Vision Zero Action Plan

Severe Crash Corridor Profiles (2012-2016)

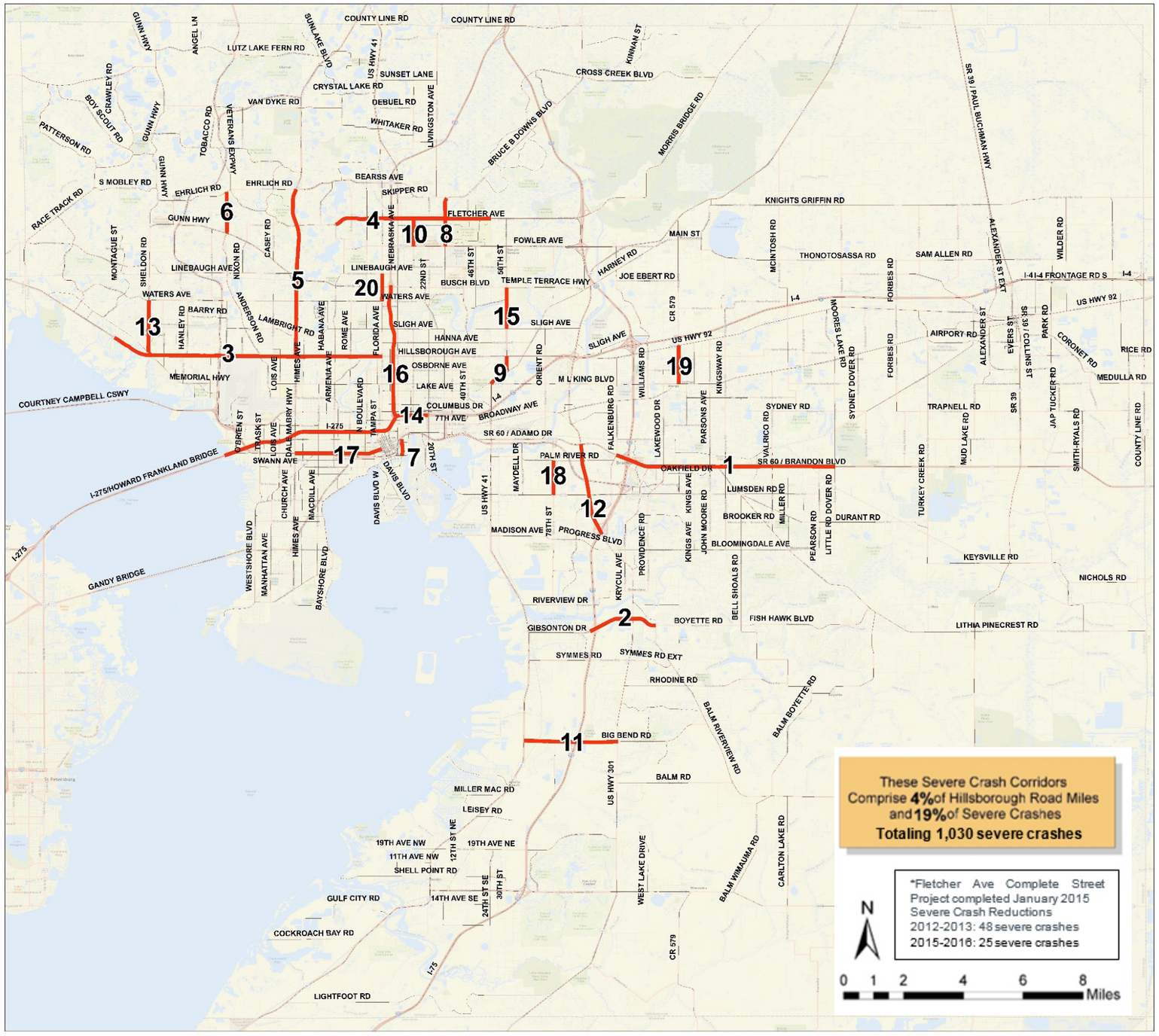
Overview & Methodology

This companion report to the Vision Zero Action Plan provides a snapshot of the characteristics and crash factors for each of the top 20 Vision Zero Severe Crash Corridors. These corridors comprise four percent of road miles in Hillsborough County, yet they account for 19 percent of the severe crashes. These corridor profiles provide some insights into the corridor characteristics, types of crashes most prevalent, crash locations, and what factors may be influencing the high rates of fatalities and injuries. Crash data from 2012 to 2016 was analyzed to identify the corridors with the greatest occurences of severe crashes per mile. Severe crashes are defined as crashes involving a fatality or incapacitating injury. Countywide severe crash averages are used for comparison.

School-Age Student High Crash Areas

As part of this analysis, each severe crash corridor was evaluated to identify those that occur near schools that experience a high number of crashes involving students walking or biking to school. The school bussing program picks up students who reside outside of a two-mile radius of their school. Students living within the two-mile radius of their schools do not qualify for the courtesy bussing, and must either be driven, walk, or bike to their school. The following table summarizes the schools within a two-mile radius of the severe crash corridors.

Severe Crash Corridor	School-Age Student High Crash Schools
Brandon Blvd from Falkenburg Rd to Dover Rd	Mann Middle School, Brandon High School, Bloomingdale High School
Gibsonton Dr/Boyette Rd from I-75 to Balm Riverview Rd	Riverview High School
Dale Mabry Hwy from Hillsborough Ave to Bearss Ave	Mendenhall Elementary School, Adams Middle School, Pierce Middle School, Chamberlain High School, Leto High School, Gaither High School
Meridian Ave from Channelside Dr to Twiggs St	Blake High School
Bruce B. Downs from Fowler Ave to Bearss Ave	Sulphur Springs Elementary, Sulphur Springs Middle School, Van Buren Middle School
50th St from MLK Blvd to Hillsborough Ave	James Elementary School, Middleton High School
15th St from Fowler Ave to Fletcher Ave	Sulphur Springs Elementary, Sulphur Springs Middle School, Van Buren Middle School
Sheldon Rd from Hillsborough Ave to Waters Ave	Webb Middle School, Alonso High School
I-4 from I-275 to 22nd St	Memorial Middle School, Middleton High School, Hillsborough High School, Blake High School
I-275 from Howard Frankland Bridge to Busch Blvd	Sulphur Springs Elementary, Mabry Elementary, Mendenhall Elementary, Memorial Middle School, Coleman Middle School, Pierce Middle School, Sligh Middle School, Sulphur Springs Middle School, Van Buren Middle School Middleton High School, Hillsborough High School, Blake High School
56th St from Sligh Ave to Busch Blvd	James Elementary, King High School
Hillsborough Ave from Longboat Blvd to Florida Ave	Mendenhall Elementary, Memorial Middle, Webb Middle, Sligh Middle, Leto High School, Alonso High School
Kennedy Blvd from Dale Mabry Hwy to Ashley Dr	Mabry Elementary, Coleman Middle, Plant High School, Blake High School
Mango Rd from MLK Blvd to US 92	Armwood High School
Florida Ave from Waters to Linebaugh Ave	Sulphur Springs Elementary, Sulphur Springs Middle, Van Buren Middle, Hillsborough High School



Top 20 Severe Crash Corridors in Hillsborough County (2012 - 2016) All Modes

(Severe crash = A crash resulting in a fatality or incapacitating injury)

1. **Brandon Blvd from Falkenburg Rd to Dover Rd (7.18 miles)**
   180 crashes (25 crashes per mile)
2. **Gibsonton Dr/Boyette Rd from I-75 to Balm Riverview Rd (2.33 miles)**
   49 crashes (21 crashes per mile)
3. **Hillsborough Ave from Longboat Blvd to Florida Ave (8.87 miles)**
   176 crashes (19.8 crashes per mile)
4. **Fletcher Ave from Armenia Ave to 50th St (5.09 miles)**
   100 crashes (19.6 crashes per mile)*
5. **Dale Mabry from Hillsborough Ave to Bearss Ave (6.17 miles)**
   116 crashes (18.8 crashes per mile)
6. **Lynn Turner from Gunn Hwy to Ehrlich Rd (1.51 miles)**
   28 crashes (18.5 crashes per mile)
7. **Meridian Ave from Channelside Dr to Twiggs St (0.6 miles)**
   11 crashes (18.3 crashes per mile)
8. **Bruce B. Downs from Fowler Ave to Bearss Ave (1.77 miles)**
   32 crashes (18.1 crashes per mile)
9. **50th St from MLK Blvd to Hillsborough Ave (1.24 miles)**
   22 crashes (17.7 crashes per mile)
10. **15th St from Fowler Ave to Fletcher Ave (1.02 miles)**
    18 crashes (17.6 crashes per mile)
11. **Big Bend Rd from U.S. 41 to I-75 (3.07 miles)**
    51 crashes (16.6 crashes per mile)
12. **U.S. 301 from I-75 to Adamo Dr (3.39 miles)**
    55 crashes (16.2 crashes per mile)
13. **Sheldon Rd from Hillsborough Ave to Waters Ave (2.04 miles)**
    33 crashes (16.2 crashes per mile)
14. **I-4 from I-275 to 22nd St (1.08 miles)**
    17 crashes (15.7 crashes per mile)
15. **56th St from Sligh Ave to Busch Blvd (1.51 miles)**
    23 crashes (15.2 crashes per mile)
16. **I-275 from Howard Frankland Bridge to Busch Blvd (10.86 miles)**
    164 crashes (15.1 crashes per mile)
17. **Kennedy Blvd from Dale Mabry Hwy to Ashley Dr (2.85 miles)**
    43 crashes (15.1 crashes per mile)
18. **78th St from Causeway Blvd to Palm River Rd (1.26 miles)**
    19 crashes (15.1 crashes per mile)
19. **CR 579 / Mango Rd from MLK Blvd to U.S. 92 (1.4 miles)**
    21 crashes (15 crashes per mile)
20. **Florida Ave from Waters Ave to Linebaugh Ave (1.01 miles)**
    15 crashes (14.9 crashes per mile)

1. Brandon Blvd (SR 60)

From Falkenburg Rd to Dover Rd

Posted Speed: 45 - 50 mph **| Number of Through Lanes:** 4-8 **| VMT:** 463,964

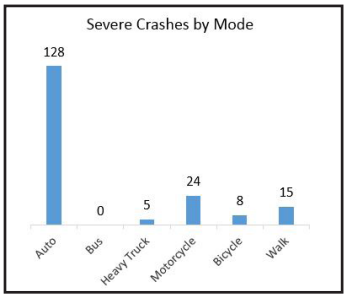
Bus Route: Yes **| School-Age Student High-Crash Area:** Yes

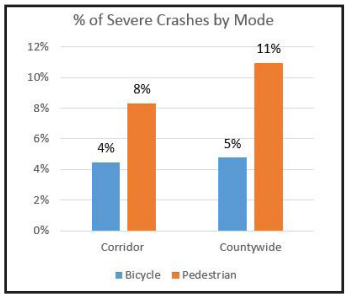
Length: 7.18 miles **| Total Severe Crashes:** 180 (25 per mile)

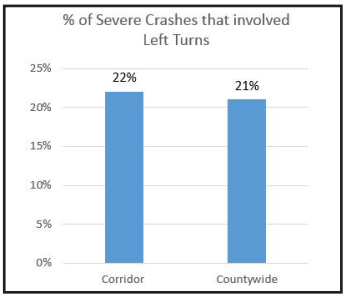
General Surrounding Land Use: Suburban, with shopping plazas and residential subdivisions

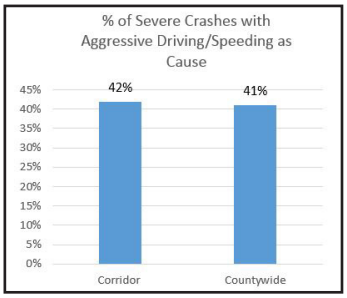
Key Crash Findings

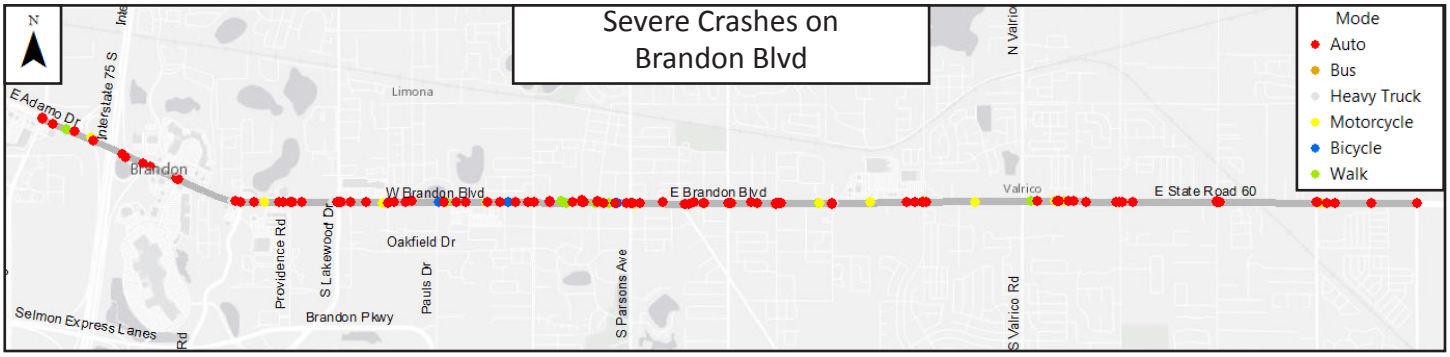
- During 2012 to 2016, a total of 180 severe crashes occurred on Brandon Blvd, of which 11 resulted in fatalities and 169 resulted in incapacitating injuries. This corridor has the highest number of severe crashes per mile among the Top 20 Vision Zero severe crash corridors.
- The patterns of severe crashes along this corridor were similar to countywide severe crash averages, including crash type; the percent of severe crashes that involved pedestrians, bicyclists, and motorcycles; and major crash causes, such as speeding, failure to yield ROW, and intoxication.
- Many of the crashes occur between Lakewood Dr and Parsons Ave, specifically at intersections.
- This is a heavily-trafficked suburban corridor with many shopping plazas and driveways that create greater opportunity for crashes involving turning movements of drivers going to or leaving the destinations along the corridor.
- Wikimap users noted sidewalk gaps, missing sidewalks, missing crosswalks, and low lighting at night, raising safety concerns for people walking or biking along this corridor.











2. Gibsonton Dr/Boyette Rd

From I-75 to Balm Riverview Rd

Posted Speed: 45 mph **| Number of Through Lanes:** 4-6 **| VMT:** 79,720

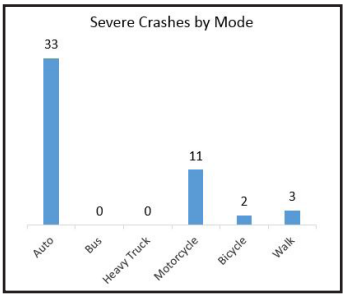
Bus Route: Yes **| School-Age Student High-Crash Area:** Yes

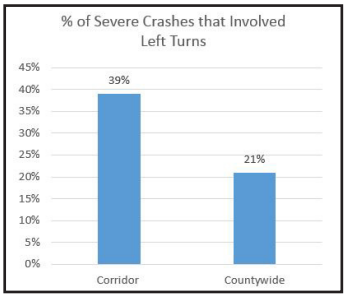
Length: 2.33 miles **| Total Severe Crashes:** 49 (21 per mile)

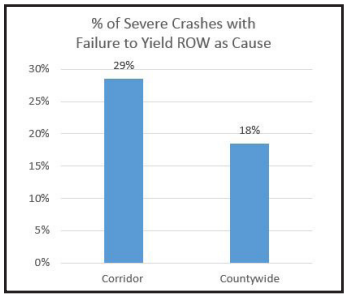
General Surrounding Land Use: Suburban, with shopping plazas and residential subdivisions

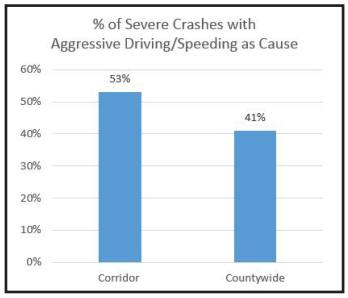
Key Crash Findings

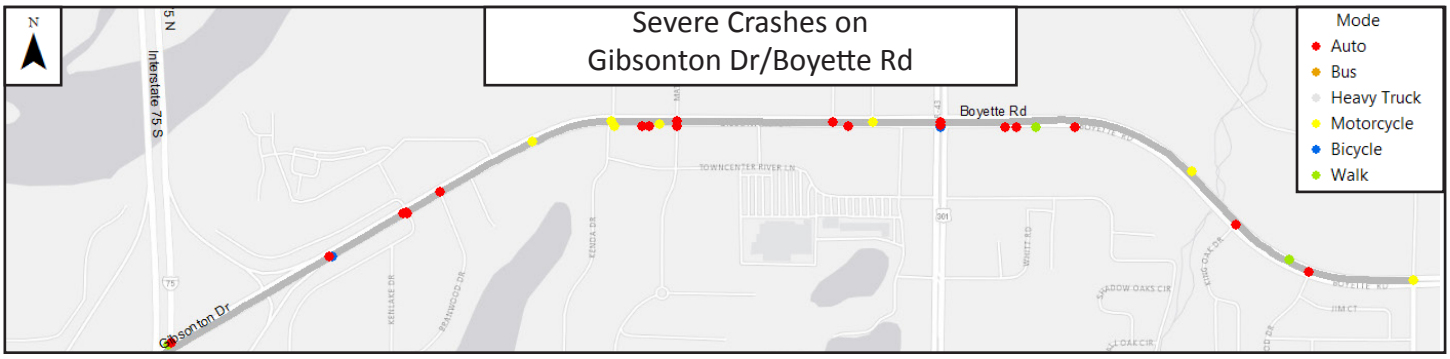
- During 2012 to 2016, a total of 49 severe crashes occurred on Gibsonton Dr/Boyette Rd, of which seven (7) resulted in fatalities and 42 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along Gibsonton Dr/Boyette Rd were more likely to involve left turns, motorcycles, and involve aggressive driving and/or speeding, or failure to yield as a cause.
- 28% of severe crashes involved motorcycles, compared to 14% countywide.
- 39% of severe crashes involved left turns, compared to 21% countywide.
- 29% of severe crashes were coded by law enforcement as involving failure to yield right-of-way as a cause, compared to 18% countywide.
- 53% of severe crashes were coded by law enforcement as having aggressive driving and/or speeding as a cause, compared to 41% countywide.



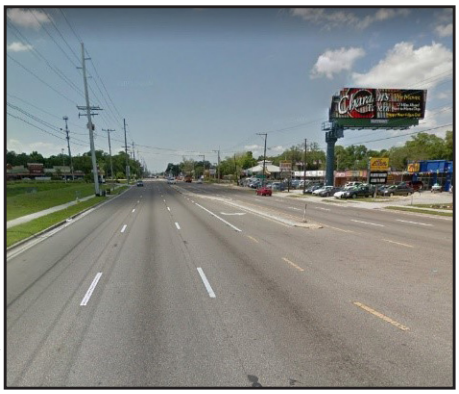








3. Hillsborough Ave (SR 580)



From Longboat Blvd to Florida Ave

Posted Speed: 45 - 55 mph **| Number of Through Lanes:** 6 **| VMT:** 528,719

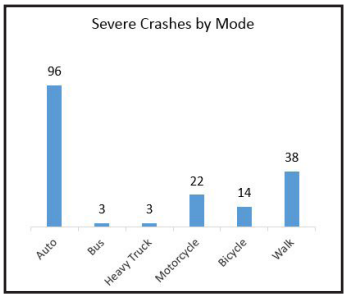
Bus Route: Yes **| School-Age Student High-Crash Area:** Yes

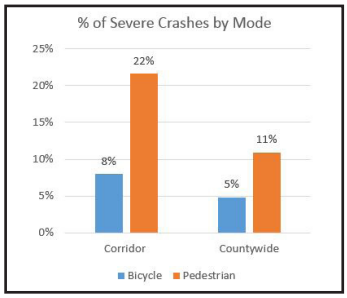
Length: 8.87 miles **| Total Severe Crashes:** 176 (19.8 per mile)

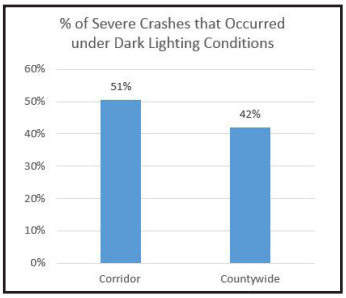
General Surrounding Land Use: Urban General, mix of uses set within small blocks with a well-connected road network. East & West of Dale Mabry Hwy transforming to suburban with shopping plazas.

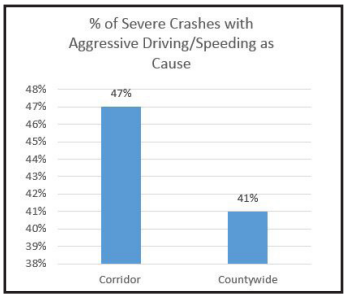
Key Crash Findings

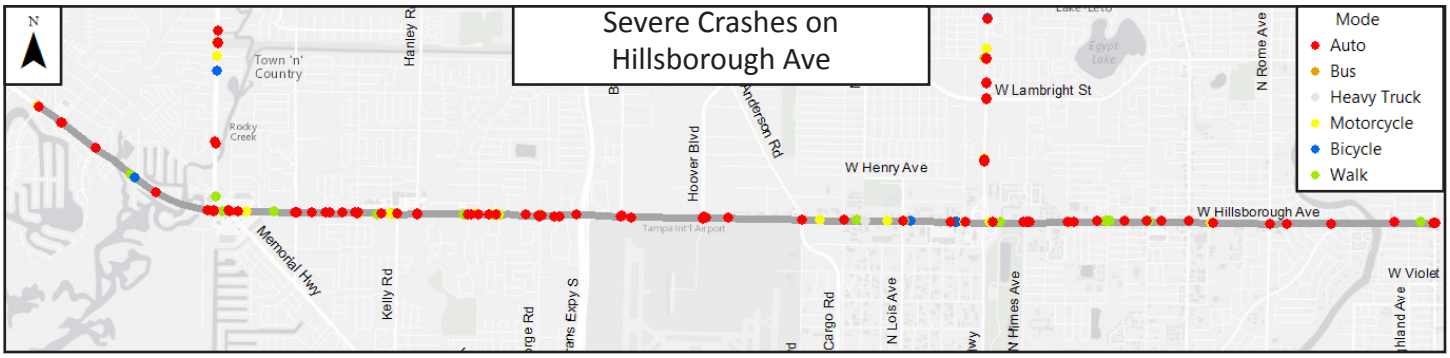
- During 2012 to 2016, a total of 176 severe crashes occurred on Hillsborough Ave, of which 28 resulted in fatalities and 148 resulted in incapacitating injuries. This is the second largest number of severe crashes among the Top 20 Vision Zero severe crash corridors and the largest number of fatal crashes.
- Compared to countywide severe crash averages, severe crashes along Hillsborough Ave were more likely to occur at night; involve bicyclists, pedestrians, or motorcyclists; and involve aggressive driving/speeding or intoxication as a cause.
- 51% of severe crashes on this corridor occurred under dark lighting conditions, compared to 42% of severe crashes countywide.
- 30% of severe crashes involved either pedestrians or bicyclists, compared with 16% countywide. Wikimap users noted the need for improved pedestrian crossings including additional crosswalks and brighter crosswalk markings on this corridor.
- 47% of severe crashes were coded by law enforcement as having aggressive driving and/or speeding as a cause, compared to 41% countywide.



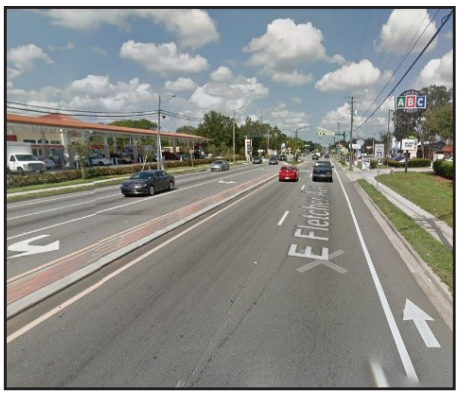








4. Fletcher Ave (CR 582A)



From Armenia Ave to 50th St

Posted Speed: 35 - 50 mph **| Number of Through Lanes:** 4 **| VMT:** 196,990

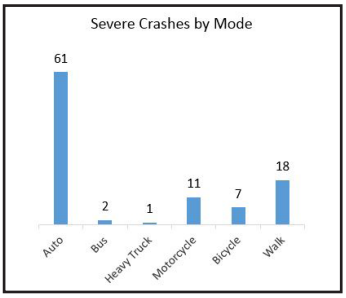
Bus Route: Yes **| School-Age Student High-Crash area:** No

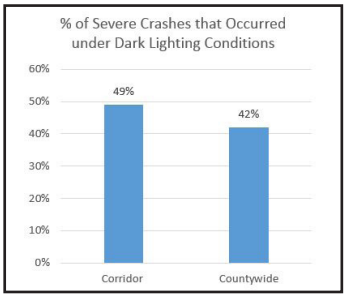
Length: 5.09 miles **| Total Severe Crashes:** 100 (19.6 per mile)

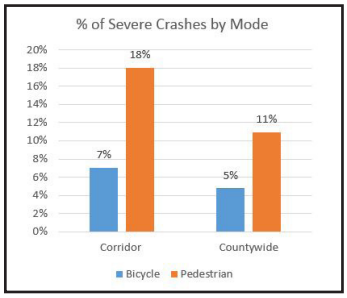
General Surrounding Land Use: Suburban, with shopping plazas and residential subdivisions transforming to urban with apartment, medical complexes and major university at east end.

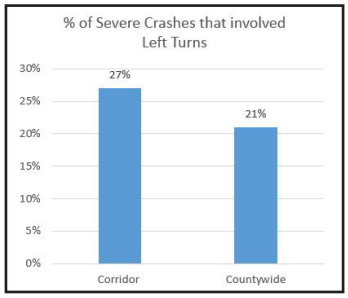
Key Crash Findings

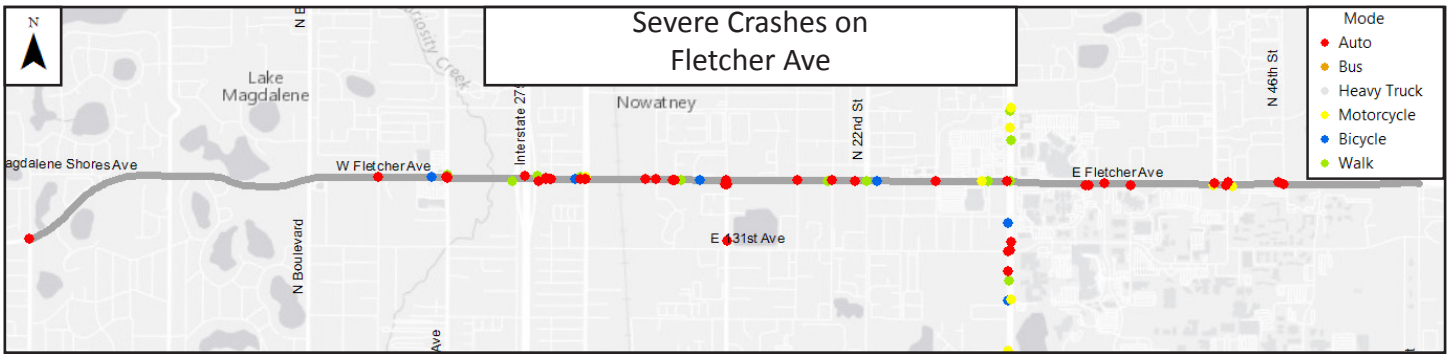
- During 2012 to 2016, a total of 100 severe crashes occurred on Fletcher Ave, of which eight (8) resulted in fatalities and 92 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along Fletcher Ave were more likely to occur at night; involve pedestrians and bicyclists; involve left turns; and involve failure to yield as a cause.
- 25% of severe crashes involved either pedestrians or bicyclists, compared to 16% countywide. Wikimap users noted unsafe pedestrian behavior while crossing at the newly installed crosswalks as an issue.
- 49% of severe crashes occurred during dark lighting conditions, compared to 42% countywide.
- 27% of severe crashes involved left turns, compared to 21% countywide.
- 26% of severe crashes were coded by law enforcement as involving failure to yield right-of-way as a cause, compared to 18% countywide.
- Wikimap users noted safety concerns about pedestrian behavior while crossing at the newly installed crosswalks as an issue.











5. Dale Mabry Hwy (SR 597)

From Hillsborough Ave to Bearss Ave

Posted Speed: 45 mph **| Number of Through Lanes:** 6 **| VMT:** 430,798

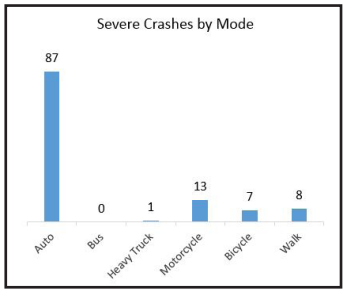
Bus Route: Yes **| School-Age Student High-Crash Area:** Yes

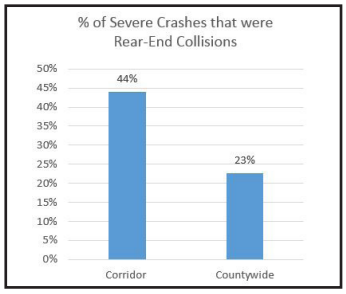
Length: 6.17 miles **| Total Severe Crashes:** 116 (18.8 per mile)

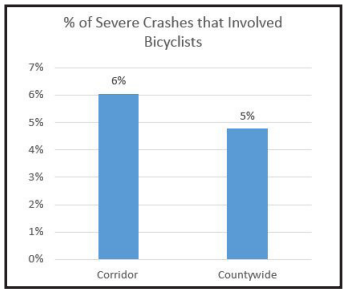
General Surrounding Land Use: Suburban, with shopping plazas and residential subdivisions

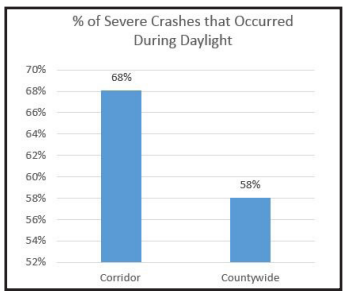
Key Crash Findings

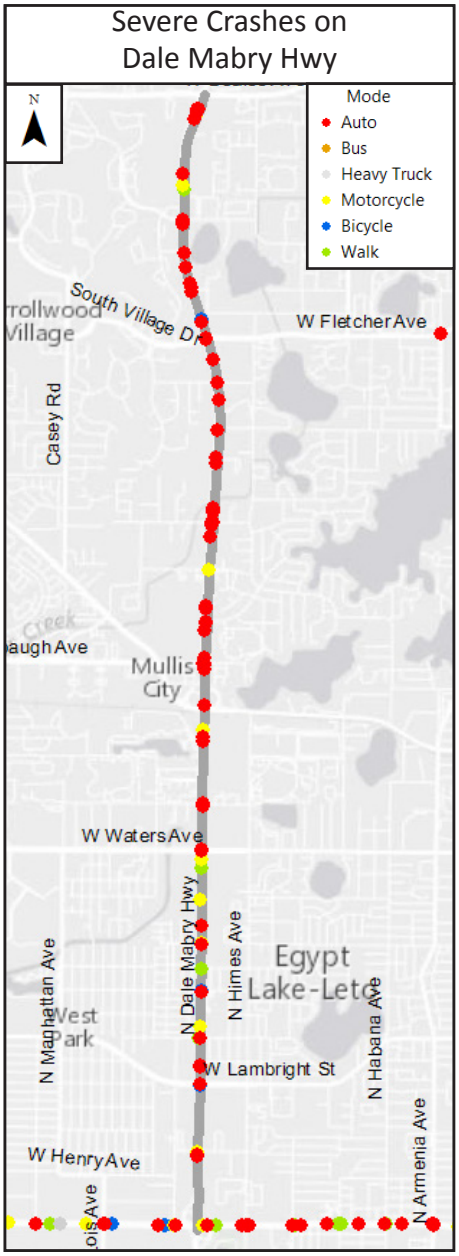
- During 2012 to 2016, a total of 116 severe crashes occurred on Dale Mabry Hwy, of which six (6) resulted in fatalities and 110 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along Dale Mabry Hwy were more likely to occur during daylight hours; involve bicyclists; and involve rear-end collisions.
- 44% of severe crashes involved rear-end collisions, compared to 23% countywide.
- 6% of severe crashes involved bicyclists, compared to 5% countywide.
- 68% of severe crashes occurred during daylight hours, compared to 58% countywide.
- 12 intersections accounted for 80% of the severe crashes, with the highest number occurring at Fletcher Ave/Village Dr.
- Wikimap users noted sidewalk gaps, limited safe bicycle facilities, and vehicle turning movements as issues on this corridor.











6. Lynn Turner Rd

From Gunn Hwy to Ehrlich Rd

Posted Speed: 45 mph **| Number of Through Lanes:** 2 **| VMT:** 29,445

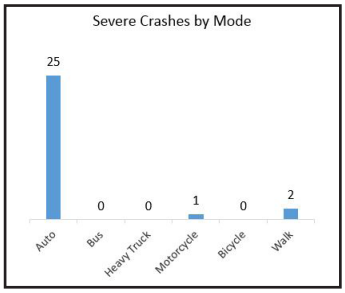
Bus Route: No **| School-Age Student High-Crash Area:** No

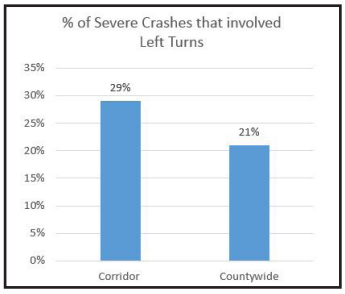
Length: 1.51 miles **| Total Severe Crashes:** 28 (18.5 per mile)

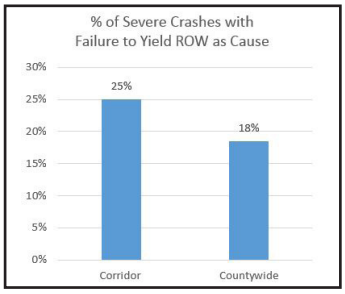
General Surrounding Land Use: Suburban, with shopping plazas and residential subdivisions

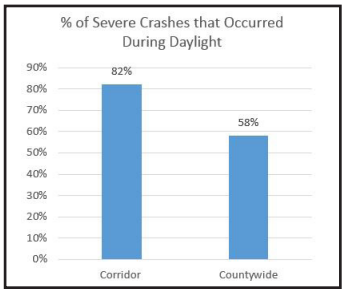
Key Crash Findings

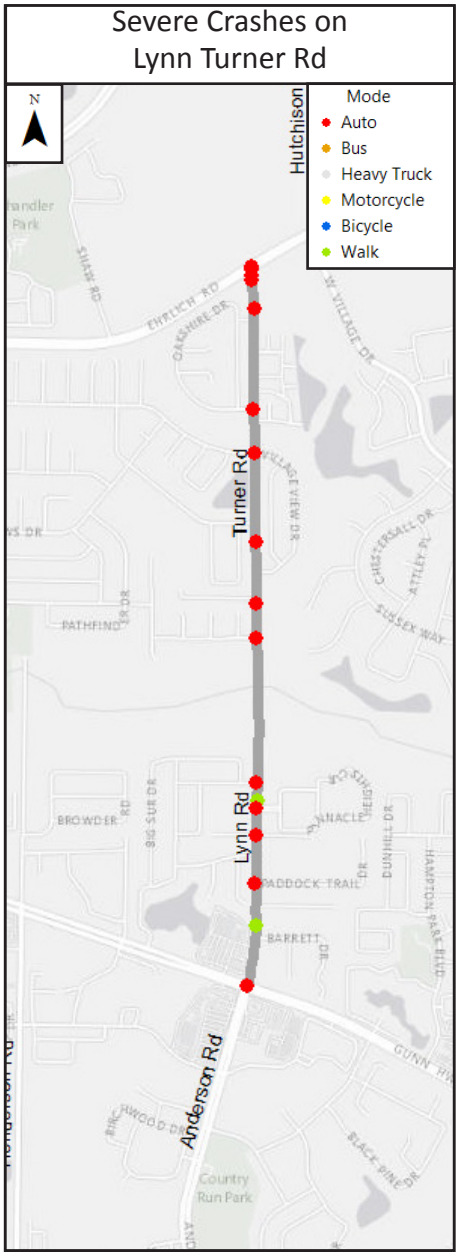
- During 2012 to 2016, a total of 28 severe crashes occurred on Lynn Turner Rd, of which one (1) crash resulted in a fatality and 27 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along Lynn Turner Rd were more likely to occur during daylight hours; involve left turns; involve rear-end collisions; and involve either failure to yield or aggressive driving/speeding as causes.
- 29% of severe crashes involved left turns, compared to 21% countywide.
- 29% of severe crashes involved rear-end collisions, compared to 23% countywide.
- 25% of severe crashes were coded by law enforcement as involving failure to yield right-of-way as a cause, compared to 18% countywide.
- 46% of severe crashes were coded by law enforcement as involving aggressive driving and/or speeding as a cause, compared to 41% countywide.











7. Meridian Ave

From Channelside Dr to Twiggs St

Posted Speed: 35 mph **| Number of Through Lanes:** 4-6 **| VMT:** 10,240

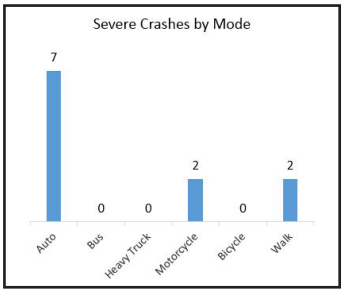
Bus Route: Yes **| School-Age Student High-Crash area:** Yes

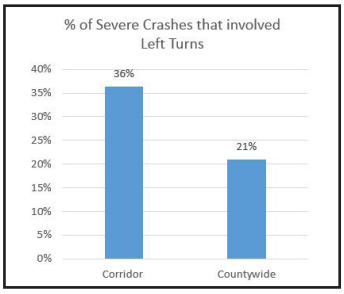
Length: 0.6 miles **| Total Severe Crashes:** 11 (18.3 per mile)

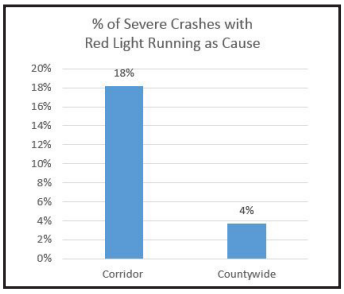
General Surrounding Land Use: High density downtown area, with six story condos, ground floor retail, and major tourist attractions at south end.

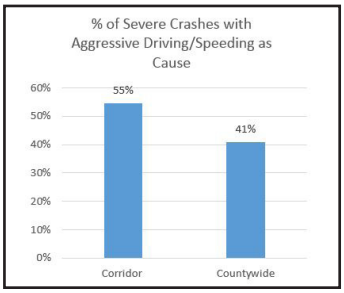
Key Crash Findings

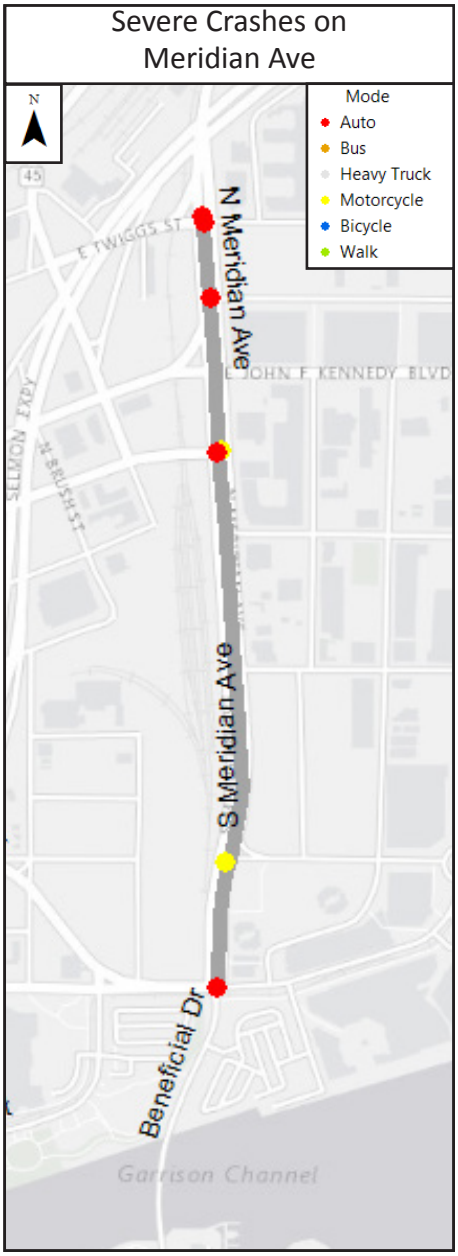
- During 2012 to 2016, a total of 11 severe crashes occurred on Meridian Ave, of which none (0) resulted in fatalities and 11 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along Meridian Ave were more likely to involve pedestrians or motorcycles; involve left turns; and involve red light running or aggressive driving/speeding as a cause.
- 18% of severe crashes (2 out of 11) involved pedestrians, compared to 11% countywide. Wikimap users noted drivers not yielding to pedestrians in crosswalks as a major issue on this corridor.
- 18% of severe crashes (2 out of 11) involved motorcycles, compared to 14% countywide.
- 18% of severe crashes (2 out of 11) involved red light running, compared to 4% countywide.
- 36% of severe crashes (4 out of 11) involved left turns, compared to 21% countywide.
- 55% of severe crashes (6 out of 11) were coded by law enforcement as involving aggressive driving and/or speeding as a cause, compared to 41% countywide.











8. Bruce B. Downs Blvd (CR 581)

From Fowler Ave to Bearss Ave

Posted Speed: 45 mph **| Number of Through Lanes:** 6 **| VMT:** 304,083

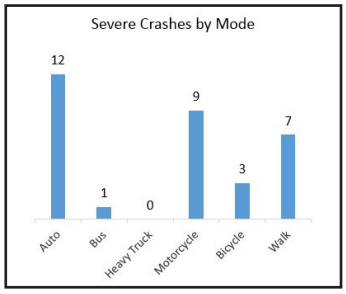
Bus Route: Yes **| School-Age Student High-Crash Area:** Yes

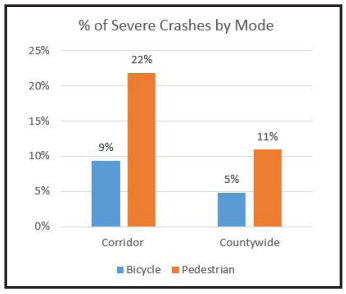
Length: 1.77 miles **| Total Severe Crashes:** 32 (18.1 per mile)

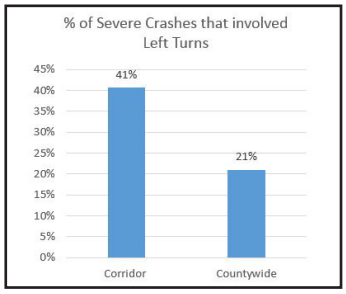
General Surrounding Land Use: Urban, with shopping plazas, apartment, Medical complexes, and major university.

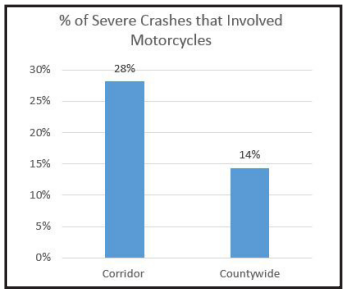
Key Crash Findings

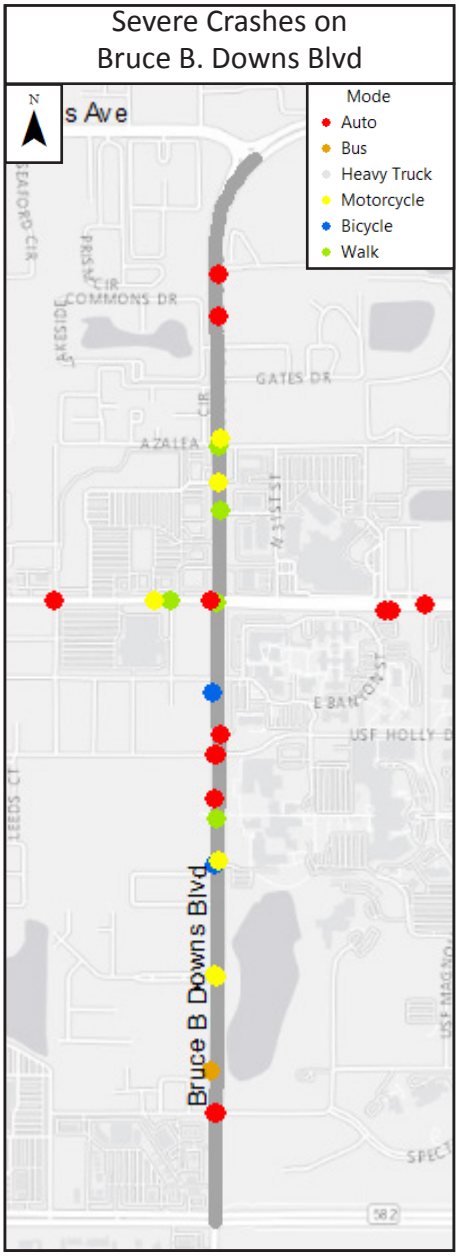
- During 2012 to 2016, a total of 32 severe crashes occurred on Bruce B. Downs Blvd, of which five (5) resulted in fatalities and 28 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along Bruce B. Downs Blvd were more likely to occur during the daytime; involve pedestrians, bicyclists, and motorcycles; involve left-turning vehicles; and involve failure to yield the right-of-way as a cause.
- 31% of severe crashes involved pedestrians and bicyclists, compared to 16% countywide. Wikimap users noted sidewalk gaps or no sidewalks as an issue on this corridor.
- 28% of severe crashes involved motorcycles, compared to 14% countywide.
- 41% of severe crashes involved left turns, compared to 21% countywide.
- 41% of severe crashes were coded by law enforcement as involving failure to yield right-of-way as a cause, compared to 18% countywide.
- 78% of severe crashes occurred during daylight hours, compared to 58% countywide.











9. N 50th St | N 56th St

From SR 574 to Hillsborough Ave

Posted Speed: 45 - 50 mph **| Number of Through Lanes:** 4 **| VMT:** 30,380

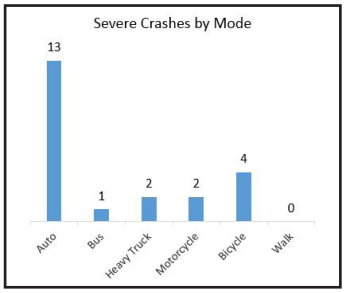
Bus Route: Yes **| School-Age Student High-Crash Area:** Yes

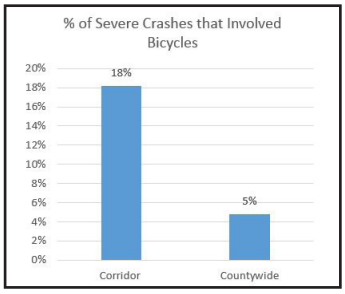
Length: 1.24 miles **| Total Severe Crashes:** 22 (17.7 per mile)

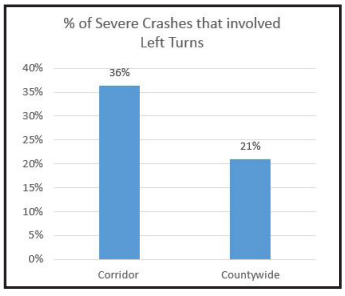
General Surrounding Land Use: Suburban, with shopping plazas, residential and institutional subdivisions

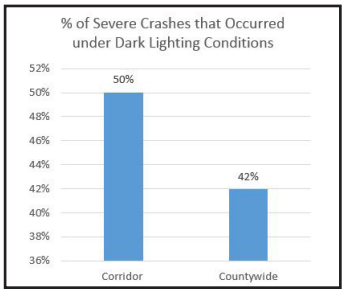
Key Crash Findings

- During 2012 to 2016, a total of 22 severe crashes occurred on N 50th St/N 56th St, of which two (2) resulted in fatalities and 20 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along N 50th St/N 56th St were more likely to occur at night; involve bicyclists; involve left turns; involve rear-end collisions; involve aggressive driving and/or speeding; and involve intoxication as a cause.
- 18% of severe crashes (4 out of 22) involved bicyclists, compared to 5% countywide. Wikimap users noted a lack of bicycle lane connectivity as an issue for this corridor.
- 36% of severe crashes (8 out of 22) involved left turns, compared to 21% countywide.
- 27% of severe crashes (6 out of 22) were coded by law enforcement as involving failure to yield right-of-way as a cause, compared to 18% countywide.
- 45% of severe crashes (10 out of 22) were coded by law enforcement as involving aggressive driving and/or speeding as a cause, compared to 41% countywide.









10. 15th St

From Fowler Ave to Fletcher Ave

Posted Speed: 30 mph **| Number of Through Lanes:** 2 **| VMT:** 10,458

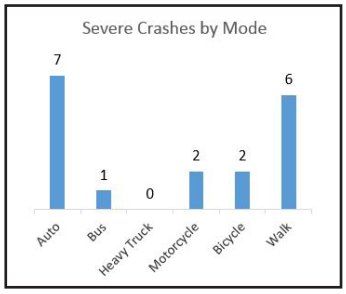
Bus Route: Yes **| School-Age Student High-Crash Area:** Yes

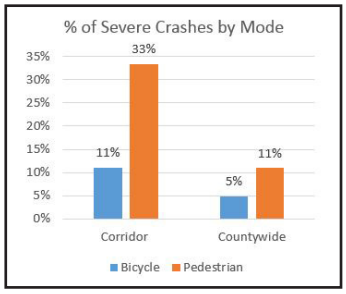
Length: 1.02 miles **| Total Severe Crashes:** 18 (17.6 per mile)

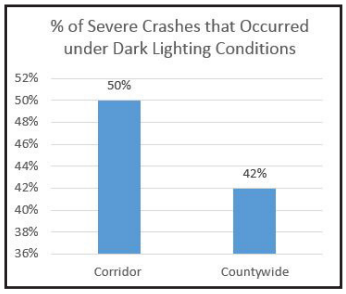
General Surrounding Land Use: Urban, with shopping plazas, apartments and student housing, a bus transfer center on 131st St and a mall near south end.

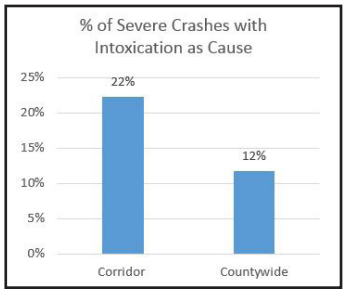
Key Crash Findings

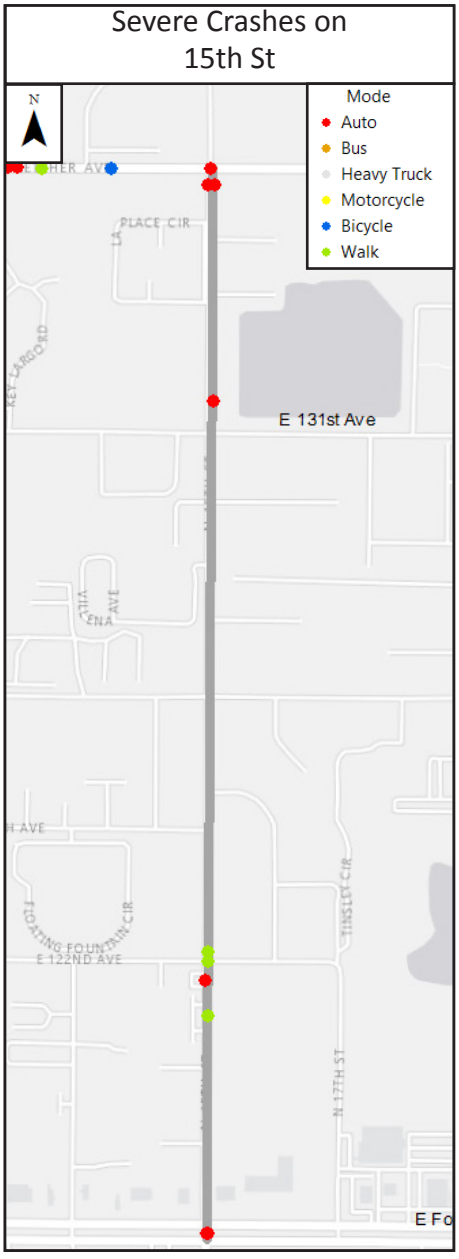
- During 2012 to 2016, a total of 18 severe crashes occurred on 15th Street, of which two (2) resulted in fatalities and 16 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along 15th St were more likely to occur at night; involve bicyclists and pedestrians; and involve intoxication as a cause.
- 44% of severe crashes on this corridor (8 out of 18) involved either pedestrians or bicyclists, compared to 16% countywide.
- 50% of severe crashes on this corridor (9 out of 18) occurred under dark lighting conditions, compared to 42% of severe crashes countywide.
- 22% of severe crashes on this corridor (4 out of 18) were coded by law enforcement as involving intoxication as a cause, compared to 12% of severe crashes countywide.











11. Big Bend Rd (CR 672)

From US 41 to I-75

Posted Speed: 55 mph **| Number of Through Lanes:** 4 **| VMT:** 72,145

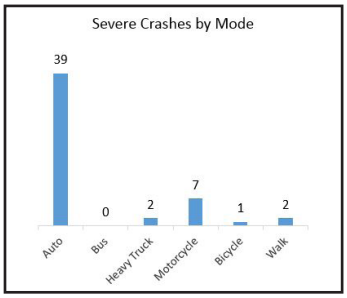
Bus Route: No **| School-Age Student High-Crash Area:** No

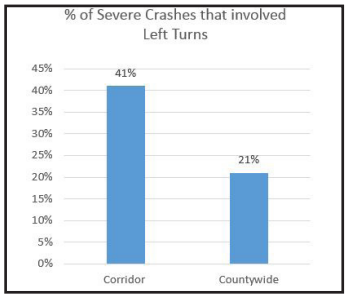
Length: 3.07 miles **| Total Severe Crashes:** 51 (16.6 per mile)

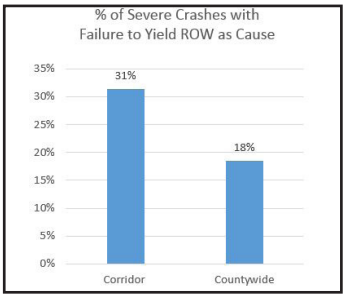
General Surrounding Land Use: Small concentrations of developed areas surrounded by rural and natural areas

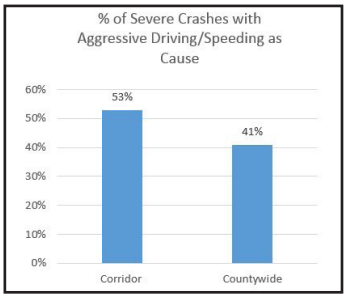
Key Crash Findings

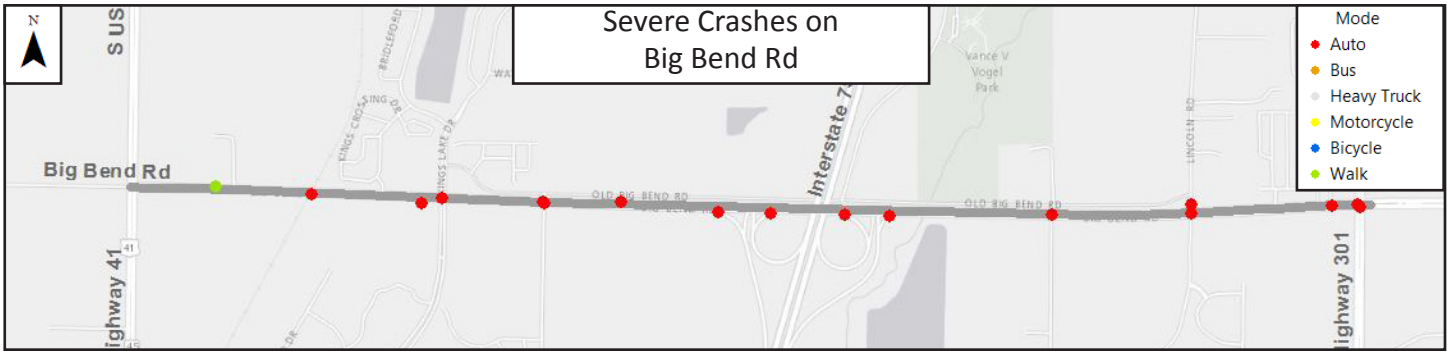
- During 2012 to 2016, a total of 51 severe crashes occurred on Big Bend Rd, of which one (1) resulted in a fatality and 50 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along Big Bend Rd were more likely to occur during daylight hours; involve left turns; involve rear-end collisions; and involve failure to yield or aggressive driving/speeding as a cause.
- 41% of severe crashes involved left turns, compared to 21% countywide.
- 27% of severe crashes involved rear-end collisions, compared to 23% countywide.
- 32% of severe crashes were coded by law enforcement as involving failure to yield right-of-way as a cause, compared to 18% countywide.
- 53% of severe crashes were coded by law enforcement as having aggressive driving and/or speeding as a cause, compared to 41% countywide.
- Wikimap users noted the need for repaving and restriping the corridor.











12. US 301

From I-75 to Adamo Dr

Posted Speed: 50 mph **| Number of Through Lanes:** 4-6 **| VMT:** 152,792

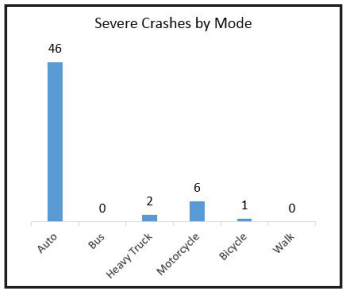
Bus Route: No **| School-Age Student High-Crash Area:** No

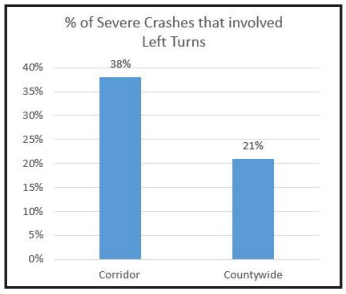
Length: 3.39 miles **| Total Severe Crashes:** 55 (16.2 per mile)

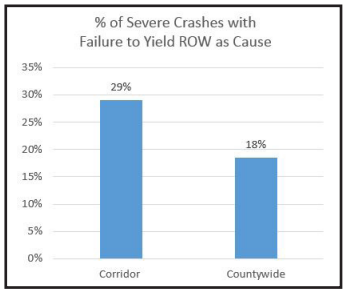
General Surrounding Land Use: Suburban, with shopping plazas, residential and institutional subdivisions

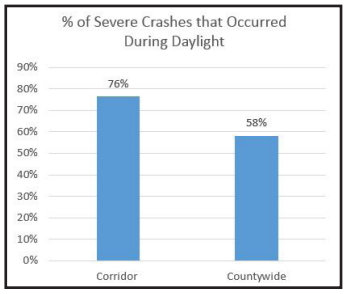
Key Crash Findings

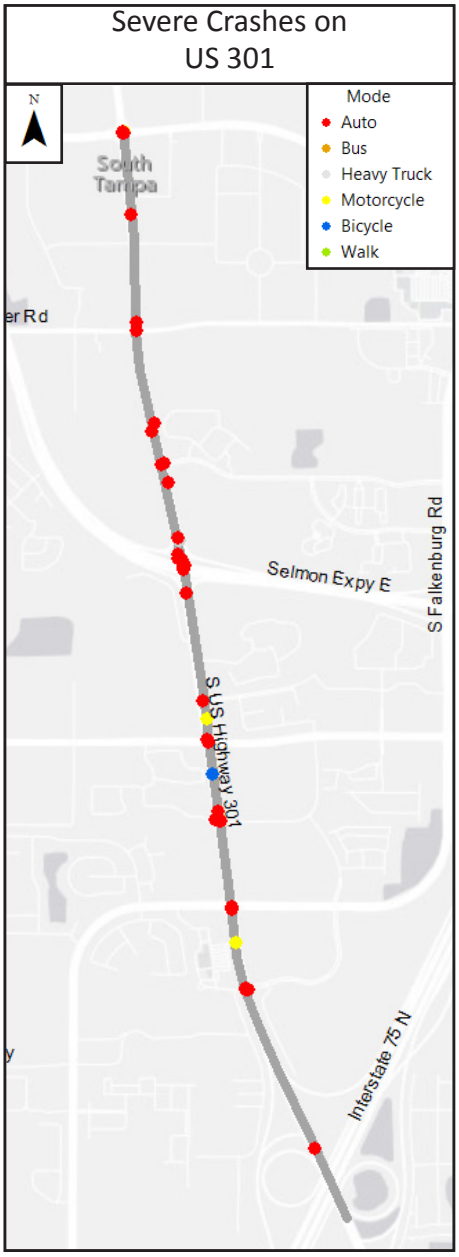
- During 2012 to 2016, a total of 55 severe crashes occurred on US 301, of which three (3) resulted in fatalities and 52 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along US 301 were more likely to occur during daylight hours; involve left turns; involve rear-end collisions; and involve failure to yield the right-of-way as a cause.
- 38% of severe crashes involved left turns, compared to 21% countywide.
- 35% of severe crashes involved rear-end collisions, compared to 23% countywide.
- 76% of severe crashes occurred during daylight hours, compared to 58% countywide.
- 29% of severe crashes were coded by law enforcement as involving failure to yield right-of-way as a cause, compared to 18% countywide.
- 44% of severe crashes were coded by law enforcement as involving aggressive driving and/or speeding as a cause, compared to 41% countywide.





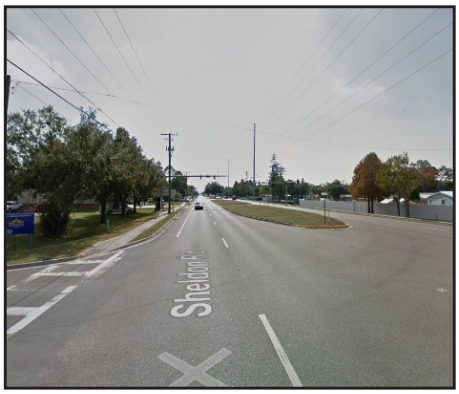






13. Sheldon Rd (CR 589)

From Hillsborough Ave to Waters Ave



Posted Speed: 45 mph **| Number of Through Lanes:** 4 **| VMT:** 67,448

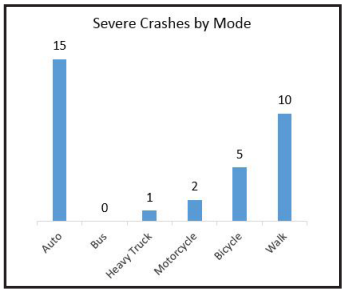
Bus Route: Yes **| School-Age Student High-Crash Area:** Yes

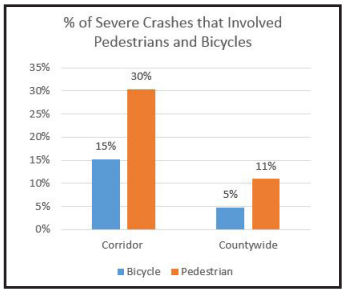
Length: 2.04 miles **| Total Severe Crashes:** 33 (16.2 per mile)

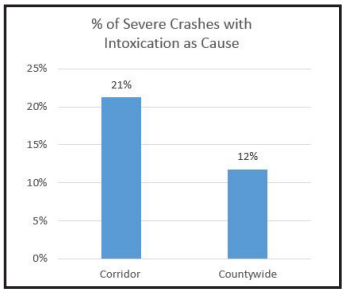
General Surrounding Land Use: Suburban, with shopping plazas and residential subdivisions

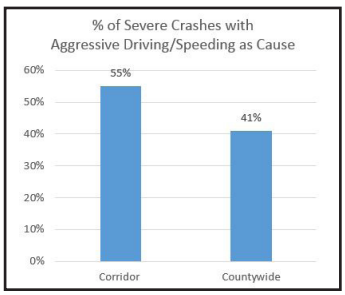
Key Crash Findings

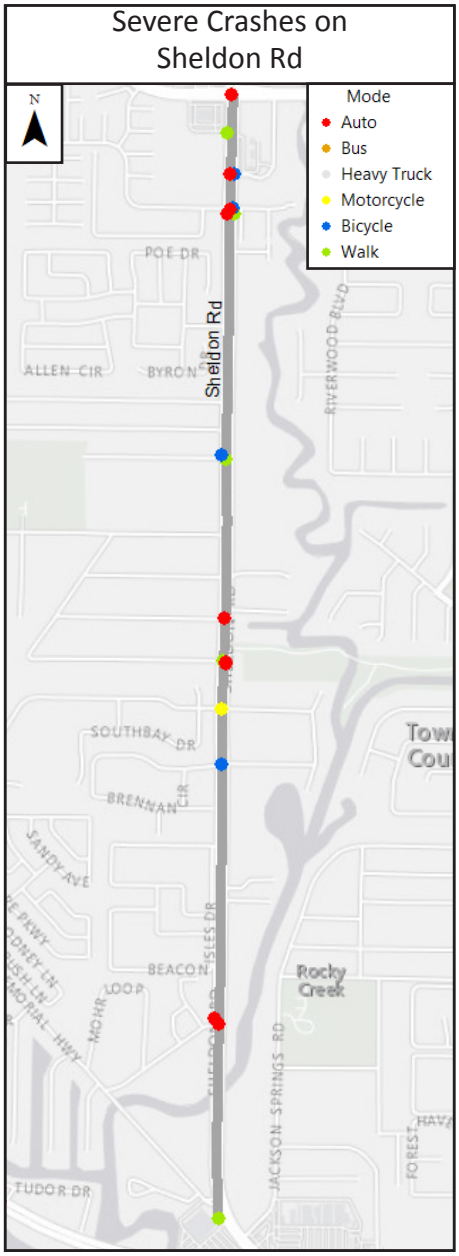
- During 2012 to 2016, a total of 33 severe crashes occurred on Sheldon Rd, of which seven (7) resulted in fatalities and 26 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along Sheldon Rd were more likely to occur at night; involve bicyclists and pedestrians; involve aggressive driving and/or speeding, failure to yield, and intoxication as causes.
- 45% of severe crashes on this corridor involved either pedestrians or bicyclists, compared to 16% of severe crashes countywide.
- 55% of severe crashes on this corridor were coded by law enforcement as involving aggressive driving and/or speeding as a cause, compared to 41% of severe crashes countywide.
- 30% of severe crashes on this corridor were coded by law enforcement as involving failure to yield right-of-way as a cause, compared to 18% of severe crashes countywide.
- 21% of severe crashes on this corridor were coded by law enforcement as involving intoxication as a cause, compared to 12% of severe crashes countywide.





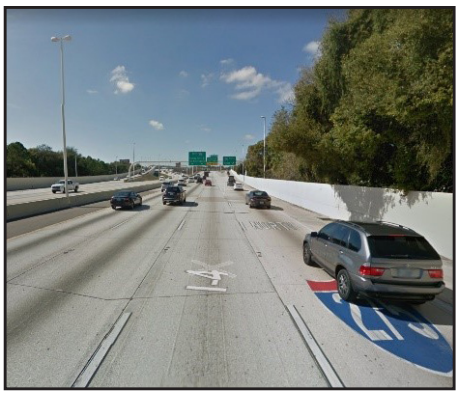






14. Interstate 4

From I-275 to 22nd St



Posted Speed: 50 mph **| Number of Through Lanes:** 8 **| VMT:** 189,000

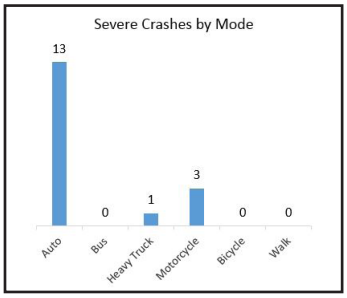
Bus Route: Yes **| School-Age Student High-Crash Area:** Yes

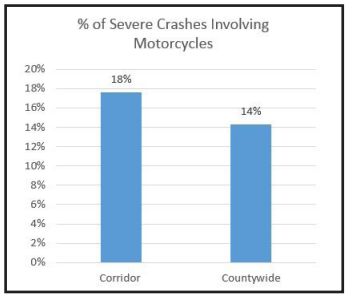
Length: 1.08 miles **| Total Severe Crashes:** 17 (15.7 per mile)

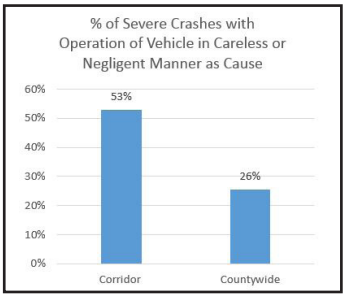
General Surrounding Land Use: Urban General, mix of uses set within small blocks with a limited access to highway

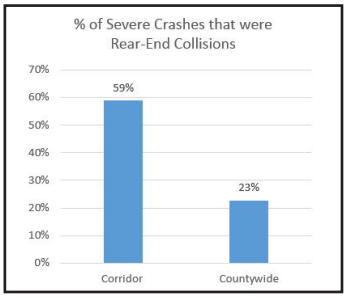
Key Crash Findings

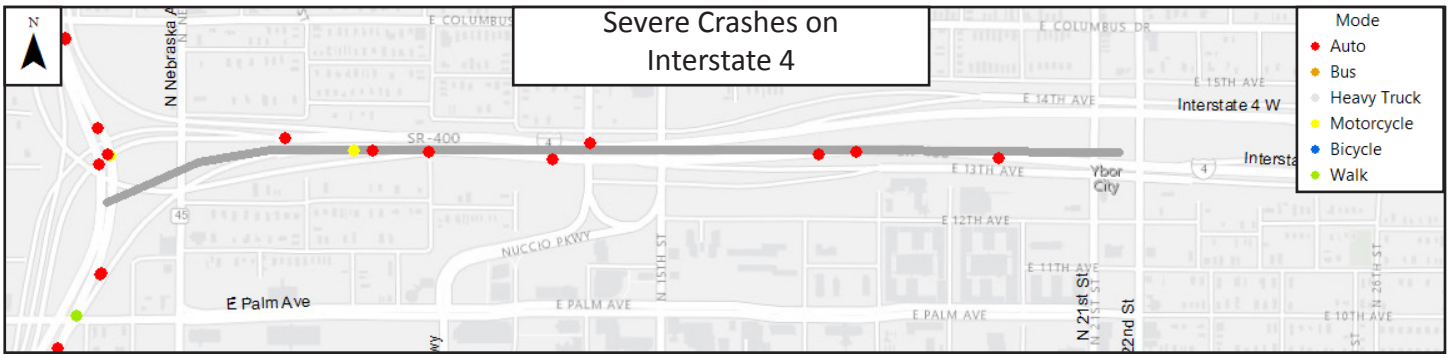
- During 2012 to 2016, a total of 17 severe crashes occurred on I-4, of which one (1) resulted in a fatality and 16 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along I-4 were more likely to involve motorcycles, rear-end collisions, and involve operation of vehicles in a careless or negligent manner as causes.
- 18% of severe crashes on this corridor involved motorcycles, compared to 14% of severe crashes countywide.
- 53% of severe crashes on this corridor were coded by law enforcement as involving operation of vehicles in a careless or negligent manner as a cause, compared to 26% of severe crashes countywide.
- 59% of severe crashes on this corridor were rear-end collisions, compared to 23% of severe crashes countywide.
- The downtown interchange area is flagged on the statewide map of motorcycle crash hot spots.











15. 56th St (CR 583)

From Sligh Ave to Busch Blvd

Posted Speed: 45 mph **| Number of Through Lanes:** 4 **| VMT:** 64,930

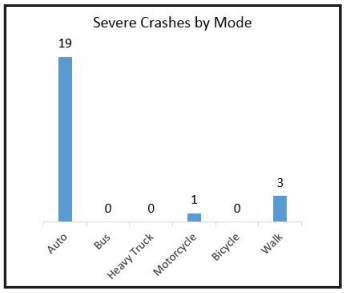
Bus Route: Yes **| School-Age Student High-Crash Area:** Yes

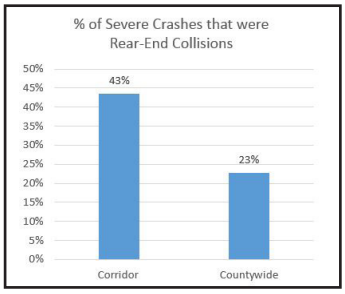
Length: 1.51 miles **| Total Severe Crashes:** 23 (15.2 per mile)

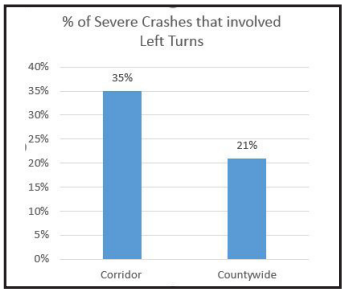
General Surrounding Land Use: Suburban, with shopping plazas, residential and institutional subdivisions

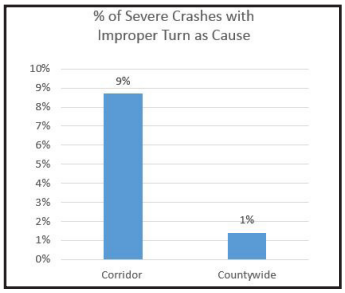
Key Crash Findings

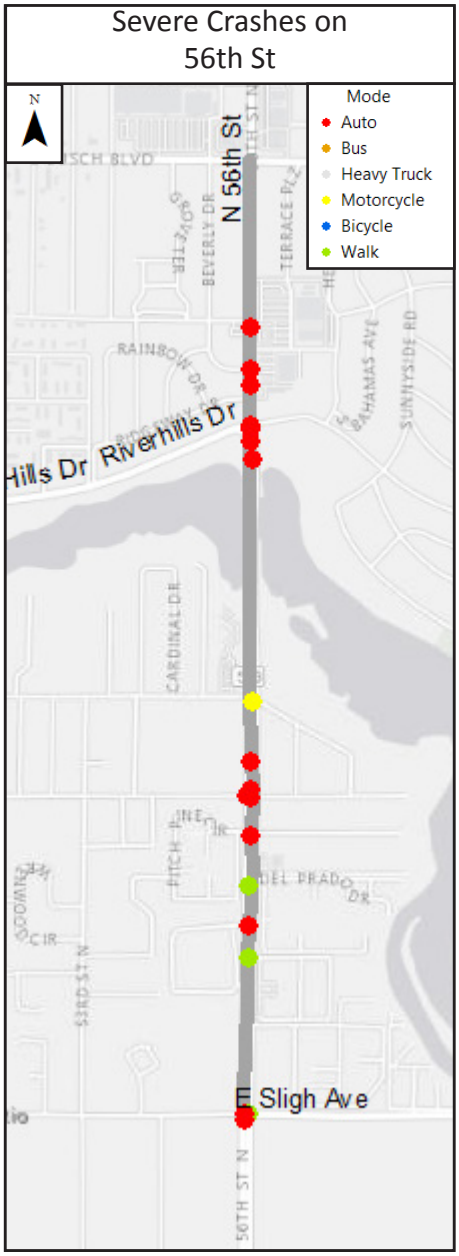
- During 2012 to 2016, a total of 23 severe crashes occurred on 56th Street, of which three (3) resulted in fatalities and 20 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along 56th St were more likely to involve pedestrians; involve left turns or improper turns; failure to yield, and intoxication as causes.
- 13% of severe crashes on this corridor involved pedestrians, compared to 11% of severe crashes countywide. Wikimap users noted a need for crosswalks and drivers failing to yield to pedestrians as issues for this corridor.
- 35% of severe crashes on this corridor were due to left turns, compared to 21% of severe crashes countywide.
- 26% of severe crashes on this corridor were coded by law enforcement as involving failure to yield, compared to 18% of severe crashes countywide.
- 9% of severe crashes on this corridor were coded by law enforcement as involving improper turns as a cause, compared to 1% of severe crashes countywide.





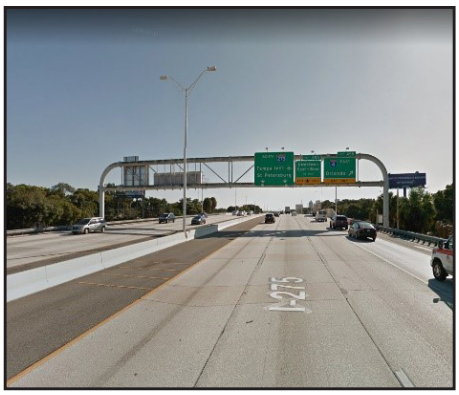






16. Interstate 275

From Howard Frankland Bridge to Busch Blvd



Posted Speed: 50 - 55 mph **| Number of Through Lanes:** 4-6

VMT: 1,709,092 **| Bus route:** Express only

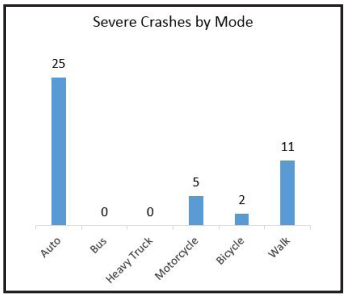
School-Age Student High Crash-Area: Yes

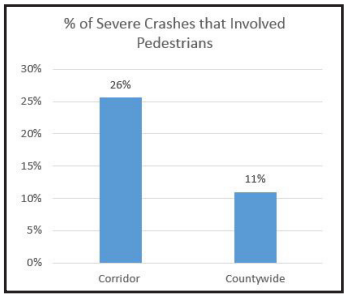
Length: 10.86 miles **| Total Severe Crashes:** 164 (15.1 per mile)

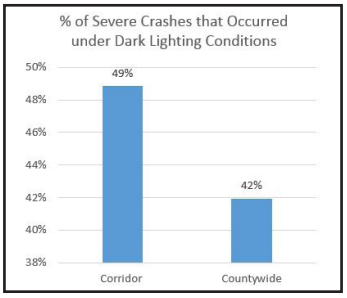
General Surrounding Land Use: Urban General, with limited access facility

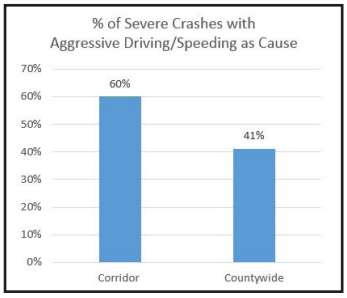
Key Crash Findings

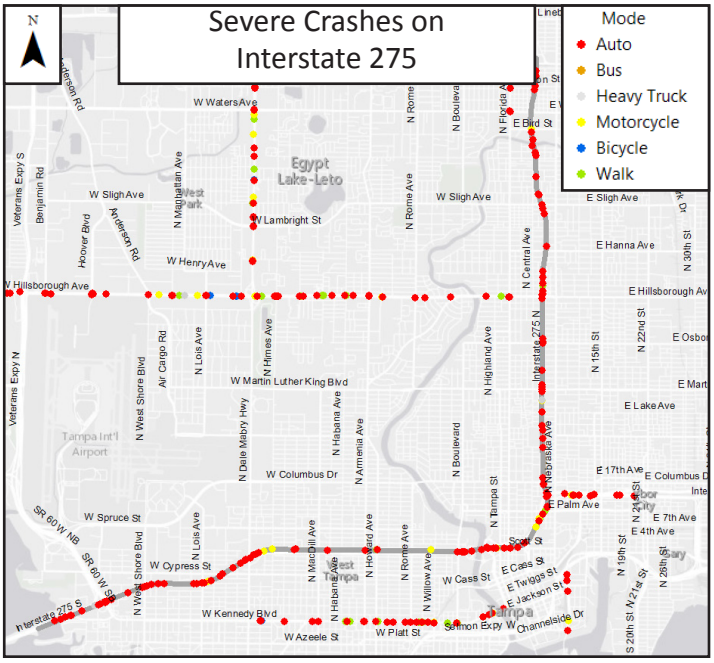
- During 2012 to 2016, a total of 164 severe crashes occurred on I-275, of which eight (8) resulted in fatalities and 156 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along I-275 were more likely to occur during daylight hours; involve rear-end collisions; and involve operation of vehicles in a careless or negligent manner as a cause.
- 45% of severe crashes on this corridor were rear-end collisions, compared to 23% of severe crashes countywide.
- 44% of severe crashes on this corridor were coded by law enforcement as involving operation of vehicles in a careless or negligent manner as a cause, compared to 26% of severe crashes countywide.
- 68% of severe crashes on this corridor occurred during daylight hours, compared to 58% of severe crashes countywide.











17. Kennedy Blvd (SR 60)

From Dale Mabry Hwy to Ashley Dr

Posted Speed: 30 - 40 mph **| Number of Through Lanes:** 4 **| VMT:** 103,312

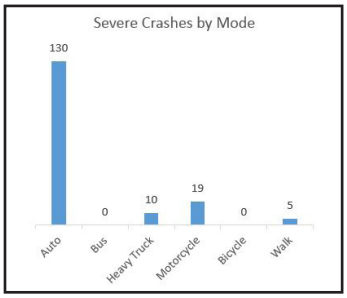
Bus Route: Yes **| School-Age Student High-Crash Area:** Yes

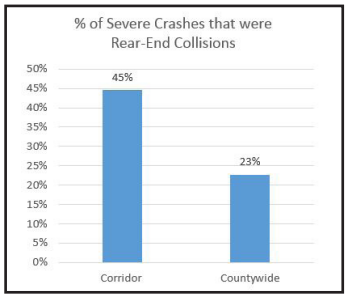
Length: 2.85 miles **| Total Severe Crashes:** 43 (15.1 per mile)

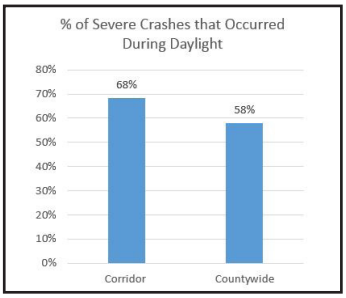
General Surrounding Land Use: Urban General, mix of uses set within small blocks with a well-connected road network

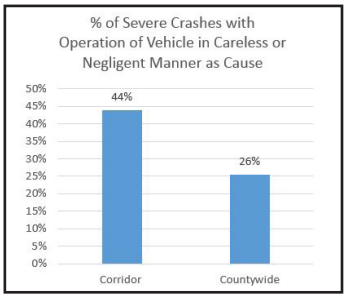
Key Crash Findings

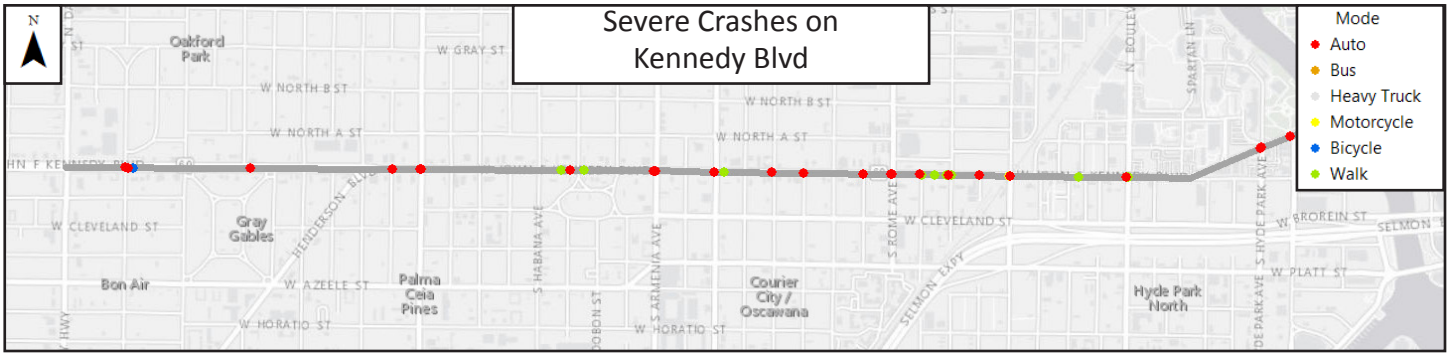
- During 2012 to 2016, a total of 43 severe crashes occurred on Kennedy Blvd, of which three (3) resulted in fatalities and 40 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along Kennedy Blvd were more likely to occur at night; involve pedestrians; involve left turns; and involve aggressive driving and/or speeding, failure to yield the right-of-way, and intoxication as causes.
- 26% of severe crashes on this corridor involved pedestrians, compared to 11% of severe crashes countywide. Wikimap users noted the need for additional safe places for people walking to cross this corridor.
- 37% of severe crashes on this corridor involved left turns, compared to 21% of severe crashes countywide.
- 49% of severe crashes on this corridor occurred under dark lighting conditions, compared to 42% of severe crashes countywide.
- 60% of severe crashes on this corridor were coded by law enforcement as involving aggressive driving and/or speeding as a cause, compared to 41% of severe crashes countywide. Wikimap users noted the prevalence of vehicles speeding along this corridor, creating an unsafe travel environment for motorists and people walking or biking.











18. 78th St

From Causeway Blvd to Palm River Rd

Posted Speed: 45 mph **| Number of through Lanes:** 4 **| VMT:** 27,945

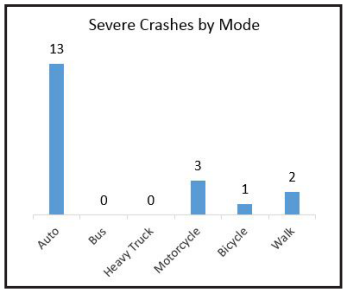
Bus Route: Yes **| School-Age Student High-Crash area:** No

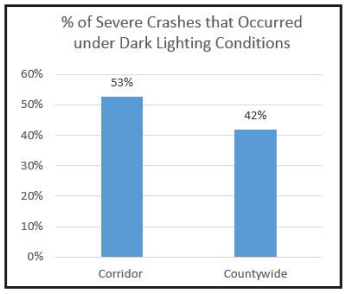
Length: 1.26 miles **| Total Severe Crashes:** 19 (15.1 per mile)

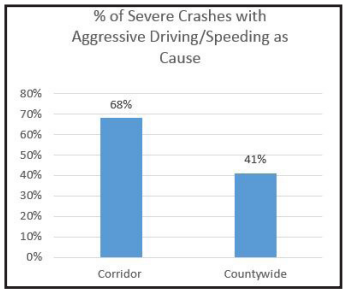
General Surrounding Land Use: Suburban, with shopping plazas and residential subdivisions

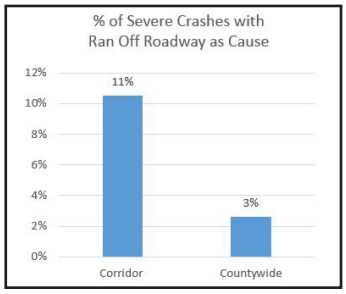
Key Crash Findings

- During 2012 to 2016, a total of 19 severe crashes occurred on 78th Street, of which three (3) resulted in fatalities and 16 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along 78th St were more likely to occur at night; involve motorcycles; involve left turns; and involve aggressive driving and/or speeding, failure to yield the right-of-way, and ran off roadway as causes.
- 53% of severe crashes on this corridor (10 out of 19) occurred under dark lighting conditions, compared to 42% of severe crashes countywide.
- 42% of severe crashes on this corridor (8 out of 19) were coded by law enforcement as involving failure to yield as a cause, compared to 18% of severe crashes countywide.
- 68% of severe crashes on this corridor (13 out of 19) were coded by law enforcement as involving aggressive driving and/or speeding as a cause, compared to 41% of severe crashes countywide.
- 11% of severe crashes on this corridor (2 out of 19) were coded by law enforcement as ran off roadway as a cause, compared to 3% of severe crashes countywide.









19. Mango Rd (CR 579)

From SR 574 to US 92

Posted Speed: 45 mph **| Number of Through Lanes:** 2 **| VMT:** 13,580

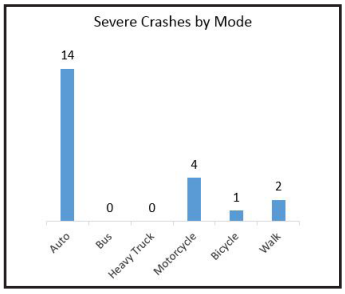
Bus Route: Yes **| School-Age Student High-Crash Area:** Yes

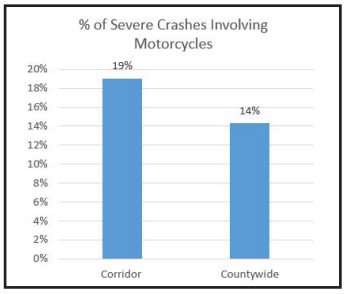
Length: 1.4 miles **| Total Severe Crashes:** 21 (15 per mile)

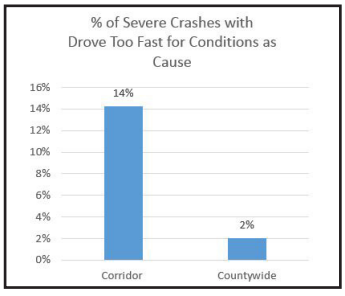
General Surrounding Land Use: Small concentrations of developed areas surrounded by rural and natural areas

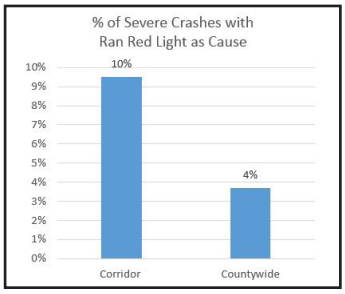
Key Crash Findings

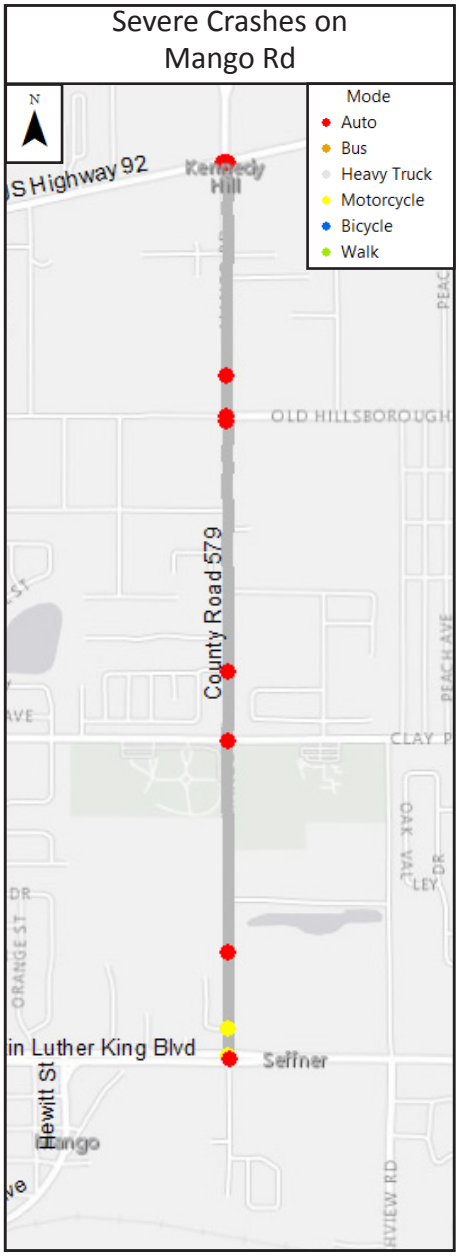
- During 2012 to 2016, a total of 21 severe crashes occurred on Mango Rd, of which one (1) resulted in a fatality and 20 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along Mango Rd were more likely to occur during daylight hours; involve motorcycles; and involve left turns, driving too fast for conditions, and red light running as causes.
- 19% of severe crashes on this corridor (4 out of 21) involved motorcycles, compared to 14% of severe crashes countywide.
- 24% of severe crashes on this corridor (5 out of 21) involved left turns, compared to 21% of severe crashes countywide.
- 14% of severe crashes on this corridor (3 out of 21) were coded by law enforcement as involving driving too fast for conditions as a cause, compared to 2% of severe crashes countywide.
- 10% of severe crashes on this corridor (2 out of 21) were coded by law enforcement as involving red light running as a cause, compared to 4% of severe crashes countywide.











20. Florida Ave

From W Waters Ave to W Linebaugh Ave

Posted Speed: 45 mph **| Number of Through Lanes:** 6 **| VMT:** 27,270

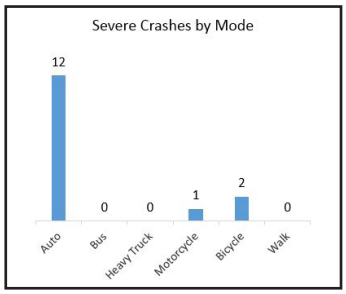
Bus Route: Yes **| School-Age Student High-Crash Area:** Yes

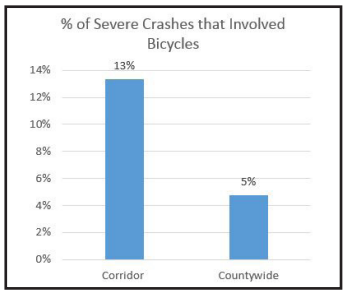
Length: 1.01 miles **| Total Severe Crashes:** 15 (14.9 per mile)

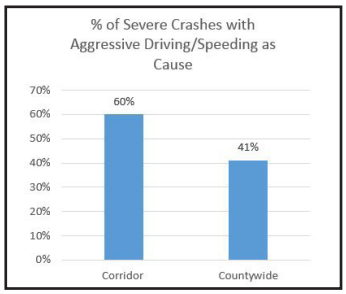
General Surrounding Land Use: Urban General, mix of uses set within small blocks with a well-connected road network, shopping plaza and social complexes

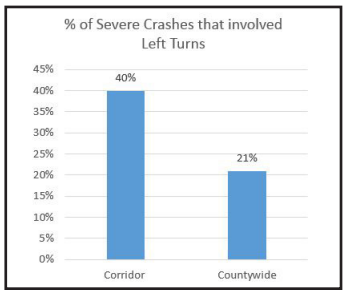
Key Crash Findings

- During 2012 to 2016, a total of 15 severe crashes occurred on Florida Ave, of which none resulted in fatalities and 15 resulted in incapacitating injuries.
- Compared to countywide severe crash averages, severe crashes along Florida Ave were more likely to occur during daylight hours; involve bicyclists; and involve failure to yield the right-of-way, aggressive driving/speeding, and red light running as causes.
- 13% of severe crashes on this corridor (2 out of 15) involved bicyclists, compared to 5% of severe crashes countywide. Wikimap users noted the lack of safe bicycle facilities as an issue for this corridor.
- 40% of severe crashes on this corridor (6 out of 15) involved left turns, compared to 21% of severe crashes countywide.
- 60% of severe crashes on this corridor (9 out of 15) were coded by law enforcement as involving aggressive driving/speeding as a cause, compared to 41% of severe crashes countywide.
- 13% of severe crashes on this corridor (2 out of 15) were coded by law enforcement as involving red light running as a cause, compared to 4% of severe crashes countywide.



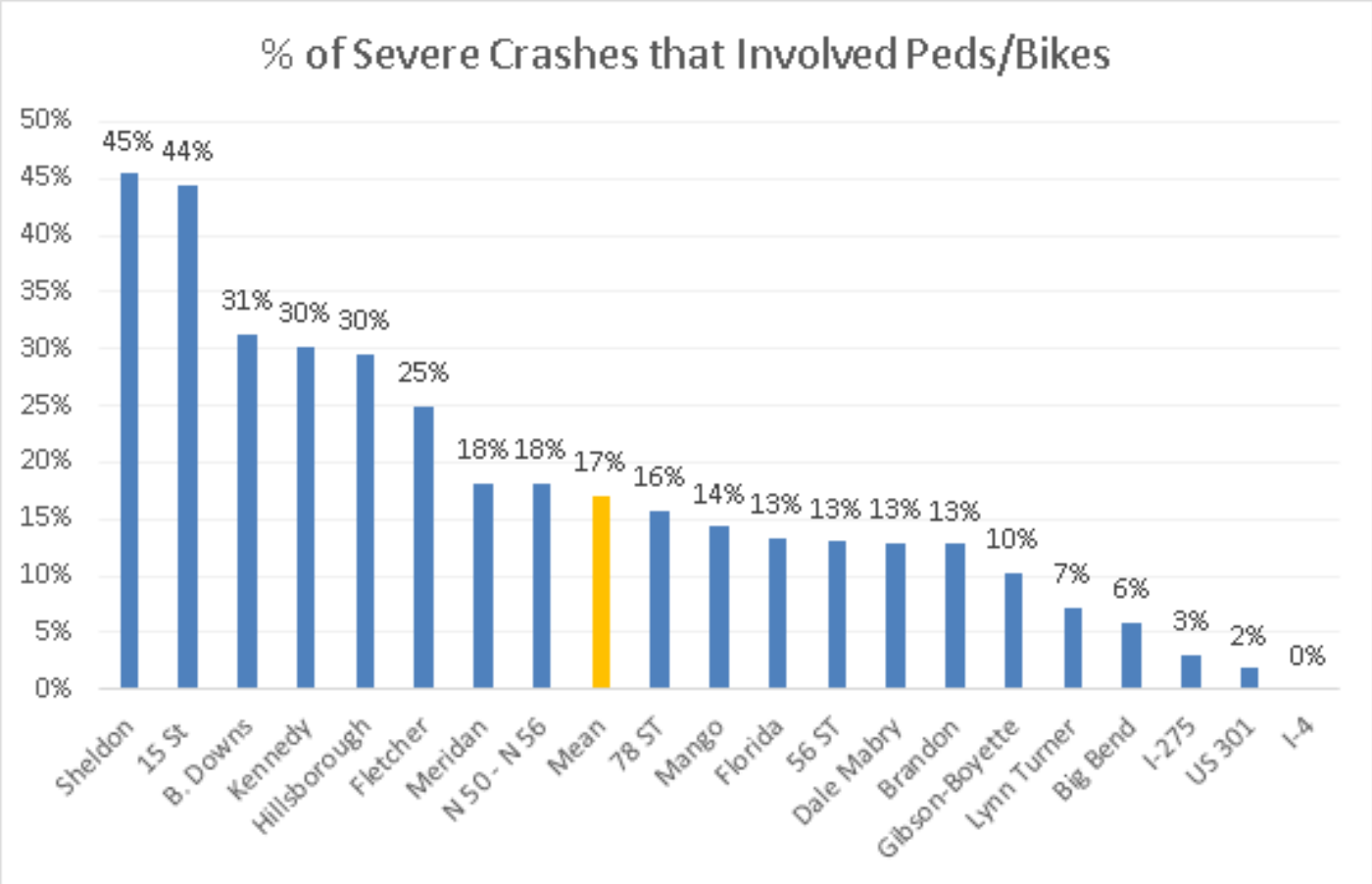


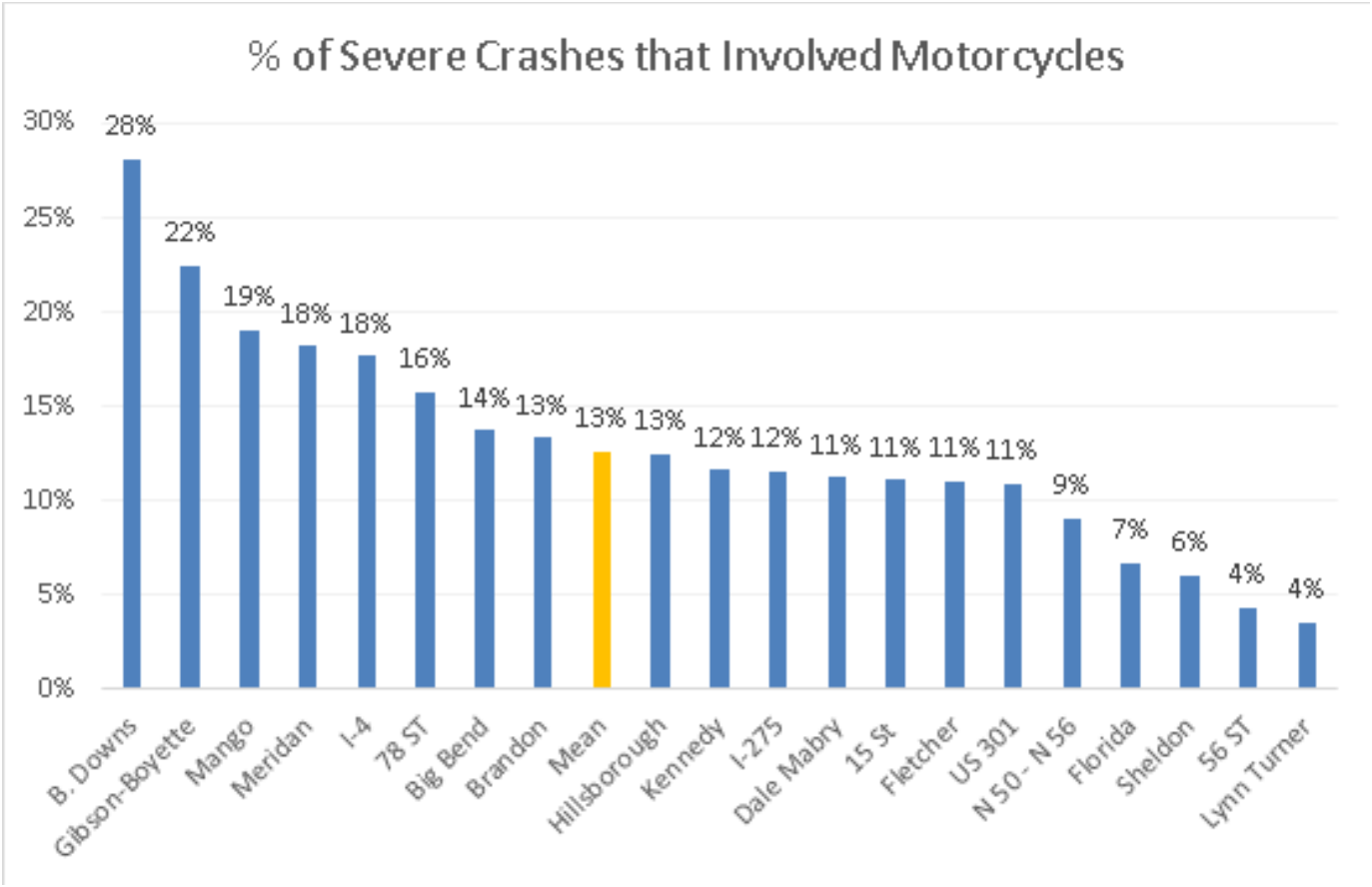


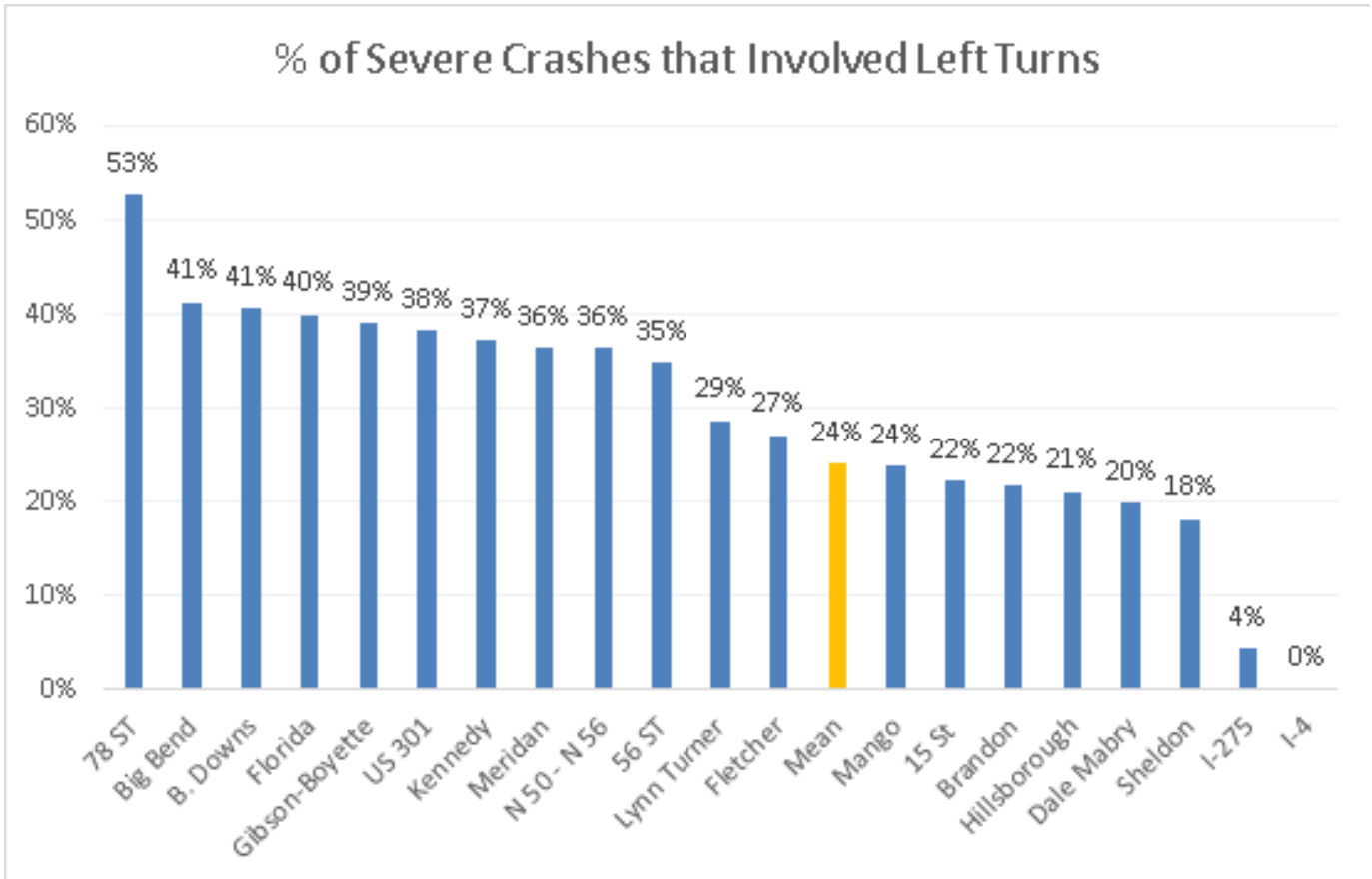


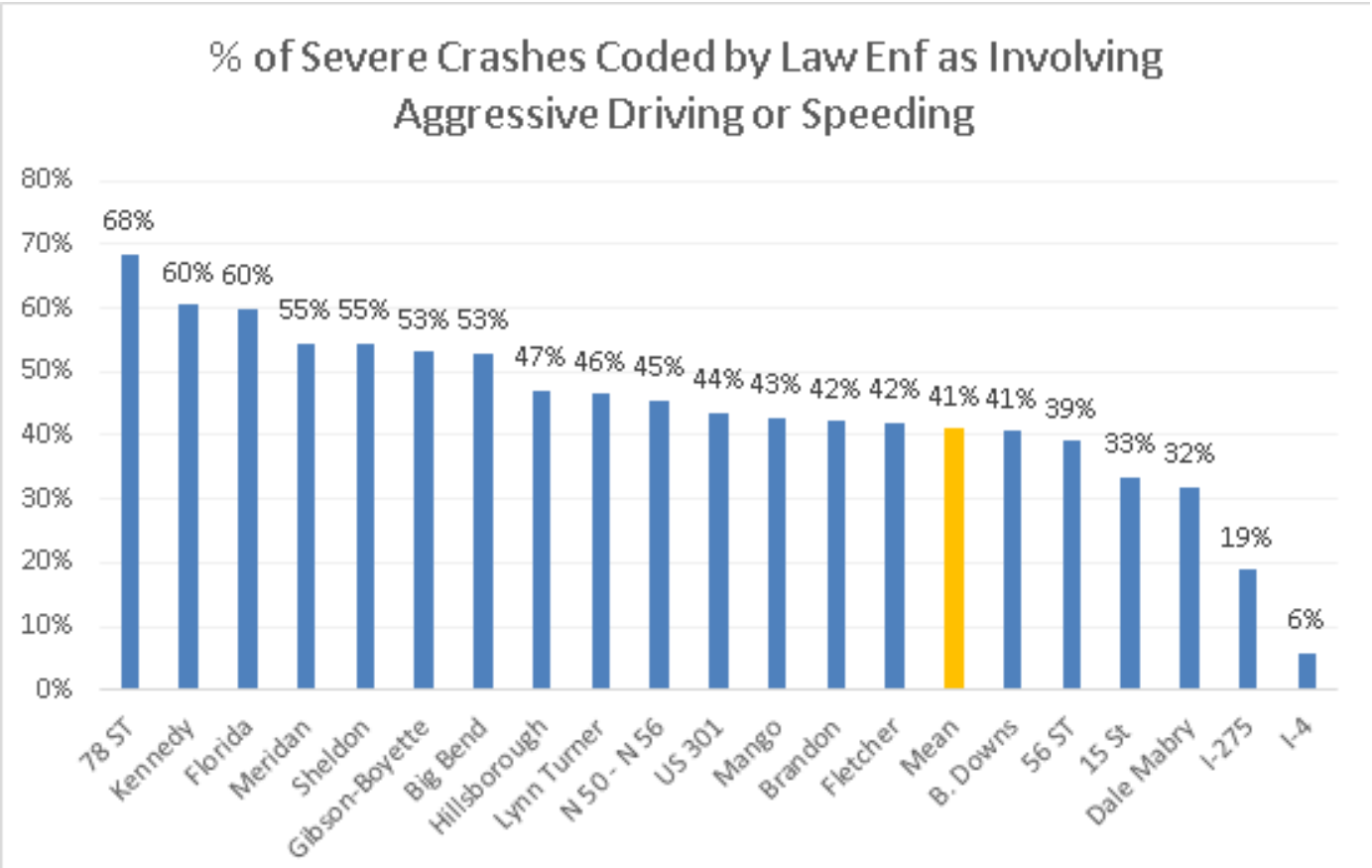
Corridor Comparisons

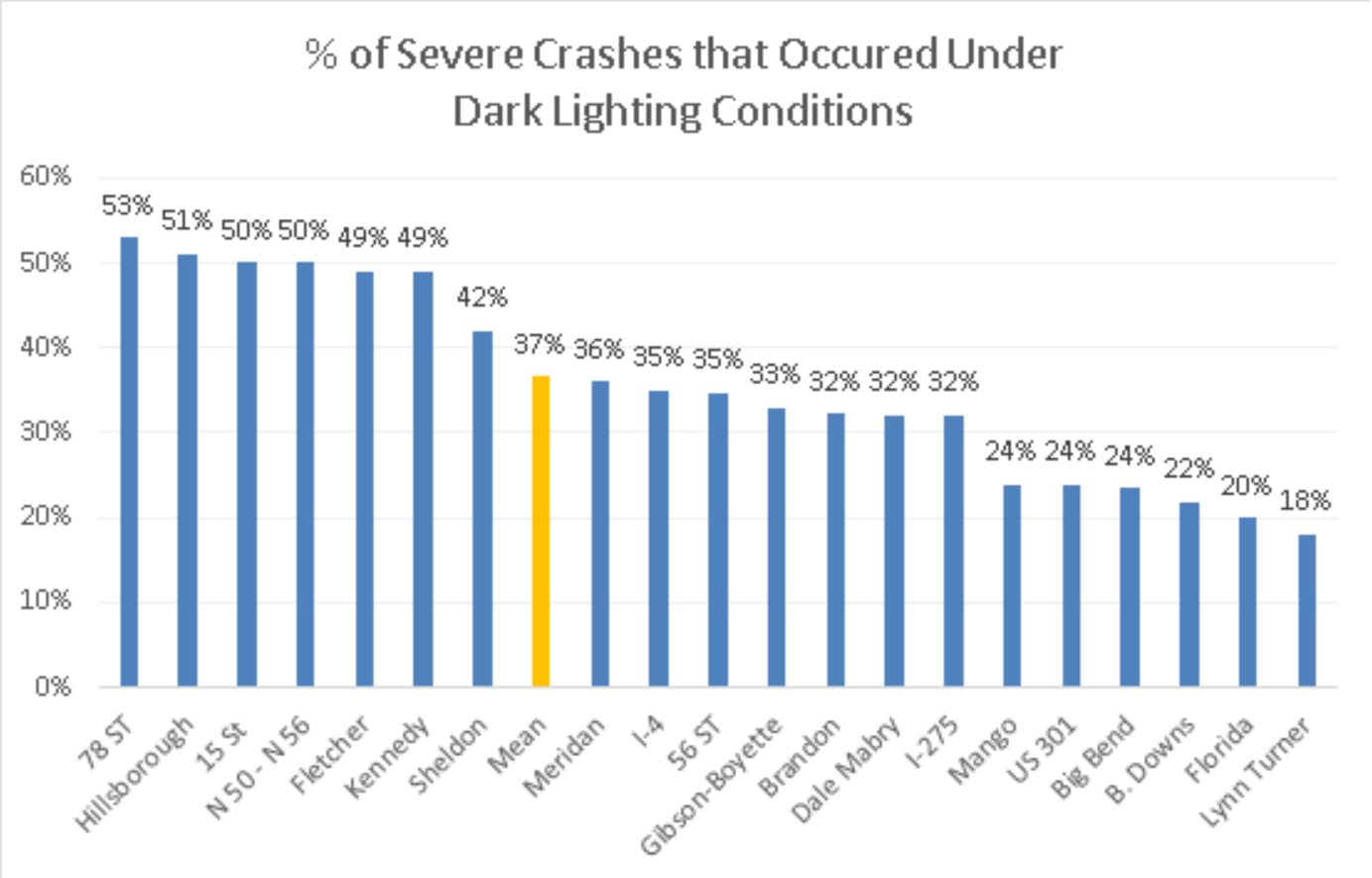
The following bar charts provide comparisons of the severe crash corridors against one another to highlight the corridors that stand out on a range of issues. The bar charts compare the corridors on the percent of severe crashes that involved people walking or biking, motorcycles, left turns, aggressive driving, or occurred under dark lighting conditions.




% of Severe Crashes that Involved Motorcycles
30%
25%
20%
15%
10%
5%
0%
28%
22%
19%
18%
18%
16%
14%
13%
13%
13%
12%
12%
11%
11%
11%
11%
9%
7%
6%
4%
4%
B. Downs
Gibson-Boyette
Mango
Meridan
I-4
78 ST
Big Bend
Brandon
Mean
Hillsborough
Kennedy
I-275
Dale Mabry
15 St
Fletcher
US 301
N 50 - N 56
Florida
Sheldon
56 ST
Lynn Turner


% of Severe Crashes that Involved Left Turns
60%
50%
40%
30%
20%
10%
0%
53%
41%
41%
40%
39%
38%
37%
36%
36%
35%
29%
27%
24%
24%
22%
22%
21%
20%
18%
4%
0%
78 ST
Big Bend
B. Downs
Florida
Gibson-Boyette
US 301
Kennedy
Meridan
N 50 - N 56
56 ST
Lynn Turner
Fletcher
Mean
Mango
15 St
Brandon
Hillsborough
Dale Mabry
Sheldon
I-275
I-4


% of Severe Crashes Coded by Law Enf as Involving Aggressive Driving or Speeding
80%
70%
60%
50%
40%
30%
20%
10%
0%
68%
60%
60%
55%
55%
53%
53%
47%
46%
45%
44%
43%
42%
42%
41%
41%
39%
33%
32%
19%
6%
78 ST
Kennedy
Florida
Meridan
Sheldon
Gibson-Boyette
Big Bend
Hillsborough
Lynn Turner
N 50 - N 56
US 301
Mango
Brandon
Fletcher
Mean
B. Downs
56 ST
15 St
Dale Mabry
I-275
I-4


% of Severe Crashes that Occured Under Dark Lighting Conditions
60%
50%
40%
30%
20%
10%
0%
53%
51%
50%
50%
49%
49%
42%
37%
36%
35%
35%
33%
32%
32%
32%
24%
24%
24%
22%
20%
18%
78 ST
Hillsborough
15 St
N 50 - N 56
Fletcher
Kennedy
Sheldon
Mean
Meridan
I-4
56 ST
Gibson-Boyette
Brandon
Dale Mabry
I-275
Mango
US 301
Big Bend
B. Downs
Florida
Lynn Turner