



CHAPTER 5: PROJECT PRIORITIZATION AND RECOMMENDATIONS

Project Prioritization

The built environment plays a major role in roadway safety. Improper design, lack of bicycle and pedestrian facilities, and neglected maintenance are just a few of the infrastructure-related factors that can contribute to deadly crashes. To address issues such as these, this plan has developed a prioritized list of critical local projects that have been evaluated and scored using targeted criteria influenced by the priorities of the SS4A program.

To begin the prioritization process, infrastructure projects were collected from local agency partners to gain a stronger understanding of what infrastructure improvements they were most interested in pursuing. These projects were then evaluated via a prioritization process created using the criteria detailed below. Altogether, more than 500 projects were collected and analyzed. Each project was given a score based on how they related to each criterion and then ranked based on their total score. This resulted in a final list of 52 high scoring projects, found in **Tables 12 through 16**. The remaining projects and scores, as well as additional information about the criteria and scoring process, can be found in Appendix C.

- ### Project Sources
- ◆ Blueprint Intergovernmental Agency projects
 - ◆ City of Tallahassee sidewalk priority list
 - ◆ City of Tallahassee Pedestrian and Street Safety (PASS) projects
 - ◆ City of Tallahassee Capital Improvement Program (CIP)
 - ◆ Leon County SS4A projects
 - ◆ Leon County sidewalk priority list
 - ◆ Leon County Bicycle and Pedestrian Master Plan projects
 - ◆ Leon County Sheriff's Office High Visibility Enforcement Areas 2021-2022 & 2022-2023
 - ◆ Florida State University (FSU) projects
 - ◆ Florida Agricultural and Mechanical University (FAMU) projects

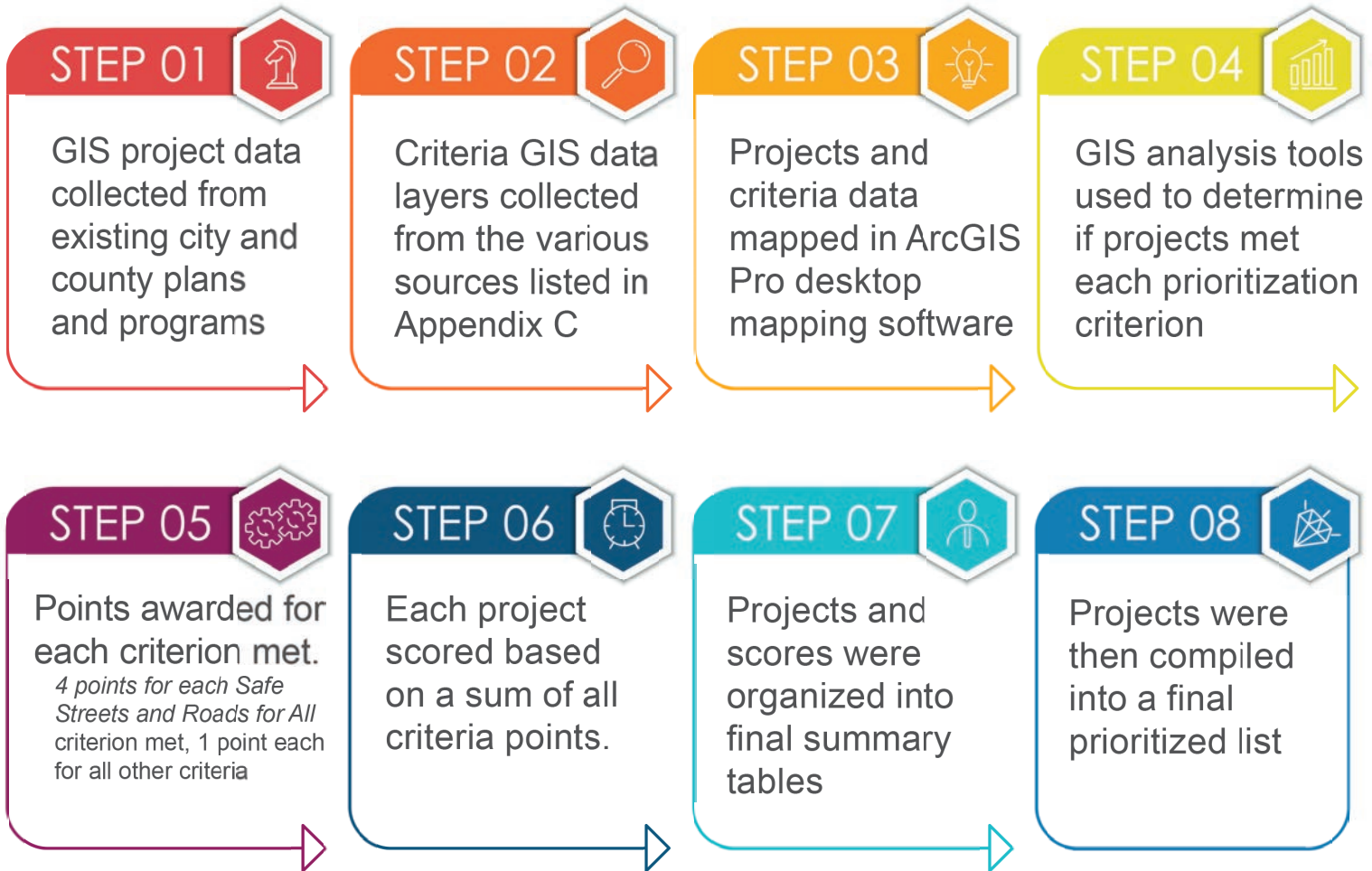
In recognition of the USDOT’s focus on improving equity and eliminating barriers to opportunity in underserved communities, criteria related specifically to safety and equity was ranked more highly, serving to bring projects to the top of the list that were located along the HIN; were located in an area identified as Historically Disadvantaged; and / or located in an Area of Persistent Poverty. All 11 criteria are explained below in **Table 11**:

TABLE 11: PRIORITIZATION CRITERIA

Group Name	Criteria Name	Description
SS4A	SS4A 1	The project is in an area that has been identified as part of the HIN
	SS4A 2	The project is in a Historically Disadvantaged Community.
	SS4A 3	The project is in an Area of Persistent Poverty.
Safety	Safety Need 1	Fatal or serious injury crashes occurred in the project area during the crash data analysis period from 2017-2021.
	Safety Need 2	The corridor speed limit in the project area is greater than 35 miles per hour.
Equity	Equity Need 1	The project is in an area with greater than 20 percent minority (i.e., nonwhite) population.
	Equity Need 2	The project is in an area where greater than 10 percent of households do not own a car.
Multimodal	Multimodal Need 1	Fatal or serious injury crashes involving a bicyclist or pedestrian occurred within 100 feet of the project area during the crash data analysis period from 2017-2021.
	Multimodal Need 2	The project area lacks existing bicycle facilities.
	Multimodal Need 3	The majority of the project area lacks existing pedestrian facilities.
Public Engagement	Public Engagement	The project area was identified as a safety threat or an area in need of improvement through the public engagement process.



Project Prioritization Process

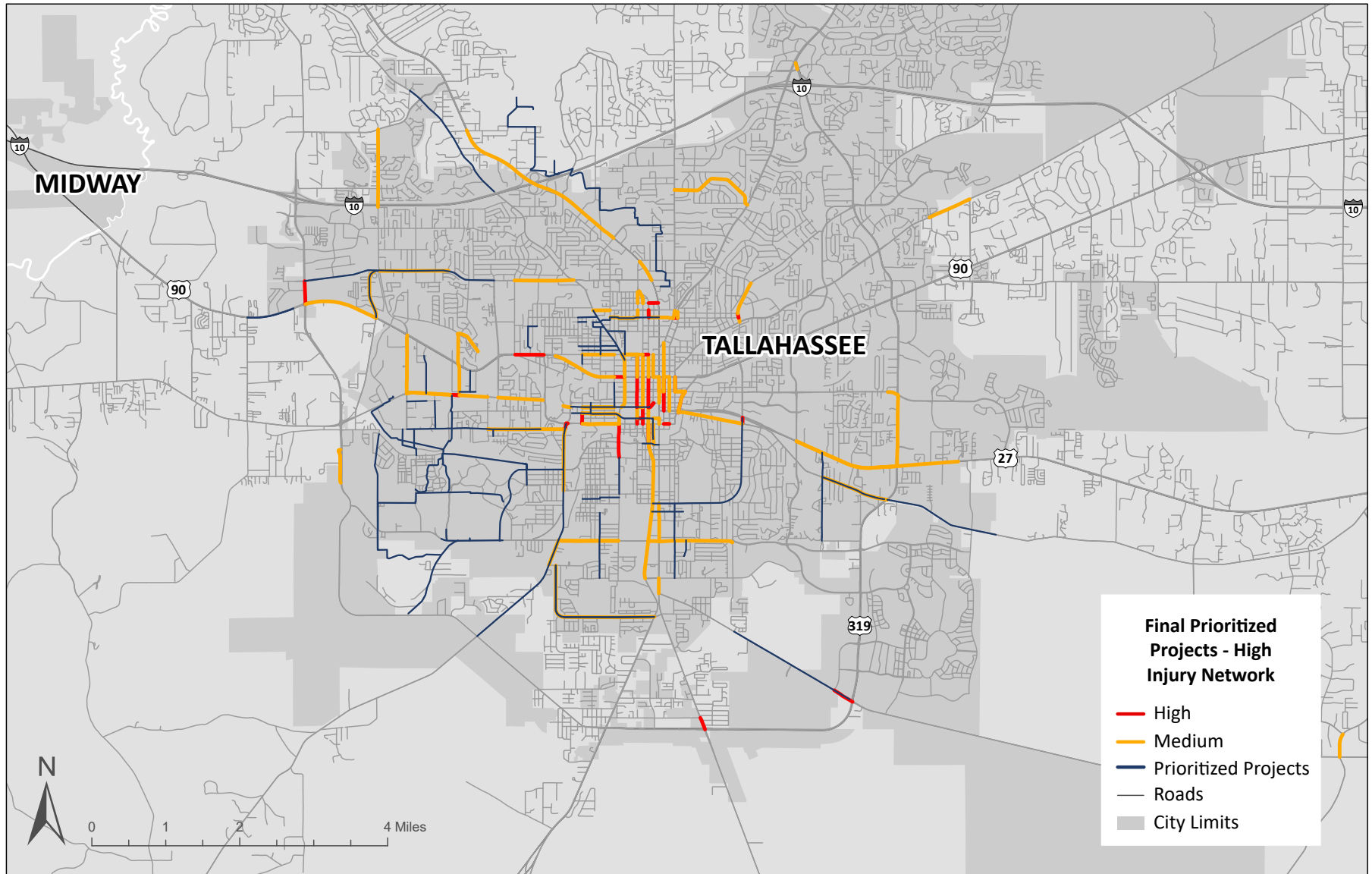


Projects

Following the prioritization process, all projects with a score of 10 points or higher were identified as final projects. Projects that did not meet any of the SS4A Criteria detailed in **Table 12** were removed from the list. The project lists below total 52 projects, which includes multimodal enhancements related to sidewalks, multi-use paths, crosswalk enhancements, and safety countermeasures. The timeframe for implementation of these projects ranges from Short (1-3 years) to Medium (3-5 years), depending on the availability of funding. These 52 projects are not prioritized within the below lists. Instead, agency partners throughout the region are encouraged to apply for SS4A Implementation Grants for any combination of projects listed below. At the time of adoption, projects from Gadsden, Jefferson, and Wakulla counties were still being evaluated and will be incorporated into the Safety Action Plan during the next update. These projects are also shown in comparison to the HIN and Equity indicators including Historically Disadvantaged Areas and Areas of Persistent Poverty in **Maps 10 and 11**. They are listed in **Tables 12 through 16**. A list of all evaluated projects can be found in Appendix C.



MAP 10: PRIORITIZED PROJECTS AND THE HIGH-INJURY NETWORK



MAP 11: PRIORITIZED PROJECTS EQUITY

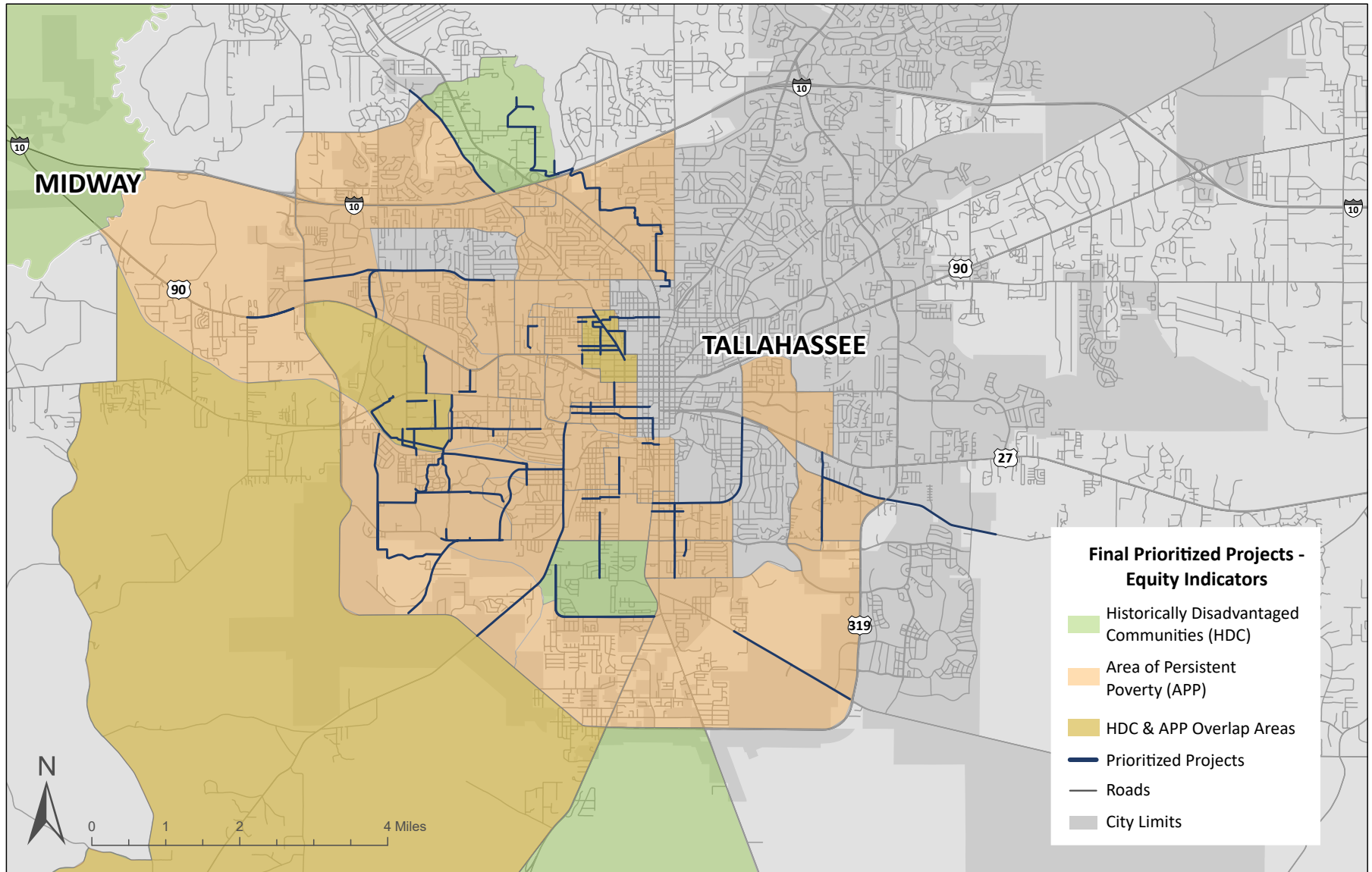


TABLE 12. BLUEPRINT INTERGOVERNMENTAL AGENCY PROJECTS

Project Name	Project Limits	Project Activities	Responsible Agency	Time Frame
Airport Gateway	---	Multimodal enhancements, landscaping, signage, and lighting	Blueprint	Medium
Bike Route System - Downtown-University Protected Bike Lane	W. Pensacola Street (Varsity Drive to S. Duval Street) St. Augustine Street/Madison Street (Varsity Drive to S. Adams Street) S. Adams Street (W. Van Buren Street to Madison Street)			
Bike Route System - Ridge Road	Crawfordville Highway to Springsax Road			
Bike Route System: SW Area Connector	Various locations			
Greenways: Lake Jackson Greenway	Various locations			
Greenways: University Greenway	Various locations			
Magnolia Drive Trail	S. Adams Street to Apalachee Parkway			
Northwest Connector Corridor: Tharpe Street	Capital Circle NW to Ocala Road			

TABLE 13. LEON COUNTY PROJECTS

Project Name	Project Limits	Project Activities	Responsible Agency	Time Frame
Old Bainbridge Road	I-10 to Laurel Trace Way	Sidewalks, multimodal enhancements	Leon County	Short to Medium
Old Bainbridge Road	W. Georgia Street to W. Brevard Street			
Old Bainbridge Road	W. Brevard Street to W. 7th Avenue			
Old St. Augustine Road	Paul Russell Road to Urban Service Area Boundary			
Tennessee Street	Aenon Church Road to Lukeman Lane			
Tram Road	Crossing Rocks Road to Capital Circle SE			
Magnolia Drive Trail	S. Adams Street to Apalachee Parkway			
Northwest Connector Corridor: Tharpe Street	Capital Circle NW to Ocala Road			



TABLE 14. CITY OF TALLAHASSEE - CIP AND PASS

Project Name	Project Limits	Project Activities	Responsible Agency	Time Frame
Bennett Street	Rollins Street to W. 6th Avenue	Multimodal enhancements	City of Tallahassee	Short
Blountstown Street	W. Tharpe Street to W. Tennessee Street			
Dent Street	Dewey Street to Old Bainbridge Road			
Dunn Street	N. Woodward Avenue to Old Bainbridge Road			
FAMU Way	S. Bronough Street to S. Monroe Street			
Gibbs Drive	Monticello Drive to W. 10th Avenue			
N. Ridge Road	Springsax Road to Estates Road			
Paul Russell Road	Apalachee Parkway to Monday Road			
Rollins Street	Bennett Street to Old Bainbridge Road			
W. 6th Avenue	Bennett Street to N. Monroe Street			

TABLE 15. UNIVERSITIES

Project Name	Project Limits	Project Activities	Responsible Agency	Time Frame
Copeland Street	W. Pensacola Street to W. Call Street	Multimodal enhancements	FSU	Medium
Wahnish Way	Osceola Street to Robert and Trudie Perkins Way		FAMU	

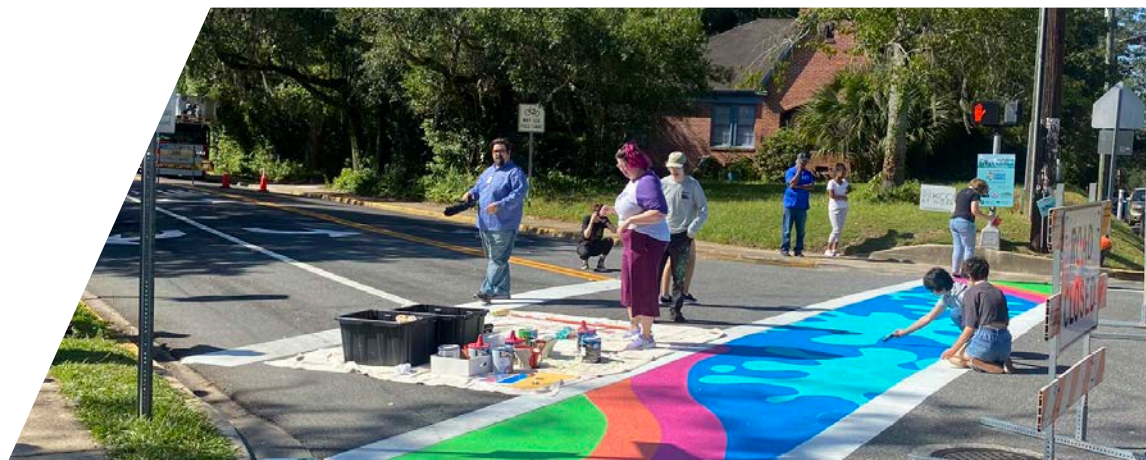


TABLE 16. CITY OF TALLAHASSEE - SIDEWALKS

Project Name	Project Limits	Project Activities	Responsible Agency	Time Frame
4th Avenue	Old Bainbridge Road to Macomb Street	Multimodal enhancements	City of Tallahassee	Short
Alabama Street	Birmingham Street to Old Bainbridge Road			
Arizona Street	Arkansas Street to Colorado Street			
Arkansas Street	Caliark Street to Greentree Lane			
Cactus Street	Pensacola Street to Block Drive			
Chipley Street	Plant Street to Jackson Bluff Road			
Columbia Drive	Escambia Drive to south of Tennessee Street			
Dent Street	Dewey Street to end			
Dewey Street	Rollins Street to Brevard Street			
Dupree Street	Municipal Way to Jackson Bluff Road			
Eisenhower Street	Roberts Road to Plant Street			
Escambia Drive	White Drive to Valencia Drive sidewalk			
Griffin Street	Birmingham Street to Dade Street			
Jackson Bluff Road	Hayden Road to Appleyard Drive			
Jacqueline Lane	Jackson Bluff Road to Karen Lane			
Lorene Street	St. Augustine Street to Jefferson Street			
Macomb Street	Brevard Street to 4th Avenue			
Meridian Street South	Magnolia Drive to Paul Russell Road			
Municipal Way	Sidewalk on east end to sidewalk on west end			
Palm Beach Street	Wahnish Way to Wakulla Street			
Pasco Street	Tucker Street to Bragg Drive			
Plant Street	Chipley Street to Eisenhower Street			
Ridge Road	Estates Road to Crawfordville Highway			
Tartary Drive	Castlewood Drive to Orange Avenue			
Wallis Street	S. Adams Street to end			
Woodward Avenue	W. Carolina Street to Brevard Street			



Strategies

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In addition to projects, the following strategies and actions were developed as part of the Safety Action Plan. These strategies are reflective of safety concerns identified through data collection, crash analysis, and public and stakeholder engagement. An assessment of current policies and plans in the four-county region was completed to identify opportunities to improve processes and develop strategies that are reflective of the region's needs. The policy review and assessment document can be found in Appendix D. These strategies and actions reflect this assessment and are listed below. Implementation of these strategies will range from Short (1-3 years) to Medium (3-5 years) to Long (5 or more years) Term, as reflected in the table below. Ongoing and completed actions are also included in the table below. The larger principles are associated with the Safe Systems Approach and include strategies, actions, responsible parties, time frame, and recommended metrics for measuring progress.



Principle #1: Safe Roads

Principle	Strategy	Action	Responsible Party	Time Frame	Metric
SAFE ROADS	Design roadways to mitigate human risk	Promote the USDOT safety focus areas when pursuing design and identify issues that are related to speed management, intersections, roadway departures, and pedestrians/bicyclists. Select proven countermeasures to address any issues as they relate to safety focus areas.	CRTPA, local counties and municipalities	Short to Medium	Ongoing action
		Use FDOT Context Classification Guide to determine appropriate context classification for all roads in the CRTPA region to better understand areas for more cohesive roadway design based on adjacent land uses.	CRTPA, FDOT	Medium	One county per year
	Encourage safe behavior on our corridors	Work with local officials to identify areas where planning level documents can be amended to advocate for the safe travel of all users. This includes amending language to be inclusive of all modes, identifying policies that are vehicle-centric and updating to reflect all modes, and adding policies that promote a well-rounded and shared transportation network. Documents for this update include Comprehensive Plans, Land Development Code, Bicycle and Pedestrian Master Plans, and other transportation related documents.	Local counties and municipalities	Medium	Three plans per year
		Pursue Safety Action Plans at the City and County level to identify major concerns on the local network and identify specific proven countermeasures to address these concerns.	Local counties and municipalities	Medium to Long	Two plans per year



Principle	Strategy	Action	Responsible Party	Time Frame	Metric
SAFE ROADS	Facilitate safe travel on our corridors for a variety of user types	Conduct detailed studies on areas identified in the HIN analysis as crash hotspots to determine most effective safety countermeasures.	CRTPA, local counties and municipalities	Short	Four corridors/ areas per year
		Conduct level of comfort analyses for bicyclists and pedestrians to determine locations in need of improvement and/or implementation of active transportation facilities.	Local counties and municipalities	Short	Four corridors/ areas per year
		Conduct level of comfort analyses for bicyclists and pedestrians to determine locations in need of improvement and/or implementation of active transportation facilities.	Local counties and municipalities	Short	Four corridors/ areas per year
		Identify sources of funding for bicycle and pedestrian safety countermeasures in areas identified by level of comfort analyses.	Local counties and municipalities	Short	Ongoing action
		Support the CRTPA's commitment to reduce roadway serious injury and fatalities by 2040 through adoption at the county and municipal level.	City and County Commissions	Short	Ongoing action
		Review existing bicycle-pedestrian master plans and update outdated recommendations. Implement proven countermeasures based on needs identified in level of comfort analysis.	Local counties and municipalities	Short to Medium	Two plans per year
		Develop internal review process for roadway projects to identify opportunities for integration of improved multimodal facilities that exceed existing standards.	Local counties and municipalities	Medium to Long	Ongoing action
		Improve safety of rural roadways through improved design and implementation of context-sensitive safety countermeasures.	Local counties and municipalities	Long	Ongoing action



Principle	Strategy	Action	Responsible Party	Time Frame	Metric
SAFE ROADS	Facilitate safe travel on our corridors for a variety of user types	Expand data collection efforts regarding roadway safety and traffic through regular roadway safety audits where crash data indicates there may be an issue.	CRTPA	Short to Medium	Four audits per year
		Update existing or complete new Safe Routes to Schools studies to include audits of bicycle and pedestrian accessibility and safety of individual schools.	Local counties in partnership with School Boards	Short to Medium	One county per year

Principle #2: Safe People

Principle	Strategy	Action	Responsible Party	Time Frame	Metric
SAFE PEOPLE	Encourage safe, responsible driving	Develop a Strategic Outreach Plan and toolkit that will focus on educating the public to address issues and problems specific to roadway safety in the CRTPA Region.	CRTPA, local counties and municipalities	Short	Complete action
		Support and encourage driver's education and safety programs for high school students.	Local counties in partnership with School Boards	Short	Ongoing action
	Foster culture of roadway safety through education, engagement, and outreach	Design and employ programs that engage the community in promoting safer streets, such as Paint Saves Lives programming and tactical urbanism projects.	Local counties and municipalities, CTSTs	Short	Five events per year
		Identify appropriate locations for construction of traffic parks to educate students and children on safe bicycle and pedestrian practices.	Local counties and municipalities, CTSTs	Short	Complete action
		Implement and/or expand Safe Routes to School non-infrastructure education programs.	Local counties in partnership with School Boards	Short	Complete action



Principle #3: Safe Speeds

Principle	Strategy	Action	Responsible Party	Time Frame	Metric
SAFE SPEEDS	Promote safe speeds in all roadway environments through thoughtful, equitable, and context appropriate roadway design.	Continue collecting data to identify areas prone to speeding or speed related crashes.	CRTPA, local counties and municipalities	Short	Ongoing action
		Use collected speed data to identify pilot project corridors for implementation of speed-reducing countermeasures.	CRTPA, FDOT, local counties and municipalities	Medium	Four corridors per year
		Implement safety countermeasures, such as speed feedback signs, reduced lane widths, or raised center islands at areas prone to speeding.	CRTPA, FDOT, local counties and municipalities	Medium	Four area/corridors per year
		Inventory all signage and roadway markings to identify any gaps in regulation that could contribute to speed related issues and crashes.	Local counties and municipalities	Short to Medium	One county per year
	Targeted education and outreach campaigns	Seek opportunities to engage and educate public on effects and dangers of speeding through initiatives at local events, festivals, and community meetings.	Local counties and municipalities, CTSTs	Short	Ongoing action
	Enforcement	Coordinate with local law enforcement to increase enforcement efforts at areas with known speeding issues and/or a history of speeding-related crashes.	Local counties and municipalities, CTSTs	Short	Ongoing action
		Coordinate with local law enforcement to provide educational materials when drivers are pulled over for excessive or high speeds that is consistent with other city or county efforts.	Local counties and municipalities, CTSTs.	Medium	Ongoing action

