



Space Coast TPO

ACTION PLAN



February 2024



Table of Contents

Letter from Space Coast TPO Executive Director.....	2
Why Vision Zero?	6
Space Coast Story	8
Understanding the Problem.....	12
High Injury Network.....	20
Vision Zero and Equity.....	30
Targeted Safety Corridors	32
Action Plan Strategies.....	36

Appendices

Technical Appendix A: Resolution #20-02.....	44
Technical Appendix B: High Injury Network Methodology.....	46
Technical Appendix C: High Injury Network by Jurisdiction.....	66
Technical Appendix D: List of Targeted Safety Corridors.....	78





From Executive Director Georganna Gillette

February 8, 2024

Dear Brevard County Community,

Between 2018 and 2022, 2,317 people were seriously injured, and another 427 people were killed in crashes here on the Space Coast. These numbers are more than crash statistics; they represent real people whose lives have been forever changed in a matter of seconds.

For too long, we’ve considered traffic deaths and serious injuries inevitable side effects of modern life. While often referred to as “accidents,” the reality is that we can curb these tragedies by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue. Everyone has the right to move safely in their communities, and citizens, system designers, and policymakers share the responsibility to ensure safe systems for travel.

The Space Coast Transportation Planning Organization (Space Coast TPO) remains dedicated to protecting all transportation system users. In 2019, we formally committed to Vision Zero, adopting a resolution to work toward zero traffic deaths and serious injuries on our roadways. In the years since our first resolution and action plan were adopted, the Space Coast TPO has worked hard to lay the foundation for our Vision Zero efforts with our municipal partners and residents here in Brevard County.

In December 2022, the Space Coast achieved 100 percent adoption of Vision Zero, including Brevard County, Brevard Public Schools, and our sixteen municipalities. However, we know that this commitment to zero is just the first step in a comprehensive approach to reshaping our transportation culture to prioritize safety.

This updated 2024 Vision Zero Action Plan outlines fresh strategies and objectives to guide our Vision Zero efforts. It builds on our previous goals, integrates innovative best practices, and prioritizes the tasks that will make a significant difference in our communities.

The adoption of this Action Plan by our Space Coast TPO Governing Board provides a path forward, and we are ready to continue and expand our work with partners here in Brevard County. We cannot achieve our goal of zero alone; it takes commitment at all levels.

Every person on our roadways is somebody’s loved one – regardless of whether they are driving a car, riding a bicycle, or walking to catch the bus. Let’s make sure they get home safely.

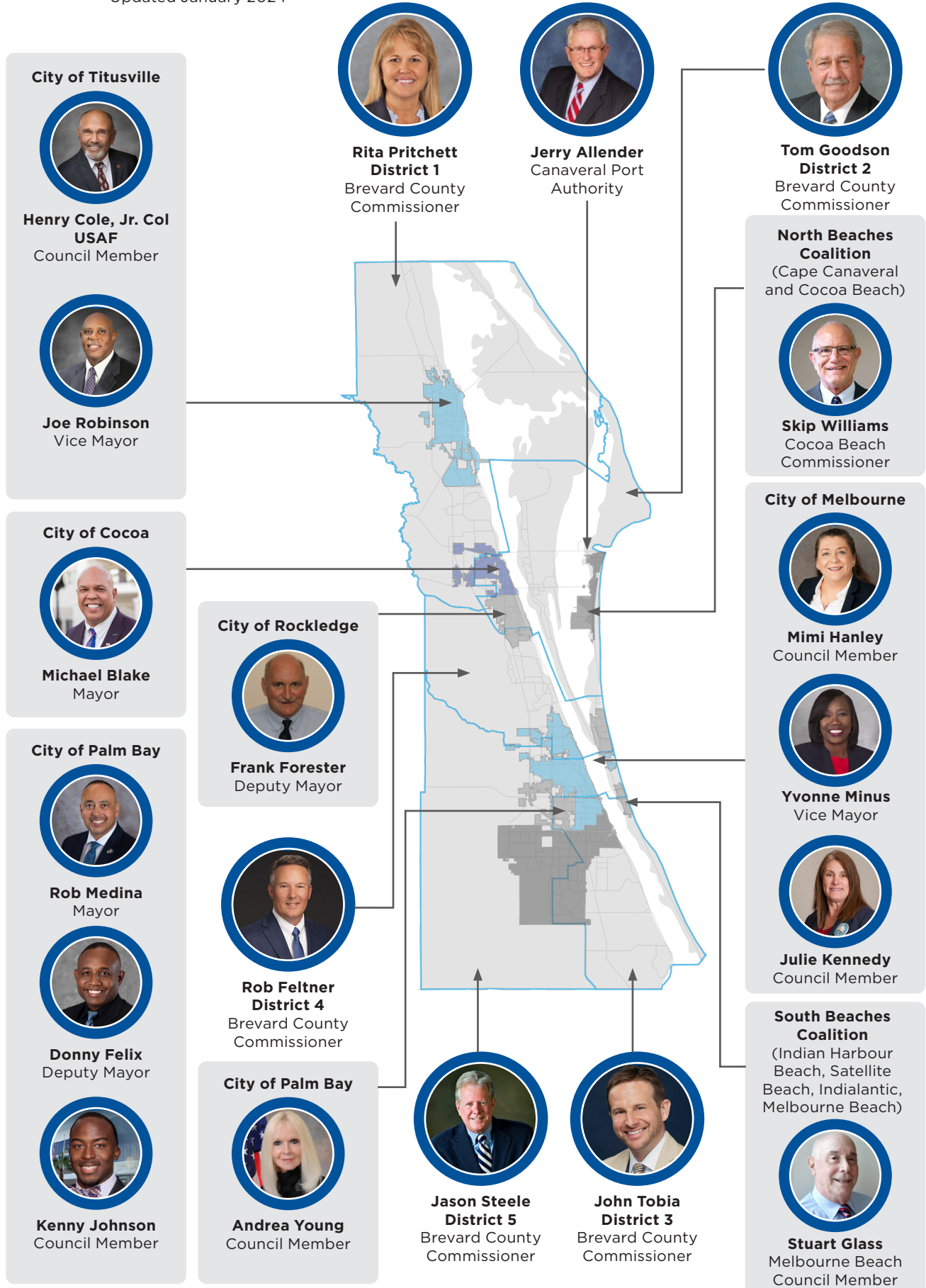
Sincerely,

Georganna Gillette, Executive Director, Space Coast TPO



Space Coast TPO Governing Board Members

Updated January 2024





RESOLUTION # 24-13

2024 VISION ZERO ACTION PLAN

A RESOLUTION, adopting the Space Coast Transportation Planning Organization’s 2024 Vision Zero Action Plan for the Palm Bay-Melbourne and Titusville Urbanized Areas.

WHEREAS, the Space Coast Transportation Planning Organization (SCTPO) is the designated and constituted body responsible for the urban transportation planning and programming process for the Palm Bay-Melbourne and Titusville Urbanized Areas; and

WHEREAS, the SCTPO conducts safety studies, implements programs that provide bicycle and pedestrian education, coordinates with law enforcement and prioritizes projects that incorporate best design practices to enhance traffic safety; and

WHEREAS, the life, safety and health of residents, employees, and visitors to Brevard County are the SCTPO’s highest priority; and

WHEREAS, traffic crashes are among the leading cause of death and injury in Brevard County and in the past five years there have been 427 fatalities and 2,317 serious injury crashes on Brevard County roads, with 18 percent of those crashes involving vulnerable road users such as people walking and bicycling; and

WHEREAS, streets and transportation systems have traditionally been designed for maximum vehicular capacity and mobility, rather than the safe accommodation of all road users; and

WHEREAS, the SCTPO adopted a Safety Performance Measure with a target of zero deaths and serious injuries through Resolution 19-07 on October 11, 2018 in addition to a Strategic Plan with an emphasis on safety; and

WHEREAS, the SCTPO adopted Resolution 20-02 supporting Vision Zero and the development of the 2020 Vision Zero Action Plan on July 11, 2019; and

WHEREAS, Vision Zero focuses on safety as a primary objective for the transportation system and successful Vision Zero programs are a result of a complete government approach and community support of Vision Zero objectives.

NOW THEREFORE, BE IT RESOLVED the Space Coast Transportation Planning Organization:

1. Adopts the updated, 2024 Vision Zero Action Plan; and

Resolution # 24-13

The Space Coast TPO aligns with the Florida Department of Transportation’s target of **zero fatalities and serious injuries**, and the Board has adopted a target year of **2050** to reach this goal, aligning with the upcoming adoption of our **2050 Long Range Transportation Plan**.



2. Supports setting a target of zero fatalities and serious injuries on our roadways by 2050 in conjunction with our 2050 Long Range Transportation Plan goals; and
3. Supports continued efforts needed to implement the 2024 Vision Zero Action Plan; and
4. Supports the education and engagement of citizens, technical staff, and elected officials on Vision Zero and the Safe System Approach to road safety.


Passed and duly adopted at a regular meeting of the Space Coast Transportation Planning Organization Governing Board on the 8th day of February 2024.

Certificate

The undersigned duly qualified as Chair of the Space Coast Transportation Planning Organization Governing Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Space Coast Transportation Planning Organization Governing Board.

By: 
 Andrea Young
 Space Coast TPO Governing Board Chair



By: 
 Joe Robinson
 Space Coast TPO Governing Board Secretary



SPACE COAST

TPO



WHY VISION ZERO?

Working Together, Everyone Can Get Home Safely

Brevard County faces a crisis: too many people are dying on our streets each year. In the 5 years between 2018-2022, 427 people died and 2,317 were seriously injured while driving, biking, walking, or riding a motorcycle on our roads. Each of these people had family members, friends, coworkers and communities who were also impacted.

The Space Coast TPO and its partner municipalities are taking a bold stand to no longer accept traffic fatalities and injuries as the status quo. On July 11, 2019, the Space Coast TPO Board adopted a resolution endorsing Vision Zero, the worldwide movement to end serious injuries and fatal crashes on roadways. The Vision Zero effort aligns with the Federal Highway Administration’s (FHWA) Towards Zero Deaths and the Florida Department of Transportation’s (FDOT) Strategic Highway Safety Plan (SHSP) and Target Zero efforts.

What is Vision Zero?

Vision Zero is a strategy to eliminate all traffic fatalities and serious injuries while increasing safe, healthy, and equitable mobility for all.

Traditionally, we have accepted that a certain number of traffic deaths and serious injuries are “accidents”; unavoidable consequences of being on our roadways. Past efforts have focused on changing individual behavior to reduce the frequency of these crashes.

In contrast, the Vision Zero approach recognizes that people make mistakes. By anticipating mistakes, system designers and policy makers can proactively improve the roadway environment, policies, and other related systems to lessen the severity of crashes and reduce the number of serious injuries and fatalities.

Getting to Zero

Vision Zero brings together diverse stakeholders such as engineers, public health professionals, law enforcement officials, emergency responders, roadway users, and policymakers to address this complex problem. Many factors contribute to safer mobility—including roadway design, speeds, human behavior, technology, and policies. A strong plan sets clear goals to achieve the shared objective of zero fatalities and serious injuries, and the guiding paradigm being utilized by the Space Coast TPO is the Safe System Approach, as discussed in Action Plan Strategies section.



2,744 PEOPLE
DIED OR WERE SERIOUSLY INJURED ON
OUR ROADS FROM 2018-2022.

To put that number into perspective:



1 Cruise Ship
Carries Around **3,000 People**

A serious injury is one that forever impacts a person's life, through trauma, loss of limb, paralysis, or other life-altering changes.



SPACE COAST STORY



Developing the Action Plan

Resolution #20-02 endorsing Vision Zero and directing Space Coast TPO staff to develop an Action Plan was adopted on July 11, 2019, as shown in Appendix A.

The Space Coast TPO created and worked with the Vision Zero Task Force to develop the original Action Plan. The Task Force represented diverse perspectives, including local governments, law enforcement, emergency responders, and members of the public, including those who have been impacted by traffic crashes.

Four Vision Zero Task Force Workshops were held throughout the course of Action Plan development. Workshop participants reviewed crash data, discussed community challenges and needs (as shown on page 9), and formulated ideas on how to address them through Action Plan strategies. With their input, the original Vision Zero Action Plan was adopted in July 2020.

As the 2020 Vision Zero Action Plan strategies and goals were completed or exceeded, the Space Coast TPO began the task of updating the original Action Plan. This 2024 Vision Zero Action Plan focuses on the next phase of efforts to achieve zero fatalities and serious injuries on our roadways, and better serves our community through the development of new strategies, goals, and best practices identified in the years since our first plan was adopted.

Vision Zero Task Force

- City of Palm Bay
- City of Cape Canaveral
- City of Cocoa Beach
- City of Satellite Beach
- City of Cocoa
- Brevard County Traffic Operations
- Space Coast Area Transit
- SCTPO Bicycle Pedestrian & Trails Advisory Committee
- SCTPO Citizens Advisory Committee
- Florida Department of Transportation District 5
- Brevard County Sheriff's Office
- Palm Bay Police Department
- Cocoa Beach Police Department
- Indian Harbour Beach Police Department
- Melbourne Beach Police Department
- Brevard Public Schools
- Tourist Development Council
- Northrop Grumman
- Viera Corporation
- Brevard County Housing
- Public Citizens

**Input
Gathered from
Task Force**

Strong focus on single-user vehicles – need to look at **walkability and multimodal use.**



Distracted driving is a major problem—phones, food/drinks, pets, car technology.

People crossing A1A (whether locals or visitors) need to cross at pedestrian crossings.

Use positive reinforcement like Alert Today, Alive Tomorrow.

Targeted enforcement of unsafe behaviors is working, but **need to do more on speeding and right turns on red.**

Drivers fail to yield to pedestrians and bicyclists, even when in the crosswalks.



Widen sidewalks.

Educate users about new projects, such as RRFBs.

NEED TO TELL THE STORIES OF CRASH VICTIMS.

SIDEWALK GAPS SHOULD BE FILLED TO PROVIDE A CONNECTED, SAFER SPACE FOR PEOPLE WALKING.

Media support is needed to inform and influence safer roadway behaviors.

Need more camera enforcement for red light running and speeding.



Monitoring of intoxicated pedestrians crossing this road at night should be implemented.

BICYCLISTS SHOULD BE ON THE ROAD.

Speeding is a major issue.

Prior and Ongoing Safety Efforts

Vision Zero Leadership Team

After the adoption of the original Action Plan, the Space Coast TPO formed a Vision Zero Leadership Team. Leadership Team members include a representative from Brevard County municipalities that have adopted Vision Zero resolutions. The Vision Zero Leadership Team meets quarterly to facilitate regional collaboration and action among local partners while advancing Action Plan strategies. The updated Action Plan looks to expand this Leadership Team to a more diverse stakeholder group, while adding strategies that can be addressed and implemented by these partners.

Countywide Safety Analysis Reports & Road Safety Audits

The Space Coast TPO has a long history of supporting safety planning and programs. In collaboration with FDOT, The Space Coast TPO has worked to improve access to and resources for obtaining crash data records, ensuring they are in a format that can be used more effectively to sort and compile data. In 2014, the Space Coast TPO developed its first Countywide Safety Analysis Report. The Safety Report focused on identifying crash trends, types, and locations of crashes. The analysis included a review of the following crash characteristics: Crash Frequency; Crash Severity; Crash Type; Crash Rate; and Emphasis Areas from the FDOT SHSP.

As a follow-up to this report, the Space Coast TPO performed Pedestrian and Bicycle Safety Reviews and Road Safety Audits (RSAs) on ten corridors throughout the County to identify improvements. Field reviews were conducted on these ten corridors in the summer and fall of 2015 and recommended improvements were categorized into three types: Maintenance, Near-term, and Long-Term. Improvements focused on reducing crash frequency and severity.

The Space Coast TPO also developed a Bicycle and Pedestrian Countermeasure Matrix summarizing key issues, typical locations where these issues occur, and potential countermeasures to address these issues. The Countermeasure Matrix included engineering, education, and enforcement type countermeasures. This Countermeasure Matrix can be found on the Space Coast TPO website:

www.spacecoasttpo.com/what-we-do/projects/road-safety-audits

Complete Streets

Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a street. Complete Streets are designed to enable safe access for all users. The Space Coast TPO has been actively supporting Complete Streets in Brevard County since 2010.

The Space Coast TPO has been able to assist in funding seven Complete Streets projects across the county, making an impact on Brevard County's mobility, economic development, and transportation safety. The seven Complete Streets Projects are:

- Florida Avenue (Cocoa)
- Front Street (Melbourne)
- Pineapple Avenue (Melbourne)
- Hickory Street (Melbourne)
- Minuteman Causeway (Cocoa Beach)
- North Atlantic Avenue (Cape Canaveral)
- Peachtree Street (Cocoa)

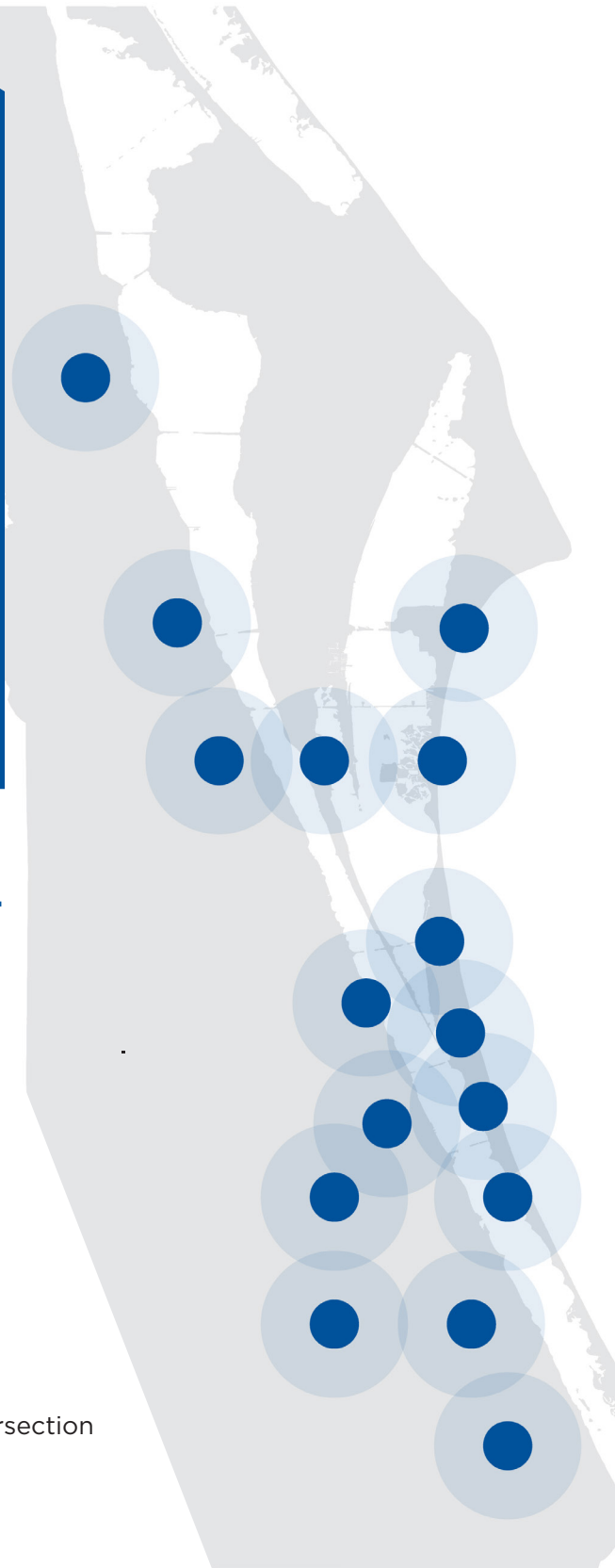


Vision Zero Partners

Countywide Resolution Adoption

As part of the 2020 Action Plan efforts, the Space Coast TPO worked with local government partners to educate about the importance of Vision Zero. In December 2022, Vision Zero resolutions had been adopted by each of the region's 16 municipalities, Brevard County, and Brevard Public Schools.

With the region now formally recognizing that the only acceptable number of roadway fatalities and serious injuries is zero, the Space Coast TPO looks forward to working together to advancing the strategies and goals outlined in this Action Plan.



Other SCTPO Projects

- 2018 ● Aurora Road Corridor Study
- Wickham Road Operational Analysis
- 2019 ● Bicycle & Pedestrian Master Plan
- Banana River/Pine Tree Drive Complete Street Feasibility Study
- Sarno Road Corridor Study
- 2021 ● Minton Road Feasibility Study
- 2023 ● Fiske Blvd./Roy Wall Blvd. Intersection Analysis Study
- Ongoing ● Safe Routes to School

UNDERSTANDING THE PROBLEM

When and Why Crashes Happen

Motor vehicle fatalities are one of the leading causes of death in the United States each year. In 2022, the National Highway Traffic Safety Administration (NHTSA) reported that 42,795 people died while traveling on US roads.

Motorcyclists, bicyclists, and pedestrians are particularly vulnerable. They represented 14%, 2%, and 17%, respectively, of the traffic deaths in 2021 on US roads, yet make up a much smaller proportion of roadway users. In Brevard County, 96% of residents drive as their primary means of travel. 2022 breakdown by mode was not available per the date of the report.

The Centers for Disease Control and Prevention estimate fatal crashes cost Floridians \$46 million annually in medical costs and \$4.33 billion in work loss costs each year.¹ FDOT estimates that the cost to society for each fatal crash totals \$10.9 million.² This does not account for the emotional toll on family and friends who lost loved ones.

Fatal and Serious Injury Crash Analysis

The Space Coast TPO analyzed Brevard County fatal and serious injury crash data from 2018 to 2022 to understand where crashes occur and evaluate other crash characteristics. This analysis helped identify countermeasures and strategies for the Action Plan.

1 | "Motor Vehicle Crash Deaths: Costly But Preventable, Florida" Center of Disease Control and Prevention. July 2020

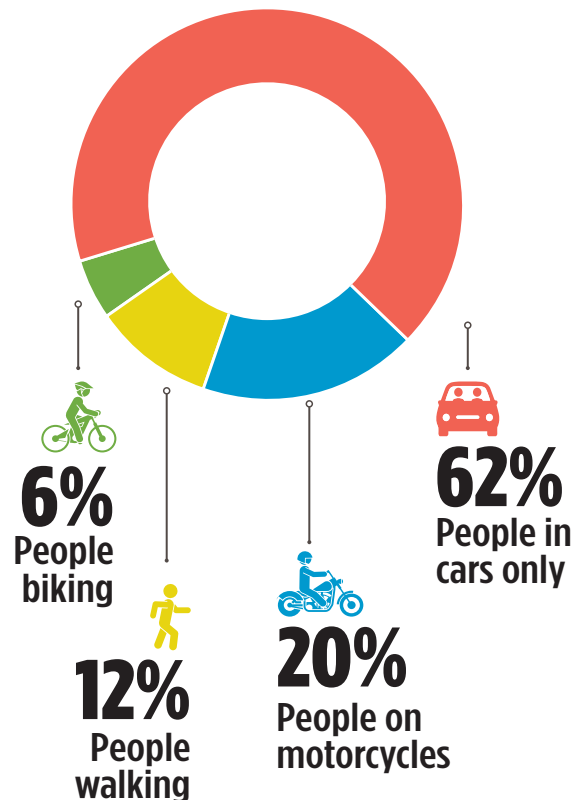
2 | FDOT Design Manual. <https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024fdm122varexcept.pdf?> January 1, 2024.

By Mode

The crash analysis reviewed Brevard County crashes involving people in cars, walking, bicycling, and on motorcycles.

People walking, bicycling, and on motorcycles are vulnerable road users because they are more likely to be killed or seriously injured when involved in a crash. While people in cars experience the highest number of serious and fatal crashes, the data shows that vulnerable road users are overrepresented in this number. So, fewer people are walking, bicycling, and riding motorcycles, but a large percentage of these road users are being seriously injured or killed in crashes.

Crashes by Mode by Percentage

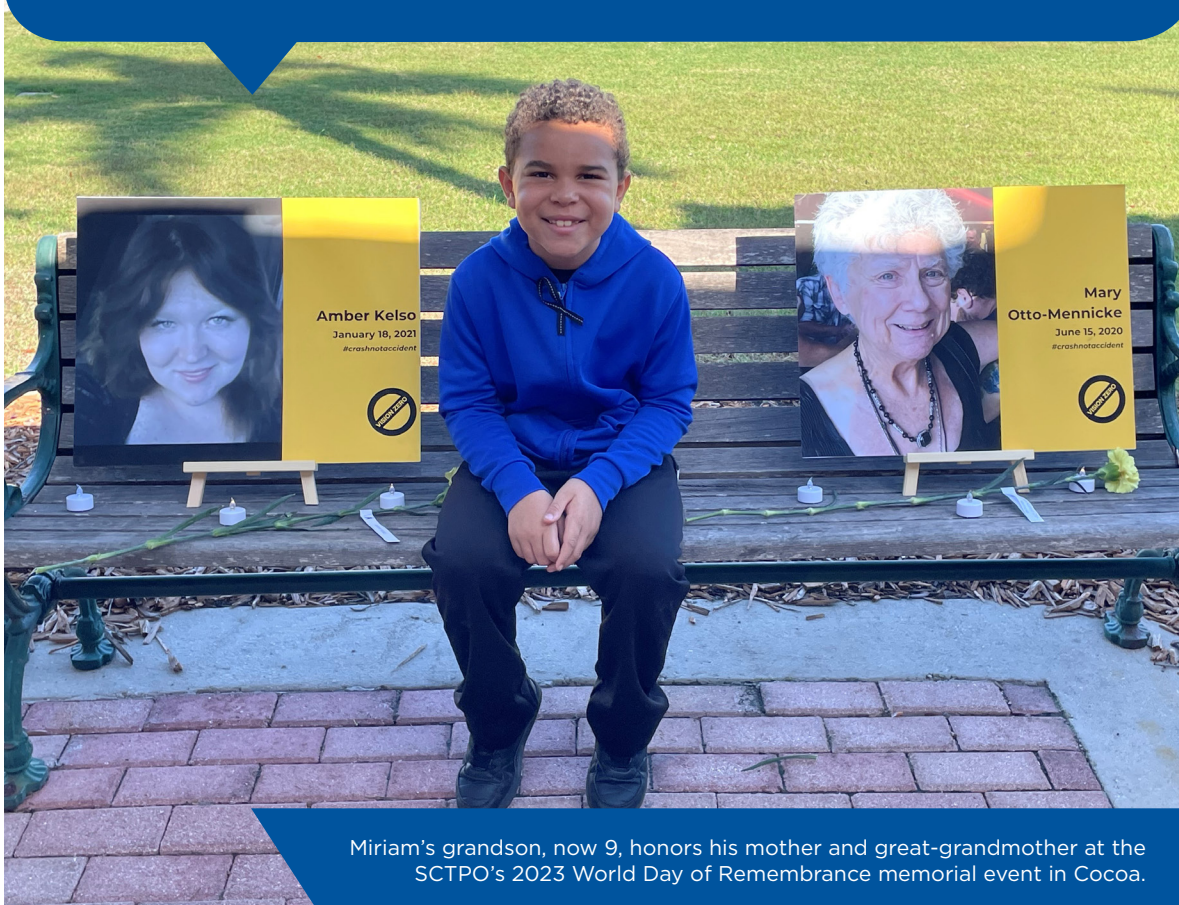


How has a serious vehicle crash impacted your life?

“When I lost my mother (a pedestrian) to an inattentive driver, I had no way of knowing the loss would prepare me for a conversation with my 6-year-old grandson seven months later, when his mother died in a motorcycle crash. While I am grateful my daughter chose me to raise her son, it’s not fair that he should grow up without his mommy, and I will never have the joy of being able to spoil him and send him home to her.

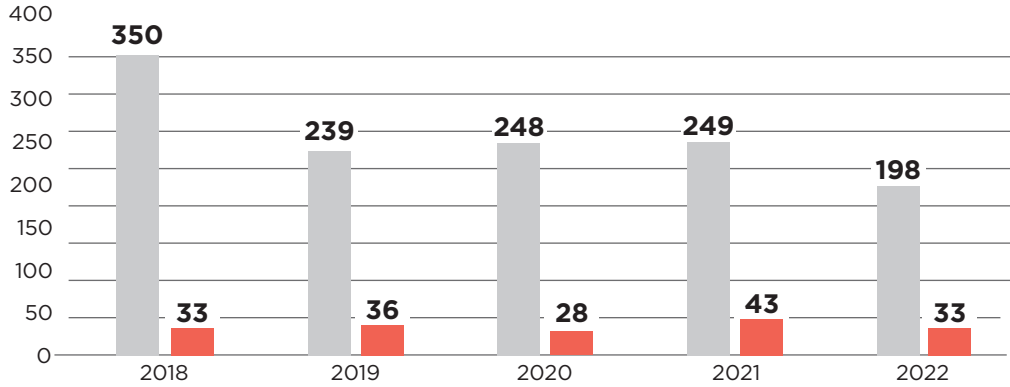
We miss our moms’ hugs, laughter, and smiles. I miss my daughter. We talk about them often, and through stories from his aunts and uncles, we help keep alive the few memories he still has of them. Today, my biggest challenge is navigating the emotions of grief over losing a mother and a child, and having to be strong for a little boy who can’t understand why he has to grow up without them.”

Dr. Miriam Moore, Director of Operations at HfH Supportive Housing
Volunteer Member of the SCTPO’s Vision Zero Leadership Team & Transportation Disadvantaged Local Coordinating Board



Miriam’s grandson, now 9, honors his mother and great-grandmother at the SCTPO’s 2023 World Day of Remembrance memorial event in Cocoa.

Fatal and Serious Injury Vehicle Crashes

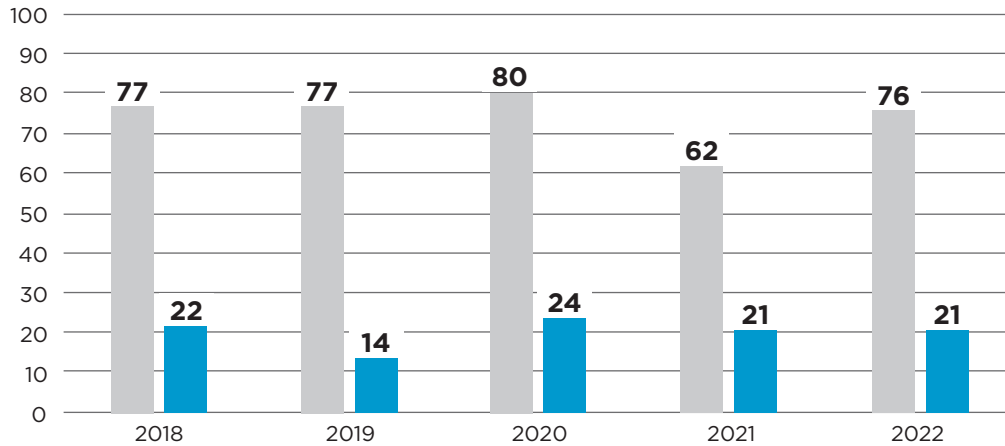


Grey bar: Serious Injury Crashes

Red bar: Fatal Crashes

Source: Signal Four Analytics 2018-2022

Fatal and Serious Injury Motorcycle Crashes

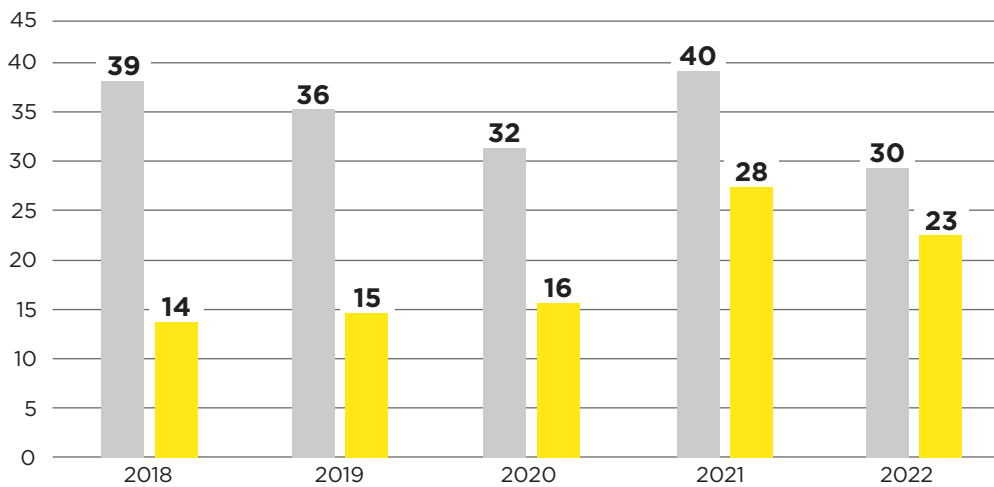


Grey bar: Serious Injury Crashes

Blue bar: Fatal Crashes

Source: Signal Four Analytics 2018-2022

Fatal and Serious Injury Crashes with People Walking

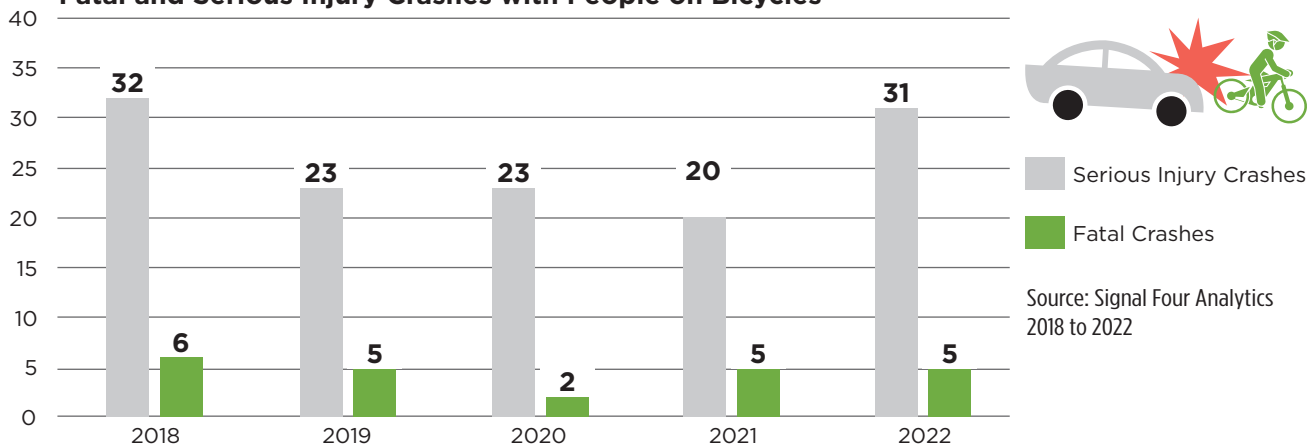


Grey bar: Serious Injury Crashes

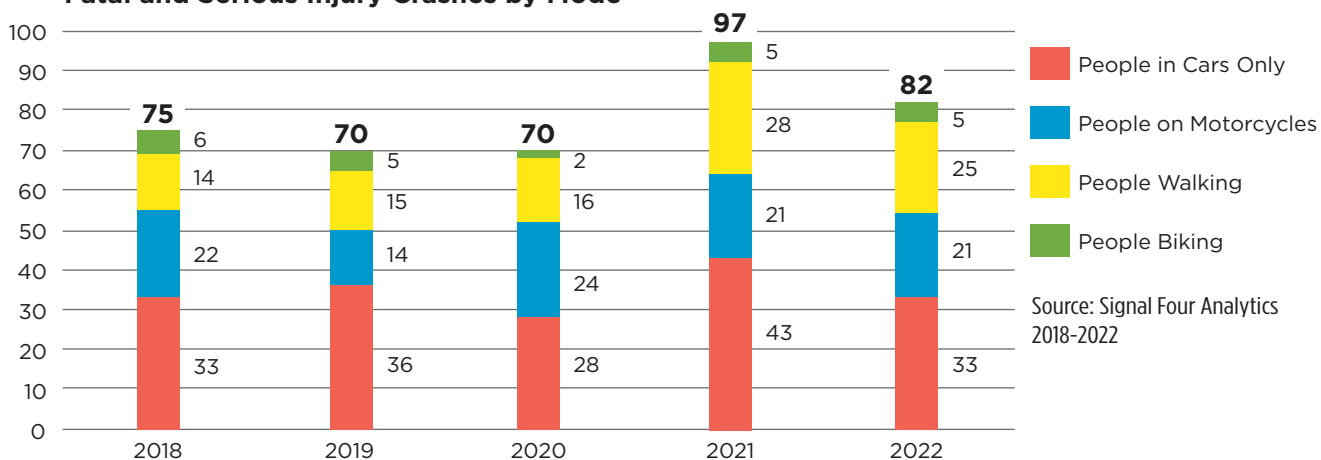
Yellow bar: Fatal Crashes

Source: Signal Four Analytics 2018-2022

Fatal and Serious Injury Crashes with People on Bicycles



Fatal and Serious Injury Crashes by Mode



Fatal and Serious Injury Crash Characteristics

There are external factors and roadway characteristics that influence the prevalence, location, and severity of crashes resulting in fatalities and serious injuries. The Space Coast TPO crash analysis explored the speeds and roadway types associated with these crashes; the time of day and year, weather conditions, and lighting conditions during which they are more likely to happen; and which crash types tend to be most severe.

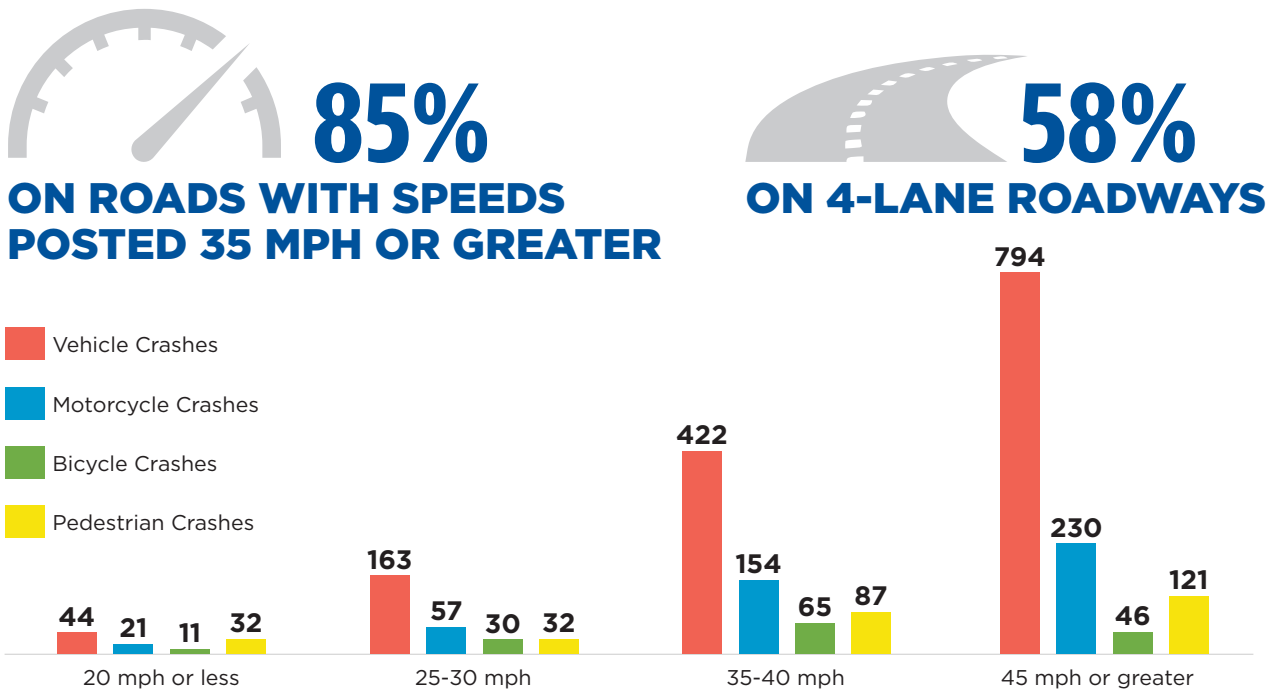
When Crashes Happen

Vehicle and Motorcycle fatal and serious injury crashes experience an uptick during February and March, which is when Spring Break and Bike Week occur, bringing an influx of people to the region.

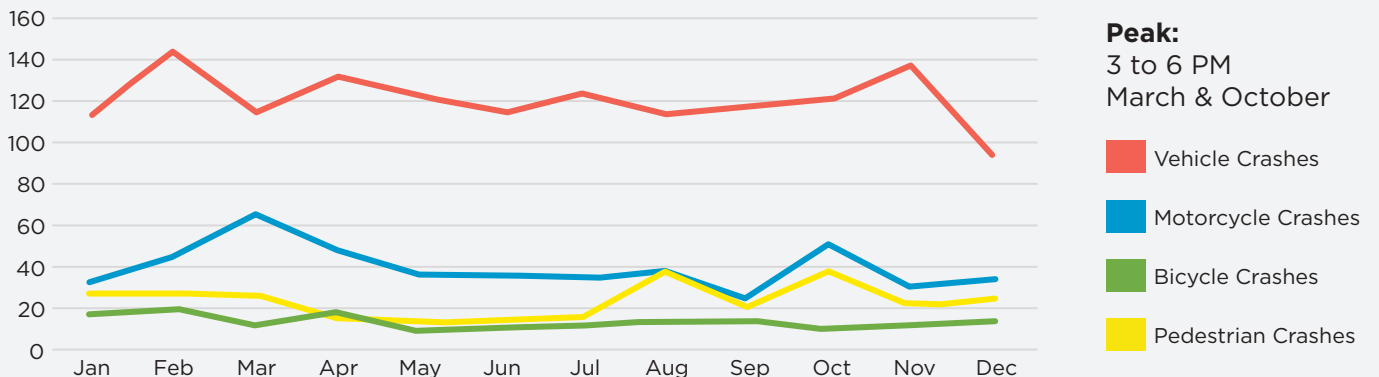
Where Crashes Happen

Speed is understood to be the single most important factor determining crash severity, with 85% of fatal and serious injury crashes happening on roads with speeds posted at 35 mph or greater.

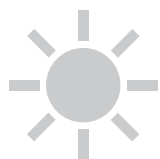
Fatal and Serious Injury Crashes - Roadway Speed Limits and Types



Fatal and Serious Injury Crashes by Month



Fatal and Serious Injury Crashes - All Modes



DAYTIME
63%



NIGHTTIME
37%

Fatal and Serious Injury Crashes - Lighting

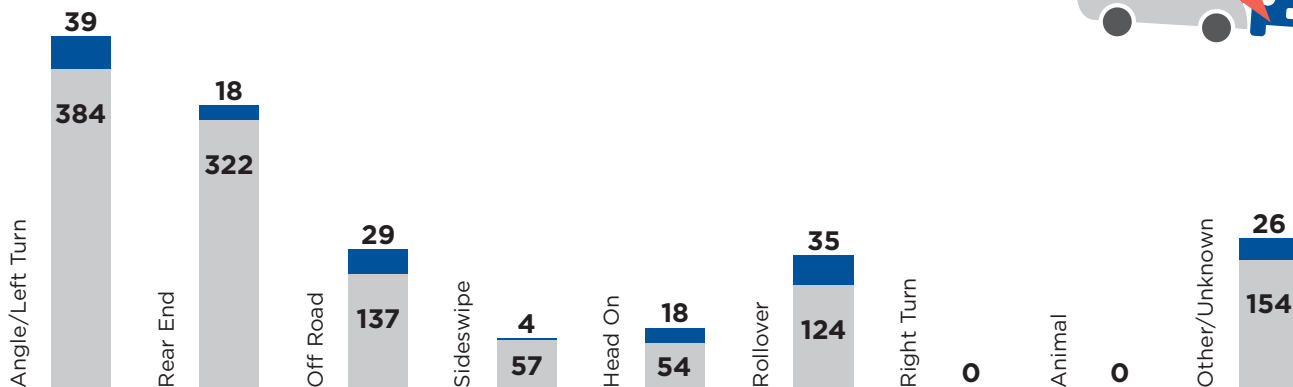


PEDESTRIAN CRASHES
IN THE DARK WITH NO
LIGHTING
27%

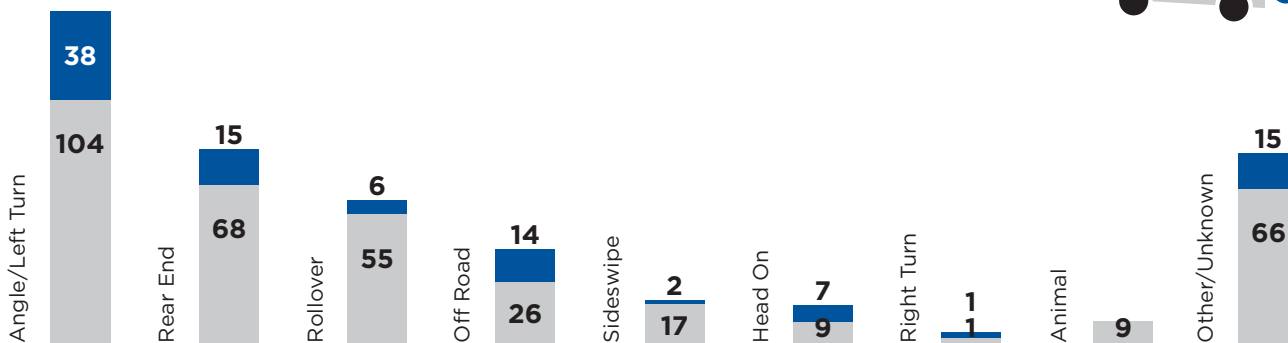
Crash Types

Angle/left turn crashes are the primary crash types that lead to fatalities and serious injuries for vehicles and motorcycles.

Fatal and Serious Injury Vehicle Crashes



Fatal and Serious Injury Motorcycle Crashes



Source: Signal Four Analytics 2018-2022

Serious Injury Crashes
 Fatal Crashes

Emphasis Areas

Fatal and serious injury crashes are rarely influenced by a single factor. The FDOT SHSP has identified the top Emphasis Areas and organized them into three categories – Roadways, Road Users, and User Behavior. To align with the SHSP, these emphasis areas were a focus both in reporting of crash data and setting the Action Plan Strategies.

SHSP – Roadways

Lane Departure Crash

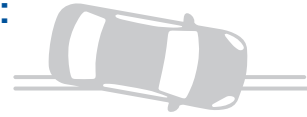
A lane departure crash occurs when a vehicle leaves its travel lane. Lane departures are due to improper passing, distracted driving, weaving or swerving, wrong way driving, overcorrection, or running off the road. Lane departure often leads to collisions with structures, trees, other objects, other vehicles, or other people.

Intersection Crash

Intersections, by design, are locations with great potential for conflicts between vehicles and other road users. Intersections are areas where road users cross paths and the potential for a collision is at the greatest on the transportation system.

In Brevard County:

48%
Of Fatal & Serious Injury Crashes are Lane Departure Related



42%
Of Fatal & Serious Injury Crashes Happen at Intersections

SHSP – Road Users

Teen Drivers

Teen Drivers include drivers between the ages of 15 and 19. These are the youngest, and least experienced, drivers on our roads. Teens are more likely to underestimate dangerous situations, speed, and allow shorter distance between vehicles. In addition, teens need to learn and understand their responsibility when involved in a crash.

Aging Road Users

Aging road users are at greater risk of injury or death when involved in a crash event due to natural age-related changes. Vision, memory, strength, flexibility, and reaction time decline as we age, and how soon this happens varies by person.

In Brevard County:

9%
Of All Fatal Crashes Involved Teen Drivers



25%
Of All Fatal Crashes Involved Aging Road Users

Commercial Motor Vehicles

Our communities depend on commercial motor vehicles to deliver goods and perform other services. Factors that lead to serious crashes involving these large vehicles include illegal maneuvering, excessive speed, following too closely, inadequate surveillance due to external distraction, driving under the influence, other aggressive drivers as they interact with commercial vehicles, and fatigue from long hours of service.

7%
Of All Fatal Crashes
Involved Commercial
Vehicles



SHSP - User Behaviors

Occupant Protection

Occupation protection includes safety belts, air bags, and child restraints. These are designed to reduce the severity of the injury or prevent death when a crash occurs.

In Brevard County:

16% Of All Fatal Crashes
Involved Unrestrained
Occupants



Impaired Driving

Impairment can occur with any use of alcohol or drugs, including prescription medicines, medical marijuana, or illicit drugs. Impaired drivers may use multiple drugs or drugs and alcohol, which further compounds impairment even if the alcohol use does not meet the minimum threshold for a Driving Under the Influence (DUI) charge.

25% Of All Fatal Crashes
Involved Alcohol And/
Or Drugs



Distracted Driving

Distracted driving involves anything that takes a driver's eyes off the road: looking down at their phone, looking at their navigation screen, looking at people in the backseat, reaching for objects, etc. Distracted driving incidents are most likely much higher than what is currently being reported.

5% Of All Fatal Crashes
Involved Distracted
Driving



Speeding and Aggressive Driving

Speeding and aggressive driving are also crash factors leading to many deaths and injuries. Aggressive driving includes speeding, but also erratic lane changing, tailgating, and illegal passing.

24% Of All Fatal Crashes Involved
Speeding And/Or Aggressive
Driving



HIGH INJURY NETWORK

Where Crashes Happen

The most serious crashes are concentrated along certain corridors known as a High Injury Network (HIN). The Vision Zero approach focuses safety efforts on these corridors to make the greatest possible impact on serious crash rates. To identify the HIN, a crash severity score was calculated for each intersection and corridor based on the Highway Safety Manual's Equivalent Property Damage Only (EPDO) Average Crash Frequency method. This method considers the FDOT crash costs for each severity level (i.e., property damage, possible injury, non-incapacitating injury, incapacitating injury, and fatal crash) with a focus on serious injury and fatal crashes only.

Locations with a higher severity score are experiencing more serious crashes, based on the FDOT crash costs. From 2018 to 2022, 2,303 fatal and serious injury crashes occurred on all Brevard County roads and intersections. In considering all modes, the HIN accounts for only 16% of the roadway network but 63% of all fatal and 23% of all serious injury crashes.

The HIN roadway segments and intersections are provided in more detail in Appendix B. HINs for each jurisdiction were analyzed in isolation and are provided in Appendix C.

The SCTPO's HIN maps are available online at sctpo.com/crashes

How has a serious vehicle crash impacted your life?



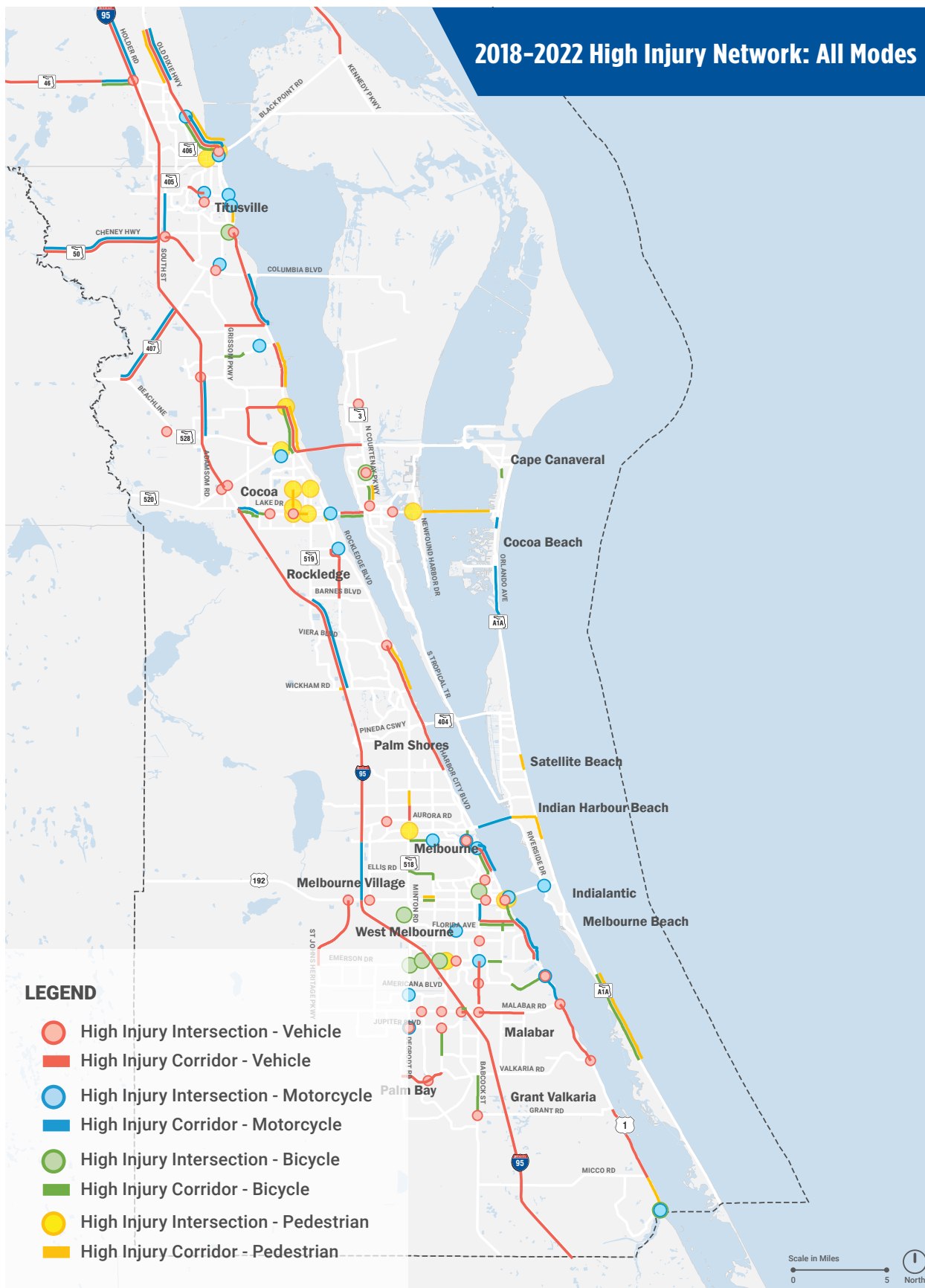
“There is nothing worse for a parent than THAT phone call. There is nothing worse for family members to watch a niece or sister be taken from a vibrant happy life while holding her hand at her bedside for the day, endless prayers going up for a miracle and incessant tears shed over the loss of a future of loves, laughter, children, grandchildren, well..... life really, waiting for her. There is

nothing worse than asking the angel nurse to please keep her on the machine and clean that child up before you bring her parents back from the airport. There truly can be nothing worse than being the friends/family members who have to pick up her parents from the airport and tell them their child is gone. I'm not certain, but the only thing that may be worse is if it is your own, but probably not. It is our hope that no one has to experience this, so in our family, the only acceptable number can be '0'.

In honor of Melissa Gail Houser. May her memory always be a blessing. Lived 29 years. Died October 22, 2016 at Strawbridge Avenue and Waverly Place, Melbourne, Florida.”

Rochelle W. Lawandales, FAICP
Former Space Coast TPO Technical Advisory
Committee Member

2018-2022 High Injury Network: All Modes





High Injury Network: Vehicles

53 segments

33% of serious injury and fatal vehicle crashes

38 intersections

20% of all serious injury and fatal crashes

top 5 crash locations: corridors

Corridor	From	To	Jurisdiction	Crash Severity Score
SR 407	SR 528	I-95	UNINCORPORATED COUNTY	1335
US 1	SR 528	CANAVERAL GROVES BLVD.	UNINCORPORATED COUNTY	1222
US 1	MICCO RD.	FIRST ST.	MALABAR	1222
SR 528	US 1	N COURTENAY PKWY. (SR 3)	UNINCORPORATED COUNTY	736
SR 50	ORANGE CO.	I-95	UNINCORPORATED COUNTY	713

*I-95 made up 4 of the top 5 corridors, but were excluded to focus on the arterials

top 5 crash locations: intersections

Intersection	Jurisdiction	Crash Severity Score
N. COURTENAY PKWY. (SR 3) @ MERRITT AVE.	UNINCORPORATED COUNTY	849
US 1 @ VALKARIA RD.	GRANT VALKARIA	566
SR 520 @ CLEARLAKE RD. (SR 501)	UNINCORPORATED COUNTY	375
MALABAR RD. @ EMERSON DR.	PALM BAY	352
ELDRON BLVD. @ MALABAR RD.	PALM BAY	352



High Injury Network: Motorcycles

21 segments

21% of serious injury and fatal motorcycle crashes

21 intersections

5% of all serious injury and fatal crashes

top 5 crash locations: corridors

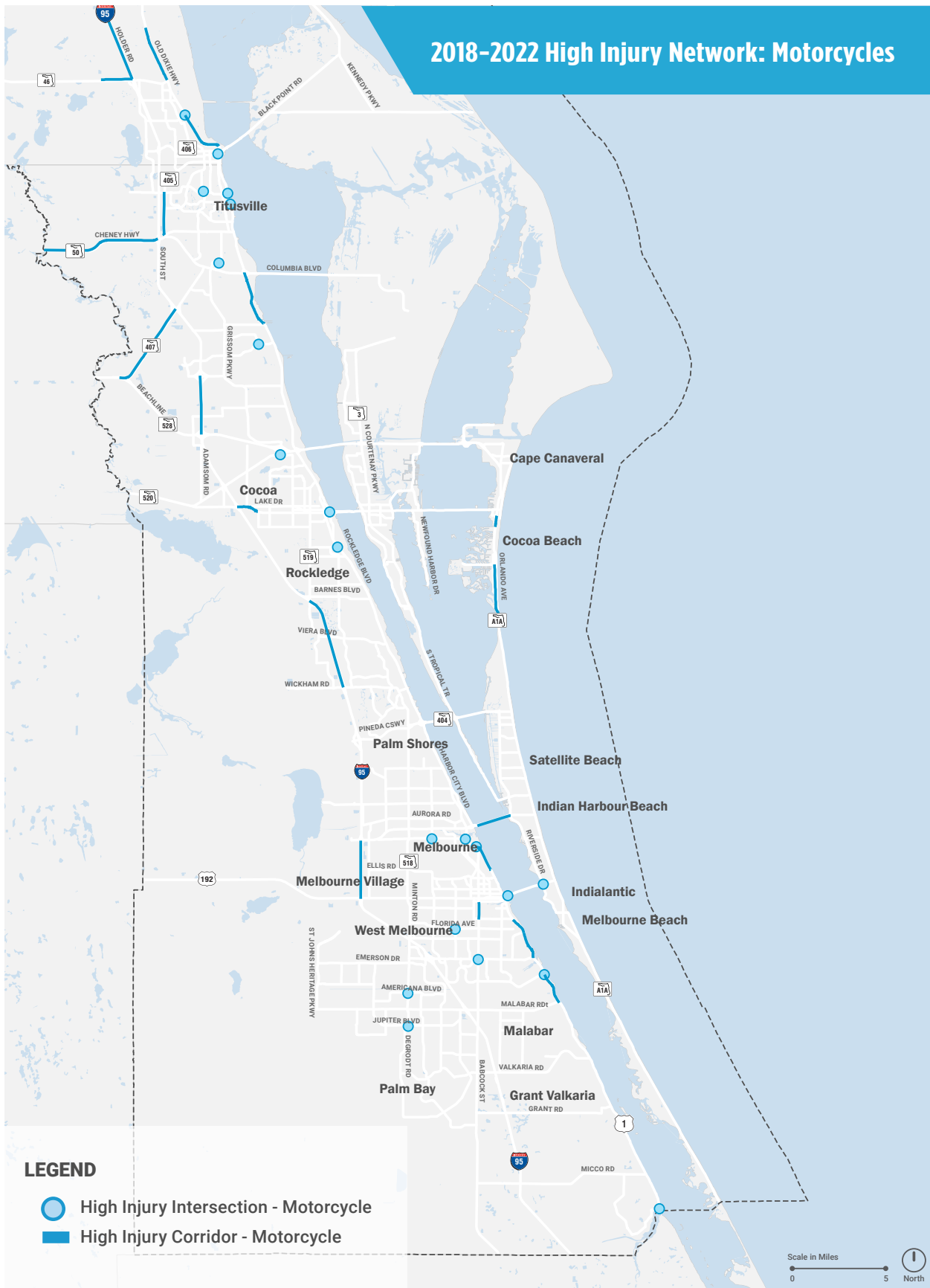
Corridor	From	To	Jurisdiction	Crash Severity Score
US 1	RJ CONLAN BLVD.	UNIVERSITY BLVD.	PALM BAY	877
US 1	KINGS HWY.	SR 405	TITUSVILLE	854
SR 407	SR 528	I-95	UNINCORPORATED COUNTY	831
SR 46	FAWN LAKE BLVD.	I-95	UNINCORPORATED COUNTY	600
SR 520	I-95	BURNETT RD.	COCOA	577

*I-95 made up 4 of the top 5 corridors, but were excluded to focus on the arterials

top 5 crash locations: intersections

Intersection	Jurisdiction	Crash Severity Score
US 1 @ HARRISON ST.	TITUSVILLE	306
SR 524 @ CLEARLAKE RD. (SR 501)	COCOA	283
US 1 @ DAIRY RD.	TITUSVILLE	283
SARNO RD. @ CROTON RD.	MELBOURNE	283
US 1 @ PORT MALABAR BLVD.	PALM BAY	283

2018-2022 High Injury Network: Motorcycles





High Injury Network: Pedestrians

21 segments

31% of serious injury and fatal pedestrian crashes

14 intersections

4% of all serious injury and fatal crashes

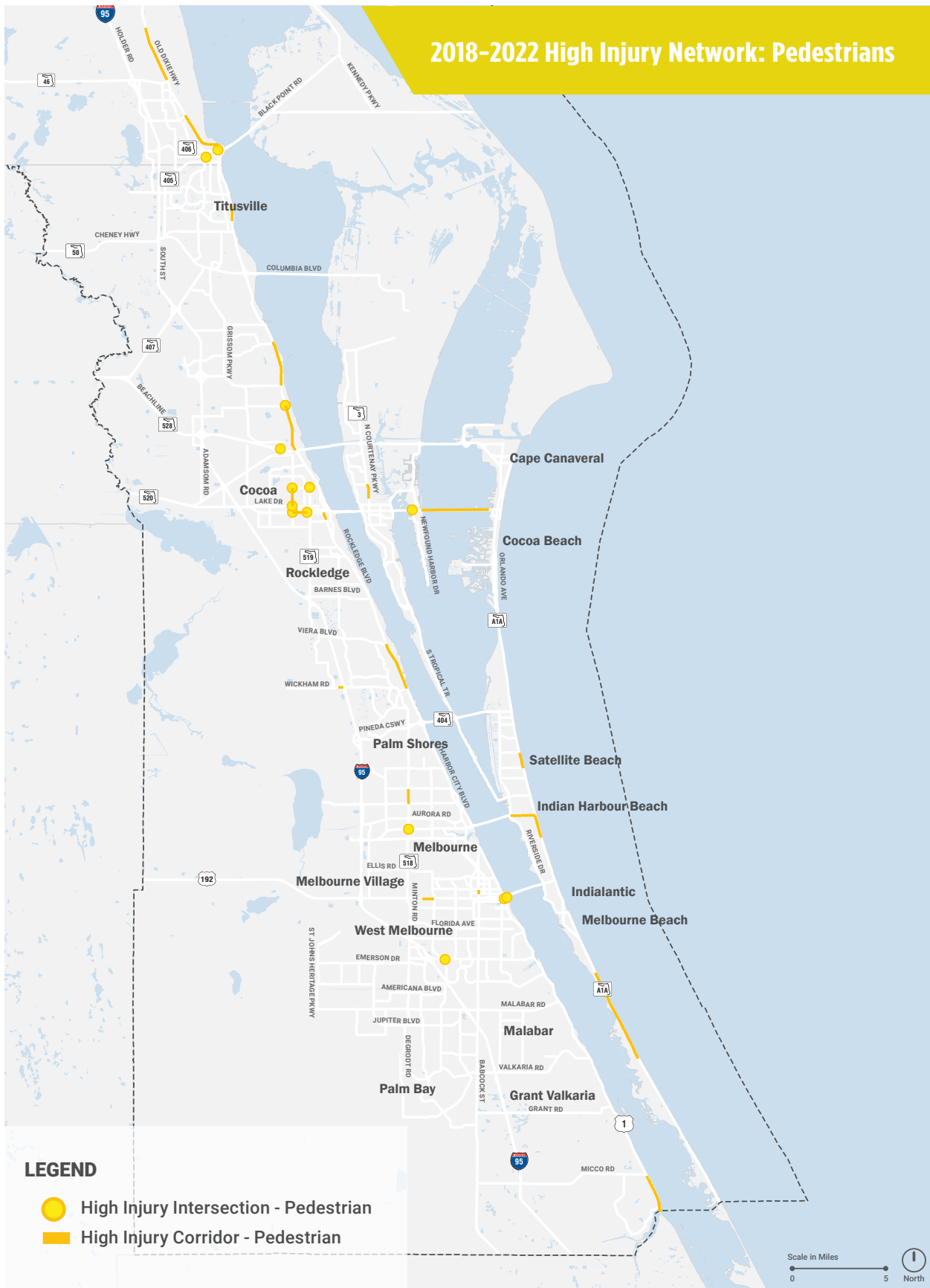
top 5 crash locations: corridors

Corridor	From	To	Jurisdiction	Crash Severity Score
US 1	GARDEN ST.	DAIRY RD.	TITUSVILLE	1131
N. COURTENAY PKWY. (SR 3)	NEEDLE BLVD.	LUCAS RD.	UNINCORPORATED COUNTY	895
SR AIA	PARADISE BLVD.	EAU GALLIE BLVD. (SR 518)	INDIAN HARBOUR BEACH	872
WICKHAM RD.	LAKE WASHINGTON RD.	PARKWAY DR.	MELBOURNE	849
US 1	SR 528	CANAVERAL GROVES BLVD.	UNINCORPORATED COUNTY	635

top 5 crash locations: intersections

Intersection	Jurisdiction	Crash Severity Score
CLEARLAKE RD. (SR 501) @ LAKE DR.	UNINCORPORATED COUNTY	306
US 1 @ CANAVERAL GROVES BLVD.	UNINCORPORATED COUNTY	306
US 1 (SB HOPKINS AVE.) @ SR 406 (GARDEN ST.)	TITUSVILLE	306
EAU GALLIE BLVD. (SR 518) @ WICKHAM RD.	MELBOURNE	306
SR 520 @ CLEARLAKE RD. (SR 501)	UNINCORPORATED COUNTY	283

2018-2022 High Injury Network: Pedestrians





High Injury Network: Bicycles

23 segments

31% of serious injury and fatal bicycle crashes

8 intersections

2% of all serious injury and fatal crashes

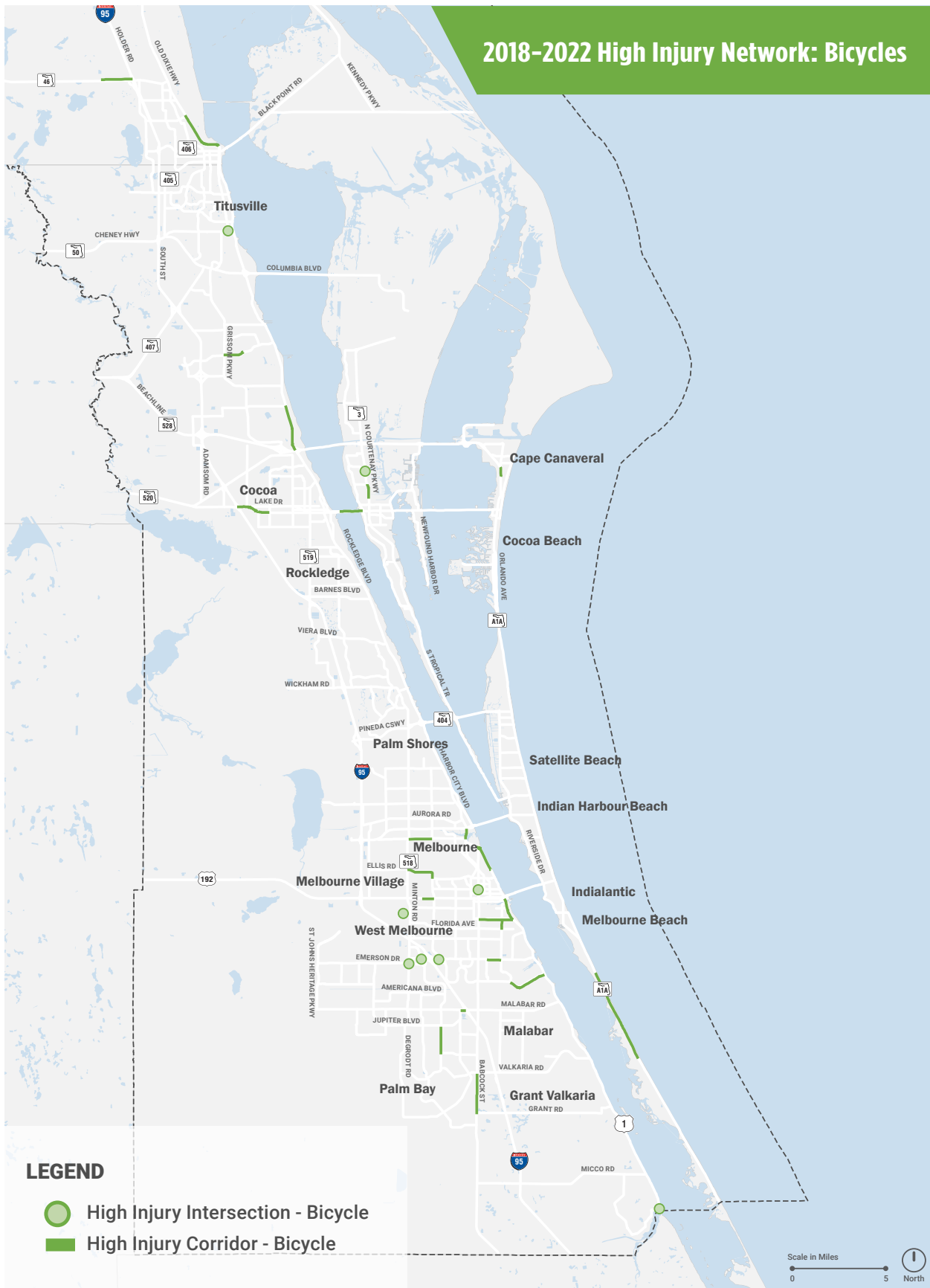
top 5 crash locations: corridors

Corridor	From	To	Jurisdiction	Crash Severity Score
US 1	SR 528	CANAVERAL GROVES BLVD.	UNINCORPORATED COUNTY	566
SR A1A	HERON DR.	MARLEN DR.	MELBOURNE BEACH	566
SR 520	HUMPHREY BRIDGE	N. TROPICAL TR.	UNINCORPORATED COUNTY	306
N. COURTENAY PKWY. (SR 3)	NEEDLE BLVD.	LUCAS RD.	UNINCORPORATED COUNTY	306
UNIVERSITY BLVD.	BABCOCK ST.	US 1	MELBOURNE	306

top 4 crash locations: intersections

Intersection*	Jurisdiction	Crash Severity Score
PALM BAY RD. @ HOLLYWOOD BLVD.	PALM BAY	283
US 1 @ MAIN ST.	UNINCORPORATED COUNTY	283
MINTON RD. @ EMERSON DR.	PALM BAY	283
NORFOLK PKWY. @ PALM BAY RD.	WEST MELBOURNE	283
LA VETA DR. @ MILWAUKEE AVE.	UNINCORPORATED COUNTY	283

2018-2022 High Injury Network: Bicycles



VISION ZERO AND EQUITY

Everyone has the right to move about their communities safely. Vision Zero utilizes data, community input, and experience to prioritize equitable investments of resources and actions. The following figure shows the areas of the county that are in a disadvantaged Census tract. To identify these areas, three equity analyses were conducted using the following tools: Space Coast TPO Transportation Disadvantaged Populations, USDOT Equitable Transportation Community, and USDOT Climate and Economic Justice Screening Tool.



Transportation Disadvantaged (TD) Populations

Based on 2016-2020 ACS tract-level data and 2020 Census Tracts. All variables normalized to the person-level. Criteria considered to create composite score: Population over age 65+, Population under age 10, Communities of Color (All races and ethnicities beside White Non-Hispanic), Low-income population (Less than 200% of Federal Poverty line), Population under age 18 in a single-parent household, Workers without vehicle access, Overburdened renters, Population with limited English proficiency, Population with a disability.



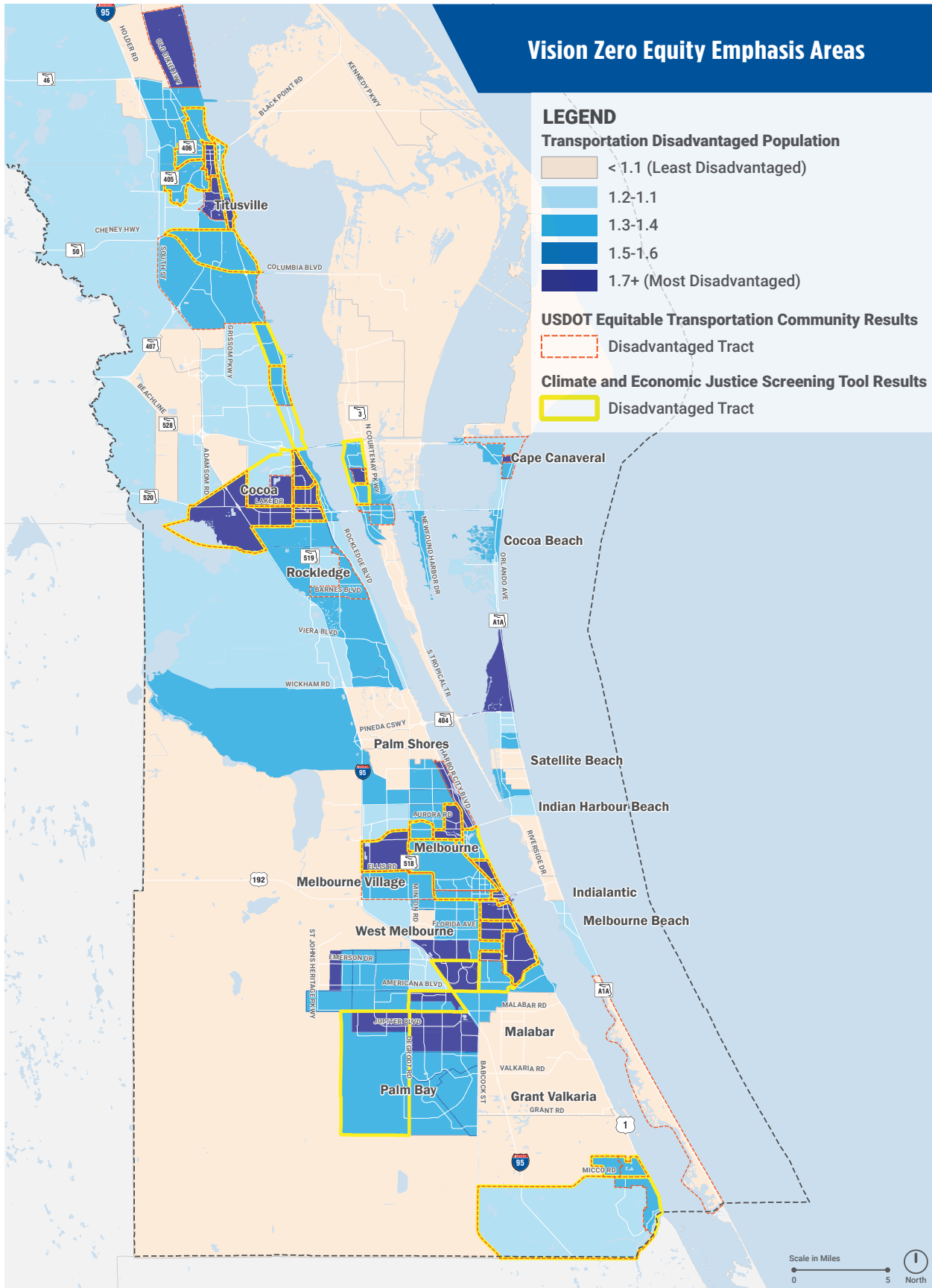
USDOT Equitable Transportation Community (ETC) Explorer

Based on 2015-2020 ACS tract-level data and Census tracts drawn after the 2020 Census. Five primary components analyzed with 37 indicators total: Transportation Insecurity, Health Vulnerability, Hazard Vulnerability, Environmental Burden and Social Vulnerability.



USDOT Climate and Economic Justice Screening Tool (CEJST)

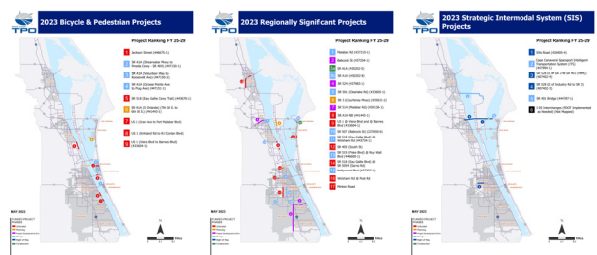
Based on the 2010 Census tracts boundaries. 8 categories with 30 "burdens" in the following categories: Climate Change, Energy, Health, Housing, Legacy Pollution, Transportation, Water and Waste Water, and Workforce Development. Communities are considered disadvantaged if the Census tract meets the thresholds for at least one of categories of burden, there is land within the boundaries of Federally Recognized Tribes, or a Census tract is completely surrounded by disadvantaged communities if they meet an adjusted low-income threshold (\geq 50th percentile).



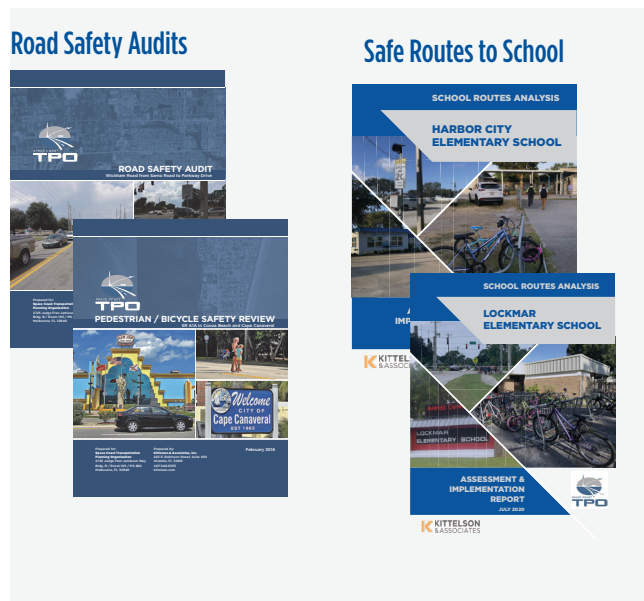
TARGETED SAFETY CORRIDORS

The Vision Zero List of Targeted Safety Corridors was created from previous and ongoing efforts to help identify project needs. The process of identifying the Targeted Safety Corridors involves overlaying previously identified corridors with the Brevard County HIN network and performing an equity screening against the Transportation Disadvantaged Populations, the USDOT ETC, and the USDOT CEJST. The full list of targeted safety corridors can be found in Appendix D.

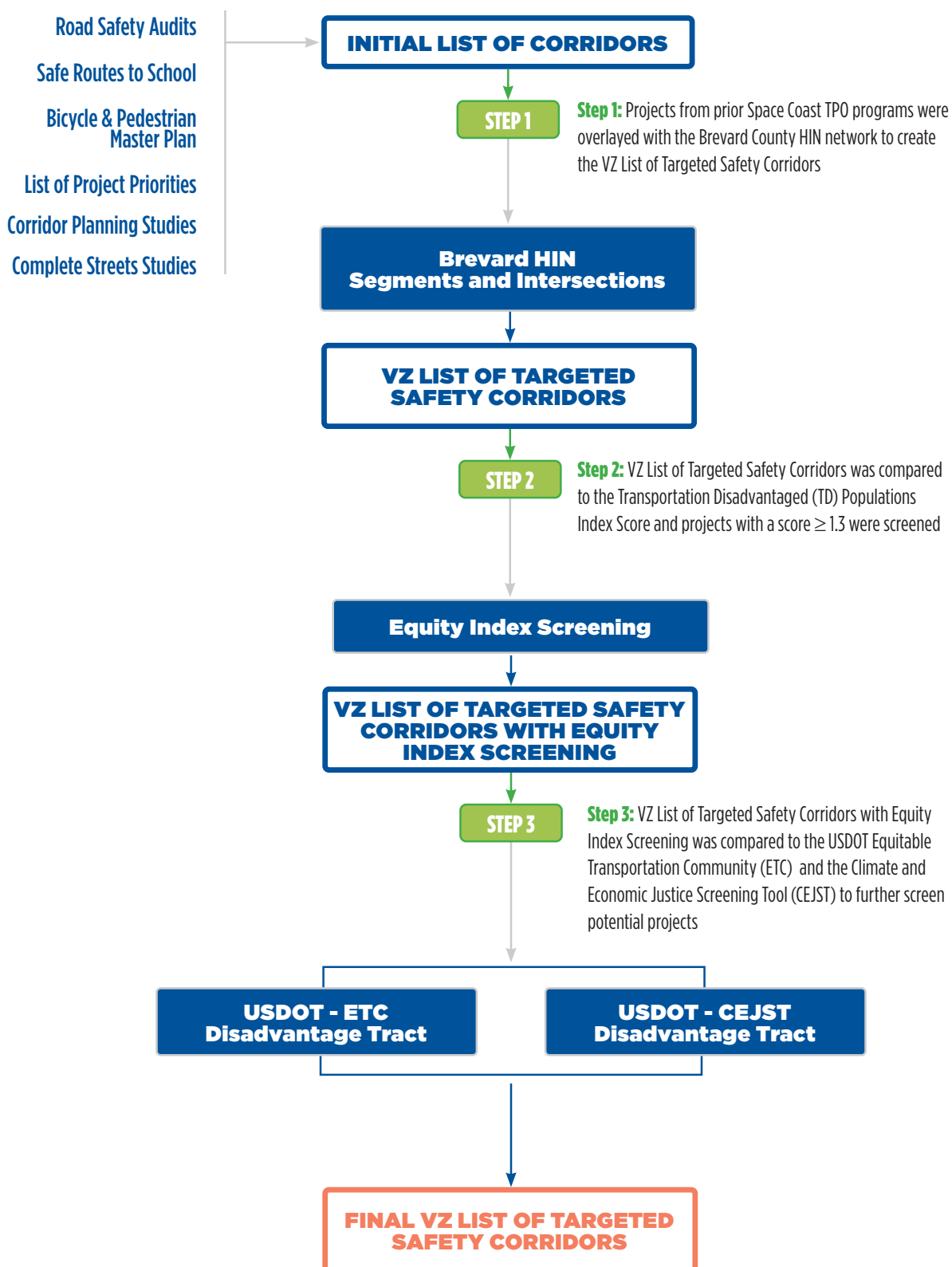
Space Coast TPO List of Project Priorities



Corridor Planning Studies



Identifying the List of Targeted Safety Corridors



Vision Zero List of Targeted Safety Corridors

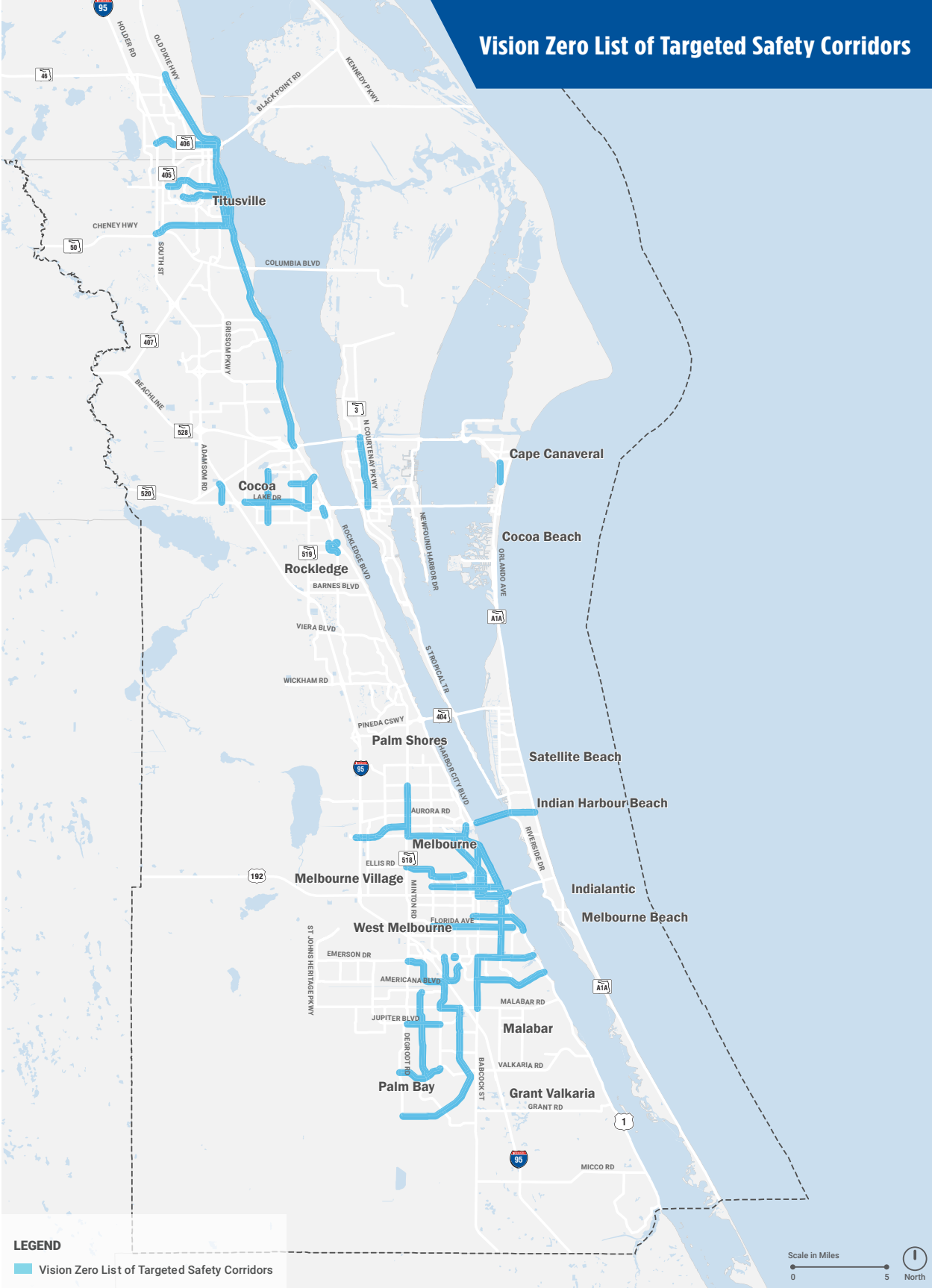
≤ 1.3 TD Population
Equity Score



On the USDOT ETC
and/or the USDOT CEJST

The full list of targeted safety corridors can be found in Appendix D.

Vision Zero List of Targeted Safety Corridors



ACTION PLAN STRATEGIES

What Happens Next?

The Space Coast TPO has prioritized a set of strategies and actions to make progress toward the goal of eliminating fatal and serious injury crashes.

The objectives also tie back to the Safe System Approach, which considers five elements of a safe transportation system—safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. Achieving zero traffic deaths and serious injuries requires strengthening all five elements.




















The Space Coast TPO is uniquely suited to take on a leadership role as they are positioned to identify regional actions and policies that local governments, FDOT, and other regional partners can implement to reach zero traffic-related deaths and serious injuries for people in vehicles, walking, bicycling, and on motorcycles.

THE SAFE SYSTEM APPROACH TO A SUCCESSFUL PROGRAM



The Space Coast TPO has created seven objectives as summarized below. The seven objectives include actions, initiatives, sub-actions, timelines, and how the Space Coast TPO will track the progress of the objective in more detail on the following pages.

The timeline for implementation is separated into Immediate (6 Month), Near-Term (1 Year), Long-Term (2-5 Years), and Annually (once a year).

Objective	The Safe System Approach
1. Facilitate Collaboration between Allied Agencies	  
2. Increase Awareness of the Vision Zero Program, Objectives, and Actions	  
3. Improve Data Collection and Reporting	  
4. Encourage and Support the Implementation of Proven Safety Countermeasures and People-First Roadway Design	  
5. Identify Funding Opportunities and Resources for Transportation Safety Projects	 
6. Increase Support of Transportation Safety Legislation and Policy	   
7. Educate Road Users on the Relationship between Individual Behaviors and Crashes	



1. Facilitate Collaboration between Allied Agencies

Tracking Progress	Action #	Initiatives	Sub-Action #	Sub-Actions	Timeline
1) Number of allied agencies and organizations actively participating in regional Vision Zero Leadership Team 2) Number of informational sessions hosted for community partners by Space Coast TPO 3) Number of meetings/sessions attended	1.1	Expand and diversify existing regional Vision Zero Leadership Team by adding new members representing law enforcement, public health, and technical staff.			Near-Term
	1.2	Host Vision Zero Leadership Team meetings to share updates on crash data, resources, current activities, policy, funding opportunities, and other relevant safety information.			Annually
	1.3	Participate in relevant regional/statewide coalition, committee, and community meetings to advance the Space Coast TPO's Vision Zero priorities and collaborate on transportation safety efforts.			Annually
	1.4	Coordinate informational sessions to address implementation challenges identified by the Vision Zero Leadership Team, community partners, and/or stakeholders.			Annually
	1.5	Participate in webinars/trainings/etc. to stay informed on the latest best practices and updates as they relate to Vision Zero and the safety practice as a whole.			Annually



2. Increase Awareness of the Vision Zero Program, Objectives, and Actions

Tracking Progress	Action #	Initiatives	Sub-Action #	Sub-Actions	Timeline
1) Number of visits to online, Space Coast TPO-hosted Vision Zero resources 2) Number of local governments that incorporate Vision Zero language into their own planning documents 3) Publication of local High Injury Network data 4) Publication of updated Vision Zero Toolkit	2.1	Incorporate Vision Zero program into existing Space Coast TPO actions and messaging.	2.1.1	Include Vision Zero branding on transportation safety materials and messages.	Annually
			2.1.2	Promote Vision Zero branding messaging that can be included in Space Coast TPO press releases, digital campaigns, etc.	Annually
			2.1.3	Develop standard Vision Zero language that municipalities can incorporate into their own planning documents (like Comprehensive Plans).	Immediate
			2.1.4	Maintain a public Vision Zero webpage with information, resources, trainings, and educational opportunities.	Annually
			2.1.5	Develop a community of partner agencies (in communities most impacted by the High Injury Network) to disseminate safety and educational messages via a “grassroots” effort.	Annually
			2.1.6	Engage with local decision-makers and system-designers about the importance of incorporating Vision Zero into policy and people-first roadway design.	Annually
	2.2	Encourage and support local municipalities in developing their own Vision Zero Action Plans.	2.2.1	Update Vision Zero Toolkit resource to meet SS4A guidelines so municipalities can apply for Grant Funding.	Immediate
			2.2.2	Provide municipalities with updated High Injury Network data on an annual basis.	Annually



3. Improve Data Collection and Reporting

Tracking Progress	Action #	Initiatives	Sub-Action #	Sub-Actions	Timeline
1) Presentation of annual report	3.1	Maintain High Injury Network data on the State of the System Dashboard.			Annually
	3.2	Update High Injury Network data annually as part of State of the System reporting.			Annually
2) Annual State of the System Dashboard update	3.3	Produce annual Vision Zero report to track progress and update proposed actions. Present update to Space Coast TPO Board, Committees, and other interested groups.			Annually



4. Encourage and Support the Implementation of Proven Safety Countermeasures and People-First Roadway Design

Tracking Progress	Action	Initiatives	Sub-Action #	Sub-Actions	Timeline
	4.1	For upcoming resurfacing projects, continue identifying opportunities to incorporate Complete Street elements and advance Vision Zero objectives/actions. Add projects to the List of Project Priorities as needed.			Annually
	4.2	Complete a Speed Management Study using vehicular speed and crash data to identify a Critical Speed Management Network. This network should be the focus of potential traffic calming-type countermeasures.			Long-Term
1) Number of projects reviewed	4.3	Conduct a Lighting Screening Study on corridors where dark/unlit conditions are an observed crash factor to identify potential solutions. The initial focus should be on the High Injury Network but could be expanded to other corridors where lack of lighting would be deemed a risk factor for crashes.			Long-Term
2) Number of studies completed			4.4.1	Develop and provide a resource guide for low-cost, high-impact countermeasures to local partners.	Near-Term
3) Publication of countermeasure resource guide	4.4	Encourage and support the use of low-cost, high-impact countermeasures and quick-build demonstrations to facilitate near-term safety improvements.	4.4.2	Develop educational materials for quick-build demonstration best practices and share with local partners.	Near-Term
4) Number of school access meetings attended	4.5	Participate in Safe School Access Team meetings and attend field reviews/provide recommendations for school route concerns.			Annually
5) Number of evaluations completed post-construction	4.6	During reviews of other municipalities' plans, encourage support for land use, transportation demand management (TDM), and street design policies that support multimodal travel, reducing vehicle miles traveled (VMT) and dependence on single-occupancy vehicle trips.			Annually
	4.7	Provide technical support for School Routes Analyses (e.g., perform field reviews and provide recommendations) and Safe Routes to School Grants (e.g., student travel surveys, concept development, cost estimating, demographic analysis).			Annually
	4.8	Evaluate effectiveness of safety projects implemented in the County after construction is completed.			Long-Term



5. Identify Funding Opportunities and Resources for Transportation Safety Projects

Tracking Progress	Action	Initiatives	Sub-Action #	Sub-Actions	Timeline
1) Number of projects prioritized	5.1	Prioritize projects from the List of Targeted Safety Corridors in the annual update to the Space Coast TPO List of Project Priorities (LoPP).			Annually
2) Number of grant applications supported	5.2	Identify funding sources based on project type (e.g., Safe Streets for All (SS4A), Safe Routes to School (SRTS), etc.).			Immediate
	5.3	Support municipalities in obtaining grant funding for safety projects.			Near-Term



6. Increase Support of Transportation Safety Legislation and Policy

Tracking Progress	Action	Initiatives	Sub-Action #	Sub-Actions	Timeline
1) Publication of legislative priorities with safety items included	6.1	Include safety changes in Space Coast TPO legislative priorities and policy positions.			Annually
2) Number of meetings attended	6.2	Identify top three safety priorities and educate on legislation and policy to advance the initiatives at the state and local level.			Annually



7. Educate Road Users on the Relationship between Individual Behaviors and Crashes

Tracking Progress	Action	Initiatives	Sub-Action #	Sub-Actions	Timeline
1) Number of partnerships secured 2) Number of outreach events/presentations supported and hosted 3) Number of HVEs supported	7.1	Develop and implement education and outreach campaigns focused on safety.	7.1.1	Develop an education program to encourage safer driving behaviors for employees commuting to work and driving for work, identifying and leveraging existing partnerships with current employee benefits groups (e.g., wellness programs, commuter assistance programs, etc.) at major employer sites along the High Injury Network.	Near-Term
			7.1.2	Encourage Brevard Public Schools to utilize existing educational materials to promote safe walking, biking, and driving in elementary, middle, and high schools.	Near-Term
			7.1.3	Coordinate and support the distribution of free safety materials and resources (e.g., bicycle helmets, bicycle lights, reflective wear, etc.) in communities along the High Injury Network.	Immediate
			7.1.4	Work with FDOT and local partners to develop and disseminate consistent educational messaging in support of new roadway designs, installations, and technologies (e.g., diverging diamond interchange, displaced left turn intersections, Autonomous, Connected, and Electric vehicles, etc.).	Near-Term
	7.2	Coordinate with law enforcement agencies to conduct high-visibility education and enforcement operations along High Injury Network corridors.			Near-Term

APPENDIX A - RESOLUTION #20-02

A RESOLUTION endorsing Vision Zero to achieve zero traffic deaths and serious injuries and directing TPO staff to coordinate the development of a Vision Zero Action Plan.

WHEREAS, the Space Coast Transportation Planning Organization (SCTPO) is the designated and constituted body responsible for the urban transportation planning and programming process for the Palm Bay-Melbourne-Titusville Urbanized Area and plans for a multi-modal transportation system in Brevard County; and

WHEREAS, the SCTPO conducts safety studies, implements programs that provide bicycle and pedestrian education, coordinates with law enforcement and prioritizes projects that incorporate best design practices to enhance traffic safety; and

WHEREAS, the life, safety and health of residents, employees, and visitors to Brevard County are the SCTPO's highest priority; and

WHEREAS, traffic crashes are among the leading cause of death and injury in Brevard County and in the past five years there have been 390 fatalities and 2,825 serious injury crashes on Brevard County roads of those crashes 87 fatalities and 196 serious injury were crashes involving pedestrians and bicyclist; and

WHEREAS, streets and transportation systems have traditionally been designed for maximum vehicular capacity and mobility, rather than the safe accommodation of all road users; and

WHEREAS, the SCTPO adopted a Safety Performance Measure with a target of zero deaths and serious injuries through Resolution 19-07 on October 11, 2018; and

WHEREAS, the SCTPO adopted a Strategic Plan with an emphasis on safety; and

WHEREAS, Vision Zero provides a framework to reduce traffic deaths and serious injuries to zero, while increasing safe, healthy, and equitable mobility for all; and

WHEREAS, Vision Zero focuses on safety as a primary objective for the transportation system and successful Vision Zero programs are a result of a complete government approach and community support of Vision Zero objectives.



Space Coast Transportation Planning Organization

NOW, THEREFORE, BE IT RESOLVED the Space Coast Transportation Planning Organization:

- 1. Endorses Vision Zero as part of a comprehensive effort to strive to achieve zero traffic deaths and serious injuries on Brevard County roadways; and
2. Directs TPO Staff to develop a Vision Zero Action Plan identifying policy and procedural changes the TPO can adopt to further support and promote Vision Zero; and
3. Encourages local municipalities to consider developing and adopting Vision Zero Action Plans for their respective jurisdictions.

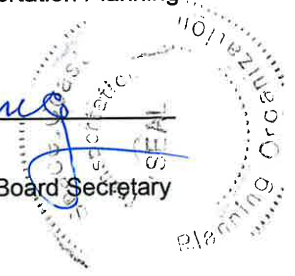
Passed and duly adopted at a regular meeting of the Space Coast Transportation Planning Organization Governing Board on the 11th day of July, 2019.

Certificate

The undersigned duly qualified as Chair of the Space Coast Transportation Planning Organization Governing Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Space Coast Transportation Planning Organization Governing Board.

By: [Signature of Kathy Meehan]
Kathy Meehan
Space Coast TPO Governing Board Chair

By: [Signature of Andrea Young]
Andrea Young
Space Coast TPO Governing Board Secretary



APPENDIX B - HIGH INJURY NETWORK METHODOLOGY

The most serious crashes in Brevard County are concentrated along certain corridors and intersections. The Vision Zero approach focuses safety efforts on these corridors to make the greatest possible impact on serious crash rates. To identify the High Injury Network (HIN), a crash severity score was calculated for each intersection and corridor based on the Highway Safety Manual's Equivalent Property Damage Only (EPDO) Average Crash Frequency method. This method considers the FDOT crash costs for each severity level (i.e., property damage, possible injury, non-incapacitating injury, incapacitating injury, and fatal crash) with a focus on serious injury and fatal crashes only. Locations with a higher severity score are experiencing more serious crashes, based on the FDOT crash costs.

The score is calculated by multiplying the number of fatal and incapacitating injuries at each intersection and along each corridor by a weighting factor developed based on the FDOT crash costs. The FDOT crash costs and resulting weighting factors are summarized in the table at right.

The crash severity scores were identified for each roadway segment and intersection by mode: vehicles, motorcycles, bicycles, and pedestrians. Separating out the modes can help identify more targeted strategies to reduce the prevalence of serious crashes. Roadway segmentation was utilized in the HIN for consistency with Space Coast TPO's State of the System methodologies.

Weighting Factors for Crash Severity Score

Severity	Crash Cost	Ratio	Weighting Factor
Fatal	\$10,890,000	\$10,890,000 / \$7,700	1,414
Incapacitating Injury	\$888,030	\$888,030 / \$7,700	115
Non-Incapacitating Injury	\$180,180	\$180,180 / \$7,700	23
Possible Injury	\$103,950	\$103,950 / \$7,700	14
Property Damage Only	\$ 7,700	\$7,700 / \$7,700	1

*Only Incapacitating Injury and Fatal crashes were considered in this analysis

Crash severity scores were evaluated across the entire network of roadways and intersections. HIN roadway segments and intersections were selected by mode where the crash severity scores were within the highest cluster of crash severity scores representing approximately 2-5% of the network for each mode (with the exception of vehicle crashes which represents approximately 20% of all fatal and serious injury crashes). From 2018 to 2022, 2,303 fatal and serious injury crashes occurred on all Brevard County roads and intersections. In considering all modes, the HIN accounts for only 16% of the roadway network but 63% of all fatal and 23% of all serious injury crashes.

HIN Top Corridors - All Modes

The following corridors scored the highest when all HIN modal scores were combined. Corridors are color-coded to demonstrate which HIN mode they fall within.

ID #	Corridor	From	To	Jurisdiction*	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bicycle HIN	Total Crash Severity Score
952	I-95	WICKHAM RD.	FISKE BLVD. (SR 519)	UNINCORPORATED COUNTY	●	●			2730
226	US 1	SR 528	CANAVERAL GROVES BLVD.	UNINCORPORATED COUNTY	●		●	●	2447
225	SR 407	SR 528	I-95	UNINCORPORATED COUNTY	●	●			2211
165	US 1	GARDEN ST.	DAIRY RD.	TITUSVILLE	●	●	●	●	2188
920	I-95	PALM BAY RD.	US 192	UNINCORPORATED COUNTY	●				2003
905	I-95	INDIAN RIVER COUNTY	ST. JOHN'S HERITAGE PKWY	UNINCORPORATED COUNTY	●				1743
230	US 1	KINGS HWY.	SR 405	TITUSVILLE	●	●			1576
167	US 1	SR 46	LIONEL RD.	UNINCORPORATED COUNTY	●	●	●		1454
942	I-95	EAU GALLIE (SR 518)	WICKHAM RD.	UNINCORPORATED COUNTY	●				1454
417	US 1	MICCO RD.	FIRST ST.	MALABAR	●				1247
343	US 1	RJ CONLAN BLVD.	UNIVERSITY BLVD.	PALM BAY	●	●			1247
133	N. COURTENAY PKWY. (SR 3)	NEEDLE BLVD.	LUCAS RD.	UNINCORPORATED COUNTY			●	●	1201
542	SR AIA	HERON DR.	MARLEN DR.	MELBOURNE BEACH			●	●	1131
231	SR 50	ORANGE CO.	I-95	UNINCORPORATED COUNTY	●	●			1102
960	I-95	FISKE BLVD. (SR 519)	SR 520	UNINCORPORATED COUNTY	●				1102
1030	I-95	SR 46	DEERING PARKWAY DR.	UNINCORPORATED COUNTY	●	●			1056
539	US 1	PALM BAY RD.	RJ CONLAN BLVD.	PALM BAY	●	●			1010
227	US 1	BROADWAY BLVD.	FAY BLVD.	UNINCORPORATED COUNTY	●		●		987
990	I-95	SR 528	PORT ST. JOHNS	UNINCORPORATED COUNTY	●	●			964

ID #	Corridor	From	To	Jurisdiction*	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bicycle HIN	Total Crash Severity Score
160	US 1	CAMP RD.	BROADWAY BLVD.	UNINCORPORATED COUNTY	●		●		918
567	US 1	SUNTREE BLVD.	VIERA BLVD.	UNINCORPORATED COUNTY	●		●		895
2	SR 520	I-95	BURNETT RD.	COCOA		●		●	872
425	US 192	WINDOVER SQUARE ENTRANCE	HOLLYWOOD BLVD.	WEST MELBOURNE			●	●	872
294	SR AIA	PARADISE BLVD.	EAU GALLIE BLVD. (SR 518)	INDIAN HARBOUR BEACH			●		872
527	US 1	BURKHOLM RD.	VOLUSIA CO.	UNINCORPORATED COUNTY	●	●			866
412	WICKHAM RD.	LAKE WASHINGTON RD.	PARKWAY DR.	MELBOURNE			●		849
433	US 1	CHERRY ST.	BALLARD DR.	MELBOURNE	●	●		●	843
128	SR 528	US 1	N COURTENAY PKWY. (SR 3)	UNINCORPORATED COUNTY	●				750
906	I-95	ST. JOHN'S HERITAGE PKWY	MALABAR RD. (SR 514)	UNINCORPORATED COUNTY	●				750
995	I-95	PORT ST. JOHNS	SR 407	UNINCORPORATED COUNTY	●				727
169	US 1	SR 405	SR 50	TITUSVILLE	●				704
1020	I-95	SR 406	SR 46	UNINCORPORATED COUNTY	●				681
200	SR 46	FAWN LAKE BLVD.	I-95	UNINCORPORATED COUNTY		●		●	658
980	I-95	SR 524	SR 528	UNINCORPORATED COUNTY	●				658
101	SR 520	HUMPHREY BRIDGE	N.TROPICAL TR.	UNINCORPORATED COUNTY	●			●	635
166	US 1	DAIRY RD.	SR 46	TITUSVILLE	●				635
218	SR 405 (COLUMBIA BLVD.)	SR 50	BARNA AVE.	TITUSVILLE	●				635
569	UNIVERSITY	BABCOCK	US 1	MELBOURNE	●			●	635
257	SR AIA	CASSIA BLVD.	JACKSON CT.	SATELLITE BEACH			●		612
368	BABCOCK ST. (SR 507)	CHARLES BLVD.	PORT MALABAR BLVD.	PALM BAY	●				606

ID #	Corridor	From	To	Jurisdiction*	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bicycle HIN	Total Crash Severity Score
24	US 1	ROSA JONES DR.	SR 520	COCOA			●		566
172	US 1	KNOX MCRAE DR.	COUNTRY CLUB DR.	TITUSVILLE			●		566
277	SR AIA	FISHER DR.	ST. LUCIE LN.	COCOA BEACH		●			566
394	WICKHAM RD.	I-95	WALMART/TARGET ENTRANCE	UNINCORPORATED COUNTY			●		566
416	US 1	INDIAN RIVER CO.	MICCO RD.	GRANT VALKARIA			●		566
546	SR AIA (SB ONLY)	MINUTEMEN CSWY.	S END OF ONE WAY PAIRS	COCOA BEACH		●			566
932	I-95	US 192	EAU GALLIE (SR 518)	UNINCORPORATED COUNTY		●			566
1722	COURTENAY PKWY.	KENNEDY PKWY.	A MAX BREWER MEMORIAL PKWY.	UNINCORPORATED COUNTY	●				566
443	BABCOCK ST. (SR 507)	PORT MALABAR BLVD.	PALM BAY RD.	PALM BAY	●				444
1010	I-95	SR 50	SR 406	UNINCORPORATED COUNTY	●				444
418	US 1	VALKARIA RD.	MALABAR RD. (SR 514)	MALABAR	●				421
89	US 1	PINEDA CSWY. (SR 404)	SUNTREE BLVD.	UNINCORPORATED COUNTY	●				398
201	SR 46	VOLUSIA CO.	FAWN LAKE BLVD.	UNINCORPORATED COUNTY	●				375
415	US 1	POST RD.	PINEDA CSWY. (SR 404)	MELBOURNE	●				375
492	MALABAR RD. (SR 514)	SAN FILIPPO DR.	I-95	PALM BAY	●			●	375
494	MALABAR RD. (SR 514)	BABCOCK ST. (SR 507)	COREY RD.	MALABAR	●				375
910	I-95	MALABAR RD. (SR 514)	PALM BAY RD.	UNINCORPORATED COUNTY	●				375
411	WICKHAM RD.	AURORA RD.	LAKE WASHINGTON RD.	MELBOURNE	●				352
419	US 1	MALABAR RD. (SR 514)	PORT MALABAR BLVD.	MALABAR		●			352
1000	I-95	SR 407	SR 50	UNINCORPORATED COUNTY	●				352
1628	BAYSIDE LAKES BLVD.	DE GROODT RD.	ELDRON BLVD.	PALM BAY	●				352

ID #	Corridor	From	To	Jurisdiction*	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bicycle HIN	Total Crash Severity Score
4	SR 520	CLEARLAKE RD. (SR 501)	LAKE DR.	COCOA			●		329
30	CLEARLAKE RD. (SR 501)	LAKE DR.	DIXON BLVD.	COCOA			●		329
56	MURRELL RD.	EYSTER BLVD.	BARTON BLVD.	ROCKLEDGE	●				329
60	MURRELL RD.	BARNES BLVD.	EYSTER BLVD.	ROCKLEDGE	●				329
197	GRISSOM PKWY.	FED EX CENTER	CANAVERAL GROVES BLVD.	UNINCORPORATED COUNTY	●				329
213	CANAVERAL GROVES BLVD.	GRISSOM PKWY.	US 1	UNINCORPORATED COUNTY	●				329
217	SR 405 (SOUTH ST.)	SR 50	FOX LAKE RD.	TITUSVILLE		●			329
245	KINGS HWY.	GRISSOM PKWY.	US 1	UNINCORPORATED COUNTY	●				329
288	SR 520	WEST MERRITT ISLAND CAUSEWAY	EAST MERRITT ISLAND CAUSEWAY	COCOA			●		329
293	EAU GALLIE BLVD. (SR 518)	S PATRICK DR. (SR 513)	SR A1A	INDIAN HARBOUR BEACH			●		329
312	EAU GALLIE BLVD. (SR 518)	CAUSEWAY	S PATRICK DR.	MELBOURNE		●			329
459	BABCOCK ST. (SR 507)	UNIVERSITY BLVD.	MELBOURNE AVE.	MELBOURNE		●			329
629	ST JOHNS HERITAGE PKWY	EMERSON DR.	US 192	PALM BAY	●				329
1530	HARRISON ST.	S PARK AVE.	BARNA AVE.	TITUSVILLE	●				329
1678	BAYSIDE LAKES BLVD.	ELDRON BLVD.	DATELAND RD.	PALM BAY	●				329
462	BABCOCK ST.	FEE AVE.	HIBISCUS BLVD.	MELBOURNE			●		306
3	SR 520	BURNETT RD.	RANGE RD.	UNINCORPORATED COUNTY				●	283
208	FAY BLVD.	GRISSOM PKWY.	AREQUIPPA RD.	UNINCORPORATED COUNTY				●	283
283	SR A1A	BUCHANAN AVE.	N ATLANTIC AVE.	CAPE CANAVERAL				●	283
340	PORT MALABAR RD.	TROUTMAN BLVD.	US 1	PALM BAY				●	283
348	US 1	UNIVERSITY BLVD.	NEW HAVEN AVE.	MELBOURNE				●	283

ID #	Corridor	From	To	Jurisdiction*	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bicycle HIN	Total Crash Severity Score
435	US 1	SARNO RD.	EAU GALLIE BLVD. (SR 518)	MELBOURNE				●	283
447	BABCOCK ST.	GRANT RD.	VALKARIA RD.	PALM BAY				●	283
575	NASA BLVD.	WICKHAM RD.	EVANS RD.	MELBOURNE				●	283
615	EMERSON DR.	WACO BLVD.	JUPITER BLVD.	PALM BAY				●	92
358	SARNO RD.	WICKHAM RD.	CROTON RD.	MELBOURNE				●	46
475	PALM BAY RD.	KNECHT RD.	LIPSCOMB ST.	PALM BAY				●	46
1658	LIPSCOMB ST.	FLORIDA AVE.	UNIVERSITY BLVD.	MELBOURNE				●	46

HIN Top Intersections – All Modes

The following intersections scored the highest when all HIN modal scores were combined. Intersections are color-coded to demonstrate which HIN mode they fall within.

ID #	Intersection	Jurisdiction*	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bicycle HIN	Total Crash Severity Score
74	N. COURTENAY PKWY. (SR 3) @ MERRITT AVE.	UNINCORPORATED COUNTY	●				849
23	SR 520@CLEARLAKE RD. (SR 501)	UNINCORPORATED COUNTY	●		●		658
112	US 1 (SB HOPKINS AVE.) @ SR 406 (GARDEN ST.)	TITUSVILLE	●		●		635
202	US 1 @ MAIN ST.	UNINCORPORATED COUNTY		●		●	566
204	US 1 @ VALKARIA RD.	GRANT VALKARIA	●				566
207	US 1@SARNO RD.	MELBOURNE	●	●			566
413	US 1 @ NEW HAVEN AVE.	MELBOURNE	●		●		566

ID #	Intersection	Jurisdiction*	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bicycle HIN	Total Crash Severity Score
168	US 1 @ PORT MALABAR BLVD.	PALM BAY	●	●			398
224	MALABAR RD. @ EMERSON DR.	PALM BAY	●				352
460	ELDRON BLVD. @ MALABAR RD.	PALM BAY	●				352
45	US 1 @ VIERA BLVD.	UNINCORPORATED COUNTY	●				329
139	SR 405 (COLUMBIA BLVD.) @ SISSON RD.	TITUSVILLE	●				329
39	CLEARLAKE RD. (SR 501) @ LAKE DR.	UNINCORPORATED COUNTY			●		306
70	SR 520 @ SYKES CREEK PKWY.	UNINCORPORATED COUNTY	●				306
100	US 1 @ CANAVERAL GROVES BLVD.	UNINCORPORATED COUNTY			●		306
101	US 1 @ SR 50	TITUSVILLE	●				306
105	SR 50 @ SR 405 (COLUMBIA BLVD.)	TITUSVILLE	●				306
181	EAU GALLIE BLVD. (SR 518) @ WICKHAM RD.	MELBOURNE			●		306
193	TURTLEMOUND RD. @ AURORA RD.	UNINCORPORATED COUNTY	●				306
203	US 1 @ MALABAR RD. (SR 514)	MALABAR	●				306
319	US 1 @ HARRISON ST.	TITUSVILLE		●			306
336	FRIDAY RD.(N) @ SR 524	UNINCORPORATED COUNTY	●				306
24	SR 520 @ LAKE DR.	COCOA			●		283
40	CLEARLAKE RD. (SR 501 @ DIXON BLVD.	COCOA			●		283
57	SR 524 @ FRIDAY RD.	UNINCORPORATED COUNTY	●				283
66	SR 524 @ CLEARLAKE RD. (SR 501)	COCOA		●			283
67	SR 528 @ INDUSTRY RD. (SR 524)	COCOA			●		283

ID #	Intersection	Jurisdiction*	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bicycle HIN	Total Crash Severity Score
75	SR 520 @ NEWFOUND HARBOR DR.	UNINCORPORATED COUNTY			●		283
95	N. COURTENAY PKWY. (SR 3) @ HALL RD.	UNINCORPORATED COUNTY	●				283
106	US 1 @ DAIRY RD.	TITUSVILLE		●			283
135	I-95 @ PORT ST. JOHN PKWY.	UNINCORPORATED COUNTY	●				283
151	PALM BAY RD. @ HOLLYWOOD BLVD.	PALM BAY				●	283
165	SARNO RD. @ CROTON RD.	MELBOURNE		●			283
186	BABCOCK ST. @ GRANT RD.	UNINCORPORATED COUNTY	●				283
205	US 192 @ JOHN RODES BLVD.	WEST MELBOURNE	●				283
213	BABCOCK ST. (SR 507) @ PALM BAY RD.	PALM BAY		●			283
223	MINTON RD. @ EMERSON DR.	PALM BAY				283	283
249	US 192 @ ST. JOHNS HERITAGE PKWY	UNINCORPORATED COUNTY	●				283
307	HOPKINS AVE. (SB) @ MAIN ST.	TITUSVILLE		●			283
316	BARNA AVE. @ HARRISON ST.	TITUSVILLE		●			283
321	BARNA AVE. @ COUNTRY CLUB DR.	TITUSVILLE	●				283
330	SISSON RD. @ GRISSOM PKWY	TITUSVILLE		●			283
397	APOLLO BLVD. @ NASA BLVD.	MELBOURNE	●				283
412	NEW HAVEN AVE. @ US 192	MELBOURNE	●				283
417	FRONT ST. @ NEW HAVEN AVE.	MELBOURNE			●		283
434	NORFOLK PKWY. @ PALM BAY RD.	WEST MELBOURNE				●	283
435	RIVIERA DR. @ PALM BAY RD.	PALM BAY			●		283

ID #	Intersection	Jurisdiction*	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bicycle HIN	Total Crash Severity Score
500	ROBBINS AVE. @ PINE ST.	TITUSVILLE			●		283
501	LA VETA DR. @ MILWAUKEE AVE.	UNINCORPORATED COUNTY				●	283
506	SATELLITE BLVD. @ CHERVEN AVE.	UNINCORPORATED COUNTY	●				283
253	JUPITER BLVD. @ MINTON RD.	PALM BAY	●	●			208
91	N. COURTENAY PKWY. (SR 3) @ CROCKETT BLVD.	UNINCORPORATED COUNTY	●			●	138
22	SR 520 @ RANGE RD.	UNINCORPORATED COUNTY	●				115
167	BABCOCK ST. (SR 507) @ PORT MALABAR BLVD.	PALM BAY	●				115
219	PALM BAY RD. @ DAIRY RD.	PALM BAY	●				115
477	ELDRON BLVD. @ BAYSIDE LAKES BLVD.	PALM BAY	●				115
128	I-95 @ SR 46	TITUSVILLE	●				92
184	MALABAR RD. (SR 514) @ BABCOCK ST. (SR 507)	PALM BAY	●				92
226	MALABAR RD. @ SAN FILLIPPO DR.	PALM BAY	●				92
248	EMERSON DR. @ JUPITER BLVD.	PALM BAY	●				92
431	BABCOCK ST. @ EBER RD.	MELBOURNE	●				92
14	US 192 @ RIVERSIDE BLVD.	INDIALANTIC		●			46
28	SR 520 (US 1-Causeway (EB)) @ FLORIDA AVE.	COCOA		●			46
46	FISKE BLVD. @ DIXON BLVD.	COCOA			●		46
103	SR 50 @ HOPKINS AVE.	TITUSVILLE				●	46
216	BABCOCK ST. @ HIBISCUS BLVD.	MELBOURNE				●	46
256	US 1 @ BARTON BLVD.	ROCKLEDGE		●			46
324	US 1 @ COUNTRY CLUB DR.	TITUSVILLE		●			46

ID #	Intersection	Jurisdiction*	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bicycle HIN	Total Crash Severity Score
338	CURTIS BLVD. @ FAY BLVD.	UNINCORPORATED COUNTY		●			46
392	BABCOCK ST. @ US 1	MELBOURNE		●			46
414	NEW HAVEN AVE. @ US 192(E)	MELBOURNE		●			46
427	DAIRY RD. @ FLORIDA AVE.	MELBOURNE		●			46
455	MINTON RD. @ AMERICANA BLVD.	PALM BAY		●			46

HIN Corridors & Intersections by Mode

Vehicle High Injury Corridors

ID#	Corridor	From	To	Jurisdiction*	Crash Severity Score
920	I-95	PALM BAY RD.	US 192	UNINCORPORATED COUNTY	2003
952	I-95	WICKHAM RD.	FISKE BLVD. (SR 519)	UNINCORPORATED COUNTY	1812
905	I-95	INDIAN RIVER COUNTY LINE	ST. JOHN'S HERITAGE PKWY	UNINCORPORATED COUNTY	1743
942	I-95	EAU GALLIE (SR 518)	WICKHAM RD.	UNINCORPORATED COUNTY	1454
225	SR 407	SR 528	I-95	UNINCORPORATED COUNTY	1362
226	US 1	SR 528	CANAVERAL GROVES BLVD.	UNINCORPORATED COUNTY	1247
417	US 1	MICCO RD.	FIRST ST.	MALABAR	1247
960	I-95	FISKE BLVD. (SR 519)	SR 520	UNINCORPORATED COUNTY	1102
128	SR 528	US 1	N COURTENAY PKWY. (SR 3)	UNINCORPORATED COUNTY	750
906	I-95	ST. JOHN'S HERITAGE PKWY	MALABAR RD. (SR 514)	UNINCORPORATED COUNTY	750
231	SR 50	ORANGE CO.	I-95	UNINCORPORATED COUNTY	727

ID#	Corridor	From	To	Jurisdiction*	Crash Severity Score
995	I-95	PORT ST. JOHNS PKWY.	SR 407	UNINCORPORATED COUNTY	727
169	US 1	SR 405	SR 50	TITUSVILLE	704
230	US 1	KINGS HWY.	SR 405	TITUSVILLE	704
539	US 1	PALM BAY RD.	RJ CONLAN BLVD.	PALM BAY	681
1020	I-95	SR 406	SR 46	UNINCORPORATED COUNTY	681
980	I-95	SR 524	SR 528	UNINCORPORATED COUNTY	658
166	US 1	DAIRY RD.	SR 46	TITUSVILLE	635
218	SR 405 (COLUMBIA BLVD.)	SR 50	BARNA AVE.	TITUSVILLE	635
368	BABCOCK ST. (SR 507)	CHARLES BLVD.	PORT MALABAR BLVD.	PALM BAY	606
1722	COURTENAY PKWY.	KENNEDY PKWY.	A MAX BREWER MEMORIAL PKWY.	UNINCORPORATED COUNTY	566
1030	I-95	SR 46	DEERING PARKWAY DR.	UNINCORPORATED COUNTY	490
167	US 1	SR 46	LIONEL RD.	UNINCORPORATED COUNTY	467
527	US 1	BURKHOLM RD.	VOLUSIA COUNTY LINE	UNINCORPORATED COUNTY	467
443	BABCOCK ST. (SR 507)	PORT MALABAR BLVD.	PALM BAY RD.	PALM BAY	444
1010	I-95	SR 50	SR 406	UNINCORPORATED COUNTY	444
418	US 1	VALKARIA RD.	MALABAR RD. (SR 514)	MALABAR	421
433	US 1	CHERRY ST.	BALLARD DR.	MELBOURNE	421
89	US 1	PINEDA CSWY. (SR 404)	SUNTREE BLVD.	UNINCORPORATED COUNTY	398
165	US 1	GARDEN ST.	DAIRY RD.	TITUSVILLE	398
990	I-95	SR 528	PORT ST. JOHNS PKWY.	UNINCORPORATED COUNTY	398
201	SR 46	VOLUSIA CO.	FAWN LAKE BLVD.	UNINCORPORATED COUNTY	375
415	US 1	POST RD.	PINEDA CSWY. (SR 404)	MELBOURNE	375
494	MALABAR RD. (SR 514)	BABCOCK ST. (SR 507)	COREY RD.	MALABAR	375

ID#	Corridor	From	To	Jurisdiction*	Crash Severity Score
910	I-95	MALABAR RD. (SR 514)	PALM BAY RD.	UNINCORPORATED COUNTY	375
160	US 1	CAMP RD.	BROADWAY BLVD.	UNINCORPORATED COUNTY	352
227	US 1	BROADWAY BLVD.	FAY BLVD.	UNINCORPORATED COUNTY	352
343	US 1	RJ CONLAN BLVD.	UNIVERSITY BLVD.	PALM BAY	352
411	WICKHAM RD.	AURORA RD.	LAKE WASHINGTON RD.	MELBOURNE	352
1000	I-95	SR 407	SR 50	UNINCORPORATED COUNTY	352
1628	BAYSIDE LAKES BLVD.	DE GROODT RD.	ELDRON BLVD.	PALM BAY	352
56	MURRELL RD.	EYSTER BLVD.	BARTON BLVD.	ROCKLEDGE	329
60	MURRELL RD.	BARNES BLVD.	EYSTER BLVD.	ROCKLEDGE	329
101	SR 520	HUMPHREY BRIDGE	N. TROPICAL TR.	UNINCORPORATED COUNTY	329
197	GRISSOM PKWY.	FED EX CENTER	CANAVERAL GROVES BLVD.	UNINCORPORATED COUNTY	329
213	CANAVERAL GROVES BLVD.	GRISSOM PKWY.	US 1	UNINCORPORATED COUNTY	329
245	KINGS HWY.	GRISSOM PKWY.	US 1	UNINCORPORATED COUNTY	329
341	UNIVERSITY	BABCOCK	US 1	MELBOURNE	329
492	MALABAR RD.	SAN FILIPPO DR.	I-95	PALM BAY	329
567	US 1	SUNTREE BLVD.	VIERA BLVD.	UNINCORPORATED COUNTY	329
629	ST JOHNS HERITAGE PKWY	EMERSON DR.	US 192	PALM BAY	329
1530	HARRISON ST.	S PARK AVE.	BARNA AVE.	TITUSVILLE	329
1678	BAYSIDE LAKES BLVD.	ELDRON BLVD.	DATELAND RD.	PALM BAY	329
910	I-95	MALABAR RD. (SR 514)	PALM BAY RD.	PALM BAY	1,343
368	BABCOCK ST. (SR 507)	CHARLES BLVD.	PORT MALABAR BLVD.	PALM BAY	1,330
491	MALABAR RD.	MINTON RD.	EMERSON DR.	PALM BAY	1,328
465	PALM BAY RD.	CULVER DR.	I-95 EAST RAMP	PALM BAY	1,262

Vehicle High Injury Intersections

ID#	Intersection	Jurisdiction*	Crash Severity Score
74	N. COURTENAY PKWY. (SR 3) @ MERRITT AVE.	UNINCORPORATED COUNTY	849
204	US 1 @ VALKARIA RD.	GRANT VALKARIA	566
23	SR 520 @ CLEARLAKE RD. (SR 501)	UNINCORPORATED COUNTY	375
224	MALABAR RD. @ EMERSON DR.	PALM BAY	352
460	ELDRON BLVD. @ MALABAR RD.	PALM BAY	352
45	US 1 @ VIERA BLVD.	UNINCORPORATED COUNTY	329
112	US 1 (SB HOPKINS AVE.) @ SR 406 (GARDEN ST.)	TITUSVILLE	329
139	SR 405 (COLUMBIA BLVD.) @ SISSON RD.	TITUSVILLE	329
70	SR 520 @ SYKES CREEK PKWY.	UNINCORPORATED COUNTY	306
101	US 1 @ SR 50	TITUSVILLE	306
105	SR 50 @ SR 405 (COLUMBIA BLVD.)	TITUSVILLE	306
193	TURTLEMOUND RD. @ AURORA RD.	UNINCORPORATED COUNTY	306
203	US 1 @ MALABAR RD. (SR 514)	MALABAR	306
336	FRIDAY RD.(N) @ SR 524	UNINCORPORATED COUNTY	306
57	SR 524 @ FRIDAY RD.	UNINCORPORATED COUNTY	283
95	N. COURTENAY PKWY. (SR 3) @ HALL RD.	UNINCORPORATED COUNTY	283
135	I-95 @ PORT ST JOHN PKWY.	UNINCORPORATED COUNTY	283
186	BABCOCK ST. @ GRANT RD.	UNINCORPORATED COUNTY	283
205	US 192 @ JOHN RODES BLVD.	WEST MELBOURNE	283
207	US 1 @ SARNO RD.	MELBOURNE	283
249	US 192 @ ST. JOHNS HERITAGE PKWY	UNINCORPORATED COUNTY	283
321	BARNA AVE. @ COUNTRY CLUB DR.	TITUSVILLE	283

ID#	Intersection	Jurisdiction*	Crash Severity Score
397	APOLLO BLVD. @ NASA BLVD.	MELBOURNE	283
412	NEW HAVEN AVE. @ US 192	MELBOURNE	283
413	US 1 @ NEW HAVEN AVE.	MELBOURNE	283
506	SATELLITE BLVD. @ CHERVEN AVE.	UNINCORPORATED COUNTY	283
253	JUPITER BLVD. @ MINTON RD.	PALM BAY	161
22	SR 520 @ RANGE RD.	UNINCORPORATED COUNTY	115
167	BABCOCK ST. (SR 507) @ PORT MALABAR BLVD.	PALM BAY	115
168	US 1 @ PORT MALABAR BLVD.	PALM BAY	115
219	PALM BAY RD. @ DAIRY RD.	PALM BAY	115
477	ELDRON BLVD. @ BAYSIDE LAKES BLVD.	PALM BAY	115
91	N. COURTENAY PKWY. (SR 3) @ CROCKETT BLVD.	UNINCORPORATED COUNTY	92
128	I-95 @ SR 46	TITUSVILLE	92
184	MALABAR RD. (SR 514) @ BABCOCK ST. (SR 507)	PALM BAY	92
226	MALABAR RD. @ SAN FILLIPPO DR.	PALM BAY	92
248	EMERSON DR. @ JUPITER BLVD.	PALM BAY	92
431	BABCOCK ST. @ EBER RD.	MELBOURNE	92

Motorcycle High Injury Corridors

ID#	Corridor	From	To	Jurisdiction*	Crash Severity Score
952	I-95	WICKHAM RD.	FISKE BLVD. (SR 519)	MELBOURNE	918
343	US 1	RJ CONLAN BLVD.	UNIVERSITY BLVD.	UNINCORPORATED COUNTY	895
230	US 1	KINGS HWY.	SR 405	UNINCORPORATED COUNTY	872
225	SR 407	SR 528	I-95	TITUSVILLE	849

ID#	Corridor	From	To	Jurisdiction*	Crash Severity Score
200	SR 46	FAWN LAKE BLVD.	I-95	MELBOURNE	612
2	SR 520	I-95	BURNETT RD.	PALM BAY	589
277	SR AIA	FISHER DR.	ST. LUCIE LN.	MELBOURNE	566
546	SR AIA (SB ONLY)	MINUTEMEN CSWY.	S END OF ONE WAY PAIRS	COCOA BEACH	566
932	I-95	US 192	EAU GALLIE (SR 518)	UNINCORPORATED COUNTY	566
990	I-95	SR 528	PORT ST. JOHNS	UNINCORPORATED COUNTY	566
1030	I-95	SR 46	DEERING PARKWAY DR.	UNINCORPORATED COUNTY	566
527	US 1	BURKHOLM RD.	VOLUSIA CO.	UNINCORPORATED COUNTY	398
165	US 1	GARDEN ST.	DAIRY RD.	UNINCORPORATED COUNTY	375
167	US 1	SR 46	LIONEL RD.	TITUSVILLE	375
231	SR 50	ORANGE CO.	I-95	COCOA	375
433	US 1	CHERRY ST.	BALLARD DR.	PALM BAY	375
419	US 1	MALABAR RD. (SR 514)	PORT MALABAR BLVD.	MALABAR	352
217	SR 405 (SOUTH ST.)	SR 50	FOX LAKE RD.	UNINCORPORATED COUNTY	329
312	EAU GALLIE BLVD. (SR 518)	CAUSEWAY	S PATRICK DR.	TITUSVILLE	329
459	BABCOCK ST. (SR 507)	UNIVERSITY BLVD.	MELBOURNE AVE.	COCOA BEACH	329
539	US 1	PALM BAY RD.	RJ CONLAN BLVD.	UNINCORPORATED COUNTY	329
389	WICKHAM RD.	KENSINGTON DR.	MARIAH DR.	MELBOURNE	2,495
21	US 1	FORREST AVE.	DIXON BLVD.	COCOA	2,317
10	SR 520 (EB)	BREVARD AVE.	DELANNOY AVE.	COCOA	2,140
92	SR 528	INDUSTRY RD.	US 1	COCOA	2,094

Motorcycle High Injury Intersections

ID#	Intersection	Jurisdiction*	Crash Severity Score
319	US 1 @ HARRISON ST.	TITUSVILLE	306
66	SR 524 @ CLEARLAKE RD. (SR 501)	COCOA	283
106	US 1 @ DAIRY RD.	TITUSVILLE	283
165	SARNO RD. @ CROTON RD.	MELBOURNE	283
168	US 1 @ PORT MALABAR BLVD.	PALM BAY	283
202	US 1 @ MAIN ST.	UNINCORPORATED COUNTY	283
207	US 1 @ SARNO RD.	MELBOURNE	283
213	BABCOCK ST. (SR 507) @ PALM BAY RD.	PALM BAY	283
307	HOPKINS AVE. (SB) @ MAIN ST.	TITUSVILLE	283
316	BARNA AVE. @ HARRISON ST.	TITUSVILLE	283
330	SISSON RD. @ GRISSOM PKWY	TITUSVILLE	283
14	US 192 @ RIVERSIDE BLVD.	INDIALANTIC	46
28	SR 520 (US 1-CAUSEWAY (EB)) @ FLORIDA AVE.	COCOA	46
253	JUPITER BLVD. @ MINTON RD.	PALM BAY	46
256	US 1 @ BARTON BLVD.	ROCKLEDGE	46
324	US 1 @ COUNTRY CLUB DR.	TITUSVILLE	46
338	CURTIS BLVD. @ FAY BLVD.	UNINCORPORATED COUNTY	46
392	BABCOCK ST. @ US 1	MELBOURNE	46
414	NEW HAVEN AVE. @ US 192(E)	MELBOURNE	46
427	DAIRY RD. @ FLORIDA AVE.	MELBOURNE	46
455	MINTON RD. @ AMERICANA BLVD.	PALM BAY	46

Bicycle High Injury Corridors

ID#	Corridor	From	To	Jurisdiction*	Crash Severity Score
226	US 1	SR 528	CANAVERAL GROVES BLVD.	UNINCORPORATED COUNTY	566
542	SR AIA	HERON DR.	MARLEN DR.	MELBOURNE BEACH	566
101	SR 520	HUMPHREY BRIDGE	N.TROPICAL TR.	UNINCORPORATED COUNTY	306
133	N. COURTENAY PKWY. (SR 3)	NEEDLE BLVD.	LUCAS RD.	UNINCORPORATED COUNTY	306
341	UNIVERSITY	BABCOCK	US 1	MELBOURNE	306
2	SR 520	I-95	BURNETT RD.	COCOA	283
3	SR 520	BURNETT RD.	RANGE RD.	UNINCORPORATED COUNTY	283
165	US 1	GARDEN ST.	DAIRY RD.	TITUSVILLE	283
208	FAY BLVD.	GRISSOM PKWY.	AREQUIPPA RD.	UNINCORPORATED COUNTY	283
283	SR AIA	BUCHANAN AVE.	N ATLANTIC AVE.	CAPE CANAVERAL	283
340	PORT MALABAR RD.	TROUTMAN BLVD.	US 1	PALM BAY	283
348	US 1	UNIVERSITY BLVD.	NEW HAVEN AVE.	MELBOURNE	283
425	US 192	WINDOVER SQUARE ENTRANCE	HOLLYWOOD BLVD.	WEST MELBOURNE	283
435	US 1	SARNO RD.	EAU GALLIE BLVD. (SR 518)	MELBOURNE	283
447	BABCOCK ST.	GRANT RD.	VALKARIA RD.	PALM BAY	283
575	NASA BLVD.	WICKHAM RD.	EVANS RD.	MELBOURNE	283
615	EMERSON DR.	WACO BLVD.	JUPITER BLVD.	PALM BAY	92
200	SR 46	FAWN LAKE BLVD.	I-95	UNINCORPORATED COUNTY	46
358	SARNO RD.	WICKHAM RD.	CROTON RD.	MELBOURNE	46
433	US 1	CHERRY ST.	BALLARD DR.	MELBOURNE	46
475	PALM BAY RD.	KNECHT RD.	LIPSCOMB ST.	PALM BAY	46
492	MALABAR RD.	SAN FILIPPO DR.	I-95	PALM BAY	46

ID#	Corridor	From	To	Jurisdiction*	Crash Severity Score
1658	LIPSCOMB ST.	FLORIDA AVE.	UNIVERSITY BLVD.	MELBOURNE	46

Bicycle High Injury Intersections

ID#	Intersection	Jurisdiction*	Crash Severity Score
151	PALM BAY RD. @ HOLLYWOOD BLVD.	PALM BAY	283
202	US 1 @ MAIN ST.	UNINCORPORATED COUNTY	283
223	MINTON RD. @ EMERSON DR.	PALM BAY	283
434	NORFOLK PKWY. @ PALM BAY RD.	WEST MELBOURNE	283
501	LA VETA DR. @ MILWAUKEE AVE.	UNINCORPORATED COUNTY	283
91	N. COURTENAY PKWY. (SR 3) @ CROCKETT BLVD.	UNINCORPORATED COUNTY	46
103	SR 50 @ HOPKINS AVE.	TITUSVILLE	46
216	BABCOCK ST. @ HIBISCUS BLVD.	MELBOURNE	46

Pedestrian High Injury Corridors

ID#	Corridor	From	To	Jurisdiction*	Crash Severity Score
165	US 1	GARDEN ST.	DAIRY RD.	TITUSVILLE	1131
133	N. COURTENAY PKWY. (SR 3)	NEEDLE BLVD.	LUCAS RD.	UNINCORPORATED COUNTY	895
294	SR AIA	PARADISE BLVD.	EAU GALLIE BLVD. (SR 518)	INDIAN HARBOUR BEACH	872
412	WICKHAM RD.	LAKE WASHINGTON RD.	PARKWAY DR.	MELBOURNE	849
226	US 1	SR 528	CANAVERAL GROVES BLVD.	UNINCORPORATED COUNTY	635
227	US 1	BROADWAY BLVD.	FAY BLVD.	UNINCORPORATED COUNTY	635
167	US 1	SR 46	LIONEL RD.	UNINCORPORATED COUNTY	612
257	SR AIA	CASSIA BLVD.	JACKSON CT.	SATELLITE BEACH	612

ID#	Corridor	From	To	Jurisdiction*	Crash Severity Score
425	US 192	WINDOVER SQUARE ENTRANCE	HOLLYWOOD BLVD.	WEST MELBOURNE	589
24	US 1	ROSA JONES DR.	SR 520	COCOA	566
160	US 1	CAMP RD.	BROADWAY BLVD.	UNINCORPORATED COUNTY	566
172	US 1	KNOX MCRAE DR.	COUNTRY CLUB DR.	TITUSVILLE	566
394	WICKHAM RD.	I-95	WALMART/TARGET ENTRANCE	UNINCORPORATED COUNTY	566
416	US 1	INDIAN RIVER COUNTY LINE	MICCO RD.	GRANT VALKARIA	566
542	SR A1A	HERON DR.	MARLEN DR.	MELBOURNE BEACH	566
567	US 1	SUNTREE BLVD.	VIERA BLVD.	UNINCORPORATED COUNTY	566
4	SR 520	CLEARLAKE RD. (SR 501)	LAKE DR.	COCOA	329
30	CLEARLAKE RD. (SR 501)	LAKE DR.	DIXON BLVD.	COCOA	329
288	SR 520	WEST MERRITT ISLAND CAUSEWAY	EAST MERRITT ISLAND CAUSEWAY	COCOA	329
293	EAU GALLIE BLVD. (SR 518)	S PATRICK DR. (SR 513)	SR A1A	INDIAN HARBOUR BEACH	329
462	BABCOCK ST.	FEE AVE.	HIBISCUS BLVD.	MELBOURNE	306

Pedestrian High Injury Intersections

ID#	Intersection	Jurisdiction*	Crash Severity Score
39	CLEARLAKE RD. (SR 501) @ LAKE DR.	UNINCORPORATED COUNTY	306
100	US 1 @ CANAVERAL GROVES BLVD.	UNINCORPORATED COUNTY	306
112	US 1 (SB HOPKINS AVE.) @ SR 406 (GARDEN ST.)	TITUSVILLE	306
181	EAU GALLIE BLVD. (SR 518) @ WICKHAM RD.	MELBOURNE	306
23	SR 520 @ CLEARLAKE RD. (SR 501)	UNINCORPORATED COUNTY	283

ID#	Intersection	Jurisdiction*	Crash Severity Score
24	SR 520 @ LAKE DR.	COCOA	283
40	CLEARLAKE RD. (SR 501) @ DIXON BLVD.	COCOA	283
67	SR 528 @ INDUSTRY RD. (SR 524)	COCOA	283
75	SR 520 @ NEWFOUND HARBOR DR.	UNINCORPORATED COUNTY	283
413	US 1 @ NEW HAVEN AVE.	MELBOURNE	283
417	FRONT ST. @ NEW HAVEN AVE.	MELBOURNE	283
435	RIVIERA DR. @ PALM BAY RD.	PALM BAY	283
500	ROBBINS AVE. @ PINE ST.	TITUSVILLE	283
46	FISKE BLVD. @ DIXON BLVD.	COCOA	46

*Jurisdiction is documenting where the corridor/intersection is geographically located, not who is the owner/maintainer of the corridor/intersection

APPENDIX C - HIGH INJURY NETWORK BY JURISDICTION

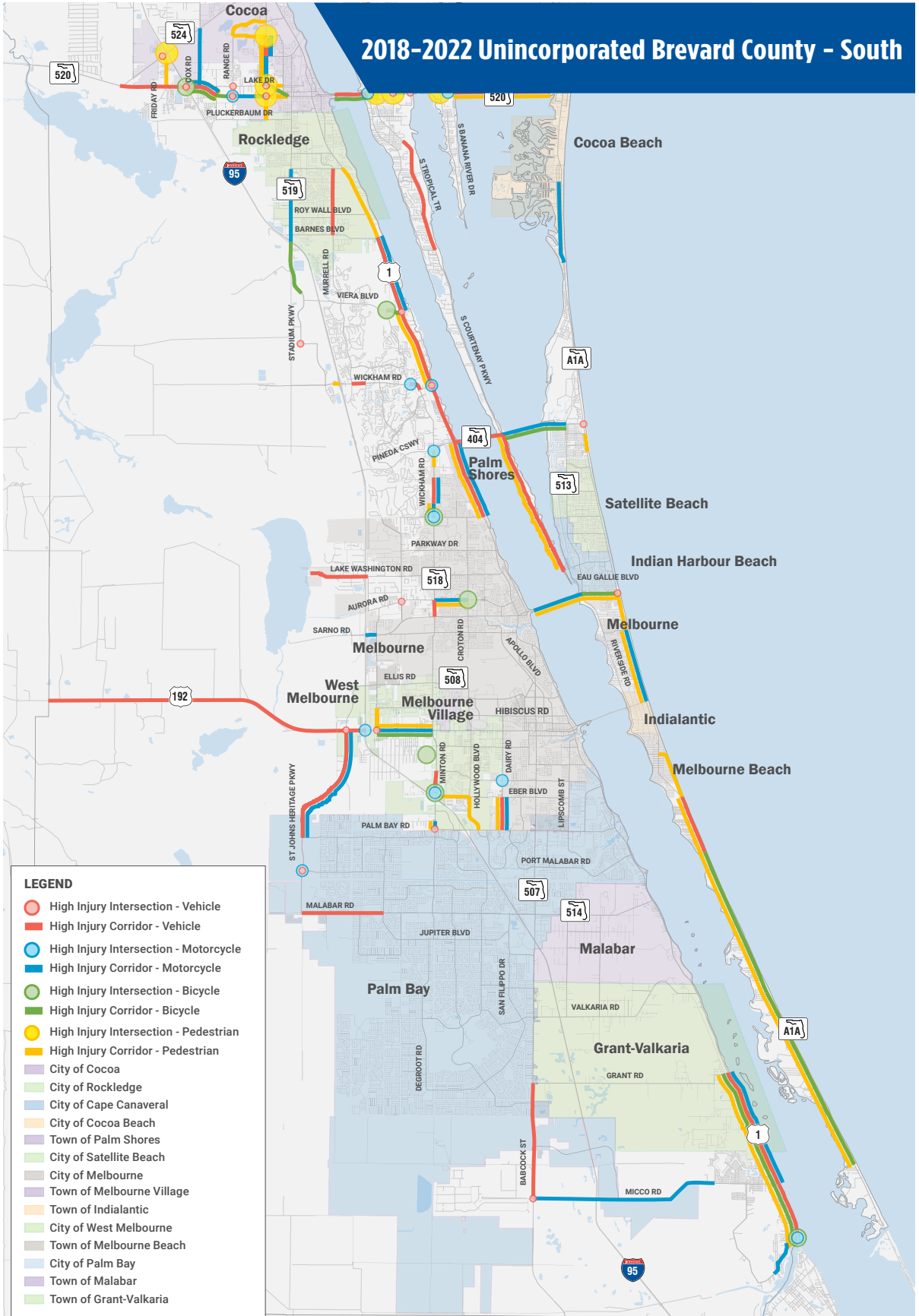
The High Injury Network included in Appendix B focuses on intersections and corridors in Brevard County as a whole. Each individual jurisdiction was then further examined in isolation to determine specific HINs within the jurisdiction boundary.

Similar to the Brevard County HIN, the crash severity scores were identified for each roadway segment and intersection by mode: vehicles, motorcycles, bicycles, and pedestrians.

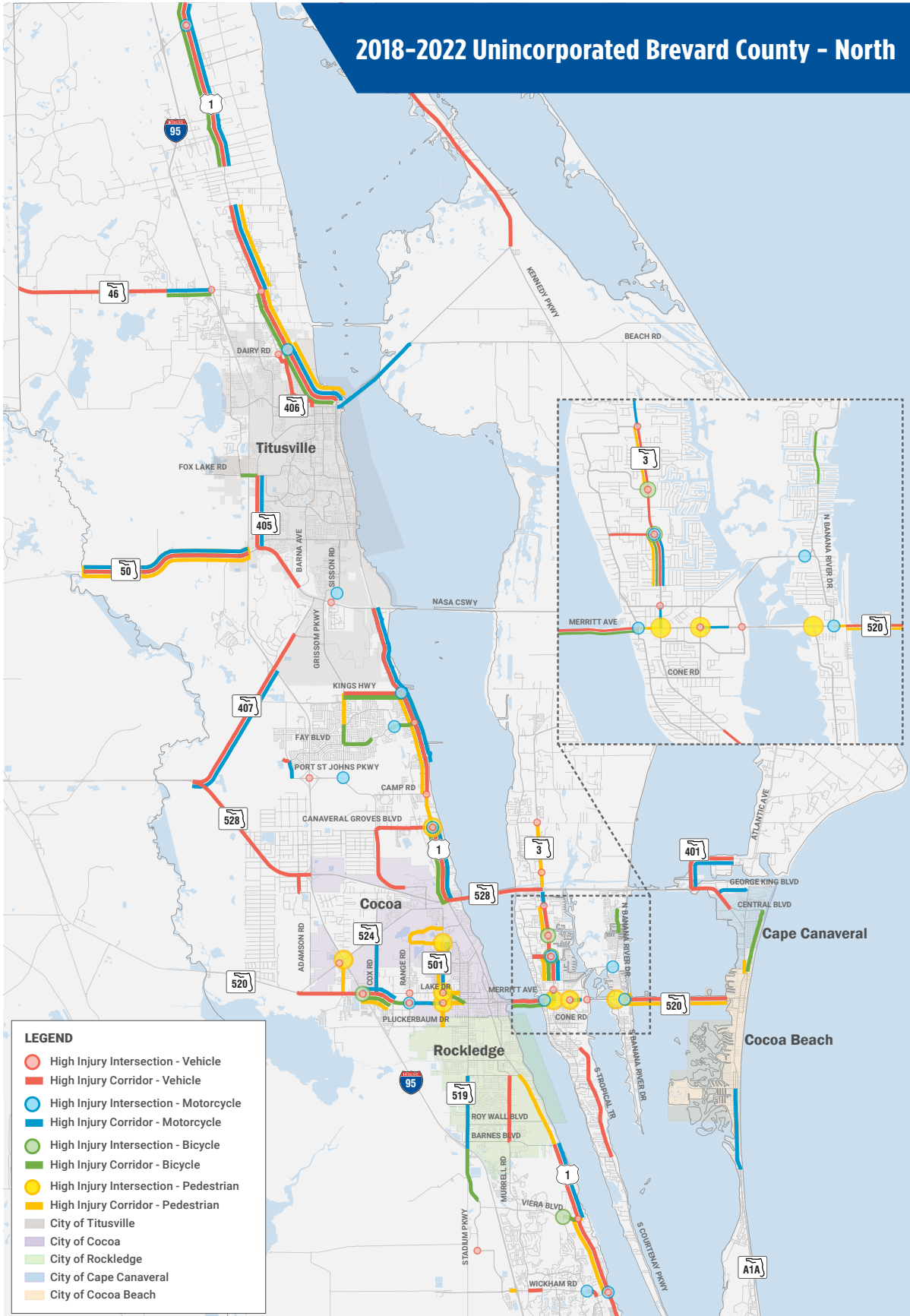
To identify the High Injury Network (HIN), a crash severity score was calculated for each intersection and corridor within the individual jurisdictions based on the Highway Safety Manual's EPDO Average Crash Frequency method. Locations with a higher severity score are experiencing more serious crashes, based on the FDOT crash costs.

Appendix C included the HIN corridors and intersections identified for each individual jurisdiction are shown on the maps on the following pages. It is important to note that jurisdiction HIN maps are documenting where the corridors and intersections are geographically located, not who is the owner/maintainer of the facilities.

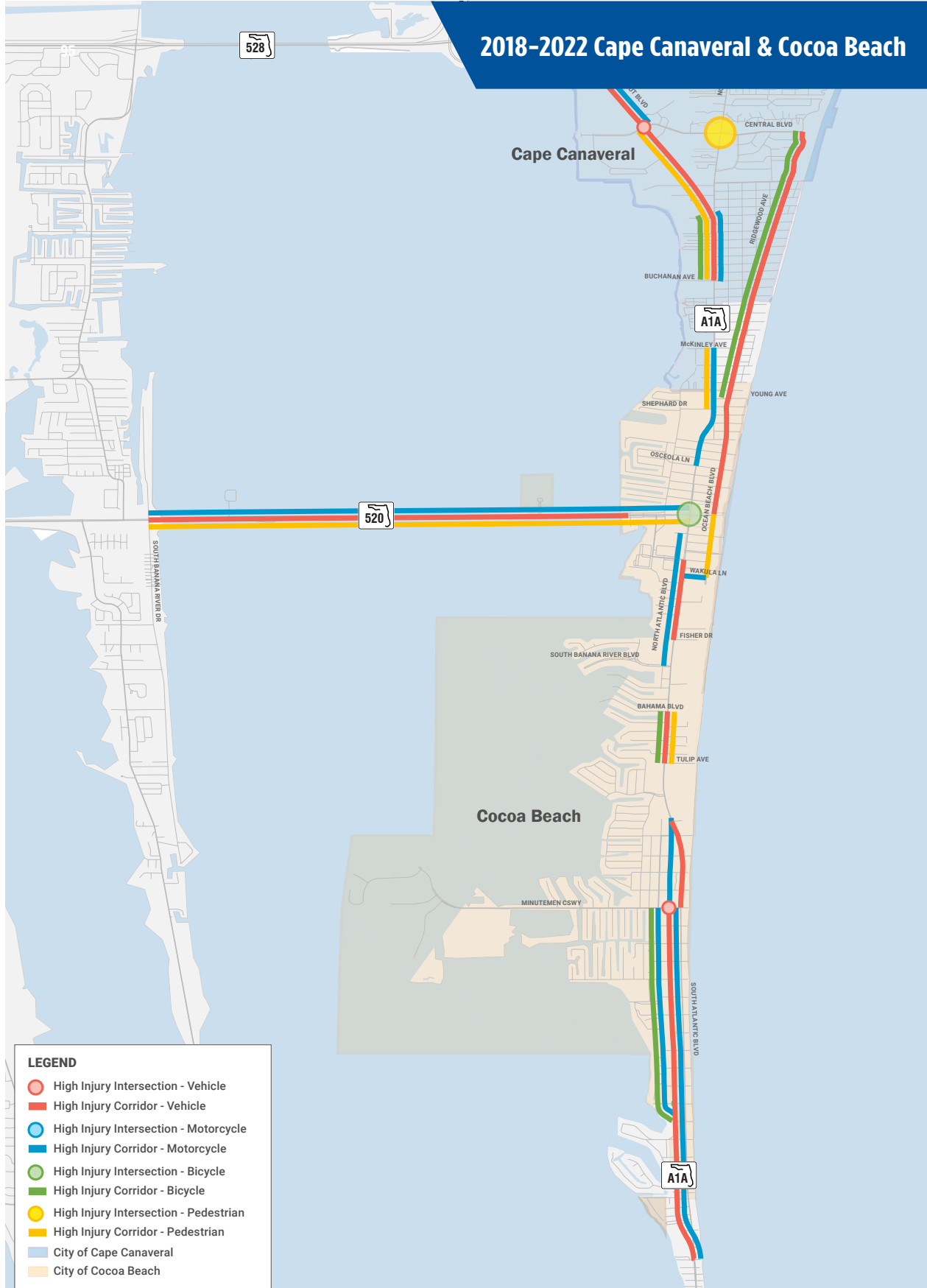
2018-2022 Unincorporated Brevard County - South



2018-2022 Unincorporated Brevard County - North



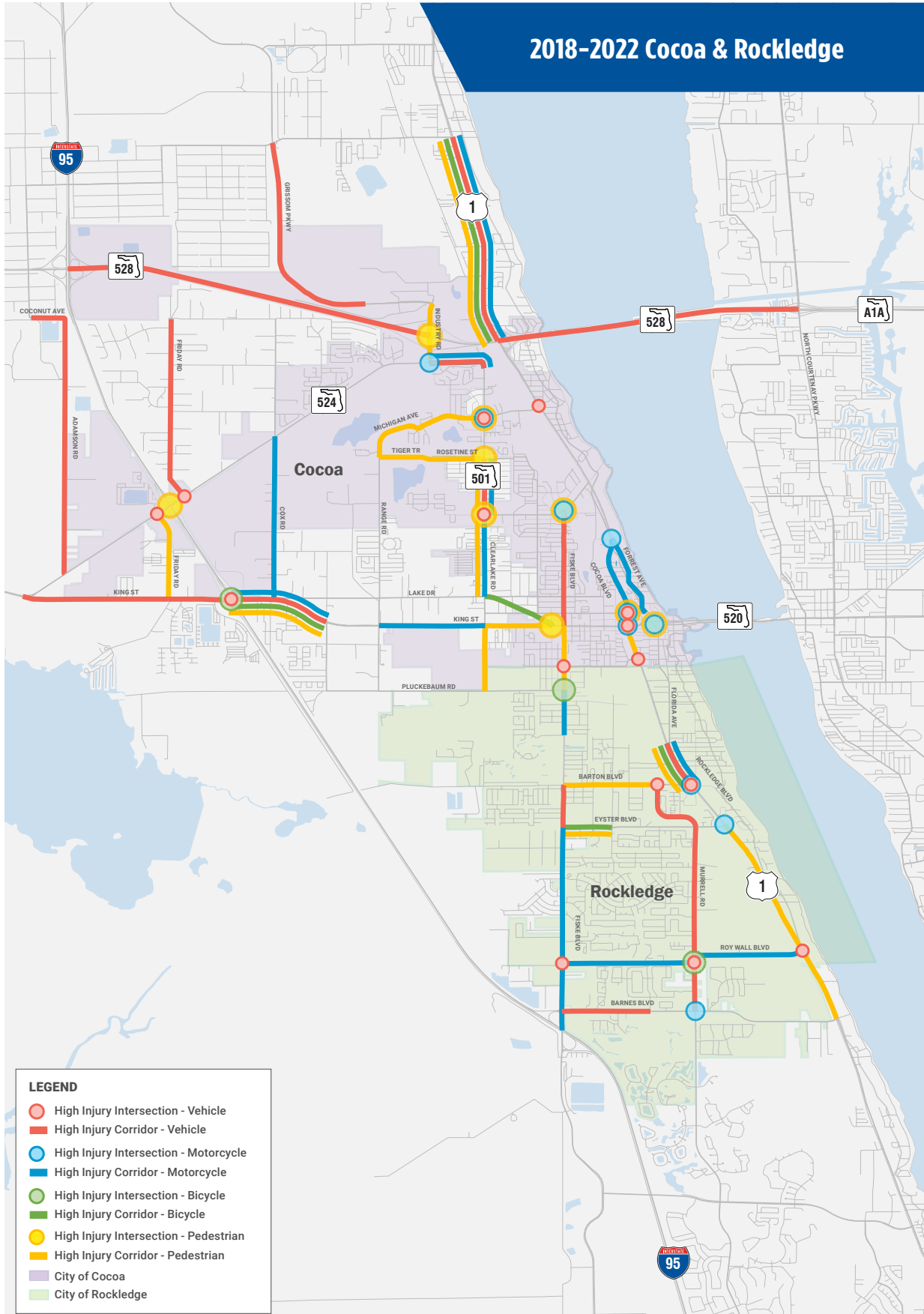
2018-2022 Cape Canaveral & Cocoa Beach



LEGEND

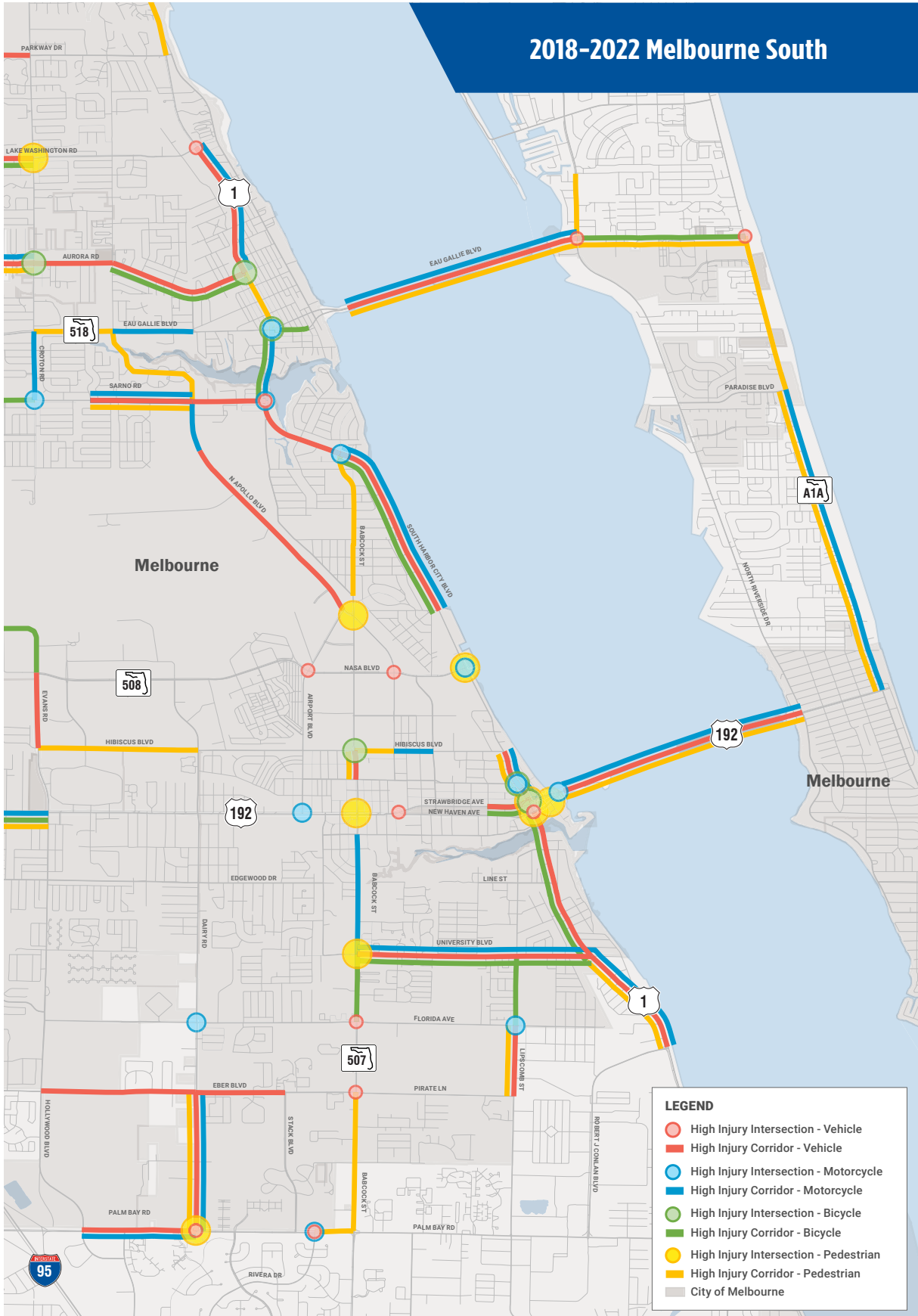
- High Injury Intersection - Vehicle
- High Injury Corridor - Vehicle
- High Injury Intersection - Motorcycle
- High Injury Corridor - Motorcycle
- High Injury Intersection - Bicycle
- High Injury Corridor - Bicycle
- High Injury Intersection - Pedestrian
- High Injury Corridor - Pedestrian
- City of Cape Canaveral
- City of Cocoa Beach

2018-2022 Cocoa & Rockledge

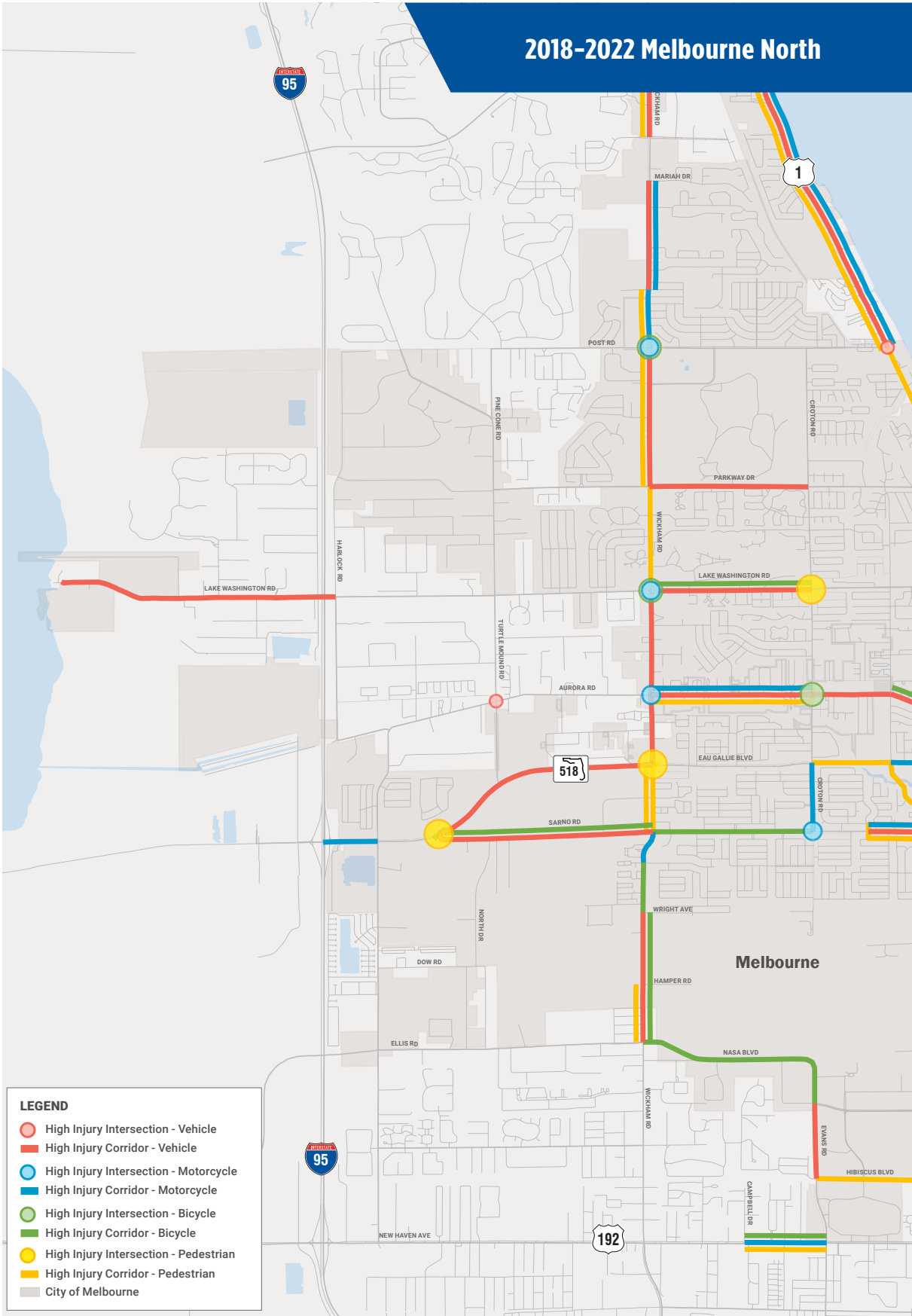




2018-2022 Melbourne South



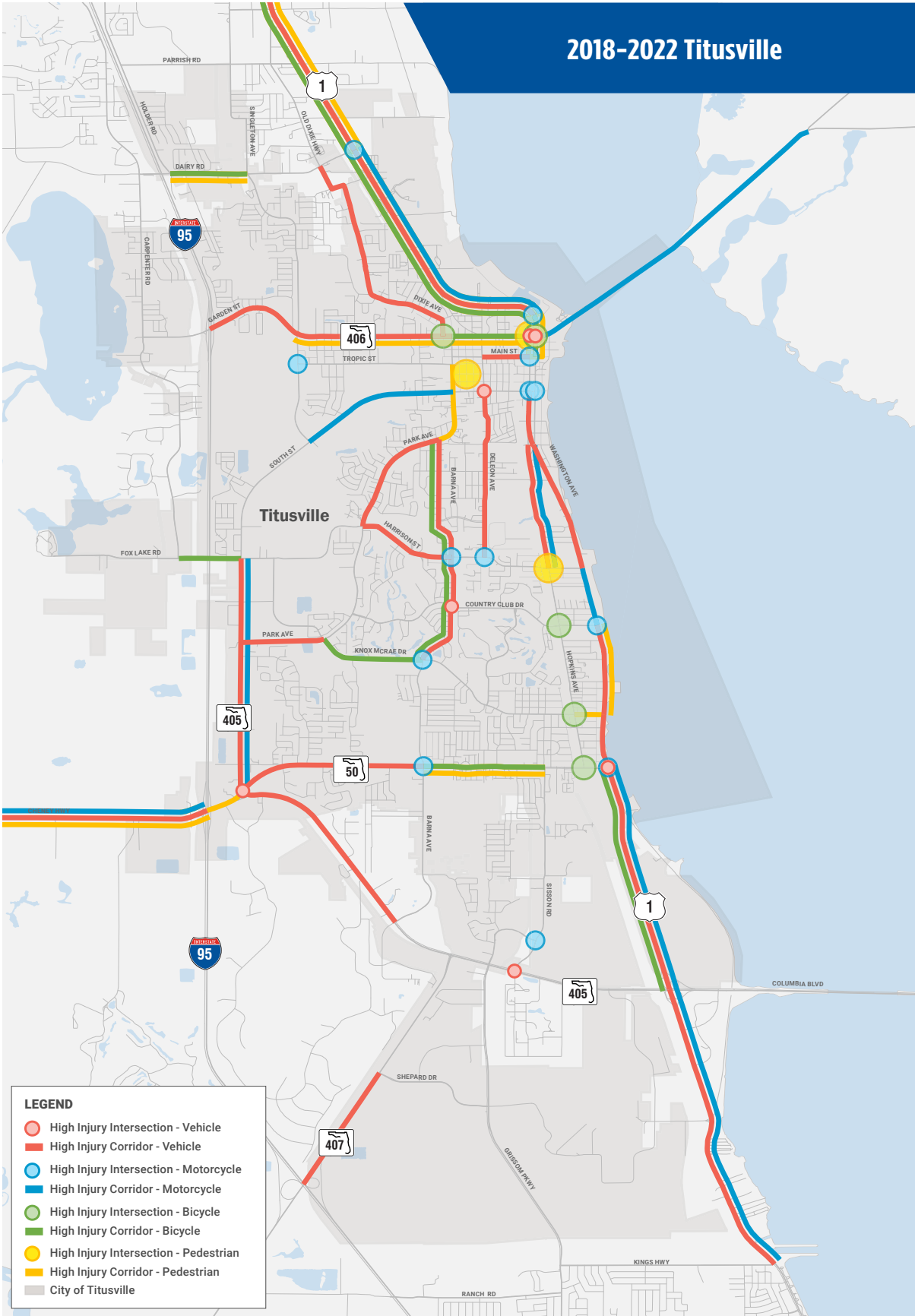
2018-2022 Melbourne North



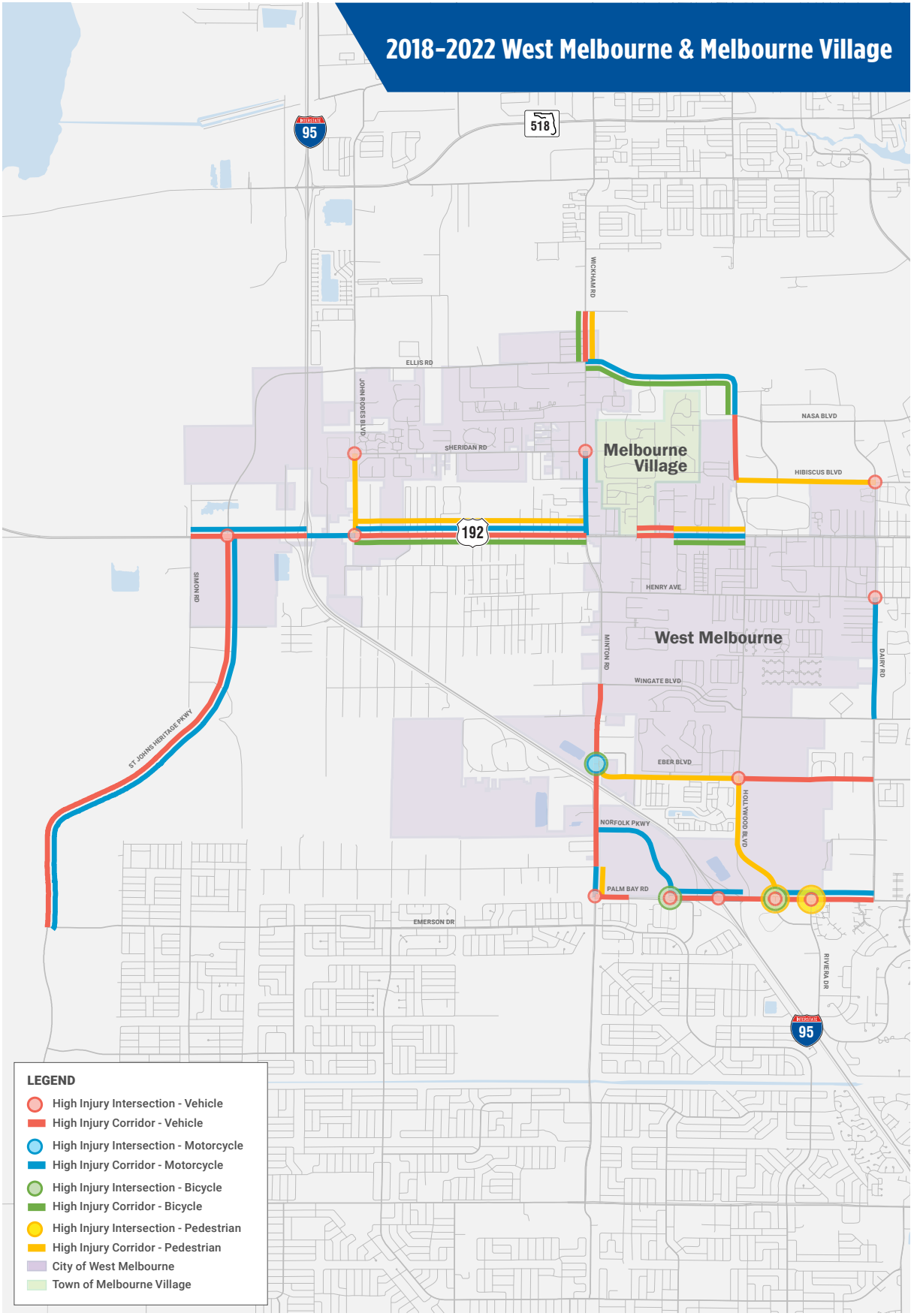
2018-2022 Palm Shores & South Beaches



2018-2022 Titusville



2018-2022 West Melbourne & Melbourne Village



LEGEND

- High Injury Intersection - Vehicle
- High Injury Corridor - Vehicle
- High Injury Intersection - Motorcycle
- High Injury Corridor - Motorcycle
- High Injury Intersection - Bicycle
- High Injury Corridor - Bicycle
- High Injury Intersection - Pedestrian
- High Injury Corridor - Pedestrian
- City of West Melbourne
- Town of Melbourne Village

APPENDIX D - TARGETED SAFETY CORRIDORS

Corridor	From	To	Jurisdiction*	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bicycle HIN	Project Source	Equity Index Score	In ETC Area	In CEJST Area	Fatality Rate
SR 507 (BABCOCK ST)	SR 514 (MALABAR RD)	PALM BAY RD	PALM BAY	●	●			RSA	1.77		YES	9.73
BAYSIDE LAKES BLVD	DEGROODT RD	DATELAND RD	PALM BAY	●				BPMP	1.53		YES	8.87
ELDRON BLVD	BAYSIDE LAKES BLVD	AMERICANA BLVD	PALM BAY	●				BPMP	1.62		YES	10.84
EMERSON DR	MALABAR RD	MINTON RD	PALM BAY	●			●	BPMP	1.51		YES	16.74
MALABAR RD	EMERSON DR	SAN FILIPPO DR	PALM BAY	●				RSA	1.59		YES	18.40
PALM BAY RD	SR 507 (BABCOCK ST)	LIPSCOMB ST	PALM BAY		●		●	RSA	1.82	YES	YES	21.21
PALM BAY RD	SR 507 (BABCOCK ST)	US 1 (DIXIE HWY)	PALM BAY/ UNINCORPORATED COUNTY		●		●	BPMP	1.82	YES	YES	21.21
PORT MALABAR BLVD	SR 507 (BABCOCK ST)	US 1 (DIXIE HWY)	PALM BAY	●	●		●	BPMP	1.66	YES	YES	22.82
RIVIERA ELEMENTARY SCHOOL	RIVIERA DR FROM PALM BAY RD TO PORT MALABAR BLVD		PALM BAY				●	SRTS	1.77		YES	13.96
SAN FILIPPO DR	DEGROODT RD	MALABAR RD	PALM BAY	●				BPMP	1.56		YES	10.36
TURNER ELEMENTARY AND SOUTHWEST MIDDLE	ELDRON BLVD AND MALABAR RD		PALM BAY	●				SRTS	1.59		YES	18.40
TURNER ELEMENTARY AND SOUTHWEST MIDDLE	EMERSON DRIVE AND MALABAR ROAD		PALM BAY	●				SRTS	1.59		YES	18.40

Corridor	From	To	Jurisdiction*	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bicycle HIN	Project Source	Equity Index Score	In ETC Area	In CEJST Area	Fatality Rate
TURNER ELEMENTARY AND SOUTHWEST MIDDLE	JUPITER BLVD AND EMERSON DR		PALM BAY	●			●	SRTS	1.67		YES	4.73
TURNER ELEMENTARY AND SOUTHWEST MIDDLE	MINTON RD AND JUPITER BLVD	I-95	PALM BAY	●	●			SRTS	1.79		YES	2.79
TURNER ELEMENTARY AND SOUTHWEST MIDDLE	MINTON RD AND AMERICANA BLVD		PALM BAY		●			SRTS	1.62		YES	5.02
US 1	RJ CONLAN BLVD	UNIVERSITY BLVD	PALM BAY	●	●			HIN	2.08	YES	YES	35.73
PALM BAY RD & DAIRY RD			PALM BAY/ MELBOURNE	●				HIN	1.83		YES	18.55
APOLLO BLVD	FEE AVE	SARNO RD	MELBOURNE	●				BPMP	1.57	YES	YES	19.15
SR 507 (BABCOCK ST)	US 192 (NEW HAVEN AVE)	US 1 (HARBOR CITY BLVD)	MELBOURNE			●	●	BPMP	1.72	YES	YES	27.88
CROTON ELEMENTARY	CROTON RD AND SARNO RD INTERSECTION		MELBOURNE		●			SRTS	1.57	YES	YES	7.46
E NEW HAVEN AVE	US 192 (NEW HAVEN AVE)/FRANKLIN ST	US 192 (MELBOURNE CSWY)	MELBOURNE/ UNINCORPORATED			●		BPMP	2.05	YES	YES	23.22
FLORIDA AVE	HOLLYWOOD BLVD	NORTHVIEW ST	MELBOURNE/ WEST MELBOURNE/ UNINCORPORATED		●			BPMP	1.51	YES	YES	16.16
HIBISCUS BLVD	EVANS RD	US 1 (HARBOR CITY BLVD)	MELBOURNE/ WEST MELBOURNE/ UNINCORPORATED				●	BPMP	1.64	YES	YES	28.86
NASA BLVD	WICKHAM RD	GATEWAY DR	MELBOURNE/ UNINCORPORATED				●	BPMP	1.48	YES	YES	33.36
PROSPECT AVE/ LIPSCOMB ST	PALM BAY RD	US 1 (HARBOR CITY BLVD)	MELBOURNE/ PALM BAY/ UNINCORPORATED				●	BPMP	1.98	YES	YES	18.07
SARNO RD	WICKHAM RD	US 1 (HARBOR CITY BLVD)	MELBOURNE	●	●		●	BPMP	1.55	YES	YES	26.72
SR 518 (EAU GALLIE BLVD)	I-95	WICKHAM RD	MELBOURNE/ UNINCORPORATED				●	BPMP	1.31	YES	YES	27.75

Abbreviation Key

BPMP = Bicycle/Pedestrian Master Plan
HIN = High Injury Network

LOPP = List of Project Priorities
MC = Motorcycle
Ped = Pedestrian

RSA = Road Safety Audit
SRTS = Safe Routes to School
CPS = Corridor Planning Studies

Corridor	From	To	Jurisdiction*	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bicycle HIN	Project Source	Equity Index Score	In ETC Area	In CEJST Area	Fatality Rate
SR 518 (EAU GALLIE BLVD)	SR 518 (WESTERN END OF EAU GALLIE CSWY)	SR A1A	MELBOURNE/ INDIAN HARBOUR BEACH/ UNINCORPORATED		●	●		BPMP	1.33	YES	YES	16.27
UNIVERSITY BLVD	SR 507 (BABCOCK ST)	US 1 (HARBOR CITY BLVD)	MELBOURNE/ PALM BAY	●			●	BPMP	1.91	YES	YES	22.89
US 1	SARNO RD	SR 518 (EAU GALLIE BLVD)	MELBOURNE				●	HIN	1.76		YES	31.28
US 1 (HARBOR CITY BLVD)	US 192 (STRAWBRIDGE AVE)	SARNO RD	MELBOURNE/ UNINCORPORATED	●	●		●	BPMP	1.84	YES	YES	47.12
US 192 (STRAWBRIDGE AVE)	SR 507 (BABCOCK ST)	NEW HAVEN AVE	MELBOURNE/ UNINCORPORATED	●	●			BPMP	1.86	YES	YES	18.21
WICKHAM RD	SARNO RD	PARKWAY DR	MELBOURNE	●			●	RSA/ BPMP	1.37	YES	YES	13.18
WICKHAM RD	SR 518 (EAU GALLIE BLVD)	LAKE WASHINGTON	MELBOURNE	●			●	CPS	1.41	YES	YES	15.42
MURRELL RD	EYSTER BLVD	BARTON BLVD	ROCKLEDGE	●				HIN	1.30	YES	YES	4.66
US 1 & BARTON BLVD			ROCKLEDGE		●			HIN	1.30	YES		16.10
DIXON BLVD	SR 501 (CLEARLAKE RD)	US 1 (N COCOA BLVD)	COCOA				●	BPMP	2.13	YES	YES	11.48
FISKE BLVD	SR 520 (KING ST)	DIXON BLVD	COCOA				●	BPMP	2.50	YES	YES	7.96
FRIDAY RD	SR 520 (KING ST)	SR 524	COCOA/ UNINCORPORATED	●				BPMP	1.54	YES	YES	39.13
LAKE DR	SR 520 (KING ST)/ COX RD	SR 520 (KING ST)/VARR AVE	COCOA/ UNINCORPORATED				●	BPMP	2.33	YES	YES	28.27
RANGE RD	PLUCKEBAUM RD	ROSETINE ST	COCOA/ UNINCORPORATED	●				BPMP	1.74	YES	YES	28.61
US 1	ROSA JONES DR	SR 520	COCOA				●	HIN	1.42	YES	YES	15.77
COUNTRY CLUB DR	S PARK AVE	US 1 (S WASHINGTON AVE)	TITUSVILLE	●				BPMP	1.56	YES	YES	14.09
HARRISON ST	KNOX MCRAE DR	US 1 (S WASHINGTON AVE)	TITUSVILLE	●	●			BPMP	1.46	YES	YES	37.28
HOPKINS AVE	SR 50 (CHENEY HWY)	GRACE ST	TITUSVILLE				●	BPMP	1.59		YES	54.93
SR 406 (GARDEN ST)	I-95	US 1 (NB S WASHINGTON AVE)	TITUSVILLE	●			●	BPMP	1.77	YES	YES	52.55
SR 50 (CHENEY HWY)	SR 405	US 1 (S WASHINGTON AVE)	TITUSVILLE	●			●	BPMP	1.33	YES	YES	31.43

Corridor	From	To	Jurisdiction*	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bicycle HIN	Project Source	Equity Index Score	In ETC Area	In CEJST Area	Fatality Rate
US 1	SR 406 (GARDEN ST)	DAIRY RD	TITUSVILLE/ COCOA/ UNINCORPORATED	●	●	●	●	HIN	1.74	YES	YES	47.33
US 1 (N COCOA BLVD)	SR 528/SR A1A (BEACHLINE EXPWY)	SR 405 (COLUMBIA BLVD)	TITUSVILLE	●	●	●	●	BPMP	1.31	YES	YES	50.31
US 1 (S WASHINGTON AVE)	SR 405 (COLUMBIA BLVD)	GRACE ST	TITUSVILLE	●	●	●		BPMP	1.50	YES	YES	53.27
US 1 (SB S HOPKINS AVE)	SR 406 (GARDEN ST)	GRACE ST	TITUSVILLE	●	●	●		BPMP	1.55		YES	119.31
SR A1A	MCKINLEY AVE	ATLANTIC AVE	CAPE CANAVERAL				●	RSA	1.36	YES		8.57
SR 3 (COURTENAY PKWY)	CATALINA ISLE DR	VENETIAN WAY	UNINCORPORATED	●			●	LOPP	1.50		YES	13.77
SR 3 (N COURTENAY PKWY)	SR 520 (MERRITT ISLAND CSWY)	SR 528/SR A1A (BEACHLINE EXPWY)	UNINCORPORATED	●		●	●	BPMP	1.45	YES	YES	23.43
US 1	BROADWAY BLVD	FAY BLVD	UNINCORPORATED	●		●		RSA	1.46	YES	YES	38.62
US 1	DAIRY RD	SR 46	UNINCORPORATED	●				HIN	1.34	YES		25.32

*Jurisdiction is documenting where the corridor/intersection is geographically located, not who is the owner/maintainer of the corridor/intersection

Abbreviation Key		
BPMP = Bicycle/Pedestrian Master Plan	LOPP = List of Project Priorities	RSA = Road Safety Audit
HIN = High Injury Network	MC = Motorcycle	SRTS = Safe Routes to School
	Ped = Pedestrian	CPS = Corridor Planning Studies

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VISION ZERO

sctpo.com



Space Coast Transportation Planning Organization
2725 Judge Fran Jamieson Way
Building. B, Room 105, Melbourne, FL 32940
Phone: 321-690-6890 • Email: tpostaff@spacecoasttpo.com