

FTP Safety Subcommittee

Web Meeting

presented to
FTP Safety Subcommittee

presented by
Dana Reiding, FDOT
Lora Hollingsworth, FDOT

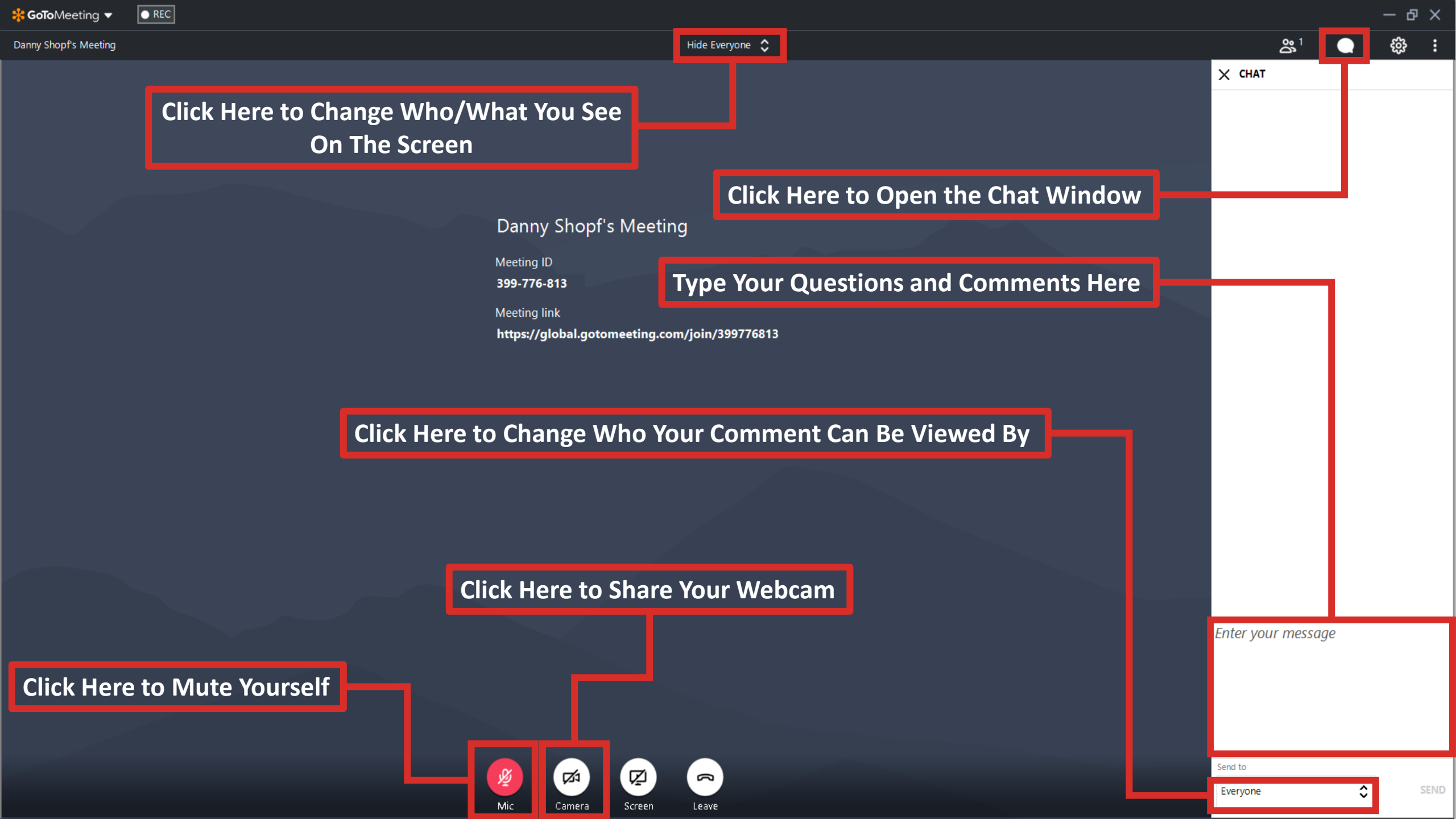
June 11, 2020

FLORIDA
Transportation Plan

Your Florida. Your vision. Your plan.

GoTo Meeting Instructions

- Recently Updated
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| 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 |

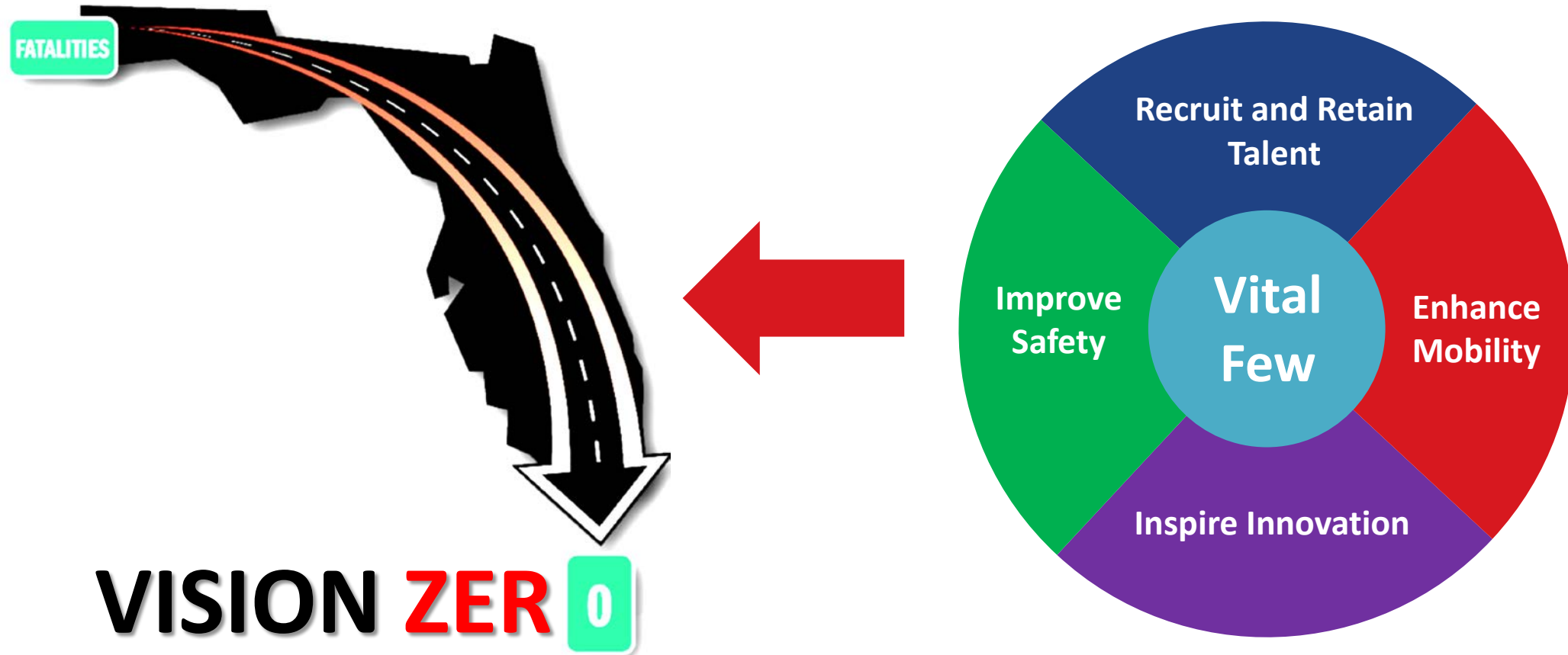
Meeting Objectives

- 
- Receive Update on FDOT's Vital Few
 - Review FTP and SHSP Strategy Development Process
 - Discuss Emerging Safety Issues
 - Discuss Potential Safety Strategies

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Safety Vital Few

Introduction



Problem Identification: Data



| | 2018 | 2017 | 2016 | % Change | 3 Year |
|----------------------------|---------|---------|---------|------------|---------|
| | | | | 2016 -2018 | Average |
| All Crashes | 403,626 | 402,385 | 395,785 | 1.98% | 400,599 |
| All Fatalities | 3,135 | 3,116 | 3,176 | -1.29% | 3,142 |
| All Injuries | 236,157 | 254,310 | 254,155 | -7.08% | 248,207 |
| Fatality Rate Per 100M VMT | 1.41 | 1.42 | 1.48 | -0.70 | 1.44 |
| Pedestrian Fatalities | 720 | 659 | 667 | 7.95% | 682 |
| Pedestrian Injuries | 7,935 | 8,126 | 7,796 | 1.78% | 7,952 |
| Bicyclist Fatalities | 160 | 128 | 140 | 14.29% | 143 |
| Bicyclist Injuries | 6,183 | 6,263 | 6,234 | -0.82% | 6,227 |
| Intersection Fatalities | 1,194 | 1,295 | 1,208 | -1.15% | 1,232 |
| Intersection Injuries | 107,852 | 115,267 | 112,438 | -4.08% | 111,852 |
| Lane Departure Fatalities | 1,385 | 1,396 | 1,480 | -6.42% | 1,396 |
| Lane Departure Injuries | 55,336 | 56,535 | 59,652 | -7.24% | 57,174 |

Evaluation

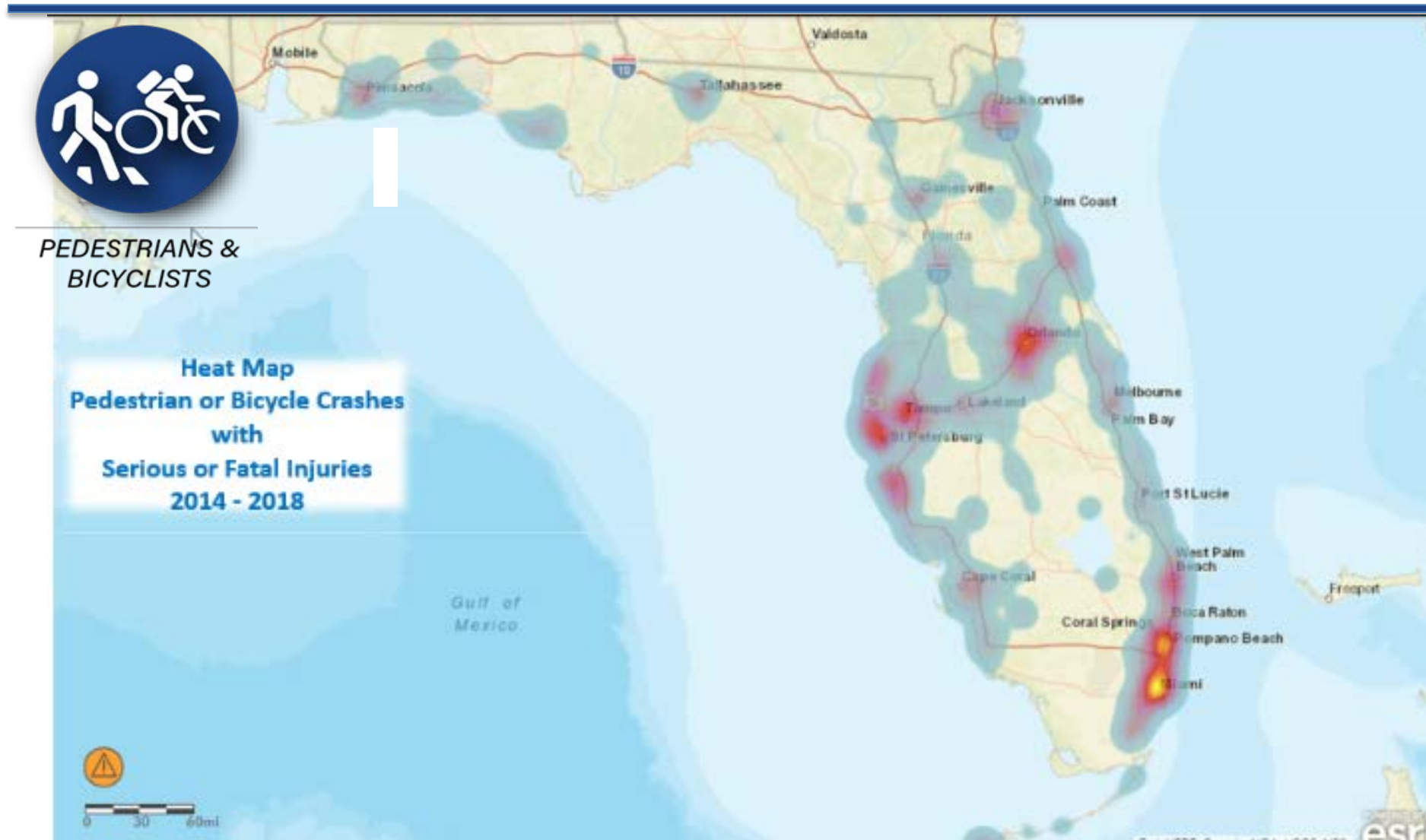
What will success look like?



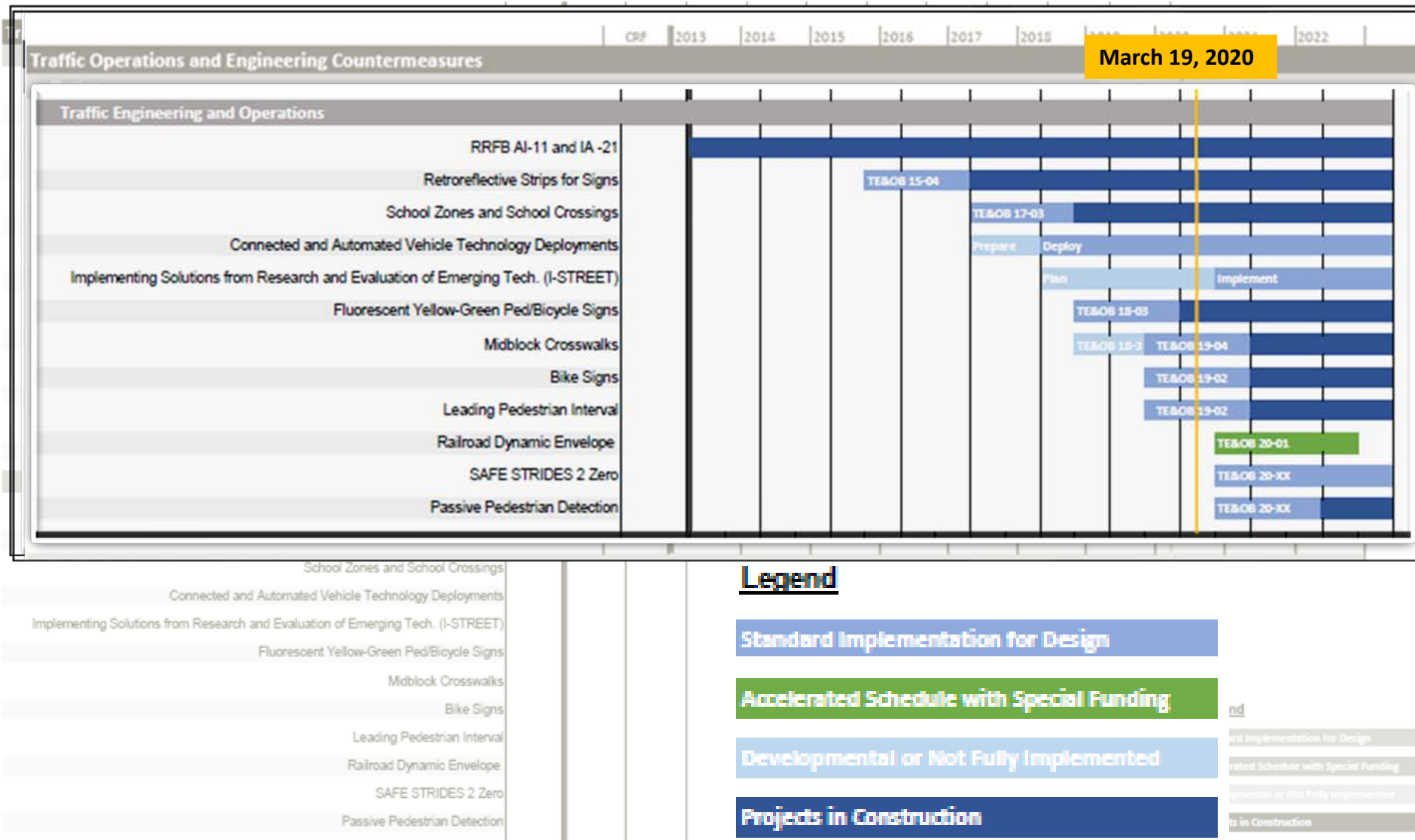
Collaboration



Pedestrians/Bicyclists Problem Identification



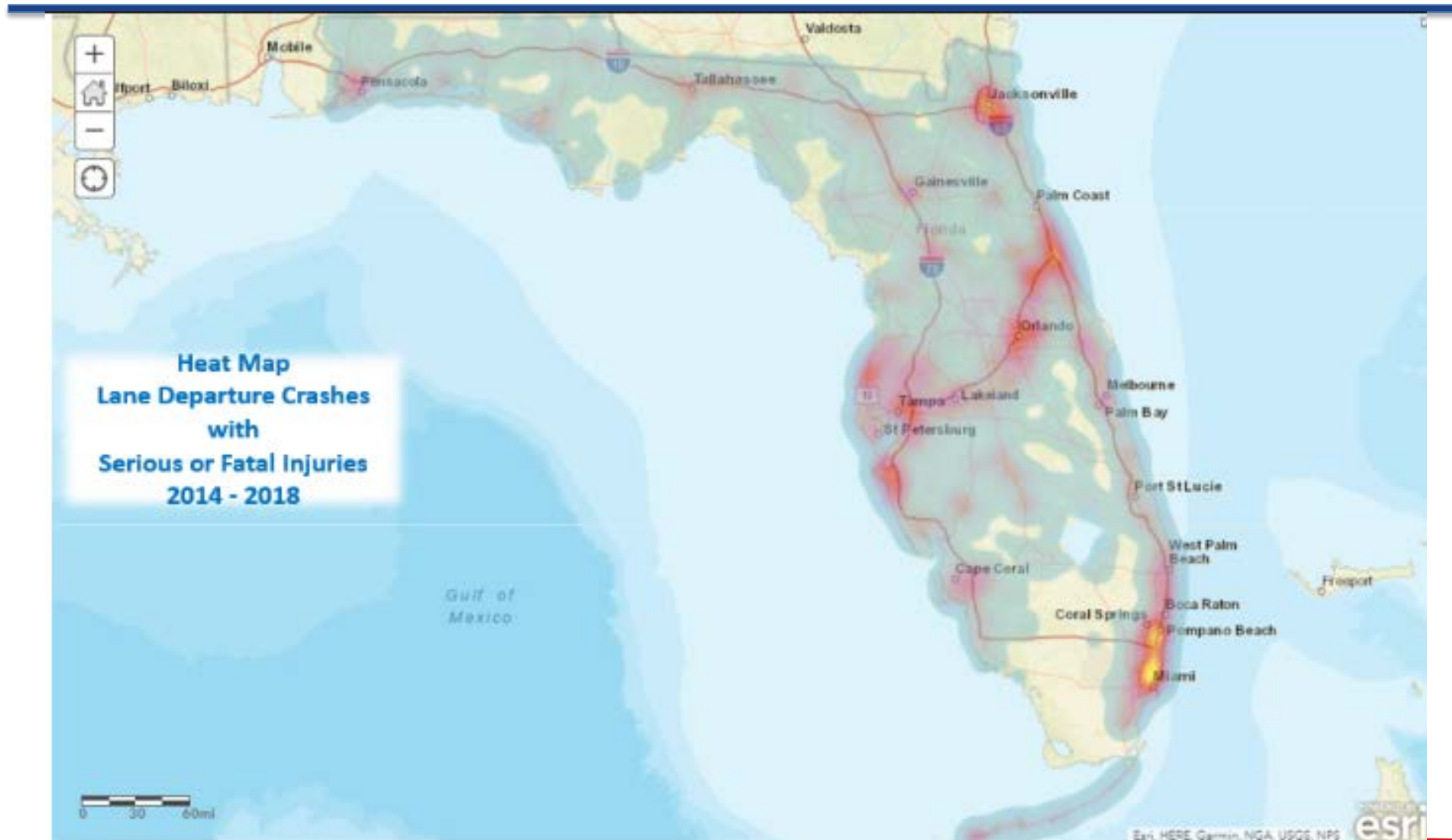
Pedestrian and Bicycle Safety Team



Pedestrian and Bicycle Safety Team

- Conducted three Team Meetings
- The breadth of Pedestrian and Bicycle Safety requires a comprehensive approach. Our plan will maximize effectiveness by taking a collaborative approach.
 - Education on current resources and countermeasures.
 - Identification of ongoing efforts (CO & Districts). Leverage efforts, not duplicating them.
 - Develop a comprehensive “Matrix” which captures ongoing efforts, new ideas and barriers to implementation. Prioritize and further delineate into short-term and long-term goals.
 - Strategy will include developing sub-teams working concurrently to maximize schedule.

Lane Departures Problem Identification



Lane Departure Safety Team

| | CRF | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Notes |
|---|-----|------|------|------|------|--------------|--------|-------------|----------------|------|------|-------|
| Traffic Operations and Engineering Countermeasures | | | | | | | | | | | | |
| Design | | | | | | | | | March 19, 2020 | | | |
| Minimum Slope in Superelevation Transitions (Reduce Hydroplaning) | | PPM | | | | | | | | | | |
| Interchange Lighting for the | | | | | | | | | | | | |
| W-Beam Guardrail | | | | | | | | | | | | |
| Guardrail Systems | | | | | | | | | | | | |
| High Temperature | | | | | | | | | | | | |
| Audible | | | | | | | | | | | | |
| MA | | | | | | | | | | | | |
| Guardrail Index Revisions - Length of Need Calculations | | | | | | | | | | | | |
| Signage | | | | | | | | | | | | |
| Guardrail - | | | | | | | | | | | | |
| Requirements for Existing Traffic | | | | | | | | | | | | |
| Temporary and Short-Term | | | | | | | | | | | | |
| Penetration | | | | | | | | | | | | |
| Traffic Engineering and Operations | | | | | | | | | | | | |
| WWD Signing and Pavement Marking Improvements | | | | | | TE&OB 15-03 | | TE&OB 19-03 | | | | |
| Connected and Automated Vehicle Technology Deployments | | | | | | Prepare | Deploy | | | | | |
| Smart Work Zone (SWZ) Initiative | | | | | | Plan, Design | | Deploy | | | | |

Counter Measures Since 2013

- 23 Implemented

Legend

Standard Implementation for Design

Accelerated Schedule with Special Funding

Developmental or Not Fully Implemented

Projects in Construction

Lane Departure Safety Team

- Using a virtual Concept Board to generate ideas
- Identifying and analyzing safety data
- Evaluating program areas to achieve safety goals
- Reviewing partner agency initiatives to find opportunities for collaboration
- Analyze and implement countermeasures already underway & measure effectiveness



Lane Departure Safety Team

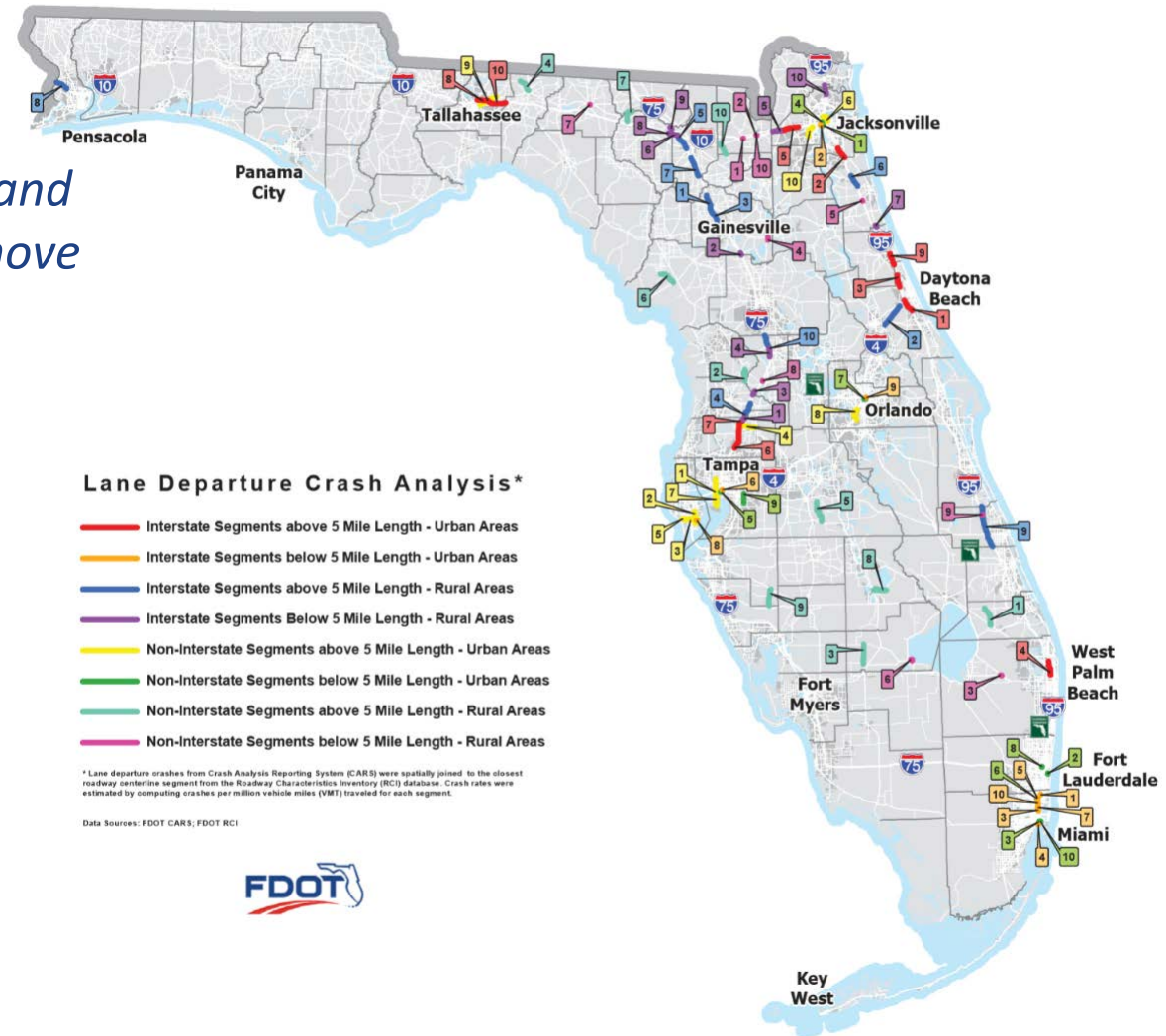
Develop Action Plan

Incorporate Short, Intermediate and Long-Range Actions needed to move the needle

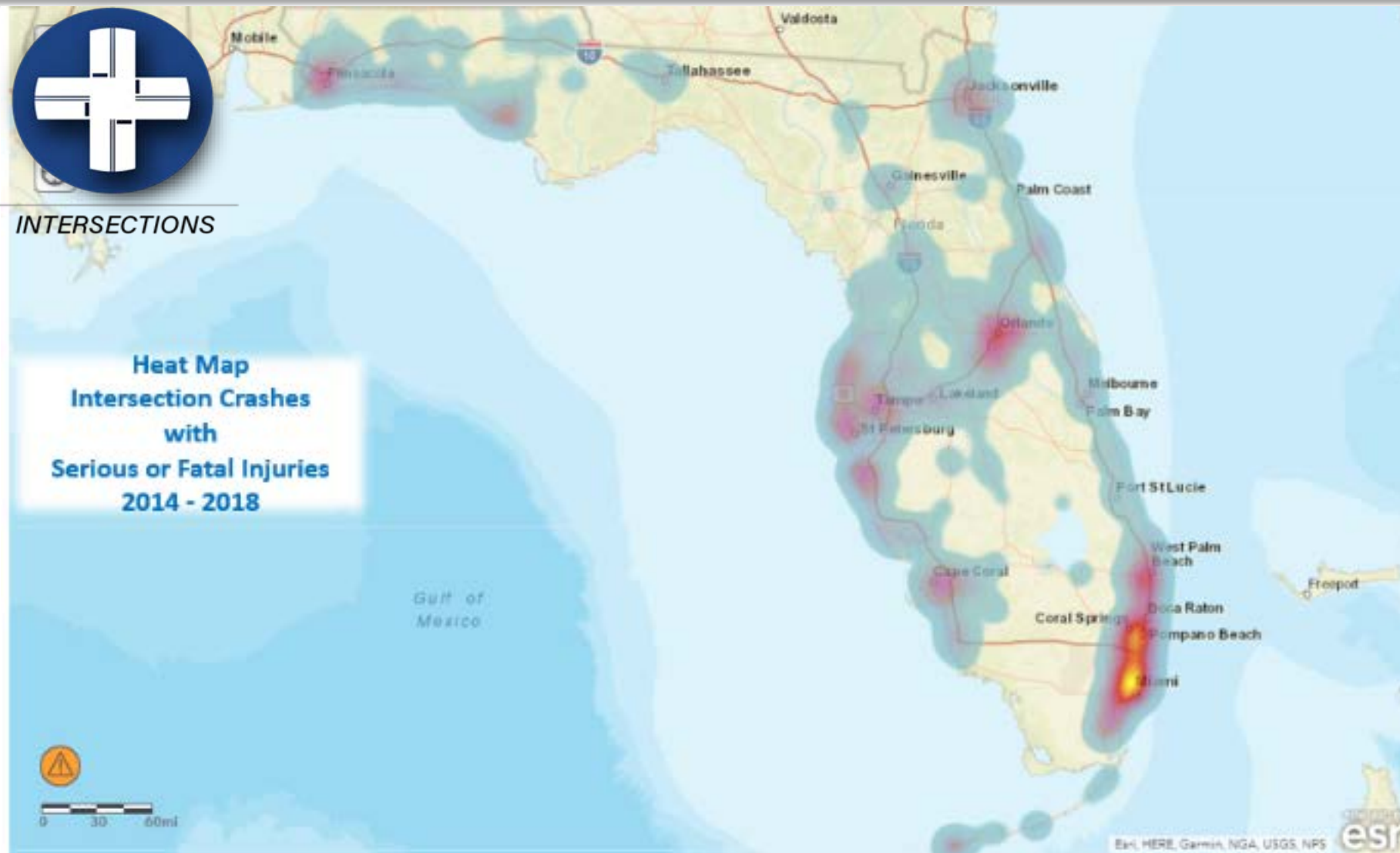


One Short Term Solution

Identify locations of high lane departure crash types and align with existing 5-year work program. Review scope of work and identify appropriate counter measures.



Intersections Problem Identification



Intersection Safety Team

| | CRF | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Notes |
|--|-----|------|------|------|------|------|---------|------|----------------|------|------|-------|
| Traffic Operations and Engineering Countermeasures | | | | | | | | | | | | |
| Design | | | | | | | | | March 19, 2020 | | | |
| Criteria for Roundabouts | | | | | PPM | | FDM 213 | | | | | |
| Special Emphasis Marking: Signalized Intersections, Mid-Block, and Side Street | | | | | | | | | | | | |
| Pedestrian Lighting Retrofit | | | | | | | | | | | | |
| FDOT Design Manual (FDOT 1130) | | | | | | | | | | | | |
| Temporary and Short-Term Construction | | | | | | | | | | | | |
| High-Speed Approaches | | | | | | | | | | | | |
| Directional Tactile Walking Surfaces | | | | | | | | | | | | |
| Black Contrast for Pedestrian Crossings | | | | | | | | | | | | |
| Traffic Engineering and Operations | | | | | | | | | | | | |
| Yellow and Red Clearance | | | | | | | | | | | | |
| WWD Signing and Pavement Markings | | | | | | | | | | | | |
| School Buses | | | | | | | | | | | | |
| Connected and Automated Vehicle Technology Deployment | | | | | | | | | | | | |
| Implementing Solutions from Research and Evaluation | | | | | | | | | | | | |
| Intersection Control | | | | | | | | | | | | |
| Fluorescent Markings | | | | | | | | | | | | |
| Midblock Crosswalk Guidance with Contraflow | | | | | | | | | | | | |
| Railroad Crossings | | | | | | | | | | | | |
| Passive Pedestrian Detection | | | | | | | | | TE&OB 20-XX | | | |
| SAFE STRIDES 2 Zero | | | | | | | | | TE&OB 20-XX | | | |
| Signal Backplates Retrofit on existing structures | | | | | | | | | TE&OB 20-XX | | | |
| Legend | | | | | | | | | | | | |
| Standard Implementation for Design | | | | | | | | | | | | |
| Accelerated Schedule with Special Funding | | | | | | | | | | | | |
| Developmental or Not Fully Implemented | | | | | | | | | | | | |
| Projects in Construction | | | | | | | | | | | | |

Counter Measures Since 2013

- 20 Implemented
- 1 In Development
- 4 New in FY 21

Intersection Safety Team

- Identifying existing intersection safety efforts
- Analyzing best practices from each District
- Expanding discipline involvement to capture all aspects of intersections
- Reviewing training options and availability
- Brainstorming enforcement and education opportunities with partner agencies





Review FTP and SHSP Strategy Development Process

Draft FTP Policy Element Outline

- **Vision and Policy Framework** – recap vision and introduce cross cutting themes
- **Goals** – describe goals/objectives and identify progress indicators
- **Strategies** – introduce small number (10-15) of bold strategies that provide greatest potential gain toward all goals
- **Implementation** – discuss transition to implementation including defining specific actions/roles

Existing FTP Strategies Example

Goal: Safety and Security for Residents, Visitors, and Businesses



How Will We Get There?

What's New?

Safer environment for pedestrians, bicyclists, and other vulnerable road users

Automated and connected passenger and freight vehicles

Cybersecurity for transportation

Emphasis Areas

- Combine design, engineering, enforcement, education, and emergency response strategies to reduce fatalities, injuries, and crashes involving:
 - » **Vulnerable and at-risk road users**, including pedestrians, bicyclists, motorcyclists, aging road users, and teenagers;
 - » **Unsafe, distracted, and impaired** driver and operator behavior; and
 - » **Lane-departure and intersection crashes.**
- Increase safety and security for **public transportation users.**
- Increase safety and security for **users with limited mobility.**
- Increase the safety and security of **freight movement** using all modes, including safe and secure truck parking and other logistics facilities, and separation of or reduced conflict between freight and passenger vehicles.
- Increase the efficiency and capacity of **customs, immigration, and other security processes** at airports, seaports, and other hubs to accommodate growth in demand including peak flows related to larger vehicles.
- Provide transportation connectivity to Florida's **military facilities** to support their national security and emergency response functions.

8

Innovation

- Expand the use of **context-sensitive design** to improve safety for all customers, especially pedestrians and bicyclists.
- Continue to support research, testing, policy, and deployment activities to realize the anticipated safety benefits of **automated and connected vehicle** technologies.
- Use **technology, information, and operations** strategies for all modes to improve transportation security and emergency preparedness and response.
- Enhance transportation security systems to address **continuing, new, and emerging threats**, such as biosecurity, food security, invasive species, nuclear materials, and human trafficking.
- Provide more **diversity and redundancy** in the transportation system to allow alternatives for evacuation and response during emergencies.
- Reduce the vulnerability of transportation technologies to **hacking, cyberattacks, system failure**, and other disruptions.

Collaboration

- Continue to develop and implement **safety and security improvement plans** for all modes of transportation at the state, regional, and local levels, such as Florida's Strategic Highway Safety Plan.
- Strengthen state and local **enforcement and prosecutorial capabilities** to ensure compliance with transportation safety and security laws and regulations.
- Develop and implement comprehensive **emergency response and recovery plans** involving state, regional, and local transportation, law enforcement, and emergency management agencies.
- Coordinate transportation and land use decisions to ensure that transportation corridor improvements intended to enhance emergency evacuation and response are not used to promote additional **development in high hazardous areas** or areas not planned for growth.
- Identify opportunities to work with federal, military and civil, state, and local partners and the private sector to integrate **new aviation and space technologies** while ensuring the safety and security of the airspace.

Customers

- Educate all customers**, including visitors, about safety and security issues and improvement strategies for all modes.
- Enhance security regulations, processes, communications, information systems, and infrastructure to **improve customer service** and reduce customer wait time.

Data and Processes

- Support accurate, timely, and complete **data collection and reporting** of safety and security incidents and exposure for all modes.
- Identify risk factors and develop targeted plans that consider the **benefits and costs** of potential safety and security improvements.



9

SAFETY AND SECURITY FOR
RESIDENTS, VISITORS AND BUSINESSES



FTP and SHSP Strategy Development Process

Existing Strategies Identification

Current FTP

Vision Zero Summit and Long-Range Visioning Session

Other FDOT, MPO, and Partner Plans



New Strategies Identification

ACES
Subcommittee

Resilience
Subcommittee

Safety
Subcommittee

FTP Steering
Committee

Other Partner and Public
Engagement Activities

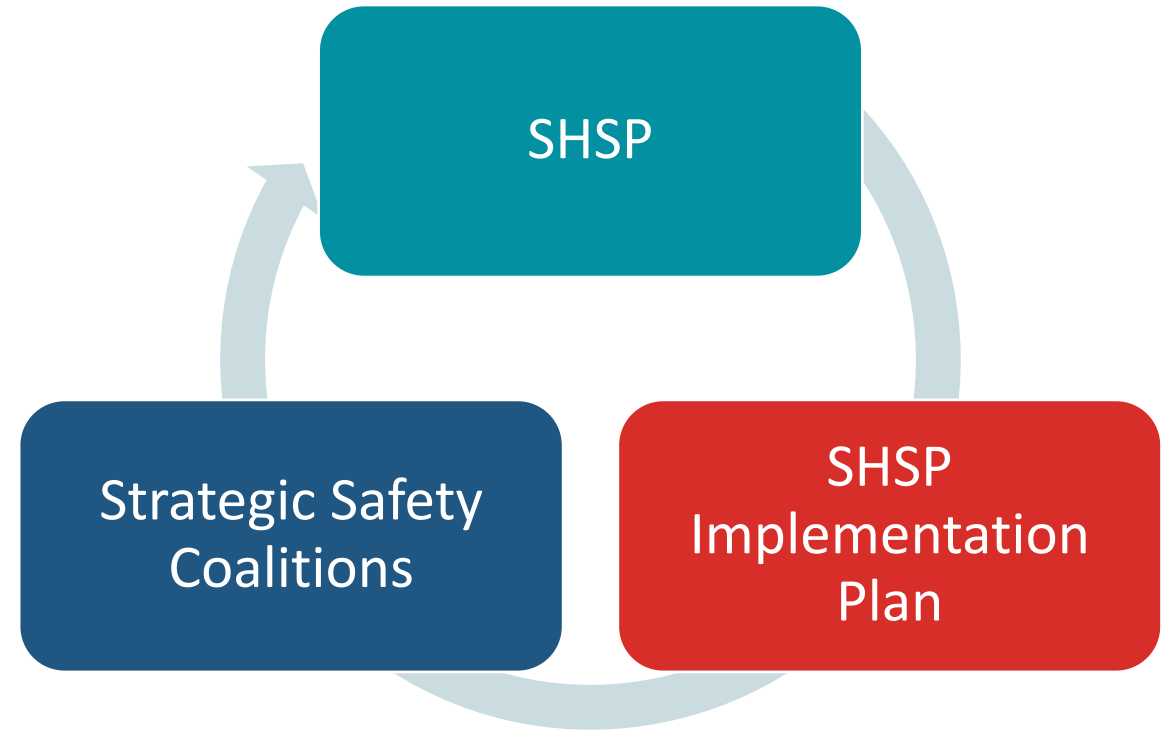
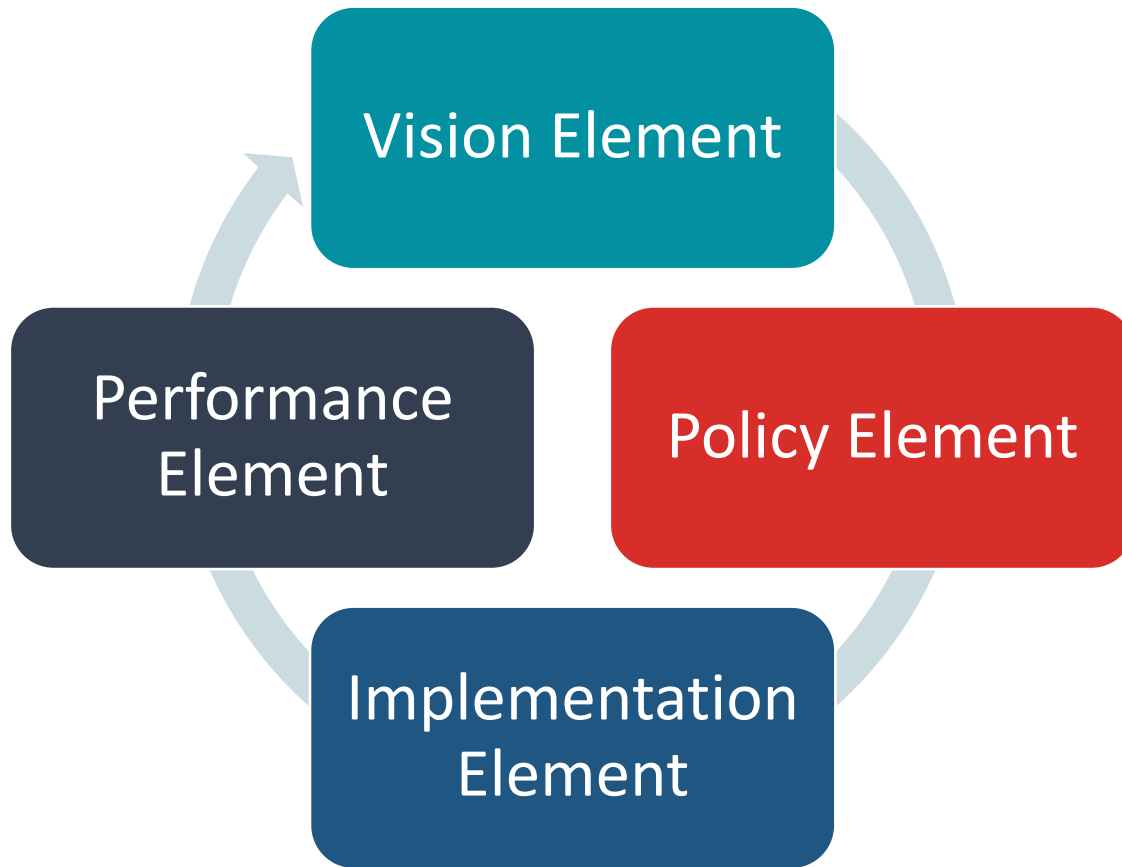


Strategy Refinement and Prioritization

FTP Steering Committee will prioritize 10-15 key strategies providing the greatest gains or mitigating the greatest risks

SHSP will focus on shorter-term, action-oriented strategies supportive of the specific Emphasis Areas

Proposed Elements of the FTP and SHSP

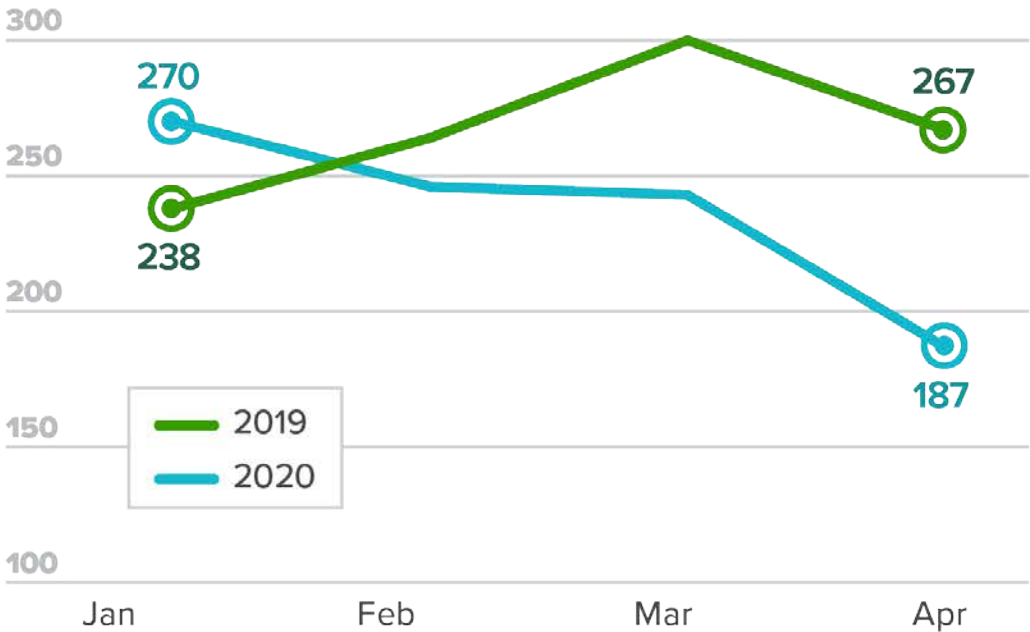




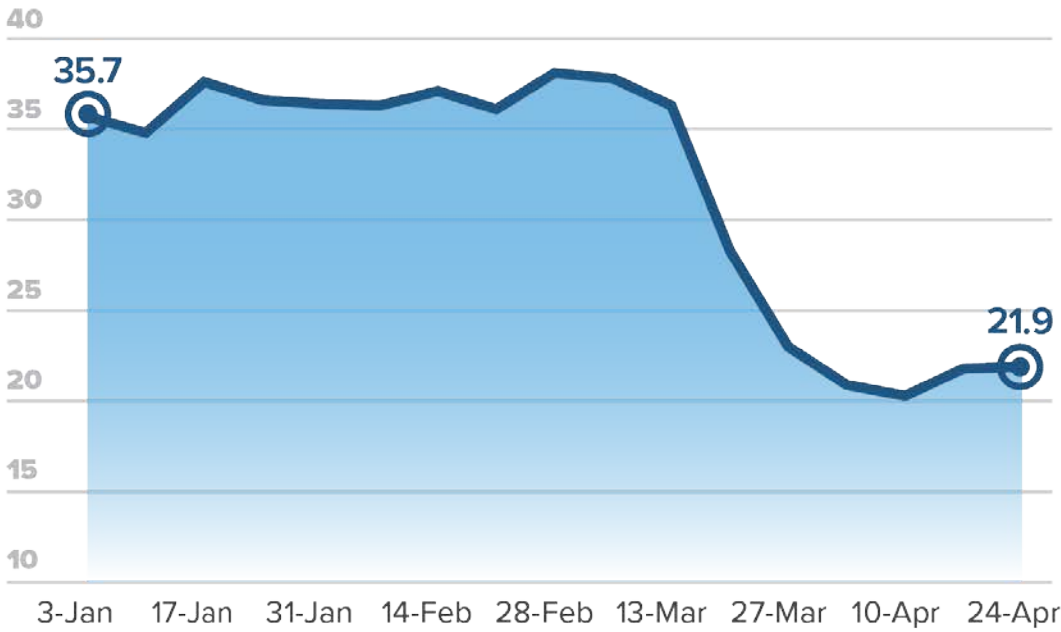
Current Safety Impacts

Current Safety Impacts

FLORIDA FATAL CRASHES



AVERAGE MILES TRAVELED



CHANGING TRAVEL PATTERNS IN MARCH/APRIL (FROM BASELINE)



When poll is active, respond at **PollEv.com/fdotplanning**

Text **FDOTPLANNING** to **22333** once to join

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

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

"Pandemic planning"

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

"Mental Health / Suicide prevention awareness"

"Encourage Tele-working"

"More emphasis on peds and bikes"

"Complete active transportation networks"

"Capitalize in telecommuting"

Start the presentation to see live content. For screen share software, share the entire screen. Get help at pollev.com/app

"Roadway lighting concerns for bike/ped users"

"Scaling Time to work hours"

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

"Focus on safety"

"Design changes to prevent speeding"

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

"Speed enforcement plans for decrease of traffic"

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

"Gaps - additional identification of multi-modal needs"

"Need for better bike lane protection"

"Expand bandwidth access"

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



Review Potential Safety Strategies

Draft Long-Term Safety Strategies (25 Years)

- A. Design and operate **multimodal infrastructure** to reduce crashes.
- B. Expand outreach and communication campaigns to **increase public awareness** of at-risk road users and improve user behaviors.
- C. Provide **education and training** to Florida's transportation safety partners.
- D. Increase enforcement activities focused **on high-crash locations and user behaviors** to prevent future crashes.
- E. Facilitate **rapid emergency response** to quickly and efficiently clear crashes, treat injuries, and prevent secondary crashes.
- F. Improve the **quality and availability of Florida's traffic records data** and use that data to strategically apply countermeasures.
- G. Create communities that promote **safe and equitable transportation choices**.
- H. Support the **deployment of technologies to improve safety** by reducing human error and expanding available safety applications.
- 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.
- J. **Assess and update state and local transportation-related laws and regulations** to reflect changing behaviors, technologies, and market trends.

Respond at **PollEv.com/fdotplanning**

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

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

"Indexing the Gas Tax for Local Governments"

"Potential shifts or reduction in funding streams"

"Identify those that are complimentary"

"Short, Mid and Long Term? This list considers 25 yrs, but may need shorter time spans."

"Needs a stronger focus on grassroots strategies and initiatives"

"Grass root initiatives"

"Address root causes of traffic volume by collaborating with other silos, such as zoning, development, etc to reduce traffic"

"Developing predictive or proactive strategies"

"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?"

"Transit"

"How, When and Why"

"Behavior"

"Performance/outcomes"

"Telework"

"Ensure all strategies consider interactions with railroads where present"

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 injures.

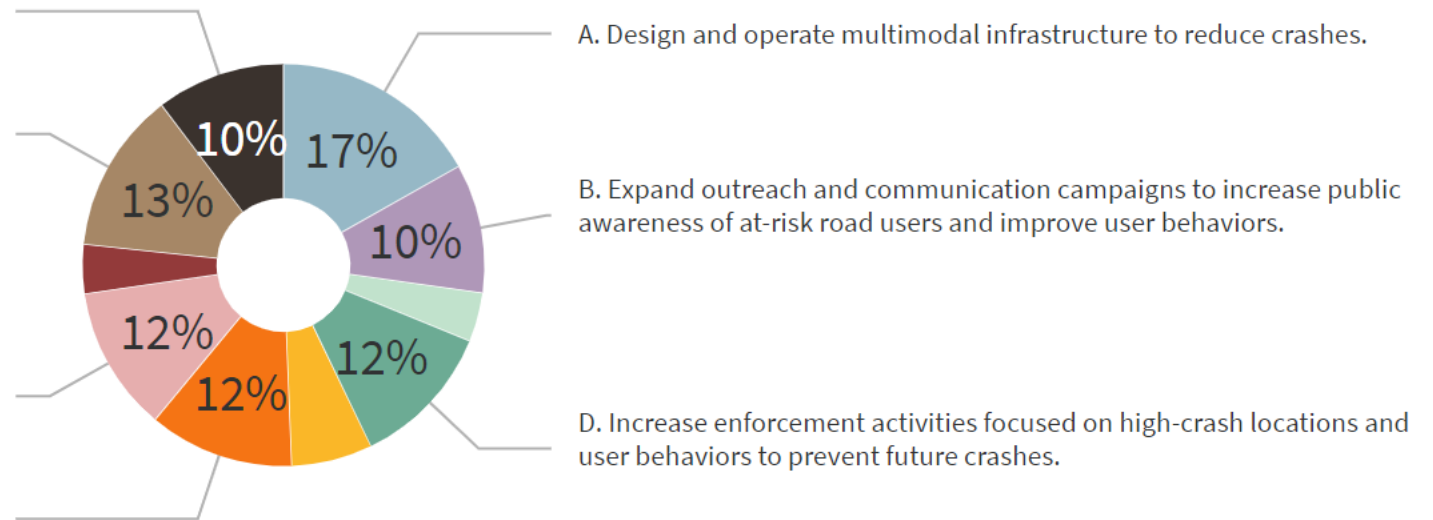


J. Assess and update state and local transportation-related laws and regulations to reflect changing behaviors, technologies, and market trends.

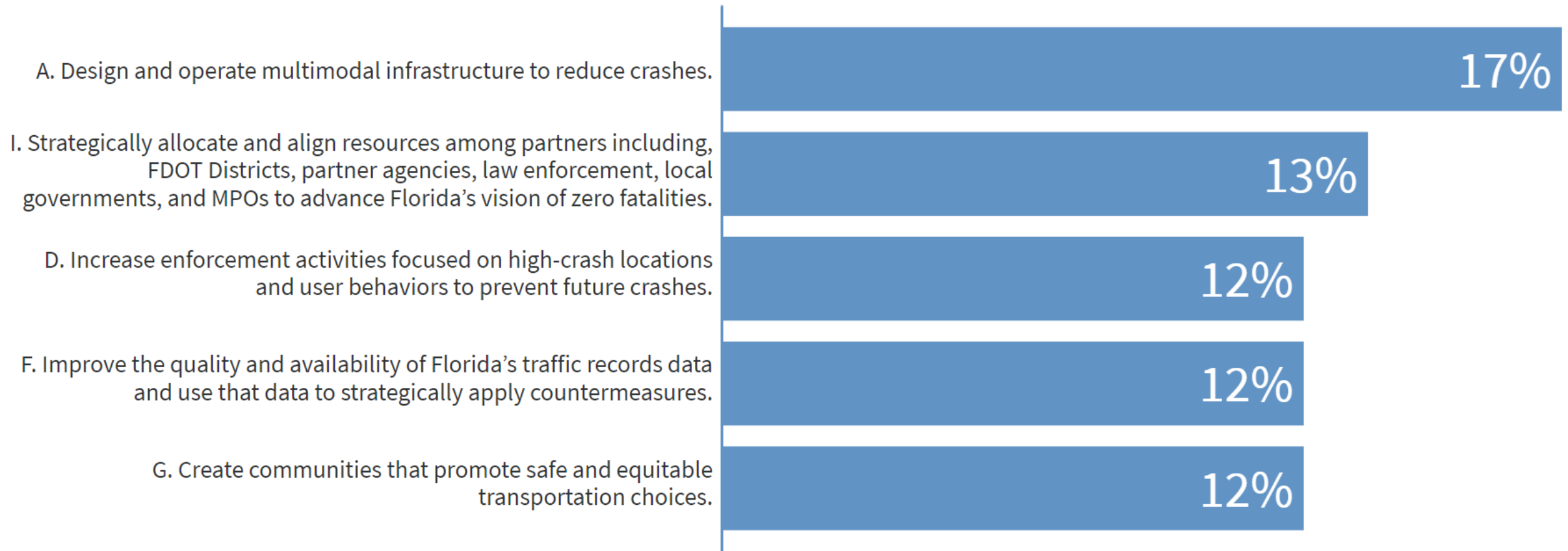
I. Strategically allocate and align resources among partners including, FDOT Districts, partner agencies, law enforcement, local governments, and MPOs to advance Florida's vision of zero fatalities.

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

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



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 injures.



Results for: 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.

Summary

| Response | Count |
|--|-------|
| A. Design and operate multimodal infrastructure to reduce crashes. | 13 |
| 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. | 10 |
| G. Create communities that promote safe and equitable transportation choices. | 9 |
| F. Improve the quality and availability of Florida's traffic records data and use that data to strategically apply countermeasures. | 9 |
| D. Increase enforcement activities focused on high-crash locations and user behaviors to prevent future crashes. | 9 |
| J. Assess and update state and local transportation-related laws and regulations to reflect changing behaviors, technologies, and market trends. | 8 |
| B. Expand outreach and communication campaigns to increase public awareness of at-risk road users and improve user behaviors. | 8 |
| E. Facilitate rapid emergency response to quickly and efficiently clear crashes, treat injuries, and prevent secondary crashes. | 5 |
| H. Support the deployment of technologies to improve safety by reducing human error and expanding available safety applications. | 3 |
| C. Provide education and training to Florida's transportation safety partners. | 3 |
| Total | 77 |



Public Comment

Use the chat box to indicate you have a
public comment

Provide your name and county of residence

Please keep comments to no more than 3
minutes



Next Steps

Upcoming Meetings

- Safety Subcommittee Meeting (web meeting)
 - Mid-July (TBD)
 - Discuss SHSP outline/organization
 - Discuss Shorter-term Safety Strategies (5 years)
- FTP Steering Committee Meeting (web meeting)
 - Late July (TBD)
 - Discuss and prioritize Technology, Resilience, State & Interregional, and Safety strategies

SHSP Next Steps

- Finalize Emphasis Area framework
- Identify key strategies and countermeasures



Thank You