

# Hillsborough County Transportation Safety Update

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# Agenda



Vision Zero Action Plan Strategies



County Transportation Approach



High Injury Network Program



Pedestrian and Bicycle Safety Programs



Proactive Safety Programs



What's Next



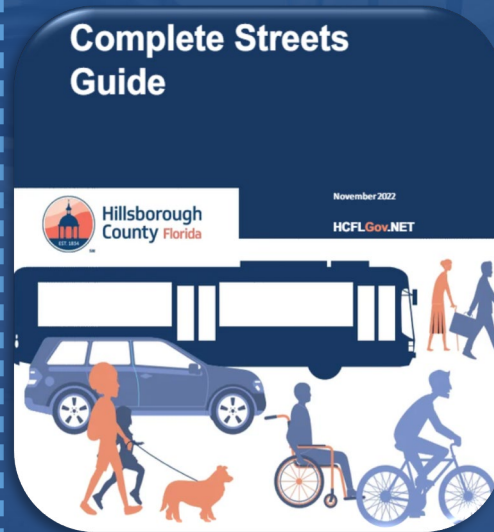
# Vision Zero Action Plan Strategies

## Quick Implementation Projects

- Use materials on hand
- Build community trust
- Support permanent project



## Facilitating Culture Change



- Safe Systems Approach for safe road designs, safe speeds, safe roadway users, & reduce emergency response time
- Complete Streets to support the needs of existing & future roadway users
- Cross-disciplinary collaboration for superior projects & policies
- Updating Engineering Design Manuals



## Public Outreach

- Identify key audience
- Communicate project purpose and benefits
- Incorporate public input



# County Transportation Approach



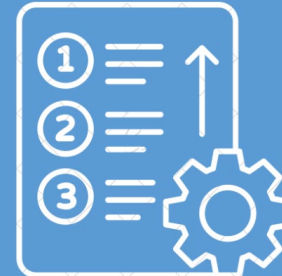
Use data to identify & address high crash locations and locations with high risk for crashes



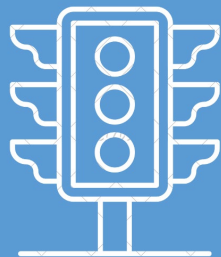
Study the transportation system as a whole to identify problem areas, trends, & limitations of roadway users



Develop & implement transportation programs to reduce crashes, provide access to destinations, & improve network connectivity



Update transportation manuals to support design of safe roads, operation of vehicles at safe speeds, & space for walking and biking



Operate traffic signals to support safe speeds, visibility of pedestrians, & roadway access for walking and bicycling



**Hillsborough  
County** Florida





# Mango Rd HIN Safety Project

## ❖ Background:

- Driver, Pedestrian, and Bicycle crashes
- Underserved Community
- Schools, shopping, recreation

## ❖ Objectives:

- Slow drivers turning at intersections
- Make traffic signals more visible
- Reduce driver speeds

## ❖ Improvements:

- Crosswalks
- Delineators
- Signage



# 15<sup>th</sup> St HIN Safety Project

## ❖ Background:

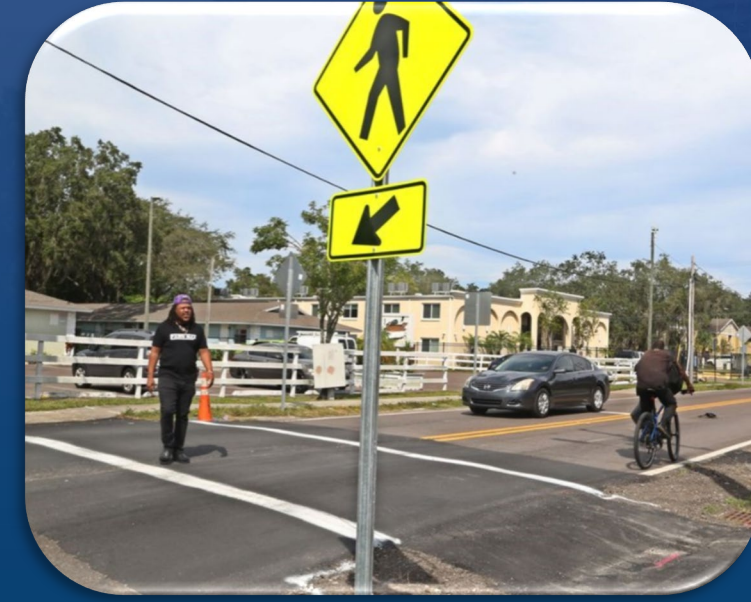
- Driver, Pedestrian, and Bicycle crashes
- High pedestrian activity
- #1 Transit dependent for wheelchair users

## ❖ Objectives:

- Provide safe crossing & ADA access transit
- Slow drivers
- Increase visibility of pedestrians

## ❖ Improvements:

- Crosswalks
- Signage
- LED Lighting

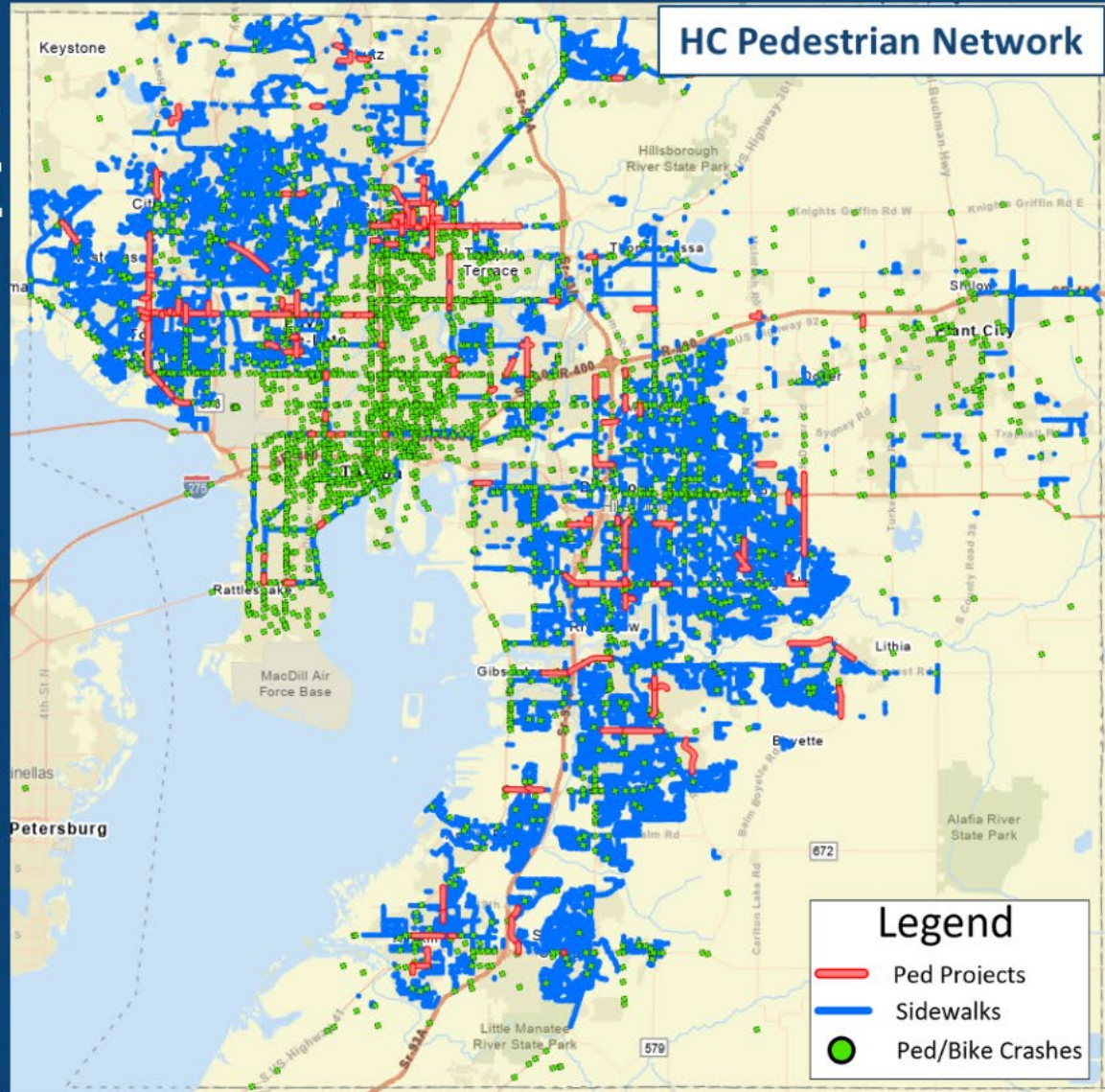




# Pedestrian & Bicycle Safety Programs



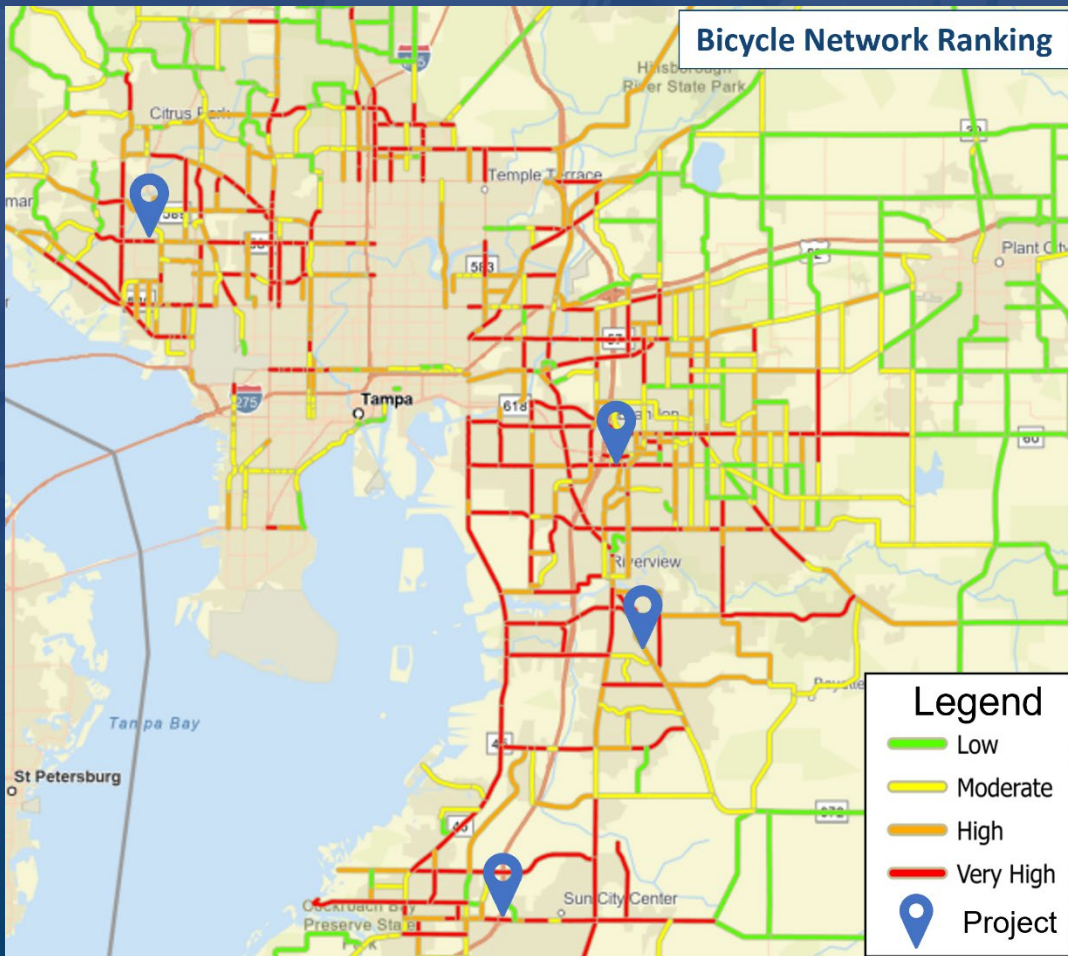
**25%** of fatalities  
**PEDESTRIAN/BIKE  
CRASHES**





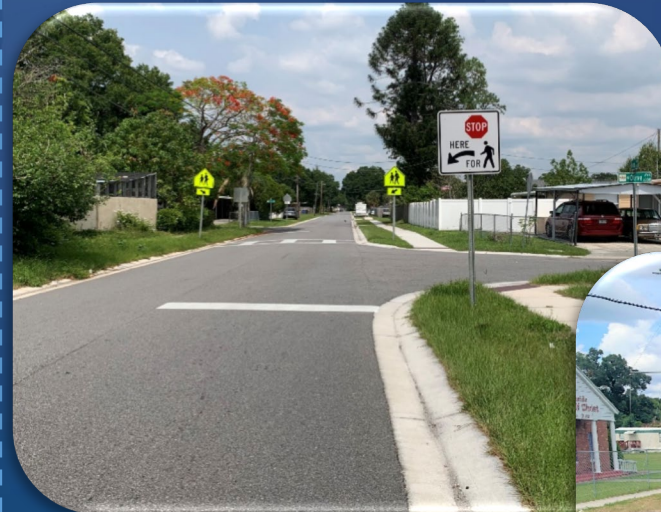
# Bicycle Network Improvement Program

- ❖ Analyzed County roadways & ranked bicycle facilities
- ❖ Studying **4** corridors to improve bicycle safety



# Safe Routes to School Program

- ❖ **5** Quick implementation projects completed
- ❖ Designing permanent project for **3** schools
- ❖ Improvements:
  - Crosswalks
  - Signage
  - Delineators



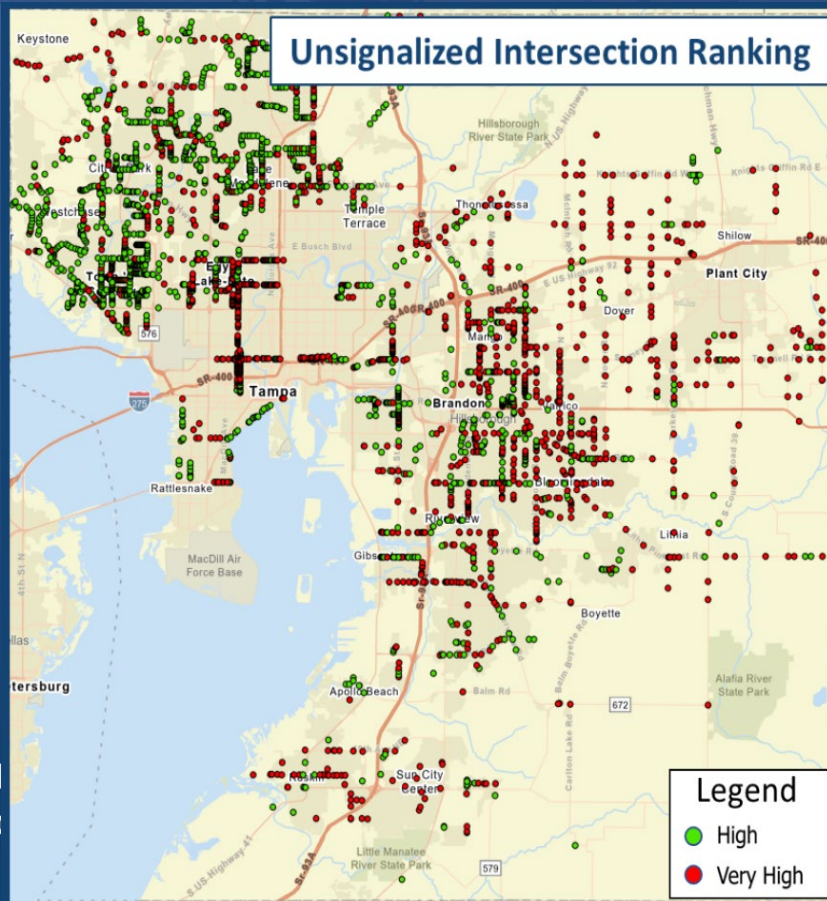


# Proactive Safety Programs

## Unsignalized Intersection Program

- ❖ Analyze & rank all County locations
- ❖ Connection between location attributes & historical and potential crashes
- ❖ Systemic improvements for locations that share common attributes

**RIGHT  
ANGLE  
#1  
FATAL &  
SEVERE  
Crash Type**



## Lane Departure Crash Program

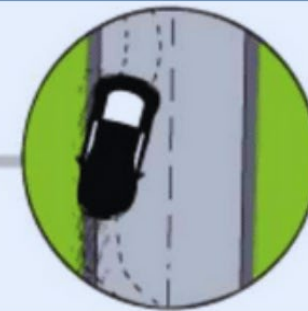
**8%** **HC Roadways** have high Lane Departure rates



**Countermeasures**



**Keep Vehicles on Roadway**



**Provide for Safe Recovery**

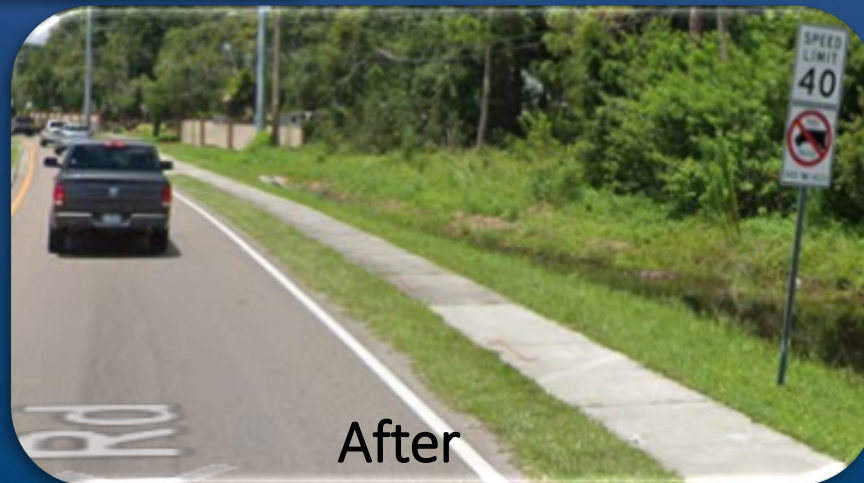
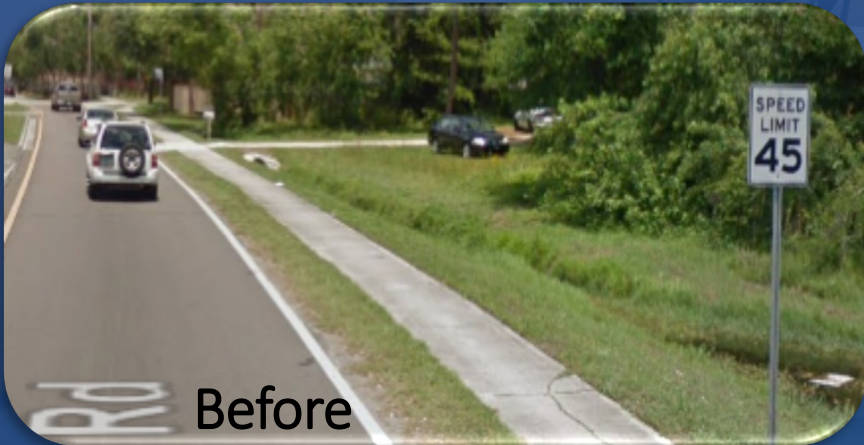


**Reduce Crash Severity**

# Speed Reduction Safety Projects

- ❖ Speed Reductions on **10** Corridors
- ❖ Reductions range from 5 to 10 MPH
- ❖ Supported public requests
- ❖ In line with TPO High Injury Network study

**OVER 20 MILES** TOTAL



Corridor	Speed Reduction (mph)
County Line Rd	55 to 45
56th St	50 to 40
Countryway Blvd	45 to 35
50th St	45 to 35
Balm Rd	55 to 45 & 35
Lynn-Turner Rd (HIN)	45 to 40
Waters Ave	45 to 40
Boyette Rd	40 to 35
1st St SW	40 to 35
33rd St E	35 to 30



# Resurfacing & Safety

- ❖ Over **12** projects annually
- ❖ Complete Streets elements include:
  - Reducing speed limit
  - Adding bike lanes & marked crosswalks
  - Prohibit passing at risky locations



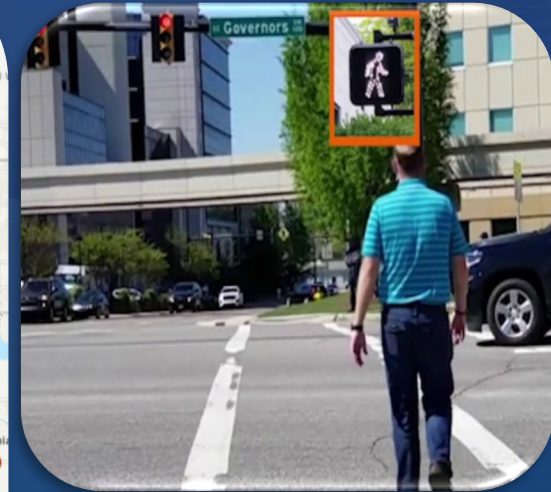
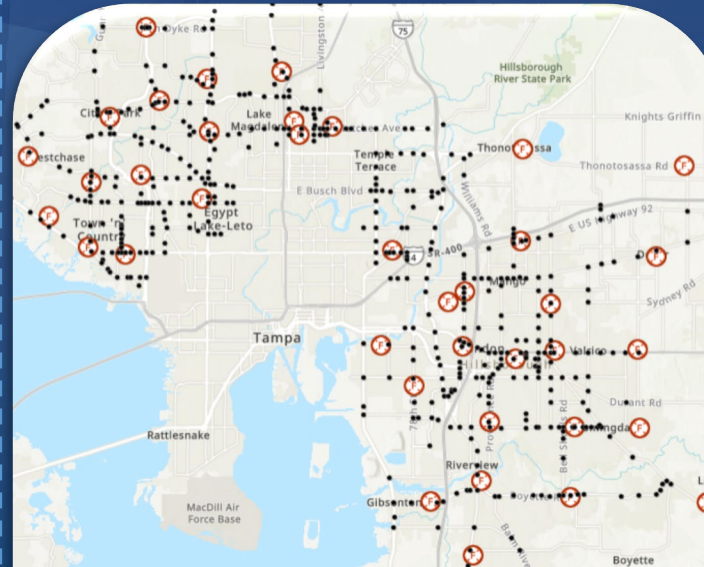
Before



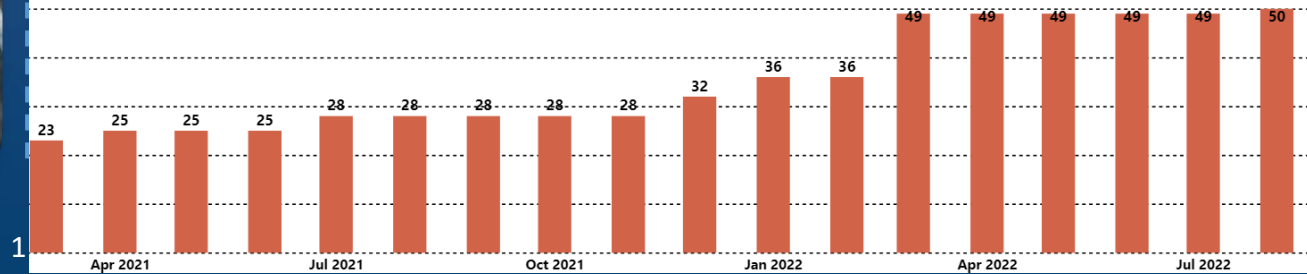
After

# Signal Operations & Safety

- ❖ **50** Lead Pedestrian Intervals
- ❖ Connected Vehicle Priority & Pre-emption System
  - Emergency Vehicle communicates with signal to reduce response times
  - **13** completed & over **550** to be added



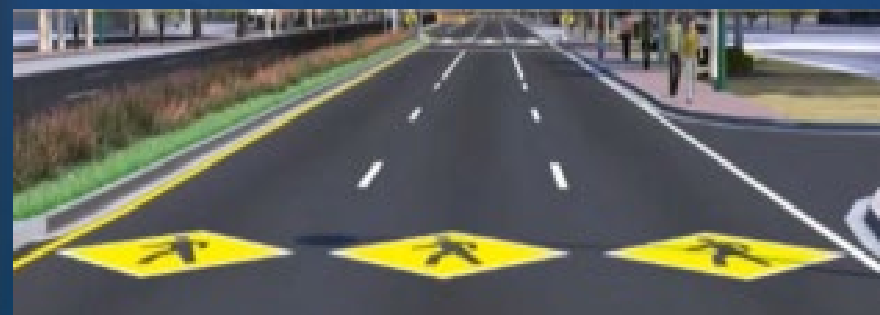
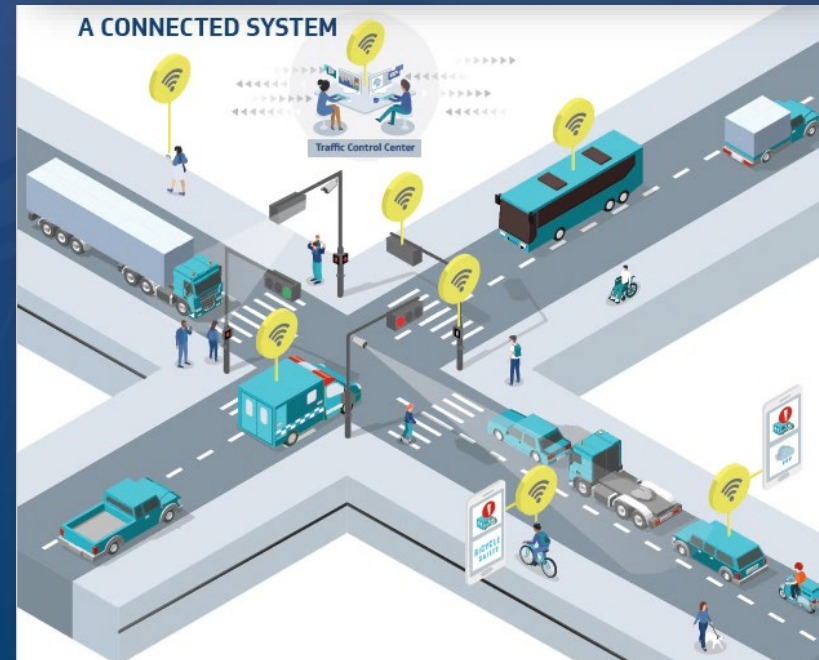
Number of Intersections with Leading Pedestrian Interval (LPI) - Source: Traffic Operations





# What's Next...

- ❖ Community Education
- ❖ Real-Time Dashboard
- ❖ Innovative Treatments
- ❖ Technology in Data Collection & Operations





# Thank You!

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