

# 49<sup>th</sup> Street Safety Study

An aerial photograph of a multi-lane road intersection. The road runs north-south and is flanked by commercial buildings, parking lots, and some residential areas. There are several cars and trucks visible on the road. The sky is clear and blue. The text '49th Street Safety Study' is overlaid in large, bold, blue letters on the left side of the image.

40th Avenue N to 62nd Avenue N

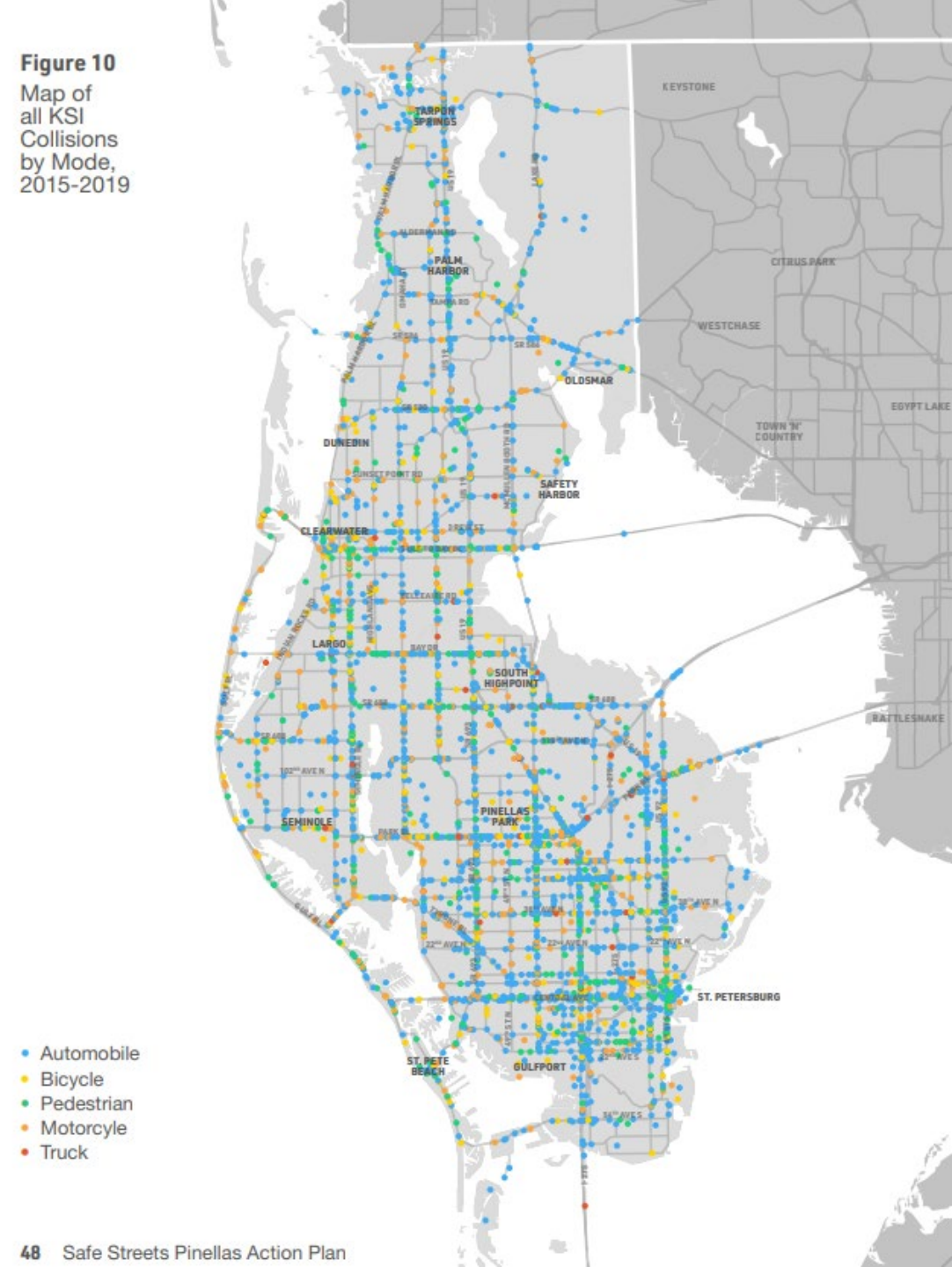
North of Ulmerton Road to South of  
Roosevelt Boulevard

# Study Purpose

- Advance the priorities identified in the **Safe Streets Pinellas Action Plan**
- Support development of **actions that improve safety** along the 49th St. corridor.
- Support future Safe Streets and Roads for All (SS4A) **Implementation Grant** applications



Figure 10  
Map of all KSI  
Collisions by Mode,  
2015-2019



# Location



**North Focus Area**  
Ulmerton Road to  
Roosevelt Blvd

**South Focus Area**  
40th Ave N to  
62nd Ave N

## South Focus Area

From 40th Avenue N To 62nd Avenue N



## North Focus Area

From Ulmerton Road to S. of Roosevelt Boulevard





Pinellas County Justice Center



HCA Florida North Side Hospital



Bayside High School



Lealman Community



Pinellas Safe Harbor Homeless Shelter

# Community Context

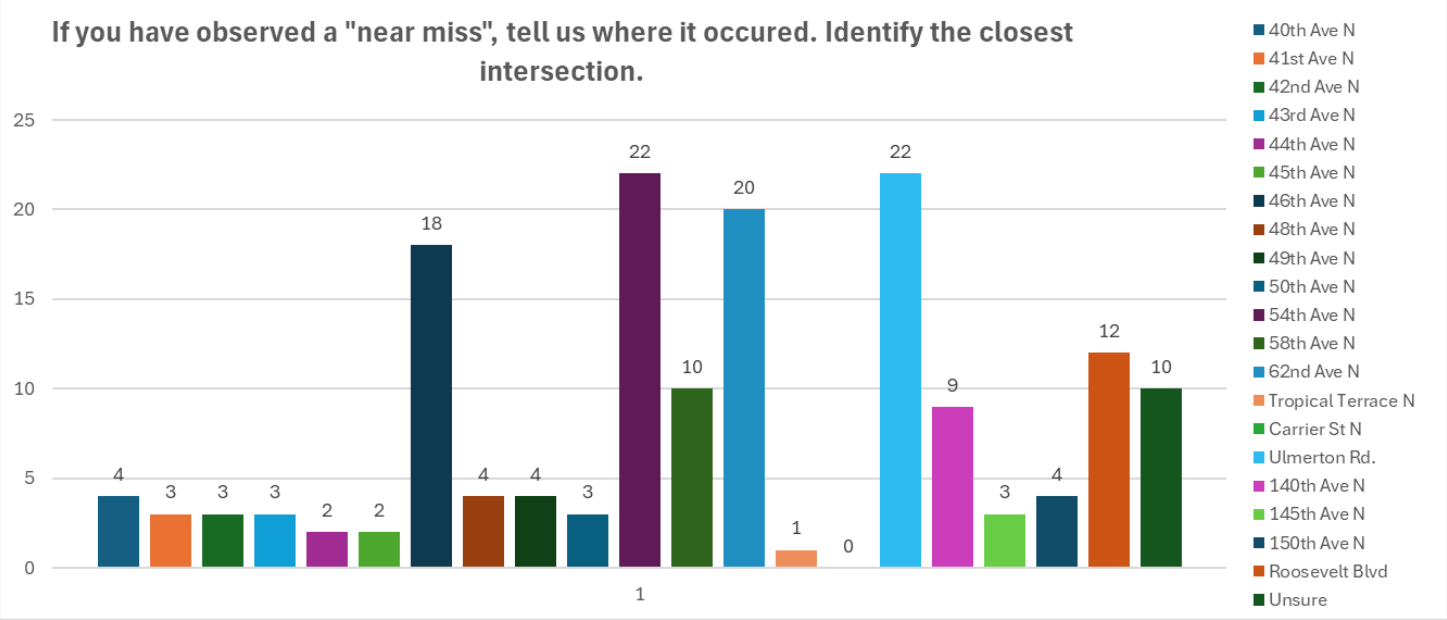
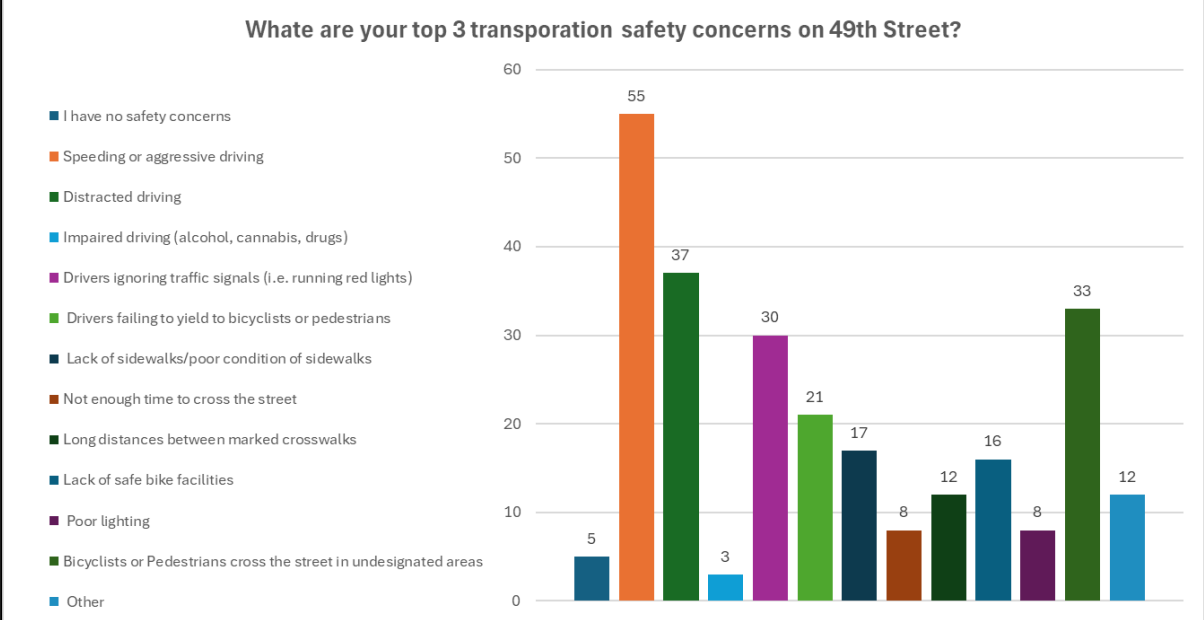


# Community Engagement



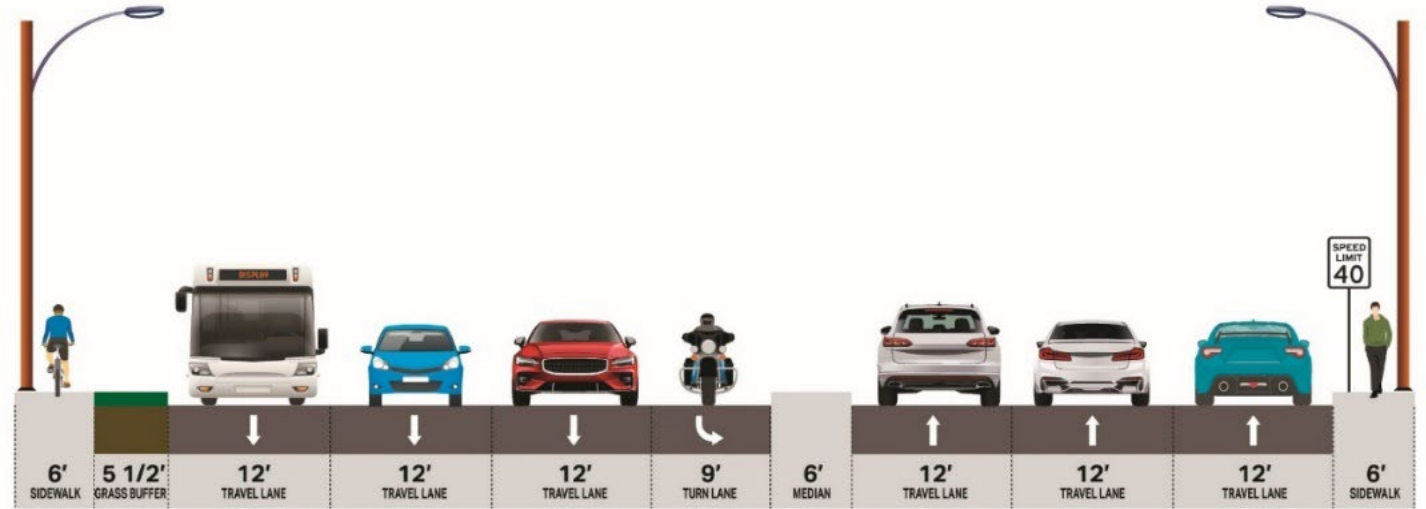
- Met with the Lealman CRA Advisory Committee (May 2024)
- Conducted a Community Survey (June 2024)
- Conducted a Community Workshop (July 2024)

# Participation Results

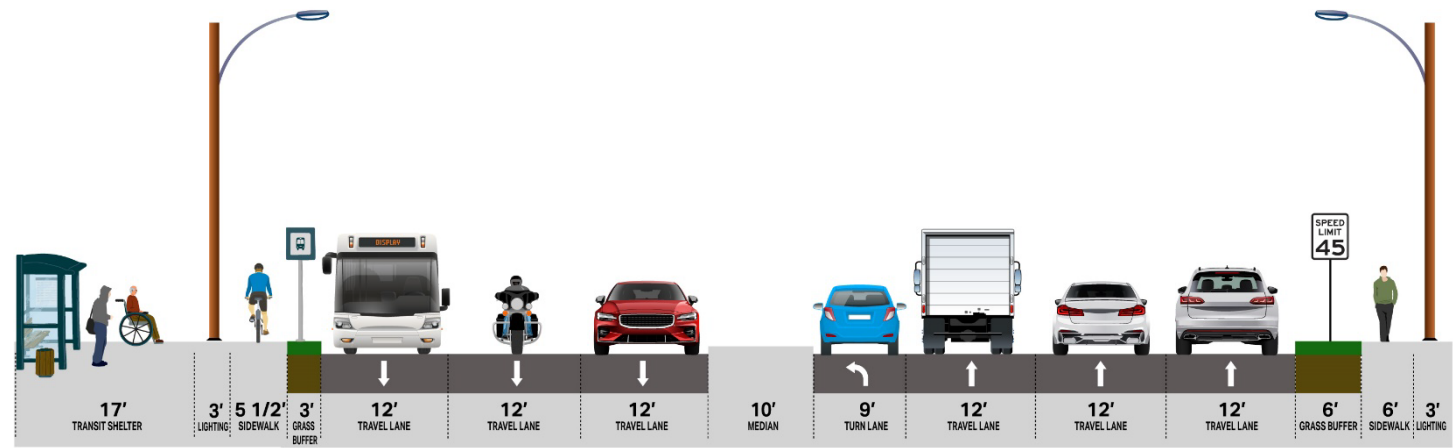


# Roadway Analysis

- Roadway analysis identified features including Existing Lane Geometry, Median Spacing, Traffic Volume, Speed, and Intersection Operations Analysis
- Data Collection Activities included all modes including Transit and Bicycle and Pedestrian Counts



Typical Section  
49th Street from Carrier Street to 62nd Avenue N  
6-Lane Divided Arterial  
C4-Urban General Context Classification  
40 MPH Posted Speed

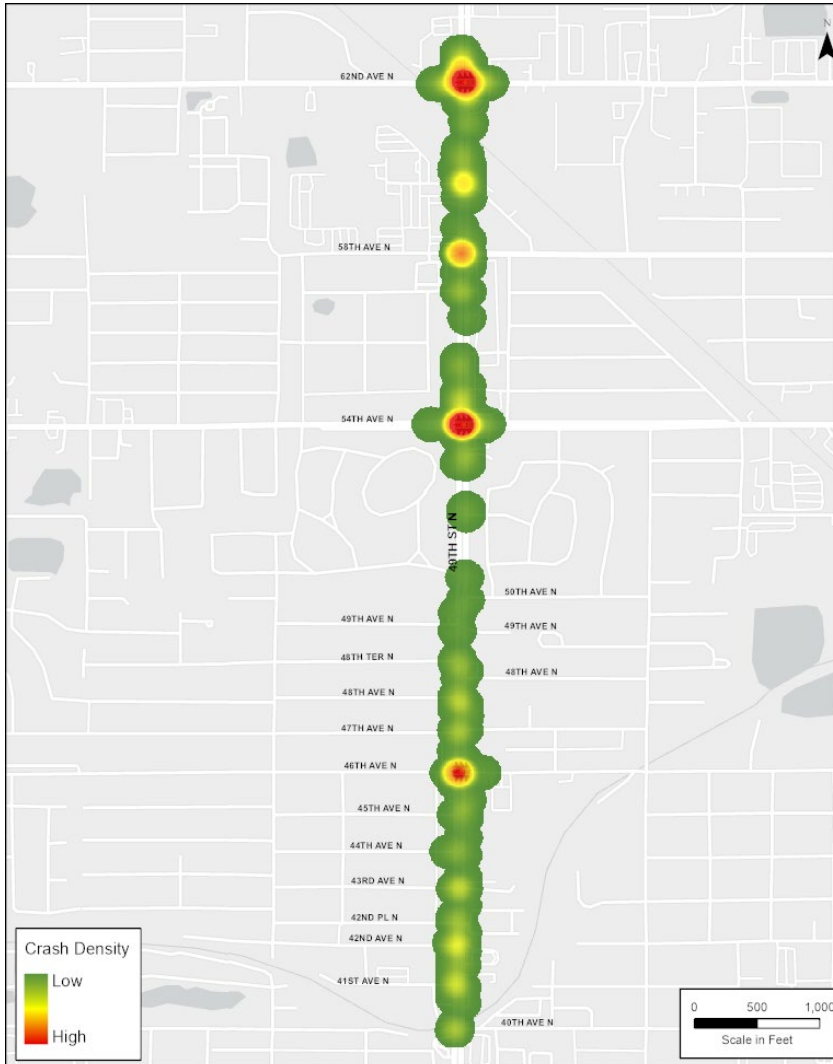


Typical Section  
49th Street from Ulmerton Road to south of Roosevelt Boulevard  
6-Lane Divided Arterial  
C4-Urban General Context Classification  
45 MPH Posted Speed

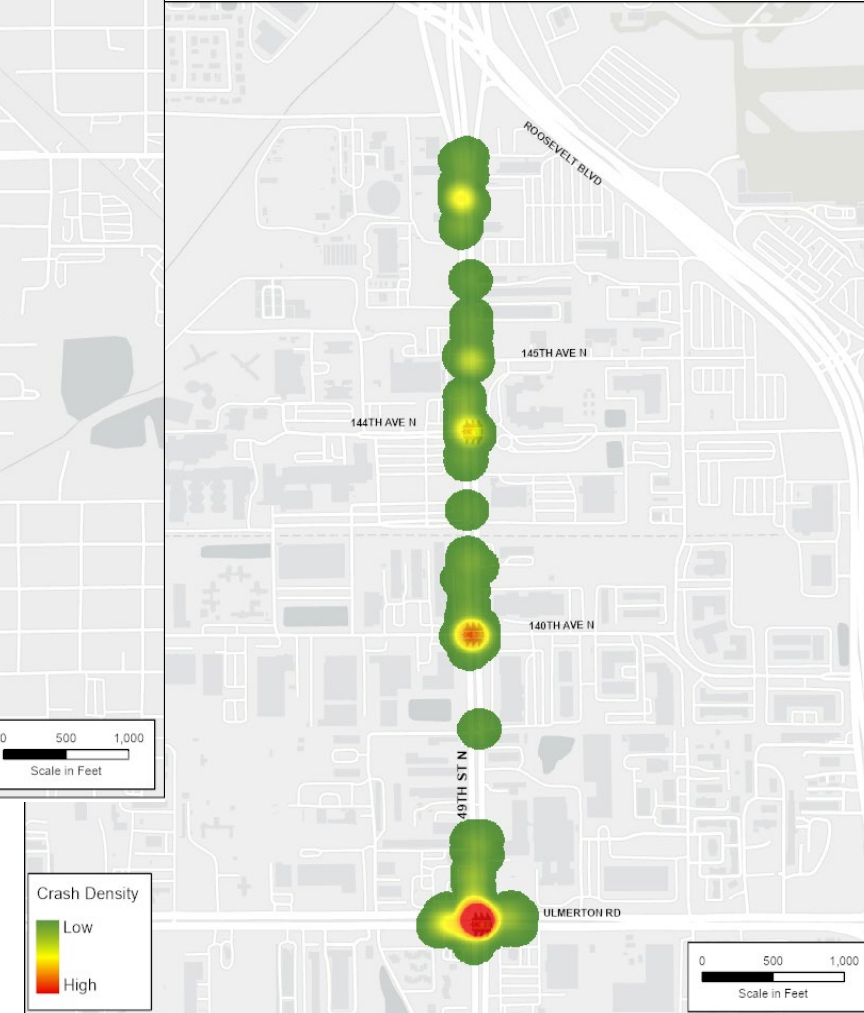
# Crash Analysis

- **858 crashes** occurred along 49th Street N within the project's Focus Areas
- Crashes resulted in **10 Fatalities** and **37 Severe Injuries**
- **49 crashes** involved a **pedestrian or bicyclist**

South Focus Area Crash Density Heat Map  
(2019 - 2023)



North Focus Area Crash Density Heat Map  
(2019 - 2023)

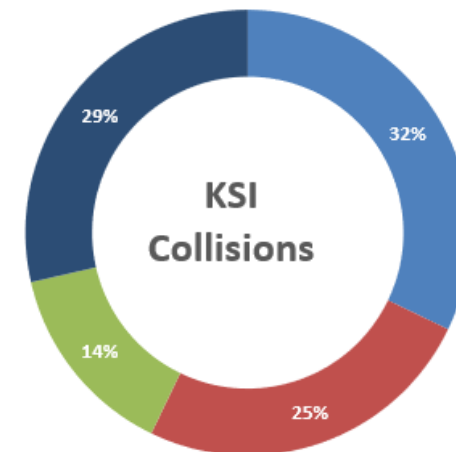
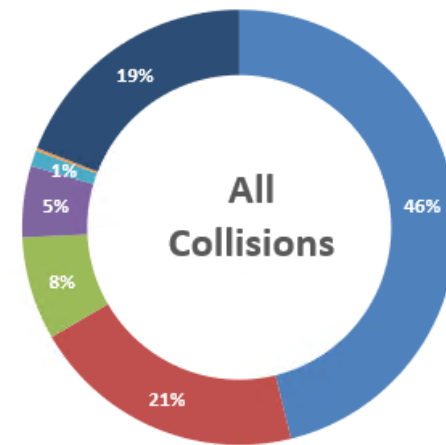




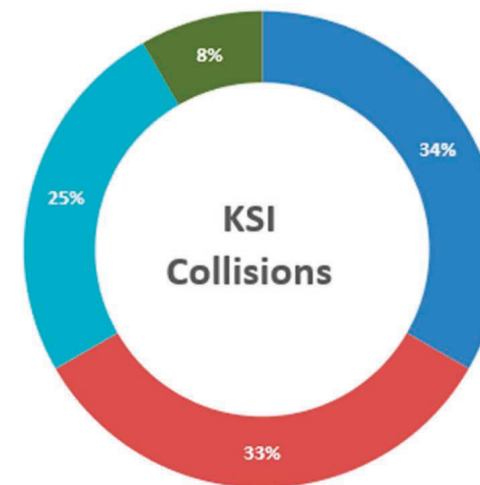
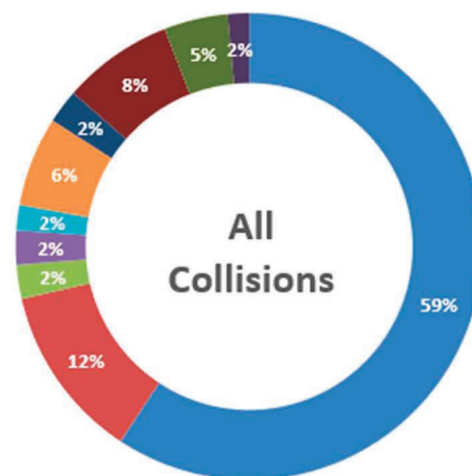
# Crash Analysis

- Focus on crashes resulting in people being Killed or Seriously Injured (KSI Crashes)
- Reviewed crash reports to identify contributing factors such as existing roadway conditions, lighting conditions, and driver actions
- Reviewed KSI crash locations to identify existing physical features

South Focus Area Contributing Cause Summary



- Careless/Negligent/Reckless/Aggressive Driving
- Ran Red Light/Stop Sign/Off Road
- Followed Too Closely
- Other/Unknown
- Failed to Keep Lane or Yield
- Improper Backing/Passing/Turn
- Too Fast



- Operated MV in Careless or Negligent Manner
- Improper Turn
- Ran Red Light
- Followed Too Closely
- No Contributing Action
- Failed to Yield Right-of-Way
- Improper Backing
- Failed to Keep in Proper Lane
- Other Contributing Action
- Other/Unknown

North Focus Area Contributing Cause Summary

A person wearing a high-visibility yellow safety vest over a black shirt and blue jeans is standing on a sidewalk. They are holding a clipboard with papers and a red tool, possibly a surveyor's level or a similar measuring device. In the background, other people in similar safety vests are walking on the sidewalk, and a street with parked cars and a building is visible.

# Roadway Safety Audits (RSA's)

- Conducted field reviews to identify safety concerns
- Conducted Early 2024 by a Multidisciplinary Team
  - Community Leadership
  - Fire Rescue
  - Law Enforcement
  - FDOT
  - Civil Engineers
- RSA's result in the identification of safety countermeasures

# Key Safety Findings

- **South Focus Area**
  - Access Management Issues – Median and Driveway
  - Bike-Ped Accommodation / Distance Between Signalized Crossings
  - 58th Ave N – Flashing Red Signal – Turning Movement Not Protected
- **North Focus Area**
  - Vehicle Speed. 85<sup>th</sup> Percentile Traveling 5+ MPH Over Posted Speed
  - Large Number of Transit Riders, Pedestrians, and Bicyclists
  - Ulmerton Road - Bicyclist and Pedestrian Visibility



# Countermeasure Development

- Consider Roadway Characteristics
- Analyze Crash Data
  - Identify Contributing Factors
- Reference FHWA's Proven Safety Countermeasures
  - Identify Potential Countermeasures
- Review FHWA's Crash Modification Factors (CMF) Clearinghouse
- Assess Countermeasure Feasibility / Consider Limitations



# Recommendations

- A total of **80 Safety Countermeasures** were identified for consideration on 49<sup>th</sup> Street including
  - 8 Corridor-wide Improvements
  - 42 Improvements in the South Focus Area
  - 30 Improvements in the North Focus Area
- Recommended Countermeasures Address Topics Including
  - Lighting
  - Access Management
  - Traffic Control (signals, signage, pavement markings)
  - Roadway (include the addition/extension of lanes)
  - Drainage
  - Bicycle and Pedestrian
  - Maintenance



# Countermeasure Recommendations Lists

## Corridor-wide Countermeasure Recommendations

Proposed Countermeasure	Improvement Type	Timeline
Upgrade streetlights to LED (contract signed with Duke to proceed with southern section).	Lighting	Short-Term
Conduct Intersection Lighting Analysis for Focus on Vertical Illuminance for Pedestrians.	Lighting	Short-Term
Implement signal timing modification to implement LPI along entire corridor (LPI's installed).	Traffic Control	Short-Term
Refresh of Pavement Markings .	Traffic Control	Short-Term
Sidewalk and Transit Facility ADA accommodation.	Bike-Ped	Mid-Term
Where practicable adjust driveway access to be consistent with current driveway spacing standards defined in the Pinellas County Transportation Design Manual for Class 4 (north study area) and 5 (south study area) roadways.	Access Management	Long-Term
Where practicable adjust median access to be consistent with current median spacing standards defined in the Pinellas County Transportation Design Manual for Class 1 (north study area) and 3 (south study area) roadways.	Access Management	Long-Term
Develop multiuse corridors along segments of roadways with lower traffic volumes and underutilized ROW. Include development of the exiting ROW along 52nd Street N between 38th Ave N and 62 Ave N. Additionally include development of an east-west connection on the west side of 49th Street near 50th Ave N.	Bike-Ped	Long-Term

Timeline Descriptions	
Short Term	Less Than 12 Months
Mid-Term	1-5 Years
Long-Term	>5 Years

**THANK  
YOU**

