SAFETY ACTION PLAN

December 09, 2025



COLUMBUS GEORGIA

SAFE STREETS FOR ALL

SAFE STREETS FOR ALL

On average, two people lose their lives in traffic crashes each month in Columbus. The Columbus Safety Action Plan is dedicated to each of their memories and seeks to honor their lives by creating a safer Columbus.

Thank you to those on the project management team and stakeholder advisory group who contributed to the development of the Columbus Safety Action Plan.

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RESOLUTION

NO. 394-25

A RESOLUTION TO APPROVE AND ADOPT A CITY OF COLUMBUS SAFE STREETS AND ROADS FOR ALL (SS4A) SAFETY ACTION PLAN.

WHEREAS, the Council of Columbus recognizes that traffic related fatalities and serious injuries are a significant public health issue that must be addressed through a safe, accessible, and equitable transportation network; and,

WHEREAS, between 2019 and 2023 there were 555 fatal and serious injury crashes in Columbus, and 35% of those crashes involved vulnerable road users; and,

WHEREAS, the U.S. Department of Transportation (USDOT) has established the Safe Streets and Roads for All (SS4A) program to support local initiatives in developing safety action plans that aim to eliminate roadway death and serious injuries; and,

WHEREAS, the City of Columbus applied for and was awarded an SS4A grant for the development of a city-wide Safety Action plan; and,

WHEREAS, the City of Columbus has conducted public engagement with local stakeholders and members of the public to aid in the development of a Safety Action Plan consistent with the SS4A program guidelines; and,

WHEREAS, a High-Injury Network has been established within the Columbus SS4A Safety Action Plan and identifies strategies aligned with a Safe Systems Approach to prioritize safety improvements; and,

WHEREAS, the Safety Action Plan establishes city-wide goals that influence planning, engineering, and policy actions that further reinforce safety improvements that contribute to achieving a goal of zero traffic-related deaths and serious injuries by the year 2050; and,

WHEREAS, the adoption of this Safety Action Plan represents the City's commitment to eliminating traffic related deaths and serious injuries while improving overall safety for all roadway users including pedestrians, cyclists, transit users, and micromobility users; and,

WHEREAS, the Council of Columbus affirms its leadership commitment to advance the strategies identified within the Safety Action Plan and the pursue implementation; and,

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF COLUMBUS, GEORGIA, AS FOLLOWS:

1. Approval and Adoption: The Council hereby adopts the Columbus Safe Streets and Roads for All Safety Action Plan as the official planning document for traffic safety improvements and investments within the City.

2. Implementation: City staff is directed to incorporate the strategies of the Safety Action Plan into relevant projects, program, and funding applications, in coordination with local, regional, and state partners.
3. Effective Date: This Resolution shall become effective immediately upon its adoption.

Introduced at a regular meeting of the Council of Columbus, Georgia held on the 9th day of December 2025 and adopted at said meeting by the affirmative vote of ten members of said Council.

Councilor Allen	voting ___YES____
Councilor Anker	voting ___YES____
Councilor Chambers	voting ___YES____
Councilor Cogle	voting ___YES____
Councilor Crabb	voting ___YES____
Councilor Davis	voting ___YES____
Councilor Garrett	voting ___YES____
Councilor Hickey	voting ___YES____
Councilor Huff	voting ___YES____
Councilor Tucker	voting ___YES____

Lindsey G. McLemore
Clerk of Council

B. H. "Skip" Henderson, III
Mayor

Columbus Consolidated Government
Council Meeting Agenda Item

TO: Mayor and Council

AGENDA SUBJECT: **Safe Streets for All (SS4A) Safety Action Plan**

AGENDA SUMMARY: Approval is requested to approve the Safe Streets for All (SS4A) Safety Action Plan for Columbus.

INITIATED BY: **Planning Department**

Recommendation: Approval is requested to approve the Safe Streets for All (SS4A) Safety Action Plan for Columbus.

Background: On September 13, 2022, council approved a resolution to apply for and receive an SS4A Grant in the amount of $1,000,000.00 to perform an Action Plan for South Lumpkin Road. The city was notified on January 31, 2023, by the Office of the Secretary of Transportation that the grant application was selected and awarded to the City of Columbus. South Lumpkin Road Streetscape is in Band 1 on the 2022 TSPLOST list, however the SS4A Action Plan grant will postpone this project from starting with the other Band 1 projects. The Engineering and Planning Departments agree to utilize this grant for a City-Wide Action Plan and not on South Lumpkin Road. On August 22, 2023, council approved the staff to complete the paperwork to amend the application through the Office of the Secretary of Transportation. The grant change was approved in January 2024. Alfred Benesch & Company was chosen as the consultant for the action plan. The action plan is complete and must be approved by December 15, 2025.

Funds for this grant program were granted to support planning, infrastructure, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, micro mobility users, motorists, and commercial vehicle operations.

Analysis: The purpose of the SS4A grant is to improve road safety by significantly reducing and eliminating roadway fatalities and serious injury through safety action plan development and implementation focused on all users city wide.

Financial Considerations: The City was required to pay a 20% local match. TSPLOST Discretionary funds were used for the local match.

Legal Considerations: None.

Recommendation/Action: Approval is requested to approve the Safe Streets for All (SS4A) Safety Action Plan for Columbus.

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INTRODUCTION

Each year Columbus experiences an average of **111 crashes** that result in death or life-altering injuries.

The personal and societal impacts of these crashes are immeasurable. The lives lost are irreplaceable, and those who survive often face lengthy recoveries and life-long disabilities that upend their lives.

Since 2019, fatal and severe injury (KSI) crashes have been on the rise in Columbus, **increasing by an average of 13%** each year and mirroring state and nationwide trends.

The Columbus Safety Action Plan is divided into three sections:

1
Action Plan Framework

This section provides an overview of the Safe Systems Approach and the safety action planning process; a review of the existing plans and initiatives related to traffic safety in Columbus; an analysis of historic crash and safety risk data; an overview of traffic safety trends in historically undeserved communities; and a summary of public and stakeholder engagement feedback received throughout the planning process.

2
Project & Strategy Recommendations

This section outlines priority project, program, and policy recommendations informed by the data analysis and public and stakeholder feedback summarized in Part 1. This includes a toolbox of engineering countermeasures, a summary of priority project recommendations, a list of actions and strategies to be undertaken by Columbus and their partners, and a framework for a future traffic safety educational program.

3
Performance Monitoring & Next Steps

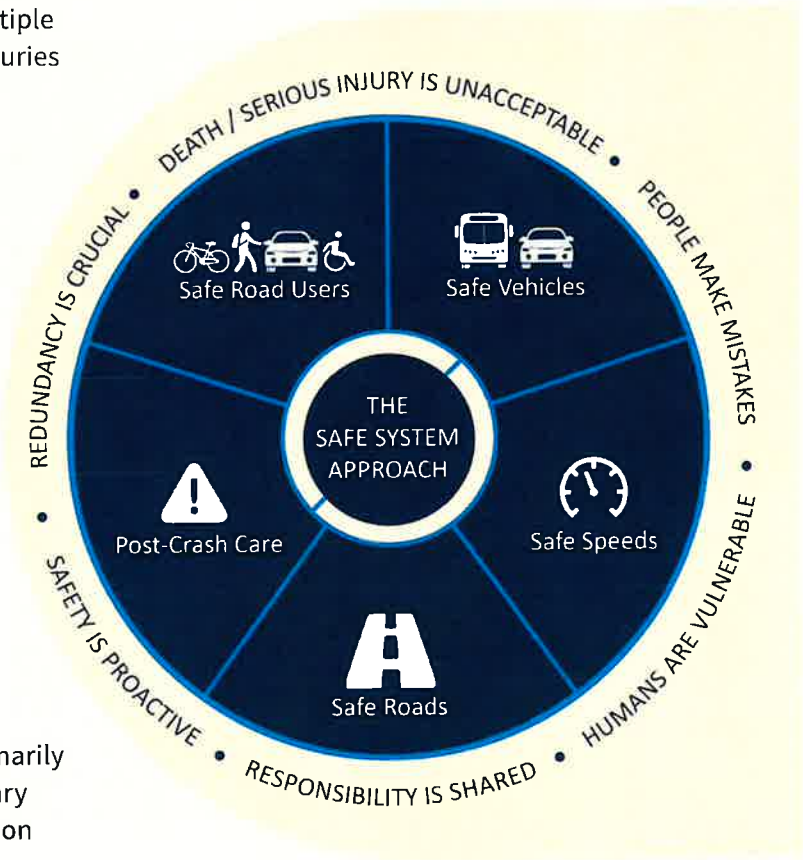
This section establishes a framework for Safety Action Plan performance monitoring, reporting, and accountability and describes the next steps required to support the Action Plan's implementation.

PART 1:

ACTION PLAN FRAMEWORK

SAFE SYSTEM APPROACH

The Columbus Safety Action Plan is guided by the principles of **the Safe System Approach**, this system creates multiple layers of protection to prevent fatalities and serious injuries on the transportation network.



The Safe System Approach is grounded by six core principles:

1. **Death and serious injuries are unacceptable**
2. **Humans make mistakes**
3. **Humans are vulnerable**
4. **Responsibility is shared**
5. **Safety is Proactive**
6. **Redundancy is Critical**

The Safe System Approach is a departure from the traditional approach to road safety, which focuses primarily on crash reduction, assumes human error as the primary cause of crashes, and takes a reactive approach based on crash history. In contrast, **the Safe System Approach focuses on reducing crash severity in proactive manner and strives to create an environment where crashes are survivable.**

Traditional Approach		Safe System Approach
All Crashes	*Primary Focus?*	*Killed and Serious Injury (KSI) Crashes*
Human Error	*Cause of problems?*	*Broad system of variables that contribute to the conditions in which KSI crashes can occur*
Individual Road Users	*Responsibility?*	*Agencies and organization that influence the system (policymakers, planners, engineer)*
Incremental and reactive solutions	*Solution?*	*Proactive, systemic approach*
Reduced injury and fatalities based on system-wide trends	*Goals?*	*Zero fatalities and serious injuries*

SAFE STREETS FOR ALL (SS4A) & SAFETY ACTION PLAN

The **Safe Streets for All (SS4A)** program was developed under the Federal Bipartisan Infrastructure Law enacted in 2021 to support local and regional efforts in eliminating roadway deaths and serious injuries.

SS4A allocates funding for both planning and implementation of roadway safety measures. This funding enables the development of a Safety Action Plan which allows advancement towards established goals while following a safe systems approach. The following components are integral to a successful action plan:



Leadership Commitment & Goal Setting

An official commitment to achieving zero fatalities and serious injuries from leadership and through policy action. This commitment shall establish a clear timeline, either by designating a target year for reaching zero or by defining bold reductions over time that lead toward the ultimate vision of zero deaths and serious injuries on Columbus's roadways.



Planning Structure

A task force, committee, or other implementation group shall be assembled and assigned oversights of the development, implementation, and ongoing monitoring of the Safety Action Plan.



Safety Analysis

Analysis of crash trends and existing conditions provides a baseline for fatalities and serious injuries throughout the existing system. This analysis considers crash locations, severity, and the experiences of all road users, with attention to both systemic issues and specific high-risk features.



Engagement & Collaboration

High level engagement with the public and stakeholders throughout the planning process, allowing for feedback and community level insights to influence the development of the action plan.



Policy & Process Changes

Analysis of existing policies, plans, and practices to identify opportunities for improvements in transportation and roadway safety. Recommendations for improved and revised policies, guidelines, and standards are included in the Safety Action Plan.



Strategy & Project Selections

Compilation of projects and strategies influenced by the Safety Analysis and Engagement & Collaboration process. Selected countermeasures will be safety focused and utilize multidisciplinary expertise to address roadway safety through a prioritized list with anticipated implementation time frames for specific projects and strategies.



Progress & Transparency

The Safety Action Plan shall be reviewed on a regular basis to measure progress over time and ensure transparency for residents and stakeholders. In addition to sharing the Safety Action Plan itself, information related to progress implementing Action Plan recommendations and reporting of traffic crash deaths and serious injuries should be shared with the public.

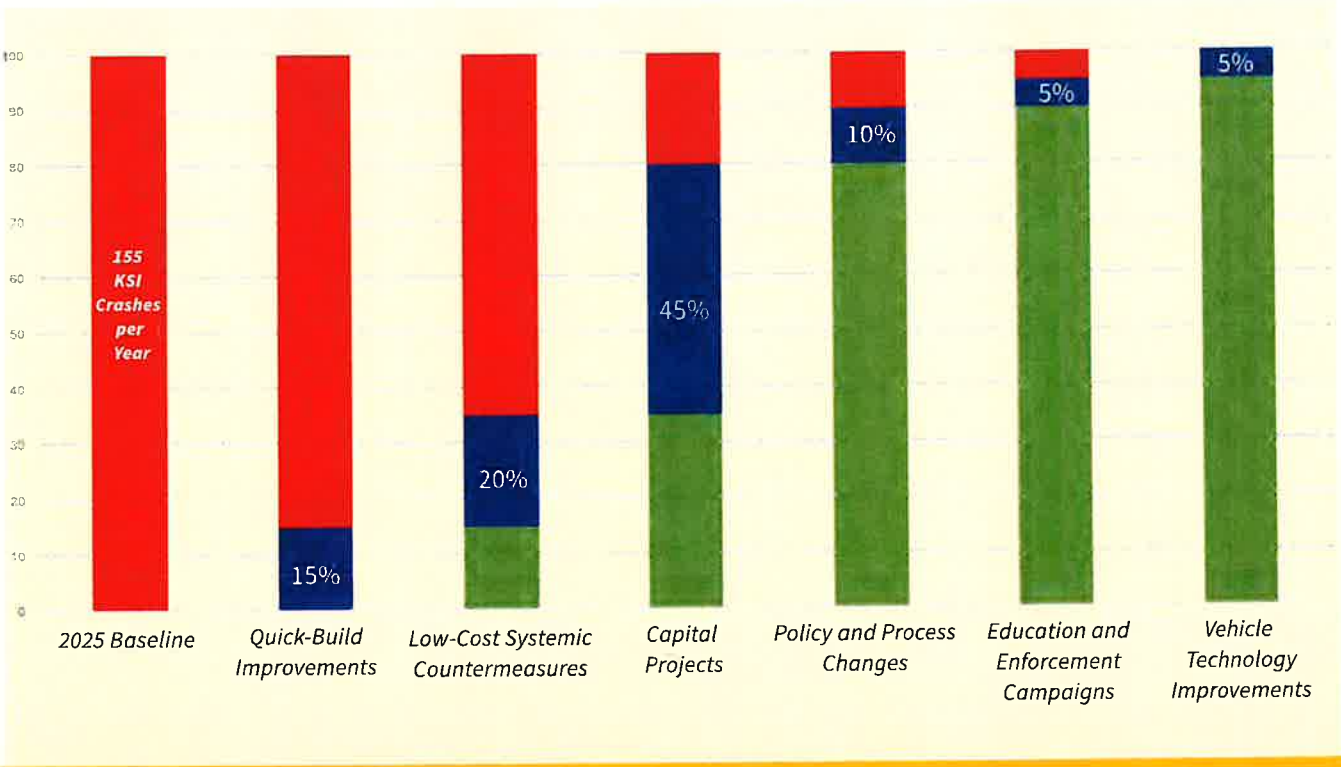
SAFETY ACTION PLAN GOALS

The Columbus Safety Action Plan recognizes that the only acceptable number of deaths and serious injuries is zero, and has established a **goal of zero traffic fatalities and serious injuries in Columbus by 2050.**

This goal is consistent with the Georgia Strategic Highway Safety Plan, which establishes an annual goal of zero fatalities and serious injuries, and the Columbus-Phenix City MPO 2050 Master Transportation Plan, which establishes aggressive annual crash reduction targets with a horizon year of 2050.

Achieving this ambitious goal will require a collaborative and collective effort across agencies and organizations including support from elected officials, engineers, planners, enforcement officers, educators, emergency responders, community organizations, and the public.

It will also require a multi-pronged approach that includes strategic infrastructure investments, thoughtful policy changes, targeted traffic enforcement and educational campaigns, and the leveraging of emerging trends and technologies. **This action plan will establish a series of data-driven strategies and project recommendations that will serve as a roadmap to help Columbus and their partners achieve the goal of zero.**



Although an ambitious goal, a combination of infrastructure and non-infrastructure strategies can work in unison to reduce fatalities and serious injuries to zero.

EXISTING PLANS & INITIATIVES

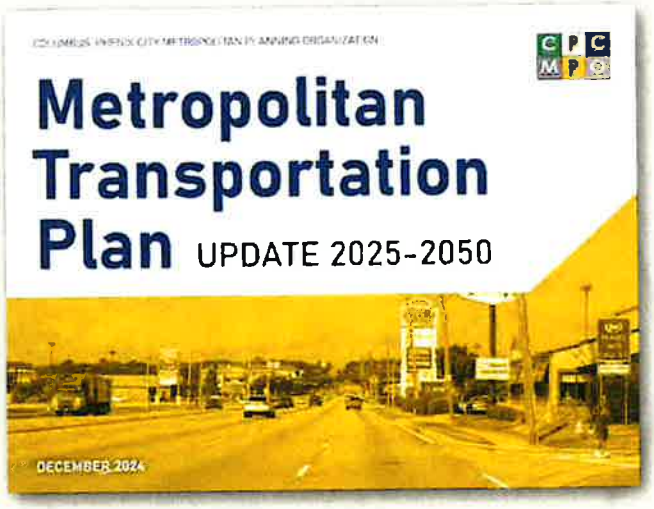
The Safety Action Plan was informed by past planning and policy efforts undertaken by the City of Columbus and their partners. This section summarizes several key local, regional, and statewide planning efforts and their relation to traffic safety in Columbus. **Appendix A** provides a full review of local plans and policies and their relevance to the Safety Action Plan.

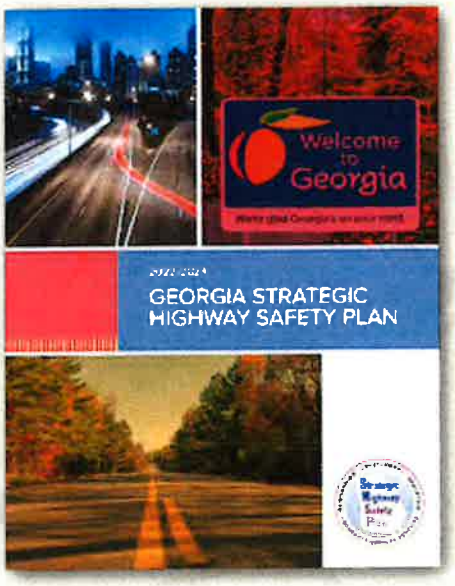
Metropolitan Transportation Plan (2024)

The Columbus–Phenix City Metropolitan Planning Organization (MPO) is responsible for long-range transportation planning across jurisdictions in Georgia and Alabama, including Columbus, Phenix City, and surrounding counties. Its Metropolitan Transportation Plan (MTP), updated every five years with a 25-year horizon, establishes the region's transportation vision and is implemented through the Unified Planning Work Program (UPWP) and the Transportation Improvement Program (TIP). Safety is a core emphasis of the plan, consistent with federal and state goals, and is framed around the objective of reducing crashes and fatalities while enhancing system security.

The MTP includes a detailed regional safety analysis that highlights the scale of traffic crashes across the MPO boundary, with the highest concentrations occurring in Columbus along major corridors such as Downtown, Victory Drive, Veterans Parkway, and the 13th Street corridor. Pedestrian and bicycle safety concerns are a particular focus, as nearly all crash "hotspots" for these vulnerable road users are within Columbus city limits.

The plan also prioritizes active transportation by assessing sidewalk and trail coverage, identifying gaps, and scoring projects for Priority Complete Streets Corridors and Priority Sidewalk Areas. Policy recommendations, such as the adoption of active transportation design standards and the promotion of Safe Routes to School, further align the MTP with the goals of the Columbus Safety Action Plan and provide a clear framework that supports the city's commitment to reducing fatalities and serious injuries.





Georgia Strategic Highway Safety Plan (2021)

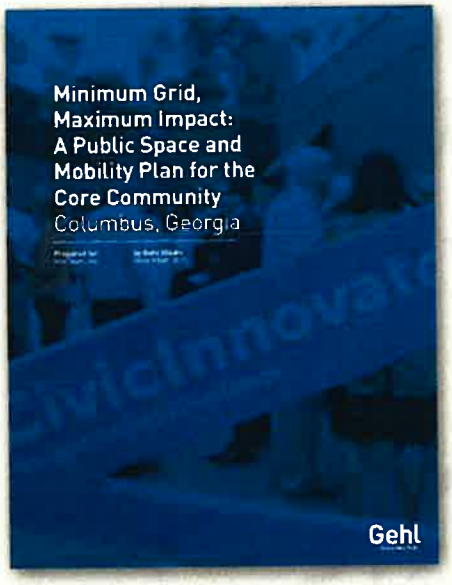
Prepared by the Governor's Office of Highway Safety and the Georgia Department of Transportation, the Georgia Strategic Highway Safety Plan (SHSP) establishes statewide safety performance goals and aligns with the vision of eliminating roadway fatalities and serious injuries. The SHSP measures outcomes across eight performance indicators, including total fatalities, serious injuries, non-motorist crashes, impaired driving, and speeding-related fatalities. The plan integrates the 4 E's of traffic safety (Engineering, Education, Enforcement, and Emergency Medical Services) along with a Safe Systems approach to guide strategies.

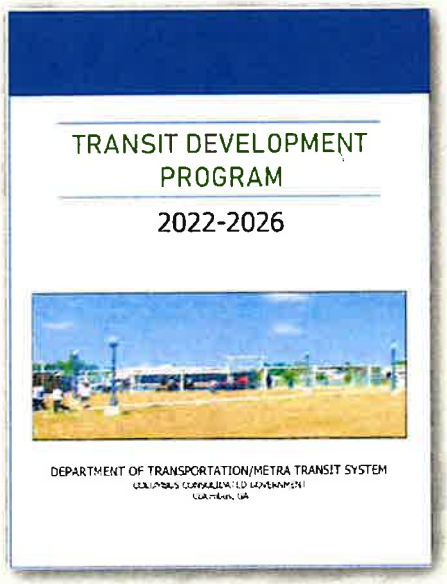
The SHSP identifies ten emphasis areas representing Georgia's most critical crash factors, such as pedestrian and bicycle safety, distracted and impaired driving, roadway departures, and commercial vehicle safety. For each emphasis area, the plan outlines targeted countermeasures, ranging from infrastructure solutions including road diets and roundabouts to non-infrastructure strategies such as educational campaigns and enforcement initiatives. With nearly half of all roadway fatalities within Georgia occurring on local roads, the SHSP underscores the importance of local safety planning and provides tools and guidance to help communities like Columbus develop focused interventions. The strategies and policies outlined in the SHSP provide a clear framework that supports and strengthens the Columbus Safety Action Plan's commitment to reducing fatalities and serious injuries.

Minimum Grid, Maximum Impact (2015)

The Minimum Grid, Maximum Impact plan was developed to address the lack of walkable and bikeable connections within a two-mile radius of Uptown and Midtown Columbus. Built on extensive community engagement, the plan indicated strong public support for safer, more connected urban spaces and pedestrian focused design over traditional infrastructure. Feedback collected from the public indicated a project focus on mobility choice, street activation, and improving perceptions of accessibility, ultimately leading to a set of strategies that emphasized better connections, streets as public spaces, and expanded travel options for people walking, biking, and using transit.

To put these principles into action, the plan introduced a proposed mobility network connecting key civic, cultural, and commercial destinations and recommended a series of pilot projects in identified focus areas to test context-sensitive solutions such as traffic calming, bicycle facility expansion, and sidewalk improvements. The vision and recommendations of the Minimum Grid, Maximum Impact plan directly reinforces the Columbus Safety Action Plan by advancing connected, multimodal networks that reduce roadway risks and promote safer mobility for all users.





METRA Transit Development Program (2022)

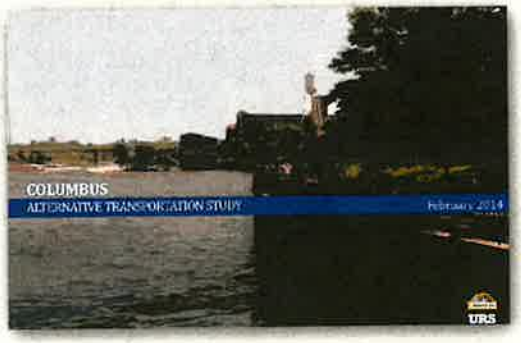
The METRA Transit Development Program (TDP) guides fixed-route transit service in Columbus through the year 2026. METRA operates 10 fixed routes carrying more than 1.2 million annual trips each year, the TDP addresses system challenges such as equipment maintenance, facility upgrades, and adapting services to meet changing demand.

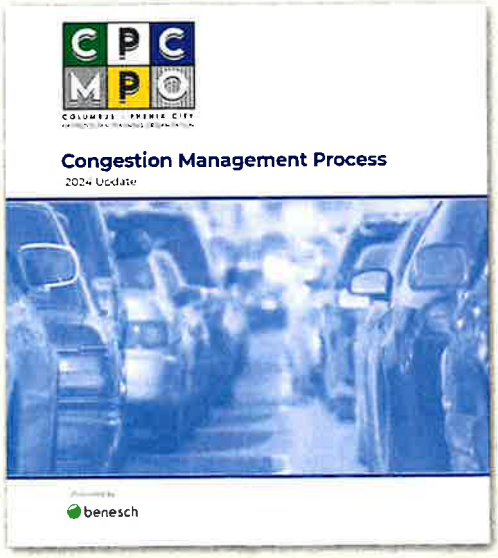
Key strategies include improving bus stops with shelters and benches, enhancing sidewalk access, providing 30-minute headways, and expanding routes as population and ridership grow. These investments improve transit accessibility, reliability, and user experience, supporting the Safety Action Plan by advancing safer and more connected transit options.

Columbus Alternative Transportation Study (2014)

The Columbus Alternative Transportation Study was completed in 2014 to encourage walking, biking, and trail use through expanded facilities and supportive policies. The plan recommends significant investments in sidewalks, multi-use trails, and bike lanes to better connect neighborhoods and community destinations, proposing nearly 150 miles of alternative transportation investments.
The plan also calls for adopting a Complete Streets framework and addressing pedestrian and bicycle conflict points with improved signals and intersection treatments.

The strategies in this plan, which were provided over a decade ago, act as an early foundation that supports the Columbus Safety Action Plan by advancing safer, more connected travel options across the city.





Congestion Management Program (2024)

The Congestion Management Program (CMP), prepared by the Columbus-Phenix City MPO, evaluates traffic conditions on regionally significant roadways through a performance-based framework that links congestion management with safety. The 2024 update analyzed crash data from 2018–2022 and identified high-crash clusters that contribute to non-recurring congestion, which accounts for more than half of total congestion. From this analysis, 31 priority corridors were identified across the region including I-185, US-280, Buena Vista Road, US-27, 13th Street, and others to receive targeted congestion management and safety strategies.

By highlighting locations with the highest frequency and severity of crashes, the CMP provides a tool for prioritizing improvements and directly supports the Columbus Safety Action Plan's goal of reducing roadway fatalities and serious injuries.

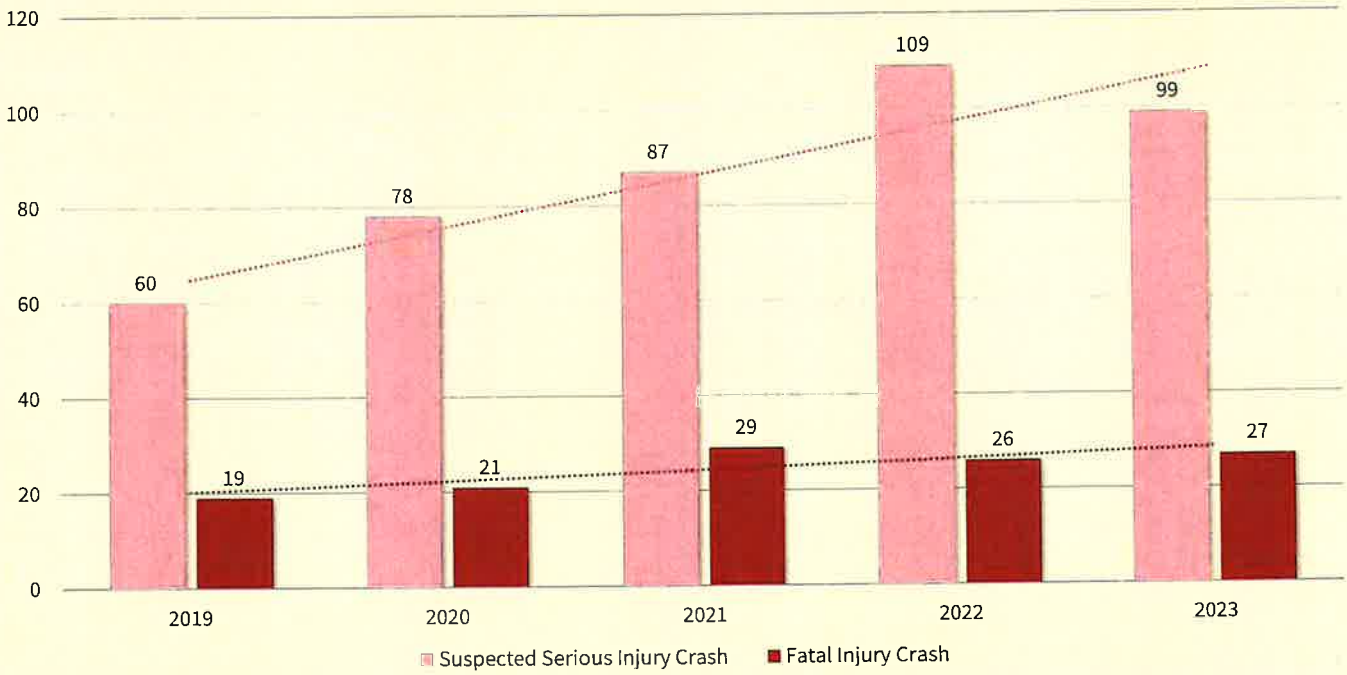
CRASH ANALYSIS & REVIEW

A detailed analysis of historic crash trends serves as a critical component of a safety action plan, providing a foundational step toward identifying and addressing the most pressing roadway safety challenges facing a community.

This section will analyze crash data from 2019-2023 and highlight key trends that are contributing to traffic safety issues in Columbus. The data evaluated in this analysis focuses on crashes events where people were killed or seriously injured, referenced as a KSI crash throughout this document. A full summary of crash data trends is found in **Appendix B.**

Annual Crash Trends

Annual KSI crashes have increased 59% from 2019 to 2023, **at an average of 13% per year.**



Roadway Characteristics

Understanding specific roadway conditions that are over-represented in KSI crashes can help to identify what types of roadways may be at higher risk for future crashes and help to suggest specific roadway design changes that can be implemented to reduce crash risk. The following roadway characteristics were **over-represented in KSI crashes:**

NUMBER OF LANES

Roadways with six or more lanes make up just 2% of the roadway network in Columbus but ***account for 20% of all KSI crashes, and 30% of pedestrian and bicycle related KSI crashes***

ROAD OWNERSHIP

Roadways maintained by the Georgia Dept. of Transportation (GDOT) are about 15% of the city's overall roadway network. ***Less than 38% of all crashes occur along state-maintained roadways but they account for 45% of all KSI crashes and 47% of pedestrian and bicycle related KSI crashes***

SPEED

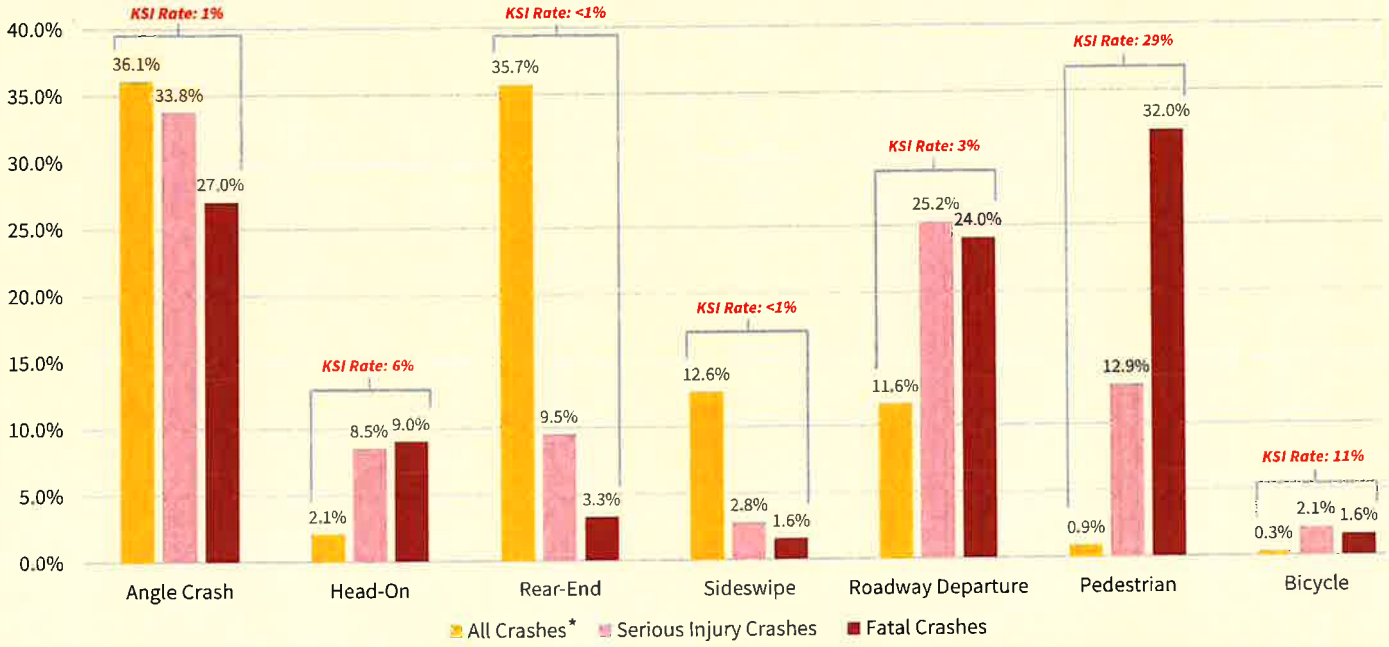
KSI crashes are more likely to happen on roadways posted 45 mph or higher. ***These roadways account for 42% of all KSI crashes***

LIGHTING CONDITIONS

49% of all KSI crashes an 67% of pedestrian and bicycle related KSI crashes occurred at night under "Dark" lighting conditions. ***1 in 5 KSI crashes occurred at locations without lighting***

Crash Types

Understanding what types of collisions are over-represented in KSI crashes can help to key in on focus crash types and identify specific engineering countermeasures that will address the crashes most likely to result in a serious injury or fatality.



Although some crash types, including rear-end and sideswipe crashes make up large percentages of total crashes in Columbus, they make up a much smaller percentage of KSI crashes, indicating that they are much less likely to result in a serious injury or fatality.

Angle crashes, roadway departure crashes, and crashes involving a cyclist or pedestrian are much more likely to result in a serious injury or fatality and **make up a combined 76 % of KSI crashes in Columbus**. As such, the safety action plan has identified these types of collisions as ***Focus Crash Types*** and will concentrate on strategies and countermeasures to eliminate these crashes.

1 in 1,000

of all crashes result in a Fatality or Serious Injury

Nearly 1 in 3

pedestrian related crashes resulted in a Fatality or Serious Injury

Over 1 in 10

bicyclist related crashes result in a Fatality or Serious Injury

Over 1 in 5

Motorcyclist Related Crashes resulted in Fataliy or Serious Injury

Vulnerable Road Users

Vulnerable Road Users (VRUs), including pedestrians, bicyclists, and motorcyclists, are among the most at-risk groups on the roadway due to their limited physical protection in the event of a crash. These users face significantly higher rates of serious injuries and fatalities compared to occupants of motor vehicles.

**Other crash types make up 1.9% of all crashes, 5.2% of serious injury crashes, and 1.5% of fatal crashes*

Focus Crash Type Characteristics:

Roadway Departure

- *Compared to all KSI crashes,* ***KSI roadway departure crashes are more likely to:***
  - *Occur on a roadway maintained by GDOT*
  - *Occur in "Dark-Not Lighted" conditions*
  - *Occur on a roadway with a posted speed limit of 50 mph or more*
  - *Occur at curve locations*

24%
of all fatal crashes

25.2%
of all serious injury crashes

Angle Crashes

- *Compared to all KSI crashes,* ***KSI angle crashes at signalized locations are more likely to:***
  - *Occur on a roadway maintained by GDOT*
  - *Occur on a roadway with a posted speed limit of 40 mph or more*
  - *Occur on four-lane roads*
- *Compared to all KSI crashes,* ***KSI angle crashes at un-signalized locations are more likely to:***
  - *Occur on a roadway maintained by CCG*
  - *Occur on a roadway with a posted speed limit of 35 mph or less*
  - *Occur on two-lane roads*

27%
of all fatal crashes

33.9%
of all serious injury crashes

Pedestrian and Bicycle

- *Compared to all KSI crashes,* ***KSI angle crashes involving pedestrians or bicyclists are more likely to:***
  - *Occur on a multi-lane road*
  - *Occur on a roadway with a posted speed limit of 45 mph or more*
  - *Occur in dark lighting conditions*

33.6%
of all fatal crashes

15%
of all serious injury crashes

Behavioral Characteristics

Understanding which behavioral factors are over-represented in KSI crashes can help to identify what types of non-engineering interventions such as education and enforcement may be effective in eliminating risky road user behavior. The following behavioral factors were over-represented in KSI crashes:



34%

of KSI crashes were related to improper occupant protection (e.g. seatbelt use)



20%

of KSI crashes were related to drug or alcohol impairment



22%

of KSI crashes were related to speeding or aggressive driving

Crashes related to these behaviors demonstrated these common themes:

- Occur on a multi-lane road
- Occur on a roadway with a posted speed limit of 45 mph or more
- Occur at night on unlit roads

These behaviors were most frequently cited as contributing factors to these crash types:

ROADWAY DEPARTURE



ANGLE



HEAD-ON



PEDESTRIAN
(impairment only)





HIGH-INJURY NETWORK (HIN)

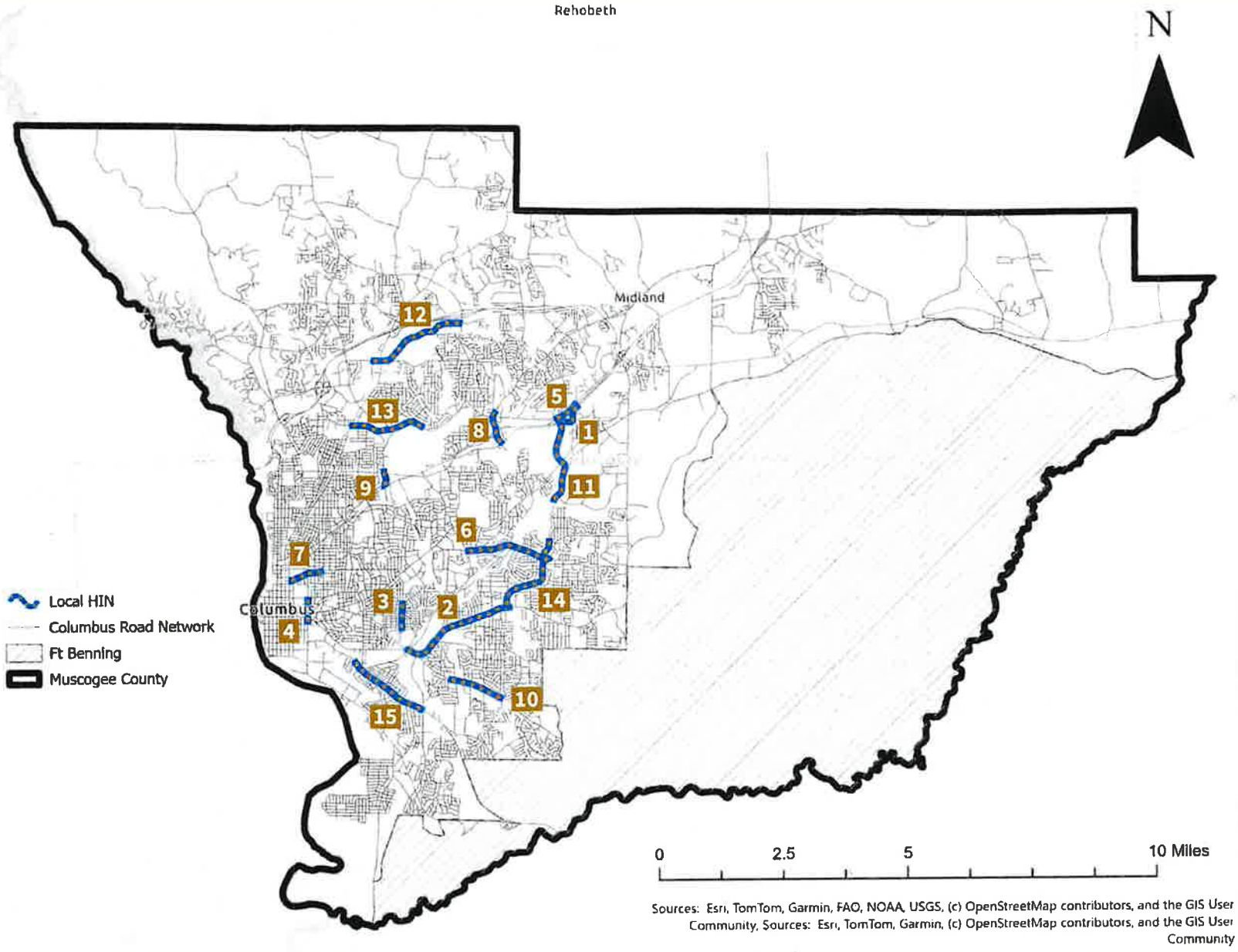
Achieving the goal of eliminating traffic-related fatalities and serious injuries in Columbus requires a strategic, data-driven approach to safety investments. One key step in this process is the identification of a **High Injury Network (HIN), a prioritized set of street segments where KSI crashes are most concentrated**. By focusing safety efforts along these corridors, the city can target resources where they will have the greatest impact.

To develop the HIN, non-interstate KSI crashes from 2019 to 2023 were mapped to individual street segments. Segments were evaluated based on the frequency of KSI crashes, and where appropriate, adjacent segments with consistent patterns were grouped together to form a continuous corridor. HIN corridor segments were then separated by roadway ownership to create a Local HIN, consisting of roadways maintained by the Columbus Consolidated Government (CCG), and a State HIN, consisting of roadways maintained by the Georgia Department of Transportation (GDOT).

These 25 segments represent just 4% of Columbus' centerline miles, but account for 45% of all KSI crashes.

Local HIN					
HIN ID	**On Street**	**From-To Street**	**KSI Crashes**	**Segment Length (miles)**	**KSI/ Mile**
1	Milgen Road	West of Woodruf Farm Road to east of Statford Lane	7	0.7	10.0
2	Buena Vista Road	MLK Jr Blvd to east of Floyd Road	24	2.5	9.6
3	Rigdon Road	Melrose Drive to 8th Street	5	0.6	8.3
4	10th Avenue	13th Street to 9th Street	4	0.5	8.0
5	Gateway Road	Miller Road to Coca Cola Blvd	4	0.6	6.7
6	Forrest Road	Morris Road to east of Floyd Road	11	1.8	6.1
7	Linwood Blvd	5th Avenue to 13th Avenue	4	0.7	5.7
8	Warm Springs Road	North of Miller Road to Milgen Road	4	0.7	5.7
9	Armour Road	North of Manchester Expressway to Warm Springs Road	2	0.4	5.0
10	Saint Marys Road	Playa Del Rey Drive to Lakefront Drive	6	1.2	5.0
11	Woodruff Farm Road	Milgen Road to south of Corporate Ridge Parkway	8	1.7	4.7
12	Whittlesey Blvd	West of Veterans Parkway to Moon Road	8	2.1	3.8
13	Airport Thruway	US 27 to Grumman Ave	5	1.6	3.1
14	Floyd Road	Branton Lane to Buena Vista Road	5	1.9	2.6
15	Cusseta Road	26th Avenue to Fort Benning Road	4	1.7	2.4
		Local HIN Total	**101**	**18.7**	**~5.8**

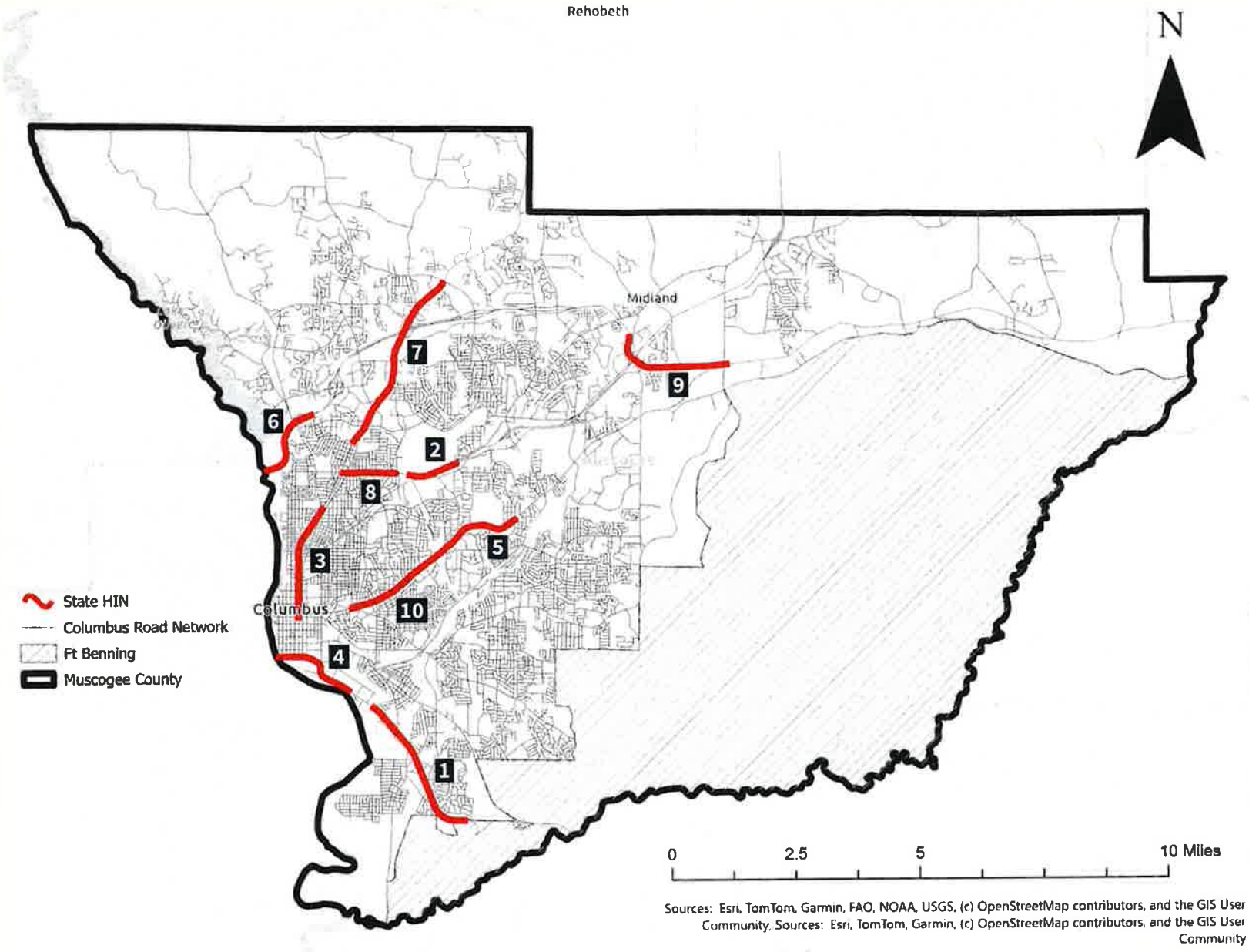
LOCAL HIN MAP



STATE HIGH-INJURY NETWORK (HIN)

State HIN					
HIN ID	**On Street**	**From-To Street**	**KSI Crashes**	**Segment Length (miles)**	**KSI/ Mile**
1	US 280/Victory Drive	30th Ave to I-185	25	3.2	7.8
2	US Alt 27/Manchester Expressway	I-185 to Reese Road	8	1.1	7.3
3	US 27/Veterans Parkway	River Road to 10th Street	17	2.4	7.1
4	US 280/4th Street/Martha Berry Parkway	State line to west of 22nd Avenue	12	1.8	6.7
5	SR 22/Macon Road	Rigdon Road to Reese Road	15	2.6	5.8
6	US 80/ J R Allen Parkway	State line to east of River Road	9	1.7	5.3
7	US 27/Veterans Parkway	Williams Road to Alexander Street	19	3.8	5.0
8	US Alt 27/Manchester Expressway	US 27 to Armour Road	7	1.7	4.1
9	US 80/Beaver Run Road	North of Flat Rock Road to Technology Parkway	4	1.6	2.5
10	SR 22/Wynnton Road	Buena Vista Road to 13th Street	2	1	2.0
		State HIN Total	**118**	**2.9**	**~5.7**

STATE HIN MAP



BICYCLE & PEDESTRIAN HIN

Given the over-representation of bicycle and pedestrian crashes in Columbus, and the unique needs of active mode users, a Bicycle and Pedestrian HIN was also identified to **highlight priority corridors with a high frequency of bicycle and pedestrian crashes and/or high risk for bicycle and pedestrian users.**

The HIN was developed by combining bicycle and pedestrian crash data, with the results of a bicycle and pedestrian risk assessment that scored each corridor segment on a number of safety risk factors including the number of lanes, posted speed limit, presence of walking and biking facilities, traffic volumes, and roadway condition. A full summary of the Bicycle and Pedestrian High-Injury Network methodology is included in **Appendix C**. A full summary of the Risk Assessment methodology is included in **Appendix D.**

Local Bike/Ped HIN					
HIN ID	**On Street**	**From-To Street**	**KSI Crashes**	**Segment Length (miles)**	**KSI/Mile**
1	Buena Vista Road	Wynnton Rd to Doris Dr	11	7.0	1.6
2	Fort Benning Rd	Cusseta Rd to US 280	2	1.7	1.2
3	Saint Marys Rd	Bunker Hill Rd to Valley Crest Dr	2	0.9	2.2
4	Steam Mill Rd	Buena Vista Rd to Pinecrest Dr	1	2.2	0.5
5	Milgen Rd	Miller Rd to Flat Rock Rd	1	1.6	0.6
6	Linwood Blvd	5th Avenue to 13th Avenue	2	0.7	2.9
7	17th St	1st Ave to Marilon Dr	1	2.6	0.4
8	Forest Rd	Elm Dr to Woodruff Farm Rd	1	1.6	0.6
9	Floyd Rd	Forrest Rd to Booth St	2	0.2	10
10	Cusseta Rd	10th Ave to 30th Ave	1	2.1	0.5
11	Illges Rd	Buena Vista Rd to E Wynnton Ln	1	1.0	1
12	Brown Ave	Wynnton Rd to Cusseta Rd	1	1.4	0.7
13	Whittlesey Blvd	Main St to Moon Rd	1	1.8	0.6
14	Woodruff Rd	Warm Springs Rd to 45th Rd	1	0.6	1.7
15	Woodruff Farm Rd	Milgen Rd to Macon Rd	1	0.8	1.3
16	Warm Springs Connector	Warm Springs Rd to Cooper Creek Park	1	0.7	1.4
17	Miller Rd	Bishop Dr to Old Towne Dr/Lakeshore Rd	2	0.9	2.2
18	Armour Rd	Sidney Simons Blvd to Warm Springs Rd	2	0.9	2.2
19	Blackmon Rd	J R Allen Pkwy W to Big Oak Dr	1	0.9	1.1

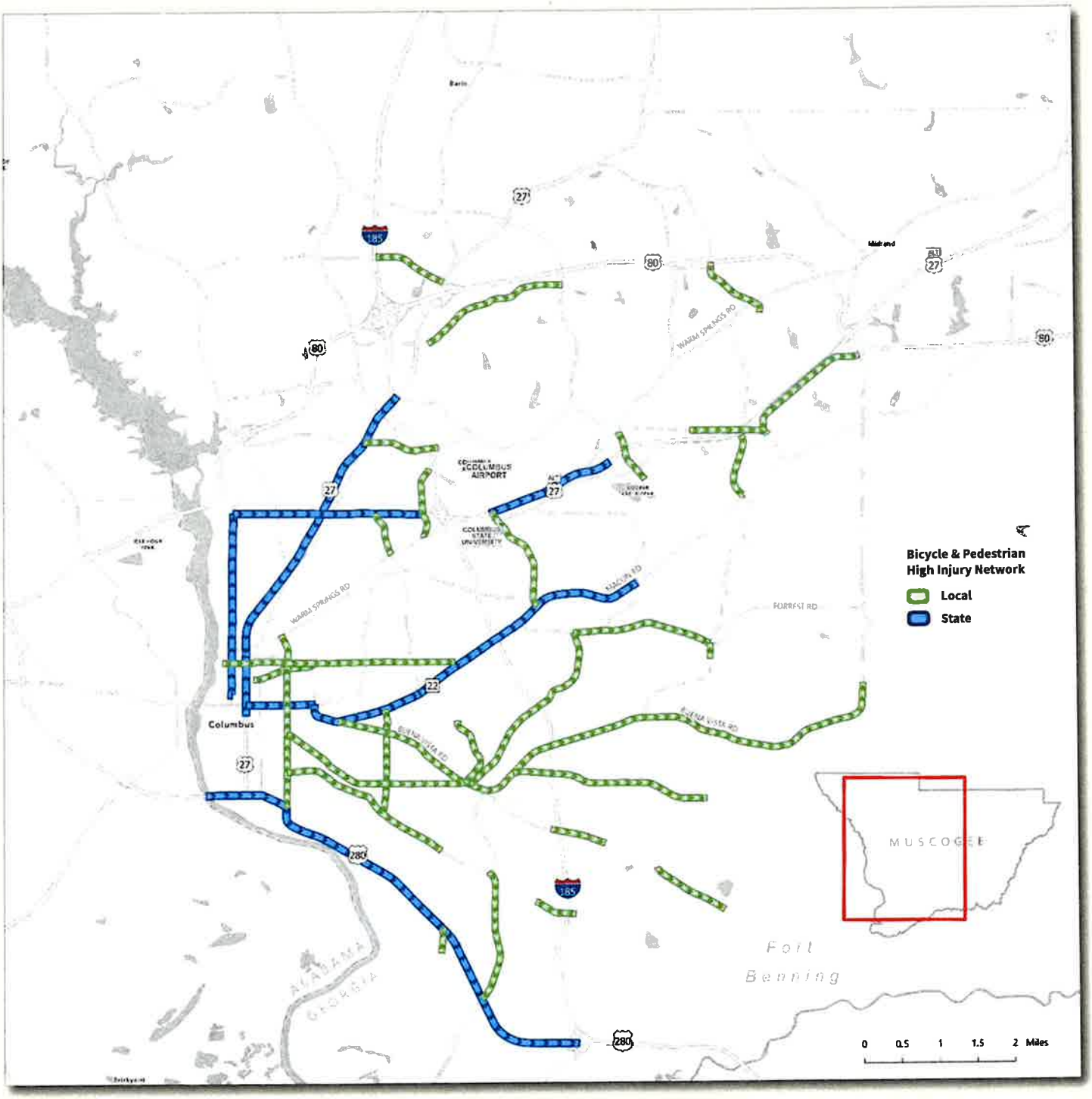
BICYCLE & PEDESTRIAN HIN

Local Bike/Ped HIN					
HIN ID	**On Street**	**From-To Street**	**KSI Crashes**	**Segment Length (miles)**	**KSI/Mile**
20	Morris Rd	Buena Vista Rd to Forrest Rd	0	2.5	-
21	University Ave	Manchester Rd to Macon Rd	0	1.4	-
22	10th Ave	Talbotton Rd to US 280	0	2.3	-
23	Martin Luther King Jr Blvd	10th Ave to Buena Vista Rd	0	2.2	-
24	Airport Thruway	Veterans Pkwy to Armour Rd	0	0.9	-
25	Saint Marys Rd	Oakley Dr to McCartha Dr	0	0.6	-
26	Old Cusset Rd	Cusseta Rd to Hanover Ave	0	0.5	-
27	S Lumpkin Rd	US 280 to Hawthorne Dr	0	0.3	-
28	Double Churches Rd	I-185 to US 27 Alt	0	0.9	-
		Local Bike/Ped HIN Total	**35**	**41.2**	**~0.9**

State Bike/Ped HIN					
HIN ID	**On Street**	**From-To Street**	**KSI Crashes**	**Segment Length (miles)**	**KSI/Mile**
1	US 27/Marth Berry Hwy	Lindsey Creek Pkwy to Georgia State Line	17	5.8	2.9
2	US 27/Veterans Pkwy	18th St to W Britt David Rd	15	3.9	3.8
3	SR 85	2nd Ave to Armour Rd	7	2.1	3.3
4	US 27/4th Ave	12th St to 18th St	1	0.8	1.3
5	Macon Rd	13th St to Reese Rd	4	3.0	1.3
6	Wynnton Rd	Buena Vista Rd to 13th St	1	1.0	1
7	SR 85/2nd Ave	14th St to 45th St/Manchester Expy	1	2.4	0.4
8	13th St	US 27/4th Ave to SR 22/13th Ave	0	0.8	-
9	Buena Vista Rd	SR 22/13th St to Wynnton Rd	0	0.4	-
10	Columbus Manchester Expy	University Ave to US 27 Ramp to Warm Springs Connector	0	1.5	-
		Local Bike/Ped HIN Total	**46**	**21.7**	**~1.8**

BICYCLE & PEDESTRIAN HIN

The Bicycle and Pedestrian HIN represents 5.6% of the overall roadway network in Columbus and includes both state and local roadways.



RISK ANALYSIS

Although an analysis of historic crash trends provides a strong foundation for understanding a community's safety needs, a review of crash data alone may not tell the whole story. Crashes, by their nature, are rare and random events, and for every crash that does occur, there may be several other instances where collisions are narrowly avoided.

To address this, **the Safety Action Plan conducted an analysis using Replica©, a platform that uses various data sources and modeling techniques to provide insights into user activities and behaviors**. The analysis:

- Identified areas with high levels of bicycle and pedestrian activity, to highlight areas with higher exposure for vulnerable road users.
- Established a network of "high risk" corridors where unsafe travel behaviors such as speeding, phone handling, and sudden acceleration or braking were most prevalent.
- Highlighted locations where vulnerable users and populations may be subject to elevated risk using an analysis of the demographic and modal splits on each high-risk corridor.

This information was used to help define and prioritize the priority project corridors and justify specific safety recommendations presented in **Part 3 of the Safety Action Plan**. Major findings are summarized below. A full summary of the analysis methodology can be found in **Appendix E.**

Top 10 Pedestrian and Bicycle Demand Areas

Rank	Demand Area
1	*Columbus State University*
2	*Northern Portion of Downtown*
3	*Victory Drive Corridor near Benning Drive*
4	*Ivy Park Neighborhood*
5	*River Road at Veterans Parkway*
6	*Cusseta Road Corridor near Fort Benning Road*
7	*Buena Vista Road Corridor east of I-185*
8	*Armour Road Corridor*
9	*Fort Benning Road Corridor*
10	*North Lumpkin Road Corridor*

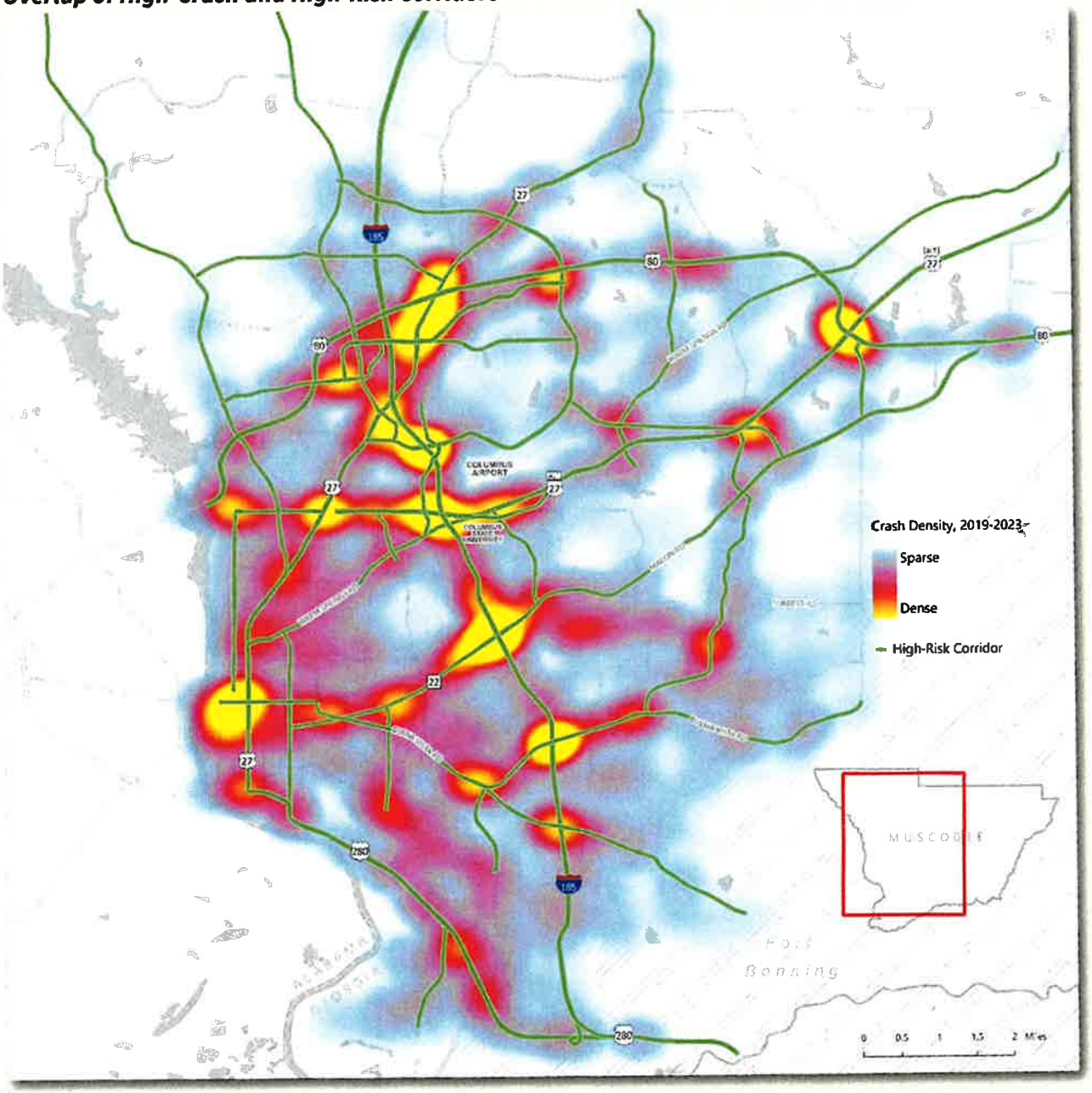


Using the Replica© Safe Street Planner Tool, each road segment was assigned a Risk Score on a scale of 0-100. The risk score can be understood as a percentile representing potential risk for users along an individual corridor in relation to all other corridors based on how many risky driving events and how many trips intersect on the corridor.

A score of 100 represents the riskiest corridors, while a score of 0 represents the lowest risk. Roadways with a risk score of 90 and above were identified as a "High-Risk Corridor". There are 56 corridors with a score of 90-100, making up 27.1% of the overall roadway network and 85.2% of the risky driving events in the area.

As shown on map below, although **there is considerable overlap between high-crash and High-Risk Corridors, there are many areas that experienced relatively low crash frequencies but may be at higher risk for future crashes**. These locations may warrant further evaluation and monitoring.

Overlap of High-Crash and High-Risk Corridors

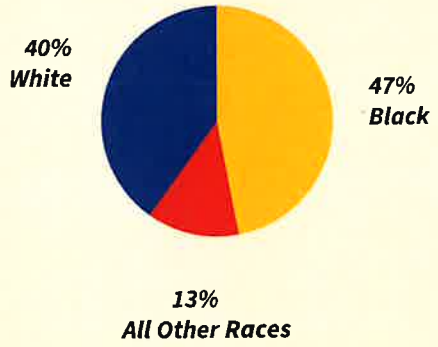


UNDERSERVED COMMUNITY IMPACT ANALYSIS

An Underserved Community Impact Analysis was conducted as part of the Safety Action Plan process. This analysis was conducted to better understand the demographic makeup of Columbus, and to determine how traffic safety trends impact federally designated areas of persistent poverty and historically underserved communities.

The full analysis can be found in **Appendix F.** Key insights are compiled below:

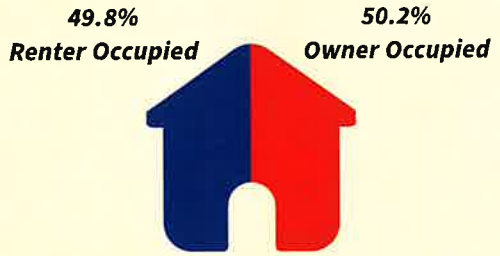
Columbus is a racially and economically diverse city *with a population of approximately 47% Black or African American residents and 40% White residents.*



The median household income in Columbus is $56,662*, about 3/4 of the state average and just 70% of the national average*

Median Income	
U.S.	**$80,610**
Georgia	**$74,632**
Columbus	**$56,662**

Nearly half of all households are renter-occupied*, indicating the importance of providing equitable access for residents who may rely on public transit, personal vehicles or non-motorized modes of travel*



The overlap of disability, lower income, and limited transportation options compounds accessibility challenges, *especially in neighborhoods affected by historic underinvestment*

~50%

Residents over the age of 65 that report having a disability

>30%

Residents under 65 that report having physical or mobility limitations

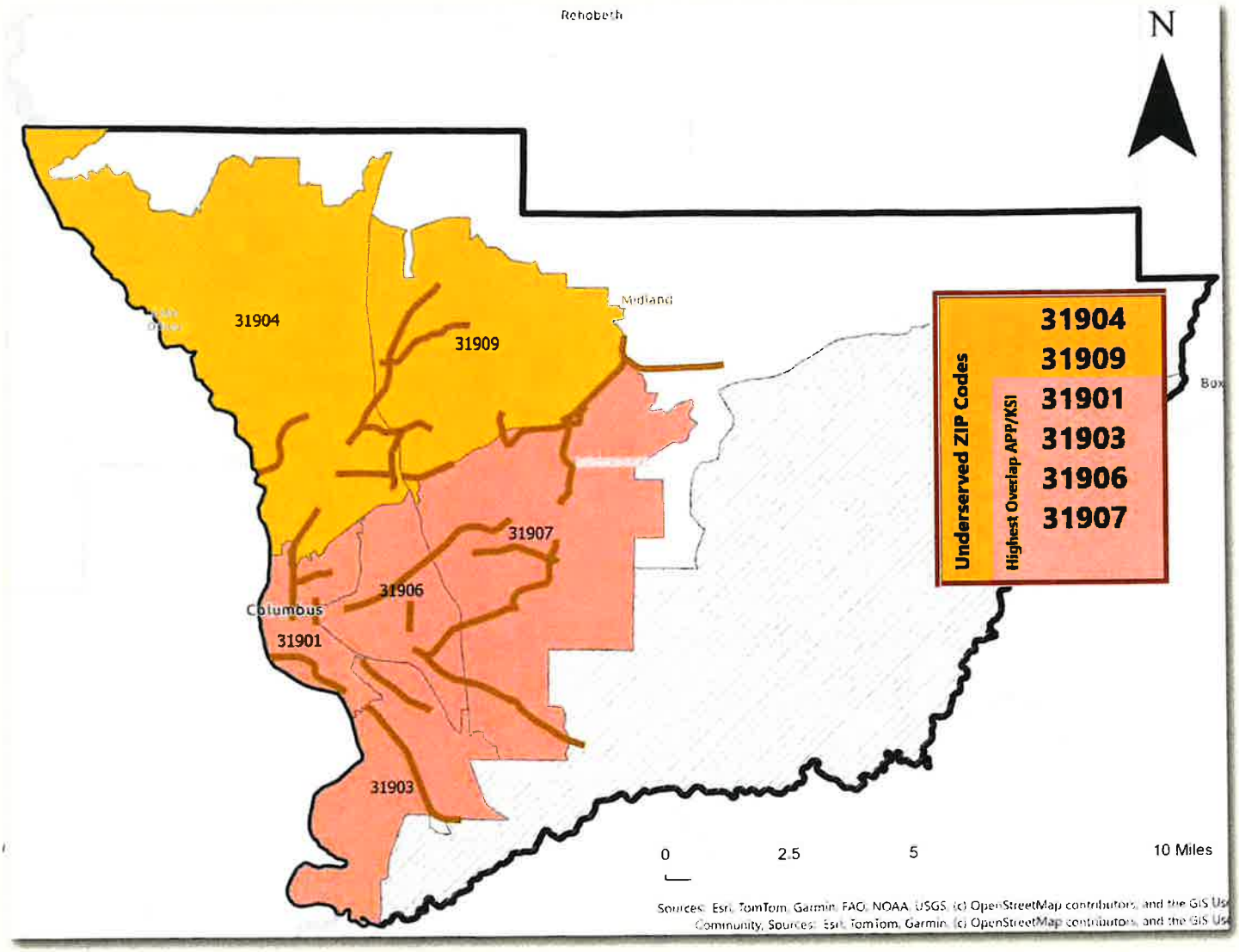
Crash and Safety Findings

Between 2019 and 2023, Columbus recorded **7,902 traffic crashes, including 487 that resulted in fatalities or serious injuries,** as a result **Columbus has a KSI rate of 6.2% compared to the statewide average of 2.17%.**

Federally Designated Areas of Persistent Poverty (APPs) were mapped to identify where long-term economic hardship overlaps with transportation risk. The study evaluated Socioeconomic indicators across ZIP codes and found six ZIP codes characterized as historically underserved, with four ZIP codes showing the highest overlap of poverty and crash exposure.

These four zip codes (31901, 31903, 31906, and 31907) represent approximately 52% of the City's overall population but account for 69% of citywide KSI crashes, and 67% of citywide bicycle and pedestrian crashes. 58% of the city's High Injury Network falls within these zip codes. In particular 31901, which encompasses Downtown Columbus, has experienced more than double the citywide fatality rate and triple the citywide bicycle and pedestrian crash rate.

Although these zip codes account for a majority of the City's population and many of it's busiest corridors, these over-representations of KSI and bicycle and pedestrian crashes suggest a relationship between underserved community designation and safety outcomes.



PUBLIC & STAKEHOLDER ENGAGEMENT

Community and stakeholder engagement was a critical part of the Safety Action Plan development process, and the feedback received was used to inform the development of the priority project recommendations and actionable strategies.

This section provides a summary of the various outreach efforts used throughout the action planning process and the key takeaways that were used to inform the development of the Safety Action Plan.

Stakeholder Advisory Committee

A Stakeholder Advisory Committee was established to guide the plan's development and provide feedback at key project milestones.

The stakeholders met three times during the action plan development process, and will meet for a fourth time following plan adoption to discuss implementation. The meetings also included discussion of parallel planning efforts including the Columbus Safe Access to School Plan. A full summary of stakeholder committee meetings can be found in **Appendix G.**

Meeting 1: May 19,2025

Introduction of the safety action plan scope and schedule, overview of citywide crash trends, discussion of draft High-Injury-Network and identification of other priority safety areas.

Meeting 2: July 8, 2026

Discussion of action plan goal setting, review of focus crash type trends, review of priority countermeasures and potential actionable strategies.

Meeting 3: September 16, 2025

Overview of education and public awareness framework, discussion of project development and prioritization process, review of project recommendations.



Stakeholder Advisory Committee Members

Columbus Consolidated Government Planning
Columbus Consolidated Government Engineering
Columbus Consolidated Government Public Works
Columbus Consolidated Government Deputy City Manager
GDOT District 3
GDOT Safe Routes to School
GDOT State Safety Engineering
GDOT Preconstruction Engineering
GDOT Intermodal
GDOT Office of Planning
GDOT Office of Planning
Fort Benning Public Works
METRA
Muscogee County School District Operations and Facilities
Mayor's Commission for Persons with Disabilities
River Valley Regional Commission
Law Enforcement/Public Safety
Emergency Management
Columbus State University
Columbus Consolidated Government Risk Manager

Focus Group Meetings

Active Transportation Focus Group: May 20, 2025

The project team met with members of the Columbus bicycle and pedestrian community to discuss the Safety Action Plan and gather feedback on perceptions of safety while walking and biking. Major discussion points included a desire for more bicycle and pedestrian connectivity, a need for more pedestrian crossings on busy corridors, and pedestrian safety issues along the Victory Drive and Veterans Parkway Corridor.

Mayor's Commission for Persons with Disabilities

The project team held a workshop with members of the Mayor's Commission for Persons with Disabilities to discuss the Safety Action Plan and gather feedback regarding accessibility and safety concerns around Columbus. Major discussion points included a desire for more pedestrian accommodations, better lighting, and more pedestrian crossings on busy corridors.

Public Outreach

Public Meeting 1: May 19, 2025

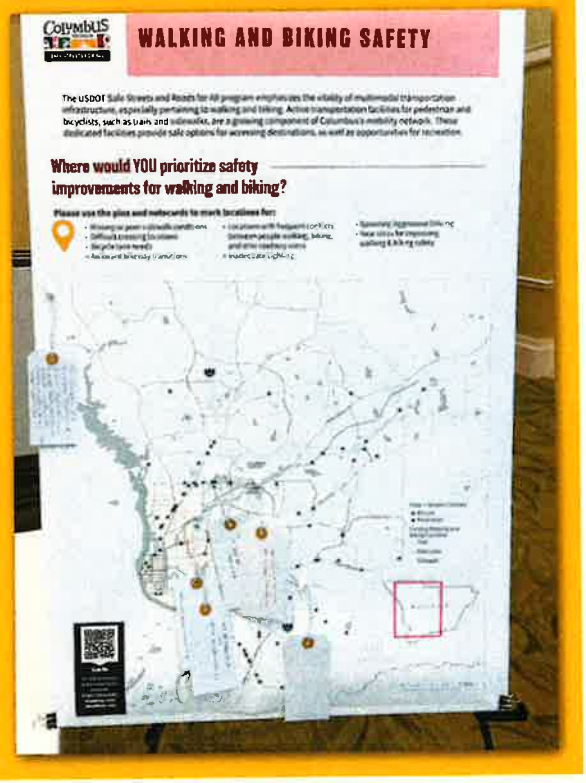
The project team shared informational boards proving an overview of the high-level findings of the Citywide Crash Analysis, seeking feedback on the draft High-Injury-Network, and requesting information on known safety issues and locations. Information related to parallel planning efforts including the Safe Access to School plan was also shared. A presentation was given providing a high-level overview of the safety action plan scope, schedule and initial findings and the project team facilitated an open and answer session with meeting participants. The feedback received was used to refine the High-Injury-Network and inform actionable strategy development.

Public Meeting 2: September 16, 2025

The project team shared informational boards providing an overview of safety countermeasures and a summary of priority project recommendations. Recommendations from the Safe Access to School Plan, and Bicycle and Pedestrian Framework were also shared. The feedback received was used to refine project recommendations and policy recommendations.







Web Survey

An online survey was developed and made public to gather community insights regarding public perceptions of safety and to better understand the public's priorities regarding traffic safety issues in Columbus. The survey ran from April 22, 2025 to September 22, 2025 and received 135 responses. A full summary of survey results is provided in **Appendix H.**

- 35% of participants claimed that either they or someone close to them had been killed or seriously injured in a traffic crash in Columbus
- Over half of participants felt that roadways in Columbus are less safe than they were five years ago
- 60% of respondents reported observing vehicle speeding on a daily basis
- Respondents' top priorities for improving safety in Columbus included: Constructing more pedestrian and bicycle facilities, reducing impaired, distracted and inattentive driving, reducing speeding and aggressive driving, and improving roadway and intersection lighting

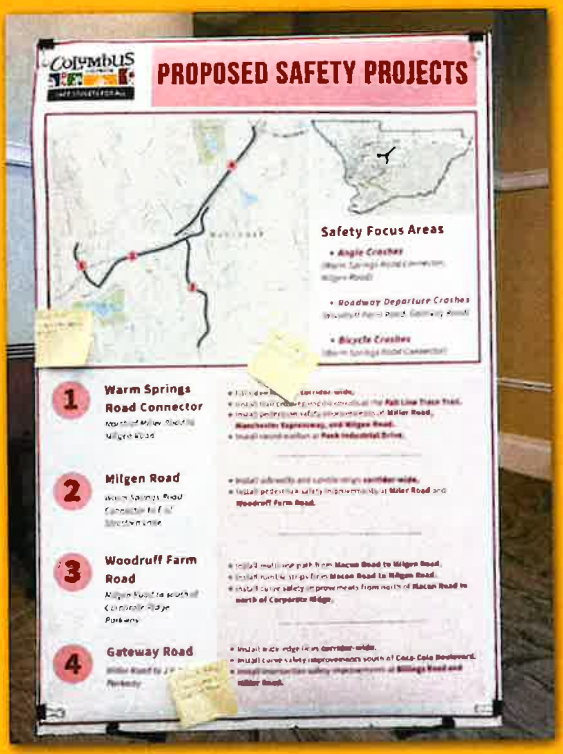
Interactive Web Map

An interactive web map was also published to provide the public with an opportunity to highlight safety issues at specific locations throughout Columbus. Participants were invited to describe the safety issues at a given location, and were given the option to upload a photo, and to respond to previously submitted comments.

The web-map received 93 submissions. The feedback received was used to refine the High-Injury-Network and inform priority project recommendations.

- 65% of responses related to bicycle and pedestrian safety issues
- Areas with high concentrations of submissions included:
  - Downtown Columbus
  - Buena Vista Road
  - Wynnton Road/Macon Road
  - I-185 interchanges







PART 2:

PRIORITY PROJECTS AND STRATEGY RECOMMENDATIONS

PROVEN SAFETY COUNTERMEASURE TOOLBOX

The Federal Highway Administration's (FHWA) Proven Safety Countermeasures initiative provides **evidence-based strategies that have consistently demonstrated success in reducing traffic-related fatalities and serious injuries** nationwide.

Integrated with the Safe System Approach, these strategies are not only designed to prevent crashes but also to reduce the severity of crashes when they do occur. Their effectiveness across a variety of roadway environments and community types makes them especially valuable for cities like Columbus.

As part of this Safety Action Plan, appropriate FHWA Proven Safety Countermeasures have been identified and recommended to improve safety outcomes across Columbus's transportation network. **These countermeasures address key risk areas, such as speed management, intersection safety, and the protection of pedestrians and bicyclists, and align with the elements of the Safe System.**

This section provides an overview, in the proceeding tables, of the most recommended proven safety countermeasures, highlights its anticipated Crash Reduction Factor (CRF) and relative cost (low, mid, high) and discusses any relevant implementation considerations.

These countermeasures fall into the following four categories, each with an example below:

BICYCLE PEDESTRIAN	ROADWAY DEPARTURE	INTERSECTION	CROSSCUTTING
Focused on crashes involving bicyclists or pedestrians	*Focused on crashes that occur when a vehicle leaves the road or crosses the roadway centerline*	*Focused on angle crashes that occur at signalized or unsignalized intersections*	*Countermeasures that can reduce crashes across several different safety focus areas*



CROSSWALK VISIBILITY ENHANCEMENTS



ENHANCED DELINEATION FOR HORIZONTAL CURVES



DEDICATED TURN LANES AT INTERSECTIONS



LOCAL ROAD SAFETY PLANS

BICYCLE/ PEDESTRIAN				
COUNTERMEASURE	**DESCRIPTION**	**CRF**	**COST**	**IMPLEMENTATION CONSIDERATIONS**
Bicycle Facilities	Dedicated on or off-street facilities to accommodate bicycle traffic. Includes bicycle lanes and shared use paths	49%	Low to Mid	Separated or protected facilities are preferred on higher speed and higher volume roadways. FHWA's Bikeway Selection Guide provides guidance on facility selection
Crosswalk Visibility Enhancements	Improved lighting and signing and pavement markings at crosswalks	40%	Low	More robust visibility enhancements may be required at high-speed or multi-lane crossings
Leading Pedestrian Interval	Signal phasing strategy that gives pedestrians a 3-7 second head start before vehicles receive a green light	13%	Low	Can be implemented systemically at locations with anticipated pedestrian demand. Existing signal cabinet equipment may need to be upgraded to implement at some locations
Medians and Refuge Islands	An area between opposing lanes of traffic that can be used by pedestrians as refuge while crossing the street	56%	Mid	A refuge island should be considered at multi-lane pedestrian crossings. Refuge islands may also be considered as an interim measure at locations where new crosswalks may not be justified
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians cross higher-speed roadways at unsignalized crossing locations	55%	Mid	Most applicable on roadways where posted speeds exceed 35 mph, on roadways with six or more travel lanes, or on four lane roadways where a median is not provided. MUTCD Chapter 4J provides additional details on PHB application requirements and warrants
Rectangular Rapid Flashing Beacons	A beacon used to enhance pedestrian conspicuity and increase driver awareness at unsignalized crossing locations	47%	Low	Most applicable on roadways where posted speeds do not exceed 35 mph, on roadways with four lanes where a median is provided, and on roadways with three or fewer lanes where there is significant pedestrian demand
Road Diets	A reallocation of roadway space which typically involves repurposing an existing vehicle lane to accommodate bicycle facilities, pedestrian facilities, and/or a median	47%	Mid to High	FHWA establishes 20,000 AADT as an upper threshold for road diets on four-lane roadways. Future traffic projections should also be considered, and traffic analysis at key intersections should be conducted
ROADWAY DEPARTURE				
Enhanced Delineation for Horizontal Curves	Includes a variety of signing and striping improvements that can be implemented within or in advance of curves	18%-38%	Low	Improvements can be made together or in isolation. Can be applied systemically with more robust enhancements prioritized at locations with elevated crash risk or crash history
Roadside Design Improvements at Curves	Roadside improvements to improve safety at curves including clear zone clearing, slope flattening and shoulder widening	8-44%	Mid to High	Improvements can be made together or in isolation. Can be applied systemically with more robust enhancements prioritized at locations with elevated crash risk or crash history
Rumble Strips and Stripes	Milled or raised elements on the pavement intended to alert drivers that their vehicle has left the travel lane	51%-64%	Low	Can be installed systemically on center line and edge lines of rural roadways. Lower profile strips can be used at locations near residential areas where noise may be a concern

ROADWAY DEPARTURE (cont.)				
COUNTERMEASURE	**DESCRIPTION**	**CRF**	**COST**	**IMPLEMENTATION CONSIDERATIONS**
Wider Edgelines	Travel lane edgelines that are the maximum width of 6 inches, that help enhance the visibility of travel lane boundaries and the road alignment ahead	37%	Low	Can be installed systemically on all roadways, especially at locations with elevated roadway departure crash risk
INTERSECTIONS				
Retroreflective Signal Backplates	A retroreflective backplate added to traffic signal heads to improve signal visibility	15%	Low	Structural analysis may be required to ensure that existing signal support structures can accommodate the added wind load
Corridor Access Management	Control of entry and exist points along a roadway, primarily through the reduction of driveway density and installation of raised medians	5-23%	Low to Mid	Converting full access medians to closed or bi-directional medians can be an effective method of reducing intersection conflicts and crashes. Alternative access points and nearby U-turn opportunities should be considered when installing medians
Roundabouts	An alternative intersection design that reduces vehicle speeds and conflict points	78%-82%	High	An intersection control evaluation may be necessary to determine roundabout feasibility
Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	A package of low-cost signing and marking strategies meant to increase driver awareness and recognition of the intersection and potential conflicts. Includes doubled up signage, warning beacons, and supplemental pavement markings	10-27%	Low	Improvements can be made together or in isolation. Can be applied systemically with more robust enhancements prioritized at locations with elevated crash risk or crash history
Yellow Change Intervals	Regular assessment of yellow change intervals to ensure that drivers are given enough time to safely stop during a yellow indication, preventing red light running	8-14%	Low	USDOT recommends that agencies establish a procedure to regularly assess and update yellow change intervals
CROSSCUTTING				
Lighting	Installing new or upgrading existing lighting at intersections or along corridors	28%-42%	Low to Mid	Lighting fixtures can often be mounted on existing utility poles to save cost. Coordination with Georgia Power may be required

ACTIONABLE STRATEGIES

The data from the safety and risk analysis, combined with the input received from community outreach and stakeholder engagement has informed the development of actionable strategies that CCG and its partners can take to address the traffic safety trends identified throughout this plan. These strategies are organized under each of the safe streets elements.

STRUCTURE OF RECOMMENDATIONS	
ACTION	*The description of each priority action recommendation*
CATEGORY	*The type of recommendation (project, program, or policy)*
LEAD AGENCY	*The agency or agencies that will be primarily responsible for carrying out or implementing the recommended action*
TIMEFRAME	*The relative timeframe associated with implementing each recommendation*
COST	*The relative cost figure associated with each recommendation considering potential capital costs and additional staff resources*

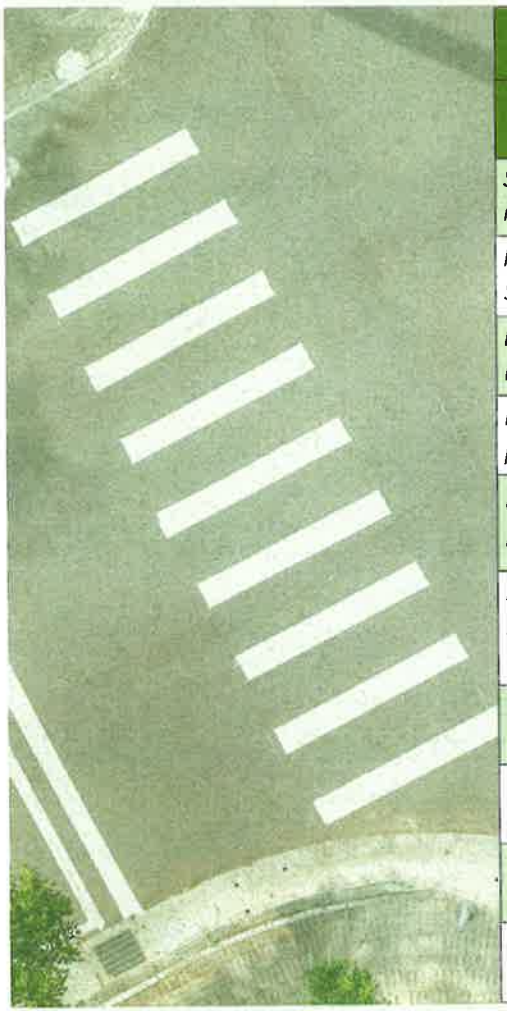


CATEGORY	DESCRIPTION OF RECOMMENDATION
Project	Specific, location based infrastructure improvements
Program	The agency or agencies that will be primarily responsible for carrying out or implementing the recommended action
Policy	Changes to rules, regulations, or guidelines
COST	
-	Can be completed with existing resources
$	Will require minimal capital expenditures or additional staff resources
$$	Will require moderate capital expenditures or additional staff resources
$$$	Will require extensive capital expenditures or additional staff resources
TIMELINE	
Short-Term	0-3 Years
Mid-Term	3-5 Years
Long-Term	5+ Years

SAFE ROADS

ACTION	CATEGORY	LEAD AGENCY	TIME FRAME	COST
Systematically implement Leading Pedestrian Intervals (LPIs) at signalized intersections along the Bicycle and Pedestrian HIN and at high bicycle and pedestrian activity locations.	***Project***	***CCG/GDOT***	***Mid-Term***	***$***
Evaluate opportunities to increase pedestrian crossing density through installing mid-block pedestrian crosswalks, traffic signals, and all-way-stops where appropriate. Install median refuge islands where not feasible. Prioritize locations along the Bicycle and Pedestrian HIN and at high bicycle and pedestrian activity locations.	*Project*	*CCG/GDOT*	*Mid-Term*	*$$*
Review intersection geometry at signalized intersections along the Bicycle and Pedestrian HIN and at high bicycle and pedestrian activity locations. Identify opportunities to reduce curb radii and eliminate or improve slip lanes where present.	***Project***	***CCG/GDOT***	***Mid-Term***	***$$***
Evaluate under-capacity roadways for opportunities to implement road diets, reallocating roadway space for bicycle and pedestrian facilities and median refuge.	*Project*	*CCG*	*Long-Term*	*$$$*
Explore opportunities to install separated bicycle infrastructure, prioritizing high-risk and high-crash locations.	***Project***	***CCG/GDOT***	***Long-Term***	***$$***
Fill critical sidewalk gaps at high priority locations.	*Project*	*CCG/GDOT*	*Mid-Term*	*$$*
Repair existing locations to meet ADA standards at priority locations	***Project***	***CCG/GDOT***	***Long-Term***	***$$***
Identify and prioritize suitable candidate intersections for roundabout installation or conversion. Prioritize intersections along the High-Injury-Network and locations with high concentrations of angle crashes.	*Project*	*CCG*	*Long-Term*	*$$$*
Identify and prioritize suitable candidate intersections for all-way-stop installation. Prioritize locations along the High-Injury-Network and low volume intersections with high concentrations of angle crashes.	***Project***	***CCG***	***Short-Term***	***$***
Identify and prioritize signalized intersection locations for the implementation of protected/permissive signal phasing.	*Project*	*CCG*	*Short-Term*	*$*
Systemically review and optimize red and yellow clearance intervals at signalized intersections.	***Project***	***CCG***	***Short-Term***	***$***
Systemically install retroreflective borders on signal back plates where missing.	*Project*	*CCG/GDOT*	*Short-Term*	*$*
Evaluate corridors with existing two-way-left-turn-lanes for opportunities to install raised medians. Install spot medians where full conversion is not feasible.	***Project***	***CCG/GDOT***	***Mid-Term***	***$$***
Pilot red light running detection and prevention ITS systems at priority intersections.	*Project*	*CCG/GDOT*	*Short-Term*	*$*





SAFE ROADS (cont.)

ACTION	CATEGORY	LEAD AGENCY	TIME FRAME	COST
Systematically install low cost lane departure countermeasures on high crash and high risk roadways and curves	*Project*	*CCG/GDOT*	*Mid-Term*	*$$*
Prioritize walking and biking improvements near schools in coordination with the Columbus Safe Access to School Plan	*Program*	*CCG*	*Long-Term*	*$$*
Evaluate resurfacing and pavement maintenance programs and projects for opportunities to implement safety countermeasures	*Program*	*CCG/GDOT*	*Mid-Term*	*$$*
Implement low-cost, quick-build safety improvements at strategic priority safety locations to pilot solutions for permanent construction	*Program*	*CCG*	*Short-Term*	*$*
Commence a systemic street lighting enhancement program to evaluate, identify, and improve lighting along roadways and at intersections	*Program*	*CCG/GDOT/ Georgia Power*	*Mid-Term*	*$$*
Evaluate existing maintenance of traffic (MOT) processes and requirements to ensure that all roadway users are prioritized and protected, with an emphasis on ensuring walking and bicycling mobility and access	*Policy*	*CCG*	*Short-Term*	-
Develop an intersection evaluation policy requiring that changes to an intersection undergo a formal evaluation of multiple control types including alternative intersection designs	*Policy*	*CCG*	*Short-Term*	-
Conduct Road Safety Audits (RSAs) at priority safety locations, and locations with upcoming capital projects to identify opportunities to implement proven safety countermeasures	*Policy*	*CCG/GDOT*	*Short-Term*	-
Evaluate the existing Traffic Impact Assesment (TIA) process for oppurtunities to incorporate traffic safety into the site development process	*Policy*	*CCG*	*Short-Term*	-
Explore opportunities to install separated bicycle infrastructure, prioritizing high-risk and high-crash locations	*Policy*	*CCG*	*Short-Term*	-

SAFE SPEEDS

ACTION	CATEGORY	LEAD AGENCY	TIME FRAME	COST
Install Dynamic Speed Feedback Signs at priority locations along the HIN and at locations with documented speeding issues	*Project*	*CCG*	*Short-Term*	$
Ensure appropriate and consistent spacing of posted speed limit signs at priority locations along the HIN and at locations with documented speeding issues	*Project*	*CCG/GDOT*	*Short-Term*	$
Identify opportunities to incorporate speed management strategies and self-enforcing roadway design into the project development process, design or redesign streets and intersections to manage speeds as appropriate for the intended use and context of the roadway	*Project*	*CCG*	*Long-Term*	$$
Explore signal timing and coordination strategies to reinforce posted and target speeds on priority corridors	*Project*	*CCG*	*Short-Term*	$
Develop a Speed Management Program to develop a toolbox of context sensitive speed management tools, establish network-wide target speeds, and identify priority speed management corridors for implementation	*Program*	*CCG*	*Short-Term*	$
Develop a residential traffic calming program to address speeding and aggressive driving on neighborhood streets. Consider partnering with home owner associations and other neighborhood groups to co-fund improvements, while setting aside funding for neighborhoods in lower income neighborhoods to ensure equitable program delivery.	*Program*	*CCG/ Neighborhood Groups*	*Mid-Term*	$
Collaborate with local law enforcement to program, fund, and conduct high-visibility speed enforcement campaigns aimed at increasing awareness and compliance of safe speeds.	*Program*	*CCG/CPD/ MSO*	*Short-Term*	$$
Evaluate existing practices for establishing design and posted speeds and identify opportunities to incorporate safety history and context sensitivity into the speed selection process	*Policy*	*CCG*	*Short-Term*	-
Incorporate performance measures that prioritize roadway user safety over driver/vehicle performance measures such as vehicle delay, speed, etc. when evaluating roadway operations and design.	*Policy*	*CCG*	*Short-Term*	-





SAFE USERS

ACTION	CATEGORY	LEAD AGENCY	TIME FRAME	COST
Update City Code "Article XI: Pedestrians' Rights and Duties Sec 20-11.6 Prohibited Crossing" to remove language restricting pedestrian crossings outside of a marked crosswalk upon through streets or parkways, and at locations where overhead crosswalks are available, to eliminate the potential for excessive out-of-direction travel requirements for bicyclists and pedestrians	*Policy*	*CCG*	*Short-Term*	-
Increase staffing for dedicated traffic patrol units, and conduct focused enforcement campaigns centered on reducing speeding and impaired driving, and improving seat belt use	*Policy*	*CCG/CPD/ SSO*	*Mid-Term*	$$$
Support state level legislation to reduce the legal Blood Alcohol Conent (BAC) level to 0.5%, consistent with recommendations from FHWA, NHTSA, and other leading safety organizations	*Policy*	*CCG*	*Short-Term*	-
Support and encourage driver's education and transportation safety programs for local high school students	*Program*	*CCG/GDOT /Safe Kids Columbus*	*Short-Term*	$
Leverage existing state and national safety education programs including "Keep Georgia Safe" and "Drive Alert Arrive Alive" and "Click it or Ticket", by sharing materials at public facing City facilities and on social media	*Program*	*CCG*	*Short-Term*	-
Develop a safety marketing campaign targeted at young male drivers to promote safe driving behaviors	*Program*	*CCG/GDOT*	*Short-Term*	$
Partner with other governmental agencies and non-profits to distribute safety equipment including reflective clothing and bicycle lights	*Program*	*CCG/GDOT /Safe Kids Columbus*	*Short-Term*	$
Support Safe Access to School Educational programing in coordination with the Columbus Safe Access to Schools Plan	*Program*	*CCG/GDOT /Safe Kids Columbus*	*Short-Term*	-

SAFE VEHICLES

ACTION	CATEGORY	LEAD AGENCY	TIME FRAME	COST
Explore opportunities to implement and expand intelligent transportation system (ITS) technologies to improve vehicle and traffic safety and leverage new in-vehicle technologies	*Project*	*CCG/GDOT*	*Mid-Term*	*$*
Explore and identify opportunities to improve the function of current and emerging vehicle safety features (e.g., lane departure warnings and lane assist features) through regular roadway maintenance practices that include enhanced pavement markings and lighting	*Project*	*CCG/GDOT*	*Mid-Term*	*$*
Invest in vehicle technologies like automated school bus enforcement cameras that observe drivers who illegally pass stopped school buses	*Program*	*CCG/MCSD*	*Mid-Term*	*$$*
Explore opportunities to update City fleet vehicles with the latest safety technologies, including speed limiters, driver behavior monitoring	*Program*	*CCG*	*Mid-Term*	*$$*
Display targeted safety messages on City fleet vehicles with wraps or bumper stickers	*Program*	*CCG*	*Short-Term*	*$*





POST CRASH CARE

ACTION	CATEGORY	LEAD AGENCY	TIME FRAME	COST
Develop a citywide crash review and response program to systematically analyze KSI crashes. The program should involce a multidisciplinary team including planners, engineers, law enforcement, and EMS	*Program*	*CCG*	*Short-Term*	*$*
Identify opportunities to implement emergency vehicle traffic signal preemption technology	*Program*	*CCG/GDOT*	*Mid-Term*	*$*
Monitor and report crash response times, work to identify opportunities to reduce the time it takes to arrive at a crash scene	*Mid-Term*	*CCG*	*Mid-Term*	*$*

EDUCATION PROGRAM FRAMEWORK

A critical component of the overall strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all, includes the incorporation of a safety education and awareness campaign.

A strong safety culture in a community enables a foundation for understanding the transportation system and the opportunity for participation in creating a safer environment for all users. Human behavior is not easy to change, yet with thoughtful, comprehensive approaches that consider an understanding of human behavior and the environment in which people live, the Columbus Consolidated Government (CCG) can foster a comprehensive strategy of programs, policies, countermeasures, and community awareness and education to significantly improve roadway safety to eliminate crashes related to serious injury and fatalities.

Education and Awareness Integration Framework

The Transportation Safety Committee, with representation from CCG and key strategy and implementation partners, will serve as the lead group to foster a culture of safety and its importance to quality of life in Columbus. The committee should meet on a quarterly basis at an established time and location to demonstrate a focused commitment to safety. A long-term plan for safety education and awareness should be established and regularly updated. The strategy should include campaigns to be implemented over the coming year. Each meeting should include a review of previous and upcoming safety education and awareness campaigns, events, and strategies.

As safety policy and infrastructure countermeasures are implemented, a paired education and awareness campaign should be launched to explain how transportation system users can best realize the safety benefits of the implemented countermeasures. A proposed timeline for implementation and monitoring of education and awareness campaigns in conjunction with policy and infrastructure countermeasure treatments is outlined in the "Implementation and Monitoring" section below.

Education and Awareness Partners

Partners with varying geographic and discipline representation throughout the community must be involved in safety education and awareness. All campaigns should be focused on the facts related to safety coupled with an emphasis on its impact on quality of life to the overall community. This initial group should be invited and encouraged to participate in the quarterly Transportation Safety Committee meetings and to promote educational and awareness campaigns designed to improve safety and quality of life in Columbus. Active outreach should be utilized to continuously expand the list of education and awareness partners. Opportunities to engage and support sharing key information regarding safety education and awareness campaigns should be advertised to reach a wide audience of potential community partners.



Education and Awareness Toolbox

A variety of tools should be implemented to support safety education and awareness. All campaigns and programs should be housed on a central safety education webpage for community partners to access for use within their organization's communication channels and social media pages. A sample of education and awareness tools to be organized by the Transportation Safety Committee and promoted by the education and awareness partners are listed below:

- *Safe Routes to School Program implemented and maintained in each school*
- *Safety awareness meetings*
- *Focus groups*
- *Surveys*
- *Web campaigns*
- *Social media campaigns*
- *Pop-up community events*
- *Booths at regular municipal events*
- *Safety pledge cards to sign at community events*
- *Safety banners to sign at community events*
- *Social media badges*
- *Stickers of support for safety*
- *Art contests*
- *Essay contests*
- *Videos featuring local citizens or leaders*
- *Safety quizzes*
- *Dashboards*
- *ArcGIS StoryMaps*
- *Radio or podcast interviews*
- *Radio and social media advertisements*
- *Commissioner and municipal newsletters*
- *Newspaper articles*

Selecting an Education or Awareness Campaign

Safety education and awareness campaigns will focus on a variety of needs within the community. Campaigns should be selected to address an array of safety concerns based on countermeasures being implemented, back to school, holidays, enforcement campaigns, and targeted demographic groups identified through safety data. Campaign activities should be implemented, measured, evaluated, and adjusted on continuous basis.

Examples of potential safety and education and awareness campaigns topics, implementation timelines and measures of success are summarized in the proceeding tables.

Education and Awareness Partners

Columbus Council (Board of Commissioners)
Columbus Consolidated Government City Manager
Columbus Consolidated Government Engineering
Columbus Consolidated Government Planning
Columbus Consolidated Government Fire and Emergency Medical Services
Columbus Consolidated Government Risk Manager
Columbus Consolidated Government Police
Muscogee County Sheriff's Office
Muscogee County School District
METRA
River Valley Regional Commission
High School and College Social Clubs Elementary School Programs
Greater Columbus Chamber of Commerce
Choose Columbus
Safe Routes to School
Fort Benning/ Ft. Moore Public Works and Communications
Columbus State University
Senior Centers
Midtown Columbus
Mayors Commission for Persons with Disabilities
Department of Family and Children's Services (DFACS)
Valley Healthcare System
Veterans Hospital
Wheeldestrian
Access 2 Independence
Service Organizations (Rotary, Lions Club, Scouts, Boys and Girls Club)
Dragonfly Trails
Bicycle Columbus
Motorcycle Clubs
American Association of Retired Persons (AARP)
Columbus Emergency Management
Piedmont Columbus Regional Hospital
Columbus Health Department

Target Campaign Topics and Implementation Timelines

TARGET TOPIC	SAFETY EDUCATION & AWARENESS FOCUS
Speeding	Combination with targeted law enforcement campaigns
Impaired Driving/Drinking and Driving	Combination with targeted law enforcement campaigns
Aggressive Driving	Patience, courtesy, and defensive driving techniques.
Vehicle Occupant Protection	Uniform school zone signage, speeds in school zones, roadway markings and flashing lights, pedestrians, drop off and pick up procedures and times, Addy's Law per stopped school buses, Safe Routes to School program elements
Holidays: Halloween, Memorial Day, Fourth of July, Labor Day, New Year's Eve	Drinking and Driving, nighttime roadway safety for drivers and pedestrians, safety alternatives
Bicycle and Pedestrian	Signage education, share the road, reflective clothing, lights
Shared the Road Awareness	Roadway rules for vehicles, golf carts, bicycles, pedestrians
Intersection Safety	Left turns (protected and unprotected), roundabout operations, yielding, red light running
Young/New Drivers	Distracted driving, roadway signage and markings education
Safe Routes for Seniors	Needs and preferences to safely walk, access transit, or drive
Railroad Crossings	Procedures for safe vehicle and pedestrian crossing
Reentering Roadway After Tire Slip off Edge	Slow speed, check traffic, steer back on roadway gently
Deer/Wildlife	Brake firmly and stay in travel lane

IMPLEMENTATION TIMELINE	STRATEGIC ELEMENTS	MEASURE OF SUCCESS
Winter/Spring 2026	Establish Safety Action Plan Implementation as a primary Transportation Committee agenda item once per quarter with status updates on implementation progress on each monthly agenda.	Quarterly agenda items should focus on upcoming elements of the plan – countermeasure implementation, policy adoptions, and education, awareness, and enforcement campaigns.
Spring/Summer 2026	Select a safety and awareness campaign focused on one key safety topic to develop and launch in Summer/Fall 2026. Refer to the "Selecting a Campaign" section above. Build a coalition of education and awareness partners for support in the outreach process. Ensure all organizations are prepared to participate in plan implementation in a consistent manner. Create central online storage location for campaign messaging infographics and strategy information. Ensure all partners are aware of and have access to the site.	The Transportation Committee selects safety and Awareness campaign. Partner database is established. Education and awareness campaign materials are developed and disseminated.

Target Campaign Topics and Implementation Timelines (cont.)

IMPLEMENTATION TIMELINE	STRATEGIC ELEMENTS	MEASURE OF SUCCESS
Winter/Spring 2026	**Establish Safety Action Plan Implementation as a primary Transportation Committee agenda item once per quarter with status updates on implementation progress on each monthly agenda.**	**Quarterly agenda items should focus on upcoming elements of the plan – countermeasure implementation, policy adoptions, and education, awareness, and enforcement campaigns.**
Spring/Summer 2026	Select a safety and awareness campaign focused on one key safety topic to develop and launch in Summer/Fall 2026. Refer to the "Selecting a Campaign" section above. Build a coalition of education and awareness partners for support in the outreach process. Ensure all organizations are prepared to participate in plan implementation in a consistent manner. Create central online storage location for campaign messaging infographics and strategy information. Ensure all partners are aware of and have access to the site.	The Transportation Committee selects safety and Awareness campaign. Partner database is established. Education and awareness campaign materials are developed and disseminated.
Fall 2026	**Kick off the safety and awareness campaign with partner promotion, website updates, social media outreach, and community events.** **Emphasize consistent messaging with partners and encourage promotion of campaign.**	**Implement the first safety and awareness campaign.** **Maintain communication and ensure consistency with partners.**
Winter 2026	Develop a safety and awareness campaign focused on one key policy or infrastructure countermeasure to launch in Spring 2027. Continue to add partners to the coalition of education and awareness partners for support.	Select and develop a second campaign topic. Tie the campaign to planned or implemented safety countermeasures. Grow partners for support database.
Spring 2027	**Implement the second safety and awareness campaign with partner promotion, website updates, social media outreach, and community events.** **Emphasize consistent messaging with partners and encourage promotion of campaign.**	**Implement the second safety and awareness campaign.** **Maintain communication and ensure consistency with partners.**
Annually after the initial year.	Publish the first Annual Report on Safety Action highlighting baseline safety data, summaries of education and awareness campaigns, and updated safety data post campaign and countermeasure implementation. Include successful activities, challenges, upcoming goals, and the measures to be used during the coming year to monitor achievement of goals. Continue to select, develop, promote, and measure a minimum of two safety education and awareness campaign topics per year. Maintain and grow a strong relationship partner network to support and promote safety education and awareness.	Progress toward vision zero milestones with reporting throughout the implementation of the Safety Action Plan. Implementation of a minimum of two safety education and awareness campaigns annually through the endurance of the implementation of the Safety Action Plan. Continue to identify obstacles and adjust education and awareness activities to increase reach and effectiveness.

PRIORITY PROJECT DEVELOPMENT & PRIORITIZATION

In addition to the Actionable Strategies detailed in the previous section, the **Columbus Safety Action Plan has also identified and developed a list of priority infrastructure projects** that CCG and GDOT can pursue to address safety needs along the High Injury Network and other priority locations.

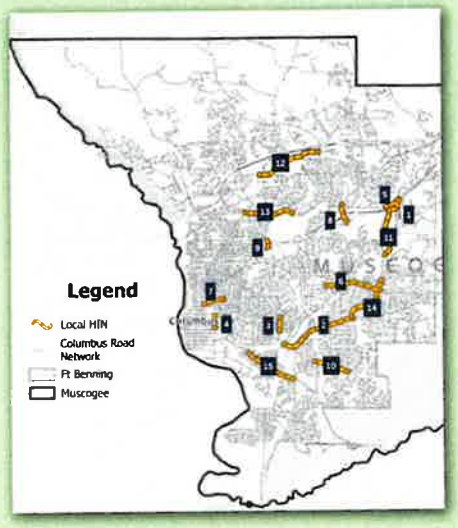
Priority projects were identified, developed, and prioritized using a three-step process:

Step 1: Project Identification

The 25 corridors identified as part of the High Injury Network were used as the foundational basis for priority project identification.

The initial High Injury Network limits were then adjusted based on the following factors to establish priority project limits:

- Extended to include adjacent concentrations of focus crash types
- Extended to include adjacent high-risk corridor segments
- Adjusted to match limits of overlapping Complete Streets projects identified in the 2050 MTP
- Extended based on feedback received through the public and stakeholder outreach process
- Adjusted based on feedback from CCG staff



Step 2: Priority Project Screening

Once the priority project limits were defined, each project corridor was screened to identify potential safety recommendations.

The screening included a detailed analysis of corridor crash trends, and a review of individual crash reports to identify opportunities to correct documented crash issues. Each corridor was also screened for opportunities to implement systemic safety improvements.

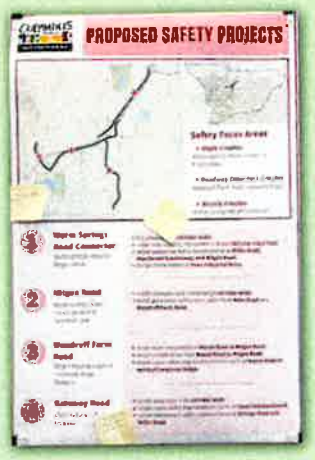
The recommended improvements featured many of USDOT's Proven Safety Countermeasures, and other safety interventions that are recognized as design best practices. More information on the specific safety countermeasures and how they were applied can be found in the **Proven Safety Countermeasures** section.



Step 3: Prioritization

The project prioritization methodology was developed with input from CCG staff and the project stakeholder group and is primarily based on safety and risk-based factors.

Other considerations including overlap with underserved areas, priority MTP projects, and community feedback were also incorporated into the project prioritization methodology. Local and State roadways were prioritized separately.



PRIORITY PROJECT SCORING		
FOCUS AREA	**METRIC**	**POTENTIAL POINTS**
Safety Score	Relative number of K/SI Crashes per mile	5
Risk Score	Relative Replica Safe Streets Planner Risk Score	3
Ped/Bike Score	Project overlaps with pedestrian/bicycle HIN	2
Focus Crash Score	Project overlaps with focus crash priority area(s)	2
Underserved Area Score	Project within an underserved area zip code	1
Planned Projects Score	Project overlaps with a priority Complete Streets project in the 2050 MTP	1
Engagement Score	Project corridor was called out in public and stakeholder outreach	1
	TOTAL POTENTIAL POINTS	**15**

The following tables summarize the results of the project prioritization process and detail the recommendations for each local and GDOT priority project. Additional information can be found in **Appendix I.**

LIST OF LOCAL PRIORITY PROJECTS

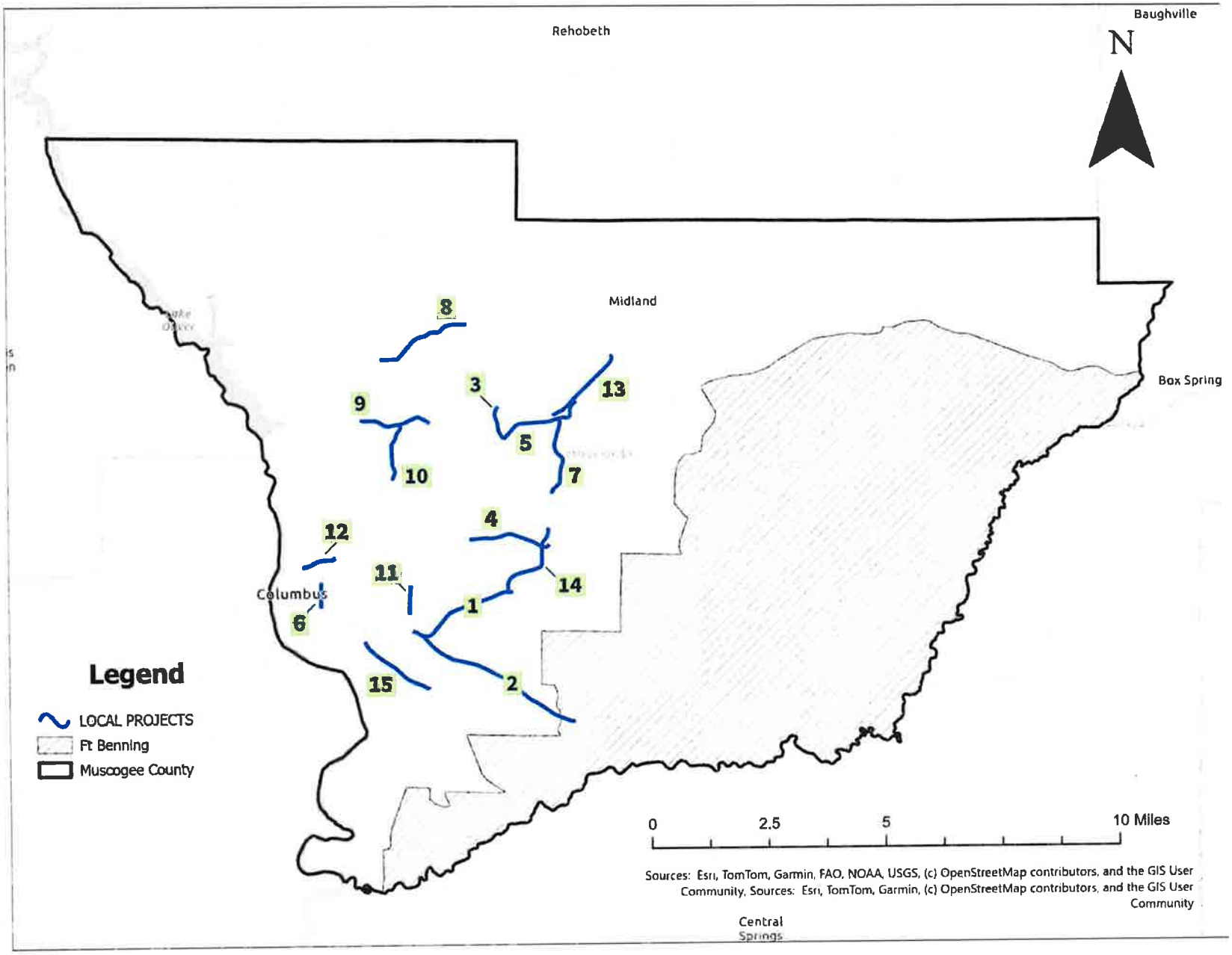
LOCAL PROJECTS				
PROJECT ID	STREET NAME	PROJECT LIMITS	RECOMMENDATION SUMMARY	SCORE
1	**Buena Vista Road**	MLK Jr Boulevard to E of Floyd Road	**Landscaped Medians**: Dogwood Drive to Floyd Road **Intersection Safety Improvements:** Floyd Road **Crosswalk with Rectangular Rapid Flashing Beacons:** Tennessee Drive, Celia Drive	**11.8**
2	**Saint Mary's Road**	Buena Vista Road to Moye Road	**Road Diet:** Buena Vista Road to Robin Road **Crosswalk with Rectangular Rapid Flashing Beacons:** Meadow Drive, Nightingale Drive **Pedestrian Intersection Safety Improvements:** Oakley Drive, I-185, Farr Road **Roundabout:** Leary Avenue **Rumble Strips:** McCartha Drive to Moye Road **Widen Shoulders:** Northstar Drive to Moye Road	**10.7**
3	**Warm Springs Road Connector**	N of Miller Road to Milgen Road	**Fill sidewalk gaps:** Corridor-wide **Pedestrian Intersection Safety Improvements:** Miller Road, Manchester Expressway, Milgen Road **Trail Crossing Improvements:** Fall Line Trace Trail **Access Management:** Peek Industrial Drive	**10.6**
4	**Forrest Road**	Morris Road to E of Floyd Road	**Curve Safety Improvements:** Tupelo Drive to Palomino Drive **Roundabout:** Reese Road **Access Management:** Wesley Drive, east of Morris Road **Intersection Safety Improvements:** Welborn Drive, Morris Road	**10.1**
5	**Milgen Road**	Warm Springs Road Connector to E of Stratford Lane	**Sidewalk:** Corridor-wide **Rumble Strips:** Corridor-wide **Pedestrian Intersection Safety Improvements:** Miller Road, Woodruff Farm Road	**8.8**
6	**10th Avenue**	13th Street to 9th Street	**Road Diet:** Corridor-wide **Pedestrian Intersection Safety Improvements:** 13th Street, Wynnton Road, Martin Luther King Junior Boulevard **Roundabout:** Wynnton Road **Lighting:** 13th Street	**8.8**

LOCAL PROJECTS

PROJECT ID	STREET NAME	PROJECT LIMITS	RECOMMENDATION SUMMARY	SCORE
7	**Woodruff Farm Road**	Milgen Road to S of Corporate Ridge Parkway	**Rumble Strips:** Macon Road to Milgen Road **Multi-Use Path:** Macon Road to Milgen Road **Curve Safety Improvements:** North of Macon Road, north of Corporate Ridge **Protected Left-Turn Phasing:** Macon Road	8.8
8	**Whittlesey Boulevard**	W of Veterans Pkwy to Moon Road	**Intersection lighting:** Corridor-wide **Multi-Use path:** Corridor-wide **Fill Sidewalk Gaps:** Corridor-wide **Access Management:** Hamilton Park Road, Walmart Entrance, Livingston Drive **Crosswalk with Pedestrian Hybrid Beacon (PHB):** Between Weems Road and Adams Farm Drive **Curve Safety Improvements:** From Adams Farm Drive to Moon Road	8.1
9	**Airport Thruway**	US 27 to Grumman Avenue	**Sidewalks:** Corridor-wide **Pedestrian Intersection Safety Improvements:** Britt David Road, Earnie Shelton Drive, Walmart Entrance, Armor Road, I-185, Sidney Simons Boulevard, Whitesville Road, Veterans Parkway **Access Management:** From 23rd Avenue to I-185 **Protected left-turn phasing:** I-185 **Roundabout:** Britt David Road	7
10	**Armour Road**	Airport Thruway to Warm Springs Road	**Road Diet:** Manchester Expressway to Airport Thruway **Sidewalk:** Warm Springs Road to I-185 **Pedestrian Intersection Safety Improvements:** Warm Springs Road, Sidney Simons Boulevard, Manchester Expressway	7
11	**Rigdon Road**	Melrose Drive to 8th Street	**Multi-Use Path:** Corridor-wide (west side of roadway) **Sidewalk:** Rigdon Road to 8th Street **Intersection Safety Improvements:** Melrose Drive, Rigdon Road, 8th Street **Crosswalk with Rectangular Rapid Flashing Beacons:** Rigdon Road **Curve Safety Improvements:** Rigdon Road	6.7

LOCAL PROJECTS				
PROJECT ID	STREET NAME	PROJECT LIMITS	RECOMMENDATION SUMMARY	SCORE
7	**Linwood Boulevard**	5th Ave to 13th Ave	**Multi-Use Path:** Corridor-wide **Pedestrian Safety Intersection Improvements:** 10th Avenue **Crosswalk with Rectangular Rapid Flashing Beacons:** 11th Avenue	6
8	**Gateway Road**	Miller Road to J R Allen Parkway	**Wide Edge Lines:** Corridor-wide **Curve Safety Improvements:** South of Coca-Cola Boulevard **Intersection Safety Improvements:** Billings Road, Miller Road	5.6
9	**Floyd Road**	Branton Lane to Buena Vista Road	**Road Diet:** Corridor-wide **Curve Safety Improvements:** Gardiner Drive to Floyd Court **Crosswalk with Rectangular Rapid Flashing Beacons:** Booth Street **Pedestrian Intersection Safety Improvements:** Luna Dive, Hunter Road, Forrest Road	5.6
10	**Cusseta Road**	26th Avenue to Fort Benning Road	**Crosswalk with Rectangular Rapid Flashing Beacons:** 28th Avenue, 30th Avenue, 32nd Avenue	3.5

LOCAL PRIORITY PROJECTS MAP



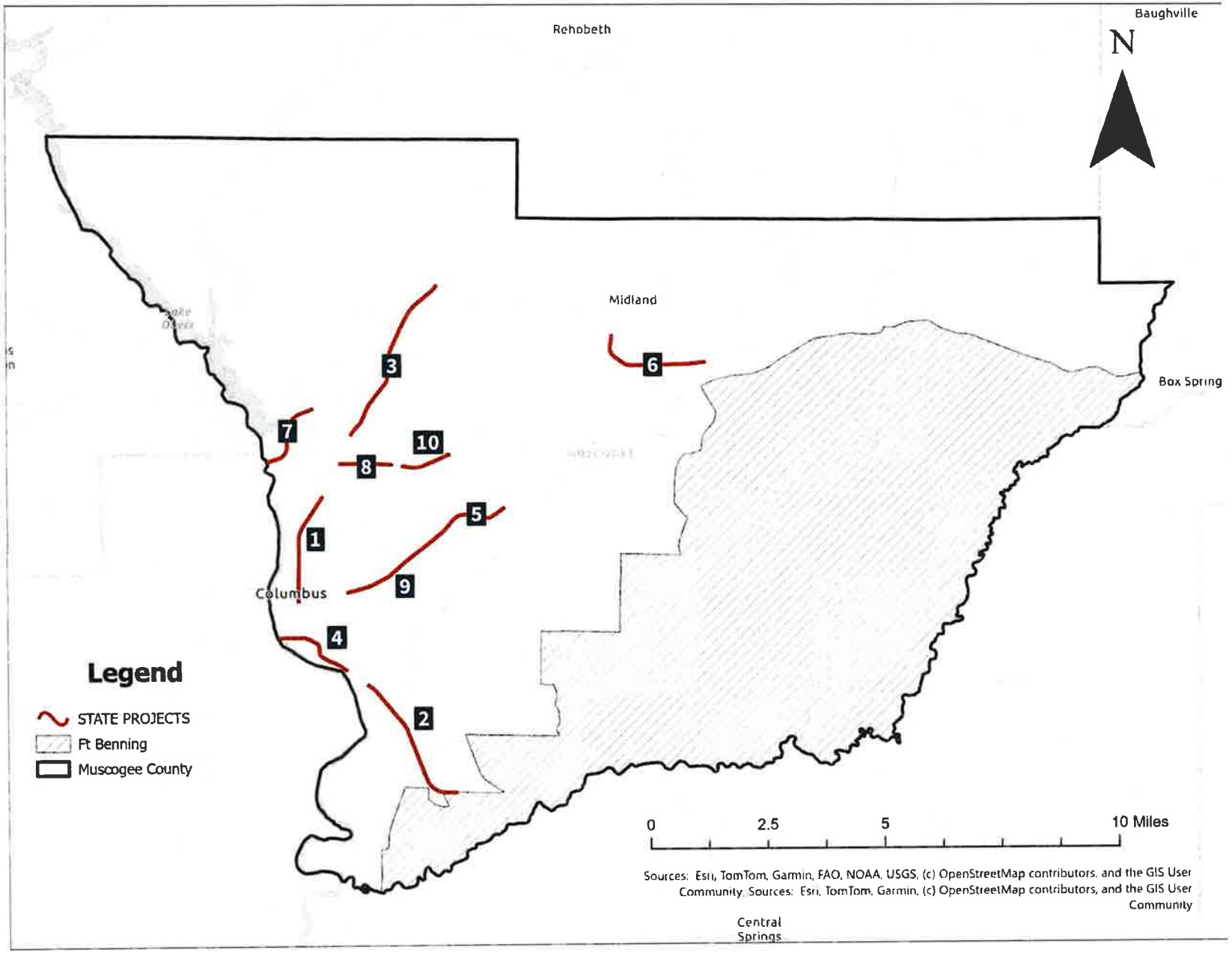
LIST OF STATE PRIORITY PROJECTS

STATE PROJECTS				
PROJECT ID	**STREET NAME**	**PROJECT LIMITS**	**RECOMMENDATION SUMMARY**	**SCORE**
1	**US 27/Veterans Parkway**	River Road to 10th Street	**Pedestrian Intersection Safety Improvements:** River Road, 23rd Street, Talbotton Road, 13th Street, 14th Street **Intersection Lighting:** Talbotton Road **Protected Left Turn Phasing:** 13th Street, 14th Street **Crosswalk with Pedestrian Hybrid Beacon (PHB):** 29th Street, 18th Street	**11**
2	**US 280/Victory Drive**	30th Ave to I-185	**Multi-Use Path:** Corridor-wide **Sidewalk:** I-185 to Matthews Street **Curve Safety Improvements:** Engineer Drive **Pedestrian Intersection Safety Improvements:** Elvan Avenue, Leary Road, Lumpkin Road **Intersection Lighting:** Lumpkin Road **Access Management:** Morgan Drive, Marathon Drive, Lumpkin Road, Airview Drive, Clay Drive, 30th Avenue	**10.5**
3	**US 27/Veterans Parkway**	Moon Road to Alexander Street	**Multi-Use Path:** Alexander Street to Britt Davis Road (east side of roadway) **Sidewalk:** Alexander Street to Ogletree Street (west side of roadway), Adams Farm Road to Tower Road (west side of roadway) **Pedestrian Intersection Safety Improvements:** Airport Thruway, Whitesville Road, Britt Davis Road **Access Management:** Britt David Road to Gepca Road, Lake Loop to Old Moon Road **Protected Left Turn Phasing:** Airport Thruway, Commercial Drive **Intersection Lighting:** Commercial Drive	**10**
4	**US 280/4th Street**	State Line to 30th Avenue	**Multi-Use Path:** 30th Avenue to 6th Avenue **Crosswalk with Pedestrian Hybrid Beacon (PHB):** Riverwalk Trailhead **Curve Safety Improvements:** Lumpkin Boulevard, 10th Avenue **High Friction Surface Treatment:** Lumpkin Boulevard to 10th Avenue **Access Management:** 6th Avenue, 3rd Avenue **Intersection Lighting:** Veteran's Parkway	**8.1**

STATE PROJECTS

PROJECT ID	STREET NAME	PROJECT LIMITS	RECOMMENDATION SUMMARY	SCORE
5	SR 22/Macon Road	Rigdon Road to Reese Road	**Pedestrian Intersection Safety Improvements:** Boxwood Boulevard, I-185 **Sidewalk:** Forrest Road to Reese Road **Rumble Strips:** Forrest Road to Reese Road **Access Management:** Norris Road to Forrest Road, Dell Drive **Crosswalk with Pedestrian Hybrid Beacon (PHB):** Citizens Way	8
6	US 80/Beaver Run Road	W of Flat Rock Road to Technology Parkway	**Rumble Strips:** Corridor-wide **Curve-Safety Improvements:** Ruffie Way, Talokas Lane **Sidewalk :** Flat Rock Road to Psalmond Road	6.8
7	US 80/J R Allen Parkway	State Line to E of River Road	**Rumble Strips:** Corridor-wide where missing **Curve-Safety Improvements:** Chattahoochee River to 2nd Avenue, 2nd Avenue to River Road **High-Friction Surface Treatment:** Chattahoochee River to 2nd Avenue, 2nd Avenue to River Road **Lighting:** Chattahoochee River to 2nd Avenue	6.6
8	US Alt 27/ Manchester Expressway	US 27 to Armour Road	**Pedestrian Intersection Safety Improvements:** Armour Road, Woodruff Road, 17th Avenue, Veterans Parkway **Intersection Lighting:** Armour Road **Protected Left Turn Phasing:** Armour Road **Crosswalk with Pedestrian Hybrid Beacon (PHB):**42nd Street	5.8
9	SR 22/Wynnton Road	Buena Vista Road to Rigdon Road	**Road Diet:** 13th Street to Buena Vista Road **Pedestrian Intersection Safety Improvements:** 13th Street, Peacock Avenue, 18th Avenue **Intersection lighting:** Peacock Avenue **Sidewalk:** Jeanete Avenue to Buena Vista Road **Crosswalk with Rectangular Rapid Flashing Beacons (RRFBs):** Eberhart Avenue **Access Management:** 13th Street to Lawyers Lane, Brown Avenue to Henry Avenue	4.1
10	US Alt 27/ Manchester Expressway	I-185 to Reese Road	**Pedestrian Intersection Safety Improvements:** I-185, University Avenue, Reese Road **Intersection Lighting:** Fall Line Trace Trail Head Entrance **Intersection Safety Improvements:** I-185	3.3

GDOT PRIORITY PROJECTS MAP



PART 3:

PERFORMANCE MONITORING AND NEXT STEPS

PERFORMANCE MONITORING & NEXT STEPS

Performance Measures and Monitoring

Implementation of this Safety Action Plan and progress towards the goal of zero fatalities and serious injuries will occur over the course of several years. Over this time, Columbus and their partners are committed to monitoring citywide safety trends, reporting on progress towards Action Plan recommendation implementation, and measuring the safety impact of completed projects.

This information will be shared each year in a publicly facing annual report and displayed online with a regularly updated Action Plan Dashboard. The following performance measures should be considered:

System Performance

These performance measures track the citywide transportation safety performance from year to year. They are used to highlight long-term trends and communicate how, when, and where fatal and serious injury crashes are occurring to the public. Much of this data can be accessed easily online using GDOT's Crash Data Dashboard and will also be available via the Action Plan Dashboard.



MEASURE	DESCRIPTION	METRICS	SOURCE
Total Fatal/Severe Injury Crashes	Total number of citywide KSI crashes during the reporting year	Number of Crashes	Crash Data Dashboard
Bicycle and Pedestrian Severe Injury Crashes	Total number of citywide KSI crashes involving bicyclists or pedestrians during the reporting year	Number of Crashes	Crash Data Dashboard
Fatal/Severe Injuries by Manner of Collision	Total number of citywide KSI crashes broken down by manner of collision, with an emphasis on focus crash types	Number of Crashes	Crash Data Dashboard
Fatal/Severe Injury Crashes vs Previous Year	Comparison of the total number of citywide KSI crashes in the reporting year based on the previous year	Number of Crashes	Crash Data Dashboard
Fatal/Severe Injury Crashes on HIN	Total number of KSI crashes that occurred on the High-Injury-Network during the reporting year	Number of Crashes	Crash Data Dashboard



Priority Project Progress

These performance measures track progress towards the implementation of traffic safety infrastructure projects. They are used to reinforce accountability in project implementation, communicate progress to the public, and to measure the safety impact of projects following implementation. Much of this data can be collected via CCG and GDOT CIP/work programs, through regular Stakeholder Meeting updates, and through GDOT's crash querying platform.

MEASURE	DESCRIPTION	METRICS	SOURCE
Priority Projects Implementation	Progress towards the implementation of priority projects identified in the Safety Action Plan	Projects programmed or added to priority lists, grants applied for, project development activities, projects completed	CCG/GDOT
Other Safety Project Implementation	Progress towards the implementation of safety projects that incorporate the strategies outlined in the Action Plan, but were not identified as priority projects	Projects programmed or added to priority lists, grants applied for, project development activities, projects completed	CCG/GDOT
Priority Project Performance	Evaluation of the safety performance of completed priority projects	Post construction change in fatal/severe injury crashes	Crash Data Dashboard

Actionable Strategies Progress

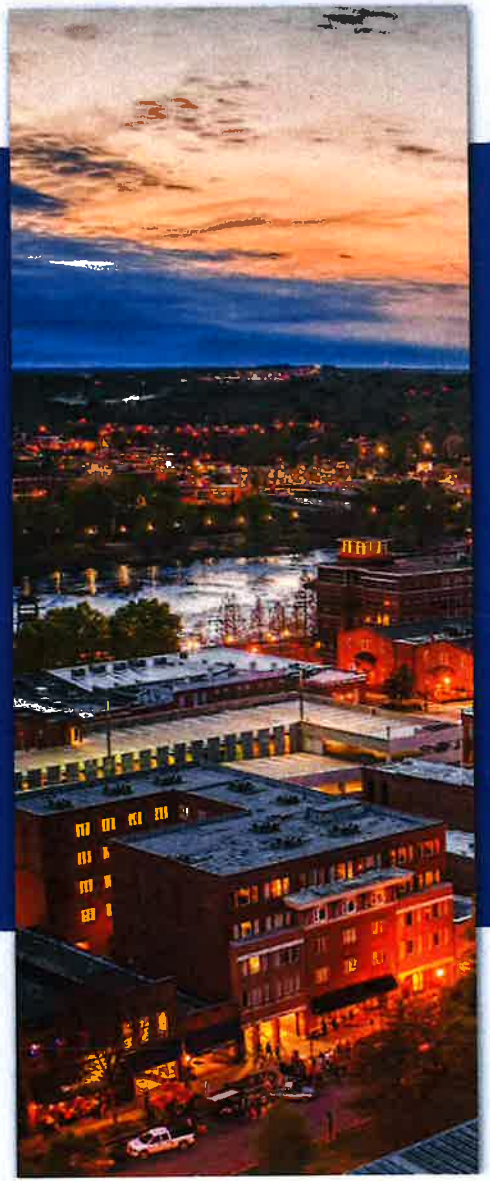
This reporting metric tracks progress towards the non-infrastructure related Action Plan strategies and summarizes ongoing educational and enforcement efforts. They are used to reinforce accountability in strategy implementation and report ongoing efforts to the public. Much of this data can be collected via regular Stakeholder Meeting updates.



MEASURE	DESCRIPTION	METRICS	SOURCE
Strategy Implementation	*Progress towards the implementation of actionable strategies recommended in the Safety Action Plan*	Progress on implementing recommended strategies	CCG/GDOT/ Partners
Bicycle and Pedestrian Severe Injury Crashes	*Total number of citywide KSI crashes involving bicyclists or pedestrians during the reporting year*	Educational campaigns launched, materials developed, events held, people reached	CCG/GDOT/ Partners
Fatal/Severe Injuries by Manner of Collision	*Total number of citywide KSI crashes broken down by manner of collision, with an emphasis on focus crash types*	Warnings/tickets issued, enforcement details held, grants awarded	CPD/MSO

Achieving zero deaths and serious injuries is an ambitious goal, but it is essential to safeguard the well-being of our community's residents and visitors.

Eliminating fatalities and serious injuries in Columbus by 2050 will require continued commitment from city leadership, safety partners, and all road users. **The projects, strategies, and policies outlined in this Safety Action Plan establish a road map for achieving this vision.**




COLUMBUS
GEORGIA
SAFE STREETS FOR ALL

APPENDIX A:

PLANS POLICIES AND BEST PRACTICE REVIEW TECHNICAL MEMO

APPENDIX B:

CRASH ANALYSIS TECHNICAL MEMO

APPENDIX C:

BICYCLE and PEDESTRIAN HIGH INJURY NETWORK ANALYSIS MEMO

APPENDIX D:

BICYCLE and PEDESTRIAN RISK ASSESSMENT RESULTS MEMO

APPENDIX E:
TRANSPORTATION SYSTEM USAGE MEMO

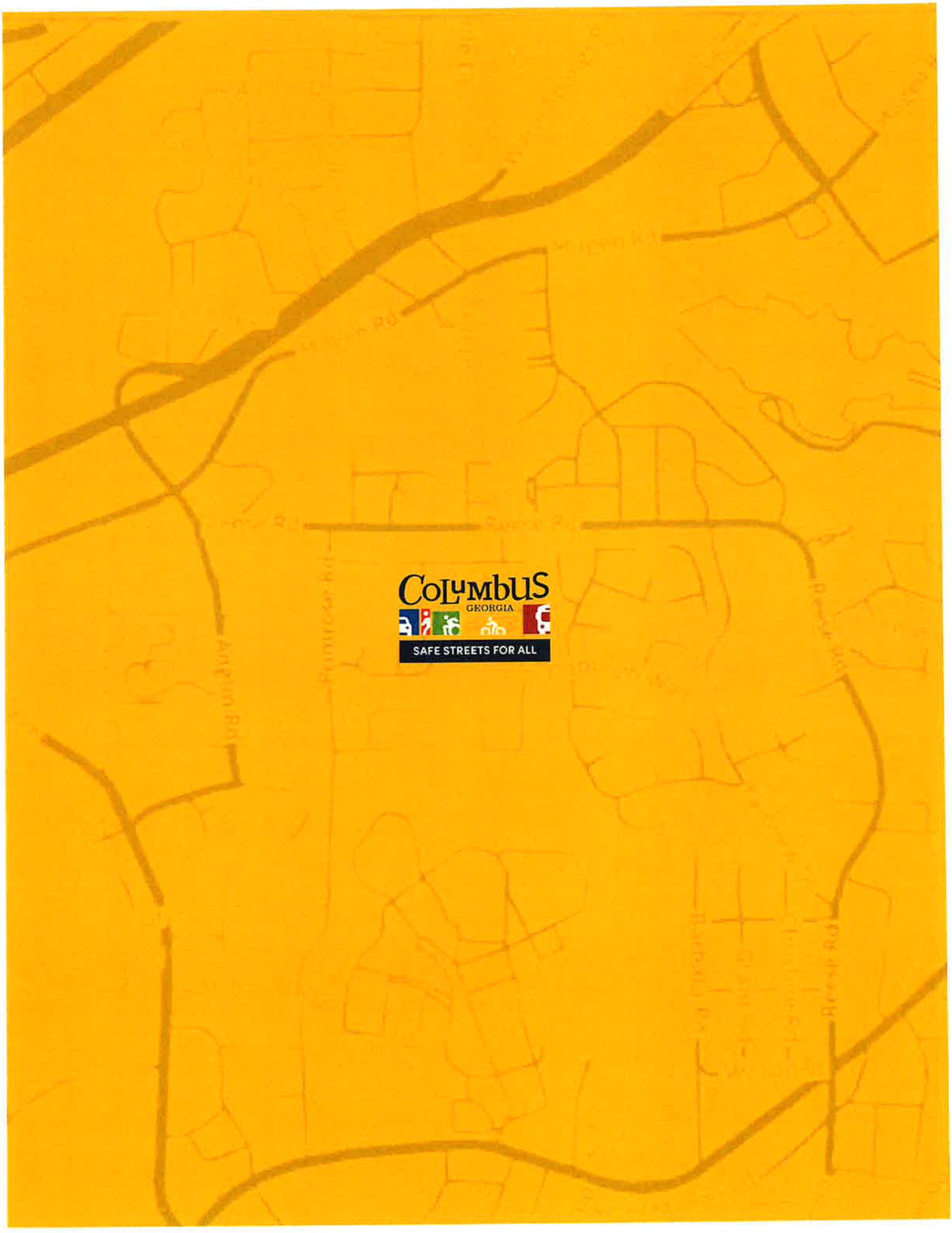
APPENDIX F:

UNDERSERVED COMMUNITY IMPACT ANALYSIS MEMO

APPENDIX G:
OUTREACH EVENT SUMMARY

APPENDIX H:
PUBLIC SURVEY RESULTS

APPENDIX I:
PRIORITY PROJECT RECOMMENDATION SHEETS


COLUMBUS
GEORGIA
SAFE STREETS FOR ALL

RESOLUTION

NO. 394-25

A RESOLUTION TO APPROVE AND ADOPT A CITY OF COLUMBUS SAFE STREETS AND ROADS FOR ALL (SS4A) SAFETY ACTION PLAN

WHEREAS, the Council of Columbus recognizes that traffic related fatalities and serious injuries are a significant public health issues that must be addressed through a sage, accessible, and equitable transportation network; and

WHEREAS, between 2019 and 2023 there were 555 fatal and serious injury crashes in Columbus, and 35% of those crashes involved vulnerable road users; and

WHEREAS, the U.S. Department of Transportation (USDOT) has established the Safe Streets and Roads for All (SS4A) program to support local initiatives in developing safety action plans that aim to eliminate roadway death and serious injuries; and

WHEREAS, the City of Columbus applied for and was awarded an SS4A grant for the development of a city-wide Safety Action plan; and,

WHEREAS, the City of Columbus has conducted public engagement with local stakeholders and members of the public to aid in the development of a Safety Action Plan consistent with the SS4A program guidelines; and,

WHEREAS, a High-Injury Network has been established within the Columbus SS4A Safety Action Plan and identifies strategies aligned with a Safe Systems Approach to prioritize safety improvements; and,

WHEREAS, the Safety Action Plan establishes city-wide goals that influence planning, engineering, and policy actions that further reinforce safety improvements that contribute to achieving a goal of zero traffic-related deaths and serious injuries by the year 2050; and,

WHEREAS, the adoption of this Safety Action Plan represents the City's commitment to eliminating traffic related deaths and serious injuries while improving overall safety for all roadway users including pedestrians, cyclists, transit users, and micromobility users; and,

WHEREAS, the Council of Columbus affirms its leadership commitment to advance the strategies identified within the Safety Action Plan and the pursue implementation; and,

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF COLUMBUS, GEORGIA, AS FOLLOWS:

1. Approval and Adoption: The Council hereby adopts the Columbus Safe Streets and Roads for All Safety Action Plan as the official planning document for traffic safety improvements and investments within the City.

2. Implementation: City staff is directed to incorporate the strategies of the Safety Action Plan into relevant projects, program, and funding applications, in coordination with local, regional, and state partners.

3. Effective Date: This Resolution shall become effective immediately upon its adoption.

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INTRODUCTION

Each year Columbus experiences an average of **111 crashes** that result in death or life-altering injuries.

The personal and societal impacts of these crashes are immeasurable. The lives lost are irreplaceable, and those who survive often face lengthy recoveries and life-long disabilities that upend their lives.

Since 2019, fatal and severe injury (KSI) crashes have been on the rise in Columbus, **increasing by an average of 13%** each year and mirroring state and nationwide trends.

The Columbus Safety Action Plan is divided into three sections:

1
Action Plan Framework

This section provides an overview of the Safe Systems Approach and the safety action planning process; a review of the existing plans and initiatives related to traffic safety in Columbus; an analysis of historic crash and safety risk data; an overview of traffic safety trends in historically undeserved communities; and a summary of public and stakeholder engagement feedback received throughout the planning process.

2
Project & Strategy Recommendations

This section outlines priority project, program, and policy recommendations informed by the data analysis and public and stakeholder feedback summarized in Part 1. This includes a toolbox of engineering countermeasures, a summary of priority project recommendations, a list of actions and strategies to be undertaken by Columbus and their partners, and a framework for a future traffic safety educational program.

3
Performance Monitoring & Next Steps

This section establishes a framework for Safety Action Plan performance monitoring, reporting, and accountability and describes the next steps required to support the Action Plan's implementation.

PART 1:

ACTION PLAN FRAMEWORK

SAFE SYSTEM APPROACH

The Columbus Safety Action Plan is guided by the principles of **the Safe System Approach**, this system creates multiple layers of protection to prevent fatalities and serious injuries on the transportation network.



The Safe System Approach is grounded by six core principles:

1. **Death and serious injuries are unacceptable**
2. **Humans make mistakes**
3. **Humans are vulnerable**
4. **Responsibility is shared**
5. **Safety is Proactive**
6. **Redundancy is Critical**

The Safe System Approach is a departure from the traditional approach to road safety, which focuses primarily on crash reduction, assumes human error as the primary cause of crashes, and takes a reactive approach based on crash history. In contrast, **the Safe System Approach focuses on reducing crash severity in proactive manner and strives to create an environment where crashes are survivable.**

Traditional Approach		Safe System Approach
All Crashes	*Primary Focus?*	*Killed and Serious Injury (KSI) Crashes*
Human Error	*Cause of problems?*	*Broad system of variables that contribute to the conditions in which KSI crashes can occur*
Individual Road Users	*Responsibility?*	*Agencies and organization that influence the system (policymakers, planners, engineer)*
Incremental and reactive solutions	*Solution?*	*Proactive, systemic approach*
Reduced injury and fatalities based on system-wide trends	*Goals?*	*Zero fatalities and serious injuries*

SAFE STREETS FOR ALL (SS4A) & SAFETY ACTION PLAN

The **Safe Streets for All (SS4A)** program was developed under the Federal Bipartisan Infrastructure Law enacted in 2021 to support local and regional efforts in eliminating roadway deaths and serious injuries.

SS4A allocates funding for both planning and implementation of roadway safety measures. This funding enables the development of a Safety Action Plan which allows advancement towards established goals while following a safe systems approach. The following components are integral to a successful action plan:

Leadership Commitment & Goal Setting

An official commitment to achieving zero fatalities and serious injuries from leadership and through policy action. This commitment shall establish a clear timeline, either by designating a target year for reaching zero or by defining bold reductions over time that lead toward the ultimate vision of zero deaths and serious injuries on Columbus's roadways.

Planning Structure

A task force, committee, or other implementation group shall be assembled and assigned oversights of the development, implementation, and ongoing monitoring of the Safety Action Plan.

Safety Analysis

Analysis of crash trends and existing conditions provides a baseline for fatalities and serious injuries throughout the existing system. This analysis considers crash locations, severity, and the experiences of all road users, with attention to both systemic issues and specific high-risk features.

Engagement & Collaboration

High level engagement with the public and stakeholders throughout the planning process, allowing for feedback and community level insights to influence the development of the action plan.

Policy & Process Changes

Analysis of existing policies, plans, and practices to identify opportunities for improvements in transportation and roadway safety. Recommendations for improved and revised policies, guidelines, and standards are included in the Safety Action Plan.

Strategy & Project Selections

Compilation of projects and strategies influenced by the Safety Analysis and Engagement & Collaboration process. Selected countermeasures will be safety focused and utilize multidisciplinary expertise to address roadway safety through a prioritized list with anticipated implementation time frames for specific projects and strategies.

Progress & Transparency

The Safety Action Plan shall be reviewed on a regular basis to measure progress over time and ensure transparency for residents and stakeholders. In addition to sharing the Safety Action Plan itself, information related to progress implementing Action Plan recommendations and reporting of traffic crash deaths and serious injuries should be shared with the public.

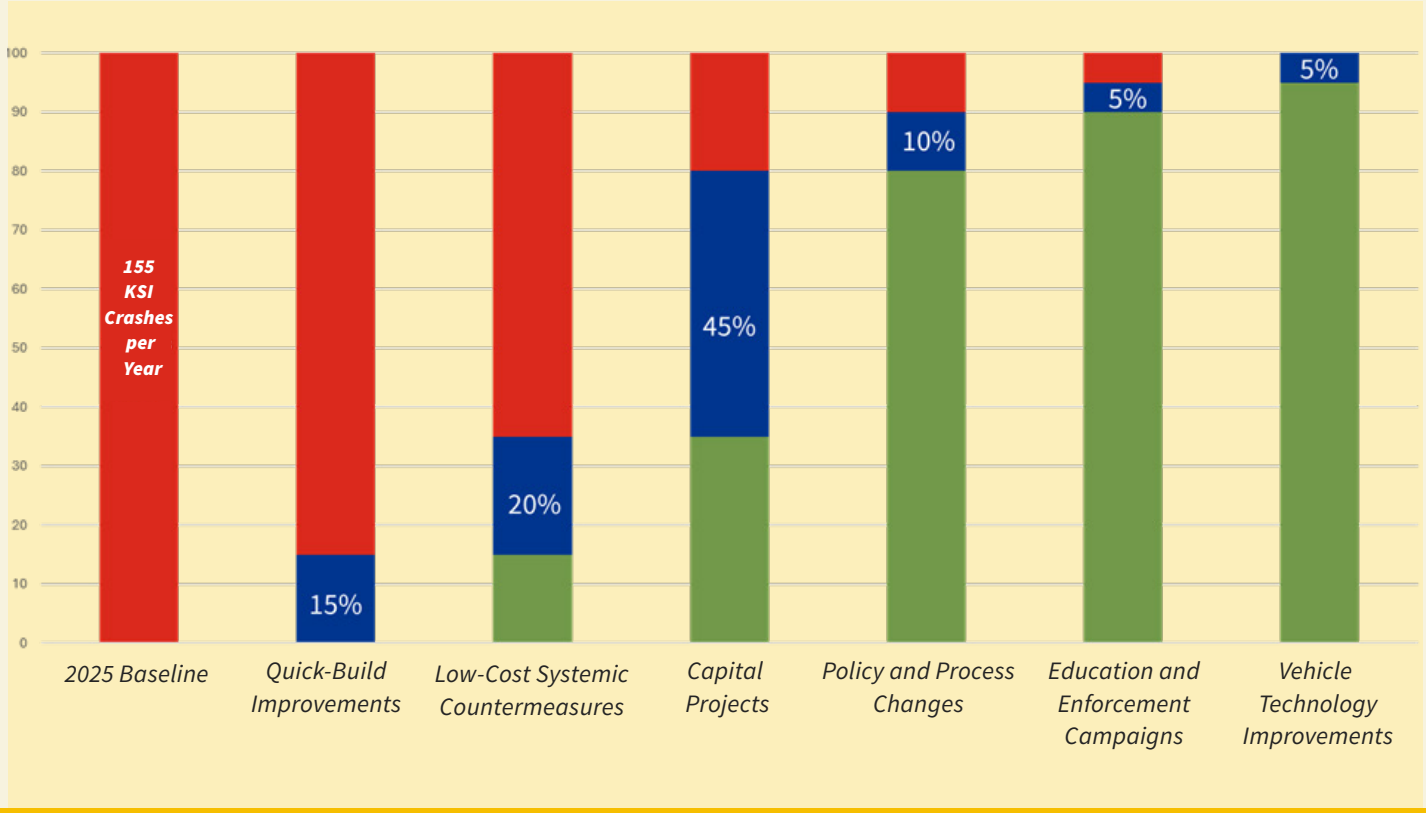
SAFETY ACTION PLAN GOALS

The Columbus Safety Action Plan recognizes that the only acceptable number of deaths and serious injuries is zero, and has established a **goal of zero traffic fatalities and serious injuries in Columbus by 2050.**

This goal is consistent with the Georgia Strategic Highway Safety Plan, which establishes an annual goal of zero fatalities and serious injuries, and the Columbus-Phenix City MPO 2050 Master Transportation Plan, which establishes aggressive annual crash reduction targets with a horizon year of 2050.

Achieving this ambitious goal will require a collaborative and collective effort across agencies and organizations including support from elected officials, engineers, planners, enforcement officers, educators, emergency responders, community organizations, and the public.

It will also require a multi-pronged approach that includes strategic infrastructure investments, thoughtful policy changes, targeted traffic enforcement and educational campaigns, and the leveraging of emerging trends and technologies. **This action plan will establish a series of data-driven strategies and project recommendations that will serve as a roadmap to help Columbus and their partners achieve the goal of zero.**



Although an ambitious goal, a combination of infrastructure and non-infrastructure strategies can work in unison to reduce fatalities and serious injuries to zero.

EXISTING PLANS & INITIATIVES

The Safety Action Plan was informed by past planning and policy efforts undertaken by the City of Columbus and their partners. This section summarizes several key local, regional, and statewide planning efforts and their relation to traffic safety in Columbus. **Appendix A** provides a full review of local plans and policies and their relevance to the Safety Action Plan.

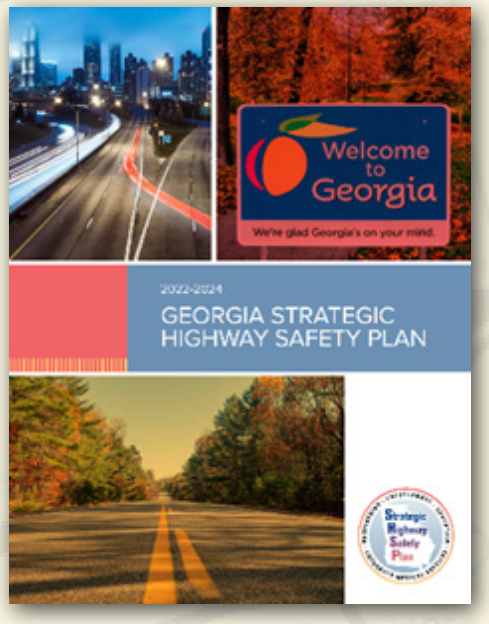
Metropolitan Transportation Plan (2024)

The Columbus–Phenix City Metropolitan Planning Organization (MPO) is responsible for long-range transportation planning across jurisdictions in Georgia and Alabama, including Columbus, Phenix City, and surrounding counties. Its Metropolitan Transportation Plan (MTP), updated every five years with a 25-year horizon, establishes the region's transportation vision and is implemented through the Unified Planning Work Program (UPWP) and the Transportation Improvement Program (TIP). Safety is a core emphasis of the plan, consistent with federal and state goals, and is framed around the objective of reducing crashes and fatalities while enhancing system security.

The MTP includes a detailed regional safety analysis that highlights the scale of traffic crashes across the MPO boundary, with the highest concentrations occurring in Columbus along major corridors such as Downtown, Victory Drive, Veterans Parkway, and the 13th Street corridor. Pedestrian and bicycle safety concerns are a particular focus, as nearly all crash "hotspots" for these vulnerable road users are within Columbus city limits.

The plan also prioritizes active transportation by assessing sidewalk and trail coverage, identifying gaps, and scoring projects for Priority Complete Streets Corridors and Priority Sidewalk Areas. Policy recommendations, such as the adoption of active transportation design standards and the promotion of Safe Routes to School, further align the MTP with the goals of the Columbus Safety Action Plan and provide a clear framework that supports the city's commitment to reducing fatalities and serious injuries.





Georgia Strategic Highway Safety Plan (2021)

Prepared by the Governor's Office of Highway Safety and the Georgia Department of Transportation, the Georgia Strategic Highway Safety Plan (SHSP) establishes statewide safety performance goals and aligns with the vision of eliminating roadway fatalities and serious injuries. The SHSP measures outcomes across eight performance indicators, including total fatalities, serious injuries, non-motorist crashes, impaired driving, and speeding-related fatalities. The plan integrates the 4 E's of traffic safety (Engineering, Education, Enforcement, and Emergency Medical Services) along with a Safe Systems approach to guide strategies.

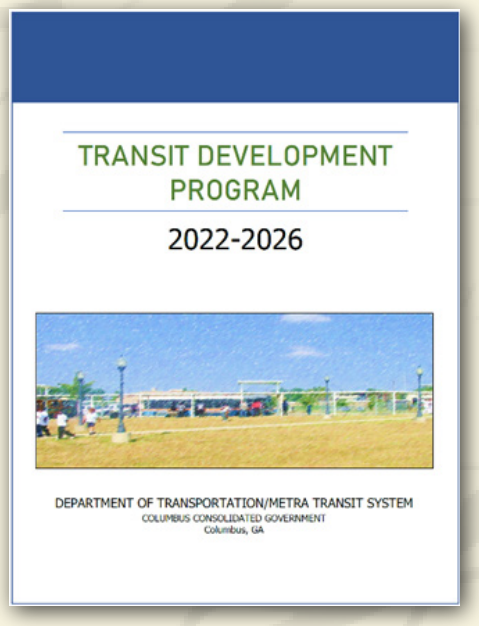
The SHSP identifies ten emphasis areas representing Georgia's most critical crash factors, such as pedestrian and bicycle safety, distracted and impaired driving, roadway departures, and commercial vehicle safety. For each emphasis area, the plan outlines targeted countermeasures, ranging from infrastructure solutions including road diets and roundabouts to non-infrastructure strategies such as educational campaigns and enforcement initiatives. With nearly half of all roadway fatalities within Georgia occurring on local roads, the SHSP underscores the importance of local safety planning and provides tools and guidance to help communities like Columbus develop focused interventions. The strategies and policies outlined in the SHSP provide a clear framework that supports and strengthens the Columbus Safety Action Plan's commitment to reducing fatalities and serious injuries.

Minimum Grid, Maximum Impact (2015)

The Minimum Grid, Maximum Impact plan was developed to address the lack of walkable and bikeable connections within a two-mile radius of Uptown and Midtown Columbus. Built on extensive community engagement, the plan indicated strong public support for safer, more connected urban spaces and pedestrian focused design over traditional infrastructure. Feedback collected from the public indicated a project focus on mobility choice, street activation, and improving perceptions of accessibility, ultimately leading to a set of strategies that emphasized better connections, streets as public spaces, and expanded travel options for people walking, biking, and using transit.

To put these principles into action, the plan introduced a proposed mobility network connecting key civic, cultural, and commercial destinations and recommended a series of pilot projects in identified focus areas to test context-sensitive solutions such as traffic calming, bicycle facility expansion, and sidewalk improvements. The vision and recommendations of the Minimum Grid, Maximum Impact plan directly reinforces the Columbus Safety Action Plan by advancing connected, multimodal networks that reduce roadway risks and promote safer mobility for all users.





METRA Transit Development Program (2022)

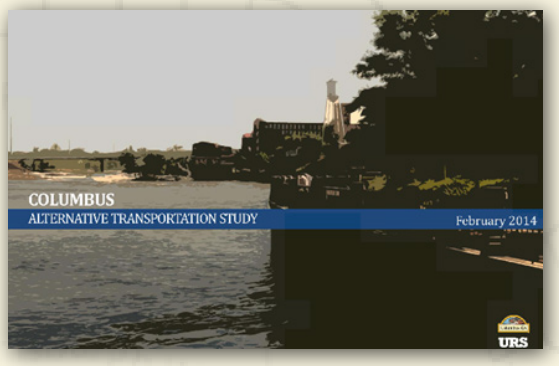
The METRA Transit Development Program (TDP) guides fixed-route transit service in Columbus through the year 2026. METRA operates 10 fixed routes carrying more than 1.2 million annual trips each year, the TDP addresses system challenges such as equipment maintenance, facility upgrades, and adapting services to meet changing demand.

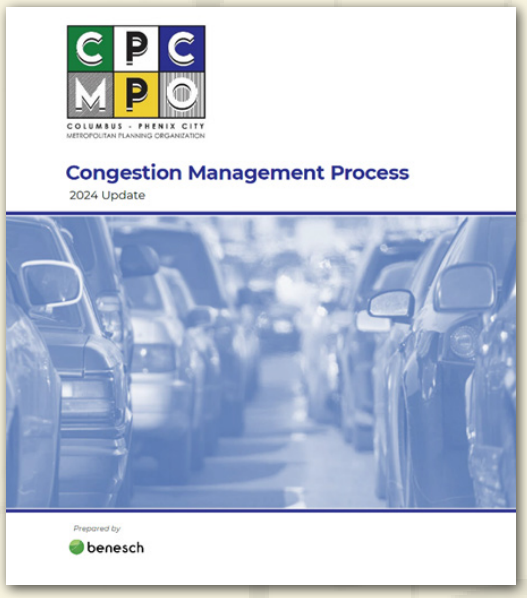
Key strategies include improving bus stops with shelters and benches, enhancing sidewalk access, providing 30-minute headways, and expanding routes as population and ridership grow. These investments improve transit accessibility, reliability, and user experience, supporting the Safety Action Plan by advancing safer and more connected transit options.

Columbus Alternative Transportation Study (2014)

The Columbus Alternative Transportation Study was completed in 2014 to encourage walking, biking, and trail use through expanded facilities and supportive policies. The plan recommends significant investments in sidewalks, multi-use trails, and bike lanes to better connect neighborhoods and community destinations, proposing nearly 150 miles of alternative transportation investments.
The plan also calls for adopting a Complete Streets framework and addressing pedestrian and bicycle conflict points with improved signals and intersection treatments.

The strategies in this plan, which were provided over a decade ago, act as an early foundation that supports the Columbus Safety Action Plan by advancing safer, more connected travel options across the city.





Congestion Management Program (2024)

The Congestion Management Program (CMP), prepared by the Columbus-Phenix City MPO, evaluates traffic conditions on regionally significant roadways through a performance-based framework that links congestion management with safety. The 2024 update analyzed crash data from 2018–2022 and identified high-crash clusters that contribute to non-recurring congestion, which accounts for more than half of total congestion. From this analysis, 31 priority corridors were identified across the region including I-185, US-280, Buena Vista Road, US-27, 13th Street, and others to receive targeted congestion management and safety strategies.

By highlighting locations with the highest frequency and severity of crashes, the CMP provides a tool for prioritizing improvements and directly supports the Columbus Safety Action Plan's goal of reducing roadway fatalities and serious injuries.

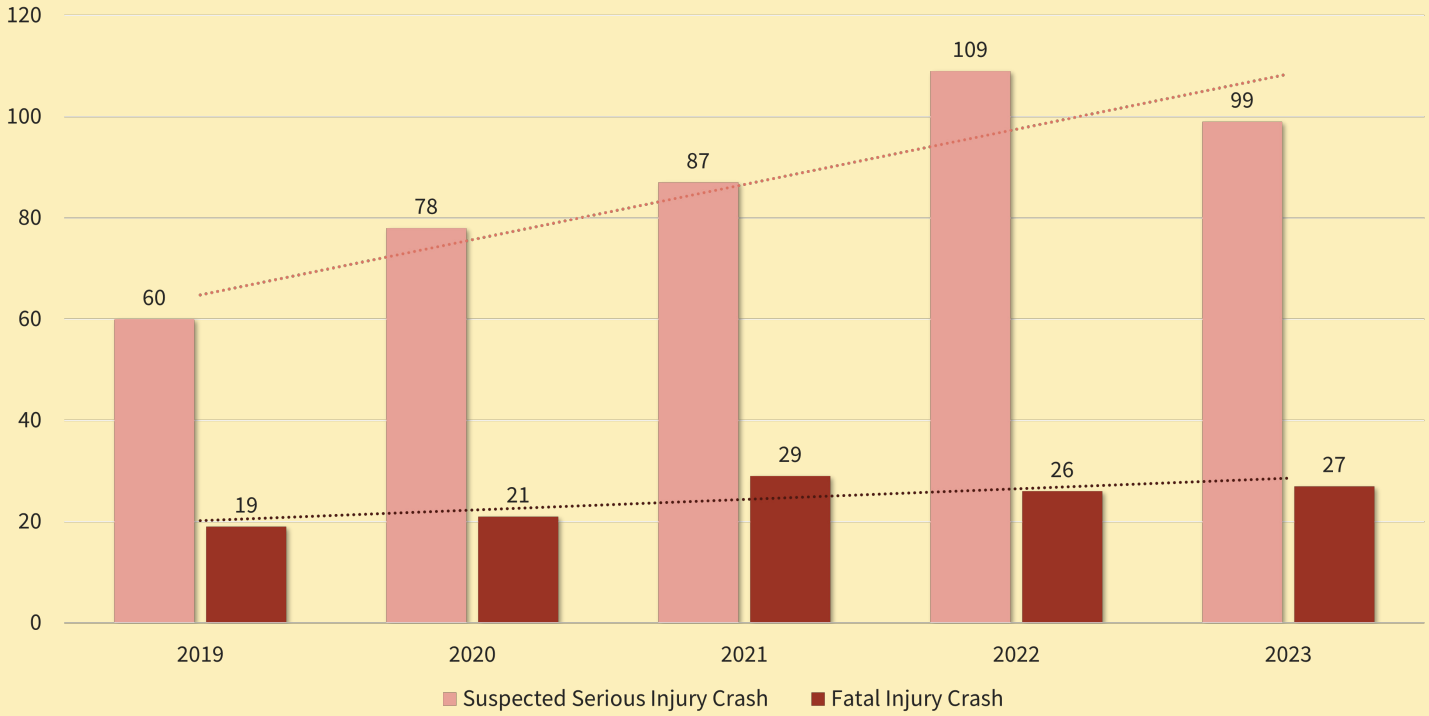
CRASH ANALYSIS & REVIEW

A detailed analysis of historic crash trends serves as a critical component of a safety action plan, providing a foundational step toward identifying and addressing the most pressing roadway safety challenges facing a community.

This section will analyze crash data from 2019-2023 and highlight key trends that are contributing to traffic safety issues in Columbus. The data evaluated in this analysis focuses on crashes events where people were killed or seriously injured, referenced as a KSI crash throughout this document. A full summary of crash data trends is found in **Appendix B**.

Annual Crash Trends

Annual KSI crashes have increased 59% from 2019 to 2023, **at an average of 13% per year.**



Roadway Characteristics

Understanding specific roadway conditions that are over-represented in KSI crashes can help to identify what types of roadways may be at higher risk for future crashes and help to suggest specific roadway design changes that can be implemented to reduce crash risk. The following roadway characteristics were **over-represented in KSI crashes:**

NUMBER OF LANES

Roadways with six or more lanes make up just 2% of the roadway network in Columbus but ***account for 20% of all KSI crashes, and 30% of pedestrian and bicycle related KSI crashes***

ROAD OWNERSHIP

Roadways maintained by the Georgia Dept. of Transportation (GDOT) are about 15% of the city's overall roadway network. ***Less than 38% of all crashes occur along state-maintained roadways but they account for 45% of all KSI crashes and 47% of pedestrian and bicycle related KSI crashes***

SPEED

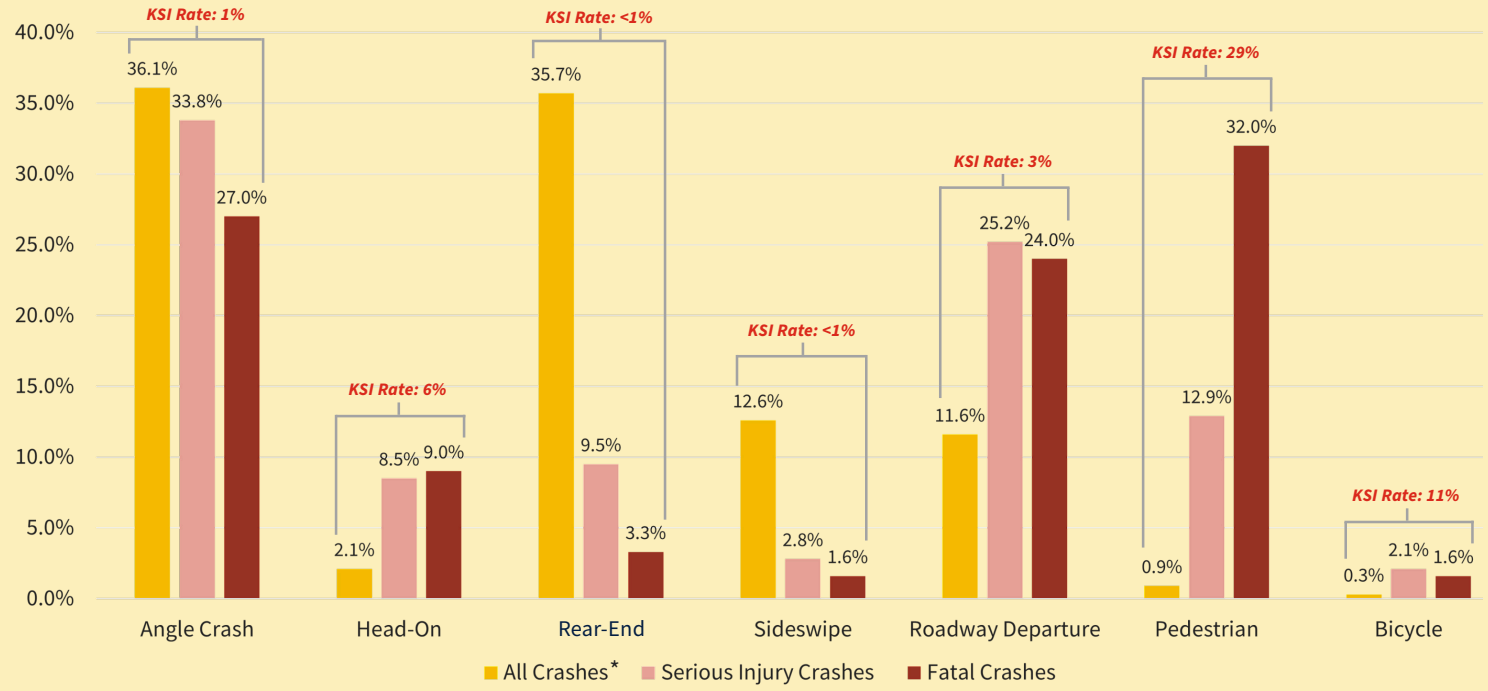
KSI crashes are more likely to happen on roadways posted 45 mph or higher. ***These roadways account for 42% of all KSI crashes***

LIGHTING CONDITIONS

49% of all KSI crashes an 67% of pedestrian and bicycle related KSI crashes occurred at night under "Dark" lighting conditions. ***1 in 5 KSI crashes occurred at locations without lighting***

Crash Types

Understanding what types of collisions are over-represented in KSI crashes can help to key in on focus crash types and identify specific engineering countermeasures that will address the crashes most likely to result in a serious injury or fatality.



Although some crash types, including rear-end and sideswipe crashes make up large percentages of total crashes in Columbus, they make up a much smaller percentage of KSI crashes, indicating that they are much less likely to result in a serious injury or fatality.

Angle crashes, roadway departure crashes, and crashes involving a cyclist or pedestrian are much more likely to result in a serious injury or fatality and **make up a combined 76 % of KSI crashes in Columbus**. As such, the safety action plan has identified these types of collisions as ***Focus Crash Types*** and will concentrate on strategies and countermeasures to eliminate these crashes.

1 in 1,000

of all crashes result in a Fatality or Serious Injury

Nearly 1 in 3

pedestrian related crashes resulted in a Fatality or Serious Injury

Over 1 in 10

bicyclist related crashes result in a Fatality or Serious Injury

Over 1 in 5

Motorcyclist Related Crashes resulted in Fataliy or Serious Injury

Vulnerable Road Users

Vulnerable Road Users (VRUs), including pedestrians, bicyclists, and motorcyclists, are among the most at-risk groups on the roadway due to their limited physical protection in the event of a crash. These users face significantly higher rates of serious injuries and fatalities compared to occupants of motor vehicles.

*Other crash types make up 1.9% of all crashes, 5.2% of serious injury crashes, and 1.5% of fatal crashes

Focus Crash Type Characteristics:

Roadway Departure

- *Compared to all KSI crashes,* ***KSI roadway departure crashes are more likely to:***
  - *Occur on a roadway maintained by GDOT*
  - *Occur in "Dark-Not Lighted" conditions*
  - *Occur on a roadway with a posted speed limit of 50 mph or more*
  - *Occur at curve locations*

24%
of all fatal crashes

25.2%
of all serious injury crashes

Angle Crashes

- *Compared to all KSI crashes,* ***KSI angle crashes at signalized locations are more likely to:***
  - *Occur on a roadway maintained by GDOT*
  - *Occur on a roadway with a posted speed limit of 40 mph or more*
  - *Occur on four-lane roads*
- *Compared to all KSI crashes,* ***KSI angle crashes at un-signalized locations are more likely to:***
  - *Occur on a roadway maintained by CCG*
  - *Occur on a roadway with a posted speed limit of 35 mph or less*
  - *Occur on two-lane roads*

27%
of all fatal crashes

33.9%
of all serious injury crashes

Pedestrian and Bicycle

- *Compared to all KSI crashes,* ***KSI angle crashes involving pedestrians or bicyclists are more likely to:***
  - *Occur on a multi-lane road*
  - *Occur on a roadway with a posted speed limit of 45 mph or more*
  - *Occur in dark lighting conditions*

33.6%
of all fatal crashes

15%
of all serious injury crashes

Behavioral Characteristics

Understanding which behavioral factors are over-represented in KSI crashes can help to identify what types of non-engineering interventions such as education and enforcement may be effective in eliminating risky road user behavior. The following behavioral factors were over-represented in KSI crashes:

34%

of KSI crashes were related to improper occupant protection (e.g. seatbelt use)

20%

of KSI crashes were related to drug or alcohol impairment

22%

of KSI crashes were related to speeding or aggressive driving

Crashes related to these behaviors demonstrated these common themes:

- Occur on a multi-lane road
- Occur on a roadway with a posted speed limit of 45 mph or more
- Occur at night on unlit roads

These behaviors were most frequently cited as contributing factors to these crash types:

ROADWAY DEPARTURE

ANGLE

HEAD-ON

PEDESTRIAN
(impairment only)



HIGH-INJURY NETWORK (HIN)

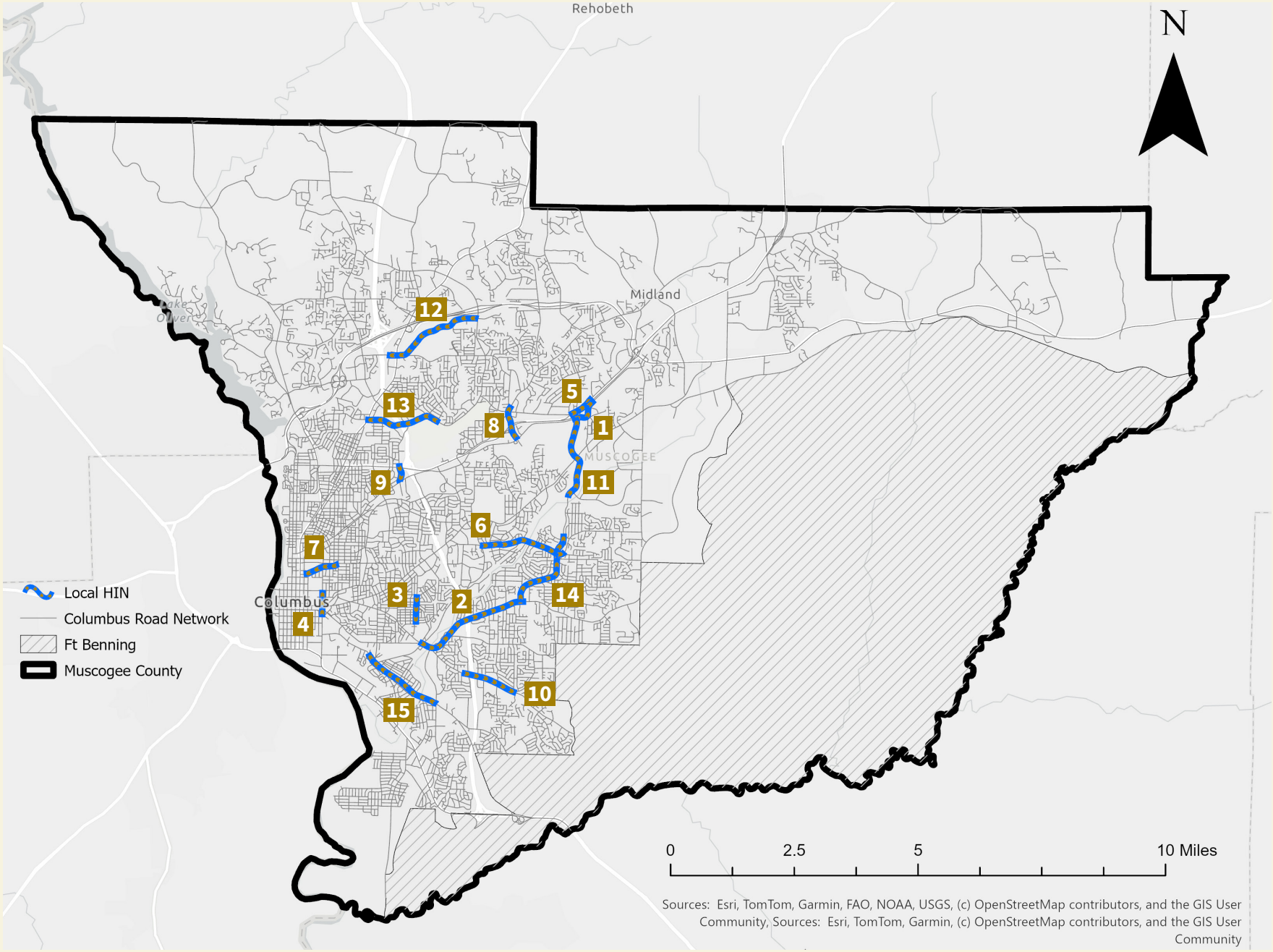
Achieving the goal of eliminating traffic-related fatalities and serious injuries in Columbus requires a strategic, data-driven approach to safety investments. One key step in this process is the identification of a **High Injury Network (HIN), a prioritized set of street segments where KSI crashes are most concentrated**. By focusing safety efforts along these corridors, the city can target resources where they will have the greatest impact.

To develop the HIN, non-interstate KSI crashes from 2019 to 2023 were mapped to individual street segments. Segments were evaluated based on the frequency of KSI crashes, and where appropriate, adjacent segments with consistent patterns were grouped together to form a continuous corridor. HIN corridor segments were then separated by roadway ownership to create a Local HIN, consisting of roadways maintained by the Columbus Consolidated Government (CCG), and a State HIN, consisting of roadways maintained by the Georgia Department of Transportation (GDOT).

These 25 segments represent just 4% of Columbus' centerline miles, but account for 45% of all KSI crashes.

Local HIN					
HIN ID	**On Street**	**From-To Street**	**KSI Crashes**	**Segment Length (miles)**	**KSI/ Mile**
1	Milgen Road	West of Woodruf Farm Road to east of Statford Lane	7	0.7	10.0
2	Buena Vista Road	MLK Jr Blvd to east of Floyd Road	24	2.5	9.6
3	Rigdon Road	Melrose Drive to 8th Street	5	0.6	8.3
4	10th Avenue	13th Street to 9th Street	4	0.5	8.0
5	Gateway Road	Miller Road to Coca Cola Blvd	4	0.6	6.7
6	Forrest Road	Morris Road to east of Floyd Road	11	1.8	6.1
7	Linwood Blvd	5th Avenue to 13th Avenue	4	0.7	5.7
8	Warm Springs Road	North of Miller Road to Milgen Road	4	0.7	5.7
9	Armour Road	North of Manchester Expressway to Warm Springs Road	2	0.4	5.0
10	Saint Marys Road	Playa Del Rey Drive to Lakefront Drive	6	1.2	5.0
11	Woodruff Farm Road	Milgen Road to south of Corporate Ridge Parkway	8	1.7	4.7
12	Whittlesey Blvd	West of Veterans Parkway to Moon Road	8	2.1	3.8
13	Airport Thruway	US 27 to Grumman Ave	5	1.6	3.1
14	Floyd Road	Branton Lane to Buena Vista Road	5	1.9	2.6
15	Cusseta Road	26th Avenue to Fort Benning Road	4	1.7	2.4
		Local HIN Total	**101**	**18.7**	**~5.8**

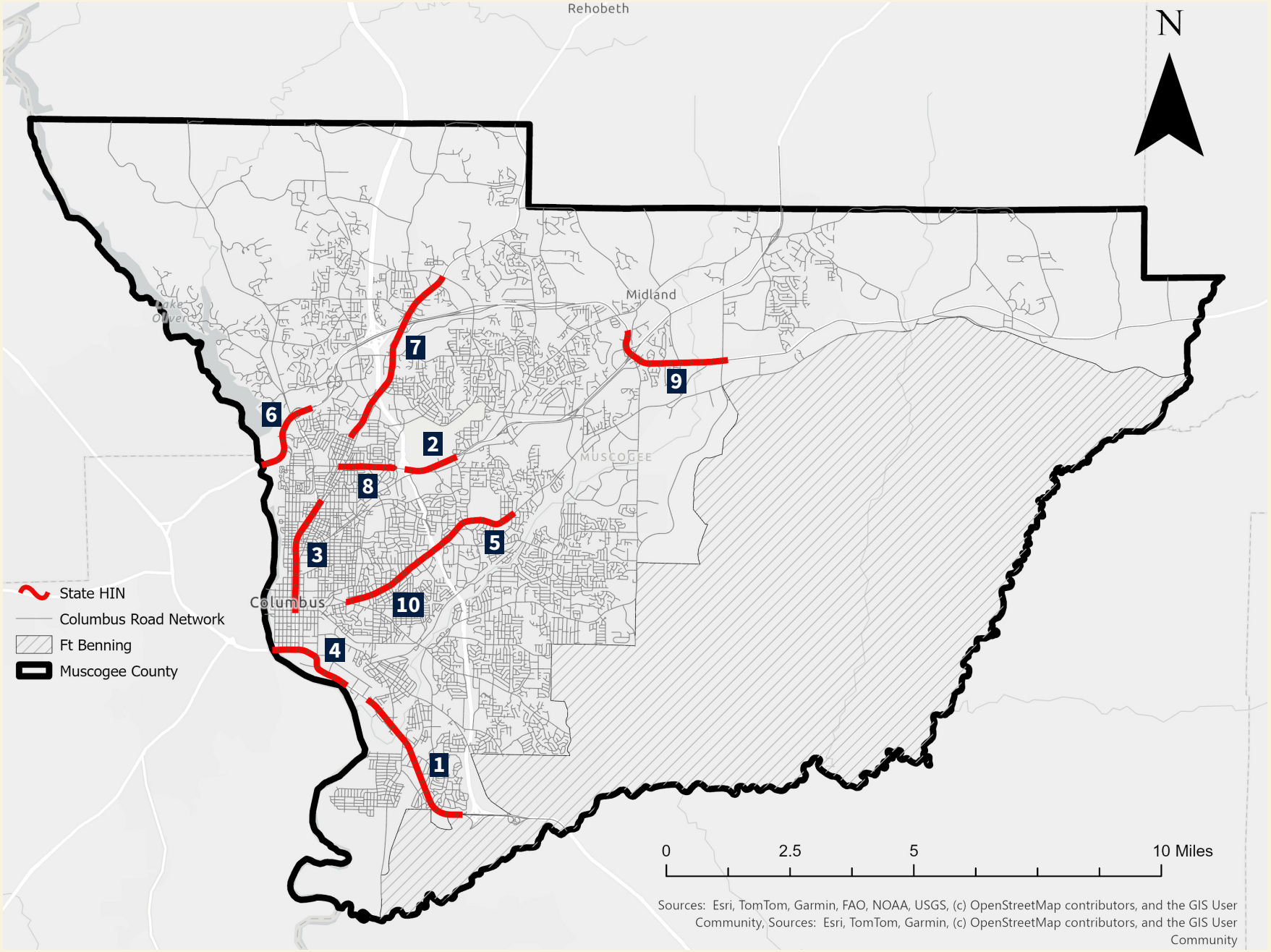
LOCAL HIN MAP



STATE HIGH-INJURY NETWORK (HIN)

State HIN					
HIN ID	**On Street**	**From-To Street**	**KSI Crashes**	**Segment Length (miles)**	**KSI/ Mile**
1	US 280/Victory Drive	30th Ave to I-185	25	3.2	7.8
2	US Alt 27/Manchester Expressway	I-185 to Reese Road	8	1.1	7.3
3	US 27/Veterans Parkway	River Road to 10th Street	17	2.4	7.1
4	US 280/4th Street/Martha Berry Parkway	State line to west of 22nd Avenue	12	1.8	6.7
5	SR 22/Macon Road	Rigdon Road to Reese Road	15	2.6	5.8
6	US 80/ J R Allen Parkway	State line to east of River Road	9	1.7	5.3
7	US 27/Veterans Parkway	Williams Road to Alexander Street	19	3.8	5.0
8	US Alt 27/Manchester Expressway	US 27 to Armour Road	7	1.7	4.1
9	US 80/Beaver Run Road	North of Flat Rock Road to Technology Parkway	4	1.6	2.5
10	SR 22/Wynnton Road	Buena Vista Road to 13th Street	2	1	2.0
		State HIN Total	**118**	**2.9**	**~5.7**

STATE HIN MAP



BICYCLE & PEDESTRIAN HIN

Given the over-representation of bicycle and pedestrian crashes in Columbus, and the unique needs of active mode users, a Bicycle and Pedestrian HIN was also identified to **highlight priority corridors with a high frequency of bicycle and pedestrian crashes and/or high risk for bicycle and pedestrian users**.

The HIN was developed by combining bicycle and pedestrian crash data, with the results of a bicycle and pedestrian risk assessment that scored each corridor segment on a number of safety risk factors including the number of lanes, posted speed limit, presence of walking and biking facilities, traffic volumes, and roadway condition. A full summary of the Bicycle and Pedestrian High-Injury Network methodology is included in **Appendix C**. A full summary of the Risk Assessment methodology is included in **Appendix D**.

Local Bike/Ped HIN					
HIN ID	**On Street**	**From-To Street**	**KSI Crashes**	**Segment Length (miles)**	**KSI/Mile**
1	Buena Vista Road	Wynnton Rd to Doris Dr	11	7.0	1.6
2	Fort Benning Rd	Cusseta Rd to US 280	2	1.7	1.2
3	Saint Marys Rd	Bunker Hill Rd to Valley Crest Dr	2	0.9	2.2
4	Steam Mill Rd	Buena Vista Rd to Pinecrest Dr	1	2.2	0.5
5	Milgen Rd	Miller Rd to Flat Rock Rd	1	1.6	0.6
6	Linwood Blvd	5th Avenue to 13th Avenue	2	0.7	2.9
7	17th St	1st Ave to Marilon Dr	1	2.6	0.4
8	Forest Rd	Elm Dr to Woodruff Farm Rd	1	1.6	0.6
9	Floyd Rd	Forrest Rd to Booth St	2	0.2	10
10	Cusseta Rd	10th Ave to 30th Ave	1	2.1	0.5
11	Illges Rd	Buena Vista Rd to E Wynnton Ln	1	1.0	1
12	Brown Ave	Wynnton Rd to Cusseta Rd	1	1.4	0.7
13	Whittlesey Blvd	Main St to Moon Rd	1	1.8	0.6
14	Woodruff Rd	Warm Springs Rd to 45th Rd	1	0.6	1.7
15	Woodruff Farm Rd	Milgen Rd to Macon Rd	1	0.8	1.3
16	Warm Springs Connector	Warm Springs Rd to Cooper Creek Park	1	0.7	1.4
17	Miller Rd	Bishop Dr to Old Towne Dr/Lakeshore Rd	2	0.9	2.2
18	Armour Rd	Sidney Simons Blvd to Warm Springs Rd	2	0.9	2.2
19	Blackmon Rd	J R Allen Pkwy W to Big Oak Dr	1	0.9	1.1

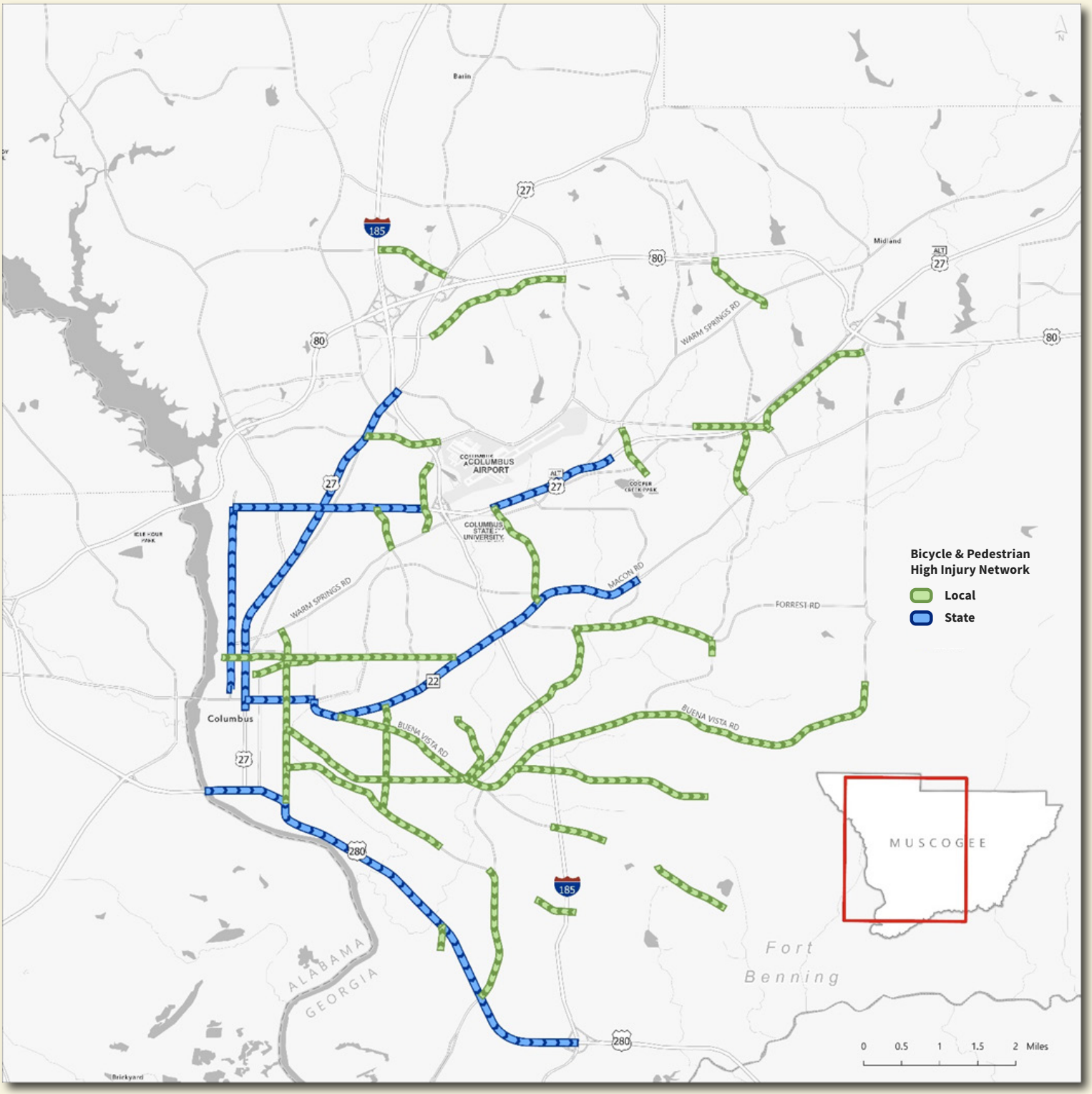
BICYCLE & PEDESTRIAN HIN

Local Bike/Ped HIN					
HIN ID	**On Street**	**From-To Street**	**KSI Crashes**	**Segment Length (miles)**	**KSI/Mile**
20	Morris Rd	Buena Vista Rd to Forrest Rd	0	2.5	-
21	University Ave	Manchester Rd to Macon Rd	0	1.4	-
22	10th Ave	Talbotton Rd to US 280	0	2.3	-
23	Martin Luther King Jr Blvd	10th Ave to Buena Vista Rd	0	2.2	-
24	Airport Thruway	Veterans Pkwy to Armour Rd	0	0.9	-
25	Saint Marys Rd	Oakley Dr to McCartha Dr	0	0.6	-
26	Old Cusset Rd	Cusseta Rd to Hanover Ave	0	0.5	-
27	S Lumpkin Rd	US 280 to Hawthorne Dr	0	0.3	-
28	Double Churches Rd	I-185 to US 27 Alt	0	0.9	-
		Local Bike/Ped HIN Total	**35**	**41.2**	**~0.9**

State Bike/Ped HIN					
HIN ID	**On Street**	**From-To Street**	**KSI Crashes**	**Segment Length (miles)**	**KSI/Mile**
1	US 27/Marth Berry Hwy	Lindsey Creek Pkwy to Georgia State Line	17	5.8	2.9
2	US 27/Veterans Pkwy	18th St to W Britt David Rd	15	3.9	3.8
3	SR 85	2nd Ave to Armour Rd	7	2.1	3.3
4	US 27/4th Ave	12th St to 18th St	1	0.8	1.3
5	Macon Rd	13th St to Reese Rd	4	3.0	1.3
6	Wynnton Rd	Buena Vista Rd to 13th St	1	1.0	1
7	SR 85/2nd Ave	14th St to 45th St/Manchester Expy	1	2.4	0.4
8	13th St	US 27/4th Ave to SR 22/13th Ave	0	0.8	-
9	Buena Vista Rd	SR 22/13th St to Wynnton Rd	0	0.4	-
10	Columbus Manchester Expy	University Ave to US 27 Ramp to Warm Springs Connector	0	1.5	-
		Local Bike/Ped HIN Total	**46**	**21.7**	**~1.8**

BICYCLE & PEDESTRIAN HIN

The Bicycle and Pedestrian HIN represents 5.6% of the overall roadway network in Columbus and includes both state and local roadways.



RISK ANALYSIS

Although an analysis of historic crash trends provides a strong foundation for understanding a community's safety needs, a review of crash data alone may not tell the whole story. Crashes, by their nature, are rare and random events, and for every crash that does occur, there may be several other instances where collisions are narrowly avoided.

To address this, **the Safety Action Plan conducted an analysis using Replica©, a platform that uses various data sources and modeling techniques to provide insights into user activities and behaviors**. The analysis:

- Identified areas with high levels of bicycle and pedestrian activity, to highlight areas with higher exposure for vulnerable road users.
- Established a network of "high risk" corridors where unsafe travel behaviors such as speeding, phone handling, and sudden acceleration or braking were most prevalent.
- Highlighted locations where vulnerable users and populations may be subject to elevated risk using an analysis of the demographic and modal splits on each high-risk corridor.

This information was used to help define and prioritize the priority project corridors and justify specific safety recommendations presented in **Part 3 of the Safety Action Plan**. Major findings are summarized below. A full summary of the analysis methodology can be found in **Appendix E**.

Top 10 Pedestrian and Bicycle Demand Areas

Rank	Demand Area
1	*Columbus State University*
2	*Northern Portion of Downtown*
3	*Victory Drive Corridor near Benning Drive*
4	*Ivy Park Neighborhood*
5	*River Road at Veterans Parkway*
6	*Cusseta Road Corridor near Fort Benning Road*
7	*Buena Vista Road Corridor east of I-185*
8	*Armour Road Corridor*
9	*Fort Benning Road Corridor*
10	*North Lumpkin Road Corridor*

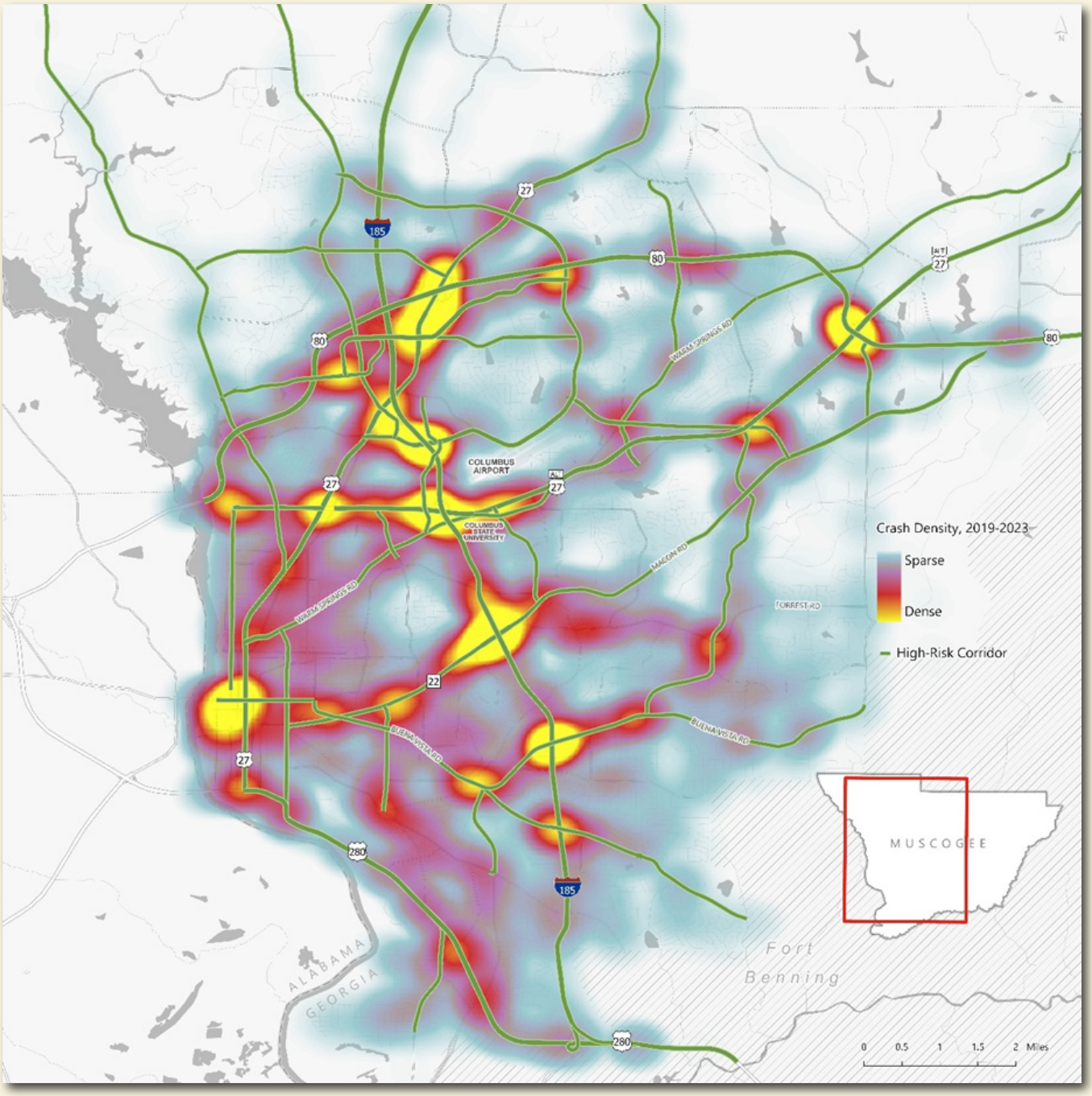


Using the Replica© Safe Street Planner Tool, each road segment was assigned a Risk Score on a scale of 0-100. The risk score can be understood as a percentile representing potential risk for users along an individual corridor in relation to all other corridors based on how many risky driving events and how many trips intersect on the corridor.

A score of 100 represents the riskiest corridors, while a score of 0 represents the lowest risk. Roadways with a risk score of 90 and above were identified as a "High-Risk Corridor". There are 56 corridors with a score of 90-100, making up 27.1% of the overall roadway network and 85.2% of the risky driving events in the area.

As shown on map below, although **there is considerable overlap between high-crash and High-Risk Corridors, there are many areas that experienced relatively low crash frequencies but may be at higher risk for future crashes**. These locations may warrant further evaluation and monitoring.

Overlap of High-Crash and High-Risk Corridors

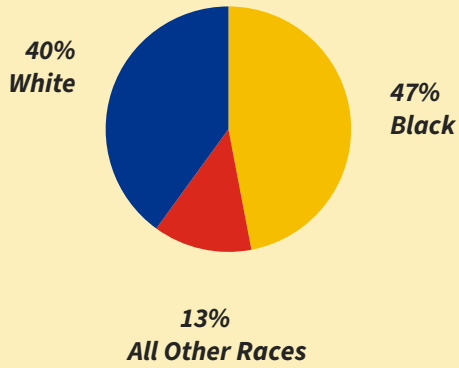


UNDERSERVED COMMUNITY IMPACT ANALYSIS

An Underserved Community Impact Analysis was conducted as part of the Safety Action Plan process. This analysis was conducted to better understand the demographic makeup of Columbus, and to determine how traffic safety trends impact federally designated areas of persistent poverty and historically underserved communities.

The full analysis can be found in **Appendix F**. Key insights are compiled below:

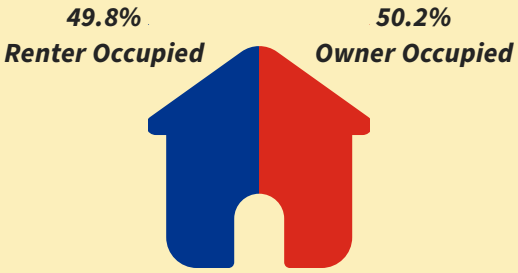
Columbus is a racially and economically diverse city *with a population of approximately 47% Black or African American residents and 40% White residents.*



The median household income in Columbus is $56,662*, about 3/4 of the state average and just 70% of the national average*

Median Income	
U.S.	**$80,610**
Georgia	**$74,632**
Columbus	**$56,662**

Nearly half of all households are renter-occupied*, indicating the importance of providing equitable access for residents who may rely on public transit, personal vehicles or non-motorized modes of travel*



The overlap of disability, lower income, and limited transportation options compounds accessibility challenges, *especially in neighborhoods affected by historic underinvestment*

~50%

Residents over the age of 65 that report having a disability

>30%

Residents under 65 that report having physical or mobility limitations

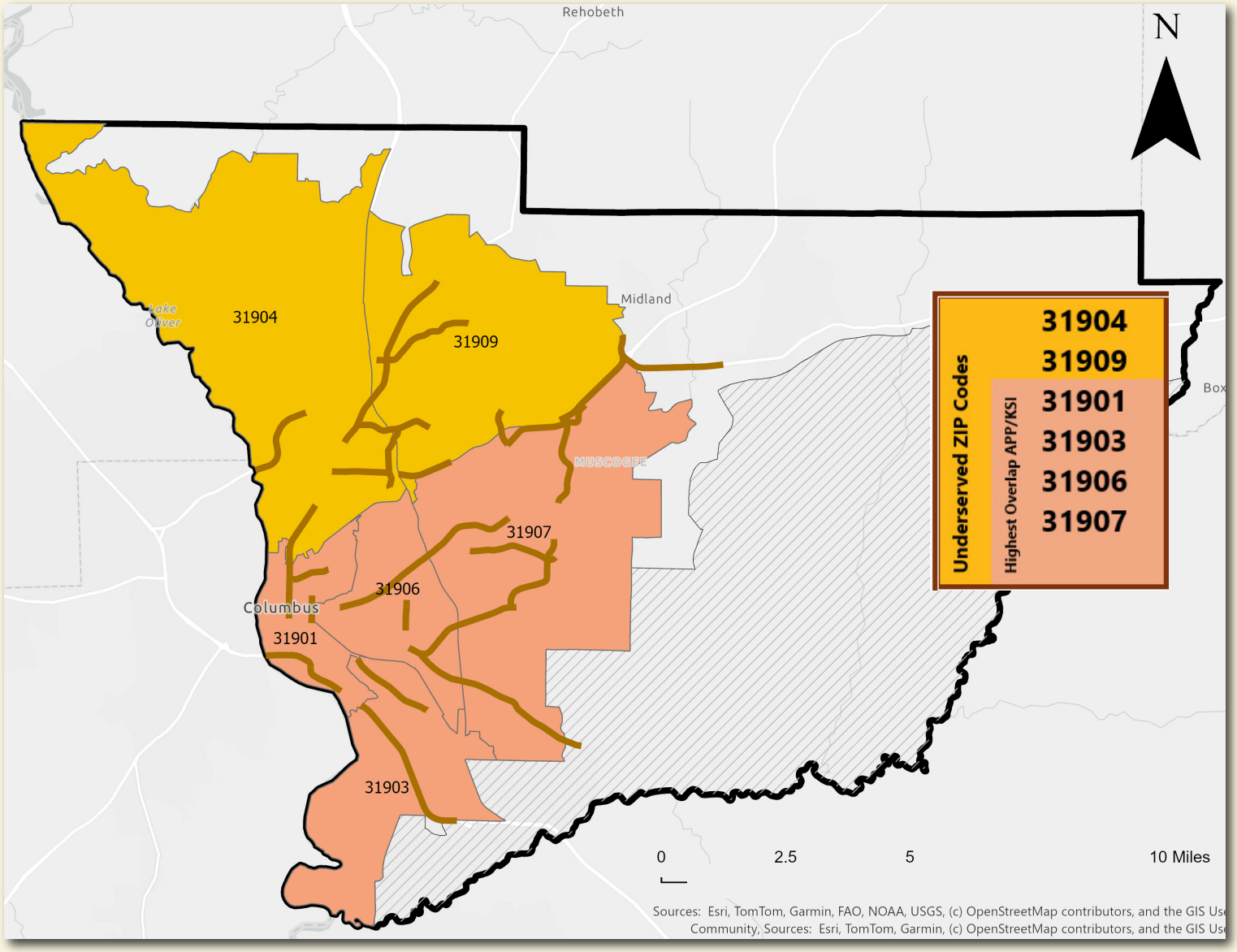
Crash and Safety Findings

Between 2019 and 2023, Columbus recorded **7,902 traffic crashes, including 487 that resulted in fatalities or serious injuries,** as a result **Columbus has a KSI rate of 6.2% compared to the statewide average of 2.17%.**

Federally Designated Areas of Persistent Poverty (APPs) were mapped to identify where long-term economic hardship overlaps with transportation risk. The study evaluated Socioeconomic indicators across ZIP codes and found six ZIP codes characterized as historically underserved, with four ZIP codes showing the highest overlap of poverty and crash exposure.

These four zip codes (31901, 31903, 31906, and 31907) represent approximately 52% of the City's overall population but account for 69% of citywide KSI crashes, and 67% of citywide bicycle and pedestrian crashes. 58% of the city's High Injury Network falls within these zip codes. In particular 31901, which encompasses Downtown Columbus, has experienced more than double the citywide fatality rate and triple the citywide bicycle and pedestrian crash rate.

Although these zip codes account for a majority of the City's population and many of it's busiest corridors, these over-representations of KSI and bicycle and pedestrian crashes suggest a relationship between underserved community designation and safety outcomes.



PUBLIC & STAKEHOLDER ENGAGEMENT

Community and stakeholder engagement was a critical part of the Safety Action Plan development process, and the feedback received was used to inform the development of the priority project recommendations and actionable strategies.

This section provides a summary of the various outreach efforts used throughout the action planning process and the key takeaways that were used to inform the development of the Safety Action Plan.

Stakeholder Advisory Committee

A Stakeholder Advisory Committee was established to guide the plan's development and provide feedback at key project milestones.

The stakeholders met three times during the action plan development process, and will meet for a fourth time following plan adoption to discuss implementation. The meetings also included discussion of parallel planning efforts including the Columbus Safe Access to School Plan. A full summary of stakeholder committee meetings can be found in **Appendix G**.

Meeting 1: May 19,2025

Introduction of the safety action plan scope and schedule, overview of citywide crash trends, discussion of draft High-Injury-Network and identification of other priority safety areas.

Meeting 2: July 8, 2026

Discussion of action plan goal setting, review of focus crash type trends, review of priority countermeasures and potential actionable strategies.

Meeting 3: September 16, 2025

Overview of education and public awareness framework, discussion of project development and prioritization process, review of project recommendations.



Stakeholder Advisory Committee Members

Columbus Consolidated Government Planning
Columbus Consolidated Government Engineering
Columbus Consolidated Government Public Works
Columbus Consolidated Government Deputy City Manager
GDOT District 3
GDOT Safe Routes to School
GDOT State Safety Engineering
GDOT Preconstruction Engineering
GDOT Intermodal
GDOT Office of Planning
GDOT Office of Planning
Fort Benning Public Works
METRA
Muscogee County School District Operations and Facilities
Mayor's Commission for Persons with Disabilities
River Valley Regional Commission
Law Enforcement/Public Safety
Emergency Management
Columbus State University
Columbus Consolidated Government Risk Manager

Focus Group Meetings

Active Transportation Focus Group: May 20, 2025

The project team met with members of the Columbus bicycle and pedestrian community to discuss the Safety Action Plan and gather feedback on perceptions of safety while walking and biking. Major discussion points included a desire for more bicycle and pedestrian connectivity, a need for more pedestrian crossings on busy corridors, and pedestrian safety issues along the Victory Drive and Veterans Parkway Corridor.

Mayor's Commission for Persons with Disabilities

The project team held a workshop with members of the Mayor's Commission for Persons with Disabilities to discuss the Safety Action Plan and gather feedback regarding accessibility and safety concerns around Columbus. Major discussion points included a desire for more pedestrian accommodations, better lighting, and more pedestrian crossings on busy corridors.

Public Outreach

Public Meeting 1: May 19, 2025

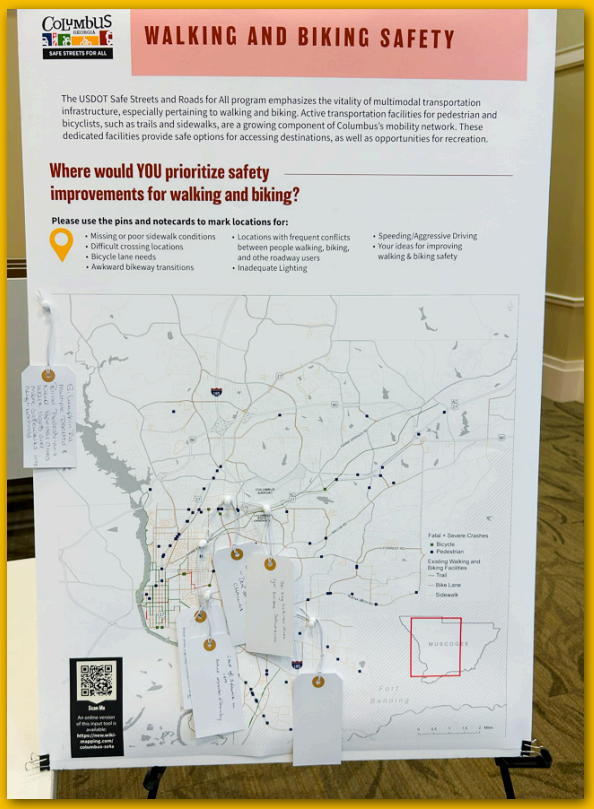
The project team shared informational boards proving an overview of the high-level findings of the Citywide Crash Analysis, seeking feedback on the draft High-Injury-Network, and requesting information on known safety issues and locations. Information related to parallel planning efforts including the Safe Access to School plan was also shared. A presentation was given providing a high-level overview of the safety action plan scope, schedule and initial findings and the project team facilitated an open and answer session with meeting participants. The feedback received was used to refine the High-Injury-Network and inform actionable strategy development.

Public Meeting 2: September 16, 2025

The project team shared informational boards providing an overview of safety countermeasures and a summary of priority project recommendations. Recommendations from the Safe Access to School Plan, and Bicycle and Pedestrian Framework were also shared. The feedback received was used to refine project recommendations and policy recommendations.







Web Survey

An online survey was developed and made public to gather community insights regarding public perceptions of safety and to better understand the public's priorities regarding traffic safety issues in Columbus. The survey ran from April 22, 2025 to September 22, 2025 and received 135 responses. A full summary of survey results is provided in **Appendix G**.

- 35% of participants claimed that either they or someone close to them had been killed or seriously injured in a traffic crash in Columbus
- Over half of participants felt that roadways in Columbus are less safe than they were five years ago
- 60% of respondents reported observing vehicle speeding on a daily basis
- Respondents' top priorities for improving safety in Columbus included: Constructing more pedestrian and bicycle facilities, reducing impaired, distracted and inattentive driving, reducing speeding and aggressive driving, and improving roadway and intersection lighting

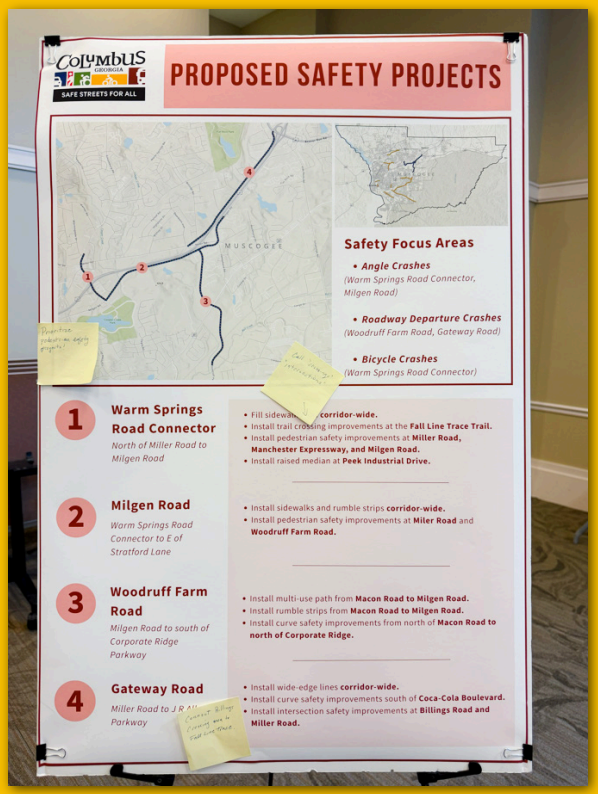
Interactive Web Map

An interactive web map was also published to provide the public with an opportunity to highlight safety issues at specific locations throughout Columbus. Participants were invited to describe the safety issues at a given location, and were given the option to upload a photo, and to respond to previously submitted comments.

The web-map received 93 submissions. The feedback received was used to refine the High-Injury-Network and inform priority project recommendations.

- 65% of responses related to bicycle and pedestrian safety issues
- Areas with high concentrations of submissions included:
  - Downtown Columbus
  - Buena Vista Road
  - Wynnton Road/Macon Road
  - I-185 interchanges







PART 2:

PRIORITY PROJECTS AND STRATEGY RECOMMENDATIONS

PROVEN SAFETY COUNTERMEASURE TOOLBOX

The Federal Highway Administration's (FHWA) Proven Safety Countermeasures initiative provides **evidence-based strategies that have consistently demonstrated success in reducing traffic-related fatalities and serious injuries** nationwide.

Integrated with the Safe System Approach, these strategies are not only designed to prevent crashes but also to reduce the severity of crashes when they do occur. Their effectiveness across a variety of roadway environments and community types makes them especially valuable for cities like Columbus.

As part of this Safety Action Plan, appropriate FHWA Proven Safety Countermeasures have been identified and recommended to improve safety outcomes across Columbus's transportation network. **These countermeasures address key risk areas, such as speed management, intersection safety, and the protection of pedestrians and bicyclists, and align with the elements of the Safe System.**

This section provides an overview, in the proceeding tables, of the most recommended proven safety countermeasures, highlights its anticipated Crash Reduction Factor (CRF) and relative cost (low, mid, high) and discusses any relevant implementation considerations.

These countermeasures fall into the following four categories, each with an example below:

BICYCLE PEDESTRIAN	ROADWAY DEPARTURE	INTERSECTION	CROSSCUTTING
Focused on crashes involving bicyclists or pedestrians	*Focused on crashes that occur when a vehicle leaves the road or crosses the roadway centerline*	*Focused on angle crashes that occur at signalized or unsignalized intersections*	*Countermeasures that can reduce crashes across several different safety focus areas*



CROSSWALK VISIBILITY ENHANCEMENTS



ENHANCED DELINEATION FOR HORIZONTAL CURVES



DEDICATED TURN LANES AT INTERSECTIONS



LOCAL ROAD SAFETY PLANS

BICYCLE/ PEDESTRIAN				
COUNTERMEASURE	**DESCRIPTION**	**CRF**	**COST**	**IMPLEMENTATION CONSIDERATIONS**
Bicycle Facilities	Dedicated on or off-street facilities to accommodate bicycle traffic. Includes bicycle lanes and shared use paths	49%	Low to Mid	Separated or protected facilities are preferred on higher speed and higher volume roadways. FHWA's Bikeway Selection Guide provides guidance on facility selection
Crosswalk Visibility Enhancements	Improved lighting and signing and pavement markings at crosswalks	40%	Low	More robust visibility enhancements may be required at high-speed or multi-lane crossings
Leading Pedestrian Interval	Signal phasing strategy that gives pedestrians a 3-7 second head start before vehicles receive a green light	13%	Low	Can be implemented systemically at locations with anticipated pedestrian demand. Existing signal cabinet equipment may need to be upgraded to implement at some locations
Medians and Refuge Islands	An area between opposing lanes of traffic that can be used by pedestrians as refuge while crossing the street	56%	Mid	A refuge island should be considered at multi-lane pedestrian crossings. Refuge islands may also be considered as an interim measure at locations where new crosswalks may not be justified
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians cross higher-speed roadways at unsignalized crossing locations	55%	Mid	Most applicable on roadways where posted speeds exceed 35 mph, on roadways with six or more travel lanes, or on four lane roadways where a median is not provided. MUTCD Chapter 4J provides additional details on PHB application requirements and warrants
Rectangular Rapid Flashing Beacons	A beacon used to enhance pedestrian conspicuity and increase driver awareness at unsignalized crossing locations	47%	Low	Most applicable on roadways where posted speeds do not exceed 35 mph, on roadways with four lanes where a median is provided, and on roadways with three or fewer lanes where there is significant pedestrian demand
Road Diets	A reallocation of roadway space which typically involves repurposing an existing vehicle lane to accommodate bicycle facilities, pedestrian facilities, and/or a median	47%	Mid to High	FHWA establishes 20,000 AADT as an upper threshold for road diets on four-lane roadways. Future traffic projections should also be considered, and traffic analysis at key intersections should be conducted
ROADWAY DEPARTURE				
Enhanced Delineation for Horizontal Curves	Includes a variety of signing and striping improvements that can be implemented within or in advance of curves	18%-38%	Low	Improvements can be made together or in isolation. Can be applied systemically with more robust enhancements prioritized at locations with elevated crash risk or crash history
Roadside Design Improvements at Curves	Roadside improvements to improve safety at curves including clear zone clearing, slope flattening and shoulder widening	8-44%	Mid to High	Improvements can be made together or in isolation. Can be applied systemically with more robust enhancements prioritized at locations with elevated crash risk or crash history
Rumble Strips and Stripes	Milled or raised elements on the pavement intended to alert drivers that their vehicle has left the travel lane	51%-64%	Low	Can be installed systemically on center line and edge lines of rural roadways. Lower profile strips can be used at locations near residential areas where noise may be a concern

ROADWAY DEPARTURE (cont.)				
COUNTERMEASURE	**DESCRIPTION**	**CRF**	**COST**	**IMPLEMENTATION CONSIDERATIONS**
Wider Edgelines	Travel lane edgelines that are the maximum width of 6 inches, that help enhance the visibility of travel lane boundaries and the road alignment ahead	37%	Low	Can be installed systemically on all roadways, especially at locations with elevated roadway departure crash risk
INTERSECTIONS				
Retroreflective Signal Backplates	A retroreflective backplate added to traffic signal heads to improve signal visibility	15%	Low	Structural analysis may be required to ensure that existing signal support structures can accommodate the added wind load
Corridor Access Management	Control of entry and exist points along a roadway, primarily through the reduction of driveway density and installation of raised medians	5-23%	Low to Mid	Converting full access medians to closed or bi-directional medians can be an effective method of reducing intersection conflicts and crashes. Alternative access points and nearby U-turn opportunities should be considered when installing medians
Roundabouts	An alternative intersection design that reduces vehicle speeds and conflict points	78%-82%	High	An intersection control evaluation may be necessary to determine roundabout feasibility
Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	A package of low-cost signing and marking strategies meant to increase driver awareness and recognition of the intersection and potential conflicts. Includes doubled up signage, warning beacons, and supplemental pavement markings	10-27%	Low	Improvements can be made together or in isolation. Can be applied systemically with more robust enhancements prioritized at locations with elevated crash risk or crash history
Yellow Change Intervals	Regular assessment of yellow change intervals to ensure that drivers are given enough time to safely stop during a yellow indication, preventing red light running	8-14%	Low	USDOT recommends that agencies establish a procedure to regularly assess and update yellow change intervals
CROSSCUTTING				
Lighting	Installing new or upgrading existing lighting at intersections or along corridors	28%-42%	Low to Mid	Lighting fixtures can often be mounted on existing utility poles to save cost. Coordination with Georgia Power may be required

ACTIONABLE STRATEGIES

The data from the safety and risk analysis, combined with the input received from community outreach and stakeholder engagement has informed the development of actionable strategies that CCG and its partners can take to address the traffic safety trends identified throughout this plan. These strategies are organized under each of the safe streets elements.

STRUCTURE OF RECOMMENDATIONS	
ACTION	*The description of each priority action recommendation*
CATEGORY	*The type of recommendation (project, program, or policy)*
LEAD AGENCY	*The agency or agencies that will be primarily responsible for carrying out or implementing the recommended action*
TIMEFRAME	*The relative timeframe associated with implementing each recommendation*
COST	*The relative cost figure associated with each recommendation considering potential capital costs and additional staff resources*



CATEGORY	DESCRIPTION OF RECOMMENDATION
Project	Specific, location based infrastructure improvements
Program	The agency or agencies that will be primarily responsible for carrying out or implementing the recommended action
Policy	Changes to rules, regulations, or guidelines
COST	
-	Can be completed with existing resources
$	Will require minimal capital expenditures or additional staff resources
$$	Will require moderate capital expenditures or additional staff resources
$$$	Will require extensive capital expenditures or additional staff resources
TIMELINE	
Short-Term	0-3 Years
Mid-Term	3-5 Years
Long-Term	5+ Years

SAFE ROADS

ACTION	CATEGORY	LEAD AGENCY	TIME FRAME	COST
Systematically implement Leading Pedestrian Intervals (LPIs) at signalized intersections along the Bicycle and Pedestrian HIN and at high bicycle and pedestrian activity locations.	*Project*	*CCG/GDOT*	*Mid-Term*	*$*
Evaluate opportunities to increase pedestrian crossing density through installing mid-block pedestrian crosswalks, traffic signals, and all-way-stops where appropriate. Install median refuge islands where not feasible. Prioritize locations along the Bicycle and Pedestrian HIN and at high bicycle and pedestrian activity locations.	*Project*	*CCG/GDOT*	*Mid-Term*	*$$*
Review intersection geometry at signalized intersections along the Bicycle and Pedestrian HIN and at high bicycle and pedestrian activity locations. Identify opportunities to reduce curb radii and eliminate or improve slip lanes where present.	*Project*	*CCG/GDOT*	*Mid-Term*	*$$*
Evaluate under-capacity roadways for opportunities to implement road diets, reallocating roadway space for bicycle and pedestrian facilities and median refuge.	*Project*	*CCG*	*Long-Term*	*$$$*
Explore opportunities to install separated bicycle infrastructure, prioritizing high-risk and high-crash locations.	*Project*	*CCG/GDOT*	*Long-Term*	*$$*
Fill critical sidewalk gaps at high priority locations.	*Project*	*CCG/GDOT*	*Mid-Term*	*$$*
Repair existing locations to meet ADA standards at priority locations	*Project*	*CCG/GDOT*	*Long-Term*	*$$*
Identify and prioritize suitable candidate intersections for roundabout installation or conversion. Prioritize intersections along the High-Injury-Network and locations with high concentrations of angle crashes.	*Project*	*CCG*	*Long-Term*	*$$$*
Identify and prioritize suitable candidate intersections for all-way-stop installation. Prioritize locations along the High-Injury-Network and low volume intersections with high concentrations of angle crashes.	*Project*	*CCG*	*Short-Term*	*$*
Identify and prioritize signalized intersection locations for the implementation of protected/permissive signal phasing.	*Project*	*CCG*	*Short-Term*	*$*
Systemically review and optimize red and yellow clearance intervals at signalized intersections.	*Project*	*CCG*	*Short-Term*	*$*
Systemically install retroreflective borders on signal back plates where missing.	*Project*	*CCG/GDOT*	*Short-Term*	*$*
Evaluate corridors with existing two-way-left-turn-lanes for opportunities to install raised medians. Install spot medians where full conversion is not feasible.	*Project*	*CCG/GDOT*	*Mid-Term*	*$$*
Pilot red light running detection and prevention ITS systems at priority intersections.	*Project*	*CCG/GDOT*	*Short-Term*	*$*





SAFE ROADS (cont.)

ACTION	CATEGORY	LEAD AGENCY	TIME FRAME	COST
Systematically install low cost lane departure countermeasures on high crash and high risk roadways and curves	*Project*	*CCG/GDOT*	*Mid-Term*	*$$*
Prioritize walking and biking improvements near schools in coordination with the Columbus Safe Access to School Plan	*Program*	*CCG*	*Long-Term*	*$$*
Evaluate resurfacing and pavement maintenance programs and projects for opportunities to implement safety countermeasures	*Program*	*CCG/GDOT*	*Mid-Term*	*$$*
Implement low-cost, quick-build safety improvements at strategic priority safety locations to pilot solutions for permanent construction	*Program*	*CCG*	*Short-Term*	*$*
Commence a systemic street lighting enhancement program to evaluate, identify, and improve lighting along roadways and at intersections	*Program*	*CCG/GDOT/ Georgia Power*	*Mid-Term*	*$$*
Evaluate existing maintenance of traffic (MOT) processes and requirements to ensure that all roadway users are prioritized and protected, with an emphasis on ensuring walking and bicycling mobility and access	*Policy*	*CCG*	*Short-Term*	-
Develop an intersection evaluation policy requiring that changes to an intersection undergo a formal evaluation of multiple control types including alternative intersection designs	*Policy*	*CCG*	*Short-Term*	-
Conduct Road Safety Audits (RSAs) at priority safety locations, and locations with upcoming capital projects to identify opportunities to implement proven safety countermeasures	*Policy*	*CCG/GDOT*	*Short-Term*	-
Evaluate the existing Traffic Impact Assessment (TIA) process for opportunities to incorporate traffic safety into the site development process	*Policy*	*CCG*	*Short-Term*	-

SAFE SPEEDS

ACTION	CATEGORY	LEAD AGENCY	TIME FRAME	COST
Install Dynamic Speed Feedback Signs at priority locations along the HIN and at locations with documented speeding issues	*Project*	*CCG*	*Short-Term*	*$*
Ensure appropriate and consistent spacing of posted speed limit signs at priority locations along the HIN and at locations with documented speeding issues	*Project*	*CCG/GDOT*	*Short-Term*	*$*
Identify opportunities to incorporate speed management strategies and self-enforcing roadway design into the project development process, design or redesign streets and intersections to manage speeds as appropriate for the intended use and context of the roadway	*Project*	*CCG*	*Long-Term*	*$$*
Explore signal timing and coordination strategies to reinforce posted and target speeds on priority corridors	*Project*	*CCG*	*Short-Term*	*$*
Develop a Speed Management Program to develop a toolbox of context sensitive speed management tools, establish network-wide target speeds, and identify priority speed management corridors for implementation	*Program*	*CCG*	*Short-Term*	*$*
Develop a residential traffic calming program to address speeding and aggressive driving on neighborhood streets. Consider partnering with home owner associations and other neighborhood groups to co-fund improvements, while setting aside funding for neighborhoods in lower income neighborhoods to ensure equitable program delivery.	*Program*	*CCG/ Neighborhood Groups*	*Mid-Term*	*$*
Collaborate with local law enforcement to program, fund, and conduct high-visibility speed enforcement campaigns aimed at increasing awareness and compliance of safe speeds.	*Program*	*CCG/CPD/ MSO*	*Short-Term*	*$$*
Evaluate existing practices for establishing design and posted speeds and identify opportunities to incorporate safety history and context sensitivity into the speed selection process	*Policy*	*CCG*	*Short-Term*	*-*
Incorporate performance measures that prioritize roadway user safety over driver/vehicle performance measures such as vehicle delay, speed, etc. when evaluating roadway operations and design.	*Policy*	*CCG*	*Short-Term*	*-*





SAFE USERS

ACTION	CATEGORY	LEAD AGENCY	TIME FRAME	COST
Update City Code "Article XI: Pedestrians' Rights and Duties Sec 20-11.6 Prohibited Crossing" to remove language restricting pedestrian crossings outside of a marked crosswalk upon through streets or parkways, and at locations where overhead crosswalks are available, to eliminate the potential for excessive out-of-direction travel requirements for bicyclists and pedestrians	*Policy*	*CCG*	*Short-Term*	-
Increase staffing for dedicated traffic patrol units, and conduct focused enforcement campaigns centered on reducing speeding and impaired driving, and improving seat belt use	*Policy*	*CCG/CPD/ SSO*	*Mid-Term*	*$$$*
Support state level legislation to reduce the legal Blood Alcohol Conent (BAC) level to 0.5%, consistent with recommendations from FHWA, NHTSA, and other leading safety organizations	*Policy*	*CCG*	*Short-Term*	-
Support and encourage driver's education and transportation safety programs for local high school students	*Program*	*CCG/GDOT /Safe Kids Columbus*	*Short-Term*	*$*
Leverage existing state and national safety education programs including "Keep Georgia Safe" and "Drive Alert Arrive Alive" and "Click it or Ticket", by sharing materials at public facing City facilities and on social media	*Program*	*CCG*	*Short-Term*	-
Develop a safety marketing campaign targeted at young male drivers to promote safe driving behaviors	*Program*	*CCG/GDOT*	*Short-Term*	*$*
Partner with other governmental agencies and non-profits to distribute safety equipment including reflective clothing and bicycle lights	*Program*	*CCG/GDOT /Safe Kids Columbus*	*Short-Term*	*$*
Support Safe Access to School Educational programing in coordination with the Columbus Safe Access to Schools Plan	*Program*	*CCG/GDOT /Safe Kids Columbus*	*Short-Term*	-

SAFE VEHICLES

ACTION	CATEGORY	LEAD AGENCY	TIME FRAME	COST
Explore opportunities to implement and expand intelligent transportation system (ITS) technologies to improve vehicle and traffic safety and leverage new in-vehicle technologies	*Project*	*CCG/GDOT*	*Mid-Term*	*$*
Explore and identify opportunities to improve the function of current and emerging vehicle safety features (e.g., lane departure warnings and lane assist features) through regular roadway maintenance practices that include enhanced pavement markings and lighting	*Project*	*CCG/GDOT*	*Mid-Term*	*$*
Invest in vehicle technologies like automated school bus enforcement cameras that observe drivers who illegally pass stopped school buses	*Program*	*CCG/MCSD*	*Mid-Term*	*$$*
Explore opportunities to update City fleet vehicles with the latest safety technologies, including speed limiters, driver behavior monitoring	*Program*	*CCG*	*Mid-Term*	*$$*
Display targeted safety messages on City fleet vehicles with wraps or bumper stickers	*Program*	*CCG*	*Short-Term*	*$*





POST CRASH CARE

ACTION	CATEGORY	LEAD AGENCY	TIME FRAME	COST
Develop a citywide crash review and response program to systematically analyze KSI crashes. The program should involce a multidisciplinary team including planners, engineers, law enforcement, and EMS	*Program*	*CCG*	*Short-Term*	*$*
Identify opportunities to implement emergency vehicle traffic signal preemption technology	*Program*	*CCG/GDOT*	*Mid-Term*	*$*
Monitor and report crash response times, work to identify opportunities to reduce the time it takes to arrive at a crash scene	*Program*	*CCG*	*Mid-Term*	*$*

EDUCATION PROGRAM FRAMEWORK

A critical component of the overall strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all, includes the incorporation of a safety education and awareness campaign.

A strong safety culture in a community enables a foundation for understanding the transportation system and the opportunity for participation in creating a safer environment for all users. Human behavior is not easy to change, yet with thoughtful, comprehensive approaches that consider an understanding of human behavior and the environment in which people live, the Columbus Consolidated Government (CCG) can foster a comprehensive strategy of programs, policies, countermeasures, and community awareness and education to significantly improve roadway safety to eliminate crashes related to serious injury and fatalities.

Education and Awareness Integration Framework

The Transportation Safety Committee, with representation from CCG and key strategy and implementation partners, will serve as the lead group to foster a culture of safety and its importance to quality of life in Columbus. The committee should meet on a quarterly basis at an established time and location to demonstrate a focused commitment to safety. A long-term plan for safety education and awareness should be established and regularly updated. The strategy should include campaigns to be implemented over the coming year. Each meeting should include a review of previous and upcoming safety education and awareness campaigns, events, and strategies.

As safety policy and infrastructure countermeasures are implemented, a paired education and awareness campaign should be launched to explain how transportation system users can best realize the safety benefits of the implemented countermeasures. A proposed timeline for implementation and monitoring of education and awareness campaigns in conjunction with policy and infrastructure countermeasure treatments is outlined in the “Implementation and Monitoring” section below.

Education and Awareness Partners

Partners with varying geographic and discipline representation throughout the community must be involved in safety education and awareness. All campaigns should be focused on the facts related to safety coupled with an emphasis on its impact on quality of life to the overall community. This initial group should be invited and encouraged to participate in the quarterly Transportation Safety Committee meetings and to promote educational and awareness campaigns designed to improve safety and quality of life in Columbus. Active outreach should be utilized to continuously expand the list of education and awareness partners. Opportunities to engage and support sharing key information regarding safety education and awareness campaigns should be advertised to reach a wide audience of potential community partners.



Education and Awareness Toolbox

A variety of tools should be implemented to support safety education and awareness. All campaigns and programs should be housed on a central safety education webpage for community partners to access for use within their organization's communication channels and social media pages. A sample of education and awareness tools to be organized by the Transportation Safety Committee and promoted by the education and awareness partners are listed below:

- *Safe Routes to School Program implemented and maintained in each school*
- *Safety awareness meetings*
- *Focus groups*
- *Surveys*
- *Web campaigns*
- *Social media campaigns*
- *Pop-up community events*
- *Booths at regular municipal events*
- *Safety pledge cards to sign at community events*
- *Safety banners to sign at community events*
- *Social media badges*
- *Stickers of support for safety*
- *Art contests*
- *Essay contests*
- *Videos featuring local citizens or leaders*
- *Safety quizzes*
- *Dashboards*
- *ArcGIS StoryMaps*
- *Radio or podcast interviews*
- *Radio and social media advertisements*
- *Commissioner and municipal newsletters*
- *Newspaper articles*

Selecting an Education or Awareness Campaign

Safety education and awareness campaigns will focus on a variety of needs within the community. Campaigns should be selected to address an array of safety concerns based on countermeasures being implemented, back to school, holidays, enforcement campaigns, and targeted demographic groups identified through safety data. Campaign activities should be implemented, measured, evaluated, and adjusted on continuous basis.

Examples of potential safety and education and awareness campaigns topics, implementation timelines and measures of success are summarized in the proceeding tables.

Education and Awareness Partners

Columbus Council (Board of Commissioners)
Columbus Consolidated Government City Manager
Columbus Consolidated Government Engineering
Columbus Consolidated Government Planning
Columbus Consolidated Government Fire and Emergency Medical Services
Columbus Consolidated Government Risk Manager
Columbus Consolidated Government Police
Muscogee County Sheriff's Office
Muscogee County School District
METRA
River Valley Regional Commission
High School and College Social Clubs Elementary School Programs
Greater Columbus Chamber of Commerce
Choose Columbus
Safe Routes to School
Fort Benning/ Ft. Moore Public Works and Communications
Columbus State University
Senior Centers
Midtown Columbus
Mayors Commission for Persons with Disabilities
Department of Family and Children's Services (DFACS)
Valley Healthcare System
Veterans Hospital
Wheeldestrian
Access 2 Independence
Service Organizations (Rotary, Lions Club, Scouts, Boys and Girls Club)
Dragonfly Trails
Bicycle Columbus
Motorcycle Clubs
American Association of Retired Persons (AARP)
Columbus Emergency Management
Piedmont Columbus Regional Hospital
Columbus Health Department

Target Campaign Topics and Implementation Timelines

TARGET TOPIC	SAFETY EDUCATION & AWARENESS FOCUS
Speeding	Combination with targeted law enforcement campaigns
Impaired Driving/Drinking and Driving	Combination with targeted law enforcement campaigns
Aggressive Driving	Patience, courtesy, and defensive driving techniques.
Vehicle Occupant Protection	Uniform school zone signage, speeds in school zones, roadway markings and flashing lights, pedestrians, drop off and pick up procedures and times, Addy's Law per stopped school buses, Safe Routes to School program elements
Holidays: Halloween, Memorial Day, Fourth of July, Labor Day, New Year's Eve	Drinking and Driving, nighttime roadway safety for drivers and pedestrians, safety alternatives
Bicycle and Pedestrian	Signage education, share the road, reflective clothing, lights
Shared the Road Awareness	Roadway rules for vehicles, golf carts, bicycles, pedestrians
Intersection Safety	Left turns (protected and unprotected), roundabout operations, yielding, red light running
Young/New Drivers	Distracted driving, roadway signage and markings education
Safe Routes for Seniors	Needs and preferences to safely walk, access transit, or drive
Railroad Crossings	Procedures for safe vehicle and pedestrian crossing
Reentering Roadway After Tire Slip off Edge	Slow speed, check traffic, steer back on roadway gently
Deer/Wildlife	Brake firmly and stay in travel lane

IMPLEMENTATION TIMELINE	STRATEGIC ELEMENTS	MEASURE OF SUCCESS
Winter/Spring 2026	Establish Safety Action Plan Implementation as a primary Transportation Committee agenda item once per quarter with status updates on implementation progress on each monthly agenda.	Quarterly agenda items should focus on upcoming elements of the plan – countermeasure implementation, policy adoptions, and education, awareness, and enforcement campaigns.
Spring/Summer 2026	Select a safety and awareness campaign focused on one key safety topic to develop and launch in Summer/Fall 2026. Refer to the "Selecting a Campaign" section above. Build a coalition of education and awareness partners for support in the outreach process. Ensure all organizations are prepared to participate in plan implementation in a consistent manner. Create central online storage location for campaign messaging infographics and strategy information. Ensure all partners are aware of and have access to the site.	The Transportation Committee selects safety and Awareness campaign. Partner database is established. Education and awareness campaign materials are developed and disseminated.

Target Campaign Topics and Implementation Timelines (cont.)

IMPLEMENTATION TIMELINE	STRATEGIC ELEMENTS	MEASURE OF SUCCESS
Winter/Spring 2026	Establish Safety Action Plan Implementation as a primary Transportation Committee agenda item once per quarter with status updates on implementation progress on each monthly agenda.	Quarterly agenda items should focus on upcoming elements of the plan – countermeasure implementation, policy adoptions, and education, awareness, and enforcement campaigns.
Spring/Summer 2026	Select a safety and awareness campaign focused on one key safety topic to develop and launch in Summer/Fall 2026. Refer to the "Selecting a Campaign" section above. Build a coalition of education and awareness partners for support in the outreach process. Ensure all organizations are prepared to participate in plan implementation in a consistent manner. Create central online storage location for campaign messaging infographics and strategy information. Ensure all partners are aware of and have access to the site.	The Transportation Committee selects safety and Awareness campaign. Partner database is established. Education and awareness campaign materials are developed and disseminated.
Fall 2026	Kick off the safety and awareness campaign with partner promotion, website updates, social media outreach, and community events. Emphasize consistent messaging with partners and encourage promotion of campaign.	Implement the first safety and awareness campaign. Maintain communication and ensure consistency with partners.
Winter 2026	Develop a safety and awareness campaign focused on one key policy or infrastructure countermeasure to launch in Spring 2027. Continue to add partners to the coalition of education and awareness partners for support.	Select and develop a second campaign topic. Tie the campaign to planned or implemented safety countermeasures. Grow partners for support database.
Spring 2027	Implement the second safety and awareness campaign with partner promotion, website updates, social media outreach, and community events. Emphasize consistent messaging with partners and encourage promotion of campaign.	Implement the second safety and awareness campaign. Maintain communication and ensure consistency with partners.
Annually after the initial year.	Publish the first Annual Report on Safety Action highlighting baseline safety data, summaries of education and awareness campaigns, and updated safety data post campaign and countermeasure implementation. Include successful activities, challenges, upcoming goals, and the measures to be used during the coming year to monitor achievement of goals. Continue to select, develop, promote, and measure a minimum of two safety education and awareness campaign topics per year. Maintain and grow a strong relationship partner network to support and promote safety education and awareness.	Progress toward vision zero milestones with reporting throughout the implementation of the Safety Action Plan. Implementation of a minimum of two safety education and awareness campaigns annually through the endurance of the implementation of the Safety Action Plan. Continue to identify obstacles and adjust education and awareness activities to increase reach and effectiveness.

PRIORITY PROJECT DEVELOPMENT & PRIORITIZATION

In addition to the Actionable Strategies detailed in the previous section, the **Columbus Safety Action Plan has also identified and developed a list of priority infrastructure projects** that CCG and GDOT can pursue to address safety needs along the High Injury Network and other priority locations.

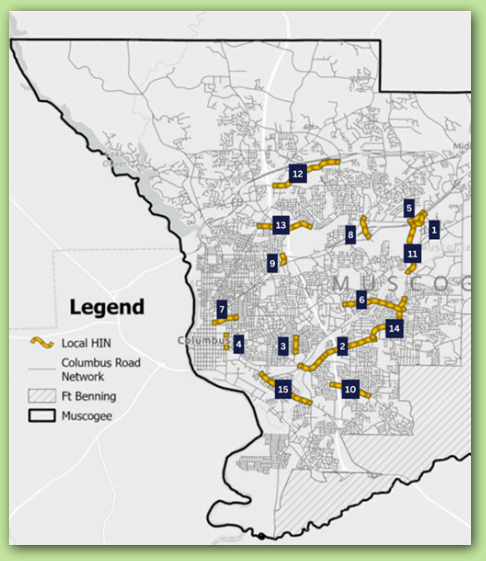
Priority projects were identified, developed, and prioritized using a three-step process:

Step 1: Project Identification

The 25 corridors identified as part of the High Injury Network were used as the foundational basis for priority project identification.

The initial High Injury Network limits were then adjusted based on the following factors to establish priority project limits:

- Extended to include adjacent concentrations of focus crash types
- Extended to include adjacent high-risk corridor segments
- Adjusted to match limits of overlapping Complete Streets projects identified in the 2050 MTP
- Extended based on feedback received through the public and stakeholder outreach process
- Adjusted based on feedback from CCG staff



Step 2: Priority Project Screening

Once the priority project limits were defined, each project corridor was screened to identify potential safety recommendations.

The screening included a detailed analysis of corridor crash trends, and a review of individual crash reports to identify opportunities to correct documented crash issues. Each corridor was also screened for opportunities to implement systemic safety improvements.

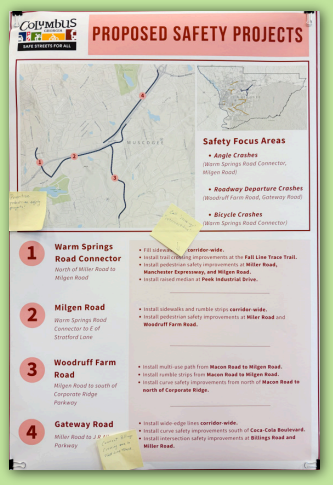
The recommended improvements featured many of USDOT's Proven Safety Countermeasures, and other safety interventions that are recognized as design best practices. More information on the specific safety countermeasures and how they were applied can be found in the **Proven Safety Countermeasures** section.



Step 3: Prioritization

The project prioritization methodology was developed with input from CCG staff and the project stakeholder group and is primarily based on safety and risk-based factors.

Other considerations including overlap with underserved areas, priority MTP projects, and community feedback were also incorporated into the project prioritization methodology. Local and State roadways were prioritized separately.



PRIORITY PROJECT SCORING		
FOCUS AREA	**METRIC**	**POTENTIAL POINTS**
Safety Score	Relative number of K/SI Crashes per mile	5
Risk Score	Relative Replica Safe Streets Planner Risk Score	3
Ped/Bike Score	Project overlaps with pedestrian/bicycle HIN	2
Focus Crash Score	Project overlaps with focus crash priority area(s)	2
Underserved Area Score	Project within an underserved area zip code	1
Planned Projects Score	Project overlaps with a priority Complete Streets project in the 2050 MTP	1
Engagement Score	Project corridor was called out in public and stakeholder outreach	1
	TOTAL POTENTIAL POINTS	**15**

The following tables summarize the results of the project prioritization process and detail the recommendations for each local and GDOT priority project. Additional information can be found in **Appendix I**.

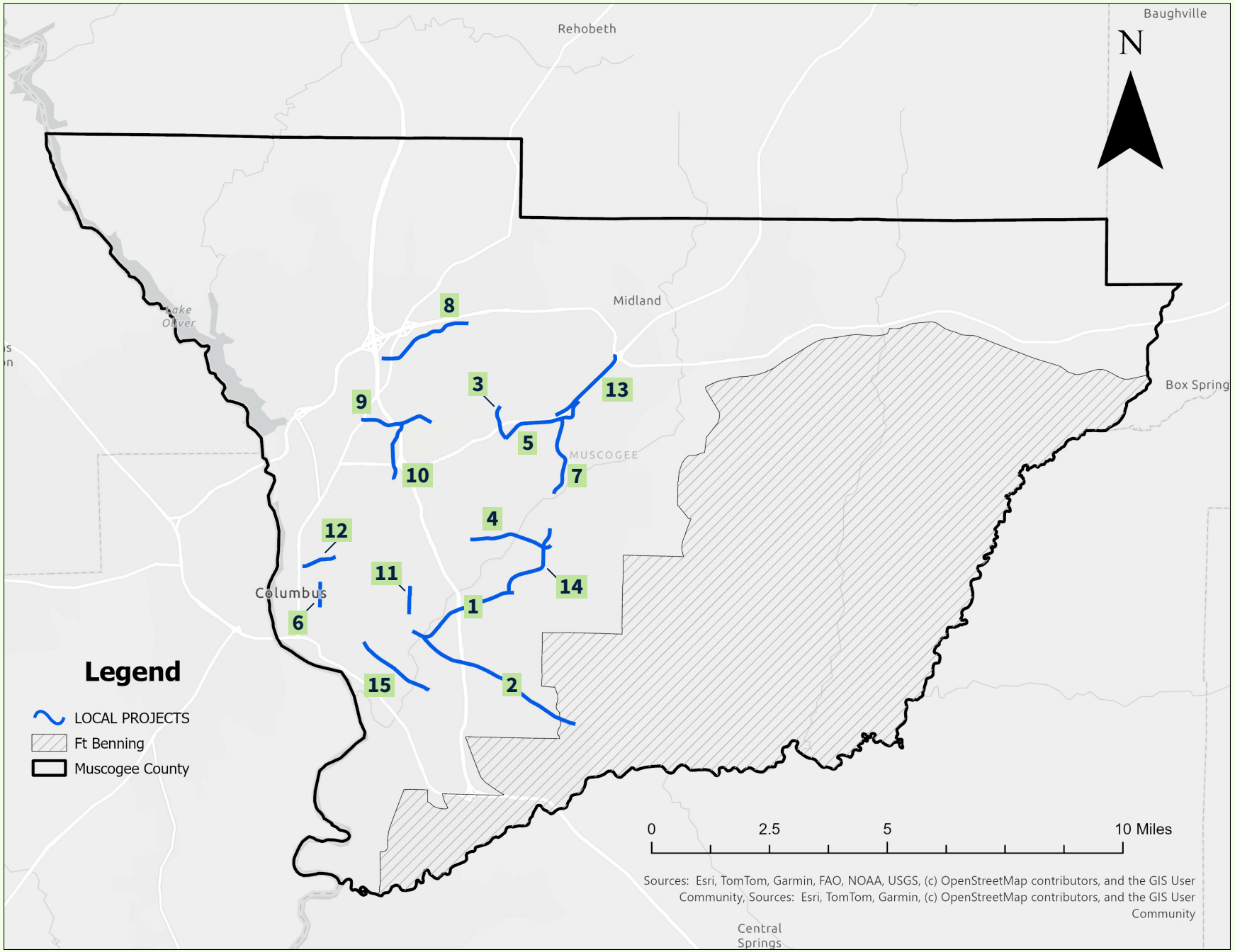
LIST OF LOCAL PRIORITY PROJECTS

LOCAL PROJECTS				
PROJECT ID	**STREET NAME**	**PROJECT LIMITS**	**RECOMMENDATION SUMMARY**	**SCORE**
1	**Buena Vista Road**	MLK Jr Boulevard to E of Floyd Road	**Landscaped Medians**: Dogwood Drive to Floyd Road **Intersection Safety Improvements:** Floyd Road **Crosswalk with Rectangular Rapid Flashing Beacons:** Tennessee Drive, Celia Drive	**11.8**
2	**Saint Mary's Road**	Buena Vista Road to Moye Road	**Road Diet:** Buena Vista Road to Robin Road **Crosswalk with Rectangular Rapid Flashing Beacons:** Meadow Drive, Nightingale Drive **Pedestrian Intersection Safety Improvements:** Oakley Drive, I-185, Farr Road **Roundabout:** Leary Avenue **Rumble Strips:** McCartha Drive to Moye Road **Widen Shoulders:** Northstar Drive to Moye Road	**10.7**
3	**Warm Springs Road Connector**	N of Miller Road to Milgen Road	**Fill sidewalk gaps:** Corridor-wide **Pedestrian Intersection Safety Improvements:** Miller Road, Manchester Expressway, Milgen Road **Trail Crossing Improvements:** Fall Line Trace Trail **Access Management:** Peek Industrial Drive	**10.6**
4	**Forrest Road**	Morris Road to E of Floyd Road	**Curve Safety Improvements:** Tupelo Drive to Palomino Drive **Roundabout:** Reese Road **Access Management:** Wesley Drive, east of Morris Road **Intersection Safety Improvements:** Welborn Drive, Morris Road	**10.1**
5	**Milgen Road**	Warm Springs Road Connector to E of Stratford Lane	**Sidewalk:** Corridor-wide **Rumble Strips:** Corridor-wide **Pedestrian Intersection Safety Improvements:** Miller Road, Woodruff Farm Road	**8.8**
6	**10th Avenue**	13th Street to 9th Street	**Road Diet:** Corridor-wide **Pedestrian Intersection Safety Improvements:** 13th Street, Wynnton Road, Martin Luther King Junior Boulevard **Roundabout:** Wynnton Road **Lighting:** 13th Street	**8.8**

LOCAL PROJECTS				
PROJECT ID	**STREET NAME**	**PROJECT LIMITS**	**RECOMMENDATION SUMMARY**	**SCORE**
7	**Woodruff Farm Road**	Milgen Road to S of Corporate Ridge Parkway	**Rumble Strips:** Macon Road to Milgen Road **Multi-Use Path:** Macon Road to Milgen Road **Curve Safety Improvements:** North of Macon Road, north of Corporate Ridge **Protected Left-Turn Phasing:** Macon Road	**8.8**
8	**Whittlesey Boulevard**	W of Veterans Pkwy to Moon Road	**Intersection lighting:** Corridor-wide **Multi-Use path:** Corridor-wide **Fill Sidewalk Gaps:** Corridor-wide **Access Management:** Hamilton Park Road, Walmart Entrance, Livingston Drive **Crosswalk with Pedestrian Hybrid Beacon (PHB):** Between Weems Road and Adams Farm Drive **Curve Safety Improvements:** From Adams Farm Drive to Moon Road	**8.1**
9	**Airport Thruway**	US 27 to Grumman Avenue	**Sidewalks:** Corridor-wide **Pedestrian Intersection Safety Improvements:** Britt David Road, Earnie Shelton Drive, Walmart Entrance, Armor Road, I-185, Sidney Simons Boulevard, Whitesville Road, Veterans Parkway **Access Management:** From 23rd Avenue to I-185 **Protected left-turn phasing:** I-185 **Roundabout:** Britt David Road	**7**
10	**Armour Road**	Airport Thruway to Warm Springs Road	**Road Diet:** Manchester Expressway to Airport Thruway **Sidewalk:** Warm Springs Road to I-185 **Pedestrian Intersection Safety Improvements:** Warm Springs Road, Sidney Simons Boulevard, Manchester Expressway	**7**
11	**Rigdon Road**	Melrose Drive to 8th Street	**Multi-Use Path:** Corridor-wide (west side of roadway) **Sidewalk:** Rigdon Road to 8th Street **Intersection Safety Improvements:** Melrose Drive, Rigdon Road, 8th Street **Crosswalk with Rectangular Rapid Flashing Beacons:** Rigdon Road **Curve Safety Improvements:** Rigdon Road	**6.7**

LOCAL PROJECTS				
PROJECT ID	**STREET NAME**	**PROJECT LIMITS**	**RECOMMENDATION SUMMARY**	**SCORE**
7	**Linwood Boulevard**	5th Ave to 13th Ave	**Multi-Use Path:** Corridor-wide **Pedestrian Safety Intersection Improvements:** 10th Avenue **Crosswalk with Rectangular Rapid Flashing Beacons:** 11th Avenue	**6**
8	**Gateway Road**	Miller Road to J R Allen Parkway	**Wide Edge Lines:** Corridor-wide **Curve Safety Improvements:** South of Coca-Cola Boulevard **Intersection Safety Improvements:** Billings Road, Miller Road	**5.6**
9	**Floyd Road**	Branton Lane to Buena Vista Road	**Road Diet:** Corridor-wide **Curve Safety Improvements:** Gardiner Drive to Floyd Court **Crosswalk with Rectangular Rapid Flashing Beacons:** Booth Street **Pedestrian Intersection Safety Improvements:** Luna Dive, Hunter Road, Forrest Road	**5.6**
10	**Cusseta Road**	26th Avenue to Fort Benning Road	**Crosswalk with Rectangular Rapid Flashing Beacons:** 28th Avenue, 30th Avenue, 32nd Avenue	**3.5**

LOCAL PRIORITY PROJECTS MAP



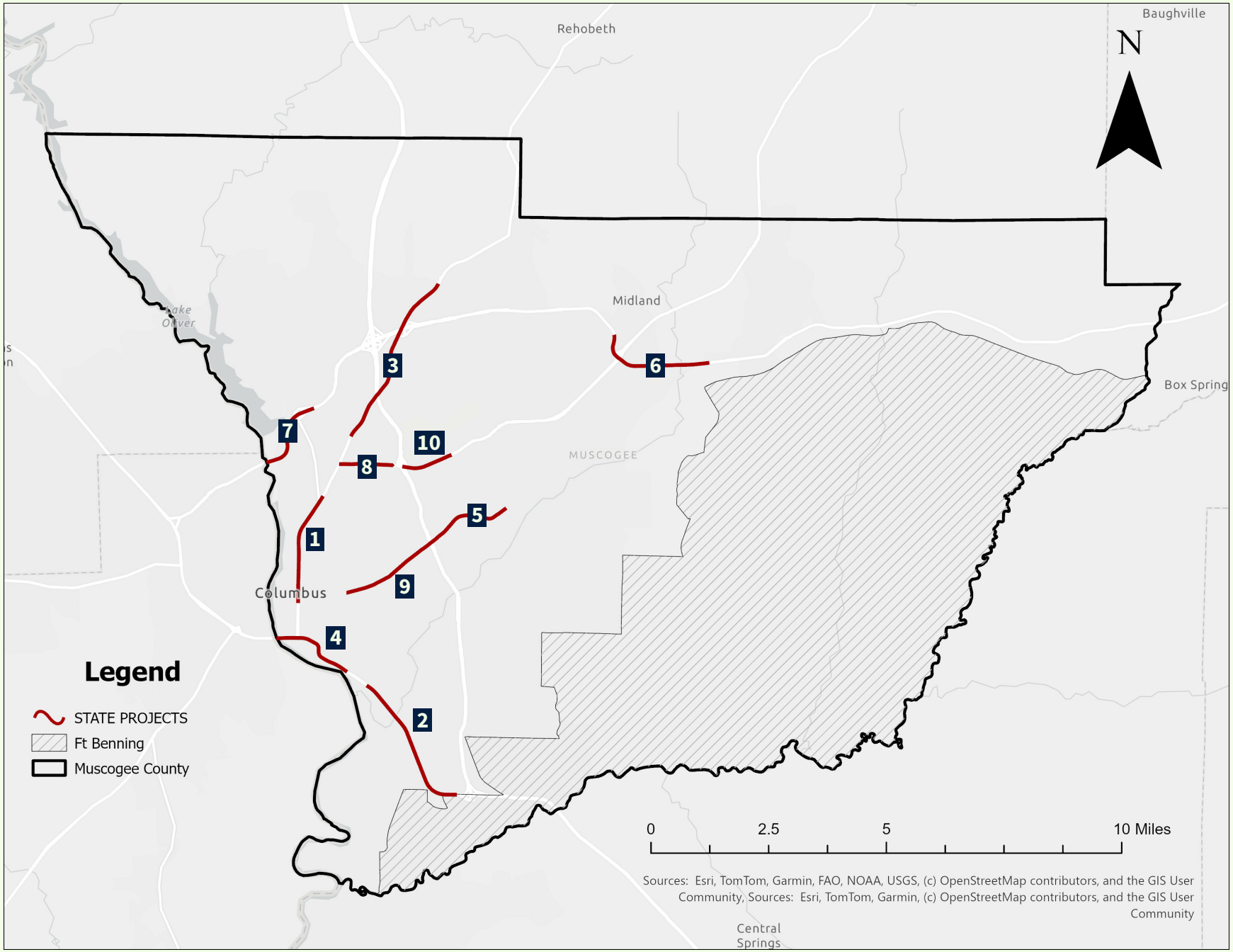
LIST OF STATE PRIORITY PROJECTS

STATE PROJECTS				
PROJECT ID	**STREET NAME**	**PROJECT LIMITS**	**RECOMMENDATION SUMMARY**	**SCORE**
1	**US 27/Veterans Parkway**	River Road to 10th Street	**Pedestrian Intersection Safety Improvements:** River Road, 23rd Street, Talbotton Road, 13th Street, 14th Street **Intersection Lighting:** Talbotton Road **Protected Left Turn Phasing:** 13th Street, 14th Street **Crosswalk with Pedestrian Hybrid Beacon (PHB):** 29th Street, 18th Street	**11**
2	**US 280/Victory Drive**	30th Ave to I-185	**Multi-Use Path:** Corridor-wide **Sidewalk:** I-185 to Matthews Street **Curve Safety Improvements:** Engineer Drive **Pedestrian Intersection Safety Improvements:** Elvan Avenue, Leary Road, Lumpkin Road **Intersection Lighting:** Lumpkin Road **Access Management:** Morgan Drive, Marathon Drive, Lumpkin Road, Airview Drive, Clay Drive, 30th Avenue	**10.5**
3	**US 27/Veterans Parkway**	Moon Road to Alexander Street	**Multi-Use Path:** Alexander Street to Britt Davis Road (east side of roadway) **Sidewalk:** Alexander Street to Ogletree Street (west side of roadway), Adams Farm Road to Tower Road (west side of roadway) **Pedestrian Intersection Safety Improvements:** Airport Thruway, Whitesville Road, Britt Davis Road **Access Management:** Britt David Road to Gepca Road, Lake Loop to Old Moon Road **Protected Left Turn Phasing:** Airport Thruway, Commercial Drive **Intersection Lighting:** Commercial Drive	**10**
4	**US 280/4th Street**	State Line to 30th Avenue	**Multi-Use Path:** 30th Avenue to 6th Avenue **Crosswalk with Pedestrian Hybrid Beacon (PHB):** Riverwalk Trailhead **Curve Safety Improvements:** Lumpkin Boulevard, 10th Avenue **High Friction Surface Treatment:** Lumpkin Boulevard to 10th Avenue **Access Management:** 6th Avenue, 3rd Avenue **Intersection Lighting:** Veteran's Parkway	**8.1**

STATE PROJECTS

PROJECT ID	STREET NAME	PROJECT LIMITS	RECOMMENDATION SUMMARY	SCORE
5	SR 22/Macon Road	Rigdon Road to Reese Road	**Pedestrian Intersection Safety Improvements:** Boxwood Boulevard, I-185 **Sidewalk:** Forrest Road to Reese Road **Rumble Strips:** Forrest Road to Reese Road **Access Management:** Norris Road to Forrest Road, Dell Drive **Crosswalk with Pedestrian Hybrid Beacon (PHB):** Citizens Way	8
6	US 80/Beaver Run Road	W of Flat Rock Road to Technology Parkway	**Rumble Strips:** Corridor-wide **Curve-Safety Improvements:** Ruffie Way, Talokas Lane **Sidewalk :** Flat Rock Road to Psalmond Road	6.8
7	US 80/J R Allen Parkway	State Line to E of River Road	**Rumble Strips:** Corridor-wide where missing **Curve-Safety Improvements:** Chattahoochee River to 2nd Avenue, 2nd Avenue to River Road **High-Friction Surface Treatment:** Chattahoochee River to 2nd Avenue, 2nd Avenue to River Road **Lighting:** Chattahoochee River to 2nd Avenue	6.6
8	US Alt 27/ Manchester Expressway	US 27 to Armour Road	**Pedestrian Intersection Safety Improvements:** Armour Road, Woodruff Road, 17th Avenue, Veterans Parkway **Intersection Lighting:** Armour Road **Protected Left Turn Phasing:** Armour Road **Crosswalk with Pedestrian Hybrid Beacon (PHB):**42nd Street	5.8
9	SR 22/Wynnton Road	Buena Vista Road to Rigdon Road	**Road Diet:** 13th Street to Buena Vista Road **Pedestrian Intersection Safety Improvements:** 13th Street, Peacock Avenue, 18th Avenue **Intersection lighting:** Peacock Avenue **Sidewalk:** Jeanete Avenue to Buena Vista Road **Crosswalk with Rectangular Rapid Flashing Beacons (RRFBs):** Eberhart Avenue **Access Management:** 13th Street to Lawyers Lane, Brown Avenue to Henry Avenue	4.1
10	US Alt 27/ Manchester Expressway	I-185 to Reese Road	**Pedestrian Intersection Safety Improvements:** I-185, University Avenue, Reese Road **Intersection Lighting:** Fall Line Trace Trail Head Entrance **Intersection Safety Improvements:** I-185	3.3

GDOT PRIORITY PROJECTS MAP



PART 3:

PERFORMANCE MONITORING AND NEXT STEPS

PERFORMANCE MONITORING & NEXT STEPS

Performance Measures and Monitoring

Implementation of this Safety Action Plan and progress towards the goal of zero fatalities and serious injuries will occur over the course of several years. Over this time, Columbus and their partners are committed to monitoring citywide safety trends, reporting on progress towards Action Plan recommendation implementation, and measuring the safety impact of completed projects.

This information will be shared each year in a publicly facing annual report and displayed online with a regularly updated Action Plan Dashboard. The following performance measures should be considered:

System Performance

These performance measures track the citywide transportation safety performance from year to year. They are used to highlight long-term trends and communicate how, when, and where fatal and serious injury crashes are occurring to the public. Much of this data can be accessed easily online using GDOT's Crash Data Dashboard and will also be available via the Action Plan Dashboard.



MEASURE	DESCRIPTION	METRICS	SOURCE
Total Fatal/Severe Injury Crashes	Total number of citywide KSI crashes during the reporting year	Number of Crashes	Crash Data Dashboard
Bicycle and Pedestrian Severe Injury Crashes	Total number of citywide KSI crashes involving bicyclists or pedestrians during the reporting year	Number of Crashes	Crash Data Dashboard
Fatal/Severe Injuries by Manner of Collision	Total number of citywide KSI crashes broken down by manner of collision, with an emphasis on focus crash types	Number of Crashes	Crash Data Dashboard
Fatal/Severe Injury Crashes vs Previous Year	Comparison of the total number of citywide KSI crashes in the reporting year based on the previous year	Number of Crashes	Crash Data Dashboard
Fatal/Severe Injury Crashes on HIN	Total number of KSI crashes that occurred on the High-Injury-Network during the reporting year	Number of Crashes	Crash Data Dashboard



Priority Project Progress

These performance measures track progress towards the implementation of traffic safety infrastructure projects. They are used to reinforce accountability in project implementation, communicate progress to the public, and to measure the safety impact of projects following implementation. Much of this data can be collected via CCG and GDOT CIP/work programs, through regular Stakeholder Meeting updates, and through GDOT's crash querying platform.

MEASURE	DESCRIPTION	METRICS	SOURCE
Priority Projects Implementation	Progress towards the implementation of priority projects identified in the Safety Action Plan	Projects programmed or added to priority lists, grants applied for, project development activities, projects completed	CCG/GDOT
Other Safety Project Implementation	Progress towards the implementation of safety projects that incorporate the strategies outlined in the Action Plan, but were not identified as priority projects	Projects programmed or added to priority lists, grants applied for, project development activities, projects completed	CCG/GDOT
Priority Project Performance	Evaluation of the safety performance of completed priority projects	Post construction change in fatal/severe injury crashes	Crash Data Dashboard

Actionable Strategies Progress

This reporting metric tracks progress towards the non-infrastructure related Action Plan strategies and summarizes ongoing educational and enforcement efforts. They are used to reinforce accountability in strategy implementation and report ongoing efforts to the public. Much of this data can be collected via regular Stakeholder Meeting updates.

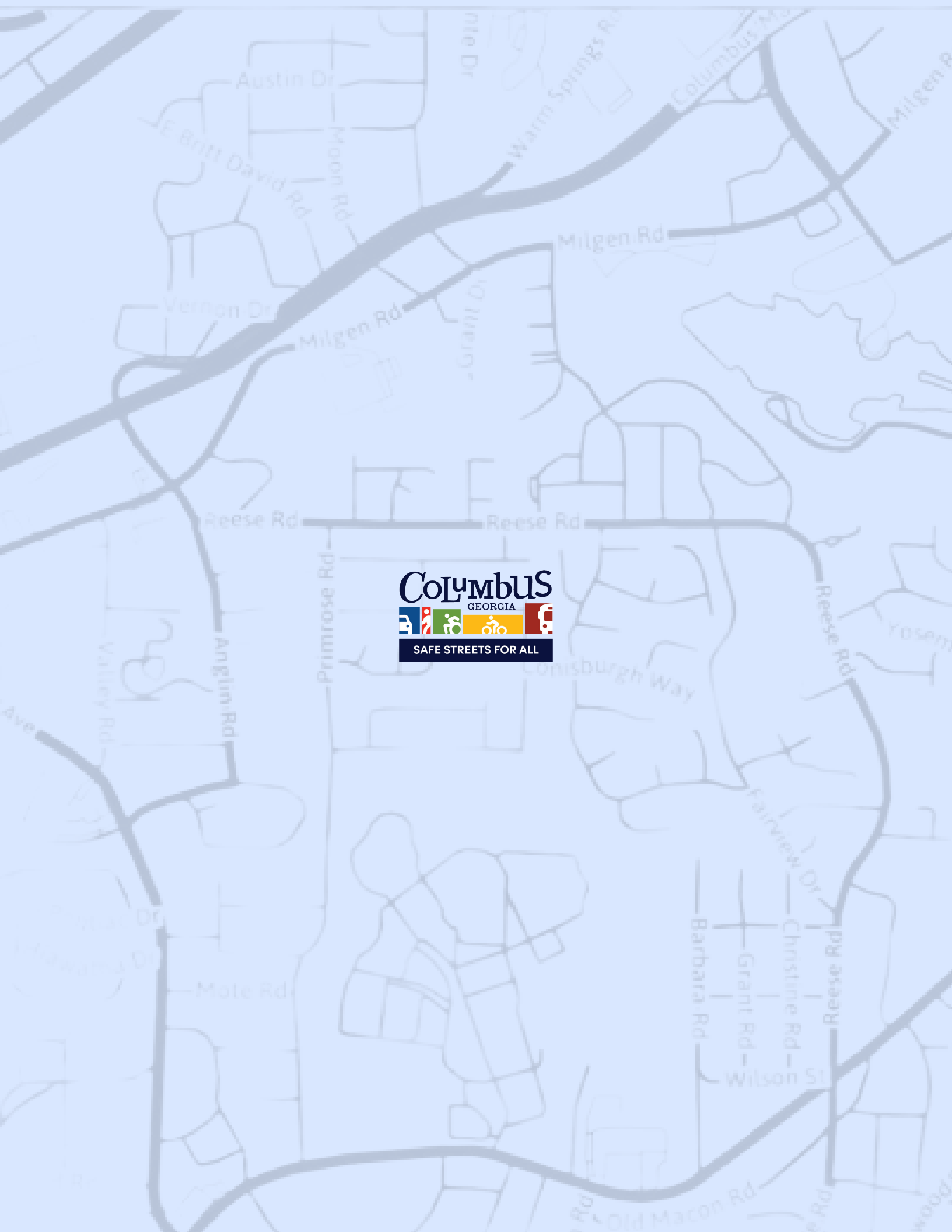


MEASURE	DESCRIPTION	METRICS	SOURCE
Strategy Implementation	*Progress towards the implementation of actionable strategies recommended in the Safety Action Plan*	Progress on implementing recommended strategies	CCG/GDOT/ Partners
Educational Activities Completed	*Summary of all traffic safety educational activities completed*	Educational campaigns launched, materials developed, events held, people reached	CCG/GDOT/ Partners
Enforcement Activities Completed	*Summary of all traffic safety focused enforcement activities*	Warnings/tickets issued, enforcement details held, grants awarded	CPD/MSO

Achieving zero deaths and serious injuries is an ambitious goal, but it is essential to safeguard the well-being of our community's residents and visitors.

Eliminating fatalities and serious injuries in Columbus by 2050 will require continued commitment from city leadership, safety partners, and all road users. **The projects, strategies, and policies outlined in this Safety Action Plan establish a road map for achieving this vision.**




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SAFE STREETS FOR ALL

APPENDIX A:

PLANS POLICIES AND BEST PRACTICE REVIEW TECHNICAL MEMO

APPENDIX B:

CRASH ANALYSIS TECHNICAL MEMO

APPENDIX C:

BICYCLE and PEDESTRIAN HIGH INJURY NETWORK ANALYSIS MEMO

APPENDIX D:

BICYCLE and PEDESTRIAN RISK ASSESSMENT RESULTS MEMO

APPENDIX E:

TRANSPORTATION SYSTEM USAGE MEMO

APPENDIX F:

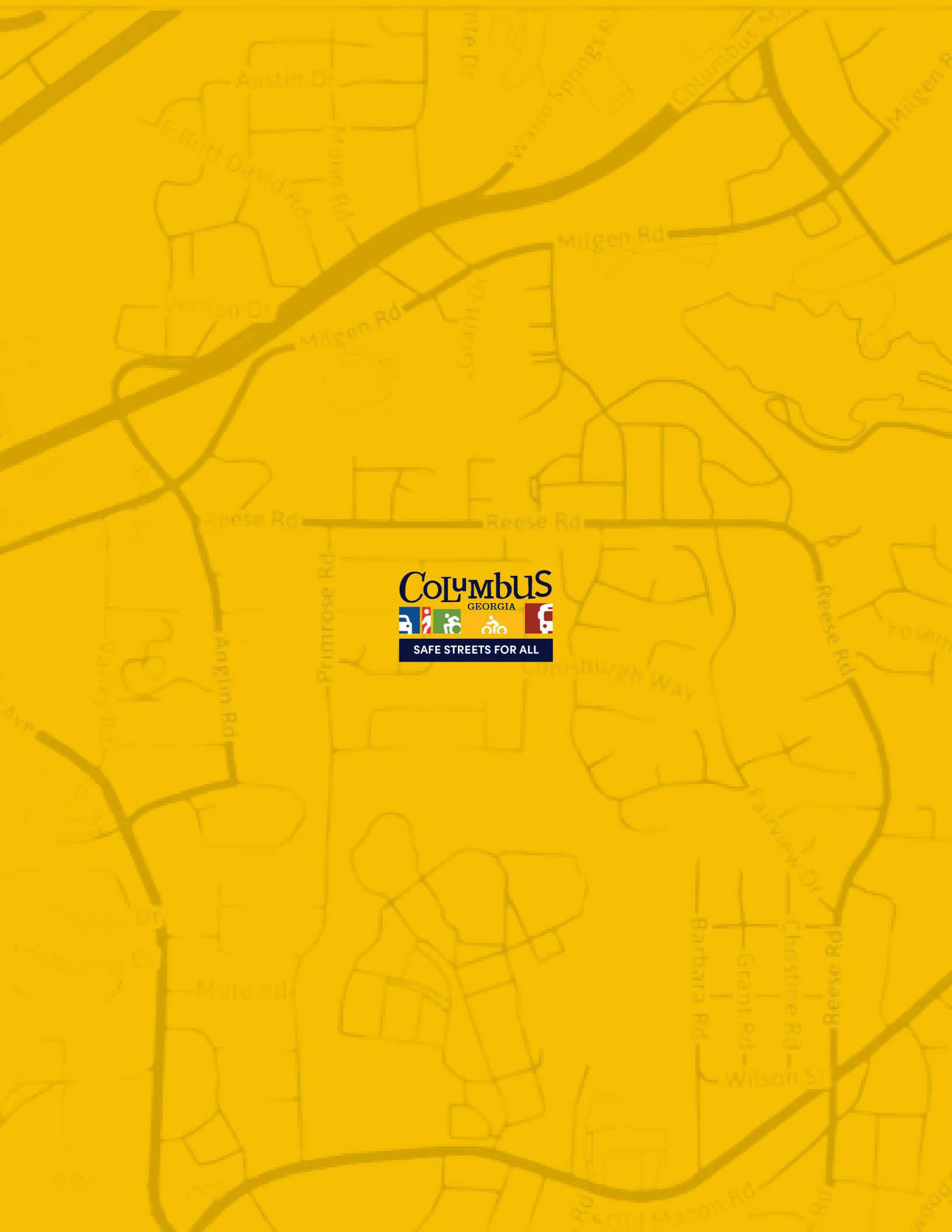
UNDERSERVED COMMUNITY IMPACT ANALYSIS MEMO

APPENDIX C:
OUTREACH EVENT SUMMARY

APPENDIX H:
PUBLIC SURVEY RESULTS

APPENDIX I:

PRIORITY PROJECT RECOMMENDATION SHEETS


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