

Technical Memorandum

February 27, 2026

To: Alison Moss
Alachua County

From: Travis Hills, PE, RSP₁; Kelly, Fearon, PE; Jia Fang, Ph.D
Kittelison & Associates, Inc.

RE: Alachua County Safe Streets and Roads for All Action Plan – Prioritization
Memorandum

INTRODUCTION

Kittelison & Associates, Inc. (Kittelison) was tasked by Alachua County to develop the Safe Streets and Roads for All (SS4A) Action Plan which includes strategies and projects aimed at reducing fatal and serious injury crashes. This technical memorandum presents a prioritization methodology for the locations and countermeasures identified in the Action Plan.

PRIORITIZATION METHODOLOGY

Data sources used in the prioritization methodology have been identified and are documented in the section below.

Safety Data

Crash records were obtained from the Florida Department of Transportation's (FDOT) Signal Four Analytics (S4) crash database for the Alachua County study area. The safety analysis was performed for the most recent five years of crash data (January 1, 2019 to June 4, 2024).

Cost Estimate Data

Cost estimate data was obtained from FDOT for the District 2 market area from December 1, 2024 to November 30, 2025. Cost estimate data is preliminary to provide a planning level estimate.

Crash Modification Factor Data

Crash modification factors (CMFs) were obtained from the U.S. Department of Transportation (USDOT) CMF Clearinghouse. To provide a simplified estimate, where multiple countermeasures are suggested for a corridor, only the countermeasure with the highest crash reduction factor was used to assess the score. All countermeasures for the location are listed but only the highest performing countermeasure are used in the scoring.

In some cases, a crash modification factor based on only fatal and serious injury crashes for vehicular or motorcycle crashes was not available from the CMF Clearinghouse. In this scenario, the available crash modification factor for all injury severity crashes was used.

Scoring

The locations for further study identified in the Action Plan were organized into the following categories based on crash types:

- Rural Lane Departures
- Segments with Posted Speed > 40 mph in Urban Boundary
- Intersections with Left Turn Crashes
- Red Light Running Crashes
- Pedestrian/Bicycle in Urban Boundary
- Site Specific Locations

These locations for further study were then scored based on four categories. Each location can receive a maximum of 10 points (with the higher scores being the top ranked). A breakdown of the scoring includes the following:

- Fatal/Serious Injury Crashes per Mile (or Intersection) Score:
 - Score from 1 to 3 based on number of fatal and serious injury crashes per mile. The divisions for segments in the categories are based upon the “natural” breaks in the range of safety data analyzed:
 - 1 – Fatal/Serious Injury Crashes per Mile < 1.0
 - 2 – Fatal/Serious Injury Crashes per Mile > 1.0 but < 5.0
 - 3 – Fatal/Serious Injury Crashes per Mile > 5.0
 - Score from 1 to 3 based on number of fatal and serious injury crashes at intersections. The divisions for intersections in the categories are based upon the “natural” breaks in the range of safety data analyzed:
 - 1 – Fatal/Serious Injury Crashes per Intersection ≤ 2
 - 2 – Fatal/Serious Injury Crashes per Intersection = 3
 - 3 – Fatal/Serious Injury Crashes per Intersection > 3

- Cost Score:
 - Score from 1 to 3 based on anticipated project cost for segments. The divisions in the categories are based upon the “natural” breaks in the range of project costs developed:
 - 1 – Long term project anticipated to be completed in 10 years or more with a project cost > \$5M
 - 2 – Midterm project anticipated to be completed in 5 to 10 years with a project cost between \$1M and \$5M
 - 3 – Short term project anticipated to be completed in 5 years or less with a project cost < \$1M
 - Score from 1 to 3 based on anticipated project cost for intersections. The divisions in the categories are based upon the “natural” breaks in the range of project costs developed:
 - 1 – Long term project anticipated to be completed in 5 years or more with a project cost > \$100,000
 - 2 – Midterm project anticipated to be completed in 3 or 4 years with a project cost between \$25,000 and \$100,000
 - 3 – Short term project anticipated to be completed in 2 years or less with a project cost < \$25,000
- Safety Benefit Score:
 - Score from 1 to 3 based on anticipated countermeasure impact based on the project's CMF. The divisions in the categories are based upon the “natural” breaks in the range of applicable CMFs applied for the projects:
 - 1 – Reduction in crashes is anticipated to be < 15%
 - 2 – Reduction in crashes is anticipated to be between 15% and 20%
 - 3 – Reduction in crashes is anticipated to be > 20%
- Underserved Community Score:
 - Score of 0 or 1 based on if a location is within a designated Underserved Community.
 - 0 – Location is not primarily within Underserved Community based upon U.S. DOT SS4A Grant Notice of Funding Opportunity (NOFO) in 2025
 - 1 – Location is within Underserved Community based upon U.S. DOT SS4A Grant Notice of Funding Opportunity (NOFO) in 2025

FATAL/SERIOUS INJURY CRASHES PER MILE/LOCATION SCORE

The fatal and serious injury crash per mile or location score is presented for each major crash type identified in the SS4A Action Plan. Corridor crash types are presented in Table 1 through Table 4, and intersection crash types are presented in Table 5.

Table 1: Lane Departure Studies

ID	Category	Location	Length (miles)	FSI Crashes	FSI Crashes/Mile	Crash Score
A	Lane Departure	SR CR 234 from County Boundary to I-75	1.6	3	1.9	2
B	Lane Departure	SE 75th Ave/Holden Park from SE US 301 to County Boundary	3.5	2	0.6	1
C	Lane Departure	SE CR 234 from NE 7th Ave to SE 16th Ave	1.5	2	1.3	2
D	Lane Departure	E CR 225 from NE 159th Pl to SW CR 225A	6	3	0.5	1
E	Lane Departure	CR 241 from SW US 41 to SW 79th Ave	2.5	2	0.8	1
F	Lane Departure	CR 232/NW 78th Ave from NW CR 235 to NW 143rd St	3.1	2	0.6	1
G	Lane Departure	CR 325 from SE CR 346 to CR 325	2	2	1.0	2
H	Lane Departure	NE CR 219A from NE SR 26 to NE CR 1469	4	3	0.8	1
I	Lane Departure	CR 231 from NW 156th to N SR 121	2.9	6	2.1	2

Table 2: Posted Speed Limit Greater Than 40 MPH in Urban Boundary Studies

ID	Category	Location	Length (miles)	FSI Crashes	FSI Crashes/Mile	Crash Score
A	Speed Limit > 40 MPH	N Main St/CR 329 from NE 39th Ave to NE 1st Blvd	0.89	4	4.5	2
B	Speed Limit > 40 MPH	SW 122 St from SW 14th Ave to SW 34th Rd	0.66	4	6.1	3
C	Speed Limit > 40 MPH	NW 39 Ave/CR 222 from NW 98th St to I-75	0.24	4	16.7	3
D	Speed Limit > 40 MPH	SW 20th Ave from SW 42nd St to SW 38th Ter	0.34	3	8.8	3
E	Speed Limit > 40 MPH	SW 75 St/CR 237 from SW 53rd Pl to SW Archer Road	0.26	3	11.5	3
F	Speed Limit > 40 MPH	NW 43rd St from NW 39th Ave to NW 28th Ln	0.63	3	4.8	2
G	Speed Limit > 40 MPH	NW 23rd Ave/CR 172 from NW 83rd St to NW 75th St	0.42	3	7.1	3
H	Speed Limit > 40 MPH	CR 232/Millhopper Rd from NW 97th St to NW 56th Lane	2.57	3	1.2	2

Table 3: Bicycle/Pedestrian Segments for Studies

ID	Category	Location	Length (miles)	FSI Crashes	FSI Crashes/Mile	Crash Score
A	Pedestrian/Bicycle	NW 53rd Ave from NW 13th St to N Main St	1.6	3	1.9	2
B	Pedestrian/Bicycle	SE 27th St from SE Hawthorne Rd to SE 19th Ave	0.6	2	3.3	2
C	Pedestrian/Bicycle	SW 20th Ave from I-75 to SW 62nd Blvd	0.3	2	6.7	3
D	Pedestrian/Bicycle	NW 53rd Ave from NW 34th St to NW 19th St	1	3	3.0	2
E	Pedestrian/Bicycle	NE 16th Ave from N Main St to NE 9th St	0.6	2	3.3	2

Table 4: Site Specific Segments for Studies

ID	Category	Location	Length (miles)	FSI Crashes	FSI Crashes/Mile	Crash Score
B	Site Specific	CR 241 from SW 159th Ave to County Boundary CR 241/SW 170th St	2.4	4	1.7	2
F	Site Specific	CR 329/N Main Street from NE 23rd Ave to NE 39th Ave	0.9	4	4.4	2
G	Site Specific	SW 122nd St from SW 34th Rd to SW 14th Ave	0.7	4	5.7	3
I	Site Specific	NW 16th Blvd from NW 43rd St to NW 34th St	1.1	4	3.6	2

Table 5: Intersections for Studies

ID	Category	Location	FSI Crashes/Location	Crash Score
A	Left Turn	SW 170th St/SR 26	2	1
B	Left Turn	W Newberry Rd/NW 98th St	3	2
C	Left Turn	NE 16th Ave/NE Waldo Rd	5	3
D	Left Turn	SW 8th Ave/SW 75th St	2	1
E	Left Turn	Main St/39th Ave	2	1
A	Red Light Running	SW 20th Ave/SW 34th St	6	3
B	Red Light Running	NW 53rd Ave/NW 13th St	1	1
C	Red Light Running	E University Ave/SE 15th St	5	3
D	Red Light Running	SW Williston Rd/SW 34th St	2	1
E	Red Light Running	SW Williston Rd/SW 23rd St	2	1
F	Red Light Running	SW 20th Ave/SW 62nd Blvd	3	2

COST SCORE

The cost score is presented for each location based on an estimated planning level cost for the countermeasures identified. Corridor crash types are presented in Table 6 through Table 9 and intersections are presented in Table 10.

Table 6: Lane Departure Studies

ID	Category	Location	Length (miles)	Countermeasures	Planning Level Cost	Implementation Timeline	Cost Score
A	Lane Departure	SR CR 234 from County Boundary to I-75	1.6	Add curve warning signage, refresh pavement markings, widen paved shoulder & install SafetyEdge, add edge line AVT/centerline AVT. Evaluate speed limit along curved sections.	\$6,050,000	Long Term ¹	1
B	Lane Departure	SE 75th Ave/Holden Park from SE US 301 to County Boundary	3.5	County has CIP project along this corridor. Refresh centerline & edge line pavement markings, add centerline AVT.	\$2,920,000	Short Term ¹	2
C	Lane Departure	SE CR 234 from NE 7th Ave to SE 16th Ave	1.5	Widen paved shoulder and add Safety Edge along curve.	\$4,370,000	Long Term	2
D	Lane Departure	E CR 225 from NE 159th PI to SW CR 225A	6	Install curve warning signage.	\$25,000	Short Term	3

ID	Category	Location	Length (miles)	Countermeasures	Planning Level Cost	Implementation Timeline	Cost Score
E	Lane Departure	CR 241 from US 41 to SW79th Ave	2.5	Overlaps with CIP project for major rehabilitation in 2029. Widen paved shoulder and install SafetyEdge, and install AVT.	\$7,350,000	Long Term	1
F	Lane Departure	CR 232/NW 78 th Ave from NW CR 235 to NW 143rd St	3.1	Widen paved shoulder and install SafetyEdge, install AVT, and refresh pavement markings.	\$11,610,000	Long Term ¹	1
G	Lane Departure	CR 325 from SE CR 346 to CR 325	2	Install AVT. County previously widened shoulder.	\$60,000	Short Term	3
H	Lane Departure	NE CR 219A from NE SR 26 to NE CR 1469	4	Install AVT. County resurfacing project included replacing existing guardrail and enhanced signing and marking in 2021.	\$120,000	Short Term	3
I	Lane Departure	CR 231 from NW 156th to N SR 121	2.9	Install AVT and widen shoulder for curve section	\$2,090,000	Long Term	2

1. For the lane departure studies, resurfacing was assumed in the planning level costs when the pavement condition appeared to be poor.

Table 7: Posted Speed Limit Greater Than 40 MPH in Urban Boundary Studies

ID	Category	Location	Length (miles)	Countermeasures	Planning Level Cost	Implementation Timeline	Cost Score
A	Speed Limit > 40 MPH	N Main St/CR 329 from NE 39th Ave to NE 1st Blvd	0.89	Add landscape raised medians (in existing Two Way Left Turn Lane) near NW 28th Pl, NE 31st Ave, and NE 35th Ave.	\$390,000	Mid Term	3
B	Speed Limit > 40 MPH	SW 122 St/Parker Road from SW 14th Ave to SW 34th Rd	0.66	County is installing a traffic signal at SW 24th Ave and Parker Road. New signal should employ protected only left turns. ¹ Add shared use path on west side and raised medians with pedestrian crossings (with PHB) at SW 34th Rd, SW 28th Ave, SW 24th Ave, and SW 14th Ave. ²	\$7,270,000	Mid Term	1
C	Speed Limit > 40 MPH	NW 39 Ave/CR 222 from NW 98th St to I-75	0.24	Directional median is scheduled to be installed. Evaluate pending project after installation is complete. ³	--	Long Term	0

ID	Category	Location	Length (miles)	Countermeasures	Planning Level Cost	Implementation Timeline	Cost Score
D	Speed Limit > 40 MPH	SW 20th Ave from SW 42nd St to SW 38th Ter	0.34	Complete Streets study pending and to be performed as part of SS4A supplemental grant. As part of the study, evaluate the existing speed limit based on context. ¹ Install sidewalk on north side of SW 20th/24th Ave (approximately 1,400 feet of sidewalk needed along this segment). Add one pedestrian crossing (with PHB or RRFB pending outcome of Complete Streets study) near SW 40 th Terr.	\$1,700,000	Long Term	2
E	Speed Limit > 40 MPH	SW 75 St/CR 237 from SW 53rd Pl to SW Archer Road	0.26	Add raised medians in gore area. Replace the existing painted keyhole bike lane with a shared use path. Add crossing (with PHB) at SW 53 Place.	\$2,200,000	Mid Term	2
F	Speed Limit > 40 MPH	NW 43rd St from NW 39th Ave to NW 28th Ln	0.63	Add raised median at NW 31st Ave. Evaluate existing speed limit. Implement LPI at NW 28 th Lane and add high emphasis crosswalks along minor side streets.	\$1,400,000	Short Term	2

ID	Category	Location	Length (miles)	Countermeasures	Planning Level Cost	Implementation Timeline	Cost Score
G	Speed Limit > 40 MPH	NW 23rd Ave/CR 172 from NW 83rd St to NW 75th St	0.42	Install raised median at NW 77th Ter. Add crossing (with PHB) at NW 77th Blvd/NW 77 th with pedestrian refuge island. ² County recently installed new trail. ⁴	\$1,800,000	Mid Term	2
H	Speed Limit > 40 MPH	CR 232/ Millhopper Rd from NW 97th St to NW 56th Lane	2.57	Add centerline and edge line AVTs.	\$155,000	Mid Term	3

1. Not included in cost estimate as already fully programmed and budgeted by County.
2. Pedestrian crossing opportunities included as secondary phase recommendation and are consistent with Bicycle and Pedestrian Plan
3. Not included in final score table as recommendation is to evaluate pending project.
4. Not included in cost estimate as already built by County.

Table 8: Bicycle/Pedestrian Segments for Studies

ID	Category	Location	Length (miles)	Countermeasures	Planning Level Cost	Implementation Timeline	Cost Score
A	Pedestrian/ Bicycle	NW 53rd Ave from NW 13th St to N Main St	1.6	Install 1.6-mile shared use path on south side. Modify existing signal at NW 53rd Ave/N Main St to add curb ramps and crosswalks to connect to shared use path connection.	\$1,780,000	Long Term	2
B	Pedestrian/ Bicycle	SE 27th St from SE Hawthorne Rd to SE 19th Ave	0.6	Install shared use path ¹ and install crossing (with RRFB) at SE 15th Ave.	\$70,000	Short Term	3
C	Pedestrian/ Bicycle	SW 20th Ave from I-75 to SW 62nd Blvd	0.3	County has long term RAISE grant to install sidewalks and Cycle Track on new bridge. ² Short Term Project: Install flex posts between bike lane and travel lane along the whole segment (including the bridge). Upgrade to high emphasis crosswalk at SW 62nd Blvd.	\$60,000	Short Term	3

ID	Category	Location	Length (miles)	Countermeasures	Planning Level Cost	Implementation Timeline	Cost Score
D	Pedestrian/ Bicycle	NW 53rd Ave from NW 34th St to NW 19th St	1.0	Install shared use path on north side and add three midblock crossings at NW 19th Street, NW 24th Blvd, and NW 55th St/NW 21st Dr (with PHB).	\$2,610,000	Long Term	2
E	Pedestrian/ Bicycle	NE 16th Ave from N Main St to NE 9th St	0.6	Retrofit existing RRFB to be raised crosswalk and add new crossing with raised crosswalk/RRFB at NE 2nd St.	\$100,000	Short Term	3

1. Shared use path cost is not included as County has separate Kincaid Loop Trail project.
2. New bridge costs including sidewalk and cycle track are not included as they are included under separate RAISE grant.

Table 9: Site Specific Segments for Studies

ID	Category	Location	Length (miles)	Countermeasures	Planning Level Cost	Implementation Timeline	Cost Score
B	Site Specific	CR 241 from SW 159th Ave to County Boundary CR 241/SW 170th St	2.4	Repaving project recently completed. Recommend evaluating project which included widening lanes to 11 feet and widening shoulder.	--	Long Term	0
F	Site Specific	CR 329/N Main Street from NE 23 rd Ave to NE 39 th Ave	0.9	Access management improvements (raised median) at two intersections (NE 31 st Ave and NE 28 th Ave).	\$950,000	Mid Term	2
				Long term recommendation to install pedestrian crossings with traffic control device at NE 35 th Ave, NE 33 rd Ave, NE 31 st Ave, and NE 28 th Ave. ¹	\$700,000	Long Term	2
G	Site Specific	SW 122nd St from SW 34 th Rd to SW 14 th Ave	0.7	County to install traffic signal at SW 24 th Ave & SW 122 St. ² Long term add 2 midblock crossings at SW 28 th Ave and SW 34 th Rd. ¹	\$610,000	Long Term	3

ID	Category	Location	Length (miles)	Countermeasures	Planning Level Cost	Implementation Timeline	Cost Score
1	Site Specific	NW 16th Blvd from NW 43rd St to NW 34th St	1.1	CIP project will install PHB near NW 38th St. ² Implement LPI at signal of NW 43rd St and retime signal. Reduce driveway radius at NW 41st St. Upgrade side streets to high emphasis crosswalks	\$460,000	Mid Term ³	3
				Evaluate left turn phasing to consider protected only (evaluate all approaches) at the intersection of NW 41st St.	\$20,000		

1. Pedestrian crossing opportunities included as secondary phase recommendation and are consistent with Bicycle and Pedestrian Plan
2. Cost is not included as County has separate project in TCIP to install.
3. Combined cost results in cost score of 2.

Table 10: Intersections for Studies

ID	Category	Location	Countermeasures	Planning Level Cost	Implementation Timeline	Cost Score
A	Left Turn	SW 170th St/SR 26	Modify Westbound left turn to be protected only all times.	\$18,000	Short Term	3
B	Left Turn	W Newberry Rd/NW 98th St	Modify Eastbound left turn to be protected only all times.	\$18,000	Short Term	3
C	Left Turn	NE 16th Ave/NE Waldo Rd	Rebuild of signal to add protected only left turn phasing for Southbound movement.	\$530,000	Long Term	1 ¹
			Implement lagging left turn as first phase.	\$54,000		
D	Left Turn	SW 8th Ave/SW 75th St	Install LPI and split phasing for eastbound and westbound approaches.	\$5,400	Short Term	1 ¹
			Protected phasing for all approaches and geometric improvements to add exclusive left turn lane (at the east leg and receiving lane).	\$710,000	Long Term	
E	Left Turn	Main St/39th Ave	Implement protected only left turn throughout day for Westbound left.	\$18,000	Short Term	3

ID	Category	Location	Countermeasures	Planning Level Cost	Implementation Timeline	Cost Score
A	Red Light Running	SW 20th Ave/SW 34th St	Install red light running detection ^{2,3} and signal backplates.	\$62,000	Short Term	2
B	Red Light Running	NW 53rd Ave/NW 13th St	Install red light running detection ^{2,3} and signal backplates.	\$64,000	Short Term	2
C	Red Light Running	E University Ave/SE 15th St	Install red light running detection ^{2,3}	\$50,000	Short Term	2
D	Red Light Running	SW Williston Rd/SW 34th St	Install red light running detection ^{2,3} and signal backplates	\$65,000	Short Term	2
E	Red Light Running	SW Williston Rd/SW 23rd St	Install red light running detection ^{2,3} and signal backplates	\$59,000	Short Term	2
F	Red Light Running	SW 20th Ave/SW 62nd Blvd	Install red light running detection ^{2,3}	\$63,000	Short Term	2

1. Combined cost results in cost score of 1.
2. Red light running detection dynamically extends the phase length. If installed, it is recommended to install for all approaches.
3. Alternatively, red light running cameras are recommended in the Safety Action Plan. These costs are assumed to be determined based on vendor agreement and were not included.

SAFETY BENEFIT SCORE

The safety benefit score is presented based on the crash mitigation factors identified from the CMF Clearinghouse. Corridor scores are presented in Table 11 through Table 14 and intersection scores in Table 15. The crash mitigation factor used to determine the safety benefit score is shown in bold.

Table 11: Lane Departure Studies

ID	Category	Location	Countermeasures	Crash Mitigation Factor	Safety Benefit Score
A	Lane Departure	SR CR 234 from County Boundary to I-75	Add curve warning signage, Refresh pavement markings, widen paved shoulder & install SafetyEdge, add edge line AVT/centerline AVT. Evaluate speed limit along curved sections.	Widen paved shoulder (4 feet) ¹ : 14% Centerline & edge line AVT²: 18%	2
B	Lane Departure	SE 75th Ave/Holden Park from SE US 301 to County Boundary	County has CIP project along this corridor. Refresh centerline & edge line pavement markings, add centerline AVT.	Centerline & edge line AVT²: 18%	2
C	Lane Departure	SE CR 234 from NE 7th Ave to SE 16th Ave	Widen paved shoulder and add Safety Edge along curve.	Widen paved shoulder (4 feet)¹: 14%	1
D	Lane Departure	E CR 225 from NE 159th PI to SW CR 225A	Install curve warning signage.	Improve curve delineation³: 18%	2

ID	Category	Location	Countermeasures	Crash Mitigation Factor	Safety Benefit Score
E	Lane Departure	CR 241 from US 41 to SW 79 th Ave	Overlaps with CIP project for major rehabilitation in 2029. Widen paved shoulder and install SafetyEdge, and install AVT.	Widen paved shoulder (4 feet) ¹ : 14% Centerline & edge line AVT²: 18%	2
F	Lane Departure	CR 232/NW 78 th Ave from NW CR 235 to NW 143rd St	Widen paved shoulder and install SafetyEdge, install AVT, and refresh pavement markings.	Widen paved shoulder (4 feet) ¹ : 14% Centerline & edge line AVT²: 18%	2
G	Lane Departure	CR 325 from SE CR 346 to CR 325	Install AVT. County previously widened shoulder.	Centerline & edge line AVT²: 18%	2
H	Lane Departure	NE CR 219A from NE SR 26 to NE CR 1469	Install AVT. County resurfacing project included replacing existing guardrail and enhanced signing and marking in 2021.	Centerline & edge line AVT²: 18%	2
I	Lane Departure	CR 231 from NW 156th to N SR 121	Install AVT and widen shoulder for curve section.	Centerline & edge line AVT²: 18% Widen paved shoulder (4 feet) ¹ : 14%	2

1. CMF is for fatal crash severity for fixed object crashes
2. CMF is for run-off road for K (fatal), A (serious injury), B (minor injury), C (possible injury) on rural roads
3. CMF is for all crashes of severity: A (serious injury), B (minor injury), C (possible injury)

Table 12: Posted Speed Limit Greater Than 40 MPH in Urban Boundary Studies

ID	Category	Location	Countermeasures	Crash Mitigation Factor	Safety Benefit Score
A	Speed Limit > 40 MPH	N Main St/CR 329 from NE 39th Ave to NE 1st Blvd	Add landscape raised medians (in existing Two-Way Left Turn Lane) near NW 28th Pl, NE 31st Ave, and NE 35th Ave.	Raised median¹: 19%	2
B	Speed Limit > 40 MPH	SW 122 St from SW 14th Ave to SW 34th Rd	County is installing a traffic signal at SW 24th Ave and Parker Road. ² New signal should employ protected only left turns. Add shared use path on west side and raised medians with pedestrian crossings (with PHB) at SW 34th Rd, SW 28th Ave, SW 24th Ave, and SW 14th Ave.	Install signal ^{2,3} : 14% Raised median ¹ : 19% Install PHB ⁴ : 19% Install shared use path/sidewalk⁵: 25%	3
C	Speed Limit > 40 MPH	NW 39 Ave/CR 222 from NW 98th St to I-75	Directional median is scheduled to be installed. ² Evaluate project after installation is complete.	Raised median¹: 19%	0
D	Speed Limit > 40 MPH	SW 20th Ave from SW 42nd St to SW 38th Ter	Complete Streets study pending and to be performed as part of SS4A	Install PHB ² : 19% Install shared use path/sidewalk⁵: 25%	3

ID	Category	Location	Countermeasures	Crash Mitigation Factor	Safety Benefit Score
			supplemental grant. ² As part of the study, evaluate the existing speed limit based on context. Install sidewalk on north side of SW 20th/24th Ave (approximately 1,400 feet of sidewalk needed along this segment), Add one pedestrian crossing (with PHB or RRFB pending outcome of Complete Streets study) near SW 40 th Terr.		
E	Speed Limit > 40 MPH	SW 75 St/CR 237 from SW 53rd Pl to SW Archer Road	Add raised medians in gore area. Replace the existing painted keyhole bike lane with a shared use path. Add crossing (with PHB) at SW 53 Place.	Install PHB ² : 19% Raised median ¹ : 19% Install shared use path/sidewalk⁵: 25%	3
F	Speed Limit > 40 MPH	NW 43rd St from NW 39th Ave to NW 28th Ln	Add raised median at NW 31st Ave. Evaluate existing speed limit. Implement LPI at NW 28 th Lane and add high emphasis crosswalks along minor side streets.	Raised median¹: 19% Implement LPI ⁶ : 14%	2

ID	Category	Location	Countermeasures	Crash Mitigation Factor	Safety Benefit Score
G	Speed Limit > 40 MPH	NW 23rd Ave/CR 172 from NW 83rd St to NW 75th St	Install raised median at NW 77th Ter. Add crossing (with PHB) at NW 77th Blvd/NW 77th Terr with pedestrian refuge island. County recently installed new trail. ²	Raised median¹: 19% Install PHB ² : 19% Install shared use path/sidewalk ⁵ : 25%	2
H	Speed Limit > 40 MPH	CR 232/Millhopper Rd from NW 97th St to NW 56th Lane	Add centerline and edge line AVTs	Install AVT⁷: 62%	3

1. CMF is for K (fatal), A (serious injury), B (minor injury), C (possible injury) on urban roads
2. County project is already programmed so CMF is not included in scoring
3. CMF is for K (fatal), A (serious injury), B (minor injury), C (possible injury)
4. CMF is for K (fatal), A (serious injury), B (minor injury), C (possible injury) on urban roads
5. CMF is for vehicle/bicycle crashes for all severity crashes
6. CMF if for K (fatal), A (serious injury), B (minor injury), C (possible injury)
7. CMF is for run-off road for K (fatal) and A (serious injury)

Table 13: Bicycle/Pedestrian Segments for Studies

ID	Category	Location	Countermeasures	Crash Mitigation Factor	Safety Benefit Score
A	Pedestrian/ Bicycle	NW 53rd Ave from NW 13th St to N Main St	Install 1.6-mile shared use path on south side. Modify existing signal at NW 53rd Ave/N Main St to add curb ramps and crosswalks to connect to shared use path connection.	Install shared use path/sidewalk¹: 25%	3
B	Pedestrian/ Bicycle	SE 27th St from SE Hawthorne Rd to SE 19th Ave	Install shared use path ² and install crossing (with RRFB) at SE 15th Ave.	Install shared use path/sidewalk¹: 25% Install RRFB ³ : 31%	3
C	Pedestrian/ Bicycle	SW 20th Ave from I-75 to SW 62nd Blvd	County has long term RAISE grant to install sidewalks and Cycle Track on new bridge. ² Short Term Interim Project: Install flex posts between bike lane and travel lane along the whole segment (including the bridge). Upgrade to high emphasis crosswalk at SW 62nd Blvd.	Install buffer on bicycle lane⁴: 22%	3
D	Pedestrian/ Bicycle	NW 53rd Ave from NW 34th St to NW 19th St	Install shared use path on north side and add three midblock crossings at NW 19th Street, NW 24th Blvd, and NW 55th St/NW 21st Dr (with PHB).	Install shared use path/sidewalk¹: 25% Install PHB: 19%	3

ID	Category	Location	Countermeasures	Crash Mitigation Factor	Safety Benefit Score
E	Pedestrian/ Bicycle	NE 16th Ave from N Main St to NE 9th St	Retrofit existing RRFB to be raised crosswalk and add new crossing with raised crosswalk/RRFB at NE 2nd St.	Install raised crosswalk⁵: 36%	3

1. CMF is for vehicle/bicycle crashes for all severity crashes
2. County project is already programmed so CMF is not included in scoring
3. CMF is for vehicle/pedestrian crashes for all severity crashes
4. CMF is for bicycle/vehicle crashes
5. CMF is for pedestrian/vehicle crashes for A (serious injury), B (minor injury), C (possible injury)

Table 14: Site Specific Segments for Studies

ID	Category	Location	Countermeasures	Crash Mitigation Factor	Safety Benefit Score
B	Site Specific	CR 241 from SW 159th Ave to County Boundary CR 241/SW 170th St	Repaving project recently completed. Recommend evaluating project which included widening lanes to 11 feet and widening shoulder. ¹	N/A ¹	0
F	Site Specific	CR 329/N Main Street from NE 23 rd Ave to NE 39 th Ave	Access management improvements (raised median) at 2 intersections (NE 31 st Ave and NE 28 th Ave).	Raised median²: 19%	2
			Long term recommendation to install pedestrian crossings with traffic control devices at NE 35 th Ave, NE 33 rd Ave, NE 31 st Ave, and NE 28 th Ave.	Install PHB³: 19%	2
G	Site Specific	SW 122nd St from SW 34th Rd to SW 14th Ave	County to install traffic signal at SW 24 th Ave & SW 122 St. ⁴ Long term add two midblock crossings at SW 28 th Ave and SW 34 th Rd.	Install signal ⁵ : 14% Install PHB³: 19%	2

ID	Category	Location	Countermeasures	Crash Mitigation Factor	Safety Benefit Score
I	Site Specific	NW 16th Blvd from NW 43rd St to NW 34th St	CIP project will install PHB near NW 38th St. ¹ Implement LPI at NW 43rd St and retime signal, reduce driveway radius at NW 41st St ⁶ , and upgrade side streets to high emphasis crosswalks	Install PHB ^{1,3} : 19% Implement LPI⁷: 14%	2
			Evaluate left turn phasing to consider protected only (evaluate all approaches) at the intersection of NW 41st St. ⁸	Protected Left: 25%	3 ⁸

1. Completed County project and CMF is not included in scoring
2. CMF is for K (fatal), A (serious injury), B (minor injury), C (possible injury) on urban roads
3. CMF is for K (fatal), A (serious injury), B (minor injury), C (possible injury) on urban roads
4. Programmed County project so CMF is not included in scoring
5. CMF is for K (fatal), A (serious injury), B (minor injury), C (possible injury)
6. CMF is not available for reducing the driveway radius
7. CMF if for K (fatal), A (serious injury), B (minor injury), C (possible injury)
8. Based on the number of left turn crashes (of all severity).

Table 15: Intersections for Studies

ID	Category	Location	Countermeasures	Crash Mitigation Factor	Safety Benefit Score
A	Left Turn	SW 170th St/SR 26	Modify Westbound left turn to be protected only all times.	Protected Left¹: 25%	3
B	Left Turn	W Newberry Rd/NW 8th Ave	Modify Eastbound left turn to be protected only all times.	Protected Left¹: 25%	3
C	Left Turn	NE 16th Ave/NE Waldo Rd	Rebuild of signal to add protected only left turn phasing for Southbound movement. Implement lagging left turn as first phase.	Lagging Left²: 67%	3
D	Left Turn	SW 8th Ave/SW 75th St	Install LPI and split phasing for eastbound and westbound approaches. Add geometric improvements to add exclusive left turn lane (at the east leg and receiving lane) to install protected left in future.	Implement LPI: 14% Split Phasing³: 17% Install left turn lane ⁴ : 21% Protected Left ⁴ : 25%	2
E	Left Turn	Main St/39th Ave	Implement protected only left turn throughout day for Westbound left.	Protected Left¹: 25%	3

ID	Category	Location	Countermeasures	Crash Mitigation Factor	Safety Benefit Score
A	Red Light Running	SW 20th Ave/SW 34th St	Install red light running detection and signal backplates.	Red Light Extension⁵: 14%	1
B	Red Light Running	NW 53rd Ave/NW 13th St	Install red light running detection and signal backplates.	Red Light Extension⁵: 14%	1
C	Red Light Running	E University Ave/SE 15th St	Install red light running detection	Red Light Extension⁵: 14%	1
D	Red Light Running	SW Williston Rd/SW 34th St	Install red light running detection and signal backplates	Red Light Extension⁵: 14%	1
E	Red Light Running	SW Williston Rd/SW 23rd St	Install red light running detection and signal backplates	Red Light Extension⁵: 14%	1
F	Red Light Running	SW 20th Ave/SW 62nd Blvd	Install red light running detection	Red Light Extension⁵: 14%	1

1. CMF is for K (fatal), A (serious injury), B (minor injury), C (possible injury) for changing protected/permissive to protected only left turn phasing
2. CMF assumes lag/lag to lead/leg left turn phasing. CMF is for all severity for only angle crashes.
3. CMF is for all crash severity between all crash types.
4. Requires geometric improvements prior. CMF is for all crash severity.
5. CMF is for K (fatal), A (serious injury), B (minor injury), C (possible injury) for increasing all red clearance interval

COMMUNITIES OF CONCERN

Locations within SS4A-defined underserved communities receive a score of 1, while locations outside these areas receive a score of 0.

The underserved communities score is presented based on the SS4A NOFO for fiscal year 2025. Corridor scores are presented in Table 16 and intersection scores in Table 17.

Table 16: Roadway Segments in Underserved Communities

ID	Category	Location	Underserved Community Score
A	Lane Departure	SR CR 234 from County Boundary to I-75	1
B	Lane Departure	SE 75th Ave/Holden Park from SE US 301 to County Boundary	0
C	Lane Departure	SE CR 234 from NE 7th Ave to SE 16th Ave	1
D	Lane Departure	E CR 225 from NE 159th PI to SW CR 225A	0
E	Lane Departure	CR 241 from US 41 to SW 79 th Ave	0
F	Lane Departure	CR 232/NW 78 th Ave from NW CR 235 to NW 143rd St	0
G	Lane Departure	CR 325 from SE CR 346 to CR 325	1
H	Lane Departure	NE CR 219A from NE SR 26 to NE CR 1469	1
I	Lane Departure	CR 231 from NW 156th to N SR 121	0
A	Speed Limit > 40 MPH	N Main St/CR 329 from NE 39th Ave to NE 1st Blvd	1
B	Speed Limit > 40 MPH	SW 122 St from SW 14th Ave to SW 34th Rd	0
C	Speed Limit > 40 MPH	NW 39 Ave/CR 222 from NW 98th St to I-75	0
D	Speed Limit > 40 MPH	SW 20th Ave from SW 42nd St to SW 38th Ter	1
E	Speed Limit > 40 MPH	SBW 75 St/CR 237 from SW 53rd PI to SW Archer Rd	1
F	Speed Limit > 40 MPH	NW 43rd St from NW 39th Ave to NW 28th Ln	1
G	Speed Limit > 40 MPH	NW 23rd Ave/CR 172 from NW 83rd St to NW 75th St	0
H	Speed Limit > 40 MPH	CR 232/Millhopper Rd from NW 97th St to NW 56th Ln	0
A	Pedestrian/Bicycle	NW 53rd Ave from NW 13th St to N Main St	1
B	Pedestrian/Bicycle	SE 27th St from SE Hawthorne Rd to SE 19th Ave	1
C	Pedestrian/Bicycle	SW 20th Ave from I-75 to SW 62nd Blvd	1
D	Pedestrian/Bicycle	NW 53rd Ave from NW 34th St to NW 19th St	0

ID	Category	Location	Underserved Community Score
E	Pedestrian/Bicycle	NE 16th Ave from N Main St to NE 9th St	1
B	Site Specific	CR 241 from SW 159th Ave to County Boundary	0
F	Site Specific	CR 329/N Main Street from NE 23 rd Ave to NE 39 th Ave	1
G	Site Specific	SW 122nd St from SW 34th Rd to SW 14th Ave	0
I	Site Specific	NW 16th Blvd from NW 43rd St to NW 34th St	0

Table 17: Intersections in Underserved Communities

ID	Category	Location	Underserved Community Score
A	Left Turn	SW 170th St/SR 26	0
B	Left Turn	W Newberry Rd/NW 98th St	0
C	Left Turn	NE 16th Ave/NE Waldo Rd	1
D	Left Turn	SW 8th Ave/SW 75th St	1
E	Left Turn	Main St/39th Ave	1
A	Red Light Running	SW 20th Ave/SW 34th St	1
B	Red Light Running	E University Ave/SE 15th St	1
C	Red Light Running	SW Williston Rd/SW 34th St	1
D	Red Light Running	SW Williston Rd/SW 23rd St	1
E	Red Light Running	NW 53rd Ave/NW 13th St	1
F	Red Light Running	SW 20th Ave/SW 62nd Blvd	1

TOTAL SCORE

The results of the crash score, cost score, safety benefit score, and underserved community score are combined to form a total score shown in Table 18 and Table 19. The highest scored projects are listed as highest priority. Projects are considered tied if they receive the same score.

Table 18: Total Segment Scores

ID	Category	Location	Length (miles)	Countermeasures	Crash Score	Cost Score	Safety Benefit Score	Underserved Community Score	Total Score
C	Pedestrian/Bicycle	SW 20th Ave from I-75 to SW 62nd Blvd	0.3	County has long term RAISE grant to install sidewalks and Cycle Track on new bridge. Short Term Interim Project: Install flex posts between bike lane and travel lane along the whole segment (including the bridge). Upgrade to high emphasis crosswalk at SW 62nd Blvd.	3	3	3	1	10

ID	Category	Location	Length (miles)	Countermeasures	Crash Score	Cost Score	Safety Benefit Score	Underserved Community Score	Total Score
D	Speed Limit > 40 MPH	SW 20th Ave from SW 42nd St to SW 38th Ter	0.34	Complete Streets study pending as part of SS4A supplemental grant. As part of the study, evaluate the existing speed limit based on context. Install sidewalk on north side of SW 20th/24th Ave (approximately 1,400 feet of sidewalk needed along this segment). Add one pedestrian crossing (with PHB or RRFB pending outcome of Complete Streets study) near SW 40 th Terr.	3	2	3	1	9
E	Speed Limit > 40 MPH	SW 75 St/CR 237 from SW 53rd Pl to SW Archer Road	0.26	Add raised medians in gore area. Replace the existing painted keyhole bike lane with a shared use path. Add crossing (with PHB) at SW 53 Place.	3	2	3	1	9
B	Pedestrian/Bicycle	SE 27th St from SE Hawthorne Rd to SE 19th Ave	0.6	Install shared use path and install crossing (with RRFB) at SE 15th Ave.	2	3	3	1	9
E	Pedestrian/Bicycle	NE 16th Ave from N Main St to NE 9th St	0.6	Retrofit existing RRFB to be raised crosswalk and add new crossing with raised crosswalk/RRFB at NE 2nd St.	2	3	3	1	9

ID	Category	Location	Length (miles)	Countermeasures	Crash Score	Cost Score	Safety Benefit Score	Underserved Community Score	Total Score
G	Lane Departure	CR 325 from SE CR 346 to CR 325	2	Install AVT. County previously widened shoulder.	2	3	2	1	8
A	Speed Limit > 40 MPH	N Main St/CR 329 from NE 39th Ave to NE 1st Blvd	0.89	Add landscape raised medians (in existing Two Way Left Turn Lane) near NW 28th Pl, NE 31st Ave, and NE 35th Ave.	2	3	2	1	8
H	Speed Limit > 40 MPH	CR 232/Millhopper Rd from NW 97th St to NW 56th Lane	2.57	Add centerline and edge line AVTs.	2	3	3	0	8
A	Pedestrian/Bicycle	NW 53rd Ave from NW 13th St to N Main St	1.6	Install 1.6-mile shared use path on south side. Modify existing signal at NW 53rd Ave/N Main St to add curb ramps and crosswalks to connect to shared use path connection.	2	2	3	1	8
G	Site Specific	SW 122nd St from SW 34th Rd to SW 14th Ave	0.7	County to install traffic signal at SW 24 th Ave & SW 122 St. Long term add 2 midblock crossings at SW 28th Ave and SW 34th Rd.	3	3	2	0	8

ID	Category	Location	Length (miles)	Countermeasures	Crash Score	Cost Score	Safety Benefit Score	Underserved Community Score	Total Score
H	Lane Departure	NE CR 219A from NE SR 26 to NE CR 1469	4	Install AVT. County resurfacing project included replacing existing guardrail and enhanced signing and marking in 2021.	1	3	2	1	7
B	Speed Limit > 40 MPH	SW 122 St from SW 14th Ave to SW 34th Rd	0.66	County is installing a traffic signal at SW 24th Ave and Parker Road. New signal should employ protected only left turns. Add shared use path on west side and raised medians with pedestrian crossings (with PHB) at SW 34th Rd, SW 28th Ave, SW 24th Ave, and SW 14th Ave.	3	1	3	0	7
F	Speed Limit > 40 MPH	NW 43rd St from NW 39th Ave to NW 28th Ln	0.63	Add raised median at NW 31st Ave. Evaluate existing speed limit. Implement LPI at NW 28th Lane and add high emphasis crosswalks along minor side streets.	2	2	2	1	7
G	Speed Limit > 40 MPH	NW 23rd Ave/CR 172 from NW 83rd St to NW 75th St	0.42	Install raised median at NW 77th Ter. Add crossing (with PHB) at NW 77th Blvd/NW 77th Terr with pedestrian refuge island. County recently installed new trail.	3	2	2	0	7

ID	Category	Location	Length (miles)	Countermeasures	Crash Score	Cost Score	Safety Benefit Score	Underserved Community Score	Total Score
D	Pedestrian/Bicycle	NW 53rd Ave from NW 34th St to NW 19th St	1	Install shared use path on north side and add three midblock crossings at NW 19th Street, NW 24th Blvd, and NW 55th St/NW 21st Dr (with PHB).	2	2	3	0	7
F	Site Specific	CR 329/N Main Street from NE 23 rd Ave to NE 39 th Ave	0.9	Access management improvements (raised median) at two intersections (NE 31st Ave and NE 28th Ave). Long term recommendation to install pedestrian crossings with traffic control device at NE 35th Ave, NE 33rd Ave, NE 31st Ave, and NE 28th Ave.	2	2	2	1	7
I	Site Specific	NW 16th Blvd from NW 43rd St to NW 34th St	1.1	CIP project will install PHB near NW 38th St. Implement LPI at NW 43rd Ave and retime signal, reduce driveway radius at NW 41st St, and upgrade side streets to high emphasis crosswalks. Evaluate left turn phasing to consider protected only (evaluate all approaches) at the intersection of NW 41st St.	2	3	2	0	7

ID	Category	Location	Length (miles)	Countermeasures	Crash Score	Cost Score	Safety Benefit Score	Underserved Community Score	Total Score
A	Lane Departure	SR CR 234 from County Boundary to I-75	1.6	Add curve warning signage, Refresh pavement markings, widen paved shoulder & install SafetyEdge, add edge line AVT/centerline AVT. Evaluate speed limit along curved sections.	2	1	2	1	6
C	Lane Departure	SE CR 234 from NE 7th Ave to SE 16th Ave	1.5	Widen paved shoulder and add Safety Edge along curve.	2	2	1	1	6
D	Lane Departure	E CR 225 from NE 159th PI to SW CR 225A	6	Install curve warning signage.	1	3	2	0	6
I	Lane Departure	CR 231 from NW 156th to N SR 121	2.9	Install AVT and widen shoulder for curve section	2	2	2	0	6
B	Lane Departure	SE 75th Ave/Holden Park from SE US 301 to County Boundary	3.5	County has CIP project along this corridor. Refresh centerline & edge line pavement markings, add centerline AVT.	1	2	2	0	5
E	Lane Departure	CR 241 from SW US 41 to SW 79th Ave	2.5	Overlaps with CIP project for major rehabilitation in 2029. Widen paved shoulder and install SafetyEdge, and install AVT.	1	1	2	0	4

ID	Category	Location	Length (miles)	Countermeasures	Crash Score	Cost Score	Safety Benefit Score	Underserved Community Score	Total Score
F	Lane Departure	CR 232/NW 78 th Ave from NW CR 235 to NW 143rd St	3.1	Widen paved shoulder and install SafetyEdge, install AVT, and refresh pavement markings.	1	1	2	0	4
C	Speed Limit > 40 MPH	NW 39 Ave/CR 222 from NW 98th St to I-75	0.24	Directional median is scheduled to be installed. Evaluate pending project after installation is complete.	3	0	0	0	3
B	Site Specific	CR 241 from SW 159th Ave to County Boundary CR 241/SW 170th St	2.4	Repaving project recently completed. Recommend evaluating project which included widening lanes to 11 feet and widening shoulder.	2	0	0	0	2

Table 19: Total Intersection Scores

ID	Category	Location	Countermeasures	Crash Score	Cost Score	Safety Benefit Score	Underserved Community Score	Total Score
B	Left Turn	W Newberry Rd/NW 98th St	Modify Eastbound left turn to be protected only all times	2	3	3	1	9
E	Left Turn	Main St/39th Ave	Implement protected only left turn throughout day for Westbound left	1	3	3	1	8
A	Left Turn	SW 170th St/SR 26	Modify Westbound left turn to be protected only all times	1	3	3	0	7
C	Left Turn	NE 16th Ave/NE Waldo Rd	Implement lagging left turn as first phase and rebuild of signal to add protected only left turn phasing for Southbound movement	3	1	3	0	7
A	Red Light Running	SW 20th Ave/SW 34th St	Install red light running detection and signal backplates	3	2	1	1	7
C	Red Light Running	E University Ave/SE 15th St	Install red light running detection	3	2	1	1	7
D	Left Turn	SW 8th Ave/SW 75th St	Install LPI and split phasing for eastbound and westbound approaches. Protected phasing for all approaches and geometric improvements to add exclusive left turn lane (at the east leg and receiving lane).	1	1	3	1	6

ID	Category	Location	Countermeasures	Crash Score	Cost Score	Safety Benefit Score	Underserved Community Score	Total Score
F	Red Light Running	SW 20th Ave/SW 62nd Blvd	Install red light running detection	2	2	1	1	6
B	Red Light Running	NW 53rd Ave/NW 13th St	Install red light running detection and signal backplates	1	2	1	1	5
D	Red Light Running	SW Williston Rd/SW 34th St	Install red light running detection and signal backplates	1	2	1	1	5
E	Red Light Running	SW Williston Rd/SW 23rd St	Install red light running detection and signal backplates	1	2	1	1	5

SHORT-TERM IMPROVEMENTS

The following locations included a preliminary phase to implement a countermeasure prior to larger infrastructure changes. At these locations a more immediate first phase could be explored and is summarized in Table 20.

Table 20: Quick Build/Short Term Studies

ID	Category	Location	Countermeasures	Planning Level Cost	Implementation Timeline
C	Pedestrian/ Bicycle	SW 20th Ave from I-75 to SW 62nd Blvd	Install flex posts between bike lane and travel lane along the whole segment (including the bridge). Upgrade to high emphasis crosswalk at SW 62nd Blvd.	\$60,000	Short Term
C	Left Turn	NE 16th Ave/NE Waldo Rd	Implement lagging left turn as first phase.	\$54,000	Short Term
D	Left Turn	SW 8th Ave/SW 75th St	Install LPI and split phasing for eastbound and westbound approaches.	\$5,400	Short Term
I	Site Specific	NW 16th Blvd from NW 43rd St to NW 34th St	Evaluate left turn phasing to consider protected only (evaluate all approaches) at the intersection of NW 41st St.	\$20,000	Short Term

APPENDIX A: COMBINED SCORE TABLES

ID	Category	Location	Length (miles)	Countermeasures	FSI Crashes	FSI Crashes/ Mile	Crash Score	Planning Level Cost	Implementation Timeline	Cost Score	Crash Mitigation Factor	Safety Benefit Score	Underserved Community Score	Total Score
C	Pedestrian/Bicycle	SW 20th Ave from I-75 to SW 62nd Blvd	0.3	County has long term RAISE grant to install sidewalks and Cycle Track on new bridge. Short Term Interim Project: Install flex posts between bike lane and travel lane along the whole segment (including the bridge). Upgrade to high emphasis crosswalk at SW 62nd Blvd.	2	6.7	3	\$60,000	Short Term	3	Install buffer on bicycle lane: 22%	3	1	10
D	Speed Limit > 40 MPH	SW 20th Ave from SW 42nd St to SW 38th Ter	0.34	Complete Streets study pending and to be performed as part of S54A supplemental grant. As part of the study, evaluate the existing speed limit based on context. Install sidewalk on north side of SW 20th/24th Ave (approximately 1,400 feet of sidewalk needed along this segment). Add one pedestrian crossing (with PHB or RRFB pending outcome of Complete Streets study) near SW 40 th Terr.	3	8.8	3	\$1,700,000	Long Term	2	Install PHB: 19% Install shared use path/sidewalk: 25%	3	1	9
E	Speed Limit > 40 MPH	SW 75 St/CR 237 from SW 53rd Pl to SW Archer Road	0.26	Add raised medians in gore area. Replace the existing painted keyhole bike lane with a shared use path. Add crossing (with PHB) at SW 53 Place.	3	11.5	3	\$2,200,000	Mid Term	2	Install PHB: 19% Raised median: 19% Install shared use path/sidewalk: 25%	3	1	9
B	Pedestrian/Bicycle	SE 27th St from SE Hawthorne Rd to SE 19th Ave	0.6	Install shared use path and install crossing (with RRFB) at SE 15th Ave.	2	3.3	2	\$70,000	Short Term	3	Install shared use path/sidewalk: 25% Install RRFB3: 31%	3	1	9
E	Pedestrian/Bicycle	NE 16th Ave from N Main St to NE 9th St	0.6	Retrofit existing RRFB to be raised crosswalk and add new crossing with raised crosswalk/RRFB at NE 2nd St.	2	3.3	2	\$100,000	Short Term	3	Install raised crosswalk: 36%	3	1	9
G	Lane Departure	CR 325 from SE CR 346 to CR 325	2	Install AVT. County previously widened shoulder.	2	1	2	\$60,000	Short Term	3	Centerline & edge line AVT: 18%	2	1	8
A	Speed Limit > 40 MPH	N Main St/CR 329 from NE 39th Ave to NE 1st Blvd	0.89	Add landscape raised medians (in existing Two Way Left Turn Lane) near NW 28th Pl, NE 31st Ave, and NE 35th Ave.	4	4.5	2	\$390,000	Mid Term	3	Raised median: 19%	2	1	8
H	Speed Limit > 40 MPH	CR 232/Millhopper Rd from NW 97th St to NW 56th Lane	2.57	Add centerline and edge line AVTs.	3	1.2	2	\$155,000	Mid Term	3	Install AVT: 62%	3	0	8
A	Pedestrian/Bicycle	NW 53rd Ave from NW 13th St to N Main St	1.6	Install 1.6-mile shared use path on south side. Modify existing signal at NW 53rd Ave/N Main St to add curb ramps and crosswalks to connect to shared use path connection.	3	1.9	2	\$1,780,000	Long Term	2	Install shared use path/sidewalk: 25%	3	1	8
G	Site Specific	SW 122nd St from SW 34th Rd to SW 14th Ave	0.7	County to install traffic signal at SW 24 th Ave & SW 122 St. Long term add 2 midblock crossings at SW 28th Ave and SW 34th Rd.	4	5.7	3	\$610,000	Long Term	3	Install signal: 14% Install PHB: 19%	2	0	8
H	Lane Departure	NE CR 219A from NE SR 26 to NE CR 1469	4	Install AVT. County resurfacing project included replacing existing guardrail and enhanced signing and marking in 2021.	3	0.8	1	\$120,000	Short Term	3	Centerline & edge line AVT: 18%	2	1	7
B	Speed Limit > 40 MPH	SW 122 St from SW 14th Ave to SW 34th Rd	0.66	County is installing a traffic signal at SW 24th Ave and Parker Road. New signal should employ protected only left turns. Add shared use path on west side and raised medians with pedestrian crossings (with PHB) at SW 34th Rd, SW 28th Ave, SW 24th Ave, and SW 14th Ave.	4	6.1	3	\$7,270,000	Mid Term	1	Install signal: 14% Raised median: 19% Install PHB: 19% Install shared use path/sidewalk: 25%	3	0	7
F	Speed Limit > 40 MPH	NW 43rd St from NW 39th Ave to NW 28th Ln	0.63	Add raised median at NW 31st Ave. Evaluate existing speed limit. Implement LPI at NW 28 th Lane and add high emphasis crosswalks along minor side streets.	3	4.8	2	\$1,400,000	Short Term	2	Raised median: 19% Implement LPI: 14%	2	1	7
G	Speed Limit > 40 MPH	NW 23rd Ave/CR 172 from NW 83rd St to NW 75th St	0.42	Install raised median at NW 77th Ter. Add crossing (with PHB) at NW 77th Blvd/NW 77 th Terr with pedestrian refuge island. County recently installed new trail.	3	7.1	3	\$1,800,000	Mid Term	2	Raised median: 19% Install PHB: 19% Install shared use path/sidewalk: 25%	2	0	7

ID	Category	Location	Length (miles)	Countermeasures	FSI Crashes	FSI Crashes/ Mile	Crash Score	Planning Level Cost	Implementation Timeline	Cost Score	Crash Mitigation Factor	Safety Benefit Score	Underserved Community Score	Total Score
D	Pedestrian/Bicycle	NW 53rd Ave from NW 34th St to NW 19th St	1	Install shared use path on north side and add three midblock crossings at NW 19th Street, NW 24th Blvd, and NW 55th St/NW 21st Dr (with PHB).	3	3	2	\$2,610,000	Long Term	2	Install shared use path/sidewalk: 25% Install PHB: 19%	3	0	7
F	Site Specific	CR 329/N Main Street from NE 23 rd Ave to NE 39 th Ave	0.9	Access management improvements (raised median) at two intersections (NE 31st Ave and NE 28th Ave). Long term recommendation to install pedestrian crossings with traffic control device at NE 35th Ave, NE 33rd Ave, NE 31st Ave, and NE 28th Ave.	4	4.4	2	\$1,650,000	Mid Term	2	Raised median: 19%	2	1	7
I	Site Specific	NW 16th Blvd from NW 43rd St to NW 34th St	1.1	CIP project will install PHB near NW 38th St. Implement LPI at NW 43rd St and retime signal, reduce driveway radius at NW 41st St, and upgrade side streets to high emphasis crosswalks. Evaluate left turn phasing to consider protected only at the intersection of NW 41st St (evaluate all approaches).	4	3.6	2	\$480,000	Mid Term	3	PHB: 19% Protected Left: 25% Implement LPI: 14%	2	0	7
A	Lane Departure	SR CR 234 from County Boundary to I-75	1.6	Add curve warning signage, Refresh pavement markings, widen paved shoulder & install SafetyEdge, add edge line AVT/centerline AVT. Evaluate speed limit along curved sections.	3	1.9	2	\$6,050,000	Long Term	1	Widen paved shoulder (4 feet): 14% Centerline & edge line AVT: 18%	2	1	6
C	Lane Departure	SE CR 234 from NE 7th Ave to SE 16th Ave	1.5	Widen paved shoulder and add Safety Edge along curve.	2	1.3	2	\$4,370,000	Long Term	2	Widen paved shoulder (4 feet): 14%	1	1	6
D	Lane Departure	E CR 225 from NE 159th Pl to SW CR 225A	6	Install curve warning signage.	3	0.5	1	\$25,000	Short Term	3	Improve curve delineation: 18%	2	0	6
I	Lane Departure	CR 231 from NW 156th to N SR 121	2.9	Install AVT and widen shoulder for curve section	6	2.1	2	\$2,090,000	Long Term	2	Centerline & edge line AVT: 18% Widen paved shoulder (4 feet): 14%	2	0	6
B	Lane Departure	SE 75th Ave/Holden Park from SE US 301 to County Boundary	3.5	County has CIP project along this corridor. Refresh centerline & edge line pavement markings, add centerline AVT.	2	0.6	1	\$2,920,000	Short Term	2	Centerline & edge line AVT: 18%	2	0	5
E	Lane Departure	CR 241 from SW US 41 to SW 79 th Ave	2.5	Overlaps with CIP project for major rehabilitation in 2029. Widen paved shoulder and install SafetyEdge, and install AVT.	2	0.8	1	\$7,350,000	Long Term	1	Widen paved shoulder (4 feet): 14% Centerline & edge line AVT: 18%	2	0	4
F	Lane Departure	CR 232/NW 78 th Ave from NW CR 235 to NW 143rd St	3.1	Widen paved shoulder and install SafetyEdge, install AVT, and refresh pavement markings.	2	0.6	1	\$11,610,000	Long Term	1	Widen paved shoulder (4 feet): 14% Centerline & edge line AVT: 18%	2	0	4
C	Speed Limit > 40 MPH	NW 39 Ave/CR 222 from NW 98th St to I-75	0.24	Directional median is scheduled to be installed. Evaluate pending project after installation is complete.	4	16.7	3	--	Long Term	0	Raised median: 19%	0	0	3
B	Site Specific	CR 241 from SW 159th Ave to County Boundary CR 241/SW 170th St	2.4	Repaving project recently completed. Recommend evaluating project which included widening lanes to 11 feet and widening shoulder.	4	1.7	2	--	Long Term	0	N/A	0	0	2

ID	Category	Location	FSI Crashes	Crash Score	Countermeasures	Planning Level Cost	Implementation Timeline	Cost Score	All Crashes	FSI Crashes	Crash Reduction	Safety Benefit Score	Underserved Community Score	Total Score
B	Left Turn	W Newberry Rd/NW 98th St	3	2	Modify Eastbound left turn to be protected only all times	\$18,000	Short Term	3	117	3	25%	3	1	9
E	Left Turn	Main St/39th Ave	2	1	Implement protected only left turn throughout day for Westbound left	\$18,000	Short Term	3	81	2	25%	3	1	8
A	Left Turn	SW 170th St/SR 26	2	1	Modify Westbound left turn to be protected only all times	\$18,000	Short Term	3	42	2	25%	3	0	7
C	Left Turn	NE 16th Ave/NE Waldo Rd	5	3	Implement lagging left turn as first phase and rebuild of signal to add protected only left turn phasing for Southbound movement	\$540,000	Long Term	1	94	5	25%	3	0	7
A	Red Light Running	SW 20th Ave/SW 34th St	6	3	Install red light running detection and signal backplates	\$62,000	Short Term	2	124	6	14%	1	1	7
C	Red Light Running	E University Ave/SE 15th St	5	3	Install red light running detection	\$50,000	Short Term	2	16	5	14%	1	1	7
D	Left Turn	SW 8th Ave/SW 75th St	2	1	Install LPI and split phasing for eastbound and westbound approaches. Protected phasing for all approaches and geometric improvements to add exclusive left turn lane (at the east leg and receiving lane).	\$48,000	Short Term	1	75	2	25%	3	1	6
F	Red Light Running	SW 20th Ave/SW 62nd Blvd	3	2	Install red light running detection	\$63,000	Short Term	2	141	3	14%	1	1	6
B	Red Light Running	NW 53rd Ave/NW 13th St	1	1	Install red light running detection and signal backplates	\$64,000	Short Term	2	113	1	14%	1	1	5
D	Red Light Running	SW Williston Rd/SW 34th St	2	1	Install red light running detection and signal backplates	\$65,000	Short Term	2	137	2	14%	1	1	5
E	Red Light Running	SW Williston Rd/SW 23rd St	2	1	Install red light running detection and signal backplates	\$59,000	Short Term	2	54	2	14%	1	1	5