What is a Regional Safety Action Plan (RSAP)?

An RSAP identifies crash issues and describes implementable countermeasures to reduce and eliminate serious injury and fatal roadway crashes. They involve safety experts, law enforcement, elected leadership and the public to characterize roadway safety problems and identify projects and strategies that cost-effectively address risks on public roads around the metropolitan area. An RSAP implements the Safer Roads, Safer People, and Safer Speeds parts of Safe Systems Approach. A Safe Systems Approach incorporates multiple layers of protection through infrastructure improvements and policy changes with the goal of Zero deaths by Year 2050.



The RSAP will Implement the Following Objectives

Safer Roads - A street with a raised median and a marked crosswalk at a roundabout with yield signs and a school bus stopped for boarding passengers at the opposite entrance of the roundabout. Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

Safer People - Driver point of view, stopping for a person walking a bike across a road at a crosswalk. Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

Safer Speeds - School Zone sign: Speed Limit 20 when flashing. Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, targeted education, outreach campaigns, and enforcement.

Components

- Guiding vision and goals
- Existing conditions and historical trends
- Equity analysis
- Strategies and countermeasures
- Project recommendations and implementation

Planning Process to Reduce Fatal and Serious Injury Crashes

The Corpus Christi MPO adopts a planning process aimed at reducing fatal and serious injury crashes. Aligned with this, the City of Corpus Christi's Vision Zero strategy seeks to eliminate all traffic fatalities and severe injuries, promoting safe and equitable mobility for everyone. Additionally, the Texas Department of Transportation's Road to Zero initiative strives to achieve the goal of eliminating all fatalities on Texas roads by 2050.



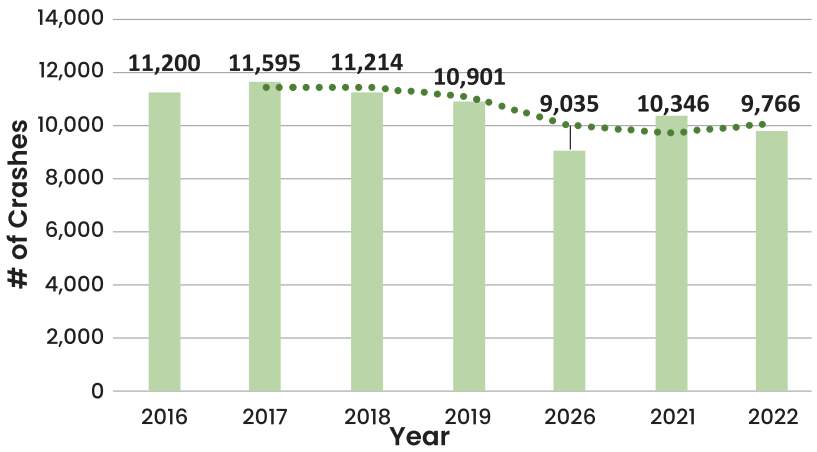
Nueces/San Patricio Counties Crash Characteristics

74,057 crashes on all roadways and interstates between 2016 and 2022 (12% reduction)

1,760 fatal and serious injury crashes

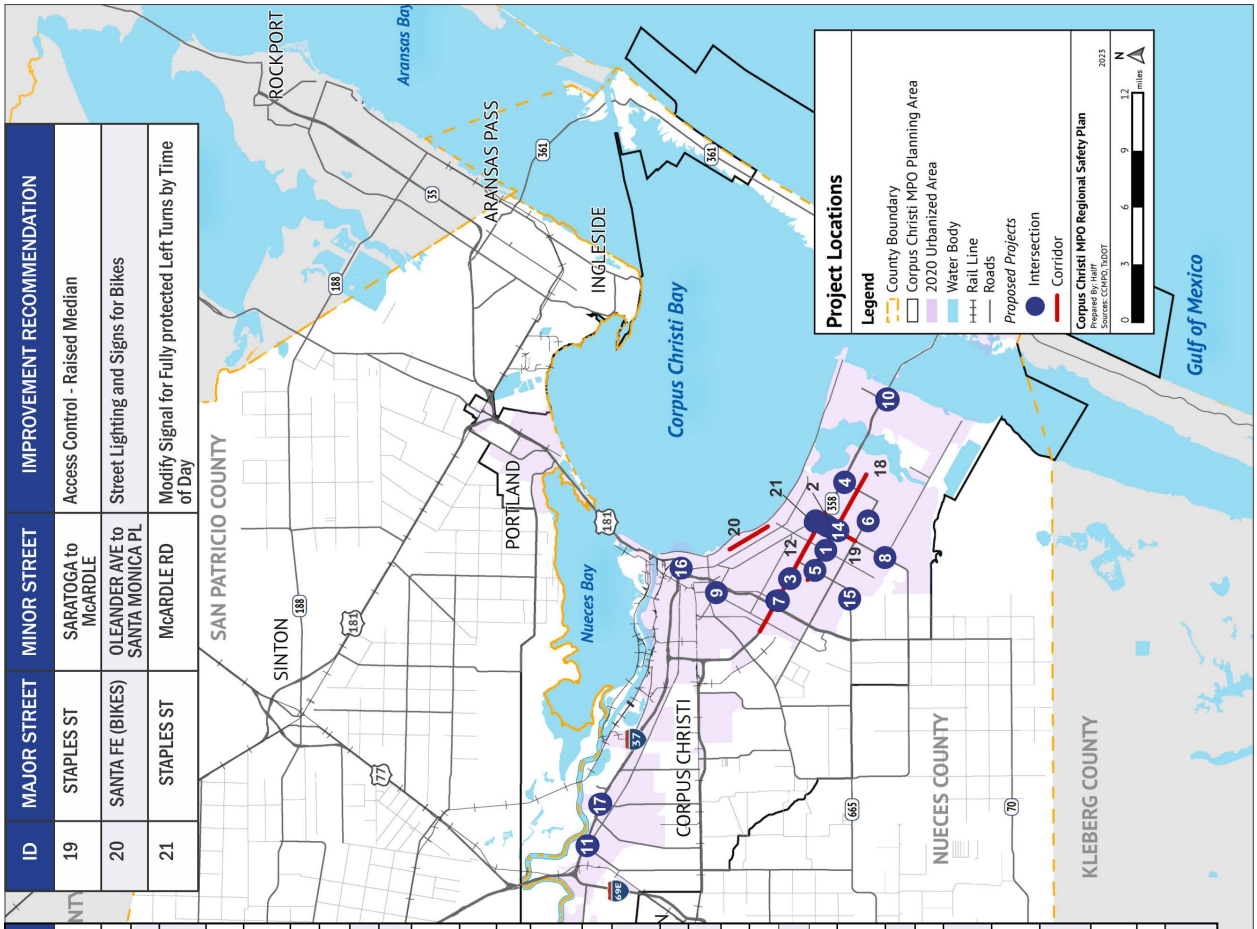
42% of crashes occurred at an intersection or were intersection related

306 pedestrian- or bicyclist-involved fatal or serious injury crashes



Network Screening

Project recommendations were selected based on an understanding that resources should be allocated where they achieve the greatest safety benefit. The cost-effectiveness is measured by the benefit-cost ratio which represents the ratio of the benefits derived from crash reduction expressed in dollars to the cost of construction and maintenance over the life cycle of the project. The approach began by choosing effective countermeasures and identifying locations where these countermeasures could be applied cost effectively, focusing on the most serious injury crash locations. **Project Locations** and **Recommendations** are presented below.



ID	MAJOR STREET	MINOR STREET	IMPROVEMENT RECOMMENDATION
1	EVERHART RD	HOLLY RD	Retime FYA for Fully Protected Left Turns by Time of Day
1	EVERHART RD	HOLLY RD	Review and Revise Yellow & All Red Signal Timing
2	STAPLES ST	SH 358 EB FR	Review and Revise Yellow & All Red Signal Timing
2	STAPLES ST	SH 358 EB FR	Lane Lin Extensions & Advance Land Selection Signs
3	KOSTORYZ RD	SH 358 EB FR	Review and Revise Yellow & All Red Signal Timing
3	KOSTORYZ RD	SH 358 EB FR	Signal Modifications, Reposition Heads, Addtl. Signal Head
3	KOSTORYZ RD	SH 358 EB FR	Intersection Lighting
3	KOSTORYZ RD	SH 358 EB FR	Lane Line Extensions
4	RODD FIELD RD	SH 358 EB FR	Review and Revise Yellow & All Red Signal Timing
4	RODD FIELD RD	SH 358 EB FR	Signal Modifications, Addtl. Heads & Advance Signs
5	WEBER RD	HOLLY RD	Retime FYA for Fully Protected Left Turns by Time of Day
5	WEBER RD	HOLLY RD	Restrict Rights Turn on Red
6	CIMMARON BLVD	SARATOGA BLVD	Retime FYA for Fully Protected Left Turns
7	AYERS ST	SH 358 EB FR	Review and Revise Yellow & All Red Signal Timing
7	AYERS ST	SH 358 EB FR	Modify Signal, Add Secondary Heads
8	STAPLES ST	YORKTOWN BLVD	Modify Signal for Fully Protected Left Turns and Add Backplates
8	STAPLES ST	YORKTOWN BLVD	Intersection Lighting
8	STAPLES ST	YORKTOWN BLVD	Retime Signal for Improved Coordination
9	BALDWIN ST	GREENWOOD DR	Review and Revise Yellow and All Red Signal Timing
9	BALDWIN ST	GREENWOOD DR	Modify Signal, Add Secondary Heads
10	WALDRON RD	KNICKERBOCKER ST	Signal Timing and Intersection Lighting
11	CALLICOATTE RD	LEOPARD ST	Add Signal Backplates
11	CALLICOATTE RD	LEOPARD ST	Modify Signal for Fully Protected Left Turns by Time of Day
12	SH 358	MP 4.5 - 11.0	Variable Speed Limit System
13	SYSTEM WIDE	160 LOCATIONS	Mid-block Crosswalks w/Beacons
14	STAPLES ST	CURTIS CLARK DR	Minor Road Movement Restrictions (Right In, Right Out)
15	WEBER RD	YORKTOWN BLVD	Modify Signal for Fully Protected Left Turns by Time of Day
16	LEOPARD ST	STAPLES ST	Signal Retiming for Fully Protected Left Turns, Countdown Pedestrian Heads, Backplates
17	McKINZIE RD	UP RIVER RD	Minor Road Movement Restrictions (Right In, Right Out)
17	McKINZIE RD	UP RIVER RD	Signalize Intersection
18	HOLLY RD (BIKES)	CARROL LN to ENNIS JOSLIN RD	Improved Street Lighting, Signing and Markings for Bike Lanes
19	STAPLES ST	SARATOGA to McARDLE	Access Control - Raised Median
20	SANTA FE (BIKES)	OLEANDER AVE to SANTA MONICA PL	Street Lighting and Signs for Bikes
21	STAPLES ST	McARDLE RD	Modify Signal for Fully protected Left Turns by Time of Day