

Safety Subcommittee Meeting #1

December 11, 2019

10:00-11:30 a.m.

Florida Department of Transportation
Conference Room, Teleconference
605 Suwannee St, Tallahassee, FL 32399

MEETING OBJECTIVES

The objectives of this meeting include:

- Review Florida Transportation Plan (FTP) and Florida's Strategic Highway Safety Plan (SHSP)
- Review Safety Subcommittee charge and work plan
- Identify additional data and information needed to support following Safety Subcommittee meetings

For meeting information, please contact Dana Reiding at (850) 414-4719, Dana.Reiding@dot.state.fl.us.

MEETING ATTENDEES

Subcommittee Members	
Laura Cantwell, AARP	Chief Art Bodenheimer, <i>Florida Police Chiefs Association</i>
David Hawk, <i>Federal Highway Administration (FHWA)</i>	Ken Stapleton, <i>Urban Land Institute (ULI)</i>
Jennifer Ray, <i>Florida Department of Health (FDOH)</i>	Ramon Gavarrete, <i>Florida Association of County Engineers and Road Superintendents (FACERS)</i>
Lisa Bacot, <i>Florida Public Transportation Association (FPTA)</i>	Sheriff Bobby McCallum, <i>Florida Sheriffs Association</i>
Margaret Wuerstle, <i>Florida Regional Councils Association (FRCA)</i>	Lt. James Hightower, <i>Florida Highway Patrol (FHP)</i>
Friends	
Peyton McLeod, <i>Patel, Greene & Associates</i>	Tracey Xie, <i>FDOT, District 4</i>
Valerie Neilson, <i>Palm Beach Transportation Planning Agency (TPA)</i>	Arlene Davis-Walcott, <i>South Florida Regional Planning Council (SFRPC)</i>
Larry Hymowitz, <i>FDOT, District 4</i>	Sheri Coven, <i>Cambridge Systematics</i>
Holly Walker, <i>Traffic & Mobility Consultants LLC</i>	Beth Beltran, <i>Martin MPO</i>
Yanique Kelly, <i>FDOT District 4</i>	Lois Bush, <i>FDOT District 4</i>
Carl Mikyska, <i>MPOAC</i>	

FDOT Staff and Consultants	
Dana Reiding, <i>FDOT, Office of Policy Planning</i>	Lora Hollingsworth, <i>FDOT, State Safety Office</i>
Jim Halley, <i>FDOT, Office of Policy Planning</i>	Chris Craig, <i>FDOT, State Safety Office</i>
Becky Marsey, <i>FDOT, Office of Policy Planning</i>	Leilani Gruener, <i>FDOT, State Safety Office</i>
Allison Stettner, <i>FDOT, Office of Policy Planning</i>	Ernie Bradley, <i>FDOT, State Safety Office</i>
Romero Dill, <i>FDOT, Office of Policy Planning</i>	Mark Reichert, <i>FDOT, Office of Policy Planning</i>
John Kaliski, <i>Cambridge Systematics</i>	Lorrie Laing, <i>Cambridge Systematics</i>
Danny Shopf, <i>Cambridge Systematics</i>	Jon Sewell, <i>Kimley Horn & Associates</i>
Nusrat Sharmin, <i>Cambridge Systematics</i>	Joe Crozier, <i>Kimley Horn & Associates</i>

MEETING SUMMARY

Welcome and Introduction

Dana Reiding, FDOT Office of Policy Planning, welcomed the attendees to the meeting and asked the attendees to introduce themselves. She started the meeting with an overview of the FTP Safety Subcommittee, its structure and how it relates to FTP. She noted this meeting serves as a kickoff for this Safety Subcommittee and reviewed the agenda.

Florida Transportation Plan (FTP) Overview

Dana provided an overview of the FTP, highlighting the seven interconnected goals that provide a vision for the state's transportation system and guide future transportation decision making. FDOT is responsible for updating the FTP every five years, including coordination with other statewide plans. Dana noted the FTP was last updated in 2015 and FDOT is working to publish the next Policy Element of FTP in December 2020. She directed attendees to the video on the FTP homepage for additional information about the FTP and update process.

A 34-member Streeting Committee and three subcommittees, including the Safety Subcommittee, were established to guide the update of the FTP. The other two subcommittees- Automated, Connected, Electric, and Shared Vehicles (ACES) and Resilience -- discuss the trends and planning implications of ACES and transportation system resilience in Florida. The Safety Subcommittee also will support the Strategic Highway Safety Plan (SHSP) update.

Dana noted that while the number of representatives for the subcommittees is limited, there is an option for anyone to join as a "Friend" of the subcommittees. She asked attendees to invite other interested stakeholders/subject matter experts to join as "Friends" of the subcommittees.

Strategic Highway Safety Plan (SHSP) and Vision Zero Overview

Lora Hollingsworth, FDOT State Safety Office, provided an overview of the SHSP. The SHSP was last updated in 2016 in conjunction with the FTP and the current SHSP update process was officially kicked off in May 2019 in conjunction with the FTP kickoff at the Vision Zero workshop. The SHSP update is expected to be finalized in early 2021.

FDOT has set a target of zero transportation-related fatalities. Lora shared some key trends, reporting that fatalities increased between 2012 and 2018. However, the department is working hard with the zero fatality target in mind.

Lora reviewed the 13 emphasis areas included in the current SHSP and asked attendees to consider if they should be revised or consolidated. She indicated that the Safety Subcommittee would support FDOT in identifying the most critical emphasis areas to include in the SHSP.

Participants had the following questions and comments:

- Although fatalities are going up, population is also rising. Is Florida's rate of fatalities also going up?
 - FDOT is analyzing the most current fatality data and finalizing the latest fatality rate for the update of Highway Safety Plan and Highway Safety Improvement Program. These two plans should report those numbers.

Review of Safety Subcommittee Charge and Work Plan

Dana reviewed the Safety Subcommittee charge and work plan. She highlighted the following as the charge of the Safety Subcommittee:

- Discuss safety themes, trends, and planning implications
- Identify policy-level objectives or strategies to address safety and support the FTP goals
- Review safety data and emphasis areas for the Strategic Highway Safety Plan
- Review and provide input, as requested, on related plans and processes, including those from FDOT and other partners
- Serve as Safety subject matter experts for the FTP-SIS Steering Committee and provide updates to the committee as needed

Dana provided an overview of the proposed Safety Subcommittee meetings scheduled for 2020.

Participants had the following questions and comments:

- How will security be incorporated into the charge of this subcommittee?

- In transportation, the terms “safety” and “security” are often used interchangeably. Security is certainly an important consideration for this committee and will be an emphasis of future discussions.
 - We should adjust the charge of the subcommittee to include a reference to security.
- Cybersecurity and other technological security topics are being covered by the ACES Subcommittee. This Safety Subcommittee would be more concerned with the physical security factors on our transportation system (e.g., cargo theft, human trafficking, etc.).
- The Safety Subcommittee needs to consider pedestrian, transit rider, and bicyclist safety concerns that go beyond traffic crashes and evaluate an improvement process specific to these vulnerable road users.
- It is important to ensure that all modes are addressed in the SHSP and other relevant safety plans, to take into account the multimodal nature of Florida’s transportation systems.
 - Traditionally, the SHSP has been highway focused but it could certainly be broadened to capture more than just the highway modes. David Hawk, FHWA indicated they are comfortable adjusting the title of the plan and incorporating more than just highway modes as long as the federally required SHSP process is followed.

Discussion

Lora invited attendees to share their thoughts and ideas on Florida’s most important safety considerations and asked them to identify potential data and information which would be beneficial to hear about at future meetings.

Participants had the following questions and comments:

Q1. What Are The Most Important Safety Considerations?

- Need to work on the top down policy and outreach to different FDOT districts to design safer facilities for all users with an emphasis on providing separate bicycle facilities. Also need to consider a statewide policy for safety education (in schools and for drivers’ education).
- Messaging is a critical piece to this process. Finding the best channels to distribute this message is key.
 - County health departments, human trafficking centers, Florida Poison Control centers, impaired driving partners, and partners supporting aging road users are all valuable assets for sharing our messaging.
 - Messaging is often focused on the most urban counties but we need to ensure it is also available in the smaller/rural counties/areas.

- Local communities have had trouble trying to reduce speed limits on high crash corridors because they are in conflict with FDOT design speeds and requirements.
- Pedestrian safety and daily personal safety outside of vehicle are crucial, especially after dark.
 - Transit riders are concerned about their personal security at first and last mile connections, and many people (especially elderly and women) prefer not to shift modes due to safety/security concerns.
 - Street lighting is a major component of this security issue. Better lighting can make users more comfortable and feel more secure, especially at night, and encourage increased transit ridership and bicycle/pedestrian activity.
- Since there is a large number of fatalities on local roads, the safety plan needs to address local roads rather than just concentrating on state roads. FDOT might need to dedicate more funding to local roads.
- Congestion versus safety is sometimes a challenge. How do we choose whether to prioritize a project in MPO LRTPs that increases capacity versus a project that is improving safety? How should local and regional agencies address this in their planning process?
 - Safety should consider the various roadway features and community dynamics. Future plans should identify the overall safety concern, along with a consideration of a variety of community characteristics (e.g. urban, suburban, rural, tourist areas).
- There is a shift in perspective from moving as many vehicles as possible to moving as many people as possible. Will this new approach of moving people and the complete street concept be considered in the SHSP?
- The current SHSP has 13 emphasis areas and resources are divided among those emphasis areas. There are also emerging priorities that demand resources and attention between SHSP updates. Should there be any discussion about how we prioritize safety investments? Do we need more or fewer emphasis areas? Do we have the right ones?
 - Might consider reviewing the existing emphasis areas, using a data driven process, to identify if they include the correct priorities.
 - As we move to a greater multimodal transportation system, if we are focusing on narrowing the emphasis areas, we may exclude some low-cost, mode-specific solutions that could have greater positive safety impacts.
 - Given rail safety is a priority recently, we should consider rail as a part of the multimodal transportation system and consider including in the SHSP with references to other non-highway modes, such as transit safety, in the SHSP.

- Consider grouping emphasis areas based on topics (e.g. vulnerable road users was used in the past to include pedestrians, bicyclists and motorcyclists).
- Emphasis areas could be used as a framework for Florida's "messaging areas" to help focus outreach efforts. This wouldn't require a separate plan for each emphasis area, but there could be specific messaging initiatives with different outreach strategies for each to more strategically reach target audiences.
 - Some areas of the state are using messaging on busses, billboards, light posts on the streets, etc. in different languages and those are very effective. In other states, work zones are putting up Vision Zero signs to demonstrate that the project taking place is meant to improve safety as well as encouraging drivers to slow down for work zones.
 - Messaging should be discussed with each Community Traffic Safety Team (CTST) coordinator to identify best practices.
- The Palm Beach County Vision Zero Action Plan, 2019, includes the following policy items that could be of interest to the Safety Subcommittee.
 - *Advocate for change to state and/or federal law:*
 - Require knowledge of pedestrian, bicycle and motorcycle laws to obtain driver's license and renew every 5 years.
 - Regulate distracted driving as primary offense.
 - Regulate failure to obey crossing guard as moving violation.
 - Allow automated speed enforcement/citations.
 - Require helmets for all bicyclists, scooters and motorcyclists.
 - Require adaptive cruise control, lane assistance, and collision avoidance systems on all new cars by 2025
 - *Propose revisions to Florida Design Manual (state roads) and Florida Greenbook (county and municipal roads):*
 - Require setting a target speed based on context classification, not existing speeds.
 - Require local roadway design based on context classification.
 - Clarify where separated bike lanes are permitted and how to design them.
 - Revise criteria for installation of vehicle or pedestrian crossing treatments at mid-block and unsignalized locations

Q2. What Data and Information Do You Want to Hear More About at the Next Meeting?

- Fatality and serious injury data over the last several years, broken down by existing emphasis areas, for both local and state roads.
 - It would help to have data distinguished between local road users and visitors.
- Better pedestrian counts, particularly after dark and on first/last mile pathways. We also need to clearly communicate crashes and fatalities occurring after dark.
- Can we get data/results from the Arrive Alive campaign?
- Can we have an overview of how crash data and information are collected/analyzed and how they vary at different levels of government?
- Is law enforcement focusing on vehicle infractions only when pedestrians and bicyclists are involved with the violation? Would like to have more information about how these citations are issued at the next meeting.
 - There is a perception that citations are not being issued to users who do not cross at a designated mid-block or intersection crossing, though that is illegal. How often is law enforcement citing pedestrians and bicyclists compared to vehicles?
- Do we have the ability to identify the most common types of crashes/fatalities in specific areas? This may help develop strategies.
 - Yes, the data we have gives us the ability to identify where certain types of crashes/fatalities are happening. An example could be right turns when pedestrian signals allow pedestrians to walk.
- It would be helpful to have a historic and predictive crash analysis to evaluate transportation projects. This could be applied to the Project Development and Environment (PD&E) study of all FDOT projects.
- Review state, county, and city lighting policies and recommend changes to enhance safety for all users.
- Assist cities to enhance speeding penalties in enhanced penalty zones.
 - FLHSMV could probably provide a report on how pilots have performed.
- Many road development requests are seen with land use changes, but FDOT does not always consider the impacts of those developments on sidewalks, access, and lighting. We should expand our process to consider safety and accessibility factors related to these changing land uses and new development.
- Is there data available by system (transit system, SunTrail, etc.) that are closest to achieving zero fatalities? Could we prioritize support for those systems?

- We could identify the systems that are farthest from zero roadway fatalities and identify potential solutions to reduce fatalities on those systems specifically. Certain systems (interstate/limited access for example) could be a good target because they likely have the most deadly crashes.
- If transit has near zero fatalities, do we get to vision zero by prioritizing transit and having more people riding transit?
 - Getting to zero may not be achieved through traditional means of planning, education, and enforcement. It may require more than enforcement and engineering.
 - Transit must be linked with complimentary land use.
- Are there data available to quantify the improvements made by land use developments?
- We need to plan safety based on what our communities look like. Are there new concepts or strategies for planning to create a safer system?
 - At TransPlex we expect planners help us with determining the roll of community and aligning that with transportation to have a better future.

Wrap Up and Next Steps

Before concluding the meeting, Dana reviewed the Safety Subcommittee work plan for 2020 and noted additional data topics discussed at this meeting will be added to the March meeting agenda. She said staff will send out a poll to schedule the March Safety Subcommittee teleconference meeting and asked attendees if there were any dates to avoid while scheduling the next Safety Subcommittee meeting.

She emphasized, the Safety Subcommittee meeting #3 will be held in conjunction with the TransPlex in Orlando, on April 22, 2020. She encouraged the attendees to attend TransPlex, if possible.

Dana asked for suggestions from attendees on how best to share information about this subcommittee and FTP update.

Adjourn