Pinellas County Metropolitan Planning Organization
310 Court Street. 2nd Floor. Clearwater. Florida 33756 • (727)464-8200: Fax (727)464-8201

AGENDA

INTELLIGENT TRANSPORTATION SYSTEM (ITS) ADVISORY COMMITTEE

MONDAY, SEPTEMBER 15, 2014

1:30 P.M.
Pinellas County Planning Department Conference Room
310 Court Street, 1st Floor
Clearwater, FL 33756

(Road work is underway near our building and some roadways/intersections will be closed during the coming weeks – please see attached map

I. CALL TO ORDER

II. APPROVAL OF MINUTES – February 5, 2014

III. 2040 Cost Feasible Long Range Transportation Plan
- **A. Overview of the Draft 2040 Cost Feasible Long Range Transportation Plan**
- **B. Surface Transportation Program and Congestion Management Process (Non-State Roads) Priority Lists**
- **C. Safety and Security Elements**

IV. AMENDMENT TO THE ITS MAP

V. FDOT DISTRICT SEVEN, SUNGUIDE PROGRAM

VI. PRESENTATION ON CRASH DATA

VII. UPDATES/OTHER BUSINESS
- **A. Vision Statement and Renaming of Committee**
- **B. Primary Control Center (PCC) Advisory Committee**
- **C. Next Meeting – February 4, 2015**
- **D. Other Business**

VIII. ADJOURNMENT

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Office of Human Rights, 400 South Fort Harrison Avenue, Suite 300, Clearwater, Florida 33756; [(727) 464-4062 (V/TDD)] at least seven days prior to the meeting.

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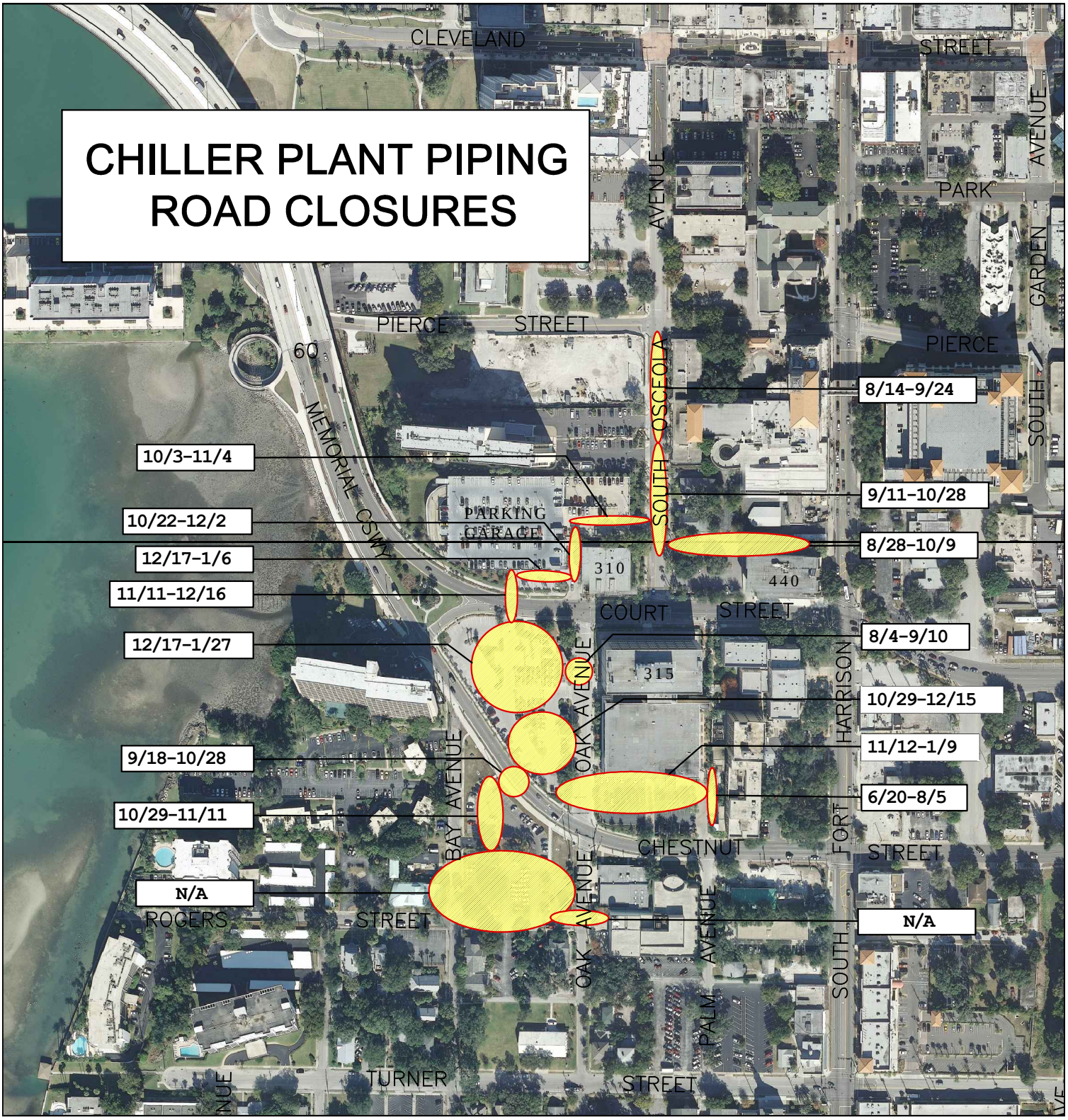

CHILLER PLANT PIPING
ROAD CLOSURES
CLEVELAND
STREET
AVENUE
PARK
GARDEN
PIERCE
STREET
60
MEMORIAL CSWY
SOUTH OSCEOLA
8/14-9/24
10/3-11/4
9/11-10/28
10/22-12/2
8/28-10/9
12/17-1/6
11/11-12/16
PARKING
GARAGE
310
440
COURT
STREET
8/4-9/10
12/17-1/27
315
OAK AVENUE
HARRISON
10/29-12/15
11/12-1/9
9/18-10/28
BAY AVENUE
6/20-8/5
10/29-11/11
CHESTNUT
FORT
STREET
N/A
ROGERS
STREET
N/A
OAK AVENUE
PALM AVENUE
SOUTH
TURNER
STREET

ITS AGENDA ITEM II.

APPROVAL OF MINUTES

The minutes of the February 5, 2014 ITS Advisory Committee meeting are attached for review and approval.

ATTACHMENT: ITS Advisory Committee Minutes of February 5, 2014

ACTION: Approval of Minutes

ITS: 09/15/14

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)
ADVISORY COMMITTEE MEETING MINUTES
FEBRUARY 5, 2014
1:30 p.m.

The meeting was held on Wednesday, February 5, 2014, in the Planning Department Conference Room. Those in attendance were:

Members Present:

Karen Seel, Chairman	MPO/BCC
Harriet Crozier	MPO/Largo
Ken Jacobs	Pinellas County Public Works – Traffic
Michael Welch	Citizens Advisory Committee
Cory Martens (representing Paul Bertels)	Clearwater Traffic
Tom Whalen	St. Petersburg – Traffic/TCC
Nick Fritsch	Citizen
Jerry Karp	Citizen
Gary Thompson	FDOT
Tim Funderburk	City of St. Petersburg Traffic Operations

Technical Support:

Chester Chandler	FDOT District 7
Sandra Gonzales	FDOT District 7

Members Absent:

Jim Kennedy	MPO/St. Petersburg
Julio Ayon	City of Largo Engineering
Joan Rice	City of Dunedin Engineering
Joe Falanga	Citizens Advisory Committee
Stanley Deckert	St. Petersburg Police Department
Cleven L. Wyatt	St. Petersburg Police Department

Others Present:

Debra Woodward	PSTA
Rick MacAulay	MPO Staff
Gina Harvey	MPO staff
Sarah Ward	MPO staff
Carolyn Kuntz	MPO Staff

I. CALL TO ORDER

Chairman Seel called the meeting to order at 1:35 p.m.

II. APPROVAL OF MINUTES – November 6, 2012

Commissioner Crozier moved, Mr. Jacobs seconded, and motion carried to approve the minutes.

III. 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)

A. Management and Operations Projects for the 2040 LRTP and

B. Congestion Management Process Priority List

Gina Harvey, MPO, reviewed a PowerPoint presentation regarding the 14 corridors that were evaluated as part of the URS effort where they evaluated all the roadways in Pinellas County to identify locations that could benefit from congestion management improvements. These 14 corridors will be integrated into the other Congestion

Management Process (CMP) projects that had been previously studied and then the projects ranked into a complete CMP tracking list. Several of the recommendations will require further evaluation before proceeding forward. The MPO staff would like the Committee to approve the Tech Memo as prepared by URS, add those corridors to the previous CMP lists, and then the list would be included in the LRTP. The idea is to come up with projects that could be implemented through other efforts or through set-side funds from the MPO. She provided information on the Road Safety Audits, where areas are looked at for quick-fix solutions. It was requested that all comments be emailed to Ms. Harvey. She stressed this is a living document and will be modified as necessary so that it remains updated and relevant.

Mr. Fritsch commented he liked the snapshot approach that URS provided for each of the corridors and noted he provided a comment to Ms. Harvey earlier that a "G" be added to make it clear improvements are to relieve congestion.

Ms. Ward added, since several of the recommendations call for further studies, there will be a need to prioritize follow-up activities. In addition, several of the corridors are County facilities, which require follow-up with the County. The County is advancing some of the projects as part of their ten-year Capital Improvement Program so MPO staff needs to make sure they are aware of the recommendations in adequate time so the County can take them into consideration as projects are advanced. The MPO will receive a presentation at their upcoming meeting from FDOT regarding safety funding and information on the Safety Summit. There will be a need to take a closer look at the crashes so they know the crash type to identify the appropriate countermeasure. There is a requirement by the federal government to look at performance measures. There will be additional work required on some of the corridors. Ms. Ward cited an example of an area that will require further evaluation is U.S. 19 and Park Boulevard and the need for a dual left-turn from U.S. 19 east onto Gandy Boulevard but looking at the entire area to see how modification to the design and implementation of an access road would impact traffic on U.S. 19. Ms. Ward stated staff will need to come back with more specifics as to study locations and outputs from the crash data analysis.

In response to Mr. Whalen regarding potential funding for Road Safety Audits, Ms. Harvey responded they are funded through FDOT safety funds and cost from $5,000 to $20,000.

In response to Ms. Ward as to the County's set-aside safety funds, Mr. Jacobs responded the County sets aside a small amount of funds for ongoing safety studies in the Capital Improvement Program. They receive calls from citizens for specific locations.

Ms. Gonzales, FDOT, indicated they are coordinating with PSTA regarding the segment of U.S. 19 under construction and suggested waiting a few months. She also pointed out that FDOT has a project for northbound and southbound ramps. Ms. Ward responded that staff is aware of the projects; however, with all the improvements for U.S. 19 to make it a partially-controlled access, there needs to be additional study as to how to get pedestrians safety across U.S. 19. The staffs from the MPO, FDOT, and PSTA will need to discuss how to address the crossing needs of pedestrians, especially those trying to access the bus stop located on the opposite side of the corridor.

Chairman Seel noted that one of the recommendations from the pedestrian study for U.S. 19 was, as a minimum, that pedestrian accommodations be installed at the underpasses.

Mr. Welch suggested additional signage that alerts motorists that they are required to stop for the pedestrian when the pedestrian lights are flashing. He also suggested having a button on the other side of the road that, once a pedestrian has crossed the road after activating the flashing light, the pedestrian can push the button to turn off the flashing light. He emphasized the need to have prominent markings on crosswalks, even raising the crosswalks, so it is obvious there is a crosswalk.
Chairman Seel suggested locating bus stops near the underpass or near a street.

Following discussion, ***Mr. Jacobs moved, Mr. Fritsch seconded, and motion carried to approve the URS study.***

C. Potential Rod Projects for the LRTP Needs Assessment

Chelsea Favero, MPO, reviewed a PowerPoint that highlighted the remaining road projects from the adopted 2035 LRTP. Her review included the modeling effort underway and the various elements of the LRTP and the schedule for adoption. She highlighted roadway projects being proposed for the 2040 LRTP and how they relate to the recommendations from the CMP effort as to how they may be accomplished through the projects already planned for construction. She reviewed the three projects that are scheduled to be removed from the LRTP: Huey Avenue at the request of Tarpon Springs, 58th Street enhancement project at the request of Gulfport, and U.S. 19 from 49th Street to Park Boulevard and, instead, focus on the problematic interchange at U.S. 19 and Gandy Boulevard.

Chairman Seel requested that the U.S. 19 segment be kept in the LRTP. Ms. Ward added that the City of Pinellas Park still has concerns in that area. Following discussion, it was determined the U.S. 19 section from 49th Street to Park Boulevard would remain on the needs list in the LRTP.

D. Financial Resources for the Long Range Transportation Plan

Ms. Favero reviewed a PowerPoint that documents all the financial resources that could be available for implementation of the LRTP.

Ms. Ward added that, as they proceed with the adoption of the LRTP, they will be asking the MPO, with the Committee's input, for a set-aside amount for the CMP projects. MPO staff will bring back a specific dollar amount recommendation for the CMP projects.

E. Prioritization of LRTP Goal Statements

Upon consensus of the Committee, FDOT was asked to present their item and then the Committee will come back to the goal statements. The MPO staff did not prioritize the goal statements but, instead, developed a vision statement to capture the theme of the goal statements.

IV. MICROWAVE VEHICLE DETECTOR SENSORS (MVDS) TEST BED PROJECT

Chester Chandler, FDOT, reviewed a PowerPoint presentation regarding the microwave vehicle detector sensors test bed project. FDOT is entering its eighth year for ITS operations in the Tampa Bay area and has invested $135 million of capital investment for 14 its deployment projects. So far, they have 112 miles, with an ultimate goal of 200 center lane miles. FDOT manages 5,000 traffic incidents a month for a 5-county region and help the public with approximately 750 road ranger assists per month for Pinellas County. FDOT has a $1 million video wall as part of their $9 million building for the SunGuide Operations Center, with 196 closed circuit TVs deployed, 90 Dynamic Message Signs, and 496 microwave detection sensors

deployed at a ½ mile frequency in the urban core and at a 1 mile frequency in the rural areas. Having an operator look at multiple screens is overwhelming so, in the future, they need to become more dependent on the detectors in the field. It was suggested that they report on performance measures as part of the SunGuide Program. FDOT relies on the detectors to provide volume, lane occupancy and speed of vehicles to derive key performance measures. In working with their district-wide ITS consultants, FDOT realized their detectors were not working as well as they should. Some of the main reasons the detectors were failing were due to the age of the equipment, water intrusion, and high winds. They are working with various partners to develop better specifications for detectors. FDOT District Seven is the test bed and has put a team together (including FDOT's ITS consultants and three manufacturers) with their ITS Section taking the lead for data collection, measurements, operating characteristics, and their performance. Pinellas County will have two sensors installed north and south of I-275 and the Martin Luther King Interchange, two sensors north and south of Roosevelt Boulevard and 118th Avenue, two sensors north and south of the Gandy Boulevard interchange, and one sensor at 7th Street between 118th Avenue/Roosevelt Boulevard and Gandy Boulevard. He explained the equipment that will be installed at each site. FDOT will be performing a long-term assessment of the detectors. They will need real-time information for managed lanes.

A general question-and-answer session followed.

V. UPDATES/OTHER BUSINESS

A. ITS Projects/ATMS Update (County and FDOT)

- **S.R. 686 Integrated Corridor Management (ICM) Planning Project (Ken Jacobs)**
  Mr. Jacobs reported they are installing ATMS software on S.R. 686 (East Bay/West Bay Drive). They have applied for a planning grant for the Integrated Corridor Management (ICM) Planning Project. ICM is the next step after installing ATMS software where it allows all the systems to communicate with each other. The NSYNC software will be installed on Belcher Road and S.R. 60 within the next couple of months.

  Some general questions followed.

At this time, Chairman Seel left the meeting and Commissioner Crozier took over as Acting Chairman**

- **FDOT District Seven, SunGuide Program**
  Mr. Chandler indicated there are three new ITS deployment projects near completion: 1) at the I-275/I-75 interchange to the south toll plaza on the Sunshine Skyway Bridge, 2) project across the Sunshine Skyway Bridge as a technology refresh project for the bridge that included thermal imaging cameras located above and below the bridge deck, 3) Bearss Avenue north o the I-75/I-27 interchange. There are still two projects that are needed: S.R. 60 to Himes and Himes to the Hillsborough River.

  Upon query by Ms. Ward, Mr. Chandler responded that two ITS projects for the Courtney Campbell Causeway have been accelerated to FY 2015/16 as part of the lighting project. FDOT has to perform a Preliminary Engineering Study to see if the structure will hold a new lighting system.

At this time, Ms. Ward indicated there were two items that needed discussion: the Vision Statement and renaming the Committee

III. 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)

E. Prioritization of LRTP Goal Statements

Ms. Ward displayed the Vision Statement, as well as examples for renaming the Committee that were used by other communities.

Mr. Thompson noted FDOT is moving toward Transportation Systems Management and Operations (TSM&O). Mr. Fritsch suggested renaming the Committee to the TSM&O Committee. Acting Chairman Crozier asked that changing the name of the Committee to TSM&O Committee be placed on the next agenda for a vote.

Ms. Ward indicated staff will also be developing a mission statement to describe the focus of the Committee or bylaws that will be placed on the next agenda. She asked Ms. Favero to display the Vision Statement for the Committee and asked if anyone had preliminary comments. The next agenda will include renaming the Committee, bylaws or a mission statement, and the Vision Statement. Ms. Ward noted that staff will email the Vision Statement to the Committee members so they can provide comment.

VI. UPDATES/OTHER BUSINESS

B. Primary Control Center (PCC) Advisory Committee

Mr. Jacobs reported they did not have a meeting this quarter so will report at the next meeting.

C. Next Meeting – September 3, 2014

The next meeting is scheduled for September 3 and Ms. Ward indicated that staff will have more information on a specific set-aside amount for CMP projects at that meeting. Staff can always convene a meeting earlier if needed.

D. Other Business

There was no other business.

IV. ADJOURNMENT

There being no further business, the meeting was adjourned at 3:11 p.m.

ITS AGENDA ITEM III.

2040 LONG RANGE TRANSPORTATION PLAN (LRTP)

A. Overview of the Draft 2040 Cost Feasible Long Range Transportation Plan

As required by federal law, the MPO must develop a Long Range Transportation Plan (LRTP) and update it every five years to account for changes in policy direction, demographics, shifting travel patterns, and in the revenue outlook for transportation projects. With the 2035 LRTP having been adopted in December 2009, the 2040 LRTP is scheduled to be adopted at the December 2014 MPO meeting.

The Cost Feasible Plan identifies future road improvements, transit networks and bicycle and pedestrian improvements. The transit component of the cost feasible plan is aligned with Greenlight Pinellas. The projects included in the Facilities Element of the Bicycle and Pedestrian Master Plan have been assigned cost estimates and are all assumed to be cost feasible. Management and Operations projects identified through the Congestion Management Process are proposed to be funded with a set-aside. Because of a revenue shortfall, some roadway and transit projects will not be included in the Cost Feasible Plan but will remain in the MPO's Policy Plan for funding, should additional revenue become available. A project phasing plan has also been developed for roadway and transit projects in response to the requirement that cost be expressed in year of expenditure dollars.

MPO staff will give an overview of the draft 2040 Cost Feasible LRTP and discuss the proposed set aside funding for the Management and Operations projects.

ATTACHMENT: Cost Feasible Plan Projects for Roadway, Transit, and Bicycle/Pedestrian Facilities

ACTION: None, informational only

ITS: 09/15/14

Pinellas Transportation Plan

2040 Draft Cost Feasible Plan

August 2014

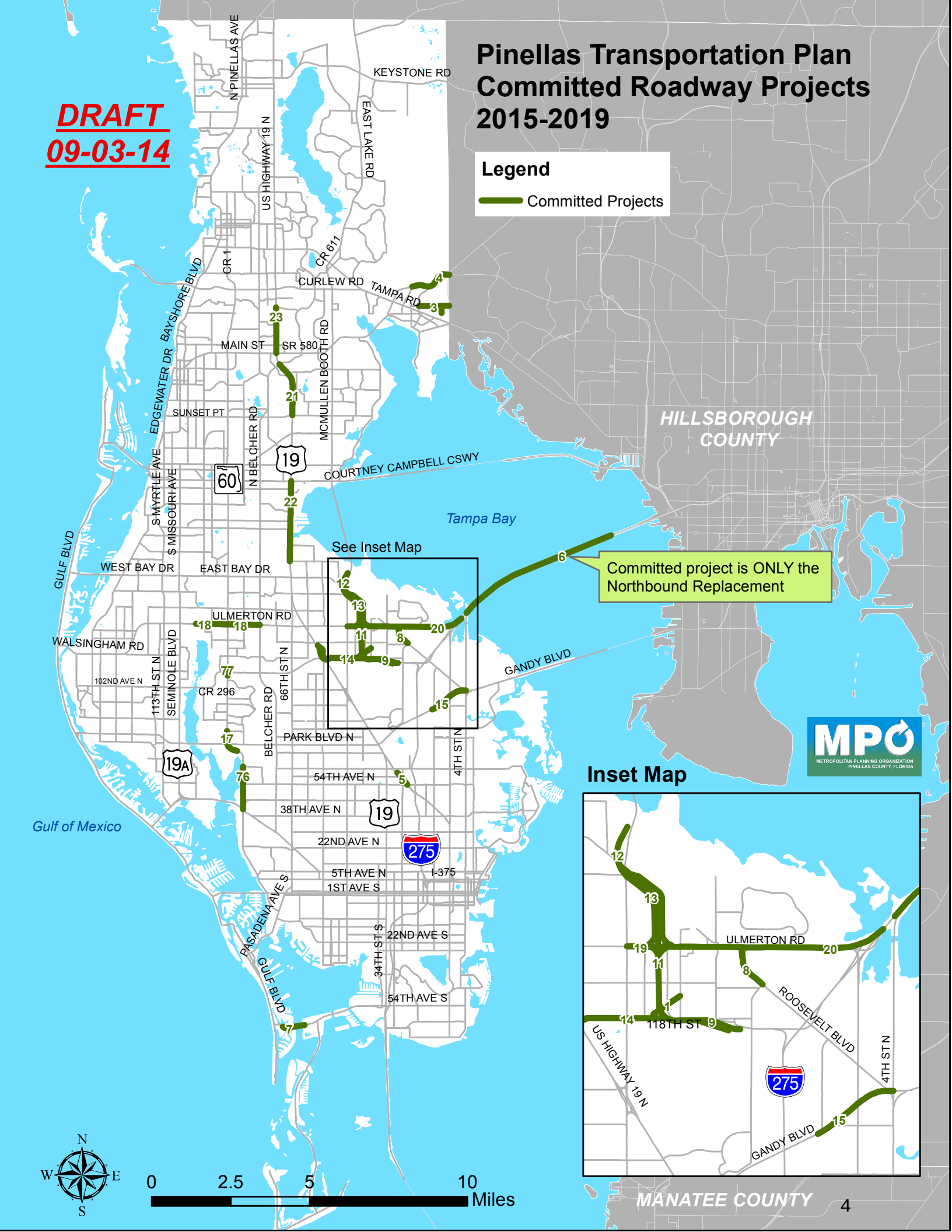
Pinellas County MPO
310 Court Street
Clearwater, FL 33756

Draft Cost Feasible Plan – August 2014

Table of Contents

Section 1:

DRAFT Cost Feasible Roads, Map and Table


DRAFT
09-03-14
Pinellas Transportation Plan
Committed Roadway Projects
2015-2019
Legend
Committed Projects
HILLSBOROUGH COUNTY
MANATEE COUNTY
Tampa Bay
Gulf of Mexico
See Inset Map
Committed project is ONLY the Northbound Replacement
Inset Map
MPO
METROPOLITAN PLANNING ORGANIZATION
PINELLAS COUNTY, FLORIDA
KEYSTONE RD
N PINELLAS AVE
US HIGHWAY 19 N
EAST LAKE RD
CR 611
CR 1
BAYSHORE BLVD
EDGEWATER DR
CURLEW RD
TAMPA RD
MAIN ST
SR 580
MCMULLEN BOOTH RD
SUNSET PT
N BELCHER RD
S MYRTLE AVE
S MISSOURI AVE
COURTNEY CAMPBELL CSWY
GULF BLVD
WEST BAY DR
EAST BAY DR
ULMERTON RD
WALSINGHAM RD
102ND AVE N
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SEMINOLE BLVD
CR 296
66TH ST N
BELCHER RD
PARK BLVD N
4TH ST N
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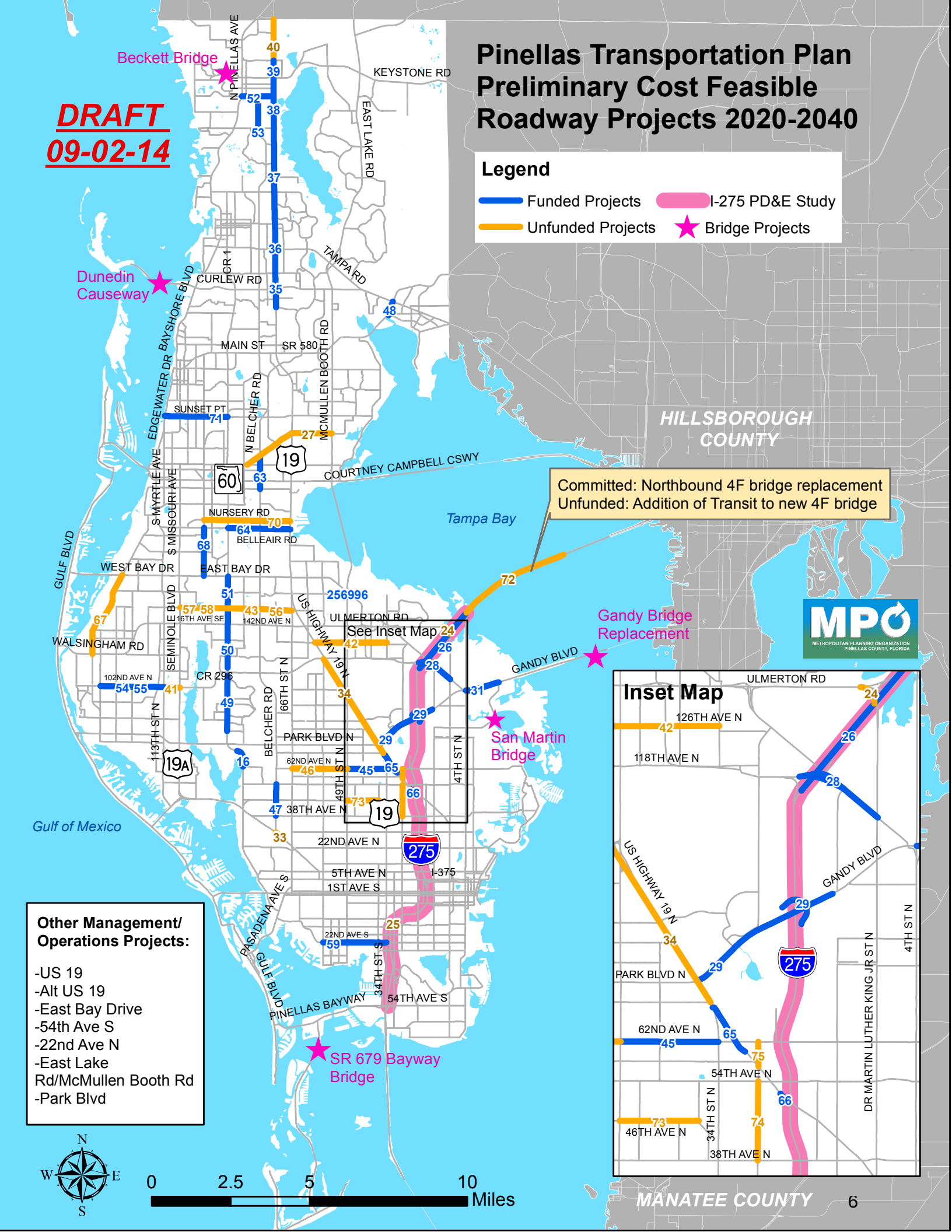
Pinellas Cost Feasible Roadway Projects: Committed Projects: DRAFT August 2014

Committed Projects (under construction 2015- 2019)					
Project number	**Facility**	**From**	**To**	**Existing**	**Committed**
1	43rd St. N. Extension	118th Avenue N.	40th St.	N/A	4D
2	Burbank Road	Douglas Road	Tampa Rd	N/A	2U
3	Douglas Road	Commerce Boulevard	Racetrack Rd.	2U	2D
4	Forest Lakes Boulevard	Pine Avenue	Racetrack Rd.	2D	4D
5	Haines Road	60th Avenue N	54th Ave N	2U	2E
6	I-275 Replacement of Northbound Howard Frankland Bridge[1]	SR 687 (4th Street)	N. of Howard Frankland	4F	4F replacement
7	SR 682 Bayway Bridge	E. of SR 699 (Gulf Boulevard)	W. of SR 679	2D	4D
8	SR 686 (Roosevelt Blvd.)	SR 688 (Ulmerton Road)	28th St. N	4D	6D
9	SR 686 (296 Connector)	E. of 40th Street	E of 28th St.	N/A	4P
10	SR 686 (296 Connector)	E. of 34th Street	W of 28th St.	N/A	4P
11	SR 686	N. of Ulmerton Road	E of 40th St	N/A	4P
12	SR 686	At 49th Street interchange	N/A	N/A	4P
13	SR 686	49th St Bridge/Roosevelt Blvd	North of SR 688 (Ulmerton Road)	4D	4P +2O each side
14	SR 686	US 19 (SR 55)	SR 686 at 40th Street	6D	4P + 2O/3O each side
15	SR 694 (Gandy Blvd.)	E. of 4th Street	W of 9th St. (16th Street)	4D	4P + 2Aux
17	Starkey Road	84th Lane North	Flamevine Avenue	4D	6D
18	Ulmerton Road	Lk Seminole Bypass	Wild Acres Boulevard	4D	6D
19	Ulmerton Road	E. of 49th Street	W of 38th Street	4D	6D
20	Ulmerton Road	W. of 38th Street	W. of I-275	4D/6D	6D
21	US 19 (SR 55)	Sunset Point Rd.	Countryside Boulevard	6D	6P
22	US 19 (SR 55)	SR 60/Gulf to Bay Boulevard	Whitney Road	6D	6P
23	US 19 (SR 55)	N. of SR 580 (Main Street)	Northside Drive	6D	6P
76	Park St.	Tyrone Blvd.	54th Ave. N.	4D	4D + E
77	Starkey Road	Bryan Dairy Road	@Intersection	-	-

**'U' is Undivided; 'D' is Divided; 'P' is Partially Controlled Access; 'F' is Freeway; 'AUX' is Auxiliary Lanes; 'O' is One Way; and 'E' are Enhancements. Enhancements may include any or all of the following: adding sidewalks; adding bike lanes; the provision of turning lanes at intersections; frontage roads; bringing the existing facility to urban section standards by providing the required lane widths, set-backs, drainage, curb and gutter.*

[1] *Includes $25 million to enhance the replacement structure for future rail.*


Pinellas Transportation Plan
Preliminary Cost Feasible
Roadway Projects 2020-2040
DRAFT
09-02-14
Legend
Funded Projects
I-275 PD&E Study
Unfunded Projects
Bridge Projects
Beckett Bridge
Dunedin Causeway
Gandy Bridge Replacement
San Martin Bridge
SR 679 Bayway Bridge
Committed: Northbound 4F bridge replacement
Unfunded: Addition of Transit to new 4F bridge
HILLSBOROUGH COUNTY
MANATEE COUNTY
Tampa Bay
Gulf of Mexico
KEYSTONE RD
EAST LAKE RD
TAMPA RD
CURLEW RD
MAIN ST
SR 580
MCMULLEN BOOTH RD
N BELCHER RD
COURTNEY CAMPBELL CSWY
SUNSET PT
EDGEWATER DR
BAYSHORE BLVD
S MYRTLE AVE
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BELLEAIR RD
GULF BLVD
WEST BAY DR
EAST BAY DR
WALSINGHAM RD
SEMINOLE BLVD
16TH AVE SE
142ND AVE N
ULMERTON RD
US HIGHWAY 19 N
GANDY BLVD
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I-375
PASADENA AVE S
22ND AVE S
34TH ST S
54TH AVE S
PINELLAS BAYWAY
GULF BLVD
See Inset Map
Inset Map
126TH AVE N
118TH AVE N
DR MARTIN LUTHER KING JR ST N
46TH AVE N
Other Management/ Operations Projects:
-US 19
-Alt US 19
-East Bay Drive
-54th Ave S
-22nd Ave N
-East Lake Rd/McMullen Booth Rd
-Park Blvd
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MPO
METROPOLITAN PLANNING ORGANIZATION
PINELLAS COUNTY, FLORIDA

Pinellas Cost Feasible Roadway Projects: State Projects (2020-2040): DRAFT August 2014

Map Number	PROJECT NAME AND LIMITS	Improvement Type	Phase	Committed	2020-2025 (YOE)	2026-2030 (YOE)	2031-2040 (YOE)	Unfunded (PDC)
29	SR 694 (GANDY BLVD) FROM US 19 (SR 55) TO E OF I-275 (SR 93)	6D to 6D +E	PE	PE				
			ROW	ROW				
			CST		$ 25,740,000			
35	US 19 (SR 55) (Curlew Road Interchange) from Northside Drive to N of CR 95	6D + 2Aux to 6P	Design	Design				
			ROW	ROW				
			CST	$58,470,971	$ 223,532			
28	SR 686 (Roosevelt Boulevard) Stage 3 of 6, W of I-275 Interchange to SR 686 (Roosevelt Blvd) W of 9th St	NA to 4P	PE	PE				
			ROW	ROW				
			CST		$ 142,315,045			
36	US 19 (SR 55) from North of CR 95 to N of Nebraska Ave	6D + 2Aux to 6P	Design	Design				
			ROW	ROW				
			CST				$ 202,400,000	
37	US 19 (SR 55) from N of Nebraska Ave to S of Timberlane Rd	6D + 2Aux to 6P	Design	Design				
			ROW		$ 43,770,873			
			CST			$ 125,942,593	$ 112,455,830	
72	Howard Frankland Bridge from 4th Street to Pinellas County Line[2]	8F to 8F + 2Aux + Transit	PD&E	PD&E				
			ROW	ROW				
			CST					$ 567,875,878

Pinellas Cost Feasible Roadway Projects: State Projects (2020-2040): DRAFT August 2014

Map Number	PROJECT NAME AND LIMITS	Improvement Type	Phase	Committed	2020-2025 (YOE)	2026-2030 (YOE)	2031-2040 (YOE)	Unfunded (PDC)
38	US 19 (SR 55) from S of Timberlane Rd to South of Lake Street	6D + 2Aux to 6P	Design			$ 15,741,000		
			ROW	ROW				
			CST				$ 207,677,400	
26	I-275 Express Lanes from 118th St to 4th St/West end of Howard Frankland Bridge	6/8F to 6/8F + 2Aux	CST		$ 80,705,938			
39	US 19 (SR 55) from South of Lake Street to Pinellas Trail	6D + 2Aux to 6P	Design			$ 12,641,000		
			ROW	ROW				
			CST				$ 169,042,700	
40	US 19 (SR 55) from Pinellas Trail to Pasco County Line	6D + 2Aux to 6P	Design		$ 10,317,239			
			ROW	ROW				
			CST					$ 52,660,000
24	I-275 Ramp, Northbound 275 to Westbound Ulmerton	NA to 2F	PD&E	PD&E				
			ROW					$ 53,590,996
			CST					$ 53,590,996
424501-1	I-275 study, from 54th Ave S to North of 4th St North	Study	PE			$ 13,992,000		
256996-1	SR 686 at 49th Street	N/A to 2 lane bridge	CST			$ 64,888,000		

Pinellas Cost Feasible Roadway Projects: State Projects (2020-2040): DRAFT August 2014

Map Number	PROJECT NAME AND LIMITS	Improvement Type	Phase	Committed	2020-2025 (YOE)	2026-2030 (YOE)	2031-2040 (YOE)	Unfunded (PDC)
31	SR 694 (Gandy Blvd.) from East end of 4th St North to West end of Gandy Bridge	4D to 4P	PE	PE				
			CST			$ 57,750,000	$ 24,625,000	
25	I-275 at 31st Street Interchange	2F (modify interchange)	PE					$ 17,811,000
33	Tyrone Boulevard Overpass Removal/Trail Overpass Construction	4D at Grade + Trail Overpass	PE					$ 18,934,080

PE = Premilinary Engineering, ROW = Right of Way Acquisition, CST = Construction

Note: The scope for all I-275 projects may be adjusted as a result of the PD&E currently underway

[2]Includes the widening of the Howard Frankland Bridge northbound structure to accommodate a dedicated transit facility. Phasing of auxiliary lanes dependent upon the modification of the SR 60/I-275 Interchange, and may come before the transit improvements on the structure.

U' is Undivided; 'D' is Divided; 'P' is Partially Controlled Access; 'F' is Freeway; 'AUX' is Auxiliary Lanes; 'O' is One Way

E = Enhancements. Enhancements may include any or all of the following: adding sidewalks; adding bike lanes; the provision of turning lanes at intersections; frontage roads; bringing the existing facility to urban section standards by providing the required lane widths, set-backs, drainage, curb and gutter.

Other Corridors for Management and Operational Improvements
22nd Avenue N.
54th Avenue S.
East Bay Drive
Alt US 19
East Lake Road/McMullen Booth Road
US 19 (SR 55)
Park Boulevard

Identified Bridge Replacement Needs
Beckett Bridge
Dunedin Causeway Bridge
Gandy Bridge
San Martin Bridge
SR 679 Bayway Bridge

Pinellas Cost Feasible Roadway Projects: County Projects 2020-2040: DRAFT September 2014

Map Number	PROJECT NAME AND LIMITS	Existing	Improvement Type	2020-2025 (YOE)	2026-2030 (YOE)	2031-2040 (YOE)	Unfunded (PDC)
49	Starkey Rd. from Flamevine Ave to Bryan Dairy Rd	4 lane divided	6 lane divided	$16,391,352			
50	Starkey Rd. from Ulmerton Rd to Bryan Dairy Rd	4 lane divided	4 lane divided + Enhancement	$10,829,537			
45	62nd Ave. N. from US 19 to 49th St	2 lane undivided	4 lane divided	$21,960,840			
51	Starkey Rd. from East Bay Dr to Ulmerton Rd	4 lane divided	5/6 lane divided		$21,665,582		
16	Starkey Rd. from 54th Ave N to 84th Ave N	4 lane divided	6 lane divided		$13,766,922		
66	Haines Rd. from 51st Ave to I-275	2 lane undivided	2 lane undivided +Enhancement		$8,097,320		
47	Belcher Rd. from 38th Ave N to 54th Ave N	2 lane undivided	2 lane divided		$15,563,092		
63	Belcher Rd. from NE Coachman to Druid Rd	4 lane undivided	4 lane undivided + Enhancement			$33,884,000	
65	Haines Rd. 60th Way to US 19	2 lane undivided	2 lane undivided + Enhancement			$5,198,472	
48	Forest Lakes Blvd. from SR 580 to SR 584	2 lane divided	4 lane divided			$7,474,467	
71	Sunset Point Rd. from Alt US 19 to Keene Rd	2 lane undivided	2 lane undivided + Enhancement			$16,642,772	
55	102nd Ave. N. from 125th St to 113th St	2 lane undivided	2 lane undivided + Enhancement			$13,430,542	
59	22nd Ave. S. from 58th St to 34th St	2 lane undivided	2 lane undivided + Enhancement			$44,552,985	
68	Highland Ave from East Bay Dr to Belleair Rd	2 lane undivided	2 lane undivided + Enhancement			$22,232,349	

*Enhancements may include any or all of the following: adding sidewalks; adding bike lanes; the provision of turning lanes at intersections; bringing the existing facility to urban section standards by providing the required lane widths, set-backs, drainage, curb and gutter.

Pinellas Cost Feasible Roadway Projects: County Projects 2020-2040: DRAFT September 2014

Map Number	PROJECT NAME AND LIMITS	Existing	Improvement Type	2020-2025 (YOE)	2026-2030 (YOE)	2031-2040 (YOE)	Unfunded (PDC)
54	102nd Ave. N. from 137th St N to 125th St N	2 lane undivided	2 lane undivided + Enhancement			$13,523,996	
64	Belleair Rd. from US 19 to Keene Rd	2 lane undivided	2 lane undivided + Enhancement			$10,596,781	
52	Meres Blvd from Alt US 19 (SR 55) to US 19	N/A and 2 lane undivided	2 lane divided/ 2 lane undivided			Municipal Funded	
53	Disston Avenue Ext from Woodhill Drive to Meres Blvd	N/A	2 lane undivided			Municipal Funded	
67	Indian Rocks Rd. from Walsingham Rd to West Bay Dr	2 lane undivided	2 lane undivided + Enhancement				$26,992,404
74	28th St. from 38th Ave N to 54th Ave N	2 lane undivided	2 lane undivided + Enhancement				$8,735,728
42	126th Ave. N. 34th ST to US 19	N/A-2 lane undivided	2 lane divided/4 lane divided				$35,884,681
44	16th Ave. SE from Lake Ave to Starkey Rd	N/A	2 lane undivided + Enhancement				$3,630,526
73	46th Ave. N. from 37th St to 49th St	2 lane undivided	2 lane undivided + Enhancement				$9,664,306
41	102nd Ave. from 113th St to Seminole Blvd	4 lane divided	4 lane divided + Enhancement				$2,704,155
43	142nd Ave. N. from Belcher Rd to Starkey Rd	N/A	2 lane undivided + Enhancement				$16,099,467
46	62nd Ave. N. from 49th St to 66th St	2 lane undivided	2 lane undivided + Enhancement				$9,764,663
57	16th Ave. SE from Seminole Blvd to Donegan Rd	2 lane undivided	2 lane undivided + Enhancement				$3,128,974

*Enhancements may include any or all of the following: adding sidewalks; adding bike lanes; the provision of turning lanes at intersections; bringing the existing facility to urban section standards by providing the required lane widths, set-backs, drainage, curb and gutter.

Pinellas Cost Feasible Roadway Projects: County Projects 2020-2040: DRAFT September 2014

Map Number	PROJECT NAME AND LIMITS	Existing	Improvement Type	2020-2025 (YOE)	2026-2030 (YOE)	2031-2040 (YOE)	Unfunded (PDC)
75	28th St. from 58th Ave N to 62nd Ave N	2 lane undivided	2 lane undivided + Enhancement				$2,899,292
56	142nd Ave. N. from 66th St N to Belcher Rd	2 lane undivided	2 lane undivided + Enhancement				$4,254,685
69	Nursery Rd. from Highland Ave to Belcher Rd	2 lane undivided	2 lane undivided + Enhancement				$9,932,936
58	16th Ave. SE from Donegan Rd to Lake Ave	2 lane undivided	2 lane undivided + Enhancement				$2,703,360
70	Nursery Rd. from Belcher Rd to US 19	2 lane undivided	2 lane undivided + Enhancement				$4,556,821

*Enhancements may include any or all of the following: adding sidewalks; adding bike lanes; the provision of turning lanes at intersections; bringing the existing facility to urban section standards by providing the required lane widths, set-backs, drainage, curb and gutter.

Note: It is anticipated that the cost estimates for the Pinellas County projects will be revisited as the scope of the work is further defined. This will occur through the development of the Pinellas County Capital Improvement Program and update of the Transportation and Capital Improvement Elements of the Comprehensive Plan.

Roadway Costs/Revenues Summary

Summary Roadway Capacity Projects (2020-2040 in Present Day Costs)

	Costs of Planned Projects	Total Revenues	Cost of Unfunded Projects
State/Federal Projects ([1]SIS, OA, TMA)	$ 1,555,901,206	$ 761,978,255	$ 793,922,951
County Projects ([2]Penny for Pinellas)	$ 315,023,659	$ 174,071,660	$ 140,951,999

[1]SIS: Strategic Intermodal System Funds

[1]OA: Other Arterial Funds

[1]TMA: Transportation Management Area Funds

[2]Penny for Pinellas: 30% of County Transportation Portion of Penny for Pinellas Funds

Section 2:

DRAFT Cost Feasible Transit, Map and Table

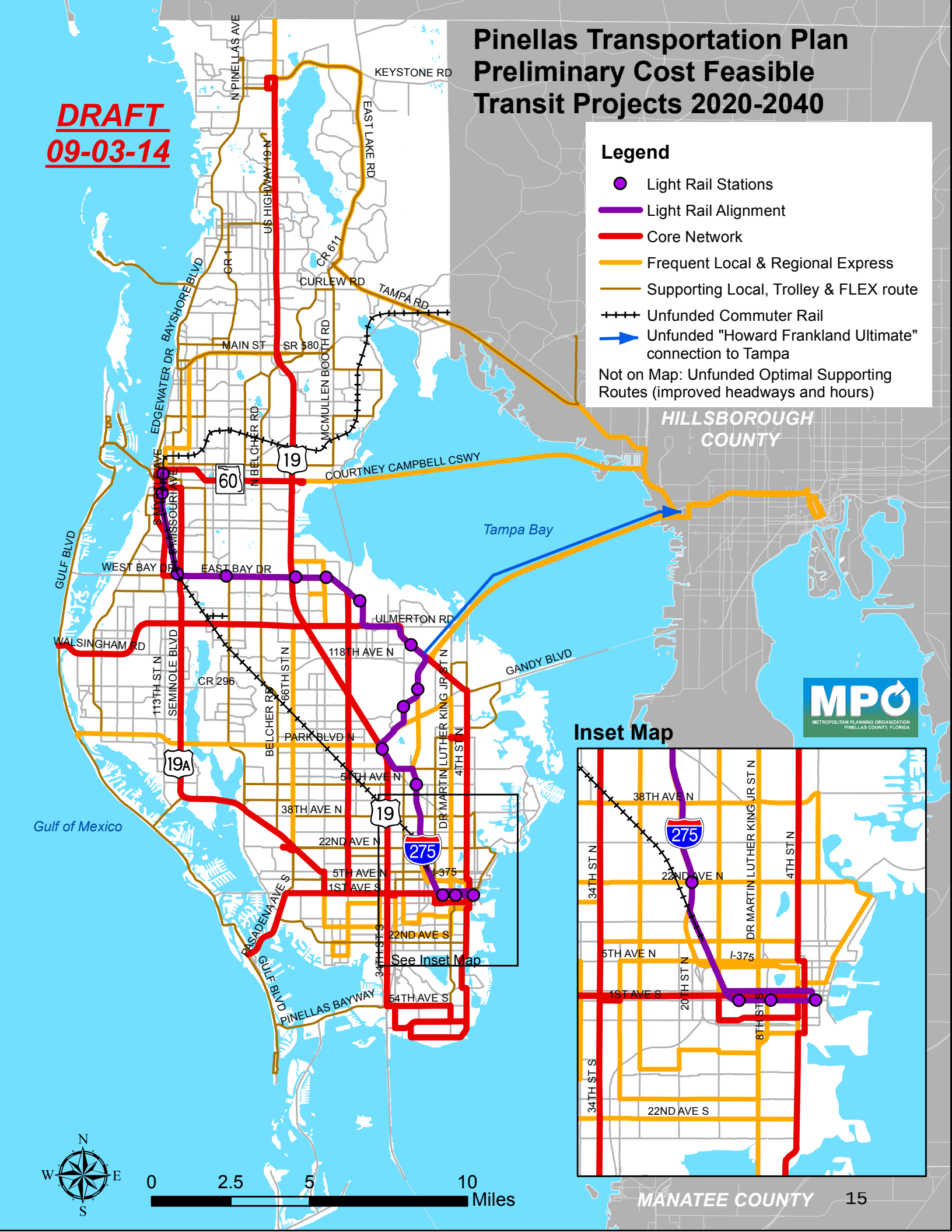
Pinellas Transportation Plan Preliminary Cost Feasible Transit Projects 2020-2040

DRAFT 09-03-14

Legend

- Light Rail Stations
- Light Rail Alignment
- Core Network
- Frequent Local & Regional Express
- Supporting Local, Trolley & FLEX route
- Unfunded Commuter Rail
- Unfunded "Howard Frankland Ultimate" connection to Tampa

Not on Map: Unfunded Optimal Supporting Routes (improved headways and hours)



Inset Map

Pinellas Cost Feasible Roadway Projects: State Projects (2020-2040): DRAFT September 2014

Costs are in thousands of Dollars and are in Year of Expenditure (YOE)

PSTA Revenues from the Greenlight Pinellas Plan	FY 2015-2019	FY 2020-2025	FY 2026-2030	FY 2031-2040	TOTAL
Debt Financing Related Revenues	87,730	890,422	-	-	978,153
Fare Revenue	98,048	210,514	273,710	833,899	1,416,171
Other Revenue (ancillary, non-transp contracts, etc.)	11,385	22,597	31,131	75,310	140,422
Tranportation System Surtax (starts 2016)	541,654	1,046,042	1,025,177	2,566,213	5,179,086
Ad Valorem	33,908	-	-	-	33,908
Federal Grants	161,703	1,007,609	156,111	402,846	1,728,269
State Grants	95,076	327,057	44,330	100,859	567,322
Other Committed Funds and Existing Reserve Balance	24,567	-	-	-	24,567
Total Revenue	**1,054,072**	**3,504,241**	**1,530,459**	**3,979,126**	**10,067,899**

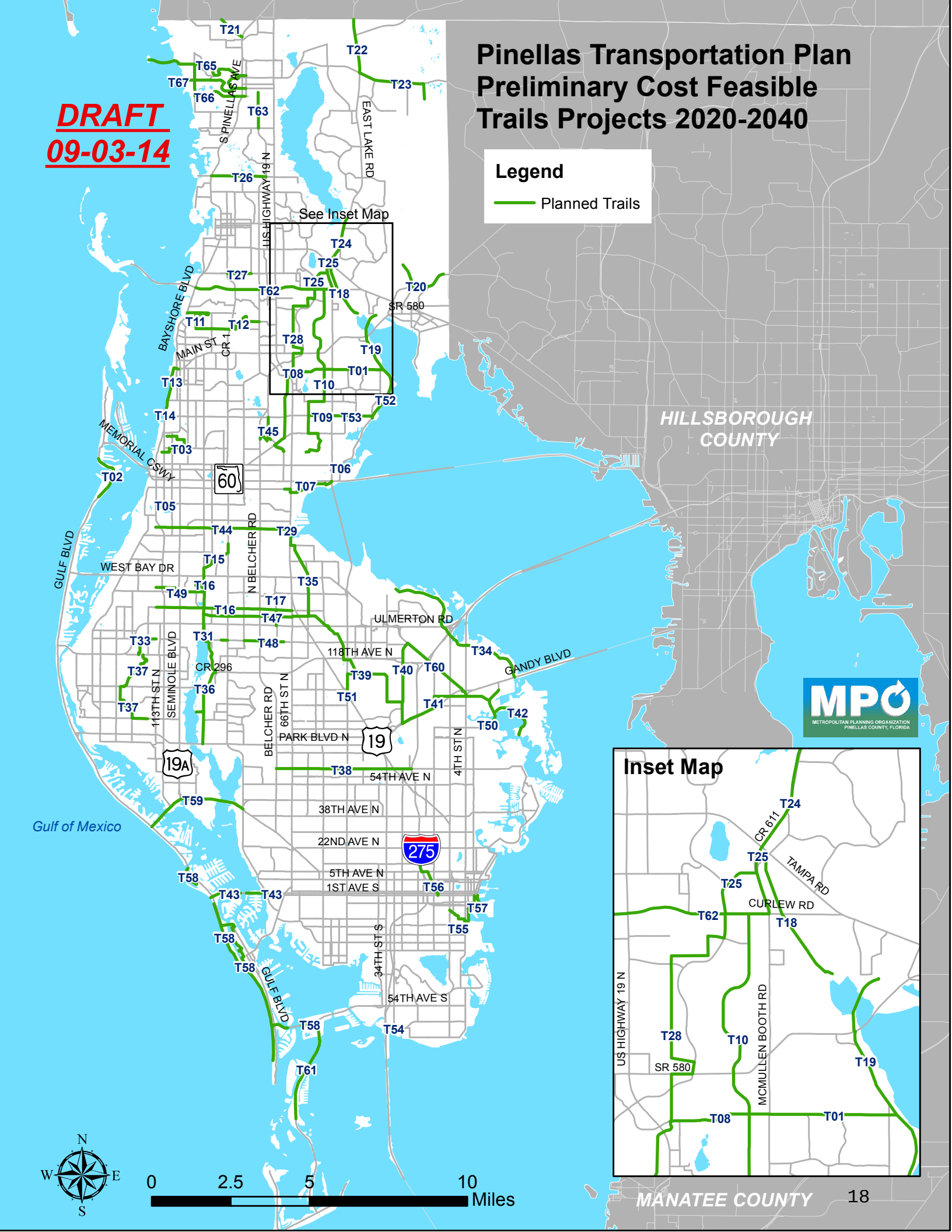
Costs are in thousands of Dollars and are in Year of Expenditure (YOE)

PSTA Expenditures from the Greenlight Pinellas Plan	FY 2015-2019	FY 2020-2025	FY 2026-2030	FY 2031-2040	TOTAL
Bus Capital Expenditures	376,974	207,753	213,143	407,217	1,205,087
Rail Capital Expenditures	226,329	2,398,896	254,504	811,676	3,691,407
Capital Expenditures Total (Includes Capital and DS Reserve)	**603,303**	**2,606,650**	**467,647**	**1,218,894**	**4,896,494**
Bus Operating Expense	450,768	804,340	799,581	2,076,283	4,130,973
Rail Operations and Maintenance	-	93,252	263,231	683,950	1,040,433
Operations and Maintenance Total (Includes Operating Reserve)	**450,768**	**897,592**	**1,062,812**	**2,760,233**	**5,171,405**
Total Expenditures	**1,054,071**	**3,504,242**	**1,530,459**	**3,979,127**	**10,067,899**

Revenue minus Expenditures *$0* *$0* *$0* *$0* *$0*

Section 3:

DRAFT Cost Feasible Trails, Map and Table


Pinellas Transportation Plan
Preliminary Cost Feasible
Trails Projects 2020-2040
DRAFT
09-03-14
Legend
Planned Trails
See Inset Map
HILLSBOROUGH COUNTY
MANATEE COUNTY
Gulf of Mexico
Inset Map
MPO
METROPOLITAN PLANNING ORGANIZATION
PINELLAS COUNTY, FLORIDA
0 2.5 5 10 Miles
N
W
E
S
18

Committed Multi Use Trail Facilities in Pinellas County

2014/15 - 2018/19

Trail	From	To	Juris
Courtney Campbell Causeway Trail	E. of Tampa Bay Bridge #138	Pinellas County Line	ST
Courtney Campbell Causeway Trail	Bayshore Blvd.	E. of Tampa Bay Bridge #138	ST
Oldsmar Trail (2 of 5)	Tampa Rd.	RE Olds Park	OL
Oldsmar Trail (3 of 5)	n/o Forest Rd	Shore Dr	OL
Oldsmar Trail (5 of 5)	Sheffield Park	Curlew Rd	OL
Druid Trail	Pinellas Trail	US 19	CL
Treasure Island Cswy Trail	east of Sunset Dr N	west of 80th St S	PC
Walter Fuller	Pinellas Trail	Walter Fuller Park	SP
Treasure Island Cswy Trail Connection	Pinellas Trail	east of Sunset Dr N	SP
Bayway Trail North	34th St	Gulf Bd	SP
City of St. Petersburg Bicycle Facilities - Phase II (Bayshore Dr. SE)	Pinellas Trail	5th Ave. S.	SP
30th Ave. N.	58th St.	Dr. Martin Luther King Jr. St.	SP
Tri County Trail	Keystone Rd.	Pinellas County Line	PC

Planned Multi Use Trail Facilities in Pinellas County 2020-2040

Draft - August 2014

Map Number	Trail	From	To	Juris	Mile(s)	Estimated Project Cost	Proposed Funding Source
T01	Enterprise (eastern section)	Planned Bayshore Trail	McMullen Booth Rd	CL	1.6	$533,816.00	PFP, federal and state funds
T02	Clearwater Beach	s/o 5th St	s/o Clearwater Pass	CL	1.5	$500,452.50	PFP, federal and state funds
T03	N Greenwood Loop	Pin Tr s/o Fairmont Ave	Pin Tr s/o Palmetto St	CL	1.8	$600,543.00	PFP, federal and state funds
T04	Ream Wilson Clwtr	Pinellas Trail	Belcher Rd	CL	3.7	$780,575.09	PFP, federal and state funds
T05	Ross Norton Connection	Pinellas Trail	Ross Norton Park	CL	0.7	$233,544.50	PFP, federal and state funds
T07	Courtney Campbell Connection	US 19	McMullen Booth Rd	CL	2	$667,270.00	PFP, federal and state funds
T08	Enterprise (western section)	McMullen Booth Rd	Planned Progress Energy Trail	CL	1.2	$400,362.00	PFP, federal and state funds
T09	Main St (western section)	McMullen Booth Rd	Soule Rd	CL	0.7	$233,544.50	PFP, federal and state funds
T10	Landmark	Curlew Rd	Fairwood Ave	CL	6.6	$2,201,991.00	PFP, federal and state funds
T11	Northern Route	Bayshore Bd	Belcher Rd	DN	2.2	$733,997.00	PFP
T12	Dunedin Loop	Solon Ave	Belcher Rd	DN	1.4	$467,089.00	PFP
T13	Edgewater (north section)	Union St	Pinellas Trail	DN/ CL/ST	1.2	$400,362.00	PFP, local funds, grants
T14	Edgewater (south section)	Union St	Sunset Pt Rd	DN/ CL/ST	0.8	$266,908.00	PFP, local funds, grants
T15	Taylor	Belleair Rd	Lake Ave	LA	1.8	$600,543.00	PFP/TIF
T16	Largo Central Park	Largo Central Park	66th St	LA	6	$2,001,810.00	PFP/TIF
T17	71st St extended	142nd Ave N	Ulmerton Rd	LA	0.5	$166,817.50	PFP/TIF
T18	E Lake Tarpon Canal	E Lake Rd	Sheffield Park	OL	1.8	$600,543.00	
T19	Oldsmar/Safety Harbor Crossing	SR 580	Oldsmar Trail (5 of 5)	OL	0.6	$200,181.00	
T20	Forest Lakes	Pine Ave	Hills CL	OL/PC	1.4	$467,089.00	PFP
T21	Elfers Spur	Alt US 19	Pasco CL	PC	1.8	$600,543.00	PFP
T22	Trinity Blvd	Keystone Rd	Pasco CL	PC	3.4	$1,134,359.00	PFP
T23	Brooker Creek	Keystone Rd	Brooker Creek Preserve	PC	2	$667,270.00	PFP
T24	Pinellas Trail/Chesnut	John Chesnut Park entrance	Tampa Rd	PC	1.6	$1,832,544.00	PFP, grants
T25	Progress Energy Trail	Tampa Rd	Curlew Rd	PC	1.2	$1,374,408.00	PFP, grants
T26	Bee Pond	Pinellas Trail	Belcher Rd	PC	1.9	$633,906.50	PFP
T27	CR 39/Hermosa Dr	CR 1	19th St.	PC	0.8	$266,908.00	PFP
T28	Progress Energy	Curlew Rd	Ream Wilson Clwtr Trail	PC	5.6	$6,413,904.00	PFP, grants
T29	Progress Energy	Pinellas Trail Loop	Sector 6/7 line	PC	0.4	$458,136.00	PFP, grants
T30	126th Ave	Starkey Rd	CSX RR	PC	0.2	$66,727.00	PFP
T31	Lake Seminole Trail (north section)	126th Ave	Planned Largo Central Park Trail	PC	1	$333,635.00	PFP
	Progress Energy	US Hwy 19	Belleair Rd	PC	0.4	$458,136.00	PFP, grants
T33	Cultural Facilities (north section)	Pinellas Trail	Walsingham Rd	PC	1.0	$333,635.00	PFP
T34	Gateway Nature	East of St. Pete/Clwtr Internat'l Airport	Gandy Bd	PC	4.6	$1,534,721.00	PFP
T35	Progress Energy	Sector 8/6 line	Ulmerton Rd	PC	3.2	$1,016,342.40	PFP, grants
T36	Lake Seminole (south section)	126th Ave	Park Bd	PC	3.5	$1,167,722.50	PFP
T37	Cultural Facilities (south section)	Walsingham Rd	Pinellas Trail	PC	3	$1,000,905.00	PFP

Map Number	Trail	From	To	Juris	Mile(s)	Estimated Project Cost	Proposed Funding Source
T38	62nd Ave	Belcher Rd	I-275	PC	4.3	$1,434,630.50	PFP
T39	Progress Energy	Ulmerton Rd	28th St	PC	4.6	$5,268,564.00	PFP, grants
T40	28th St	Gandy Bd	Roosevelt Bd	PC	2.6	$867,451.00	PFP
T41	Progress Energy	28th St	San Martin Bd	PC	3.3	$3,779,622.00	PFP, grants
T42	Weedon Island	Weedon Dr NE terminus	San Martin Bd	PC	1.7	$567,179.50	PFP
T43	Treasure Island Causeway	Gulf Bd	west of 80th St S	PC	1.1	$366,998.50	TA
T44	Belleair Rd	Pinellas Trail	Planned Progress Energy Trail	PC/CL	4.1	$1,367,903.50	PFP
T45	Old Coachman Rd	Sunset Pt Rd	Clwtr East-West Trail	PC/CL	1	$333,635.00	PFP
	Largo Central Park	66th St	Planned Progress Energy Trail	PC/LA	0.5	$166,817.50	PFP/TIF
T47	142nd Ave	US 19	Pinellas Trail	PC/LA	3.8	$1,267,813.00	PFP/TIF
T48	126th Ave	Wild Acres Rd	68th St	PC/LA	1.3	$433,725.50	PFP/TIF
T49	Largo Brick	Planned Largo Central Park Tr	Pinellas Trail	PC/LA	1.4	$467,089.00	PFP/TIF
T50	North Bay Ext	83rd Ave	Gandy Bd	PC/SP	1.8	$600,543.00	TA
T52	Bayshore	Sunset Pt Rd	SR 580	SH	2.8	$934,178.00	
T53	Main St (eastern section)	Phillipe Pkwy	McMullen Booth Rd	SH	1.3	$433,725.50	
T54	Skyway	I-275	58th Ave S	SP	0.7	$233,544.50	TA
T55	Historic Booker Creek Trail Loop	1st Ave N	3rd St	SP	2.7	$900,814.50	LF
T56	Booker Creek Trail North	13th Ave N	1st Ave N	SP	1	$333,635.00	Grant
T57	Waterfront	3rd St S	1st Ave N	SP	1.5	$500,452.50	LF
T58	South Beaches	John's Pass	12th Ave	SPB/TI	8	$2,669,080.00	
T59	Bay Pines Bd	w/o Park St	Seminole Bd	ST	2	$667,270.00	State Funding
T59	Seminole Bd	Bay Pines Bd	Duhme Rd	ST	0.5	$166,817.50	State Funding
T59	Tom Stuart Cswy	Duhme Rd	so end of bridge	ST	0.5	$166,817.50	State Funding
T59	150th Ave	so end of bridge	Gulf Bd	ST	0.4	$133,454.00	State Funding
T60	Roosevelt Bd	28th St	Progress Energy Trail	ST	0.2	$66,727.00	State Funding
T61	Bayway Trail South	Pinellas Bayway	East Shores Bd	ST	3.3	$1,100,995.50	TA
T62	Curlew Rd	US 19	Alt US 19	ST	2.6	$867,451.00	State Funding
T63	Disston Ave	Klosterman Rd	Harrison St	TS	1.1	$366,998.50	PFP
	Meres Trail Extension	Pinellas Trail	US 19	TS	1	$333,635.00	PFP
T65	Howard Park Trail	Howard Park/Sunset Beach Park	Howard Park	TS/PC	4	$1,334,540.00	PFP
T66	Meres Trail	Howard Park/Sunset Beach Park	Pinellas Trail	TS/PC	2.8	$934,178.00	PFP
T67	Whitcomb Bayou Trail	Howard Park/Sunset Beach Park	Pinellas Trail	TS/PC	4.6	$1,534,721.00	PFP
				Total Estimated Cost:		***$61,952,247.49***	

*Multi-use trail facilities as identified in the Bicycle Pedestrian Master Plan Facilities Element.

*Pinellas/Progress Energy trail cost based on a per-mile estimate developed for the TIGER VI grant application.

*Other trail costs based on a per-mile estimate developed by FDOT for 12 ft multi use trails (revised June 2014).

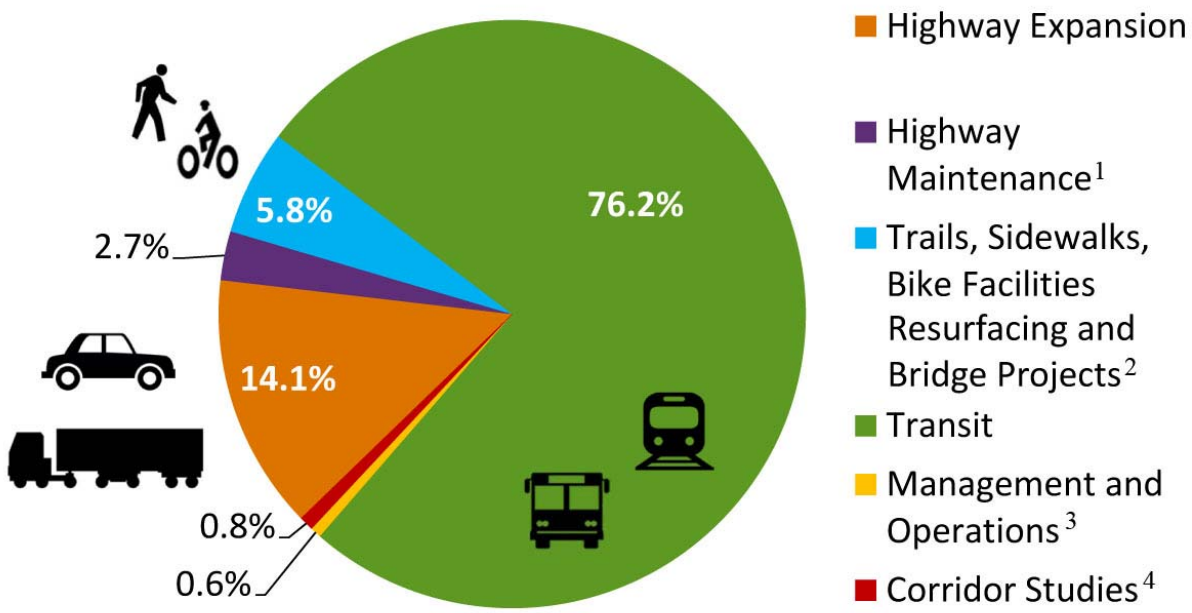
**CL - Clearwater; DN = Dunedin; LA = Largo; OL = Oldsmar; PC = Pinellas County; PP = Pinellas Park; SH = Safety Harbor; SP = St. Petersburg; SPB = St. Pete Beach; ST = State; TI = Treasure Island; TS = Tarpon Springs*

**LF=Local Funding; LOST=Local Option Sales Tax; PFP=Penny for Pinellas; TA=Transportation Alternatives; TIF=Transportation Impact Fee*

http://www.dot.state.fl.us/planning/policy/costs/costs-D7.pdf

2020-2040 Revenue Summary

Percentage Spent By Mode of Transportation:



Notes:

[1]Highway Maintenance: Includes county revenues, State roads will be maintained with State revenues

[2]Does not include Federal/State Revenues (Transportation Alternative Revenues)

[3]Includes county revenues (9th Cent Fuel Tax)

[4]Includes a portion of state revenues to be allocated to corridor studies

ITS AGENDA ITEM III.

2040 LONG RANGE TRANSPORTATION PLAN (LRTP)

B. Surface Transportation Program and Congestion Management Process (Non-State Roads) Priority Lists

Congestion management, operations, and safety projects for the State Highway System have been added to the Surface Transportation Program (STP) Priority List so that they may be eligible for federal funds. The State Road CMP list is attached for Committee review.

The Congestion Management, Operations and Safety Projects Priority List for Non-State Roads includes information on the locations and status of the projects. In addition, there is a table of recommended removals from the Congestion Management, Operations and Safety Projects Priority List for Non-State Roads. Many of the County's management and operations projects will be addressed utilizing local funds through the County's Capital Improvement Program. The County's resources are not sufficient to meet all of its transportation needs. Therefore, the County uses local funds to provide the required local match for certain state grants (e.g., County Incentive Grant Program and the Transportation Regional Incentive Program) whenever possible. Local safety projects may also qualify for state safety funds. The MPO works with its state and local partners to identify other resources that can be utilized to advance management and operations projects.

This item will include an update on the Congestion Management, Operations and Safety Projects Priority List for State and Non-State Roads identified for the 2040 LRTP. The Technical Coordinating Committee (TCC) and Citizens Advisory Committee (CAC) reviewed the Congestion Management, Operations and Safety Projects Priority List for State and Non-State Roads and projects recommended for removal at their August meetings. The TCC recommended MPO approval at its August meeting. The CAC did not take action on this priority list at its August meeting.

ATTACHMENTS: Surface Transportation Program Priority List

Pinellas County MPO FY 2014/15-2018/19 Congestion Management, Operations and Safety Projects Priority List for Non-State Roads

Recommended Removals: Pinellas County MPO FY 2014/15-2018/19 Congestion Management, Operations and Safety Project Priority List for Non-State Roads

ACTION: Committee to recommend approval

ITS: 09/15/14

PINELLAS COUNTY MPO FY 2014/15-2018/19
SURFACE TRANSPORTATION PROGRAM (STP)
Project Priority List

STP POLICY STATEMENT: It is the policy of the MPO that STP funds shall be provided for the following prioritized list of projects in the most expeditious manner possible, emphasizing that improvements be done on an incremental basis.

HIGHWAY PROJECT PRIORITIES

PRIORITY	PROJECT	FROM	TO	STATUS
1	**SR 686/Roosevelt Boulevard (CR 296 Connector)[1]**	**49th Street North**	**I-275**	ROW acquisition phase underway
	CR 296 (Future SR 690)/East-West 118th Avenue Expressway/ Gateway Express	**US 19**	**East of 40th Street North**	CST scheduled in the TIP for FY 2016/17
2	**SR 688/Ulmerton Road**	**119th Street**	**I-275**	CST underway and scheduled in the TIP for FY 2013/14-2014/15
3	**SR 686/Roosevelt Boulevard/CR 296 Connector/118th Ave N/Future 690/Gateway Express**	**Ulmerton Road**	**I-275**	CST is scheduled in the TIP for FY 2016/17
4	**SR 694/Gandy Boulevard**	**9th Street North**	**4th Street North**	CST underway
5	**SR 694/Gandy Boulevard**	**US 19**	**West of Grand Avenue**	PE scheduled in the TIP for FY 2013/14 ROW scheduled in the TIP for FY 2015/16 – 2017/18 ENV scheduled in the TIP for 2015/16
6	**US 19**	**North of Whitney Road**	**South of Seville Boulevard**	CST underway
7	**US 19**	**South of Seville Boulevard**	**North of SR60 (at SR 60/Gulf-to-Bay Boulevard Overpass)**	CST underway

HIGHWAY PROJECT PRIORITIES *(Continued)*

PRIORITY	PROJECT	FROM	TO	STATUS
8	**US 19**	**North of Sunset Point Road**	**South of Countryside Boulevard (at Enterprise Road)**	CST underway
9	**US 19**	**North of SR 580**	**North of CR 95**	CST scheduled in the TIP for FY 2018/19
10	**SR 686/Roosevelt Boulevard**	**I-275**	**4th Street North**	PE underway
11	**I-275/Howard Frankland Bridge Replacement**	**4th Street North**	**Pinellas County line**	DSB scheduled in the TIP for FY 2018/19
12	**22nd Avenue North**	**22nd Street North**	**19th Street North**	CST scheduled in the TIP for FY 2014/15
13	**Systems and Operations Planning Funds[2]**	**N/A**	**N/A**	N/A

CONGESTION MANAGEMENT, OPERATIONS AND SAFETY PROJECT PRIORITIES

PRIORITY	PROJECT	FROM	TO	STATUS
1	**US 19**	**54TH Avenue South**	**Pasco County Line**	Transit/Pedestrian Access/Land Use Study from Roosevelt/East Bay Drive to Nebraska Avenue – scoping underway; PD&E for US 19/Park Boulevard planned in LRTP
	• US 19 (intersection improvements)	at 54th Avenue South	N/A	
	• US 19 (signal timing improvements)	at 22nd Avenue North	N/A	
	• US 19 (freight improvements)	at 54th and 64th Avenues North	N/A	
	• US 19 (intersection improvements)	at Park Boulevard	N/A	
	• US 19 (pedestrian/transit access improvements)	54th Avenue North	Pasco County Line	

CONGESTION MANAGEMENT, OPERATIONS AND SAFETY PROJECT PRIORITIES *(Continued)*

PRIORITY	PROJECT	FROM	TO	STATUS
2	**Alternate US 19**	**Park/Starkey**	**Pasco County Line**	FDOT Corridor Study FY16/17
	• Alternate US 19 (bicycle/pedestrian connection to Gulf Boulevard)	Park/Starkey	Seminole Boulevard	
	• Alternate US 19 (pedestrian/transit access)	Downtown Palm Harbor	N/A	Alternate US 19 downtown Palm Harbor traffic/pedestrian access improvement. Coordination underway with Pinellas County/FDOT
3	**East Bay Drive**	**US 19**	**Belcher**	Improvements pending recommendations from March 2014 Safety Audit
4	**Park Boulevard (pedestrian/transit access improvements)**	**49th Street**	**66th Street**	FDOT Transit/Pedestrian Access Study at 49th Street underway
5	**NE Coachman (intersection and bicycle/pedestrian improvements)**	**Drew Street**	**McMullen Booth Road**	FDOT/MPO Corridor Study planned
6	**Drew Street (eastbound left turn storage lanes)**	**at Betty Lane**	**N/A**	

Notes:

1) DSB = Design-Build (combines construction and design/preliminary engineering phases to reduce costs and expedite construction); PD&E-Project Development and Environment; PE-Preliminary Engineering; ROW-Right of Way; CST-Construction; ENV-Environmental; FY-Fiscal Year; TIP-Transportation Improvement Program; LRTP-Long Range Transportation Plan
2) Project #13 is intended for recurring annual funding of $350,000. This annual allotment will be set aside as higher priority projects are considered in the development of the annual FDOT Work Program

PINELLAS COUNTY MPO FY 2014/15-2018/19
CONGESTION MANAGEMENT, OPERATIONS AND SAFETY PROJECT PRIORITY LIST
FOR NON-STATE ROADS

PRIORITY	PROJECT	FROM	TO	STATUS
1	Park Blvd (safety and intersection improvements)	113th St N	Seminole Blvd	Expanded RSA to be conducted. DEI submitted grant application for FDOT study
2	22nd Ave N (intersection and corridor improvements)	34th St N	I-275	City of St. Petersburg/FDOT Signal Operation Study requested. Corridor/access study
3.	54th Ave S (intersection improvements)	28th St	41st St	Feasibility study for 54th Ave turn lanes
4	McMullen Booth Rd	Gulf-to-Bay Blvd	Tampa Rd	Monitor performance, review in one year, trail alignment study programmed
5	East Lake Rd	Tarpon Woods	Keystone Rd	Review RSA findings
6	Belleair Rd	US 19	Keene Rd	Operations study
7	102nd Ave N (develop a Corridor Plan)	Seminole Blvd	113th St	LRTP unfunded project
8	Indian Rocks Rd (RSA to be conducted)	Walsingham Rd	West Bay Dr	LRTP unfunded project
9	62 Ave N	49th St	66th St	LRTP unfunded project
10	Nursery Rd (bring corridor up to urban standards)	Highland Ave	US 19	LRTP unfunded project
11	Starkey Rd/Park Blvd			LRTP funded project

Notes: Project #11 was added to the priority list by MPO staff for the purpose of qualifying for other funding opportunities. If the County is able to secure state and/or federal funds for Starkey Rd/Park Blvd, the funding allocated in the CIP/LRTP will be moved to other county projects.

LRTP = Long Range Transportation Plan; RSA = Roadway Safety Audit; FY=Fiscal Year; PD&E=Project Development and Environment

Recommended Removals
PINELLAS COUNTY MPO FY 2014/15-2018/19
CONGESTION MANAGEMENT, OPERATIONS AND SAFETY PROJECT PRIORITY LIST
FOR NON-STATE ROADS

	SEGMENT	FROM	TO	Recommendation
	Park Blvd	66th Street	49th Street	Remove East Bound Right Turn Lane at 66th Street (City Request)
	58th Street	5th Avenue N	Central Avenue	Remove segment from CMP (City Request)
	Haines Road	US 19	I-275	Remove segment from CMP (In CIP)
	Alternate 19	Curlew	Pasco County Line	Remove Southbound Right Turn lane at Dodecanese (City Request)
	54th Avenue S			Remove Recommendation to add two exclusive Southbound left-turn lanes at 34th Street (City Request)
	Belcher Rd (Conduct a study for operational improvements if needed pending review of the existing 2008 PD&E study)	NE Coachman	Druid	LRTP funded project
	22nd Ave S (bring corridor up to urban standards)	58th St	34th St	LRTP funded project
	Belcher Rd (bring corridor up to urban standards and add capacity via turn lane)	38th Ave	54th Ave	LRTP funded project
	Sunset Point Rd (bring corridor up to urban standards)	Alt 19	Keene Rd	LRTP funded project

Notes: LRTP = Long Range Transportation Plan; CIP = Capital Improvements Plan

ITS AGENDA ITEM III.

2040 LONG RANGE TRANSPORTATION PLAN (LRTP)

C. Safety and Security Elements

The 2040 Long Range Transportation Plan will include Countywide Safety and Security Chapters. The chapters include vital information on safety and security related to the transportation system. The reports are provided for Committee review and approval.

ATTACHMENTS: Draft Safety and Security Elements

ACTION: Committee to recommend approval

ITS: 09/15/14

DRAFT

2040 LRTP SAFETY CHAPTER

INTRODUCTION

The safety of the transportation system is vital for Pinellas County. With a population of 929,048 as of April 2013 (census.gov), Pinellas is the most densely populated county in Florida and includes 25 different jurisdictions. The Pinellas County Metropolitan Planning Organization (MPO) and other transportation agencies are committed to providing a safe and efficient transportation system and will continue to improve the safety of transportation through improvements and programs for all modes of travel. Statistics indicate that improving safety for all modes must be at the forefront of the transportation planning process. Ideally, the transportation network should encompass adequate and safe roadways, intersections, sidewalks, street crossings, school walk routes, trails, and transit stops and routes.

SAFETY TARGET AREAS

In 2012, the Florida Department of Transportation (FDOT), in partnership with the Federal Highway Administration (FHWA) and representatives from all segments of Florida's traffic safety community, developed the 2012 Strategic Highway Safety Plan (SHSP). The SHSP (originally created in 2006) is a statewide, data-driven plan that addresses the 4 "E's" of safety – engineering, enforcement, education and emergency response. The 4 E's serve as an outline for the Pinellas County MPO traffic safety strategies, described later in this chapter. The SHSP is a major component and requirement of the Highway Safety Improvement Program, developed under SAFETEA-LU and continued under MAP-21, as a core Federal-aid program that identifies and analyzes highway safety problems and opportunities on all public roads.

SHSP Emphasis Areas

The SHSP identifies eight (8) Emphasis Areas that are to be analyzed to help counter high-ranking safety concerns within Florida. The Pinellas County MPO will monitor and track crashes associated with the first seven emphasis areas on an annual basis to evaluate safety concerns and identify strategies to help address them.

Traffic data and decision support is important for the analysis of the other emphasis areas, and as such, does not include any crashes.

The eight (8) emphasis areas are listed as follows:

- Aggressive Driving;
- Intersection Crashes;
- Vulnerable Road Users (pedestrians, bicyclists, and motorcyclists);
- Lane Departure Crashes;
- Impaired Driving;
- At-Risk Drivers (aging road users and teens);
- Distracted Driving; and
- Traffic data and decision support.

It should be noted that only the first four emphasis areas were identified prior to 2012. Because of the relatively recent implementation of the other emphasis areas, data in years prior to 2012 is not readily available. The MPO will monitor these on an annual basis going forward, but will be unable to provide context on the extent of crashes associated with them at this time. It should also be noted that the way that crash data is recorded changed significantly in 2011 and 2012, as 'short-forms,' or reports of less serious crashes, were not collected, making data comparisons from years earlier than 2011 difficult and unreliable.

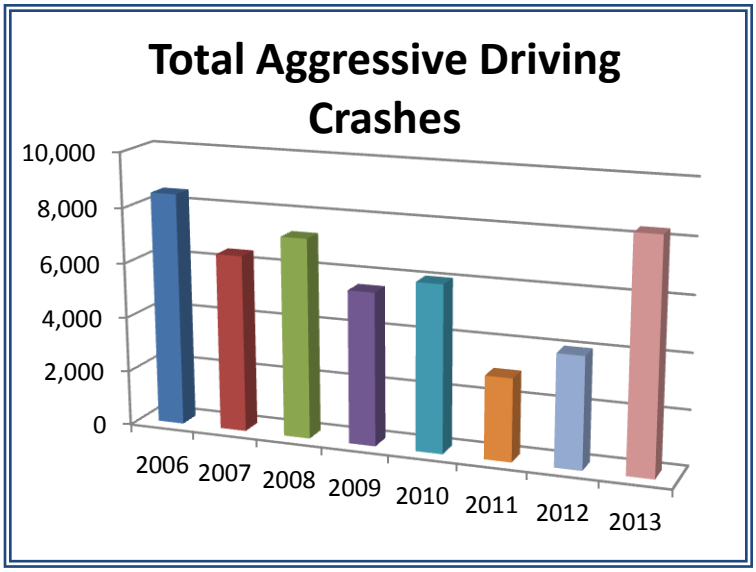
STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

Emphasis Areas

- Aggressive Driving;
- Intersection Crashes;
- Vulnerable Road Users (pedestrians, bicyclists, and motorcyclists);
- Lane Departure Crashes;
- Impaired Driving;
- At-Risk Drivers (aging road users and teens);
- Distracted Driving; and
- Traffic data and decision support.

Aggressive Driving

As defined by State Statutes, aggressive driving requires the inclusion of at least two of the following contributing causes: speeding, unsafe or improper lane change, following too closely, failure to yield right-of-way, improper passing, and failure to obey traffic control devices.



Analysis

Aggressive driving crashes in Pinellas County have decreased since 2006. The number of traffic crashes as well as injuries increased, while the number of fatalities has declined over the past 3 years. It is important to note the data collection procedures were modified in 2011 and resulted in an unusually low number of aggressive driving crashes.

The MPO will continue to monitor these crashes annually to evaluate the trends and identify appropriate strategies to address, as necessary. The chart and table below demonstrate the extent of crashes attributed to aggressive driving in Pinellas County.

Reported Aggressive Driving Crash Totals

	2006	2007	2008	2009	2010	2011	2012	2013
Crash Total	8,481	6,441	7,260	5,558	6,064	3,001	4,039	8,358
Injuries**	1,184	1,060	1,399	1,197	1,270	1,636	1,348	2,631
Fatalities*	81	73	61	44	49	26	24	34

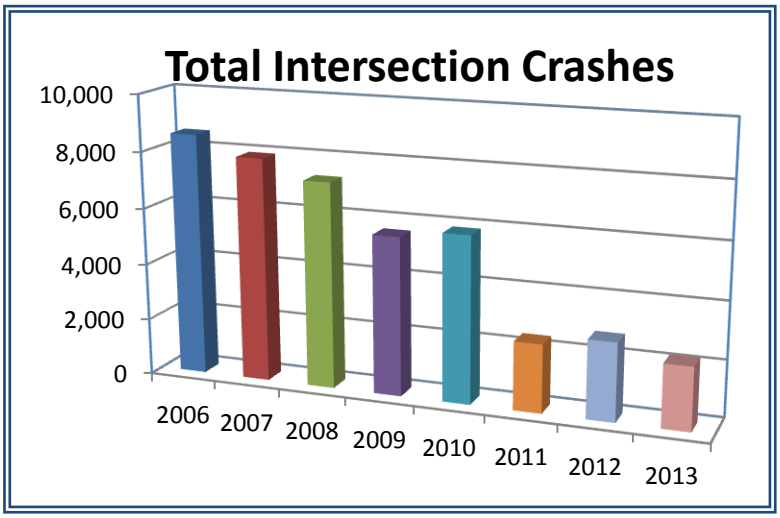
Source: Pinellas County MPO Crash Data Management System (CDMS)
**Excludes parking lot, private property, and crashes not located.*
***Excludes possible injury crashes.*

Intersection Crashes

Crashes that occur at or within approximately 250 feet of signalized and unsignalized intersections are defined as intersection related. Statistics in this area include red light runners, pedestrian and bicyclists using crosswalks, failure to obey traffic control devices and/or failure to yield the right-of-way.

Analysis

Intersection crashes decreased significantly since 2006. Overall, intersection crashes continue to decrease in number. Below are the crash totals for intersection crashes, highlighting the significance of the impact that the change in data collection had on crash numbers.



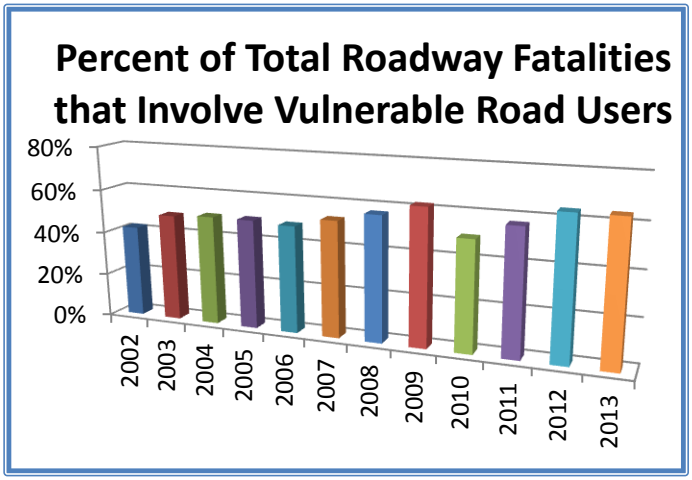
Reported Intersection Crash Totals

	2006	2007	2008	2009	2010	2011	2012	2013
Crash Total	8,574	7,910	7,268	5,596	5,870	2,404	2,750	2,218
Injuries**	1,111	1,025	1,383	1,205	1,278	1,393	1,078	898
Fatalities*	40	39	37	35	39	23	20	16

Source: Pinellas County MPO Crash Data Management System (CDMS)
**Excludes parking lot, private property, and crashes not located.*
***Excludes possible injury crashes.*

Vulnerable Road Users (pedestrians, bicyclists, motorcyclists)

This Emphasis Area addresses crashes involving bicyclists, pedestrians, and motorcyclists. The challenges presented by vulnerable road users may be similar, but the solutions are often unique to a specific user type. Pinellas County ranks second in the State for pedestrian crashes.



Analysis

Even though total roadway fatalities have been declining in recent years, when comparing vulnerable road user fatalities to total roadway fatalities there has been an increase.

Percent of Total Roadway Fatalities that Involve Vulnerable Road Users

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatalities	42%	49%	50%	50%	49%	53%	57%	62%	50%	57%	64%	64%

Source: Pinellas County MPO Crash Data Management System (CDMS)

PARKING LOT, PRIVATE PROPERTY, AND CRASHES NOT LOCATED

Vulnerable Road Users	2009			2010			2011			2012			2013		
	Ped	Bike	MC	Ped	Bike	MC	Ped	Bike	MC	Ped	Bike	MC	Ped	Bike	MC
Crashes	181	224	105	119	87	70	136	118	150	97	46	34	153	105	99
Injuries	117	119	60	70	41	38	105	76	103	56	28	18	88	44	64
Fatalities	0	1	0	1	0	1	12	5	12	6	3	3	2	0	1

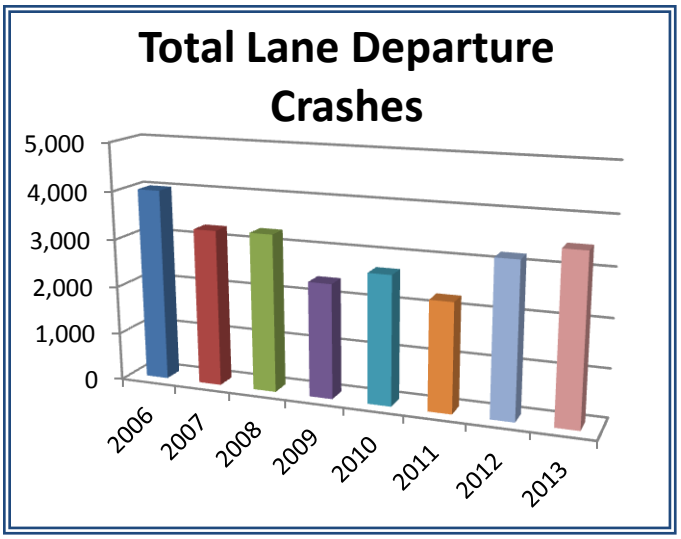
Ped = Pedestrian, Bike = Bicycle, MC = Motorcycle

Source: Pinellas County MPO Crash Data Management System (CDMS)

Lane Departure Crashes

Lane Departure Crashes include running off the road, crossing the center median into an oncoming lane of traffic, and sideswipe crashes. Running off the road may also involve a rollover or hitting a fixed object.

As can be seen from the following table and chart, the total number of Lane Departure crashes does not appear to have declined as significantly as other crash types due to the changes in how crashes are reported. Because theses crashes are particularly severe, they often result in injury and are therefore considered comparable across all years.



Reported Lane Departure Crashes

	2006	2007	2008	2009	2010	2011	2012	2013
Crash Total	4,008	3,268	3,287	2,390	2,684	2,264	3,197	3,468
Injuries**	511	467	582	419	435	736	616	564
Fatalities*	49	36	30	17	23	20	20	10

Source: Pinellas County MPO Crash Data Management System (CDMS)
**Excludes parking lot, private property, and crashes not located.*
***Excludes possible injury crashes.*

Impaired Driving

Previously identified as a continuing priority area in Florida's SHSP, Impaired Driving was upgraded to an Emphasis Area in 2012 to bring more attention to the problem. Impaired driving includes alcohol and drug impaired driving. The goal of the SHSP is to reduce impaired driving crashes by 5% annually. The MPO will begin tracking impaired driving crashes on an annual basis and reporting progress towards this goal.

Analysis

In Pinellas County during 2012, approximately 45% of our roadway fatalities were impairment related.

Impaired Related Fatalities Chart

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Impaired	41	15	31	23	25	26	52	37	36	47	47	16
Fatalities	119	114	130	115	132	120	115	105	97	114	97	80
% of Fatals	34%	13%	24%	20%	19%	22%	45%	35%	37%	41%	48%	20%

Source: Pinellas County MPO Crash Data Management System (CDMS)

At-Risk Drivers (*Aging Road Users and Teens*)
This emphasis area is comprised of aging road users (aged 65+) and teen drivers (15-19 years of age). Today's older drivers are driving longer and more miles per year than in the past. The median age in Pinellas County increased from 43.6 in 2000 to 46.3 in 2010. This compares to a median age of 37.2 nationwide. With Pinellas County having a median age higher than the national average, maintaining aging road users' mobility and independence is particularly important.

According to the SHSP, motor vehicle crashes are the number one killer of teens. More teens die in crashes than in the next three leading causes of death – homicide, suicide and disease – combined. Speeding and aggressive driving are primary causes of crashes by younger drivers. Because of this fact and the high number involved in crashes, teens have been added as a component of the at-risk driver emphasis area.

A 5% annual reduction in crashes involving At-Risk Drivers is the goal of the SHSP. The MPO will begin tracking these crashes going forward and report annually on progress made toward this goal.

Distracted Driving
Distracted driving occurs when a driver allows any mental or physical activity to take the driver's focus off of the task of driving. This could include a manual, visual or cognitive distraction. With the nearly universal availability of portable technological devices, dealing with the impacts of distracted driving has taken on an increased sense of urgency. Not only are drivers distracted because of inattentive tasks such as adjusting the radio, eating, shaving, and applying makeup, but additional distractions such as GPS, mobile web applications, texting and talking serve as further distractions to the driver and remove focus from the road. Passengers also cause a distraction, particularly to younger drivers. All of these distractions can increase the risk of a crash and can have potentially disastrous consequences.

One of the efforts to reduce distracted driving is better driver navigation. Two driver navigation projects have been deployed by the MPO. They are US 19 Highway block range signs and Fish Mile Markers along Gulf Boulevard. Both provide drivers a better alternative to finding a place along the road without looking for address numbers on a building. Another driver navigation project in the process of being deployed is a route number being added on the same sign as the road name. This was done to reduce the confusion of multi-named roadways in Pinellas County. The solution included formatting the street signs to include the County or State road number/name on the sign. Having two identifiers on a road sign instead of one and a consistent route designation is expected to reduce driver distraction.

At its meeting of April 9, 2014, the Pinellas County MPO approved a recommendation from its Citizens Advisory Committee (CAC) in support of the policy position of the Metropolitan Planning Organization Advisory Council (MPOAC) regarding distracted driving. Consistent with the MPOAC's policy position, the Pinellas County MPO supports State legislation that reduces distracted driving by regulating as a primary offense the use of electronic wireless communications devices and other similar distracting devices while operating a moving motor vehicle. As there is no historical data for this safety emphasis area, the MPO will be tracking and measuring distracted driving crashes on an annual basis.

Traffic Data and Decision Support
Traffic information systems data is vital for making planning and investment decisions. Without reliable data, identifying locations with safety issues and developing strategies to address those issues is a significant challenge. Formerly identified as a Continuing Priority Area, Traffic Records was elevated to an Emphasis Area to draw attention to its importance for the State's safety needs. A five-year Traffic Safety Information System (TSIS) Strategic Plan was developed in 2012 to provide a blueprint for measuring progress towards advancing the accessibility, accuracy,

completeness, timeliness and uniformity of Florida's traffic records information systems. The plan also provides Florida agencies with a common basis for moving ahead with traffic records systems upgrades, integration and data analysis required to conduct highway safety analyses in the State. The goals of the TSIS Strategic Plan will be met using Engineering and Education and will be analyzed through the SHSP.

The MPO will continue to track roadway fatality crashes on a monthly basis. This information is compiled from media reports, notifications from local agencies and fatality alerts from several law enforcement agencies. While not official crash data, this information provides more immediate tracking of problem locations, trends, etc. The fatalities are compiled, mapped, and routinely reviewed by MPO staff, the advisory committees and the CTST.

TRAFFIC SAFETY STRATEGIES

An Interdisciplinary Approach to Safety: The "E" Word(s)

A mainstay of safety planning has been the integration of various fields of expertise known as the "Four (4) E's." MAP-21 mandates that each state develop a SHSP, which must address these disciplines. Subsequently, the Safety Elements required by MPOs are to reflect, incorporate, and summarize the goals and policies of the Florida SHSP within the 4-E framework. The 4-E's serve as an outline for the Pinellas County MPO traffic safety strategies.

4-E's:
ENGINEERING/OPERATIONAL CONSIDERATIONS AND IMPROVEMENTS

- Bicycle Lanes
- Sidewalks
- Pedestrian Street Crossings
- Livable Communities Concepts
- Goods Movement
- Trails Network

4-E's:
EDUCATION AND ENCOURAGEMENT

- Safe and Mobile Seniors
- School Age and Youth Safety
- Transit and Ridership Safety
- Safety Measures for Pedestrians and Bicyclists
- Public Outreach
- Bicycle and Pedestrian Safety Education Programs

4-E's:
ENFORCEMENT

- Motorists, Bicyclists, Pedestrians and the Law
- Motorists Move It
- Motorists Move Over
- Bicyclists on Roadway
- Pedestrians in Crosswalks

4-E's:
EMERGENCY MEDICAL SERVICES EMERGENCY RESPONSE

- Follows Florida SHSP
- Pinellas County Emergency Management

Additional information for each of the 4-E's will be discussed in detail on the following pages.

4-E's

ENGINEERING/OPERATIONAL CONSIDERATIONS AND IMPROVEMENTS

Traditionally, engineering has involved design, construction and maintenance of roadways primarily for motor vehicle travel. Over the years, crash analysis determined additional consideration of proven countermeasures was warranted, and new devices have been developed to assist with engineering and operational improvements for increased safety.

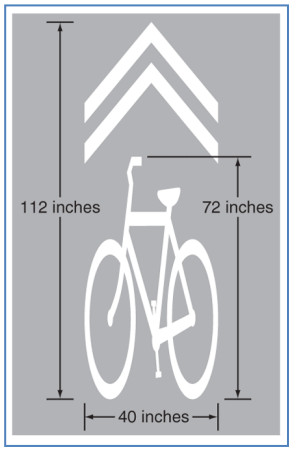
These include infrastructure improvements, development of off-road facilities, and incorporation of the livable community concepts throughout the planning process. Additional infrastructure needs such as sidewalks, on-road facilities, traffic safety devices, and intersection enhancements are also to be considered. The MPO has provided assistance to and coordinated with local jurisdictions and FDOT to purchase/install operational safety road improvements.

The goal is to improve safety for all travel modes. These traffic operations safety tools include:

- *Rapid Rectangular Flashing Beacon (RRFB)* – pedestrian-activated mid-block crossing device
- *Speed Feedback Signs* – electronic signs to inform motorists of their current speed and remind them of posted speed limit;
- *Bright Sticks* – retro-reflective post covers to increase visibility of school or pedestrian-related warning signs;
- *Pedestrian Count-Down Signals* – pedestrian signals at signalized intersections showing time available for crossing streets/roads;
- *High-Emphasis Crosswalk Markings* – wide, solid crosswalk markings, may include additional advanced warnings, retro-reflective signage, and/or other enhancements;
- *Street Lighting & Intersection Lighting* – additional illumination directly on crosswalk, pedestrian walkway or at pedestrian-level;
- *Yellow-Green Retro-Reflective Pedestrian Signage* – bright yellow-green color for high-emphasis pedestrian awareness, used especially at school crossings;
- *Truncated Domes* – vibratory area at pedestrian ramps to increase awareness of an intersection for visually impaired pedestrians;
- *Reflective Lane Pavement Markers* – raised pavement markers with reflective properties to improve lane control and awareness;
- *Land Use Considerations (generators/attractors)* – major employers, commercial property, or regional attractions are public destinations, or "attractors" for motor vehicles, pedestrians, transit users, etc. where access management and mid-block crossing issues require special attention;
- *Audible Pavement Markers* – raised pavement markers with vibratory and audible properties to alert motorists of lane departure; and
- *Safety Edge* – pavement edge shaped to 30-degree angle to reduce potential for rollover crashes, assist with road departure recovery, strengthens pavement to prevent erosion.

On-Road Bicycle Lanes & Sharrows

Through coordination with local, county, and State partners, bicycle lanes are encouraged to be installed on all major roads, either with resurfacing, reconstruction or restriping projects. The MPO Bicycle Pedestrian Master Plan Element identifies those roads where bicycle lanes should be installed. Currently, there are more than 170-centerline-miles of bicycle lanes in Pinellas County, with additional 365-centerline-miles of proposed bicycle lanes. FDOT has been very proactive in requiring bicycle accommodations on all construction and resurfacing projects.



Sharrow, Shared Lane Marking

The goal of the MPO is to encourage bicycle accommodations on all roadway facilities functionally classified as a collector or arterial. The MPO also works with the responsible agencies to expand the use of "sharrows" on roadways where designated bicycle lanes are not possible. A sharrow serves as a reminder that bicycles and motor vehicles should share the lane. State law allows a bicyclist to take the entire travel lane if bicycle lanes are not provided.

Sidewalks

Sidewalks are the foundation for a pedestrian-friendly environment. Sidewalk construction in Pinellas County occurs though a variety of means, including the application of local site plan review processes, capital improvement and federal grant programs.

Street Crossings

Street crossings provide one of the most challenging movements for pedestrians. Crosswalks are an integral part of pedestrian safety enhancement planning both at intersections and mid-block locations.

Intersection and Roadway Safety
Intersections provide crossings for multiples modes of transportation and typically experience the highest number of crashes for all modes. Intersection and roadway enhancement projects include a vast array of tools for implementation.

Livable Communities Concepts
Livable Communities Concepts are embodied in urban developments where people want to live, work, and play. The term "livable communities" is used to describe neighborhoods in which the residents have access to well-connected streets and sidewalks, convenient and efficient transit service, and bicycle lanes and trailways for both leisure and commuter use.

Goods Movement Advisory Committee
The MPO participates in the Tampa Bay Regional Goods Movement Advisory Committee, where the movement of freight is addressed. Through the Tampa Bay Regional Strategic Freight Plan, the development of which was overseen by this committee, areas were identified where there are high levels of livability and high levels of freight activity. Strategies were identified to help balance the need to move freight with the specific character and nature of the communities through which it travels. This committee meets regularly to guide and inform the freight planning process in the region.

Off-Road Trailways Network
Pinellas County opened the first segment of the Fred Marquis Pinellas Trail in 1990, and over time, the Pinellas Trail has become one of the premier urban trails. Currently about 44-miles long, the corridor allows Trail users to travel safety over or underneath busy intersections with 13 existing overpasses or underpasses. The majority of the Trail was built on an abandoned railroad corridor from Tarpon Springs to St. Petersburg along the western side of the county. The trail is 15-feet wide, travels through the middle of urban areas of six municipalities and several unincorporated communities, and offers a smooth paved surface safety separated from motor vehicle traffic. In addition, local jurisdictions have invested in expanding the community trail network with approximately 50-miles of non-motorized routes countywide, including an underpass at U.S. Highway 19 and an overpass at McMullen Booth Road, north of Drew Street.

The MPO has been working with the jurisdictions to develop a consistent approach to the type and use of signs and traffic control at trail-roadway crossings. The countywide model intersection guidelines were developed to assist when planning, designing or improving existing and future trails.

The MPO has also coordinated with the appropriate agencies and citizen groups to expand street name identification signage at all trail-roadway crossings.

EDUCATION / ENCOURAGEMENT

Education and encouragement go hand-in-hand, and both are affected by the shift in emphasis within the engineering discipline. Concerns about the quality of the environment and traffic congestion have lead to additional roadway engineering considerations and enhancements throughout the planning process. These improvements have encouraged and made it easier and safer for many transportation users to employ alternative means of travel besides a motor vehicle.

Safety issues, however, may also be more easily and effectively addressed through education. Education involves cooperative efforts and programs to raise awareness and disseminate public information for the various types of transportation users.

Safe and Mobile Seniors
With over 21% of Pinellas County residents over the age of 65 and a median age of 46.3 years, the population of Pinellas County is older than the national average. Within a highly urbanized

community designed predominantly around the automobile, older residents may have challenges utilizing the transportation system in Pinellas County. Wide intersections with vehicles making right turns on red can make it difficult for an older resident to cross the street. Fast moving traffic can be difficult for older residents to navigate in an automobile as their vision and reflexes may not be as sharp and quick as those of a younger resident. Due to the high number of older citizens within the county, Pinellas needs to consider appropriate strategies to ensure the safety of this large segment of the population of aging road users. National studies show that today's older drivers are driving longer and driving more miles per year than in the past, and research shows that older adults can expect to outlive their ability to safely drive by 7 to 10 years. As an increasing number of aging adults drive on Pinellas County's roadways, or travel the roads as pedestrians, passengers, bicyclists, or motorcyclists, the issue of transportation safety for this population is an increasingly significant concern.

As of January 1, 2012 approximately 29% of the licensed drivers in Pinellas County were age 61 or older, while the 2011 U.S. Census Bureau's estimate for Pinellas County's percent of residents age 65 and older was 21.4%. The latter is a higher percentage than the State of Florida, which led the nation at 17.6%. The following are population estimates for Pinellas' five largest cities (specifically, percentage of population age 65 and older): St. Petersburg (15.2%), Pinellas Park (21.1%), Clearwater (20.7%); Dunedin (26.6%) and Largo (25.7%). The University of Florida, Bureau of Economic and Business Research (Florida's official demographer), estimates that by the year 2030, 26.2% of Florida's population will be 65 years or older, i.e., one of every four Florida resident drivers will be over the age of 65. It should be noted, however, that the actual number of senior drivers will likely be fewer than represented, because many will give up driving but keep their licenses active for identification purposes.

FDOT
SAFE AND MOBILE SENIORS

INFORMATION FOR TOPICS INCLUDE:

- Alternative Transportation
- Bicyclists and Pedestrians
- Driver Assessment
- Driver Licensing in Florida
- Driver Skills
- Driver Wellness
- Motorcyclists
- Countdown Pedestrian Signals
- Improvements That Benefit Mature Road Users
- Intersections
- Silver Alert Program
- Adaptive Equipment
- Role of the Driving Rehabilitation Specialist
- Vision
- Move Over Law
- Pedestrian and Bicycle Laws
- What Florida Law Says About …
- Agencies on Aging
- Automobile Service
- Community Transportation Coordinators (TD)
- Finding a Transit Ride
- General Resources and Help Lines

Source: SafeandMobileSeniors.org

SafeandMobileSeniors.org was designed by FDOT in cooperation with the MPO Advisory Council, as a resource not only for seniors, but also families, caregivers, service providers for the aging, law enforcement, local governments, planners, engineers, Community Traffic Safety Teams (CTST), MPOs, and all others interested in promoting safety and mobility for Florida's elder citizens.

At the top of their homepage, the website is divided into major areas of interest, such as road user, vehicle laws, roadways, and "Find a Ride." FDOT also provides information on a variety of topics listed in the text box.

School Age and Youth Safety

Promoting safety for the children of Pinellas County is one of the highest priorities for the MPO and its partners. The MPO works with and assists several organizations with child safety education programs. These programs provide the opportunity for the MPO to be directly involved and educate the public on the benefits of safe behaviors while on the street, sidewalk, trail or bus. With the Pinellas County School Board voting to end busing for students living within 2 miles of each

school facility in recent years, more children are walking to school and providing for their safety has taken on increased significance.

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School Transportation Safety Committee (STSC) – STSC, as an advisory committee to the MPO, provides and supports coordination with the local agencies and school system to improve school-related transportation.

Pedestrian Safety Awareness Week – For the past several years, the Pedestrian Transportation Advisory Committee (PTAC), an advisory committee to the MPO that was merged with the Bicycle Advisory Committee (BAC), has selected the week after Daylight Saving Time as an opportunity to highlight pedestrian safety. Educational material, including information on pedestrian, bicycle, school bus and driving transportation safety is provided to every public school student in Pinellas County. This safety brochure is also provided to senior centers, law enforcement agencies, municipalities and many private schools.

Safe Kids Coalition – The Florida Suncoast Safe Kids Coalition (www.allkids.org) is sponsored by All Children's Hospital and supported by the MPO. The coalition provides bicycle helmets and child restraint devices, organizes the annual Walk to School Day program, and puts on many community-level safety events for public education.

Safe Routes to School Program (SRTS) – SRTS (www.fhwa.dot.gov/environment/safe_routes_to_school) is an initiative designed to encourage children, including those with disabilities, to walk or ride their bicycles to school. The program provides infrastructure funding to increase pedestrian and bicycle safety, as well as a non-infrastructure funding component for safety and education.

WalkWise Tampa Bay – WalkWise (walkwisetampabay.com/) is an FDOT-funded pedestrian safety education program serving Pinellas County as well as Hillsborough County.

Tampa BayCycle – This education initiative empowers and encourages residents and visitors on both sides of Tampa Bay to bicycle to work, school, for recreation or errands instead of driving. Scheduled during Florida Bicycle Month, the goal of Tampa BayCycle (www.tampabaycycle.com) is to raise awareness of the benefits of bicycling as a viable and responsible transportation choice. Bicycle riders – especially commuters – save money and gas, stay fit, reduce traffic congestion, have fun, and improve the environment.

Walking School Bus – A "walking school bus" consists of a group of children walking to and from school accompanied by one or more adults, usually a parent or care giver. The primary benefit is a consistent, supervised system in which children can walk under the adult supervision, learn transportation safety, exercise, and reduced traffic congestion near schools particularly during drop-off and pick-up times.

School Pools – An effort through Bay Area Commuter Services (BACS), which has merged with the Tampa Bay Regional Transportation Authority (TBARTA) and the School System to promote car pooling between participating parents in Pinellas County through an automated contact program.

Bicycle Rodeos – A bicycle rodeo is a clinic that helps teach children the importance of riding a bicycle safely and what skills and precautions they need to develop to have a safe time on their bicycles. Every year the Pinellas County Sheriff's Office (PCSO), the City of St. Petersburg, other

law enforcement and safety agencies sponsor several bicycle rodeos throughout the county. Bicycle rodeos incorporate traffic signs, safety tips, and safety courses to teach transportation safety, Florida bicycle laws, and skills to the community.

Summer Camp Safety Presentations – Local organizations and governments provide several summer camp opportunities for children during the summer break of the school year. Law enforcement agencies take advantage of these opportunities to help teach children how to be safe.

Transit and Ridership Safety

The Pinellas Suncoast Transit Authority (PSTA) is the primary mass transit provider countywide. PSTA serves most of the unincorporated area and 21 of the 24 municipalities within Pinellas County. It presently operates 205 buses and trolleys that serve 36 routes. PSTA representatives are active participants on the MPO's advisory committees.

The Pinellas Suncoast Transit Authority (PSTA) manages safety procedures for its present day bus system. The details of the transit safety program are formalized in the PSTA's System Safety Program Plan. This document presents a systematic approach designed to improve safety over time by identifying a four-step process for effectively managing hazards. The four steps are identified below.

1. *System Considerations*
2. *Hazard Identification*
3. *Hazard Assessment*
4. *Hazard Resolution*

PSTA's public outreach also features messages encouraging safety for all transit riders. Posters on the inside of buses emphasize that it is important to cross the street at designated crosswalks. In addition, passengers are asked to avoid falls by staying in their seats until the bus comes to a stop. Likewise, they are requested to refrain from speaking to the bus operator so as not to distract him or her while the vehicle is moving. Bus schedules, system maps, and educational brochures are available to the public. In addition to these materials, programs and services are offered to the public to promote safety.

With the "Show Me Service," PSTA staff members instruct prospective users how to ride the bus. There are two ways to learn: by phone or by a personal visit from a PSTA representative, who will even accompany users on their first bus trip. Either way, safety tips are covered such as where to stand when catching the bus and crossing the street after disembarking.

The Bikes on Buses Program allows passengers to bring their bikes along for the ride easily, conveniently, and safely. It is one of PSTA's most popular programs as special permits are no longer required. Annual usage numbers 398,000 riders who through this program have been encouraged to use their bicycles for transportation, recreation, or commuting to and from work. PSTA also provides special training videos on its Internet website www.psta.net under the Riding PSTA heading on the homepage.

Public Outreach

The MPO's efforts to provide a safe transportation system involve educating the public about the overall transportation system and related safety issues. Since educating the public and providing necessary information go hand in hand, the MPO puts great emphasis on community outreach and involvement. The MPO hosts public hearings, workshops, and forums open to the public. Upon request, the MPO also offers presentations to professional, civic, and social groups. Transportation safety information is also disseminated to the public using several media formats that include brochures and flyers, other printed communication (such as articles, posters, press releases, and Trail guides), interactive internet sites, and public service announcements.

Bicycle and Pedestrian Safety Education Programs - Safety Measures for Pedestrians and Bicyclists promotes these alternative travel modes, a cleaner environment, and healthier lifestyles. In order to encourage more people to travel by foot or bicycle, safety considerations must be foremost. The MPO has planned several approaches to provide adequate safety for bicyclists and pedestrians, among them:

- Work with the Pinellas County School Board to ensure safe access for students to schools.
- Engage in active programming to educate users how to travel safely on recreational trails throughout the county.
- Imitate education programs so that bicyclists and motorists better understand safety practices and rules that involve bicycle lanes and trail facilities.
- Carry out public activities to educate pedestrians and motorists about the laws and safe practices concerning pedestrian travel. This will encourage a safer environment for motorists and pedestrians.
- Provide technical assistance to Pinellas County municipalities, FDOT, and School Board-affiliated committees to improve the safety of bicyclists and pedestrians.
- Identify high crash locations and implement strategies to reduce their number by working through the appropriate MPO advisory committees and local jurisdictions.
- Increase pedestrian and bicycle visibility through using pavement markings, signage, and signals on roadways and at intersections.
- Add bicycle loop detectors and signage at certain intersections along designated bicycle routes, so bicyclists know where to stop in order to trigger the signal to change its cycle.
- Continue to coordinate efforts through the MPO advisory committees.
- Incorporate bicycle and pedestrian safety information into classroom curriculum on an ongoing basis at elementary, middle, and high school levels.
- Organize and provide information on bicycle safety through local cycling associations and events.
- Incorporate safety information into park and trail guides.
- Support the use of traffic calming measures, where appropriate, in areas of high pedestrian activity.

As new bicycle lanes are added to roadways and the Pinellas Trail continues to expand, the necessity for bicycle safety education increases. The MPO and its advisory committees provide support in various ways to address this growing need.

• *The MPO Bicycle Pedestrian Advisory Committee (BPAC)* – The BPACs responsibilities include developing safety materials for various forms of distribution, media relations, review of bicycle-pedestrian roadway facility designs, and providing input to the MPO on bicycle and pedestrian safety.

• *Bicycle Month (Nationwide and Statewide)* – National Bicycle Month occurs each May and provides the county with opportunities to offer creative methods to promote bicycle safety and increase ridership. In 2007, St. Petersburg Mayor Rick Baker kicked off Bike to Work Week by inviting fellow cyclists to join him on his bicycle ride to City Hall. In addition, March has been declared Florida Bicycle Month. March is a cooler month for the State's residents and visitors. Cooler weather encourages people to consider bicycling as a recreational activity and as an alternative means of transportation as well.

• *Safety Fairs* – The Pinellas County MPO participates in numerous health and safety fairs that are aimed at promoting the well-being of both adults and children. The MPO uses portable displays to teach bicycle and pedestrian safety at events such as the National Trails Day, corporate fairs, and neighborhood association meetings. Event organizers are encouraged to request safety education information from the MPO for their events.

ENFORCEMENT

Enforcement may be considered education through experience due to lack of knowledge, error, or careless behavior on the part of the driver, bicyclist, motorcyclist, or pedestrian. Being cited for a moving traffic violation or receiving a ticket is certainly learning the hard way.

The Pinellas County Sheriff's Office (PCSO), the Florida Highway Patrol (FHP), and 13 municipal law enforcement agencies are responsible for upholding and implementing Florida traffic laws. Such law enforcement covers 25 jurisdictions within Pinellas County. The MPO works with law enforcement by providing traffic crash data which assists them in determining the possibility of placing officers at high crash locations. The MPO supports DUI checkpoints and wolf packs by providing traffic count and crash data. This data is utilized by law enforcement to select locations for impaired driving checkpoints. This effort will continue to be expanded countywide to address the high impaired fatality rate.

Motorists, Bicyclists, Pedestrians and the Law
Everybody needs to follow the rules. In general, motorists, bicyclists, and pedestrians must share a common roadway.

Four (4) other legislative acts in particular relate to motorists, bicyclists, and pedestrians: the Motorists Move It, Move Over Law, the Three-Foot Passing Law, and the Stop for Pedestrians Law. Text of these laws may be found in Appendix D.

Motorists Move It
Florida Statutes Sections 316.027, 316.061, 316.063, and 316.071 require motorists involved in a traffic incident or attending a disabled vehicle to relocate their vehicle off the roadway when the vehicle is moveable and there are no injuries. Moving damaged vehicles out of the way helps clear crash scenes quickly and improve safety conditions for the parties and responders involved. It also helps reduce incident-related traffic congestion and possible subsequent crashes.

Motorists Move Over
Enacted by the Florida Legislature in 2002, Florida Statute Section 316.126(1)(b) requires that drivers move over from stopped emergency vehicles wherever possible or to slow down to 20 mph below the speed limit or to five mph when the speed limit is 20 mph or less. This law was amended in 2013 to include all utility vehicles working in the road right-of-way.

Bicyclists on Roadways
Under Florida law, the bicycle is defined as a vehicle. Bicyclists therefore have the same rights and responsibilities on the roadway as motor vehicles. Unfortunately, problems can develop in traffic, especially when drivers are overtaking and passing bicyclists. Large mirrors that protrude from passing trucks and large sport utility vehicles (SUVs) can pose special hazards to bicycles. The draft from these vehicles can also draw riders into traffic lanes. In 2006 the Florida Legislature amended Florida Statute Sections 316.083(1). This law now stipulates that drivers give bicyclists (and other non-motorized vehicles) at least a three-foot clearance when passing.

Pedestrians in Crosswalks
Previously motorists had been required to only yield to pedestrians. The MPO Pedestrian Transportation Advisory Committee (PTAC) and the Citizens Advisory Committee (CAC) recommended stronger legislation. In 2008 State law was amended, that is, Florida Statute Section 316.075 (c) 2.a. and Section 316.130(7)(c). Motorists now must come to a complete stop before entering a crosswalk when facing a steady, red signal. They must also come to a complete stop where a traffic signal or signage is in place. Motorists must remain stopped to allow pedestrians with a permitted signal to cross.

Red Light Cameras – The MPO, in coordination with the local agencies, developed guidelines for the installation and use of red light cameras in Pinellas County. The MPO developed and maintains a map of the red light camera devices countywide on its website. The link is also available to other government agency websites.

EMERGENCY RESPONSE

The term Emergency Response (also called Emergency Medical Services) indicates that first responders often include fire departments, law enforcement, and other agencies as well as medical personnel. In Pinellas County, taking action and providing assistance in emergency situations involves the following responsibilities.

• The MPO primarily coordinates hurricane evacuation with Pinellas County Emergency Management Services (EMS), the Tampa Bay Regional Planning Council (TBRPC), and local agencies.

• The Pinellas County Intelligent Transportation Systems (ITS) Committee consists of transportation planners, engineers, law enforcement, and emergency management staff. It addresses traffic congestion through ITS technological functions such as a detection system, traffic control and monitoring, information dissemination, signal priority, and emergency preemption for fire vehicles.

In order to improve emergency dispatch, video-feeds from nearby ITS cameras are available to the 9-1-1 Center emergency vehicles and dispatcher. This provides information on the exact location of the crash to simplify responding vehicle approach and staging. This tool will continue to be expanded as new cameras are installed.

• MPO involvement also includes the Pinellas County Community Traffic Safety Team (CTST), one of its safety partners, of which it is an active member. The CTST Education/EMS Subcommittee disseminates traffic safety information to the public and works to lower response times to traffic crashes.

Emergency Medical Services

Expedient response times are an important requirement for an effective emergency response, as well as securing and clearing the scene, and ITS technical support. The objectives and strategies outlined below reflect those of the Florida Strategic Highway Safety Plan (SHSP). Also mentioned are a number of Intelligent Transportation Systems (ITS) technologies that play a part in emergency response management as well as enhancing traffic safety on existing facilities.

Objective: Incorporate emergency response data into the overall problem definition process.
Strategies: Link EMS data to crash reports by including the crash report number in EMS data collection.

Determine predominant causes of serious injuries and fatalities reported in EMS data that are not related to motor vehicle crashes. The intent of this evaluation is to increase understanding of serious injuries associated with non-motorized victims, pedestrians, bicyclists, etc.

Objective: Improve coordination with, and awareness of, emergency services.
Strategies: Coordinate with emergency medical services to establish guidelines for the safe and efficient transport of patients to and from trauma centers. Increase public awareness of the importance of yielding the right of way to emergency vehicles.

Objective: Increase access to and the security of crash scenes.

Strategies: Encourage statewide implementation and adherence to Florida's Open Roads Policy per the agreement between the Florida Department of Transportation (FDOT) and the Florida Highway Patrol (FHP). Under this agreement, Florida's roadways are opened in a timely manner after a traffic crash to ensure the safety of responders on scene and motorists traveling in the vicinity.

Coordinate with emergency responders to establish guidelines for the safe and efficient use of roadways and access points for incident management purposes. Promote the use of preemption devices for emergency vehicles. Continue to expand systems such as dynamic message boards (DMBs), 511 System, and other motorist information systems to provide crash scene information.

Continue to locate emergency management with traffic management centers for urban areas and freeways to facilitate the exchange of information provided by cameras and other technologies.

Project Safety Checklist & D7 Design Safety Prompt List

During the 2035 Long Range Transportation Plan (LRTP) update process, the MPO created a Project Safety Checklist, which is an assessment tool that can be utilized in project review stages to assist local jurisdictions and transportation agencies to seriously consider safety and security during those early processes of development. The checklist includes three (3) stages overall: preview considerations, implementation and post construction review of traffic plans and performance measures.

After adoption of the 2035 LRTP, the checklist was distributed to all local governments in Pinellas to encourage each to incorporate the checklist into their local transportation project review process. FDOT modified and expanded the checklist to facilitate its use throughout the District 7. The resulting D7 Design Safety Prompt List (www.d7ctst.org/FDOT%20D7%20Design%20Safety%20Prompt%20List.pdf) is now used to ensure the consideration of all travel modes during design review.

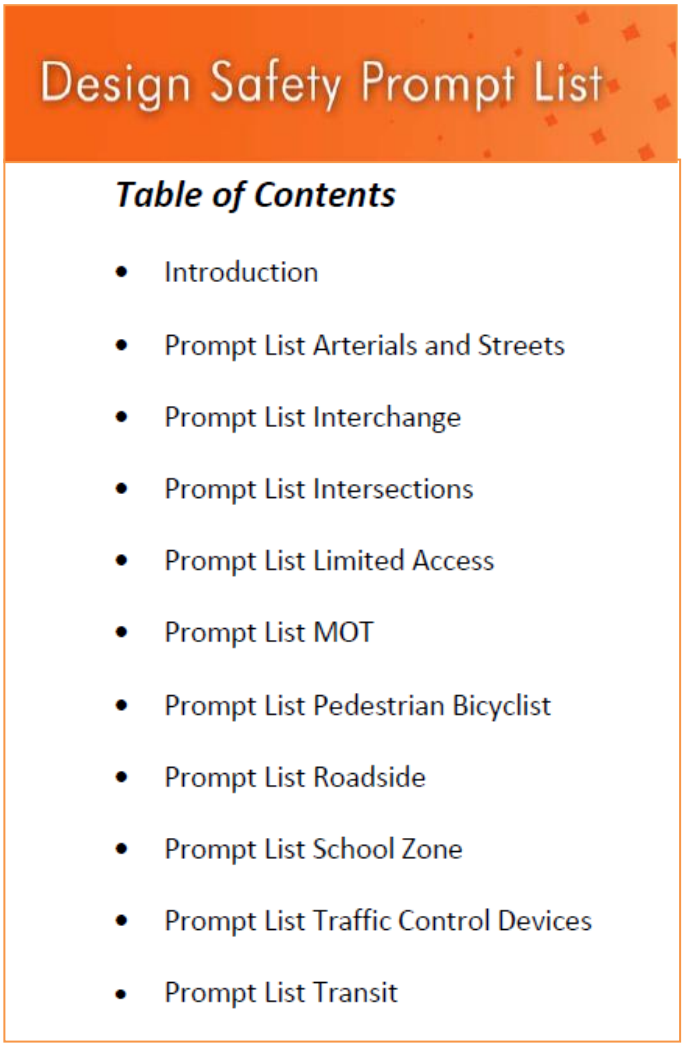

Design Safety Prompt List

Table of Contents

- Introduction
- Prompt List Arterials and Streets
- Prompt List Interchange
- Prompt List Intersections
- Prompt List Limited Access
- Prompt List MOT
- Prompt List Pedestrian Bicyclist
- Prompt List Roadside
- Prompt List School Zone
- Prompt List Traffic Control Devices
- Prompt List Transit

RESOURCES THAT FACILITATE SAFETY PLANNING

The Pinellas MPO has several resources in place that help facilitate safety within the planning process. These include committees, safety partners, interagency cooperation, and programs and projects, including data collection and management. The MPO receives assistance in prioritizing policies and programs through its numerous advisory committees and other partners and agencies.

MPO Advisory Committees

The MPO advisory committees are generally made up of: professionals (technical, social service, law enforcement, county, state, and municipal agencies, etc.), policymakers (elected officials), and private citizens. The MPO Advisory Committees also provides the basis for the expertise and local coordination efforts countywide. In fact, the committees provide the MPO with its main source of public input.

Committees include:

- Bicycle Pedestrian Advisory Committee (BPAC)
- Citizens' Advisory Committee (CAC)
- Intelligent Transportation System (ITS) Committee
- Pinellas Trail Security Task Force (PTSTF)
- School Transportation Safety Committee (STSC)
- Technical Coordinating Committee (TCC)

Other Partner Organizations

- Pinellas County Community Traffic Safety Team (CTST)
- Pinellas County School Board School Transportation and Enhanced Pedestrian Safety (STEPS) Committee

Crash Data: Monitoring, Collection and Reporting

The MPO and its partners require the availability of accurate and timely crash data in order to maintain, prioritize and monitor the transportation network. With 13 individual enforcement agencies investigating crashes throughout Pinellas County, countywide data was not readily available. The MPO has established and administers the countywide Crash Data Management Center (CDM).

The MPO CDM is responsible for monitoring traffic crashes that occur on the Pinellas roadway network. Information found in reports is useful for planners and engineers in order to pinpoint intersection and roadway problems, prioritize roadway improvement projects, develop operational enhancements, indicate safety and enforcement needs, and complete traffic signal studies. The CDM provides access to the data to many governmental agencies for road improvement projects and traffic signal warrant analysis. For traffic calming projects, the data is provided to determine if measures need to be taken to ensure neighborhood safety. Data provided by the CDM is also useful to law enforcement in determining placement of officers at roadway locations experiencing numerous accidents, speeding, and alcohol/drug-related crashes.

The Pinellas MPO manages a web interface system to the crash data. The local governments and enforcement agencies access the system through a secured log on process in order to evaluate crash events. The system does have a 60-day delay in releasing data, due to limits established by State Statute. The crash data provided are the best and most up to date available. This system greatly enhances the ability of the MPO's partners in safety to provide a safer more effective transportation network.

Enhanced System Monitoring Program
The MPO manages an Enhanced Systems Monitoring Program (ESMP). The MPO performs traffic counts and coordinates the data collection from other agencies on countywide functionally classified roadways so that traffic congestion can be evaluated. Count data is collected on over 200 roadway segments annually. A map of the count data is produced annually for the public and is one of the most downloaded maps on the MPO's website.

Roadways are rated by a performance measure known as levels of service (LOS). This quantitative measure is expressed in letter grades ranging from "A" through "F". Annually, the MPO produces the Level of Service Report, identifying locations where roadway capacities are being exceeded by roadway volume. This data, and the resulting analysis, are used by the MPO and local governments to assess the functionality and safety of intersections and roadways.

FDOT's Traffic Incident Management (TIM)
The TIM Team includes representatives from the FDOT, the MPO, law enforcement, fire departments, emergency medical personnel and private sector transportation stakeholders. TIM involves reducing the time it takes to clear traffic incidents and restore roadway capacity, most of the focus is on our regional and major road network. When vehicle delays are lessened, TIM enhances safety with a significant decline in the occurrence of secondary accidents. The overall goal is to improve detection, verification, response and removal methods. Also to improve the time it takes to clear a road a program called Rapid Incident Scene Clearance (RISC) was developed and is used for major incidents on the interstate system. It is a program of pre-contract services that facilitates the incident clearance goals along with the Road Ranger Program.

Intelligent Transportation Systems (ITS)
Intelligent Transportation Systems (ITS) has been implemented on Pinellas County roads. ITS technologies augment safety in a number of ways. Computerized traffic signal systems automatically adjust in order to maximize traffic flow and permit emergency vehicles to quickly pass through intersections with less risk. Cameras and detectors identify congested areas so that adjustments to signals can be made to ease that congestion. Electronic message signs on freeways and highways alert users who are approaching an incident of the conditions ahead, and can recommend alternative routes.

Transportation Studies/Safety Audits
Periodically, studies are conducted by the MPO to provide information and develop criteria regarding the performance and safety of the transportation system. This involves assessing roadways, public transportation, and bicycle and pedestrian facilities. Studies include the identification of capital improvement needs, the evaluation of specific findings, the anticipated benefit of proposed solutions, and cost estimates of those solutions. These studies may also lead to the development of performance standards to measure the effectiveness of transportation programs. RSAs are conducted to identify safety improvements to counteract high crash frequencies recorded at specific locations. Also operational and safety audits can provide a detailed review of the operating conditions as well as corrections or enhancements needed to improve the functionality of the area, roadway or intersection. The recommendations from these audits are incorporated into other transportation projects as much as possible.

Congestion Management Process (CMP)
The transportation system is continually evaluated against performance measures identified in the MPO's Congestion Management Process (CMP). This process includes methodology used to assess congestion and safety. Congestion is determined by measuring the number of hours in an average day where traffic demand exceeds roadway capacity. Safety is determined by analyzing crash data in relation to individual sections of roadway.

Prioritization is a process that identifies where existing dollars should be spent in order to achieve the greatest good. For roadways, the following aspects are considered: existing traffic congestion, regional connectivity, and safety issues.

Numerical scores for various aspects of effectiveness are applied to transportation facilities. These scores are then weighted according to the goals identified in the Long Range Transportation Plan (LRTP).

Mobility and Safety - "SWEEP"
The MPO's Congestion Management Plan's SWEEP analysis provides the opportunity to identify, evaluate and prioritize congested corridors and locations throughout the County for not only inclusion in the CMP, but also the MPO's TIP and LRTP. The congested roadways and intersections are identified based on local input, including a review of county and municipal roadway and intersection projects, freight hot spots, top crash locations, top congested SIS and non-SIS roadways, and the enhanced corridors recognized in the LRTP. Enhancements may include bicycle and pedestrian features, intersection and safety improvements, or aesthetic improvements.

- *Screen level of service*, traffic count and duration of congestion data, freight "hot spot" data and other State of the System (SOS) Report data; data from FDOT, PSTA and other transportation partners; and local input to determine which segments may be experiencing severe congestion, based on roadway performance.
- *Weigh road performance data* and safety/crash data for selected facilities/corridors/segments to achieve a single, combined score (rank) for each, based on a 60:40 (congestion: crash) ratio.
- *Evaluate segments* based on the highest combined raw scores and consideration of neighborhood and environmental impacts, economic development needs, and other local input.
- *Eliminate locations,* with MPO advisory committee input, that do not meet established criteria or are already programmed in the TIP for improvement.
- *Prioritize remaining locations* for programming in the TIP or LRTP or for implementation by local governments.

SPECIAL PROJECTS & REPORTS

Pedestrian Safety Action Plan (PSAP)

The Pinellas County Pedestrian Safety Action Plan (PSAP) was adopted by the Pinellas County MPO on September 9, 2009. This countywide document was developed with funding and assistance from the Federal Highway Administration (FHWA). The purpose of the PSAP is to help local government agencies focus on the pedestrian crash issues specific to their jurisdiction, provide a set of proven strategies for consideration, and help practitioners understand the tools and organization changes necessary to implement these strategies. The MPO will continue to work with its partners to implement the recommendations. A general summary of safety recommendations from the PSAP is provided below.

ACTION PLAN SUMMARY

Core recommendations of the PSAP are as follows:

- Most Pinellas County pedestrian crashes involve pedestrians attempting to cross major roads. These crashes happen at mid-block and signalized locations. To address this issue, the following actions should be taken:
  - Roadway maintaining agencies should identify potential opportunities to improve pedestrians' ability to safely cross major roadways through the following activities:
    - Installing enhanced mid-block crosswalks;
    - Installing raised medians and traffic control islands along roadways without raised medians;
    - Making signing, striping, and traffic signal operational improvements to signalized intersections; and
    - Improving street lighting at signalized intersections, major transit stops, high crash corridors, and mid-block crossing locations.
  - Concurrent with resurfacing or reconstruction projects, reconstruction of major intersections should be considered.
  - Resurfacing and capacity projects, along high pedestrian crash corridors, should include a Pedestrian Safety Audit prior to design scoping.
  - Retrofits and future enhancements should primarily focus on major transit routes and stops.

It is important to note that the quantitative goals of achieving short-term and long-term reductions in the frequency and rate of pedestrian crashes was preceded by goals to "transform" and "change" the character of the transportation network to accommodate non-motorized travel modes (biking and walking). While one means to reduce the pedestrian crash rate would be to discourage pedestrian activity along the major roadway network, this (dubious) approach would clearly contradict the goals proposed by the stakeholder committee.

The conceptual goals stated above must be achieved through attaining specific, measurable objectives. These objectives can be grouped under a series of implementation goals which consider not only the conceptual goals discussed above, but also incorporate data collected as part of the PSAP Template. These operational goals can be summarized as follows:

Goal 1: Improve transportation system infrastructure (through the implementation of strategic countermeasures and construction of new transportation facilities) to optimize the safety of all users.

Goal 2: Change the "culture" of drivers and pedestrians to increase compliance with existing laws and encourage mutual respect and courtesy.

Goal 3: Reduce real and perceived conflicts between the need to efficiently move automobiles and pedestrian safety and mobility through private investment in compact, mixed-use developments.

Goal 4: Coordinate 4E activities with the full support of elected and appointed leaders.

Each of these goals is explained in greater detail on the following pages.

Bicycle Pedestrian Crash Data Report

The MPO conducted an analysis of the bicycle and pedestrian crashes within the county. The purpose of this analysis was to identify issues and trends affecting bicycle and pedestrian safety in Pinellas County as well as countermeasures aimed at reducing crash incidents. This report is a component of the MPO Bicycle and Pedestrian Master Plan. This report includes an examination of crash data from a countywide perspective as well as on corridors with a high incidence of bicycle and pedestrian crashes. The Report provided a General Summary of Counter Measures that should be considered to address issues related to bicycle and pedestrian safety. The MPO will work with the BPAC and TCC to implement the appropriate counter measures.

General Summary of Counter Measures

Challenge	Counter Measures
Bicycle	
Riding against traffic on the sidewalk	Horizontal signage at driveways/Education (targeted at the bicyclist, but message appropriate for motorists)
Speeds and traffic volumes too high for many bicyclists to ride on the roadway so many bicyclists choose to ride on the sidewalk	Secondary bike network on parallel low-volume, low-speed streets
Site lines obstructed	Require and enforce maintenance of landscaping and signage so as not to obstruct line-of-sight
Poor lighting conditions	Improve conditions per PPM standards and FHWA *Informational Report on Lighting Design for Midblock Crosswalks*
Right-hook bicycle crashes	Signage at intersections alerting motorists to presence of the bicyclists
Pedestrian	
Crossing between signals, mid-block	Pedestrian Origin and Destination studies, particularly at high-volume transit stops to identify opportunities for enhanced mid-block crossings; Installation of raised medians/pedestrian refuge
Crashes when vehicle turns right on a green light and doesn't see pedestrian in crosswalk	Installation of LPI signal timing to give pedestrian a head start when crossing the street
Crashes when vehicle turns right on a red light and doesn't see pedestrian in crosswalk	NO RIGHT TURN ON RED blank out sign activated when pedestrian requests WALK signal
Poor lighting conditions	Improve conditions per PPM standards and FHWA *Informational Report on Lighting Design for Midblock Crosswalks*
Crossing against signals	Education, enforcement
Sidewalks and curb ramps may not be in compliance	Compliance with Florida Greenbook, the AASHTO Pedestrian Facility Design, Americans with Disabilities Act Accessibility Guidelines (ADAAG), and Public Right-of-Way Accessibility Guidelines (PROWAG)

SOURCE: Pinellas MPO Bicycle and Pedestrian Master Plan, Crash Data Report, 2012.

SAFETY AGENCY PARTNERS

National Highway Traffic Safety Administration (NHTSA)

The National Highway Traffic Safety Administration (NHTSA, www.nhtsa.gov/) was established by the Highway Safety Act of 1970. NHTSA is dedicated to achieving the highest standards of excellence in motor vehicle and highway safety, offering safety material, technical assistance, traffic safety programs and services, and administers safety grants.

Federal Highway Administration (FHWA)

The Federal Highway Administration (FHWA, www.fhwa.dot.gov) is an agency within the U.S. Department of Transportation created in 1966 to support State and local governments in the design, construction, and maintenance of the Nation's highway system.

Florida Department of Highway Safety and Motor Vehicles (DHSMV)

The Florida Department of Highway Safety and Motor Vehicles (DHSMV, www.flhsmv.gov) is responsible for ensuring the safety of our highways and providing quality service to motorists. Services include driver licensing, vehicle registration, improving and enhancing on-line assistance to the public, and other customer services.

Among other programs, DHSMV has promoted several safety media campaigns (www.flhsmv.gov/SafetyTips):

- Move Over – Staying Alive on I-75
- Safety Belt - Buckle-Up Florida
- Child Safety
- Share the Road
- Motorcycle Safety
- Safety First

Florida Department of Transportation (FDOT)

The Florida Department of Transportation (FDOT, www.dot.state.fl.us) is responsible for the planning and development of a safe, viable, and balanced transportation system. Florida's multi-modal transportation system includes State and non-state highways, bridges, urban and rural fixed-route transit systems, 143-miles of state-owned rail corridors, seaports, waterways, airports, and spaceports. The FDOT Safety Office strives to improve the safety of users of Florida's highway system, and consists of Safe Routes to School (SRTS), federal highway safety grants, crash data, bicycle pedestrian program, including the Pedestrian & Bicycling Safety Resource Center (www.pedbikesrc.ce.ufl.edu) and school crossing guard training.

Safety programs and campaigns include Walk Wise; Bike Smart; Alert Today-Alive Tomorrow; Safety Doesn't Happen by Accident; Bicycle/Pedestrian Safety; Child Safety; School Bus Safety; Distracted Driving, Drowsy, Drunk or Drugged Driving; Motorcycle Safety; Speed Prevention; Older Drivers & Teen Safety; No Texting While Driving.

SUMMARY AND CONCLUSION

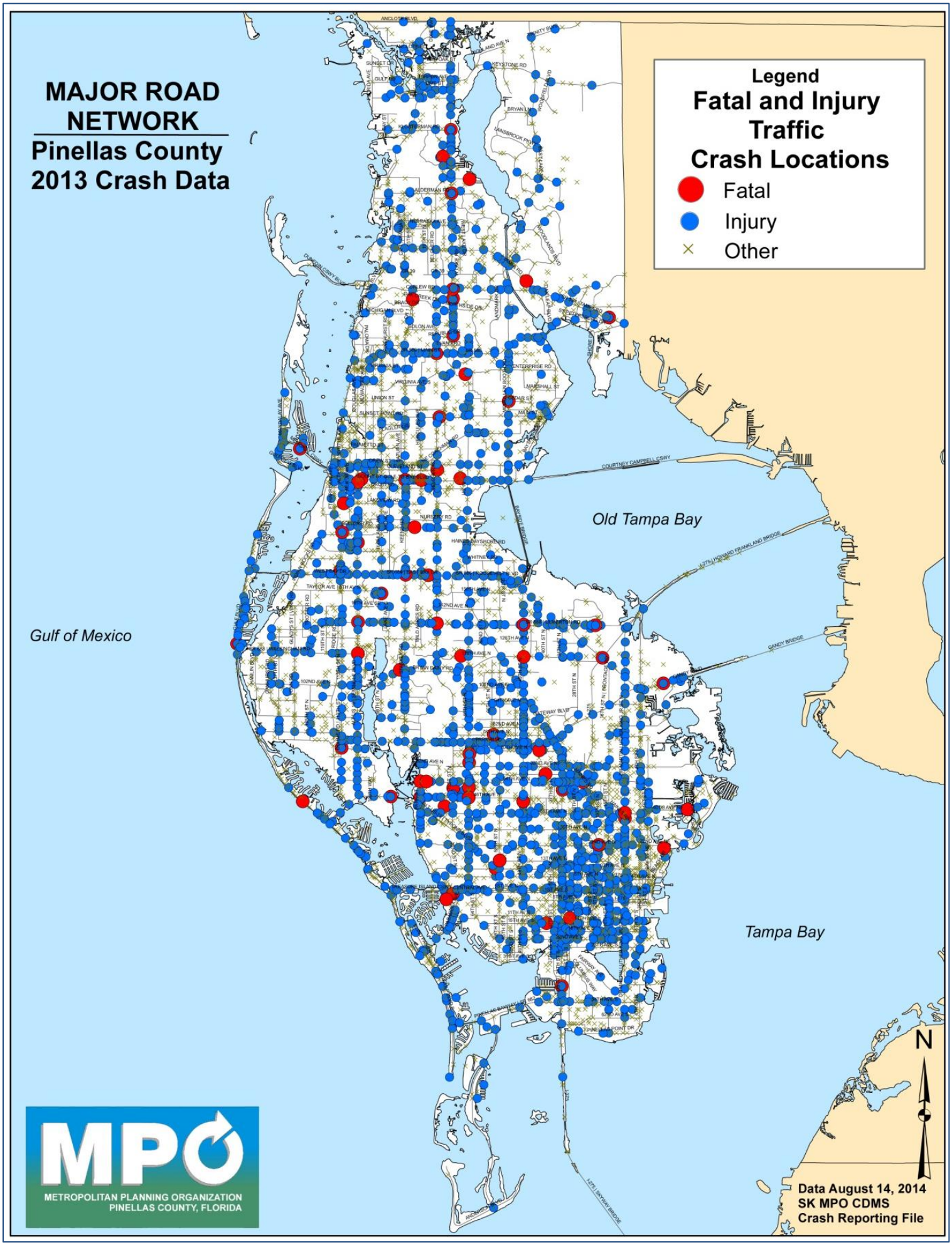
This Safety chapter serves as an overview of Pinellas County MPO policies and procedures as they relate to transportation safety. In fact, this report outlines measures used to incorporate safety in all modes of travel. Safety has always been a critical goal in transportation planning. To coordinate such planning on an area wide basis, federal law established MPOs during the mid-1970s. The primary objective has been to establish and maintain various practical and safe means of travel. To ensure that multimodal planning is area wide, the MPO Board consists of elected officials from local jurisdictions along with representatives from the Pinellas Suncoast Transit Authority (PSTA), and the Florida Department of Transportation (FDOT).

Historically, the emphasis in transportation planning has been the expedient movement of vehicular traffic. However, there has been a shift from focusing mainly on motorized traffic to also concentrating on pedestrian and bicycle travel and related safety concerns. This is due in part to federal legislation enacted from the early 1990s and culminating in 2005 with SAFETEA-LU. Such legislation has designated funding for projects to make transportation systems more "user friendly" for non-motorized traffic and "environmentally friendly" for all. There have also been changes in population and socioeconomic trends. These trends feature younger families with children and higher wage technology-based employers/ employees.

The MPO works with local governments to develop and implement strategies to operate a well-organized and efficient transportation network. The primary responsibility of the MPO is the creation and maintenance of an affordable, safe, and effective transportation system to move people and goods. The strategies and measures outlined in this report aim to help fulfill that worthy objective. In the end, the Pinellas County MPO, local County municipalities, and residents countywide all form one community. This community deserves transportation that promotes the well-being of its citizens along myriad paths of travel in all walks of life.

MAPS:

- **Fatal and Injury Traffic Crash Locations**
- **Vulnerable Road User Involved Traffic Crash**
- **Bicycle Involved Traffic Crash**
- **Pedestrian Involved Traffic Crash**
- **Motorcycle Involved Traffic Crash**
- **Lane Departure Involved Traffic Crash**
- **Impaired Driving Involved Traffic Crash**
- **Aging Road Users Involved Traffic Crash**
- **Teen Drivers Involved Traffic Crash**
- **Distracted Driving Involved Traffic Crash**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Pinellas County
2013 Crash Data
Legend
Fatal and Injury Traffic Crash Locations
Fatal
Injury
Other
Old Tampa Bay
Gulf of Mexico
Tampa Bay
COURTNEY CAMPBELL CSWY
GANDY BRIDGE
MPO
METROPOLITAN PLANNING ORGANIZATION
PINELLAS COUNTY, FLORIDA
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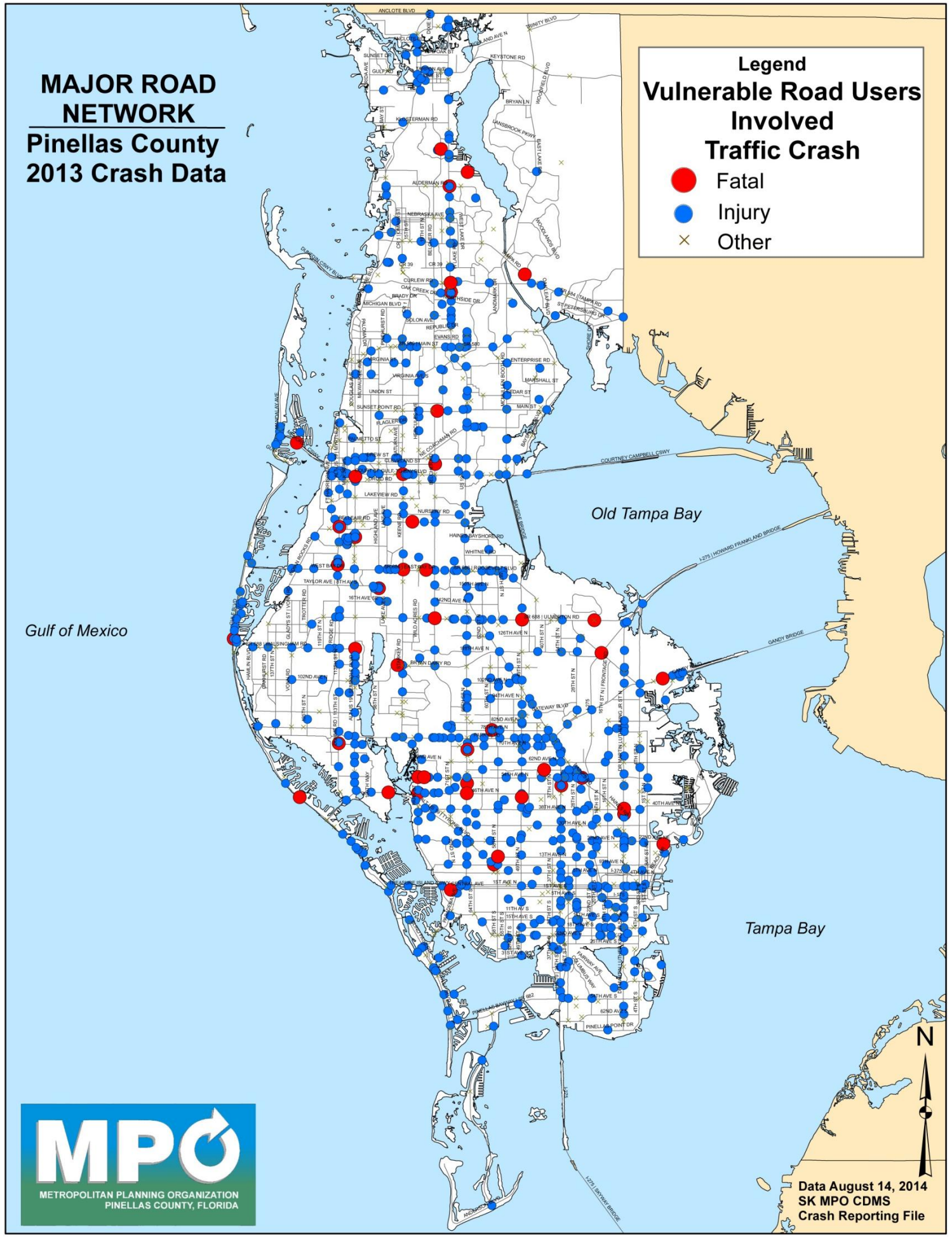
Crash Reporting File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Vulnerable Road Users Involved Traffic Crash
Fatal
Injury
Other
Old Tampa Bay
Tampa Bay
Gulf of Mexico
COURTNEY CAMPBELL CSWY
I-275 | HOWARD FRANKLAND BRIDGE
GANDY BRIDGE
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PINELLAS COUNTY, FLORIDA
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SK MPO CDMS
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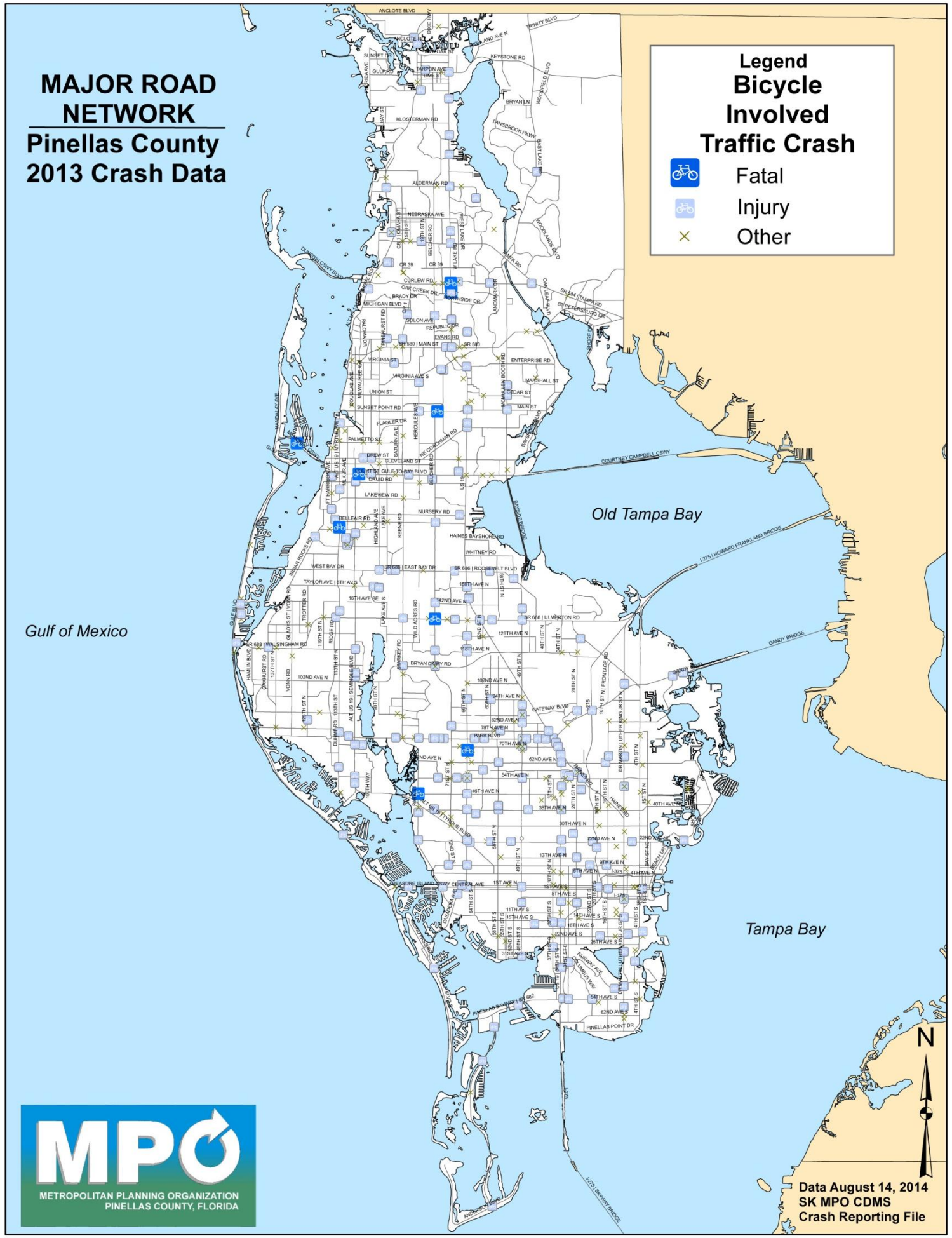
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Fatal
Injury
Other
Old Tampa Bay
Tampa Bay
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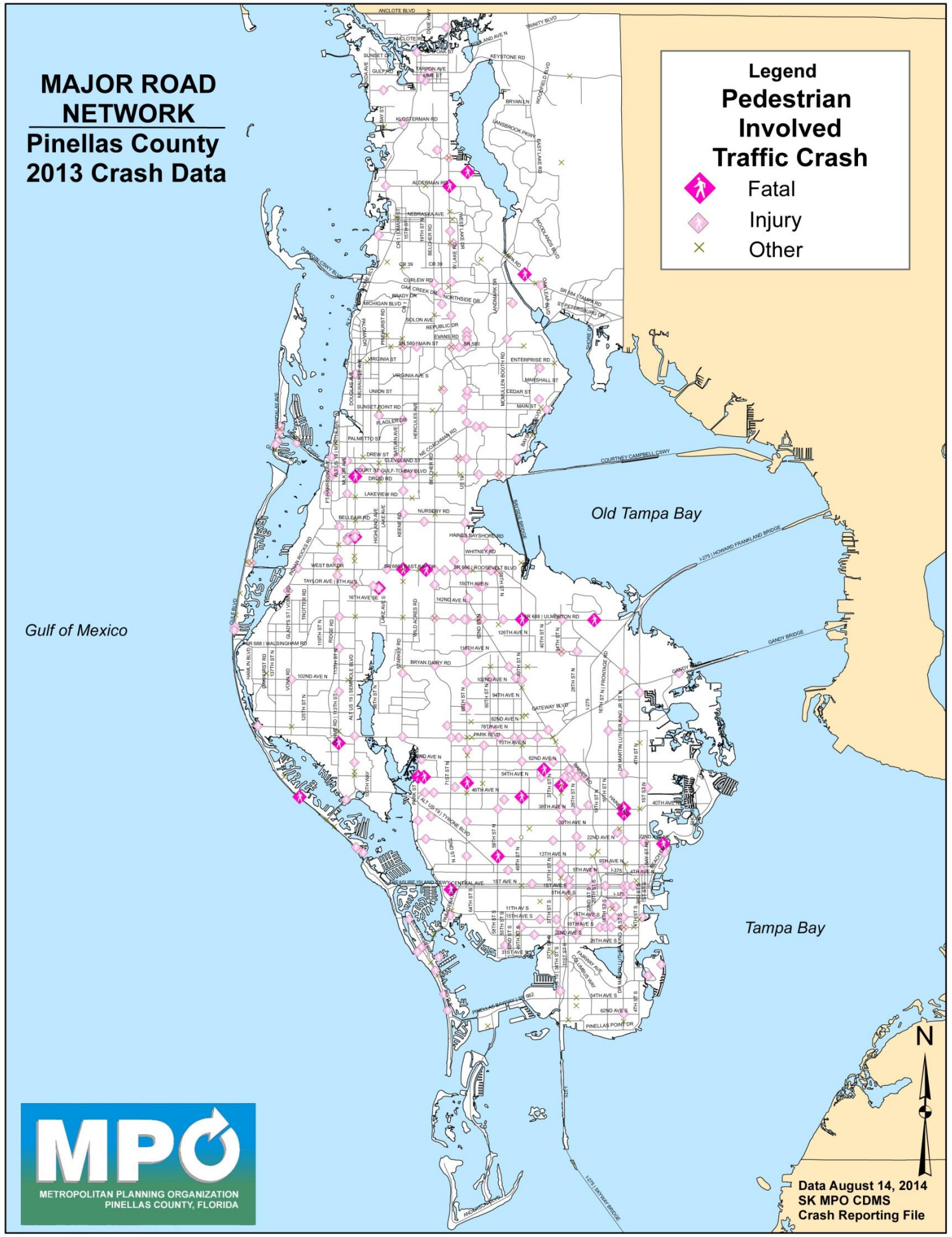
PINELLAS COUNTY, FLORIDA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Fatal
Injury
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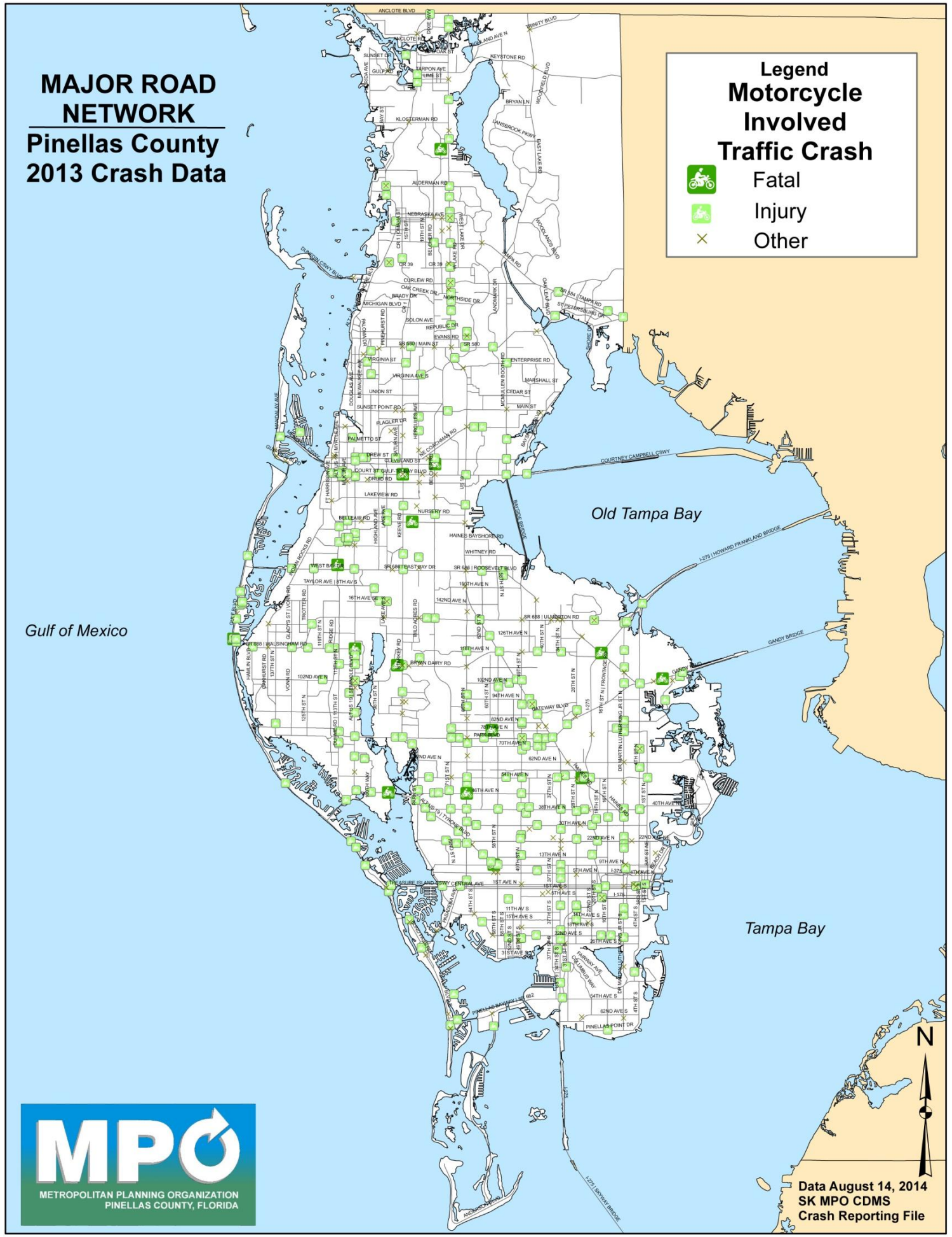
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Pinellas County
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Fatal
Injury
Other
Gulf of Mexico
Old Tampa Bay
Tampa Bay
COURTNEY CAMPBELL CSWY
I-275 | HOWARD FRANKLAND BRIDGE
GANDY BRIDGE
BAYSHORE BRIDGE
TREASURE ISLAND CSWY
CENTRAL AVE
PINELLAS BAYWAY SR 682
I-275 SKYWAY BRIDGE
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PINELLAS COUNTY, FLORIDA
Data August 14, 2014
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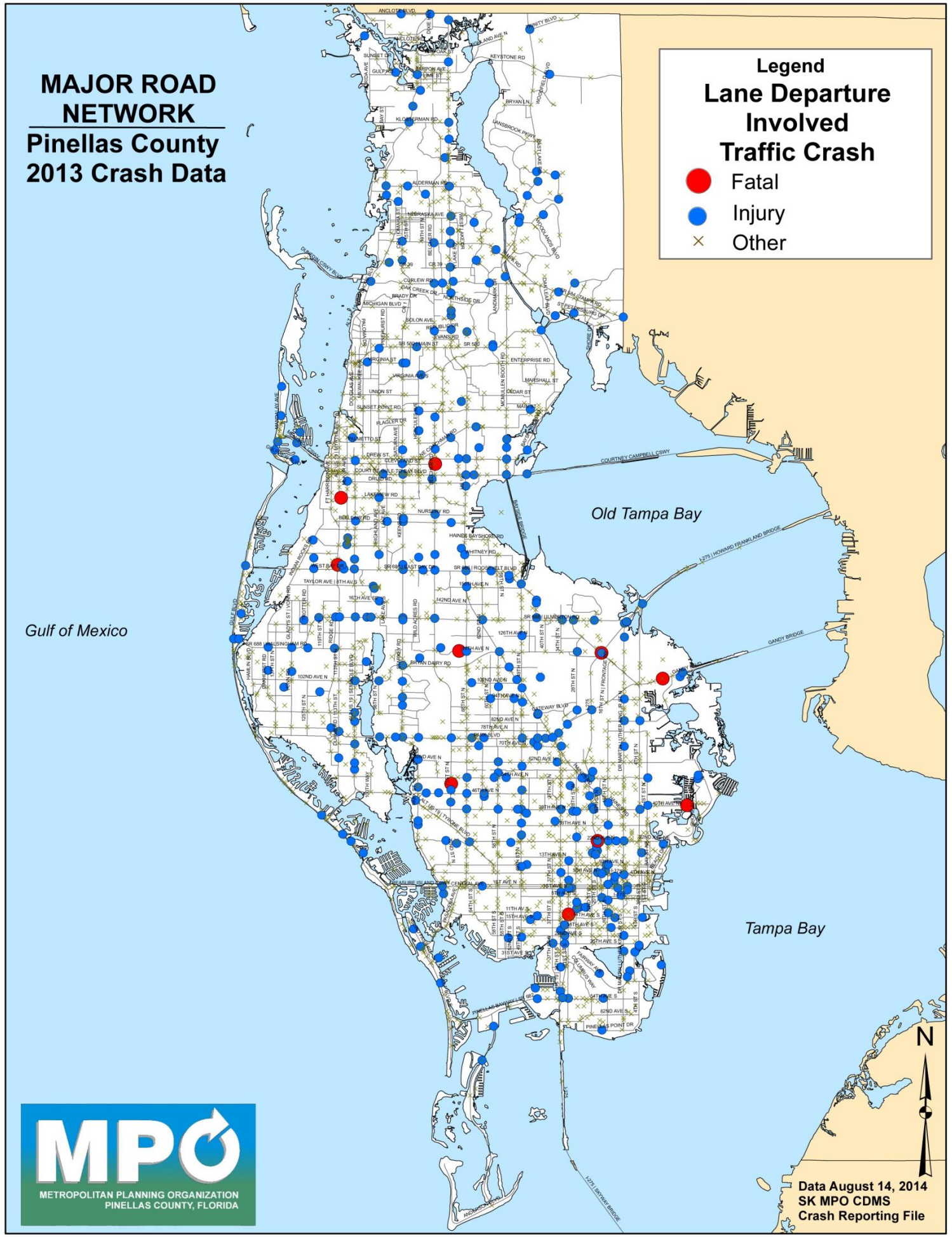
Crash Reporting File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Tampa Bay
Gulf of Mexico
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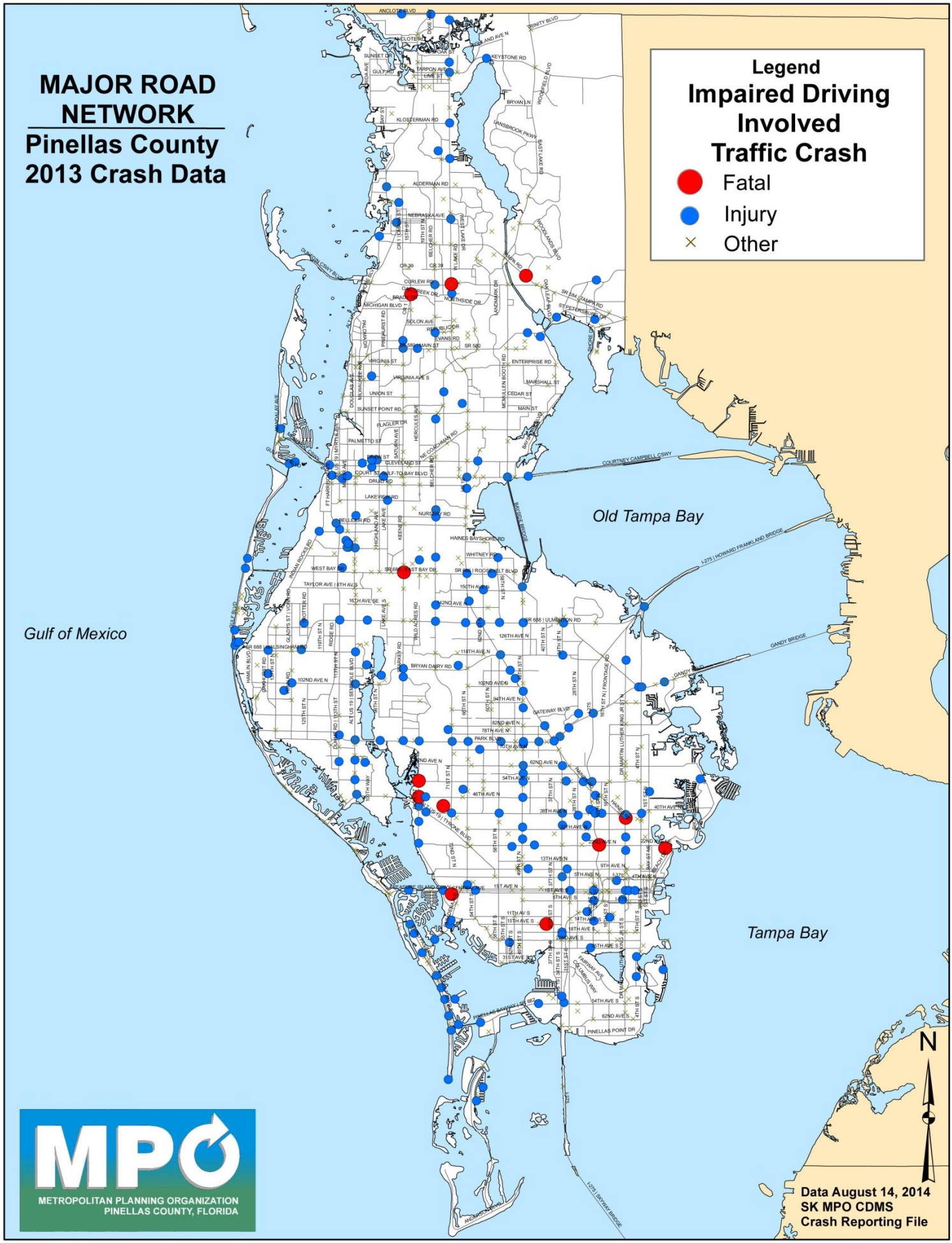
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Fatal
Injury
Other
Gulf of Mexico
Old Tampa Bay
Tampa Bay
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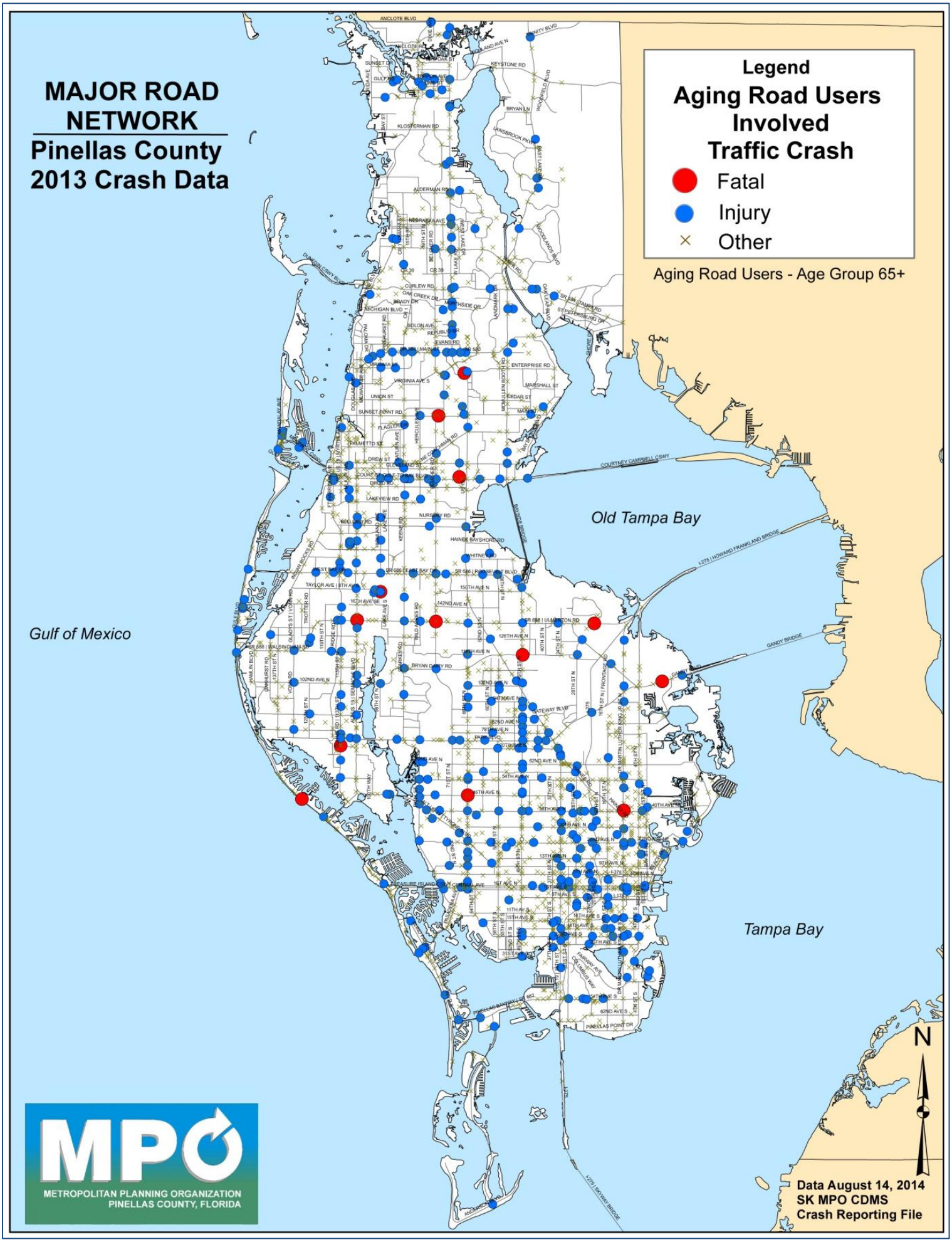
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Aging Road Users Involved Traffic Crash
Fatal
Injury
Other
Aging Road Users - Age Group 65+
Old Tampa Bay
Gulf of Mexico
Tampa Bay
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METROPOLITAN PLANNING ORGANIZATION
PINELLAS COUNTY, FLORIDA
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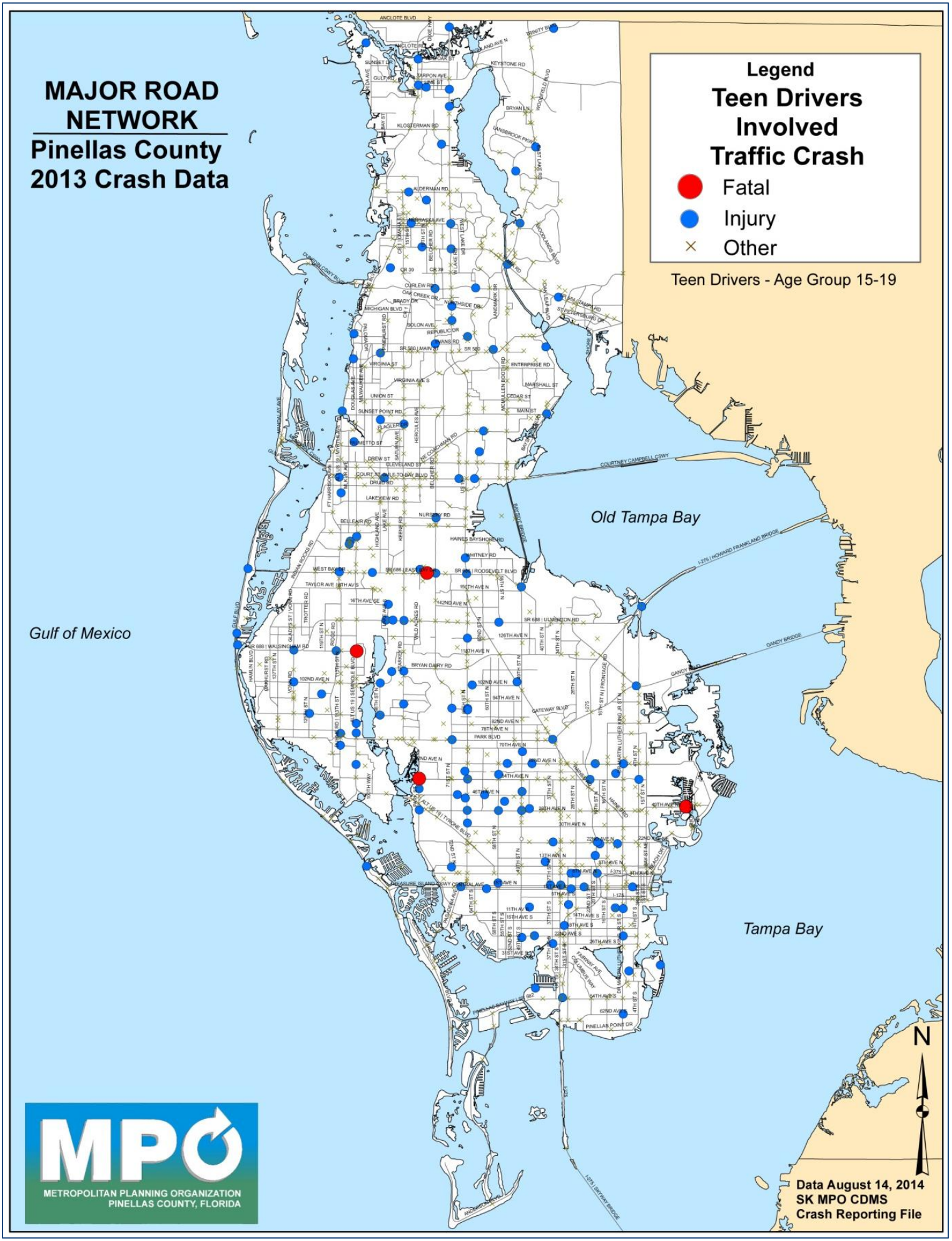
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Fatal
Injury
Other
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Tampa Bay
Gulf of Mexico
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Crash Reporting File
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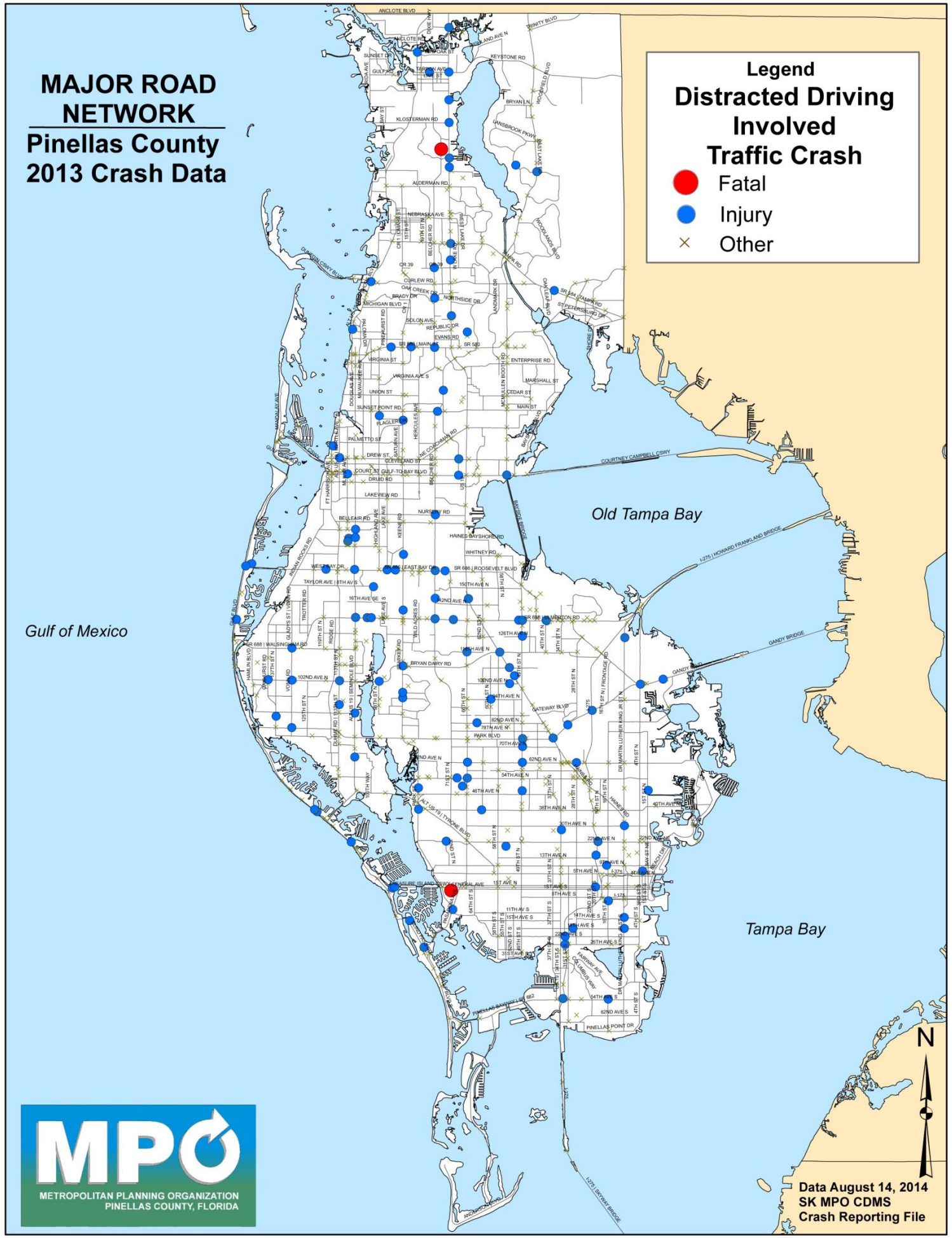
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Injury
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METROPOLITAN PLANNING ORGANIZATION
PINELLAS COUNTY, FLORIDA

DRAFT

SECURITY CHAPTER
2040 LRTP

INTRODUCTION

Federal law requires the MPO transportation planning process consider security-related issues and efforts to protect transportation system networks and facilities. The need for a heightened awareness of security came to the national forefront after the September 11, 2001 terrorist attacks within the United States. Combined with recent incidents on foreign public transit systems, many agencies began to develop and implement policies and programs designed to increase transit security in American cities and particularly in urbanized areas.

Natural disasters, such as hurricanes, tornados, and inland flooding cause major damage in Florida, where they are common. Preparation and planning for recovery from these natural disasters to the maximum extent possible, helps preserve the natural environment as well as protect public infrastructure.

Although programs for transportation safety have been around for many years, the concept of planning for transportation security and implementing security procedures for all transportation modes is relatively new. While it may sound confusing, there is a difference between the phrases "safety" and "security." By definition, safety can be described as the "freedom from danger," whereas security is the "freedom from manmade or natural disaster."

The implementation of security measures, policies and programs is to identify and prevent attacks intending to harm people, facilities, modes of travel, and infrastructure. Safety, on the other hand, in intended to protect the motoring and non-motoring public by reducing fatalities, injuries, and crashes.

Transportation planning has always concentrated on the safe and efficient movement of people and goods. In 2005, Federal transportation legislation elevated the importance of safety and security considerations in transportation planning by requiring them to be separate planning factors. The Pinellas MPO included elements on safety and security in the 2035 Long Range Transportation Plan (LRTP) to meet these legislative guidelines, and will expand the emphasis in the development of the 2040 LRTP.

TRANSPORTATION SECURITY STAKEHOLDERS

Transportation security involves a variety of stakeholders. In Pinellas County, one of the potential security issues for the multi-modal transportation system is disaster response. Providing comprehensive disaster response and aid, requires complete and coordinated efforts of government and public agencies, service providers, private individuals and volunteer organizations.

The following list includes some of the local, regional, and state transportation authorities, agencies, organizations and teams that coordinate emergency management activities:

- Pinellas County Board of County Commissioners (BCC; all County Administration departments)
- Pinellas County Sheriff's Office (PCSO)

- Florida Highway Patrol (FHP)
- Municipal Law Enforcement
- Florida Department of Transportation (FDOT)
- Pinellas County Emergency Medical Services/Fire Administration
- Pinellas County School Board
- Pinellas Suncoast Transit Authority
- Pinellas County Hazardous Material Response Team
- Duke Energy Corporation
- Florida Department of Law Enforcement (FDLE)
- National Guard & Coast Guard
- Florida Division of Emergency Management
- Municipal Governments
- Tampa Bay Regional Planning Council (TBRPC)
- Federal Emergency Management Agency (FEMA)
- CSX Transportation Inc. (operation of 21,000 route-mile rail network)

The MPO is also a stakeholder in transportation security. In accordance with the Continuity of Government Executive Order 12656 in 1988, and Homeland Security Continuity of Operation Guidance (2004), the MPO initiated and approved the first Continuation of Operations Plan (COOP) in 2007. Updated each year, the COOP ensures that essential MPO functions can be maintained in the event of a natural or manmade disaster. The MPO also provides support to the Logistics Group of Pinellas County's Emergency Operations Center (EOC) in the management of mutual aid, coordinating supplies with demand, and requests for State assistance.

The MPO may also facilitate the coordination with several other agencies. Opportunities to participate and or provide direct services vary, but include:

- Conduct vulnerability analyses on regional facilities and services;
- Develop GIS information and data for roadways, bridges, crashes, crime, etc.;
- Disseminate best practices in incident-specific engineering design and emergency responses to agencies involved;
- Encourage regional emergency operations preparedness and response workshops;
- Develop an Emergency Preparedness Guide for elected officials;
- Engage non-traditional stakeholders into the planning processes;
- Coordinate with Emergency Management and local officials on road construction projects that may impact evacuation routes.

Pinellas County Emergency Management

The Pinellas County Department of Emergency Management is tasked with both personal and community security, keeping the county's disaster preparedness plans fresh and current in order to effectively protect the lives of our citizens and visitors, as well as their property.

Emergency Management provides the following services:

- Develop, review, and enhance the county's disaster preparedness and recovery plans for "All Hazards".
- Coordinate and distribute those plans on a countywide basis.
- Operate, maintain, and enhance the county's Emergency Operations Center (EOC).
- Manage and coordinate countywide response to, and recovery from, natural and technological disasters.
- Coordinate the county's disaster response/recovery needs with higher levels of government.
- Review and approve health care facility disaster plans as required by Florida Statute 252.
- Serve as coordination point for federal disaster relief programs.

- Develop and deliver public information and education programs about disaster preparedness.
- Plan, conduct, and critique exercises that test and improve preparedness.
- Develop, distribute, and provide instruction on guidelines for businesses and industry disaster planning and continuity of operations.
- Survey county hazardous material locations under the Emergency Planning Community Right to Know Act.

Their website, www.pinellascounty.org/emergency, provides emergency information to the public in English as well as Spanish. Subjects range from evacuation zones, evacuation routes, storm preparedness, accommodations for special needs, pet preparedness, and shelter options. Resources such as publications are also featured on topics such as fire, flood, lightning, thunderstorms, tornados, hazardous materials, nuclear events and terrorism.

Emergency Management is also responsible for administering, maintaining, and updating the Pinellas County Comprehensive Emergency Management Plan (CEMP). The CEMP, applicable countywide, ensures the well-being of citizens and visitors within all 24 municipalities as well as the unincorporated area. Updated every four years, the CEMP is reviewed by the Florida Division of Emergency Management, and adopted by the BCC. The operation-based plan addresses evacuation, shelters, and recovery procedures to deploy resources and provide disaster relief.

As mentioned earlier, the MPO staff assists during all phases of an emergency in Pinellas County, in close coordination with Emergency Management and other agencies to help provide a complete and unified response.

In addition, the MPO coordinates with Emergency Management and assists with public outreach in emergency awareness and response. For example, the MPO included a post on its social media site for the FirstCall service. Residents and visitors are invited to sign up at FirstCall for automated electronic alerts regarding emergency situations, and are also provided with practical information on how to respond and stay safe.

TRANSPORTATION SYSTEM VULNERABILITY

Analysis Overview

The interconnected transportation system must remain functional to the degree necessary to be able to allow supplies and other relief-assistance to reach residents in the event of an emergency. A comprehensive understanding of the potential threats and hazards is essential when planning for the security of the transportation system.

Identification of Threats and Hazards

In Pinellas County, the primary threats are weather-related events, such as hurricanes and/or tornados. The potential threat of storm surge and flooding from these create significant damage and disruption to the transportation system. More than 60% of the county's permanent population is vulnerable to the storm surge from a major hurricane. Additional hazards and threats identified by the CEMP are listed below:

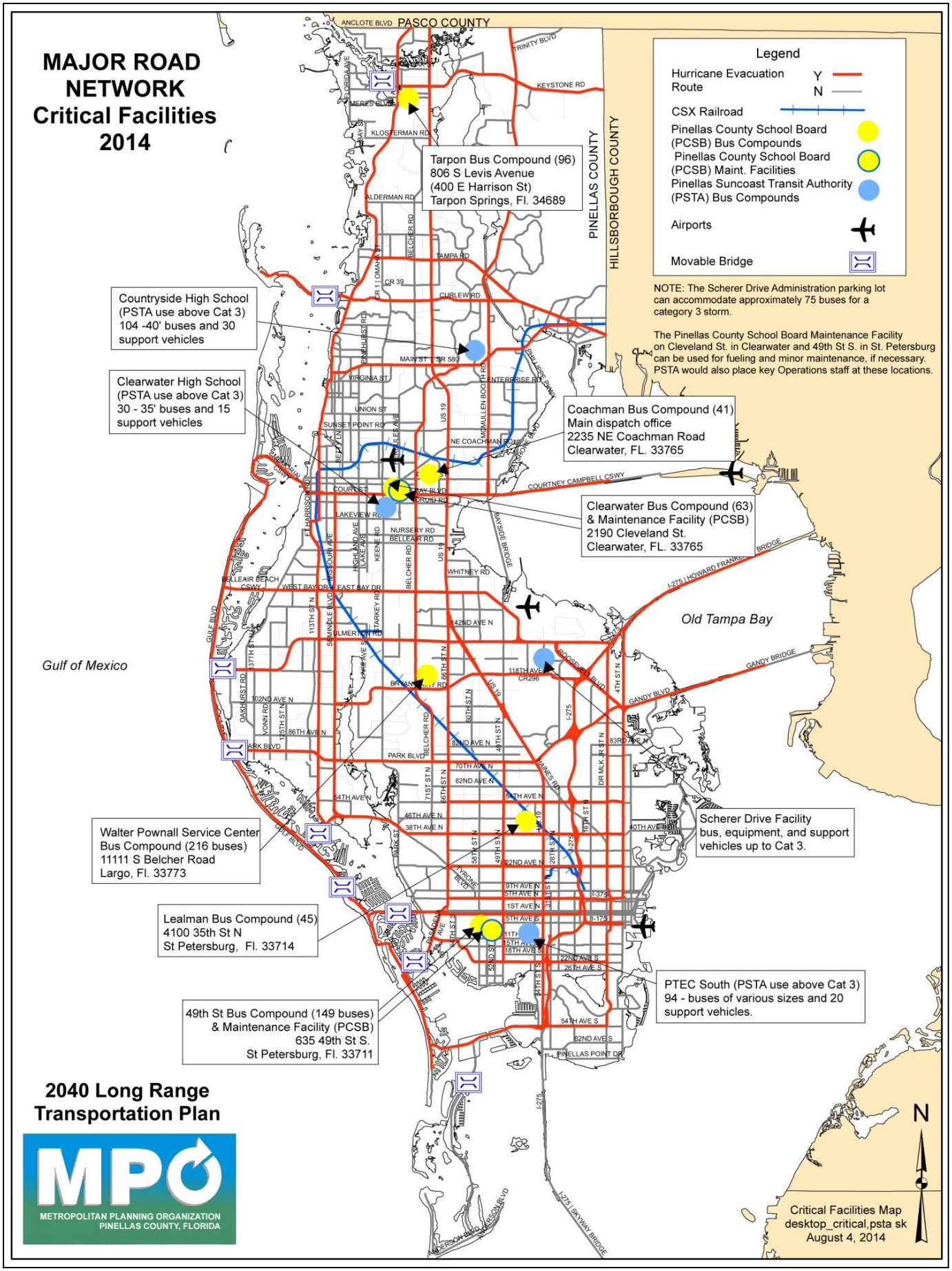
Civil Disturbance	Inland Flooding
Coastal Flooding	Major Transportation Incident
Coastal Oil Spill	Special Events
Critical Infrastructure Disruption	Storm Winds
Disease and Pandemic Outbreak	Terrorism
Erosion	Wildfire
Hazardous Materials Spill	

Identification of Critical Transportation Facilities

The MPO identified transportation facilities and networks that are vital to the community. Critical transportation facilities include designated evacuation routes, the St. Pete/Clearwater International Airport, the PSTA vehicle staging area, Pinellas District School bus compounds, and the CSX rail corridor. CSX coordinates with the local jurisdictions for special transportation issues.

The Major Road Network Critical Facilities 2014 (*see map, next page*) illustrates and locates the critical transportation facilities along with the designated evacuation routes. The facilities noted on the map are most at-risk from severe weather events. The Critical Facilities map includes nine (9) moveable bridges requiring a separate and specific evacuation plan for boats.

Evacuation routes are established through close coordination with all local and regional agencies, including the MPO. Emergency Management along with TBRPC is responsible for evaluating the routes annually to consider construction activity, signage needs, and alignment adjustments. During emergencies, traffic control measures will expedite traffic flow eastward, and away from the Gulf of Mexico that forms the western and southern borders of Pinellas. The Evacuation Routes are shown with the Critical Facilities 2014 (*see map, next page*). The second map illustrates the evacuation routes only.



2040 Long Range Transportation Plan Major Road Network 2014 Critical Facilities.

PROTECTING TRANSPORTATION SYSTEM INFRASTRUCTURE

Goods Movement

Most of the goods transported into and throughout Pinellas County are delivered by trucks and transferred to intermodal facilities located outside of the county. The Pinellas County Major Road Network Truck Route Plan identifies countywide truck routes. On these designated truck routes, truck volumes vary from 4% to 17% of total traffic volumes. In recent years data analysis has shown that countywide goods are being transported by smaller trucks. While the volume of goods moved within the county is rather low compared to other areas in the state, the MPO recognizes that the security of roadways and other transportation infrastructure needed to accommodate the movement of goods is critical to the economic vitality of the county as well as the region.

Countywide Intelligent Transportation System (ITS / Traffic Signals)

Pinellas County has three (3) agencies that operate the traffic signal systems, Pinellas County, the City of Clearwater, and the City of St. Petersburg. Pinellas County operates the Countywide ITS Corridors, regardless of jurisdiction from its Traffic Management Center/Primary Control Center (TMC/PCC). The TCC/PCC also coordinates with the FDOT's Traffic Management Center, or SunGuide. The SunGuide system is operated for District 7 headquarters in Tampa, and is closely coordinated with the local ITS systems.

The TMC/PCC has approximately six operators. The operators support traveler information, incident detection and in case of emergency will also provide information relative to evacuation status and real time field status to the EOC. After any emergency or evacuation the TMC will work to provide ingress information to motorist and the EOC.

The TMC/PCC provides closed-circuit television (CCTV) camera images to law enforcement, the County Emergency Management, and 9-1-1 Dispatch, for system monitoring.

Dynamic Message Signs (DMS)

Dynamic Message Signs (DMS) provide routine roadway condition information to users of the transportation system. In an emergency, DMS's will be used to display any evacuation messages, roadway conditions, including ……., and other pertinent information.

Project Safety Checklist & D7 Design Safety Prompt List

During the 2035 Long Range Transportation Plan (LRTP) update process, the MPO created a Project Safety Checklist, which is an assessment tool that can be utilized in project review stages to assist local jurisdictions and transportation agencies to seriously consider safety and security during those early processes of development. The checklist includes three (3) stages overall: preview considerations, implementation and post construction review of traffic plans and performance measures.

After adoption of the 2035 LRTP, the checklist was distributed to all local governments in Pinellas to encourage each to incorporate the checklist into their local transportation project review process. FDOT modified and expanded the checklist to facilitate its use throughout the District 7. The resulting D7 Design Safety Prompt List (www.d7ctst.org/FDOT%20D7%20Design%20Safety%20Prompt%20List.pdf) is now used to ensure the consideration of all travel modes during design review.

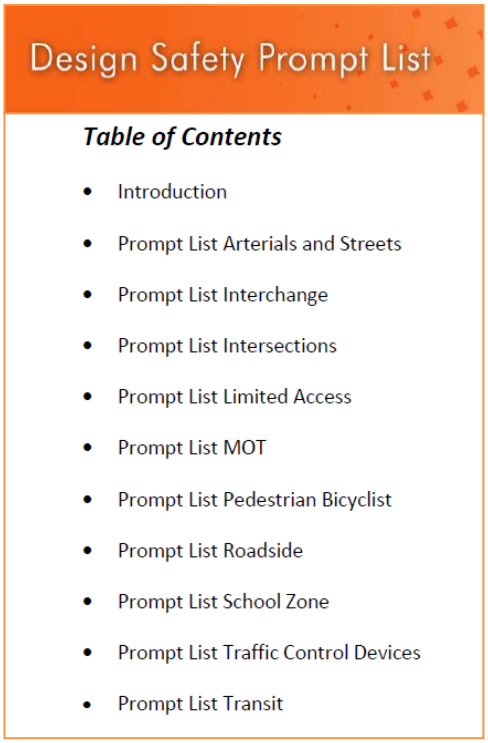

Design Safety Prompt List

Table of Contents

- Introduction
- Prompt List Arterials and Streets
- Prompt List Interchange
- Prompt List Intersections
- Prompt List Limited Access
- Prompt List MOT
- Prompt List Pedestrian Bicyclist
- Prompt List Roadside
- Prompt List School Zone
- Prompt List Traffic Control Devices
- Prompt List Transit

Florida Governor and Pinellas County BCC

The Governor has legal authority to order an evacuation of residents and visitors in any stricken or threatened area if necessary for the preservation of life or other emergency mitigation, response, or recovery. The BCC may declare a State of Local Emergency with the Issuance of an Evacuation Order. In addition, during the annual budget review process, the BCC approves a reserve fund amount that may be used to facilitate a disaster response. The policy can be found in the Adopted Budget appendix (FY14, page K-10).

www.pinellascounty.org/budget/14budget/Adopted_Budget_FY14/R.Section%20K-Appendix-PDF.paginated.pfd

Coordination with Land Use

As a peninsular county and the most densely populated in Florida, Pinellas is particularly vulnerable to hurricane events. A major consideration with regard to the county's transportation system is its capacity to affect a hurricane evacuation. As part of the 2040 LRTP development, the MPO has worked closely with the Pinellas Planning Council (PPC) to coordinate the LRTP with the update of the Countywide Land Use Plan. New countywide land use policies allow for increased densities and intensities in areas served by premium transit along the county's major roadways. This policy also would discourage significant density increases in areas without access to transit.

The coordination of transportation and land use planning is designed to minimize impacts of a major weather event to some of the county's most vulnerable environmental and regional resource, the beaches along the Gulf of Mexico.

Concentrating new development in areas served by transit and/or the major road network also facilitates efficient hurricane evacuation, particularly in lower elevations, as it allows for multi-modal options.

At the local level, many jurisdictions within Pinellas County have policies in place to prohibit the construction of hospitals, nursing homes, and assisted living facilities within hurricane evacuation zone 'A' while prohibiting the expansion of such facilities within hurricane evacuation zone 'B.' Many local governments also limit densities within the county's coastal high hazard area to control the growth of residential populations within these vulnerable areas, and allow for clustered development which allows community growth to be concentrated on less-hazardous portions of a site. These are just a few examples of land use tools that can help enhance the security of a community.

Coordination with Law Enforcement

The Pinellas County Sheriff's Office (PCSO) serves as the primary liaison for countywide security events. PCSO closely coordinates with local, state and federal agencies, including municipal law enforcement agencies in order to maintain the security of the transportation system as well as the public. PCSO also coordinates with the county Emergency Operations Center (EOC) which will be involved with any countywide security issues, and to which the MPO staff provides support.

A new Public Safety Complex opened in July 2014 to centralize safety services. Designed to withstand a Category 5 hurricane event, the complex houses the PCSO Administration, Pinellas County's 9-1-1 Dispatch Center and the EOC. Critical public safety resources and services will be coordinated at the 200,000^{+} sq-ft. structure during an emergency.

The Pinellas Police Standards Council conducts research, coordinates agency policies, and provides a centralized screening process to ensure exceptional quality public safety officers. Created by the Florida Legislature in 1972, the

Council routinely assists with the coordination on homeland security issues, and the adoption and furtherance of Mutual Aid Agreements between the local law enforcement agencies. The Council is also directly involved in a number of countywide coordination efforts related to law enforcement. For more information, please see the Pinellas Police Standards Council website, www.policestandards.org.

Pinellas Suncoast Transit Authority (PSTA)

The Pinellas Suncoast Transit Authority (PSTA) was created to provide safe, secure, courteous, clean, reliable and effective on-time transit to serve residents within its operating area. PSTA maintains a System Safety Program Plan that provides policies for operational and maintenance procedures designed to protect property and maximize the safety of passengers, employees, and all those who come in contact with the public transit system. PSTA maintains onboard video cameras in all of its vehicles and facilities to monitor for safety and security. During disaster preparedness and recovery, PSTA has committed to provide evacuation transportation through an agreement with Pinellas County Emergency Management. PSTA also has agreements in place with both the District School Board and the St. Pete Clearwater International Airport to serve as alternative sites to relocate its vehicles in the event of an emergency.

The U.S. Department of Homeland Security's Transportation Security Administration (TSA) has recognized PSTA as one of the nation's best transit systems in terms of safety and security. TSA awarded its "Gold Standard" designation to PSTA for its dedication to building a strong safety and security program in accordance with the TSA's Baseline Assessment for Security Enhancement (BASE) criteria. TSA has developed a special matrix to measure a transit agency's threat level, vulnerabilities, and preparedness for emergencies or disasters. TSA's BASE program is a voluntary comprehensive review of transit agency security programs focused on multiple categories, such as security plans, training, drills/exercises, preparedness, public outreach and background-check programs.

The Safety, Security and Training Division of PSTA works closely with the Pinellas Emergency Management to be prepared for emergencies or disasters. It also coordinates drills and activities with the Department of Homeland Security, the FDLE, and other local emergency-response agencies.

SITE-SPECIFIC FOCUS AREAS

St. Pete/Clearwater International Airport (PIE)

The St. Pete/Clearwater International Airport (PIE) is the only international airport in Pinellas County. Located on 2,000 acres just north of St. Petersburg, PIE has been in operation since the end of WWII, and offers passenger airlines, parcel services, and private and personal plane services. PIE is also home to the busiest U.S. Coast Guard Air Station nationwide, and is designated as a foreign trade zone.

PIE is owned and under the control of the BCC and County Administrator, and operated under the direction of the Airport Director. By FAA Standards, PIE is required to maintain an airport emergency plan to identify policies and procedures necessary during an emergency located at or in the vicinity of the airport. The emergency plan identifies the roles and responsibilities of each partner agency in a variety of emergency scenarios. The PIE Emergency Plan requires an incident manager be designated as emergency coordinator who will have the discretion whether or not a

local command post should be assembled to respond. The incident manager makes the decision as to whether or not to engage the EOC.

In emergency situations, a special unit of the PCSO will be activated immediately to secure the command post and provide specialized support for PIE from unauthorized intrusion.

Clearwater Executive Airpark

Clearwater Executive Airpark is Pinellas County's highest elevated airport at 71-feet above sea level. Established in 1939 and reopened following WWII, the Airpark serves transient aircraft and locally based aviators. With one paved runway and about 47 acres, the Airpark is owned by the City of Clearwater and leased to a private operator for day-to-day activities. The Airpark hosts a squadron of the Civil Air Patrol, several businesses, aircraft sales/rentals, and a flight school, with airplane hangar, several tie-downs, and aircraft maintenance.

The Clearwater City Council assigns five members to the Airpark Advisory Board, with the City's Director of Marine and Aviation Department serving as the Airport Manager. The Airpark maintains an emergency plan to address various emergencies and disasters, in addition to a separate Security Plan. In the case of an emergency, the command post may include the City of Clearwater EOC, and the County's EOC operations.

A press information kit has been created and is available for media relations.

Albert Whitted Municipal Airport

Albert Whitted Airport, owned and operated by the City of St. Petersburg, provides convenient access to the city's downtown waterfront, business district, and urban communities by air. The 110-acre facility handles approximately 97,000 general aviation aircraft operations annually and is home to an estimated 185 aircrafts. Aviation services provided include fueling, storage and parking, flight training, charter and rental aircraft, maintenance, detailing, avionics, pilot supplies, banner towing and sightseeing tours. Civil Air Patrol, Bayfront Medevac, and various organ transplant flying services also use Albert Whitted Airport for aviation support functions for their life-saving missions, along with commercial and private general aviation ventures.

As a general aviation facility, rather than a commercial service airport, Albert Whitted is not required to meet specific federal security regulations. Due to the nature of aviation services they may provide, certain tenants may be required to comply with specific TSA and/or FAA security guidance. In addition, Albert Whitted has a specific security infrastructure in place, combined with physical barriers, surveillance systems and established personnel security procedures.

Port of St. Petersburg

Located on the western shore of Tampa Bay, the Port of St. Petersburg is owned and operated by the City, and provides access via water to the downtown waterfront, business district and urban communities. This international port provides access to Pinellas County for research vessels, mega-yachts, and small cruise vessels. On the north side of the harbor, the Port is bound by approximately 1,200 linear-feet of bulkhead wharf, with the University of South Florida (USF), U.S. Coast Guard (Sector St. Petersburg) and Albert Whitted Airport to the south.

Port personnel and its tenants are required to report any suspicious activity to the Port Administration Office, Port Security or the police department. All users of the Port are expected to furnish watchmen over cargo or other property with a high susceptibility to theft on its premises. Watchmen so employed must have prior clearance by the Port, and meet state and federal credentialing criteria. The Port property itself is patrolled by a credentialed Port Security officer around the clock.

The Port follows all security requirements as outlined in Florida Statutes, and Federal Code Title 33 of the Code of Federal Regulations (CFR), which governs navigable waters within the United States. The Port has a Facility Security Plan that includes security elements and contains security sensitive information controlled under CFR.

CONCLUSION

Security provides assurance of safety from manmade and from natural disasters. The importance of considering security-related issues in the long range transportation planning process was first addressed by the Pinellas County MPO in the 2035 LRTP, which was adopted in 2009. The 2040 Long Range Transportation Plan Security Chapter represents the continuing commitment of the Pinellas MPO to assist with security, emergency management, and protection-related planning for our transportation infrastructure.

With the evolving threats of terrorism, climate and weather-related events, and/or catastrophic disasters, it has become evident that the need to provide security for the transportation system, both motorized and non-motorized, remains paramount. By working closely with all local, state and national stakeholders, the Pinellas County MPO will continue to prioritize security in its transportation planning process.

ITS AGENDA ITEM IV.

AMENDMENT TO THE ITS MAP

Pinellas County and the City of St. Petersburg are requesting approval of an amendment to the MPO's ITS corridors map. The amendment is to add the area of 5th Avenue North to 5th Avenues South and 16th Street to Bayshore Boulevard. When the amendment is complete and the ITS map approved, Pinellas County and the City will be working together to implement an ITS project for the downtown area.

ATTACHMENTS: Letter Dated January 30, 2014 From City of St. Petersburg
Draft Map

ACTION: Committee to approve amendment to ITS map

ITS: 09/15/14

st.petersburg
www.stpete.org

City of St. Petersburg

Post Office Box 2842
St. Petersburg, Florida 33731-2842
Channel 35 WSPF-TV
Telephone: 727 893-7171

January 30, 2014

Mr. David E. Scott, P.E., Executive Director
Department of Environment and Infrastructure
14 South Ft. Harrison Avenue, 5th Floor
Clearwater, Florida 33756

RE: ATMS/ITS – Lighted Street Name Signs

Dear David:

The MPO Long Range Transportation Plan, as more specifically called out in an Interlocal Agreement between Pinellas County and St. Petersburg (Countywide Intelligent Transportation Systems Design, Construction, Operation and Maintenance) provides for ITS features to be deployed on specific corridors throughout the County.

In light of St. Petersburg burgeoning downtown, major league baseball and an increase in programmatic use of the downtown waterfront park system, we would like the County to develop options to the Master Plan that allow for dynamic message signs, dynamic trail blazer signs, closed circuit television cameras and network count stations, to better serve our downtown's ingress and egress. St. Petersburg Downtown is generally described from 16th Street to Tampa Bay and from 5th Avenue North to 5th Avenue South. Please advise on how we may pursue this request.

Additionally, the City is developing a project to install LED lighted street name signs at all of its major intersections. County roads are desired to be included in the program. The attached list of County roads with respective number of lighted signs amounts to 44. Our estimated unit cost for labor and material are $425 and $2,602, respectively, for a County proposed cost of $106,788. The City would be responsible for implementing the project and respectfully request the County to share in the noted expenses related to county roads. Please advise if the County can work with the City as requested.

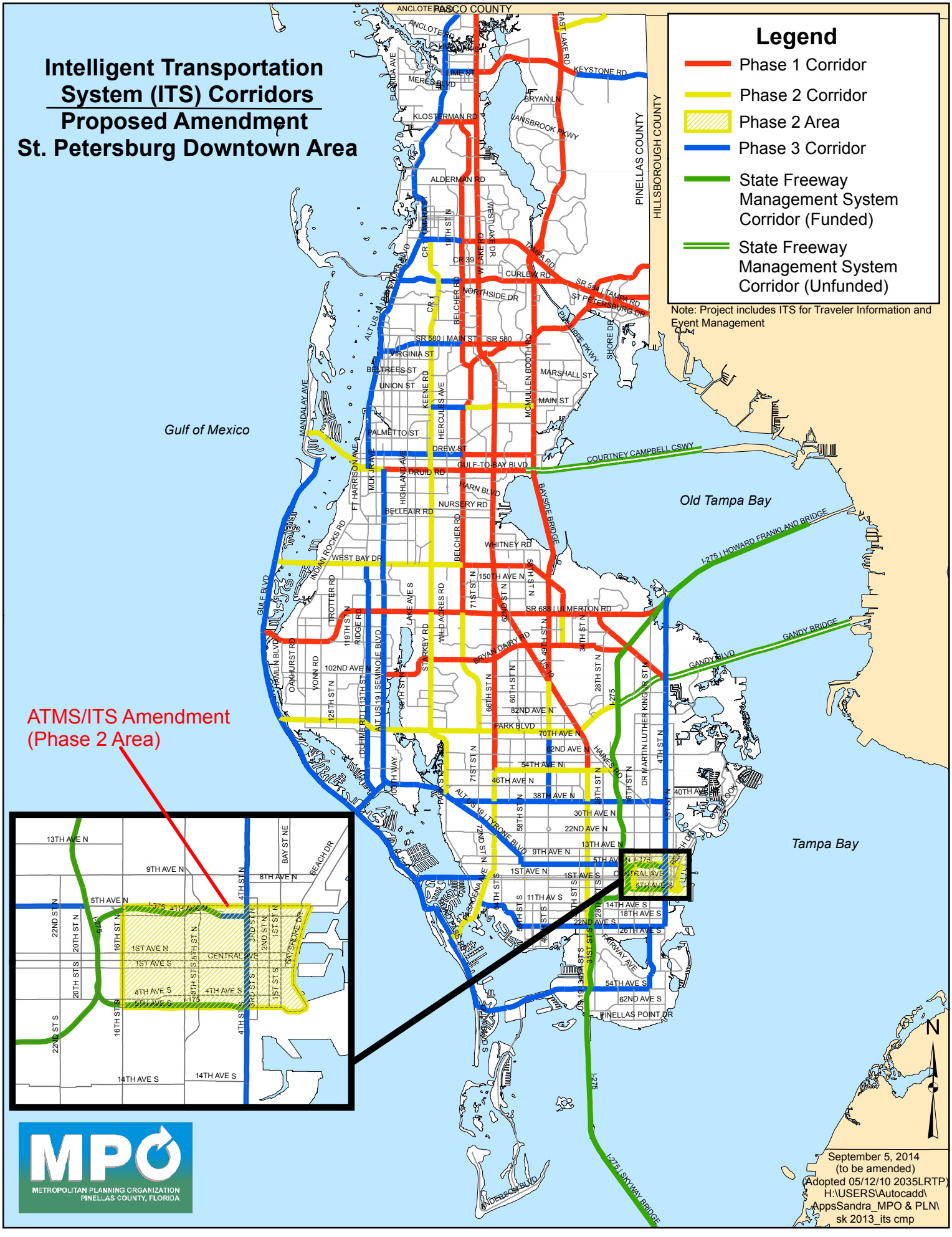
Thank you for your consideration. We look forward to your response.

Sincerely,

Michael J. Connors
Public Works Administrator

Cc: Jerry Fortney
Joseph Kubicki
Tim Funderburk

Intelligent Transportation System (ITS) Corridors
Proposed Amendment
St. Petersburg Downtown Area



ITS AGENDA ITEM V.

FDOT DISTRICT SEVEN, SUNGUIDE PROGRAM

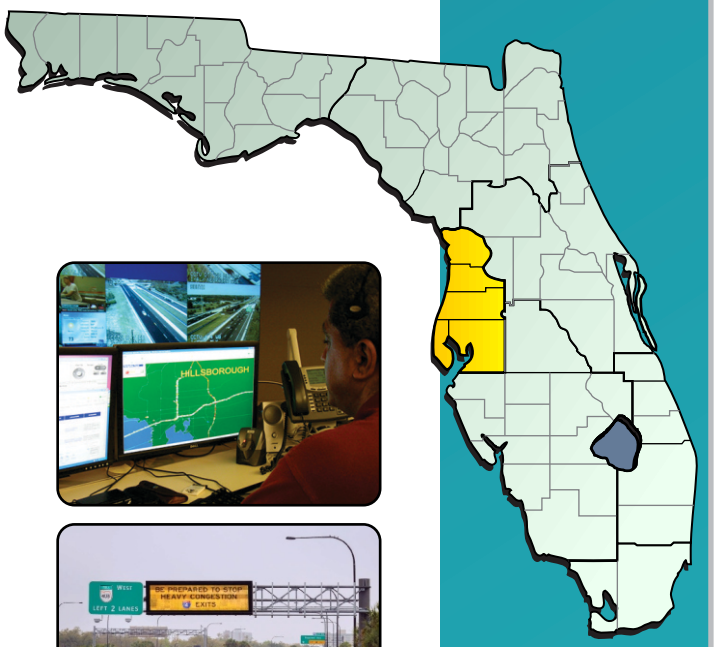
The FDOT will provide the ITS Committee with a review and update on the Districtwide ITS implementation Plan.

ATTACHMENT: July 2014 Quarterly Progress Report – Sunguide Program

ACTION: As deemed appropriate based on discussion

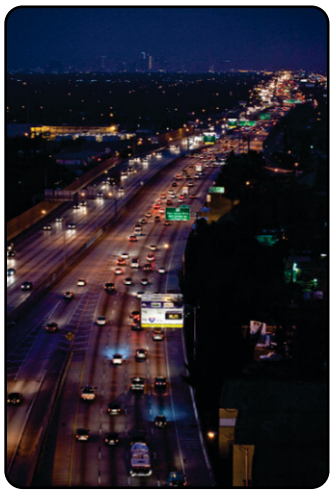
ITS: 09/15/14

FDOT



SUNGUIDE[SM] PROGRAM

QUARTERLY PROGRESS REPORT



Florida Department of Transportation DISTRICT SEVEN

SUNGUIDE
Florida's Intelligent Transportation System

July 2014

Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

ANANTH PRASAD, P.E.
SECRETARY

July 9, 2014

Mr. Ronald Chin, P.E.
District Traffic Operations Engineer
Florida Department of Transportation District Seven
11201 N. McKinley Drive
Tampa, FL 33612

RE: *SunGuide℠ Program Quarterly Progress Report* – April, May, June 2014

Dear Mr. Chin:

Please find enclosed the *SunGuide℠ Program Quarterly Progress Report* for the second quarter of 2014. This quarterly progress report summarizes the three months of April, May, and June to assess the overall health of the SunGuide℠ Program.

The presentation of this quarterly progress report is similar to the previously published quarterly progress reports. This quarterly progress report includes: a summary explaining interesting or unusual results; 26 performance measures in 4 major categories ï Freeway Mobility, Operations, ITS Infrastructure/ Maintenance, and ITS Development and Deployment; definitions for key terms and measures found within the report; 22 ITS project development detail sheets for ongoing projects in planning, design, and construction phases; and a one-page fiscal year-to-date financial report.

Since the first quarter of 2014, one of our ITS deployment projects was completed (the ITS deployment along I-275 from I-75 to South of the Sunshine Skyway Bridge in Manatee County). Thus, it has been removed from the project development detail sheets. We expect the I-275 from the South Sunshine Skyway Toll Plaza to 54th Avenue South ITS deployment (a.k.a. the ñtechnology refreshò project) to be completed during the next quarter.

As mentioned in prior progress reports, we continue to address problems we are experiencing with the microwave vehicle detectors and the Regional Integrated Transportation Information System, which is managed by the University of Maryland, Center for Advanced Transportation Technology. These problems have resulted in

insufficient data to report on several performance measures. We have noted the segments with insufficient data throughout the report.

In addition, District Seven and the Central Office have coordinated the installation of a ñtest bedò to support our *Vehicle Detection Study,* which should be operational soon. This test bed will assist us in preparing a much improved specification for microwave vehicle detectors.

We believe this quarterly progress report provides outstanding SunGuide[SM] Program accountability to District Seven management and that it is important to the Departmentôs goals. We hope you believe this as well. Please provide me with any feedback you may have to support the continuous improvement of this quarterly progress report.

Sincerely,

Chester H. Chandler, P.E.
District ITS Program Manager

CC/kro

Enclosure: *SunGuide[SM] Program Quarterly Progress Report* ï April, May, June 2014

TABLE OF CONTENTS

Acknowledgment:

"The traffic performance measures in this report are generated using vehicle spot speed and volume data from non-intrusive vehicle detectors and represent monthly averages over all weekdays (excludes holidays). The reader should not compare this information to traffic performance measures estimated using corridor design hourly traffic volumes and should not use this information for corridor project development purposes."

SUMMARY

This quarterly report is the second report of 2014 and is part of a series of periodic reporting for the Intelligent Transportation Systems (ITS) Section of District Seven, Florida Department of Transportation (FDOT). This report covers the second quarter of 2014 (April through June). Quarterly reports are produced quarterly in April, July, October, and January and cover the previous three months.

The report includes data for all of FDOT District Seven, which is the Tampa/St. Petersburg metropolitan area (Citrus, Hernando, Hillsborough, Pasco, and Pinellas Counties). For some performance measures in this report, data cover areas outside of District Seven because of the data availability. For example, Florida 511 call data are available by area code and the 352 area code includes areas outside District Seven. In other cases, District Seven operates and manages portions of some freeways for District One. For instance, Road Ranger assists and rapid incident scene clearances (RISCs) are reported for portions of Manatee and Polk Counties.

The primary objective of the report is to document the overall health of the SunGuide[SM] Program. The report demonstrates trends in performance measures on five freeway segments over time, documents the status of ITS projects, illustrates the operations and maintenance efforts of the SunGuide[SM] Program, and provides a year-to-date financial picture for the SunGuide[SM] Program.

The report includes 26 performance measures in four major categories: Freeway Mobility, Operations, ITS Infrastructure/Maintenance, and ITS Development and Deployment. Descriptions of the performance measures and how they are calculated are described in the "Report Definitions" section of this report beginning on page 22.

FREEWAY MOBILITY

The Freeway Mobility Performance Measures show trends on five freeway segments:

- I-4 from I-275 to Park Road, 22.48 miles
- I-275 from 54th Avenue North to SR 60, 13.07 miles
- I-275 from Ashley Drive to Livingston Avenue, 11.64 miles
- I-75 from Bloomingdale Avenue to I-4, 8.36 miles
- I-75 from I-4 to Fowler Avenue, 4.07 miles

Future quarterly reports will include additional freeway segments, as construction projects are completed and the data become available.

Data for these freeway mobility performance measures come from the Regional Integrated Transportation Information System (RITIS) database which is managed by the University of Maryland, Center for Advanced Transportation Technology (CATT). The FDOT Central Office has contracted with CATT to process raw SunGuide[SM] program traffic data collected from ITS devices along freeways throughout the state.

Again, data were not available in the RITIS database for several freeway subsegments this quarter. In some cases, this affected the reporting for the full segment. The discussion in this report and the graphs of the performance measures only include those segments with available data. The following segments had insufficient data to calculate some of the performance measures in this report:

- I-275 from 54th Avenue North to SR 60 in the northbound direction in April
- I-275 from Ashley Drive to Livingston Avenue in both directions in all three months
- I-75 from Bloomingdale Avenue to I-4 in the northbound direction in June
- I-75 from I-4 to Fowler Avenue in the northbound direction in April and May

There is ongoing construction along several freeways. These construction activities affect the data and the performance measures reported in this document. While some construction projects are outside the limits of the freeway segments in this report, traffic does tend to back up into these segments because of construction activities. The following construction projects are ongoing in the Tampa Bay area:

- I-275 from east of SR 60 to the Hillsborough River (downtown Tampa)
- I-275 from Floribraska Avenue to Yukon Street
- I-275 from Bearss Avenue to I-75
- I-75 Southbound Exit Ramp Extension and Widening at SR 60
- I-75 Bridge Deck Replacement over Harney Road
- I-75 from Fowler Avenue to Bruce B. Downs Boulevard
- I-75 from Bruce B. Downs Boulevard to SR 56
- I-75 from SR 56 to SR 54
- I-75 from SR 54 to SR 52

The *monthly average daily traffic* (*MADT*) was highest in the month of April for all five freeway segments. The average *MADT* for all segments ranged from 110,600 vehicles per day on I-75 from Bloomingdale Avenue to I-4 in June to 144,013 vehicles per day on I-275 from 54th Avenue North to SR 60 in April.

Monthly vehicle miles traveled (*MVMT*) was highest in the month of April for three freeway segments, the I-275 segment from 54th Avenue North to SR 60 and the two I-75 segments. I-4 from I-275 to Park Road and I-275 from Ashley Drive to Livingston Avenue saw the highest MVMT in the month of May. June experienced the lowest *MVMT* in the quarter for all five segments.

Of the segments with valid data, only one freeway segment showed *percent of miles heavily congested during peak hour* this quarter. I-4 from I-275 to Park Road showed 5% of its miles heavily congested during peak hour in the westbound AM direction in all three months.

Only one freeway segment showed *percent of travel heavily congested during peak period* during only one month this quarter. I-4 from I-275 to Park Road in the westbound AM direction showed *percent of travel heavily congested during peak period* at 6% in May.

The *average peak-hour density by direction* remained roughly uniform for each subsegment over the three-month period, with a difference between months of less than 17 vehicles per lane, per mile for each subsegment. In general the highest *average peak-hour densities* were on I-275 from Ashley Drive to Livingston Avenue southbound in the AM peak hour, with several subsegments having densities over 40 vehicles per lane, per mile.

The five freeway segments experienced great variability in *duration of congestion* over the quarter. The *duration of congestion* on I-4 from I-275 to Park Road ranged from 0.17 hours per day eastbound in April to 0.37 hours per day eastbound in May. The *duration of congestion* on I-275 from 54th Avenue North to SR 60 northbound was highest in May at 1.35 hours per day, which is more than double the *duration of congestion* in June on this segment northbound. Data were missing for the northbound direction in April. The *duration of congestion* on I-275 from 54th Avenue North to SR 60 southbound was highest in April at 0.78 hours per day, which is more than six times greater than the *duration of congestion* on this segment southbound in June. Data were missing for the segment of I-275 from Ashley Drive to Livingston Avenue for all three months. The *duration of congestion* on I-75 from Bloomingdale Avenue to I-4 ranged from 0.01 hours per day northbound in May to 0.46 hours per day southbound in April. The northbound data were missing in June. The *duration of congestion* on I-75 from I-4 to Fowler Avenue northbound in June was 0.83 hours per day. Data were missing for April and May. The *duration of congestion on* I-75 from I-4 to Fowler Avenue southbound was 0.74 hours per day in both April and May and 0.51 hours per day in June.

The lowest *percent of travel ≥45 miles per hour during peak per*iod was on I-75 from I-4 to Fowler Avenue in the northbound PM direction in June at 75%. All other segments (with available data) performed exceptionally well with a *percent of travel ≥45 miles per hour during peak period* greater than 81%.

The *average travel speed during peak period* among the segments ranged from 30 mph to 68 mph. Three segments experienced *average travel speed during peak period* lower than 50 mph in at least one month in one direction. I-275 from 54th Avenue North to SR 60 in the northbound PM direction witnessed low *average travel speed during peak period* of 45 mph in April and 49 mph in May. I-275 from Ashley Drive to Livingston Avenue in the southbound AM direction witnessed low *average travel speed during peak period* of 42 mph in April, 47 mph in May, and 50 mph in June. I-75 from I-4 to Fowler Avenue experienced the slowest *average travel speed during peak period* in the northbound PM direction during all three months of the quarter, with a low speed of 30 mph in April and 48 mph in both May and June. All other segments/directions had an *average travel speed during peak period* of 53 mph or greater.

The *travel time index during peak period* for I-4 from I-275 to Park Road was greater than 1.0 in May and June in the eastbound PM direction, and in May in the westbound AM direction. For I-275 from 54th Avenue North to SR 60 the *travel time index during peak period* was the highest in the northbound PM direction, ranging from 1.09 in June to 1.33 in April. The *travel time index during peak period* for I-275 from Ashley Drive to Livingston Avenue was greater than 1.0 in all directions in all months/directions, except for the northbound AM direction in May and June. The *travel time index during peak period* for I-75 from Bloomingdale Avenue to I-4 was the highest in the southbound PM direction in all three months, with June having a *travel time index during peak period* of 1.10. The *travel time index during peak period* for I-75 from I-4 to Fowler Avenue in the northbound PM direction was the worst of all segments, with April witnessing a *travel time index during peak period* of 2.04.

The *planning time index during peak period* for I-4 from I-275 to Park Road ranged from a low of 1.01 in the eastbound AM direction in all three months to a high of 1.98 in the eastbound PM direction in May. The *planning time index during peak period* for I-275 from 54th Avenue North to SR 60 ranged from a low of 1.02 in the southbound AM direction in both April and June to a high of 2.01 in the northbound PM direction in April. The *planning time index during peak period* for I-275 from Ashley Drive to Livingston Avenue ranged from a low of 1.12 in the northbound AM direction in June to a high of 2.37 in the southbound AM direction in April. The *planning time index during peak period* in the southbound AM direction on this I-275 segment was also high in June at 2.15. The *planning time index during peak period* for I-75 from Bloomingdale Avenue to I-4 ranged from a low of 1.04 in the southbound AM direction in June to a high of 2.08 in the southbound PM direction in June. The *planning time index during peak period* for I-75 from I-4 to Fowler Avenue ranged from a low of 1.03 in the northbound AM direction in June to a high of 4.57 in the northbound PM direction in April. With values over 3.0, this segment in the northbound PM direction experienced the highest *planning time index during* peak period compared to all other segments and directions.

OPERATIONS

The *number of Road Ranger assists by county* was the highest in the month of May in all counties except Manatee County, which had the most in April. Road Ranger drivers provided services in about 9,700 events in Hillsborough County, the highest *number of Road Ranger assists by county* of all the counties during the quarter, and in almost 3,000 events in Pinellas County.

Road Ranger drivers offer an optional comment card to the motorists they assist. The summary presented in this report is for the comment cards submitted from January through June 2014, because the January through March 2014 data were not available for the previous quarterly report. Future quarterly progress reports will provide data for only the current quarter. Data for *Arrival Time* were not available in January and data for *Satisfaction with Services Provided* were not available in both January and June. Approximately half of the respondents (532) in the six-month period needed a tire change. About 80% of the respondents (489) stated the Road Ranger arrived in less than 15 minutes and only 23 Road Ranger arrivals took longer than 30 minutes. Nearly all of the respondents (99.3%) rated the Road Ranger driver as "Excellent" on being courteous and helpful and 99.2% of respondents rated the Road Ranger driver as providing "Excellent" service.

The *number of incidents by type* during the quarter averaged about 5,800 incidents per month. The primary type of incident was disabled vehicle. Other common incidents included debris on roadway, crash, abandoned vehicle, and congestion.

The average overall *incident clearance duration* for all incidents for the quarter was about 64 minutes. The average *incident clearance duration* for incidents without Road Ranger response was lower than for incidents with Road Ranger response. FDOT's goal of restoring the flow of traffic within 90 minutes of first notification was met every month during the quarter with the monthly average time being less than 54 minutes every month.

The Florida 511 system received a monthly average of 4,199 calls among the three area codes of 727, 813, and 352. System website visits were highest in April at 6,576 visits and lowest in June at 5,251 visits. SmartPhone visits were lowest in June at 2,887 visits. Twitter followers of 511 increased from 1,356 to 1,472 over the quarter, an increase of 9%. The @FL511_TampaBay Twitter account became active in July of 2013 and the number of followers has steadily increased.

The *number of Rapid Incident Scene Clearances* (RISCs) executed was eight for the quarter with two in April and three in both May and June. The *number of Single Point of Contact* (SPOC) calls ranged from 98 calls in April to 111 calls in May, an increase of almost 13%.

ITS INFRASTRUCTURE/MAINTENANCE

Currently, there are 105 dynamic message signs (DMS), 509 microwave vehicle detectors (MVDS), and 184 closed-circuit television cameras (CCTV) maintained by the District. The new field devices this quarter are on the I-275 project south of the Sunshine Skyway in Manatee County and on I-275 near the I-275/I-75 apex in Hillsborough County. With several active construction projects nearing completion, the number of field devices is anticipated to continue increasing over the next several months.

The microwave vehicle detectors are still experiencing quality problems, but staff is earnestly working to correct these issues. A "test bed" (*Vehicle Detection Study*) with several different types of detectors has been installed on I-275 in Pinellas County to facilitate the development of an improved vehicle detector specification.

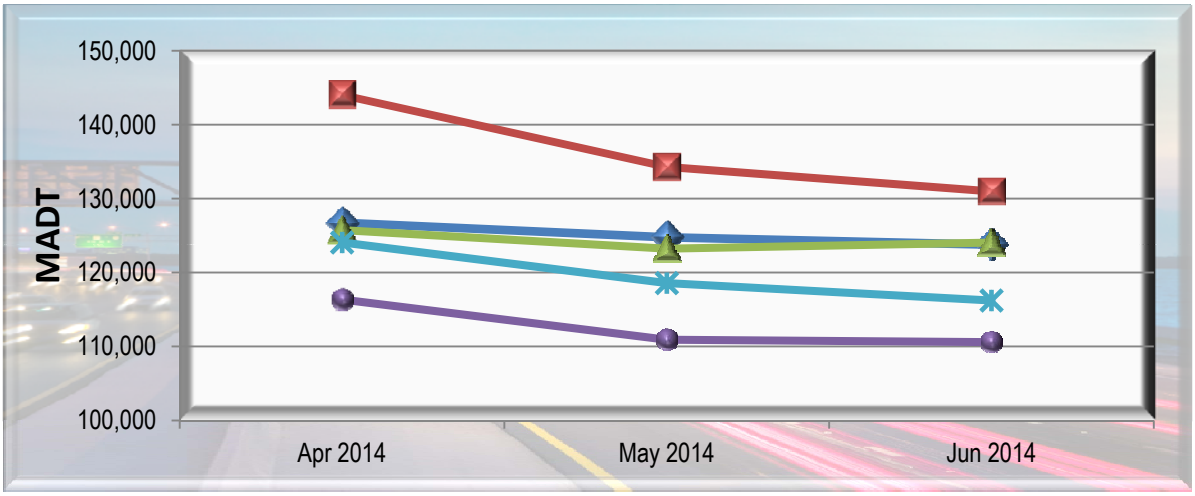
ITS DEVELOPMENT AND DEPLOYMENT

Project development continues on 22 ITS projects, some included as part of roadway and bridge improvement projects. During the second quarter of 2014, one project completed construction. Presently, there are 5 projects in planning, 4 projects in design, and 13 projects in construction. Several construction projects are in the integration phase and should be operational soon. The "ITS Project Development Detail Sheets" (beginning on page 25) provide details on each of these projects.

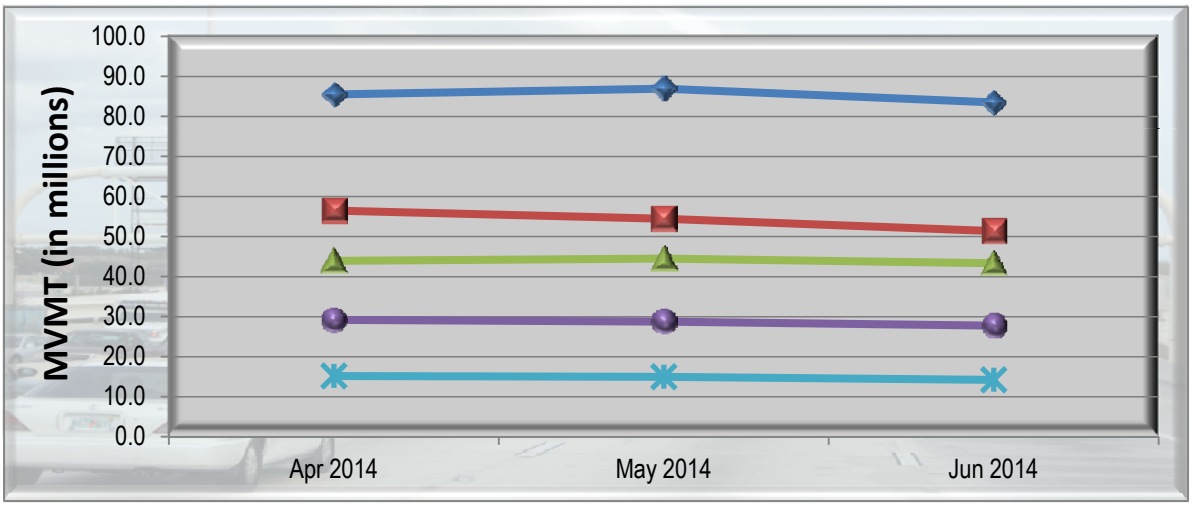
FREEWAY MOBILITY PERFORMANCE MEASURES

QUANTITY MEASURES
(All Days in Month and 24 Hours)

Monthly Average Daily Traffic (weighted by length)



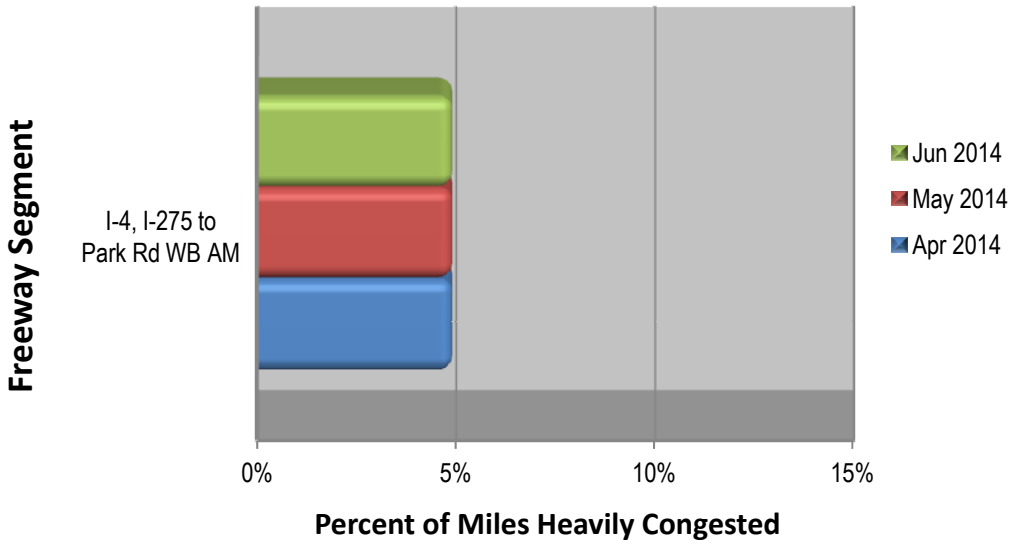
Monthly Vehicle Miles Traveled



- I-4, I-275 to Park Rd (22.48 miles)
- I-275, 54th Ave N to SR 60 (13.07 miles)
- I-275, Ashley Dr to Livingston Ave (11.64 miles)
- I-75, Bloomingdale Ave to I-4 (8.36 miles)
- I-75, I-4 to Fowler Ave (4.07 miles)

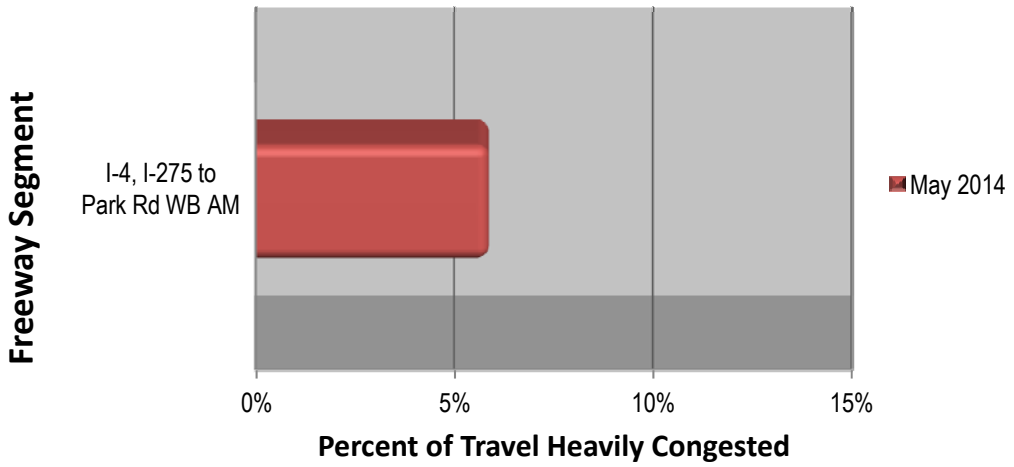
CAPACITY UTILIZATION MEASURES
(Weekdays Only, Excluding Holidays, Peak Hour or Peak Period)

Percent of Miles Heavily Congested During Peak Hour
(excludes segments without congestion and segments with insufficient data)



Note: Segments with insufficient data are listed at the top of page 2.

Percent of Travel Heavily Congested During Peak Period
(excludes segments without congestion and segments with insufficient data)



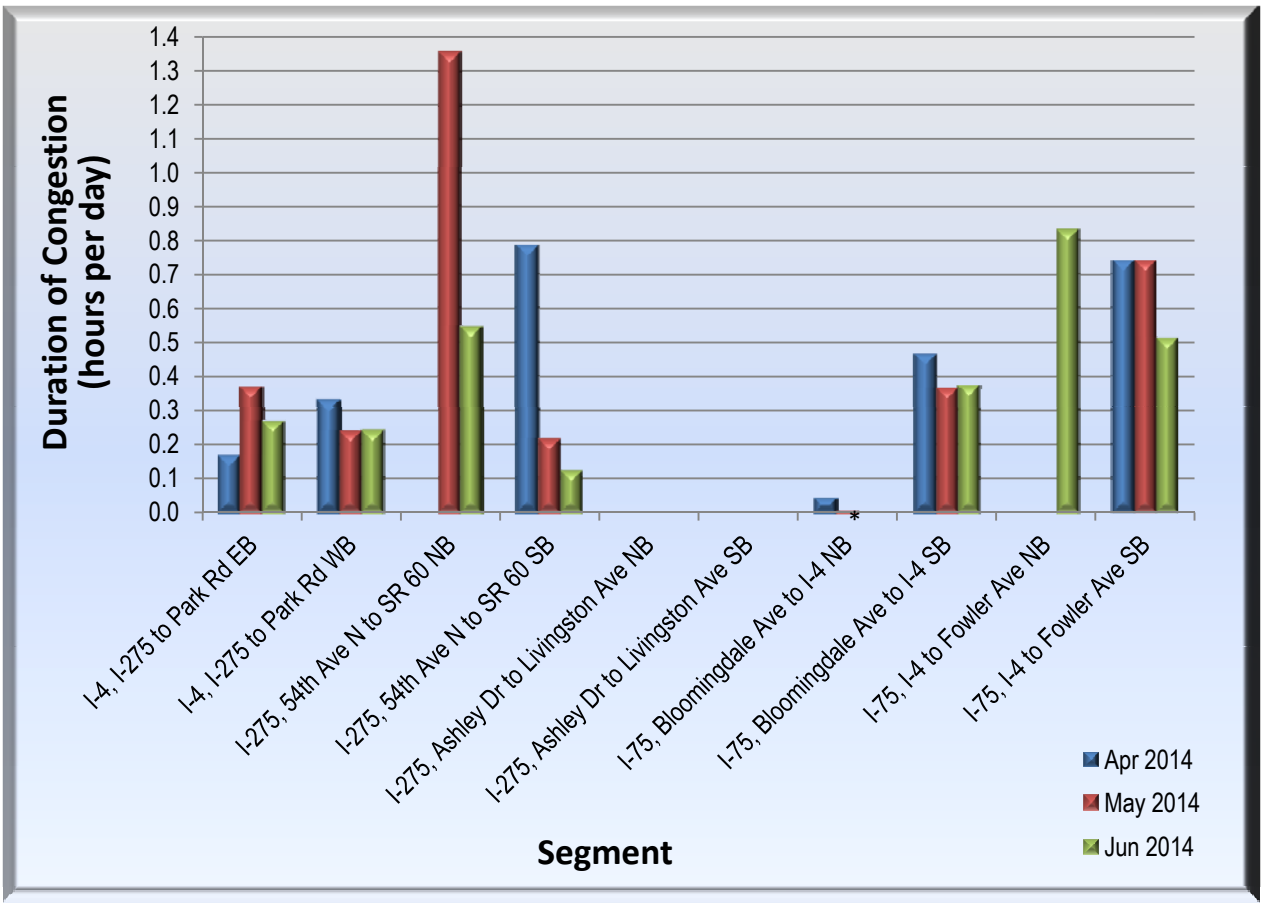
Note: Segments with insufficient data are listed at the top of page 2.

Average Peak-Hour Density by Direction (vehicles per lane, per mile)

Segment	Subsegment	Direction	Average AM Peak Hour Density			Average PM Peak Hour Density		
			Apr 2014	May 2014	Jun 2014	Apr 2014	May 2014	Jun 2014
I-4, I-275 to Park Road	I-275 to 21st/22nd Streets	EB	N/A	N/A	N/A	N/A	N/A	N/A
		WB	42.8	49.7	41.7	29.5	21.9	23.2
	21st/22nd Streets to Columbus Drive	EB	19.6	20.3	20.0	23.7	25.0	23.8
		WB	27.2	26.5	23.7	18.1	18.1	17.4
	Columbus Drive to SR 574/Dr Martin Luther King, Jr Boulevard	EB	20.1	20.7	20.3	26.6	27.1	26.3
		WB	27.2	27.5	27.3	21.7	21.7	21.9
	SR 574/Dr Martin Luther King, Jr Boulevard to East Hillsborough Avenue	EB	11.0	10.8	10.5	12.5	13.0	12.3
		WB	18.0	19.2	19.0	11.3	12.0	12.3
	East Hillsborough Avenue to CR 579/Mango Road	EB	13.7	13.8	13.0	23.3	25.5	23.5
		WB	24.5	26.1	24.2	15.0	15.0	13.4
	CR 579/Mango Road to McIntosh Road	EB	19.8	20.0	18.9	31.6	33.2	30.3
		WB	29.8	30.3	29.1	20.6	20.4	20.4
	McIntosh Road to Branch Forbes Road	EB	16.5	16.2	16.2	24.7	24.3	25.3
		WB	25.6	24.9	28.4	18.8	20.2	21.8
	Branch Forbes Road to SR 566/Thonotosassa Road	EB	12.6	12.7	12.1	16.8	16.9	16.1
		WB	16.6	16.1	15.8	14.0	14.4	13.9
	SR 566/Thonotosassa Road to Alexander Street	EB	12.4	12.4	N/A	16.5	16.3	N/A
		WB	13.7	13.4	N/A	13.2	13.1	N/A
	Alexander Street to SR 39	EB	16.5	16.5	N/A	21.3	20.8	N/A
		WB	18.4	18.3	N/A	16.4	16.3	N/A
	SR 39 to SR 553/Park Road	EB	15.1	15.1	N/A	19.4	19.3	N/A
		WB	17.3	17.2	17.0	16.6	16.7	16.4
I-275, 54th Avenue North to SR 60	54th Avenue North to Gandy Boulevard	NB	28.3	30.8	30.3	21.7	21.5	22.2
		SB	23.0	22.1	21.4	32.3	32.8	31.7
	Gandy Boulevard to Roosevelt Boulevard	NB	25.1	23.1	22.8	14.2	12.6	13.0
		SB	15.1	15.4	15.3	32.1	32.9	29.6
	Roosevelt Boulevard to 4th Street North	NB	N/A	N/A	N/A	N/A	N/A	N/A
		SB	N/A	9.6	N/A	N/A	18.9	N/A
	4th Street North to SR 60/Memorial Highway	NB	N/A	27.5	26.5	N/A	21.6	22.4
		SB	19.7	18.9	18.4	26.9	24.7	23.2
I-275, Ashley Drive to Livingston Avenue	Ashley Drive to I-4	NB	20.7	20.0	20.7	42.1	40.1	34.8
		SB	N/A	N/A	N/A	N/A	N/A	N/A
	I-4 to SR 574/Dr Martin Luther King, Jr Boulevard	NB	N/A	N/A	N/A	N/A	N/A	N/A
		SB	27.7	29.2	N/A	24.6	23.7	N/A
	SR 574/Dr Martin Luther King, Jr Boulevard to US 92/Hillsborough Avenue	NB	N/A	N/A	N/A	N/A	N/A	N/A
		SB	N/A	N/A	N/A	N/A	N/A	N/A
	US 92/Hillsborough Avenue to East Sligh Avenue	NB	N/A	N/A	N/A	N/A	N/A	N/A
		SB	N/A	N/A	N/A	N/A	N/A	N/A
	East Sligh Avenue to East Bird Street	NB	N/A	N/A	N/A	N/A	N/A	N/A
		SB	N/A	N/A	N/A	N/A	N/A	N/A
	East Bird Street to East Busch Boulevard	NB	22.0	21.5	20.0	32.6	32.2	31.8
		SB	40.5	45.5	42.1	23.9	26.8	28.6
	East Busch Boulevard to East Fowler Avenue	NB	21.0	20.7	20.1	36.4	37.4	37.4
		SB	47.7	47.9	42.1	25.2	24.7	25.1
	East Fowler Avenue to East Fletcher Avenue	NB	12.9	12.9	19.5	35.6	35.2	24.6
		SB	52.2	47.5	N/A	14.7	14.7	N/A
	East Fletcher Avenue to CR 582/East Bearss Avenue	NB	10.0	9.7	N/A	30.7	30.2	N/A
		SB	42.8	34.2	26.7	12.6	12.8	12.4
	CR 582/East Bearss Avenue to Livingston Avenue	NB	N/A	N/A	N/A	N/A	N/A	N/A
		SB	N/A	N/A	24.1	N/A	N/A	12.4
I-75, Bloomingdale Boulevard to I-4	South of Progress Boulevard to US 301	NB	24.4	24.2	N/A	13.8	14.4	N/A
		SB	12.3	12.7	N/A	21.7	21.3	N/A
	US 301 to SR 618/Selmon Expressway	NB	12.9	12.4	N/A	8.6	9.2	N/A
		SB	N/A	N/A	7.2	N/A	N/A	14.4
	SR 618/Selmon Expressway to SR 60	NB	13.2	13.7	15.2	9.9	10.9	9.3
		SB	N/A	N/A	N/A	N/A	N/A	N/A
	SR 60 to SR 574/Dr Martin Luther King, Jr Boulevard	NB	N/A	29.5	N/A	N/A	21.3	N/A
		SB	22.7	23.0	21.8	33.4	33.1	32.9
	SR 574/Dr Martin Luther King, Jr Boulevard to I-4	NB	22.5	21.9	21.1	17.4	18.1	18.0
		SB	20.6	20.6	19.5	26.0	23.8	24.3
I-75, I-4 to Fowler Avenue	I-4 to Fowler Avenue	NB	N/A	N/A	22.9	N/A	N/A	23.7
		SB	28.9	28.1	25.2	25.5	25.6	25.2

Notes: NA means no or insufficient data available for that subsegment. Density of ≥35 vehicles per lane per mile is Level of Service E or F.

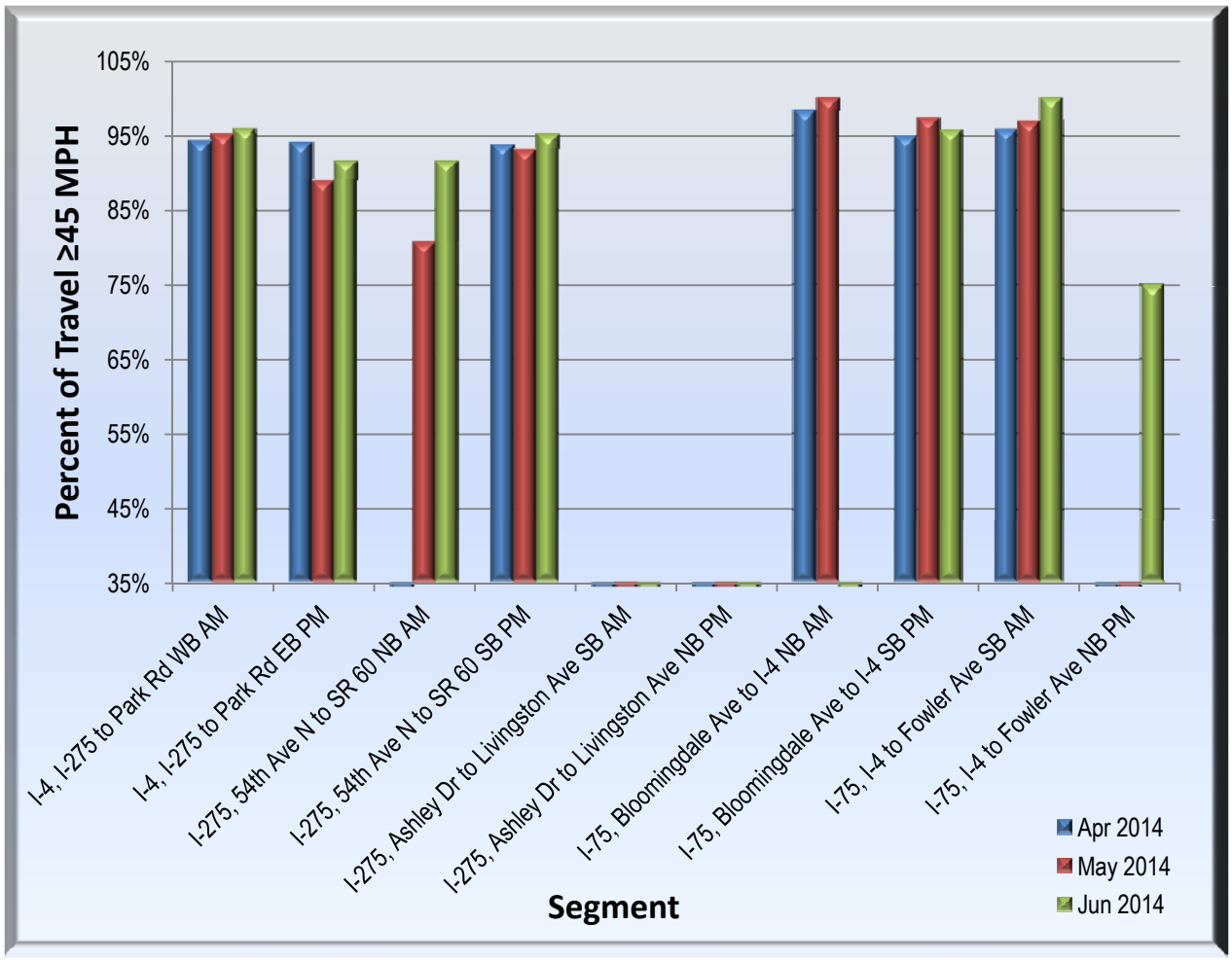
Duration of Congestion (weighted by lane miles) (excludes segments with insufficient data)



Note: Segments with insufficient data are listed at the top of page 2.
** I-75 from Bloomingdale Avenue to I-4 NB value in May is 0.01.*

QUALITY MEASURES
(Weekdays Only, Excluding Holidays, Peak Period)

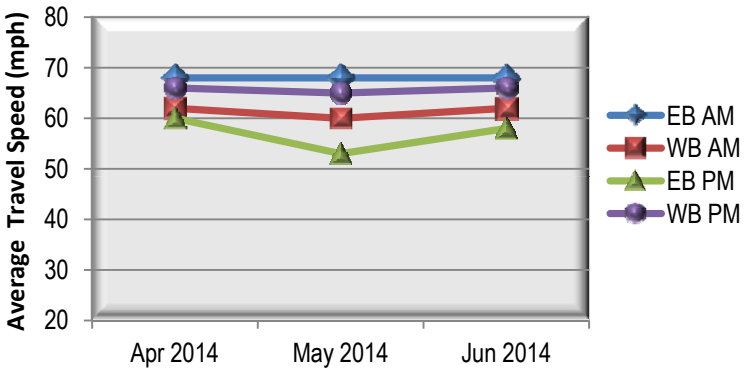
Percent of Travel ≥45 MPH During Peak Period
(excludes segments with insufficient data)



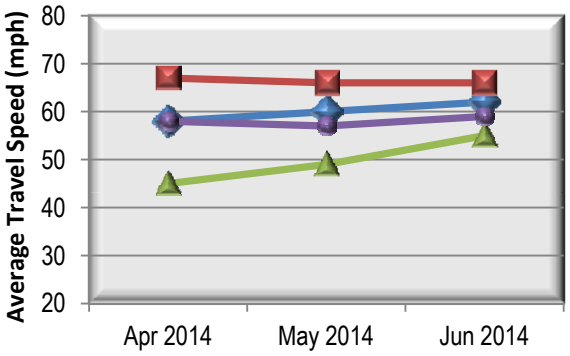
Notes: Segments with insufficient data are listed at the top of page 2.
The Percent of Travel ≥ 45 MPH is reported for the direction of travel with the higher volume.

Average Travel Speed During Peak Period

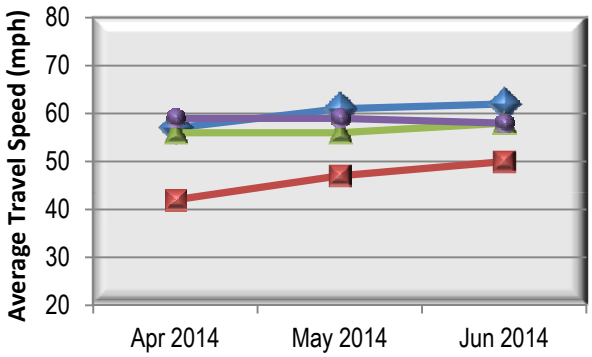
I-4, I-275 to Park Rd



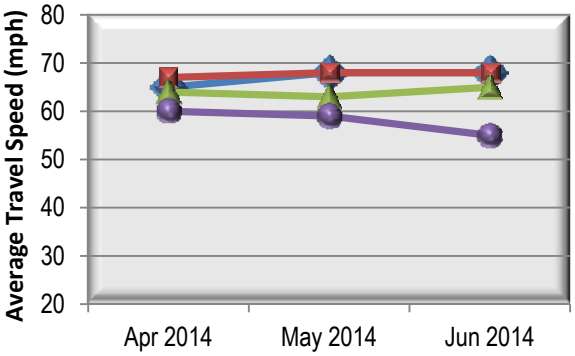
I-275, 54th Ave N to SR 60



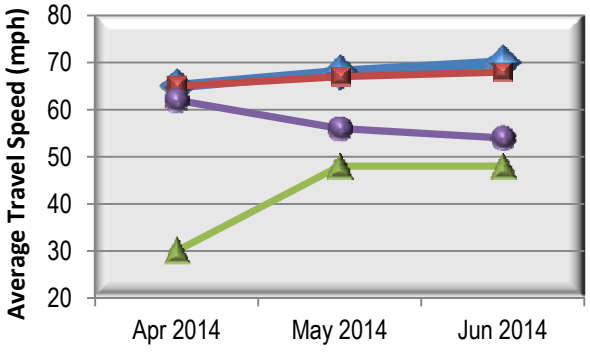
I-275, Ashley Dr to Livingston Ave



I-75, Bloomingdale Ave to I-4



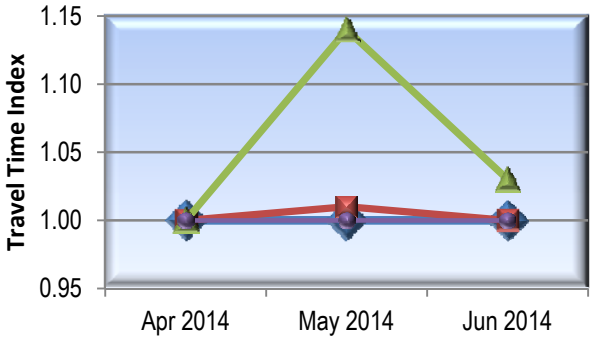
I-75, I-4 to Fowler Ave

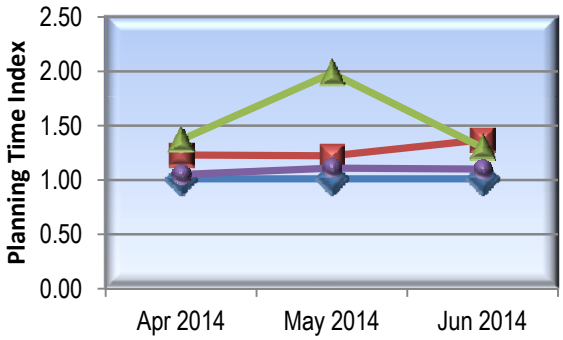


Notes: Scale for Average Travel Speed starts at 20 MPH, not 0 MPH.
Average Travel Speed is calculated using several detectors in the segment, not just the midpoint detectors as in previous performance measures.

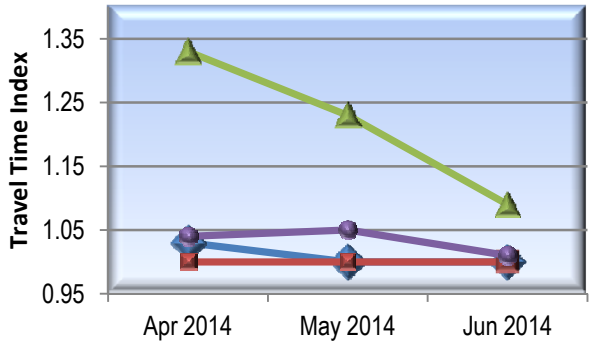
Travel Time Index During Peak Period	Planning Time Index During Peak Period

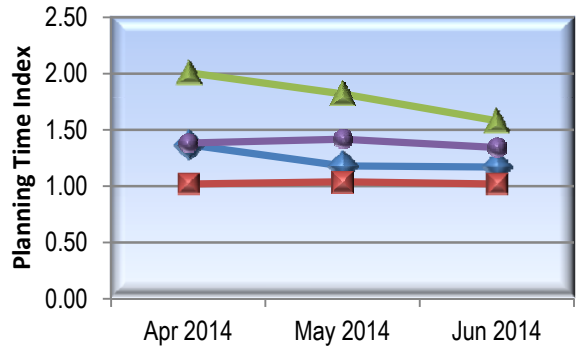
I-4, I-275 to Park Rd



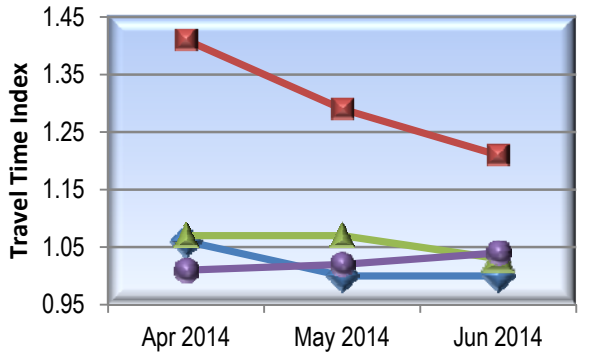


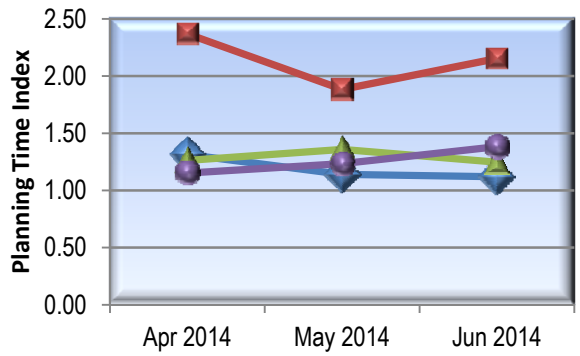
I-275, 54th Ave N to SR 60





I-275, Ashley Dr to Livingston Ave

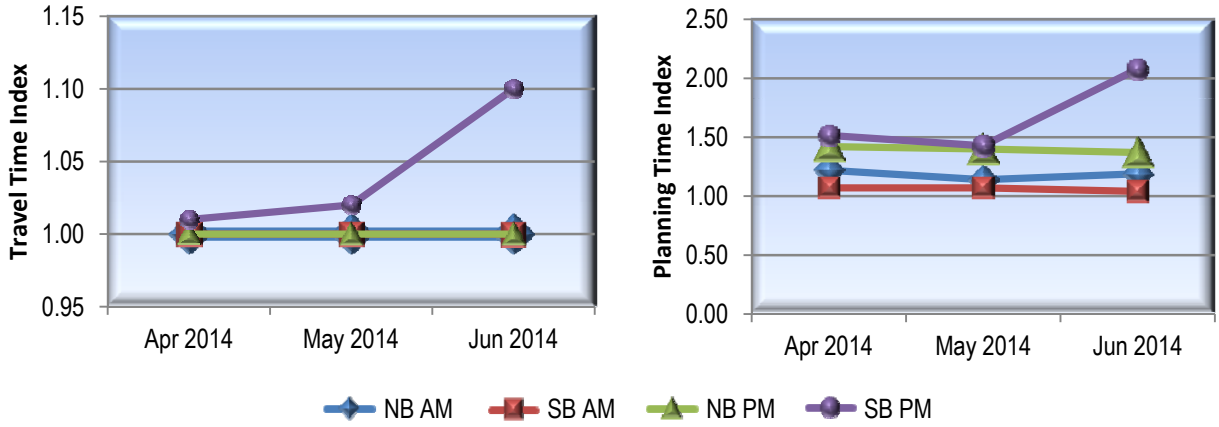




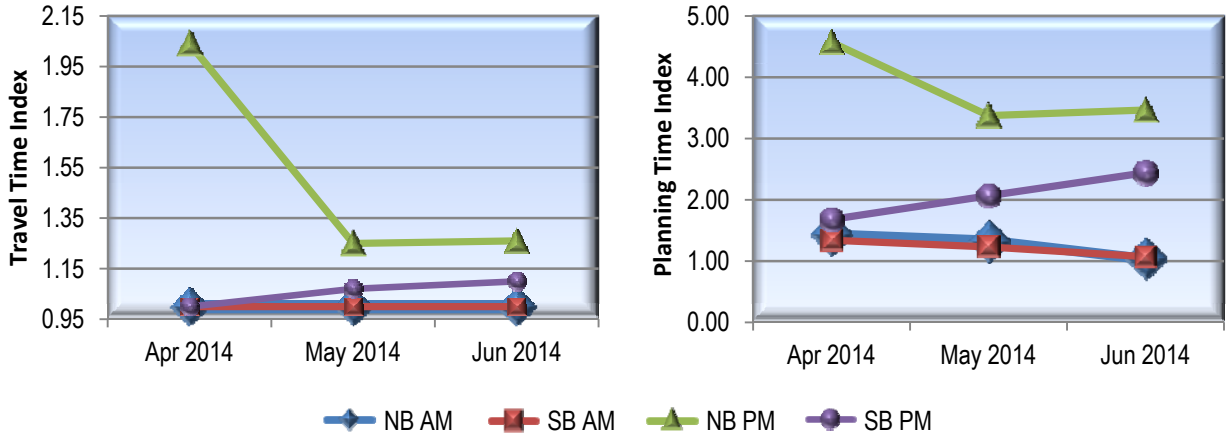
Travel Time Index During Peak Period

Planning Time Index During Peak Period

I-75, Bloomingdale Ave to I-4



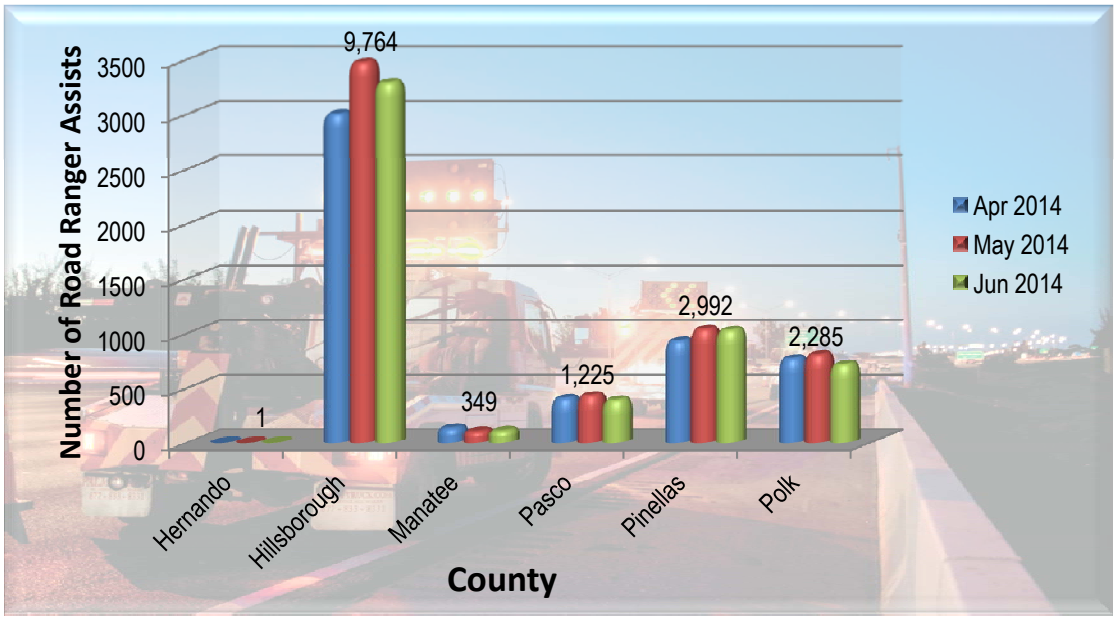
I-75, I-4 to Fowler Ave



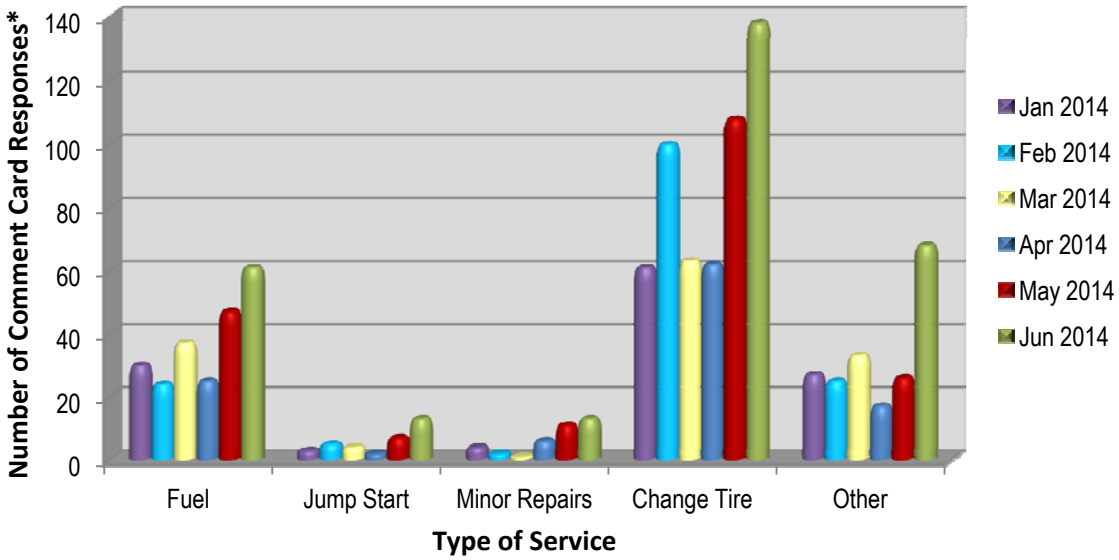
Notes: Scale for Travel Time Index starts at 0.95 and scale for Planning Time Index starts at 0.00. Travel Time Index and Planning Time Index are calculated using several detectors in the segment, not just the midpoint detectors as in previous performance measures.

OPERATIONS PERFORMANCE MEASURES (Districtwide)

Number of Road Ranger Assists by County

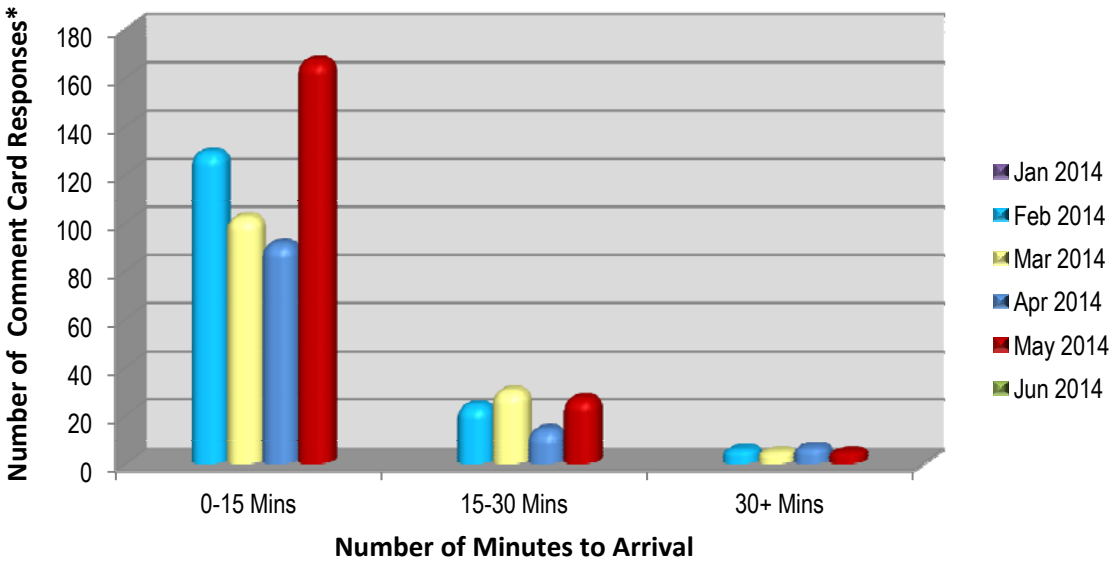


Type of Road Ranger Service Performed (January to June 2014)

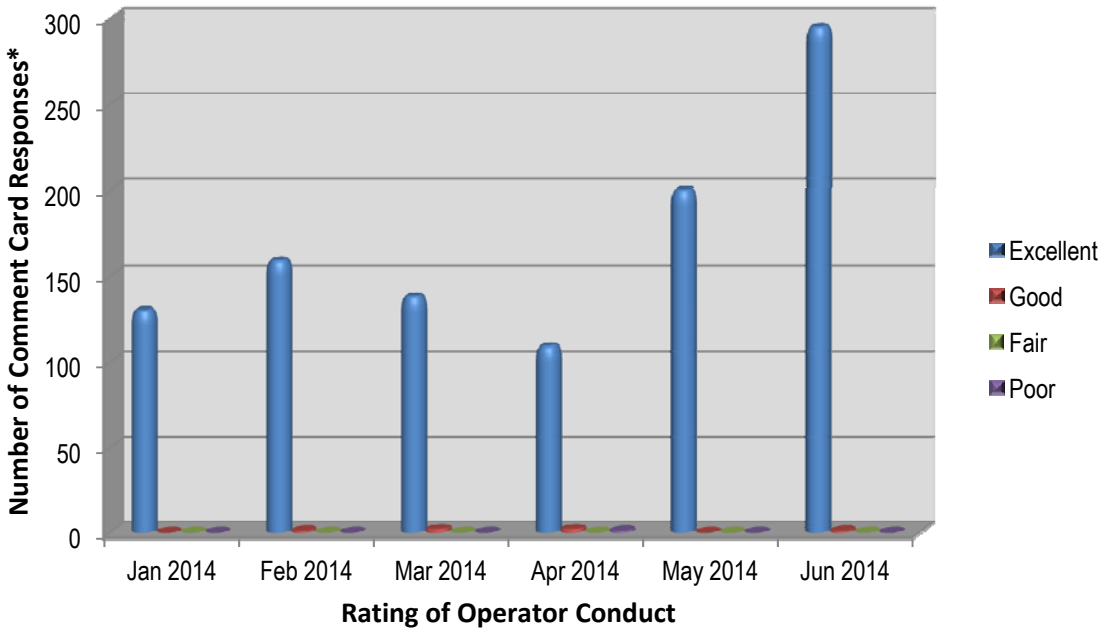


*Note: *The number of responses is only for the completed comment cards received from motorists.*

Road Ranger Arrival Time (January to June 2014)



Operator Was Courteous and Helpful (January to June 2014)

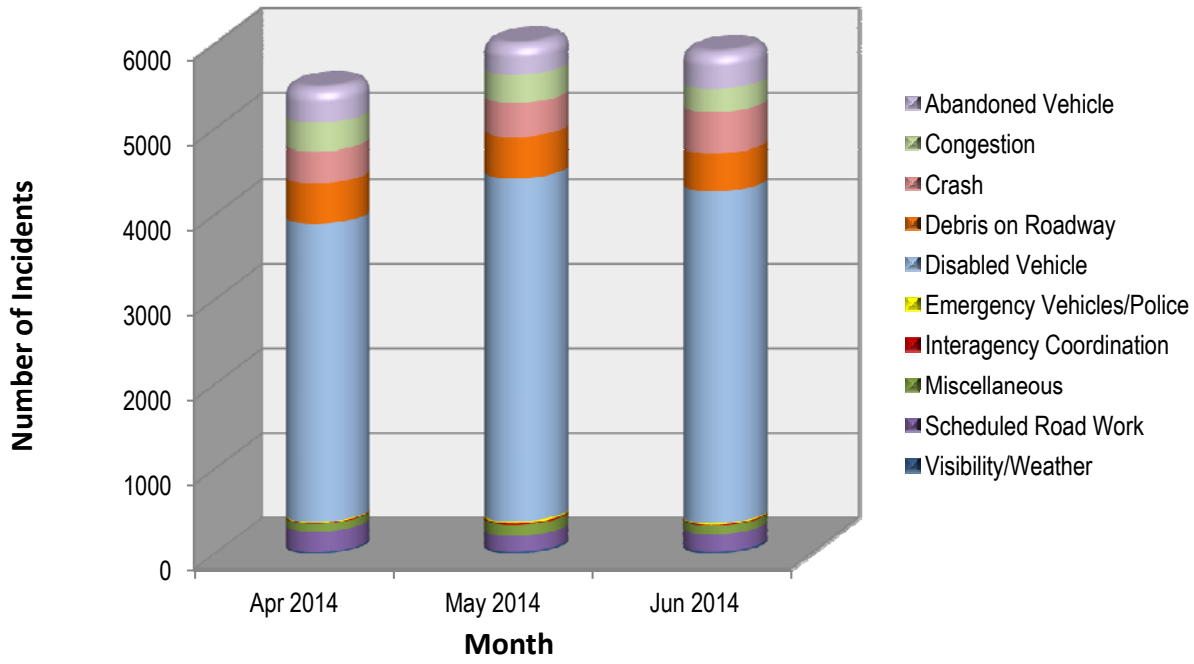


*Note: *The number of responses is only for the completed comment cards received from motorists.*

Satisfaction with Services Provided (January to June 2014)

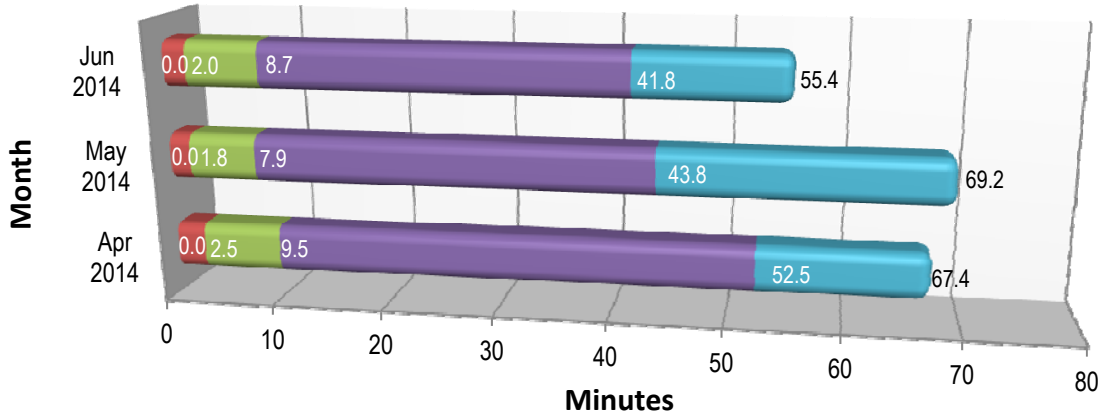
*Note: *The number of responses is only for the completed comment cards received from motorists.*

Number of Incidents by Type

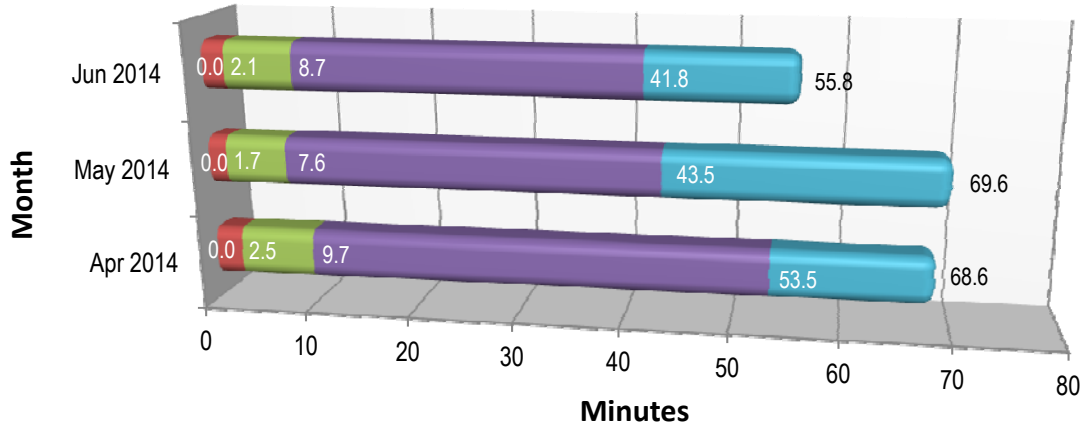


Note: Miscellaneous includes: Other, Emergency Road Work, Flooding, Vehicle Alert, Vehicle Fire

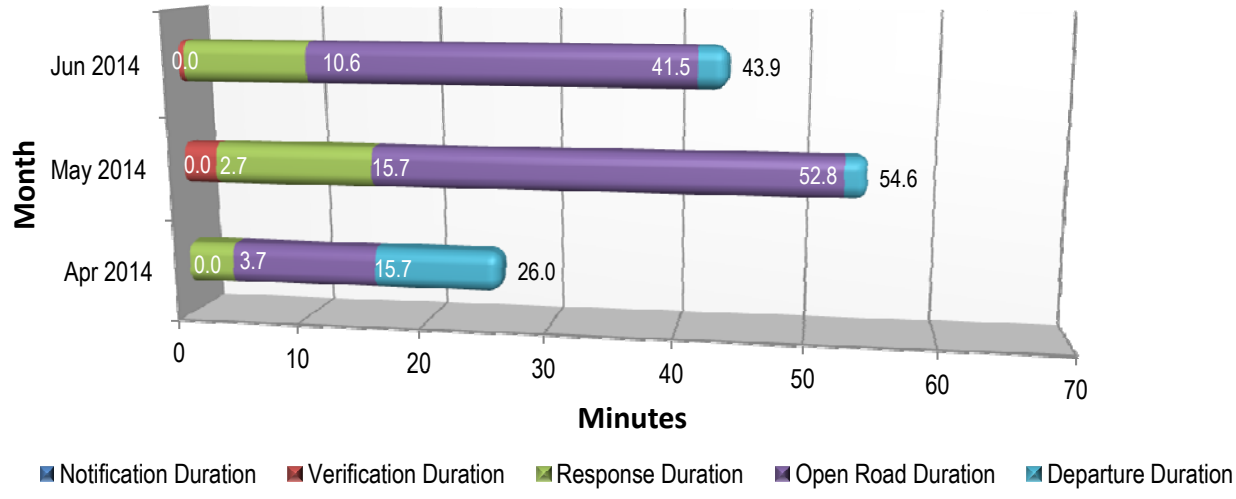
Incident Clearance Duration for All Incidents



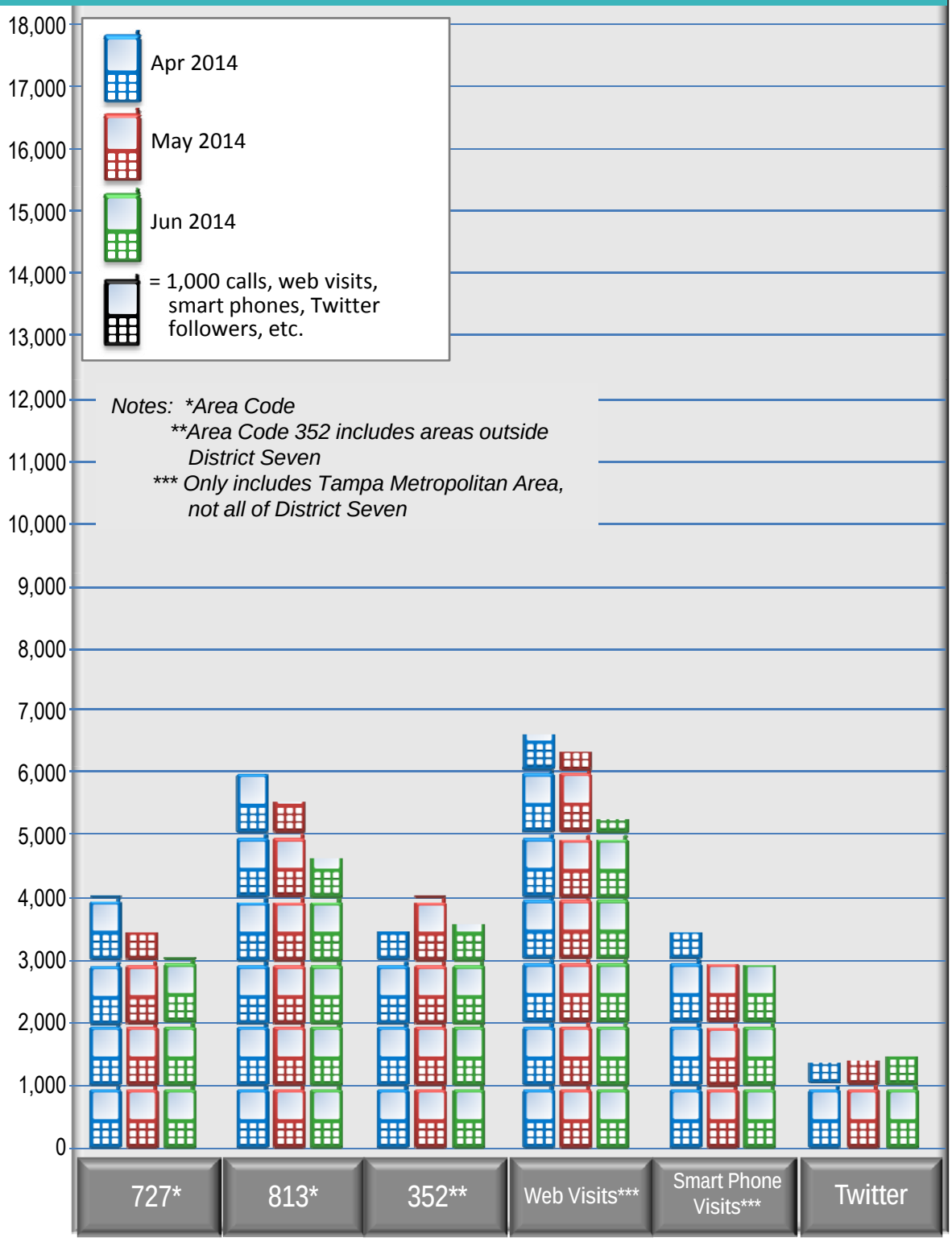
Incident Clearance Duration With Road Ranger Assists



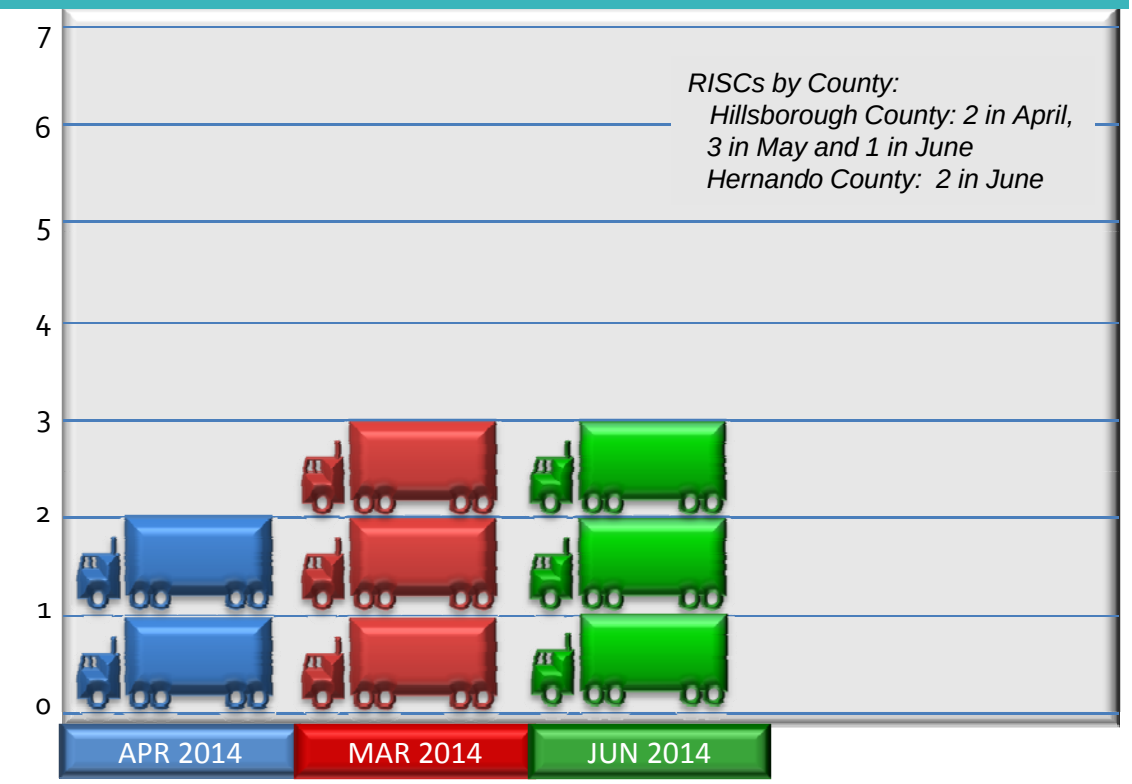
Incident Clearance Duration Without Road Ranger Assists



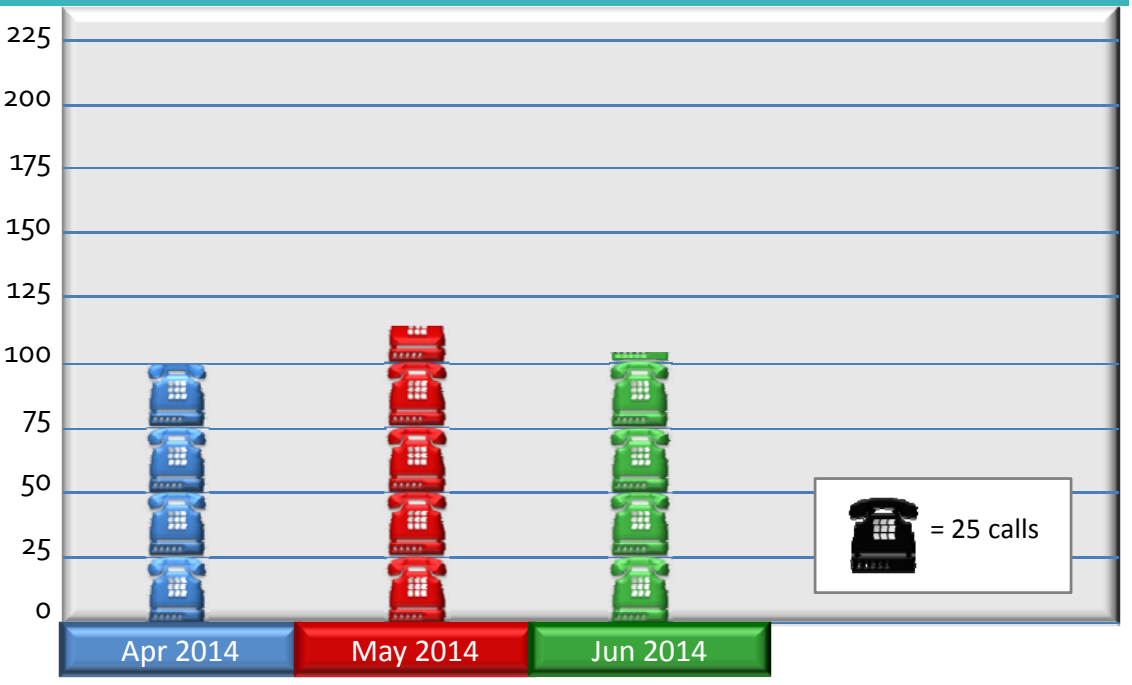
Number of 511 Calls/Web Visits/Twitter Followers



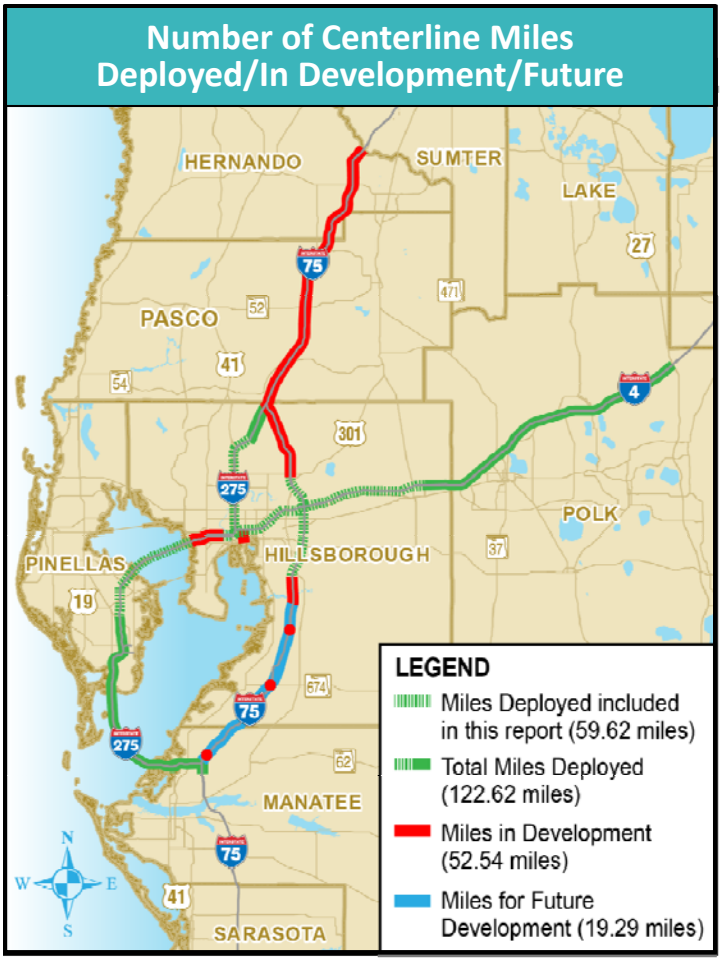
Number of Rapid Incident Scene Clearances (RISC) Executed



Number of Single Point of Contact (SPOC) Calls



ITS INFRASTRUCTURE/ MAINTENANCE PERFORMANCE MEASURES



Note: Total miles of 194.45 include all of District 7 and portions of District 1.

Active Field Devices Uptime Percentage

Type of Equipment	Number Deployed*	Equipment Uptime		
		Apr 2014	May 2014	Jun 2014
DMS**	105	99.42%	99.39%	99.41%
MVDS	509	96.03%	95.27%	95.62%
CCTV	184	97.65%	97.65%	91.11%

*Notes: *The number deployed includes only devices from projects that are accepted and fully integrated.*
***Includes five Arterial DMS.*

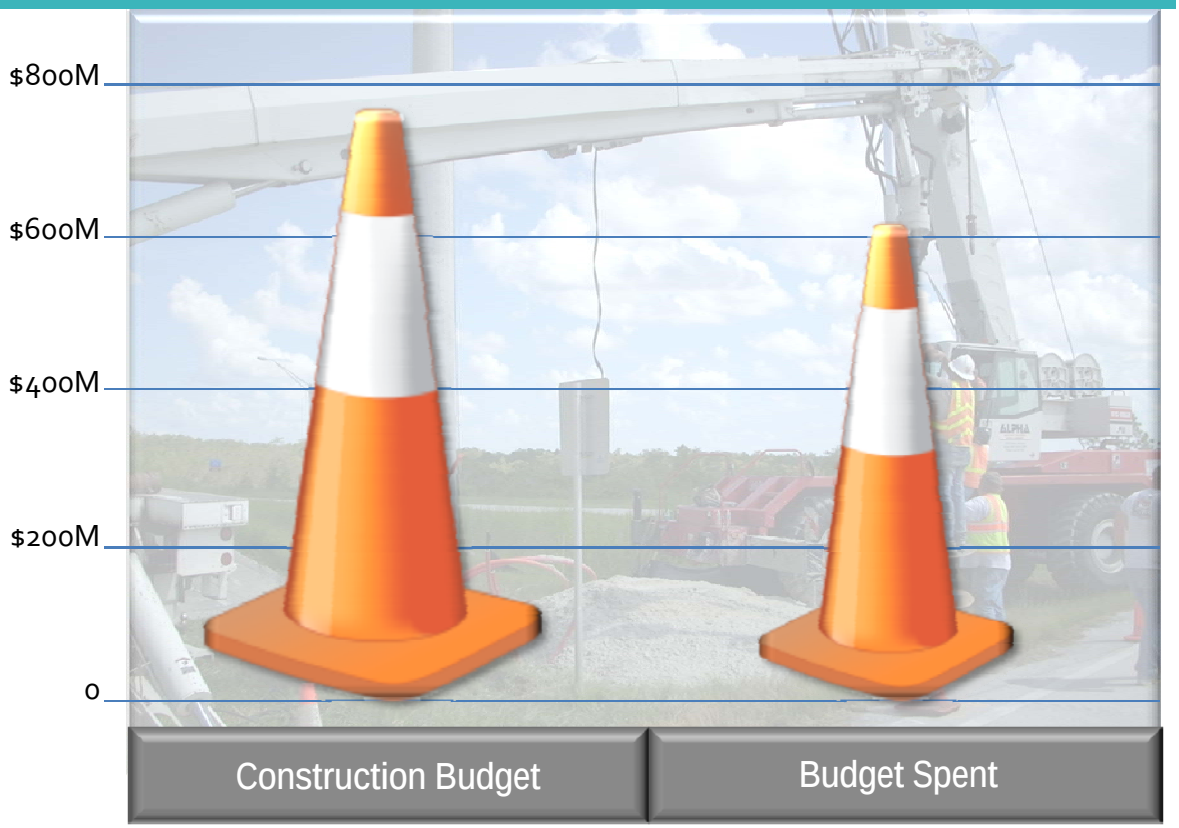
Network Uptime Percentage

Group Availability	Apr 2014	May 2014	Jun 2014
SunGuide℠ Servers – Production	100%	100%	100%
Database	100%	100%	100%
Hub Routers	100%	100%	100%
Ring Switches	100%	100%	100%
Entire Network Availability	93.55%	93.32%	92.28%

ITS DEVELOPMENT AND DEPLOYMENT PERFORMANCE MEASURES

Number of Projects by Phase

Construction Budget and Budget Spent



Note: Budget spent as of 6/6/2014, including all construction projects with ITS components. Includes only those projects where both construction budget and budget spent information are available.

SUNGUIDE[SM] PROGRAM QUARTERLY PROGRESS REPORT DEFINITIONS

General Definitions

- **Corridor** – the entire length of a highway in the state of Florida.
- **Segment** – a section of highway within District Seven or District One with ITS equipment deployed.
- **Subsegment** – a length of a highway between interchanges.
- **Peak Period** – the three-hour period during the day with highest volumes (one for morning (AM) and one for evening (PM)); morning peak period is defined as 6:00 AM to 9:00 AM and evening peak period is defined as 4:00 PM to 7:00 PM.
- **Peak Hour** – the hour of the day with the highest volumes (one for morning (AM) and one for evening (PM)); morning peak hour is defined as 7:00 AM to 8:00 AM and evening peak hour is defined as 5:00 PM to 6:00 PM.
- **RITIS** – the Regional Integrated Transportation Information System database managed at the University of Maryland, Center for Advanced Transportation Technology (CATT) and containing the raw and processed data collected by ITS devices throughout the state of Florida. The quarterly reports use factored up data from RITIS.
- **Free-Flow Speed (as used in RITIS calculations)** – the posted speed limit. FDOT Central Office directed the University of Maryland, CATT, to use posted speed limits for the reference speeds (free-flow speeds) in RITIS calculations of travel time index (TTI).

Freeway Segments for Reporting

- I-4 from I-275 to North Park Road, 22.48 miles
- I-275 from 54th Avenue North to SR 60/Memorial Highway, 13.07 miles
- I-275 from Ashley Drive to Livingston Avenue, 11.64 miles
- I-75 from Bloomingdale Avenue/Progress Boulevard to I-4, 8.36 miles
- I-75 from I-4 to Fowler Avenue, 4.07 miles

Note: The quarterly progress reports will include new segments and modified segments as equipment is deployed and when RITIS makes the information available.

FREEWAY MOBILITY PERFORMANCE MEASURES – Reported by Freeway Segment

Quantity Measures – Reported for 24 Hours and all Days in the Month

- Monthly Average Daily Traffic (MADT) – the monthly average of daily traffic volumes for each segment, as determined from the detector at the approximate midpoints of the subsegments. The volumes in each direction are obtained from RITIS by exporting spreadsheet data and performing data reduction. Since these are monthly data per directional subsegment, the directional segment MADT is obtained from the weighted average of the subsegment MADTs relative to the subsegment lengths.
- Monthly Vehicle Miles Traveled (MVMT) – the monthly total of miles traveled by vehicles using each segment, as determined from the detector at the approximate midpoint of each subsegment. For each subsegment, the product of subsegment length, subsegment MADT (bi-directional) and number of days in the month is calculated to determine subsegment MVMT for the month. The segment MVMT is the sum of the subsegment MVMTs.

Capacity Utilization Measures – Reported for Weekdays Only, Excluding Holidays

- Level of Service (LOS) – a quantitative measure of the quality of service to travelers for each segment. LOS is not provided in the progress reports, but is used to calculate the capacity utilization performance measures. LOS is determined from the Highway Capacity Manual freeway density classification, using the density calculated for each subsegment.
- Percent of Miles Heavily Congested During Peak Hour – percent of centerline miles of the segment operating at LOS E or F during the peak hour of travel. Calculated by the total centerline miles of the subsegments operating at LOS E or F divided by the segment length. Calculations are performed on a segment basis per direction.
- Percent of Travel Heavily Congested During Peak Period – the percent of vehicle miles traveled for each segment operating at LOS E or F for the peak period. Calculated by sum of subsegment vehicle miles traveled operating at LOS E or F divided by the total vehicle miles traveled for each direction of the segment.
- Average Peak-Hour Density By Direction – the average density across all lanes per subsegment, per direction, per peak hour (both AM and PM peak hours). Density is calculated by the peak-hour volume divided by the peak-hour average speed, divided by the number of lanes in that subsegment.
- Duration of Congestion – the average number of hours per day that each directional segment operates at LOS E or F, weighted by lane miles.

Quality Measures – Reported for Weekdays Only, Excluding Holidays

- Percent of Travel ≥45 MPH During Peak Period – percent of monthly traffic traveling at 45 mph or greater during the AM and PM peak periods for the higher volume direction on each segment. First, the percent of travel ≥45 mph is calculated for each subsegment during the AM and PM peak periods for the higher volume direction. For each subsegment, the percent of travel ≥45 mph is calculated by the peak-period volume ≥45 mph divided by total volume for each peak period and direction. The segment percent of travel ≥45 mph is obtained from the weighted average of the subsegment percent of travel ≥45 mph relative to the subsegment lengths.
- Average Travel Speed During Peak Period – the average speed of vehicles using the segment during the AM and PM peak periods by direction throughout the month. The average travel time during the peak periods throughout the month is obtained directly from RITIS for the entire segment, using all the detectors in the segment. Average travel speed per peak period is obtained by dividing the segment length by the average travel time during the peak period.
- Travel Time Index During Peak Period – the travel time index is the ratio of the average peak period travel time for a freeway segment as compared to the free-flow travel time. Index values can be related to the general public as an indicator of the length of extra travel time spent during a trip. For example, a value of 1.20 means the average peak travel times are 20 percent longer than free-flow travel times. A travel time index closer to 1 is better. The travel time index is obtained from RITIS using all the detectors in the segment. In performing travel time index calculations, RITIS uses the travel time at the posted speed limit as the free-flow travel time.
- Planning Time Index During Peak Period – statistically defined as the 95th percentile travel time index and also represents the extra time most travelers add to a free-flow travel time when planning trips. For example, a value of 1.60 means that travelers should plan for an additional 60 percent travel time above the free-flow travel time to ensure on-time arrival most of the time (95 percent). A planning time index closer to 1 is better. Currently, RITIS does not report the planning time index. However, RITIS does report the buffer index for any specific segment length. The buffer index is the extra travel time (difference between the 95th percentile travel time and the average travel time) expressed as a percentage of the average travel time for a planned trip. The buffer index is obtained from RITIS using all the detectors in the segment. The planning time index is estimated from a function of the travel time index and the buffer index.

OPERATIONS PERFORMANCE MEASURES – Reported Districtwide

- Number of Road Ranger Assists by County – the number of assists the Road Ranger drivers made during the month categorized by county (Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Polk).
- Road Ranger Comment Card Summary – a summary of the comment cards motorists submitted rating the Road Ranger services during the previous quarter (one quarter delay). Summary graphs are provided for type of Road Ranger service performed, Road Ranger arrival time, and Road Ranger service ratings on courteousness of the Road Ranger and satisfaction with the services provided.
- Number of Incidents by Type – the total number of events or incidents handled by the Traffic Management Center categorized by incident type.
- Incident Clearance Duration – the average amount of time to manage an incident, defined as the sum of: notification, verification, response to arrive on the scene, open road to free flow of traffic, and departure of response vehicles. FDOT's goal for every incident is to restore the flow of traffic within 90 minutes of first notification. This performance measure is provided for all incidents, incidents with Road Ranger assists, and incidents without Road Ranger assists.
- Number of 511 Calls/Web Visits/Twitter Followers – the number of calls, website visits, SmartPhone visits, and Twitter followers for the Florida 511 system. The calls are from area codes 727, 813, and 352; the website and SmartPhone visits are from the Tampa Metropolitan area; and the Twitter followers are from @FL511_TampaBay.
- Number of Rapid Incident Scene Clearances (RISCs) Executed – the number of RISCs executed during the month. RISCs typically involve heavy vehicles or have the potential to be severe (e.g., extensive traffic delays or hazardous materials spillage). The number of RISCs per county is also reported.
- Number of Single Point of Contact (SPOC) Calls – the number of non-FDOT agency calls received requesting FDOT assistance on roadways.

ITS INFRASTRUCTURE/MAINTENANCE PERFORMANCE MEASURES – Reported Districtwide

ITS Field Devices

- Number of Active Field Devices and the Uptime Percentage – the type and number of ITS equipment in operation [i.e., dynamic message sign (DMS), arterial dynamic message sign (ADMS), closed-circuit television (CCTV), and microwave vehicle detection system (MVDS)] and the percent of time the equipment was available during the month.
- Number of Centerline Miles Deployed/In Development/Future – the number of centerline miles with ITS equipment deployed; the number of centerline miles of ITS equipment in planning, design or construction; and the number of centerline miles of ITS equipment proposed in the future.

Ethernet Network

- Network Uptime (i.e., availability) – the percent of time network equipment was operational during the month. The uptime is reported for Database, Operator Workstations, SunGuide℠ Servers-Production, SunGuide℠ Servers-Test, and Entire Network.

ITS DEVELOPMENT AND DEPLOYMENT PERFORMANCE MEASURES – Reported Districtwide

- Number of Projects by Phase – the number of ITS deployment projects in the planning, design and construction phases.
- Construction Budget and Budget Spent – the contract budget for construction projects (e.g., road, bridge, ITS) that include an ITS element compared to the budget spent, where both the total budget and budget spent are available.

ITS PROJECT DEVELOPMENT DETAIL SHEETS

Plan ☑	Design ☐	Const ☐	SR 60/Courtney Campbell Causeway from Pinellas County Line to north of Rocky Point Drive		
Project Description:			Future project to fully facilitate all ITS components: CCTV, DMS, potentially RWIS		
FPID No.			424507-2	**Contract No.**	N/A
County:			Hillsborough	**Length:**	5.012
Begin MP:			0	**End MP:**	5.012
FDOT PM			Greg Reynolds	**Other Contact:**	N/A
Goes With:				**Goes With PM:**	N/A
Contract Type:			9-Design Build	**RFP Completion:**	N/A
Mailing:			5/7/2018	**Letting:**	7/3/2018
Scope/RFP Preparer:			TBD	**Scope/RFP PM:**	
Contractor:			N/A	**CEI:**	N/A
Design Consultant:			N/A	**Design Consultant PM:**	N/A
Project Start Date:				**Contract Completion Date:**	
Total Contract Days:			N/A	**Contract Days Used:**	N/A
Budget:				**Budget Spent:**	
# of S.A.:			N/A	**S.A. Amount:**	N/A
Revision:			N/A	**Material:**	"53" $0.00
Post Design:			N/A	**Integration:**	$200,000.00
Other:			Design is separate from the 424507-3 project, but they will be built together.		
Status:			This is a future project.		
			Director Hunt wants to have a discussion about advanced projects, including this one.		
			Meet with Director Hunt to request HDR to write scope.		
			Road construction is underway and will take about 6 to 9 months to complete.		
			There is interest in using sealed pressurized sodium lighting versus LED.		
			LED will be proposed per study.		
Outstanding Issues:					
Look Ahead:					
Special Conditions:					

Plan ☑	Design ☐	Const ☐	SR 60/Courtney Campbell Causeway from McMullen Booth Road to Hillsborough County Line		
Project Description:			Future project to fully facilitate all its components CCTV, DMS, potentially RWIS		
FPID No.			424507-3	**Contract No.**	N/A
County:			Pinellas	**Length:**	3.717
Begin MP:			5.726	**End MP:**	9.443
FDOT PM			Greg Reynolds	**Other Contact:**	N/A
Goes With:				**Goes With PM:**	N/A
Contract Type:			9-Design Build	**RFP Completion:**	N/A
Mailing:			5/7/2018	**Letting:**	7/6/2018
Scope/RFP Preparer:			TBD	**Scope/RFP PM:**	
Contractor:			N/A	**CEI:**	N/A
Design Consultant:			N/A	**Design Consultant PM:**	N/A
Project Start Date:				**Contract Completion Date:**	
Total Contract Days:			N/A	**Contract Days Used:**	N/A
Budget:				**Budget Spent:**	
# of S.A.:			N/A	**S.A. Amount:**	N/A
Revision:			N/A	**Material:**	"53" $0.00
Post Design:			N/A	**Integration:**	$200,000.00
Other:			Design is separate from the 424507-2 project, but they will be built together.		
Status:			This is a future project.		
			Director Hunt wants to have a discussion about advanced projects, including this one.		
			Meet with Director Hunt to request HDR to write scope.		
			Road construction is underway and will take about 6 to 9 months to complete.		
			There is interest in using sealed pressurized sodium lighting versus LED.		
			LED will be proposed per study.		
Outstanding Issues:					
Look Ahead:					
Special Conditions:					

Plan ☑	Design ☐	Const ☐	I-75 (SR 93A) Widening from North of US 98/SR 50 to Hernando/Sumter County Line		
Project Description:	Road widening with full ITS deployment. This ITS project will provide an updated system of devices that will include installing CCTV cameras, MVDS, DMS, and arterial DMS with fiber optic backbone support.				
FPID No.	411012-2	**Contract No.**	C8Q99		
County:	Hernando	**Length:**	3.271		
Begin MP:	0.00/8.351	**End MP:**	0.137/11.447		
FDOT PM	Greg Reynolds	**Other Contact:**			
Goes With:		**Goes With PM:**	Amy Neidringhaus		
Contract Type:	9-Design Build	**RFP Completion:**	7/2015		
Mailing:	N/A	**Letting:**	10/23/2014		
Scope/RFP Preparer:	URS	**Scope/RFP PM:**	N/A		
Contractor:	N/A	**CEI:**	N/A		
Design Consultant:	N/A	**Design Consultant PM:**	N/A		
Project Start Date:	12/19/2014	**Contract Completion Date:**	12/2016		
Total Contract Days:	Est.: 2 years	**Contract Days Used:**	N/A		
Budget:	$3.8M - Design $22.0M - Construction	**Budget Spent:**			
# of S.A.:	N/A	**S.A. Amount:**	N/A		
Revision:	N/A	**Material:**	$1.0M		
Post Design:	N/A	**Integration:**	$200,000		
Other:	Project will be built with 411011-4.				
Status:	This is a future project. RFP development has begun.				
Outstanding Issues:	RFP/MTR to be developed.				
Look Ahead:					
Special Conditions:					

Plan ☑	Design ☐	Const ☐	I-75 (SR 93A) Widening US 98/SR 50 Interchange		
Project Description:	Bridge widening with full ITS deployment. This ITS project will provide an updated system of devices that will include installing CCTV cameras, MVDS, DMS, and arterial DMS with fiber optic backbone support.				
FPID No.	411011-4	**Contract No.**	N/A		
County:	Hernando	**Length:**	2.986		
Begin MP:	5.389	**End MP:**	8.375		
FDOT PM	Greg Reynolds	**Other Contact:**	N/A		
Goes With:	411012-2	**Goes With PM:**	Amy Neidringhaus		
Contract Type:	9-Design Build	**RFP Completion:**	6/2017		
Mailing:	N/A	**Letting:**	10/23/2014		
Scope/RFP Preparer:	Atkins	**Scope/RFP PM:**	Patty Livak		
Contractor:	N/A	**CEI:**	N/A		
Design Consultant:	N/A	**Design Consultant PM:**	N/A		
Project Start Date:	2/2017	**Contract Completion Date:**	2/2019		
Total Contract Days:	Est.: 2 years	**Contract Days Used:**	N/A		
Budget:	$500,000 - Design $70M - Construction	**Budget Spent:**			
# of S.A.:	N/A	**S.A. Amount:**	N/A		
Revision:	N/A	**Material:**	$750,000		
Post Design:	N/A	**Integration:**	$200,000		
Other:	This project will be built with 411012-2				
Status:	This is a future project. RFP is being developed.				
Outstanding Issues:	RFP/MTR to be developed.				
Look Ahead:					
Special Conditions:					

Plan ☑	Design ☐	Const ☐	SR 679 Bayway Bridge "E" Intracoastal Waterway (Bridge to Tierra Verde)		
Project Description:			Future ITS facilitation with a camera at each end of the bridge.		
FPID No.			410755-2	**Contract No.**	N/A
County:			Pinellas	**Length:**	0.984
Begin MP:			8.132	**End MP:**	9.116
FDOT PM			Greg Reynolds	**Other Contact:**	N/A
Goes With:			N/A	**Goes With PM:**	Brian Shroyer
Contract Type:			9-Design Build	**RFP Completion:**	6/2016
Mailing:			N/A	**Letting:**	7/15/2019
Scope/RFP Preparer:			Atkins	**Scope/RFP PM:**	
Contractor:			N/A	**CEI:**	N/A
Design Consultant:			N/A	**Design Consultant PM:**	N/A
Project Start Date:			N/A	**Contract Completion Date:**	N/A
Total Contract Days:			2 years	**Contract Days Used:**	N/A
Budget:			$50M	**Budget Spent:**	
# of S.A.:			N/A	**S.A. Amount:**	N/A
Revision:			N/A	**Material:**	$500,000
Post Design:			N/A	**Integration:**	$200,000
Other:					
Status:			RFP is in development for this future project. Greg spoke to Brian Shroyer and is now waiting for RFP preparer on the ITS portion. Want to have the RFP ready in case funds become available and the project moves up.		
Outstanding Issues:			Greg has a verbal approval to add ITS in the bridge work, but still needs more coordination.		
Look Ahead:					
Special Conditions:					

Plan ☐	Design ☑	Const ☐	I-75 (SR 93) Widening from north of SR 52 to Pasco/Hernando County Line		
Project Description:			Road widening with full ITS deployment. This ITS project will provide an updated system of devices that will include installing CCTV cameras, MVDS, DMS, and arterial DMS with fiber optic backbone support.		
FPID No.			411014-2	**Contract No.**	E7I30
County:			Pasco	**Length:**	7.794
Begin MP:			12.558	**End MP:**	20.352
FDOT PM			Greg Reynolds	**Other Contact:**	Tom Lay
Goes With:				**Goes With PM:**	Amy Neidringhaus/Mary Sheets
Contract Type:			9-Design Build	**RFP Completion:**	8/2013
Mailing:			N/A	**Letting:**	10/28/2013
Scope/RFP Preparer:			URS	**Scope/RFP PM:**	Patty Livak
Contractor:			Granite Construction	**CEI:**	Jib Hubbard, Jack Richert @ Cardno
Design Consultant:			Parsons	**Design Consultant PM:**	N/A
Project Start Date:			1/8/2014	**Contract Completion Date:**	2/7/2016
Total Contract Days:			750	**Contract Days Used:**	56
Budget:			$45,811,000.00	**Budget Spent:**	N/A
# of S.A.:			N/A	**S.A. Amount:**	N/A
Revision:			N/A	**Material:**	Est.: $1.0M
Post Design:			N/A	**Integration:**	Est.: $200,000
Other:					
Status:			Receiving shop drawings and plans. HAR has been eliminated. Greg has received the PSEMP and PITSA. He is still waiting for the Materials Matrix. Granite going to be done well ahead of Prince. Will affect integration Phase 3 in review.		
Outstanding Issues:					
Look Ahead:					
Special Conditions:					

Plan ☐	Design ☑	Const ☐	SR 679 Bayway from North end of Boca Ciega Bridge to SR 682 (54th Avenue South)		
Project Description:			Potential ITS integrated into resurfacing project. Project may include fiber from the north end of the bridge to the intersection and a camera at the north end of Bayway "E" bridge.		
FPID No.			432587-1	**Contract No.**	C8Z95
County:			Pinellas	**Length:**	1.221
Begin MP:			8.739	**End MP:**	9.96
FDOT PM			Greg Reynolds	**Other Contact:**	Eyra Cash
Goes With:			N/A	**Goes With PM:**	N/A
Contract Type:			1-Design/Bid/Build	**RFP Completion:**	
Mailing:			11/10/2015	**Letting:**	1/14/2016
Scope/RFP Preparer:			HDR	**Scope/RFP PM:**	
Contractor:			N/A	**CEI:**	N/A
Design Consultant:			Patel Green & Associates (PGA)/BES as sub	**Design Consultant PM:**	Hiren Patel
Project Start Date:			N/A	**Contract Completion Date:**	
Total Contract Days:			N/A	**Contract Days Used:**	N/A
Budget:			$700,000.00	**Budget Spent:**	N/A
# of S.A.:			N/A	**S.A. Amount:**	
Revision:			N/A	**Material:**	
Post Design:			N/A	**Integration:**	
Other:			See 256903-1 on this report.		
Status:			Paving from intersection to north side of Bridge. ITS/Camera conduit, and fiber are optional service.		
Outstanding Issues:			Waiting on next phase of Scope.		
Look Ahead:					
Special Conditions:					

Plan ☐	Design ☑	Const ☐	Port of Tampa 22nd Street		
Project Description:			Potential ITS DBPB III project deployments near Port of Tampa (22nd Street and I-4).		
FPID No.			N/A	**Contract No.**	DBPB-II
County:			Hillsborough	**Length:**	N/A
Begin MP:			N/A	**End MP:**	N/A
FDOT PM			Terry Hensley/Greg Reynolds	**Other Contact:**	N/A
Goes With:			N/A	**Goes With PM:**	N/A
Contract Type:			Design Build	**RFP Completion:**	N/A
Mailing:			N/A	**Letting:**	N/A
Scope/RFP Preparer:				**Scope/RFP PM:**	N/A
Contractor:			N/A	**CEI:**	N/A
Design Consultant:			Gannett Fleming	**Design Consultant PM:**	Robert Skaggs
Project Start Date:			N/A	**Contract Completion Date:**	N/A
Total Contract Days:			N/A	**Contract Days Used:**	N/A
Budget:			Design: $25,000; Est. Const: $300,000	**Budget Spent:**	N/A
# of S.A.:			N/A	**S.A. Amount:**	N/A
Revision:			N/A	**Material:**	N/A
Post Design:			N/A	**Integration:**	N/A
Other:					
Status:			Potential for ADMSs and additional cameras. Gannett Fleming is resolving potential right-of-way issue with a sign on private property. Sign is in violation of right-of-way. A title search is being done. Acquiring new easement. Greg talked to Stephanie Workman about the schedule.		
Outstanding Issues:			Survey is doing title search. Easement will follow-up title search.		
Look Ahead:					
Special Conditions:					

Plan ☐	Design ☑	Const ☐	I-75 (SR 93) from North of SR/CR 54 to North of SR 52		
Project Description:	ITS integrated into construction project (road widening to six lanes). Full wireline ITS deployment.				
FPID No.	258736-2		**Contract No.**	E7I24	
County:	Pasco		**Length:**	8.229	
Begin MP:	22.4/5.9		**End MP:**	22.8/12.8	
FDOT PM	Greg Reynolds		**Other Contact:**	Amy Neidringhaus/Tom Lay	
Goes With:	N/A		**Goes With PM:**	N/A	
Contract Type:	9-Design Build		**RFP Completion:**	4/2013	
Mailing:			**Letting:**	7/31/2013	
Scope/RFP Preparer:	URS		**Scope/RFP PM:**	Patty Livak	
Contractor:	Prince Contracting, LLC		**CEI:**	Rico Lepore, David Gillett @ Parsons Brinckerhoff	
Design Consultant:	Atkins		**Design Consultant PM:**	Joe Hitterman	
Project Start Date:	10/24/2013		**Contract Completion Date:**	11/13/2016	
Total Contract Days:	1092		**Contract Days Used:**	119	
Budget:	$71,245,000.00		**Budget Spent:**	$10,521,596.79	
# of S.A.:	N/A		**S.A. Amount:**	$0.00	
Revision:	N/A		**Material:**	$1.0M	
Post Design:	N/A		**Integration:**	$200,000	
Other:					
Status:	Receiving shop drawings and plans. Greg received a blank Traffic Data Submittal and asked them to complete it. Hub added at SR 52. Design hyours under review.				
Outstanding Issues:	Greg was told that unless the price is really high the hub will be approved. Greg has received the PITSA, PSEMP and Materials Matrix.				
Look Ahead:	Level III integration plan to be addressed.				
Special Conditions:					

Plan ☐	Design ☐	Const ☑	I-75 Widening from Pasco/Hernando County Line to South of US 98/SR 50		
Project Description:	This ITS project will provide an updated system of devices that will include installing CCTV cameras, HAR system, MVDS, DMS, and arterial DMS with fiber optic backbone support. Included in road widening.				
FPID No.	411011-3		**Contract No.**	E7I34	
County:	Hernando		**Length:**	5.389	
Begin MP:	0.00		**End MP:**	5.389	
FDOT PM	Greg Reynolds		**Other Contact:**		
Goes With:			**Goes With PM:**	Amy Neidringhaus	
Contract Type:	9-Design Build		**RFP Completion:**	10/2013	
Mailing:	N/A		**Letting:**	1/23/2014	
Scope/RFP Preparer:	HDR		**Scope/RFP PM:**	N/A	
Contractor:	Middlesex Corporation		**CEI:**	N/A	
Design Consultant:	American		**Design Consultant PM:**	N/A	
Project Start Date:	3/19/2014		**Contract Completion Date:**	4/9/2016	
Total Contract Days:	750		**Contract Days Used:**	0	
Budget:	$35,188,969.00		**Budget Spent:**	$420,215.63	
# of S.A.:	N/A		**S.A. Amount:**	N/A	
Revision:	N/A		**Material:**	$1.0M	
Post Design:	N/A		**Integration:**	$200,000	
Other:					
Status:	15% plans submitted.				
Outstanding Issues:					
Look Ahead:					
Special Conditions:					

Plan ☐	Design ☐	Const ☑	I-275 @ MM 33.1 to 34.5 and MM 36.8 to 37.7 (Tropical Storm Debby Repair for Howard Frankland Bridge)		
Project Description:			Includes six locations of disconnects/replacements for design/construction. Working with Angie Allen to accommodate contract for repair.		
FPID No.			433392-1	**Contract No.**	T7338
County:			Hillsborough	**Length:**	0.046
Begin MP:			0.331/0.368	**End MP:**	0.334/0.377
FDOT PM			Greg Reynolds	**Other Contact:**	Angela Allen
Goes With:			N/A	**Goes With PM:**	N/A
Contract Type:			1-Design/Bid/Build	**RFP Completion:**	N/A
Mailing:			10/8/2013	**Letting:**	12/4/2013
Scope/RFP Preparer:			D/W Task Atkins	**Scope/RFP PM:**	Mike Mills
Contractor:			American Lighting and Signalization	**CEI:**	N/A
Design Consultant:			Cumbey & Fair	**Design Consultant PM:**	Gareth Klotz
Project Start Date:			1/30/2014	**Contract Completion Date:**	6/23/2014
Total Contract Days:			145	**Contract Days Used:**	49
Budget:			$339,121.60	**Budget Spent:**	$118,569.40
# of S.A.:			N/A	**S.A. Amount:**	N/A
Revision:			N/A	**Material:**	$20,000
Post Design:			$5,000	**Integration:**	$20,000
Other:					
Status:			NTP 4/1/14 - Construction under way. Equipment is working on a temporary fix.		
Outstanding Issues:					
Look Ahead:					
Special Conditions:					

Plan ☐	Design ☐	Const ☑	I-75 (SR 93) from SR 56 to SR 54		
Project Description:			Stand alone Tampa Bay SunGuide Phase IV Freeway Management for Tampa Bay Sun guide. Full ITS deployment with DMS, CCTV, Detectors, RWIS, Communications.		
FPID No.			410909-4	**Contract No.**	E7I43
County:			Pasco	**Length:**	3.446
Begin MP:			1.658	**End MP:**	5.104
FDOT PM			Greg Reynolds	**Other Contact:**	David Hoover
Goes With:			N/A	**Goes With PM:**	N/A
Contract Type:			9-Design/Build	**RFP Completion:**	3/25/2013 (Draft)
Mailing:			8/14/2013	**Letting:**	8/22/2013
Scope/RFP Preparer:			HDR	**Scope/RFP PM:**	Wendy Ferjo
Contractor:			Highway Safety Devices	**CEI:**	Allied/URS
Design Consultant:			Cumbey & Fair	**Design Consultant PM:**	Vay Scott
Project Start Date:			11/2/2013	**Contract Completion Date:**	3/31/2015
Total Contract Days:			386	**Contract Days Used:**	192
Budget:			$3,742,400.00	**Budget Spent:**	$1,599,212.90
# of S.A.:			N/A	**S.A. Amount:**	N/A
Revision:			N/A	**Material:**	"53" $0.00
Post Design:			N/A	**Integration:**	N/A
Other:					
Status:			Existing road construction is still ongoing. Shop drawing reviews ongoing and the DB team is answering comments. Power being energized.		
Outstanding Issues:					
Look Ahead:					
Special Conditions:					

Plan ☐	Design ☐	Const ☑	I-75 (SR 93A) Hillsborough/Manatee County Line to Bloomingdale/Progress Boulevard (Hybrid Project)		
Project Description:			Part wireline/part wireless that will facilitate cameras at the interchanges of Gibsonton Drive, Big Bend Road, College Avenue, and Moccasin Wallow Road.		
FPID No.			410909-6	**Contract No.**	E7J03
County:			Manatee/Hillsborough	**Length:**	19.425
Begin MP:			0.00	**End MP:**	19.425
FDOT PM			Greg Reynolds	**Other Contact:**	Dave Hoover
Goes With:				**Goes With PM:**	N/A
Contract Type:			7-Design/Bid/Build	**RFP Completion:**	N/A
Mailing:			5/29/2013	**Letting:**	7/26/2013
Scope/RFP Preparer:			Parsons Brinckerhoff	**Scope/RFP PM:**	Derrick Lue
Contractor:			Highway Safety Devices	**CEI:**	Allied
Design Consultant:			HNTB/Task - Parsons Brinckerhoff	**Design Consultant PM:**	Derrick Lue
Project Start Date:			10/2/2013	**Contract Completion Date:**	7/9/2014
Total Contract Days:			223	**Contract Days Used:**	169
Budget:			$1,199,414.00	**Budget Spent:**	$841,262.56
# of S.A.:			N/A	**S.A. Amount:**	$0.00
Revision:			N/A	**Material:**	$500,000
Post Design:			$12,000	**Integration:**	$200,000
Other:					
Status:			Hybrid design part wire line/part wireless task. Shop drawings are coming in and being reviewed. They have started placing conduit, poles, etc.		
Outstanding Issues:			Walk-through scheduled for July 3, 2014.		
Look Ahead:					
Special Conditions:					

Plan ☐	Design ☐	Const ☑	I-75 (SR 93A) Exit Ramp to EB/WB SR 60 South of CSX/Broadway Avenue Bridge (limits extended to SR 60)		
Project Description:			Project to extend the ramp of SR 60 up to South of Woodberry and will relocate some existing ITS equipment.		
FPID No.			419194-1	**Contract No.**	E7G79
County:			Hillsborough	**Length:**	1.56
Begin MP:			23.091	**End MP:**	24.651
FDOT PM			Greg Reynolds	**Other Contact:**	Dave Hoover/Ashley Henzel
Goes With:				**Goes With PM:**	N/A
Contract Type:			9-Design Build	**RFP Completion:**	N/A
Mailing:			N/A	**Letting:**	4/19/2012
Scope/RFP Preparer:			N/A	**Scope/RFP PM:**	N/A
Contractor:			Heath Noss @ Cone & Graham	**CEI:**	David DeBaradino @ Tetra Tech
Design Consultant:			Wantman Group	**Design Consultant PM:**	Henri Belrose
Project Start Date:			9/30/2012	**Contract Completion Date:**	1/4/2015
Total Contract Days:			649	**Contract Days Used:**	567
Budget:			$14,126,624.24	**Budget Spent:**	$11,554,778.49
# of S.A.:			N/A	**S.A. Amount:**	$0.00
Revision:			N/A	**Material:**	$750,000.00
Post Design:			N/A	**Integration:**	$200,000
Other:					
Status:			ITS work on hold for road construction. Proposal for new fiober to be placed from existing splice to splice is pending. One MVDS will be eliminated and it has to be decided if it will be re-installed.		
Outstanding Issues:			An RFI asked about placing conduit surface mount and whether it is in the RFP.		
Look Ahead:			Relocate existing ITS equipment.		
Special Conditions:					

Plan ☐	Design ☐	Const ☑	I-275 (SR 93) from South Sunshine Skyway Toll Plaza to 54th Avenue South (Technology Refresh)		
Project Description:			This project will provide an updated system of devices that will include installing closed-circuit television (CCTV) cameras on the towers, a wind monitoring system, highway advisory radio (HAR) system, and development of a new technique to replace and/or connect new conduit to the bridge.		
FPID No.			407233-5	**Contract No.**	T7132
County:			Districtwide	**Length:**	9.627
Begin MP:			1.247/0.00/0.00	**End MP:**	8.535/4.143/1.196
FDOT PM			Greg Reynolds	**Other Contact:**	Ray Callahan
Goes With:				**Goes With PM:**	
Contract Type:			1-Design/Bid/Build (System Manager a/k/a Technology Refresh)	**RFP Completion:**	N/A
Mailing:			1/30/2012	**Letting:**	4/25/2012
Scope/RFP Preparer:			URS	**Scope/RFP PM:**	Patty Livak
Contractor:			World Fiber	**CEI:**	Target (Ron Ramos)
Design Consultant:			URS	**Design Consultant PM:**	Patty Livak
Project Start Date:			6/13/2012	**Contract Completion Date:**	11/14/2013
Total Contract Days:			480	**Contract Days Used:**	Construction complete. Integration is in process.
Budget:			$5,975,016.63	**Budget Spent:**	N/A
# of S.A.:			N/A	**S.A. Amount:**	$4,021.56
Revision:			N/A	**Material:**	$1,000,000.00
Post Design:			$179,526.00	**Integration:**	$750,000.00
Other:					
Status:			This project is essentially complete and will be removed from this list on the next round. Firmware updae appears to have worked/white out eliminated.		
Outstanding Issues:			Additional elevator work pending. Mattt working on obtaining quotes. 3 cameras not updated with firmware update.		
Look Ahead:			Department acceptance.		
Special Conditions:					

Plan ☐	Design ☐	Const ☑	I-4 Connector from South of Selmon Expressway to I-4		
Project Description:			Full ITS facilitation of the new road. CCTV, DMS, MVDS.		
FPID No.			258415-1 and -2	**Contract No.**	T7209
County:			Hillsborough	**Length:**	2.207
Begin MP:			6.943	**End MP:**	9.403
FDOT PM			Greg Reynolds	**Other Contact:**	Richard Frank
Goes With:				**Goes With PM:**	
Contract Type:			4-Miscellaneous (Design/Build/Finance)	**RFP Completion:**	
Mailing:			5/14/2009	**Letting:**	9/16/2009
Scope/RFP Preparer:			N/A	**Scope/RFP PM:**	N/A
Contractor:			Greg Fullington @ PCL Civil Contractors and Archer Western	**CEI:**	Bill Adams @ JAA
Design Consultant:			Parsons Brinckerhoff/Telvent (North end) and Atkins/Gord & Assoc (South end)	**Design Consultant PM:**	Bob Szatynski (PB); Joseph Garrity (Atkins for CEI); Ali Gord (Gord & Assoc.); Ron Pati (Telvent for ITS)
Project Start Date:			3/1/2010	**Contract Completion Date:**	11/14/2014
Total Contract Days:			1,461	**Contract Days Used:**	1,540
Budget:			$422,794,689.10	**Budget Spent:**	$421,773,552.28
# of S.A.:			N/A	**S.A. Amount:**	$33,330,938.61
Revision:			N/A	**Material:**	$5,000,000.00
Post Design:				**Integration:**	$62,227,016.00
Other:					
Status:			Greg received PITSA, PSEMP and RTVM. 216 fiber has been replaced - new termination in progress. Replace "C" 72 fiber. The fiber testing is in progress. Approximately 1 months until burn in.		
Outstanding Issues:			There are a few issues on the conduit and grounding. Integration in process along with testing (re-testing).		
Look Ahead:			Should be ready for system test soon.		
Special Conditions:					

Plan ☐	Design ☐	Const ☑	I-275 (SR 93) from SR 60/Memorial Highway to Himes Avenue and Himes Avenue to Hillsborough River, northbound and southbound (Missing Link)		
Project Description:			ITS incorporated into both design and construction project. This project will provide an updated system of devices that will include installing CCTV cameras, HAR system, MVDS, DMS, and arterial DMS with fiber optic backbone support.		
FPID No.			258398-5	**Contract No.**	E7F75
County:			Hillsborough	**Length:**	2.083
Begin MP:			2.169	**End MP:**	4.252
FDOT PM			Greg Reynolds	**Other Contact:**	Allan Urbonas/Richard Frank
Goes With:				**Goes With PM:**	
Contract Type:			9-Design Build	**RFP Completion:**	N/A
Mailing:			N/A	**Letting:**	5/8/2012
Scope/RFP Preparer:			N/A	**Scope/RFP PM:**	N/A
Contractor:			Bill Reed @ Skanska-Ajax Paving	**CEI:**	Tracy Keenan @ Cardno TBE
Design Consultant:			Parsons Brinckerhoff	**Design Consultant PM:**	John Dewey
Project Start Date:			7/31/2012	**Contract Completion Date:**	9/19/2016
Total Contract Days:			1,524	**Contract Days Used:**	657
Budget:			$216,837,148.55	**Budget Spent:**	$112,147,985.09
# of S.A.:				**S.A. Amount:**	$805,453.24
Revision:				**Material:**	
Post Design:			$11,054,070.00	**Integration:**	$500,000.00
Other:					
Status:			ITS portion is about 2 years out. ADMS still open topic about removal from project.		
Outstanding Issues:					
Look Ahead:			Ultimate improvements may be accelerated. Tracy Keenan will put together a corrected set of plans.		
Special Conditions:					

Plan ☐	Design ☐	Const ☑	I-75 from south of SR 582 (Fowler Avenue) to north of SR 581 (Bruce B Downs Boulevard)		
Project Description:			This project will provide a new system of devices that will include installing CCTV cameras (to include dual-mount lowering device cameras), DMS, arterial DMS using wireless connections, and MVDS.		
FPID No.			410909-2 (work with 410909-9)	**Contract No.**	T7220
County:			Hillsborough	**Length:**	8.729
Begin MP:			31.125	**End MP:**	39.854
FDOT PM			Greg Reynolds	**Other Contact:**	Gary Granata, Atkins (Project Administrator)
Goes With:			Roadway project 408459-1	**Goes With PM:**	Amy Neidringhaus
Contract Type:				**RFP Completion:**	N/A
Mailing:			4/28/2011	**Letting:**	6/29/2011
Scope/RFP Preparer:			N/A	**Scope/RFP PM:**	N/A
Contractor:			Bruce Baker @ Prince Contracting, LLC	**CEI:**	Gary Granata @ Atkins
Design Consultant:			Parsons Brinckerhoff	**Design Consultant PM:**	Derrick Lue
Project Start Date:			5/20/2011	**Contract Completion Date:**	1/19/2016
Total Contract Days:			1559	**Contract Days Used:**	885
Budget:			$95,837,604.71	**Budget Spent:**	N/A
# of S.A.:			N/A	**S.A. Amount:**	$1,141,401.51
Revision:			N/A	**Material:**	
Post Design:			$0.00	**Integration:**	$500,000.00
Other:			This project was let with projects 408459-1, 408459-2, 408459-3, and 410909-9.		
Status:			Greg has not received word on splicing. Fiber being placed. Anticipate close-up in November. They have started sending documentation for integration to begin. Power energized.		
Outstanding Issues:			This project has to complete in order to feed the fiber for 410909-4. No fall of potential tests to date.		
Look Ahead:			Equipment Placing.		
Special Conditions:					

Plan ☐	Design ☐	Const ☑	I-75 (SR 93A) from north of Bruce B Downs (CR 581) to SR 56 (Exit 275)		
Project Description:			Full ITS facilitation of CCTV, MVDS, and potentially DMS.		
FPID No.			410909-9 (ITS) (work with 410909-2)	**Contract No.**	T7220
County:			Hillsborough	**Length:**	3.056
Begin MP:			36.779	**End MP:**	39.835
FDOT PM			Greg Reynolds	**Other Contact:**	Gary Granada, Atkins (Project Administrator)
Goes With:			408459-3	**Goes With PM:**	Amy Neidringhaus
Contract Type:			1-Design/Bid/Build (System Manager – URS Patty Livak)	**RFP Completion:**	N/A
Mailing:			4/28/2011	**Letting:**	6/29/2011
Scope/RFP Preparer:			N/A	**Scope/RFP PM:**	N/A
Contractor:			Prince Contracting, LLC	**CEI:**	Atkins
Design Consultant:			URS	**Design Consultant PM:**	
Project Start Date:			5/20/2011	**Contract Completion Date:**	1/19/2016
Total Contract Days:			1559	**Contract Days Used:**	885
Budget:			$95,837,604.71	**Budget Spent:**	N/A
# of S.A.:			N/A	**S.A. Amount:**	$1,141,401.51
Revision:				**Material:**	
Post Design:			$293,430.00	**Integration:**	$439,559.00
Other:					
Status:			Greg has not received word on splicing		
			Fiber being placed.		
			Anticipate close-up in November.		
			They have started sending documentation for integration to begin.		
			Power Energized.		
Outstanding Issues:			This project has to complete in order to feed the fiber for 410909-4.		
			No fall of potential tests to date.		
Look Ahead:			Equipment placing.		
Special Conditions:					

Plan ☐	Design ☐	Const ☑	SR 682 Pinellas Bay Way Bridge "C" Phases I (bridge) and II (ITS) from east of Gulf Blvd to west of SR 679		
Project Description:			Hybrid project to facilitate cameras on the newly constructed bridge. Design complete, project shelved until bridge complete. Phase I is the bridge and Phase II is the ITS portion. Will include 4 cameras.		
FPID No.			256903-1	**Contract No.**	E7H56
County:			Pinellas	**Length:**	0.477
Begin MP:			0.429	**End MP:**	0.906
FDOT PM			Greg Reynolds	**Other Contact:**	Brian Shroyer
Goes With:			utility project 256903-1-56-01	**Goes With PM:**	
Contract Type:			7-Design/Bid/Build	**RFP Completion:**	N/A
Mailing:			9/27/2011	**Letting:**	11/2/2011
Scope/RFP Preparer:			N/A	**Scope/RFP PM:**	N/A
Contractor:			for Bridge: Mike Brown @Orion Marine Group f/k/a Misener Marine	**CEI:**	Stanley Group
Design Consultant:			Bridge Design by URS; ITS Design by Gannett Fleming	**Design Consultant PM:**	Mark Eicholtz
Project Start Date:			12/5/2011	**Contract Completion Date:**	9/12/2014
Total Contract Days:			965	**Contract Days Used:**	833
Budget:			$40,348,739.40	**Budget Spent:**	$37,477,891.53
# of S.A.:				**S.A. Amount:**	$267,536.64
Revision:				**Material:**	$0.00
Post Design:				**Integration:**	
Other:			See 432587-1 on this report.		
Status:			Bridge is currently under construction and there are about 3 months left.		
			3 of the 4 camera poles are up.		
			ITS plans were finalized in December 2012 and shelved for bridge construction completion.		
			Greg instructed Gannett Fleming to begin working on the ITS plan modification.		
Outstanding Issues:			LAP project to place conduit for this project.		
Look Ahead:			The ITS portion will be done under the DBPB III.		
			Gannett Fleming will get bridge plans so the ITS design can begin.		
Special Conditions:			Bridge construction will build the ITS infrastructure and the ITS components will be constructed afterwards.		
			ITS design is being done by Gannett Fleming under the Districtwide contract.		

Plan ☐	Design ☐	Const ☑	I-275 (SR 93) from South of Floribraska Avenue to South of Hillsborough Avenue		
Project Description:			Interior shoulder widening a/k/a median close-up.		
FPID No.			258642-3	**Contract No.**	T7298
County:			Hillsborough	**Length:**	1.496
Begin MP:			0.667	**End MP:**	2.163
FDOT PM			Greg Reynolds	**Other Contact:**	Richard Frank/Brian Shroyer
Goes With:				**Goes With PM:**	
Contract Type:			1-Design/Bid/Build	**RFP Completion:**	N/A
Mailing:			11/22/2011	**Letting:**	2/8/2012
Scope/RFP Preparer:			N/A	**Scope/RFP PM:**	N/A
Contractor:			Ryan Jackson @ Prince Contracting, LLC	**CEI:**	John Padaich @ KCI
Design Consultant:			KCA	**Design Consultant PM:**	John Burton
Project Start Date:			4/3/2012	**Contract Completion Date:**	9/16/2014
Total Contract Days:			837	**Contract Days Used:**	707
Budget:			$30,152,745.38	**Budget Spent:**	$21,084,260.87
# of S.A.:			N/A	**S.A. Amount:**	$177,959.40
Revision:			N/A	**Material:**	$0.00
Post Design:			$1,615,774.00	**Integration:**	$500,000.00
Other:					
Status:			Greg is waiting for construction documents to see if damage repair is included.		
			Drew had a meeting about the cabinet relocation and they are discussing an action plan for the fiber replacement.		
			Damaged fiber, temporarily sectioned with contractor to fix correctly. Still no decision on replacing it.		
			Contractor dug out the berm and the fiber is exposed. 2 locations of damaged fiber and 1 bad splice.		
			Request to construction to require Contractor to address fiber issue.		
			There is damage to a City of Tampa sanitary line, not sure who did it, but possibly the contractor.		
			Have to determine if the fiber under Hillsborough Avenue needs to be replaced.		
			Damage has been found on the hand hole.		
			Fiber design has started (not confirmed).		
			Contractor wants to remove existing DMS before building the new one, but Greg said leave in place while building structure.		
			Greg spoke to Terry Jennings about damaged fiber.		
Outstanding Issues:			No ITS inspector in the contract -Greg is acting in that position, but his authority is limited.		
			TransCore to recover old equipment.		
			Latent defects submitted to Faller Davis for E&O and they are working on a fix.		
Look Ahead:			Build Bridge / Relocate Fiber		
Special Conditions:					

Plan ☐	Design ☐	Const ☑	I-275 (SR 93) from south of Hillsborough Avenue to north of Yukon Street		
Project Description:			Interior shoulder widening a/k/a/ median close-up.		
FPID No.			258660-2	**Contract No.**	T7298
County:			Hillsborough	**Length:**	2.666
Begin MP:			2.163	**End MP:**	4.829
FDOT PM			Greg Reynolds	**Other Contact:**	Richard Frank
Goes With:				**Goes With PM:**	
Contract Type:			1-Design/Bid/Build	**RFP Completion:**	N/A
Mailing:			11/22/2011	**Letting:**	2/8/2012
Scope/RFP Preparer:			N/A	**Scope/RFP PM:**	N/A
Contractor:			Ryan Jackson @ Prince Contracting, LLC	**CEI:**	John Padavich @ KCI
Design Consultant:			KCA	**Design Consultant PM:**	John Burton
Project Start Date:			4/3/2012	**Contract Completion Date:**	9/16/2014
Total Contract Days:			837	**Contract Days Used:**	707
Budget:			$30,152,745.38	**Budget Spent:**	$21,084,260.87
# of S.A.:			N/A	**S.A. Amount:**	$177,959.40
Revision:			N/A	**Material:**	$0.00
Post Design:			$3,938,870.00	**Integration:**	$500,000.00
Other:			See 258652-3		
Status:			Greg is waiting for construction documents to see if damage repair is included.		
			Drew had a meeting about the cabinet relocation and they are discussing an action plan for the fiber replacement.		
			Damaged fiber, temporarily sectioned with contractor to fix correctly. Still no decision on replacing it.		
			Contractor dug out the berm and the fiber is exposed. 2 locations of damaged fiber and 1 bad splice.		
			Request to construction to require Contractor to address fiber issue.		
			There is damage to a City of Tampa sanitary line, not sure who did it, but possibly the contractor.		
			Have to determine if the fiber under Hillsborough Avenue needs to be replaced.		
			Recently found damage on the hand hole.		
			Fiber design has started (not confirmed).		
Outstanding Issues:			No ITS inspector in the contract -Greg is acting in that position, but his authority is limited.		
			TransCore to recover old equipment.		
			Latent defects submitted to Faller Davis for E&O and they are working on a fix.		
Look Ahead:			Build Bridge / Relocate Fiber		
Special Conditions:					

Budget spent information is as of 6/6/2014.

FINANCIAL REPORT AS OF 6/30/2014

CATEGORY	BEGINNING ALLOCATION	TOTAL EXPENDITURES	AVAILABLE BALANCE	PLANNED EXPENDITURES	PROJECTED BALANCE
					EXPENDITURES
NON-ITS EXPENSE 040000	6,184.00	6,124.99	59.01	0.00	59.01
SAFETY GRANT EXPENSE 040000	65,478.29	65,471.40	6.89	0.00	6.89
ITS EXPENSE 040000	220,837.00	216,568.51	4,268.49	0.00	4,268.49
TOTAL EXPENSE	292,499.29	288,164.90	4,334.39	0.00	4,334.39
NON-ITS CONTRACT SERVICES 100777	1,000.00	0.00	0.00	0.00	0.00
ITS CONTRACT SERVICES 100777	149,540.00	141,449.77	8,090.23	45.00	8,045.23
TOTAL CONTRACT SERVICES	150,540.00	141,449.77	8,090.23	45.00	8,045.23
NON-ITS HRD 101640	10,566.00	10,473.00	93.00	0.00	93.00
ITS HRD 101640	4,000.00	3,999.02	0.98	0.00	0.98
TOTAL HRD	14,566.00	14,472.02	93.98	0.00	93.98
NON-ITS TME 103892	299,994.00	329,383.41	(29,389.41)	810.00	(30,199.41)
ITS TME 103892	1,052,006.00	1,088,644.10	(36,638.10)	5,827.35	(42,465.45)
TOTAL TME	1,352,000.00	1,418,027.51	(66,027.51)	6,637.35	(72,664.86)
CC 762 TOTALS	1,953,070.29	1,862,114.20	(53,508.91)	6,682.35	(60,191.26)

Florida Department of Transportation
District Seven
ITS Section
11201 N. McKinley Drive
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www.dot.state.fl.us

ITS AGENDA ITEM VI.

PRESENTATION ON CRASH DATA

The Pinellas County MPO provides countywide transportation crash data to citizens, as well as other public agencies, on an ongoing basis. This includes the annual production of the MPO Crash Data Report, which provides information and analysis of crash trends and locations. This information is used for various purposes, including transportation safety studies and projects, prioritization of roadway improvements, targeted law enforcement activities, and design plans for road construction projects.

The final Crash Data Report is attached for Committee review.

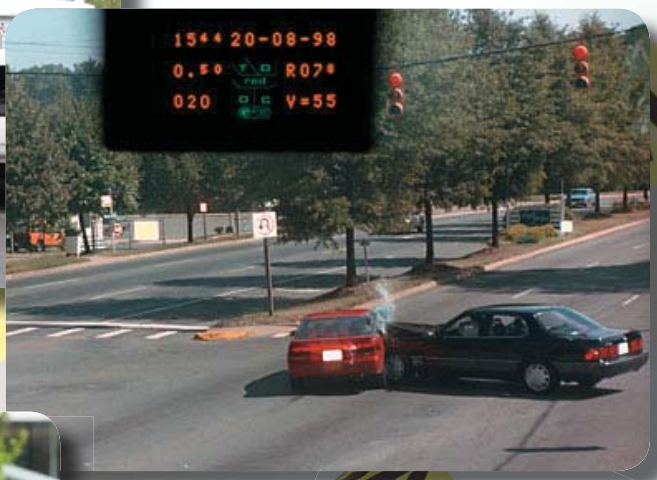
ATTACHMENT: Crash Data Report

ACTION: Committee review

ITS: 09/15/14

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

May 2014

Funding for this report may have been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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TABLE OF CONTENTS

Contents Page

TABLE OF CONTENTS (CONTINUED)

APPENDICES

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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

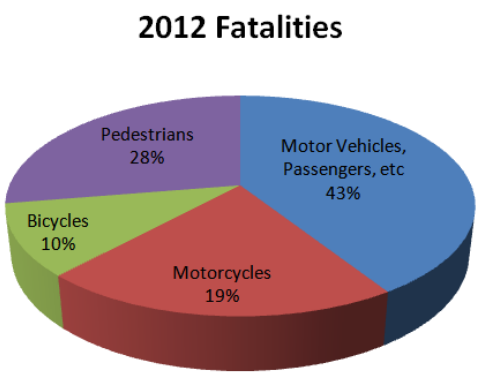
Between 2010 and 2012, traffic fatalities have declined in Pinellas County, as have traffic fatalities nationwide. Traffic fatalities declined 8.9% from 2008 to 2012, totaling 33,963 across the U.S., the lowest total number of fatalities since 1954 (U.S. Department of Transportation). In an effort to 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.

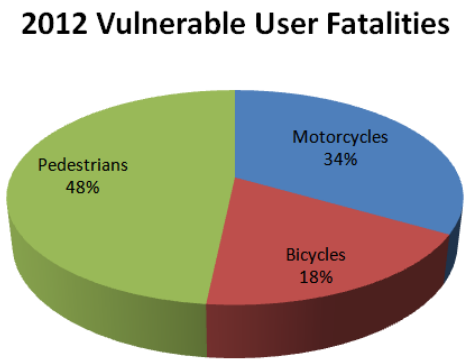
Source: www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/12_FL/2012/12_FL_2012.htm

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

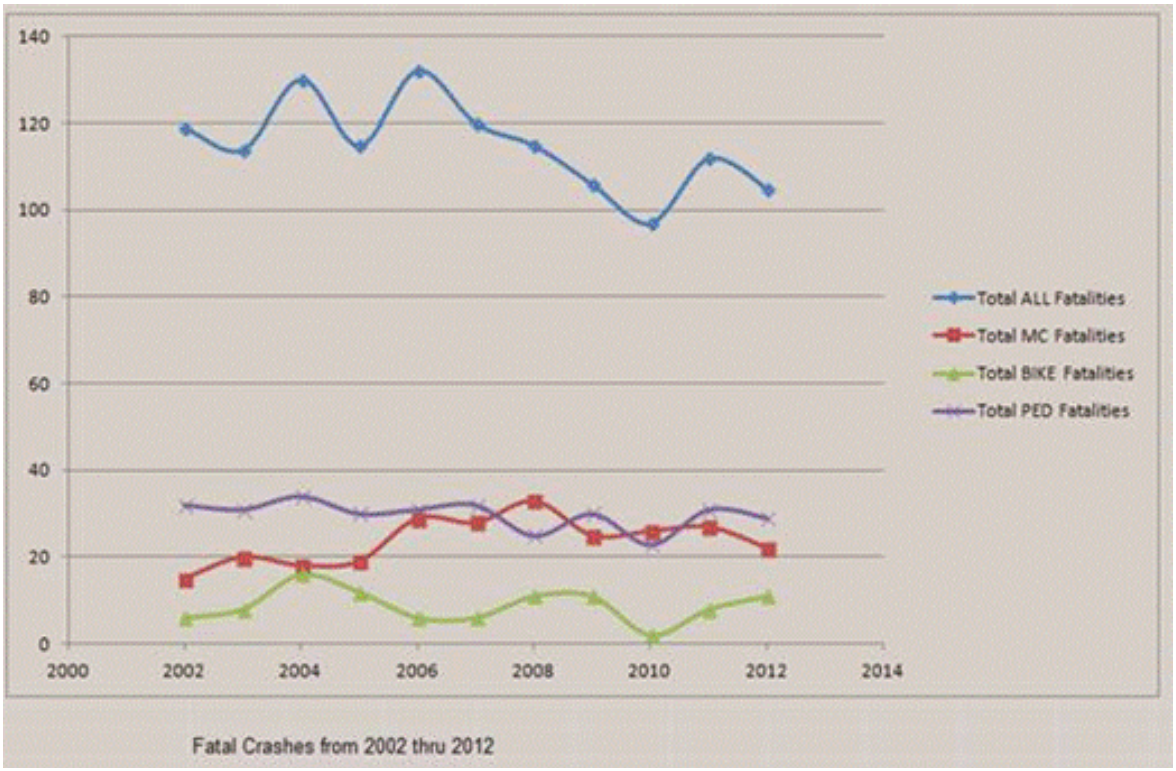
Five-Year Fatality Statistics (2008-2012) – Pinellas County
Crash Summary – Crash Data Management System
January 1, 2008 - December 31, 2012

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

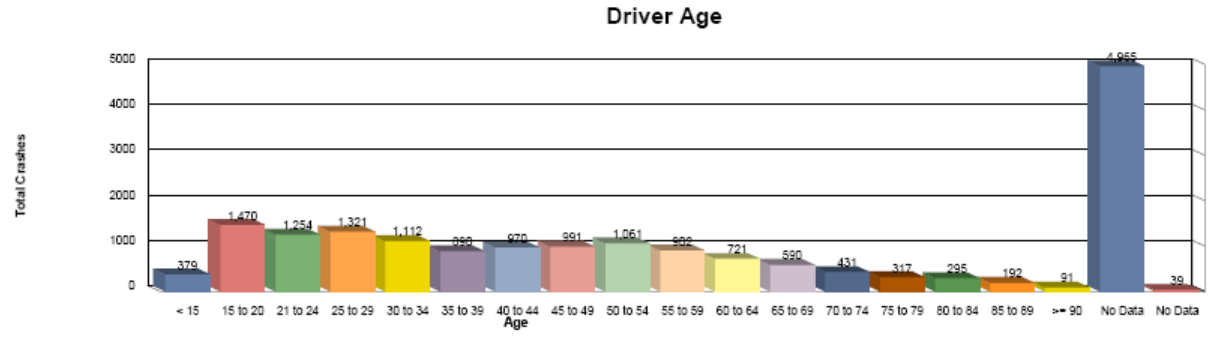
Approximately 29% of the total crashes in 2012 involved individuals between the ages of 15 to 34.

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



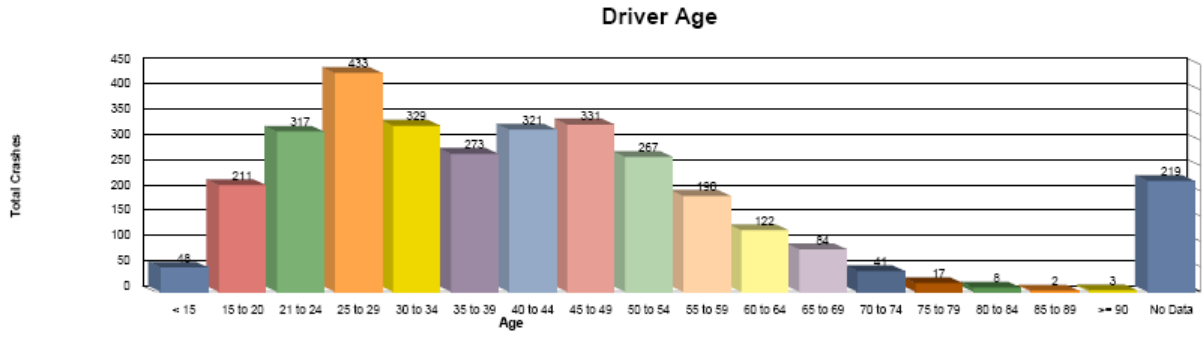
Between 2010 and 2012, the 25 to 29 age group was responsible for the greatest number of crashes involving intoxication as well as aggressive driving.

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

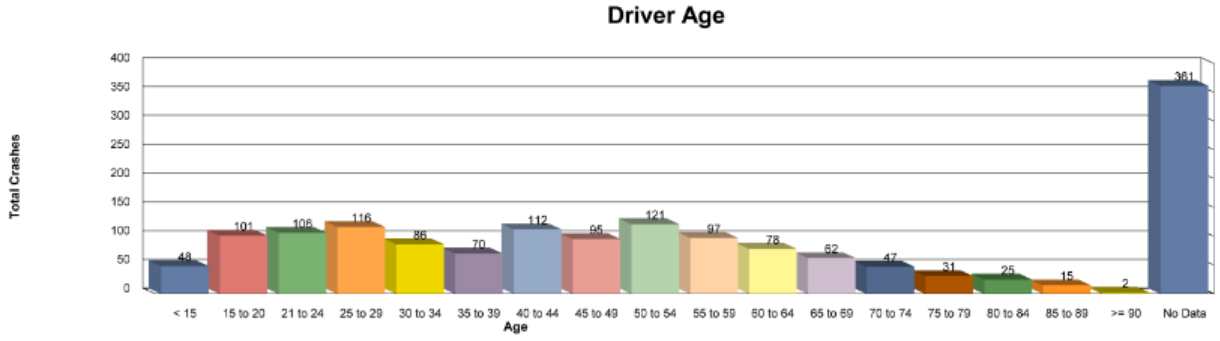
In 2012, analysis of crashes that involved vulnerable users (pedestrians, bicyclists, motorcyclists, and mopeds/scooter users) totaled 1,573 resulting in 62 fatalities. Thirty five percent (35%) of the vulnerable user crashes involved bicyclists, 33.8% pedestrians, and 31.2% involved motorcyclists.

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



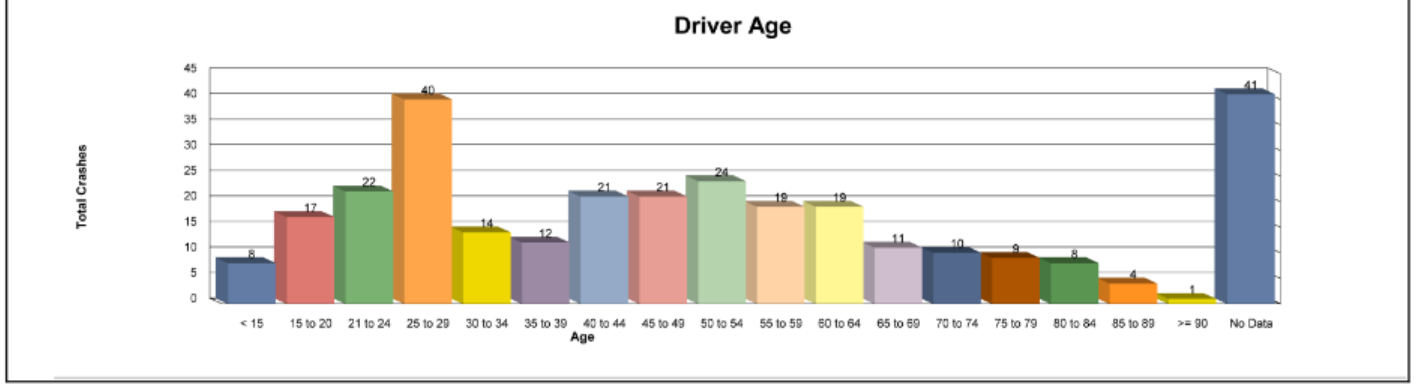
Between 2010 and 2012, 55% of the fatalities involved vulnerable users. The 25 to 29 age group was responsible for the greatest number of fatal crashes as well as aggressive driving and intoxication.

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

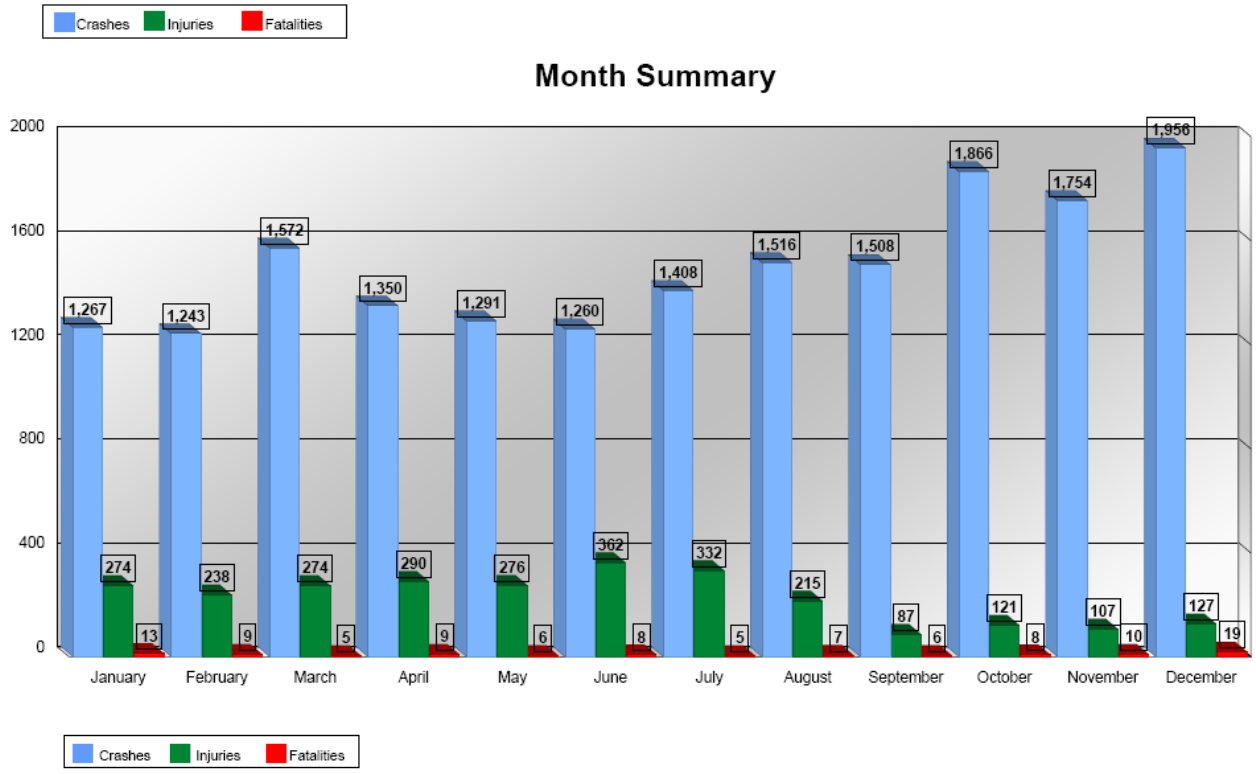
Relation to Junction Summary

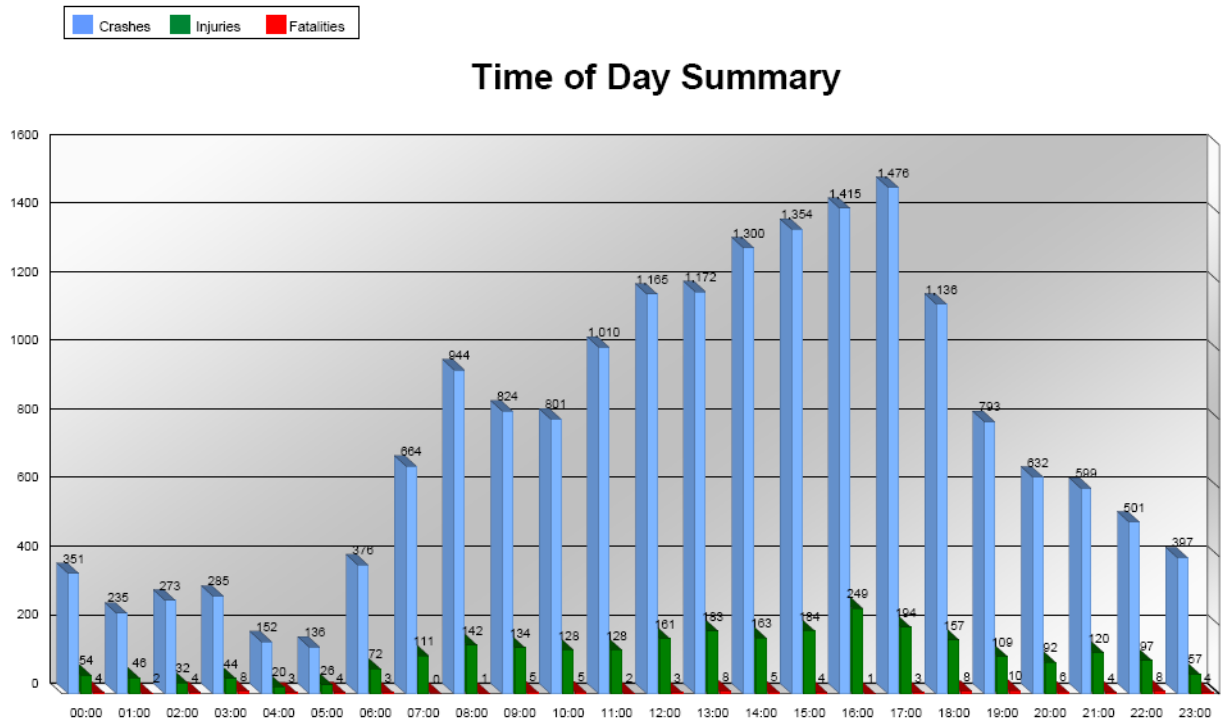
							Strategic Highway Safety Plan (SHSP)			
Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Acceleration/Deceleration Lane	9	0	1	0	0	1	1	3	4	0
Crossover-Related	44	0	10	1	0	2	3	24	7	0
Driveway/Ally Access Related	574	4	87	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

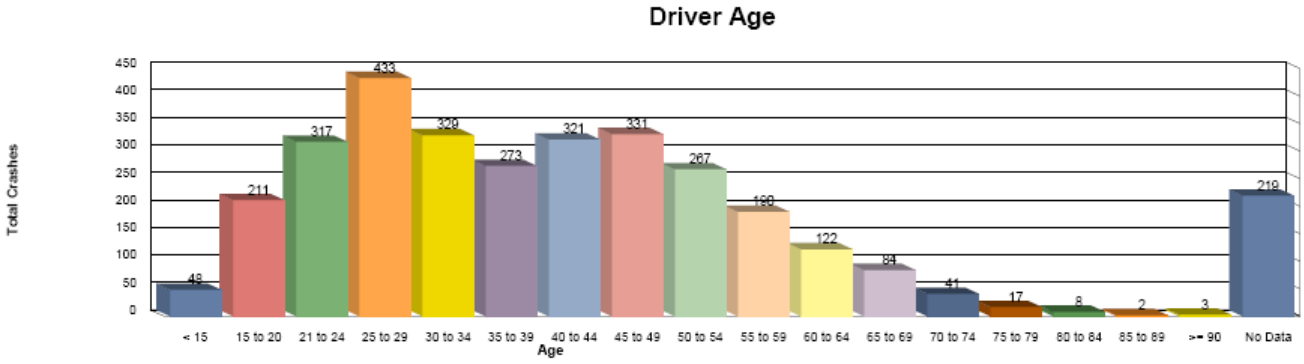
In 2012, more than 18.5% of all fatal traffic crashes in Pinellas County occurred in December, followed by 12.6% in January. Sundays accounted for 22.3% of fatalities while both Saturdays and Wednesdays averaged 17%. Tuesday, Thursday and Friday each averaged about 10.7% of fatal traffic crashes. While 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.

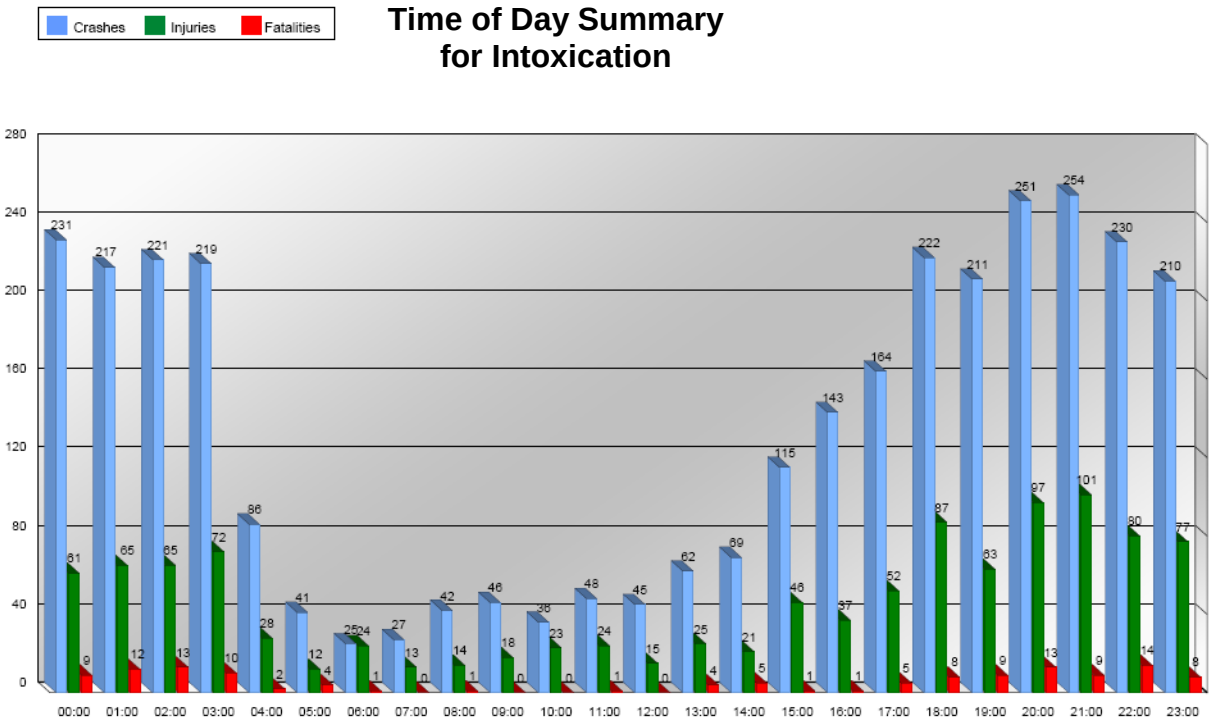




Crashes by Cause

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.

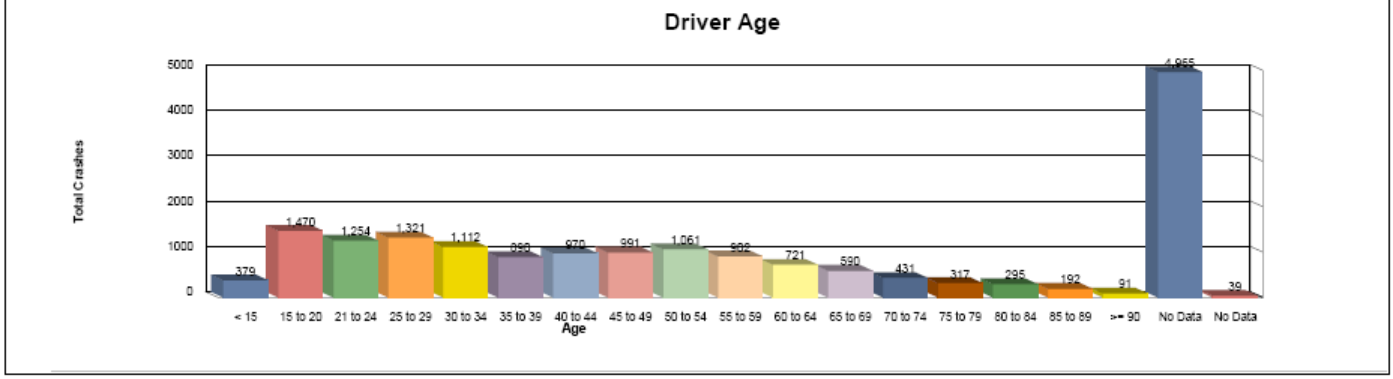
Approximately 12% of traffic fatalities in Pinellas County in 2012 involved the 25 to 29 age group.

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.

ITS AGENDA ITEM VII.

UPDATES/OTHER BUSINESS

The following items are included as ongoing topics that require short status reports:

A. Vision Statement and Renaming of Committee

At the last meeting, staff presented a proposed Vision Statement and there was discussion of potential names for the Committee. That item was deferred to the upcoming meeting.

B. Primary Control Center Advisory Committee

This item will contain a report on Primary Control Center activities.

C. Schedule Next Meeting

Continuing with the current schedule, the next ITS Committee meeting is scheduled for February 4, 2015.

D. Other Business

This is an opportunity for any other business that might be brought before the Committee.

ATTACHMENTS: *"Tampa Tribune"*, September 8, 2014 Article: New Technology Could Thwart Wrong-Way Crashes

ITS: 09/15/14

URL: http://tbo.com/news/education/technology-may-help-slow-rise-of-wrong-way-driving-deaths-20140908/

New technology could thwart wrong-way crashes

By Jerome R. Stockfisch

JIM REED/STAFF
Two Tampa sisters and a Riverview man died Sunday in a wrong-way crash on Interstate 275.

TAMPA — State transportation officials are testing strategies for reducing wrong-way automobile crashes and may bring the preventive measures to the Tampa Bay area, where four of the collisions have killed 10 people this year.

Pilot programs under way along Interstate 10 in Tallahassee and on Florida's Turnpike in South Florida could help prevent tragedies such as Sunday morning's crash, in which a woman driving a four-door Honda south in the northbound lanes of Interstate 275 smashed into a tanker truck. Three people in the car died.

All four of the wrong-way crashes have happened on the same stretch of Interstate 275 since February.

"Because it's happening so much in Tampa, we are pushing hard to get one of those pilot projects to our area as well," said Kris Carson, spokeswoman for the state Department of Transportation's District 7.

In Tallahassee, the state transportation department is adding new and bigger signs, adjusting sign locations, adding pavement markings and installing radar-tripped LED signs that flash a "wrong way" display if a vehicle enters an interstate off-ramp at four locations.

Similar changes are being made on ramps along the Turnpike in Miami-Dade County and on the Sawgrass Expressway in Broward County.

The pilot programs each cost about $350,000 and state transportation officials will analyze data and determine whether the changes reduce wrong-way movement.

"If you look at crash statistics, wrong-way crashes are on the rise in a lot of states and locations," said Chad Huff, spokesman for Florida's Turnpike Enterprise. "I wouldn't say we're looking at it because we saw a spike. The concerning trend was just that there's been more of them around, and it's incumbent upon us to see of there's anything that can be done about it on a local level."

The National Transportation Safety Board said there are roughly 260 wrong-way crashes per year in the country with about 360 fatalities. They make up just 3 percent of accidents on divided highways, but are much more likely to result in fatal and serious injuries than other types of accidents.

A Michigan study cited by the NTSB showed that 22 percent of wrong-way crashes involved fatalities, where just 0.3 percent of all highway accidents do.

There is some question whether the arrangements such as those in the state pilot programs would have made any difference in the local crashes. Investigators said that in three of the Tampa crashes, the drivers made U-turns on the interstate rather than entering via an exit ramp. How Sunday's crash happened has not been determined.

"We don't know if that's going to solve the problem here," said Carson of the local transportation district.

Another issue is drunk driving.

"A common thread in these crashes is alcohol," said Russ Rader, a spokesman for the Insurance Institute for Highway Safety. While institute hasn't formally studied the issue, "alcohol is often a part of the problem," Rader said. "If we could get a better handle on the impaired driving problem, it would address a lot of serious crashes, including wrong-way crashes."

A 2012 NTSB special investigation noted that 59 percent of wrong-way drivers had blood-alcohol levels of over .15 percent. Drivers are considered impaired with a level of .08 percent.

Another 10 percent had blood-alcohol levels between .08 and .15 percent, the NTSB said.

Andrew Bergholz, co-owner of TAPCO Inc., a Brown Deer, Wis., manufacturer of traffic safety products, agreed that alcohol is a critical factor in wrong-way crashes. Still, his company is having some success with off-ramp redesigns and other technologies.

A pilot project in San Antonio, Texas, using advanced TAPCO signs at 27 ramps saw wrong-way crashes drop 30 percent, according to the Texas Department of Transportation.

TAPCO is working on monitors that can send notification to law enforcement instantly when there has been a breach at an off-ramp. The company is also researching such concepts as self-correction — trying to discover what prompts a driver who realizes his or her mistake to take corrective action.

"It's a big issue because the ramifications are so dire," Bergholz said.

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