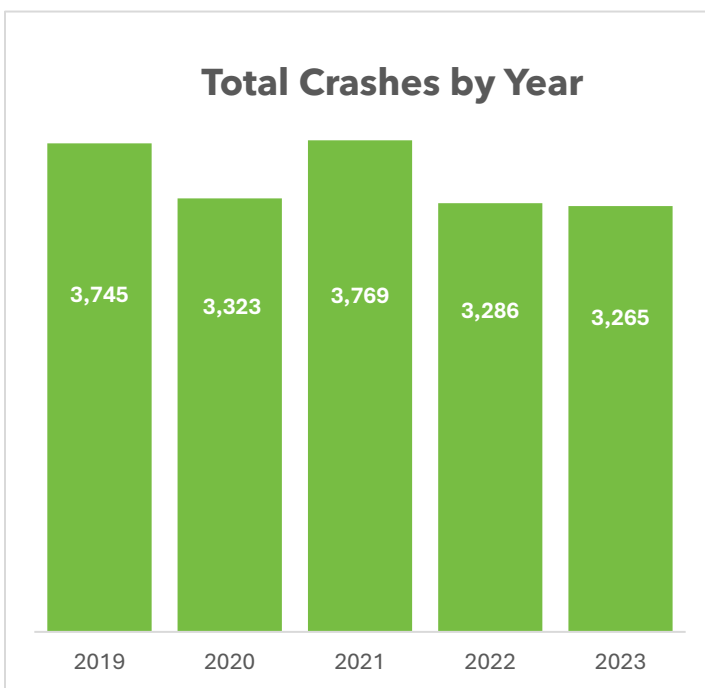
The HIN was established using a methodical process that integrated both quantitative and qualitative location-specific and systemic analyses. Crash data was analyzed and combined with community input on preferred areas of concern.

The basis of the development of the HIN includes 5 “lenses” on community safety for both the city and the county:

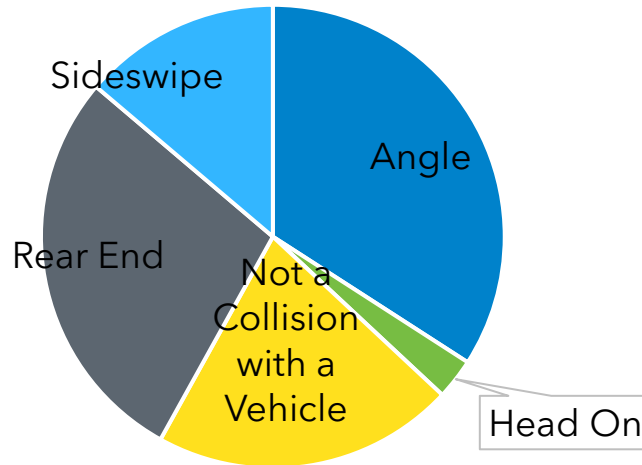
1. Fatalities + Serious Injuries (aka “K+A” crashes) All Crashes
2. Bicyclist Fatalities and Serious Injuries
3. Pedestrian Fatalities and Serious Injuries
4. Vulnerable Users - 18 Years Old and Under Fatalities and Serious Injuries
5. Vulnerable Users - 65 Years Old and Over Fatalities and Serious Injuries

The project team developed lists of corridors and segments that included the City and County segments and intersections collectively but then also parsed the data to ensure that the top-ranking facilities were captured for both the City and the County.

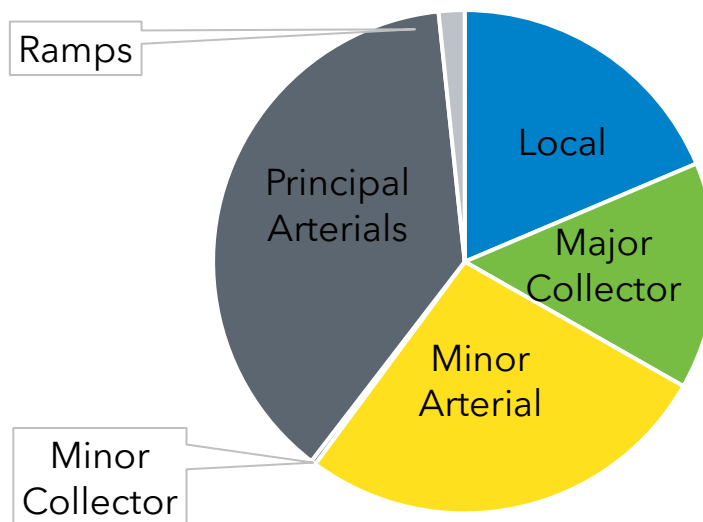
A snapshot of 5 years of total crashes and number of severe crashes shows the consistency of data points which is a way of accounting for any peak anomalies within one year of data that may be related to a rare event. An overview of the accident data is provided below:



Manner of Collision



Crash Locations by Functional Classification





TOP INTERSECTIONS AND CORRIDORS FOR EACH LENS OF SAFETY FOR THE ALBANY AND DOUGHERTY COUNTY HIN SYSTEM

Top Fatalities + Serious Injuries (aka "K+A" crashes) All Crashes

Top Intersections	Top Corridors
Dawson Rd @ Meredyth Drive	Dawson Rd from Stuart Ave to N Westover Blvd
E Oglethorpe Blvd @ Loftus Dr	Eight Mile Rd from Walker Ducker Station Rd to Leary Rd
E Oglethorpe Blvd @ Radium Springs Rd	Gillionville Rd from Frank Orgel Ct to Springfield Dr
E Oglethorpe Blvd @ S Cason Street	Gillionville Rd from Manchester Dr to Flowing Well Rd
Hill Rd @ Sylvester Hwy	Liberty Expwy NW from Blaylock St Ramp to N Washington St
Mobile Ave @ Moultrie Road	Liberty Expwy SE from Blaylock St Ramp to N Washington St
Moultrie Rd @ S County Line Rd	Liberty Expwy SE from Clark Ave to Blaylock St
N Westover Blvd @ Dawson Rd	Liberty Expwy SE from E Oglethorpe Blvd to Moultrie Rd
N Westover Blvd @ Old Dawson Road	Liberty Expwy SE from Honeysuckle Dr to Williamsburg Dr
Nelms Rd @ Liberty Expwy SE	Liberty Expwy SE from N Jefferson St to N Slappey Blvd
Pine Bluff Rd @ Sylvester Hwy	Liberty Expwy SE from N Washington St to N Jefferson Exit Ramp
Radium Springs Rd @ E Oakridge Dr	Liberty Expwy SE from N Washington St to N Jefferson Exit Ramp
S Broadway St @ E Broad Avenue	Liberty Expwy SE from Williamsburg Road to McKenzie Rd
S County Line Rd @ Sylvester Hwy	Moultrie Rd from Gibson Rd to Nelms Rd

S Harding St @ Cedar Ave	Moultrie Rd Honeysuckle Dr to Wildflower Lane
S Madison St @ Oglethorpe Blvd	N Jefferson St from Dunbar Lane to Lovers Lane Rd
Sundale Rd @ Rosebrier Avenue	N Slappey Blvd from 20th Ave to 18th Ave
W Broad Ave @ N Jefferson Street	N Slappey Blvd from Liberty Expwy SE to 20th Ave
W Gordon Ave @ Elm Street	N Westover Blvd from Meredyth Dr to Northwood Dr
W Oakridge Dr @ Martin Luther King Dr	N Westover Blvd from Nottingham Way to Archwood Dr
	Newton Rd from Higgins Dr to Pinyon Dr
	Newton Rd from Lily Pond Rd to Leary Rd
	S Slappey Blvd from Lowe Rd to W Oakridge Dr
	W Oglethorpe Blvd from S Jefferson St to S Monroe St
	W Oglethorpe Blvd/ Sylvester Hwy from Sands Drive to Pine Bluff Rd

Bicyclist Fatalities and Serious Injuries

Top Intersections	Top Corridors
Cedar Ave @ S Harding St	1st Ave from W 1st Ave to Hines St
Dorsett Ave @ S Monroe St	Cedar Ave from S Van Buren St to Lee St
Holloway Avenue @ S McKinley Street	Clark Ave from Liberty Expwy SE Ramp to N Maple St
N Slappey Blvd @ 10th Ave	E Broad Ave from North Central St to Blaylock St
N Slappey Blvd @ W Residence Ave	E Oglethorpe Blvd from S Mock Rd to Sundale Rd
Newton Rd @ W Oakridge	Gillionville Rd from Wescott Lane to Frank Orgel Ct
Poplar Street @ W Whitney Avenue	Kingswood Dr from Partridge Dr to Gloucester Lane

S Cason Street @ E Oglethorpe Boulevard	N Monroe St from 9th Ave to 8th Ave
S Cleveland Street @ W Highland Avenue	N Slappey Blvd from Temple Ave to Acker Dr
S Harding Street @ Corn Avenue	Nottingham Way from Ledo Rd to Liberty Expwy SE Ramp
S Jackson Street @ W Highland Avenue	Palmyra Rd from Liberty Expwy SE to Ken Gardens Rd
S Madison St @ Wadkins Ave	Riverview Circle from Turner Ave to S Skylane Dr
S Mock Road @ Butler Drive	S Mock Rd from Sylvester Rd to Butler Dr
S Slappey Blvd @ Colquitt Avenue	W 2nd Ave from North Van Buren St to N Harding St
W Oglethorpe Blvd @ S Front Street	Walnut St from Poplar St to Willow St
W Oglethorpe Blvd @ S Harding Street	Washington S from Barton Ave to Shelby Lane

Pedestrian Fatalities and Serious Injuries

Top Intersections	Top Corridors
Colquitt Avenue @ S Slappey Boulevard	9th Avenue from N Harding Street to N Cleveland Street
Dawson Road @ N Slappey Boulevard	Dawson Road from Meredyth Drive to Stuart Avenue
E Oakridge Drive @ Radium Springs Road	Dawson Road from Stuart Avenue to N Westover Boulevard
Gillespie Avenue @ S Slappey Boulevard	Dawson Road from W 2nd Avenue to Edgewood Lane
Martin Luther King Jr. Drive @ Gowan Avenue	Dawson Road from Whispering Pines Road to Lake Park Drive
N Slappey Boulevard @ 10th Avenue	Devon Road from Trowbridge Road to Cumberland Lane

S Harding Street @ Cedar Avenue	Emily Avenue from Cochran Avenue to S Madison Street
S Jackson Street @ Sylvester Highway	Liberty Expressway SE from N Monroe Street to Cardinal Street
S Madison Street @ Willard Avenue	Liberty Expressway SE from N Washington Street to Hobson Street
Sunset Lane @ Hudson Lane	N Slappey Boulevard from 20th Avenue to 18th Avenue
Van Deman Street @ Holland Drive	N Slappey Boulevard from Acker Drive to Gause Lane
W 3rd Avenue @ Sylvester Highway	N Slappey Boulevard from Ledo Road to Albany Court
W Broad Avenue @ N Jackson Street	Palmyra Road between 9th and 10th Avenue
W Broad Avenue @ S Front Street	Rosedale Avenue from N Van Buren Street to N Harding Street
W Lincoln Avenue @ S Slappey Boulevard	S Slappey Boulevard from Holloway Avenue to Cedar Avenue
W Oakridge Drive @ Gaines Avenue	Stonewater Drive from dead end to Stepping Stone Lane
W Oakridge Drive @ Longleaf Drive	W Oglethorpe Blvd from S Jefferson Street to S Monroe Street
W Oglethorpe Boulevard @ S Jefferson Street	W Oglethorpe Boulevard from S Jackson Street to S Jefferson Street
Whitney Avenue @ S Slappey Boulevard	W Oglethorpe Boulevard from S McKinley Street to S Harding Street
	W Oglethorpe Boulevard from S Monroe Street to S Madison Street
	W Oglethorpe Boulevard from S Washington Street to S Jackson Street

Vulnerable Users - 18 Years Old and Under Fatalities and Serious Injuries

Top Intersections	Top Corridors
-------------------	---------------



Broach Avenue @ Liberty Expressway SE	Dawson Road from N Westover Boulevard to Stuart Avenue
Cason Street at E Oglethorpe Boulevard	Dawson Road from Westgate Drive to Lake Park Drive
Gravel Hill Road @ Nelms Road	Eight Mile Road from Walker Ducker Station Road to Leary Road
Johnny Williams Road @ S Madison Street	Gillionville Road from Manchester Drive to Flowing Well Road
Leary Road @ Aristedes Road	Hidden Valley Lane from Nelms Road to Broach Avenue
Leary Road @ Old Pretoria Road	Hill Road from Oakwood Street to Spurlock Street
Liberty Expressway SE @ Antioch Road	Liberty Expressway SE from Blaylock Street Ramp to N Washington Street
Liberty Expressway SE @ Nelms Road	Liberty Expressway SE from Honeysuckle Drive to Williamsburg Road
Martin Luther King Jr. Drive @ Heard Avenue	Liberty Expressway SE from N Washington Street to N Jefferson Exit Ramp
Moultrie Road @ Mobile Avenue	Moultrie Road from Gibson Road to Gravel Hill Road
Moultrie Road @ S Mock Road	Moultrie Road from Gibson Road to Nelms Road
Newton Road @ Higgins Drive	N Slappey Boulevard from Acker Drive to Gause Lane
Newton Road @ Oak Haven Drive	N Slappey Boulevard from Temple Avenue to Acker Drive
Old Cordele Road @ Sylvester Road	N Westover Boulevard from Meredyth Drive to Northwood Drive
Poplar Street @ W Gordan Avenue	N Westover Boulevard from Nottingham Way to Archwood Drive
S Harding Street @ Cedar Avenue	S Slappey Boulevard from Lowe Road to W Oakridge Drive
S Jefferson Street @ Jefferies Avenue	S Westover Boulevard from Gillionville Road to Upland Court



S Slappey Boulevard @ W Broad Avenue	S Westover Boulevard from Percosin Lane to Old Pretoria Road
Sylvester Road @ Branch Road	Sylvester Road from Sands Drive to Pine Bluff Road
Sylvester Road @ N County Line Road	W Oakridge Drive from Longleaf Drive to Willie Pitts Jr. Road

Vulnerable Users - 65 Years Old and Over Fatalities and Serious Injuries

Top Intersections	Top Corridors
Dawson Road @ N Slappey Boulevard	Cordele Road from Dougherty County Boundary to Doles Road
Hardup Road @ Wildfair Road	Leary Road from Mud Creek Road to Pine Island Road
Hill Road @ Clarke Avenue	Liberty Expressway SE from Clark Avenue Ramp to Blaylock Street Ramp
Johnny W Williams Road @ S Madison Street	Liberty Expressway SE from Holly Drive to Honeysuckle Drive
Leary Road @ Aristedes Road	Liberty Expressway SE from Ramp to Clark Avenue
Leary Road @ Old Pretoria Road	Liberty Expressway SE from Ramp to North Jefferson Street
Liberty Expressway SE @ Holly Drive	Liberty Expressway SE from Sylvester Road to Moultrie Road
Liberty Expressway SE @ Honeysuckle Drive	Liberty Expressway SE from Williamsburg Road to McKenzie Road
Liberty Expressway SE @ Nelms Road	Moultrie Road from Gibson Road to Nelms Road
Martin Luther King Drive @ Heard Avenue	Moultrie Road from Honeysuckle Drive to Wildflower Lane
Martin Luther King Drive @ Wells Avenue	Moultrie Road from Ramp to Liberty Expressway SE

N County Line Road @ Acree Avenue	N Slappey Boulevard from Liberty Expressway SE to 20th Avenue
Newton Road @ Oak Haven Drive	N Slappey Boulevard from Temple Avenue to Acker Drive
Radium Springs Road @ E Oakridge Drive	Newton Road from Arrowhead Farm Road to Wildfair Road
S Madison Street @ W Oglethorpe Blvd	Newton Road from Lily Pond Road to Hardup Road
S Slappey Boulevard @ W Oakridge Drive	Nottingham Way from Ledo Road to Liberty Expressway SE
Sylvester Highway @ Hill Road	Old Dawson Road from Dawson Road to Lafayette Plaza Drive
Sylvester Road @ Pine Bluff Drive	Slappey Boulevard from Lowe Road to West Oakridge Drive
W Broad Avenue @ S Jefferson Street	Sylvester Highway from South County Line Road to Ashwood Street
W Gordon Avenue @ Elm Street	W Oakridge Drive from Radium Springs Road to end of Hilsman Avenue

Candidate High Injury Network (HIN)

Top Intersections	Top Corridors
Dawson Road @ Meredyth Drive	Dawson Road from Pointe N Blvd to N Slappey Blvd.
E Oglethorpe Boulevard @ Loftus Drive	E Broad Avenue from N Broadway Street to Blaylock Street
E Oglethorpe Boulevard @ Radium Springs Road	E Oglethorpe Boulevard from Radium Springs to Sands Drive
E Oglethorpe Boulevard @ S Cason Street	Eight Mile Road from Walker Ducker Station Road to Leary Road



Hill Road @ Sylvester Highway	Gillionville Road from Flowing Well Road to Springfield Drive
Mobile Avenue @ Moultrie Road	Gravel Hill Road from Nelms Road to Dougherty County Boundary
Moultrie Road @ S County Line Road	Liberty Expressway from N Jefferson to Nelms Road
N Westover Boulevard @ Dawson Road	Moultrie Road from Wildflower Lane to Nelms Road
N Westover Boulevard @ Old Dawson Road	N Jefferson Street from Dunbar Lane to Liberty Expressway
Nelms Road @ Liberty Expressway SE	N Westover Boulevard from Nottingham Way to Westgate Drive
Pine Bluff Road @ Sylvester Road	Newton Road from Vanderbilt Road to Leary Road
Radium Springs Road @ E Oakridge Drive	Nottingham Way from Ledo Road to Whispering Pines Road
S Broadway Street @ E Broad Avenue	Radium Springs Road from Oglethorpe Blvd to Moultrie Road
S County Line Road @ Sylvester Highway	S Slappey Boulevard from W Oglethorpe Boulevard to Oakridge Drive
S Harding Street @ Cedar Avenue	Tarva Road from Leary Road to Dougherty County Boundary
S Madison Street @ Sylvester Highway	W Oglethorpe Boulevard from S Madison Street to Front Street
Sundale Road @ Rosebrier Avenue	
W Broad Avenue @ N Jefferson Street	
W Gordon Avenue @ Elm Street	
W Oakridge Drive @ Martin Luther King Drive	

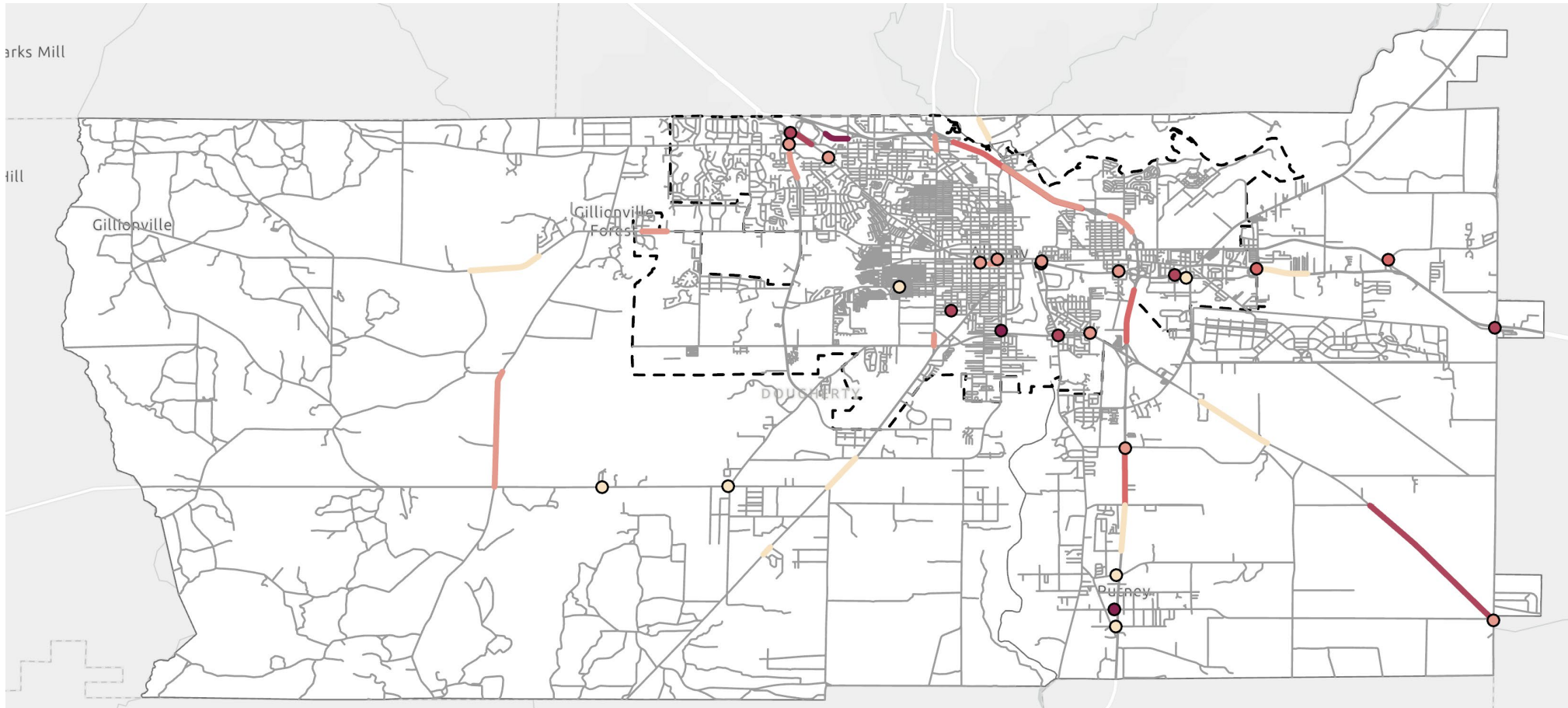


Community Identified Areas of Concern

Insert information on survey and results here



APPENDIX B - MAPS

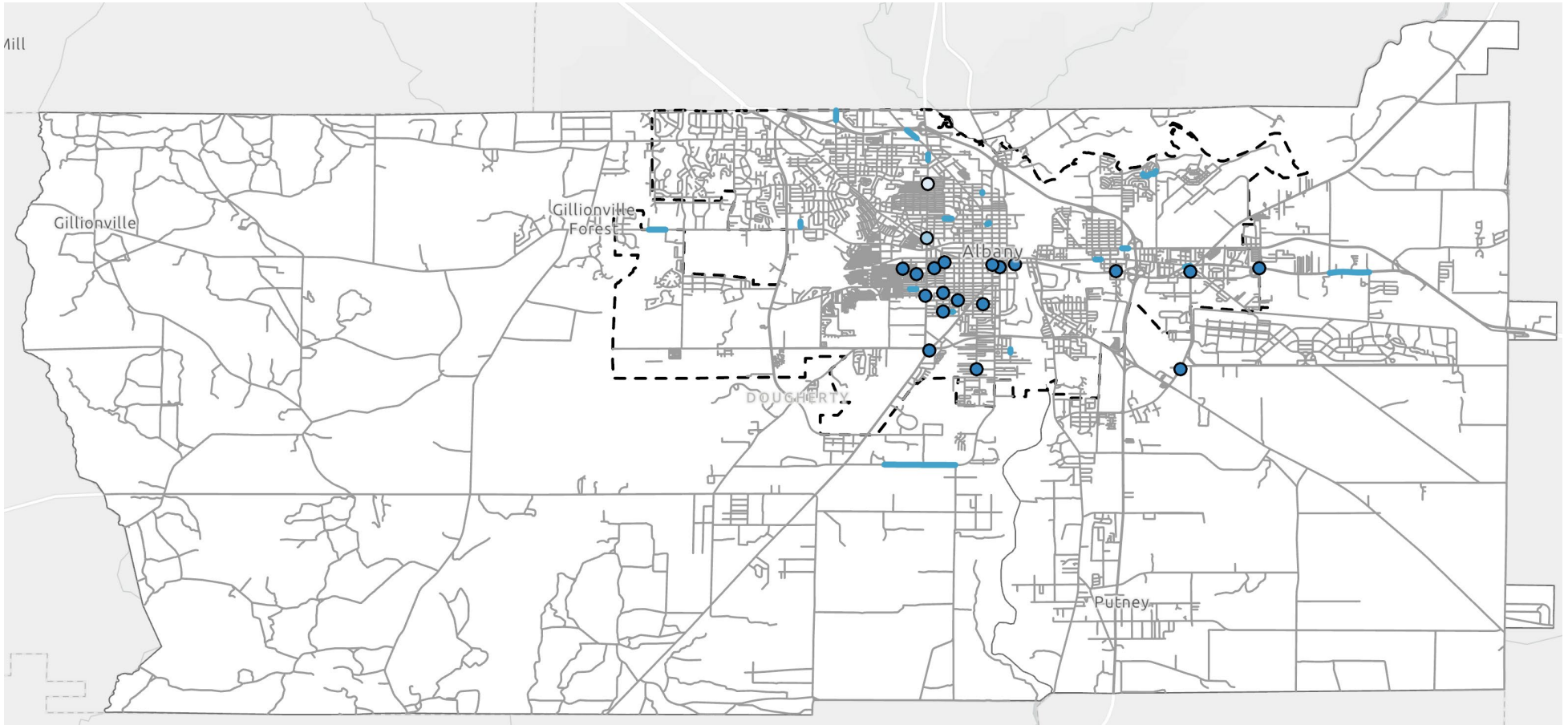




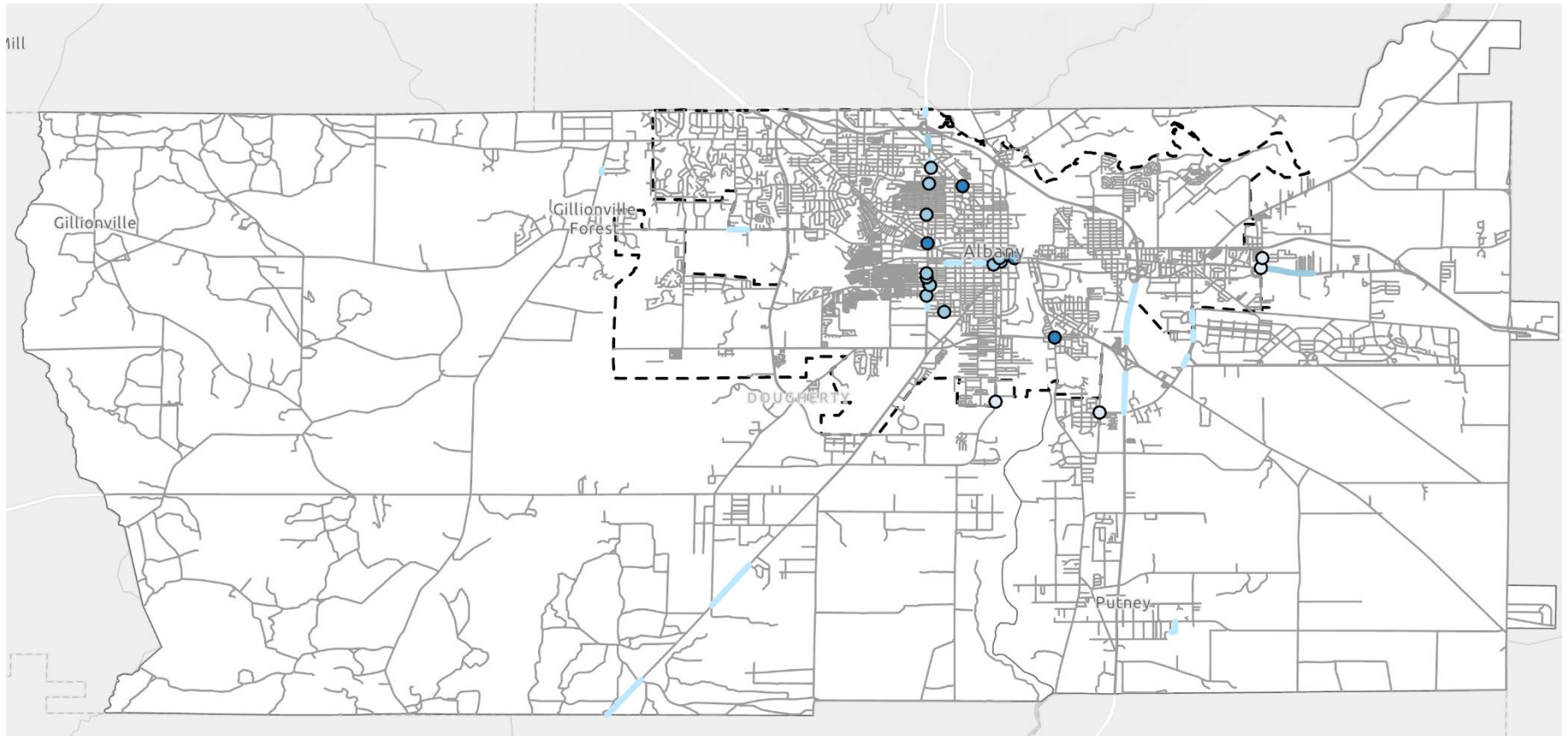
Bicycle Crashes - Map



SAFE
STREETS
FOR ALL

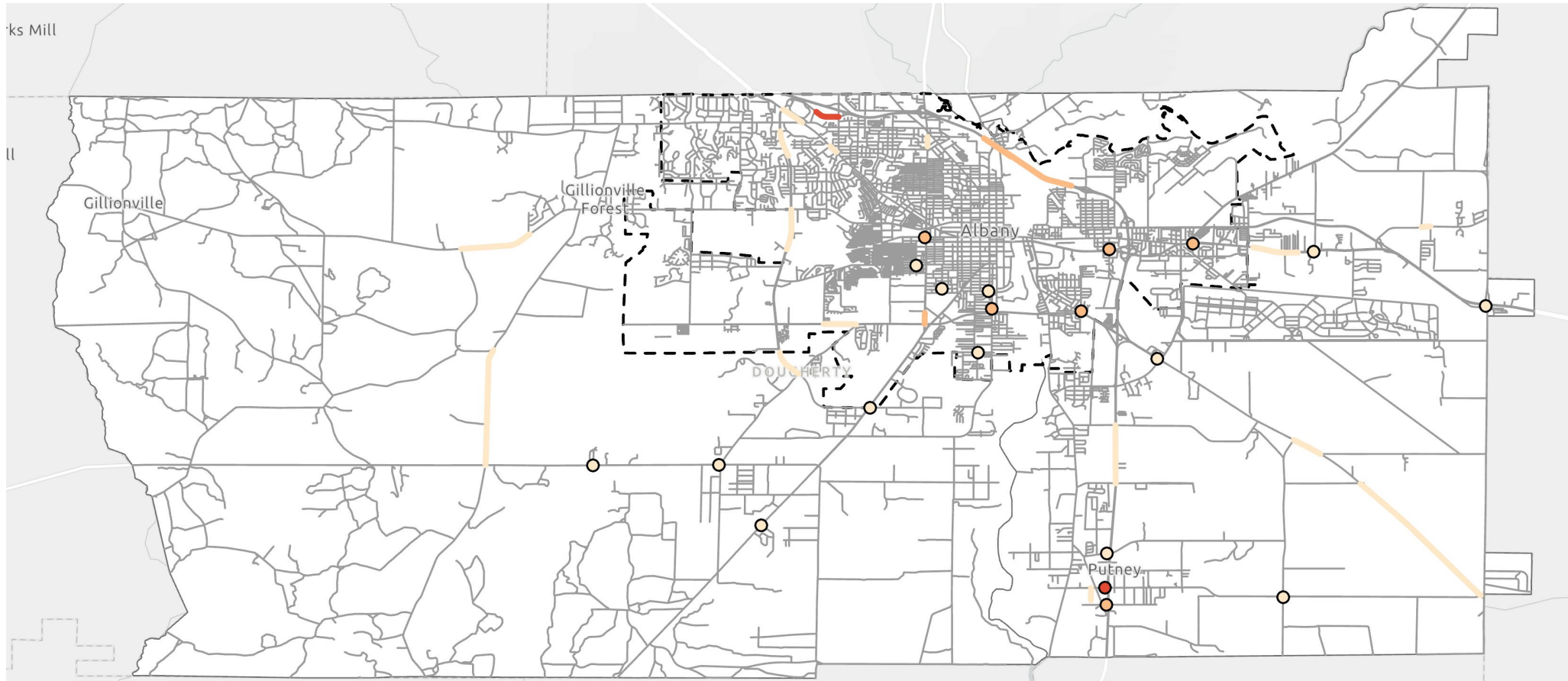


Pedestrian Crashes - Map



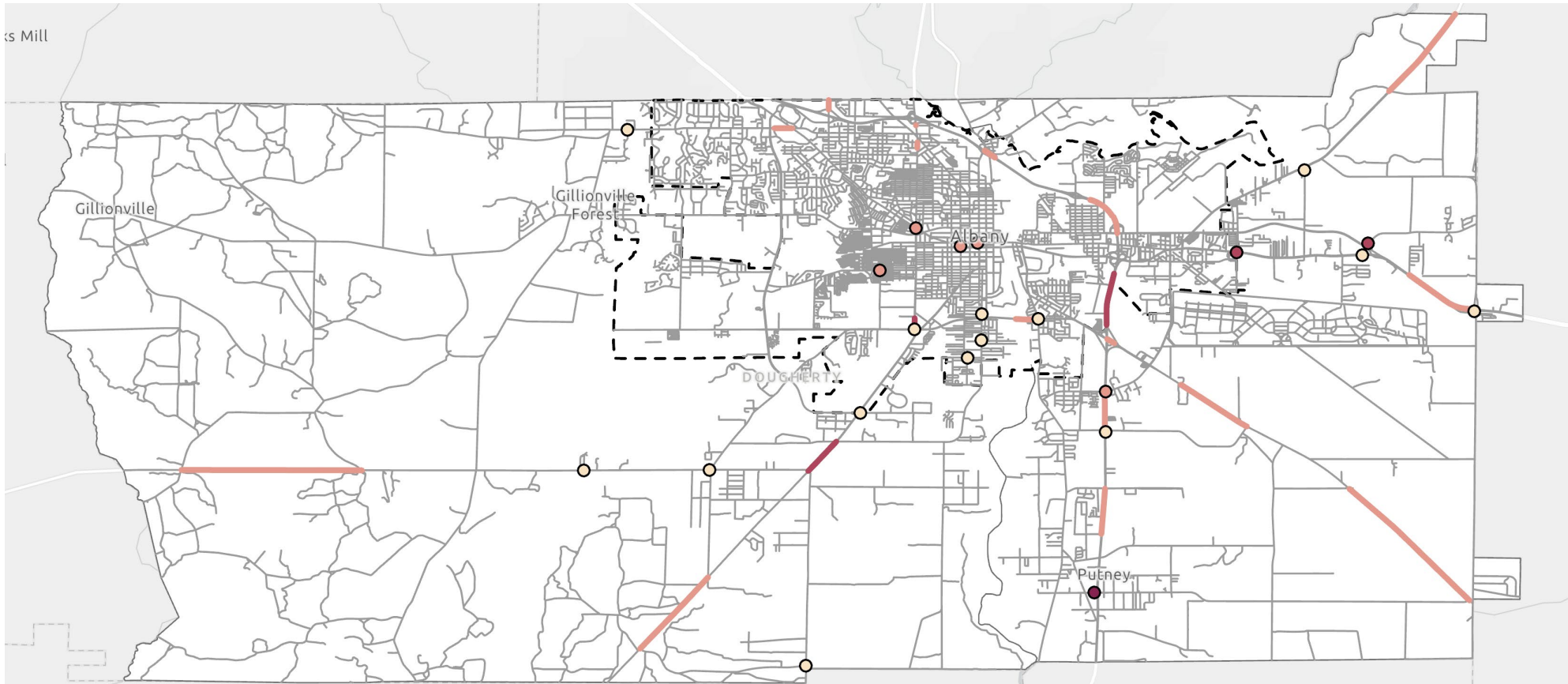


Vulnerable Users - Map 18 Younger



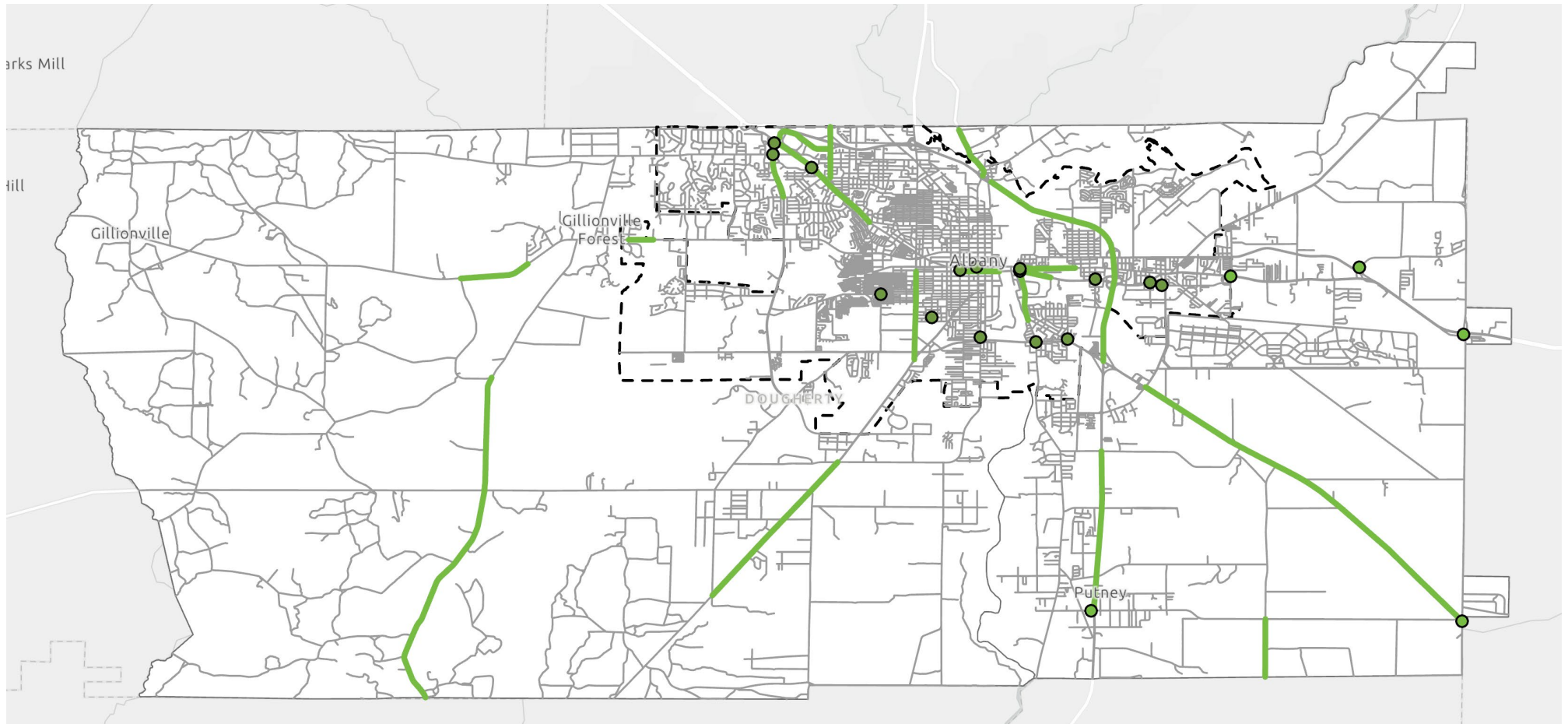


Vulnerable Users - Map 65 Older





Candidate High Injury Network (HIN) MAP





SAFETY REVIEW AUDIT

ID	Safety Category	Tool	Measure	Source	Potential Safety Improvement	Primary Impact
1	Safe Roads	Lighting required at all intersections and pedestrian crossings	Yes, but 1 per intersection and "special problem areas"	App A Sec. 25-28	Conduct a lighting survey of HIN to identify areas for improvement. Codify in ordinance to require improvments during redevelopment or significant update	All modes
2	Safe Roads	Driveway distance setback required	Yes, but 20 feet from intersection	Sec. 56-194	Consider increasing to 40-50 feet minimum setback	Motorized
3	Safe Roads	Limited Driveway access on collector and arterial roads	No. Uses vague language "wherever feasible"	App A Sec. 25-23 (d)	Require shared driveways and inter-parcel connections except. Require variance to not comply	Motorized
4	Safe People	Bicycle parking required	No		Adopt bike rack design standards and require at all redevelopments and significant improvements (i.e. parking lot reconfigure and	Bicycle
5	Safe People	Sidewalks required	No		Adopt sidewalk design standards and require adjacent property owners to maintain them in safe conditions	Pedestrian
6	Safe People	ADA Pedestrian ramps required	Yes	Sec. 56-195		Pedestrian
7	Safe People	Crosswalks required	No		Adopt minimum standards (possibly through Complete Streets Manual adoption) and require during repaving	Pedestrian
8	Safe People	Pedestrian signals required	No		Adopt minimum standards (possibly through Complete Streets Manual adoption) and require	Pedestrian
9	Safe Speeds	Minimum school zone speed limit set	25 MPH	Sec. 34-41	Reduce to 20 MPH	Motorized
10	Safe Speeds	Minimum residential street speed limit set	30 MPH	Sec. 34-41	Reduce to 20 MPH	Motorized
11	Safe Speeds	Minimum public park speed limit set on public roads	No		Reduce to 20 MPH	Motorized
12	Safe Roads	Sight distance triangle required	Yes	Sec. 56-174		All modes
13	Safe Roads	Traffic calming policy adopted	Yes	Sec. 34-8		All modes
14	Safe Roads	Truck routes designated	Yes	Sec. 34-47 & Sec. 2-	Geo-locate/map truck route signage and include in sign maintenance program	Motorized
15	Safe Roads	Lane width and design standards	Yes	App A Sec. 25-23		Motorized
16	Safe Roads	Road shoulders required	No		Require minimum shoulders	Motorized
17	Safe People	Traffic study requirements include safety and operation standards for all modes	No		Adopt traffic safety study ordinance that establishes minimum performance standards for all modes	All modes
18	Safe People	Complete Street Design Guide adopted	No		Adopt and implement Complete Street Design Guide. Adopt ordinance codifying requirement	All modes
19	Safe Speeds	Regularly conduct speed surveys on high crash corridors to identify locations where prevailing speeds are in excess of established Traffic Calming Policy.	No		Adopt annual speed study process and add capital improvement line item in budget for safety improvements	Motorized
20	Safe People, Safe Speeds, Safe Roads	Vision Zero policy is tied to budgeting process	No		* Adopt a Vision Zero policy * Create a line item funding source for VZ implementation * Align existing funding prioritization to include safety aspects wherever possible	All Modes



COUNTERMEASURES AND PROJECTS

WARD 1

Safe Streets for All

WARD 1

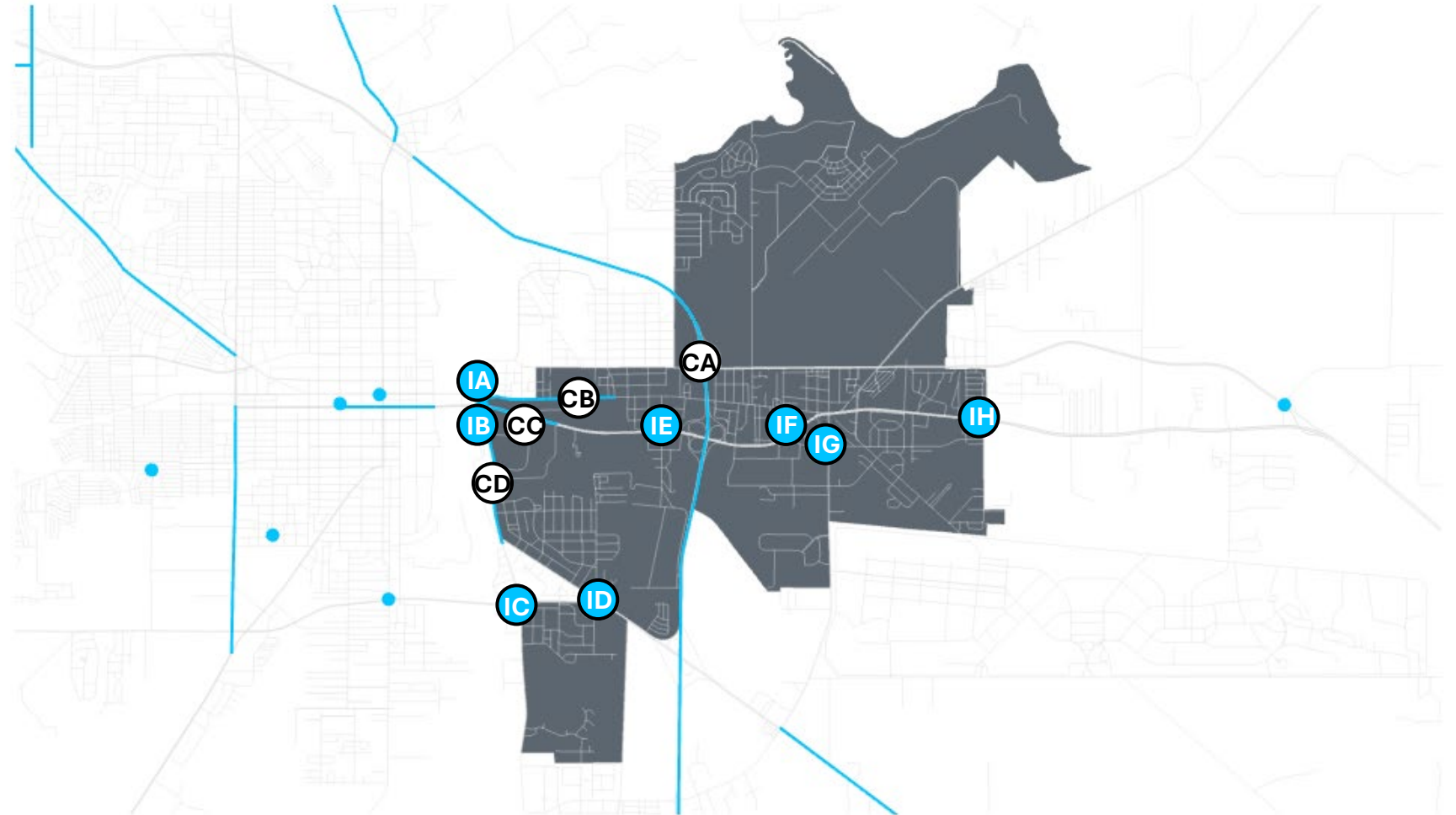
Intersections

- IA:** S Broadway St @ E Broad Ave
- IB:** E Oglethorpe Blvd @ Radium Springs Rd
- IC:** Radium Springs Rd @ E Oakridge Dr
- ID:** Mobile Ave @ Moultrie Rd
- IE:** E Oglethorpe Blvd @ Cason St
- IF:** E Oglethorpe Blvd @ Loftus Dr
- IG:** Sundale Rd @ Rosebrier Ave
- IH:** Pine Bluff Rd @ Sylvester Hwy

Corridor

- CA:** Liberty Expwy from Slappey Blvd to Nelms Rd
- CB:** E Broad Ave from N Broadway St to Blaylock
- CC:** E Oglethorpe Blvd from Radium Springs Rd to Sands Dr
- CD:** Radium Springs from Oglethorpe Blvd to Moultrie Rd

**intersections/corridors listed in no particular order*



This the program of projects for ward 1

INTERSECTION	SHORT-TERM	MID-TERM	LONG-TERM
South Broadway Street at East Broad Avenue		 	 
East Oglethorpe Boulevard at Radium Springs Road		 	  
Radium Springs Road at East Oakridge Drive	 	 	 
Mobile Avenue at Moultrie Road			 
East Oglethorpe Boulevard at Cason Street	 	 	
East Oglethorpe Boulevard at Loftus Drive	  	 	 
Sundale Road at Rosebrier Avenue		 	
Pine Bluff Road at Sylvester		 	

**intersections/corridors listed in no particular order*

CORRIDOR	SHORT-TERM	MID-TERM	LONG-TERM
Liberty Expressway (Slappey Boulevard to Nelms Road)			
East Broad Avenue (North Broadway Street to Blaylock Street)		 	  
Radium Springs Road (Oglethorpe Boulevard to Oakridge Drive)		 	 
Radium Springs Road (Oglethorpe Boulevard to Oakridge Drive)		 	 

WARD 2

Safe Streets for All

Intersections

**intersections/corridors listed in no particular order*

IA: S Broadway St @ E
Broad Ave

IB: E Oglethorpe Blvd @
Radium Springs Rd

Corridor

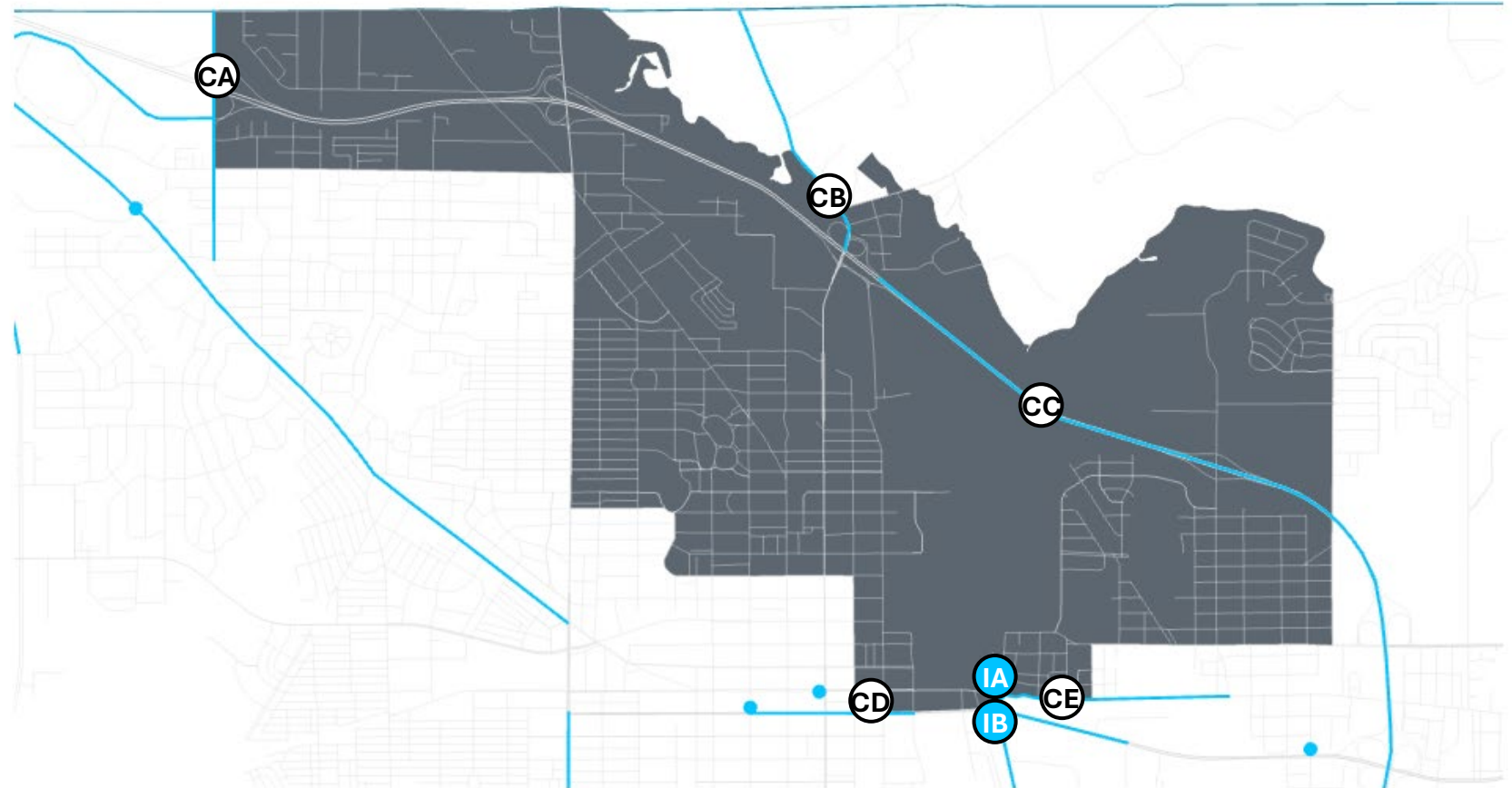
CA: Nottingham Way from
Ledo Rd to Whispering
Pines Rd

CB: N Jefferson from
county boundary to Liberty
Expwy












CC: Liberty Expwy from
Slappey to Nelms Rd

CD: W Oglethorpe Blvd
from S Madison St to Front
St

CE: E Broad Ave from N
Broadway St to Blaylock St



This the program of projects for ward 2

INTERSECTION	SHORT-TERM	MID-TERM	LONG-TERM
South Broadway Street at East Broad Avenue		 	 
East Oglethorpe Boulevard at Radium Springs Road		 	  
CORRIDOR	SHORT-TERM	MID-TERM	LONG-TERM
Nottingham Way (Ledo Road to Whispering Pines Road)	 	 	
North Jefferson Street (Liberty Expressway to county boundary)			  
Liberty Expressway (Slappey Boulevard to Nelms Road)			
East Broad Avenue (North Broadway Street to Blaylock Street)		 	  
West Oglethorpe Boulevard (South Madison Street to Front Street)		 	

**intersections/corridors listed in no particular order*

WARD 3

Safe Streets for All

**intersections/corridors listed in no particular order*

Intersections

IA: S Madison St @ W Oglethorpe Blvd

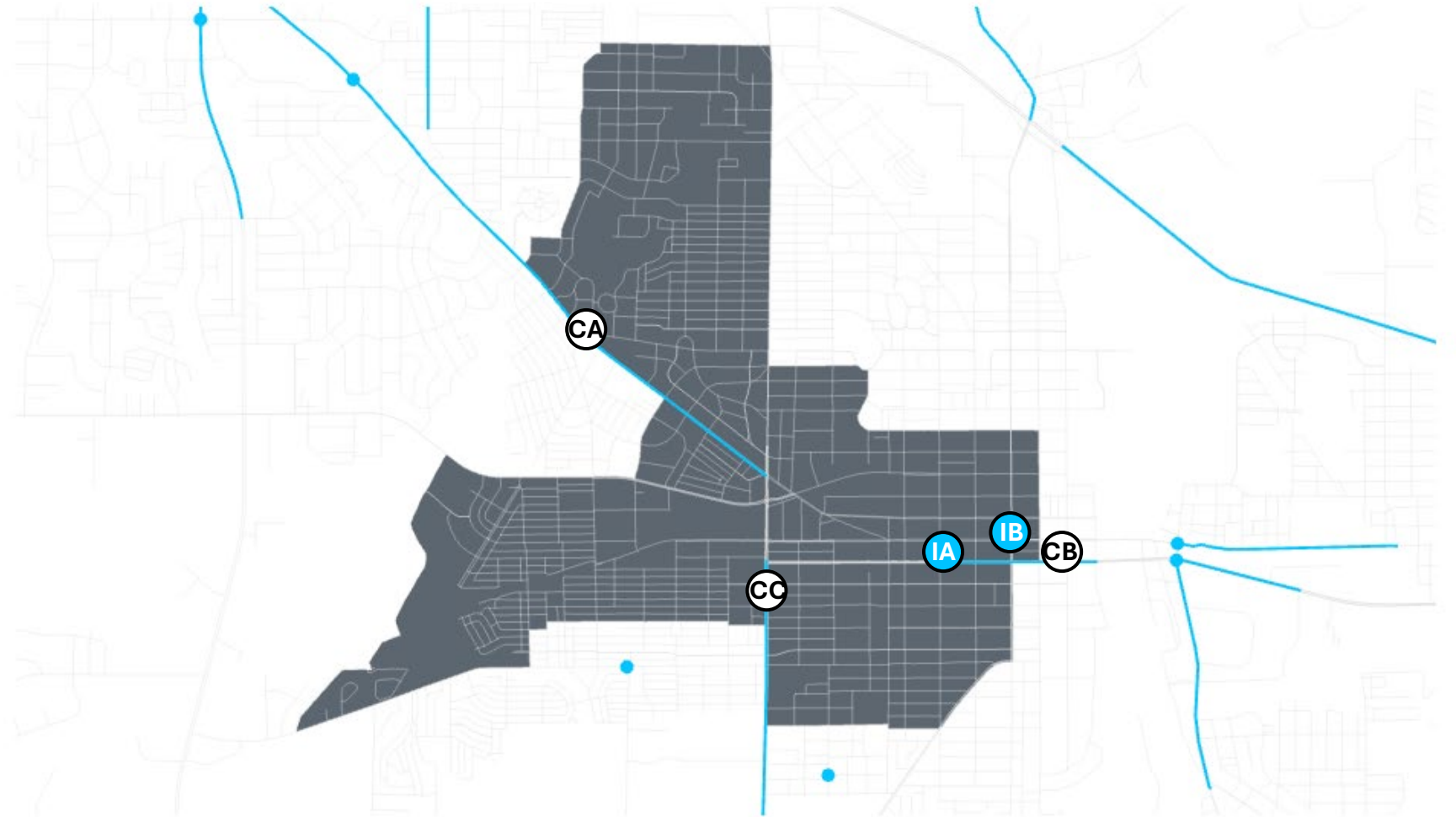
IB: W Broad Ave @ N Jefferson St

Corridor




















CA: Dawson Rd from Pointe North Blvd to Slappey Blvd

CB: W Oglethorpe Blvd from S Madison St to Front St

CC: Slappey Blvd from W Oglethorpe Blvd to Newton Rd



This the program of projects for ward 3

INTERSECTION	SHORT-TERM	MID-TERM	LONG-TERM
West Broad Avenue at North Jefferson Street		 	
South Madison Street at Oglethorpe Boulevard			
CORRIDOR	SHORT-TERM	MID-TERM	LONG-TERM
Dawson Road (Point North Boulevard to Slappey Boulevard)	 	 	 
West Oglethorpe Boulevard (South Madison Street to Front Street)		 	
Slappey Boulevard (West Oglethorpe Boulevard to Newton Road)	 	 	  

**intersections/corridors listed in no particular order*

WARD 4

Safe Streets for All

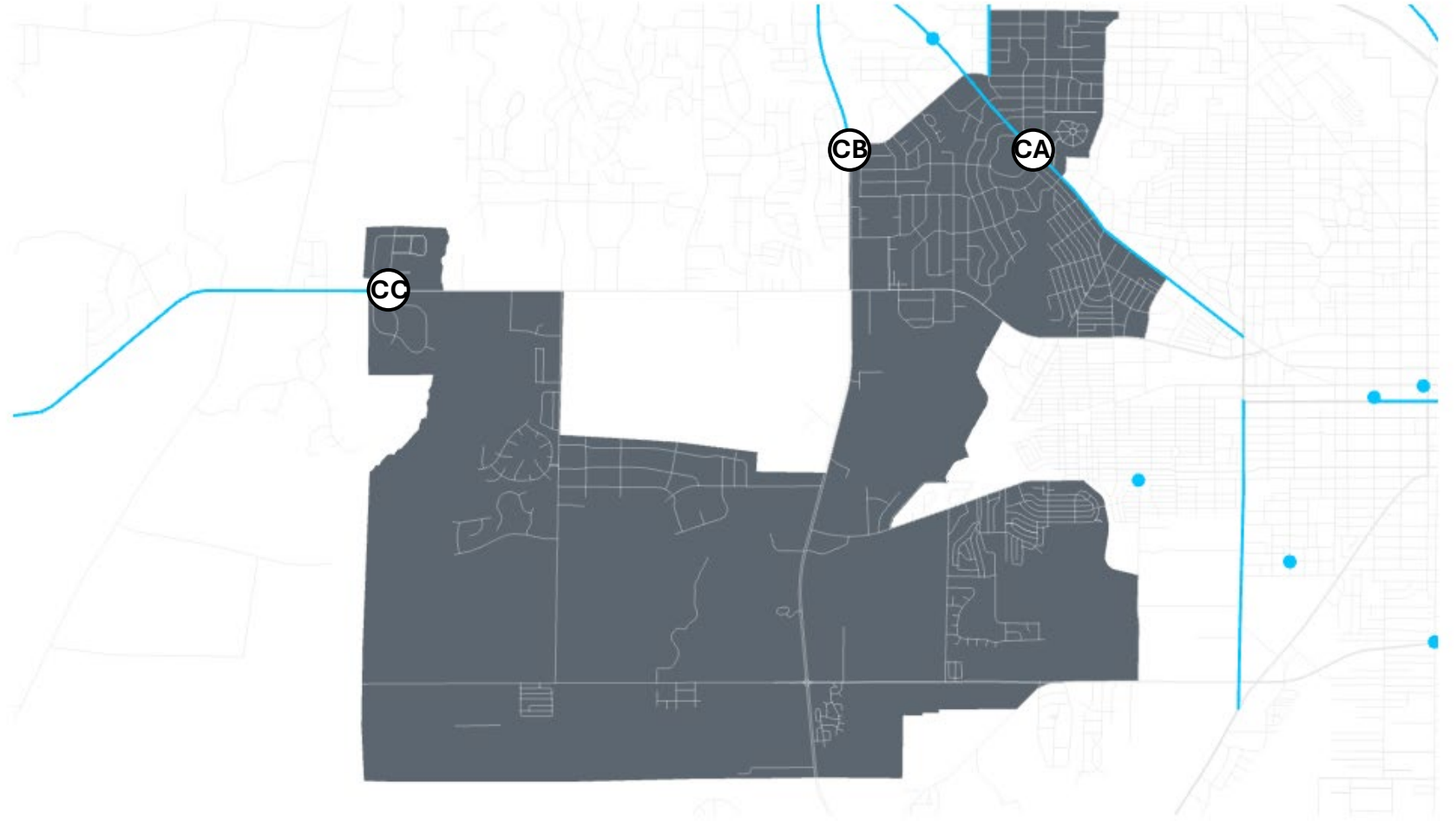
**intersections/corridors listed in no particular order*

Corridor
















CA: Dawson Rd from Pointe North Blvd to Slappey Blvd

CB: N Westover Blvd from Westgate to Nottingham Dr

CC: Gillionville from Flowing Wells Rd to Springfield Dr



This the program of projects for ward 4

CORRIDOR	SHORT-TERM	MID-TERM	LONG-TERM
Dawson Road (Point North Boulevard to Slappeg Boulevard)	 	 	 
Gillionville Road (Flowing Well Road to Springfield Drive)		 	
North Westover Boulevard (Nottingham Way to Westgate Drive)		 	 

**intersections/corridors listed in no particular order*

WARD 5

Safe Streets for All

**intersections/corridors listed in no particular order*

Intersections

IA: N Westover Blvd @
Dawson Rd

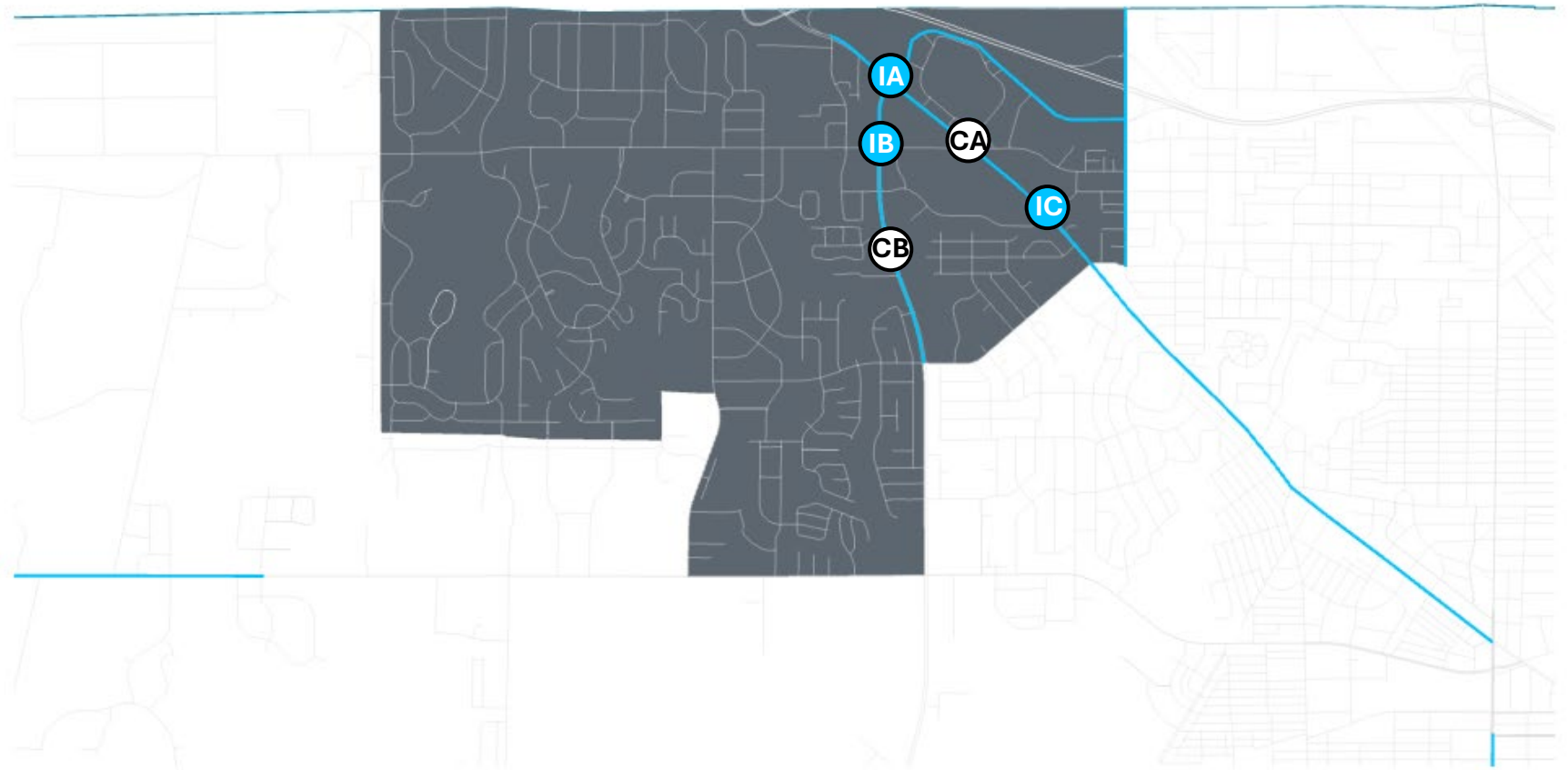
IB: N Westover Blvd @ Old
Dawson Rd

IC: Dawson Rd @ Meredyth
Dr

Corridor

CA: Dawson Rd from Pointe
North Blvd to Slappey Blvd

CB: N Westover Blvd from
Westgate Dr to Nottingham
Way



This the program of projects for ward 5

INTERSECTION	SHORT-TERM	MID-TERM	LONG-TERM
Dawson Road at Meredyth Drive	 		 
North Westover Boulevard at Dawson Road	 	 	 
North Westover Boulevard at Old Dawson Road	 	 	
CORRIDOR	SHORT-TERM	MID-TERM	LONG-TERM
Dawson Road (Point North Boulevard to Slappey Boulevard)	 	 	 
North Westover Boulevard (Nottingham Way to Westgate Drive)		 	 

**intersections/corridors listed in no particular order*

WARD 6

Safe Streets for All

WARD 6

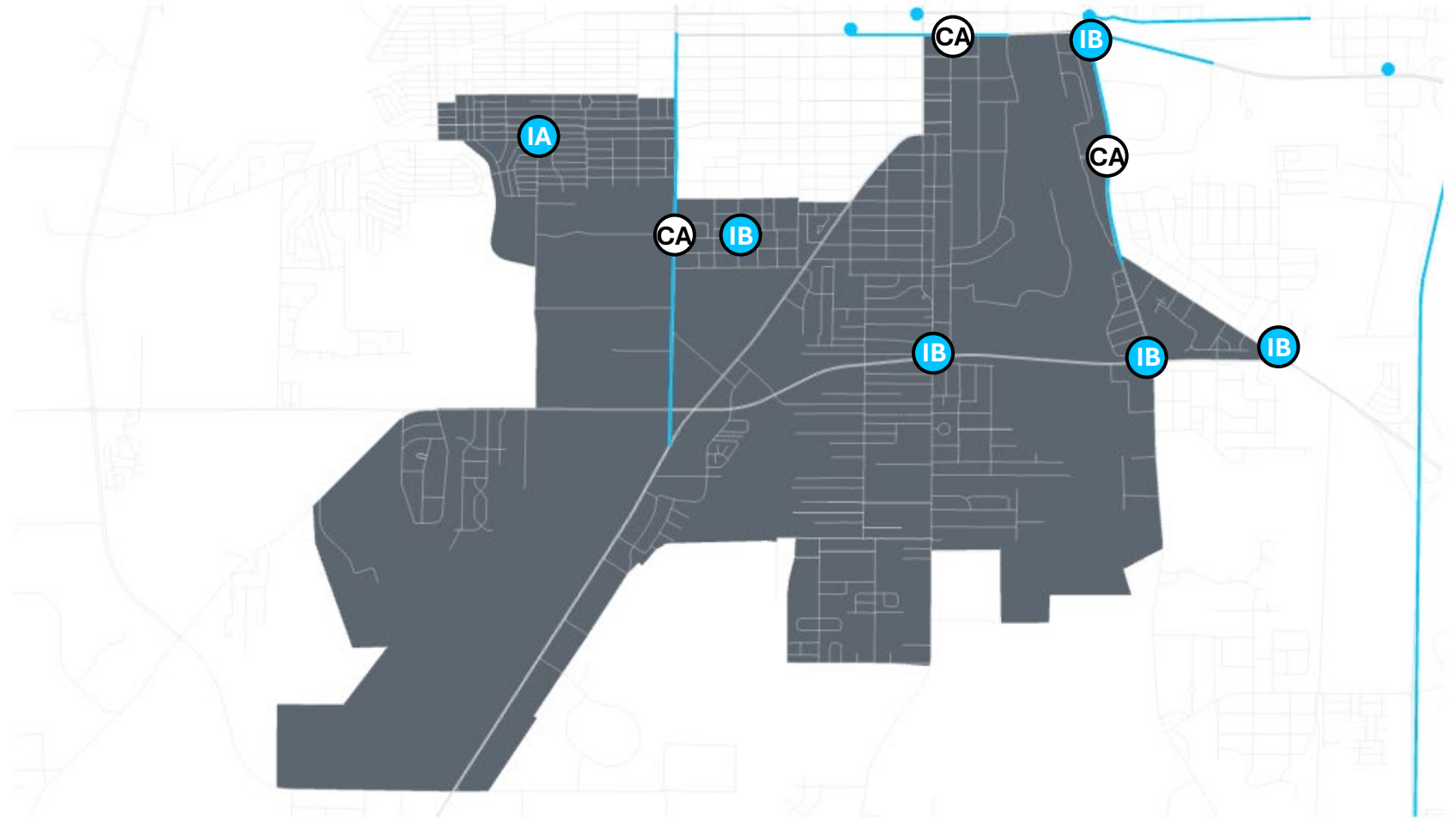
Intersections

- IA:** W Gordon Ave @ Elm St
- IB:** South Harding @ Cedar Ave
- IC:** W Oakridge @ MLK Dr
- ID:** E Oglethorpe Blvd @ Radium Springs Rd
- IE:** Radium Springs Rd @ E Oakridge Dr
- IF:** Mobile Ave @ Moultrie Rd

Corridors

- CA:** S Slappey Blvd from W Oglethorpe Blvd to Newton
- CB:** W Oglethorpe Blvd from S Madison St to Front St
- CC:** Radium Springs from Oglethorpe Blvd to Moultrie Rd

**intersections/corridors listed in no particular order*



This the program of projects for ward 6

INTERSECTION	SHORT-TERM	MID-TERM	LONG-TERM
West Gordon Avenue at Elm Street		 	 
South Harding Street at Cedar Avenue	  	 	 
West Oakridge Drive at Martin Luther King Junior Drive	 	 	 
Mobile Avenue at Moultrie Road			 
Radium Springs Road at East Oakridge Drive	 	 	 
East Oglethorpe Boulevard at Radium Springs Road		 	  

**intersections/corridors listed in no particular order*

DOUGHERTY DISTRICT 1

Safe Streets for All

DISTRICT 1



Intersections

IA: N Westover Blvd @
Dawson Rd

IB: N Westover Blvd @ Old
Dawson

IC: Dawson Rd @ Meredyth
Dr

Corridors

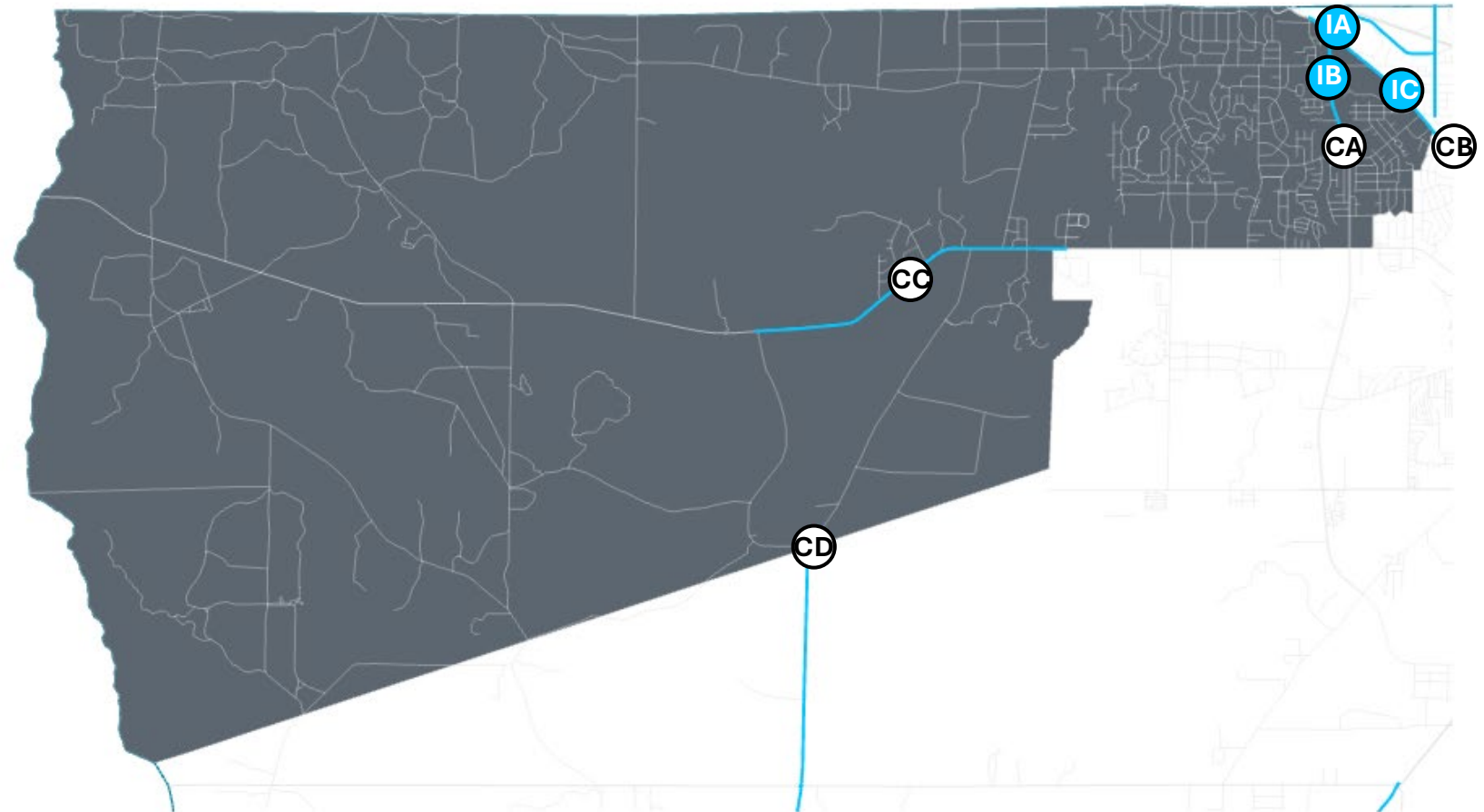
CA: N Westover Blvd from
Westgate Dr to Nottingham
Way

CB: Dawson Rd from Pointe
North Blvd to Slappey Blvd


















CC: Gillionville Rd from
Flowing Well Rd to
Springfield Dr

CD: Eight Mile Rd from
Walker Ducker Station Rd
to Leary Rd

**intersections/corridors listed in no particular order*



This the program of projects for commission district 1

INTERSECTION	SHORT-TERM	MID-TERM	LONG-TERM
Dawson Road at Meredyth Drive	 		 
North Westover Boulevard at Old Dawson Road	 	 	
North Westover Boulevard at Dawson Road	 	 	 
CORRIDOR	SHORT-TERM	MID-TERM	LONG-TERM
Dawson Road (Point North Boulevard to Slappey Boulevard)	 	 	 
Gillionville Road (Flowing Well Road to Springfield Drive)		 	
Eight Mile Road (Walker Ducker Station Road to Leary Road)	  		
North Westover Boulevard (Nottingham Way to Westgate Drive)		 	 

*intersections/corridors listed in no particular order

DOUGHERTY DISTRICT 2

Safe Streets for All

**intersections/corridors listed in no particular order*

Intersections

IA: West Gordon Ave @ Elm St

IB: S Madison St @ W Oglethorpe Blvd

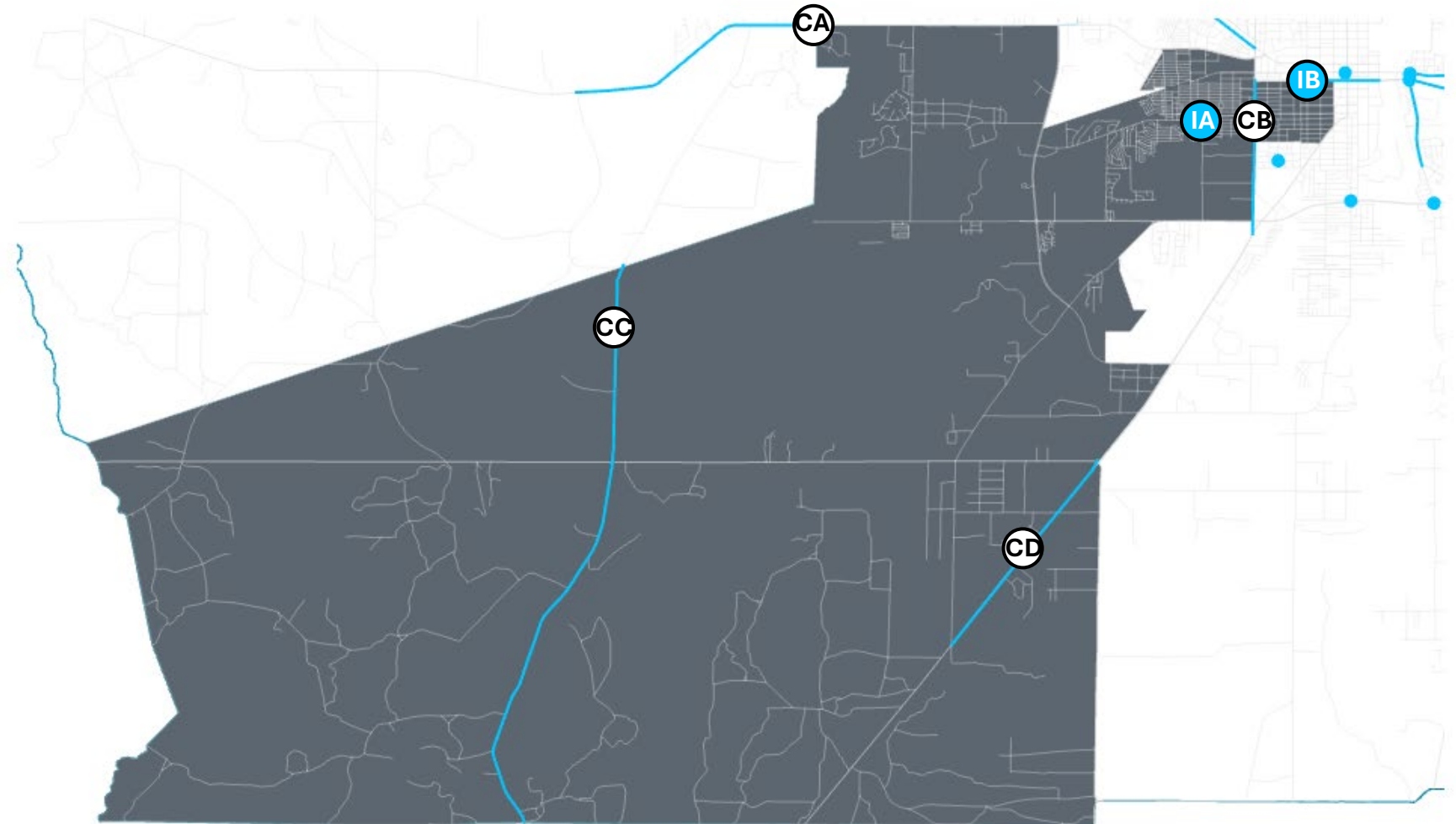
Corridors

CA: Gillionville Rd from Flowing Well Rd to Springfield Dr



























CB: S Slappey Blvd from W Oglethorpe to Newton Rd

CC: Eight Mile Rd from Walker Ducker Station Rd to Leary Rd

CD: Newton Rd from Vanderbilt Dr to Leary Rd



This the program of projects for commission district 2

INTERSECTION	SHORT-TERM	MID-TERM	LONG-TERM
South Madison Street at Oglethorpe Boulevard			
West Gordon Avenue at Elm Street		 	 
CORRIDOR	SHORT-TERM	MID-TERM	LONG-TERM
Eight Mile Road (Walker Ducker Station Road to Leary Road)	  		
Gillionville Road (Flowing Well Road to Springfield Drive)		 	
Newton Road (Vanderbilt Road to Leary Road)		 	
Slappey Boulevard (West Oglethorpe Boulevard to Newton Road)	 	 	  

**intersections/corridors listed in no particular order*

DOUGHERTY DISTRICT 3

Safe Streets for All

DISTRICT 3

Intersections

IA: S Harding St @ Cedar Ave

IB: W Oakridge Dr @ MLK Dr

IC: Radium Springs Rd @ E Oakridge Dr

ID: Mobile Ave @ Moultrie Rd

Corridor

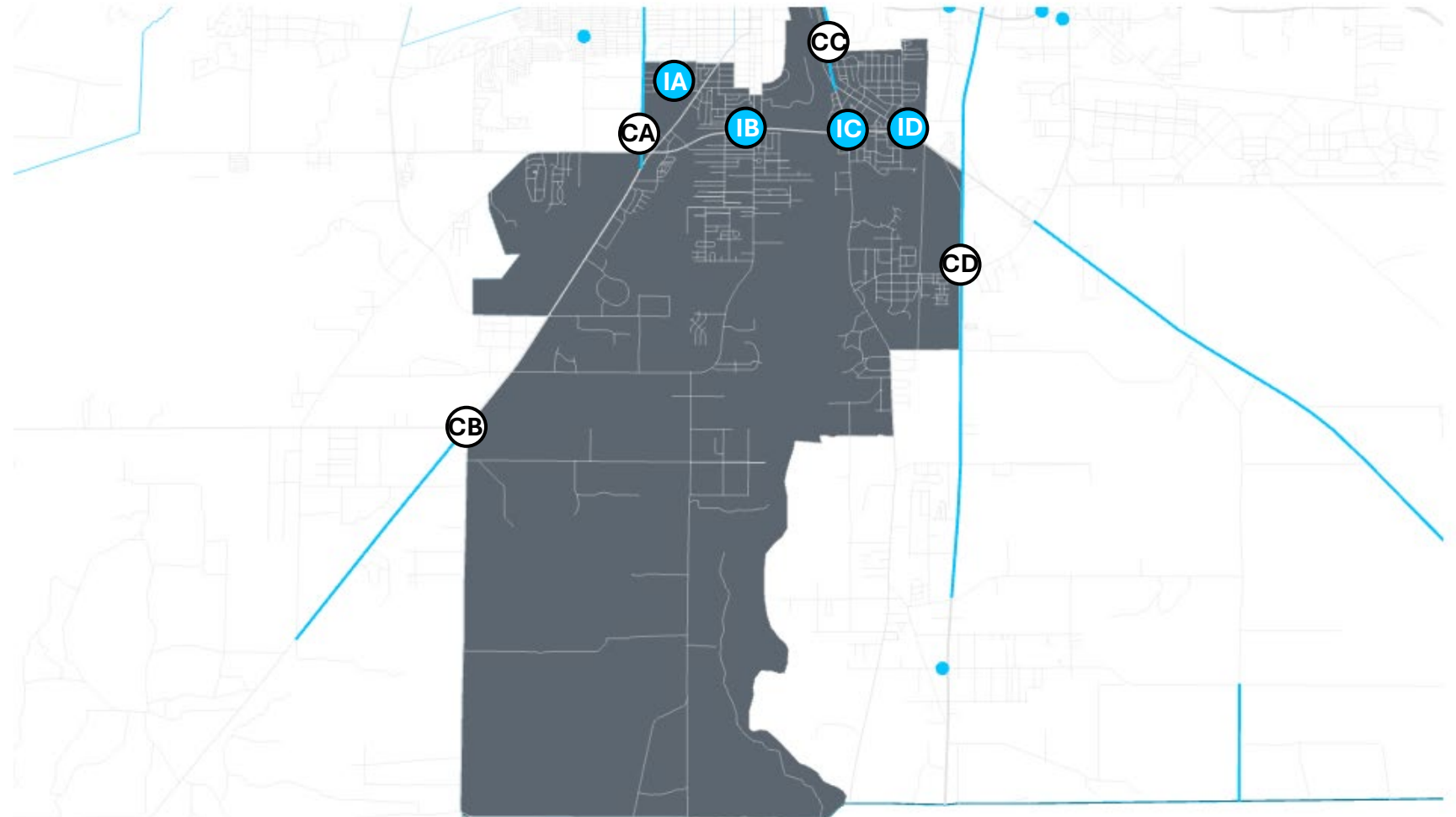
CA: Slappey Blvd from W Oglethorpe Blvd to Newton Rd

CB: Newton Rd from Vanderbilt to Leary






































CC: Radium Springs from Oglethorpe Blvd to Moultrie Rd

CD: Liberty Rd from Slappey Blvd to Nelms Rd

**intersections/corridors listed in no particular order*



This the program of projects for commission district 3

INTERSECTION	SHORT-TERM	MID-TERM	LONG-TERM
South Harding Street at Cedar Avenue	  	 	 
West Oakridge Drive at Martin Luther King Junior Drive	 	 	 
Mobile Avenue at Moultrie Road			 
Radium Springs Road at East Oakridge Drive	 	 	 
CORRIDOR	SHORT-TERM	MID-TERM	LONG-TERM
Liberty Expressway (Slappey Boulevard to Nelms Road)			
Slappey Boulevard (West Oglethorpe Boulevard to Newton Road)	 	 	  
Radium Springs Road (Oglethorpe Boulevard to Oakridge Drive)		 	 

*intersections/corridors listed in no particular order

DOUGHERTY DISTRICT 4

Safe Streets for All

**intersections/corridors listed in no particular order*

Intersections

IA: N Westover Blvd @
Dawson Rd

IB: Dawson Rd @ Meredyth
Dr

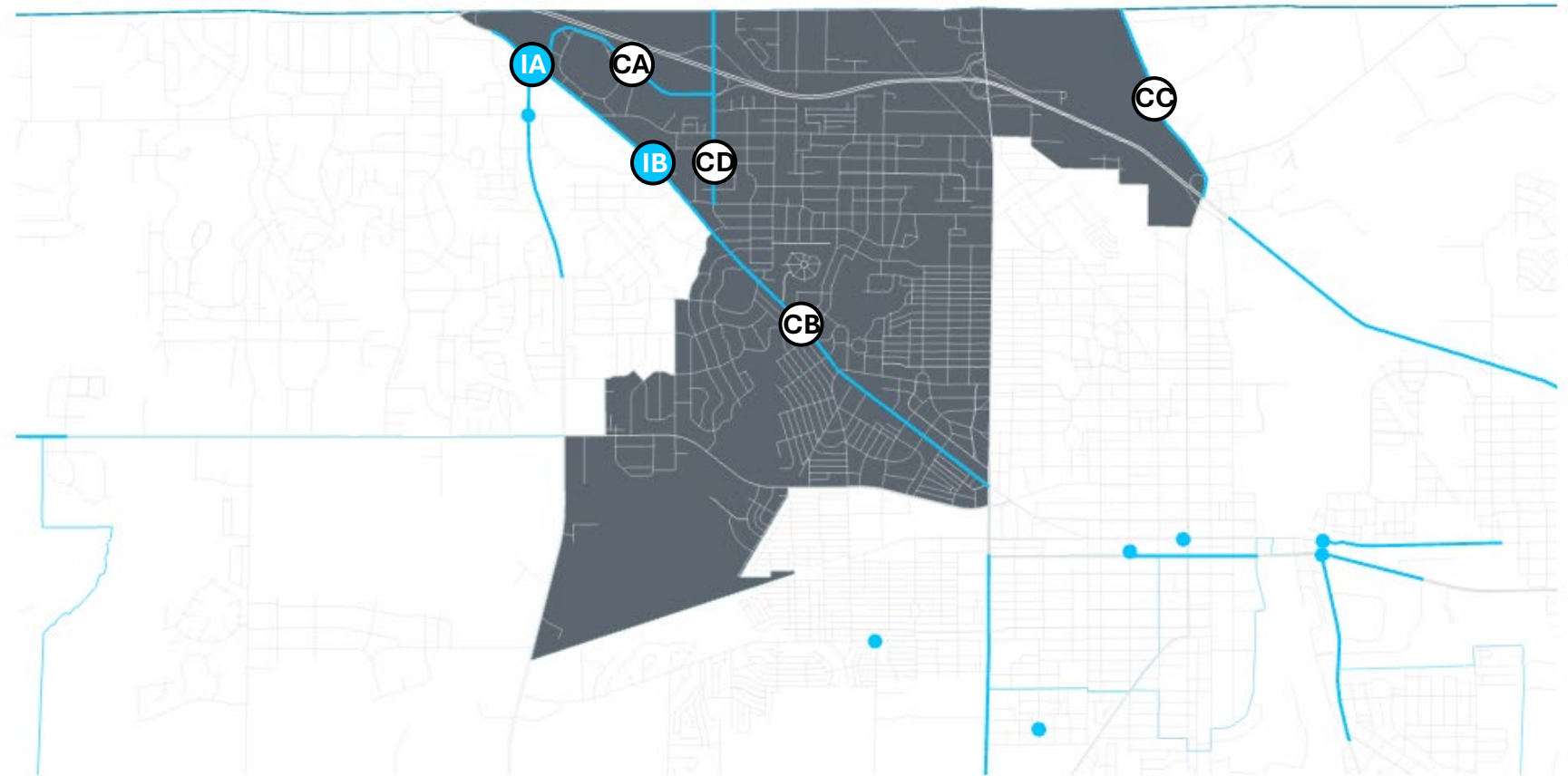
Corridor

CA: N Westover Blvd from
Westgate Dr to Nottingham
Way

































CB: Dawson Rd from Pointe
North Blvd to Slappey Blvd

CC: North Jefferson Rd
from County Line Rd to
Liberty Expwy

CD: Nottingham Way from
Ledo Rd to Whispering
Pines Rd



This the program of projects for commission district 4

INTERSECTION	SHORT-TERM	MID-TERM	LONG-TERM
Dawson Road at Meredyth Drive	 		 
North Westover Boulevard at Dawson Road	 	 	 
CORRIDOR	SHORT-TERM	MID-TERM	LONG-TERM
Dawson Road (Point North Boulevard to Slappey Boulevard)	 	 	 
North Jefferson Street (Liberty Expressway to county boundary)			  
Nottingham Way (Ledo Road to Whispering Pines Road)	 	 	
North Westover Boulevard (Nottingham Way to Westgate Drive)		 	 

**intersections/corridors listed in no particular order*

DOUGHERTY DISTRICT 5

Safe Streets for All

DISTRICT 5

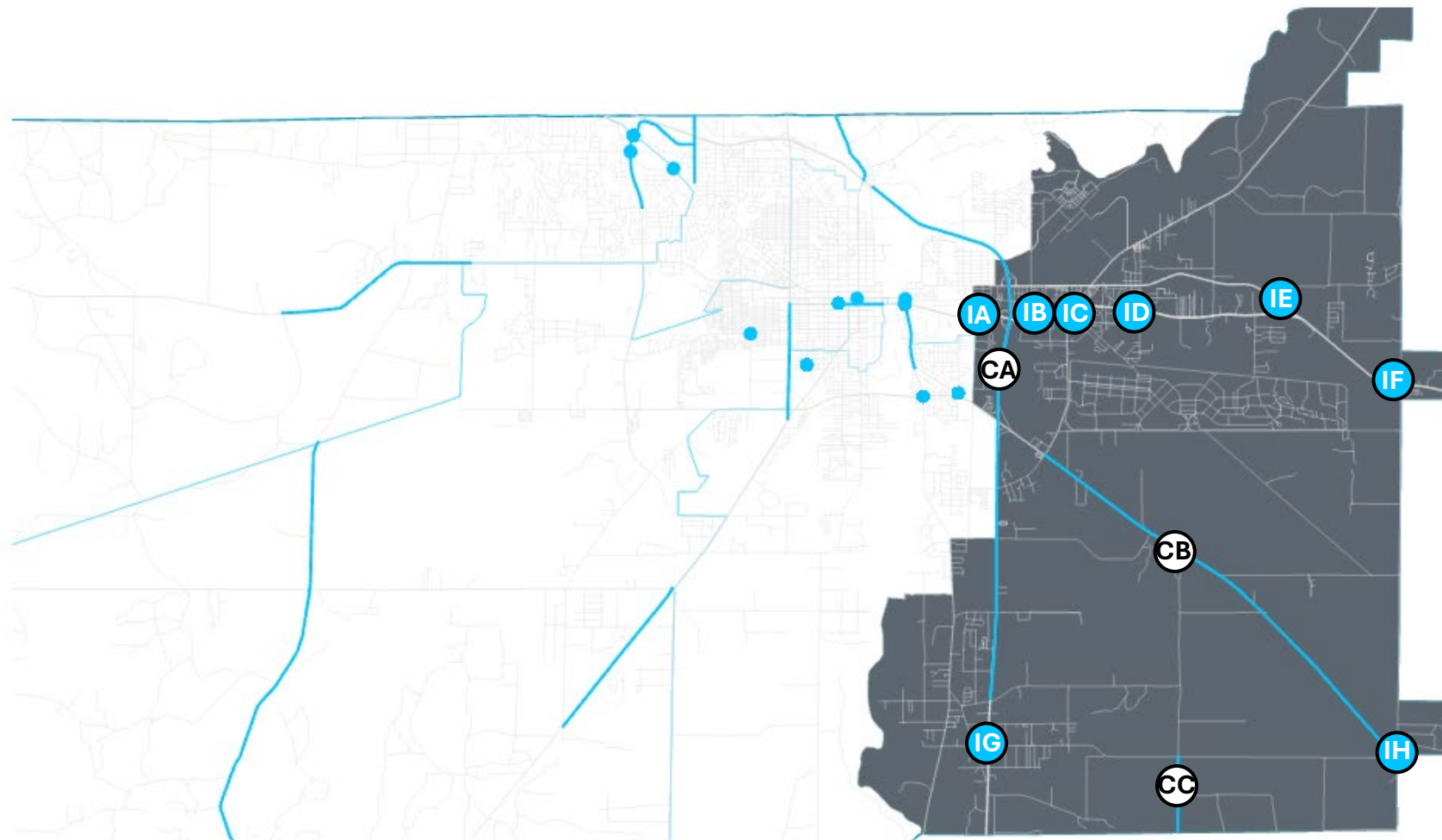
Intersections

- IA:** E Oglethorpe Blvd @ Cason St
- IB:** E Oglethorpe Blvd @ Loftus Dr
- IC:** Sundale Rd @ Rosebrier Ave
- ID:** Pine Bluff Rd @ Sylvester Hwy
- IE:** Hill Rd @ Sylvester Hwy
- IF:** S County Line Rd @ Sylvester Hwy
- IG:** Nelms Rd @ Liberty Expwy
- IH:** Moultrie Rd @ S County Line Rd































Corridor

- CA:** Liberty Expwy from Slappey Blvd to Nelms
- CB:** Moultrie Rd from Holly Dr to Nelms Rd
- CC:** Gravel Hill Rd from Nelms Rd to county boundary












**intersections/corridors listed in no particular order*



This the program of projects for commission district 5

INTERSECTION	SHORT-TERM	MID-TERM	LONG-TERM
East Oglethorpe Boulevard at Cason Street	 	 	
East Oglethorpe Boulevard at Loftus Drive	  	 	 
Sundale Road at Rosebrier Avenue		 	
Hill Road at Sylvester Highway	 		
South County Line Road at Sylvester Highway		 	
Moultrie Road at County Line Road			
Nelms Road at Liberty Expressway		 	

**intersections/corridors listed in no particular order*

CORRIDOR	SHORT-TERM	MID-TERM	LONG-TERM
Gravel Hill Road (Nelms Road to county boundary)	  	 	
Liberty Expressway (Slappey Boulevard to Nelms Road)			
Moultrie Road (Wildflower Lane to Nelms Road)	 		

DOUGHERTY DISTRICT 6

Safe Streets for All

DISTRICT 6

Intersections

IA: S Madison St @ W
Oglethorpe Blvd

IB: W Broad Ave @ N Jefferson St

IC: E Oglethorpe Blvd @ Radium
Springs Rd

ID: S Broadway St @ E Broad Ave

IE: E Oglethorpe Blvd @ Cason
St

**intersections/corridors listed in no particular order*

Corridor

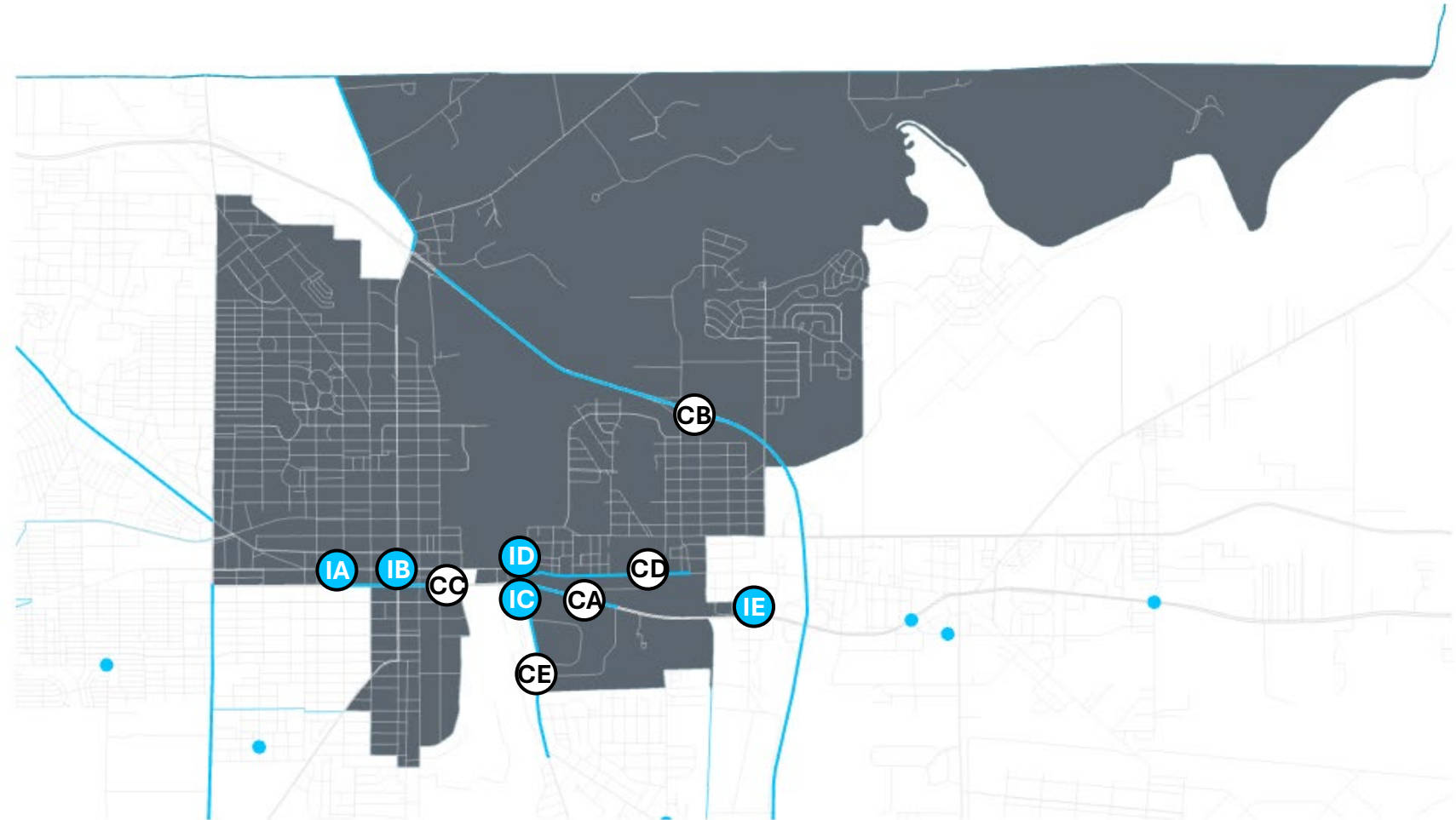
CA: E Broad Ave from N
Broadway St to Blaylock St

CB: Liberty Expwy from Slappey
Blvd to Nelms Rd

CC: W Oglethorpe Blvd from S
Madison St to Front St

CD: E Broad Ave from N
Broadway St to Blaylock

CE: Radium Springs Rd from
Oglethorpe Blvd to Moultrie



This the program of projects for commission district 6

INTERSECTION	SHORT-TERM	MID-TERM	LONG-TERM
South Broadway Street at East Broad Avenue		 	 
South Madison Street at Oglethorpe Boulevard			
West Broad Avenue at North Jefferson Street		 	
East Oglethorpe Boulevard at Radium Springs Road		 	  
CORRIDOR	SHORT-TERM	MID-TERM	LONG-TERM
East Broad Avenue (North Broadway Street to Blaylock Street)		 	  
Radium Springs Road (Oglethorpe Boulevard to Oakridge Drive)		 	 

**intersections/corridors listed in no particular order*

Liberty Expressway (Slappey Boulevard to Nelms Road)



North Jefferson Street (Liberty Expressway to county boundary)



CORRIDOR

SHORT-TERM

MID-TERM

LONG-TERM

West Oglethorpe Boulevard (South Madison Street to Front Street)





COMMUNITY ENGAGEMENT PLAN

ALBANY DOUGHERTY COUNTY
SAFE STREETS FOR ALL
COMPREHENSIVE SAFETY ACTION
PLAN
Community Engagement Plan

PREPARED BY **FORESITE**
group

I. Introduction & Background

The US Infrastructure Investment and Jobs Act (IIJA) created the Safe Streets and Roads for All (SS4A) discretionary funding program with appropriating aside \$5B over 5 years, 2022-2026, with the mission of funding regional, local, and Tribal initiatives to prevent roadway deaths and serious injuries. The SS4A program supports the US Department of Transportation's (USDOT) National Roadway Safety Strategy to reach the goal of zero roadway deaths using a Safe System Approach.

The principles that form the basis of the Safe System Approach are:

- Death / Serious Injury is Unacceptable
- Humans Make Mistakes
- Humans are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

THE
**SAFE
SYSTEM**

APPROACH

Zero is our goal. A Safe System
is how we get there.

The SS4A program provides funding for planning and plan development activities and for subsequent implementation and demonstration activities from infrastructure improvements to educational programs. Developing this Safe Streets for All Comprehensive Safety Action Plan (CSAP) is a joint initiative by the City of Albany and Dougherty County, Georgia. This plan was developed through the direct participation of both the City and County, their respective agency stakeholders, and with invitation to residents and businesses in both the city and county.

Public participation in developing this CSAP was solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Community Profile

The City of Albany is the county seat of Dougherty County which sits in the southwest corner of Georgia. Albany is home to just under 70,000 people for a total county population of roughly 85,000 people (2022 population). The city's population is comprised of 75.1% Black or African American*, 19% White*, 2.36% Two+ races*, <1% Other*, and <1 % Asian*. City demographics vary only slightly from the county population which is comprised of approximately 69.5% Black or African American*, 23.8% White*, 2.36% Two or more races, 1.56% Other, and 0.8% Asian*.

The economy of Albany, GA employs 26.7k people. Albany, GA is home to Albany State University and Albany Technical College. The largest industries in Albany, GA are Health Care & Social Assistance (4,495 people), Retail Trade (3,111 people), and Educational Services (2,864 people), and the highest paying industries are Wholesale Trade (\$56,987), Professional, Scientific, & Technical Services (\$54,091), and Public Administration (\$46,371).

Project/Initiative Description:

To address the dramatic rise in traffic deaths and serious injuries, the USDOT is making an ambitious long-term goal of reaching zero deaths and serious injuries on the Nation's highways, roads, and streets. "Safe Streets and Roads for All" (SS4A) is a competitive grant program that will provide \$5 billion over 5 years to improve traffic safety by supporting local communities in the development of safety action plans, and the implementation of projects that reduce traffic fatalities and serious injuries on the local road network.

This joint SS4A CSAP will provide a plan of action for the city and county to work together toward a commitment of achieving zero deaths by 2050.

Community engagement is critical in the development of this plan. A series of stakeholder and community meetings and workshops offer the community and its leadership ample opportunity to participate in developing and implementing this plan.

II. Goals and Objectives

- Overall Goal: (e.g., To ensure community ownership and support for the [project name] initiative.)
- Specific Objectives: (SMART - Specific, Measurable, Achievable, Relevant, Time-bound)
 - (e.g., To increase community awareness of the project by 75% within 3 months.)
 - (e.g., To gather input from at least 100 residents on the project design by [date].)
 - (e.g., To secure participation from at least 50 volunteers for project implementation.)

III. Target Audiences

Existing community organizations are invited to participate in the CSAP development based on their unique and specific experience within the city and county and who can help add on-the-ground expertise to the data collection, analysis, and interpretation process the project team is undertaking.

City of Albany Planning & Development Services
City of Albany Police
City of Albany Public Works
City of Albany Engineering
City of Albany Traffic
City of Albany Regional Airport
City of Albany Transportation Department
City of Albany Facilities Management
Dougherty County Engineering
Dougherty County Police

S.W. Georgia Regional Commission
Dougherty Area Regional Transportation Study (DARTS) Metropolitan Planning Organization (MPO) - DARTS MPO
Georgia Department of Transportation District Four (GDOT D4)
Marine Corps Logistics Base Albany (MCLB)
Dougherty Area Regional Transportation Study (DARTS) Metropolitan Planning Organization (MPO) - DARTS MPO
Dougherty County School System
City of Albany Fire Department
City of Albany
SW Georgia Public Health District
Albany Chamber of Commerce
City of Albany Police Department
Phoebe Putney Memorial Hospital
Dougherty County School System Police Department
Albany Technical College Police
Albany State University Police

IV. Engagement Strategies

Communication about the project will be conducted through the development of online surveys, a project website, directed email, local postings, and meeting announcements.

- Outreach & Communication:
 - Traditional methods:
 - Local newspaper articles and advertisements
 - Project one-page flyers and posters in public spaces
 - Community meetings
 - In-person and online town halls
 - Digital methods:
 - Governmental and transit office digital marquees/screens with project updates and information including Albany Transit marquees
 - Social media (Facebook, Nextdoor, etc.)

- Project website or dedicated webpage
- Online surveys and feedback forms
- Interpersonal methods:
 - Small group discussions
 - Presentations at community events
 - One-on-one conversations with key stakeholders

V. Timeline & Resources

The timeline for this project was truncated from 10 months to 10 weeks. Engagement activities will be scheduled regularly, from weekly meetings with the project team, to biweekly stakeholder meetings, workshops, and community/public meetings.

- Stakeholder Meeting 1: February 11th
- Stakeholder Meeting 2: February 25th
- Stakeholder Meeting 3: March 11th
- Stakeholder Meeting 4: March 25th
- Stakeholder Meeting 5: April 8th
- Public Meeting 1: March 11th
- Public Meeting 2: March 25th

Updates with specific links will be provided through the project schedule.



STAKEHOLDER ENGAGEMENT PRESENTATIONS



PUBLIC SURVEY RESULTS



ADOPTED POLICY REVIEW



SAFETY EDUCATION PROGRAMS



INNOVATIVE QUICK BUILD DEMO PROJECTS



QUICK BUILD GUIDEBOOK