



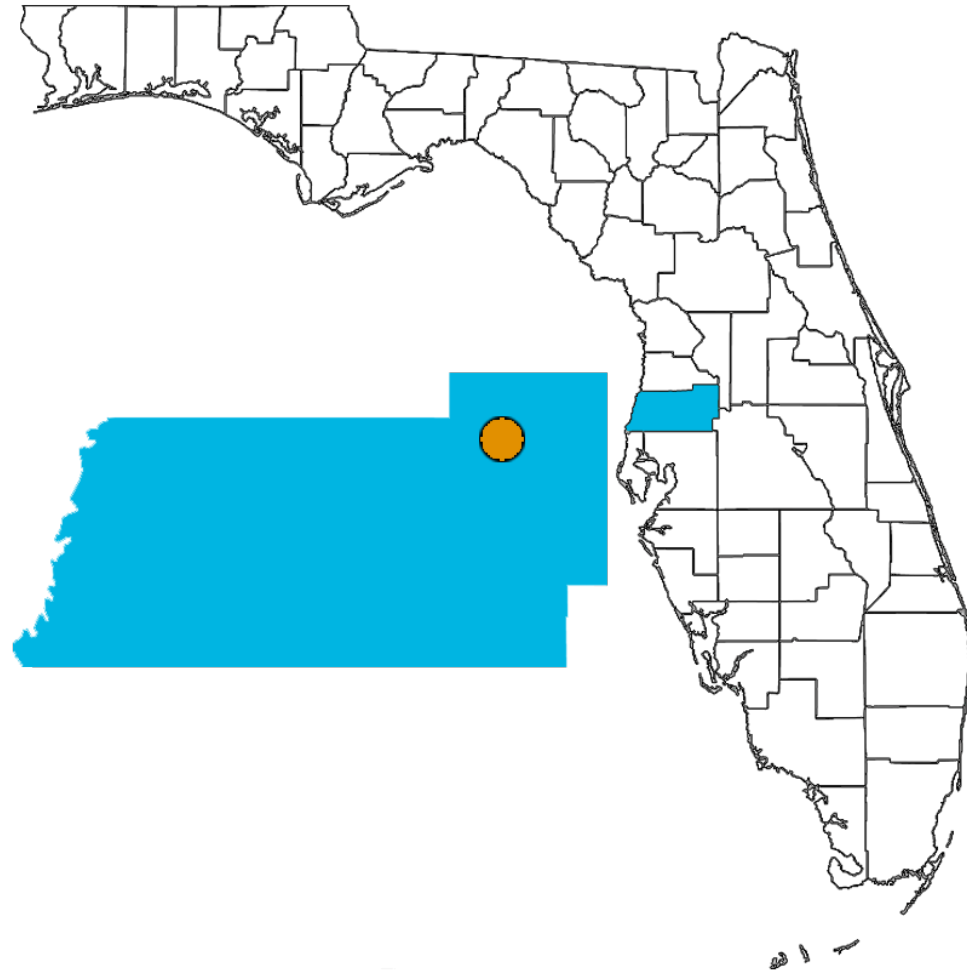
NE Pasco (The Hills) Multimodal Safety Action Plan

MPO Board Presentation

March 8, 2018

PROJECT OVERVIEW

- **Planning study to address multimodal (pedestrian, bicycle, automobile, and transit) safety issues.**
- **The safety improvement measures will consider engineering solutions, education strategies, and enforcement options.**



BICYCLIST OUTREACH
SATURDAY, AUGUST 5TH & SUNDAY, AUGUST 6TH 2017
7:00AM – 2:00PM
SAN ANTONIO ATHLETIC COMPLEX



PUBLIC OUTREACH
SATURDAY, AUGUST 5TH & SUNDAY, AUGUST 6TH 2017
7:00AM – 2:00PM
SAN ANTONIO ATHLETIC COMPLEX



ADDITIONAL ON-LINE PUBLIC INPUT OPPORTUNITY

PASCOCOUNTY FLORIDA

Map Home

Mapped Comments -

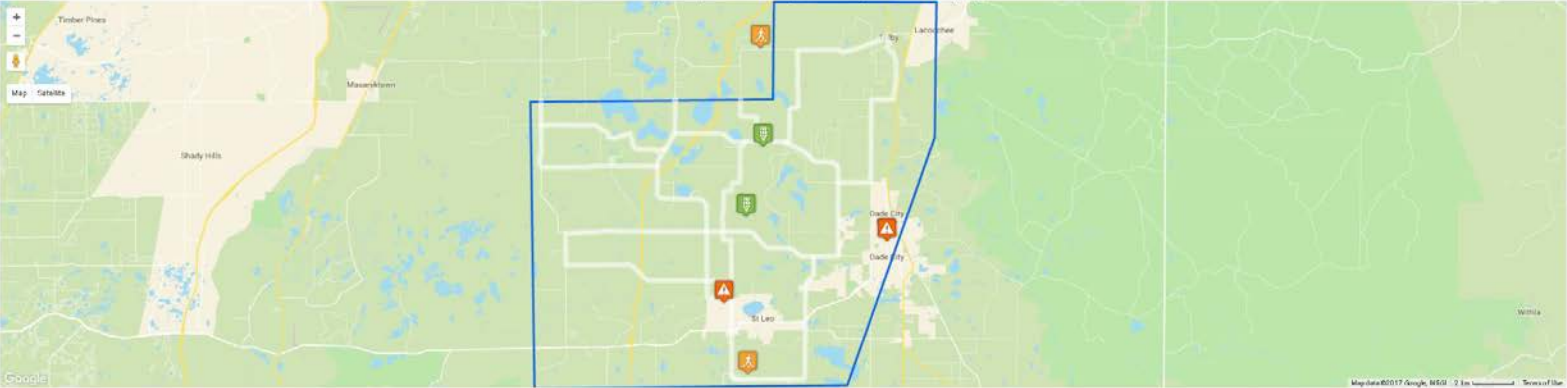
General Comments -

This interactive map gives you an opportunity to provide additional information and give your feedback.

We are collecting citizen feedback about where you live and work. [Add your comment to the map](#) or see what your neighbors have said by clicking on the links below. If you would like to make a general comment, [do it here](#). For more information, please visit <http://www.pascocountyfl.net>

Full Screen

Add a comment by clicking on the location for your comment, then click the dropped pin



Mapped Comments

General Comments

Important Site

3 Comments

Bicycling / Pedestrian Opportunity

3 Comments

Redevelopment Opportunity

0 Comment

Transportation Improvement

2 Comments

Recent comment by Anonymous

Fence is too close to street to back out of my driveway

View Profile

Report Abuse

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Please stay on topic. Comments will not be posted if they are flagged or contain offensive language.

<https://www.communityremarks.com/pascocounty/index.php>

**PUBLIC OUTREACH
SATURDAY, SEPTEMBER 2, 2017
10:00AM – 2:00PM
DADE CITY FARMER'S MARKET**



STAKEHOLDER INVOLVEMENT















- ❑ **Community Traffic Safety Team (CTST)**
 - July 26, 2017
- ❑ **Pasco County Bicycle and Pedestrian Advisory Committee (BPAC)**
 - August 22, 2017
- ❑ **Tri-County Bicycle and Pedestrian Advisory Committee (BPAC)**
 - September 27, 2017
- ❑ **Citizens Advisory Committee (CAC)**
 - February 2, 2018



NE PASCO (THE HILLS) MULTIMODAL SAFETY ACTION PLAN

SUMMARY OF COMMENTS FROM ALL PUBLIC OUTREACH

Legend

-  1. Blind Curve
-  2. Blind Passing
-  3. High Speed Passing
-  4. Poor Pavement Condition
-  5. Citizen/Local Conflict
-  6. Add Shoulders/Too Narrow
-  7. Trucks
-  Existing Trails
-  Study Route
-  Study Area
-  Study Area
-  Study Route
-  Waterbody
-  County Boundary

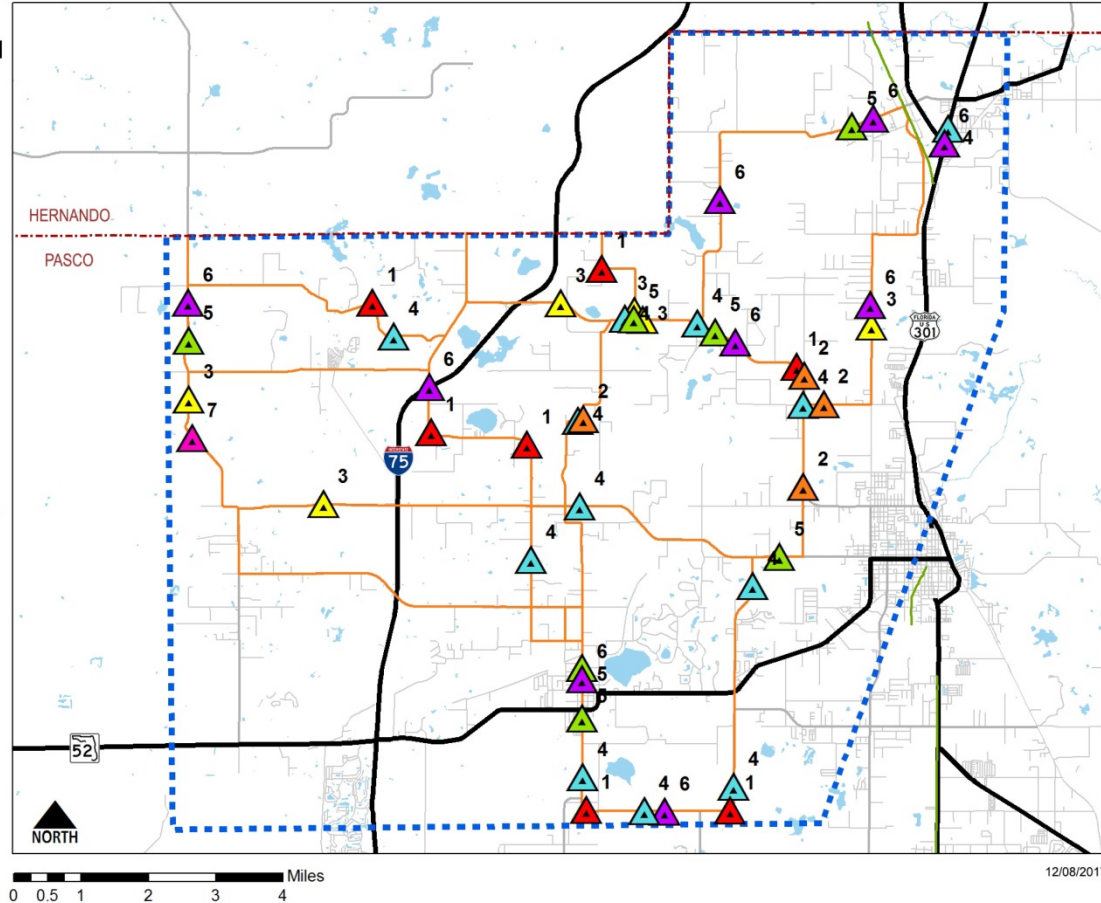


Figure 26. Summary of Public Input Comments map.

STRAVA DATA

Figures represent total number of bike trips on the piece of street regardless of direction of travel for the rolled-up date from January to December, 2015.

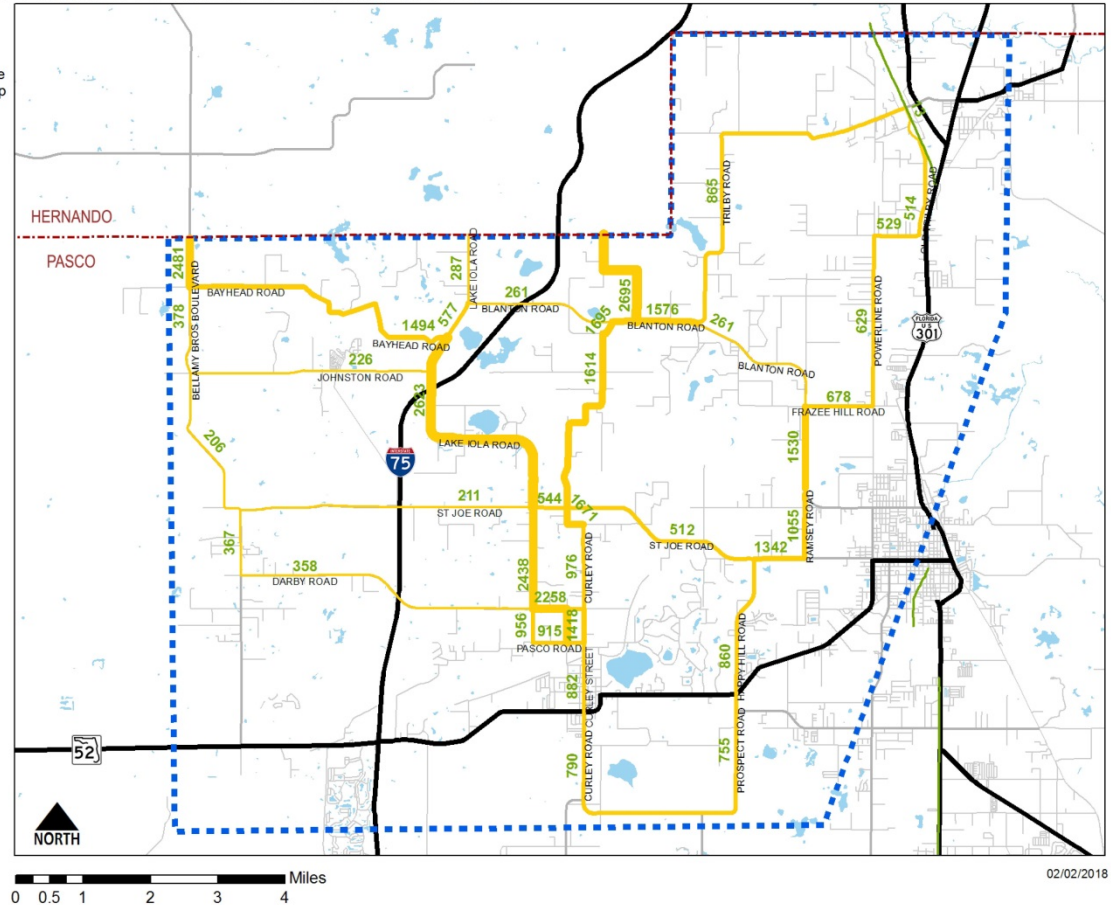
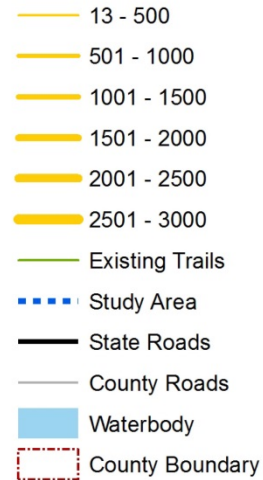


Figure 14. Strava Data Map.

NE PASCO (THE HILLS) MULTIMODAL SAFETY ACTION PLAN

BICYCLE/PEDESTRIAN CRASH LOCATIONS

(DATA SOURCE: FDOT, 2012-2016)

Legend

- Bicycle, Fatality
- Bicycle, Injury
- Pedestrian, Fatality
- Pedestrian, Injury
- Pedestrian, Property Damage
- Study Route
- Existing Trails
- - - Study Area
- State Roads
- County Roads
- Waterbody
- - - County Boundary

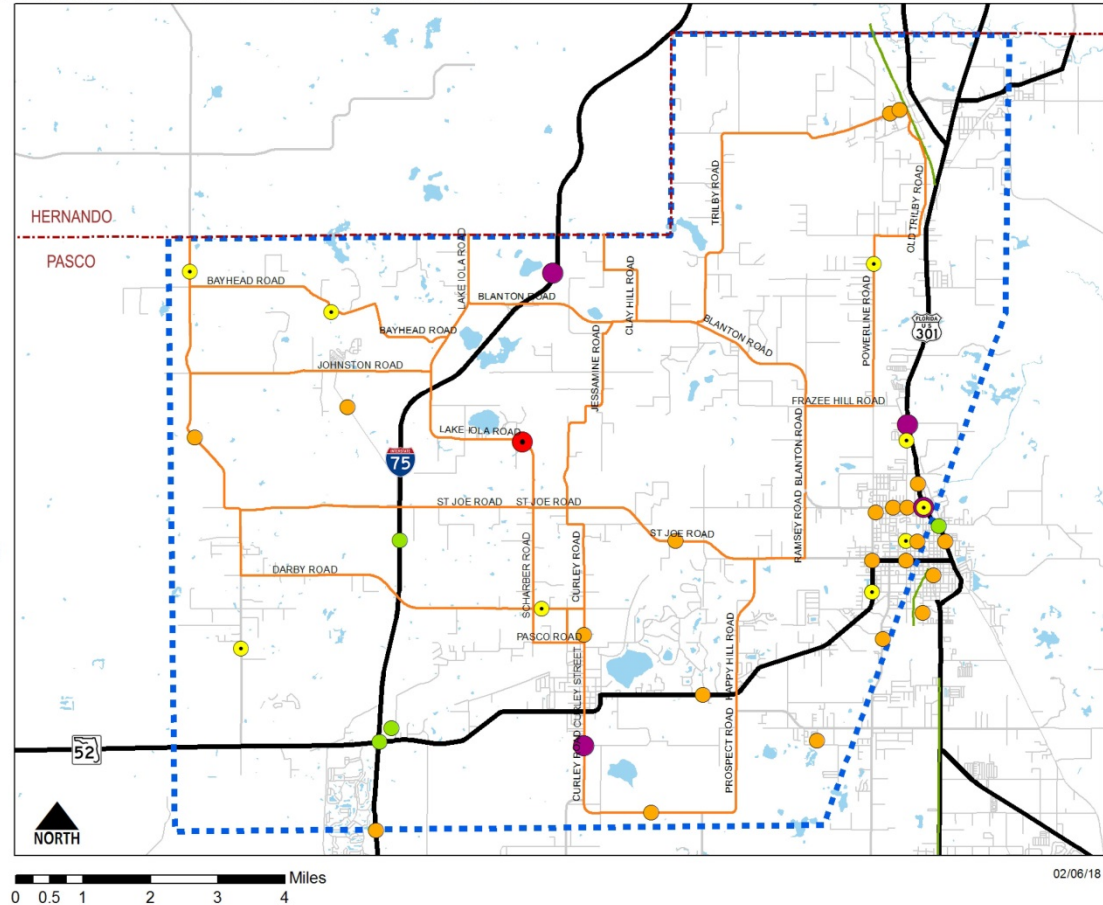


Figure 12. Bicycle/Pedestrian Crash Locations Map.

NE PASCO (THE HILLS) MULTIMODAL SAFETY ACTION PLAN

BICYCLE LEVEL OF SERVICE (BLOS)

Legend

- A (BEST)
- B
- C
- D
- E (WORST)
- Study Area
- State Roads
- County Roads
- Waterbody
- County Boundary

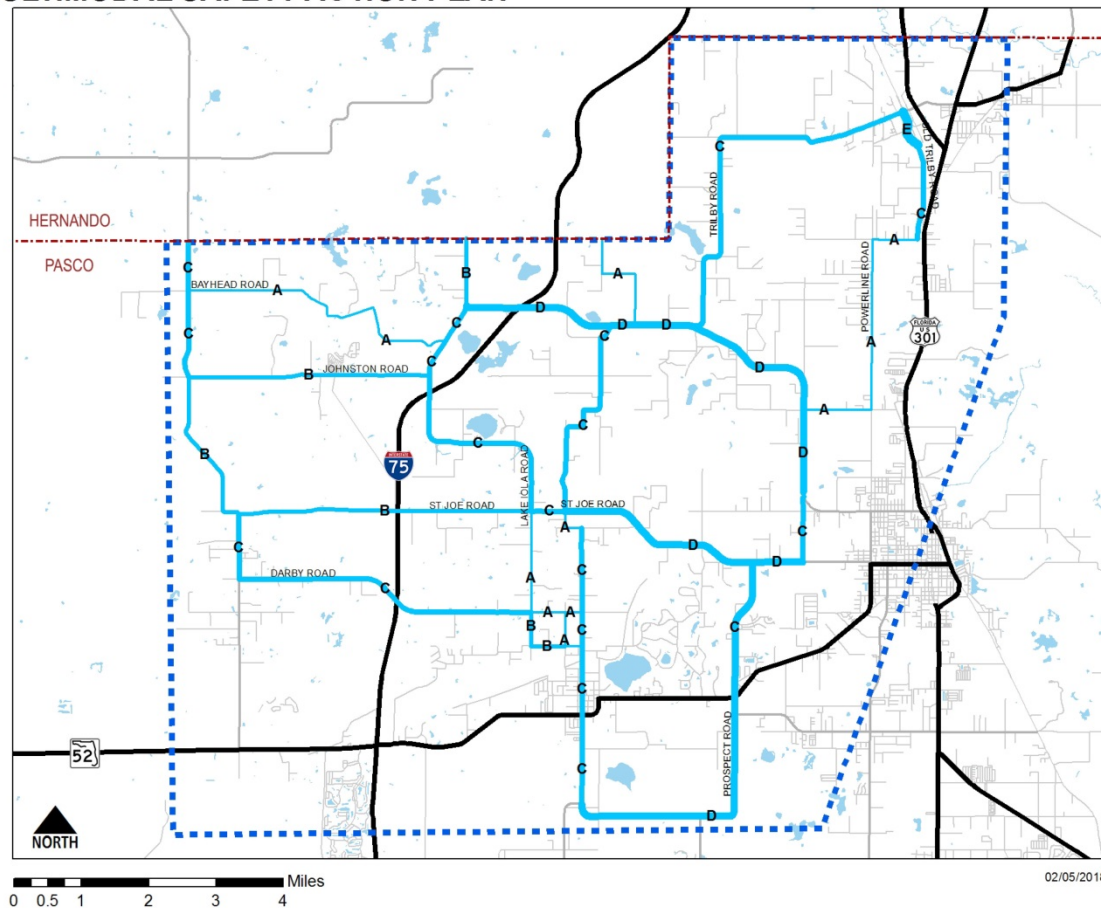


Figure 16. Bike Level of Service (BLOS) map.

METHODOLOGY

Based on the data gathering and analysis done for the project, a methodology was developed to help prioritize which particular corridors demonstrated the greatest need. The individual corridors were evaluated based on 4 factors: 1. Public input, 2. Crash data, 3. Strava data and 4. Bicycle Level of Service (BLOS). Once the factors were determined, the project team reached out to the BPAC for input regarding how to weight the various factors. The BPAC recommended using the following weighting for the various factors (see Figure 27):

- Public input = 30%
- Crash data = 30%
- Strava data = 20%
- Bicycle Level of Service(BLOS)= 20%

The project team utilized the BPAC recommendations and then normalized and weighted the various factors accordingly to create a map that represents the level of need of the individual study corridors. (See Figure 28) The corridors of need were then grouped into three(3) categories: High priority(see Figure 29), Medium priority(see Figure 30), and Low priority(see Figure 31). The corridors of need identified as having a high priority are as follows (see Figure 32):

- Bellamy Brothers Blvd.
- Trilby Road
- Lake Lola Road
- Blanton Road
- Prospect Road
- Curly Road
- St. Joe Road
- James Road
- Scharber Road
- Jessamine Road
- Darby Road



Figure 27. Methodology-Weighted

NE PASCO (THE HILLS) MULTIMODAL SAFETY ACTION PLAN

IDENTIFICATION OF NEED BY SEGMENT

Legend

- Low Priority
- Medium Priority
- High Priority
- Existing Trails
- PCPT Bus Routes
- County Boundary
- Study Area
- State Roads
- County Roads
- Waterbody

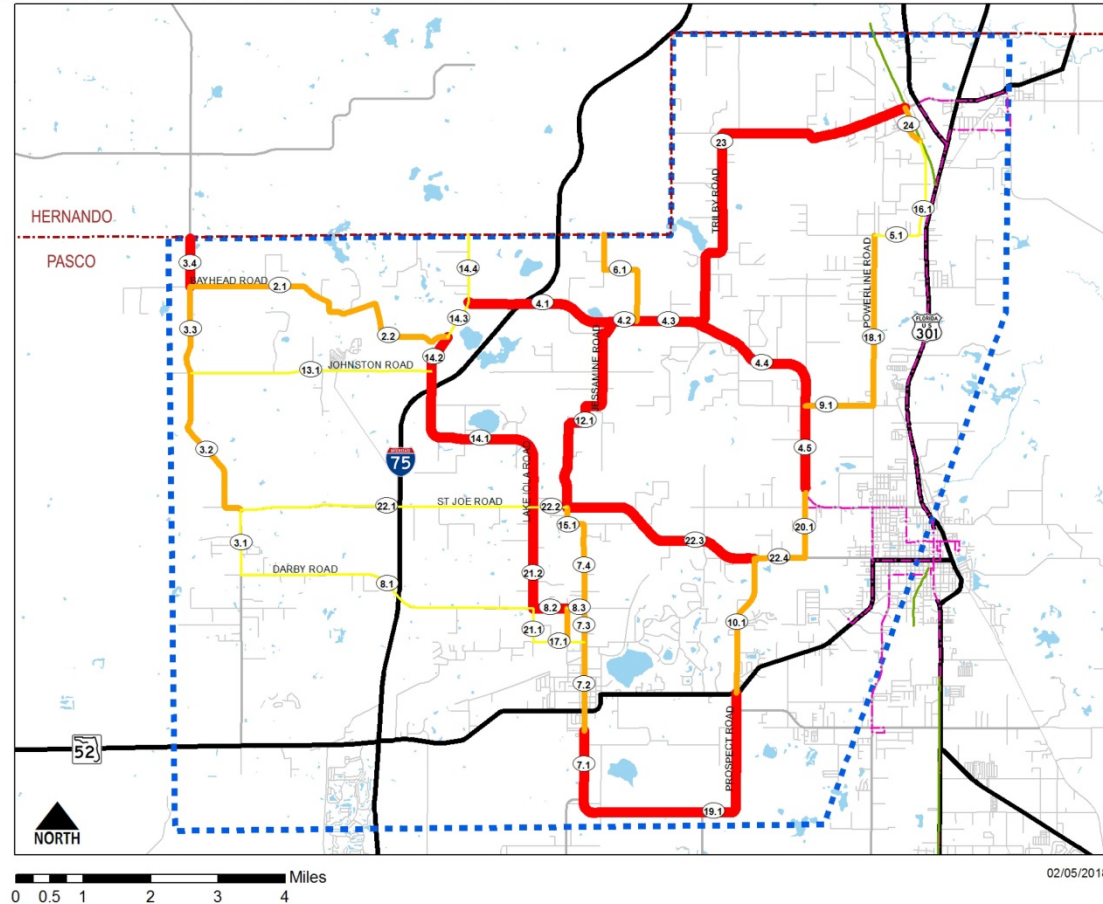


Figure 2. Identification of Need by Segment Map.

Road ID	Road Name	From	To	Public Input Rating=30%	Crash Rating=30%	Strava Rating=20%	Road=20%	Overall Weighted	
3.4	BELLAMY BROS BOULEVARD	BAYHEAD ROAD	(HERNANDO COUNTY)	29	15	18	11	73	HIGH PRIORITY
23.0	TRILBY ROAD	BLANTON ROAD	TRILBY CUTOFF ROAD	14	30	6	12	62	
14.1	LAKE IOLA ROAD	ST JOE ROAD	JOHNSTON ROAD	14	15	19	11	60	
4.2	BLANTON ROAD	JAMES ROAD	CLAY HILL ROAD	30	0	13	13	56	
19.1	PROSPECT ROAD	CURLEY ROAD	HAPPY HILL ROAD	21	15	6	14	56	
7.1	CURLEY ROAD	PROSPECT ROAD	STATE RD 52	21	15	6	13	54	
4.3	BLANTON ROAD	CLAY HILL ROAD	TRILBY ROAD	29	0	12	13	54	
4.5	BLANTON ROAD	FRAZEE HILL ROAD	RAMSEY ROAD	29	0	11	13	54	
22.3	ST JOE ROAD	OLD ST JOE ROAD	HAPPY HILL ROAD	21	15	4	13	53	
11.1	JAMES ROAD	JESSAMINE ROAD	BLANTON ROAD	29	0	13	11	52	
21.2	SCHARBER ROAD	DARBY ROAD	ST JOE ROAD	29	0	18	5	52	
12.1	JESSAMINE ROAD	ST JOE ROAD	JAMES ROAD	29	0	12	10	51	
4.1	BLANTON ROAD	LAKE IOLA ROAD	JAMES ROAD	30	0	2	13	45	
4.4	BLANTON ROAD	TRILBY ROAD	FRAZEE HILL ROAD	29	0	2	13	44	
14.2	LAKE IOLA ROAD	JOHNSTON ROAD	BAYHEAD ROAD	14	0	19	11	44	
8.2	DARBY ROAD	SCHARBER ROAD	ANTONIO WAY	8	15	17	4	43	
2.2	BAYHEAD ROAD	HANCOCK BLUFF ROAD	LAKE IOLA ROAD	29	0	11	2	42	MEDIUM PRIORITY
7.3	CURLEY ROAD	PASCO ROAD	DARBY ROAD	21	0	11	10	42	
20.1	RAMSEY ROAD	ST JOE ROAD	BLANTON ROAD	21	0	8	12	41	
7.4	CURLEY ROAD	DARBY ROAD	OLD ST JOE ROAD	8	15	7	10	40	
7.2	CURLEY STREET	STATE RD 52	PASCO ROAD	21	0	7	11	38	
15.1	OLD ST JOE ROAD	CURLEY ROAD	ST JOE ROAD	21	0	12	5	38	
22.4	ST JOE ROAD	HAPPY HILL ROAD	RAMSEY ROAD	15	0	10	13	38	
2.1	BAYHEAD ROAD	BELLAMY BROS BOULEVARD	HANCOCK BLUFF ROAD	21	0	11	2	35	
3.3	BELLAMY BROS BOULEVARD	JOHNSTON ROAD	BAYHEAD ROAD	21	0	3	11	35	
3.2	BELLAMY BROS BOULEVARD	ST JOE ROAD	JOHNSTON ROAD	7	15	2	9	33	
18.1	POWERLINE ROAD	FRAZEE HILL ROAD	CHRISTIAN ROAD	7	15	5	6	32	LOW PRIORITY
6.1	CLAY HILL ROAD	OLD TRILBY ROAD	(HERNANDO COUNTY)	8	0	20	5	32	
9.1	FRAZEE HILL ROAD	BLANTON ROAD	POWERLINE ROAD	21	0	5	5	31	
1.1	ANTONIO WAY	PASCO ROAD	DARBY ROAD	7	0	18	4	29	
10.1	HAPPY HILL ROAD	STATE RD 52	ST JOE ROAD	8	0	6	13	27	
24.0	TRILBY CUTOFF ROAD	OLD TRILBY ROAD	TRILBY ROAD	7	0	0	20	27	
16.1	OLD TRILBY ROAD	CHRISTIAN ROAD	TRILBY ROAD	7	0	4	13	24	
22.2	ST JOE ROAD	SCHARBER ROAD	OLD ST JOE ROAD	8	0	4	11	23	
17.1	PASCO ROAD	SCHARBER ROAD	ANTONIO WAY	0	0	7	9	16	
8.3	DARBY ROAD	ANTONIO WAY	CURLEY ROAD	8	0	5	4	16	
14.3	LAKE IOLA ROAD	BAYHEAD ROAD	BLANTON ROAD	0	0	4	11	15	PRIORITY
5.1	CHRISTIAN ROAD	POWERLINE ROAD	OLD TRILBY ROAD	7	0	4	4	15	
21.1	SCHARBER ROAD	PASCO ROAD	DARBY ROAD	0	0	7	6	14	
8.1	DARBY ROAD	BELLAMY BROS BOULEVARD	SCHARBER ROAD	0	0	3	10	13	
3.1	BELLAMY BROS BOULEVARD	DARBY ROAD	ST JOE ROAD	0	0	3	10	12	
22.1	ST JOE ROAD	BELLAMY BROS BOULEVARD	SCHARBER ROAD	0	0	2	9	11	
17.2	PASCO ROAD	ANTONIO WAY	CURLEY ROAD	0	0	6	5	11	
14.4	LAKE IOLA ROAD	BLANTON ROAD	(HERNANDO COUNTY)	0	0	2	7	10	
13.1	JOHNSTON ROAD	BELLAMY BROS BOULEVARD	LAKE IOLA ROAD	0	0	2	8	10	

Figure 32. Identification of Need By Road Segments Priority Level Table.

RECOMMENDATIONS

IMPROVEMENT TYPE A.



Mill+Resurface

IMPROVEMENT TYPE B.



Add Shoulders

IMPROVEMENT TYPE C.



Sign at blind curves

IMPROVEMENT TYPE D.



Trim Vegetation to provide clearance

IMPROVEMENT TYPE E.



Activated flashers

FDOT High Visibility Enforcement



COST ESTIMATE

						IMPROVEMENT TYPE A			IMPROVEMENT TYPE B		
						Unit: SY Unit Cost: \$26.27			Unit: LF Unit Cost: \$194.16(major); \$56.96(minor)		
Road ID	Road Name	From	To	Length (Feet)	Mill + Resurface	Area_SY	Subtotal	Add Shoulders	LF	Subtotal	
HIGH PRIORITY	3.4	BELLAMY BROS BOULEVARD	BAYHEAD ROAD	(HERNANDO COUNTY)	3,754				minor regrading needed	3,754	\$728,820.14
	23.0	TRILBY ROAD	BLANTON ROAD	TRILBY CUTOFF ROAD	31,167	Mill + Resurface 2 lane rd	62,334	\$1,637,514.18	major regrading needed	31,167	\$6,051,391.78
	14.1	LAKE IOLA ROAD	ST JOE ROAD	JOHNSTON ROAD	17,602				minor regrading needed	17,602	\$3,417,562.08
	4.2	BLANTON ROAD	JAMES ROAD	CLAY HILL ROAD	1,897	Mill + Resurface 2 lane rd	4,216	\$110,754.32	major regrading needed	1,897	\$368,352.48
	19.1	PROSPECT ROAD	CURLEY ROAD	HAPPY HILL ROAD	21,842	Mill + Resurface 2 lane rd	50,965	\$1,338,850.55	major regrading needed	21,842	\$4,240,869.99
	7.1	CURLEY ROAD	PROSPECT ROAD	STATE RD 52	5,424	Mill + Resurface 2 lane rd	13,259	\$348,313.93	minor regrading needed	5,424	\$1,053,120.57
	4.3	BLANTON ROAD	CLAY HILL ROAD	TRILBY ROAD	4,763	Mill + Resurface 2 lane rd	10,583	\$278,015.41	major regrading needed	4,763	\$924,691.13
	4.5	BLANTON ROAD	FRAZEE HILL ROAD	RAMSEY ROAD	6,404	Mill + Resurface 2 lane rd	14,230	\$373,822.10	major regrading needed	6,404	\$1,243,320.94
	22.3	ST JOE ROAD	OLD ST JOE ROAD	HAPPY HILL ROAD	16,158						
	11.1	JAMES ROAD	JESSAMINE ROAD	BLANTON ROAD	1,313	Mill + Resurface 2 lane rd	2,334	\$61,314.18			
MEDIUM PRIORITY	21.2	SCHARBER ROAD	DARBY ROAD	ST JOE ROAD	7,942	Mill + Resurface 2 lane rd	14,119	\$370,906.13	minor regrading needed	7,942	\$1,541,962.52
	12.1	JESSAMINE ROAD	ST JOE ROAD	JAMES ROAD	15,946	Mill + Resurface 2 lane rd	31,892	\$837,802.84	minor regrading needed	15,946	\$3,096,110.08
	4.1	BLANTON ROAD	LAKE IOLA ROAD	JAMES ROAD	11,770	Mill + Resurface 2 lane rd	28,772	\$755,840.44	major regrading needed	11,770	\$2,285,310.71
	4.4	BLANTON ROAD	TRILBY ROAD	FRAZEE HILL ROAD	12,233	Mill + Resurface 2 lane rd	27,185	\$714,149.95	major regrading needed	12,233	\$2,375,245.49
	14.2	LAKE IOLA ROAD	JOHNSTON ROAD	BAYHEAD ROAD	3,040				minor regrading needed	3,040	\$590,324.72
	8.2	DARBY ROAD	SCHARBER ROAD	ANTONIO WAY	2,671						
	2.2	BAYHEAD ROAD	HANCOCK BLUFF ROAD	LAKE IOLA ROAD	9,716	Mill + Resurface 2 lane rd	17,273	\$453,761.71			
	7.3	CURLEY ROAD	PASCO ROAD	DARBY ROAD	2,665				minor regrading needed	2,665	\$517,395.94
	20.1	RAMSEY ROAD	ST JOE ROAD	BLANTON ROAD	5,166						
	7.4	CURLEY ROAD	DARBY ROAD	OLD ST JOE ROAD	6,618				minor regrading needed	6,618	\$1,285,032.17
LOW PRIORITY	7.2	CURLEY STREET	STATE RD 52	PASCO ROAD	6,946				minor regrading needed	6,946	\$1,348,693.79
	15.1	OLD ST JOE ROAD	CURLEY ROAD	ST JOE ROAD	2,878	Mill + Resurface 2 lane rd	5,157	\$135,474.39			
	22.4	ST JOE ROAD	HAPPY HILL ROAD	RAMSEY ROAD	3,976						
	2.1	BAYHEAD ROAD	BELLAMY BROS BOULEVARD	HANCOCK BLUFF ROAD	13,747	Mill + Resurface 2 lane rd	22,911	\$601,871.97			
	3.3	BELLAMY BROS BOULEVARD	JOHNSTON ROAD	BAYHEAD ROAD	6,911				minor regrading needed	6,911	\$1,341,853.12
	3.2	BELLAMY BROS BOULEVARD	ST JOE ROAD	JOHNSTON ROAD	12,959				minor regrading needed	12,959	\$2,516,131.15
	18.1	POWERLINE ROAD	FRAZEE HILL ROAD	CHRISTIAN ROAD	13,403						
	6.1	CLAY HILL ROAD	OLD TRILBY ROAD	(HERNANDO COUNTY)	9,449						
	9.1	FRAZEE HILL ROAD	BLANTON ROAD	POWERLINE ROAD	5,315						
	1.1	ANTONIO WAY	PASCO ROAD	DARBY ROAD	2,655						
LOW PRIORITY	10.1	HAPPY HILL ROAD	STATE RD 52	ST JOE ROAD	10,983						
	24.0	TRILBY CUTOFF ROAD	OLD TRILBY ROAD	TRILBY ROAD	3,084						
	16.1	OLD TRILBY ROAD	CHRISTIAN ROAD	TRILBY ROAD	7,520						
	22.2	ST JOE ROAD	SCHARBER ROAD	OLD ST JOE ROAD	2,666						
	17.1	PASCO ROAD	SCHARBER ROAD	ANTONIO WAY	2,655				minor regrading needed	2,655	\$515,412.01
	8.3	DARBY ROAD	ANTONIO WAY	CURLEY ROAD	1,330						
	14.3	LAKE IOLA ROAD	BAYHEAD ROAD	BLANTON ROAD	3,227						
	5.1	CHRISTIAN ROAD	POWERLINE ROAD	OLD TRILBY ROAD	3,551						
	21.1	SCHARBER ROAD	PASCO ROAD	DARBY ROAD	2,656						
	8.1	DARBY ROAD	BELLAMY BROS BOULEVARD	SCHARBER ROAD	23,875						
LOW PRIORITY	3.1	BELLAMY BROS BOULEVARD	DARBY ROAD	ST JOE ROAD	5,102				minor regrading needed	5,102	\$990,612.98
	22.1	ST JOE ROAD	BELLAMY BROS BOULEVARD	SCHARBER ROAD	22,968						
	17.2	PASCO ROAD	ANTONIO WAY	CURLEY ROAD	1,342						
	14.4	LAKE IOLA ROAD	BLANTON ROAD	(HERNANDO COUNTY)	5,357				minor regrading needed	5,357	\$1,040,044.82
	13.1	JOHNSTON ROAD	BELLAMY BROS BOULEVARD	LAKE IOLA ROAD	18,912						
	High Priority Subtotal					259,889	\$6,827,284.03		High Priority Subtotal	143,784	\$27,917,092.63
	Medium Priority Subtotal					45,341	\$1,191,108.07		Medium Priority Subtotal	36,100	\$7,009,106.18
	Low Priority Subtotal					0	\$0.00		Low Priority Subtotal	13,113	\$2,546,069.81
Total					305,230	\$8,018,392.10		Major Total	90,076	\$17,489,192.52	
								Minor Total	102,921	\$19,983,076.09	
								Total	192,997	\$37,472,268.61	

Figure 35. Opinion of Probable Construction Cost

Figure 35. Option of Probable Construction Cost

COST ESTIMATE

IMPROVEMENT TYPE C Unit: EA ,Unit Cost: \$1,194.71			IMPROVEMENT TYPE D Unit: ACRE ,Unit Cost: \$4,111.02			IMPROVEMENT TYPE E Unit: EA ,Unit Cost: \$5,855.75			Segment total cost	Road Name
Signage at Blind Curves	Quantity	Subtotal	Trim Veg to Provide Clearance	Acre	Subtotal	Activated Flasher	Quantity	Subtotal		
Single Post 21-30 Sq ft	10	\$11,947.10	Mowing + Clear & Grub	0.75	\$3,083.27	RFB Sign + Inductive Loop Detector (Avg type 9-12)	2	\$11,711.50	\$728,820	BELLAMY BROS BOULEVARD
									\$7,703,936	TRILBY ROAD
									\$3,417,562	LAKE IOLA ROAD
									\$479,117	BLANTON ROAD
									\$5,579,721	PROSPECT ROAD
						RFB Sign + Inductive Loop Detector (Avg type 9-12)	2	\$11,711.50	\$1,401,434	CURLY ROAD
									\$1,202,707	BLANTON ROAD
Single Post 21-30 Sq ft	4	\$4,778.84							\$1,617,143	BLANTON ROAD
						RFB Sign + Inductive Loop Detector (Avg type 9-12)	2	\$11,711.50	\$4,779	ST JOE ROAD
									\$61,314	JAMES ROAD
Single Post 21-30 Sq ft	6	\$7,168.26							\$1,912,869	SCHARBER ROAD
Single Post 21-30 Sq ft	2	\$2,389.42	Mowing + Clear & Grub	0.30	\$1,233.31				\$3,941,081	JESSAMINE ROAD
									\$3,044,774	BLANTON ROAD
									\$3,089,395	BLANTON ROAD
									\$590,325	LAKE IOLA ROAD
Single Post 21-30 Sq ft	2	\$2,389.42	Mowing + Clear & Grub	0.40	\$1,644.41	RFB Sign + Inductive Loop Detector (Avg type 9-12)	2	\$11,711.50		DARBY ROAD
									\$457,796	BAYHEAD ROAD
						RFB Sign + Inductive Loop Detector (Avg type 9-12)	2	\$11,711.50	\$517,396	CURLY ROAD
										RAMSEY ROAD
									\$1,285,032	CURLY ROAD
									\$1,348,694	CURLY STREET
									\$135,474	OLD ST JOE ROAD
Single Post 21-30 Sq ft	4	\$4,778.84	Mowing + Clear & Grub	0.30	\$1,233.31					ST JOE ROAD
									\$607,884	BAYHEAD ROAD
									\$1,341,853	BELLAMY BROS BOULEVARD
									\$2,516,131	BELLAMY BROS BOULEVARD
										POWERLINE ROAD
										CLAY HILL ROAD
										FRAZEE HILL ROAD
										ANTONIO WAY
										HAPPY HILL ROAD
										TRILBY CUTOFF ROAD
										OLD TRILBY ROAD
										ST JOE ROAD
									\$515,412	PASCO ROAD
										DARBY ROAD
										LAKE IOLA ROAD
										CHRISTIAN ROAD
										SCHARBER ROAD
										DARBY ROAD
									\$990,613	BELLAMY BROS BOULEVARD
										ST JOE ROAD
										PASCO ROAD
									\$1,040,045	LAKE IOLA ROAD
										JOHNSTON ROAD
High Priority Subtotal	22	\$26,283.62	High Priority Subtotal	1.05	\$4,316.57	High Priority Subtotal	6	\$35,134.50		
Medium Priority Subtotal	6	\$7,168.26	Medium Priority Subtotal	0.70	\$2,877.71	Medium Priority Subtotal	4	\$23,423.00		
Low Priority Subtotal	0	\$0.00	Low Priority Subtotal	0.00	\$0.00	Low Priority Subtotal	0	\$0.00		
Total	28	\$33,451.88	Total	1.75	\$7,194.28	Total	10.00	\$58,557.50		



NEXT STEPS - IMPLEMENTATION

- **Identify potential funding sources**
 - FDOT Highway Safety Improvement Program (HSIP)
 - FDOT High Visibility Enforcement (HVE) Grant
 - Gas Tax Revenue
 - Tourism Development Tax
- **Identify projects for implementation**
 - Coordinated with County Staff to discuss implementation strategy.
 - County Staff has recommended an incremental approach to implementing projects
 - Goal is to address the signage, vegetation management, and activated flashers
 - Milling and resurfacing and adding shoulders would need to be included in the program maintenance or capital plan, as funding allows

