

Steering Committee and Public Workshop

**Collier Metropolitan Planning Organization (MPO)
Safe Streets and Roads for All (SS4A)
Comprehensive Safety Action Plan (SAP)**

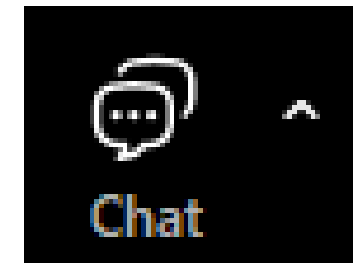
October 30, 2024

Contract No. 18-7432 MP



How to Participate

- Closed Captioning is available in English and other languages
- You will have an opportunity to ask questions during the breakout room activity but can also use the Zoom chat feature
- We will be using interactive polls, as well as breakout rooms and virtual whiteboards during the workshop portion of the event



Agenda

1. Introduction & Welcome
2. Comprehensive Safety Action Plan Overview
3. Challenges & Opportunities
 1. Breakout Discussion #1 & Report Back
 2. Breakout Discussion #2 & Report Back
4. Next Steps



Introduction

1. Introduction

Interactive Polls

- Where are you from?
- What mode of transportation do you use most frequently?



Comprehensive Safety Action Plan (CSAP)

- Aimed at reducing and eliminating **serious-injury and fatal** crashes affecting **all roadway users** on **all public roads**.
- Adopts a Safe Systems Approach
- Aligns with the Florida Strategic Highway Safety Plan
- Focuses on safety needs and issues of the city, county, or region.



Purpose & Benefits of CSAP

Purpose

- Establish a framework for implementing strategies to eliminate serious and fatal injuries for all roadway users.
- Supports revision and adoption of policies and procedures
- Guides decision making and funding allocation.

Benefits

- Allows agencies and organizations to take a **proactive approach** to understanding and addressing safety concerns.
- **Improve relationships** with the public and other key stakeholders.
- **Increase multi-disciplinary collaboration** to reduce traffic-related fatalities and injuries.
- Identifies safety needs and includes strategies and a list of prioritized projects to pursue to better leverage existing and future **funding**.

Safe System/Vision Zero Principles

Death and Serious Injuries are Unacceptable

We can and must design a system where tragedies don't happen. Our primary focus should be on severe crashes.

Humans Make Mistakes

We can't expect perfect behavior. Our system should anticipate mistakes and mitigate the chance of death when they occur.

Humans Are Vulnerable

Our bodies have physical limits for tolerating crash forces, the design of our system should account for these human vulnerabilities.

Responsibility is Shared

We all (govt, industry, researchers, the public) have a responsibility to prevent fatalities and serious injuries on our roadways.

Safety is Proactive

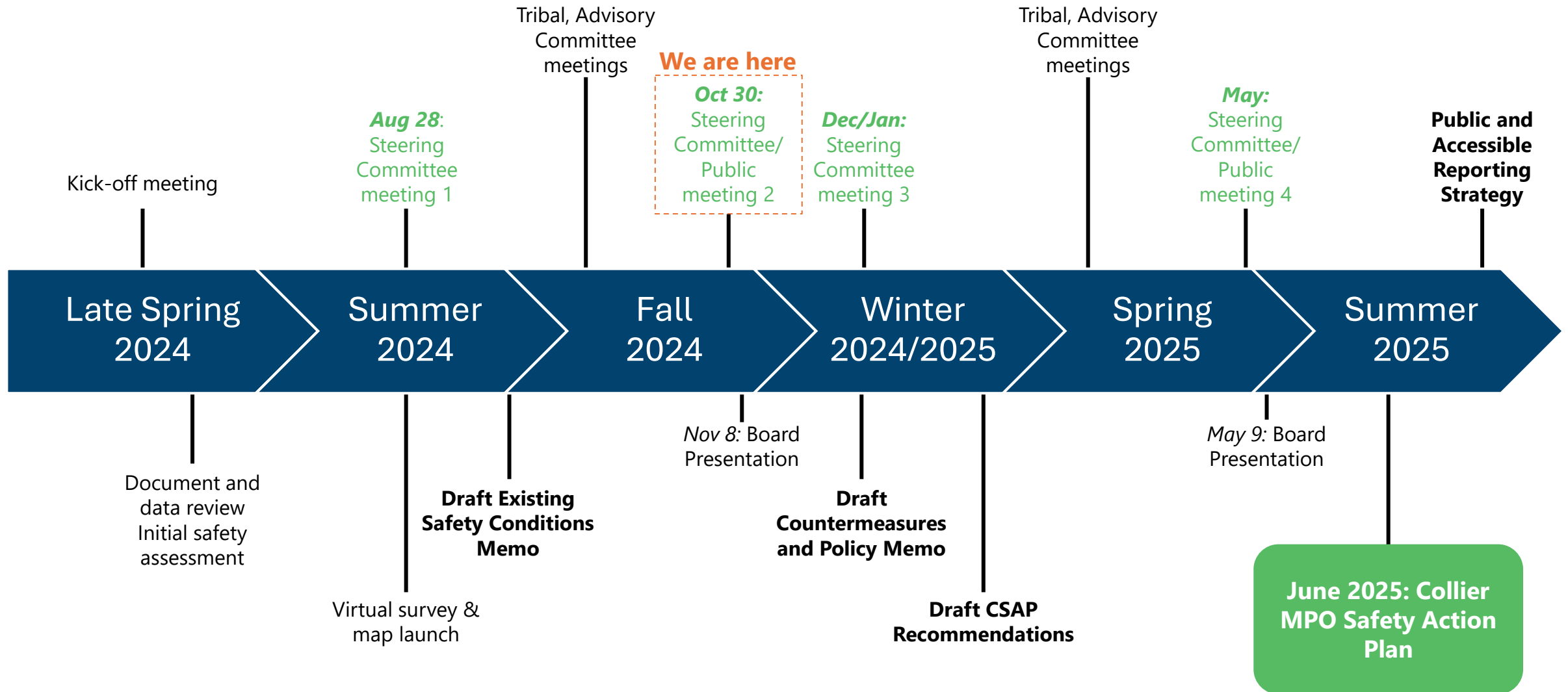
We should use tools that identify and address issues in our system, rather than waiting for severe crashes to occur and react after.

Redundancy is Crucial

We need all parts of the system to be strengthened so that if one part fails, others still protect people.

Project Timeline

2. CSAP Overview



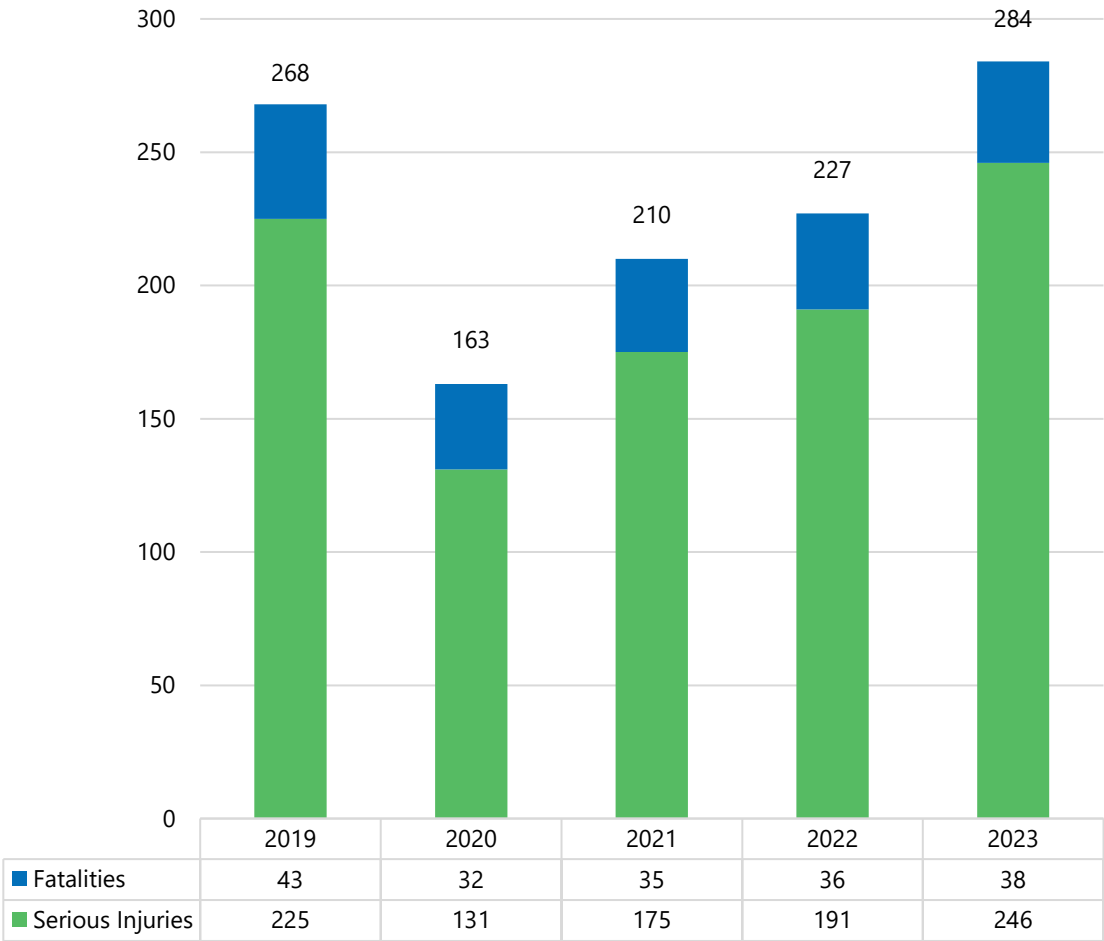
Existing Safety Conditions

Crash Trends: Overall

- Fatal and Serious Injury (KSI) crashes have been rising since 2020
- 20- to 30-year-olds are involved in the most KSI crashes (24%), even though they make up just 9% of the population

Year	Total Crashes	Fatal and Serious Injury Crashes
2019	11,410	216
2020	9,395	137
2021	11,494	172
2022	12,236	186
2023	12,470	218
2019-2023	57,005	929

People Seriously Injured or Killed in Collier County
(2019-2023)



Existing Safety Conditions

Crash Trends: Overall

Collier County experiences an average of:

36 fatalities per year

OR

1 fatality every **10 days**

193 serious injuries per year

1 serious injury every **2 days**

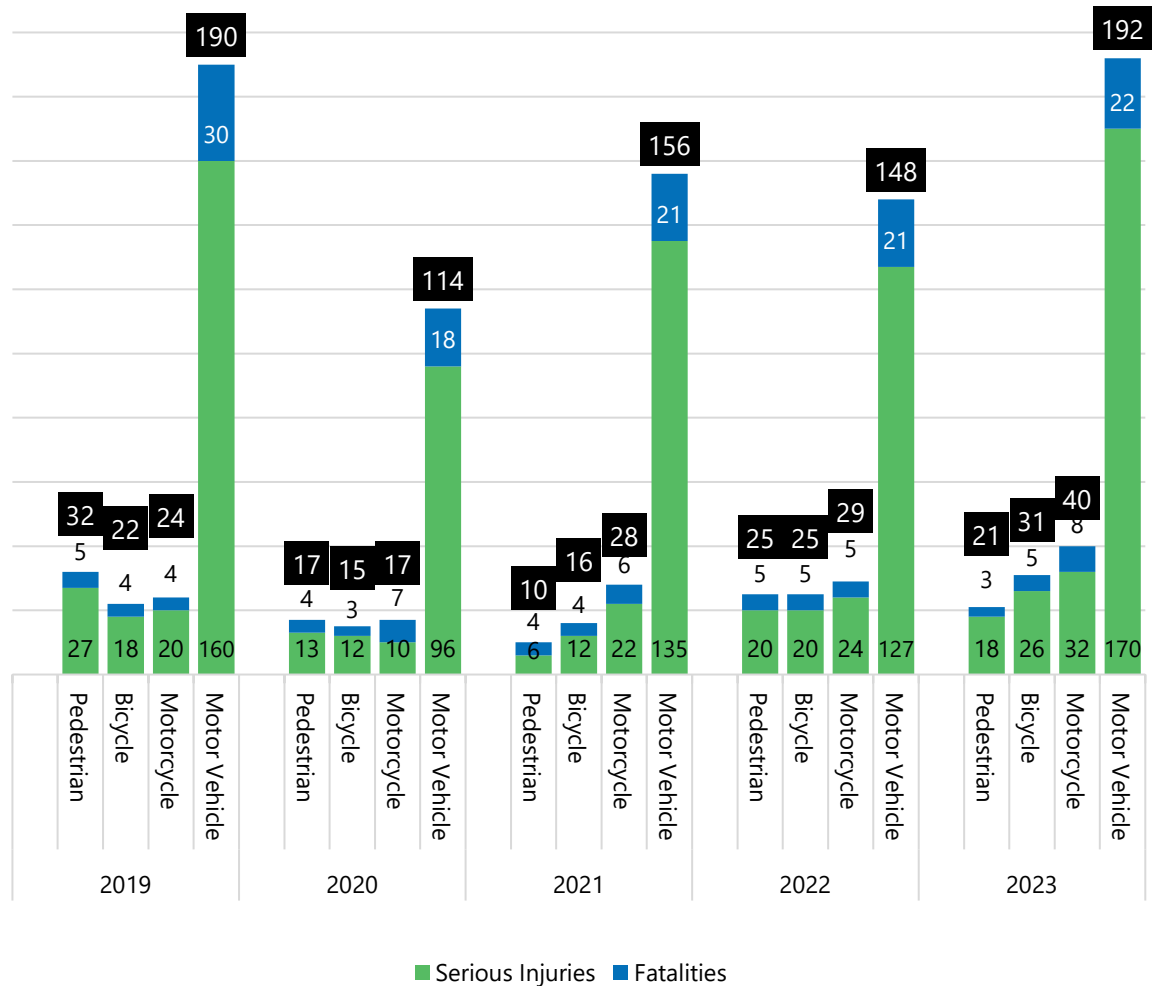
Existing Safety Conditions

Crash Trends: By Mode

- Fatalities and Serious Injuries are over-represented among Motorcyclist, Bicycle, and Pedestrian crashes
- Motorist crashes are most common (96%), but are less severe than all other crashes
- Children and teens (0-19) are the most common victims in pedestrian and bicyclist KSI crashes, disproportionate to their share of the population

User Type	% Crashes	% of KSI Crashes	Relative Severity
Pedestrian	2%	11%	6.1
Bicycle	2%	12%	7.1
Motorcycle	1%	14%	14.8
Motor Vehicle	96%	63%	0.7

People Killed or Seriously Injured in Collier County, by Mode

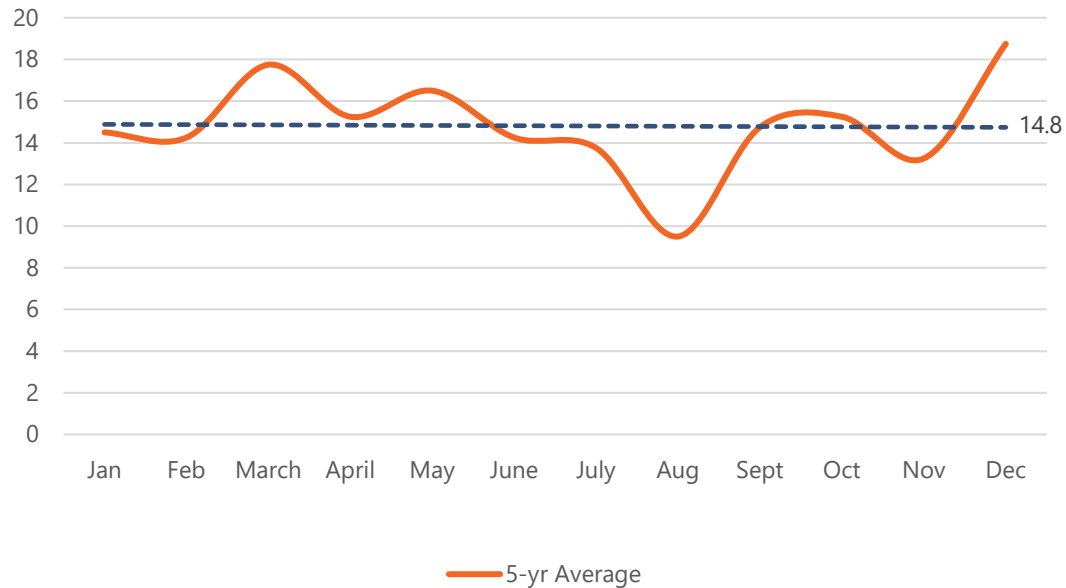


Existing Safety Conditions

Crash Trends: By Season

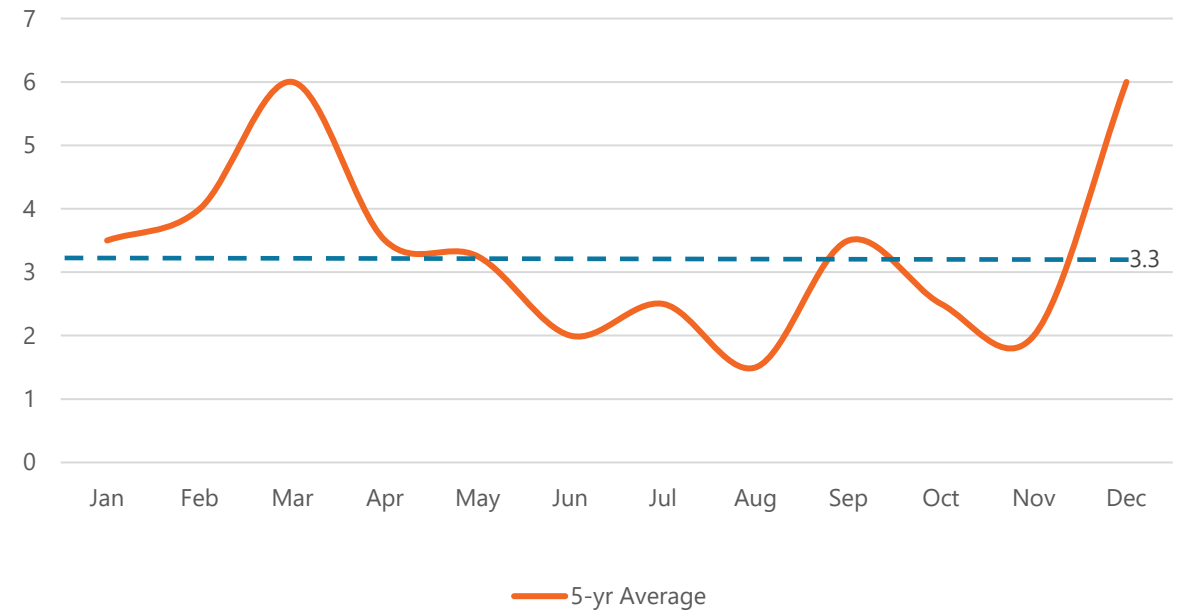
All Modes

Crashes are highest in Winter and Spring



Bicyclists and Pedestrians

More likely to have been in a crash in the winter and spring, with these periods representing 66% of all KSI crashes.



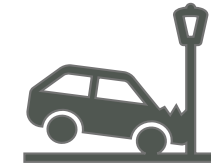
Existing Safety Conditions

Crash Trends: Driver Contributing Action

- Over half (65%) of all fatal and severe injury crashes result from five primary causes: reckless driving, failure to yield, roadway departure, disregarding traffic signals, and speeding.

	% Share of Fatal or Severe Injury Crashes
Reckless Driving	24%
Failure to Yield	18%
Roadway Departure	12%
Disregarding Traffic Signals	8%
Speeding	4%

65%
of all fatal and
serious injury
crashes between
2019 and 2023



Reckless Driving



Failure to Yield



Roadway Departure



Disregarding Traffic Signs & Signals



Failure to Reduce Speed

Existing Conditions

Crash Type	% Share of Crashes	% Share of KSI Crashes	Relative Severity
Left Turn	7%	17%	2.5
Angle	6%	8%	1.3
Rear End	34%	15%	0.4
Right turn	2%	2%	0.9
Ran off Roadway/Fixed Object	9%	19%	2.3
Head On	1%	6%	5.8
Rollover	0%	5%	10.9
Sideswipe	12%	4%	0.4
Other/ Non-Collision	27%	2%	0.1
Animal	1%	0%	0.3

Crash Type and High-Risk Features

- Rear end crashes are common but tend to be less severe when they occur.
- Left turn and angle crashes, while only moderately common, tend to be more severe when they occur.
- Right turn crashes are less common and less severe.
- The relative risk tends to be higher at high-volume intersections with a greater number of lanes
- The greatest risk occurs at 6+ lane, high-volume, non-signalized intersections.
- The greatest risk for bicycle crashes and bicycle KSI crashes occur on 6+ lane roadway segments.

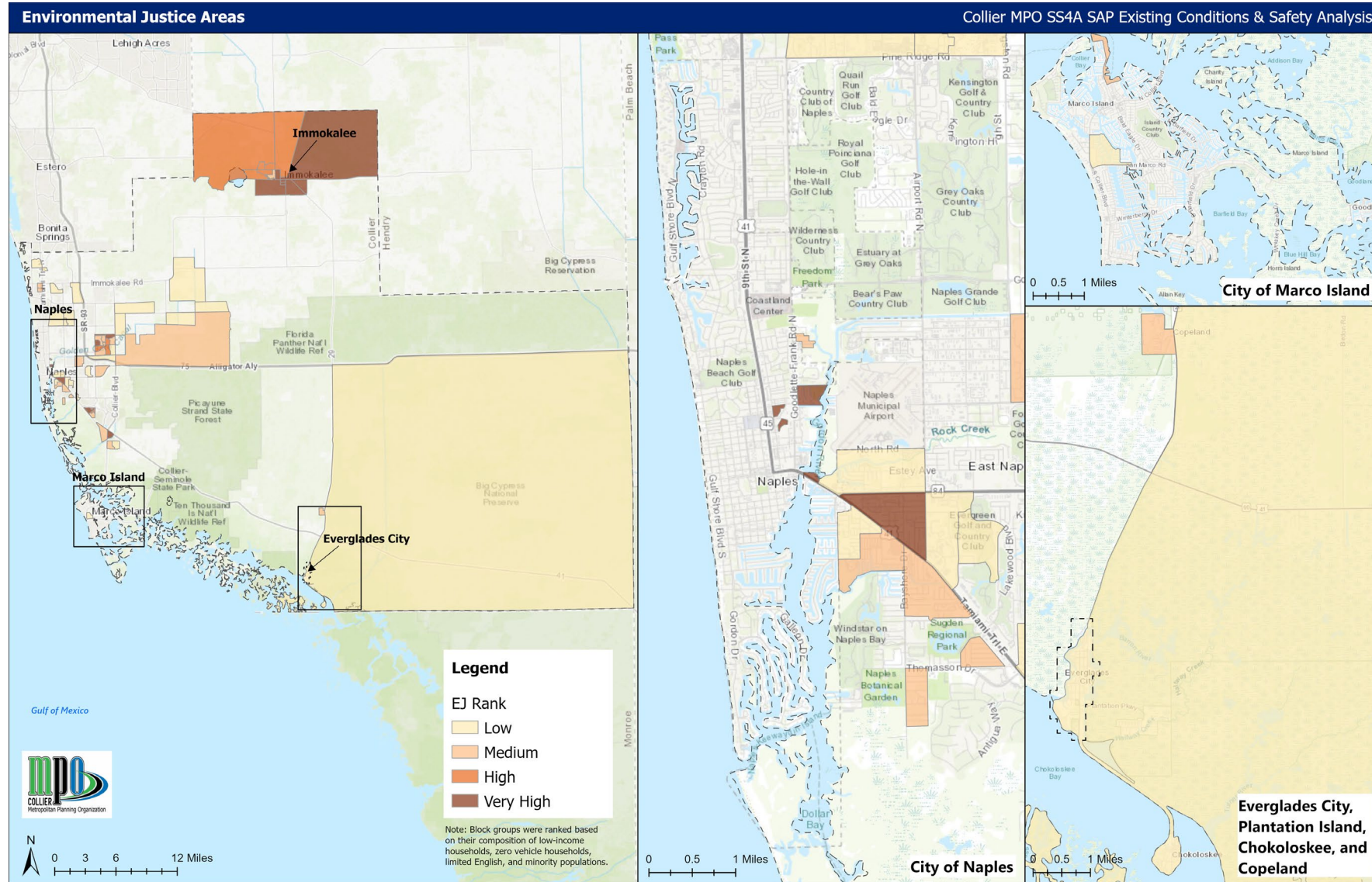
Existing Conditions

Crash Trends: Equity Considerations

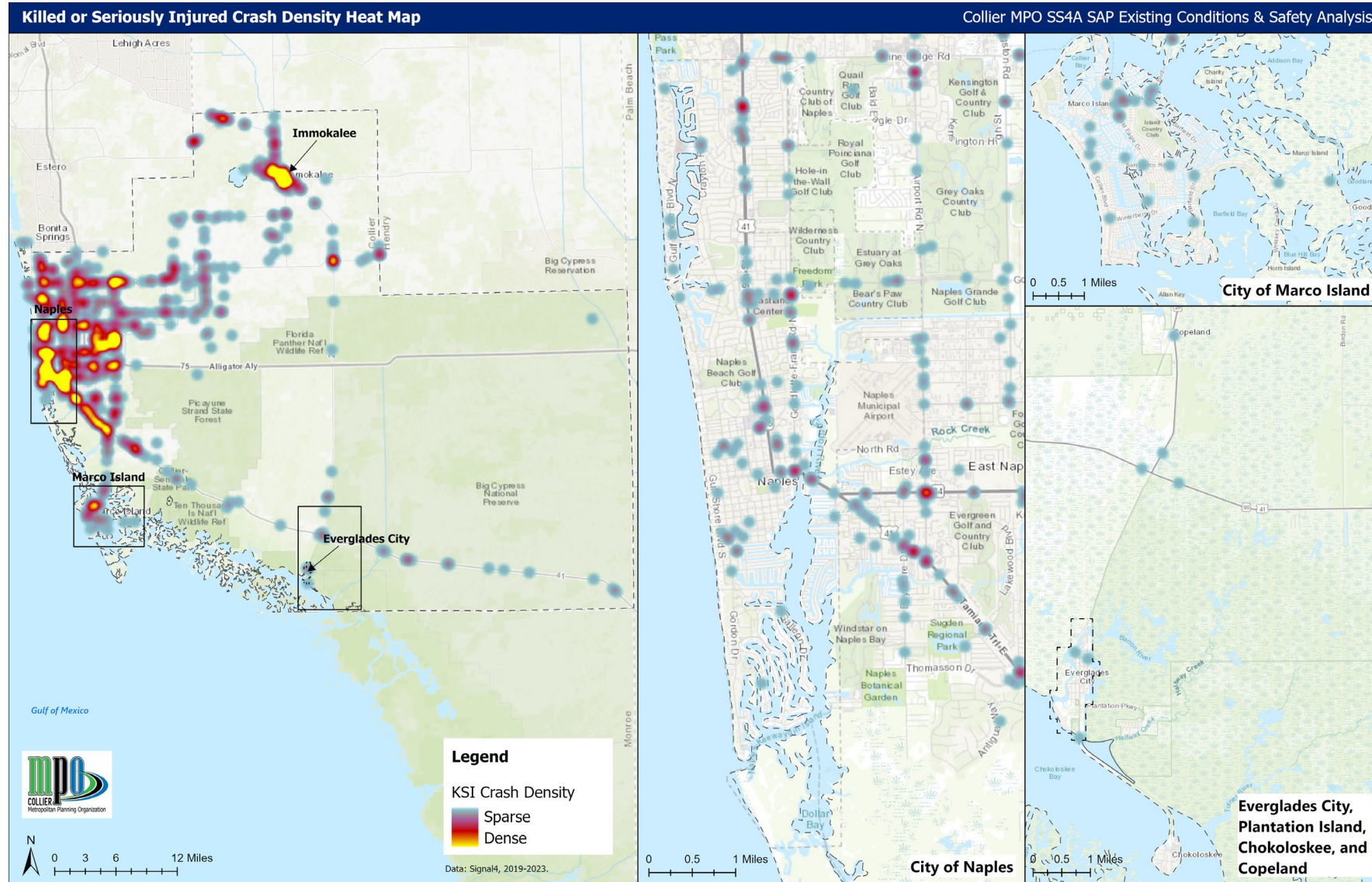
- Non-whites make up a smaller portion of the overall population and crashes, but bear a disproportionate number of traffic fatalities.
- Areas with a high equity need are overrepresented in the County's crashes and KSI crashes: 3% of the county's roadway miles but 9% of KSI crashes

	White (Non-Hispanic)	Hispanic or Latino	Black or African American (Non-Hispanic)	Asian (Non-Hispanic)
Population in Collier County	233,909	108,822	24,232	5,338
Share of Collier County (%)	61.5%	28.6%	6.4%	1.4%
Persons Killed in Fatal Crashes	104	71	20	5
Share of Fatalities, 2017-2021 (%)	51%	35%	10%	2%
Fatalities per 100,000 Residents	44.46	65.24	82.54	93.67

Existing Safety Conditions

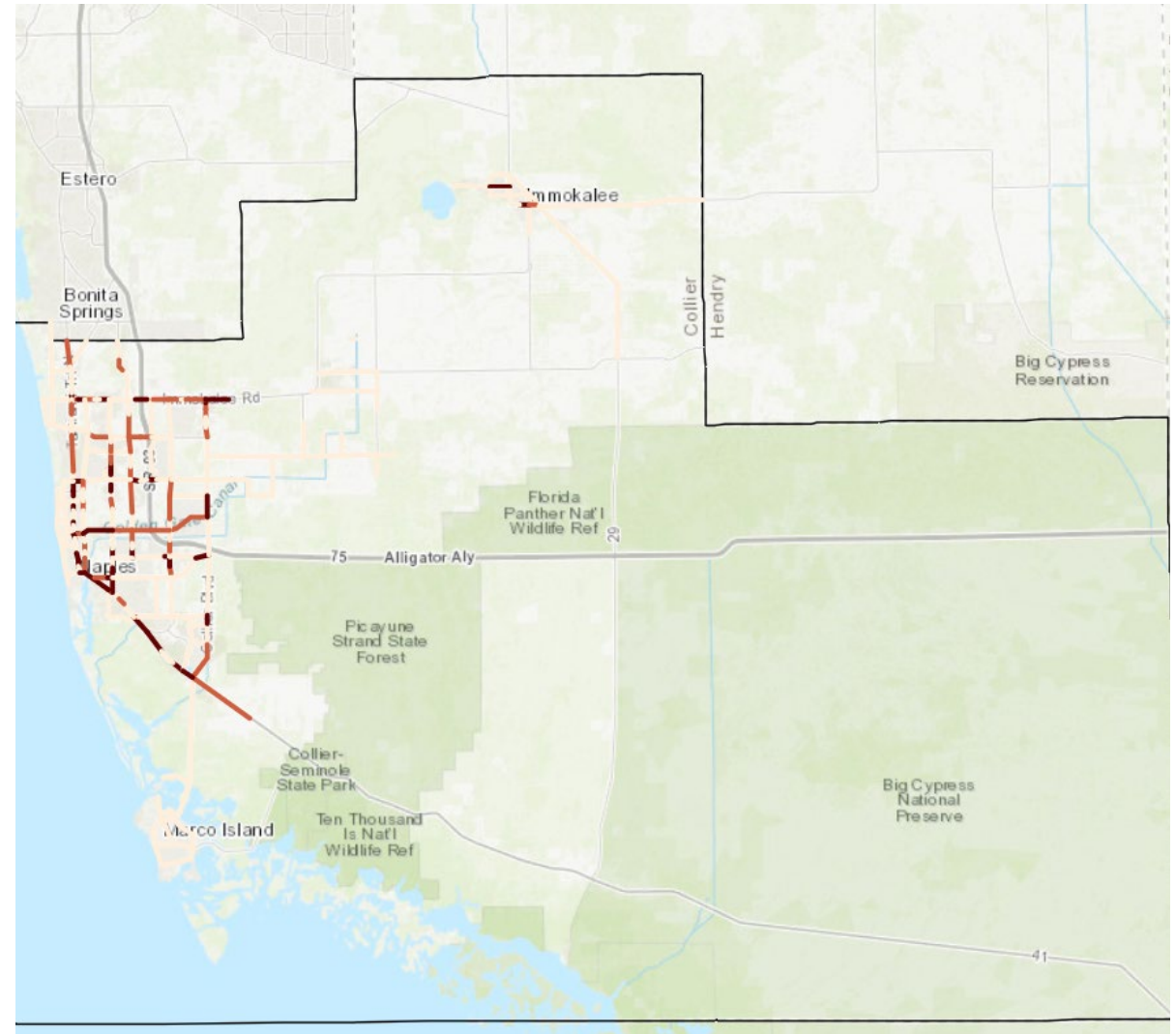


Existing Safety Conditions



High Injury Network

- A HIN includes road segments where serious crashes happen more often than in other areas.
- Also considers systemic risk.
- HIN will be further prioritized into focus corridors through:
 - Feedback from the community
 - Other factors identified by the MPO, including equity considerations
- We will be reviewing this more fully in the breakout rooms

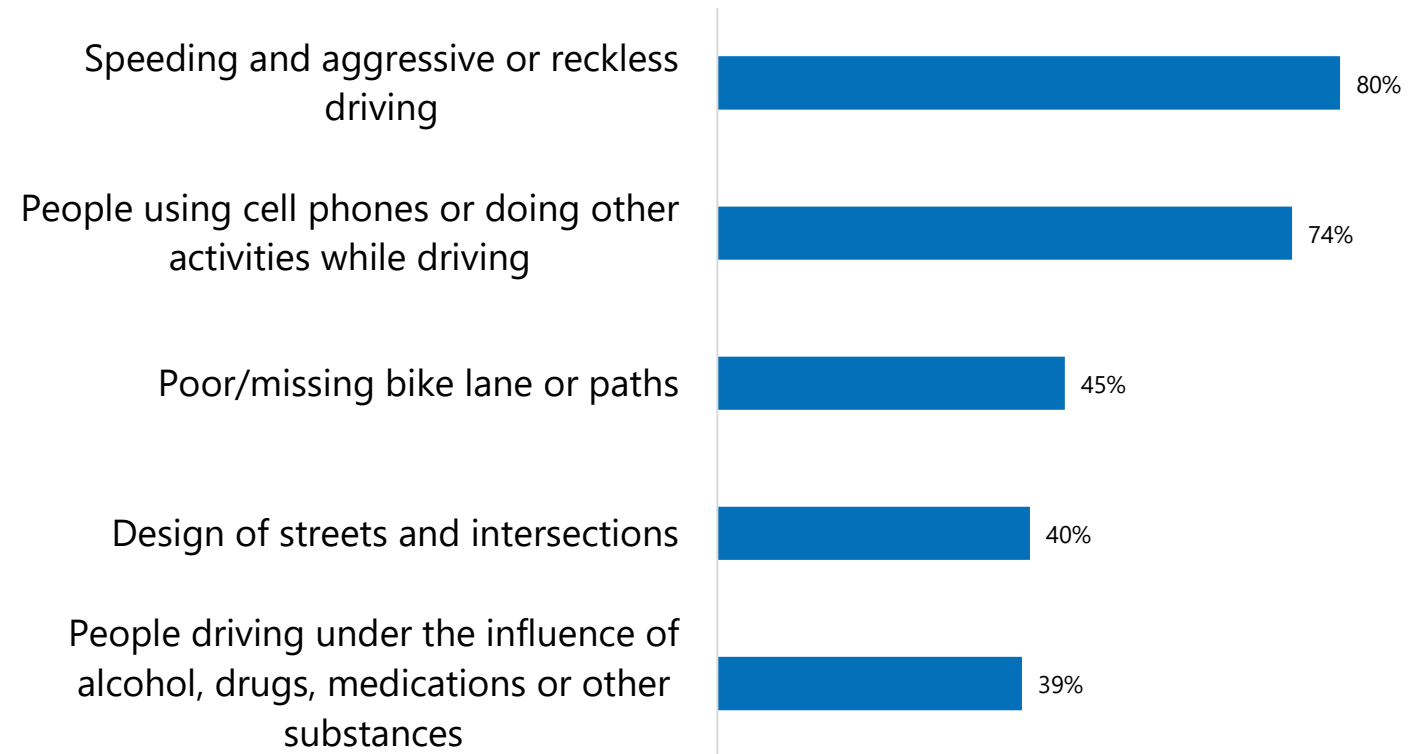


What We've Heard So Far

Online Survey Highlights

- 300+ survey replies
- Many (80%) have changed plans due to traffic safety concerns

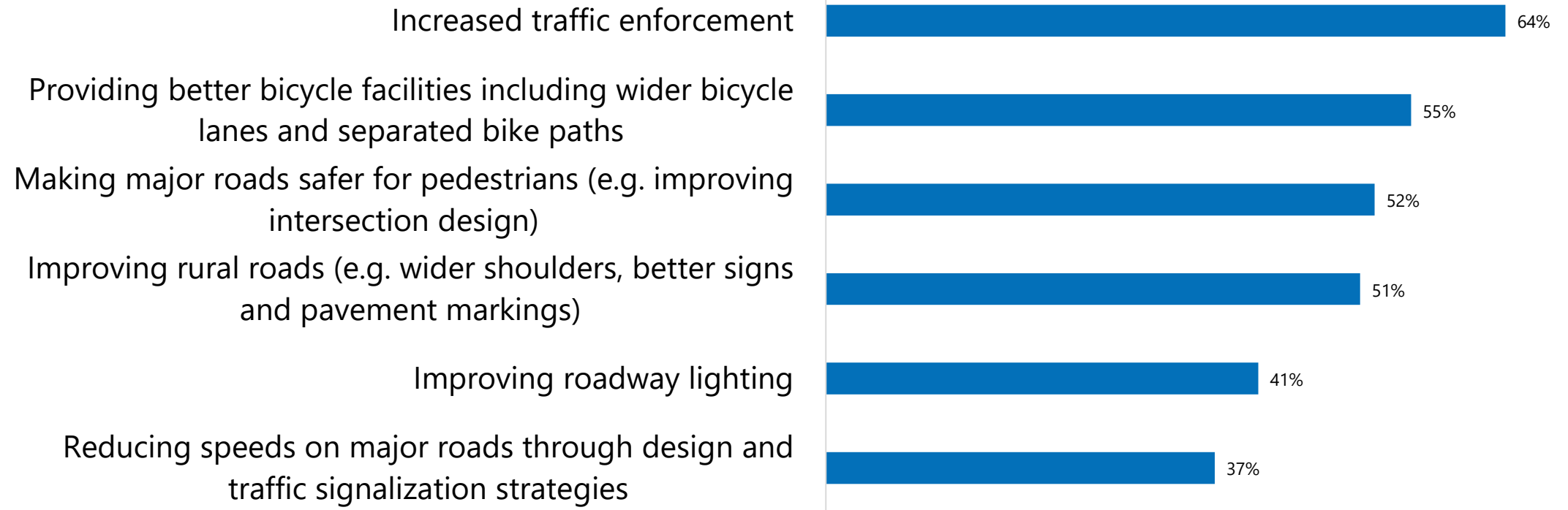
"Contributes A Lot" to Safety Concerns



What We've Heard So Far

Online Survey Highlights

"Very Supportive" of Intervention for Increasing Safety



Workshop and Discussion

Breakout Discussion #1: Concerns

Workshop and Discussion

Breakout Discussion #1: Concerns *Share Out*

Workshop and Discussion

Breakout Discussion #2: Solutions

Workshop and Discussion

Breakout Discussion #2: Solutions *Share Out*

Wrap Up



Any other questions?

Contact:

Sean Kingston, Collier MPO (sean.kingston@colliercountyfl.gov)

Stacey Meekins, TYLin (Stacey.meekins@tylin.com)

Kelly McGuinness, TYLin (Kelly.mcguinness@tylin.com)

Next Steps

4. Next Steps

- Please visit and share:
 - Survey: <https://arcg.is/bS4TG>
 - Map: <https://map.proxi.co/r/CollierMPO-SafetyActionPlan> add jipOs
- Additional meetings:
 - Board Presentation: 11/8

