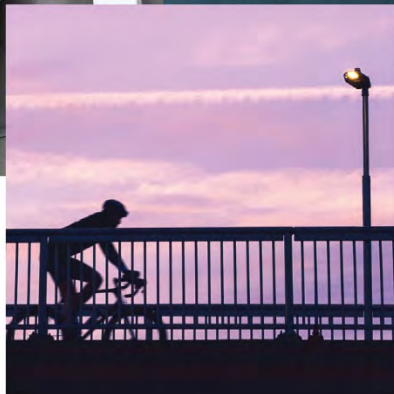
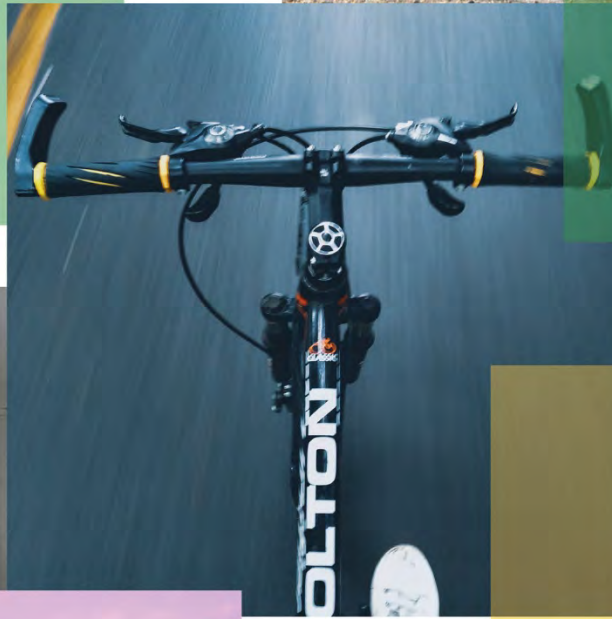
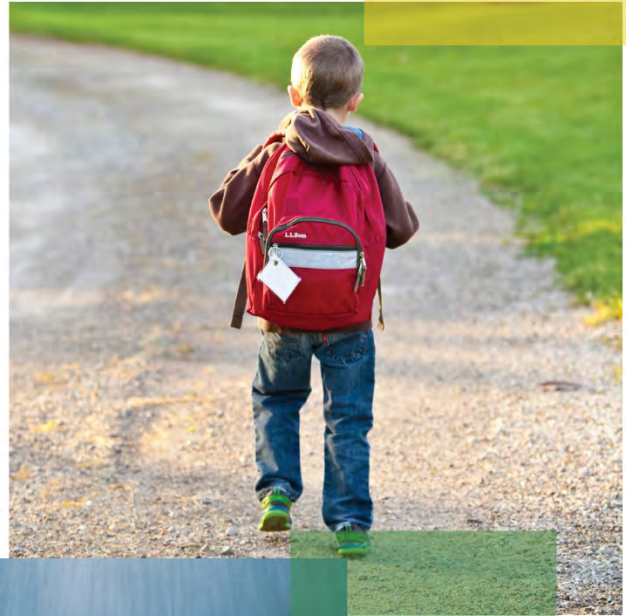


Bicycle and Pedestrian Safety Plan



HRTPO
Heartland Regional
Transportation Planning Organization



Bicycle and Pedestrian Safety Plan

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Introduction

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Next Steps





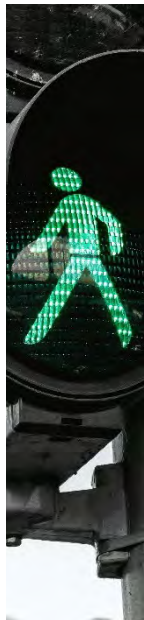
The Heartland Regional Transportation Planning Organization (HRTPO) coordinates transportation plans for the Heartland region including the six counties of DeSoto, Glades, Hardee, Hendry, Highlands and Okeechobee and the urbanized area of Highlands County including the cities of Sebring and Avon Park. Our organization provides the forum for local elected officials, their staff, industry experts, and the public to work together to improve transportation in the Heartland Region.

Plan Development

The purpose of Bicycle and Pedestrian Safety Plan (BPSP) is to identify the areas in the Heartland Region that have the greatest opportunity to reduce pedestrian and bicycle fatalities, injuries, and crashes. The five-year plan will provide guidance to the stakeholders concerned with improving pedestrian and bicycle safety, including law enforcement, local governing agencies, and pedestrian and bicycle safety advocates.

The BPSP was developed in coordination with the HRTPO Technical Advisory Committee and Citizens Advisory Committee, as well as coordination with staff from each city and county government in the HRTPO region.

The BPSP includes:



Goals

The HRTPO supports the Florida Department of Transportation's (FDOT) statewide safety performance target of zero Nonmotorized Fatalities and Serious Injuries. This target of zero serves as the singular goal of the BPSP.

Existing Facilities & Conditions

An inventory of relevant transportation infrastructure that identifies existing bicycle and pedestrian facilities and conditions, safety data, and planned, prioritized, and proposed projects in the region was developed as an interactive online map.

Action Plan

The Action Plan is a summary of proposed projects and study areas throughout the region that have indicated need on the basis of number of incidents in the past ten years, proximity to schools, and enhancements to environmental justice areas.

Next Steps Using information, resources, funding sources, and the HRTPO Project Priorities, projects identified in the Action Plan will be advanced for potential design and construction.



The HRTPO has a commitment to improving transportation safety and supports the Florida Department of Transportation’s (FDOT) statewide safety performance target of zero Nonmotorized Fatalities and Serious Injuries.

The goal of the Bicycle and Pedestrian Safety Plan (BPSP) is to identify the areas in the Heartland Region that have the greatest opportunity to reduce pedestrian and bicycle fatalities, injuries, and crashes to make progress toward achieving the statewide target of zero non-motorized fatalities and zero non-motorized serious injuries.

Between 2016 and 2017, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) published several rules establishing performance measures and reporting requirements for State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and transit agencies. The HRTPO adopted the FDOT Safety Target of “Vision Zero” on November 1, 2017, and the Safety Performance Measures and Targets were adopted into the HRTPO Long Range Transportation Plan (LRTP) on April 18, 2018. On February 19, 2020, the HRTPO again agreed to support FDOT’s statewide safety performance targets, thus agreeing to plan and program projects in the Transportation Improvement Program (TIP) that once implemented, are anticipated to make progress toward achieving the statewide targets.

The table below shows the changes in Safety Performance Measures for the HRTPO from 2012 through 2018.

Safety Measure	2011-15 Average	2012-16 Average	2013-17 Average	2014-18 Average	HRTPO Target
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	33.2	32.4	33.4	35	0

To make progress toward achieving the statewide targets, the focus of this plan is to identify bicycle and pedestrian projects and studies that:

- Provide connectivity and complete missing gaps in the bicycle and sidewalk network
- Serve areas of the region that have a higher potential for bicycle and pedestrian use and demand



Existing Facilities & Conditions

The Heartland Region is primarily rural with the exception of the urbanized area of Sebring and Avon Park, and unincorporated areas, which are located in Highlands County. The main economic activities of the region include agriculture (primarily citrus and sugar cane cultivation), services including health care, and tourism.

The existing bicycle and pedestrian facilities inventory data was developed by the Heartland Regional Transportation Planning Organization. In all, data for over 2.5 million linear feet of sidewalk and over 1,009 miles of bike lanes are the basis of this analysis.

A wide range of people with varying abilities and preferences bike and walk in the Heartland Region—even people that do not consider themselves bicyclists or pedestrians ride or walk occasionally. Examples of the wide variety of purposes and styles of walking and biking include walking down the street to a neighbor's house, biking to work, children walking and biking to school, walking and window-shopping along a main street, using a wheelchair to get around, and biking for 20-50 miles in a day for recreational purposes.

Since different types of bicyclists have different levels of comfort interacting with motor vehicle traffic, it is important to identify how the region's population is distributed within this spectrum.

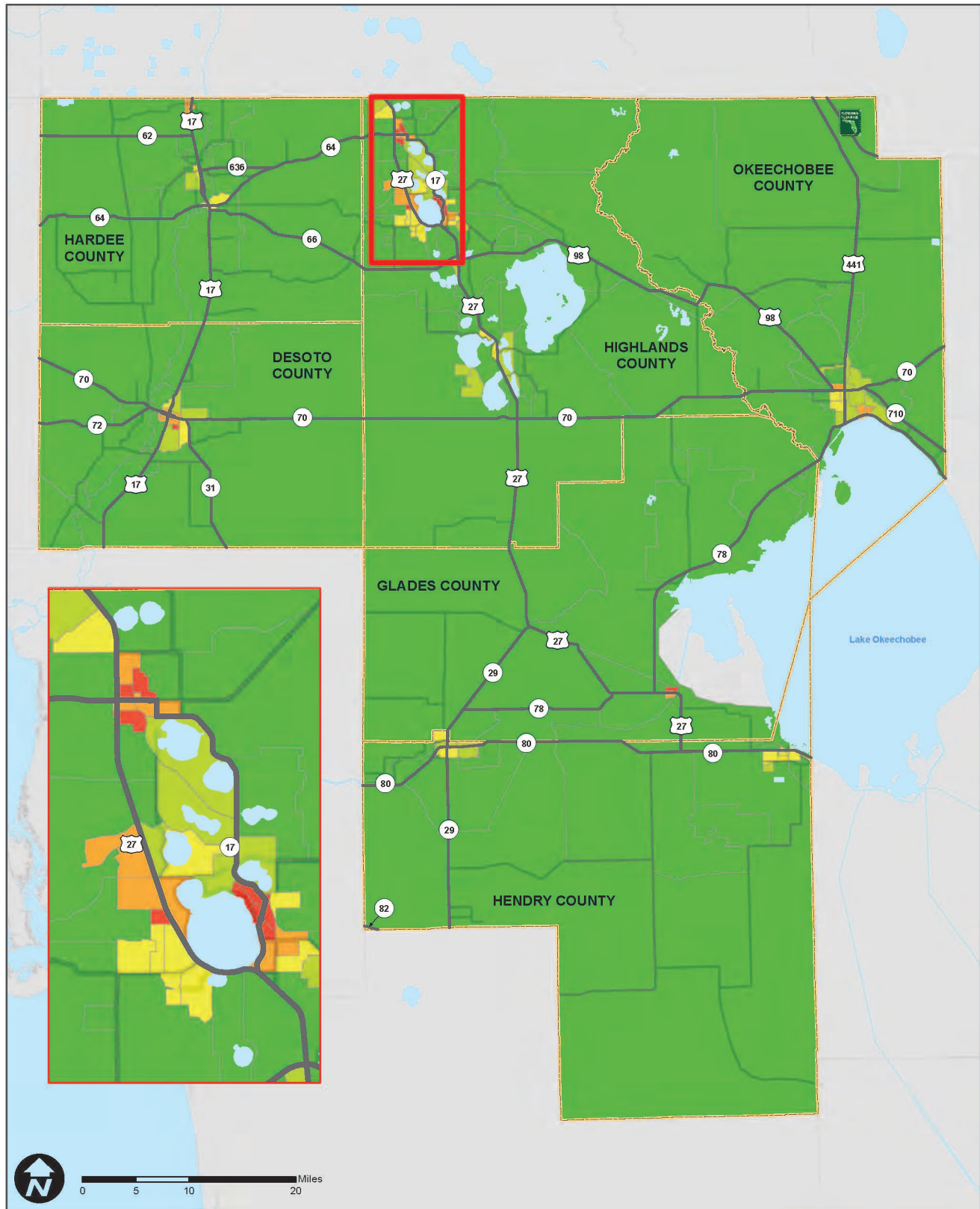
The following existing conditions were collected in the inventory data and are illustrated on pages 6-24 of this plan.

- Population density
- Median household income
- Percent below poverty level
- Over 65 households
- Minority populations
- Percentage of Limited English Proficient Population
- Households with No Vehicles
- Existing bicycle and pedestrian facilities by county
- 2008-2018 Safety data by county

All data has also been made available in an online interactive map on the HRTPO website www.heartlandregionaltpo.org that allows users to layer data to learn how the existing conditions interact and see the existing infrastructure and safety data more clearly.

Heartland Regional TPO

Population Density Map



Legend

Block Group Level
Population (Per Acre)

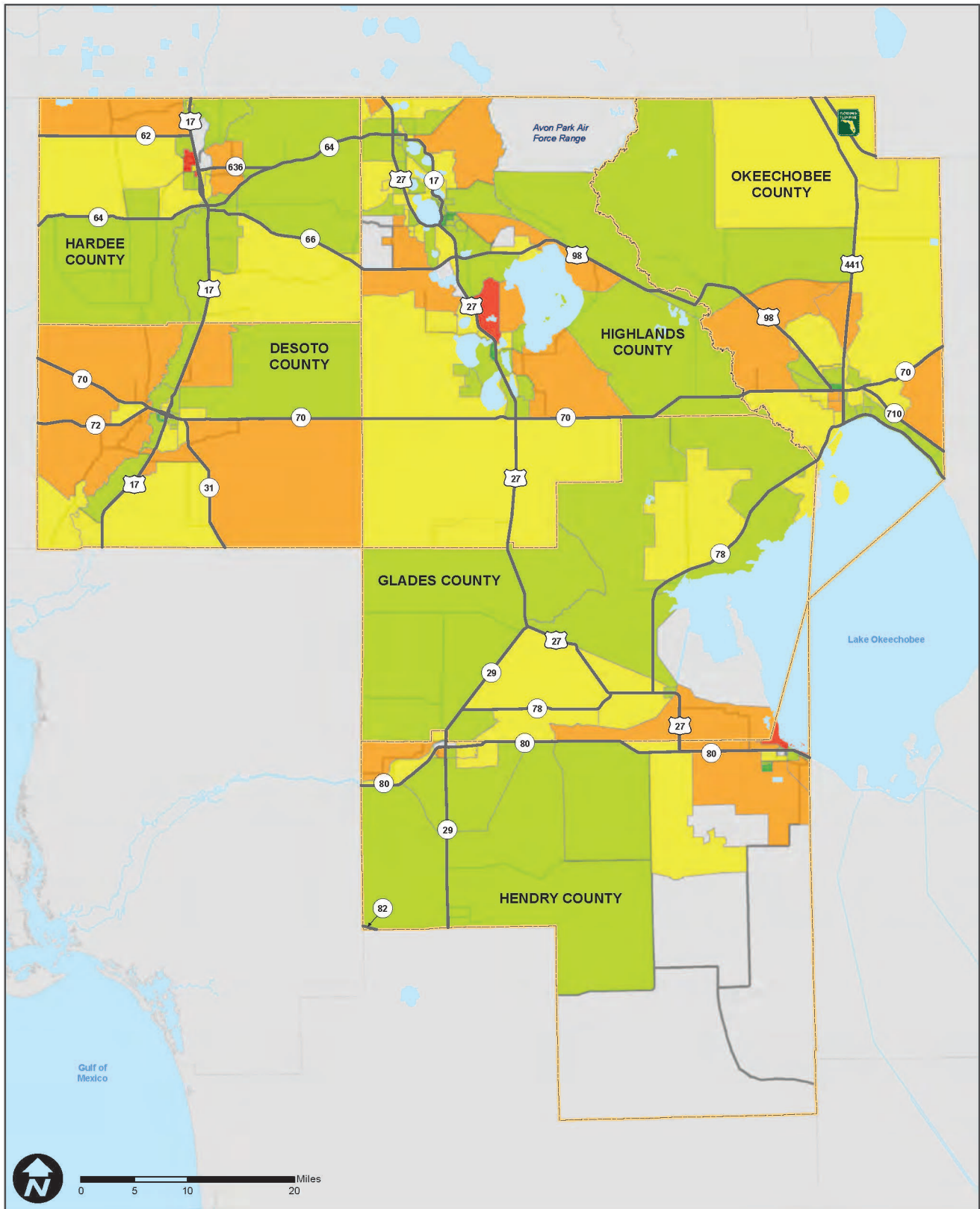
- | | | | |
|--|-----------|--|-----------|
| | 0 - 0.5 | | 2.1 - 4.0 |
| | 0.6 - 1.0 | | 4.1 - 7.0 |
| | 1.1 - 2.0 | | |



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Median Household Income Map



0 5 10 20 Miles

Legend

Block Group Level
Median Household Income

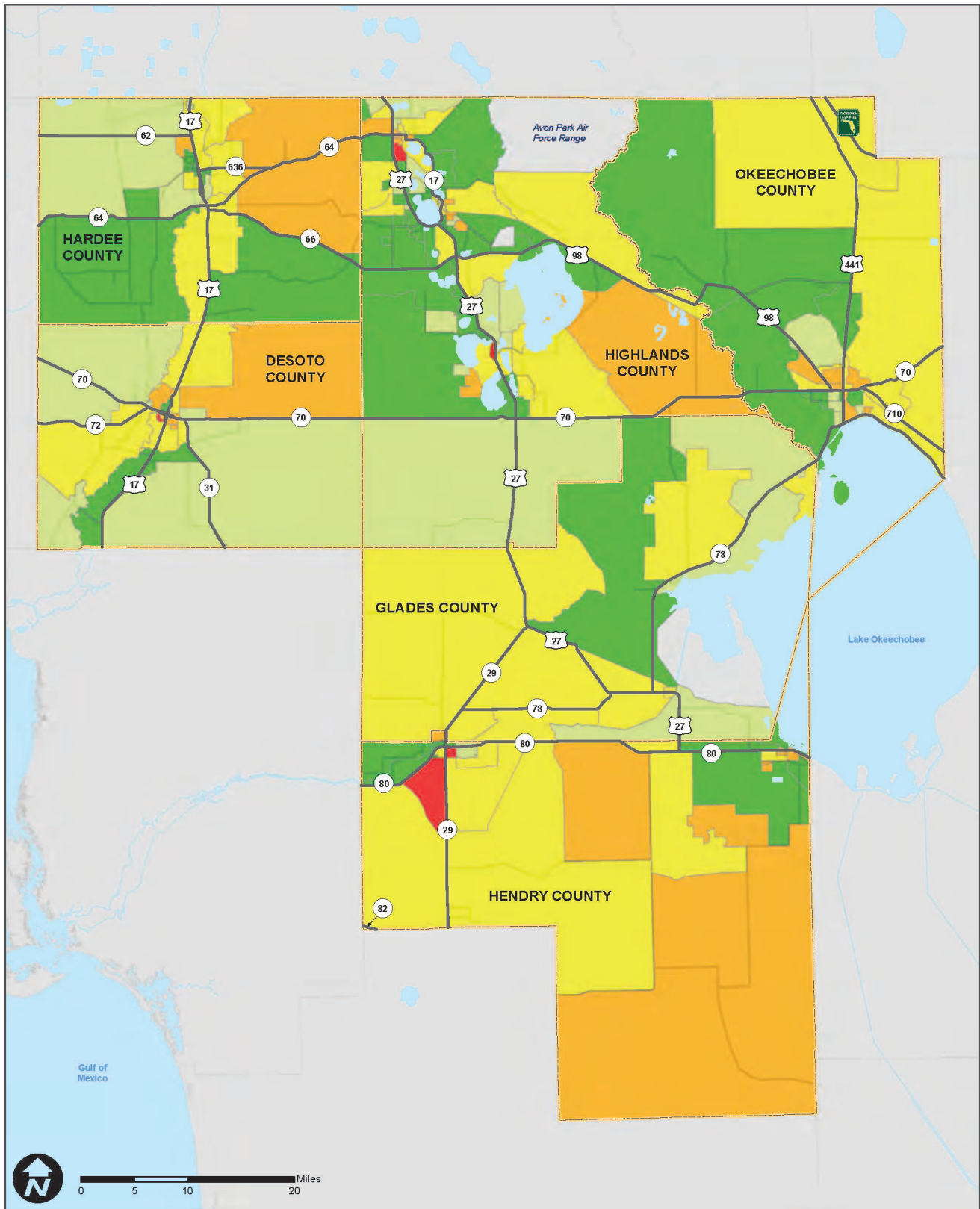
- | | | | |
|--|---------------------|--|----------------------|
| | \$10,000 - \$20,000 | | \$50,001 - \$75,000 |
| | \$20,001 - \$35,000 | | \$75,001 - \$100,000 |
| | \$35,001 - \$50,000 | | No Data Available |



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Percent Below Poverty Level



0 5 10 20 Miles

Legend

Block Group Level

Percent Below Poverty Level (Families)

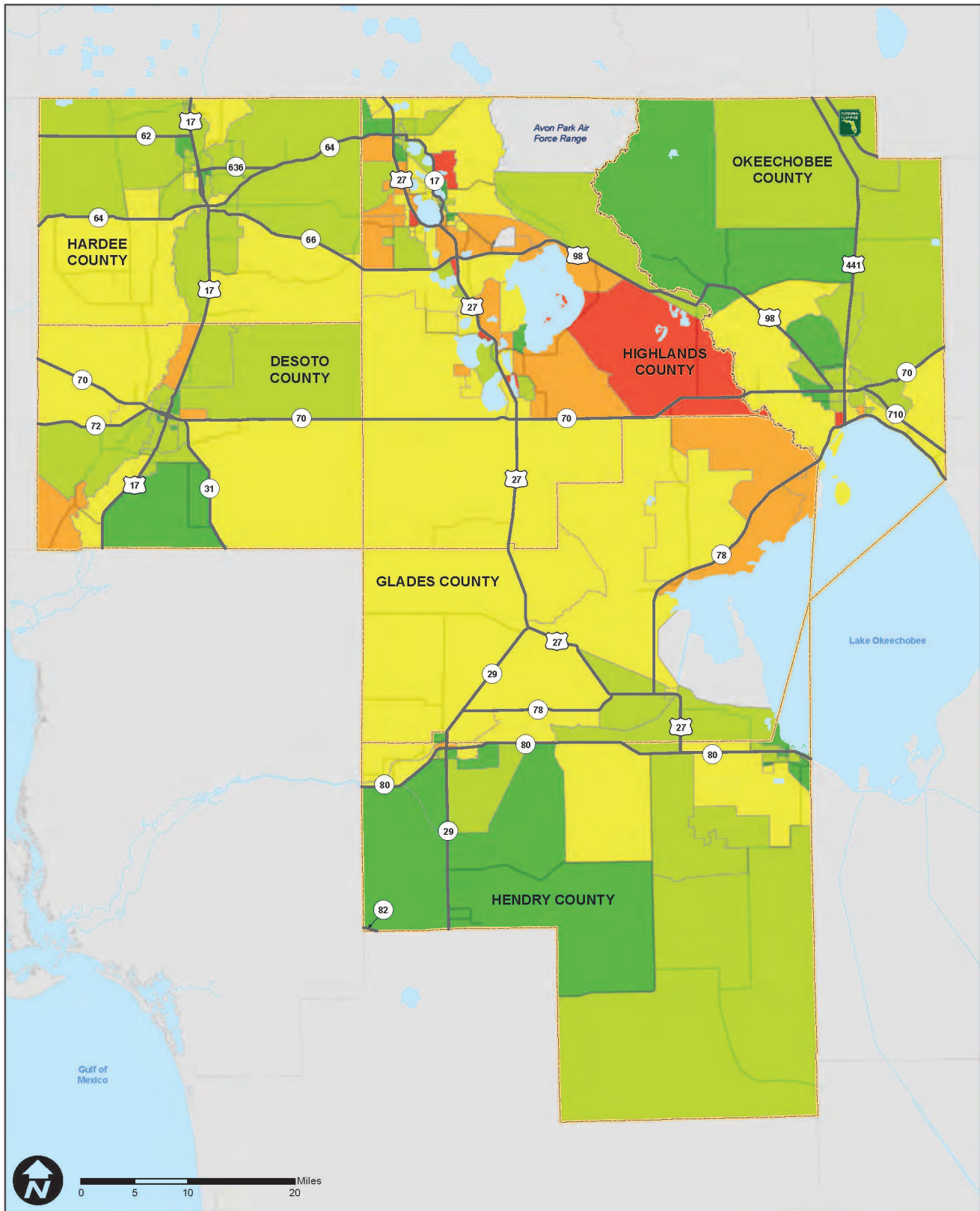
- 0% - 7%
- 7.01% - 15%
- 15.01% - 30%
- No Data Available
- 30.01% - 50%
- 50.01% - 100%



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Heartland Regional TPO

Households with Resident Over 65



Legend

Block Group Level

Percent of Households with a Person Over 65

- 3.51% - 20%
- 20.01% - 40%
- 40.01% - 60%
- 60.01% - 80%
- 80.01% - 95.93%
- No Data Available

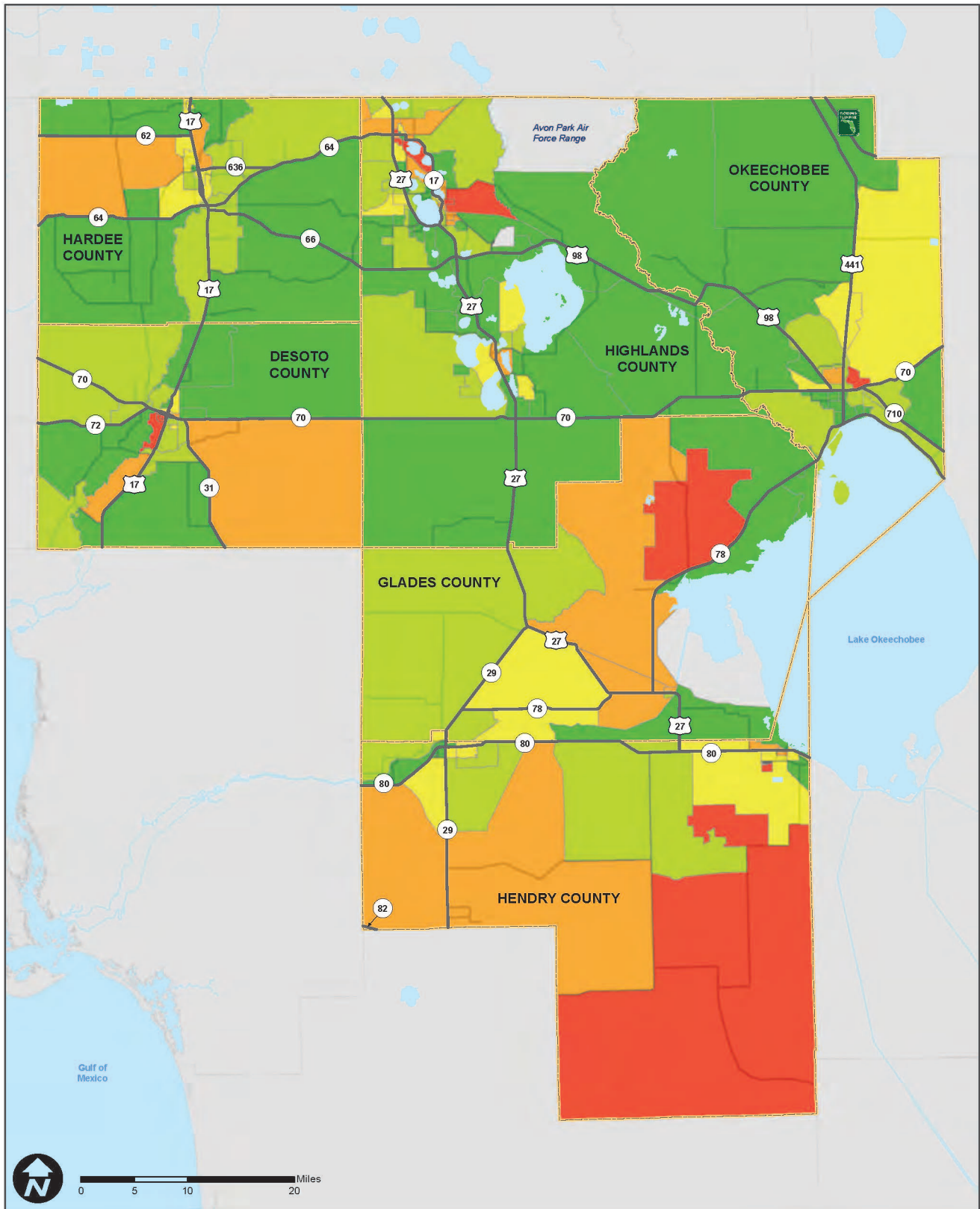


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Data Source: US Census, 2015 ACS 5-year estimates

Heartland Regional TPO

Minority Population Map



Legend

Block Group Level

Percent of Total Population is Minority (Race)

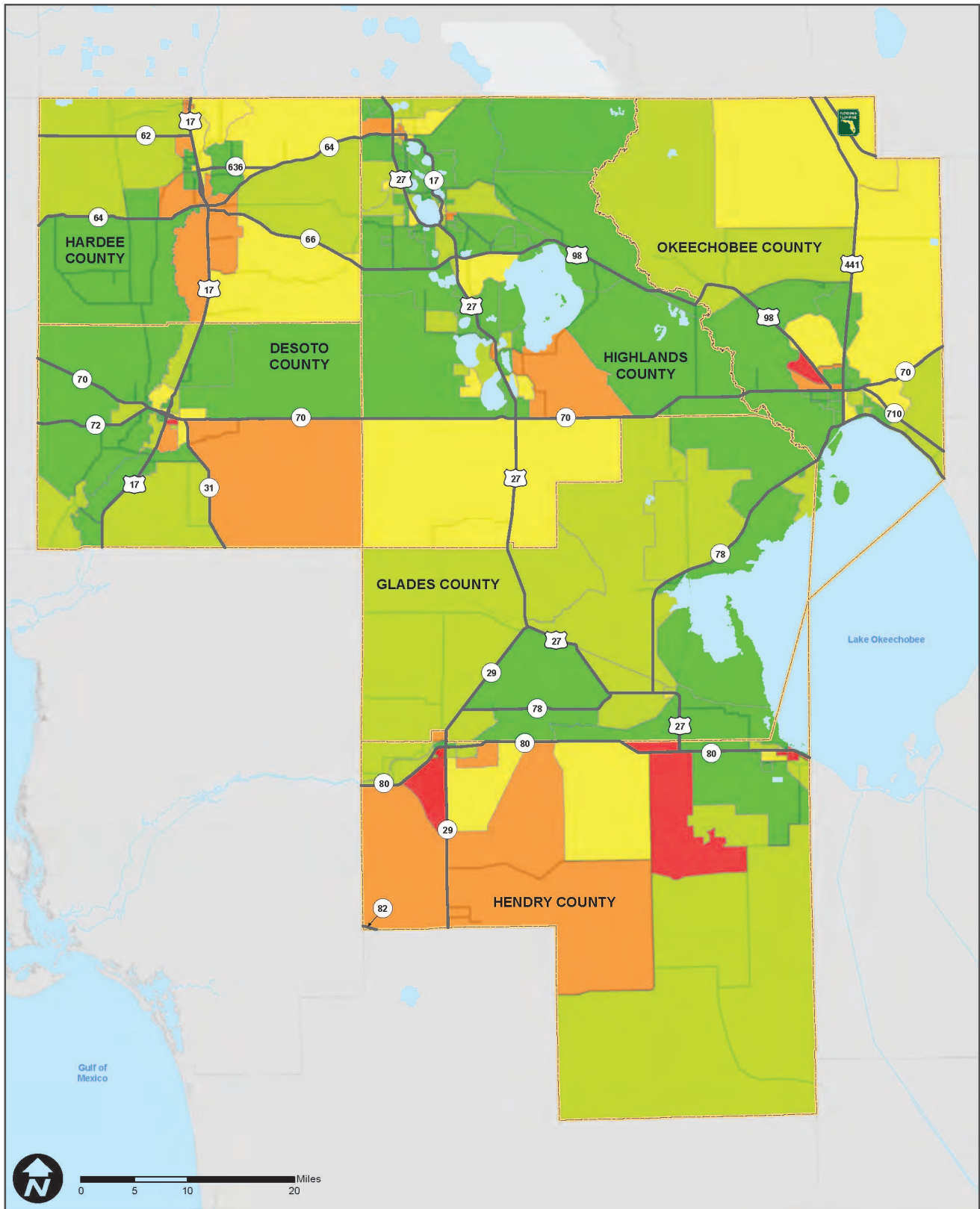
- 0% - 7%
- 15.01% - 30%
- 30.01% - 50%
- 50.01% - 98%
- No Data Available



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Heartland Regional TPO

Limited English Proficiency Populations Map



Legend

Block Group Level

Limited English Speaking Households

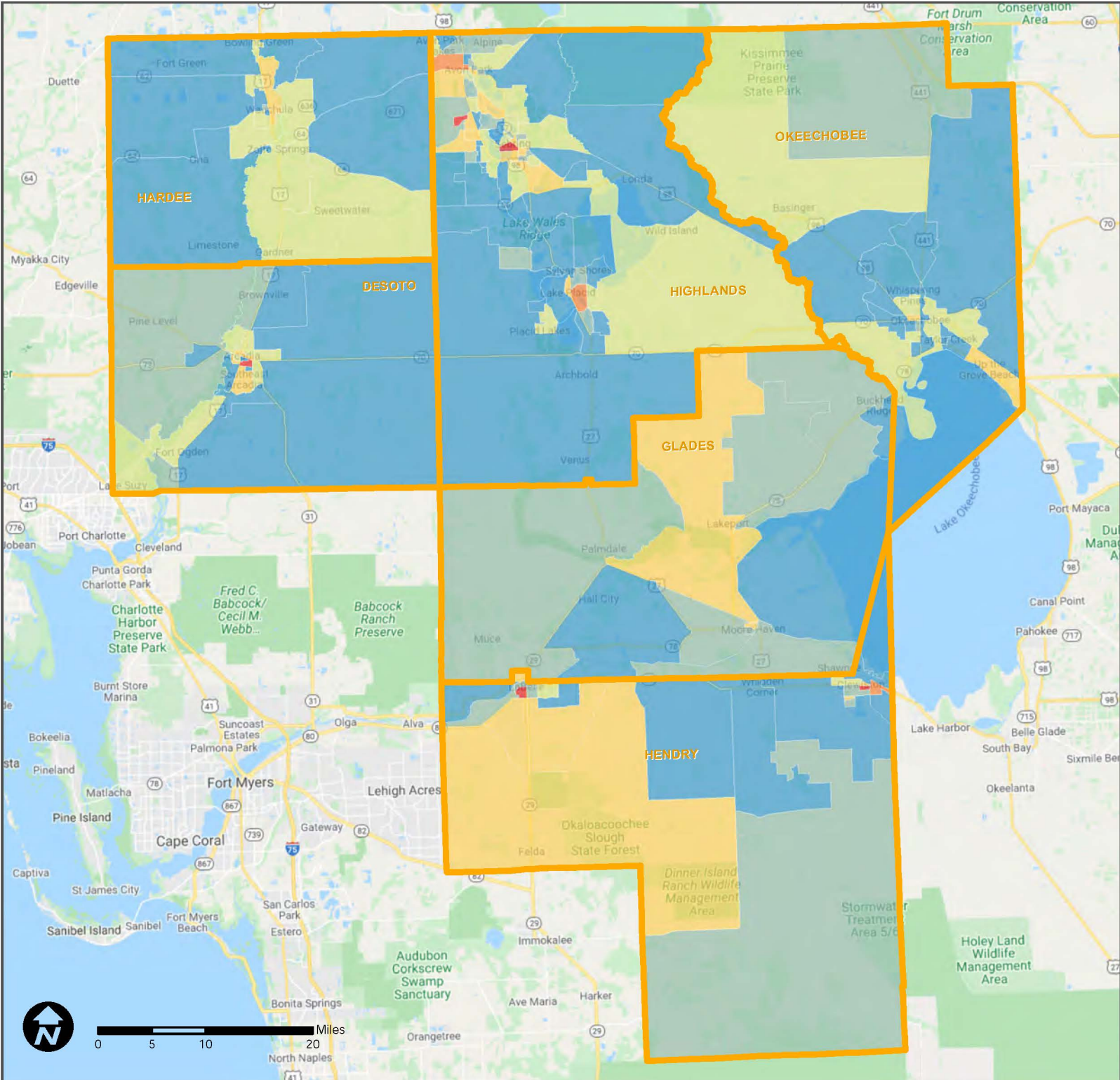
- 0% - 2.5%
- 2.6% - 8%
- 8.1% - 14.5%
- 14.6% - 28%
- 28.1% - 46.5%



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Households with No Vehicle

HRTPO Region



Legend

Census - ACS - Block Group

Total Households with no Vehicle

0 - 10

11 - 25

26 - 50

51 - 100

101 - 150

151 or More

HRTPO Counties

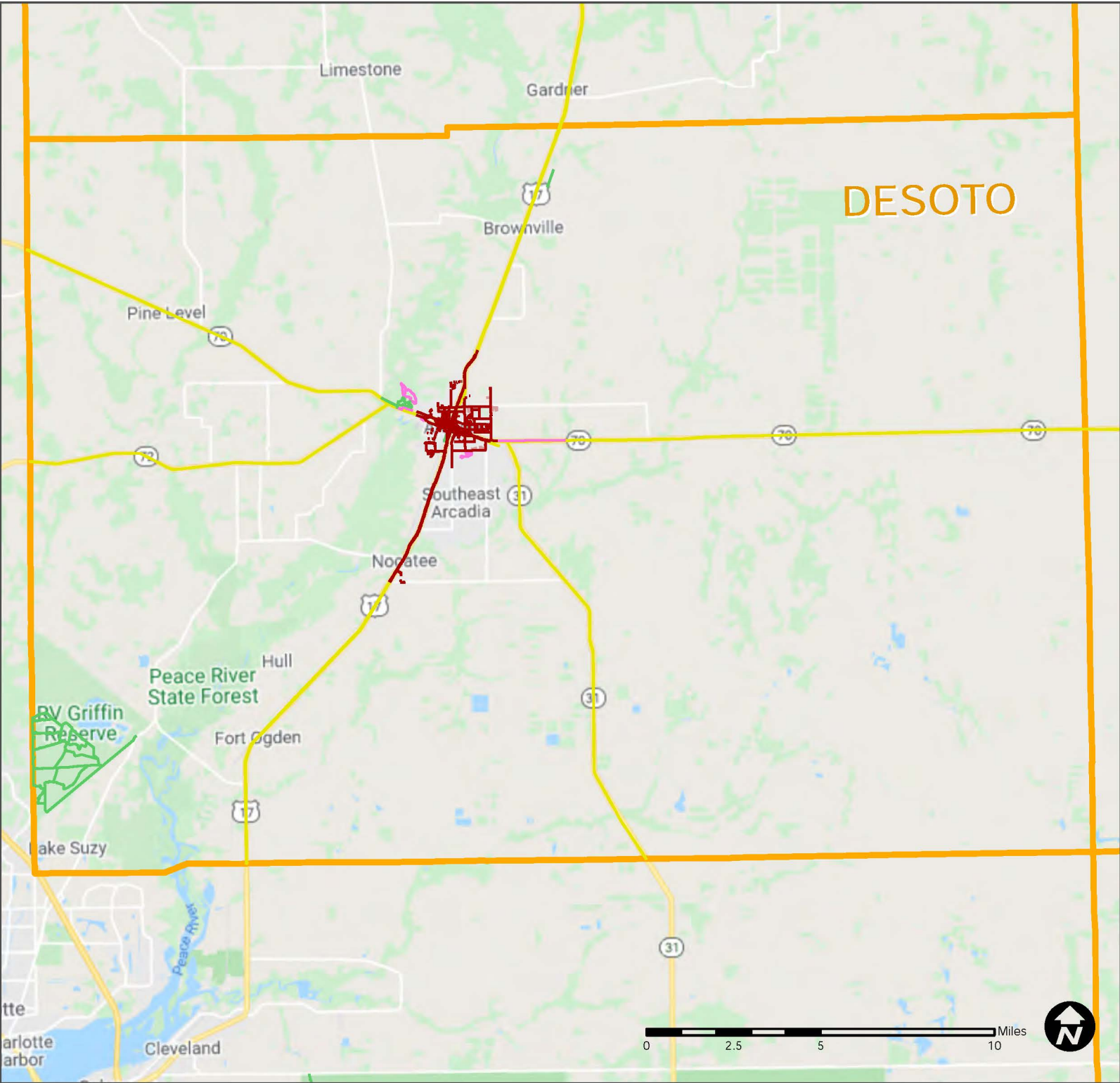
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Data Source: US Census, HRTPO, & FDOT

Bike/Pedestrian Infrastructure

DeSoto County



Legend

- Sidewalk
- Shared-Use Pathways
- HRTPO Counties
- Sidewalk (Private)
- Hike / Bike / Ped. Trails
- Ped. Bridge
- Bike Lane
- Crosswalk
- Trail Connectors

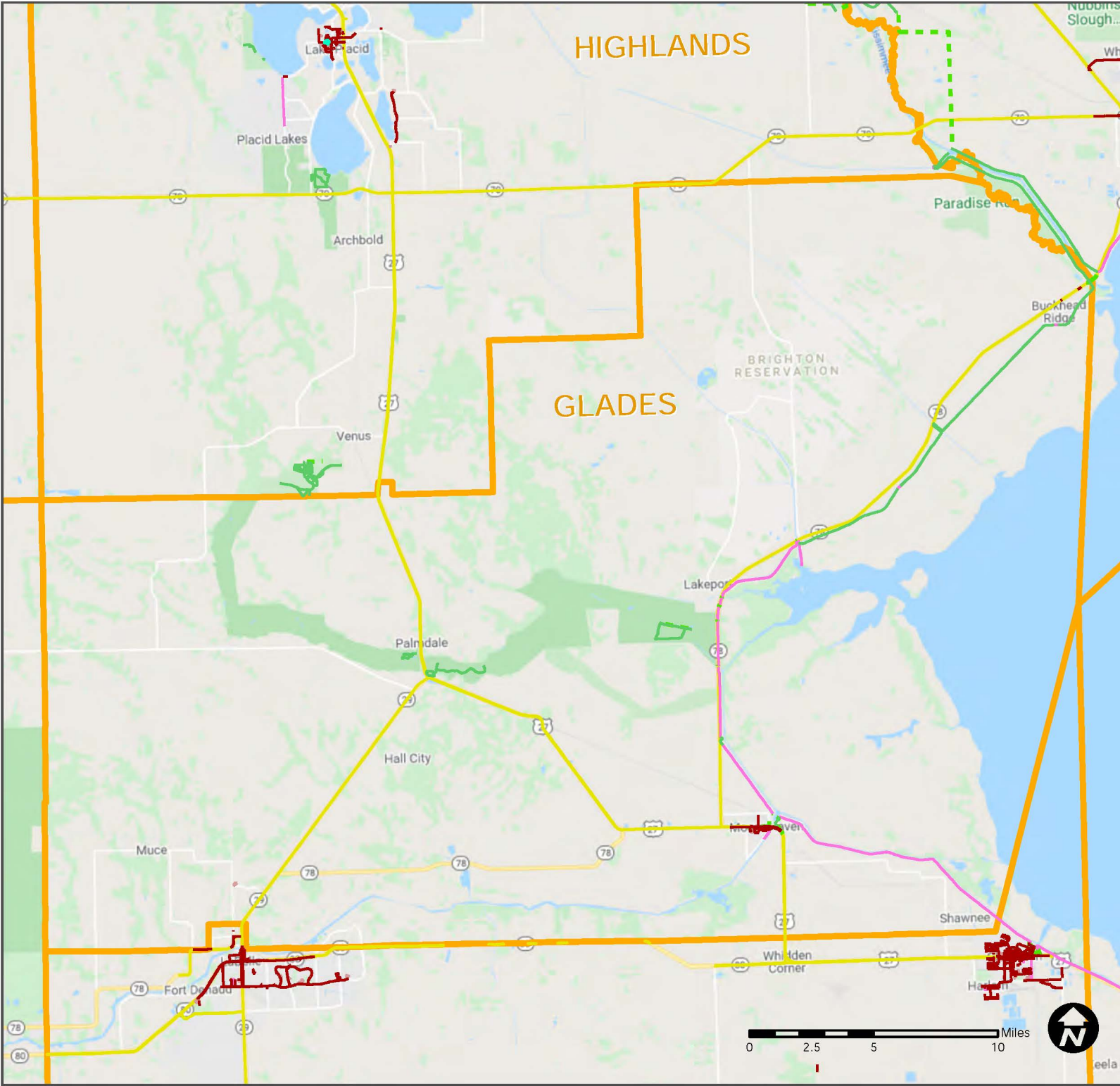


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Bike/Pedestrian Infrastructure

Glades County



Legend

- Sidewalk
- Shared-Use Pathways
- HRTPO Counties
- Sidewalk (Private)
- Hike / Bike / Ped. Trails
- Ped. Bridge
- Bike Lane
- Crosswalk
- - - Trail Connectors

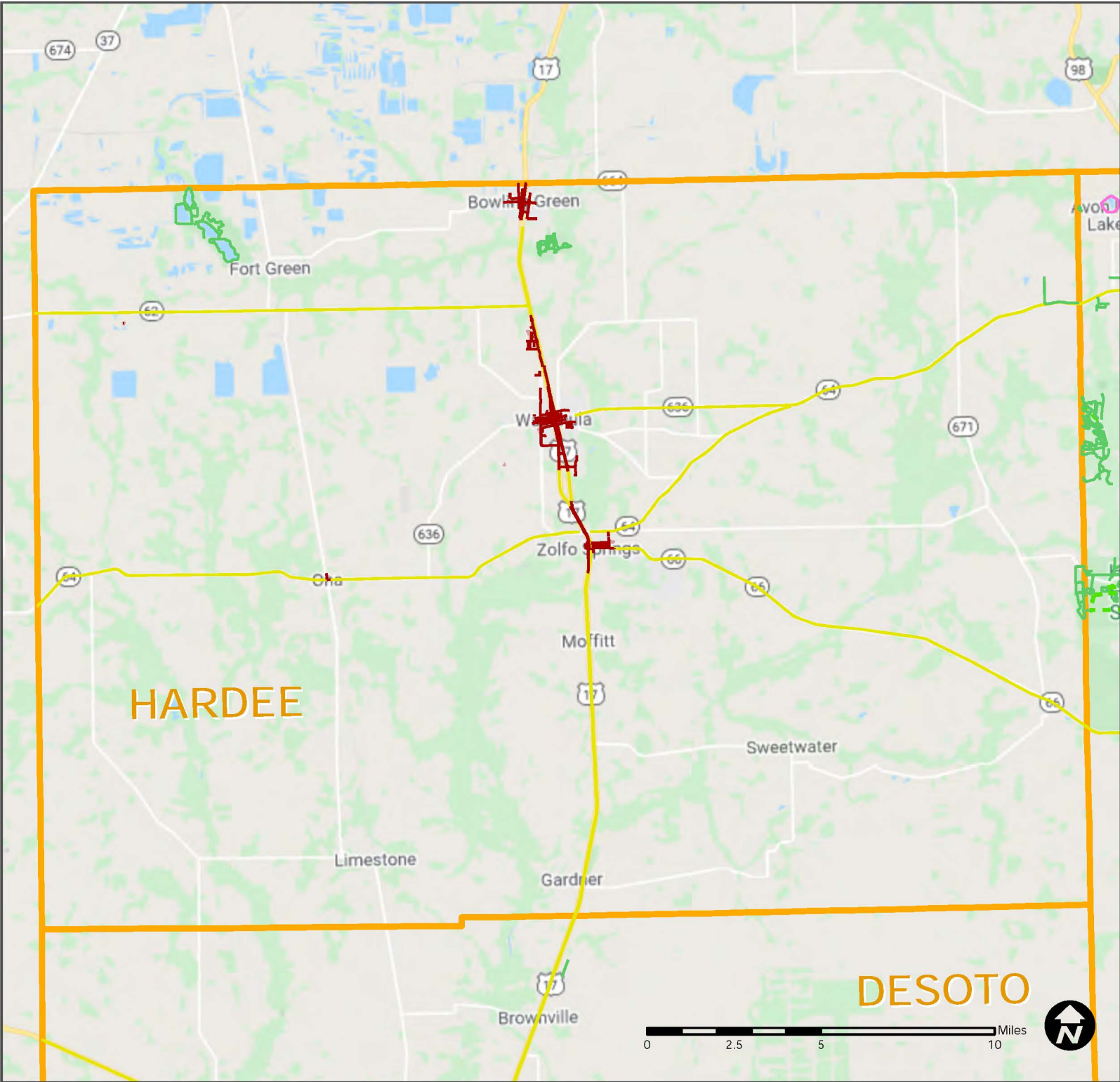


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Data Source: US Census, HRTPO, & FDOT

Bike/Pedestrian Infrastructure

Hardee County



Legend

- Sidewalk
- Shared-Use Pathways
- HRTPO Counties
- Sidewalk (Private)
- Hike / Bike / Ped. Trails
- Ped. Bridge
- Bike Lane
- Crosswalk
- - - Trail Connectors

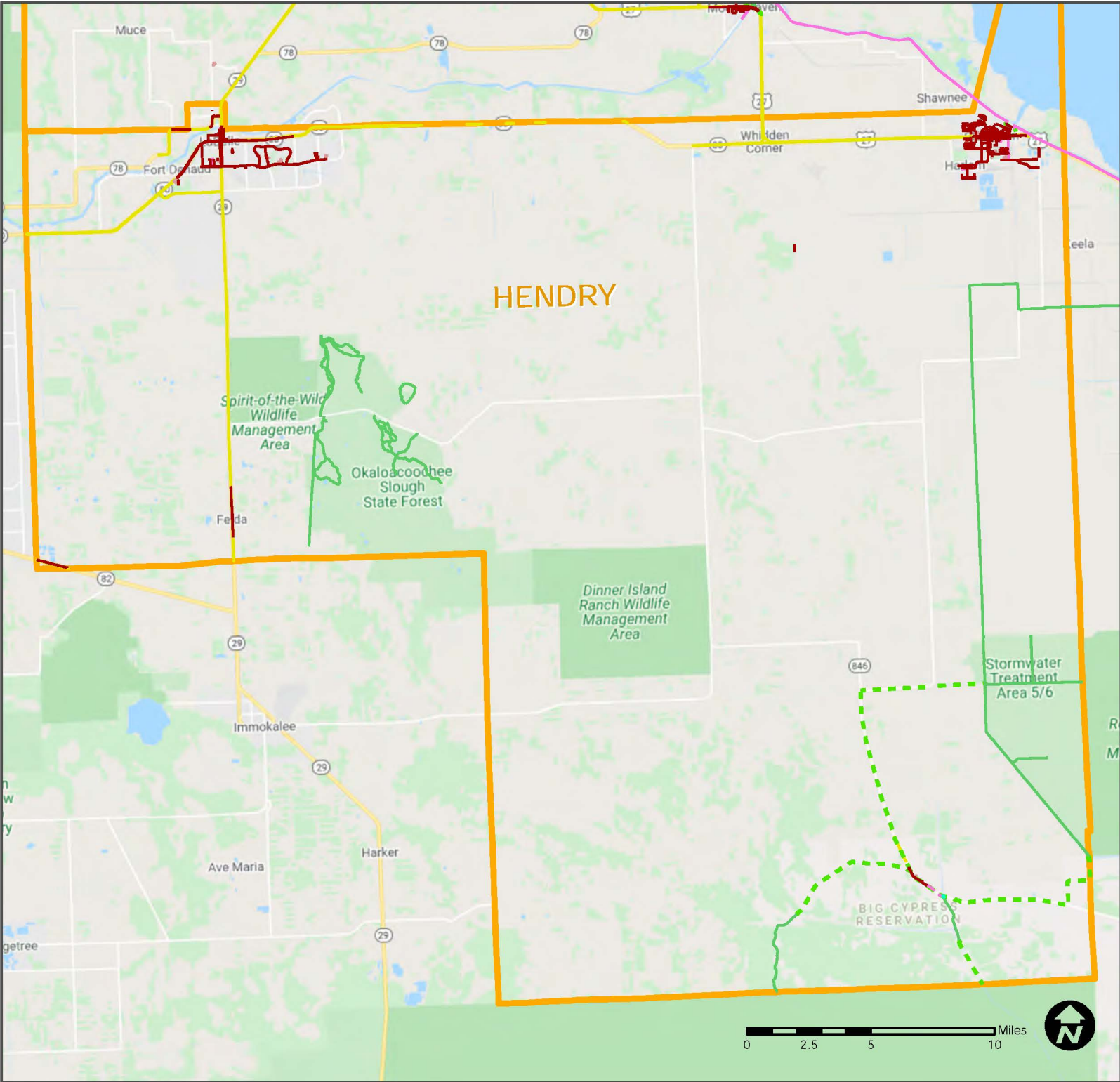


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Data Source: US Census, HRTPO, & FDOT

Bike/Pedestrian Infrastructure

Hendry County



Legend

- Sidewalk
- Shared-Use Pathways
- HRRPO Counties
- Sidewalk (Private)
- Hike / Bike / Ped. Trails
- Ped. Bridge
- Bike Lane
- Crosswalk
- - - Trail Connectors

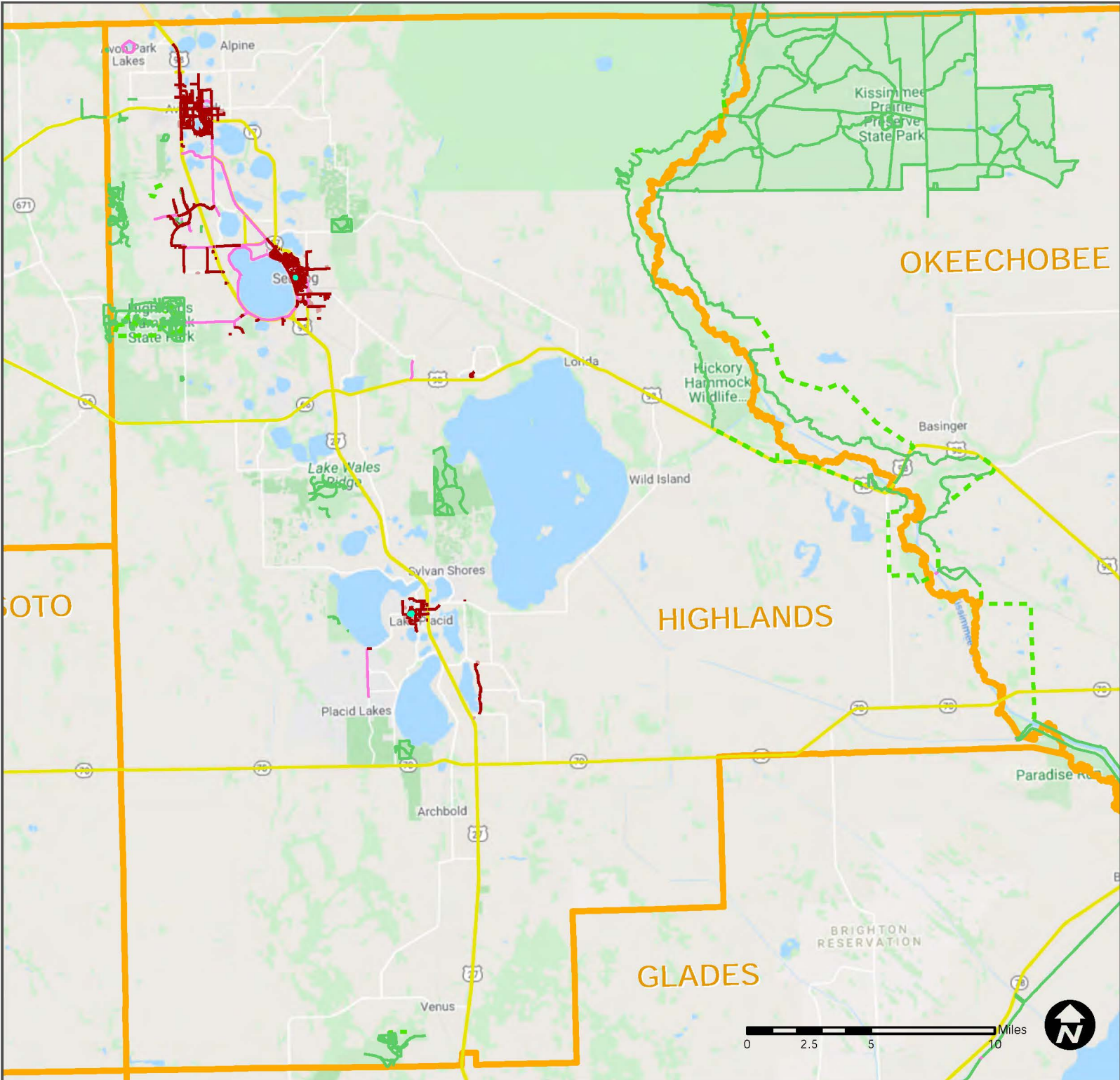


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Data Source: US Census, HRTPO, & FDOT

Bike/Pedestrian Infrastructure

Highlands County



Legend

- Sidewalk
- Shared-Use Pathways
- HRTPO Counties
- Sidewalk (Private)
- Hike / Bike / Ped. Trails
- Ped. Bridge
- Bike Lane
- Crosswalk
- - - Trail Connectors



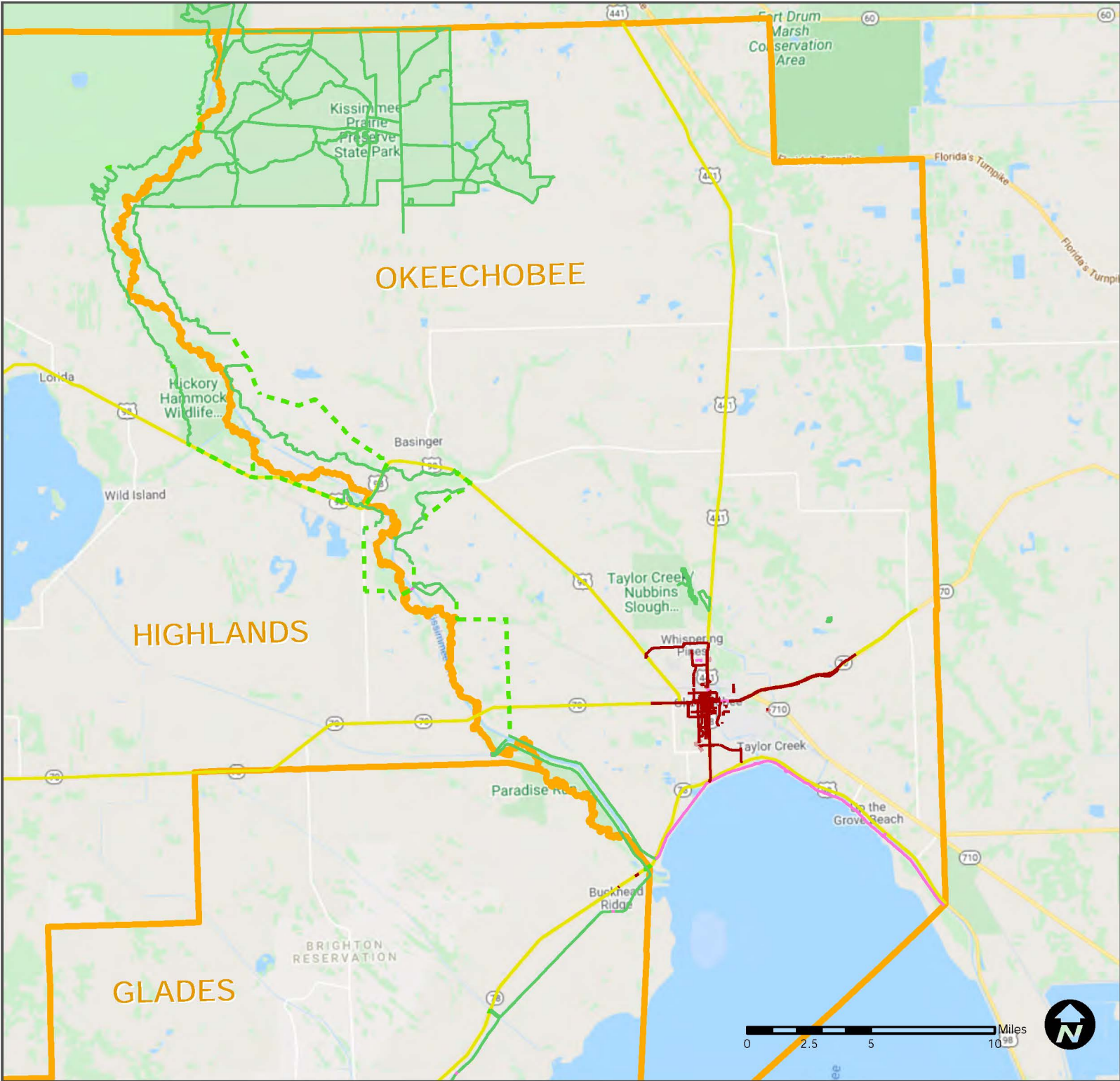
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Data Source: US Census, HRTPO, & FDOT

Document Path: C:\Users\ldarbeau\Desktop\Projects\Bike Ped\Bike_Ped_Inventory_06052020.mxd

Bike/Pedestrian Infrastructure

Okeechobee County



Legend

- Sidewalk
- Shared-Use Pathways
- HRTPO Counties
- Sidewalk (Private)
- Hike / Bike / Ped. Trails
- Ped. Bridge
- Bike Lane
- Crosswalk
- Trail Connectors

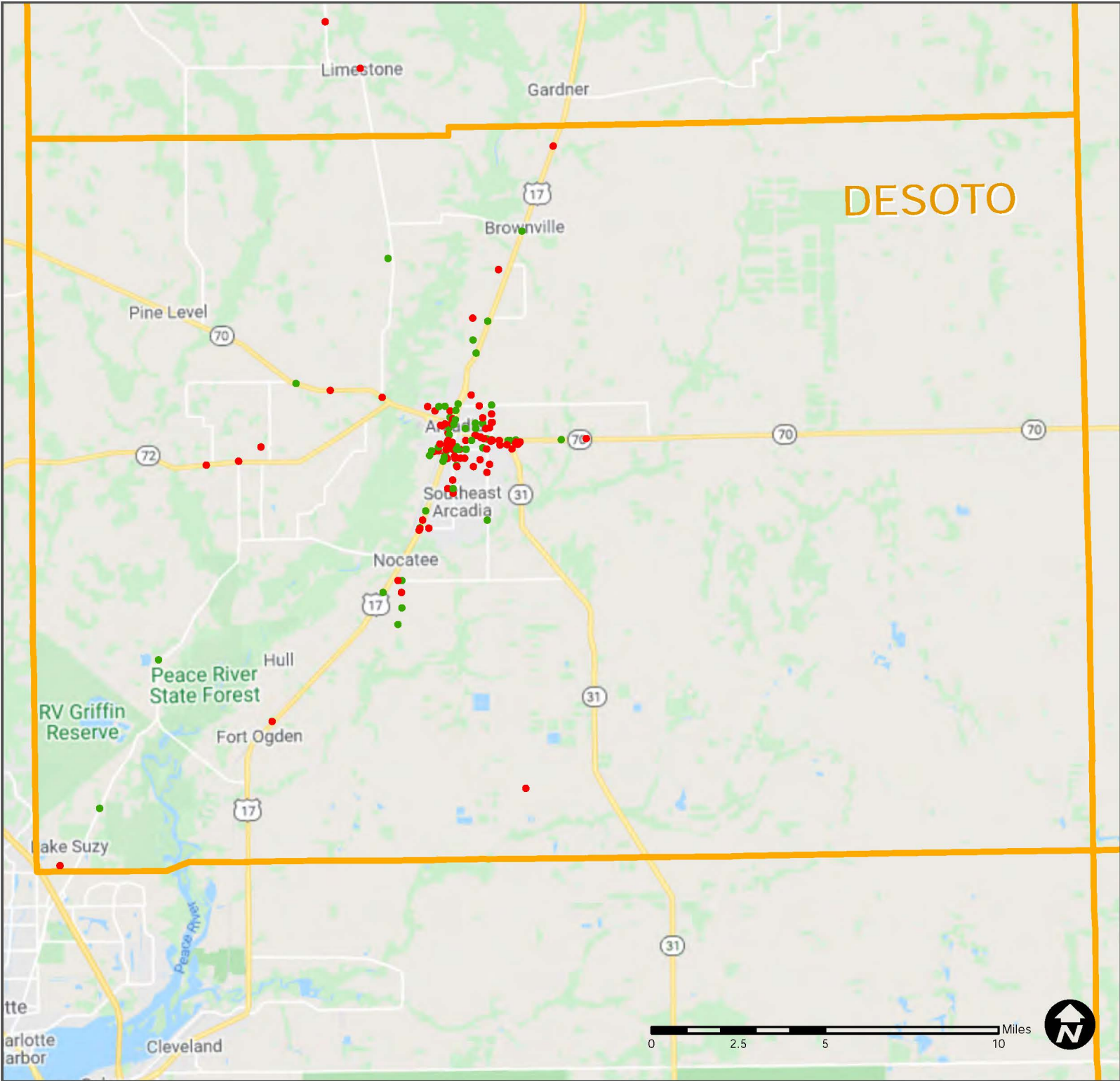


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Data Source: US Census, HRTPO, & FDOT

Crashes Involving Bike/Pedestrians

DeSoto County



Legend

Total Crashes (2010-2020)

- Bicycle
- Pedestrian

 HRTPO Counties

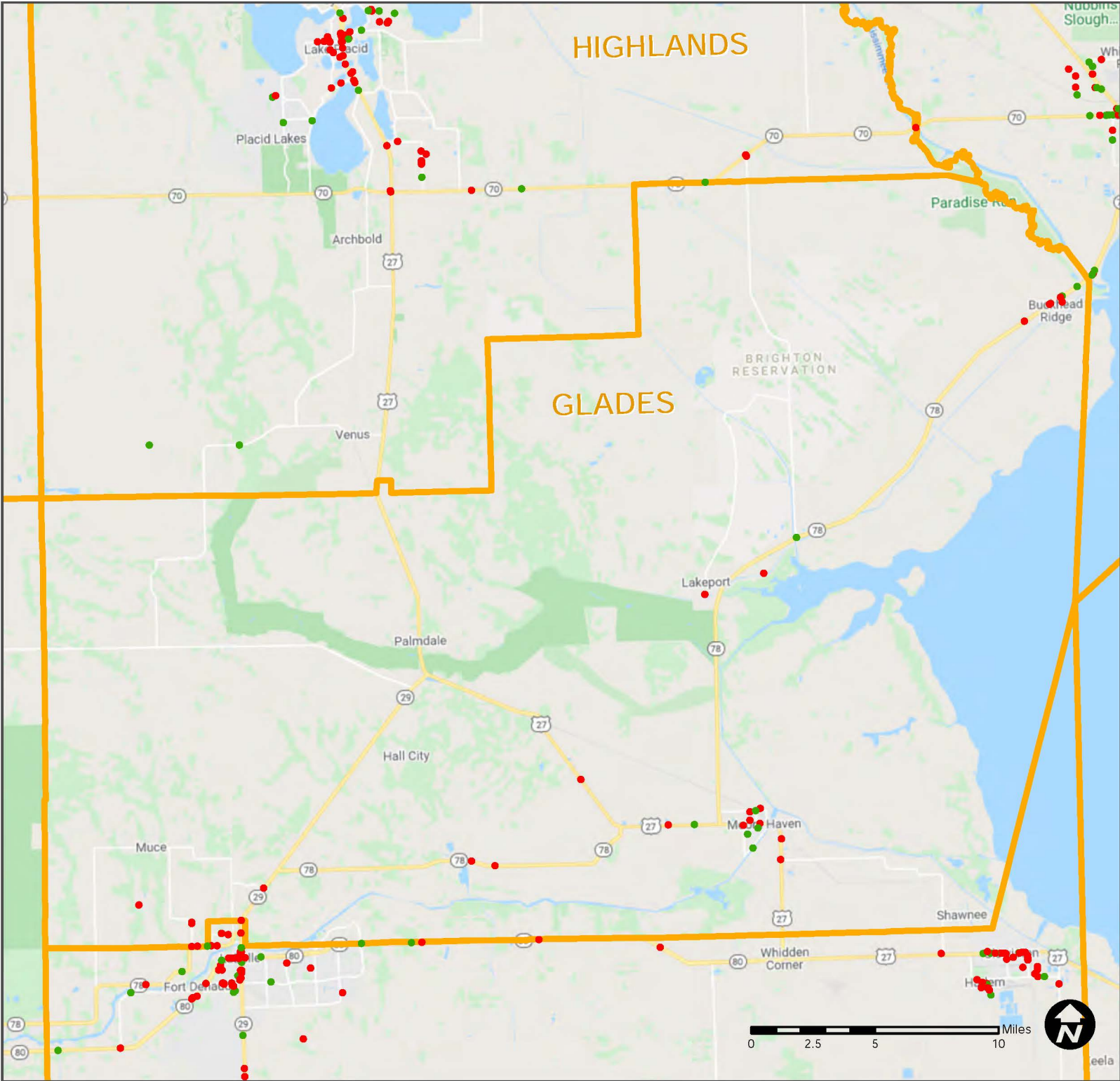


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Data Source: US Census, HRTPO, & FDOT


Crashes Involving Bike/Pedestrians

Glades County



Legend

Total Crashes (2010-2020)

- Bicycle
- Pedestrian
-  HRTPO Counties

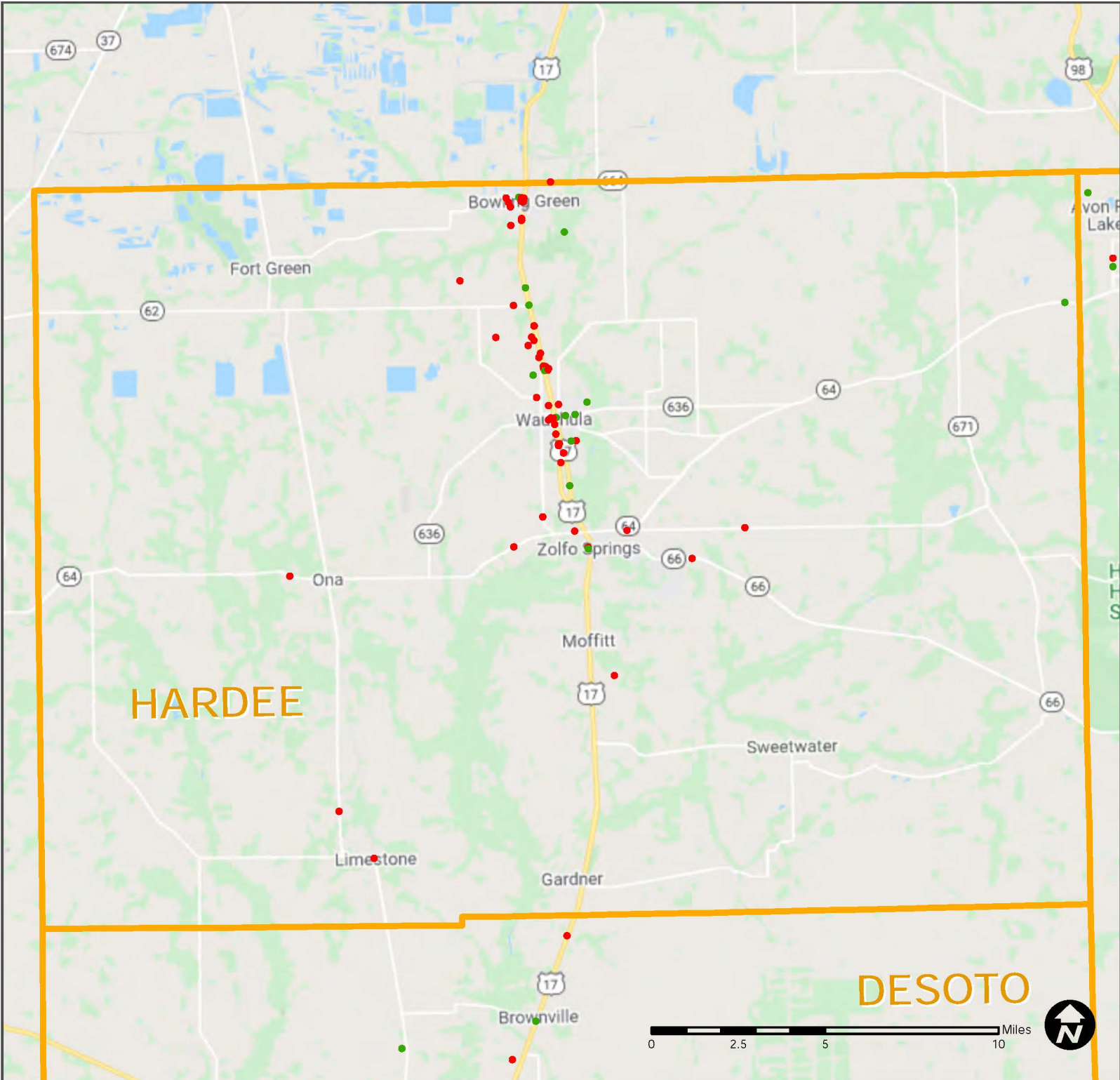


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Data Source: US Census, HRTPO, & FDOT

Crashes Involving Bike/Pedestrians

Hardee County



Legend

Total Crashes (2010-2020)

- Bicycle
- Pedestrian

 HRTPO Counties

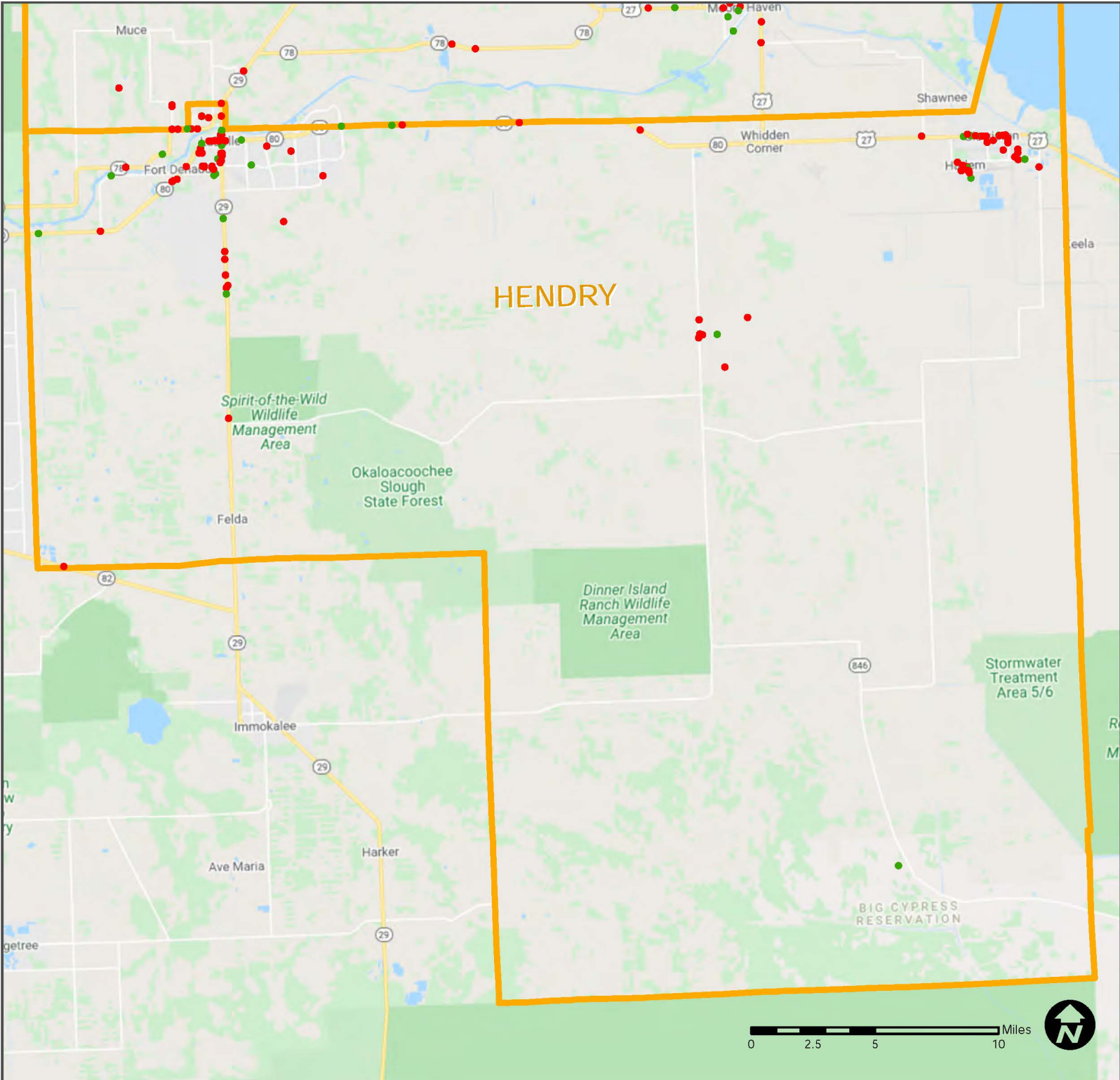


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Data Source: US Census, HRTPO, & FDOT

Crashes Involving Bike/Pedestrians

Hendry County



Legend

Total Crashes (2010-2020)

● Bicycle

● Pedestrian

HRRTPO Counties

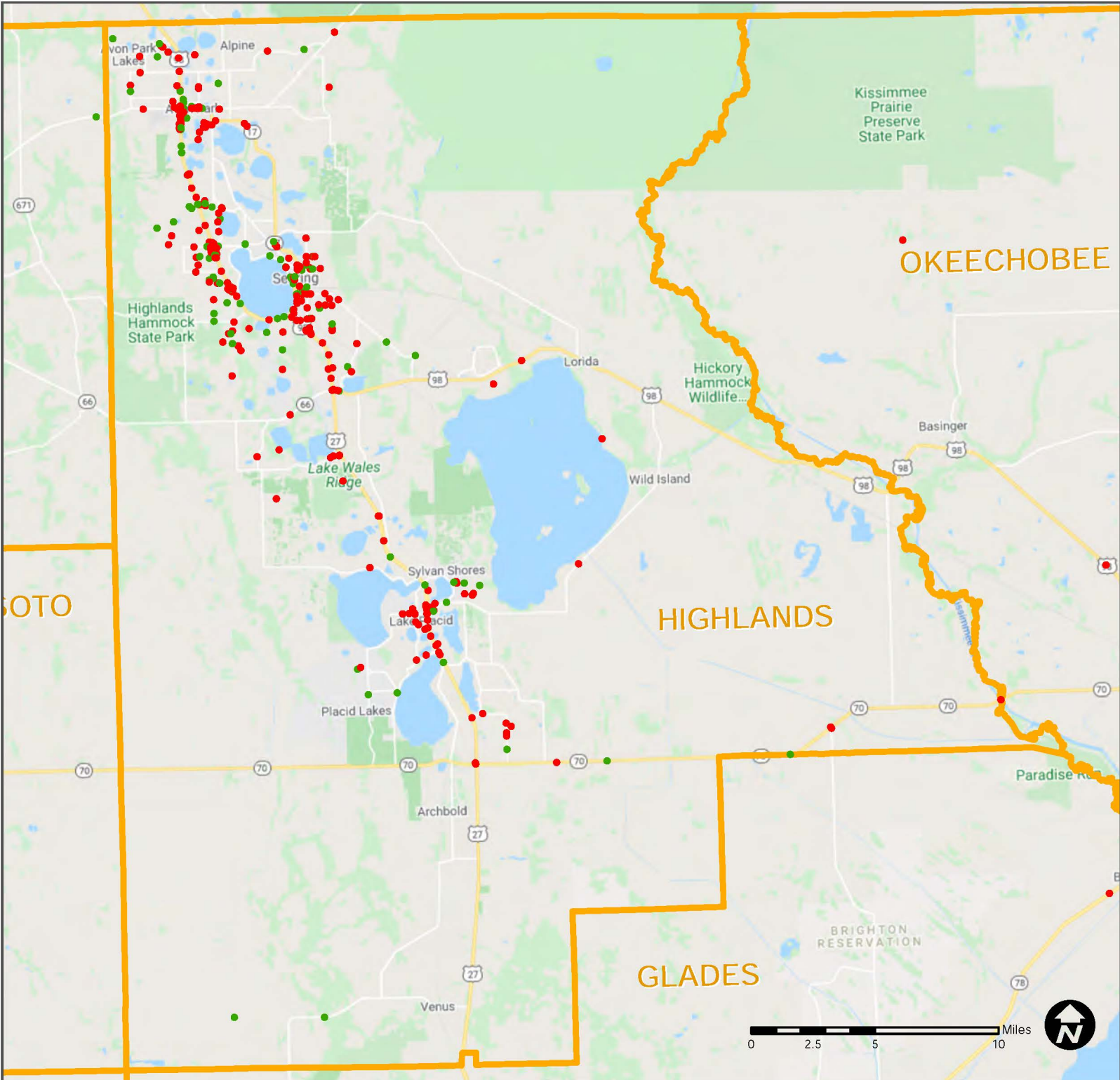


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Data Source: US Census, HRTPO, & FDOT

Crashes Involving Bike/Pedestrians

Highlands County



Legend

Total Crashes (2010-2020)

- Bicycle
- Pedestrian

 HRTPO Counties

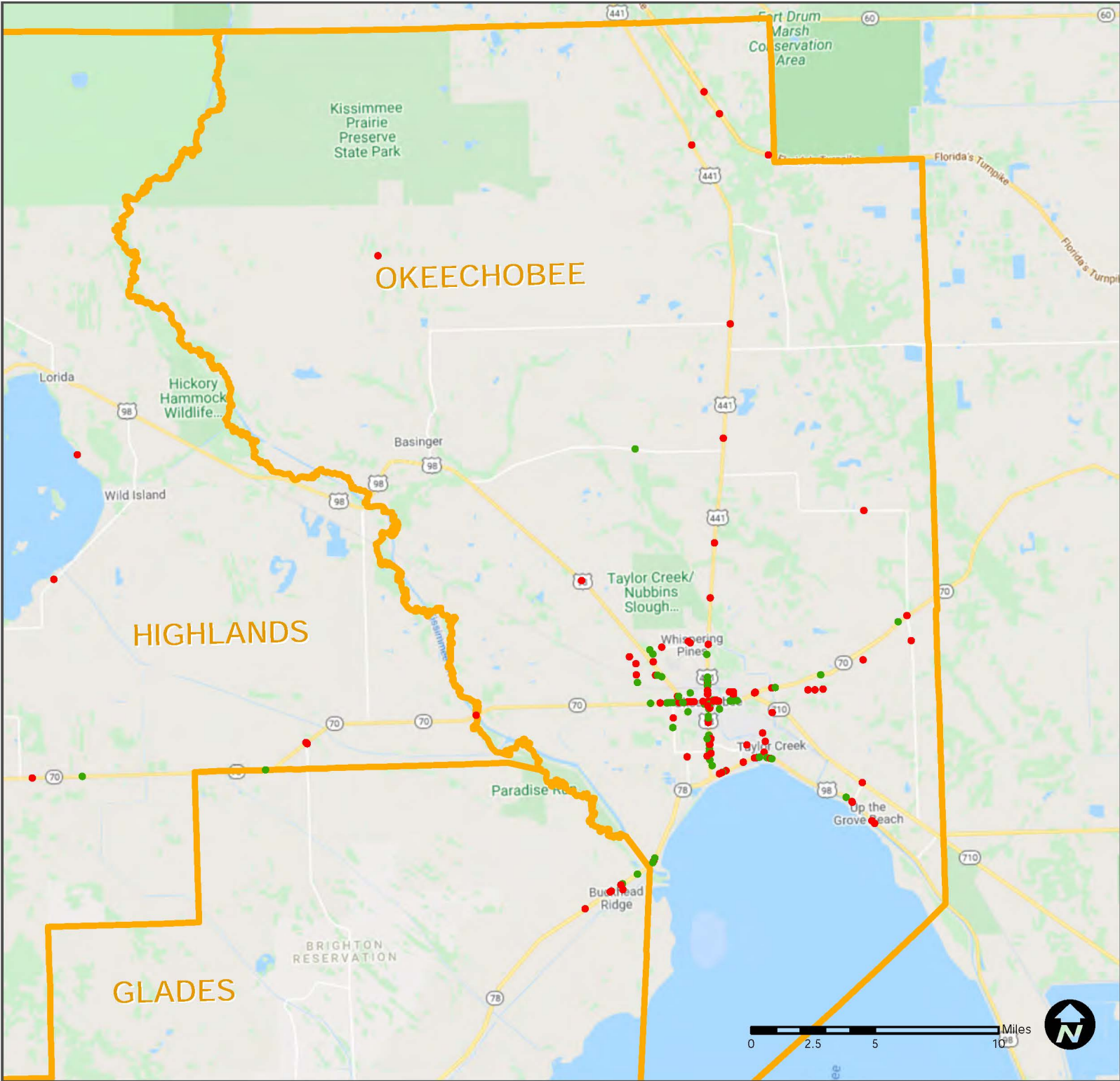


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Crashes Involving Bike/Pedestrians

Okeechobee County



Legend

Total Crashes (2010-2020)

- Bicycle
- Pedestrian

 HRTPO Counties

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Data Source: US Census, HRTPO, & FDOT



The outcomes of the safety data analysis reveal a range of locations in need of safety improvements, which are identified in the Action Plan. Locations identified may be the result of high-crash or high-risk sites and corridors, areas, or jurisdiction wide problems spread across the network. Improvements can involve different mitigations activities such as policy changes, design improvements, countermeasures, infrastructure construction, and behavioral education programs.

The Action Plan uses site and location identification to highlight safety problems. A summary of proposed projects and study areas throughout the region that have identified need on the basis of number of crashes (incidents) in the past ten years, proximity to schools, and enhancements to environmental justice areas.

All proposed projects or study areas are listed by jurisdiction and no priority order is indicated.

Proposed Safety Projects

Projects proposed under this category help serve a variety of local needs for communities. They can enhance the local infrastructure and help to address critical system gaps and high crash areas. Populations with a lower percentage of vehicle occupancy per household or those areas of a community more socially/economically disadvantaged may receive greater benefit from proposed improvements.

The proposed projects are not listed in a priority order. A total of 41 projects were proposed to close gaps and improve connectivity in the community, in all six counties.

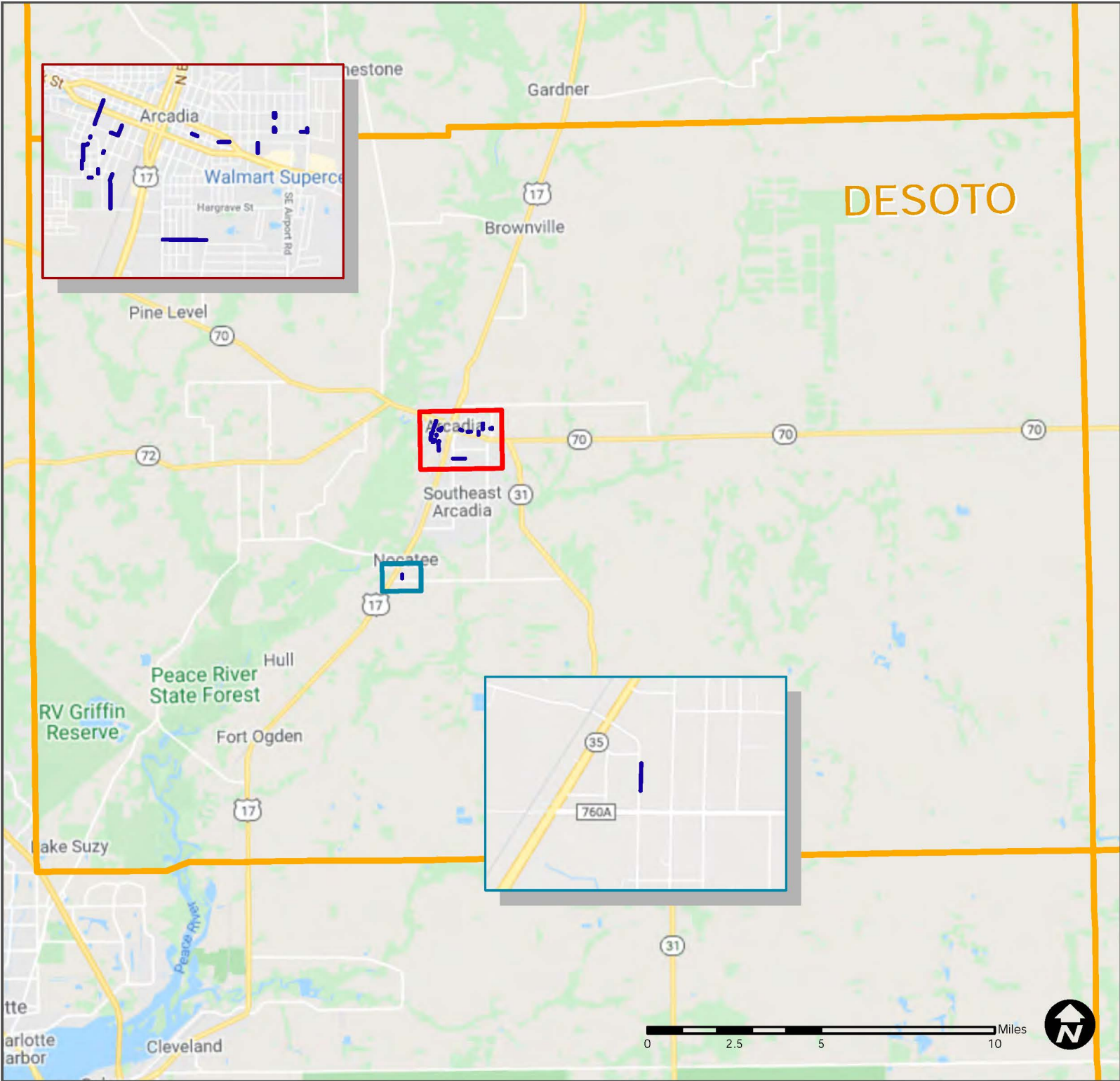
Proposed Safety Projects			
CORRIDOR	DESCRIPTION	COUNTY	MUNICIPALITY
W GIBSON ST	N JOHNSON TO N LEE AVE	DESOTO	ARCADIA
W IMOGENE ST	N JOHNSON TO N LEE AVE	DESOTO	ARCADIA
W HARRIS RD	CLOSES GAP: CONNECTS TO HARMONY DR	DESOTO	ARCADIA
S MANATEE AVE	CLOSES GAP: S DADE AVE TO WEST PALMETTO ST	DESOTO	ARCADIA
S ALABAMA AVE	CONNECTS COURT ST TO S LEE AVE	DESOTO	ARCADIA
S DADE AVE	CLOSES GAP: W HARRIS RD TO COURT ST	DESOTO	ARCADIA
S LEE AVE	CONNECTS W PINE ST TO S LEE AVE	DESOTO	ARCADIA
N 13TH AVE	CLOSES GAP: E CYPRESS TO NE HICKORY ST	DESOTO	ARCADIA
N 13TH AVE	CLOSES GAP: E CYPRESS TO NE HICKORY ST	DESOTO	ARCADIA
N 17TH AVE	CLOSES GAP: E CYPRESS ST TO NE HICKORY ST	DESOTO	ARCADIA
NE HICKORY ST	CONNECTS N 16TH AVE TO N 17TH AVE	DESOTO	ARCADIA

CORRIDOR	DESCRIPTION	COUNTY	MUNICIPALITY
11TH AVE	CLOSES GAP: CONNECTS TO NE OAK ST	DESOTO	ARCADIA
E OAK ST	CLOSES GAP: CONNECTS TO OSCEOLA AVE	DESOTO	ARCADIA
S ORANGE AVE	CLOSES GAP ALONG S ORANGE AVE	DESOTO	ARCADIA
W PINE ST	CONNECTS S MANATEE AVE TO S ORANGE AVE	DESOTO	ARCADIA
NE OAK ST	CLOSES GAP: N ROBERT AVE TO N LUTHER AVE	DESOTO	ARCADIA
S MONROE AVE	CONNECTS SW M.L.K. JR ST TO COURT ST	DESOTO	ARCADIA
S LEE AVE	CONNECTS S ALABAMA AVE TO ASH ST	DESOTO	ARCADIA
SW SHORES AVE	CLOSES GAP ALONG SW SHORES AVE	DESOTO	UNINCORPORATED
ESMERELDA ST	CONNECTS N HILLSBOROUGH AVE TO S E W AVE	DESOTO	UNINCORPORATED
OAKMONT AVE	CONNECTS CACTUS AVE TO ELMWOOD AVE	GLADES	MOORE HAVEN
ELMWOOD AVE	CONNECTS OAKMONT AVE TO 6TH ST	GLADES	MOORE HAVEN
CACTUS AVE	CONNECTS OAKMONT AVE TO 6TH ST	GLADES	MOORE HAVEN
LEMON	US 17 TO CHURCH AVE	HARDEE	BOWLING GREEN
W CENTRAL AVE	PINEAPPLE ST TO LEMON	HARDEE	BOWLING GREEN
HARDEE ST	CONNECTS CHURCH AVE TO US 17	HARDEE	BOWLING GREEN
E REA RD	CONNECTS WALMART DIRECT TO US 17	HARDEE	UNINCORPORATED
INDIAN AVE	CLOSES GAP BETWEEN W PALMETTO ST AND W MAIN ST	HARDEE	WAUCHULA
N FLORIDA AVE	W PALMETTO ST TO W MAIN ST	HARDEE	WAUCHULA
N FLORIDA AVE	METHENY RD TO NORTH WAUCHULA ELEM. SCHOOL	HARDEE	WAUCHULA
S SAN PEDRO ST	WATER OAK AVE TO E ARROYO AVE	HENDRY	CLEWISTON
MISSISSIPPI AVE	CONNECTS 10TH ST TO 7TH CT	HENDRY	UNINCORPORATED
11TH ST	CLOSES GAP: CONNECTS TO HARLEM ACADEMY AVE	HENDRY	UNINCORPORATED
KENTUCKY AVE / HARLEM TENANTS CIR	CONNECTS 7TH CT TO 6TH CT	HENDRY	UNINCORPORATED
COMMODORE PL	SCHOONER DR TO NW EUCALYPTUS BLVD	HENDRY	LABELLE
SCHOONER DR	MAINSTAY ST TO SHOWBOAT LN	HENDRY	LABELLE
SR 78	CONNECTS KELL MILL RD TO NOBLES RD	HENDRY	UNINCORPORATED
WILHITE ST	S FEAGIN AVE TO S LAKE AVE	HIGHLANDS	AVON PARK
E WALNUT ST	CONNECTS EXISTING TO S LAKE AVE	HIGHLANDS	AVON PARK
W LAKE ISIS AVE	CONNECTS EMMANUEL WAY TO N LAKE ISIS DR	HIGHLANDS	AVON PARK
W PALMETTO ST	CONNECTS EMMANUEL WAY TO JUNE BERRY ST	HIGHLANDS	AVON PARK
W CORNELL ST	CONNECTS S WALDRON AVE TO TULANE CIR	HIGHLANDS	AVON PARK
S FLORIDA AVE	CONNECTS W BELL ST TO W HALL ST	HIGHLANDS	AVON PARK
CR 621 E	CONNECTS TOWER ST TO US 27	HIGHLANDS	LAKE PLACID
US 27	CONNECTS DAL HALL BLVD TO E INTERLAKE BLVD	HIGHLANDS	LAKE PLACID
LAGRANGE AVE	CONNECTS EXISTING TO WOODLAWN DR	HIGHLANDS	SEBRING
EVANGELINE AVE	CONNECTS EXISTING TO WOODLAWN DR	HIGHLANDS	SEBRING
GLENWOOD AVE	FIELDER BLVD TO WOODLAWN ELEMENTARY SCHOOL	HIGHLANDS	SEBRING
COLMAR AVE	CONNECTS YOUTH CARE LN TO W JOSEPHINE ST	HIGHLANDS	SEBRING



CORRIDOR	DESCRIPTION	COUNTY	MUNICIPALITY
RAINBOW AVE	CONNECTS TEINER AVE TO YOUTH CARE LN	HIGHLANDS	SEBRING
WIGHTMAN AVE	CONNECTS WIGHTMAN AVE TO KENILWORTH BLVD	HIGHLANDS	SEBRING
US 27	CONNECTS NEW LIFE WAY TO SCHUMACHER RD	HIGHLANDS	SEBRING
DESOTO CITY RD	CONNECTS DESOTO RD TO MIKE KHAN RD	HIGHLANDS	UNINCORPORATED
HIGHLANDS BLVD	CONNECTS IMPATIENS ST TO PALM BEACH ST	HIGHLANDS	UNINCORPORATED
US 98	CONNECTS CR 17 S TO US 27	HIGHLANDS	UNINCORPORATED
DESOTO RD	CONNECTS S HIGHLANDS AVE TO CACTUS LN	HIGHLANDS	UNINCORPORATED
SW 6TH ST	SW 11TH AVE TO SW 10TH AVE	OKEECHOBEE	OKEECHOBEE
SW 3RD AVE	SW 5TH ST TO SW 6TH ST	OKEECHOBEE	OKEECHOBEE
SW 3RD AVE	23RD ST TO SW 28TH ST	OKEECHOBEE	OKEECHOBEE
23RD ST	SW 3RD AVE TO US 441 / US 98	OKEECHOBEE	OKEECHOBEE
US 441 S / US 98	CONNECT SE 38TH ST TO SE 18TH TERRACE	OKEECHOBEE	UNINCORPORATED
US 441 S / US 98	CONNECTS SR 15 / US 98 TO RESIDENTIAL AREAS	OKEECHOBEE	UNINCORPORATED
NE 16TH AVE	CONNECTS NE 6TH ST TO NE PARK ST	OKEECHOBEE	UNINCORPORATED
SR 78	CONNECT LAKE DR TO ACCESS RD	OKEECHOBEE	UNINCORPORATED
NW 12TH AVE	NW 36TH ST TO NW 34TH ST	OKEECHOBEE	UNINCORPORATED
NW 34TH ST	NW 12TH TERRACE TO NW 10TH TERRACE	OKEECHOBEE	UNINCORPORATED

Proposed Safety Projects

DeSoto County



Legend

-  HRTPO Counties
-  HRTPO Proposed Safety Projects

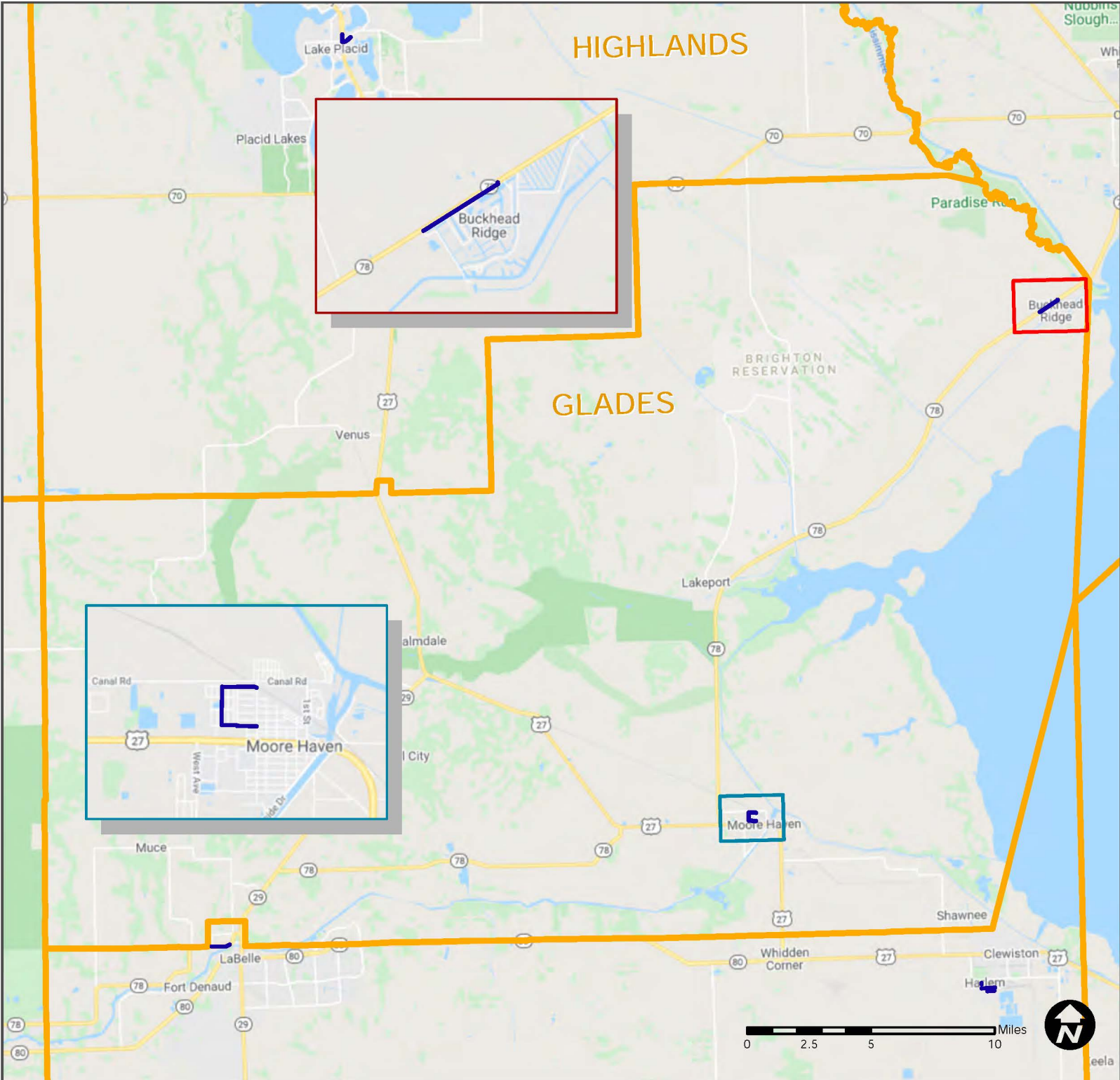


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Data Source: US Census, HRTPO, & FDOT

Proposed Safety Projects

Glades County



Legend

-  HRTPO Counties
-  HRTPO Proposed Safety Projects

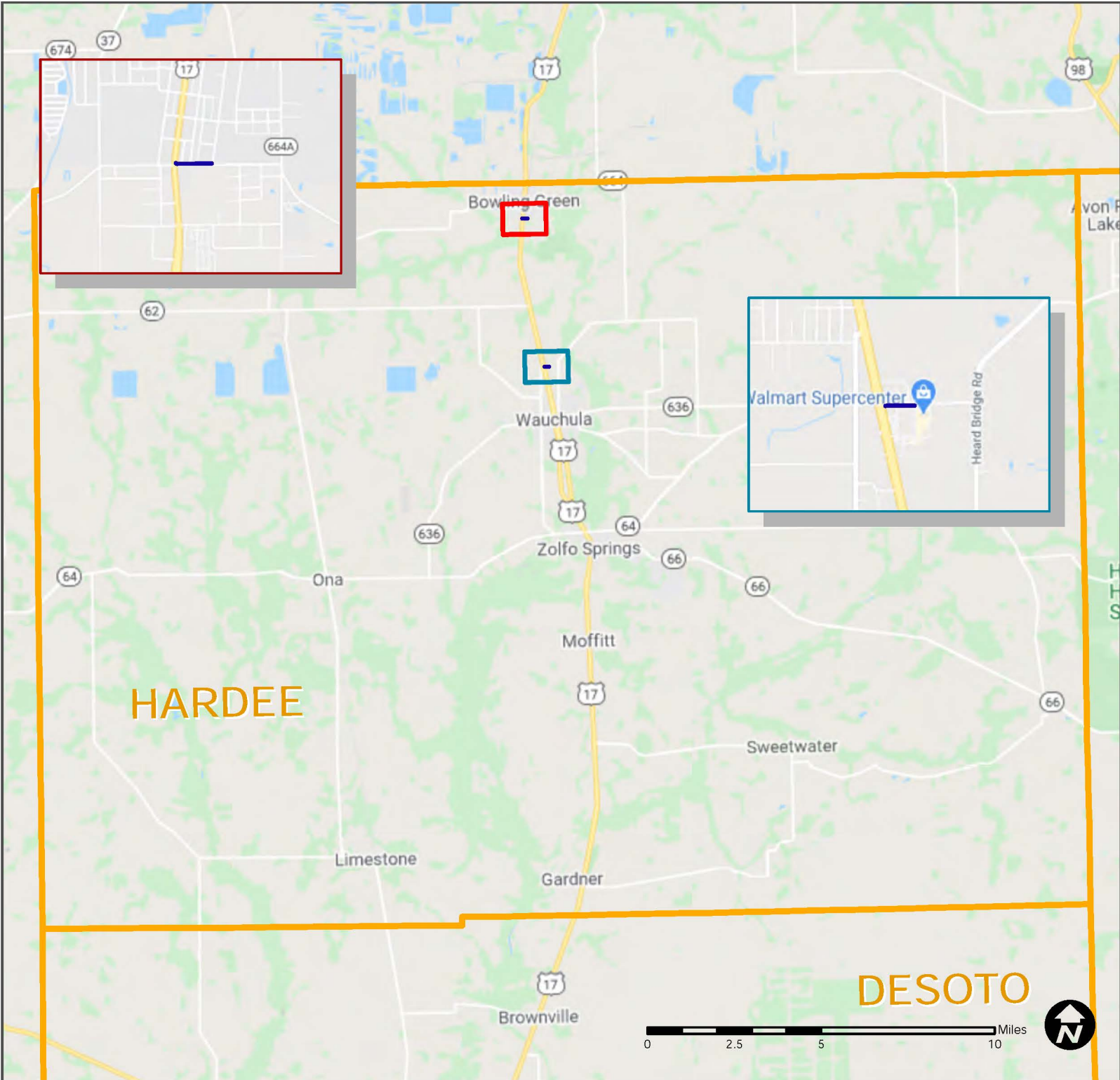


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Data Source: US Census, HRTPO, & FDOT

Proposed Safety Projects

Hardee County



Legend

-  HRTPO Counties
-  HRTPO Proposed Safety Projects

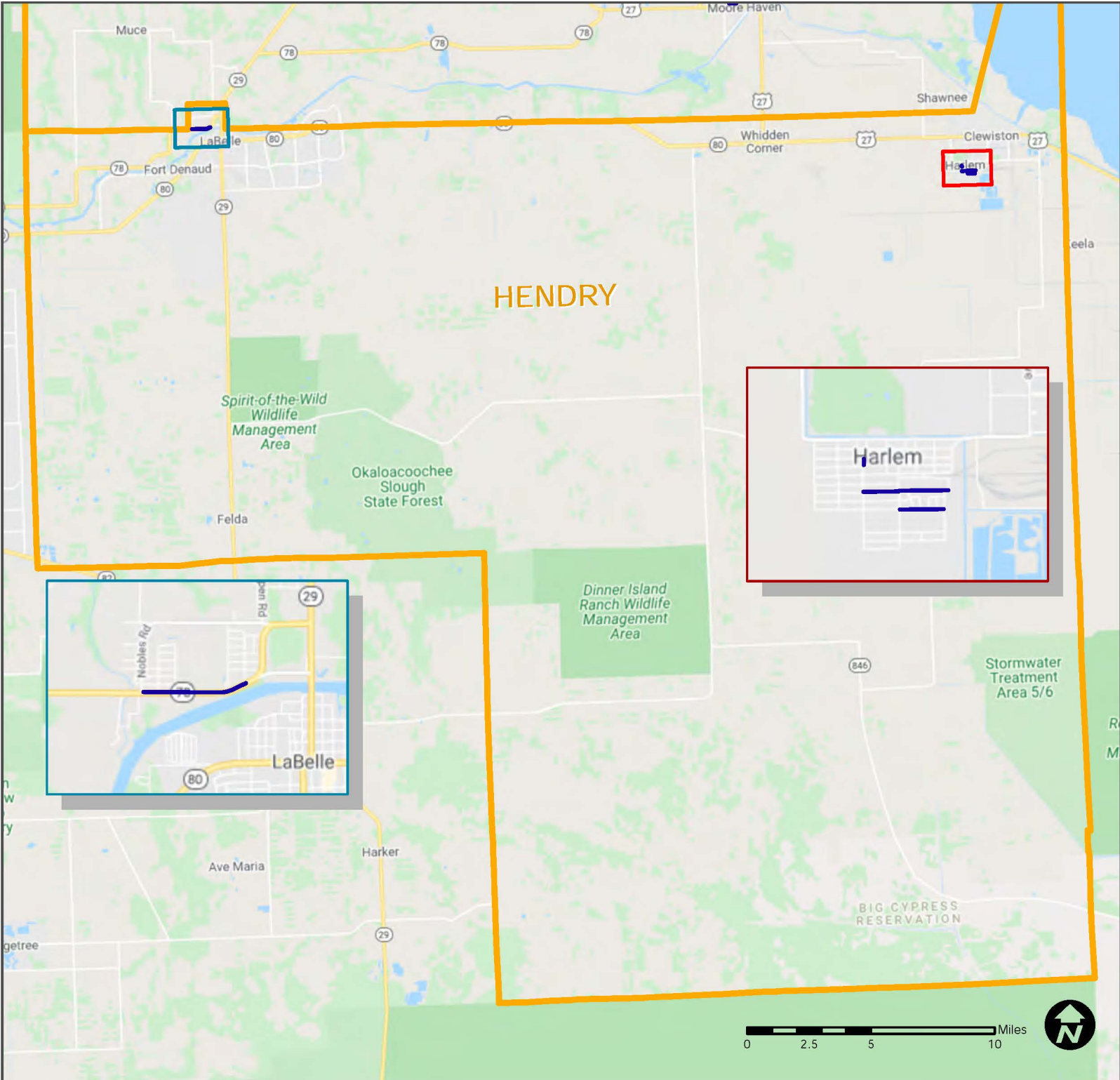


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Data Source: US Census, HRTPO, & FDOT

Proposed Safety Projects

Hendry County



Legend

-  HRTPO Counties
-  HRTPO Proposed Safety Projects

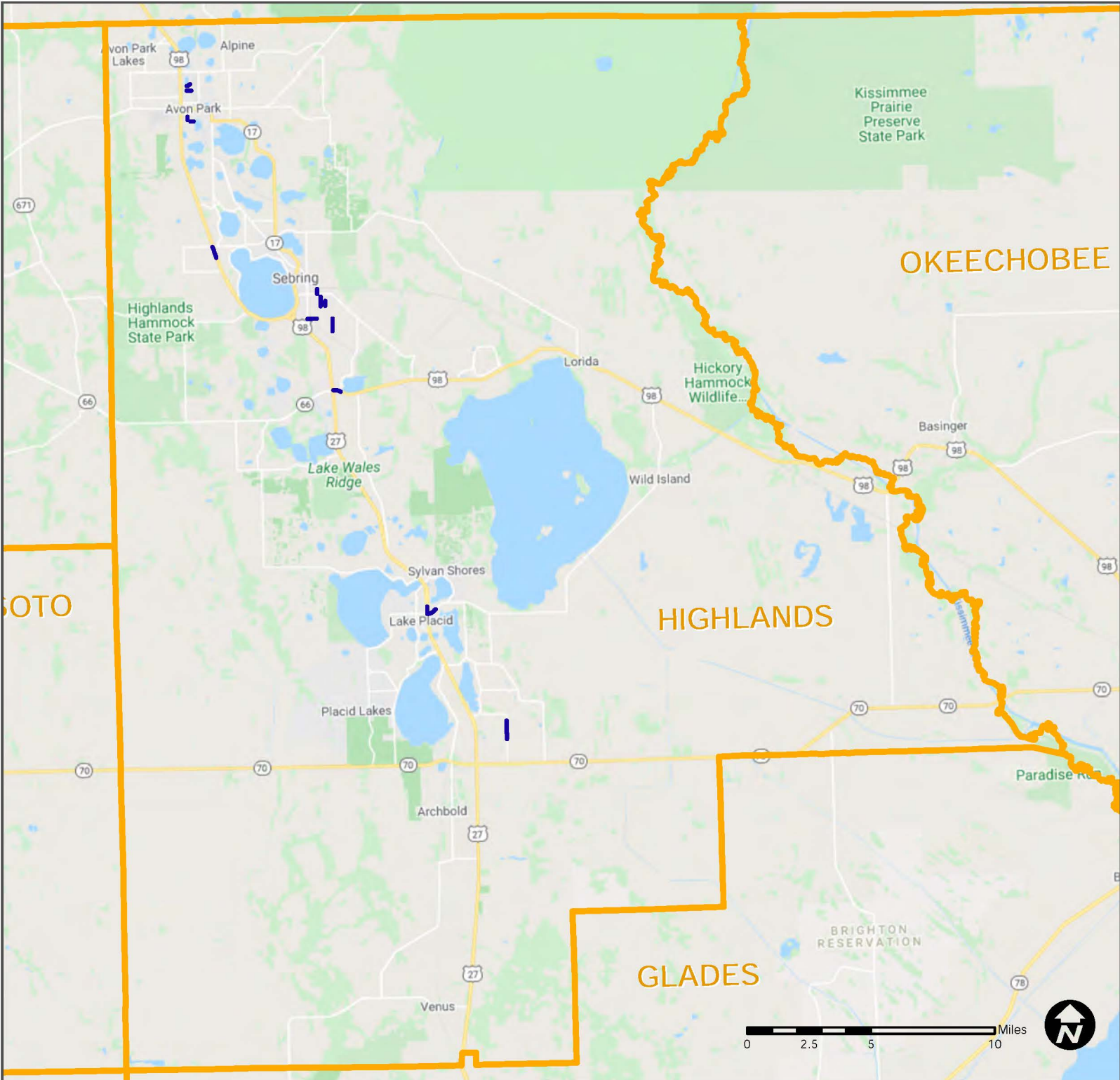


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Data Source: US Census, HRTPO, & FDOT

Proposed Safety Projects

Highlands County



Legend

-  HRTPO Counties
-  HRTPO Proposed Safety Projects

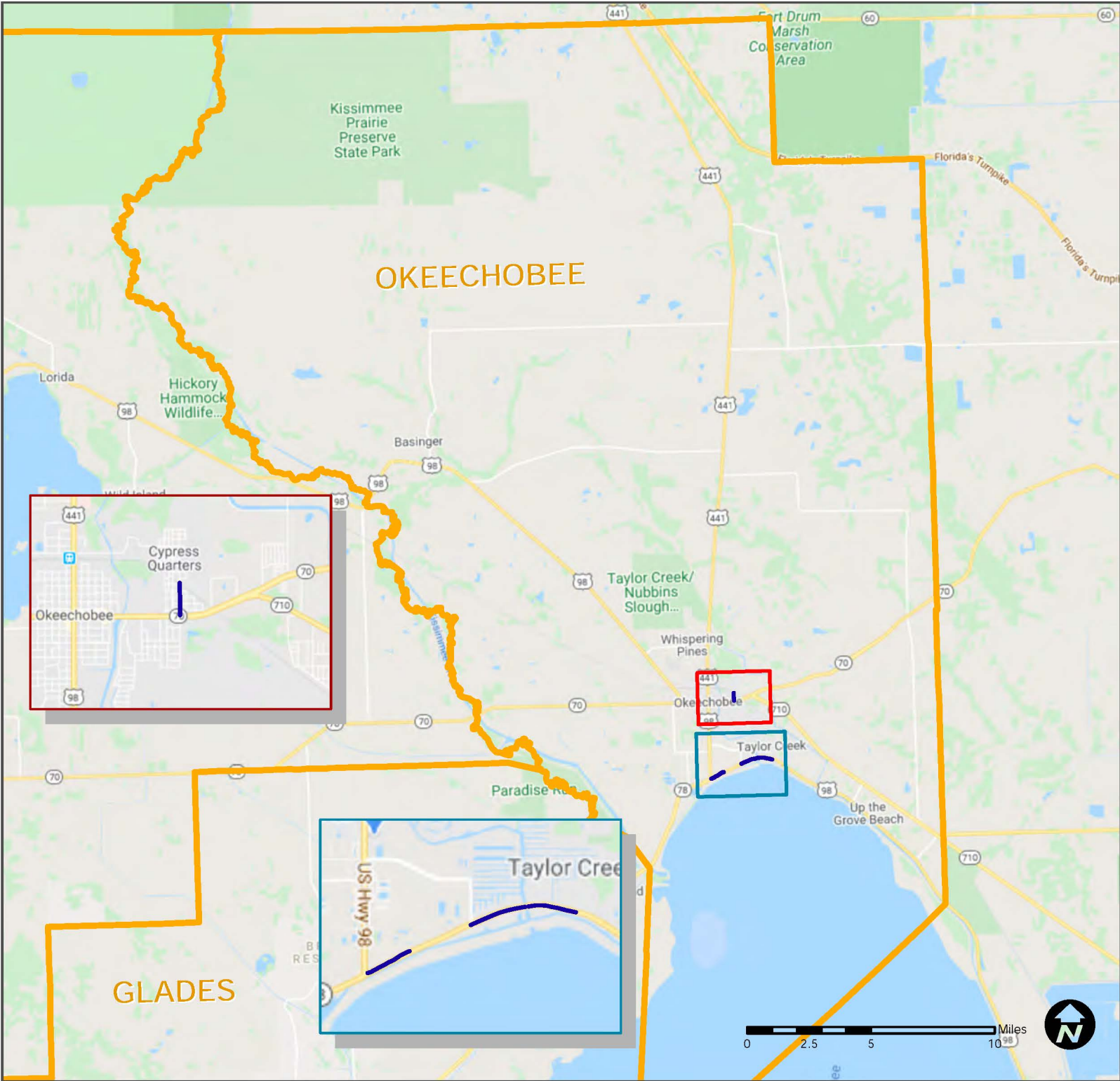


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Proposed Safety Projects

Okeechobee County



Legend

-  HRTPO Counties
-  HRTPO Proposed Safety Projects



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Data Source: US Census, HRTPO, & FDOT

Safe Routes to School Projects

DeSoto County



Legend

-  HRTPO Counties
-  Proposed SRTS Projects (Sidewalks)

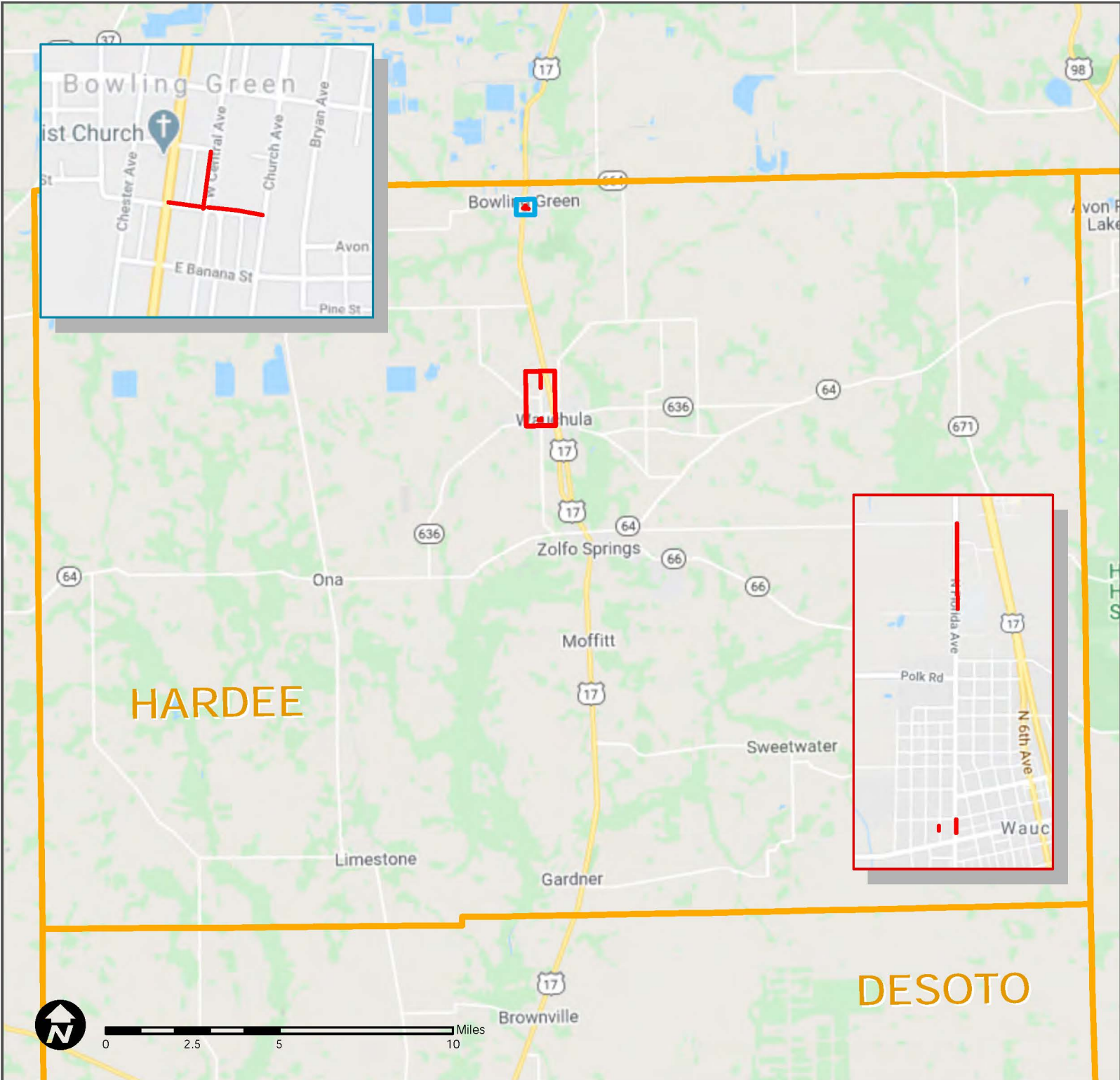


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Safe Routes to School Projects

Hardee County



Legend

-  HRTPO Counties
-  Proposed SRTS Projects (Sidewalks)

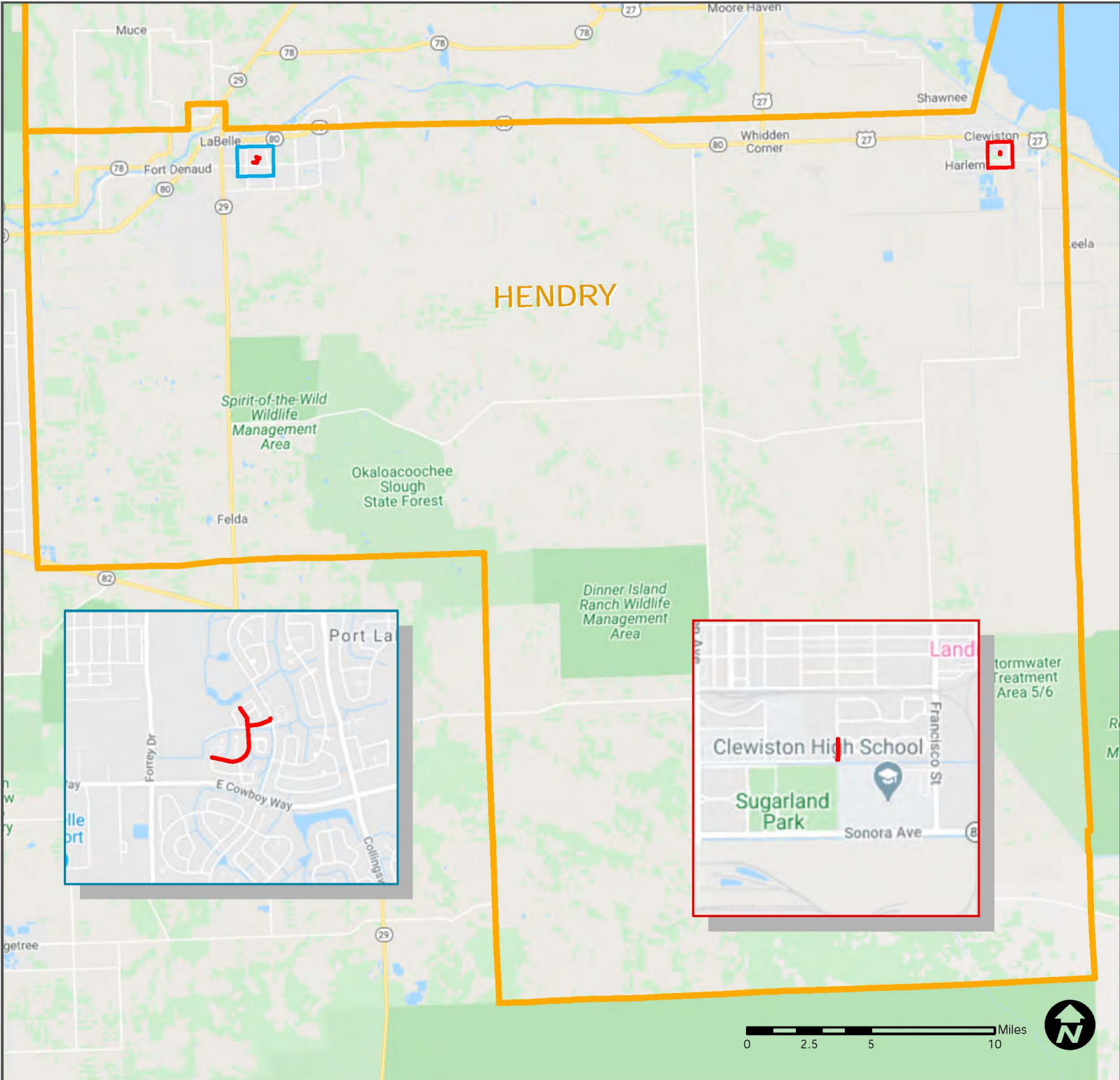


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Safe Routes to School Projects

Hendry County



Legend

-  HRTPO Counties
-  Proposed SRTS Projects (Sidewalks)

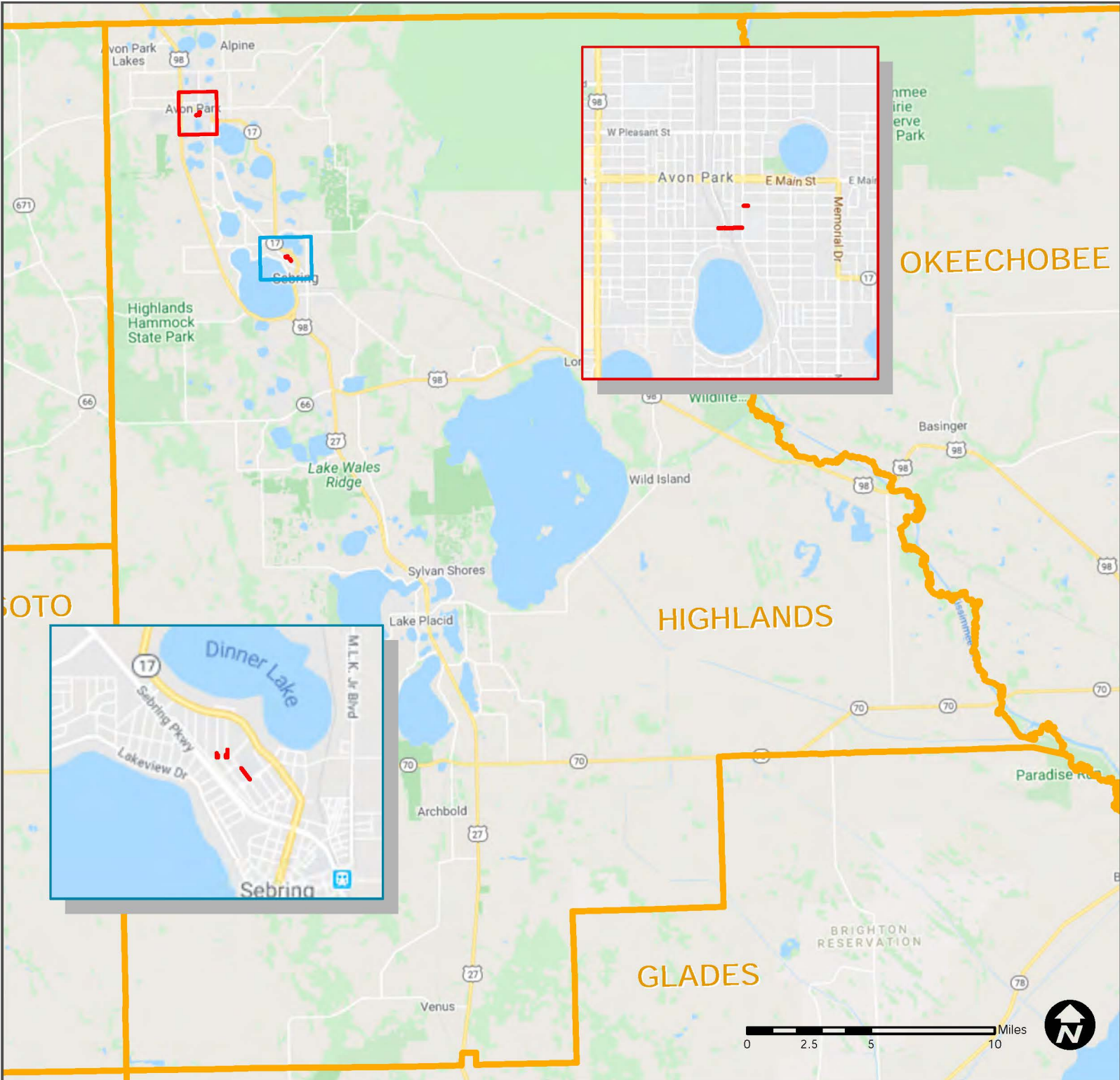


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Safe Routes to School Projects

Highlands County



Legend

-  HRTPO Counties
-  Proposed SRTS Projects (Sidewalks)

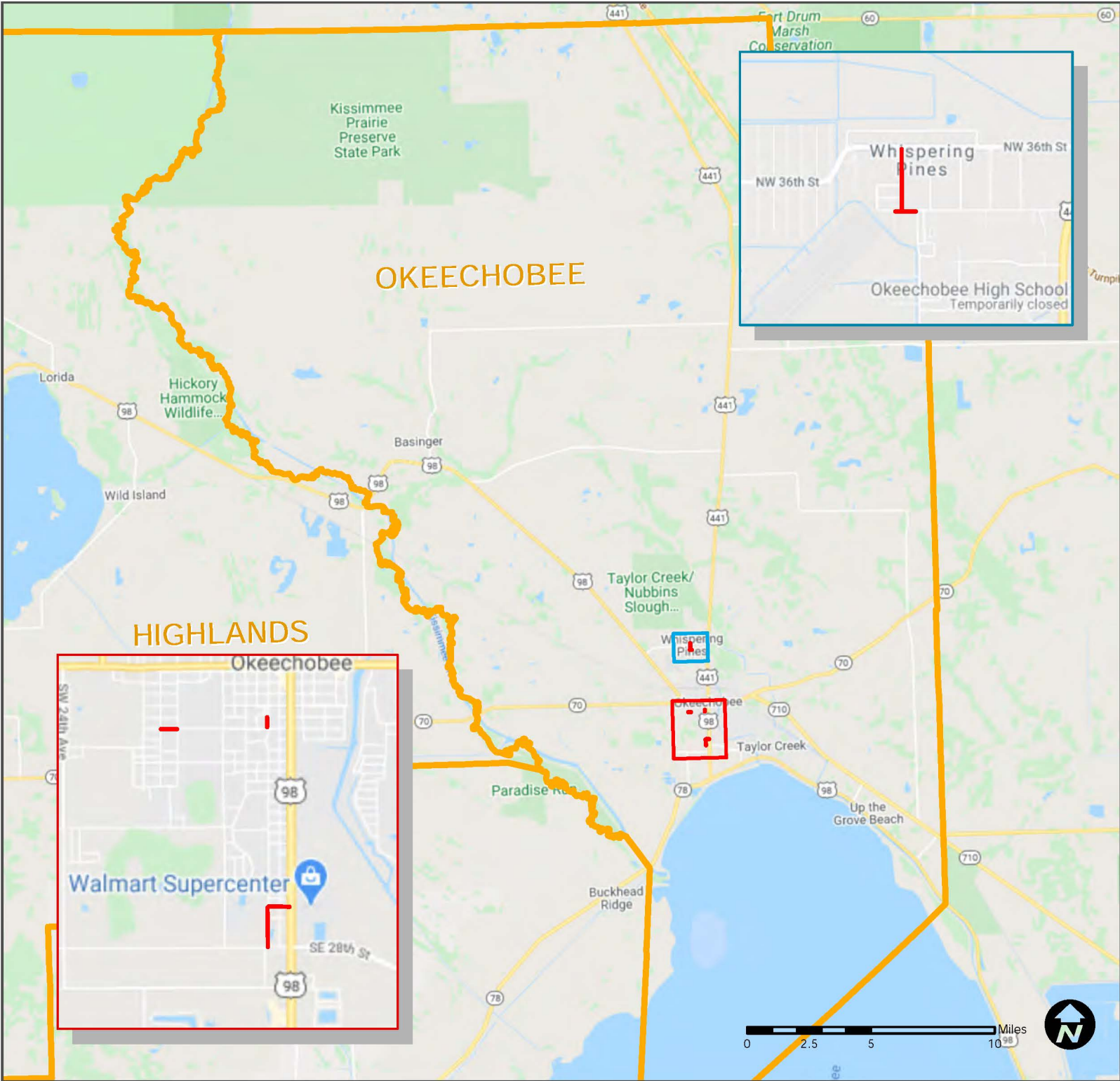


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Safe Routes to School Projects

Okeechobee County



Legend

-  HRTPO Counties
-  Proposed SRTS Projects (Sidewalks)



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Safety Priority Corridors

Based on the analysis and criteria outlined, the corridors identified as Safety Priority Corridors are listed below. These Corridors will likely require additional study to determine if system improvements can be made to create a safer environment for all roadway users. The Corridors were identified based on crash clusters of three or more. Using the length of a corridor segment and the number of lanes, an analysis index (Crashes per Lane Mile) was calculated for the segments identified. This represents the number of accidents along a mile of roadway for a specific section of roadway.

The locations with the highest Crashes Per Lane Mile Index include: CR 621 in Lake Placid, East Cowboy Way in LaBelle, and US 17 in Wauchula.

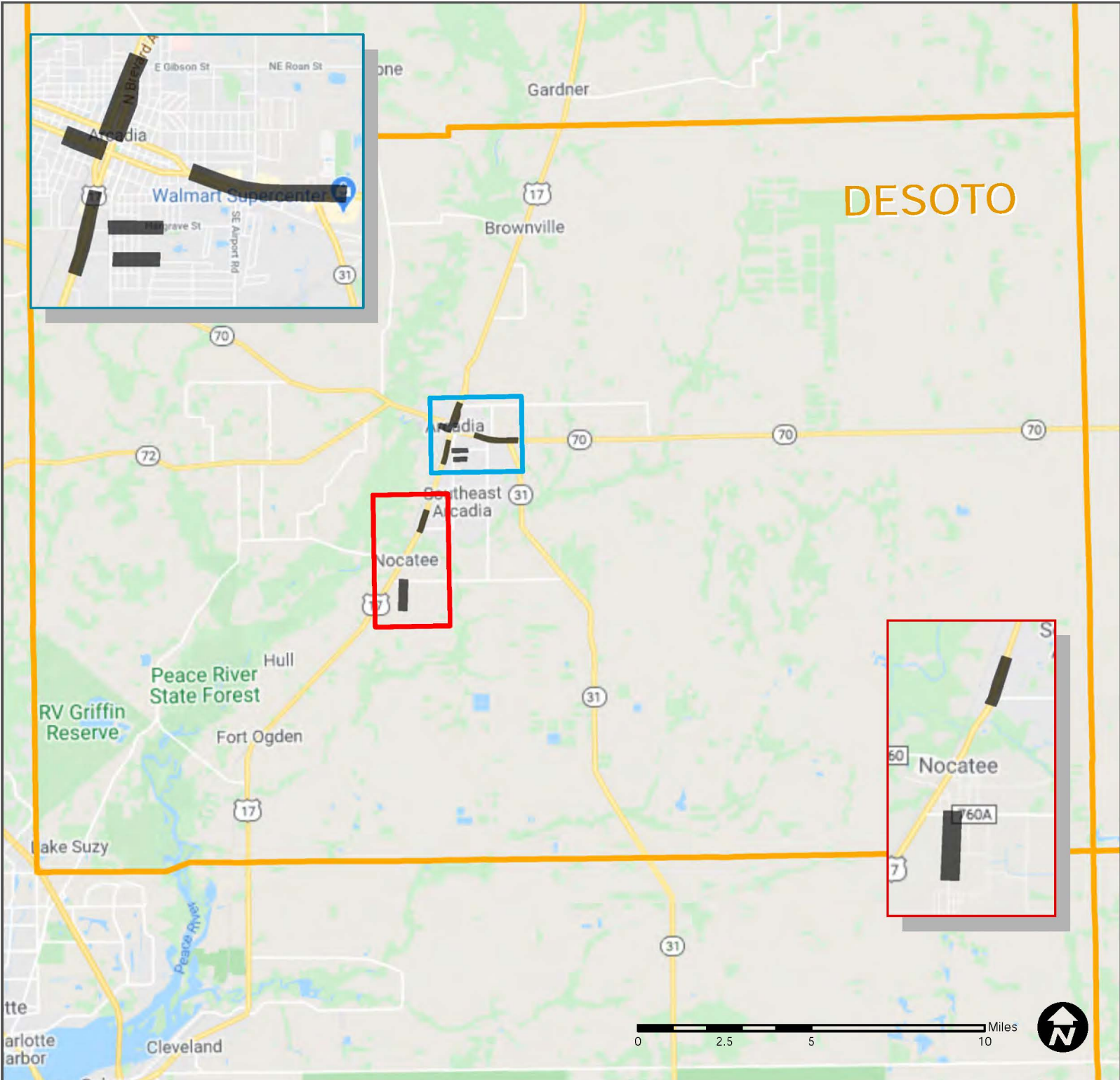
Safety Priority Corridors					
Corridor	DESCRIPTION	COUNTY	MUNICIPALITY	Total Crashes	Crashes Per Lane Mile
US 17	E PALMETTO TO 0.041 MILES S OF SW LOU DR	DESOTO	ARCADIA	16	6.46
SR 70	S ROGER AVE TO SIESTA BLVD	DESOTO	ARCADIA	13	2.72
W MANGOLIA ST	S MANATEE AVE TO S DESOTO AVE	DESOTO	ARCADIA	3	5.15
US 17 N & US 17 S	W WINIFRED ST TO E HICKORY ST	DESOTO	ARCADIA	7	2.30
HARGRAVE ST	S ARCADIA AVE TO SE MILLS AVE	DESOTO	UNINCORPERATED	7	9.07
ESMERELDA ST	SE 18TH TERRACE TO SE 38TH AVE	DESOTO	UNINCORPERATED	3	5.24
US 17	SE 1ST AVE TO S E W AVE	DESOTO	UNINCORPERATED	5	4.28
SW SHORES AVE	CR 760A TO 0.79 MILES SOUTH	DESOTO	UNINCORPERATED	3	1.90
US 17	E REA RD TO 0.138 MILES SOUTH ON FACILITY	HARDEE	UNINCORPERATED	7	12.68
US 17	0.015 MILES NORTH (CARLTON ST) TO 0.047 MILES S	HARDEE	WAUCHULA	3	21.28
US 27 / SR 80	N BERNER RD TO W ARCADE AVE	HENDRY	CLEWISTON	5	1.96
US 27 / SR 80	E CIRCLE DR TO N SAN JOSE ST	HENDRY	CLEWISTON	6	5.13
FRANSISCO ST	E VENTURA AVE E OBISPO AVE	HENDRY	CLEWISTON	4	7.21
SR 29	F RD TO 1.72 MILES NORTH ON FACILITY	HENDRY	LABELLE	5	1.45
SR 80	HARDEE ST TO 0.02 MILES EAST OF MAIN ST	HENDRY	LABELLE	13	6.90
E COWBOY WAY	LILLIAN ST TO DR MARTIN LUTHER KING JR BLVD	HENDRY	LABELLE	4	29.41
SR 29	PARK AVE TO E HICKPOCHEE AVE	HENDRY	LABELLE	8	6.86
US 98	CHURCH ST TO GLORIA ST	HIGHLANDS	AVON PARK	15	3.75
SR 64	VERONA AVE TO US 98	HIGHLANDS	AVON PARK	8	2.30
CR 621	VICTORY WAY GOING NE 0.035 MILES	HIGHLANDS	LAKE PLACID	3	42.86
US 98 / US 27	SEBRING PKWY TO BAYVIEW ST	HIGHLANDS	SEBRING	7	3.58

Corridor	DESCRIPTION	COUNTY	MUNICIPALITY	Total Crashes	Crashes Per Lane Mile
HIGHLANDS BLVD	POLK ST TO 0.15 MILES SOUTH ON FACILITY	HIGHLANDS	UNINCORPERATED	4	13.33
CEMETARY RD	M.L.K. JR BLVD TO DOUGLAS AVE	HIGHLANDS	UNINCORPERATED	4	5.88
EO DOUGLAS AVE	VIRGINIA ST TO MARTIN LUTHER KING BLVD	HIGHLANDS	UNINCORPERATED	3	3.46
DESOTO RD	S HIGHLANDS AVE TO EAST AT RAILROAD TRACKS	HIGHLANDS	UNINCORPERATED	3	7.77
US 98	US 27 TO TWITTY RD	HIGHLANDS	UNINCORPERATED	5	5.57
VALERIE BLVD	TROUT AVE GOING SE 0.184 MILES	HIGHLANDS	UNINCORPERATED	3	8.15
SR 70	NW 4TH AVE TO NE 7TH AVE	OKEECHOBEE	OKEECHOBEE	7	2.73
US 441	NW 7TH ST TO 0.542 MILES NORTH	OKEECHOBEE	OKEECHOBEE	6	2.21
US 98	SW 9TH ST TO SW 13TH ST	OKEECHOBEE	OKEECHOBEE	4	3.95
US 441 S	SE 19TH TERRACE TO THORNBERRY RV ENTRANCE	OKEECHOBEE	UNINCORPERATED	7	2.92
SR 70	NW 28TH AVE TO 0.032 MILES WEST OF NW 12TH AVE	OKEECHOBEE	UNINCORPERATED	10	6.93
NE 16TH AVE	NE 7TH ST TO NE 3RD ST	OKEECHOBEE	UNINCORPERATED	4	8.03
US 98	SW 32ND ST GOING NORTH TO HOME DEPOT ENTRANCE	OKEECHOBEE	UNINCORPERATED	5	3.41
US 98 / US 441 S	0.407 MILES NE OF US 98 TO 0.307 MILES EAST	OKEECHOBEE	UNINCORPERATED	4	6.51
SR 78	RIVER RD TO	OKEECHOBEE	UNINCORPERATED	3	7.25
SR 17	LAKEVIEW DR TO CORNELIA AVE	HIGHLANDS	SEBRING	9	7.64
US 27 / US 98	TUBBS RD GOING EAST TO SUNSET GRILL ENTRANCE	HIGHLANDS	SEBRING	3	0.81
SR 17	HOME AVE TO 0.238 NW ON FACILITY	HIGHLANDS	SEBRING	3	6.30
LAKEVIEW DR	LAKEVIEW DR TO HEMLOCK AVE	HIGHLANDS	SEBRING	5	3.32
SR 17	SEBRING DR TO KENILWORTH BLVD	HIGHLANDS	SEBRING	5	2.57

Note: Factor into consideration the length of identified segments and corridors when reviewing the CPLM Index. Segments with shorter distances and higher crash incidents will rank higher.

Safety Corridors

DeSoto County



Legend

-  HRTPO Counties
-  HRTPO Safety Corridors

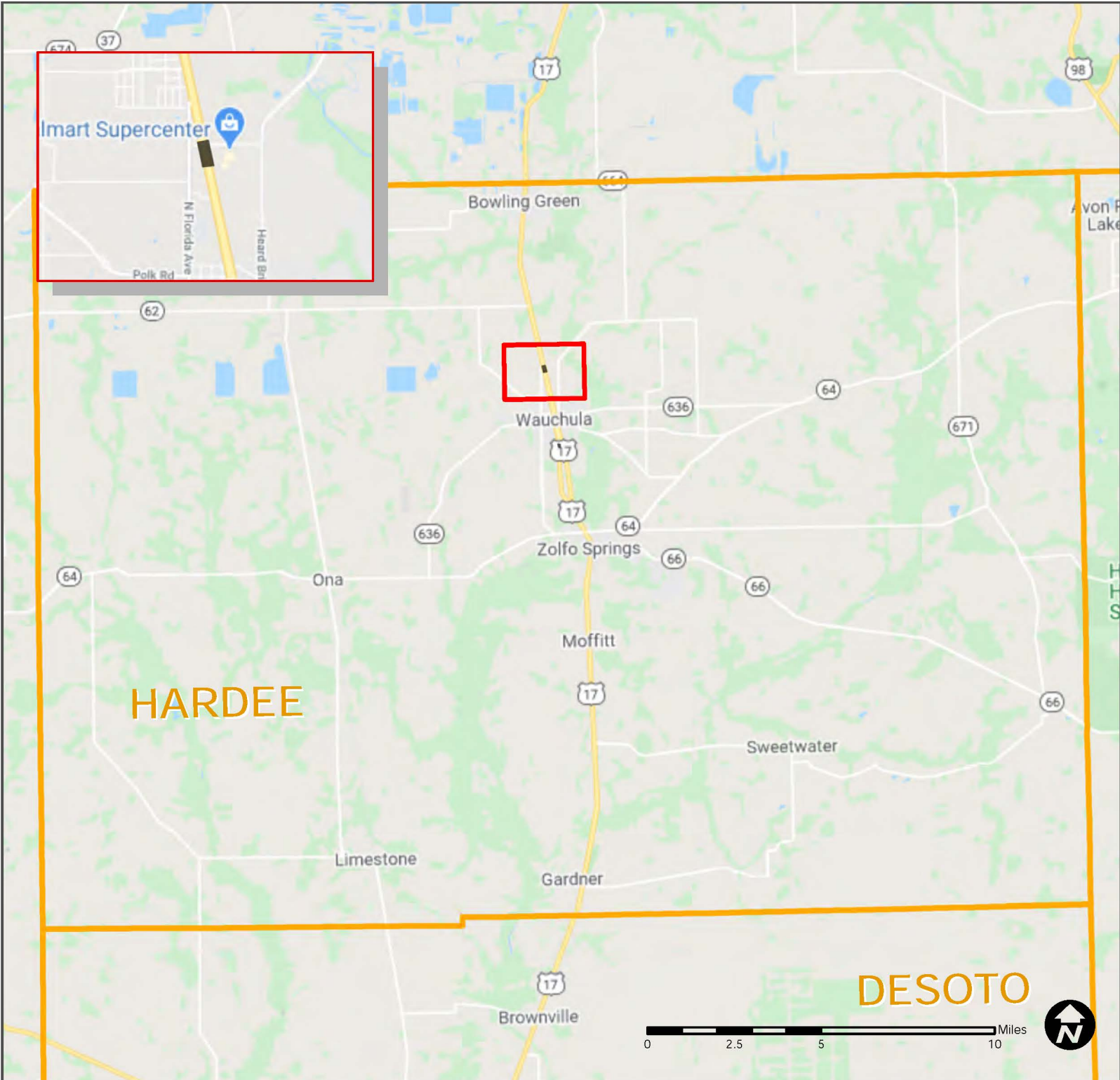


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Data Source: US Census, HRTPO, & FDOT

Safety Corridors

Hardee County



Legend

-  HRTPO Counties
-  HRTPO Safety Corridors

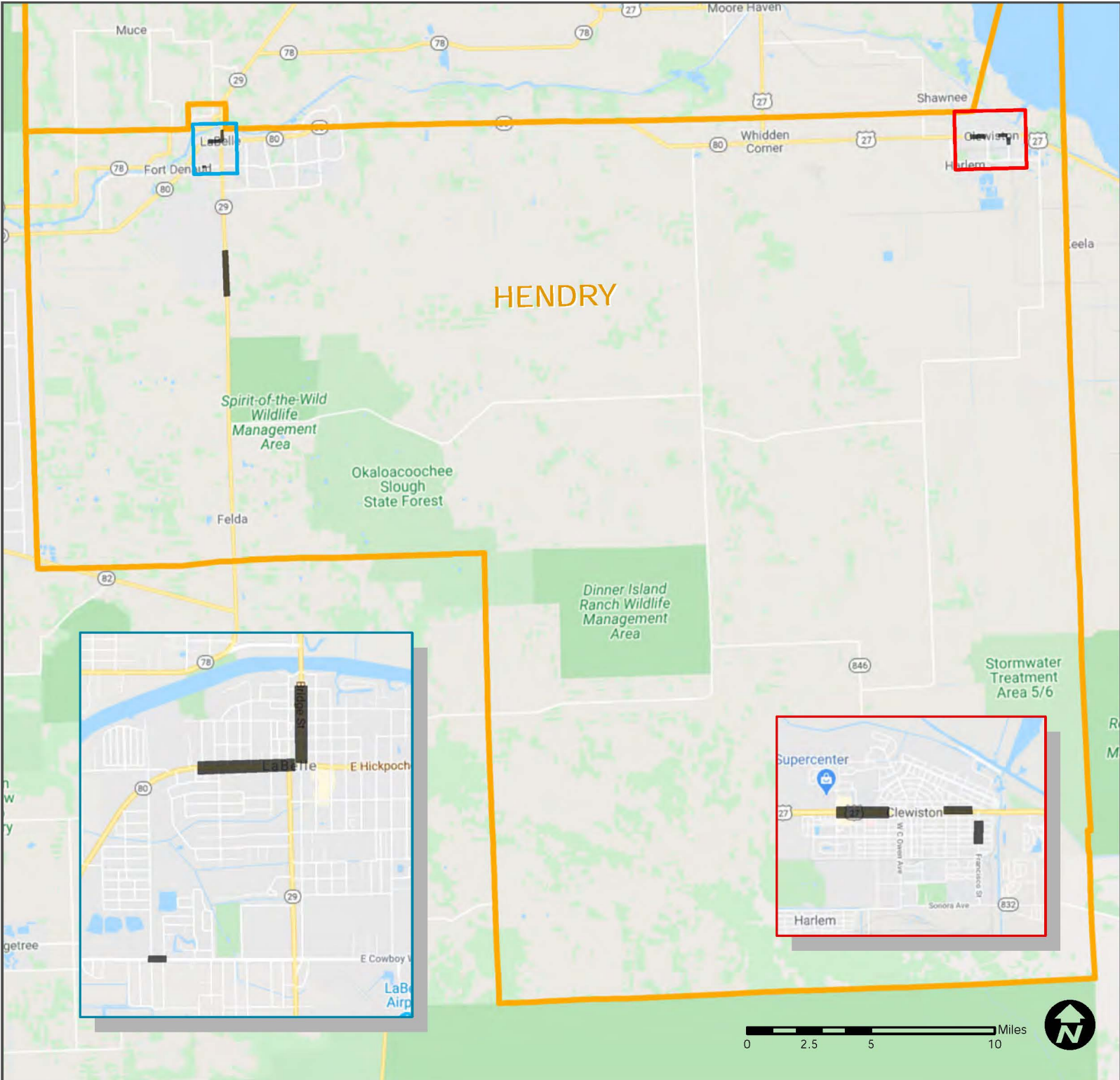


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Safety Corridors

Hendry County



Legend

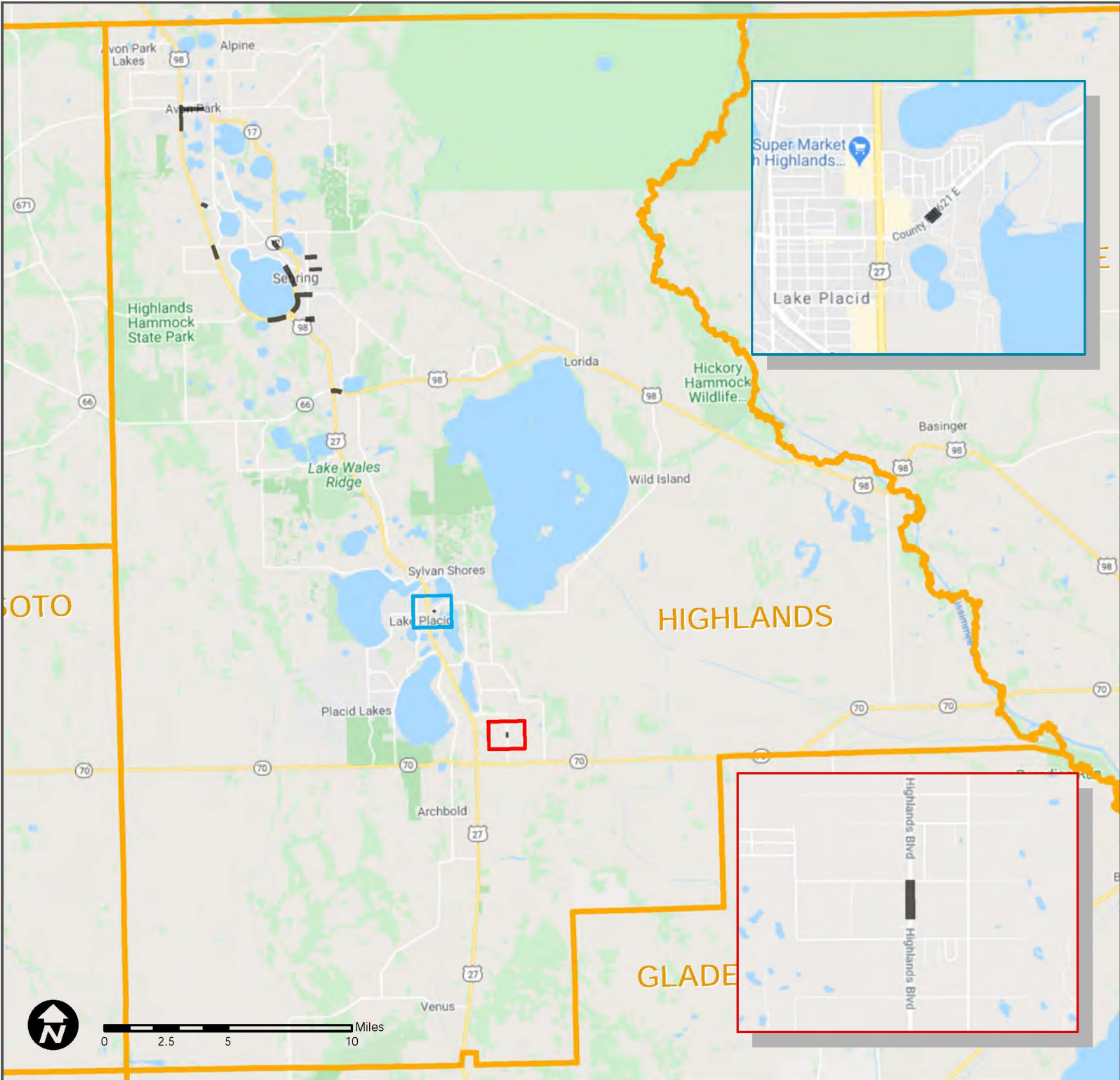
-  HRTPO Counties
-  HRTPO Safety Corridors



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Safety Corridors Highlands County



Legend

-  HRTPO Counties
-  HRTPO Safety Corridors

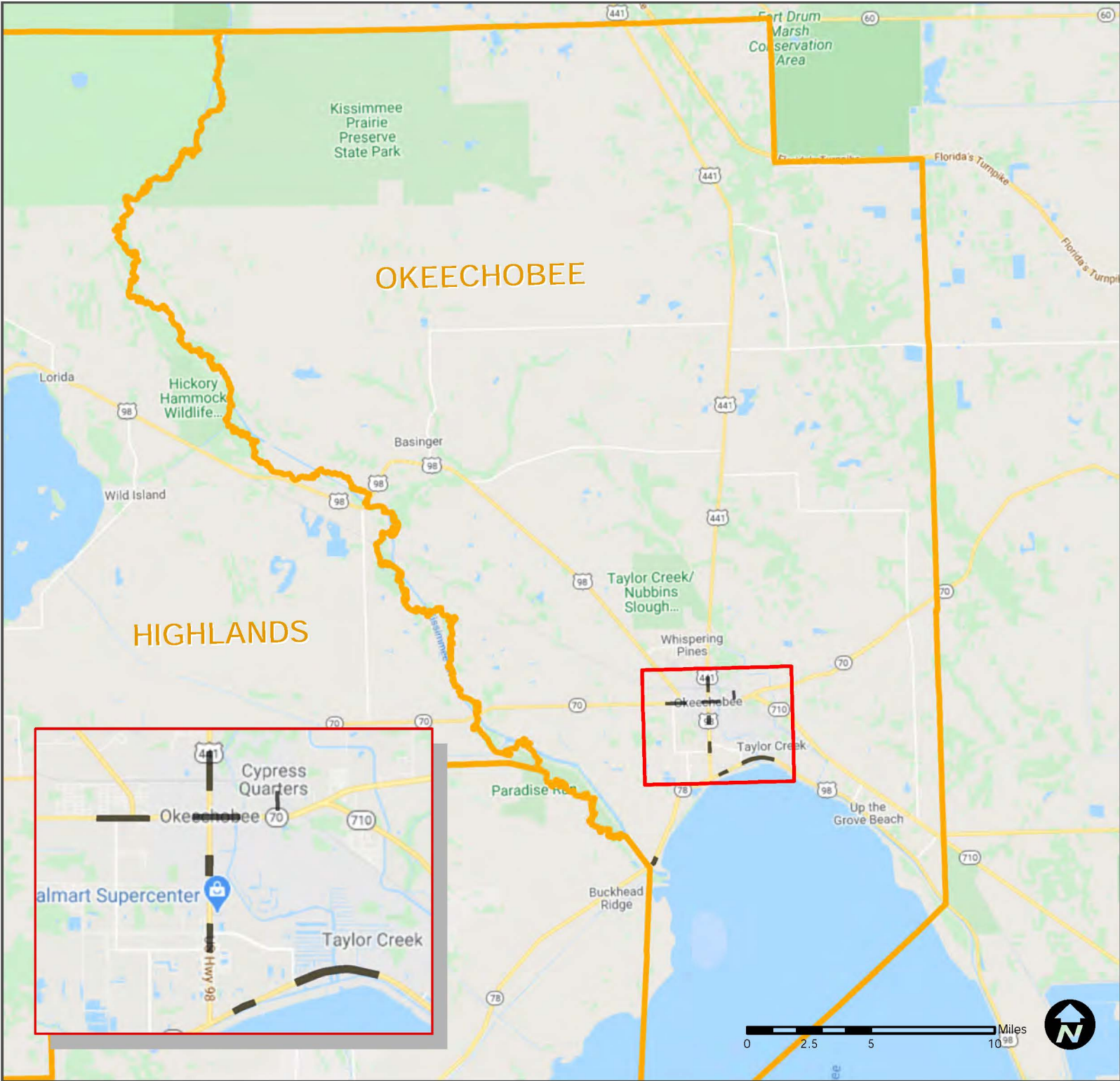


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Safety Corridors

Okeechobee County



Legend

-  HRTPO Counties
-  HRTPO Safety Corridors



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Multi-Crash Intersections

Intersection with a minimum of two intersection crashes during the study period (2010-2020) were identified. For each specific crash (incident), the data identifies whether an accident occurred in an intersection or along a roadway. Those determinations are made by local or state law enforcement. The multi-crash intersection for our region are listed in the table below.

These intersections may require additional study to determine if a system improvement can be made to create a safer environment for all roadway users.



Multi Crash Intersections		
INTERSECTION	COUNTY	MUNICIPALITY
SR 70 / TURNER AVE	DESOTO	ARCADIA
SR 70 / N 10TH AVE	DESOTO	ARCADIA
SR 70 / SIESTA BLVD	DESOTO	UNICORPORATED
HARGRAVE ST / SE 1ST ST	DESOTO	UNICORPORATED
US 17 / E REA RD	HARDEE	UNICORPORATED
US 17 / E MAIN ST	HARDEE	WAUCHULA
US 27 / N SAN JOSE ST	HENDRY	CLEWISTON
US 27 / LOPEZ ST	HENDRY	CLEWISTON
SR 29 / SR 80	HENDRY	LABELLE
US 98 / W BELL ST	HIGHLANDS	AVON PARK
US 98 / W HALL ST	HIGHLANDS	AVON PARK
US 98 / W HAL MCRAE BLVD	HIGHLANDS	AVON PARK
SCENIC HWY / SEBRING PKWY	HIGHLANDS	SEBRING
LAKEVIEW DR / KENILWORTH	HIGHLANDS	SEBRING
N RIDGEWOOD DR / SEBRING PKWY	HIGHLANDS	SEBRING
SEBRING PKWY / KENILWORTH BLVD	HIGHLANDS	SEBRING
VIRGINIA ST / LEMON ST	HIGHLANDS	SEBRING
SUN N LAKE BLVD / US 27	HIGHLANDS	UNICORPORATED
US 441 / SW 21ST ST	OKEECHOBEE	OKEECHOBEE
US 98 / NW 11TH AVE	OKEECHOBEE	OKEECHOBEE
US 98 / NW 9TH AVE	OKEECHOBEE	OKEECHOBEE
US 441 / NW 5TH ST	OKEECHOBEE	OKEECHOBEE

Multi-Crash Intersections

DeSoto County



Legend

-  HRTPO Counties
-  Multi-Crash Intersections
Period: 2010-2020

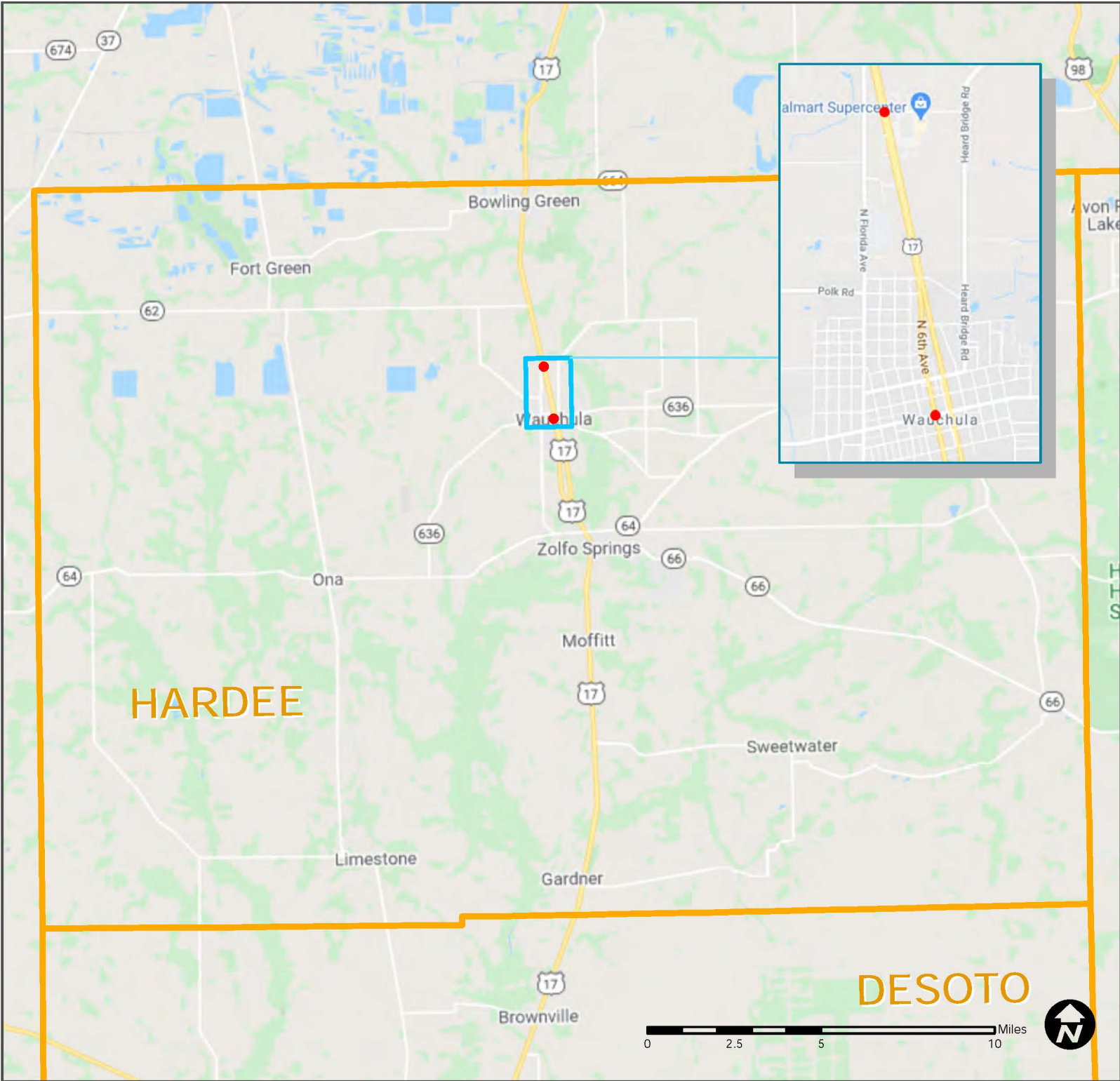


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Multi-Crash Intersections

Hardee County



Legend

-  HRTPO Counties
-  Multi-Crash Intersections
Period: 2010-2020

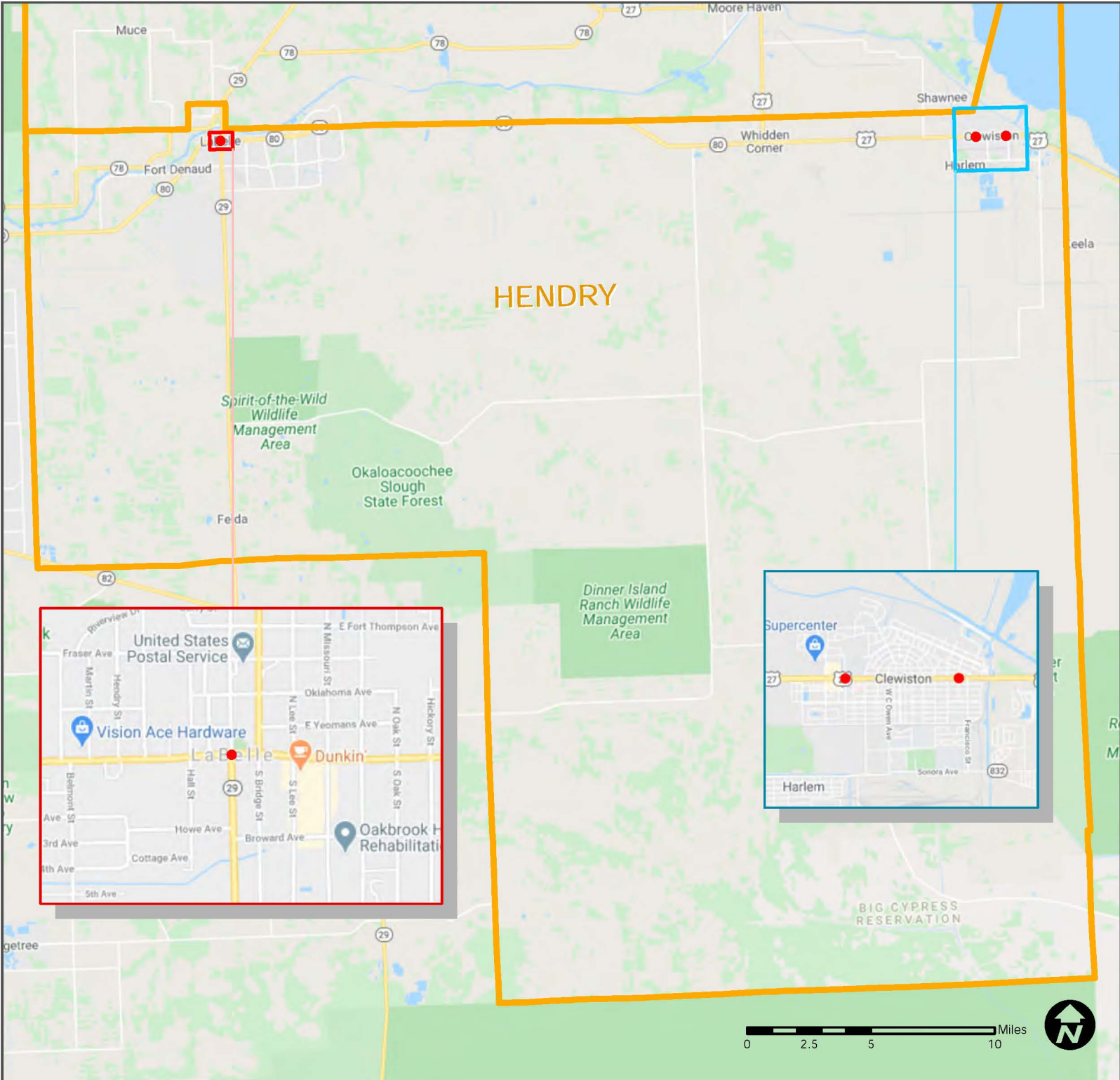


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Multi-Crash Intersections

Hendry County



Legend

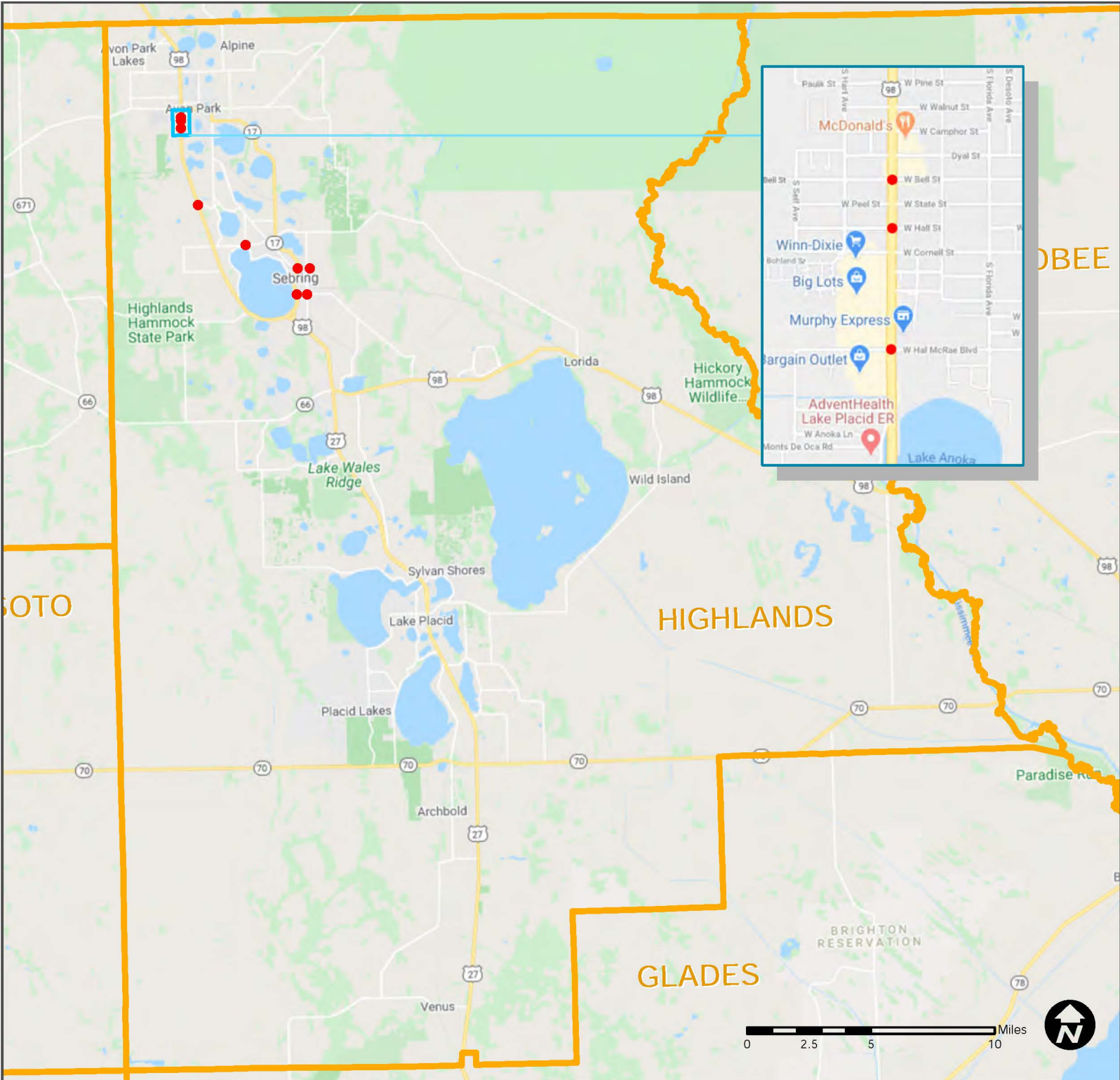
-  HRTPO Counties
-  Multi-Crash Intersections
Period: 2010-2020




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Multi-Crash Intersections Highlands County



Legend

-  HRTPO Counties
-  Multi-Crash Intersections
Period: 2010-2020

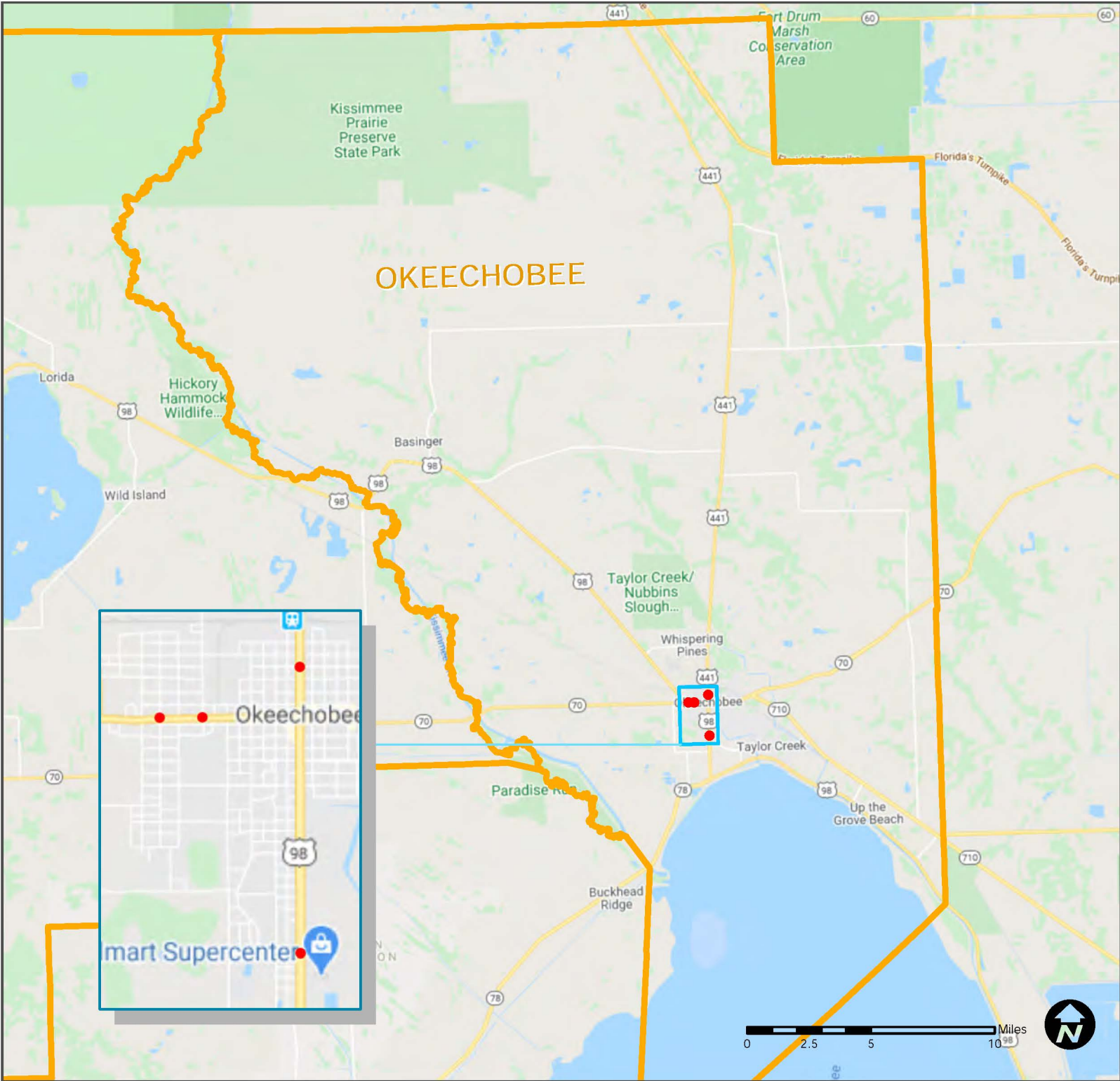


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Multi-Crash Intersections

Okeechobee County



Legend

-  HRRTPO Counties
-  Multi-Crash Intersections
Period: 2010-2020



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Next Steps

The Needs Plan is intended to be a resource to local jurisdictions as they develop and prioritize projects that enhance the safety of non-motorized users of the transportation system. Local knowledge should guide the prioritization of projects in the needs plan and consider each project individually.

In addition to utilizing local funds to plan, develop, and construct projects identified in the Action Plan, the projects are potentially eligible for a number of State and Federal funding sources to move each project forward. Below are programs that could be utilized by a local jurisdiction to pursue funding a project from the needs plan.

Heartland Regional Transportation Planning Organization Priority Process

As the lead transportation planning agency in the Heartland region, the HRTPO is responsible for developing a list of priority projects and submitting the list to the Florida Department of Transportation (FDOT) for consideration during development of the Department's Five Year Work Program. It is critical to the project prioritization process that projects being considered for funding are evaluated based on criteria that reflects the HRTPO's vision and mission, as well as adopted goals and objectives of the Long Range Transportation Plan (LRTP).

Each year, member governments of the HRTPO are invited to submit Transportation Project Applications and Priorities to the HRTPO for transmittal to FDOT for consideration of programming and funding by FDOT. Project applications are scored based on criteria developed by the Technical Advisory Committee and Citizens Advisory Committee and adopted by the HRTPO Board, and ranked in order of priority.

As part of this process, local jurisdictions may apply for Transportation Alternative (TA) funding. Projects in this category are funded through the Fixing America's Surface Transportation Act or "FAST Act". Transportation Alternative projects encompass a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

For more information about the HRTPO Priority Process please contact the HRTPO at 863-534-7130 or info@heartlandregionaltpo.org.

Safe Routes to Schools

Florida Safe Routes to School (SRTS) is a statewide program, funded through the Florida Department of Transportation, whose goal is to make it safer for children to walk and bicycle to school. The program supports local communities with educational programs and a competitive infrastructure grant program. Candidate projects for this program should clearly enhance safe connections between schools and neighborhoods.

The University of Florida Center for Health and the Built Environment (CHBE) provides free technical assistance and expertise to rural and/or underserved communities seeking to begin Safe Routes to School programs. The project team's mission is to help more of the state's rural communities qualify for FDOT infrastructure funding. Technical assistance includes helping to engage communities; generating support for projects; implementing data collection; performing site mapping; and preparing the application for the Safe Routes infrastructure grant.

For more information about the Safe Routes to Schools program please contact the FDOT at 863-519-2447.

Community Traffic Safety Teams

Active in all six HRTPO counties, Community Traffic Safety Teams (CTST) are local groups comprised of volunteers and agency representatives that convene to identify, mitigate, and find solutions to local safety issues. Members of each committee represent the four "E" s of safety: Education, Engineering, Emergency Medical Services, and Enforcement. In partnership with FDOT District One Safety Office, CTSTs may use the Needs Plan as a guide in identifying Corridors or Intersections on the and request they be reviewed by the FDOT Safety Office.

For more information about the Community Traffic Safety Teams please contact FDOT at 863-519-2671.