



**SAFE
STREETS
PINELLAS**

Safe Streets Pinellas Update

Sarah Caper

June 24, 2020

Vision Zero

Vision Zero is a transportation safety philosophy based on the principle that loss of life is not an acceptable price to pay for mobility. Vision Zero exists to eliminate traffic deaths and severe injuries in the transportation system with a proactive, preventive approach.

- 1 Reframes traffic deaths as **preventable**.
- 2 Integrates **human failing** into the approach.
- 3 Focuses on preventing **fatal and severe crashes** rather than eliminating all crashes.
- 4 Aims to establish **safe systems** rather than relying on individual responsibility.
- 5 Applies **data driven** decision making.
- 6 Establishes road safety as a **social equity issue**.



Core Elements of Vision Zero Communities

Leadership and Commitment

Public, High Level and Ongoing Commitment

Authentic Engagement

Strategic Planning

Project Delivery

Safe Roadways and Safe Speeds

Complete Streets for All

Context Appropriate Speeds

Data-driven Approach, Transparency and Accountability

Equity-focused Analysis and Programs

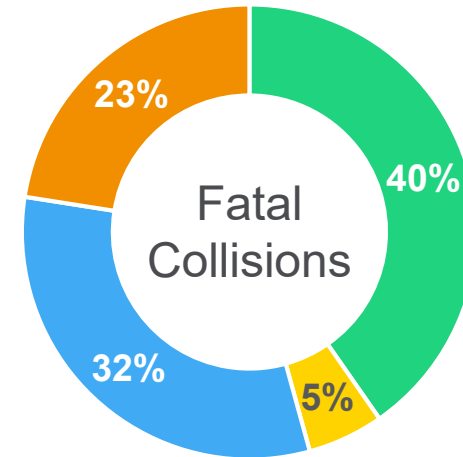
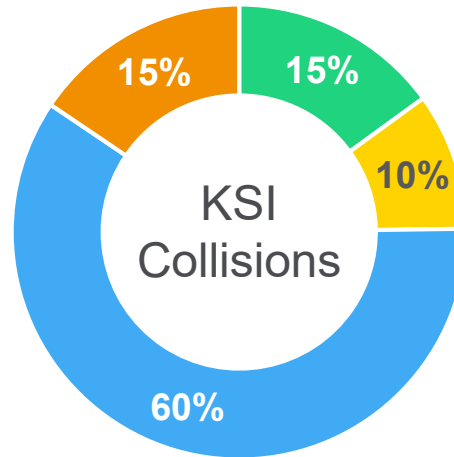
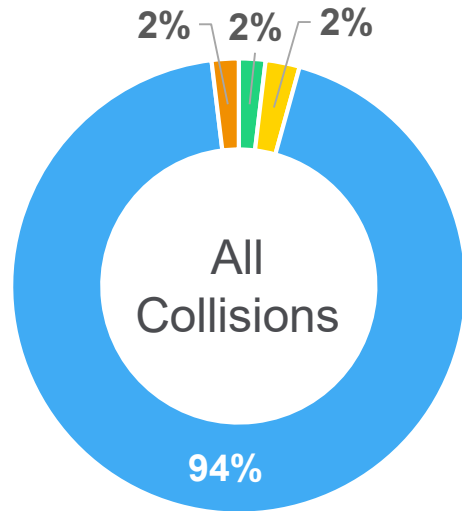
Proactive, Systemic Action

Responsive, Hot Spot Planning

Comprehensive Evaluation and Adjustments

Mode Split

Pinellas County, 2015-2019



Auto & Other

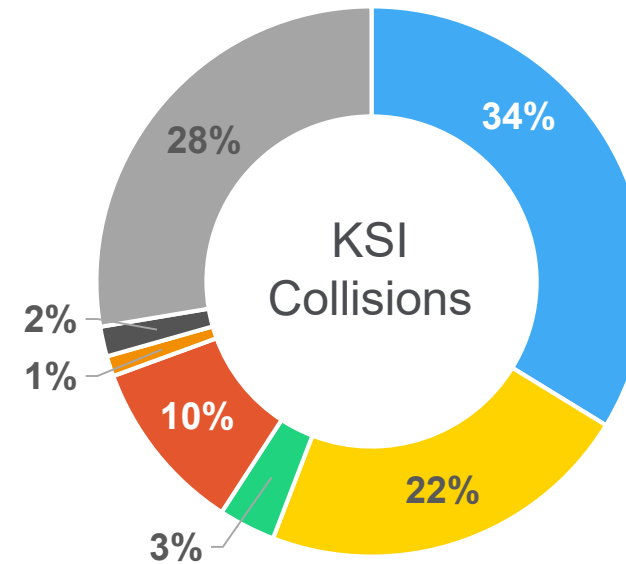
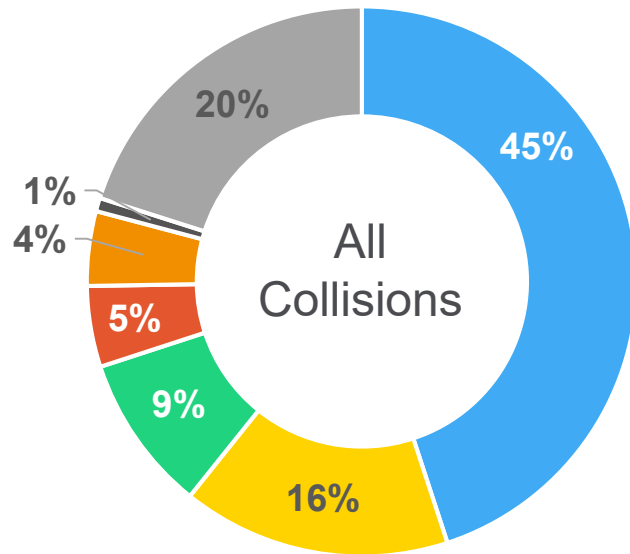
Bicycle

Pedestrian

Motorcycle

Collision Causes

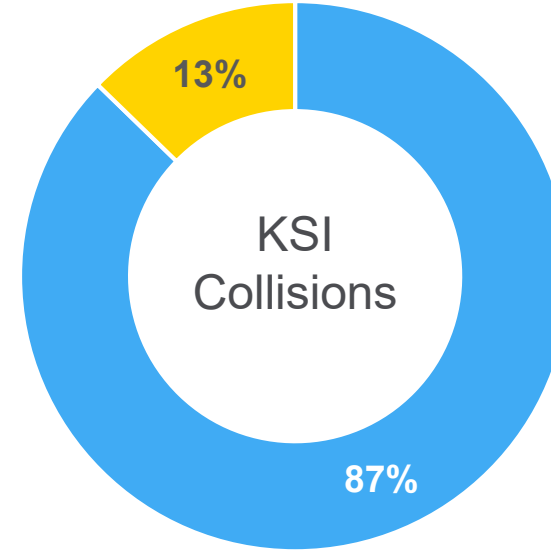
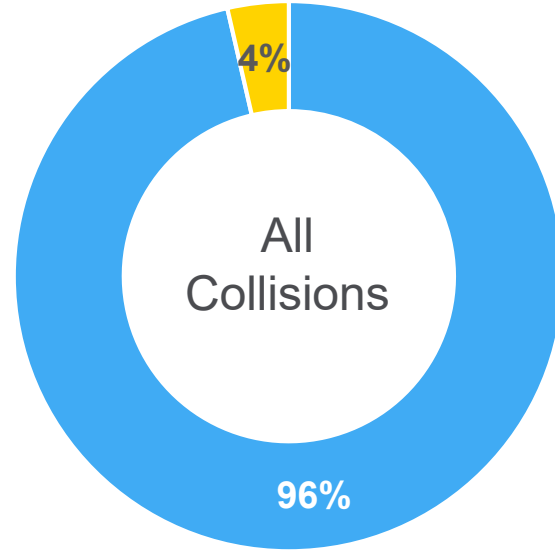
Pinellas County, 2015-2019



- Careless/Negligent/Reckless/Aggravated Driving
- Failed to Keep Lane or Yield
- Improper Backing/Passing/Turn
- Followed Too Closely
- Ran Red Light/Stop Sign/Off Road
- Too Fast
- Other/No data

DUI as a Factor

Pinellas County, 2015-2019

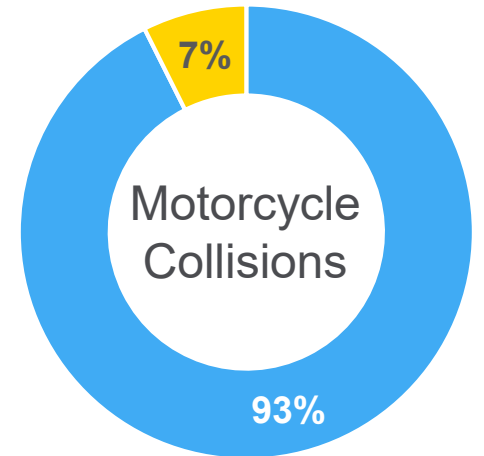
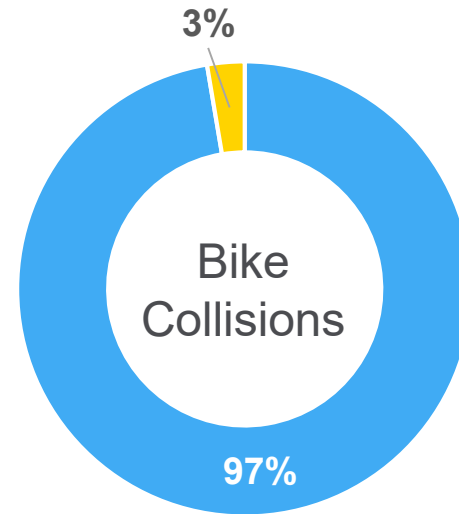
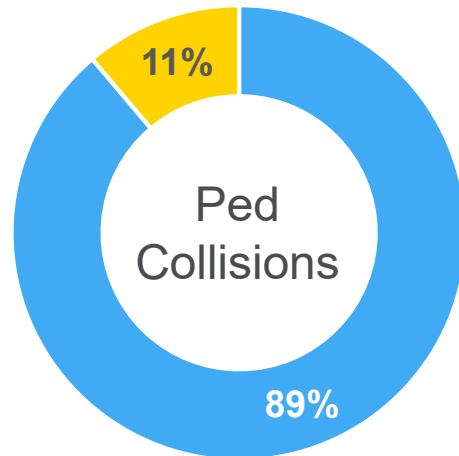
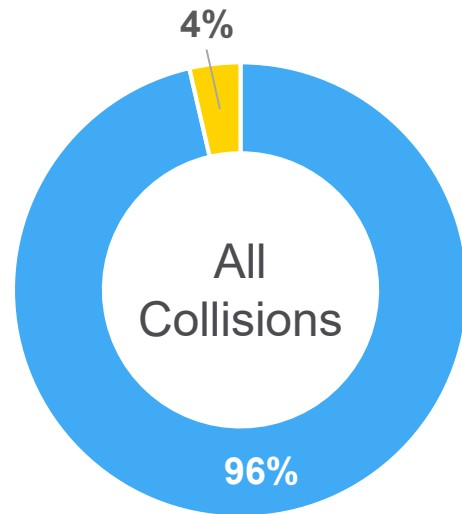


■ DUI not involved

■ DUI involved

DUI as a Factor

Pinellas County, 2015-2019

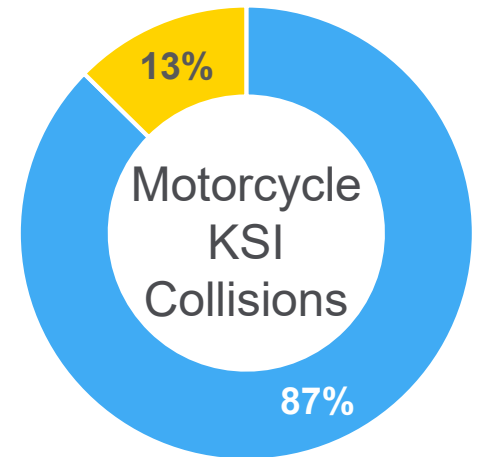
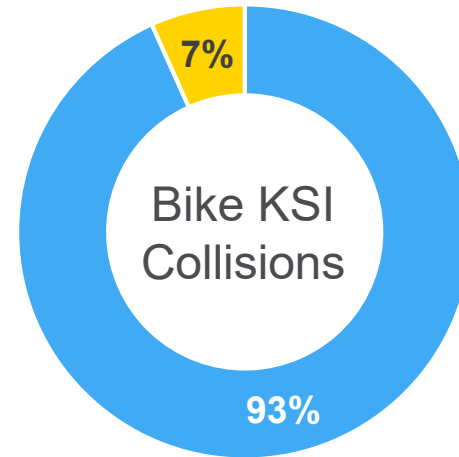
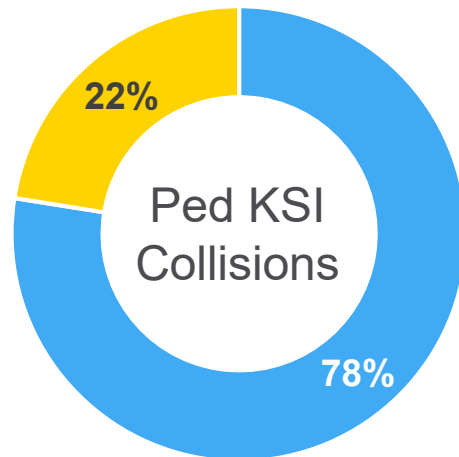
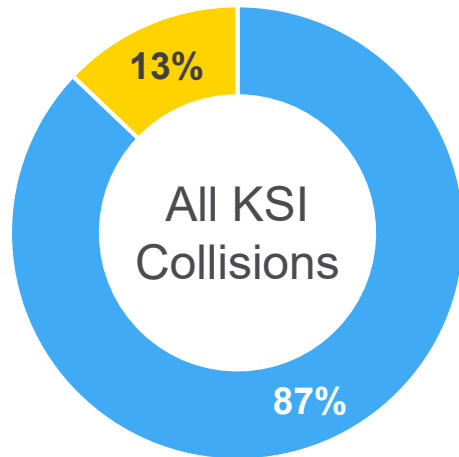


■ DUI not involved

■ DUI involved

DUI as a Factor

Pinellas County, 2015-2019

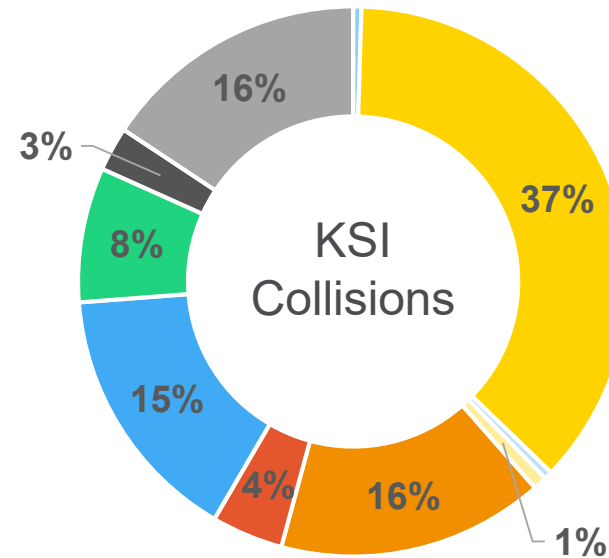
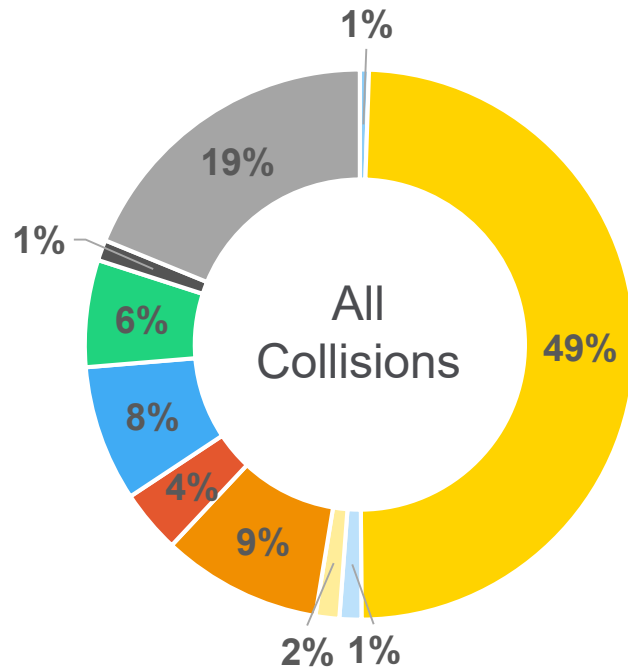


■ DUI not involved

■ DUI involved

Pedestrian Collisions by Location

Pinellas County, 2015-2019

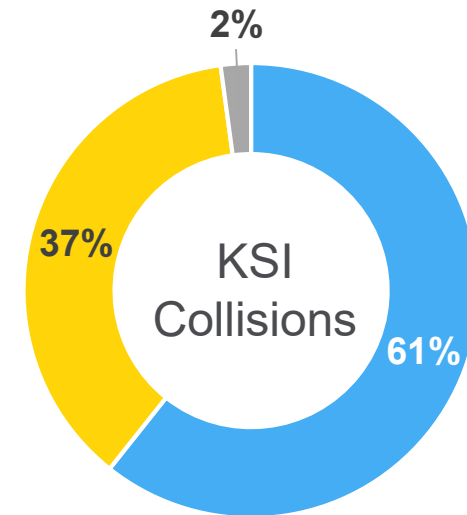
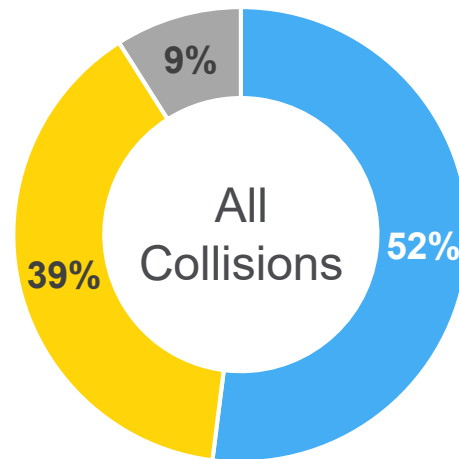
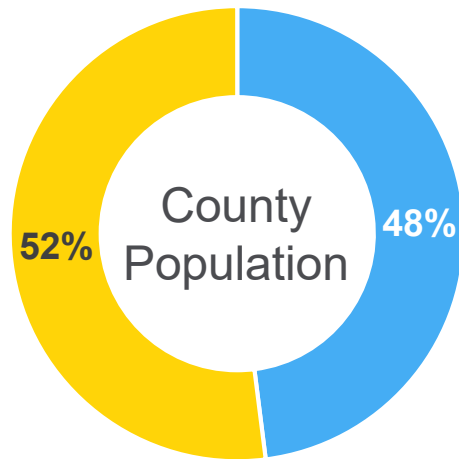


- Walking along road with traffic
 ■ Walking along road against traffic
 ■ Waiting to cross
- Crossing road
 ■ Walking in sidewalk
 ■ In road
 ■ Shoulder/median/adjacent to road
- K-12 students going to/from school
 ■ Working in road
 ■ Other/No data



Collisions by Sex of Driver

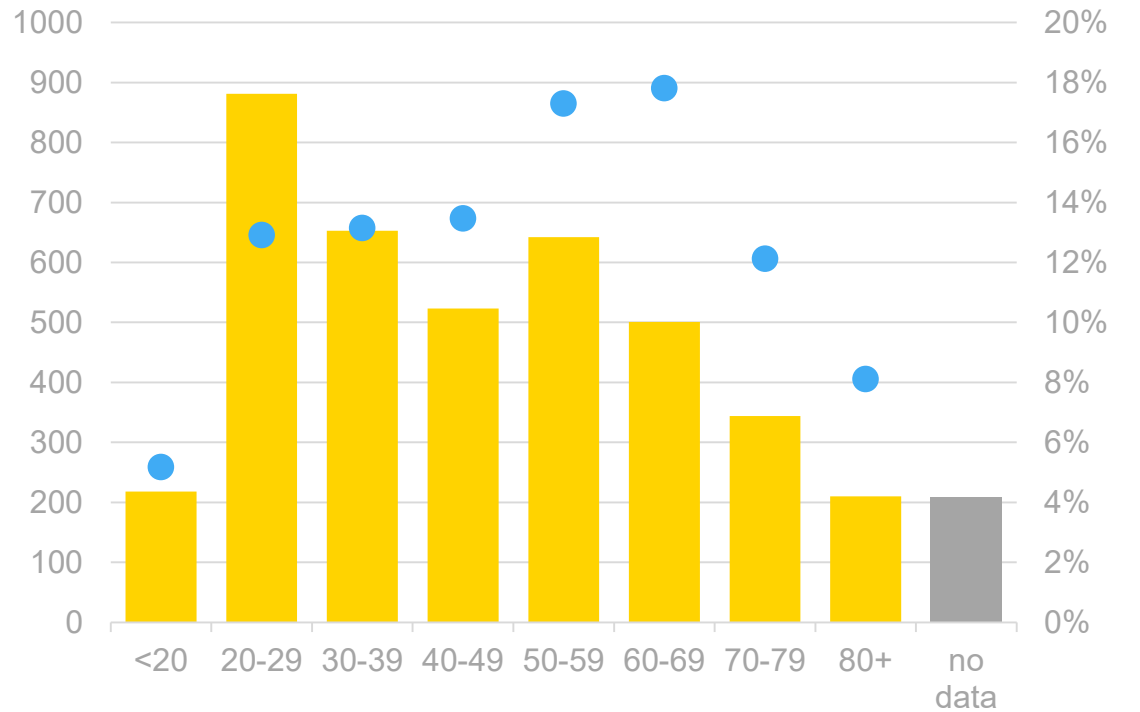
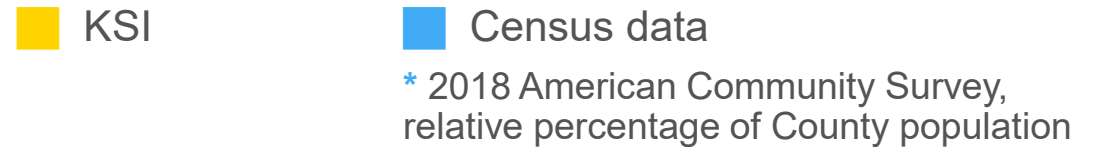
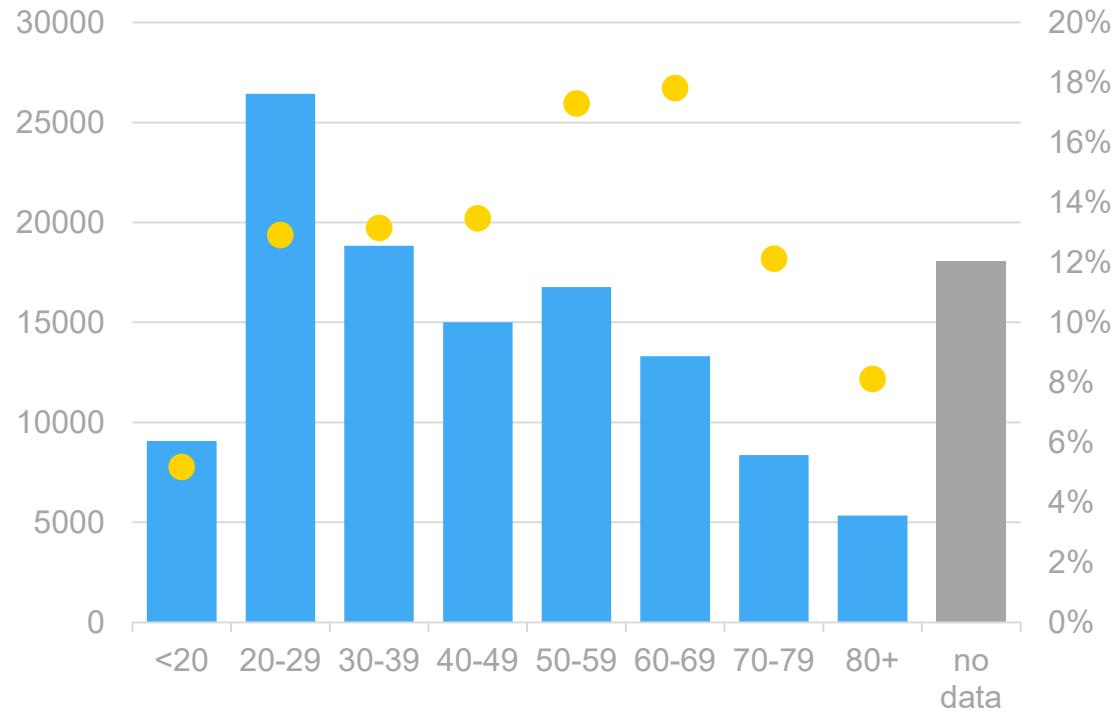
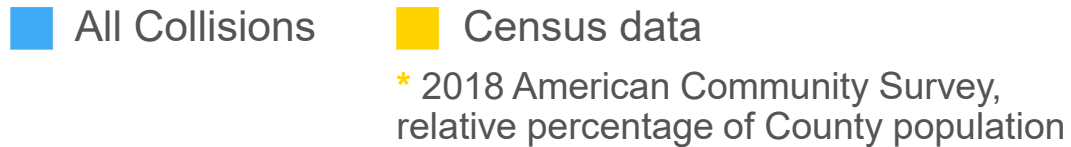
Pinellas County, 2015-2019



Women Men No data

Collisions by Age of Driver

Pinellas County, 2015-2019

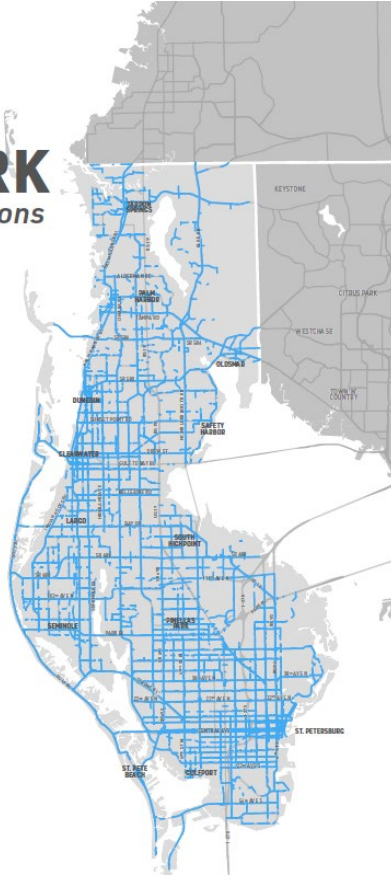


Top 25 KSI Collision Locations



High Collision Roadways

HIGH-INJURY NETWORK 75% of KSI Collisions



COLLISION HOTSPOTS

Hotspot Corridors

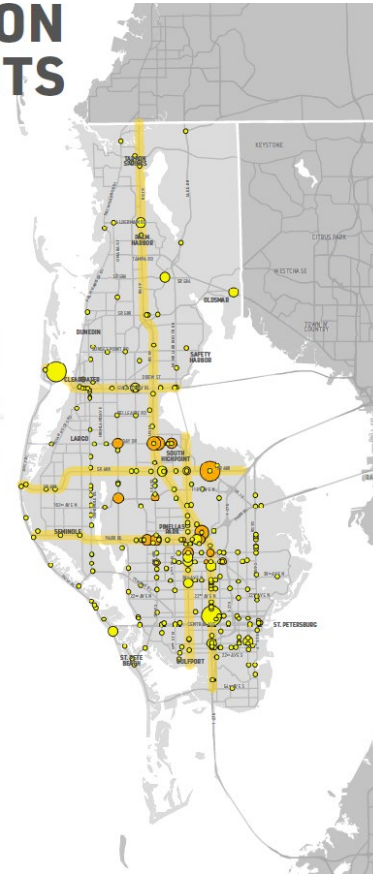
Collision Hotspots

Fatal Collisions at Intersections

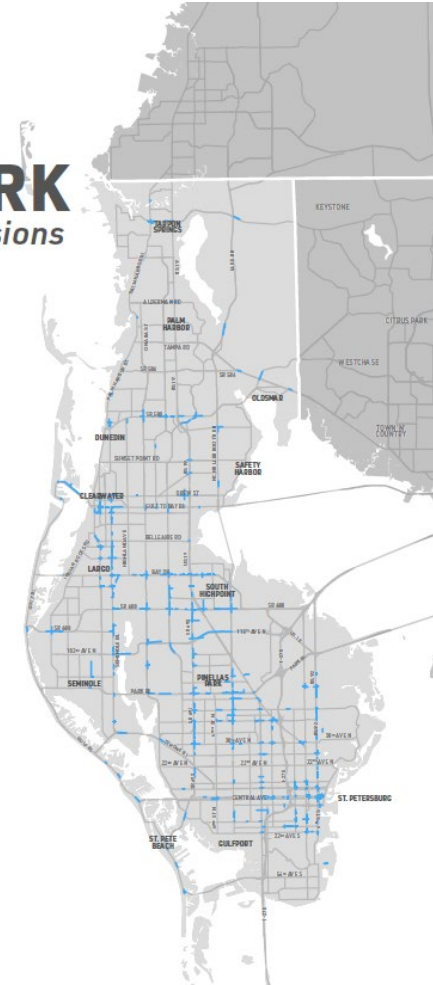
- High
- Medium
- Low

KSI Collisions at Intersections

- High
- Medium
- Low



HIGH-INJURY NETWORK 40% of KSI Collisions



Initial Outreach Push

Highlights

8-weeks

Interactive Story Map

Feedback Tools

Educational Components

Prizes for participating!



I AM A

DRIVER, PEDESTRIAN, BICYCLIST, PARENT, STUDENT, NEIGHBOR, ETC.

AND I PLEDGE TO...

Story Map

Collision Analytics

This map shows the locations of KSI collisions that involved vulnerable roadway users (vulnerable roadway users typically include **pedestrians**, **bicyclists**, and **motorcyclists** as they are not protected by a vehicle), as well as automobile-only collisions (in white) where a person was killed or severely injured.

This data will then be used to develop the high injury network. The purpose of the high injury network is to

- identify where crashes occur
- repeatedly, so further analysis and the deployment of countermeasures
- to reduce KSI collisions can be prioritized.

Feel free to explore around the map for yourself.

Concentrated Collisions

by mode

- Bike
- Motorcycle
- Pedestrian
- Automobile

Interactive Map

FORWARD PINELLAS Safe Streets Pinellas InteractiveWebmap

Find address or place

>Welcome to the Safe Streets Pinellas
Feedback Dashboard
An interactive mapping tool by Fehr & Peers

SAFE STREETS PINELLAS

Instructions

Skip Instructions

Place a Comment

as
ap

Find address or place

Bridgeport

Original Comment
Drivers do not yield to pedestrians

Cars exiting Village are almost all turning left onto Enterprise. The only pedestrian crosswalk over Enterprise is directly in their path. Many view their green light as a turn light and do not look for pedestrians. Adding a pedestrian crosswalk on the west side of that intersection as well might protect pedestrians better.

Upvote

Be the first to comment.

Safety Harbor

Dellwood

Place a Comment

Observation Points

Type

- Drivers and bicyclists not sharing the road
- Inadequate or missing bikeways (trails, bike lanes, etc.)
- There isn't enough street lighting
- Drivers go too fast
- Drivers run red lights or stop signs
- Hard to make a left-turn
- Drivers make unsafe turns or lane changes
- Hard to see far enough down the road
- Speed limit is too high
- Drivers do not yield to pedestrians

Demonstration Projects



Photo courtesy of Hillsborough MPO

Live Action

- Visibility
- Educational Opportunities
- How
 - Physical look
 - Enforcement

Project Types

- Data driven – types and locations
- Partnership with stakeholders/local jurisdictions
 - FDOT
 - Law enforcement
- Range and mix of context, locations, roadway types

Implementation Next Steps

- Select Demonstration Project Priorities
- Identify agency partners and agree upon demonstration project type and location
- Conduct Field Visits to Observe Conditions and Identify Opportunities
- Develop Concept Plan for Temporary Enhancements
- Identify Needed Materials and Associated Sources
- Schedule Demonstration

