



SAFE STREETS PASCO
EVERYONE GETS HOME SAFE.

PASCO COUNTY SAFETY ACTION PLAN

CTST Update #2

FEBRUARY 25, 2026



AGENDA

1. Recap from Last Presentation
2. Crash Analysis Overview
3. Policy Benchmarking
4. Countermeasures
5. Project Prioritization Criteria
6. Engagement Activities
7. Next Steps

RECAP FROM LAST PRESENTATION

Plan Purpose

Detailed assessment of transportation safety issues in the region

Identification of new feasible safety improvements to provide on the MPO Roadway Network and other jurisdictional roads

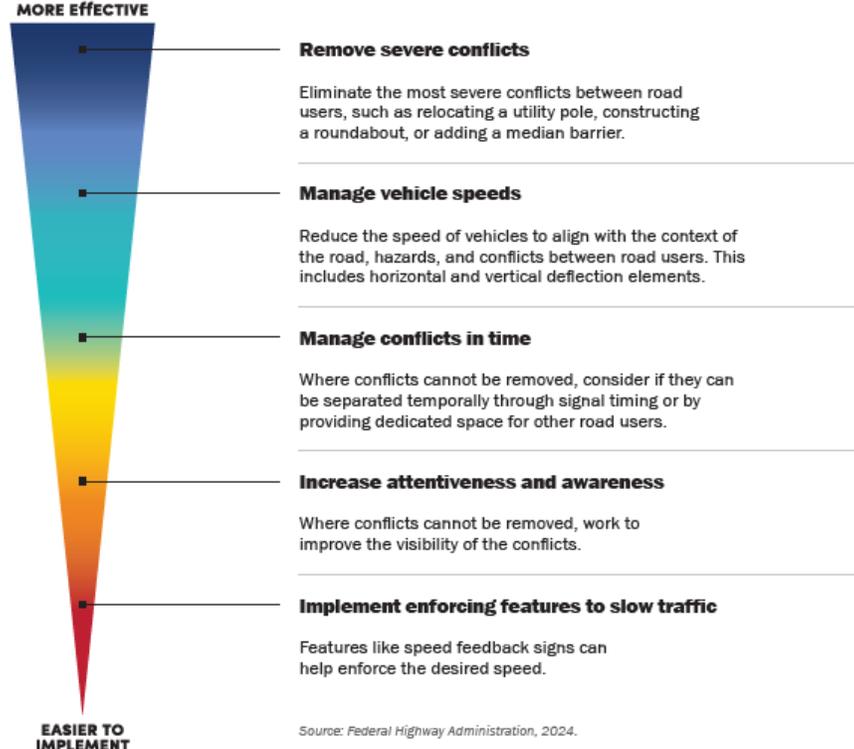
Integration into other plans, like the Long Range Transportation Plan

Crash Trends

Fatalities trending up in Pasco County

People walking, biking and motorcycling are disproportionately injured or killed on Pasco County Roads

Safe System Approach



CRASH ANALYSIS OVERVIEW

KEY FACTS

More than **HALF** the crashes resulting in death and serious injury occur on **2.5%** of our roads

Average Posted Speed is 45 mph
38% is in an Area of Persistent Poverty (AoPP)
62% FDOT Roads
38% County Roads



58 percent of pedestrian KSI



50 percent of bicyclist KSI



56 percent of motorcyclist KSI



53 percent of motorist KSI

KSI refers to a crash where someone is killed or severely injured.

TOP 10 CORRIDORS (2019-2024)

#	Roadway Name	From	To	Roadway Jurisdiction	Safety Score*
1	US Highway 19	Alternate Hwy 19/ Continental Drive	Sunray Drive	FDOT	40,237
2	US Highway 19	Pheonix Avenue	Alternate Hwy 19/ Continental Drive	FDOT	32,085
3	Wesley Chapel Boulevard	Interstate 75	Bruce B Downs Boulevard	Pasco County	28,227
4	US Highway 19	Hammock Road/ Ranch Road	State Road 52	FDOT	27,163
5	Little Road	State Road 52	Fivay Road	Pasco County	25,882
6	US Highway 19	Sunray Drive	State Road 54	FDOT	24,691
7	State Road 52	Little Road	Indian Drive/ Hicks Road	FDOT	22,293
8	US Highway 19	South Road	Green Key Road	FDOT	22,155
9	US Highway 19	State Road 52	Sea Ranch Drive	FDOT	21,901
10	Gall Boulevard	Palm Grove Drive	Stebbins Avenue	FDOT	20,625

The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates a lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

HIN - Top 10 Intersections

#	Intersections	Safety Score
1	US Highway 19 at State Road 52	11,553
2	US Highway 19 at Bonita Road/Mile Stretch Drive	10,344
3	US Highway 19 at Flora Avenue	9,644
4	State Road 54 at Seven Springs Boulevard	7,872
5	Ridge Road at Little Road	7,589
6	State Road 52 at Little Road	7,534
7	US Highway 19 at Hudson Avenue	7,260
8	US Highway 19 at Buena Vista Lane/Bartelt Road	7,086
9	US Highway 19 at Moog Road	6,689
10	US Highway 19 at Old Baileys Bluff Road/State Road 54	6,510

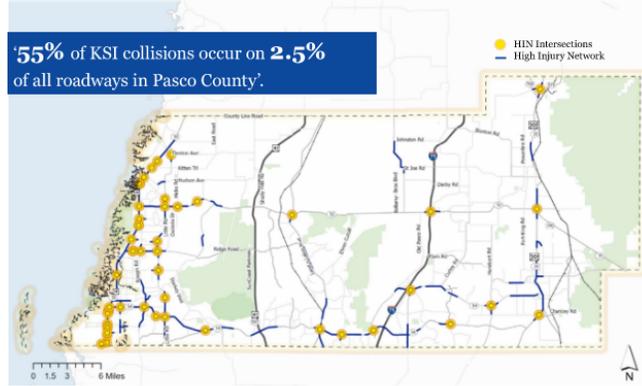
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HIN FACT SHEET

FACT SHEET

High Injury Network (HIN)

55% of KSI collisions occur on 2.5% of all roadways in Pasco County.



What is a High Injury Network (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

How is it Calculated?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

HIN Facts?

- Average Posted Speed 45 MPH
- 38% of HIN is in Areas of Persistent Poverty
- HIN Includes:
 - 62% State Roads
 - 38% County Roads

HIN Network Overall Statistics?

	All Roads	HIN	% HIN	Federal Aid Network (FA)	% HIN of FA
CENTERLINE MILES	4,308	107	2.5%	721	15.5%
ALL CRASHES	57,882	31,537	54.5%	57,882	55.6%
KSI	3,866	2,084	53.9%	3,866	55.2%
ALL PED/BIKE/MOTORCYCLE KSI	1,142	636	55.7%	1,142	56.5%
PEDESTRIAN KSI	357	208	58.3%	357	58.5%
BICYCLIST KSI	199	100	50.3%	199	51.3%
MOTORCYCLIST KSI	586	328	56%	586	57%

55% of KSI crashes occur on 15% of the county's Federal Aid Network

How can you get involved?

This planning initiative encourages participation from people of all ages across the county, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Pasco County roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data, learn more about safety, provide feedback and get details for upcoming events:

Pasco County Safety Action Plan I County Fact Sheet

Areas of Persistent Poverty: The US Department of Transportation (DOT) has developed a metric to identify communities that experience transportation insecurity through areas of persistent poverty. The longer poverty exists in an area, the more likely the community lacks adequate infrastructure and support services.

https://www.pascocountyfl.gov/services/mpo/mpo_projects.php



FACT SHEET

Top 30 High Injury Network Intersection Locations

#	Intersection	Safety Score 1
1.	US Highway 19 at State Road 52	11,553
2.	US Highway 19 at Bonita Road/Mile Stretch Drive	10,344
3.	US Highway 19 at Flora Avenue	9,444
4.	State Road 54 at Seven Springs Boulevard/Rowan Road	7,872
5.	Ridge Road at Little Road	7,589
6.	State Road 52 at Little Road	7,534
7.	US Highway 19 at Hudson Avenue	7,260
8.	US Highway 19 at Buena Vista Lane/Bartlett Road	7,086
9.	US Highway 19 at Moss Road	6,689
10.	US Highway 19 at Old Balleys Bluff Road/State Road 54	6,510
11.	Little Road at Denton Avenue	6,526
12.	US Highway 19 at Sea Ranch Drive	6,456
13.	Land O' Lakes Boulevard at State Road 54	6,249
14.	State Road 54 at Little Road	6,188
15.	US Highway 19 at New York Avenue	5,931
16.	State Road 54 at Grand Boulevard	5,793
17.	US Highway 19 at Sunny Drive	5,683
18.	Gall Boulevard at Chantway Road	5,551
19.	State Road 56 at Meadow Pointe Boulevard	5,614
20.	State Road 52 at Paradise Point Way	5,422
21.	US Highway 19 at Hammock Road/Ranch Road	5,359
22.	State Road 54/State Road 26 at Wesley Chapel Boulevard	5,239
23.	State Road 54 at Indian Drive/Hicks Road	5,078
24.	US Highway 19 at Tahitian Gardens Circle	5,046
25.	US Highway 19 at Darlington Road	4,959
26.	State Road 54 at Thrift Boulevard/Hoast Pkwy Avenue	4,870
27.	State Road 54 at Morris Bridge Road/Elland Boulevard	4,855
28.	State Road 52 at Land O Lakes Boulevard	4,774
29.	State Road 52/Clinton Avenue at US Highway 98	4,761
30.	State Road 54 at Collier Parkway	4,720

1. The **Safety Score** is calculated based on the total number of crashes, the **highest level of injury** sustained in each crash, and the **travel mode** of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates a lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

Pasco County Safety Action Plan I County Fact Sheet

https://www.pascocountyfl.gov/services/mpo/mpo_projects.php



CRASH ANALYSIS - DATA INCLUDED

Crash Data

Signal 4 Analytics (2019 – 2024)

FDOT supplement for railroad crossings

Florida Injury Surveillance System

Road Data

Road network information

Average Annual Daily Traffic (AADT)

Posted Speed

Functional Classification

Context Classification

Traffic Volumes

Contextual Data

Behavioral Factors

Environmental Factors

Road Factors

Systemic Matrices

CRASH ANALYSIS KEY TAKEAWAYS

Road Factors

- Travel lanes, volumes and speeds all contribute to higher fatal and severe injury crash rates.
- Suburban Commercial Arterials (C3C) and Principal Arterial and Major Collector road are disproportionately locations for KSI crashes.

Behavioral Factors

- Speed, distraction, aggression, alcohol and drug involved crashes are more likely to result in a fatality.
- Seatbelt and helmet use are low in fatal vehicle and motorcycle crashes.

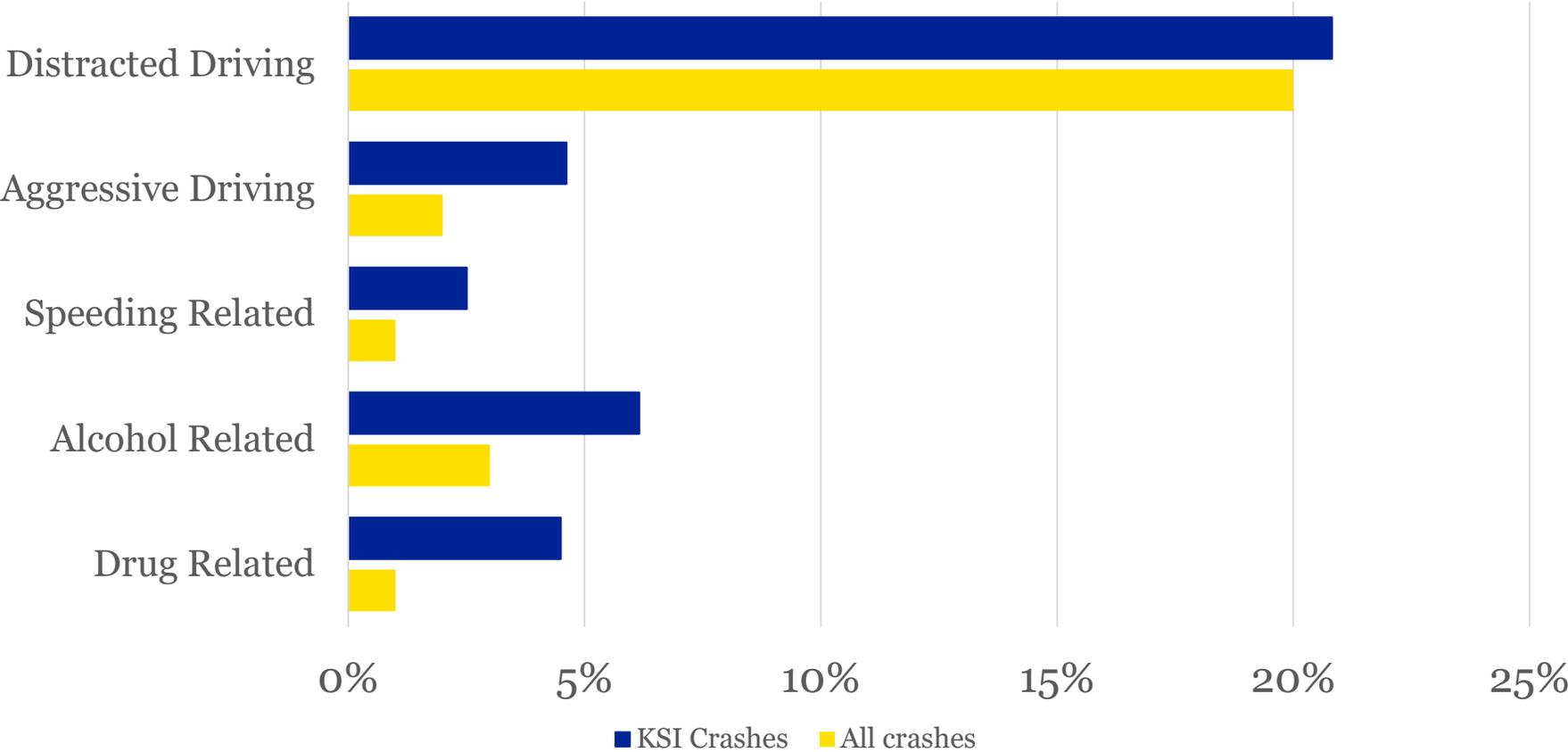
Contextual Factors

- Crashes that result in a severe injury or fatality are more likely to occur on roads through areas of persistent poverty, with lower levels of income, less access to vehicles and higher levels of transit ridership.

Weekly, almost 2 people are killed and 15 people are severely injured on roads in Pasco County.

ROAD USER BEHAVIOR

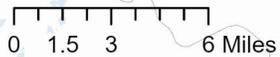
Source: Signal 4 Analytics, 2019 – 2024.



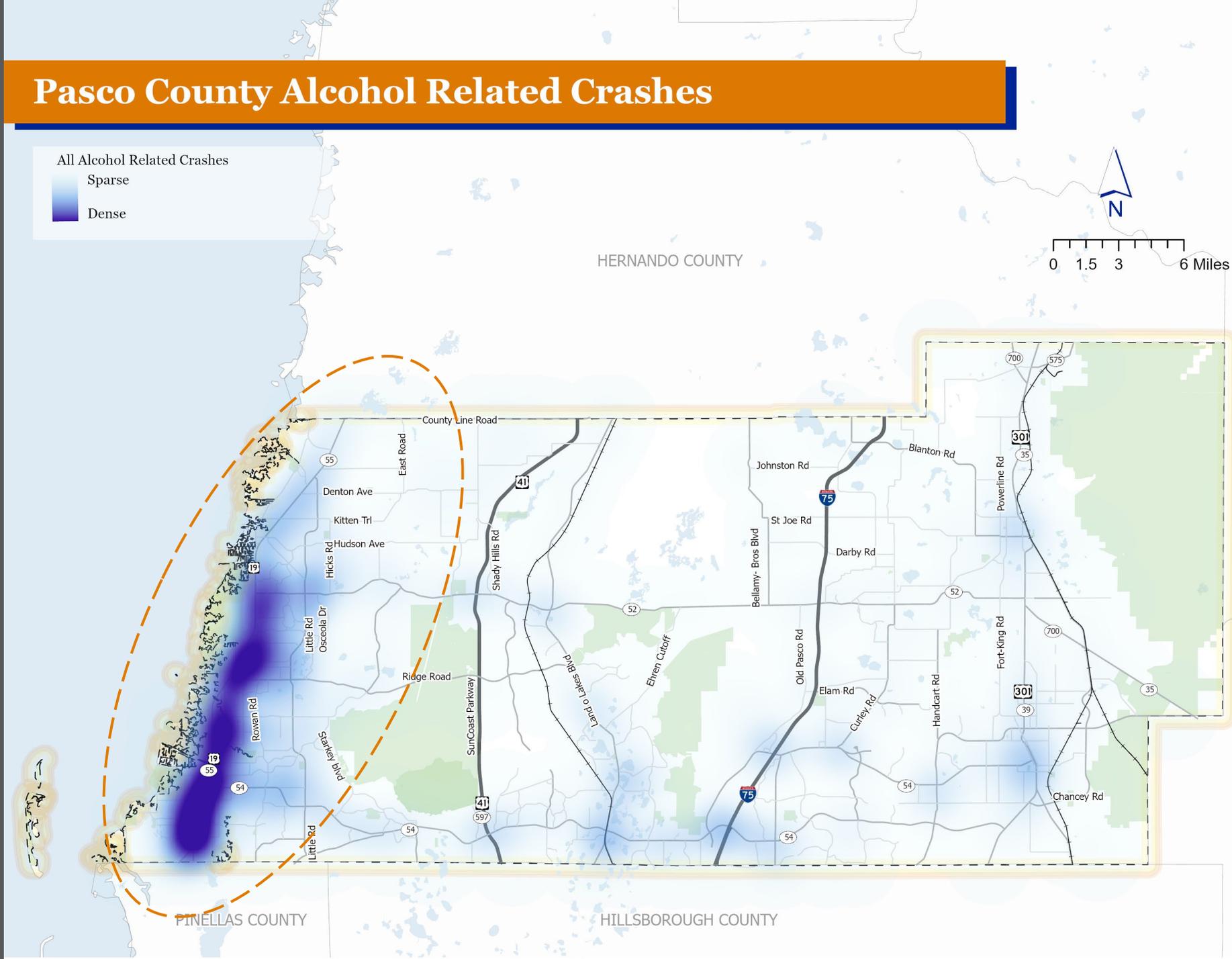
Behaviors such as speeding, drinking/using drugs and driving, aggressive, and distracted driving are more likely to result in a serious injury or fatal crash.

Pasco County Alcohol Related Crashes

All Alcohol Related Crashes
Sparse
Dense



Alcohol Related



POLICY BENCHMARKING

POLICY BENCHMARKING PROCESS

Benchmark aligned with
Safe System Elements:

- Planning and Culture
- Data and Analysis
- Safer People
- Safer Vehicles
- Safer Speeds
- Safer Roads
- Post Crash Care

Develop safety program benchmarks and identify relevant plans.

Create a preliminary benchmark of existing policies and programs to help inform Safety Action Plan strategies

Review relevant plans

Conduct stakeholder discussions

Conduct workshop to finalize benchmarking assessment

Develop the Safety Action Plan

DOCUMENTS REVIEWED

Transportation Improvement Plan (MPO)
List of Project Priorities (MPO)
2050 Long-Range Transportation Plan (MPO)
Public Participation Plan (MPO)
Freight Plan (Underway) (MPO)
Micromobility Strategic Plan (MPO)
Board Meeting Minutes (MPO) from 2024/2025
Comprehensive Plan (County/Other)
Land Development Code (County/Other)

Pasco County Greenways, Trailways, and Blueways Master Plan (County/Other)
Pasco County Capital Improvement Plan (County/Other)
GOPASCO TDP (County/Other)
Pedestrian and Bicycle Strategic Plan (Florida Department of Transportation – [FDOT])
Highway Safety Improvement Program (FDOT)
Complete Streets Policy (FDOT)
Context Classification Guide (FDOT)
D7 Project List (FDOT)
Community Traffic Safety Team (CTST) Meeting Minutes (FDOT) from 2024/2025

BENCHMARKING HIGHLIGHTS

The 2050 Long Range Transportation Plan (LRTP) has multiple policies that align with Safe System best practices and prioritize safety and multimodal enhancements.

A data driven approach is used to incorporate safety into various plans and policies.

Adoption and implementation of the Safety Action Plan will fulfill most of the benchmarks that are not currently in the Institutional Practice column and amplify others that are already incorporated.

BENCHMARKING OPPORTUNITIES



Establish purpose and goals for continuation of the Safety Task Force and consider folding into an existing committee for continued emphasis.



Conduct near-miss assessments at high-crash locations to help inform countermeasure selection.



Pasco MPO and/or Pasco County staff attend relevant Florida Department of Transportation (FDOT) safety coalition meetings to provide feedback and ideas for improvement.



Develop Transportation Impact Study best practices that include guidelines for how to address safety and multimodal travel as part of the development review process.



Develop a pilot project process to test new safety strategies in the region, like automated speed enforcement in school zones.

COUNTERMEASURES

COUNTERMEASURES IN THE SAFE SYSTEM FRAMEWORK

Anticipate Human Error

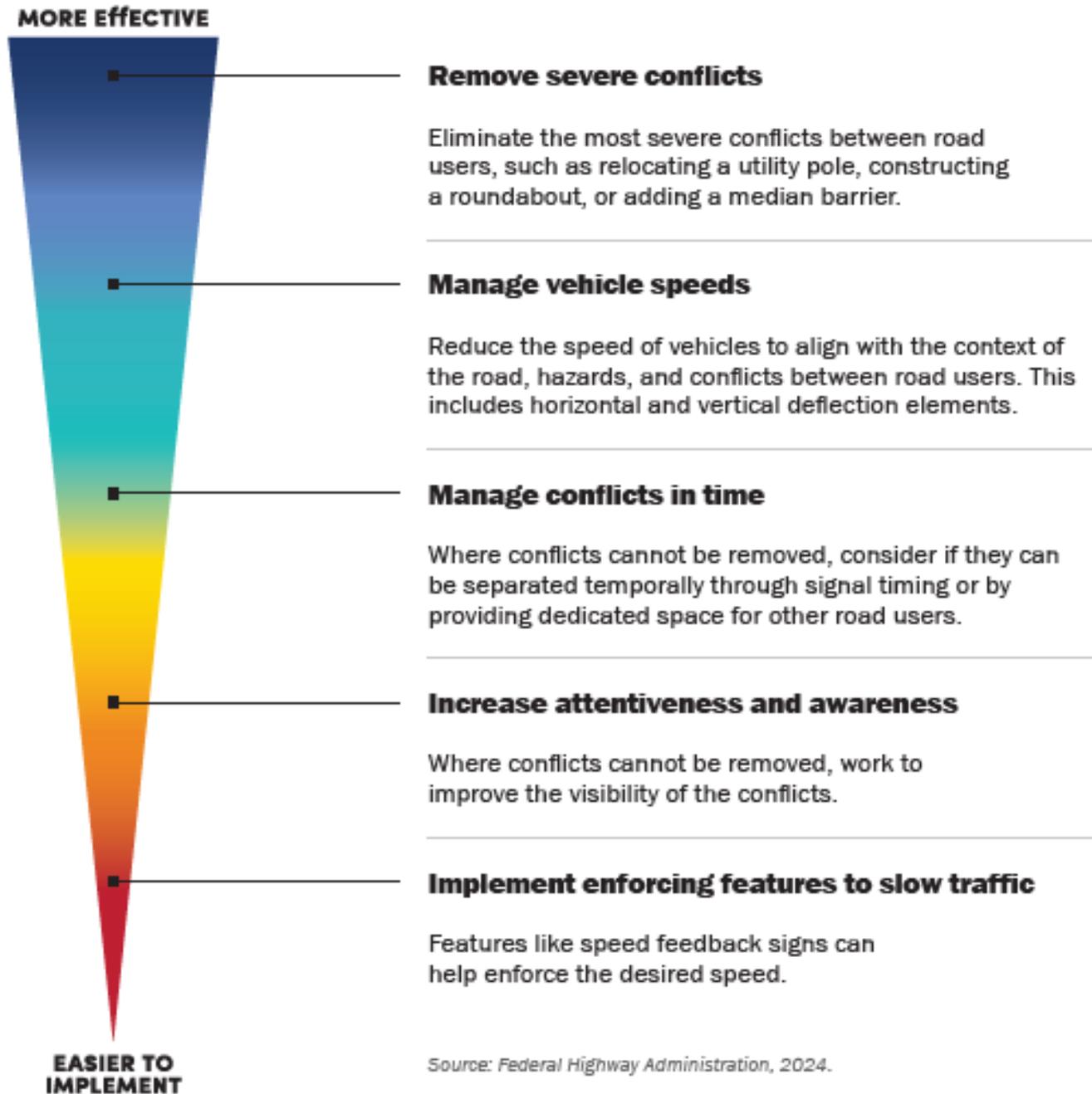
- Remove Severe Conflicts
- Manage Conflicts in Time
- Increase Awareness and Attentiveness

Accommodate Human Injury Tolerance

- Manage Vehicular Speeds
- Implement Enforcing Features to Slow Traffic

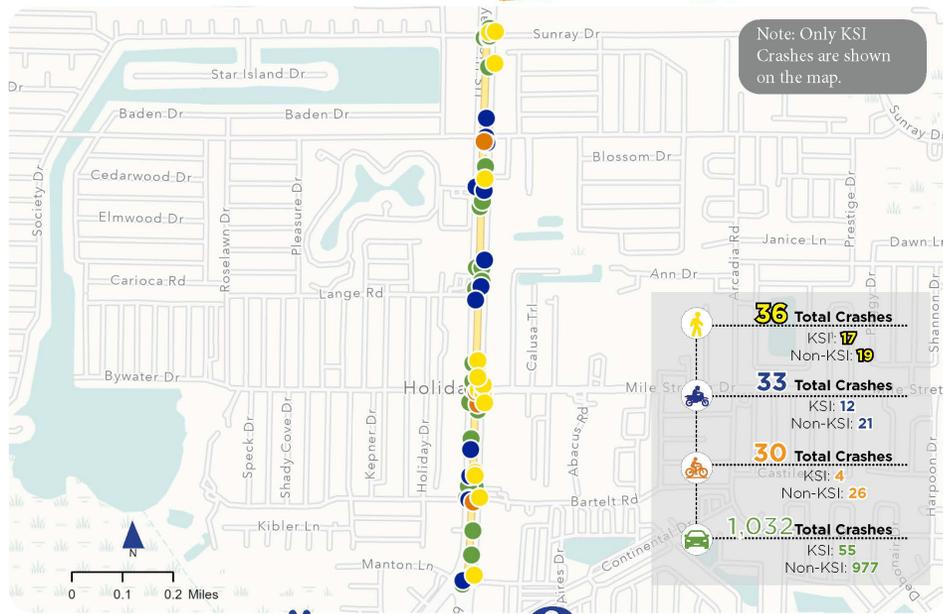


COUNTERMEASURES IN SAFE SYSTEMS SOLUTIONS HIERARCHY



Source: Federal Highway Administration, 2024.

US Highway 19 from Alternate Hwy 19/Continental Drive to Sunray Drive



1.

1,131*
Total Crashes

78
Serious Injuries

10
Fatalities

CONTEXT INFORMATION

Travel Lanes/AADT	6/68,500
Corridor Length	1.1 miles
Safety Score per Mile	40,237
Posted Speed Limit	40-45 mph
Presence of Sidewalk	Yes
Presence of Bike Lanes	Yes
Maintained By	FDOT

* Based on data provided by Signal 4 Analytics

CRASH SUMMARY BY MONTH (2019-2024)

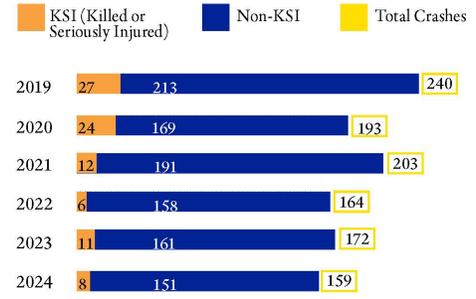
January had the highest number of crashes.



* KSI refers to a crash in which someone was killed or seriously injured.

CRASHES BY YEAR (2019-2024)

2019 had the highest number of crashes.



CRASH TYPE SUMMARY (2019-2024)

Rear-End crashes were most common type.

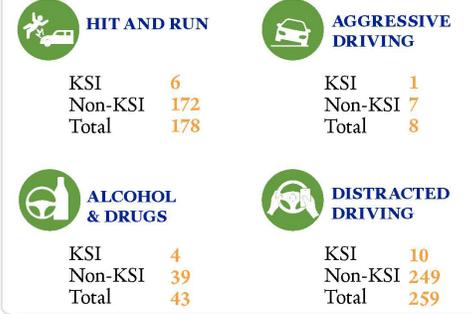
Crash Type	KSI	Non-KSI	Total Crashes
Rear End	25	542	567
Left Turn	23	151	174
Pedestrian	17	19	36
Other	7	48	55
Angle	6	29	35
Bicycle	4	26	30
Off Road	2	21	23
Sideswipe	1	142	143
Rollover	1	2	3
Right Turn	0	46	46
Head on	0	2	2

Note: For crash type summaries and contributing factors, total may not sum to the total crashes as some crash records are incomplete and only top crash types are shown.

Bold represents crash type where KSIs are over represented.

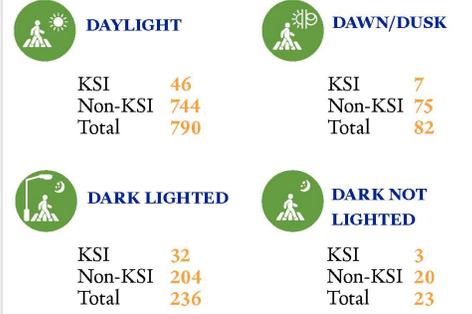
BEHAVIORAL FACTORS (2019-2024)

Distracted driving was a main behavioral factor in crashes.



LIGHTING CONDITIONS (2019-2024)

Most crashes occurred during clear weather conditions and in daylight.



62%
Of crashes occurred at an intersection

78%
Of crashes occurred under clear weather conditions

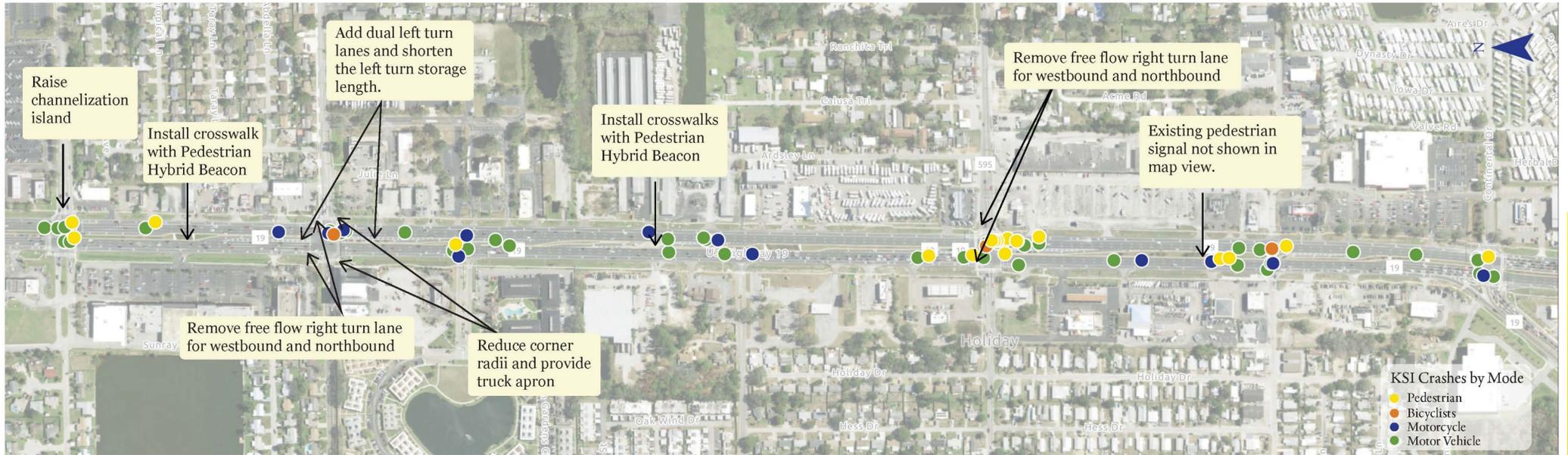


US Highway 19 from Alternate Hwy 19/Continental Drive to Sunray Drive

Planned Improvements:

US Highway 19 at Lange Road and US Highway 19 at Tahitian Gardens Circle (254677-6): Elements of work include the installation of raised separators as well as repaving and shoulder widening. Construction activities are expected to complete early 2026.

1.



The recommendations include changing the target and design speed to 35 mph, with the long-term goal of transitioning to a posted speed of 35 mph. The continuous right-turn lanes in both directions should be removed and replaced with dedicated right-turn lanes only at major intersections and major driveways, supported by a traffic analysis to determine the required storage lengths. Access management strategies should be implemented to reduce driveway connections and provide cross-access between adjacent properties. Travel lanes should be narrowed to 10-foot inside lanes and 11-foot outside lanes, and a shared-use path or separated bike lane with vertical separation should be added. At signalized intersections, right-turn lanes should be shortened, and if bike lanes remain, they should bend in ahead of the mixing zone with conflict markings added in these areas. All signalized intersections should include Leading Pedestrian Intervals (LPIs), paired with “No Right Turn on Red” blank-out signs or a flashing yellow arrow for the right turn during the LPI phase. Finally, coordination with the transit agency is recommended to combine or relocate transit stops so they are colocated with marked crosswalks.

Project Prioritization Score:
XX

Planning Level Cost:
XX

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

OTHER STRATEGIES

- Safe Routes to School Programs
- Targeted Enforcement and Deterrence
- Education Campaigns for Vulnerable Groups
- Youth Education
- Bicycle Safety Education Programs
- Public Information Campaigns
- Neighborhood Slow Zones
- Improve Crash Data Collection
- Update Agency Policies and Standards
- Roadway Maintenance
- Pilot Projects



Sun, Fun, & Safety

Saturday, May 17, 2025

10 am - 1 p.m.

Wesley Chapel District Park
7727 Boyette Rd, Wesley Chapel,
FL 33545

- Free, family-friendly event
- Safety tips for the whole family, focusing infants through teens
- Outdoor interactive games, activities and bounce houses
- Giveaways, such as child-proofing locks, life jackets and more

LEARN ABOUT THESE TOPICS THROUGH PLAY:

- Water safety
- Car seat safety
- Bicycle and pedestrian safety
- Sports safety
- Home safety and more

Local agencies, such as fire departments, law enforcement, hospitals and others will be on hand to share information.

Learn more at
HopkinsAllChildrens.org/safekids
or call 727-688-2373



PROJECT PRIORITIZATION CRITERIA

L RTP PRIORITIZATION CRITERIA

Project Status

Existing
Congestion
Reduction

Network
Connectivity

Regional
Connectivity

Multimodal
Connectivity

Natural
Environment

Safety

Security and
Resilience

Freight Priority

DRAFT CRITERIA WEIGHTING



Safety – 50%



Multimodal Connectivity – 25%



Project Status – 10%



Security and Resilience, Freight Priority – 10%



Existing Congestion Reduction – 5%

ENGAGEMENT ACTIVITIES

Outreach Events (and more planned!)

Project Workshop – October 9 at
Starkey Ranch Library

Pop-up Event – Trunk or Treat,
October 11, The All Ways Center, NPR, 6-9
PM

**Pop-up Event – Harvest Market at the
Grove,** October 12, The Grove at Wesley
Chapel, 11 AM to 3 PM

**Presentation – Zephyrhills Economic
Coalition,** December 10, Zephyrhills City
Hall, 8:30 AM to 9:30 AM

ONLINE SURVEY



English

My profile

Safe Streets Pasco

Because Everyone Deserves to Get Home Safe



- Overview
- Take the Survey
- Provide Mapped Feedback

Introduction

Pasco County is committed to making roads safer for everyone, whether you drive, walk, bike, ride a motorcycle or use a wheelchair. As part of our [Safety Action Plan](#), referred to as Safe Streets Pasco, we are identifying ways to reduce serious injury and fatal crashes on our roadways to build a safer, more connected community. Your input is critical to this effort. By sharing your experiences, concerns and ideas, you can help us understand where transportation safety issues occur in your community and what improvements matter most to you and your family.

This survey will take only a few minutes to complete. Your responses will directly inform the strategies and projects that will guide safety investments in Pasco County in the years to come.

Need Help?

If you need assistance submitting comments, please contact Angel C. Avila. Please leave your preferred contact information, and a team member will reach out to assist you.

- Name Angel C. Avila
- Email aavila@pascocountyfl.net

Online Survey

MyPasco.net/safestreetspasco or <https://fp.mysocialpinpoint.com/pasco-county-safety-action-plan>

Utility Bill Inserts

**Almost 100 people are
killed in traffic crashes
on Pasco County roads
every year.**



SAFE DRIVING SAVES LIVES.

Pasco MPO Safety Action Plan, 2025



Safe Streets Pasco is identifying ways to reduce serious injury and fatal crashes on our roadways to build a safer, more connected community. Your input is critical to this effort. By sharing your experiences, concerns and ideas, you can help us understand where transportation safety issues occur in your community and what improvements matter most to you and your family.

For more information about the project, please visit MyPasco.net/safestreetspasco



Scan the QR code to share your thoughts and help us improve safety in your community!

Your feedback guides plans to make our streets safer for everyone.



ELECTED OFFICIALS GUIDE

You have the power to take action!



Step up as a safety champion.

Commit to supporting the Safe System Approach for eliminating traffic deaths and serious injuries by the year 2050. More information is provided: transportation.gov/safe-system-approach

Learn more about safety by attending local safety events, and supporting efforts of the Community Traffic Safety Team (CTST).

Familiarize yourself with the parts of your districts that lie within or close to the High-Injury Network.

Promote traffic safety to your constituency through email messages, newsletters, social media, speaking engagements, etc.

Support the county's efforts toward the implementation of the Safe Streets Pasco Safety Action Plan.

Pledge to use the word crash or collision instead of accident.



Be a voice for change.

Support a safety event sponsored by the Pasco Metropolitan Planning Organization (MPO) – or organize one of your own!

Hold conversations with residents about the fundamentals and benefits of Safe System Approach – particularly in areas along the High-Injury Network.

Submit a guest column to your community paper or other local media outlet.

Incorporate safety messaging when you speak to community groups.

Invite advocacy organizations to participate in your events to share the safety message.

Partner with an organization to teach people how to walk and bike safely in their neighborhoods.

Support organizations that offer programs and services aimed at improving safety.

You can advocate at the state level for legislative changes that will give local governments more tools in the safety toolbox.



Words matter too!

CRASH
~~Accident~~

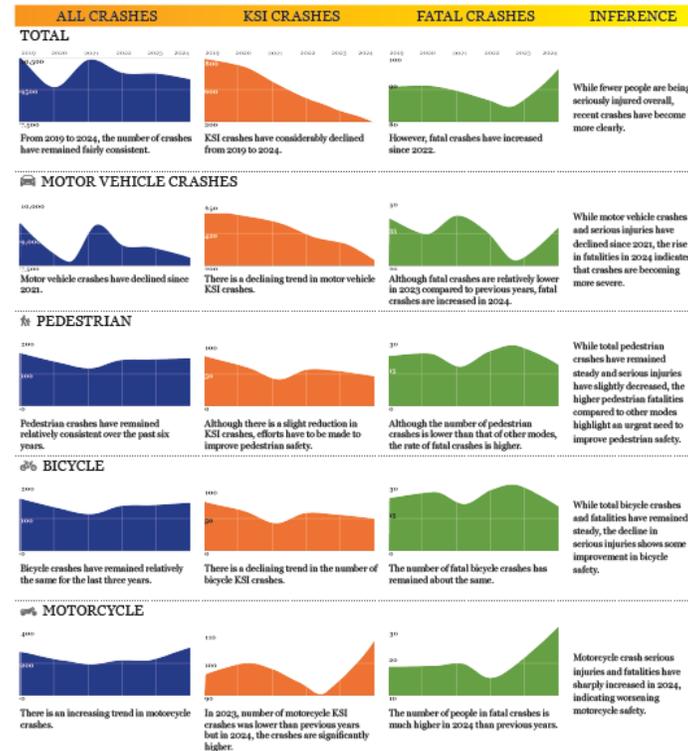
All too often, news media and crash reports refer to preventable crashes as "accidents." This wording suggests that nothing could have been done to prevent them. Let's instead use "crash" or "collision" to acknowledge that roadway incidents can be systematically addressed. By taking a proactive, preventative approach and treating transportation safety as a public health issue, we can work to prevent these tragedies.

Every week, 2 people are killed and 15 people are seriously injured on Pasco County's roadways

In the past six years, there were **66,677** reported traffic crashes in Pasco County.

But not all crashes are alike in fact **3,866** crashes involved someone who was killed or severely injured (KSI).

And tragically, **618** people died in a traffic crash.





Little rd
more lighting +
side walks

on Sunray
by S

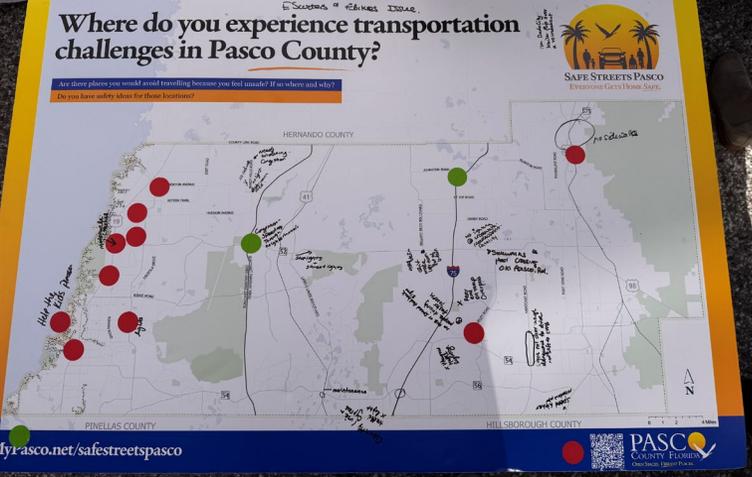
(ubers are expensive!) ✓
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kids
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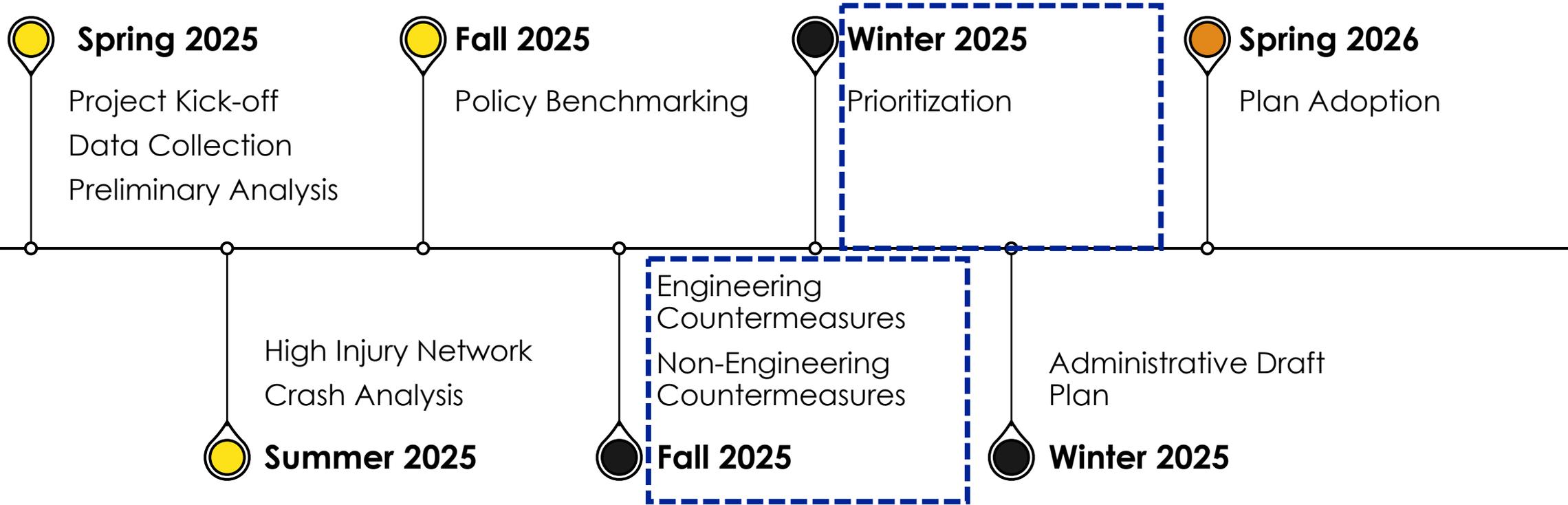
FEEDBACK THEMES

- Acknowledgement that safety on Pasco County roads is an issue
- Concern about safe access for folks who are not in cars
- Apprehension about e-bikes (education: what are they, what are the rules, where can they go, who can use them) and their observed travel speeds

-
- Blame for poor safety on Pasco County roads on “out-of-control” development – too many people, too few roads and options
 - Also blame on people coming from other places where driver behavior is worse
 - Reliance on large arterials with high volumes and high speeds
 - Drivers plan trips to avoid US 19

NEXT STEPS

SCHEDULE REVIEW



OUTLINE OF SAFETY ACTION PLAN

**Executive
Summary**

**Safety Need and
Approach**

**Existing
Conditions**

Engagement

**Strategy
Overview**

**Engineering
Projects**

**Actions and
Non-Engineering
Strategies**

**Monitoring &
Implementation**

FEEDBACK REMINDER!

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SAFE STREETS PASCO
EVERYONE GETS HOME SAFE.

THANK YOU!