# APPENDIX 1: SAFETY ANALYSIS

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# MEMORANDUM

To: Emerald Coast Regional Council

From: Kimley-Horn and Associates, Inc.

Date: December 2, 2024

Subject: Safe Streets and Roads for All – Crash Data Summary by County

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This memorandum is a summary of an analysis of the historical crash data from 2019 to 2023 for each of the ECRC Region's seven counties. The data was reviewed individually to identify crash trends and patterns specific to each county. The table below summarizes the crash type for each of the seven counties within the ECRC region during the five-year analysis period. Detailed crash analysis summaries for each county are included as exhibits at the end of this memorandum.

| Crash Type | Bay | Escambia | Holmes | Okaloosa | Santa Rosa | Walton | Washington | Total |
|---|---|---|---|---|---|---|---|---|
| **Left Turn** | 129 | 177 | 5 | 197 | 81 | 47 | 10 | **646** |
| **Off Road** | 87 | 207 | 39 | 106 | 77 | 80 | 23 | **619** |
| **Rear End** | 111 | 146 | 11 | 134 | 76 | 61 | 13 | **552** |
| **Other** | 106 | 99 | 12 | 101 | 52 | 60 | 23 | **453** |
| **Pedestrian** | 82 | 196 | 2 | 88 | 28 | 47 | 6 | **449** |
| **Angle** | 79 | 144 | 21 | 56 | 26 | 19 | 9 | **354** |
| **Rollover** | 56 | 45 | 14 | 63 | 33 | 35 | 17 | **263** |
| **Head On** | 40 | 68 | 9 | 42 | 37 | 28 | 13 | **237** |
| **Bicycle** | 36 | 70 | 1 | 40 | 14 | 16 | 1 | **178** |
| **Sideswipe** | 17 | 33 | 5 | 21 | 12 | 13 | 4 | **105** |
| **Unknown** | 18 | 16 | 1 | 12 | 8 | 6 | 2 | **63** |
| **Right Turn** | 2 | 10 | 2 | 8 | 8 | 1 | 1 | **32** |
| **Animal** | 1 | 3 | 2 | 4 | 4 | 5 | 3 | **22** |
| **Total** | **764** | **1,214** | **124** | **872** | **456** | **418** | **125** | **3,973** |

## ESCAMBIA COUNTY

Of the 3,973 fatal and serious injury crashes reported within the ECRC Region, 1,214 were reported in Escambia County. The most common crash type in Escambia County was off road crashes, which accounted for approximately 17 percent (17%) of all fatal and serious injury crashes.

Approximately 47 percent (47%) of fatal and serious injury crashes in Escambia County occurred under dark conditions (including dawn and dusk), and 26 percent (26%) were coded as 'Dark – Not

Lighted,' which suggests that lighting was not present for most of the crashes that occurred under dark conditions.

Approximately 13 percent (13%) of the Escambia County fatal and serious injury crashes occurred with wet surface conditions. Eight percent (8%) of fatal and serious injury crashes involved alcohol use, which is below the ECRC region average.

In terms of vulnerable road users, sixteen percent (16%) of the Escambia County fatal and serious injury crashes involve a pedestrian while approximately six percent (6%) of KSI crashes involve a bicyclist. Motorcyclists were involved in fifteen percent (15%) of fata and serious injury crashes during the five-year analysis period.

## SANTA ROSA COUNTY

There were 476 crashes reported in Santa Rosa County. The most common crash type in Santa Rosa County was left turn crashes, which accounted for approximately 18 percent (18%) of all fatal and serious injury crashes.

Approximately 40 percent (40%) of fatal and serious injury crashes in Santa Rosa County occurred under dark conditions (including dawn and dusk), and 22 percent (22%) were coded as 'Dark – Not Lighted,' which suggests that lighting was not present for most of the crashes that occurred under dark conditions.

Approximately 11 percent (11%) of the Santa Rosa County fatal and serious injury crashes occurred with wet surface conditions. Nine percent (9%) of fatal and serious injury crashes involved alcohol use, which is below the ECRC region average.

In terms of vulnerable road users, six percent (6%) of the Santa Rosa County fatal and serious injury crashes involve a pedestrian while approximately three percent (3%) of KSI crashes involve a bicyclist. Motorcyclists were involved in eighteen percent (18%) of fata and serious injury crashes during the five-year analysis period.

## OKALOOSA COUNTY

Of the 3,973 fatal and serious injury crashes reported within the ECRC Region, 872 were reported in Okaloosa County. The most common crash type in Okaloosa County was left turn crashes, which accounted for approximately 23 percent (23%) of all fatal and serious injury crashes.

Approximately 40 percent (40%) of fatal and serious injury crashes in Okaloosa County occurred under dark conditions (including dawn and dusk), and 21 percent (21%) were coded as 'Dark – Not Lighted,' which suggests that lighting was not present for most of the crashes that occurred under dark conditions.

Approximately 14 percent (14%) of the Okaloosa County fatal and serious injury crashes occurred with wet surface conditions. Nine percent (9%) of fatal and serious injury crashes involved alcohol use, which is below the ECRC region average.

In terms of vulnerable road users, ten percent (10%) of the Okaloosa County fatal and serious injury crashes involve a pedestrian while approximately five percent (5%) of KSI crashes involve a bicyclist. Motorcyclists were involved in sixteen percent (16%) of fata and serious injury crashes during the five-year analysis period.

## WALTON COUNTY

Of the 3,973 fatal and serious injury crashes reported within the ECRC Region, 418 were reported in Walton County. The most common crash type in Walton County was off road crashes, which accounted for approximately 19 percent (19%) of all fatal and serious injury crashes.

Approximately 50 percent (50%) of fatal and serious injury crashes in Walton County occurred under dark conditions (including dawn and dusk), and 38 percent (38%) were coded as 'Dark – Not Lighted,' which suggests that lighting was not present for most of the crashes that occurred under dark conditions.

Approximately 13 percent (13%) of the Walton County fatal and serious injury crashes occurred with wet surface conditions. Ten percent (10%) of fatal and serious injury crashes involved alcohol use, which aligns with the ECRC region average.

In terms of vulnerable road users, eleven percent (11%) of the Walton County fatal and serious injury crashes involve a pedestrian while approximately four percent (4%) of KSI crashes involve a bicyclist. Motorcyclists were involved in thirteen percent (13%) of fata and serious injury crashes during the five-year analysis period.

## BAY COUNTY

Of the 3,973 fatal and serious injury crashes reported within the ECRC Region, 764 were reported in Bay County. The most common crash type in Bay County was left turn crashes, which accounted for approximately 17 percent (17%) of all fatal and serious injury crashes.

Approximately 49 percent (49%) of fatal and serious injury crashes in Bay County occurred under dark conditions (including dawn and dusk), and 20 percent (20%) were coded as 'Dark – Not Lighted,' which suggests that lighting was in fact present for most of the crashes that occurred under dark conditions.

Approximately ten percent (10%) of the Bay County fatal and serious injury crashes occurred with wet surface conditions. Fourteen percent (14%) of fatal and serious injury crashes involved alcohol use, which is the highest rate among ECRC region counties.

In terms of vulnerable road users, eleven percent (11%) of the Bay County fatal and serious injury crashes involve a pedestrian while approximately five percent (5%) of KSI crashes involve a bicyclist. Motorcyclists were involved in 22 percent (22%) of fata and serious injury crashes during the five-year analysis period.

## WASHINGTON COUNTY

Of the 3,973 fatal and serious injury crashes reported within the ECRC Region, 125 were reported in Washington County. The most common crash type in Washington County was off road crashes, which accounted for approximately 18 percent (18%) of all fatal and serious injury crashes.

Approximately 46 percent (46%) of fatal and serious injury crashes in Washington County occurred under dark conditions (including dawn and dusk), and 34 percent (34 %) were coded as 'Dark – Not Lighted,' which suggests that lighting was not present for most of the crashes that occurred under dark conditions.

Approximately ten percent (10%) of the Washington County fatal and serious injury crashes occurred with wet surface conditions. Ten percent (10%) of fatal and serious injury crashes involved alcohol use, which aligns with the ECRC region average.

In terms of vulnerable road users, five percent (5%) of the Washington County fatal and serious injury crashes involve a pedestrian while approximately one percent (1%) of KSI crashes involve a bicyclist. Motorcyclists were involved in ten percent (10%) of fata and serious injury crashes during the five-year analysis period.

## HOLMES COUNTY

Of the 3,973 fatal and serious injury crashes reported within the ECRC Region, 124 were reported in Holmes County. The most common crash type in Holmes County was off road crashes, which accounted for approximately 31 percent (31%) of all fatal and serious injury crashes.

Approximately 43 percent (43%) of fatal and serious injury crashes in Holmes County occurred under dark conditions (including dawn and dusk), and 33 percent (33%) were coded as 'Dark – Not Lighted,' which suggests that lighting was not present for most of the crashes that occurred under dark conditions.

Approximately 13 percent (13%) of the Holmes County fatal and serious injury crashes occurred with wet surface conditions. Ten percent (10%) of fatal and serious injury crashes involved alcohol use, which aligns with the ECRC region average.

In terms of vulnerable road users, percent (2%) of the Holmes County fatal and serious injury crashes involve a pedestrian while approximately one percent (1%) of KSI crashes involve a bicyclist. Motorcyclists were involved in seven percent (7%) of fata and serious injury crashes during the five-year analysis period.

# Escambia County Crash Data Summary

| Year | Fatal (Within 30 Days) | Incapacitating Injury | Non-Incapacitating Injury | Possible Injury | No Injury | Total |
|---|---|---|---|---|---|---|
| 2019 | 58 | 189 | 931 | 1757 | 8,455 | 11,390 |
| 2020 | 54 | 163 | 772 | 1508 | 6,837 | 9,334 |
| 2021 | 73 | 155 | 858 | 1564 | 7,853 | 10,503 |
| 2021 | 50 | 214 | 950 | 1639 | 7,179 | 10,032 |
| 2022 | 61 | 221 | 1095 | 1500 | 6,789 | 9,666 |
| Total | 296 | 942 | 4,606 | 7,968 | 37,113 | 50,925 |
| Percentage | 0.6% | 1.8% | 9.0% | 15.6% | 72.9% | 100.0% |

| Crash Type | Frequency | Percentage | Fatal/Severe Injury Crash Frequency | Fatal/Severe Injury Crash Percentage |
|---|---|---|---|---|
| Rear End | 15,927 | 31.3% | 148 | 0.9% |
| Other | 8,385 | 16.5% | 106 | 1.3% |
| Left Turn | 6,475 | 12.7% | 177 | 2.7% |
| Off Road | 5,792 | 11.4% | 213 | 3.7% |
| Angle | 5,184 | 10.2% | 145 | 2.8% |
| Sideswipe | 4,899 | 9.6% | 33 | 0.7% |
| Right Turn | 1,042 | 2.0% | 10 | 1.0% |
| Unknown | 907 | 1.8% | 16 | 1.8% |
| Pedestrian | 718 | 1.4% | 201 | 28.0% |
| Head On | 538 | 1.1% | 69 | 12.8% |
| Bicycle | 474 | 0.9% | 70 | 14.8% |
| Rollover | 339 | 0.7% | 47 | 13.9% |
| Animal | 245 | 0.5% | 3 | 1.2% |
| Total | 50,925 | 100.0% | 1,238 | 2.4% |

| Frequency | Percentage | Other Crash Facts |
|---|---|---|
| 1,467 | 2.9% | crashes involved alcohol use |
| 635 | 1.2% | crashes involved drug use |
| 800 | 1.6% | crashes are classified as speeding related |
| 730 | 1.4% | crashes involved 1 or more pedestrians |
| 593 | 1.2% | crashes involved 1 or more bicyclists |
| 787 | 1.5% | crashes involved motorcyclists |
| 50 | 0.1% | crashes involved moped users |

| Light Conditions | Frequency | Percentage |
|---|---|---|
| Daylight | 36,709 | 72.1% |
| Dark - Not Lighted | 5492 | 10.8% |
| Dark - Lighted | 5,459 | 10.7% |
| Dusk | 2066 | 4.1% |
| Dawn | 751 | 1.5% |
| Unknown | 357 | 0.7% |
| Dark - Unknown Lighting | 76 | 0.1% |
| Other | 15 | <0.1% |
| Total | 50,925 | 100.0% |

| Weather Condition | Frequency | Percentage |
|---|---|---|
| Clear | 36,128 | 70.9% |
| Cloudy | 9,498 | 18.7% |
| Rain | 4,583 | 9.0% |
| Fog, Smog, Smol | 360 | 0.7% |
| Other | 348 | 0.7% |
| Severe Crosswir | 5 | <0.1% |
| Sleet/Hail/Freezing Rain | 2 | <0.1% |
| Blowing Sand, Soil, Dirt | 1 | <0.1% |
| Total | 50,925 | 100.0% |

| Road Surface Condition | Frequency | Percentage |
|---|---|---|
| Dry | 42,485 | 83.4% |
| Wet | 8098 | 15.9% |
| Unknown | 300 | 0.6% |
| Mud, Dirt, Gravel | 20 | <0.1% |
| Other | 11 | <0.1% |
| Water (standing/moving) | 6 | <0.1% |
| Sand | 3 | <0.1% |
| Ice/Frost | 1 | <0.1% |
| Oil | 1 | <0.1% |
| Total | 50,925 | 100.0% |

# Santa Rosa County Crash Data Summary

| Year | Fatal (within 30 days) | Incapacitating Injury | Non-Incapacitating Injury | Possible Injury | No Injury | Grand Total |
|---|---|---|---|---|---|---|
| 2019 | 19 | 69 | 336 | 469 | 2,098 | 2,991 |
| 2020 | 21 | 53 | 353 | 471 | 2,024 | 2,922 |
| 2021 | 21 | 83 | 449 | 424 | 2,379 | 3,356 |
| 2022 | 20 | 66 | 371 | 449 | 2,332 | 3,238 |
| 2023 | 20 | 85 | 358 | 419 | 2,324 | 3,206 |
| Total | 101 | 356 | 1,867 | 2,232 | 11,157 | 15,713 |
| Percentage | 0.6% | 2.3% | 11.9% | 14.2% | 71.0% | 100.0% |

| Crash Type | Frequency | Percentage | Fatal/Severe Injury Crash Frequency | Fatal/Severe Injury Crash Percentage |
|---|---|---|---|---|
| Angle | 946 | 6.0% | 26 | 5.7% |
| Animal | 236 | 1.5% | 4 | 0.9% |
| Bicycle | 104 | 0.7% | 14 | 3.1% |
| Head On | 257 | 1.6% | 38 | 8.3% |
| Left Turn | 2,250 | 14.3% | 81 | 17.7% |
| Off Road | 1,927 | 12.3% | 77 | 16.8% |
| Other | 1,638 | 10.4% | 52 | 11.4% |
| Pedestrian | 93 | 0.6% | 28 | 6.1% |
| Rear End | 6,198 | 39.4% | 76 | 16.6% |
| Right Turn | 289 | 1.8% | 8 | 1.8% |
| Rollover | 288 | 1.8% | 33 | 7.2% |
| Sideswipe | 1,299 | 8.3% | 12 | 2.6% |
| Unknown | 188 | 1.2% | 8 | 1.8% |
| Total | 15,713 | 100.0% | 457 | 100.0% |

| Frequency | Percentage | Other Crash Facts |
|---|---|---|
| 432 | 2.7% | crashes involved alcohol use |
| 187 | 1.2% | crashes involved drug use |
| 415 | 2.6% | crashes are classified as speeding related |
| 111 | 0.7% | crashes involved 1 or more pedestrians |
| 113 | 0.7% | crashes involved 1 or more bicyclists |
| 474 | 3.0% | crashes involved motorcyclists |
| 16 | 0.1% | crashes involved moped users |

| Light Conditions | Frequency | Percentage |
|---|---|---|
| Daylight | 11,473 | 73.0% |
| Dark - Not Lighted | 1970 | 12.5% |
| Dark - Lighted | 1,329 | 8.5% |
| Dusk | 612 | 3.9% |
| Dawn | 250 | 1.6% |
| Unknown | 54 | <0.1% |
| Dark - Unknown Lighting | 23 | <0.1% |
| Other | 2 | <0.1% |
| Total | 15,713 | 100.0% |

| Weather Condition | Frequency | Percentage |
|---|---|---|
| Clear | 11,415 | 72.6% |
| Cloudy | 2,601 | 16.6% |
| Rain | 1,463 | 9.3% |
| Fog, Smog, Smoke | 158 | 1.0% |
| Other | 74 | <0.1% |
| Severe Crosswinds | 2 | <0.1% |
| Sleet/Hail/Freezing Rain | 0 | <0.1% |
| Blowing Sand, Soil, Dirt | 0 | <0.1% |
| Total | 15,713 | 100.0% |

| Road Surface Condition | Frequency | Percentage |
|---|---|---|
| Dry | 13,085 | 83.3% |
| Wet | 2535 | 16.1% |
| Unknown | 68 | <0.1% |
| Mud, Dirt, Gravel | 21 | <0.1% |
| Other | 1 | <0.1% |
| Water (standing/moving) | 3 | <0.1% |
| Total | 15,713 | 100.0% |

# Okaloosa County Crash Data Summary

| Year | Fatal (within 30 days) | Incapacitating Injury | Non-Incapacitating Injury | Possible Injury | No Injury | Grand Total |
|---|---|---|---|---|---|---|
| 2019 | 35 | 115 | 544 | 738 | 4,040 | 5,472 |
| 2020 | 38 | 106 | 440 | 661 | 3,426 | 4,671 |
| 2021 | 41 | 136 | 521 | 741 | 4,277 | 5,716 |
| 2022 | 19 | 178 | 545 | 679 | 3,974 | 5,395 |
| 2023 | 27 | 178 | 501 | 668 | 3,557 | 4,931 |
| Total | 160 | 713 | 2,551 | 3,487 | 19,274 | 26,185 |
| Percentage | 0.6% | 2.7% | 9.7% | 13.3% | 73.6% | 100.0% |

| Crash Type | Frequency | Percentage | Fatal/Severe Injury Crash Frequency | Fatal/Severe Injury Crash Percentage |
|---|---|---|---|---|
| Angle | 1,834 | 7.0% | 56 | 6.4% |
| Animal | 284 | 1.1% | 4 | 0.5% |
| Bicycle | 294 | 1.1% | 40 | 4.6% |
| Head On | 326 | 1.2% | 42 | 4.8% |
| Left Turn | 3,541 | 13.5% | 197 | 22.6% |
| Off Road | 2,608 | 10.0% | 106 | 12.1% |
| Other | 2,980 | 11.4% | 101 | 11.6% |
| Pedestrian | 283 | 1.1% | 89 | 10.2% |
| Rear End | 9,780 | 37.3% | 134 | 15.3% |
| Right Turn | 551 | 2.1% | 8 | 0.9% |
| Rollover | 514 | 2.0% | 63 | 7.2% |
| Sideswipe | 2,818 | 10.8% | 21 | 2.4% |
| Unknown | 372 | 1.4% | 12 | 1.4% |
| Total | 26,185 | 100.0% | 873 | 100.0% |

| Frequency | Percentage | Other Crash Facts |
|---|---|---|
| 808 | 3.1% | crashes involved alcohol use |
| 265 | 1.0% | crashes involved drug use |
| 925 | 3.5% | crashes are classified as speeding related |
| 281 | 1.1% | crashes involved 1 or more pedestrians |
| 376 | 1.4% | crashes involved 1 or more bicyclists |
| 894 | 3.4% | crashes involved motorcyclists |
| 51 | 0.2% | crashes involved moped users |

| Light Conditions | Frequency | Percentage |
|---|---|---|
| Daylight | 18,885 | 72.1% |
| Dark - Not Lighted | 2527 | 9.7% |
| Dark - Lighted | 3,232 | 12.3% |
| Dusk | 1000 | 3.8% |
| Dawn | 404 | 1.5% |
| Unknown | 81 | <0.1% |
| Dark - Unknown Lighting | 47 | <0.1% |
| Other | 9 | <0.1% |
| Total | 26,185 | 100.0% |

| Weather Condition | Frequency | Percentage |
|---|---|---|
| Clear | 19,157 | 73.2% |
| Cloudy | 3,950 | 15.1% |
| Rain | 2,748 | 10.5% |
| Fog, Smog, Smoke | 244 | <0.1% |
| Other | 79 | <0.1% |
| Severe Crosswinds | 6 | <0.1% |
| Sleet/Hail/Freezing Rain | 0 | <0.1% |
| Blowing Sand, Soil, Dirt | 1 | <0.1% |
| Total | 26,185 | 100.0% |

| Road Surface Condition | Frequency | Percentage |
|---|---|---|
| Dry | 21,884 | 83.6% |
| Wet | 4179 | 16.0% |
| Unknown | 73 | <0.1% |
| Mud, Dirt, Gravel | 22 | <0.1% |
| Other | 14 | <0.1% |
| Water (standing/moving) | 4 | <0.1% |
| Sand | 7 | <0.1% |
| Ice/Frost | 1 | <0.1% |
| Oil | 1 | <0.1% |
| Total | 26,185 | 100.0% |

# Walton County Crash Data Summary

| Year | Fatal (within 30 days) | Incapacitating Injury | Non-Incapacitating Injury | Possible Injury | No Injury | Grand Total |
|---|---|---|---|---|---|---|
| 2019 | 19 | 41 | 239 | 236 | 1,525 | 2,060 |
| 2020 | 27 | 31 | 180 | 240 | 1,429 | 1,907 |
| 2021 | 34 | 74 | 240 | 284 | 1,750 | 2,382 |
| 2022 | 21 | 71 | 222 | 316 | 1,677 | 2,307 |
| 2023 | 19 | 86 | 228 | 287 | 1,590 | 2,210 |
| Total | 120 | 303 | 1,109 | 1,363 | 7,971 | 10,866 |
| Percentage | 1.1% | 2.8% | 10.2% | 12.5% | 73.4% | 100.0% |

| Crash Type | Frequency | Percentage | Fatal/Severe Injury Crash Frequency | Fatal/Severe Injury Crash Percentage |
|---|---|---|---|---|
| Angle | 563 | 5.2% | 19 | 4.5% |
| Animal | 471 | 4.3% | 5 | 1.2% |
| Bicycle | 88 | 0.8% | 16 | 3.8% |
| Head On | 150 | 1.4% | 29 | 6.9% |
| Left Turn | 993 | 9.1% | 48 | 11.3% |
| Off Road | 1,388 | 12.8% | 80 | 18.9% |
| Other | 1,238 | 11.4% | 61 | 14.4% |
| Pedestrian | 114 | 1.0% | 47 | 11.1% |
| Rear End | 4,186 | 38.5% | 62 | 14.7% |
| Right Turn | 97 | 0.9% | 1 | 0.2% |
| Rollover | 339 | 3.1% | 36 | 8.5% |
| Sideswipe | 1,079 | 9.9% | 13 | 3.1% |
| Unknown | 160 | 1.5% | 6 | 1.4% |
| Total | 10,866 | 100.0% | 423 | 100.0% |

| Frequency | Percentage | Other Crash Facts |
|---|---|---|
| 344 | 3.2% | crashes involved alcohol use |
| 76 | 0.7% | crashes involved drug use |
| 459 | 4.2% | crashes are classified as speeding related |
| 118 | 1.1% | crashes involved 1 or more pedestrians |
| 121 | 1.1% | crashes involved 1 or more bicyclists |
| 284 | 2.6% | crashes involved motorcyclists |
| 23 | 0.2% | crashes involved moped users |

| Light Conditions | Frequency | Percentage |
|---|---|---|
| Daylight | 7,597 | 69.9% |
| Dark - Not Lighted | 1849 | 17.0% |
| Dark - Lighted | 783 | 7.2% |
| Dusk | 385 | 3.5% |
| Dawn | 168 | 1.5% |
| Unknown | 21 | <0.1% |
| Dark - Unknown Lighting | 50 | <0.1% |
| Other | 13 | <0.1% |
| Total | 10,866 | 100.0% |

| Weather Condition | Frequency | Percentage |
|---|---|---|
| Clear | 8,132 | 74.8% |
| Cloudy | 1,419 | 13.1% |
| Rain | 1,172 | 10.8% |
| Fog, Smog, Smoke | 123 | 1.1% |
| Other | 14 | <0.1% |
| Severe Crosswinds | 4 | <0.1% |
| Sleet/Hail/Freezing Rain | 2 | <0.1% |
| Blowing Sand, Soil, Dirt | 0 | <0.1% |
| Total | 10,866 | 100.0% |

| Road Surface Condition | Frequency | Percentage |
|---|---|---|
| Dry | 9,016 | 83.0% |
| Wet | 1783 | 16.4% |
| Unknown | 17 | <0.1% |
| Mud, Dirt, Gravel | 32 | <0.1% |
| Other | 4 | <0.1% |
| Water (standing/moving) | 7 | <0.1% |
| Sand | 7 | <0.1% |
| Ice/Frost | 0 | <0.1% |
| Oil | 0 | <0.1% |
| Total | 10,866 | 100.0% |

# Bay County Crash Data Summary

| Year | Fatal (within 30 days) | Incapacitating Injury | Non-Incapacitating Injury | Possible Injury | No Injury | Grand Total |
|---|---|---|---|---|---|---|
| 2019 | 30 | 144 | 508 | 882 | 6,100 | 7,664 |
| 2020 | 31 | 108 | 395 | 627 | 4,141 | 5,302 |
| 2021 | 37 | 110 | 458 | 824 | 5,615 | 7,044 |
| 2022 | 45 | 112 | 416 | 761 | 5,303 | 6,637 |
| 2023 | 24 | 123 | 391 | 801 | 5,204 | 6,543 |
| Total | 167 | 597 | 2,168 | 3,895 | 26,363 | 33,190 |
| Percentage | 0.5% | 1.8% | 6.5% | 11.7% | 79.4% | 100.0% |

| Crash Type | Frequency | Percentage | Fatal/Severe Injury Crash Frequency | Fatal/Severe Injury Crash Percentage |
|---|---|---|---|---|
| Angle | 2,603 | 7.8% | 79 | 10.3% |
| Animal | 301 | 0.9% | 1 | 0.1% |
| Bicycle | 246 | 0.7% | 36 | 4.7% |
| Head On | 571 | 1.7% | 40 | 5.2% |
| Left Turn | 3,274 | 9.9% | 129 | 16.9% |
| Off Road | 2,465 | 7.4% | 87 | 11.4% |
| Other | 4,260 | 12.8% | 106 | 13.9% |
| Pedestrian | 324 | 1.0% | 82 | 10.7% |
| Rear End | 13,145 | 39.6% | 111 | 14.5% |
| Right Turn | 420 | 1.3% | 2 | 0.3% |
| Rollover | 420 | 1.3% | 56 | 7.3% |
| Sideswipe | 3,380 | 10.2% | 17 | 2.2% |
| Unknown | 1,781 | 5.4% | 18 | 2.4% |
| Total | 33,190 | 100.0% | 764 | 100.0% |

| Frequency | Percentage | Other Crash Facts |
|---|---|---|
| 1,213 | 3.7% | crashes involved alcohol use |
| 308 | 0.9% | crashes involved drug use |
| 961 | 2.9% | crashes are classified as speeding related |
| 410 | 1.2% | crashes involved 1 or more pedestrians |
| 366 | 1.1% | crashes involved 1 or more bicyclists |
| 1,142 | 3.4% | crashes involved motorcyclists |
| 87 | 0.3% | crashes involved moped users |

| Light Conditions | Frequency | Percentage |
|---|---|---|
| Daylight | 22,377 | 67.4% |
| Dark - Not Lighted | 2454 | 7.4% |
| Dark - Lighted | 4,646 | 14.0% |
| Dusk | 797 | 2.4% |
| Dawn | 338 | 1.0% |
| Unknown | 2496 | 7.5% |
| Dark - Unknown Lighting | 60 | <0.1% |
| Other | 22 | <0.1% |
| Total | 33,190 | 100.0% |

| Weather Condition | Frequency | Percentage |
|---|---|---|
| Clear | 23,866 | 71.9% |
| Cloudy | 3,969 | 12.0% |
| Rain | 2,767 | 8.3% |
| Fog, Smog, Smoke | 280 | <0.1% |
| Other | 2,303 | 6.9% |
| Severe Crosswinds | 4 | <0.1% |
| Sleet/Hail/Freezing Rain | 0 | <0.1% |
| Blowing Sand, Soil, Dirt | 1 | <0.1% |
| Total | 33,190 | 100.0% |

| Road Surface Condition | Frequency | Percentage |
|---|---|---|
| Dry | 26,584 | 80.1% |
| Wet | 4186 | 12.6% |
| Unknown | 2307 | 7.0% |
| Mud, Dirt, Gravel | 78 | <0.1% |
| Other | 5 | <0.1% |
| Water (standing/moving) | 14 | <0.1% |
| Sand | 9 | <0.1% |
| Ice/Frost | 2 | <0.1% |
| Oil | 5 | <0.1% |
| Total | 33,190 | 100.0% |

# Holmes County Crash Data Summary

| Year | Fatal (within 30 days) | Incapacitating Injury | Non-Incapacitating Injury | Possible Injury | No Injury | Grand Total |
|---|---|---|---|---|---|---|
| 2019 | 7 | 28 | 37 | 48 | 271 | 391 |
| 2020 | 5 | 12 | 28 | 34 | 273 | 352 |
| 2021 | 4 | 23 | 37 | 40 | 274 | 378 |
| 2022 | 5 | 16 | 41 | 37 | 270 | 369 |
| 2023 | 7 | 17 | 45 | 43 | 289 | 401 |
| Total | 28 | 96 | 188 | 202 | 1,377 | 1,891 |
| Percentage | 1.5% | 5.1% | 9.9% | 10.7% | 72.8% | 100.0% |

| Crash Type | Frequency | Percentage | Fatal/Severe Injury Crash Frequency | Fatal/Severe Injury Crash Percentage |
|---|---|---|---|---|
| Angle | 189 | 10.0% | 21 | 16.9% |
| Animal | 242 | 12.8% | 2 | 1.6% |
| Bicycle | 4 | 0.2% | 1 | 0.8% |
| Head On | 29 | 1.5% | 9 | 7.3% |
| Left Turn | 75 | 4.0% | 5 | 4.0% |
| Off Road | 500 | 26.4% | 39 | 31.5% |
| Other | 289 | 15.3% | 12 | 9.7% |
| Pedestrian | 5 | 0.3% | 2 | 1.6% |
| Rear End | 303 | 16.0% | 11 | 8.9% |
| Right Turn | 3 | 0.2% | 2 | 1.6% |
| Rollover | 97 | 5.1% | 14 | 11.3% |
| Sideswipe | 138 | 7.3% | 5 | 4.0% |
| Unknown | 17 | 0.9% | 1 | 0.8% |
| Total | 1,891 | 100.0% | 124 | 100.0% |

| Frequency | Percentage | Other Crash Facts |
|---|---|---|
| 53 | 2.8% | crashes involved alcohol use |
| 23 | 1.2% | crashes involved drug use |
| 111 | 5.9% | crashes are classified as speeding related |
| 8 | 0.4% | crashes involved 1 or more pedestrians |
| 4 | 0.2% | crashes involved 1 or more bicyclists |
| 50 | 2.6% | crashes involved motorcyclists |
| 1 | 0.1% | crashes involved moped users |

| Light Conditions | Frequency | Percentage |
|---|---|---|
| Daylight | 1,168 | 61.8% |
| Dark - Not Lighted | 533 | 28.2% |
| Dark - Lighted | 73 | 3.9% |
| Dusk | 51 | 2.7% |
| Dawn | 55 | 2.9% |
| Unknown | 9 | <0.1% |
| Dark - Unknown Lighting | 2 | <0.1% |
| Other | 0 | <0.1% |
| Total | 1,891 | 100.0% |

| Weather Condition | Frequency | Percentage |
|---|---|---|
| Clear | 1,366 | 72.2% |
| Cloudy | 253 | 13.4% |
| Rain | 234 | 12.4% |
| Fog, Smog, Smoke | 30 | 1.6% |
| Other | 7 | <0.1% |
| Severe Crosswinds | 0 | <0.1% |
| Sleet/Hail/Freezing Rain | 1 | <0.1% |
| Blowing Sand, Soil, Dirt | 0 | <0.1% |
| Total | 1,891 | 100.0% |

| Road Surface Condition | Frequency | Percentage |
|---|---|---|
| Dry | 1,515 | 80.1% |
| Wet | 315 | 16.7% |
| Unknown | 1 | <0.1% |
| Mud, Dirt, Gravel | 39 | 2.1% |
| Other | 2 | <0.1% |
| Water (standing/moving) | 10 | <0.1% |
| Sand | 9 | <0.1% |
| Ice/Frost | 0 | <0.1% |
| Oil | 0 | <0.1% |
| Total | 1,891 | 100.0% |

# Washington County Crash Data Summary

| Year | Fatal (within 30 days) | Incapacitating Injury | Non-Incapacitating Injury | Possible Injury | No Injury | Grand Total |
|---|---|---|---|---|---|---|
| 2019 | 10 | 24 | 62 | 68 | 351 | 515 |
| 2020 | 9 | 16 | 41 | 64 | 389 | 519 |
| 2021 | 8 | 16 | 39 | 63 | 373 | 499 |
| 2022 | 5 | 14 | 44 | 58 | 315 | 436 |
| 2023 | 4 | 22 | 50 | 42 | 353 | 471 |
| Total | 36 | 92 | 236 | 295 | 1,781 | 2,440 |
| Percentage | 1.5% | 3.8% | 9.7% | 12.1% | 73.0% | 100.0% |

| Crash Type | Frequency | Percentage | Fatal/Severe Injury Crash Frequency | Fatal/Severe Injury Crash Percentage |
|---|---|---|---|---|
| Angle | 156 | 6.4% | 9 | 7.0% |
| Animal | 299 | 12.3% | 3 | 2.3% |
| Bicycle | 9 | 0.4% | 1 | 0.8% |
| Head On | 45 | 1.8% | 13 | 10.2% |
| Left Turn | 163 | 6.7% | 11 | 8.6% |
| Off Road | 647 | 26.5% | 23 | 18.0% |
| Other | 368 | 15.1% | 25 | 19.5% |
| Pedestrian | 16 | 0.7% | 6 | 4.7% |
| Rear End | 401 | 16.4% | 13 | 10.2% |
| Right Turn | 11 | 0.5% | 1 | 0.8% |
| Rollover | 139 | 5.7% | 17 | 13.3% |
| Sideswipe | 170 | 7.0% | 4 | 3.1% |
| Unknown | 16 | 0.7% | 2 | 1.6% |
| Total | 2,440 | 100.0% | 128 | 100.0% |

| Frequency | Percentage | Other Crash Facts |
|---|---|---|
| 80 | 3.3% | crashes involved alcohol use |
| 39 | 1.6% | crashes involved drug use |
| 88 | 3.6% | crashes are classified as speeding related |
| 22 | 0.9% | crashes involved 1 or more pedestrians |
| 9 | 0.4% | crashes involved 1 or more bicyclists |
| 70 | 2.9% | crashes involved motorcyclists |
| 2 | 0.1% | crashes involved moped users |

| Light Conditions | Frequency | Percentage |
|---|---|---|
| Daylight | 1,449 | 59.4% |
| Dark - Not Lighted | 754 | 30.9% |
| Dark - Lighted | 99 | 4.1% |
| Dusk | 60 | 2.5% |
| Dawn | 71 | 2.9% |
| Unknown | 6 | <0.1% |
| Dark - Unknown Lighting | 1 | <0.1% |
| Other | 0 | <0.1% |
| Total | 2,440 | 100.0% |

| Weather Condition | Frequency | Percentage |
|---|---|---|
| Clear | 1,832 | 75.1% |
| Cloudy | 305 | 12.5% |
| Rain | 250 | 10.2% |
| Fog, Smog, Smoke | 48 | 2.0% |
| Other | 5 | <0.1% |
| Severe Crosswinds | 0 | <0.1% |
| Sleet/Hail/Freezing Rain | 0 | <0.1% |
| Blowing Sand, Soil, Dirt | 0 | <0.1% |
| Total | 2,440 | 100.0% |

| Road Surface Condition | Frequency | Percentage |
|---|---|---|
| Dry | 1,988 | 81.5% |
| Wet | 382 | 15.7% |
| Unknown | 0 | <0.1% |
| Mud, Dirt, Gravel | 58 | 2.4% |
| Other | 2 | <0.1% |
| Water (standing/moving) | 4 | <0.1% |
| Sand | 6 | <0.1% |
| Ice/Frost | 0 | <0.1% |
| Oil | 0 | <0.1% |
| Total | 2,440 | 100.0% |

Kimley»Horn

# MEMORANDUM

To: Emerald Coast Regional Council

From: Kimley-Horn and Associates, Inc.

Date: August 15, 2024

Subject: Safe Streets and Roads for All – Segment Priority List

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This memorandum is provided to update the previously outlined methodology that Kimley-Horn utilized to develop a set of Segment Priority Lists for the seven-county region covered by the Emerald Coast Regional Council (ECRC) as part of the Safe Streets and Roads for All (SS4A) study. Separate Segment Priority Lists were developed to include Escambia, Santa Rosa, Okaloosa, Walton, Bay, Washington, and Holmes Counties in northwest Florida, as well as the Cities of Lillian and Orange Beach in Alabama.

## DATA COLLECTION

The Segment Priority Lists were developed in a Geographic Information System (GIS) database utilizing publicly available information that could be acquired for the area.

Roadway network information was obtained from the Florida Department of Transportation (FDOT), including road names, functional classification, maintaining agency, Annual Average Daily Traffic (AADT) volumes, posted speed limit, and segment length. In addition to the state highway system, FDOT's GIS database includes much of the off-system road network maintained by individual cities and counties throughout the region.

Historical crash data was obtained from *SignalFour Analytics* for the five-year period from January 1, 2019 through December 31, 2023. The crash history includes geospatial identification of crash locations, as well as information regarding the severity of crashes, the types of road users involved, the crash types, and a bounty of other information regarding the circumstances, vehicles, and conditions surrounding each crash, as recorded by the law enforcement officers who reported them. The Alabama Department of Transportation (ALDOT) also provided crash data for the five-year study period for the portions of the Florida-Alabama Transportation Planning Organization (TPO) in Lillian and Orange Beach, Alabama.

## CRASH RATE DETERMINATION

To normalize the crash data to the traffic volumes utilizing the roadways within the ECRC road network, crash rates per 100 million vehicle miles traveled (MVMT) were calculated for the roadways where traffic data was available. Before crash rates could be determined, the geospatial crash data points had to be linked to the nearest roadway facilities in the GIS database. A 250-foot buffer around each roadway segment was utilized to assign crashes to specific roadways. Crashes occurring on interstate freeways, ramps, parking lots, and private roadways were excluded from the sample before assigning

crashes to specific road segments. Additionally, longer roadways were segmented into links no longer than 2.0 miles in length to better identify specific locations along roadway segments with high crash densities.

Once the crashes were linked to individual roadway segments, the following formula was utilized to calculate each segment's crash rate per 100 MVMT:

$$Crash\ Rate\ per\ 100\ MVMT = \frac{Number\ of\ Crashes \times 100{,}000{,}000}{365\ days \times (AADT \times 5\ years) \times Segment\ Length}$$

The crash rate per 100 MVMT was calculated for fatal and serious injury (KA) crashes, as well as for the overall dataset of all crashes (KABCO).

## RANKING/PRIORITIZATION

After calculating crash rates for the ECRC roadway network, a prioritization list was developed for each county. Segments with a KA crash rate per 100 MVMT above the 80th percentile were included in the prioritization lists. The prioritization lists also include segments with a KA crash frequency above the 80th percentile. Using combined selection criteria of KA crash rate and KA crash frequency enables the segment priority list to capture both the road sites with the highest density of KA crashes and some of the sites with the highest frequency of KA crashes. Segments were ranked based on their KA crash rate.

The prioritization list was evaluated, beginning with the highest-ranked segments, to identify sites where high KA crash rates were more indicative of intersection crash patterns than road segment crash patterns. These intersections—particularly those where two high KA crash rate segments intersect—will be addressed in the SS4A study separately from the Segment Priority Lists. Where multiple segments of the same corridor appeared in the higher rankings of the Segment Priority Lists, they were combined into one segment and ranked according to the highest KA crash rate of any one segment within the combined corridor.

Segments near the top of the Segment Priority Lists were also removed where the KABCO crash rate was not indicative of an overarching crash concern, so that instances of a single crash on did not propel low-volume roadways to the top of the list over segments that have a higher frequency of crashes, where improvements could be expected to more significantly reduce the number of fatal and serious injury crashes in the region.

## SEGMENT PRIORITY LISTS

A Segment Priority List will be developed for each county within the ECRC to identify the roadway segments with the highest crash rate per 100 MVMT over the five-year analysis period. The Segment Priority Lists will delineate state-maintained facilities and facilities that are maintained locally by cities or counties. Draft Segment Priority Lists for ECRC counties have been developed and are provided in the attachments. The lists are summarized in tabular form and illustrated graphically on the ECRC Safety Action Plan engagement website.

Draft Segment Priority Lists were provided for public comment during task force meetings and community workshops. Road segments identified during these meetings were compared to the sites included in the Segment Priority Lists and included as priority segments to be considered in the project prioritization phase.

Kimley»Horn

# MEMORANDUM

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|---|---|
| To: | Emerald Coast Regional Council |
| From: | Kimley-Horn and Associates, Inc. |
| Date: | November 18, 2024 |
| Subject: | Safe Streets and Roads for All – Intersection Priority List |

This memorandum outlines the methodology employed to develop preliminary Intersection Priority Lists for the seven-county region covered by the Emerald Coast Regional Council (ECRC) as part of the Safe Streets and Roads for All (SS4A) study. Separate Intersection Priority Lists are being developed for Escambia, Santa Rosa, Okaloosa, Walton, Bay, Washington, and Holmes Counties in northwest Florida.

## DATA COLLECTION

The Intersection Priority Lists are being developed in a Geographic Information System (GIS) database utilizing publicly available information that could be acquired for the area.

Information on intersection characteristics was obtained from the Florida Department of Transportation (FDOT) Transportation and Data Analytics Office GIS database, including location and intersecting road names. Where necessary, the data was supplemented with information regarding the number of legs and traffic control type using aerial imagery from *Google Street View* and *Nearmap*.

Historical crash data was obtained from *Signal Four Analytics* for the five-year period from January 1, 2019, through December 31, 2023. The crash history includes geospatial identification of crash locations, as well as information regarding the severity of crashes, the types of road users involved, the crash types, and a bounty of other information regarding the circumstances, vehicles, and conditions surrounding each crash, as recorded by the law enforcement officers who reported them. The Alabama Department of Transportation (ALDOT) also provided crash data for the five-year study period for the portions of the Florida-Alabama Transportation Planning Organization (TPO) in Lillian and Orange Beach, Alabama.

## SAFETY PERFORMANCE DETERMINATION

A 250-foot buffer around each intersection in Columbia County was used to identify intersection-related crashes. Crashes were assigned to the intersection nearest the reported crash location. Observed crash counts by injury severity level were standardized using their Equivalent Property Damage Only (EPDO) scores. The EPDO method adds weighting factors based on the societal cost of each crash severity relative to the societal cost of one property damage only (PDO) crash. This method was applied to the crashes within the seven counties in the ECRC region intersection using FDOT's latest crash costs by injury severity level. The EPDO score for individual intersections was determined by summing the EPDO value of all the crashes associated with each respective intersection.

*Table 1 FDOT Societal Crash Costs by Injury Severity Level*

| Crash Severity | KABCO Code | Comprehensive Crash Cost[1] | EPDO Value |
|---|---|---|---|
| **Fatal** | K | $ 10,890,000 | 1,414 |
| **Severe Injury** | A | $888,030 | 115 |
| **Moderate Injury** | B | $180,180 | 23 |
| **Minor Injury** | C | $103,950 | 14 |
| **Property Damage Only** | O | $7,700 | 1 |
| **[1] Published by FDOT State Office in February 2022.** | | | |

## INTERSECTION PRIORITY LISTS

The Intersection Priority Lists were developed by ranking each county's intersections using the EPDO score. Intersections with higher EPDO scores were prioritized and recommended for safety improvements. For intersections with the same EPDO score, the frequency of severe crashes was used as a tiebreaker. A list of the top 20 intersections with the highest EPDO scores is provided for each county alongside maps that illustrate the locations of these intersections.

## ATTACHMENTS

- Escambia County Intersection Priority List – Table, Maps
- Santa Rosa County Intersection Priority List – Table, Maps
- Okaloosa County Intersection Priority List – Table, Maps
- Walton County Intersection Priority List – Table, Maps
- Bay County Intersection Priority List – Table, Maps
- Washington County Intersection Priority List – Table, Maps
- Holmes County Intersection Priority List – Table, Maps

# Bay County High Injury Network List

| Segment Number | Roadway | Begin | End | TPO | Jurisdiction |
|---|---|---|---|---|---|
| Bay-1 | US-98/SR-30 | THOMAS DR | N EAST AVE | Bay County TPO | State |
| Bay-2 | 9TH ST/BECK AVE/SAINT ANDREWS BLVD | CR-385/FRANKFORD AVE | SR-327/LISENBY AVE | Bay County TPO | State |
| Bay-3 | E 3RD ST/SHERMAN AVE | N TYNDALL PKWY | E 15TH ST | Bay County TPO | State |
| Bay-4 | SR-30/FRONT BEACH RD | SR-79/ARNOLD RD | THOMAS DR | Bay County TPO | County |
| Bay-5 | SR-368/W 23RD ST | BECK AVE/ST ANDREWS BLVD | US-231 | Bay County TPO | State |
| Bay-6 | US-98/SR-30 | OKALOOSA CO LINE | HILLS RD | Bay County TPO | State |
| Bay-7 | THOMAS DR | N LAGOON DR | BRISTOL ST | Bay County TPO | County |
| Bay-8 | SR-20 | SR-77 | LITTLE BLUE LN | Bay County TPO | State |
| Bay-9 | SR-389/N EAST AVE | US-98/SR-30A | E HWY 390 | Bay County TPO | State |
| Bay-10 | US-231 | TRANSMITTER RD | CR-2301 | Bay County TPO | State |
| Bay-11 | SR-30/FRONT BEACH RD | US-98/PANAMA CITY BEACH PKWY | SR-79/ARNOLD RD | Bay County TPO | County |
| Bay-12 | EVERITT AVE/CHERRY ST | US-98B/SR-30 | N STAR AVE | Bay County TPO | County |
| Bay-13 | US-98/SR-30A/PANAMA CITY BEACH PKWY | RICHARD JACKSON BLVD | SR-30 | Bay County TPO | State |
| Bay-14 | TITUS RD/JOHN PITTS RD | SR-77A | OLD MAJETTE TOWER RD | Bay County TPO | County |
| Bay-15 | S THOMAS DR | SR-30 | THOMAS DR | Bay County TPO | |
| Bay-16 | ALF COLEMAN RD | US-98/SR-30A | PANAMA CITY BEACH PKWY | Bay County TPO | |
| Bay-17 | CR-3031/THOMAS DR | SR-30/PANAMA CITY BEACH PKWY | CR-392/THOMAS DR | Bay County TPO | County |
| Bay-18 | WISTERIA LN | SR-30 | US-98/SR-30A | Bay County TPO | County |
| Bay-19 | CR-2301 | US-231 | E HWY 388 | Bay County TPO | County |
| Bay-20 | SR-30A/TYNDALL PKWY | US-98/PITTS BAYOU | E 11TH ST | Bay County TPO | State |
| Bay-21 | BLVD | RICHARD JACKSON BLVD | SR-30/FRONT BEACH RD | Bay County TPO | State |
| Bay-22 | US-231 | SR-20 | SR-167/RESTFUL RD | Bay County TPO | State |
| Bay-23 | SR-20 | G W HOBBS RD | US-231 | Bay County TPO | State |
| Bay-24 | SR-79/ARNOLD RD | US-98A | CR-388 | Bay County TPO | |
| Bay-25 | CR-2297 | ALLANTON RD | OLD BICYCLE RD | Bay County TPO | County |
| Bay-26 | E 11TH ST | TRANSMITTER RD | US-98/SR-30A | Bay County TPO | County |
| Bay-27 | US-98B/SR-30/E 5TH ST | N COVE BLVD | CHERRY ST | Bay County TPO | State |
| Bay-28 | CR-2300 | ROMAN RD | SR-77 | Bay County TPO | |
| Bay-29 | CR-388 | SR-79 | PRESERVATION DR | Bay County TPO | State |

# Escambia County High Injury Network List

| Segment Number | Roadway | Begin | End | TPO | Jurisdiction |
|---|---|---|---|---|---|
| Escambia-1 | S PACE BLVD | W CERVANTES ST | US-29/SR-95 | Florida Alabama TPO | State |
| Escambia-2 | N W ST | US-98/SR-30 | SR-295/W FAIRFIELD DR | Florida Alabama TPO | State |
| Escambia-3 | N DAVIS HWY | SR-295/E FAIRFIELD D | 9 MILE RD | Florida Alabama TPO | State |
| Escambia-4 | BRENT LN/SR-296 | US-29/SR-95/N PALAFOX | N 12TH AVE | Florida Alabama TPO | State |
| Escambia-5 | N PALAFOX ST | BRENT LN | GARDEN ST | Florida Alabama TPO | State |
| Escambia-6 | W MICHIGAN AVE/SAUFLEY FIELD RD | MILLVIEW RD | FAIRVIEW DR | Florida Alabama TPO | State |
| Escambia-7 | US-90/W CERVANTES ST | HYDE PARK RD | MASSACHUSETTS AVE | Florida Alabama TPO | State |
| Escambia-8 | N HWY 95A | US-29/SR-95 | US-29/SR-95 | Florida Alabama TPO | County |
| Escambia-9 | W KINGSFIELD RD | HWY 297A | CHEMSTRAND RD | Florida Alabama TPO | County |
| Escambia-10 | W JACKSON ST | SR-727 | CR-453/W ST | Florida Alabama TPO | State |
| Escambia-11 | DOG TRACK RD | SR-292 | US-98/SR-30 | Florida Alabama TPO | State |
| Escambia-26 | PENSACOLA BLVD | DIAMOND DAIRY RD | BRENT LN | Florida Alabama TPO | State |
| Escambia-12 | SR-292/GULF BEACH HWY/BARRANCAS AVE | CR-297/DOG TRACK RD | LEMHURST RD | Florida Alabama TPO | State |
| Escambia-13 | N 9TH AVE | BAYFRONT PKWY | FAIRFIELD DR | Florida Alabama TPO | State |
| Escambia-14 | N DAVIS HWY | US-90/SR-10A/MOBILE | ESCAM/SNTA CNTY LINE | Florida Alabama TPO | State |
| Escambia-15 | AIRPORT BLVD | N W ST | N 12TH AVE/TIPPIN AVE | Florida Alabama TPO | State |
| Escambia-16 | S NAVY BLVD/SR-295 | N END BAYOU GRANDE | 48080016 NB ON | Florida Alabama TPO | State |
| Escambia-17 | N T ST | US-90/SR-10A | W FAIRFIELD DR | Florida Alabama TPO | State |
| Escambia-18 | CERNY RD | SR-173 | MARLANE DR | Florida Alabama TPO | State |
| Escambia-19 | MASSACHUSETTS AVE | US 90 | US-29/SR-95 | Florida Alabama TPO | State |
| Escambia-20 | W DETROIT BLVD | SR-297 | US29/SR95/PENSACOLA | Florida Alabama TPO | State |
| Escambia-21 | W CERVANTES ST | KLONDIKE RD | FAIRGROUNDS | Florida Alabama TPO | State |
| Escambia-22 | N ALCANIZ ST | E WRIGHT ST | E FAIRFIELD DR | Florida Alabama TPO | State |
| Escambia-23 | UNIVERSITY PKWY | SR-291 | US-90A/SR-10/E NINE | Florida Alabama TPO | State |
| Escambia-24 | N TARRAGONA ST | E BLOUNT ST | SR-196/E MAIN ST | Florida Alabama TPO | State |
| Escambia-25 | W FAIRFIELD DR/CR-727 | LILLIAN HWY | TEXAR DR | Florida Alabama TPO | State |
| Escambia-27 | LILLIAN HWY | SR-727/FAIRFIELD DR | N NEW WARRINGTON RD | Florida Alabama TPO | State |
| Escambia-28 | N DAVIS HWY | E WRIGHT ST | SR 295/E FAIRFIELD D | Florida Alabama TPO | State |
| Escambia-29 | PATTON DR | SR-292 | SR-295/N NAVY BLVD | Florida Alabama TPO | State |
| Escambia-30 | COPTER RD | US-90A/SR-10 | GROW DR | Florida Alabama TPO | County |
| Escambia-31 | N 14TH AVE | US-98/SR-30 | US-90/SR-10A | Florida Alabama TPO | State |
| Escambia-32 | SR 290/E OLIVE RD | SR 291/N Davis Hwy | US 90 | Florida Alabama TPO | State |
| Escambia-33 | TIPPIN AVE | SR-296/BAYOU BLVD | CREIGHTON RD | Florida Alabama TPO | State |
| Escambia-34 | E TEXAR DR | SR-289/N 9TH AVE | E MAXWELL ST | Florida Alabama TPO | State |
| Escambia-35 | HWY 297A | KINGSFIELD RD | CR-184/MUSCOGEE RD | Florida Alabama TPO | County |
| Escambia-36 | W CERVANTES ST | US-90/SR-10 | CR-99/BEULAH RD | Florida Alabama TPO | State |
| Escambia-37 | W FAIRFIELD DR | SR-292 | US-98/SR-30 | Florida Alabama TPO | State |
| Escambia-38 | E GREGORY ST | N A ST | US98/SR289/N9TH AVE | Florida Alabama TPO | State |
| Escambia-39 | E GOVERNMENT ST | S A ST | END OF PAVEMENT | Florida Alabama TPO | County |
| Escambia-40 | W MORENO ST | CT-453/N W ST | N A ST | Florida Alabama TPO | State |
| Escambia-41 | N E ST | US-90/US-98/SR-10A | W TEXAR DR | Florida Alabama TPO | State |
| Escambia-42 | MOLINO RD | US-29/SR-95/N HWY 29 | BRICKYARD RD | | State |
| Escambia-43 | BYRNEVILLE RD | CR-4/W HWY 4 | US-29/SR-95 | | County |
| Escambia-44 | S HWY 97 | LAKE SUZANNE DR | CR-184/MUSCOGEE RD | Florida Alabama TPO | County |
| Escambia-45 | S HWY 97 | CR-184/MUSCOGEE RD | COWDEVIL CREEK | Florida Alabama TPO | County |
| Escambia-46 | HWY 4A | CR-168/HWY 168 | CR-4A/HWY 4A | | County |
| Escambia-47 | N HWY 95A | CR-184/E QUINTETTE R | MOLINO RD | Florida Alabama TPO | County |
| Escambia-48 | PALAFOX PL | US-98B/SR-30/GARDEN | S JEFFERSON ST | Florida Alabama TPO | State |
| Escambia-49 | PERDIDO KEY RD | LAFITTE REEF | CR-292A/GULF BCH HWY | Florida Alabama TPO | State |
| Escambia-50 | GULF BEACH HWY | SR-292/PERDIDO KEY D | S LOOP RD | Florida Alabama TPO | County |
| Escambia-51 | W HWY 4 | HWY 4A | TEDDER RD | | County |
| Escambia-52 | CHEMSTRAND RD | US-90A/SR-10 | CHILDERS ST | Florida Alabama TPO | County |
| Escambia-53 | J EARL BOWDEN WAY E | GULF ISLAND NATL SEA | ESCAMBIA CO LINE | Florida Alabama TPO | County |
| Escambia-54 | CR-97/HWY 97 | CR-99/N HWY 99 | CR-164/HWY 164 | | State |
| Escambia-55 | LONGLEAF DR | ROLLING HILLS RD | PINE FOREST RD | Florida Alabama TPO | County |
| Escambia-56 | VIA DE LUNA DR | N END OF BRIDGE 480139 | SANTA ROSA CO LINE | Florida Alabama TPO | County |

# Holmes County High Injury Network List

| Segment Number | Roadway | Begin | End | Jurisdiction |
|---|---|---|---|---|
| Holmes-1 | CR-10A | HWY 183A | US-90/SR-10 | County |
| Holmes-2 | CR-160 | CR-79 | CR-177 | County |
| Holmes-3 | US 90 | HWY 10A | E MAIN ST | State |
| Holmes-4 | CR-183A | WALTON CO LINE | HWY 10A | County |
| Holmes-5 | COUNTY RD 173 | CR-79 | WASHINGTON CO LINE | County |
| Holmes-6 | PONCE DE LEON SPRING RD | WALTON CO LINE | US-90 | County |
| Holmes-7 | WAUKESHA ST | I-10 | US-90 | State |
| Holmes-8 | SR-81 | US-90/SR-10 | JOHN DEERE LN | State |
| Holmes-9 | CR-179 | AL STATE LINE | SR-2 | County |
| Holmes-10 | CR-177A | MOTLEY RD | AL STATE LINE | County |
| Holmes-11 | US-90 | WAUKESHA ST | HOLMESTEAD RD | State |
| Holmes-12 | PETTY CROSSROADS | AL STATE LINE | SR-2 | County |
| Holmes-13 | SR-2 | CR-179A | SR-81 | State |
| Holmes-14 | CR-179A | PALADIN LN | DUCK POND BRANCH | County |
| Holmes-15 | CR-173 | JOHN LANE DR | SR-2 | County |
| Holmes-16 | CR-177A | JAMES G RD | TOBE RETHERFORD RD | County |

# Okaloosa County High Injury Network List

| Segment Number | Roadway | Begin | End | TPO | Jurisdiction |
|---|---|---|---|---|---|
| Okaloosa-1 | MIRACLE STRIP PKWY | COUNTY LINE | BROOKS ST SE | Okaloosa Walton TPO | State |
| Okaloosa-2 | EMERALD COAST PKWY | COASTGUARD STATION | WALTON CO LINE | Okaloosa Walton TPO | State |
| Okaloosa-3 | JOHN SIMS PKWY | SR 397 | SR 85 | Okaloosa Walton TPO | State |
| Okaloosa-4 | BEAL PKWY | HOLLYWOOD BLVD | OAK ST | Okaloosa Walton TPO | State |
| Okaloosa-5 | N FERDON BLVD | OLD BETHEL RD | US 90 | Okaloosa Walton TPO | State |
| Okaloosa-6 | RACETRACK RD | MLK BLVD | SR-85/EGLIN PKWY | Okaloosa Walton TPO | State |
| Okaloosa-7 | CR-30F/AIRPORT RD | US-98/SR-30 | AIRPORT | Okaloosa Walton TPO | County |
| Okaloosa-8 | AIRPORT RD | SR-85 | POVERTY CREEK RD | Okaloosa Walton TPO | County |
| Okaloosa-9 | HOLLYWOOD BLVD NW | ANDERSON DR/HILL AVE | BAY DR SE | Okaloosa Walton TPO | |
| Okaloosa-10 | SECOND AVE | SR 85 | SR 85 | | County |
| Okaloosa-11 | SR-285/PARTIN DR | BAYSHORE DR | COLLEGE BLVD | Okaloosa Walton TPO | State |
| Okaloosa-12 | EGLIN PKWY | 4TH AVE | 12TH AVE | Okaloosa Walton TPO | State |
| Okaloosa-13 | PALM BLVD | VALPARISO BLVD | E COLLEGE BLVD | Okaloosa Walton TPO | |
| Okaloosa-14 | REDWOOD AVE | 7TH ST | SR-20 | Okaloosa Walton TPO | |
| Okaloosa-15 | HOLMES BLVD NW | JONQUIL AVE NW | NW | Okaloosa Walton TPO | |
| Okaloosa-16 | 4TH AVE | MEIGS DR | SR-85/EGLIN PKWY | Okaloosa Walton TPO | |
| Okaloosa-17 | CALHOUN AVE | CROSS ST | MAIN ST | Okaloosa Walton TPO | |
| Okaloosa-18 | OLD BETHEL RD | US-90/SR-10 | POVERTY CREEK RD | Okaloosa Walton TPO | County |
| Okaloosa-19 | SANTA ROSA BLVD | MILITARY BDRY ENT | US-98/SR-30 | Okaloosa Walton TPO | |
| Okaloosa-20 | HWY 2 | SR-189/HWY 189 | SR-85/HWY 85 | | County |
| Okaloosa-21 | HWY 189 | GEORGIA AVE | CR-2 | | State |
| Okaloosa-22 | SR-85 | SR-20 | 57160131 NB OFF | Okaloosa Walton TPO | State |
| Okaloosa-23 | E CHESNUT AVE | S MAIN ST | US-90/SR-10/HWY 90 | Okaloosa Walton TPO | County |
| Okaloosa-24 | MARY ESTHER CUT OFF | ANCHORS ST NW | SR-189/BEAL PKWY | Okaloosa Walton TPO | State |
| Okaloosa-25 | DENTON BLVD | MAYFLOWER AVE | RD | Okaloosa Walton TPO | |
| Okaloosa-26 | FERRY RD NE | CHESTNUT AVE SE | YACHT CLUB DR NE | Okaloosa Walton TPO | |
| Okaloosa-27 | SR-4 | GEORGIA RD | US-90/SR-10 | | |
| Okaloosa-28 | HWY 85 | CR 85A | COUNTY LINE RD | | State |
| Okaloosa-29 | BENNING DR | US-98/SR-30 | CALHOUN AVE | Okaloosa Walton TPO | County |
| Okaloosa-30 | ROCKY BAYOU DR | SR-20/JOHN SIMS PKWY | STEPHEN DR | Okaloosa Walton TPO | |
| Okaloosa-31 | MLK BLVD | FREEDOM WAY | HURLBURT RD | Okaloosa Walton TPO | |
| Okaloosa-32 | HWY 90 | MIDDLEBROOKS RD | WILKERSON BLUFF RD | | State |
| Okaloosa-33 | HWY 85 | HERITAGE PLANTATION BLVD | HART ROAD | | State |
| Okaloosa-34 | HWY 393 | US-90/SR-10/HWY 90 | POVERTY CREEK RD | Okaloosa Walton TPO | County |
| Okaloosa-35 | LEWIS TURNER BLVD | GEN BOND BLVD | EGLIN PKWY | Okaloosa Walton TPO | State |
| Okaloosa-36 | CALHOUN AVE | HARBOR BLVD | BENNING DR | Okaloosa Walton TPO | |
| Okaloosa-37 | SR293/SPENCE PKWY | E HWY 20 | N LAKESHORE DR | Okaloosa Walton TPO | State |
| Okaloosa-38 | GOVERNMENT ST | SR-190 | SR-397 | Okaloosa Walton TPO | State |
| Okaloosa-39 | COLLEGE BLVD | SR-85 | PALM BLVD | Okaloosa Walton TPO | |
| Okaloosa-40 | CEDAR AVE | VALPARAISO BLVD | E COLLEGE BLVD | | |
| Okaloosa-41 | MID-BAY CONNECTOR | 57160128 SB ON | GORE 57160129/130 | Okaloosa Walton TPO | State |
| Okaloosa-42 | SCENIC HWY 98 | COUNTY LINE | END ROAD | Okaloosa Walton TPO | County |
| Okaloosa-43 | HWY 285 | 57160127 NB OFF | WALTON CO LINE | Okaloosa Walton TPO | State |

# Santa Rosa County High Injury Network List

| Segment Number | Roadway | Begin | End | TPO | Jurisdiction |
|---|---|---|---|---|---|
| Santa Rosa-1 | HWY 90 | PACE LN | SR-87/STEWART ST | Florida Alabama TPO | State |
| Santa Rosa-2 | NAVARRE PKWY | SR-87 | OKALOOSA COUNTY LINE | Florida Alabama TPO | State |
| Santa Rosa-3 | WOODBINE RD | US 90/SR 10 | CHUMUKLA HWY | Florida Alabama TPO | County |
| Santa Rosa-4 | HWY 87 S | FARRINGTON RD | US-90/SR-10 | Florida Alabama TPO | State |
| Santa Rosa-5 | GULF BREEZE PKWY | AVALON BLVD | CR-399/EAST BAY BLVD | Florida Alabama TPO | State |
| Santa Rosa-6 | E BAY BLVD | US 98/SR-30 | SR-87/HWY 87 S | Florida Alabama TPO | County |
| Santa Rosa-7 | CHUMUCKLA HWY | CR191/WILLARD NORRIS | EBENEZER CHURCH RD | | County |
| Santa Rosa-8 | WILLARD NORRIS RD | ANDERSON LN | SR-87/STEWARD ST | Florida Alabama TPO | County |
| Santa Rosa-9 | GULF BREEZE PKWY | EAST END OF PCOLA BR | PENSACOLA BEACH RD | Florida Alabama TPO | State |
| Santa Rosa-10 | MUNSON HWY | SR-87 | INDIAN FORD RD | Florida Alabama TPO | County |
| Santa Rosa-11 | HAMILTON BRIDGE RD | E SPENCER FIELD RD | CR-184A/BERRYHILL RD | Florida Alabama TPO | |
| Santa Rosa-12 | SR-4 | CR-87A/MARKET RD | SR-87 | | State |
| Santa Rosa-13 | AVALON BLVD | US-98/SR-30 | 58002006 EB ON | Florida Alabama TPO | State |
| Santa Rosa-14 | COUNTRY MILL RD | POLK RD | SR-4/HWY 4 | | County |
| Santa Rosa-15 | HICKORY HAMMOCK RD | CR-89/WARD BASIN RD | SR-87/HWY 87 S | Florida Alabama TPO | County |
| Santa Rosa-16 | US-90 | POND RD | TIMBER CENTER RD | Florida Alabama TPO | State |
| Santa Rosa-17 | HWY 182 | CR-197/CHUMUCKLA HWY | ARD FIELD RD | Florida Alabama TPO | County |
| Santa Rosa-18 | MUNSON HWY | RED ROCK RD | FRANK HARDY ROAD | Florida Alabama TPO | County |
| Santa Rosa-19 | SPRINGHILL RD | SR-87/HWY 98N | TOMAHAWK LANDING RD | Florida Alabama TPO | |
| Santa Rosa-20 | ALABAMA ST | BERRYHILL ST | SR-87 | Florida Alabama TPO | |
| Santa Rosa-21 | HWY 87 N | CR-182/ALLENTOWN RD | CR-178 | Florida Alabama TPO | State |
| Santa Rosa-22 | HWY 4 | BLACK LAKE | MAGNOLIA ST | | State |
| Santa Rosa-23 | HWY 89 | HARVEST RD | HWY | | State |
| Santa Rosa-24 | HWY 89 | DALLAS ELLIOT RD | CR-182/CENTRAL SCH RD | | State |

# Walton County High Injury Network List

| Segment Number | Roadway | Begin | End | TPO | Jurisdiction |
|---|---|---|---|---|---|
| Walton-1 | US-331 | SR-20/MAIN ST | OWLS HEAD RD | Okaloosa Walton TPO | State |
| Walton-2 | US-90/SR-10 | BOY SCOUT RD | HOLMES CO LINE | Okaloosa Walton TPO | State |
| Walton-3 | US-98/SR-30 | OKALOOSA CO LINE | CO HWY 395 | Okaloosa Walton TPO | State |
| Walton-4 | SR-20 | SR-81 | US-331/MADISON ST | Okaloosa Walton TPO | State |
| Walton-5 | CR-2A | US-331 | SR-2 | | County |
| Walton-6 | US-331/SR-83 | I-10 WB RAMP | E NELSON AVE | Okaloosa Walton TPO | State |
| Walton-7 | US-331 | US-90/SR-10 | DR. NELSON RD | Okaloosa Walton TPO | State |
| Walton-8 | CR-3280 | US-331 | MAGNOLIA LODGE RD | Okaloosa Walton TPO | County |
| Walton-9 | ROCK HILL RD | US-331 | MCKINNON BRIDGE RD | Okaloosa Walton TPO | |
| Walton-10 | CO HWY 183 S | W C CURRINGTON RD | CO HWY 280 E | | County |
| Walton-11 | US-98/SR-30 | WATERSOUND PKWY | BAY CO LINE | Okaloosa Walton TPO | State |
| Walton-12 | CO HWY 1883 | SR-83 | COY ELLIS RD | Okaloosa Walton TPO | County |
| Walton-13 | US-331 | CO HWY 147 W | ALABAMA ST LINE | | State |
| Walton-14 | CR-280 | WALTON BRIDGE RD | CR-280A | Okaloosa Walton TPO | County |
| Walton-15 | CO HWY 181 E | CO HWY 181 E/ANDREWS ST | HOLMES CO LINE | | County |
| Walton-16 | CO HWY 183 S | CO HWY 280 | US-90 | Okaloosa Walton TPO | County |
| Walton-17 | CR-147W | SR-2 | SR-85 | | County |
| Walton-18 | CO HWY 183 N | US-90/SR-10 | CR-183B | Okaloosa Walton TPO | County |
| Walton-19 | SR-2 | SR-83 | US-331 | | County |
| Walton-20 | CR-183B/MAIN ST | PADGETT RD | SR-83 | | County |
| Walton-21 | CR-185/LEONIA HWY | CR-183B | MEMORY LN | | County |
| Walton-22 | CHAT HOLLEY RD | CO HWY 393 | US-331 | Okaloosa Walton TPO | |

# Washington County High Injury Network List

| Segment Number | Roadway | Begin | End | Jurisdiction |
|---|---|---|---|---|
| Washington-1 | DOG TRACK RD | BAY CO LINE | SUGARDOLL RD | State |
| Washington-2 | PATE POND RD | US-90/SR-10/HWY 90 | DOUGLAS FERRY RD | County |
| Washington-3 | SR-277 | CR-280/BRICKYARD RD | US-90/SR-10 | State |
| Washington-4 | MAIN ST | GLENWOOD AVE | I-10 | State |
| Washington-5 | CAPT FRITZ RD | WALTON CO LINE | BAY CO LINE | State |
| Washington-6 | PIONEER RD | CR-77 | CR-277 | County |
| Washington-7 | HWY 90 | HOLMES CO LINE | HOLMES CO LINE | State |
| Washington-8 | RIVER RD | BURNS LAKE RD | CHOCTAW RD | County |
| Washington-9 | ORANGE HILL RD | RATTLEBOX RD | PIONEER RD | County |
| Washington-10 | DOUGLAS FERRY RD | PATE POND RD | SR-79 | County |
| Washington-11 | CORBIN RD | JACKSON CO LINE | ORANGE HILL RD | County |

ESCAMBIA COUNTY

SANTA ROSA COUNTY

OKALOOSA COUNTY

WALTON COUNTY

HOLMES COUNTY

WASHINGTON COUNTY

BAY COUNTY

ALABAMA

ALABAMA

JACKSON COUNTY

CALHOUN COUNTY

GULF COUNTY

Milton

Pensacola

Gulf Breeze

Crestview

Niceville

Fort Walton Beach

Destin

Defuniak Springs

Chipley

Panama City Beach

Panama City

29

90

10

85

331

98

231

## Emerald Coast Region High Injury Network

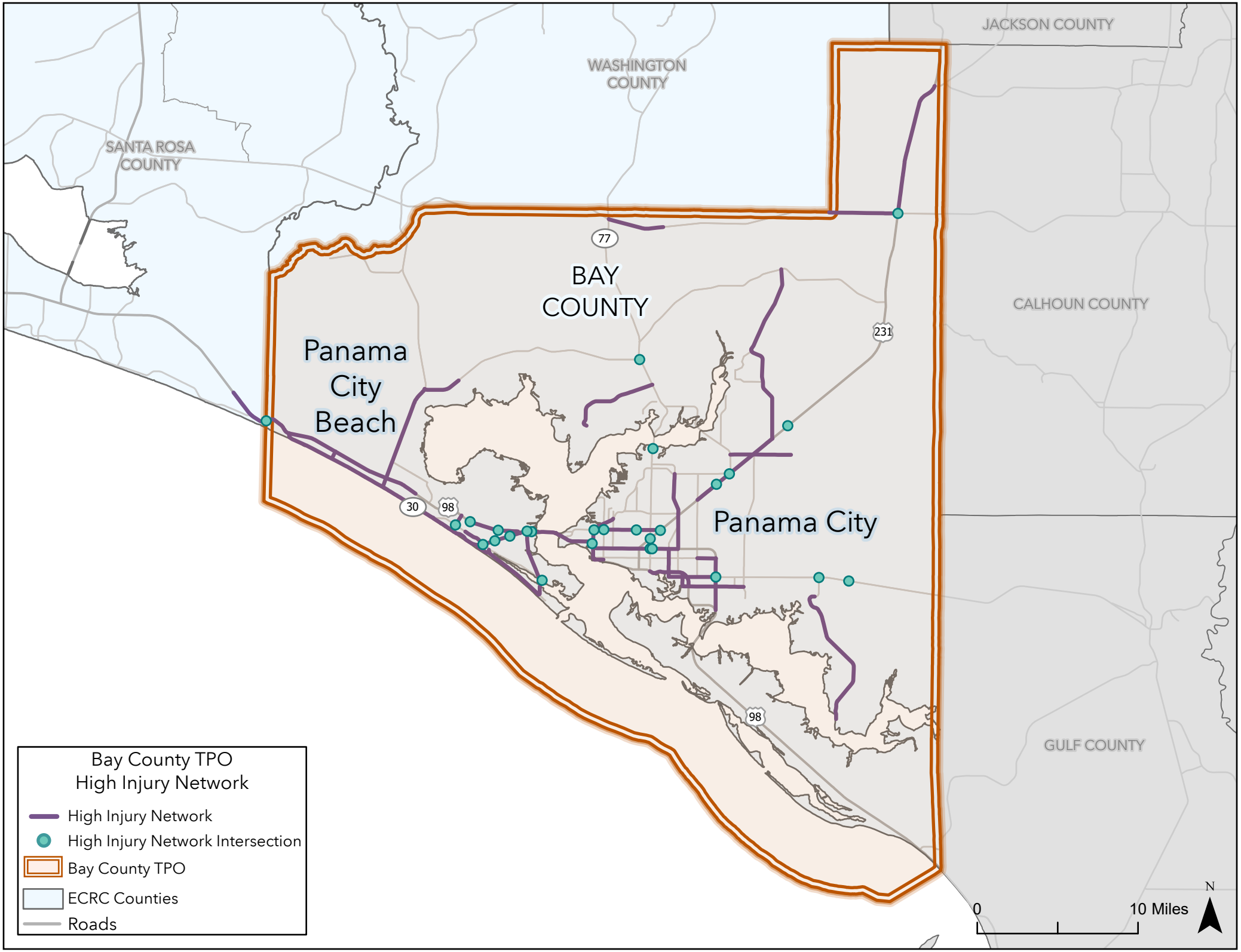
- High Injury Network
- High Injury Network Intersections
- ECRC Boundary
- Roads

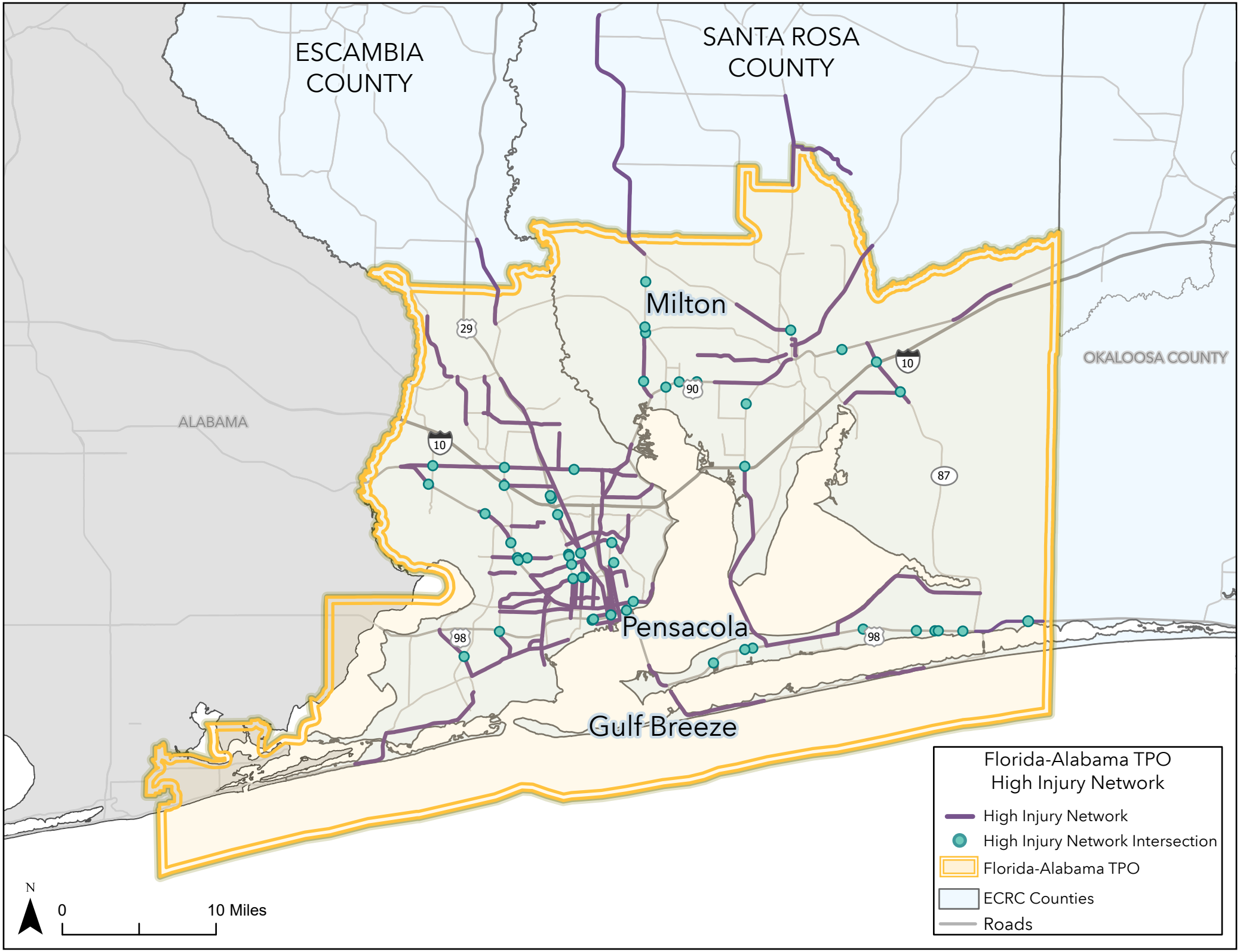
**Transportation Planning Organizations (TPOs)**

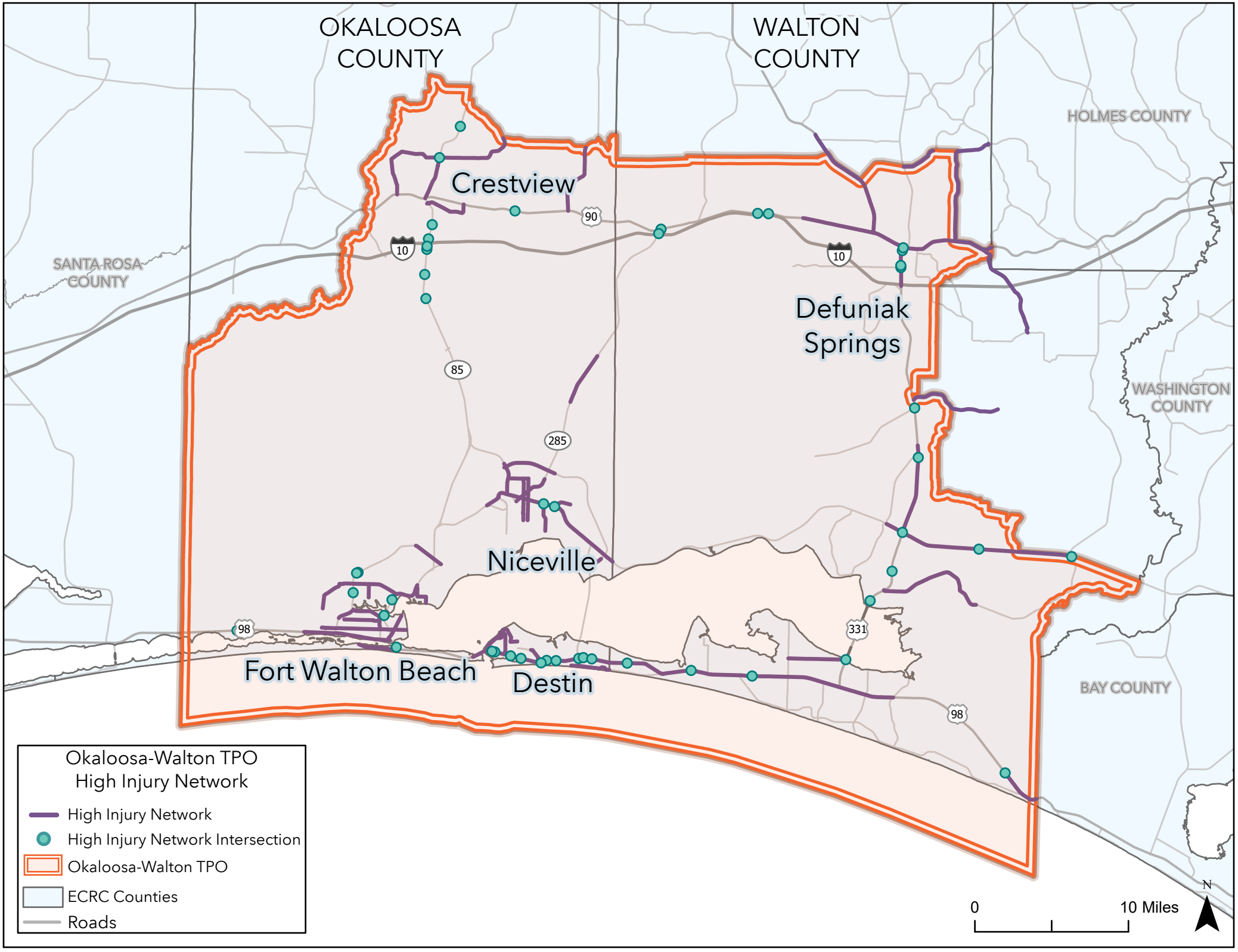
- Florida-Alabama TPO
- Okaloosa-Walton TPO
- Bay County TPO

N

0 20 Miles


JACKSON COUNTY
WASHINGTON COUNTY
SANTA ROSA COUNTY
77
BAY COUNTY
CALHOUN COUNTY
231
Panama City Beach
30
98
Panama City
98
GULF COUNTY
Bay County TPO
High Injury Network
High Injury Network
High Injury Network Intersection
Bay County TPO
ECRC Counties
Roads
0
10 Miles
N


ESCAMBIA COUNTY
SANTA ROSA COUNTY
OKALOOSA COUNTY
ALABAMA
Milton
Pensacola
Gulf Breeze
29
10
90
10
87
98
98
Florida-Alabama TPO
High Injury Network
High Injury Network
High Injury Network Intersection
Florida-Alabama TPO
ECRC Counties
Roads
N
0
10 Miles


OKALOOSA COUNTY
WALTON COUNTY
HOLMES COUNTY
SANTA ROSA COUNTY
WASHINGTON COUNTY
BAY COUNTY
Crestview
Defuniak Springs
Niceville
Fort Walton Beach
Destin
10
90
85
285
98
331
Okaloosa-Walton TPO
High Injury Network
High Injury Network
High Injury Network Intersection
Okaloosa-Walton TPO
ECRC Counties
Roads
0
10 Miles
N

## HIN Recommendations from Stakeholders

1. City of Pensacola
2. City of Niceville
3. FDOT District 3 Safety Office

**Safety Action Plan High Injury Network – City of Pensacola**

Currently Identified Corridors

- Texar Drive from 9th ave to E Maxwell St.
- N 14th Ave from US 98 to US 90
- MLK/Alcaniz from E Jackson St to E Wright St
- N Tarragona from E Jackson to E Blount St
- N E St from Cervantes to W Texas Dr.
- S Pace Blvd from US 90 to US 29
- N W St fro US 98 to W Fairfield Drive

Additionally Recommended Corridors

- 9th Ave from Bayfront Parkway to Underwood Ave
- A Street from W Garden St to W Cervantes St
- W Jordan St from No A St to N 9th Ave
- N Tarragona St from W Main St to E Blount St.
- N Davis Hwy from E Wright St to W Fairfield Dr.
- MLK Jr. Dr/Alcaniz St from E Garden St to W Fairfield Dr.
- W Cervantes St from N W St to N 9th Ave
- E Gregory St from N 9th Ave to N 14th Ave
- E Cervantes St from 19th Ave to Chipley Ave
- *Palafox Pl from Garden St to Main St (Downtown core areas with high ped volumes and high concentration of ped/bike crashes)

Currently Identified Intersections

- E Cervantes St/19th Ave

Additionally Recommended Intersections

- Barrancas Ave W Garden St/D St (and the broader S E St/Barrancas Ave/W Garden St triangle area)
- E Chase St/N Tarragona St
- N 12th Ave/ E Fairfield Dr
- N 14th Ave/E Gregory St
- Bayou Blvd/N 9th Ave

**From:** Kristen Shell
**To:** Jill Nobles
**Cc:** Slautterback, Lindsay; Schneider, Jared; Austin Mount; Tiffany Bates
**Subject:** RE: ECRC Safety Action Plan Update
**Date:** Friday, June 28, 2024 5:14:09 PM
**Attachments:** image002.png
image003.png
image005.png
image001.png

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> Some people who received this message don't often get email from kshell@nicevillefl.gov. Learn why this is important

Good Afternoon All,

The City has identified the HIN a little differently. I have attached these maps and would be happy to discuss. We analyzed two time frame one for the 2017-2021 timeframe required by the grant but also a later time frame.

Thanks

**Kristen Shell, AICP, MEng**
Deputy City Manager
City of Niceville
208 Partin Drive North
Niceville Fl, 32578
Office: (850) 279-6436 ext. 1013
Cell: (850) 459-5186
kshell@nicevillefl.gov | nicevillefl.gov

Please note: Due to Florida's very broad public records laws, most written communications to or from city employees regarding city business are public records, available to the public and media upon request. Therefore, this written e-mail communication, including your e-mail address, may be subject to public disclosure.

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**From:** Jill Nobles <jill.nobles@ecrc.org>
**Sent:** Thursday, June 27, 2024 11:58 AM
**Cc:** Slautterback, Lindsay <Lindsay.Slautterback@kimley-horn.com>; Schneider, Jared <Jared.Schneider@kimley-horn.com>; Austin Mount <austin.mount@ECRC.org>; Tiffany Bates <tiffany.bates@ECRC.org>
**Subject:** ECRC Safety Action Plan Update

Safety Action Plan Task Force Members,
We have completed the first round of public workshops throughout the ECRC region with some great feedback from our partners and the public.

Check out the webpage https://www.ecrc.org/programs/transportation_planning/7-layer_initiatives.php.

- Review the High Injury Network (HIN) materials (Preliminary HIN segments and intersections and corresponding methodologies)
- Interactive GIS Story Map

Feel free to share this information with your communities! As always, reach out to me if you have any questions. Our next Task Force Meeting is July 23 via Teams.

Jill Nobles
Transportation Planner

EMERALD COAST REGIONAL COUNCIL 2.0

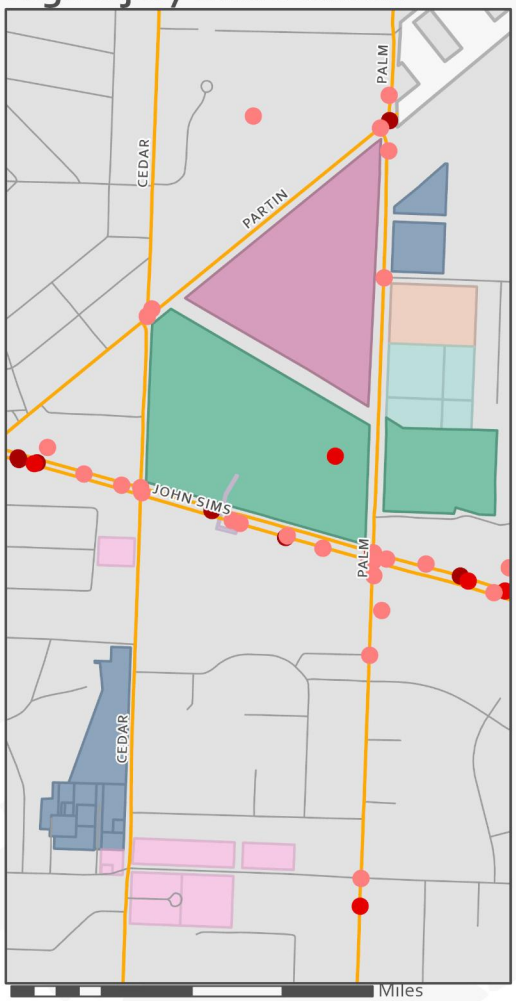
*Working to preserve and enhance the quality of life in northwest Florida.*

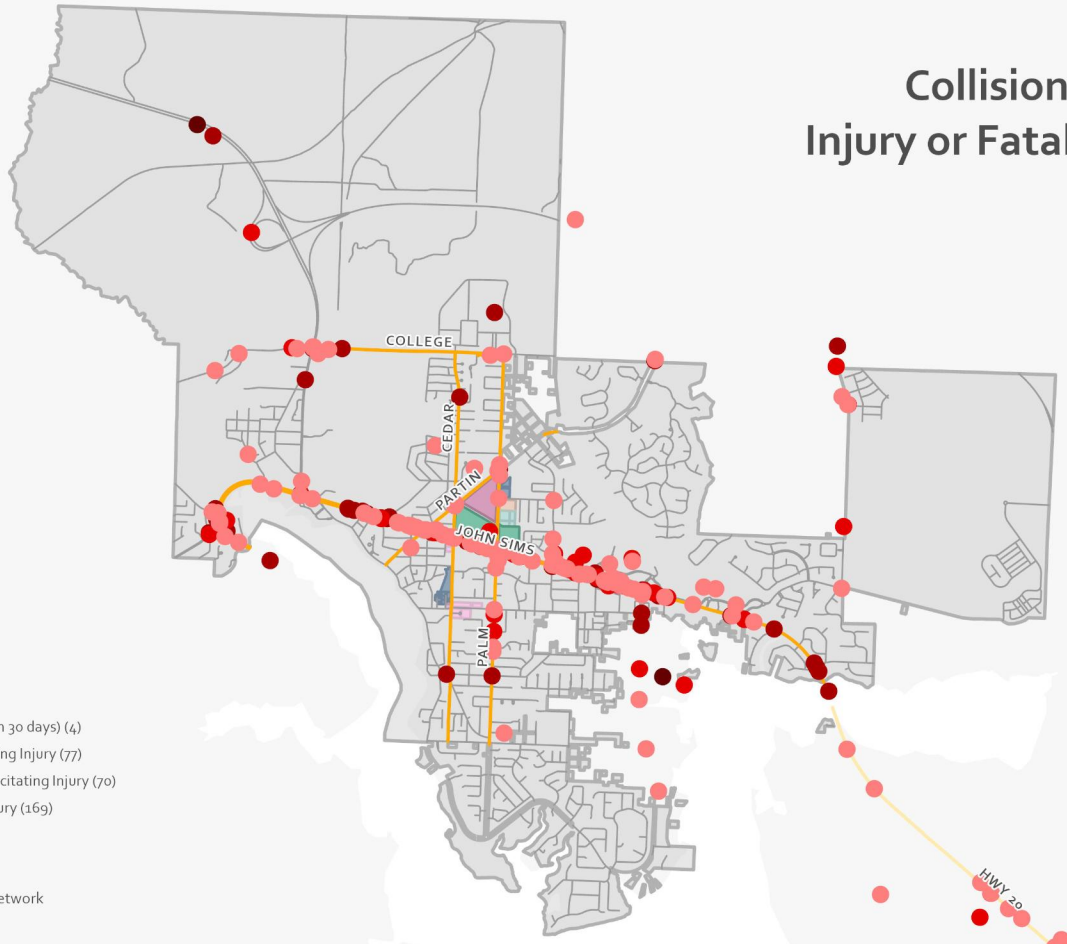
PO Box 11399, Pensacola, FL  32524
850-332-7976, ext. 212 | Fax: 850-637-1923
ecrc.org

*Email communications to or from Emerald Coast Regional Council and its employees are considered to be public records. Florida's public records law requires these communications be made available to the public and media upon request. (Florida Statutes, Chapter 119)*

# Collisions Resulting in Injury or Fatality 2017-2021

## High Injury Intersections




### Collisions

- Fatal (within 30 days) (4)
- Incapacitating Injury (77)
- Non-Incapacitating Injury (70)
- Possible Injury (169)

**Roads**

- High Injury Network
- Hwy 20
- Minor Roads

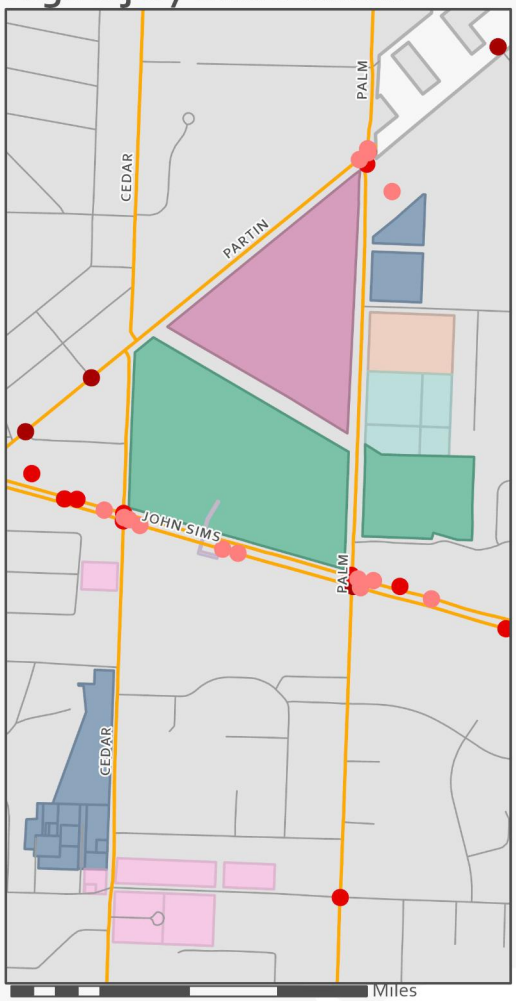
**Important Parcels**

- Elevated Walkway
- Niceville High School
- Ruckel Middle School
- FutureSchool
- Post Office
- Niceville Housing Authority
- Developable Parcels

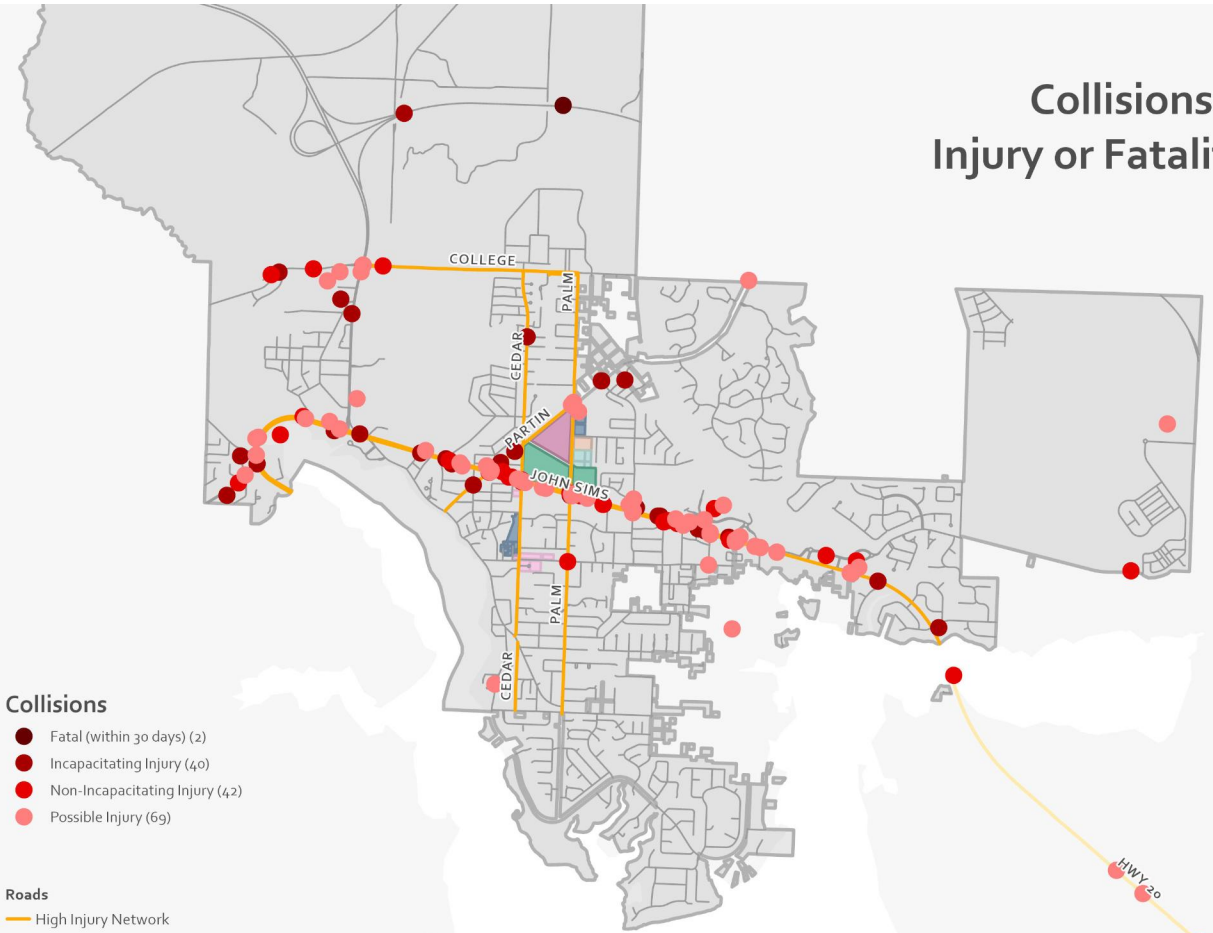
0 0.25 0.5 1 1.5 2 Miles

# Collisions Resulting in Injury or Fatality 2022-2023

## High Injury Intersections




0 0.05 0.1 0.2 0.3 0.4 Miles




**Collisions**

- Fatal (within 30 days) (2)
- Incapacitating Injury (40)
- Non-Incapacitating Injury (42)
- Possible Injury (69)

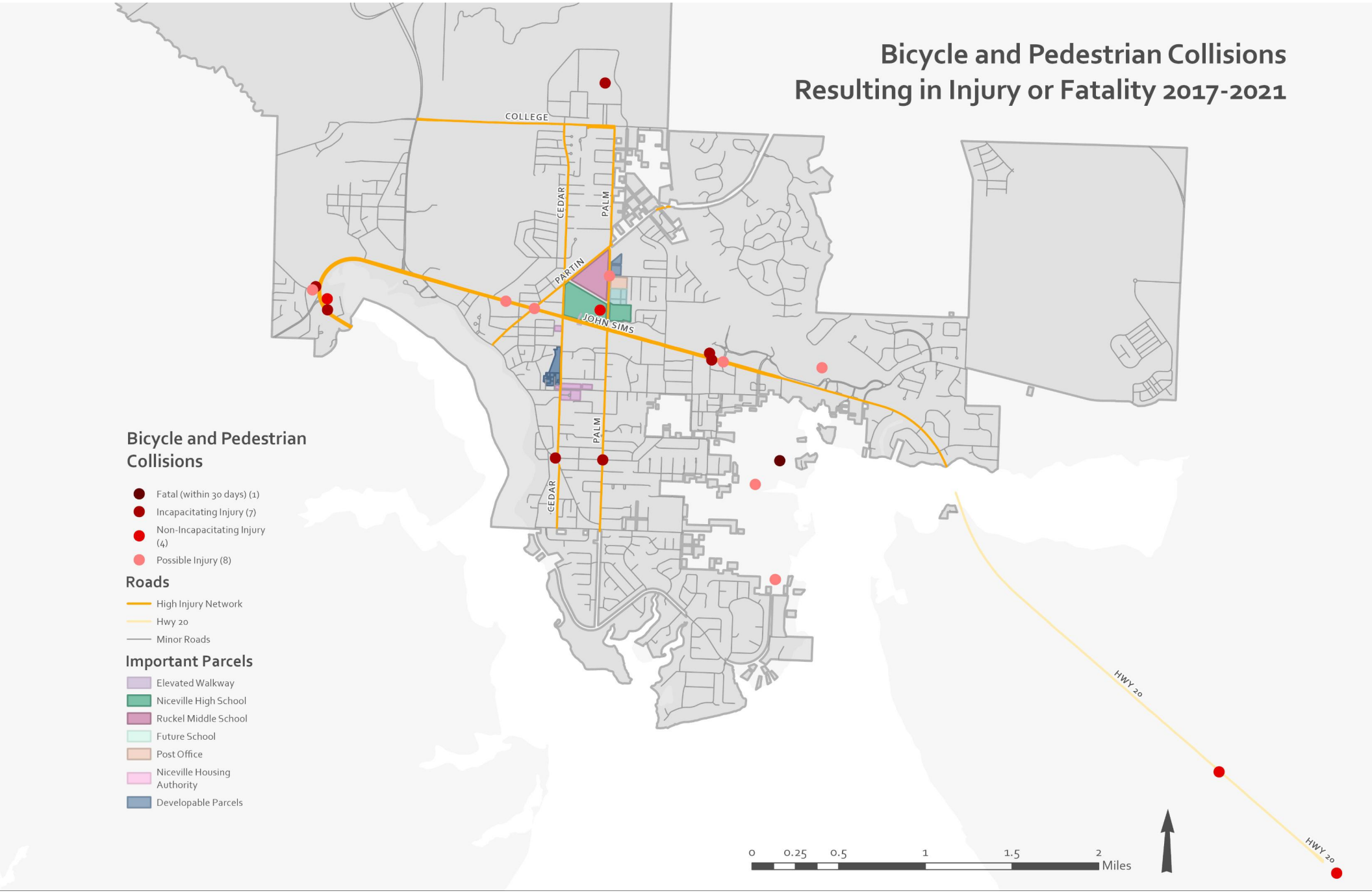
**Roads**

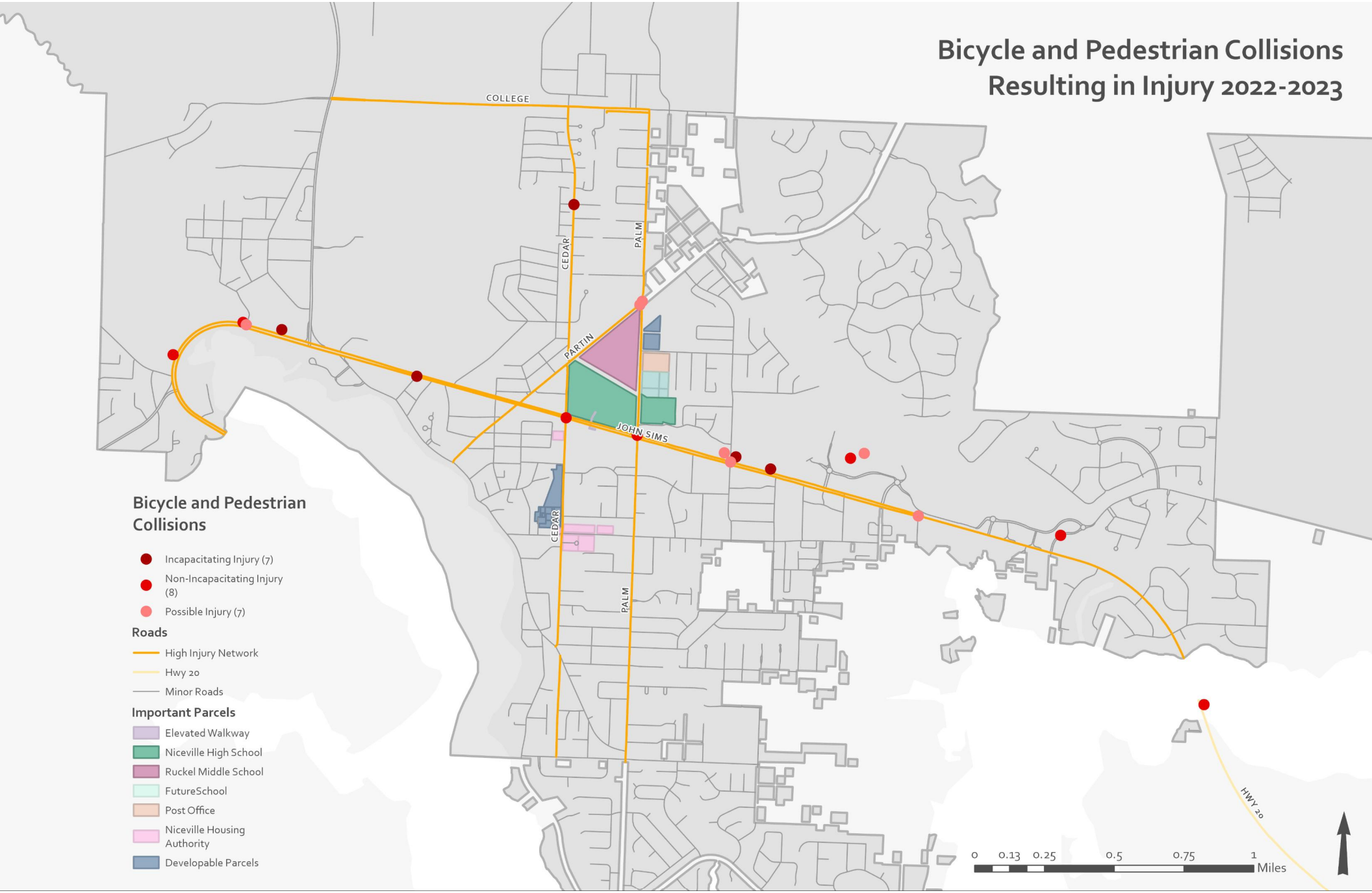
- High Injury Network
- Hwy 20
- Minor Roads

**Important Parcels**

- Elevated Walkway
- Niceville High School
- Ruckel Middle School
- FutureSchool
- Post Office
- Niceville Housing Authority
- Developable Parcels

0 0.25 0.5 1 1.5 2 Miles


Bicycle and Pedestrian Collisions Resulting in Injury or Fatality 2017-2021
COLLEGE
CEDAR
PALM
PARTIN
JOHN SIMS
PALM
CEDAR
HWY 20
HWY 20
Bicycle and Pedestrian Collisions
Fatal (within 30 days) (1)
Incapacitating Injury (7)
Non-Incapacitating Injury (4)
Possible Injury (8)
Roads
High Injury Network
Hwy 20
Minor Roads
Important Parcels
Elevated Walkway
Niceville High School
Ruckel Middle School
Future School
Post Office
Niceville Housing Authority
Developable Parcels
0
0.25
0.5
1
1.5
2
Miles

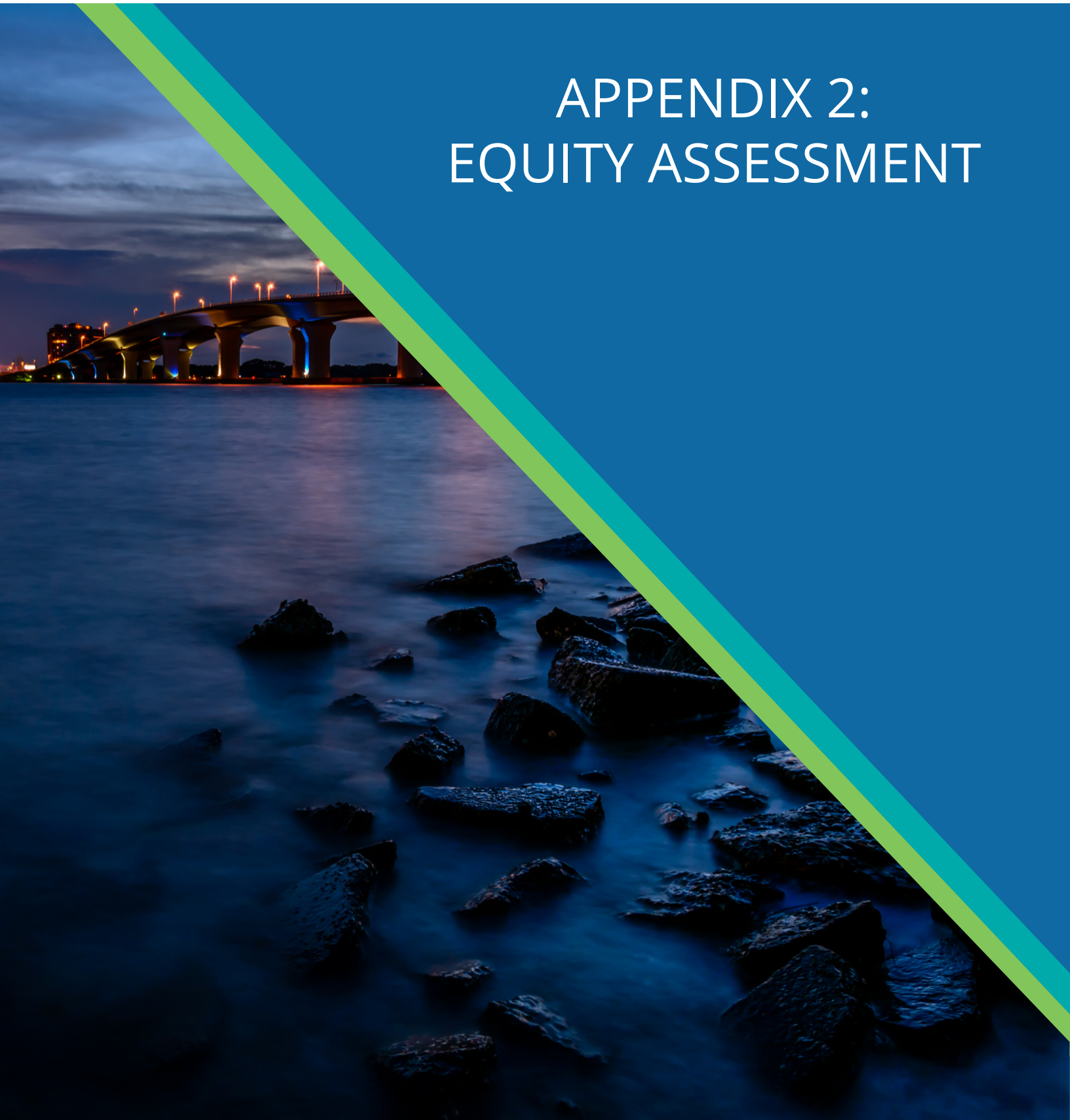

Bicycle and Pedestrian Collisions Resulting in Injury 2022-2023
COLLEGE
CEDAR
PALM
PARTIN
JOHN SIMS
CEDAR
PALM
HWY 20
Bicycle and Pedestrian Collisions
Incapacitating Injury (7)
Non-Incapacitating Injury (8)
Possible Injury (7)
Roads
High Injury Network
Hwy 20
Minor Roads
Important Parcels
Elevated Walkway
Niceville High School
Ruckel Middle School
FutureSchool
Post Office
Niceville Housing Authority
Developable Parcels
0 0.13 0.25 0.5 0.75 1
Miles

# FDOT District 3 Safety Office - Top 40 High Crash Corridors 2024

| Rank | ROADWAY | Length (mi) | County | Roadway Name | From | To | Fatal | SI | Injury | PDO |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 48020000 | 12.5 | Escambia | US 90 / SR 10A (Mobile Hwy / Cervantes St / Scenic Hwy) | Wasatch Range Loop | Summit Blvd | 29 | 74 | 947 | 2525 |
| 2 | 57030000 | 14 | Okaloosa | US 98 / SR 30 | Kohler Bayou River | Indian Bayou Trail | 32 | 65 | 950 | 2917 |
| 3 | 55060000 | 7.1 | Leon | US 90 (Tennessee St) | Ida Rd | Duval St | 19 | 30 | 1089 | 3223 |
| 4 | 48012000 | 5.6 | Escambia | SR 296 (W Michigan Ave / Beverly Pkwy / Brent Ln / Bayou Blvd) | US 90 / SR 10A (Mobile Hwy) | N 9th Ave | 16 | 45 | 698 | 1985 |
| 5 | 48040000 | 8 | Escambia | US 29 / SR 95 (Pensacola Blvd) | Stumpfield Rd | Archer Rd | 14 | 40 | 548 | 1456 |
| 6 | 57050000 | 7.7 | Okaloosa | SR 85 (S Ferdon Blvd) | 0.67 mi N of McWhorter Ave / 77th Special Forces Way | E Walnut Ave | 13 | 40 | 522 | 2054 |
| 7 | 48050000 | 8.6 | Escambia | SR 292 (Sorrento Rd / Gulf Beach Hwy) | 0.34 mi E of Nightawk Ln | S Carys Ln | 13 | 38 | 343 | 784 |
| 8 | 48050000 | 3.8 | Escambia | SR 292 (S Pace Blvd) | SR 292 (Barrancas Ave) | Massachusetts Ave | 9 | 20 | 262 | 603 |
| 9 | 46010000 | 5 | Bay | SR 30 (Front Beach Rd) | Dogwood St | Holley Ln | 8 | 41 | 259 | 905 |
| 10 | 55010000 | 2 | Leon | US 27 / SR 63 | I10 (EB Off Ramp) | Tharpe St | 8 | 15 | 496 | 1132 |
| 11 | 48004000 | 4.4 | Escambia | SR 727 (S Fairfield Dr) | SR 292 (Gulf Beach Hwy) | W of N 65th Ave | 8 | 9 | 180 | 357 |
| 12 | 46020000 | 2.6 | Bay | US 98 / SR 30 / SR 30A | E of Hathawayt Bridge | Beck Ave | 7 | 21 | 163 | 721 |
| 13 | 58030000 | 3.5 | Santa Rosa | US 98 / SR 30 (Navarre Pkwy) | 0.22 mi E of Reserve Blvd / Lighthouse Pointe Dr | 0.35 mi E of Snapdragon Dr | 7 | 18 | 168 | 356 |
| 14 | 48070000 | 8.6 | Escambia | SR 291 (N Davis Hwy) | US 98 Bus / SR 30 (E Gregory St) | Denton Rd | 6 | 45 | 725 | 2669 |
| 15 | 46160000 | 5 | Bay | US 98 / SR 30A (Panama City Beach Pkwy) | Christmas Tree Ln / Ave C | E of Powell Adams Rd (Starfish St) | 6 | 29 | 276 | 1110 |
| 16 | 46160000 | 3.5 | Bay | US 98 / SR 30A (Panama City Beach Pkwy) | W of Alf Coleman Rd (Aaron's Home goods store) | Vision Ln | 6 | 24 | 316 | 1443 |
| 17 | 46001000 | 3.5 | Bay | SR 368 (W 23rd St) | SR 390 (Beck Ave / St Andrews Blvd) | Mercedes Ave | 6 | 19 | 381 | 1982 |
| 18 | 57030000 | 2.6 | Okaloosa | US 98 / SR 30 | Paschel St | Rush Rd | 6 | 10 | 109 | 262 |
| 19 | 48004000 | 5.3 | Escambia | SR 727 / SR 295 (W Fairfield Dr) | N 65th Ave | W Highland Dr | 5 | 53 | 688 | 1607 |
| 20 | 57040000 | 4.7 | Okaloosa | SR 85 (Eglin Pkwy NE) | US 98 / SR 30 (Miracle Strip Pkwy SE) | N of Richbourg Ave / 12th Ave | 5 | 39 | 336 | 1052 |
| 21 | 55090000 | 4.4 | Leon | SR 366 (Pensacola St) | SR 263 (Capital Cir SW) | S Adams St | 5 | 26 | 456 | 1254 |
| 22 | 46020003 | 5.6 | Bay | US 98 / SR 30A (E 15th St / N Tyndall Pkwy) | Bay Ave | Rebecca Ct | 5 | 23 | 263 | 1362 |
| 23 | 58010000 | 5.3 | Santa Rosa | US 90 / SR 10 | Simpson River Recreational Site | Pea Rdg Connector / Santa Villa Dr | 5 | 22 | 465 | 1362 |
| 24 | 48080000 | 3.2 | Escambia | SR 295 (S Navy Blvd / N New Warrington Rd) | Bayou Grande Ln | Martha Ave | 5 | 21 | 305 | 789 |
| 25 | 55080000 | 3.8 | Leon | US 27 / SR 20 (Apalachee Pkwy) | Magnolia Dr | Wind Drift Ct | 5 | 19 | 408 | 896 |
| 26 | 46040000 | 2.9 | Bay | US 231 | S of E Hwy 390 | N of Stephens Dr | 5 | 11 | 130 | 391 |
| 27 | 55120000 | 2.9 | Leon | US 319 / SR 61 (Crawfordville Rd / Adams St) | Jackson Moody Pl | Bragg Dr | 5 | 10 | 114 | 244 |
| 28 | 55100000 | 2 | Leon | SR 61 (Adams St) | Bragg Dr | Jennings St | 5 | 7 | 144 | 330 |
| 29 | 58030000 | 5 | Santa Rosa | US 98 / SR 30 (Navarre Pkwy) | Navarre School Rd / Thresher Dr | Wind Trace Rd S | 4 | 31 | 426 | 1186 |
| 30 | 46010000 | 4.4 | Bay | SR 30 (Front Beach Rd) | Portside Dr | Wisteria St | 4 | 20 | 80 | 153 |
| 31 | 55010000 | 3.5 | Leon | US 27 / SR 63 | I-10 | Summerfield Dr | 4 | 16 | 195 | 503 |
| 32 | 57030030 | 2 | Okaloosa | US 98 / SR 30 (Emerald Coast Pkwy) | Kelly Plantation Dr | Tequesta Dr | 4 | 15 | 237 | 562 |
| 33 | 55040000 | 3.8 | Leon | SR 363 / SR 61 (Woodville Hwy / Monroe St) | 0.38 mi S of US 319 (Capital Cir SE) | N of Perkins St | 4 | 12 | 191 | 397 |
| 34 | 55003000 | 2.3 | Leon | US 319 / SR 261 (Capital Cir SE) | Old Augustine Rd | N of Industrial Plaza Dr | 4 | 11 | 211 | 531 |
| 35 | 58010000 | 3.2 | Santa Rosa | US 90 / SR 10 (Caroline St) | Santa Villa Dr / Pea Rdg Connector | Campbell Ln | 4 | 10 | 180 | 443 |
| 36 | 57040000 | 2.9 | Okaloosa | SR 20 | E of Lancaster Dr | W of Little Trout Creek | 4 | 9 | 71 | 269 |
| 37 | 57060000 | 2.6 | Okaloosa | SR 85 (N Ferdon Blvd) | E 1st Ave | N of Sapp Rd | 4 | 8 | 116 | 391 |
| 38 | 60020000 | 2 | Walton | US 98 / SR 30 | 0.29 mi W of W Hewett Rd | W of Southaven Cir | 4 | 8 | 103 | 385 |
| 39 | 55070000 | 3.8 | Leon | SR 20 (Blountstown Hwy) | Big Richard Dr | Nina Rd | 4 | 8 | 87 | 212 |
| 40 | 46010002 | 2.3 | Bay | SR 392A (Middle Beach Rd) | E of Clara Ave | SR 30 (Front Beach Rd) | 4 | 7 | 110 | 330 |

APPENDICES

# APPENDIX 2: EQUITY ASSESSMENT



Kimley»Horn

# MEMORANDUM

To: Emerald Coast Regional Council

From: Kimley-Horn and Associates, Inc.

Date: August 19, 2024

Subject: ECRC Safety Action Plan – Equity Analysis

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This document summarizes the equity assessment conducted for the ECRC Safety Action Plan. The Safety Plan aims to enhance roadway safety conditions by proposing potential projects to reduce the risk of crashes. The equity summary includes the equity framework used to guide the analysis followed by a summary of the methodology and analysis.

## EQUITY FRAMEWORK

The equity analysis supplements the technical crash data analysis by identifying any relationship between equity and transportation safety data. While transportation safety affects all people, certain communities are disproportionately impacted by transportation-related injuries and fatalities. Addressing transportation safety as an equity issue involves ensuring that all communities have access to safe and reliable transportation options, and that policies and practices prioritize the safety of all road users, regardless of their mode of transportation, race/ethnicity, or socioeconomic status.

## METHODOLOGY

Equity Priority Areas were identified through data collection from the USDOT's Equitable Transportation Community (ETC) Explorer as well as census tracts identified as Historically Disadvantaged or Areas or Persistent Poverty by the U.S. Census Bureau. The ETC Explorer uses 2020 census data to identify census tracts that are burdened by underinvestment in transportation. This includes the following components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. Census tracts that include the above components are identified as Equity Priority Areas for the ECRC Safety Action Plan. The Equity Priority Areas are tied to census tract boundaries. According to this data, there are 128 disadvantaged census tracts in the Emerald Coast region out of a total of 247 in the region.

**Equity Priority Area Components:**

- Transportation Insecurity
- Environmental Burden
- Social Vulnerability
- Health Vulnerability
- Climate and Disaster Risk Burden
- Historically Disadvantaged Areas
- Areas of Persistent Poverty

To determine which Equity Priority Areas are most affected by transportation safety, average crash rates, which were developed in the Safety Analysis, for the roadway segments in the Equity Priority

Area census tracts were calculated and compared to the respective county averages for number of crashes per 100 million vehicle miles traveled (MVMT). The results indicate which Equity Priority Areas have higher than average county crash rates for all crashes, and fatal and serious injury crashes (Table 1). Escambia and Bay Counties had the highest crash rate for all crashes while Holmes County had the highest crash rate for fatal and serious injuries. This indicates that crashes in Holmes County may not be as frequent as Escambia or Bay Counties but are more likely to result in a fatality or serious injury.

**Table 1: Average Crash Rates by County (per 100 million vehicle miles traveled)**

| Average Crash Rate | Escambia County | Bay County | Santa Rosa County | Holmes County | Okaloosa County | Walton County | Washington County |
|---|---|---|---|---|---|---|---|
| All Crashes | 440 | 424 | 203 | 192 | 317 | 204 | 152 |
| Fatal or Serious Injury | 13 | 11 | 9 | 18 | 14 | 13 | 5 |

The results of this analysis are shown in Figures 1 and 2, identifying which Equity Priority Areas in the Emerald Coast region, are more greatly affected by transportation safety. Figure 1 depicts the comparison rates for all crashes while Figure 2 depicts the comparison rates for fatal and serious injury crashes.

## EQUITY ANALYSIS

This section summarizes the findings and key takeaways from the equity analysis.

### *Equity Priority Areas and Crash Rates*

The Equity Priority Areas with the highest above average crash rates for all crashes over the last five years (2019-2023) are generally located in urban areas. These are areas with 100+% above the respective county average crash rate for all crashes. Equity Priority Areas in cities such as Pensacola, Crestview, Fort Walton Beach, Panama City Beach, and Panama City showed the greatest concentration of crash rates above the respective County average. For example, the crash rate for all crashes for Census Tract 24 in Panama City is 918.45 which is more than double the Bay County average. This result is not unusual as areas with greater populations and attractions generally tend to see a greater number of crashes.

The Equity Priority Areas with the highest above average crash rates for fatal and serious injuries over the last five years (2019-2023) are located in both urban and rural areas. These are areas with 100+% above the respective county average crash rate for fatal or serious injury crashes. Equity Priority Areas in urban areas such as Pensacola, Panama City Beach, and Panama City showed greater concentration of average crash rates above the respective County average. Rural Equity Priority Areas in north Santa Rosa County, northeast Okaloosa County, north Walton County, central Washington County, and most of Holmes County indicate higher rates of fatal and serious injury crashes.

This analysis indicates that Equity Priority Areas in rural areas experience more crashes that result in fatalities and serious injuries than urban areas, with the exception of Pensacola, Panama City Beach, and Panama City.

***Equity Priority Areas and Crash Trends***

There were 86,892 total crashes in Equity Priority Area census tracts over the last five years (2019-2023), representing approximately 59% of all crashes observed in the region over the same period. Similarly, there were 2,412 total fatal or severe injury crashes in Equity Priority Area census tracts over the last five years (2019-2023), representing approximately 59% of all severe injury crashes observed in the region over the same period.

Throughout the region, 2.75% of all crashes result in fatal or serious injuries, whereas in Equity Priority Area census tracts, this number is 2.78% (Table 2). While this is a not a significant difference, this data supports the nationwide trend that fatal and serious injury crashes are more frequent in disadvantaged areas.

**Table 2: ECRC Region vs. Equity Priority Areas Fatal and Serious Injury Crashes**

| Crash Severity | ECRC Region (# of crashes) | Equity Priority Areas (# of crashes) | ECRC Region (% of all crashes) | Equity Priority Areas (% of all crashes) | Difference |
|---|---|---|---|---|---|
| Fatal | 907 | 571 | 0.61% | 0.66% | 0.04% |
| Serious Injury | 3,157 | 1,841 | 2.13% | 2.12% | -0.01% |
| *Total:* | *4,064* | *2,412* | *2.75%* | *2.78%* | *0.03%* |

Throughout the region, 1.99% of all crashes involve bicyclists or pedestrians, whereas in Equity Priority Area census tracts, this number is 2.15% (Table 3). Overall, this data supports the nationwide trend that populations living in disadvantaged areas may be more likely to have limited access to a personal vehicle and travel on foot or by bike. These populations are at a greater risk for being involved in a bicycle or pedestrian crash.

**Table 3: ECRC Region vs. Equity Priority Areas Bicycle and Pedestrian Crashes**

| Crash Type | ECRC Region (# of crashes) | Equity Priority Areas (# of crashes) | ECRC Region (% of all crashes) | Equity Priority Areas (% of all crashes) | Difference |
|---|---|---|---|---|---|
| Bike | 1,689 | 784 | 1.14% | 0.90% | -0.24% |
| Pedestrian | 1,256 | 1,083 | 0.85% | 1.25% | 0.40% |
| *Total:* | *2,945* | *1,867* | *1.99%* | *2.15%* | 0.16% |

## ATTACHMENTS

- Equity Analysis for All Crashes, Figure 1 – Map
- Equity Analysis for Fatal and Serious Injury Crashes, Figure 2 – Map

Escambia County

Santa Rosa County

Okaloosa County

Walton County

Holmes County

Washington County

Bay County

Alabama

Ferry Pass

Pensacola

Gulf Islands National Seashore

Point Washington State Forest

Lynn Haven

Panama City

Tyndall Air Force Base

Bellview

Gulf

## Equity Priority Areas

County Boundaries

5-Year Crash Rates - All Crashes

- Below or Equal to County Crash Average
- 1 - 50% Above
- 51 - 100% Above
- 101 - 200% Above
- 200+ % Above

Escambia County

Santa Rosa County

Okaloosa County

Walton County

Holmes County

Washington County

Bay County

Alabama

Ferry Pass

Pensacola

Gulf Islands National Seashore

Point Washington State Forest

Lynn Haven

Tyndall Air Force Base

Pensacola

Bellview

Gulf

Panama City

## Equity Priority Areas

County Boundaries

5-Year Crash Rates -
Fatal & Serious Injuries

- Below or Equal to County Crash Average
- 1 - 50 % Above
- 51 - 100% Above
- 101 - 200% Above
- 200+ % Above

APPENDICES

# APPENDIX 3: ENGAGEMENT

# Emerald Coast Regional Council (ECRC) Safety Action Plan

## Task Force Meeting #1 – Meeting Minutes

April 23, 2024, 9:00 to 10:00 AM CST

**Attendees:**

- Jill Nobles – ECRC
- Lindsay Slautterback – Kimley-Horn
- Alaina Webb - FDOT
- Allison Patton – City of Pensacola
- Alyssa Stutzman – Kimley-Horn
- Angela Bradley – ECRC
- Bryant Paulk – FDOT
- Chris Phillips – Escambia County
- Cliff Johnson – Bay County
- Gary Kramer – ECRC
- Jason Fulghum – Okaloosa County Sheriff's Office
- Jeff Cozadd – City of Destin
- Jeff Massey – Washington County
- Jessica Walton – ECRC
- Joseph Sullivan – FHWA FL Division
- Katie Fults – ECRC
- Leandra Meredith – ECRC
- Mary Beth Washnock – ECRC
- Rebecca – Santa Rosa County
- Richard Barr – Kimley-Horn
- Terry Shaw – Kimley-Horn
- Tiffany Bates – ECRC
- Wendy Gavin – City of Pensacola
- Zee Osuigwe – Santa Rosa County

**Agenda:**

- Introductions
- Overview and ECRC 7-Layer Cake
- Safe Streets and Roads For All (SS4A) Safety Action Plan
- Project Approach and Schedule
- High Injury Network
- Next Steps

---

**Jill Nobles (ECRC)** kicked off the meeting with introductions and explained the meeting format. Jill introduced **Lindsay Slautterback (Kimley-Horn)** conducted the presentation (attached).

> *Icebreaker Question:* What is your understanding of the Vision Zero initiative being conducted by ECRC in the region? (Written responses are attached)

**The ECRC 7-Layer Cake:** Overview of the layers of the Cake

- Safe Streets and Roads for All (SS4A) – Safety Action plan is the top layer of the cake. Project activities include developing the High-Injury Network (HIN) and identifying projects.
- Smart Regions Plan – Utilizes HIN and identifies technology initiatives at those locations
- Data Analytics plan – Software and information behind all the data.
- Carbon Reduction Plan – Utilizing federal dollars for projects related to traffic congestion
- Plan implementation – Integrating projects from the upper layers in traditional MPO/TPO documentation and plans, such as the LRTP.
- Broadband & Fiber Deployment – Identifies the physical infrastructure to implement.
- Traffic Management Center – The physical location where everything is housed.

**What is a Safety Streets and Roads for All Action Plan?:**
Based on the Vision Zero approach, this plan is focused on preventing and significantly reducing roadway fatalities and serious injuries. It includes elements such as goal setting, safety analysis/HIN (using crash data for the entire region), engagement and collaboration, equity considerations, policy and process changes, and project identification.

**Why is ECRC pursuing a Safety Action Plan?:**
ECRC seeks to reduce or eliminate roadway deaths in the region, especially for vulnerable users.

**The Safe System Approach:** The approach is made up of five components: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. There are also Six Safe System Principles:

1. Death/serious injury is unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is critical

**Fatalities & Serious Injuries in the Region (2019 – 2023):**
Crash data for all seven counties in the region was presented, showing fatalities, serious injuries, and if vulnerable users were involved from 2019-2023. There were almost 1,000 fatalities and almost 4,000 serious injuries in the region during this time.

Initial crash hot spots and preliminary corridors for Escambia and Santa Rosa counties, and Pensacola Active Transportation Plan HIN were shared.

**Jeff Massey (Washington County)** commented it's important to consider the time of year the accident occurred. **Mr. Massey** explained tourism is a factor as well as weather, which is often correlated with time of year.

**Task Force Purpose & Responsibilities:**
Task Force purpose and responsibilities are to provide input for the action plan. To provide advisory support and bring varying perspectives. There will be 7 task force meetings between April and November. The Task Force is also expected to be a partner for implementation and to be advocates and leaders in the community.

**Project Approach:** The Safety Action Plan is currently in the data collection phase. As the project continues, the team will identify projects, conduct stakeholder engagement, develop plan documentation,

and identify an implementation strategy. The overall goal of the plan is to eliminate deaths and serious injuries.

**Project Schedule – Key Milestones:** The project was kicked off in February/March and is expected to be complete and adopted by November/December 2024.

**Next Steps:** There is a lot of work being done behind the scenes, and the data and deliverables will be presented to the Task Force at subsequent meetings as more information becomes available. Upcoming events are planned for May and June, and a project update will be presented to the ECRC board in June.

*Discussion Questions*

Are you aware of current safety initiatives or practices in the region that contribute to a Safe System approach? (Written responses are attached)

Do you have any recommendations to make those initiatives and practices more efficient for achieving the vision zero goal? (Written responses are attached)

What is your understanding of the High Injury Network? Can you think of any locations where you've noticed a high incidence of crashes? (Written responses are attached)

Other Discussion:

- **Mr. Massey** stated one thing to look at north and south of the interstate is intersection improvements. Many people are cutting through the counties to get to the beaches. Some data and documents have already been submitted for improvement requests that should be looked at as part of this initiative
- **Mr. Massey** asked about potential projects on state roads and if lighting is being considered for projects. Jeff shared need for traffic lights at many intersections.
- **Gary Kramer (ECRC)** commented if fatalities and injuries should be identified per AADT. Otherwise, the higher AADT roadways will be the HIN.
- **Jason Fulghum (Okaloosa Sheriff's Office)** shared there has been an increase in deaths in Mary Esther near the Air Force Base this year.
- **Mr. Kramer** commented 9th Ave between Bayou and Fairfield due to lack of median on a 4-lane road.
- **Mr. Massey** asked about determent and enforcement and if there is a way to get funding to help law enforcement.
- **Alaina Webb (FDOT)** shared appreciation for being involved in this project. FDOT completes traffic screenings every year, so it is important to work together to ensure efforts are not duplicated and that areas with recently improvements are not included, as it might not be reflected in the HIN.
- **Ms. Nobles** noted that the next Task Force Meeting would be the week of May 20th. **Jill** also noted that there will be stakeholder and public outreach meeting in May that will focus on Pensacola, Escambia County, and Santa Rosa County.

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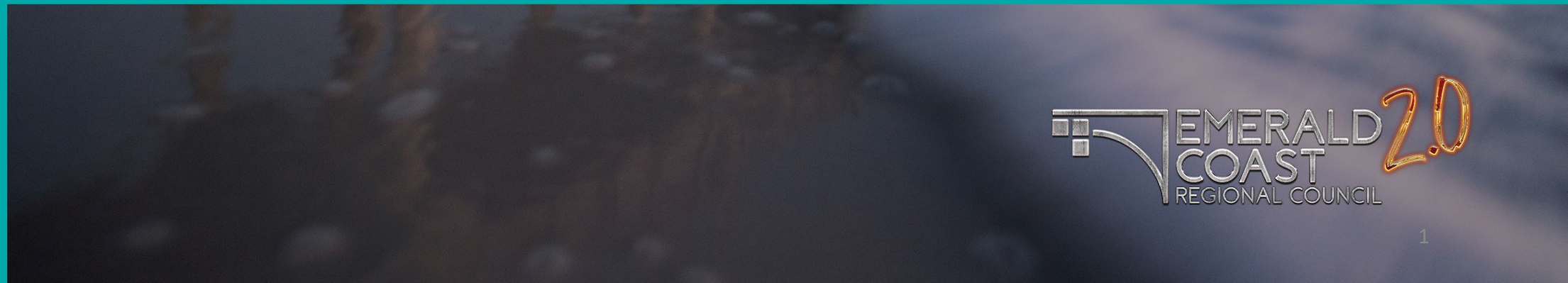
AN ECRC 2.0 INITIATIVE

# SS4A Safety Action Plan

***Task Force Meeting #1***



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# Agenda

- Introductions
- Overview and ECRC 7-Layer Cake
- Safe Streets and Roads for All (SS4A) Safety Action Plan
- Project Approach and Schedule
- High Injury Network
- Next Steps

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# Introductions

# Icebreaker Question

**What is your understanding of the Vision Zero initiative being conducted by ECRC in the region?**

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# THE ECRC 7-LAYER CAKE

**The Safety Action Plan is the top layer of the cake!**

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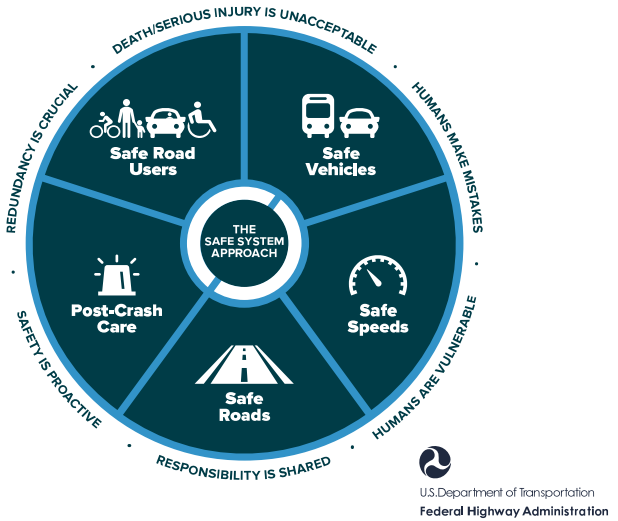
# What is a Safe Streets and Roads for All Action plan?

- The Safety Action Plan is aimed at preventing and significantly reducing roadway fatalities and serious injuries for all users
- Includes elements such as:
  - Leadership Commitment and Goal Setting
    - Task Force
  - Safety Analysis / High-Injury Network
  - Engagement and Collaboration
  - Equity Considerations
  - Policy and Process Changes
  - Project Identification

# Why is ECRC pursuing a Safety Action Plan?

ECRC seeks to significantly reduce and eventually **eliminate roadway deaths and fatalities** on our region's transportation network, especially **vulnerable users**



Likelihood of death for people walking if hit at these speeds

*Source: AAA Foundation, Tefft, B.C. (2011)*

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# The Safe System Approach

**Six Safe System Principles**

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

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U.S.Department of Transportation
Federal Highway Administration

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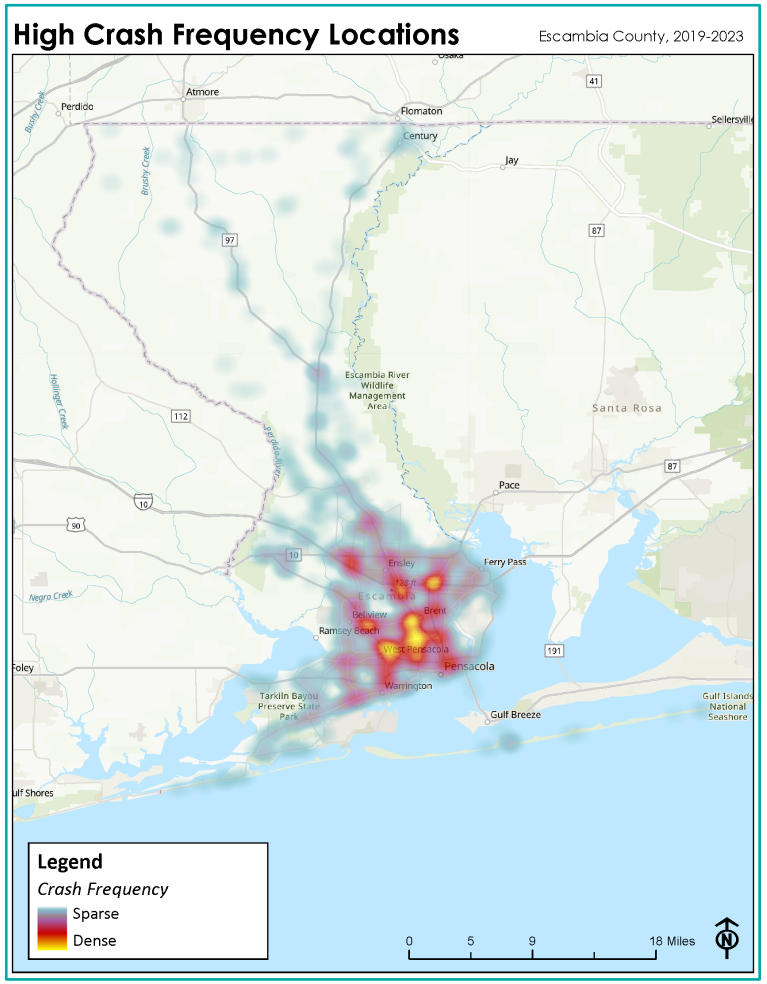
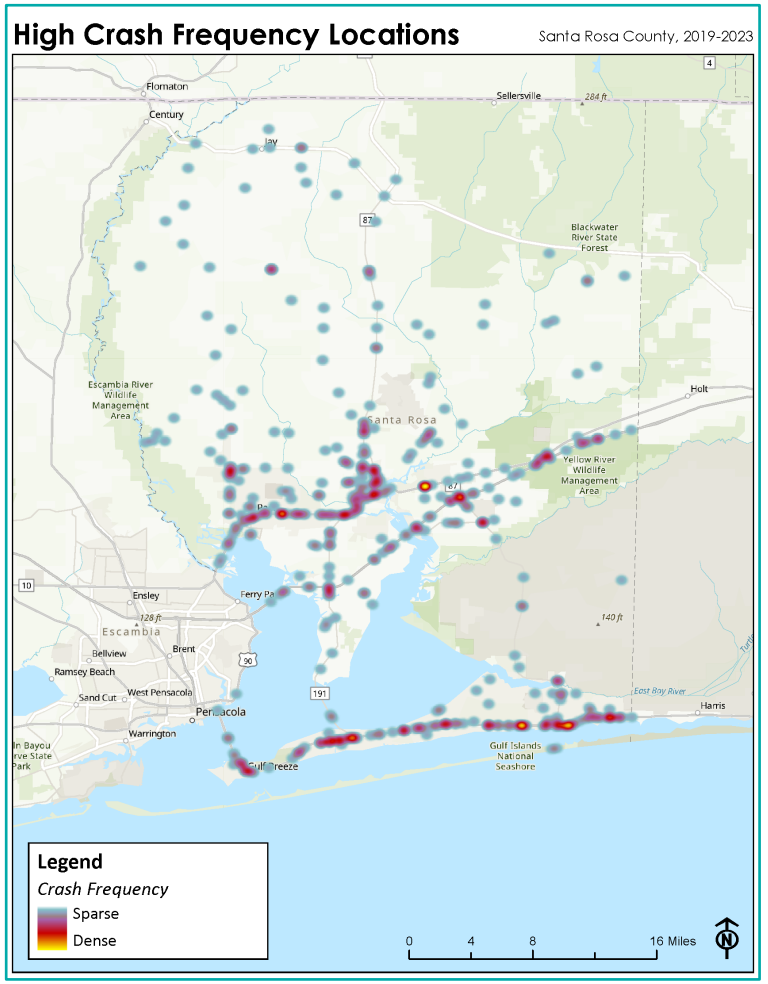
# Fatalities & Serious Injuries in the Region (2019 – 2023)

| County | Fatalities | Serious Injuries | Vulnerable Users<br>Fatalities + Serious Injuries |
|---|---|---|---|
| Bay | 185 | 744 | 161 |
| Escambia | 317 | 1152 | 285 |
| Holmes | 32 | 132 | 3 |
| Santa Rosa | 107 | 464 | 50 |
| Okaloosa | 175 | 917 | 149 |
| Walton | 133 | 396 | 69 |
| Washington | 38 | 129 | 13 |
| TOTAL | 987 | 3934 | 730 |

# First Look at the Crash Data – Escambia & Santa Rosa

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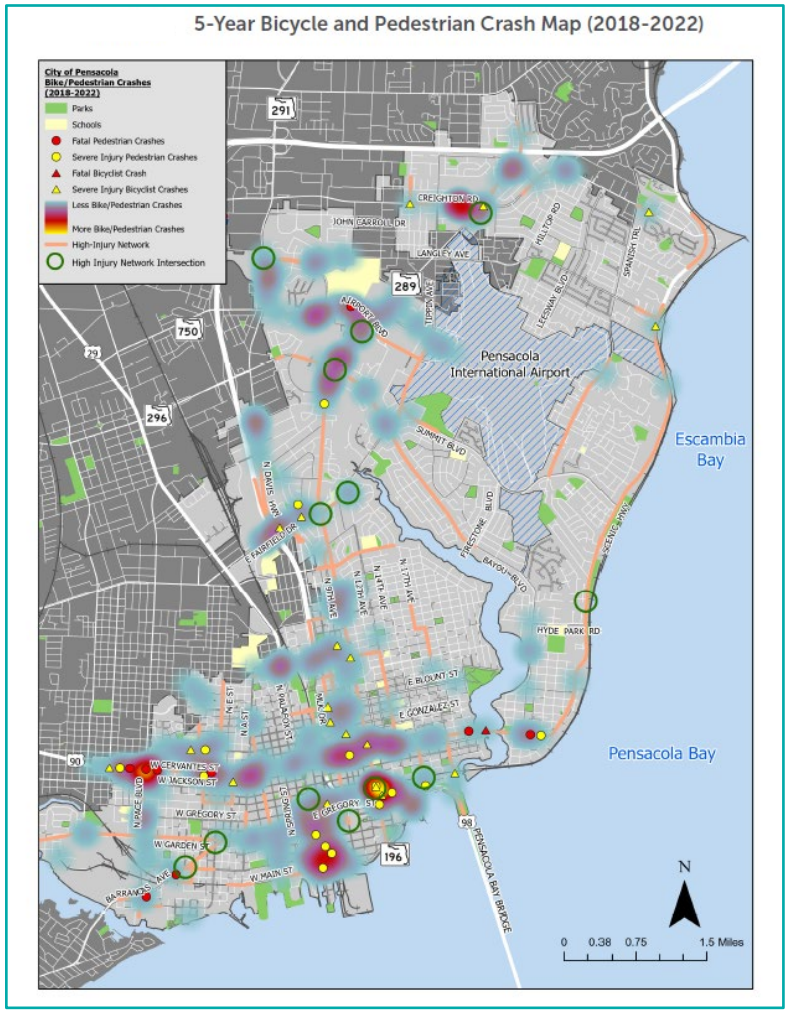
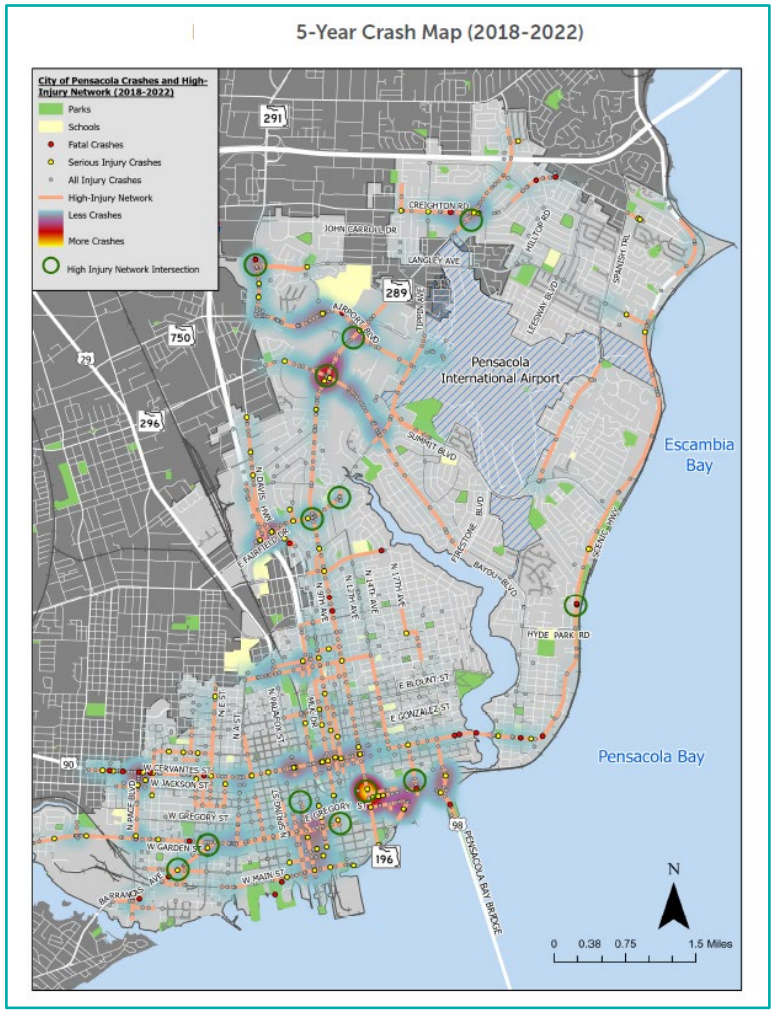
# Pensacola Active Transportation Plan HIN

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# Preliminary Corridors

**“Hottest” hot spots in Escambia County:**

- SR 292 (Pace Blvd) & SR 295 (Fairfield Dr)
- US 90 (Mobile Hwy) & SR 727 (Fairfield Dr)
- US 90 (Mobile Hwy) & SR 296 (Saufley Field Rd)
- I-10 & SR 291 (Davis Hwy)
- US 90 (Mobile Hwy) & SR 297 (Pine Forest Road)
- US 29/Pensacola Boulevard

**“Hottest” hot spots in Santa Rosa County:**

- US 90 & Airport Rd
- US 98 (Navarre Pkwy) & CR 399 (Navarre Beach Cswy)
- US 98 (Navarre Pkwy) & Coral St
- US 98 (Gulf Breeze Pkwy) & Green Briar Pkwy

# Task Force Purpose & Responsibilities

- Provide input for the Action Plan
- Provide advisory support
- Bring varying perspectives
- Participate in seven (7) task force meetings
- Partner for Implementation

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# Project Approach

**DATA COLLECTION**

- Crash Analysis
- Existing Conditions
- Policy
- High-Injury Network

**PROJECT IDENTIFICATION & DEVELOPMENT**

**ENGAGEMENT & COLLABORATION**

- Task Force
- Public & Stakeholder Engagement

**PLAN DOCUMENTATION & IMPLEMENTATION STRATEGY**

**OVERALL GOAL:**

**Eliminate roadway deaths and serious injuries**

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# Project Schedule – Key Milestones

## April

- Task Force Meetings Begin
- Preliminary High-Injury Network identified
- Policy Review

## May

- Public & Stakeholder Engagement begins

## June

- Project Development &
- Prioritization
- ECRC Board Update

## July – October

- Plan Development

## November

- Board Adoption

*Task Force Meetings, Public/Stakeholder Meetings, and TPO/Board Presentations*

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# Next Steps

- Task Force Meeting #1 – End of April
- Finalize Crash Analysis & High Injury Network
- Policy Review
- Public/Stakeholder Meetings – End of May
- ECRC Board Update in June

# Discussion Questions

- Are you aware of current safety initiatives or practices in the region that contribute to a Safe System approach?
- Do you have any recommendations to make those initiatives and practices more efficient for achieving the Vision Zero goal?
- What is your understanding of the High Injury Network? Can you think of any locations where you've noticed a high incidence of crashes?

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# Next Task Force Meeting:

Week of May 20th

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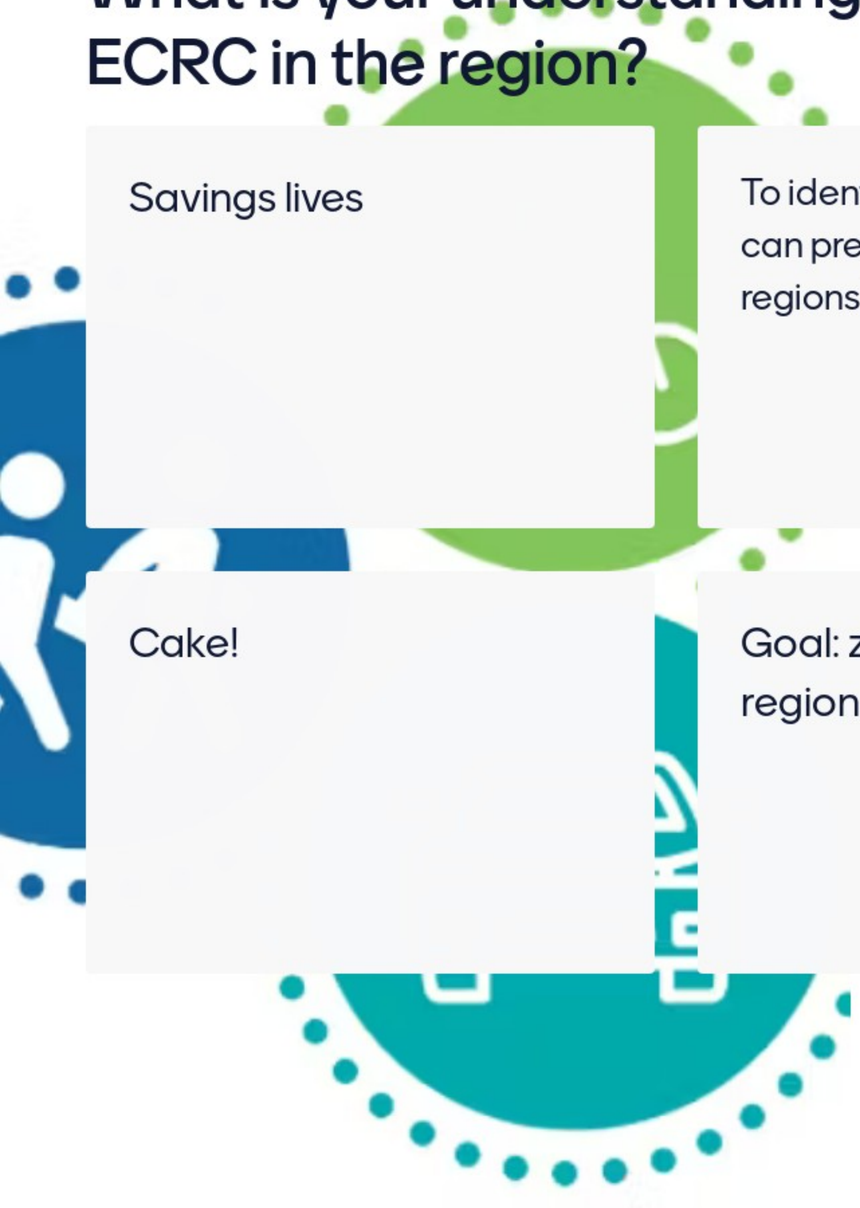
# What is your understanding of the Vision Zero initiative being conducted by ECRC in the region?



Savings lives

To identify how technology can prevent fatalities on the regions high crash corridors.

Pretty good understanding based on FDOT's plan and vision

make our streets safe and have Zero deaths

Cake!

Goal: zero fatalities in our region.

Discovery and implementation of technology and design to improve traffic safety in the region

collaborative effort to move towards zero fatalities and injuries on regional roads.

# What is your understanding of the Vision Zero initiative being conducted by ECRC in the region?

A program to look at high crash areas analyze fatalities and serious injuries. Look at what factors contribute and how technology can hopefully prevent some of the crashes and serous injuries/deaths.

# Are you aware of current safety initiatives or practices in the region that contribute to a Safe System approach?

no

Okaloosa County Traffic Safety Team

Mobility Plans

Fiber Backbone design is underway in Escambia to connect signals to proposed TMC. Implementation of MioVision signal components throughout Escambia and Santa Rosa

There are several, Escambia County Traffic Safety Team, City of Pensacola has numerous small projects and plans.

Community Traffic Safety Team initiatives

ITS System. Traffic Cameras & digital signage for school zones and in high injury corridors to try to slow people down and make them aware of high pedestrian corridors.

SRC will be submitting a supplementa l planning grant for safety education and training for teens

# Are you aware of current safety initiatives or practices in the region that contribute to a Safe System approach?

Need funding and staff to implement projects.

SRC will be submitting a supplement grant for safety education for teens

Too numerous to list all locations. The maps better show.

# Do you have any recommendations to make those initiatives and practices more efficient for achieving the Vision Zero goal?

Funding is always a benefit

Make sure we work with the traffic safety team projects to insure both groups are work towards a common goal

Coordination with fellow governments

Prioritize attainable projects over those that are more complex or unconstructable.

It is important to differentiate between high INJURY vs high incidence.

# What is your understanding of the High Injury Network? Can you think of any locations where you've noticed a high incidence of crashes?

Hwy 98/15th Street in Bay County around St. Andrews to the PCB Bridge.

It is important to differentiate between high injury and high occurrance.

Identifying areas with high volume of crashes particularly crashes with death and serious injuriesHwy 98 in Destin between Marler and Marler bridge

Barrancas Ave @ E Street and Business 98 in Pensacola.

# Emerald Coast Regional Council (ECRC) Safety Action Plan

Task Force Meeting #2 – Meeting Minutes

May 21, 2024, 9:00 to 10:00 AM CST

**Attendees:**

- Jill Nobles – ECRC
- Lindsay Slautterback – Kimley-Horn
- Allison Patton – City of Pensacola
- Alyssa Stutzman – Kimley-Horn
- Angela Bradley – ECRC
- Anthony Vallee – City of Defuniak Springs City Council
- Austin Mount – ECRC
- Caroline Fraser – Kimley-Horn
- Chris Phillips – Escambia County
- Christy Johnson - FDOT
- Cliff Johnson – Bay County Engineering
- Deston Taylor - DRMP
- Eric Christianson - ECRC
- Gary Kramer – ECRC
- Jared Schneider – Kimley-Horn
- Jason Fulghum – Okaloosa Sheriff's Department
- Jeff Cozadd – City of Destin
- Jeff Massey – Washington County
- Jessica Walton – ECRC
- Joe Bodi – City of Destin
- Latilda Hugh-Neal – Freeport
- Michael Lewis – FDOT
- Nicole Gislason – UWF-HAAS
- Rae Emary – ECRC
- Rebecca Jones – Santa Rosa County
- Wendy Gavin – City of Pensacola
- Zee Osuigwe – Santa Rosa County

**Agenda:**

- Introductions
- Recap: Overview, Schedule
- First Look at the High Injury Network (HIN)
- The Safety Analysis
- Public Engagement Update
- Next Steps

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Jill Nobles (ECRC) began the meeting with introductions and introduced Lindsay Slautterback (Kimley-Horn) as consultant presenter. Lindsay went over the agenda and explained this meeting will have more data than the first meeting.

**Recap:**

- **Safety Action Plan:** This plan is focusing on serious injuries and fatalities as well as vulnerable users on the transportation network. The data tables are based on a 5-year period from 2019 to 2023.
- **7-layer cake:** Safety Action Plan is the top layer of the cake, developing HIN is part of this layer. The Safety Action Plan is linked to the Smart Region Plan and Data Analytics plan through the High Injury Network.

**Project Schedule**: Key Milestones
- May and June – public and stakeholder engagement
- June – project development and updating the Board
- July – October – plan development
- November – adopted by the Board

Task force meetings and public/stakeholder meetings will be held throughout the timeline.

**Task Force Purpose & Responsibilities:**
- Provide input for action place
- Provide advisory support
- Bring varying perspectives
- Participate in 7 task force meetings
- Partner for implementation

**First Look at the High Injury Network:**
This section started with a polling question using menti.com:

> ***Question 1:*** What is your understanding of the High Injury Network (HIN)? *(see attached)*
>
> Anthony Vallee (City of Defuniak Springs City Council) shared concerns on how the ratios are being determined for density. In his area, they have more severe outcomes per accident, but it might not stand out on HIN data because it is a smaller area. Rural areas may not show up because it is smaller numbers but higher ratios.

Lindsay noted that this is being considered and discussed already to ensure rural areas are included. Caroline will share more information on the HIN and methodology. Lindsay introduced Caroline Fraser (Kimley-Horn) to explain the High Injury Network and go through the preliminary priority segments.

**What is the High Injury Network?**
- Data driven approach.
- Serious injuries are considered as much as fatalities.
- Methodology was tailored to include locations that may not have shown up in data but needs to be considered.
- Will use stakeholder and public feedback.

Caroline explained the HIN maps for all 7 counties and briefly reviewed segments identified. Crashes along corridors were looked at for the HIN, using a threshold of 25% of all fatal and serious injury crashes occurring in each county. Some counties have shorter lists; however, using the 25% threshold, it is the same proportion of the county's crashes. Following the lists, additional polling was conducted:

> ***Question 2:*** What is your initial reaction to the High Injury Network priority segments shown? *(see attached)*

Chris Phillips (Escambia County) commented he was surprised more of the major corridors were not included.

- Jill noted that major corridors have so much traffic on them, but the serious crashes may not hit the threshold. Suggested because of traffic and congestion, crashes along these corridors may be less serious.

Anthony noted his surprise SR-331 and US-90 were not included. Last February, there were two fatality crashes one block apart, south of US-90 on SR-331. Passing vehicles, head on collisions, and speeding are main issues. Coming off SR-331 in the City, there have been multiple crashes involving wheelchair users, one resulted in a fatality.

- Caroline explained volume is not pulling higher traffic corridors to the top. Methodology will be discussed more later. Best practice may be to include EPO crashes to weight crashes that are not fatal/serious injuries but major damage to property.

Jeff Massey (Washington County) agreed with Anthony that speed is the biggest issue. Each county is different and need to continually look at the matrix because volume and speed changes.

- Lindsay explained the crash data analysis is a snapshot in time, so the most recent data isn't always included. This is why the project team is seeking input, because sometimes data doesn't tell the entire story.

Jeff stated law enforcement needs to be part of the conversation. If no one is there to enforce, none of the improvements we are discussing will help.

- Lindsay confirmed policy review is happening at this point, and law enforcement is part of it.

Jason Fulghum (Okaloosa Sheriff's Department) suggested the volume on the major roadways may be preventing the data from being captured. Both US-98 in Destin, between Marler Street and Marler Bridge, and US-98 in Mary Esther have the highest number of fatalities in Okaloosa County.

Comments in the chat were read and discussed:

- Chris Phillips – Hamilton Bridge Road but not Highway 90 in central
- Rebecca Jones – Seeing some major areas missed like Woodbine and 5-points
- Gary Kramer – The hot spot generated map from the first meeting should have been shown first then the individual segments.
- Rebecca Jones – Correction for CL-12 - Magnolia Street is from SR 89 to SR 87 and Willard Norris Road from Anderson Lane to SR 89.
- Jason Fulghum – Speed is going to be a major factor on the lower volume roadways, but distracted driving is going to be the major factor on high volume roadways.
- Nicole Gislason – City of Pensacola has an emerging challenge north of Bay Bridge at Gregory and 14th Street. It is a racetrack.

Jill thanked everyone for their responses, the project team expected and hoped for a big reaction to the lists.

Anthony shared Destin had 7-8 fatalities a year, down to zero last year, and one this year. Applauded them and wants to know what they are doing. Anthony also noted that there is a question about how to pick specific areas, where to focus, and how to differentiate between areas that are trending down and others that are spiking upward.

- Lindsay shared there is an opportunity to make a project list that is not tied to a segment or the list, general lighting improvements as an example.

- Jason Fulghum added lighting in the crosswalk between Marler and the Bridge has helped a lot, but having fewer bars also made a difference.
- Michael Lewis (FDOT) stated that the Safety Office for District 3 does a similar review every year for safety funds and has seen interesting patterns in crashes between 2022 and 2023. Fatal crashes flatten in total number, slight increase in serious injuries, but crashes overall are down. Fatal crashes are a mix of urban and rural patterns. Speed is a big factor in rural. Rural curve program, looking where speeds are high and adding signs even if not required. Lighting in the rural areas is also an issue. Proposed meeting with project team to discuss notes and their projects to avoid repeated efforts.

**The Safety Analysis**

- 4000 serious injuries and 1000 fatalities.
- Most common crash types left-lane, off-road, rear-end, pedestrian, angle.
- Hot Spots Map – Entire Region – crashes overall
- Vulnerable Road Users (VRU – 730 serious crashes involved VRUs

**HIN Methodology**

Step 1: Data Collection – Roadway inventory, state and local data, and regions crash data.
Step 2: Calculate crash rates per 100 million vehicle miles traveled, 250-ft buffer.
Looking at locations with abnormally high crash rates.
Intersection vs corridors. Treated separately in network.
Step 3: Developed prioritized list of highest crash rate per 100 MVMT

**Public Workshop #1** – Florida-Alabama TPO, 5/13/24
Discussed how the meeting went and the different features and materials used. Project team asked the task force to spread the word and promote.

**Upcoming Meetings**

- Rural Areas – Monday, June 17th at 3:00 PM, Location TBD
- Okaloosa-Walton TPO (Okaloosa and Walton Counties – Tuesday, June 18th at 3:00 PM, Okaloosa Admin Building
- Bay County TPO – Wednesday, June 26 at 9:30 AM, BayWay Administration & Meeting Facility

Jill explained that for those in the TPOs, the workshops will be before or after their TPO meetings. The materials will be provided before to review and be prepared.

Lindsay shared the flyers provided at the meetings that include the Story Map link.

**Next Steps**

- Task Force Meeting # 3 – June 25th
  - **Action Item**: Review HIN prior to the meeting.
- Finalize Crash Analysis & HIN
- Ongoing Policy Review
- ECRC Board Update in June
- Public/Stakeholder Meetings in June
  - **Action Item:** Promote upcoming meetings.

Austin Mount (ECRC) shared this is just one of the seven projects kicked off. This will guide the other projects. There is a lot of talk about the FL-AL TPO, it is where we are starting. They have the money and

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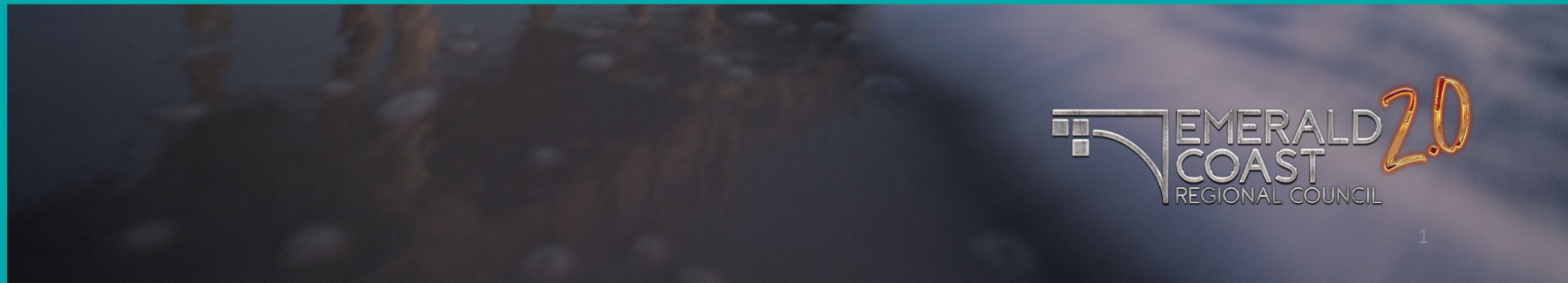
# SS4A Safety Action Plan

***Task Force Meeting #2***



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# Agenda

- Introductions
- Recap: Overview, Schedule
- First Look at the High Injury Network
- The Safety Analysis
- Public Engagement Update
- Next Steps

# Introductions

# Recap: Safety Action Plan Overview

The Safety Action Plan seeks to significantly reduce and eventually **eliminate roadway deaths and fatalities** on our region's transportation network, especially **vulnerable users**

**Fatal and Serious Injury Crashes in the Region** *2019-2023*

| County | Fatalities | Serious Injuries | Vulnerable Users<br>Fatalities + Serious Injuries |
|---|---|---|---|
| Bay | 185 | 744 | 161 |
| Escambia | 317 | 1152 | 285 |
| Holmes | 32 | 132 | 3 |
| Santa Rosa | 107 | 464 | 50 |
| Okaloosa | 175 | 917 | 149 |
| Walton | 133 | 396 | 69 |
| Washington | 38 | 129 | 13 |
| TOTAL | 987 | 3934 | 730 |

# Recap: 7-Layer Cake Connection

- The Safety Action Plan is the **top layer of the cake**
- Elements of the Safety Action Plan are intimately connected to the **Smart Region Plan** and the **Data Analytics Plan**

**Safety Action Plan** develops the High Injury Network

**Smart Regions Plan** identifies technology solutions for the High Injury Network

**Data Analytics** determines software and infrastructure needs to implement the **Smart Region solutions** on the **Safety Action Plan's High Injury Network**

# Project Schedule – Key Milestones

## April

- Task Force Meetings Begin
- Preliminary High-Injury Network identified
- Policy Review

## May

- Public & Stakeholder Engagement begins

## June

- Project Development &
- Prioritization
- ECRC Board Update

## July – October

- Plan Development

## November

- Board Adoption

*Task Force Meetings, Public/Stakeholder Meetings, and TPO/Board Presentations*

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# Task Force Purpose & Responsibilities

- Provide input for the Action Plan
- Provide advisory support
- Bring varying perspectives
- Participate in seven (7) task force meetings
- Partner for Implementation

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# First Look at the High Injury Network

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# Mentimeter Question

**What is your understanding of the High Injury Network?**

**menti.com | code: 9437 3697**

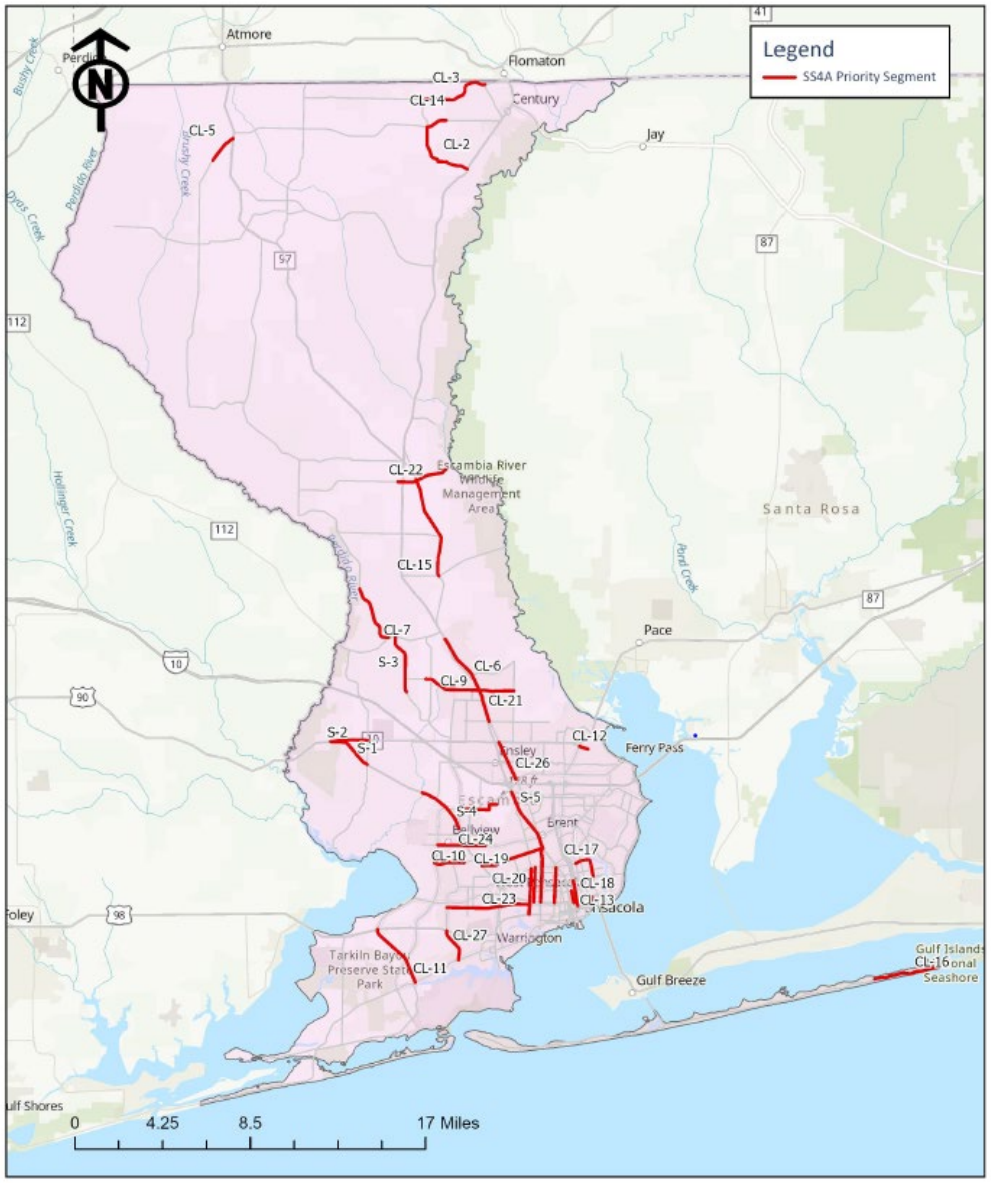
# What is the High Injury Network (HIN)?

- A **High Injury Network** identifies segments and intersections where a **disproportionate number of fatal and serious injury crashes** are occurring on a community or region's transportation network.
- The **High Injury Network** is a **data-driven approach** and helps to identify projects where **investments can be most impactful**

# Escambia County

## *HIN Priority Segments*

| Segment Number | Roadway | Begin | End |
|---|---|---|---|
| CL-1 | N T ST | US-90/SR-10A | W FAIRFIELD DR |
| S-1 | W CERVANTES ST | US-90/SR-10 | CR-99/BEULAH RD |
| CL-2 | BYRNEVILLE RD | CR-4/W HWY 4 | US-29/SR-95 |
| CL-3 | HWY 4A | CR-168/HWY 168 | CR-4A/HWY 4A |
| CL-4 | N 14TH AVE | US-98/SR-30 | US-90/SR-10A |
| CL-5 | HWY 97A | PELT RD | SR-97/HWY 97 |
| CL-6 | N HWY 95A | US-29/SR-95 | CR-186/E KINGSFIELD |
| CL-7 | S HWY 97 | CR-184/MUSCOGEE RD | OLD BRIDGE RD |
| S-2 | N DAVIS HWY | US-90/SR-10A/MOBILE | SR-99/BEULAH RD |
| CL-8 | S PACE BLVD | US-90/US-98/SR-10A/W | US-29/SR-95 |
| CL-9 | W KINGSFIELD RD | HWY 297A | CHEMSTRAND RD |
| CL-10 | CERNY RD | SR-173 | MARLANE DR |
| CL-11 | DOG TRACK RD | SR-292 | US-98/SR-30 |
| S-3 | S HWY 97 | W KINGSFIELD RD | CR-184/MUSCOGEE RD |
| CL-12 | COPTER RD | SR-291 | GROW DR |
| CL-13 | N TARRAGONA ST | E JACKSON ST | E BLOUNT ST |
| CL-14 | W HWY 4 | HWY 4A | TEDDER RD |
| CL-15 | N HWY 95A | CR-184/E QUINTETTE R | MOLINO RD |
| S-4 | W CERVANTES ST | KLONDIKE RD | FAIRGROUNDS |
| CL-16 | J EARL BOWDEN WAY E | GULF ISLAND NATL SEASHORE | ESCAMBIA CO LINE |
| CL-17 | E TEXAR DR | SR-289/N 9TH AVE | E MAXWELL ST |
| CL-18 | N ALCANIZ ST | E JACKSON ST | E WRIGHT ST |
| CL-19 | MASSACHUSETTS AVE | BRIDGEDALE RD | US-29/SR-95 |
| CL-20 | N W ST | US-98/SR-30 | SR-295/W FAIRFIELD D |
| CL-21 | N HWY 95A | E TEN MILE RD | CR-186/E KINGSFIELD |
| CL-22 | MOLINO RD | US-29/SR-95/N HWY 29 | BRICKYARD RD |
| CL-23 | W JACKSON ST | SR-727 | CR-453/W ST |
| CL-24 | BRENT LN | SR-173/BLUE ANGEL PW | ESPERANTO DR |
| CL-25 | LONGLEAFDR/ALFONSO ST | CR-297 | ROLLING HILLS RD |
| CL-26 | N HWY 95A | CR-290/E OLIVE RD | US-90A/SR-10/NINE MI |
| CL-27 | W FAIRFIELD DR | SR-292 | US-98/SR-30 |
| CL-28 | N E ST | US-90/US-98/SR-10A | W TEXAS DR |
| S-5 | N PALAFOX ST | I-10 | MASSACHUSETTS AVE |

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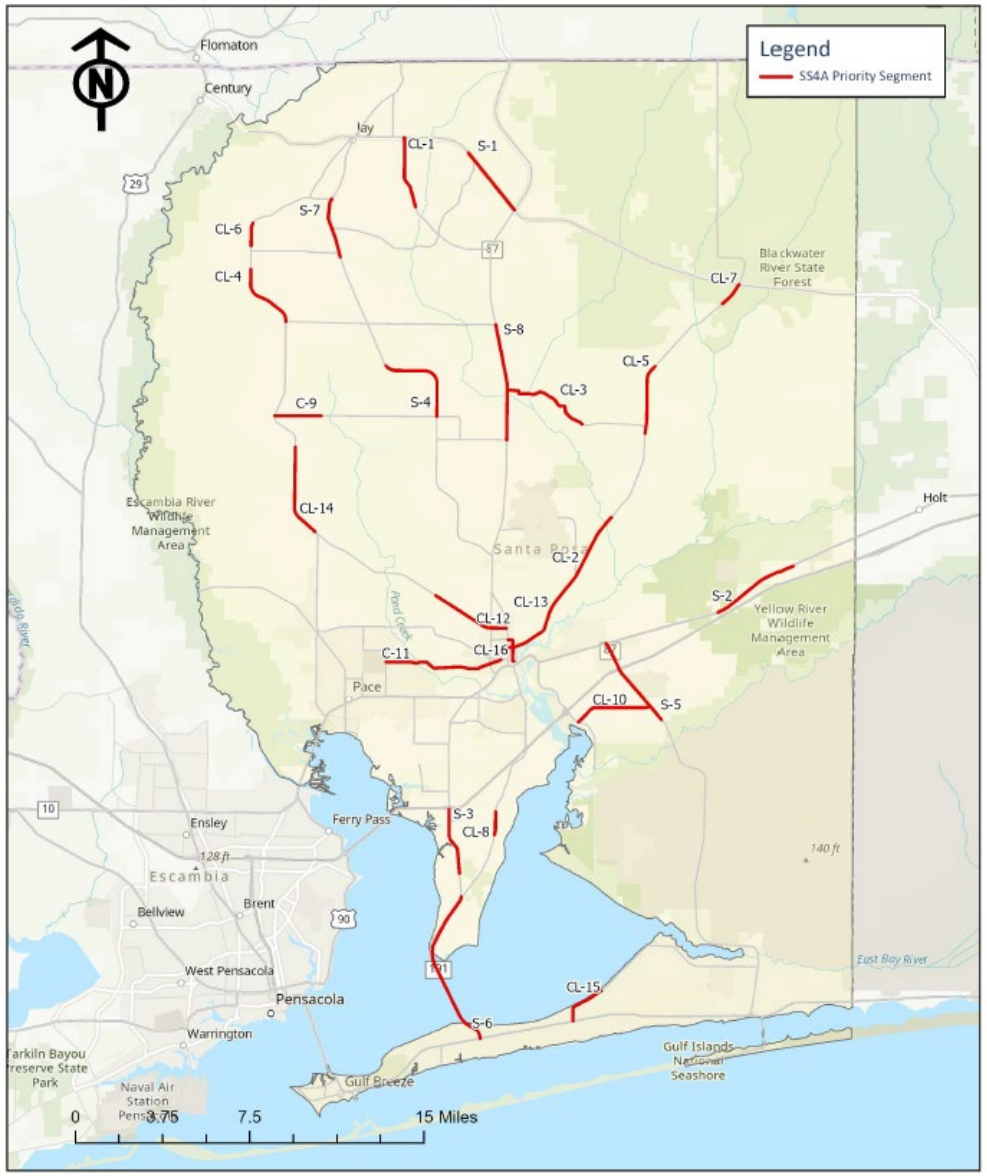
# Santa Rosa County

## *HIN Priority Segments*

| Segment Number | Roadway | Begin | End |
|---|---|---|---|
| CL-1 | COUNTRY MILL RD | POLK RD | SR-4/HWY 4 |
| CL-2 | MUNSON HWY | ROEVILLE RD | INDIAN FORD RD |
| CL-3 | SPRINGHILL RD | SR-87/HWY 87N | TOMAHAWK LANDING RD |
| CL-4 | CHUMUCKLA HWY | CR-178/HWY 178 | DUNSFORD RD |
| CL-5 | MUNSON HWY | RED ROCK RD | FRANK HARDY RD |
| CL-6 | CHUMUCKLA HWY | HARVEST RD | J LOWRY RD |
| CL-7 | MUNSON HWY | FELIX SUMMERLIN RD | SR-4/HWY 4 |
| CL-8 | GARCON POINT RD | MARY KITCHENS RD | LEEPARD RD |
| CL-9 | HWY 182 | CR-197/CHUMUCKLA HWY | WENDT FARM RD |
| CL-10 | HICKORY HAMMOCK RD | CR-89/WARD BASIN RD | SR-87/HWY 87 S |
| S-1 | SR-4 | MCARTHUR RD | SR-87 |
| S-2 | US-90 | POND RD | TIMBER CREST RD |
| CL-11 | HAMILTON BRIDGE RD | E SPENCER FIELD RD | CR-184A/BERRYHILL RD |
| CL-12 | MAGNOLIA ST | ANDERSON LN | SR-87/STEWART ST |
| CL-13 | MUNSON HWY | STEWART ST | ROEVILLE RD |
| S-3 | AVALON BLVD | CR-191/GARCON POINT | I-10 |
| CL-14 | CHUMUCKLA HWY | CHIPPEWA LN | WILLARD NORRIS RD |
| S-4 | HWY 89 | DALLAS ELLIOT RD | CR182/CENTRAL SCH RD |
| S-5 | HWY 87 S | US-90 | FARRINGTON RD |
| S-6 | AVALON BLVD | US-98/SR-30 | CR-191/GARCON POINT |
| S-7 | HWY 89 | HARVEST RD | CR-197/CHUMUCKLA HWY |
| S-8 | HWY 87 N | CR-182/ALLENTOWN RD | HWY 178 |
| CL-15 | E BAY BLVD | US-98/SR-30 | BERGREN RD |
| CL-16 | ALABAMA ST | BERRYHILL ST | STEWART ST |

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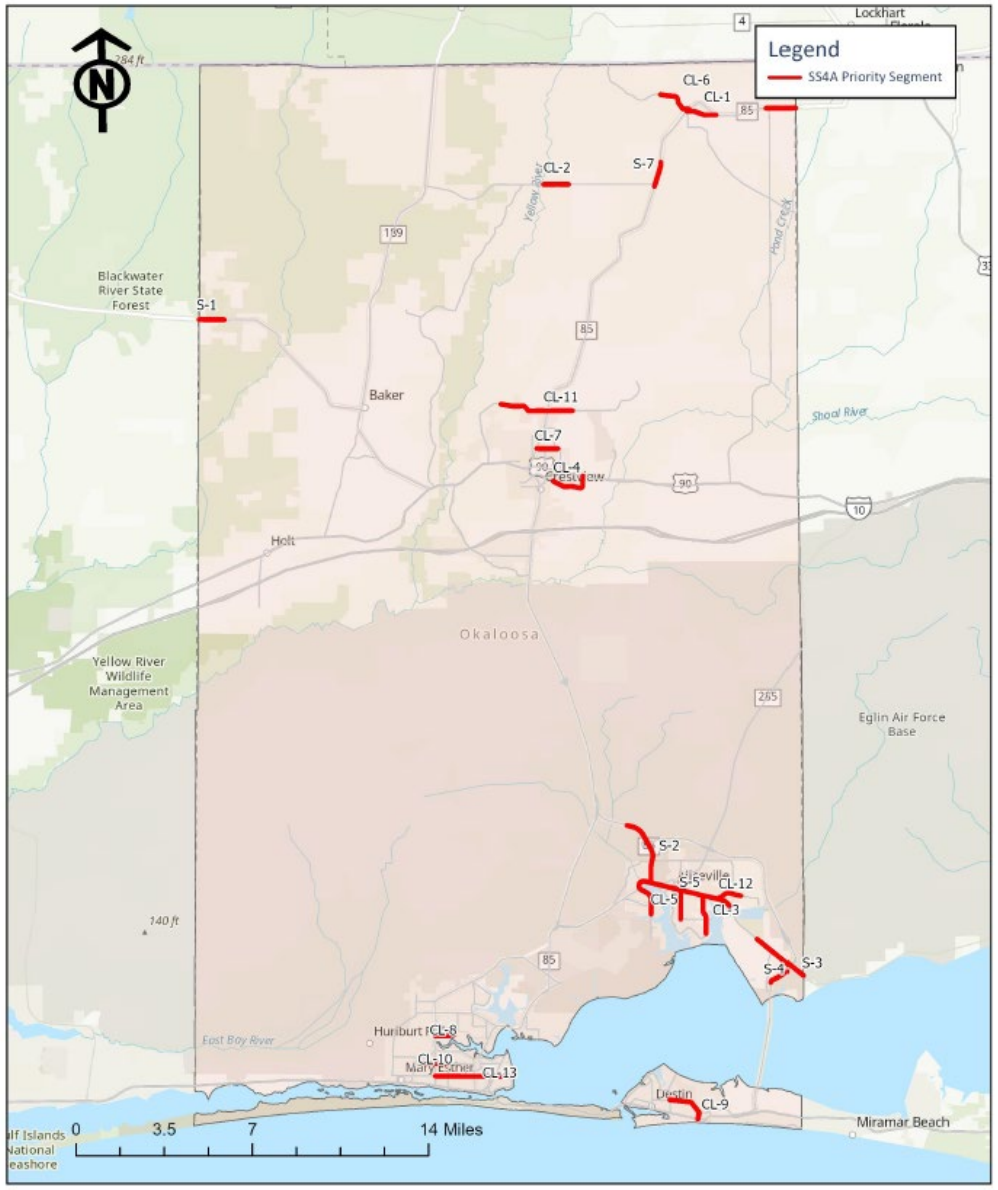
# Okaloosa County

## *HIN Priority Segments*

| Segment Number | Roadway | Begin | End |
|---|---|---|---|
| CL-1 | SECOND AVE | SR-85/HWY 85 - EAST | SR-85/HWY 85 - WEST |
| CL-2 | HWY 2 | OLD RIVER RD | HWY 602 |
| CL-3 | REDWOOD AVE | SR-20 | 7TH ST |
| CL-4 | E CHESNUT AVE | HENDERSON ST | US-90/SR-10/HWY 90 |
| CL-5 | PALM BLVD | PARTIN DR N | VALPARAISO BLVD |
| S-1 | SR-4 | COUNTY LINE RD | BEAVER CREEK RD |
| CL-6 | NEW EBENEZER RD | T E ROGERS RD | SR-85 |
| CL-7 | STILLWELL BLVD | SR-85/FERDON BLVD | HABURN ST |
| CL-8 | LANG RD | SR-189/BEAL PKWY | BARATARIA LN |
| CL-9 | CR-30F/AIRPORT RD | US-98/SR-30 | MAIN ST |
| CL-10 | HOLMES BLVD NW | JONQUIL AVE NW | MEMORIAL PKWY NW |
| CL-11 | OLD BETHEL RD | RIDGE LAKE RD | GRANDVIEW DR |
| S-2 | SR-85 | RIDGE LAKE RD | RIDGE LAKE RD |
| CL-12 | ROCKY BAYOU DR | SR-20/JOHN SIMS PKWY | STEPHEN DR |
| S-3 | SR-20 | COUNTY LINE RD | BAY DR |
| S-4 | SR293/SPENCE PKWY | E HWY 20 | N LAKESHORE DR |
| S-5 | JOHN SIMS PKWY | N BAYSHORE DR | EDGEWATER DR |
| CL-13 | HOLLYWOOD BLVD SW | WRIGHT PKWY NW | BAY DR SE |
| S-6 | HWY 85 | COUNTY LINE RD | ROBINSON RD |
| S-7 | HWY 85 | HWY 2 | SWY 602 |

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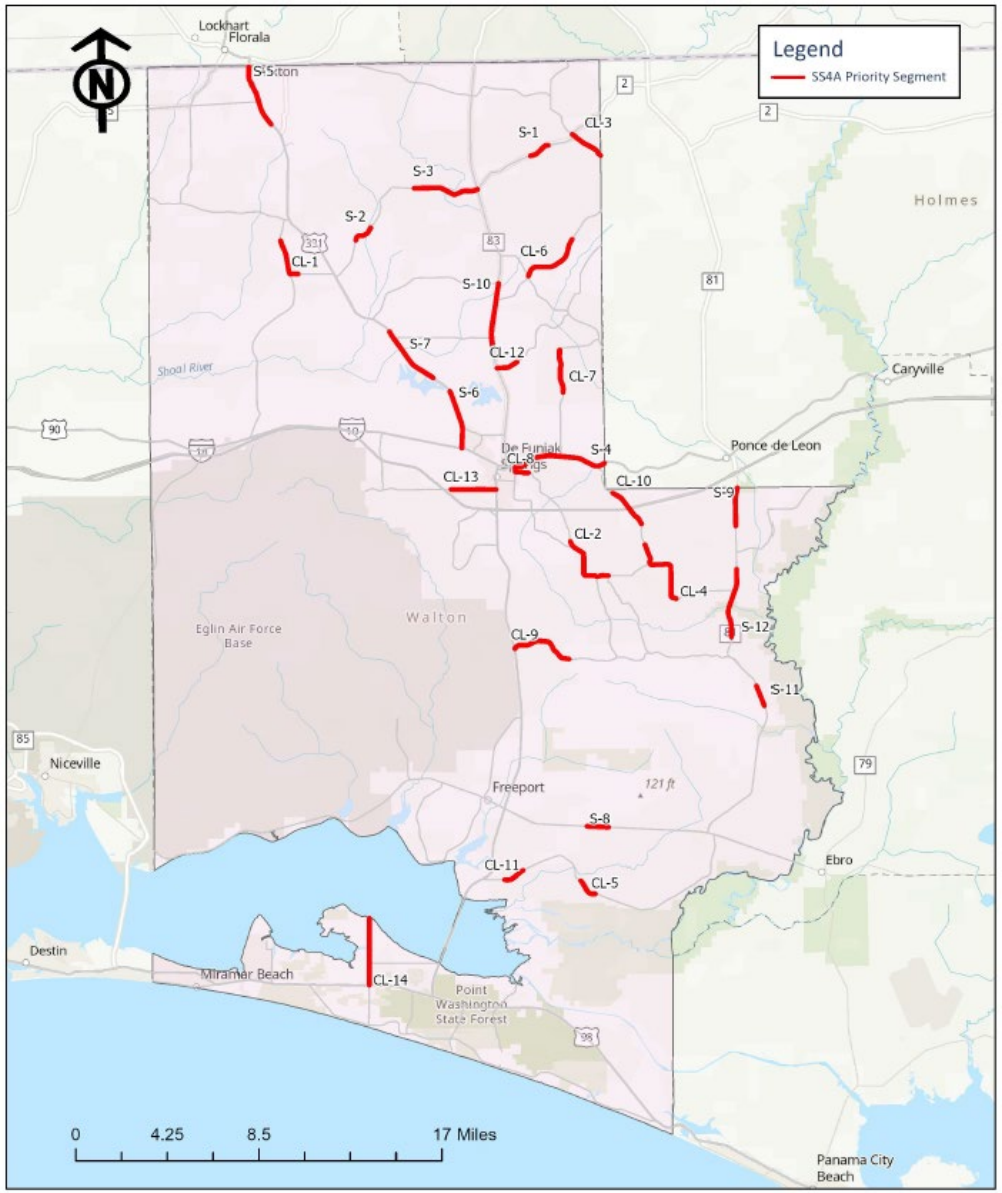
# Walton County

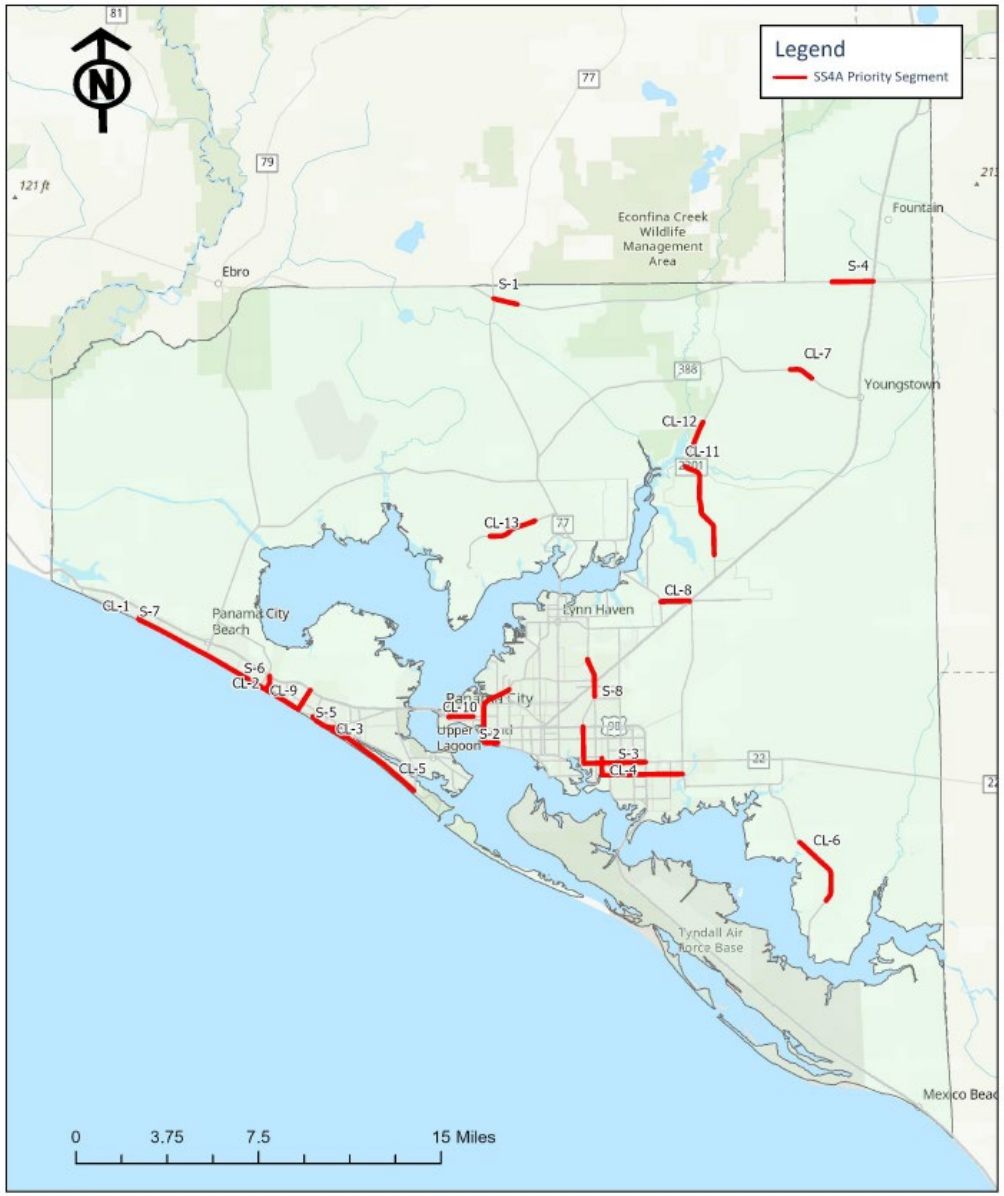
## *HIN Priority Segments*

| Segment Number | Roadway | Begin | End |
|---|---|---|---|
| CL-1 | CO HWY 2A | JORDAN RD | NEW HARMONY LOOP |
| CL-2 | CO HWY 280 E | WALTON BRIDGE RD | JIM LINDSEY RD |
| CL-3 | CO HWY 181 E | COUNTY HWY 181E | HOLMES CO LINE |
| CL-4 | CO HWY 183 S | WC CURRINGTON RD | MCLEOD RD |
| CL-5 | CO HWY 3280 | MAGNOLIA LODGE RD | WHIP POOR WILL LN |
| S-1 | CO HWY 2 E | MATHEWS RD | ANDREWS RD |
| S-2 | CO HWY 2 W | GUS ANDREWS RD | BROWN RD |
| CL-6 | CO HWY 185 | COUNTY HWY 183B | MEMORY LN |
| S-3 | CO HWY 2 W | SR-83/STATE HWY 83 | WILKERSON RD |
| CL-7 | KIDD RD | JIM GARRETT RD | COY ELLIS RD |
| CL-8 | BAY AVE | CAMBRIDGE ST | US-90/SR-10/HWY 90 |
| CL-9 | ROCK HILL RD | OTI RD | US-331/SR-83 |
| CL-10 | CO HWY 183 S | MCLEOD RD | SUE LN |
| S-4 | US HWY 90 E | HOLMES CO LINE | N 1ST ST |
| CL-11 | CO HWY 3280 | BLACK CREEK BLVD | HAPPY HOLW |
| CL-12 | CO HWY 1883 | SR-83/STATE HWY 83 | COY ELLIS RD |
| S-5 | US HWY 331 N | N COUNTY HWY 285 | FL STATE LINE |
| S-6 | US HWY 331 N | US-90/US-331/SR-10 | MARTIN RD |
| S-7 | US HWY 331 N | LAKE HOLLEY CIR | COUNTY HWY 182 |
| S-8 | STATE HWY 20 E | JONATHAN DR | BURNHAM RD |
| S-9 | STATE HWY 81 | HUGHES DITCH | HOLMES CO LINE |
| CL-13 | BOB SIKES RD | HOBBS LN | US-331/SR-83 |
| S-10 | STATE HWY 83 | NIXON RD | COUNTY RD 1084 |
| S-11 | STATE HWY 81 | MOSSY BEND RD | DEAD RIVER RD |
| S-12 | STATE HWY 81 | BELL DAWSON RD | TRAVIS TRL |
| CL-14 | N CO HWY 393 | END OF PAVEMENT | US-98/SR-30 |



# Bay County
## *HIN Priority Segments*

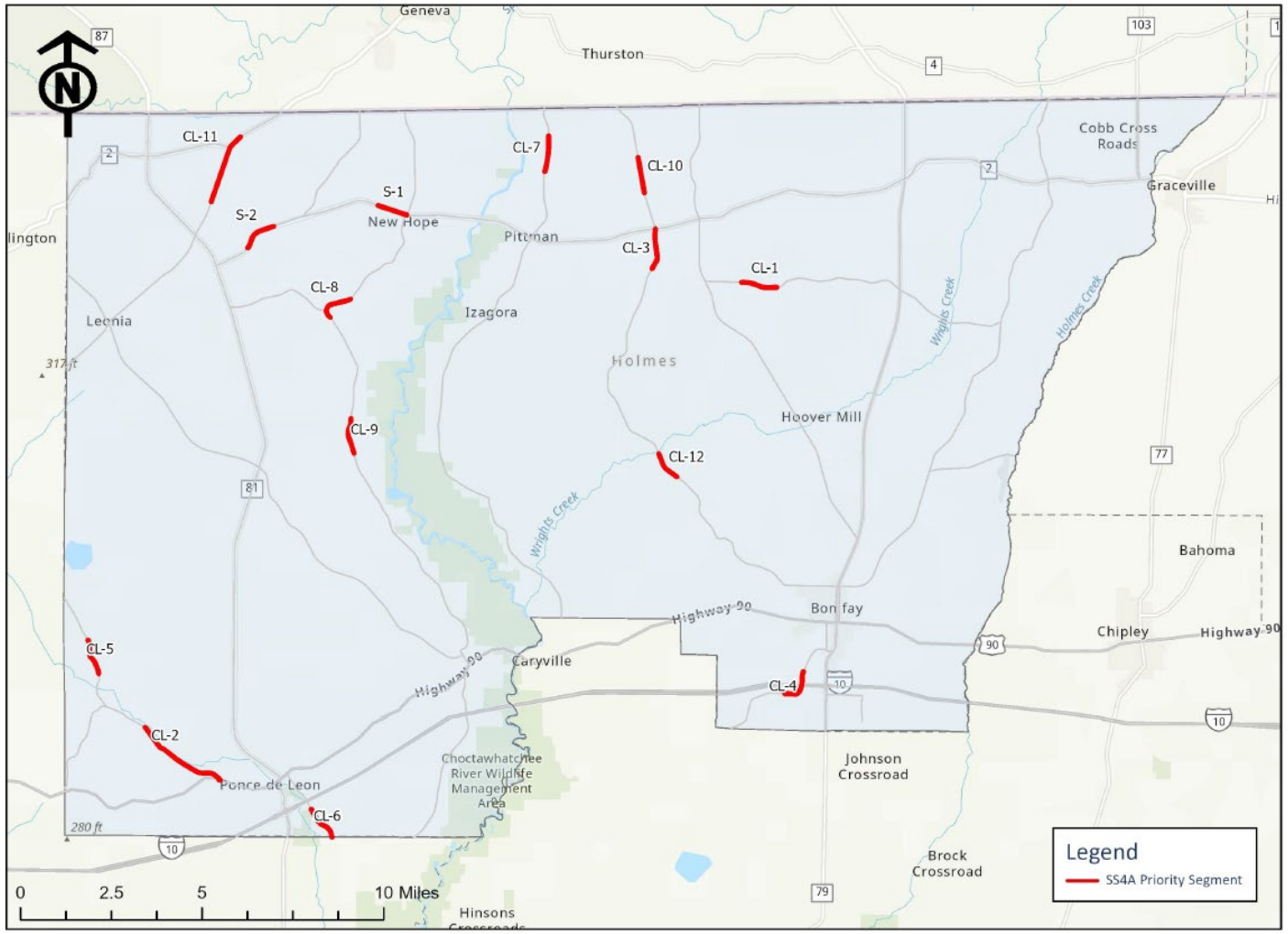
| Segment Number | Roadway | Begin | End |
|---|---|---|---|
| CL-1 | WISTERIA LN | SR-30 | US-98/SR-30A |
| CL-2 | ARGONAUT ST | SR-30 | US-98/SR-30A |
| S-1 | SR-20 | SR-77 | BREAM POND RD |
| CL-3 | S THOMAS DR | SR-30 | THOMAS DR |
| CL-4 | EVERITT AVE/CHERRY ST | US-98B/SR-30 | N STAR AVE |
| CL-5 | THOMAS DR | CR-3030/N LAGOON DR | THOMAS DR |
| S-2 | 9TH ST/BECK AVE/SAINT AND | CR-385/FRANKFORD AVE | SR-327/LISENBY AVE |
| S-3 | E 3RD ST/SHERMAN AVE | N TYNDALL PKWY | E 15TH ST |
| CL-6 | ALLANTON RD | AIR WAY | ALVIE HOLMES RD |
| CL-7 | CR-388 | G W HOBBS RD | SAPP LN |
| S-4 | SR-20 | SINGER RD | US-231/SR-75 |
| S-5 | FRONT BEACH RD | JOAN AVE | ALF COLEMAN RD |
| CL-8 | TITUS RD | CR-2321 | US-231/SR-75 |
| CL-9 | ALF COLEMAN RD | US-98/SR-30A | PANAMA CITY BEACH PK |
| CL-10 | 19TH ST | FRANKFORD AVE | W HWY 98 |
| CL-11 | CR-2301 | PENNY RD | CR-2303/INDIAN BLUFF |
| CL-12 | CR-2301 | VICKEY LN | COMMANDER LN |
| S-6 | FRONT BEACH RD | S HWY 79 | ALF COLEMAN RD |
| S-7 | FRONT BEACH RD | WISTERIA LN | S HWY 79 |
| S-8 | EAST AVE | SHERMAN AVE | MOSLEY DR |
| CL-13 | CR-2300 | FANNING BAYOU DR | TEACHEE TRL |



# Holmes County

## *HIN Priority Segments*

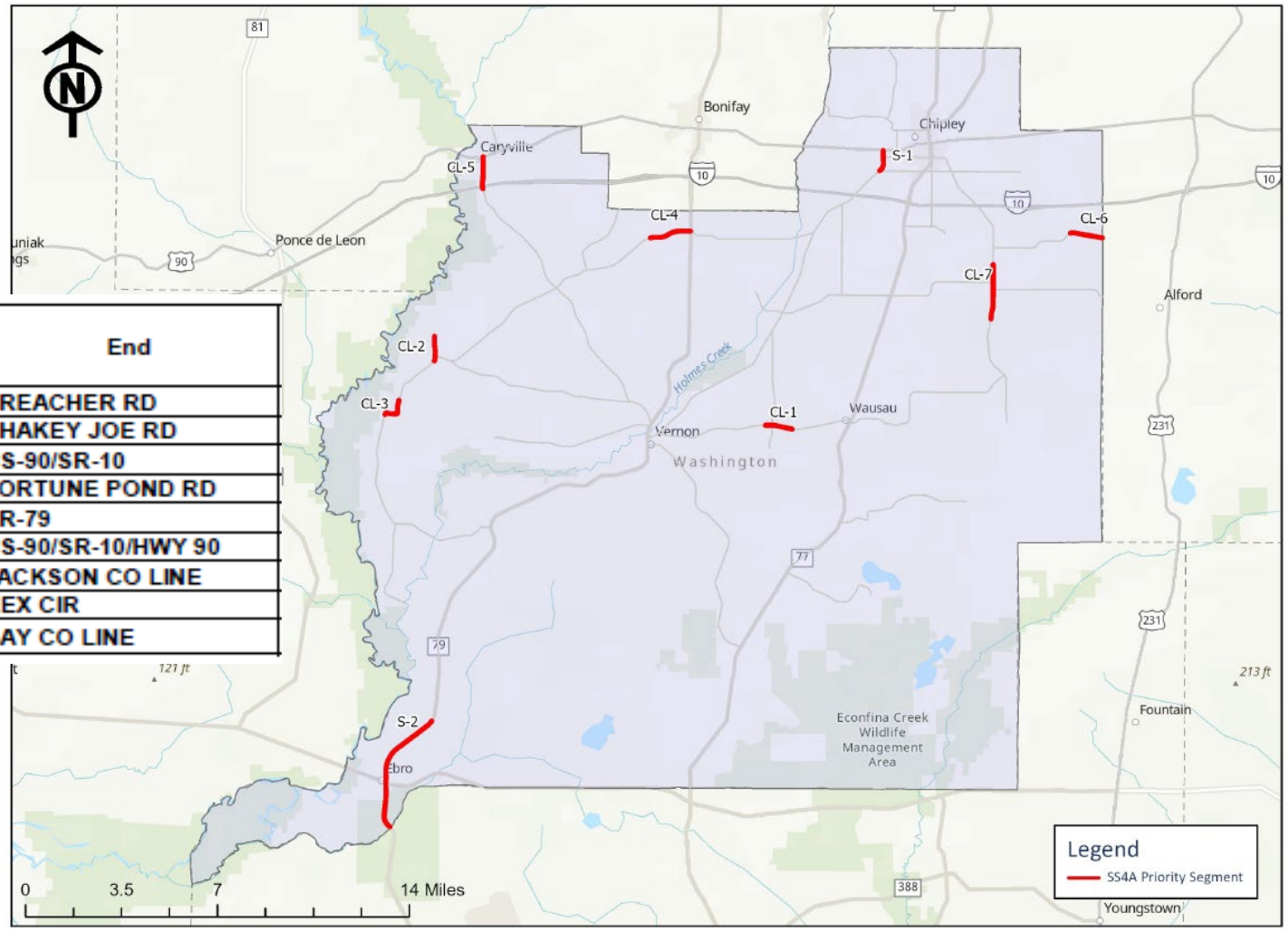
| Segment Number | Roadway | Begin | End |
|---|---|---|---|
| CL-1 | CR-160 | METCALF RD | EARL EVANS RD |
| CL-2 | CR-10A | HWY 81A | US-90/SR-10 |
| CL-3 | CR-177A | MOTLEY RD | SR-2 |
| CL-4 | COUNTY RD 173 | PITTS CV | DECON RD |
| CL-5 | CR-183A | BRIDGE CREEK DR | MOORE BAY |
| CL-6 | PONCE DE LEON SPRING | WALTON CO LINE | SPRING LN |
| CL-7 | CR-179 | WHITE WATER LN | HAWTHORNE LN |
| CL-8 | CR-179A | BRADLEY RD | DUCK POND BRANCH |
| CL-9 | CR-179A | CROFT LN | PEACOCK POND |
| S-1 | SR-2 | ENGLISH LN | HWY 179A |
| CL-10 | CR-177A | ESKER MARTIN RD | SMITH CHAPEL RD |
| S-2 | SR-2 | MYRTLE RD | SR-81 |
| CL-11 | PETTY CROSSROADS | TARA CYLEBRICO RD | COMMANDER RD |
| CL-12 | CR-177A | BEALL PACKING RD | MARIAN DR |



# Washington County

## *HIN Priority Segments*

| Segment Number | Roadway | Begin | End |
|---|---|---|---|
| CL-1 | PIONEER RD | HARD LABOR RD | PREACHER RD |
| CL-2 | RIVER RD | BURNS LAKE RD | SHAKEY JOE RD |
| S-1 | SR-277 | CR-280/BRICKYARD RD | US-90/SR-10 |
| CL-3 | RIVER RD | DUPREE RD | FORTUNE POND RD |
| CL-4 | DOUGLAS FERRY RD | BESS NOOK RD | SR-79 |
| CL-5 | PATE POND RD | 61001004 EB ON | US-90/SR-10/HWY 90 |
| CL-6 | CORBIN RD | FLOYD PL | JACKSON CO LINE |
| CL-7 | ORANGE HILL RD | HAYES LN | REX CIR |
| S-2 | SR-79 | CEDAR TREE LANDING RD | BAY CO LINE |



# Mentimeter Question

**What is your immediate reaction to the High Injury Network priority segments shown?**

**menti.com | code: 9437 3697**

# Mentimeter Question

**Are there any locations that did not appear on the maps that you feel should be part of the High Injury Network?**

**menti.com | code: 9437 3697**

# The Safety Analysis: *Crash Analysis & the High Injury Network*

# Preliminary Crash Analysis (Entire Region)

More than **135,000** total crashes from 2019 to 2023

**4,000+** individuals suffered serious injuries

**1,000+** fatalities

| *Contributing Factor* | ALL CRASHES | FATAL & SERIOUS INJURY CRASHES |
|---|---|---|
| Occurred under Dark Conditions | 27% | 46% |
| Involved Distracted Drivers | 27% | 23% |
| Involved Lane Departure | 26% | 39% |
| Involved Speeding | 3% | 36% |

The most common fatal/serious crash types in the region include:

- **Left-turn crashes**
- **Off-road crashes**
- **Rear end crashes**
- **Pedestrian crashes**
- **Angle crashes**

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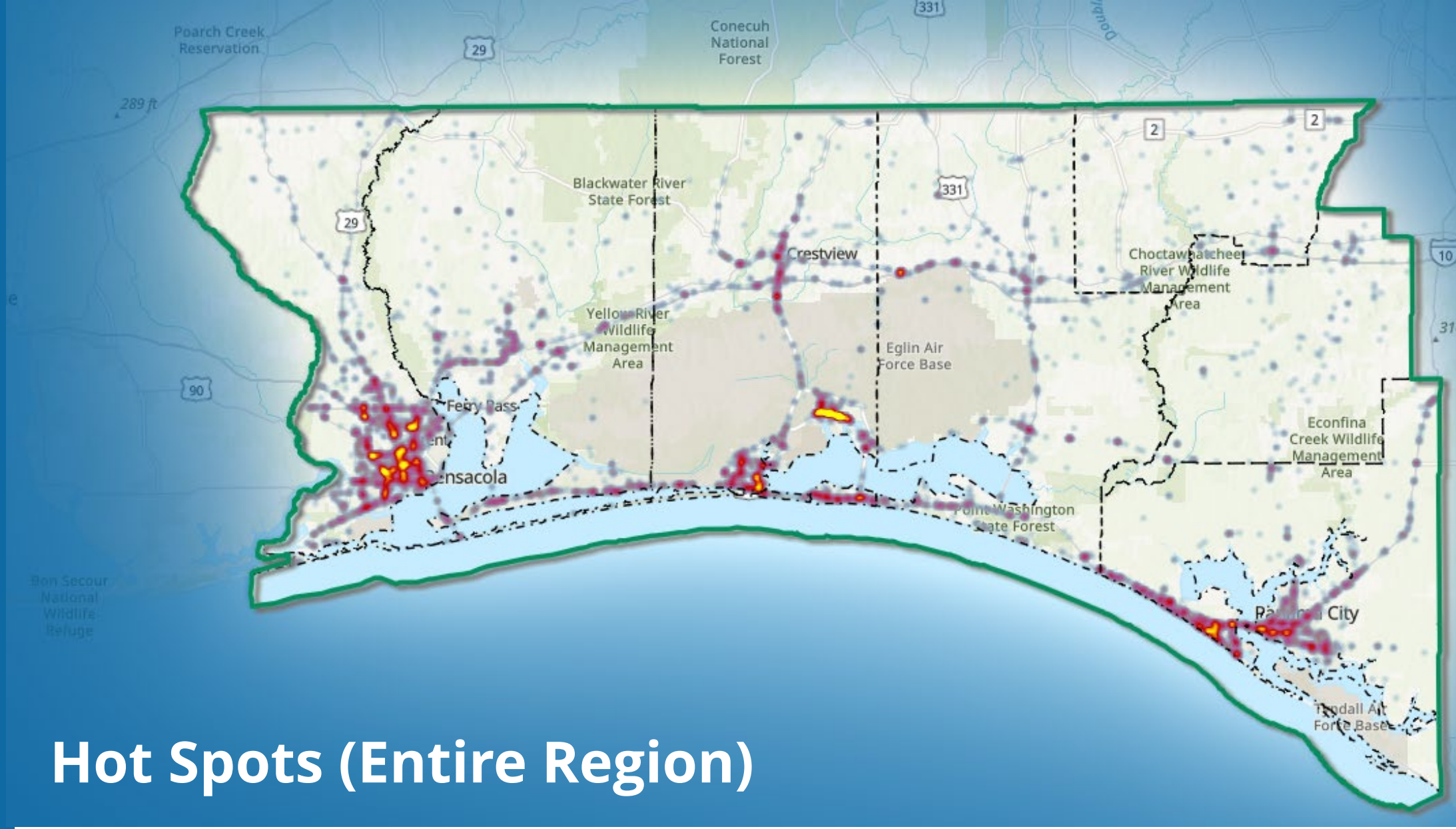
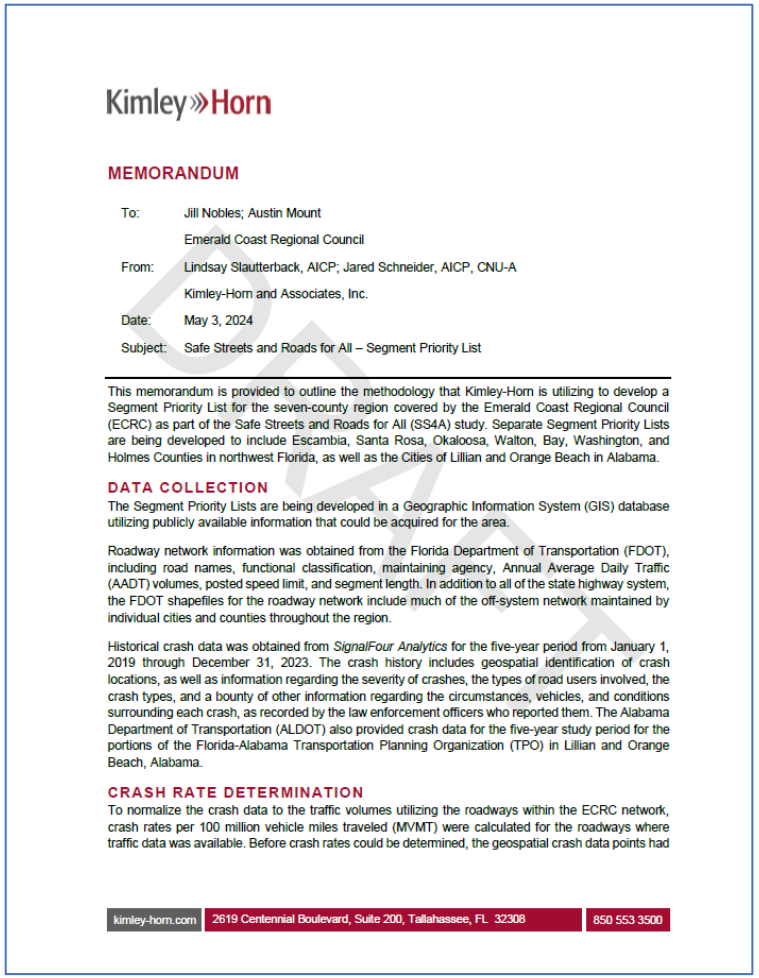



# Hot Spots (Entire Region)

# Vulnerable Road Users (VRUs)

- **730 crashes** involved serious injuries or fatalities of Vulnerable Road Users, including bicyclists and pedestrians
  - **14%** of all pedestrian crashes **resulted in fatality**
  - **18%** of all pedestrian crashes **resulted in serious injury**
  - **4%** of all bicycle crashes **resulted in fatality**
  - **11%** of all bicycle crashes resulted in **serious injury**.

# High Injury Network Methodology



Kimley»Horn

**MEMORANDUM**

To: Jill Nobles; Austin Mount
Emerald Coast Regional Council

From: Lindsay Slautterback, AICP; Jared Schneider, AICP, CNU-A
Kimley-Horn and Associates, Inc.

Date: May 3, 2024

Subject: Safe Streets and Roads for All – Segment Priority List

This memorandum is provided to outline the methodology that Kimley-Horn is utilizing to develop a Segment Priority List for the seven-county region covered by the Emerald Coast Regional Council (ECRC) as part of the Safe Streets and Roads for All (SS4A) study. Separate Segment Priority Lists are being developed to include Escambia, Santa Rosa, Okaloosa, Walton, Bay, Washington, and Holmes Counties in northwest Florida, as well as the Cities of Lillian and Orange Beach in Alabama.

**DATA COLLECTION**

The Segment Priority Lists are being developed in a Geographic Information System (GIS) database utilizing publicly available information that could be acquired for the area.

Roadway network information was obtained from the Florida Department of Transportation (FDOT), including road names, functional classification, maintaining agency, Annual Average Daily Traffic (AADT) volumes, posted speed limit, and segment length. In addition to all of the state highway system, the FDOT shapefiles for the roadway network include much of the off-system network maintained by individual cities and counties throughout the region.

Historical crash data was obtained from *SignalFour Analytics* for the five-year period from January 1, 2019 through December 31, 2023. The crash history includes geospatial identification of crash locations, as well as information regarding the severity of crashes, the types of road users involved, the crash types, and a bounty of other information regarding the circumstances, vehicles, and conditions surrounding each crash, as recorded by the law enforcement officers who reported them. The Alabama Department of Transportation (ALDOT) also provided crash data for the five-year study period for the portions of the Florida-Alabama Transportation Planning Organization (TPO) in Lillian and Orange Beach, Alabama.

**CRASH RATE DETERMINATION**

To normalize the crash data to the traffic volumes utilizing the roadways within the ECRC network, crash rates per 100 million vehicle miles traveled (MVMT) were calculated for the roadways where traffic data was available. Before crash rates could be determined, the geospatial crash data points had

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- **<u>Step 1:</u> Data Collection**
  - Roadway Characteristics (Florida Department of Transportation)
  - Historical Crash Data (January 2019 to December 2023, Signal Four Analytics)
- **<u>Step 2:</u> Calculate crash rates per 100 million vehicle miles traveled (MVMT)**
  - Fatal and Serious Injury Crashes (KA or KSIs), All Crashes (KABCO)
  - 250-foot buffer
- **<u>Step 3:</u> Developed prioritized list of highest crash rate per 100 MVMT**

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# Mentimeter Question

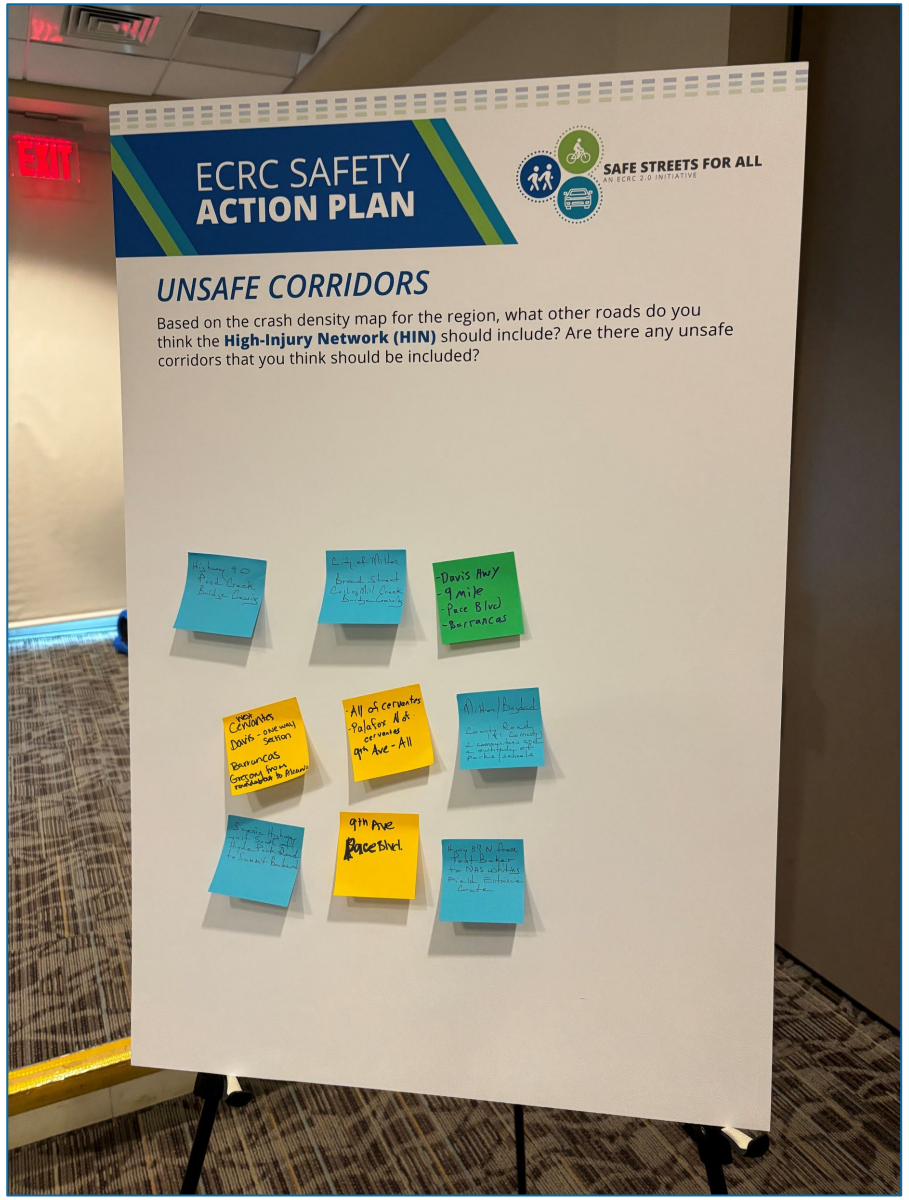
**What is your immediate reaction to the High Injury Network Methodology?**

**menti.com | code: 9437 3697**

# Public Engagement Update

# Public Workshop #1

- ✓ **Florida-Alabama TPO** (Escambia and Santa Rosa Counties) – 5/13/24

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# Upcoming Meetings

- **Rural Areas**
  Monday, June 17th at 3:00 PM
  *Location TBD*
- **Okaloosa-Walton TPO (Okaloosa and Walton Counties**
  Tuesday June 18th at 3:00 PM
  *Okaloosa Admin Building*
- **Bay County TPO**
  Wednesday, June 26 at 9:30 PM
  *BayWay Administration & Meeting Facility*

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# Next Steps

- **Task Force Meeting #3 – June 25th**
  - **ACTION ITEM:** *Review the HIN prior to this meeting!*
- **Finalize Crash Analysis & High Injury Network**
- **Ongoing Policy Review**
- **ECRC Board Update in June**
- **Public/Stakeholder Meetings in June**
  - **ACTION ITEM:** *Promote upcoming meetings!*

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# Next Task Force Meeting:

Tuesday, June 25th, 2024

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resources to test this. It is a region, urban, and rural plan, it is for everyone on the call. Your efforts on this are so important.

Jill noted that moving forward, the task force meetings will be held on Microsoft Teams.

# What is your understanding of the High Injury Network?

Corridors that experience high volume of accidents with injury, whether that be vehicular, bike, or ped

Deaths and serious injuries

?

Identify areas with high injury rates due to traffic crashes

Locations of where the most serious injury and fatal crashes occir

Very low understanding so far, but concentrated areas with high levels of injuries and deaths

Common/concentrated areas of significant crashes

Worst roads identified

# What is your understanding of the High Injury Network?

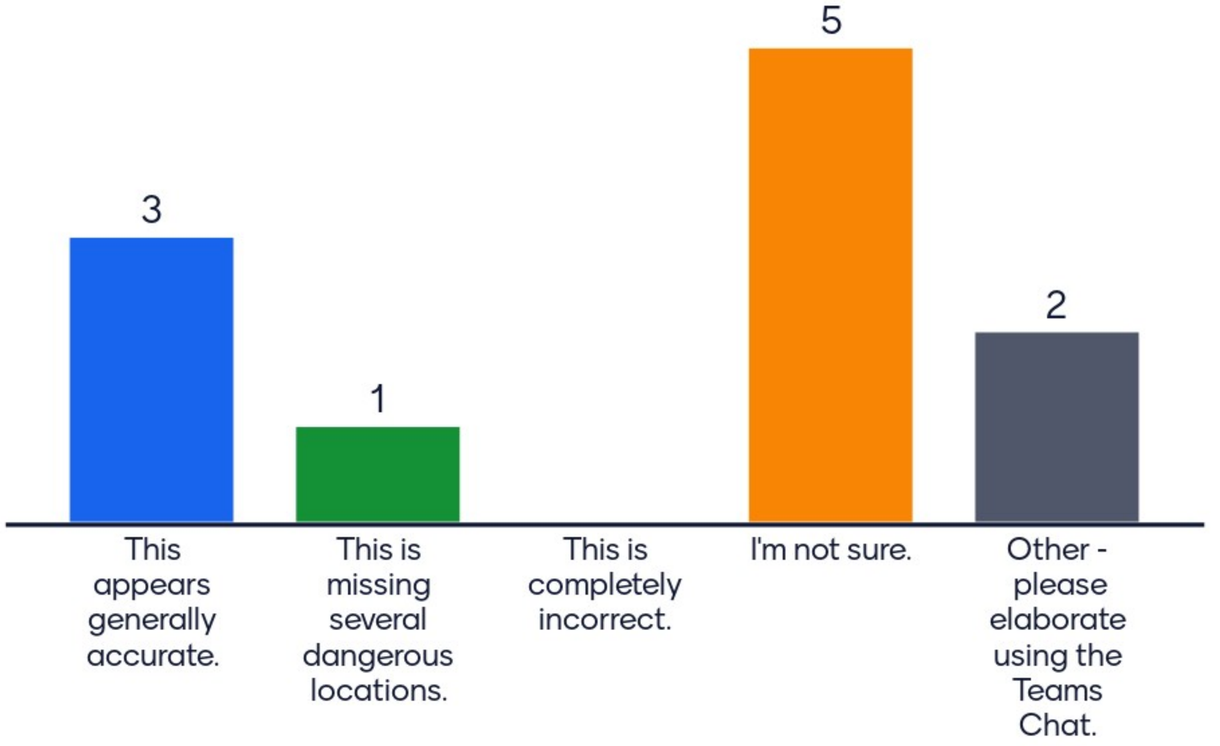
Most "dangerous" roadways for vulnerable road users

It is a network of corridors that either through infrastructure shortcomings or new ways of using the roads or traffic patterns, causes high volume of crashes involving injury and deaths.

Just learning about it

Identify roads & corridors with high crash rates

# What is your initial reaction to the High Injury Network priority segments shown?



# Are there any locations that did not appear on the maps that you feel should be part of the High Injury Network?

us 90, especially the West end in Walton Co.

More intersections in general. Mainly due to potential Smart Region applications/improvements that could be made.

# Emerald Coast Regional Council (ECRC) Safety Action Plan

Task Force Meeting #3 – Meeting Minutes

July 23, 2024, 10:00 to 11:00 AM CST

**Attendees:**

- Jill Nobles – ECRC
- Lindsay Slautterback – Kimley-Horn
- Allison Patton – City of Pensacola
- Alyssa Stutzman – Kimley-Horn
- Angela Bradley – ECRC
- Austin Mount – ECRC
- Bryant Paulk – FDOT
- Caroline Fraser – Kimley-Horn
- Chris Phillips – Escambia County
- Deston Taylor - DRMP
- Jared Schneider – Kimley-Horn
- Jason Fulghum – Okaloosa County Sheriff Dept.
- Jeff Cozadd – City of Destin
- Jessica Walton – ECRC
- Miranda Sargent – Santa Rosa County
- Rebecca Jones – Santa Rosa County
- Wendy Gavin – City of Pensacola
- Tommi Lyter – Escambia County Sheriff's Office
- Tiffany Bates - ECRC
- Scott Bitterman – Okaloosa County
- Vincent Spahr – Kimley-Horn
- Zakkiyyah "Zee" Osuigwe – Santa Rosa County

**Agenda:**

- Introductions
- Recap: 7-Layer Cake Connection
- What's Been Completed?
- Round 1 Public Engagement
- High Injury Network Updates
- Intro to Project Development & Prioritization Criteria
- Equity Analysis
- Initial Policy Review
- Project Schedule and Next Steps

---

Jill Nobles (ECRC) began the meeting requesting introductions be conducted in the meeting chat and introduced Lindsay Slautterback (Kimley-Horn) as consultant presenter. Lindsay introduced the other members of the Kimley-Horn team that would also be presenting. Lindsay went over the agenda and the project recap.

**Recap: 7-Layer Cake Connection**

- The Safety Action Plan is top layer of cake and leads into other layers including the Smart Region Plan and the Data Analytics Plan.

**What's Been Completed?**

- Task Force meetings #1 and #2
- Preliminary High Injury Network (HIN) development
- Round 1 of Public Engagement – 4 workshops in May & June
- HIN review and update
- Development of vulnerable road user HIN
- Stakeholder meetings – FDOT Safety Office and City of Niceville
- Initial policy review – primarily regional plans

If anyone is interested in individual meetings, reach out to Jill to schedule.

**Round 1 Public Engagement**

- 4 workshops completed
- Feedback received:
    - 25 additional roadways and segments were recommended for the HIN
    - Major roadways missing from HIN was a reoccurring comment

Linsday passed the meeting over to Carolina Fraser (Kimley-Horn) to discuss the HIN.

**The High Injury Network (HIN)**

The main comment received was that the heat map and the HIN did not line up.

**Recap: What Is The High Injury Network (HIN)?**

Segments and intersections where a disproportionate number of fatal and serious injury crashes are occurring in a community or region transportation network. The HIN is a data driven approach.

**Original Methodology** – highest crash rate based on volumes.
**Amended Methodology** – based on feedback and a focus on serious injury and fatality crashes specifically, regardless of volumes/normalizations.

- Reviewed high crash segments and corridors with a high crash rate.
- Reviewed suggested segments from engagement. With the new methodology, most of the suggested segments/intersections were included.

The 7-Layer Cake and StoryMap links were shared in the meeting chat.
On the StoryMap, the new HIN map combines corridors and intersections into one map.

Caroline discussed a few of the segments provided in feedback that are now included in the HIN.
For example: US 98 in Okaloosa and US 331 and US 90 in DeFuniak Springs. High crash intersections are along those corridors, many were added to the HIN.
The new HIN map has a significant increase in the number of segments and intersections included.

Allison Patton (City of Pensacola) asked if the project team received an updated list from the City of Pensacola?

- Lindsay confirmed the list was received this morning, and shared with the Task Force that suggestions for the HIN are being accepted for the rest of the month.

Jared Schneider (Kimley-Horn) continued the next portion of the presentation.

**Project Development & Prioritization**

HIN locations will move into a "Preliminary Project List".
Projects will be identified using specific criteria and points allocated to criteria.

Example criteria groups include safety, equity, VRU need, support from the public, and regional benefit. More will be shared on this next month.

**Equity Analysis**
This is a requirement of SS4A program. It will be used as part of the scoring for prioritization.
A memorandum is forthcoming on the project website.

**Initial Policy Review**
Federal, regional, and county level plans are reviewed for transportation and safety related policies.
Policies were grouped by safety specific content including connectivity, street design, lighting, etc.
Policy review informs the Safety Action Plan strategies and recommendations.

The project team welcomes any recommendations or comments on prioritization.

Lindsay reviewed the remaining project schedule.

**Project Schedule** (July-Dec 2024)
Moving forward, there will be a Task Force meeting every month.

- July: Task Force Meeting #3, Finalize HIN, Ongoing Stakeholder Meetings, Finalize Policy and Equity Analyses.
- August: Task Force Meeting #4, Project Development, Prioritization, Ongoing Stakeholder Meetings, Begin Plan Development.
- September: Task Force Meeting #5, ECRC Board Update, Ongoing Plan Development.
- October: Task Force Meeting #6, Finalize Draft Plan, Round 2 Public Engagement.
- Nov/Dec: Task Force Meeting #7, Board Adoption.

**Next Steps**

- Project Identification
- Finalize Prioritization Criteria and Run Analysis
- Finalize Equity Analysis
- Develop Strategies and Recommendations
- Round 2 Engagement - October

**Next Task Force Meeting:** August

Jill opened the meeting for questions or comments.
Jared asked if any of the municipalities were applying for specific grant opportunities that the team should know about?

- Councilwoman Patton shared the City of Pensacola is applying for some opportunities and all information has been shared with ECRC.
- Miranda Sargent (Santa Rosa County) shared Santa Rosa County is applying for supplemental planning and demonstration activities SS4A grant. The supplemental planning is for educational and safety, and the demonstration portion is primarily focused on lighting.

Jill reminded the group to reach if interested in scheduling a meeting with ECRC and Kimley-Horn.

Kimley-Horn will compare the list from City of Pensacola with the HIN and get back to them.

***End of meeting.***

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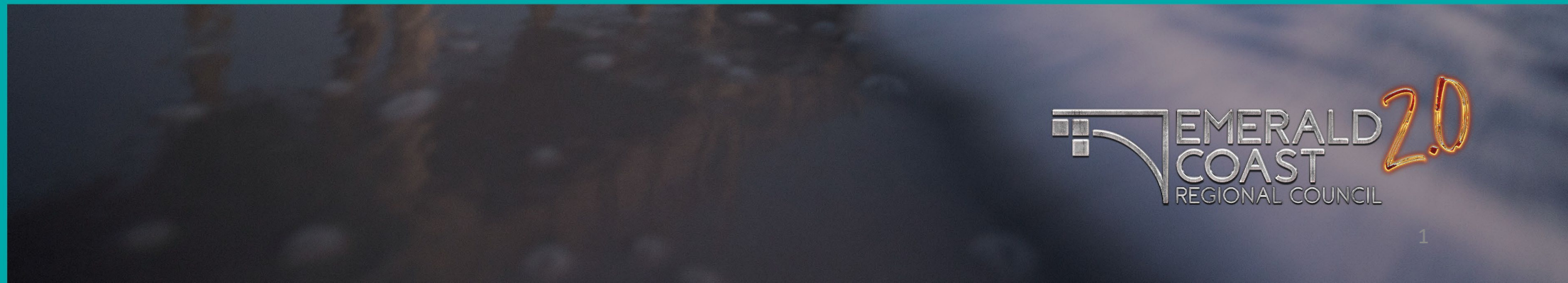
# SS4A Safety Action Plan

*Task Force Meeting #3*



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# Agenda

- Recap: 7-Layer Cake Connection
- What's been completed?
- Round 1 Public Engagement
- High Injury Network Updates
- Intro to Project Development & Prioritization Criteria
- Equity Analysis
- Initial Policy Review
- Project Schedule & Next Steps

# RECAP: 7-Layer Cake Connection

- The Safety Action Plan is the **top layer of the cake**
- Elements of the Safety Action Plan are connected to the **Smart Region Plan** and the **Data Analytics Plan**

**Safety Action Plan** develops the High Injury Network

**Smart Region Plan** identifies technology solutions for the High Injury Network

**Data Analytics** determines software and infrastructure needs to implement the **Smart Region solutions** on the **Safety Action Plan's High Injury Network**

# What's been completed?

- ✓ Task Force meetings #1 and #2
- ✓ Preliminary High Injury Network (HIN) development
- ✓ Round 1 of Public Engagement
  - *4 workshops in May & June*
- ✓ HIN review and update
- ✓ Development of Vulnerable Road User HIN
- ✓ Stakeholder meetings
  - FDOT Safety Office
  - City of Niceville
- ✓ Initial policy review

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# Round 1 Public Engagement

- ✓4 workshops completed
  - Florida-Alabama TPO – Pensacola
  - Okaloosa-Walton TPO – Shalimar
  - Bay County TPO – Panama City
  - Rural Areas - Crestview
- ✓Feedback received:
  - 25 additional roadways and segments were recommended to the HIN
  - Major roadways missing from HIN was a reoccurring comment

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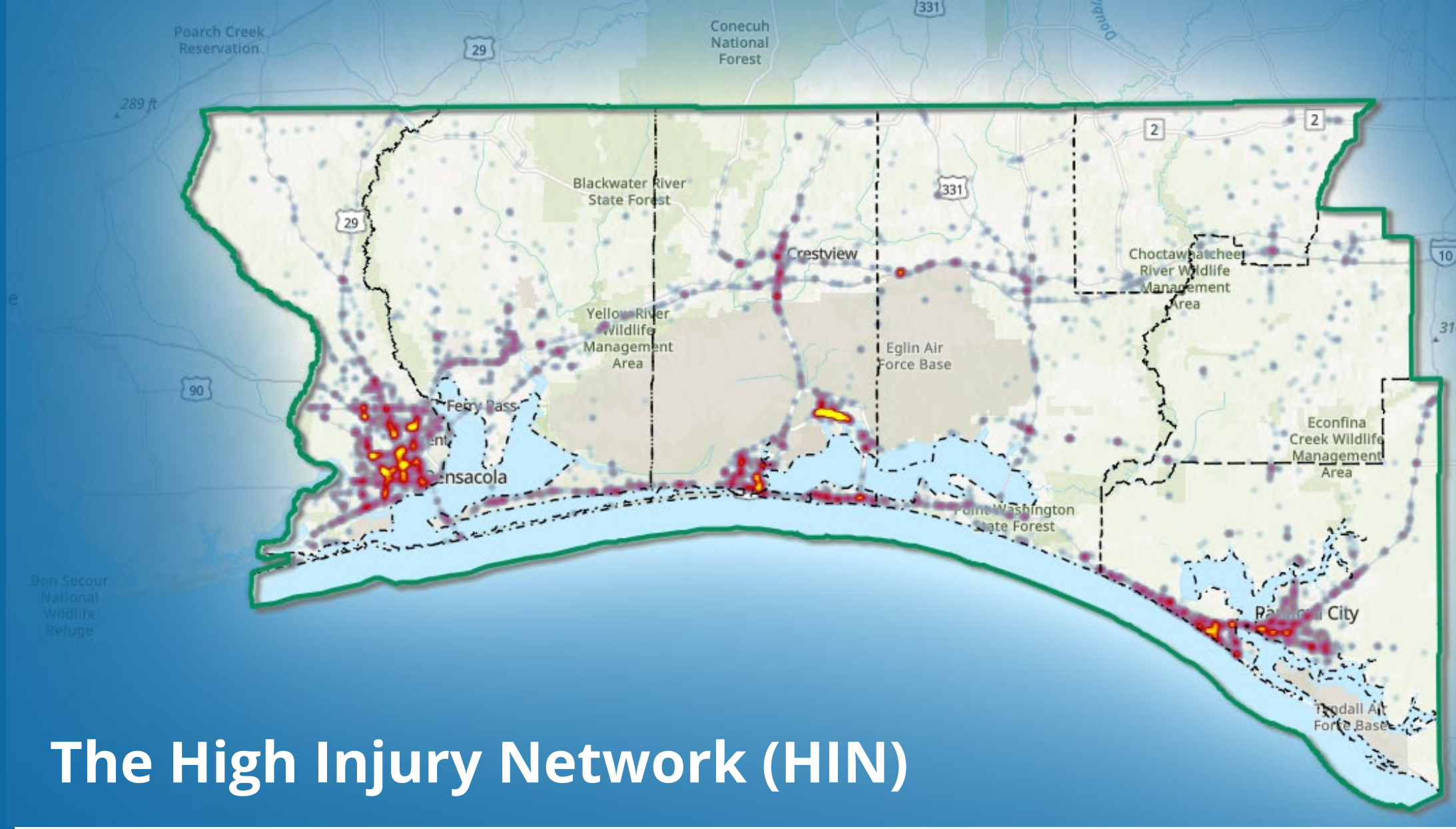
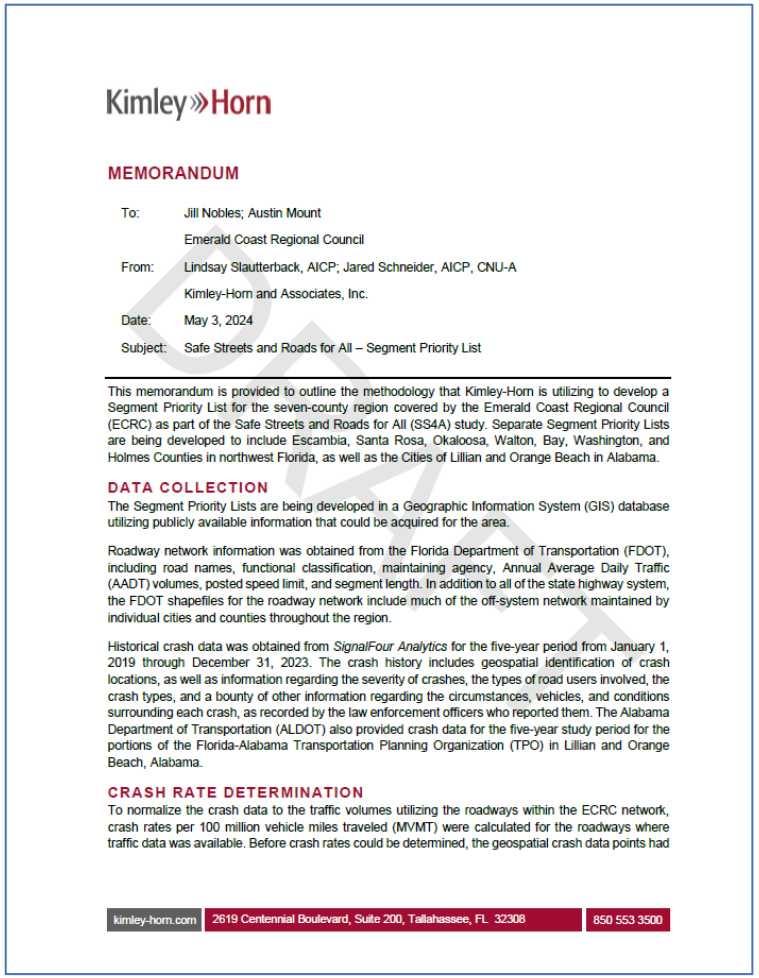



# The High Injury Network (HIN)

# RECAP: What is the High Injury Network (HIN)?

- A **High Injury Network** identifies segments and intersections where a **disproportionate number of fatal and serious injury crashes** are occurring on a community or region's transportation network.
- The **High Injury Network** is a **data-driven approach** and helps to identify projects where **investments can be most impactful**

# Original High Injury Network Methodology



Kimley»Horn

**MEMORANDUM**

To: Jill Nobles; Austin Mount
Emerald Coast Regional Council

From: Lindsay Slautterback, AICP; Jared Schneider, AICP, CNU-A
Kimley-Horn and Associates, Inc.

Date: May 3, 2024

Subject: Safe Streets and Roads for All – Segment Priority List

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**DATA COLLECTION**

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**CRASH RATE DETERMINATION**

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- **<u>Step 1:</u> Data Collection**
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  - 250-foot buffer
- **<u>Step 3:</u> Developed prioritized list of highest crash rate per 100 MVMT**

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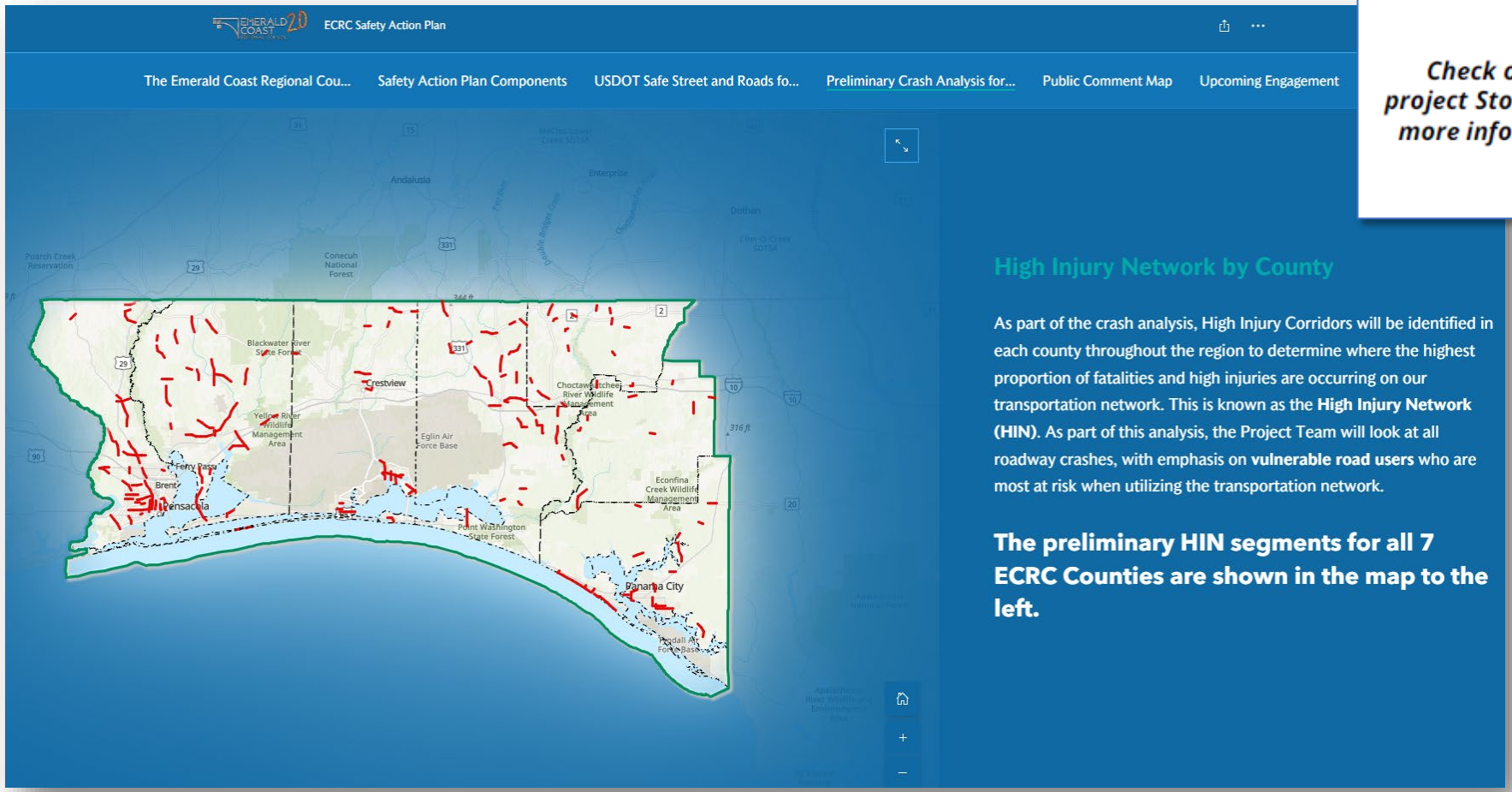
# AMENDED Methodology

- Built upon original methodology using **feedback** and focus on **serious injury and fatality crashes** specifically, regardless of volumes/normalization
- Reviewed **high crash segments** and **corridors with a high crash rate**
- Reviewed suggested segments from engagement
- This methodology is also  being applied to the **Vulnerable Road User and Intersection HINs**

# Updated High Injury Network




*Check out the project StoryMap for more information!*

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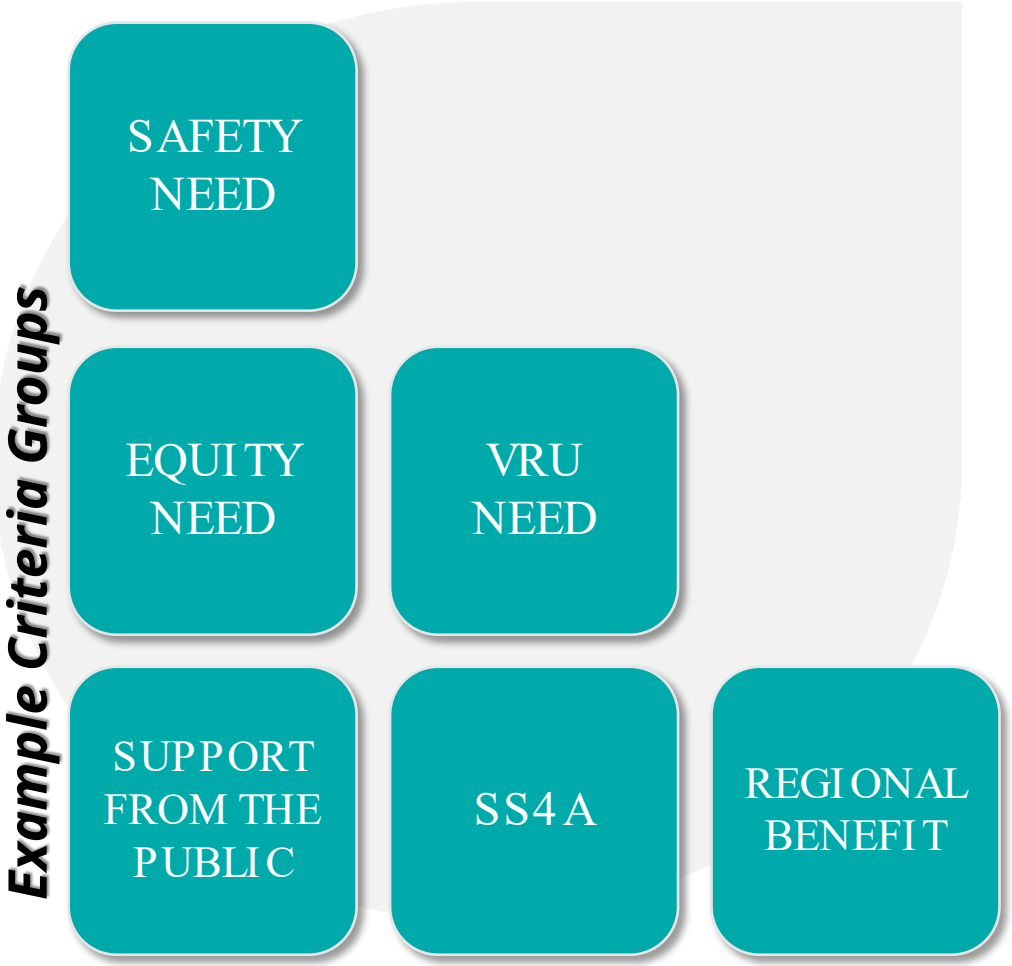
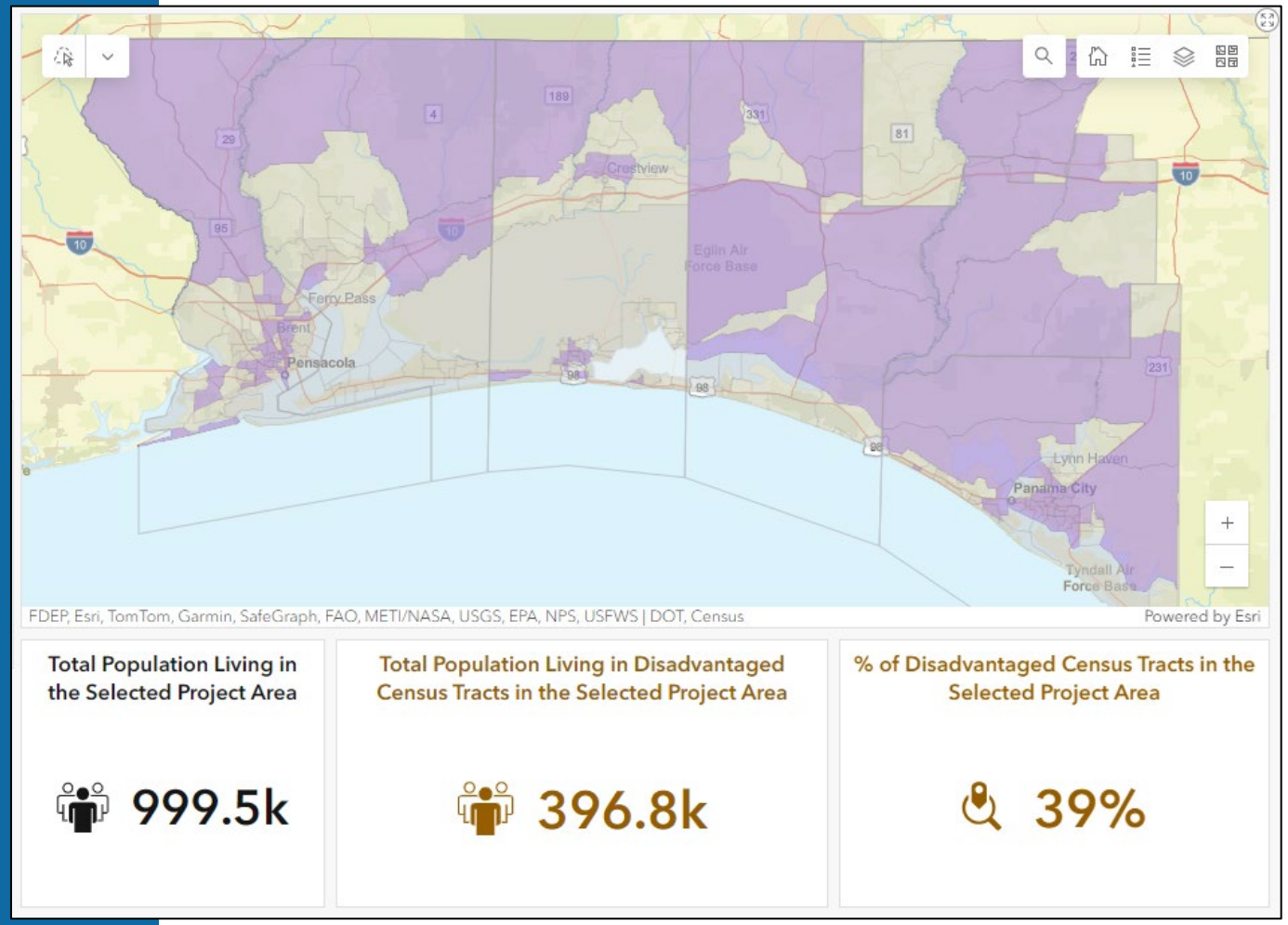
# Project Development & Prioritization

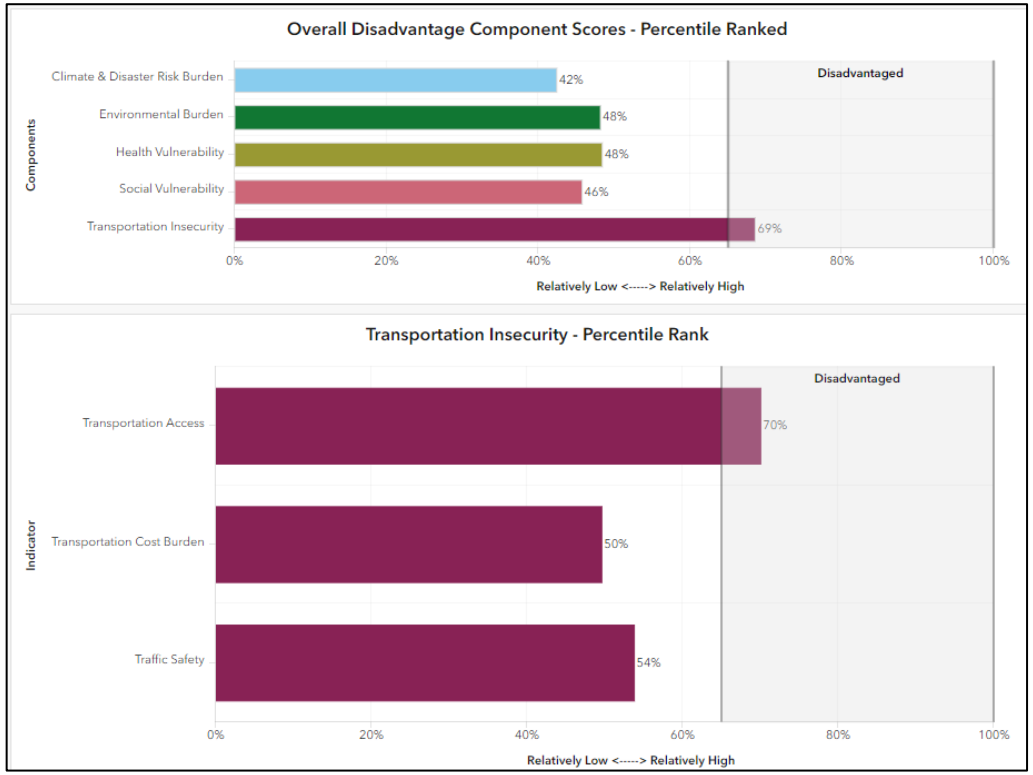
- High Injury Network locations will move into a “Preliminary Projects List”
- Project team will evaluate crash data and current design along each segment to identify improvements
- Projects will then be prioritized using specific criteria and points allocation



# Equity Analysis




- Requirement of SS4A program
- Scoring will be used as part of prioritization
- Memo forthcoming on project website

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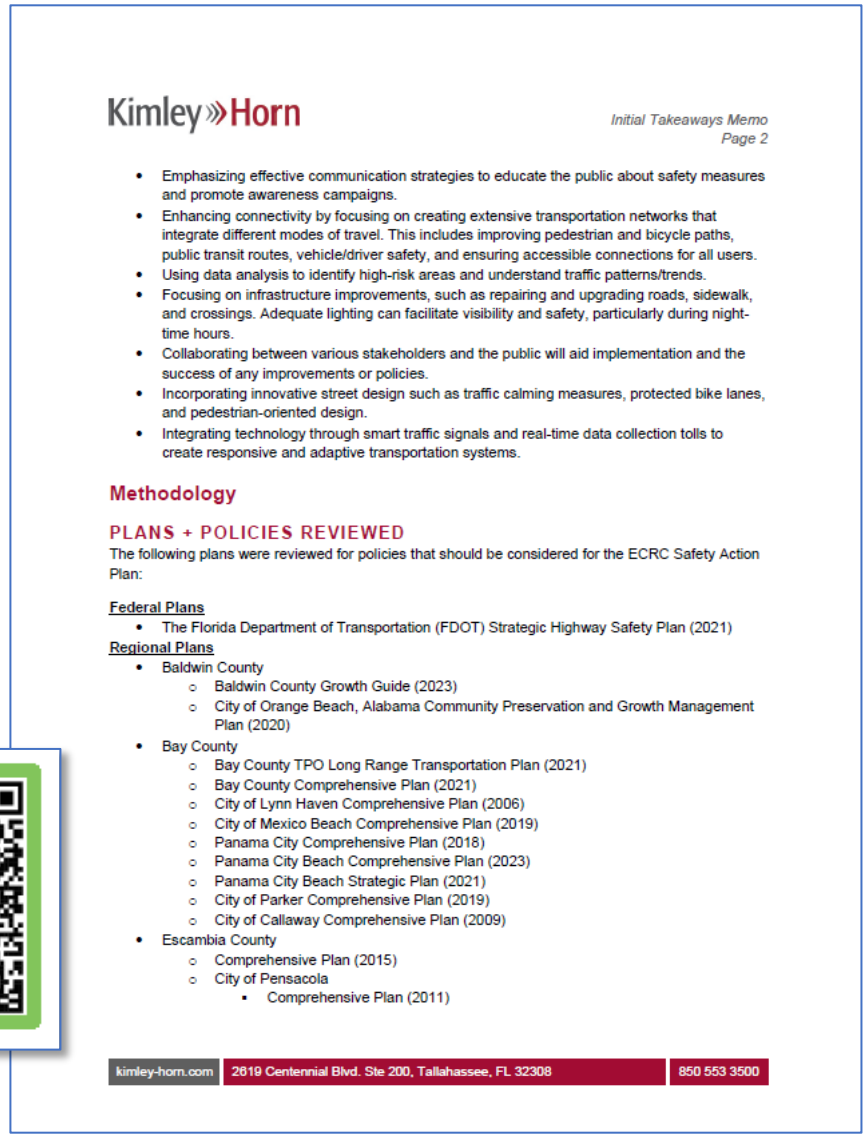
# Initial Policy Review

- Review of federal, regional, and county level plans for transportation and safety related policies
- Grouped policies by safety specific content:
  - Connectivity
  - Street Design
  - Lighting
  - Technology
  - Data Analytics
  - Communications
  - Partnership
  - Equity
- Identified policy gaps
- Informs Safety Action Plan Strategies & Recommendations



Kimley»Horn

*Initial Takeaways Memo*
*Page 2*

- Emphasizing effective communication strategies to educate the public about safety measures and promote awareness campaigns.
- Enhancing connectivity by focusing on creating extensive transportation networks that integrate different modes of travel. This includes improving pedestrian and bicycle paths, public transit routes, vehicle/driver safety, and ensuring accessible connections for all users.
- Using data analysis to identify high-risk areas and understand traffic patterns/trends.
- Focusing on infrastructure improvements, such as repairing and upgrading roads, sidewalk, and crossings. Adequate lighting can facilitate visibility and safety, particularly during night-time hours.
- Collaborating between various stakeholders and the public will aid implementation and the success of any improvements or policies.
- Incorporating innovative street design such as traffic calming measures, protected bike lanes, and pedestrian-oriented design.
- Integrating technology through smart traffic signals and real-time data collection tolls to create responsive and adaptive transportation systems.

**Methodology**

**PLANS + POLICIES REVIEWED**

The following plans were reviewed for policies that should be considered for the ECRC Safety Action Plan:

Federal Plans
- The Florida Department of Transportation (FDOT) Strategic Highway Safety Plan (2021)

Regional Plans
- Baldwin County
  - Baldwin County Growth Guide (2023)
  - City of Orange Beach, Alabama Community Preservation and Growth Management Plan (2020)
- Bay County
  - Bay County TPO Long Range Transportation Plan (2021)
  - Bay County Comprehensive Plan (2021)
  - City of Lynn Haven Comprehensive Plan (2006)
  - City of Mexico Beach Comprehensive Plan (2019)
  - Panama City Comprehensive Plan (2018)
  - Panama City Beach Comprehensive Plan (2023)
  - Panama City Beach Strategic Plan (2021)
  - City of Parker Comprehensive Plan (2019)
  - City of Callaway Comprehensive Plan (2009)
- Escambia County
  - Comprehensive Plan (2015)
  - City of Pensacola
    - Comprehensive Plan (2011)

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# Project Schedule (July – Dec 2024)

## July

- Task Force Meeting #3
- Finalize High-Injury Network
- Ongoing Stakeholder Meetings
- Finalize policy, equity analyses

## August

- Task Force Meeting #4
- Project Development
- Prioritization
- Ongoing Stakeholder Meetings
- Begin Plan Development

## September

- Task Force Meeting #5
- ECRC Board Update
- Ongoing Plan Development

## October

- Task Force Meeting #6
- Finalize Draft Plan
- Round 2 Public Engagement

## November -December

- Task Force Meeting #7
- Board Adoption

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# Next Steps

- Project Identification
- Finalize Prioritization Criteria and Run Analysis
- Finalize Equity Analysis
- Develop Strategies and Recommendations
- Round 2 Engagement - October

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# Next Task Force Meeting:

August

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# Emerald Coast Regional Council (ECRC) Safety Action Plan

Task Force Meeting #4 – Meeting Minutes

August 20, 2024, 9:00 to 10:00 AM CST

**Attendees:**

- Jill Nobles – ECRC
- Lindsay Slautterback – Kimley-Horn
- Allison Patton – City of Pensacola City Council
- Alyssa Stutzman – Kimley-Horn
- Angela Bradley – ECRC
- Anthony Vallee – City of DeFuniak Springs City Council
- Austin Mount – ECRC
- Bryant Paulk – FDOT
- Christy Johnson – FDOT
- Cliff Johnson – Bay County
- Gary Kramer – ECRC
- Jared Schneider – Kimley-Horn
- Jeff Cozadd – City of Destin
- Jeff Massey – Washington County
- Jessica Walton – ECRC
- Joe Bodi – City of Destin
- Joseph Sullivan – FHWA
- Kristen Shell – City of Niceville
- Latilda Hughes-Neel – City of Freeport
- Michael Lewis - FDOT
- Wendy Gavin – City of Pensacola
- Tiffany Bates – ECRC
- Scott Bitterman – Okaloosa County
- Vincent Spahr – Kimley-Horn
- Wendy Gavin – City of Pensacola
- Zakkiyyah “Zee” Osuigwe – Santa Rosa County

**Agenda:**

- Introductions
- Project Schedule
- Project Updates
  - Equity Assessment
  - Strategies and Recommendations
  - Prioritization Criteria
- Next Steps

---

Jill Nobles (ECRC) began the meeting with introductions and introduced Lindsay Slautterback (Kimley-Horn) as consultant presenter. Lindsay went over the agenda for the meeting.

**Project Schedule:** July – December 2024

- August – prioritization, project development, ongoing stakeholder meetings, and begin plan development.
- September – Task Force meeting #5 and ongoing plan development.
- October – Task Force meeting #6, finalize draft plan, and round 2 public engagement.
- November - December – Task Force meeting #7 and board adoption.

One-on-one meetings are available for anyone interested.

**Project Updates**

Vincent Spahr (Kimley-Horn) presented the new HIN and explained the amended methodology.

- The previous HIN was not consistent with high traffic corridors, and low volume roads were being elevated on the list.
- Reviewed high crash segments and corridors with a high crash rate. Reviewed vulnerable road user crashes.

The new HIN map and list are on the StoryMap.

This presentation included polling questions using menti.com:

***Question 1:*** Do you feel comfortable with the updated HIN? *(see attached)*

***Question 2:*** Are there any other locations that should be considered as projects are developed? *(see attached)*

Lindsay shared the Public Comment Map from the StoryMap. It is a good tool for sharing segments and intersections to be considered.

**Equity Assessment**

Identified relationship between equity and transportation safety data.
Finding:

- Over 50% of census tracts in the region are categorized as disadvantaged.
- Approximately 59% of all crashes in the region occurred in Equity Priority Area Census Tracts
- Approximately 59% of all fatal and severe crashes occurred in Equity Priority Areas

Crash rates from Equity Priority Areas were compared to crash rates of the counties. Equity Priority Areas map was shown designating underserved areas with high rates of fatal and serious injury crashes.

**Strategies and Recommendations**

Lindsay reiterated the Safe System Approach being used for this project and explained the steps for identifying recommendations:

1. SS4A Principles
2. Strategies
3. Actions
4. Timeframes
5. Metrics

**Next Step: Prioritization**

Jared Schneider (Kimley-Horn) explained that prioritization is a required component of the SS4A Safety Action Plan and what the process entails.
Draft Prioritization Criteria Groups:

- Safety
- Equity
- Public Input

- Multi-Modal
- Consistent with other Projects & Plans

Points/weights have not been designated yet – wanting feedback from this group.
Working to develop a clear list that can roll into future grant funding opportunities.

***Question 3:*** In your opinion, are the criteria groups appropriate for evaluating the HIN segments? *(see attached)*

***Question 4:*** Did we miss any criteria or groups that should be considered as part of this process? *(see attached)*

Scott Bitterman (Okaloosa County) asked for the current thoughts regarding weights on the criteria? Equity areas are important, but people get into crashes other than where they live.

- Lindsay shared equity areas are more significant when considering vulnerable road users. Weight for equity criteria will not take away from high safety needs in other areas.
- Jared added that Safety and Consistent with other Projects & Plans will have higher points due to their importance.

Gary Kramer (ECRC) asked if Kimley-Horn had reviewed the prioritization criteria from the Safety Action Plans being developed by cities in the region.

- Lindsay confirmed they have reviewed Pensacola's criteria and others throughout the state. Most of the criteria is in line with SS4A and MPO goals across the board.
- There will be projects that coincide with other plans. The process will be to run prioritization then move adjust project list based on feedback from the Task Force.

Michael Lewis (FDOT) discussed the list previously shared with Kimley-Horn. There was not a formal equity review, but it meets the requirements. Lighting, signage, and pavement markings are very important in the rural areas. Speed is also a big issue; curve warning signage and rumble strips are strategies being implemented.

- Jared agreed systemic interventions, like lighting and signage, are important.

Comment in the chat:

Kristen Shell (City of Niceville) – Niceville would like to ensure consistency with our Plan. Sorry I am late but Cedar and Palm are of concern.

- Vincent shared locations can be added, if they are not on the HIN initially.
- Kristen noted Niceville High School is on Cedar Avenue; band students cross Cedar Avenue and back up traffic. The City provides officers daily to assist students crossing Cedar Avenue.
- Palm Boulevard and Cedar Avenue dead end into Northwest Florida State College campus where additional housing is being developed, so pedestrian safety is important in the area.
- Niceville has high traffic volumes and limited ability to expand as it is surrounded on three sides by military bases.

Joseph Sullivan (FHWA) discussed if connections will be made from FDOT work program and selected project, and Jared confirmed.

Anthony Vallee (City of DeFuniak Springs City Council) discussed referencing the current Safety Action Plan as an addendum, current version or as adopted.

- Austin Mount (ECRC) shared one plan does not supersede another, only need to be consistent.
- Anthony asked how conflicts in plans will be addressed.

- This will be discussed further and revisited.

***Question 5:*** Do you feel any of the groups should be weighed more heavily in the scoring than others? *(see attached)*

**Next Steps:**

- Run prioritization
- Develop priority projects
- Finalize strategies and recommendations
- Task Force meeting #5
    - Project lists
    - Counter measures
    - Final strategies and recommendations
- Round 2 engagement - October

Reach out to the team with any questions or comments.

***End of meeting.***

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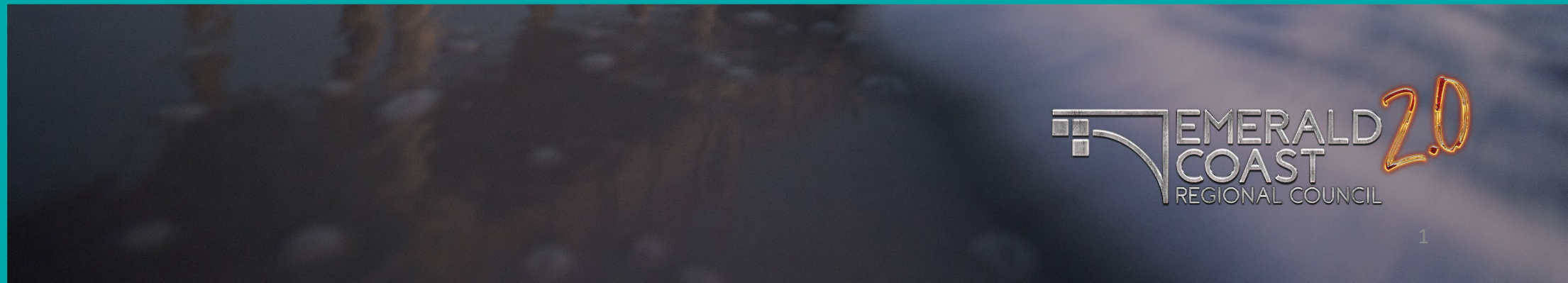
# SS4A Safety Action Plan

*Task Force Meeting #4*



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# Agenda

- Introductions
- Project Schedule
- Project Updates
  - Equity Assessment
  - Strategies and Recommendations
  - Prioritization Criteria
- Next Steps

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# Project Schedule (July – Dec 2024)

## July

- Task Force Meeting #3
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## November -December

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- Board Adoption

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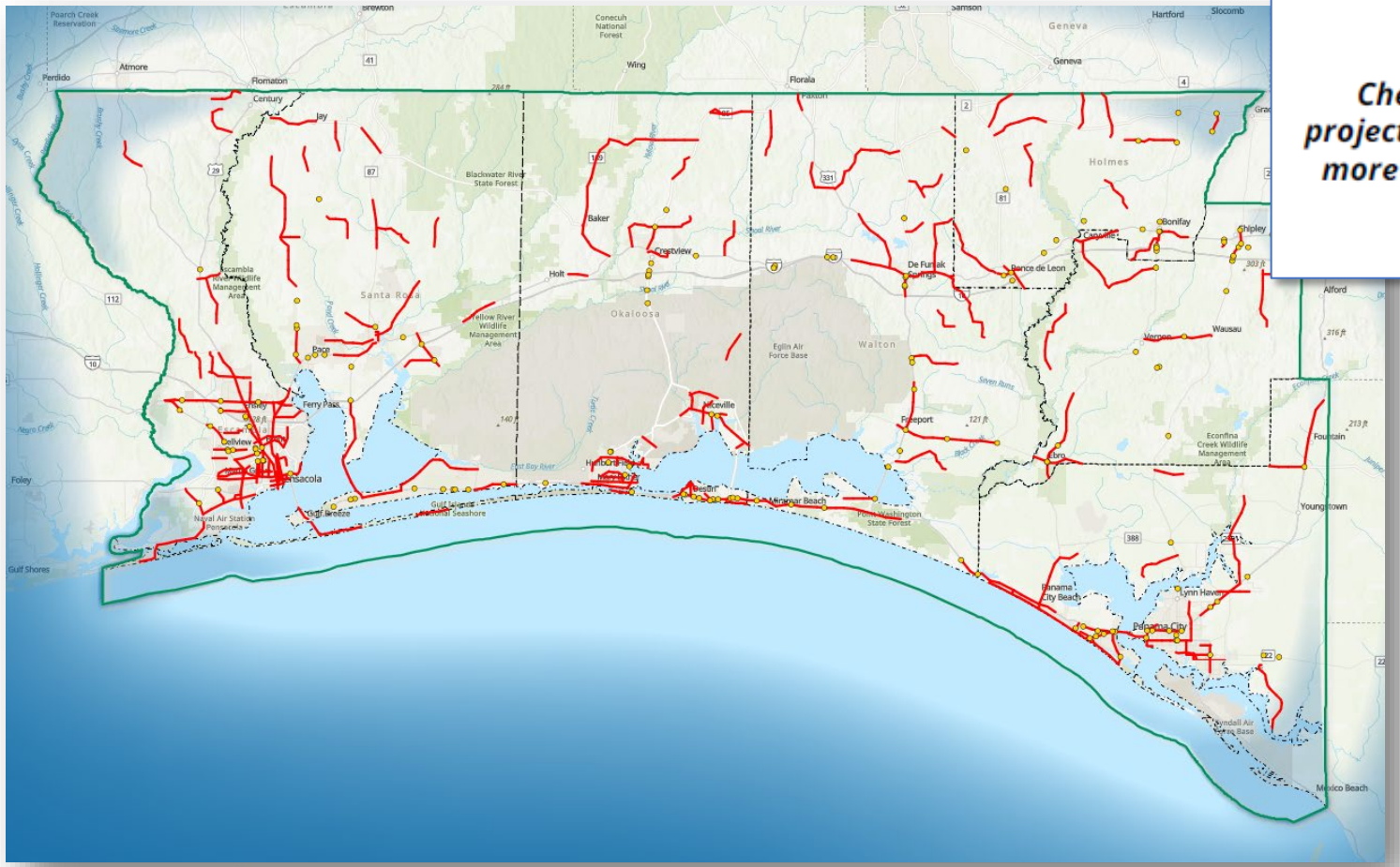
# Project Updates

# What we've been up to: Final HIN




Check out the project StoryMap for more information!

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# AMENDED Methodology

- Built upon original methodology using **feedback** and focus on **serious injury and fatality crashes** specifically, regardless of volumes/normalization
- Reviewed **high crash segments** and **corridors with a high crash rate**
- Reviewed suggested segments from engagement
- This methodology is also  being applied to the **Vulnerable Road User and Intersection HINs**

# Let's Vote...

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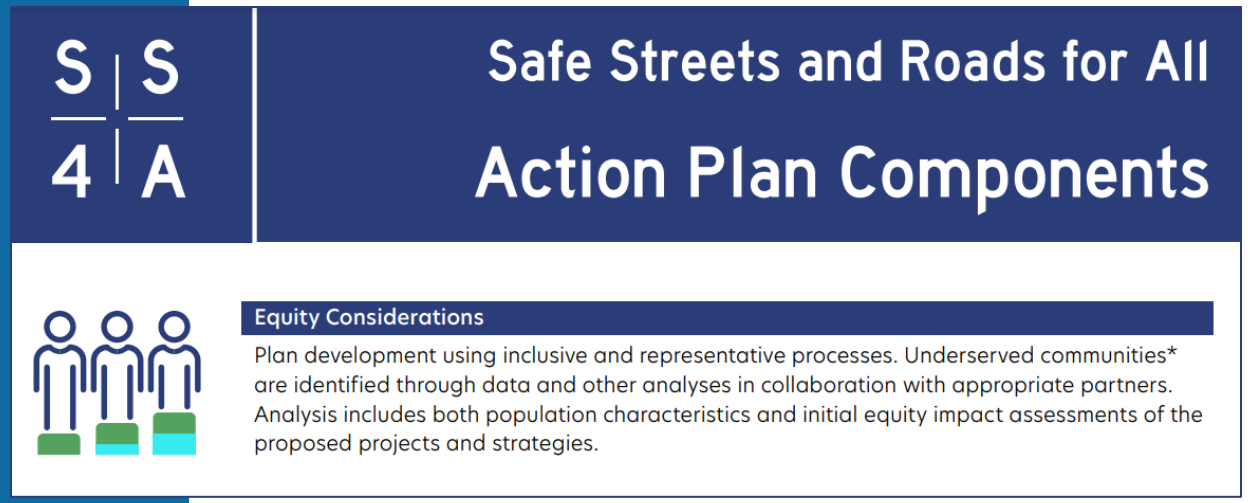
# What we've been up to: Equity Assessment




**EQUITY ASSESSMENT QUICK STATS**

- **128 out of 247** census tracts in the region are categorized as **disadvantaged**
- Approximately **59% of all crashes** in the region occurred in Equity Priority Area Census Tracts (86,892 total crashes)
- Approximately **59% of all fatal and severe crashes** occurred in Equity Priority Areas (2,412 crashes)

- Identified relationship between equity and transportation safety data
- Determined Equity Priority Areas
  - *USDOT's Equitable Transportation Community (ETC) Explorer*
  - *Historically Disadvantaged*
  - *Areas or Persistent Poverty by the U.S. Census Bureau*
- 128 out of 247 census tracts in the region are categorized as disadvantaged
- Calculated average crash rates for the roadway segments in the Equity Priority Area census and compared to the respective county averages for number of crashes per million vehicle miles traveled (MVMT)

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# What we've been up to: Equity Assessment

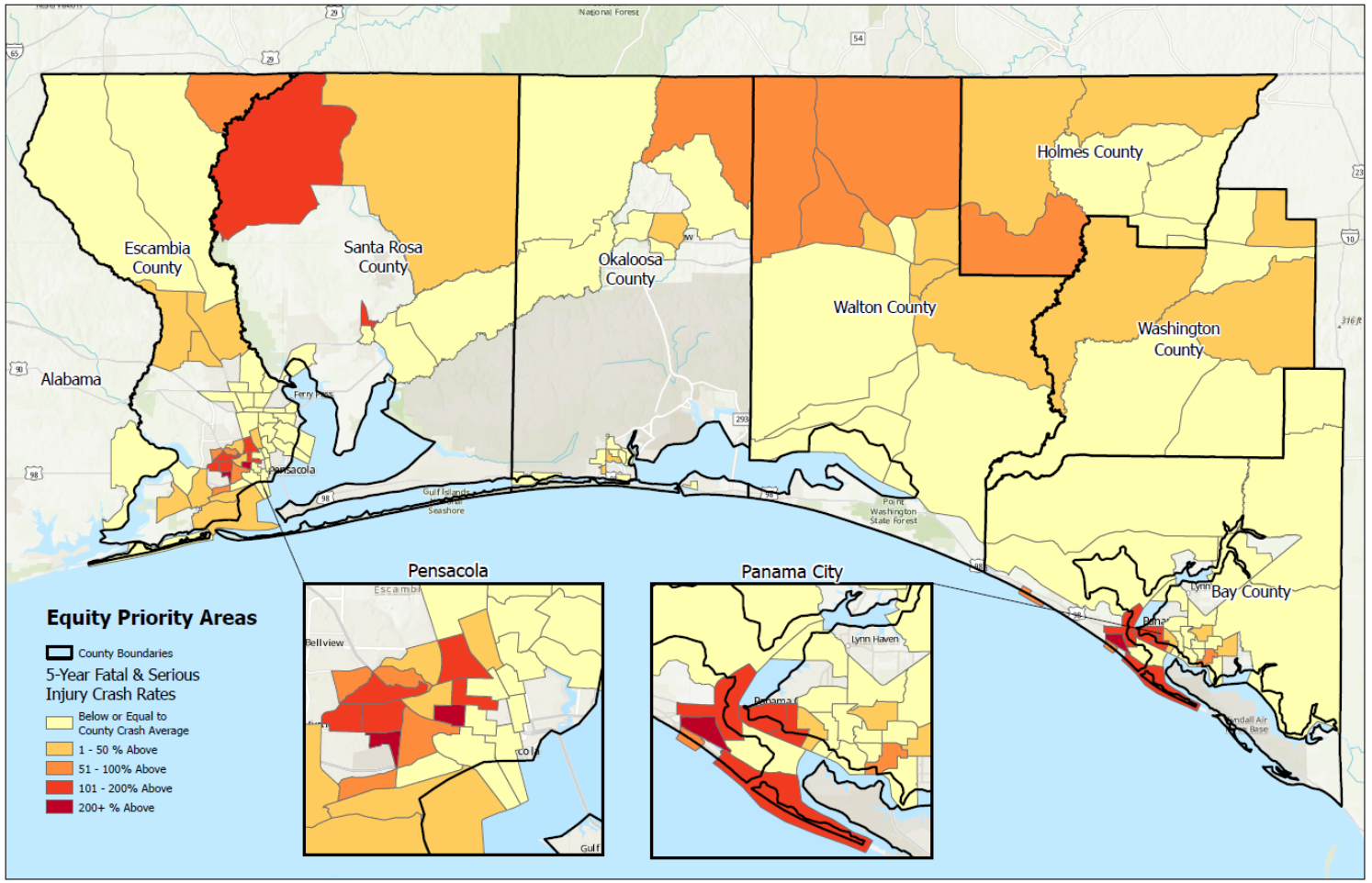
The Equity Priority Areas with the highest above average crash rates for fatal and serious injuries over the last five years (2019-2023) include:

**Urban Areas:**

- Pensacola
- Panama City Beach
- Panama City

**Rural Areas:**

- North Santa Rosa County
- Northeast Okaloosa County
- North Walton County,
- Central Washington County
- Most of Holmes County

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# What we've been up to: Strategies and Recommendations

Source: FHWA.

## SS4A Principles

- ✓ Strategies
- ✓ Actions
- ✓ Timeframes
- ✓ Metrics

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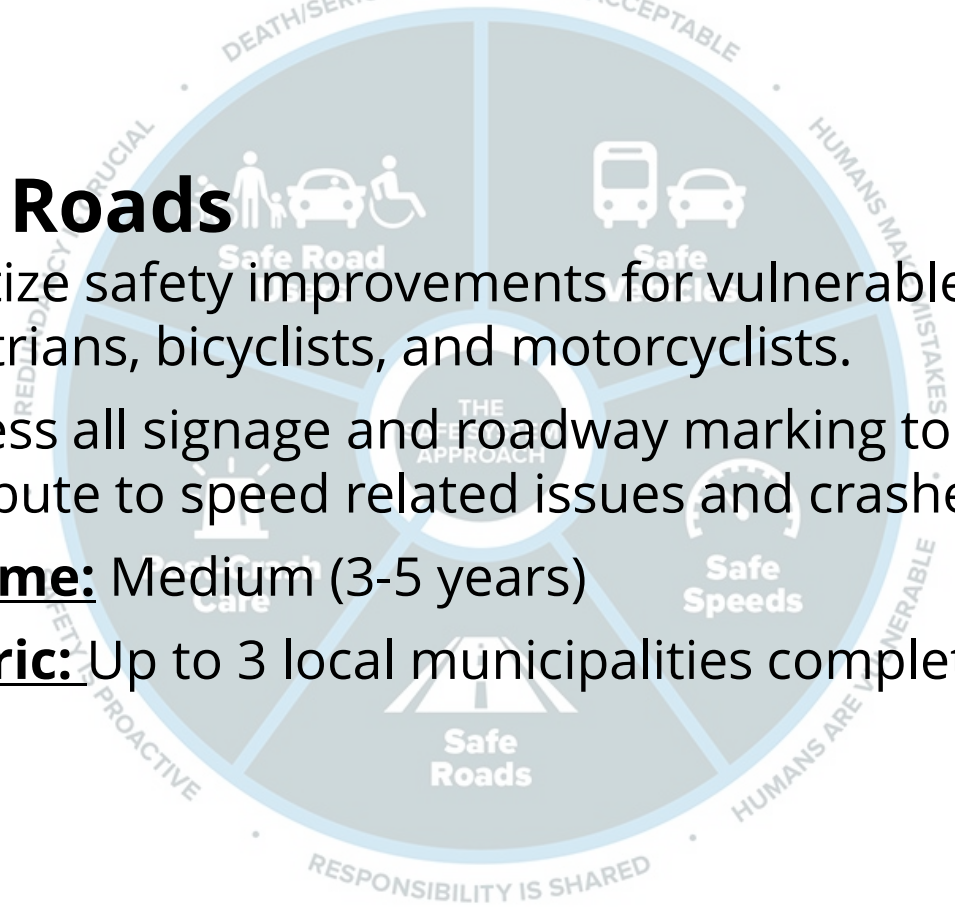
# What we've been up to: Strategies and Recommendations

*Example:*

## Principle: Safer Roads

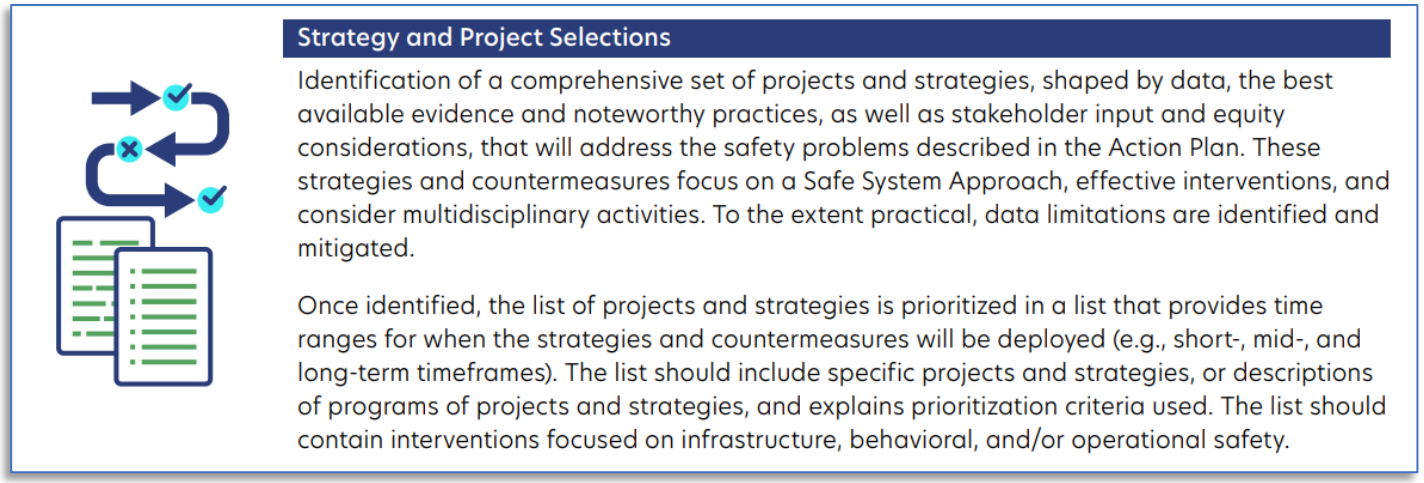
- **Strategy:** Prioritize safety improvements for vulnerable road users, including pedestrians, bicyclists, and motorcyclists.
  - **Action:** Assess all signage and roadway marking to identify gaps that could contribute to speed related issues and crashes.
    - **Timeframe:** Medium (3-5 years)
      - **Metric:** Up to 3 local municipalities complete assessment per year




Source: FHWA.

# Next Step: Prioritization

- All High Injury Network segments and intersections will be evaluated against a determined set of prioritization criteria using point allocation
- Projects will be broken into tiers based on scoring
- The highest scoring segments and intersections will become priority projects
- Prioritization is a required component of the SS4A Safety Action Plan



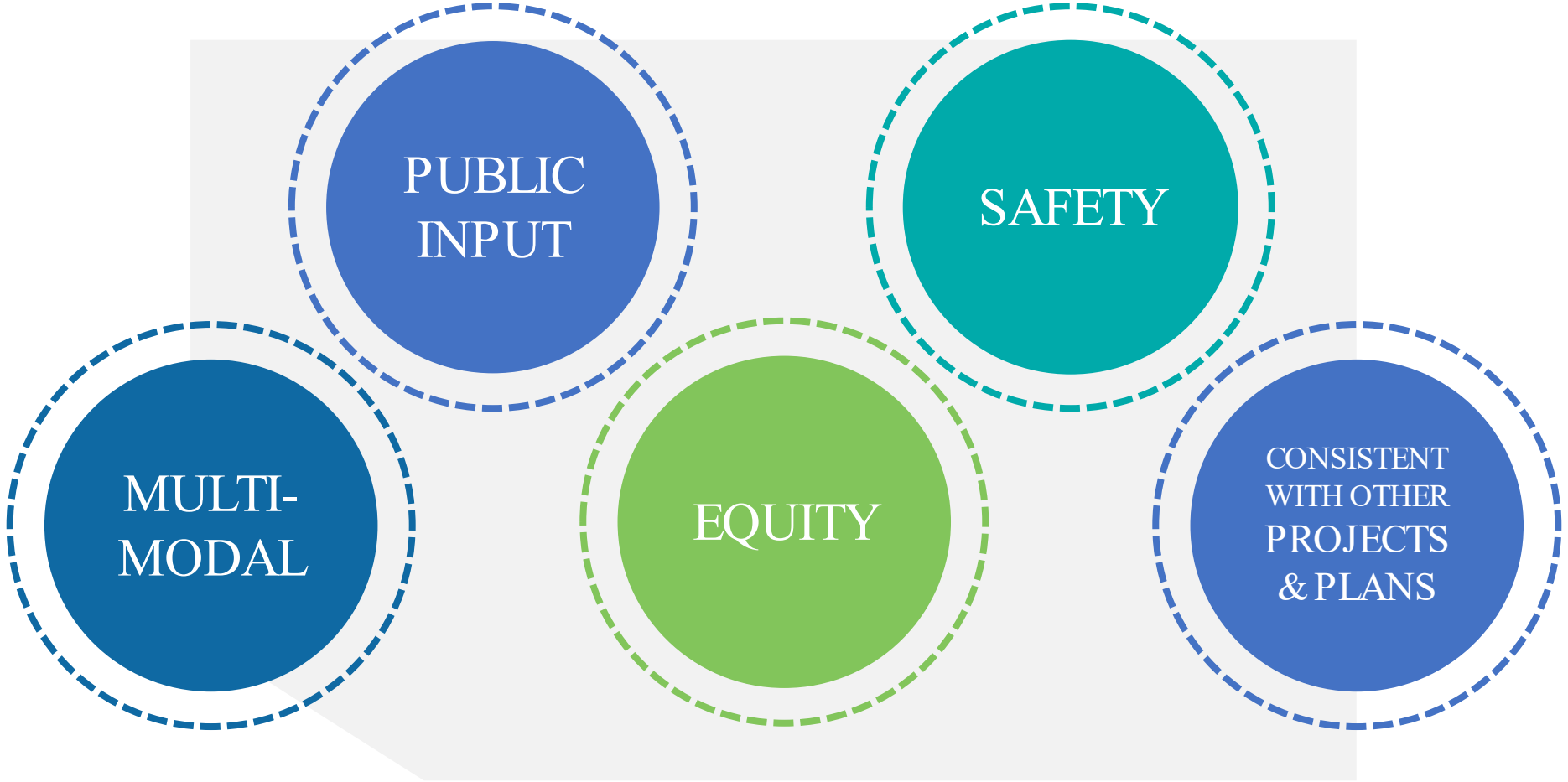
**Strategy and Project Selections**

Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.

Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.

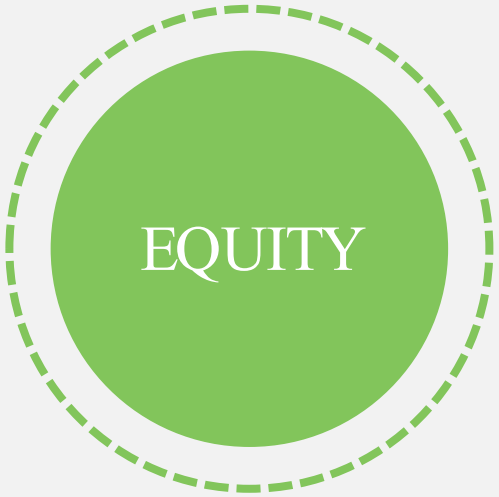
# Draft Prioritization Criteria Groups

*We want Safety Action Plan projects that address…*



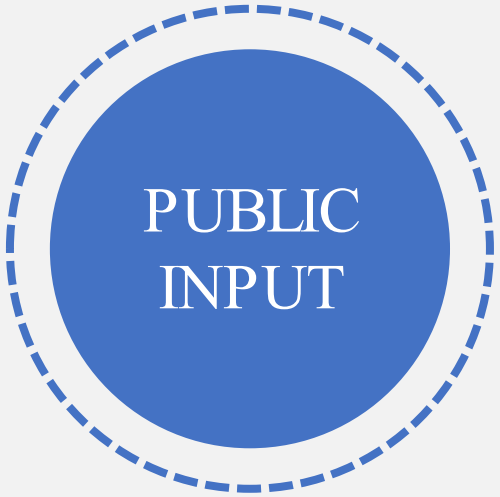
# What are we evaluating?

1. Overall Crash Rate
2. Crash Frequency
3. Fatal and Serious Crash Rate
4. Fatal and Serious Crash Frequency

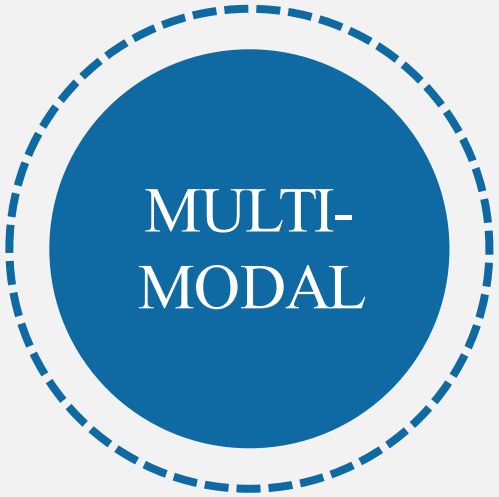



1. Equity Priority Areas
2. Underserved census tract with high incidence of Transportation Insecurity

# What are we evaluating?




1. Identified by member of the public, stakeholders, or task force member

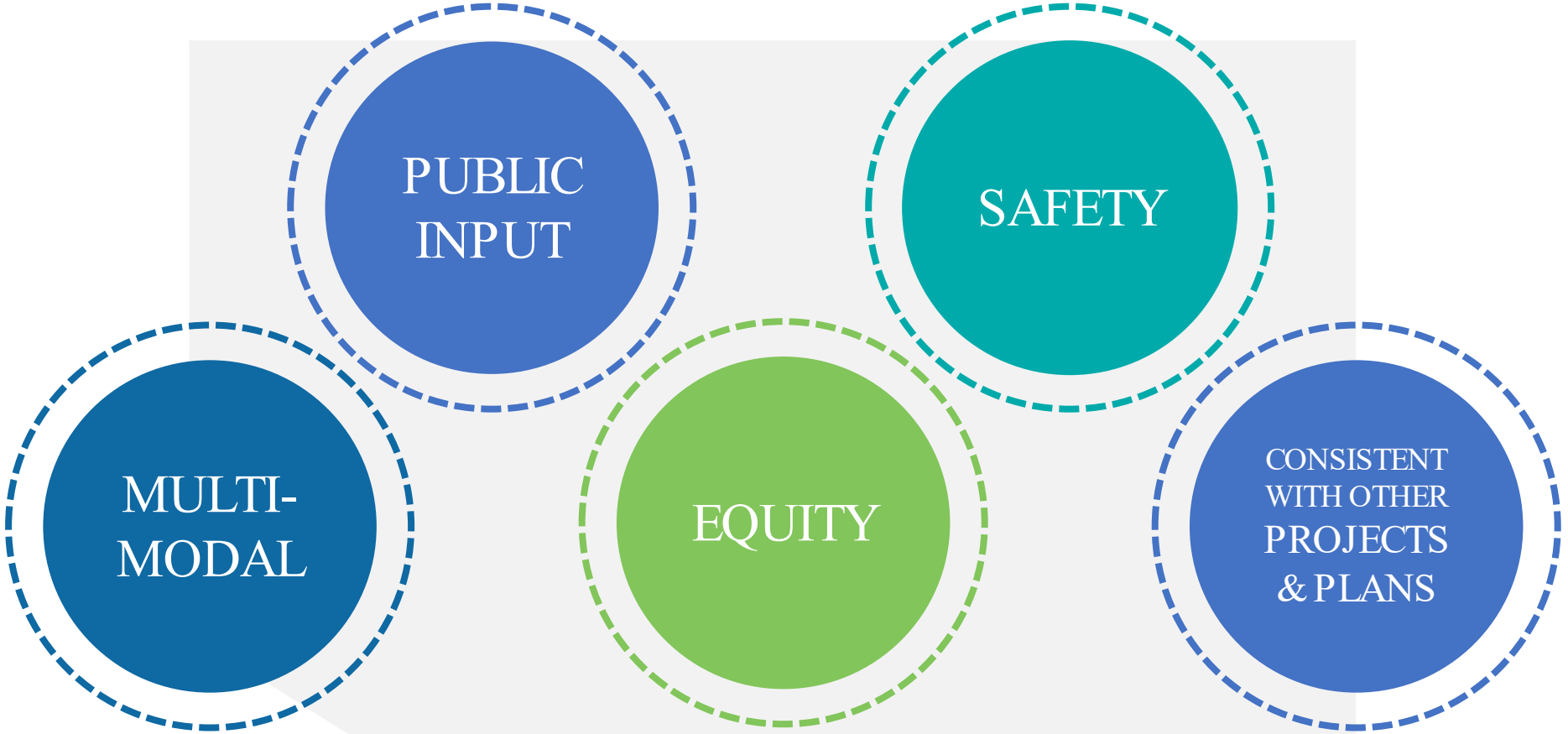



1. Crashes involving Vulnerable Road Users (VRUs)
2. Fatal Crashes involving VRUs

# What are we evaluating?

1. Preliminary planning or other studies
2. Identified in an existing plan
3. Overlaps with FDOT District 3 Top High Crash Corridors

# *We want Safety Action Plan projects that address…*




**Did we miss anything?**

# Let's Vote...

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# Next Steps

- **Run prioritization**
- **Develop priority projects**
- **Finalize strategies and recommendations**
- **Task Force Meeting #5**
  - Projects Lists
  - Countermeasures
  - Final Strategies and Recommendations
- **Round 2 engagement - October**

# Next Task Force Meeting:

September

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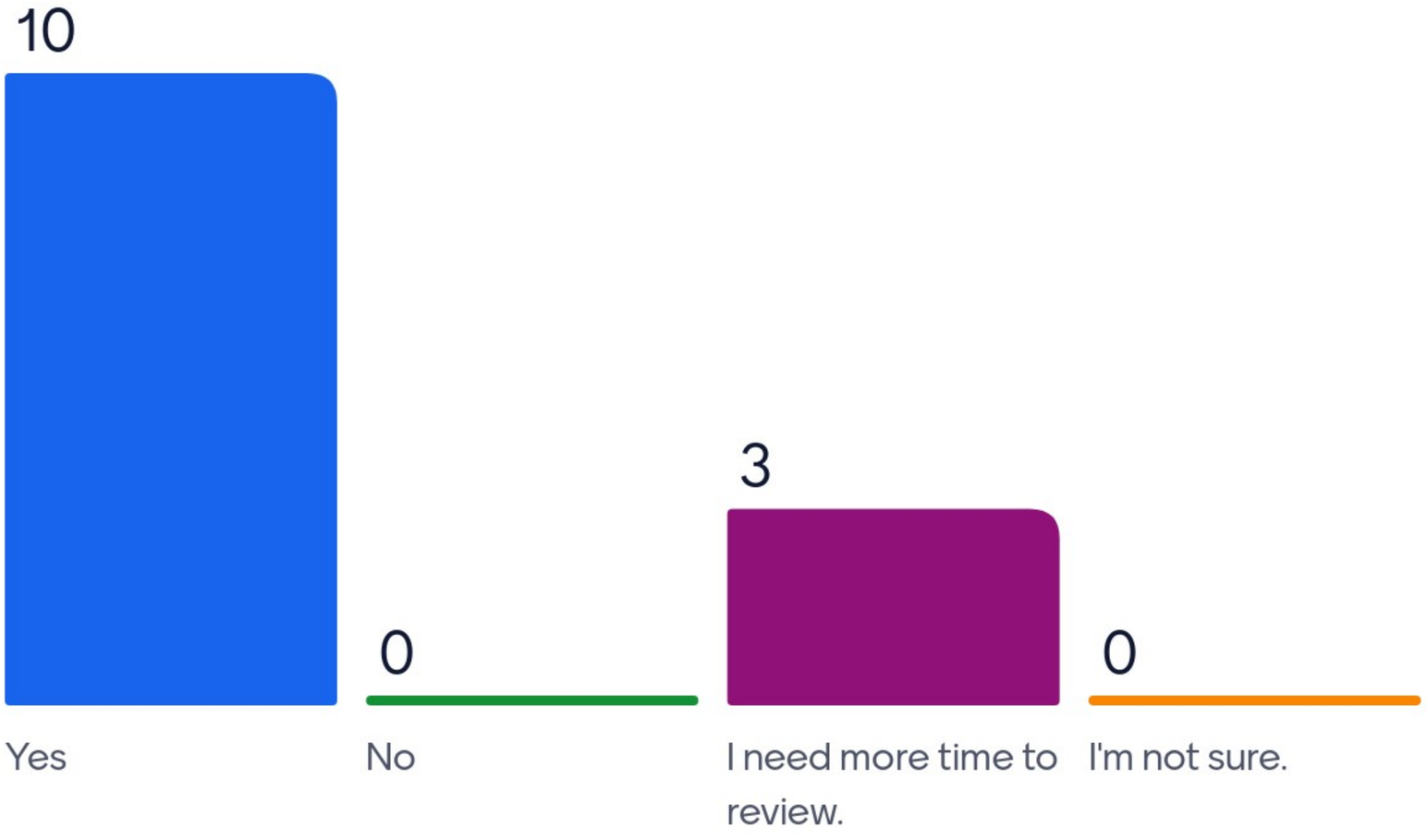
# Do you feel comfortable with the updated HIN?

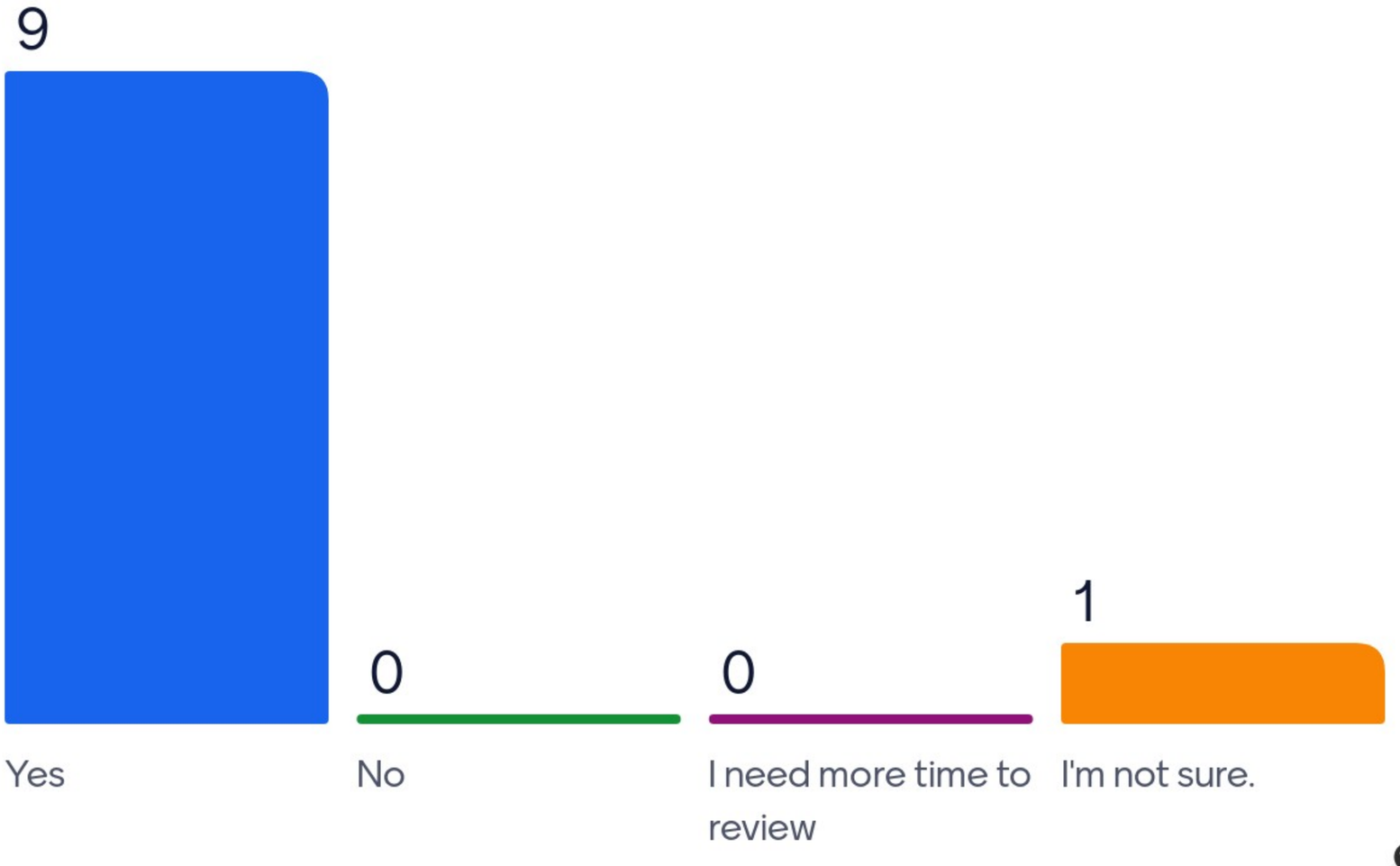


# Are there any other locations that should be considered as projects are developed?

not at this time

Maybe

## In your opinion, are the criteria groups appropriate for evaluating the HIN segments?

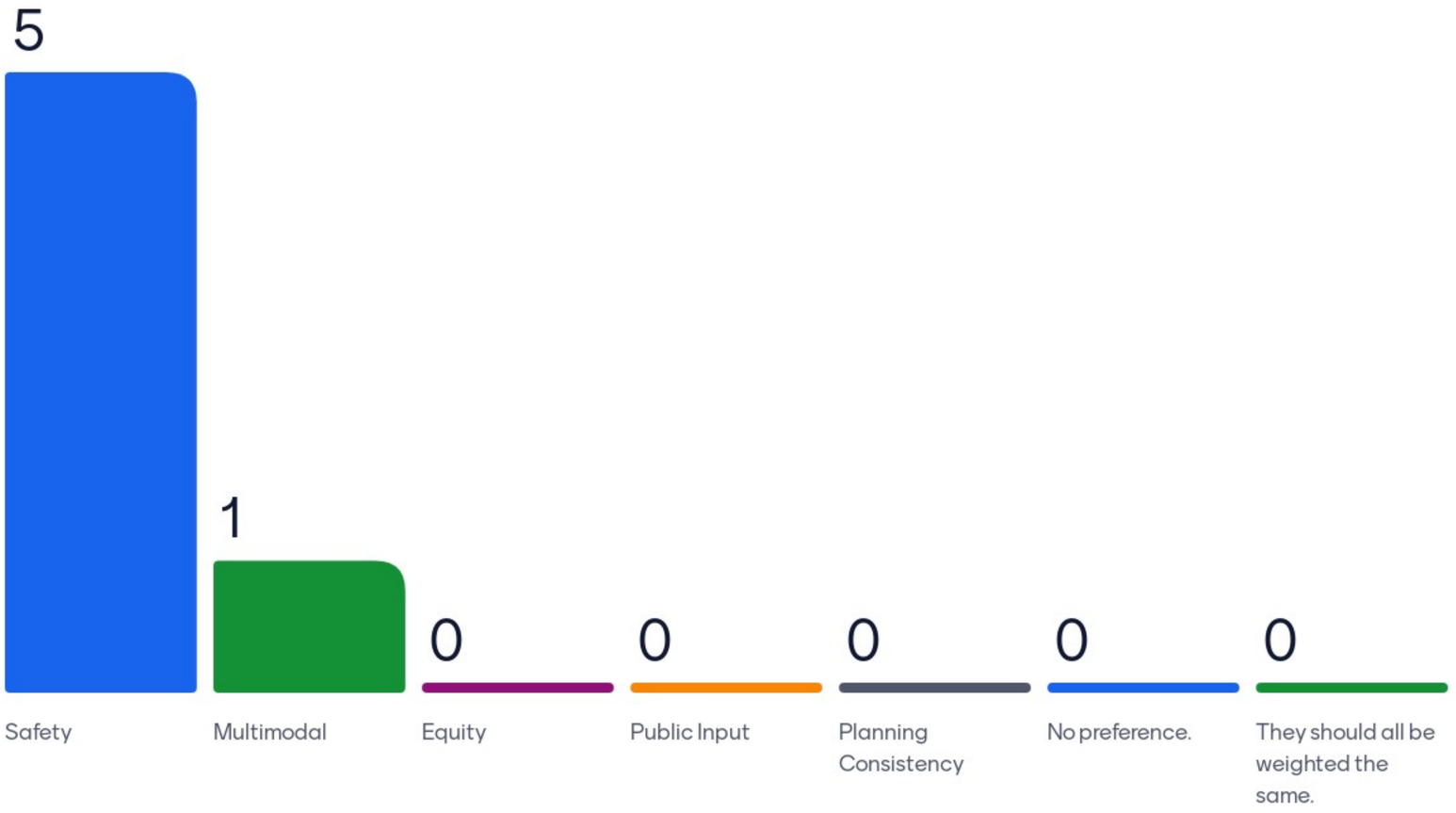


# Did we miss any criteria or groups that should be considered as part of this process?

Don't think so.

If there are current grant opportunities available and/or current ongoing FDOT design projects that dovetail with the High Injury Crash network that could be implemented sooner.

# Do you feel any of the groups should be weighed more heavily in the scoring than others?



# Emerald Coast Regional Council (ECRC) Safety Action Plan

Task Force Meeting #5 – Meeting Minutes

September 17, 2024, 9:00 to 10:00 AM CST

**Attendees:**

- Jill Nobles – ECRC
- Lindsay Slautterback – Kimley-Horn
- Alaina Webb – FDOT
- Councilwoman Allison Patton – City of Pensacola City Council
- Alyssa Stutzman – Kimley-Horn
- Austin Mount – ECRC
- Caroline Fraser – Kimley-Horn
- Cliff Johnson – Bay County Engineering
- Eric Christianson - ECRC
- Jared Schneider – Kimley-Horn
- Jason Fulghum – Okaloosa Sheriff's Department
- Kristen Shell – City of Niceville
- Miranda Sargent – Santa Rosa County
- Rebecca Jones – Santa Rosa County
- Scott Bitterman – Okaloosa County
- Vincent Spahr – Kimley-Horn
- Wendy Gavin – City of Pensacola
- Zakkiyyah "Zee" Osuigwe – Santa Rosa County

**Agenda:**

- Introductions
- Project Schedule
- Project Updates
  - Prioritization
  - Projects Lists
  - Potential Systemic Countermeasures
  - Strategies & Actions Memo
- Next Steps

---

Jill Nobles (ECRC) began the meeting with introductions and introduced Lindsay Slautterback (Kimley-Horn) as consultant presenter.

**Project Schedule:** July – December 2024

- September – Task Force meeting #5, project list, prioritization underway, and ongoing plan development.
- October – Task Force meeting #6, finalize draft plan, and round 2 public engagement.
- November – finalize plan.
- December – Task Force meeting #7 (final meeting) and ECRC board adoption.

Jared Schneider (Kimley-Horn) announced that ECRC was awarded a SS4A planning and demonstration grant. City of Niceville and DeFuniak Springs were also awarded SS4A grants. This plan will help with future applications.

**Project Updates:**

**Prioritization Recap**

- How prioritization was determined.
- Project lists for region over all and list by TPOs.
- It is a regional plan, so the projects list will be high-level.
- Prioritization is a required component of SS4A Safety Action Plan.

**Prioritization Criteria Groups**

- Multi-modal
- Safety
- Public input
- Equity
- Consistent with other projects and plans

These groups were shared with the Task Force during meeting #4. Polling questions were used to gather feedback from the Task Force. The most significant feedback was that safety should be weighted more than the other groups.

Prioritization Criteria Groups were updated based on feedback:

- Public Input was removed.
    - Input is being collected and locations were added to the HIN. However, for prioritization, it is data driven and assigning points for public input may skew the results.
- Safety will be the most heavily weighted.
- Equity and Planning Consistency will be moderately weighted in the analysis due to SS4A requirements.
- Multimodal is included but will not be weighted more than other groups.
- Safety has maximum points of 8, the other groups have maximum points of 4.

The presentation included information on evaluation metrics for each criteria group.

**What Now?**

- Projects will be put into lists by ECRC and TPO.
- Projects will be divided into tiers based on scoring.
- These projects will help inform LRTPs and local plans as appropriate.
- Minimal development of project activities/improvements/countermeasures.

After prioritization, if a project's score does not qualify it for Tier 1 or 2, it will be included in the appendix, but not featured in the main body of the plan.

Tier 1 projects are:

- High priority for the ECRC/TPO.
- Represent the most unsafe HIN segments in the region.
- Excellent candidates for Implementation grant application through SS4A.

Tier 2 projects are:

- Next level of priority for the ECRC/TPO.
- Represent the unsafe HIN segments in the region.
- May be candidates for Implementation grant application through SS4A.

**Potential Systemic Recommendations**

The presentation outlined examples of potential systemic recommendations (speed management, traffic calming, sidewalk gaps and missing crosswalk legs, school zone upgrades, etc.)

These systemic recommendations are potential projects for SS4A funds as well. If a municipality wanted to apply for a project that is not on the prioritized list or HIN, they can still apply for funding if the project falls under a systemic recommendation.

**Strategies and Actions**

1. SS4A Principles: Safer Roads, Safer People, Safer Speeds, and Post-Crash Care.
2. Strategies were developed to support the principles.
3. Actions were recommended for achieving the strategies.
4. Timeframes and Metrics were assigned to each action.

Each action addresses an overarching theme previously identified in the policy review. The strategies and actions memorandum is intended to be high level and encourage municipalities to do more planning and safety work at the local level.

Task Force Action Items:

- Review strategies and actions memorandum.
- Provide any comments or changes by Monday, 9/30.
- Reach out to Jill Nobles for one-on-one meeting to discuss if preferred.

**Next Steps:**

- Finalize prioritization
- Finalize projects list by TPO
- Compile systemic countermeasures
- Task Force meeting #6
    - Projects lists
    - Countermeasures
    - Final strategies and recommendations
- Ongoing plan development
- Round 2 engagement - October

Next Task Force Meeting: October

**Discussion:**

- Alaina Webb (FDOT) asked if the Task Force will have the opportunity to review the project lists once completed before it is shared with the public. Alaina wants to ensure no projects are on the list that have already been addressed. Some “pushbutton” projects are not included in FDOT workplans, so it will be good to double check the project lists.
    - Lindsay confirmed the lists will be shared with the Task Force before any public engagement efforts.
- Scott Bitterman (Okaloosa County) asked where the strategies and actions memorandum can be found to review.
    - Jill will email the memo to the group following this meeting and upload it to the project website.

***End of meeting.***

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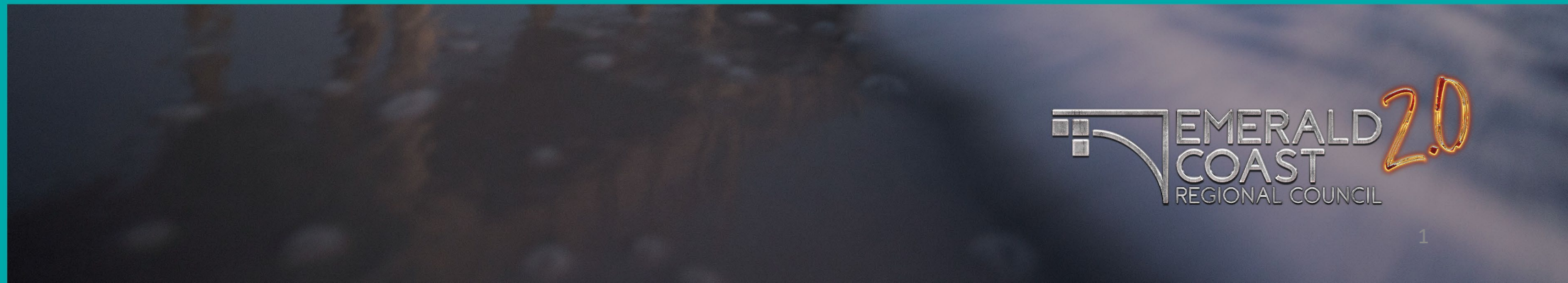
# SS4A Safety Action Plan

*Task Force Meeting #5*



EMERALD COAST REGIONAL COUNCIL 2.0

# Agenda

- **Introductions**
- **Project Schedule**
- **Project Updates**
  - Prioritization
  - Projects Lists
  - Potential Systemic Countermeasures
  - Strategies & Actions Memo
- **Next Steps**

# Updated Project Schedule

## August

- Task Force Meeting #4
- Prioritization Criteria
- Ongoing Stakeholder Meetings
- Begin Plan Development

## September

- Task Force Meeting #5
- Prioritization Underway
- Projects Lists
- Ongoing Plan Development

## October

- Task Force Meeting #6
- Finalize Draft Plan
- Round 2 Public Engagement

## November

- Finalize Plan

## December

- Final Task Force Meeting
- ECRC Board Adoption

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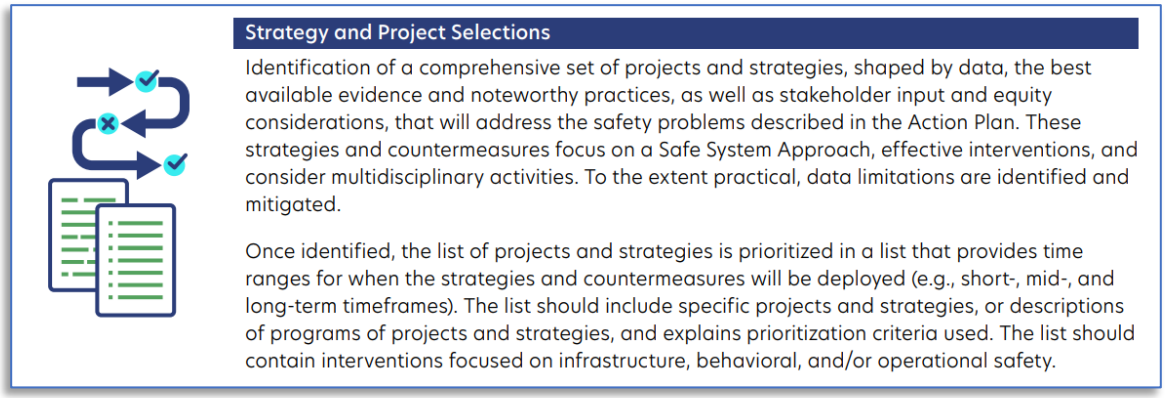
# Project Updates

# Prioritization RECAP

- All High Injury Network segments and intersections will be evaluated against a determined set of prioritization criteria using point allocation
- Projects will be broken into two tiers based on scoring
- The highest scoring segments will become priority projects
- Each TPO will have a list of top intersections (these will not be scored)
- Prioritization is a required component of the SS4A Safety Action Plan

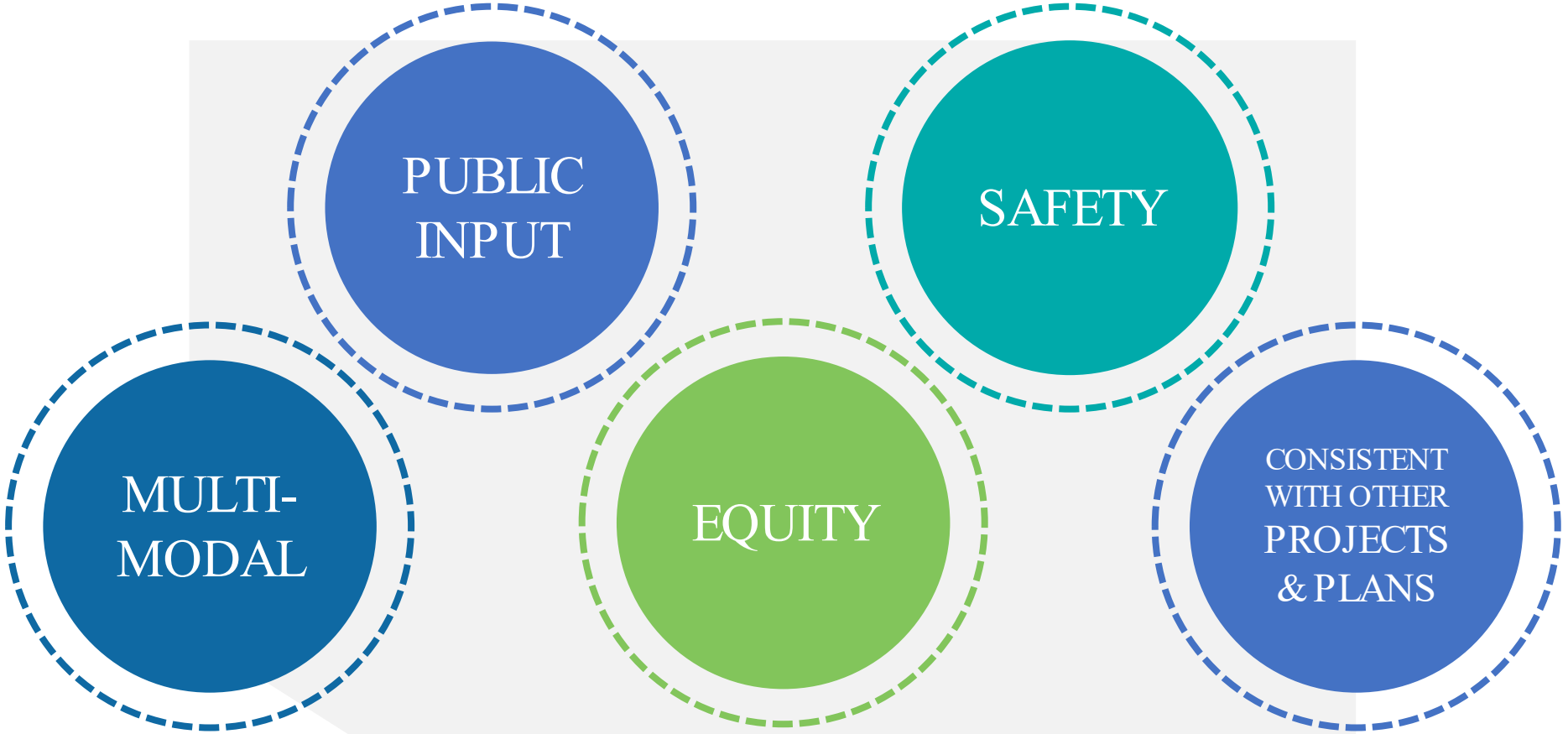


**Strategy and Project Selections**

Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.

Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.

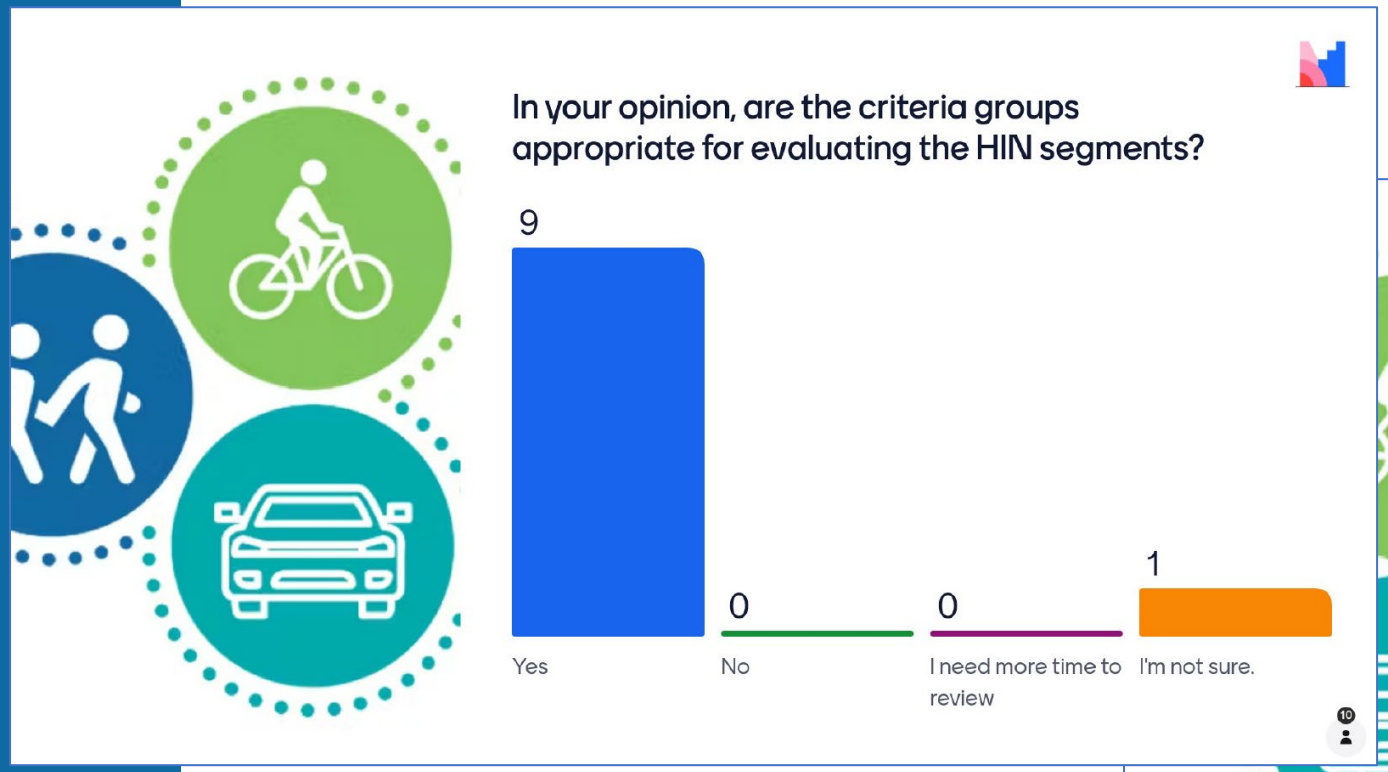
# *We want Safety Action Plan projects that address…*

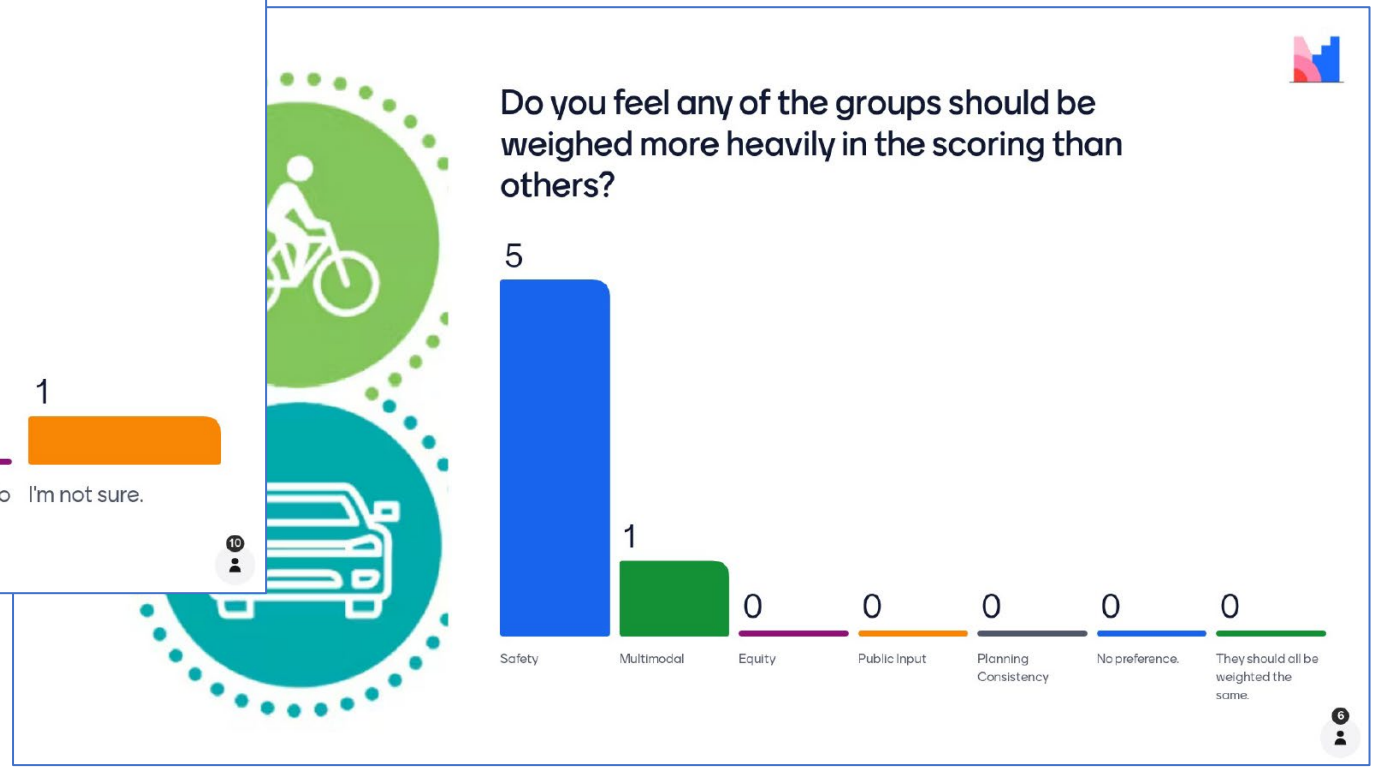



**Did we miss anything?**

# Prioritization Criteria Groups

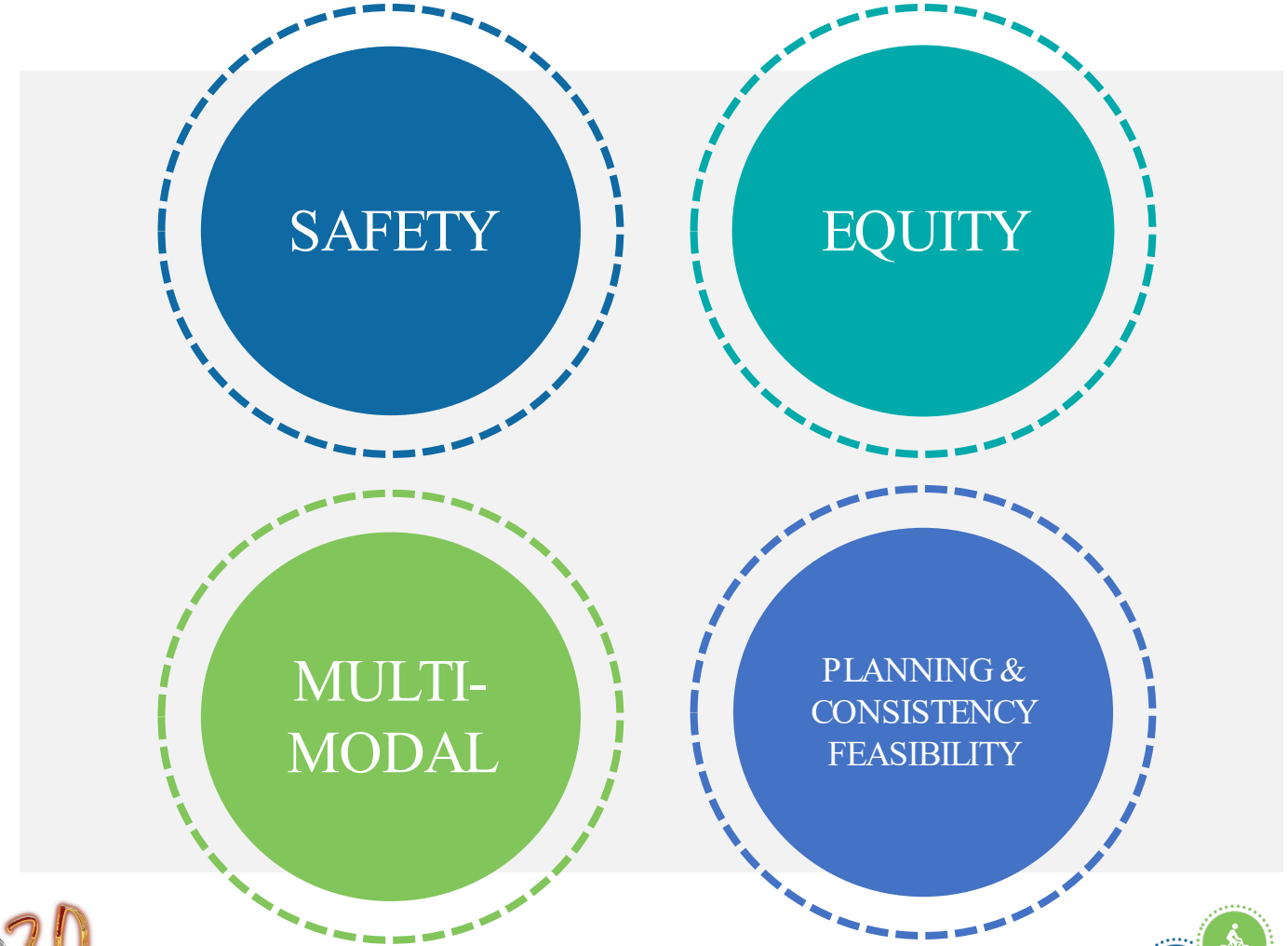
*Feedback from the Task Force*



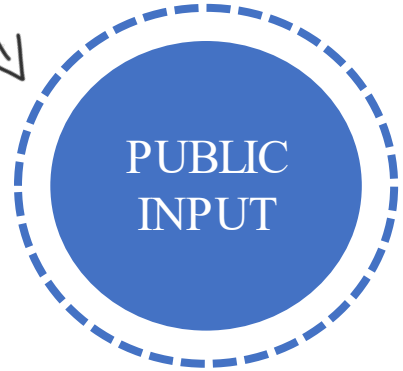



# Prioritization Criteria Groups

*Based on feedback from the TF, we modified the groupings…*



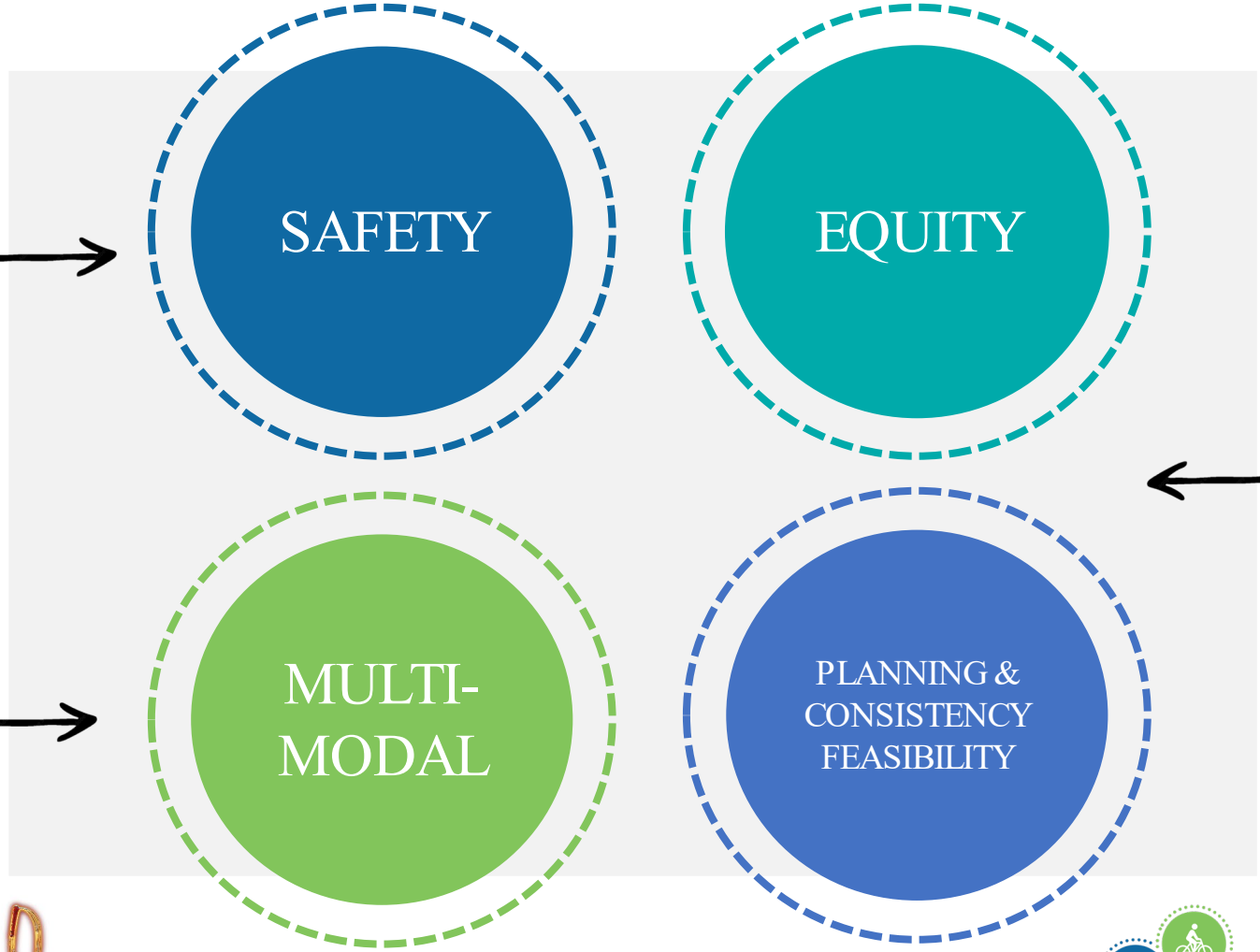

While Public Input is extremely important, the project team noted the identified process **may skew the results of the data driven prioritization**



# Prioritization Criteria Groups

*Based on feedback from the TF, we worked to properly weight each group*

The Task Force overwhelmingly identified "Safety" criteria to be the **most heavily weighted**




"Multimodal" criteria was also identified, but by only one TF member

While "Equity" and "Planning Consistency" were not identified by the Task Force as requiring more weight, they are included and **moderately weighted** in the analysis due to **SS4A requirements**

# Prioritization Criteria Point Allocation

| Groups | Criteria | Recommended Evaluation Metrics | Maximum Points |
|---|---|---|---|
| Safety | **Safety 1** | Overall Crash Rate and Crash Frequency | 8 |
| | **Safety 2** | Fatal and Serious Injury (KSI) Crash Rate and Crash Frequency | |
| Equity | **Equity 1** | Segment is in an Equity Priority Area | 4 |
| | **Equity 2** | Segment is located in a transportation underserved Census Tract (has an ETC Tool Transportation Insecurity percentage of 65% or higher) | |
| Multimodal | **Multimodal 1** | A crash involving a VRU occurred along or within 100-feet of the segment | 4 |
| | **Multimodal 2** | A **fatal** crash involving a VRU occurred along or within 100-feet of the segment | |
| Planning Consistency & Feasibility | **Planning Consistency & Feasibility 1** | Segment has had preliminary planning or other studies completed, or identified in existing plan | 4 |
| | **Planning Consistency & Feasibility 2** | Segment overlaps with FDOT District 3 Top 40 High Crash Corridors | |

# What Now?

*Once prioritization is completed…*

- Projects will be put into lists by ECRC and TPO
- Projects will be divided into tiers based on scoring
- These projects will help inform LRTPs and local plans as appropriate
- Minimal development of project activities/improvements/countermeasures

## Tier 1

***These projects are:***

- **High priority** for the ECRC/TPO
- Represent the **most unsafe HIN segments** in the region
- **Excellent candidates** for **Implementation** grant application through SS4A

## Tier 2

***These projects are:***

- **Next level of priority** for the ECRC/TPO
- Represent the **unsafe HIN segments** in the region
- **May be candidates** for **Implementation** grant application through SS4A

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# Potential Systemic Recommendations

- Speed Management
- Traffic Calming
- Special Emphasis Crosswalks
- Multimodal Facility Signage
- Sidewalk Gaps and Missing Crosswalk Legs
- Crosswalks at Stop-Controlled Approaches
- Intersection and Corridor Lighting
- Curve Warning Signs and RPMs
- Median Openings in Curves
- School Zone Upgrades

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# Strategies & Actions

- Safe System Approach Principles: **Safer Roads, Safer People, Safer Speeds, and Post-Crash Care**
  - **Strategies** have been developed in support of the principles.
    - **Actions** were recommended for achieving the strategies.
      - **Timeframes** and **Metrics** were assigned to each action.

Each action addresses an overarching theme previously identified in the initial policy review.

- Communications
- Connectivity
- Data Analytics
- Design
- Funding
- Partnerships
- Planning
- Technology

# Strategies & Actions

Table 1. Safer People Strategies & Actions

| PRINCIPLE: Safer People | | | | | |
|---|---|---|---|---|---|
| Strategy | Action | Theme Addressed | Responsible Party | Time | Recommended |
| Foster a culture of roadway safety for all users through engagement, education, outreach, and programming | Implement driver's education programs for inexperienced drivers and those renewing their licenses. | Communications | Local jurisdic DMV, r profit p | | |
| | Develop a Roadway Safety Strategic Outreach Plan and toolkit for educating the public and to address issues specific to roadway safety in the Emerald Coast region. | Communications | ECRC | | |
| | Complete Safety Action Plans at the City and County level that are consistent with the ECRC regional action plan to identify major concerns on the local network and identify countermeasures to address these concerns. | Communications | Local jurisdic and co | | |
| | Regularly distribute educational materials about safe driving practices when stopping drivers for speeding, aligning with City or County initiatives. | Communications | Police depart | | |
| | Launch campaigns to promote safe biking, providing safety gear such as lights and helmets to the community and regularly holding trainings. | Communications | Police depart | | |
| | Create and maintain targeted educational programs for the public focused on improving | Communications | Local jurisdic non-pr partner | | |

Table 2. Safer Roads Strategies & Actions

| PRINCIPLE: Safer Roads | | | | | |
|---|---|---|---|---|---|
| Strategy | Action | Theme Addressed | Responsible Party | Time Frame | Metrics |
| Prioritize Safety improvements along the HIN. | Increase the use of red-light safety cameras at intersections along HINs. | Design | Local jurisdictions, law enforcement | Short to Medium | • One county per year |
| | Conduct annual safety audits for crashes along HIN segments to enhance data collection. | Data analysis | Local jurisdictions | Ongoing | • Ongoing |
| Update roadway design standards and other local codes to prioritize safety | Develop an internal review process for roadway projects to identify opportunities for integration of improved multimodal facilities and encourage local jurisdictions to include as part of processes. | Connectivity | ECRC, FDOT | Ongoing | • One county per year |
| Design roadways to mitigate human risk | Consider the FDOT Context Classification Guide and Complete Streets principles to ensure all roads in the ECRC Region to better enable cohesive roadway designs that consider existing land uses. | Connectivity | Local jurisdictions, MPOs/TPOs, ECRC | Long | |
| | Diversify and maximize funding sources for long-term projects, including SS4A, RAISE grants, and HSIP funding. | Funding | Local jurisdictions, MPOs/TPOs, ECRC | Long | • Number of projects that receive grant funding |
| | Prioritize maintenance and reconstruction projects that focus on increased roadway safety. | Design | Local jurisdictions, MPOs/TPOs, ECRC | Short to Medium | |
| | Encourage local jurisdictions and counties to promote design that increases safety for all road | Design | ECRC, local jurisdictions | Ongoing | |

**Task Force Action Item:**

- Review strategies and actions memorandum
- Provide any comments or changes by Monday, 9/30
- Reach out to Jill Nobles for one-on-one meeting to discuss if preferred

DRAFT

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# Next Steps

- **Finalize Prioritization**
- **Finalize Projects List by TPO**
- **Compile Systemic Countermeasures**
- **Task Force Meeting #6**
  - Projects Lists
  - Countermeasures
  - Final Strategies and Recommendations
- **Ongoing Plan Development**
- **Round 2 Engagement – October**

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# Next Task Force Meeting:

October

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# Emerald Coast Regional Council (ECRC) Safety Action Plan

Task Force Meeting #6 – Meeting Minutes

November 5, 2024, 9:00 to 10:00 AM CST

**Attendees:**

- Jill Nobles – ECRC
- Lindsay Slautterback – Kimley-Horn
- Alyssa Stutzman – Kimley-Horn
- Angela Potraza – Michael Baker International
- Anthony Vallee – City of DeFuniak Springs City Council
- Austin Mount – ECRC
- Caroline Fraser – Kimley-Horn
- Chloe McCrary – Kimley-Horn
- Chris Phillips – Escambia County
- Cliff Johnson – Bay County Engineering
- Deston Taylor – DRMP
- Jared Schneider – Kimley-Horn
- Jason Fulghum – Okaloosa County Sheriff's Department
- Jessica Walton – ECRC
- Jeffrey Cozadd – City of Destin
- Joseph Sullivan – FHWA
- Kristen Shell – City of Niceville
- Kwame Owusu-Daaku – UWF-HAAS Center
- Latilda Hughes-Neel – City of Freeport
- Michel Lewis – FDOT District 3
- Nicole Gislason – UWF-HAAS Center
- Rebecca Jones – Santa Rosa County
- Scott Bitterman – Okaloosa County
- Tommi S. Lyter – Escambia County Sheriff's Department
- Wendy Gavin – City of Pensacola

**Agenda:**

- Introductions
- Project Schedule Update
- Project Updates
    - Round 2 Public Engagement
    - Draft Projects Lists by TPO
    - Recommended Systemic/Regional Countermeasures
    - Draft Plan
- Next Steps

---

Jill Nobles (ECRC) began the meeting with introductions and introduced Lindsay Slautterback (Kimley-Horn) as consultant presenter.

**Project Schedule:** August – December 2024

- August – Task Force meeting #4, prioritization criteria, ongoing stakeholder meetings, and begin plan development.

- September – Task Force meeting #5, prioritization completed, draft projects lists, and ongoing plan development.
- October – Finalize draft plan, and round 2 public engagement.
- November – Task Force meeting #6, finalize projects lists, and finalize plan.
- December – Final Task Force meeting and ECRC board adoption.

**Project Updates:**

**Public Engagement – Round 2**

Five workshops were held across the region in the TPOs and rural areas. Attendance was higher in this round of engagement.

Presentation boards included:

- Background information and project updates
- Development Process: HIN > Prioritization > Projects
    - Tier 1 priority segments and intersections
- Countermeasures, strategies, and recommendations

Workshops included an activity for attendees to write down a personal commitment to safe streets and take a picture in the Safety Action Plan frame.

**ECRC SAP Projects**

Prioritization criteria had previously been discussed with the Task Force. Safety was agreed to be the most important.

All HIN segments were run through the prioritization and awarded points with a maximum of 20 points possible.

Project segments were divided into two tiers based on scoring.

- All projects scoring over 10 points are considered Tier 1 projects.
- Tier 2 projects are still important.
- Prioritization is a SS4A requirement.
- Top 10 intersections were included on project lists for each TPO, but not included in prioritization.

Lindsay shared the ECRC Region Tier 1 project map. Segments are clustered in larger cities as well as the rural areas. The Tier 1 projects are adequately spread out and represented throughout the region.

The High Injury Network maps were compared to Tier 1 project maps for each of the areas:

- Florida-Alabama TPO
- Okaloosa-Walton TPO
- Bay County TPO
- Rural Counties
    - There is one intersection in Escambia County. The remain segments and intersections are in Walton, Holmes, and Washington counties. This is consistent with the crash data.

**Project Recommendations**

A matrix is being developed to match crash types and corresponding FHWA safety countermeasures.

Countermeasure groups include:

- Speed management
- Pedestrian/bicyclist
- Roadway departure
- Intersections
- Crosscutting – specifically lighting

The matrix looks at the Tier 1 segments and determines the context classification, target speed, and current speed limit, then analyzes crash data for total crashes and severe crashes to determine the percentage of crashes related to the countermeasure groups.

The finalized matrix will be included in the Safety Action Plan draft.

**Countermeasure Toolkit**
The toolkit provides a variety of countermeasures and how they can be applied.

- General information on each countermeasure
- FDOT/FHWA reference information
- Typical placement
- Cost ranges
- Considerations

The countermeasure toolkit will be included in the Safety Action Plan draft.

**Regional and Systemic Recommendations**

- Recommendations for an entire county or city that can be widely applied to multiple locations.
- The top contributing factors for serious crashes are considered "behavioral". These are also being considered when determining how to address factors.

**Draft ECRC Safety Action Plan**
Lindsay and Jill requested the Task Force review the draft plan and send any comments by Friday, 11/8.

**Next Steps:**

- Finalize Plan
  - Accepting comments from the Task Force through 11/8
- Final Task Force Meeting
  - Focused on Implementation, Progress and Reporting
- ECRC Board Adoption - December

**Next Task Force Meeting:** December

Jill shared that the official draft of the Safety Action Plan will be released later. The draft will be presented to each TPO board in December before ECRC board adoption.

Lindsay requested the Task Force share any projects from the Tier 1 list that have already been addressed. They will most likely be kept on the list, but it is important information to have.

Jill explained that the matrix may show a project in need of more than one countermeasure, so although one may have been addressed, there may be additional opportunities for improvement.

Michael Lewis (FDOT District 3) added that it does not hurt to keep them on the list. He shared that the plan has FDOT's support, and he will provide comments as needed.

Jill will send an email following this meeting outlining what is requested from the Task Force and including materials shared today.
Jill will distribute the December Task Force meeting invite in the coming weeks.

***End of meeting.***

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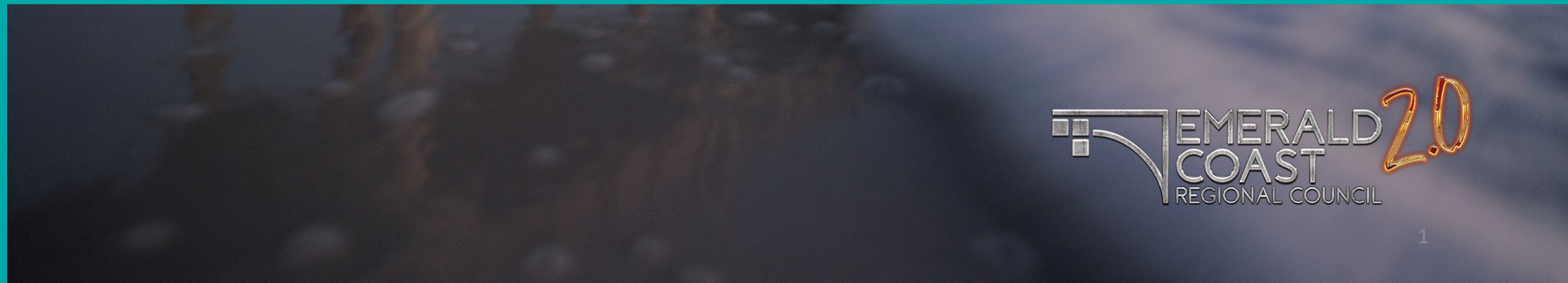
# SS4A Safety Action Plan

*Task Force Meeting #6*



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# Agenda

- **Introductions**
- **Project Schedule Update**
- **Project Updates**
  - Round 2 Public Engagement
  - Draft Projects Lists by TPO
  - Recommended Systemic/Regional Countermeasures
  - Draft Plan
- **Next Steps**

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# Project Schedule Update

We're Here!

## August

- Task Force Meeting #4
- Prioritization Criteria
- Ongoing Stakeholder Meetings
- Begin Plan Development

## September

- Task Force Meeting #5
- Prioritization Completed
- Draft Projects Lists
- Ongoing Plan Development

## October

- Finalize Draft Plan for review
- Round 2 Public Engagement

## November

- Task Force Meeting #6
- Finalize Projects Lists
- Finalize Plan

## December

- Final Task Force Meeting
- ECRC Board Adoption

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# Project Updates

# Public Engagement – Round 2

| Meeting | Date | Location | Participants |
|---|---|---|---|
| **Okaloosa-Walton TPO** | Monday, 10/28 | Chautauqua Building | 8 |
| **Florida-Alabama TPO** | Tuesday, 10/29 | Gulf Breeze Community Center | 12 |
| **Florida-Alabama TPO** | Tuesday, 10/29 | Tryon Branch Library | 3 |
| **Rural Areas** | Wednesday, 10/30 | City of Chipley City Hall | 3 |
| **Bay County TPO** | Wednesday, 10/30 | Panama City Port Authority | 8 |

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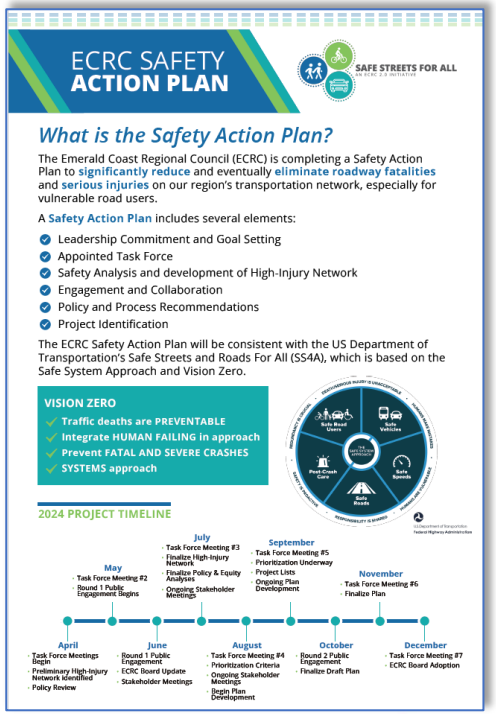
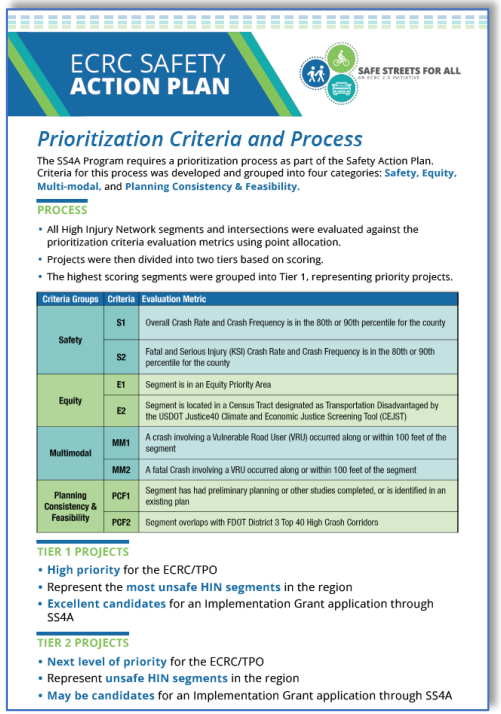
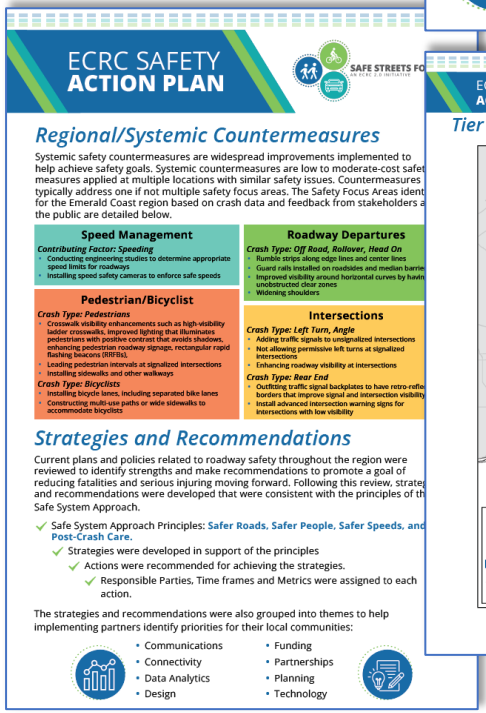
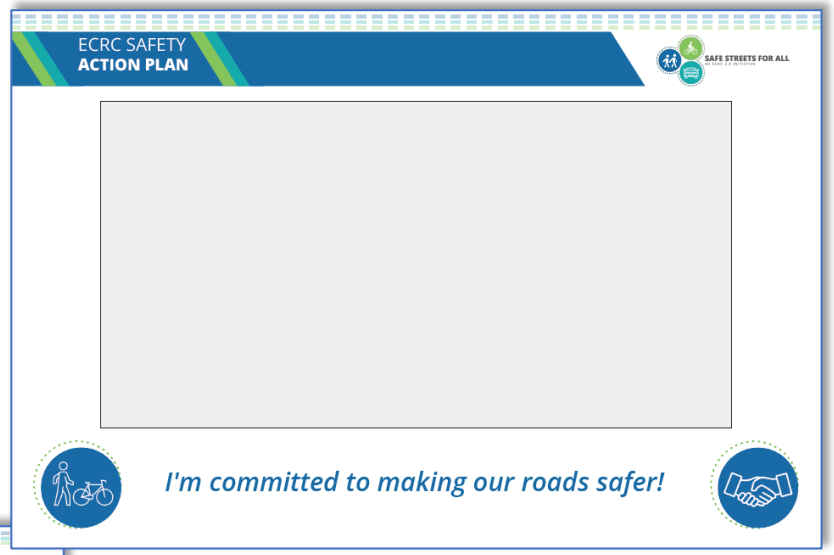
# Public Engagement – Round 2

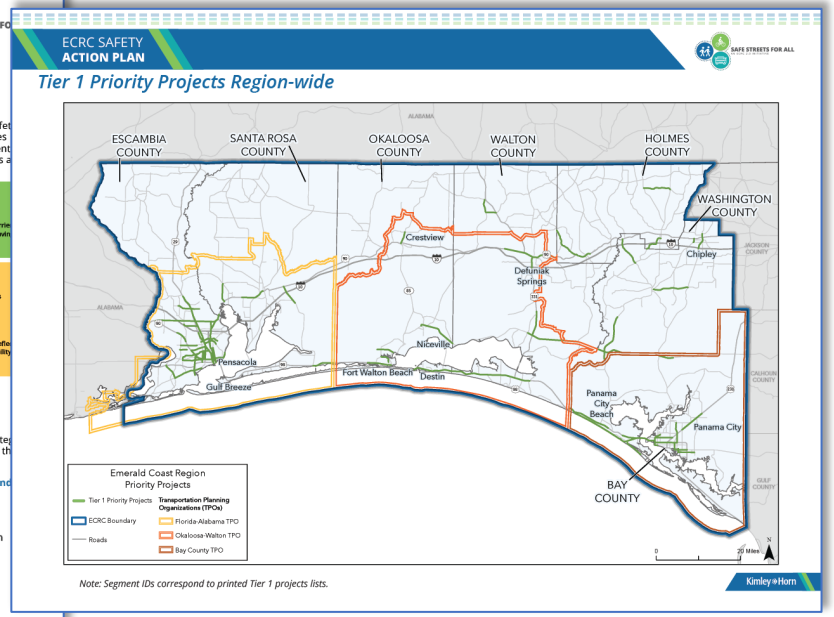
- Background Information / Project Updates
- High Injury Network → Prioritization → Projects
  - *Tier 1 priority segments and intersections*
- Countermeasures, Strategies, and Recommendations

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# ECRC SAP Projects

- All High Injury Network **segments** were evaluated against prioritization criteria
  - Top 10 intersections included for each TPO, not prioritized
- Project segments were then divided into **two tiers based on scoring**
  - Maximum point allocation of **20 points**
    - *All projects scoring **more than 10 points** are considered **Tier 1 Projects***

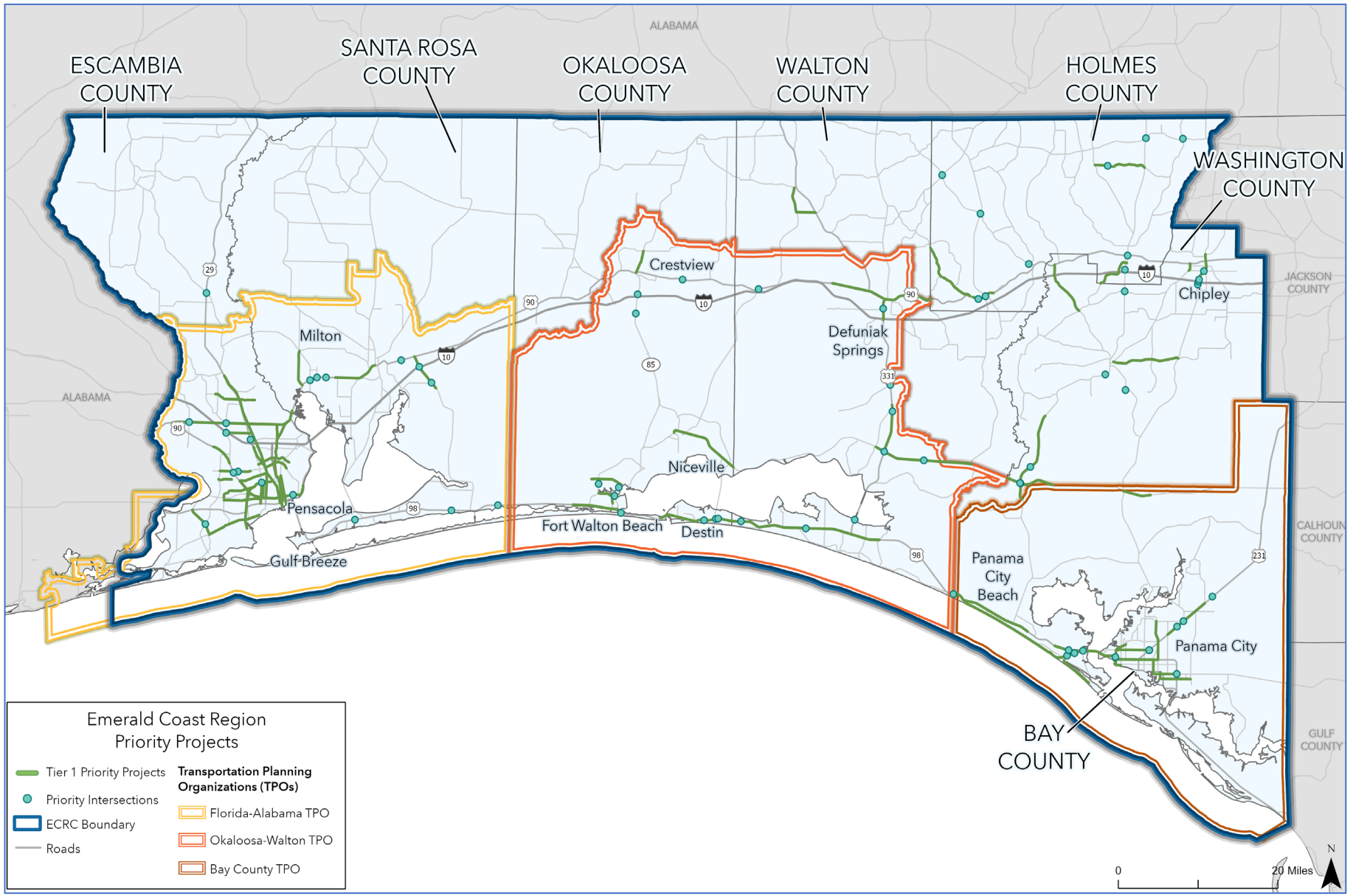
**TIER 1 PROJECTS**

- **High priority** for the ECRC/TPO
- Represent the **most unsafe HIN segments** in the region
- **Excellent candidates** for an Implementation Grant application through SS4A

**TIER 2 PROJECTS**

- **Next level of priority** for the ECRC/TPO
- Represent **unsafe HIN segments** in the region
- **May be candidates** for an Implementation Grant application through SS4A

| Criteria Groups | Criteria | Evaluation Metric |
|---|---|---|
| Safety | S1 | Overall Crash Rate and Crash Frequency is in the 80th or 90th percentile for the county |
| | | ry (KSI) Crash Rate and Crash Frequency is in the 80th or 90th nty |
| | | ty Priority Area |
| | | a Census Tract designated as Transportation Disadvantaged by Climate and Economic Justice Screening Tool (CEJST) |
| | | lnerable Road User (VRU) occurred along or within 100 feet of the |
| | | a VRU occurred along or within 100 feet of the segment |
| | | liminary planning or other studies completed, or is identified in an existing plan |
| Consistency & Feasibility | PCF2 | Segment overlaps with FDOT District 3 Top 40 High Crash Corridors |

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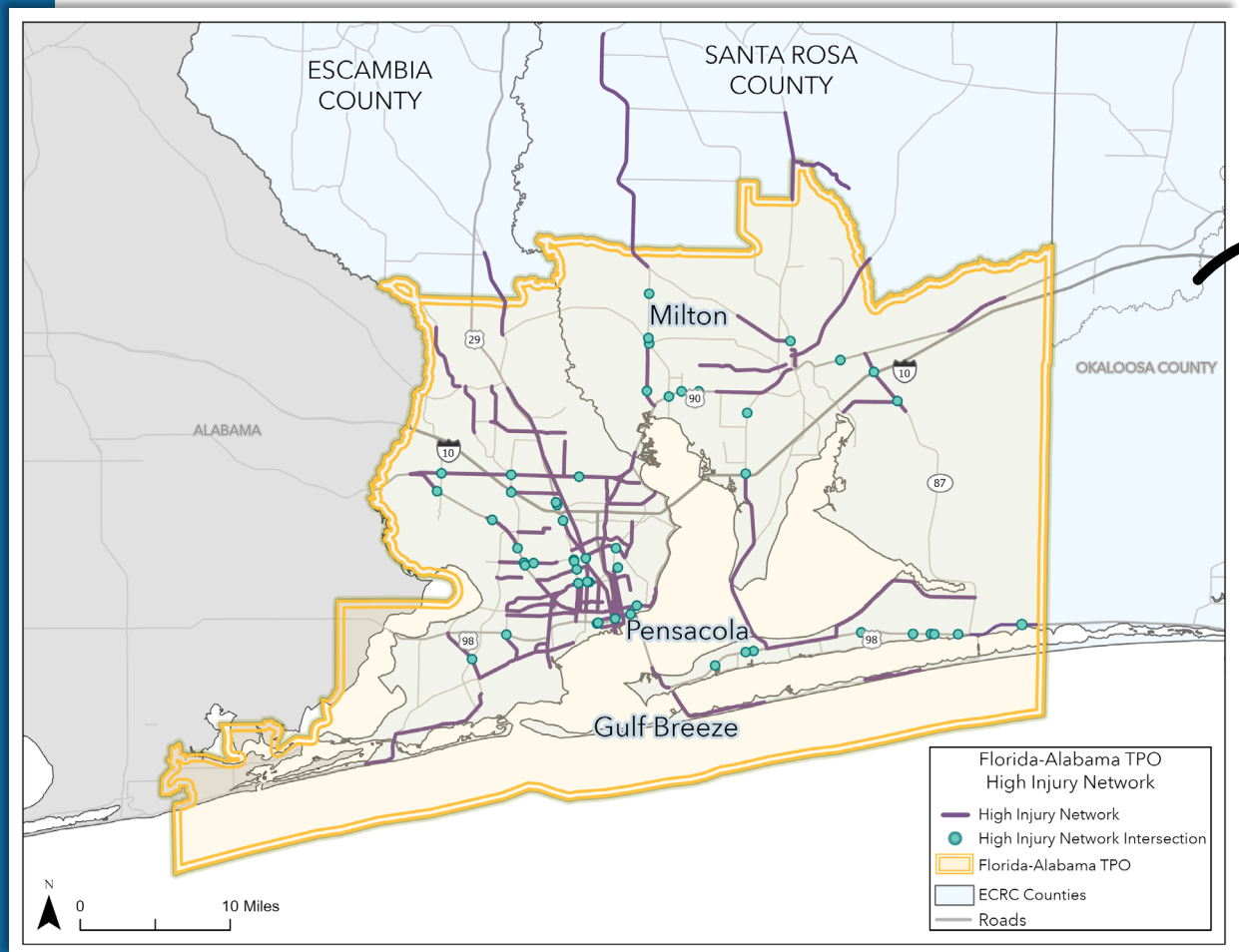
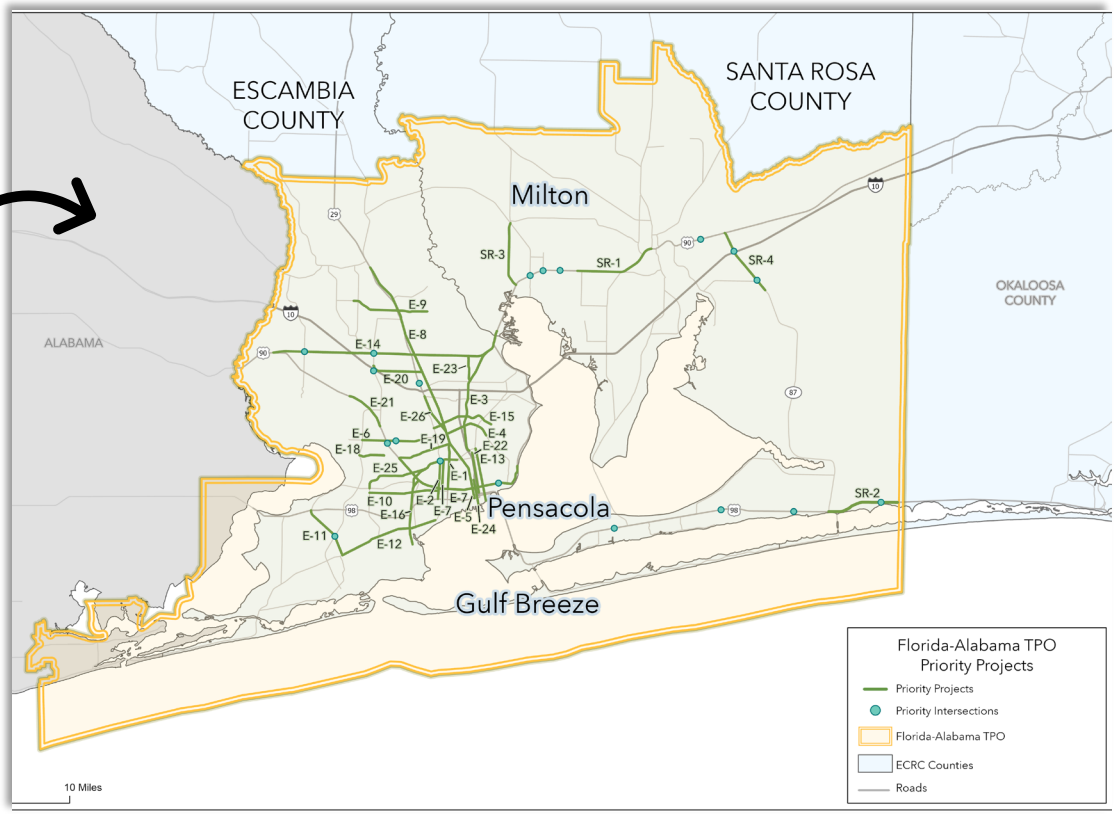
# Florida-Alabama TPO Tier 1 Projects

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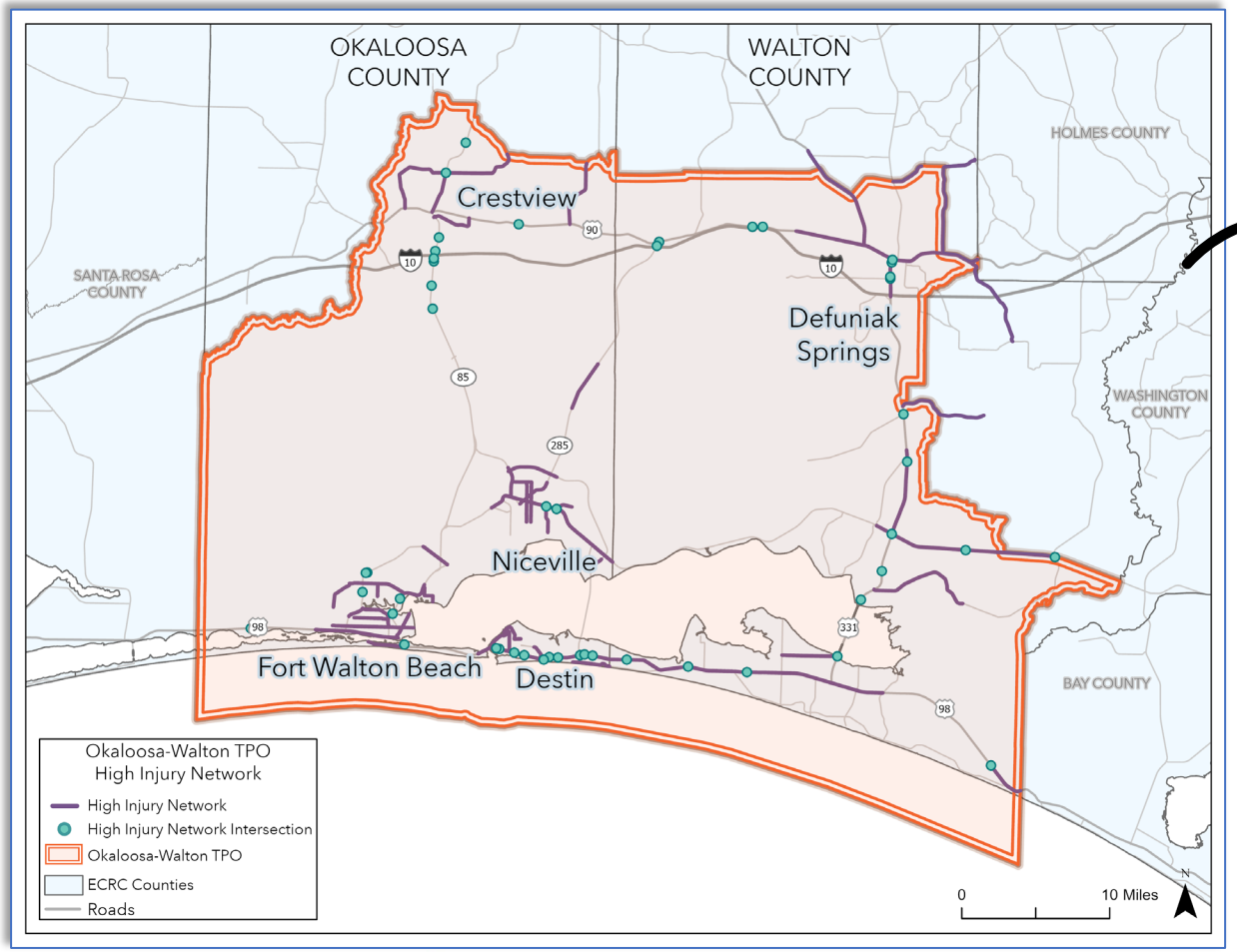
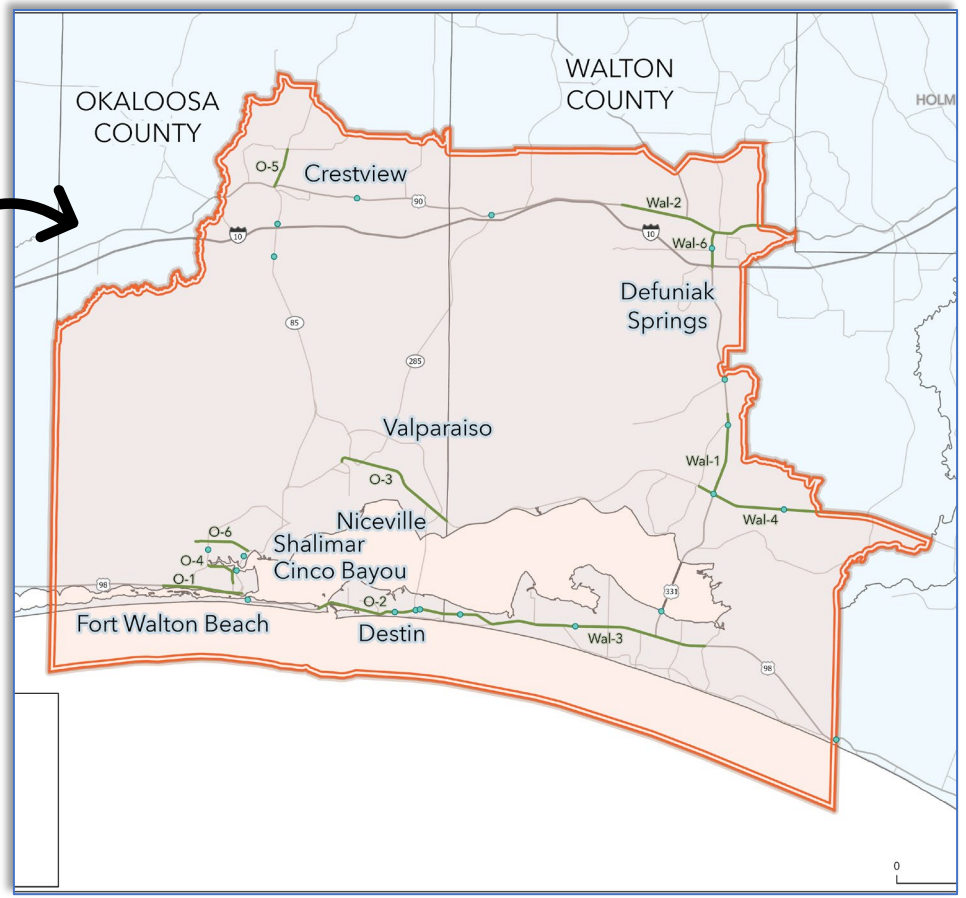
# Okaloosa-Walton TPO Tier 1 Projects

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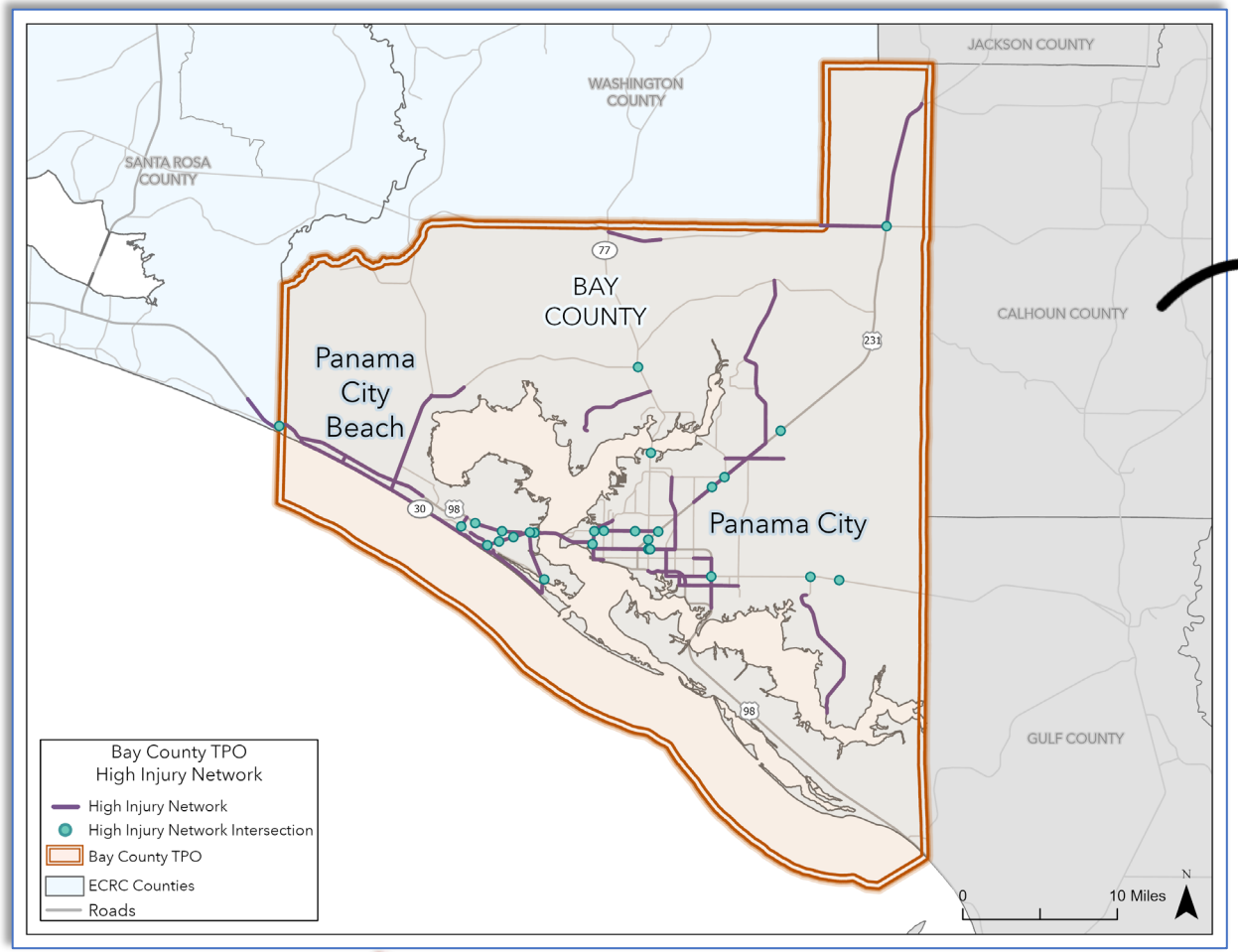
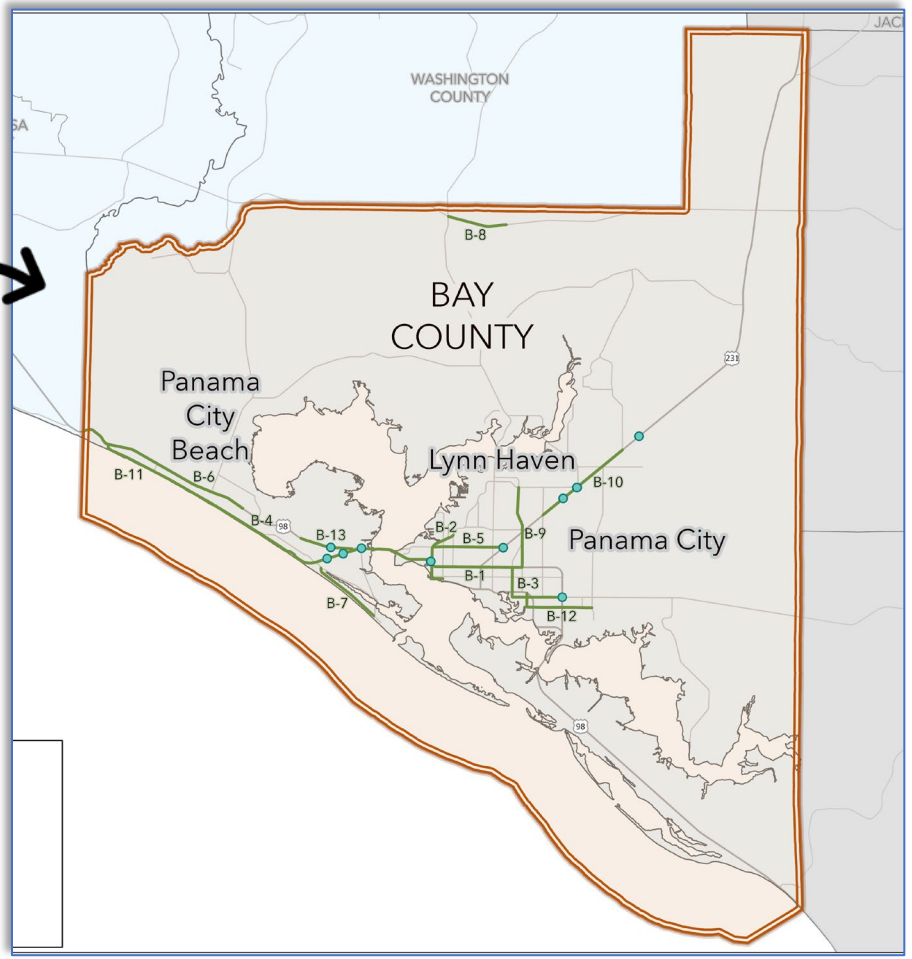
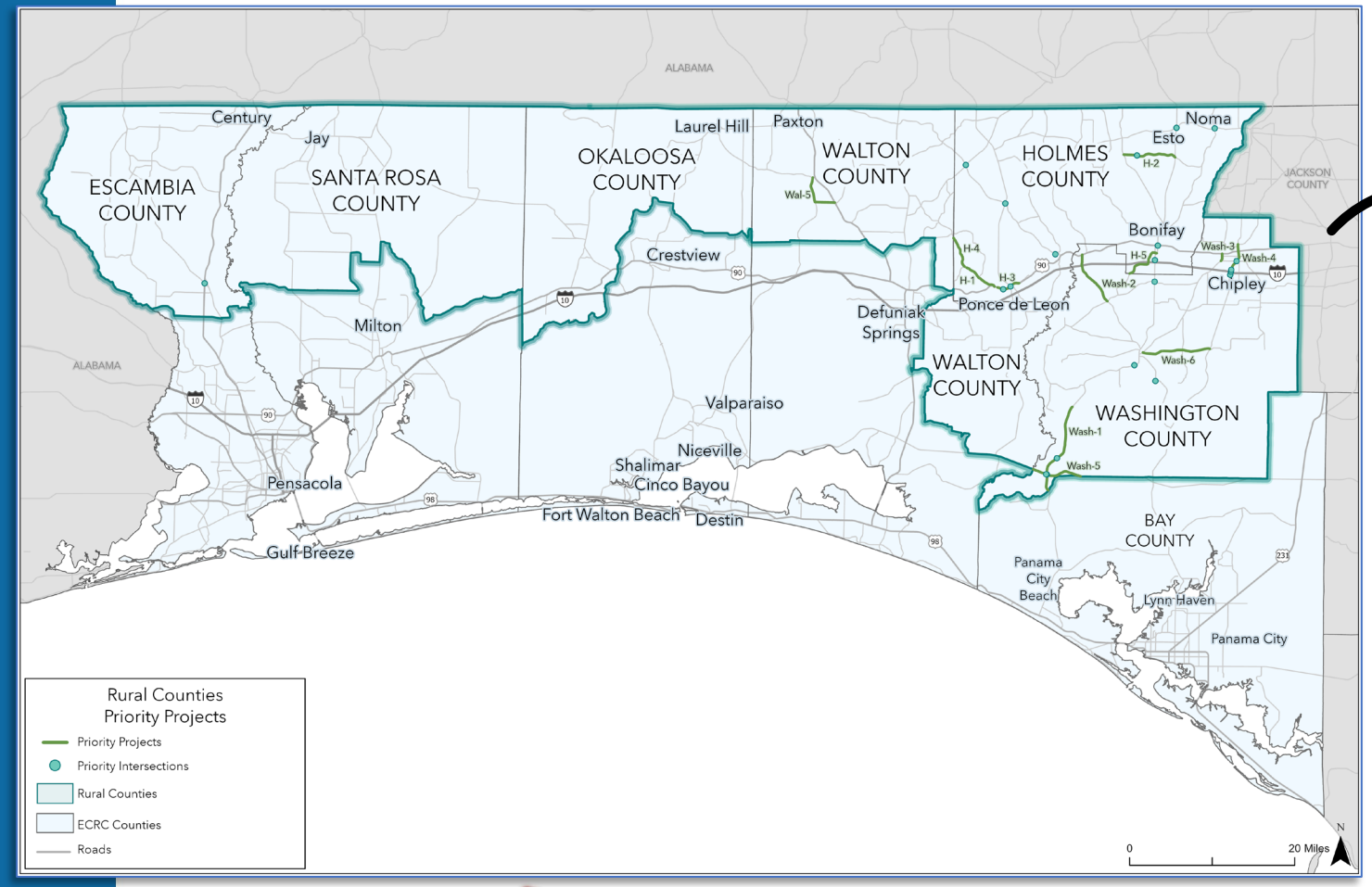
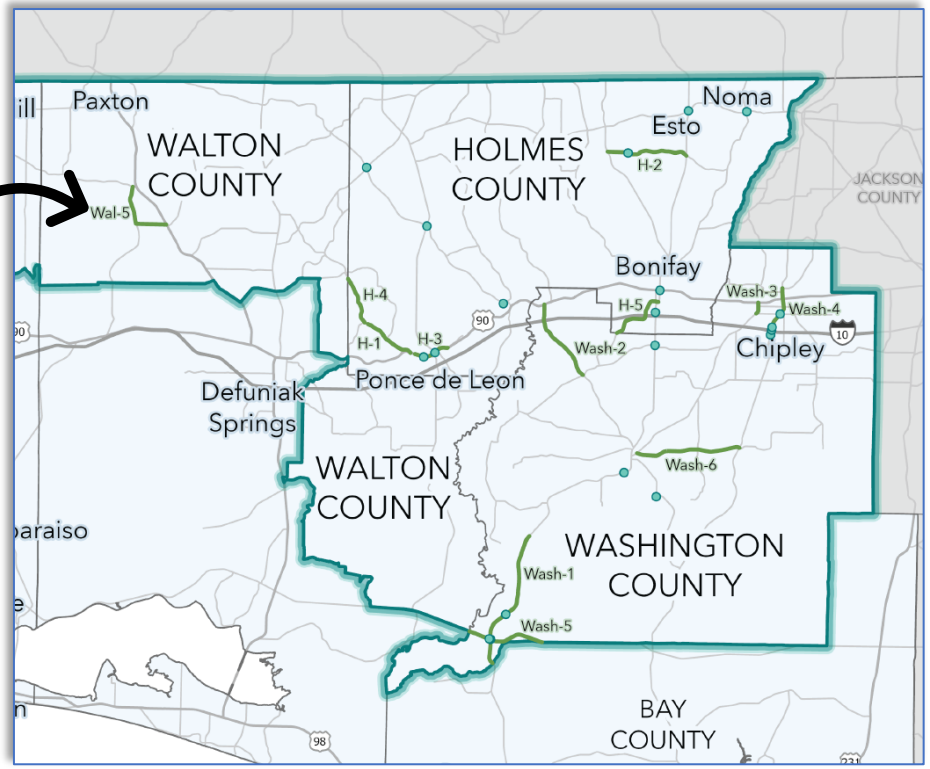
# Bay County TPO Tier 1 Projects



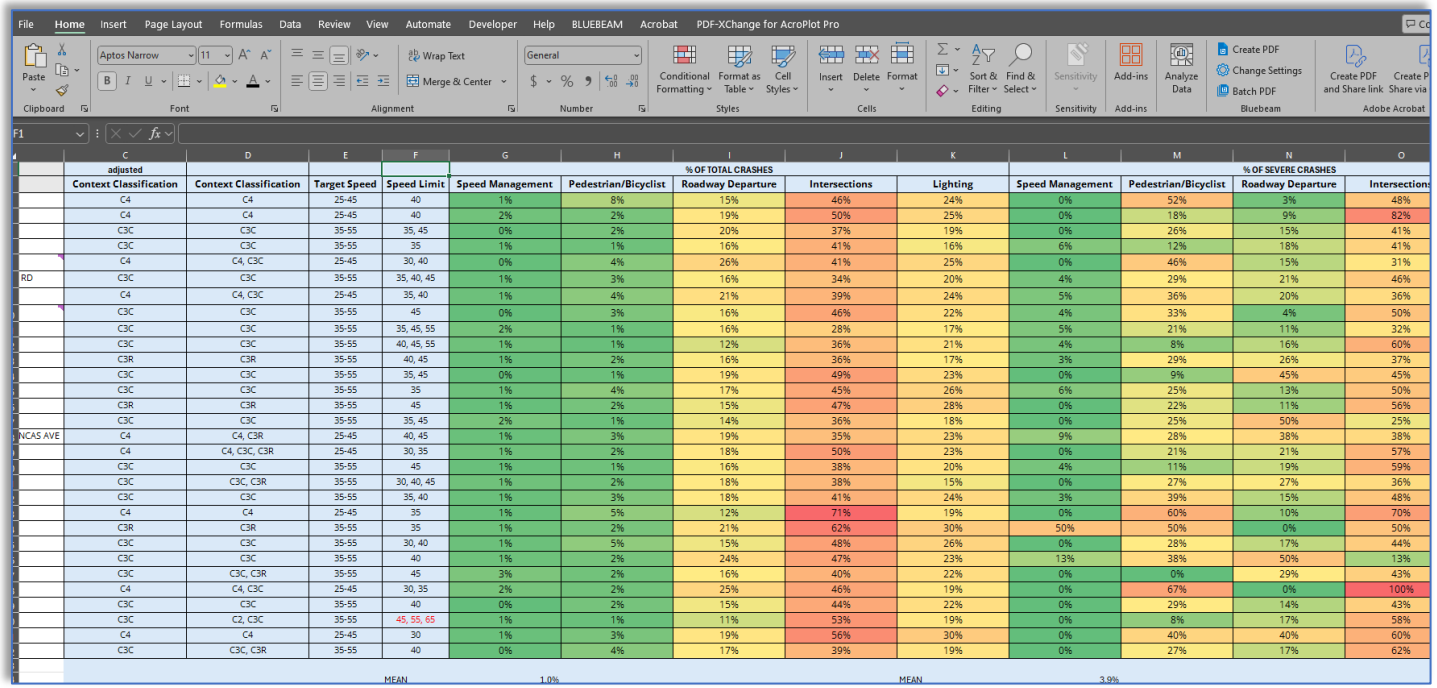
# Rural Counties Tier 1 Projects



# Project Recommendations

- Project recommendations will be shown in a **matrix** in the plan
- **High level** – agencies/local jurisdictions determine local needs
- Matching **crash types** with **FHWA Safety Countermeasure Groups**
  - Speed Management
  - Pedestrian/Bicyclist
  - Roadway Departure
  - Intersections
  - Crosscutting
    - Lighting



| | C | D | E | F | G | H | I | J | K | L | M | N | O |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | adjusted | | | | % OF TOTAL CRASHES | | | | | % OF SEVERE CRASHES | | | |
| | Context Classification | Context Classification | Target Speed | Speed Limit | Speed Management | Pedestrian/Bicyclist | Roadway Departure | Intersections | Lighting | Speed Management | Pedestrian/Bicyclist | Roadway Departure | Intersections |
| | C4 | C4 | 25-45 | 40 | 1% | 8% | 15% | 46% | 24% | 0% | 52% | 3% | 48% |
| | C4 | C4 | 25-45 | 40 | 2% | 2% | 19% | 50% | 25% | 0% | 18% | 9% | 82% |
| | C3C | C3C | 35-55 | 35, 45 | 0% | 2% | 20% | 37% | 19% | 0% | 26% | 15% | 41% |
| | C3C | C3C | 35-55 | 35 | 1% | 1% | 16% | 41% | 16% | 6% | 12% | 18% | 41% |
| | C4 | C4, C3C | 25-45 | 30, 40 | 0% | 4% | 26% | 41% | 25% | 0% | 46% | 15% | 31% |
| RD | C3C | C3C | 35-55 | 35, 40, 45 | 1% | 3% | 16% | 34% | 20% | 4% | 29% | 21% | 46% |
| | C4 | C4, C3C | 25-45 | 35, 40 | 1% | 4% | 21% | 39% | 24% | 5% | 36% | 20% | 36% |
| | C3C | C3C | 35-55 | 45 | 0% | 3% | 16% | 46% | 22% | 4% | 33% | 4% | 50% |
| | C3C | C3C | 35-55 | 35, 45, 55 | 2% | 1% | 16% | 28% | 17% | 5% | 21% | 11% | 32% |
| | C3C | C3C | 35-55 | 40, 45, 55 | 1% | 1% | 12% | 36% | 21% | 4% | 8% | 16% | 60% |
| | C3R | C3R | 35-55 | 40, 45 | 1% | 2% | 16% | 36% | 17% | 3% | 29% | 26% | 37% |
| | C3C | C3C | 35-55 | 35, 45 | 0% | 1% | 19% | 49% | 23% | 0% | 9% | 45% | 45% |
| | C3C | C3C | 35-55 | 35 | 1% | 4% | 17% | 45% | 26% | 6% | 25% | 13% | 50% |
| | C3R | C3R | 35-55 | 45 | 1% | 2% | 15% | 47% | 28% | 0% | 22% | 11% | 56% |
| | C3C | C3C | 35-55 | 35, 45 | 2% | 1% | 14% | 36% | 18% | 0% | 25% | 50% | 25% |
| NCAS AVE | C4 | C4, C3R | 25-45 | 40, 45 | 1% | 3% | 19% | 35% | 23% | 9% | 28% | 38% | 38% |
| | C4 | C4, C3C, C3R | 25-45 | 30, 35 | 1% | 2% | 18% | 50% | 23% | 0% | 21% | 21% | 57% |
| | C3C | C3C | 35-55 | 45 | 1% | 1% | 16% | 38% | 20% | 4% | 11% | 19% | 59% |
| | C3C | C3C, C3R | 35-55 | 30, 40, 45 | 1% | 2% | 18% | 38% | 15% | 0% | 27% | 27% | 36% |
| | C3C | C3C | 35-55 | 35, 40 | 1% | 3% | 18% | 41% | 24% | 3% | 39% | 15% | 48% |
| | C4 | C4 | 25-45 | 35 | 1% | 5% | 12% | 71% | 19% | 0% | 60% | 10% | 70% |
| | C3R | C3R | 35-55 | 35 | 1% | 2% | 21% | 62% | 30% | 50% | 50% | 0% | 50% |
| | C3C | C3C | 35-55 | 30, 40 | 1% | 5% | 15% | 48% | 26% | 0% | 28% | 17% | 44% |
| | C3C | C3C | 35-55 | 40 | 1% | 2% | 24% | 47% | 23% | 13% | 38% | 50% | 13% |
| | C3C | C3C, C3R | 35-55 | 45 | 3% | 2% | 16% | 40% | 22% | 0% | 0% | 29% | 43% |
| | C4 | C4, C3C | 25-45 | 30, 35 | 2% | 2% | 25% | 46% | 19% | 0% | 67% | 0% | 100% |
| | C3C | C3C | 35-55 | 40 | 0% | 2% | 15% | 44% | 22% | 0% | 29% | 14% | 43% |
| | C3C | C2, C3C | 35-55 | 45, 55, 65 | 1% | 1% | 11% | 53% | 19% | 0% | 8% | 17% | 58% |
| | C4 | C4 | 25-45 | 30 | 1% | 3% | 19% | 56% | 30% | 0% | 40% | 40% | 60% |
| | C3C | C3C, C3R | 35-55 | 40 | 0% | 4% | 17% | 39% | 19% | 0% | 27% | 17% | 62% |
| | | | | MEAN | 1.0% | | | | MEAN | 3.9% | | | |

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SAFE STREETS FOR ALL
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# Countermeasure Toolkit

- Presents a variety of countermeasures and describes how they can be applied:
  - General information on each countermeasure
  - FDOT/FHWA reference information
  - Typical placement
  - Cost ranges
  - Considerations

# Regional and Systemic Recommendations

| Top Crash Types | Crash Type | Percent of Killed or Serious Injury Crashes related to Type |
|---|---|---|
| | Left Turn | 24% |
| | Off Road | 16% |
| | Rear End | 9% |
| | Pedestrian | 11% |
| | Angle | 9% |
| | Rollover | 7% |

| Top Contributing Factors | Contributing Factors for KSI Crashes | Percent of Killed or Serious Injury Crashes related to Factor |
|---|---|---|
| | Distracted Driving | 24% |
| | Drugs and Alcohol | 16% |
| | Aggressive Driving | 9% |
| | Speeding | 6% |

**Pedestrian/Bicyclist**

Bicycle Lanes

Crosswalk Visibility Enhancements

Medians and Pedestrian Refuge Islands in Urban and Suburban Areas

Pedestrian Hybrid Beacons

Road Diets (Roadway Reconfiguration)

Walkways

Leading Pedestrian Interval

Rectangular Rapid Flashing Beacons (RRFB)

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# Draft ECRC Safety Action Plan

## How to Use this Plan

This plan can be utilized by stakeholders in a variety of ways, allowing all citizens of the Emerald Coast region to contribute to the ECRC's goal of zero traffic fatalities and serious injuries.

**RESIDENTS of the ECRC** can use this plan to better understand the intersections and corridors that are considered unsafe within their communities.

**TPOs** should use this plan to inform project priority lists and in the development of Long Range Transportation Plans (LRTPs) to promote a focus on roadway safety.

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**LOCAL JURISDICTIONS** can utilize this plan to develop projects, identify funding and allocate resources to address unsafe locations on the transportation network.

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**LAW ENFORCEMENT AGENCIES** can use this plan to better inform programming, for example when employing High Visibility Enforcement (HVE) tactics in areas with elevated levels of speeding, alcohol use, or distracted driving.

### HOW ELSE CAN THIS PLAN BE USED?

**To secure grant funds!**

This Safety Action Plan is compliant with the USDOT Safe Streets and Roads for All (SS4A) Program, which opens the region up to opportunities for funding for future projects. In addition to SS4A, there are several other federal and state grant programs for which the projects in this plan are eligible.

## Safe Streets and Roads for All SS4A

Safe Streets and Roads for All (SS4A) is a USDOT program that supports regional and local initiatives to prevent deaths and serious injuries within the transportation network. Planning, infrastructure, behavioral, and operational initiatives are all eligible for technical assistance and funding through SS4A. The SS4A program's goal of zero roadway deaths is informed by the Safe System Approach, which was developed by USDOT to guide the development of transportation projects and programs that prioritize human safety.

S|S 4|A

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## Need for a Safety Action Plan in the Emerald Coast

In recent years, the Emerald Coast region's transportation system has become increasingly dangerous. Of the Florida Department of Transportation (FDOT) District 3 Top 40 High Crash Corridors, 30 of these corridors are located within the Emerald Coast region. Fatal and serious injury crashes in the region occur frequently. Within the region's transportation network, there is a fatality rate of 18.7 deaths per 100,000 people, higher than Florida's state average of 15.9 deaths per 100,000 people.

| Emerald Coast Fatality Rate | Florida Fatality Rate |
|---|---|
| = 18.7 deaths per 100,000 people | = 15.9 deaths per 100,000 people |

Between 2019 to 2023, there were more than 135,000 crashes in the Emerald Coast region, ranging in severity. Of these crashes, 901 resulted in a fatality and 3,072 resulted in a serious injury, totaling nearly 4,000 crashes that permanently altered lives or cut them short.

| Total Crash Number | Serious Injury Crash Number | Fatal Crash Number |
|---|---|---|
| 135,000 | 3,072 | 901 |

Of the nearly 4,000 fatal and serious injury crashes that occurred between 2019 and 2023, 730 crashes involved vulnerable road users (VRUs) such as pedestrians, bicyclists, and motorcyclists. VRUs involved in a crash are more likely to be killed or seriously injured than people traveling in vehicles because they have little protection, if any, to absorb the impact of a collision. Of all pedestrian, bicyclist, and motorcyclist crashes that occurred in the region during this five-year period, 53% resulted in a fatality or serious injury.

*FIGURE 1: PROPORTION OF BICYCLE, PEDESTRIAN, AND MOTORCYCLE CRASHES THAT RESULTED IN A FATALITY OR SERIOUS INJURY*

32% of pedestrian crashes resulted in a fatality or serious injury

15% of bicycle crashes resulted in a fatality or serious injury

6% of motorcycle crashes resulted in a fatality or serious injury



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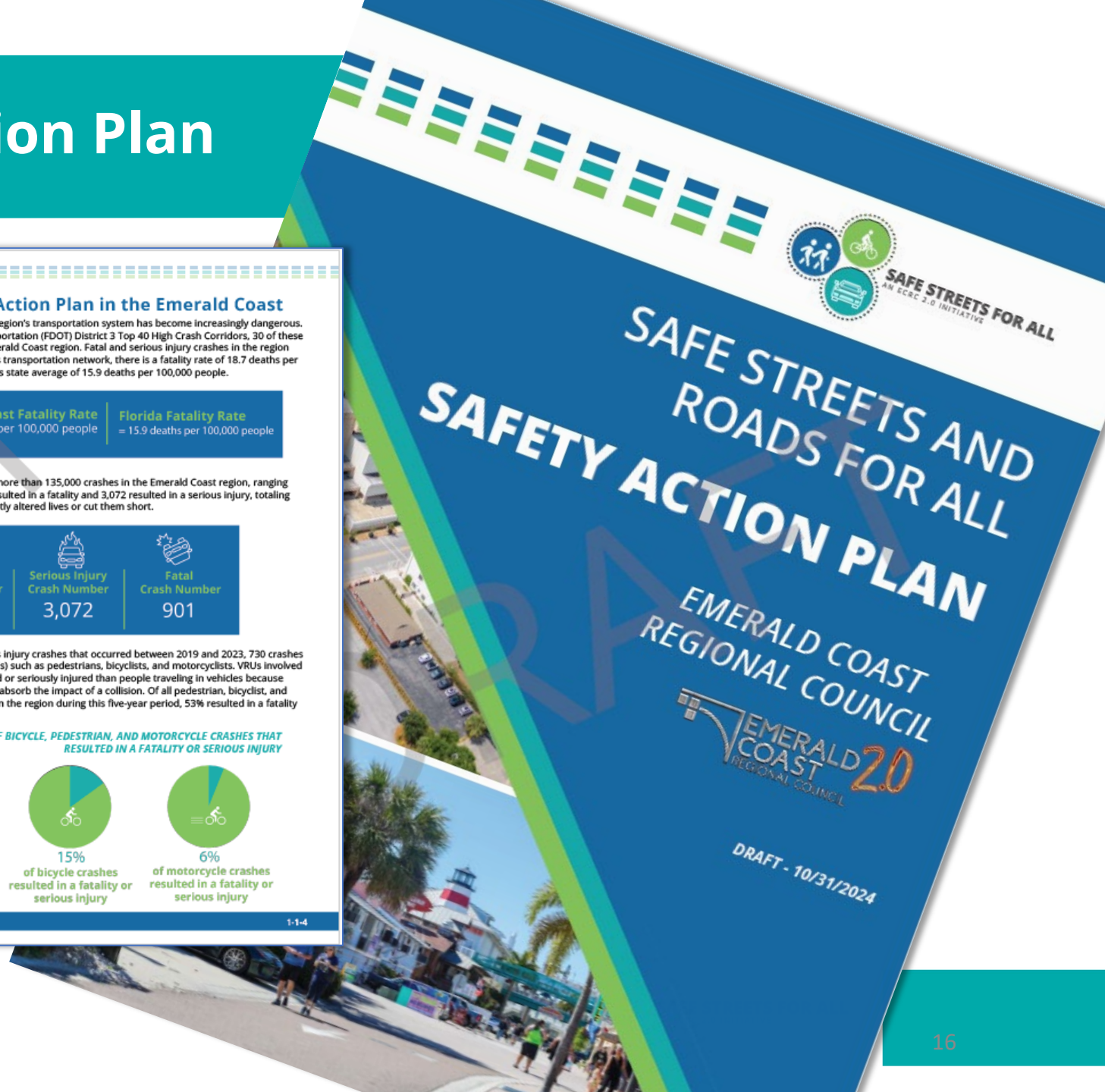


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# Next Steps

- **Finalize Plan**
  - Accepting comments from the Task Force through 11/8
- **Final Task Force Meeting**
  - Focused on Implementation, Progress and Reporting
- **ECRC Board Adoption - December**

# Final Task Force Meeting:

December

SAFE STREETS FOR ALL
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EMERALD COAST REGIONAL COUNCIL 2.0

# Emerald Coast Regional Council (ECRC) Safety Action Plan

Task Force Meeting #7 – Meeting Minutes

December 4, 2024, 2:00 – 3:00 PM CST

**Attendees:**

- Allison Patton – City of Pensacola
- Cliff Johnson – Bay County Engineering
- Joe Bodi – City of Destin
- Jason Fulghum – Okaloosa County Sheriff's Department
- Jeffrey Cozadd – City of Destin
- Kristen Shell – City of Niceville
- Miranda Sargent – Santa Rosa County
- Michel Lewis – FDOT District 3
- Alaina Webb – FDOT District 3
- Andy White – FDOT District 3
- Gretchen Peoples – FDOT District 3
- Rebecca Jones – Santa Rosa County
- Scott Bitterman – Okaloosa County
- Wendy Gavin – City of Pensacola
- Zakkiyyah "Zee" Osuigwe – Santa Rosa County
- Jill Nobles – ECRC
- Kandase Lee – ECRC
- Annie Arguello - ECRC
- Howard Vanselow – ECRC
- Gary Kramer – ECRC
- Jessica Walton – ECRC
- Leandra Meredith – ECRC
- Tiffany Bates - ECRC
- Lindsay Slautterback – Kimley-Horn
- Jared Schneider – Kimley-Horn
- Alyssa Stutzman – Kimley-Horn
- Vincent Spahr – Kimley-Horn
- Chloe McCrary – Kimley-Horn

**Agenda:**

- Welcome / Attendance
- Draft Plan Comments and Updates
- Suggested Responsibilities for Task Force Members

---

Jill Nobles (ECRC) began the meeting with introductions and reviewed the agenda. The group was informed the meeting will be recorded and available online. Jill introduced Lindsay Slautterback (Kimley-Horn) as consultant presenter.

**Project Schedule Update**

- November: Task Force meeting #6, finalize projects lists, and finalize plan.
- December: Final Task Force meeting, ECRC board adoption.

- Once adopted, the plan will be available for any local agencies wanting to use it for a SS4A application.

The Draft ECRC Safety Action Plan is available online. The Task Force was asked to review it and provide feedback.

**Financial and Intangible Costs**

- Financial cost of crashes – region-specific data from FDOT FDM and the National Highway Traffic Safety Administration indicates more than $12 billion in costs for serious and fatal crashes in the region during the 2019 to 2023 timeframe.
- Intangible cost of crashes – immeasurable emotional and physical tolls of severe crashes on individuals and the community.

**Update HIN and Priority Project Limits**

Minor limit name updates can be made to the HIN and Priority Projects. No new segments will be added at this time.

**Countermeasures Matrix**

The matrix matches crash types along each segment to FHWA countermeasure groups:

- Speed Management
- Pedestrian/Bicyclist
- Roadway Departure
- Intersections
- Crosscutting (Lighting)

The countermeasure groups correlate with the specific measures outlined in the Countermeasures Toolkit. All Tier 1 Priority Projects were paired with countermeasures.

**Countermeasures Toolkit**

The toolkit provides information on each of the 32 Proven Safety Countermeasures from FHWA. That includes general cost, timeframe, and crash reduction factor. This is intended to be a guide for partners. It can be incorporate into planning and project development.

**Suggested Responsibilities for Task Members**

- **Expectations**
  - Pursue funding for projects from the Safety Action Plan.
  - Be an advocate for the different projects and recommendations outlined in the plan.
  - Stay up to date on local transportation safety issues.
  - Implement safety improvements into planned projects.
  - Consider other methods to incorporate safety outside of infrastructure (education, behavior change).
  - Provide expertise and guidance to other jurisdictions pursuing roadway safety projects.

- **SS4A Compliant Safety Action Plan**
  - ECRC plan meets all eligibility requirements for SS4A funding (implementation grants and planning and demonstration grants)
    - There will be an eligibility checklist at the beginning of the final Safety Action Plan to help partners when applying for funding through SS4A.

- **Develop a Local Safety Action Plan**
    - Developing a local action plan allows partners to evaluate local roads and concerns that may not be represented in the regional action plan.

- **Priority Projects to Carry Forward**
    - Priority Projects were identified as the most dangerous road segments in the region.
    - Select from the Priority Projects and use the Countermeasure Matrix and Toolkit to develop a plan for a grant application.

- **Policy & Program Actions to Carry Forward**
    - At a regional level, it is difficult to develop specific actions and require implementation at the local level.
    - These strategies were developed high level as recommendations for local governments to adapt and implement as appropriate.

Safer Vehicles (the fifth Safe System Approach principle) was added to the final plan. It is an important principle to include and correlates to the other projects on the 7-Layer Cake.

**Monitoring and Reporting**
ECRC is required to monitor and report progress on the implementation of the Safety Action Plan.

- An annual report card with performance measures has been developed for ECRC as well as for each TPO and the Rural Areas.
- It is a way to track metrics for each year, evaluate what is working, and if we are moving towards the goal of zero roadway fatalities.
- Partnering agencies and organizations are encouraged to track their progress at the local level using these metrics as a guide.

**SS4A Plan Implementation Webinar**

- "Turning Your Action Plan into Funded Projects" – December 10th, 3 PM to 4 PM EST
- QR code to sign-up is provide and the link was sent in the chat.

Lindsay and Jill thanked the Task Force for their participation throughout the Safety Action Plan development. The meeting was opened for questions and comments.

**Questions and Comments**
It was asked if the webinar will be recorded.

- Jill explained it should be recorded, but it is recommended you register even if you cannot attend. The recording will likely be emailed to attendees list.

Michael Lewis (FDOT District 3) asked if there was a way to help the rural counties.

- Kandase Lee (ECRC) shared there are different ways to help. The rural counties are eligible under this plan for grant applications. Help can also be through work programs to find non-federal funds and look at other grant programs.

All agencies in the region can apply for a SS4A grant because of this plan.

- They will likely have more success if the project is on the Priority Project list; however, applications for other segments can be submitted if there is data to support it.
- If a road segment is not on the list, it may be used for an application if it correlates with the policy and programmatic suggestions.

It is okay if local Safety Action Plans do not match the ECRC Safety Action Plan.

Scott Bitterman (Okaloosa County) discussed the Okaloosa County segment noted in the presentation. It will be checked and confirmed that the limits are correct.

**Closing Remarks**

- Jill noted it is important to keep track of progress throughout the region. She will be asking local areas what has been completed during the years.
- The TPOs are being asked to accept the plan next week at the board meetings. ECRC will then adopt the plan and the Vision Zero goal. The goal is December 31, 2025.
- This presentation will be distributed following the meeting, and the recording will be available online.
- There are Certificates of Appreciation for all Task Force members. For those attending virtually, Jill will have theirs at the TPO meetings.

***End of meeting.***

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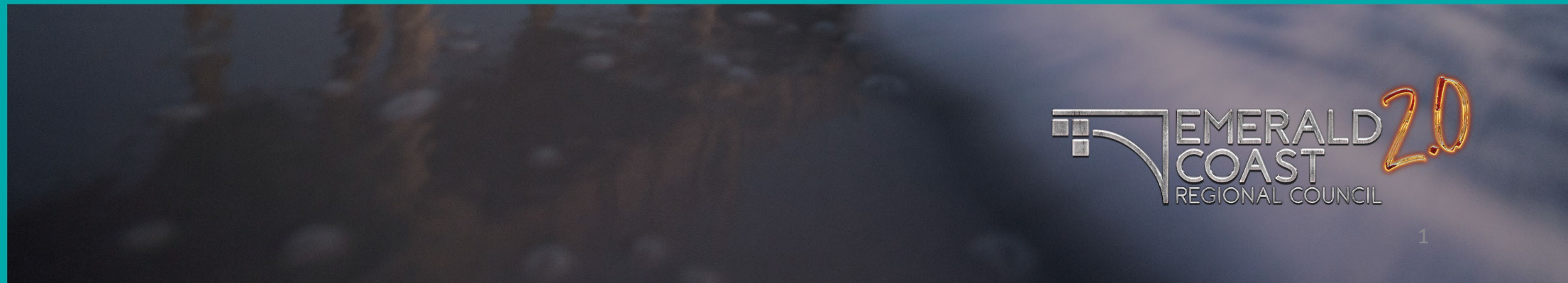
# SS4A Safety Action Plan

*Task Force Meeting #7*



EMERALD COAST REGIONAL COUNCIL 2.0

# Agenda

- Welcome / Attendance
- Draft Plan Comments and Updates
- Suggested Responsibilities for Task Force Members

EMERALD COAST REGIONAL COUNCIL 2.0

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

# Project Schedule Update

## November

- Task Force Meeting #6
- Finalize Projects Lists
- Finalize Plan

## December

- Final Task Force Meeting
- ECRC Board Adoption

*We're Here!*

# Draft Plan Comments and Updates

# Draft ECRC Safety Action Plan

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S|S 4|A

U.S. Department of Transportation



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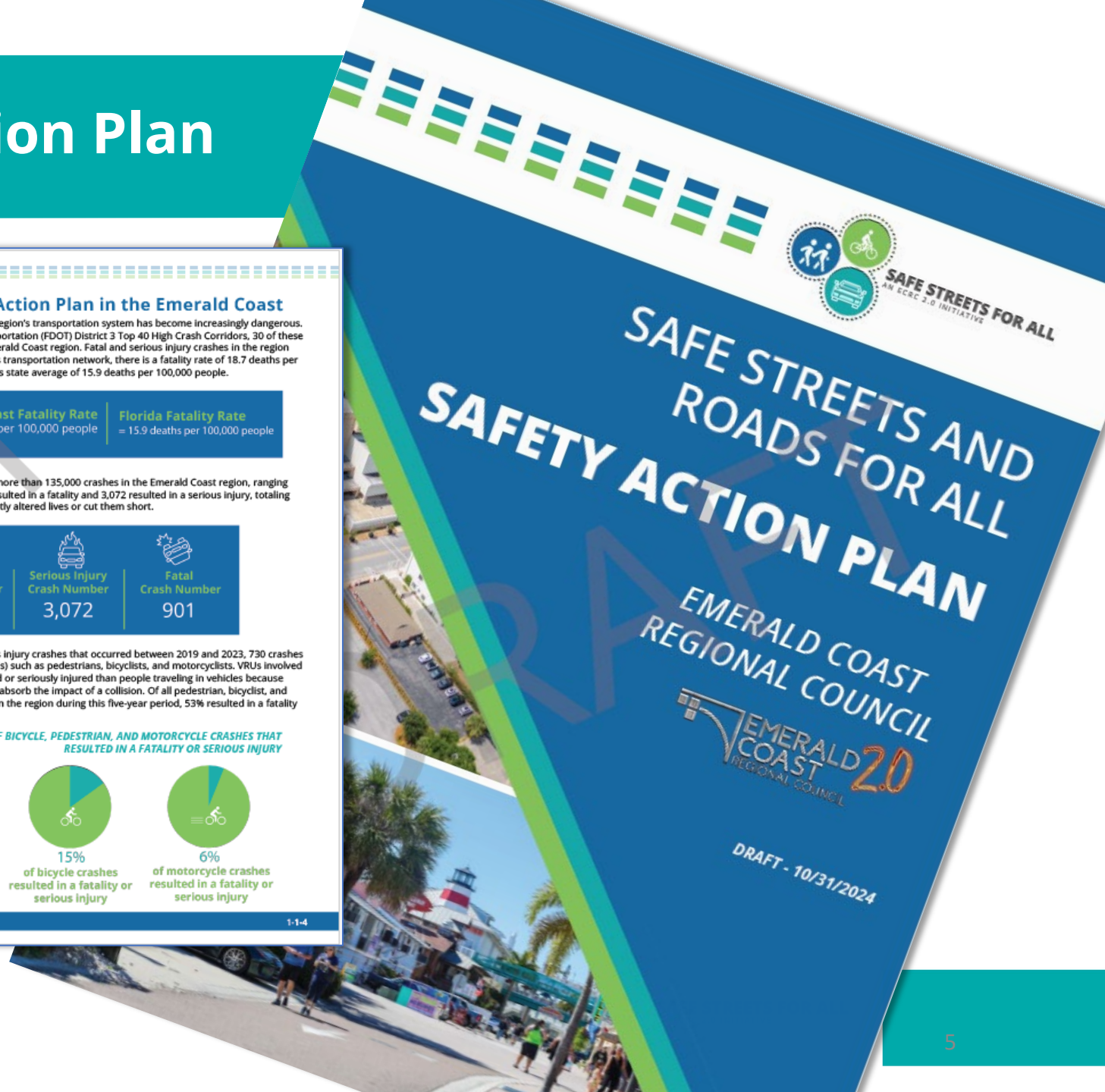
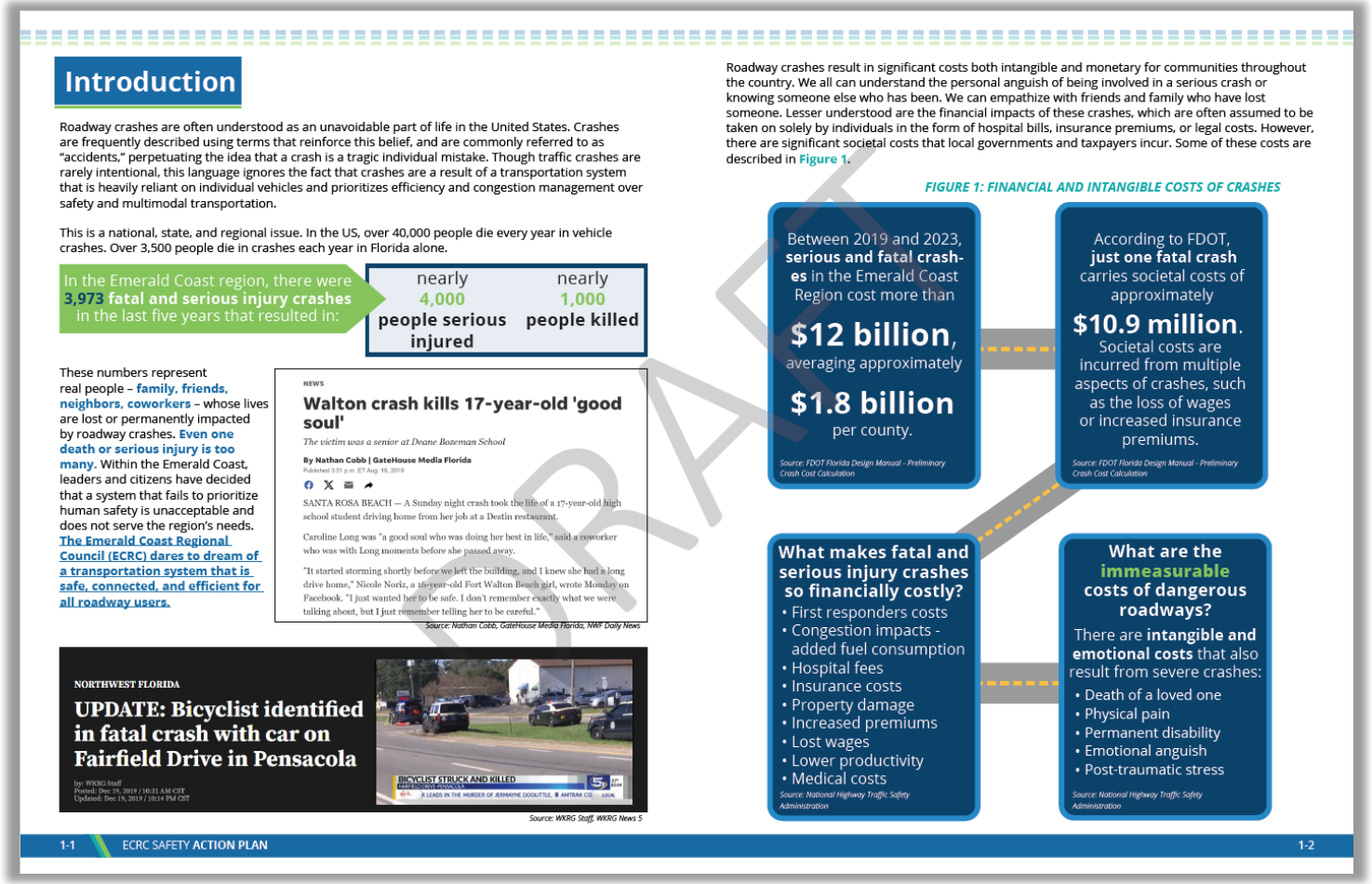



EMERALD COAST REGIONAL COUNCIL 2.0

# Financial and Intangible Costs

- **Plan personalization** – newspaper clips for crashes that occurred in the ECRC region
- **Financial cost of crashes** – region-specific data from FDOT FDM and the National Highway Traffic Safety Administration
- **Intangible cost of crashes** – highlighting the immeasurable emotional and physical tolls of severe crashes on individuals and our communities



## Introduction

Roadway crashes are often understood as an unavoidable part of life in the United States. Crashes are frequently described using terms that reinforce this belief, and are commonly referred to as "accidents," perpetuating the idea that a crash is a tragic individual mistake. Though traffic crashes are rarely intentional, this language ignores the fact that crashes are a result of a transportation system that is heavily reliant on individual vehicles and prioritizes efficiency and congestion management over safety and multimodal transportation.

This is a national, state, and regional issue. In the US, over 40,000 people die every year in vehicle crashes. Over 3,500 people die in crashes each year in Florida alone.

In the Emerald Coast region, there were **3,973 fatal and serious injury crashes** in the last five years that resulted in:

nearly **4,000** people serious injured

nearly **1,000** people killed

These numbers represent real people – **family, friends, neighbors, coworkers** – whose lives are lost or permanently impacted by roadway crashes. **Even one death or serious injury is too many.** Within the Emerald Coast, leaders and citizens have decided that a system that fails to prioritize human safety is unacceptable and does not serve the region's needs. **The Emerald Coast Regional Council (ECRC) dares to dream of a transportation system that is safe, connected, and efficient for all roadway users.**

NEWS

**Walton crash kills 17-year-old 'good soul'**

*The victim was a senior at Deane Bozeman School*

By Nathan Cobb | GateHouse Media Florida

SANTA ROSA BEACH — A Sunday night crash took the life of a 17-year-old high school student driving home from her job at a Destin restaurant.

Caroline Long was "a good soul who was doing her best in life," said a coworker who was with Long moments before she passed away.

"It started storming shortly before we left the building, and I knew she had a long drive home," Nicole Noriz, a 16-year-old Fort Walton Beach girl, wrote Monday on Facebook. "I just wanted her to be safe. I don't remember exactly what we were talking about, but I just remember telling her to be careful."

Source: Nathan Cobb, GateHouse Media Florida, NWF Daily News

NORTHWEST FLORIDA

**UPDATE: Bicyclist identified in fatal crash with car on Fairfield Drive in Pensacola**

by: WKRG Staff
Posted: Dec 19, 2019 / 10:31 AM CST
Updated: Dec 19, 2019 / 10:14 PM CST

BICYCLIST STRUCK AND KILLED

Source: WKRG Staff, WKRG News 5

Roadway crashes result in significant costs both intangible and monetary for communities throughout the country. We all can understand the personal anguish of being involved in a serious crash or knowing someone else who has been. We can empathize with friends and family who have lost someone. Lesser understood are the financial impacts of these crashes, which are often assumed to be taken on solely by individuals in the form of hospital bills, insurance premiums, or legal costs. However, there are significant societal costs that local governments and taxpayers incur. Some of these costs are described in Figure 1.

*FIGURE 1: FINANCIAL AND INTANGIBLE COSTS OF CRASHES*

Between 2019 and 2023, **serious and fatal crashes** in the Emerald Coast Region cost more than **$12 billion**, averaging approximately **$1.8 billion** per county.

Source: FDOT Florida Design Manual - Preliminary Crash Cost Calculation

According to FDOT, **just one fatal crash** carries societal costs of approximately **$10.9 million**. Societal costs are incurred from multiple aspects of crashes, such as the loss of wages or increased insurance premiums.

Source: FDOT Florida Design Manual - Preliminary Crash Cost Calculation

**What makes fatal and serious injury crashes so financially costly?**

- First responders costs
- Congestion impacts - added fuel consumption
- Hospital fees
- Insurance costs
- Property damage
- Increased premiums
- Lost wages
- Lower productivity
- Medical costs

Source: National Highway Traffic Safety Administration

**What are the immeasurable costs of dangerous roadways?**

There are **intangible and emotional costs** that also result from severe crashes:

- Death of a loved one
- Physical pain
- Permanent disability
- Emotional anguish
- Post-traumatic stress

Source: National Highway Traffic Safety Administration

1-1 ECRC SAFETY ACTION PLAN 1-2

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# Updated HIN and Priority Project Limits

- Minor **HIN and Priority Project limit name updates** for Okaloosa-Walton TPO
- Final document will spell out all abbreviations: St., Rd., Pkwy, Hwy, etc.

| Okaloosa-Walton TPO Priority Projects | | | |
|---|---|---|---|
| **County** | **Roadway** | **Begin** | **End** |
| Okaloosa-1 | Miracle Strip Pkwy E | County Line | Brooks St SE |
| Okaloosa-4 | Beal Pkwy | Hollywood Blvd | Oak St |

| Okaloosa-Walton TPO Priority Projects | | | |
|---|---|---|---|
| **County** | **Roadway** | **Begin** | **End** |
| Okaloosa-1 | Miracle Strip Pkwy E | Kerwood Rd | Brooks St SE |
| Okaloosa-4 | Beal Pkwy | Hollywood Blvd | Mary Esther Cutoff |

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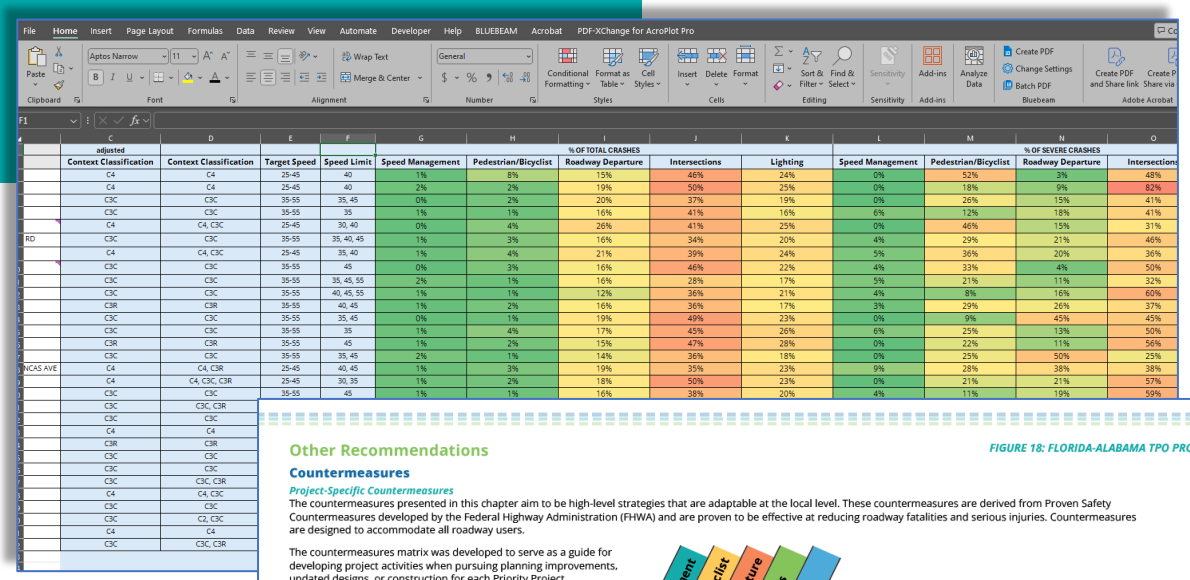
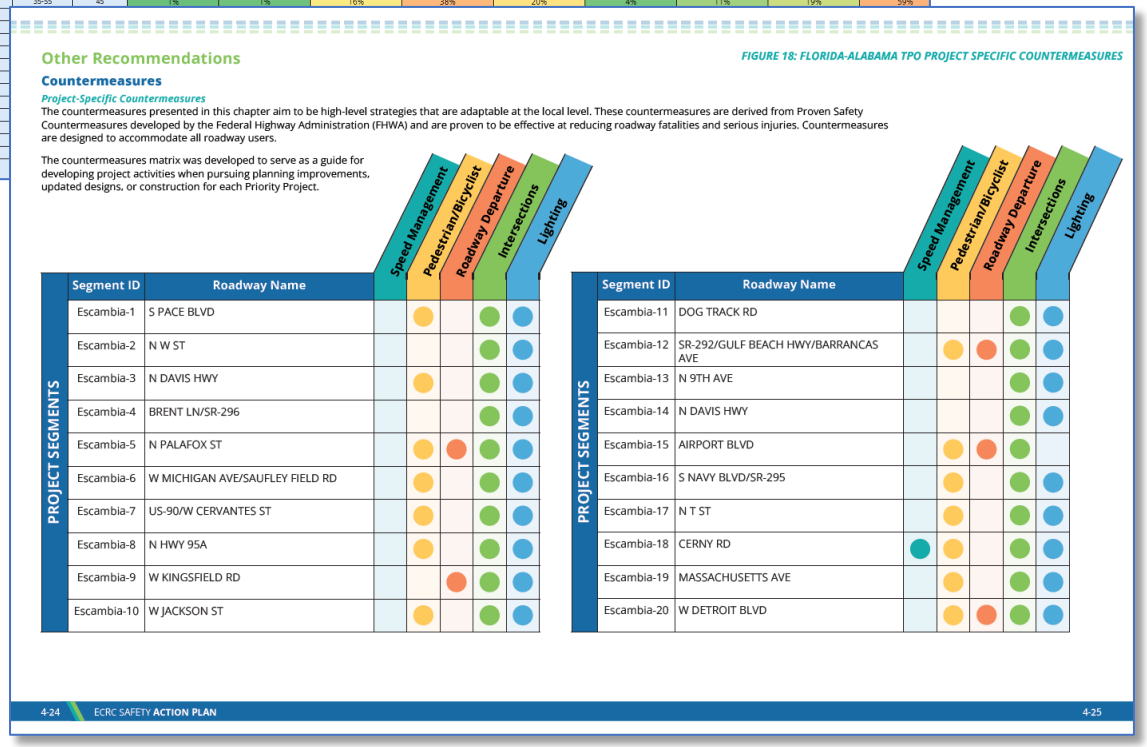
# Countermeasure Matrix

- Matches **crash types** with **FHWA Safety Countermeasure Groups**
  - Speed Management
  - Pedestrian/Bicyclist
  - Roadway Departure
  - Intersections
  - Crosscutting
    - Lighting
- **FHWA Safety Countermeasure Groups** then correlate with specific measures outlined in the **Countermeasures Toolkit**





## Other Recommendations

FIGURE 18: FLORIDA-ALABAMA TPO PROJECT SPECIFIC COUNTERMEASURES

### Countermeasures

*Project-Specific Countermeasures*

The countermeasures presented in this chapter aim to be high-level strategies that are adaptable at the local level. These countermeasures are derived from Proven Safety Countermeasures developed by the Federal Highway Administration (FHWA) and are proven to be effective at reducing roadway fatalities and serious injuries. Countermeasures are designed to accommodate all roadway users.

The countermeasures matrix was developed to serve as a guide for developing project activities when pursuing planning improvements, updated designs, or construction for each Priority Project.

PROJECT SEGMENTS

| Segment ID | Roadway Name | Speed Management | Pedestrian/Bicyclist | Roadway Departure | Intersections | Lighting |
|---|---|---|---|---|---|---|
| Escambia-1 | S PACE BLVD | | ● | | ● | ● |
| Escambia-2 | N W ST | | | | ● | ● |
| Escambia-3 | N DAVIS HWY | | ● | | ● | ● |
| Escambia-4 | BRENT LN/SR-296 | | | | ● | ● |
| Escambia-5 | N PALAFOX ST | | ● | ● | ● | ● |
| Escambia-6 | W MICHIGAN AVE/SAUFLEY FIELD RD | | ● | | ● | ● |
| Escambia-7 | US-90/W CERVANTES ST | | ● | | ● | ● |
| Escambia-8 | N HWY 95A | | ● | | ● | ● |
| Escambia-9 | W KINGSFIELD RD | | | ● | ● | ● |
| Escambia-10 | W JACKSON ST | | ● | | ● | ● |

PROJECT SEGMENTS

| Segment ID | Roadway Name | Speed Management | Pedestrian/Bicyclist | Roadway Departure | Intersections | Lighting |
|---|---|---|---|---|---|---|
| Escambia-11 | DOG TRACK RD | | | | ● | ● |
| Escambia-12 | SR-292/GULF BEACH HWY/BARRANCAS AVE | | ● | ● | ● | ● |
| Escambia-13 | N 9TH AVE | | | | ● | ● |
| Escambia-14 | N DAVIS HWY | | | | ● | ● |
| Escambia-15 | AIRPORT BLVD | | ● | ● | ● | |
| Escambia-16 | S NAVY BLVD/SR-295 | | ● | | ● | ● |
| Escambia-17 | N T ST | | ● | | ● | ● |
| Escambia-18 | CERNY RD | ● | ● | | ● | ● |
| Escambia-19 | MASSACHUSETTS AVE | | ● | | ● | ● |
| Escambia-20 | W DETROIT BLVD | | ● | ● | ● | ● |

4-24 ECRC SAFETY ACTION PLAN 4-25

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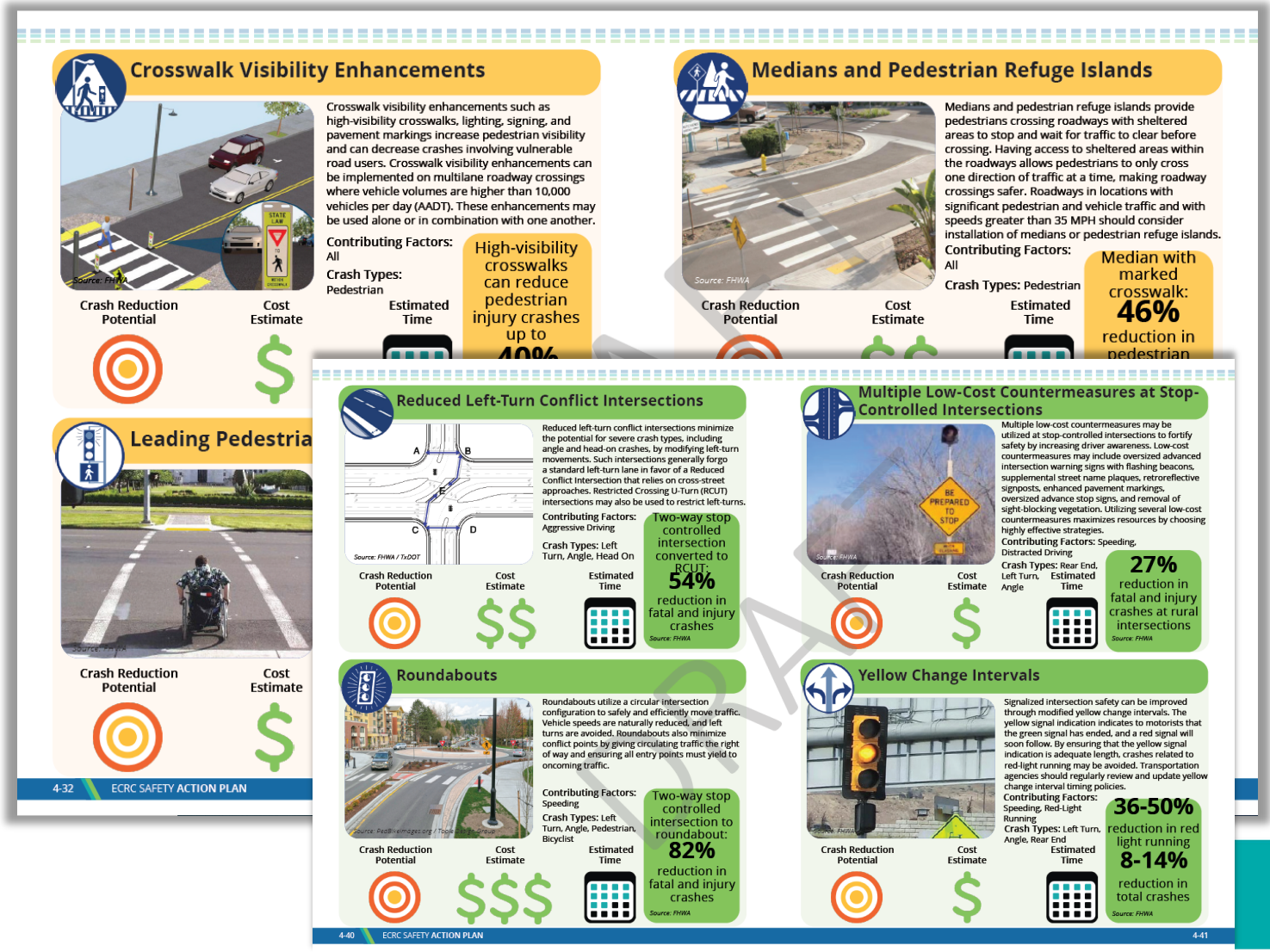
# Countermeasures Toolkit

- Describes all 32 **Proven Safety Countermeasures** identified by the FHWA
  - Crash Type
  - Crash Reduction Potential
  - Cost Estimate
  - Estimated Timeframe
- Intended to serve as a **guide for partners** when identifying specific project activities during planning and project development

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# Suggested Responsibilities for Task Force Members

# Expectations

**Pursue funding**
for projects from the Safety Action Plan

**Be an advocate**
for the different projects and recommendations outlined in the plan

**Stay up to date**
on local transportation safety issues

**Implement safety improvements**
into planned projects

**Consider other methods**
to incorporate safety outside of infrastructure

**Provide expertise and guidance**
to other jurisdictions pursuing roadway safety projects

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# SS4A Compliant Safety Action Plan

**Pursue funding**
for projects from the Safety Action Plan

- The ECRC Safety Action Plan provides eligibility to the entire reason to pursue SS4A funding related to:
  - **Implementation Grants** – Provide funds to implement projects and strategies identified in a safety action plan
  - **Planning and Demonstration Grants** – provide funding to **develop safety action plans**, conduct supplemental planning activities to enhance action plans, or carry out demonstration activities to inform the development of an action plan

## ECRC Safety Action Plan Self-Certification Eligibility Checklist

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

1. You **MUST** answer **"YES"** to items **3**, **7**, and **9** in this worksheet
2. You **MUST** answer **"YES"** to at least four of the six remaining items: **1**, **2**, **4**, **5**, **6**, and **8**.

| | YES | NO | | YES | NO |
|---|---|---|---|---|---|
| 1. Leadership Commitment & Goal Setting | ✓ | | 6. Policy & Process Changes | ✓ | |
| 2. Planning Structure | ✓ | | 7. Strategy & Project Selections | ✓ | |
| 3. Safety Analysis | ✓ | | 8. Progress & Transparency | ✓ | |
| 4. Engagement & Collaboration | ✓ | | 9. Action Plan Date | ✓ | |
| 5. Equity Considerations | ✓ | | | | |

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# Develop a Local Safety Action Plan

**Implement safety improvements**
into planned projects

## S|S 4|A Safe Streets and Roads for All Action Plan Components

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: https://www.transportation.gov/SS4A

**Leadership Commitment and Goal Setting**

An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fata
goal and timeline for eliminating ro
or both, of the following:

(1) the target date for achieving zer

(2) an ambitious percentage reduct
date with an eventual goal of eli

**Planning Structure**

A committee, task force, implementa
Action Plan development, implemen

**Safety Analysis**

Analysis of existing conditions and
involving fatalities and serious injur
an analysis of locations where there
contributing factors and crash type
users, etc.). Analysis of systemic and
high-risk road features, specific saf
analysis of the built environment, de
practical, the analysis should includ
ownership. Based on the analysis p
locations is developed (a High-Injur

**Engagement and Collaboration**

Robust engagement with the public
and community groups, that allows
Information received from engagem
the Action Plan. Overlapping jurisdi
coordinated and aligned with other
practical.

U.S. Department of Transportation

## Bay County SS4A Safety Action Plan

Data Collection Update

11/20/2024

**CITY COUNCIL**
Agenda Item Form

Meeting Date: August 26, 2024
Department: Mayor

**Presenter:**
Bob Campbell, Mayor

**Request Type:** Action Item

**Does this item require legal review?** No

**Time Required for Request:** 5 Minutes

**Agenda Item Title:**
Letter of Support for FY25 Safe Streets and Roads for All Grant Safety Action Plan

Attachment(s):
1. FY25 Safe Streets and Roads for All (SS4A)

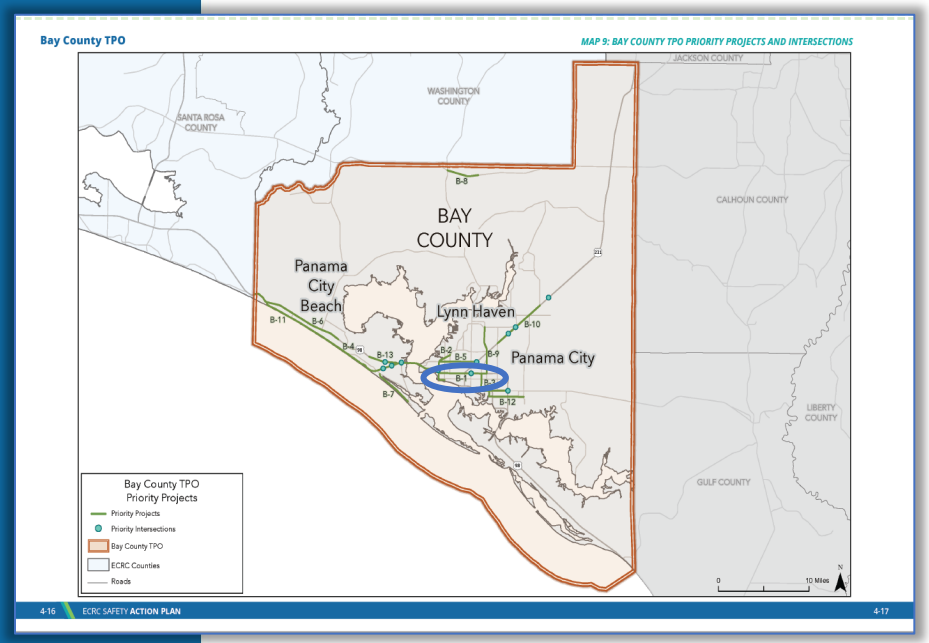
Brief Summary:
Walton County is working on a grant application for the FY25 Safe Streets and Roads for All (SS4A) Grant *Safety Action Plan and Crosswalk Connections Demonstration* Project. The County would like to request the municipality's support in the form of a letter for the application packet.

Action Requested:
Approval for Mayor Campbell to sign the letter of support for the FY25 Safe Streets and Roads for All (SS4A) Grant *Safety Action Plan and Crosswalk Connections Demonstration* Project.

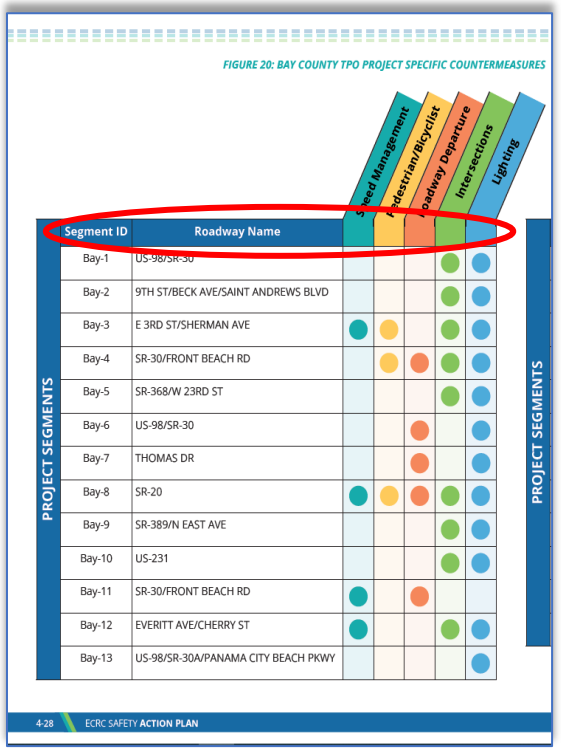
# Priority Projects to Carry Forward

**Implement safety improvements** into planned projects

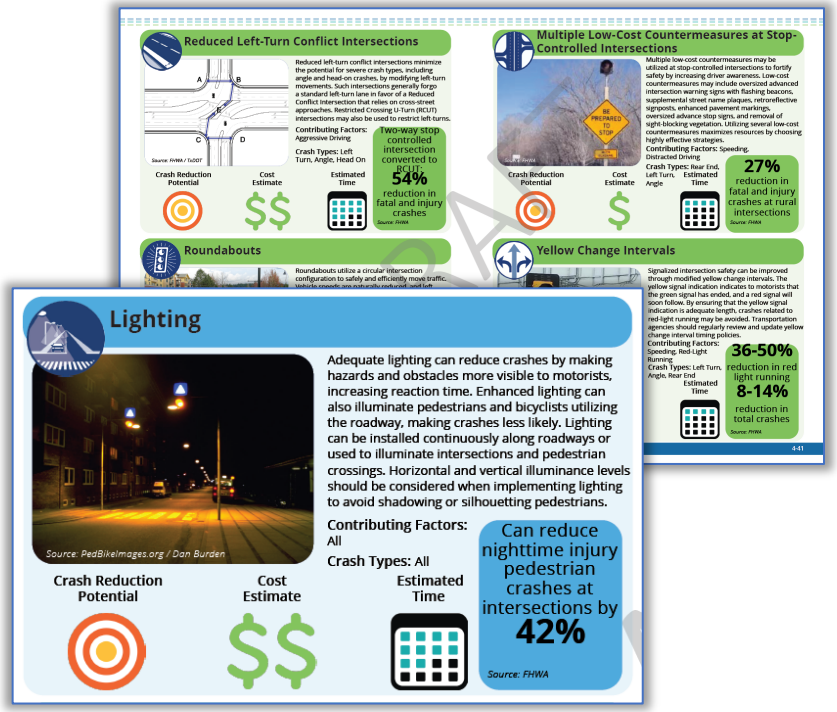
## Priority Projects




## Countermeasure Matrix




## Countermeasure Toolkit

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# Policy & Program Actions to Carry Forward

**Implement safety improvements**
into planned projects

## Strategies and Recommendations

Current plans and policies regarding roadway safety in the region were reviewed to determine strengths and weaknesses. From this review, strategies and actions related to the USDOT Safe System Approach principles were developed to provide general guidance for implementation of the Safety Action Plan throughout the region. Timeframes and Metrics were assigned to each action to create measurable goals.

Several strategies, actions, and recommendations may be implemented when considering remediation of the region's Priority Projects and enhancing safety throughout the transportation network. The developed strategies aim to be high-level for adaptability at the local level for jurisdictions across the region.

The recommendations and strategies are consistent with the USDOT Safe System Approach objectives that center on protecting human lives by promoting safer transportation planning practices. The five Safe System Approach objectives that were utilized to inform these strategies are:

- Safer People
- Safer Roads
- Safer Speed
- Safer Vehicles
- Post-Crash Care

Each of the suggested actions address a related theme identified in the policy review. Themes include:

The strategies and recommendations found in Tables 29-33 may be implemented to inform policy, influence transportation user behavior, and influence roadway designs. The selection on the following page includes a highlighted list of strategies and recommendations that can be used to achieve these goals. The full list of strategies and recommendations can be found in the appendix.



*TABLE 29: SAFER PEOPLE STRATEGIES AND ACTIONS*

PRINCIPLE: **SAFER PEOPLE**

| STRATEGY | ACTION | THEME ADDRE |
|---|---|---|
| Foster a culture of roadway safety for all users through engagement, education, outreach, and programming | Develop a Roadway Safety Strategic Outreach Plan and toolkit for educating the public and to address issues specific to roadway safety in the Emerald Coast region. | |
| | Complete Safety Action Plans at the City and County level that are consistent with the ECRC regional action plan to identify major concerns on the local network and identify countermeasures to address these concerns. | |
| | Create and maintain targeted educational programs for the public focused on improving specific behaviors identified by analyzing crash behavior trends within HINs. | |
| | Incorporate safety improvements at or near transit stops to improve safe transit access. | |
| Ensure multi-agency coordination on priority safety outcomes | Coordinate with local law enforcement to implement a High Visibility Enforcement (HVE) toolkit to target specific roadway safety issues. | |



*TABLE 30: SAFER ROADS STRATEGIES AND ACTIONS*

PRINCIPLE: **SAFER ROADS**

| STRATEGY | ACTION | THEME ADDRESSED | RESPONSIBLE PARTY |
|---|---|---|---|
| Prioritize Safety improvements along the HIN. | Conduct annual safety audits for crashes along HIN segments to enhance data collection. | | Local jurisdictions |
| Design roadways to mitigate human risk | Diversify and maximize funding sources for long-term projects, including SS4A, RAISE grants, and HSIP funding. | | Local jurisdictions, TPOs, ECRC |
| Prioritize safety improvements for vulnerable road users such as pedestrians, bicyclists, and motorcyclists | Recommend the adoption of consistent pedestrian crosswalk policies throughout the Emerald Coast Region to bolster pedestrian safety, especially at roadway crossings. | | ECRC, TPOs |
| Continue to implement street and pedestrian-scale lighting at key locations | Work with local utilities to install or improve lighting along HINs or areas with high night-time crash rates | | Local jurisdictions, utility providers, TPOs |
| Ensure multi-agency coordination on planning-level decisions, programs, and documents to improve safety outcomes | Partner with regional TPOs to review existing bicycle-pedestrian master plans, update outdated recommendations, and implement proven countermeasures to enhance safety within HINs. | | FDOT, TPOs, counties, cities |
| | Work with local officials to identify areas where planning level documents can be amended to advocate for the safe travel of all users, such as Comprehensive Plans, Land Development Codes, and other transportation related documents. | | ECRC, TPOs, counties, cities |

*TABLE 31: SAFER SPEEDS STRATEGIES AND ACTIONS*

PRINCIPLE: **SAFER SPEEDS**

| STRATEGY | ACTION | THEME ADDRESSED | RESPONSIBLE PARTY |
|---|---|---|---|
| Utilize a data-driven approach to addressing speeding-related concerns along the HIN and increase compliance with target speeds. | Conduct detailed safety analyses on areas identified in the HIN to determine the most effective safety countermeasures. | | ECRC, TPOs, counties, cities |
| | Identify and implement speed compliance enforcement projects along identified HIN corridors to maintain target speeds. | | Local jurisdictions, TPOs, ECRC |
| Reduce speed through roadway design | Implement safety measures such as speed feedback signs, reduced lane widths, or raised center islands in areas with frequent speeding. | | FDOT, counties, cities |
| | Inventory all signage and roadway markings along the HIN to identify any gaps in regulation that could contribute to speed related issues and crashes. | | Local jurisdictions, TPOs, ECRC |
| | Utilize roadway technology systems to support efficient travel times and maintain target speeds. | | FDOT, TPOs, Counties, Cities |



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AN ECRC 2.0 INITIATIVE

# Monitoring and Reporting

**Be an advocate**
for the different projects and recommendations outlined in the plan

- Utilizes a series of **performance measures** to assess progress made toward overall implementation of the Safety Action Plan
  - Overarching goal is **ZERO roadway fatalities and serious injuries**
  - How do we achieve these metrics?
  - Where do we focus energy and $$?
- ECRC will evaluate metrics annually, share with Task Force and other stakeholders
- Partner agencies and organizations are encouraged to track their progress at local levels using these metrics as a guide

EMERALD COAST REGIONAL COUNCIL 2.0

# SS4A Plan Implementation Webinar

- SS4A Clearinghouse Webinar: **Turning Your Action Plan into Funded Projects**
  - December 10th, 2024
  - Virtual webinar
  - 3 PM to 4 PM EST

DEC 2024

### December 2024 Community of Practice Meeting: Turning Your Action Plan into Funded Projects

As you begin to plan the next steps in your roadway safety journey, your attention will most likely shift to implementing the strategies identified in your Action Plan. SS4A is here to help you identify and navigate potential funding options that can help turn your Action Plan into funded roadway safety projects. Whether you just started developing your Action Plan or are nearly finished, now is a great time to start those conversations so that the momentum from developing your Action Plan can carry over for your community.

During the webinar, the SS4A Team and FHWA Transportation Specialist Karen Scurry will join us to talk about:

- Finding opportunities to fund your Action Plan projects
- How to incorporate content in your Action Plan to help secure project funding
- Examples of how SS4A grant recipients can coordinate with their respective States regarding Highway Safety Improvement Program (HSIP) funding.

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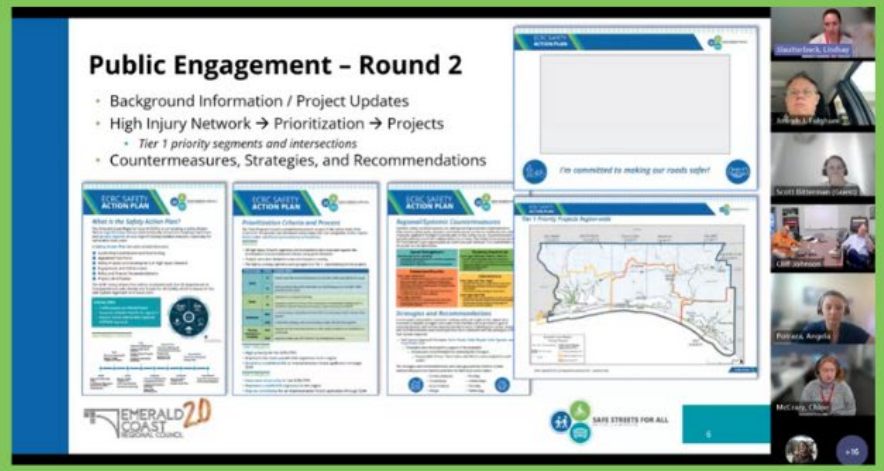
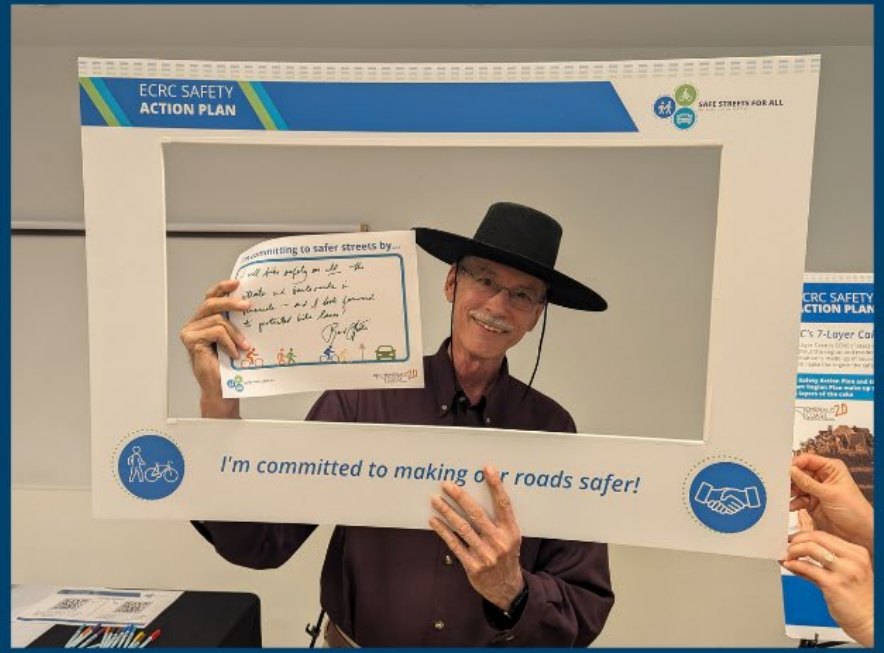
# THANK YOU!





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***Safe Streets and Roads for All***

**Safety Action Plan**

# Certificate of Appreciation

Thank you for your commitment to the development of the Emerald Coast Regional Council's Safety Action Plan. Your continued advocacy for safety in the region is greatly appreciated!

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

Kandase Lee, CEO

# ECRC SAFETY **ACTION PLAN**

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

The Emerald Coast Regional Council (ECRC) is completing a **Safety Action Plan** to significantly reduce and eventually eliminate **roadway fatalities** and **serious injuries** on our region's transportation network, especially for our most vulnerable road users.

U.S.Department of Transportation
**Federal Highway Administration**

## *What is the Safety Action Plan?*

A Safety Action Plan includes several elements:

- Leadership Commitment and Goal Setting
- Appointed Task Force
- Safety Analysis & development of a High-Injury Network
- Engagement and Collaboration
- Policy and Process Recommendations
- Project Identification

***Check out the project StoryMap for more information!***

The ECRC Safety Action Plan will be consistent with the US Department of Transportation's Safe Streets and Roads For All (SS4A), which is based on Vision Zero and the Safe System Approach, the principles of which are in the diagram above.

## *Join Us for Our Upcoming Workshops!*

- **O-W TPO / Okaloosa and Walton Counties**

  **Tuesday, June 18 at 3:00 pm** | Okaloosa Admin Building
  *1250 Eglin Pkwy, Shalimar, FL*

- **Bay County TPO**

  **Wednesday, June 26 at 9:30 am** | BayWay Administration and Meeting Facility
  *1010 Cone Ave, Panama City, Florida*

***Additional information regarding these workshops and the 7-Layer Cake Initiative available the ECRC website!***

# *What are the Economic Costs of Severe and Fatal Crashes to Our Community?*

Roadway crashes resulting in serious injuries and fatalities are devastating for friends, families, and communities from a personal standpoint. In addition to this incalculable human loss, there are also economic costs to society, which increase by crash severity.

There are a variety of ways to calculate these economic costs to society, but these preliminary numbers are based on the Florida Department of Transportation's **Historical Crash Method (HCM)** in the Florida Design Manual (FDM).

While these costs are heavily based on costs related to right-of-way, construction, and maintenance, there are many other costs society incurs related to insurance, medical costs, taxes, time loses, among others. The Safety Action Plan will look more closely at these other economic costs in the Region throughout the development of this plan.

## *Preliminary Crash Costs by County based on All Crash Types per FDOT FDM*

| County | Fatal Crashes [1] | Total Fatalities | Cost per Fatal Crash [2] | Serious Injury Crashes [1] | Total Serious Injuries | Cost per Serious Injury Crash [2] | Total Societal Cost |
|---|---|---|---|---|---|---|---|
| Bay | 167 | 185 | $10,890,000 | 597 | 744 | $888,030 | $2,348,783,910 |
| Escambia | 292 | 317 | $10,890,000 | 922 | 1,152 | $888,030 | $3,998,643,660 |
| Holmes | 28 | 32 | $10,890,000 | 96 | 132 | $888,030 | $390,170,880 |
| Santa Rosa | 100 | 107 | $10,890,000 | 356 | 464 | $888,030 | $1,405,138,680 |
| Okaloosa | 160 | 175 | $10,890,000 | 712 | 917 | $888,030 | $2,374,677,360 |
| Walton | 119 | 133 | $10,890,000 | 299 | 396 | $888,030 | $1,561,430,970 |
| Washington | 35 | 38 | $10,890,000 | 90 | 129 | $888,030 | $461,072,700 |
| | | | | | | **GRAND TOTAL:** | **$12,539,918,160** |

**Notes:**

(1) Crashes are classified according to the most severe outcome, so some fatal crashes also result in serious injuries to one or more individual.

(2) Cost per crash according to the Florida Department of Transportation State Safety Office, based on analysis years 2015 through 2019.

***Keep an eye on the Safety Action Plan StoryMap for updates on this topic, as well as additional information throughout plan development.***

**ECRC Safety Action Plan StoryMap**

# ECRC SAFETY **ACTION PLAN**

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

## *YOUR VISION*

In a few words, what do you want most out of your local transportation network?

# ECRC SAFETY **ACTION PLAN**

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

## *What is the Safety Action Plan?*

The Emerald Coast Regional Council (ECRC) is completing a Safety Action Plan to **significantly reduce** and eventually **eliminate roadway fatalities** and **serious injuries** on our region's transportation network, especially for vulnerable road users.

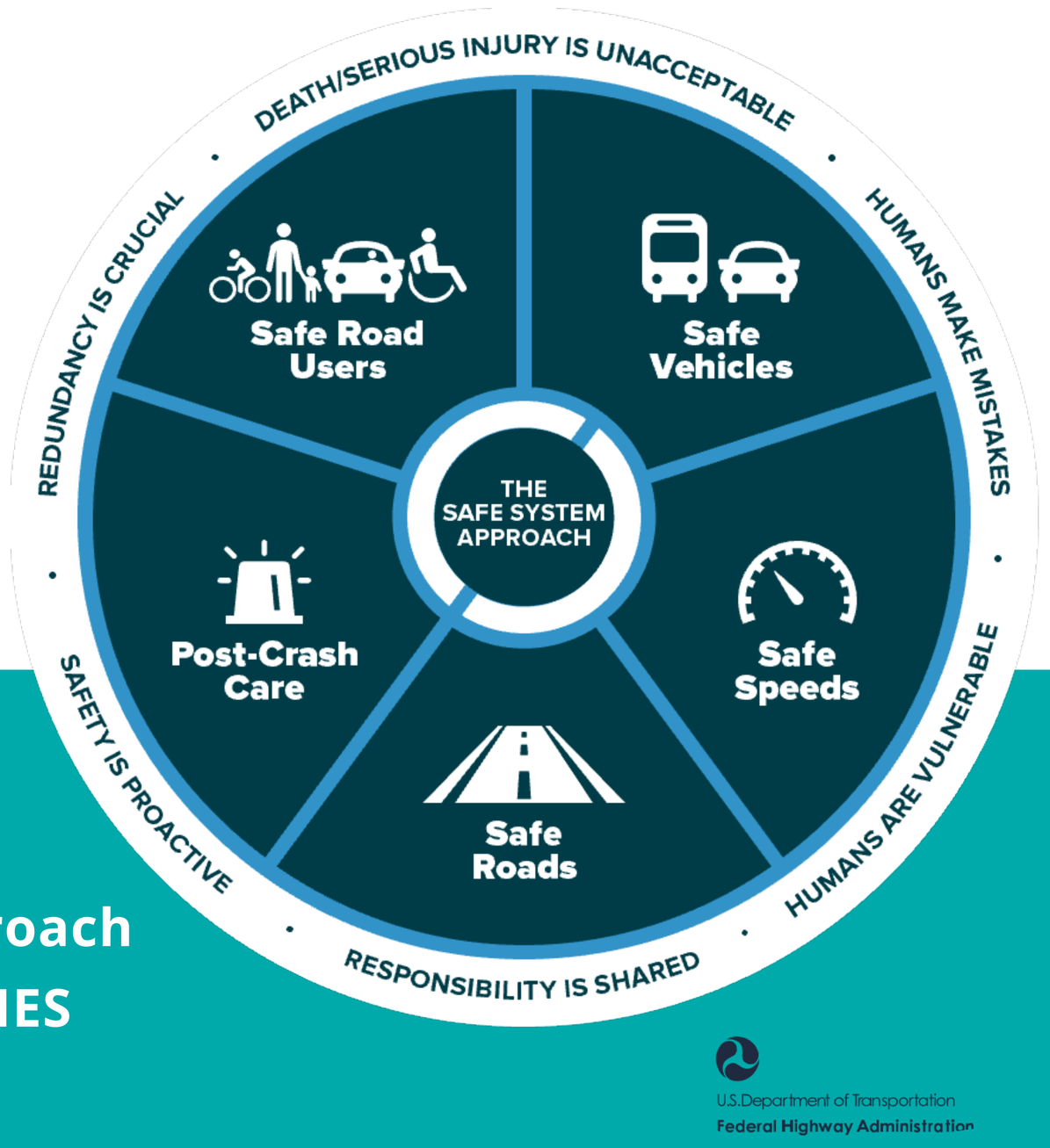
A **Safety Action Plan** includes several elements:

- Leadership Commitment and Goal Setting
- Appointed Task Force
- Safety Analysis and development of High-Injury Network
- Engagement and Collaboration
- Policy and Process Recommendations
- Project Identification

The ECRC Safety Action Plan will be consistent with the US Department of Transportation's Safe Streets and Roads For All (SS4A), which is based on the Safe System Approach and Vision Zero.

### SIX SAFE SYSTEM PRINCIPLES

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




### VISION ZERO

- ✓ **Traffic deaths are PREVENTABLE**
- ✓ **Integrate HUMAN FAILING in approach**
- ✓ **Prevent FATAL AND SEVERE CRASHES**
- ✓ **SYSTEMS approach**

### WHO ARE "VULNERABLE ROAD USERS"?

**Vulnerable Road Users include people who are utilizing the transportation network, but not via a car: this includes bicyclists, pedestrians, people on scooters, people in wheelchairs, rollerbladers, and runners**

# ECRC SAFETY ACTION PLAN

SAFE STREETS FOR ALL
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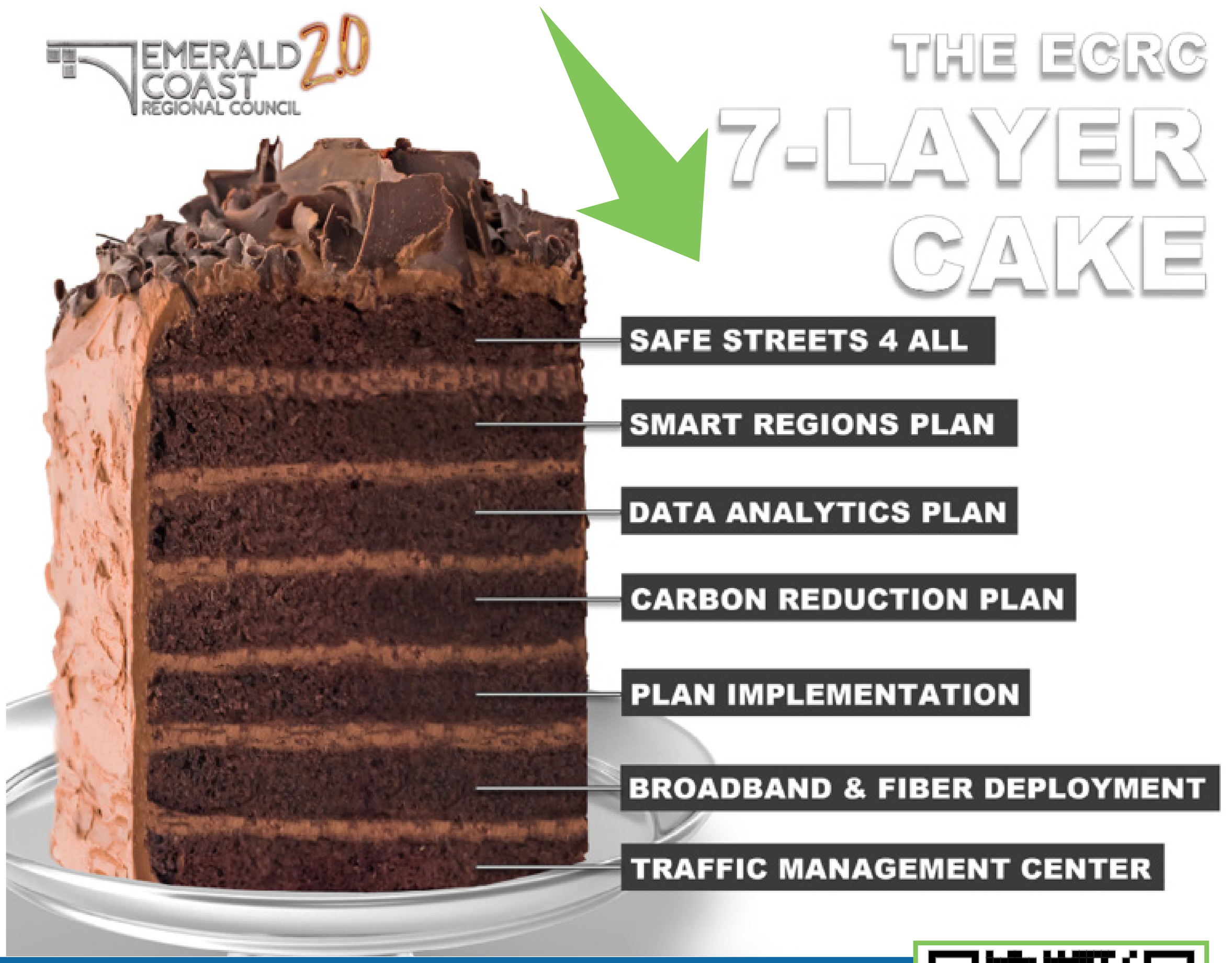
## *ECRC's 7-Layer Cake*

The 7-Layer Cake is ECRC's latest initiative to address safety concerns throughout the region and modernize the transportation system as a whole. This initiative is made up of several different layers, which symbolize projects that will make the region the safest it has ever been.

**The Safety Action Plan and the Smart Region Plan make up the top layers of the cake**




**CHECK OUT THIS VIDEO TO LEARN MORE ABOUT THE 7- LAYER CAKE**

# ECRC SAFETY ACTION PLAN

SAFE STREETS FOR ALL
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## *Emerald Coast: The Region at a Glance*

More than
**135,000**
total crashes from 2019 to 2023

Nearly
**4,000**
individuals suffered serious injuries

Nearly
**1,000**
fatalities

### CRASH TRENDS AND CONTRIBUTING FACTORS

**ALL CRASHES**

27% occurred under dark conditions

28% involved distracted drivers

27% were lane departure related

3% were speed related

**FATAL + SERIOUS INJURY CRASHES**

45% occurred under dark conditions

24% involved distracted drivers

40% were lane departure related

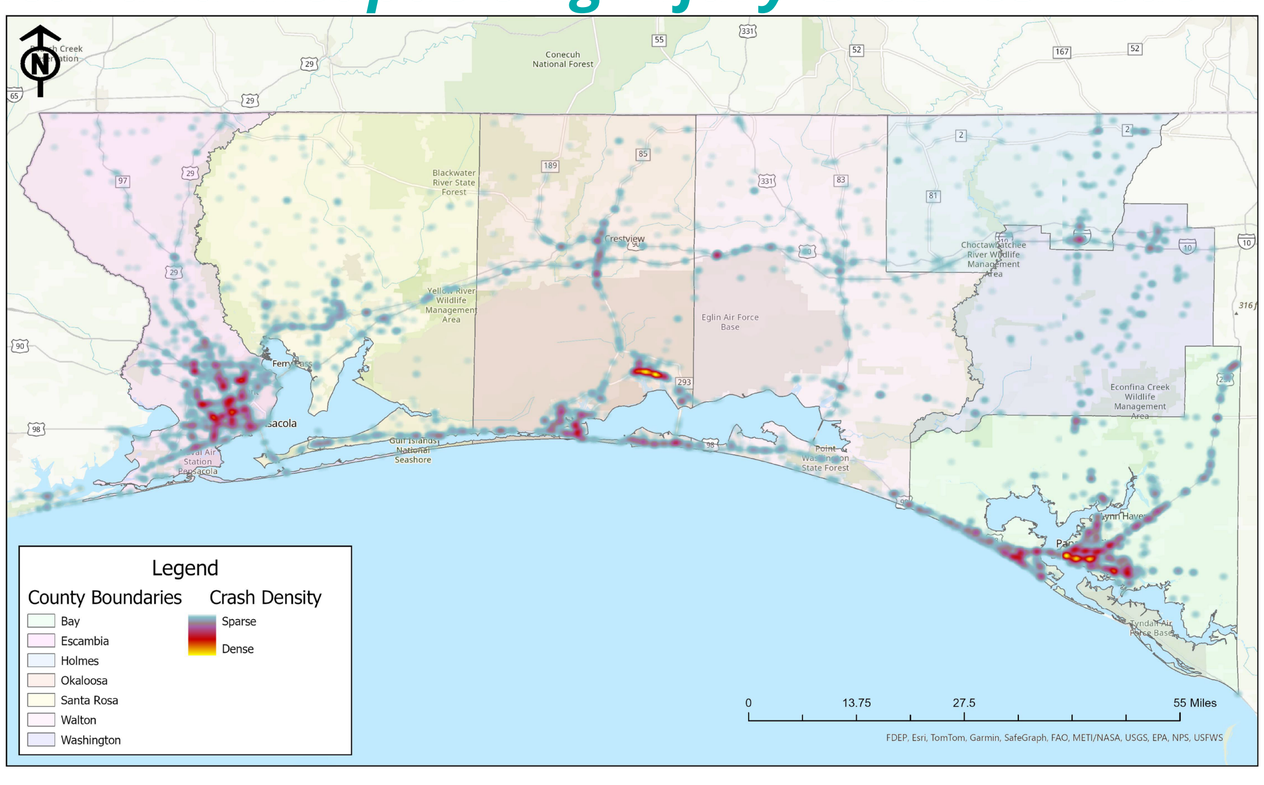
36% were speed related

The most common fatal/serious crash types include **left-turn crashes, off-road crashes, rear end crashes, pedestrian crashes,** and **angle crashes**.

### VULNERABLE ROAD USERS

- 14% of pedestrian crashes resulted in fatality
- 18% of pedestrian crashes resulted in serious injury
- 4% of biycle crashes resulted in fatality
- 11% of bicycle crashes resulted in serious injury

## *Fatal and Incapaciting Injury Crashes Heat Map*



# ECRC SAFETY **ACTION PLAN**

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

## *What is a Smart Region?*

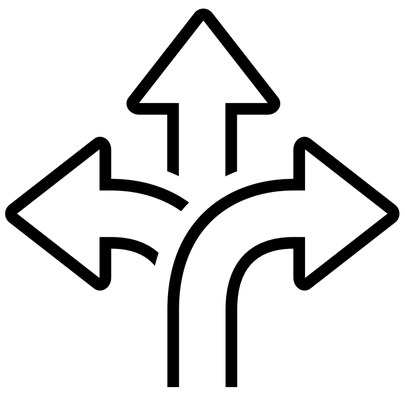
A **Smart Region** is a region that leverages innovative technologies to enhance safety, mobility, economic competitiveness, and energy conservation.

This **Smart Region Master Plan** will identify the technology infrastructure needed to deploy to achieve Vision Zero, specifically along the corridors on the high-injury network identified in the ECRC Safety Action Plan.

In order to do this, the following tasks are under development:

- Establish **Vision & Goals** for the Region
- Research and identify **best practices** in Smart City, Smart Regions, and Smart Infrastructure
- Identify **needs** throughout the Region
- Identify **high-injury corridors** and identify **technology** for deployment
- Prioritize projects for **implementation**

**Some examples of potential solutions that other Smart Regions, Cities and Infrastructure employ that may be suitable for the Emerald Coast Region include:**



### Traffic

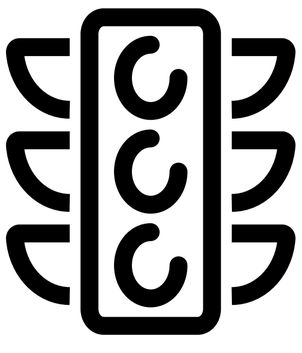
- ✓ Connected vehicle systems
- ✓ Bridge closure notification system
- ✓ Information sharing

### Bicyclists

- ✓ Sensors at crossings
- ✓ Enhanced lighting

### Pedestrians

- ✓ Sensors at crossings
- ✓ Enhanced lighting



### Streelights

- ✓ Light sensors
- ✓ LED conversion

### Parking

- ✓ Parking space sensors
- ✓ Parking information
- ✓ Special event management

# ECRC SAFETY ACTION PLAN

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

# *Preliminary Analysis for a Smart Region*

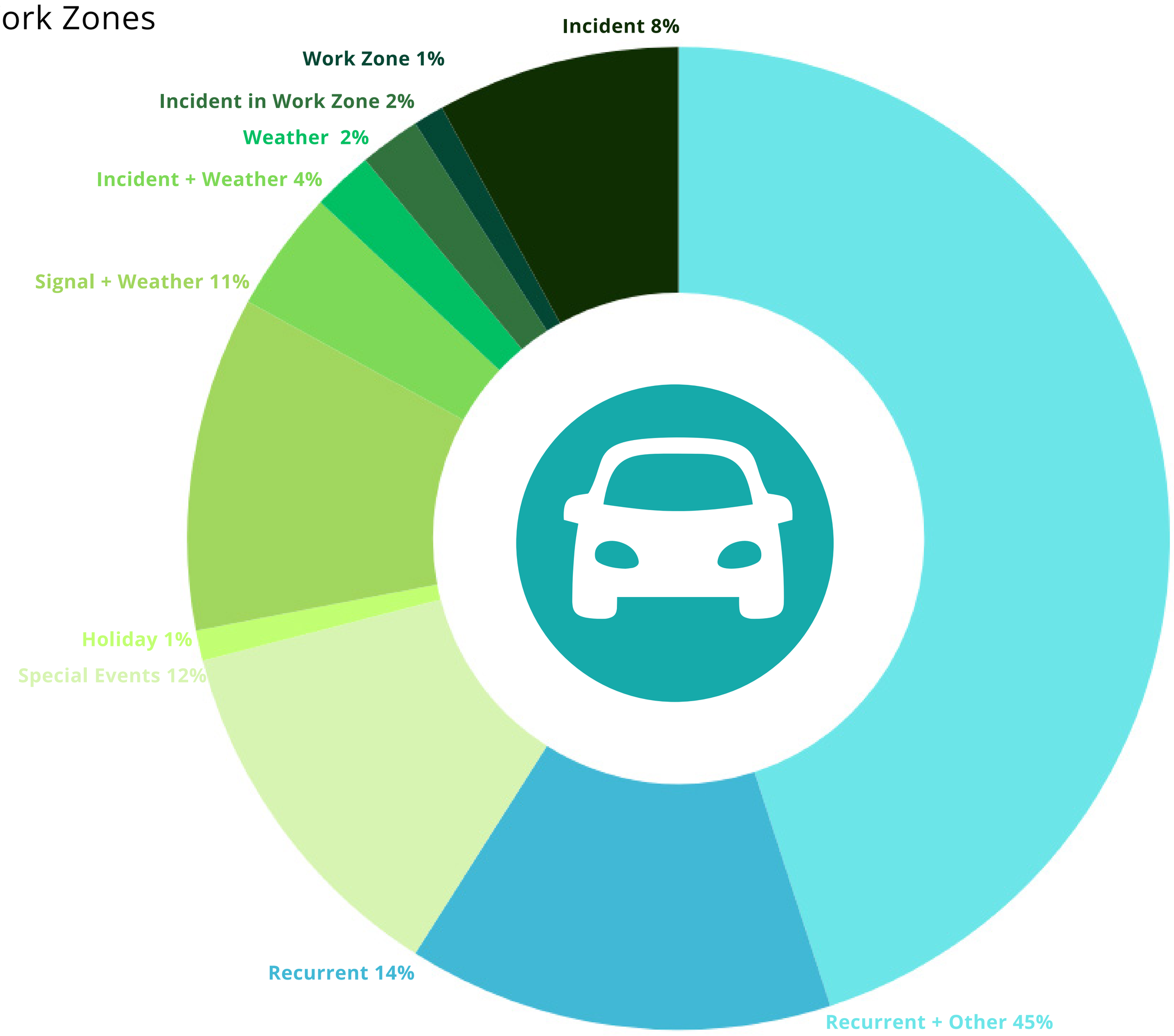
## Congestion in Escambia and Santa Rosa Counties

### *Causes of Congestion*

About **59%** of congestion in Escambia and Santa Rosa counties can be attributed to **recurring congestion** where additional capacity may be needed.

Strategies to better manage traffic to address the other **41%** of delays are needed during/for:

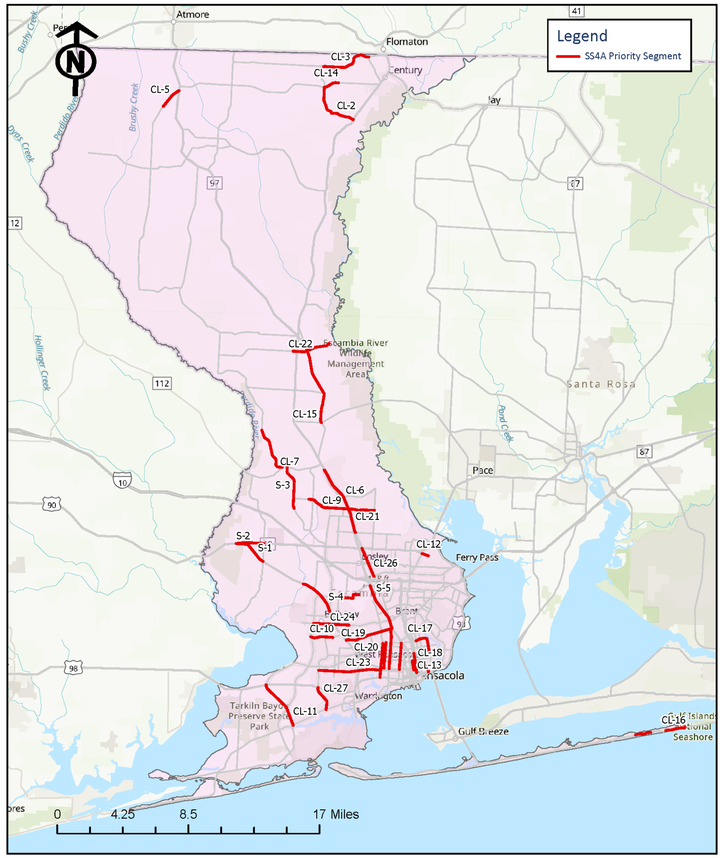
- ✓ Special events and tourism
- ✓ Signal optimization
- ✓ Weather
- ✓ Incidents
- ✓ Work Zones



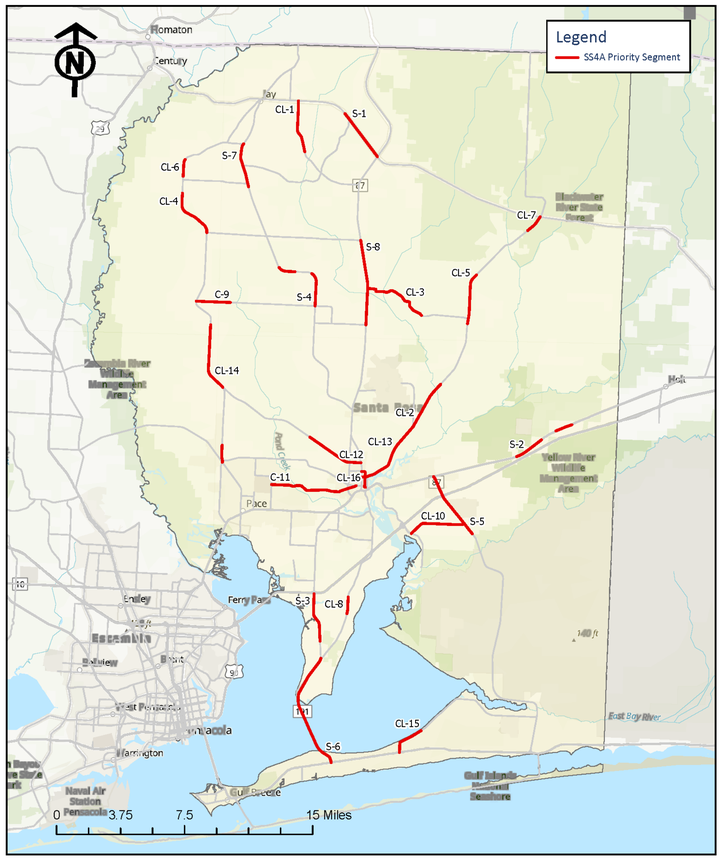
# *Florida-Alabama TPO High-Injury Network (HIN)*

## Priority Segments

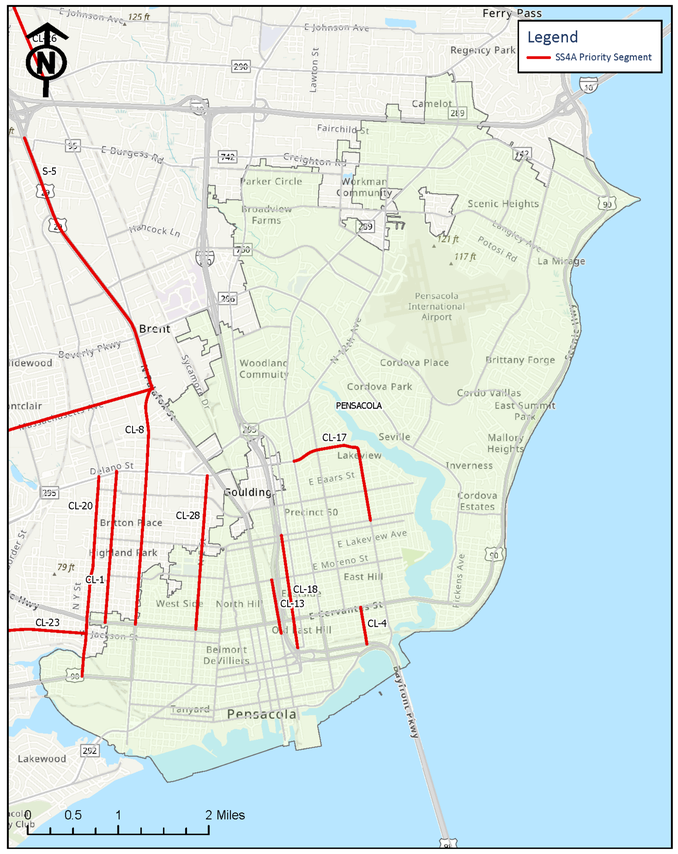
### *Escambia County*




### *Santa Rosa County*




### *Pensacola*

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# *HIN Priority Segment List: Escambia and Santa Rosa Counties*

## Escambia County

| Segment Number | Roadway | Begin | End | Length (mi) | AADT (2022) | KA Crashes (2019-2023) | Max KA Crash Rate per MEV | All Crashes (2019-2023) | Max Overall Crash Rate per MEV |
|---|---|---|---|---|---|---|---|---|---|
| CL-1 | N T ST | US-90/SR-10A | W FAIRFIELD DR | 1.7 | 2,050 | 10 | 172 | 191 | 3,782 |
| S-1 | W CERVANTES ST | US-90/SR-10 | CR-99/BEULAH RD | 2.2 | 1,750 | 5 | 128 | 37 | 565 |
| CL-2 | BYRNEVILLE RD | CR-4/W HWY 4 | US-29/SR-95 | 3.4 | 850 | 1 | 120 | 19 | 1,081 |
| CL-3 | HWY 4A | CR-168/HWY 168 | CR-4A/HWY 4A | 3.4 | 500 | 2 | 110 | 10 | 548 |
| CL-4 | N 14TH AVE | US-98/SR-30 | US-90/SR-10A | 0.4 | 4,100 | 3 | 98 | 186 | 6,063 |
| CL-5 | HWY 97A | PELT RD | SR-97/HWY 97 | 1.5 | 400 | 1 | 94 | 8 | 751 |
| CL-6 | N HWY 95A | US-29/SR-95 | CR-186/E KINGSFIELD | 3.0 | 2,500 | 7 | 88 | 109 | 1,644 |
| CL-7 | S HWY 97 | CR-184/MUSCOGEE RD | OLD BRIDGE RD | 3.0 | 2,800 | 9 | 78 | 42 | 431 |
| S-2 | N DAVIS HWY | US-90/SR-10A/MOBILE | SR-99/BEULAH RD | 1.8 | 6,300 | 9 | 61 | 106 | 722 |
| CL-8 | S PACE BLVD | US-90/US-98/SR-10A/W | US-29/SR-95 | 2.6 | 19,700 | 26 | 54 | 600 | 1,187 |
| CL-9 | W KINGSFIELD RD | HWY 297A | CHEMSTRAND RD | 4.4 | 6,400 | 10 | 51 | 280 | 1,764 |
| CL-10 | CERNY RD | SR-173 | MARLANE DR | 1.5 | 1,500 | 2 | 50 | 99 | 2,477 |
| CL-11 | DOG TRACK RD | SR-292 | US-98/SR-30 | 3.3 | 5,900 | 8 | 50 | 186 | 2,106 |
| S-3 | S HWY 97 | W KINGSFIELD RD | CR-184/MUSCOGEE RD | 2.8 | 3,400 | 5 | 48 | 50 | 419 |
| CL-12 | COPTER RD | SR-291 | GROW DR | 0.4 | 10,800 | 4 | 48 | 82 | 991 |
| CL-13 | N TARRAGONA ST | E JACKSON ST | E BLOUNT ST | 0.6 | 1,900 | 1 | 48 | 23 | 1,106 |
| CL-14 | W HWY 4 | HWY 4A | TEDDER RD | 1.0 | 2,400 | 2 | 46 | 6 | 137 |
| CL-15 | N HWY 95A | CR-184/E QUINTETTE R | MOLINO RD | 5.0 | 2,600 | 7 | 42 | 75 | 695 |
| S-4 | W CERVANTES ST | KLONDIKE RD | FAIRGROUNDS | 2.6 | 13,600 | 16 | 41 | 403 | 1,298 |
| CL-16 | J EARL BOWDEN WAY E | GULF ISLAND NATL SEASHORE | ESCAMBIA CO LINE | 2.3 | 2,100 | 3 | 41 | 5 | 62 |
| CL-17 | E TEXAR DR | SR-289/N 9TH AVE | E MAXWELL ST | 1.6 | 4,100 | 3 | 40 | 55 | 682 |
| CL-18 | N ALCANIZ ST | E JACKSON ST | E WRIGHT ST | 1.3 | 2,300 | 2 | 38 | 121 | 2,306 |
| CL-19 | MASSACHUSETTS AVE | BRIDGEDALE RD | US-29/SR-95 | 3.1 | 10,500 | 15 | 37 | 444 | 996 |
| CL-20 | N W ST | US-98/SR-30 | SR-295/W FAIRFIELD D | 2.2 | 13,900 | 12 | 35 | 563 | 1,983 |
| CL-21 | N HWY 95A | E TEN MILE RD | CR-186/E KINGSFIELD | 1.6 | 7,800 | 8 | 35 | 228 | 1,001 |
| CL-22 | MOLINO RD | US-29/SR-95/N HWY 29 | BRICKYARD RD | 2.5 | 1,900 | 2 | 31 | 44 | 1,097 |
| CL-23 | W JACKSON ST | SR-727 | CR-453/W ST | 4.0 | 12,500 | 16 | 31 | 450 | 1,175 |
| CL-24 | BRENT LN | SR-173/BLUE ANGEL PW | ESPERANTO DR | 2.3 | 27,500 | 24 | 31 | 907 | 1,040 |
| CL-25 | LONGLEAFDR/ALFONSO ST | CR-297 | ROLLING HILLS RD | 2.0 | 7,300 | 6 | 30 | 154 | 893 |
| CL-26 | N HWY 95A | CR-290/E OLIVE RD | US-90A/SR-10/NINE MI | 2.0 | 11,000 | 10 | 30 | 218 | 638 |
| CL-27 | W FAIRFIELD DR | SR-292 | US-98/SR-30 | 1.6 | 6,800 | 6 | 29 | 60 | 295 |
| CL-28 | N E ST | US-90/US-98/SR-10A | W TEXAS DR | 1.7 | 8,300 | 6 | 29 | 109 | 486 |
| S-5 | N PALAFOX ST | I-10 | MASSACHUSETTS AVE | 3.1 | 38,000 | 24 | 26 | 519 | 374 |

## Santa Rosa County

| Segment Number | Roadway | Begin | End | Length (mi) | AADT (2022) | KA Crashes (2019-2023) | Max KA Crash Rate per MEV | All Crashes (2019-2023) | Max Overall Crash Rate per MEV |
|---|---|---|---|---|---|---|---|---|---|
| CL-1 | COUNTRY MILL RD | POLK RD | SR-4/HWY 4 | 3.1 | 500 | 4 | 203 | 10 | 438 |
| CL-2 | MUNSON HWY | ROEVILLE RD | INDIAN FORD RD | 3.0 | 950 | 3 | 115 | 12 | 404 |
| CL-3 | SPRINGHILL RD | SR-87/HWY 87N | TOMAHAWK LANDING RD | 4.0 | 700 | 2 | 78 | 17 | 783 |
| CL-4 | CHUMUCKLA HWY | CR-178/HWY 178 | DUNSFORD RD | 3.0 | 950 | 2 | 58 | 25 | 865 |
| CL-5 | MUNSON HWY | RED ROCK RD | FRANK HARDY RD | 3.0 | 950 | 2 | 58 | 10 | 288 |
| CL-6 | CHUMUCKLA HWY | HARVEST RD | J LOWRY RD | 1.0 | 950 | 1 | 58 | 2 | 115 |
| CL-7 | MUNSON HWY | FELIX SUMMERLIN RD | SR-4/HWY 4 | 1.1 | 950 | 1 | 53 | 3 | 159 |
| CL-8 | GARCON POINT RD | MARY KITCHENS RD | LEEPARD RD | 1.0 | 2,300 | 2 | 48 | 5 | 119 |
| CL-9 | HWY 182 | CR-197/CHUMUCKLA HWY | WENDT FARM RD | 2.0 | 1,200 | 1 | 46 | 13 | 365 |
| CL-10 | HICKORY HAMMOCK RD | CR-89/WARD BASIN RD | SR-87/HWY 87 S | 3.3 | 4,000 | 3 | 41 | 29 | 151 |
| S-1 | SR-4 | MCARTHUR RD | SR-87 | 3.2 | 1,400 | 2 | 39 | 20 | 511 |
| S-2 | US-90 | POND RD | DEATON BRIDGE RD | 2.8 | 8,400 | 4 | 25 | 33 | 212 |
| CL-11 | HAMILTON BRIDGE RD | E SPENCER FIELD RD | CR-184A/BERRYHILL RD | 5.2 | 4,400 | 6 | 25 | 121 | 535 |
| CL-12 | MAGNOLIA ST | ANDERSON LN | SR-87/STEWART ST | 3.4 | 9,600 | 6 | 25 | 135 | 578 |
| CL-13 | MUNSON HWY | STEWART ST | ROEVILLE RD | 4.5 | 5,400 | 7 | 24 | 64 | 292 |
| S-3 | AVALON BLVD | CR-191/GARCON POINT | I-10 | 3.9 | 8,400 | 4 | 22 | 121 | 525 |
| CL-14 | CHUMUCKLA HWY | WILLARD NORRIS RD | DAYBREAK LN | 5.0 | 11,500 | 6 | 22 | 66 | 167 |
| S-4 | HWY 89 | DALLAS ELLIOT RD | CR182/CENTRAL SCH RD | 3.0 | 2,600 | 3 | 21 | 4 | 42 |
| S-5 | HWY 87 S | US-90 | FARRINGTON RD | 4.1 | 15,100 | 12 | 19 | 201 | 271 |
| S-6 | AVALON BLVD | US-98/SR-30 | CR-191/GARCON POINT | 7.1 | 5,800 | 6 | 19 | 241 | 1,275 |
| S-7 | HWY 89 | HARVEST RD | CR-197/CHUMUCKLA HW | 2.6 | 1,835 | 1 | 19 | 11 | 149 |
| S-8 | HWY 87 N | CR-182/ALLENTOWN RD | HWY 178 | 5.0 | 3,000 | 2 | 18 | 21 | 110 |
| CL-15 | E BAY BLVD | US-98/SR-30 | BERGREN RD | 2.0 | 6,200 | 2 | 18 | 59 | 451 |
| CL-16 | ALABAMA ST | BERRYHILL ST | STEWART ST | 1.1 | 2,900 | 1 | 17 | 23 | 381 |

**N T St. and US-90/SR-10A**

**Country Mill Rd. and SR-4/HWY 4**

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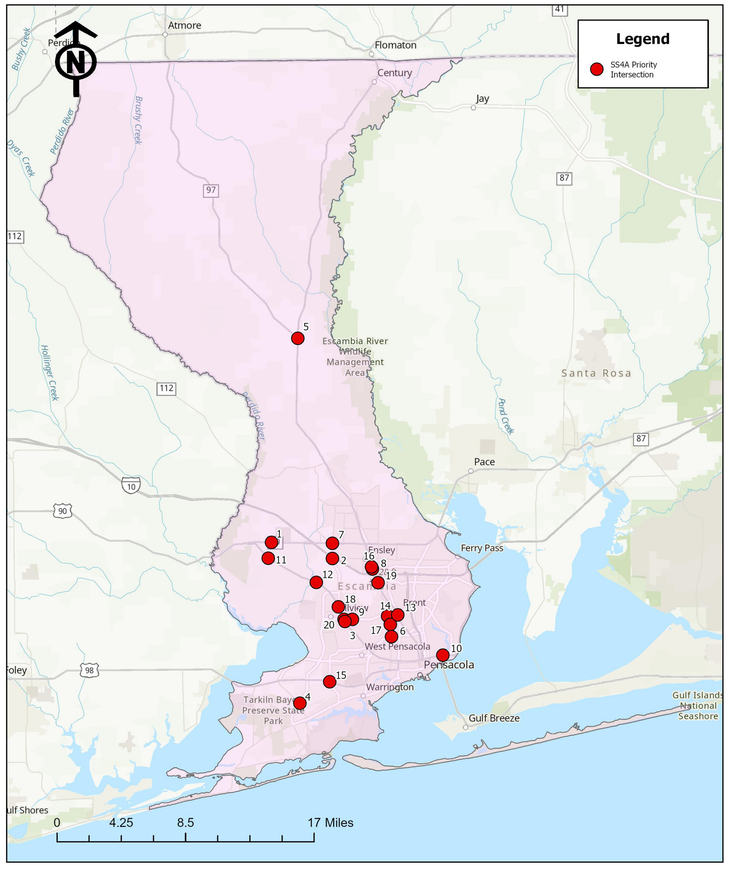
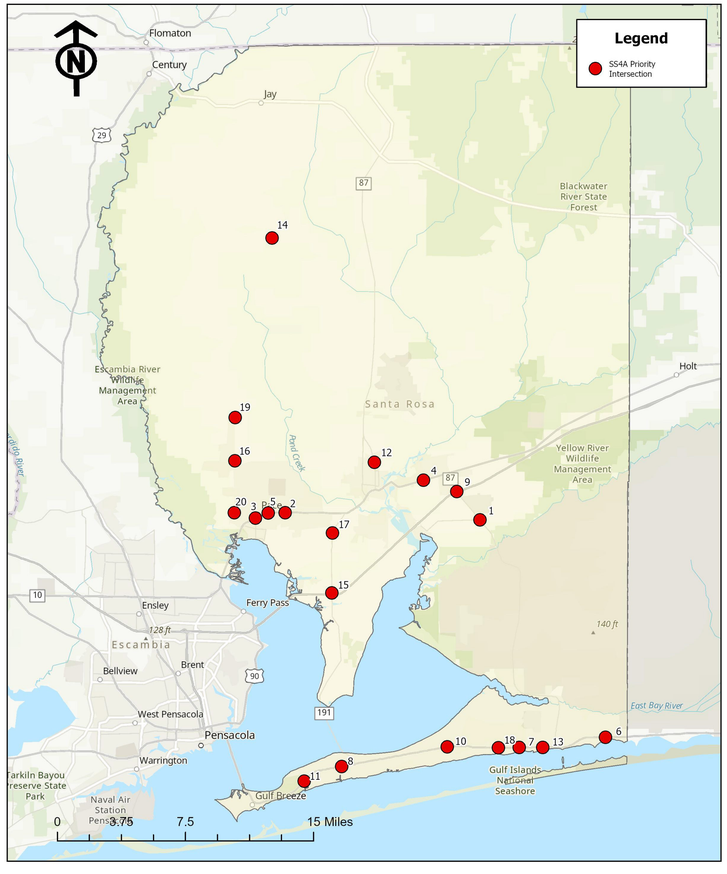
# *Florida-Alabama TPO High-Injury Network (HIN)*

## Priority Intersections

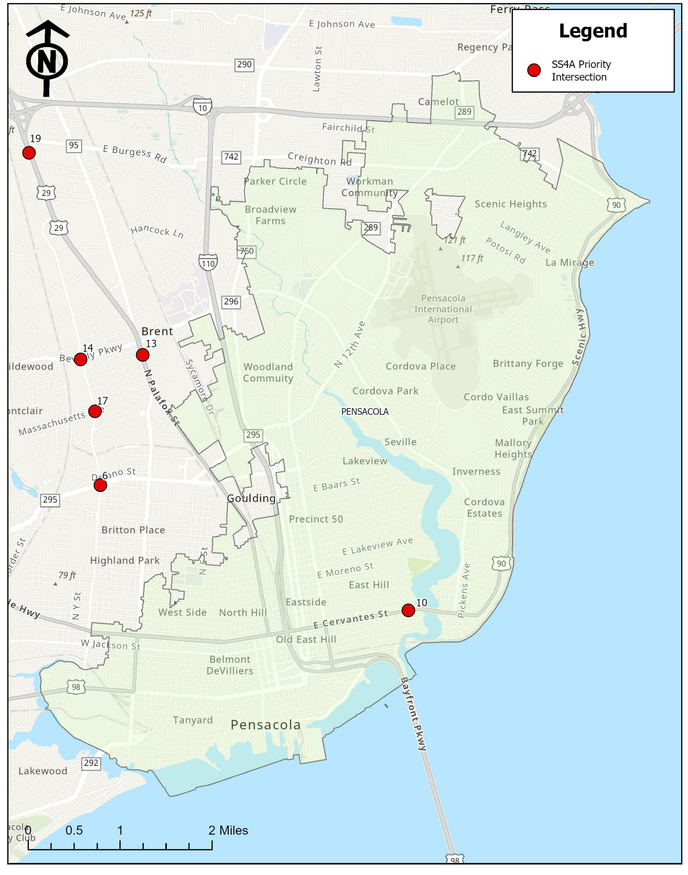
### *Escambia County*




### *Santa Rosa County*




### *Pensacola*



# *HIN Priority Intersection List: Escambia and Santa Rosa Counties*

***Escambia County***

| Intersection Number | Major Roadway | Minor Roadway | Traffic Control | Number of Legs | KA Crashes (2019-2023) | BC Crashes (2019-2023) | All Crashes (2019-2023) | Equivalent PDO Crashes |
|---|---|---|---|---|---|---|---|---|
| 1 | US-90A/SR-10/W 9 MILE RD | BEULAH RD | TWSC | 4 | 4 | 20 | 68 | 4,753 |
| 2 | SR-297/PINE FOREST RD | WILDE LAKE BLVD | SIGNAL | 3 | 5 | 45 | 134 | 4,031 |
| 3 | US-90/SR-10A/MOBILE HWY | BOULDER AVE | TWSC | 4 | 6 | 18 | 66 | 3,663 |
| 4 | SR-173/S BLUE ANGEL PKWY | CR-297/DOG TRACK RD | SIGNAL | 4 | 2 | 31 | 99 | 3,409 |
| 5 | US-29/SR-95 | SR-97 | SIGNAL | 4 | 4 | 14 | 40 | 3,366 |
| 6 | SR-295/W FAIRFIELD DR | CR-453/N W ST | SIGNAL | 4 | 5 | 65 | 237 | 3,104 |
| 7 | US-90A/SR-10/W 9 MILE RD | PINE FOREST RD | SIGNAL | 4 | 6 | 54 | 234 | 3,090 |
| 8 | US-29/SR-95/PENSACOLA BLVD | CR-495/W HOPE DR | TWSC | 3 | 2 | 10 | 41 | 3,015 |
| 9 | SR-296/W MICHIGAN AVE | CHICAGO AVE | TWSC | 4 | 3 | 4 | 18 | 3,010 |
| 10 | US-90/SR-10A/E CERVANTES ST | N 19TH AVE | TWSC | 4 | 2 | 9 | 27 | 3,006 |
| 11 | US-90/SR-10A/MOBILE HWY | FERLON AVE | TWSC | 3 | 3 | 2 | 5 | 2,971 |
| 12 | US-90/SR-10A/MOBILE HWY | KLONDIKE RD | TWSC | 4 | 2 | 5 | 17 | 2,935 |
| 13 | US-29/SR-95/N PALAFOX ST | JACQUELYN WAY/MURPHY LN | TWSC | 4 | 2 | 3 | 17 | 2,891 |
| 14 | SR-296/BEVERLY PKWY | CR-453/N W ST | SIGNAL | 4 | 3 | 53 | 230 | 2,740 |
| 15 | US-98/SR-30 | SR-727/S FAIRFIELD DR | SIGNAL | 4 | 4 | 48 | 127 | 2,704 |
| 16 | US-29/SR-95/PENSACOLA BLVD | BROAD ST | SIGNAL | 4 | 5 | 37 | 160 | 2,591 |
| 17 | CR-453/N W ST | MASSACHUSETTS AVE | SIGNAL | 4 | 4 | 35 | 102 | 2,420 |
| 18 | US-90/SR-10A/MOBILE HWY | SR-297/PINE FOREST R | SIGNAL | 3 | 4 | 31 | 130 | 2,378 |
| 19 | US-29/SR-95/PENSACOLA BLVD | W BURGESS RD | SIGNAL | 4 | 4 | 27 | 76 | 2,263 |
| 20 | US-90/SR-10A/MOBILE HWY | SR-296/W MICHIGAN AVE | SIGNAL | 4 | 5 | 83 | 325 | 2,235 |

**US-90A/SR-10/9 Mile Rd and Beulah Rd**

***Santa Rosa County***

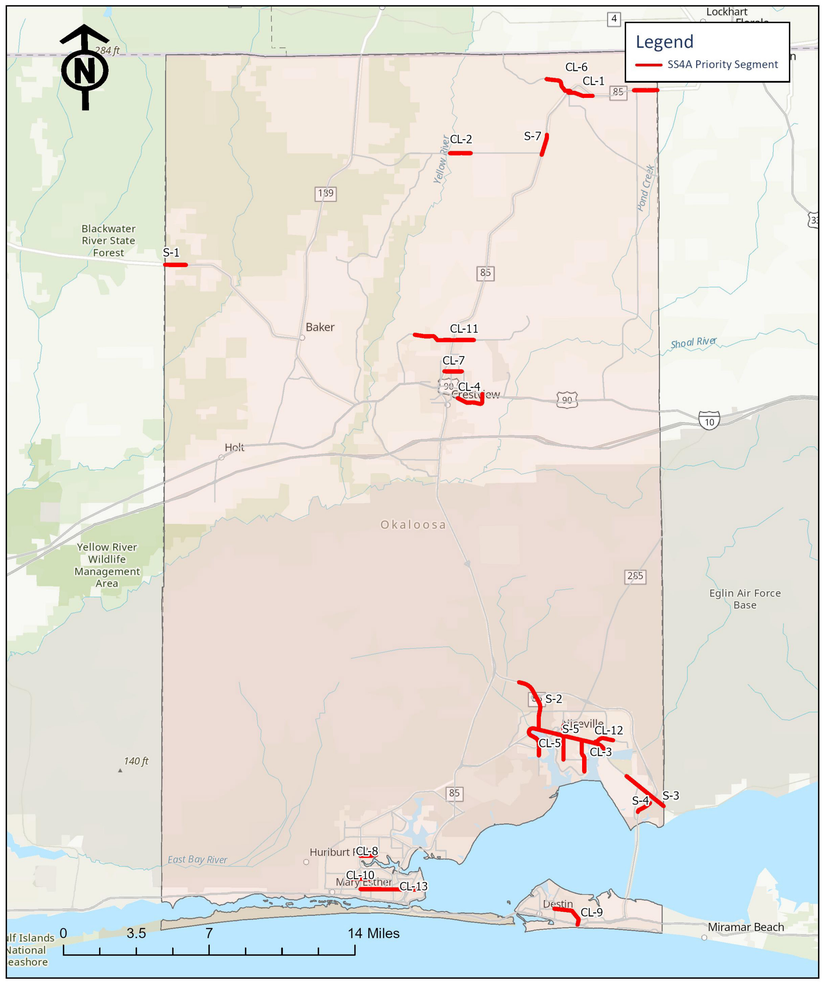
| Intersection Number | Major Roadway | Minor Roadway | Traffic Control | Number of Legs | KA Crashes (2019-2023) | BC Crashes (2019-2023) | All Crashes (2019-2023) | Equivalent PDO Crashes |
|---|---|---|---|---|---|---|---|---|
| 1 | SR-87 | CR-184/NICHOLS LAKE RD | SIGNAL | 4 | 4 | 7 | 37 | 3,218 |
| 2 | US-90/SR-10/CAROLINE ST | AIR PRODUCTS PLNT RD | SIGNAL | 4 | 4 | 36 | 144 | 2,493 |
| 3 | US-90/SR-10/CAROLINE ST | CR-197/FLORIDATOWN | SIGNAL | 4 | 3 | 40 | 153 | 2,476 |
| 4 | US-90/SR-10/SR-87 | AIRPORT RD | TWSC | 4 | 6 | 17 | 39 | 2,351 |
| 5 | US-90/SR-10/CAROLINE ST | CR-197B/W SPENCER FI | TWSC | 4 | 1 | 32 | 85 | 2,076 |
| 6 | US-98/SR-30/NAVARRE PKWY | WHISPERING PNES BLVD | SIGNAL | 3 | 3 | 17 | 48 | 2,000 |
| 7 | US-98/SR-30/NAVARRE PKWY | CORAL ST | SIGNAL | 3 | 3 | 16 | 58 | 1,970 |
| 8 | US-98/SR-30/GULF BREEZE PKWY | GREEN BRIAR PKWY | SIGNAL | 4 | 3 | 14 | 65 | 1,960 |
| 9 | SR-87 | TO I-10 WB | TWSC | 3 | 3 | 14 | 32 | 1,945 |
| 10 | US-98/SR-30/GULF BREEZE PKWY | AMBASSADOR DR | TWSC | 4 | 4 | 9 | 20 | 1,928 |
| 11 | US-98/SR-30/GULF BREEZE PKWY | KELTON BLVD/GONDOLIER BLVD | SIGNAL | 4 | 2 | 20 | 60 | 1,919 |
| 12 | SR-87/STEWART ST | MAGNOLIA ST | TWSC | 4 | 2 | 18 | 39 | 1,872 |
| 13 | US-98/SR-30/NAVARRE PKWY | BLUE TIP DR | TWSC | 4 | 2 | 14 | 41 | 1,831 |
| 14 | SR-89/HWY 89 | CR-178/SPANISH TRAIL | TWSC | 4 | 3 | 5 | 11 | 1,744 |
| 15 | SR-281/AVALON BLVD | 58002003 WB ON | TWSC | 3 | 1 | 16 | 31 | 1,706 |
| 16 | CR-197/CHUMUCKLA HWY | TUNNEL RD | TWSC | 4 | 2 | 7 | 22 | 1,685 |
| 17 | SR-281/AVALON BLVD | CR-191A/MULAT RD | SIGNAL | 4 | 2 | 6 | 30 | 1,671 |
| 18 | US-98/SR-30/NAVARRE PKWY | SOUND HAMMOCK DR | TWSC | 4 | 2 | 4 | 17 | 1,614 |
| 19 | CR-197/CHUMUCKLA HWY | WALLACE LAKE RD | TWSC | 3 | 2 | 3 | 6 | 1,599 |
| 20 | CR-197A/WOODBINE RD | FAWNWOOD DR | TWSC | 3 | 2 | 1 | 7 | 1,547 |

**SR-87 and CR-184/Nichols Lake Rd**

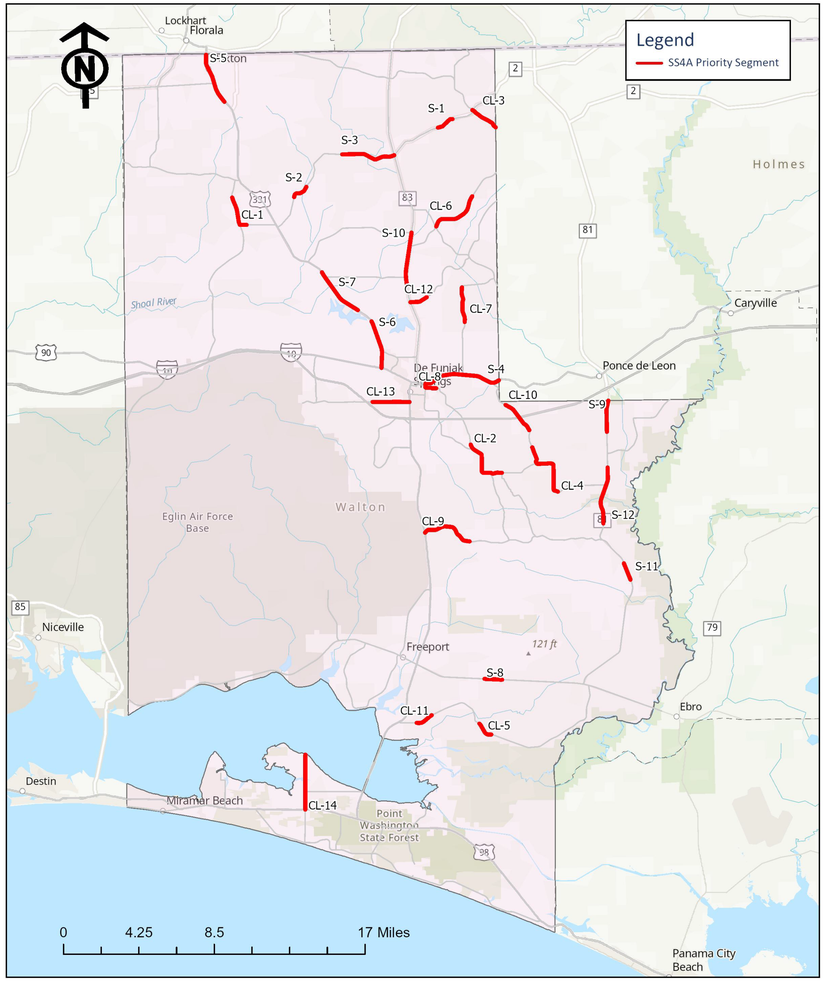
# *Okaloosa-Walton TPO High-Injury Network (HIN)*

## Priority Segments

### *Okaloosa County*




### *Walton County*




Kimley»Horn

# *HIN Priority Segment List: Okaloosa and Walton Counties*

## *Okaloosa County*

| Segment Number | Roadway | Begin | End | Length (mi) | AADT (2022) | KA Crashes (2019-2023) | Max KA Crash Rate per MEV | All Crashes (2019-2023) | Max Overall Crash Rate per MEV |
|---|---|---|---|---|---|---|---|---|---|
| CL-1 | SECOND AVE | SR-85/HWY 85 - EAST | SR-85/HWY 85 - WEST | 1.2 | 100 | 1 | 457 | 2 | 913 |
| CL-2 | HWY 2 | OLD RIVER RD | HWY 602 | 1.0 | 400 | 1 | 137 | 2 | 274 |
| CL-3 | REDWOOD AVE | SR-20 | 7TH ST | 1.6 | 7,400 | 16 | 76 | 136 | 650 |
| CL-4 | E CHESNUT AVE | HENDERSON ST | US-90/SR-10/HWY 90 | 1.7 | 500 | 1 | 65 | 8 | 522 |
| CL-5 | PALM BLVD | PARTIN DR N | VALPARAISO BLVD | 1.6 | 10,000 | 10 | 59 | 256 | 1,533 |
| S-1 | SR-4 | COUNTY LINE RD | BEAVER CREEK RD | 1.0 | 1,950 | 2 | 56 | 6 | 169 |
| CL-6 | NEW EBENEZER RD | T E ROGERS RD | SR-85 | 1.5 | 700 | 1 | 54 | 3 | 162 |
| CL-7 | STILLWELL BLVD | SR-85/FERDON BLVD | HABURN ST | 0.8 | 3,700 | 3 | 53 | 57 | 1,005 |
| CL-8 | LANG RD | SR-189/BEAL PKWY | BARATARIA LN | 0.8 | 1,500 | 1 | 46 | 47 | 2,173 |
| CL-9 | CR-30F/AIRPORT RD | US-98/SR-30 | MAIN ST | 1.6 | 23,500 | 8 | 42 | 348 | 1,741 |
| CL-10 | HOLMES BLVD NW | JONQUIL AVE NW | MEMORIAL PKWY NW | 1.0 | 2,800 | 2 | 39 | 44 | 861 |
| CL-11 | OLD BETHEL RD | RIDGE LAKE RD | GRANDVIEW DR | 2.9 | 7,300 | 7 | 39 | 192 | 1,025 |
| S-2 | SR-85 | RIDGE LAKE RD | RIDGE LAKE RD | 2.8 | 17,692 | 16 | 37 | 154 | 522 |
| CL-12 | ROCKY BAYOU DR | SR-20/JOHN SIMS PKWY | STEPHEN DR | 1.0 | 12,100 | 8 | 36 | 63 | 285 |
| S-3 | SR-20 | COUNTY LINE RD | BAY DR | 2.3 | 31,500 | 14 | 35 | 180 | 365 |
| S-4 | SR293/SPENCE PKWY | E HWY 20 | N LAKESHORE DR | 0.7 | 18,100 | 8 | 33 | 83 | 340 |
| S-5 | JOHN SIMS PKWY | N BAYSHORE DR | EDGEWATER DR | 5.2 | 47,500 | 71 | 31 | 1,015 | 463 |
| CL-13 | HOLLYWOOD BLVD SW | WRIGHT PKWY NW | BAY DR SE | 3.0 | 13,000 | 10 | 31 | 299 | 1,020 |
| S-6 | HWY 85 | COUNTY LINE RD | ROBINSON RD | 1.1 | 3,400 | 2 | 29 | 15 | 214 |
| S-7 | HWY 85 | HWY 2 | SWY 602 | 1.0 | 3,977 | 2 | 28 | 6 | 83 |

**Second Ave and SR-85/HWY 85 East**

## *Walton County*

| Segment Number | Roadway | Begin | End | Length (mi) | AADT (2022) | KA Crashes (2019-2023) | Max KA Crash Rate per MEV | All Crashes (2019-2023) | Max Overall Crash Rate per MEV |
|---|---|---|---|---|---|---|---|---|---|
| CL-1 | CO HWY 2A | JORDAN RD | NEW HARMONY LOOP | 2.0 | 850 | 4 | 193 | 10 | 516 |
| CL-2 | CO HWY 280 E | WALTON BRIDGE RD | JIM LINDSEY RD | 3.0 | 750 | 3 | 146 | 8 | 292 |
| CL-3 | CO HWY 181 E | COUNTY HWY 181E | HOLMES CO LINE | 1.7 | 600 | 2 | 109 | 4 | 219 |
| CL-4 | CO HWY 183 S | WC CURRINGTON RD | MCLEOD RD | 3.6 | 1,200 | 3 | 100 | 15 | 996 |
| CL-5 | CO HWY 3280 | MAGNOLIA LODGE RD | WHIP POOR WILL LN | 1.0 | 600 | 1 | 91 | 4 | 365 |
| S-1 | CO HWY 2 E | MATHEWS RD | ANDREWS RD | 1.0 | 600 | 1 | 91 | 2 | 183 |
| S-2 | CO HWY 2 W | GUS ANDREWS RD | BROWN RD | 1.0 | 700 | 1 | 78 | 2 | 157 |
| CL-6 | CO HWY 185 | COUNTY HWY 183B | MEMORY LN | 3.0 | 1,600 | 3 | 68 | 12 | 205 |
| S-3 | CO HWY 2 W | SR-83/STATE HWY 83 | WILKERSON RD | 3.1 | 900 | 3 | 61 | 10 | 244 |
| CL-7 | KIDD RD | JIM GARRETT RD | COY ELLIS RD | 2.0 | 900 | 2 | 61 | 6 | 244 |
| CL-8 | BAY AVE | CAMBRIDGE ST | US-90/SR-10/HWY 90 | 0.9 | 1,200 | 1 | 53 | 2 | 106 |
| CL-9 | ROCK HILL RD | OTI RD | US-331/SR-83 | 3.0 | 2,200 | 4 | 50 | 48 | 971 |
| CL-10 | CO HWY 183 S | MCLEOD RD | SUE LN | 2.0 | 1,200 | 2 | 46 | 6 | 183 |
| S-4 | US HWY 90 E | HOLMES CO LINE | N 1ST ST | 4.3 | 6,500 | 8 | 37 | 59 | 194 |
| CL-11 | CO HWY 3280 | BLACK CREEK BLVD | HAPPY HOLW | 1.0 | 3,400 | 2 | 32 | 16 | 258 |
| CL-12 | CO HWY 1883 | SR-83/STATE HWY 83 | COY ELLIS RD | 1.0 | 1,800 | 1 | 30 | 21 | 639 |
| S-5 | US HWY 331 N | N COUNTY HWY 285 | FL STATE LINE | 2.9 | 5,159 | 6 | 30 | 37 | 165 |
| S-6 | US HWY 331 N | US-90/US-331/SR-10 | MARTIN RD | 2.7 | 8,700 | 5 | 30 | 137 | 420 |
| S-7 | US HWY 331 N | LAKE HOLLEY CIR | COUNTY HWY 182 | 3.0 | 3,700 | 5 | 30 | 28 | 178 |
| S-8 | STATE HWY 20 E | JONATHAN DR | BURNHAM RD | 1.0 | 11,300 | 6 | 29 | 31 | 150 |
| S-9 | STATE HWY 81 | HUGHES DITCH | HOLMES CO LINE | 1.8 | 2,900 | 2 | 24 | 6 | 73 |
| CL-13 | BOB SIKES RD | HOBBS LN | US-331/SR-83 | 2.1 | 4,700 | 4 | 23 | 57 | 513 |
| S-10 | STATE HWY 83 | NIXON RD | COUNTY RD 1084 | 3.0 | 5,100 | 4 | 23 | 23 | 209 |
| S-11 | STATE HWY 81 | MOSSY BEND RD | DEAD RIVER RD | 1.0 | 2,400 | 1 | 23 | 2 | 46 |
| S-12 | STATE HWY 81 | BELL DAWSON RD | TRAVIS TRL | 3.3 | 2,900 | 3 | 22 | 11 | 94 |
| CL-14 | N CO HWY 393 | END OF PAVEMENT | US-98/SR-30 | 3.1 | 8,200 | 5 | 20 | 68 | 394 |

**CO HWY 2A and New Harmony Loop**

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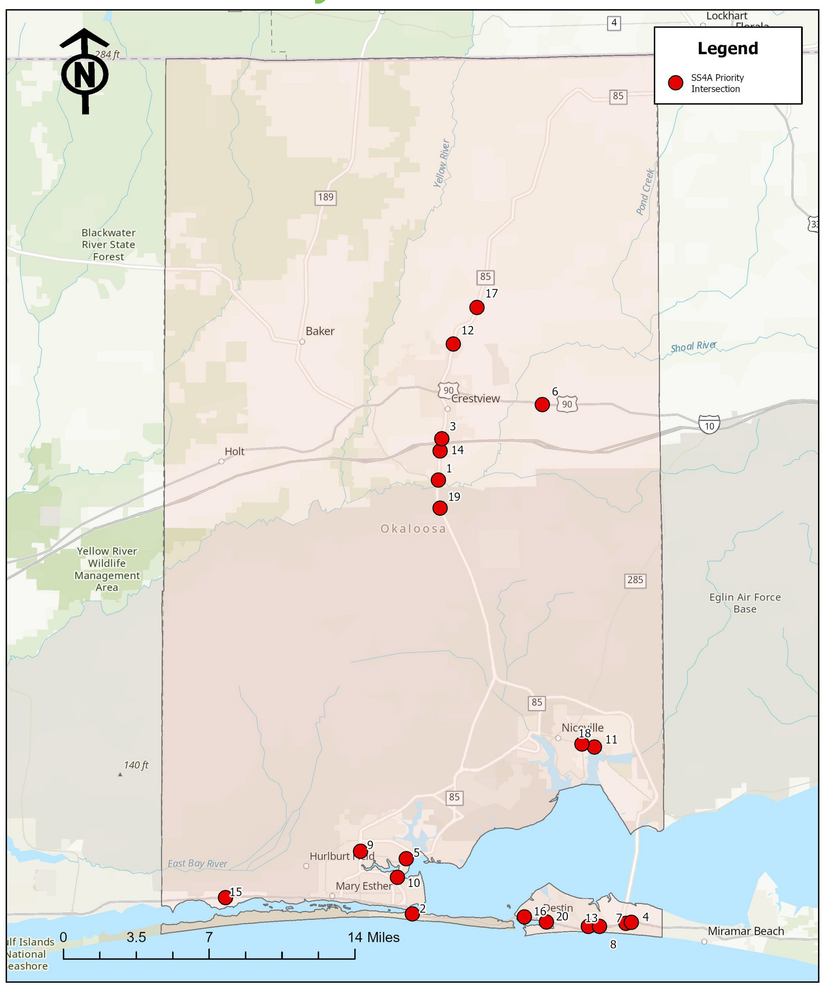
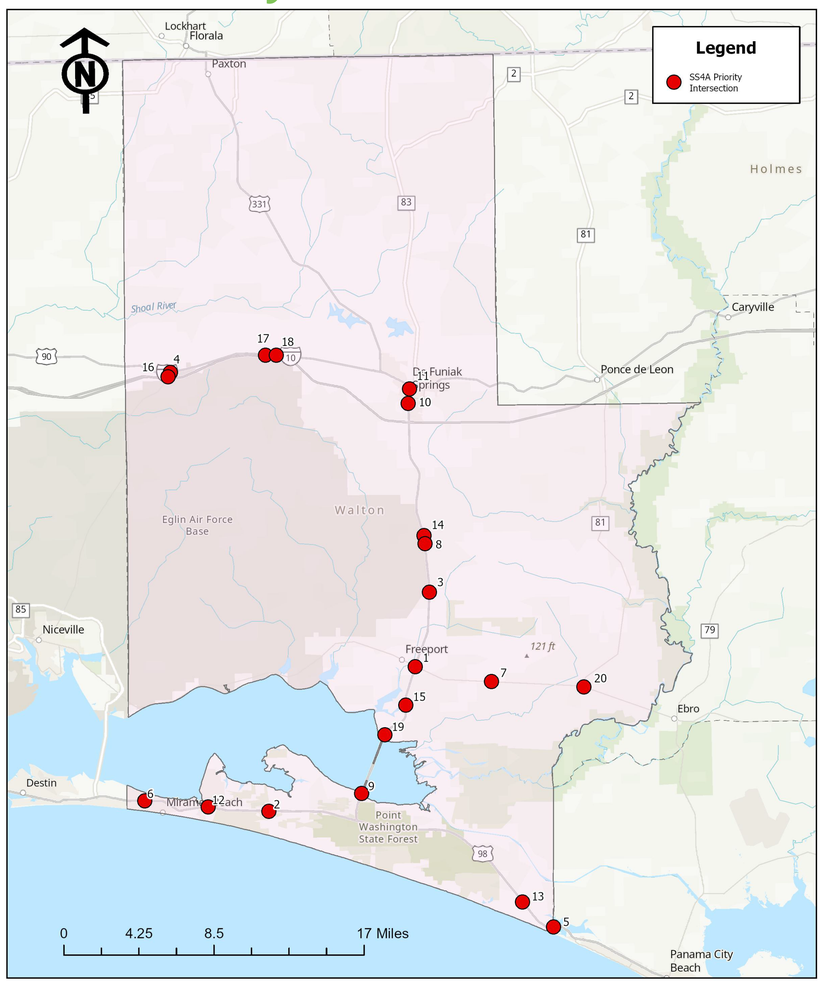
# *Okaloosa-Walton TPO High-Injury Network (HIN)*

## Priority Intersections

### *Okaloosa County*




### *Walton County*

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# *HIN Priority Intersection List: Okaloosa and Walton Counties*

***Okaloosa County***

| Intersection Number | Major Roadway | Minor Roadway | Traffic Control | Number of Legs | KA Crashes (2019-2023) | BC Crashes (2019-2023) | All Crashes (2019-2023) | Equivalent PDO Crashes |
|---|---|---|---|---|---|---|---|---|
| 1 | SR-85/S FERDON BLVD | LIVE OAK CHURCH RD | SIGNAL | 4 | 10 | 49 | 134 | 6,051 |
| 2 | US-98/SR-30 | SANTA ROSA BLVD | SIGNAL | 4 | 3 | 40 | 202 | 5,105 |
| 3 | SR-85/S FERDON BLVD | MIRAGE AVE | SIGNAL | 4 | 3 | 28 | 167 | 3,561 |
| 4 | US-98/SR-30/EMERALD COAST PKW | LEGENDARY DR | SIGNAL | 4 | 2 | 26 | 99 | 3,353 |
| 5 | SR-85/EGLIN PKWY | FIRST AVE | TWSC | 4 | 3 | 1 | 13 | 2,975 |
| 6 | US-90/SR-10/E JAMES LEE BLVD | CLINT MASON RD | TWSC | 3 | 2 | 3 | 8 | 2,891 |
| 7 | US-98/SR-30/EMERALD COAST PKW | SR-293/HUTCHINSON ST | SIGNAL | 4 | 4 | 50 | 206 | 2,800 |
| 8 | US-98/SR-30/EMERALD COAST PKW | HENDERSON BEACH RD | SIGNAL | 4 | 3 | 33 | 118 | 2,305 |
| 9 | CR-189/BEAL PKWY | CLIFFORD ST/CARMEL DR | SIGNAL | 4 | 4 | 25 | 142 | 2,294 |
| 10 | SR-85/EGLIN PKWY | SR-189A/YACHT CLUB DR | SIGNAL | 4 | 6 | 13 | 64 | 2,243 |
| 11 | SR-20/E JOHN SIMS PKWY | ROCKY BAYOU DR | SIGNAL | 4 | 7 | 6 | 53 | 2,228 |
| 12 | SR-85 | CR-188/AIRPORT RD | SIGNAL | 4 | 5 | 16 | 81 | 2,221 |
| 13 | US-98/SR-30/EMERALD COAST PKW | RESTAURANT ROW/INDIAN BAYOU | TWSC | 4 | 1 | 38 | 112 | 2,190 |
| 14 | SR-85/S FERDON BLVD | JOHN KING RD | SIGNAL | 3 | 2 | 34 | 138 | 2,179 |
| 15 | US-98/SR-30 | PARRISH BLVD | SIGNAL | 3 | 5 | 14 | 48 | 2,162 |
| 16 | US-98/SR-30/HARBOR BLVD | PALMETTO ST | TWSC | 3 | 3 | 23 | 75 | 2,114 |
| 17 | SR-85 | ADAMS RD/AUBURN RD | SIGNAL | 4 | 4 | 16 | 30 | 2,056 |
| 18 | SR-20/E JOHN SIMS PKWY | REDWOOD AVE | SIGNAL | 4 | 14 | 23 | 100 | 2,049 |
| 19 | SR-85 | RATTLESNAKE BLUFF RD | TWSC | 4 | 3 | 16 | 80 | 1,974 |
| 20 | US-98/SR-30/HARBOR BLVD | CR-30C/BEACH DR | SIGNAL | 4 | 3 | 16 | 75 | 1,951 |

**SR-85 and Live Oak Church Rd**

***Walton County***

| Intersection Number | Major Roadway | Minor Roadway | Traffic Control | Number of Legs | KA Crashes (2019-2023) | BC Crashes (2019-2023) | All Crashes (2019-2023) | Equivalent PDO Crashes |
|---|---|---|---|---|---|---|---|---|
| 1 | US-331 | SR-20 | SIGNAL | 4 | 5 | 29 | 158 | 5,101 |
| 2 | US-98/SR-30 | DON BISHOP RD | TWSC | 3 | 4 | 17 | 44 | 3,391 |
| 3 | US-331/SR-83 | MADISON ST | SIGNAL | 3 | 2 | 10 | 33 | 3,025 |
| 4 | US-90/SR-10/E MOSSY HEAD MAIN | SR-285 | TWSC | 3 | 8 | 29 | 94 | 2,781 |
| 5 | US-98/SR-30 | GRANDE POINTE BLVD | TWSC | 3 | 8 | 2 | 33 | 2,288 |
| 6 | US-98/SR-30/EMERAL COAST PKW | HOLIDAY RD | SIGNAL | 4 | 4 | 20 | 99 | 2,177 |
| 7 | SR-20 | J W HOLLINGTON RD | TWSC | 3 | 5 | 4 | 21 | 1,969 |
| 8 | US-331/SR-83 | CR-282/SEGREST RD | TWSC | 3 | 2 | 13 | 35 | 1,812 |
| 9 | US-331/SR-83 | CHAT HOLLEY RD | SIGNAL | 4 | 2 | 9 | 44 | 1,715 |
| 10 | US-331/SR-83 | SHOPPING | SIGNAL | 4 | 3 | 2 | 25 | 1,692 |
| 11 | US 331/SR 83 | LIVE OAK AVE | SIGNAL | 4 | 2 | 7 | 53 | 1,689 |
| 12 | US-98/SR-30/EMERAL COAST PKW | BAYTOWNE LN | SIGNAL | 3 | 1 | 12 | 53 | 1,685 |
| 13 | US-98/SR-30/EMERAL COAST PKW | S WATERSOUND PKWY | SIGNAL | 4 | 1 | 11 | 55 | 1,683 |
| 14 | US 331/SR 83 | ROCKY HILL RD | TWSC | 3 | 1 | 11 | 33 | 1,634 |
| 15 | US 331/SR 83 | SWEETWATER LN | TWSC | 3 | 2 | 4 | 7 | 1,604 |
| 16 | SR-285 | I-10 WB OFF RAMP | TWSC | 3 | 2 | 2 | 7 | 1,578 |
| 17 | US-90/SR-10 | GIRL SCOUT RD | TWSC | 3 | 2 | 2 | 14 | 1,576 |
| 18 | US-90/SR-10 | WALDEN RD | TWSC | 3 | 2 | 1 | 6 | 1,555 |
| 19 | US 331/SR 83 | JOLLY BAY RD | SIGNAL | 4 | 1 | 6 | 17 | 1,535 |
| 20 | SR-20 | CHURCH RD | TWSC | 3 | 2 | 0 | 4 | 1,531 |

**US-331 and SR-20**

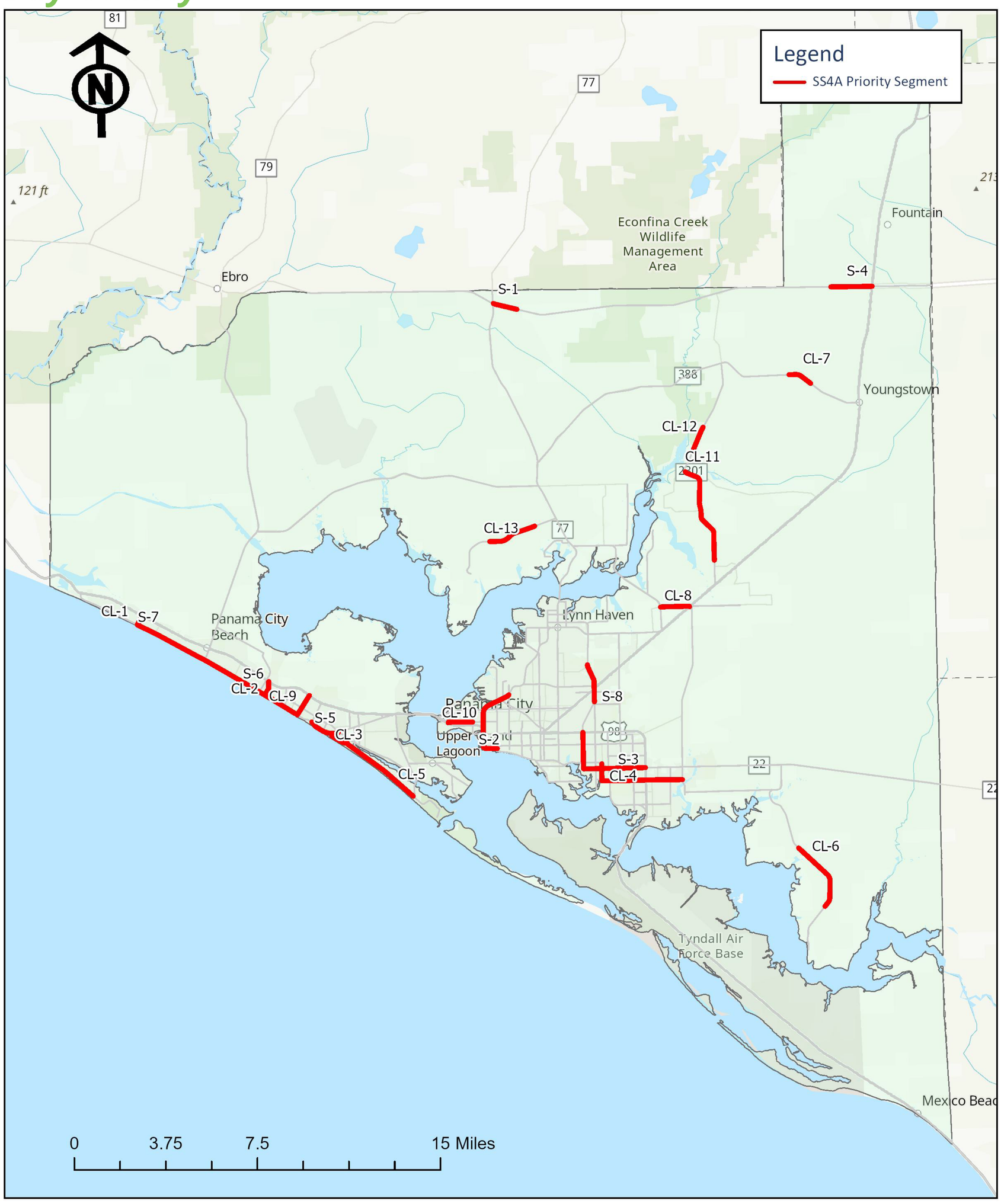
# ECRC SAFETY ACTION PLAN

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

## *Bay County TPO High-Injury Network (HIN)*

### Priority Segments

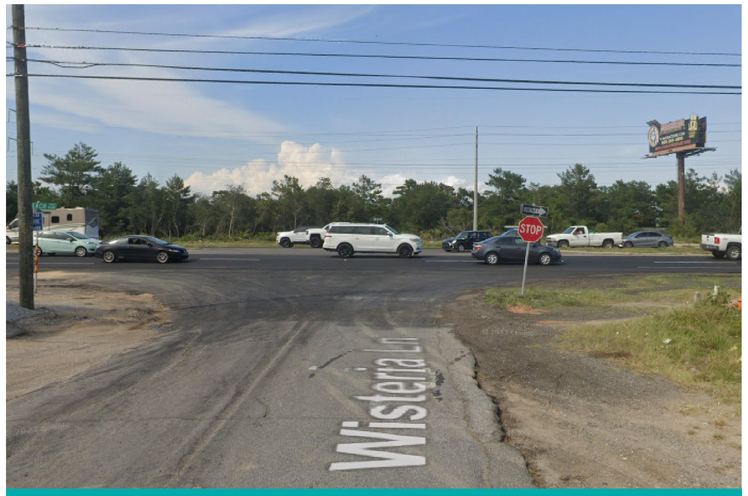
### *Bay County*



# *HIN Priority Segment List: Bay County*

| Segment Number | Roadway | Begin | End | Length (mi) | AADT (2022) | KA Crashes (2019-2023) | Max KA Crash Rate per MEV | All Crashes (2019-2023) | Max Overall Crash Rate per MEV |
|---|---|---|---|---|---|---|---|---|---|
| CL-1 | WISTERIA LN | SR-30 | US-98/SR-30A | 0.4 | 1,150 | 2 | 222 | 18 | 1,995 |
| CL-2 | ARGONAUT ST | SR-30 | US-98/SR-30A | 0.6 | 800 | 1 | 114 | 60 | 6,849 |
| S-1 | SR-20 | SR-77 | BREAM POND RD | 1.0 | 3,100 | 4 | 71 | 53 | 945 |
| CL-3 | S THOMAS DR | SR-30 | THOMAS DR | 0.8 | 9,500 | 9 | 64 | 158 | 1,125 |
| CL-4 | EVERITT AVE/CHERRY ST | US-98B/SR-30 | N STAR AVE | 4.0 | 7,400 | 9 | 59 | 188 | 1,360 |
| CL-5 | THOMAS DR | CR-3030/N LAGOON DR | THOMAS DR | 3.7 | 11,500 | 24 | 50 | 375 | 634 |
| S-2 | 9TH ST/BECK AVE/SAINT AND | CR-385/FRANKFORD AVE | SR-327/LISENBY AVE | 3.4 | 18,000 | 15 | 50 | 673 | 1,190 |
| S-3 | E 3RD ST/SHERMAN AVE | N TYNDALL PKWY | E 15TH ST | 4.0 | 10,500 | 16 | 47 | 530 | 1,819 |
| CL-6 | ALLANTON RD | AIR WAY | ALVIE HOLMES RD | 3.0 | 1,200 | 2 | 46 | 8 | 183 |
| CL-7 | CR-388 | G W HOBBS RD | SAPP LN | 1.0 | 1,200 | 1 | 46 | 2 | 91 |
| S-4 | SR-20 | SINGER RD | US-231/SR-75 | 3.7 | 3,100 | 6 | 42 | 112 | 965 |
| S-5 | FRONT BEACH RD | JOAN AVE | ALF COLEMAN RD | 2.7 | 21,500 | 26 | 40 | 470 | 753 |
| CL-8 | TITUS RD | CR-2321 | US-231/SR-75 | 1.2 | 4,700 | 4 | 39 | 126 | 1,224 |
| CL-9 | ALF COLEMAN RD | US-98/SR-30A | PANAMA CITY BEACH PK | 0.9 | 9,400 | 6 | 37 | 331 | 2,053 |
| CL-10 | 19TH ST | FRANKFORD AVE | W HWY 98 | 2.0 | 3,000 | 3 | 36 | 79 | 1,236 |
| CL-11 | CR-2301 | PENNY RD | CR-2303/INDIAN BLUFF | 4.2 | 8,000 | 8 | 35 | 115 | 385 |
| CL-12 | CR-2301 | VICKEY LN | COMMANDER LN | 1.0 | 1,600 | 1 | 34 | 3 | 103 |
| S-6 | FRONT BEACH RD | S HWY 79 | ALF COLEMAN RD | 4.3 | 12,500 | 22 | 33 | 282 | 320 |
| S-7 | FRONT BEACH RD | WISTERIA LN | S HWY 79 | 3.1 | 8,400 | 7 | 30 | 109 | 472 |
| S-8 | EAST AVE | SHERMAN AVE | MOSLEY DR | 1.6 | 17,000 | 6 | 29 | 393 | 1,787 |
| CL-13 | CR-2300 | FANNING BAYOU DR | TEACHEE TRL | 2.0 | 1,900 | 2 | 29 | 4 | 87 |

*Bay County*




**Wisteria Ln and US-98/SR-30A**

**Argonaut St and US-98/SR-30A**

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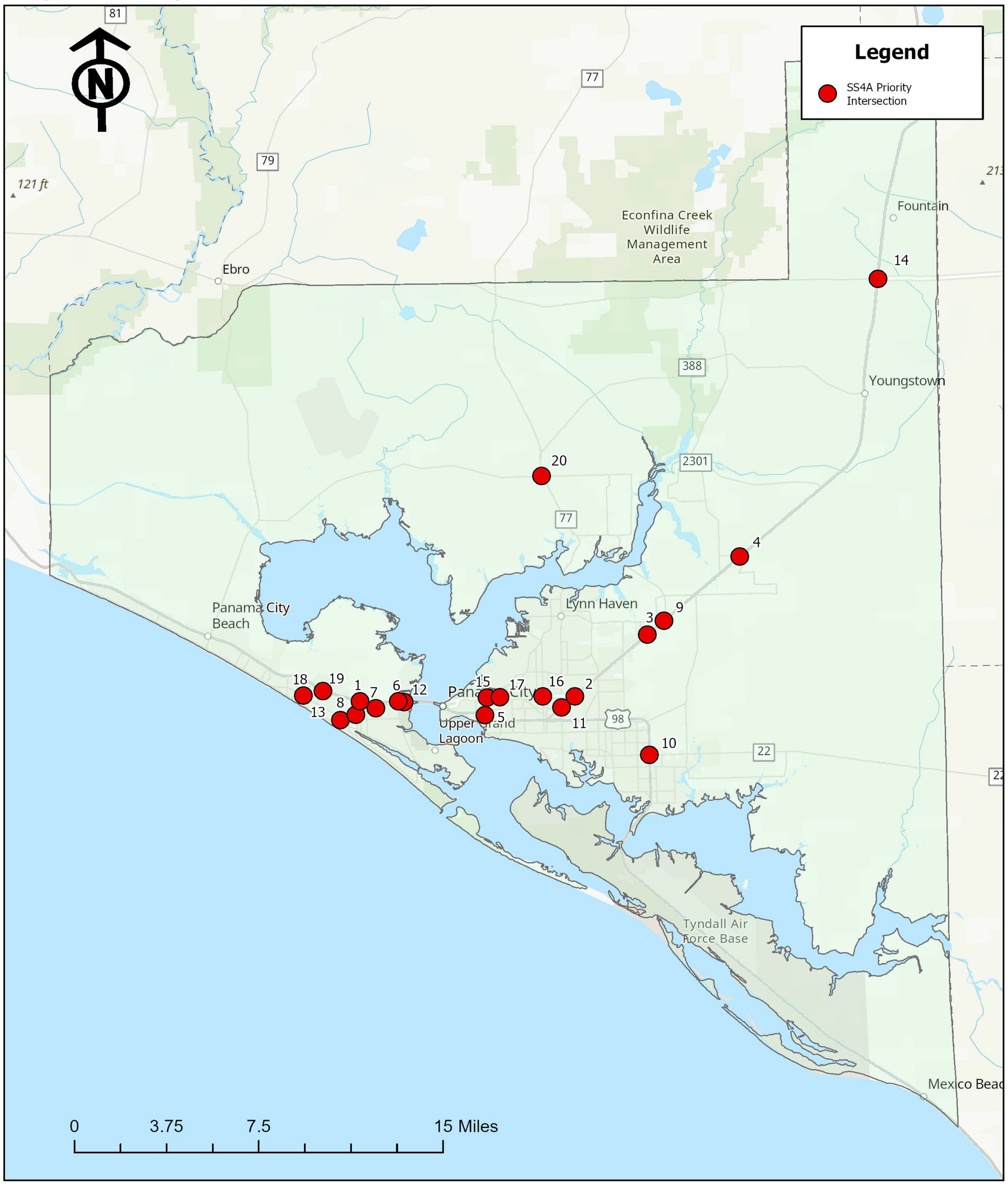
# ECRC SAFETY ACTION PLAN

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

## *Bay County TPO High-Injury Network (HIN)*

### Priority Intersections

### *Bay County*



# *HIN Priority Intersection List: Bay County*

| Intersection Number | Major Roadway | Minor Roadway | Traffic Control | Number of Legs | KA Crashes (2019-2023) | BC Crashes (2019-2023) | All Crashes (2019-2023) | Equivalent PDO Crashes |
|---|---|---|---|---|---|---|---|---|
| 1 | US-98/SR-30A/PANAMA CITY BEAC | ALLISON AVE | TWSC | 3 | 5 | 27 | 105 | 3,696 |
| 2 | US-231/SR-75 | SR-368/E 23RD ST | SIGNAL | 3 | 5 | 7 | 59 | 3,354 |
| 3 | US-231/SR-75 | PIPELINE RD | TWSC | 4 | 2 | 24 | 68 | 3,296 |
| 4 | US-231/SR-75 | BAYOU GEORGE DR | TWSC | 3 | 2 | 15 | 50 | 3,089 |
| 5 | US-98/SR-30A | W 17TH ST/BAYVIEW AVE | TWSC | 5 | 2 | 9 | 35 | 2,996 |
| 6 | US-98/SR-30/PANAMA CITY BEACH | THOMAS DR/WILDWOOD RD | SIGNAL | 4 | 7 | 36 | 241 | 2,950 |
| 7 | SR-30/FRONT BEACH RD | PRYOR AVE | TWSC | 3 | 2 | 1 | 6 | 2,854 |
| 8 | SR-30/FRONT BEACH RD | JOAN AVE | SIGNAL | 3 | 6 | 25 | 92 | 2,499 |
| 9 | US-231/SR-75 | CR-390/E HWY 390 | SIGNAL | 3 | 5 | 22 | 85 | 2,321 |
| 10 | US-98/SR-30A/N TYNDALL PKWY | SR-22/WEWA HWY/ E 3RD ST | SIGNAL | 4 | 3 | 32 | 99 | 2,228 |
| 11 | US-231 | SR-77/MLK BLVD | SIGNAL | 4 | 3 | 24 | 157 | 2,191 |
| 12 | US-98/SR-30/PANAMA CITY BEACH | WOODLAWN DR | SIGNAL | 3 | 4 | 17 | 123 | 2,162 |
| 13 | SR-30/FRONT BEACH RD | SR-392A/HUTCHISON BLVD | SIGNAL | 4 | 3 | 23 | 101 | 2,149 |
| 14 | US-231/SR-75 | SR-20 | SIGNAL | 4 | 4 | 17 | 84 | 2,141 |
| 15 | SR-368/W 23RD ST | SR-390/BECK AVE | SIGNAL | 4 | 2 | 27 | 166 | 2,125 |
| 16 | SR-368/W 23RD ST | JENKS AVE | SIGNAL | 4 | 2 | 27 | 155 | 2,105 |
| 17 | SR-368/W 23RD ST | CR-385/FRANKFORD AVE | SIGNAL | 4 | 3 | 23 | 94 | 2,079 |
| 18 | SR-392A/HUTCHISON BLVD | ALF COLEMAN RD | SIGNAL | 4 | 2 | 19 | 61 | 1,898 |
| 19 | US-98/SR-30A/PANAMA CITY BEAC | RICHARD JACKSON BLVD | SIGNAL | 4 | 2 | 82 | 375 | 1,831 |
| 20 | SR-77 | CR-388/EDWARDS RD | SIGNAL | 4 | 2 | 12 | 89 | 1,826 |

*Bay County*

**US-98/SR-30A and Allison Ave**

**US-231/SR-75 and SR-368/E 23rd St**

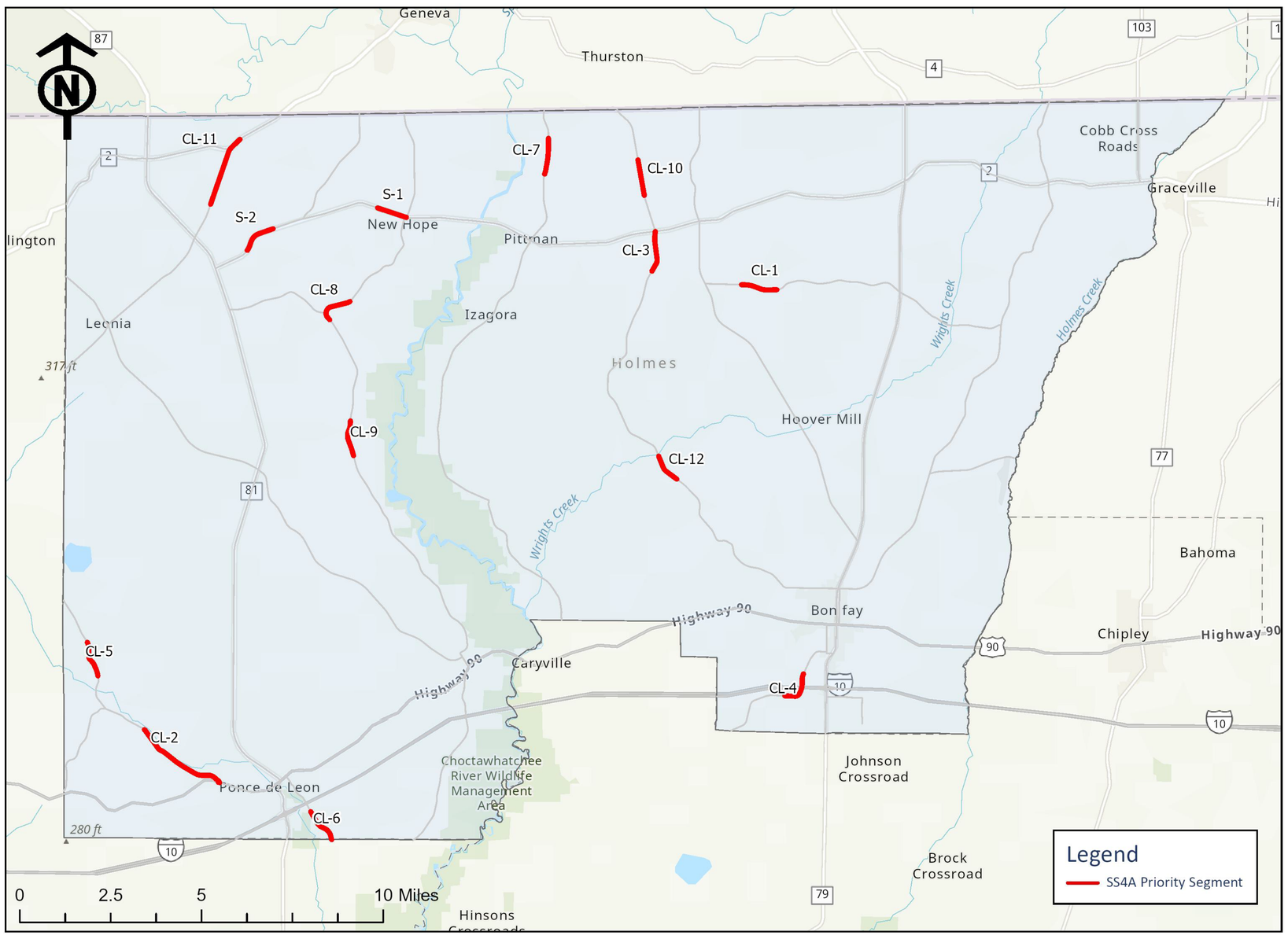
# ECRC SAFETY ACTION PLAN

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

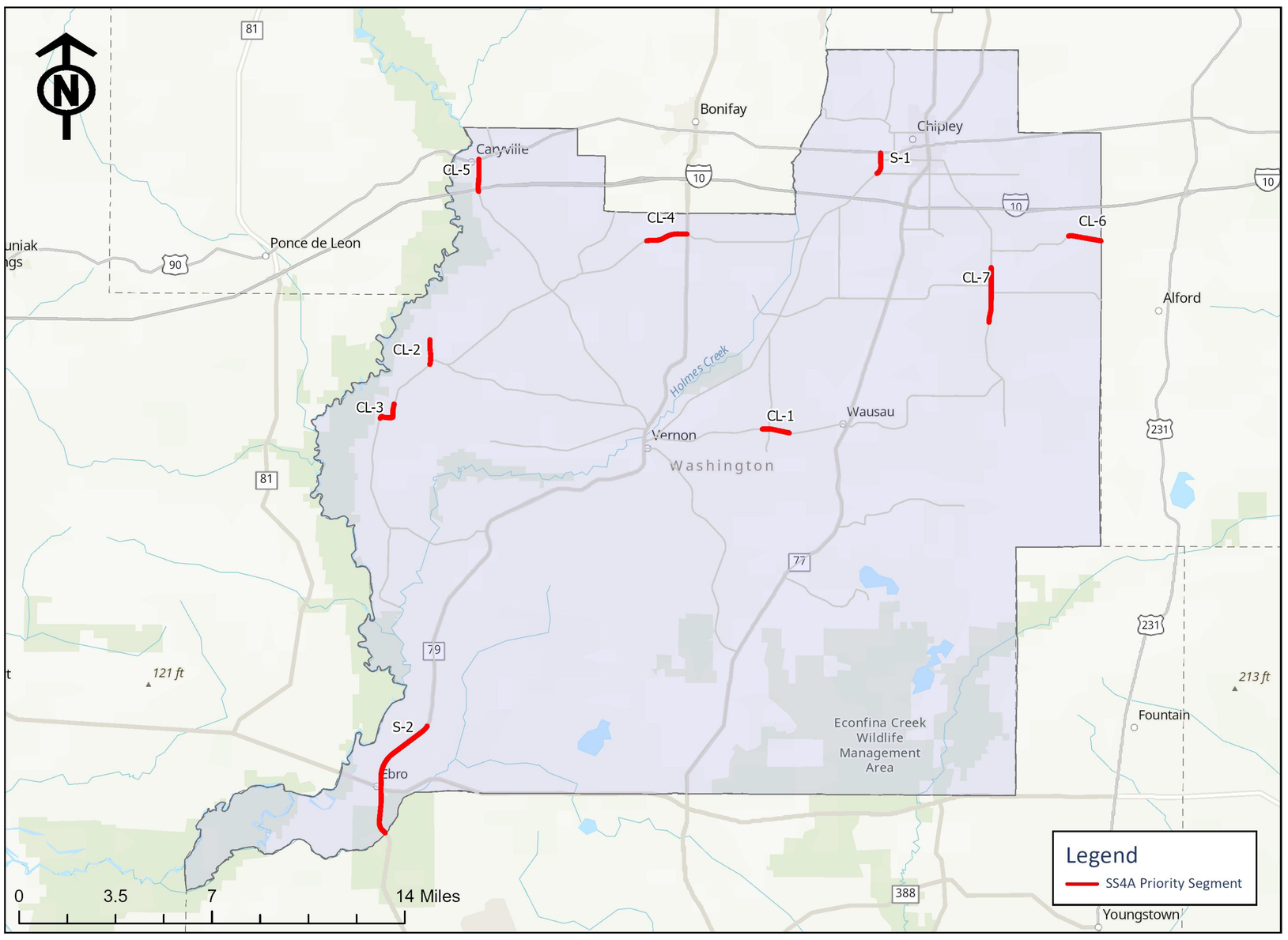
## *Additional Counties in ECRC Region High-Injury Network (HIN)*

### Priority Segments

### *Holmes County*




### *Washington County*



# *HIN Priority Segment List: Holmes and Washington Counties*

*Holmes County*

| Segment Number | Roadway | Begin | End | Length (mi) | AADT (2022) | KA Crashes (2019-2023) | Max KA Crash Rate per MEV | All Crashes (2019-2023) | Max Overall Crash Rate per MEV |
|---|---|---|---|---|---|---|---|---|---|
| CL-1 | CR-160 | METCALF RD | EARL EVANS RD | 1.0 | 450 | 2 | 244 | 5 | 609 |
| CL-2 | CR-10A | HWY 81A | US-90/SR-10 | 2.7 | 300 | 2 | 183 | 10 | 1644 |
| CL-3 | CR-177A | MOTLEY RD | SR-2 | 1.1 | 650 | 2 | 148 | 3 | 222 |
| CL-4 | COUNTY RD 173 | PITTS CV | DECON RD | 1.0 | 800 | 2 | 137 | 8 | 548 |
| CL-5 | CR-183A | BRIDGE CREEK DR | MOORE BAY | 1.0 | 400 | 1 | 137 | 5 | 685 |
| CL-6 | PONCE DE LEON SPRING | WALTON CO LINE | SPRING LN | 1.0 | 900 | 2 | 122 | 4 | 244 |
| CL-7 | CR-179 | WHITE WATER LN | HAWTHORNE LN | 1.0 | 550 | 1 | 100 | 2 | 199 |
| CL-8 | CR-179A | BRADLEY RD | DUCK POND BRANCH | 1.0 | 600 | 1 | 91 | 4 | 365 |
| CL-9 | CR-179A | CROFT LN | PEACOCK POND | 1.0 | 600 | 1 | 91 | 2 | 183 |
| S-1 | SR-2 | ENGLISH LN | HWY 179A | 0.8 | 800 | 1 | 82 | 4 | 326 |
| CL-10 | CR-177A | ESKER MARTIN RD | SMITH CHAPEL RD | 1.0 | 700 | 1 | 78 | 4 | 313 |
| S-2 | SR-2 | MYRTLE RD | SR-81 | 1.0 | 800 | 1 | 68 | 4 | 274 |
| CL-11 | PETTY CROSSROADS | TARA CYLEBRICO RD | COMMANDER RD | 2.0 | 1,700 | 3 | 64 | 8 | 161 |
| CL-12 | CR-177A | BEALL PACKING RD | MARIAN DR | 0.8 | 2200 | 2 | 59 | 5 | 148 |

**CR-160 and Metcalf Rd**

*Washington County*

| Segment Number | Roadway | Begin | End | Length (mi) | AADT (2022) | KA Crashes (2019-2023) | Max KA Crash Rate per MEV | All Crashes (2019-2023) | Max Overall Crash Rate per MEV |
|---|---|---|---|---|---|---|---|---|---|
| CL-1 | PIONEER RD | HARD LABOR RD | PREACHER RD | 1.0 | 1,000 | 2 | 110 | 6 | 329 |
| CL-2 | RIVER RD | BURNS LAKE RD | SHAKEY JOE RD | 0.9 | 1,100 | 1 | 55 | 6 | 328 |
| S-1 | SR-277 | CR-280/BRICKYARD RD | US-90/SR-10 | 0.8 | 4,100 | 3 | 51 | 42 | 711 |
| CL-3 | RIVER RD | DUPREE RD | FORTUNE POND RD | 1.0 | 1,100 | 1 | 50 | 4 | 199 |
| CL-4 | DOUGLAS FERRY RD | BESS NOOK RD | SR-79 | 1.5 | 1,000 | 1 | 36 | 2 | 72 |
| CL-5 | PATE POND RD | 61001004 EB ON | US-90/SR-10/HWY 90 | 1.2 | 2,600 | 2 | 36 | 13 | 232 |
| CL-6 | CORBIN RD | FLOYD PL | JACKSON CO LINE | 1.2 | 1,300 | 1 | 35 | 3 | 105 |
| CL-7 | ORANGE HILL RD | HAYES LN | REX CIR | 2.0 | 3,200 | 4 | 34 | 13 | 137 |
| S-2 | SR-79 | CEDAR TREE LANDING RD | BAY CO LINE | 4.7 | 9,800 | 8 | 30 | 100 | 245 |

**Pioneer Rd and Hard Labor Rd**

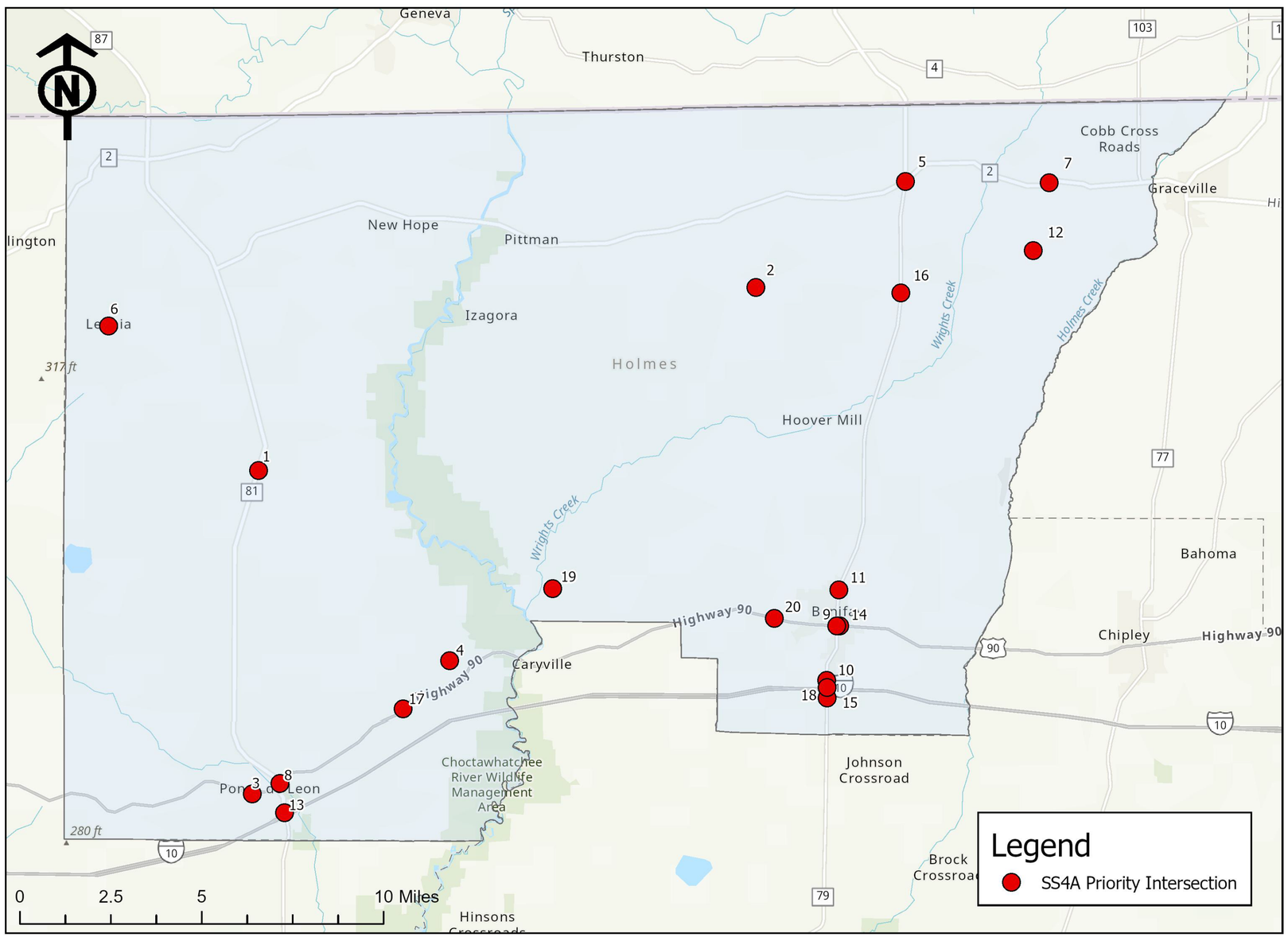
# ECRC SAFETY ACTION PLAN

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

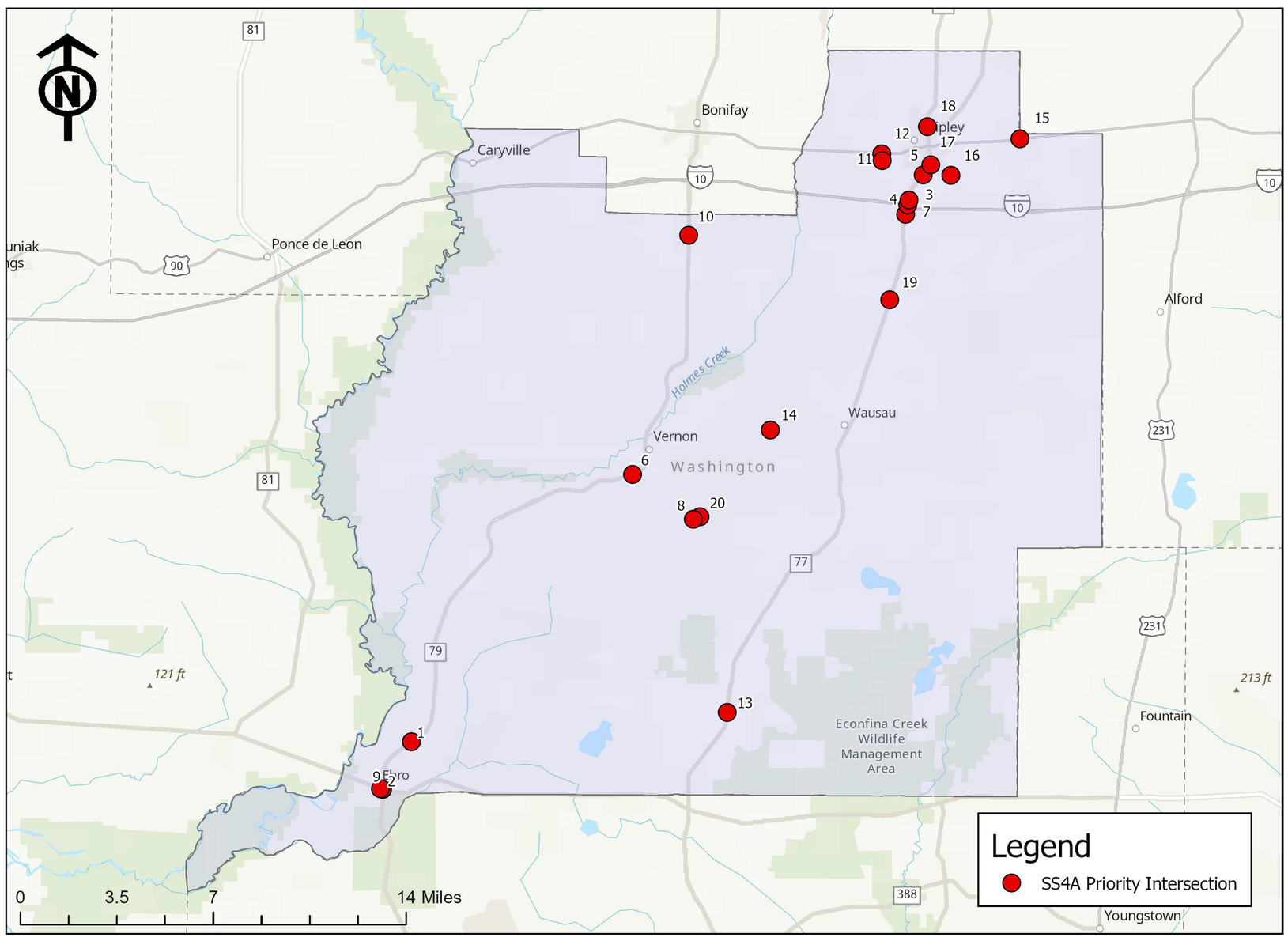
## *Additional Counties in ECRC Region High-Injury Network (HIN)*

### Priority Intersections

### *Holmes County*




### *Washington County*



# *HIN Priority Intersection List: Holmes and Washington Counties*

## *Holmes County*

| Intersection Number | Major Roadway | Minor Roadway | Traffic Control | Number of Legs | KA Crashes (2019-2023) | BC Crashes (2019-2023) | All Crashes (2019-2023) | Equivalent PDO Crashes |
|---|---|---|---|---|---|---|---|---|
| 1 | SR-81/SAMSON HWY | CR-181/DAN M PADGETT RD | TWSC | 4 | 1 | 1 | 6 | 1,432 |
| 2 | SR-160 | AVE DOCK CARROLL RD | TWSC | 4 | 1 | 0 | 2 | 1,415 |
| 3 | US-90/SR-10 | RAILROAD ST | TWSC | 3 | 1 | 0 | 2 | 1,415 |
| 4 | CR-181/N CYPRESS ST | GATOR LN | TWSC | 3 | 1 | 0 | 1 | 1,414 |
| 5 | SR-2 | SR-79 | SIGNAL | 4 | 3 | 12 | 35 | 623 |
| 6 | SR-185 | CR-181 | TWSC | 4 | 3 | 2 | 12 | 398 |
| 7 | SR-2 | SR-173 | AWSC | 4 | 2 | 7 | 21 | 376 |
| 8 | US-90/SR-10 | SR-81/SAMSON HWY | TWSC | 4 | 2 | 5 | 39 | 359 |
| 9 | US-90/SR-10 | SR-79/S WAUKESHA ST | SIGNAL | 4 | 2 | 4 | 35 | 324 |
| 10 | SR-79/S WAUKESHA ST | ST JOHNS RD/SON-IN-LAW RD | TWSC | 4 | 2 | 5 | 20 | 322 |
| 11 | SR-79/S WAUKESHA ST | CR-173/W N AVE | SIGNAL | 4 | 1 | 4 | 26 | 210 |
| 12 | SR-173 | REDDICK MILL RD | TWSC | 3 | 1 | 3 | 10 | 181 |
| 13 | SR-81/SAMSON HWY | I-10 WB OFF RAMP | TWSC | 3 | 1 | 2 | 7 | 156 |
| 14 | US-90/SR-10 | OKLAHOMA ST | TWSC | 4 | 1 | 2 | 10 | 150 |
| 15 | SR-79/S WAUKESHA ST | CR-3/THOMAS DR | TWSC | 3 | 1 | 1 | 6 | 142 |
| 16 | SR-79 | SR-160 | TWSC | 4 | 1 | 1 | 5 | 141 |
| 17 | US-90/SR-10 | T W MILLER RD | TWSC | 3 | 1 | 1 | 3 | 139 |
| 18 | SR-79/S WAUKESHA ST | I-10 WB OFF RAMP | TWSC | 3 | 1 | 1 | 2 | 138 |
| 19 | CR179 | FOREHAND DR/PATE FOREHAND L | TWSC | 4 | 1 | 1 | 2 | 138 |
| 20 | US-90/SR-10 | BANFILL AVE | TWSC | 3 | 1 | 1 | 6 | 133 |

**SR-81/Samson Hwy and CR-181**

## *Washington County*

| Intersection Number | Major Roadway | Minor Roadway | Traffic Control | Number of Legs | KA Crashes (2019-2023) | BC Crashes (2019-2023) | All Crashes (2019-2023) | Equivalent PDO Crashes |
|---|---|---|---|---|---|---|---|---|
| 1 | SR-79 | JAMES POTTER RD | TWSC | 3 | 2 | 0 | 4 | 2,830 |
| 2 | SR-79/DOG TRACK RD | SR-20/CAPT FRITZ RD | SIGNAL | 4 | 3 | 8 | 59 | 1,831 |
| 3 | SR-77/MAIN ST | NADIA AVE | SIGNAL | 4 | 2 | 10 | 22 | 1,679 |
| 4 | SR-77 | BLUE LAKE RD | TWSC | 3 | 2 | 2 | 7 | 1,569 |
| 5 | SR-77/MAIN ST | BRICKYARD RD | SIGNAL | 4 | 1 | 5 | 21 | 1,526 |
| 6 | SR-79/MAIN ST | COOK CIR | TWSC | 3 | 1 | 1 | 9 | 1,444 |
| 7 | SR-77/MAIN ST | I-10 WB OFF RAMP | TWSC | 3 | 1 | 0 | 2 | 1,415 |
| 8 | HOLMES VALLEY RD | TWIN POND RD | TWSC | 3 | 1 | 0 | 2 | 1,415 |
| 9 | SR-20/ CAPT FRITZ RD | JIFFY LN | TWSC | 3 | 1 | 0 | 2 | 1,415 |
| 10 | SR-79 | CR-280/DOUGLASS FERRY RD | TWSC | 4 | 2 | 11 | 33 | 467 |
| 11 | SR-277 | CR-273/SOUTH BLVD | TWSC | 3 | 2 | 2 | 8 | 262 |
| 12 | US-90/SR-10 | SR-277 | TWSC | 3 | 1 | 5 | 21 | 200 |
| 13 | SR-77 | CARTER CIR | TWSC | 3 | 1 | 4 | 15 | 199 |
| 14 | CR-278/PIONEER RD | BONNETT POND RD | TWSC | 4 | 1 | 3 | 4 | 166 |
| 15 | US-90/SR-10 | ODOM RD/SEWELL FARM RD | TWSC | 4 | 1 | 2 | 6 | 155 |
| 16 | CR-280/BRICKYARD RD | CR-273/ORANGE HILL R | AWSC | 4 | 1 | 2 | 14 | 154 |
| 17 | SR-77/MAIN ST | HARREL AVE | TWSC | 5 | 1 | 2 | 5 | 154 |
| 18 | SR-77/MAIN ST | GLENWOOD AVE | TWSC | 4 | 1 | 2 | 11 | 151 |
| 19 | SR-77 | CR-276/CLAYTON RD | TWSC | 4 | 1 | 2 | 9 | 149 |
| 20 | CR-279/MOSS HILL RD | HOLMES VALLEY RD | TWSC | 3 | 1 | 2 | 6 | 146 |

**SR-79 and James Potter Rd**

# ECRC SAFETY **ACTION PLAN**

SAFE STREETS FOR ALL
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## *UNSAFE CORRIDORS*

Based on the crash density map for the region, what other roads do you think the **High-Injury Network (HIN)** should include? Are there any unsafe corridors that you think should be included?

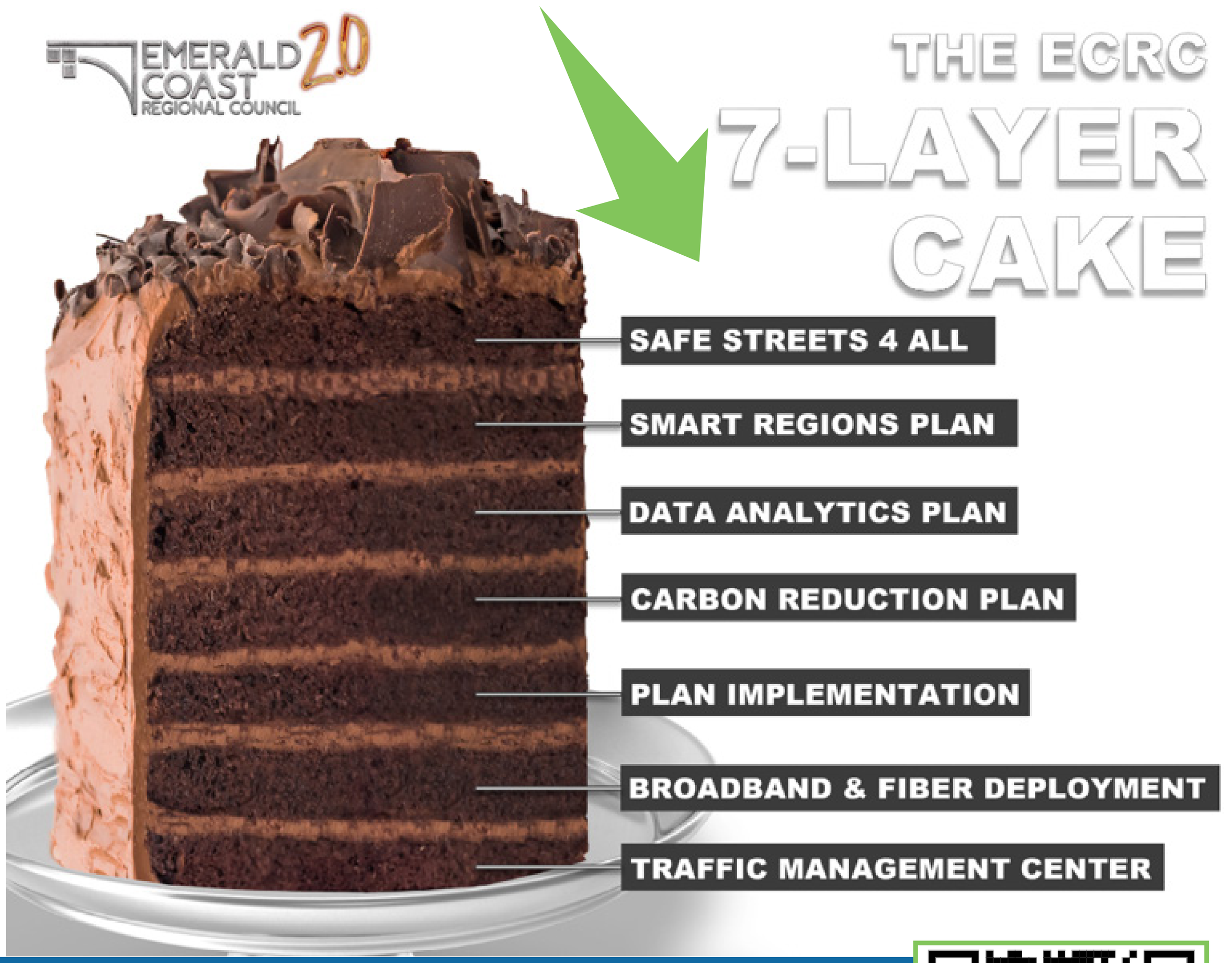
# ECRC SAFETY ACTION PLAN

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

## *ECRC's 7-Layer Cake*

The 7-Layer Cake is ECRC's latest initiative to address safety concerns throughout the region and modernize the transportation system as a whole. This initiative is made up of several different layers, which symbolize projects that will make the region the safest it has ever been.

**The Safety Action Plan and the Smart Region Plan make up the top layers of the cake**




**CHECK OUT THIS VIDEO TO LEARN MORE ABOUT THE 7- LAYER CAKE**

# ECRC SAFETY ACTION PLAN

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## *What is the Safety Action Plan?*

The Emerald Coast Regional Council (ECRC) is completing a Safety Action Plan to **significantly reduce** and eventually **eliminate roadway fatalities** and **serious injuries** on our region's transportation network, especially for vulnerable road users.

A **Safety Action Plan** includes several elements:

- Leadership Commitment and Goal Setting
- Appointed Task Force
- Safety Analysis and development of High-Injury Network
- Engagement and Collaboration
- Policy and Process Recommendations
- Project Identification

The ECRC Safety Action Plan will be consistent with the US Department of Transportation's Safe Streets and Roads For All (SS4A), which is based on the Safe System Approach and Vision Zero.

### VISION ZERO

- ✓ **Traffic deaths are PREVENTABLE**
- ✓ **Integrate HUMAN FAILING in approach**
- ✓ **Prevent FATAL AND SEVERE CRASHES**
- ✓ **SYSTEMS approach**

U.S.Department of Transportation
Federal Highway Administration

## 2024 PROJECT TIMELINE

### April
- Task Force Meetings Begin
- Preliminary High-Injury Network identified
- Policy Review

### May
- Task Force Meeting #2
- Round 1 Public Engagement Begins

### June
- Round 1 Public Engagement
- ECRC Board Update
- Stakeholder Meetings

### July
- Task Force Meeting #3
- Finalize High-Injury Network
- Finalize Policy & Equity Analyses
- Ongoing Stakeholder Meetings

### August
- Task Force Meeting #4
- Prioritization Criteria
- Ongoing Stakeholder Meetings
- Begin Plan Development

### September
- Task Force Meeting #5
- Prioritization Underway
- Project Lists
- Ongoing Plan Development

### October
- Round 2 Public Engagement
- Finalize Draft Plan

### November
- Task Force Meeting #6
- Finalize Plan

### December
- Task Force Meeting #7
- ECRC Board Adoption

# ECRC SAFETY ACTION PLAN

SAFE STREETS FOR ALL
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## *Emerald Coast Region: Safety Analysis*

More than
**135,000**
total crashes from 2019 to 2023

Nearly
**4,000**
individuals suffered serious injuries

Nearly
**1,000**
fatalities

***Focused on serious injury and fatality crashes and vulnerable road user crashes***

### FATAL + SERIOUS INJURY CRASHES

45% occurred under dark conditions

24% involved distracted drivers

40% were lane departure related

36% were speed related

### VULNERABLE ROAD USERS

14% of pedestrian crashes resulted in fatality

18% of pedestrian crashes resulted in serious injury

4% of bicycle crashes resulted in fatality

11% of bicycle crashes resulted in serious injury

### WHO ARE "VULNERABLE ROAD USERS"?

**Vulnerable Road Users include people who are utilizing the transportation network, but not via a car: this includes bicyclists, pedestrians, people on scooters, people in wheelchairs, rollerbladers, runners and motorcyclists.**

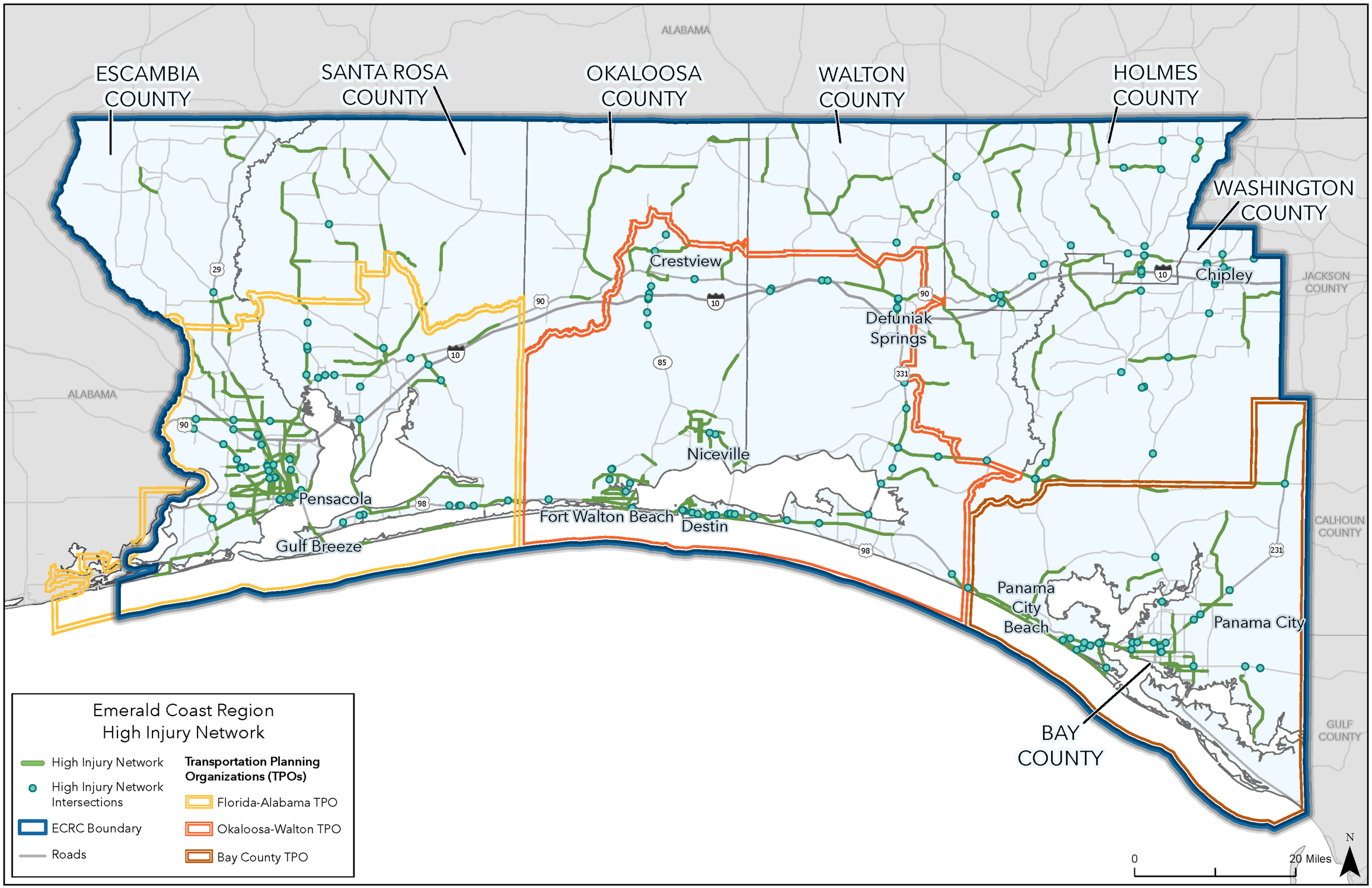
The most common fatal/serious crash types include **left-turn crashes, off-road crashes, rear end crashes, pedestrian crashes,** and **angle crashes.**

### EQUITY CONSIDERATIONS

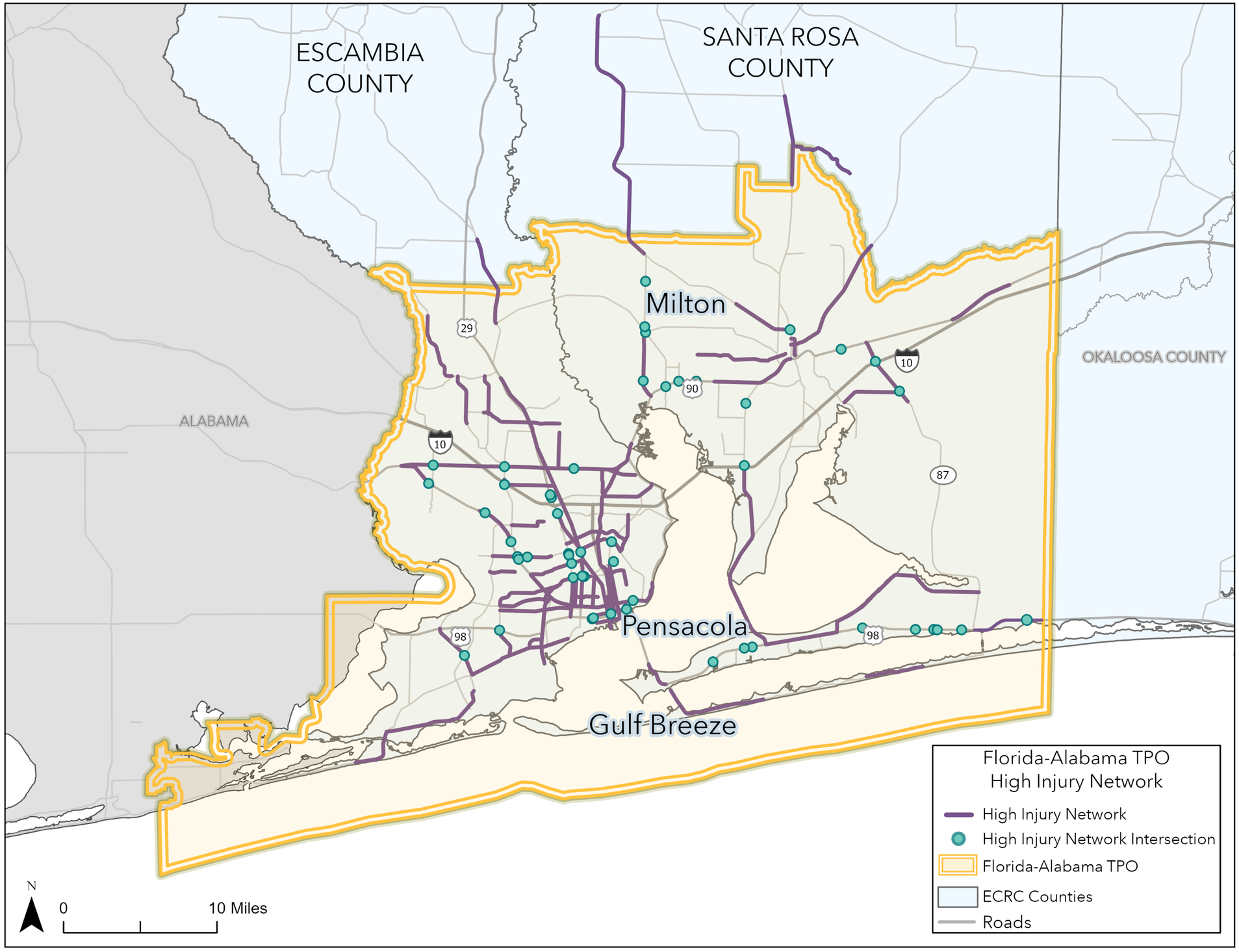
As part of this plan, an Equity Assessment was conducted that reviewed crash data and equity-focused data maintained by the USDOT. That assessment found that:

- 128 out of 247 census tracts in the Emerald Coast are categorized as disadvantaged.
- Approximately 59% of all crashes in the region occurred in Equity Priority Area Census Tracts (86,892).
- Approximately 59% of all fatal and severe crashes occurred in Equity Priority Areas (2,412).

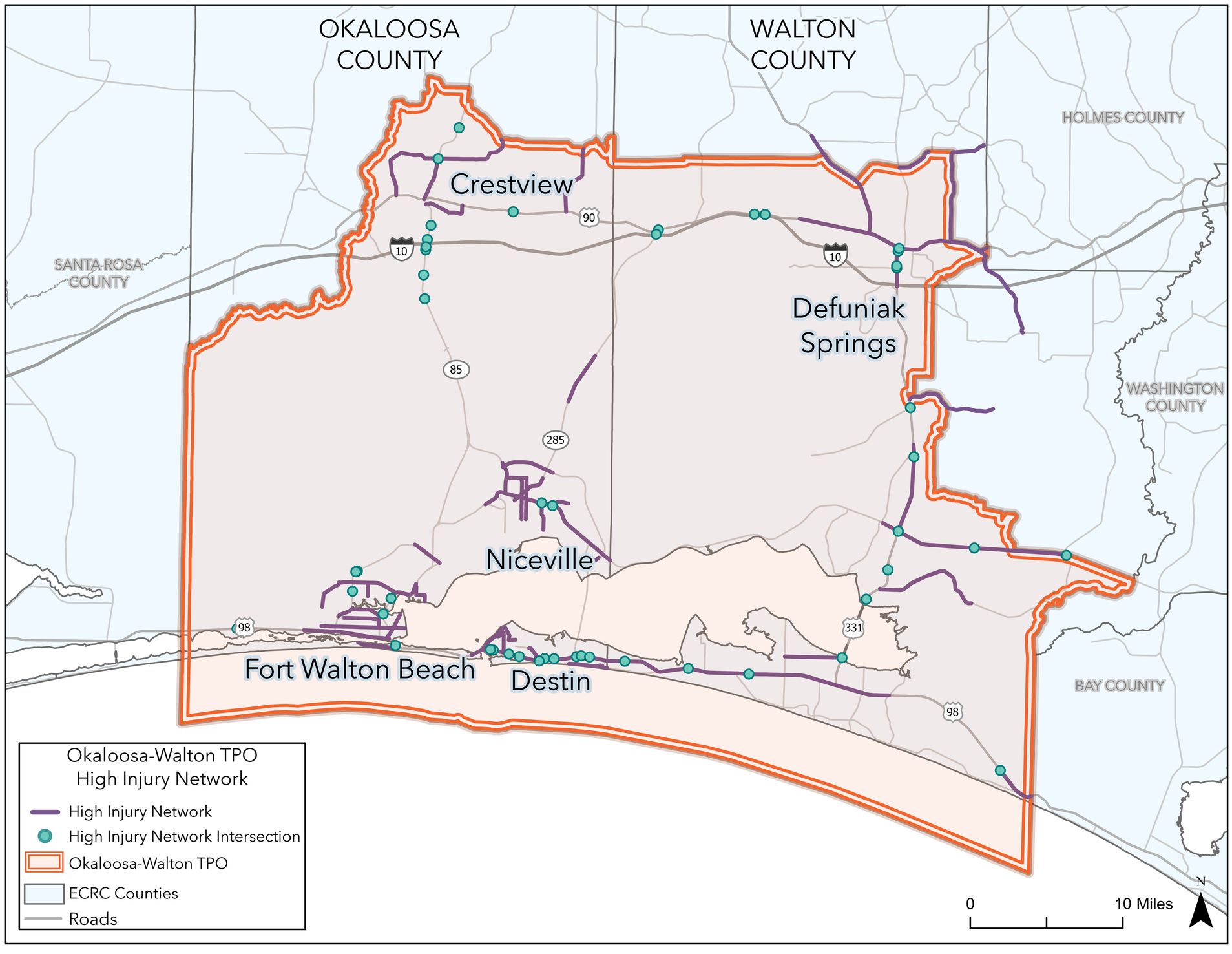
# *ECRC Region High-Injury Network (HIN)*



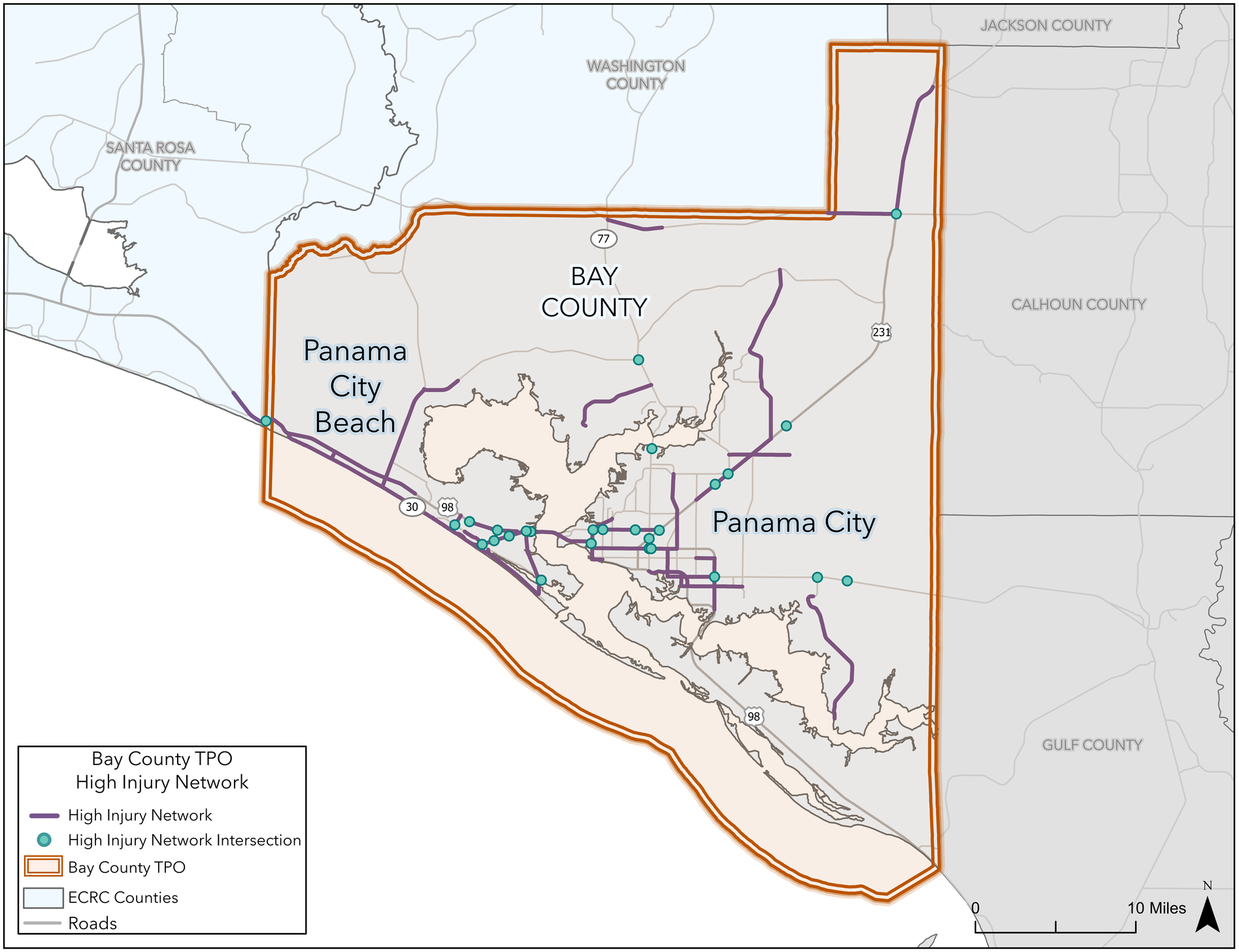
# *Florida-Alabama TPO High-Injury Network (HIN)*



# *Okaloosa-Walton TPO High-Injury Network (HIN)*



# *Bay County TPO High-Injury Network (HIN)*



# ECRC SAFETY ACTION PLAN

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

## *Public Workshops + What We Heard*

| Meetings | Date | Location |
|---|---|---|
| Florida-Alabama TPO | May 13, 2024 | Pensacola Library |
| Rural Areas | June 17, 2024 | Crestview University of Florida Extension of Office |
| Okaloosa-Walton TPO | June 18, 2024 | Okaloosa County Admin Building |
| Bay County TPO | June 26, 2024 | BayWay Administration and Meeting Facility |

### FEEDBACK

- 25 additional roadways and segments were recommended to the HIN.
- Roadway recommendations for the HIN was the main focus of comments received.
- One-on-one meetings with partners in the region yielded invaluable local perspectives on roadway safety and needs.

## *The Task Force*

The Task Force comprised of officials from local agencies throughout the Emerald Coast region including:

- City Governments
- County Governments
- TPOs
- Local Law Enforcement
- Local Universities
- FDOT
- FDOT District 3

**TASK FORCE MEETINGS** 2024

| 1 APRIL | 2 MAY | 3 JULY | 4 AUGUST | 5 SEPTEMBER | 6 NOVEMBER | 7 DECEMBER |
|---|---|---|---|---|---|---|
| **Meeting Objectives** | | | | | | |
| • Project Overview and ECRC 7-Layer Cake<br>• Project Approach and Schedule<br>• Task Force Purpose and Responsibility<br>• Preliminary HIN | • First Look at the HIN<br>• The Safety Analysis<br>• Public Engagement Update | • Round 1 Public Engagement Summary<br>• HIN Updates<br>• Introduction to Project Development and Prioritization Criteria<br>• Equity Analysis<br>• Initial Policy Review | • Equity Assessment<br>• Strategies and Recommen-dations<br>• Prioritization Criteria | • Prioritization<br>• Project Lists<br>• Potential Systemic Counter-measures<br>• Strategies and Actions Memo-randum | • Project Lists<br>• Systematic Counter-measures<br>• Final Strategies and Recommen-dations | • Safety Action Plan Draft |

# ECRC SAFETY ACTION PLAN

SAFE STREETS FOR ALL
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## *Prioritization Criteria and Process*

The SS4A Program requires a prioritization process as part of the Safety Action Plan. Criteria for this process was developed and grouped into four categories: **Safety, Equity, Multi-modal,** and **Planning Consistency & Feasibility.**

### PROCESS

- All High Injury Network segments and intersections were evaluated against the prioritization criteria evaluation metrics using point allocation.
- Projects were then divided into two tiers based on scoring.
- The highest scoring segments were grouped into Tier 1, representing priority projects.

| Criteria Groups | Criteria | Evaluation Metric |
|---|---|---|
| Safety | S1 | Overall Crash Rate and Crash Frequency is in the 80th or 90th percentile for the county |
| | S2 | Fatal and Serious Injury (KSI) Crash Rate and Crash Frequency is in the 80th or 90th percentile for the county |
| Equity | E1 | Segment is in an Equity Priority Area |
| | E2 | Segment is located in a Census Tract designated as Transportation Disadvantaged by the USDOT Justice40 Climate and Economic Justice Screening Tool (CEJST) |
| Multimodal | MM1 | A crash involving a Vulnerable Road User (VRU) occurred along or within 100 feet of the segment |
| | MM2 | A fatal Crash involving a VRU occurred along or within 100 feet of the segment |
| Planning Consistency & Feasibility | PCF1 | Segment has had preliminary planning or other studies completed, or is identified in an existing plan |
| | PCF2 | Segment overlaps with FDOT District 3 Top 40 High Crash Corridors |

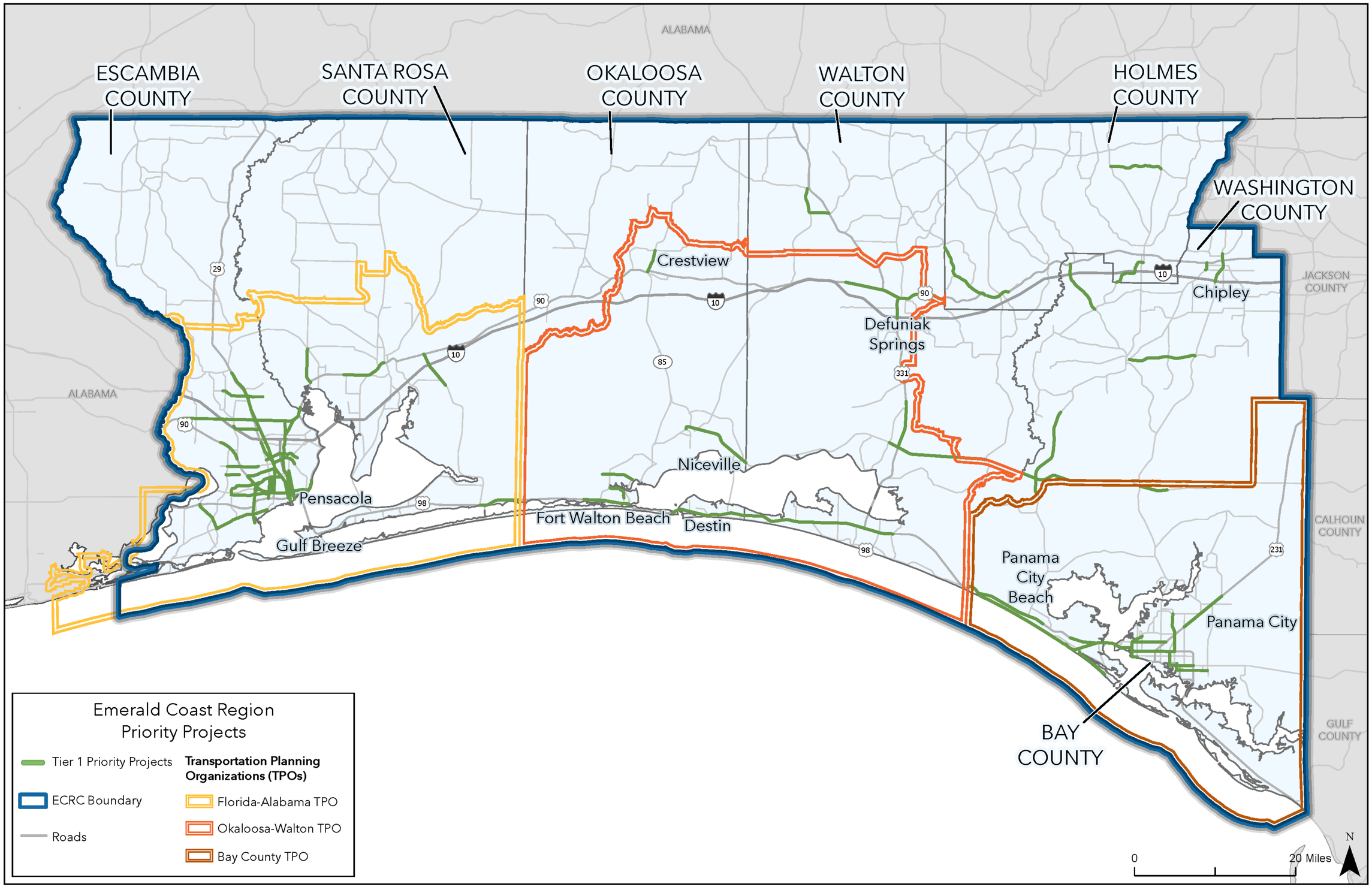
### TIER 1 PROJECTS

- **High priority** for the ECRC/TPO
- Represent the **most unsafe HIN segments** in the region
- **Excellent candidates** for an Implementation Grant application through SS4A

### TIER 2 PROJECTS

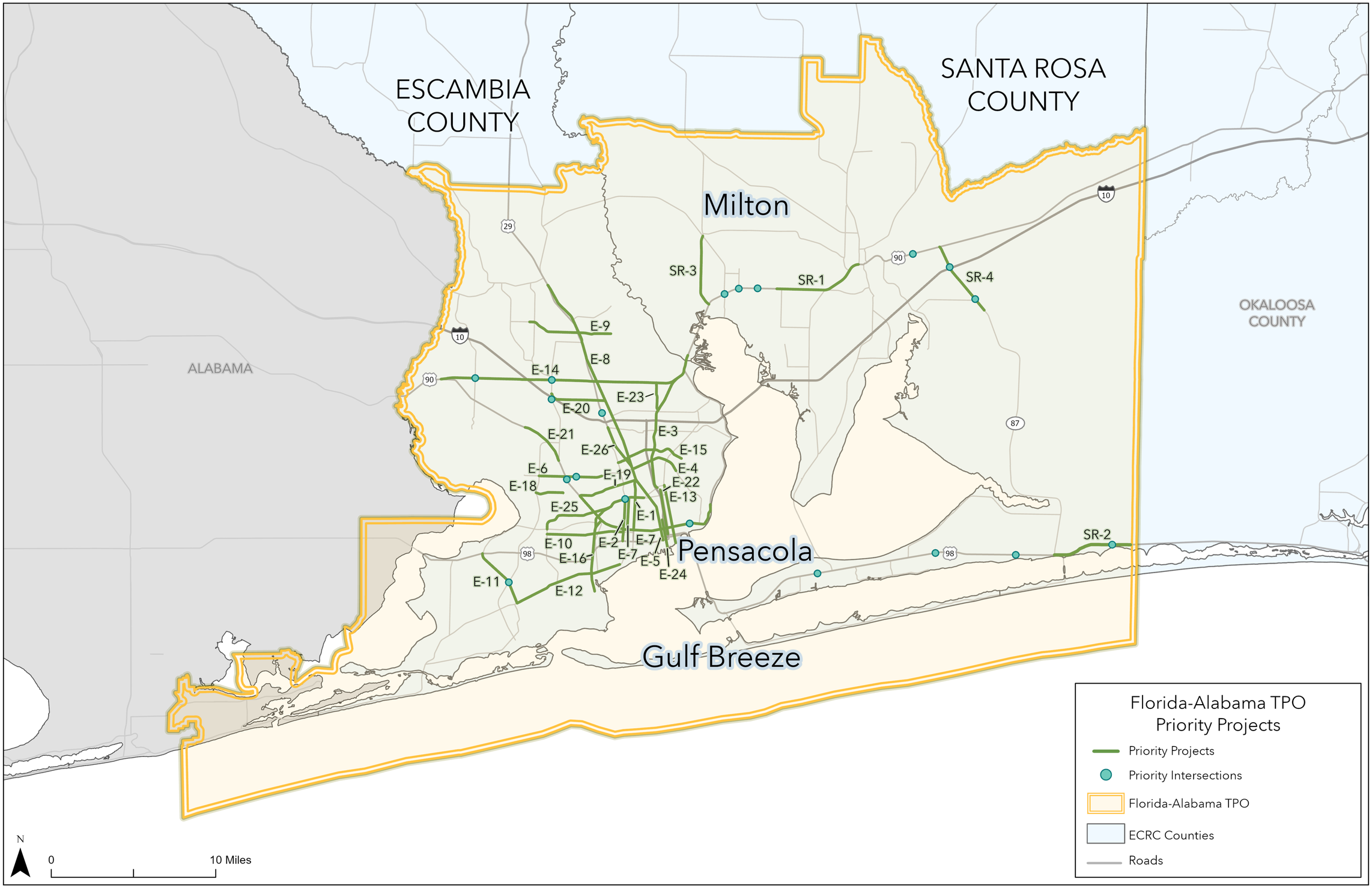
- **Next level of priority** for the ECRC/TPO
- Represent **unsafe HIN segments** in the region
- **May be candidates** for an Implementation Grant application through SS4A

# *Tier 1 Priority Projects Region-wide*



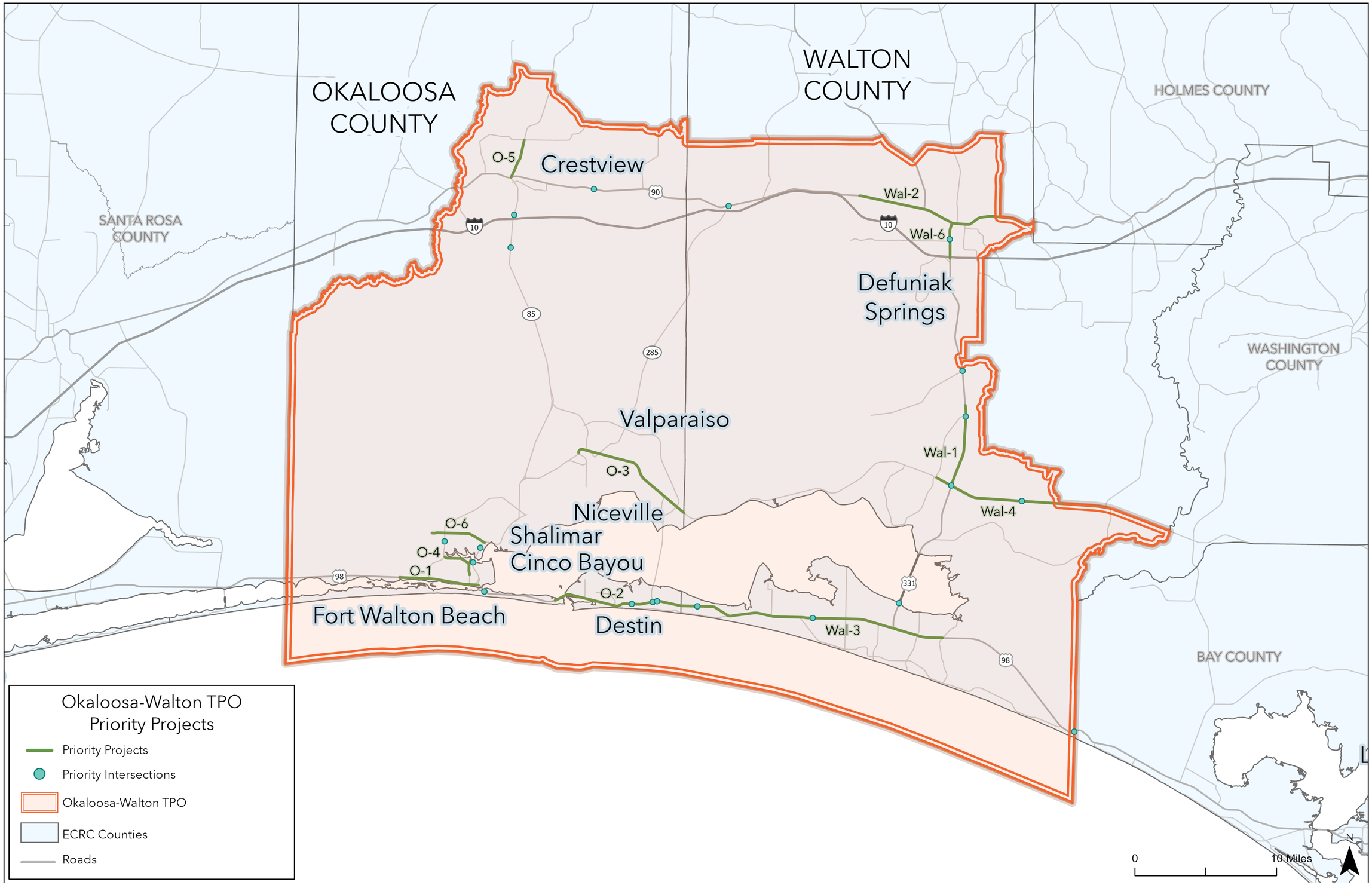

*Note: Segment IDs correspond to printed Tier 1 projects lists.*

# *Florida-Alabama TPO Tier 1 Priority Projects*




*Note: Segment IDs correspond to printed Tier 1 projects lists.*

# *Okaloosa Walton TPO Tier 1 Priority Projects*




*Note: Segment IDs correspond to printed Tier 1 projects lists.*

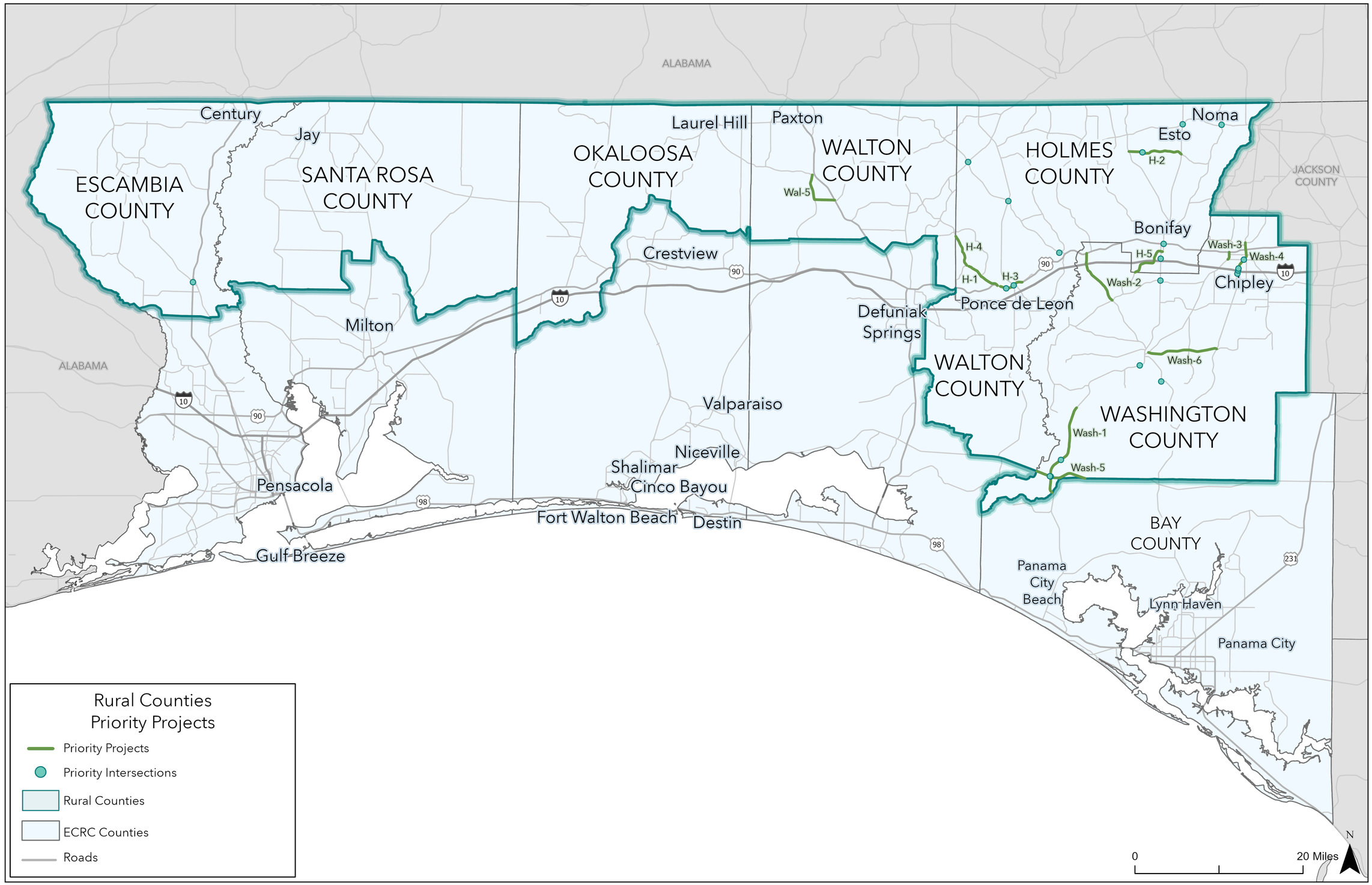
Kimley»Horn

# *Bay County TPO Tier 1 Priority Projects*

*Note: Segment IDs correspond to printed Tier 1 projects lists.*

Kimley»Horn

# *Rural Areas Tier 1 Priority Projects*




*Note: Segment IDs correspond to printed Tier 1 projects lists.*

# ECRC SAFETY ACTION PLAN

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## *Regional/Systemic Countermeasures*

Systemic safety countermeasures are widespread improvements implemented to help achieve safety goals. Systemic countermeasures are low to moderate-cost safety measures applied at multiple locations with similar safety issues. Countermeasures typically address one if not multiple safety focus areas. The Safety Focus Areas identified for the Emerald Coast region based on crash data and feedback from stakeholders and the public are detailed below.

### Speed Management

***Contributing Factor: Speeding***

- Conducting engineering studies to determine appropriate speed limits for roadways
- Installing speed safety cameras to enforce safe speeds

### Pedestrian/Bicyclist

***Crash Type: Pedestrians***

- Crosswalk visibility enhancements such as high-visibility ladder crosswalks, improved lighting that illuminates pedestrians with positive contrast that avoids shadows, enhancing pedestrian roadway signage, rectangular rapid flashing beacons (RRFBs),
- Leading pedestrian intervals at signalized intersections
- Installing sidewalks and other walkways

***Crash Type: Bicyclists***

- Installing bicycle lanes, including separated bike lanes
- Constructing multi-use paths or wide sidewalks to accommodate bicyclists

### Roadway Departures

***Crash Type: Off Road, Rollover, Head On***

- Rumble strips along edge lines and center lines
- Guard rails installed on roadsides and median barriers
- Improved visibility around horizontal curves by having unobstructed clear zones
- Widening shoulders

### Intersections

***Crash Type: Left Turn, Angle***

- Adding traffic signals to unsignalized intersections
- Not allowing permissive left turns at signalized intersections
- Enhancing roadway visibility at intersections

***Crash Type: Rear End***

- Outfitting traffic signal backplates to have retro-reflective borders that improve signal and intersection visibility
- Install advanced intersection warning signs for intersections with low visibility

## *Strategies and Recommendations*

Current plans and policies related to roadway safety throughout the region were reviewed to identify strengths and make recommendations to promote a goal of reducing fatalities and serious injuring moving forward. Following this review, strategies and recommendations were developed that were consistent with the principles of the Safe System Approach.

- ✓ Safe System Approach Principles: **Safer Roads, Safer People, Safer Speeds, and Post-Crash Care.**
  - ✓ Strategies were developed in support of the principles
    - ✓ Actions were recommended for achieving the strategies.
      - ✓ Responsible Parties, Time frames and Metrics were assigned to each action.

The strategies and recommendations were also grouped into themes to help implementing partners identify priorities for their local communities:

- Communications
- Connectivity
- Data Analytics
- Design
- Funding
- Partnerships
- Planning
- Technology

# ECRC SAFETY
# **ACTION PLAN**

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

*I'm committed to making our roads safer!*

# ECRC SAFETY **ACTION PLAN**

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

## *What is a Smart Region?*

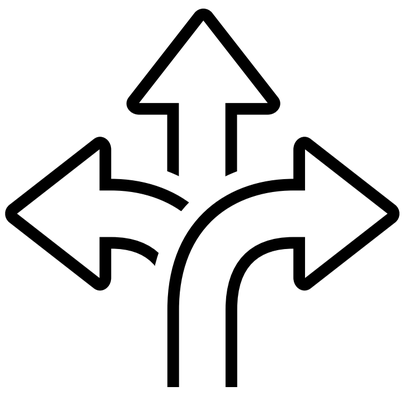
A **Smart Region** is a region that leverages innovative technologies to enhance safety, mobility, economic competitiveness, and energy conservation.

This **Smart Region Master Plan** will identify the technology infrastructure needed to deploy to achieve Vision Zero, specifically along the corridors on the high-injury network identified in the ECRC Safety Action Plan.

In order to do this, the following tasks are under development:

- Establish **Vision & Goals** for the Region
- Research and identify **best practices** in Smart City, Smart Regions, and Smart Infrastructure
- Identify **needs** throughout the Region
- Identify **high-injury corridors** and identify **technology** for deployment
- Prioritize projects for **implementation**

**Some examples of potential solutions that other Smart Regions, Cities and Infrastructure employ that may be suitable for the Emerald Coast Region include:**



### Traffic

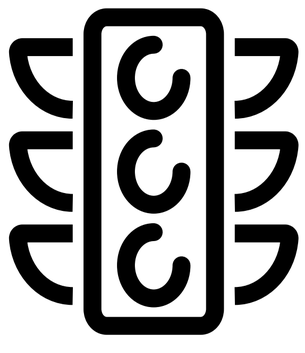
- ✓ Connected vehicle systems
- ✓ Bridge closure notification system
- ✓ Information sharing

### Bicyclists

- ✓ Sensors at crossings
- ✓ Enhanced lighting

### Pedestrians

- ✓ Sensors at crossings
- ✓ Enhanced lighting



### Streetlights

- ✓ Light sensors
- ✓ LED conversion

### Parking

- ✓ Parking space sensors
- ✓ Parking information
- ✓ Special event management

# ECRC SAFETY ACTION PLAN

SAFE STREETS FOR ALL
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# *Preliminary Analysis for a Smart Region*

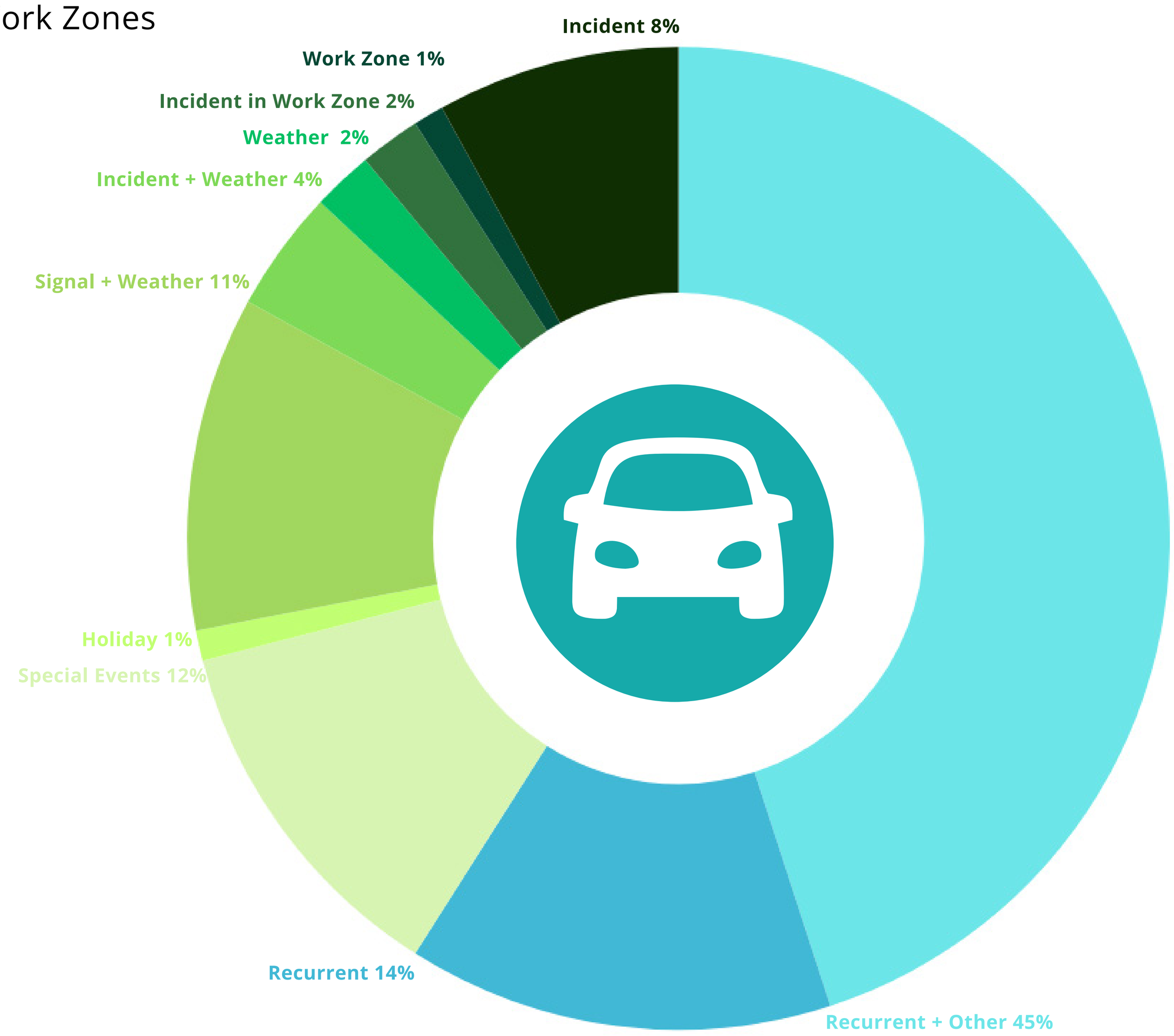
## Congestion in Escambia and Santa Rosa Counties

### *Causes of Congestion*

About **59%** of congestion in Escambia and Santa Rosa counties can be attributed to **recurring congestion** where additional capacity may be needed.

Strategies to better manage traffic to address the other **41%** of delays are needed during/for:

- ✓ Special events and tourism
- ✓ Signal optimization
- ✓ Weather
- ✓ Incidents
- ✓ Work Zones



# ECRC Safety Action Plan - Public Engagment Feeback

| Primary Road | Start/Intersection of | End | County | Notes | Recommended By: |
|---|---|---|---|---|---|
| Davis Highway | | | Escambia | | FL-AL Workshop |
| Davis Highway | I-110 Interchange | Wright St | Escambia | One-way section of Davis Hwy | FL-AL Workshop |
| 9 Mile Road | | | Escambia | | FL-AL Workshop |
| Pace Boulevard | | | Escambia | | FL-AL Workshop |
| Barrancas Avenue | | | Escambia | | FL-AL Workshop |
| Cervantes Street | | | Escambia | All of Cervantes Street | FL-AL Workshop |
| E Gregory Street | N Alcaniz St | Pensacola Bay Bridge | Escambia | | FL-AL Workshop |
| 9th Avenue | | | Escambia | All of 9th Avenue | FL-AL Workshop |
| Palafox Street | North of Cervantes St | | Escambia | | FL-AL Workshop |
| Pensacola Scenic Bluffs Highway/US-90 | Summit Boulevard | South of Hyde Park Road | Escambia | | FL-AL Workshop |
| US 90/FL-10 | Pond Creek Bridge Crossing | | Santa Rosa | | FL-AL Workshop |
| Broad Street | Collins Mill Creek Bridge Crossing (near Monroe Street) | | Santa Rosa | | FL-AL Workshop |
| CR 191 | City of Milton | Bagdad Area | Santa Rosa | Connecting section Between Milton and Bagdad | FL-AL Workshop |
| Highway 87 N | Point Baker Community | 87A/Langley Street | Santa Rosa | | FL-AL Workshop |
| 87A New Connector | | | Santa Rosa | Include bike and pedestrian infrastructure through entirety of project | FL-AL Workshop |
| Chat Holley Road | | | Santa Rosa | | Okaloosa-Walton County Citizen Advisory Committee Meeting |
| Hospital Drive | Lewis Turner Boulevard | | Okaloosa | Add No Turn on Red | OW Workshop |
| US 98 | Gulf Shore Dr | | Okaloosa | | OW Workshop |
| SR 85 | Live Oak Church Rd | | Okaloosa | Frequent running of red lights | OW Workshop |
| Palmetto Street | | | Okaloosa | | OW Workshop |
| US 90 | | | Walton | New "Bloody 98" | OW Workshop |
| US 90 | 12th Street | 1st Street | Walton | Pedestriancrossing or lane elimination for pedestrian safety | OW Workshop |
| US 331 | Live Oak Ave | | Walton | Downhill, bridge blocks traffic light. Frequent running of red lights. "Constant Near-Misses." | OW Workshop |
| MLK Boulevard (Highway 77) | US 98 | | Bay | | Panama City Commissioner Janice Lucas |
| US 98 | Hathaway Bridge | Sherman Avenue | Bay | Consider both north-south and east-west segments. | Panama City Commissioner Janice Lucas |
| Highway 4 | | | Okaloosa | | Rural Areas Workshop |
| Highway 189 | | | Okaloosa | | Rural Areas Workshop |
| Highway 2 | | | Okaloosa | | Rural Areas Workshop |
| US 98/15th St | Beck Avenue | Hathaway Bridge | Bay | | TF #1 |
| 9th Avenue | Bayou Boulevard | Fairfield Drive | Escambia | Lack of median on 4-lane road | TF #1 |
| Barrancas Ave | E Street | Business 98 | Escambia | | TF #1 |
| US 98 | Marler Street | William T. Marler Bridge | Okaloosa | | TF #1 |
| Pensacola Bay Bridge | Intersection of E Gregory Street and N 14th Avenue | | Escambia | Speeding | TF #2 |
| US 98 in Mary Esther | | | Okaloosa | Highest number of fatalities in Okaloosa County | TF #2 |
| Hamilton Bridge Road | | | Santa Rosa | | TF #2 |
| Woodbine Road | | | Santa Rosa | | TF #2 |
| Five-Points | | | Santa Rosa | Area/Shopping Center in Pace | TF #2 |
| Magnolia Street | SR 89 | SR 87 | Santa Rosa | | TF #2 |
| Willard Norris Road | Anderson Lane | SR 89 | Santa Rosa | | TF #2 |
| US 331 | S of US 90 | | Walton | In February of 2023, there were two fatal crashes one block apart on SR-331 south of US-90. Passing vehicles, head-on collisions, and speeding are the main issues. | TF #2 |
| US 331 | | | Walton | Multiple crashes involving wheel-chairs | TF #2 |

| Additional Comments |
|---|
| Destin Harbor - PED safety improvements needed. Under pass - west side, overpass - east side. |
| Most fatalities in Walton Co are in North and Central regions. |
| Farmers in Okaloosa - Signs and such don't do much to keep traffic safe around |

## COMMENT FORM

Please provide comments regarding the ECRC Safety Action Plan below:

I support the following priority segments as highly important

- CL13, CL16, CL2, CL5, CL7

I recommend adding the following as short priority segments. Each is a critical safety gap.

- Hwy 90 Pond Creek Bridge crossing
- City of Milton Broad Street Coles Mill Creek Bridge Crossing
- County Road 191 between Milton + Bagdad connecting communities, multiple parks + schools.
- Scenic Highway from just South of Hyde Park Road to Summit Boulevard
- Hwy 87 N from Point Baker to NAS Whiting Field Entrance
- 87A Need Connector - include bike + pedestrian infrastructure through entirety of project

*NAME (Optional):* *Email (Optional):*

## COMMENT FORM

Please provide comments regarding the ECRC Safety Action Plan below:

Improve walking & biking opportunities by adding more facilities and improving crossings. This is to help reduce fatalities and also improve perception of safety. Safety perception is also impacted by speed. So, major speed management is needed.

*NAME (Optional):* *Email (Optional):*

EMERALD COAST REGIONAL COUNCIL

Prevent congestion

focus on Tech

4801 E. Olive Rd. Suite A, Pensacola Florida 32514 | 850.332.7976

FLORIDA-ALABAMA OKALOOSA-WALTON BAY COUNTY
TRANSPORTATION PLANNING ORGANIZATIONS

ECRC SAFETY
**ACTION PLAN**

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

OK-WA

## COMMENT FORM

Please provide comments regarding the ECRC Safety Action Plan below:

US 90 in Walton has become very dangerous. It is comp to US 98 in the 1990's when called Bloody 98.

Looking to have solutions that are linked to the location.
Most fatalities in Walton are on the North & Central regions.

#11 US 331 & Live Oak has constant near misses.

Pedestrian & Bike ~~options~~ options are needed.

Lighting where appropriate

*NAME (Optional):* *Email (Optional):*

OK - WA

# COMMENT FORM

Please provide comments regarding the ECRC Safety Action Plan below:

S-4 much Needed.
US 90 - Smft Ped crossing or Imp
elimination from 12th to 1st for ped. safety.

OK-WA vocal comments

## COMMENT FORM

Please provide comments regarding the ECRC Safety Action Plan below:

US331 & Live Oak Ave
- hill, bridge blocking view downhill

Airport Rd - speed issue

Palmetto st - Okaloosa

Gulf Shores & 98

85 & Live Oak - run red lights

~~Hanson~~

Baldwin/83

see if its ~~Walton~~ issue

Walt. 54 - live oak
Airport Rd in Destin
- Higher friction asphalt

ECRC SAFETY
**ACTION PLAN**

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

Rural

Scott Bitterman

## COMMENT FORM

Please provide comments regarding the ECRC Safety Action Plan below:

- What is equation for Equivalent PDO Crash?
- Will intersections be counted (Turning movement count) to find intersection crash rate?
- Are intersection crashes (from high priority list) removed from Segment crash tally? Seems like a crash incident is double counted if on both lists. Example Redwood Ave & 20 also Redwood from SR 20 to 7th st.
- How do we keep a single medical emergency type crash on a low volume road from skewing list?

*NAME (Optional):* *Email (Optional):*

## COMMENT FORM

Please provide comments regarding the ECRC Safety Action Plan below:

(1) TIER 1 Priority Projects

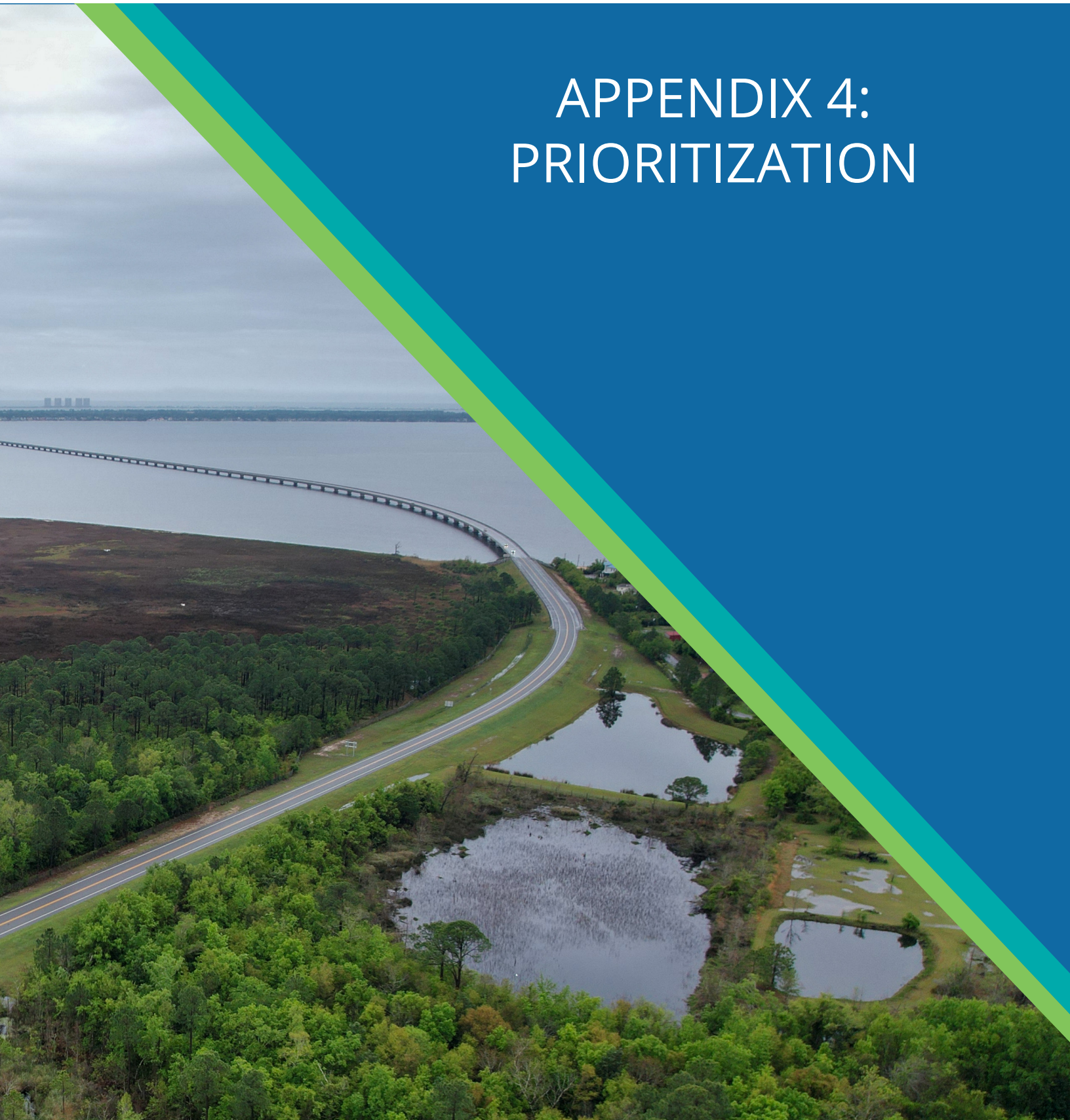
- In Walton County, I would recommend looking at extending the Tier 1 priority project along SR20 from East Bay Loop (CR83A E) to West Bay Loop (CR83A W).

- In Walton County, the Tier 1 priority project along US 331 S needs to be extended south of the SR20 / US 331 intersection.

(2) Priority Intersections

- Current Plan shows Sugor Drive as a priority intersection. We recommend identifying Thompson Dr / US 98 signalization/ intersection improvements as a priority due to coordination w/ FDOT on signal coordination.

# APPENDIX 4: PRIORITIZATION



*ECRC Safety Action Plan - Project Prioritization Methodology*

| Criteria Groups | Criteria | Recommended Evaluation Metrics | Methodology | Point Allocation | Most Points Available | Percentage | Data Source |
|---|---|---|---|---|---|---|---|
| Safety | Safety 1 | Overall Crash Rate and Crash Frequency | Assess overall crash rate and crash frequency for the segment | Crash rate is in 80th percentile of county = 1 point<br>Crash frequency is in 80th percentile of county = 1 point<br>Crash rate is in 90th percentile of county = 2 points<br>Crash frequency is in 90th percentile of county = 2 points | 8 | 40% | KHA created shapefile - HIN |
| | Safety 2 | Fatal and Serious Injury (KSI) Crash Rate and Crash Frequency | Assess the KSI crash rate and crash frequency for the segment | KSI Crash rate is in 80th percentile of county = 1 point<br>KSI Crash frequency is in 80th percentile of county = 1 point<br>KSI Crash rate is in 90th percentile of county = 2 points<br>KSI Crash frequency is in 90th percentile of county = 2 points | | | KHA created shapefile - HIN |
| Equity | Equity 1 | Segment is in an Equity Priority Area | Compare project location with Equity Priority Areas | Yes = 2 point<br>No = 0 points | 4 | 20% | KHA created shapefile - Equity Priority Areas |
| | Equity 2 | Segment is located in a Census Tract designated as Transportation Disadvantaged by the USDOT Justice40 Climate and Economic Justice Screening Tool | Assess Transportation Disadvantaged Census Tracts with the Climate and Economic Justice Screening Tool (CEJST) | Yes = 2 point<br>No = 0 points | | | USDOT CEJST Tool |
| Multimodal | Multimodal 1 | A crash involving a VRU occurred along or within 100-feet of the segment | Assess the number of VRU crashes that occurred within the segment corridor or a 100-foot buffer of the corridor | Yes = 1 point<br>No = 0 points | 4 | 20% | Signal4 crash data from 2019-2023 |
| | Multimodal 2 | A fatal crash involving a VRU occurred along or within 100-feet of the segment | Assess the number of VRU fatality crashes that occurred within the segment corridor or a 100-foot buffer of the corridor | Yes = 3 point<br>No = 0 points | | | Signal4 crash data from 2019-2023 |
| Planning Consistency & Feasibility | Planning Consistency & Feasibility 1 | Segment has had preliminary planning or other studies completed, or identified in existing plan | Assess existing plans and studies in the region, coordinate with local and regional agencies | Yes = 2 point<br>No = 0 points | 4 | 20% | KHA created shapefile |
| | Planning Consistency & Feasibility 2 | Segment overlaps with FDOT District 3 Top 40 High Crash Corridors | Compare segment to FDOT District 3 Top 40 High Crash Corridor list | Yes = 2 point<br>No = 0 points | | | Top 40 High Crash Corridors, FDOT 2024 |

*ECRC SAP - Bay County Projects List*

| | Project | | | | | | | Safety | | Equity | | Multimodal | | Planning Consistency and Feasibility | | Totals | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | County | TPO | Jurisdiction | Segment Number | Roadway | Begin | End | S1 | S2 | E1 | E2 | MM1 | MM2 | PCF1 | PCF2 | Safety | Equity | Multimodal | Planning Consistency and Feasibility | Total Score |
| Tier 1 | Bay | Bay County TPO | State | Bay-1 | US-98/SR-30 | THOMAS DR | N EAST AVE | 4 | 2 | 2 | 0 | 1 | 3 | 2 | 2 | 6 | 2 | 4 | 4 | 16 |
| | Bay | Bay County TPO | State | Bay-2 | 9TH ST/BECK AVE/SAINT ANDREWS BLVD | CR-385/FRANKFORD AVE | SR-327/LISENBY AVE | 4 | 1 | 2 | 0 | 1 | 3 | 2 | 2 | 5 | 2 | 4 | 4 | 15 |
| | Bay | Bay County TPO | State | Bay-3 | E 3RD ST/SHERMAN AVE | N TYNDALL PKWY | E 15TH ST | 4 | 4 | 2 | 0 | 1 | 0 | 2 | 2 | 8 | 2 | 1 | 4 | 15 |
| | Bay | Bay County TPO | County | Bay-4 | SR-30/FRONT BEACH RD | SR-79/ARNOLD RD | THOMAS DR | 1 | 4 | 2 | 0 | 1 | 3 | 2 | 2 | 5 | 2 | 4 | 4 | 15 |
| | Bay | Bay County TPO | State | Bay-5 | SR-368/W 23RD ST | BECK AVE/ST ANDREWS BLVD | US-231 | 4 | 1 | 2 | 0 | 1 | 3 | 2 | 2 | 5 | 2 | 4 | 4 | 15 |
| | Bay | Bay County TPO | State | Bay-6 | US-98/SR-30 | OKALOOSA CO LINE | HILLS RD | 3 | 2 | 2 | 0 | 1 | 3 | 2 | 2 | 5 | 2 | 4 | 4 | 15 |
| | Bay | Bay County TPO | County | Bay-7 | THOMAS DR | N LAGOON DR | BRISTOL ST | 0 | 4 | 2 | 0 | 1 | 3 | 2 | 0 | 4 | 2 | 4 | 2 | 12 |
| | Bay | Bay County TPO | State | Bay-8 | SR-20 | SR-77 | LITTLE BLUE LN | 1 | 2 | 2 | 0 | 1 | 3 | 2 | 0 | 3 | 2 | 4 | 2 | 11 |
| | Bay | Bay County TPO | State | Bay-9 | SR-389/N EAST AVE | US-98/SR-30A | E HWY 390 | 3 | 1 | 2 | 0 | 1 | 0 | 2 | 2 | 4 | 2 | 1 | 4 | 11 |
| | Bay | Bay County TPO | State | Bay-10 | US-231 | TRANSMITTER RD | CR-2301 | 1 | 0 | 2 | 0 | 1 | 3 | 2 | 2 | 1 | 2 | 4 | 4 | 11 |
| | Bay | Bay County TPO | County | Bay-11 | SR-30/FRONT BEACH RD | US-98/PANAMA CITY BEACH PKWY | SR-79/ARNOLD RD | 0 | 1 | 2 | 0 | 1 | 3 | 2 | 2 | 1 | 2 | 4 | 4 | 11 |
| | Bay | Bay County TPO | County | Bay-12 | EVERITT AVE/CHERRY ST | US-98B/SR-30 | N STAR AVE | 2 | 2 | 2 | 0 | 1 | 0 | 2 | 2 | 4 | 2 | 1 | 4 | 11 |
| | Bay | Bay County TPO | State | Bay-13 | US-98/SR-30A/PANAMA CITY BEACH PKWY | RICHARD JACKSON BLVD | SR-30 | 1 | 0 | 2 | 0 | 1 | 3 | 2 | 2 | 1 | 2 | 4 | 4 | 11 |
| Tier 2 | Bay | Bay County TPO | County | Bay-14 | TITUS RD/JOHN PITTS RD | SR-77A | OLD MAJETTE TOWER RD | 2 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 4 | 2 | 0 | 4 | 10 |
| | Bay | Bay County TPO | | Bay-15 | S THOMAS DR | SR-30 | THOMAS DR | 2 | 3 | 0 | 0 | 1 | 0 | 2 | 2 | 5 | 0 | 1 | 4 | 10 |
| | Bay | Bay County TPO | | Bay-16 | ALF COLEMAN RD | US-98/SR-30A | PANAMA CITY BEACH PKWY | 4 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 5 | 0 | 1 | 4 | 10 |
| | Bay | Bay County TPO | County | Bay-17 | CR-3031/THOMAS DR | SR-30/PANAMA CITY BEACH PKWY | CR-392/THOMAS DR | 1 | 1 | 2 | 0 | 1 | 3 | 2 | 0 | 2 | 2 | 4 | 2 | 10 |
| | Bay | Bay County TPO | County | Bay-18 | WISTERIA LN | SR-30 | US-98/SR-30A | 2 | 2 | 0 | 0 | 1 | 0 | 2 | 2 | 4 | 0 | 1 | 4 | 9 |
| | Bay | Bay County TPO | County | Bay-19 | CR-2301 | US-231 | E HWY 388 | 0 | 1 | 2 | 0 | 1 | 3 | 2 | 0 | 1 | 2 | 4 | 2 | 9 |
| | Bay | Bay County TPO | State | Bay-20 | SR-30A/TYNDALL PKWY | US-98/PITTS BAYOU | E 11TH ST | 1 | 1 | 2 | 0 | 1 | 0 | 2 | 2 | 2 | 2 | 1 | 4 | 9 |
| | Bay | Bay County TPO | State | Bay-21 | SR-392A/HUTCHISON BLVD | RICHARD JACKSON BLVD | SR-30/FRONT BEACH RD | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 0 | 0 | 4 | 4 | 8 |
| | Bay | Bay County TPO | State | Bay-22 | US-231 | SR-20 | SR-167/RESTFUL RD | 0 | 0 | 2 | 0 | 1 | 3 | 2 | 0 | 0 | 2 | 4 | 2 | 8 |
| | Bay | Bay County TPO | State | Bay-23 | SR-20 | G W HOBBS RD | US-231 | 1 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 2 | 7 |
| | Bay | Bay County TPO | | Bay-24 | SR-79/ARNOLD RD | US-98A | CR-388 | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 2 | 0 | 2 | 1 | 4 | 7 |
| | Bay | Bay County TPO | County | Bay-25 | CR-2297 | ALLANTON RD | OLD BICYCLE RD | 0 | 2 | 2 | 0 | 1 | 0 | 2 | 0 | 2 | 2 | 1 | 2 | 7 |
| | Bay | Bay County TPO | County | Bay-26 | E 11TH ST | TRANSMITTER RD | US-98/SR-30A | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 2 | 0 | 2 | 1 | 4 | 7 |
| | Bay | Bay County TPO | State | Bay-27 | US-98B/SR-30/E 5TH ST | N COVE BLVD | CHERRY ST | 0 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 1 | 2 | 6 |
| | Bay | Bay County TPO | | Bay-28 | CR-2300 | ROMAN RD | SR-77 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 5 |
| | Bay | Bay County TPO | State | Bay-29 | CR-388 | SR-79 | PRESERVATION DR | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 4 |

*ECRC SAP - Escambia County Projects List*

| | Project | | | | | | | Safety | | Equity | | Multimodal | | Planning Consistency and Feasibility | | Totals | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | County | TPO | Jurisdiction | Segment Number | Roadway | Begin | End | S1 | S2 | E1 | E2 | MM1 | MM2 | PCF1 | PCF2 | Safety | Equity | Multimodal | Planning Consistency and Feasibility | Total Score |
| Tier 1 | Escambia | Florida Alabama TPO | State | Escambia-1 | S PACE BLVD | W CERVANTES ST | US-29/SR-95 | 3 | 4 | 2 | 0 | 1 | 3 | 2 | 2 | 7 | 2 | 4 | 4 | 17 |
| | Escambia | Florida Alabama TPO | State | Escambia-2 | N W ST | US-98/SR-30 | SR-295/W FAIRFIELD D | 4 | 2 | 2 | 0 | 1 | 3 | 2 | 2 | 6 | 2 | 4 | 4 | 16 |
| | Escambia | Florida Alabama TPO | State | Escambia-3 | N DAVIS HWY | SR-295/E FAIRFIELD D | 9 MILE RD | 2 | 2 | 2 | 2 | 1 | 3 | 2 | 2 | 4 | 4 | 4 | 4 | 16 |
| | Escambia | Florida Alabama TPO | State | Escambia-4 | BRENT LN/SR-296 | US-29/SR-95/N PALAFOX | N 12TH AVE | 3 | 2 | 2 | 0 | 1 | 3 | 2 | 2 | 5 | 2 | 4 | 4 | 15 |
| | Escambia | Florida Alabama TPO | State | Escambia-5 | N PALAFOX ST | BRENT LN | GARDEN ST | 1 | 2 | 2 | 2 | 1 | 3 | 2 | 2 | 3 | 4 | 4 | 4 | 15 |
| | Escambia | Florida Alabama TPO | State | Escambia-6 | W MICHIGAN AVE/SAUFLEY FIELD RD | MILLVIEW RD | FAIRVIEW DR | 2 | 3 | 2 | 0 | 1 | 3 | 2 | 2 | 5 | 2 | 4 | 4 | 15 |
| | Escambia | Florida Alabama TPO | State | Escambia-7 | US-90/W CERVANTES ST | HYDE PARK RD | MASSACHUSETTS AVE | 2 | 1 | 2 | 2 | 1 | 3 | 2 | 2 | 3 | 4 | 4 | 4 | 15 |
| | Escambia | Florida Alabama TPO | County | Escambia-8 | N HWY 95A | US-29/SR-95 | US-29/SR-95 | 4 | 0 | 2 | 0 | 1 | 3 | 2 | 2 | 4 | 2 | 4 | 4 | 14 |
| | Escambia | Florida Alabama TPO | County | Escambia-9 | W KINGSFIELD RD | HWY 297A | CHEMSTRAND RD | 2 | 2 | 2 | 0 | 1 | 3 | 2 | 2 | 4 | 2 | 4 | 4 | 14 |
| | Escambia | Florida Alabama TPO | State | Escambia-10 | W JACKSON ST | SR-727 | CR-453/W ST | 2 | 2 | 2 | 0 | 1 | 3 | 2 | 2 | 4 | 2 | 4 | 4 | 14 |
| | Escambia | Florida Alabama TPO | State | Escambia-11 | DOG TRACK RD | SR-292 | US-98/SR-30 | 2 | 2 | 2 | 0 | 1 | 3 | 2 | 2 | 4 | 2 | 4 | 4 | 14 |
| | Escambia | Florida Alabama TPO | State | Escambia-26 | PENSACOLA BLVD | DIAMOND DAIRY RD | BRENT LN | 1 | 2 | 2 | 0 | 1 | 3 | 2 | 2 | 3 | 2 | 4 | 4 | 13 |
| | Escambia | Florida Alabama TPO | State | Escambia-12 | SR-292/GULF BEACH HWY/BARRANCAS AVE | CR-297/DOG TRACK RD | LEMHURST RD | 1 | 2 | 2 | 0 | 1 | 3 | 2 | 2 | 3 | 2 | 4 | 4 | 13 |
| | Escambia | Florida Alabama TPO | State | Escambia-13 | N 9TH AVE | BAYFRONT PKWY | FAIRFIELD DR | 4 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 4 | 4 | 1 | 4 | 13 |
| | Escambia | Florida Alabama TPO | State | Escambia-14 | N DAVIS HWY | US-90/SR-10A/MOBILE | ESCAM/SNTA CNTY LINE | 2 | 1 | 2 | 0 | 1 | 3 | 2 | 2 | 3 | 2 | 4 | 4 | 13 |
| | Escambia | Florida Alabama TPO | State | Escambia-15 | AIRPORT BLVD | N W ST | N 12TH AVE/TIPPIN AVE | 2 | 1 | 2 | 0 | 1 | 3 | 2 | 2 | 3 | 2 | 4 | 4 | 13 |
| | Escambia | Florida Alabama TPO | State | Escambia-16 | S NAVY BLVD/SR-295 | N END BAYOU GRANDE | 48080016 NB ON | 1 | 2 | 2 | 0 | 1 | 3 | 2 | 2 | 3 | 2 | 4 | 4 | 13 |
| | Escambia | Florida Alabama TPO | State | Escambia-17 | N T ST | US-90/SR-10A | W FAIRFIELD DR | 2 | 3 | 2 | 0 | 1 | 0 | 2 | 2 | 5 | 2 | 1 | 4 | 12 |
| | Escambia | Florida Alabama TPO | State | Escambia-18 | CERNY RD | SR-173 | MARLANE DR | 2 | 2 | 2 | 0 | 1 | 3 | 2 | 0 | 4 | 2 | 4 | 2 | 12 |
| | Escambia | Florida Alabama TPO | State | Escambia-19 | MASSACHUSETTS AVE | US 90 | US-29/SR-95 | 1 | 1 | 2 | 0 | 1 | 3 | 2 | 2 | 2 | 2 | 4 | 4 | 12 |
| | Escambia | Florida Alabama TPO | State | Escambia-20 | W DETROIT BLVD | SR-297 | US29/SR95/PENSACOLA | 2 | 0 | 2 | 0 | 1 | 3 | 2 | 2 | 2 | 2 | 4 | 4 | 12 |
| | Escambia | Florida Alabama TPO | State | Escambia-21 | W CERVANTES ST | KLONDIKE RD | FAIRGROUNDS | 4 | 3 | 0 | 0 | 1 | 0 | 2 | 2 | 7 | 0 | 1 | 4 | 12 |
| | Escambia | Florida Alabama TPO | State | Escambia-22 | N ALCANIZ ST | E WRIGHT ST | E FAIRFIELD DR | 2 | 1 | 2 | 2 | 1 | 0 | 2 | 2 | 3 | 4 | 1 | 4 | 12 |
| | Escambia | Florida Alabama TPO | State | Escambia-23 | UNIVERSITY PKWY | SR-291 | US-90A/SR-10/E NINE | 1 | 1 | 2 | 0 | 1 | 3 | 2 | 2 | 2 | 2 | 4 | 4 | 12 |
| | Escambia | Florida Alabama TPO | State | Escambia-24 | N TARRAGONA ST | E BLOUNT ST | SR-196/E MAIN ST | 1 | 1 | 2 | 2 | 1 | 0 | 2 | 2 | 2 | 4 | 1 | 4 | 11 |
| | Escambia | Florida Alabama TPO | State | Escambia-25 | W FAIRFIELD DR/CR-727 | LILLIAN HWY | TEXAR DR | 0 | 1 | 2 | 0 | 1 | 3 | 2 | 2 | 1 | 2 | 4 | 4 | 11 |
| Tier 2 | Escambia | Florida Alabama TPO | State | Escambia-27 | LILLIAN HWY | SR-727/FAIRFIELD DR | N NEW WARRINGTON RD | 0 | 0 | 2 | 0 | 1 | 3 | 2 | 2 | 0 | 2 | 4 | 4 | 10 |
| | Escambia | Florida Alabama TPO | State | Escambia-28 | N DAVIS HWY | E WRIGHT ST | SR 295/E FAIRFIELD D | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 4 | 1 | 4 | 10 |
| | Escambia | Florida Alabama TPO | State | Escambia-29 | PATTON DR | SR-292 | SR-295/N NAVY BLVD | 0 | 0 | 2 | 0 | 1 | 3 | 2 | 2 | 0 | 2 | 4 | 4 | 10 |
| | Escambia | Florida Alabama TPO | County | Escambia-30 | COPTER RD | US-90A/SR-10 | GROW DR | 0 | 3 | 2 | 0 | 1 | 0 | 2 | 2 | 3 | 2 | 1 | 4 | 10 |
| | Escambia | Florida Alabama TPO | State | Escambia-31 | N 14TH AVE | US-98/SR-30 | US-90/SR-10A | 2 | 2 | 0 | 0 | 1 | 0 | 2 | 2 | 4 | 0 | 1 | 4 | 9 |
| | Escambia | Florida Alabama TPO | State | Escambia-32 | SR 290/E OLIVE RD | SR 291/N Davis Hwy | US 90 | 0 | 2 | 2 | 0 | 1 | 0 | 2 | 2 | 2 | 2 | 1 | 4 | 9 |
| | Escambia | Florida Alabama TPO | State | Escambia-33 | TIPPIN AVE | SR-296/BAYOU BLVD | CREIGHTON RD | 2 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 3 | 2 | 1 | 2 | 8 |
| | Escambia | Florida Alabama TPO | State | Escambia-34 | E TEXAR DR | SR-289/N 9TH AVE | E MAXWELL ST | 0 | 1 | 2 | 2 | 1 | 0 | 2 | 0 | 1 | 4 | 1 | 2 | 8 |
| | Escambia | Florida Alabama TPO | County | Escambia-35 | HWY 297A | KINGSFIELD RD | CR-184/MUSCOGEE RD | 0 | 0 | 2 | 0 | 1 | 3 | 2 | 0 | 0 | 2 | 4 | 2 | 8 |
| | Escambia | Florida Alabama TPO | State | Escambia-36 | W CERVANTES ST | US-90/SR-10 | CR-99/BEULAH RD | 0 | 2 | 0 | 0 | 1 | 3 | 2 | 0 | 2 | 0 | 4 | 2 | 8 |
| | Escambia | Florida Alabama TPO | State | Escambia-37 | W FAIRFIELD DR | SR-292 | US-98/SR-30 | 0 | 1 | 2 | 0 | 1 | 0 | 2 | 2 | 1 | 2 | 1 | 4 | 8 |
| | Escambia | Florida Alabama TPO | State | Escambia-38 | E GREGORY ST | N A ST | US98/SR289/N9TH AVE | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 2 | 1 | 2 | 1 | 4 | 8 |
| | Escambia | Florida Alabama TPO | County | Escambia-39 | E GOVERNMENT ST | S A ST | END OF PAVEMENT | 2 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 2 | 2 | 1 | 2 | 7 |
| | Escambia | Florida Alabama TPO | State | Escambia-40 | W MORENO ST | CT-453/N W ST | N A ST | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 2 | 0 | 2 | 1 | 4 | 7 |
| | Escambia | Florida Alabama TPO | State | Escambia-41 | N E ST | US-90/US-98/SR-10A | W TEXAR DR | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 2 | 0 | 2 | 1 | 4 | 7 |
| | Escambia | | State | Escambia-42 | MOLINO RD | US-29/SR-95/N HWY 29 | BRICKYARD RD | 1 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 2 | 2 | 1 | 2 | 7 |
| | Escambia | | County | Escambia-43 | BYRNEVILLE RD | CR-4/W HWY 4 | US-29/SR-95 | 1 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 2 | 7 |
| | Escambia | Florida Alabama TPO | County | Escambia-44 | S HWY 97 | LAKE SUZANNE DR | CR-184/MUSCOGEE RD | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 6 |
| | Escambia | Florida Alabama TPO | County | Escambia-45 | S HWY 97 | CR-184/MUSCOGEE RD | COWDEVIL CREEK | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 6 |
| | Escambia | | County | Escambia-46 | HWY 4A | CR-168/HWY 168 | CR-4A/HWY 4A | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 6 |
| | Escambia | Florida Alabama TPO | County | Escambia-47 | N HWY 95A | CR-184/E QUINTETTE R | MOLINO RD | 0 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 1 | 2 | 6 |
| | Escambia | Florida Alabama TPO | State | Escambia-48 | PALAFOX PL | US-98B/SR-30/GARDEN | S JEFFERSON ST | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 1 | 2 | 6 |
| | Escambia | Florida Alabama TPO | State | Escambia-49 | PERDIDO KEY RD | LAFITTE REEF | CR-292A/GULF BCH HWY | 0 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 1 | 2 | 6 |
| | Escambia | Florida Alabama TPO | County | Escambia-50 | GULF BEACH HWY | SR-292/PERDIDO KEY D | S LOOP RD | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 1 | 2 | 5 |
| | Escambia | | County | Escambia-51 | W HWY 4 | HWY 4A | TEDDER RD | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 5 |
| | Escambia | Florida Alabama TPO | County | Escambia-52 | CHEMSTRAND RD | US-90A/SR-10 | CHILDERS ST | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 1 | 2 | 5 |
| | Escambia | Florida Alabama TPO | County | Escambia-53 | J EARL BOWDEN WAY E | GULF ISLAND NATL SEA | ESCAMBIA CO LINE | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 2 | 4 |
| | Escambia | | State | Escambia-54 | CR-97/HWY 97 | CR-99/N HWY 99 | CR-164/HWY 164 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 4 |
| | Escambia | Florida Alabama TPO | County | Escambia-55 | LONGLEAF DR | ROLLING HILLS RD | PINE FOREST RD | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 3 |
| | Escambia | Florida Alabama TPO | County | Escambia-56 | VIA DE LUNA DR | N END OF BRIDGE 480139 | SANTA ROSA CO LINE | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 3 |

*ECRC SAP - Holmes County Projects List*

| | Project | | | | | | Safety | | Equity | | Multimodal | | Planning Consistency and Feasibility | | Totals | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | County | Jurisdiction | Segment Number | Roadway | Begin | End | S1 | S2 | E1 | E2 | MM1 | MM2 | PCF1 | PCF2 | Safety | Equity | Multimodal | Planning Consistency and Feasibility | Total Score |
| Tier 1 | Holmes | County | Holmes-1 | CR-10A | HWY 183A | US-90/SR-10 | 3 | 3 | 2 | 2 | 0 | 0 | 2 | 0 | 6 | 4 | 0 | 2 | 12 |
| | Holmes | County | Holmes-2 | CR-160 | CR-79 | CR-177 | 2 | 4 | 2 | 2 | 0 | 0 | 2 | 0 | 6 | 4 | 0 | 2 | 12 |
| | Holmes | State | Holmes-3 | US 90 | HWY 10A | E MAIN ST | 4 | 2 | 2 | 2 | 0 | 0 | 2 | 0 | 6 | 4 | 0 | 2 | 12 |
| | Holmes | County | Holmes-4 | CR-183A | WALTON CO LINE | HWY 10A | 2 | 3 | 2 | 2 | 0 | 0 | 2 | 0 | 5 | 4 | 0 | 2 | 11 |
| | Holmes | County | Holmes-5 | COUNTY RD 173 | CR-79 | WASHINGTON CO LINE | 3 | 4 | 2 | 0 | 0 | 0 | 2 | 0 | 7 | 2 | 0 | 2 | 11 |
| Tier 2 | Holmes | County | Holmes-6 | PONCE DE LEON SPRING RD | WALTON CO LINE | US-90 | 0 | 4 | 2 | 2 | 0 | 0 | 2 | 0 | 4 | 4 | 0 | 2 | 10 |
| | Holmes | State | Holmes-7 | WAUKESHA ST | I-10 | US-90 | 2 | 2 | 2 | 0 | 1 | 0 | 2 | 0 | 4 | 2 | 1 | 2 | 9 |
| | Holmes | State | Holmes-8 | SR-81 | US-90/SR-10 | JOHN DEERE LN | 1 | 1 | 2 | 2 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 2 | 8 |
| | Holmes | County | Holmes-9 | CR-179 | AL STATE LINE | SR-2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 2 | 8 |
| | Holmes | County | Holmes-10 | CR-177A | MOTLEY RD | AL STATE LINE | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 8 |
| | Holmes | State | Holmes-11 | US-90 | WAUKESHA ST | HOLMESTEAD RD | 2 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 3 | 2 | 1 | 2 | 8 |
| | Holmes | County | Holmes-12 | PETTY CROSSROADS | AL STATE LINE | SR-2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 2 | 8 |
| | Holmes | State | Holmes-13 | SR-2 | CR-179A | SR-81 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 7 |
| | Holmes | County | Holmes-14 | CR-179A | PALADIN LN | DUCK POND BRANCH | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 7 |
| | Holmes | County | Holmes-15 | CR-173 | JOHN LANE DR | SR-2 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 7 |
| | Holmes | County | Holmes-16 | CR-177A | JAMES G RD | TOBE RETHERFORD RD | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 |

*ECRC SAP - Okaloosa County Projects List*

| | Project | | | | | | | Safety | | Equity | | Multimodal | | Planning Consistency and Feasibility | | Totals | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | County | TPO | Jurisdiction | Segment Number | Roadway | Begin | End | S1 | S2 | E1 | E2 | MM1 | MM2 | PCF1 | PCF2 | Safety | Equity | Multimodal | Planning Consistency and Feasibility | Total Score |
| Tier 1 | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-1 | MIRACLE STRIP PKWY E | COUNTY LINE | BROOKS ST SE | 2 | 2 | 2 | 0 | 1 | 3 | 2 | 2 | 4 | 2 | 4 | 4 | 14 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-2 | EMERALD COAST PKWY | COASTGUARD STATION | WALTON CO LINE | 2 | 2 | 2 | 0 | 1 | 3 | 2 | 2 | 4 | 2 | 4 | 4 | 14 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-3 | JOHN SIMS PKWY | SR 397 | SR 85 | 2 | 3 | 0 | 0 | 1 | 3 | 2 | 2 | 5 | 0 | 4 | 4 | 13 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-4 | BEAL PKWY | HOLLYWOOD BLVD | OAK ST | 2 | 2 | 2 | 0 | 1 | 3 | 2 | 0 | 4 | 2 | 4 | 2 | 12 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-5 | N FERDON BLVD | OLD BETHEL RD | US 90 | 3 | 1 | 2 | 0 | 1 | 0 | 2 | 2 | 4 | 2 | 1 | 4 | 11 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-6 | RACETRACK RD | MLK BLVD | SR-85/EGLIN PKWY | 3 | 1 | 2 | 0 | 1 | 0 | 2 | 2 | 4 | 2 | 1 | 4 | 11 |
| Tier 2 | Okaloosa | Okaloosa Walton TPO | County | Okaloosa-7 | CR-30F/AIRPORT RD | US-98/SR-30 | AIRPORT | 3 | 2 | 0 | 0 | 1 | 0 | 2 | 2 | 5 | 0 | 1 | 4 | 10 |
| | Okaloosa | Okaloosa Walton TPO | County | Okaloosa-8 | AIRPORT RD | SR-85 | POVERTY CREEK RD | 2 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 4 | 2 | 0 | 4 | 10 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-9 | HOLLYWOOD BLVD NW | ANDERSON DR/HILL AVE | BAY DR SE | 2 | 1 | 2 | 0 | 1 | 0 | 2 | 2 | 3 | 2 | 1 | 4 | 10 |
| | Okaloosa | | County | Okaloosa-10 | SECOND AVE | SR 85 | SR 85 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 0 | 4 | 4 | 0 | 2 | 10 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-11 | SR-285/PARTIN DR | BAYSHORE DR | COLLEGE BLVD | 3 | 4 | 0 | 0 | 1 | 0 | 2 | 0 | 7 | 0 | 1 | 2 | 10 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-12 | EGLIN PKWY | 4TH AVE | 12TH AVE | 1 | 2 | 2 | 0 | 1 | 0 | 2 | 2 | 3 | 2 | 1 | 4 | 10 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-13 | PALM BLVD | VALPARISO BLVD | E COLLEGE BLVD | 3 | 3 | 0 | 0 | 1 | 0 | 2 | 0 | 6 | 0 | 1 | 2 | 9 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-14 | REDWOOD AVE | 7TH ST | SR-20 | 1 | 4 | 0 | 0 | 1 | 0 | 2 | 0 | 5 | 0 | 1 | 2 | 8 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-15 | HOLMES BLVD NW | JONQUIL AVE NW | SR-189/BEAL PKWY NW | 1 | 2 | 2 | 0 | 1 | 0 | 2 | 0 | 3 | 2 | 1 | 2 | 8 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-16 | 4TH AVE | MEIGS DR | SR-85/EGLIN PKWY | 2 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 3 | 0 | 1 | 4 | 8 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-17 | CALHOUN AVE | CROSS ST | MAIN ST | 0 | 0 | 2 | 0 | 1 | 3 | 2 | 0 | 0 | 2 | 4 | 2 | 8 |
| | Okaloosa | Okaloosa Walton TPO | County | Okaloosa-18 | OLD BETHEL RD | US-90/SR-10 | POVERTY CREEK RD | 0 | 1 | 2 | 0 | 1 | 0 | 2 | 2 | 1 | 2 | 1 | 4 | 8 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-19 | SANTA ROSA BLVD | MILITARY BDRY ENT | US-98/SR-30 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 0 | 0 | 4 | 4 | 8 |
| | Okaloosa | | County | Okaloosa-20 | HWY 2 | SR-189/HWY 189 | SR-85/HWY 85 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 2 | 8 |
| | Okaloosa | | State | Okaloosa-21 | HWY 189 | GEORGIA AVE | CR-2 | 0 | 1 | 2 | 2 | 1 | 0 | 2 | 0 | 1 | 4 | 1 | 2 | 8 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-22 | SR-85 | SR-20 | 57160131 NB OFF | 1 | 3 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 0 | 1 | 2 | 7 |
| | Okaloosa | Okaloosa Walton TPO | County | Okaloosa-23 | E CHESNUT AVE | S MAIN ST | US-90/SR-10/HWY 90 | 2 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 2 | 2 | 1 | 2 | 7 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-24 | MARY ESTHER CUT OFF | ANCHORS ST NW | SR-189/BEAL PKWY | 1 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 2 | 2 | 1 | 2 | 7 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-25 | DENTON BLVD | MAYFLOWER AVE | SR-188/RACETRACK RD | 1 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 2 | 2 | 1 | 2 | 7 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-26 | FERRY RD NE | CHESTNUT AVE SE | YACHT CLUB DR NE | 1 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 2 | 2 | 1 | 2 | 7 |
| | Okaloosa | | | Okaloosa-27 | SR-4 | GEORGIA RD | US-90/SR-10 | 1 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 1 | 4 | 0 | 2 | 7 |
| | Okaloosa | | State | Okaloosa-28 | HWY 85 | CR 85A | COUNTY LINE RD | 0 | 1 | 2 | 2 | 0 | 0 | 2 | 0 | 1 | 4 | 0 | 2 | 7 |
| | Okaloosa | Okaloosa Walton TPO | County | Okaloosa-29 | BENNING DR | US-98/SR-30 | CALHOUN AVE | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 2 | 0 | 2 | 1 | 4 | 7 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-30 | ROCKY BAYOU DR | SR-20/JOHN SIMS PKWY | STEPHEN DR | 0 | 3 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 2 | 6 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-31 | MLK BLVD | FREEDOM WAY | HURLBURT RD | 0 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 1 | 2 | 6 |
| | Okaloosa | | State | Okaloosa-32 | HWY 90 | MIDDLEBROOKS RD | WILKERSON BLUFF RD | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 2 | 6 |
| | Okaloosa | | State | Okaloosa-33 | HWY 85 | HERITAGE PLANTATION BLVD | HART ROAD | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 2 | 6 |
| | Okaloosa | Okaloosa Walton TPO | County | Okaloosa-34 | HWY 393 | US-90/SR-10/HWY 90 | POVERTY CREEK RD | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 1 | 2 | 5 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-35 | LEWIS TURNER BLVD | GEN BOND BLVD | EGLIN PKWY | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 2 | 5 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-36 | CALHOUN AVE | HARBOR BLVD | BENNING DR | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 1 | 4 | 5 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-37 | SR293/SPENCE PKWY | E HWY 20 | N LAKESHORE DR | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 4 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-38 | GOVERNMENT ST | SR-190 | SR-397 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 4 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-39 | COLLEGE BLVD | SR-85 | PALM BLVD | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 2 | 4 |
| | Okaloosa | | | Okaloosa-40 | CEDAR AVE | VALPARAISO BLVD | E COLLEGE BLVD | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 2 | 4 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-41 | MID-BAY CONNECTOR | 57160128 SB ON | GORE 57160129/130 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 3 |
| | Okaloosa | Okaloosa Walton TPO | County | Okaloosa-42 | SCENIC HWY 98 | COUNTY LINE | END ROAD | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 3 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-43 | HWY 285 | 57160127 NB OFF | WALTON CO LINE | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 |

*ECRC SAP - Santa Rosa County Projects List*

| | Project | | | | | | | Safety | | Equity | | Multimodal | | Planning Consistency and Feasibility | | Totals | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | County | TPO | Jurisdiction | Segment Number | Roadway | Begin | End | S1 | S2 | E1 | E2 | MM1 | MM2 | PCF1 | PCF2 | Safety | Equity | Multimodal | Planning Consistency and Feasibility | Total Score |
| Tier 1 | Santa Rosa | Florida Alabama TPO | State | Santa Rosa-1 | HWY 90 | PACE LN | SR-87/STEWART ST | 4 | 0 | 2 | 0 | 1 | 3 | 2 | 2 | 4 | 2 | 4 | 4 | 14 |
| | Santa Rosa | Florida Alabama TPO | State | Santa Rosa-2 | NAVARRE PKWY | SR-87 | OKALOOSA COUNTY LINE | 4 | 2 | 0 | 0 | 1 | 3 | 2 | 2 | 6 | 0 | 4 | 4 | 14 |
| | Santa Rosa | Florida Alabama TPO | County | Santa Rosa-3 | WOODBINE RD | US 90/SR 10 | CHUMUKLA HWY | 4 | 1 | 0 | 0 | 1 | 3 | 2 | 2 | 5 | 0 | 4 | 4 | 13 |
| | Santa Rosa | Florida Alabama TPO | State | Santa Rosa-4 | HWY 87 S | FARRINGTON RD | US-90/SR-10 | 1 | 2 | 2 | 0 | 1 | 3 | 2 | 0 | 3 | 2 | 4 | 2 | 11 |
| Tier 2 | Santa Rosa | Florida Alabama TPO | State | Santa Rosa-5 | GULF BREEZE PKWY | AVALON BLVD | CR-399/EAST BAY BLVD | 2 | 2 | 0 | 0 | 1 | 3 | 2 | 0 | 4 | 0 | 4 | 2 | 10 |
| | Santa Rosa | Florida Alabama TPO | County | Santa Rosa-6 | E BAY BLVD | US 98/SR-30 | SR-87/HWY 87 S | 3 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 3 | 0 | 4 | 2 | 9 |
| | Santa Rosa | | County | Santa Rosa-7 | CHUMUCKLA HWY | CR191/WILLARD NORRIS | EBENEZER CHURCH RD | 2 | 2 | 2 | 0 | 1 | 0 | 2 | 0 | 4 | 2 | 1 | 2 | 9 |
| | Santa Rosa | Florida Alabama TPO | County | Santa Rosa-8 | WILLARD NORRIS RD | ANDERSON LN | SR-87/STEWARD ST | 3 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 3 | 2 | 1 | 2 | 8 |
| | Santa Rosa | Florida Alabama TPO | State | Santa Rosa-9 | GULF BREEZE PKWY | EAST END OF PCOLA BR | PENSACOLA BEACH RD | 3 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 5 | 0 | 1 | 2 | 8 |
| | Santa Rosa | Florida Alabama TPO | County | Santa Rosa-10 | MUNSON HWY | SR-87 | INDIAN FORD RD | 1 | 2 | 2 | 0 | 1 | 0 | 2 | 0 | 3 | 2 | 1 | 2 | 8 |
| | Santa Rosa | Florida Alabama TPO | | Santa Rosa-11 | HAMILTON BRIDGE RD | E SPENCER FIELD RD | CR-184A/BERRYHILL RD | 2 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 3 | 2 | 1 | 2 | 8 |
| | Santa Rosa | | State | Santa Rosa-12 | SR-4 | CR-87A/MARKET RD | SR-87 | 2 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 2 | 7 |
| | Santa Rosa | Florida Alabama TPO | State | Santa Rosa-13 | AVALON BLVD | US-98/SR-30 | 58002006 EB ON | 4 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 0 | 1 | 2 | 7 |
| | Santa Rosa | | County | Santa Rosa-14 | COUNTRY MILL RD | POLK RD | SR-4/HWY 4 | 1 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 2 | 7 |
| | Santa Rosa | Florida Alabama TPO | County | Santa Rosa-15 | HICKORY HAMMOCK RD | CR-89/WARD BASIN RD | SR-87/HWY 87 S | 0 | 2 | 2 | 0 | 1 | 0 | 2 | 0 | 2 | 2 | 1 | 2 | 7 |
| | Santa Rosa | Florida Alabama TPO | State | Santa Rosa-16 | US-90 | POND RD | TIMBER CENTER RD | 0 | 2 | 2 | 0 | 1 | 0 | 2 | 0 | 2 | 2 | 1 | 2 | 7 |
| | Santa Rosa | Florida Alabama TPO | County | Santa Rosa-17 | HWY 182 | CR-197/CHUMUCKLA HWY | ARD FIELD RD | 0 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 1 | 2 | 6 |
| | Santa Rosa | Florida Alabama TPO | County | Santa Rosa-18 | MUNSON HWY | RED ROCK RD | FRANK HARDY ROAD | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 6 |
| | Santa Rosa | Florida Alabama TPO | | Santa Rosa-19 | SPRINGHILL RD | SR-87/HWY 98N | TOMAHAWK LANDING RD | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 6 |
| | Santa Rosa | Florida Alabama TPO | | Santa Rosa-20 | ALABAMA ST | BERRYHILL ST | SR-87 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 5 |
| | Santa Rosa | Florida Alabama TPO | State | Santa Rosa-21 | HWY 87 N | CR-182/ALLENTOWN RD | CR-178 | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 1 | 2 | 5 |
| | Santa Rosa | | State | Santa Rosa-22 | HWY 4 | BLACK LAKE | MAGNOLIA ST | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 4 |
| | Santa Rosa | | State | Santa Rosa-23 | HWY 89 | HARVEST RD | CR-197/CHUMUCKLA HWY | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 4 |
| | Santa Rosa | | State | Santa Rosa-24 | HWY 89 | DALLAS ELLIOT RD | CR-182/CENTRAL SCH RD | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 4 |

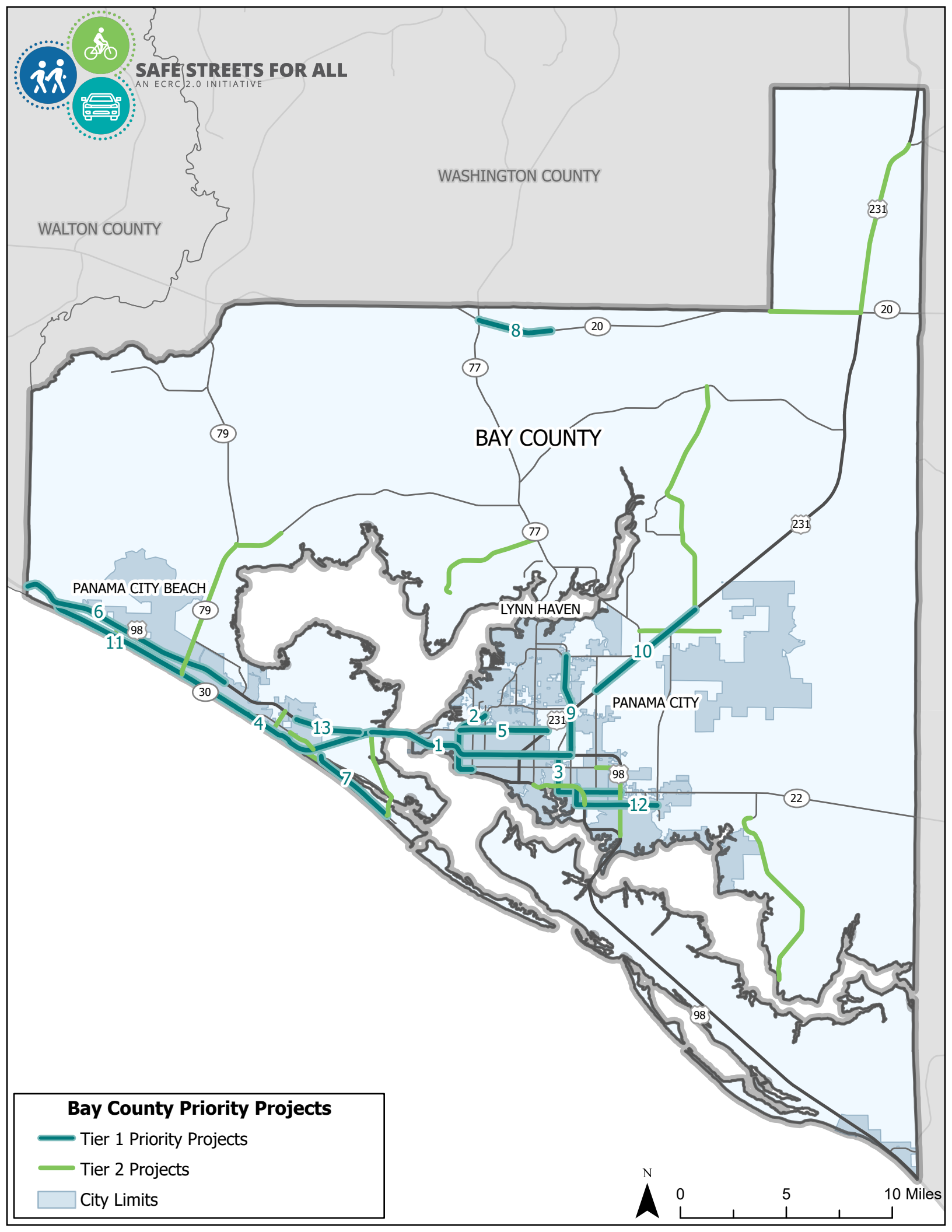
*ECRC SAP - Walton County Projects List*

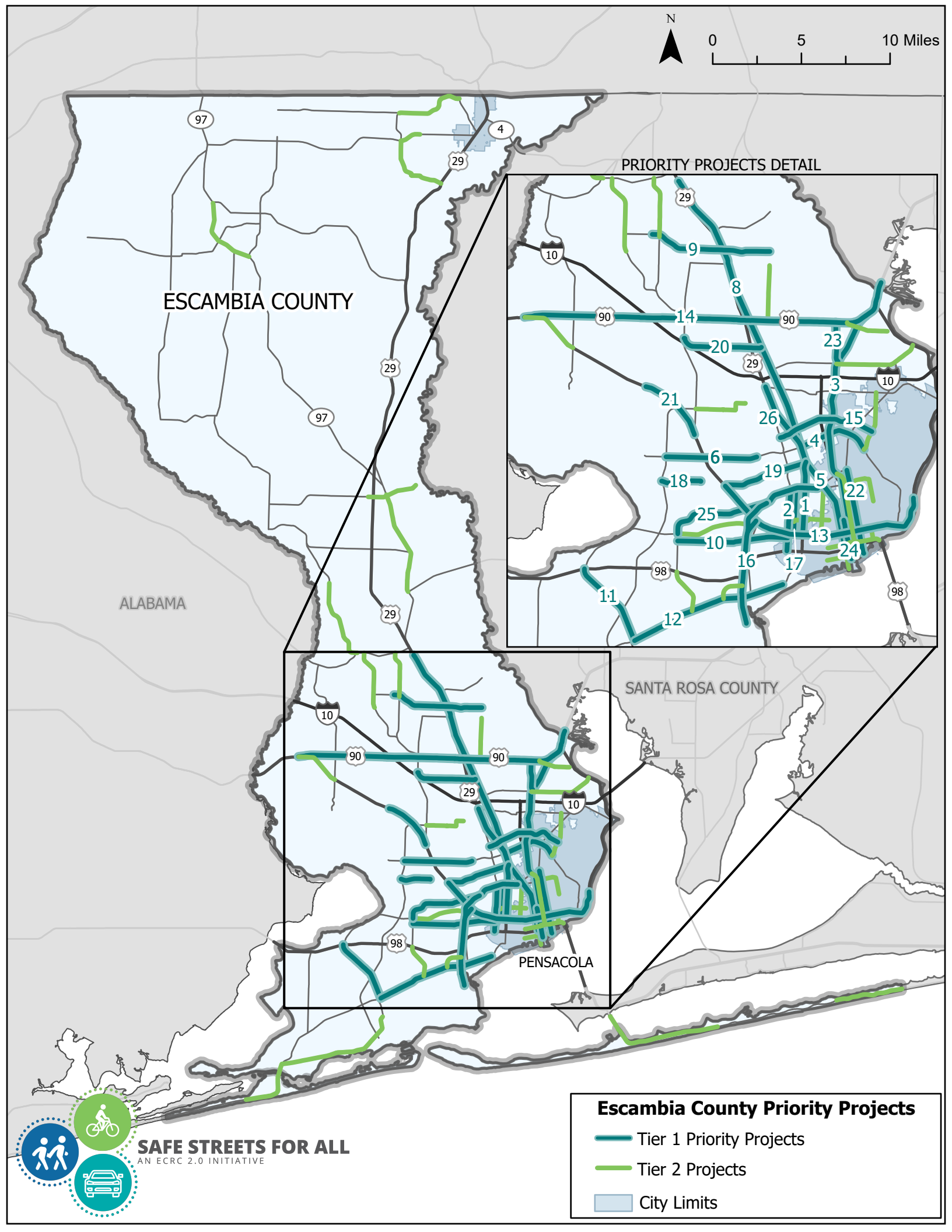
| | Project | | | | | | | Safety | | Equity | | Multimodal | | Planning Consistency and Feasibility | | Totals | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | County | TPO | Jurisdiction | Segment Number | Roadway | Begin | End | S1 | S2 | E1 | E2 | MM1 | MM2 | PCF1 | PCF2 | Safety | Equity | Multimodal | Planning Consistency and Feasibility | Total Score |
| Tier 1 | Walton | Okaloosa Walton TPO | State | Walton-1 | US-331 | SR-20/MAIN ST | OWLS HEAD RD | 4 | 2 | 2 | 2 | 1 | 3 | 2 | 0 | 6 | 4 | 4 | 2 | 16 |
| | Walton | Okaloosa Walton TPO | State | Walton-2 | US-90/SR-10 | BOY SCOUT RD | HOLMES CO LINE | 4 | 0 | 2 | 2 | 1 | 3 | 2 | 0 | 4 | 4 | 4 | 2 | 14 |
| | Walton | Okaloosa Walton TPO | State | Walton-3 | US-98/SR-30 | OKALOOSA CO LINE | CO HWY 395 | 3 | 2 | 0 | 0 | 1 | 3 | 2 | 2 | 5 | 0 | 4 | 4 | 13 |
| | Walton | Okaloosa Walton TPO | State | Walton-4 | SR-20 | SR-81 | US-331/MADISON ST | 2 | 1 | 2 | 2 | 1 | 3 | 2 | 0 | 3 | 4 | 4 | 2 | 13 |
| | Walton | | County | Walton-5 | CR-2A | US-331 | SR-2 | 2 | 3 | 2 | 2 | 0 | 0 | 2 | 0 | 5 | 4 | 0 | 2 | 11 |
| | Walton | Okaloosa Walton TPO | State | Walton-6 | US-331/SR-83 | I-10 WB RAMP | E NELSON AVE | 4 | 0 | 2 | 2 | 1 | 0 | 2 | 0 | 4 | 4 | 1 | 2 | 11 |
| Tier 2 | Walton | Okaloosa Walton TPO | State | Walton-7 | US-331 | US-90/SR-10 | DR. NELSON RD | 2 | 1 | 2 | 2 | 1 | 0 | 2 | 0 | 3 | 4 | 1 | 2 | 10 |
| | Walton | Okaloosa Walton TPO | County | Walton-8 | CR-3280 | US-331 | MAGNOLIA LODGE RD | 1 | 2 | 2 | 2 | 1 | 0 | 2 | 0 | 3 | 4 | 1 | 2 | 10 |
| | Walton | Okaloosa Walton TPO | | Walton-9 | ROCK HILL RD | US-331 | MCKINNON BRIDGE RD | 2 | 1 | 2 | 2 | 1 | 0 | 2 | 0 | 3 | 4 | 1 | 2 | 10 |
| | Walton | | County | Walton-10 | CO HWY 183 S | W C CURRINGTON RD | CO HWY 280 E | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 0 | 4 | 4 | 0 | 2 | 10 |
| | Walton | Okaloosa Walton TPO | State | Walton-11 | US-98/SR-30 | WATERSOUND PKWY | BAY CO LINE | 1 | 2 | 0 | 0 | 1 | 3 | 2 | 0 | 3 | 0 | 4 | 2 | 9 |
| | Walton | Okaloosa Walton TPO | County | Walton-12 | CO HWY 1883 | SR-83 | COY ELLIS RD | 2 | 0 | 2 | 2 | 1 | 0 | 2 | 0 | 2 | 4 | 1 | 2 | 9 |
| | Walton | | State | Walton-13 | US-331 | CO HWY 147 W | ALABAMA ST LINE | 0 | 2 | 2 | 2 | 1 | 0 | 2 | 0 | 2 | 4 | 1 | 2 | 9 |
| | Walton | Okaloosa Walton TPO | County | Walton-14 | CR-280 | WALTON BRIDGE RD | CR-280A | 0 | 2 | 2 | 2 | 1 | 0 | 2 | 0 | 2 | 4 | 1 | 2 | 9 |
| | Walton | | County | Walton-15 | CO HWY 181 E | CO HWY 181 E/ANDREWS ST | HOLMES CO LINE | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 2 | 8 |
| | Walton | Okaloosa Walton TPO | County | Walton-16 | CO HWY 183 S | CO HWY 280 | US-90 | 0 | 1 | 2 | 2 | 1 | 0 | 2 | 0 | 1 | 4 | 1 | 2 | 8 |
| | Walton | | County | Walton-17 | CR-147W | SR-2 | SR-85 | 2 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 2 | 8 |
| | Walton | Okaloosa Walton TPO | County | Walton-18 | CO HWY 183 N | US-90/SR-10 | CR-183B | 0 | 1 | 2 | 2 | 0 | 0 | 2 | 0 | 1 | 4 | 0 | 2 | 7 |
| | Walton | | County | Walton-19 | SR-2 | SR-83 | US-331 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 6 |
| | Walton | | County | Walton-20 | CR-183B/MAIN ST | PADGETT RD | SR-83 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 6 |
| | Walton | | County | Walton-21 | CR-185/LEONIA HWY | CR-183B | MEMORY LN | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 6 |
| | Walton | Okaloosa Walton TPO | | Walton-22 | CHAT HOLLEY RD | CO HWY 393 | US-331 | 2 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 5 |

*ECRC SAP - Washington County Projects List*

| | Project | | | | | | Safety | | Equity | | Multimodal | | Planning Consistency and Feasibility | | Totals | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | County | Jurisdiction | Segment Number | Roadway | Begin | End | S1 | S2 | E1 | E2 | MM1 | MM2 | PCF1 | PCF2 | Safety | Equity | Multimodal | Planning Consistency and Feasibility | Total Score |
| Tier 1 | Washington | State | Washington-1 | DOG TRACK RD | BAY CO LINE | SUGARDOLL RD | 4 | 2 | 2 | 2 | 1 | 3 | 2 | 0 | 6 | 4 | 4 | 2 | 16 |
| | Washington | County | Washington-2 | PATE POND RD | US-90/SR-10/HWY 90 | DOUGLAS FERRY RD | 4 | 3 | 2 | 2 | 1 | 0 | 2 | 0 | 7 | 4 | 1 | 2 | 14 |
| | Washington | State | Washington-3 | SR-277 | CR-280/BRICKYARD RD | US-90/SR-10 | 4 | 4 | 2 | 2 | 0 | 0 | 2 | 0 | 8 | 4 | 0 | 2 | 14 |
| | Washington | State | Washington-4 | MAIN ST | GLENWOOD AVE | I-10 | 2 | 2 | 2 | 2 | 1 | 3 | 2 | 0 | 4 | 4 | 4 | 2 | 14 |
| | Washington | State | Washington-5 | CAPT FRITZ RD | WALTON CO LINE | BAY CO LINE | 1 | 1 | 2 | 2 | 1 | 3 | 2 | 0 | 2 | 4 | 4 | 2 | 12 |
| | Washington | County | Washington-6 | PIONEER RD | CR-77 | CR-277 | 2 | 3 | 2 | 2 | 0 | 0 | 2 | 0 | 5 | 4 | 0 | 2 | 11 |
| Tier 2 | Washington | State | Washington-7 | HWY 90 | HOLMES CO LINE | HOLMES CO LINE | 2 | 1 | 2 | 2 | 1 | 0 | 2 | 0 | 3 | 4 | 1 | 2 | 10 |
| | Washington | County | Washington-8 | RIVER RD | BURNS LAKE RD | CHOCTAW RD | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 0 | 4 | 4 | 0 | 2 | 10 |
| | Washington | County | Washington-9 | ORANGE HILL RD | RATTLEBOX RD | PIONEER RD | 1 | 2 | 2 | 2 | 1 | 0 | 2 | 0 | 3 | 4 | 1 | 2 | 10 |
| | Washington | County | Washington-10 | DOUGLAS FERRY RD | PATE POND RD | SR-79 | 0 | 2 | 2 | 2 | 1 | 0 | 2 | 0 | 2 | 4 | 1 | 2 | 9 |
| | Washington | County | Washington-11 | CORBIN RD | JACKSON CO LINE | ORANGE HILL RD | 2 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 2 | 8 |

# APPENDIX 5: PROJECTS LISTS


SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE
WASHINGTON COUNTY
WALTON COUNTY
BAY COUNTY
PANAMA CITY BEACH
LYNN HAVEN
PANAMA CITY
20
77
79
231
98
30
22
1
2
3
4
5
6
7
8
9
10
11
12
13
Bay County Priority Projects
Tier 1 Priority Projects
Tier 2 Projects
City Limits
N
0
5
10 Miles


N
0
5
10 Miles
PRIORITY PROJECTS DETAIL
ESCAMBIA COUNTY
ALABAMA
SANTA ROSA COUNTY
PENSACOLA
97
4
29
10
90
98
1
2
3
4
5
6
8
9
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11
12
13
14
15
16
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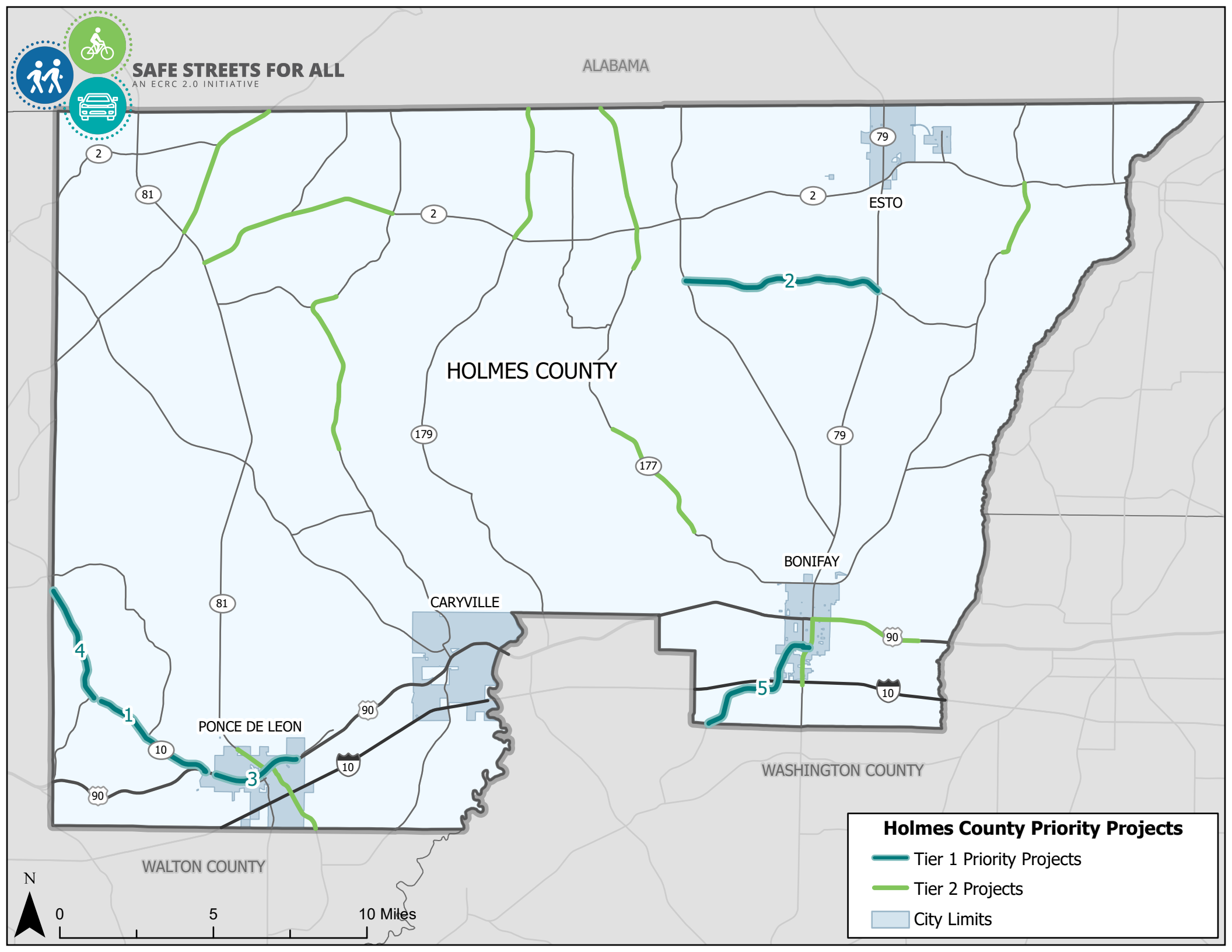
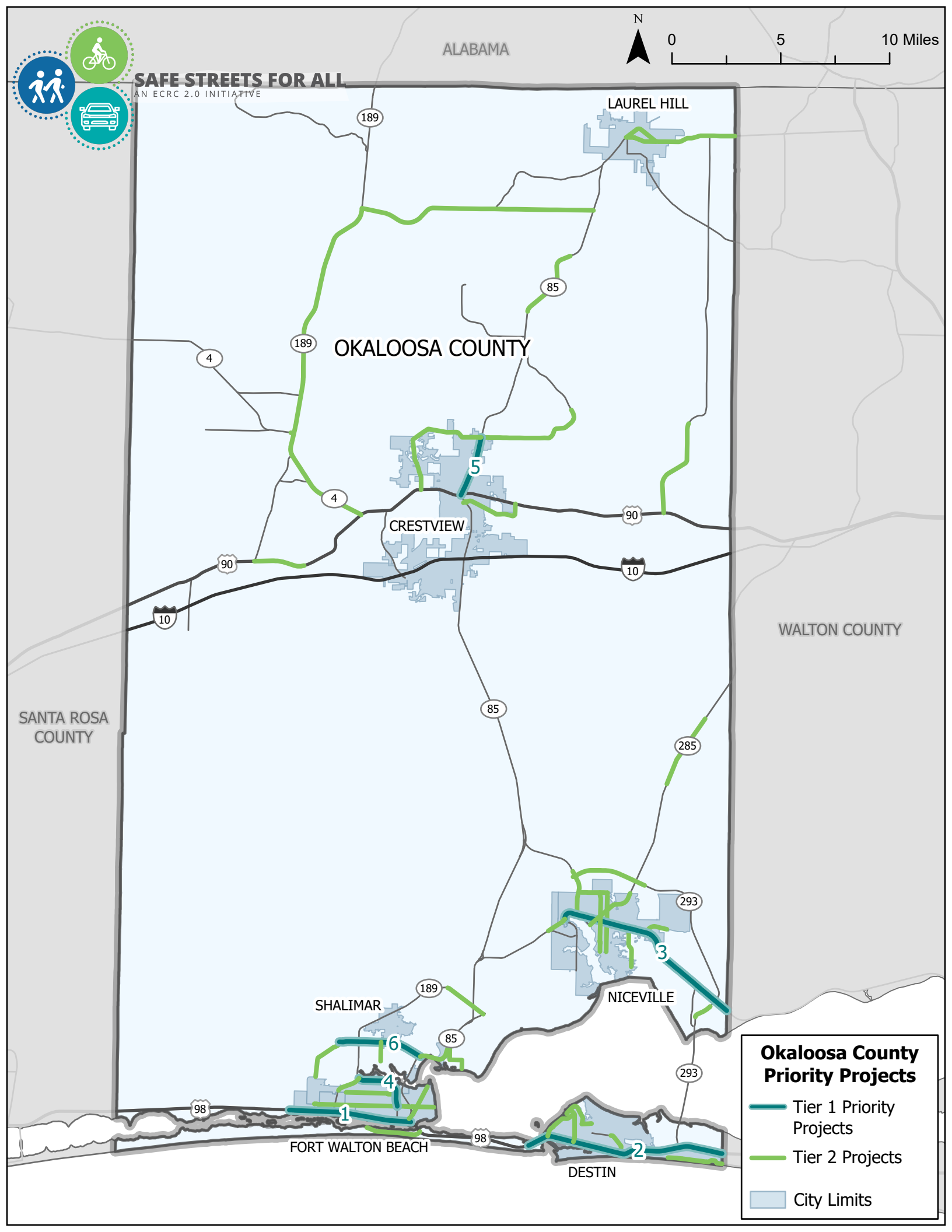
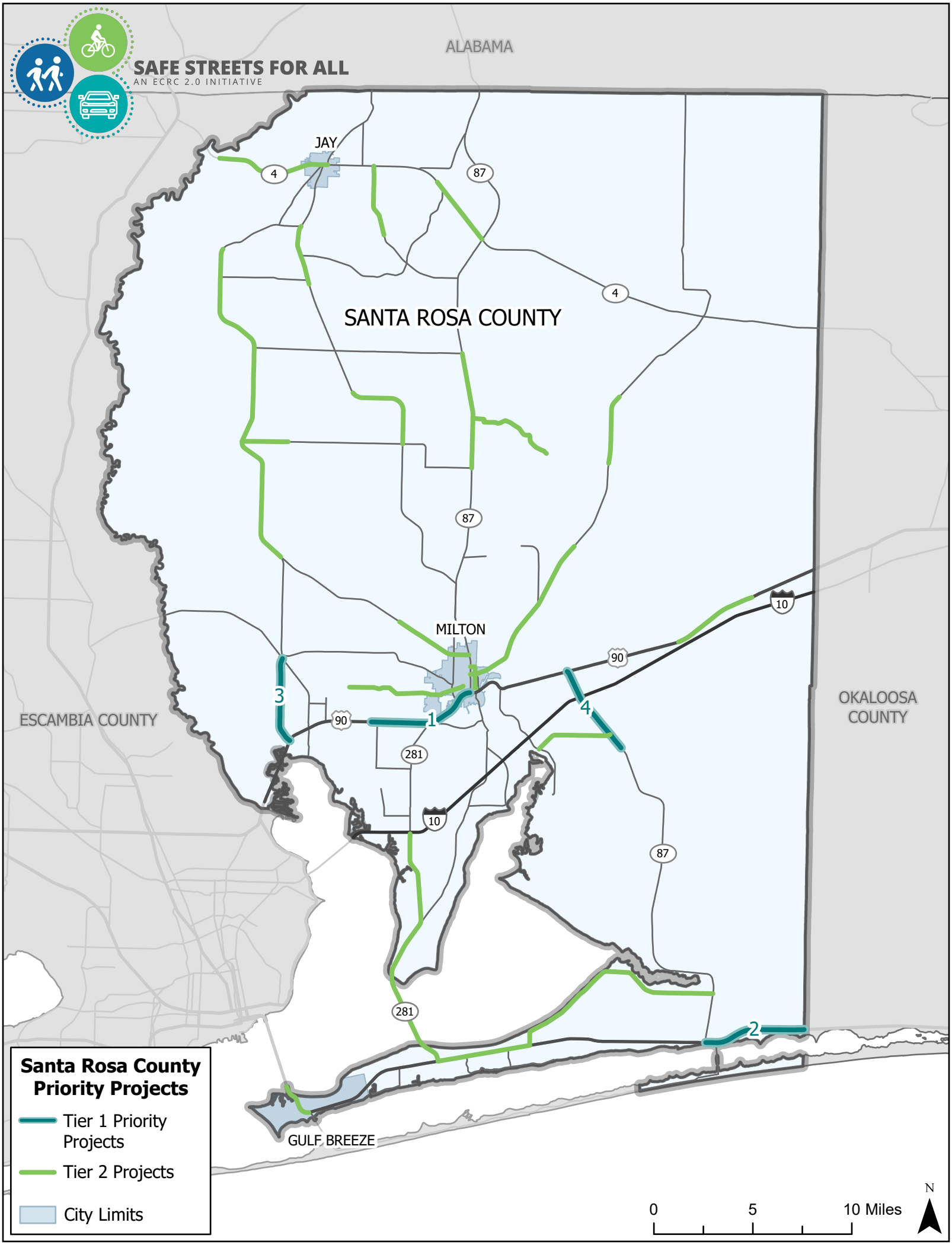
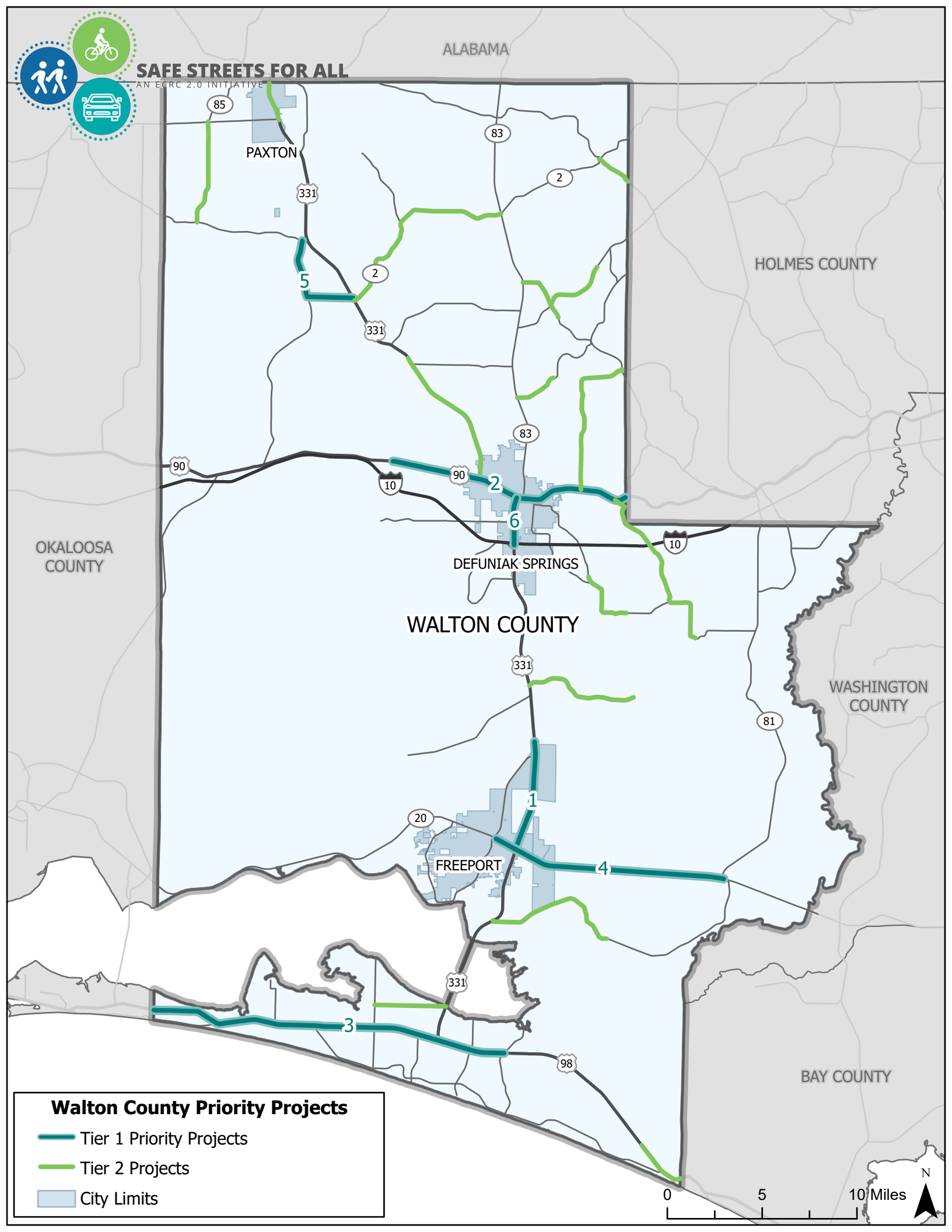
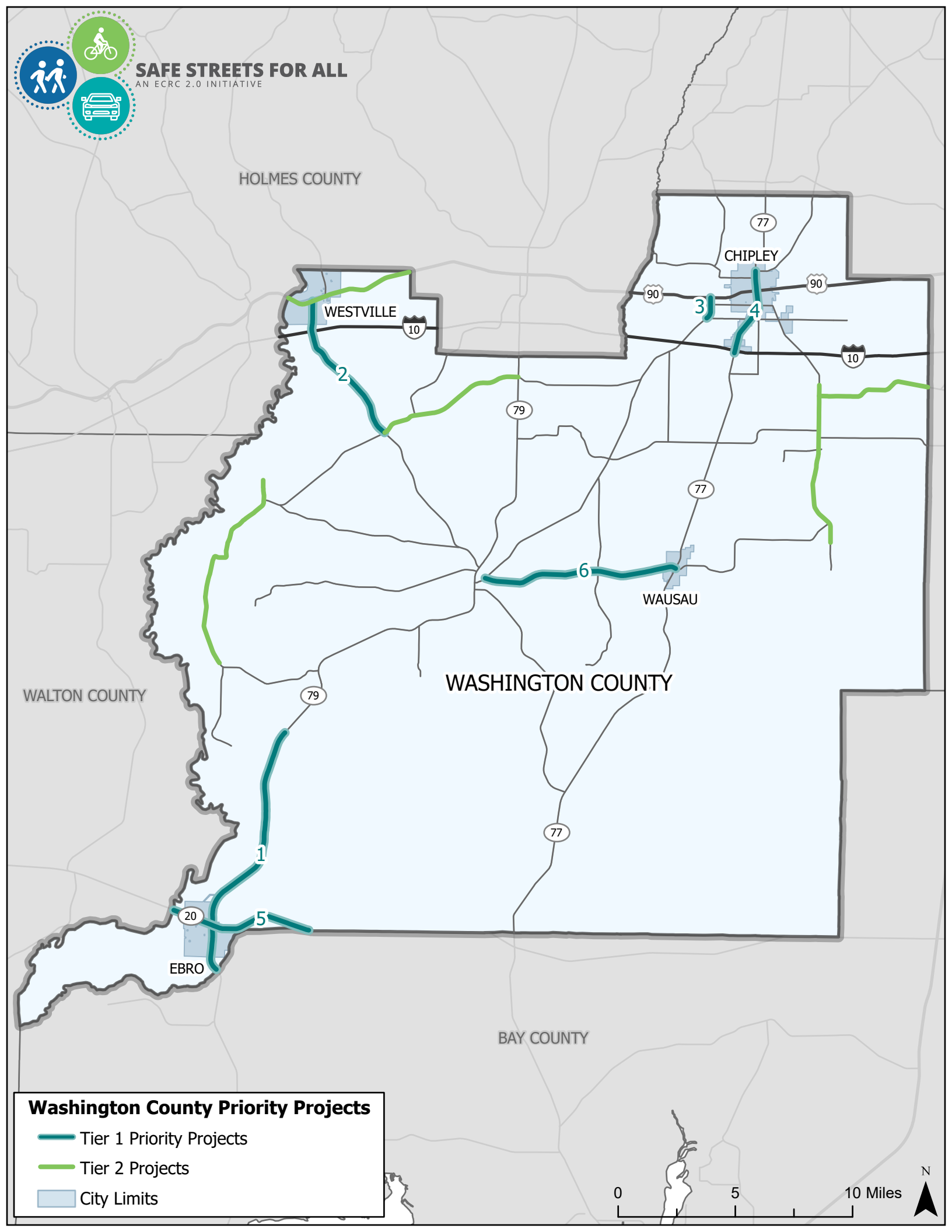
25
26
SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE
Escambia County Priority Projects
Tier 1 Priority Projects
Tier 2 Projects
City Limits


SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE
ALABAMA
HOLMES COUNTY
ESTO
BONIFAY
CARYVILLE
PONCE DE LEON
WASHINGTON COUNTY
WALTON COUNTY
2
81
79
179
177
10
90
1
2
3
4
5
N
0
5
10 Miles
Holmes County Priority Projects
Tier 1 Priority Projects
Tier 2 Projects
City Limits


SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE
N
0
5
10 Miles
ALABAMA
LAUREL HILL
189
85
OKALOOSA COUNTY
4
189
5
4
CRESTVIEW
90
90
10
10
WALTON COUNTY
SANTA ROSA COUNTY
85
285
293
3
NICEVILLE
189
SHALIMAR
6
85
4
293
98
1
98
2
FORT WALTON BEACH
DESTIN
Okaloosa County Priority Projects
Tier 1 Priority Projects
Tier 2 Projects
City Limits


SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE
ALABAMA
JAY
SANTA ROSA COUNTY
MILTON
ESCAMBIA COUNTY
OKALOOSA COUNTY
GULF BREEZE
4
87
90
10
281
1
2
3
4
Santa Rosa County Priority Projects
Tier 1 Priority Projects
Tier 2 Projects
City Limits
0
5
10 Miles
N


SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE
ALABAMA
PAXTON
HOLMES COUNTY
OKALOOSA COUNTY
DEFUNIAK SPRINGS
WALTON COUNTY
WASHINGTON COUNTY
FREEPORT
BAY COUNTY
85
83
331
2
5
10
90
6
1
20
4
3
98
81
Walton County Priority Projects
Tier 1 Priority Projects
Tier 2 Projects
City Limits
0
5
10 Miles
N


SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE
HOLMES COUNTY
WESTVILLE
CHIPLEY
WAUSAU
WASHINGTON COUNTY
WALTON COUNTY
BAY COUNTY
EBRO
10
77
90
79
20
1
2
3
4
5
6
Washington County Priority Projects
Tier 1 Priority Projects
Tier 2 Projects
City Limits
0
5
10 Miles
N

*ECRC SAP - Bay County Projects List*

| | Project | | | | | | | Totals |
|---|---|---|---|---|---|---|---|---|
| | County | TPO | Jurisdiction | Segment Number | Roadway | Begin | End | Total Score |
| Tier 1 | Bay | Bay County TPO | State | Bay-1 | US-98/SR-30 | THOMAS DR | N EAST AVE | 16 |
| | Bay | Bay County TPO | State | Bay-2 | 9TH ST/BECK AVE/SAINT ANDREWS BLVD | CR-385/FRANKFORD AVE | SR-327/LISENBY AVE | 15 |
| | Bay | Bay County TPO | State | Bay-3 | E 3RD ST/SHERMAN AVE | N TYNDALL PKWY | E 15TH ST | 15 |
| | Bay | Bay County TPO | County | Bay-4 | SR-30/FRONT BEACH RD | SR-79/ARNOLD RD | THOMAS DR | 15 |
| | Bay | Bay County TPO | State | Bay-5 | SR-368/W 23RD ST | BECK AVE/ST ANDREWS BLVD | US-231 | 15 |
| | Bay | Bay County TPO | State | Bay-6 | US-98/SR-30 | OKALOOSA CO LINE | HILLS RD | 15 |
| | Bay | Bay County TPO | County | Bay-7 | THOMAS DR | N LAGOON DR | BRISTOL ST | 12 |
| | Bay | Bay County TPO | State | Bay-8 | SR-20 | SR-77 | LITTLE BLUE LN | 11 |
| | Bay | Bay County TPO | State | Bay-9 | SR-389/N EAST AVE | US-98/SR-30A | E HWY 390 | 11 |
| | Bay | Bay County TPO | State | Bay-10 | US-231 | TRANSMITTER RD | CR-2301 | 11 |
| | Bay | Bay County TPO | County | Bay-11 | SR-30/FRONT BEACH RD | US-98/PANAMA CITY BEACH PKWY | SR-79/ARNOLD RD | 11 |
| | Bay | Bay County TPO | County | Bay-12 | EVERITT AVE/CHERRY ST | US-98B/SR-30 | N STAR AVE | 11 |
| | Bay | Bay County TPO | State | Bay-13 | US-98/SR-30A/PANAMA CITY BEACH PKWY | RICHARD JACKSON BLVD | SR-30 | 11 |
| Tier 2 | Bay | Bay County TPO | County | Bay-14 | TITUS RD/JOHN PITTS RD | SR-77A | OLD MAJETTE TOWER RD | 10 |
| | Bay | Bay County TPO | | Bay-15 | S THOMAS DR | SR-30 | THOMAS DR | 10 |
| | Bay | Bay County TPO | | Bay-16 | ALF COLEMAN RD | US-98/SR-30A | PANAMA CITY BEACH PKWY | 10 |
| | Bay | Bay County TPO | County | Bay-17 | CR-3031/THOMAS DR | SR-30/PANAMA CITY BEACH PKWY | CR-392/THOMAS DR | 10 |
| | Bay | Bay County TPO | County | Bay-18 | WISTERIA LN | SR-30 | US-98/SR-30A | 9 |
| | Bay | Bay County TPO | County | Bay-19 | CR-2301 | US-231 | E HWY 388 | 9 |
| | Bay | Bay County TPO | State | Bay-20 | SR-30A/TYNDALL PKWY | US-98/PITTS BAYOU | E 11TH ST | 9 |
| | Bay | Bay County TPO | State | Bay-21 | SR-392A/HUTCHISON BLVD | RICHARD JACKSON BLVD | SR-30/FRONT BEACH RD | 8 |
| | Bay | Bay County TPO | State | Bay-22 | US-231 | SR-20 | SR-167/RESTFUL RD | 8 |
| | Bay | Bay County TPO | State | Bay-23 | SR-20 | G W HOBBS RD | US-231 | 7 |
| | Bay | Bay County TPO | | Bay-24 | SR-79/ARNOLD RD | US-98A | CR-388 | 7 |
| | Bay | Bay County TPO | County | Bay-25 | CR-2297 | ALLANTON RD | OLD BICYCLE RD | 7 |
| | Bay | Bay County TPO | County | Bay-26 | E 11TH ST | TRANSMITTER RD | US-98/SR-30A | 7 |
| | Bay | Bay County TPO | State | Bay-27 | US-98B/SR-30/E 5TH ST | N COVE BLVD | CHERRY ST | 6 |
| | Bay | Bay County TPO | | Bay-28 | CR-2300 | ROMAN RD | SR-77 | 5 |
| | Bay | Bay County TPO | State | Bay-29 | CR-388 | SR-79 | PRESERVATION DR | 4 |

*ECRC SAP - Escambia County Projects List*

| | Project | | | | | | | Totals |
|---|---|---|---|---|---|---|---|---|
| | County | TPO | Jurisdiction | Segment Number | Roadway | Begin | End | Total Score |
| Tier 1 | Escambia | Florida Alabama TPO | State | Escambia-1 | S PACE BLVD | W CERVANTES ST | US-29/SR-95 | 17 |
| | Escambia | Florida Alabama TPO | State | Escambia-2 | N W ST | US-98/SR-30 | SR-295/W FAIRFIELD D | 16 |
| | Escambia | Florida Alabama TPO | State | Escambia-3 | N DAVIS HWY | SR-295/E FAIRFIELD D | 9 MILE RD | 16 |
| | Escambia | Florida Alabama TPO | State | Escambia-4 | BRENT LN/SR-296 | US-29/SR-95/N PALAFOX | N 12TH AVE | 15 |
| | Escambia | Florida Alabama TPO | State | Escambia-5 | N PALAFOX ST | BRENT LN | GARDEN ST | 15 |
| | Escambia | Florida Alabama TPO | State | Escambia-6 | W MICHIGAN AVE/SAUFLEY FIELD RD | MILLVIEW RD | FAIRVIEW DR | 15 |
| | Escambia | Florida Alabama TPO | State | Escambia-7 | US-90/W CERVANTES ST | HYDE PARK RD | MASSACHUSETTS AVE | 15 |
| | Escambia | Florida Alabama TPO | County | Escambia-8 | N HWY 95A | US-29/SR-95 | US-29/SR-95 | 14 |
| | Escambia | Florida Alabama TPO | County | Escambia-9 | W KINGSFIELD RD | HWY 297A | CHEMSTRAND RD | 14 |
| | Escambia | Florida Alabama TPO | State | Escambia-10 | W JACKSON ST | SR-727 | CR-453/W ST | 14 |
| | Escambia | Florida Alabama TPO | State | Escambia-11 | DOG TRACK RD | SR-292 | US-98/SR-30 | 14 |
| | Escambia | Florida Alabama TPO | State | Escambia-26 | PENSACOLA BLVD | DIAMOND DAIRY RD | BRENT LN | 13 |
| | Escambia | Florida Alabama TPO | State | Escambia-12 | SR-292/GULF BEACH HWY/BARRANCAS AVE | CR-297/DOG TRACK RD | LEMHURST RD | 13 |
| | Escambia | Florida Alabama TPO | State | Escambia-13 | N 9TH AVE | BAYFRONT PKWY | FAIRFIELD DR | 13 |
| | Escambia | Florida Alabama TPO | State | Escambia-14 | N DAVIS HWY | US-90/SR-10A/MOBILE | ESCAM/SNTA CNTY LINE | 13 |
| | Escambia | Florida Alabama TPO | State | Escambia-15 | AIRPORT BLVD | N W ST | N 12TH AVE/TIPPIN AVE | 13 |
| | Escambia | Florida Alabama TPO | State | Escambia-16 | S NAVY BLVD/SR-295 | N END BAYOU GRANDE | 48080016 NB ON | 13 |
| | Escambia | Florida Alabama TPO | State | Escambia-17 | N T ST | US-90/SR-10A | W FAIRFIELD DR | 12 |
| | Escambia | Florida Alabama TPO | State | Escambia-18 | CERNY RD | SR-173 | MARLANE DR | 12 |
| | Escambia | Florida Alabama TPO | State | Escambia-19 | MASSACHUSETTS AVE | US 90 | US-29/SR-95 | 12 |
| | Escambia | Florida Alabama TPO | State | Escambia-20 | W DETROIT BLVD | SR-297 | US29/SR95/PENSACOLA | 12 |
| | Escambia | Florida Alabama TPO | State | Escambia-21 | W CERVANTES ST | KLONDIKE RD | FAIRGROUNDS | 12 |
| | Escambia | Florida Alabama TPO | State | Escambia-22 | N ALCANIZ ST | E WRIGHT ST | E FAIRFIELD DR | 12 |
| | Escambia | Florida Alabama TPO | State | Escambia-23 | UNIVERSITY PKWY | SR-291 | US-90A/SR-10/E NINE | 12 |
| | Escambia | Florida Alabama TPO | State | Escambia-24 | N TARRAGONA ST | E BLOUNT ST | SR-196/E MAIN ST | 11 |
| | Escambia | Florida Alabama TPO | State | Escambia-25 | W FAIRFIELD DR/CR-727 | LILLIAN HWY | TEXAR DR | 11 |
| Tier 2 | Escambia | Florida Alabama TPO | State | Escambia-27 | LILLIAN HWY | SR-727/FAIRFIELD DR | N NEW WARRINGTON RD | 10 |
| | Escambia | Florida Alabama TPO | State | Escambia-28 | N DAVIS HWY | E WRIGHT ST | SR 295/E FAIRFIELD D | 10 |
| | Escambia | Florida Alabama TPO | State | Escambia-29 | PATTON DR | SR-292 | SR-295/N NAVY BLVD | 10 |
| | Escambia | Florida Alabama TPO | County | Escambia-30 | COPTER RD | US-90A/SR-10 | GROW DR | 10 |
| | Escambia | Florida Alabama TPO | State | Escambia-31 | N 14TH AVE | US-98/SR-30 | US-90/SR-10A | 9 |
| | Escambia | Florida Alabama TPO | State | Escambia-32 | SR 290/E OLIVE RD | SR 291/N Davis Hwy | US 90 | 9 |
| | Escambia | Florida Alabama TPO | State | Escambia-33 | TIPPIN AVE | SR-296/BAYOU BLVD | CREIGHTON RD | 8 |
| | Escambia | Florida Alabama TPO | State | Escambia-34 | E TEXAR DR | SR-289/N 9TH AVE | E MAXWELL ST | 8 |
| | Escambia | Florida Alabama TPO | County | Escambia-35 | HWY 297A | KINGSFIELD RD | CR-184/MUSCOGEE RD | 8 |
| | Escambia | Florida Alabama TPO | State | Escambia-36 | W CERVANTES ST | US-90/SR-10 | CR-99/BEULAH RD | 8 |
| | Escambia | Florida Alabama TPO | State | Escambia-37 | W FAIRFIELD DR | SR-292 | US-98/SR-30 | 8 |
| | Escambia | Florida Alabama TPO | State | Escambia-38 | E GREGORY ST | N A ST | US98/SR289/N9TH AVE | 8 |
| | Escambia | Florida Alabama TPO | County | Escambia-39 | E GOVERNMENT ST | S A ST | END OF PAVEMENT | 7 |
| | Escambia | Florida Alabama TPO | State | Escambia-40 | W MORENO ST | CT-453/N W ST | N A ST | 7 |
| | Escambia | Florida Alabama TPO | State | Escambia-41 | N E ST | US-90/US-98/SR-10A | W TEXAR DR | 7 |
| | Escambia | | State | Escambia-42 | MOLINO RD | US-29/SR-95/N HWY 29 | BRICKYARD RD | 7 |
| | Escambia | | County | Escambia-43 | BYRNEVILLE RD | CR-4/W HWY 4 | US-29/SR-95 | 7 |
| | Escambia | Florida Alabama TPO | County | Escambia-44 | S HWY 97 | LAKE SUZANNE DR | CR-184/MUSCOGEE RD | 6 |
| | Escambia | Florida Alabama TPO | County | Escambia-45 | S HWY 97 | CR-184/MUSCOGEE RD | COWDEVIL CREEK | 6 |
| | Escambia | | County | Escambia-46 | HWY 4A | CR-168/HWY 168 | CR-4A/HWY 4A | 6 |
| | Escambia | Florida Alabama TPO | County | Escambia-47 | N HWY 95A | CR-184/E QUINTETTE R | MOLINO RD | 6 |
| | Escambia | Florida Alabama TPO | State | Escambia-48 | PALAFOX PL | US-98B/SR-30/GARDEN | S JEFFERSON ST | 6 |
| | Escambia | Florida Alabama TPO | State | Escambia-49 | PERDIDO KEY RD | LAFITTE REEF | CR-292A/GULF BCH HWY | 6 |
| | Escambia | Florida Alabama TPO | County | Escambia-50 | GULF BEACH HWY | SR-292/PERDIDO KEY D | S LOOP RD | 5 |
| | Escambia | | County | Escambia-51 | W HWY 4 | HWY 4A | TEDDER RD | 5 |
| | Escambia | Florida Alabama TPO | County | Escambia-52 | CHEMSTRAND RD | US-90A/SR-10 | CHILDERS ST | 5 |
| | Escambia | Florida Alabama TPO | County | Escambia-53 | J EARL BOWDEN WAY E | GULF ISLAND NATL SEA | ESCAMBIA CO LINE | 4 |
| | Escambia | | State | Escambia-54 | CR-97/HWY 97 | CR-99/N HWY 99 | CR-164/HWY 164 | 4 |
| | Escambia | Florida Alabama TPO | County | Escambia-55 | LONGLEAF DR | ROLLING HILLS RD | PINE FOREST RD | 3 |
| | Escambia | Florida Alabama TPO | County | Escambia-56 | VIA DE LUNA DR | N END OF BRIDGE 480139 | SANTA ROSA CO LINE | 3 |

*ECRC SAP - Holmes County Projects List*

| | Project | | | | | | Totals |
|---|---|---|---|---|---|---|---|
| | County | Jurisdiction | Segment Number | Roadway | Begin | End | Total Score |
| Tier 1 | Holmes | County | Holmes-1 | CR-10A | HWY 183A | US-90/SR-10 | 12 |
| | Holmes | County | Holmes-2 | CR-160 | CR-79 | CR-177 | 12 |
| | Holmes | State | Holmes-3 | US 90 | HWY 10A | E MAIN ST | 12 |
| | Holmes | County | Holmes-4 | CR-183A | WALTON CO LINE | HWY 10A | 11 |
| | Holmes | County | Holmes-5 | COUNTY RD 173 | CR-79 | WASHINGTON CO LINE | 11 |
| Tier 2 | Holmes | County | Holmes-6 | PONCE DE LEON SPRING RD | WALTON CO LINE | US-90 | 10 |
| | Holmes | State | Holmes-7 | WAUKESHA ST | I-10 | US-90 | 9 |
| | Holmes | State | Holmes-8 | SR-81 | US-90/SR-10 | JOHN DEERE LN | 8 |
| | Holmes | County | Holmes-9 | CR-179 | AL STATE LINE | SR-2 | 8 |
| | Holmes | County | Holmes-10 | CR-177A | MOTLEY RD | AL STATE LINE | 8 |
| | Holmes | State | Holmes-11 | US-90 | WAUKESHA ST | HOLMESTEAD RD | 8 |
| | Holmes | County | Holmes-12 | PETTY CROSSROADS | AL STATE LINE | SR-2 | 8 |
| | Holmes | State | Holmes-13 | SR-2 | CR-179A | SR-81 | 7 |
| | Holmes | County | Holmes-14 | CR-179A | PALADIN LN | DUCK POND BRANCH | 7 |
| | Holmes | County | Holmes-15 | CR-173 | JOHN LANE DR | SR-2 | 7 |
| | Holmes | County | Holmes-16 | CR-177A | JAMES G RD | TOBE RETHERFORD RD | 4 |

*ECRC SAP - Okaloosa County Projects List*

| | Project | | | | | | | Totals |
|---|---|---|---|---|---|---|---|---|
| | County | TPO | Jurisdiction | Segment Number | Roadway | Begin | End | Total Score |
| Tier 1 | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-1 | MIRACLE STRIP PKWY E | COUNTY LINE | BROOKS ST SE | 14 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-2 | EMERALD COAST PKWY | COASTGUARD STATION | WALTON CO LINE | 14 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-3 | JOHN SIMS PKWY | SR 397 | SR 85 | 13 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-4 | BEAL PKWY | HOLLYWOOD BLVD | OAK ST | 12 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-5 | N FERDON BLVD | OLD BETHEL RD | US 90 | 11 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-6 | RACETRACK RD | MLK BLVD | SR-85/EGLIN PKWY | 11 |
| Tier 2 | Okaloosa | Okaloosa Walton TPO | County | Okaloosa-7 | CR-30F/AIRPORT RD | US-98/SR-30 | AIRPORT | 10 |
| | Okaloosa | Okaloosa Walton TPO | County | Okaloosa-8 | AIRPORT RD | SR-85 | POVERTY CREEK RD | 10 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-9 | HOLLYWOOD BLVD NW | ANDERSON DR/HILL AVE | BAY DR SE | 10 |
| | Okaloosa | | County | Okaloosa-10 | SECOND AVE | SR 85 | SR 85 | 10 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-11 | SR-285/PARTIN DR | BAYSHORE DR | COLLEGE BLVD | 10 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-12 | EGLIN PKWY | 4TH AVE | 12TH AVE | 10 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-13 | PALM BLVD | VALPARISO BLVD | E COLLEGE BLVD | 9 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-14 | REDWOOD AVE | 7TH ST | SR-20 | 8 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-15 | HOLMES BLVD NW | JONQUIL AVE NW | SR-189/BEAL PKWY NW | 8 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-16 | 4TH AVE | MEIGS DR | SR-85/EGLIN PKWY | 8 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-17 | CALHOUN AVE | CROSS ST | MAIN ST | 8 |
| | Okaloosa | Okaloosa Walton TPO | County | Okaloosa-18 | OLD BETHEL RD | US-90/SR-10 | POVERTY CREEK RD | 8 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-19 | SANTA ROSA BLVD | MILITARY BDRY ENT | US-98/SR-30 | 8 |
| | Okaloosa | | County | Okaloosa-20 | HWY 2 | SR-189/HWY 189 | SR-85/HWY 85 | 8 |
| | Okaloosa | | State | Okaloosa-21 | HWY 189 | GEORGIA AVE | CR-2 | 8 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-22 | SR-85 | SR-20 | 57160131 NB OFF | 7 |
| | Okaloosa | Okaloosa Walton TPO | County | Okaloosa-23 | E CHESNUT AVE | S MAIN ST | US-90/SR-10/HWY 90 | 7 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-24 | MARY ESTHER CUT OFF | ANCHORS ST NW | SR-189/BEAL PKWY | 7 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-25 | DENTON BLVD | MAYFLOWER AVE | SR-188/RACETRACK RD | 7 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-26 | FERRY RD NE | CHESTNUT AVE SE | YACHT CLUB DR NE | 7 |
| | Okaloosa | | | Okaloosa-27 | SR-4 | GEORGIA RD | US-90/SR-10 | 7 |
| | Okaloosa | | State | Okaloosa-28 | HWY 85 | CR 85A | COUNTY LINE RD | 7 |
| | Okaloosa | Okaloosa Walton TPO | County | Okaloosa-29 | BENNING DR | US-98/SR-30 | CALHOUN AVE | 7 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-30 | ROCKY BAYOU DR | SR-20/JOHN SIMS PKWY | STEPHEN DR | 6 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-31 | MLK BLVD | FREEDOM WAY | HURLBURT RD | 6 |
| | Okaloosa | | State | Okaloosa-32 | HWY 90 | MIDDLEBROOKS RD | WILKERSON BLUFF RD | 6 |
| | Okaloosa | | State | Okaloosa-33 | HWY 85 | HERITAGE PLANTATION BLVD | HART ROAD | 6 |
| | Okaloosa | Okaloosa Walton TPO | County | Okaloosa-34 | HWY 393 | US-90/SR-10/HWY 90 | POVERTY CREEK RD | 5 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-35 | LEWIS TURNER BLVD | GEN BOND BLVD | EGLIN PKWY | 5 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-36 | CALHOUN AVE | HARBOR BLVD | BENNING DR | 5 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-37 | SR293/SPENCE PKWY | E HWY 20 | N LAKESHORE DR | 4 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-38 | GOVERNMENT ST | SR-190 | SR-397 | 4 |
| | Okaloosa | Okaloosa Walton TPO | | Okaloosa-39 | COLLEGE BLVD | SR-85 | PALM BLVD | 4 |
| | Okaloosa | | | Okaloosa-40 | CEDAR AVE | VALPARAISO BLVD | E COLLEGE BLVD | 4 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-41 | MID-BAY CONNECTOR | 57160128 SB ON | GORE 57160129/130 | 3 |
| | Okaloosa | Okaloosa Walton TPO | County | Okaloosa-42 | SCENIC HWY 98 | COUNTY LINE | END ROAD | 3 |
| | Okaloosa | Okaloosa Walton TPO | State | Okaloosa-43 | HWY 285 | 57160127 NB OFF | WALTON CO LINE | 2 |

*ECRC SAP - Santa Rosa County Projects List*

| | Project | | | | | | | Totals |
|---|---|---|---|---|---|---|---|---|
| | **County** | **TPO** | **Jurisdiction** | **Segment Number** | **Roadway** | **Begin** | **End** | **Total Score** |
| Tier 1 | Santa Rosa | Florida Alabama TPO | State | Santa Rosa-1 | HWY 90 | PACE LN | SR-87/STEWART ST | 14 |
| | Santa Rosa | Florida Alabama TPO | State | Santa Rosa-2 | NAVARRE PKWY | SR-87 | OKALOOSA COUNTY LINE | 14 |
| | Santa Rosa | Florida Alabama TPO | County | Santa Rosa-3 | WOODBINE RD | US 90/SR 10 | CHUMUKLA HWY | 13 |
| | Santa Rosa | Florida Alabama TPO | State | Santa Rosa-4 | HWY 87 S | FARRINGTON RD | US-90/SR-10 | 11 |
| Tier 2 | Santa Rosa | Florida Alabama TPO | State | Santa Rosa-5 | GULF BREEZE PKWY | AVALON BLVD | CR-399/EAST BAY BLVD | 10 |
| | Santa Rosa | Florida Alabama TPO | County | Santa Rosa-6 | E BAY BLVD | US 98/SR-30 | SR-87/HWY 87 S | 9 |
| | Santa Rosa | | County | Santa Rosa-7 | CHUMUCKLA HWY | CR191/WILLARD NORRIS | EBENEZER CHURCH RD | 9 |
| | Santa Rosa | Florida Alabama TPO | County | Santa Rosa-8 | WILLARD NORRIS RD | ANDERSON LN | SR-87/STEWARD ST | 8 |
| | Santa Rosa | Florida Alabama TPO | State | Santa Rosa-9 | GULF BREEZE PKWY | EAST END OF PCOLA BR | PENSACOLA BEACH RD | 8 |
| | Santa Rosa | Florida Alabama TPO | County | Santa Rosa-10 | MUNSON HWY | SR-87 | INDIAN FORD RD | 8 |
| | Santa Rosa | Florida Alabama TPO | | Santa Rosa-11 | HAMILTON BRIDGE RD | E SPENCER FIELD RD | CR-184A/BERRYHILL RD | 8 |
| | Santa Rosa | | State | Santa Rosa-12 | SR-4 | CR-87A/MARKET RD | SR-87 | 7 |
| | Santa Rosa | Florida Alabama TPO | State | Santa Rosa-13 | AVALON BLVD | US-98/SR-30 | 58002006 EB ON | 7 |
| | Santa Rosa | | County | Santa Rosa-14 | COUNTRY MILL RD | POLK RD | SR-4/HWY 4 | 7 |
| | Santa Rosa | Florida Alabama TPO | County | Santa Rosa-15 | HICKORY HAMMOCK RD | CR-89/WARD BASIN RD | SR-87/HWY 87 S | 7 |
| | Santa Rosa | Florida Alabama TPO | State | Santa Rosa-16 | US-90 | POND RD | TIMBER CENTER RD | 7 |
| | Santa Rosa | Florida Alabama TPO | County | Santa Rosa-17 | HWY 182 | CR-197/CHUMUCKLA HWY | ARD FIELD RD | 6 |
| | Santa Rosa | Florida Alabama TPO | County | Santa Rosa-18 | MUNSON HWY | RED ROCK RD | FRANK HARDY ROAD | 6 |
| | Santa Rosa | Florida Alabama TPO | | Santa Rosa-19 | SPRINGHILL RD | SR-87/HWY 98N | TOMAHAWK LANDING RD | 6 |
| | Santa Rosa | Florida Alabama TPO | | Santa Rosa-20 | ALABAMA ST | BERRYHILL ST | SR-87 | 5 |
| | Santa Rosa | Florida Alabama TPO | State | Santa Rosa-21 | HWY 87 N | CR-182/ALLENTOWN RD | CR-178 | 5 |
| | Santa Rosa | | State | Santa Rosa-22 | HWY 4 | BLACK LAKE | MAGNOLIA ST | 4 |
| | Santa Rosa | | State | Santa Rosa-23 | HWY 89 | HARVEST RD | CR-197/CHUMUCKLA HWY | 4 |
| | Santa Rosa | | State | Santa Rosa-24 | HWY 89 | DALLAS ELLIOT RD | CR-182/CENTRAL SCH RD | 4 |

*ECRC SAP - Walton County Projects List*

| | Project | | | | | | | Totals |
|---|---|---|---|---|---|---|---|---|
| | County | TPO | Jurisdiction | Segment Number | Roadway | Begin | End | Total Score |
| Tier 1 | Walton | Okaloosa Walton TPO | State | Walton-1 | US-331 | SR-20/MAIN ST | OWLS HEAD RD | 16 |
| | Walton | Okaloosa Walton TPO | State | Walton-2 | US-90/SR-10 | BOY SCOUT RD | HOLMES CO LINE | 14 |
| | Walton | Okaloosa Walton TPO | State | Walton-3 | US-98/SR-30 | OKALOOSA CO LINE | CO HWY 395 | 13 |
| | Walton | Okaloosa Walton TPO | State | Walton-4 | SR-20 | SR-81 | US-331/MADISON ST | 13 |
| | Walton | | County | Walton-5 | CR-2A | US-331 | SR-2 | 11 |
| | Walton | Okaloosa Walton TPO | State | Walton-6 | US-331/SR-83 | I-10 WB RAMP | E NELSON AVE | 11 |
| Tier 2 | Walton | Okaloosa Walton TPO | State | Walton-7 | US-331 | US-90/SR-10 | DR. NELSON RD | 10 |
| | Walton | Okaloosa Walton TPO | County | Walton-8 | CR-3280 | US-331 | MAGNOLIA LODGE RD | 10 |
| | Walton | Okaloosa Walton TPO | | Walton-9 | ROCK HILL RD | US-331 | MCKINNON BRIDGE RD | 10 |
| | Walton | | County | Walton-10 | CO HWY 183 S | W C CURRINGTON RD | CO HWY 280 E | 10 |
| | Walton | Okaloosa Walton TPO | State | Walton-11 | US-98/SR-30 | WATERSOUND PKWY | BAY CO LINE | 9 |
| | Walton | Okaloosa Walton TPO | County | Walton-12 | CO HWY 1883 | SR-83 | COY ELLIS RD | 9 |
| | Walton | | State | Walton-13 | US-331 | CO HWY 147 W | ALABAMA ST LINE | 9 |
| | Walton | Okaloosa Walton TPO | County | Walton-14 | CR-280 | WALTON BRIDGE RD | CR-280A | 9 |
| | Walton | | County | Walton-15 | CO HWY 181 E | CO HWY 181 E/ANDREWS ST | HOLMES CO LINE | 8 |
| | Walton | Okaloosa Walton TPO | County | Walton-16 | CO HWY 183 S | CO HWY 280 | US-90 | 8 |
| | Walton | | County | Walton-17 | CR-147W | SR-2 | SR-85 | 8 |
| | Walton | Okaloosa Walton TPO | County | Walton-18 | CO HWY 183 N | US-90/SR-10 | CR-183B | 7 |
| | Walton | | County | Walton-19 | SR-2 | SR-83 | US-331 | 6 |
| | Walton | | County | Walton-20 | CR-183B/MAIN ST | PADGETT RD | SR-83 | 6 |
| | Walton | | County | Walton-21 | CR-185/LEONIA HWY | CR-183B | MEMORY LN | 6 |
| | Walton | Okaloosa Walton TPO | | Walton-22 | CHAT HOLLEY RD | CO HWY 393 | US-331 | 5 |

*ECRC SAP - Washington County Projects List*

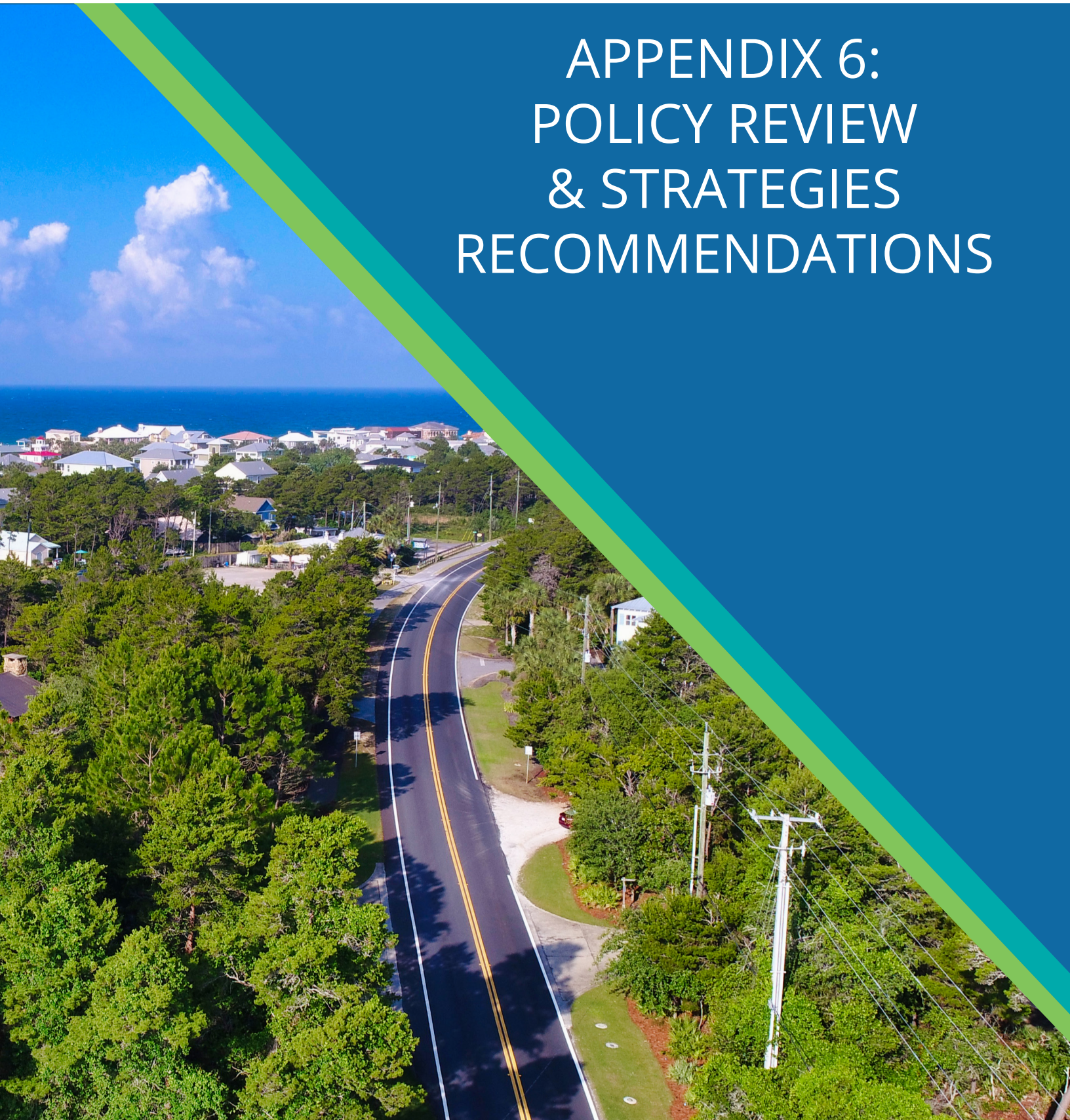
| | Project | | | | | | Totals |
|---|---|---|---|---|---|---|---|
| | **County** | **Jurisdiction** | **Segment Number** | **Roadway** | **Begin** | **End** | **Total Score** |
| Tier 1 | **Washington** | **State** | **Washington-1** | **DOG TRACK RD** | **BAY CO LINE** | **SUGARDOLL RD** | **16** |
| | **Washington** | **County** | **Washington-2** | **PATE POND RD** | **US-90/SR-10/HWY 90** | **DOUGLAS FERRY RD** | **14** |
| | **Washington** | **State** | **Washington-3** | **SR-277** | **CR-280/BRICKYARD RD** | **US-90/SR-10** | **14** |
| | **Washington** | **State** | **Washington-4** | **MAIN ST** | **GLENWOOD AVE** | **I-10** | **14** |
| | **Washington** | **State** | **Washington-5** | **CAPT FRITZ RD** | **WALTON CO LINE** | **BAY CO LINE** | **12** |
| | **Washington** | **County** | **Washington-6** | **PIONEER RD** | **CR-77** | **CR-277** | **11** |
| Tier 2 | **Washington** | **State** | **Washington-7** | **HWY 90** | **HOLMES CO LINE** | **HOLMES CO LINE** | **10** |
| | **Washington** | **County** | **Washington-8** | **RIVER RD** | **BURNS LAKE RD** | **CHOCTAW RD** | **10** |
| | **Washington** | **County** | **Washington-9** | **ORANGE HILL RD** | **RATTLEBOX RD** | **PIONEER RD** | **10** |
| | **Washington** | **County** | **Washington-10** | **DOUGLAS FERRY RD** | **PATE POND RD** | **SR-79** | **9** |
| | **Washington** | **County** | **Washington-11** | **CORBIN RD** | **JACKSON CO LINE** | **ORANGE HILL RD** | **8** |

*ECRC SAP - Regional Tier 1 Projects List*

| Project | | | | | | | Totals |
|---|---|---|---|---|---|---|---|
| County | TPO | Jurisdiction | Segment Number (by County Map) | Roadway | Begin | End | Total Score |
| Escambia | Florida Alabama TPO | State | Escambia-1 | S PACE BLVD | W CERVANTES ST | US-29/SR-95 | 17 |
| Washington | | State | Washington-1 | DOG TRACK RD | BAY CO LINE | SUGARDOLL RD | 16 |
| Walton | Okaloosa Walton TPO | State | Walton-1 | US-331 | SR-20/MAIN ST | OWLS HEAD RD | 16 |
| Escambia | Florida Alabama TPO | State | Escambia-2 | N W ST | US-98/SR-30 | SR-295/W FAIRFIELD D | 16 |
| Escambia | Florida Alabama TPO | State | Escambia-3 | N DAVIS HWY | SR-295/E FAIRFIELD D | 9 MILE RD | 16 |
| Bay | Bay County TPO | State | Bay-1 | US-98/SR-30 | THOMAS DR | N EAST AVE | 16 |
| Escambia | Florida Alabama TPO | State | Escambia-4 | BRENT LN/SR-296 | US-29/SR-95/N PALAFOX | N 12TH AVE | 15 |
| Escambia | Florida Alabama TPO | State | Escambia-5 | N PALAFOX ST | BRENT LN | GARDEN ST | 15 |
| Escambia | Florida Alabama TPO | State | Escambia-6 | W MICHIGAN AVE/SAUFLEY FIELD RD | MILLVIEW RD | FAIRVIEW DR | 15 |
| Escambia | Florida Alabama TPO | State | Escambia-7 | US-90/W CERVANTES ST | HYDE PARK RD | MASSACHUSETTS AVE | 15 |
| Bay | Bay County TPO | State | Bay-2 | 9TH ST/BECK AVE/SAINT ANDREWS BLVD | CR-385/FRANKFORD AVE | SR-327/LISENBY AVE | 15 |
| Bay | Bay County TPO | State | Bay-3 | E 3RD ST/SHERMAN AVE | N TYNDALL PKWY | E 15TH ST | 15 |
| Bay | Bay County TPO | County | Bay-4 | SR-30/FRONT BEACH RD | SR-79/ARNOLD RD | THOMAS DR | 15 |
| Bay | Bay County TPO | State | Bay-5 | SR-368/W 23RD ST | BECK AVE/ST ANDREWS BLVD | US-231 | 15 |
| Bay | Bay County TPO | State | Bay-6 | US-98/SR-30 | OKALOOSA CO LINE | HILLS RD | 15 |
| Washington | | County | Washington-2 | PATE POND RD | US-90/SR-10/HWY 90 | DOUGLAS FERRY RD | 14 |
| Washington | | State | Washington-3 | SR-277 | CR-280/BRICKYARD RD | US-90/SR-10 | 14 |
| Washington | | State | Washington-4 | MAIN ST | GLENWOOD AVE | I-10 | 14 |
| Walton | Okaloosa Walton TPO | State | Walton-2 | US-90/SR-10 | BOY SCOUT RD | HOLMES CO LINE | 14 |
| Santa Rosa | Florida Alabama TPO | State | Santa Rosa-1 | HWY 90 | PACE LN | SR-87/STEWART ST | 14 |
| Santa Rosa | Florida Alabama TPO | State | Santa Rosa-2 | NAVARRE PKWY | SR-87 | OKALOOSA COUNTY LINE | 14 |
| Okaloosa | Okaloosa Walton TPO | State | Okaloosa-1 | MIRACLE STRIP PKWY E | COUNTY LINE | BROOKS ST SE | 14 |
| Okaloosa | Okaloosa Walton TPO | State | Okaloosa-2 | EMERALD COAST PKWY | COASTGUARD STATION | WALTON CO LINE | 14 |
| Escambia | Florida Alabama TPO | County | Escambia-8 | N HWY 95A | US-29/SR-95 | US-29/SR-95 | 14 |
| Escambia | Florida Alabama TPO | County | Escambia-9 | W KINGSFIELD RD | HWY 297A | CHEMSTRAND RD | 14 |
| Escambia | Florida Alabama TPO | State | Escambia-10 | W JACKSON ST | SR-727 | CR-453/W ST | 14 |
| Escambia | Florida Alabama TPO | State | Escambia-11 | DOG TRACK RD | SR-292 | US-98/SR-30 | 14 |
| Walton | Okaloosa Walton TPO | State | Walton-3 | US-98/SR-30 | OKALOOSA CO LINE | CO HWY 395 | 13 |
| Walton | Okaloosa Walton TPO | State | Walton-4 | SR-20 | SR-81 | US-331/MADISON ST | 13 |
| Santa Rosa | Florida Alabama TPO | County | Santa Rosa-3 | WOODBINE RD | US 90/SR 10 | CHUMUKLA HWY | 13 |
| Okaloosa | Okaloosa Walton TPO | State | Okaloosa-3 | JOHN SIMS PKWY | SR 397 | SR 85 | 13 |
| Escambia | Florida Alabama TPO | State | Escambia-12 | SR-292/GULF BEACH HWY/BARRANCAS AVE | CR-297/DOG TRACK RD | LEMHURST RD | 13 |
| Escambia | Florida Alabama TPO | State | Escambia-13 | N 9TH AVE | BAYFRONT PKWY | FAIRFIELD DR | 13 |
| Escambia | Florida Alabama TPO | State | Escambia-14 | N DAVIS HWY | US-90/SR-10A/MOBILE | ESCAM/SNTA CNTY LINE | 13 |
| Escambia | Florida Alabama TPO | State | Escambia-15 | AIRPORT BLVD | N W ST | N 12TH AVE/TIPPIN AVE | 13 |
| Escambia | Florida Alabama TPO | State | Escambia-16 | S NAVY BLVD/SR-295 | N END BAYOU GRANDE | 48080016 NB ON | 13 |
| Escambia | Florida Alabama TPO | State | Escambia-26 | PENSACOLA BLVD | DIAMOND DAIRY RD | BRENT LN | 13 |
| Washington | | State | Washington-5 | CAPT FRITZ RD | WALTON CO LINE | BAY CO LINE | 12 |
| Okaloosa | Okaloosa Walton TPO | State | Okaloosa-4 | BEAL PKWY | HOLLYWOOD BLVD | OAK ST | 12 |
| Holmes | | County | Holmes-1 | CR-10A | HWY 183A | US-90/SR-10 | 12 |
| Holmes | | County | Holmes-2 | CR-160 | CR-79 | CR-177 | 12 |
| Holmes | | State | Holmes-3 | US 90 | HWY 10A | E MAIN ST | 12 |
| Escambia | Florida Alabama TPO | State | Escambia-17 | N T ST | US-90/SR-10A | W FAIRFIELD DR | 12 |
| Escambia | Florida Alabama TPO | State | Escambia-18 | CERNY RD | SR-173 | MARLANE DR | 12 |
| Escambia | Florida Alabama TPO | State | Escambia-19 | MASSACHUSETTS AVE | US 90 | US-29/SR-95 | 12 |
| Escambia | Florida Alabama TPO | State | Escambia-20 | W DETROIT BLVD | SR-297 | US29/SR95/PENSACOLA | 12 |
| Escambia | Florida Alabama TPO | State | Escambia-21 | W CERVANTES ST | KLONDIKE RD | FAIRGROUNDS | 12 |
| Escambia | Florida Alabama TPO | State | Escambia-22 | N ALCANIZ ST | E WRIGHT ST | E FAIRFIELD DR | 12 |
| Escambia | Florida Alabama TPO | State | Escambia-23 | UNIVERSITY PKWY | SR-291 | US-90A/SR-10/E NINE | 12 |
| Bay | Bay County TPO | County | Bay-7 | THOMAS DR | N LAGOON DR | BRISTOL ST | 12 |
| Washington | | County | Washington-6 | PIONEER RD | CR-77 | CR-277 | 11 |
| Walton | | County | Walton-5 | CR-2A | US-331 | SR-2 | 11 |
| Walton | Okaloosa Walton TPO | State | Walton-6 | US-331/SR-83 | I-10 WB RAMP | E NELSON AVE | 11 |
| Santa Rosa | Florida Alabama TPO | State | Santa Rosa-4 | HWY 87 S | FARRINGTON RD | US-90/SR-10 | 11 |
| Okaloosa | Okaloosa Walton TPO | State | Okaloosa-5 | N FERDON BLVD | OLD BETHEL RD | US 90 | 11 |
| Okaloosa | Okaloosa Walton TPO | State | Okaloosa-6 | RACETRACK RD | MLK BLVD | SR-85/EGLIN PKWY | 11 |
| Holmes | | County | Holmes-4 | CR-183A | WALTON CO LINE | HWY 10A | 11 |
| Holmes | | County | Holmes-5 | COUNTY RD 173 | CR-79 | WASHINGTON CO LINE | 11 |
| Escambia | Florida Alabama TPO | State | Escambia-24 | N TARRAGONA ST | E BLOUNT ST | SR-196/E MAIN ST | 11 |
| Escambia | Florida Alabama TPO | State | Escambia-25 | W FAIRFIELD DR/CR-727 | LILLIAN HWY | TEXAR DR | 11 |
| Bay | Bay County TPO | State | Bay-8 | SR-20 | SR-77 | LITTLE BLUE LN | 11 |
| Bay | Bay County TPO | State | Bay-9 | SR-389/N EAST AVE | US-98/SR-30A | E HWY 390 | 11 |
| Bay | Bay County TPO | | Bay-10 | US-231 | TRANSMITTER RD | CR-2301 | 11 |
| Bay | Bay County TPO | County | Bay-11 | SR-30/FRONT BEACH RD | US-98/PANAMA CITY BEACH PKWY | SR-79/ARNOLD RD | 11 |
| Bay | Bay County TPO | | Bay-12 | EVERITT AVE/CHERRY ST | US-98B/SR-30 | N STAR AVE | 11 |
| Bay | Bay County TPO | State | Bay-13 | US-98/SR-30A/PANAMA CITY BEACH PKWY | RICHARD JACKSON BLVD | SR-30 | 11 |

APPENDICES

# APPENDIX 6: POLICY REVIEW & STRATEGIES RECOMMENDATIONS



Kimley»Horn

# MEMORANDUM

| | |
|---|---|
| To: | Emerald Coast Regional Council |
| From: | Kimley-Horn and Associates, Inc. |
| Date: | June 24, 2024 |
| Subject: | Task 6: Policy & Process Change – Policy Matrix and Initial Takeaways Memo |

## Executive Summary

Kimley Horn and Associates conducted an existing plans and policies assessment to establish thematic categories to guide the strategies for the Emerald Coast Regional Council's (ECRC) Safe Streets for All (SS4A) Safety Action Plan. The Kimley-Horn team conducted the policy review based on a list of approved documents. A key component of developing future strategies is understanding the current policy landscape in the area. The review helped frame recommendations for helping to achieve Vision Zero over time. The purpose is to identify opportunities to further prioritize transportation safety through policies, plans, guidelines, and manuals.

The policy review followed benchmarks for best practices identified by the Safe Streets for All program. These are not prescriptive rules, but rather a framework for comparison. The policy review also evaluated existing policies against the FHWA (Federal Highway Administration) Countermeasures to ensure consistency and integration. All relevant policies are included in the Matrix provided in Appendix A. Strengths of the existing policy landscape include:

- Connectivity
- Street Design
- Lighting
- Technology
- Data Analytics
- Partnership
- Communications
- Equity

Collectively, the existing plans and policies display a comprehensive approach to creating safer streets for all, with policies addressing topics such as education, infrastructure and design, technology, and community involvement. Initial key takeaways from the review include:

- Emphasizing effective communication strategies to educate the public about safety measures and promote awareness campaigns.
- Enhancing connectivity by focusing on creating extensive transportation networks that integrate different modes of travel. This includes improving pedestrian and bicycle paths, public transit routes, vehicle/driver safety, and ensuring accessible connections for all users.
- Using data analysis to identify high-risk areas and understand traffic patterns/trends.
- Focusing on infrastructure improvements, such as repairing and upgrading roads, sidewalk, and crossings. Adequate lighting can facilitate visibility and safety, particularly during night-time hours.
- Collaborating between various stakeholders and the public will aid implementation and the success of any improvements or policies.
- Incorporating innovative street design such as traffic calming measures, protected bike lanes, and pedestrian-oriented design.
- Integrating technology through smart traffic signals and real-time data collection tolls to create responsive and adaptive transportation systems.

# Methodology

## PLANS + POLICIES REVIEWED

The following plans were reviewed for policies that should be considered for the ECRC Safety Action Plan:

**Federal Plans**

- The Florida Department of Transportation (FDOT) Strategic Highway Safety Plan (2021)

**Regional Plans**

- Baldwin County
  - Baldwin County Growth Guide (2023)
  - City of Orange Beach, Alabama Community Preservation and Growth Management Plan (2020)
- Bay County
  - Bay County TPO Long Range Transportation Plan (2021)
  - Bay County Comprehensive Plan (2021)
  - City of Lynn Haven Comprehensive Plan (2006)
  - City of Mexico Beach Comprehensive Plan (2019)
  - Panama City Comprehensive Plan (2018)
  - Panama City Beach Comprehensive Plan (2023)
  - Panama City Beach Strategic Plan (2021)
  - City of Parker Comprehensive Plan (2019)
  - City of Callaway Comprehensive Plan (2009)
- Escambia County
  - Comprehensive Plan (2015)
  - City of Pensacola
    - Comprehensive Plan (2011)

        - Active Transportation Plan (2023)
        - SCAPE Waterfront Framework and Catalytic Projects (2019)
        - Emerald Coast Regional Council US90 Corridor Master Plan (2021)
- Florida-Alabama Transportation Planning Organization (TPO)
    - Long Range Transportation Plan (2019)
    - PedBike Trail Master Plan (2023)
- Holmes County
    - Holmes County Comprehensive Plan (2012)
    - City of Bonifay Comprehensive Plan (2008)
- Okaloosa County
    - Okaloosa County Comprehensive Plan (2009)
    - Town of Shalimar Comprehensive Plan (2013)
    - City of Destin Comprehensive Plan (2022)
    - City of Valparaiso Comprehensive Plan (1990)
    - City of Laurel Hill Comprehensive Plan (1990)
    - Town of Cinco Bayou Comprehensive Plan (1990)
    - City of Fort Walton Beach Comprehensive Plan (2019)
    - City of Niceville Comprehensive Plan (2010)
    - City of Mary Esther Vision Plan (2023)
- Okaloosa-Walton TPO
    - Long Range Transportation Plan (2022)
- Santa Rosa County
    - Santa Rosa County Comprehensive Plan (2016)
    - South Santa Rosa Bicycle Pedestrian Plan (2015)
    - City of Milton Comprehensive Plan (2021)
    - City of Gulf Breeze Comprehensive Plan (2014)
- Walton County
    - Walton County Comprehensive Plan (2011)
    - City of DeFuniak Springs Comprehensive Plan (2010)
- Washington County
    - Washington County Comprehensive Plan (2022)

Additional plans were reviewed but did not have applicable policies to include in the summary.

## ASSESSMENT FRAMEWORK

The initial review categorized current policy guidance into overarching themes (mentioned above) that are integral to a safety approach to transportation. The primary task of this analysis involved reviewing existing policy guidance for relevant objectives, policies, or recommended actions related to mobility and safety. The approach to conduct the assessment included the steps below:

1. **Document Review:** The identified documents were reviewed for key elements and alignment with safety and mobility goals. Relevant policy guidance was sorted by theme.
2. **Responsibility and Clarity:** Only municipalities or organizations explicitly mentioned as responsible parties were noted in attempts to avoid assumptions about authorship responsibilities. Additional details such as metrics and timeline were also captured.
3. **Further Alignment:** Once all relevant plans were reviewed, each policy was further categorized based on countermeasures from the U.S. Department of Transportation Federal Highway Administration (FHWA). Policies were assigned to the categories:
    - Behavioral Changes
    - Bicycle Lanes
    - Bicycle Safety
    - Complete Streets
    - Crash Data
    - Crosswalk/Crossings
    - Distracted Driving
    - Intersection Design
    - Lighting
    - Medians
    - Pedestrian Safety
    - Road Design for Curves
    - Road Reconfiguration
    - Speed Management
    - Traffic Signals
    - Other

## Applicable Policies

The following subsections identify policies that are most applicable to the ECRC Safety Action Plan utilizing the best practices benchmarks. The policies are organized by theme.

### Connectivity

***Policy guidance from around the region emphasizes enhancing safety by integrating various travel options. The region is excelling in improving safety through encouraging multimodal systems, increasing facility connections, and implementing context-sensitive design approaches to provide road users with a safer alternative that enhances mobility.***

The City of Pensacola Comprehensive Plan (2011) includes a policy framework that supports the enhancement of connectivity through coordinated land use decisions and traffic circulation improvements. This includes preserving street capacity by minimizing ingress and egress points, producing walkable communities requiring sidewalks in new residential developments near schools, and ensuring safe access to the roadway system. Similarly, the Pensacola Active Transportation Plan (2023) outlines a policy framework to support connectivity by partnering with private vendors for bikeshare implementation, developing mobility hubs that integrates public transit, bike share, and care share, and creating a comprehensive transportation network for various modes.

The City of Mary Esther has developed strategies in their Vision Plan (2023) to create a multimodal transportation system that incorporates “complete streets” characteristics. The City also emphasizes in their Plan, their devotion to creating bicycle and pedestrian connections from new developments to nearby parks, requiring the integration of these connections into private development plans.

The Florida-Alabama TPO released their PedBike Trail Master Plan (2023) with clear aims of increasing the quality and quantity of facility connections between existing transportation facilities with bicycle and pedestrian users. This Master Plan also focuses on enhancing access to bicycle and pedestrian amenities and facilities, promoting a well-connected and accessible transportation network.

FDOT’s Strategic Highway Safety Plan (2021) promotes providing a wider range of safe transportation options by improving network connectivity of travel routes and offering users alternatives to heavy traffic intersections. FDOT aims to aid in the creation of safer communities through context-specific design decisions and the use of data collection and analysis. Other proposed actions include introducing emerging mobility options such as micromobility, connected and automated vehicles, and real-time data sources.

### Street Design

***Regionally there is an emphasis on utilizing street design to ensure safety “right-sizing” strategies, including traffic calming measures, and integrating “complete streets” principles into roadway design and the design of pedestrian and cycling facilities. All these design policies indicate a regional desire for creating a more accessible and safer environment for all road users. Plan guidance highlights community involvement in constructing innovative road designs that are unique to each municipality’s context. Policies also advocate for integrated***

***bike networks, improved crossings, and protected facilities to ensure safe, multi-modal transportation networks. These policies aim to target investments as well as general maintenance to reduce traffic related injuries due to existing infrastructure or lack thereof.*** [1]

There are several plans that address street design around the region. The City of Pensacola includes strategies in their Comprehensive Plan (2011), Active Transportation Plan (2023), and the SCAPE Waterfront Framework and Catalytic Projects (2019) that focus on the enhancement of street design through the tactic known as "right sizing," traffic calming measures, and the integration of complete streets to prioritize pedestrian and bicycle facilities. Similar policies are also included in the Santa Rosa County Comprehensive Plan (2015) and the Florida-Alabama TPO Long Range Transportation Plan (2019).

The comprehensive plans from the City of Lynn Haven (2006), Bay County (2021), and Okaloosa County (2009) heavily focus on context-sensitive designs for safe, multi-modal transportation networks. Other comprehensive plans like those for the City of Parker (2019) and Mary Esther (2010) address funding of street design as well.[2]

The FDOT Strategic Highway Safety Plan (2021) further adds policies supporting engineering solutions for safer, more efficient travel, promoting the use of transportation technology and safety measures such as separated bike lanes, as well as the allocation of funding for said improvements.

## Lighting

***Parts of the region are addressing transportation safety through the installation of lighting – policies include the installation of adequate lighting at bus stops, decorative pedestrian-scale lighting, and the maintenance of a demand-responsive street light program. Lighting improvements focus on not only improving the aesthetics of communities but also increasing security for transit users, cyclists, and pedestrians.***

The Florida-Alabama TPO and Okaloosa-Walton TPO include policies in their long-range transportation plans that support projects to increase security for all users of transit through the installation of adequate lighting at bus stops. The City of Pensacola SCAPE Waterfront Framework and Catalytic Projects (2019) and the Orange Beach, Alabama Community Preservation and Growth Management Plan (2020) both include street improvement strategies such as the addition of decorative pedestrian-scale street lighting.

The Santa Rosa County South Santa Rosa Bicycle Pedestrian Plan (2015) and the Fort Walton Beach Comprehensive Plan (2019) focus on providing improved lighting as a security measure; this includes the continuation of a demand-responsive street light improvement and maintenance program to protect the public's health, safety, and welfare.

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[1] This category also included the general maintenance of transportation facilities to reduce traffic related injuries.
[2] See "Partnerships" for further detail on policies related to funding transportation infrastructure improvements.

## Technology

***There are examples of utilizing policy relating to transportation technology to enhance transportation safety by coordinating and optimizing traffic signal systems, integrating Intelligent Transportation Systems (ITS) and additional innovative approaches such as Connected Automated Vehicles (CAV). These technology integrations improve pedestrian and cyclist infrastructure, exploring traffic signal replacements, and employing data-driven decisions for safer communities.***

The City of Pensacola Comprehensive Plan (2011), the Florida-Alabama TPO Long Range Transportation Plan (2019), and the Santa Rosa County Comprehensive Plan (2016) all include policy frameworks that support the enhancement of traffic signal systems through the coordination of computerized signal segments, the development of coordinated traffic signal systems to ensure efficiency and predictable travel times, and the synchronization of traffic signals. Additionally, the City of Gulf Breeze Comprehensive Plan (2014) and the Bay County TPO Long Range Transportation Plan (2021) emphasize monitoring and improving signalized intersection systems to reduce travel delay time. The comprehensive plans from the cities of Pensacola and Gulf Breeze also both promote intersection safety improvements, such as the replacement of traffic signals with stop signs at appropriate intersections, signal prioritization for transit and pedestrians, and pedestrian crosswalk and median enhancements.

The Florida-Alabama TPO Long Range Transportation Plan, the Fort Walton Beach Comprehensive Plan (2019), and the FDOT Strategic Highway Safety Plan (2021) all have policies that focus on increasing the use of new mobility options and technologies, including shared, automated, and connected vehicles; integrating pedestrian and bicycle facilities into design elements; accelerating the implementation of Intelligent Transportation Systems (ITS) and other safety countermeasures.

Both the Panama City Beach Strategic Plan (2021) and the FDOT Strategic Highway Safety Plan include policies that explore the implementation of technology enhancements for police and fire operational efficiency, another example of promoting safer communities through data-driven decisions and advanced emergency response strategies.

## Data Analytics

***Enhancing transportation safety through data-driven decision-making has become widely practiced throughout the Emerald Coast. The use of comprehensive analysis of accident data seems to be widely implemented. This data is used to assess safety needs and is incorporated into the planning process of complete streets, safer bicycle and pedestrian infrastructure and strategic traffic management.***

The FDOT Strategic Highway Safety Plan (2021) includes policies relating to education and training for safety professionals, law enforcement, and emergency responders on best practices and new technologies; policies focus on reducing emergency response times, improving care quality for crash victims, and ensuring responder safety. Additional strategies include targeted responses to specific crash types, emergency vehicle preemption technology for high-risk intersections, and improved medical protocols for injuries to pedestrians, bicyclists, and motorcyclists.

The Washington County Comprehensive Plan (2022) mandates annual analysis of the five highest accident rate areas for improvements, aiming to promote pedestrian and bicycle safety through traffic analysis and roadway improvements, and coordinating studies with FDOT to mitigate safety issues. Similarly, the Panama City Beach Comprehensive Plan (2022) requires the police department to compile and utilize accident data to improve safety conditions.

The Bay County TPO Long Range Transportation Plan (2021) considers clearance times on evacuation routes when establishing roadway improvement priorities and integrates mobility management with Intelligent Transportation Systems for enhanced multimodal integration. The City of Destin's Comprehensive Plan (2022) includes a policy to review hurricane evacuation plans for consistency, conducting annual clearance time analysis, and studying evacuation route carrying capacity to identify transportation improvement needs.

The City of Niceville's Comprehensive Plan (2010) requires investigation of alternative improvements to the existing roadway system before City approval of new construction projects, instead implementing intersection improvements and traffic calming measures to increase traffic safety. The Town of Cinco Bayou and the City of Laurel Hill also prioritize the maintenance and reconstruction of their existing facilities based on cost-benefit analyses, traffic safety analyses, and review of existing road conditions per their Comprehensive Plans (both approved in 1990). The City of Mary Esther's Vision Plan (2023) requires traffic impact studies and other utility studies with major development proposals to be done to ensure that there are adequate off-site improvements.

### Communications

***Policy guidance in this category is focused on improving public transportation access and safety by ensuring travelers have accurate, up-to-date information. The Emerald Coast area is excelling in promoting policies for better wayfinding and signage, providing travelers with real-time information systems, raising public awareness on transportation safety, and encouraging educational programs for both road users and safety professionals.***

The Bay County TPO Long Range Transportation Plan (2021) emphasizes the importance of providing accurate and updated public transportation information through various channels, including wayfinding signage programs, online map tools, and informational brochures. This approach aims to enhance public access to transportation options and ensure clarity for travelers.

The Okaloosa-Walton TPO Long Range Transportation Plan (2022) advocates for the development of traveler information systems that deliver wayfinding and real-time traveler information. This includes both physical and online resources to aid commuters in navigating their travel options efficiently and this Plan as well as the FDOT Strategic Highway Safety Plan (2021), supports regional transportation systems to enhance emergency response and recovery, both including several policies emphasizing education and training for safety professionals, law enforcement, and emergency responders achieved through improved communications between the necessary stakeholders.

Both the Shalimar and Niceville Comprehensive Plan supports public awareness campaigns that highlight the societal and environmental impacts of travel choices. The plans promote the availability of information on commuter assistance programs, public transit, coordinated transportation system

programs, and bicycle/pedestrian programs at the Shalimar Town Hall and the Niceville Public Library. These initiatives aim to inform the public about various travel choices and encourage informed decision-making.

The FDOT Strategic Highway Safety Plan (2021) further includes multiple strategies to enhance communications for transportation safety relating to educating and training both novice and experienced road users to improve their driving and riding skills and understanding of traffic laws. The plan also seeks to develop and implement targeted outreach and communication strategies about pedestrian and bicyclist safety tailed to all roadway users, including, but not limited to, older adults, youth, vulnerable road users, and users with limited English proficiency.

### Partnership

***Policy guidance in this category enhances transportation safety through collaboration between local and state agencies, including FDOT, regional TPOs, and other stakeholders. These partnerships focus on coordinating traffic signal systems, collectively improving pedestrian and cyclist infrastructure throughout the area, exploring emerging technologies, and making unified data-driven decisions all in the hopes of creating a safer and more efficient transportation network.***[3]

State statute requires comprehensive plans to account for intergovernmental coordination, especially when it comes to infrastructure. Therefore, most plan guidance in the region emphasizes coordination between state agencies like FWC, DEP, and FDOT. There is additional policy guidance around the coordination with regional TPOs that focuses on implementation. Additional coordination and partnership with school districts is also found within these plans – making safety near schools a demonstrated priority for the region. As the Emerald Coast region includes many military installations there is also federal coordination necessary on large infrastructure projects. The FDOT Strategic Highway Safety Plan (2021) advocates for the strengthening of their partnerships with MPOs, local governments, and safety teams to integrate safety in planning and emergency responses, promoting safe transportation choices.

### Equity

***The region's equity-focused transportation policies improve accessibility for all. Policies in this category range from inclusive design like detectable warnings and curb cuts to para-transit services to safe school crossings. Policies focus on areas that are transportation disadvantaged.***

[3] While all plans had guidance around partnership to ensure efficient and effective implementation, only a few plans had specific policy guidance on allocating funds for transportation safety improvements. The plans that did provide guidance at this level were focused on leveraging partnerships to receive additional funding for increasing road capacity and alternative modes of transportation. There were additional funding policies to support the development of street preservation plans to identify, prioritize, and fund neighborhood street repairs and safety improvements.

The City of Pensacola Comprehensive Plan (2011) and the Florida-Alabama TPO Long Range Plan (2019) both include policies relating to improving accessibility for citizens with mobility limitations by providing curb cuts along all proposed sidewalks and improving safety for cyclist and pedestrians of all ages and abilities to aid in the development of a balanced, flexible, safe, and efficient multi-modal transportation system to serve all people, regardless of their abilities. Both the Florida-Alabama Long Range Plan and the Santa Rosa County Comprehensive Plan (2016) promote enhancing para-transit services and encouraging accessible public transportation for the transportation disadvantaged.

The comprehensive plans of the cities of Niceville and Parker (2010 and 2019, respectively) include policies to evaluate and prioritize safe crossings for children in school zones, improve sidewalks in areas with higher pedestrian and bicycle injuries, and support transportation services for the transportation disadvantaged. Similarly, the Okaloosa-Walton TPO Long Range Transportation Plan (2022) and the FDOT Strategic Highway Safety Plan (2021) policies emphasize designing, building, operating and maintaining transportation facilities that accommodate users of all ages, backgrounds, and abilities, including young people, persons with disabilities, those experiencing economic hardships, minority and limited English proficiency populations, and the elderly.

### EXISTING POLICY GAPS

Overall, the jurisdictions within the ECRC region have robust language for connectivity, street design, and lighting as it relates to specific safety policies. However, implementation of these policies has been incremental and often underfunded. Continued investment in Complete Streets improvements and data analytics/technology is necessary to achieve safe streets for all. Enhanced clarity around roles and responsibilities for partnerships and communications is necessary to ensure effective and efficient implementation of the policies, programs, and plans that were reviewed. Jurisdictions within Escambia, Bay, and Okaloosa have a more robust focus on specific safety policies than other areas of the ECRC region. Additional supportive safety policies are necessary in jurisdictions within Holmes, Washington, and Walton counties.

## Next Steps

Once preliminary engagement and data analysis is complete, Kimley-Horn will work to craft the strategies for the ECRC SS4A Safety Action Plan. The strategies in this plan will be grounded in the quantitative and qualitative data and feedback gathered while also reflecting the strengths and gaps of the existing policy landscape. The strategies will be developed in additional to projects and priorities for the Emerald Coast region.

| ECRC - Task 6 - Policy Matrix | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Jurisdiction | Document Name | Year | Policy #, Page # | Policy Related to Transportation Safety | Theme - Summary | FHWA Alignment | Responsible Parties | Time Frame | Metric | Comments on Language |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 11 | Increase the safety of the transportation system for motorized and non-motorized users | Improvements | Bicycle Safety | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 11 | Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight | Connectivity | Complete Streets | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 16 | Provide transportation infrastructure and services to help prepare for, respond to, and recover from emergencies; Prevent transportation related fatalities and serious injuries; Reduce and mitigate transportation-related security risks; Reduce the number of crashes on the transportation system. | Street Design | Behavioral Change | | | Fatalities; Serious Injuries; Security Risks; Crashes | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 16 | Meet or exceed industry, state, national, or international standards for infrastructure quality, condition, and performance for all modes of transportation; Optimize the functionality and efficiency of existing infrastructure and right-of-way; Adapt transportation infrastructure and technologies to meet changing customer needs; Increase the resiliency of infrastructure to risks, including extreme weather and other environmental conditions | Street Design; Improvements | Other | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 16 | Increase the use of new mobility options and technologies such as shared, automated, and connected vehicles; Increase the share of person trips using public transportation and other alternatives to single occupancy motor vehicles; Increase the number of quality options for visitor travel to, from, and within Florida; Increase the number of quality options for moving freight to, from, and within Florida; Increase the efficiency and convenience of connecting between multiple modes of transportation. | Technology | Other | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 19 | Ensure the state and local safety of people walking and biking through combined enforcement and education efforts of all road users; enhance education of emergency responders regarding key injuring impacting pedestrian and bicycle traffic crash victims in an effort to improve medical response and reduce mortality | Communications | Bicycle Safety | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 19 | Increase awareness by supporting legislation, regulations, and policies that clarify rights and responsibilities of users and support safe travel behavior. Coordinate with appropriate public and private agencies to support legislation, regulation, and policies that promote pedestrian and bicycle safety. | Communications | Bicycle Safety | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 21 | Promote a safer and more secure transportation system for residents, businesses, and visitors | Improvements | Behavioral Change | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 24 | Enhance the safety of bicyclists, pedestrians, and motorists. | Improvements | Bicycle Safety | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 24 | Blend transportation modes by completing, improving, or enhancing existing facilities to improve mobility. | Connectivity | Complete Streets | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 24 | Enhance quality of life, enhance economic opportunities, and provide connectivity to destinations. | Connectivity | Other | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 27 | Improve safety for bicyclists and pedestrians of all ages and abilities. | Equity | Bicycle Safety | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 27 | Develop complete and connected bicycle and pedestrian systems. | Street Design | Bicycle Lanes | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 27 | Increase travel options for all transportation system users and protect the natural environment. | Street Design | Other | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 28 | Improve safety through traffic injury and fatality reduction, traffic incident management enhancement, secondary crash reduction and emergency transportation operation enhancement | Improvements | Accident Data | | | Fatalities; Serious Injuries; Security Risks; Crashes | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 30 | Escambia County will provide a safe, cost-effective and functional roadway and transportation system for all residents and visitors to Escambia County. | Street Design | Complete Streets | Escambia County | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 30 | Escambia County will encourage the provision and use of a safe, efficient, and financially feasible mass transit transportation system, which is responsive to the community's needs, consistent with land use | Communications | Other | Escambia County | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 31 | To provide a safe, cost effective, and functional multi-modal transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs with the growth and development of the County. | Street Design | Other | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 32 | Adopt a Complete Streets ordinance, develop a design manual, adopt the Vision Zero safety pledge, develop a Complete Streets Committee, develop a position within the city focused on bicycle-pedestrian issues, Complete Streets objectives, multi-modal alternative transportation, and walkability | Street Design | Complete Streets | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 32 | Complete a pedestrian-bicycle corridor network. Establish a multimodal transit hub in downtown Pensacola in partnership with Escambia County Area Transit (ECAT) and the Downtown Improvement Board (DIB). Develop closer relations between ECAT and City Hall. Fill street lighting gaps. Partner with School District on a revived Safe Routes to School program. | Connectivity | Complete Streets | Florida-Alabama TPO; Escambia County Area Transit; Downtown Improvement Board; School District | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 33 | Coordinate with regional transportation entities to ensure maximum connectivity between regional transportation systems and the City of Milton. | Connectivity | Other | Florida-Alabama TPO; Regional TPOs; Milton | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 33 | The City shall strive to develop, maintain, and operate a balanced, flexible, safe, and efficient multi-modal transportation system to serve all persons, special needs populations and activities in the community. | Equity | Pedestrian Safety | | | | References the City but is a TPO document |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 33 | The City should recognize pedestrian movement as a basic means of circulation and assure adequate accommodation of pedestrian and handicapped persons needs in all transportation policies and facilities. | Street Design | Pedestrian Safety | | | | References the City but is a TPO document |

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|---|---|---|---|---|---|---|---|---|---|---|
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 35 | Provide a safe and efficient transportation system for all residents and visitors, creating a pedestrian oriented environment and creating some form of mass transit to lessen dependence on the automobile. | Street Design | Pedestrian Safety | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 36 | Create a highly interconnected, multi-modal transportation system that efficiently links housing to employment and retail opportunities. | Connectivity | Complete Streets | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 36 | Create an interconnected and accessible pedestrian and bicycle network. | Connectivity | Complete Streets | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 36 | Analyze existing bicycle/pedestrian plans to determine priorities based on identified goals and appropriate linkages | Data Analytics | Complete Streets | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 38 | Establish a safe, friendly pedestrian environment. | Street Design | Pedestrian Safety | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 38 | Identify options for pedestrian and vehicular traffic management. | Data Analytics | Pedestrian Safety | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 39 | Improve the experience of moving through the community by enhancing access and connectivity destinations, activity areas, and attractions. | Connectivity | Other | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 40 | Determine area needs and wants in regards to either non-motorized transportation alternatives or recreational bicycle, or pedestrian facilities. | Data Analytics | Complete Streets | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 40 | Analyze existing bicycle/pedestrian plans and programs and determine priorities based on identified and formulated goals and appropriate linkages. | Data Analytics | Complete Streets | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 45 | Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities), in accordance with the Florida Department of Transportation "Vision Zero" and the Alabama Department of Transportation "Towards Zero Deaths Initiative" standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP). Identify performance targets for each performance measure. Identify methods to monitor and evaluate performance. Include a System Performance Report. | Street Design | Bicycle Safety | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 45 | Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures. | Street Design | Accident Data | | | Congestion; Fatalities; Serious Injuries | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 45 | Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities). | Lighting; Technology | Complete Streets | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 46 | Develop and maintain a coordinated traffic signal system that is efficient and provides predictable travel times. | Technology | Traffic Signals | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 46 | Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system. | Street Design | Road Reconfiguration | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 47 | Integrate transportation modes to increase accessibility and connectivity of the transportation system across and between modes for people and goods | Connectivity | Other | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 47 | Expand transit services to improve accessibility, availability, and desirability of transit travel options. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL; and the Emerald Coast Regional Council RideOn Program. | Connectivity; Street Design | Other | Florida-Alabama TPO; Escambia County Area Transit; Escambia County; Baldwin Rural Area Transit System; Emerald Coast Regional Council | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 47 | Develop a transportation network that provides access to and from residential areas, job centers, local businesses, schools, health care facilities, and tourism destinations | Connectivity | Other | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 48 | Implement complete street and/or context sensitive design into projects. | Street Design; Improvements | Complete Streets | | | | |
| Florida-Alabama TPO | Long Range Transportation Plan | 2019 | Page 48 | Improve para-transit services. | Equity | Other | | | | |
| Florida-Alabama TPO | PedBike Trail Master Plan | 2023 | 1.1, 8 | Conduct outreach focusing on safe walking, bicycling, and driving; conduct with a specific focus on traffic laws. | Communications | Complete Streets | | | | |
| Florida-Alabama TPO | PedBike Trail Master Plan | 2023 | 1.2, 8 | Organize workshops with state transportation agencies and local government planning and engineering departments focusing on Complete Street concepts. | Communications | Complete Streets | | | | |
| Florida-Alabama TPO | PedBike Trail Master Plan | 2023 | 1.3, 8 | Partner with public and private schools to conduct pedestrian and bicycle safety training activities. | Partnership | Bicycle Safety | | | | |
| Florida-Alabama TPO | PedBike Trail Master Plan | 2023 | 2.1, 8 | Reduce conflicts between vehicles, pedestrians, and bicyclists by implementing a wide range of context-appropriate facility improvements. | Improvements | Complete Streets | | | | |
| Florida-Alabama TPO | PedBike Trail Master Plan | 2023 | 2.2, 8 | Increase the quality and quantity of facility connections between existing transportation facilities and other generators of walking and bicycling activity. | Connectivity | Complete Streets | | | | |
| Florida-Alabama TPO | PedBike Trail Master Plan | 2023 | 3.1, 8 | Partner with local law enforcement to ensure traffic laws are enforced among bicyclists and motorists. | Partnership | Bicycle Safety | | | | |
| Florida-Alabama TPO | PedBike Trail Master Plan | 2023 | 4.1, 9 | Maintain public involvement to continuously evaluate areas in need of focused multi-modal studies. | Communications | Complete Streets | | | | |
| Florida-Alabama TPO | PedBike Trail Master Plan | 2023 | 4.2, 9 | Increase access to amenities and bike/pedestrian facilities. | Connectivity | Complete Streets | | | | |
| Florida-Alabama TPO | PedBike Trail Master Plan | 2023 | 5.1, 9 | Promote organized walking and bicycling events throughout the region. | Communications | Other | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| Florida-Alabama TPO | PedBike Trail Master Plan | 2023 | 5.2, 9 | Work with local jurisdictions and the League of American Bicyclists to obtain Bicycle Friendly Community/Trail Town certifications. | Partnership | Bicycle Lanes | | | | |
| Florida-Alabama TPO | PedBike Trail Master Plan | 2023 | 5.3, 9 | Make pedestrian and bicycle facility maps available to the public. | Communications | Bicycle Lanes | | | | |
| Florida-Alabama TPO | PedBike Trail Master Plan | 2023 | 5.4, 9 | Implement wayfinding signage. | Street Design | Traffic Signals | | | | |
| Florida-Alabama TPO | PedBike Trail Master Plan | 2023 | 5.5, 9 | Create an information hub that supports trip planning among travel modes | Communications | Other | | | | |
| Baldwin County | Baldwin Growth Guide | 2023 | page 47 | Support the Eastern Shore MPO's efforts to create a countywide connectivity map that will include existing and proposed wide shoulders, separated sidewalks/multiuse paths, possible rails-to-trails, and other transportation | Partnership | Complete Streets | Planning and Zoning Board | | | |
| Baldwin County | Baldwin Growth Guide | 2023 | page 47 | Create county-wide major roadway transportation plan with specific emphasis on connectivity. | Connectivity | Complete Streets | Baldwin County Highway Department | | | |
| Orange Beach, AL | Community Preservation and Growth Management Plan | 2020 | 6, pg 40 | Construct a multi-modal sidewalk along Canal Road from Callaway Drive to the Beaver Creek subdivision. | Street Design; Improvements | Complete Streets | | | | |
| Orange Beach, AL | Community Preservation and Growth Management Plan | 2020 | 7, pg 40 | Acquire land from Perdido Beach Boulevard property owners for the construction of multi-modal sidewalks on both sides of the roadway | Street Design; Improvements | Complete Streets | | | | |
| Orange Beach, AL | Community Preservation and Growth Management Plan | 2020 | 8, pg 40 | Replace street lights with decorative pedestrian-scale street lights and install additional street lights as needed. | Lighting | Lighting | | | | |
| Orange Beach, AL | Community Preservation and Growth Management Plan | 2020 | 9, pg 40 | Use classic Traditional Neighborhood Design (TND) in the area north of the Gulf Intracoastal Waterway. The streets should be developed using grid patterns, limiting the use of cul-de?sacs and using Complete Streets concepts. Each development is intended to connect with future or existing adjacent developments. | Street Design; Improvements | Complete Streets | | | | |
| Orange Beach, AL | Community Preservation and Growth Management Plan | 2020 | 10, pg 40 | Implement Complete Streets Guidelines for all municipal streets, where possible | Street Design; Improvements | Complete Streets | | | | |
| Escambia County | Comprehensive Plan | 2015 | FLU 5.3.2, page 34 | For each future phase of development within the NFCU Urban Service Area, a transportation analysis shall be completed that identifies arterial and collector roads impacted by traffic generated by the phase, needed improvements to mitigate the impacts, and documents the timing and estimated cost for transportation improvements. | Street Design; Improvements | Other | | | Impacts; Timing; Costs | |
| Escambia County | Comprehensive Plan | 2015 | FLU 5.3.3, page 34 | The required traffic analysis should also identify the proposed location of transit routes and the manner in which they may be integrated into the regional transportation system to support transportation access to and from the NFCU Urban Service Area. | Connectivity | Other | | | | |
| Escambia County | Comprehensive Plan | 2015 | MOB 1.1.2, page 37 | All new private development will be required to provide safe and convenient on-site traffic flow as indicated in the LDC. | Safety | Other | | | | |
| Escambia County | Comprehensive Plan | 2015 | MOB 1.1.3, page 37 | All new public road construction projects in urban areas or community redevelopment areas will accommodate non-motorized transportation. At a minimum, sidewalks and bicycle facilities should be included. Consideration should also be given to include storage racks, striping, or signage. | Improvements | Bicycle Lanes | | | | |
| Escambia County | Comprehensive Plan | 2015 | MOB 1.1.7, page 38 | Escambia County will promote access management by limiting the number of conflict points that a motorist experiences during travel, separating conflict points as much as possible when they cannot be eliminated, and controlling the turning movements to facilitate traffic flow on affected roadways. | Street Design | Behavioral Change | Escambia County | | | |
| Escambia County | Comprehensive Plan | 2015 | MOB 1.1.9, page 38 | Escambia County will incorporate requirements for cross-access easements and connections for commercial sites in the LDC. | Connectivity | Other | Escambia County | | | |
| Escambia County | Comprehensive Plan | 2015 | MOB 1.1.10, page 38 | Pursuant to Florida Statutes, Escambia County, the Escambia County School Board, and the Community Traffic Safety Team will coordinate to prepare a "Transportation Alternative" master plan for each public school and then implement construction of improvements (e.g., sidewalks, shoulders) to encourage walking to school. | Partnership | Pedestrian Safety | Escambia County; Escambia County School Board; Community Traffic Safety Team | | | |
| Escambia County | Comprehensive Plan | 2015 | MOB 1.1.11, page 38 | Escambia County will encourage through private/public partnerships the installation of sidewalks along the street frontage of new development (including but not limited to new development along routes shown on the TPO Bicycle and Pedestrian Plan, the County's Bicycle and Pedestrian Plan, or the "Transportation Alternative" Plan) to provide connectivity and utility for existing sidewalks in the vicinity of the development | Street Design; Improvements | Complete Streets | Escambia County | | | |
| Escambia County | Comprehensive Plan | 2015 | MOB 1.1.12, page 38 | Escambia County will coordinate with the Escambia County School District regarding new school siting and needs at existing schools when determining locations for improvements to pedestrian facilities. Escambia County will also seek public input from citizens, the Escambia County School District, and the development community regarding sidewalk needs and priorities. | Street Design; Improvements | Complete Streets | Escambia County; Escambia County School Board | | | |
| Escambia County | Comprehensive Plan | 2015 | MOB 1.1.13, page 39 | Escambia County will cooperate with FDOT staff concerning studies now underway that address intelligent transportation system opportunities to improve system efficiency and enhance safety. | Technology | Traffic Signals | Escambia County; FDOT | | | |
| Escambia County | Comprehensive Plan | 2015 | MOB 1.2.2, page 40 | Escambia County will provide or require the provision of non-motorized transportation facilities to link residential areas with recreational and commercial areas in a safe manner. This may include the construction of sidewalks, bike lanes, installation of signage, striping of roadways, or the like so as to accommodate non-motorized transportation facilities. | Connectivity | Complete Streets | Escambia County | | | |
| Escambia County | Comprehensive Plan | 2015 | MOB 2.2.1, page 42 | ECAT will modernize service from the existing radial route system into a modified grid system to improve efficiency. | Connectivity | Traffic Signals | Escambia County Area Transit | | | |
| Escambia County | Comprehensive Plan | 2015 | MOB 2.2.2, page 42 | ECAT will realign or adjust existing routes to provide service to areas requiring service while at the same time reducing service to lower-use areas in order to provide more efficient service to more riders at comparable cost. | Street Design; Improvements | Road Reconfiguration | Escambia County Area Transit | | | |
| Escambia County | Comprehensive Plan | 2015 | MOB 2.3.2, page 43 | ECAT will provide for the annual review and maintenance of all mass transit and paratransit facilities, with the exception of the bus fleet, to ensure that buildings and other related facilities are in proper working order and are supporting the continued efficiency of the operations. | Data Analytics | Other | Escambia County Area Transit | | | |
| Pensacola | Comprehensive Plan | 2011 | T-1.3.3, page 27 | The City will continue to coordinate land use decisions with the future traffic circulation system by coordinating traffic circulation improvements with the Future Land Use Map. | Connectivity | Other | Pensacola | | | |
| Pensacola | Comprehensive Plan | 2011 | T-1.3.4, page 27 | The City shall incorporate safety measures such as signage, pavement markings, and engineering improvements into all transportation improvements. | Safety | Other | Pensacola | | | |

| Jurisdiction | Document Name | Year | Policy #, Page # | Policy Related to Transportation Safety | Theme - Summary | FHWA Alignment | Responsible Parties | Time Frame | Metric | Comments on Language |
|---|---|---|---|---|---|---|---|---|---|---|
| Pensacola | Comprehensive Plan | 2011 | T-1.3.5, page 27 | The City will review periodical accident frequency reports about applicable roads within the City limits and make necessary roadway improvements whenever and wherever applicable. | Street Design; Improvements | Other | Pensacola | | | Change language from accident to crash |
| Pensacola | Comprehensive Plan | 2011 | T-1.3.6, page 27 | The City shall preserve and protect the capacity of all major streets by minimizing points of ingress/egress, wherever possible, and by closing or relocating unnecessary curb cuts to provide efficient access to the roadway system when development occurs. The City will review, and revise where necessary, its existing standards for providing access and spacing in the Land Development Code. The City will periodically coordinate this review activity with Escambia County and the FDOT through continued participation with the Florida-Alabama TPO. | Connectivity | Road Reconfiguration | Pensacola; Escambia County; FDOT; Florida-Alabama TPO | | | |
| Pensacola | Comprehensive Plan | 2011 | T-1.4.1, page 27 | The City shall coordinate additional segments of the existing computerized signal system with Escambia County, the TPO, and FDOT. | Technology | Traffic Signals | Pensacola; Escambia County; FDOT; Florida-Alabama TPO | | | |
| Pensacola | Comprehensive Plan | 2011 | T-1.4.4, page 27 | The City shall continue to explore the replacement of traffic signals with stop signs at appropriate intersections. | Technology | Traffic Signals | Pensacola | | | |
| Pensacola | Comprehensive Plan | 2011 | T-1.4.5, page 28 | The City shall continue to implement “right sizing” strategies where appropriate to reduce lane widths and number of lanes to enhance the quality of the local transportation network. | Street Design; Improvements | Road Reconfiguration | Pensacola | | | |
| Pensacola | Comprehensive Plan | 2011 | T-1.4.6, page 28 | The City shall continue to integrate traffic calming measures including curb extensions, roundabouts, speed tables, raised intersections, textured crosswalks, and the addition of on-street parking to improve the overall quality of the motorized and non-motorized transportation network. | Street Design | Complete Streets | Pensacola | | | |
| Pensacola | Comprehensive Plan | 2011 | T-1.4.7, page 28 | In order to promote urban redevelopment within the Urban Redevelopment Area TCEA, the City will consider parking control and pricing policies, transportation demand management programs, transportation system management programs, availability of public transportation, and the use of creative financing tools for the provision of transportation services and facilities. | Street Design; Improvements | Other | Pensacola | | | |
| Pensacola | Comprehensive Plan | 2011 | T-1.4.8, page 28 | The City shall coordinate with the DIB to implement the recommendations incorporated in the CRA Downtown Parking Study (May 1999) and Parking Management Analysis Findings and Recommendations (2006) including the following: traffic operation improvements; providing for pedestrian and bicyclists; identification of sites for on-grade parking lots or parking garages; identification of satellite parking locations linked to a downtown closed loop trolley to provide a "park and shuttle" alternative in the TCEA to reduce vehicle traffic in the central business district, and; a financial feasibility analysis to address costs of the improvements and possible funding sources. | Street Design; Improvements | Complete Streets | Pensacola | | | |
| Pensacola | Comprehensive Plan | 2011 | T-2.1.4, page 29 | The City will encourage "ride sharing" programs in coordination with Escambia County in order to reduce the number of vehicles on the road during peak hours. | Communications | Complete Streets | Pensacola | | | |
| Pensacola | Comprehensive Plan | 2011 | T-3.1, page 29 | The City shall continue to provide facilities in support of a safe, nonmotorized transportation system. | Street Design | Complete Streets | Pensacola | | | |
| Pensacola | Comprehensive Plan | 2011 | T-3.1.2, page 30 | The City shall consider in its design of all future roadway improvements for major arterial streets, the accommodation of bicycle transportation needs where appropriate. | Street Design; Improvements | Bicycle Safety | Pensacola | | | |
| Pensacola | Comprehensive Plan | 2011 | T-3.1.3, page 30 | The City shall encourage the development of a comprehensive bicycle education program in coordination with the TPO and Escambia County. | Communications | Bicycle Safety | Pensacola; Escambia County; Florida-Alabama TPO | | | |
| Pensacola | Comprehensive Plan | 2011 | T-3.1.4, page 30 | The City shall continue to coordinate with the WFRPC and the TPO regarding the promotion of walking and bicycling as alterative modes of transportation | Partnership | Complete Streets | Pensacola; WFRPC; Florida-Alabama TPO | | | |
| Pensacola | Comprehensive Plan | 2011 | T-3.2, page 30 | The City shall coordinate all development in order to produce walkable communities and neighborhoods throughout the City. | Connectivity | Complete Streets | Pensacola | | | |
| Pensacola | Comprehensive Plan | 2011 | T-3.2.2, page 30 | The City will continue to include requirements for provision of sidewalks by developers around future commercial developments to aid in pedestrian transportation needs. | Street Design | Complete Streets | Pensacola | | | |
| Pensacola | Comprehensive Plan | 2011 | T-3.2.3, page 30 | In accordance with the City’s Public Schools and Facilities Element of the Comprehensive Plan, new residential developments within two miles of an existing or planned school shall be required to provide sidewalks. In addition, sidewalks shall be placed along all collector, arterial, and local roads abutting the subdivision to the subdivision property line, where it has been determined that the most direct route from the subdivision to the school is along those roadways. | Connectivity | Complete Streets | | | | |
| Pensacola | Comprehensive Plan | 2011 | T-3.2.4, page 30 | The City shall continue to improve accessibility for citizens with mobility limitations throughout the City by providing curb cuts along all proposed sidewalks and through improvements to existing sidewalks where feasible. | Equity | Crosswalks/Crossings | Pensacola | | | |
| Pensacola | Comprehensive Plan | 2011 | T-3.2.5, page 30 | The City shall strive to upgrade existing and design new pedestrian crossings and intersections with the appropriate “intersection geometry” to allow for visibility, ease of crossing, and pedestrian connectivity. | Street Design | Crosswalks/Crossings | Pensacola | | | |
| Pensacola | Comprehensive Plan | 2011 | T-3.2.6, page 30 | The City shall continue to install countdown-type pedestrian signals at the most appropriate and highly-traveled pedestrian crossings. | Technology | Traffic Signals | Pensacola | | | |

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| Pensacola | Comprehensive Plan | 2011 | T-3.2.7, page 30-31 | The City shall, through coordination with the FDOT, the TPO, the Federal Highway Administration (FHWA), design and operate a Transportation 2-7 comprehensive network of "Complete Streets," consisting of arterial, collector and local streets, that enables safe access and a full range of daily activities by all user groups, including pedestrians, bicyclists, motorists, and transit vehicles. | Street Design | Complete Streets | Pensacola; FDOT; Florida-Alabama TPO; FHWA | | | |
| Pensacola | Comprehensive Plan | 2011 | T-3.2.8, page 31 | The City will develop a typology of Complete Streets amenities, and identify the most appropriate enhancements for the range of streets within the City. This typology will be included as part of the Land Development Code or as a stand-alone supplement, and will be used to systematically plan public transportation upgrades and bicycle and pedestrian enhancements. | Data Analytics | Complete Streets | Pensacola | | | |
| Pensacola | Comprehensive Plan | 2011 | T-3.2.9, page 31 | The downtown Community Redevelopment Agency (CRA) will continue to develop and consider funding streetscape improvement projects to enhance pedestrian use of sidewalks as an alternative to vehicle use in the TCEA boundary. | Street Design; Improvements | Complete Streets | Pensacola CRA | | | |
| Pensacola | Comprehensive Plan | 2011 | T-3.2.11, page 31 | The City will pursue, where feasible, "Complete Street," and intersection improvements along the corridors identified in adopted neighborhood and redevelopment plans to provide for aesthetics, accessibility and safety for pedestrians, bicycles and motorized vehicles. Such improvements may include traffic calming measures such as adequate lighting, shade trees, wider sidewalks, bike paths, street furniture, gateway treatments, directional signage and area identity markers where feasible. | Street Design | Complete Streets | Pensacola | | | |
| Pensacola | Active Transportation Plan | 2023 | Page 92 | Examine the City's roadways to determine which lanes may be repurposed to re-allocate space for other facilities which could include space for pedestrians, bicyclists, and/or vehicles (improvements include additional studies and coordination as needed) | Street Design; Improvements | Road Reconfiguration | | | | |
| Pensacola | Active Transportation Plan | 2023 | Page 92 | With City staff, include the community on tactical projects such as crossing and intersection improvements | Street Design | Crosswalks/Crossings | | | | |
| Pensacola | Active Transportation Plan | 2023 | Page 94 | Partner with the private sector and other agencies to implement ATP infrastructure such as pedestrian facilities and bicycle facilities (including parking) | Street Design | Complete Streets | | | | |
| Pensacola | Active Transportation Plan | 2023 | Page 95 | Partner with a private vendor to implement bikeshare within the City | Connectivity | Bicycle Safety | | | | |
| Pensacola | Active Transportation Plan | 2023 | Page 95 | Mobility hubs are places in a community that bring together public transit, bike share, car share and other ways for people to get where they want to go without a private vehicle | Connectivity | Complete Streets | | | | |
| Pensacola | Active Transportation Plan | 2023 | Page 97 | The City will seek diversified funding not only to mitigate larger infrastructure costs such as street re-designs, intersection projects, or even resurfacing, but also to focus on other less expensive interim projects, such as re-striping, signal timings, neighborhood greenways, and street trees. The City will also work with regional and local partners to fund ATP projects | Street Design; Improvements | Complete Streets | Pensacola | | | |
| Pensacola | Active Transportation Plan | 2023 | Page 97 | Work with FDOT on their Complete Streets efforts and fund projects within the City | Partnership | Complete Streets | | | | |
| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 8 | By linking Pensacola's diverse and separated neighborhoods with safe streets for bike lanes, pedestrian paths and shade trees, residents and visitors will enjoy improved access to existing waterfront resources. | Connectivity | Complete Streets | | | | |
| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 28 | The proposal outlines strategic modifications to the mobility networks in the Hashtag area, including traffic changes, a complete and connected bike network, and strategic curb modifications to better accommodate pedestrian circulation, bioswales, and planting. | Connectivity; Street Design | Complete Streets | | | | |
| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 32 | CREATE A WALKABLE, BIKABLE, AND SAFE ENVIRONMENT | Street Design | Bicycle Safety | | | | |
| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 56 | Continuous Public Access Waterfront Design - The illustrated plan to the right shows two types of continuous paths. In orange is the primary path, offering direct and uninterrupted access shared by pedestrians, cyclists, and users of all ages and abilities. A secondary path marked in blue indicates a pedestrian-only path which meanders through open areas like Bartram park and allows for direct water access, reaching lower and closer to the water along Bayfront Parkway in a floodable pedestrian path | Street Design | Pedestrian Safety | | | | |
| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 58 | Bayfront Boulevard - By linking Pensacola's diverse and separated neighborhoods bike lanes, pedestrian paths and shade trees, it will be safer and easier for people to access existing waterfront resources. | Connectivity; Street Design | Complete Streets | | | | |
| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 58 | More specifically, by decreasing the size of the medians and driving lanes on several existing streets, space can be devoted to a multi-use paths and bike lanes for non-motorized transportation | Street Design | Medians | | | | |
| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 62 | Stronger Neighborhood Connections - Critical to the plan's success is investment in north south streets that connect Pensacola's waterfront to existing neighborhoods and can make the waterfront more accessible and inviting to all city residents. | Connectivity | Complete Streets | | | | |
| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 62 | Stronger Neighborhood Connections - Street improvement strategies include narrowing down excessively wide vehicular travel lanes (from 12' or 16' to 10'), adding protected bike lanes where possible, providing pedestrian street lights, adding street trees and vegetation where possible, and including interpretive Signage along De Villiers Street that would share information about the neighborhood's rich and important cultural history and the role it has played for Pensacola's African American community. | Technology; Lighting,; Street Design; Improvements | Complete Streets | | | | |
| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 74 | Other connectivity projects include the path connector on Cedar Street and pedestrian safety improvements to Bayfront Parkway. | Connectivity | Pedestrian Safety | | | | |
| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 134 | In the recent years, the City of Pensacola has invested in streetscape improvements to increase walkability and promote active sidewalks | Street Design | Complete Streets | | | Walkability; Active Sidewalks | |
| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 140 | Improving walkability in this area is key to connectivity along Pensacola's waterfront, and between existing neighborhoods and the water's edge. | Connectivity | Complete Streets | | | | |
| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 141 | Pedestrians are given priority with the design of friendly sidewalk spaces, resting spots, shade, and active storefronts. Cyclists and Transit Riders are then prioritized over vehicular traffic with a comprehensive protected bike network within the Hashtag area. | Street Design; Improvements | Complete Streets | | | | |
| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 144 | The Hashtag Connector Plan proposes a series of interventions that can help organize and simplify vehicular flows | Street Design; Improvements | Behavioral Change | | | | |
| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 146 | The Plan proposes a complete bike network that connects to existing waterfront path along Bayfront Pkwy. to Maritime Park, and existing recently implemented bike lanes along W Main St. | Street Design | Bicycle Lanes | | | | |
| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 148 | In order to accommodate a full bike network in a cost effective way, the plan proposes curb changes on one side of select streets such as Main St., Cedar St., Palafox St., and Jefferson St. Modifications include curb extensions near pedestrian intersections, curb extensions for stormwater infrastructure (bioswales), and planted street medians. | Street Design; Improvements | Bicycle Lanes | | | | |
| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 150 | Existing wide travel lanes, median spaces, and parking lanes along Main St. offer an opportunity to reorganize the right-of-way in order to provide space for bike lanes, planting, and expanded sidewalks. | Street Design; Improvements | Bicycle Lanes | | | | |

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| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 151 | In the proposed plan, these elements are preserved, and the proposed interventions include curb extensions on the east side of the road for bioswales that retain the existing drainage infrastructure and incorporate trees for additional shade. On the west side of Palafox St., a one-way bike lane is introduced for south-bound bike circulation. | Street Design; Improvements | Bicycle Lanes | | | | |
| Pensacola | SCAPE Waterfront Framework and Catalytic Projects | 2019 | Page 154 | As part of the Hashtag Connector plan, Cedar Street becomes a curb less shared street (Woonerf) that can both accommodate vehicular traffic, bike circulation, pedestrian circulation, and opportunities for additional public programming. This entails a 25' wide shared space with planting areas, resting areas, and flexible public space. | Street Design; Improvements | Complete Streets | | | | |
| ECRC (Santa Rosa, Escambia, Okaloosa) | US90 Corridor Master Plan | N/A | Page 5 | Provide a safe connection between destinations along US 90 | Connectivity | Other | | | | |
| ECRC (Santa Rosa, Escambia, Okaloosa) | US90 Corridor Master Plan | N/A | Page 5 | Create a facility that is accessible to a variety of user type and appropriate for most comfort levels | Connectivity | Complete Streets | | | | |
| ECRC (Santa Rosa, Escambia, Okaloosa) | US90 Corridor Master Plan | N/A | Page 5 | Grow network connectivity by providing opportunities to access destinations along ag and around US 90 | Connectivity | Complete Streets | | | | |
| ECRC (Santa Rosa, Escambia, Okaloosa) | US90 Corridor Master Plan | N/A | Page 5 | Provide a safe, designated facility to allow for transportation options between longer distances | Street Design | Complete Streets | | | | |
| ECRC (Santa Rosa, Escambia, Okaloosa) | US90 Corridor Master Plan | N/A | Page 5 | Supports bicycle and pedestrian mobility and economic development | Street Design | Complete Streets | | | | |
| ECRC (Santa Rosa, Escambia, Okaloosa) | US90 Corridor Master Plan | N/A | Page 41 | Ensure multi-use trail segments are identified in TPO bicycle and pedestrian plans and/or regional trail seaside process. | Street Design | Complete Streets | | | | |
| Santa Rosa County | Comprehensive Plan | 2016 | 2.1A, page 107 | Provide and maintain a safe, convenient, efficient, and cost effective roadway network for present and future residents. | Connectivity | Other | | | | |
| Santa Rosa County | Comprehensive Plan | 2016 | 2.1.A.2, page 107 | All new development projects with internal circulation and or parking needs shall be required to provide safe and convenient on-site traffic flow. | Connectivity | Other | | | | |
| Santa Rosa County | Comprehensive Plan | 2016 | 2.1.B.12, page 108 | Prior to approving new road construction projects for the purposes of adding capacity the County shall investigate the feasibility of alternative improvements to the existing roadway system such as: intersection improvements; synchronization of traffic signals; traffic calming measures; installation of auxiliary lanes; redesign and realignment of roadways; and multi-modal systems. | Technology | Road Reconfiguration | Santa Rosa County | | | |
| Santa Rosa County | Comprehensive Plan | 2016 | 2.1.C.4, page 110 | It is the policy of the County to reduce hazardous walking conditions within the vicinity of public schools. The County, in coordination with the School Board, shall implement the following strategies: | Partnership | Pedestrian Safety | Santa Rosa County; Santa Rosa School Board | | | |
| Santa Rosa County | Comprehensive Plan | 2016 | 2.1.C.5, page 110 | The County shall, as necessary, ensure that development includes features that encourage cross access, bicycle use and pedestrian movement to minimize utilization of the major roadway network, particularly in urban or urbanizing areas. | Street Design | Complete Streets | Santa Rosa County | | | |
| Santa Rosa County | Comprehensive Plan | 2016 | 2.1.C.6, page 111 | All new development projects with internal circulation and or parking needs shall be required to provide safe and convenient labor intensive transportation facilities such as sidewalks, cross walks, throughways, and bicycle parking to accommodate the needs of the development project. Nothing in this policy shall be construed to limit further Land Development Code requirements for frontage road sidewalks or bike facilities. | Street Design | Complete Streets | | | | |
| Santa Rosa County | Comprehensive Plan | 2016 | 2.1.C.7, page 111 | New Residential developments of a specified density shall be required to construct sidewalks internal to the development that connect to external facilities, if existing, as specified within the Land Development Code. | Street Design | Complete Streets | | | | |
| Santa Rosa County | Comprehensive Plan | 2016 | 2.1.C.8, page 111 | New subdivisions shall incorporate sidewalks within the subdivision and leading to schools based on traffic volumes and proximity to schools. | Street Design | Complete Streets | | | | |
| Santa Rosa County | Comprehensive Plan | 2016 | 2.1.D, page 111 | Encourage accessible public transportation for the transportation disadvantaged. | Equity | Other | | | | |
| Santa Rosa County | Comprehensive Plan | 2016 | 2.1.D.4, page 111 | If fixed route public transportation is planned, stops will include major traffic generators or attractors and will try to connect people with destinations depending on the purpose of the route: access to jobs, shopping, recreation, medical, education, etc. | Technology | Other | | | | |
| Santa Rosa County | South Santa Rosa Bicycle Pedestrian Plan | 2015 | Page 16 | Provide protected or separated facilities, i.e. multi-use path, trail or sidewalk | Street Design | Bicycle Lanes | | | | |
| Santa Rosa County | South Santa Rosa Bicycle Pedestrian Plan | 2015 | Page 16 | Provide connections between existing sidewalks/multi-use paths/crossings | Street Design; Connectivity | Complete Streets | | | | |
| Santa Rosa County | South Santa Rosa Bicycle Pedestrian Plan | 2015 | Page 16 | Providing linkages between neighborhoods and other generators such as the Navarre YMCA, tourism attractions, existing routes/facilities and schools | Connectivity | Complete Streets | | | | |
| Santa Rosa County | South Santa Rosa Bicycle Pedestrian Plan | 2015 | Page 16 | Provide improved street crossings | Street Design; Improvements | Crosswalks/Crossings | | | | |
| Santa Rosa County | South Santa Rosa Bicycle Pedestrian Plan | 2015 | Page 16 | Maintaining existing pedestrian facilities | Street Design | Pedestrian Safety | | | | |
| Santa Rosa County | South Santa Rosa Bicycle Pedestrian Plan | 2015 | Page 16 | Provide better lighting and security measures | Lighting | Lighting | | | | |
| Santa Rosa County | South Santa Rosa Bicycle Pedestrian Plan | 2015 | Page 16 | Provide improved buffers between bicyclists and vehicles – separated facilities, paths trails | Street Design; Improvements | Bicycle Lanes | | | | |
| Santa Rosa County | South Santa Rosa Bicycle Pedestrian Plan | 2015 | Page 27 | Recommended Project: Possible consideration of revised design with buffered green lane to accommodate bicycles and pedestrians. | Street Design; Improvements | Bicycle Lanes | | | | |
| Santa Rosa County | South Santa Rosa Bicycle Pedestrian Plan | 2015 | Page 27 | Recommended Project: 5 ft. wide paved bicycle lanes on both sides of Bay St. | Street Design; Improvements | Bicycle Lanes | | | | |
| Santa Rosa County | South Santa Rosa Bicycle Pedestrian Plan | 2015 | Page 28 | Recommended Project: Continuance of wide shoulder on north side of the road. Study feasibility of both sides. | Street Design; Improvements | Bicycle Lanes | | | | |
| Santa Rosa County | South Santa Rosa Bicycle Pedestrian Plan | 2015 | Page 28 | Recommended Project: Safe Routes to School grant application for bicycle and pedestrian improvements. | Street Design; Improvements | Bicycle Lanes | | | | |
| Santa Rosa County | South Santa Rosa Bicycle Pedestrian Plan | 2015 | Page 29 | Recommended Project: Bicycle lanes with buffer. Existing road ROW is 100 feet. | Street Design; Improvements | Bicycle Lanes | | | | |
| Santa Rosa County | South Santa Rosa Bicycle Pedestrian Plan | 2015 | Page 52 | In general make the area more bike and pedestrian friendly. | Street Design; Improvements | Bicycle Safety | | | | |

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| Milton | Comprehensive Plan | 2021 | Goal 1, page 52 | PROVIDE A SAFE AND EFFICIENT TRANSPORTATION CIRCULATION SYSTEM FOR ALL RESIDENTS AND VISITORS TO THE CITY OF MILTON. | Equity | Other | | | | |
| Milton | Comprehensive Plan | 2021 | 1.1.4, page 52 | All road construction projects within the City shall accommodate pedestrian and bicycle traffic when such a need is established during facility planning. | Street Design; Improvements | Complete Streets | | | | |
| Milton | Comprehensive Plan | 2021 | 1.2.5, page 53 | Participate in the development of the TPO Long Range Transportation Plan Update as it addresses establishment of transportation system management strategies that are appropriate to improve system efficiency and enhance safety. | Partnership | Other | | | | |
| Gulf Breeze | Comprehensive Plan | 2014 | 1.1, page 29 | Provide for a safe, convenient, and energy-efficient multi-modal transportation system. | Safety | Other | | | | |
| Gulf Breeze | Comprehensive Plan | 2014 | 1.1.1, page 29 | The City shall require both new development and substantial redevelopment to provide adequate safe pedestrian facilities on-site, to adjacent sites as practical, and in adjacent right-of-way. Such facilities shall include a direct link between the public sidewalk network and building entrance, lighted sidewalks along both sides of all internal roadways and, as appropriate, on the development side of adjacent roadways. Additionally, mitigation or elimination of existing pedestrian hazards (e.g. upgrading an intersection) may be required, as needed and dependent upon the magnitude of the development or redevelopment project. | Street Design; Improvements | Pedestrian Safety | | | | |
| Gulf Breeze | Comprehensive Plan | 2014 | 1.1.3, page 29-30 | When existing City roads are resurfaced or reconstructed or during the design of new City roads, pedestrian and bicycle facilities may be incorporated by providing for wide outside lanes, bicycle lanes, sidewalks, and/or other facilities when the available right-of-way is not physically constrained and when cost and design considerations are not prohibitive. The City shall coordinate with FDOT on improvements to US 98 or SR 399 to ensure that transit, bicycle and pedestrian facilities are incorporated to the maximum extent possible. | Street Design; Improvements | Road Reconfiguration | | | | |
| Gulf Breeze | Comprehensive Plan | 2014 | 1.1.5, page 30 | Require the provision of pedestrian and vehicular access to all parts of new development projects, including crosswalks at intersections, pedestrian actuated features at signalized intersections and curb cut sidewalk ramps. | Street Design; Improvements | Crosswalks/Crossings | | | | |
| Gulf Breeze | Comprehensive Plan | 2014 | 1.5.1, page 31 | Require new and infill development and redevelopment when feasible to provide interconnections and access to existing and planned multi-modal transportation facilities, including sidewalks, bicycling and transit facilities | Connectivity; Street Design | Complete Streets | | | | |
| Gulf Breeze | Comprehensive Plan | 2014 | 1.5.3, page 31 | Coordinate with the West Florida Regional Planning Council, Escambia County, Santa Rosa County and the City of Pensacola to:<br>-Promote car-pooling opportunities for commuters with the same destination;<br>-Facilitate bicycle, pedestrian and other non-motorized transportation options; and<br>-Develop transportation demand management programs to possibly modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the region. | Partnership | Other | Gulf Breeze; West Florida Planning Council; Escambia County; Santa Rosa County; Pensacola | | | |
| Gulf Breeze | Comprehensive Plan | 2014 | 1.5.4, page 31 | Develop transportation system management strategies as appropriate to improve system efficiency and enhance safety. | Communications | Other | | | | |
| Gulf Breeze | Comprehensive Plan | 2014 | 1.6.4, page 32 | If a development requires roadway improvements, emphasis shall be upon intersection improvements to improve safety and reduce conflicts between modes; signalization/Transportation Demand Management improvements (especially those providing transit and pedestrian priority signalization); bicycle facility improvements, and pedestrian crosswalk/median improvements. | Technology | Intersection Design | | | | |
| Gulf Breeze | Comprehensive Plan | 2014 | 1.8.3, page 33 | Realign the unsignalized Shoreline Drive intersection at US 98 to a north-south alignment rather than the existing curved alignment to improve safety. | Technology | Road Design for Curves | | | | |
| Gulf Breeze | Comprehensive Plan | 2014 | 1.8.6, page 33 | The City shall continue to coordinate with the Florida Department of Transportation (FDOT) to recommend the easternmost alignment of the Pensacola Bay Bridge reconstruction in order to maximize development potential and access for properties. | Partnership | Road Reconfiguration | | | | |
| Gulf Breeze | Comprehensive Plan | 2014 | 1.8.7, page 33 | Continue to monitor the coordinated signalized intersection system to reduce travel delay time and allow through trips to progress more quickly and fluidly along US 98. | Technology | Traffic Signals | | | | |
| Gulf Breeze | Comprehensive Plan | 2014 | 1.9, page 33 | Implement the bicycle and pedestrian facilities improvements of the City's Most Livable City Plan to enhance connectivity and safety for pedestrians and cyclists. | Connectivity; Street Design | Bicycle Safety | | | | |
| Gulf Breeze | Comprehensive Plan | 2014 | 1.9.2, page 33 | Evaluate the feasibility of constructing a pedestrian underpass to provide a connection between the school campus and the mixed use district and new main street. | Connectivity; Street Design | Complete Streets | | | | |
| Gulf Breeze | Comprehensive Plan | 2014 | 1.9.3, page 33 | Construct pedestrian crossings at the following signalized intersections to enhance connectivity and safety across US 98: | Connectivity; Street Design | Crosswalks/Crossings | | | | |
| Bay County TPO | LRTP | 2021 | 1.1, 3-2 | Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities). | Street Design | Bicycle Safety | | | | |
| Bay County TPO | LRTP | 2021 | 1.2, 3-2 | Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities. | Data Analytics | Road Reconfiguration | | | Clearance Times | |

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| Bay County TPO | LRTP | 2021 | 1.3, 3-2 | Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures. | Street Design | Accident Data | | | Fatalities; Serious Injuries | |
| Bay County TPO | LRTP | 2021 | 1.5, 3-2 | Ensure roadway maintenance activities consider the human, vehicular, and roadway factors to provide safe facilities for the community. | Improvements | Behavioral Change | | | | |
| Bay County TPO | LRTP | 2021 | 1.6, 3-2 | Provide accurate and updated public transportation information such as wayfinding signage programs, online map tools, and informational brochures. | Communications | Traffic Signals | | | | |
| Bay County TPO | LRTP | 2021 | 2.1, 3-2 | Develop multi-modal linkages to increase the range of travel choices. | Connectivity | Complete Streets | | | | |
| Bay County TPO | LRTP | 2021 | 2.2, 3-2 | Expand bicycle, pedestrian, and public transportation services to improve accessibility, availability, and desirability of transit travel options. | Connectivity | Complete Streets | | | | |
| Bay County TPO | LRTP | 2021 | 2.5, 3-2 | Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods. | Data Analytics | Traffic Signals | | | | |
| Bay County TPO | LRTP | 2021 | 3.1, 3-3 | Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure. | Funding | Complete Streets | | | | |
| Bay County TPO | LRTP | 2021 | 3.2, 3-3 | Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, Transportation System Management (TSM), and Intelligent Transportation Systems (ITS). | Street Design | Road Reconfiguration | | | | |
| Bay County TPO | LRTP | 2021 | 3.3, 3-3 | Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow. | Technology | Traffic Signals | | | | |
| Bay County TPO | LRTP | 2021 | 3.6, 3-3 | Integrate Complete Streets Policies into project development and maintenance programs | Street Design | Complete Streets | | | | |
| Bay County TPO | LRTP | 2021 | 4.1, 3-3 | Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution). | Improvements | Other | | | | |
| Bay County TPO | LRTP | 2021 | 7.1, 3-5 | Develop projects that increase safety for all motorized and non-motorized users | Improvements | Bicycle Safety | | | | |
| Bay County TPO | LRTP | 2021 | 7.2, 3-5 | Enhance the integration and connectivity of the transportation system for purposes of security | Connectivity | Complete Streets | | | | |
| Bay County TPO | LRTP | 2021 | 8.2, 3-5 | Manage congestion near ports, airports, rail facilities, military facilities, economic activity centers, and tourist attractions. | Street Design | Other | | | Congestion | |
| Bay County | Comprehensive Plan | 2021 | 4.4.4, 4-4 | New developments shall provide a system of shared driveways and frontage roads to reduce the number of access points on Access Control Corridors | Street Design | Intersection Design | | | | |
| Bay County | Comprehensive Plan | 2021 | 4.14.1, 4-8 | The County will utilize the Panama City TPO Bicycle/Pedestrian Plan for the identification of bicycle/pedestrian facility deficiencies on County maintained roads and for planning improvements to these facilities. | Partnerships ; Improvements | Complete Streets | Bay County | | | |
| Bay County | Comprehensive Plan | 2021 | 4.15.1, 4-9 | Priority will be given to the installation of sidewalks and bikeways as follows.<br>(1) Located in the Urban Service Area including proximity to beach access points.<br>(2) To provide a safe route to and from schools in areas proximate to schools.<br>(3) To complete a "link" in an existing sidewalk or bikeway system.<br>(4) To provide safe beach access including bicycle parking facilities and lockers. | Connectivity; Street Design | Complete Streets | | | | |
| Bay County | Comprehensive Plan | 2021 | 4.15.2, 4-9 | The County shall require developers of property in the Urban Service Area to provide sidewalks as part of any new development project. | Improvements | Complete Streets | Bay County | | | |
| Bay County | Comprehensive Plan | 2021 | 4.16.2, 4-10 | The County shall participate through the TPO in identifying and analyzing alternative elements of transportation including, but not limited to:<br>(1) Park and Ride options;<br>(2) “Share a Ride” program;<br>(3) Bay Town Trolley; and,<br>(4) Bicycle/Pedestrian Plan. | Data Analytics | Complete Streets | Bay County; Bay County TPO | | | |
| Bay County | Comprehensive Plan | 2021 | 4.16.3, 4-10 | The County shall participate through the TPO in maintaining an inventory of all implemented alternative transportation elements. | Data Analytics | Other | Bay County; Bay County TPO | | | |
| Lynn Haven | Comprehensive Plan | 2006 (?) | 2.1, 20 | Provide mobility within the urban area through the development of an interconnected network of roadways that provide multiple route choices, alternatives to the State Road system and protect the Strategic Intermodal System (SIS). Provide better transit accessibility to employment and educational centers in a timely and cost efficient manner. Improve bicycle lanes, sidewalks or multi-use paths that connect to commercial centers, offices, educational and recreational uses. | Connectivity | Complete Streets | | | | |
| Lynn Haven | Comprehensive Plan | 2006 (?) | 2.4, 21 | All development within the Urban Cluster District shall maximize or improve existing roadway connections and minimize conflict points on major arterials through the use of shared access. They must provide a pedestrian and bicycle circulation system that includes a network of multi-use paths throughout the development. | Street Design | Complete Streets | | | | |
| Lynn Haven | Comprehensive Plan | 2006 (?) | 4.1, 22 | The City shall review all proposed development during the Development Review process to ensure that adequate and safe on-site circulation for all modes of travel; vehicular, bicycles, & pedestrians, as well as parking locations are consistent with the goals of an efficient transportation system. In addition to Comprehensive Plan policies, all reviews shall include FDOT Access Management Standards. Design criteria, standards, and requirements to implement this policy shall be included in the update to the land development regulations. | Street Design | Complete Streets | Lynn Haven | | | |

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| Lynn Haven | Comprehensive Plan | 2006 (?) | 5.1, 22 | The City shall work to develop a bicycle and pedestrian master plan. A true multi-modal network is necessary to reduce personal vehicle miles travelled (VMT) and greenhouse gas emissions. This will allow VMT to be reduced by person trips. To achieve this goal, a comprehensive and interconnected network of pedestrian and bicycle facilities must be planned and incorporated into the Capital Improvement Element of the Comprehensive Plan and publics work program funding and construction. | Data Analytics ; Improvements | Complete Streets | Lynn Haven | VMT | | |
| Lynn Haven | Comprehensive Plan | 2006 (?) | 5.2, 23 | New development proposals shall be reviewed to ensure that they provide connectivity to already built or planned multi-modal corridors. | Connectivity ; Street Design | Complete Streets | | | | |
| Lynn Haven | Comprehensive Plan | 2006 (?) | 5.3, 23 | The preferred location for sidewalks and multi-use paths is the edge of right of way, behind or in close proximity to existing or proposed vegetation to provide shade wherever possible. | Street Design | Road Reconfiguration | | | | |
| Lynn Haven | Comprehensive Plan | 2006 (?) | 5.4, 23 | Bike lanes or paved shoulders shall be provided whenever turn lanes are constructed on rural cross section arterial or collector roads. Bike lanes or paved shoulders shall be provided on all resurfacing or reconstruction roadway projects unless there are environmental or right-of-way constraints. | Street Design | Bicycle Lanes | | | | |
| Mexico Beach | Comprehensive Plan | 2019 | 2.2.7, 2-2 | Safely accommodate pedestrian and bicycle circulation and minimize potential bicycle and pedestrian interaction with vehicular traffic by dedicating areas for non-motorized transportation activity. | Street Design | Bicycle Safety | | | | |
| Mexico Beach | Comprehensive Plan | 2019 | 2.2.8, 2-2 | The City shall encourage and incentivize land uses and developments that promotes bicycle and pedestrian activity within and connecting to development. | Connectivity | Complete Streets | Mexico Beach | | | |
| Mexico Beach | Comprehensive Plan | 2019 | 2.7.3, 2-5 | To increase alternative modes of transportation, require all new commercial and tourist-related development to provide bicycle parking areas within the development site. | Improvements | Complete Streets | | | | |
| Mexico Beach | Comprehensive Plan | 2019 | 2.7.5, 2-5 | All new local roads shall be designed and constructed to include at minimum four-foot wide sidewalks and/or bicycle lanes to safely accommodate bicycle and pedestrian traffic on at least one side of the road. | Street Design | Bicycle Lanes | | | | |
| Mexico Beach | Comprehensive Plan | 2019 | 2.7.6, 2-5 | Mexico Beach shall inventory sidewalks that do not provide connections to the overall sidewalk network to coordinate and consider future capital improvements projects. This inventory shall be reviewed annually and updated as conditions change. | Connectivity | Complete Streets | Mexico Beach | | | |
| Mexico Beach | Comprehensive Plan | 2019 | 2.7.7, 2-5 | Mexico Beach shall inventory sidewalks that do not provide connections to the overall sidewalk network to coordinate and consider future capital improvements projects. This inventory shall be reviewed annually and updated as conditions change. | Improvements | Complete Streets | Mexico Beach | | | |
| Mexico Beach | Comprehensive Plan | 2019 | 2.7.9, 2-5 | Mexico Beach shall inventory sidewalks that do not provide connections to the overall sidewalk network to coordinate and consider future capital improvements projects. This inventory shall be reviewed annually and updated as conditions change. | Street Design | Complete Streets | Mexico Beach | | | |
| Mexico Beach | Comprehensive Plan | 2019 | 1.1.6, 1-9 | For those properties identified on Map "HZ" and assigned the Tourist Mixed Use Future Land Use category by Ordinance 513, the following policies shall apply:<br>A. Prior to the development or construction of any communications towers or facilities, the developer of said tower or facility shall coordinate with the appropriate Tyndall Air Force Base (TAFB) representative for clearance that no adverse impact will be made to base operations as a result of the proposed development or construction.<br>B. All construction shall incorporate the following practices which meet a higher standard for noise and vibration attenuation, unless it can be otherwise shown through professionally acceptable analysis that equivalent performance standards can be met by other means and methods:<br>1. Exterior wall assembly construction shall have a laboratory sound transmission class (STC) rating of at least thirty-nine (39) at each room.<br>2. Exterior glazing assemblies and installation shall have a laboratory STC rating of at least twenty-eight (28) at each room.<br>3. Exterior door assemblies and installation shall have a laboratory STC rating of at least twenty-eight (28) at each room.<br>4. Combined roof and ceiling assembly construction shall have a laboratory STC rating of at least thirty-nine (39) at each room.<br>5. Skylights shall have a laboratory STC rating of at least twenty-eight (28) at each room.<br>6. Attic ventilation shall be installed at the minimum sized required by the Florida Building Code.<br>7. Window and/or through-wall air conditioning units are prohibited.<br>8. Ducts on kitchen vents and bathroom vents are required to have backdraft | Partnership | Other | Mexico Beach; TAFB | | | |
| Panama City | Comprehensive Plan | 2018 | 2.1.3, 18 | 2.1.3, 18 | Connectivity | Complete Streets | | | | |

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| Panama City | Comprehensive Plan | 2018 | 2.1.7, 19 | The City shall implement the Forest Park District Mobility Plan. | Connectivity | Complete Streets | Panama City Beach | | | |
| Panama City | Comprehensive Plan | 2018 | 2.2.1, 19 | The City shall promote compact, multi-use, interconnected developments that provide pedestrian and bicycle modes of transportation. | Connectivity | Complete Streets | Panama City Beach | | | |
| Panama City | Comprehensive Plan | 2018 | 2.2.2, 19 | The City shall require interconnectivity of uses through multi-modal cross-access within and between uses to reduce travel distances, encourage walking and bicycling, and reduce impact to collector and arterial roadways. | Connectivity | Complete Streets | Panama City Beach | | | |
| Panama City | Comprehensive Plan | 2018 | 2.4.2, 20 | The City will coordinate with the TPO and Bay County for the provision of bicycle paths as specified in the Transportation Planning Organization, Comprehensive Bicycle Plan. | Partnership | Bicycle Lanes | Bay County TPO; Bay County | | | |
| Panama City | Comprehensive Plan | 2018 | 2.5.3, 20 | The City shall evaluate the location of driveways and access points as part of its development review process and shall prohibit such connections involving reductions in level of services or threats to public safety | Street Design | Intersection Design | Panama City Beach | | | |
| Panama City | Comprehensive Plan | 2018 | 2.8.2, 20 | The City shall promote minor improvements such as signalization, signage, turn-lanes, and three-laning before improvements requiring right-of-way acquisitions. | Improvements | Traffic Signals | Panama City Beach | | | |
| Panama City Beach | Comprehensive Plan | 2021 | 5.1, 12 | Continue controlling the installation of sidewalks and bicycle paths. | Street Design | Bicycle Lanes | | | | |
| Panama City Beach | Comprehensive Plan | 2022 | 5.2, 12 | Require the Panama City Beach Police Department to compile accident data by location involving motorized vehicles, bicycles and pedestrians. Utilize this data to improve safety conditions. | Data Analytics | Accident Data | Panama City Police Department | | | Change language from accident to crash |
| Panama City Beach | Comprehensive Plan | 2023 | 5.4, 12 | Cooperate with the TPO and Bay County in planning studies for a comprehensive bicycle plan. Panama City Beach shall consider the establishment of bicycle and pedestrian ways upon completion of the studies. If necessary, Panama City Beach shall amend the Plan in the future to address these considerations. | Partnership | Complete Streets | Bay County TPO; Bay County; Panama City Beach | | | |
| Panama City Beach | Comprehensive Plan | 2023 | 5.5, 12 | Direct through traffic onto principal arterials and away from local streets, and promote the use of traffic calming strategies to protect local streets from high traffic volumes and speeds. | Street Design | Speed Management | | | | |
| Panama City Beach | Comprehensive Plan | 2023 | 5.6, 12 | Facilitate the provision of a network for pedestrians and bicyclists that allows shortcuts and alternatives to traveling along high-volume streets. | Connectivity | Bicycle Safety | | | | |
| Panama City Beach | Strategic Plan | 2021 | 3, 7 | Build a multi-modal and pedestrian-friendly community.<br>- Focus on projects with co-benefits for all modes of travel that result in greater connectivity, reduced traffic and enhances the pedestrian and bicyclist experience.<br>- Build more sidewalks and dedication/segregated trails to prioritize a safer, more walkable and bikeable community. | Street Design; Improvements | Complete Streets | | | | |
| Panama City Beach | Strategic Plan | 2021 | 3, 13 | Develop and execute in partnership with neighboring public and private agencies an effective Emergency Management Plan in preparation, mitigation, response and recovery of natural and man-made disasters and emergencies. | Partnership | Other | | | | |
| Panama City Beach | Strategic Plan | 2021 | 5, 13 | Explore and implement technology enhancements for police and fire operational efficiency and effectiveness. | Technology | Other | | | | |
| Panama City Beach | Strategic Plan | 2021 | 8, 16 | The City must implement a long-range infrastructure investment program to remain desirable and vibrant. Plans and resources must be in place to operate, maintain and replace infrastructure, such as roads, parks, and landscaping throughout its useful life cycle. | Improvements | Complete Streets | Panama City Beach | | | |
| Parker | Comprehensive Plan | 2019 | 2.2.1, 2-1 | The City will use its Land Development Regulations and defined methods of analyzing transportation demand to assess potential impacts on safe, convenient and efficient traffic flow, including on-site traffic flow and needed motorized and non-motorized vehicle parking. | Street Design | Complete Streets | Parker | | | |
| Parker | Comprehensive Plan | 2019 | 2.6.1, 2-2 | The City will request that FDOT install sidewalks on both sides of the road as part of any major state highway widening or improvement project. | Partnership ; Street Design | Complete Streets | FDOT | | | |
| Parker | Comprehensive Plan | 2019 | 2.6.2, 2-2 | All City owned road rights-of-way (collectors and above) shall include sidewalks and signed and marked bicycle lanes, in coordination with the FDOT Bicycle/Pedestrian Plan and the Bay County TPO Bicycle and Pedestrian Plan. | Street Design ; Partnership | Bicycle Lanes | Parker | | | |
| Parker | Comprehensive Plan | 2019 | 2.6.3, 2-2 | New development shall include provisions for bicycle and pedestrian facilities. Such facilities shall connect to existing or planned bicycle and pedestrian facilities and will include provisions for connections to adjacent land uses, as called for in applicable adopted plans and policies. | Street Design | Complete Streets | | | | |

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| Parker | Comprehensive Plan | 2019 | 2.6.4, 2-3 | The design and development of the transportation infrastructure shall improve conditions for bicycling and walking. Projects shall address the need for pedestrians and bicyclists to cross corridors as well as travel along them. The design of intersections, traffic control, and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible, and convenient. | Connectivity; Street Design | Complete Streets | Parker | | | |
| Parker | Comprehensive Plan | 2019 | 2.6.5, 2-3 | Traffic calming measures shall be employed to address safety issues on streets with a high level of pedestrian and/or bicycle traffic traveling to and from schools. | Street Design | Bicycle Safety | Parker | | | |
| Parker | Comprehensive Plan | 2019 | 2.6.6, 2-3 | New non-residential development shall include provisions for on-site bicycle and pedestrian facilities, including appropriate bicycle parking and lighting for the safety of the users. These facilities shall connect with existing and planned bicycle and pedestrian facilities in public rights-of-way and adjacent land uses. Bicycle and pedestrian facilities shall be separate from the automobile facilities. | Street Design | Complete Streets | Parker | | | |
| Parker | Comprehensive Plan | 2019 | 2.7.1, 2-3 | When funding transportation improvements that increase roadway capacity, include funding for alternative modes of transportation, including bicycle and pedestrian facilities. | Funding | Complete Streets | Parker | | | |
| Parker | Comprehensive Plan | 2019 | 2.7.2, 2-3 | Amend the Land Development Regulations to include standards for safe pedestrian and bicyclist accommodations, including:<br>1. Complete streets policies that foster equal access by all users in the roadway design.<br>2. Bicycle and pedestrian access internally and in connection to other areas through easements.<br>3. Safe access to public transportation and other non-motorized uses through construction of dedicated paths.<br>4. Safe road crossings at intersections, especially for school children and seniors.<br>5. Adequate, convenient and secure bike parking at public and private facilities and destinations in all urban areas.<br>6. Street standards will include provisions for bicycle parking within the public right of way. | Connectivity; Street Design | Complete Streets | Parker | | | |
| Parker | Comprehensive Plan | 2019 | 10.3.1, 10-3 | New elementary schools should be located proximate to current and future residential areas to promote safety and walkability for children to schools, and to the public for community use. Exceptions include those instances when the environmental characteristics of the land, including but not limited to flood zones, Coastal High Hazard Areas, or wetlands, prevent such location from occurring. | Street Design | Other | Parker | | | |
| Parker | Comprehensive Plan | 2019 | 10.4.7, 10-4 | The City will evaluate school zones to consider safe crossing of children along major roadways, including prioritized areas for sidewalk improvements including: schools with a higher number of pedestrian and bicycle injuries or fatalities, schools requiring courtesy bussing for hazardous walking conditions, schools with significant walking populations served by poor pedestrian and bicycle access, and needed safety improvements. | Equity; Street Design | Crosswalks/Crossings | Parker | | | |
| Callaway | Comprehensive Plan | 2009 | 5.1, 17 | Maintain requirements in the Land Development Regulations for the installation of sidewalks and bicycle paths. | Street Design | Bicycle Lanes | | | | |
| Callaway | Comprehensive Plan | 2009 | 5.2, 18 | Maintain requirements in the Land Development Regulations for the installation of sidewalks and bicycle paths. | Street Design | Bicycle Safety | | | | |
| Callaway | Comprehensive Plan | 2009 | 5.4, 18 | Cooperate with the MPO and Bay County in planning studies for a comprehensive bicycle plan. Callaway shall consider the establishment of bicycle and pedestrian ways upon completion of the studies. If necessary, Callaway shall amend the Plan in the future to address these considerations. | Partnership ; Data Analytics | Complete Streets | Callaway; MPO; Bay County | | | |
| Callaway | Comprehensive Plan | 2009 | 5.5, 18 | Maintain an Access Management Plan and adopt and implement the recommendations of the plan to limit the number of curb cuts on arterial roads within the City. | Street Design | Road Design for Curves | | | | |
| Callaway | Comprehensive Plan | 2009 | 6.3, 18 | The City will consider establishing an alternative roadway strategic plan to SR 22 and US 98. | Data Analytics | Other | Callaway | | | |
| Callaway | Comprehensive Plan | 2009 | 1.4.7, 68 | Evaluate school zones to consider safe crossing of children along major roadways, including prioritized areas for sidewalk improvements including: schools with a higher number of pedestrian and bicycle injuries or fatalities, schools requiring courtesy bussing for hazardous walking conditions, schools with significant walking populations served by poor pedestrian and bicycle access, and needed safety improvements. | Street Design ; Data Analytics | Pedestrian Safety | | | | |
| Callaway | Comprehensive Plan | 2009 | 1.4.8, 68 | Coordinate with the TPO Long Range Transportation Plans to ensure funding for safe access to schools including: development of sidewalk inventories and list of priority projects coordinated with the School Board recommendations are addressed. | Partnership | Complete Streets | Callaway; Bay County TPO | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | A.1, 3-4 | Develop projects that improve safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities). | Street Design | Complete Streets | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | A.2, 3-4 | Implement counter-measures to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures. | Street Design | Speed Management | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | A.3, 3-4 | Provide for regional transportation systems that improves emergency response and recovery efforts. | Emergency Response | Other | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | A.4, 3-4 | Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities). | Lighting | Lighting | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | A.5, 3-4 | Consider alternate routes and travel times on roads that function as evacuation routes before, during, and after a natural disaster to reduce service interruption probability and when establishing roadway improvement priorities. | Street Design | Other | | | | |

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| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | A.6, 3-4 | Decrease the duration of interruptions in service by having assets prepositioned to deal with events. | Street Design | Other | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | A.7, 3-4 | Work with federal, state, and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multimodal transportation system. | Partnership | Other | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | A.8, 3-4 | Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system. | Partnership | Other | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | B.2, 3-4 | Integrate bicycle and pedestrian routes and projects into the Long Range Transportation Plan, with increased emphasis on high activity areas such as schools and tourist destinations. | Connectivity | Complete Streets | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | B.3, 3-4 | Provide multimodal linkages to increase the range and connections of modal choices available. | Connectivity | Complete Streets | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | B.4, 3-4 | Develop traveler information systems that provide wayfinding and real time traveler information through both physical and online resources. | Communications | Other | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | B.5, 3-4 | Interconnect land uses and transportation facilities that provide access to essential public services. | Connectivity | Complete Streets | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | B.6, 3-4 | Develop a multimodal transportation system that affords users modal choices (such as mass transit, transit circulation park-n-ride lots, rail, bus rapid transit, automobile, bicycle facilities, and pedestrian facilities). | Street Design | Complete Streets | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | B.7, 3-4 | Expand transit services to improve accessibility, availability, and desirability of transit travel options. | Improvements | Other | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | B.8, 3-5 | Use emerging technologies to reduce delay and improve reliability and customer service, such as: Intelligent Transportation Systems (ITS), Automated, connected and shared vehicles. | Technology | Traffic Signals | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | B.9, 3-5 | Integrate Complete Streets policies and /or multimodal transportation districts (MMTD) into planning documents, project development, and maintenance programs. | Connectivity | Complete Streets | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | D.1, 3-5 | Consider the health impacts of projects and policies for transportation investments. | Improvements | Medians | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | D.2, 3-5 | Design, build, operate, and maintain transportation facilities to accommodate users of all ages, backgrounds, and abilities, including the young, persons with disabilities, the economically challenged, minority and limited English proficiency populations, and the elderly. | Equity | Complete Streets | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | D.3, 3-5 | Address aesthetics during the planning process, including, but not limited to, signage, landscaping, and stormwater management. | Street Design | Complete Streets | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | D.4, 3-5 | Provide transportation benefits that are balanced throughout the community. | Equity | Other | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | D.5, 3-5 | Plan and develop transportation projects that support mixed-use development and urban infill / redevelopment, with an emphasis on providing transit options. | Street Design | Other | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | E.2, 3-6 | Replace structurally deficient facilities (such as, roads, bridges, and transit) that emphasize preservation of the existing system. | Improvements | Road Reconfiguration | | | | |
| Okaloosa-Walton TPO | Long Range Transportation Plan | 2022 | E.3, 3-6 | Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS). | Street Design | Road Design for Curves | | | | |
| Okaloosa County | Comprehensive Plan | 2009 | 1.1.1, 2.2.1 | Continue to participate in the Okaloosa – Walton Transportation Planning Organization planning process in coordination with adjacent local governments and other public agencies and private organizations whose purpose is to implement the transportation, land use, parking and other provisions of the transportation element. | Partnership | Other | | | | |
| Okaloosa County | Comprehensive Plan | 2009 | 1.1.2, 2.2.1 | Participate in the development of the Five Year Transit Development Plan especially in the establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita, and automobile occupancy rates. | Improvements | Other | | | | |
| Okaloosa County | Comprehensive Plan | 2009 | 1.4.1, 2.2.6 | Direct through traffic onto principal arterials and away from local streets, and promote the use of traffic calming strategies to protect local streets from high traffic volumes and speeds. | Street Design | Speed Management | | | | |
| Okaloosa County | Comprehensive Plan | 2009 | 1.4.2, 2.2.6 | Facilitate the provision of a network for pedestrians and bicyclists that allows shortcuts and alternatives to traveling along high-volume streets. | Connectivity | Bicycle Safety | | | | |
| Okaloosa County | Comprehensive Plan | 2009 | 1.5.1, 2.2.6 | Coordinate with the Okaloosa – Walton TPO, FDOT, and the Alabama Department of Transportation in evaluating major evacuation routes and determining where deficiencies occur and where operational improvements can be made to maintain or reduce hurricane evacuation times. | Partnership | Road Reconfiguration | Okaloosa County; Okaloosa-Walton TPO; FDOT; Alabama Department of Transportation | | | |
| Okaloosa County | Comprehensive Plan | 2009 | 2.3.1, 2.2.9 | Where feasible, all new road construction projects within the urban development area boundary will be required to accommodate non-motorized transportation facilities, including, but not limited to, the installation of signage, striping of roadways, widening of roadways, installation of sidewalks, and wheelchair ramps at intersections. | Street Design | Traffic Signals | | | | |

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| Okaloosa County | Comprehensive Plan | 2009 | 3.1.1, 2.2.9 | Design and build transportation facilities to reflect the scale and character of the surrounding natural and developmental features using:<br>a. Varying street widths and traffic calming measures to allow views of any scenic or historic resources;<br>b. Appropriate paving materials, including intersection treatments;<br>c. Appropriate styles of traffic control facilities; and<br>d. Landscape materials that complement the character of the resources. | Street Design | Road Reconfiguration | | | | |
| Okaloosa County | Comprehensive Plan | 2009 | 3.1.2, 2.2.9 | Provide or require the provision of non-motorized transportation facilities to link residential areas with recreational and commercial areas in a safe manner, in part requiring the construction of sidewalks, bike lanes, installation of signage, and striping of roadways so as to accommodate non-motorized transportation facilities. | Connectivity | Complete Streets | | | | |
| Okaloosa County | Comprehensive Plan | 2009 | 5.2.1, 2.2.12 | The LDC shall require that development projects install applicable ingress/egress lanes and any traffic control measures deemed appropriate to ensure efficiency and safety of connections to the public roadway system commensurate with the project's impact. | Improvements | Traffic Signals | | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.A.4.2, 8-3 | Prior to approving new road construction projects to add capacity, the Town shall investigate the feasibility of alternative improvements to the existing roadway system such as:<br>a. Intersection improvements;<br>b. Synchronization of traffic signals;<br>c. Traffic calming measures;<br>d. Installation of auxiliary lanes;<br>e. Redesign or realignment of roadways; and<br>f. Multi-modal systems | Improvements | Traffic Signals | | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.A.5.1, 8-3 | Direct through traffic onto principal arterials and away from local streets, and promote the use of traffic calming strategies to protect local streets from high traffic volumes and speeds. | Street Design | Speed Management | | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.A.5.2, 8-3 | Facilitate the provision of a network for pedestrians, bicyclists, and low speed vehicles (golf carts) that allows shortcuts and alternatives to traveling along high volume streets. | Street Design | Complete Streets | | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.A.5.3, 8-4 | The Town shall continue its practice of providing or requiring the provision of non-motorized and low speed transportation systems to link residential areas with recreational and commercial areas in a safe manner through Land Development Code regulations that require the construction of sidewalks, bike lanes, cart paths, installation of signage, and striping of roadways so as to accommodate non-motorized and low speed transportation facilities. | Connectivity | Complete Streets | Shalimar | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.A.6, 8-4 | Provide for adequate emergency evacuation by supporting alternative evacuation routes and adequate highway capacity on evacuation routes, and by mitigation measures adopted in the Okaloosa County Hazard Mitigation Strategy. | Street Design | Other | Shalimar | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.A.6.1, 8-4 | Coordinate with the Okaloosa-Walton TPO, FDOT, and Okaloosa County in evaluating major evacuation routes and determining where deficiencies occur and where operational improvements can be made to maintain or reduce hurricane evacuation times. | Partnership | Other | Shalimar; Okaloosa-Walton TPO; FDOT; Okaloosa County | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.A.7, 8-4 | Support Florida Intrastate Highway System (FIHS) transportation facilities that provide connectivity to areas outside the urbanized area and serve important national and regional functions. | Communications | Other | Shalimar | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.A.8, 8-4 | Maintain and improve access to important regional facilities including airports, educational facilities, parks, historical and recreational areas, and military installations. | Connectivity | Other | Shalimar | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.A.8.3, 8-5 | Ensure that the Okaloosa-Walton TPO Transit Development Plan includes strategies to address motorized and non-motorized access to all major attractors in Okaloosa County, including intermodal terminals and access to aviation and rail facilities. | Communications | Other | Shalimar | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.B.1.1, 8-5 | Promote design of subdivision street systems that incorporates multiple interior connections and relatively direct routes between major transportation arteries. | Street Design | Other | Shalimar | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.B.1.2, 8-5 | Promote the use of traffic calming measures that reduce the need for traffic signals. | Street Design | Traffic Signals | Shalimar | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.B.3.1, 8-6 | All new road construction projects within the Town shall promote nonmotorized transportation facilities. Such promotion may include the installation of signage, striping of roadways, installation of sidewalks, installation of bike lanes, widening of shoulders, installation of sidewalk ramps at intersections, and the like. | Street Design | Complete Streets | | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.C.1.1, 8-7 | surrounding natural and developmental features using:<br>a. Varying street widths and traffic calming measures to allow views of any scenic or historic resources;<br>b. Appropriate paving materials, including intersection treatments; | Street Design | Road Reconfiguration | | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.D.1.1, 8-8 | Participate in the development of the Okaloosa-Walton TPO Transit Development Plan and the Long Range Transportation Plan as they address establishment of transportation demand management programs to modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the community and region. | Partnership | Other | | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.D.1.2, 8-8 | Participate in the development of the Okaloosa-Walton Long Range Transportation Plan as it addresses establishment of transportation system management strategies that are appropriate to improve system efficiency and enhance safety. | Partnership | Other | | | | |

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| Shalimar | Comprehensive Plan | 2013 | 8.D.1.3, 8-8 | Support and promote public awareness campaigns that focus attention on the societal and environmental impacts and costs of travel choices, and that make people aware of the range of travel choices available. Make information available at the Shalimar Town Hall on any commuter assistance programs, public transit, the coordinated transportation system program, and any bicycle/pedestrian programs endorsed by the Town and Okaloosa County. | Communications | Other | | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.D.2.1, 8-9 | The Land Development Code shall limit new access points to arterial and collector roads by requiring minimum distances for separation of driveways and median cuts, consistent with FDOT and Town access management policy. | Street Design | Intersection Design | | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.D.2.3, 8-9 | Whenever possible require developments to provide direct vehicular and pedestrian connections to adjacent residential developments and/or service commercial or public land uses to reduce the need for additional access onto collector and arterial streets. | Connectivity | Intersection Design | | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.D.2.5, 8-9 | The Town shall continue its practice of reconstructing or resurfacing local streets as needed. | Improvements | Road Reconfiguration | Shalimar | | | |
| Shalimar | Comprehensive Plan | 2013 | 8.D.2.6, 8-9 | The Town shall prioritize its maintenance and reconstruction activities pursuant to Chapter 14 together with any cost/benefit analysis, traffic safety analysis and analysis of the physical conditions of the various roadways within the Town. Said analyses may be performed by the Town or others. If performed by others, the manner and methods of analyses must be approved by the Town. | Data Analytics | Road Reconfiguration | Shalimar | | | |
| Shalimar | Comprehensive Plan | 2013 | 11.A.8.5, 11-7 | Immediate recovery actions needed to protect the public health and safety shall take priority in permitting decisions following hurricane storm events or natural disasters. Such actions may include, but not be limited to, debris removal; roadway and infrastructure repair; water use restrictions; access restrictions and the like. | Emergency Response | Other | | | | |
| Shalimar | Comprehensive Plan | 2013 | 12.A.2.2, 12-2 | The Town will cooperate with other local governments in the TPO area to implement the bikeway recommendations found within the Okaloosa-Walton TPO Bicycle/Pedestrian Master Plan. | Connectivity | Complete Streets | Shalimar; Okaloosa-Walton TPO; Okaloosa County | | | |
| Destin | Comprehensive Plan | 2022 | 2-1.3.2, (municode) | Maintain Road Networks. Operations of the existing road network shall be maintained and enhanced with strategic new connections, reconstruction, and widening projects as appropriate. Investment in sidewalks, cycling facilities, and transit service shall be significantly increased. Urban design standards shall ensure that development is designed to be integrated and accessible, while encouraging increased use of non-auto forms of transportation. | Street Design | Complete Streets | | | | |
| Destin | Comprehensive Plan | 2022 | 2-1.3.9, (municode) | Complete Existing Pedestrian and Cycling Infrastructure. The City shall enhance the existing pedestrian and cycling systems by filling gaps in the network and providing new pedestrian and cycling facilities throughout the City. These facilities shall provide a safe and continuous pedestrian and cycling network between residential areas, the Community Redevelopment Areas (CRAs), major activity zones, and transit connections, particularly within the MMTD. Facilities that have been programmed into the City's Capital Improvements Program are displayed in Table 2-3 and on Map 2-2. | Improvements | Complete Streets | Destin | | | |
| Destin | Comprehensive Plan | 2022 | 2-1.3.10, (municode) | Include Pedestrian and Cycling Facilities with Road Projects. The City shall construct pedestrian and cycling facilities as a component of any publicly-funded road construction or reconstruction project, and developers shall construct pedestrian and cycling facilities as a component of any privately-funded road construction or reconstruction projects that will be dedicated to the City, in accordance with the Land Development Code. | Street Design | Complete Streets | Destin | | | |
| Destin | Comprehensive Plan | 2022 | 2-1.3.11, (municode) | Create Safe Pedestrian and Cycling Roadway Crossings. The City shall create, safe crossings on Harbor Boulevard/Emerald Coast Parkway between the Marler Bridge and the eastern edge of the Town Center CRA, with particular emphasis on strengthening the connection between the Town Center and the Harbor. Crossings shall be evaluated and designed to provide maximum pedestrian visibility, safety, and convenience, consistent with all applicable standards, guidelines, and best current practices. The City shall coordinate with FDOT to ensure adequate crossings are planned and constructed along Harbor Boulevard/Emerald Coast Parkway for safe crossing of that facility. | Street Design | Crosswalks/Crossings | Destin; FDOT | | | |
| Destin | Comprehensive Plan | 2022 | 2-1.3.13, (municode) | Coordinate with Okaloosa County. The City shall coordinate with Okaloosa County on future updates of the Transit Development Plan to ensure continued enhancement of transit service and facilities within the City, particularly the Multimodal Transportation District, and transit trip generators and attractors. The City shall continue to dedicate or provide right-of-way, for the provision of access to transit facilities. Alternatively, the City may provide financial contributions towards the costs of expanding transit service coverage. The City shall also encourage the implementation of private shuttle services as a component of planned development. | Partnership | Other | Destin | | | |
| Destin | Comprehensive Plan | 2022 | 2-1.3.16, (municode) | Develop Interconnected Street Network. The City shall continue to develop an interconnected road network providing an alternative to Harbor Boulevard/Emerald Coast Parkway for local traffic. The alternative corridor shall provide a continuous connection from Danny Wuerffel Way in Okaloosa County along Commons Boulevard and through the City to Stahlman Avenue. Additional north-south alternatives east of Main Street shall also be considered to further the creation of a grid network. The recommended network is shown in Map 2-1. | Connectivity | Complete Streets | Destin | | | |
| Destin | Comprehensive Plan | 2022 | 2-1.5.1, (municode) | Coordinate Processes with Other Agencies. The City shall continually coordinate its decision-making process with the plans and programs of Okaloosa County, Okaloosa-Walton Transportation Planning Organization (TPO), Northwest Florida Regional TPO, and FDOT, to assure consistency in the local, regional and state transportation planning process. | Partnership | Other | Destin; Okaloosa County; Okaloosa-Walton TPO; Northwest Florida Regional TPO; FDOT | | | |
| Destin | Comprehensive Plan | 2022 | 2-1.5.2, (municode) | Participate in the TPO. The City shall continue its active participation with the Okaloosa-Walton TPO and the Northwest Florida Regional TPO to insure TPO recommendations and activities are consistent with this plan. | Partnership | Other | Destin; Okaloosa County; Okaloosa-Walton TPO; Northwest Florida Regional TPO | | | |

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| Destin | Comprehensive Plan | 2022 | 2-1.5.6, (municode) | Coordinate with Emergency Management Plans. The City shall review hurricane evacuation plans as they are adopted or amended by the TPO, Okaloosa County, and West Florida Regional Planning Council, to ensure consistency with the City's Transportation Element. | Data Analytics | Other | Destin; Okaloosa County; Okaloosa-Walton TPO; Northwest Florida Regional TPO | | | |
| Destin | Comprehensive Plan | 2022 | 2-1.7.1, (municode) | Analyze Hurricane Evacuation Clearance Time. The City shall annually perform a hurricane clearance time analysis as part of the City's annual transportation concurrency review. As part of the clearance time analysis, the transportation model shall determine when traffic conditions result in unreasonable clearance times. The City shall coordinate the clearance time analysis with the Okaloosa County Emergency Management Division to access modifications for timing of evacuation notices. | Data Analytics | Other | Destin; Okaloosa County Emergency Management Division | | | |
| Destin | Comprehensive Plan | 2022 | 2-1.7.2, (municode) | conduct a study to identify the carrying capacity of all evacuation routes within the City. Based on the findings of the carrying capacity study, the City shall identify transportation improvement needs, hurricane preparedness actions, or land use controls to assure timely evacuation of the entire City prior to hurricane landfall. As evacuation routes are also used by residents and visitors within Walton County and Okaloosa County, the City shall request participation from Walton County and Okaloosa County in the preparation of a carrying capacity study for Harbor Boulevard/US Highway 98 East/Emerald Coast Parkway and other evacuation routes leading | Data Analytics | Other | Destin; Walton County; Okaloosa County | | | |
| Destin | Comprehensive Plan | 2022 | 2-1.7.3, (municode) | Prioritize Road Improvements that Facilitate Public Safety and Emergency Evacuation Needs. Give priority to road improvements within the City that enhance emergency evacuation capacity and encourage regional transportation agencies to prioritize regional transportation facilities that enhance emergency evacuation capacity. | Improvements | Other | | | | |
| Valparaiso | Comprehensive Plan | 1990 | 8.A.1.2, 8-1 | All new developments, including but not limited to, planned unit developments, shopping centers, multi-family residential projects and other projects with internal circulation and parking needs shall be required to provide safe and convenient onsite traffic flow, labor intensive transportation facilities and sufficient vehicular parking to accommodate the needs of the development. Said provisions shall be delineated within the Land Development Code (reference Policy 7.A.1.1). | Street Design | Other | | | | |
| Valparaiso | Comprehensive Plan | 1990 | 8.A.1.4, 8-2 | The LDC shall address the control of connections and access points of driveways to arterials and collector roads to facilitate safe and efficient access. Regulations shall be included within the LDC to control the distance between new access points. The distance shall be not less than 500 feet. | Connectivity; Street Design | Intersection Design | | | | |
| Valparaiso | Comprehensive Plan | 1990 | 8.A.1.7, 8-2 | The City shall prioritize its maintenance and reconstruction activities pursuant to Policy 14.A.1.3 together with any cost/benefit analysis, traffic safety analysis and analysis of the physical conditions of the various roadways within the City. Said analyses may be performed by the City or others. If performed by others the manner and methods of analyses must be approved by the City. | Improvements; Data Analytics | Other | Valparaiso | | | |
| Valparaiso | Comprehensive Plan | 1990 | 8.A.6.2, 8-4 | Participate in the development of the MPO 2020 plan as it addresses establishment of transportation system management strategies that are appropriate to improve system efficiency and enhance safety. | Partnership | Other | | | | |
| Laurel Hill | Comprehensive Plan | 1990 | 8.A.1.2, 8-1 | All new developments, including but not limited to, planned unit developments, shopping centers, multi-family residential projects and other projects with internal circulation and parking needs shall be required to provide safe and convenient on-site traffic flow, labor intensive transportation facilities and sufficient vehicular parking to accommodate the needs to the development. Said provisions shall be delineated within the Land Development Code (reference Policy 7.A.1.1). | Connectivity | Other | | | | |
| Laurel Hill | Comprehensive Plan | 1990 | 8.A.1.3, 8-1 | All new road construction projects within the City shall accommodate labor intensive transportation. | Street Design | Complete Streets | | | | |
| Laurel Hill | Comprehensive Plan | 1990 | 8.A.1.4, 8-2 | By 1991, the LDC shall address the control off connections and access points of driveways to arterial and collector roads to facilitate safe and efficient access. | Street Design | Intersection Design | | By 1991 | | |
| Laurel Hill | Comprehensive Plan | 1990 | 8.A.1.7, 8-2 | The City shall prioritize its maintenance and reconstruction activities pursuant to Policy 14.A.1.3 together with any cost/benefit analysis, traffic safety analysis and analysis of the physical conditions of the various roadways within the City. Said analyses may be performed by the City or others. If performed by others the manner and methods of analyses must be approved by the City. | Data Analytics | Road Reconfiguration | Laurel Hill | | | |
| Laurel Hill | Comprehensive Plan | 1990 | 8.A.3.2, 8-2 | The LDC shall contain regulations which require the provisions of labor intensive transportation systems to link residential areas with recreational and commercial areas in a safe manner (reference Policies 8.A.1.2 and 8.A.1.3). | Connectivity | Complete Streets | | | | |

| Jurisdiction | Document Name | Year | Policy #, Page # | Policy Related to Transportation Safety | Theme - Summary | FHWA Alignment | Responsible Parties | Time Frame | Metric | Comments on Language |
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| Laurel Hill | Comprehensive Plan | 1990 | 7.A.1.2, 7-1 | The Land Development Code shall contain specific and detailed provisions to implement this Ordinance including, as a minimum, the following:<br>...<br>k. Insure adequate, safe and convenient, on-site traffic flow and parking (reference Policy 8.A.1.2). | Street Design | Other | | | | |
| Cinco Bayou | Comprehensive Plan | 1990 | 8.A.1.2, 8-1 | All new development, including but not limited to, planned unit developments, shopping centers, multifamily residential projects and other projects with internal circulation and sit traffic flow, labor intensive transportation facilities and sufficient vehicular parking to accommodate the needs of the development. Said provisions shall be delineated within the LDC (reference Policy 7.A.1.1). | Street Design | Other | | | | |
| Cinco Bayou | Comprehensive Plan | 1990 | 8.A.1.3, 8-2 | All new road construction projects within the Town shall accommodate labor intensive transportation. | Street Design | Complete Streets | | | | |
| Cinco Bayou | Comprehensive Plan | 1990 | 8.A.1.4, 8-2 | By 1991, the LDC shall address the control off connections and access points of driveways to arterial and collector roads to facilitate safe and efficient access. The regulation shall include distance requirements of not less than 500 feet between new access points. | Street Design | Intersection Design | | By 1991 | | |
| Cinco Bayou | Comprehensive Plan | 1990 | 8.A.1.7, 8-2 | The Town shall prioritize its maintenance and reconstruction activities pursuant to Policy 14.A.1.3 together with any cost/benefit analysis, traffic safety analysis and analysis of the physical conditions of the various roadways within the Town. Said analyses may be performed by the Town or others. If performed by others the manner and methods of analyses must be approved by the Town. | Data Analytics | Road Reconfiguration | Cinco Bayou | | | |
| Cinco Bayou | Comprehensive Plan | 1990 | 8.A.3.2, 8-3 | The Town shall continue its practice of providing or requiring the provision of labor intensive transportation systems to link residential areas with recreational and commercial areas in a safe manner (reference Policies 8.A.1.2 and 8.A.1.3). | Connectivity | Complete Streets | Cinco Bayou | | | |
| Cinco Bayou | Comprehensive Plan | 1990 | 7.A.1.2, 7-2 | The Town's land development regulations shall contain specific and detailed provisions to implement this Ordinance including, as a minimum, the following:<br>...<br>k. Insure adequate, safe and convenient on-site traffic flow and parking (Reference Policy 8.A.1.2). | Street Design | Other | Cinco Bayou | | | |
| Cinco Bayou | Comprehensive Plan | 1990 | 12.A.2.3, 12-2 | The Town will cooperate with other local governments in the MPO area to implement the bikeway recommendations currently being prepared by the West Florida Regional Planning Council. | Partnership | Other | Cinco Bayou | | | |
| Fort Walton Beach | Comprehensive Plan | 2019 | B.1.2, 1 | All new development, including but not limited to, planned unit developments, shopping centers, multifamily residential projects and other projects with internal circulation and parking needs will provide for safe and convenient on site traffic flow, sufficient vehicular parking to accommodate the needs of the development, and parking facilities for bicycles. | Street Design | Other | | | | |
| Fort Walton Beach | Comprehensive Plan | 2019 | B.1.3, 1 | On all arterial and collector streets, the distance between driveways providing ingress and egress to parcels will be controlled as set forth in the land development code (LDC) to facilitate safe and efficient access. | Street Design | Intersection Design | | | | |
| Fort Walton Beach | Comprehensive Plan | 2019 | B.1.8, 2 | The City will evaluate the use of traffic calming techniques to ensure safety for vehicular, traffic, pedestrian, and bicycle travel. | Street Design | Complete Streets | Fort Walton Beach | | | |
| Fort Walton Beach | Comprehensive Plan | 2019 | B.3.2, 2 | minor arterial roadways and will coordinate the studies with adjacent communities. The corridor studies shall consider land uses adjoining the corridor, access management, and multimodal transportation options including transit and pedestrian infrastructure like sidewalks | Data Analytics | Other | Fort Walton Beach | | | |
| Fort Walton Beach | Comprehensive Plan | 2019 | B.3.5, 2 | The City will prioritize multimodal improvements based on the needs identified on the sidewalk network map (Map 1 8), the bikeways map (Map 1 7), and the mass transit map (Map 1 9). | Connectivity | Other | Fort Walton Beach | | | |
| Fort Walton Beach | Comprehensive Plan | 2019 | B.6.1, 3 | Arterial and collector road construction projects within the City will accommodate non motorized transportation, such as by providing bikeways and/or walkways where right of way is sufficient | Street Design | Complete Streets | | | | |
| Fort Walton Beach | Comprehensive Plan | 2019 | B.6.3, 4 | The City will continue to require sidewalks to be constructed and maintained for new development and redevelopment projects. | Improvements | Complete Streets | Fort Walton Beach | | | |
| Fort Walton Beach | Comprehensive Plan | 2019 | B.6.5, 4 | The City will ensure that traffic operations measures and traffic control devices support and accommodate bicycle and pedestrian use, including crosswalks, pedestrian signals, refuge islands, and bicycle loop detectors. | Technology | Traffic Signals | Fort Walton Beach | | | |
| Fort Walton Beach | Comprehensive Plan | 2019 | B.6.6, 4 | The City will ensure that facility design for roads, parking facilities, sidewalks, and other transportation improvements conforms to ADA standards. | Street Design | Pedestrian Safety | Fort Walton Beach | | | |
| Fort Walton Beach | Comprehensive Plan | 2019 | B.7.4, 5 | The City will provide multimodal transportation improvements as funds are available, except for improvements necessary to meet transportation safety or operational requirements arising from the proposed development or redevelopment project. | Connectivity | Other | Fort Walton Beach | | | |

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| Fort Walton Beach | Comprehensive Plan | 2019 | B.7.7, 5 | The City will maintain and update strategies to achieve improvements to the multimodal transportation system. Strategies may include:<br>provision of sidewalks;<br>bicycle lanes;<br>bicycle parking facilities;<br>multi use pathways;<br>transit stops and shelters;<br>pedestrian features such as benches, safe havens for street crossings, and signalized pedestrian crossings;<br>cross access connections, shared driveways and access easements between developments;<br>traffic calming features;<br>alleys;<br>median design improvements;<br>incentives for retrofit to include multimodal features; and<br>transportation demand management programs.<br>Proposed development and redevelopment must include strategies based on priorities established by the City. | Street Design | Complete Streets | Fort Walton Beach | | | |
| Fort Walton Beach | Comprehensive Plan | 2019 | B.7.8, 5 | The City will develop strategies to achieve a level of quality for walkability and bicycling that is "good" or better. | Connectivity | Pedestrian Safety | Fort Walton Beach | | | |
| Fort Walton Beach | Comprehensive Plan | 2019 | B.7.9, 5 | The City will implement design strategies to improve pedestrian and bicycle facilities, such as buffers to separate non motorized paths from roadways, signage, lane or path identification, pavement treatments, building scale requirements, and street furniture requirements. | Street Design | Bicycle Lanes | Fort Walton Beach | | | |
| Fort Walton Beach | Comprehensive Plan | 2019 | A.3.3, 5 | Within nonresidential land use and zoning districts, location standards will be implemented to ensure that compatibility and safety are ensured when access is allowed to nonresidential development sites from local streets providing access to residential land use or zoning districts | Street Design | Other | Fort Walton Beach | | | |
| Fort Walton Beach | Comprehensive Plan | 2020 | A.6.3, 7 | The City will implement programs and projects to create and maintain pedestrian access throughout the CRA. | Connectivity | Pedestrian Safety | Fort Walton Beach | | | |
| Fort Walton Beach | Comprehensive Plan | 2019 | C.11.6, 7 | The City will continue its demand responsive street light improvement and maintenance program to protect the interest of public health, safety, and welfare. | Lighting | Traffic Signals | Fort Walton Beach | | | |
| Fort Walton Beach | Comprehensive Plan | 2019 | J.2.6, 4 | Reduce hazardous walking conditions consistent with Florida's safe ways to school program. The City, in coordination with the School Board, shall coordinate with the TPO Long Range Transportation Plans to ensure funding for safe access to schools including: development of sidewalk inventories and list of priority projects coordinated with the School Board recommendations and assuring these recommendations are addressed over the planning period. | Connectivity | Pedestrian Safety | Fort Walton Beach | | | |
| Fort Walton Beach | Comprehensive Plan | 2019 | I.4.41, 7 | The City will promote a Partners for Parks program to encourage private sponsorships for pedestrian and park facilities through the Recreation and Cultural Services Department. | Partnership | Complete Streets | Fort Walton Beach | | | |
| Niceville | Comprehensive Plan | 2010 | 8.A.1.1, 8-1 | Continue to participate in the Okaloosa-Walton TPO planning process in coordination with adjacent local governments and other public agencies and private organizations whose purpose is to implement the transportation, land use, parking and other provisions of the transportation element. | Partnership | Other | | | | |
| Niceville | Comprehensive Plan | 2010 | 8.A.4.2, 8-3 | Prior to approving new road construction projects to add capacity the City shall investigate the feasibility of alternative improvements to the existing roadway system such as:<br>a. Intersection improvements;<br>b. Synchronization of traffic signals;<br>c. Traffic calming measures;<br>d. Installation of auxiliary lanes;<br>e. Redesign or realignment of roadways; and<br>f. Multi-modal systems | Data Analytics | Traffic Signals | Niceville | | | |
| Niceville | Comprehensive Plan | 2010 | 8.A.5.1, 8-3 | Direct through traffic onto principal arterials and away from local streets, and promote the use of traffic calming strategies to protect local streets from high traffic volumes and speeds. | Street Design | Traffic Signals | | | | |
| Niceville | Comprehensive Plan | 2010 | 8.A.5.2, 8-3 | Facilitate the provision of a network for pedestrians and bicyclists that allows shortcuts and alternatives to traveling along high volume streets. | Street Design | Complete Streets | | | | |
| Niceville | Comprehensive Plan | 2010 | 8.A.5.3, 8-3 | The City shall continue its practice of providing or requiring the provision of nonmotorized transportation systems to link residential areas with recreational and commercial areas in a safe manner through LDC regulations that require the construction of sidewalks, bike lanes, installation of signage, and striping of roadways so as to accommodate non-motorized transportation facilities. | Street Design | Bicycle Safety | Niceville | | | |
| Niceville | Comprehensive Plan | 2010 | 8.A.6.1, 8-4 | Coordinate with the Okaloosa-Walton TPO, FDOT, and Okaloosa County in evaluating major evacuation routes and determining where deficiencies occur and where operational improvements can be made to maintain or reduce hurricane evacuation times. | Communications | Other | Niceville; Okaloosa-Walton TPO; FDOT; Okaloosa County | | | |
| Niceville | Comprehensive Plan | 2010 | 8.A.7.1, 8-4 | Participate in implementation of Okaloosa-Walton TPO Plan strategies to facilitate local traffic use of alternatives to the FIHS to protect its interregional and intrastate functions. | Partnership | Other | | | | |
| Niceville | Comprehensive Plan | 2010 | 8.C.1.1, 8-6 | Design and build transportation facilities to reflect the scale and character of the surrounding natural and developmental features using:<br>a. Varying street widths and traffic calming measures to allow views of any scenic or historic resources;<br>b. Appropriate paving materials, including intersection treatments;<br>c. Appropriate styles of traffic control facilities; and<br>d. Landscape materials that complement the character of the resources. | Street Design | Road Reconfiguration | | | | |
| Niceville | Comprehensive Plan | 2010 | 8.C.2.1, 8-6 | Continue to support the provision of transportation services to the transportation disadvantaged by the designated provider. | Equity | Other | | | | |
| Niceville | Comprehensive Plan | 2010 | 8.C.2.2, 8-6 | Coordinate plans for transportation-disadvantaged services with the development of the Five Year Transit Development Plan as updates are completed. | Equity | Other | | | | |
| Niceville | Comprehensive Plan | 2010 | 8.C.3.1, 8-6 | All new developments, including but not limited to, planned unit developments, shopping centers, multi-family residential projects and other projects with internal circulation and parking needs shall be required to provide safe and convenient on-site traffic flow, non-motorized transportation facilities and sufficient vehicular parking to accommodate the needs of the development. Said provisions shall be delineated within the Land Development Code (reference Policy 7.A.1.1). | Street Design | Other | | | | |

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| Niceville | Comprehensive Plan | 2010 | 8.D.1.2, 8-7 | Participate in the development of the Okaloosa-Walton Long Range Transportation Plan as it addresses establishment of transportation system management strategies that are appropriate to improve system efficiency and enhance safety. | Partnership | Other | | | | |
| Niceville | Comprehensive Plan | 2010 | 8.D.1.3, 8-7 | Support and promote public awareness campaigns that focus attention on the societal and environmental impacts and costs of travel choices, and that make people aware of the range of travel choices available. Make information available at the Niceville Public Library on any commuter assistance programs, public transit, the co-coordinated transportation system program, and any bicycle/pedestrian programs endorsed by Niceville and Okaloosa County. | Communications | Other | | | | |
| Niceville | Comprehensive Plan | 2010 | 8.D.2.1, 8-7 | The LDC shall limit new access points to arterial and collector roads by requiring minimum distances for separation of driveways and median cuts, consistent with FDOT and City access management policy. | Street Design | Medians | | | | |
| Niceville | Comprehensive Plan | 2010 | 8.D.2.3, 8-7 | Whenever possible require developments to provide direct vehicular and pedestrian connections to adjacent residential developments and/or service commercial or institutional land uses to reduce the need for additional access onto collector and arterial streets. | Connectivity | Intersection Design | | | | |
| Niceville | Comprehensive Plan | 2010 | 8.D.2.6, 8-8 | The City shall prioritize its maintenance and reconstruction activities pursuant to Policy 14.A.1.3 together with any cost/benefit analysis, traffic safety analysis and analysis of the physical conditions of the various roadways within the City. Said analyses may be performed by the City or others. If performed by others the manner and methods of analyses must be approved by the City. | Improvements | Other | Niceville | | | |
| Niceville | Comprehensive Plan | 2010 | 8.E.2.1, 8-8 | The LDC shall require that development projects install applicable ingress/egress lanes and any traffic control measures deemed appropriate to ensure efficiency and safety of connections to the public roadway system commensurate with the project's impact. | Street Design | Other | | | | |
| Niceville | Comprehensive Plan | 2010 | 7.A.3.4, 6 | Land development regulations shall ensure safe and convenient on-site traffic flow and vehicle parking needs. | Street Design | Other | | | | |
| Niceville | Comprehensive Plan | 2010 | 7.A.5.2, 8 | Public schools shall be located proximate to existing and planned residential areas based on criteria that include school size, land area, compatibility, environmental impacts, availability of public utilities, transportation impacts, and public safety. The following criteria shall apply:<br>a. Public elementary schools shall be sited primarily in residential areas that include housing types and densities to meet the school's enrollment capacity with students who are predominately within walking distance of the school.<br>b. Public middle and high schools may be sited in areas with a mix of land uses, including commercial.<br>c. Access to public school sites should be from a collector road for middle and high schools or a collector or local road for elementary schools. Ingress and egress should not create detrimental impacts on roads adjacent to the site. Approaches to the site should be safe for pedestrians, bicycles, cars and buses.<br>d. Public utilities shall be available to the site.<br>e. The City shall encourage the co-location of public facilities, such as parks, libraries and community centers, with schools to the maximum extent feasible. | Connectivity | Other | Niceville | | | |
| Niceville | Comprehensive Plan | 2010 | 17.4.1, 17-1 | Consistent with the Interlocal Agreement for Public School Facility Planning, the City shall implement and maintain mechanisms designed to closely coordinate with the School Board in order to provide consistency between the City's comprehensive plan and public school facilities programs, such as:<br>1. Greater efficiency for the School Board and the City by the placement of schools to take advantage of existing and planned roads, water, sewer, parks, and drainage systems;<br>2. Improved student access and safety by coordinating the construction of new and expanded schools with road and sidewalk construction programs;<br>3. The location and design of schools with parks, ball fields, libraries, and other community facilities to take advantage of shared use opportunities; and,<br>4. The expansion and rehabilitation of existing schools so as to support neighborhoods. | Connectivity | Other | | | | |
| Niceville | Comprehensive Plan | 2010 | 17.A.2.4, 17-4 | It is the policy of the School Board, the County and all municipalities to reduce hazardous walking conditions consistent with Florida's Safe Ways to School program. The City, in coordination with the School Board, shall coordinate with the Okaloosa-Walton TPO's Long Range Transportation Plan to ensure funding for safe access to schools. This includes development of sidewalk inventories and a list of priority projects coordinated with the School Board recommendations and ensuring these recommendations are addressed over the planning period. | Connectivity | Pedestrian Safety | Niceville; Okaloosa School Board; Okaloosa-Walton TPO | | | |
| Niceville | Comprehensive Plan | 2010 | 17.A.2.6, 17-4 | It is the policy of the School Board, the County and all municipalities to reduce hazardous walking conditions consistent with Florida's Safe Ways to School program. The City, in coordination with the School Board, shall coordinate with the Okaloosa-Walton TPO's Long Range Transportation Plan to ensure funding for safe access to schools. This includes development of sidewalk inventories and a list of priority projects coordinated with the School Board recommendations and ensuring these recommendations are addressed over the planning period. | Street Design | Pedestrian Safety | Niceville; Okaloosa School Board; Okaloosa-Walton TPO | | | |
| Mary Esther | Vision Plan | 2023 | 3, 40 | Ensure that adequate off-site improvements are required with new development by requiring traffic impact studies and other utility studies with major development proposals. Develop traffic impact study procedures and requirements. | Improvements; Data Analytics | Other | | | | |

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| Mary Esther | Vision Plan | 2023 | 4, 40 | Review the zoning code parking requirements and update them to meet current best practice industry standards, develop parking reductions for mixed use or walkable development and shared parking. | Street Design | Other | | | | |
| Mary Esther | Vision Plan | 2023 | 1, 44 | Create strategies to develop a multimodal transportation system, including sidewalks, bicycle lanes, bicycle parking facilities, multiuse paths, transit stops and shelters (as appropriate) pedestrian amenities such as benches, signalized and clearly defined pedestrian crossings, and median design improvements. | Connectivity; Street Design | Complete Streets | | | | |
| Mary Esther | Vision Plan | 2023 | 2, 44 | Coordinate with Okaloosa County School District and Okaloosa County to develop plans to construct a new primary access drive for Mary Esther Elementary School from Hollywood Boulevard to alleviate congestion on Miracle Strip/HWY 98 caused by school arrival and dismissal and to improve safety for the children traveling to and from school. | Partnership | Pedestrian Safety | Mary Esther; Okaloosa County School District; Okaloosa County | | | |
| Mary Esther | Vision Plan | 2023 | 3, 44 | Coordinate with FDOT to ensure that future changes to Miracle Strip/ HWY 98 or Mary Esther Boulevard are context sensitive and include adequate facilities for walking, biking, and landscaping. | Partnership; Improvements | Complete Streets | Mary Esther; FDOT | | | |
| Mary Esther | Vision Plan | 2023 | 4, 45 | Develop a blueway in the Santa Rosa Sound, that will provide an educational, recreational, scenic experience for recreational paddlers within Mary Esther. Develop trail heads, dock/boat accesses, public facilities and resting spots along the route. Support creative entrepreneurial enterprises to encourage the success and use of the blueway. | Improvements | Other | | | | |
| Mary Esther | Vision Plan | 2023 | 5, 45 | Develop access management and curb cut management to reduce vehicular congestion and conflicts along major streets. Require cross access between adjacent properties to reduce the need for vehicles to enter major streets to travel to various destinations along them. | Street Design | Road Design for Curves | | | | |
| Mary Esther | Vision Plan | 2023 | 6, 45 | Develop a Street Preservation Plan to identify, prioritize, and fund neighborhood street repairs and safety improvements. | Funding | Road Reconfiguration | | | | |
| Mary Esther | Vision Plan | 2023 | 3, 46 | Ensure that pedestrian and bike connections from new development to nearby parks are included or contemplated in private development plans. | Connectivity | Complete Streets | | | | |
| Walton County | Comprehensive Plan | 2011 | T-2.1.3, 6 | Walton County will promote the development of pedestrian ways and bikeways around the vicinity of schools and other facilities where opportunities exist to utilize utility rights-of-way, drainage easements, and the right-of-ways previously accepted by Walton County. | Connectivity | Complete Streets | Walton County | | | |
| Walton County | Comprehensive Plan | 2011 | T-2.1.4, 6 | Walton County shall develop a priority list by December 2011 for the installation of bicycle lanes and multi-use paths on County roads. Based on the Master Plan recommendations Walton County shall implement sidewalk and multi-use path construction projects where necessary to close existing gaps along arterial, collector, and local roads. | Improvements | Bicycle Lanes | Walton County | | | |
| Walton County | Comprehensive Plan | 2011 | T.2-1.5, 6 | Encourage non-motorized transportation facilities to link residential areas with recreational and commercial areas in a safe manner, in part by requiring the construction of sidewalks, bike lanes, multi-use paths, installation of signage, develop inter-connectivity, and/or striping of roadways to accommodate non-motorized transportation facilities. | Connectivity | Bicycle Lanes | | | | |
| Walton County | Comprehensive Plan | 2011 | T-2.1.6, 6 | Walton County shall encourage developments to interconnect with one another through the following methods:<br>1) extension of a public or private road from one project to another.<br>2) extension of a sidewalk from one project to another.<br>3) extension of a multi-purpose trail from one project to another.<br>4) internal connections with all new developments, existing developments, or parcels adjacent to the development. | Connectivity | Complete Streets | Walton County | | | |
| Walton County | Comprehensive Plan | 2011 | T-2.2.1, 6 | Walton County shall establish LDC requirements for private developers to address pedestrian and bicycle circulation including internal walks, bicycle paths /storage areas, as well as linkage to other projects and transportation modes where possible. | Connectivity | Complete Streets | Walton County | | | |
| Walton County | Comprehensive Plan | 2011 | T-2.2.2, 6 | Walton County shall work through the OWTPO and the Okaloosa County Area Transit Development Plan to evaluate the development of a transit or jitney system to serve many segments of travelers including, but not limited to children, seniors, tourists and employees within the County. | Street Design | Other | Walton County | | | |
| Walton County | Comprehensive Plan | 2011 | T-2.2.3, 7 | Walton County shall facilitate the provision of bus stop improvements and pullout bays along roadways through the application of the LDC and through the site plan review process. | Street Design | Other | Walton County | | | |
| Walton County | Comprehensive Plan | 2011 | BW-1.14.3, 61 | Locate schools to provide safe pedestrian access, shortened walking distances and opportunities for sharing other community resources such as parks and recreational facilities, libraries and other services. | Connectivity | Complete Streets | | | | |
| Walton County | Comprehensive Plan | 2011 | BW-1.14.4, 62 | Schools, places of worship, public gathering facilities, medical offices and small businesses should be sited and designed as neighborhood entities as often as possible. Efforts should be taken to avoid having such buildings designed so that vehicular access serves as virtually the only admittance to such facilities. | Street Design | Other | | | | |
| Defuniak Springs | Comprehensive Plan | 2010 | 1.4.1, 2-2 | By 2013, the City shall develop and implement, to the extent financially feasible, a sidewalk and bikeway plan, which provides for improved pedestrian and bicycle travel opportunities within the downtown area and also provides for interconnectivity between the downtown area and other parts of the City. The sidewalk and bikeway plan shall be reviewed and revised as appropriate to be consistent with the most recent update of the Okaloosa-Walton Transportation Planning Organization's Bicycle/Pedestrian Master Plan. | Partnership | Complete Streets | Defuniak Springs | By 2013 | | |
| Defuniak Springs | Comprehensive Plan | 2010 | 1.4.2, 2-2 | The City shall work to ensure that all sidewalks and circulation system elements are ADA compliant. | Street Design | Complete Streets | Defuniak Springs | | | |
| Defuniak Springs | Comprehensive Plan | 2010 | 1.4.3, 2-2 | Sidewalks, shared use paths, street crossings, street lighting, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed so that all pedestrians can travel safely and independently. | Street Design | Pedestrian Safety | | | | |

| Jurisdiction | Document Name | Year | Policy #, Page # | Policy Related to Transportation Safety | Theme - Summary | FHWA Alignment | Responsible Parties | Time Frame | Metric | Comments on Language |
|---|---|---|---|---|---|---|---|---|---|---|
| Defuniak Springs | Comprehensive Plan | 2010 | 1.4.4, 2-2 | Traffic calming measures shall be employed to address safety issues on streets with a high level of pedestrian and/or bicycle traffic traveling to and from schools. | Street Design | Complete Streets | | | | |
| Defuniak Springs | Comprehensive Plan | 2010 | 1.4.5, 2-2 | All major City roadways (minor collectors and above) shall, when feasible, include sidewalks and signed and marked bicycle lanes. Allowable exceptions include:<br>1. Where the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use;<br>2. Where sparseness of population or other factors indicate an absence of need, e.g., the street is a cul-de-sac with four or fewer dwellings or the street has severe topographic or natural resource constraints;<br>3. Where bicyclists and pedestrians are prohibited by law from using the roadway. | Street Design | Complete Streets | | | | |
| Defuniak Springs | Comprehensive Plan | 2010 | 1.4.6, 2-2 | New residential developments shall include provisions for bicycle and pedestrian facilities, which may include bike lanes, sidewalks or a system of multi-use trails. Such facilities shall connect to existing planned bicycle and pedestrian facilities and include provisions for connections to adjacent land uses. | Connectivity | Complete Streets | | | | |
| Defuniak Springs | Comprehensive Plan | 2010 | 1.4.7, 2-2 | New non-residential development shall include provisions for on-site bicycle and pedestrian facilities, including appropriate bicycle parking and lighting for the safety of the users. These facilities shall connect with existing and planned bicycle and pedestrian facilities and will include provisions for connections to adjacent land uses. Bicycle and pedestrian facilities should be separate from the automobile facilities. | Street Design | Complete Streets | | | | |
| Defuniak Springs | Comprehensive Plan | 2010 | 1.4.8, 2-3 | The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:<br>1. Projects shall be planned for the long-term goals of promoting walkability and alternative forms of transportation. Infrastructure shall be designed to accommodate bicycle lanes, right-of-way to accommodate sidewalks, and bridges to accommodate pedestrian and bicycling facilities.<br>2. The need for pedestrians and bicyclists to cross corridors, as well as travel along them, shall be addressed. The design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible, and convenient. | Improvements | Complete Streets | | | | |
| Defuniak Springs | Comprehensive Plan | 2010 | 1.4.9, 2-3 | A mix of land uses will be encouraged in appropriate high and medium density areas, in order to promote the maximization of travel opportunities between land use types without auto dependency. | Connectivity | Other | | | | |
| Defuniak Springs | Comprehensive Plan | 2010 | 1.5.1, 2-3 | Evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access, before funding transportation improvements that increase roadway capacity and VMT. | Data Analytics | Other | | | | |
| Defuniak Springs | Comprehensive Plan | 2010 | 1.5.2, 2-3 | safe pedestrian and bicyclist accommodations:<br>1. “Complete Street” policies that foster equal access by all users in the roadway design;<br>2. Bicycle and pedestrian access internal to a development as well as in connection to | Communications | Complete Streets | | | | |
| Defuniak Springs | Comprehensive Plan | 2010 | 1.4.7, 2-2 | New non-residential development shall include provisions for on-site bicycle and pedestrian facilities, including appropriate bicycle parking and lighting for the safety of the users. These facilities shall connect with existing and planned bicycle and pedestrian facilities and will include provisions for connections to adjacent land uses. Bicycle and pedestrian facilities should be separate from the automobile facilities. | Lighting; Street Design | Complete Streets | | | | |
| Defuniak Springs | Comprehensive Plan | 2010 | 1.4.8, 2-3 | The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:<br>1. Projects shall be planned for the long-term goals of promoting walkability and alternative forms of transportation. Infrastructure shall be designed to accommodate bicycle lanes, right-of-way to accommodate sidewalks, and bridges to accommodate pedestrian and bicycling facilities.<br>2. The need for pedestrians and bicyclists to cross corridors, as well as travel along them, shall be addressed. The design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible, and convenient. | Improvements | Complete Streets | | | | |
| Defuniak Springs | Comprehensive Plan | 2010 | 1.2.4, 9-2 | The policy of the City is to reduce hazardous walking conditions consistent with Florida's safe ways to school program. The City, in coordination with the School Board, shall implement the following strategies:<br>1. New developments adjacent to school properties shall be required to provide a right of-way and a direct access path for pedestrian travel to existing and planned school sites, and shall connect to the neighborhood's existing pedestrian network;<br>2. For new development and redevelopment within 2 miles of an existing or planned school, the City shall require sidewalks (complete, unobstructed, continuous with a minimum width of 5 feet) along the corridor that directly serves the school, or qualifies as an acceptable designed walk or bicycle route to the school;<br>3. In order to ensure continuous pedestrian access to public schools, priority will be given to cases of hazardous walking conditions pursuant to Section 1006.23, Florida Statutes, and specific provisions for constructing such facilities will be considered in the schedule of capital improvements adopted each fiscal year;<br>4. Evaluate school zones to consider safe crossing of children along major roadways, including prioritized areas for sidewalk improvements including: schools with a high number of pedestrian and bicycle injuries or fatalities, schools requiring courtesy busing for hazardous walking conditions, schools with significant walking populations, but poor pedestrian and bicycle access, and needed safety improvements; and<br>5. Coordination with the MPO Long Range Transportation Plans to ensure funding for safe access to schools, including development of sidewalk inventories and list of priority projects, are coordinated with School Board recommendations. | Street Design | Complete Streets | | | | |
| Holmes County | Comprehensive Plan | 2012 | 2-5, 1-3 | By August 1, 1991, signage shall be regulated by the LDR so as to protect the visual sight lines of drivers and pedestrians and the attractiveness of the community while providing an effectiveness and efficient method of advertising and location medium for business, industry, and others to attract customers, clients and guests. | Street Design | Traffic Signals | | By August 1, 19991 | | |

| Jurisdiction | Document Name | Year | Policy #, Page # | Policy Related to Transportation Safety | Theme - Summary | FHWA Alignment | Responsible Parties | Time Frame | Metric | Comments on Language |
|---|---|---|---|---|---|---|---|---|---|---|
| Holmes County | Comprehensive Plan | 2012 | 5-4, 1-18 | By August 1, 1991, land development regulations shall provide for safe and convenient on-site traffic flow and provide for adequate parking based upon professionally accepted standards such as those of the Institute of Transportation Engineers. This shall include the provision of adequate loading and unloading areas. Consolidated access to roadways shall be encouraged through shared driveways. | Street Design | Other | | By August 1, 19991 | | |
| Bonifay, FL | Comprehensive Plan | 2008 | 3.3, 2.2.2 | The City of Bonifay shall prioritize transportation improvement projects by the following criteria: The improvement is necessary to address public safety concerns | Improvements | Other | Bonifay, FL | | | |
| Bonifay, FL | Comprehensive Plan | 2008 | 7.1, 2.2.3 | The City of Bonifay shall evaluate and begin to incorporate bicycle and pedestrian facilities into all new road construction and resurfacing projects, based on adequate funding, available right-of-way and traffic analysis. This policy shall provide sidewalks for pedestrians, and wide curb lanes, bicycle lanes, and/or paved shoulders for bicyclists where appropriate | Street Design | Bicycle Lanes | Bonifay, FL | | | |
| Bonifay, FL | Comprehensive Plan | 2008 | 9.1, 2.2.3 | The City of Bonifay shall make information available on the Share-A-Ride Commuter Assistance Program, Tri-County Community Council Coordinated Transportation Program, and Bicycle/Pedestrian Programs at county and municipal offices. | Communications | Complete Streets | Bonifay, FL | | | |
| Washington County | Comprehensive Plan | 2022 | B1-3e, B-3 | Information shall be available relating to any Commuter Assistance Programs, Tri-Community Council Transportation Disadvantaged Program, ECRC Regional TPO, and Bicycle/Pedestrian Programs at all county and municipal offices, where feasible. | Communications | Other | | | | |
| Washington County | Comprehensive Plan | 2022 | B1-4b, B-4 | As part of the development approval process, multi-modal elements shall be reviewed for connections made to external facilities. Elements include, but are not limited to, nature trails, sidewalks, multi-use paths, bike lanes, and, where necessary, public transportation stops. | Street Design | Complete Streets | | | | |
| Washington County | Comprehensive Plan | 2022 | B1-6a, B-6 | The five (5) highest accident rate areas, as determined by the County and municipalities, shall be analyzed annually for improvements to reduce accident occurrence. | Data Analytics | Accident Data | | | | Change language from accident to crash |
| Washington County | Comprehensive Plan | 2022 | B1-6b, B-6 | The County shall coordinate with the Florida Fish and Wildlife Commission and FDOT to determine and utilize best practices, as feasible, to mitigate automobile wildlife conflicts and reduce conflict points on existing and planned transportation systems in the county. | Partnership | Behavioral Change | Washington County | | | |
| Washington County | Comprehensive Plan | 2022 | B1-7a, B-7 | Adequate pedestrian and bicycle circulation and safety shall be promoted as a component of highway system management, with accomplishment through traffic analysis and roadway improvements. Pedestrian and bicycle movement and safety studies shall be conducted as needed to determine travel patterns and remedial action shall be taken by the County in coordination with the FDOT to mitigate safety issues where conditions have been determined to be unacceptable. | Data Analytics ; Partnership | Bicycle Safety | Washington County; FDOT | | | |
| Washington County | Comprehensive Plan | 2022 | B1-7c, B-7 | A network of sidewalks, multi-use paths, bike lanes, etc., shall be prioritized in heavily populated areas and in accordance with the adopted Land Development Code, and required in all Planned Unit Developments (PUDs) for the movement of pedestrians and bicycles to promote walkability and reduce vehicular traffic. Developers shall be required to provide sidewalks within and external to a development and provide connections to constructed or planned multi-use, bike, and pedestrian paths. | Connectivity | Complete Streets | | | | |
| Washington County | Comprehensive Plan | 2022 | B1-7d, B-7 | A priority list of county roads that would be feasible for bicycle lanes, paved shoulders, and multi-use paths shall be developed and include the striping to delineate safe and adequate bicycle facilities, where feasible during roadway resurfacing projects. | Street Design | Bicycle Lanes | | | | |
| Washington County | Comprehensive Plan | 2022 | B1-7e, B-8 | The County shall review all proposed development for its accommodation of bicycle and pedestrian traffic needs as specified below:<br>a. A development shall be required to provide internal and external sidewalks or a multi-use path if appropriate, based on content specific solutions related to surrounding land use and roadway characteristics as supported by the FDOT Context Classification Guide.<br>b. All development abutting collector or arterial roadways shall provide a sidewalk or multi-use path adjacent to the collector or arterial roadway.<br>c. Where a proposed development includes improvements or new construction of collector or arterial facilities, facility designs shall include provisions for bikeways and sidewalks or multi-use paths within the rights-of-way. Design and construction of sidewalks, bikeways, or other footpaths shall conform to the requirements of the most recent edition of the FDOT Design Manual or Greenbook.<br>f. All bicycle and pedestrian paths shall be shown or included on subdivision plats and roadway construction plans. | Connectivity; Street Design | Complete Streets | Washington County; FDOT | | | |
| Washington County | Comprehensive Plan | 2022 | B1-9a, B-9 | In support of regional transportation planning, the County will continue to participate in the Regional Transportation Planning Organization and coordinate with the FDOT and Emerald Coast Regional Council (ECRC) | Partnership | Other | Washington County; FDOT; ECRC | | | |
| Washington County | Comprehensive Plan | 2022 | B1-9b, B-10 | When necessary, the County will, in conjunction with the Regional Transportation Planning Organization, develop interlocal agreements with neighboring counties and Alabama that upgrade traffic circulation policies and transportation capacity to provide for the effectiveness of evacuations by residents of Washington County and surrounding counties. | Partnership | Other | ECRC | | | |
| Washington County | Comprehensive Plan | 2022 | B1-14c, B-13 | Develop design guidelines with best management transportation planning techniques to mitigate impacts to the major roadway network for the Highway 79 Corridor Overlay and other identified activity centers as appropriate | Street Design | Road Reconfiguration | | | | |

Kimley»Horn

# MEMORANDUM

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| To: | Emerald Coast Regional Council |
| From: | Kimley-Horn and Associates, Inc. |
| Date: | September 12, 2024 |
| Subject: | ECRC Safety Action Plan – Draft Strategies & Actions |

This memorandum explains the strategies and actions developed for the ECRC Safe Streets for All (SS4A) Safety Action Plan. After determining the strengths and weakness of current plans and policies in the region regarding roadway safety, strategies and actions related to each of the USDOT Safe System Approach principles were developed to provide general guidance for implementation of the Safety Action Plan throughout the region. Strategies have been developed in support of the principles, and actions were recommended for achieving each of these strategies. The strategies and actions identified in this memorandum are intended to be high-level and adaptable at the local level.

## SAFE SYSTEM APPROACH PRINCIPLES

For the purposes of the regional Safety Action Plan, the following strategies and actions are focused on four of the five principles of the Safe System Approach. These include:

- Safer People
- Safer Roads
- Safer Speeds
- Post-Crash Care

Safer Vehicles, the fifth principle, was omitted due to the lack of direct influence the ECRC or local jurisdiction have over vehicle systems and features related to safety performance.

## THEMES

Each action addresses an overarching theme previously identified in the initial policy review:

- **Communications**
  - Improving safety and public transportation by ensuring travelers have accurate, up-to-date information including promoting policies for better wayfinding and signage, providing travelers with real-time information systems, raising public awareness on transportation safety, and encouraging educational programs for both road users and safety professionals.

- **Connectivity**
  - Integrating various travel options including encouraging multimodal systems, increasing facility connections, and implementing context-sensitive design approaches to provide road users with a safer alternative that enhances mobility.
- **Data Analytics**
  - Analyzing crash data to assess safety needs and incorporating this information into the planning process of complete streets, safer bicycle and pedestrian infrastructure, and strategic traffic management.
- **Design**
  - Creating more accessible and safer roadways for all road users by focusing on improvements and general maintenance to reduce traffic related injuries due to existing or missing infrastructure.
- **Funding**
  - Maximizing funding sources for projects, plans, and programs.
- **Partnerships**
  - Collaborating with local and state agencies, including FDOT, regional TPOs, and other stakeholders to make unified data-driven decisions to create a safer and more efficient transportation network.
- **Planning**
  - Evaluating existing infrastructure and plans and implementing various plans, projects, and programs to enhance transportation safety.
- **Technology**
  - Coordinating and optimizing traffic signal systems, integrating Intelligent Transportation Systems (ITS) and additional innovative approaches to employ data-driven decisions for safer transportation and communities.

## STRATEGIES & ACTIONS TABLES

The following tables detail strategies and actions related to each of the overarching principles. These tables will be integrated into the final Safety Action Plan document once finalized.

**Table 1. Safer People Strategies & Actions**

| **PRINCIPLE: Safer People** | | | | | |
|---|---|---|---|---|---|
| **Strategy** | **Action** | **Theme Addressed** | **Responsible Party** | **Time Frame** | **Recommended Metrics** |
| **Foster a culture of roadway safety for all users through engagement, education, outreach, and programming** | Implement driver's education programs for inexperienced drivers and those renewing their licenses. | Communications | Local jurisdictions, DMV, non-profit partners | Short | • Reduction in traffic fatalities, serious injuries, and minor injuries involving teen and aging drivers<br>• Two counties per year |
| | Develop a Roadway Safety Strategic Outreach Plan and toolkit for educating the public and to address issues specific to roadway safety in the Emerald Coast region. | Communications | ECRC | Short | • Plan and toolkit completed by end of 2026 |
| | Complete Safety Action Plans at the City and County level that are consistent with the ECRC regional action plan to identify major concerns on the local network and identify countermeasures to address these concerns. | Communications | Local jurisdictions and counties | Medium to Long | • Two plans completed in the region per year |
| | Regularly distribute educational materials about safe driving practices when stopping drivers for speeding, aligning with City or County initiatives. | Communications | Police and fire departments | Ongoing | • Reduction in speeding issues and crashes caused by speeding |
| | Launch campaigns to promote safe biking, providing safety gear such as lights and helmets to the community and regularly holding trainings. | Communications | Police and fire departments | Ongoing | • Four trainings/events per year throughout region |
| | Create and maintain targeted educational programs for the public focused on improving | Communications | Local jurisdictions, non-profit partners | Short to Medium | • One county per year |

| **PRINCIPLE: Safer People** | | | | | |
|---|---|---|---|---|---|
| **Strategy** | **Action** | **Theme Addressed** | **Responsible Party** | **Time Frame** | **Recommended Metrics** |
| | specific behaviors identified by analyzing crash behavior trends within HINs. | | | | |
| | Increase public awareness among students on the importance of a safe multimodal transportation system through outreach and trainings. | Communications | School districts, Universities/Colleges | Short | • Two school districts/year<br>• One university per year |
| | Incorporate safety improvements at or near transit stops to improve safe transit access. | Design | Local jurisdictions, ECRC, FDOT | Medium | • Increase in public transit usage |
| **Ensure multi-agency coordination on priority safety outcomes** | Coordinate with the Safety Action Plan Task Force to create subcommittees within each municipality in the Region that meets on a quarterly basis with their Task Force Representative. | Partnerships | ECRC Safety Action Plan Task Force | Short to Medium | • Ongoing Action |
| | Coordinate with local law enforcement to implement a High Visibility Enforcement (HVE) toolkit to target specific roadway safety issues. | Partnerships | Local law enforcement | Short | • Two counties per year |
| | Partner with local military installations to prioritize transportation safety for all operations and personnel and open lines of communication | Partnerships | Military installations, ECRC | Ongoing | • Ongoing |
| | Work with Community Traffic Safety Teams (CTSTs) in each county to implement ECRC safety action plan projects and systemic countermeasures. | Partnerships | ECRC, FDOT, | Ongoing | • Ongoing |
| **Communicate the importance of roadway** | Encourage public transit providers to provide | Communications | Public transportation providers | Medium | |

| **PRINCIPLE: Safer People** | | | | | |
|---|---|---|---|---|---|
| **Strategy** | **Action** | **Theme Addressed** | **Responsible Party** | **Time Frame** | **Recommended Metrics** |
| **safety to transit-dependent population and transit advocates** | users with live information updates. | | | | |
| | Collaborate with Emerald Coast Rider, Bayway Transit, and other local public transit providers to offer free or subsidized fares during holidays, festivals, or high-impaired driving periods. | Partnerships | Public transportation providers | Short | |
| **Improve collaborations with schools and universities to ensure a safe environment for all** | Work in collaboration with local colleges and universities to identify the major transportation issues of college campuses within the region. | Partnerships | Local colleges, universities, ECRC | Medium | • Reduction in crashes on or in areas surrounding campuses<br>• One college / university a year |
| | Encourage college and university leaders to prioritize multimodal safety on and surrounding campuses in the region. | Partnerships | ECRC | Short | |

**Table 2. Safer Roads Strategies & Actions**

| **PRINCIPLE: Safer Roads** | | | | | |
|---|---|---|---|---|---|
| **Strategy** | **Action** | **Theme Addressed** | **Responsible Party** | **Time Frame** | **Metrics** |
| **Prioritize Safety improvements along the HIN.** | Increase the use of red-light safety cameras at intersections along HINs. | Design | Local jurisdictions, law enforcement | Short to Medium | • One county per year |
| | Conduct annual safety audits for crashes along HIN segments to enhance data collection. | Data analysis | Local jurisdictions | Ongoing | • Ongoing |
| **Update roadway design standards and other local codes to prioritize safety** | Develop an internal review process for roadway projects to identify opportunities for integration of improved multimodal facilities and encourage local jurisdictions to include as part of processes. | Connectivity | ECRC, FDOT | Ongoing | • One county per year |
| **Design roadways to mitigate human risk** | Consider the FDOT Context Classification Guide and Complete Streets principles to ensure all roads in the ECRC Region to better enable cohesive roadway designs that consider existing land uses. | Connectivity | Local jurisdictions, MPOs/TPOs, ECRC | Long | |
| | Diversify and maximize funding sources for long-term projects, including SS4A, RAISE grants, and HSIP funding. | Funding | Local jurisdictions, MPOs/TPOs, ECRC | Long | • Number of projects that receive grant funding |
| | Prioritize maintenance and reconstruction projects that focus on increased roadway safety. | Design | Local jurisdictions, MPOs/TPOs, ECRC | Short to Medium | |
| | Encourage local jurisdictions and counties to promote design that increases safety for all road | Design | ECRC, local jurisdictions | Ongoing | |

| **PRINCIPLE: Safer Roads** | | | | | |
|---|---|---|---|---|---|
| **Strategy** | **Action** | **Theme Addressed** | **Responsible Party** | **Time Frame** | **Metrics** |
| | users through inclusion of a variety of facilities. | | | | |
| **Prioritize safety improvements for vulnerable road users such as pedestrians, bicyclists, and motorcyclists** | Assess all signage and roadway markings to identify gaps that could contribute to speed-related issues and crashes. | Design, Data Analytics | Local jurisdictions | Short to Medium | • Two counties per year |
| | Recommend the adoption of consistent pedestrian crosswalk policies throughout the Emerald Coast Region to bolster pedestrian safety. especially at roadway crossings. | Partnerships, Planning | ECRC, TPOs | Medium | • Number of municipalities adopting policies.<br>• One county a year |
| | Conduct level of comfort analyses for bicyclists and pedestrians to determine locations in need of active transportation facilities or the improvement of existing facilities. | Data Analytics | ECRC, TPOs, Counties | Short | • Two counties per year |
| | Analyze roadways with high motorcycle crash rates and implement targeted safety measures such as increased road friction, signal upgrades, access management, driveway modifications, and alternative intersections. | Design, Data Analytics | ECRC, FDOT, TPOs, Counties, Cities | Medium | • Reduction in traffic fatalities, serious injuries, minor injuries involving motorcycles<br>• Two roadways per year |
| **Continue to implement street and pedestrian-scale lighting at key locations** | Update lighting standards and ordinances to include pedestrian-scale street lighting. | Design | Local jurisdictions | Medium | |
| | Work with local utilities to install or improve lighting along HINs or areas with high night-time crash rates | Design | Local jurisdictions, utility providers | Medium | |

| **PRINCIPLE: Safer Roads** | | | | | |
|---|---|---|---|---|---|
| **Strategy** | **Action** | **Theme Addressed** | **Responsible Party** | **Time Frame** | **Metrics** |
| **Ensure multi-agency coordination on planning-level decisions, programs, and documents to improve safety outcomes** | Develop community engagement programs like Paint Saves Lives and other tactical urbanism projects to promote safer streets. | Communications, Design | Local jurisdictions, non-profit partners | Short | • Number of participants in each program<br>• Four events per year |
| | Partner with regional TPOs to review existing bicycle-pedestrian master plans, update outdated recommendations, and implement proven countermeasures to enhance safety within HINs. | Partnerships, Planning | FDOT, TPOs, Counties, Cities | Medium | • Number of plans updated<br>• Number of countermeasures implemented<br>• One MPO per year |
| | Facilitate Safe Routes to School programming by implementing bicycle and pedestrian accessibility studies for all schools in the Emerald Coast region. | Funding, Planning, Partnerships | School District | Long | • Number of studies completed per year |
| | Work with local officials to identify areas where planning level documents can be amended to advocate for the safe travel of all users, such as Comprehensive Plans, Land Development Codes, and other transportation related documents. | Partnerships, Planning | ECRC, TPOs, Counties, Cities | Medium | • Two counties per year |
| **Utilize technology to enhance driver experience and roadway safety throughout the region** | Identify and apply for appropriate funding to implement technology solutions along the HIN. | Technology | ECRC | Short | |

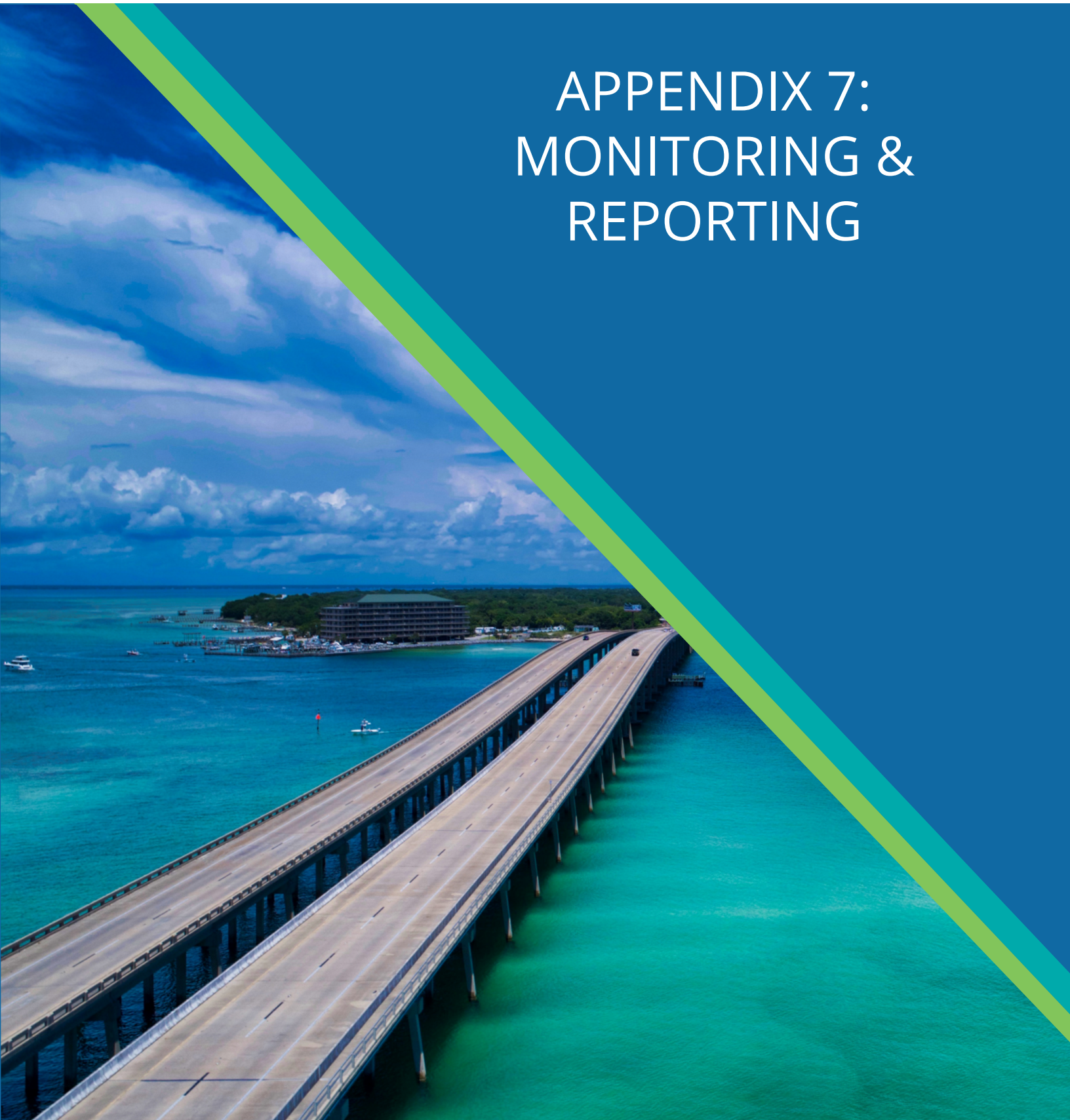
**Table 3. Safer Speeds Strategies & Actions**

| **PRINCIPLE: Safer Speeds** | | | | | |
|---|---|---|---|---|---|
| **Strategy** | **Action** | **Theme Addressed** | **Responsible Party** | **Time Frame** | **Metrics** |
| **Utilize a data-driven approach to addressing speeding-related concerns along the HIN** | Conduct detailed safety analyses on areas identified in the HIN to determine the most effective safety countermeasures. | Data Analytics | ECRC, TPOs, Counties, Cities | Long | • Number of studies per year |
| | Pilot the use of school zone safety cameras at select schools that are located along the HIN and have a documented speeding issue. | Data Analytics, Design | School districts, Counties, Cities | Short to Medium | • Number of school districts per year |
| | Identify and implement target speeds along the HIN corridors to lower speed limits. | Data Analytics, Planning | Local jurisdictions, MPOs/TPOs, ECRC | Medium | • Number of corridors per year |
| **Reduce speed through roadway design** | Implement safety measures such as speed feedback signs, reduced lane widths, or raised center islands in areas with frequent speeding. | Design | FDOT, Counties, Cities | Medium | |
| | Inventory all signage and roadway markings to identify any gaps in regulation that could contribute to speed related issues and crashes. | Design, Data Analytics | Local jurisdictions, MPOs/TPOs, ECRC | Medium | |
| | Adjust traffic signal timing to increase pedestrian crossing time and encourage driving at a lower speed throughout the region. | Design, Data Analytics | FDOT, TPOs | Short | |

**Table 4. Post-Crash Care Strategies & Actions**

| **PRINCIPLE: Post-Crash Care** | | | | | |
|---|---|---|---|---|---|
| **Strategy** | **Action** | **Theme Addressed** | **Responsible Party** | **Time Frame** | **Metrics** |
| **Educate every road user** | Develop a safety initiative aimed at promoting motorcycle safety, emphasizing the importance of helmet use. | Communications | Police and fire departments | | |
| | Create or enhance existing educational programs for first responders regarding pedestrian, cyclist, and motorcycle traffic crash victims to improve medical response and reduce mortality. | Communications | Police and fire departments | Short | • Number of first responder participants<br>• Reduction of traffic fatalities involving pedestrians, cyclists, and motorcyclists. |
| **Prepare for the impacts of an intensifying and uncertain future** | Analyze evacuation clearance times to modify Emergency Management Plan to address climate-related events such as hurricanes and flash flooding. | Data Analytics | Local jurisdictions, ECRC | Short to Medium | • Reduction in average time to clear crash sites, improved evacuation route efficiency<br>• One county per year |
| | Evaluate the effectiveness of the current Emergency Management Plan and Regional Evacuation Studies on an annual basis. | Data Analytics, Planning | Local jurisdictions, ECRC | Short | • Annual audit of all Emergency Management Plan and Regional Evacuation Studies |
| **Improve opportunities for enhanced data management and technological integration as it relates to safety conditions** | Implement technological enhancements for police and fire operational efficiency and effectiveness relating to roadway safety. | Technology | Police and fire departments | Medium | • Average response time to crash sites and number of technology enhancements implemented |

# APPENDIX 7: MONITORING & REPORTING



SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

# Emerald Coast Regional Council Annual Report

**Reporting Year:**

| CURRENT YEAR | PREVIOUS YEAR | PERFORMANCE MEASURES |
|---|---|---|
| | | Total fatalities in the Emerald Coast region |
| | | Fatality rate for the Emerald Coast region |
| | | Total serious injuries in the Emerald Coast region |
| | | Serious injury rate for the Emerald Coast region |
| | | Number of pedestrian fatalities and serious injuries on all roads |
| | | Number of bicyclist fatalities and serious injuries on all roads |
| | | Number of KSI crashes within transportation underserved areas |
| | | Number of pedestrian and bicycle safety projects constructed in underserved communities |
| | | Number of implemented safety improvements in prior calendar year |
| | | Number of safety projects/strategies continued from prior year. |
| | | Number of safety projects constructed on HIN |
| | | **Total number of strategies implemented to date** |

**Safety Improvements Implemented:**

**Safety improvement/Projects Continued from the Previous Year:**

**Safety Projects Constructed on HIN Segments:**

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

# Florida-Alabama TPO Annual Report

**Reporting Year:**

| CURRENT YEAR | PREVIOUS YEAR | PERFORMANCE MEASURES |
|---|---|---|
| | | Total fatalities in the Emerald Coast region |
| | | Fatality rate for the Emerald Coast region |
| | | Total serious injuries in the Emerald Coast region |
| | | Serious injury rate for the Emerald Coast region |
| | | Number of pedestrian fatalities and serious injuries on all roads |
| | | Number of bicyclist fatalities and serious injuries on all roads |
| | | Number of KSI crashes within transportation underserved areas |
| | | Number of pedestrian and bicycle safety projects constructed in underserved communities |
| | | Number of implemented safety improvements in prior calendar year |
| | | Number of safety projects/strategies continued from prior year. |
| | | Number of safety projects constructed on HIN |
| | | **Total number of strategies implemented to date** |

**Safety Improvements Implemented:**

**Safety improvement/Projects Continued from the Previous Year:**

**Safety Projects Constructed on HIN Segments:**

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

# Okaloosa-Walton TPO Annual Report

**Reporting Year:** _____

| CURRENT YEAR | PREVIOUS YEAR | PERFORMANCE MEASURES |
|---|---|---|
| | | Total fatalities in the Emerald Coast region |
| | | Fatality rate for the Emerald Coast region |
| | | Total serious injuries in the Emerald Coast region |
| | | Serious injury rate for the Emerald Coast region |
| | | Number of pedestrian fatalities and serious injuries on all roads |
| | | Number of bicyclist fatalities and serious injuries on all roads |
| | | Number of KSI crashes within transportation underserved areas |
| | | Number of pedestrian and bicycle safety projects constructed in underserved communities |
| | | Number of implemented safety improvements in prior calendar year |
| | | Number of safety projects/strategies continued from prior year. |
| | | Number of safety projects constructed on HIN |
| | | **Total number of strategies implemented to date** |

**Safety Improvements Implemented:** _____

**Safety improvement/Projects Continued from the Previous Year:** _____

**Safety Projects Constructed on HIN Segments:** _____

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

# Bay County TPO Annual Report

**Reporting Year:** _____

| CURRENT YEAR | PREVIOUS YEAR | PERFORMANCE MEASURES |
|---|---|---|
| | | Total fatalities in the Emerald Coast region |
| | | Fatality rate for the Emerald Coast region |
| | | Total serious injuries in the Emerald Coast region |
| | | Serious injury rate for the Emerald Coast region |
| | | Number of pedestrian fatalities and serious injuries on all roads |
| | | Number of bicyclist fatalities and serious injuries on all roads |
| | | Number of KSI crashes within transportation underserved areas |
| | | Number of pedestrian and bicycle safety projects constructed in underserved communities |
| | | Number of implemented safety improvements in prior calendar year |
| | | Number of safety projects/strategies continued from prior year. |
| | | Number of safety projects constructed on HIN |
| | | **Total number of strategies implemented to date** |

**Safety Improvements Implemented:** _____

**Safety improvement/Projects Continued from the Previous Year:** _____

**Safety Projects Constructed on HIN Segments:** _____

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

# Rural Areas Annual Report

**Reporting Year:** _____

| CURRENT YEAR | PREVIOUS YEAR | PERFORMANCE MEASURES |
|---|---|---|
| | | Total fatalities in the Emerald Coast region |
| | | Fatality rate for the Emerald Coast region |
| | | Total serious injuries in the Emerald Coast region |
| | | Serious injury rate for the Emerald Coast region |
| | | Number of pedestrian fatalities and serious injuries on all roads |
| | | Number of bicyclist fatalities and serious injuries on all roads |
| | | Number of KSI crashes within transportation underserved areas |
| | | Number of pedestrian and bicycle safety projects constructed in underserved communities |
| | | Number of implemented safety improvements in prior calendar year |
| | | Number of safety projects/strategies continued from prior year. |
| | | Number of safety projects constructed on HIN |
| | | **Total number of strategies implemented to date** |

**Safety Improvements Implemented:** _____

**Safety improvement/Projects Continued from the Previous Year:** _____

**Safety Projects Constructed on HIN Segments:** _____