

# **TRANSPORTATION FOR SAFER COMMUNITIES INITIATIVE (TSCI)**

**Policy Committee**

**July 11, 2025**

# INTRODUCTION BY ED-CEO

- Draft policy for Transportation for Safer Communities Initiative (TSCI)
- A result of
  - Commitment to a safer multimodal transportation system for all users
  - Clear concerns of our members, aligning NOACA safety work with needs for member communities
  - Input from Councils, Subcommittees, and Committees
- Provides funding for planning and implementation of low-cost, rapidly deployable FHWA Proven Safety Countermeasures

# **ACTION REQUESTED**

**Recommend this item to the Executive Committee for placement on the September 2025 Board of Directors agenda:**

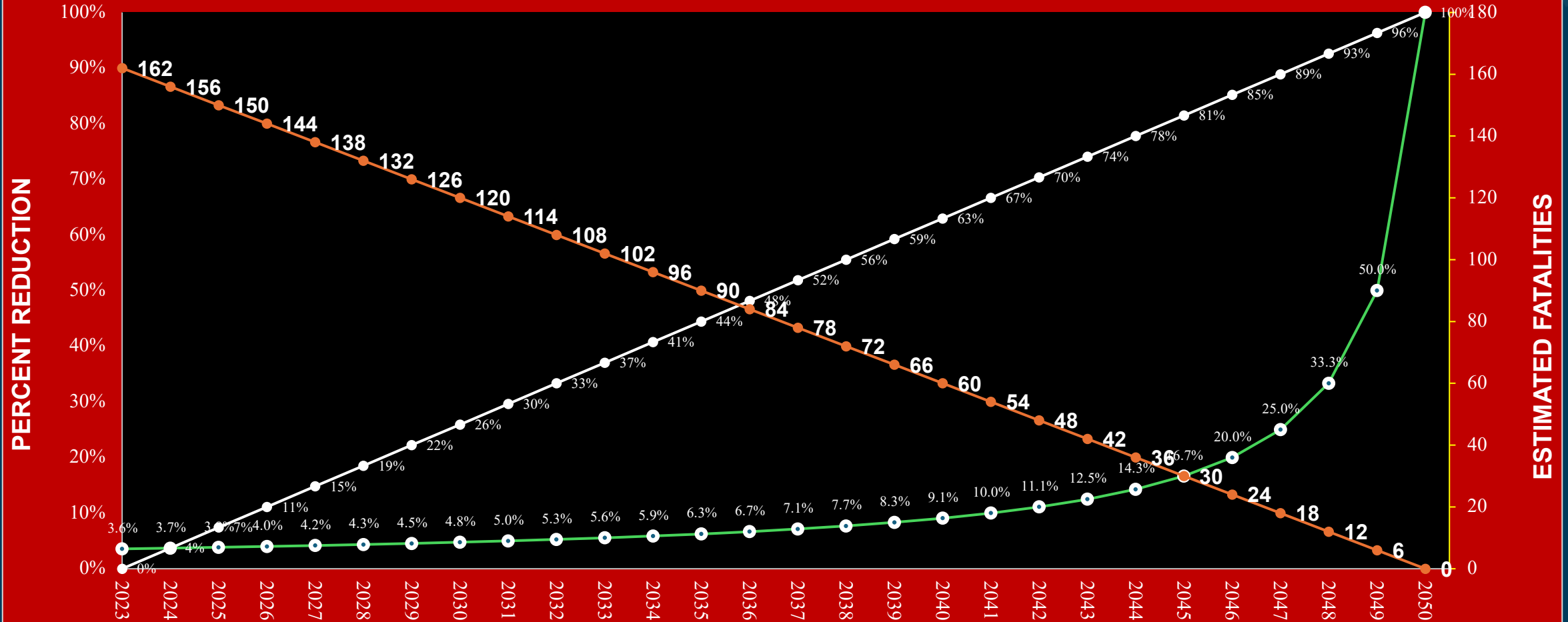
- **Transportation for Safer Communities (TSCI) Policy**

## **PREVIOUS ACTION**

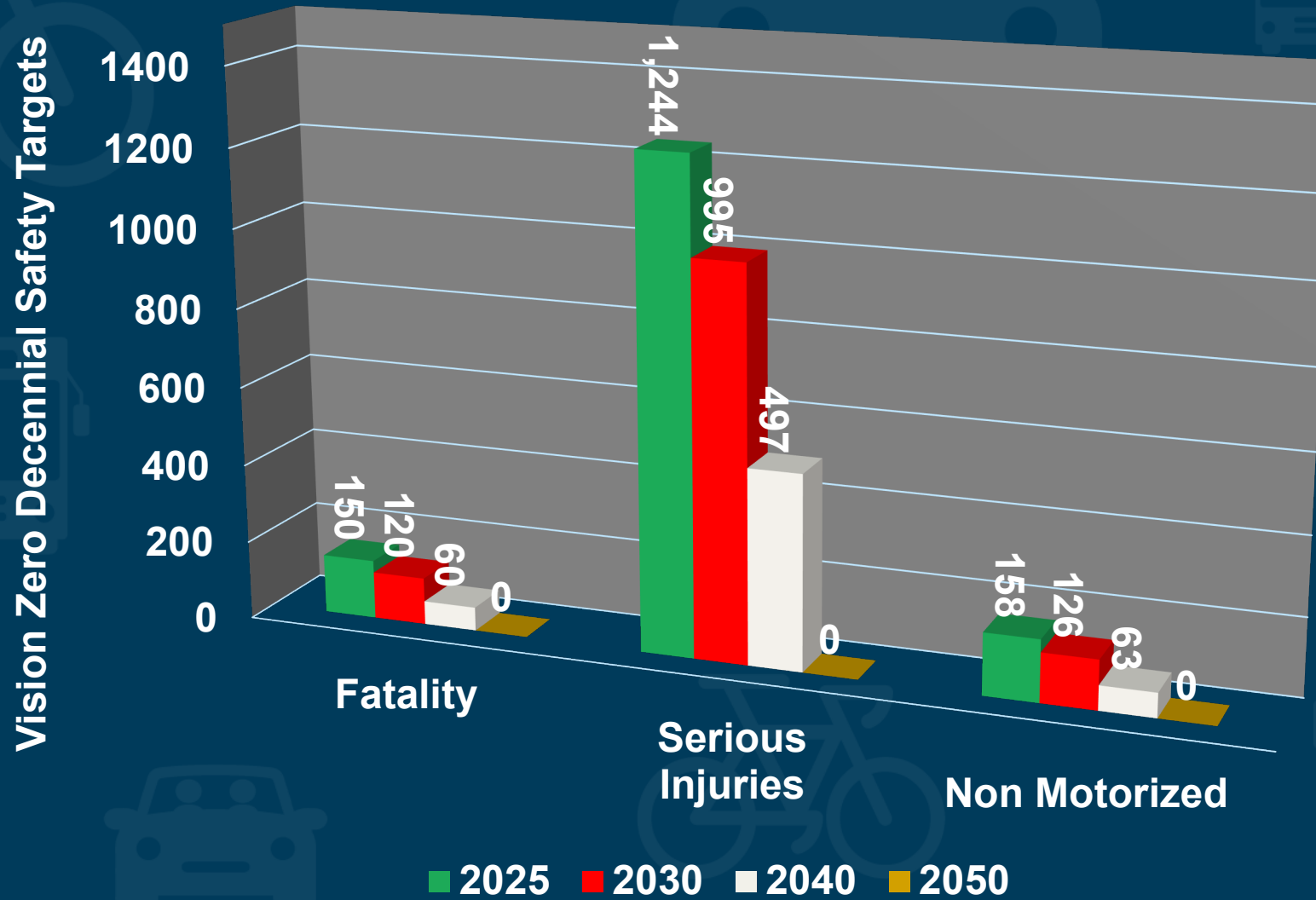
**Presented at the April Policy Committee meeting and to the Transportation Subcommittee and Councils.**

# SAFETY PERFORMANCE MEASURE TARGETS

## EQUAL ANNUAL FATALITY REDUCTION



# SAFETY PERFORMANCE MEASURE TARGETS



# NOACA COMMUNITY SAFETY REPORTS



## 2022 Community Safety Report

INTRODUCED FHWA  
SAFETY  
COUNTERMEASURES



## 2024-2025 Community Safety Report

APPLIED SELECTED  
FHWA SAFETY  
COUNTERMEASURES  
WITH BENEFIT/COST  
ANALYSIS



# NON-MOTORIZED COUNTERMEASURES



High Visibility Crosswalk Markings (HVCM)

Possible Crash Reduction – 42%  
Cost: \$675 - \$6,420

Possible Crash Reduction – 47%  
Cost: \$5,070 - \$58,560

Rectangular Rapid Flashing Beacon (RRFB)



Bicycle Lanes and Delineators

Possible Crash Reduction – 49%  
Cost: \$5,630 - \$56,310 (per mile)

Source – Federal Highway Administration (FHWA)

# NON-MOTORIZED COUNTERMEASURES



**Pedestrian Refuge Island (PRI)**

**Possible Crash Reduction – 56%**  
**Cost: \$2,410 - \$46,360**

**Possible Crash Reduction – 13%**  
**Cost: \$225 - \$1,350**

**Leading Pedestrian Interval (LPI)**



**Pedestrian Hybrid Beacons (PHB)**

**Possible Crash Reduction – 55%**  
**Cost: \$23,650 - \$144,150**

Source – Federal Highway Administration (FHWA)

# MOTORIZED COUNTERMEASURES



**Wider Edge Lines**

**Possible Crash Reduction – 37%**  
**Cost: \$670 (per mile)**

**Possible Crash Reduction – 15%**  
**Cost: \$44 - \$150**

**Backplates with  
Retroreflective Borders**



**Center Line and Shoulder Rumble Strips**

**Possible Crash Reduction – 44 - 64%**  
**Cost: \$600 - \$7,170 (per mile)**

Source – Federal Highway Administration (FHWA)

# COST AND IMPACT ASSESSMENT

**Table 14: Nonmotorized Countermeasure Cost and Impact Assessment**

NONMOTORIZED COUNTERMEASURES	COSTS	RATIO RANGES	10 YEARS SAVINGS
High Visibility Crosswalk Marking (HVCM)	\$6,400	0 – 12	\$1,600 – \$76,700
Rectangular Rapid Flashing Beacon (RRFB)	\$58,600	0 – 1	\$5,200 – \$90,600
Pedestrian Refuge Island (PRI)	\$46,400	0 – 3	\$21,700 – \$123,400
Pedestrian Hybrid Beacons (PHB)	\$144,100	0.02	\$2,300
Leading Pedestrian Interval (LPI)	\$1,400	2 – 10	\$2,400 – \$13,700
Bicycle Lanes and Delineators	\$56,300 (per mile)	No Financial Benefit	\$4,200 – \$10,700
Concrete Sidewalks - Patterned	\$200 (Linear Foot)	0 – 1	\$103,800 – \$343,200
HVCM+ RRFB	\$65,000	0 – 6	\$13,300 – \$37,100
HVCM+ PRI	\$52,800	1 – 2	\$55,000 – \$128,300
HVCM+ LPI	\$7,800	3 – 7	\$23,900 – \$58,400

**Table 15: Motorized Countermeasure Cost and Impact Assessment**

MOTORIZED COUNTERMEASURES	COSTS	RATIO RANGES	ANNUAL SAVINGS
Backplates with Retroreflective Borders	\$100 (per new plate)	12 – 78	\$13,600 – \$87,400
Wider Edge Lines	\$700 (per mile)	27.5	\$91,000
Center Line Rumble Strips	\$7,200 (per mile)	5 – 13	\$65,200 – \$278,000
Shoulder Rumble Strips	\$7,200 (per mile)	1 – 8	\$23,800 – \$112,000

# COST/BENEFIT RATIO REGIONAL OVERVIEW

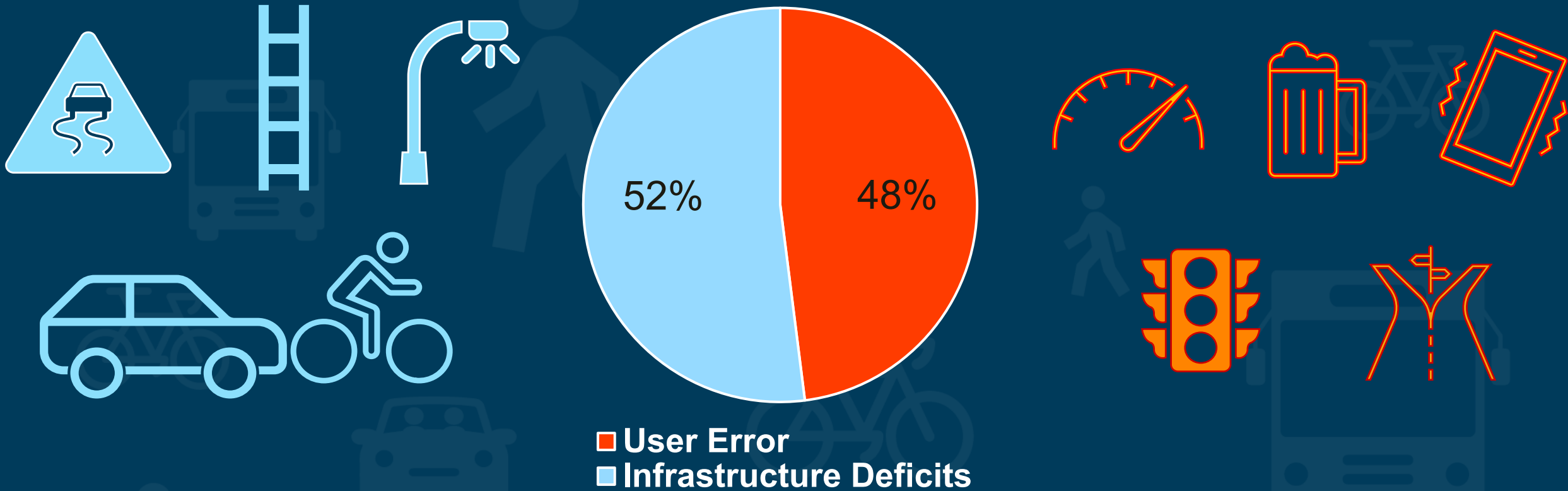


# WHY DO CRASHES HAPPEN?



# HUMAN ERROR & INFRASTRUCTURE FAILURE

## 2024 Regional Crashes



# FUNDING BRIDGE



2024-2025  
Community Safety Report



2022 Community Safety Report  
City of Chardon



Northeast Ohio Areawide  
Coordinating Agency

# NORTHEAST OHIO SAFETY FUNDS

Formal \$500K -  
\$5M

Abbreviated  
<\$500K

## ODOT HSIP Funding



Pedestrian  
Systemic <\$2M



Roadway Departure  
Systemic <\$5M

\$100K – \$500K

NOACA

# PROJECT GROUPING STRATEGIES

- Individual project with costs over \$100K



- Grouping by geography or type
- Adding low-cost countermeasures to another major project



# NEW INITIATIVE PROPOSAL

TSCI aims to reduce fatalities and serious injuries on regional roadways by promoting FHWA Proven Safety Countermeasures (PSCs)

# PROPOSAL DETAILS

- **Emphasizes low-cost, rapidly deployable countermeasures**
- **Supports all elements of PSC implementation**
- **Projects will be selected based on enhancing safer accessibility and mobility**

# FINANCIAL IMPACTS

**Minimum \$1 million annual allocation**

- **Surface Transportation Block Grant (STBG)**
- **Ohio Consolidated Planning Grant (OCPG)**
- **Non-federal match of 20%**

# NEXT STEPS

If approved, we will incorporate any refinements suggested by this Committee and present to the Board in September.

# ACTION

Recommend this item to the Executive Committee for placement on the September 2025 Board of Directors agenda:

- Transportation for Safer Communities (TSCI) Policy



Motion  
Second  
Discussion  
Put the Question





# NOACA

Northeast Ohio Areawide Coordinating Agency

NOACA will **strengthen** regional cohesion, **preserve** existing infrastructure, and **build** a sustainable multimodal transportation system to **support** economic development and **enhance** quality of life in Northeast Ohio.