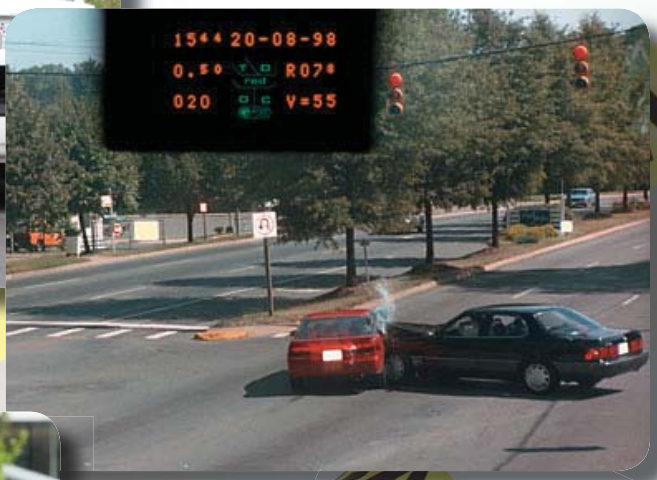
2013
PINELLAS COUNTY MPO CRASH DATA REPORT

Data compiled on September 6, 2013



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Pinellas County Metropolitan Planning Organization's 2013 Crash Data Report

September 2014

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INTRODUCTION

The Pinellas County Metropolitan Planning Organization's (MPO) 2013 Crash Data Report is a compilation of statistical data based on traffic crash reports submitted by law enforcement agencies. Data summarized in the Crash Data Report are gathered and analyzed by MPO staff using the MPO's Crash Data Management System (CDMS). The CDMS serves as Pinellas County's only centralized source of countywide transportation crash data. The Crash Data Report provides valuable crash information used by local governments, transportation planners, law enforcement agencies, consultants, traffic engineers, data application servicers and the general public for transportation-related safety projects, transportation planning, prioritization of roadway improvements, long-range transportation forecasting and targeted law enforcement activities.

Crash Data Management System (CDMS)

The MPO uses crash data to support, evaluate, and/or qualify crash information in several important transportation-related documents such as its Long Range Transportation Plan (LRTP), State of the System Report, the Pinellas County Bicycle and Pedestrian Master Plan Update: Crash Data Report Technical Memorandum, and Pinellas County Pedestrian Safety Action Plan. The MPO created a web-based application that stores archived data from the MPO's crash system and incorporates functions that provide various pre-set queries from over 40 categories of crash data. The Crash Data Management System (CDMS) application is available for use by approved agencies such as local government traffic engineers, planners, law enforcement, etc.

Crash Data Collection

The CDMS is maintained by a consultant and the MPO, and is updated regularly with new crash data supplied by the Florida Department of Highway Safety and Motor Vehicles (DHSMV). This system provides the local agencies the ability to target smaller areas of concern that could possibly be missed in state and federal reports. Pinellas County is working to decrease crashes and congestion to make the roads safer for all

modes of travel, especially vulnerable road users such as pedestrians, bicyclists, motorcyclists and moped/scooter users.

The DHSMV and the National Highway Traffic Safety Administration (NHTSA) also report crash statistics for Florida and its 67 counties which are incorporated into the CDMS. The raw data for all crash statistics is coded from DHSMV crash report forms completed by law enforcement officers at crash scenes and includes a description of the physical conditions surrounding the event. Appendix J is an example of the new crash report form currently being used by law enforcement officers. Florida traffic crash reporting guidelines require crash reports only if a crash resulted in a fatality, serious injury, or high-cost vehicular damage.

After crash reports are submitted to the DHSMV, they are uploaded to the MPO's CDMS. Occasional fluctuations in data can occur due to different types of crash forms used by law enforcement officers. In an attempt to correct discrepancies resulting from variations in crash report forms, the MPO started using the same dataset as the DHSMV as of January 1, 2011. While this adjustment has significantly reduced the total number of crash reports received, a majority of data for fatalities, vulnerable road users and severe injury crashes are consistent.

Once the data are collected and the crashes are uploaded, the database is checked for anomalies across all data categories or fields. Queries performed within the CDMS provide information as of the date queried.

Traffic Crash Statistics Summary

The crash data provides valuable information for project evaluation and allows transportation professionals to be proactive about removing or eliminating as many contributing causes to crashes as possible through engineering, education, and law enforcement activities.

Florida's Strategic Highway Safety Plan (SHSP) is a statewide, data-driven plan focused on roadway safety. The Pinellas County MPO's CDMS consolidates crash data into the same emphasis areas identified in the SHSP, including aggressive driving, intersection crashes, lane departure, and vulnerable road users. Emphasis areas have been expanded to include distracted driving and at-risk drivers, in addition to intoxicated driving, occupant protection, and traffic data.

The Crash Data Report is divided into two main sections: Crash Data Trends and Analysis and Motor Vehicle Traffic Crash Profiles. These sections capture annual data to identify historical trends or crash profiling. Some areas that may be identified are traffic problems, roadway issues, effectiveness of laws, or the need to increase safety of vulnerable road users while assessing the relationships between vehicle and roadway characteristics. Detailed crash data reports by emphasis area are available in the appendices of this report.

Pinellas County Crash Data Summary

PINELLAS COUNTY CRASH DATA TREND SUMMARY

	2011	2012
Total of Motor Vehicle Traffic Crashes	14,855	17,991
Total of Motor Vehicle Traffic Injuries (DHSMV)	5,913	5,795
Total of Motor Vehicle Traffic Fatalities	112	106
Miles of Travel (Public Roads)	21,395,381	21,387,550
Percent of Fatal Crashes Identified as Intoxicated	40.2%	45.6%
Percent of Fatal Crash-Involved Speeding	4.7	7.8
Number of Pedestrians Killed	31	29
Number of Bicyclists Killed	10	11
Number of Motorcyclists Killed	28	20
Percent of Crash-Involved Drivers under 25	24.5%	17.2%
Percent of Crash-Involved Intoxication	7.8%	6.8%
Percent of Crash-Involved Vulnerable User	9.4%	8.7%
Percent of Crash-Involved Aggressive Driving	25.3%	23.3%
Percent of Crash-Involved Lane Departure	21.2%	19.9%
Percent of Crash-Involved At Intersection	19.4%	15.5%
Percent of Crash-Involved Speeding	0.7%	0.5%

CRASH DATA TRENDS AND ANALYSIS

Fatality Statistics and Trends

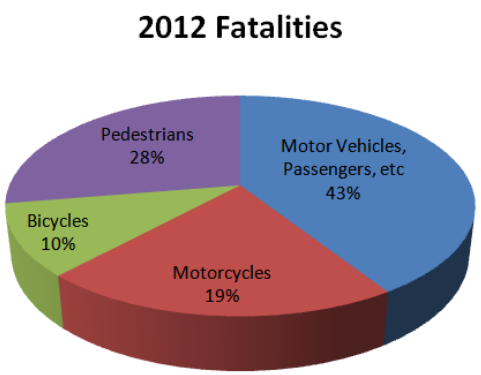
Between 2010 and 2012, traffic fatalities have declined in Pinellas County, as have traffic fatalities nationwide. Traffic fatalities declined 8.9% from 2008 to 2012, totaling 33,963 across the U.S., the lowest total number of fatalities since 1954 (U.S. Department of Transportation). In an effort to be consistent with state definitions, a fatal crash is defined as a traffic crash that directly results in one or more fatalities within thirty (30) days of the crash date. The total fatality rate, which factors the vehicle-miles-traveled, was also the lowest recorded since 1966, with 1.16 deaths per 100 million vehicle-miles-traveled.

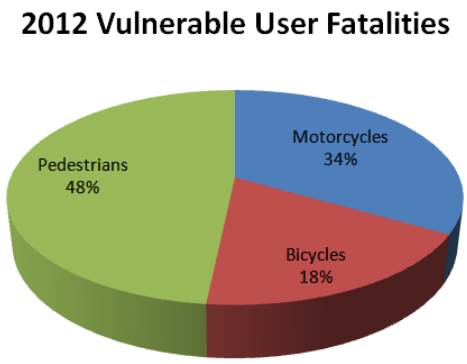
Source: www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/12_FL/2012/12_FL_2012.htm

In 2012, there were 106 traffic fatalities in Pinellas County. Approximately 43% of the fatalities were drivers and passengers, 28% pedestrians, 19% motorcyclists and 10% bicyclists. Pedestrians, bicyclists, moped/scooter users and motorcyclists are classified as "Vulnerable Road Users" and comprised about 57% of all traffic crash fatalities.

Pinellas County – 2012 Fatality Statistics

Drivers, Passengers	46
Motorcyclists	20
Bicyclists	11
Pedestrians	29
Total Fatalities	106





Vulnerable road user safety is a primary focus in safety programs that include improving crosswalks, enforcement and education. Total crashes reported are compared to vulnerable road user crash information in the chart below.

Five-Year Fatality Statistics in Pinellas County

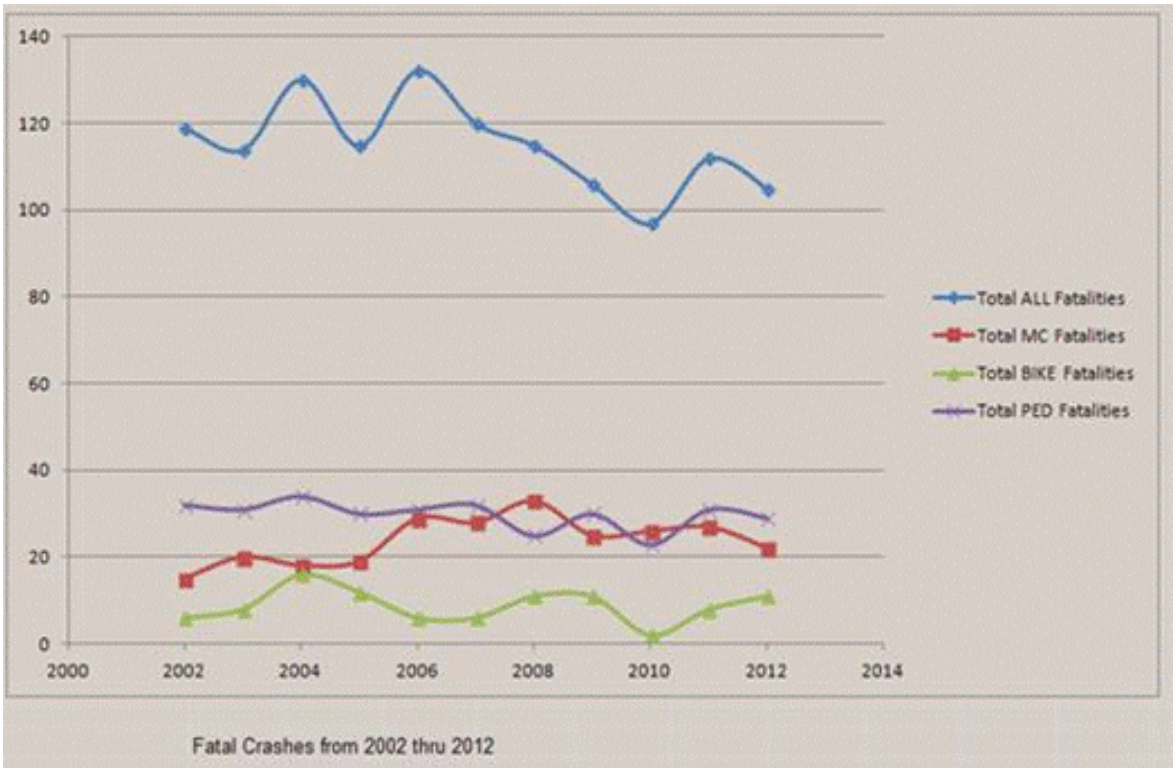
Five-Year Fatality Statistics (2008-2012) – Pinellas County
Crash Summary – Crash Data Management System
January 1, 2008 - December 31, 2012

Total Crashes Reported	**2008** 26,269	**2009** 25,760	**2010** 23,131	**2011** 14,855	**2012** 17,991
Crashes Involving Fatality	110	100	91	108	104
Total Fatalities	115	106	97	112	106
Total Injuries	6,234	6,156	6,032	5,913	5,795
Motorcycle Crashes	640	579	528	541	497
Motorcycle Fatalities	33	25	25	28	20
Motorcycle Injuries	473	455	415	438	410
Bicycle Crashes	638	647	549	481	580
Bicycle Fatalities	11	11	2	10	11
Bicycle Injuries	494	511	439	345	509
Pedestrian Crashes	488	475	458	433	533
Pedestrian Fatalities	25	30	22	31	29
Pedestrian Injuries	407	400	385	313	462

Ten-Year Fatality Statistics in Pinellas County

The graph below indicates that the total number of crash fatalities in Pinellas County decreased between 2002 and 2012. The total number of fatalities involving motorcycles increased, overall, between 2002 and 2008, but the number of fatalities decreased between 2008 and 2012. The number of fatalities involving bicyclists and pedestrians remained relatively constant between 2002 and 2008.

Ten-Year Fatality Statistics (2002-2012) – Pinellas County
Crash Summary - Crash Data Management System
January 1, 2002 - December 31, 2012



Florida Fatality Statistics and Trends

In 2011, Florida recorded the lowest number (29,757) of total traffic fatalities in 20 years, approximately 7.4% of the nationwide total. Population rates (per 100,000) are calculated to allow more accurate comparisons between urban and rural areas.

Demographic Profiles & Trends

National

- US fatalities dropped from 36,254 in 1994 to 29,757 in 2011.
- US Fatality Rate per 100 Million Vehicle Miles Traveled (VMT) declined from 1.73 in 1994 to 1.10 in 2011.
- US Fatality Rate per 100,000 Population dropped from 15.64 in 1994 to 10.39 in 2011.

Florida

- Florida fatalities dropped from 2,419 in 1994 to 2,210 in 2011.
- Florida Fatality Rate per 100 Million VMT declined from 2.20 in 1994 to 1.25 in 2011.
- Florida Fatality Rate per 100,000 Population declined from 19.25 in 1994 to 12.58 in 2011.

Characteristics of Florida Fatality Crashes per 100,000 Population

	2006	2007	2008	2009	2010
Total Fatalities (All Crashes)	12.98	12.30	12.44	11.36	10.47
Alcohol-Intoxicated Driving (BAC = .08+)	3.35	2.83	3.93	3.17	3.27
Single Vehicle Crash	6.82	6.53	6.44	7.43	5.78
Large Truck Involved Crash Fatalities	0.43	0.33	0.55	0.00	0.33
Speeding Involved Crash Fatalities	3.46	3.16	3.93	2.73	3.16
Rollover Involved Crash Fatalities	1.84	1.42	1.64	1.20	1.42
Roadway Departure Involved Crash Fatalities	3.54	2.94	3.38	3.50	2.51
Intersection Involved Crash Fatalities	5.59	5.66	5.35	4.15	5.13
Light Truck Occupant Fatalities	1.19	1.20	1.64	0.76	1.85
Motorcycle Fatalities	2.71	3.16	3.38	2.73	2.95
Pedestrian Fatalities	3.25	3.27	2.73	3.05	2.40
Bicyclist Fatalities	0.54	0.44	1.09	1.31	0.22

Source: www-fars.nhtsa.dot.gov/Trends/TrendsGeneral.aspx

Top 40 Intersections for All Crashes in Pinellas County, 2012

Several report fields can be analyzed using crash data. At the County level a high percentage of reported crashes are caused by intoxicated driving and distracted driving. The majority of crashes occurred on federal and state roads including U.S. Highway 19 and I-275.

The following 40 intersections had the highest crash occurrences in Pinellas County in 2012.

1. US 19 @ Tampa Rd
2. US 19 @ Curlew Rd
3. I-275 @ 4th St N Bridge Eastbound
4. US 19 @ Nebraska Ave
5. US 19 @ Alderman Rd
6. I-275 Interchange @ Gandy Blvd Interch
7. Seminole Blvd @ Park Blvd N
8. I-275 @ 22nd Ave N
9. I-275 @ 38th Ave N
10. US 19 @ Main St
11. I-275 Interch @ Roosevelt Blvd Interch
12. US 19 @ Gulf To Bay Blvd
13. SR 60 @ S Belcher Rd
14. Ulmerton Rd @ 34th St N
15. CR 1 @ Bryan Dairy Rd
16. Ulmerton Rd/SR 688 @ 49th St N
17. SR 584 @ Forest Lakes Blvd
18. Starkey Rd @ Park Blvd N
19. 49th St N @ Roosevelt Blvd
20. Dr MLKing Jr St S @ 22nd Ave S
21. US 19 @ Drew St
22. I-275 Interchange @ 54th Ave S
23. US 19 @ Ulmerton Rd
24. SR 586 @ McMullen Booth Rd
25. SR 60 @ Bayside Bridge
26. CR 752 @ East Lake Rd
27. Dr MLKing Jr St N @ 49th Ave N
28. US 19 @ Belleair Rd
29. East Bay Dr @ Starkey Rd
30. US 19 @ Hammock Pine Blvd
31. SR 580 @ Keene Rd
32. Seminole Blvd/US A19 @ 102nd Ave N
33. 113th St N @ Park Blvd N
34. US 19 @ E Klosterman Rd
35. US 19 @ E Tarpon Ave
36. SR 693 @ 54th Ave N
37. US 19 @ Sunset Point Rd
38. US 19 @ 38th Ave N
39. US 19 @ 62nd Ave N
40. Ulmerton Rd @ Roosevelt Blvd

Selected Crash Types for All Crashes in Pinellas County, 2012

Selected crash types and characteristics from available categories are queried to provide transportation planners, engineers and law enforcement with specific information in order to implement appropriate safety measures to reduce crashes.

- There were 17,991 total crashes in 2012; 15% occurred at top 40 intersections. *(Please see appendices for List of Top 40 Intersections.)*
- 14.3% of fatalities occurred within top 40 intersections.
- 6.8% of total crashes involved intoxication, 10.8% of total occurred at top 40 intersections.
- 8.7% of total crashes involved vulnerable road users, 8.8% occurred at top 40 intersections.
- 26% of total crashes were angle crashes. Angle crash types may indicate specific roadway intersection issues.
- 23% of total crashes identified as aggressive driving.
- 20% of total crashes identified as lane departure crashes.

Top 40 Intersections for Fatal Crashes in Pinellas County, 2012

The top four (4) intersections accounted for 10% of total fatal crashes; three (3) occurred on Interstate 275 and involved five (5) vulnerable users. (Full crash reports are available in the appendices provided at the end of this document.)

The following 40 intersections had the highest fatal crash occurrences in Pinellas County in 2012.

1. Gandy Blvd/US 92 @ San Fernando Blvd N
2. I-275 Interch @ Gandy Blvd Interch
3. I-275 @ 28th St S
4. I-275 @ 22nd Ave N
5. 62nd Ave N @ 49th St N
6. 113th St N @ 70th Ave N
7. Park St N @ Burning Tree Dr
8. Belcher Rd @ Park Blvd N
9. Park Blvd N @ 76th St N
10. Gandy Blvd/SR 694 @ Sunset Blvd
11. Gulf Blvd @ Gulf Winds Dr
12. US 19 @ Mainlands Blvd
13. Gandy Blvd/US 92 @ Brighton Bay Blvd NE
14. SR 686 @ Dr Martin Luther King Jr St N
15. CR 1 @ Bryan Dairy Rd
16. Seminole Blvd/US A19 @ 110th Ave N
17. US 19 @ Bryan Dairy Rd
18. I-275 Interch @ Roosevelt Blvd Interch
19. Belcher Rd @ 124th Ave N
20. Seminole Blvd/US A19 @ 127th Pl N
21. Indian Rocks Rd @ Wilcox Rd
22. I-275 Interch @ Ulmerton Rd Interch
23. US 19 @ Ulmerton Rd
24. Ulmerton Rd/SR 688 @ 49th St N
25. 16th Ave SE @ Acorn Trl (Largo Area)
26. Park View Ln @ 12th Ct SW
27. US 19 @ 150th Ave N
28. 49th St N @ Roosevelt Blvd
29. Avalon Ave @ Colfax St (Highpoint Area)
30. SR 686 @ Bradford St (Largo)
31. East Bay Dr @ Fulton Dr SE
32. East Bay Dr @ Emerald Ln
33. CR 1 @ Roberta St (Largo)
34. Belleair Rd @ Belcher Rd
35. Belleair Rd @ Beverly Dr
36. Lakeview Rd @ Brookside Dr
37. S Ft Harrison Ave @ Pinellas St
38. S Missouri Ave N/US A19 @ Turner St
39. Gulf to Bay Blvd/SR 60 @ S Belcher Rd
40. Gulf to Bay Blvd @ S Duncan Ave

Selected Crash Types for Fatal Crashes in Pinellas County, 2012

- There were 103 fatal crashes in 2012, 46% occurred at top 40 intersections. *(Please see appendices for List of Top 40 Intersections.)*
- 46% of fatal crashes involved intoxication, 17.5% occurred at top 40 intersections.
- 58% of total crashes involved vulnerable road users, 26% occurred at top 40 intersections.
- 26% of fatal crashes were angle crashes.
- 23% identified as lane departure crashes.

Top 40 Intersections for Pedestrian Crashes in Pinellas County, 2012

The vulnerable road user category, comprised of pedestrians, bicyclists and motorcyclists, can be analyzed separately to identify trends and safety issues. Education and enforcement are also important tools used to reduce the number and severity of crashes involving vulnerable road users.

The following 40 intersections had the highest pedestrian crash occurrences in Pinellas County in 2012.

1. East Bay Dr @ Starkey Rd
2. SR 688 @ S Belcher Rd
3. SR 693 @ 54th Ave N
4. US 19 @ 66th Ave N
5. Starkey Rd @ Park Blvd N
6. SR 693 @ 118th Ave N
7. Seminole Blvd/US A19 @ Ulmerton Rd
8. 4th St N @ 22nd Ave N
9. Dr MLK Jr St N @ 49th Ave N
10. 54th Ave N @ Haines Rd
11. 54th Ave N @ 28th St N
12. CR 611 @ 70th Ave N
13. Seminole Blvd/US A19 @ 70th Ave N
14. 66th St N @ Park Blvd N
15. Seminole Blvd @ Park Blvd N
16. CR 611 @ 78th Ave N
17. Dr MLK Jr St N @ 94th Ave N
18. Seminole Blvd/US A19 @ Walsingham Rd
19. US 19 @ 150th Ave N
20. East Bay Dr @ S Belcher Rd
21. East Bay Dr @ Fulton Dr SE
22. N Missouri Ave @ East Bay Dr
23. Nursery Rd @ S Belcher Rd
24. Missouri Ave N/US A19 @ Lakeview Rd
25. S Ft Harrison Ave @ Druid Rd W
26. SR 60 @ David Ave
27. SR 60 @ S Belcher Rd
28. Gulf to Bay Blvd @ S Arcturas Ave
29. Chestnut St @ Myrtle Ave
30. Drew St/SR 590 @ N MLK Jr Ave (Clwr)
31. Skinner Blvd/SR 580 @ Pinellas Trl
32. US 19 @ Main St
33. SR 586 @ McMullen Booth Rd
34. US 19 @ Tampa Rd
35. S Pinellas Ave/US A 19 @ W Lemon St
36. Dodecanese Blvd @ Hope St
37. Central Ave @ 22nd St N
38. 15th Ave N @ 25th St N
39. Gulf Blvd @ 145th Ave
40. US 19 @ 38th Ave N

Pedestrian Crashes in Pinellas County, 2012

- Of total crashes in 2012, 2.9% involved pedestrians.
- There were 532 crashes involving pedestrians in 2012, 18% occurred at top 40 intersections. *(Please see appendices for List of Top 40 Intersections.)*
- 14% of the pedestrian crashes involved intoxication, 2.6% occurred at top 40 intersections.
- 20% of pedestrian crashes were angle crashes.

Top 40 Intersections for Bicycle Crashes in Pinellas County, 2012

The following 40 intersections had the highest bicycle crash occurrences in Pinellas County in 2012.

1. East Bay Dr @ Starkey Rd
2. US 19 @ 62nd Ave N
3. 66th St N @ Park Blvd N
4. Seminole Blvd @ Park Blvd N
5. Dr MLK Jr St N @ 77th Ave N
6. SR 688 @ 49th St N
7. Dr MLK Jr St S @ 22nd Ave S
8. US 19 @ Sunset Point Rd
9. Gulf Blvd @ 108th Ave
10. US 19 @ Central Ave
11. US 19 @ 50th Ave N
12. Pinellas Bayway @ Anderson Blvd
13. SR 693 @ 62nd Ave N
14. Seminole Blvd @ 66th Ave N
15. 49th St N @ Park Blvd N
16. US 19 @ Gandy Blvd
17. Starkey Rd @ Park Blvd N
18. CR 611 @ 78th Ave N
19. SR 693 @ 78th Ave N
20. 4th St N @ 83rd Ave N
21. CR 611 @ 95th Ave N
22. CR 1 @ Bardmoor Blvd
23. 118th Ave N @ 47th St N
24. Seminole Bl/US A19 @ Walsingham Rd
25. Walsingham Rd @ Indian Rocks Rd
26. 68th St N @ 122 Ave N (Pinellas Park)
27. 34th St N @ 122nd Ave N (Pinellas Park)
28. Seminole Blvd/ US A19 @ 122 Ave N
29. 75th Ave @ Boca Ciega Dr
30. SR 688 @ 66th St N
31. SR 688 @ W Rena Dr
32. SR 688 @ S Belcher Rd
33. SR 688 @ Cumberland Dr
34. West Bay Dr @ 11th St SW
35. West Bay Dr @ 20th St SW
36. 4th St S @ 22nd Ave S
37. 22nd Ave S @ 31st St S
38. US 19/34th St S @ 22nd Ave S
39. Pinellas Trl @ Court St
40. US 19 @ Drew St

Bicycle Crashes in Pinellas County, 2012

- Of total crashes in 2012, 3.2% involved bicyclists.
- There were 580 crashes involving bicyclists in 2012, 16% occurred at top 40 intersections. *(Please see appendices for List of Top 40 Intersections.)*
- 5% of bicyclist crashes involved intoxication.
- 62% of bicyclist crashes were angle crashes.
- 29% of bicyclist crashes involved aggressive driving.
- 8% of bicyclist crashes involved lane departures.

Top 40 Intersections for Motorcyclists Crashes in Pinellas County, 2012

The following 40 intersections had the highest number of motorcycle crash occurrences in Pinellas County in 2012.

1. US 19 @ Curlew Rd
2. I-275 Interchange @ Roosevelt Blvd Int
3. US 19 @ 62nd Ave N
4. I-275 Interch @ Gandy Blvd Interch
5. Gandy Blvd/US 92@Brighton Bay NE
6. 49th St N @ Roosevelt Blvd
7. US 19 @ Seville Blvd
8. SR 60/CC Cswy @ Damascus Rd
9. Gulf to Bay Blvd @ S Highland Ave
10. Memorial Cswy @ Island Way
11. US 19 @ Tampa Rd
12. US 19 @ Innisbrook Dr/Citrus Dr
13. US 19 @ E Klosterman Rd
14. I-275 @ 22nd Ave N
15. 62nd Ave N @ MLK Jr N
16. US 19 @ 70th Ave N
17. CR 611 @ 70th Ave N
18. SR 694 @ 52nd St N
19. Starkey Rd @ Park Blvd N
20. 113th St N @ Park Blvd N
21. Oakhurst Rd @ Park Blvd N
22. Gulf Blvd @ 70th Ave
23. Gandy Blvd/US 92 @ Oak St NE
24. US 19 @ 110th Ave N
25. US 19 @ Bryan Dairy Rd
26. 113th St N @ Walsingham Rd
27. 75th Ave @ Blind Pass Rd
28. Seminole Blvd/US A19 @ 122nd Ave N
29. SR 686 @ 28th St N
30. SR 688 @ 130th Ave N
31. SR 686 @ 34th St N
32. Donegan Rd @ 8th Ave SE
33. East Bay Dr @ Starkey Rd
34. Belleair Rd @ Belcher Rd
35. SR 60 @ Sky Harbor Dr
36. SR 60 @ S Belcher Rd
37. CR 611 @ Drew St
38. Drew St @ N Belcher Rd
39. US 19 @ Enterprise Rd
40. Virginia St/CR 632 @ Patricia Ave

Motorcycle Crashes in Pinellas County, 2012

According to FDOT, in July 2013 there were 58,023 motorcycle licenses in Pinellas County, compared to 44,256 in July 2005, which is a 24% increase over eight (8) years. This increase in the number of motorcyclists underscores the need for more awareness on the part of all drivers.

- Of total crashes in 2012, 2.8% involved motorcyclists.
- There were 497 crashes involving motorcyclists in 2012, 20% occurred at top 40 intersections. *(Please see appendices for List of Top 40 Intersections.)*
- 12.5% of motorcyclist crashes involved intoxication.
- 23.5% of motorcyclist crashes were angle crashes.
- 26% of motorcyclist crashes involved aggressive driving.
- 24% of motorcyclist crashes involved lane departures.

PINELLAS COUNTY CRASH PROFILES BY CATEGORY

Crashes by Age Group

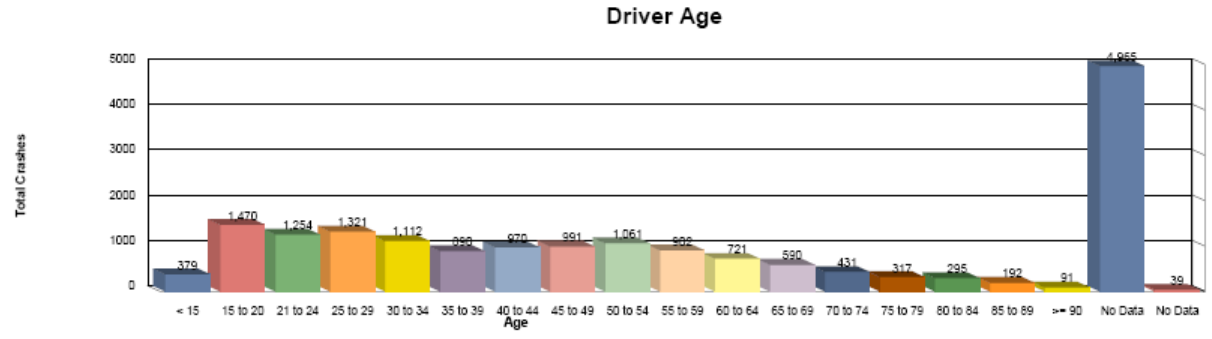
Approximately 29% of the total crashes in 2012 involved individuals between the ages of 15 to 34.

2012 all WebCDMS

Requested Date Range: 1/1/2012 to 12/31/2012	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Records Date Range: 01/01/2012 to 12/31/2012	17,991	105	2,703	532	580	497	4,696	469	1,232	89	680	1,573	4,188	3,575	2,784

Driver Age Summary (Vehicle 1)

Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Driver Actions: Intoxication	Speeding	Run Control	Run Off-Road	Elct. Distraction	Agr. Driving
Age < 15	379	0	76	18	26	5	3	0	4	18	1	16
Age 15 to 20	1470	7	268	26	33	45	57	11	54	131	40	381
Age 21 to 24	1254	4	282	32	25	50	107	13	65	137	27	308
Age 25 to 29	1321	12	242	44	36	38	167	10	50	124	22	306
Age 30 to 34	1112	4	204	30	29	28	124	10	57	100	14	262
Age 35 to 39	890	2	164	24	21	27	92	4	29	84	16	198
Age 40 to 44	970	4	178	35	37	43	118	3	43	70	12	240
Age 45 to 49	991	6	168	18	40	42	105	2	26	64	19	239
Age 50 to 54	1061	6	190	38	50	36	93	3	31	70	9	259
Age 55 to 59	902	4	171	37	38	25	59	4	31	48	7	227
Age 60 to 64	721	4	123	28	35	19	41	3	32	36	8	200
Age 65 to 69	590	1	121	28	19	17	31	1	31	27	5	192
Age 70 to 74	431	3	83	13	23	12	12	0	13	21	0	141
Age 75 to 79	317	3	55	12	16	4	9	1	13	14	1	110
Age 80 to 84	295	3	59	15	10	3	1	0	7	10	1	103
Age 85 to 89	192	2	35	2	9	4	0	0	8	3	0	78
Age >= 90	91	0	18	1	1	0	0	0	4	5	0	30
Age No Data	4965	40	266	131	132	99	213	24	182	364	43	898
Age No Data	39	0	0	0	0	0	0	0	0	10	0	0



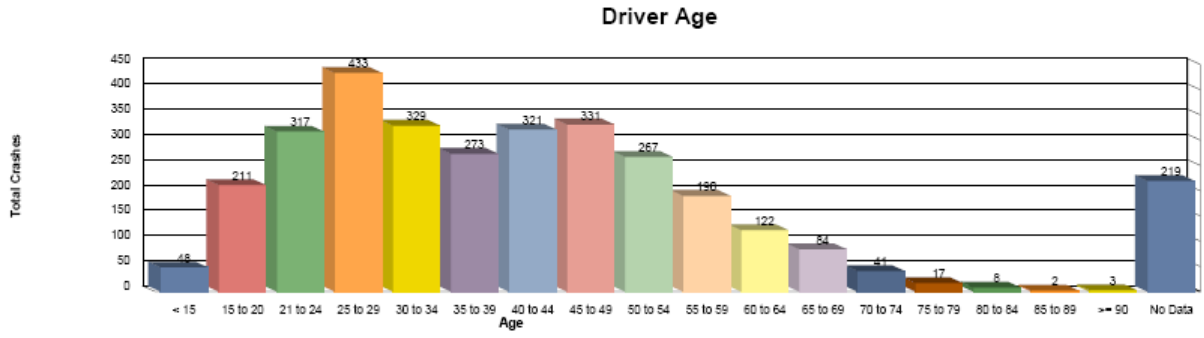
Between 2010 and 2012, the 25 to 29 age group was responsible for the greatest number of crashes involving intoxication as well as aggressive driving.

2010 - 2012 intoxicated WebCDMS

Requested Date Range: 1/1/2010 to 12/31/2012	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Records Date Range: 01/01/2010 to 12/31/2012	3,216	130	1,120	180	73	139	558	144	3,216	83	142	374	569	943	578

Driver Age Summary (Vehicle 1)

Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Driver Actions: Intoxication	Speeding	Run Control	Run Off-Road	Elct. Distraction	Agr. Driving
Age < 15	48	1	16	6	6	2	48	0	2	4	0	12
Age 15 to 20	211	7	102	11	1	4	211	13	9	55	1	39
Age 21 to 24	317	10	138	14	3	12	317	14	16	87	4	50
Age 25 to 29	433	19	133	17	7	15	433	14	26	96	8	84
Age 30 to 34	329	12	104	14	6	13	329	11	20	64	6	67
Age 35 to 39	273	5	92	11	6	11	273	4	8	51	3	38
Age 40 to 44	321	9	136	17	7	10	321	4	8	61	2	59
Age 45 to 49	331	8	118	16	7	23	331	10	10	64	4	51
Age 50 to 54	267	13	75	16	8	16	267	5	11	51	1	47
Age 55 to 59	190	5	64	11	8	9	190	2	6	29	0	29
Age 60 to 64	122	7	32	7	3	1	122	0	4	11	2	26
Age 65 to 69	84	5	44	11	2	4	84	1	3	7	0	18
Age 70 to 74	41	3	15	5	1	0	41	0	1	2	1	6
Age 75 to 79	17	5	10	3	2	2	17	2	0	1	0	3
Age 80 to 84	8	0	1	2	0	0	8	0	1	0	0	1
Age 85 to 89	2	0	2	0	0	0	2	0	0	0	0	1
Age >= 90	3	0	1	1	0	0	3	0	0	0	0	0
Age No Data	219	21	37	18	6	17	219	3	17	32	1	38



Crashes by Vulnerable Road User

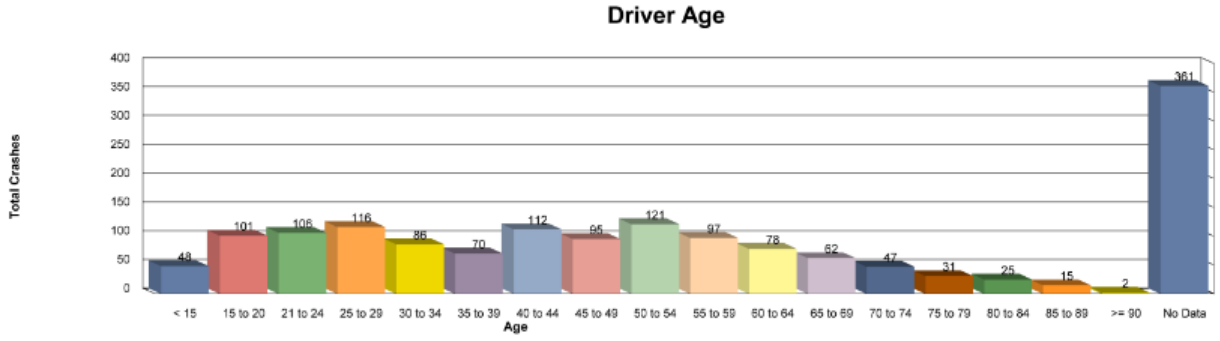
In 2012, analysis of crashes that involved vulnerable users (pedestrians, bicyclists, motorcyclists, and mopeds/scooter users) totaled 1,573 resulting in 62 fatalities. Thirty five percent (35%) of the vulnerable user crashes involved bicyclists, 33.8% pedestrians, and 31.2% involved motorcyclists.

2012 Vulnerable Crashes WebCDMS

Requested Date Range: 1/1/2012 to 12/31/2012	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Records Date Range: 01/01/2012 to 12/31/2012	1,573	62	762	532	558	497	563	39	165	14	33	1,573	370	197	356

Driver Age Summary (Vehicle 1)

Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Driver Actions: Intoxication	Speeding	Run Control	Run Off-Road	Elct. Distraction	Agr. Driving
Age < 15	48	0	23	18	26	5	1	0	0	2	0	1
Age 15 to 20	101	6	53	26	32	45	4	1	3	5	0	22
Age 21 to 24	106	2	63	32	24	50	9	2	2	15	0	20
Age 25 to 29	116	9	67	44	35	38	21	3	6	3	0	29
Age 30 to 34	86	1	53	30	28	28	11	0	2	2	0	23
Age 35 to 39	70	0	37	24	19	27	10	0	0	7	0	17
Age 40 to 44	112	2	67	35	35	43	18	0	3	4	2	20
Age 45 to 49	95	4	55	18	37	42	16	1	2	6	1	20
Age 50 to 54	121	3	71	38	47	36	14	0	2	8	0	31
Age 55 to 59	97	3	51	37	38	25	7	1	2	0	0	28
Age 60 to 64	78	2	41	28	32	19	6	2	0	2	0	21
Age 65 to 69	62	1	34	28	19	17	5	0	0	3	1	18
Age 70 to 74	47	0	22	13	22	12	1	0	1	1	0	21
Age 75 to 79	31	1	15	12	15	4	3	1	0	0	0	8
Age 80 to 84	25	0	15	15	7	3	0	0	1	0	0	7
Age 85 to 89	15	0	8	2	9	4	0	0	0	0	0	5
Age >= 90	2	0	0	1	1	0	0	0	0	0	0	1
Age No Data	361	28	87	131	132	99	39	3	9	9	2	78



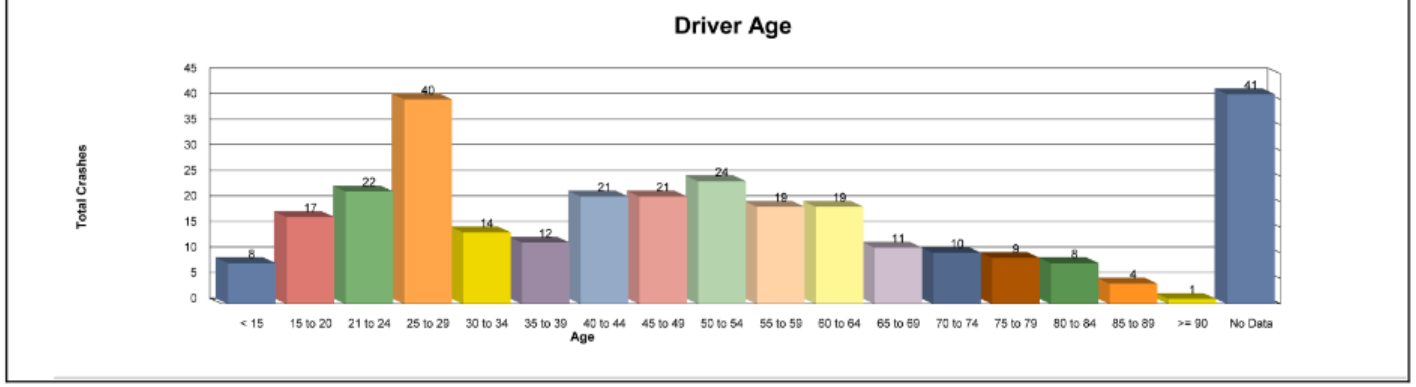
Between 2010 and 2012, 55% of the fatalities involved vulnerable users. The 25 to 29 age group was responsible for the greatest number of fatal crashes as well as aggressive driving and intoxication.

2010-2012 Fatal Crashes WebCDMS

Requested Date Range: 1/1/2010 to 12/31/2012	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Records Date Range: 01/07/2010 to 12/31/2012	301	314	142	82	21	72	90	13	122	28	27	171	109	70	84

Driver Age Summary (Vehicle 1)

Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Driver Actions: Intoxication	Speeding	Run Control	Run Off-Road	Elct. Distraction	Agr. Driving
Age < 15	8	8	1	5	1	0	1	1	0	0	0	5
Age 15 to 20	17	23	8	0	1	7	3	8	6	4	0	15
Age 21 to 24	22	23	17	4	1	6	9	3	1	8	0	10
Age 25 to 29	40	42	19	11	2	13	18	5	2	8	0	15
Age 30 to 34	14	15	9	4	0	2	11	3	0	5	1	4
Age 35 to 39	12	12	6	3	0	4	5	1	0	1	0	5
Age 40 to 44	21	21	11	4	2	4	9	0	1	4	0	4
Age 45 to 49	21	21	6	6	2	5	8	3	3	2	0	10
Age 50 to 54	24	24	10	8	2	7	13	1	3	0	1	7
Age 55 to 59	19	19	12	8	1	5	5	0	0	3	0	3
Age 60 to 64	19	20	10	8	2	4	7	1	0	2	0	3
Age 65 to 69	11	11	6	4	0	2	5	0	3	3	0	4
Age 70 to 74	10	11	1	2	0	0	3	0	2	1	0	4
Age 75 to 79	9	10	12	1	1	3	4	2	1	0	0	7
Age 80 to 84	8	8	4	1	0	1	0	0	0	1	0	4
Age 85 to 89	4	4	2	0	0	0	0	0	1	1	0	2
Age >= 90	1	1	0	0	0	0	0	0	0	1		0
Age No Data	41	41	8	13	6	9	21	0	4	5	1	7



Crashes by Vehicle Type

The crash data provides information regarding the "first vehicle type" involved in a crash. Vehicle options include passenger car (8,814 or nearly 49%), sport utility vehicle (2,603 or 15%), pickup truck (1,924 or 11%), as well as other vehicles such as all terrain vehicle (ATV's), cargo van (10,000 lbs or 4,536 kg or less), medium/heavy trucks (more than 10,000 lbs or 4,536 kg), moped, motorcycle, other light trucks (10,000 lbs or 4,536 kg or less), passenger van, and others not specified in a category.

Crashes by Location

The following two (2) charts are examples of data that can be analyzed for possible roadway changes or upgrades to improve safety for all modes of travel. Approximately 72% of traffic crashes occur in the roadway travel lanes. The remaining 28% happen off-road, e.g., on the shoulder, in a median or parking lot.

The 2009 Pinellas County Pedestrian Safety Action Plan (*link provided below*) states that 25% of pedestrian traffic crashes occur in privately-owned parking lots. It is important to include parking lot crash information in order to more effectively address parking lot safety as well as ingress and egress issues.

Location On Roadway Summary

							Strategic Highway Safety Plan (SHSP)			
Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Gore	1	0	0	0	0	0	0	0	0	1
In Parking Lane or Zone	1,098	1	43	53	10	17	80	39	199	2
Median	153	2	30	3	1	7	11	19	99	14
No Data	293	1	0	0	0	1	1	11	3	1
Off Roadway	1,634	11	202	54	60	30	138	119	712	47
On Roadway	12,982	81	2306	394	467	417	1251	3804	2040	2692
Outside Right-of-Way	13	0	1	0	0	0	0	0	3	0
Roadside	144	0	25	9	23	3	34	19	47	8
Separator	7	1	1	0	0	1	1	1	4	1
Shoulder	488	8	76	14	15	18	45	34	324	14
Unknown	1,178	0	19	5	4	3	12	142	144	4

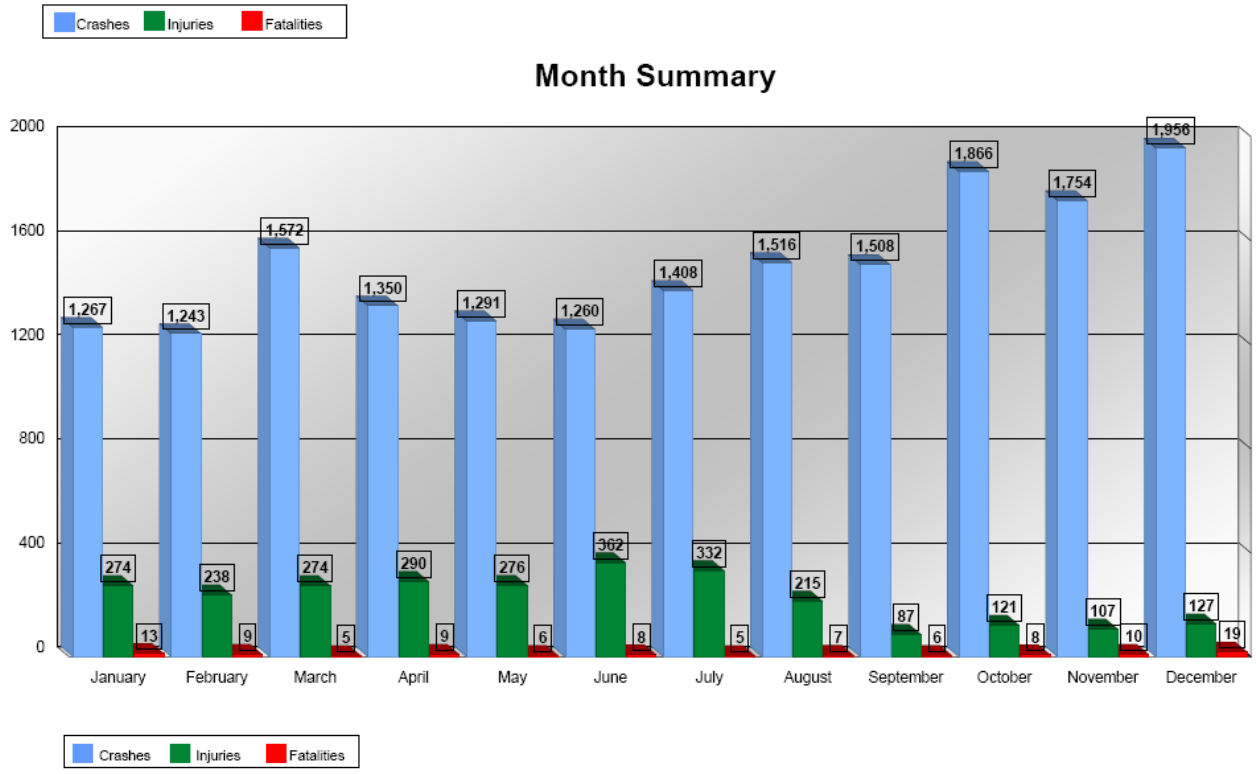
Relation to Junction Summary

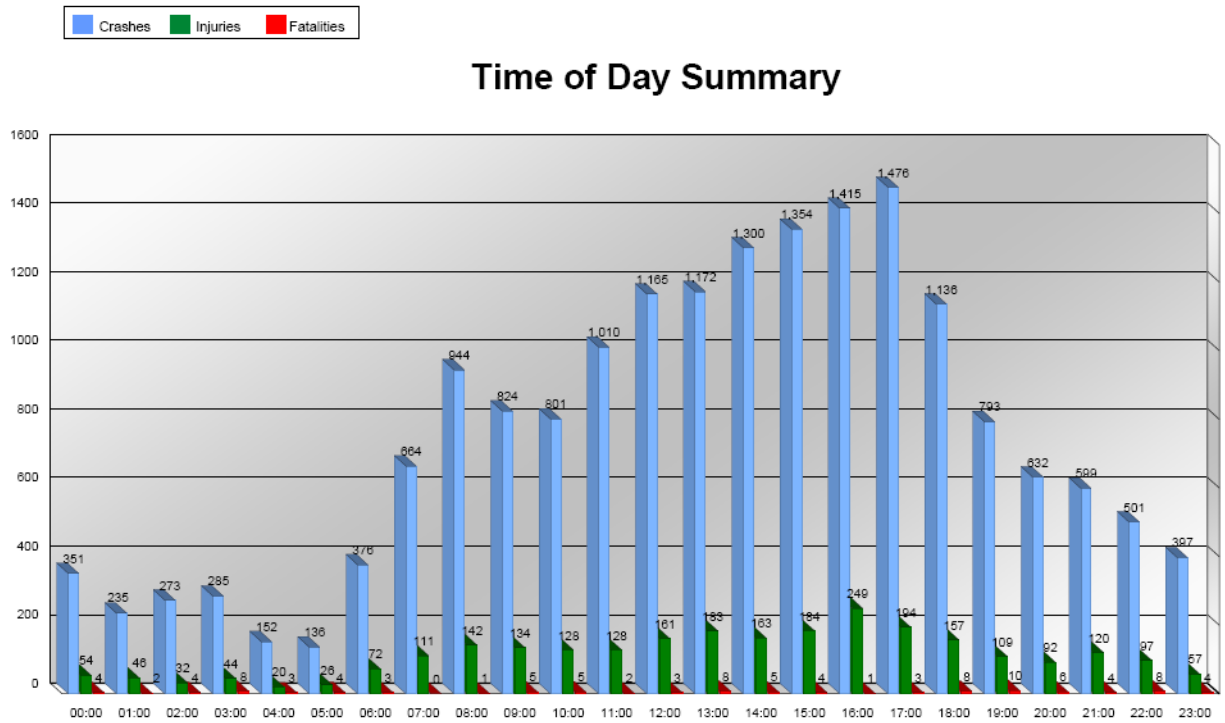
							Strategic Highway Safety Plan (SHSP)			
Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Acceleration/Deceleration Lane	9	0	1	0	0	1	1	3	4	0
Crossover-Related	44	0	10	1	0	2	3	24	7	0
Driveway/Ally Access Related	574	4	87	32	75	16	122	217	64	0
Entrance/Exit Ramp	166	3	20	2	3	4	9	31	63	0
Intersection	2,784	22	762	87	183	89	356	1445	364	2784
Intersection-Related	1,846	9	239	50	79	38	164	386	296	0
No Data	290	1	0	0	0	1	1	8	3	0
Non-Junction	10,778	63	1541	339	223	333	868	1873	2544	0
Other, Explain in Narrative	224	0	23	11	6	6	21	32	60	0
Railway Grade Crossing	7	0	2	0	0	0	0	3	2	0
Shared-Use Path or Trail	8	0	2	0	3	0	3	1	3	0
Through Roadway	63	2	7	2	4	5	11	20	20	0
Unknown	1,198	1	9	8	4	2	14	145	145	0

www.pinellascounty.org/mpo/docs/Pinellas%20PSAP%20Final%20Report%20083109.pdf)

2012 Fatal Crashes by Month and Day

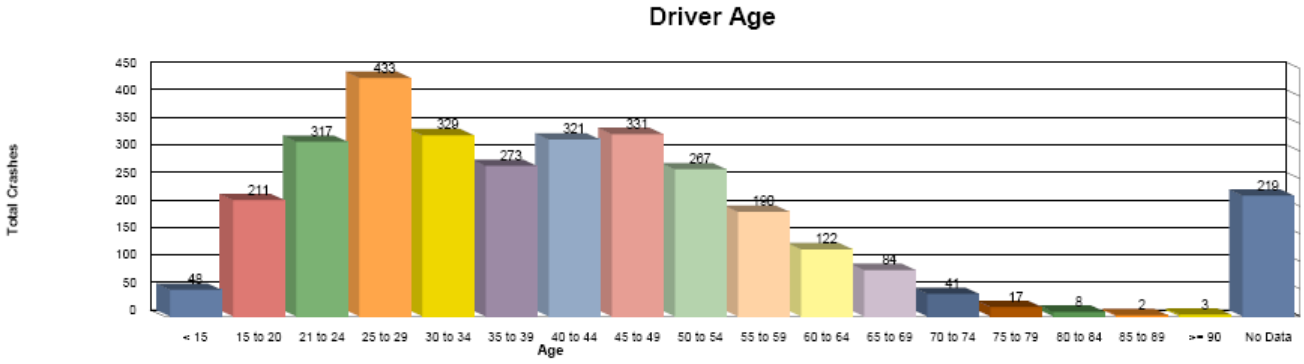
In 2012, more than 18.5% of all fatal traffic crashes in Pinellas County occurred in December, followed by 12.6% in January. Sundays accounted for 22.3% of fatalities while both Saturdays and Wednesdays averaged 17%. Tuesday, Thursday and Friday each averaged about 10.7% of fatal traffic crashes. While only 22% of all 2012 traffic crashes happened at night, 56% of them involved a fatality. The majority of fatal crashes in 2012 were between October and December, and Friday at 5 p.m. had the highest number of fatal crashes.

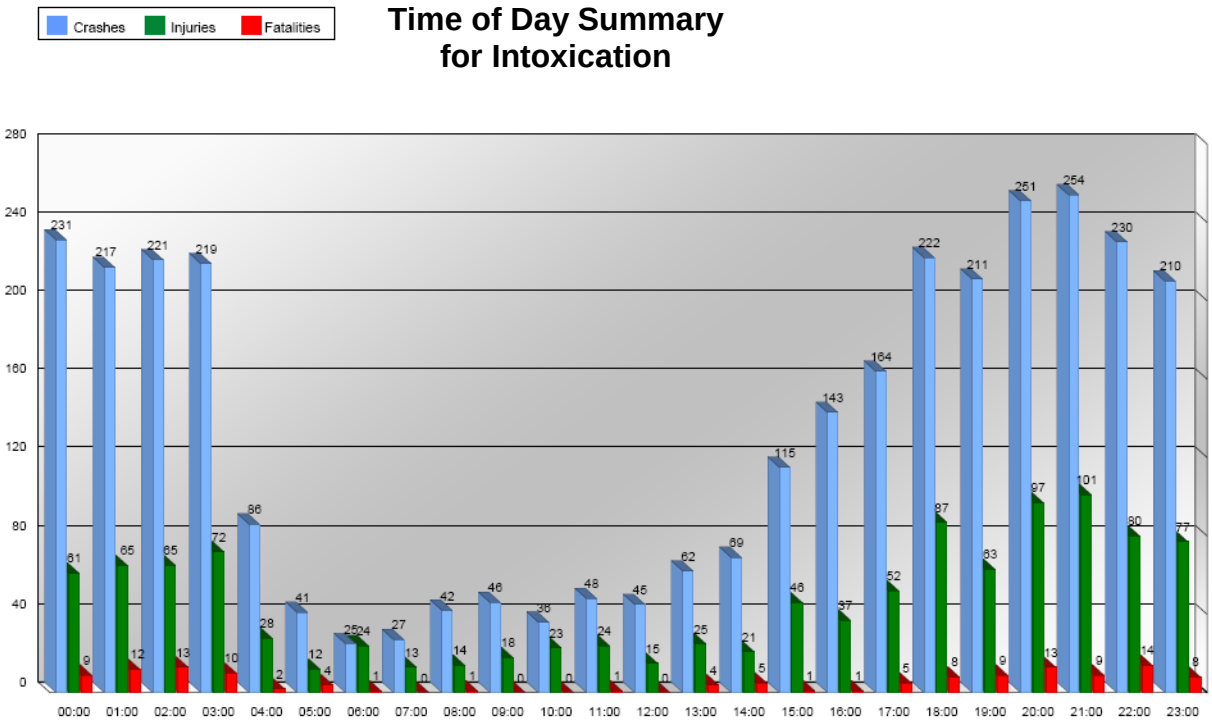




Crashes by Cause

Between 2010 and 2012, there was an average of 1,072 crashes per year involving intoxication (alcohol or drugs), and law enforcement reports indicate that approximately 46% of the total number of traffic fatalities involved intoxication in Pinellas County. The age group with the highest number of intoxication-involved crashes was the 25 to 29 year olds, closely followed by the 45 to 49 year olds. Data indicates an increased crash rate in the late evening to 3:00 a.m.





Intoxication

The highest percentage of traffic fatalities in Pinellas County in 2012 were attributed to driving while intoxicated (about 45.6%). Exceeding the speed limit and disregarding a traffic control device accounted for about 13.6% of fatal crashes. Between 2010 and 2012 fatal crashes at intersections and lane departures totaled 51.2% of all fatal crashes, and 18.3% of fatal crashes were due to disregard of a traffic control device or exceeding the posted speed limit.

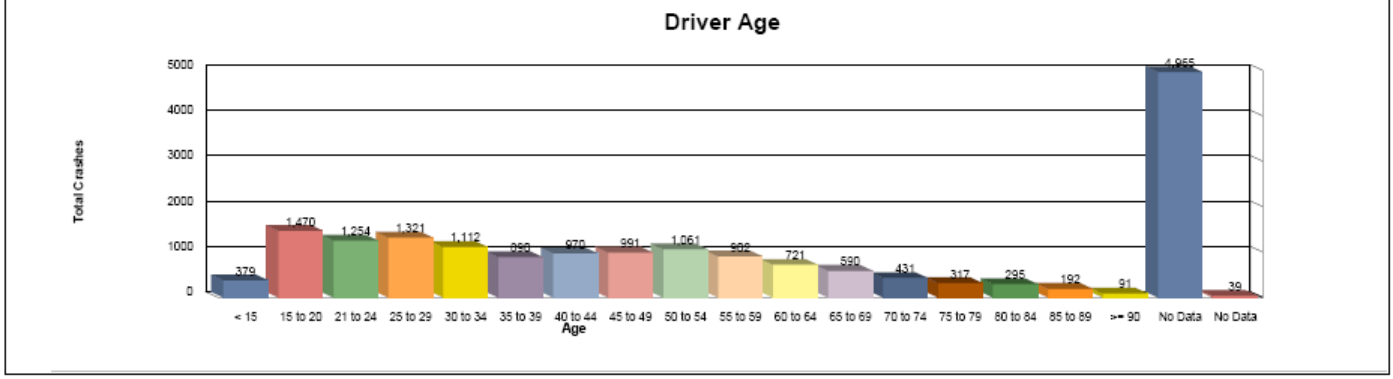
Approximately 12% of traffic fatalities in Pinellas County in 2012 involved the 25 to 29 age group.

2012 all WebCDMS

Requested Date Range: 1/1/2012 to 12/31/2012	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Records Date Range: 01/01/2012 to 12/31/2012	17,991	105	2,703	532	580	497	4,896	469	1,232	89	680	1,573	4,188	3,575	2,784

Driver Age Summary (Vehicle 1)

Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Driver Actions: Intoxication	Speeding	Run Control	Run Off-Road	Elct. Distraction	Agr. Driving
Age < 15	379	0	76	18	26	5	3	0	4	18	1	16
Age 15 to 20	1470	7	268	26	33	45	57	11	54	131	40	381
Age 21 to 24	1254	4	282	32	25	50	107	13	65	137	27	308
Age 25 to 29	1321	12	242	44	36	38	167	10	50	124	22	306
Age 30 to 34	1112	4	204	30	29	28	124	10	57	100	14	262
Age 35 to 39	890	2	164	24	21	27	92	4	29	84	16	198
Age 40 to 44	970	4	178	35	37	43	118	3	43	70	12	240
Age 45 to 49	991	6	168	18	40	42	105	2	26	64	19	239
Age 50 to 54	1061	6	190	38	50	36	93	3	31	70	9	259
Age 55 to 59	902	4	171	37	38	25	59	4	31	48	7	227
Age 60 to 64	721	4	123	28	35	19	41	3	32	36	8	200
Age 65 to 69	590	1	121	28	19	17	31	1	31	27	5	192
Age 70 to 74	431	3	83	13	23	12	12	0	13	21	0	141
Age 75 to 79	317	3	55	12	16	4	9	1	13	14	1	110
Age 80 to 84	295	3	59	15	10	3	1	0	7	10	1	103
Age 85 to 89	192	2	35	2	9	4	0	0	8	3	0	78
Age >= 90	91	0	18	1	1	0	0	0	4	5	0	30
Age No Data	4965	40	266	131	132	99	213	24	182	364	43	898
Age No Data	39	0	0	0	0	0	0	0	0	10	0	0



Personal Restraint

In 2012, 18% of the traffic crashes involved drivers and/or passengers not wearing seat belts in Pinellas County.

Person Restraint Summary

Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Strategic Highway Safety Plan (SHSP)			
							Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
	1,399	7	215	127	157	14	288	49	319	172
Child Restraint System - Forwa	5	0	0	0	0	0	0	0	2	0
Child Restraint System - Rear	3	0	0	0	0	0	0	1	0	0
Child Restraint Type Unknown	1	0	0	0	0	0	0	0	0	0
Lap Belt Used Only	30	0	3	0	0	0	0	5	9	4
No Data	807	10	81	23	10	101	128	91	143	69
None Used - Motor Vehicle Occu	375	19	174	9	5	32	46	102	127	62
Not Applicable (non-motorist)	575	6	164	14	12	167	190	113	123	88
Other, Explain in Narrative	2,103	2	89	16	37	36	88	276	448	145
Restraint Used - Type Unknown	82	0	1	1	2	1	4	14	18	6
Shoulder and Lap Belt Used	12,471	60	1953	340	355	146	825	3488	2352	2214
Shoulder Belt Used Only	140	1	23	2	2	0	4	49	34	24

Driver Contributing Cause Roadway

Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Strategic Highway Safety Plan (SHSP)			
							Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
	1,399	7	215	127	157	14	288	49	319	172
Disregarded Other Road Marking	10	0	2	1	0	0	1	10	3	1
Disregarded Other Traffic Sign	17	2	6	1	0	0	1	17	4	7
Drove Too Fast for Conditions	181	1	24	0	0	13	13	0	94	11
Exceeded Posted Speed	41	5	13	0	0	6	6	40	23	2
Failed to Keep in Proper Lane	388	0	30	2	1	9	12	388	232	39
Failed to Yield Right-of-Way	2,183	12	535	66	152	72	280	2183	284	859
Followed too Closely	625	0	53	3	1	13	17	625	9	33
Improper Backing	974	0	33	31	5	7	43	2	71	7
Improper Passing	118	0	15	0	1	5	6	118	78	13
Improper Turn	417	3	50	3	5	10	18	6	109	151
No Contributing Action	1,118	28	248	148	124	47	308	16	268	133
No Data	475	2	6	9	6	2	17	2	50	19
Operated MV in Careless or Neg	7,186	22	917	86	70	199	352	5	1291	660
Operated MV in Erratic Reckles	102	3	39	2	1	6	9	102	43	10
Other Contributing Actions	1,725	7	186	42	46	56	143	4	420	178
Over-Correcting/Over-Steering	54	0	20	0	0	6	6	0	31	4
Ran off Roadway	196	5	44	5	0	7	11	0	116	5
Ran Red Light	454	6	191	3	2	10	15	454	25	350
Ran Stop Sign	166	0	44	1	7	5	13	166	12	110
Swerved or Avoided	98	0	14	2	0	10	12	0	59	5
Wrong Side of Wrong Way	64	2	18	0	2	0	2	1	34	15

Distracted Drivers

A new field was added to the traffic crash form in 2013 to identify *distracted driving* as a contributing factor in a crash. NHTSA had identified '*distracted driving'* as a prominent challenge for local and national safety strategists.

Distracted drivers are being tracked under the drivers contributing cause, which includes operating a motor vehicle in a careless or neglected manner, failing to yield right of way, speeding, or disregarding a traffic light or sign. This list of causes can be analyzed to ultimately identify solutions for reducing traffic related crashes. For example, approximately 57% of total traffic crashes would be eliminated if all roadway users obeyed existing traffic control devices.

As of 2011, Florida has collected data identifying contributing cause's (see chart below), to specify driver distractions such as eating, drinking, adjusting the radio or GPS device, cell phone dialing/texting, and basically not being focused on driving. For more information about distracted driving, see links below.

www.nhtsa.gov/staticfiles/nti/distracted-driving/pdf/811299.pdf

http://www.distraction.gov/content/get-the-facts/index.html

www.flhsmv.gov/html/distracteddriver/2008DDR.pdf

Attached (see Appendix D) is a distracted driving report containing Pinellas County crash data collected from 2011 to 2013. The report lists the types of distractions that were involved in crash incidents during this period as reported by the attending law enforcement officers. These distractions and the number of times they were reported are summarized here:

- Electronic Communication Devices (cell phone, etc) – 429
- External Distraction (Outside the Vehicle) – 668
- Inattentive – 1,918
- Other Electronic Device (Navigation Device, DVD Player) – 162
- Other Inside the Vehicle – 813
- Texting – 42

Top 40 Intersections for Distracted Driving in Pinellas County, 2010-2012

The following 40 intersections had the highest number of distraction occurrences in Pinellas County.

1. US 19 @ Tampa Rd
2. US 19 @ Curlew Rd
3. US 19 @ Alderman Rd
4. 49th St N @ Roosevelt Blvd
5. I-275 Interch @ 4th St Bridge Eastbound
6. CR 1 @ Bryan Dairy Rd
7. US 19 @ Nebraska Ave
8. I-275 Interchange @ 38th Ave N
9. I-275 Interchange @ Gandy Blvd Interch
10. I-275 Interchange @ Roosevelt Blvd Int
11. SR 686 @ 34th St N
12. SR 688 @ 49th St N
13. SR 584 @ Forest Lakes Blvd
14. Seminole Blvd @ Park Blvd N
15. SR 688 @ S Belcher Rd
16. 66th St N @ Park Blvd N
17. US 19 @ E Klosterman Rd
18. SR 688 @ Lake Ave SE
19. Sunset Point Rd @ McMullen Booth Rd
20. US 19 @ Citrus Dr
21. Seminole Blvd/US A19 @ Ulmerton Rd
22. East Bay Dr @ S Belcher Rd
23. US 19 @ Enterprise Rd
24. SR 580 @ McMullen Booth Rd
25. US 19 @ Hammock Pine Blvd
26. US 92 @ Brighton Bay Blvd NE
27. SR 688 @ 66th St N
28. US 19 @ East Bay Dr
29. SR 60 @ S Belcher Rd
30. US 19 @ Main St
31. I-275 Interchange @ 54th Ave S
32. SR 693 @ 54th Ave N
33. US 19 @ 62nd Ave N
34. SR 688 @ Feather Sound Dr
35. US 19 @ Ulmerton Rd
36. SR 686 @ 46th St N
37. East Bay Dr @ Starkey Rd
38. US 19 @ Belleair Rd
39. SR 60 @ Courtney Campbell CSWY
40. Main St @ Belcher Rd

CONCLUSION

Crash Data indicate that a high percentage of crashes are caused by Intoxicated Driving (drugs and alcohol), young drivers between the ages of 25 to 29, and Distracted Driving. Drugs and alcohol played a role in nearly half (46%) of all traffic fatalities in Pinellas County in 2012. Young drivers between the ages of 25 and 29 accounted for the highest number of crashes and crash fatalities involving drugs or alcohol. Most of the traffic fatalities (59%) also involved vulnerable road users (pedestrians, motorcyclists, bicyclists and moped/scooter users). Pedestrians made up nearly half of the fatalities of all vulnerable road users in 2012. Crash statistics in Pinellas County indicate that the most significant cause of crashes is intoxication by young drivers. Finally, Distracted Driving is becoming an increasing problem accounting for a significant number of crashes in Pinellas County, most often involving young drivers.