



**SAFE
STREETS
PINELLAS**

Clearwater City Council Meeting

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Aug. 29, 2022

Presentation Overview



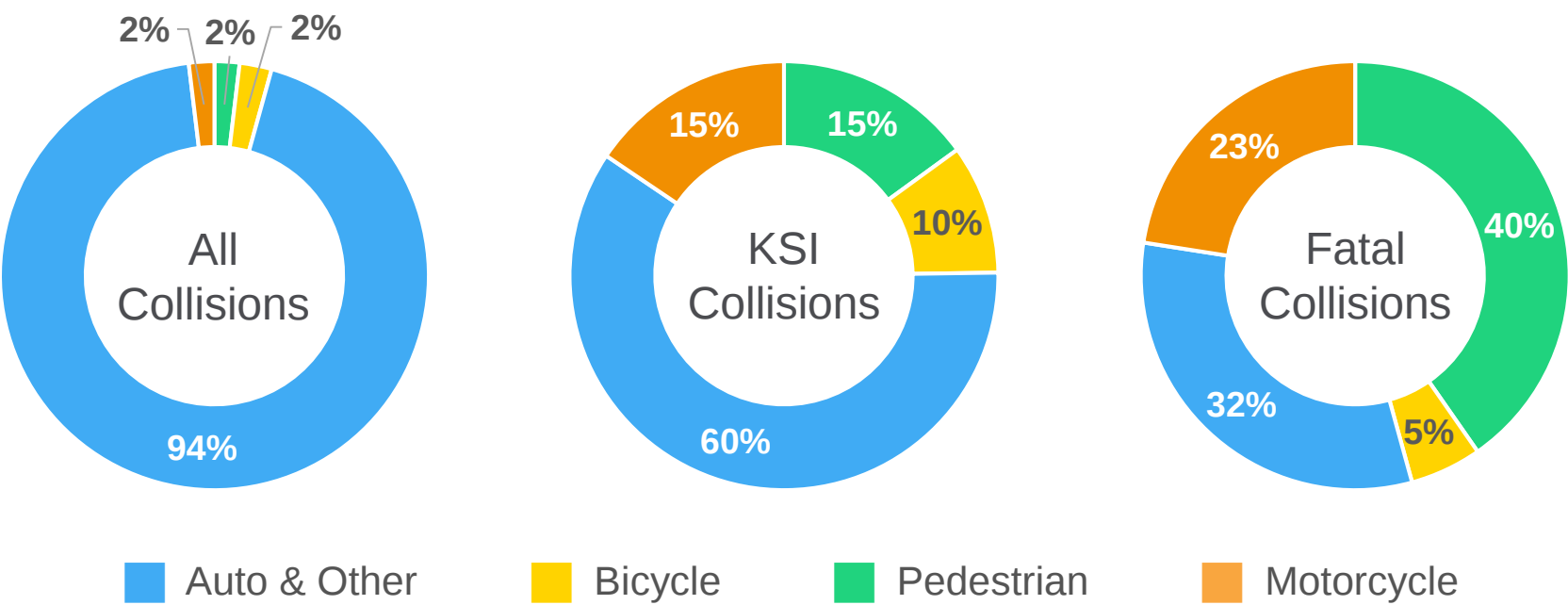
A photograph of a coastal city street, likely Miami Beach, featuring a wide sidewalk, palm trees, and multi-story buildings in the background. The scene is overlaid with a semi-transparent dark grey filter. The text "Overview & Why Vision Zero" is centered in white, bold, sans-serif font.

Overview & Why Vision Zero

Why Vision Zero?

On average, 2 people are killed or severely injured (KSI) in traffic collisions every day in Pinellas County

Pinellas County, 2015-2019



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

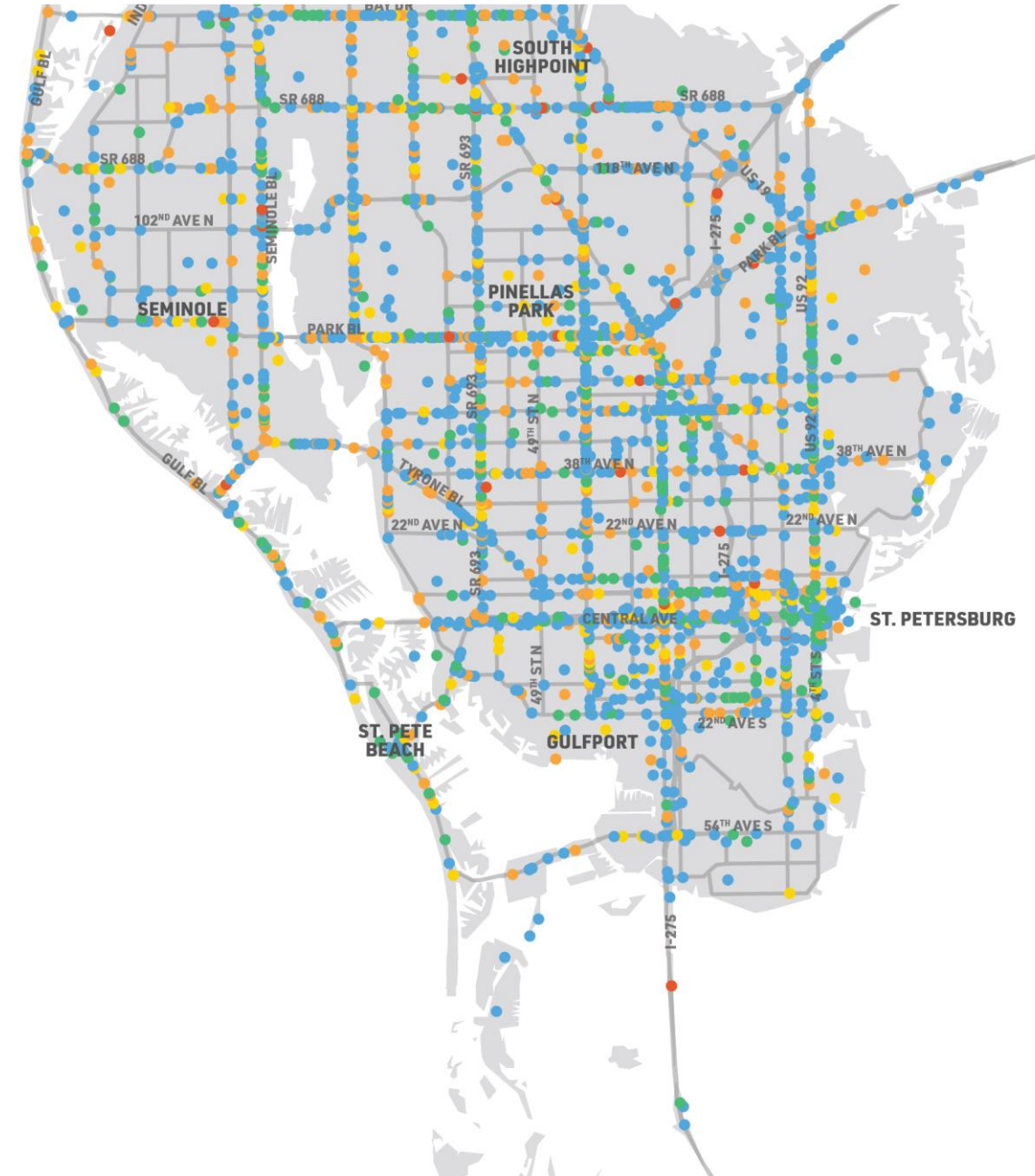
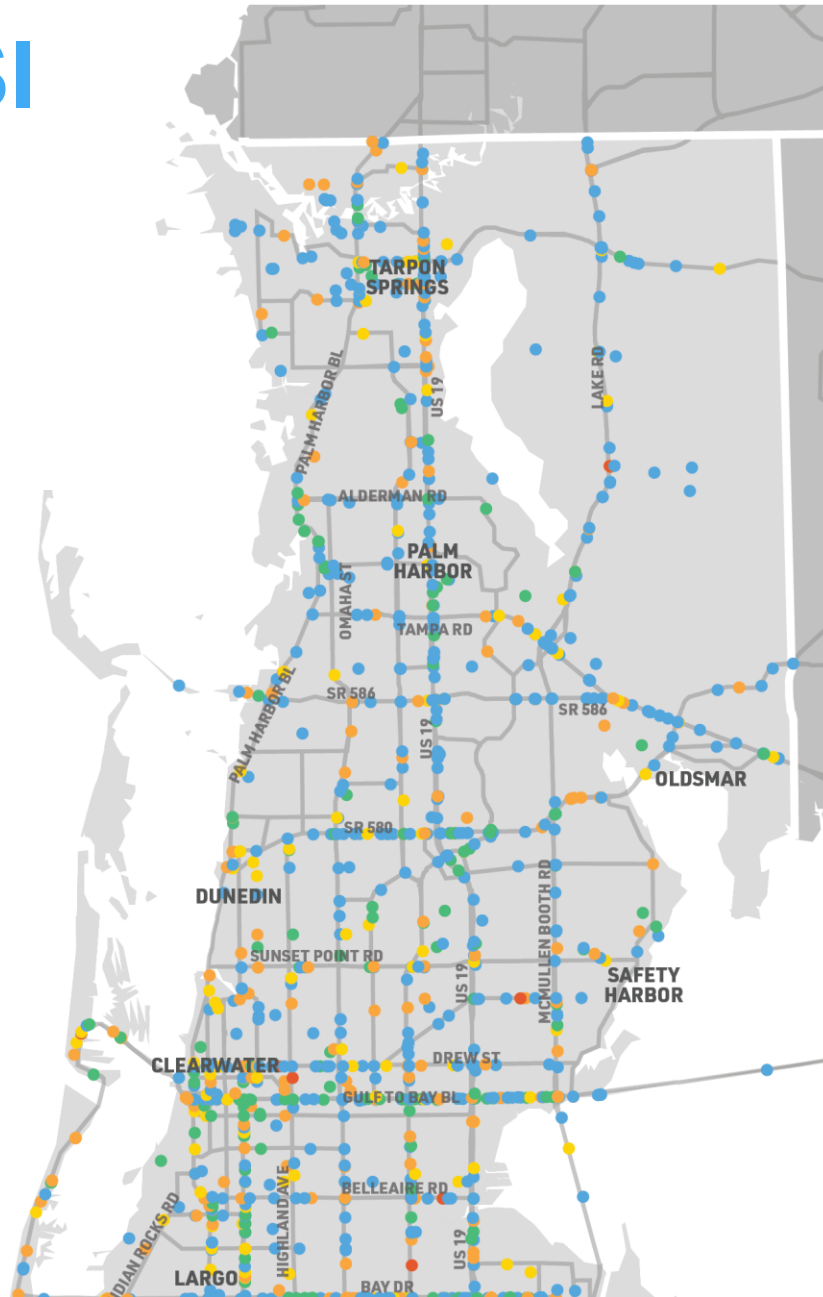
Comprehensive Evaluation and Adjustments

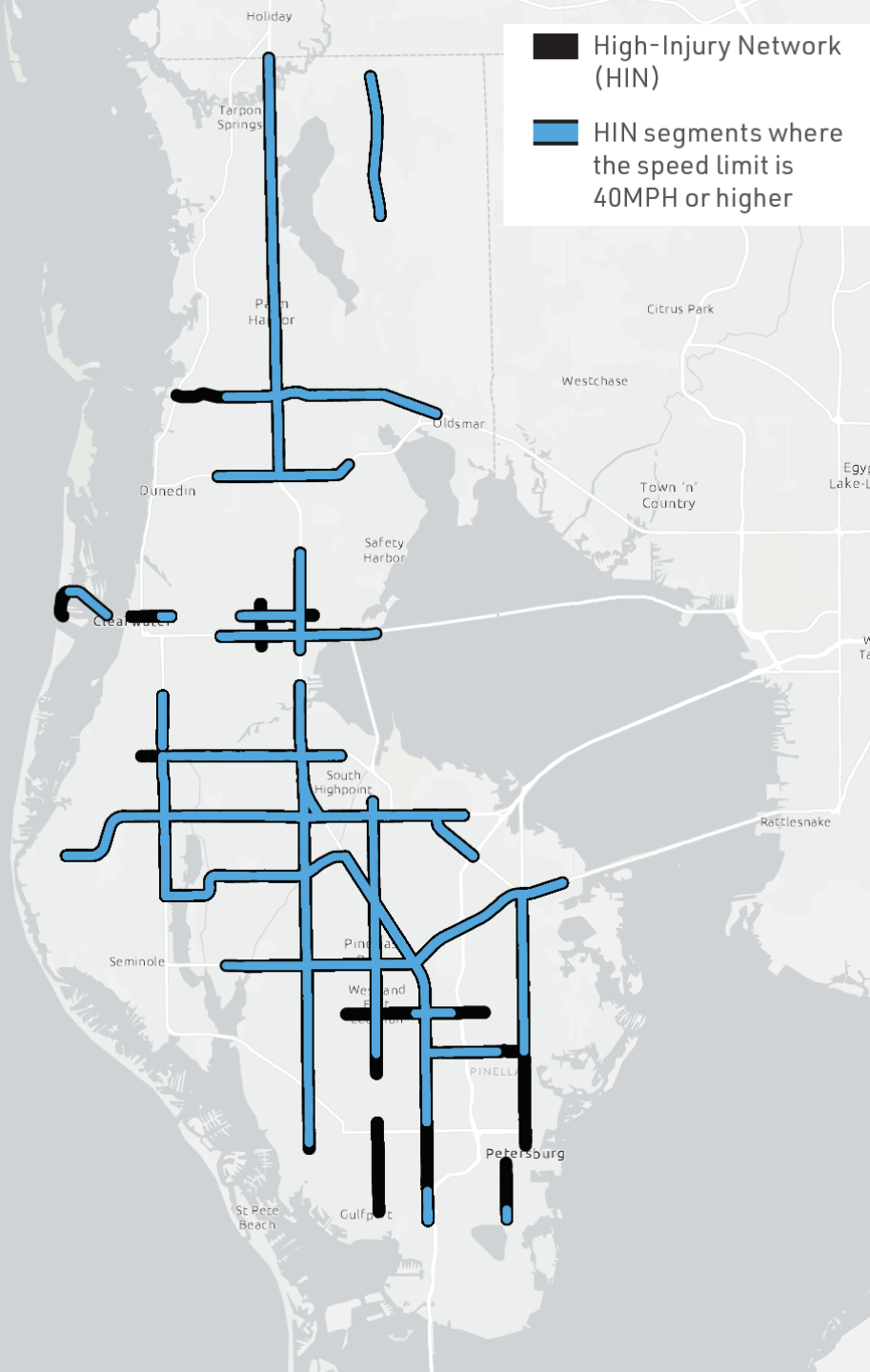
The background image shows a coastal city street scene. In the foreground, there is a paved sidewalk with several palm trees and some people walking. A stroller is visible on the left. In the middle ground, there are more palm trees and a few cars parked or driving. In the background, there are several multi-story buildings, likely hotels or apartments, under a clear sky. The overall scene is bright and sunny.

Collision Analysis & High Injury Network

Map of KSI Collisions by Mode, 2015-2019

- Automobile
- Bicycle
- Pedestrian
- Motorcycle
- Truck



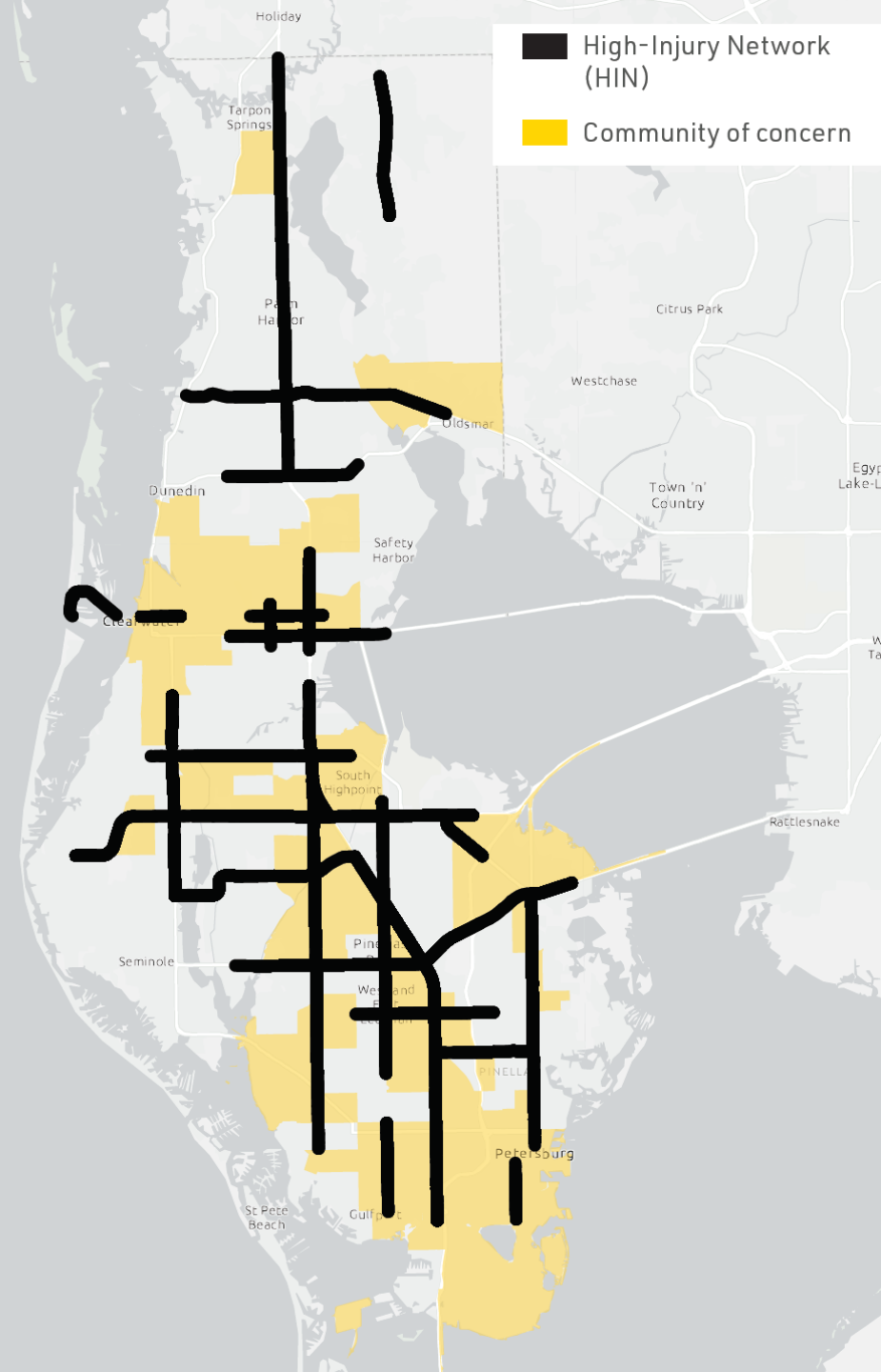


High Speed Limits

87% of the High Injury Network roadways have speed limits of 40 mph or higher

Communities of Concern

73% of the High Injury Network bounds or runs through a community of concern



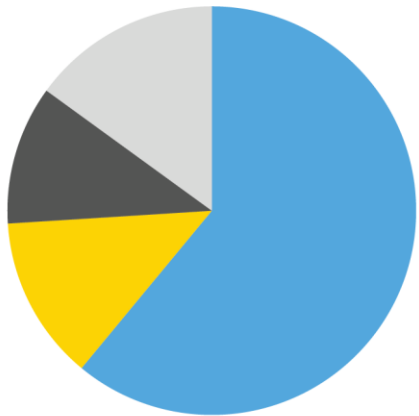
A coastal city scene with palm trees, a paved walkway, and buildings in the background. The image is dimmed to serve as a background for the text.

Countermeasures & Demonstration Projects

Engineering Countermeasures

Pedestrian Collision Profile

Top Contributing Factors



- **61%** no contributing action
- **13%** failed to yield right-of-way
- **11%** careless or negligent driving
- 15% other factors

Potential Engineering Countermeasures

Signalized Intersections



Non-Engineering Countermeasures

Data Collection, Monitoring, Analysis

Education Campaign

Street & Roadway Design

Funding

Legislative



Funding

16

Modify Forward Pinellas funding prioritization criteria to prioritize safety projects on the HIN that address key crash profiles, hot spots, or otherwise reduce KSI crashes; evaluate effectiveness of current funding criteria.

Partners

Forward Pinellas

Timeline

Completed; Action included in plan to measure progress

Performance Measures

Percent of available funding awarded to projects on HIN

Demonstration Projects



Test countermeasures
and performance
measures



Build awareness

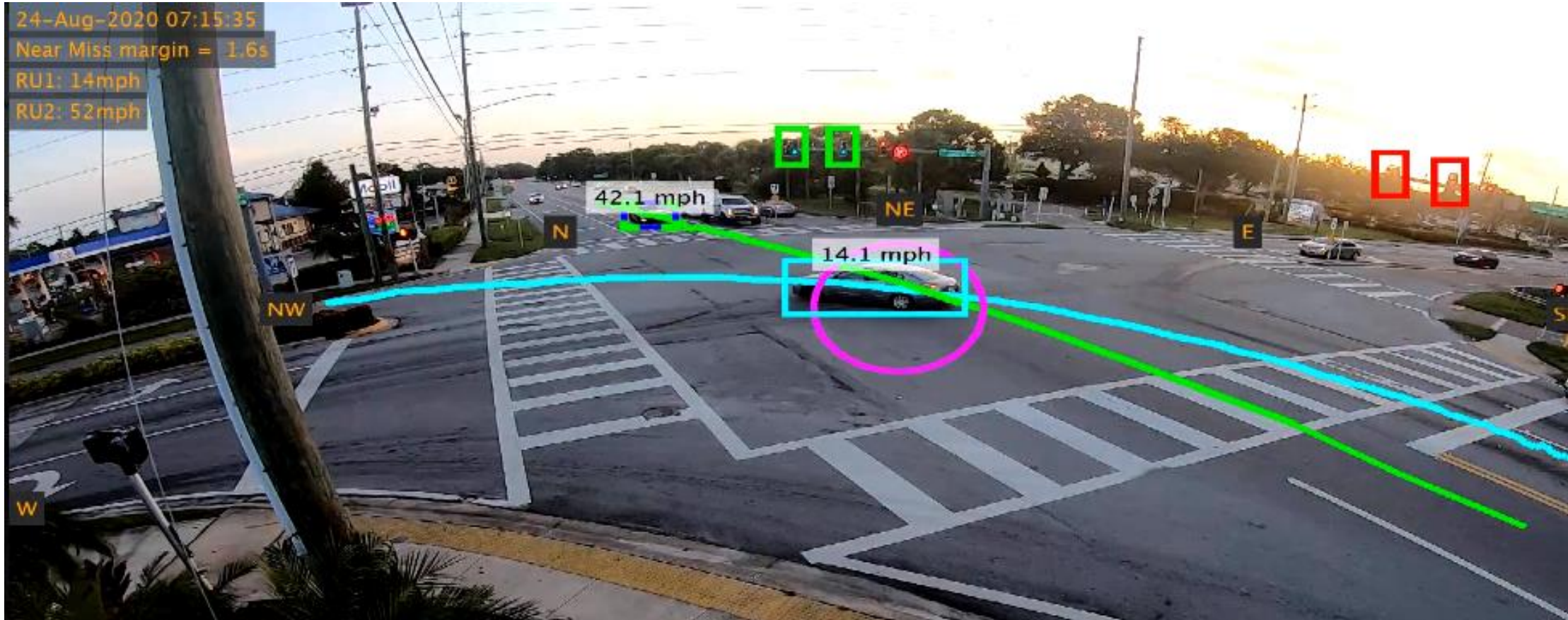


Strengthen community
partnerships



Exhibit range of projects
across varied locations

Alt. 19/Curlew Road (technology)



Alt. 19/Curlew Road (technology)



Key highlights

- 360 people driving were observed driving 10 or more mph over the posted speed limit (35 mph for Curlew Road and 40 mph for Alt. 19)
- 60 people driving ran a red light
- 61 people walking or bicycling crossed on red
- Over 3,000 potential near-misses were observed

Implementation

A coastal city scene featuring a paved walkway lined with palm trees. In the background, there are several high-rise apartment buildings. People are walking along the path, and a car is visible on the street to the right. The word "Implementation" is overlaid in large white text.

Partner Agency Support

Forward Pinellas Board adopted the Safe Streets Action Plan in March 2021

Staff is actively seeking support (draft resolution, comprehensive plan policies, etc.) from our local government partners

Part of the Vision Zero Network, Pedestrian Bicycle Safety Coalition, etc.

Forward Pinellas was the lead agency for the 4th Annual Gulf Coast Safe Streets Summit on November 2-4, 2021



Partner Agency Support

Local government partner support to date:

- Belleair Beach
- Belleair Bluffs
- Belleair Shores
- BIG-C
- Dunedin
- Gulfport
- Indian Rocks Beach
- Indian Shores
- Kenneth City
- Largo
- Madeira Beach
- North Redington Beach
- Oldsmar
- Redington Beach
- Redington Shores
- Safety Harbor
- St. Pete Beach
- St. Petersburg
- Tarpon Springs
- Treasure Island

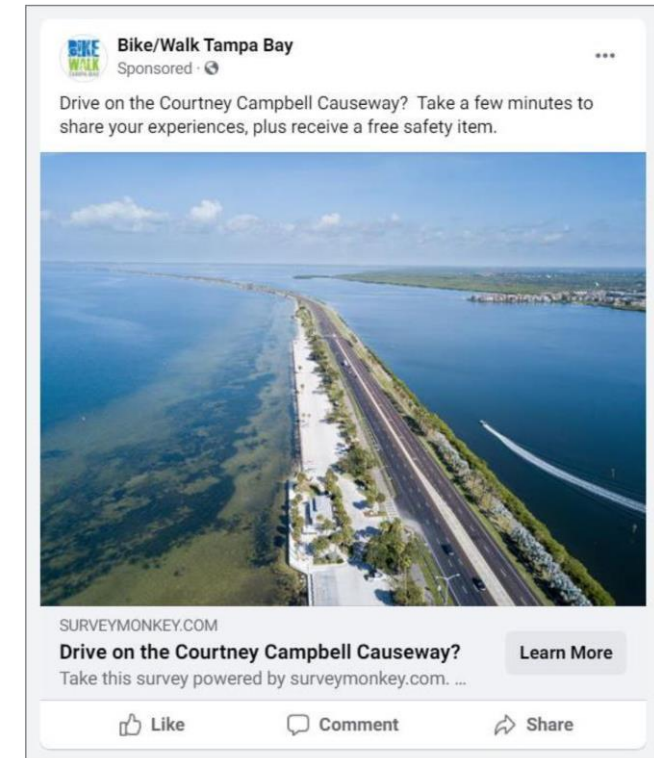
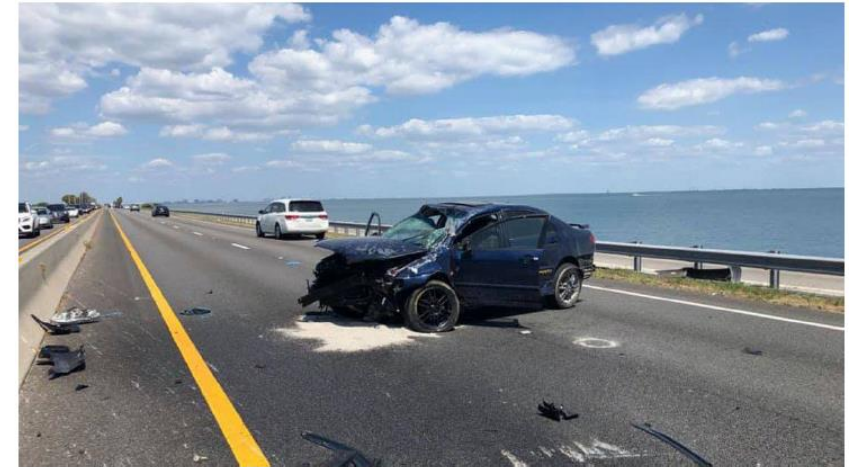
High Injury Network and Hot Spots Analysis

FDOT Geofencing Pilot Program addresses speeding which is the biggest safety challenge district wide

1-month pilot program targeted drivers along the Courtney Campbell Causeway

- Geofenced messaging
- Social media messaging
- Survey
- Variable message signs
- Law enforcement partnerships

Future evaluation of the High Injury Network to identify other corridors for the next phase



Key Takeaways

There is support at the staff level for Safe Streets Pinellas

Limited financial and/or staff resources

Bureaucratic red tape is a barrier to accessing certain safety funding

Need more proof points (i.e., before/after studies)

Be willing to use different tools (i.e., technology, design concepts, etc.)

Commitment must be sustained over the long-term



TOWARDS ZERO TOGETHER

FORWARDPINELLAS.ORG

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