Daphne
ALABAMA

SAFE STREETS & ROADS FOR ALL (SS4A)

SAFETY ACTION PLAN

June 2025

NEEL-SCHAFFER

SAFE STREETS & ROADS FOR ALL (SS4A)

SAFETY ACTION PLAN

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City of Daphne Leadership Commitment

OFFICE OF THE MAYOR

Daphne
ALABAMA

April 13, 2025

To whom it may concern:

The City of Daphne believes that safe, accessible, and reliable transportation is a top priority. The City's vision is to reduce the number of fatalities and severe crashes within the city limits by 50% by the year 2030, per capita, with an ultimate goal of eliminating all roadway fatalities and serious injuries. We believe in building a transportation system that accommodates all users, including motorists, cyclists, pedestrians, wheelchair riders, and public transit users. We work to provide quality transportation infrastructure for all residents. We are committed to achieving a safer and more efficient transportation system using data and best practices, both in infrastructure design and traffic enforcement.

As the Mayor and a resident of the city of Daphne, my colleagues and I are deeply concerned about transportation safety within the city. From 2017-2023, Daphne experienced 6,352 crashes on the roadway network which included 15 fatal crashes and 116 crashes resulting in serious injuries. Of these fatal crashes, 1 involved a pedestrian. In addition, serious injuries were the result of 7 crashes involving pedestrians and 2 crashes involving bicycles. These tragedies not only affect the families and friends of the victims, but they also have profound impacts throughout our community.

Fatal and serious injury crashes are preventable, and the City of Daphne is committed to improving transportation safety within the city for both residents and visitors. The Safe Streets for All (SS4A) Safety Action Plan is an important first step toward ending these avoidable deaths and injuries. Through a data-driven, comprehensive, and actionable approach, the Safety Action Plan identifies projects and strategies to improve safety throughout the entire transportation network and ultimately achieve our long-term safety goal of zero fatal or serious injury crashes.

On behalf of the City of Daphne, I support this Safety Action Plan and will do everything within my power to implement projects and strategies included in it.

Sincerely,

Robin LeJeune
Mayor

1705 Main Street | PO Box 400 | Daphne, Alabama 36526 | 251-620-1000 | www.daphneal.com

CITY OF DAPHNE, ALABAMA
RESOLUTION 2025-40

A RESOLUTION ADOPTING THE SAFE STREETS & ROADS FOR ALL (SS4A) SAFETY ACTION PLAN

WHEREAS, roadway crashes resulting in fatalities and serious injuries are a significant concern, impacting the lives and well-being of residents and visitors; and

WHEREAS, the City Council of the City of Daphne (the "City Council") has been engaged in a comprehensive planning process to develop a Safe Streets & Roads for All (SS4A) Safety Action Plan; and

WHEREAS, the SS4A Safety Action Plan was developed through a public process that included input from citizens, businesses, and stakeholders to support regional and local initiatives aimed at preventing roadway fatalities and serious injuries, using data-driven analysis to identify prioritized projects and strategies; and

WHEREAS, the SS4A Safety Action Plan incorporates key elements of the Safe System Approach, with the goal of creating a transportation network that reduces the risk of death and serious injury; and

WHEREAS, the SS4A Safety Action Plan outlines specific infrastructure, behavioral, and operational interventions designed to enhance roadway safety; and

WHEREAS, The SS4A Safety Action Plan includes commitments to:

- Set a goal of reducing roadway fatalities and serious injuries, working toward eventual elimination;
- Establish a planning structure for oversight and implementation;
- Analyze crash data to identify high-risk locations and contributing factors;
- Engage the public and stakeholders throughout planning and implementation;
- Consider underserved communities in the development and execution of the Plan through inclusive processes; and
- Continuously monitor and evaluate progress toward safety goals, with annual public reporting.

NOW, THEREFORE, BE IT RESOLVED by the **CITY COUNCIL OF THE CITY OF DAPHNE, ALABAMA**, that it hereby adopts the Safe Streets & Roads for All (SS4A) Safety Action Plan, including without limitation each of the appendices and descriptive matters contained therein, as presented to the City Council at its regular meeting of June 16, 2025, and as shall be attached to the Minutes of said meeting.

APPROVED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF DAPHNE, ALABAMA, THIS 16th day of June, 2025.

Robin LeJeune, Mayor

ATTEST:

Candace G. Antinarella, MMC, City Clerk

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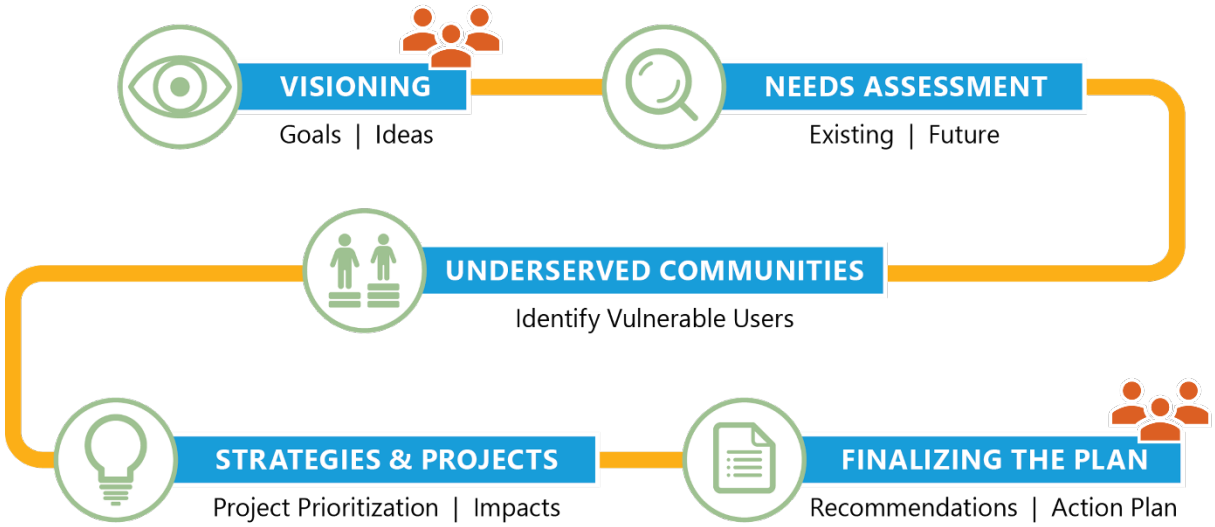
1.0 Introduction

The Safe Streets for All (SS4A) grant program was introduced in the Bipartisan Infrastructure Law (BIL) to fund regional and local initiatives to prevent roadway fatalities and serious injuries. This program supports the U.S. Department of Transportation's (USDOT) National Roadway Safety Strategy which is working toward a goal of zero roadway fatalities using a Safe System Approach.

The City of Daphne received a Planning and Demonstration Grant to develop a comprehensive Safety Action Plan. The purpose of this plan is to meet Federal requirements, prioritize safety improvements, justify investment decisions, communicate with stakeholders, and access funding opportunities. The USDOT states that the goal of a Safety Action Plan "is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries"[1]. The planning process that was used to develop this plan is shown in **Figure 1.1**.

Figure 1.1: Planning Process



Source: Neel-Schaffer

[1] https://www.transportation.gov/grants/ss4a/action-plan-requirements

1.1 Leadership Statement

The City of Daphne's leadership is committed to reducing and ultimately eliminating fatalities and serious injuries on the City's transportation network. A leadership commitment from the Mayor's office is included at the front of this plan.

1.2 Demographic Profile

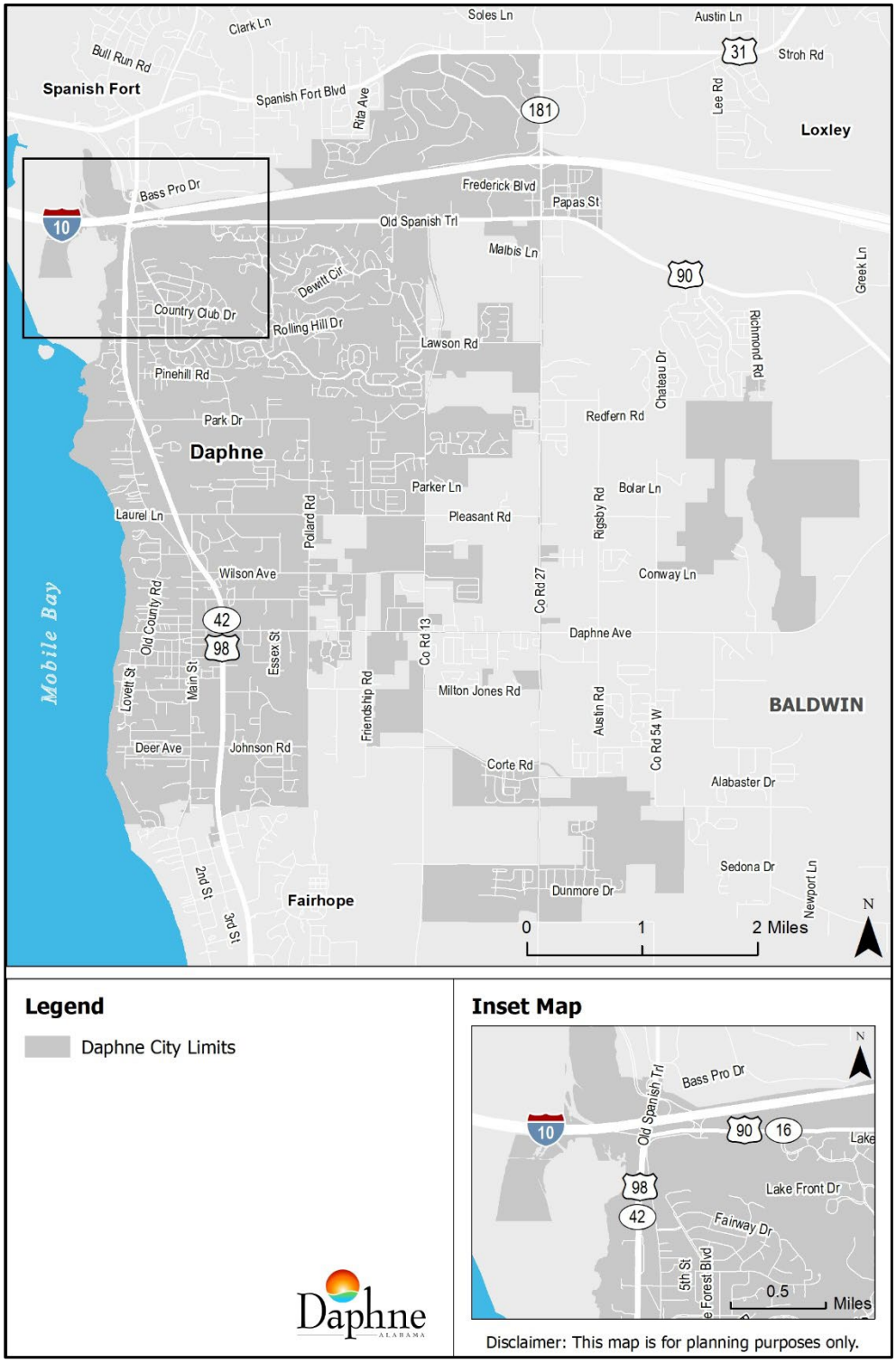
The City of Daphne, located in Baldwin County, Alabama, is a vibrant community with a population of 27,088 (ACS 5-Year Estimates, 2021). Located on the shores of Mobile Bay, Daphne attracts many residents and visitors. Its strategic location near Mobile, Alabama's only seaport[2], makes it a hub for commerce and industry. Daphne is also recognized as a "Tree City USA" for its commitment to urban forestry[3].

While the SS4A Safety Action Plan identifies transportation safety needs throughout the entire City, it also considers the needs of any area identified as an underserved community. These communities are identified by the United States Department of Transportation (USDOT) on their SS4A Underserved Communities Tool[4]. According to this tool, the City of Daphne does not currently have any underserved communities.

This section analyzes the existing demographic makeup of the City of Daphne. The study area for this Safety Action Plan is defined as the area within the Daphne city limits as shown in **Figure 1.2.**

[2] https://www.alports.com/about/
[3] https://www.daphneal.com/
[4] https://usdot.maps.arcgis.com/apps/dashboards/9806be8527b14f93be311f0fb57d336e

Figure 1.2: Study Area

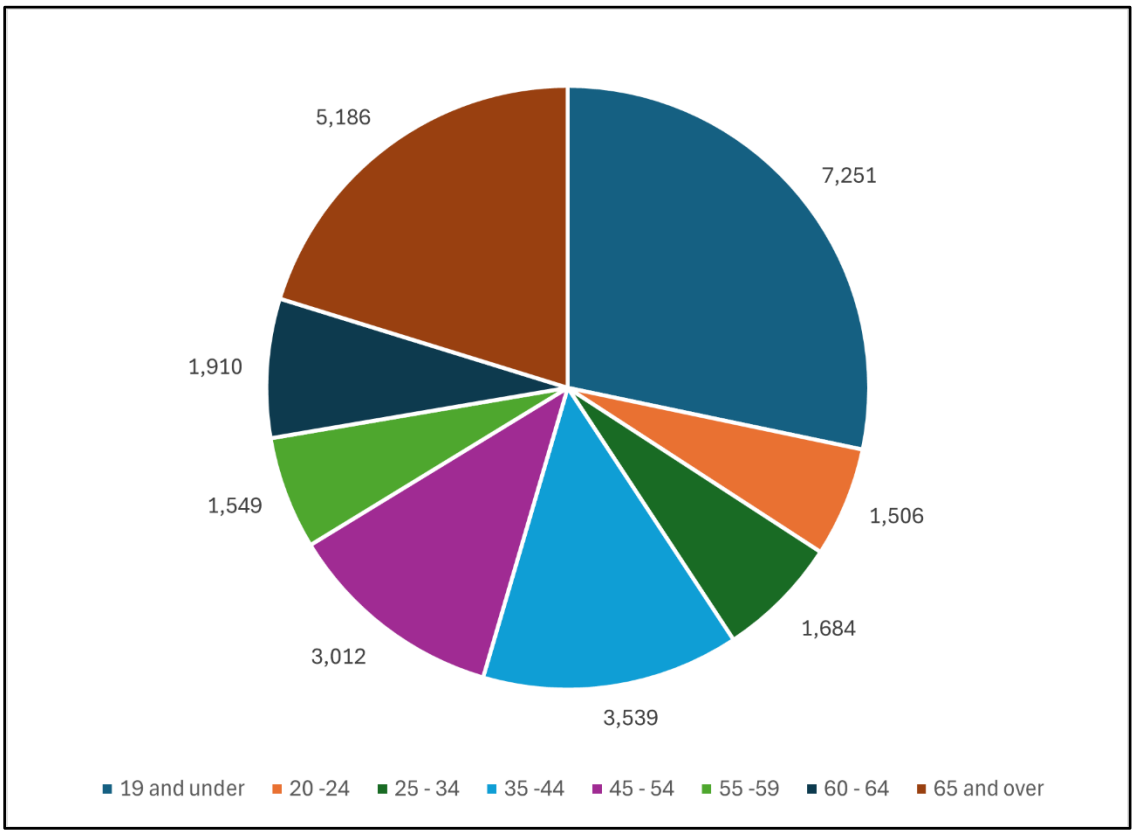


Source: Neel-Schaffer

Age/Race

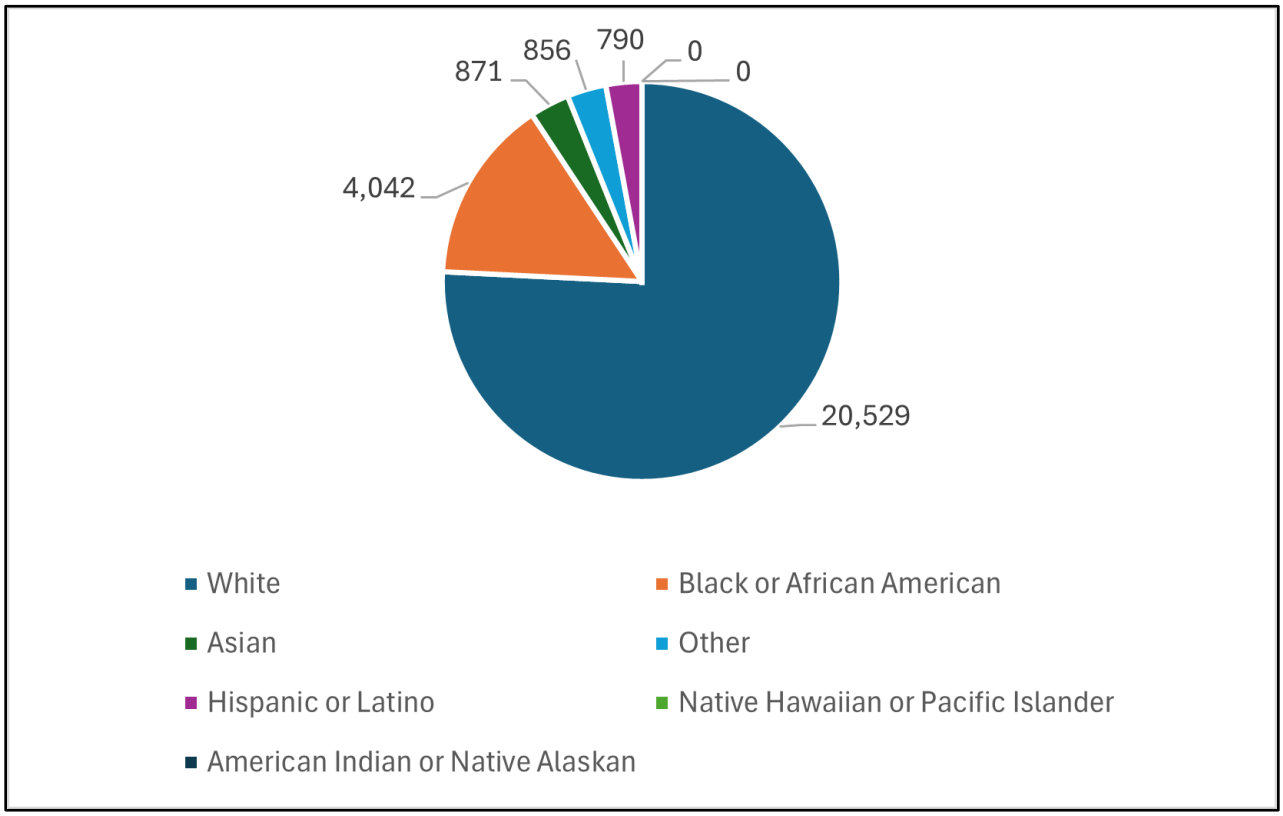
Figure 1.3 displays the age breakdowns within the City while **Figure 1.4** shows the City's mix of racial backgrounds.

Figure 1.3: Population by Age



Source: ACS 5-Year Estimates, 2021

Figure 1.4: Population by Race



Source: ACS 5-Year Estimates, 2021

Existing Travel Patterns

While commuting patterns are only a portion of the total travel within the City, they can provide insight into overall travel patterns. According to the 2021 ACS 5-Year Estimates, the average commute time for employees within the city is less than 25 minutes.

Most commuters drove alone to work (87%) while approximately 6% of commuters carpooled as shown in **Table 1.1**. Only 0.4% of commuters walked to work. Public transportation and biking were not used as a means of commuting.

These commuting trends can also offer insights into possible equality imbalances in accessing transportation and job opportunities within the City. Most residents choose to drive alone to work. This option could be challenging for residents with driving restrictions or without access to a vehicle such as low-income persons who depend more on public transit or shared transportation alternatives. Recognizing the causes of differences in travel patterns can be vital for equality analysis, since it can guide efforts to create a safer, inclusive, accessible transportation system for all users.

Table 1.1: Commuting Modes within Daphne

Commute Mode	Percent of Commuters
Drive Alone	87.0%
Carpool	6.2%
Public Transportation	0.0%
Walk	0.4%
Bicycle	0.0%
Work at Home	6.4%
Other	0.0%

Source: ACS 5-Year Estimates, 2021

2.0 Vision Statement, Goals, and Objectives

2.1 Strategic Framework

Public input was used to develop a vision statement, goals, and objectives to guide the development of the Safety Action Plan. The vision statement describes the transportation safety status that the City strives to achieve. It is supported by three goals, each with corresponding objectives that clarify and expand upon the goal statement. These activity-based objectives are used to identify specific projects and strategies that help the City achieve its stated goals. These elements form the strategic framework of the plan as shown in **Figure 2.1**.

Vision

The City of Daphne seeks to reduce the number of fatalities and severe crashes within the city limits by 50% by the year 2030, per capita, with an ultimate goal of eliminating all roadway fatalities and serious injuries.

Goal 1: Educate citizens about their role in transportation safety.

- Implement a safe driving campaign on the City's website and social media platforms.
- Utilize local media outlets to regularly publish crash statistics.
- Educate drivers on state and local driving laws.

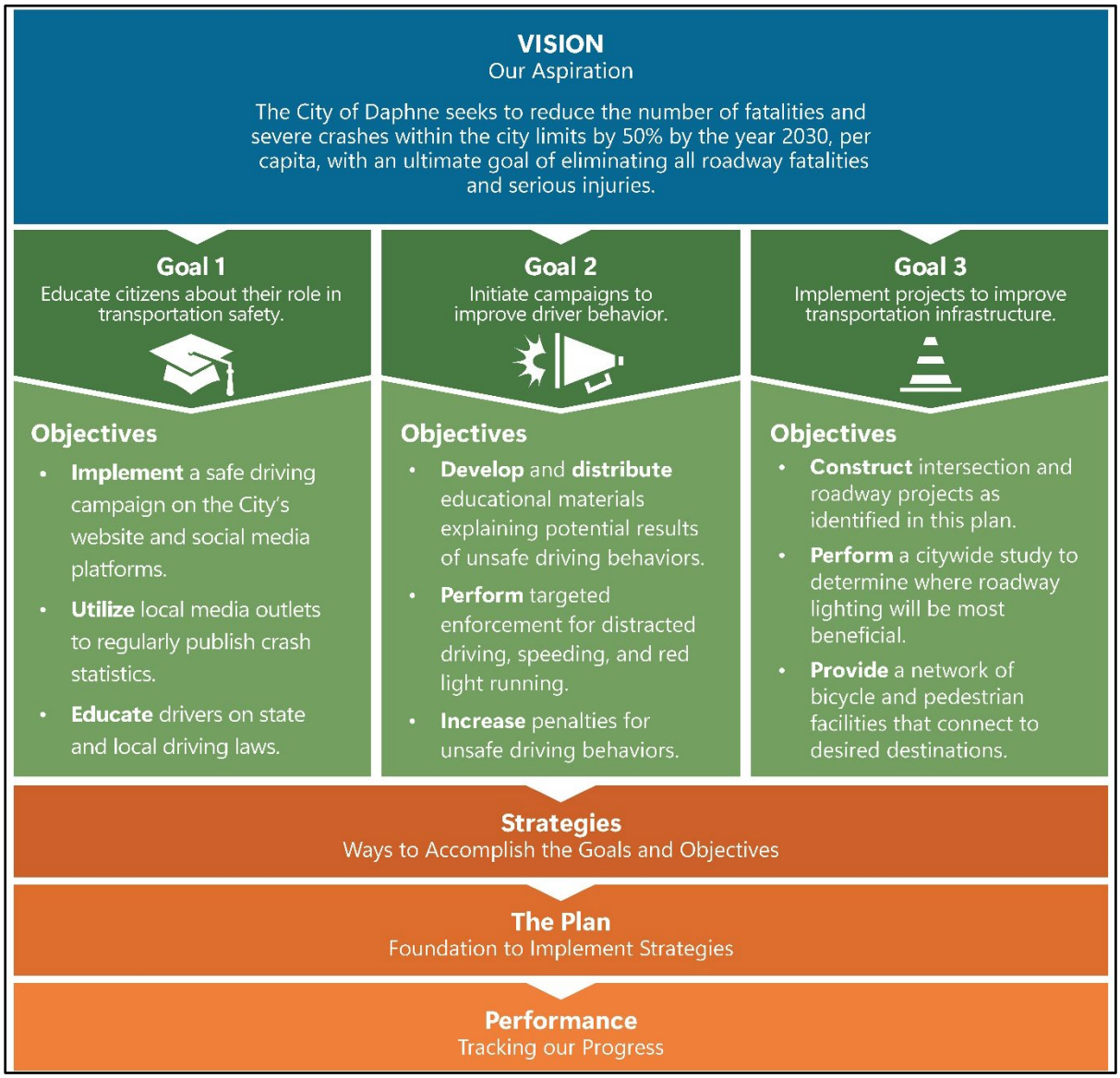
Goal 2: Initiate campaigns to improve driver behavior.

- Develop and distribute educational materials explaining potential results of unsafe driving behaviors.
- Perform targeted enforcement for distracted driving, speeding, and red light running.
- Increase penalties for unsafe driving behaviors.

Goal 3: Implement projects to improve transportation infrastructure.

- Construct intersection and roadway projects as identified in this plan.
- Perform a citywide study to determine where roadway lighting will be most beneficial.
- Provide a network of bicycle and pedestrian facilities that connect to desired destinations.

Figure 2.1: Safety Action Plan Strategic Framework



Source: Neel-Schaffer

2.2 Performance Measures

Performance measures are used to show progress toward meeting the Safety Action Plan's vision, goals, and objectives. Four performance measures have been defined for this plan:

- Percent Reduction in the Number of Fatal Crashes
- Percent Reduction in the Number of Serious Injury Crashes
- Percent Reduction in the Number of Non-Motorized Fatal Crashes
- Percent Reduction in the Number of Non-Motorized Serious Injury Crashes

The goals and objectives which support each performance measure are shown in **Table 2.1**.

Table 2.1: Safety Action Plan Performance Measures

Performance Measure	Goal	Objective
Percent Reduction in the Number of Fatal Crashes	Goal 1	Implement a safe driving campaign on the City's website and social media platforms.
	Goal 1	Utilize local media outlets to regularly publish crash statistics.
	Goal 1	Educate drivers on state and local driving laws.
	Goal 2	Develop and distribute educational materials explaining potential results of unsafe driving behaviors.
	Goal 2	Perform targeted enforcement for distracted driving, speeding, and red light running.
	Goal 2	Increase penalties for unsafe driving behaviors.
	Goal 3	Construct intersection and roadway projects as identified in this plan.
	Goal 3	Perform a citywide study to determine where roadway lighting will be most beneficial.
Percent Reduction in the Number of Serious Injury Crashes	Goal 1	Implement a safe driving campaign on the City's website and social media platforms.
	Goal 1	Utilize local media outlets to regularly publish crash statistics.
	Goal 1	Educate drivers on state and local driving laws.
	Goal 2	Develop and distribute educational materials explaining potential results of unsafe driving behaviors.
	Goal 2	Perform targeted enforcement for distracted driving, speeding, and red light running.
	Goal 2	Increase penalties for unsafe driving behaviors.
	Goal 3	Construct intersection and roadway projects as identified in this plan.
	Goal 3	Perform a citywide study to determine where roadway lighting will be most beneficial.

Performance Measure	Goal	Objective
Percent Reduction in the Number of Non-Motorized Fatal Crashes	Goal 1	Implement a safe driving campaign on the City's website and social media platforms.
	Goal 3	Construct intersection and roadway projects as identified in this plan.
	Goal 3	Perform a citywide study to determine where roadway lighting will be most beneficial.
	Goal 3	Provide a network of bicycle and pedestrian facilities that connect to desired destinations.
Percent Reduction in the Number of Non-Motorized Serious Injury Crashes	Goal 1	Implement a safe driving campaign on the City's website and social media platforms.
	Goal 3	Construct intersection and roadway projects as identified in this plan.
	Goal 3	Perform a citywide study to determine where roadway lighting will be most beneficial.
	Goal 3	Provide a network of bicycle and pedestrian facilities that connect to desired destinations.

Source: Neel-Schaffer

3.0 Existing Conditions Safety Data Review

3.1 Existing Plans, Policies, and Procedures

Existing Plans

Existing plans that address safety in the City of Daphne were reviewed as a part of this Safety Action Plan. For each plan, recommendations were made for improved collaboration to address safety analysis, project development, and implementation more effectively.

The following existing plans were reviewed:

State Plans

- Alabama Statewide Freight Plan (2022)
- Alabama Strategic Highway Safety Plan (2022)
- Alabama Statewide Transportation Plan (2017)
- Alabama Statewide Bicycle and Pedestrian Plan (2017)

MPO Plans

- Eastern Shore MPO Transportation Improvement Plan – FY 2024-2027 (2023)
- Eastern Shore MPO 2045 Long Range Transportation Plan Amendment – Mobile River Bridge and Bayway Project (2022)
- Eastern Shore MPO 2045 Long Range Transportation Plan (2021)
- Eastern Shore MPO Public Transit Plan (2019)
- Eastern Shore MPO Bicycle and Pedestrian Transportation Concept (2015)

Local Plans

- City of Daphne Transportation Improvement Plan (2024)
- Envision Daphne 2042 Comprehensive City Plan (2024)
- Americans with Disabilities Act Transition Plan for the City of Daphne (2016)

A detailed summary of each plan is included in **Appendix A**. Each summary contains a brief plan overview, goals and objectives, key findings, and recommendations for transportation safety.

Recent and ongoing projects with safety components were also identified. A list of these projects is included below:

- Hwy 90 Widening from Mt. Aid Baptist Church to Hwy 181
- Pollard Road Sidewalk Improvements
- Milton Jones Road Extension from CR 13 to Friendship Road
- Main Street Revitalization
- Milton Jones Extension East of Hwy 181

Existing Policies and Procedures

The City's existing policies and procedures were examined for elements related to transportation safety. Topics covered in this review included access management, complete streets, subdivision sidewalk regulations, work zone management / requirements of Traffic Management Plans, emergency response time goals vs. actual, and incident management / traveler information system.

Access Management

Access management regulations are important to manage roadway systems. These regulations promote safe and efficient movements for vehicles entering and exiting roadways. Coordination between state and local access regulations is a vital component of efficient and safe operations between state-maintained highways and county/city-maintained roadways.

Alabama Department of Transportation (ALDOT) has active policies and procedures for access management along state highways. In 2022, ALDOT published the *Access Management Manual* to set guidelines to manage access to and from state roadways and highways. The manual includes an overview of the principles of access management. ALDOT sees access management as a tool in balancing two competing roadway functions: providing mobility for through traffic and providing accessibility to properties. ALDOT's goal when implementing these policies is to provide safe and efficient traffic mobility while allowing reasonable accessibility to properties. Access management strategies include corridor access management plans, reconfigurations of driveways, installation of medians, alternative intersection designs, restricted crossing U-turns, continuous green T-intersections, median U-turn intersections, and roundabouts. The manual also states requirements for Traffic Impact Studies including thresholds based on land use and study area requirements per development type. The three types of permits associated with access management include turnout permits, median crossover permits, and traffic signal installation permits.

The City of Daphne does not have standalone policies or procedures pertaining to access management guidelines. However, an existing ordinance was found in *Article IX- District Provisions Section 9-13 (Access to Public Streets)*. This ordinance requires that access to all public streets be maintained by placing the access point on a lot or parcel of land that provides frontage on the public streets at a minimum of 50 feet of right-of-way, except where the existing right-of-way is less than 50 feet. An additional existing ordinance, *Article XXXIX- Jubilee Retail District Overlay Section 39-5 (Sidewalks and Pedestrian Walkways)*, requires that proposed sidewalks for this district are to be designed in a manner that allows for safe access for pedestrians and minimizes the conflict points between pedestrians and vehicles. *Article XXV: Mobile Home Park Provisions Section 25-4 (Minimum Requirements)* requires that all mobile home spaces abut a driveway of no less than 24 feet in width and have unobstructed access to a public street, alley, or highway. Width requirements for sidewalk installation are determined based on the type of subdivision development including Low Density Residential (4 feet), High Density Residential (5 feet), Commercial or Industrial (6 feet), and Mixed Use Developments (6 feet). It is also required that sidewalks be a minimum of four inches thick except where vehicular loads are anticipated and require a thickness of six inches.

ALDOT encourages local agencies to develop access management guidelines and policies within their jurisdictions. The primary goal for developing these policies and procedures is to design and review site access, whether on local or state roadways, in a cohesive manner to allow for efficient and safe operations for vehicle users.

Complete Streets

The U.S. Department of Transportation describes Complete Streets as streets that are designed and operated to enable and support safe mobility for all users. These streets incorporate multiple modes of transportation and provide infrastructure for motorists, pedestrians, bicyclists, and public transportation users. Complete Street policies can be set at state, regional, and local levels and are usually supported by roadway design guidelines.

ALDOT does not currently have policies or procedures in place pertaining to Complete Streets. The Alabama Statewide Bicycle and Pedestrian Plan (published in 2017) acknowledges that other regional states have set forth policies and procedures dealing with Complete Streets concepts and that ALDOT is lacking in this area in comparison to Florida, Georgia, Louisiana, Mississippi, and Tennessee. The Alabama Strategic Highway Safety Plan, 4th Edition (published in 2022), includes emphasis on the need to implement and identify infrastructure to support non-motorists based on the context of a roadway and indicators of infrastructure need such as worn paths or other evidence of pedestrians or bicyclists.

The City of Daphne adopted a Complete Streets resolution in 2010. This resolution states that the City will consider Complete Streets practices when undertaking construction, reconstruction, and repair of City roadways. It is recommended that the City develop a corresponding Complete Streets policy to include roadway design requirements that accommodate and facilitate convenient access and mobility for all users and include pedestrian and bicycle facilities.

Subdivision Sidewalk Regulations

Development of subdivisions within a community should include the implementation of pedestrian facilities to promote connectivity and safety. Comprehensive planning standards and regulations are important to require construction of cohesive sidewalk networks within proposed subdivisions and for connections to existing networks.

ALDOT has no regulations addressing requirements for subdivision sidewalks. However, the following documents are published on their website: *2010 ADA Standards for Accessible Design* and *2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-way (United States Access Board)*.

The City of Daphne has existing ordinances with various sidewalk requirements for multiple districts within the City. This information can be found in Daphne's *Code of Ordinances, Appendix A- Land Use and Development*. The City's districts that include sidewalk requirements are the Eastern Shore Park Overlay District, Residential High-Rise Condominium Development District, Jubilee Retail District Overlay, The Village Overlay District, and Olde Towne of Daphne District. These ordinance sections have various requirements for the placement and width of the required sidewalks and generally require a sidewalk width of six feet. *Appendix A* includes a section of ordinances (*Article XI - Minimum Standards and Required Improvements for Subdivisions and Commercial Site Developments: Section 11-11(Sidewalks))* that requires the installation of concrete or asphalt sidewalks on both sides of the street for residential and commercial developments to encourage vehicular and pedestrian connectivity. This section also requires the installation of sidewalks for commercial and industrial site developments with the intent to connect gaps between existing or planned sidewalks. The City notes that it will not be held responsible for the installation of sidewalks within any subdivision or other type of developments. *Section 11-11* also requires that sidewalks be installed in accordance with the Americans with Disabilities Act requirements where applicable. The City requires that sidewalks be installed along the perimeter of all developments adjacent to City owned right-of-way, along the right-of-way of all residential subdivision developments, and to connect any adjacent sidewalk and/or bike paths to said development.

Work Zone Management / Requirements of Traffic Management Plans

ALDOT has established a *Work Zone Awareness (WZA) Program* which can be found on their website. This program does not include any actual work zone management procedures and policies to implement. ALDOT has also published a *Work Zone Management Service Layer Brochure* which gives an outlook on the importance of work zone management. In addition, ALDOT has published a *Transportation Systems Management and Operations (TSMO) Program* which is a strategic approach to improve safety and maximize efficiency of the existing transportation system. The TMSO program focuses on operational improvements that can improve or maintain levels of service without adding capacity.

Work zone management is not specifically mentioned within the City of Daphne's ordinances. However, a Traffic Management Plan is mentioned in *Article XI - Minimum Standards and Required Improvements for Subdivisions and Commercial Site Developments: Section 11-14-o (Traffic Management Plan)*. As work zones often contribute to highway congestion and potential safety hazards, it is important to establish work zone management plans at the local level to provide efficient operations while construction work is ongoing. The existing ordinance requires that a traffic management plan (TMP) be provided as a component of the residential subdivision review process or development plan review. It is required that all traffic control devices be installed as required by this section. The TMP must include a plan that illustrates the location of traffic control and traffic calming devices for the entire development and must also include speed limit and other traffic control signs. The plan must also show pavement markings. The existing ordinances state that traffic calming devices are to be placed every 800 feet or at a point midblock. The section also recommends the use of speed tables, raised intersections, traffic circles, and narrowed roadways as acceptable traffic calming devices.

Emergency Response Time Goals vs. Actual

A crucial part of emergency response is the time that it takes for emergency responders to reach their destinations. During the review of the City of Daphne's and ALDOT's policies and procedures, no specific information was found about emergency response goals or historical response times. However, discussions with emergency personnel revealed that City emergency response departments establish response time requirements and goals by using national standards. Response times are documented and tracked to maintain historical data. This information is used to identify improvement areas.

Incident Management / Traveler Information System

Incident Management pertains to protocols and procedures established to restore roadway capacity as quickly and efficiently as possible after traffic incidents have occurred. A well-established plan benefits not only emergency responders but also vehicle operators by reducing delays and improving safety.

ALDOT published the *Traffic Incident Management (TIM) Service Layer Brochure*. This brochure defines agency responsibilities for ALDOT, law enforcement, EMS, Fire and Rescue, Towing and Recovery, Hazardous Materials Contractors, and Alabama Service Assistance Patrol. It also outlines important incident management practices. ALDOT recognizes that incident management requires collaboration and coordination between multiple agencies responding to incidents. This coordination is a key component of enhancing the safety of all parties involved. To support the TIM Program, ALDOT has implemented a few policies, including "Safe, Quick Clearance," "Move it, Remove it," and the "Open Roads Policy." These policies are intended to highlight the importance of safe operations in the field and reiterate the importance of collaboration between state, regional, and local authorities.

Incident management is not specifically mentioned within the City of Daphne's ordinances. Development and implementation of an Incident Management Plan could greatly improve operations and safety for roadway users in the City.

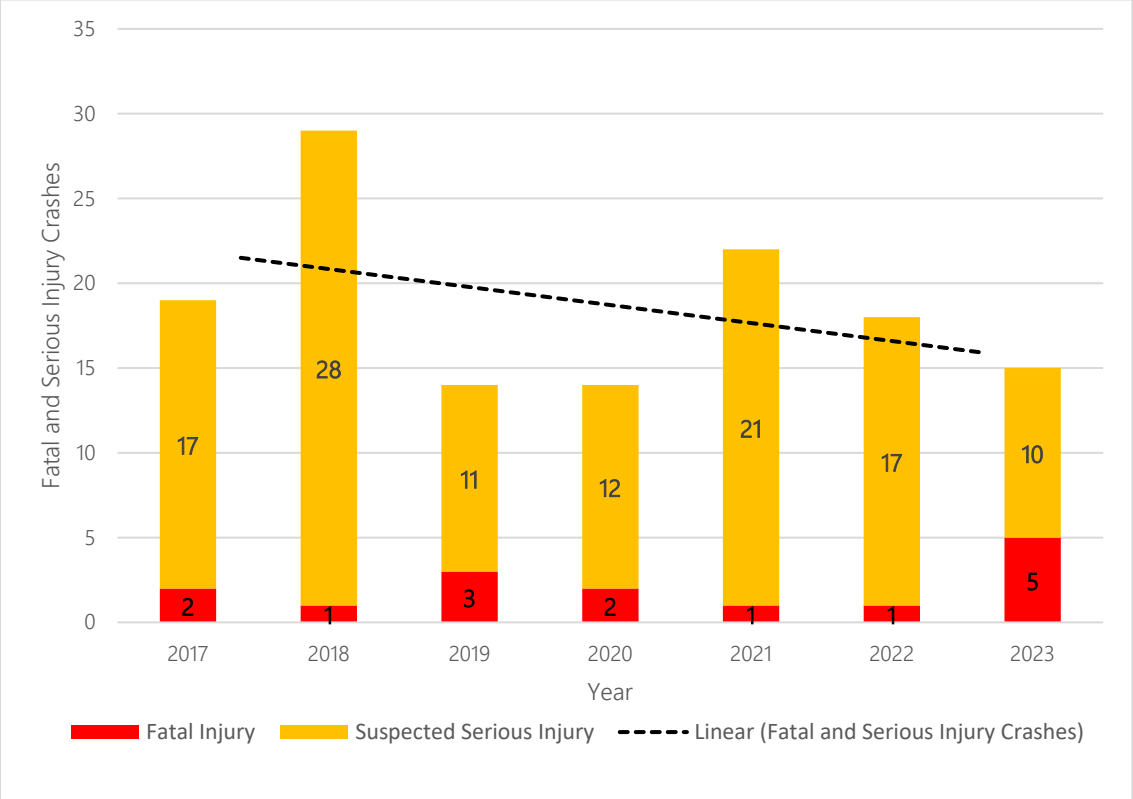
3.2 Crash Analysis

The safety analysis is informed by a historical crash analysis within the City of Daphne's corporate limits. Historical crash data from January 1, 2017, through December 31, 2023, was reviewed to evaluate patterns and trends in terms of crash types, crash locations, contributing circumstances, and temporal trends. The analysis uses crash data provided by the Critical Analysis Reporting Environment (CARE) software that is administered by the Center for Advanced Public Safety at the University of Alabama.

A total of 6,352 crashes were reported within the study area over the period evaluated. The following analysis focuses on 131 of those crashes that resulted in fatalities and/or serious injuries.

Within the study area, 15 fatal crashes and 116 serious injury crashes were reported during the seven-year analysis period. **Figure 3.1** presents the fatal and serious injury crashes reported by year.

Figure 3.1: Fatal and Suspected Serious Injury Crashes by Year



Source: CARE

Crash Types and Summaries

The most common crash types among the fatal and serious injury crashes reported in the analysis period were single vehicle crashes (29.8%), side impact crashes at 90 degrees (17.6%), and rear end crashes (16.8%). **Table 3.1** presents the fatal and serious injury crashes reported during the seven-year analysis period by crash type.

Table 3.1: Fatal and Suspected Serious Injury Crashes by Crash Type and Year

Crash Type	Year							Total	Percent F+SI
	2017	2018	2019	2020	2021	2022	2023		
Single Vehicle Crash (all types)	5	4	4	5	10	4	7	39	29.8%
Side Impact (90 degrees)	2	6	3	5	3	2	2	23	17.6%
Rear End (front to rear)	3	7	2	1	4	5	0	22	16.8%
Angle Oncoming (frontal)	2	3	3	0	3	0	1	12	9.2%

Crash Type	Year							Total	Percent F+SI
	2017	2018	2019	2020	2021	2022	2023		
Head-On (front to front only)	3	3	0	0	1	3	2	12	9.2%
Other	1	1	1	2	1	1	3	10	7.6%
Angle (front to side) Opposite Direction	1	1	0	1	0	2	0	5	3.8%
Side Impact (angled)	2	2	0	0	0	1	0	5	3.8%
Angle (front to side) Same Direction	0	2	0	0	0	0	0	2	1.5%
Sideswipe - Same Direction	0	0	1	0	0	0	0	1	0.8%
Total	19	29	14	14	22	18	15	131	100.0%

Source: CARE

Environmental Circumstances

The environmental circumstances contributing to crashes can be helpful in determining potential areas for improvement within the roadway network. Environmental circumstances such as lighting and weather/surface conditions were evaluated for the 131 fatal and serious injury crashes reported in the study area from 2017 through 2023.

Approximately 26% of fatal and severe injury crashes occurred under dark conditions (8.4% - roadway not lighted, 7.6% - spot illumination on both sides of the roadway, and 9.9% - spot illumination on one side of the roadway) indicating that street or intersection lighting was absent or spotty at the time of the crash. Additionally, nearly 15% of fatal and serious injury crashes reported in the study area occurred with wet surface conditions. **Table 3.2** presents the contributing circumstances as reported during the seven-year analysis period.

Table 3.2: Fatal and Suspected Serious Injury Crashes by Contributing Circumstances

Light Condition	Year							Total	Percent F+SI
	2017	2018	2019	2020	2021	2022	2023		
Daylight	15	22	10	8	13	11	7	86	65.6%
E Dark - Spot Illumination One Side of Roadway	3	0	1	0	2	4	3	13	9.9%
Dark - Roadway Not Lighted	0	2	1	2	1	2	3	11	8.4%

Light Condition	Year							Total	Percent F+SI
	2017	2018	2019	2020	2021	2022	2023		
E Dark - Spot Illumination Both Sides of Roadway	0	3	2	1	2	1	1	10	7.6%
E Dark - Continuous Lighting Both Sides of Roadway	0	2	0	0	1	0	1	4	3.1%
Dusk	0	0	0	2	1	0	0	3	2.3%
E Dark - Continuous Lighting One Side of Roadway	0	0	0	1	1	0	0	2	1.5%
Dawn	0	0	0	0	1	0	0	1	0.8%
Other	1	0	0	0	0	0	0	1	0.8%
Total	19	29	14	14	22	18	15	131	100.0%
Surface Condition	Year							Total	Percent F+SI
	2017	2018	2019	2020	2021	2022	2023		
Dry	16	25	10	10	19	14	13	107	81.7%
Wet	2	3	2	4	2	4	2	19	14.5%
CU is Unknown	0	1	1	0	0	0	0	2	1.5%
Not Applicable	1	0	0	0	1	0	0	2	1.5%
Muddy Sand/Dirt/Gravel	0	0	1	0	0	0	0	1	0.8%
Total	19	29	14	14	22	18	15	131	100.0%

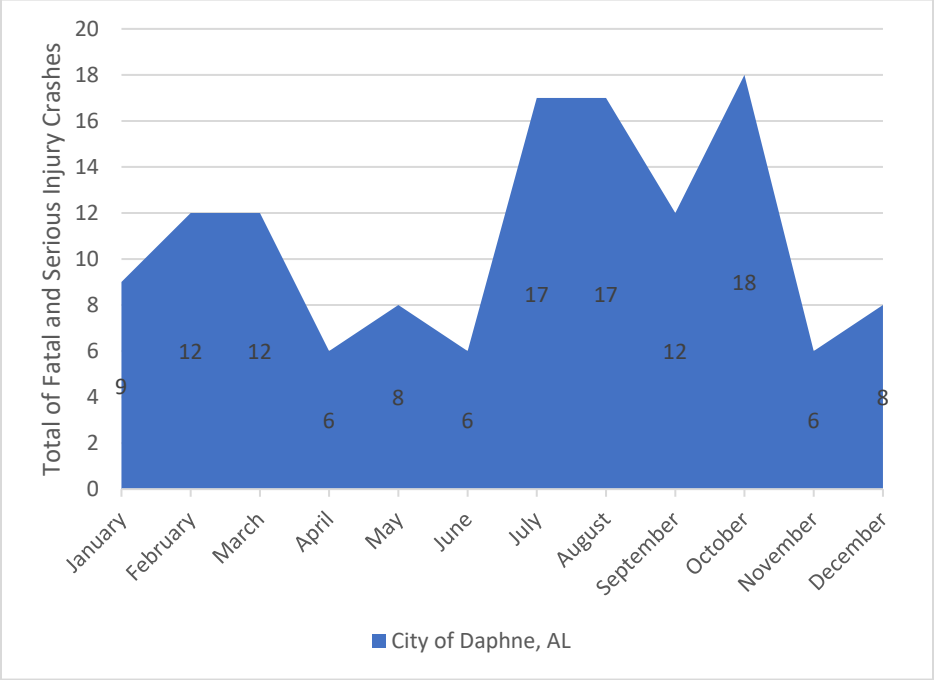
Source: CARE

Temporal Patterns

The 131 reported fatal and serious injury crashes in the study area were also evaluated for temporal patterns. Crashes were compared by month of the year, day of the week, and hour of the day.

Figure 3.2 illustrates the monthly trends in crashes across the City of Daphne. July, August, and October were the most common times of year for crashes. In contrast, April, June, and November have historically seen fewer crashes compared to the rest of the year.

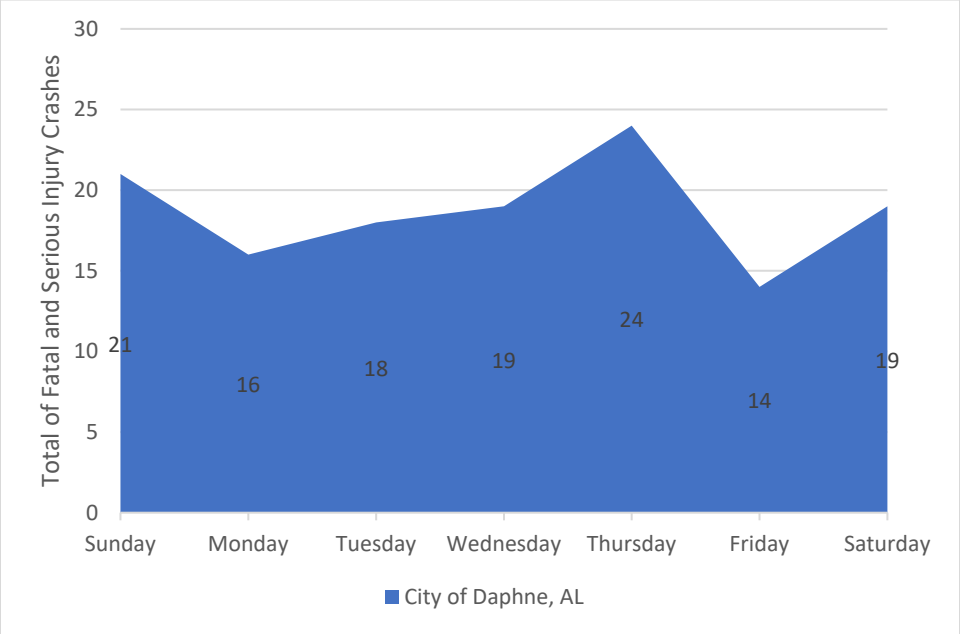
Figure 3.2: Fatal and Suspected Serious Injury Crashes by Month, 2017 – 2023



Source: CARE

Figure 3.3 illustrates the number of fatal and suspected serious injury crashes that occurred within the study area for each day of the week. The data indicates that, in general, more crashes occurred on Thursdays and Sundays, and fewer crashes occurred on Fridays.

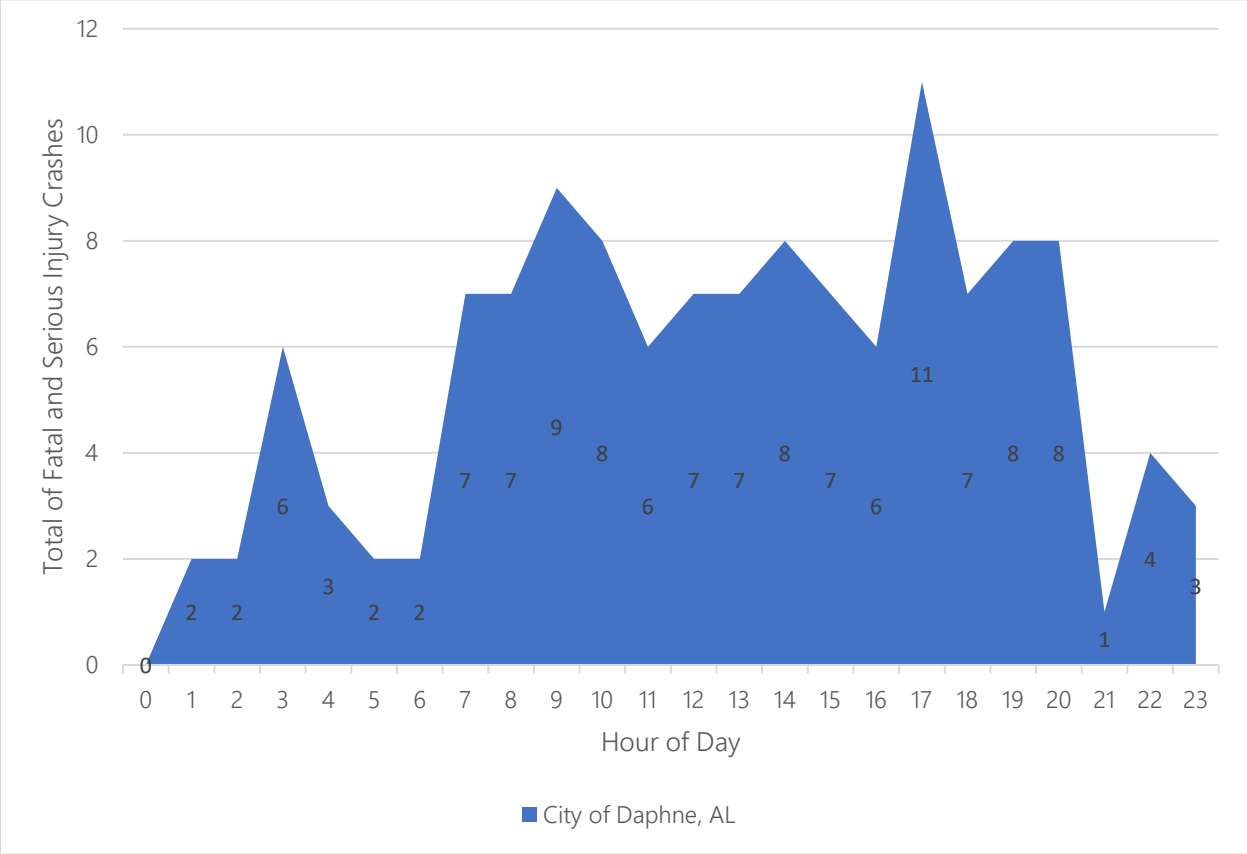
Figure 3.3: Fatal and Suspected Serious Injury Crashes by Day of Week, 2017 – 2023



Source: CARE

Figure 3.4 presents the number of crashes that occurred per hour of the day. The 5 PM to 6 PM interval saw the highest crash occurrence, while 9 PM to 10 PM interval saw the lowest crash occurrence.

Figure 3.4: Fatal and Suspected Serious Injury Crashes by Time of Day, 2017 – 2023



Source: CARE

Driving Under the Influence (DUI) Related Crashes

Of the 131 reported fatal and serious injury crashes in the City, 22 crashes (approximately 17%) were DUI involved crashes. **Table 3.3** summarizes the DUI involvement in fatal and serious injury crashes.

Table 3.3: DUI Involved Crashes, 2017 – 2023

DUI Involvement	Year							Total	Percent F+SI
	2017	2018	2019	2020	2021	2022	2023		
Yes	3	5	2	2	5	2	3	22	16.8%
No	16	24	12	12	17	16	12	109	83.2%
TOTAL	19	29	14	14	22	18	15	131	100.0%

Source: CARE

Pedestrian and Bicycle Crash Summary

During the seven-year analysis period, the study area experienced 12 pedestrian crashes and 16 bicycle crashes. Of the pedestrian-involved crashes, one resulted in a fatality and seven resulted in suspected serious injuries. Of the bicycle-involved crashes, two resulted in suspected serious injuries. Two pedestrian crashes were attributed to the involvement of alcohol.

Three pedestrian fatal and serious injury crashes occurred under dark conditions including one with spot Illumination on both sides of the roadway, one with spot Illumination on one side of the roadway, and one where the roadway was not lighted. The bicycle fatality occurred under daylight conditions. It should be noted that the small sample size of crashes limits the meaningfulness of this analysis.

3.3 High-Injury Network

The High-Injury Network (HIN) analysis identifies locations with historical safety concerns to guide local investments in infrastructure and safety programming. Two separate HINs were developed: one focused on all roadway users and the other focused on vulnerable road users (bicyclists and pedestrians).

Each HIN consists of roadway segments and intersections that experience a high frequency of fatal and serious injury crashes. HIN maps for the City of Daphne are shown in **Figure 3.5** and **Figure 3.6**.

Segment Analysis

The segment analysis identified the top segments within the study area with the highest frequency of fatal and suspected serious injury crashes. The following process was used to determine those segments:

1. Segments with at least one fatal and/or suspected serious injury crash were sorted based on the number of fatal and/or suspected serious injury crashes.
2. While maintaining the order of fatal and suspected serious injury crash frequencies, segments were then sorted based on the number of total injury crashes which included all injury classifications.
3. Segments were then sorted based on the total number of crashes while maintaining the order established in the prior steps.

Intersection Analysis

The intersection analysis identified the top intersections within the study area that have the highest frequency of fatal and suspected serious injury crashes. The same sorting process was used as discussed above for segment analysis.

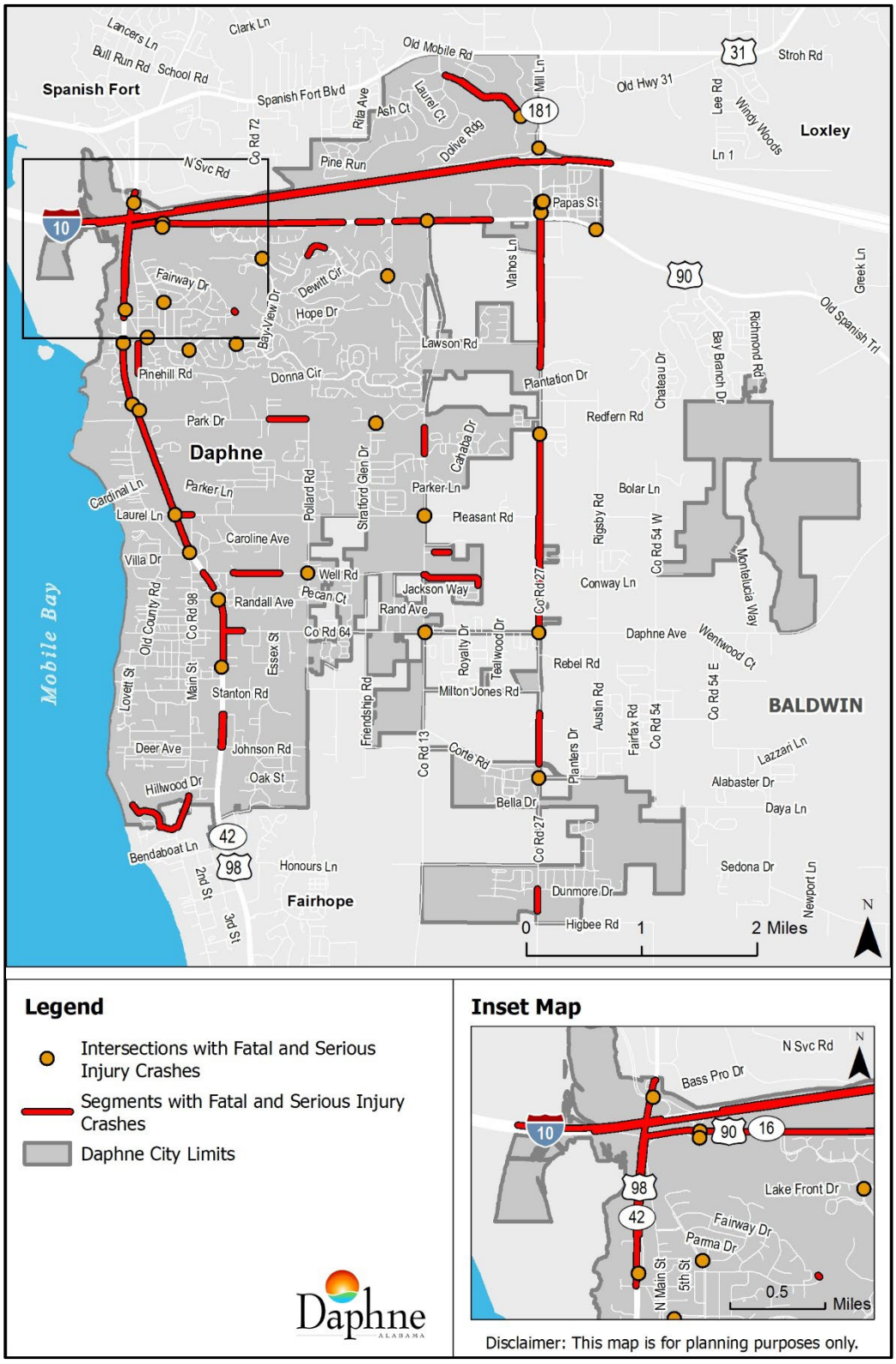
Table 3.4 and **Table 3.5** display the top focus areas for segments and intersections, respectively. CARE data was used to determine the number of crashes shown in these tables.

Vulnerable Road Users HIN

The vulnerable road users HIN consists of segments and intersections that experienced bicycle and pedestrian fatal and suspected serious injury crashes within the study area from 2017 – 2023. Only segments and intersections that experienced at least one fatal or suspected serious injury vulnerable road user crash were considered.

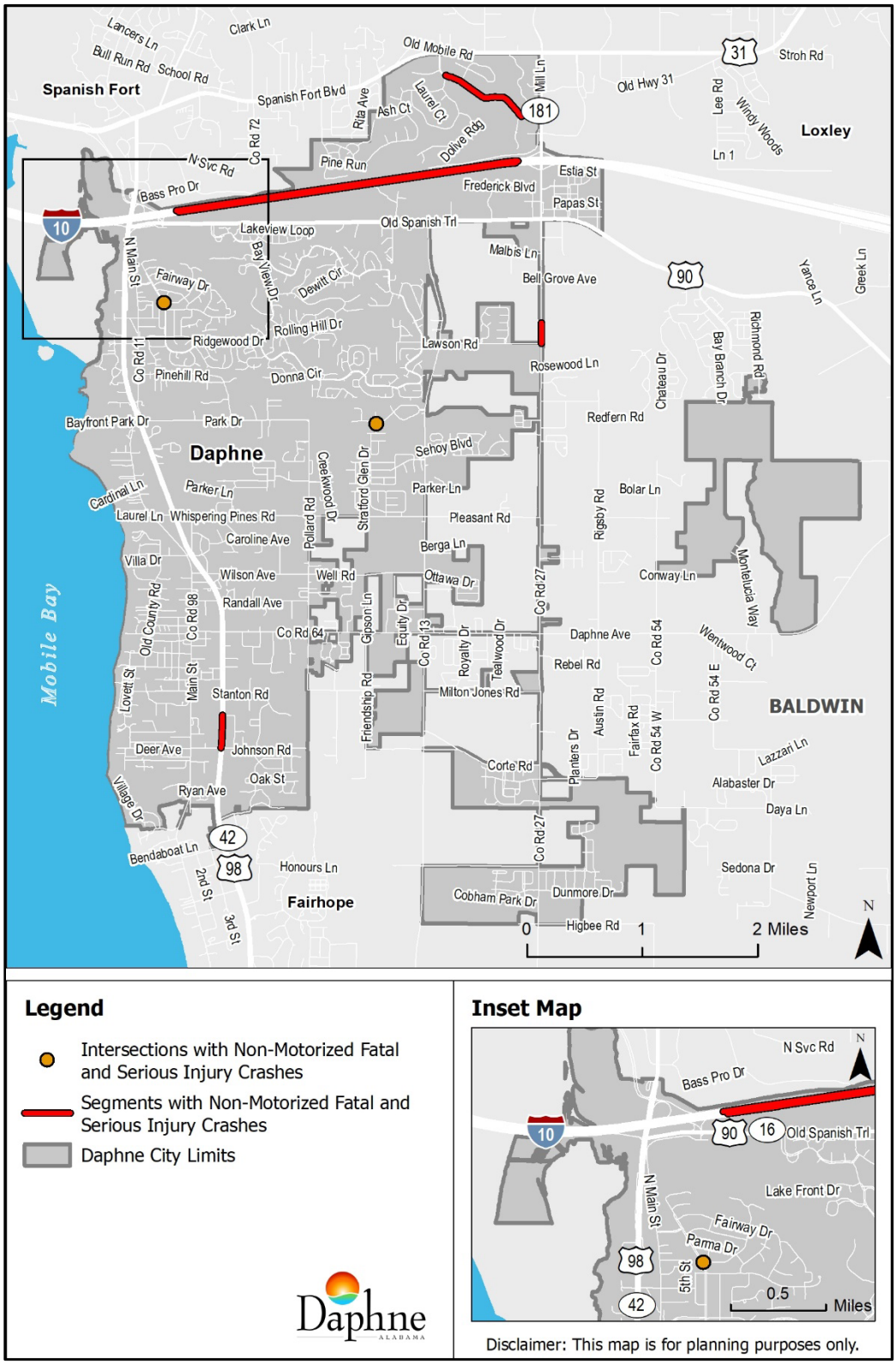
Table 3.6 displays the segment focus areas for the vulnerable users while **Table 3.7** displays the intersection focus areas for the vulnerable users. CARE data was used to determine the number of crashes shown in these tables.

Figure 3.5: High Injury Network – All Users



Source: Neel-Schaffer

Figure 3.6: High Injury Network – Non-Motorized Users (Bicycle and Pedestrian)



Source: Neel-Schaffer

Table 3.4: Top Fatal and Suspected Serious Injury Segments, 2017 – 2023

Rank	Roadway	From	To	Location	Functional Classification	ADT	Length (mi)	Fatal Crashes	Serious Injury Crashes
1	I 10 WB	AL 181 On Ramp	Old Spanish Trail Off Ramp	Urban	Interstate	33,631	2.99	6	5
2	US 98/Old Spanish Trail NB	Whispering Pines Road	Main Street	Urban	Principal Arterial - Other	18,139	0.94	0	6
3	I 10 EB	Old Spanish Trail On Ramp	AL 181 Off Ramp	Urban	Interstate	32,790	2.95	1	5
4	I 10 EB	US 98 Off Ramp	US 90 Off Ramp	Urban	Interstate	30,014	0.44	1	3
5	US 90	Old Spanish Trail	Jubilee Parkway	Urban	Minor Arterial	13,863	0.29	1	2
6	I-10 WB	US 90/US 98	End of City Limits	Urban	Interstate	37,451	0.76	0	3
7	US 98/Old Spanish Trail SB	US 90	Van Buren Street	Urban	Principal Arterial - Other	18,114	0.79	0	2
8	US 90	Jubilee Parkway	Bay View Drive	Urban	Minor Arterial	15,214	0.43	0	2
9	AL 181 SB	US 90	0.39 Miles south of Bell Grove Avenue	Urban	Minor Arterial	12,996	0.90	0	2
10	US 90	Bay View Drive	Hidden Creek Circle	Urban	Minor Arterial	14,546	1.13	0	2
11	AL 181 NB	0.39 Miles south of Bell Grove Avenue	US 90	Urban	Minor Arterial	12,759	0.90	0	2
12	AL 181	Daphne Avenue	0.223 North of Daphne Avnue	Urban	Minor Arterial	23,301	0.22	0	2
13	Park Drive	Jenkins Lane	Pollard Road	Urban	Major Collector	3,510	0.32	1	1
14	I 10 EB	AL 181 EB Off Ramp	AL 181 EB On Ramp	Urban	Interstate	23,954	0.42	0	2
15	US 98/Old Spanish Trail NB	Bayline Drive	US 90	Urban	Principal Arterial - Other	20,416	0.52	0	1
16	US 90	Douglas Road	CR 13	Urban	Minor Arterial	14,775	0.28	0	1
17	US 98/Old Spanish Trail NB	Daphne Avenue	Randall Avenue	Urban	Principal Arterial - Other	16,958	0.27	0	1
18	US 98/Old Spanish Trail NB	Colonial Plaza Drive	Daphne Avenue	Urban	Principal Arterial - Other	16,835	0.30	0	1
19	AL 181	Champions Way	0.18 Miles North of Champions Way	Urban	Minor Arterial	25,764	0.18	0	1
20	US 98/Old Spanish Trail NB	Santa Rosa Avenue	Whispering Pines Road	Urban	Principal Arterial - Other	17,168	0.35	0	1

Source: CARE

Table 3.5: Top Fatal and Suspected Serious Injury Intersections, 2017 – 2023

Rank	Roadway	At	Location	Functional Classification	Entering ADT	Fatal Crashes	Serious Injury Crashes
1	AL 181	I-10 WB On Ramp/Off Ramp	Urban	Minor Arterial	33,991	0	4
2	AL 181	Bellaton Avenue	Urban	Minor Arterial	12,528	0	4
3	US 98/Old Spanish Trail	Jordan Drive	Urban	Principal Arterial - Other	38,947	0	3
4	AL 181	Daphne Avenue	Urban	Minor Arterial	31,959	1	1
5	US 98/Old Spanish Trail	Halls Lane	Urban	Principal Arterial - Other	35,300	0	2
6	CR 13	CR 64	Urban	Minor Arterial	20,307	0	2
7	AL 181	Dimitrios Avenue	Urban	Minor Arterial	35,858	0	1
8	US 90	CR 13	Urban	Minor Arterial	17,810	0	1
9	US 98	Academy Drive	Urban	Principal Arterial - Other	39,078	0	1
10	US 90	Jubliee Parkway	Urban	Minor Arterial	20,464	0	1
11	Park Drive	Main Street	Urban	Major Collector	5,665	0	1
12	US 98/Old Spanish Trail	Whispering Pines Road	Urban	Principal Arterial - Other	39,688	0	1
13	US 98/Old Spanish Trail	US 90/Old Spanish Trail	Urban	Principal Arterial - Other	39,522	1	0
14	AL 181	Emmanuel Street	Urban	Minor Arterial	29,918	0	1
15	North Main Street	Jubilee Parkway	Urban	Minor Arterial	9,438	0	1
16	US 98/Old Spanish Trail	Santa Rosa Avenue	Urban	Principal Arterial - Other	35,772	0	1
17	CR 13	Pleasant Road	Urban	Minor Arterial	13,115	0	1
18	US 98/Old Spanish Trail	Randall Avenue	Urban	Principal Arterial - Other	34,879	0	1
19	Pollard Road	Wilson Avenue/Well Road	Urban	Major Collector	5,072	0	1
20	US 90	Saint John Street	Urban	Minor Arterial	7,303	1	0

Source: CARE

Table 3.6: Top Fatal and Suspected Serious Injury Vulnerable User Segments, 2017 – 2023

Rank	Roadway	From	To	Location	Functional Classification	ADT	Length (mi)	Fatal Crashes	Serious Injury Crashes
1	I 10 WB	AL 181 On Ramp	Old Spanish Trail Off Ramp	Urban	Interstate	33,631	2.99	1	0
2	I 10 EB	Old Spanish Trail On Ramp	AL 181 Off Ramp	Urban	Interstate	32,790	2.95	0	1
3	AL 181	Champions Way	0.18 Miles North of Champions Way	Urban	Minor Arterial	25,764	0.18	0	1
4	US 98/Old Spanish Trail SB	Pickett Avenue	Johnson Road	Urban	Principal Arterial - Other	16,689	0.28	0	1
5	Timbercreek Boulevard EB	Pine Run	Green Court	Urban	Major Collector	2,107	0.78	0	1
6	Timbercreek Boulevard WB	AL 181	Green Court	Urban	Major Collector	2,213	0.16	0	1

Source: CARE

Table 3.7: Top Fatal and Suspected Serious Injury Vulnerable User Intersections, 2017 – 2023

Rank	Roadway	At	Location	Functional Classification	Entering ADT	Fatal Crashes	Serious Injury Crashes
1	Lake Forest Boulevard	Honeysuckle Road	Urban	Major Collector	631	0	1
2	N Lamhatty Lane	Cowles Crossings	Urban	Local Road	716	0	1

Source: CARE

4.0 Public Engagement

Public outreach and stakeholder input provided increased understanding of safety conditions and concerns within the City of Daphne. This input was used along with the technical analysis discussed in Chapter 3 to develop potential safety projects and strategies for the Safety Action Plan.

4.1 Steering Committee

To guide the development of the Safety Action Plan, a Steering Committee was formed of representatives from the City of Daphne. This committee was composed of the following individuals:

- Robin LeJeune – Mayor
- Ben Hughes – City Council Member
- Brian Gulsby – Police Chief
- Adrienne Jones – Director of Community Development
- Andy Bobe – City Engineer
- BJ Eringman – Interim Public Works Director

The planning team met with the Steering Committee on November 22, 2024, to kick off the project. Updates were provided to the committee throughout the development of the Safety Action Plan. During these update meetings, the committee reviewed plan findings and provided input on local priorities and project selection. The Steering Committee is also responsible for plan implementation and monitoring.

4.2 Public and Stakeholder Outreach – Round 1

The first round of outreach for the Daphne Safety Action Plan is also known as the Listening and Learning phase. During this phase, the planning team introduced the Safe Streets and Roads for All program, explained the process to develop a Safety Action Plan, and requested input from stakeholders and the public on the community's transportation goals, concerns, needs, and priorities. This feedback was used to develop a safety vision and goals for the City of Daphne and to identify areas for safety improvements.

Multiple forms of outreach were utilized in Round 1. Project communication methods included a project webpage, social media posts, mass emails, and project business cards. An online survey was developed and distributed to residents to collect information about transportation safety needs and priorities. An interactive meeting was held with a

stakeholder group that was identified to represent various users of the transportation system. Public outreach was also performed at several community events.

This section describes the outreach activities for Round 1 and summarizes public feedback results from stakeholders, online survey respondents, and participants at in-person outreach events.

Communications

Webpage

The City of Daphne posted project information on the City's website at the following location: https://www.daphneal.com/535/Safety-Action-Plan. This page contains a project introduction with general information about Safe Streets for All and the Safety Action Plan. The webpage was used to provide a link to the Round 1 survey while it was active and to advertise in-person engagement events. A description of FHWA's Vision Zero is also included on the site. A screenshot of webpage content from Round 1 is included in **Appendix B**.

Social Media

The City of Daphne posted announcements on their Facebook page throughout the first round of outreach to introduce the Safety Action Plan and request survey participation.

Emails

The City Engineer sent mass emails to all City employees as well as to the Daphne fire and police departments. These emails requested that recipients provide feedback by taking the online survey. The survey link was also emailed to all Steering Committee members and stakeholders.

Business Cards

Business cards were developed to introduce the project and advertise the survey. These cards directed recipients to the survey via a QR code. Business cards were distributed at all in-person outreach events, during public meetings, and at various locations around Daphne.

Survey

The MetroQuest platform was used to develop an online interactive survey to obtain stakeholder and public feedback for the Safety Action Plan. Respondents were asked to select their top behavioral and infrastructure risk factors and identify specific locations where they have safety concerns. Optional demographic data was collected on the last page of the survey. The survey was open from December 2, 2024, to January 20, 2025. Screenshots of the five survey slides can be viewed in **Appendix B.**

Outreach Meetings and Events

<u>Stakeholder Meeting</u>

The City of Daphne assembled a group of stakeholders to represent the following groups:

- Bicycle, Pedestrian, & Public Transportation
- Economic Development & Tourism
- Education & Housing
- Transportation Operations & Safety
- Elected & Appointed Officials
- Regional & Local Government Planners & Engineers

These stakeholders were invited to participate in one of two identical virtual Stakeholder Meetings which were held on December 11th and December 18th of 2024. During the meetings, the consultant team introduced the project and presented an overview of the SS4A program. They discussed the purpose and goal of the plan, the study area, the planning process, and public engagement activities. Stakeholders were invited to answer instant polling questions to provide feedback. Stakeholders were also asked to take the survey and distribute the survey link to their colleagues. A link to the survey and a copy of the slides were sent to all stakeholders immediately following the meeting. A copy of the stakeholder presentation is included in **Appendix B**.

Public Outreach Events

The consultant team performed public outreach for the project at the Daphne Christmas Parade on December 7, 2024. During this event, the team engaged people in conversation about the City's transportation safety needs. They also distributed 241 project business cards and encouraged residents to take the survey.

The consultant team set up a booth at the City's "Snow" & Movie Night in the Park on December 13, 2024. Team members distributed business cards to the public and invited them to participate in a hands-on exercise where they answered survey questions by placing sticky dots on posters to identify their top behavioral and infrastructure safety concerns. They were also asked to share specific locations where transportation safety issues were observed or safety improvements were needed. **Appendix B** includes a copy of the posters that were used at this event.

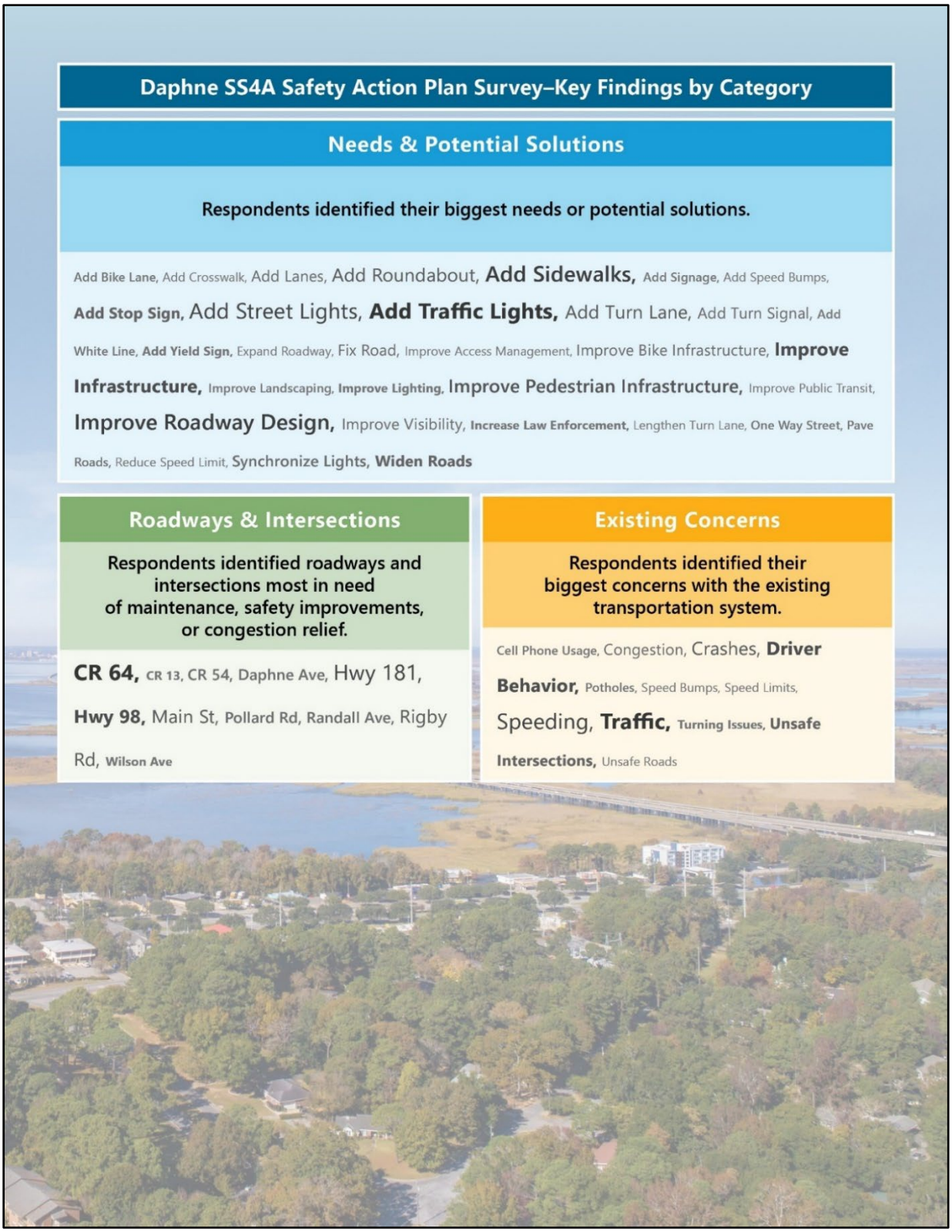
Public Feedback

A total of 106 people responded to the online survey. An additional 67 people participated in the interactive exercise at the in-person outreach event. These results were combined to identify keywords and trends. Overall, respondents ranked distracted driving as their top behavioral concern followed by speeding and red light running. Respondents ranked unsafe intersections as their top infrastructure concern. Poor roadway design ranked second, and lack of roadway lighting ranked third.

Figure 4.1 displays key findings by category. Keywords were identified for needs and potential solutions, roadways and intersections, and existing concerns. The larger the keyword, the more times it was mentioned.

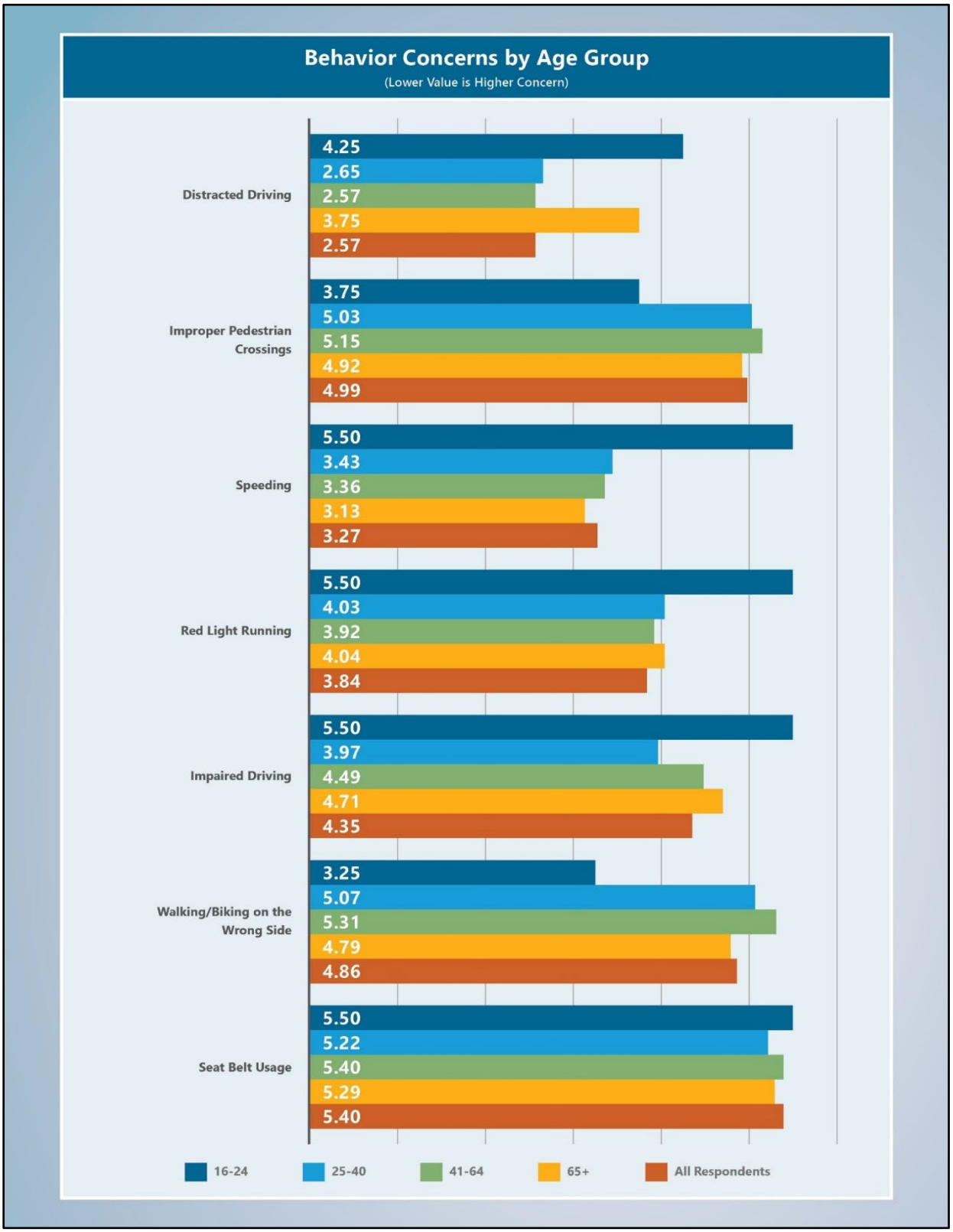
Demographic data provided in the online survey was used to analyze behavior and infrastructure concerns by age group, minority status, and poverty status (**Figures 4.2 - 4.7**). These results provide important insights into how underrepresented communities rate safety concerns. Finally, safety concerns are displayed by category in heat maps where yellow and red reflect locations of highest concern (**Figures 4.8 – 4.13**).

Figure 4.1: Key Findings by Category



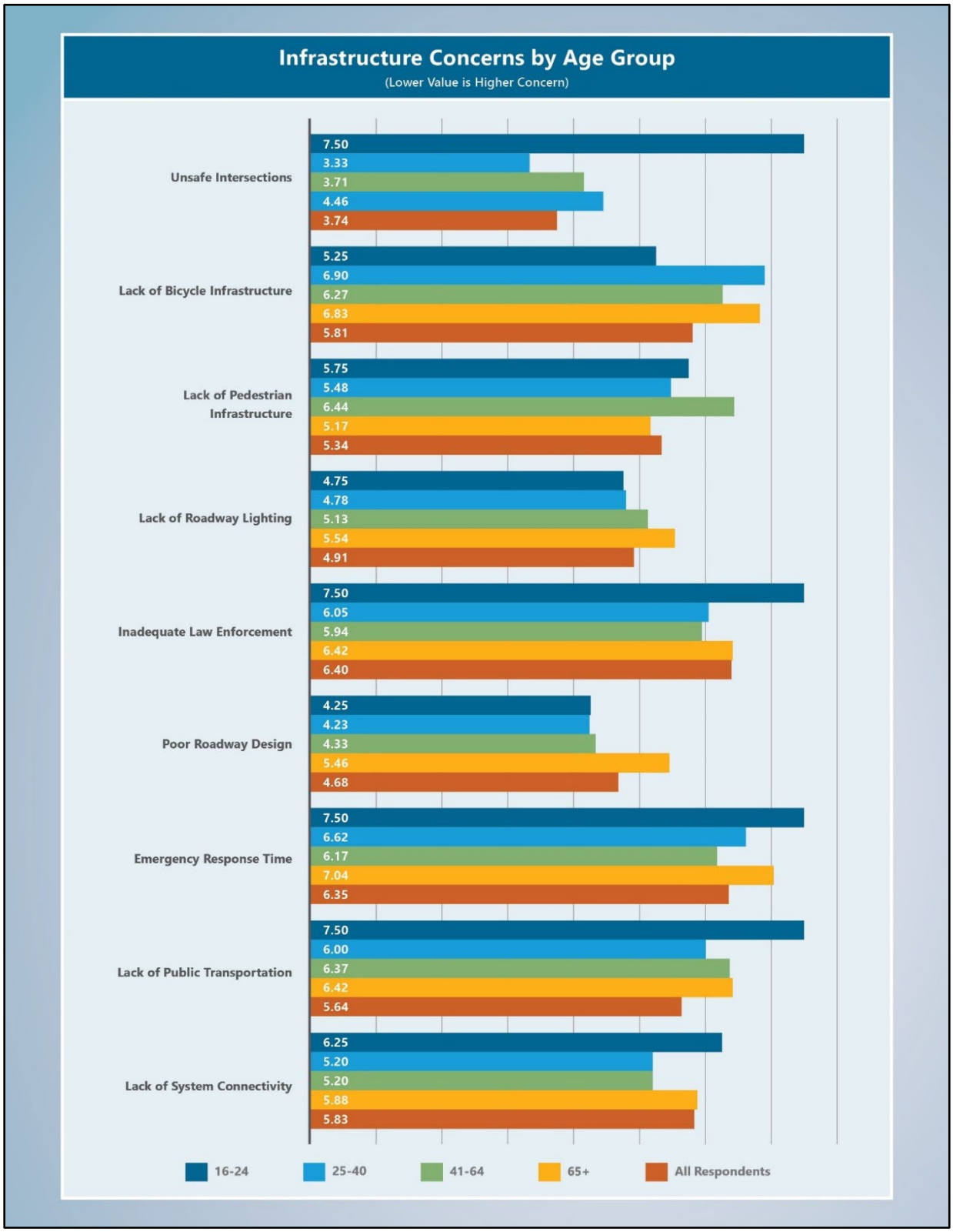
Source: Neel-Schaffer

Figure 4.2: Behavior Concerns by Age Group



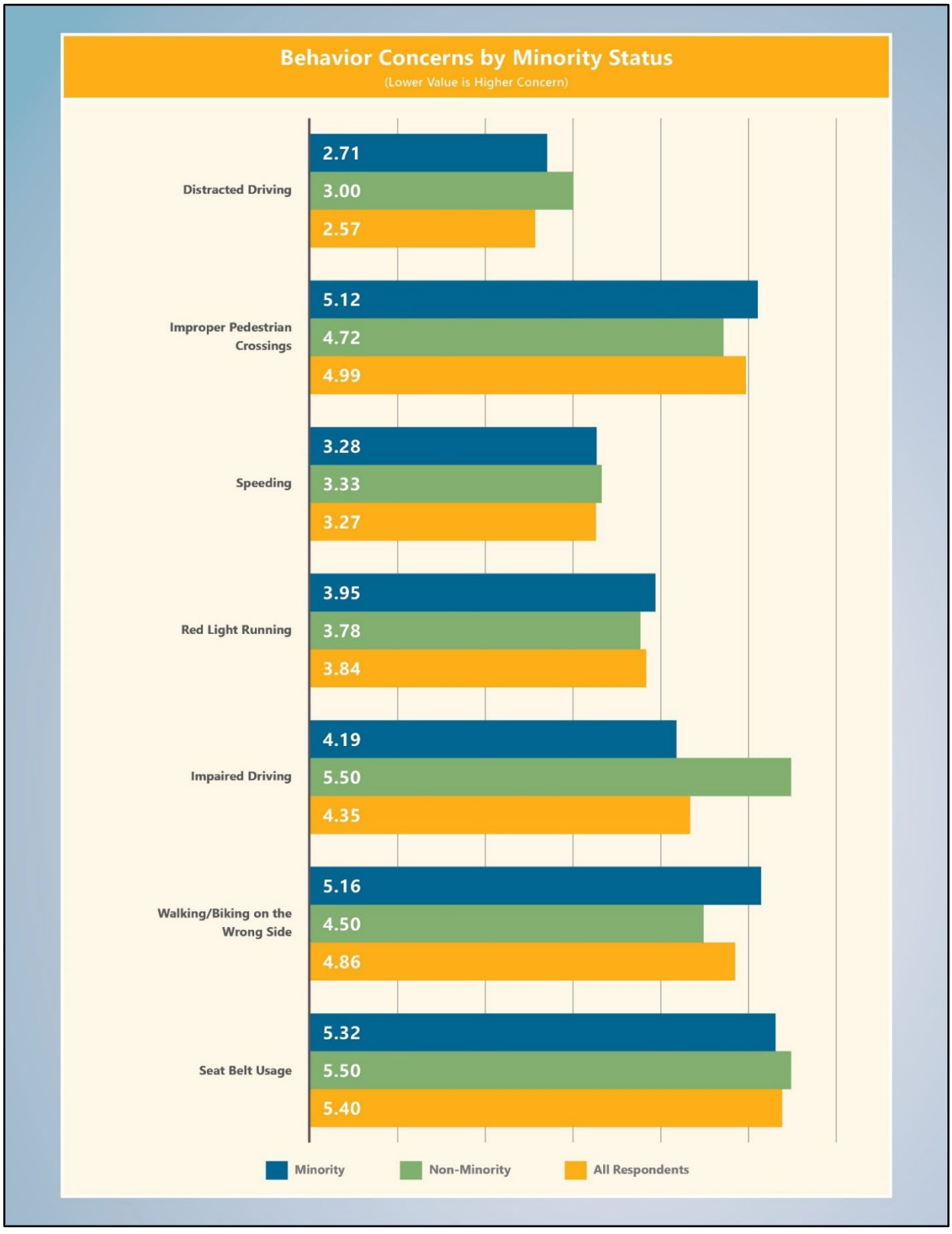
Source: Neel-Schaffer

Figure 4.3: Infrastructure Concerns by Age Group



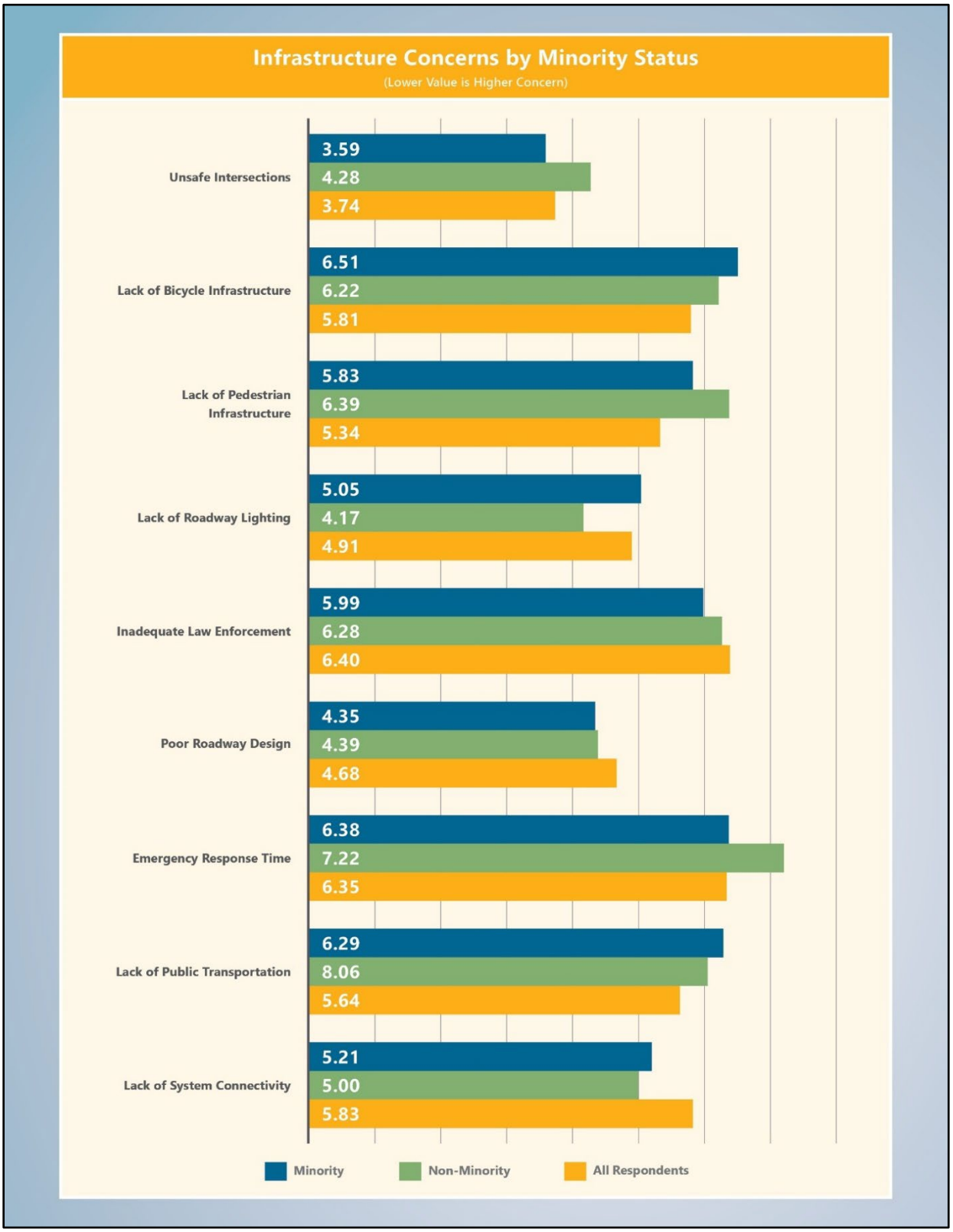
Source: Neel-Schaffer

Figure 4.4: Behavior Concerns by Minority Status



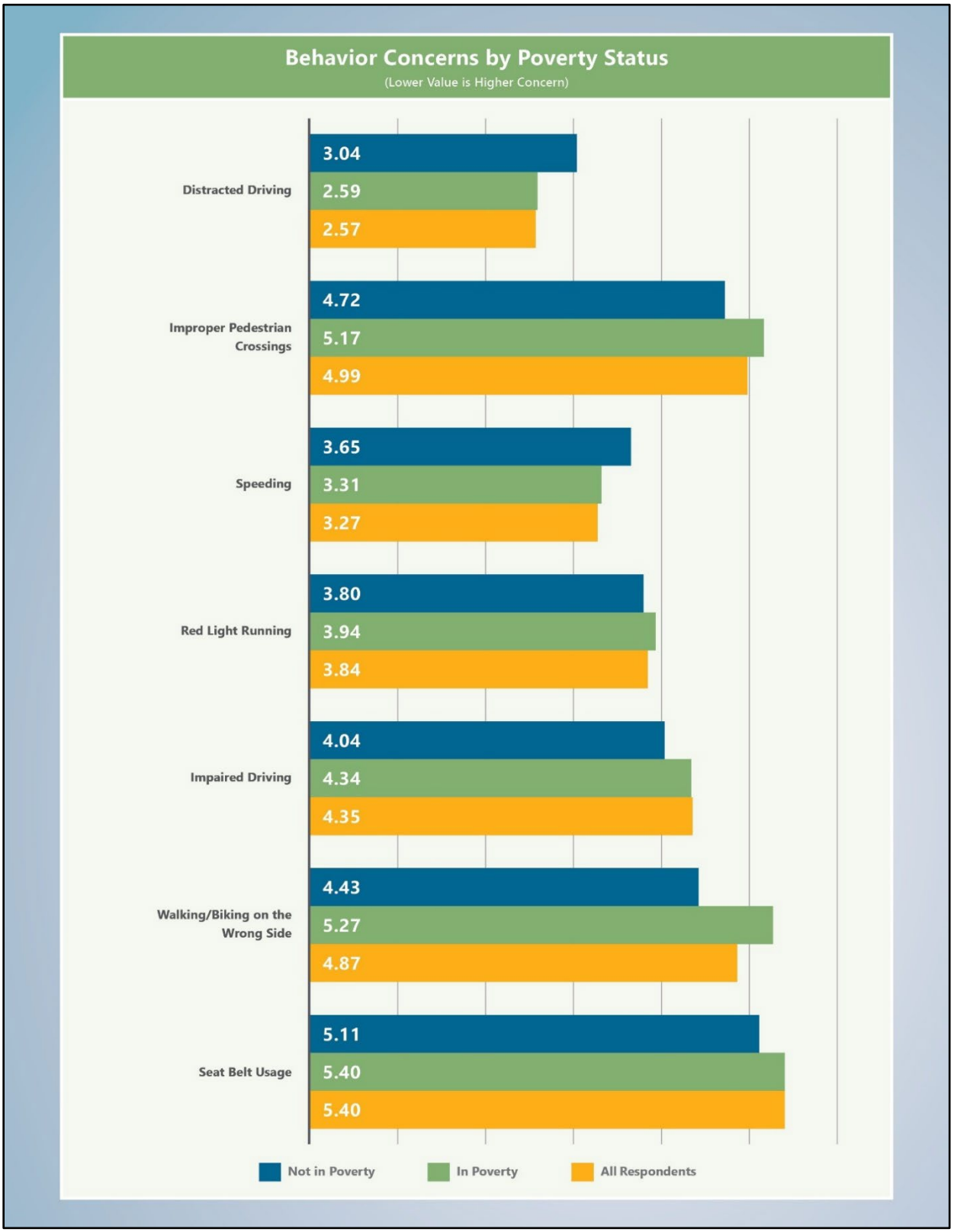
Source: Neel-Schaffer

Figure 4.5: Infrastructure Concerns by Minority Status



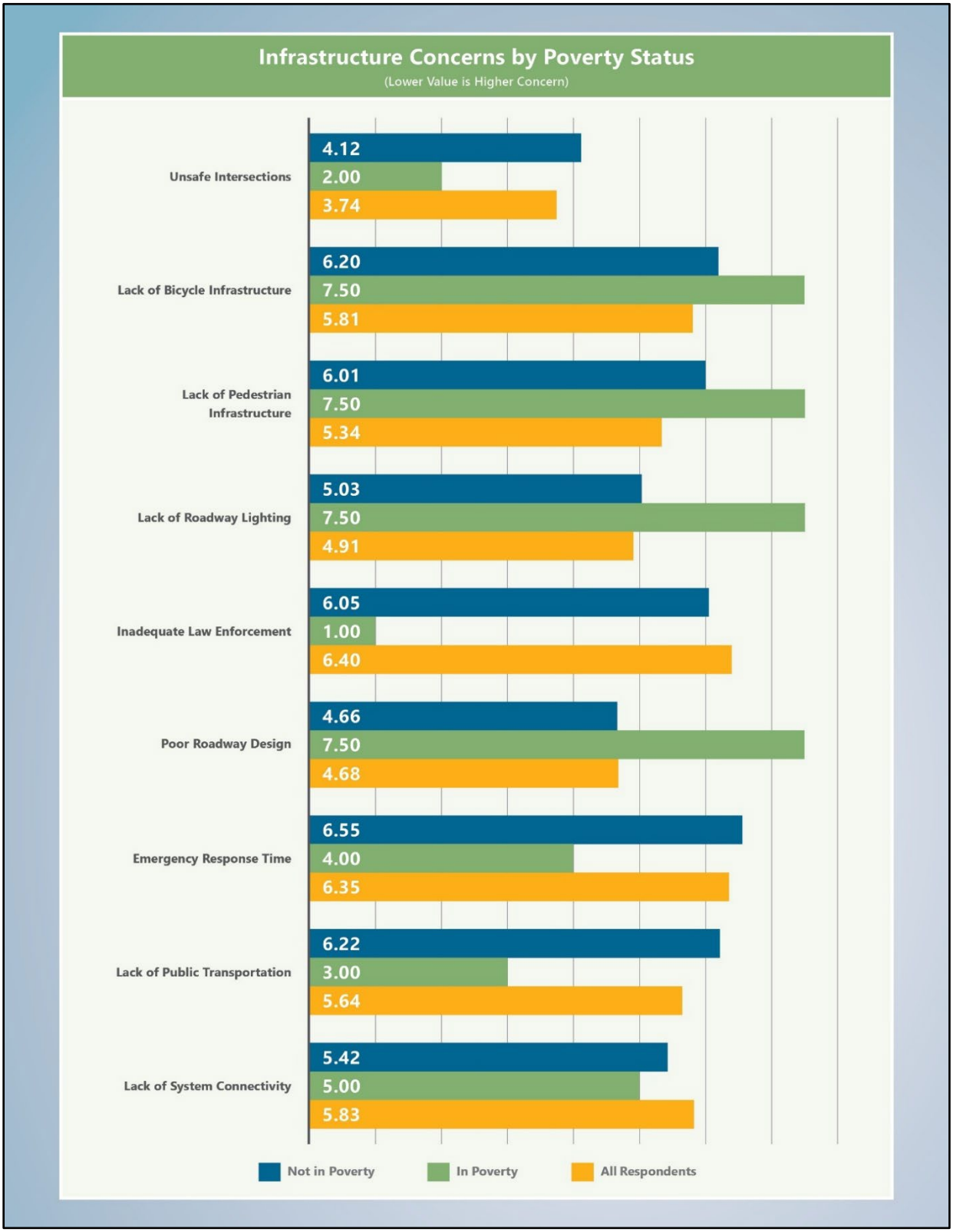
Source: Neel-Schaffer

Figure 4.6: Behavior Concerns by Poverty Status



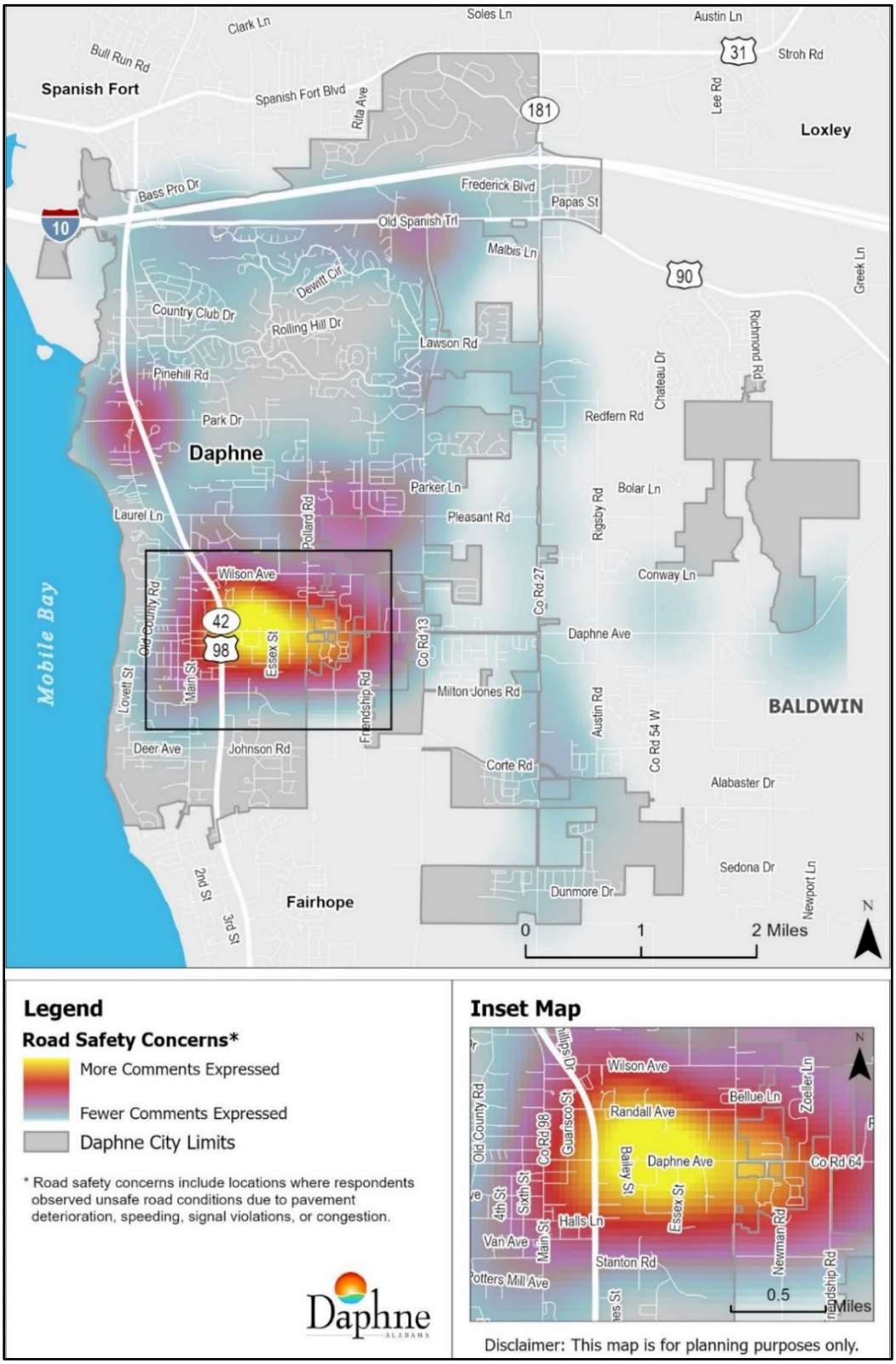
Source: Neel-Schaffer

Figure 4.7: Infrastructure Concerns by Poverty Status



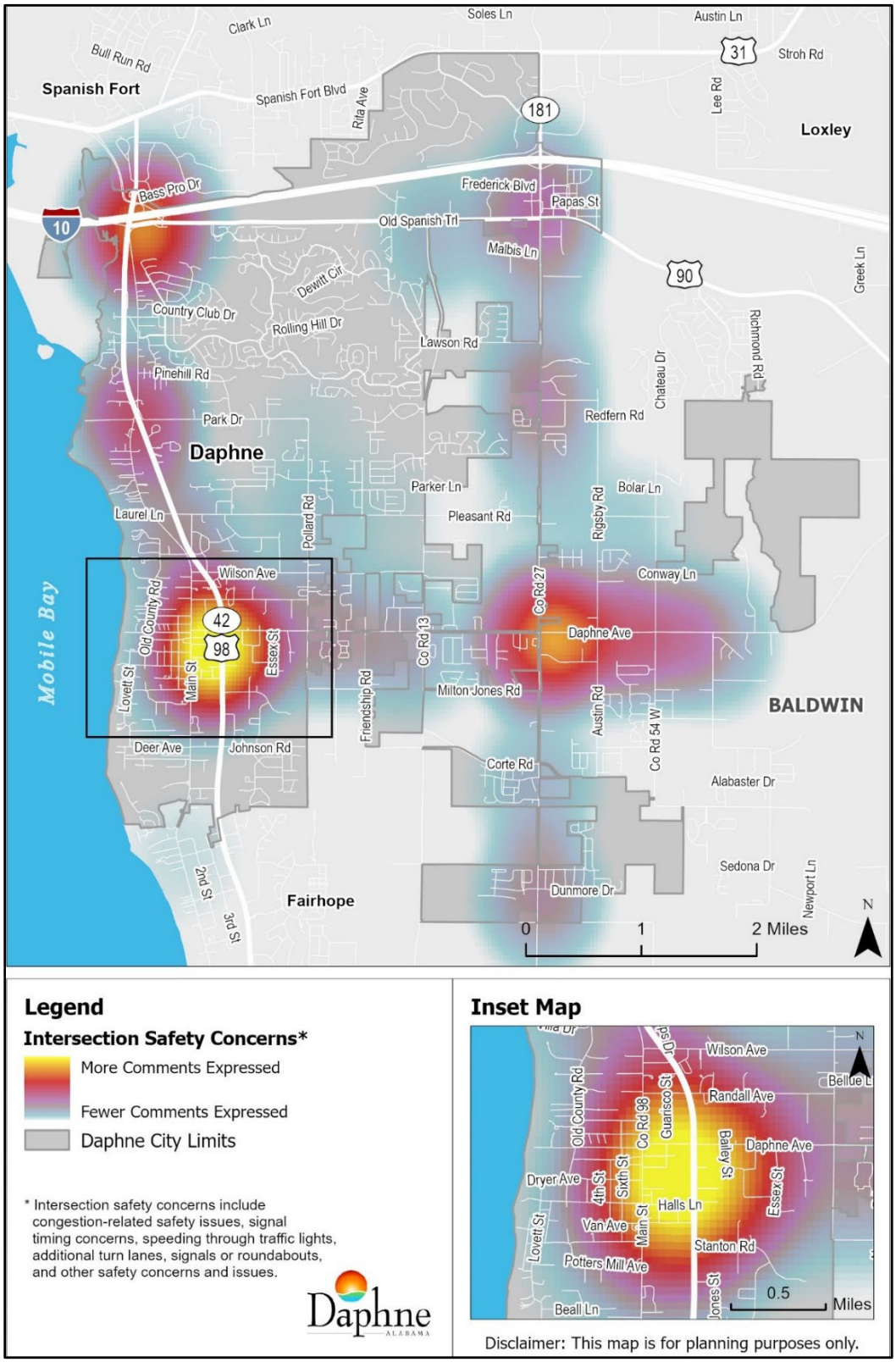
Source: Neel-Schaffer

Figure 4.8: Heat Map Showing Road Safety Concerns



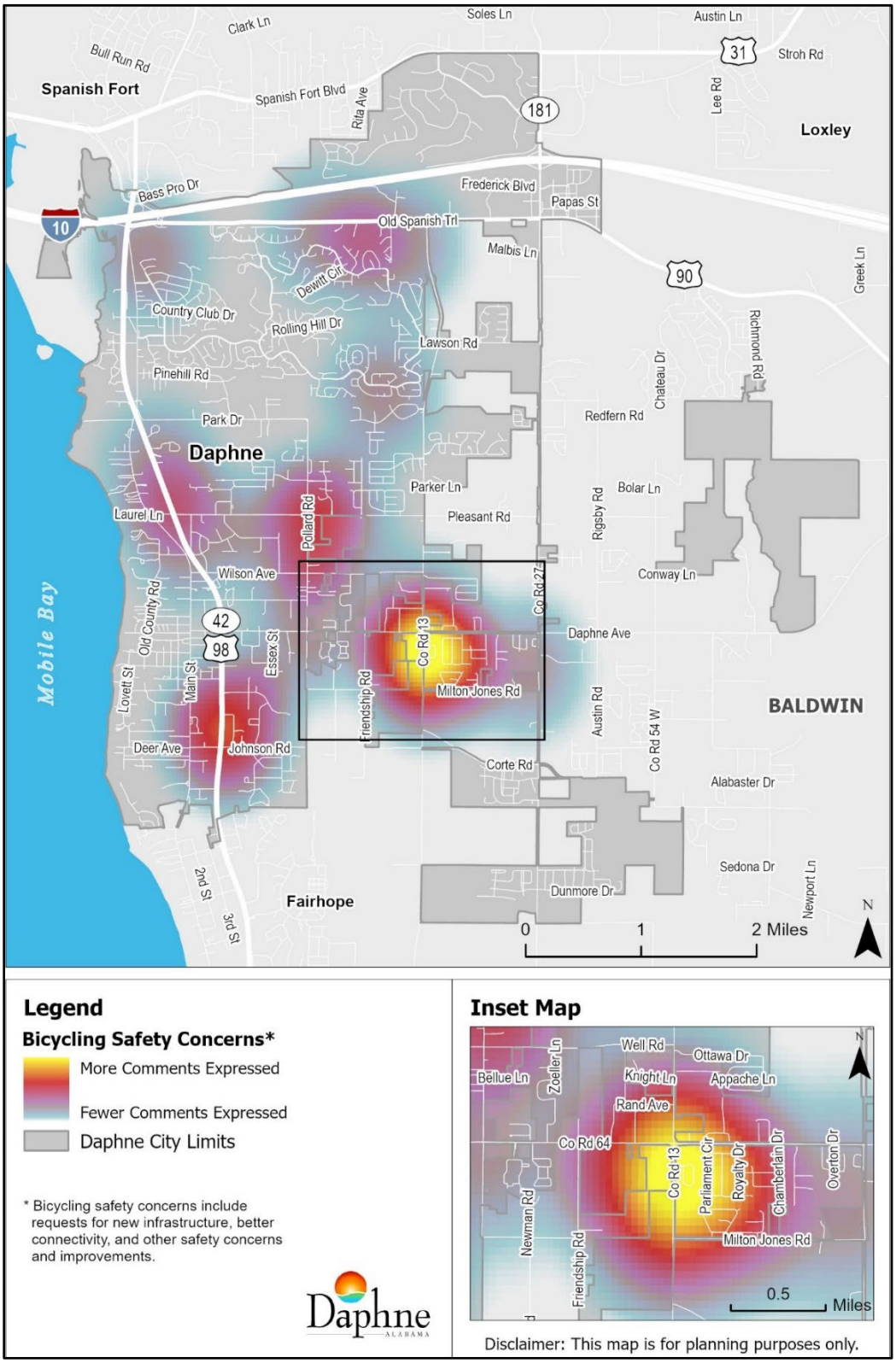
Source: Neel-Schaffer

Figure 4.9: Heat Map Showing Intersection Safety Concerns



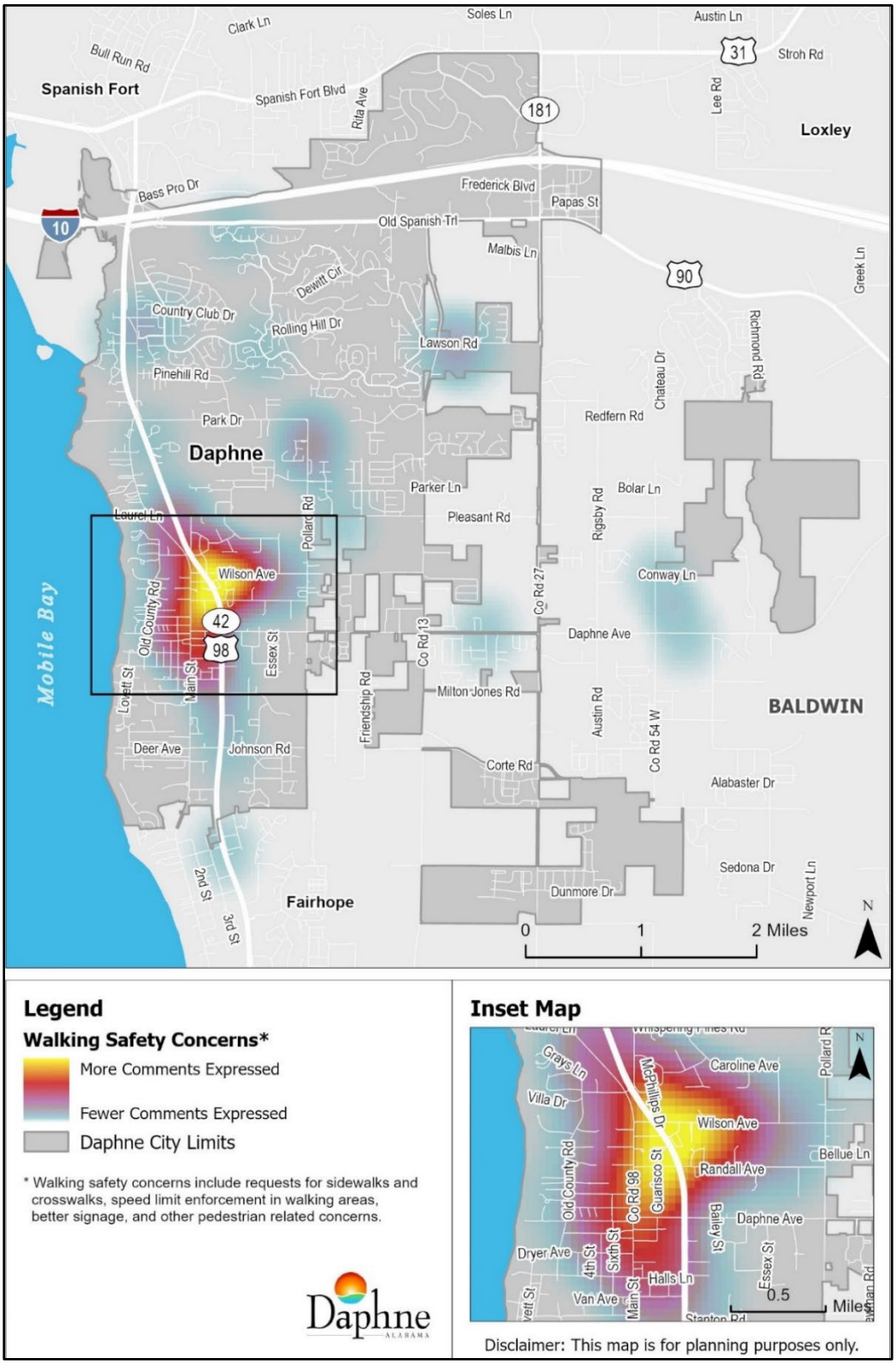
Source: Neel-Schaffer

Figure 4.10: Heat Map Showing Bicycling Safety Concerns



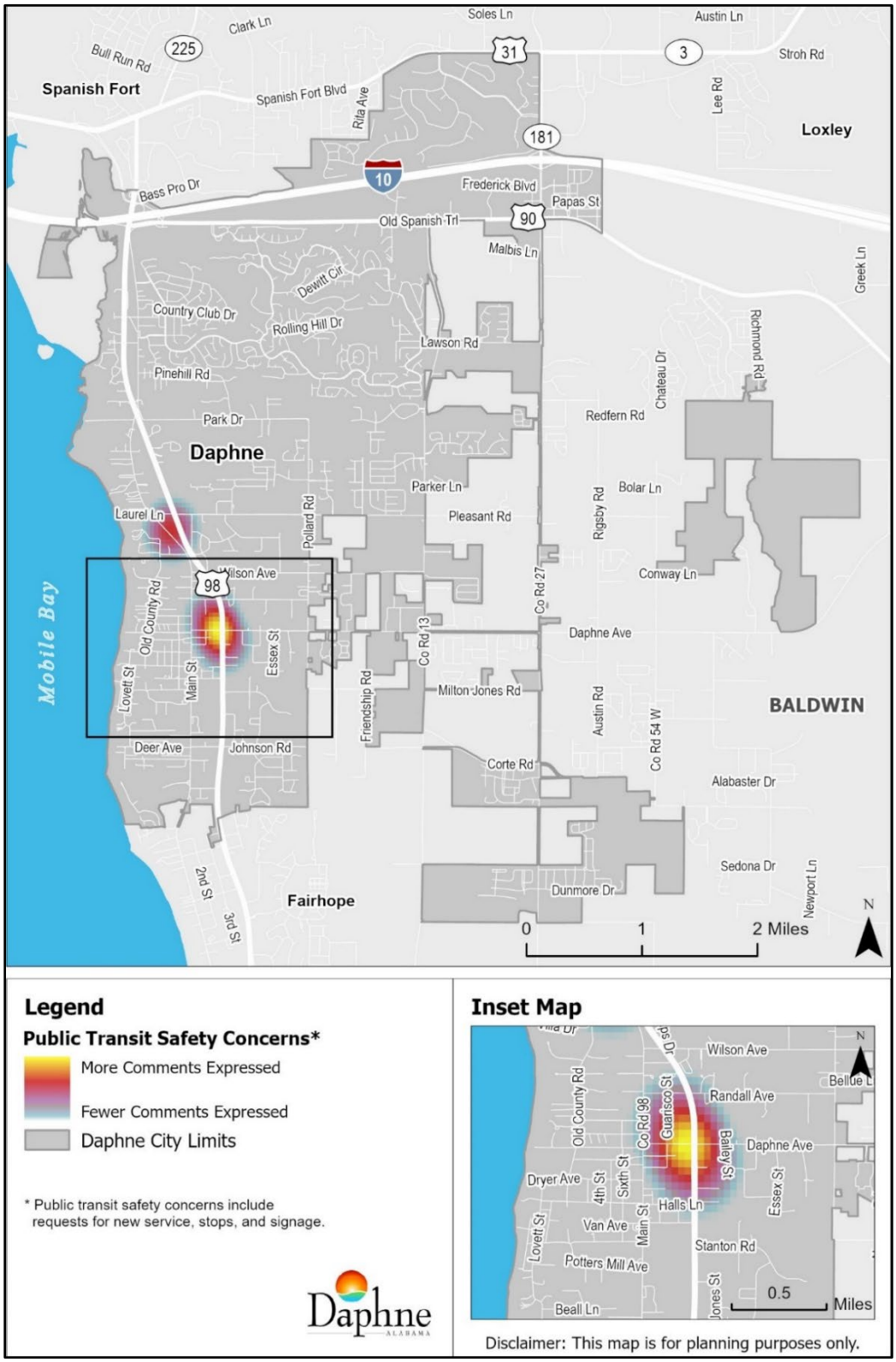
Source: Neel-Schaffer

Figure 4.11: Heat Map Showing Walking Safety Concerns



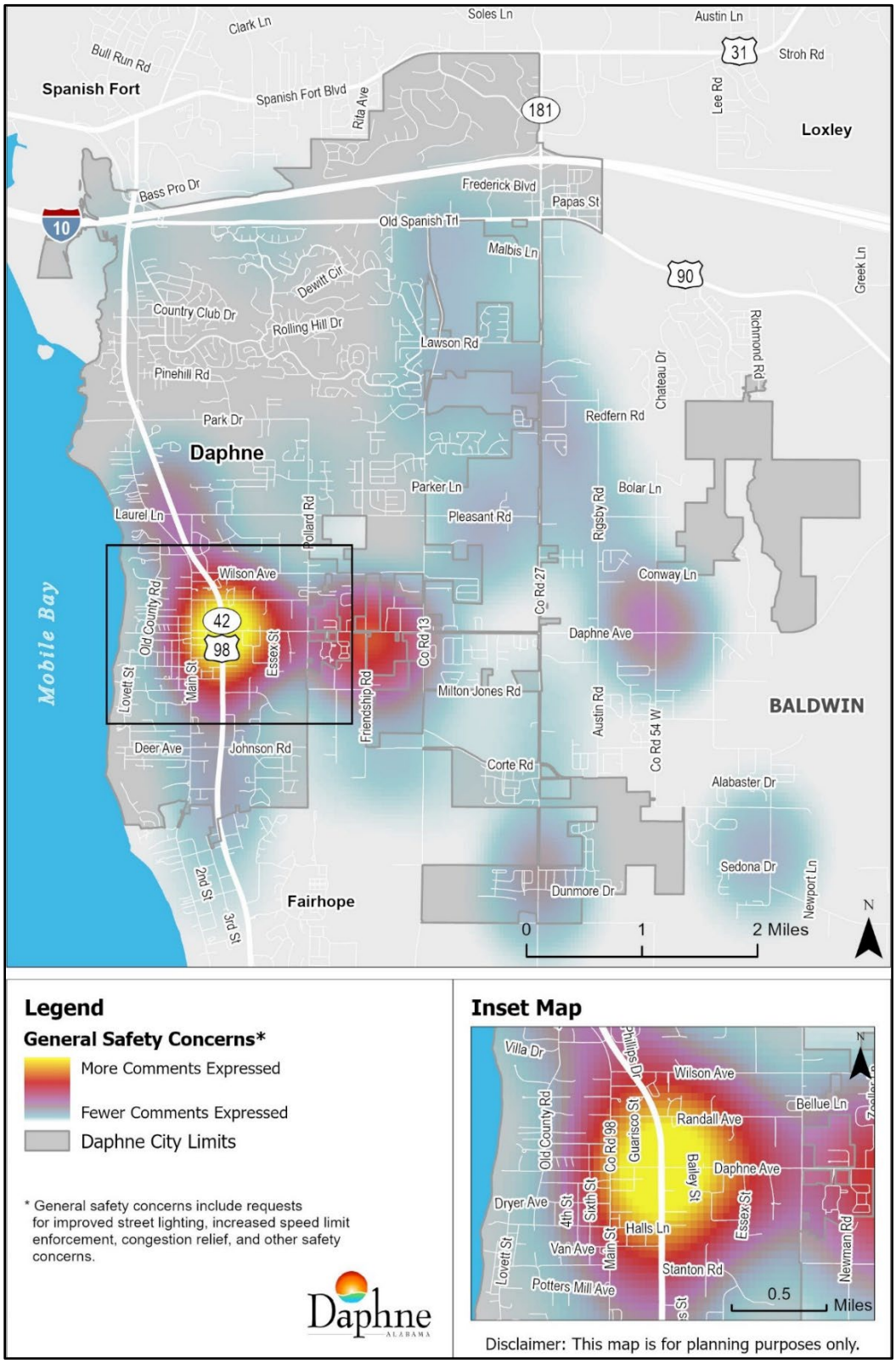
Source: Neel-Schaffer

Figure 4.12: Heat Map Showing Public Transit Safety Concerns



Source: Neel-Schaffer

Figure 4.13: Heat Map Showing General Safety Concerns



Source: Neel-Schaffer

4.3 Public and Stakeholder Outreach – Round 2

The second round of outreach for the Daphne Safety Action Plan is also known as Reviewing the Draft Plan. During this phase, the planning team presented the draft Safety Action Plan for public review and feedback.

The draft Safety Action Plan was posted on the project webpage within the City's website. An email address was provided for the public to send comments to the City. The public comment period was open from May 19th through June 2nd of 2025.

This section describes outreach activities for Round 2 and summarizes comments received from the public.

Communications

Webpage

The City of Daphne continued to update the following project webpage within the City's website: https://www.daphneal.com/535/Safety-Action-Plan. The webpage was used to share the draft Safety Action Plan and to request public feedback on it. A screenshot of webpage content shared during Round 2 is included in **Appendix C**.

Press Release

A press release was distributed to media contacts on May 19, 2025, to notify the public that the draft Safety Action Plan was available for public comment. A copy of the press release can be seen in **Appendix C**.

Social Media

The City of Daphne posted announcements on their social media accounts during the second round of outreach to notify the public of the review period for the draft Safety Action Plan. Sample social media posts released during Round 2 are included in **Appendix C**.

Stakeholder Meeting

A presentation on the draft Safety Action Plan was shared with stakeholders on May 22, 2025. The Steering Committee was also invited to this virtual meeting. A copy of the slides and a link to the draft plan were sent to all identified stakeholders and Steering Committee members immediately following the meeting. A copy of the presentation is included in **Appendix C**.

Public Feedback

The following comment was received from the public during the public comment period for the draft Safety Action Plan. A response is included below the comment.

Comment: *I live on the south end of Lovette Lane and I believe Daphne could easily improve pedestrian and vehicular safety by placing the street light atop Riveria utility pole #49627 to pole #49640. I have installed a convex mirror at the south corner of the Lovette Lane to help traffic see each other on the one way street. I personally have had to avoid a golf cart coming around the corner at a high rate of speed. Obviously, mirrors do not work at night unilluminated. By moving the adjacent street light to the mirrored pole we could help reduce risks for everyone around this blind curve. Many residents and visitors frequent this stretch of Lovette Lane for sunset access to the McMillan Bluff lookout and would greatly benefit a wide audience.*

Response: *While the data does not show a high occurrence of crashes at this location, the geometry of the road and lack of sight distance could contribute to future crashes. The City will evaluate this curve to determine whether moving the existing light or adding additional lighting will best improve safety for road users.*

No other comments were received.

5.0 Project Prioritization and Recommendations

5.1 Safe System Approach

The FHWA[5] states that:

"Reaching zero deaths requires the implementation of a Safe System approach, which was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. In a Safe System, those mistakes should never lead to death. Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, the impact on the human body doesn't result in a fatality or serious injury. Road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity.

There are six principles that form the basis of the Safe System approach:

- deaths and serious injuries are unacceptable,
- humans make mistakes,
- humans are vulnerable,
- responsibility is shared,
- safety is proactive, and
- redundancy is crucial."

Source: FHWA

[5] Zero Deaths and Safe System | FHWA (dot.gov)

Safe System Elements

The FHWA defines five elements that comprise a Safe System Approach. These elements are:

- Safe Roads
- Safe People
- Safe Speeds
- Safe Vehicles
- Post-Crash Care

Figure 5.1 displays the FHWA's definition[6] of each element and how the Safe System approach differs from traditional roadway safety practices.

Figure 5.1: Safe System Approach Elements

Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.

Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.

Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.

Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

Traditional		Safe System
Prevent crashes	→	Prevent deaths and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

Source: FHWA

[6] THE SAFE SYSTEM (dot.gov)

5.2 Planned Local Infrastructure Projects

Project Development

A list of safety projects was developed for multiple modes of transportation. The list included:

- Projects requested through public outreach comments,
- Projects requested by the City of Daphne,
- Projects identified based on the results of the crash analysis, and
- Projects identified in existing plans.

Estimating Project Costs

Order of magnitude cost estimates for proposed projects were estimated using average unit costs from various projects bid from 2022-2023. It should be noted that:

- Quantities are based on typical conditions for each improvement type.
- Costs associated with purchasing right-of-way, utility relocations, and engineering fees were estimated based on a percentage of the total construction cost.
- An additional contingency amount of 20 percent was added to the overall improvement cost to account for unexpected costs that arise with projects.

The typical cost estimates for various types of improvements are shown in **Table 5.1**.

5.3 Project Prioritization

Safety projects were prioritized by a variety of factors. **Table 5.2** shows the criteria and weights that were utilized to prioritize the identified projects. This methodology is intended to support the previously stated goals and objectives and was developed using input received during Round 1 of public outreach. The proposed projects developed for the Safety Action Plan, with estimated costs, are shown in **Table 5.3**. The full scores of the project prioritization process are displayed in **Appendix D.**

Table 5.1: Typical Project Costs

Improvement Type	Unit	Unit Cost
Single Lane RAB*	Each	$2,900,000
Left Turn Lane*	Each	$665,000
Right Turn Lane*	Each	$225,000
Rumble Strip (Centerline)	Mile	$2,100
Rumble Strip (Shoulder)	Mile	$1,125
Cable Barrier	Ln-Ft	$450
Cable Barrier	Mile	$2,376,000
Advance Warning Signs	Sq. Ft	$40
Advance Warning Signs	Each	$350
5' Sidewalk (Concrete)	Mile	$450,000
5' Sidewalk (Asphalt)	Mile	$250,000
10' Multiuse Path (Concrete)	Mile	$900,000
10' Multiuse Path (Asphalt)	Mile	$500,000
Bike Lane (Striping Only)	Mile	$80,000
Bike Lane (New Pavement - Concrete)*	Mile	$1,000,000
Bike Lane (New Pavement - Asphalt)*	Mile	$950,000
12' Lane (Concrete)*	Mile	$4,600,000
12' Lane (Aspahlt)*	Mile	$3,100,000
Pavement Patching	Sq. Yd	$185
Pavement Markings	Ln-Ft	$8
8' Shoulder (Asphalt)*	Mile	$2,100,000
8' Shoulder (Concrete)*	Mile	$3,100,000
CrossWalk (Striping)	Each	$1,500
Raised Median	Sq. Yd	$215
Traffic Signal (Re-Timing)	Intersection	$5,000
Traffic Signal Installation	Intersection	$200,000
Intersection Lighting	Each	$25,000
ADA Curb Ramp	Each	$5,000
2" Asphalt Milling/Overlay - 2 Lane Road	Mile	$590,000
ITS	Each	$250,000
Signal Backplates	Each	$800
3-section signal head	Each	$2,500
4-section signal head	Each	$4,000
RCUT	Each	$500,000

Improvement Type	Unit	Unit Cost
Pedestrian signal head with push button	Each	$7,000
Pedestrian signal pole	Each	$18,000
Pedestrian Hybrid Beacon	Each	$100,000
RRFB	Each	$20,000
Study	Each	$50,000
Raised Crosswalk	Each	$10,000
Stop Sign	Each	$200
Sight Distance	Each	$10,000
Driveway Relocation	Each	$5,000
Bus Stop	Each	$20,000
RIRO	Each	$10,000
Intersection Widening	Each	$1,500,000
* includes engineering, ROW, and utility relocation		

Source: Neel-Schaffer

Table 5.2: Project Prioritization Criteria

Criterion	Rationale	Measure	Scoring Scale (Points Possible)				
			0	5	10	15	20
Crash Severity	Prioritize projects that will address fatalities and serious injuries.	Total number of fatal and serious injuries over a 5-year period	No fatal or serious injury crashes	1 or 2 serious injury crashes	1 fatal crash OR 3 to 5 fatal and serious injury crashes	2 to 4 fatal crashes OR 6 to 15 fatal and serious injury crashes	5 or more fatal crashes 16 or more fatal and serious injury crashes
Multimodal	Prioritize projects that address safety concerns involving more than one mode of travel.	Total number of non-motorized fatal and serious injuries over a 5-year period	No fatal or serious injury non-motorized crashes	N/A	N/A	1 serious injury crash	2 or more serious injury or 1 or more fatal non-motorized crashes
Focus Areas	Prioritize projects that will address high crash frequency locations.	Annual crash frequency	Fewer than 5 annual crashes	5<= annual crashes <25	25<= annual crashes <100	100 or more annual crashes	
Communities	Prioritize projects that benefit communities.	Project is located in an identified community or benefits a large number of communities	Project is not in an identified community	Project is in one identified community	Project is in two identified communities	Project is in more than two identified communities or benefits a large number of communities	
Infrastructure	Prioritize projects that affect concerns regarding infrastructure.	Project has potential to address the ranked infrastructure concerns expressed during public outreach	Project does not address higher tier infrastructure concerns.	Project improves roadway lighting OR increases law enforcement presence OR adds system connectivity	Project redesigns roadways OR improves intersections OR adds pedestrian infrastructure		
Existing Plans	Prioritize projects that support existing plans or policies.	Project is in an existing plan or policy document	Project is not in an existing plan or policy document	Project is in an existing plan or policy document	Project is in two or more existing plans or policy documents		
Public Concerns	Prioritize projects that the general public has proposed.	Project was derived from, or seconded by, public input	Project not derived from public input.	Project derived from public input.	Project came from general public AND technical analysis.		

Table 5.3: Project Locations and Prioritization Results

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
3	Segment	Technical and Public	Daphne	US 98	Johnson Rd	I-10	1. Install retroreflective signal backplates at signalized intersections 2. Perform a traffic study	4.69	$132,400	Medium-term	Medium-High	75
2	Segment	Technical and Public	Daphne	AL 181	Bellaton Ave	Eastern Shore Blvd	1. Install speed feedback signs 2. Improve lighting and perform traffic study	4.33	$82,000	Short-term	Medium-High	70
9	Segment	Technical and Public	Daphne	US 90/CR 16	US 98	Southern Cancer Center	1. Remove passing zone within the vicinity of Southern Cancer Center. Install a left turn lane 2. Install retroreflective signal backplates at signalized intersections that currently do not have them 3. Conduct a traffic study along corridor 4. Repave the affected areas with potholes	2.79	$746,918	Medium-term	Medium	70
1	Segment	Technical and Public	Daphne	CR 64/Daphne Ave	Main St	CR 181	1. Install lighting 2. Retime signals 3. Add retroreflective signal backplates 4. Install signs 5. Overlay (Project is ongoing right now from US 98 to CR 13) 6. Perform a study to see locations where turn lanes are required	3.00	$939,400	Medium-term	High	65
12	Segment	Technical Analysis	Daphne	I-10 WB	AL 181	US 98 Off-Ramp	1. Install lighting 2. Perform a traffic study	3.52	$75,000	Short-term	Low	65
4	Intersection	Technical and Public	Daphne	Main St	@ US 98, @ Manci Ave, near Bayfront Park Dr		1. Repave affected area near Bayfront Park Dr 2. Conduct a traffic study to explore options for smoothing or widening the curve or realignment, adding signage to reduce speed, installing pedestrian crosswalks, adding retroreflective signal backplates and optimizing signal timing at US 98 3. Add turn lane and land scaping on timely basis to avoid shrubbery obstructing the signs at Manci Ave 4. Conduct a traffic study at Manci Ave	--	$978,413	Medium-term	Medium	50
11	Segment	Technical Analysis	Daphne	I-10 EB	US 90 Off-Ramp	AL 181	1. Install lighting 2. Perform a traffic study	3.43	$75,000	Short-term	Low	50
18	Intersection	Technical and Public	Daphne	US 98	@ I-10 WB Off-Ramp		1. Install retroreflective signal backplates at signalized intersections	--	$9,600	Short-term	Medium-High	50
19	Intersection	Technical and Public	Daphne	Park Dr	@ Main St		1. Convert YIELD to STOP control	--	$400	Short-term	Medium	45

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
20	Intersection	Technical and Public	Daphne	US 90	@ St John St		1. Remove passing zone within the vicinity of the intersection	--	$2,610	Short-term	Medium	45
25	Intersection	Technical and Public	Daphne	AL 181	Dimitros Avenue		1. Modify Dimitros Avenue signal phasing to Split and also modify Hwy 181 phasing to protective.	--	$5,000	Short-term	Medium-High	45
7	Segment	Technical and Public	Daphne & Fairhope	CR 13	Champions Way	US 98	1. Corridor Study for Roundabouts, Sidewalks and Ped Crossings	15.10	$50,000	Long-term	Medium-High	40
8	Segment	Technical and Public	Daphne	Wilson Ave	Main St	Pollard Rd	1. Install Yield or Stop to Pedestrians signs near crosswalks 2. Install speed feedback signs	1.00	$47,400	Short-term	Medium	40
14	Segment	Technical Analysis	Daphne	I-10 WB	US 98 On-Ramp	End of City Limits	1. Install lighting 2. Perform a traffic study	0.54	$75,000	Short-term	Low	40
22	Intersection	Technical and Public	Daphne	Hwy 98	Johnston Road		1. Install right turn lane	--	$225,000	Short-term	High	40
23	Intersection	Technical and Public	Daphne	Hwy 98	Daphne Avenue		1. Perform a traffic study which should also cover target driveways (Potential Roundabout)	--	$50,000	Short-term	High	40
5	Intersection	Technical and Public	Daphne	Randall Ave	@ US 98		1. Conduct a traffic study to see the feasibility of roundabout/traffic signal	--	$50,000	Short-term	Medium-High	35
6	Intersection	Technical and Public	Daphne	Pollard Rd	@ Daphne Ave, @ St Charles Village		1. Conduct a traffic study to assess the feasibility of converting the intersection's traffic control to either a signal or a roundabout at Daphne Ave 2. Install speed feedback signs at St Charles Village	--	$57,000	Short-term	Medium	35
10	Intersection	Technical and Public	Daphne	US 90/CR 16	@ I-10 EB Off Ramp/On Ramp		1. Install retroreflective signal backplates at signalized intersections that currently do not have them 2. Change signal phasing from protective/permissive to protective only and optimize signal timing	--	$12,200	Short-term	Low	35
13	Segment	Technical Analysis	Daphne	I-10 EB	US 98 Off-Ramp	US 90 Off-Ramp	1. Install lighting 2. Perform a traffic study	0.45	$75,000	Short-term	Low	35
15	Segment	Technical Analysis	Daphne	Timbercreek Blvd	Pine Run	AL 181	1. Install pedestrian and bike crossing signs 2. Improve lighting 3. Perform a traffic study	0.95	$115,700	Short-term	Medium	35
24	Intersection	Technical and Public	Daphne	Wilson Ave	Lockne Avenue		1. Add larger stop signs or install flashing stop signs to increase visibility and remind drivers to stop	--	$1,050	Short-term	Medium	35
16	Intersection	Technical Analysis	Daphne	Lake Forest Blvd	@ Lake Shore Dr		1. Install lighting 2. Install pedestrian and bike crossing signs	--	$66,750	Short-term	Medium	30

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
26	Segment	Technical and Public		Rigsby Rd	Bermuda Drive	Larry Street Road	1. Conduct a study to remove the passing zones within the vicinity of two intersections (Rigsby Road at Bermuda Drive and Rigsby Road at Larry Street Road)	9.16	$50,000	Short-term	Medium-Low	30
27	Segment	Technical and Public		CR 54	US 90	Daphne Avenue	1. Install lighting near residential subdivisions	0.39	$25,000	Short-term	Medium-Low	30
28	Intersection	Technical and Public	Fairhope	AL 181	US 98/AL 42		1. Install right turn lane along US 98 Westbound approach. Install turn lanes along Hwy 181.	--	$225,000	Short-term	Medium-High	30
17	Intersection	Technical Analysis	Daphne	N Lamhatty Ln	@ Cowles Crossing		1. Install lighting 2. Install pedestrian and bike crossing signs	--	$26,050	Short-term	Medium	25
21	Intersection	Technical and Public	Daphne	Main St	@ Jubilee Pkwy		1. Conduct a traffic study. (Reconfigure intersection)	--	$50,000	Short-term	Medium-High	25

*Improvements shown in this table are recommended countermeasures based on planning level technical analysis. This plan recommends final selection of countermeasures and reasonable project limits during implementation phase.

- Short-Term projects can be implemented and completed within a 5-year timeframe.
- Medium-Term projects can be implemented and completed within a 5-year timeframe but may include elements that require more time to implement, monitor, or enforce.
- Long-Term projects take greater than 5 years to implement or require a long timeframe of monitoring or enforcement.

5.4 Countermeasure Toolbox

Table 5.4 displays a toolbox of countermeasures that can be used to improve safety within the City of Daphne. A safety study should be conducted at each location to determine which countermeasures are appropriate for the type and severity of crashes experienced at that location. Some countermeasures may be a good choice for one site yet be inappropriate for another site. At times, multiple countermeasures may be necessary. Countermeasures displayed in ***bold italics*** benefit vulnerable users and underserved community populations.

Table 5.4: Crash Countermeasure Toolbox

Safety Concern	Countermeasure	Pros	Cons
Speeding	***Select appropriate speed limits***	• ***Low cost*** • ***Crash severity reduction*** • ***Safer for all roadway users*** • ***Traffic calming***	• ***Opposition from regular roadway users*** • ***Excess violations issued if not implemented properly***
	Install speed cameras	• Significant reduction in crashes and severities • Increased driver attentiveness	• Opposition from regular roadway users • Additional monitoring and enforcement required • Improved behavior only where enforcement exists
	Implement variable speed limits	• Significant reduction in all crashes and severities • Allows drivers to react to ongoing situations • Assists in maintaining speed and flow during congestion periods, incidents, work zones, and inclement weather	• Driver confusion caused by inconsistent speeds • Additional monitoring, equipment, and maintenance required
Improve vulnerable roadway user (bicyclist and pedestrian) safety	***Add bicycle lanes***	• ***Reduced bicycle related crashes***	• ***Additional right-of-way required***
	Implement crosswalk visibility enhancements	• ***Increased pedestrian safety*** • ***Pedestrians cross at designated locations***	• ***Not ideal on high-speed roadways (greater than 45 MPH)*** • ***Costly lighting options***

Safety Concern	Countermeasure	Pros	Cons
Improve vulnerable roadway user (bicyclist and pedestrian) safety	***Retime signals to provide a leading pedestrian interval***	• ***Low cost*** • ***Increased likelihood of motorists yielding to pedestrians*** • ***Enhanced safety for pedestrians with disabilities***	• ***Additional delays for vehicles***
	Add medians and pedestrian refuge islands	• ***Safer pedestrian crossings***	• ***Increased median width (must be at least four feet wide)*** • ***Hard to implement at intersections***
	Install pedestrian hybrid beacons	• ***Safer pedestrian crossing option on high-volume, high-speed roadways***	• ***Costly*** • ***Additional delays/stops for vehicles***
	Install Rectangular Rapid Flashing Beacons (RRFB)	• ***Safer pedestrian crossing*** • ***Motorists yield to pedestrians*** • ***Cheaper than traffic signals***	• ***Not recommended for higher speed roadways (>45 MPH)***
	Road Diets	• ***Low cost*** • ***Reduction in lanes allows for additional bicycle and pedestrian features through Complete Streets*** • ***Traffic calming***	• ***Not effective on high volume roadways (ADT <20,000)*** • ***Roadway capacity reduction*** • ***Additional right-of-way required***

Safety Concern	Countermeasure	Pros	Cons
Improve vulnerable roadway user (bicyclist and pedestrian) safety	***Add walkways***	• ***Pedestrians separated from the roadway***	• ***Comparatively high cost***
Roadway departure	Enhanced delineation for horizontal curves	• Low cost • Reduction of night-time crashes • Reduction of head-on, run-off-road, and sideswipe crashes • Reduction of fatal and injury crashes	• None
	Longitudinal rumble strips or stripes	• Centerline rumble strips reduce head-on crashes • Shoulder rumble strips reduce run-off-road crashes • Relatively low cost	• Noise concerns
	Median barriers	• Reduction of head-on and cross-median crashes	• Cost-effectiveness analysis required
	Roadside design improvements at curves	• Adequate clear zone reduces fixed object crashes • Flattened side slopes reduce single-vehicle crashes	• Not all options are cost effective
	Safety edge	• Low Cost • Reduction in run-off-road and head-on crashes	• Typically constructed only during overlay projects

Safety Concern	Countermeasure	Pros	Cons
Roadway departure		• Reduction in crash severity	
	Wider edge lines	• Increased visibility of curves • Low Cost • Reduction in roadway departure crashes	• None
Intersections	Signal backplates with retroreflective borders	• Increased visibility of traffic signals • Low cost	• Structural limitations due to wind loads • Additional cost to retrofit existing signals without the backplates
	Corridor Access Management	• ***Enhanced safety for all modes of transportation*** • ***Reduced congestion along the corridor*** • ***Reduction in overall crashes for all users due to fewer access points***	• ***Opposition from businesses (driveway consolidation)***
	Dedicated turn lanes at intersections	• Reduced left turn and rear end crashes • Deceleration lane provided • Increased visibility for opposing left turns with positive offset	• Additional ROW required • Left turns with zero or negative offset result in turning vehicles blocking line of sight

Safety Concern	Countermeasure	Pros	Cons
Intersections	Reduced left-turn conflict intersections	• Reduced conflict points • Increased traffic flow on the mainline	• Longer travel distances for minor movements
	Install roundabout	• Reduction of total conflict points • Lowered vehicle speeds resulting in a high reduction in injury/fatal crashes	• High cost
	Low-Cost countermeasures - signing, pavement markings, remove sight obstructions	• Low cost • Reduction in injury/fatal crashes	• None
	Yellow change intervals	• ***Improved intersection safety*** • ***Reduced red light running violations*** • ***Reduced fatal crashes*** • ***Additional time for pedestrians to cross intersections***	• ***None***
Crosscutting (other safety focus areas)	***Add/Improve lighting***	• ***Reduced night-time crashes*** • ***Reduced pedestrian crashes***	• ***Installation and increased maintenance costs***
	Local Road Safety Plans	• ***Increased safety for all users*** • ***Collaboration with local stakeholders***	• ***None***

Safety Concern	Countermeasure	Pros	Cons
Crosscutting (other safety focus areas)	Pavement friction management	• Reduced roadway departure crashes at horizontal curves • Reduced crashes at intersection approaches and interchange ramps	• None
	Road Safety Audit	• ***Early identification and mitigation of safety issues***	• ***None***
Distracted driving	Graduated Driver Licensing	• Reduced teenage driver crashes and injuries • Low cost	• Implementation time (requires several months) • After implementation, 1-2 years before all provisionally licensed drivers are subject to new restrictions
	High visibility cell phone enforcement (HVE)	• Reduction in cell phone usage while driving	• Effect of HVE campaigns on crashes is not certain • HVE campaigns are expensive • Enforcement of cell phone use is challenging
Impaired driving	License revocation and suspension	• Recent study suggests that policy reduces fatal crash involvement by 5 percent or 800 lives • Drivers are less likely to repeat offense	• Required funds to design, implement, and operate

Safety Concern	Countermeasure	Pros	Cons
Impaired driving	Publicized sobriety checkpoints	• Analysis shows that checkpoints reduce alcohol related crashes by 17 percent and all crashes by 10-15 percent • Public support	• Can be costly if paid media is used
	High visibility saturation patrols	• More research is needed, but saturation patrols can be effective in reducing alcohol related fatal crashes	• Can be costly if paid media is used

Source: Neel-Schaffer

6.0 Progress and Transparency

The Safety Action Plan serves as a living document that provides a variety of strategies and location-specific safety projects that can be implemented to reduce fatal and serious injury crashes within the City of Daphne. The plan can be used in coordination with partner agencies and long-range planning efforts. This section describes future actions needed to keep this living document current and relevant to the City's needs.

6.1 Advocacy

Daphne's Steering Committee will meet quarterly to discuss Safety Action Plan recommendations, projects, and strategies. These meetings should incorporate:

- public concerns and comments,
- additional safety projects that have recently been identified,
- grant opportunities, and
- ongoing strategy implementation.

Additionally, input obtained during public outreach efforts for transportation planning or public comments on transportation projects should be discussed during these meetings.

6.2 Data Maintenance

The City of Daphne will work with ALDOT to obtain updated crash data each year. This data will be used to help the City track progress toward reducing fatalities and serious injuries as plan implementation occurs. Each year, the City will post updated performance measure results and a list of ongoing and completed Safety Action Plan projects on the project webpage to share plan implementation progress with the public. The four performance measures are defined in Section 2 of this plan as follows:

- Percent Reduction in the Number of Fatal Crashes
- Percent Reduction in the Number of Serious Injury Crashes
- Percent Reduction in the Number of Non-Motorized Fatal Crashes
- Percent Reduction in the Number of Non-Motorized Serious Injury Crashes

6.3 Plan Implementation

Activities that the City can take to implement the plan include:

- Coordination with partner agencies for data collection, public outreach, and analysis.
- Funding opportunity discussions with partner agencies and the pursuit of grant funds when available.

- Implementation of projects and strategies identified in the plan.

6.4 Transparency and Reporting

Regular documentation and reporting on the plan's implementation progress is necessary for its success. Documentation should be prepared and reported for funding opportunities, Steering Committee meetings, public outreach, and other appropriate activities.

The Safety Action Plan will be posted on the City of Daphne's website along with progress toward the plan's goals.

Appendix A: Existing Plan Review

State Plans

Alabama Statewide Freight Plan (2022)

Plan Overview

The Alabama Statewide Freight Plan highlights projects and strategies to improve freight operations in the State. It includes freight issues, Federal requirements, and recent trends.

Goals and Objectives

The plan includes a mission statement and eight statewide freight goals as follows:

1. Improve reliability and reduce congestion on the National Multimodal Freight Network (NMFN) within the state.
2. Improve connectivity between all modes of freight transportation and address supply chain issues throughout the state.
3. Coordinate with Metropolitan Planning Organizations (MPOs) and other agencies during the development/update of the Statewide Freight Plan.
4. Ensure a state of good repair along freight network facilities throughout the state.
5. Improve economic benefits by supporting public and private sector investments on the statewide freight network.
6. Promote the safety, security, efficiency, and resiliency of multimodal freight transportation.
7. Promote the use of ITS technologies to improve the safety, efficiency, and reliability on the statewide freight network.
8. Promote and enhance both the human and natural environment while enhancing the performance of the statewide freight network.

In addition, the enhancement of Intelligent Transportation Systems (ITS) infrastructure is mentioned as a national and statewide goal, as well as the goal to coordinate with MPOs and other agencies during plan development.

Key Findings

The following are key findings that are relevant to transportation safety.

- ALDOT has requested that I-59 and I-220 be added to the National Multimodal Freight Network. The Federal Highway Administration has indicated that these changes will be reflected in future updates to national maps and tables.
- Bottleneck data revealed concentrations along I-65, I-59, I-20, I-85, and State Route 38.
- In 2022, corridors with high levels of commodity truck flow were:
    - I-20 east of Birmingham
    - I-85 from the Georgia state line toward Montgomery
    - I-65 between Montgomery and Mobile
    - I-20/I-59 south of Tuscaloosa

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Daphne, Eastern Shore MPO (ESMPO), and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City.

- Determine whether ITS infrastructure should be upgraded for monitoring traffic incidents and weather-related events along truck routes for transportation safety.
- Prioritize maintenance based on highest volumes of truck traffic and heavy vehicles on roadways that develop potholes.
- Use the bottleneck data to improve transportation safety on routes that are designated for evacuations.

Alabama Strategic Highway Safety Plan (2022)

Plan Overview

The Alabama Strategic Highway Safety Plan provides a general summary of statewide transportation data, goals, and strategies based on the 5 Es of Safety which include Engineering, Emergency Medical Services, Education, Equity, and Enforcement. The steering committee evaluated metrics and expected outcomes based on emphasis areas. This plan is to be updated every five years.

Goals and Objectives

The Strategic Highway Safety Plan has established goals to:

- Reduce fatalities and serious injuries by 50% by the year 2040.

- Decrease the number of fatalities and serious injuries related to speeding and aggressive driving by 2% each year.
- Decrease the number of fatalities and serious injuries related to impaired driving by 2% each year.
- Decrease the number of fatalities and serious injuries related to distracted and drowsy driving by 2% each year.
- Increase the proper use of safety restraints by vehicle occupants by 1% each year until reaching 95% utilization.
- Decrease the number of fatalities and serious injuries related to roadway/lane departure crashes by 4% each year.
- Decrease the number of fatal and serious injury crashes involving older drivers by 1% each year.
- Decrease the number of fatal and serious injury crashes involving non-motorists by 4% each year.

Key Findings

The following are key findings that are relevant to transportation safety.

- An online interactive GIS map and survey were used for public engagement for plan development as well as public meetings via Zoom. Paper mailings of the survey were targeted toward low-income and Limited English Proficient (LEP) communities.
- Social and environmental factors were considered in the planning process, particularly regarding hazardous materials, environmental justice, and impacts to disadvantaged communities.
- The State of Alabama has one Federally recognized Native American Tribe which resides on private property. Tribal coordination was not included in the statewide transportation planning process.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Daphne, ESMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City.

- Encourage the educational component of the Strategic Highway Safety Plan by broadening the list of stakeholders to include transportation safety educators, senior

citizen groups, bicycle organizations, motorcycle organizations, electric vehicle/scooter interest groups, and attorneys.

- Use feedback stakeholders provide to introduce safety and sensory features into roadway design and infrastructure.

Alabama Statewide Transportation Plan (2017)

Plan Overview

The Statewide Transportation Plan (SWTP) is a long-term strategy that addresses transportation needs for at least 20 years. The current update extends projections to 2040 and evaluates all transportation modes, including roadways, transit, and freight movement, through collaboration with various public and private entities.

Goals and Objectives

The SWTP aims to assess how well the state's transportation network meets public and business needs with a strong focus on roadways due to their significance for people and freight movement. Key goals include promoting safety, maintaining infrastructure, and fostering partnerships to enhance freight investments by:

- Promoting a safe and secure multimodal transportation network.
- Addressing public transportation needs across the state.
- Maintaining roadway infrastructure.
- Evaluating all transportation modes and freight/goods movement.
- Focusing on programs, policies and strategies that assist in the longer term goals and objectives.
- Building external and freight industry partnerships and efficiently maximizing freight investments.

Key Findings

The following are key findings that are relevant to transportation safety:

- Historical Crash Data: The document includes a review of historical crash data from 2011 to 2015, indicating trends and areas of concern related to traffic safety.
- Safety Measures: There is a specific focus on improving safety measures across the transportation network which includes strategies to reduce the frequency and severity of accidents.

- Intelligent Transportation Systems (ITS): The implementation of ITS is highlighted as a critical component for enhancing overall safety, enabling better traffic monitoring and management.
- Emergency Preparedness: The need for improved hurricane evacuation routes emphasizes the importance of safety in emergency situations, ensuring that communities can respond effectively to natural disasters.
- Public Input: The document emphasizes the importance of outreach and public input in identifying safety concerns and priorities in transportation planning, thereby enhancing community engagement in safety initiatives.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Daphne, ESMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City.

- Enhance roadway design with better signage and lighting.
- Increase funding for safety programs and public awareness campaigns.
- Invest in ITS for traffic monitoring and management.
- Conduct regular assessments of high-crash areas.
- Develop and update emergency response plans.
- Apply safety measures across all transportation modes.
- Strengthen law enforcement to deter unsafe driving behaviors.
- Engage communities in identifying safety issues.
- Integrate safety into all planning processes.
- Monitor and evaluate the effectiveness of safety initiatives.

Alabama Statewide Bicycle and Pedestrian Plan (2017)

Plan Overview

The Alabama Statewide Bicycle and Pedestrian Plan aims to promote bicycling and walking as viable transportation options across the state.

Goals and Objectives

Alabama's Statewide Bicycle and Pedestrian Plan goals include:

- Reducing crash numbers and severity over time
- Integrating pedestrian and bicycle safety into project prioritization
- Addressing bicycle and pedestrian needs in all project phases, maintenance, and preservation
- Providing training on pedestrian and bicycle facility planning and design
- Coordinating with local jurisdictions

Key Findings

The following are key findings that are relevant to transportation safety:

- Current policies and standards are foundational to the plan, shaping recommendations for safety, access, and economic development.
- Since 2010, USDOT and FHWA have issued guidance on safety and design flexibility.
- Pedestrian and bicycle crashes have generally increased in Alabama since 2009, with a 20% rise from 2011-2013 compared to the previous period. Despite this trend, Alabama has the lowest percentage of pedestrian and bicycle fatalities among southeastern states.
- In September 2014, USDOT emphasized pedestrian and bicycle safety, launching initiatives such as safety assessments, a Road Diet Guide, updated countermeasure systems, and strategic research agendas.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Daphne, ESMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City.

- Infrastructure Improvement: Develop and maintain dedicated bike lanes, sidewalks, and safe crossings.
- Safety Campaigns: Launch public awareness initiatives on bicycle and pedestrian safety.
- Policy Support: Advocate for policies prioritizing non-motorized transportation in urban planning.
- Data Collection: Improve methods to track incidents for data-driven decisions.

- Community Engagement: Involve communities to ensure infrastructure meets user needs.
- Training Programs: Offer training for cyclists and pedestrians on safe practices.
- Partnerships: Collaborate with other local governments, law enforcement, and advocacy groups to promote safety.

MPO Plans

Eastern Shore MPO Transportation Improvement Plan - FY 2024-2027 (2023)

Plan Overview

The Transportation Improvement Program (TIP) outlines priority transportation projects for design, construction, and related activities from fiscal years 2024 to 2027. Developed by ESMPO, which includes Spanish Fort, Daphne, Fairhope, Loxley, and parts of Baldwin County, the TIP incorporates requests from member governments and aligns with the 2045 Long Range Transportation Plan (LRTP). It identifies projects necessary to meet current and future travel needs in the region.

Goals and Objectives

The TIP adheres to the planning factors established by the Infrastructure Investment and Jobs Act (IIJA) of November 2021. These eight factors guide project development and include:

1. Supporting economic vitality and global competitiveness
2. Enhancing safety for all users
3. Improving security for transportation systems
4. Increasing mobility options for people and freight
5. Protecting the environment and promoting energy conservation
6. Enhancing connectivity across transportation modes
7. Promoting efficient management and operation of systems
8. Preserving the existing transportation infrastructure.

Key Findings

The following are key findings that are relevant to transportation safety.

- Representatives from the ESMPO, ALDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) are involved in the transportation planning process for the MPO.
- The Continuing, Cooperative, and Comprehensive (3-C) Planning Process, the ESMPO's Public Participation Plan (PPP), Long Range Transportation Plan (LRTP), and Transportation Improvement Plan (TIP) together comprise and define the project selection and prioritization process utilized by the MPO. The projects listed in the first year of the approved TIP are considered the highest priority. The TIP is updated every 2 years and may be amended every 6 months or as needed.
- MPO staff uses criteria in the TIP handbook to evaluate project applications. Elements include how projects will improve or address safety, congestion, public concerns, multimodal options, pedestrian and bicycle mobility, as well as practical issues such as project cost, local match proposed, traffic volumes impacted, and environmental justice issues.
- TIP projects are generally funded using an 80% federal/20% local match ratio. For a project to be considered for inclusion in the TIP, a commitment from the sponsoring agency to provide the required local matching funds is required.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Daphne, ESMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City.

- Review local transportation policies and ensure compliance with federal standards.
- Explore new grant opportunities to maximize funding.
- Combine current and previously unselected projects for comprehensive funding.
- Seek partnerships to secure local match funding for projects.
- Hold regular sessions to communicate TIP goals to potential sponsors.

Eastern Shore MPO 2045 Long Range Transportation Plan Amendment - Mobile River Bridge and Bayway Project (2022)

Plan Overview

The I-10 Mobile River Bridge and Bayway project aims to enhance the capacity of I-10 by constructing a new six-lane bridge over the Mobile River and expanding the Mobile Bay

capacity from four to six lanes. This project will begin in Mobile County and extend eastward into Baldwin County.

Goals and Objectives

The primary goal of the proposal is to increase the capacity of the I-10 Bayway to accommodate current and anticipated future traffic volumes.

Key Findings

The following are key findings that are relevant to transportation safety.

- In December 2021, ESMPO and Mobile MPO jointly sent a letter to ALDOT advocating for the project to be executed as a single initiative rather than through a phased approach. The letter outlined an acceptable framework and requested that ALDOT develop a project that aligns with this framework.
- The ESMPO's analysis of data and model outputs indicates that the proposed project will not disproportionately affect minority or low-income populations within the ESMPO Planning Area.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Daphne, ESMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City.

- Increase local community input during the project process.
- Consider reducing toll fees or providing toll-free options for travelers.

Eastern Shore MPO 2045 Long Range Transportation Plan (2021)

Plan Overview

The ESMPO Long Range Transportation Plan (LRTP) coordinates transportation planning for the urbanized areas along the Eastern Shore of Baldwin County. This plan outlines the transportation improvements needed over the next 25 years, extending to 2045. The LRTP follows the federal "3-C Planning Process," which is:

- Comprehensive: Including all transportation modes
- Cooperative: Involving a diverse range of stakeholders
- Continuous: Updated at least every five years

The 3-C planning process is essential for all Urbanized Areas. The LRTP is a key product of ESMPO alongside the Transportation Improvement Program (TIP) and the Unified Planning Work Program (UPWP).

Goals and Objectives

The 2045 ESMPO LRTP did not explicitly state Goals and Objectives for the plan. According to the plan, the general goals and objectives that have been considered in this planning process are:

Goal 1: Produce a clear, concise, user-friendly plan.

- Objective 1.1: Focus on maps and tables that clearly illustrate the data, assumptions, and results of the planning process
- Objective 1.2: Provide a concise, readable report, with technical details and documentation provided separately in appendices.
- Objective 1.3: Develop an executive summary of the plan that can be easily posted on websites and reproduced as a handout to provide an easily accessible and understandable version of the plan.

Goal 2: Effectively engage the public in the planning process, provide education regarding the MPO planning process for the region, and ensure that the plan is responsive to public input.

- Objective 2.1: Seek input from all residents of the region through printed questionnaires, booths at festivals and events, Facebook posts, on-line surveys, and public information meetings.
- Objective 2.2: Document public input and respond to public comments in developing the plan.

Goal 3: Develop effective strategies for maintaining and improving regional mobility for all modes and for freight within the anticipated funding levels.

- Objective 3.1: Identify existing and predicted future traffic congestion and develop strategies to mitigate and manage congestion that are consistent with available funding.
- Objective 3.2: Identify opportunities to improve mobility for non-automobile users and provide alternatives to automobile travel.
- Objective 3.3: Identify corridors with high truck traffic volumes and identify projects that will help to improve freight movement within and through the region.

Goal 4: Preserve the existing transportation system in a state of good repair, improve safety and operations, and support tourism in the region.

- Objective 4.1: Identify maintenance deficiencies in the transportation system and address these in the project evaluation process.
- Objective 4.2: Identify the types of facilities that have above average crash rates and identify roadway improvement projects that address areas with high numbers of crashes.
- Objective 4.3: Identify important tourism corridors and address these in the project evaluation process.

The ESMPO is dedicated to ensuring public participation in all transportation plans and programs. The MPO aims for the planning process to be open, accessible, transparent, inclusive, and responsive.

Key Findings

The following are key findings that are relevant to transportation safety.

- Public participation in the LRTP process was facilitated through the MPO's Public Participation Program to ensure all voices were heard.
- ALDOT has adopted Livability Principles and Indicators as sustainability metrics for future actions.
- The 2045 LRTP complies with the FAST Act (Fixing America's Surface Transportation Act) which encourages coordination with planning officials in related fields, such as growth, economic development, environmental protection, airport operations, and freight movement.
- The MPO will collaborate with agencies to identify mitigation measures if projects impact wetlands, endangered species, historic sites, hazardous waste areas, or other sensitive locations.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Daphne, ESMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City.

- Permanently protect important wetlands within or near the MPO study area.
- Increase flexibility in highway design, such as using narrow medians instead of "fifth lane" medians.

- Maintain the existing highway system in good condition, manage traffic congestion through intersection improvements and selective widening of congested segments, and enhance safety for all users by implementing minor improvements on two-lane highways projected for high traffic growth without severe congestion.

Eastern Shore MPO Public Transit Plan (2019)

Plan Overview

The ESMPO Public Transit Plan emphasizes improving public transit in the region.

Goals and Objectives

The plan goals are:

- Reduce traffic congestion.
- Provide transportation for the disabled or for those that are in temporary or permanent need.
- Help move people conveniently, efficiently, reliably, and safely.
- Increase ridership.

The plan objectives are:

- Identify barriers preventing citizens from using public transit.
- Explore strategies to encourage greater ridership.
- Assess the transportation needs of underserved populations.
- Incorporate public feedback on potential transportation improvements.
- Develop a public outreach campaign aimed at boosting ridership.

Key Findings

The following are key findings that are relevant to transportation safety.

- In 2012, the MPO designated the Baldwin Regional Area Transit System (BRATS) as the public transit provider for the Metropolitan Planning Area (MPA) serving all of Baldwin County. All BRATS services were evaluated in this plan.
- BRATS operates a demand-response service known as "Dial-a-Ride" or "Schedule a Ride," which includes the cities of Bay Minette, Daphne, Fairhope, and Foley in its City Zone Demand Response system.

- BRATS receives federal funding through 5311 Funds to support public transportation in rural areas, covering 80% of capital project costs, 50% of operating assistance, and 80% of non-fixed route services compliant with the Americans with Disabilities Act (ADA).
- The 5310 program, which enhances mobility for seniors and individuals with disabilities, provides formula funding to states to help nonprofit groups meet transportation needs when other services are unavailable. Funding is allocated based on population size. BRATS was not utilizing 5310 funds at the time of this plan.
- Public input was gathered through a transit survey conducted from May to July 2018 within the MPA.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Daphne, ESMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City.

- Coordinate with other transit systems across Alabama.
- Identify resources needed to enhance BRATS' technology.
- Ensure all BRATS stops are connected with sidewalks, multimodal paths, or trails for improved accessibility.

Eastern Shore MPO Bicycle and Pedestrian Transportation Concept (2015)

Plan Overview

The ESMPO Bicycle and Pedestrian Transportation Concept highlights cycling and walking as viable transportation choices. The plan aims to enhance safety for cyclists and pedestrians while ensuring smooth traffic flow for motorists.

Goals and Objectives

The plan identifies the following goals:

- Economic Vitality: Support the metropolitan area's economy by boosting productivity and efficiency.
- Safety: Increase safety for all users of the transportation system.
- Security: Enhance security for both motorized and non-motorized users.
- Accessibility: Improve mobility and accessibility for individuals and freight.

- Environmental Protection: Promote energy conservation, enhance quality of life, and align transportation initiatives with growth and development strategies.
- Connectivity: Improve integration and connectivity among various transportation modes.
- System Management: Promote efficient management and operation of the transportation system.
- Preservation: Maintain the existing transportation infrastructure.

Key Findings

The following are key findings that are relevant to transportation safety.

- Transportation plans must consider the needs of bicyclists and pedestrians, incorporating facilities in new and reconstructed projects unless explicitly prohibited.
- The Federal Highway Administration (FHWA) encourages regular accommodation of cyclists and pedestrians with rare exception.
- Advisory committees and public outreach have identified gaps in infrastructure and community concerns.
- Executive Order 12898 mandates environmental justice, ensuring that planning and project development do not disproportionately impact minority and low-income populations.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Daphne, ESMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City.

- Infrastructure Improvement: Develop and maintain dedicated bike lanes, sidewalks, and safe crossings.
- Safety Campaigns: Launch public awareness initiatives on bicycle and pedestrian safety.
- Policy Support: Advocate for policies prioritizing non-motorized transportation in urban planning.
- Data Collection: Improve tracking of incidents to support data-driven decisions.
- Community Engagement: Involve local communities to ensure infrastructure meets user needs.

- Training Programs: Offer training on safe practices for cyclists and pedestrians.
- Partnerships: Work with local governments, law enforcement, and advocacy groups to foster safety and awareness.

Local Plans

City of Daphne Transportation Improvement Plan (2024)

Plan Overview

This plan summarizes the findings of the recently completed Transportation Improvement Plan for the City of Daphne. Funding for this project was provided by ESMPO and the City of Daphne. The analysis examined existing and future traffic volumes at key intersections and identified geometric improvements to alleviate traffic congestion. Preliminary cost estimates for each recommended improvement are also included in the plan.

Goals and Objectives

The main purpose of this plan is to compile the findings of the Transportation Improvement Plan.

Key Findings

The following are key findings that are relevant to transportation safety.

- Parellel routes can reduce congestion and improve safety on key corridors.
- Safety can be improved through the addition of roundabouts and dedicated turn lanes.
- Access management techniques can be employed to improve safety by limiting where vehicles can enter and exit roadways.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Daphne, ESMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City.

- Increase public involvement in the planning process.
- Review local transportation policies to ensure compliance with federal standards.
- Explore new grant opportunities to maximize funding resources.
- Combine current and previously unselected projects for comprehensive funding.

- Seek partnerships to secure local match funding for projects.
- Hold regular sessions to communicate Transportation Improvement Plan goals to potential sponsors.

Envision Daphne 2042 Comprehensive City Plan (2024)

Plan Overview

Envision Daphne 2042 is a comprehensive plan aimed at guiding the City's long-term growth and development. Its goal is to shape Daphne's economy, development patterns, health, sustainability, resilience, and overall urban design.

Goals and Objectives

Daphne faces several future challenges including managing the environment, creating a balanced mobility network, expanding city limits, and implementing best practices in development and community design. Envision Daphne 2042 aims to understand these challenges, explore the City's potential, and establish a plan for managing and guiding future growth.

Key Findings

The following are key findings that are relevant to transportation safety.

- Build-Out Analysis: A critical aspect of analyzing development patterns is the assessment of build-out potential. This analysis projects future growth and its impacts, helping to align development with the community vision. Daphne's analysis indicates the City can accommodate over 17,000 additional residents, more than 8 million square feet of commercial space, and 750,000 square feet of industrial space.
- Market Analysis: The market analysis for Daphne evaluates local and regional demographic, housing, employment, and commercial data to gain insights into existing market conditions and future development potential.
- Complete Streets Resolution: Adopted in 2009, this resolution aims to create streets that serve all users (including children, seniors, and individuals with disabilities) across all modes of transportation (walking, biking, driving, transit, and goods movement). Recent developments include new walking and biking facilities, such as the sidepath on Whispering Pines Road and sidewalks in Lake Forest.
- Future Mobility Principles: Daphne's future mobility system is based on four principles including connectivity, complete streets, green infrastructure, and traffic

calming. These principles will guide the development of the future street network, as well as pedestrian and bike facilities, blueways, and transit options.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Daphne, ESMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City.

- Encourage Mixed-Use Development: Facilitate mixed-use and neighborhood commercial developments to improve residents' access to daily needs and their ability to bike, walk, or drive shorter distances.
- Align Annual Work Programs: Use this plan as a foundation for organizing the annual work programs of local departments, boards, and agencies to help achieve the goals and objectives outlined in the plan.

Americans with Disabilities Act Transition Plan for the City of Daphne (2016)

Plan Overview

The purpose of this ADA Transition Plan is to provide accessibility for Daphne residents who may have limited access due to disabilities.

Goals and Objectives

The primary goal of this plan is to adhere to ADA guidelines and ensure that all facilities are accessible to individuals with disabilities.

Key Findings

The following are key findings that are relevant to transportation safety.

- The Architectural and Transportation Barriers Compliance Board (Access Board) has proposed Accessibility Guidelines for the Design, Construction, and Alteration of Pedestrian Facilities in the Public Right-of-Way (PROWAG). These guidelines ensure that sidewalks, pedestrian crossings, signals, and other facilities in the public right-of-way are accessible and usable by individuals with disabilities.
- Public participation and grievance notification are crucial components of this Transition Plan. The community is encouraged to learn about and provide feedback on the City's efforts to comply with ADA and PROWAG requirements during Public Works committee meetings and regular City Council sessions.

- The City has conducted a self-evaluation and gathered data on existing access throughout the city. This inventory identifies areas with limited access that may not meet ADA and PROWAG standards.

Recommendations for Transportation Safety

Increasing public involvement is a key recommendation for improved collaboration among the City of Daphne, ESMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City.

Appendix B: Outreach Documentation Round 1

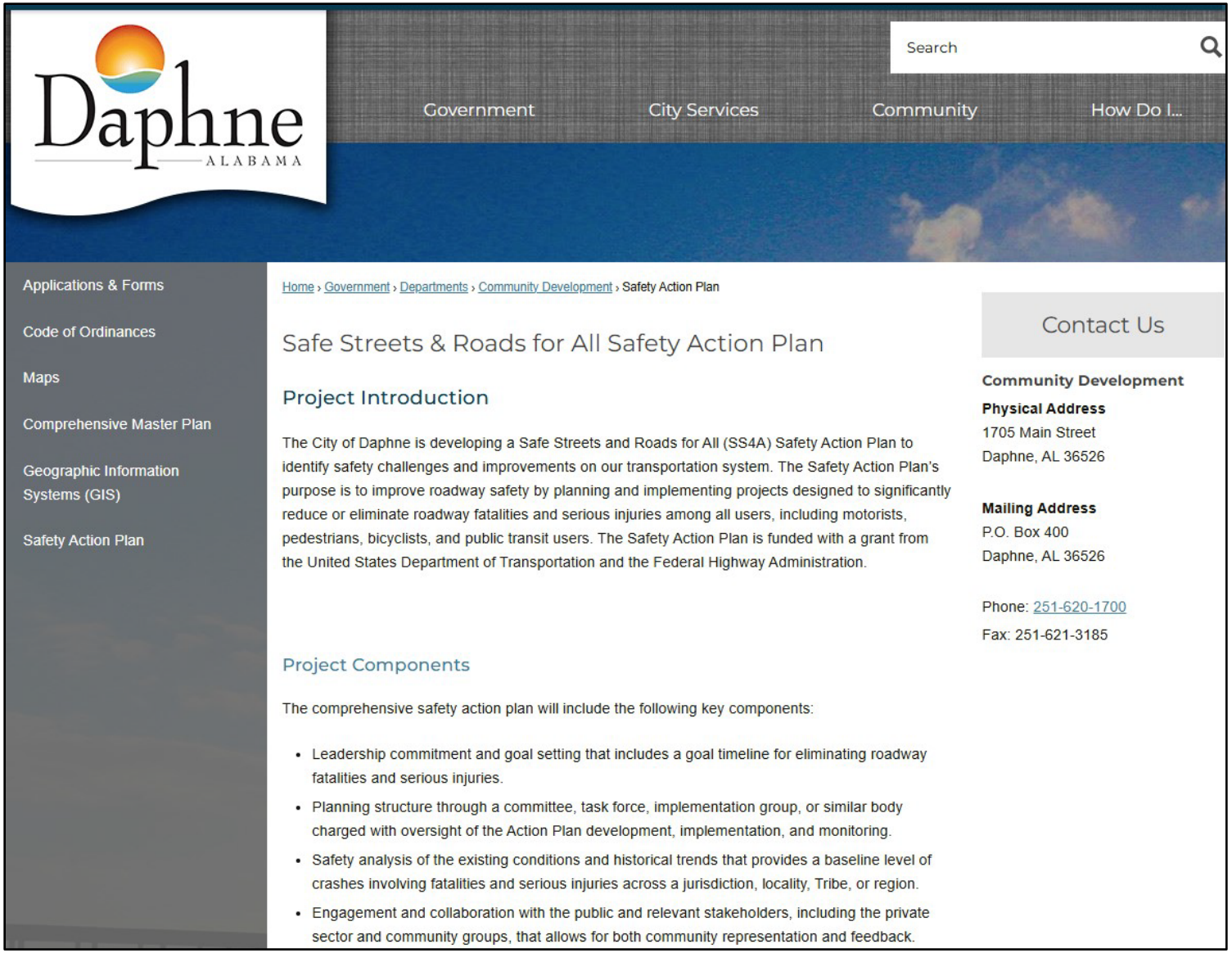
Webpage Content

Survey Slides

Stakeholder Presentation

Public Outreach Posters

Webpage Content



Daphne
ALABAMA

Search

Government | City Services | Community | How Do I...

- Applications & Forms
- Code of Ordinances
- Maps
- Comprehensive Master Plan
- Geographic Information Systems (GIS)
- Safety Action Plan

Home › Government › Departments › Community Development › Safety Action Plan

Safe Streets & Roads for All Safety Action Plan

Project Introduction

The City of Daphne is developing a Safe Streets and Roads for All (SS4A) Safety Action Plan to identify safety challenges and improvements on our transportation system. The Safety Action Plan's purpose is to improve roadway safety by planning and implementing projects designed to significantly reduce or eliminate roadway fatalities and serious injuries among all users, including motorists, pedestrians, bicyclists, and public transit users. The Safety Action Plan is funded with a grant from the United States Department of Transportation and the Federal Highway Administration.

Project Components

The comprehensive safety action plan will include the following key components:

- Leadership commitment and goal setting that includes a goal timeline for eliminating roadway fatalities and serious injuries.
- Planning structure through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
- Safety analysis of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.
- Engagement and collaboration with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.

Contact Us

Community Development

Physical Address
1705 Main Street
Daphne, AL 36526

Mailing Address
P.O. Box 400
Daphne, AL 36526

Phone: 251-620-1700
Fax: 251-621-3185

- Equity considerations developed through a plan using inclusive and representative processes.
- Policy and process changes that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- Strategy and project selections that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan.
- Progress and transparency methods that measure progress over time after an Action Plan is developed or updated, including outcome data.

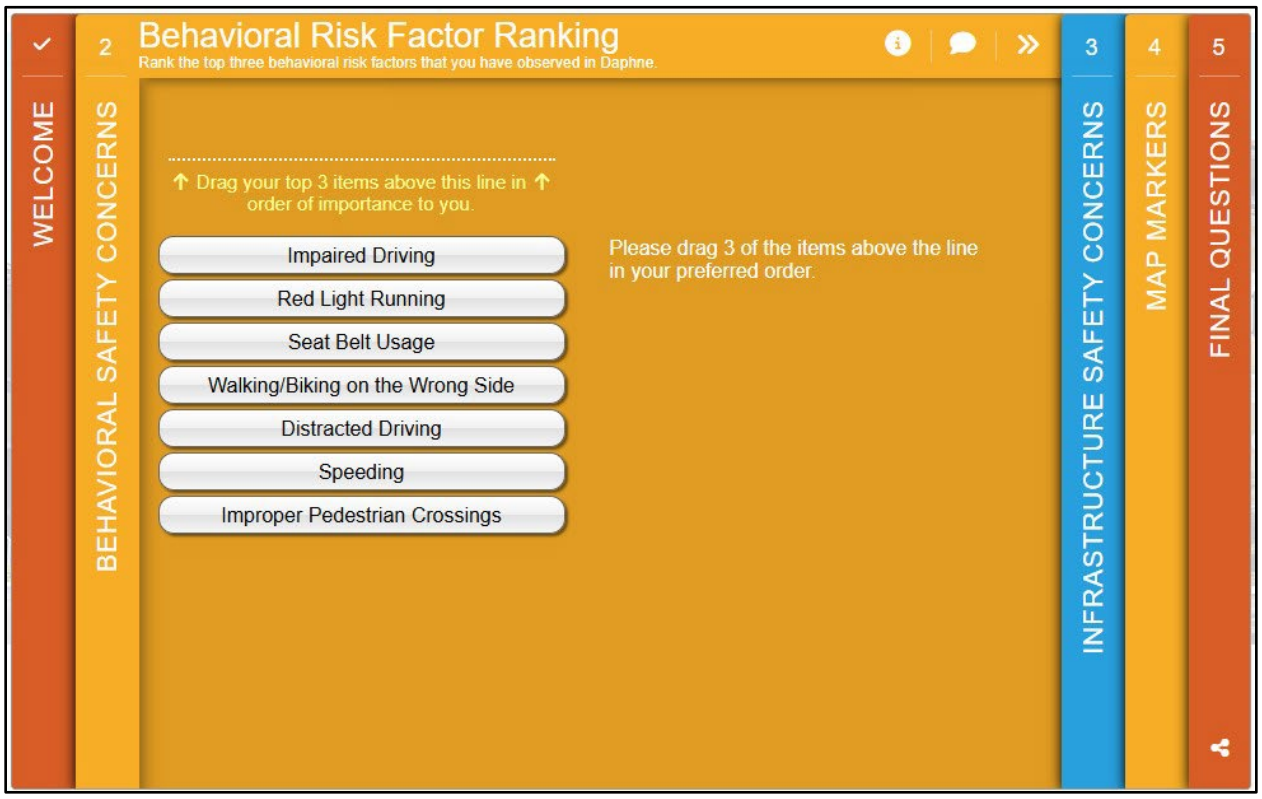
Vision Zero

Roadway fatalities are increasing every year in the United States. The goal of Vision Zero is to eliminate roadway fatalities and serious injuries. The City of Daphne's Safety Action Plan will look at the City through the lens of the Safe System Approach. The Safe System Approach works by building and reinforcing multiple layers of protection to both prevent crashes from occurring and minimize the harm caused to those involved when crashes do occur. This approach is a shift from a conventional safety approach because it focuses on both human mistakes and human vulnerability and designs a system with many redundancies in place to protect everyone.

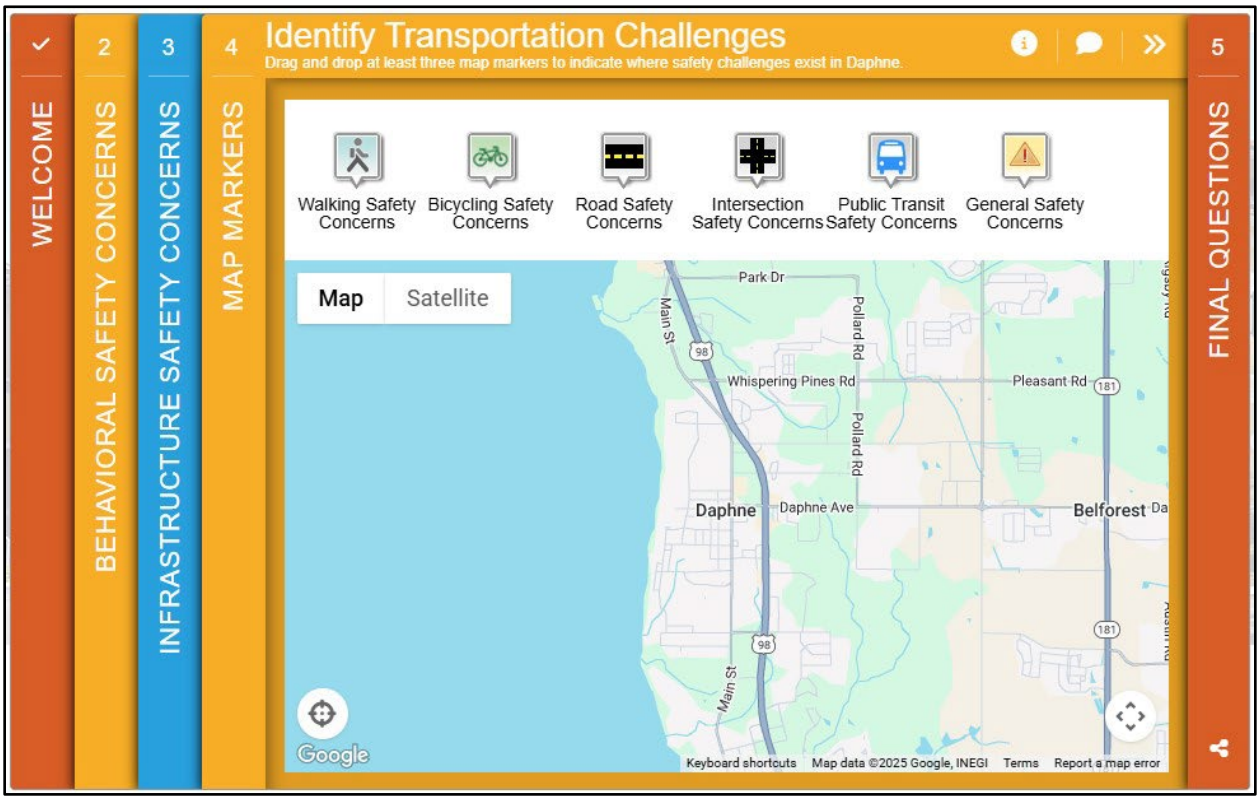
A diagram of a safe system approachDescription automatically generated

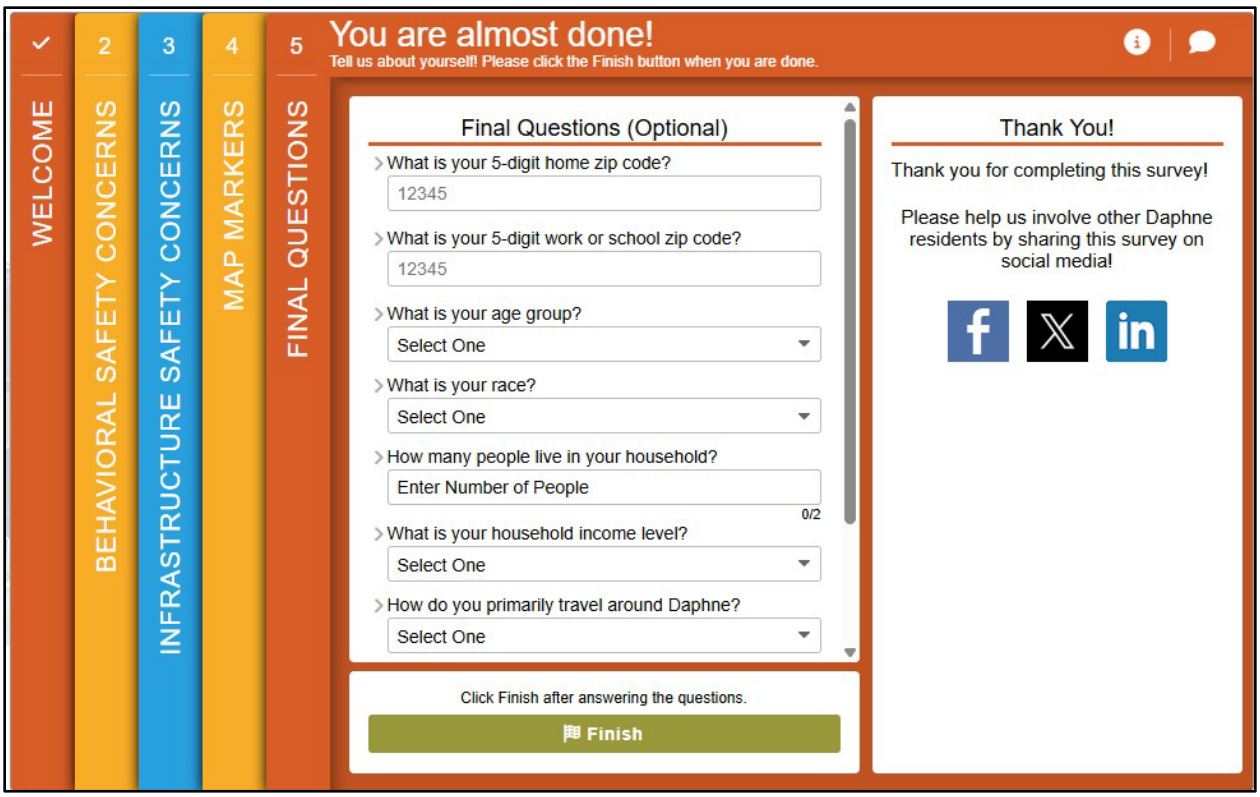
A white and orange text with blue and black textDescription automatically generated with medium confidence

Survey Slides

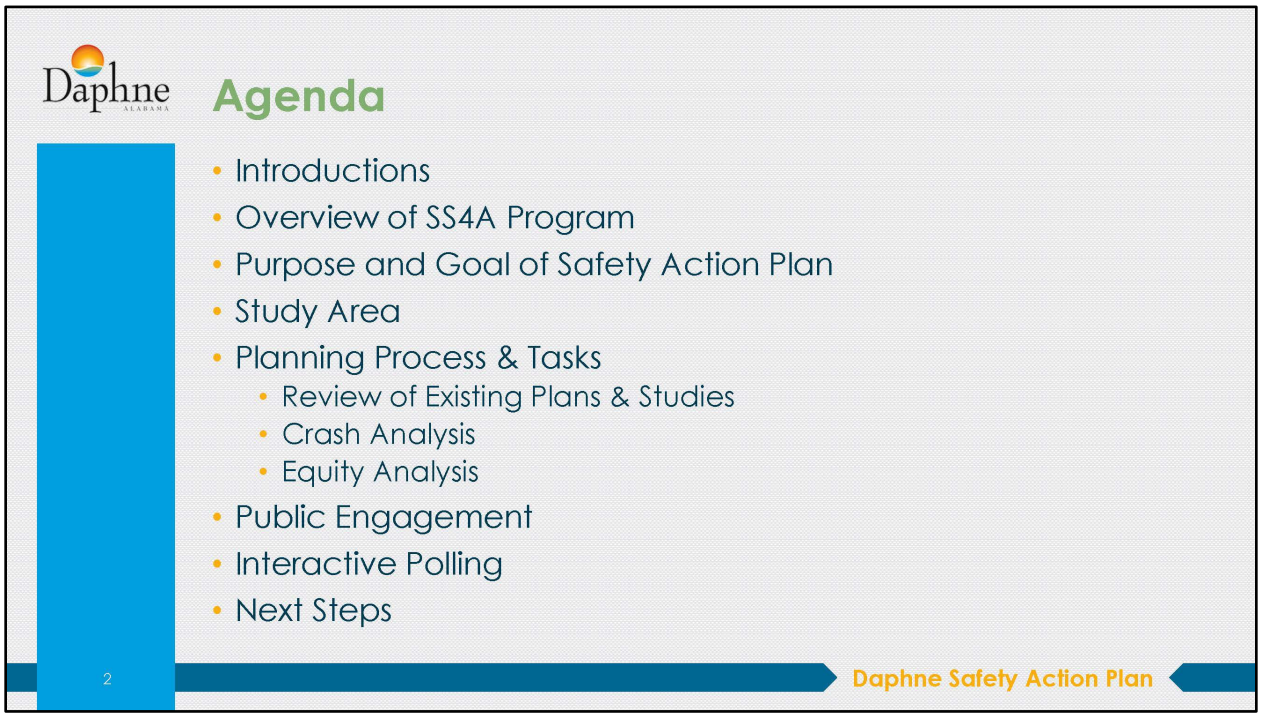



WELCOME
2
BEHAVIORAL SAFETY CONCERNS
3
INFRASTRUCTURE SAFETY CONCERNS
Infrastructure Risk Factor Ranking
Rank the top five infrastructure risk factors that you have observed in Daphne.
4
MAP MARKERS
5
FINAL QUESTIONS
↑ Drag your top 5 items above this line in ↑ order of importance to you.
Emergency Response Time
Lack of Public Transportation
Lack of Roadway Lighting
Lack of System Connectivity
Lack of Bicycle Infrastructure
Inadequate Law Enforcement
Unsafe Intersections
Poor Roadway Design
Lack of Pedestrian Infrastructure
Please drag 5 of the items above the line in your preferred order.


WELCOME
2
BEHAVIORAL SAFETY CONCERNS
3
INFRASTRUCTURE SAFETY CONCERNS
4
MAP MARKERS
Identify Transportation Challenges
Drag and drop at least three map markers to indicate where safety challenges exist in Daphne.
5
FINAL QUESTIONS
Walking Safety Concerns
Bicycling Safety Concerns
Road Safety Concerns
Intersection Safety Concerns
Public Transit Safety Concerns
General Safety Concerns
Map
Satellite
Park Dr
Main St
Pollard Rd
Whispering Pines Rd
Pleasant Rd
Daphne
Daphne Ave
Belforest
Google
Keyboard shortcuts
Map data ©2025 Google, INEGI
Terms
Report a map error

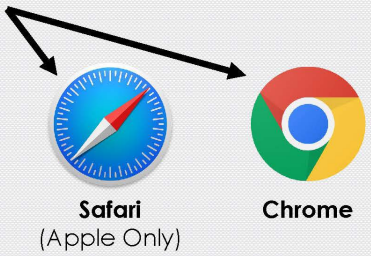

WELCOME
2
BEHAVIORAL SAFETY CONCERNS
3
INFRASTRUCTURE SAFETY CONCERNS
4
MAP MARKERS
5
FINAL QUESTIONS
You are almost done!
Tell us about yourself! Please click the Finish button when you are done.
Final Questions (Optional)
What is your 5-digit home zip code?
12345
What is your 5-digit work or school zip code?
12345
What is your age group?
Select One
What is your race?
Select One
How many people live in your household?
Enter Number of People
0/2
What is your household income level?
Select One
How do you primarily travel around Daphne?
Select One
Click Finish after answering the questions.
Finish
Thank You!
Thank you for completing this survey!
Please help us involve other Daphne residents by sharing this survey on social media!

Stakeholder Presentation

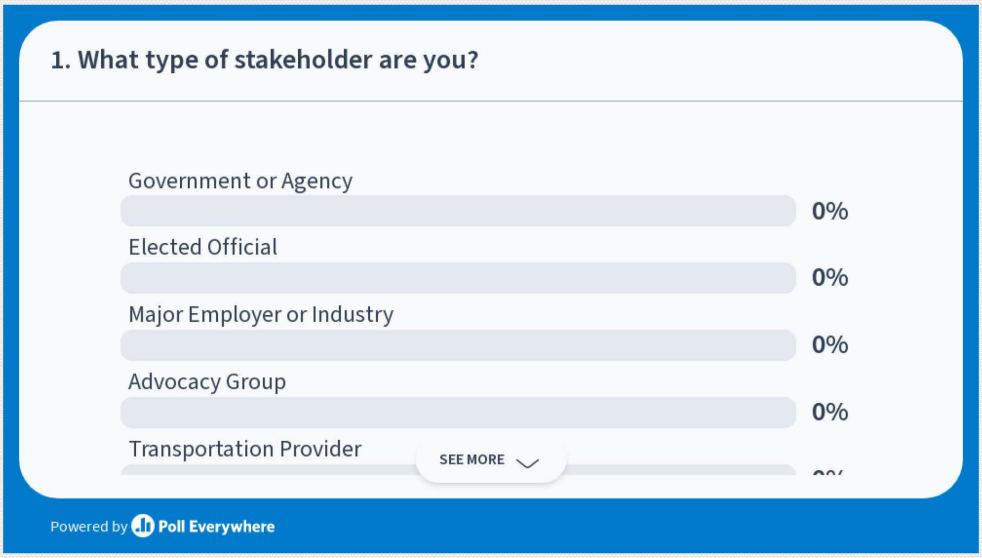


Interactive Polling

1. Open internet browser on phone
2. Go to **PollEv.com**
3. Enter **ss4a**



3 Daphne Safety Action Plan



4 Daphne Safety Action Plan

Overview of SS4A Program

- $5 Billion over 5 years (2022 - 2026)
- Funds regional and local initiatives to prevent roadway deaths and serious injuries
- Grant types:
  - **Planning and Demonstration Grants** to develop, complete, or supplement a comprehensive Safety Action Plan
  - **Implementation Grants** to implement projects and strategies identified in a Safety Action Plan
    - Infrastructure, behavioral, and/or operational projects
    - Demonstration activities, supplemental planning, and project-level planning, design, and development
    - Eligible Safety Action Plan required prior to application

Purpose and Goal of Safety Action Plan

Purpose

- Meet Federal requirements
- Prioritize safety improvements
- Justify investment decisions
- Communicate with stakeholders
- Access funding opportunities

Goal

- To develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries

Study Area

7

Daphne Safety Action Plan

Planning Process

8

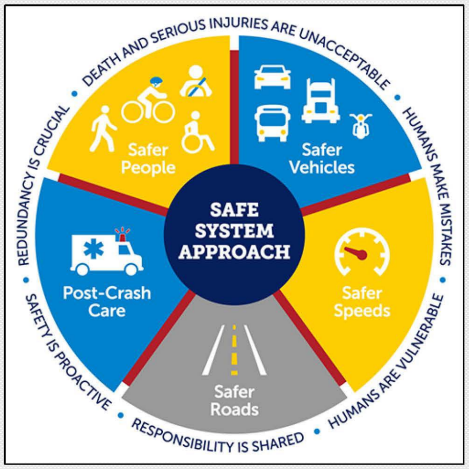
Daphne Safety Action Plan

Planning Process – Timeline

- Notice to Proceed: October 24, 2024
- Kickoff Meeting: October 31, 2024
- Steering Committee Kickoff Meeting: November 22, 2024
- Public Engagement: December 2024 / January 2025
- Draft Plan: May 2025
- Public Review of Draft Plan: May/June 2025
- Final Plan: July 2025

9 Daphne Safety Action Plan

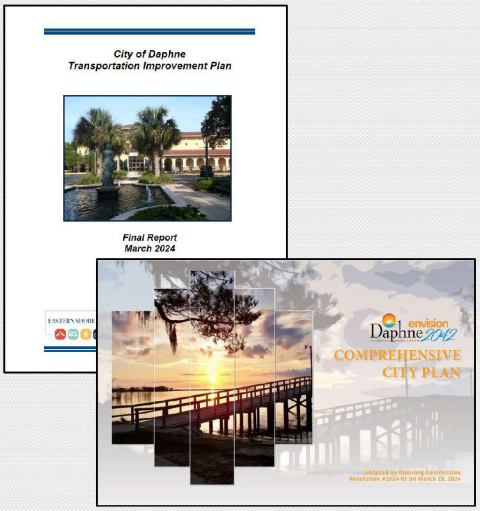
Planning Process – Safe System Approach



10 Daphne Safety Action Plan

Review of Existing Plans & Studies

- Planned or Approved Projects with Safety Components
- Existing Plans & Policies
  - City Code
  - Land Use and Development Ordinance
  - Complete Streets Policy
  - Transportation Improvement Plan
  - Comprehensive City Plan
  - Bicycle & Pedestrian Plan
  - Road Safety Audit Reports



11 Daphne Safety Action Plan

Crash Analysis

Crash Data (2017 - 2023)

- Fatalities
- Suspected Serious Injuries
- Crashes Involving Bicycles
- Crashes Involving Pedestrians

CARE

12 Daphne Safety Action Plan

Equity Analysis

- Plan development is inclusive and representative
- Analysis includes:
  - Identification of underserved communities
    - Transportation Disadvantaged Communities
    - Areas of Persistent Poverty
    - Environmental Justice Communities
  - Safety in underserved communities vs. rest of the study area
  - Equity impact assessments of the proposed projects and strategies

13 Daphne Safety Action Plan

Public Engagement

ROUND 1: LISTENING AND LEARNING

Introduce the planning process and seek input on the community's goals, needs and priorities.

ROUND 2: REVIEWING THE DRAFT PLAN

Present an updated summary of findings and public input and seek input on the Draft Plan.

14 Daphne Safety Action Plan

Public Engagement

Round 1

- Online Survey
  - https://metroquestsurvey.com/sy38g
  - December 2nd – January 13th
- Public Popup Events
  - Christmas Parade – December 7th
  - "Snow" & Movie Night in the Park – December 13th
- Virtual Stakeholder Workshops
  - December 11th at 10:00 PM
  - December 18th at 2:00 PM

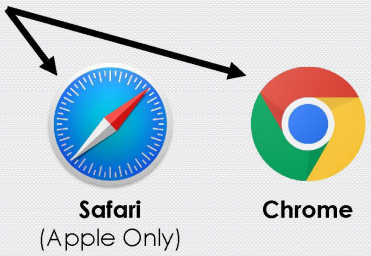
Public Engagement

Round 2

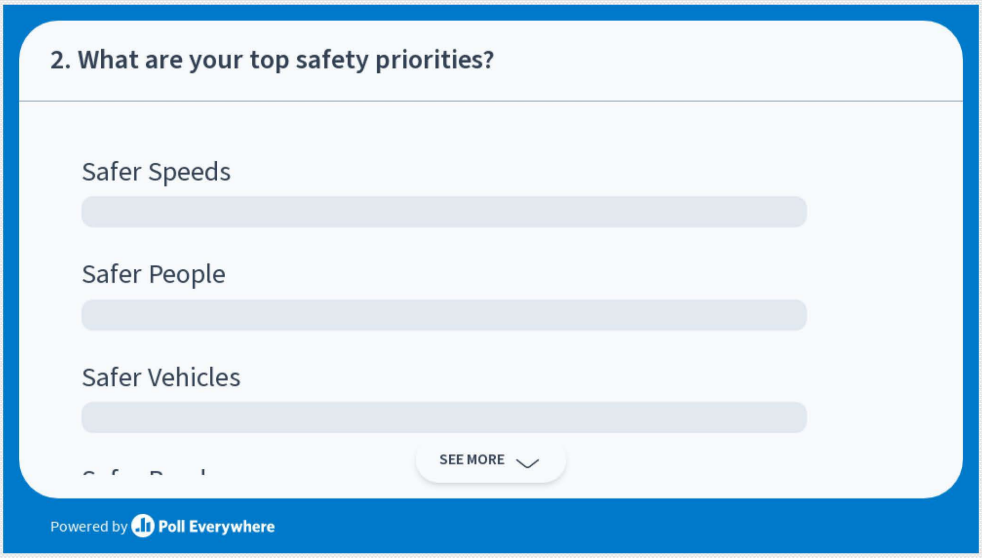
- Draft Plan Available for Review and Comment
- Virtual Stakeholder Presentations
- Public Popup Events (if needed)

Interactive Polling

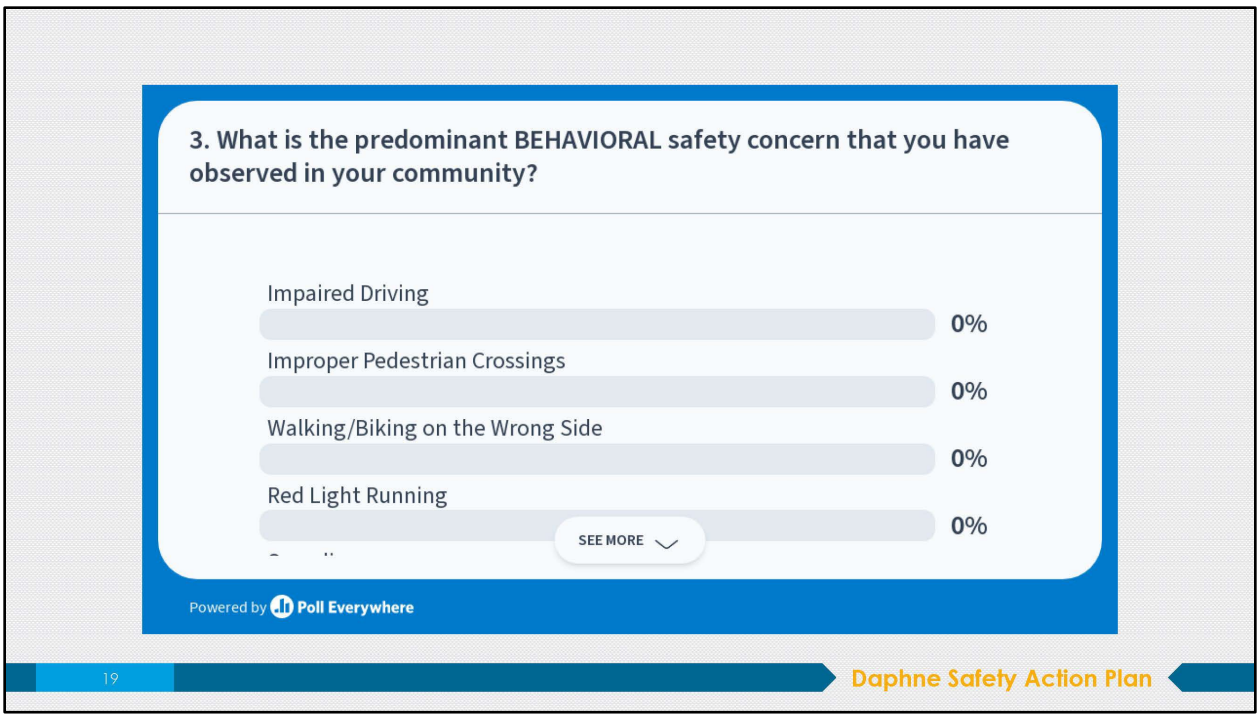
1. Open internet browser on phone
2. Go to **PollEv.com**
3. Enter **ss4a**

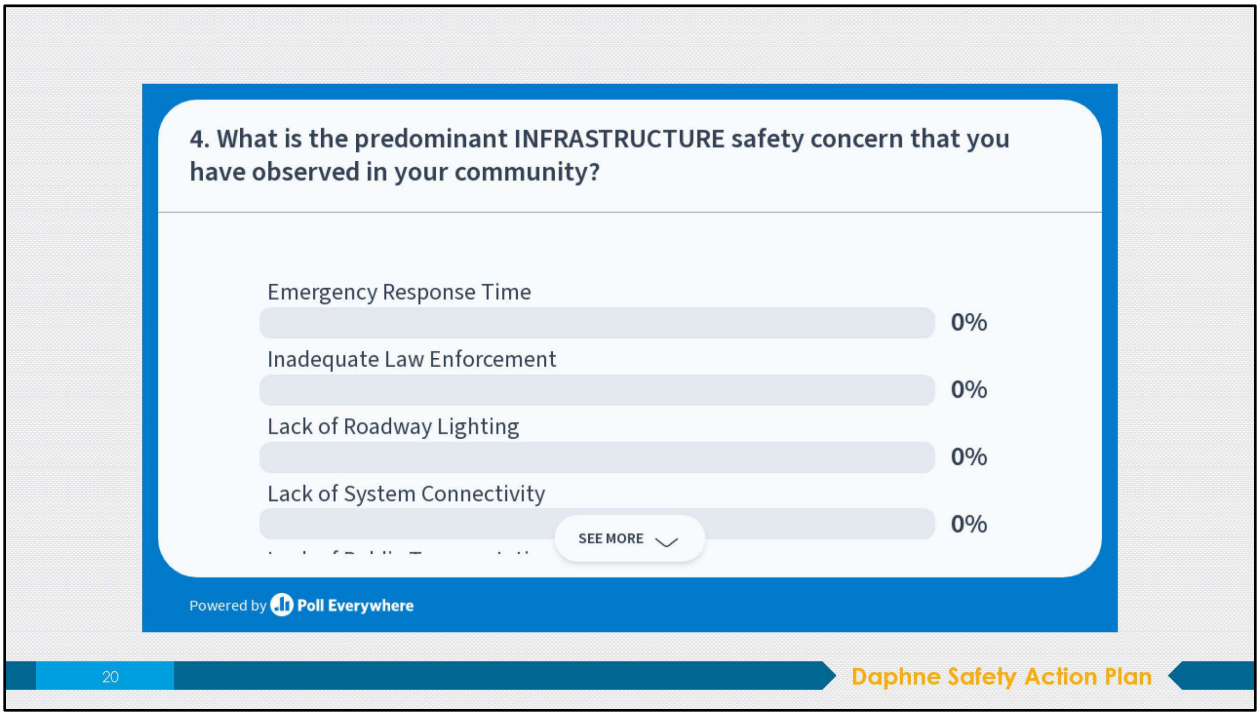


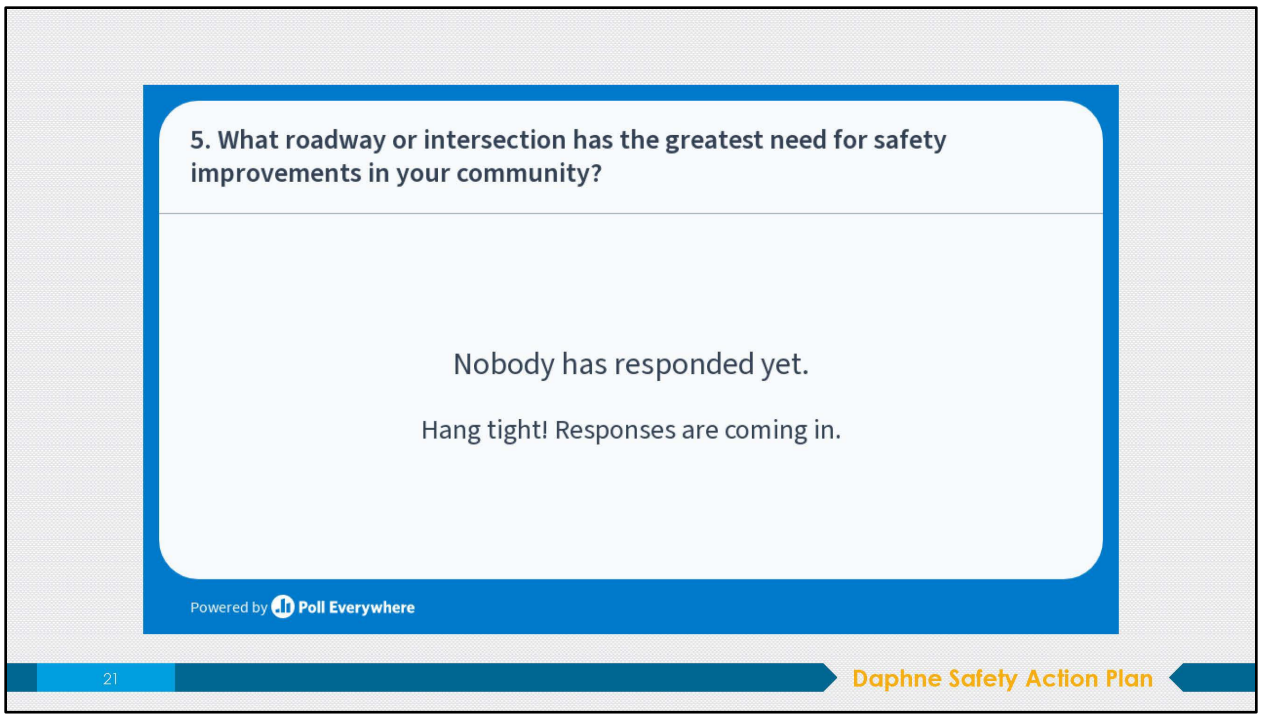
17 Daphne Safety Action Plan

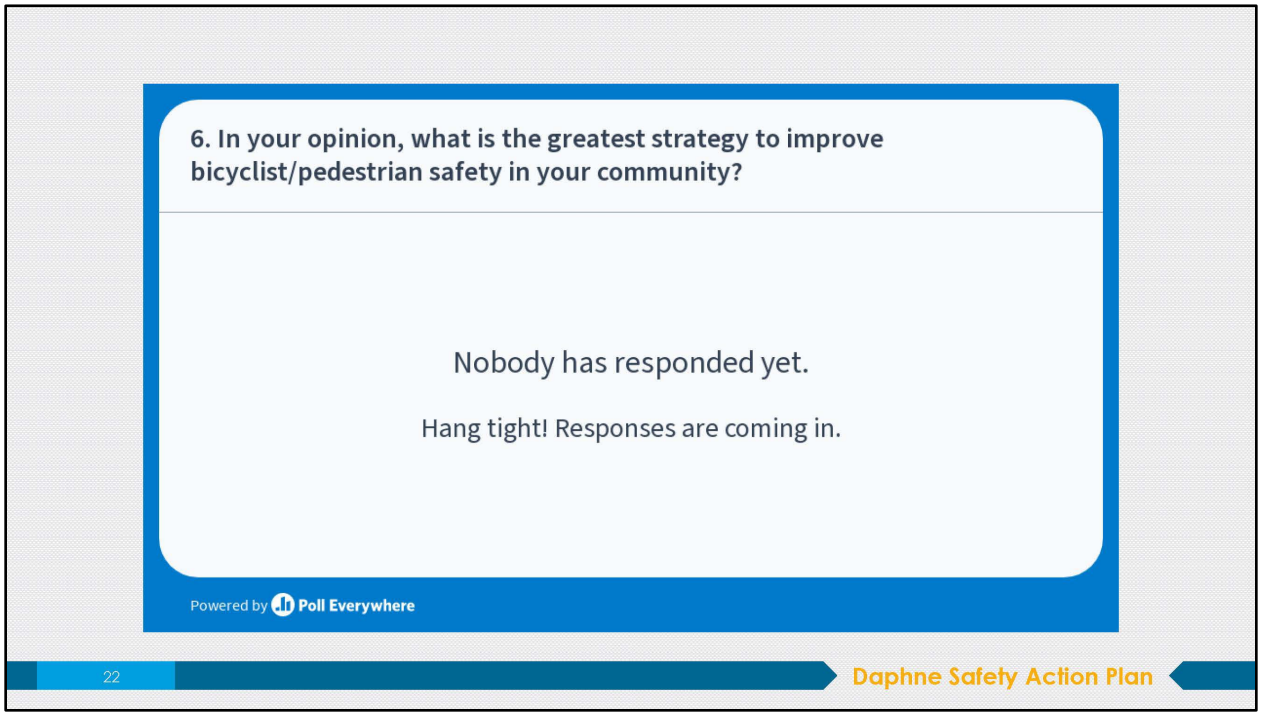


18 Daphne Safety Action Plan


3. What is the predominant BEHAVIORAL safety concern that you have observed in your community?
Impaired Driving
0%
Improper Pedestrian Crossings
0%
Walking/Biking on the Wrong Side
0%
Red Light Running
0%
SEE MORE
Powered by Poll Everywhere
19
Daphne Safety Action Plan


4. What is the predominant INFRASTRUCTURE safety concern that you have observed in your community?
Emergency Response Time
0%
Inadequate Law Enforcement
0%
Lack of Roadway Lighting
0%
Lack of System Connectivity
0%
SEE MORE
Powered by Poll Everywhere
20
Daphne Safety Action Plan


5. What roadway or intersection has the greatest need for safety improvements in your community?
Nobody has responded yet.
Hang tight! Responses are coming in.
Powered by Poll Everywhere
21
Daphne Safety Action Plan

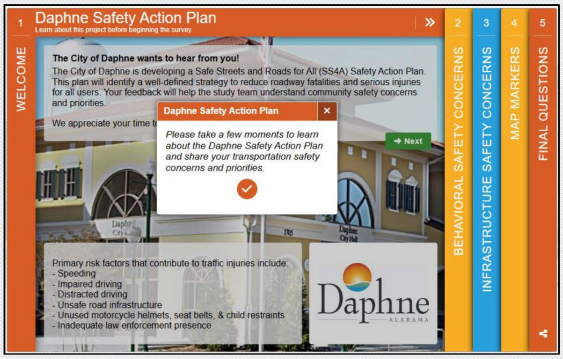

6. In your opinion, what is the greatest strategy to improve bicyclist/pedestrian safety in your community?
Nobody has responded yet.
Hang tight! Responses are coming in.
Powered by Poll Everywhere
22
Daphne Safety Action Plan

Next Steps

- Round 1 of Public Engagement
  - Online Survey
  - Public Popup Events
  - Virtual Stakeholder Workshops
- Review of Existing Plans & Studies
- Crash Data Analysis
- Equity Analysis

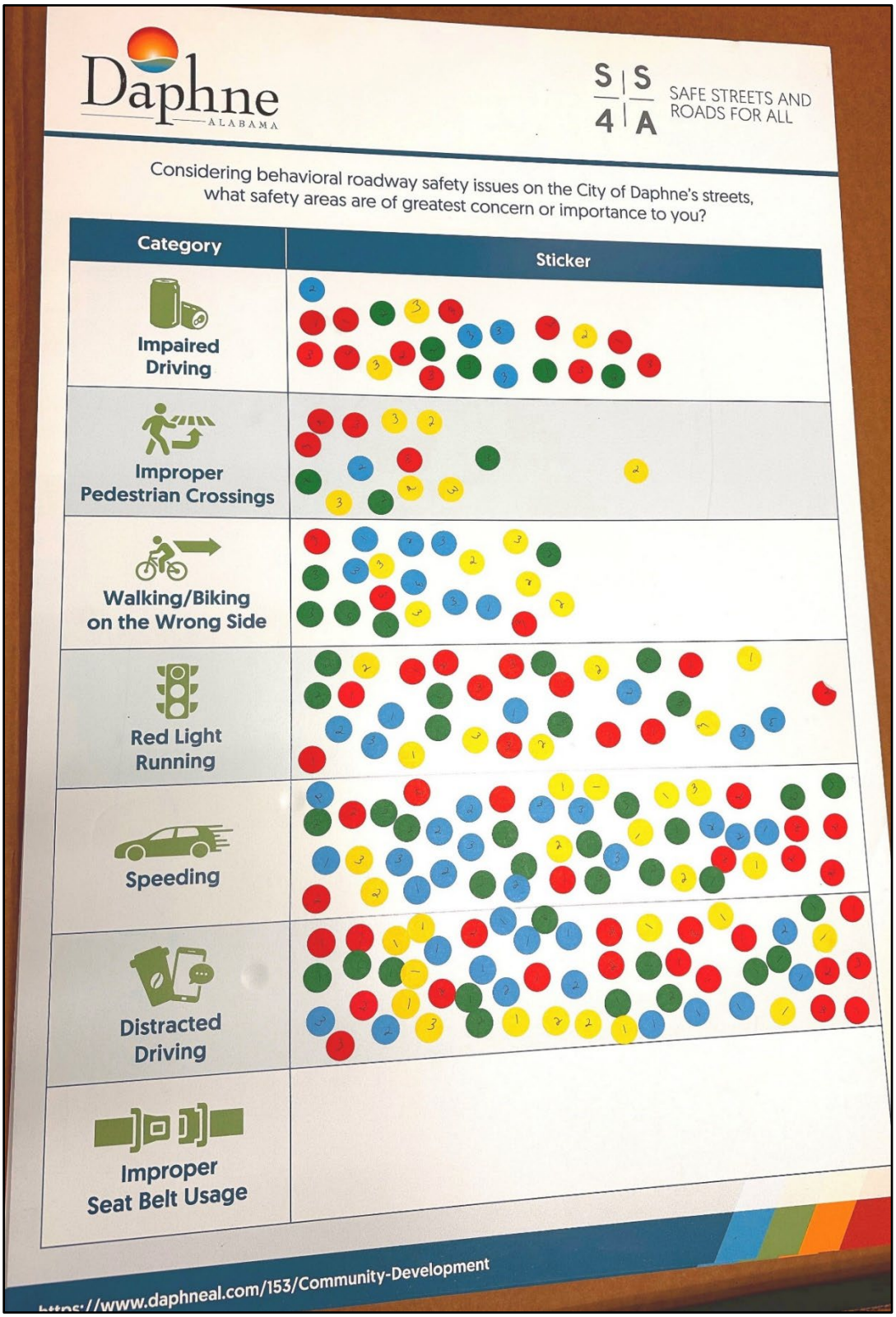
How Can You Help?

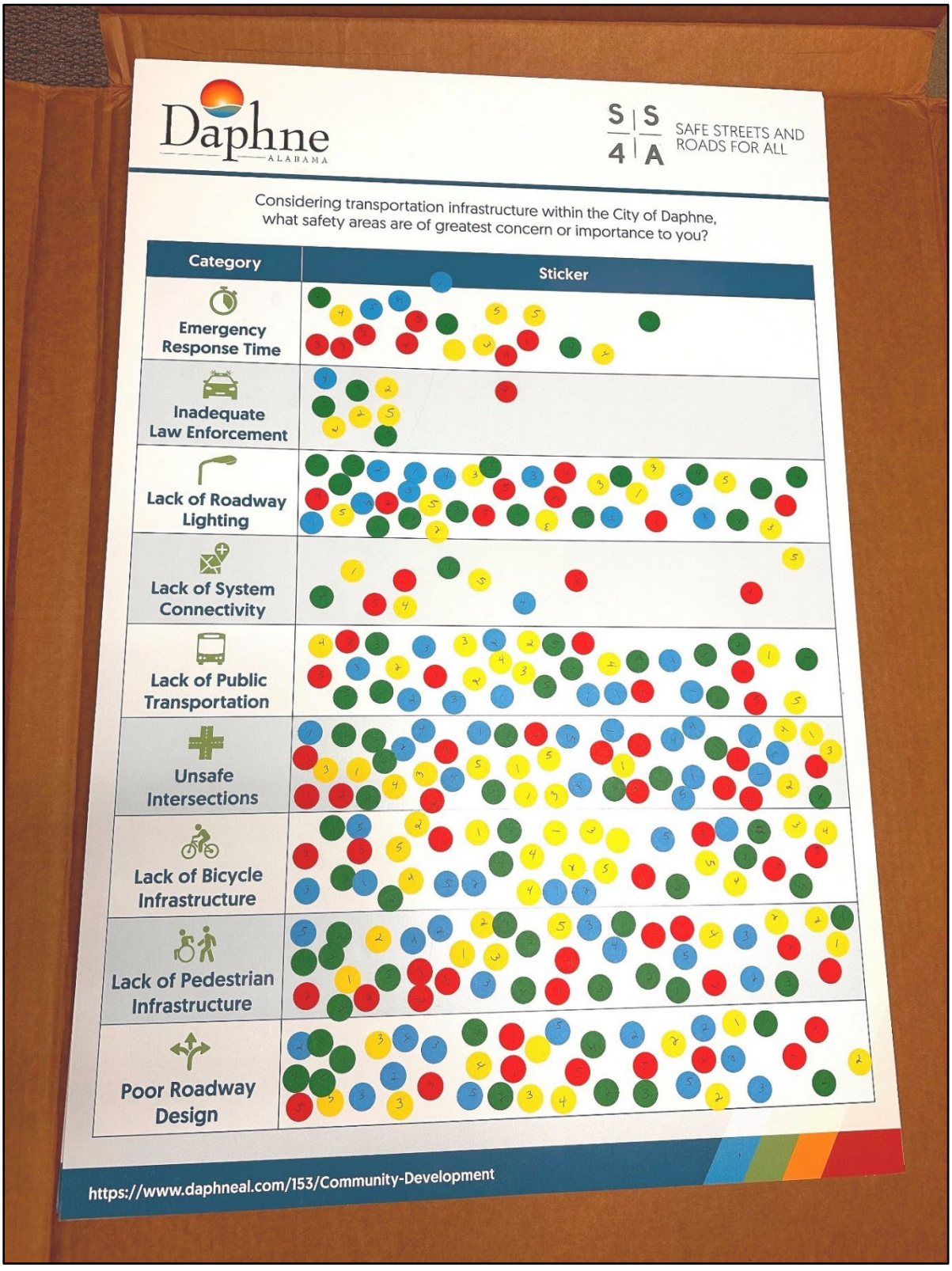
- Take the survey!
- Share the survey link with colleagues (https://metroquestsurvey.com/sy38g)

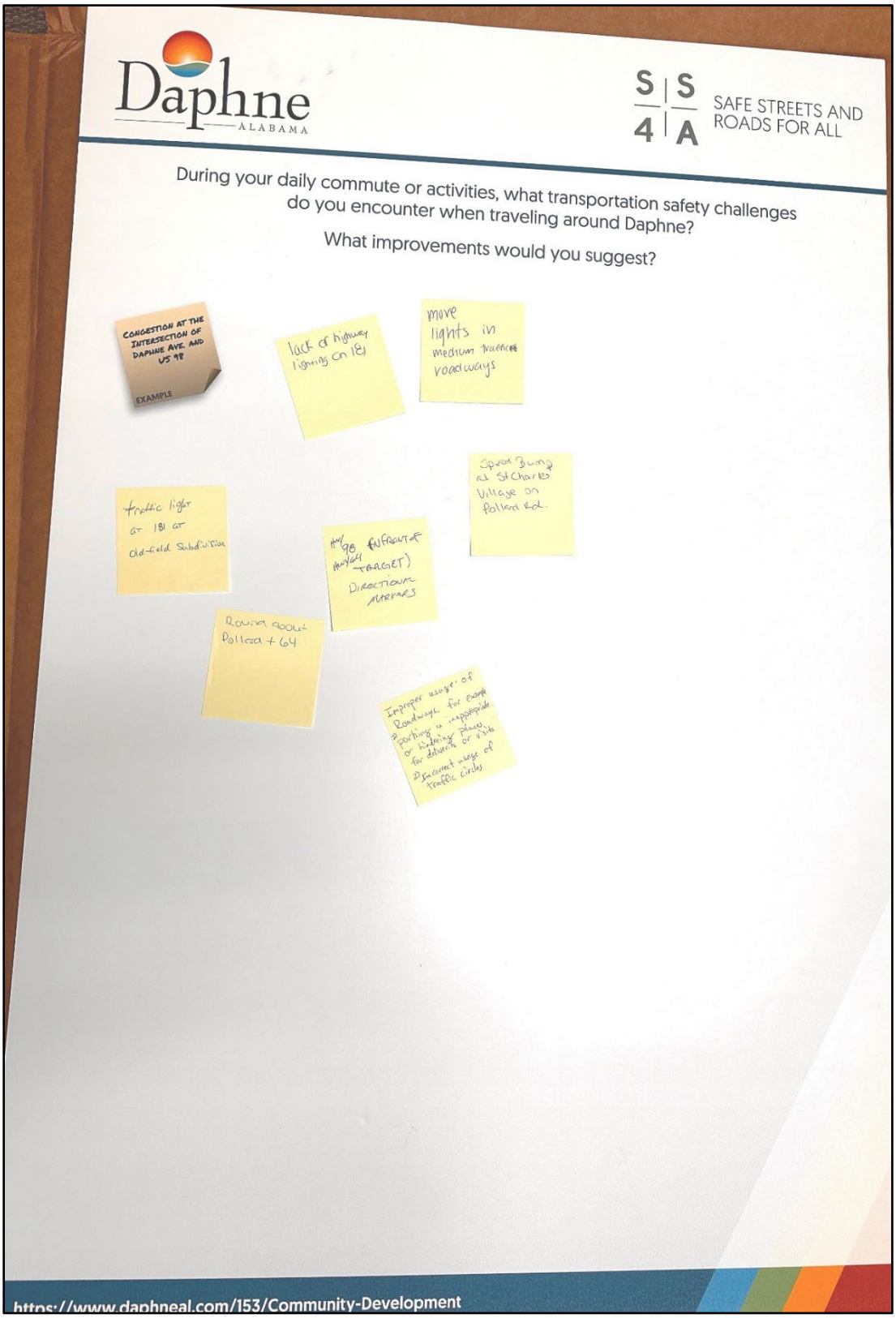



Daphne
ALABAMA
S|S
4|A
SAFETY ACTION PLAN
Safe Streets and Roads for All
Project Contacts
Becky Rogers
Senior Project Manager
becky.rogers@neel-schaffer.com
Vijay Kunada
Senior Vice President
vijay.kunada@neel-schaffer.com
25

Public Outreach Posters


Daphne
ALABAMA
S4S
SAFE STREETS AND ROADS FOR ALL
Considering behavioral roadway safety issues on the City of Daphne's streets, what safety areas are of greatest concern or importance to you?
Category
Sticker
Impaired Driving
Improper Pedestrian Crossings
Walking/Biking on the Wrong Side
Red Light Running
Speeding
Distracted Driving
Improper Seat Belt Usage
https://www.daphneal.com/153/Community-Development


Daphne
ALABAMA
S4S
SAFE STREETS AND ROADS FOR ALL
Considering transportation infrastructure within the City of Daphne, what safety areas are of greatest concern or importance to you?
Category
Sticker
Emergency Response Time
Inadequate Law Enforcement
Lack of Roadway Lighting
Lack of System Connectivity
Lack of Public Transportation
Unsafe Intersections
Lack of Bicycle Infrastructure
Lack of Pedestrian Infrastructure
Poor Roadway Design
https://www.daphneal.com/153/Community-Development


Daphne
ALABAMA
S|S
4|A
SAFE STREETS AND ROADS FOR ALL
During your daily commute or activities, what transportation safety challenges do you encounter when traveling around Daphne?
What improvements would you suggest?
CONGESTION AT THE INTERSECTION OF DAPHNE AVE. AND US 98
EXAMPLE
lack of highway lighting on 181
more lights in medium traffic roadways
traffic light at 181 at Old-field Subdivision
Speed Bump at St Charles Village on Pollard Rd.
Hwy 98 (infront of Target) Directional Arrows
Round about Pollard + 64
Improper usage of Roadways, for example parking in inappropriate or blocking places for deliverys or visits
2) Incorrect usage of traffic circles
https://www.daphneal.com/153/Community-Development

Appendix C: Outreach Documentation Round 2

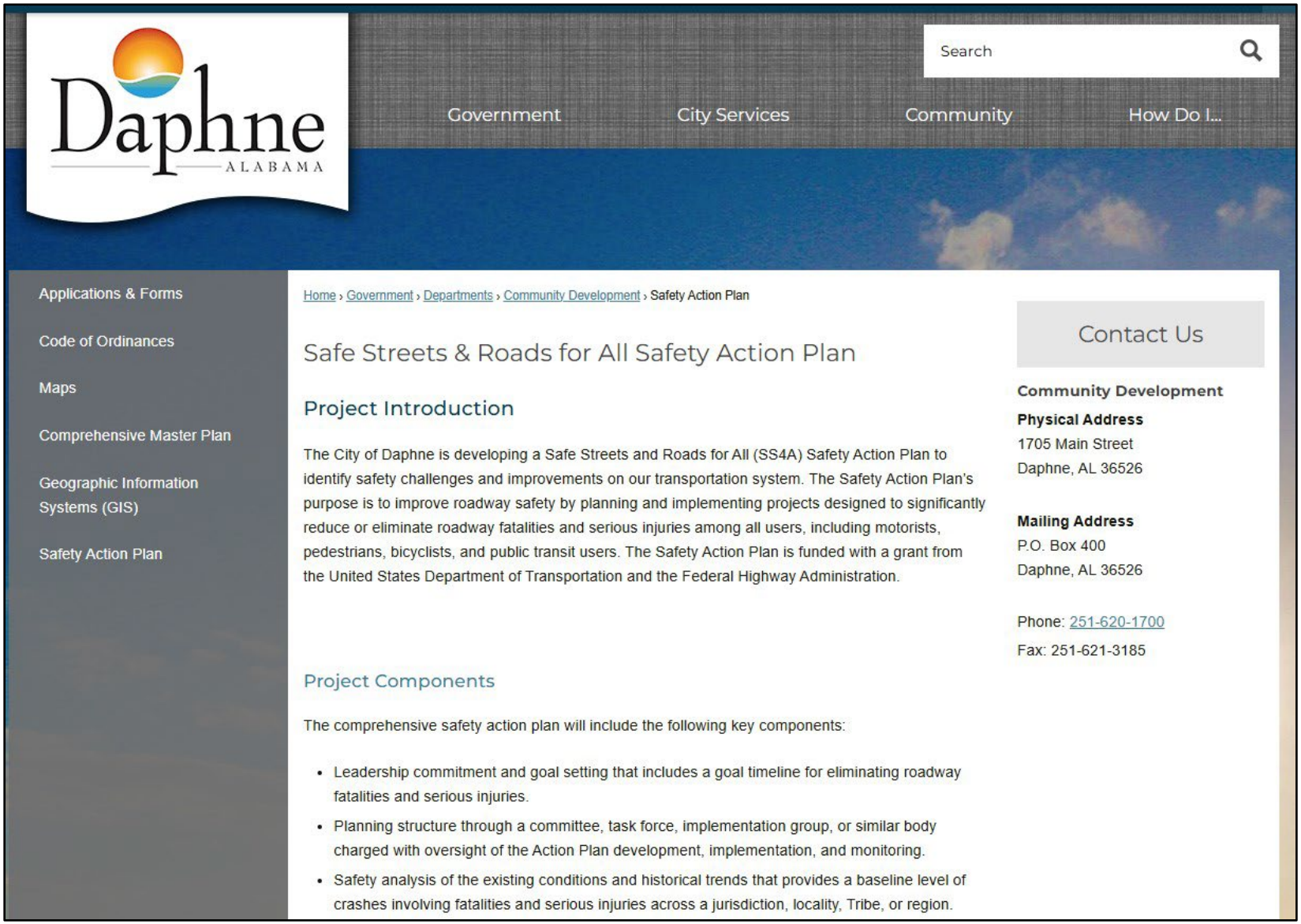
Webpage Content

Press Release

Social Media Posts

Stakeholder Presentation

Webpage Content



Daphne
ALABAMA

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Code of Ordinances
Maps
Comprehensive Master Plan
Geographic Information Systems (GIS)
Safety Action Plan

Home › Government › Departments › Community Development › Safety Action Plan

Safe Streets & Roads for All Safety Action Plan

Project Introduction

The City of Daphne is developing a Safe Streets and Roads for All (SS4A) Safety Action Plan to identify safety challenges and improvements on our transportation system. The Safety Action Plan's purpose is to improve roadway safety by planning and implementing projects designed to significantly reduce or eliminate roadway fatalities and serious injuries among all users, including motorists, pedestrians, bicyclists, and public transit users. The Safety Action Plan is funded with a grant from the United States Department of Transportation and the Federal Highway Administration.

Project Components

The comprehensive safety action plan will include the following key components:

- Leadership commitment and goal setting that includes a goal timeline for eliminating roadway fatalities and serious injuries.
- Planning structure through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
- Safety analysis of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.

Contact Us

Community Development

Physical Address
1705 Main Street
Daphne, AL 36526

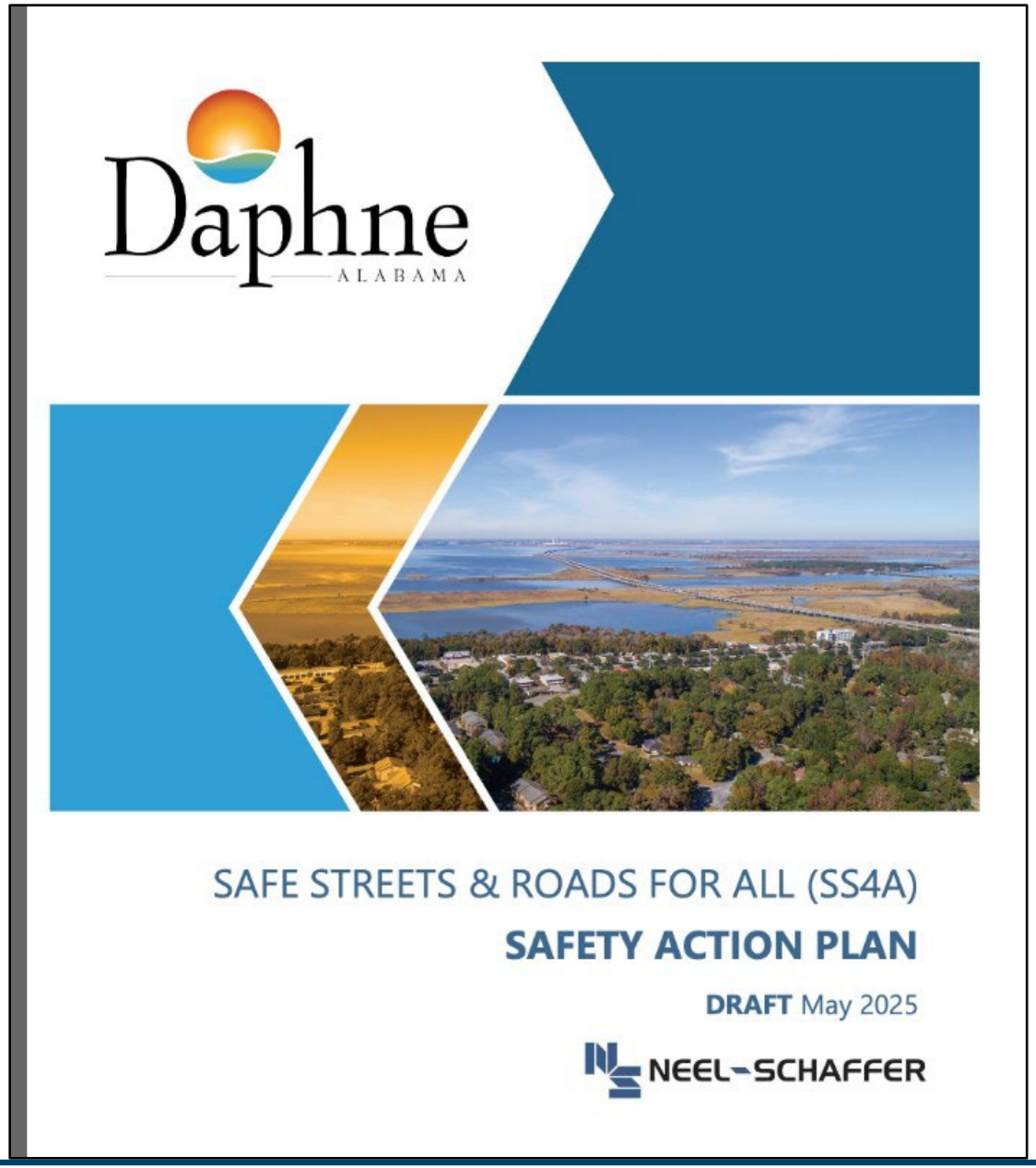
Mailing Address
P.O. Box 400
Daphne, AL 36526

Phone: 251-620-1700
Fax: 251-621-3185

- Engagement and collaboration with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.
- Equity considerations developed through a plan using inclusive and representative processes.
- Policy and process changes that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- Strategy and project selections that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan.
- Progress and transparency methods that measure progress over time after an Action Plan is developed or updated, including outcome data.

Vision Zero

Roadway fatalities are increasing every year in the United States. The goal of Vision Zero is to eliminate roadway fatalities and serious injuries. The City of Daphne's Safety Action Plan will look at the City through the lens of the Safe System Approach. The Safe System Approach works by building and reinforcing multiple layers of protection to both prevent crashes from occurring and minimize the harm caused to those involved when crashes do occur. This approach is a shift from a conventional safety approach because it focuses on both human mistakes and human vulnerability and designs a system with many redundancies in place to protect everyone.


Daphne
ALABAMA
SAFE STREETS & ROADS FOR ALL (SS4A)
SAFETY ACTION PLAN
DRAFT May 2025
NEEL-SCHAFFER

The City of Daphne, Alabama Requests Public Feedback on Draft Transportation Safety Action Plan (via press release 5/15/2025)

The City of Daphne has developed a Safety Action Plan to help reduce fatalities and serious injuries on its transportation system. The public is invited to review the draft plan and provide comments. The plan will be available for review from May 19th through June 2nd here online, and comments should be sent to: safetyactionplan@daphneal.com .

The Safety Action Plan is available to view by clicking here.

This Safe Streets for All (SS4A) Safety Action Plan is funded with a grant from the U.S. Department of Transportation and the Federal Highway Administration. The adoption of the plan will allow the City to apply for implementation of capital construction grant funds through the federal discretionary grant program.

Press Release

Contact: Andy Bobe
City Engineer

Phone: (251) 620-1703
abobe@daphneal.com

1705 Main Street
Daphne, AL 36526
www.daphneal.com

FOR IMMEDIATE RELEASE

The City of Daphne, Alabama Requests Public Feedback on Draft Transportation Safety Action Plan

Daphne, AL (May 19, 2025): The City of Daphne has developed a Safety Action Plan to help reduce fatalities and serious injuries on its transportation system. The public is invited to review the draft plan and provide comments. The plan will be available for review from May 19th through June 2nd at: www.daphneal.com/535/Safety-Action-Plan, and comments should be sent to: safetyactionplan@daphneal.com .

This Safe Streets for All (SS4A) Safety Action Plan is funded with a grant from the U.S. Department of Transportation and the Federal Highway Administration. The adoption of the plan will allow the City to apply for implementation of capital construction grant funds through the federal discretionary grant program.

To learn more about the Safety Action Plan, visit www.daphneal.com/535/Safety-Action-Plan.

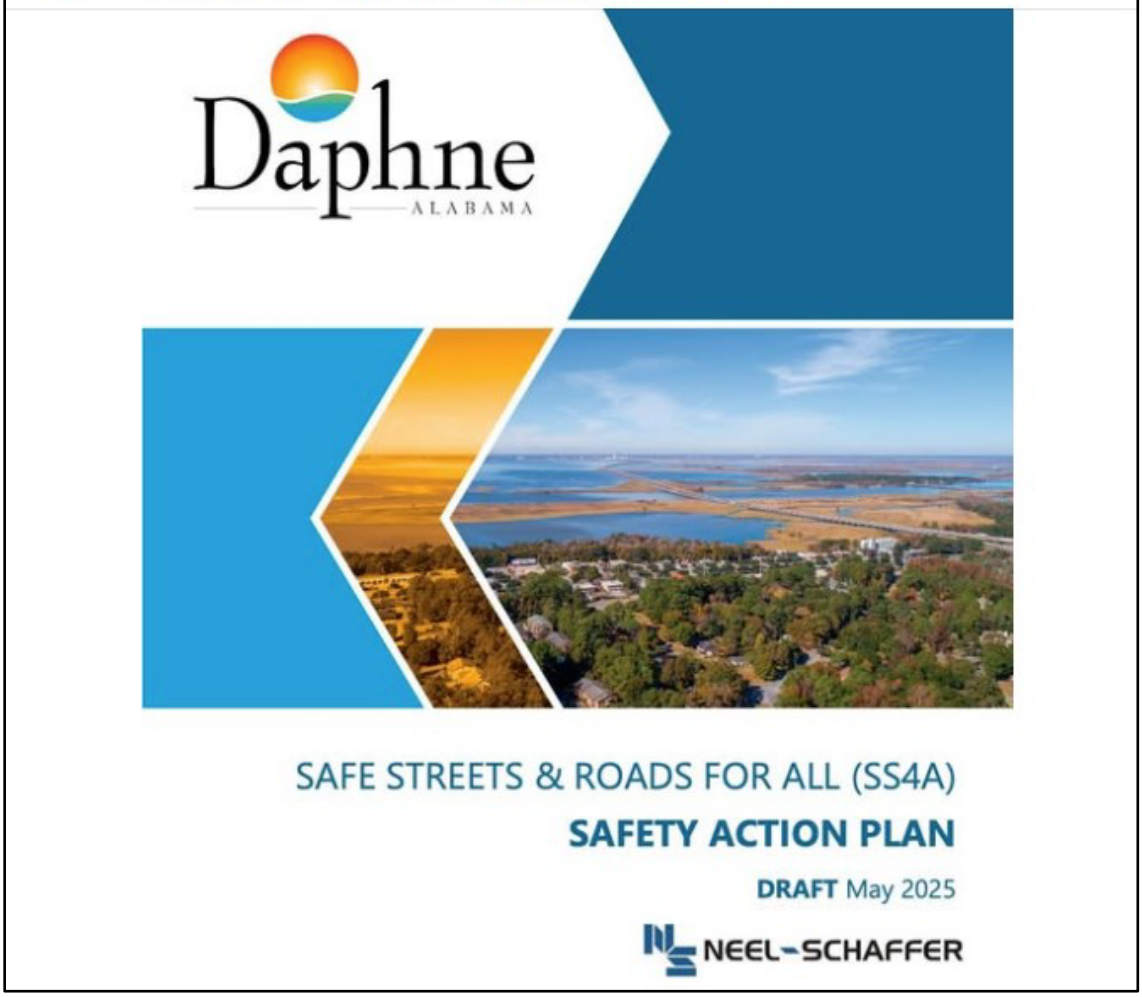
Social Media Posts

City of Daphne, Alabama - "The Jubilee City" · Follow
May 16 at 9:32 AM ·

The City of Daphne has developed a Safety Action Plan to help reduce fatalities and serious injuries on its transportation system. The public is invited to review the draft plan and provide comments. The plan will be available for review from May 19th through June 2nd on our website link below, and any comments should be sent to: safetyactionplan@daphneal.com .

This Safe Streets for All (SS4A) Safety Action Plan is funded with a grant from the U.S. Department of Transportation and the Federal Highway Administration. The adoption of the plan will allow the City to apply for implementation of capital construction grant funds through the federal discretionary grant program.

To view the plan, visit www.daphneal.com/535/Safety-Action-Plan

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Daphne
ALABAMA
SAFE STREETS & ROADS FOR ALL (SS4A)
SAFETY ACTION PLAN
DRAFT May 2025
NEEL-SCHAFFER
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cityofdaphne 1w
The City of Daphne has developed a Safety Action Plan to help reduce fatalities and serious injuries on its transportation system. The public is invited to review the draft plan and provide comments. The plan will be available for review from May 19th through June 2nd on our website link below, and any comments should be sent to: safetyactionplan@daphneal.com .
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7 likes
May 16
Log in to like or comment.

Stakeholder Presentation

Daphne ALABAMA

S|S 4|A SAFETY ACTION PLAN
Safe Streets and Roads for All

Draft Plan Presentation

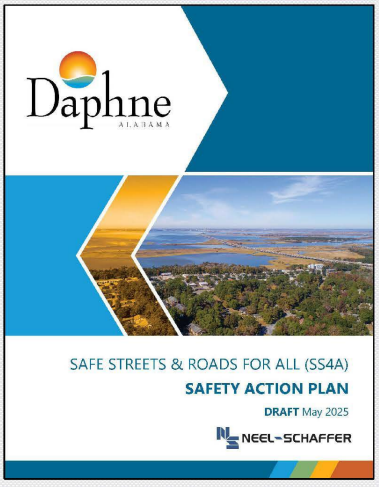
City of Daphne, Alabama

May 22, 2025

Daphne ALABAMA

Agenda

- Planning Process – Where are we?
- Draft Safety Action Plan
  - 1.0 Introduction
  - 2.0 Vision Statement, Goals, & Objectives
  - 3.0 Existing Conditions Safety Data Review
  - 4.0 Public Engagement
  - 5.0 Project Priorities & Recommendations
  - 6.0 Progress & Transparency
  - Appendices
- Next Steps



2

Daphne Safety Action Plan

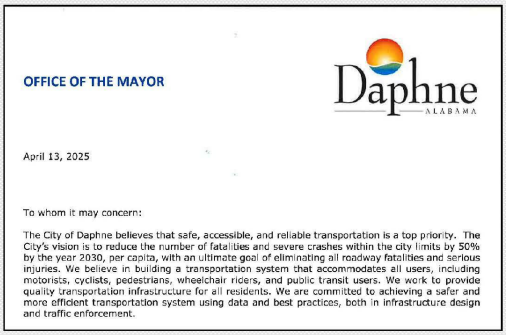
Planning Process

3

Daphne Safety Action Plan

1.0 Introduction

- Plan Purpose
  - Meet Federal Requirements
  - Prioritize Safety Improvements
  - Justify Investment Decisions
  - Communicate with Stakeholders
  - Access Funding Opportunities
- Planning Process
- Leadership Statement
- Demographic Profile
  - Study Area
  - Age/Race
  - Existing Travel Patterns



OFFICE OF THE MAYOR

Daphne ALABAMA

April 13, 2025

To whom it may concern:

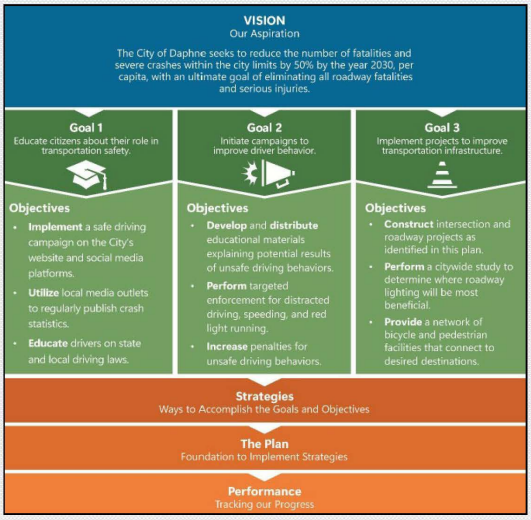
The City of Daphne believes that safe, accessible, and reliable transportation is a top priority. The City's vision is to reduce the number of fatalities and severe crashes within the city limits by 50% by the year 2030, per capita, with an ultimate goal of eliminating all roadway fatalities and serious injuries. We believe in building a transportation system that accommodates all users, including motorists, cyclists, pedestrians, wheelchair riders, and public transit users. We work to provide quality transportation infrastructure for all residents. We are committed to achieving a safer and more efficient transportation system using data and best practices, both in infrastructure design and traffic enforcement.

4

Daphne Safety Action Plan

2.0 Vision Statement, Goals, & Objectives

- Strategic Framework
  - Vision
  - Goals
  - Objectives
  - Strategies
- Performance Measures
  - % Reduction of Fatal Crashes
  - % Reduction of Serious Injury Crashes
  - % Reduction of Non-Motorized Fatal Crashes
  - % Reduction of Non-Motorized Serious Injury Crashes

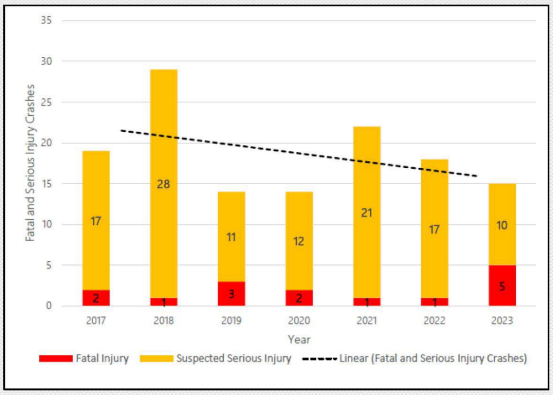


5 Daphne Safety Action Plan

3.0 Existing Conditions Safety Data Review

- Existing Plans, Policies, & Procedures
  - State Plans
  - MPO Plans
  - Local Plans
- Crash Analysis
  - Crash Types
  - Environmental Circumstances
  - Temporal Patterns
  - DUI Related Crashes
  - Pedestrian/Bicycle Crashes

Fatal & Suspected Serious Injury Crashes by Year

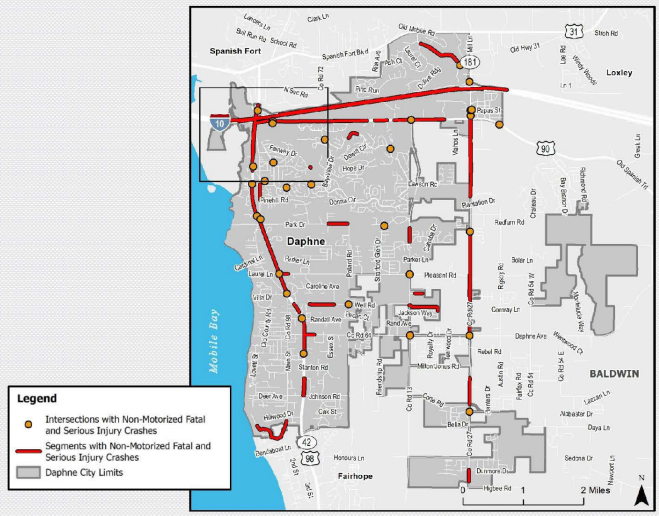


Source: CARE

6 Daphne Safety Action Plan

3.0 Existing Conditions Safety Data Review

- High Injury Network
  - Top 20 Segments
  - Top 20 Intersections
  - Top 6 Segments for Vulnerable Users
  - Top 2 Intersections for Vulnerable Users



7 Daphne Safety Action Plan

4.0 Public Engagement

- Steering Committee
- Public Outreach – Round 1
  - Communications
  - Survey
  - Stakeholder Meetings
  - Outreach Events
  - Public Feedback
- Public Outreach – Round 2*
  - Draft Plan Available for Review
  - Communications
  - Stakeholder Meeting
  - Public Feedback

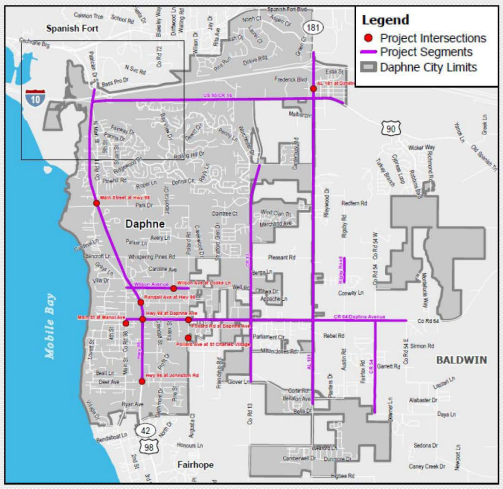
(*To be added to final plan)

8 Daphne Safety Action Plan

5.0 Project Priorities & Recommendations

- Safe System Approach
- Local Infrastructure Projects
  - Public Outreach
  - Requests from City
  - Crash Analysis Results
  - Existing Plans
- Project Prioritization

Any project listed in the Safety Action Plan can be included in an implementation grant application regardless of prioritization score.

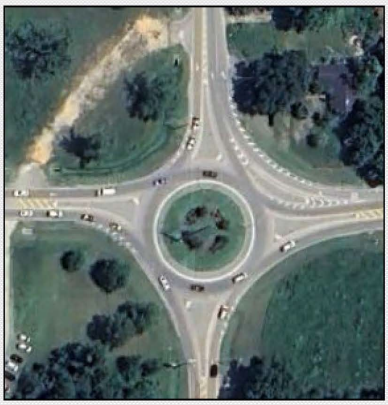


9

Daphne Safety Action Plan

5.0 Project Priorities & Recommendations

- Countermeasure Toolbox
  - Speeding
  - Roadway Departure
  - Intersections
  - Vulnerable Roadway User Safety
  - Distracted Driving
  - Impaired Driving
  - Other Safety Focus Areas
    - Lighting
    - Local Road Safety Plans
    - Pavement Friction Management
    - Road Safety Audit



Source: Google, Imagery Date: 6/29/2023

10

Daphne Safety Action Plan

6.0 Progress & Transparency

- Advocacy
  - Steering Committee
- Data Maintenance
  - Post Updated Performance Measure Results Annually
  - Post List of Ongoing and Completed Safety Action Plan Projects
- Plan Implementation
  - Coordinate with Partner Agencies
  - Discuss Funding Opportunities and Pursue Grants
  - Implement Projects and Strategies in the Plan
- Transparency and Reporting
  - Required Documentation
  - Location of Safety Action Plan

Appendices

- Existing Plan Review
- Outreach Documentation for Round 1
  - Website Content
  - Survey Slides
  - Stakeholder Presentation
  - Public Outreach Posters
- Outreach Documentation for Round 2*
- Project Prioritization Scores
- Self-Certification Worksheet*

(*To be added to final plan)

S|S
4|A Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Table 1 of the SS4A NOFO describes seven components of an Action Plan, which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6,** and **8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5,** and **7.**

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: **UEI:**

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update

Next Steps

- Post Draft Plan for Public Comment
  May 19th – June 2nd
- Present Draft Plan to Stakeholders & Steering Committee
  May 22nd
- Respond to Public Comments & Prepare Final Plan
  June 2nd – 6th
- Present Final Plan at City Council Work Session
  June 9th
- Adopt Safety Action Plan
  June 16th
- Prepare SS4A Implementation Grant Application
  Due June 26th

Implementation Grant Application

CR-13 from Daphne Rd (CR-64) to Champions Way

- Proposed Safety Projects
  - Roundabouts at all intersections
  - Bypass lanes at CR-64 & CR-13 roundabout
  - 8' Sidewalks
  - Crosswalks in school zones & roundabouts
  - Lighting
- Important Considerations
  - Primary north/south route
  - Hurricane corridor
  - Future interchange with US-90

Due June 26, 2025

Source: Google, Imagery Date: 6/29/2023


Daphne
ALABAMA
S|S
4|A
SAFETY ACTION PLAN
Safe Streets and Roads for All
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Vijay Kunada
Senior Vice President
vijay.kunada@neel-schaffer.com
15

Appendix D: Project Prioritization Scores

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioritization Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Community Score	Infra-structure Score	Existing Plans Score	Public Concerns Score
3	Segment	Technical and Public	Daphne	US 98	Johnson Rd	I-10	1. Install retroreflective signal backplates at signalized intersections 2. Perform a traffic study	4.69	$132,400	Medium-term	Medium-High	75	20	15	15	5	0	10	10
2	Segment	Technical and Public	Daphne	AL 181	Bellaton Ave	Eastern Shore Blvd	1. Install speed feedback signs 2. Improve lighting and perform traffic study	4.33	$82,000	Short-term	Medium-High	70	20	15	15	5	5	0	10
9	Segment	Technical and Public	Daphne	US 90/CR 16	US 98	Southern Cancer Center	1. Remove passing zone within the vicinity of Southern Cancer Center. Install a left turn lane 2. Install retroreflective signal backplates at signalized intersections that currently do not have them 3. Conduct a traffic study along corridor 4. Repave the affected areas with potholes	2.79	$746,918	Medium-term	Medium	70	15	10	15	5	10	5	10
1	Segment	Technical and Public	Daphne	CR 64/Daphne Ave	Main St	CR 181	1. Install lighting 2. Retime signals 3. Add retroreflective signal backplates 4. Install signs 5. Overlay (Project is ongoing right now from US 98 to CR 13) 6. Perform a study to see locations where	3.00	$939,400	Medium-term	High	65	10	10	10	5	10	10	10

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioritization Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Community Score	Infra-structure Score	Existing Plans Score	Public Concerns Score
							turn lanes are required												
12	Segment	Technical Analysis	Daphne	I-10 WB	AL 181	US 98 Off-Ramp	1. Install lighting 2. Perform a traffic study	3.52	$75,000	Short-term	Low	65	20	20	10	5	5	5	0
4	Intersection	Technical and Public	Daphne	Main St	@ US 98, @ Manci Ave, near Bayfront Park Dr		1. Repave affected area near Bayfront Park Dr 2. Conduct a traffic study to explore options for smoothing or widening the curve or realignment, adding signage to reduce speed, installing pedestrian crosswalks, adding retroreflective signal backplates and optimizing signal timing at US 98 3. Add turn lane and land scaping on timely basis to avoid shrubbery obstructing the signs at Manci Ave 4. Conduct a traffic study at Manci Ave	--	$978,413	Medium-term	Medium	50	0	10	5	5	10	10	10
11	Segment	Technical Analysis	Daphne	I-10 EB	US 90 Off-Ramp	AL 181	1. Install lighting 2. Perform a traffic study	3.43	$75,000	Short-term	Low	50	10	15	10	5	5	5	0
18	Intersection	Technical and Public	Daphne	US 98	@ I-10 WB Off-Ramp		1. Install retroreflective signal backplates at signalized intersections	--	$9,600	Short-term	Medium-High	50	10	10	5	0	10	5	10
19	Intersection	Technical and Public	Daphne	Park Dr	@ Main St		1. Convert YIELD to STOP control	--	$400	Short-term	Medium	45	5	10	5	0	10	5	10
20	Intersection	Technical and Public	Daphne	US 90	@ St John St		1. Remove passing zone within the	--	$2,610	Short-term	Medium	45	10	10	0	5	10	0	10

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioritization Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Community Score	Infra-structure Score	Existing Plans Score	Public Concerns Score
							vicinity of the intersection												
25	Intersection	Technical and Public	Daphne	AL 181	Dimitros Avenue		1. Modify Dimitros Avenue signal phasing to Split and also modify Hwy 181 phasing to protective.	--	$5,000	Short-term	Medium-High	45	5	10	5	5	10	0	10
7	Segment	Technical and Public	Daphne & Fairhope	CR 13	Champions Way	US 98	1. Corridor Study for Roundabouts, Sidewalks and Ped Crossings	15.10	$50,000	Long-term	Medium-High	40	10	10	10	0	0	0	10
8	Segment	Technical and Public	Daphne	Wilson Ave	Main St	Pollard Rd	1. Install Yield or Stop to Pedestrians signs near crosswalks 2. Install speed feedback signs	1.00	$47,400	Short-term	Medium	40	5	10	5	5	5	0	10
14	Segment	Technical Analysis	Daphne	I-10 WB	US 98 On-Ramp	End of City Limits	1. Install lighting 2. Perform a traffic study	0.54	$75,000	Short-term	Low	40	10	10	10	0	5	5	0
22	Intersection	Technical and Public	Daphne	Hwy 98	Johnston Road		1. Install right turn lane	--	$225,000	Short-term	High	40	0	10	0	5	10	5	10
23	Intersection	Technical and Public	Daphne	Hwy 98	Daphne Avenue		1. Perform a traffic study which should also cover target driveways (Potential Roundabout)	--	$50,000	Short-term	High	40	0	10	5	5	0	10	10
5	Intersection	Technical and Public	Daphne	Randall Ave	@ US 98		1. Conduct a traffic study to see the feasibility of roundabout/traffic signal	--	$50,000	Short-term	Medium-High	35	5	10	0	5	0	5	10
6	Intersection	Technical and Public	Daphne	Pollard Rd	@ Daphne Ave, @ St Charles Village		1. Conduct a traffic study to assess the feasibility of converting the intersection's traffic control to either a signal or a roundabout at Daphne Ave 2. Install speed	--	$57,000	Short-term	Medium	35	0	10	5	5	0	5	10

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioritization Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Community Score	Infra-structure Score	Existing Plans Score	Public Concerns Score
							feedback signs at St Charles Village												
10	Intersection	Technical and Public	Daphne	US 90/CR 16	@ I-10 EB Off Ramp/On Ramp		1. Install retroreflective signal backplates at signalized intersections that currently do not have them 2. Change signal phasing from protective/permissive to protective only and optimize signal timing	--	$12,200	Short-term	Low	35	0	10	0	0	10	5	10
13	Segment	Technical Analysis	Daphne	I-10 EB	US 98 Off-Ramp	US 90 Off-Ramp	1. Install lighting 2. Perform a traffic study	0.45	$75,000	Short-term	Low	35	10	10	5	0	5	5	0
15	Segment	Technical Analysis	Daphne	Timbercreek Blvd	Pine Run	AL 181	1. Install pedestrian and bike crossing signs 2. Improve lighting 3. Perform a traffic study	0.95	$115,700	Short-term	Medium	35	10	20	0	0	5	0	0
24	Intersection	Technical and Public	Daphne	Wilson Ave	Lockne Avenue		1. Add larger stop signs or install flashing stop signs to increase visibility and remind drivers to stop	--	$1,050	Short-term	Medium	35	0	10	0	5	10	0	10
16	Intersection	Technical Analysis	Daphne	Lake Forest Blvd	@ Lake Shore Dr		1. Install lighting 2. Install pedestrian and bike crossing signs	--	$66,750	Short-term	Medium	30	5	15	0	5	5	0	0
26	Segment	Technical and Public		Rigsby Rd	Bermuda Drive	Larry Street Road	1. Conduct a study to remove the passing zones within the vicinity of two intersections (Rigsby Road at Bermuda Drive and Rigsby	9.16	$50,000	Short-term	Medium-Low	30	0	10	0	0	10	0	10

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioritization Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Community Score	Infra-structure Score	Existing Plans Score	Public Concerns Score
							Road at Larry Street Road)												
27	Segment	Technical and Public		CR 54	US 90	Daphne Avenue	1. Install lighting near residential subdivisions	0.39	$25,000	Short-term	Medium-Low	30	0	10	0	0	5	5	10
28	Intersection	Technical and Public	Fairhope	AL 181	US 98/AL 42		1. Install right turn lane along US 98 Westbound approach. Install turn lanes along Hwy 181.	--	$225,000	Short-term	Medium-High	30	0	10	0	0	10	0	10
17	Intersection	Technical Analysis	Daphne	N Lamhatty Ln	@ Cowles Crossing		1. Install lighting 2. Install pedestrian and bike crossing signs	--	$26,050	Short-term	Medium	25	5	15	0	0	5	0	0
21	Intersection	Technical and Public	Daphne	Main St	@ Jubilee Pkwy		1. Conduct a traffic study. (Reconfigure intersection)	--	$50,000	Short-term	Medium-High	25	5	10	0	0	0	0	10

*Improvements shown in this table are recommended countermeasures based on planning level technical analysis. This plan recommends final selection of countermeasures and reasonable project limits during implementation phase.

- Short-Term projects can be implemented and completed within a 5-year timeframe.
- Medium-Term projects can be implemented and completed within a 5-year timeframe but may include elements that require more time to implement, monitor, or enforce.
- Long-Term projects take greater than 5 years to implement or require a long timeframe of monitoring or enforcement.

Appendix E: Self-Certification Worksheet

S|S
4|A Safe Streets and Roads for All

Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Table 1 of the SS4A NOFO describes seven components of an Action Plan, which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6,** and **8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5,** and **7.**

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: City of Daphne, Alabama **UEI:** LDHSFAMW4L68

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update
Daphne SS4A Safety Action Plan	https://www.daphneal.com/535/Safety-Action-Plan	6/16/25

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SS4A Self-Certification Eligibility Worksheet | Page 1 of 5

Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

☑ YES
☐ NO

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Daphne SS4A Safety Action Plan	iii-iv, 2

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☑ YES
☐ NO

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Daphne SS4A Safety Action Plan	30

3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location(s) of crashes, the severity, contributing factors, and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☑ YES
☐ NO

Note: Availability and level of detail of safety data may vary greatly by location. The Fatality and Injury Reporting System Tool (FIRST) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Daphne SS4A Safety Action Plan	16-29

4. Engagement and Collaboration

Did development of the Action Plan include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☑ YES
☐ NO

Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Daphne SS4A Safety Action Plan	30-49, 87-125

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5. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☑ YES
☐ NO

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Daphne SS4A Safety Action Plan	11-16, 69-86

6. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

☑ YES
☐ NO

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Daphne SS4A Safety Action Plan	50-66, 126-130

7. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☑ YES
☐ NO

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Daphne SS4A Safety Action Plan	67-68

8. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2020 and June 26, 2025?

☑ YES
☐ NO

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)
Daphne SS4A Safety Action Plan	6/16/25	iv

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