



Safety Subcommittee Meeting #4

June 11, 2020

1:30 – 4:00 p.m.

Teleconference

MEETING OBJECTIVES

The objectives of this meeting include:

- Review FDOT's Vital Few
- Review FTP and SHSP strategy development process
- Discuss potential safety strategies for the FTP and SHSP

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

MEETING ATTENDEES

Subcommittee Members	
Laura Cantwell, <i>AARP</i>	Peggy Smith, <i>Florida's Rail Industry</i>
Ramon Gavarrete, <i>Florida Association of County Engineers and Road Superintendents (FACERS)</i>	Margaret Wuerstle, <i>Florida Regional Councils Association (FRCA)</i>
Chief Art Bodenheimer, <i>Florida Police Chiefs Association</i>	Jennifer Ray, <i>Florida Department of Health (FDOH)</i>
David Hawk, <i>Federal Highway Administration (FHWA)</i>	Ananth Prasad, <i>Florida Transportation Builders Association</i>
Brady Nepple, <i>TEAM FL</i>	Ken Stapleton, <i>Urban Land Institute (ULI)</i>
Friends	
Lisa Marie Glover, <i>City of Fort Lauderdale-Transportation and Mobility Department</i>	Karen Warfel, <i>City of Fort Lauderdale</i>
Ken Reinhardt, <i>AARP</i>	Allie Caldwell, <i>HDR</i>
Andrew Uhler, <i>Palm Beach Transportation Planning Agency</i>	Alyssa Frank, <i>Palm Beach Transportation Planning Agency</i>
Valerie Neilson, <i>Palm Beach Transportation Planning Agency</i>	Holly Walker, <i>Traffic & Mobility Consultants LLC</i>
Becky Afonso, <i>Florida Bicycle Association</i>	Juliet Hirni, <i>StreetLight Data</i>
Nithin Agarwal, <i>University of Florida</i>	Priyanka Alluri, <i>Florida International University</i>
Mauricio Caccia, <i>Concerned Citizen</i>	

FDOT Staff and Consultants	
Dana Reiding, <i>FDOT, Office of Policy Planning</i>	Lora Hollingsworth, <i>FDOT, State Safety Office</i>
Alison Stettner, <i>FDOT, Office of Policy Planning</i>	Stacy Miller, <i>FDOT, Assistant Secretary</i>
Rebecca Marsey, <i>FDOT, Office of Policy Planning</i>	Jennifer Carver, <i>FDOT, Office of Policy Planning</i>
Romero Dill, <i>FDOT, Office of Policy Planning</i>	Mark Reichert, <i>FDOT, Office of Policy Planning</i>
Chris Craig, <i>FDOT, State Safety Office</i>	DeWayne Carver, <i>FDOT, Roadway Design Office</i>
Leilani Gruener, <i>FDOT, State Safety Office</i>	Huiwei Shen, <i>FDOT, Chief Planner</i>
Benjamin Jacobs, <i>FDOT, State Safety Office</i>	Gail Holley, <i>FDOT, Office of Traffic Engineering and Operations</i>
Holly Cohen, <i>FDOT, Freight & Multimodal Office</i>	John Kaliski, <i>Cambridge Systematics</i>
Sheri Coven, <i>Cambridge Systematics</i>	Lorrie Laing, <i>Cambridge Systematics</i>
Danny Shopf, <i>Cambridge Systematics</i>	Nusrat Sharmin, <i>Cambridge Systematics</i>

Others in Attendance:

- Bob Smallacombe, Palm Beach County Fire Rescue
- Paul Vedova, Raymond James

MEETING SUMMARY

Welcome and Introduction

Dana Riding, and Lora Hollingsworth, FDOT, Office of Policy Planning, welcomed everyone to the meeting and asked Safety Subcommittee members to introduce themselves. Dana said the subcommittee meeting was a public meeting and members of the public will have an opportunity to participate toward the end of the meeting. She reviewed the meeting agenda and asked Danny Shopf, Cambridge Systematics, to give an overview of some helpful tips and instructions on the recently updated GoTo Meeting platform.

Safety Vital Few

Alison Stettner, FDOT, Office of Policy Planning, gave a presentation on the FDOT's Vital Few, specifically emphasizing the safety component. She said the Safety Vital Few team follows a data-driven process to identify and implement strategies focused on short, medium, and long term success related to traffic safety. The team is comprised of interdisciplinary groups over a wide variety of regions throughout Florida to bring a range of perspectives to the safety discussion. Allison noted the Safety team includes three subcommittees – Intersection, Bicycle and Pedestrian, and Lane Departure - and shared an overview of the key efforts performed by these subcommittees.

Alison presented heat maps of identified problem locations related to each of the three subcommittee areas. She reviewed a series of countermeasures that have been implemented or approved since 2013 to improve safety in these subcommittee areas. She noted that changes in design standards take some time to be incorporated into FDOT work program processes, and many of the changes made several years ago are being integrated into current projects. Allison added the safety team is collaborating with partner agencies to ensure that safety measures are added to all identified problem areas.

Participants had the following questions and comments:

- Is the Intersection Control Evaluation (ICE) manual being updated as well as the tools?
 - The ICE manual is updated to maintain its full effectiveness and is now fully integrated into the process.

Review of FTP and SHSP Strategy Development Process

Dana reported that the Florida Transportation Plan (FTP) Vision Element is in the process of being finalized and printed. She gave an overview of the draft FTP Policy Element framework, indicating that the Policy Element will focus on a short list of key strategies that would provide the greatest potential gain toward all goals as a set. She noted that some of the more detailed strategies that are not included in the FTP Policy Element will likely be included in the FTP Implementation Element. She also mentioned the Performance Element of the FTP, which will focus on the specific performance measures identified in federal requirements.

Dana provided an overview of the process for identifying and developing strategies for the FTP and Strategic Highway Safety Plan (SHSP). She said the existing FTP, SHSP, and other partner plans, along with input gathered at the Vision Zero Summit and Long-Range Visioning Session, were used to draft potential baseline strategies. The FTP Steering Committee, subcommittees, and other partners will refine this list of strategies and prioritize a small number of key strategies to be included in the FTP Policy Element and the SHSP.

Lora said the SHSP remains well aligned with the FTP and is required for federal traffic safety resources. Lora said her office is considering creating a new SHSP Implementation Plan to support Florida's strategic safety coalitions as they carry out the implementation actions of the SHSP.

Current Safety Impacts

Dana gave an overview of current safety impacts. She said impacts of COVID-19 led to a decline in vehicle miles traveled in March and April 2020, and a reduction in the number of fatalities when compared to the same time in 2019. She noted that travel patterns were different in March and April 2020 from baseline, with a reduction in most trip types and higher rates of people working remotely.

Dana asked participants to respond to the following polling questions using Poll Everywhere software.

Question 1: What are safety opportunities or gaps based on the trends presented?

"Roadway lighting concerns for bike/ped users"

"Evaluation of new bike/ped activities to determine additional needs"

"Scaling Time to work hours"

"Encourage Tele-working"

"Focus on safety"

"Design changes to prevent speeding"

"Gaps - additional identification of multi-modal needs"

"Need for better bike lane protection"

"Pandemic planning"

"Ongoing awareness about impact of crashes - regardless of number of cars on the road - needed"

"Could the Private Sector benefit (i.e. credits, incentives) for having people work from home? Gather data from employees and how far they travel to work."

"Expand bandwidth access"

"More emphasis on peds and bikes"

"Complete active transportation networks"

"The need for more access to safe transportation options for those that don't have access to or utilize an automobile"

"Ways to rethink how the right of way is used"

"Capitalize in telecommuting"

"Mental Health / Suicide prevention awareness"

"Speed enforcement plans for decrease of traffic"

"Expand public transit and support for alternative travel options to reduce traffic on roadways."

Participants had the following additional comments:

- Improve local traffic conditions for cycling.
- Increase safety barriers to protect cyclists.
- Innovative approaches of educating public using remote learning.
- Incentive for cyclist commuting.

Review Potential Safety Strategies

Danny reviewed some potential long-term safety strategies. He noted the SHSP would incorporate more specific and focused strategies. The long-term strategies presented here are more aligned with the FTP. He asked Safety Subcommittee members for their input on the draft long-term strategies and noted their input on-screen during the web meeting.

Draft Long-Term Safety Strategies (25 years)

A. Design and operate multimodal infrastructure to reduce crashes.

- Consider addressing "accessibility" and "equity" (needs of vulnerable and underserved population).
- Cost of these designs and operations are always a challenge.
- Consider evaluating all projects based on safety and other FTP goals to make sure that multimodal projects would increase safety over traditional roadway capacity.
- Balance local character and agencies' goals.

B. Expand outreach and communication campaigns to increase public awareness of at-risk road users and improve user behaviors.

- “Expand” may not be the right term. Consider targeting or focusing the campaigns based on the data.
 - Capitalize on existing outreach/communication- expand to a focused message, addressing public awareness and practice of safe driving.
- “At-risk” may have too much of a negative connotation. “Vulnerable” may be a better term to convey our message.
 - Consider removing the “at-risk” reference completely.
- Expand use on social media platforms and geo location targeting.

C. Provide education and training to Florida’s transportation safety partners.

- Consider expanding on the term “transportation safety partners”.
 - Professional organizations related to these partners are important to engage.
 - Partners should include all E's (engineering, education, enforcement, emergency response).
 - Consider multimodal and non-traditional partners (e.g., mental health, social media) as well.
- Be more specific about statewide training or incorporating statewide information at the local level.
- Resource funding could be a constraint.

D. Increase enforcement activities focused on high-crash locations and user behaviors to prevent future crashes.

- Engineering and enforcement go hand in hand. If we can identify the infrastructure factors that are common in high-crash locations, engineering solutions may support those efforts.
- Consider using a term other than “Increase.” Something like “focus” could be a better approach.
- Consider policy changes for automated enforcement.
- Identify opportunities to bring enforcement partners earlier into the process to collaborate on prevention.
- Identify opportunities for innovation or new technology to support/facilitate enforcement.

E. Facilitate rapid emergency response to quickly and efficiently clear crashes, treat injuries, and prevent secondary crashes.

- Identify a more measurable/actionable approach, like “Reduce the time...” in place of “Facilitate”.

- Integrate elements of technology (e.g., drones, dash cameras) that could improve the clearance and treatment of crashes.
- Consider emergency evacuation, natural disasters, and lane direction changes as components of this strategy.
- Emergency management services has a broad scope. Trauma centers and other health partners may have helpful data and insights they could provide for supporting this strategy.
- Identify best practices and efforts to be implemented through a brainstorming sessions with Traffic Incident Management teams.

F. Improve the quality and availability of Florida’s traffic records data and use that data to strategically apply countermeasures.

- Ensure infrastructure data is captured in traffic records data.
- Emphasize on improving the crash reports to provide data for analysis and make those standardized.
- Timeliness is a factor to be considered related to data quality and availability.
 - Consider adding Timeliness to data records in the strategy.

G. Create communities that promote safe and equitable transportation choices.

- Consider “Support” instead of “Create”.
- Might consider flipping it as- promote transportation choices that increase safety and equity.
- Consider adding the concept of “accessible” to ensure those options are easily accessible.
- Use data analysis to find low income communities and focus those target areas to provide equitable transportation options.
- Added emphasis on health in all policies (pollution, noise).

H. Support the deployment of technologies to improve safety by reducing human error and expanding available safety applications.

- Opportunities to partner with private sectors (e.g., car manufacturers), especially for deployment of advanced technologies.
 - Consider partnering with mobility and behavior specialists.
- Need for awareness and training opportunities on adopting new technologies.
- Should we specifically refer to “improving occupant protection”?

- How do you handle the gap in having these features in a vehicle? What about those that do not have vehicles?

I. Strategically allocate and align resources among partners including, FDOT Districts, partner agencies, law enforcement, local governments, and MPOs to advance Florida’s vision of zero fatalities.

- Opportunities to leverage social media to reach wider audiences.
- Not only leveraging partners but also the public.
- Could be incorporated in some of the earlier strategies while this strategy is more focused on investment.
- “Resource” indicates time and human investment component. Consider a more specific term like “investment strategies” instead of “resources”.
- The strategy implies going in top down direction. Consider making it more collaborative.

J. Assess and update state and local transportation-related laws and regulations to reflect changing behaviors, technologies, and market trends.

- Need to be enforceable and supported by judges.
- Consider laws related to speed limits.
- Include/collaborate with other “silos” that directly impact transportation: i.e., land use/zoning, codes, development.

Danny thanked everyone for their valuable input and asked them to respond to the following polling questions.

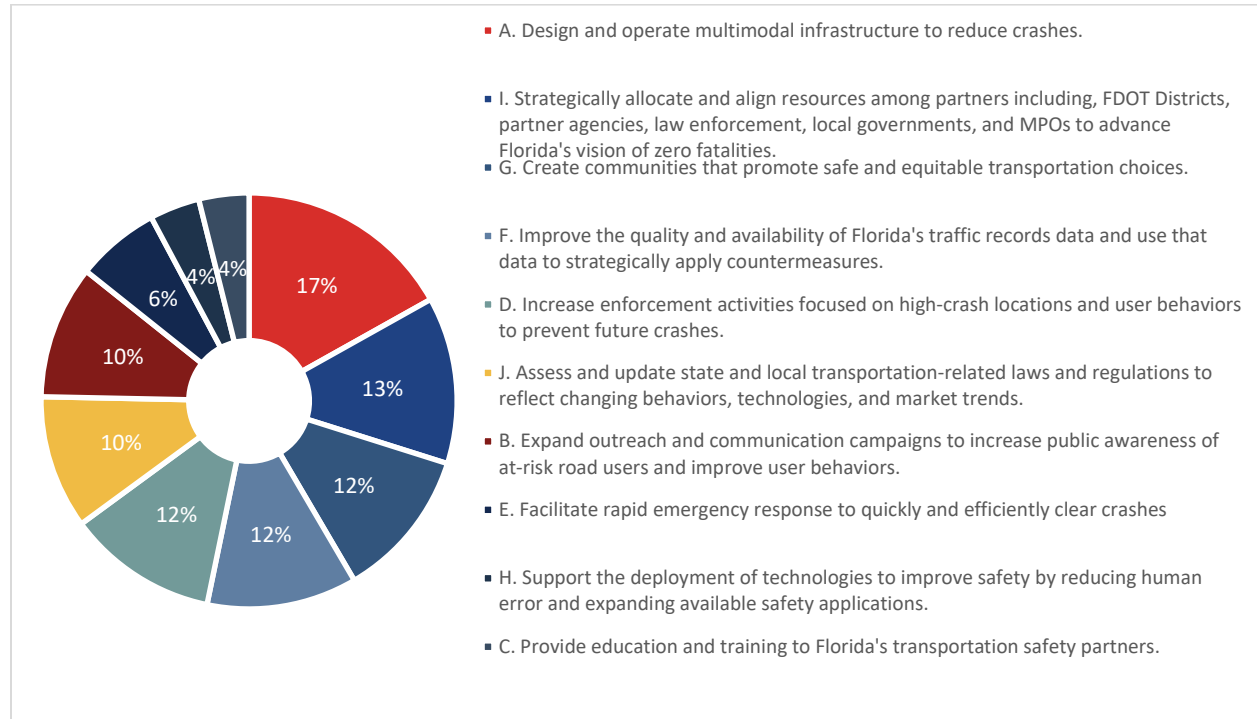
Question 2: What concepts are not addressed in this list of strategies that should be considered?

“Needs a stronger focus on grassroots strategies and initiatives”		“Developing predictive or proactive strategies”	
“Transit”	“Grass root initiatives”	“How, When and Why”	“Potential shifts or reduction in funding streams”
“Since crashes are sporadic spatially, should there be a focus on historical high crash location as well as high crash RISK locations (with no historical crashes) based on roadway and user characteristics?”			“Indexing the Gas Tax for Local Governments”
“Address root causes of traffic volume by collaborating with other silos, such as zoning, development, etc. to reduce traffic”			
“Telework”	“Performance/outcomes”	“Identify those that are complimentary”	“Behavior”
“Ensure all strategies consider interactions with railroads where present”		“Short, Mid and Long Term? This list considers 25 yrs, but may need shorter time spans.”	

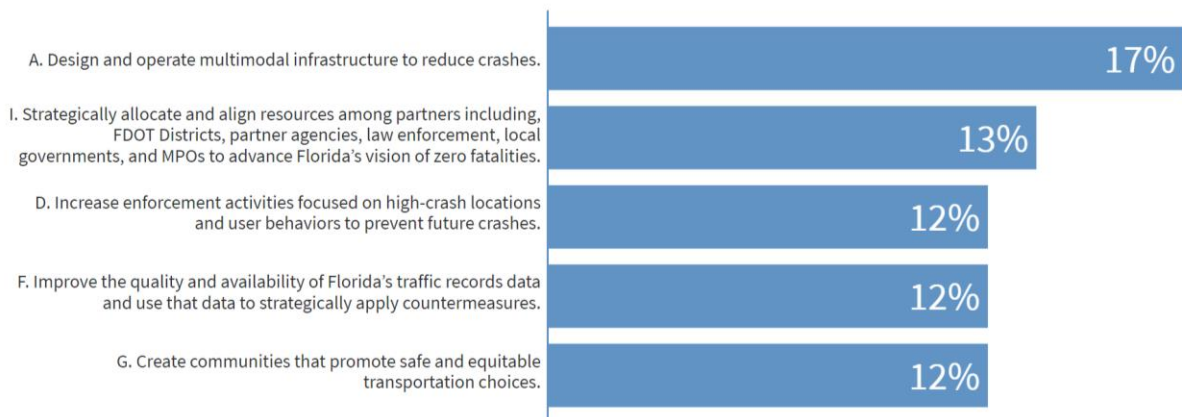
Participants had the following additional comments:

- Consider user education of personal responsibility and accountability of behavior.
- The role of land use and community design in transportation system that promotes safety for all users.

Question 3: As you consider these safety strategies, select the top 5 you believe would provide the greatest gains to advance Florida's vision of zero fatalities and serious injuries.



Top 5 Safety Strategies (Polling results)



Public Comment

There were no comments from the public.

Wrap Up and Next Steps

Dana announced the FTP Safety Subcommittee and FTP Steering Committee would both meet in July. She said the upcoming Safety Subcommittee web meeting would focus on SHSP outline and discuss on short term safety strategies. Lora added that staff will work between now and the next Safety Subcommittee meeting to finalize the SHSP Emphasis Area framework and start identifying potential safety strategies and countermeasures.

Adjourn