

Short-Term Improvements

Build Alternative Location	Criteria 1: Safety Benefits (Weight 5)*	Criteria 2: Crash History (Weight 4)		Criteria 3: Enhancing Multimodal Use (Weight 3)	Criteria 4: Enhancing Traffic Operations (Weight 2)	Criteria 5: Total Cost to Build (Weight 1)	Total Score	Priority Ranking
		Crash Rates	Fatal, Injury & PDO Crashes					
Keene Rd Intersection	3	3	2	2	2	1	46	1
Patricia Ave Intersection	3	3	2	1	2	2	44	2 (tie)
US 19 Frontage Rd Intersection	3	2	2	3	1	2	44	2 (tie)
Countryside Blvd Intersection	2	3	3	1	2	3	44	2 (tie)
Corridor-wide Traffic Separators	3	1	3	2	2	1	42	5
Achieva Way Intersection	2	2	3	2	1	3	41	6
Enterprise Rd Intersection	3	2	2	1	1	3	39	7
Alternate US 19 Intersection	2	2	2	2	1	3	37	8 (tie)
Overcash Dr Intersection	2	2	2	2	1	3	37	8 (tie)
Pinewood Dr Intersection	2	2	2	2	1	3	37	8 (tie)
State St Intersection	3	1	2	1	2	2	36	11
SR 580 mid-block between New York Ave & Patricia Ave	2	1	2	3	1	2	35	12 (tie)
SR 580 mid-block between Keene Rd & Achieva Way	2	1	2	3	1	2	35	12 (tie)
SR 580 from St. Clair Ave to Tampa Rd	2	1	2	3	1	1	34	14
SR 590/Philippe Pkwy Intersection	1	2	2	1	3	1	31	15
Bridge over Old Tampa Bay	2	1	1	1	1	3	26	16
Tampa Rd Intersection	1	1	1	1	2	2	22	17

*Criteria 1 based on CMF values from CMF Clearing House.

Long-Term Improvements

Build Alternative Location	Criteria 1: Safety Benefits (Weight 5)**	Criteria 2: Crash History (Weight 4)		Criteria 3: Enhancing Multimodal Use (Weight 3)	Criteria 4: Enhancing Traffic Operations (Weight 2)	Criteria 5: Total Cost to Build (Weight 1)	Total Score	Priority Ranking
		Crash Rates	Fatal, Injury & PDO Crashes					
Countryside Blvd Intersection**	2	3	3	1	3	1	44	1
PSTA Bus Transfer Station* **	2	2	2	3	2	1	40	2
	2	2	2	3	2	1	40	2
US 19 Frontage Rd Intersection **	2	2	2	1	3	2	37	3
Bridge over Old Tampa Bay	2	1	1	3	1	1	30	4

*Coordination required with PSTA to further evaluate

**Long term improvement requires ROW.

***Criteria 1 based on CMF values from CMF Clearing House.