



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

**Safety and Operations Council  
February 20, 2026**

# **ACTION REQUESTED**

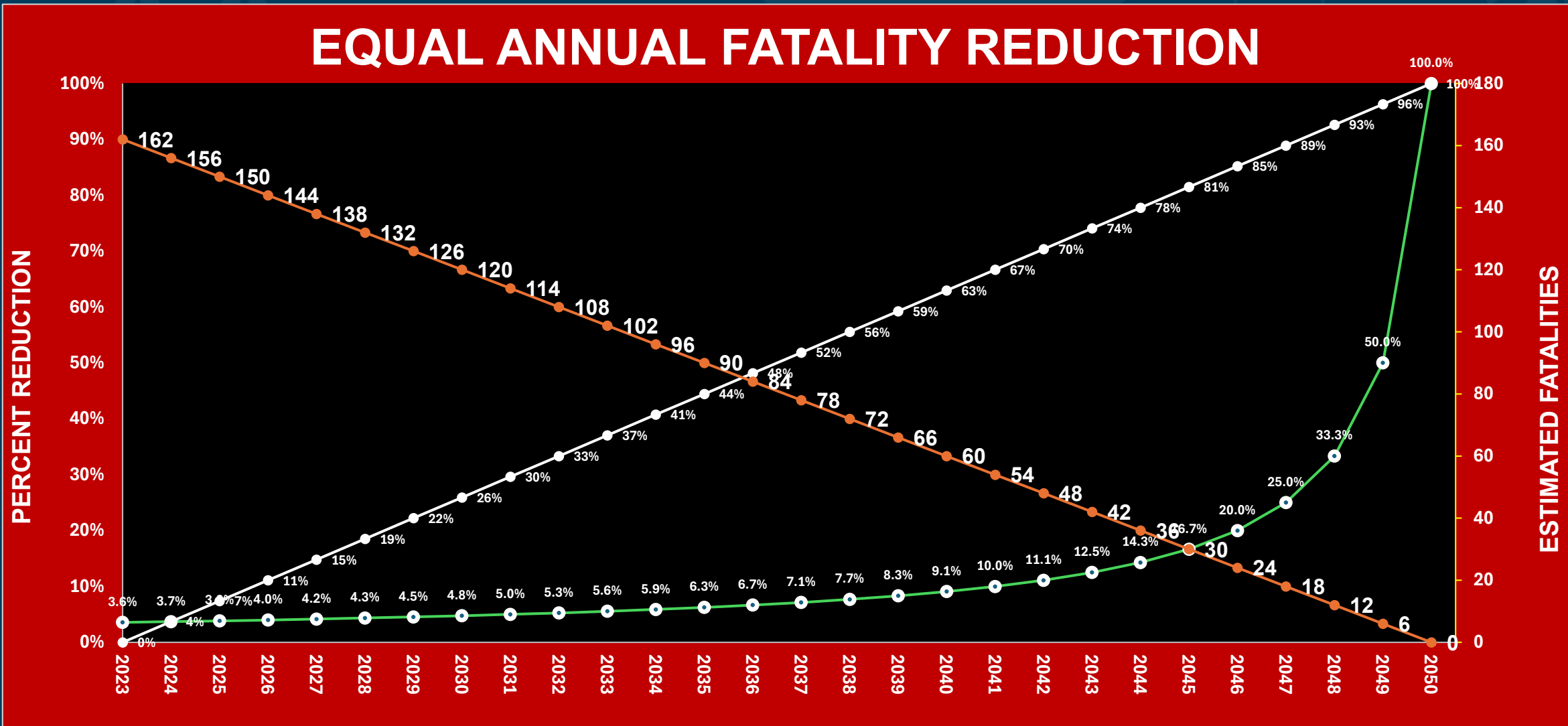
**No action is requested at this time. This item is for presentation to solicit feedback.**

## **PREVIOUS ACTION**

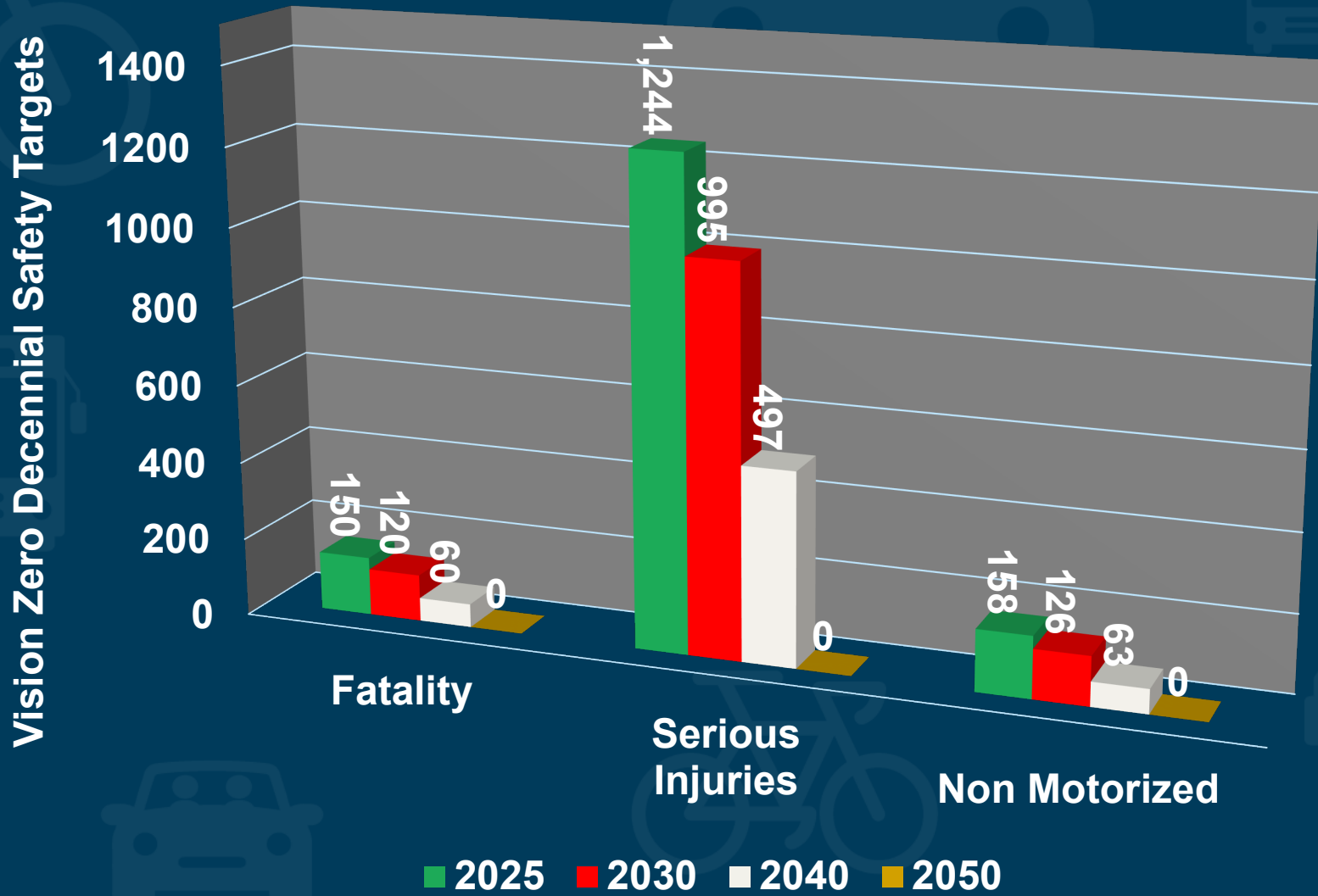
**Preliminary program presentation to the April Policy Committee meeting.**

# BACKGROUND

## EQUAL ANNUAL FATALITY REDUCTION



# BACKGROUND



# BACKGROUND



## 2022 Community Safety Report

INTRODUCED FHWA  
SAFETY  
COUNTERMEASURES



## 2024-2025 Community Safety Report

APPLIED SELECTED  
FHWA SAFETY  
COUNTERMEASURES  
WITH BENEFIT/COST  
ANALYSIS



# ACTIVE TRANSPORT 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)

# NORTHEAST OHIO SAFETY FUNDS

Formal \$500K -  
\$5M

Abbreviated  
<\$500K

## ODOT HSIP Funding



Pedestrian  
Systemic <\$2M



Roadway Departure  
Systemic <\$5M

\$100K -  
\$500K

NOACA

# HSIP FUNDING OPTIONS

CRITERIA	FORMAL	ABBREVIATED	SYSTEMATIC
Funding	\$500K – \$6M 10% match 100% for basic safety upgrades	Max \$600K < \$200K automatically uses state funding	Up to \$2M (Pedestrian) Up to \$5M (Roadway Departure) 10% match
Focus	High-crash locations	Quick, small-scale fixes	Network/system-wide risk reduction
Crash Requirement	3 crashes/year + 30% injury rate	3 crashes/year	Priority segments (Critical/High/Medium)
Approach	Tiered: Low → Mid → High cost	Simple, proven countermeasures	Multi-locations systemic improvements
Analysis	<ul style="list-style-type: none"> <li>Detailed safety study required</li> <li>Crash pattern analysis</li> </ul>	<ul style="list-style-type: none"> <li>Limited documentation</li> <li>Map-based justification</li> </ul>	<ul style="list-style-type: none"> <li>Spatial &amp; Visual Analysis Documentation</li> <li>Priority segment analysis</li> </ul>

# FUNDING BRIDGE



**NOACA**  
Northeast Ohio Areawide Coordinating Agency

2024-2025  
Community Safety Report



2022 Community Safety Report  
City of Chardon

**NORTHEAST OHIO**  
AREAWIDE COORDINATING AGENCY

Northeast Ohio Areawide Coordinating Agency

# TSCI

- **Annual allocation of \$1.0 million for safety countermeasures**
- **Follow the TLCI Project approach**
- **Use Community Safety Reports for baseline**
- **Communities apply for specific projects**

# TSCI

- **Evolution and refinement of policy in 2<sup>nd</sup>-4<sup>th</sup> quarters**
  - General transportation safety fund
  - Separate planning and implementation tracks (TLCI)
- **Fundamentals reimagined after valuable feedback**
  - Regional-scale projects
- **Policy paused until after pilot projects (TEDI, Aerozone)**

# PILOT PROJECTS

- **Planning – Support applications for HSIP funds**
  - Richmond Heights – Intersection of Richmond, Chardon, and White Roads, and/or a southern segment of Richmond.
  - North Royalton – Royalton Road (State Route 82)
- **Implementation – Includes design and engineering**
  - Parma – Details to be determined in a later phase
  - Additional project recommended from the Community Safety Reports

# FINANCIAL IMPACTS

- \$450,000 is allocated for fiscal years 2026 and 2027.

# NEXT STEPS

- NOACA staff will arrange scoping meetings with the planning study partners to pin down the details for preparing an RFP for a consultant
- NOACA will reach out to communities regarding implementation project pilots
- Updates will be provided on TSCI's progress



# 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.