



FTP Safety Subcommittee

Web Meeting

presented to
FTP Safety Subcommittee

presented by
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Lora Hollingsworth, FDOT

February 24, 2020

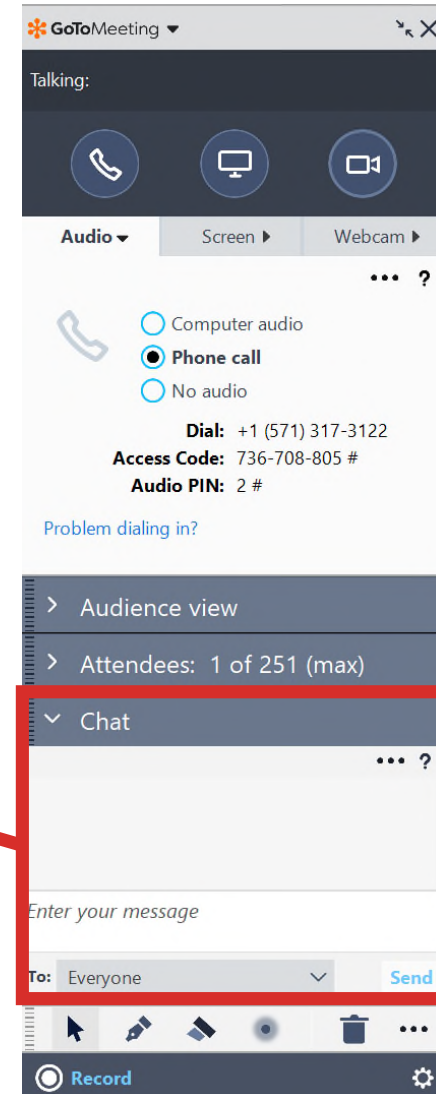
FLORIDA
Transportation Plan



Your Florida. Your vision. Your plan.

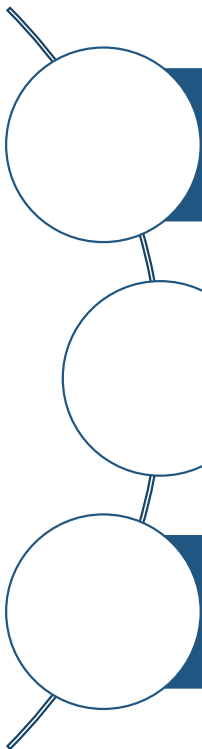
GoTo Meeting Instructions

- Please mute your phone when you are not talking.
 - Don't put us on hold or take another call. We will hear your hold music.
- If you have questions during the presentation, please type them into the chat box



Existing FTP Steering Committee Organizations	
Laura Cantwell	AARP
Jennifer Ray	Florida Department of Health
Courtney Drummond	Florida Department of Transportation
David Hawk	Federal Highway Administration
Major Jeff Dixon	Florida Highway Patrol
Jeff Branch	Florida League of Cities
Lisa Bacot	Florida Public Transportation Association
Peggy Smith	Florida's Rail Industry
Margaret Wuerstle	Florida Regional Councils Association
Ananth Prasad	Florida Transportation Builders Association
The Honorable Bryan Caletka	MPO Advisory Council
Chris Doolin	Small County Coalition
Brady Nepple	TEAM FL
Ken Stapleton	Urban Land Institute (ULI)
Organizations Not Represented on the FTP Steering Committee	
Ramon Gavarrete	Florida Association of County Engineers and Road Superintendents (FACERS)
Chief Art Bodenheimer	Florida Police Chiefs Association
Sheriff Bobby McCallum	Florida Sheriffs Association

Meeting Objectives

- 
- Understanding Florida's Crash Data
 - Analysis of Florida's Crash Data
 - Review of Existing Implementation Activities



Understanding Florida's Crash Data



How is crash data collected
and reported?




How soon after a crash are
data reported to FLHSMV?

Are there exceptions to this
time frame?

A large teal chevron graphic pointing to the right, with a smaller grey chevron nested inside it on the left side of the slide.

How is data on the crash
report verified and how long
does that take?




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?



Are there limitations in
reporting distracted driving on
Florida's crash report?

Are there similar limitations
for other types of crashes?

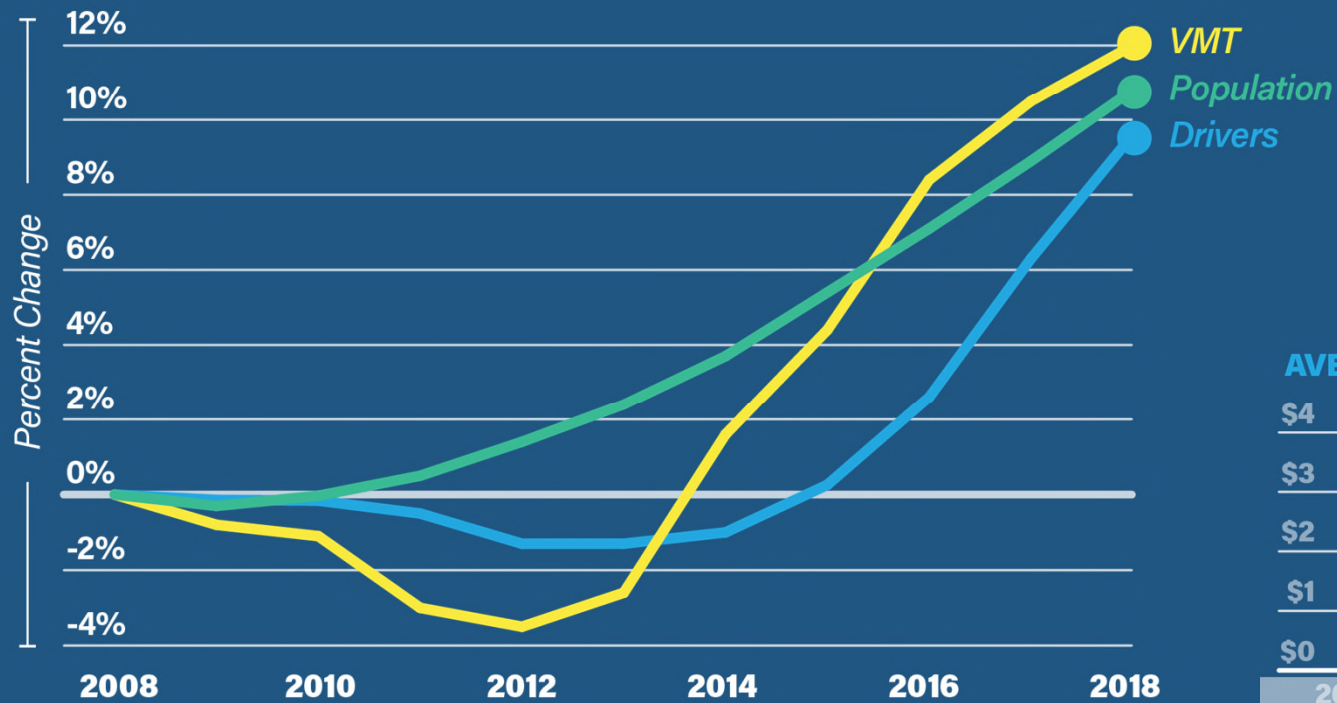
A large teal chevron pointing right, with a smaller grey chevron pointing right behind it, both on the left side of the slide.

What are some of the
challenges law enforcement
face with completing the
crash report?



Analysis of Florida's Crash Data

Overarching Statewide Trends



TOTAL VISITORS

2010 **84.2 M**

2018 **126.1 M**



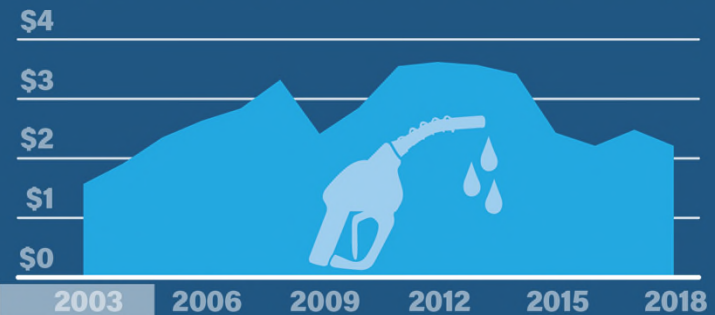
FOREIGN VS. DOMESTIC

Domestic **111.8 M**

Overseas **10.8 M**

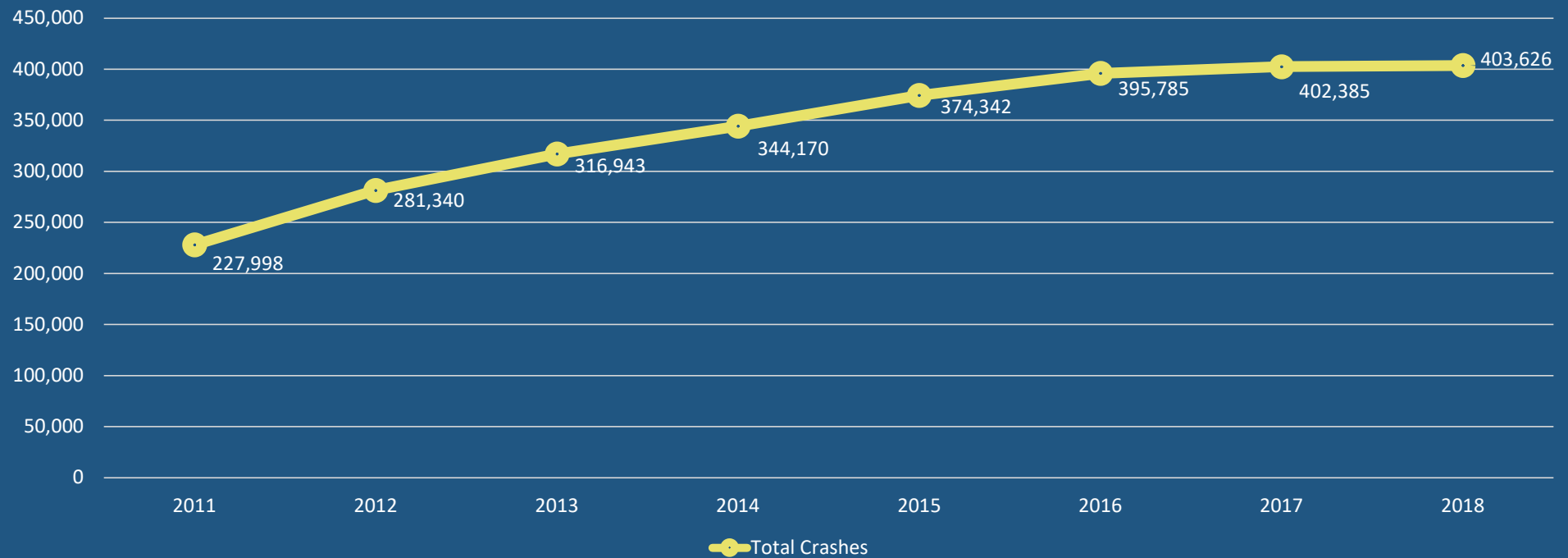
Canadian **3.5 M**

AVERAGE ANNUAL FUEL PRICES IN FLORIDA

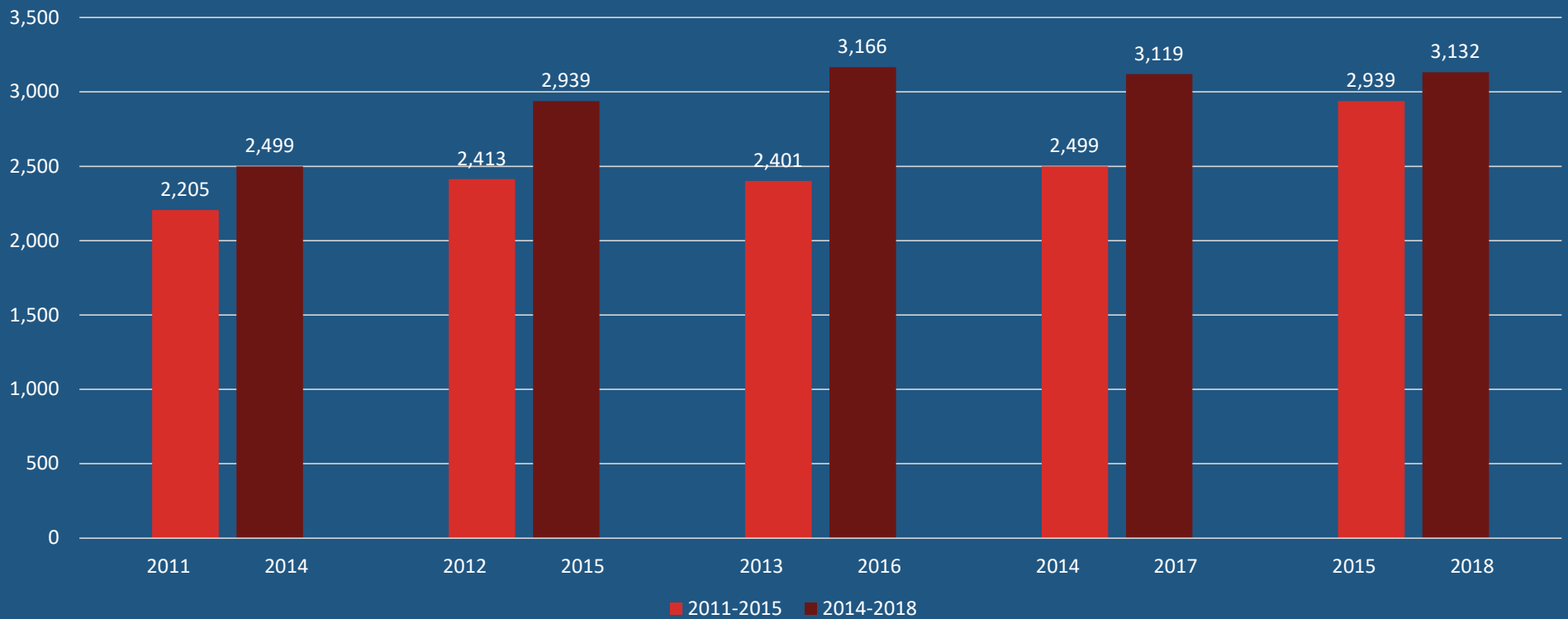


Total Crashes in Florida

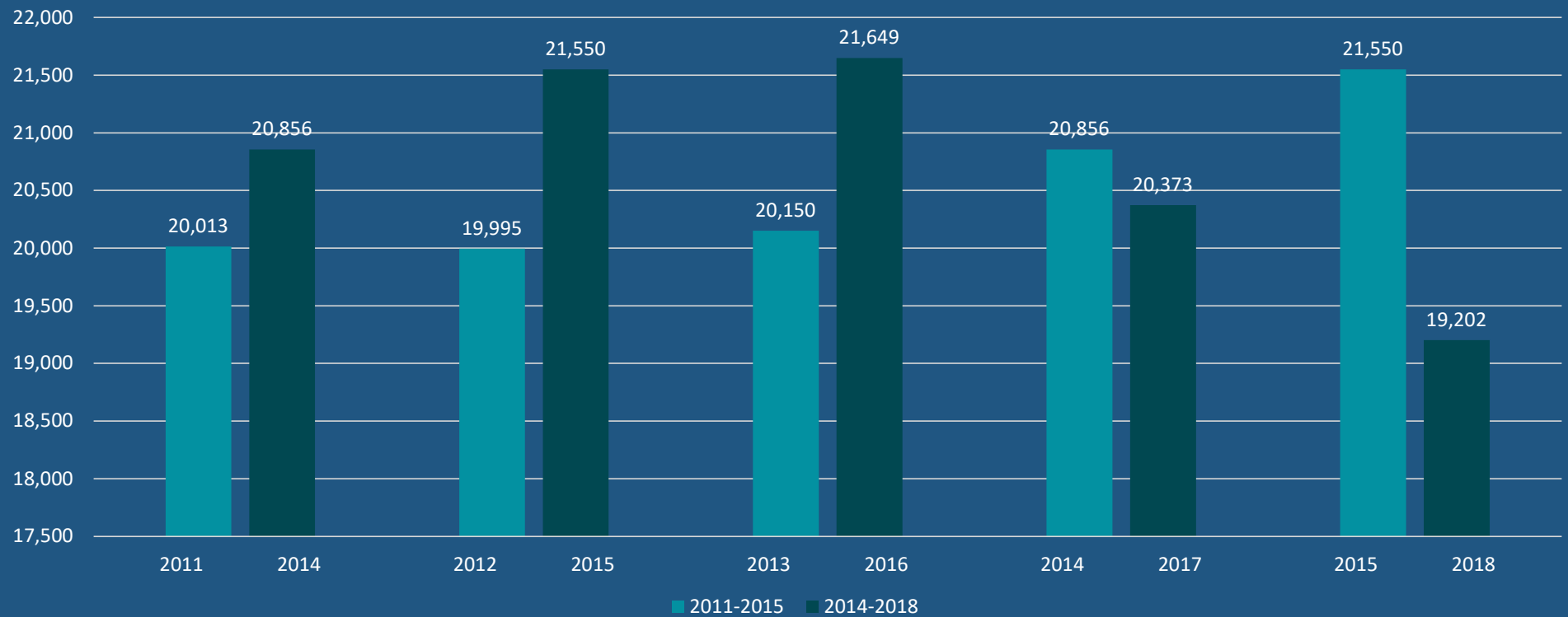
Total Crashes



Florida's Fatalities



Florida's Serious Injuries



What's Changed

2011-2015

- Total Fatalities – **12,657**
- Serious Injuries – **102,524**

2014-2018

- Fatalities – **14,855**
- Serious Injuries – **103,630**

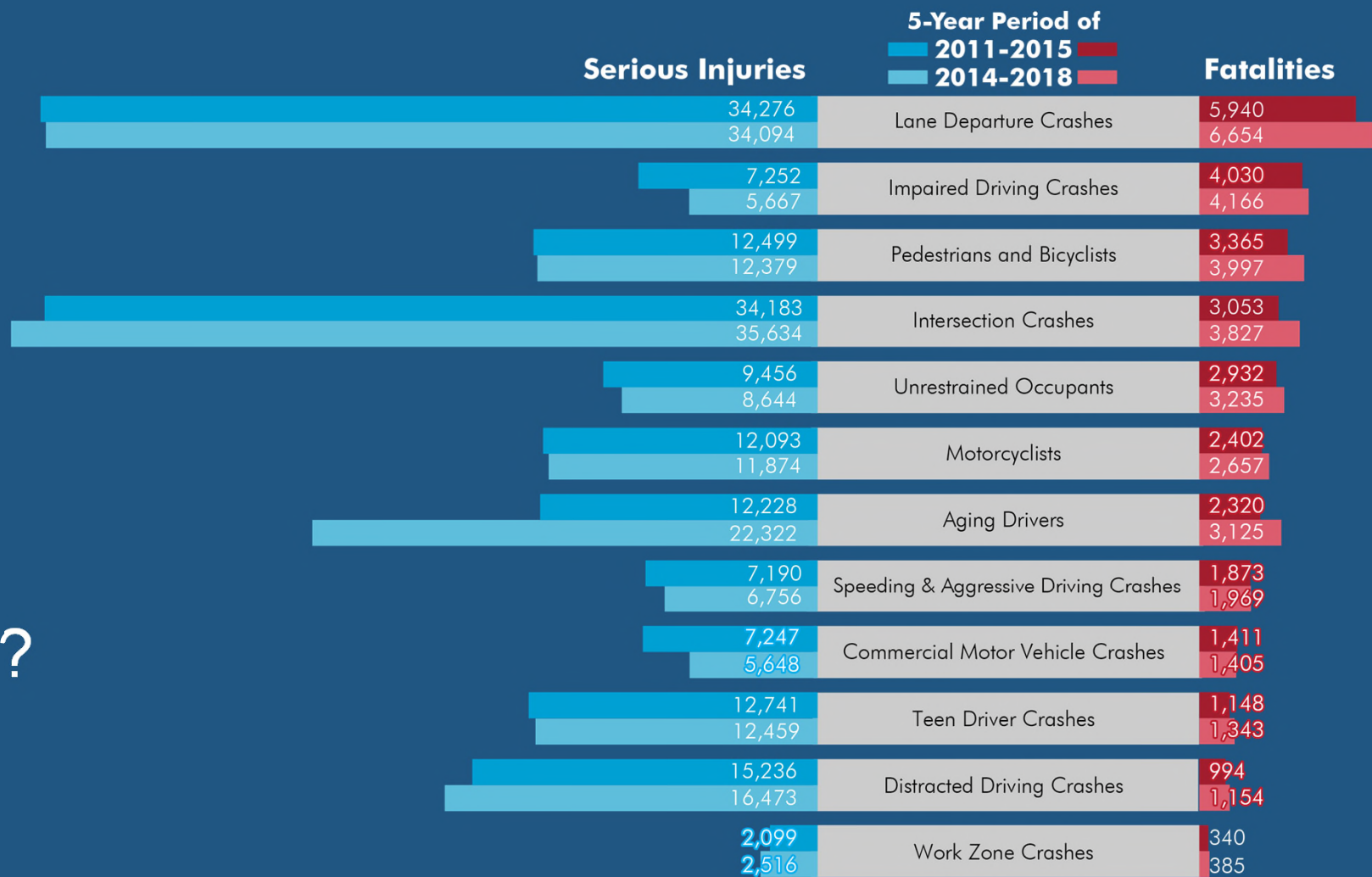
1.08%
Serious Injuries



17.37%
Fatalities



What's Changed?



Between 2011 and 2019...

- In 29% of impaired driving crashes*, occupants were also unrestrained
- 14% of distracted driving fatalities and serious injuries involved teen drivers
- 43% of crashes* involving aging road users occurred at an intersection.

*Fatal and serious injury crashes only

Crashes Are Complex and Involve Multiple Factors

- Infrastructure
 - Lane Departure Crashes
 - Intersection Crashes
 - Work Zone Crashes
- Behavioral
 - Impaired Driving Crashes
 - Unrestrained Occupants
 - Speeding and Aggressive Driving
 - Distracted Driving
- User/Vehicle Type
 - Pedestrians and Bicyclists
 - Motorcyclists
 - Aging Drivers
 - Commercial Motor Vehicles
 - Teen Drivers



INFRASTRUCTURE

Lane Departure Crashes

2011-2015

- Fatalities – 5,940
- Serious Injuries – 34,276

2014-2018

- Fatalities – 6,654
- Serious Injuries – 34,094

-0.53%
Serious Injuries



12.02%
Fatalities

Intersection Crashes

2011-2015

- Fatalities – **3,053**
- Serious Injuries – **34,183**

2014-2018

- Fatalities – **3,827**
- Serious Injuries – **35,634**

4.24%
Serious Injuries

25.35%
Fatalities

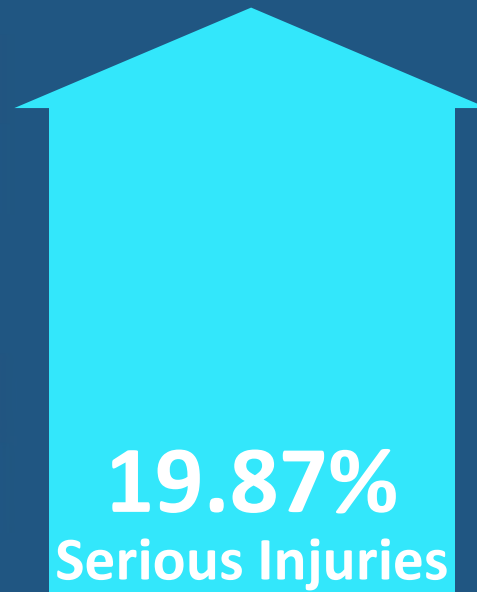
Work Zone Crashes

2011-2015

- Fatalities – **340**
- Serious Injuries – **2,099**

2014-2018

- Fatalities – **385**
- Serious Injuries – **2,516**





BEHAVIORAL

Impaired Driving Crashes

2011-2015

- Fatalities – 4,030
- Serious Injuries – 7,252

2014-2018

- Fatalities – 4,166
- Serious Injuries – 5,667

-21.86%
Serious Injuries

3.37%
Fatalities

Unrestrained Occupants

2011-2015

- Fatalities – **2,932**
- Serious Injuries – **9,456**

2014-2018

- Fatalities – **3,235**
- Serious Injuries – **8,644**

-8.59%
Serious Injuries



10.33%
Fatalities



Speeding And Aggressive Driving Crashes

2011-2015

- Fatalities – **1,873**
- Serious Injuries – **7,190**

2014-2018

- Fatalities – **1,969**
- Serious Injuries – **6,756**

-6.04%
Serious Injuries



5.13%
Fatalities



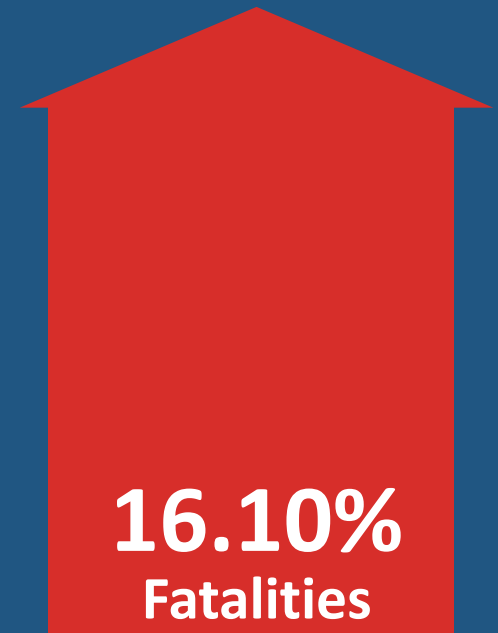
Distracted Driving Crashes

2011-2015

- Fatalities – **994**
- Serious Injuries – **15,236**

2014-2018

- Fatalities – **1,154**
- Serious Injuries – **16,473**





USER/VEHICLE TYPE

Pedestrians and Bicyclists

2011-2015

- Fatalities – **3,365**
- Serious Injuries – **12,499**

2014-2018

- Fatalities – **3,997**
- Serious Injuries – **12,379**

-0.96%
Serious Injuries



18.78%
Fatalities

Motorcyclists

2011-2015

- Fatalities – **2,402**
- Serious Injuries – **12,093**

2014-2018

- Fatalities – **2,657**
- Serious Injuries – **11,874**

-1.81%
Serious Injuries



10.62%
Fatalities

Aging Drivers

2011-2015

- Fatalities – **2,320**
- Serious Injuries – **12,228**

2014-2018

- Fatalities – **3,125**
- Serious Injuries – **23,332**



82.55%
Serious Injuries



34.70%
Fatalities

Commercial Motor Vehicles

2011-2015

- Fatalities – 1,411
- Serious Injuries – 7,247

2014-2018

- Fatalities – 1,406
- Serious Injuries – 5,648



-22.06%
Serious Injuries



-0.43%
Fatalities

Teen Driver Crashes

2011-2015

- Fatalities – 1,148
- Serious Injuries – 12,741

2014-2018

- Fatalities – 1,343
- Serious Injuries – 12,459

-2.21%
Serious Injuries



16.99%
Fatalities



Discussion

Sharing our Ideas

- Poll Everywhere – multiple ways to access the polls:
 - Visit www.pollev.com/FDOTplanning from your phone, tablet, or laptop to access the polling questions
 - Text “FDOTplanning” to 22333 to join the poll and respond to the polls via text message
 - Scan the QR code to the right to go directly to the website
 - Important note: A record of the poll responses will be kept for statutory records retention requirements



Respond at [PollEv.com/fdotplanning](https://poll.ev.com/fdotplanning)

Text **FDOTPLANNING** to **22333** once to join, then text your message

What other major contributing factors are we missing?

“Obstacles on the side of the road,”

“Marijuana”

“Presence of countermeasures”

“Short term and Mid term actions versus long term planning.”

“Roadway design for high speed”

“Time of day and lighting. Proximity to transit stops. Jaywalking.”

“Secondary crashes”

“Year of the car”

“The why and how. For example lane departures are interesting. But how specifically are the fatalities happening? Are they striking trees? Other cars?”

“Smart phones”

“For OP fatalities... how many were unsurvivable even if the occupants were restrained?”

“Documenting active work zone”

“Congested roadway”

“No guardrails”

“Wild animals in the road.”

“Medical condition”

“Lack of law enforcement support. Flordia is # 50 in the nation for lowest paid Safety Patrol Officers.”

“Access to alternative transit options other than personal vehicle.”

“Citation data for each behavioral factor.”

“Land use patterns and urban design”

“Breakdown data by age group”

“Helmets vs no helmets”

Toggle fullscreen in Internet Explorer by pressing F11.

Text **FDOTPLANNING** to **22333** once to join, then text your message

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.”

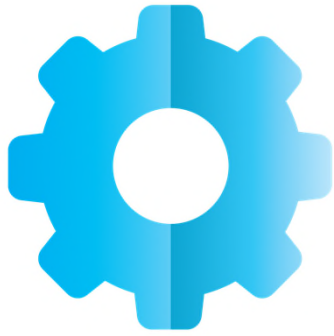
“Marijuana”

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



Existing Implementation Activities

The Four Es of Traffic Safety



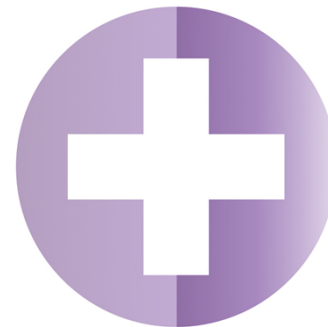
Engineering



Enforcement



Education



**Emergency
Response**



Completing **FLORIDA'S** **STREETS**



Engineering





Enforcement



Florida Department of Health
**Emergency Medical Services
State Plan
2016-2021**



Ron DeSantis
GOVERNOR



Emergency Response



Discussion

Toggle fullscreen in Internet Explorer by pressing F11.

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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."

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"

Next Steps

- Safety Subcommittee Meeting #3
 - April 22, 2020 – Orlando, Florida
 - In conjunction with TransPlex
 - Topics to include
 - Review safety data and possible emphasis areas
 - Review emphasis area structure from other states' SHSPs
 - Participate in group activities to identify safety strategies
- Safety Subcommittee Web Page
 - http://floridatransportationplan.com/safety_committee.htm



Thank You