

FDOT | DISTRICT 7

CTST REGIONAL SUMMIT

Connect. Collaborate. Save Lives.

Road Safety Audit
Hands-on Training

Little Road (C.R. 1)
from Ridge Road
to Fox Hollow Drive

October 29, 2026

Agenda

RSA Introduction
10:00 AM – 10:15 AM

RSA Start-Up Meeting
10:15 AM – 10:30 AM

Break Into Groups
10:30 AM – 10:45 AM

RSA Debrief Meeting:
10:45 AM – 11:15 AM

RSA Introduction

U.S. Department of Transportation
Federal Highway Administration

OFFICE OF SAFETY
Proven Safety Countermeasures



Safety Benefits:

10-60%
reduction in total crashes.[1]

For more information on this and other FHWA Proven Safety Countermeasures, please visit https://safety.fhwa.dot.gov/provencountermeasures/ and https://safety.fhwa.dot.gov/rsa/.

FHWA-SA-21-048

Road Safety Audit

While most transportation agencies have established traditional safety review procedures, a road safety audit (RSA) or assessment is unique. RSAs are performed by a multidisciplinary team independent of the project. RSAs consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner. (See the eight steps for conducting an RSA below.)



Source: FHWA

ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE

RSAs provide the following benefits:

- Reduced number and severity of crashes due to safer designs.
- Reduced costs resulting from early identification and mitigation of safety issues before projects are built.
- Increased opportunities to integrate multimodal safety strategies and proven safety countermeasures.
- Expanded ability to consider human factors in all facets of design.
- Increased communication and collaboration among safety stakeholders.
- Objective review by independent multidisciplinary team.

RSAs can be performed in any phase of project development, from planning through construction. Agencies may focus RSAs specifically on motorized vehicles, pedestrians, bicyclists, motorcyclists, or a combination of these roadway users. Agencies are encouraged to conduct an RSA at the earliest stage possible, as all roadway design options and alternatives are being explored.



Multidisciplinary team performs field review during an RSA. Source: FHWA

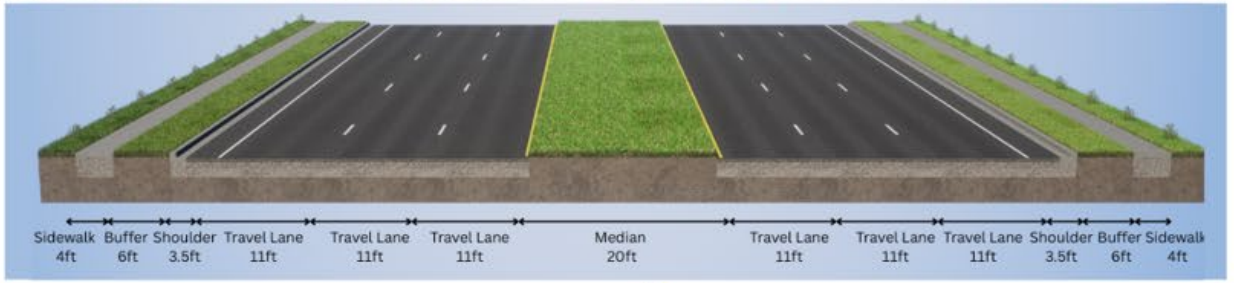
RSA
Start-up Meeting

2026 | FDOT DISTRICT 7
CTST REGIONAL SUMMIT
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Little Road from Ridge Road to North of Fox Hollow Drive



Roadway Conditions	
Posted Speed	45 mph
Estimated Operating Speed (RITIS)	40 mph Northbound 36 mph Southbound
Annual Average Daily Traffic	44,000
Functional Classification	Major Collector
Signal Spacing	One per 0.5 miles
Lighting	LED Corridor Lighting on both sides of roadway



Land Use and Development	
Land Use	Primarily commercial on the west and low-density residential on the east side. Fox Hollow Elementary School and high density apartment complexes are located off of the corridor.

Multi-Modal Activity	
Transit Service	GOPASCO Route 24 (West Pasco Government Center to Gulf View Square Mall). One-Hour Headways.
Ped/Bike Activity	Moderate

Ridge Road

Adonis Road

Sam Miguel Drive

Hilltop Drive

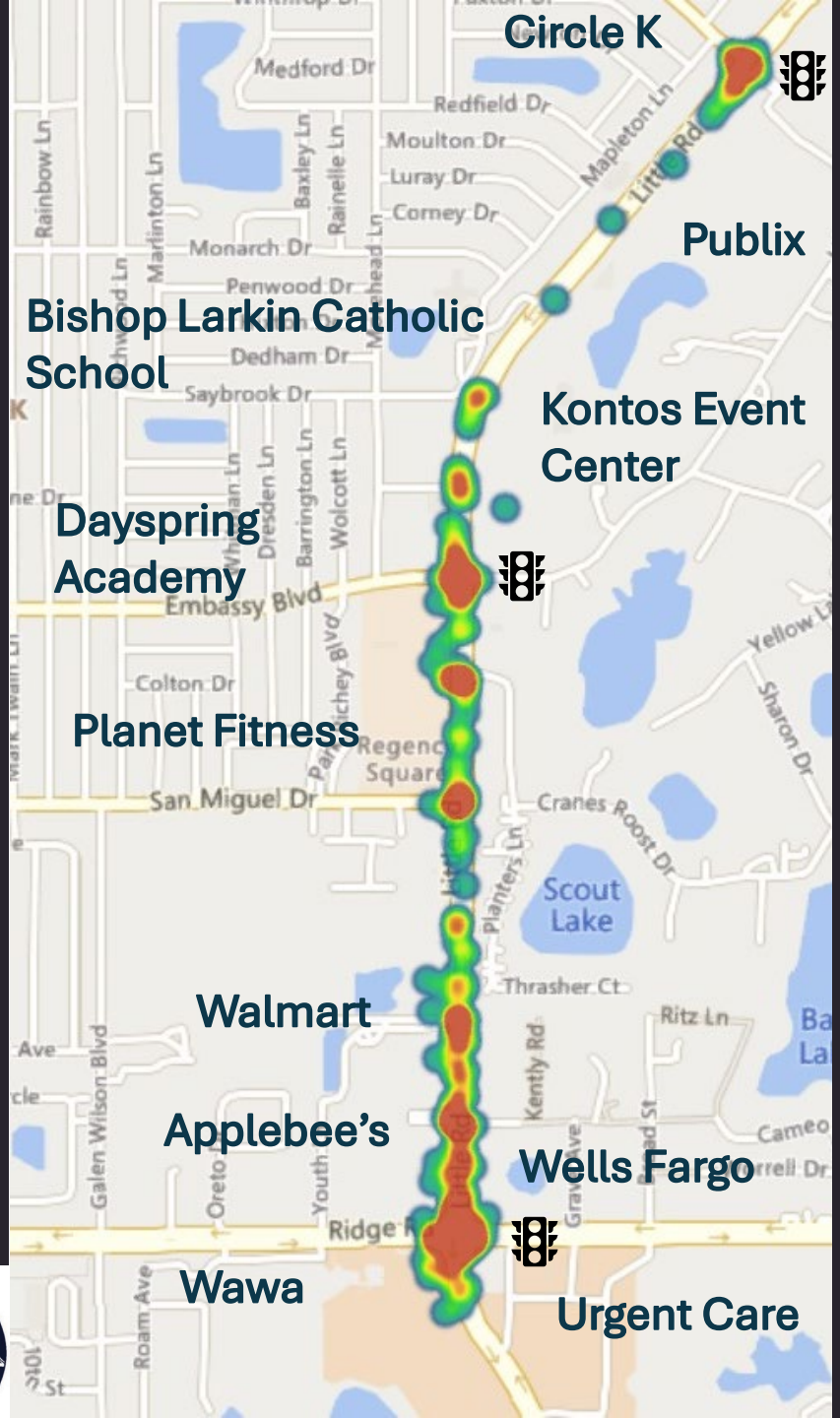
Fox Hollow Drive

RSA Start-up

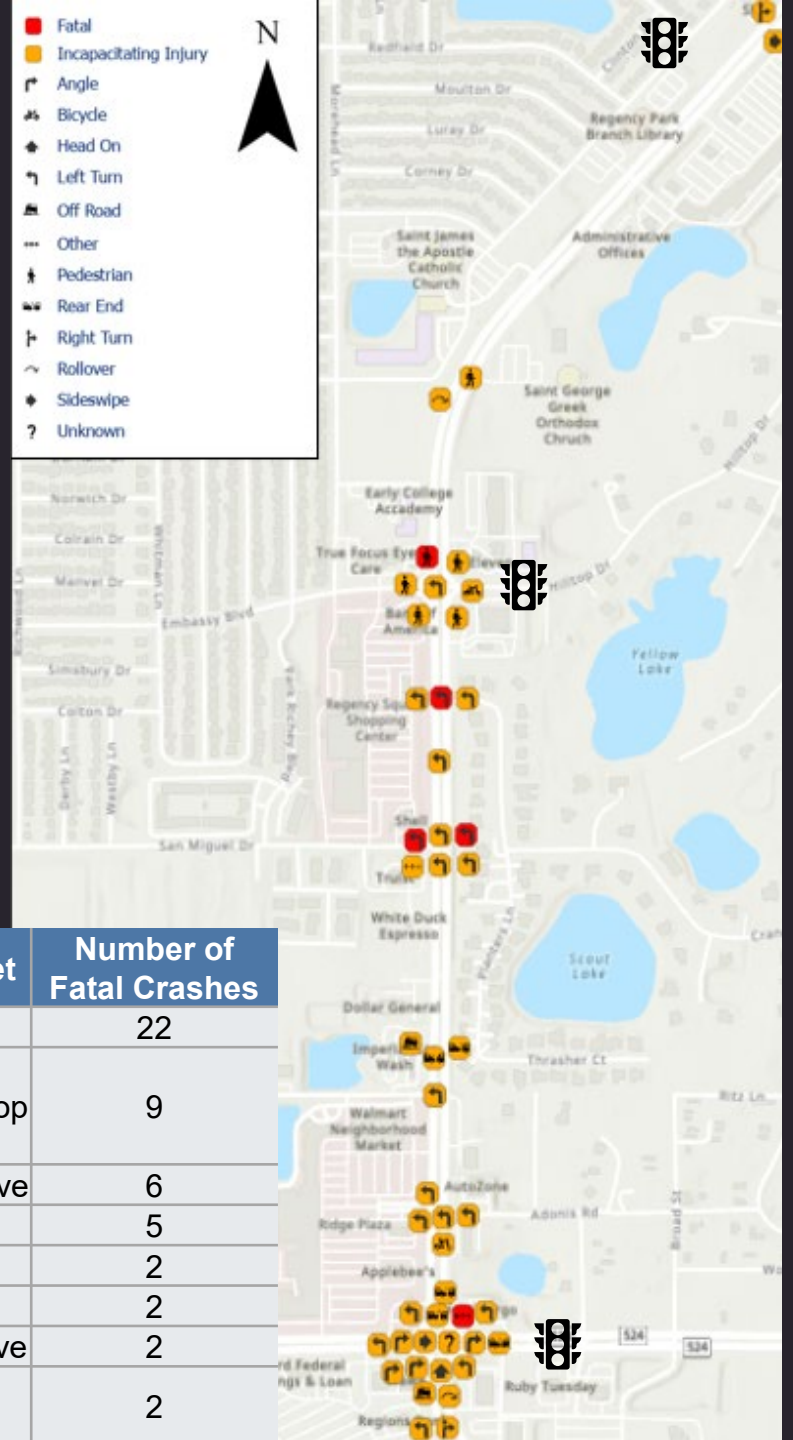
COLLISION TYPE	2020	2021	2022	2023	2024	TOTAL (%)	2025*
Rear End	49	59	49	56	57	270 (38.8%)	42 (32.6%)
Left Turn	25	32	26	26	28	137 (19.7%)	31 (24.0%)
Sideswipe	15	15	18	12	17	77 (11.1%)	10 (7.8%)
Angle	19	15	12	9	15	70 (10.1%)	16 (12.4%)
Other	7	7	5	8	11	38 (5.5%)	10 (7.8%)
Off Road	8	4	9	3	5	29 (4.2%)	3 (2.3%)
Unknown	3	8	3	2	2	18 (2.6%)	1 (0.8%)
Pedestrian	1	0	2	1	3	7 (1.0%)	6 (4.7%)
Bicycle	5	0	2	0	5	12 (1.7%)	3 (2.3%)
Head On	0	3	0	0	0	3 (0.4%)	0 (0.0%)
Rollover	1	1	1	0	1	4 (0.6%)	0 (0.0%)
Right Turn	6	8	2	6	8	30 (4.3%)	7 (5.4%)
Total	**139**	**152**	**129**	**123**	**152**	**695 (100.0%)**	**129 (100.0%)**
Fatal (K)	1	0	1	0	1	3 (0.4%)	2 (1.6%)
Incapacitating Injury (A)	10	12	8	6	4	40 (5.8%)	5 (3.9%)
Non-incapacitating Injury (B)	14	14	13	13	23	77 (11.1%)	19 (14.7%)
Possible Injury (C)	28	35	27	21	23	134 (19.3%)	29 (22.5%)
Property Damage Only (O)	86	91	80	83	101	441 (63.5%)	74 (57.4%)
Day	109	123	103	100	119	554 (79.7%)	93 (72.1%)
Night	30	29	25	23	32	139 (20.0%)	36 (27.9%)
Unknown	0	0	1	0	1	2 (0.3%)	0 (0.0%)
Wet	16	9	11	4	13	53 (7.6%)	13 (10.1%)
Dry	123	143	118	119	139	642 (92.4%)	116 (89.9%)
AM Peak (7 AM – 9 AM)	9	21	11	15	15	71 (10.2%)	15 (11.6%)
Midday Peak (11 AM – 1 PM)	25	23	15	11	22	96 (13.8%)	16 (12.4%)
PM Peak (4 PM – 6 PM)	19	31	23	18	14	105 (15.1%)	26 (20.2%)

*Unofficial and subject to change

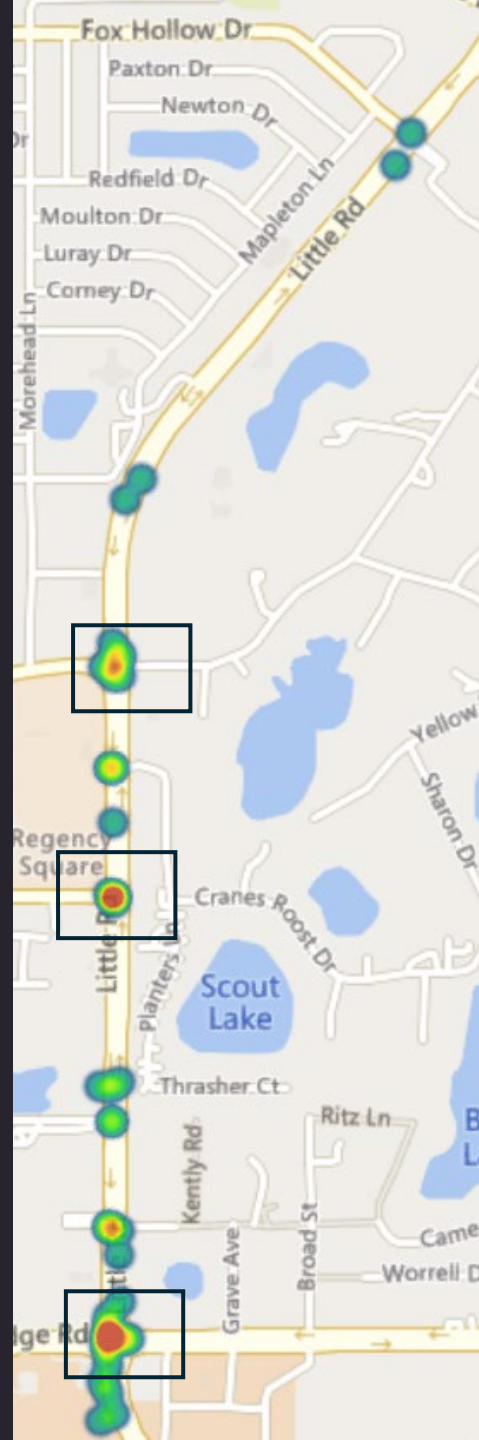
All Crashes (2020-2025*)



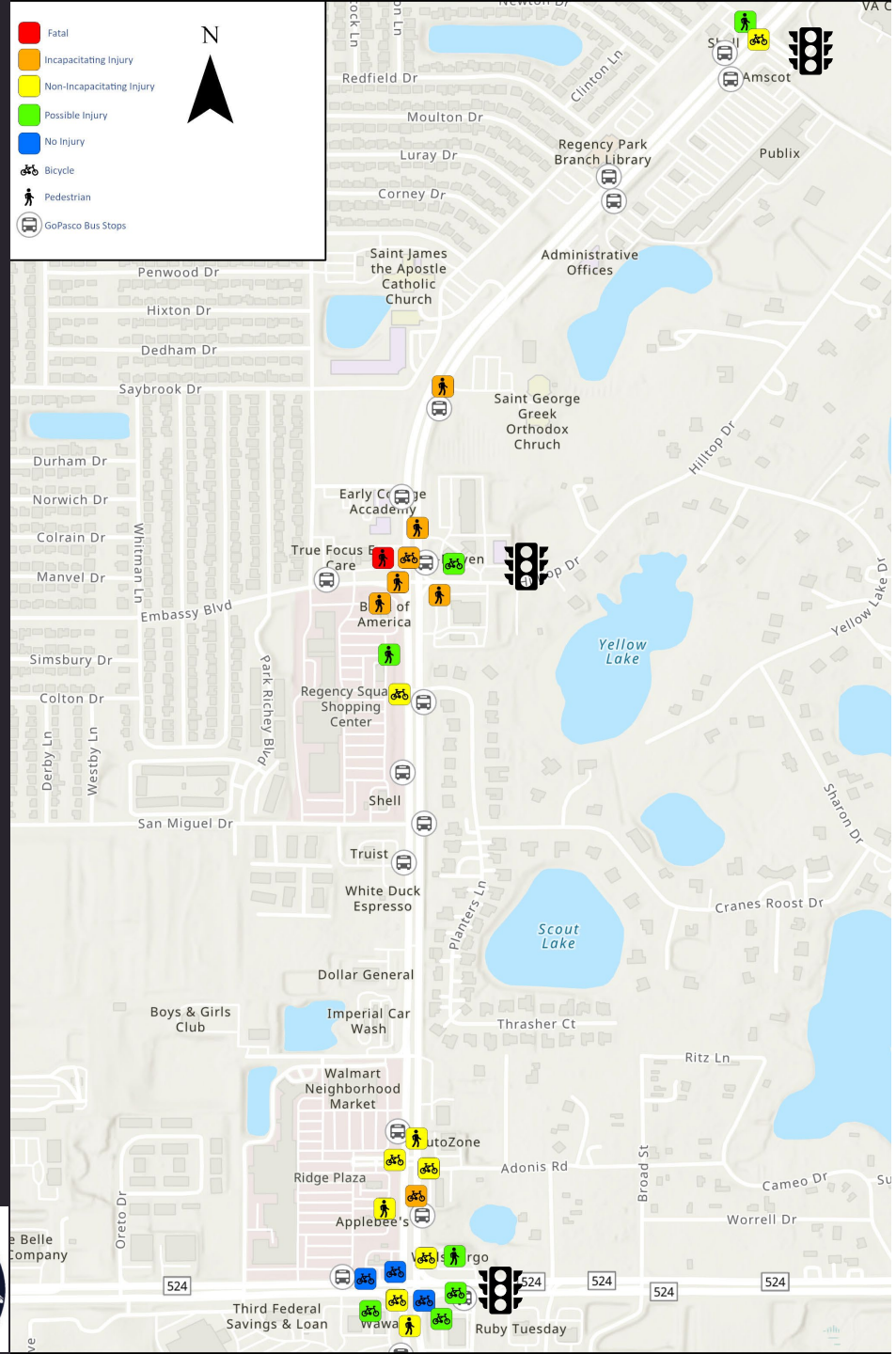
Fatal Severe Crashes (2020-2025*)

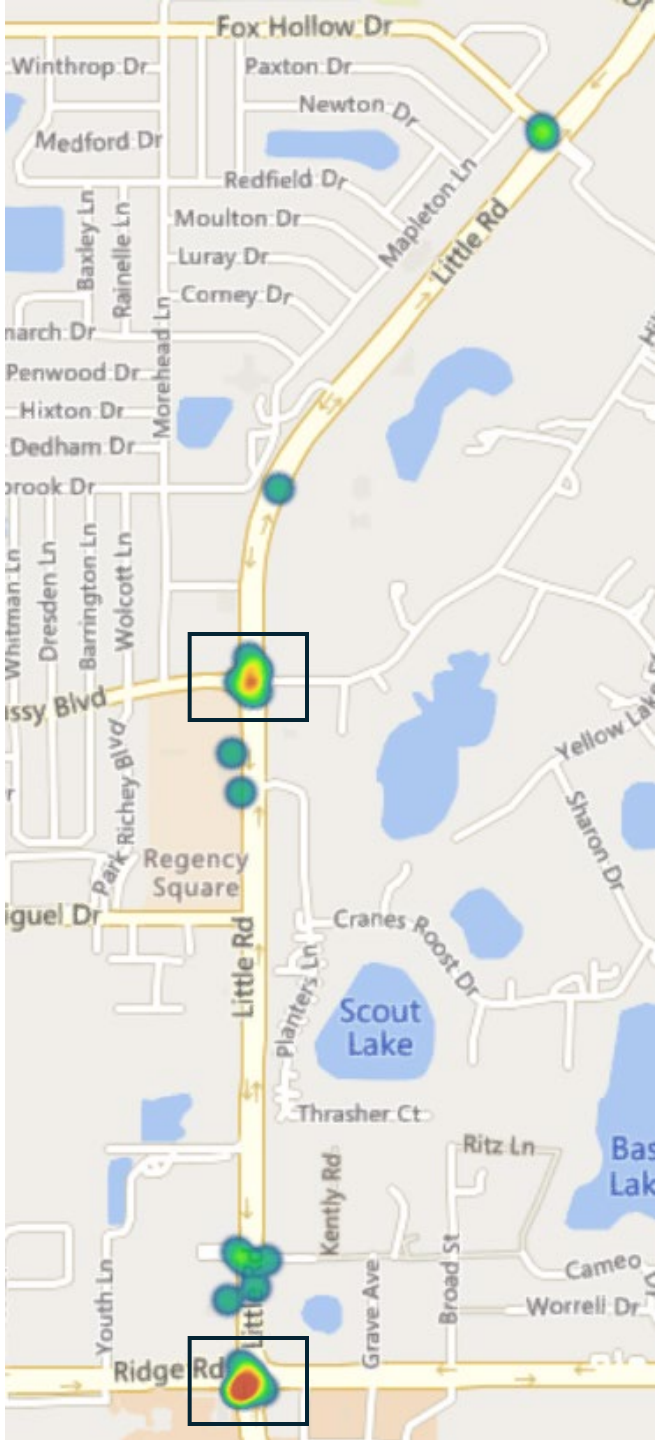


Nearest Street	Number of Fatal Crashes
Ridge Road	22
Embassy Boulevard/Hilltop Drive	9
San Miguel Drive	6
Youth Lane	5
Parking Lot	2
Adonis Drive	2
Fox Hollow Drive	2
Cranes Roost Drive	2



Ped Bike Crashes (2020-2025*)

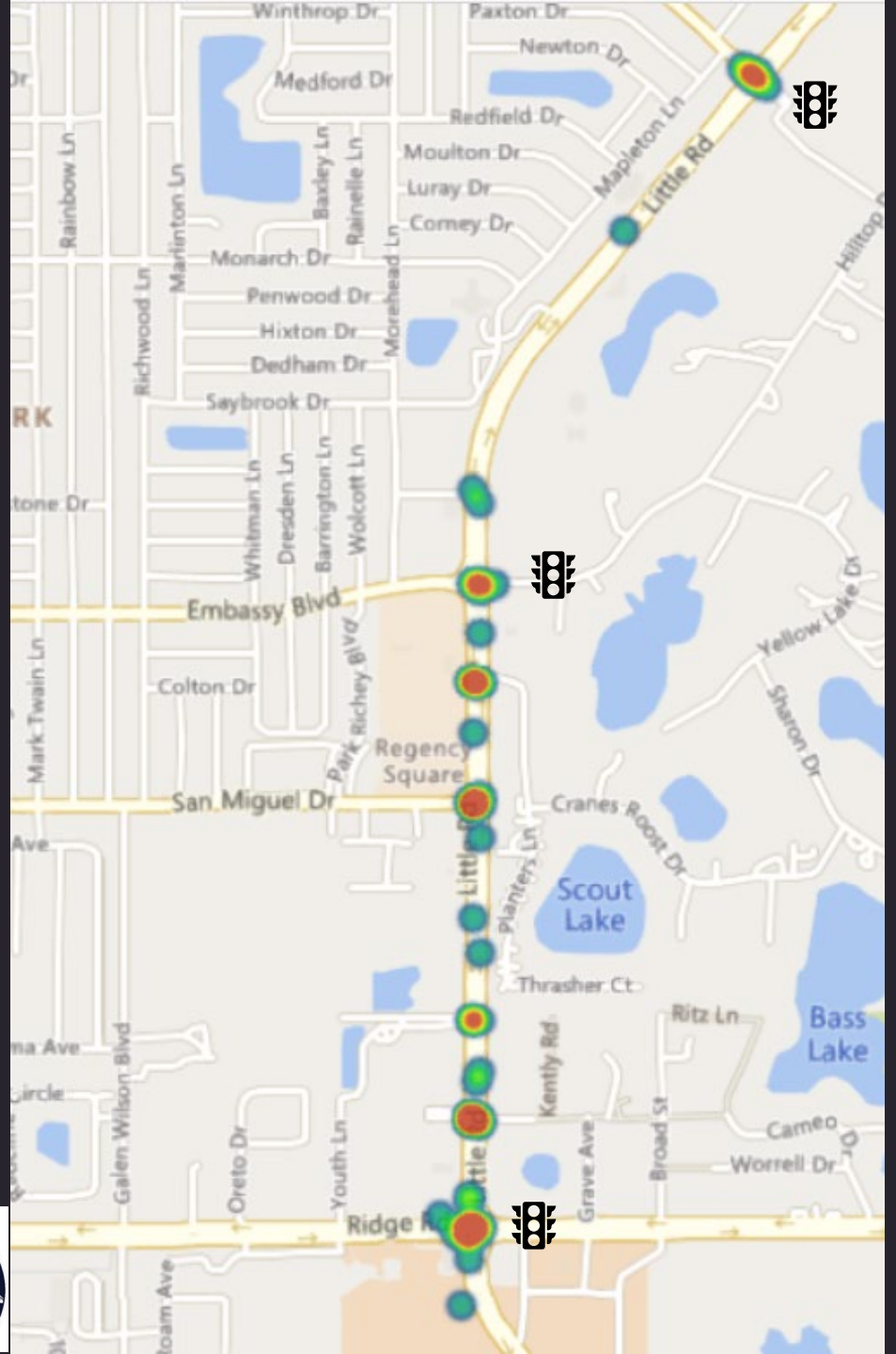




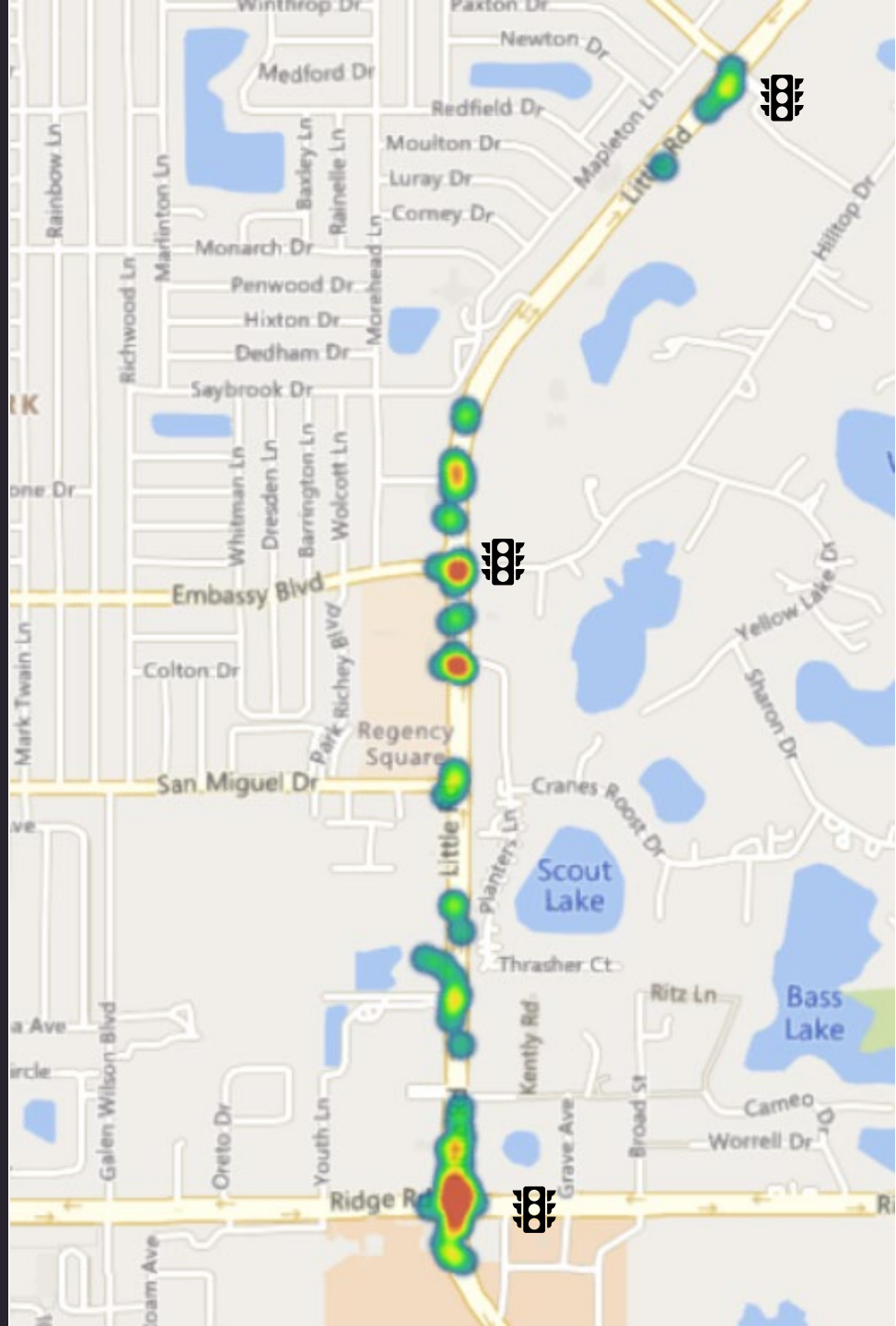
Location at Time of Crash	Number of Crashes
Intersection - Marked Crosswalk	17
Travel Lane - Other Location	3
Intersection - Unmarked Crosswalk	3
Other	1
Bicycle Lane	1
Driveway Access	1
Median/Crossing Island	1
Midblock - Marked Crosswalk	1

Nearest Street	Number of Crashes
Ridge Road	12
Embassy Boulevard/Hilltop Drive	9
Parking Lot	3
Adonis Drive	2
Fox Hollow Drive	2

Angle and Left Turn Crashes (2020-2025*)



Lane Departure Crashes (2020-2025*)



Stakeholder Coordination

Little Road from Ridge Road to North of Fox Hollow Drive











- Pasco County Fire
- WAWA
- 7-11
- St. George Greek Orthodox Church
- Dayspring Academy
- Publix
- Circle K
- Bishop Larkin Catholic School
- Mobil

RSA
"Desktop" Field Review

Little Road from Ridge Road to North of Fox Hollow Drive

Pedestrian and Bicycle:	Safety Issues	Proposed Solutions
Improve safety for people walking or biking along or across Little Road *(e.g. crosswalks, improved sidewalks or bicycle lanes, speed management, etc.)*		

Intersections:	Safety Issues	Proposed Solutions
Improve safety & reduce conflicts at signalized and unsignalized intersections *(e.g. signal timing changes, median modifications, roundabouts, traffic signals, etc.)*		

Roadway Departure:	Safety Issues	Proposed Solutions
Improvements to keep keep drivers from leaving the roadway *(e.g. signage at curves, rumble strips, pavement markings, etc.)*		

Other Strategies:	Safety Issues	Proposed Solutions
Safety improvements that do not fall into one of the above categories or that include non-engineering strategies *(e.g. lighting, education, enforcement)*		

RSA "Desktop" Field Review

Motorist and Pedestrian:

- Behavior
- Moments
- Queues
- Turns
- Interactions/Conflicts
- Violations
- Confusions
- Near Crashes / Crashes
- Transit Locations and Activity

Road:

- Signalization
- Signing including pedestrian instructions
- Marking
- Geometrics
- Turn and Thru Lanes
- Roadside Obstacles
- Sidewalks – Gaps/Obstacles
- Driveways (entrances and exits) Access Control
- Site Distance Speed Limits
- Drainage Edge Dropoff
- Median Openings
- Pedestrian, Bicyclist, and ADA accommodations
- Transit Schedules and Stops Lighting
- Visibility Conspicuity Positive Guidance
- Weather – Wet Pavement

Environment

- Traffic and Pedestrian Generators and Destinations
- Business Buildings
- Retail Businesses
- Residences
- Schools
- Public Buildings
- Service Providers
- Fire and Rescue
- Enforcement
- Utility Facilities (Poles and Cabinets)
- Landscape
- Sun Glare