



Safety Subcommittee Meeting #2

February 24, 2020

1:30 – 3:30 p.m.

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

MEETING OBJECTIVES

The objectives of this meeting include:

- Review Florida's Crash Report and Crash Data
- Review Florida's Existing Safety Implementation Activities
- Discuss Next Steps

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

MEETING ATTENDEES

Subcommittee Members	
Courtney Drummond, <i>FDOT</i>	Jeff Branch, <i>Florida League of Cities</i>
Lisa Bacot, <i>Florida Public Transportation Association (FPTA)</i>	Chief Art Bodenheimer, <i>Florida Police Chiefs Association</i>
Major Jeff Dixon, <i>Florida Highway Patrol (FHP)</i>	Margaret Wuerstle, <i>Florida Regional Councils Association (FRCA)</i>
Ramon Gavarrete, <i>Florida Association of County Engineers and Road Superintendents (FACERS)</i>	Sheriff Bobby McCallum, <i>Florida Sheriffs Association</i>
David Hawk, <i>Federal Highway Administration (FHWA)</i>	Ananth Prasad, <i>Florida Transportation Builders Association</i>
Peggy Smith, <i>Florida's Rail Industry</i>	Ken Stapleton, <i>Urban Land Institute (ULI)</i>
Friends	
Allie Caldwell, <i>HDR</i>	Larry Hymowitz, <i>FDOT, District 4</i>
Peyton McLeod, <i>Patel, Greene & Associates</i>	Gail Holley, <i>FDOT, Office of Traffic Engineering and Operations</i>
Holly Walker, <i>Traffic & Mobility Consultants LLC</i>	Holly Cohen, <i>FDOT</i>
Andrew Uhler, <i>Palm Beach Transportation Planning Agency (TPA)</i>	Valerie Neilson, <i>Palm Beach Transportation Planning Agency (TPA)</i>

Juliet Hirni, <i>StreetLight Data</i>	Tom Austin, <i>Florida Department of Highway Safety and Motor Vehicles (FLHSMV)</i>
Mauricio Caccia, <i>Concerned Citizen</i>	Wilton Johnson, <i>FLHSMV</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>	Rebecca Marsey, <i>FDOT, Office of Policy Planning</i>
Jennifer Carver, <i>FDOT, Office of Policy Planning</i>	Leilani Gruener, <i>FDOT, State Safety Office</i>
Ernie Bradley, <i>FDOT, State Safety Office</i>	Lorrie Laing, <i>Cambridge Systematics</i>
John Kaliski, <i>Cambridge Systematics</i>	Jon Sewell, <i>Kimley Horn & Associates</i>
Sheri Coven, <i>Cambridge Systematics</i>	Macy Fricke, <i>Kimley Horn & Associates</i>
Danny Shopf, <i>Cambridge Systematics</i>	Nusrat Sharmin, <i>Cambridge Systematics</i>

MEETING SUMMARY

Welcome and Introduction

Dana Reiding, and Lora Hollingsworth, FDOT, Office of Policy Planning, welcomed attendees to the meeting and asked the attendees to introduce themselves. They welcomed Courtney Drummond, FDOT Assistant Secretary. Secretary Drummond thanked all the attendees for participating and said safety is a priority for Governor DeSantis and the FDOT Secretary as well. It is important that the safety discussion starts in the planning phase and remains present throughout the development process. He appreciated the support of safety advocates in these meetings to make progress toward a safer Florida.

Dana noted this meeting serves as a second meeting of the FTP Safety Subcommittee. She started the meeting with an overview of the last Safety Subcommittee meeting discussion and reviewed the agenda for this meeting.

Understanding Florida's Crash Data

Wilton Johnson and Tom Austin from the Florida Department of Highway Safety and Motor Vehicle (FLHSMV), answered a series of questions about Florida's crash data.

- How is crash data collected and reported?
 - Crash data is collected from law enforcement (LE) agencies throughout the state via a uniform crash report. There are main two forms of crash reporting: short and long form. In addition, when a driver is involved in a minor crash, he/she can submit a self-reported crash form.
 - Two methods of crash reporting: electronic and paper reporting. If an agency reports electronically, submissions are completed electronically and submitted to FLHSMV through a vendor. For paper submissions, FLHSMV receives a paper copy from the agency and updates those reports manually.

- 95 percent of the agencies are reporting crashes electronically.
- How soon after a crash are data reported to FLHSMV? Are there exceptions to this time frame?
 - Timeframe varies. There is a 24-hour notification period by Florida Statute that requires to notify FLHSMV for fatalities or serious injuries. Agencies are required to submit a draft report to FLHSMV within 10 days.
- How are data on the crash report verified and how long does that take?
 - Reports submitted electronically are verified through an automated evaluation process to ensure all required fields are submitted and there are no contradictory errors. Paper reports that are mailed in are manually entered into the FLHSMV database by FLHSMV staff.
- What is considered a “serious injury” or “serious bodily injury”? Is that definition consistent across Florida or does it vary by law enforcement agency or law enforcement officer?
 - Florida Statute section 316.027 contains a definition of serious bodily injury. Though there are definitions and standards across the agencies, on the road, officers may report a particular incident based on how bad they perceive the injury to be. For instance, a person transported by Emergency Medical Services during the crash might be considered as a serious injury, even if their injuries did not meet the statutory definition.
- Are there limitations in reporting distracted driving on Florida’s crash report? Are there similar limitations for other types of crashes?
 - The cause of a crash can be determined through the course of investigation. Distracted driving is difficult to determine - if the officer does not witness the act of distraction, it cannot be proved easily. There is a suspected discrepancy between what is reported and how much distraction actually occurs.

Participants had the following questions and comments:

- At the crash scene, what is the first priority for an officer?
 - Life safety is the first priority for officers, to protect the scene from further crashes or injuries and clear the scene as quickly and safely as possible. After that they document the detail of the crash scene and determine any violation(s) of law.
- Certain types of crashes involve extra data collection processes. Can you explain that?
 - Crashes involving fatalities mostly require further detailed information. FLHSMV collects roadway data, location information, toxicology information, and death certificate information to support the crash analysis.
 - Lighting conditions are also included in this detailed data analysis.

- There are discrepancies between the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) and FLHSMV's crash database when we look at driving under influence crashes or fatalities.
 - FLHSMV's crash database is reconciled with the information reported in FARS.

Lora gave an update on how the FDOT State Safety Office (SSO) maintains the Crash Analysis Reporting System (CARS) crash database system. She explained, FDOT gets data from FLHSMV and FDOT verifies the geolocation for the crashes. This information is used to make better engineering decisions. For instance, if an officer is in the field and clearing the scene, then has to leave the scene before submitting the location, they may not be able to accurately report the location of a crash. FDOT staff reviews and validates the crash reports against the descriptions of the crashes and makes adjustments to capture the most accurate location.

Participants continued with the following questions and comments:

- How do we overcome the remaining 5 percent of agencies that aren't using electronic citations?
 - Many agencies either do not have enough resources/incentives or do not have enough crashes to report electronically.
- There is a limitation with crash report data, especially for non-automobile crashes. The database only counts crashes if motor vehicles are involved. Rail crashes and bicycle or pedestrian injuries or fatalities on trails are not counted, if no motor vehicles are involved.
- What are the challenges that FLHSMV experiences with hiring officers for enforcement?
 - FLHSMV has limited data and staffing resources. They try to use data to identify high crash corridors to allocate resources and assign staffs the best possible way in areas with the highest likelihood for crashes.
- What is the expected time to release 2019 crash data?
 - Ideally FLHSMV would like to finalize it as soon as possible (by late 2020), but limited resources make it difficult to verify the data as completely accurate. Closing out a data file requires every crash report to be entered correctly and submitted to FLHSMV. Any report with an error needs to be corrected. FLHSMV will work with agencies to update crash reports and receive submissions from agencies with missing or pending crash reports.
 - Citation data is continually updated and is not vetted in the same way as the fatality or serious injury data. Citations are published on March 1st of every year by FLHSMV.
- What is the progress on having more updated data for all crashes, similar to fatality and serious injury data?
 - Resources have been added to support the geolocation of crashes. Fatal and serious injury crashes are prioritized over other crashes and are validated immediately upon receipt.

- What about trauma center data? Are we capturing all crashes, even if an officer is not involved?
 - FLHSMV will follow-up with the Department of Health (DOH) and report back at a future meeting. At TRCC meetings, this topic is recognized as an important component of crash analyses and we are working toward better integrating that data. DOH now has access to the crash data.

Analysis of Florida's Crash Data

Danny Shopf, Cambridge Systematics, gave a presentation on Florida's crash data. He noted, the current Strategic Highway Safety Plan (SHSP, 2016) includes crash data for a five-year period from 2011-2015; crash statistics will be analyzed for a five-year period from 2014-2018 for the next SHSP update. Danny presented some high-level observations on fatality and serious injury data comparing both five-year periods for multiple contributing factors categorized under three primary factors of infrastructure, behavioral and user/vehicle type. According to the data, fatalities have increased in most emphasis area categories, while serious injuries decreased slightly in many of the categories. He ended his presentation by asking attendees to share ideas on other major contributing factors that might have some impact on traffic crashes.

Jim Halley, FDOT, Office of Policy Planning, asked attendees to use their mobile devices or laptop to respond to the following polling questions. Each question is followed by the word cloud generated with the attendees' response. The larger the response text indicates the more responses were received for that response.

Question 1: What other major contributing factors are we missing?



Question 2: What strategies or ideas do you have about categorizing contributing factors as infrastructure, user, and behavior?

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What strategies or ideas do you have about categorizing contributing factors as infrastructure, user, and behavior?

"Countermeasures" "Lack of law enforcement presence. Florida is # 50 in the nation for lowest paid Safety Patrol Officers." "Vision"

"Yes, this breakdown is helpful. Consider making 4 groups, user (aging, teen, etc) and vehicle type (CMV, motorcycles, bike/per) "

"Since humans are driving the cars, the surrounding infrastructure should be built for all the things that humans do that cause the crashes"

"Law enforcement completing all fields" "Ensure the definition of a crash type matches across all agencies." "Avoiding just simply identify as careless driving"

"Geometric features of the intersection/location, origin and destination"

"Believe these are already captured on the form, they are just not being filled out"

"Infrastructure may be too limiting. Land use patterns, landscape conditions, physical distractions are all part of "environmental conditions" which may be a better approach."

"Make seatbelts cool" "Context" "Non-traditional vehicle types like electric bikes, scooters, electric skateboards, etc." "Marijuana"

"User groups should include a breakdown of all ages, not just aging and teen."

Participants had the following questions and comments:

- Crash data on bicycle and pedestrians are available separately. These have been combined in the presentation for the purpose of analysis only.
- Are fatalities evenly spread across the state?
 - No, fatality rates and types of fatalities vary across the state.
 - Major Jeff Dixon, Florida Highway Patrol (FHP), said they review and analyze traffic crash hot spots at each county across the state. DOT districts created groups to review particular intersections in the designated hot spot areas, to determine potential countermeasures for short- and long-term solutions. FHP continues to target the hot spot areas to enhance enforcement.
- Has there been any effort on training officers to better understand the definition of serious injuries or fatalities?
 - FLHSMV did some outreach and arranged training for the officers on recording crash reports. During the training session, we realized that a lot of people were not clear about the definition of a serious injury and fatality. We have this under consideration and need to follow up with training.
- The number of licensed drivers grew from approximately 15 million to 17 million from 2011 to 2019.

- How are the officers reporting distracted driving now?
 - Other than the driver's statement, witness statement, or an officer witnessing the distracted behavior that would have resulted in a crash, there is no probable way for an officer to recognize and report distracted driving.
- As of January 2020, there were 1,402 citations related to texting, whereas for the same period in last year, the number of citations was 227. There should be training for enforcement on the primary texting citation.
- Is there any definition change over the years to aging road users?
 - Crash report records the age of the driver. Drivers of 65 years old and over are recognized as aging road users.
- Major Jeff Dixon noted FHP emphasizes safety enforcement to reduce commercial motor vehicle crashes. FHP in partnership with the Florida Trucking Association conducted outreach in schools and other places. They also work with southern states to target commercial vehicle safety.
- Officers are providing estimates for speed. FLHSMV generally is not verifying the speed of a vehicle through the technology in the vehicle.
- It is important to consider the causation of the crash (location, risky behavior, vehicle type, time of day, speed etc.). Dealing with the causation is very important for focusing on how to reduce crashes.
- The current crash report does not have any system to capture crashes involving AV/CV. This is something to be considered for the future update.

Existing Implementation Activities

Lora gave an overview of existing implementation activities. She said the current SHSP structures the emphasis areas according to the Four Es of traffic safety (Engineering, Education, Enforcement, and Emergency Response) and it is important to discuss how we plan to reshape that as we revise the SHSP. She emphasized that Florida has created several innovative infrastructure accommodations to improve safety on Florida's roadways, including Diverging Diamond Interchange (DDI), roundabouts, Complete Streets, and Rectangular Rapid-Flashing Beacon (RRFP). She highlighted some of the education and messaging campaigns Florida created and distributed, especially through Florida's strategic safety coalitions. She noted that law enforcement agencies need additional resources to continue to execute high visibility traffic enforcement to improve safety on Florida's roadways. Emergency response is a critical factor to ensure that when a crash does happen, it is cleared quickly and efficiently. She ended her presentation with some questions to attendees on requirement of additional strategies, information and data related to transportation safety.

Question 3: What type of strategies should we consider outside of the Four Es?

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What type of strategies should we consider outside of the 4Es (engineering, education, enforcement, and emergency response)?

“More use of driving simulators” “engineering solutions and educational efforts need to focus more on after-dark conditions and behaviors”

“Embed educational messages in apps and computer software people are using related to transportation” “More mobility options especially in rural areas”

“CV/AV” “Agree, like the 5th 'E', Equity in Transportation.” “Have a larger focus on moving people to use transit.”

“Big data analytics for targeted actions around education and enforcement.” “Better use transportation and other safety funding to address strategic safety needs”

“Incentives for good driving behavior” “More aging in place or other solutions for” “Advanced technologies”

“Looking at crashes type by facility, could help in future safety and design.” “be sure to include 'security' safety solutions, particularly related to non-auto modes”

“Make safety a higher value than time” “Ride share” “Engage automobile manufacturers.” “Bring back quality driver ed”

“Training DSEs and Local agencies on all aspects of improving safety. Workshops.”

“Pisa's work. The same ads that were used in the 60s and 70s to get drivers to use seat belts could be used for cell phone use. Make cool”

“Analyze the data for causation. These categories don't get to that.” “older drivers”

“Add a 5th, Equity in Transportation. This being working to ensure all roadway users have access to safe transportation options in their community.” “Land use”

“Bring drivers education back to schools.” “Transit - focus on moving people not cars” “special efforts to educate international drivers” “Training”

“Targeted outreach in high crash locations” “Florida Car Insurance is 50% higher than Colorado. Can they be involved?”

“Include equity so that measures are being applied where they are needed most” “Dash cams on cars to capture and report activity.”

Question 4: What additional data, information, or presentation should we be considering?

Respond at [PollEv.com/fdotplanning](https://www.poll-ev.com/fdotplanning)
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What additional data, information, or presentations should we be considering?

"Age breakdown and other clarifying factors in urban vs rural" "Red light running" "Spatial analysis. In addition to the analysis of crash data"
 "What are car manufacturers doing to address distracted driving?" "Assess improvements of any safety measures practiced in the State"
 "What are cellphone companies doing to address distracted driving?" "More details by geography, age, etc" "Break down the stats by rural vs urban"
 "Update from current emphasis areas. What is working and what are some gaps in implementing their plans." "911 calls" "Separate bike and ped data"
 "Presentation: Generational concerns regarding CV and AV implementation" "More visible PSAs." "Crashes by speed" "Citation data"
 "Type of facility specific analysis. Then overlay crash report info for more specific analysis." "Details by context classification"
 "Presentation or Research: Driver's Education and Licensing - Need for phased reevaluation"
 "Information: Crashes related to cars with assisted warnings vs those without" "Research on Best Practices from other states who have improved safety."
 "More information on how switching folks to transit improves the safety of our roads."
 "Can drivers be videotaped, with no personal information being collected to quantify then percentage of distracted drivers similar to seat belt use, then use as psa"

"Presentation: Existing and Future CV and AV - Safety Needs and Evaluation"

"Consider demographic and socioeconomic data." "Have areas that no longer have specific traffic enforcement seen changes in crashes?"
 "Non-transportation partners and their place in the FTP." "Current efforts related to countermeasures e.g. speed, intersection, lane departure, etc."
 "Other states funding priority processes - or other countries." "Hot spots"

Participants had the following questions and comments:

- Rather than focusing on hot spots, should we consider the types of crashes that happen on certain types of facilities (i.e. interstates, major arterials, local roads). For instance, what types of facilities have the most impaired driving crashes and how can we work to reduce those?
- Innovative ways of providing vendor incentive systems (points, gift cards, etc.) for safe behavior (every time you see a jaywalker, etc.).
- Can we conduct observational surveys for distracted driving like they do for the Occupant Protection survey?
 - PRG did an observational survey like this in Louisiana.
- "Safety message" could be adopted by cell phone companies while selling their phone.
- Vehicles are adopting new technologies like lane departure alerts, seat belt warnings, etc.

- Can we collaborate with map apps to prioritize the statistically safest routes (e.g. avoid left turns) over the fastest route?
- Provide more detailed instructions when approaching roundabouts, rail crossings, crosswalk or shared lane etc.

Wrap Up and Next Steps

Dana reminded the attendees that TransPlex 2020 will be held in Orlando, on April 20-22, and the next FTP Safety Subcommittee meeting will be held on April 22, 2020, in conjunction with the TransPlex. She emphasized this event would serve as a great opportunity to reach out to other transportation partners and encourage attendees to join.

Dana noted they will review the data requests and ideas for the next meeting and start building an agenda. Before concluding the meeting, she shared that the Florida Sheriffs Association, FHP and Florida Police Chiefs Association will be conducting a statewide task force effort from March 13-15, 2020 with a primary enforcement on impaired and distracted driving.

Adjourn