



## Charlotte County-Punta Gorda MPO Comprehensive Safety Action Plan

# Agenda

1. Welcome and Introductions
2. Overview of Engagement
3. Crash Analysis Introduction
4. High Injury Network (HIN) and Crash Trends Outcomes
5. Open Discussion
6. Next Steps





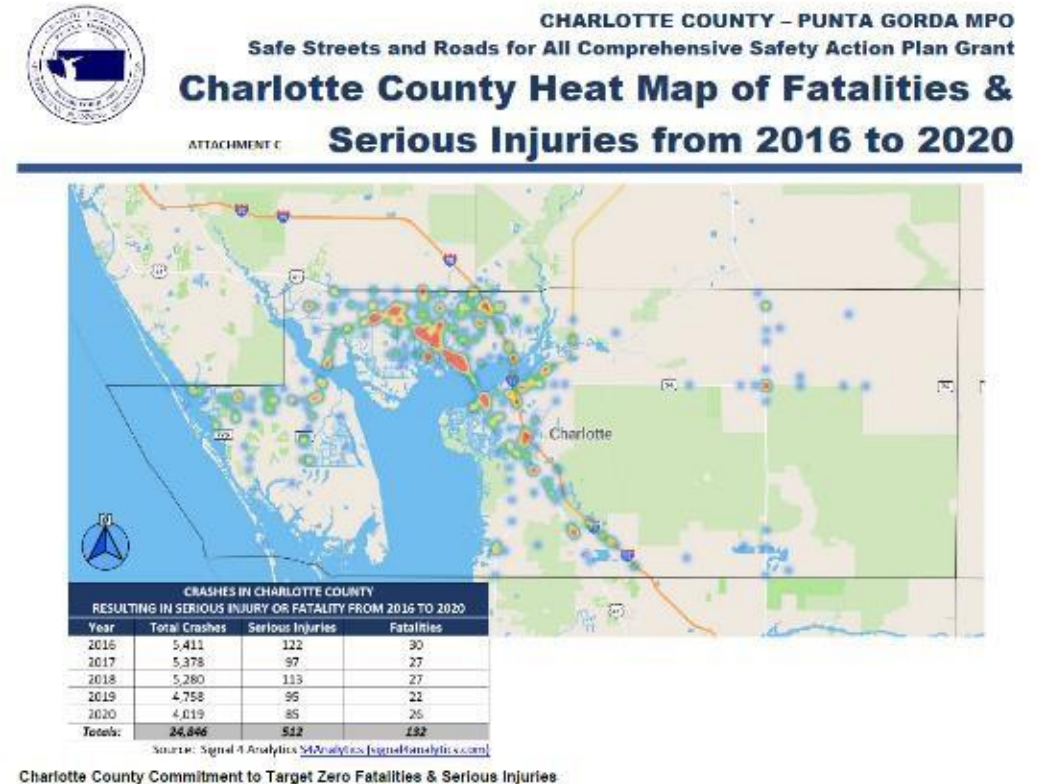
# Welcome and Introductions



# Charlotte County-Punta Gorda MPO's Call to Action

## Public Commitment to Target Zero Fatalities and Serious Injuries by 2045 on July 18, 2022

- ❖ 2016 – 2020: 512 serious injuries and 132 fatalities
- ❖ Fatality rate exceeds the national average
- ❖ Received SS4A funds for a Comprehensive Safety Action Plan
- ❖ Hired Consultant to Create the Action Plan



# Together, We are Working to Save Lives

**Deadly crash kills one, hospitalizes two in Charlotte County**

**Driver Receives 13-Year Sentence for Charlotte County Fentanyl-Fueled Crash**

**Venice man killed, woman seriously hurt in Charlotte County crash**

**Punta Gorda man dead after motorcycle crash**

**Watch: Deputy rescues two children, mother from wreck after motorcyclist whizzed by**

**Dump truck versus pickup truck crash kills one**

# Introductions



## MPO Project Team

D' Juan Harris  
Lakshmi Gurram  
Bekie Leslie  
Sierra "Ray" Scott

MPO

Charlotte  
County

City of  
Punta Gorda

## VHB Project Team

PM: Katie Shannon  
DPM: Alayna Delgado  
QA/QC: Babuji Ambikapathy

## Subconsultant Team

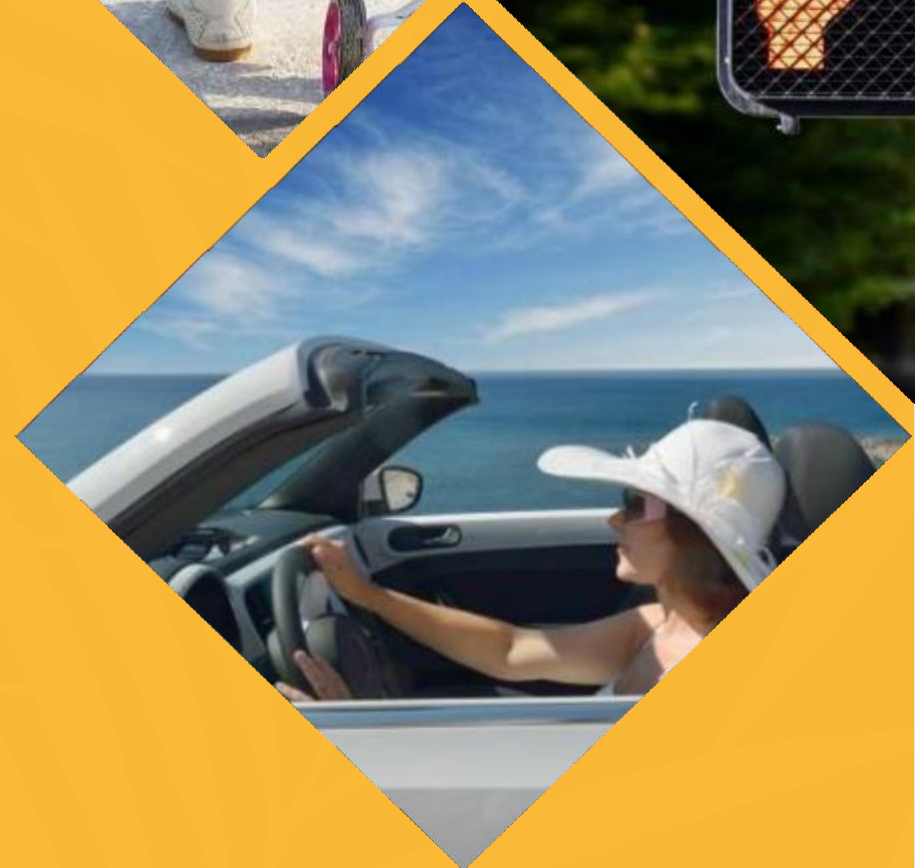
- Fehr & Peers:
- Kathrin Tellez
  - Stephen Spana
- Valerin:
- Valerie Ciudad-Real

CONSULTANT TEAM

TASK FORCE



# Overview of Engagement



# Established Brand and Communication Materials

## DELIVERABLES:

- ❖ CSAP/Vision Zero Brand Identity and Style Guide
- ❖ MPO CSAP PowerPoint template
- ❖ Up to eight infographics including a Community Workshop Flyer and one Public Survey Postcard
- ❖ Up to four written fact sheets to support County communications





# Pop-Up Events


- ❖ Pedal & Play in Paradise, March 23
- ❖ Port Charlotte High School Bike Rodeo, April 12
- ❖ Activities:
  - ❖ Cone of Vision Exercise
  - ❖ Alcohol Impairment Goggles
  - ❖ Fatal and Serious Injuries by Mode Map
  - ❖ Target Zero Materials
  - ❖ Roundabout Activity
  - ❖ Guardians of the Roadway Comic Books
  - ❖ CSAP Public Survey



# Charlotte County-Punta Gorda MPO Website and Survey


HOME ABOUT ▾ BOARDS AND COMMITTEES ▾ DOCUMENTS ▾ TRANSPORTATION PLANNING 101 ▾ CALENDAR CONTACT US

TRANSPORTATION RESOURCES ACCESSIBILITY JOB OPPORTUNITIES and COMMITTEE VACANCIES 🔍




Charlotte County-Punta Gorda Vision Zero

In 2023, the Charlotte County-Punta Gorda Metropolitan Planning Organization (CC-PG MPO) secured a \$262,000 federal Safe Streets for All (SS4A) grant to address serious transportation safety concerns in Charlotte County. These funds are being utilized to cover the cost of coordinated Vision Zero or Comprehensive Safety Action Plans, with the goal of reducing traffic fatalities and severe injuries and creating safer roads for citizens and visitors alike.



**WE WANT YOUR  
FEEDBACK! TAKE  
OUR SURVEY**




*One serious injury or fatality on public roads is **one** too many.*

*Charlotte County-Punta Gorda MPO | Call to Action*

*By taking a strong leadership role in supporting Vision Zero, setting ambitious goals for reducing traffic fatalities, and holding ourselves and others accountable for achieving these goals, Task Force members can help to create a culture of safety in our communities.*

Translate / Español



Charlotte County-Punta Gorda Vision Zero

**ZERO  
FATALITIES IS OUR GOAL**

PROVIDE FEEDBACK ON TRANSPORTATION SAFETY ON THE PUBLIC SURVEY



[HTTPS://BIT.LY/SAFECHARLOTTESURVEY](https://bit.ly/safecharlottesurvey)



# Link to Public Survey

<https://bit.ly/SafeCharlotteSurvey>



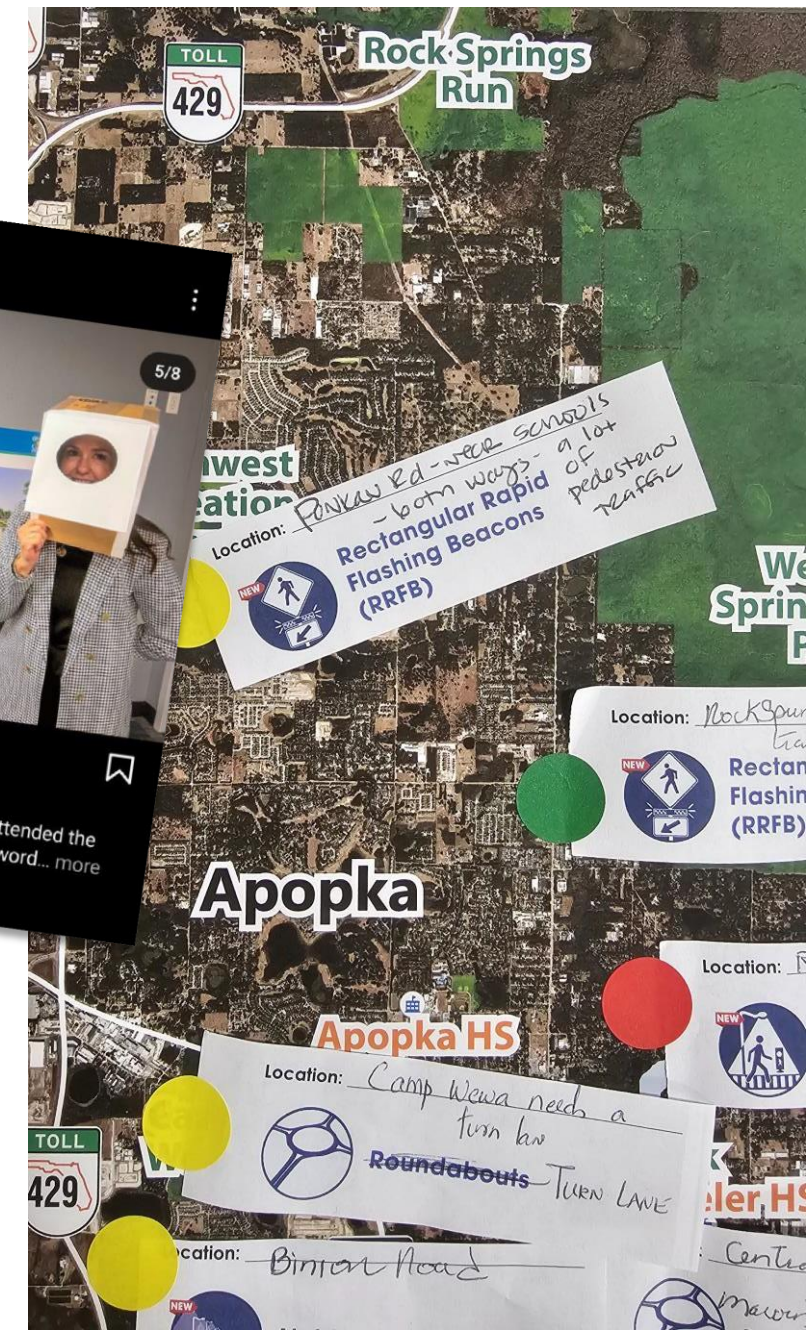
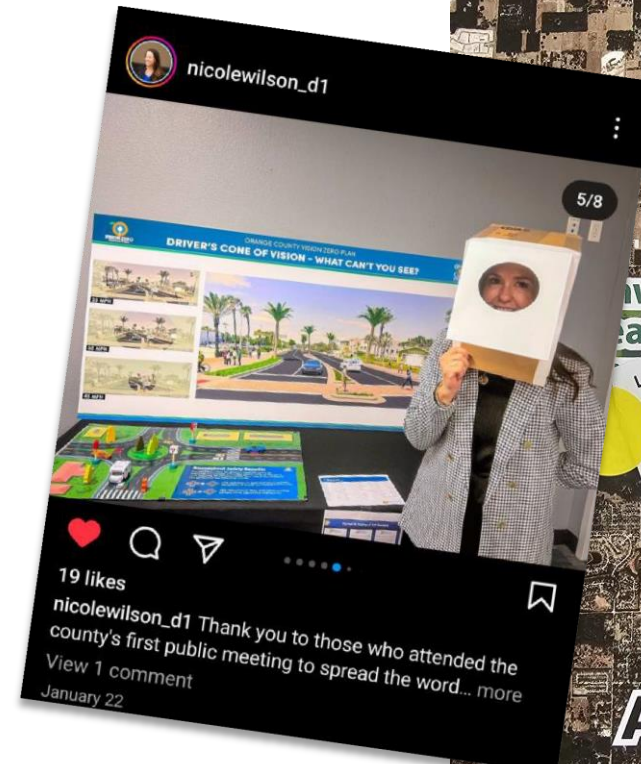


# Public Workshops

**PURPOSE:** Understand community concerns and gain feedback to inform plan development and supplement the data-driven approach to identify top areas and trends

Hosting **hands-on interactive** workshops with education on High Injury Network, Crash Trends, and the FHWA's Proven Safety Countermeasures

First public workshop scheduled for **July 10, 2024** at the Charlotte Harbor Event And Conference Center

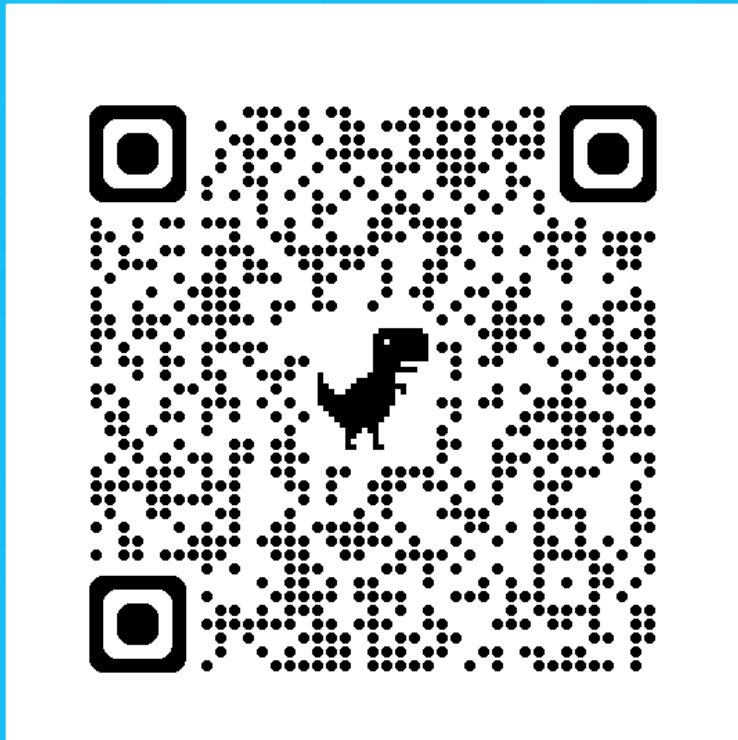






# Link to the Dashboard

<https://devapps.fehrandpeers.com/devportal/apps/dashboards/a9790e674e0f45a386820306f1e62d44>





# Crash Analysis Introduction



# Task 5: Develop the High-Injury Network

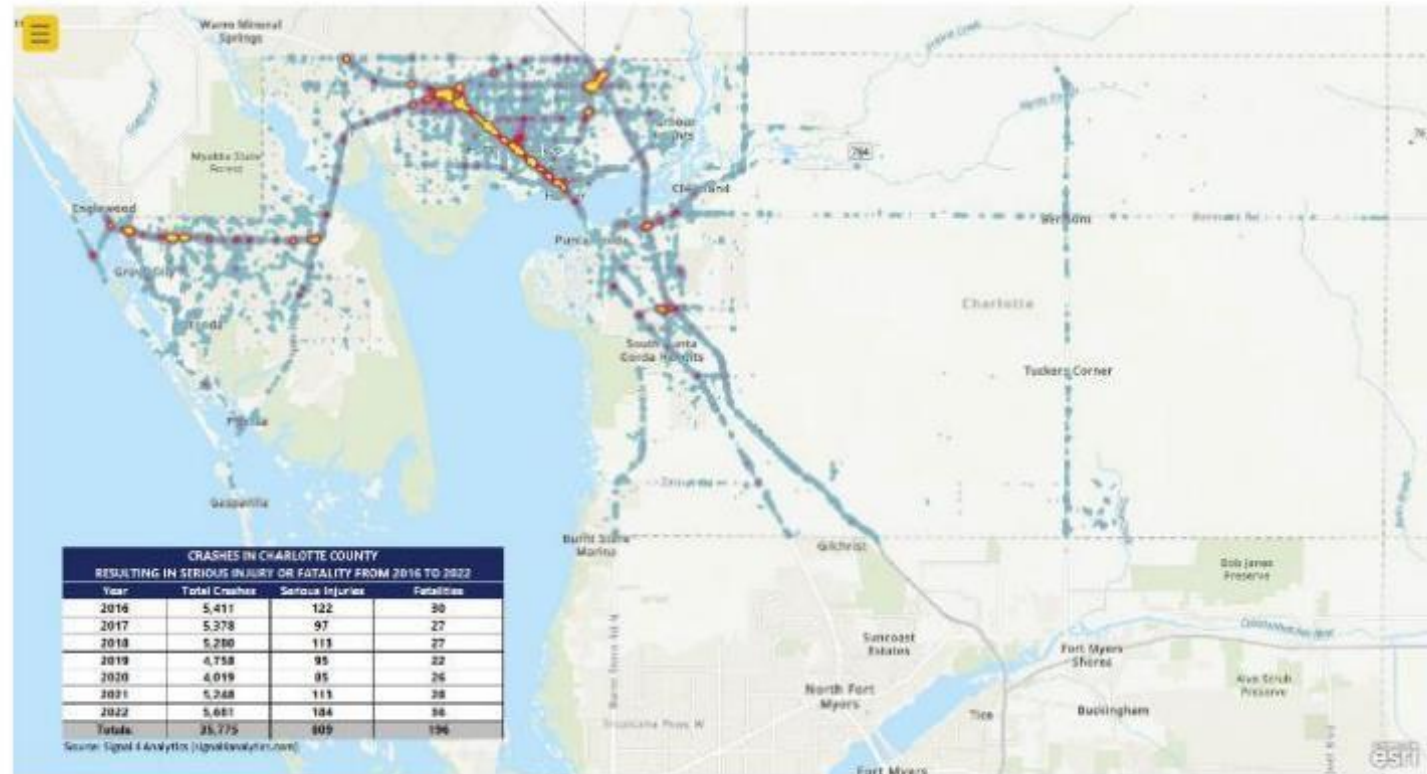
TASK 5.1 - Collision and Contextual Database Development

TASK 5.2 - High Injury Network Identification

TASK 5.3 - Collision Profiles

## DELIVERABLES AND ANALYSIS:

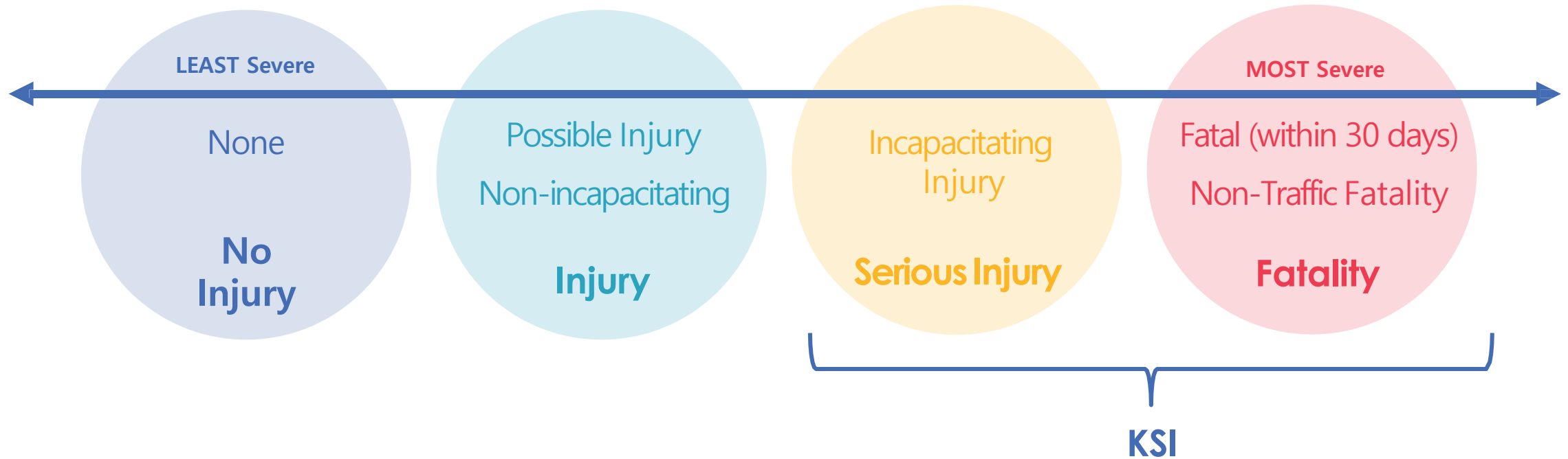
- ❖ Countywide crash patterns, rates, and trends
- ❖ High Injury Network (HIN)
- ❖ Contextual information (i.e., built environment or social vulnerability data) overlaid with the HIN
- ❖ Collision profiles that define key KSI factors



# Important Crash Analysis Definitions

**Crash Severity:** Maximum injury severity of any crash participant, by the six detailed injury severity codes, in order of crash severity from least to most severe.

Crash severity was **simplified** into four categories: fatality, serious injury, injury and no injury.



Crashes that resulted in either a fatality or serious injury.



## Crash Overview: Charlotte County

Between 2018 and 2022, **28 people on average were killed per year** in traffic crashes on roadways within the CC-PG MPO, and another **144 people on average were severely injured per year** in traffic crashes.

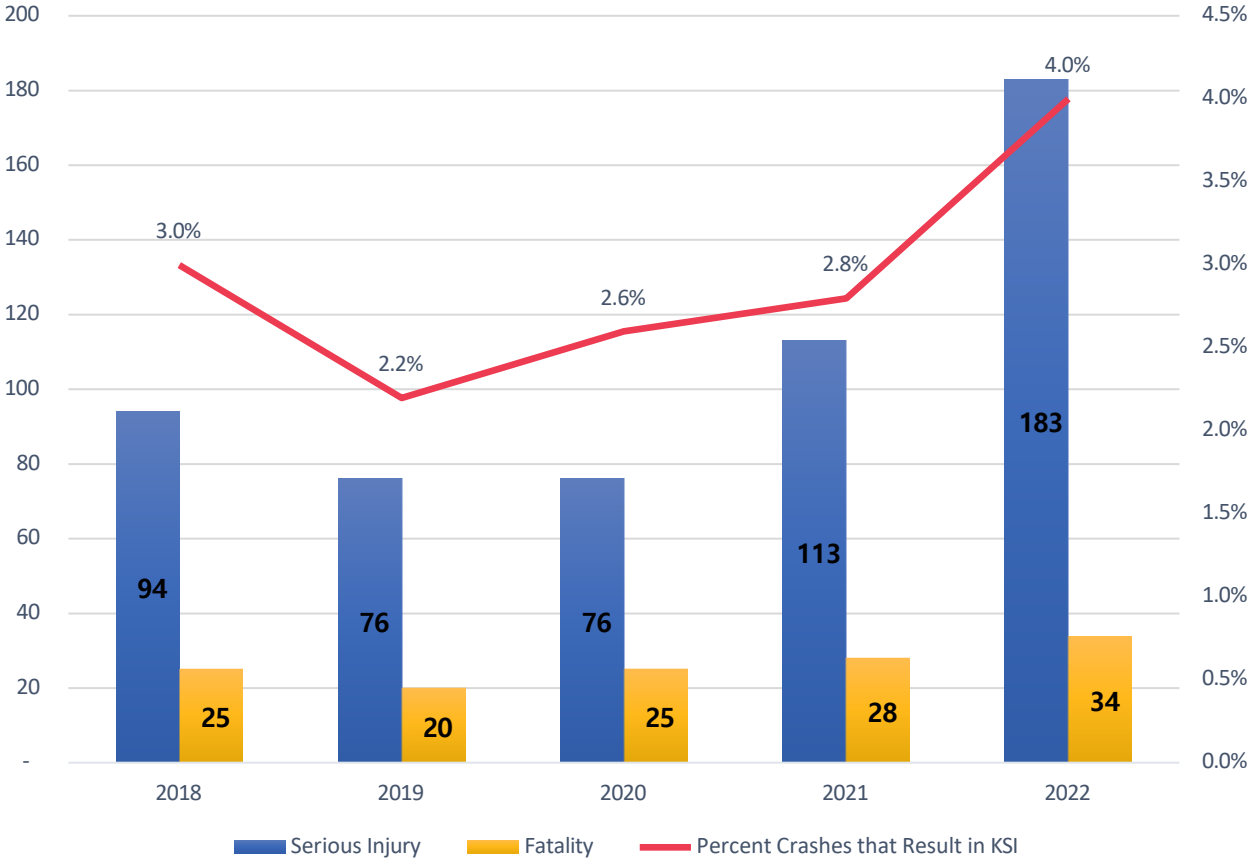
This means more than **3 people each week** are killed or severely injured on roadways in Charlotte County.

While not yet final, preliminary data shows that there were **34 people killed and 205 people seriously injured** in 2023.

# Crash Summary by Year

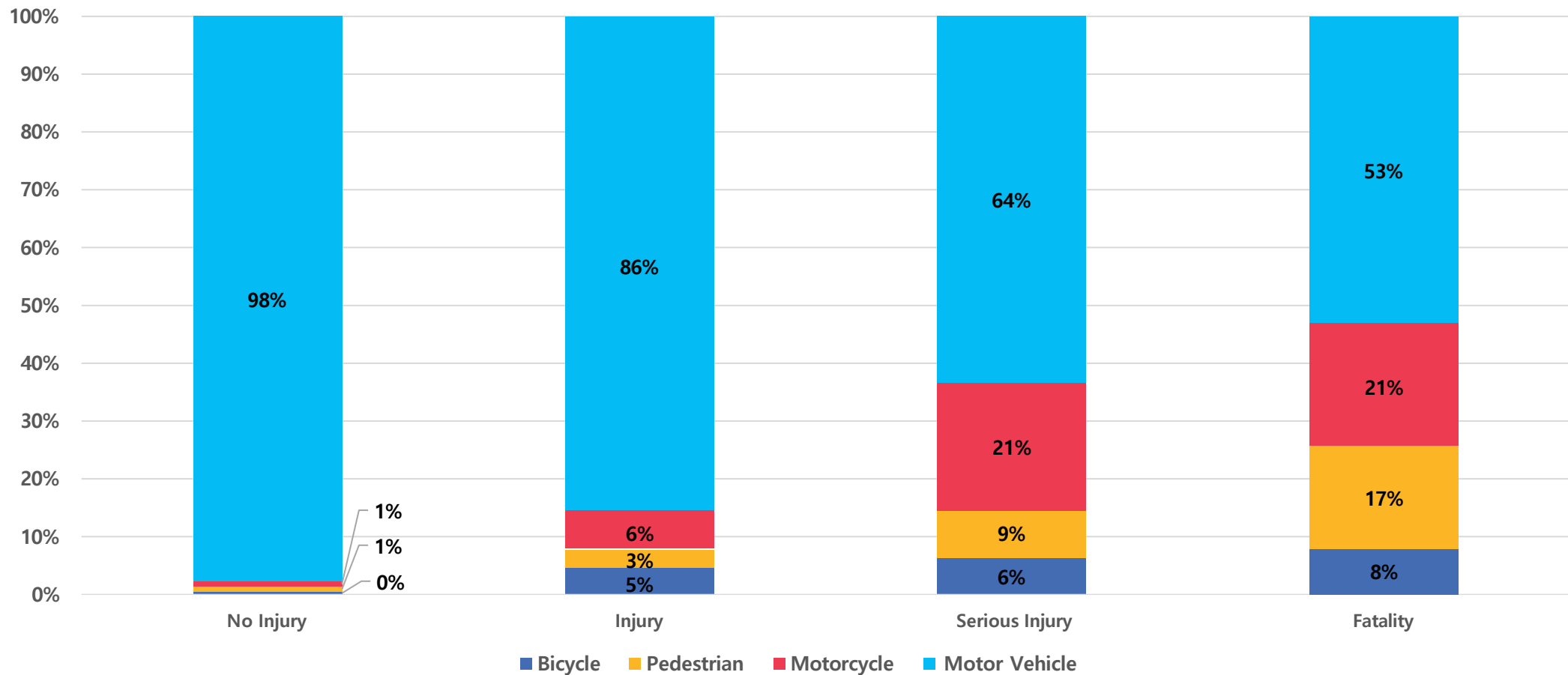
There were **22,608** total crashes in Charlotte County between 2018 – 2022

- **17,324** crashes resulted in **No Injury**
- **4,610** crashes resulted in an **Injury**
- **542** crashes resulted in a **Severe Injury**
  - *721 people severely injured*
- **132** crashes resulted in a **Fatality**
  - *144 people killed*



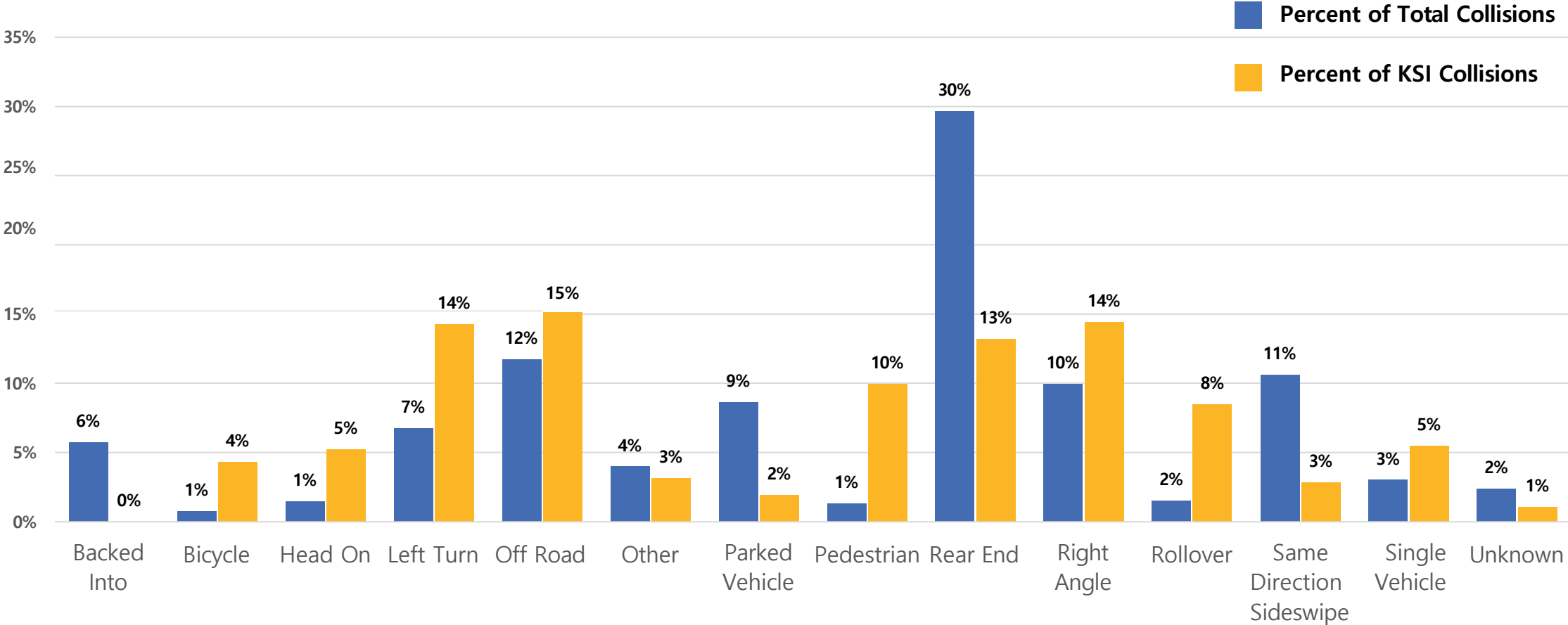
Source: Signal 4 Analytics

# Mode Share by Crash Severity



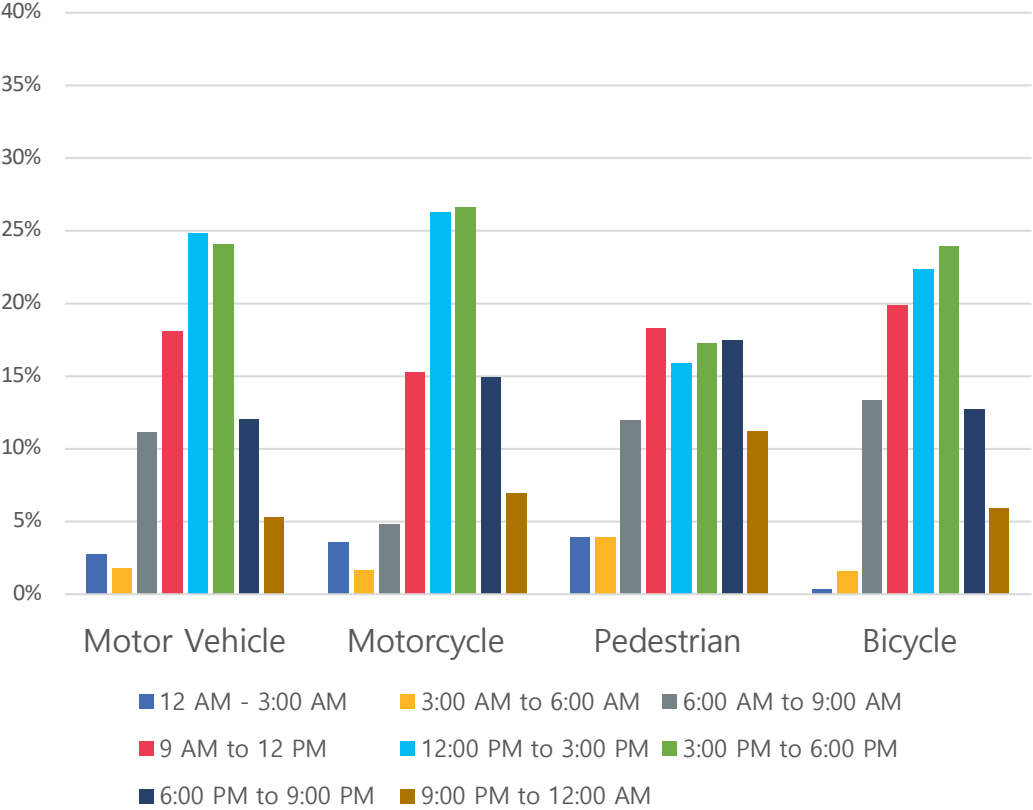


# Crash Summary by Type

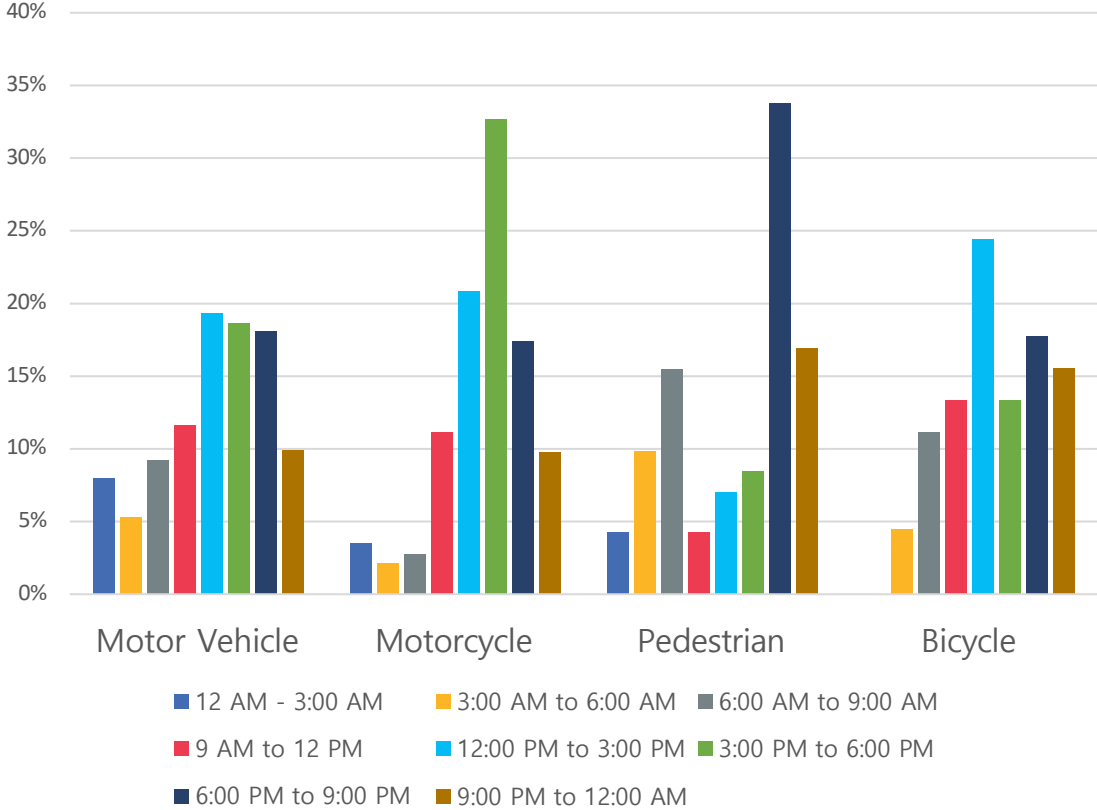


# Crash Summary by Time of Day

**All Crashes**



**KSI Crashes**

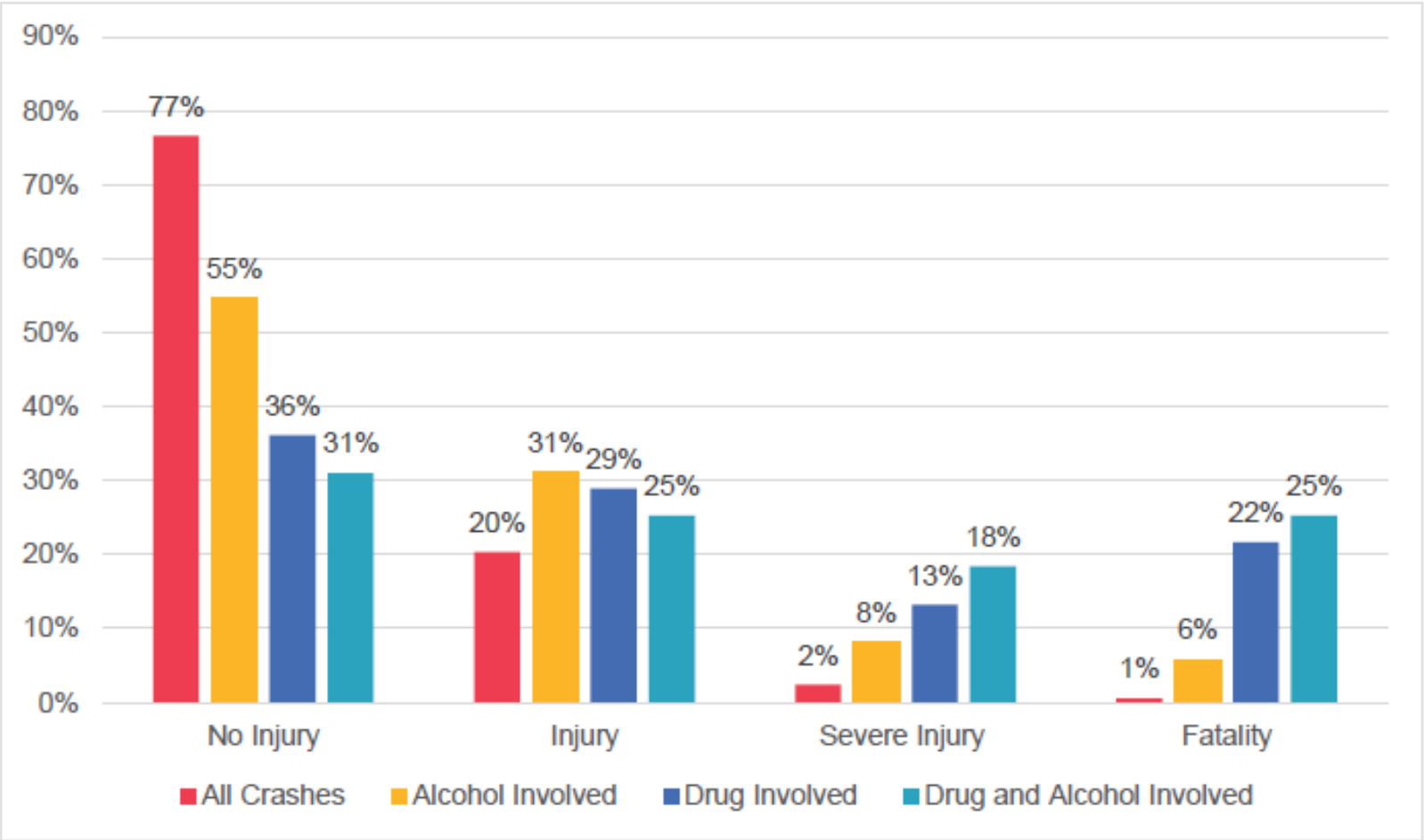


# KSI Crash Summary by Day of Week and Time of Day

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
12:00 to 3:00 AM	0%	0%	1%	1%	0%	2%	2%
3:00 to 6:00 AM	1%	1%	0%	1%	1%	1%	1%
6:00 to 9:00 AM	1%	1%	2%	2%	2%	1%	0%
9:00 AM to Noon	1%	1%	2%	2%	1%	2%	0%
12:00 to 3:00 PM	3%	2%	3%	3%	3%	3%	2%
3:00 to 6:00 PM	3%	3%	2%	3%	3%	3%	3%
6:00 to 9:00 PM	2%	2%	3%	4%	3%	4%	2%
9:00 to Midnight	1%	2%	1%	1%	3%	3%	1%

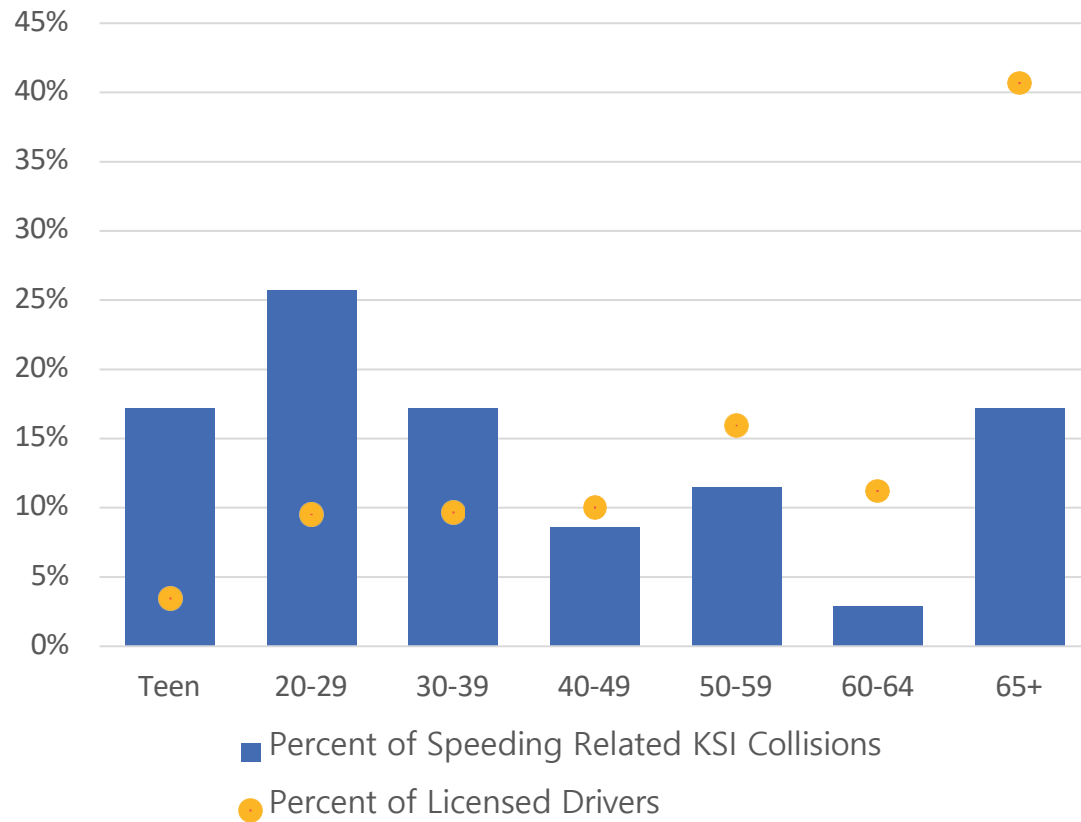


# Crash Summary Involving Alcohol or Drug Impairment

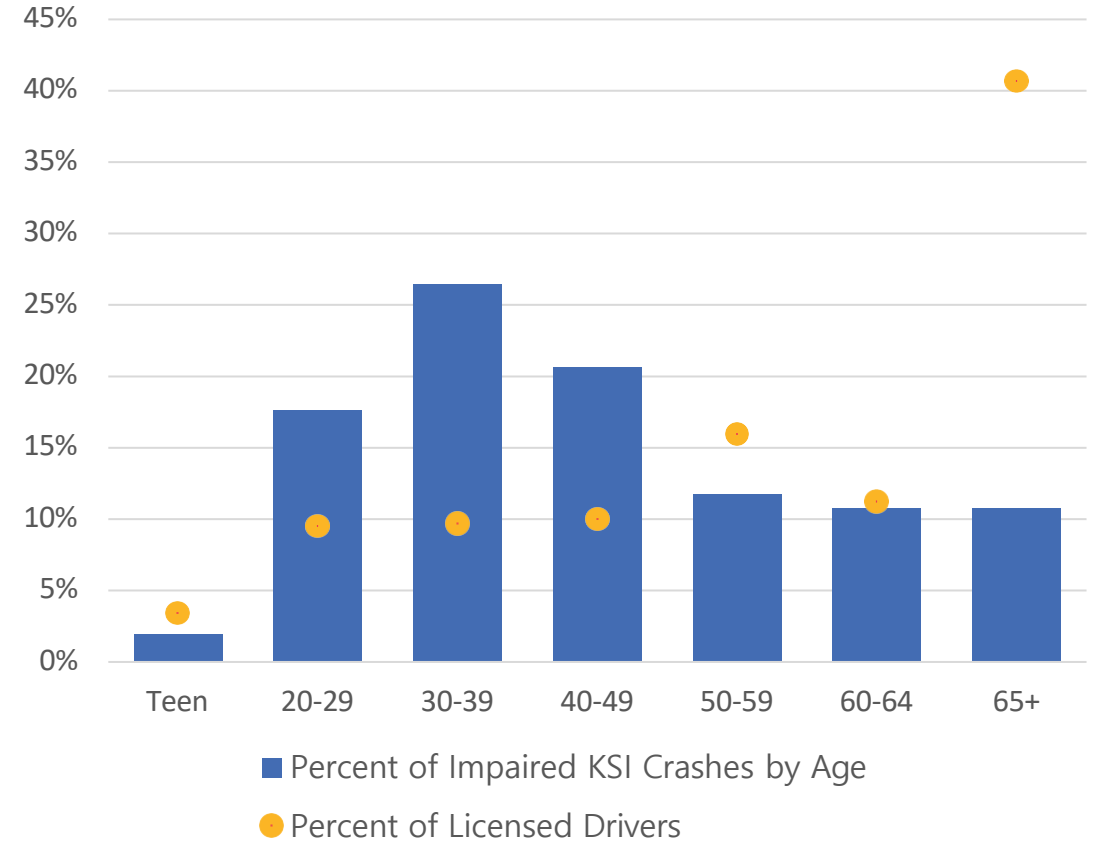


# Reported Speeding and Impairment by Driver Age

## Speeding Related KSI Crashes



## Impaired KSI Crashes



# Transportation Disadvantaged Communities (TDC)s

Disadvantaged communities are communities that experience disproportionately high and adverse *health, environmental, climate-related, economic*, and other *cumulative impacts*.

[Source: Integrating Equity into Transportation: An Overview of USDOT Efforts | FHWA](#)

**27 percent of households** below the poverty line do not own a car, compared to only **4 percent of households** above the poverty line.

(Federal Highway Administration, National Household Travel Survey, 2022, <https://nhts.ornl.gov/>)



Source: FHWA.

**Traffic crashes** disproportionately impact people who are **Black, Native American**, and live in **rural communities**.

(USDOT, National Roadway Safety Strategy, 2022, <https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>.)



Source: FHWA.

Over **one million rural households** do not have access to a car.

**56 percent** of the counties in the U.S. where at least **10 percent of households** do not have vehicle access are in rural areas.

(Smart Growth America, More Than One Million Households Without A Car In Rural America Need Better Transit. 2020, <https://smartgrowthamerica.org/more-than-one-million-households-without-a-car-in-rural-america-need-better-transit/>.)

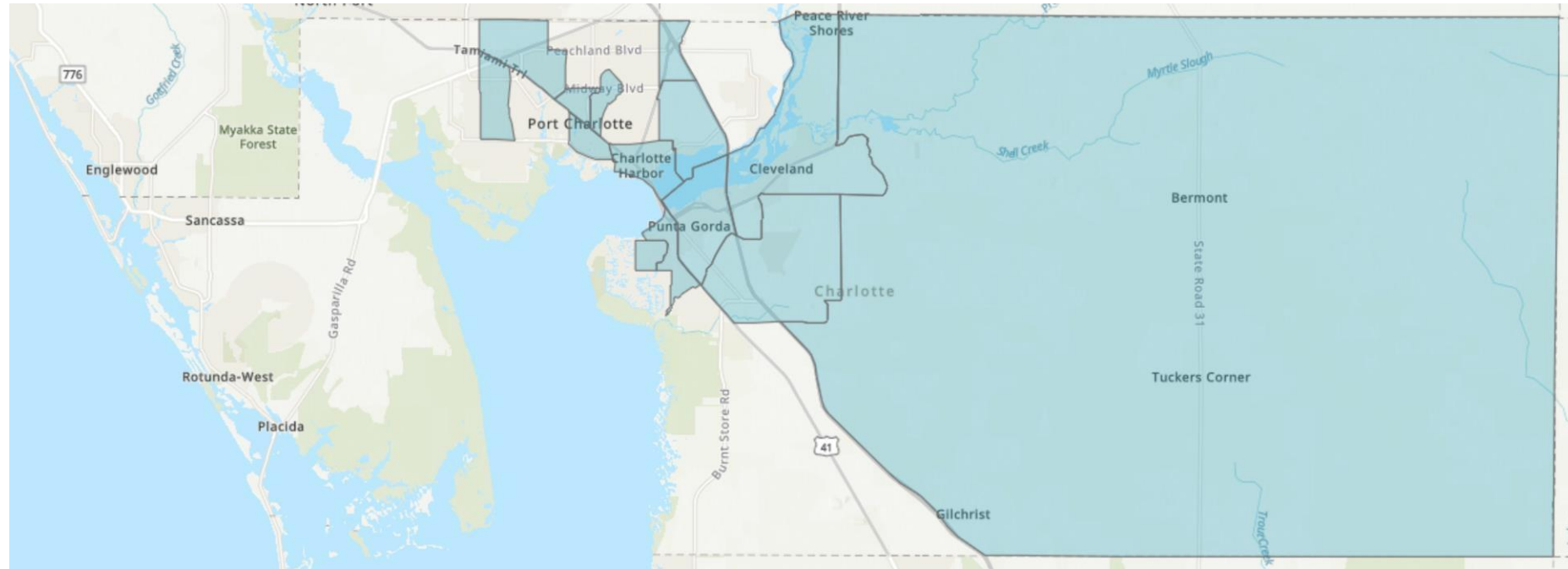


Source: FHWA.



# Transportation Disadvantaged Communities (TDC)

Crash trends in TDCs are similar to countywide trends. However, there was a higher fatality rate for pedestrian-involved crashes in TDCs (26.3%) compared to countywide (17.4%).



Approximately **33% of people live in a TDC** in the CC-PG MPO region, and **57% of crashes that result in a fatality or severe injury** occur in a TDC.

# Roadway Characteristics

The percentage of collisions that result in severe injuries or fatalities *increases* as the **number of lanes** and **travel speeds** increases.

The Florida Department of Transportation (FDOT) maintains approximately **3%** of the centerline miles of roads in Charlotte County and is where **51.8%** of KSI crashes occur.

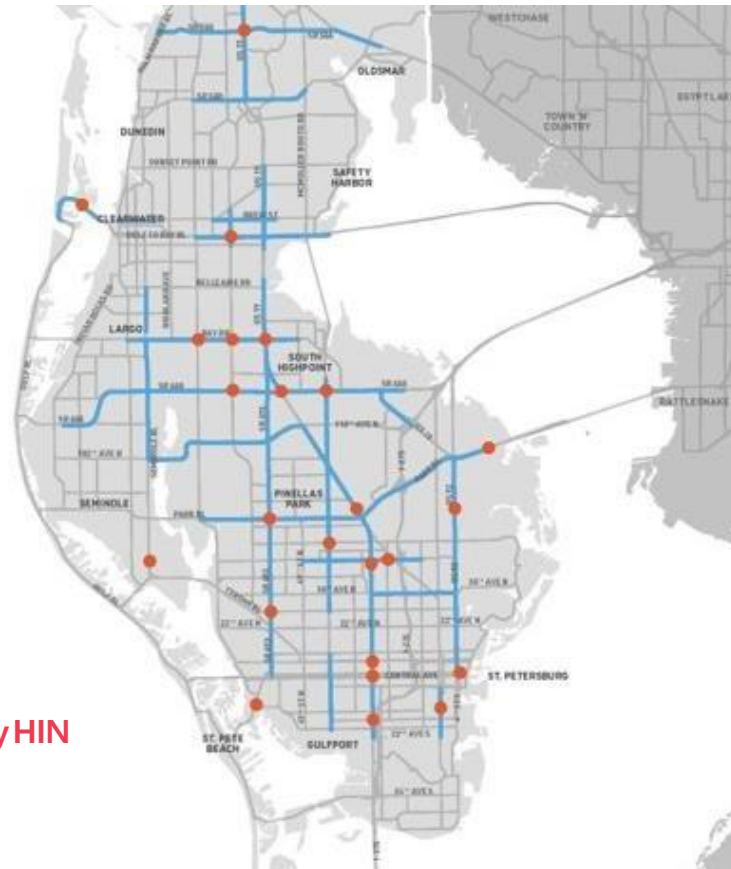
# High Injury Network





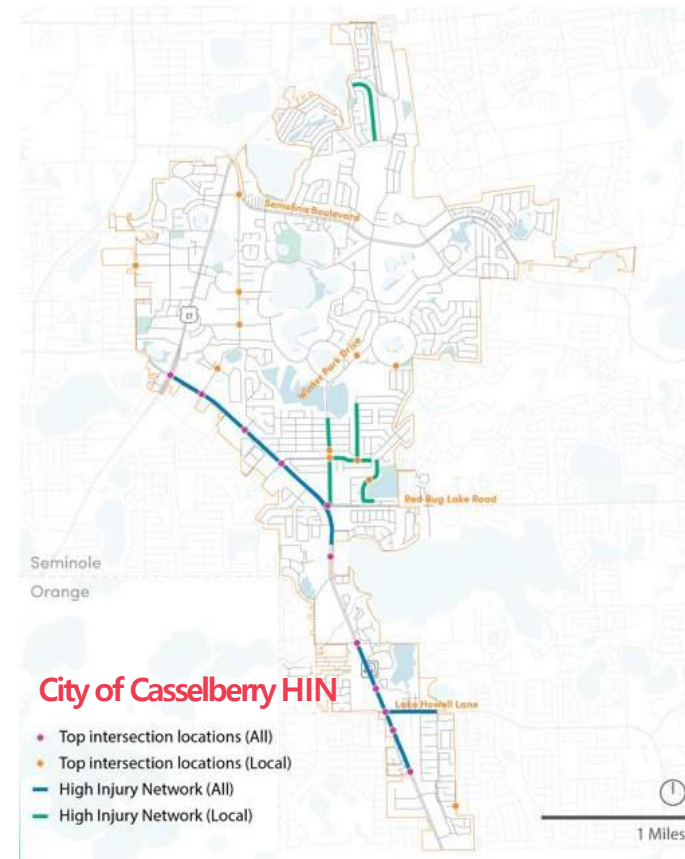
# What is a High Injury Network (HIN)?

Collection of roads where a disproportionate number of fatal and severe injury crashes occur.



**Pinellas County HIN**

- High-Injury Network
- Hot Spots

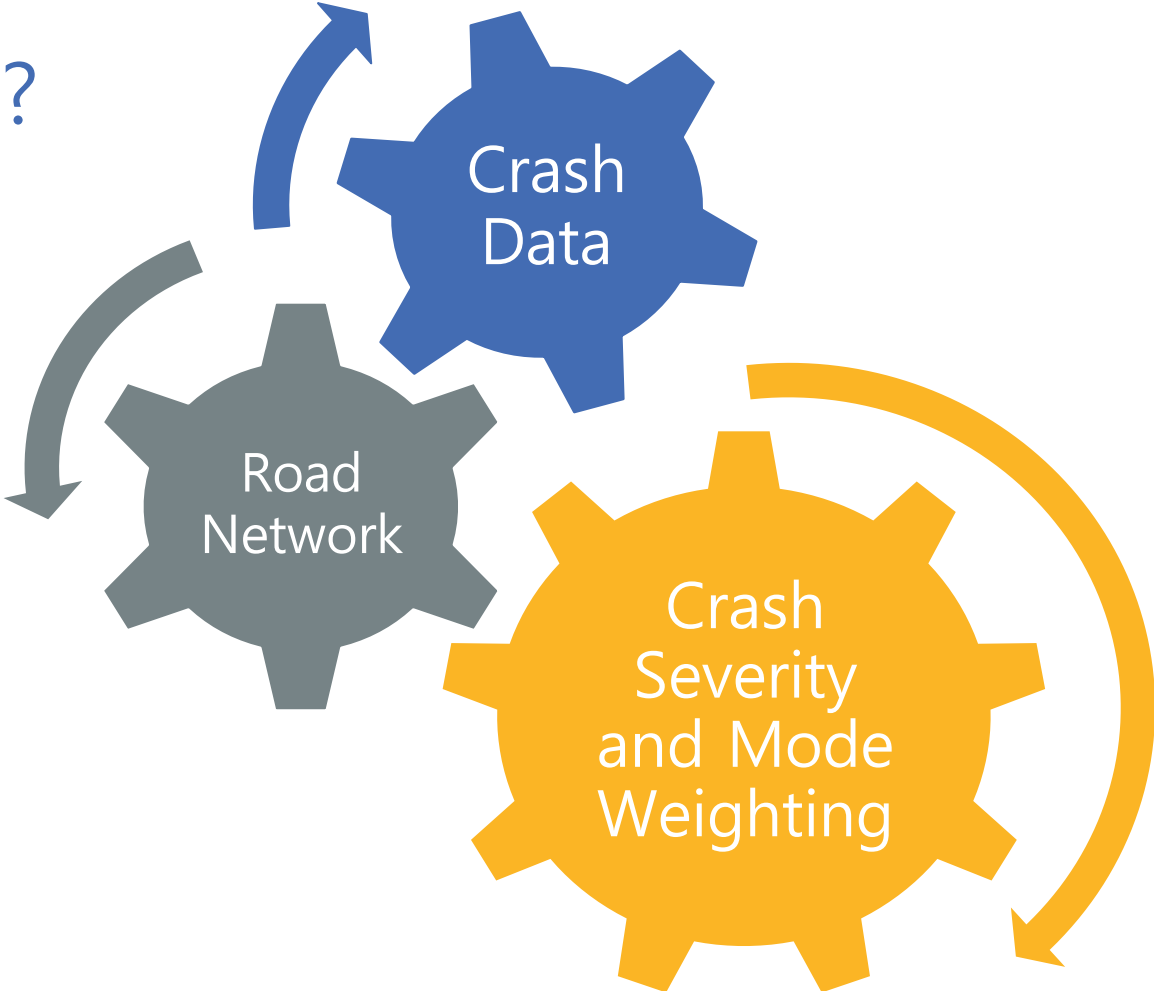


**City of Casselberry HIN**

- Top intersection locations (All)
- Top intersection locations (Local)
- High Injury Network (All)
- High Injury Network (Local)



# How is the HIN Developed?



# Crash Weighting

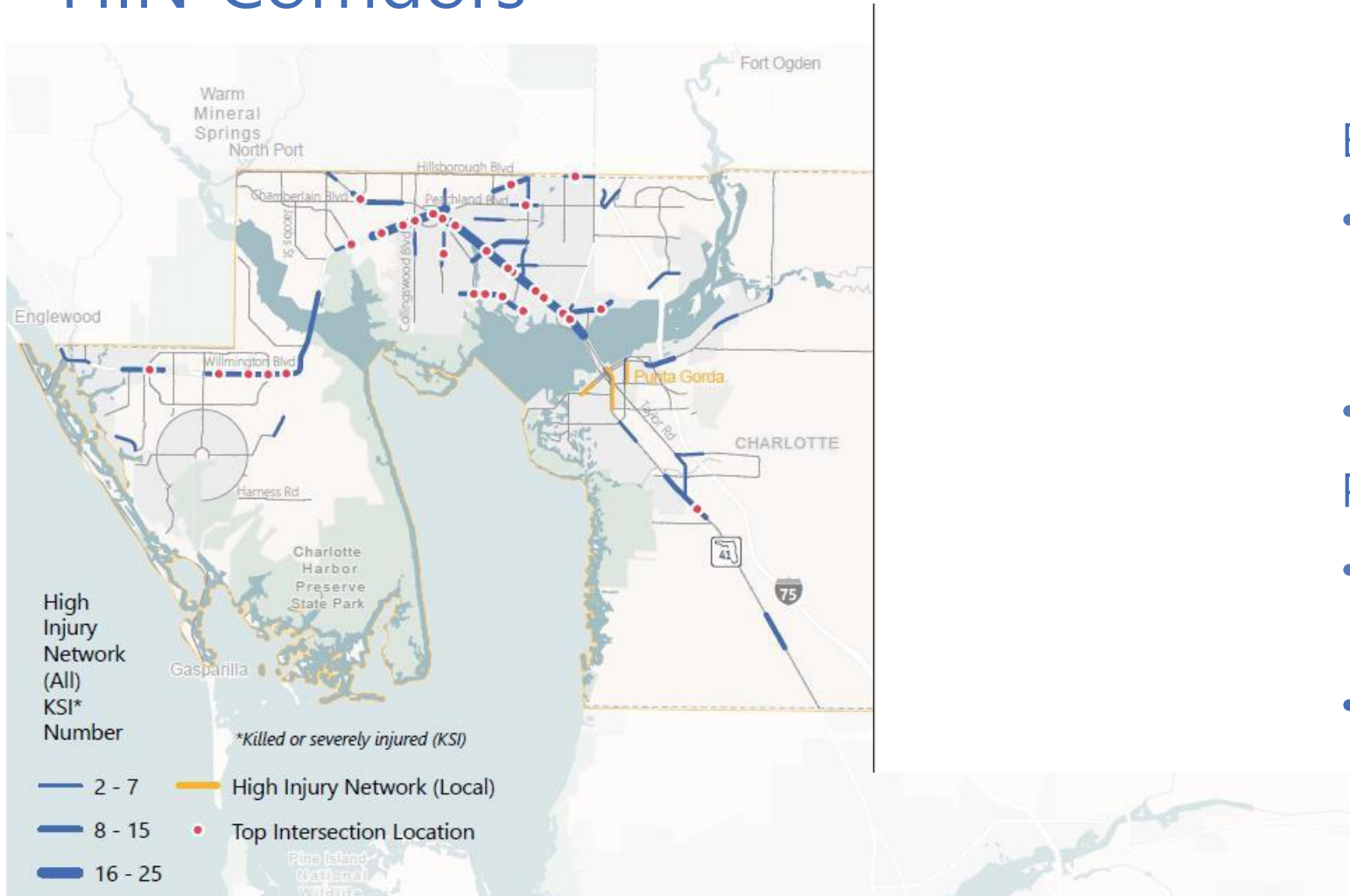
Severity	Crash Weight
Fatal (K)	370
Incapacitating Injury (A)	
Non-Incapacitating Injury (B)	17
Possibly Injury (C)	
No Injury (0)	1



People using the road system that are outside of cars and trucks are involved in about 5.6% of all crashes, but are involved in **47% of fatal**, **36.5% of severe injury**, and **17% of injury crashes**.

**The resulting weight factor is 3.**

# HIN Corridors



## Entire County:

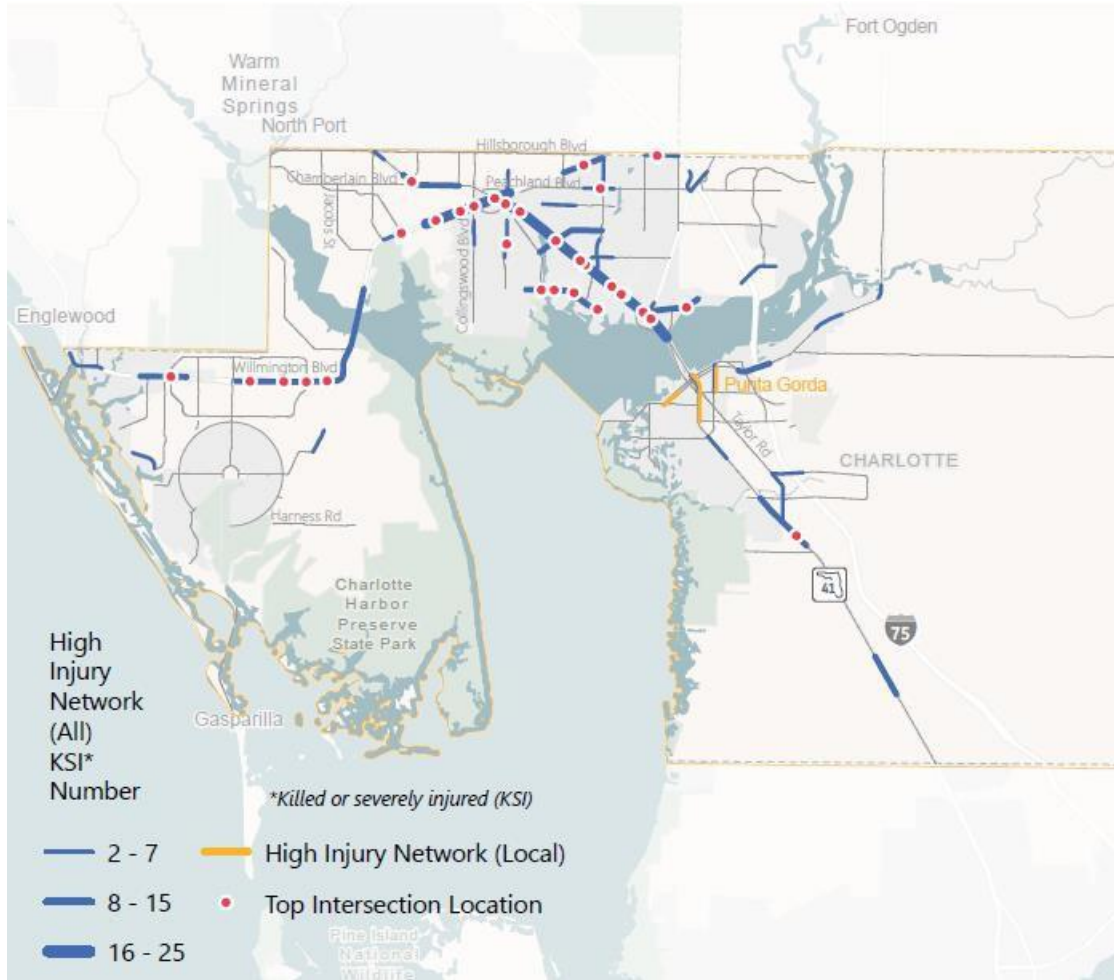
- 54% of countywide KSI crashes occur on 2% of the roads
- 50% of the HIN is in TDCs

## Punta Gorda:

- 45% of KSI crashes occur on 2% of the roads
- 100% of the HIN is in TDCs

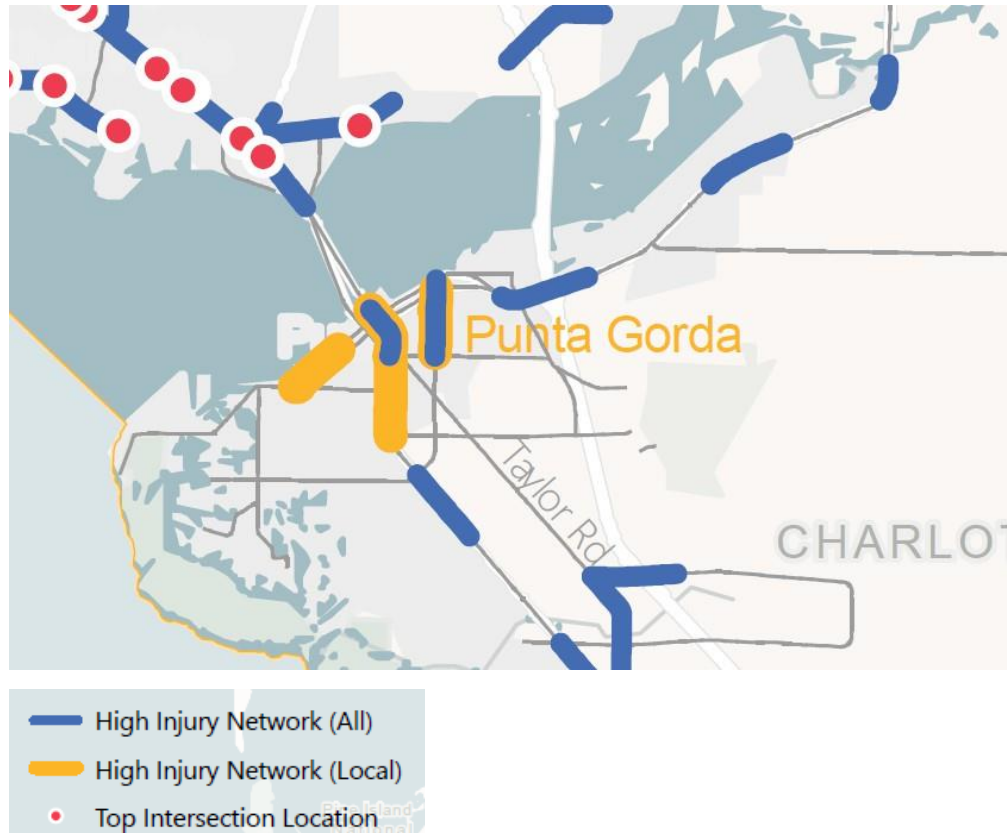


# HIN Corridors Countywide



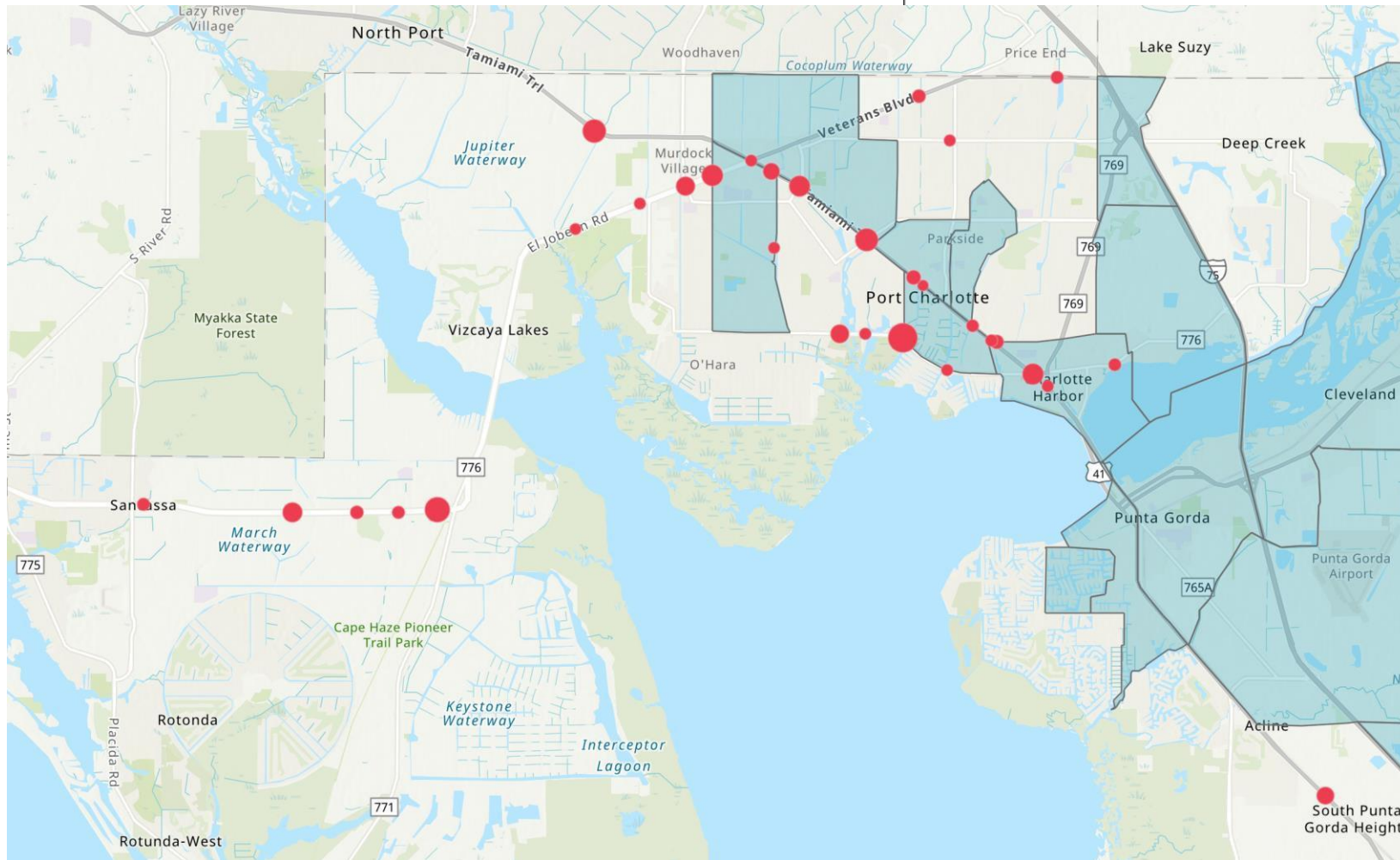
Road Name	From	To	Length (in miles)	Total Safety Score Per Mile	% of Road Through TDCs
<b>Tamiami Trl (US 41)</b>	Midway Blvd	Conway Blvd	2.16	10,313	100%
<b>Tamiami Trl (US 41)</b>	Conway Blvd	Melbourne St	2.24	9,684	100%
<b>Tamiami Trl (US 41)</b>	Veterans Blvd	Midway Blvd	2.22	9,463	100%
<b>Tamiami Trl (US 41)</b>	W Retta Esp	Carmalita St	0.59	7,881	100%
<b>Kings Hwy</b>	Tamiami Trl	Palmetto Mobile Home Park	0.51	7,757	100%
<b>El Jobean Rd (SR 776)</b>	Centennial Blvd	E of Paulson Dr	2.65	7,292	44%
<b>Kings Hwy</b>	Veterans Blvd	E of Sandhill Blvd	0.77	6,406	100%
<b>Midway Blvd</b>	Lakeview Blvd	Harbor Blvd	2.07	6,100	68%
<b>Edgewater Dr</b>	Midway Blvd	Conreid Dr NE	2.38	5,895	38%
<b>Olean Blvd</b>	Tamiami Trl	Key Ln	0.93	5,725	100%

# HIN Corridors in City of Punta Gorda



Road Name	From	To	Length (in miles)	Total Safety Score Per Mile	% of Road Through TDCs
<b>Tamiami Trl (US 41)</b>	W Retta Esp	Airport Rd	1.46	5,432	100%
<b>Cooper St (US 17)</b>	E Olympia Ave	Burland St	0.69	5,319	100%
<b>W Marion Ave</b>	W Henry St	Chasteen St	0.64	2,582	100%

# Top Intersections



- 30 Top Intersections
- All located on the HIN
- 53% are in TDCs



# 30 Top Intersections

Note: Intersections in blue font are located within TDCs

Intersection	Safety Score	Intersection	Safety Score
1. <b>Edgewater Dr at Port Charlotte Blvd</b>	5,691	16. S McCall Rd (SR 776) at David Blvd	2,544
2. S McCall Rd (SR 776) at Coliseum Blvd	4,862	17. S McCall Rd (SR 776) at Gulfstream Blvd	2,436
3. Tamiami Trl (US 41) at Chamberlain Blvd	4,511	18. Veterans Blvd (CR 771) at Torrington St	2,419
4. <b>Tamiami Trl (US 41) at Midway Blvd</b>	4,413	19. <b>Harborview Rd (SR 776) at Laverne St</b>	2,400
5. <b>El Jobean Rd (SR 776) at Collingswood Blvd</b>	4,104	20. <b>Tamiami Trl (US 41) at Conway Blvd</b>	2,361
6. <b>Tamiami Trl (US 41) at Harborview Rd</b>	4,066	21. <b>Tamiami Trl (US 41) at Gardner Dr</b>	2,290
7. <b>Tamiami Trl (US 41) at Cochran Blvd</b>	4,022	22. Edgewater Dr at W Tarpon Blvd NW	2,252
8. S McCall Rd (SR 776) at Oceanspray Blvd	3,808	23. <b>Tamiami Trl (US 41) at Kings Hwy</b>	2,251
9. El Jobean Rd (SR 776) at Toledo Blade Blvd	3,648	24. Peachland Blvd at Waterside St	2,245
10. Edgewater Dr at Lakeview Blvd	3,579	25. <b>Tamiami Trl (US 41) at Veterans Blvd (CR 771)</b>	2,241
11. Tamiami Trl (US 41) Payne St	3,372	26. El Jobean Rd (SR 776) at Tea St	2,231
12. <b>Tamiami Trl (US 41) at Murdock Cir</b>	3,181	27. <b>Cousley Dr at Edgewater Dr</b>	2,221
13. <b>Tamiami Trl (US 41) at Elkcam Blvd</b>	2,743	28. <b>Limberlos Ave at Pellam Blvd</b>	2,221
14. <b>Tamiami Trl (US 41) at Westchester Blvd</b>	2,678	29. El Jobean Rd (SR 776) at Biscayne Dr	2,189
15. Veterans Blvd (CR 771) at Yorkshire St	2,567	30. <b>Tamiami Trl at Olean Blvd</b>	2,085



# Discussion Questions

Do any of the crash trends surprise you?

In review of the data, what do you think are the highest risk factors?

Thinking about future safety actions, in which of the crash trends can we have the biggest influence?



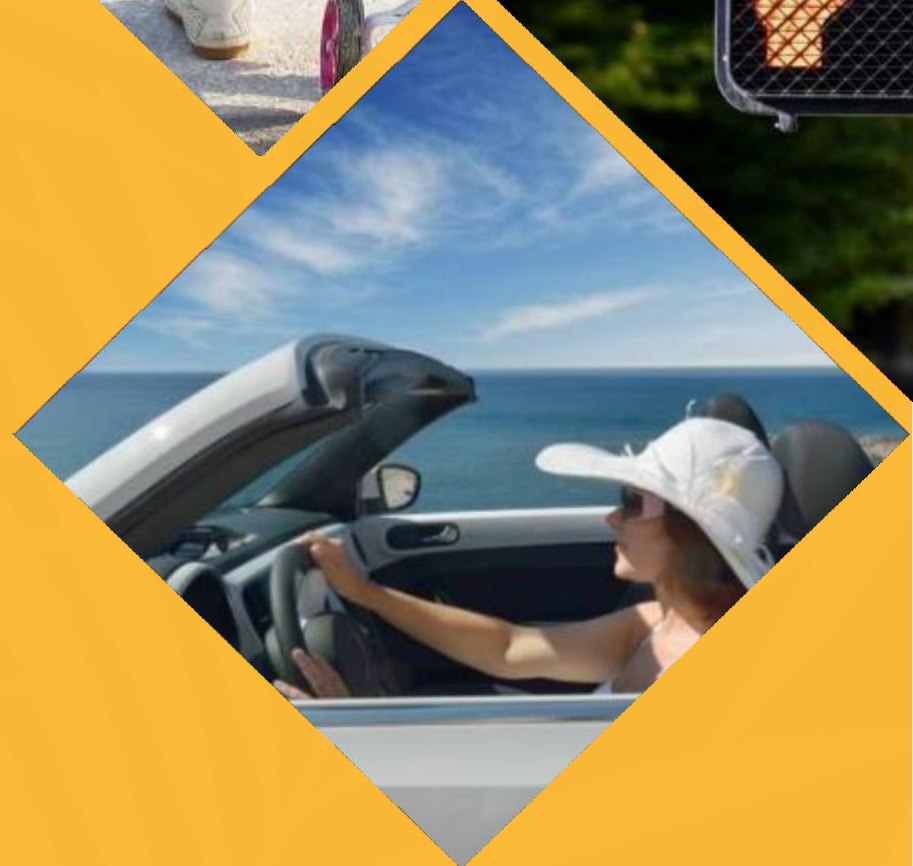
# Discussion Questions

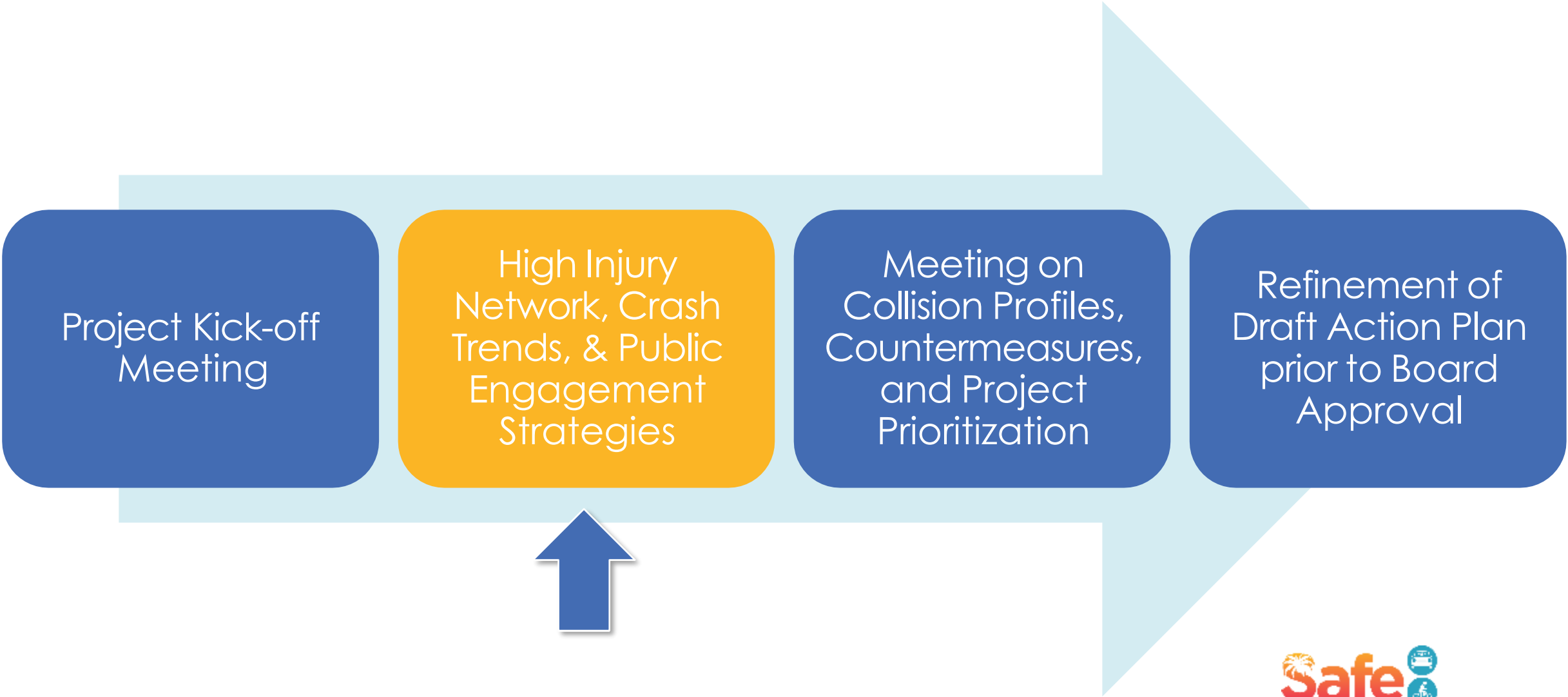
What were some of your key takeaways in reviewing the High Injury Network?

What internal data, reports, or analyses could support this crash analysis?



# Next Steps





Project Kick-off Meeting

High Injury Network, Crash Trends, & Public Engagement Strategies

Meeting on Collision Profiles, Countermeasures, and Project Prioritization

Refinement of Draft Action Plan prior to Board Approval

