



Space Coast TPO

# ACTION PLAN



July 2020

# TPO Governing Board Members (October 2020)

## Brevard County Commission

- District 1-Commissioner Rita Pritchett
- District 2-Commissioner Bryan Lober
- District 3-Commissioner John Tobia
- District 4-Commissioner Curt Smith
- District 5-Commissioner Kristine Isnardi

## Canaveral Port Authority

- Commissioner Jerry Allender
- Chairman Micah Loyd (Alternate)

## Cocoa

- Mayor Jake Williams, Jr.
- Council Member, Lorraine Koss (Alternate)

## Melbourne

- Mayor, Kathy Meehan
- Council Member, Paul Alfrey
- Council Member, Yvonne Minus
- Council Member, Mark LaRusso (Alternate)

## Palm Bay

- Deputy Mayor, Brian Anderson
- Council Member, Kenny Johnson
- Council Member, Jeff Bailey
- Mayor, William Capote (Alternate)
- Council Member, Harry Santiago, Jr. (Alternate)

## Rockledge

- Deputy Chair, Frank Forester
- Mayor, Tom Price (Alternate)

## Titusville

- Mayor, Walt Johnson
- Council Member, Robert Jordan
- Council Member, Jo Lynn Nelson (Alternate)

## West Melbourne

- Council Member, Andrea Young
- Mayor, Hal Rose (Alternate)

## North Beaches Coalition (Cape Canaveral and Cocoa Beach)

- Commissioner, Skip Williams
- Council Member, Mickie Kellum (Alternate)

## South Beaches Coalition (Indian Harbour Beach, Satellite Beach, Indialantic, and Melbourne Beach)

- Council Member, James Nolan
- Council Member, Simon Kemp (Alternate)



## From SCTPO Executive Director Georganna Gillette

June 22, 2020

To the Brevard County Community,

The Space Coast Transportation Organization is committed to protecting all users of the transportation system and making safety a top priority. Brevard County

has once again ranked among the deadliest places in the nation to walk or ride a bicycle along the road, according to a report released by Smart Growth America and the National Complete Streets Coalition. While we continue to make our roads safer through education, engineering, and enforcement, we must take further action, break down our professional silos, and work together on an inclusive approach to roadway safety. Each statistic represents a human life.

I am honored to lay out this Vision Zero framework that outlines how we will achieve our goal of zero fatal or severe injuries on our roadways. The work in this plan reflects more than a year of collaboration, led by our Vision Zero Task Force and community and agency partners. To implement the plan, we have identified actions that focus on:

- Leadership
- Safer roads and safer speeds
- Equity-based education and community engagement
- A data driven approach for transparent decision-making

This process involves you. Together, we can influence this change by altering behaviors and modifying the conditions to reverse our past trends. The endorsement of this Plan by our TPO Governing Board provides a path forward to collectively work with all advocates to increase safety and reduce deaths and serious injuries on our roadways to zero.

We envision Brevard's transportation network to be one where everyone can travel wherever they need to go safely, reliably, and efficiently whether they are traveling on our roads, sidewalks, bike lanes or transit system. By coming together as a community, we can end traffic deaths. Every driver, walker, transit rider and cyclist on our roadways is somebody's loved one. Let's make sure they get home safely.

Sincerely,

Georganna Gillette  
Executive Director, Space Coast TPO





**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.



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.

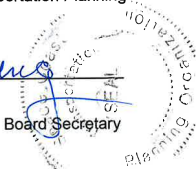
Passed and duly adopted at a regular meeting of the Space Coast Transportation Planning Organization Governing Board on the 11<sup>th</sup> day of July, 2019.

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:  Kathy Meehan  
Space Coast TPO Governing Board Chair

By:  Andrea Young  
Space Coast TPO Governing Board Secretary



# Table of Contents

Letter from SCTPO Director ..... 3

Resolution ..... 4

Why Vision Zero? Working Together, Everyone Can Get Home Safely ..... 8

Space Coast Story ..... 12

Understanding the Problem..... 14

High Injury Network ..... 24

SCTPO Action Plan..... 34

# Appendices

Technical Appendix: High Injury Network Methodology ..... 42

# ROADWAY TRAGEDIES

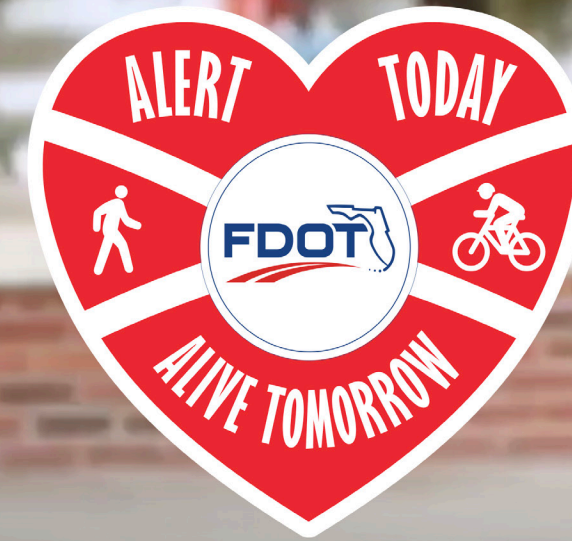
effect real people and leave behind nothing less than devastation. The social, emotional and economic impact to our communities is vast.

Increasing safe, healthy and equitable mobility for all positively impacts our communities by saving human lives.

—Melissa Wandall  
President, National Coalition  
for Safer Roads



Why is our Vision Zero?



**There's No One Someone Won't Miss!**

We must all work together to eliminate traffic fatalities.

"Traffic safety initiatives such as vision zero provide a mechanism to improve the safety, mobility, and accessibility of both residents and visitors. Why? Because we firmly believe that everyone has the right to arrive at their destination safely no matter what mode of transportation they choose."

**Trenda McPherson**  
State Bicycle/Pedestrian Safety Coordinator  
FDOT Traffic Safety Office



# 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 year span between 2014-2018, 412 people died and 2,931 were severely 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 Transportation Planning Organization (SCTPO) 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 SCTPO Board passed a resolution to join Vision Zero, the worldwide movement to end severe 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).

### What is Vision Zero?

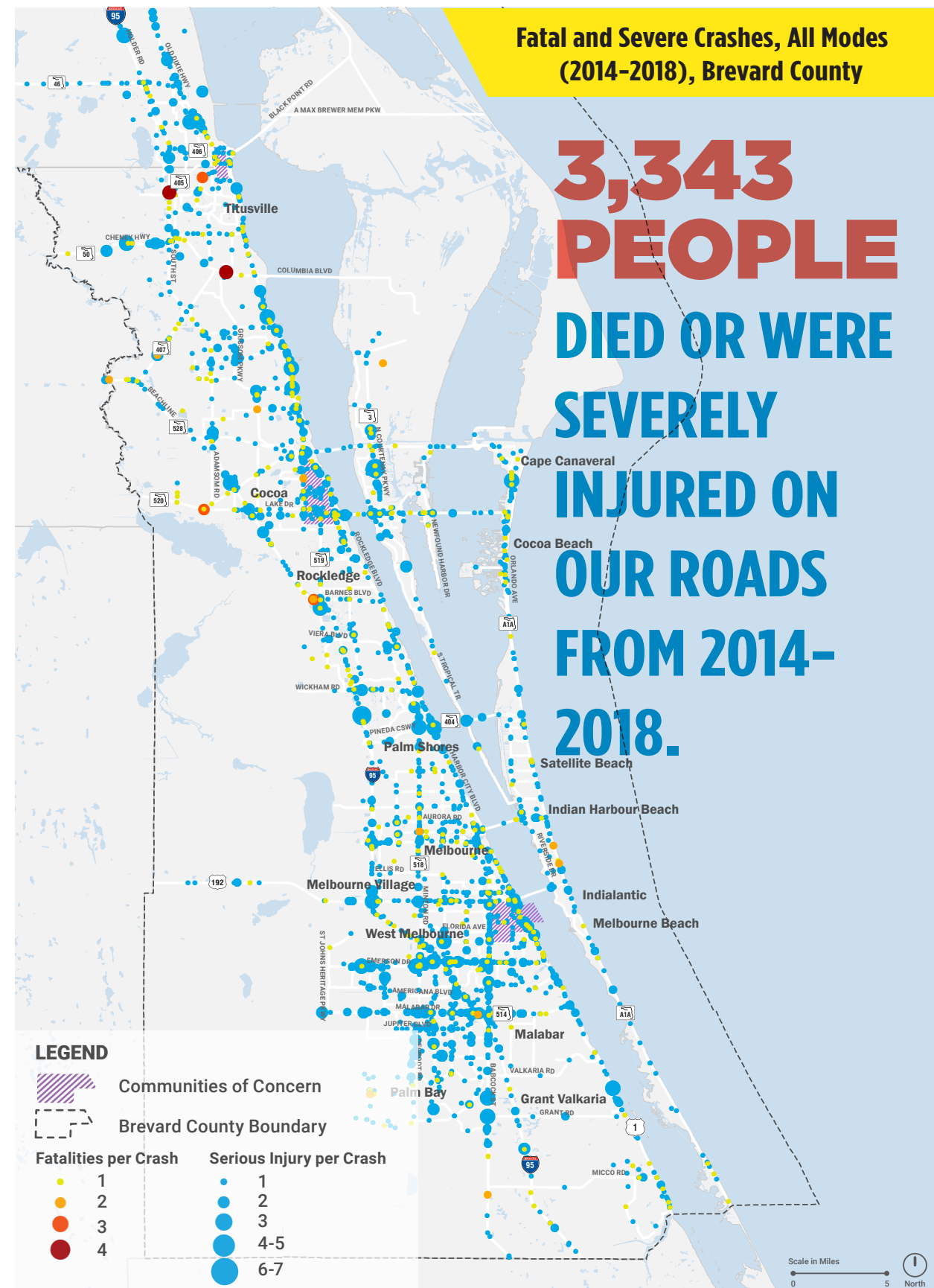
Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

Traditionally, we have accepted that a certain number of traffic deaths and severe 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, Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to anticipate those mistakes and reduce severe injuries and fatalities.

System designers and policymakers are expected to improve the roadway environment, policies and other related systems to lessen the severity of crashes.

### Getting to Zero

Vision Zero brings together diverse stakeholders such as engineers, public health professionals, law enforcement, 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. Vision Zero sets clear goals to achieve the shared object of zero fatalities and severe injuries.



A successful program is built on four core elements:



**Multidisciplinary Leadership and Commitment.** Elected officials and agency leaders commit to eliminating traffic fatalities and severe injuries within a specific timeframe.

**Safer Roads, Safer Speeds.** Decision-makers manage speed through road design, enforcement, education, and policies to reduce severe and fatal traffic injuries for all users, including the most vulnerable—people on foot or riding bicycles.

**Equity-Based Education & Community Engagement.** Leaders reach out to their communities, particularly those most impacted by traffic crashes and traditionally underserved by safety efforts.

**A Data-Driven Approach for Transparency and Accountability.** Engineers and planners analyze data, putting together a clear picture of where, how, and why serious crashes happen and making it possible to identify and address underlying risk factors.

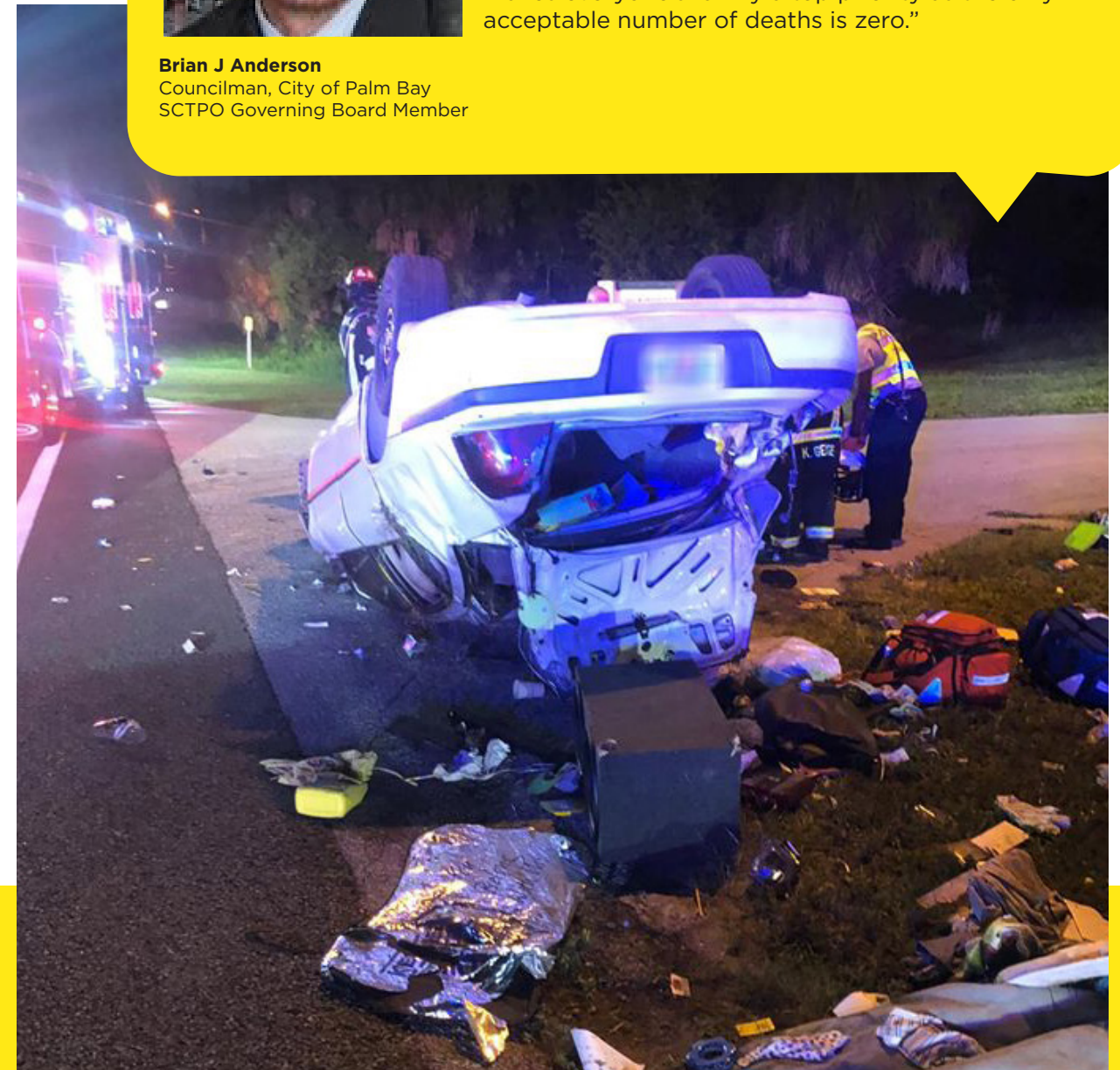
A **severe injury** is one that forever impacts a person's life, through trauma, loss of limb, paralysis, or other life-altering changes.



**Brian J. Anderson**  
Councilman, City of Palm Bay  
SCTPO Governing Board Member

### Why are traffic safety initiatives such as Vision Zero so important to your community?

"We all have a role to play in safer streets. As local leaders we have no greater responsibility than protecting the lives of our residents. Vision Zero makes everyone's family a top priority as the only acceptable number of deaths is zero."



# SPACE COAST STORY

## Voices from the Community

The SCTPO worked with the Vision Zero Task Force, which helped identify safety concerns and strategies for implementation. The Task Force membership represents diverse perspectives, including agencies, law enforcement, emergency responders, and members of the public, including those who have been impacted by traffic crashes.

- 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
- Local Police Departments (Palm Bay, Cocoa Beach, Indian Harbour Beach, Melbourne Beach)
- Brevard County Schools
- Tourist Development Council
- Northrop Grumman
- Viera Corporation
- Brevard County Housing
- At Large Citizens

The SCTPO held four Vision Zero Task Force Workshops throughout the course of developing the Action Plan. Workshop participants viewed crash data, discussed safety issues, and formulated ideas to inform the Vision Zero Action Plan.

### Prior and Ongoing Safety Efforts

The SCTPO Vision Zero effort builds on work the SCTPO, FDOT, County, and Municipalities have undertaken over the years to foster a safer travel environment for residents and visitors so they can get to their everyday destinations like work, schools, medical appointments, stores and parks. Key plans that have been completed include:

- Countywide Safety Project (2014)
- Safety Audits on High Crash Corridors (2016)
- Pedestrian/Bicycle Safety Action Plan (2016)
- Bicycle & Pedestrian Master Plan (2019)
- Annual State of the System Report



**What we have heard**

**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.**

# 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 2018, the National Highway Traffic Safety Administration (NHTSA) reported that 36,560 people died while traveling on US roads. Motorcyclists, bicyclists, and pedestrians are particularly vulnerable. They represented 14 percent, 2 percent, and 17 percent respectively of the traffic deaths in 2018, yet make up a much smaller proportion of roadway users than motorists; 96% of Brevard County residents drive as their primary means of travel.

The Centers for Disease Control and Prevention estimate fatal crashes cost Floridians an annual \$32 million in medical costs and \$2.99 billion in work loss costs each year.<sup>1</sup> FDOT estimates that the cost to society for each fatal crash totals \$10.1 million.<sup>2</sup> This does not account for the emotional toll on family and friends who lost loved ones.

### Fatal and Severe Crash Analysis

The SCTPO analyzed fatal and severe injury crash data from 2014 to 2018 in Brevard County to understand where crashes occur and other crash characteristics to help identify countermeasures and strategies for the Action Plan.

#### By Mode

There are numerous ways of getting around in Brevard County. Whether driving, walking, biking, or operating a motorcycle, every roadway user is at risk of being severely injured or killed.

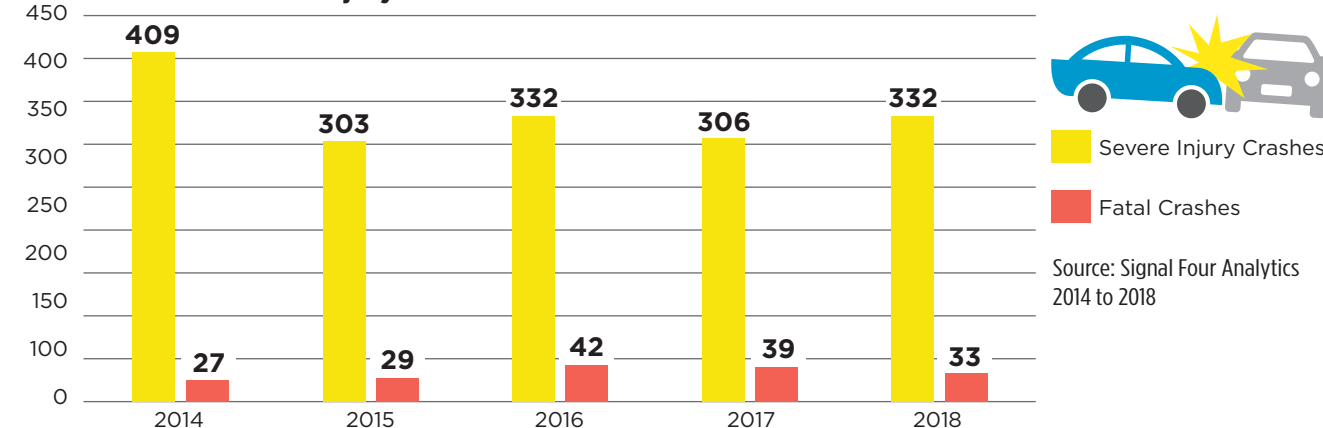
The crash analysis looked at each mode to understand how drivers, people walking, biking, or operating a motorcycle are affected in Brevard County.

While people driving cars experience the highest number of severe crashes, the data tell us that people walking, biking and riding motorcycles are overrepresented in severe and fatal crashes. As the most vulnerable roadway users, they are also more likely to be killed or seriously injured in a crash.

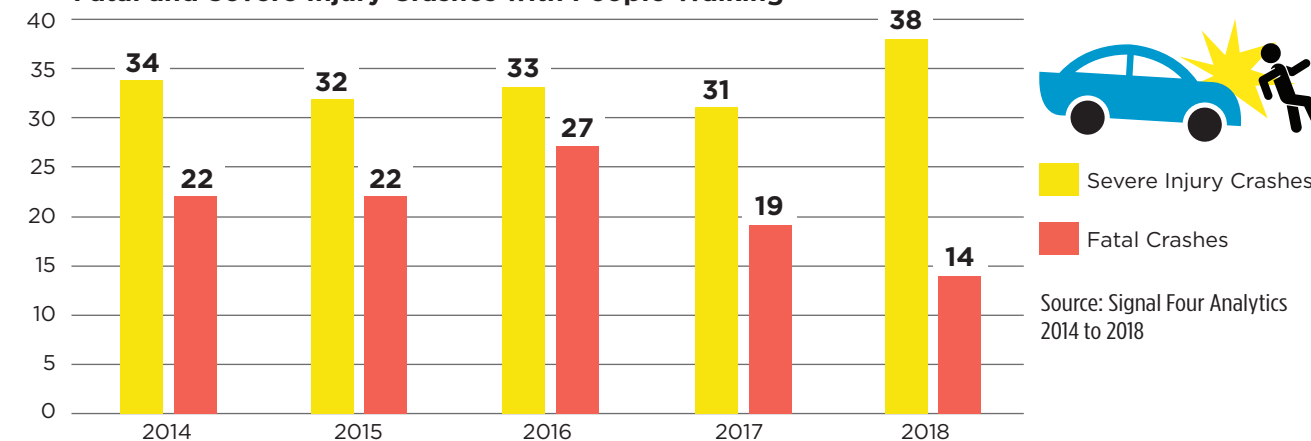
1 | "Cost of Deaths from Motor Vehicle Crashes by State, Florida," Centers for Disease Control and Prevention. December 2015.

2 | FDOT Roadway Design Bulletin. <http://www.fdot.gov/roadway/bulletin/rdb14-12.pdf>. June 4, 2014.

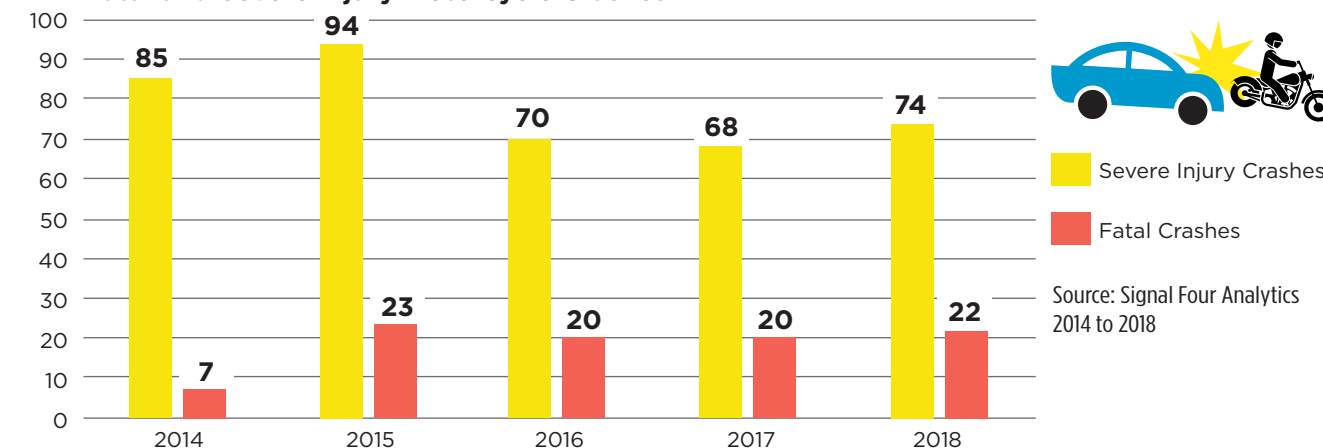
Fatal and Severe Injury Vehicle Crashes



Fatal and Severe Injury Crashes with People Walking

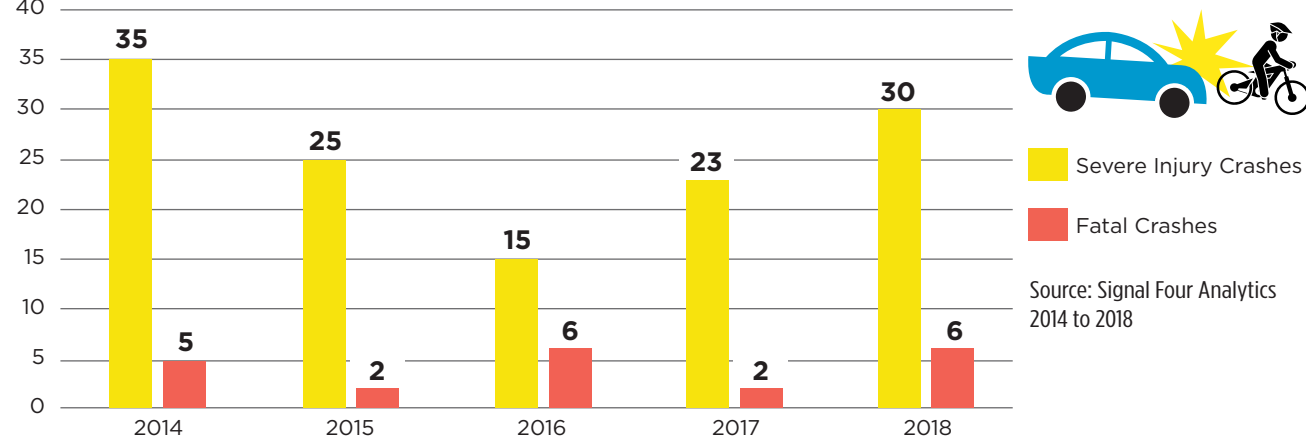


Fatal and Severe Injury Motorcycle Crashes

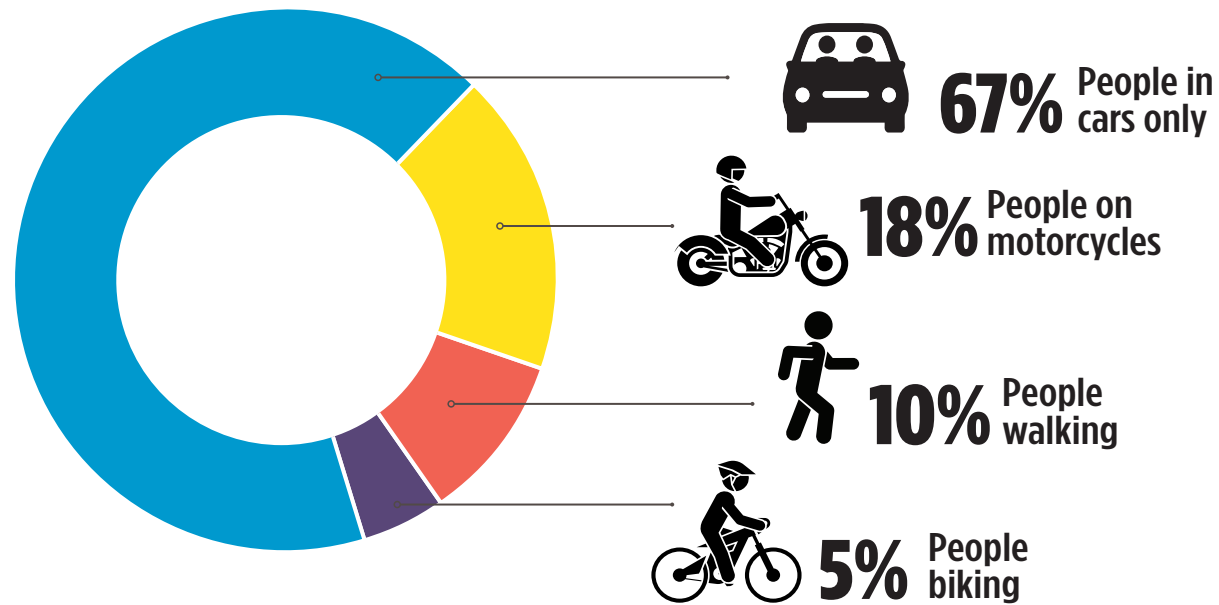




Fatal and Severe Injury Crashes with People on Bicycles



Crashes by Mode by Percentage



## Vision Zero and Equity

Everyone has the right to move about their communities safely. The following figure shows the areas of the county that are affected most by fatal and severe injury crashes. The crashes are broken down by census tract<sup>3</sup> and are normalized per 1,000 residents. Communities of Concern are identified. These are areas where 40 percent or more of residents have family or individual incomes less than 185 percent of the federal poverty threshold and 50 percent or more are people of color. Communities of Concern census tracts are at the lower end in number of crashes per 1,000 residents, however they are adjacent to tracts that are on the higher end. The Vision Zero effort will use data and community input and experience to prioritize equitable investments of resources and actions.

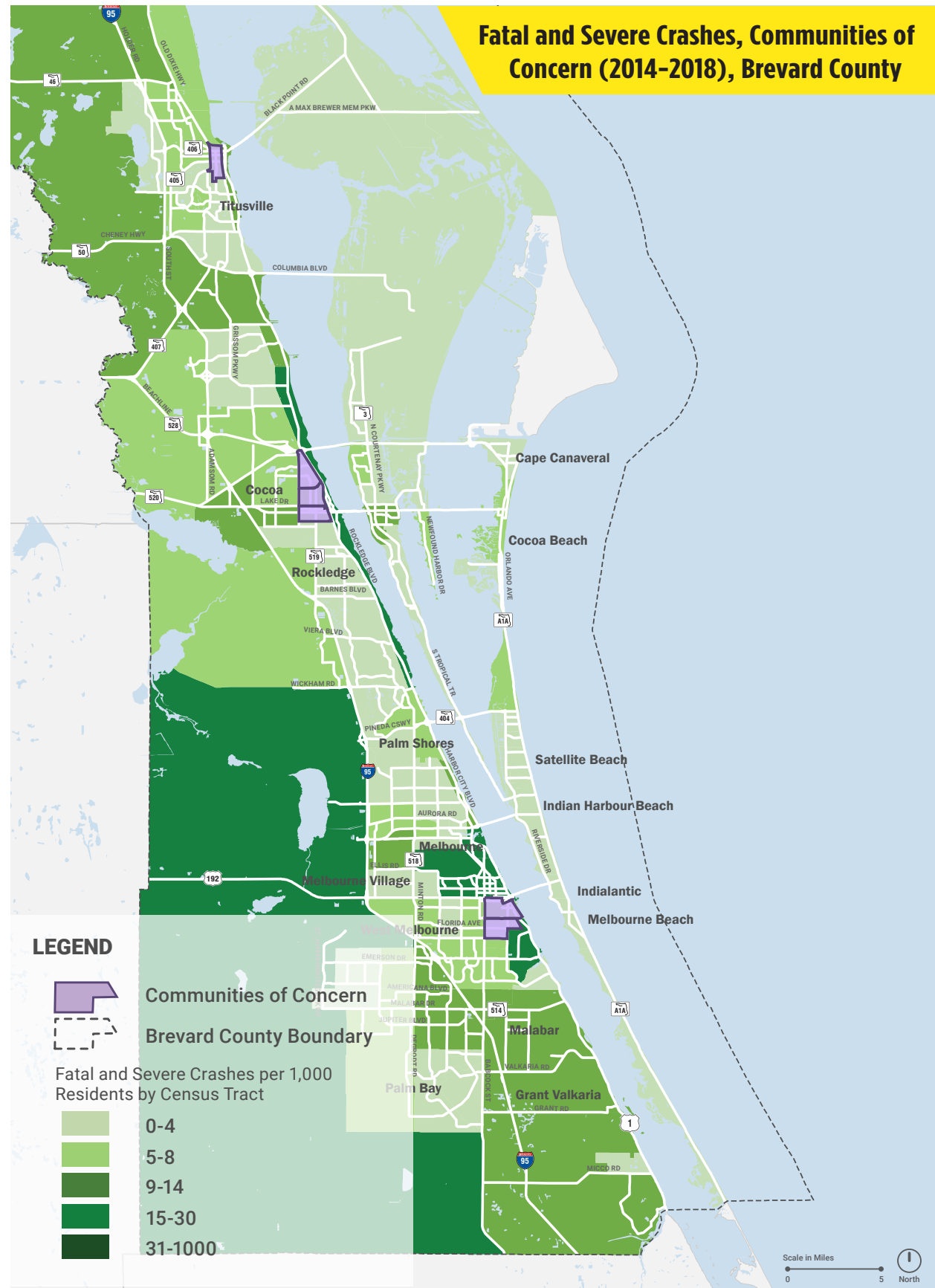


### Why are traffic safety initiatives such as Vision Zero so important?

“Vision Zero traffic safety initiatives are very important in my community primarily for the safety and well-being of our residents. This is very important for longevity and quality of life.”

**Yvonne Minus**  
Council Member  
City of Melbourne  
SCTPO Governing Board Member

<sup>3</sup> | A census tract is an area roughly equivalent to a neighborhood established by the Bureau of Census for analyzing populations



## Fatal and Severe Crash Characteristics

There are external factors and roadway characteristics that influence the prevalence, location, and severity of crashes resulting in fatalities and severe injuries. The SCTPO crash analysis explored the speeds and road types associated with severe 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.

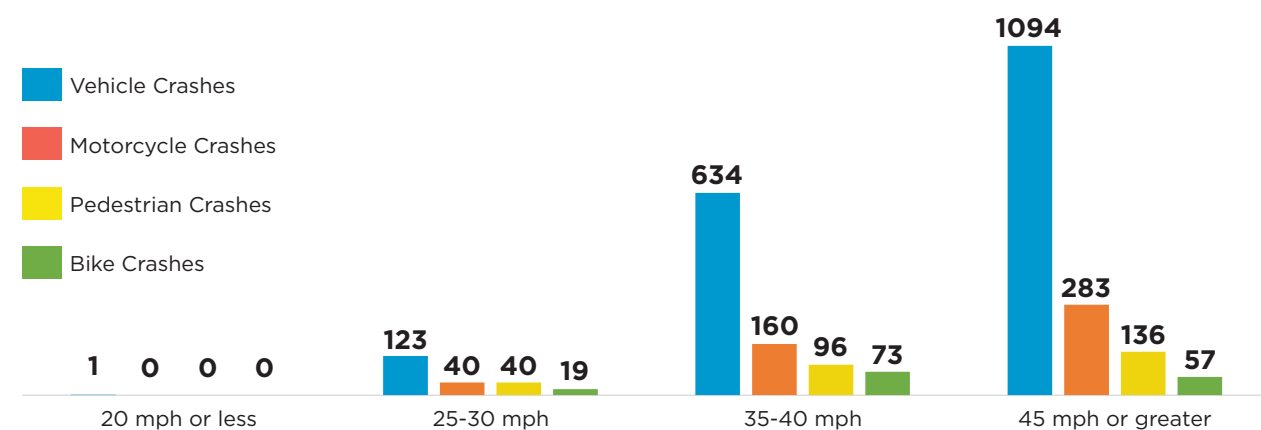
## Posted Speed Limits and Road Types

- Speed is understood to be the single most important factor determining crash severity.

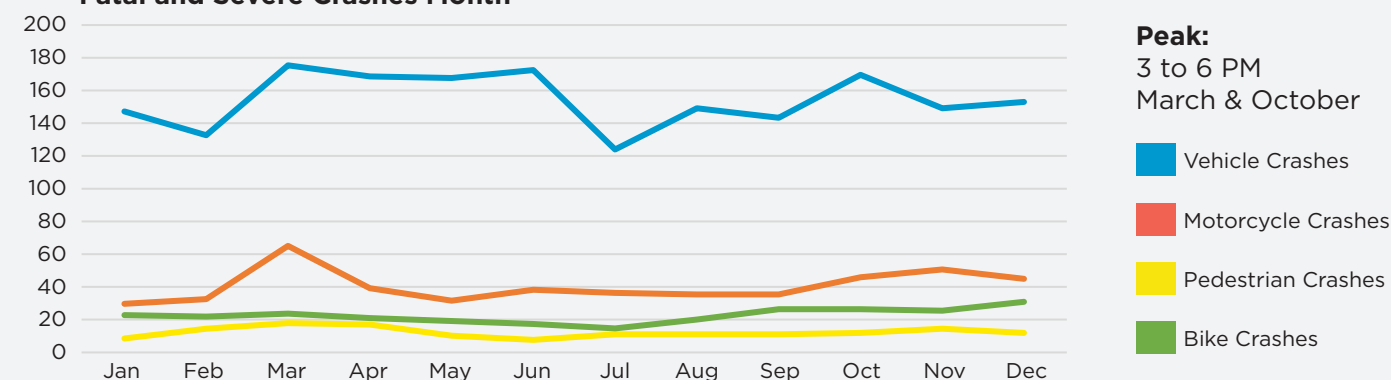
## When

- Vehicular and motorcycle fatal crashes experience an uptick during March, which is when Spring Break and Bike Week occur, bringing an influx of people to the region.

### Fatal and Severe Crashes - Roadway Speed Limits and Types



### Fatal and Severe Crashes Month

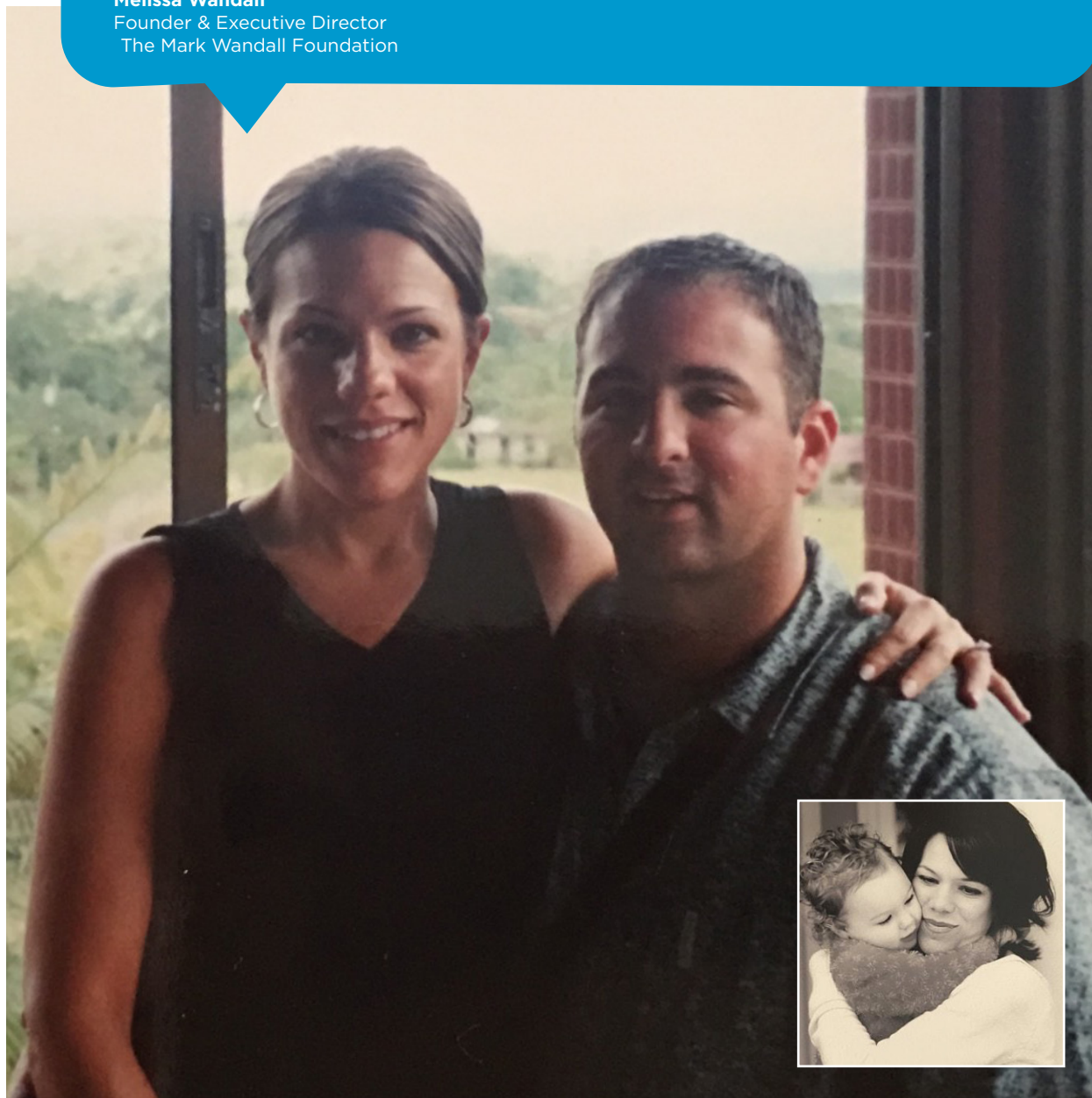


## How has a serious vehicle crash impacted your life?

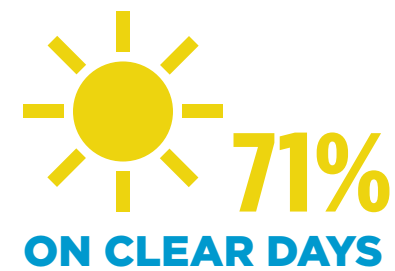
"In a moment my life changed due to the destructive decision of an inattentive motorist. In less than a second, I lost my best friend/ husband and my unborn daughter's father. I also witnessed my brother lose his emotional ability to navigate his daily life.

Now, today, as a single parent I am left with the task of being mom and dad while I teach my daughter who my husband was. My personal struggle is vast and the pain insurmountable. This is my biggest challenge."

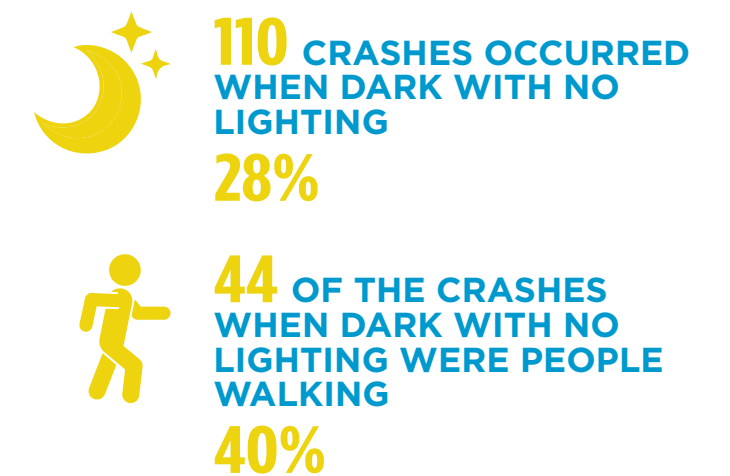
**Melissa Wandall**  
 Founder & Executive Director  
 The Mark Wandall Foundation



### Fatal and Severe Crashes - All Modes



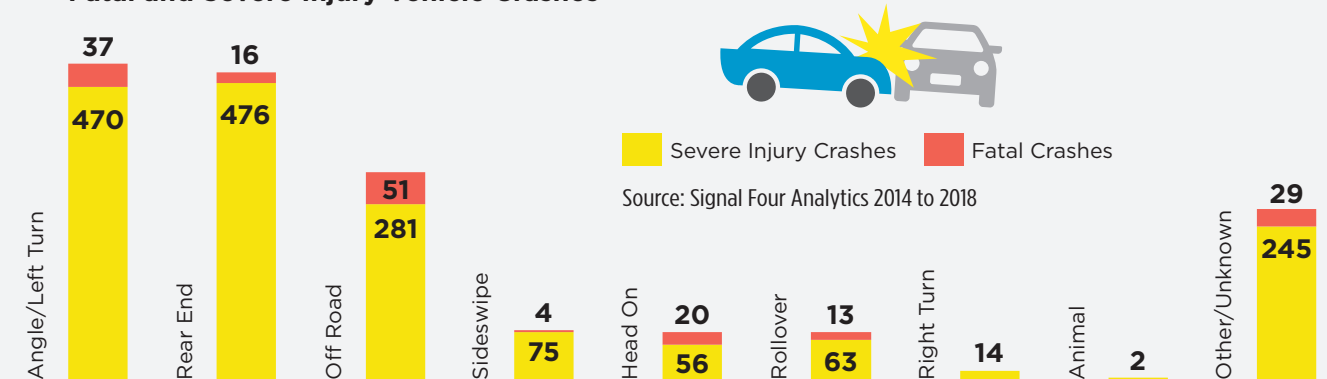
### Fatal and Severe Crashes - Lighting



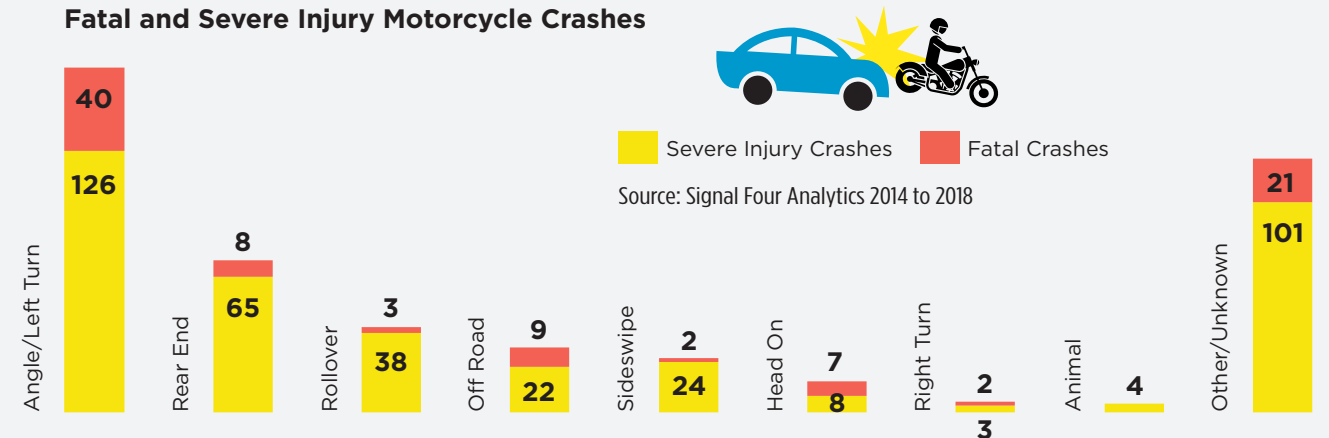
### Crash Types

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

#### Fatal and Severe Injury Vehicle Crashes



#### Fatal and Severe Injury Motorcycle Crashes





### Behaviors

Every day, at least nine Americans die and 100 are injured in distracted driving crashes. In 2015, 3,477 Americans died in distracted driving crashes. 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. These numbers, however, are most likely much higher due to underreporting, whether because the cause of the crash was unknown or drivers did not admit to being distracted. Speeding and aggressive driving, also crash factors leading to many deaths and injuries, are also likely underreported. In 2018, speeding killed 9,378 people in the U.S. Aggressive driving, which includes speeding, but also includes erratic lane changing, tailgating, and illegal passing, represents up to 56 percent of fatal crashes in the U.S. At the state level, 26 percent of fatal crashes involved alcohol-impaired driving.

### Driving under the Influence

Eleven percent of fatal and severe injury crashes in Brevard County involved drugs or alcohol, totaling 309 crashes.

#### Distracted

- There were 362 fatal and severe injuries crashes in which distracted driving was a factor. This number is likely higher because these crash factors are typically underreported.

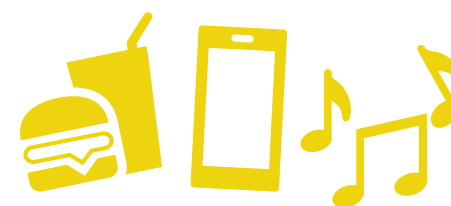
#### Ages Impacted

- The youngest age bracket (15 to 24 years old) experienced the highest number of fatal and severe injury crashes on average per year. These are the youngest, and least experienced, drivers on our roads, hinting at a need for more widespread driver education.

#### Fatal and Severe Crashes Contributing Factors - All Modes

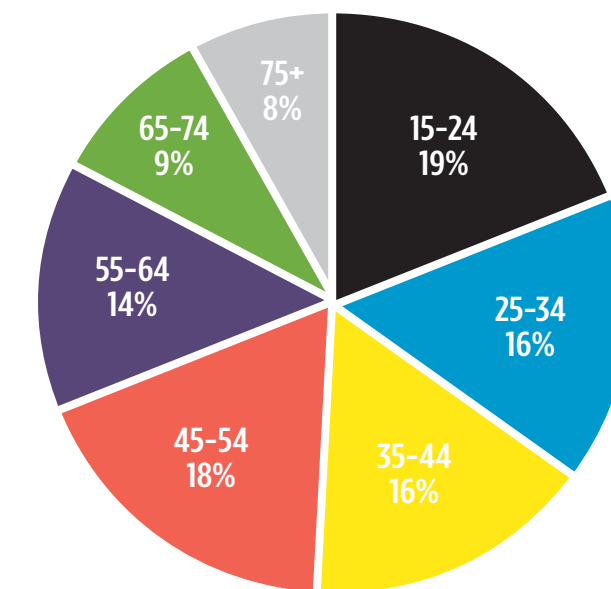


**11% ALCOHOL OR DRUGS**



**13% DISTRACTED DRIVING**

#### Age Ranges of Those Involved in Fatal & Severe Crashes



# HIGH INJURY NETWORK

## Where crashes happen

The most severe crashes are concentrated along certain corridors. The Vision Zero approach is to focus safety efforts on these corridors to make the greatest possible impact on severe crash rates. To identify the High Injury Network (HIN), a crash severity score was calculated for each functionally classified 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 severe injury and fatal crashes only. Locations with a higher severity score are experiencing more severe crashes, based on the FDOT crash costs. In considering all modes, the High Injury Network spans across 15-20% of the network, accounting for 55% of all fatal crashes and 15% of all severe injury crashes. From 2014 to 2018, 555 fatal and severe injury crashes occurred on these roads and intersections.



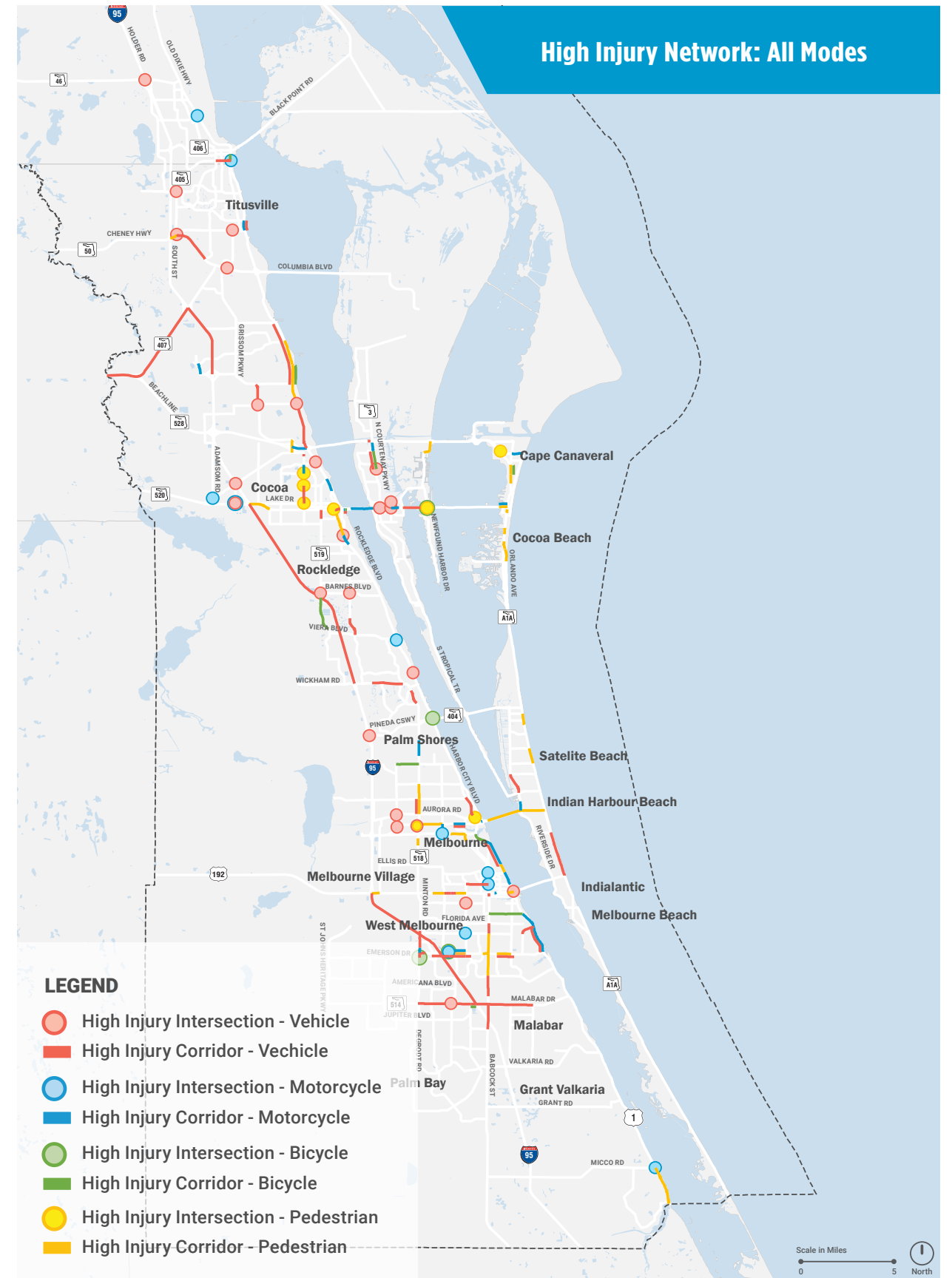
### How has a serious vehicle crash impacted your life?

"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**  
SCTPO Technical Advisory  
Committee Member





## High Injury Network: Vehicles

**44** segments  
**25** intersections

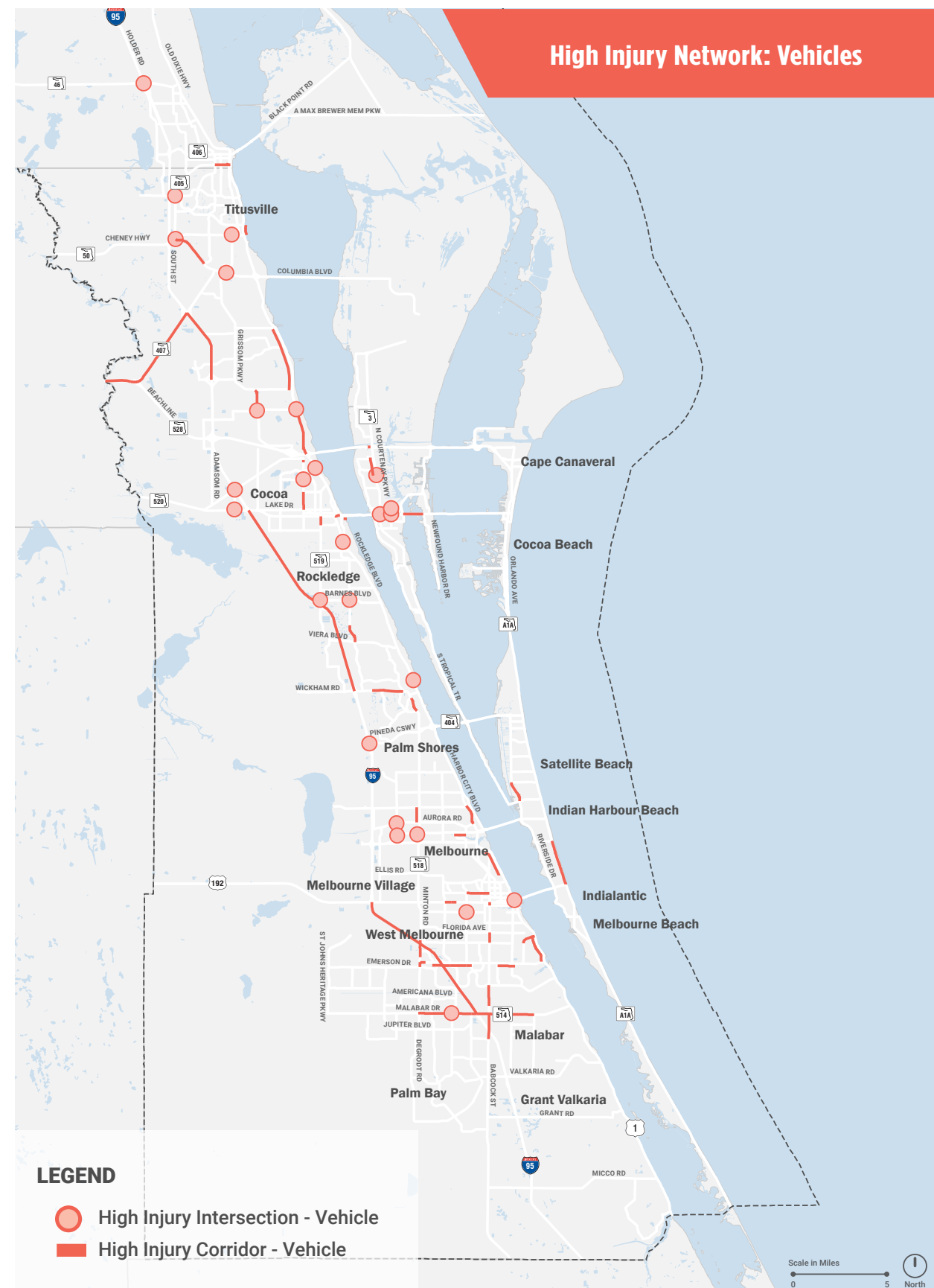
**21%** of severe vehicle crashes  
**14%** of all severe injury and fatal crashes

top 5 crash locations: corridors

Corridor	From	To	Jurisdiction	Crash Severity Score
MALABAR RD.	SAN FILIPPO DR.	I-95	PALM BAY	8,559
US 1	CAMP RD.	BROADWAY BLVD.	UNINCORPORATED COUNTY	7,858
US 1	BROADWAY BLVD.	FAY BLVD.	UNINCORPORATED COUNTY	7,577
US 192	MCCLAIN DR. (W MALL ENT)	SUNSET DR. (E MALL ENT)	UNINCORPORATED COUNTY	6,773
MINTON RD.	EMERSON DR.	PALM BAY RD.	PALM BAY	6,290

top 5 crash locations: intersections

Intersection	Jurisdiction	Crash Severity Score
CLEARLAKE@ROSETINE	COCOA	713
I-95@SR 524	COCOA	622
EAU GALLIE@WICKHAM	MELBOURNE	600
SR 520@FRIDAY	MELBOURNE	600
MALABAR@EMERSON	PALM BAY	436





## High Injury Network: Motorcycles

**24** segments

**13%** of severe motorcycle crashes

**11** intersections

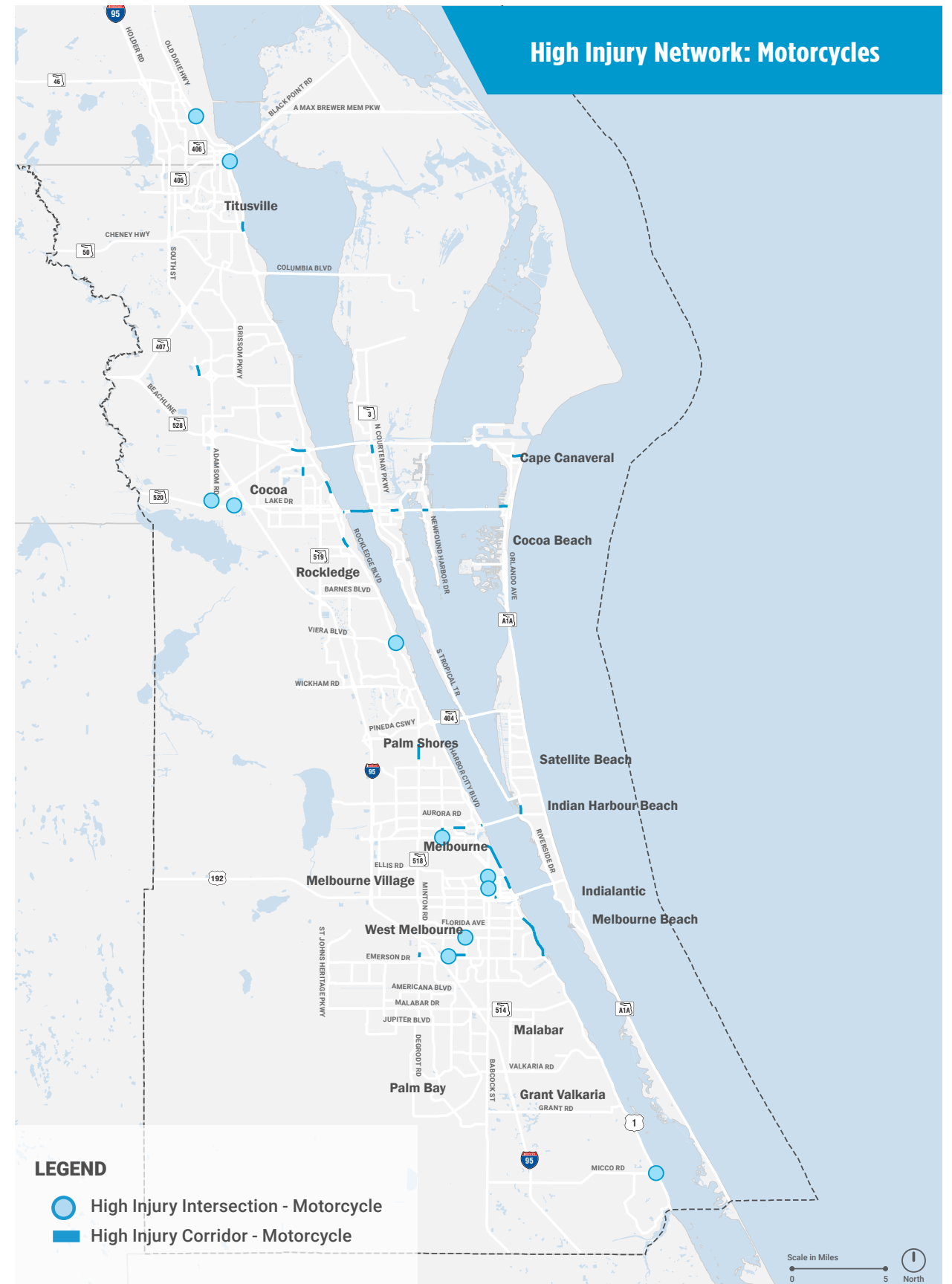
**2%** of all severe injury and fatal crashes

top 5 crash locations: corridors

Corridor	From	To	Jurisdiction	Crash Severity Score
EAU GALLIE BLVD. (WB Only)	PINEAPPLE AVE.	HIGHLAND AVE.	MELBOURNE	20,588
US 192	STRAWBRIDGE AVE.	PINE ST.	UNINCORPORATED COUNTY	16,035
US 1	RJ CONLAN BLVD.	UNIVERSITY BLVD.	PALM BAY	7,837
SR 520	EAST MERRITT ISLAND CAUSEWAY	SR A1A	COCOA BEACH	7,390
MINTON RD.	PALM BAY RD.	HIELD RD.	UNINCORPORATED COUNTY	6,061

top 5 crash locations: intersections

Intersection	Jurisdiction	Crash Severity Score
HOLLYWOOD@PALM BAY	PALM BAY	690
SR 520@FRIDAY	UNINCORPORATED COUNTY	600
BABCOCK@HIBISCUS BLVD	MELBOURNE	436
US 1@VIERA BLVD	UNINCORPORATED COUNTY	390
US 1@DAIRY	TITUSVILLE	390





## High Injury Network: Bicycles

**19** segments  
**4** intersections

**12%** of severe bicycle crashes  
**1%** of all severe injury and fatal crashes

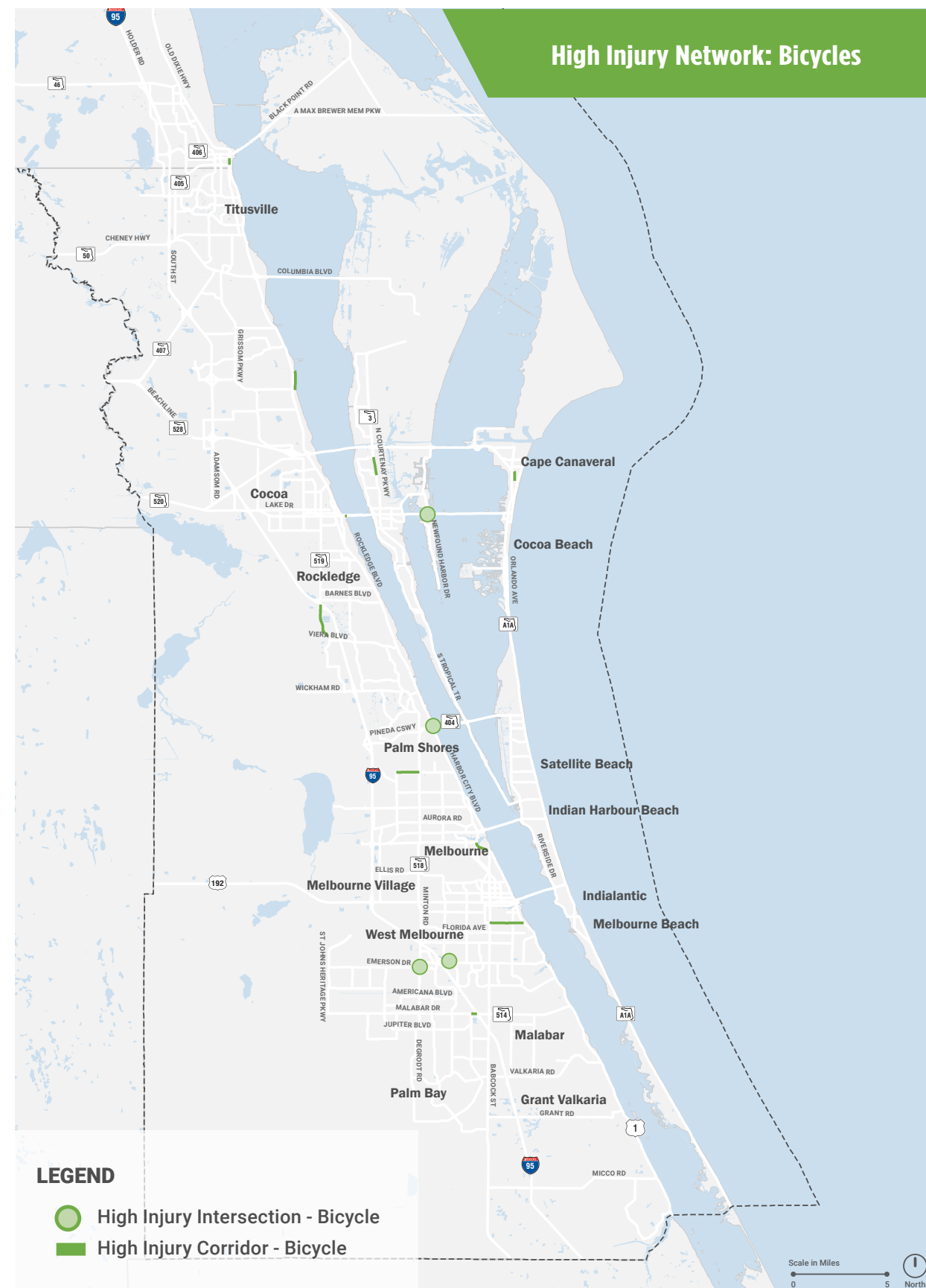
top 5 crash locations: corridors

Corridor	From	To	Jurisdiction	Crash Severity Score
SR AIA	BUCHANAN AVE.	N ATLANTIC AVE.	CAPE CANAVERAL	15,326
MALABAR RD.	SAN FILIPPO DR.	I-95	PALM BAY	8,559
US 1	CAMP RD.	BROADWAY BLVD.	UNINCORPORATED COUNTY	7,858
US 1 (SB HOPKINS AVE.)	MAIN ST.	SOUTH ST.	TITUSVILLE	5,444
SR 520 (EB)	DELANNOY AVE.	RIVEREDGE BLVD.	COCOA	3,814

top 4 crash locations: intersections

Intersection*	Jurisdiction	Crash Severity Score
SR 520@NEWFOUND HARBOR	UNINCORPORATED COUNTY	854
HOLLYWOOD@PALM BAY	PALM BAY	690
MINTON@EMERSON	PALM BAY	594
US 1@PINEDA CSWY	UNINCORPORATED COUNTY	300

\*For this mode, there are only four intersections to list.







## High Injury Network: Pedestrians

**30** segments

**29%** of severe pedestrian crashes

**8** intersections

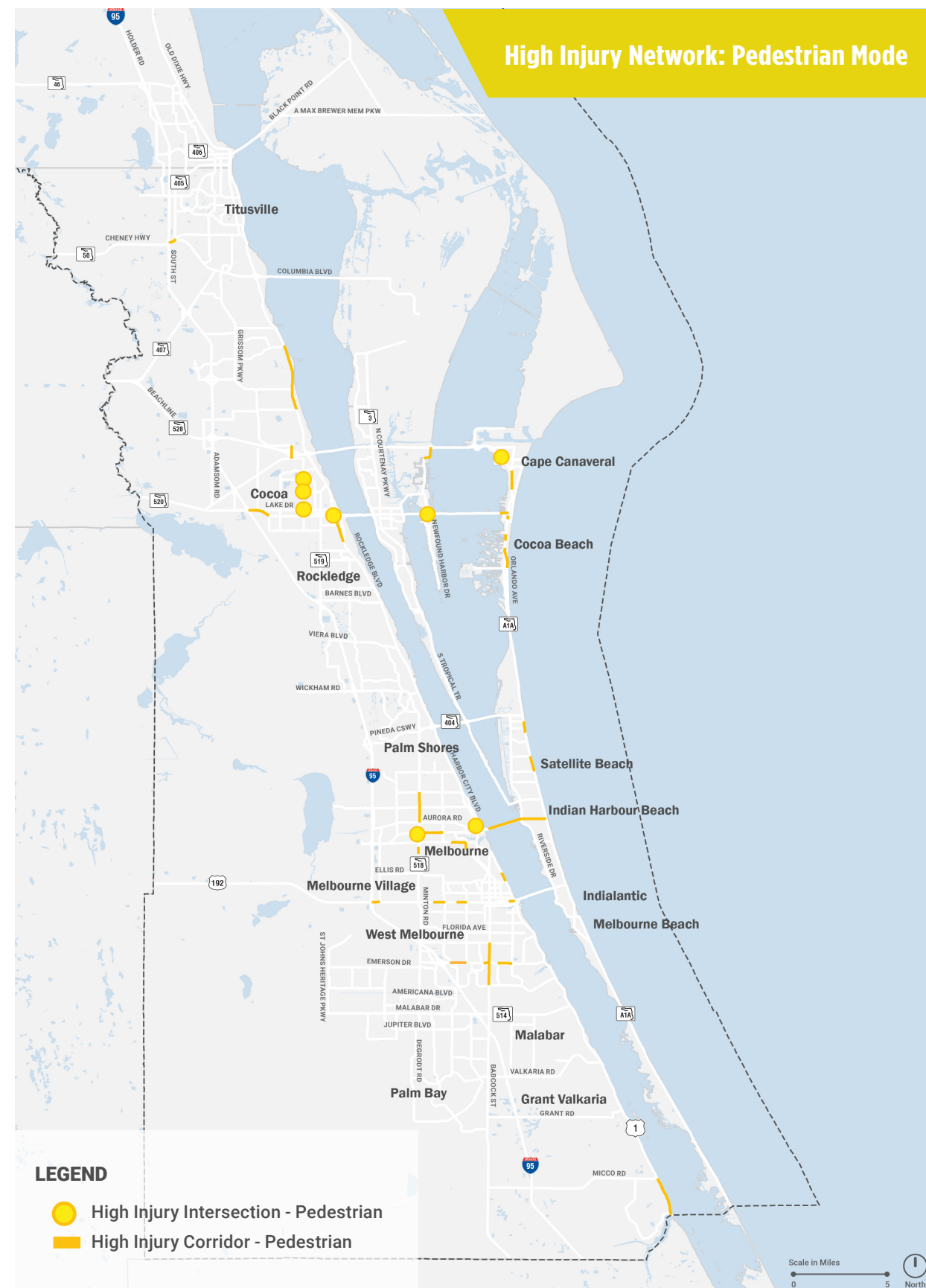
**3%** of all severe injury and fatal crashes

top 5 crash locations: corridors

Corridor	From	To	Jurisdiction	Crash Severity Score
SR AIA	ST. LUCIE LN.	MARION LN.	COCOA BEACH	17,280
SR AIA	BUCHANAN AVE.	N ATLANTIC AVE.	CAPE CANAVERAL	15,326
SR 50	I-95	SR 405	TITUSVILLE	8,816
US 192	I-95	JOHN RODES BLVD.	UNINCORPORATED COUNTY	8,181
US 1	CAMP RD.	BROADWAY BLVD.	UNINCORPORATED COUNTY	7,858

top 5 crash locations: intersections

Intersection	Jurisdiction	Crash Severity Score
SR 520@NEWFOUND HARBOR	UNINCORPORATED COUNTY	854
CLEARLAKE@ROSETINE	UNINCORPORATED COUNTY	713
SR 520@US 1	COCOA	690
EAU GALLIE@WICKHAM	MELBOURNE	600
CLEARLAKE@LAKE	UNINCORPORATED COUNTY	390



# ACTION PLAN

## What happens next?

The SCTPO has prioritized a set of strategies and actions to make progress toward the goal of eliminating fatal and severe injury crashes. They are organized into four areas: Leadership, Education, Safer Roadways, Safer Speeds, and Data-Driven Approach. The SCTPO 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 severe injuries for people walking, bicycling, riding motorcycles, and driving.



### Why are traffic safety initiatives such as Vision Zero so important to your community?

“An average of 3,700 people die every day on the roads; that’s 1.35 million over the course of a year.<sup>4</sup> For those aged five to twenty-nine, motor vehicle accidents are the #1 leading cause of death.<sup>5</sup> In addition to those killed, tens of millions suffer non-lethal injuries. For comparison’s sake, as

of April 20, COVID-19 was responsible for approximately 167,000 deaths worldwide – not quite one-eighth the number killed every year by cars”

**Bryan Lober**  
County Commissioner,  
Brevard County  
SCTPO Governing Board Member

4 | <https://www.cdc.gov/injury/features/global-road-safety/index.html> citing <https://www.who.int/publications-detail/global-status-report-on-road-safety-2018>

5 | <https://www.asirt.org/safe-travel/road-safety-facts/>

## Leadership

Leadership across agencies consistently prioritizes safety via a collaborative working group and other resource-sharing efforts. Decision-makers and system designers advance projects and policies for safe, equitable multi-modal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues.

Action	Purpose	Performance Metric	Level of Resources	Lead
Form a Vision Zero Steering Committee that meets regularly.	Cross-departmental and jurisdictional collaboration is core tenet of Vision Zero to bring together those who have responsibility and expertise in the key areas that impact safety. Institutionalizing change and seeing positive impacts will take multiple years. The Task Force should continue to review new data and work with the SCTPO to revise and introduce action items, initiatives, and strategies that focus on saving lives and reducing severe injuries.	Convene group quarterly	Medium ■ ■	SCTPO
Conduct Vision Zero workshops for engineering, planning and public health staff.	Vision Zero will be more readily implemented when understood by the government staff asked to implement the policies.	1 training/year	Medium ■ ■	SCTPO
Encourage local agencies to adopt Vision Zero Resolutions and/or Action Plan.	Shared goals and collaboration will strengthen the safety culture and accountability necessary for successful Vision Zero outcomes.	On going coordination	High ■ ■ ■	SCTPO, Municipalities
Develop and maintain a list of community resources and partner safety coalitions for posting on the SCTPO website and distributing to municipalities and partnering agencies.	There are numerous partners in the county who can support Vision Zero and have resources to help implement the Action Plan.	List completed and distributed/posted	Low ■	SCTPO
Present Vision Zero initiatives and updates to the Community Traffic Safety Team (CTST). Encourage member participation during outreach events.	To continue the Vision Zero conversation during implementation, use the existing CTST meeting as a platform for sharing and receiving updates from relevant agencies.	2 meetings/year	Low ■	SCTPO
Identify funding sources and help municipalities obtain funds.	Sustain momentum and longevity of Vision Zero. Potential funding sources: Governor’s Highway Safety Representative (NHTSA) Grant, Highway Safety Improvement Program from state DOTs, Transportation Alternative Program through the MPO/Federal Highway Administration (FHWA), Safe Routes to Schools program, and miscellaneous public health grants. An example of innovative funding from another Vision Zero city is One Percent For Safety (Columbia, MO)—1% of estimated project costs (for projects costing \$500,000+) is dedicated to implementing the Vision Zero Action Plan.	Funding sources updated annually	Low ■	SCTPO, Municipalities

Action	Purpose	Performance Metric	Level of Resources	Lead
Through partnership with Alert Today Florida, monitor and support policies related to continuing education for drivers as a requirement to renew licenses.	Keep drivers informed of latest traffic laws and how to behave when it comes to interactions with bicyclists and pedestrians.	Demonstrated progress	Low ■	SCTPO, Municipalities
The SCTPO will continue to look for ways to incentivize projects that fit Vision Zero principles.	As a funding and regional planning agency, there is an opportunity to leverage funding and policies to incentivize safety-first projects.	Demonstrated progress	Low ■	SCTPO, Municipalities

## Safer Speeds: Engineering & Enforcement

Encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles.

Action	Purpose	Performance Metric	Level of Resources	Lead
Work with FDOT and individual cities to implement best practices in setting target speeds and speed limits.	Speed is a fundamental predictor of crash survival. Lower speed limits are effective when they are supported by street design, enforcement and education that influences people to drive slower.	New target speed on one roadway/year	Medium ■ ■	SCTPO, Municipalities, FDOT
Advocate for stronger laws related to distracted driving.	Distracted driving is underreported in Brevard County but is a known problem. Each day in the United States, approximately nine people are killed and more than 1,000 injured in crashes that are reported to involve a distracted driver.	Demonstrated progress	Low ■	SCTPO, Municipalities
Evaluate resurfacing projects to identify opportunities to incorporate Complete Street elements and other safety countermeasures targeted towards vulnerable users.	This is a cost-effective way to incorporate countermeasures as part of a funded project.	2 projects/year incorporate elements	High ■ ■ ■	SCTPO, FDOT, Municipalities
Encourage enforcement efforts on the High Injury Network. Provide data to Law Enforcement to help focus them on the most dangerous behaviors (speeding, distraction, impairment).	Focusing limited resources on the HIN will lead to greater benefits related to traffic safety. Partner with Best Foot Forward to conduct high visibility enforcement (HVE) campaigns.	1 HVE /year	Medium ■ ■	SCTPO, FDOT, Sheriff, local police departments

Action	Purpose	Performance Metric	Level of Resources	Lead
Encourage use of speed feedback signs on high injury corridors.	Focusing limited resources on the HIN will lead to greater benefits related to traffic safety. When appropriately complemented by police enforcement, these can be an effective method for reducing speed at a desired location.	Two new signs/year	Low ■	SCTPO, FDOT, Municipalities
Target Vulnerable Road User High Injury Network to gather count data.	Counts will provide better data for designing the most effective countermeasures, such as leading pedestrian intervals (LPI).	Counts at 2 intersections/corridors	Medium ■ ■	SCTPO
Explore corridors where a speed management pilot would be applicable and could be deployed.	Speed is a fundamental predictor of crash survival. Lower speed limits are effective when they are supported by street design, enforcement and education that influences people to drive slower. Pilot studies can help identify low-cost strategies such as coordinated signal timing to encourage certain speeds and use of LPI to improve safety at intersections and their effectiveness.	1 corridors /year	Medium ■ ■	SCTPO, FDOT, Municipalities
Utilizing the High Injury Network, prioritize lighting projects to reduce crashes where dark/unlit conditions are an observed crash factor.	Darkness (or the absence of lighting) results in a disproportionately high number of crashes and fatalities relative to exposure, and in particular, those involving pedestrians. Focuses funding where it is most needed.	Prioritized list of lighting projects	Medium ■ ■	SCTPO, FDOT, Municipalities
Consider additional ways to prioritize identified safety concerns as part of the project prioritization process.	Focuses funding where it is most needed. Example prioritization criteria might include: <ul style="list-style-type: none"> <li>- Located on a High Injury Network for the targeted mode or provides a comparable alternate route to a High Injury Network</li> <li>- Statistically determined over-representation of severe crashes and/or targeted crash types</li> <li>- High frequency of crashes involving vulnerable road users</li> <li>- Proven cost effectiveness</li> <li>- Special priority for low-cost systemic treatments</li> </ul>	Number of segments/intersections receiving improvements compared to prior years.	Low ■	SCTPO, Municipalities, FDOT
Work with municipalities to implement ADA recommendations at transit stops and along the first and last mile routes to facilitate and encourage ridership.	Investment in public transit facilities is one of the most cost effective ways to enhance traffic safety and encourage ridership. The American Public Transportation Association reports that public transportation has less than a tenth the per-mile traffic casualty (injury or death) rate as automobile travel.	Implement recommendations for 2 transit stops/year	Medium ■ ■	SCTPO, FDOT, Municipalities
Encourage local agencies to review land use plans and development projects through the lens of Vision Zero	Decisions around such issues as land use zoning, development planning, and parking policies significantly impact the likelihood and severity of crashes and must be better coordinated with a focus on safety to protect the most vulnerable users.	As needed	Low ■	SCTPO, Municipalities

Action	Purpose	Performance Metric	Level of Resources	Lead
Explore aesthetic treatment of crosswalks in high-pedestrian areas.	Crosswalk treatments can communicate a message to drivers that they are entering a pedestrian area and need to pay attention, which calms traffic and improves safety. These treatments can also provide a sense of place and cultural identity. A review on compliance with the Manual on Uniform Traffic Control Devices (MUTCD) requirements must be completed.	A list of approved treatments.	Medium ■ ■	SCPTO, FDOT, Municipalities

## Education

Working together to save lives.

Action	Purpose	Performance Metric	Level of Resources	Lead
Implement a Vision Zero messaging campaign and evaluate effectiveness.	Working with the public to increase awareness, the SCTPO can help inspire a culture of safety. Social marketing has a history of success in influencing behavioral change for societal good, and is considered a proven safety countermeasure by the National Highway Traffic Safety Administration.	Campaign launched and evaluated yearly	Low ■	SCPTO, FDOT, Municipalities
Continue traffic safety programs targeting diverse populations.	Equitable and diverse programs should consider funding, ranges of abilities, and access to multimodal and safe travel options. Severe injury and fatal crashes are more likely for people living in poverty, people of color, the elderly, and people with disabilities. Additional vulnerable populations include young people and people who ride bicycles and walk.	Equitable distribution of safety programs	Low ■	SCTPO
Continue to meet with Safe School Access Team.	Improve safe access to schools for all modes of travel. Schools typically serve a diverse population and are an effective partner in sharing information on Vision Zero and roadway safety. School officials and teachers are trusted sources of information for parents and students and can be conduits of information that may otherwise be difficult to disseminate.	On-going participation in regular meetings	Low ■	SCPTO, Safe School Access Team
Provide support for outreach events.	Sharing information will raise awareness about the Vision Zero program and help to foster collaboration to achieve goals and influence policies.	As needed	Low ■	SCTPO
Establish and train a Speakers Bureau to present to community groups on Vision Zero.	A broader group of people will be able advocate for Vision Zero and share the message. It also lessens the burden for the MPO in speaking to community groups.	Members identified and trained	Low ■	Speakers Bureau, SCTPO
Encourage major employers in the County to support safe driving initiatives.	Employers are able to influence their employees through workplace policies, education, and incentives.	3 employers /year	Low ■	SCTPO

Action	Purpose	Performance Metric	Level of Resources	Lead
Deliver education messages for new roadway designs or traffic control devices with a focus on pedestrian and bicycle safety infrastructure to teach all users how to navigate the network.	Education/training programs bring driver awareness and help increase compliance with new infrastructure.	One training per year with newly implemented project	Low ■	SCPTO, Municipalities
Identify and partner with public health professionals to promote active transportation, mode choice to get to everyday destinations, and health benefits.	More people out walking and biking can improve safety, as everyone begins to pay more attention.	Participate in 1 joint event/year	Low ■	SCTPO, Public Health agencies
Sponsor a student contest to design wraps or banners for traffic control boxes, buses, benches, bus shelters, etc. related to Vision Zero messaging and traffic safety.	To inform students about Vision Zero and create a visual educational element for all modes of travel.	Contest sponsored and 1 project completed	Medium ■ ■	SCTPO
Through partnership with Alert Today Florida advocate for additional traffic safety education in Driver's Education Programs.	Driver behavior is a factor in a majority of fatal and serious injury crashes. Affecting driver decisions is a key part of improving traffic safety. Improved driver training can help prevent crashes or reduce the severity of injuries if they occur. For example, nationally, novice teen drivers are twice as likely as adult drivers to be in a fatal crash. Oregon statistics based on four years of data show that teens ages 15 to 20 without driver education are responsible for 91 percent of teen driver crashes.	Progress demonstrated	Low ■	SCPTO, FDOT, Municipalities
Work with state and local jurisdictions to include transportation safety training for drivers of taxicabs, limousines, and vehicles for hire.	Those who drive vehicles professionally have a special responsibility to prioritize safety on the roadway, especially where they must share the road with people walking and biking.	Progress demonstrated	Low ■	SCPTO, FDOT, Municipalities
With the impending arrival of passenger rail, deliver rail safety messages for all road users.	Education and messaging targeted at the new passenger rail services will establish a common set of behavioral expectations and proactively help people of all modes travel responsibly and safely when near the passenger rail facilities.	Quarterly Campaigns beginning in 2022 Annually thereafter	Medium ■ ■	SCPTO, FDOT, Virgin Train Service, Municipalities

# Data-Driven Approach, Transparency & Accountability

Action	Purpose	Performance Metric	Level of Resources	Lead
Maintain Safety Dashboard, Safety Program and Vision Zero web pages.	Data is necessary to inform decision-making, project prioritization, pilot treatment evaluation, and resource allocation.	Updated annually	Low ■	SCTPO
Produce annual Vision Zero report to track progress and update actions.	Ongoing monitoring is necessary to inform decision-making, project prioritization, pilot treatment evaluation, and resource allocation.	Updated annually	Low ■	SCTPO
Incorporate High Injury Network into Annual State of the System Report. Produce annual Safety Report.	Collaboration across plans and agencies unites stakeholders and further prioritizes shared goals.	Annual State of System Report includes HIN	Medium ■ ■	SCTPO
Participate in the Florida Traffic Records Coordinating Committee (TRCC) to improve traffic and crash data collection, reporting, and decision-making.	Variations in law enforcement reporting of crashes is leading to gaps in crash data needed to consistently track crashes over time.	Liaison joins the TRCC	Low ■	SCTPO
Hold focus groups with hospitals and trauma centers to identify ways to incorporate their data on severe injuries and fatalities related to traffic crashes while maintaining patient confidentiality.	Hospitals have additional demographic data related to traffic violence that can help identify trends and address equity issues.	2 focus group meetings held	Low ■	SCTPO



# TECHNICAL APPENDIX - HIGH INJURY NETWORK METHODOLOGY

The most severe crashes in Brevard County are concentrated along certain corridors and intersections. The Vision Zero approach is to focus safety efforts on these corridors to make the greatest possible impact on severe 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 severe injury and fatal crashes only. Locations with a higher severity score are experiencing more severe 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 severe crashes. Roadway segmentation was utilized in the High Injury Network for consistency with SCTPO's State of the System methodologies.

## Weighting Factors for Crash Severity Score

Severity	Crash Cost	Ratio	Weighting Factor
Fatal	\$10,670,000	\$10,670,000 / \$7,700	1,386
Incapacitating Injury	\$872,612	\$872,612 / \$7,700	113
Non-Incapacitating Injury	\$174,018	\$174,018 / \$7,700	22
Possible Injury	\$106,215	\$106,215 / \$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. High Injury Network roadway segments and intersections were selected by mode where the crash severity scores were within the highest cluster of crash severity scores representing approximately 5-10% of the network for each mode (with the exception of bicycle crashes which were more highly concentrated in certain areas). When considering all modes, the High Injury Network spans across 15-20% of the network, accounting for 55% of all fatal crashes and 15% of all severe injury crashes. From 2014 to 2018, 555 fatal and severe injury crashes occurred on these roads and intersections.

## 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	Bike HIN	Total Crash Severity Score
380	EAU GALLIE BLVD. (WB ONLY)	PINEAPPLE AVE.	HIGHLAND AVE.	MELBOURNE		●			20,588
278	SR A1A	ST. LUCIE LN.	MARION LN.	COCOA BEACH			●		17,280
451	US 192	STRAWBRIDGE AVE.	PINE ST.	MELBOURNE		●			16,035
283	SR A1A	BUCHANAN AVE.	N ATLANTIC AVE.	CAPE CANAVERAL			●	●	15,326
232	SR 50	I-95	SR 405	TITUSVILLE			●		8,816
492	MALABAR RD.	SAN FILIPPO DR.	I-95	PALM BAY	●			●	8,559
421	US 192	I-95	JOHN RODES BLVD.	WEST MELBOURNE			●		8,181
160	US 1	CAMP RD.	BROADWAY BLVD.	UNINCORPORATED COUNTY	●		●	●	7,858
343	US 1	RJ CONLAN BLVD.	UNIVERSITY BLVD.	PALM BAY		●			7,837
227	US 1	BROADWAY BLVD.	FAY BLVD.	UNINCORPORATED COUNTY	●		●		7,577
311	SR 520	EAST MERRITT ISLAND CAUSEWAY	SR A1A	COCOA BEACH		●	●		7,390
426	US 192	MCCLAIN DR. (W MALL ENT)	SUNSET DR. (E MALL ENT)	WEST MELBOURNE	●				6,773
488	MINTON RD.	EMERSON DR.	PALM BAY RD.	PALM BAY	●				6,290
87	SR 520 (WB)	FORREST AVE.	US 1	COCOA	●				6,138
470	PALM BAY RD.	RIVIERA DR.	BABCOCK ST.	UNINCORPORATED COUNTY			●		6,114
487	MINTON RD.	PALM BAY RD.	HIELD RD.	WEST MELBOURNE		●			6,061
475	PALM BAY RD.	KNECHT RD.	LIPSCOMB ST.	UNINCORPORATED COUNTY	●		●		6,036
508	US 192	WAVERLY PL.	US 1	MELBOURNE			●		5,899

ID #	Corridor	From	To	Jurisdiction	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bike HIN	Total Crash Severity Score
360	EAU GALLIE BLVD. (SR 518)	COMMODORE BLVD.	STEWART AVE.	MELBOURNE	●	●			5,877
539	US 1	PALM BAY RD.	RJ CONLAN BLVD.	PALM BAY	●	●			5,706
170	US 1	SR 50	KNOX MCRAE DR.	TITUSVILLE	●	●			5,598
150	SR 520	NEWFOUND HARBOR DR. DR.	N BANANA RIVER DR.	UNINCORPORATED COUNTY		●			5,475
467	PALM BAY RD.	HOLLYWOOD BLVD.	DAIRY RD.	PALM BAY	●	●	●		5,452
176	US 1 (SB HOPKINS AVE.)	MAIN ST.	SOUTH ST.	TITUSVILLE				●	5,444
363	US 192	HOLLYWOOD BLVD.	MCCLAIN DR. (W MALL ENT)	MELBOURNE	●				5,186
433	US 1	CHERRY ST.	BALLARD DR.	MELBOURNE	●	●			4,972
365	WICKHAM RD.	WRIGHT AVE.	FOUNTAINHEAD BLVD.	MELBOURNE				●	4,836
275	SR AIA	BAHAMA BLVD.	S BANANA RIVER BLVD.	COCOA BEACH				●	4,820
397	WICKHAM RD.	INTERLACHEN RD.	BAYTREE DR.	UNINCORPORATED COUNTY	●				4,360
24	US 1	ROSA JONES DR.	SR 520	COCOA				●	4,283
99	SR 520	PLUMOSA ST.	MALL ENTRANCE	UNINCORPORATED COUNTY		●			4,260
538	APOLLO BLVD.	ST. MICHAELS PL.	SARNO RD.	MELBOURNE				●	4,189
297	SR AIA	MCKINLEY AVE.	BUCHANAN AVE.	CAPE CANAVERAL				●	4,172
411	WICKHAM RD.	AURORA RD.	LAKE WASHINGTON RD.	MELBOURNE	●			●	4,152
257	SR AIA	CASSIA BLVD.	JACKSON CT.	SATELLITE BEACH				●	4,042
432	US 1	NASA BLVD.	CHERRY ST.	MELBOURNE				●	3,892
11	SR 520 (EB)	DELANNOY AVE.	RIVEREDGE BLVD.	COCOA	●			●	3,814
434	US 1	BALLARD DR.	SARNO RD.	MELBOURNE				●	3,642

ID #	Corridor	From	To	Jurisdiction	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bike HIN	Total Crash Severity Score
367	BABCOCK ST. (SR 507)	EBER BLVD.	FLORIDA AVE.	MELBOURNE	●				3,633
427	US 192	SUNSET DR. (E MALL ENT)	DAIRY RD.	WEST MELBOURNE			●		3,625
33	US 1	BARTON BLVD.	FLORIDA AVE.	ROCKLEDGE		●			3,615
273	SR AIA	N END OF ONE WAY PAIRS	TULIP AVE.	COCOA BEACH			●		3,553
335	CROTON RD.	SARNO RD.	EAU GALLIE BLVD.	MELBOURNE		●			3,504
152	N. COURTENAY PKWY. (SR 3)	PIONEER RD.	S RAMPS SR 528	UNINCORPORATED COUNTY		●			3,498
449	BABCOCK ST.	FOUNDATION PARK BLVD.	MALABAR RD.	PALM BAY	●				3,477
136	N. COURTENAY PKWY. (SR 3)	CROCKETT BLVD.	PIONEER RD.	UNINCORPORATED COUNTY	●			●	3,475
32	CLEARLAKE RD. (SR 501)	ROSETINE ST.	MICHIGAN AVE.	COCOA		●			3,453
101	SR 520	HUMPHREY BRIDGE	N. TROPICAL TR.	UNINCORPORATED COUNTY		●			3,432
431	US 1	HIBISCUS BLVD.	NASA BLVD.	MELBOURNE		●			3,333
251	S. PATRICK DR. (SR 513)	EAU GALLIE BLVD.	YACHT CLUB	INDIAN HARBOUR BEACH		●			3,227
38	FISKE BLVD. (SR 519)	ROSA JONES DR.	SR 520	COCOA	●				3,139
425	US 192	WINDOVER SQUARE ENTRANCE	HOLLYWOOD BLVD.	WEST MELBOURNE			●		3,090
50	CLEARLAKE RD. (SR 501)	OTTERBEIN AVE.	N. WALMART ENTRANCE	COCOA	●				3,087
494	MALABAR RD. (SR 514)	BABCOCK ST.	COREY RD.	MALABAR	●				3,072
159	US 1	CANAVERAL GROVES BLVD.	CAMP RD.	UNINCORPORATED COUNTY			●		2,930
196	GRISSOM PKWY.	CANAVERAL GROVES BLVD.	CAMP RD.	UNINCORPORATED COUNTY	●				2,891
524	GOLFVIEW AVE.	PORT ST. JOHN PKWY	FAY BLVD.	UNINCORPORATED COUNTY		●			2,757
301	CENTRAL BLVD.	N ATLANTIC AVE.	RIDGEWOOD AVE.	CAPE CANAVERAL		●			2,739
226	US 1	SR 528	CANAVERAL GROVES BLVD.	COCOA	●				2,737

ID #	Corridor	From	To	Jurisdiction	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bike HIN	Total Crash Severity Score
416	US 1	INDIAN RIVER COUNTY LINE	MICCO RD.	UNINCORPORATED COUNTY			●		2,737
198	INDUSTRY RD. (SR 524)	SR 524	GRISSOM PKWY.	COCOA			●		2,674
466	PALM BAY RD.	I-95 EAST RAMP	HOLLYWOOD BLVD.	PALM BAY	●				2,662
228	US 1	FAY BLVD.	KINGS HWY.	UNINCORPORATED COUNTY	●				2,576
493	MALABAR RD. (SR 514)	I-95	BABCOCK ST.	PALM BAY	●				2,548
444	BABCOCK ST. (SR 507)	PALM BAY RD.	EBER BLVD.	MELBOURNE			●		2,535
389	WICKHAM RD.	KENSINGTON DR.	MARIAH DR.	MELBOURNE		●			2,495
544	SR AIA	BERKELEY ST.	OCEAN BLVD.	UNINCORPORATED COUNTY			●		2,494
498	SARNO RD.	GARFIELD ST.	APOLLO BLVD.	MELBOURNE			●		2,486
272	SR AIA (NB ONLY)	MINUTEMEN CSWY.	N END OF ONE WAY PAIRS	COCOA BEACH			●		2,418
960	I-95	FISKE BLVD.	SR 520	UNINCORPORATED COUNTY	●				2,352
920	I-95	PALM BAY RD.	US 192	WEST MELBOURNE	●				2,351
21	US 1	FORREST AVE.	DIXON BLVD.	COCOA		●			2,317
563	RJ CONLAN BLVD.	COMMERCE PARK DR.	US 1	PALM BAY	●				2,285
2	SR 520	I-95	BURNETT RD.	UNINCORPORATED COUNTY			●		2,248
214	SR 405 (SOUTH)	PARK AVE.	WASHINGTON AVE.	TITUSVILLE	●				2,239
402	WICKHAM RD.	JORDAN BLASS DR.	ST. ANDREWS DR.	UNINCORPORATED COUNTY	●				2,209
443	BABCOCK ST. (SR 507)	PORT MALABAR BLVD.	PALM BAY RD.	PALM BAY			●		2,181
412	WICKHAM RD.	LAKE WASHINGTON RD.	PARKWAY DR.	MELBOURNE			●		2,160
225	SR 407	SR 528	I-95	UNINCORPORATED COUNTY	●				2,147

ID #	Corridor	From	To	Jurisdiction	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bike HIN	Total Crash Severity Score
10	SR 520 (EB)	BREVARD AVE.	DELANNOY AVE.	COCOA		●			2,140
513	MALABAR RD.	EMERSON DR.	SAN FILIPPO DR.	PALM BAY	●				2,116
250	SR AIA	US 192	PARADISE BLVD.	INDIALANTIC	●				2,112
92	SR 528	INDUSTRY RD.	US 1	COCOA		●			2,094
30	CLEARLAKE RD. (SR 501)	LAKE DR.	DIXON BLVD.	COCOA	●				2,086
13	SR 520 (WB)	DELANNOY AVE.	BREVARD AVE.	COCOA	●				2,084
560	HIBISCUS BLVD.	DAIRY RD.	BABCOCK ST.	MELBOURNE	●				2,075
952	I-95	WICKHAM RD.	FISKE BLVD.	UNINCORPORATED COUNTY	●				2,024
293	EAU GALLIE BLVD. (SR 518)	S PATRICK DR.	SR AIA	MELBOURNE			●		1,933
91	SR 528	ORANGE CO	SR 407	UNINCORPORATED COUNTY	●				1,912
486	MINTON RD.	HIELD RD.	EBER BLVD.	WEST MELBOURNE	●				1,909
312	EAU GALLIE BLVD. (SR 518)	CAUSEWAY	S PATRICK DR.	MELBOURNE			●		1,873
602	N. BANANA RIVER DR.	MARTIN BLVD.	SR 528	UNINCORPORATED COUNTY			●		1,873
478	PALM BAY RD.	MINTON RD.	ATHENS DR.	UNINCORPORATED COUNTY	●				1,838
529	MURRELL RD.	VIERA BLVD.	CLUB HOUSE DR.	UNINCORPORATED COUNTY	●				1,821
88	US 1	FLORIDA AVE.	ROSA JONES DR.	ROCKLEDGE			●		1,821
476	PALM BAY RD.	LIPSCOMB ST.	TROUTMAN BLVD.	UNINCORPORATED COUNTY	●				1,769
149	SR 520	SYKES CREEK PKWY.	NEWFOUND HARBOR DR.	UNINCORPORATED COUNTY	●				1,693
399	WICKHAM RD.	PINEHURST AVE.(N)	INTERLACHEN RD.	UNINCORPORATED COUNTY	●				1,600
359	EAU GALLIE BLVD. (SR 518)	WICKHAM RD.	CROTON RD.	MELBOURNE			●		1,592



# 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 #	Corridor	From	To	Jurisdiction	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bike HIN	Total Crash Severity Score
155	N. COURTENAY PKWY. (SR 3)	S RAMPS SR 528	N RAMPS SR 528	UNINCORPORATED COUNTY	●				1,554
218	SR 405 (COLUMBIA)	SR 50	BARNA AVE.	TITUSVILLE	●				1,511
460	BABCOCK ST. (SR 507)	MELBOURNE AVE.	US 192	MELBOURNE	●				1,493
329	POST RD.	PINECONE RD.	WICKHAM RD.	MELBOURNE				●	1,489
541	S. PATRICK DR. (SR 513)	BANANA RIVER DRIVE	DESOTO PKWY.	INDIAN HARBOUR BEACH	●				1,456
450	US 1	AURORA RD.	LAKE WASHINGTON RD.	MELBOURNE	●	●			1,418
468	PALM BAY RD.	DAIRY RD.	PORT MALABAR RD.	PALM BAY	●				1,374
995	I-95	PORT ST. JOHNS	SR 407	UNINCORPORATED COUNTY	●	●			1,367
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
341	UNIVERSITY BLVD.	BABCOCK ST.	US 1	MELBOURNE				●	1,159
606	STADIUM PKWY.	ROSEMOUNT DR.	I-95/FISKE BLVD.	UNINCORPORATED				●	1,045

ID #	Intersection	Jurisdiction	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bike HIN	Total Crash Severity Score
INT75	SR 520@NEWFOUND HARBOR	UNINCORPORATED COUNTY			●	●	854
INT41	CLEARLAKE@ROSETINE	UNINCORPORATED COUNTY	●		●		713
INT151	HOLLYWOOD@PALM BAY	PALM BAY		●		●	690
INT26	SR 520@US 1	COCOA			●		690
INT58	I-95@SR 524	COCOA	●				622
INT19	SR 520@FRIDAY	UNINCORPORATED COUNTY	●	●			600
INT181	EAU GALLIE@WICKHAM	MELBOURNE	●		●		600
INT223	MINTON@EMERSON	PALM BAY				●	594
INT224	MALABAR@EMERSON	PALM BAY	●				436
INT216	BABCOCK@HIBISCUS BLVD	MELBOURNE		●			436
INT100	US 1@CANAVERAL GROVES	UNINCORPORATED COUNTY	●				413
INT39	CLEARLAKE@LAKE	UNINCORPORATED COUNTY			●		390
INT45	US 1@VIERA BLVD	UNINCORPORATED COUNTY		●			390
INT106	US 1@DAIRY	TITUSVILLE		●			390
INT165	CROTON@SARNO	MELBOURNE		●			368
INT195	US 1@ US 192	MELBOURNE	●				368
INT68	SR 520@S. COURTENAY	UNINCORPORATED COUNTY	●				345
INT69	SR 520@PLUMOSA	UNINCORPORATED COUNTY	●				345

ID #	Intersection	Jurisdiction	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bike HIN	Total Crash Severity Score
INT91	N. COURTENAY@CROCKETT	UNINCORPORATED COUNTY	●				345
INT220	DAIRY@EBER	MELBOURNE		●			345
INT40	CLEARLAKE@DIXON	COCOA			●		345
INT34	US 1@MICHIGAN	COCOA	●				345
INT128	I-95@SR 46	UNINCORPORATED COUNTY	●				345
INT114	US 1 (NB WASHINGTON)@SR 405	TITUSVILLE		●			322
INT51	MURRELL@BARNES	ROCKLEDGE	●				322
INT105	SR 50@SR 405 (COLUMBIA)	TITUSVILLE	●				322
INT193	TURTLEMOUND@AURORA	UNINCORPORATED COUNTY	●				322
INT211	EAU GALLIE@TURTLEMOUND	MELBOURNE	●				322
INT43	US 1@FLORIDA	ROCKLEDGE	●				300
INT49	FISKE@BARNES	UNINCORPORATED COUNTY	●				300
INT73	MERRITT AVE@PLUMOSA	UNINCORPORATED COUNTY	●				300
INT102	SR 50@SISSON	TITUSVILLE	●				300
INT137	SR 405 (SOUTH)@FOX LAKE	TITUSVILLE	●				300
INT139	SR 405 (COLUMBIA)@SISSON	TITUSVILLE	●				300
INT180	DAIRY@HENRY	WEST MELBOURNE	●				300
INT236	PINEDA CSWY@I-95	UNINCORPORATED COUNTY	●				300
INT175	NASA@BABCOCK	MELBOURNE		●			300
INT201	US 1@MICCO	UNINCORPORATED COUNTY		●			300
INT13	SR AIA@CENTRAL	CAPE CANAVERAL			●		300

ID #	Intersection	Jurisdiction	Vehicle HIN	Motorcycle HIN	Pedestrian HIN	Bike HIN	Total Crash Severity Score
INT192	AURORA@US 1	MELBOURNE			●		300
INT63	US 1@PINEDA CSWY	UNINCORPORATED COUNTY				●	300
INT30	PINEHURST@SPYGLASS HILL	UNINCORPORATED COUNTY	●				277
INT125	GRISSOM@CANAVERAL GROVES	UNINCORPORATED COUNTY	●				277
INT59	SR 524@ADAMSON	UNINCORPORATED COUNTY		●			277

## HIN Corridors & Intersections by Mode

### Vehicle High Injury Corridors

ID#	Corridor	From	To	Jurisdiction	Crash Severity Score
492	MALABAR RD.	SAN FILIPPO DR.	I-95	PALM BAY	8,559
160	US 1	CAMP RD.	BROADWAY BLVD.	UNINCORPORATED COUNTY	7,858
227	US 1	BROADWAY BLVD.	FAY BLVD.	UNINCORPORATED COUNTY	7,577
426	US 192	MCCLAIN DR. (W MALL ENT)	SUNSET DR. (E MALL ENT)	WEST MELBOURNE	6,773
488	MINTON RD.	EMERSON DR.	PALM BAY RD.	PALM BAY	6,290
87	SR 520 (WB)	FORREST AVE.	US 1	COCOA	6,138
475	PALM BAY RD.	KNECHT RD.	LIPSCOMB ST.	UNINCORPORATED COUNTY	6,036
360	EAU GALLIE BLVD. (SR 518)	COMMODORE BLVD.	STEWART AVE.	MELBOURNE	5,877
539	US 1	PALM BAY RD.	RJ CONLAN BLVD.	PALM BAY	5,706
170	US 1	SR 50	KNOX MCRAE DR.	TITUSVILLE	5,598
467	PALM BAY RD.	HOLLYWOOD BLVD.	DAIRY RD.	PALM BAY	5,452

ID#	Corridor	From	To	Jurisdiction	Crash Severity Score
363	US 192	HOLLYWOOD BLVD.	MCCLAIN DR. (W MALL ENT)	MELBOURNE	5,186
433	US 1	CHERRY ST.	BALLARD DR.	MELBOURNE	4,972
397	WICKHAM RD.	INTERLACHEN RD.	BAYTREE DR.	UNINCORPORATED COUNTY	4,360
411	WICKHAM RD.	AURORA RD.	LAKE WASHINGTON RD.	MELBOURNE	4,152
11	SR 520 (EB)	DELANNOY AVE.	RIVEREDGE BLVD.	COCOA	3,814
367	BABCOCK ST. (SR 507)	EBER BLVD.	FLORIDA AVE.	MELBOURNE	3,633
449	BABCOCK ST.	FOUNDATION PARK BLVD.	MALABAR RD.	PALM BAY	3,477
136	N. COURTENAY PKWY. (SR 3)	CROCKETT BLVD.	PIONEER RD.	UNINCORPORATED COUNTY	3,475
38	FISKE BLVD. (SR 519)	ROSA JONES DR.	SR 520	COCOA	3,139
50	CLEARLAKE RD. (SR 501)	OTTERBEIN AVE.	N. WALMART ENTRANCE	COCOA	3,087
494	MALABAR RD. (SR 514)	BABCOCK ST.	COREY RD.	MALABAR	3,072
196	GRISSOM PKWY.	CANAVERAL GROVES BLVD.	CAMP RD.	UNINCORPORATED COUNTY	2,891
226	US 1	SR 528	CANAVERAL GROVES BLVD.	COCOA	2,737
466	PALM BAY RD.	I-95 EAST RAMP	HOLLYWOOD BLVD.	PALM BAY	2,662
228	US 1	FAY BLVD.	KINGS HWY.	UNINCORPORATED COUNTY	2,576
493	MALABAR RD. (SR 514)	I-95	BABCOCK ST.	PALM BAY	2,548
960	I-95	FISKE BLVD.	SR 520	UNINCORPORATED COUNTY	2,352
920	I-95	PALM BAY RD.	US 192	WEST MELBOURNE	2,351
563	RJ CONLAN BLVD.	COMMERCE PARK DR.	US 1	PALM BAY	2,285
214	SR 405 (SOUTH)	PARK AVE.	WASHINGTON AVE.	TITUSVILLE	2,239
402	WICKHAM RD.	JORDAN BLASS DR.	ST. ANDREWS DR.	UNINCORPORATED COUNTY	2,209
225	SR 407	SR 528	I-95	UNINCORPORATED COUNTY	2,147
513	MALABAR RD.	EMERSON DR.	SAN FILIPPO DR.	PALM BAY	2,116

ID#	Corridor	From	To	Jurisdiction	Crash Severity Score
250	SR AIA	US 192	PARADISE BLVD.	INDIALANTIC	2,112
30	CLEARLAKE RD. (SR 501)	LAKE DR.	DIXON BLVD.	COCOA	2,086
13	SR 520 (WB)	DELANNOY AVE.	BREVARD AVE.	COCOA	2,084
560	HIBISCUS BLVD.	DAIRY RD.	BABCOCK ST.	MELBOURNE	2,075
952	I-95	WICKHAM RD.	FISKE BLVD.	UNINCORPORATED COUNTY	2,024
91	SR 528	ORANGE CO	SR 407	UNINCORPORATED COUNTY	1,912
486	MINTON RD.	HIELD RD.	EBER BLVD.	WEST MELBOURNE	1,909
478	PALM BAY RD.	MINTON RD.	ATHENS DR.	UNINCORPORATED COUNTY	1,838
529	MURRELL RD.	VIERA BLVD.	CLUB HOUSE DR.	UNINCORPORATED COUNTY	1,821
476	PALM BAY RD.	LIPSCOMB ST.	TROUTMAN BLVD.	UNINCORPORATED COUNTY	1,769
149	SR 520	SYKES CREEK PKWY.	NEWFOUND HARBOR DR.	UNINCORPORATED COUNTY	1,693
399	WICKHAM RD.	PINEHUSRT AVE.(N)	INTERLACHEN RD.	UNINCORPORATED COUNTY	1,600
155	N. COURTENAY PKWY. (SR 3)	S RAMPS SR 528	N RAMPS SR 528	UNINCORPORATED COUNTY	1,554
218	SR 405 (COLUMBIA)	SR 50	BARNA AVE.	TITUSVILLE	1,511
460	BABCOCK ST. (SR 507)	MELBOURNE AVE.	US 192	MELBOURNE	1,493
541	S. PATRICK DR. (SR 513)	BANANA RIVER DRIVE	DESOTO PKWY.	INDIAN HARBOUR BEACH	1,456
450	US 1	AURORA RD.	LAKE WASHINGTON RD.	MELBOURNE	1,418
468	PALM BAY RD.	DAIRY RD.	PORT MALABAR RD.	PALM BAY	1,374
995	I-95	PORT ST. JOHNS	SR 407	UNINCORPORATED COUNTY	1,367
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
INT41	CLEARLAKE@ROSETINE	UNINCORPORATED COUNTY	713
INT58	I-95@SR 524	COCOA	622
INT181	EAU GALLIE@WICKHAM	MELBOURNE	600
INT19	SR 520@FRIDAY	UNINCORPORATED COUNTY	600
INT224	MALABAR@EMERSON	PALM BAY	436
INT100	US 1@CANAVERAL GROVES	UNINCORPORATED COUNTY	413
INT195	US 1@ US 192	MELBOURNE	368
INT68	SR 520@S. COURTENAY	UNINCORPORATED COUNTY	345
INT69	SR 520@PLUMOSA	UNINCORPORATED COUNTY	345
INT91	N. COURTENAY@CROCKETT	UNINCORPORATED COUNTY	345
INT34	US 1@MICHIGAN	COCOA	345
INT128	I-95@SR 46	UNINCORPORATED COUNTY	345
INT211	EAU GALLIE@TURTLEMOUND	MELBOURNE	322
INT51	MURRELL@BARNES	ROCKLEDGE	322
INT105	SR 50@SR 405 (COLUMBIA)	TITUSVILLE	322
INT193	TURTLEMOUND@AURORA	UNINCORPORATED COUNTY	322
INT43	US 1@FLORIDA	ROCKLEDGE	300
INT102	SR 50@SISSON	TITUSVILLE	300
INT139	SR 405 (COLUMBIA)@SISSON	TITUSVILLE	300
INT49	FISKE@BARNES	UNINCORPORATED COUNTY	300
INT73	MERRITT AVE@PLUMOSA	UNINCORPORATED COUNTY	300
INT137	SR 405 (SOUTH)@FOX LAKE	TITUSVILLE	300

ID#	Intersection	Jurisdiction	Crash Severity Score
INT236	PINEDA CSWY@I-95	UNINCORPORATED COUNTY	300
INT180	DAIRY@HENRY	WEST MELBOURNE	300
INT30	PINEHURST@SPYGLASS HILL	UNINCORPORATED COUNTY	277
INT125	GRISSOM@CANAVERAL GROVES	UNINCORPORATED COUNTY	277

## Motorcycle High Injury Corridors

ID#	Corridor	From	To	Jurisdiction	Crash Severity Score
380	EAU GALLIE BLVD. (WB Only)	PINEAPPLE AVE.	HIGHLAND AVE.	MELBOURNE	20,588
451	US 192	STRAWBRIDGE AVE.	PINE ST.	MELBOURNE	16,035
343	US 1	RJ CONLAN BLVD.	UNIVERSITY BLVD.	PALM BAY	7,837
311	SR 520	EAST MERRITT ISLAND CAUSEWAY	SR A1A	COCOA BEACH	7,390
487	MINTON RD.	PALM BAY RD.	HIELD RD.	WEST MELBOURNE	6,061
360	EAU GALLIE BLVD. (SR 518)	COMMODORE BLVD.	STEWART AVE.	MELBOURNE	5,877
539	US 1	PALM BAY RD.	RJ CONLAN BLVD.	PALM BAY	5,706
170	US 1	SR 50	KNOX MCRAE DR.	TITUSVILLE	5,598
150	SR 520	NEWFOUND HARBOR DR.	N BANANA RIVER DR.	UNINCORPORATED COUNTY	5,475
467	PALM BAY RD.	HOLLYWOOD BLVD.	DAIRY RD.	PALM BAY	5,452
433	US 1	CHERRY ST.	BALLARD DR.	MELBOURNE	4,972
99	SR 520	PLUMOSA ST.	MALL ENTRANCE	UNINCORPORATED COUNTY	4,260
33	US 1	BARTON BLVD.	FLORIDA AVE.	ROCKLEDGE	3,615
335	CROTON RD.	SARNO RD.	EAU GALLIE BLVD.	MELBOURNE	3,504
152	N. COURTENAY PKWY. (SR 3)	PIONEER RD.	S RAMPS SR 528	UNINCORPORATED COUNTY	3,498
32	CLEARLAKE RD. (SR 501)	ROSETINE ST.	MICHIGAN AVE.	COCOA	3,453

ID#	Corridor	From	To	Jurisdiction	Crash Severity Score
101	SR 520	HUMPHREY BRIDGE	N.TROPICAL TR.	UNINCORPORATED COUNTY	3,432
431	US 1	HIBISCUS BLVD.	NASA BLVD.	MELBOURNE	3,333
251	S. PATRICK DR. (SR 513)	EAU GALLIE BLVD.	YACHT CLUB	INDIAN HARBOUR BEACH	3,227
524	GOLFVIEW AVE.	PORT ST. JOHN PKWY	FAY BLVD.	UNINCORPORATED COUNTY	2,757
301	CENTRAL BLVD.	N ATLANTIC AVE.	RIDGEWOOD AVE.	CAPE CANAVERAL	2,739
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
INT151	HOLLYWOOD@PALM BAY	PALM BAY	690
INT19	SR 520@FRIDAY	UNINCORPORATED COUNTY	600
INT216	BABCOCK@HIBISCUS BLVD	MELBOURNE	436
INT45	US 1@VIERA BLVD	UNINCORPORATED COUNTY	390
INT106	US 1@DAIRY	TITUSVILLE	390
INT165	CROTON@SARNO	MELBOURNE	368
INT220	DAIRY@EBER	MELBOURNE	345
INT114	US 1 (NB WASHINGTON)@SR 405	TITUSVILLE	322
INT175	NASA@BABCOCK	MELBOURNE	300
INT201	US 1@MICCO	UNINCORPORATED COUNTY	300
INT59	SR 524@ADAMSON	UNINCORPORATED COUNTY	277

## Bicycle High Injury Corridors

ID#	Corridor	From	To	Jurisdiction	Crash Severity Score
283	SR AIA	BUCHANAN AVE.	N ATLANTIC AVE.	CAPE CANAVERAL	15,326
492	MALABAR RD.	SAN FILIPPO DR.	I-95	PALM BAY	8,559
160	US 1	CAMP RD.	BROADWAY BLVD.	UNINCORPORATED COUNTY	7,858
176	US 1 (SB HOPKINS AVE.)	MAIN ST.	SOUTH ST.	TITUSVILLE	5,444
11	SR 520 (EB)	DELANNOY AVE.	RIVEREDGE BLVD.	COCOA	3,814
434	US 1	BALLARD DR.	SARNO RD.	MELBOURNE	3,642
136	N. COURTENAY PKWY. (SR 3)	CROCKETT BLVD.	PIONEER RD.	UNINCORPORATED COUNTY	3,475
329	POST RD.	PINECONE RD.	WICKHAM RD.	MELBOURNE	1,489
341	UNIVERSITY BLVD.	BABCOCK ST.	US 1	MELBOURNE	1,159
606	STADIUM PKWY.	ROSEMOUNT DR.	I-95/FISKE BLVD.	UNINCORPORATED COUNTY	1,045

## Bicycle High Injury Intersections

ID#	Intersection	Jurisdiction	Crash Severity Score
INT75	SR 520@NEWFOUND HARBOR	UNINCORPORATED COUNTY	854
INT151	HOLLYWOOD@PALM BAY	PALM BAY	690
INT223	MINTON@EMERSON	PALM BAY	594
INT63	US 1@PINEDA CSWY	UNINCORPORATED COUNTY	300

## Pedestrian High Injury Corridors

ID#	Corridor	From	To	Jurisdiction	Crash Severity Score
278	SR AIA	ST. LUCIE LN.	MARION LN.	COCOA BEACH	17,280
283	SR AIA	BUCHANAN AVE.	N ATLANTIC AVE.	CAPE CANAVERAL	15,326

ID#	Corridor	From	To	Jurisdiction	Crash Severity Score
232	SR 50	I-95	SR 405	TITUSVILLE	8,816
421	US 192	I-95	JOHN RODES BLVD.	WEST MELBOURNE	8,181
160	US 1	CAMP RD.	BROADWAY BLVD.	UNINCORPORATED COUNTY	7,858
227	US 1	BROADWAY BLVD.	FAY BLVD.	UNINCORPORATED COUNTY	7,577
311	SR 520	EAST MERRITT ISLAND CAUSEWAY	SR A1A	COCOA BEACH	7,390
470	PALM BAY RD.	RIVIERA DR.	BABCOCK ST.	UNINCORPORATED COUNTY	6,114
475	PALM BAY RD.	KNECHT RD.	LIPSCOMB ST.	UNINCORPORATED COUNTY	6,036
508	US 192	WAVERLY PL.	US 1	MELBOURNE	5,899
467	PALM BAY RD.	HOLLYWOOD BLVD.	DAIRY RD.	PALM BAY	5,452
365	WICKHAM RD.	WRIGHT AVE.	FOUNTAINHEAD BLVD.	MELBOURNE	4,836
275	SR A1A	BAHAMA BLVD.	S BANANA RIVER BLVD.	COCOA BEACH	4,820
24	US 1	ROSA JONES DR.	SR 520	COCOA	4,283
538	APOLLO BLVD.	ST. MICHAELS PL.	SARNO RD.	MELBOURNE	4,189
297	SR A1A	MCKINLEY AVE.	BUCHANAN AVE.	CAPE CANAVERAL	4,172
411	WICKHAM RD.	AURORA RD.	LAKE WASHINGTON RD.	MELBOURNE	4,152
257	SR A1A	CASSIA BLVD.	JACKSON CT.	SATELLITE BEACH	4,042
432	US 1	NASA BLVD.	CHERRY ST.	MELBOURNE	3,892
427	US 192	SUNSET DR. (E MALL ENT)	DAIRY RD.	WEST MELBOURNE	3,625
273	SR A1A	N END OF ONE WAY PAIRS	TULIP AVE.	COCOA BEACH	3,553
425	US 192	WINDOVER SQUARE ENTRANCE	HOLLYWOOD BLVD.	WEST MELBOURNE	3,090
159	US 1	CANAVERAL GROVES BLVD.	CAMP RD.	UNINCORPORATED COUNTY	2,930
416	US 1	INDIAN RIVER COUNTY LINE	MICCO RD.	UNINCORPORATED COUNTY	2,737
198	INDUSTRY RD. (SR 524)	SR 524	GRISSOM PKWY.	COCOA	2,674

ID#	Corridor	From	To	Jurisdiction	Crash Severity Score
444	BABCOCK ST. (SR 507)	PALM BAY RD.	EBER BLVD.	MELBOURNE	2,535
544	SR A1A	BERKELEY ST.	OCEAN BLVD.	UNINCORPORATED COUNTY	2,494
498	SARNO RD.	GARFIELD ST.	APOLLO BLVD.	MELBOURNE	2,486
272	SR A1A (NB ONLY)	MINUTEMEN CSWY.	N END OF ONE WAY PAIRS	COCOA BEACH	2,418
2	SR 520	I-95	BURNETT RD.	UNINCORPORATED COUNTY	2,248
443	BABCOCK ST. (SR 507)	PORT MALABAR BLVD.	PALM BAY RD.	PALM BAY	2,181
412	WICKHAM RD.	LAKE WASHINGTON RD.	PARKWAY DR.	MELBOURNE	2,160
293	EAU GALLIE BLVD. (SR 518)	S PATRICK DR.	SR A1A	MELBOURNE	1,933
312	EAU GALLIE BLVD. (SR 518)	CAUSEWAY	S PATRICK DR.	MELBOURNE	1,873
602	N. BANANA RIVER DR.	MARTIN BLVD.	SR 528	UNINCORPORATED COUNTY	1,873
88	US 1	FLORIDA AVE.	ROSA JONES DR.	ROCKLEDGE	1,821
539	EAU GALLIE BLVD. (SR 518)	WICKHAM RD.	CROTON RD.	MELBOURNE	1,592

## Pedestrian High Injury Intersections

ID#	Intersection	Jurisdiction	Crash Severity Score
INT75	SR 520@NEWFOUND HARBOR	UNINCORPORATED COUNTY	854
INT41	CLEARLAKE@ROSETINE	UNINCORPORATED COUNTY	713
INT26	SR 520@US 1	COCOA	690
INT181	EAU GALLIE@WICKHAM	MELBOURNE	600
INT39	CLEARLAKE@LAKE	UNINCORPORATED COUNTY	390
INT40	CLEARLAKE@DIXON	COCOA	345
INT13	SR A1A@CENTRAL	CAPE CANAVERAL	300
INT192	AURORA@US 1	MELBOURNE	300

VISION ZERO

# YOU NEVER THINK IT WILL HAPPEN TO YOUR FAMILY



**...until it does. I remember seeing the newspaper headline about my father's car crash thinking no one will ever really know the story of his life, he's just a name on paper, another statistic. As road users, we must all do our part to keep ourselves and others safe to ensure that a person's story doesn't end short.**

**—Abby Hemenway**  
Public Involvement Officer  
Space Coast Transportation Planning Organization

**Space Coast Transportation Planning Organization**  
2725 Judge Fran Jamieson Way  
Building. B, Room 105, MS #82, Melbourne, FL 32940  
Phone: 321-690-6890 • Email: SCTPO Staff