




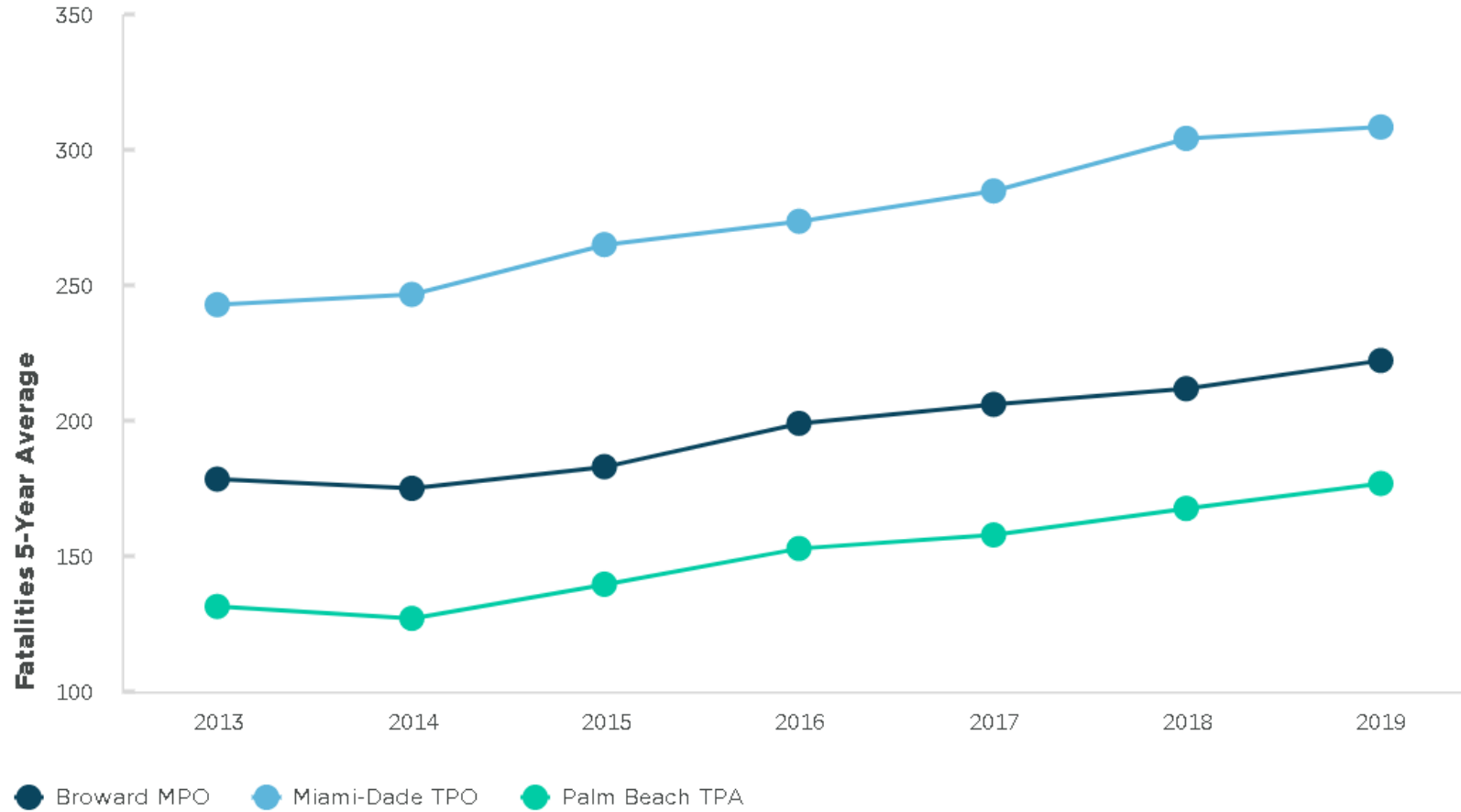


RSA Development Team Meeting #1

Agenda

-  RSA Development Process Presentation
 - Overview of MTP/MMPL
 - RSA Draft Process Overview
 - Next Steps
-  Q and A
-  Comments/Feedback on RSA Framework Draft

Fatalities (5-Year Average)



Overarching Goals



To create an innovative, expedited, and equitable off-system safety study process where Broward MPO serves as a transparent point of contact and facilitator between FDOT and local municipalities.



To meet safety performance measures of reducing severe injuries and fatalities. Getting projects into TIP that speak directly to safety is a high priority.



To create a consistent safety process with 2045 MTP, FHWA and FDOT policies.

Metropolitan Transportation Plan (MTP) & Multimodal Priority List (MMPL) Overview

Broward MPO Proposed Approach



Project Sponsor	Funding Program Category	Costs/Revenues in Year of Expenditure				
		2025	2026/30	2031/35	2036/45	Total
System Management/Safety Program						
Broward MPO	Safety Project Studies – State Roads	\$295,000	\$1,625,000	\$1,900,000	\$4,875,000	\$8,695,000
Broward MPO	Safety Projects – State Roads	\$9,523,810	\$47,619,048	\$47,619,048	\$95,238,095	\$200,000,000
Broward MPO	Safety Project Studies – Non-State Roads	\$236,000	\$1,300,000	\$1,520,000	\$3,900,000	\$6,956,000
Broward MPO	Safety Projects – Non-State Roads	\$3,615,100	\$17,958,800	\$17,738,800	\$34,615,950	\$73,928,650
FDOT	Signal System Technologies	\$4,761,905	\$23,809,524	\$23,809,524	\$47,619,048	\$100,000,000
	TOTAL	\$18,431,814	\$92,312,371	\$92,587,371	\$186,248,093	\$389,579,650






Our MTP allocates funding to program safety studies and projects at locations with highest crash severity – utilizes 10% “Other Roads” funding for off-system



Broward MPO includes this program (and associated projects) as part of annual MMPL to FDOT

Multimodal Priority List (MMPL)

-  Annually identify studies and projects (on and off system) for funding
-  Prepare projects for funding by ensuring they meet “program ready” criteria
-  On-system projects are directed to FDOT and off-system projects follow new off-system Roadway Safety Audit process to identify potential countermeasures



Scope of Work



Cost Estimate



Partner
Collaboration

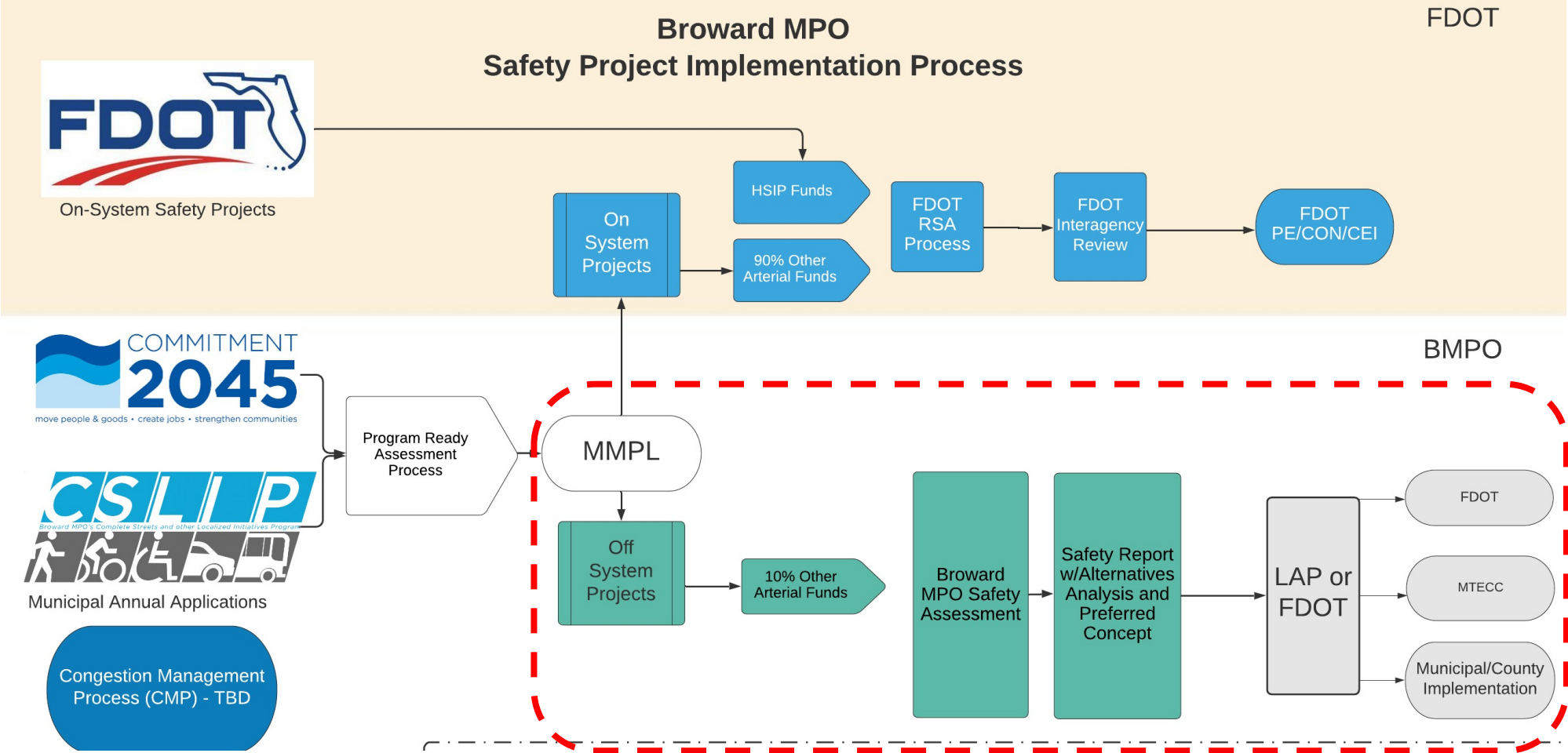


Resolution

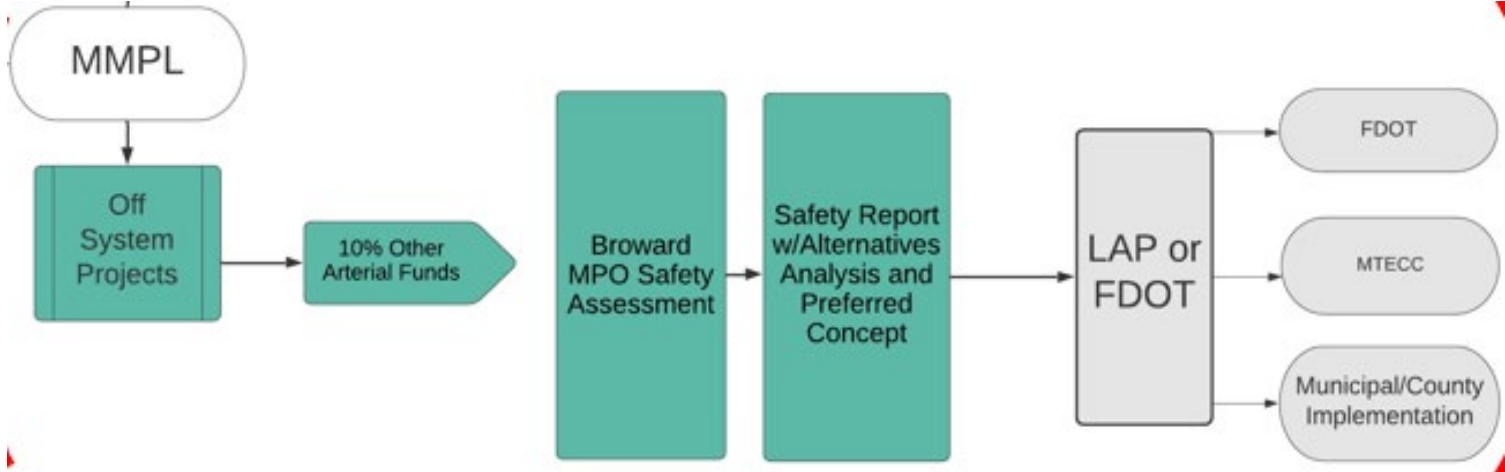
MMPL Safety Study Examples

Phase	<2021	2021	2022	2023	2024	2025	Amount Funded	Funding Needed	
04 2020-04	SR-816/Oakland Park Blvd @ SR-7/US-4417 - FM# Type of Work: Safety Study Proposed Study: Safety						Funding Source: STATE Yes N/A Yes Yes MTP Page # 5-30		
Total severity factor: 1143									
PLN	0	0	0	0	0	0	0	250,000	
Total	0	0	0	0	0	0	0	250,000	
CITY: LAUDERDALE LAKES				OWNERSHIP: STATE			Total Project Cost Estimate: 250,000		
05 2020-08	NW 19th St @ NW 31st Ave - FM# Type of Work: Safety Study Proposed Study: Safety						Funding Source: STATE Yes N/A Yes Yes MTP Page # 5-30		
Total severity factor: 814.5. MPO to manage.									
PLN	0	0	0	0	0	0	0	200,000	
Total	0	0	0	0	0	0	0	200,000	
CITY: FORT LAUDERDALE				OWNERSHIP: COUNTY			Total Project Cost Estimate: 200,000		

Draft Broward MPO Safety Project Implementation Process



Draft Broward MPO Safety Project Implementation Process



Off-System RSA Framework

Off-System RSA Framework Process Overview



Create an innovative, centralized, and equitable off-system safety study process



Expedite the identification of crash hot spots and effective countermeasures on behalf of municipalities



Ensure program ready criteria is met for programming of safety projects in the Broward MPO's Multimodal Priorities List (MMPL)



Create a backlog of safety projects ready for design and construction

Current Status of RSA Development Process



TYLIN & VHB selected to assist Broward MPO



Draft RSA process developed



RSA Development Team to provide comments on draft process



Data being collected for RSAs for high crash locations identified in our MTP (2 off-system corridors and 2 overlapping intersections) to be used to test new process

RSA Pilot Project Locations



Corridors

- RIVERSIDE DR from NW 90TH AVE to NW 14TH ST
- ROYAL PALM BLVD from N UNIVERSITY DR to RIVERSIDE DR



Signalized Intersection

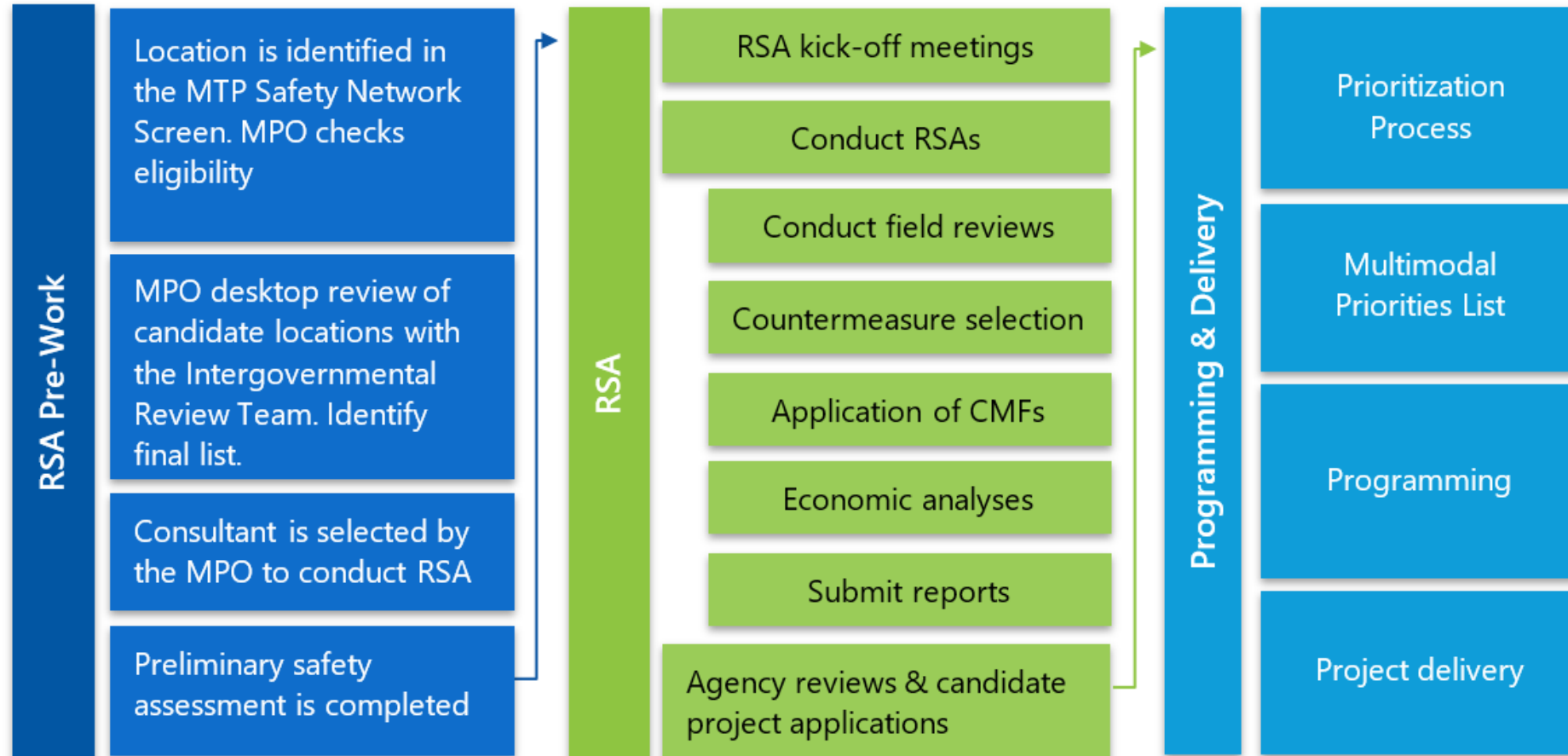
- RIVERSIDE DR & ROYAL PALM BLVD







Unsignalized Intersection

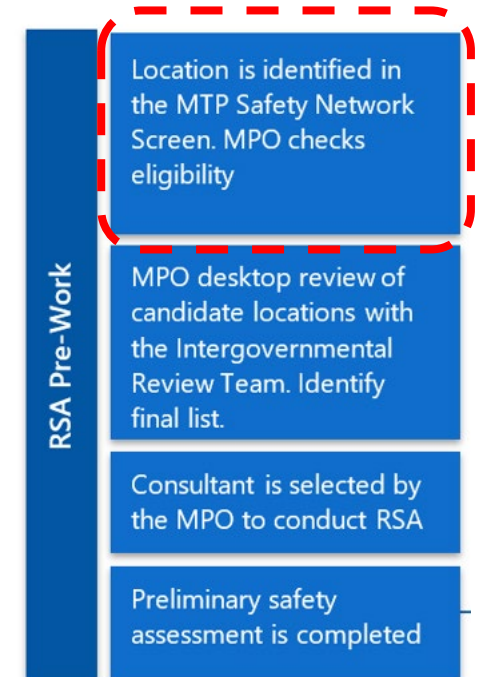
- NW 89TH DR & ROYAL PALM BLVD

Draft RSA Process






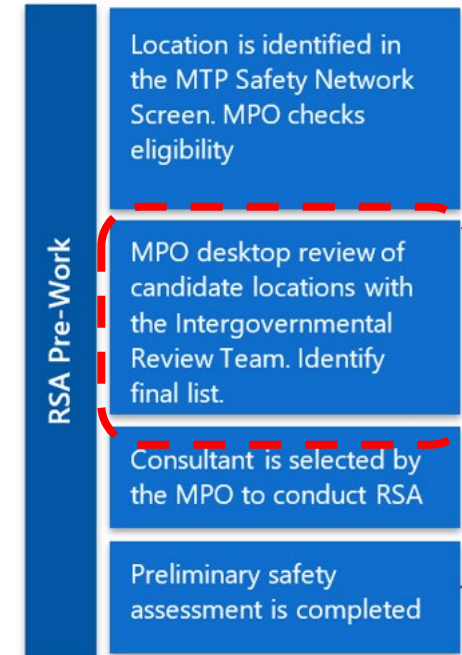
Eligibility Criteria

-  The location must be on the Federal Aid System and eligible for Federal Funds.
-  The location must be on the MTP's list of high crash locations (unsignalized intersections, signalized intersections and corridors) or through other approved MPO funding programs (i.e. CSLIP)
-  The project has been selected by the Intergovernmental Review Panel
-  The project must address existing safety issues through viable infrastructure countermeasures.






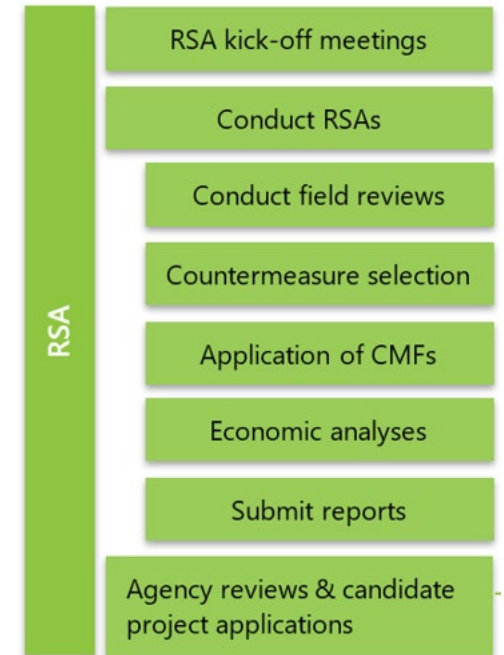
Intergovernmental Review Panel

-  Who is it made up of? Decision makers from partner agencies – jurisdiction owner, FDOT, impacted City
-  An intergovernmental review panel will be established by the MPO staff with the purpose of reviewing and selecting candidate RSA project locations from the MTP crash severity list
-  The panel will also review the results of RSAs and help the MPO select projects for implementation



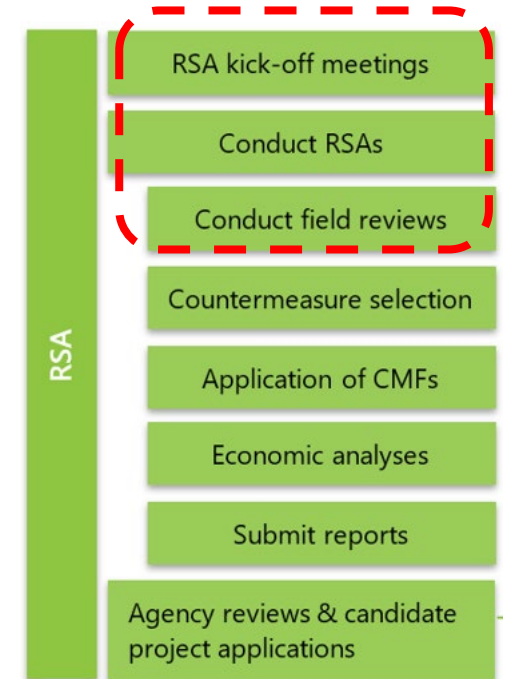
RSA Overview

-  Assemble a team of stakeholders to guide RSA
-  MPO will lead process with help from consultants and RSA team
-  Process will mostly follow traditional steps for RSAs





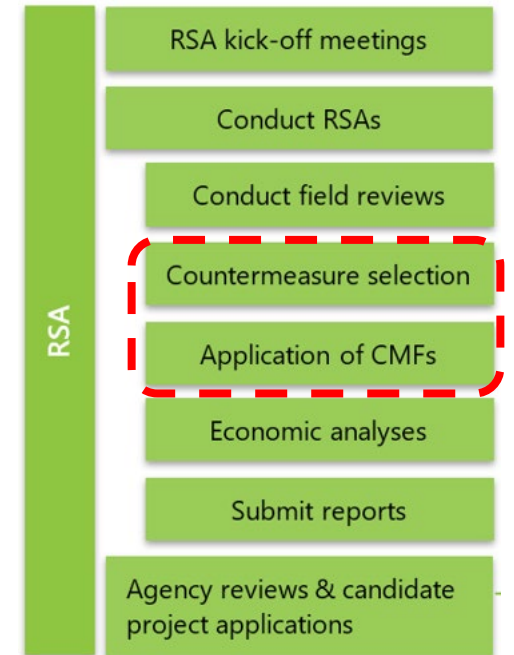
RSA Field Reviews

- ✓ The consultant will schedule a field review to compare the crash trends with the field conditions and observe road user behaviors that could be contributing to the crashes.
- 📢 The field review should be conducted on an average weekday during the AM, mid-day, and PM peak hours. Crash trends from the PSA should be used to inform the field review conditions
- ✓ To expedite process, stakeholder engagement during field review will be evaluated on a case-by-case basis





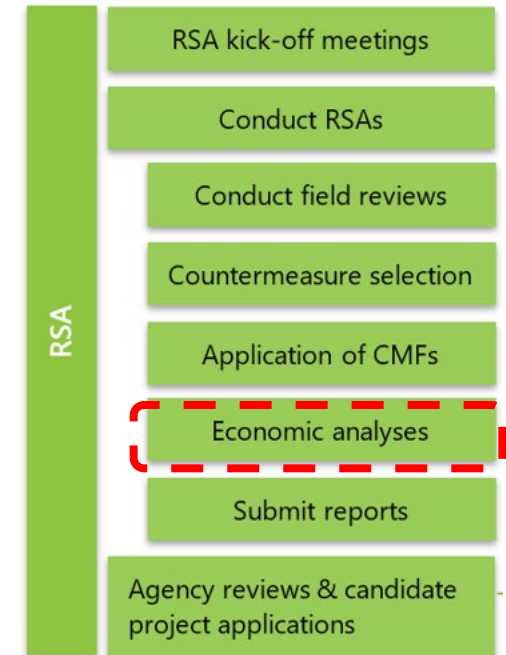
Countermeasure Selection

-  Consider low-cost countermeasures and then move to higher-cost options when lower-cost countermeasures are not desirable or appropriate for the candidate project
-  Crash Modification Factors (CMFs) will be used to assist in countermeasure selection based on the CMF clearinghouse (<http://www.cmfclearinghouse.org/>)







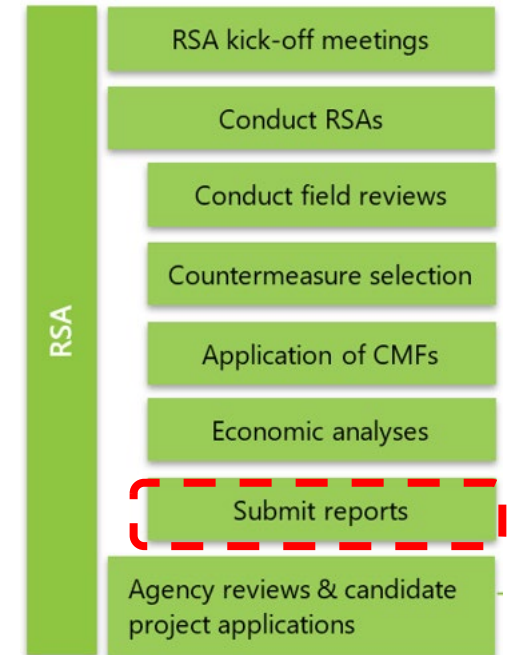
Economic Analysis of Proposed Projects

-  **BCR** – The ratio of present value benefits (PVB) to present value costs (PVC). A BCR greater than 1.0 indicates that benefits exceed costs, and therefore a project is economically justified
-  **NPV** – The difference between PVB and PVC. NPV is also sometimes called net benefits or net present worth. A positive NPV indicates that benefits exceed costs, and the project is economically justified








Estimating Project Costs and Draft Reports

-  Concept plans will be prepared to meet FDOT LAP standards
-  FDOT's basis of estimates and pay items will serve as the source for describing the work to be completed and units needed to complete the project
-  Draft reports will go to agencies and stakeholders for review
-  Consider including feasibility assessments to ensure constructability



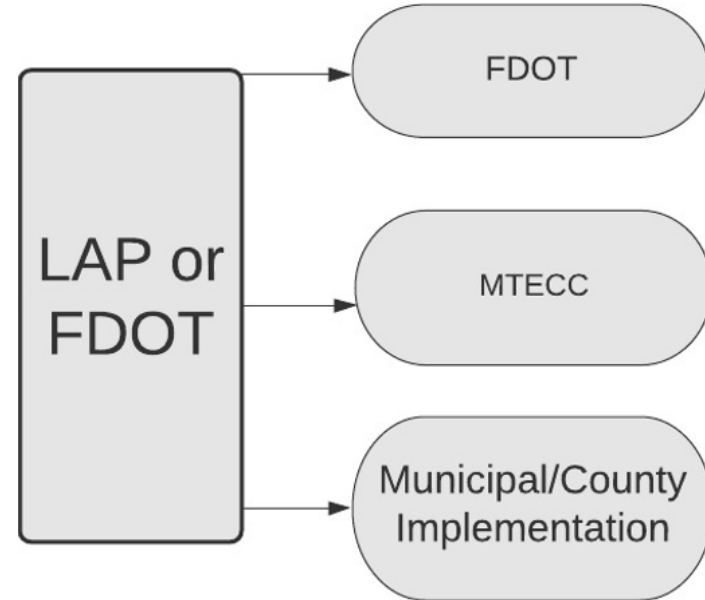
Project Prioritization Considerations

-  MPO will be responsible for prioritizing projects
-  IRP will help inform prioritization process
-  The project must meet the Broward MPO's program ready criteria
-  Project prioritization should consider benefit-cost ratio (BCR)
-  Project prioritization should consider project costs



Implementation

-  Projects will go on to implementation through FDOT, MTECC or Municipal LAP
-  Agency coordination will be needed if project location has multiple roadway owners
-  RSA stakeholders will be involved in the implementation process



Next Steps

-  Incorporate comments from RSA Development Team into final framework
-  Continue work on pilot RSAs
-  Engage Intergovernmental Review Panel to review pilot RSAs
-  Wrap up RSAs in January for inclusion in MMPL



Questions?

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