FLORIDA STRATEGIC HIGHWAY

SAFETY PLAN

Vision Zero Workshop

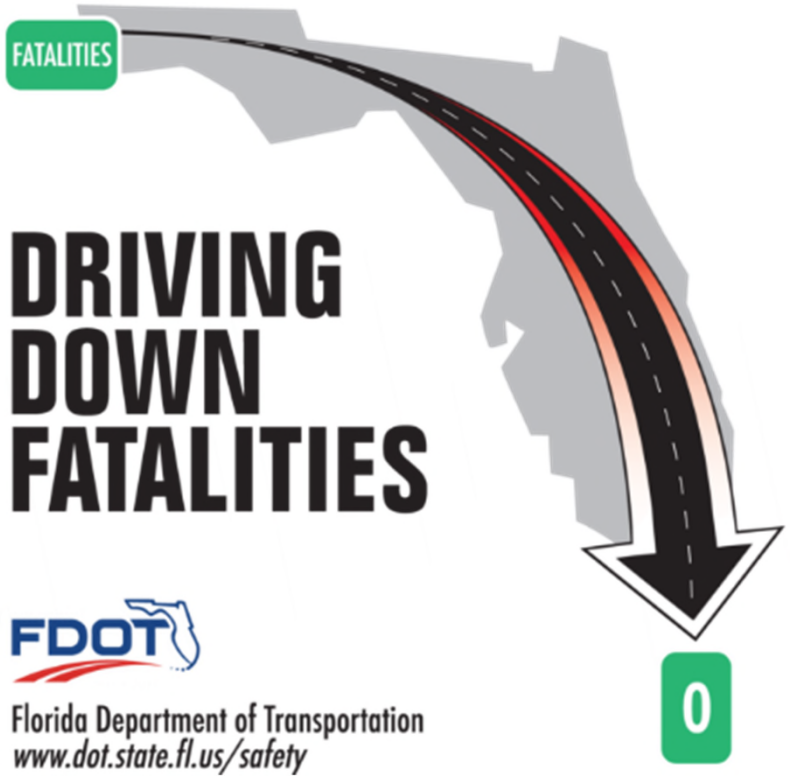
May 7, 2019

U.S. Department of Transportation
Federal Highway Administration

FDOT

Welcome Back

How Do We Get to Zero?



FDOT

Connecting Effective Strategies

- Proven strategies
  - Collaborating on state-owned roads in cities
  - Context-sensitive designs/applications
  - Managing speed for safety, all roads
- New ideas and actionable actions

Agenda

- Today
  - Connecting Effective Strategies
    - Presentations
    - Table Discussions/Strategy Development
  - Next Steps
- Lunch (on your own)
- Long Range Visioning Session (1:00-5:00 PM)

Let's Start Sharing

- Works best from app/website – no registration required
- Use www.pollev.com/VZLRV or the Poll Everywhere app to access the polling questions
- Respond to each question using your mobile device or laptop

Where Did You Eat Dinner Last Night?

When poll is active, respond at **PollEv.com/vzlrv** Text **VZLRV** to **22333** once to join

"Hotel restaurant" "Bearded pig" "Omni" "BBQ downtown" "Local pizza delivered" "Hotel" "Home"

"Downstairs - Bruins, Celtics and Red Sox" "Super Food Brewery" "Here in the bar" "Burrito Gallery" "Hotel restaurant"

"Sidecar's Neighbor (A Pizza Place)" "Cowford Chophouse" "hooters" "Juliette" "Burrito Gallery" "At Juliette's"

"Downtown Jacksonville" "Sadly Hooters" "Southside" "Bay St Bar and Grill" "Hawkers" "Burrito Gallery"

"Mellow Mushroom" "RIVER AND POST" "BBQ place" "Burrito gallery" "Five points mello mushroom" "BeerPub"

"Here at the hotel" "Taverna" "Here" "Restaurant" "Home" "Jimmy Johns" "Gili's" "Hotel"

"UberEats delivered via bicycle" "Millers ale house" "While driving over" "Hotel" "Home" "Home" "Hawkers"

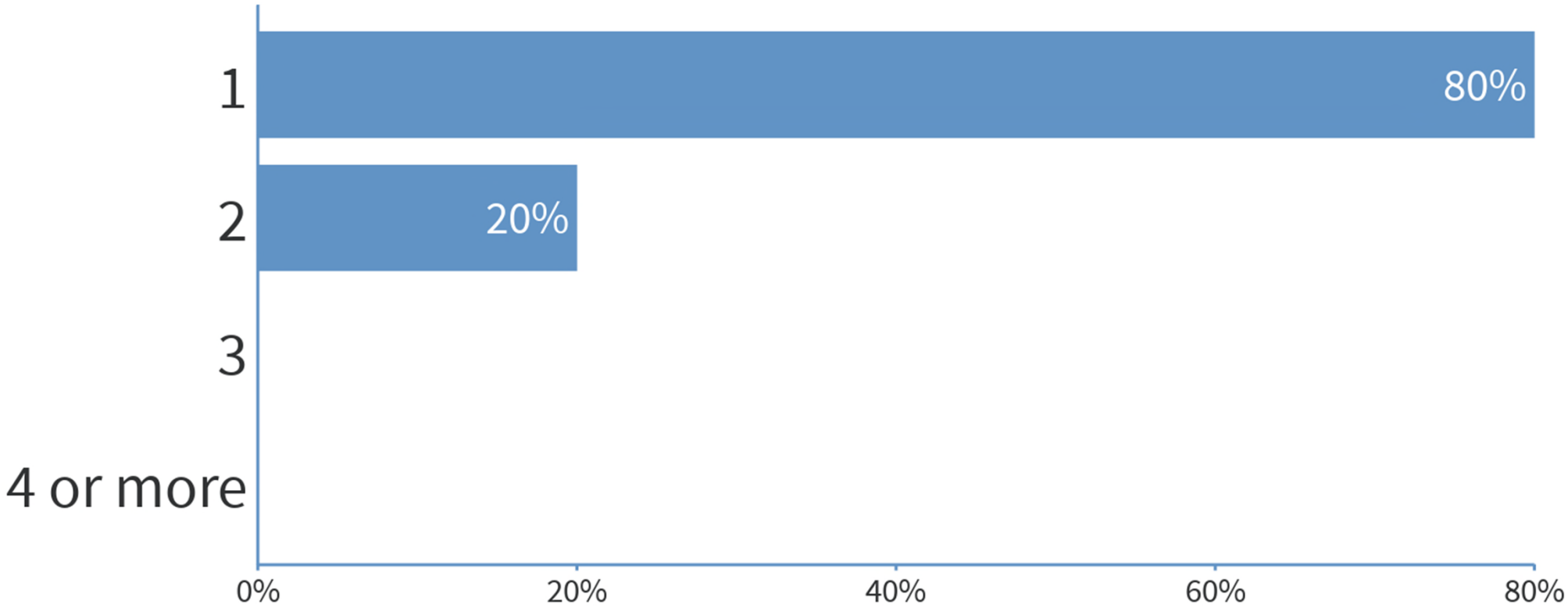
"Burrito Gallery" "Cross Creek Steakhouse" "Mellow Mushroom" "Family member's house" "NYC" "Hooters"

"Juliette's" "Hotel" "Burrito gallery" "By the river" "Hooters" "My room" "Omni" "Bearded Pig"

"Home" "Bay Street Bar and Grill" "Hawkers in 5points" "Super food and brew" "Omni" "Here." "Hotel"

How Many Different Modes of Transportation Did You Use to Get There and Back?

When poll is active, respond at **PollEv.com/vzlrv** Text **VZLRV** to **22333** once to join



Identifying New and Innovative Strategies

Identifying New and Innovative Strategies

- Three topics
  - Coordinating across city, regional, and state lines
  - Design context, design manuals, initiatives
  - Traffic operations and connected and automated vehicles
- Format
  - Presentations
  - Table discussions/action plan development
  - Shared dialogue

Design Context, Design Manuals, Initiatives

Gevin McDaniel, State Roadway Engineer, FDOT

Roadway Design Initiatives

Gevin McDaniel, P.E.
Roadway Design Criteria Administrator
Central Office, Roadway Design
(850) 414-4284
gevin.mcdaniel@dot.state.fl.us

State Road or Local Road?

Public expectation is the same…

Vision Zero supported by new FDOT Policies and Initiatives:

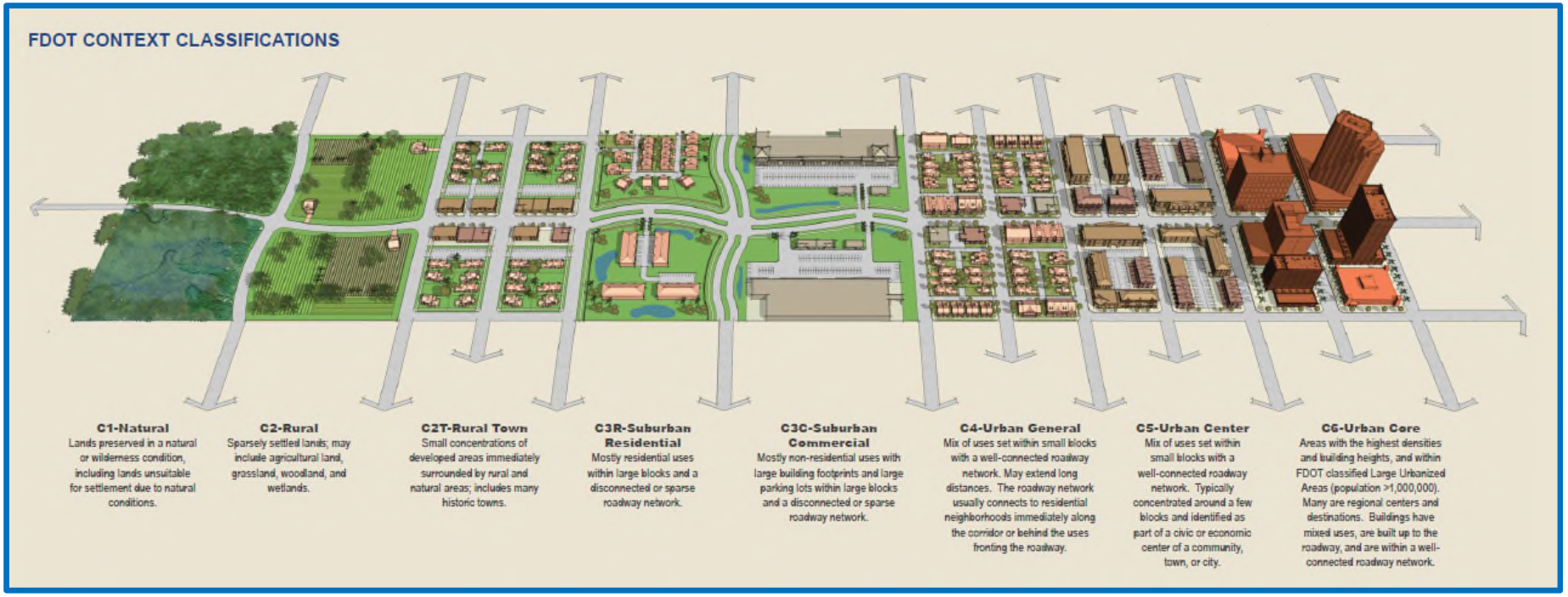
- FDOT Design Manual
- Florida Greenbook
- Restructuring of Standard Plans (Old Design Standards)
- Safety Program Initiatives
- Partnering with local agencies
- Use of Technology
- Reduced Congestion

Focus Areas:

- Context-based design policy (Complete Streets)
- Lane Departure
- Intersection Safety
- Lighting
- Bicycle/Pedestrian Safety

Context-based Design Policies

- Change the way we think about our facilities
- Consideration for all modes of transportation
- Consideration for Human Factors



Context-based Design Policies:

- FDOT Design Manual (FDM)
  - Replaced the Plans Preparation Manual in 2018
  - Reorganized and rewritten for Context-based Design
  - Provides more flexibility for designers
- Florida Greenbook
  - Working toward Context-based Design
  - Includes Context Classification in 2018 Draft
  - Adjusted geometric criteria to provide more flexibility for local roads

"The Right Facility in the Right Context"

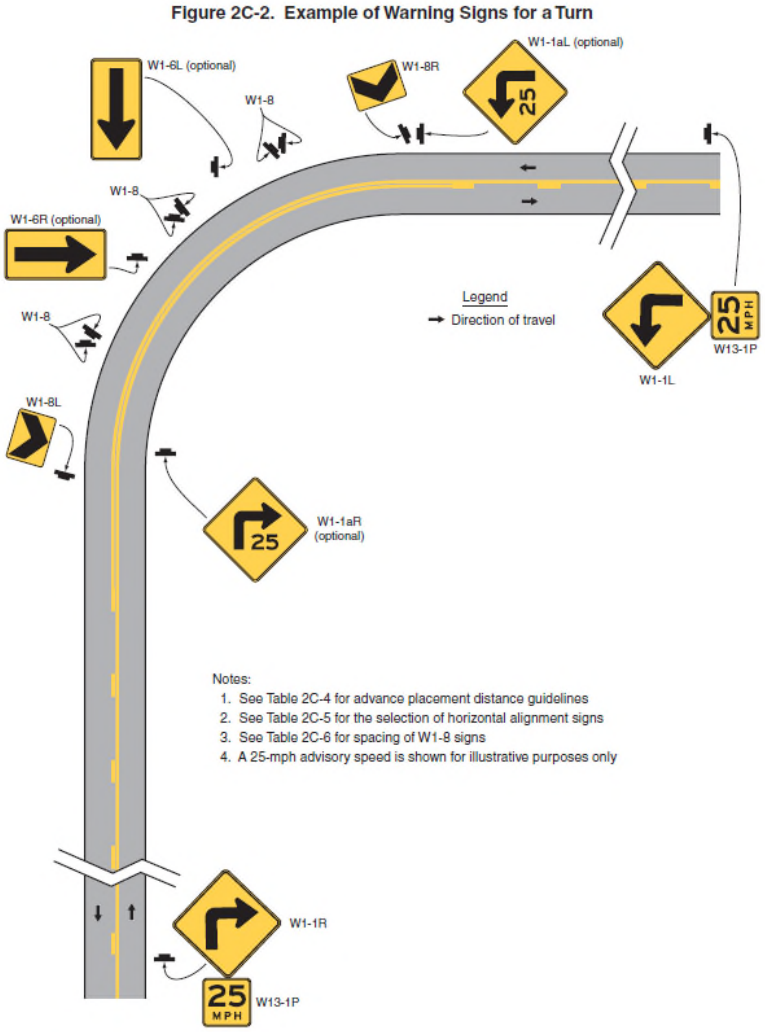
Lane Departure:

- Keep vehicles in the lane
  - Pavement Markings
  - Curve Delineation
  - Surface Friction
- Feedback when departing the lane
  - Audible Vibratory Treatments
- Reduce consequences and severity
  - Clear Zone
  - Wide Paved Shoulders
  - Recoverable Slopes
  - Barriers

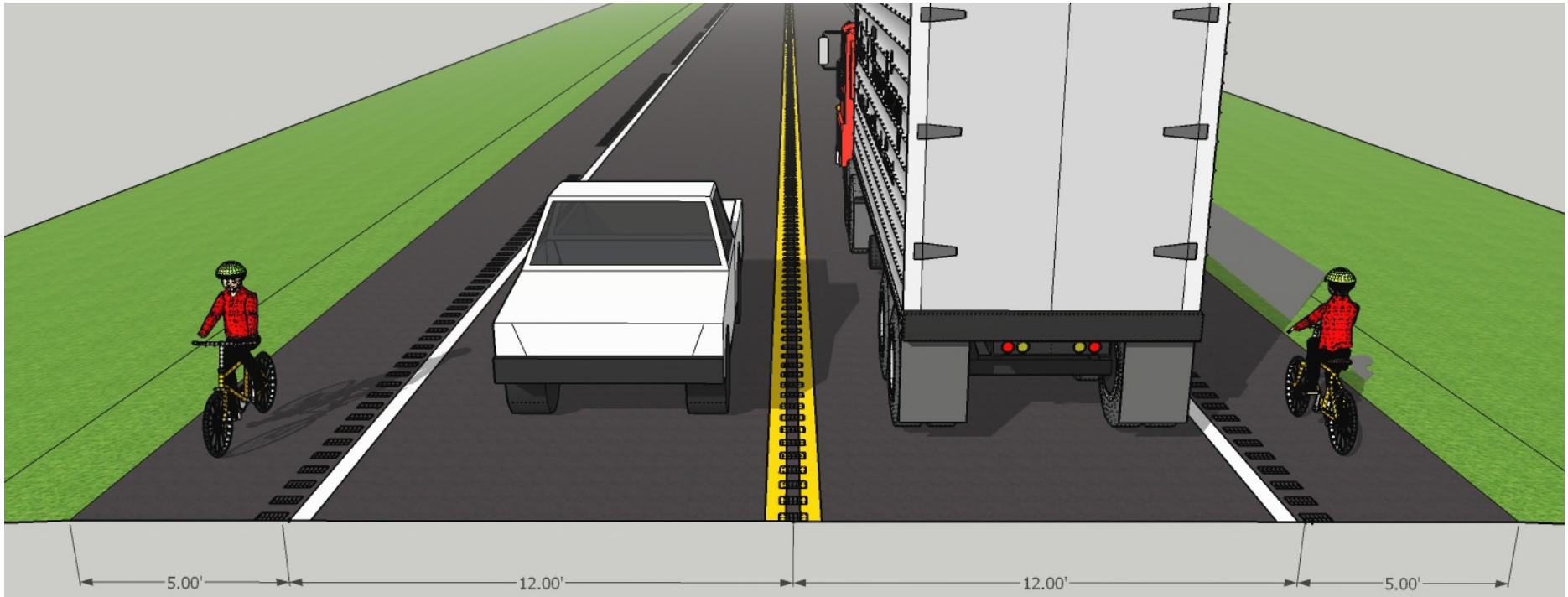
Pavement Markings:

Enhancements for Curves:

- Horizontal Alignment Warning Signs
  - Chevrons
  - Arrows
  - Advisory Speed Signs
- High Friction Surface Treatments
  - Ramps
  - Tight radius curves
- Internally Illuminated Raised Pavement Markers (IIRPMs)
  - Substandard horizontal alignment or super-elevation
  - Substandard lane widths
  - Substandard shoulder widths



Audible Vibratory Treatments (AVTs):



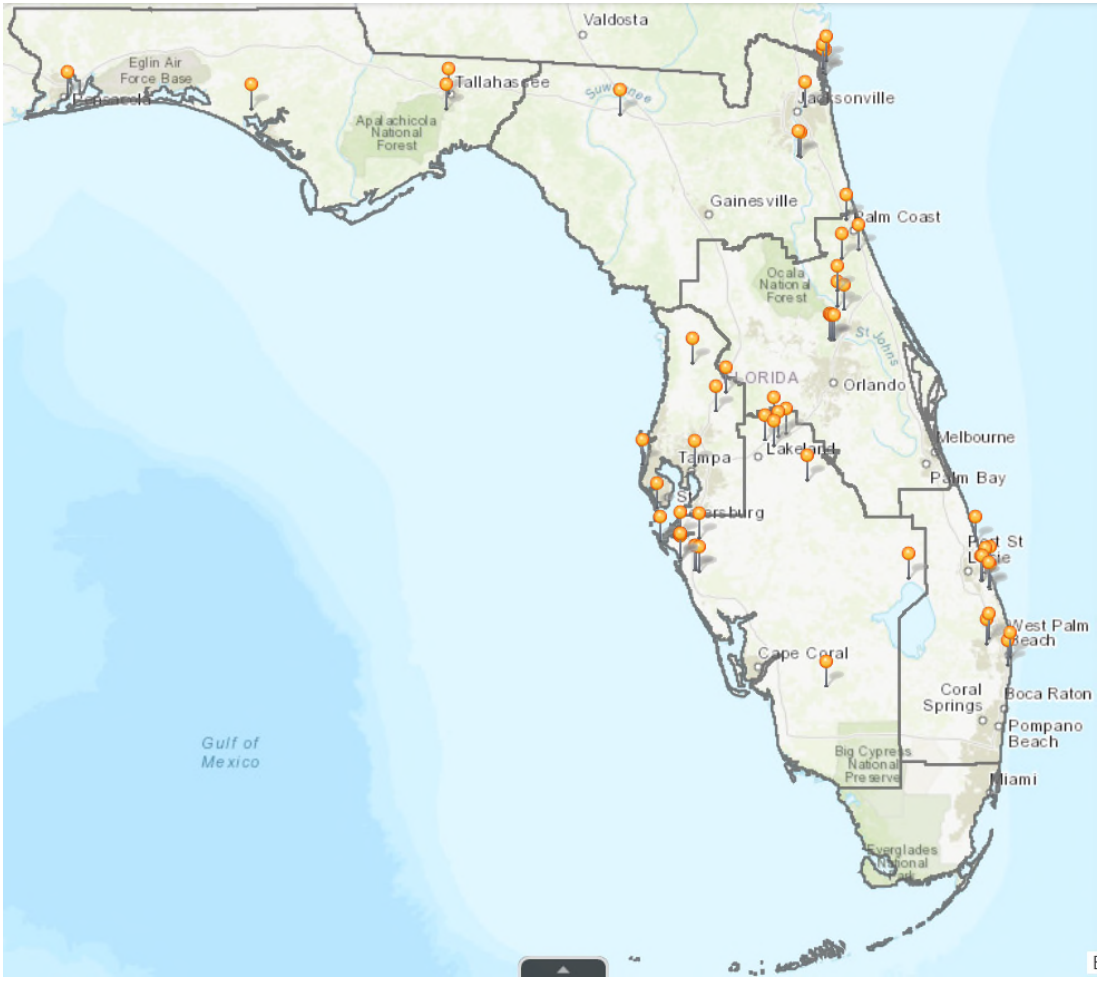
Unique to Florida: Various levels of AVT based on context

Intersections:

- Intersection Control Evaluation (ICE)
  - Goal: Limit the number of conflict points
  - Required for new intersections or modifications to existing intersections
  - Considers context and the needs of all road users

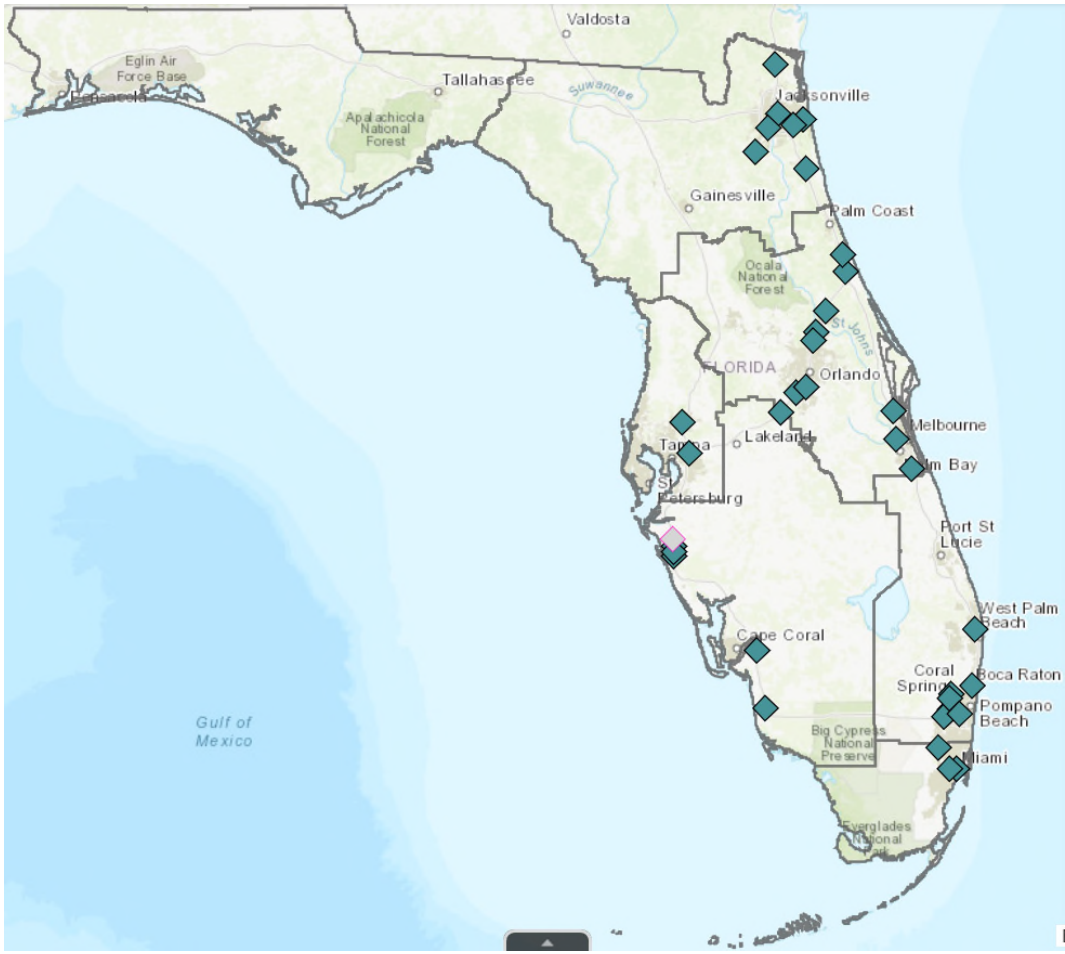
Modern Roundabouts:

- Reduced crash severity
- Reduced congestion
- Geometry critical to success
- Change culture/Change experience
- Extensive statewide training
- Required Central Office geometric review
- Developed policy from review experience
- In 2020: Part of ICE process



Diverging Diamond Interchanges:

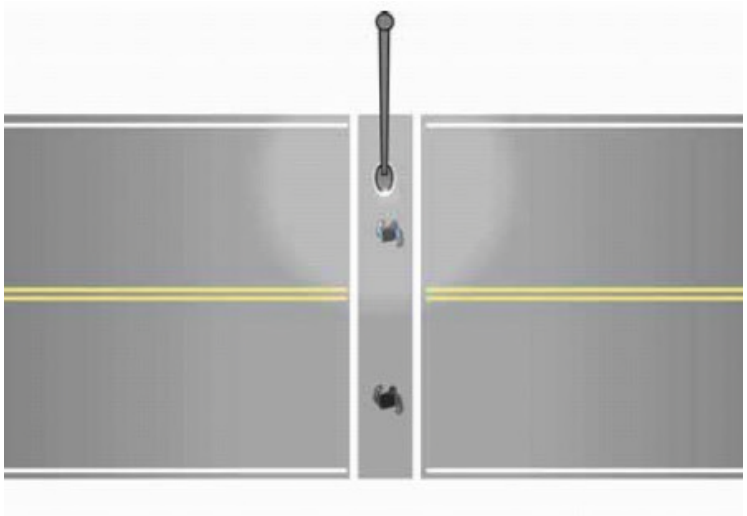
- Reduces conflict points
- Reduces congestion
- 1 completed
- 7 under construction
- 29 planned
- Provided Statewide Training
  - Organizing second round of Statewide training
- Central Office resources



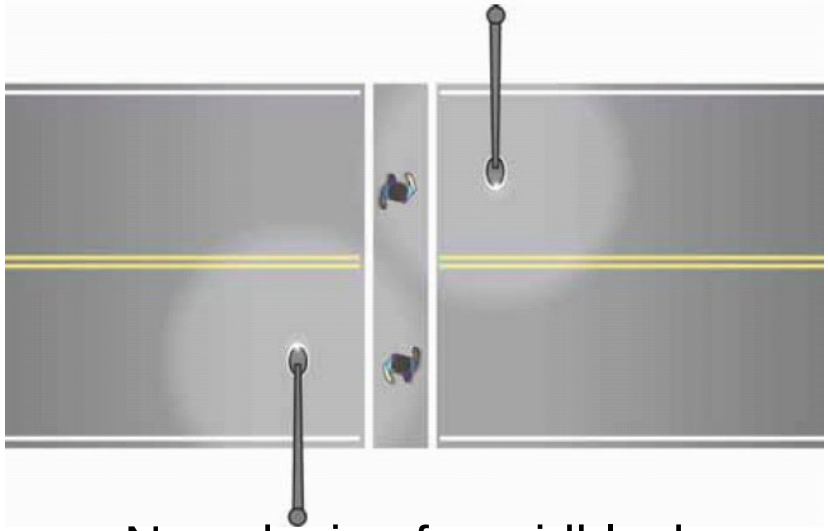
Lighting:

- 2016 converted from HPS to LED
- Pedestrian Lighting
  - Signalized Intersections
  - Midblock Crossings
- Coming soon: Wildlife-sensitive Lighting

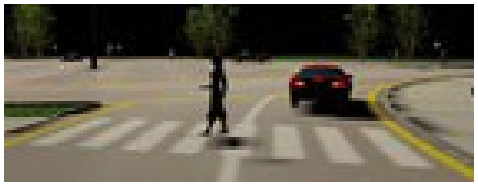
Pedestrian Lighting:



Traditional midblock crosswalk lighting layout

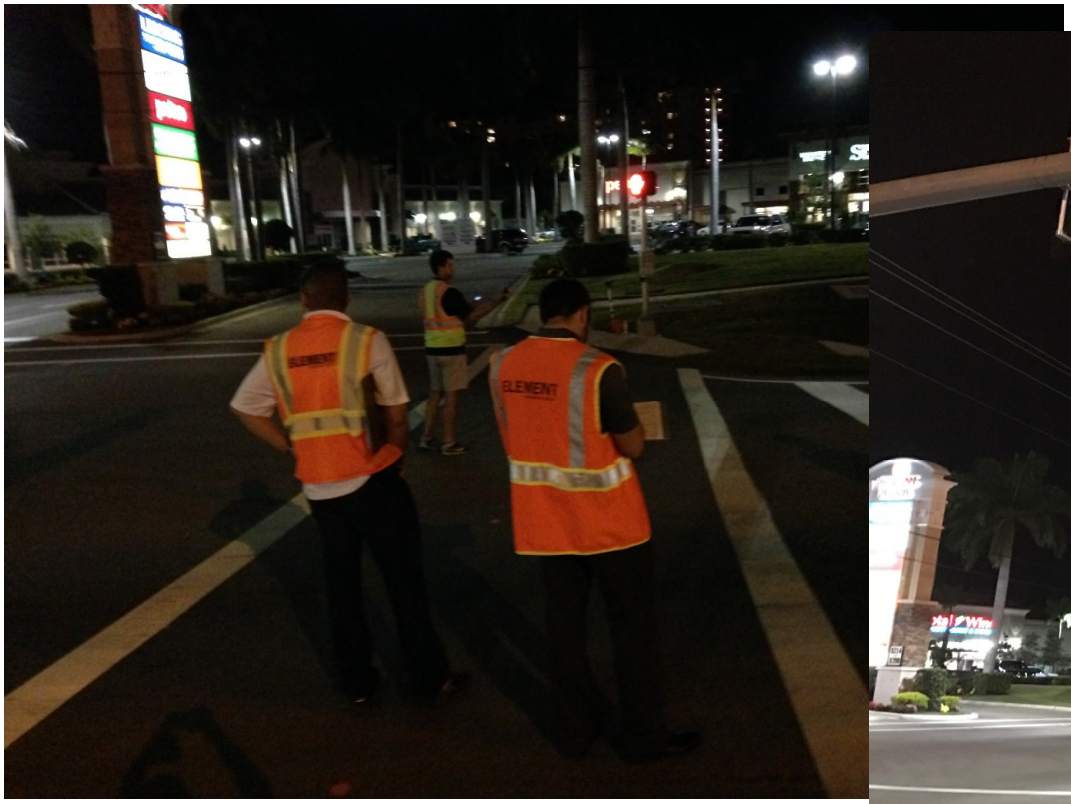


New design for midblock crosswalk lighting layout



Recommended lighting level: 20 lux at 5’ above pavement

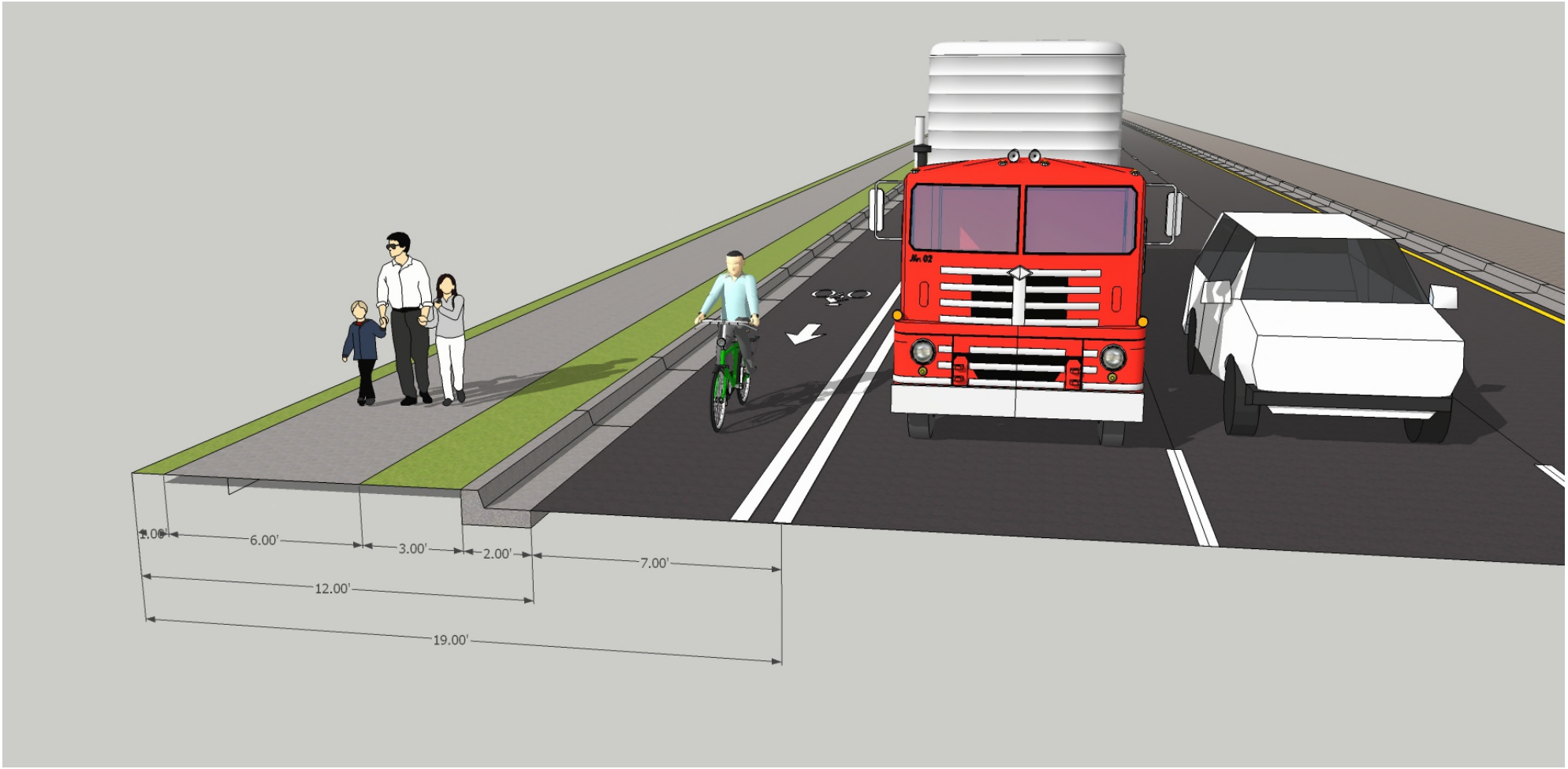
Pedestrian Lighting:



Bicycle and Pedestrian Safety:

- Buffered Bike Lanes
- Bulb-outs
- Separated Bike Lanes
- Shared Use Paths
- Protected Bike Lanes
- Protected Intersections
- Leading Pedestrian Intervals (LPI)
- Pedestrian Hybrid Beacons (PHB/HAWKS)
- IA: Bicycle Signal Face
- IA: Green Colored Pavement Markings (Conflict Zones)
- IA: Rapid Rectangular Flashing Beacons (RRFB)

C3 Context Classification – 45 mph design speed



Partnership Alternative – Shared Use Path, no Bike Lane

- Uses same width
- Tighter road section helps speed management

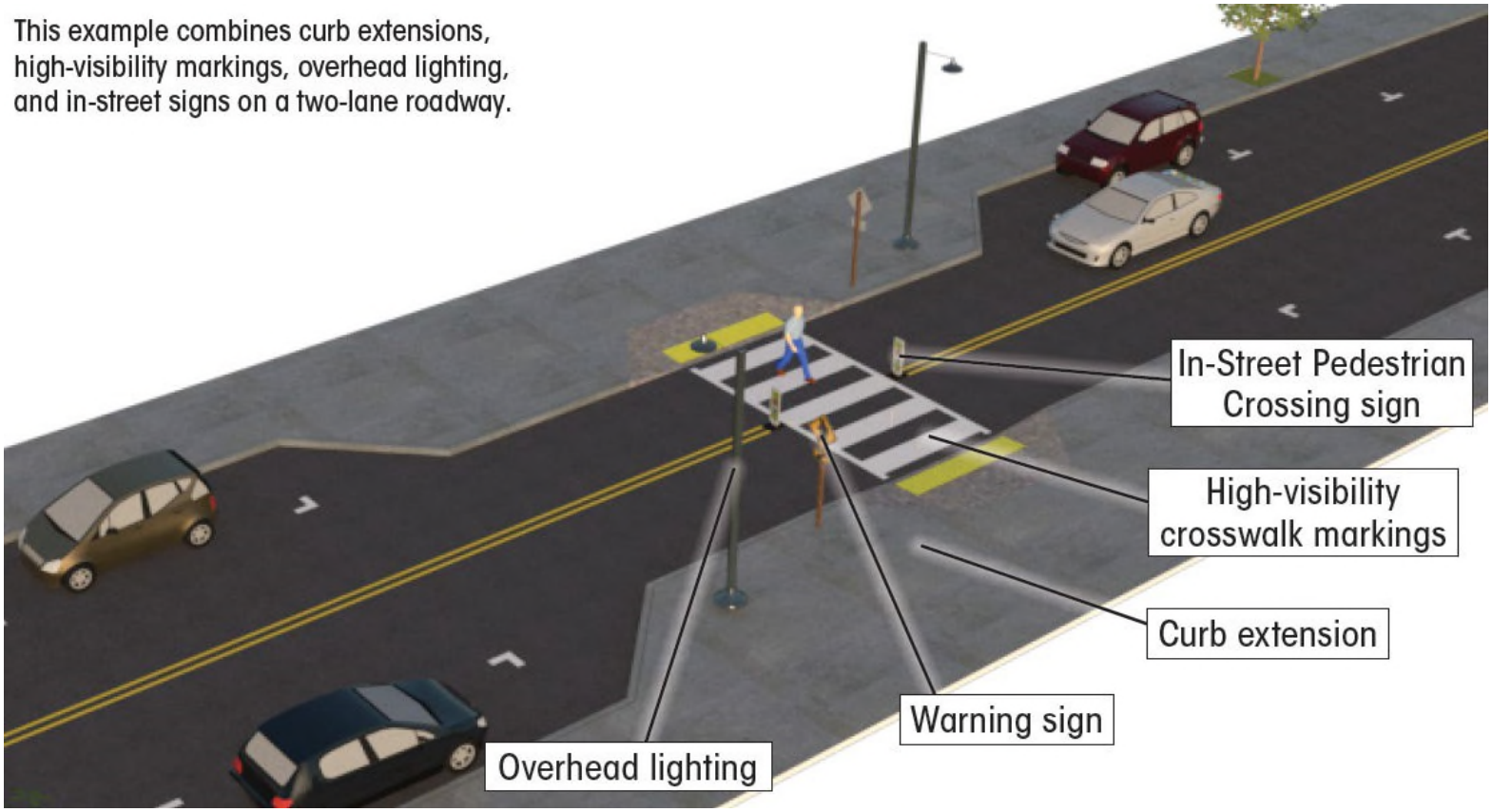
EDC-5: Safe Transportation for Every Pedestrian (STEP):

Spectacular Seven

- Crosswalk Visibility Enhancements
- Raised Crosswalks
- Pedestrian Refuge Islands
- Rectangular Rapid Flashing Beacon
- Pedestrian Hybrid Beacon (PHB)
- Road Diets
- Leading Pedestrian Interval (LPI)

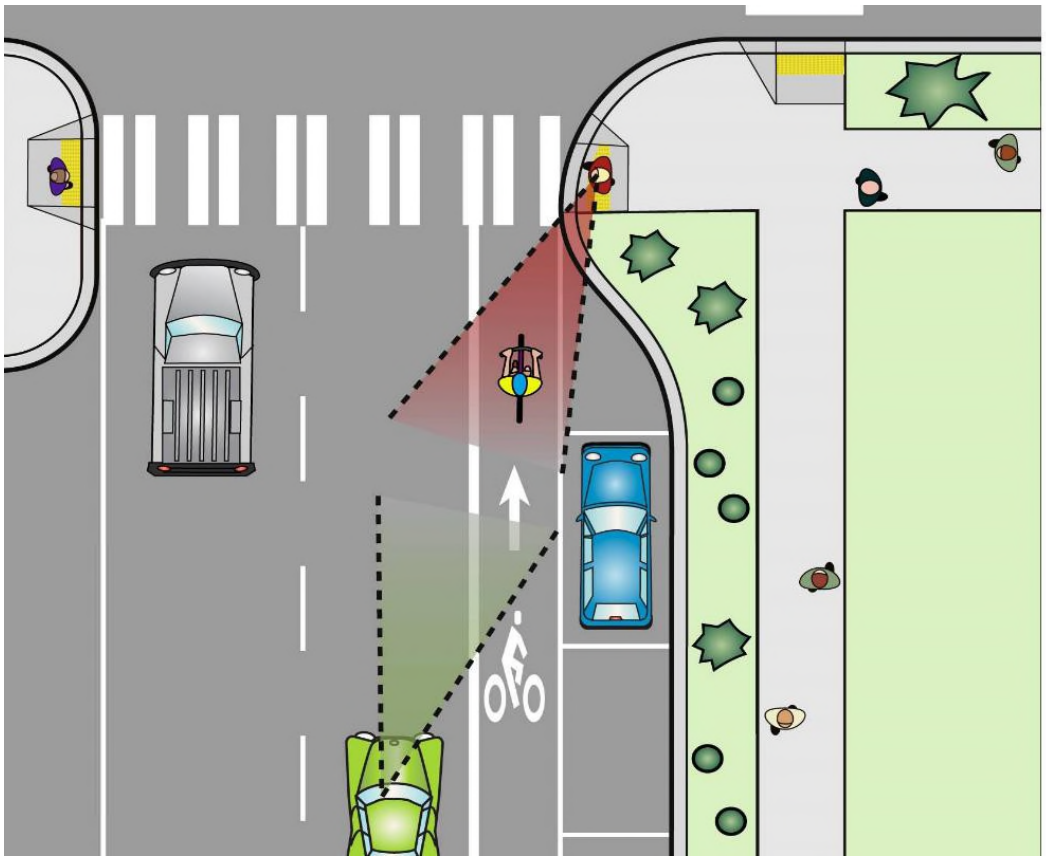
Safe Transportation for Every Pedestrian (STEP): Crosswalk Visibility Enhancements

This example combines curb extensions, high-visibility markings, overhead lighting, and in-street signs on a two-lane roadway.

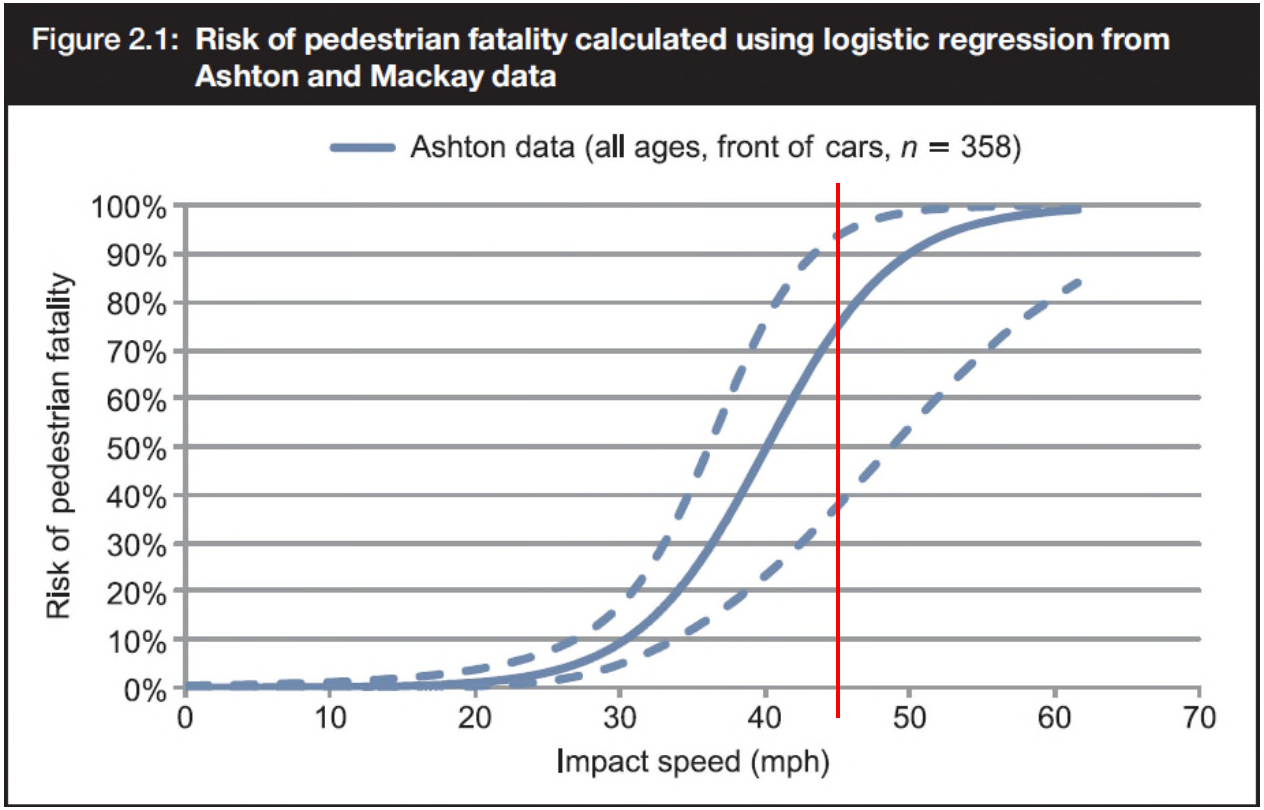


Curb extensions (Bulb-outs):

- Focused on reducing crossing distance
- Better visibility between peds and motorists
- Traffic calming



Speed vs. Crash Severity



Design Speed Categories – Very Low Speed

201.4 Design Speed

Design speed is a principal design control that regulates the selection of many of the project standards and criteria used for design. The selection of an appropriate design speed must consider many factors. The AASHTO publication, ***A Policy on Geometric Design of Highways and Streets***, has a thorough discussion on design speed.

There are three categories of design speed:

High Speed: Design Speeds 50 mph and greater.

Low Speed: Design Speeds of 45 mph and less.

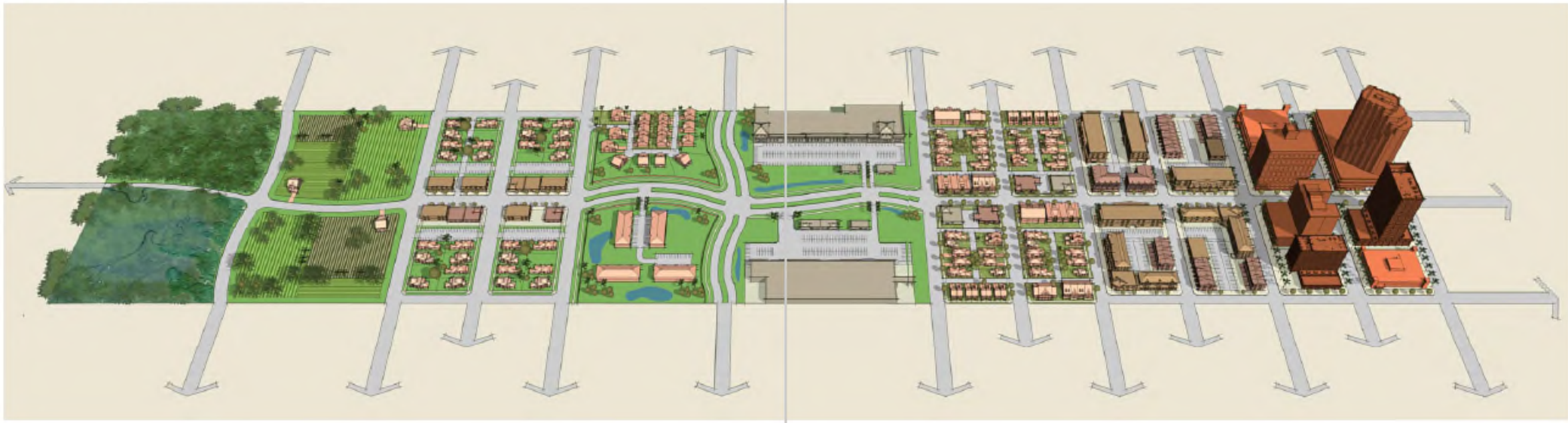
Very Low Speed: Design Speeds 35 mph and less.

Vision Zero

More pedestrians

Less Speed

FIGURE 2 FDOT CONTEXT CLASSIFICATIONS



C1	C2	C2T	C3R	C3C	C4	C5	C6
50+ mph	50+ mph	25-45 mph	35-55 mph	35-55 mph	30-45 mph	30-35 mph	25-30 mph

Speed Management – FDM 202

Table 202.3.1 Strategies to Achieve Desired Operating Speed

Context Classification	Design Speed (mph)	Strategies
C1	55-70	Project-specific; see ***FDM 202.4***.
C2	55-70	Project-specific; see ***FDM 202.4***
C4	40-45	Roundabout, Lane Narrowing, Horizontal Deflection, Speed Feedback Signs, RRFB and PHB
	35	Techniques for 40-45mph plus On-Street Parking, Street Trees, Short Blocks, Median Islands at Crossings, Bulbouts, Terminated Vista
	30	Techniques for 35-45 mph plus Chicanes, Median Islands in Curve Sections, Textured Surface
C5	35	Roundabout, On-street Parking, Street Trees, Short Blocks, Speed Feedback Signs, Median Islands in Crossings, Road Diet, Bulbouts, RRFB and HAWK, Terminated Vista
	30	Techniques for 35 mph plus Chicanes, Median Island in Curve Sections, Textured Surface
	25	Techniques for 30-35 mph plus Vertical Deflection

Questions?

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Traffic Operations and Connected and Automated Vehicles

Raj Ponnaluri
State Connected Vehicles and Arterial Management Engineer,
Florida DOT

Vision Zero: Using Technology to Improve Safety

Raj Ponnaluri, PE, PTOE, PhD, PMP

State Connected Vehicle and Arterial Management Engineer, FDOT

May 6, 2019

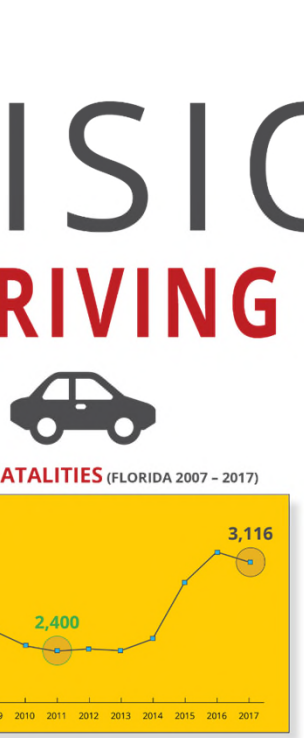
Florida Department of Transportation's (FDOT) Mission and Vision

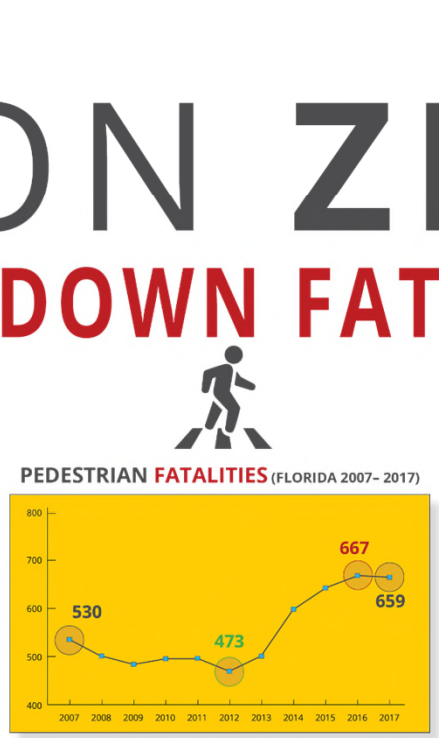
- Mission: The department will provide a **safe** transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.
- Vision: As one FDOT team, we serve the people of Florida by providing a transportation network that is well planned, supports economic growth, and has the goal of being congestion and **fatality free**.

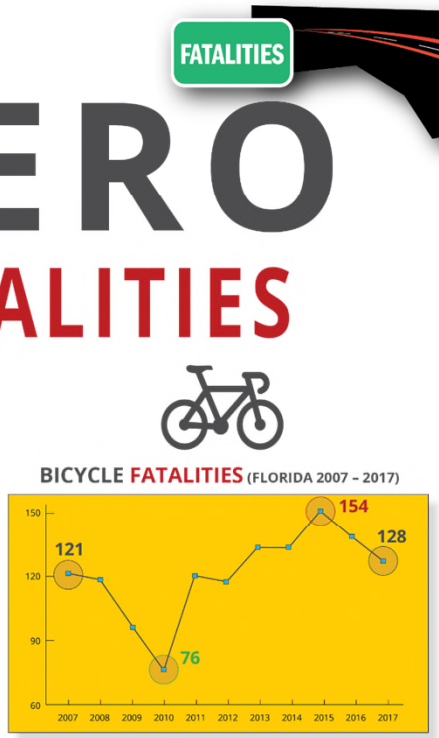
https://www.fdot.gov/info/moredot/mvv.shtm

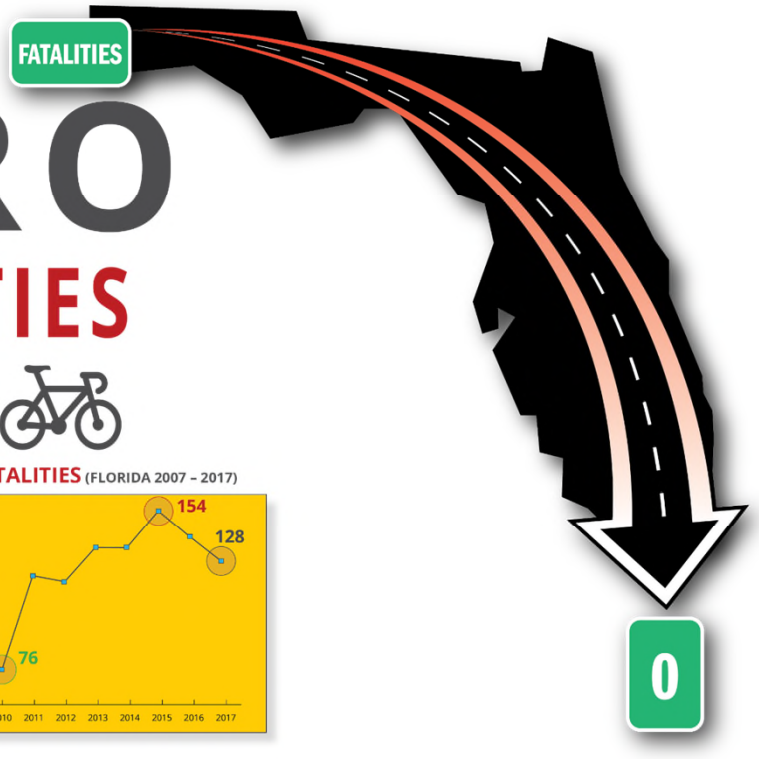
VISION ZERO

DRIVING DOWN FATALITIES









Why Use Technology for Safety?

- 94% of serious crashes are due to human error according to the National Highway Traffic Safety Administration
- Despite traditional measures, safety gains are only partially obtained
- Unlike human drivers, technologies are not prone to:
  - Distraction
  - Fatigue
  - Impaired driving
- When carefully integrated, technology can help motor vehicles detect and avoid vulnerable road users

Sources: National Highway Traffic Safety Administration and *Critical Reasons for Crashes Investigated in the National Motor Vehicle Crash Causation Survey (March 2018)*
United States Department of Transportation *Automated Vehicles 3.0: Preparing for the Future of Transportation (October 4, 2018)*

Creation of the CAV Business Plan

ROADMAP to FLORIDA CAV

2017-2018
Initialization

2019-2020
Early Implementation

2020+
Full Scale Implementation and Operations

FDOT TSM&O
Transportation Systems Management & Operations

CAV Focus Areas

1. Policies and Governance

2. Program Funding

3. Education and Outreach

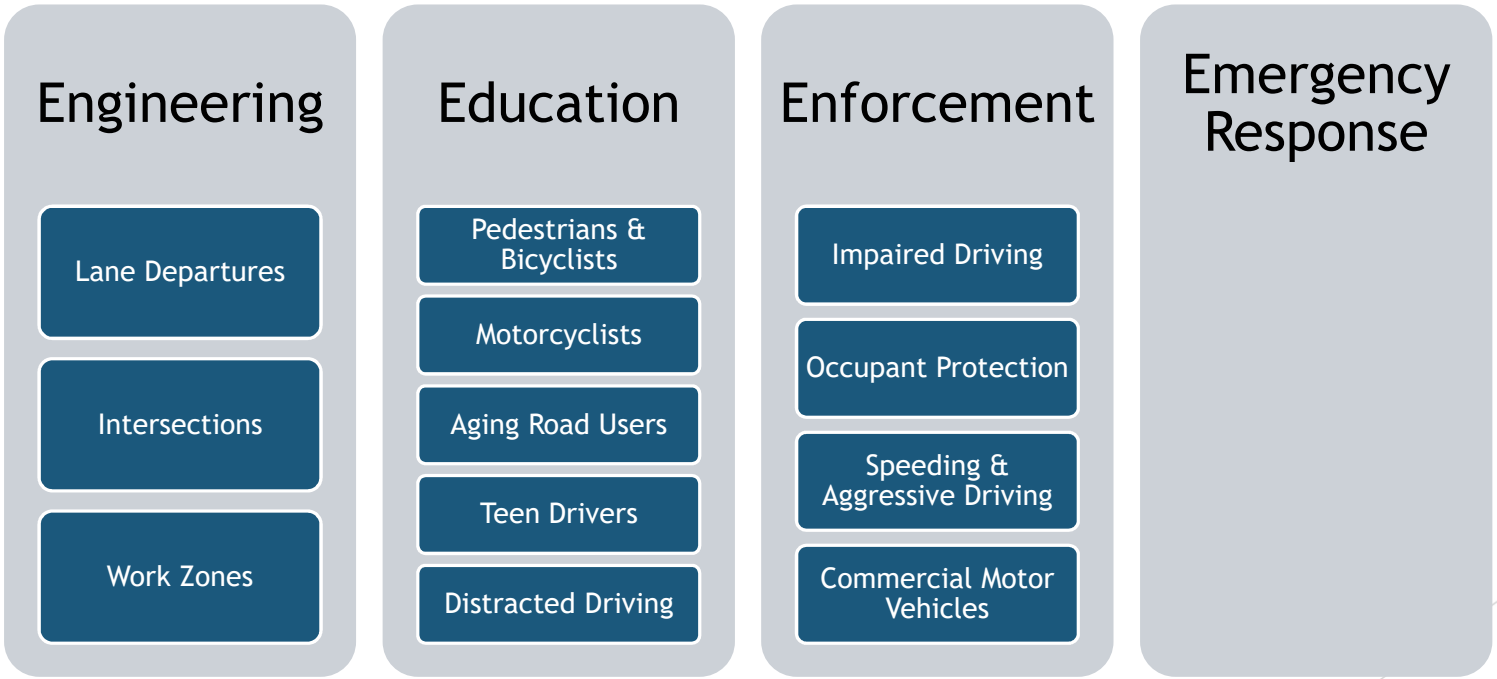
4. Industry Outreach and Partnerships

5. Technical Standards and Specifications Development

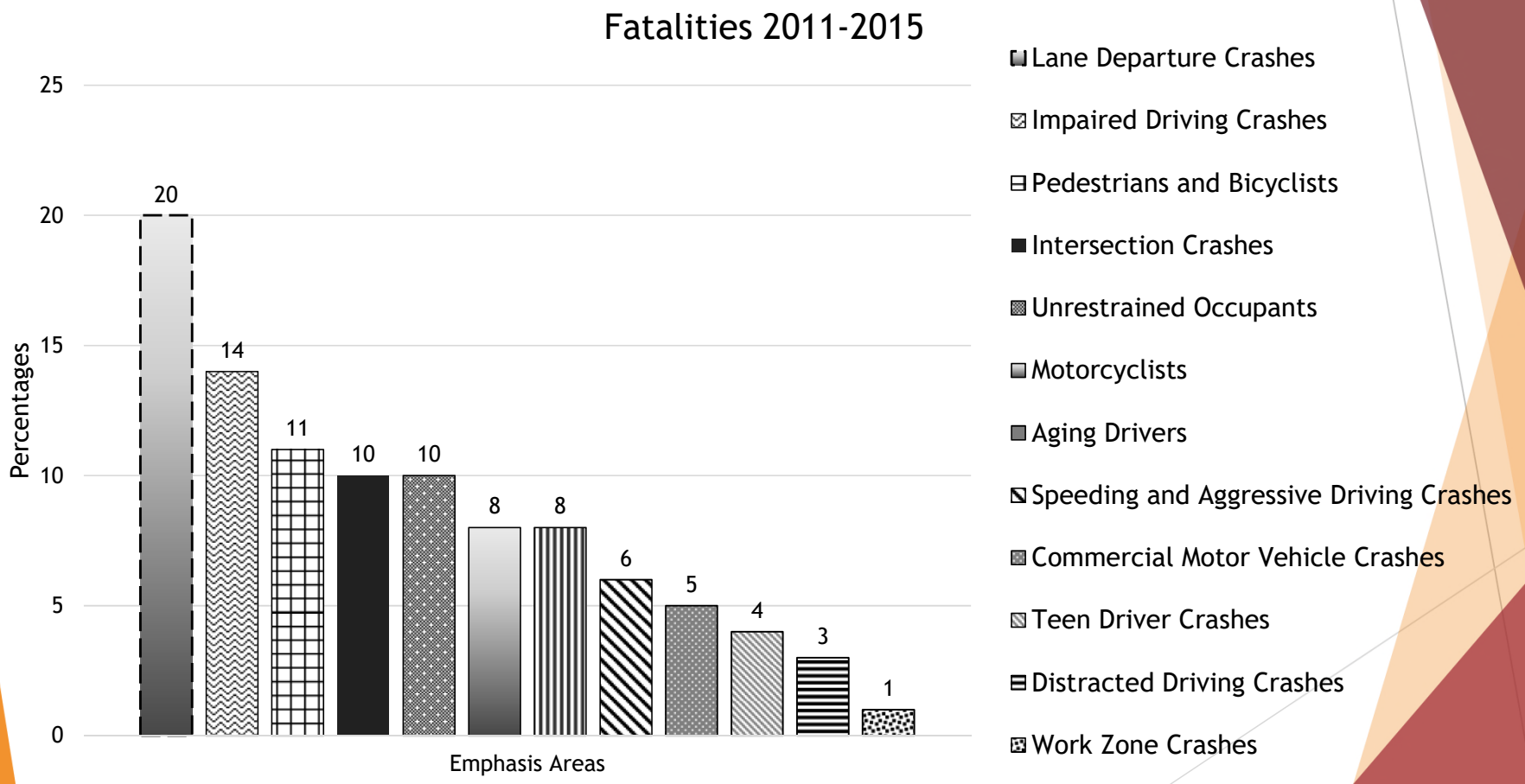
6. Implementation Readiness

7. Deployment and Implementation

Safety Emphasis Areas and the Four E's



Fatalities by the SHSP Emphasis Area



How CAV Technology Can Improve Safety?

Emphasis Area	Traditional Methods	Potential CAV Technology
Lane Departure	Rumble Strips, Signing, Delineation, High-friction Surface Treatments	Lane Departure Warning, Lane Departure Prevention, Lane Keeping Assistance, Blind-Spot Monitoring
Impaired Driving	Ignition Interlocks, Sobriety Checkpoints	Heart Rate-monitoring Sensors, Cameras Detecting Abnormal Movements
Pedestrian and Bicyclists	Road Diets, Pedestrian Hybrid Beacons, Pedestrian Refuge Islands	Vehicle-to-Everything (V2X) Beacons, Automatic Emergency Braking System, Passive Pedestrian Detection Systems, Personal Information Devices
Intersections	Fixed Timing Controls, Actuated Signal Controls, Adaptive Signal Control	Vehicle-to-Infrastructure (V2I), CAV/CV applications (Signal Phase and Timing, Pedestrian in Signalized Crosswalk, Signal Priority, Red-Light Warning)

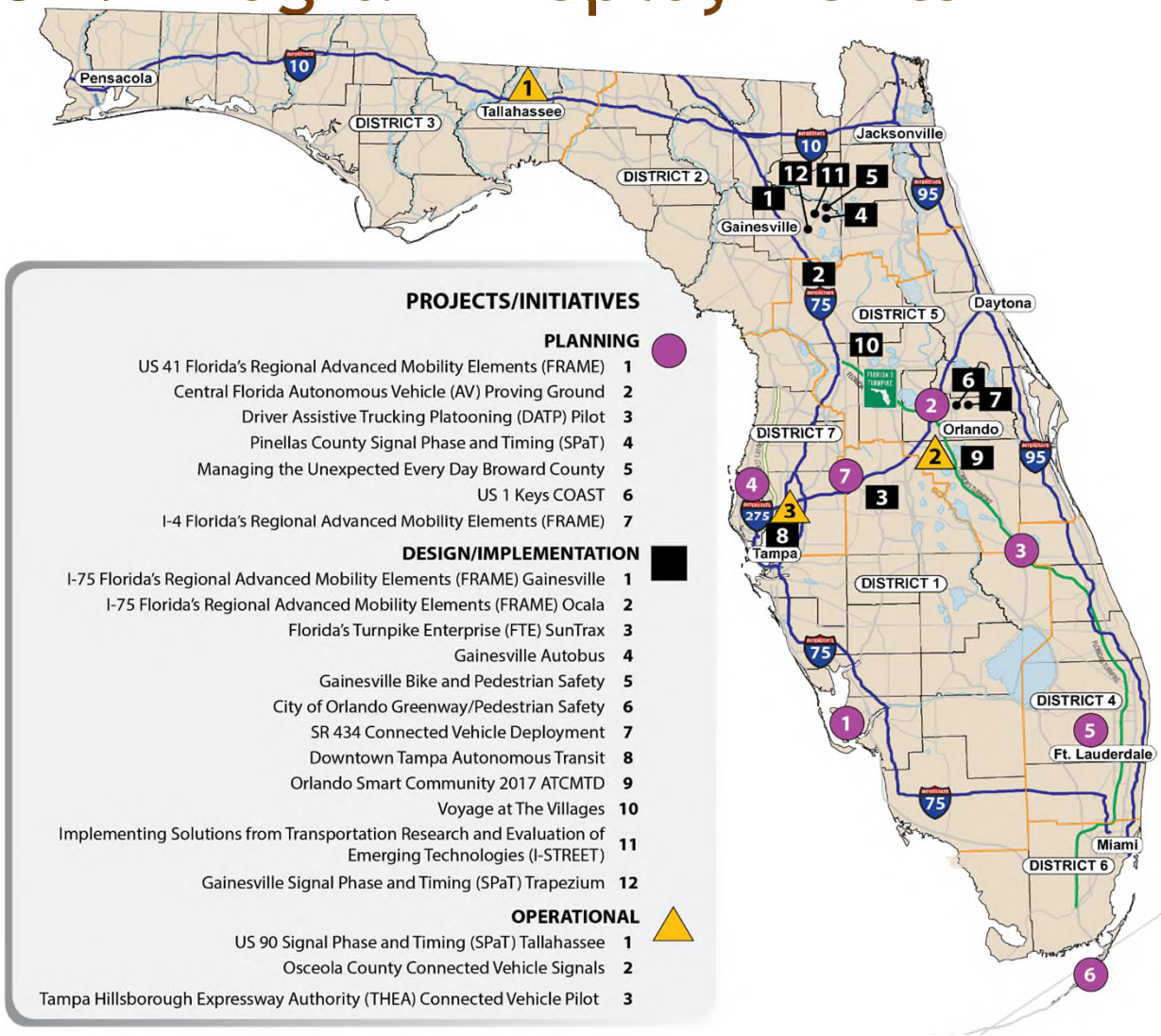
How CAV Technology Can Improve Safety?

Emphasis Area	Traditional Methods	Potential CAV Technology
Unrestrained Occupants	Public Campaigns	None at this time, system can detect occupants not wearing seat belts and notify them
Motorcyclists	Public Education	Detection and warning systems through V2X communications
Aging Drivers	Change the abilities or strategies of the person, Change the characteristics of the environment	Blind Spot Identification, Intersection Navigation, Left-Turn Assistance
Speeding & Aggressive Driving	Mid-block Chicanes, Traffic Humps, Rumble Strips, Raised Pedestrian Platforms	Camera Radar Warning Driving, Autonomous Vehicles

How CAV Technology Can Improve Safety?

Emphasis Area	Traditional Methods	Potential CAV Technology
Commercial Motor Vehicle	Law Enforcement	Vehicle-to-Vehicle (V2V) Communications, Active Braking Technologies, Collision Warning, Heavy Vehicle Adaptive Cruise Control
Teen Driving	Driver Education and Legal Structure of Testing and Licensure	Adaptive Cruise Control, Distance Alert, Collision Warning with Full Auto Brake, Driver Alert Control, Lane Departure Warning
Distracted Driving	Public Campaign, Some Law Enforcement	Same Potential CAV Technologies for Teen Driving
Work Zone	Flaggers, Safety Clothing, Mobile Barrier System, Channelizing Devices	Smart Drums, CV devices to broadcast real-time work zone information to motorists, Active Geo-Fencing Work Zone, Personal Information Devices

CAV Program Deployments



PROJECTS/INITIATIVES

PLANNING

US 41 Florida's Regional Advanced Mobility Elements (FRAME)	1
Central Florida Autonomous Vehicle (AV) Proving Ground	2
Driver Assistive Trucking Platooning (DATP) Pilot	3
Pinellas County Signal Phase and Timing (SPaT)	4
Managing the Unexpected Every Day Broward County	5
US 1 Keys COAST	6
I-4 Florida's Regional Advanced Mobility Elements (FRAME)	7

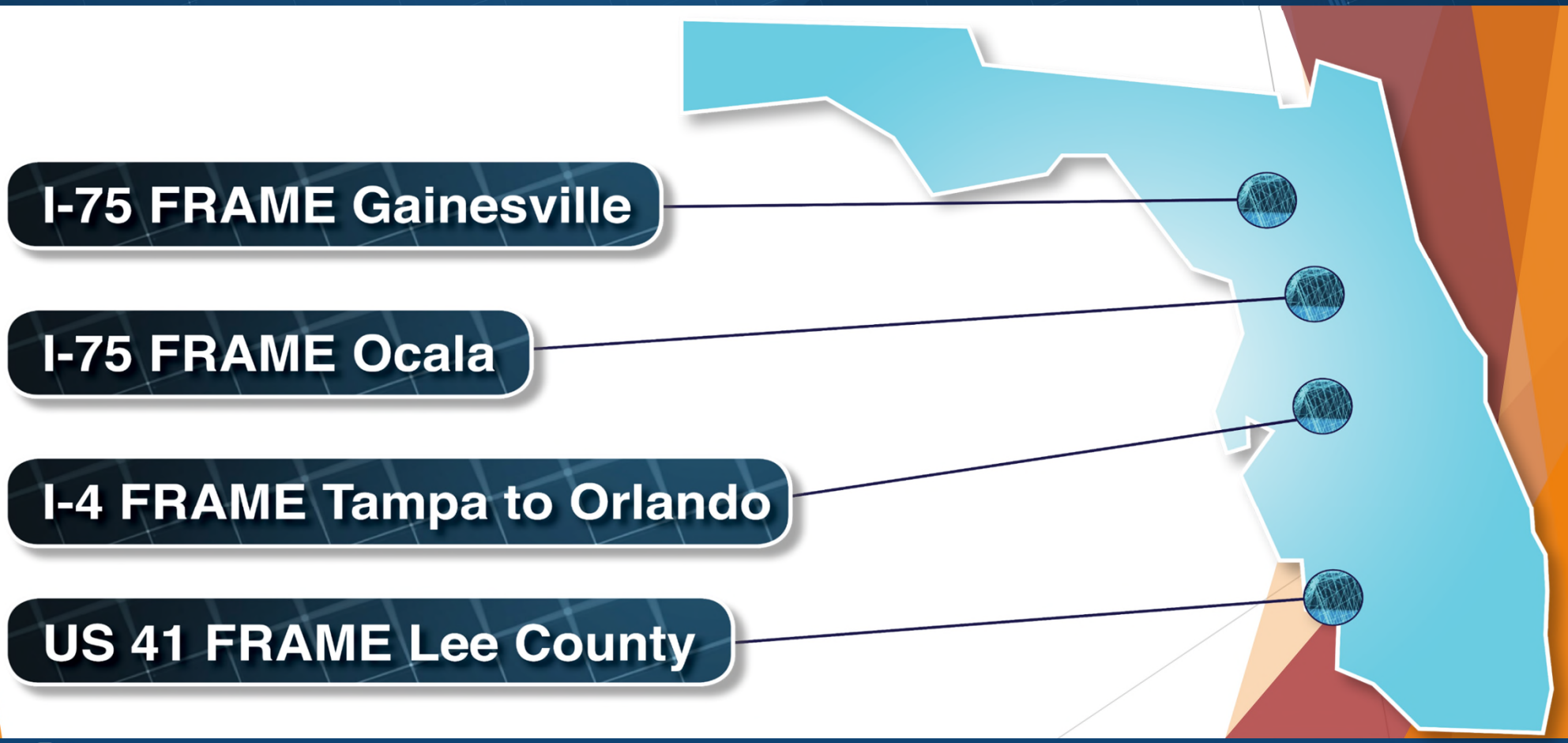
DESIGN/IMPLEMENTATION

I-75 Florida's Regional Advanced Mobility Elements (FRAME) Gainesville	1
I-75 Florida's Regional Advanced Mobility Elements (FRAME) Ocala	2
Florida's Turnpike Enterprise (FTE) SunTrax	3
Gainesville Autobus	4
Gainesville Bike and Pedestrian Safety	5
City of Orlando Greenway/Pedestrian Safety	6
SR 434 Connected Vehicle Deployment	7
Downtown Tampa Autonomous Transit	8
Orlando Smart Community 2017 ATCMTD	9
Voyage at The Villages	10
Implementing Solutions from Transportation Research and Evaluation of Emerging Technologies (I-STREET)	11
Gainesville Signal Phase and Timing (SPaT) Trapezium	12

OPERATIONAL

US 90 Signal Phase and Timing (SPaT) Tallahassee	1
Osceola County Connected Vehicle Signals	2
Tampa Hillsborough Expressway Authority (THEA) Connected Vehicle Pilot	3

Florida's Regional Advanced Mobility Elements (FRAME)

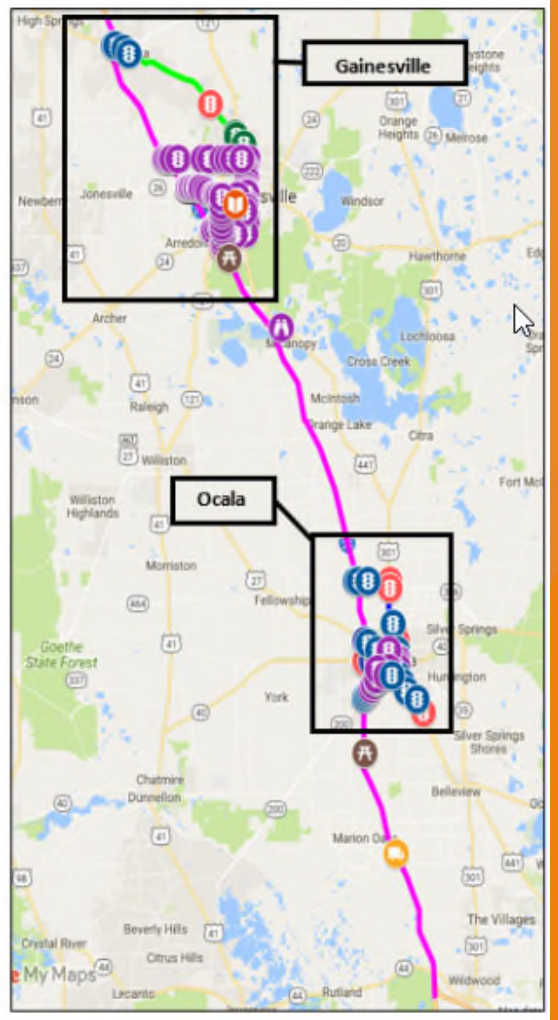


I-75 FRAME Safety Focus

- **Integrated Corridor Management, Traffic Incident Management, Incident Clearance and Secondary Crashes mitigation.**
- Optimize the use of existing infrastructure by **managing a system rather than managing facilities or modes** individually.
- Metrics are **safety** (crashes and secondary crashes), **mobility** (travel time, travel time reliability, throughput), **system efficiency**.
- **Traffic Incident Management**

Legend

- Traffic Signal w/ Roadside Units (RSU) – for Signal Phase and Timing (SPaT)
- Traffic Signal with Pedestrian Crossings w/RSU– SPaT, Ped-Safe
- Traffic Signal on Transit Route w/RSU– SPaT and Transit Signal Priority (TSP)
- Traffic Signal on Transit Route w/Ped Crossings w/RSU – SPaT, Ped-Safe, and
- Railroad Crossing w/RSU – SPaT and RR
- Weigh-in-motion
- Rest Area
- University of Florida
- Paynes Prairies
- Arterial Detour Corridors
- I-75 with RSU at Every Mile
- Arterial Detour Corridor needing communications

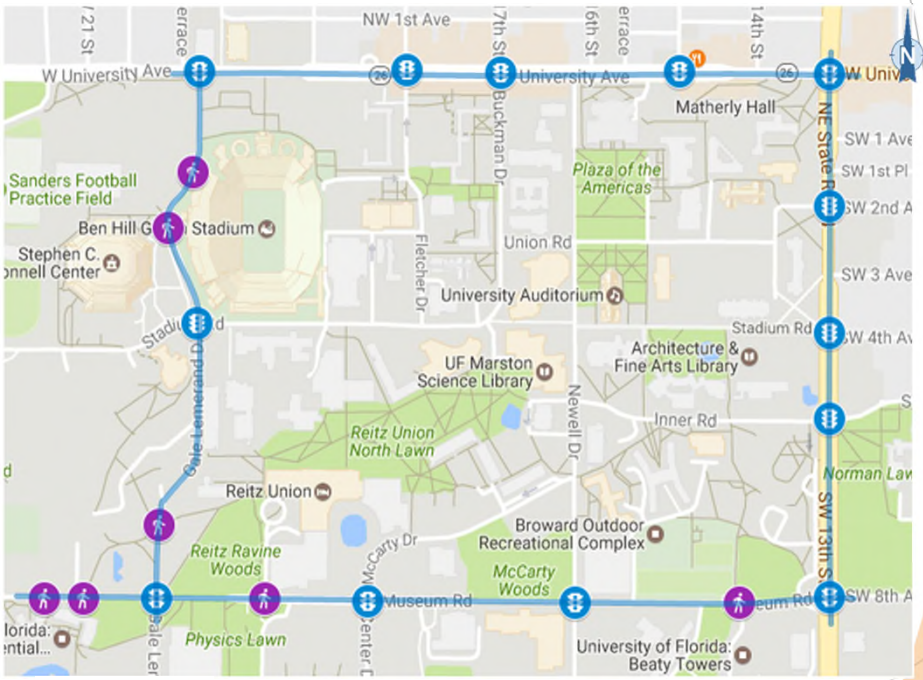


Gainesville Bike and Pedestrian Safety

13 Traffic Signals
8 Mid-block Crosswalks

Roadside Unit
On-Board Unit
Pedestrian Detection System

Bicycle & Pedestrian Safety



FDOT

CITY OF GAINESVILLE every path starts with passion FLORIDA

UF UNIVERSITY of FLORIDA

Gainesville Bike and Pedestrian Safety

Major Features and Anticipated Benefits

- FHWA Accelerated Innovation Deployment award of $1 Million; State and Off-system roads
- Passive pedestrian detection, advance vehicle detection, roadside units, on-board units, personal information devices (smartphones)
- Dedicated short range communication and cellular
- Improved pedestrian safety at signalized intersections and mid-block crossings
- Verification if personal information devices can be used to warn pedestrians and to request pedestrian phases
- Demonstration of the viability of on-board units for communicating with transit and city fleet operators about pedestrians ahead

Signal Phase and Timing (SPaT) Projects

US 90 (Mahan Drive)

- 7 miles and 21 intersections on US 90 from Duval Street to I-10 in Tallahassee

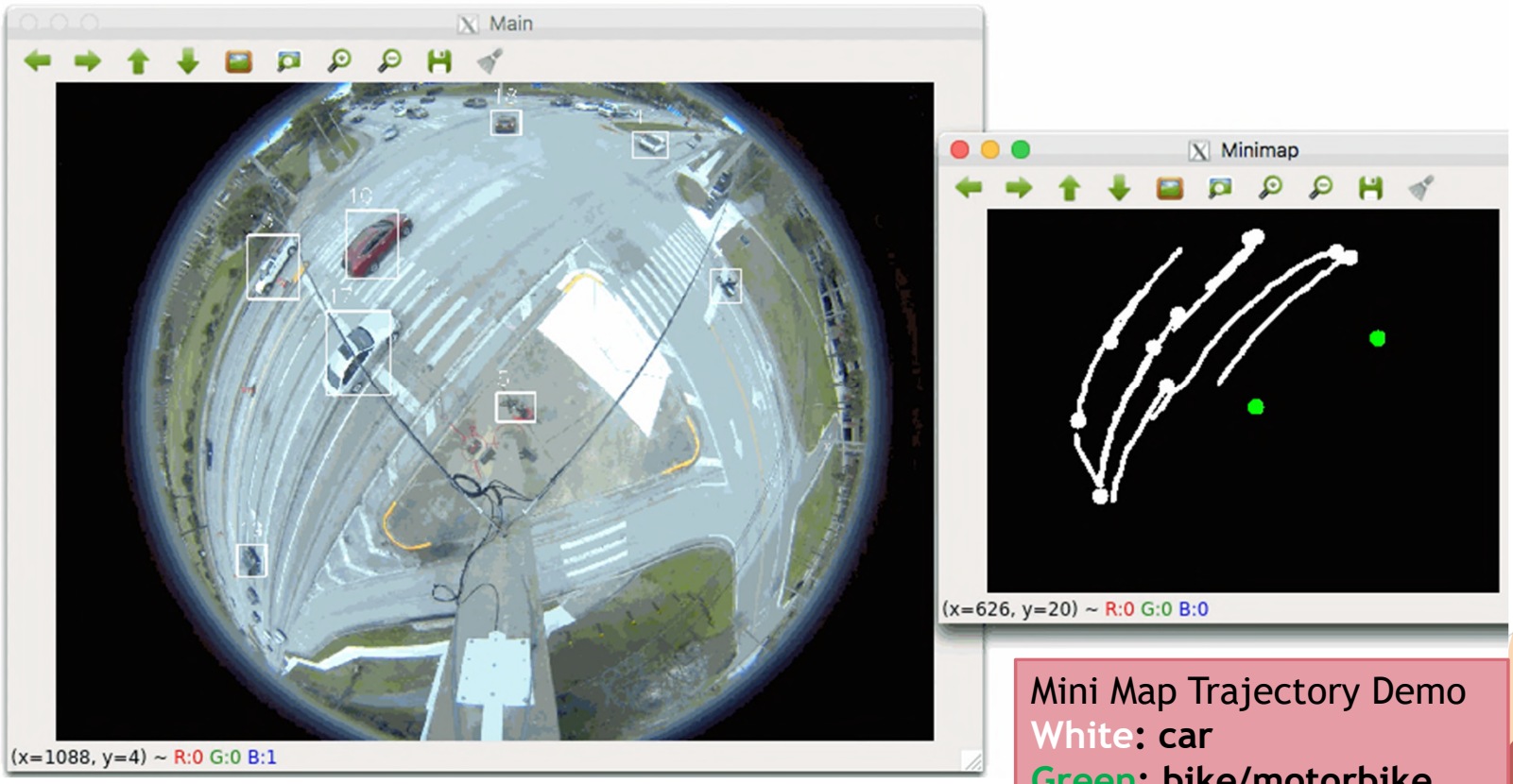
Gainesville Trapezium

- 27 intersections on SR 26, SR 121, SR 24, and US 441 in Gainesville

Pinellas County

- 22 miles and 23 intersections on US 19 from SR 688 north to Beckett Way

Artificial Intelligence and Machine Learning for Transportation: Multiple Object Detection



Mini Map Trajectory Demo
White: car
Green: bike/motorbike
Yellow: pedestrian

Source: Dr. Sanjay Ranka, University of Florida Transportation Institute

I-STREET: FDOT Partners with UF and Gainesville

Implementing **S**olutions from **T**ransportation **R**esearch and **E**valuation of **E**merging **T**echnologies (I-STREET)

- Request for Information process
- Industry responses point to implementation interest
- Research and Development underway
- Projects expected to benefit:
  - I-75 FRAME
  - UF AID
  - Gainesville SPaT Trapezium
  - Gainesville Autobus

Goal Areas

- Safety
- Mobility
- Data Management

I-STREET
Transportation Institute
UNIVERSITY OF FLORIDA

CITY OF GAINESVILLE
every path starts with passion
FLORIDA

FDOT

UF
UNIVERSITY of FLORIDA

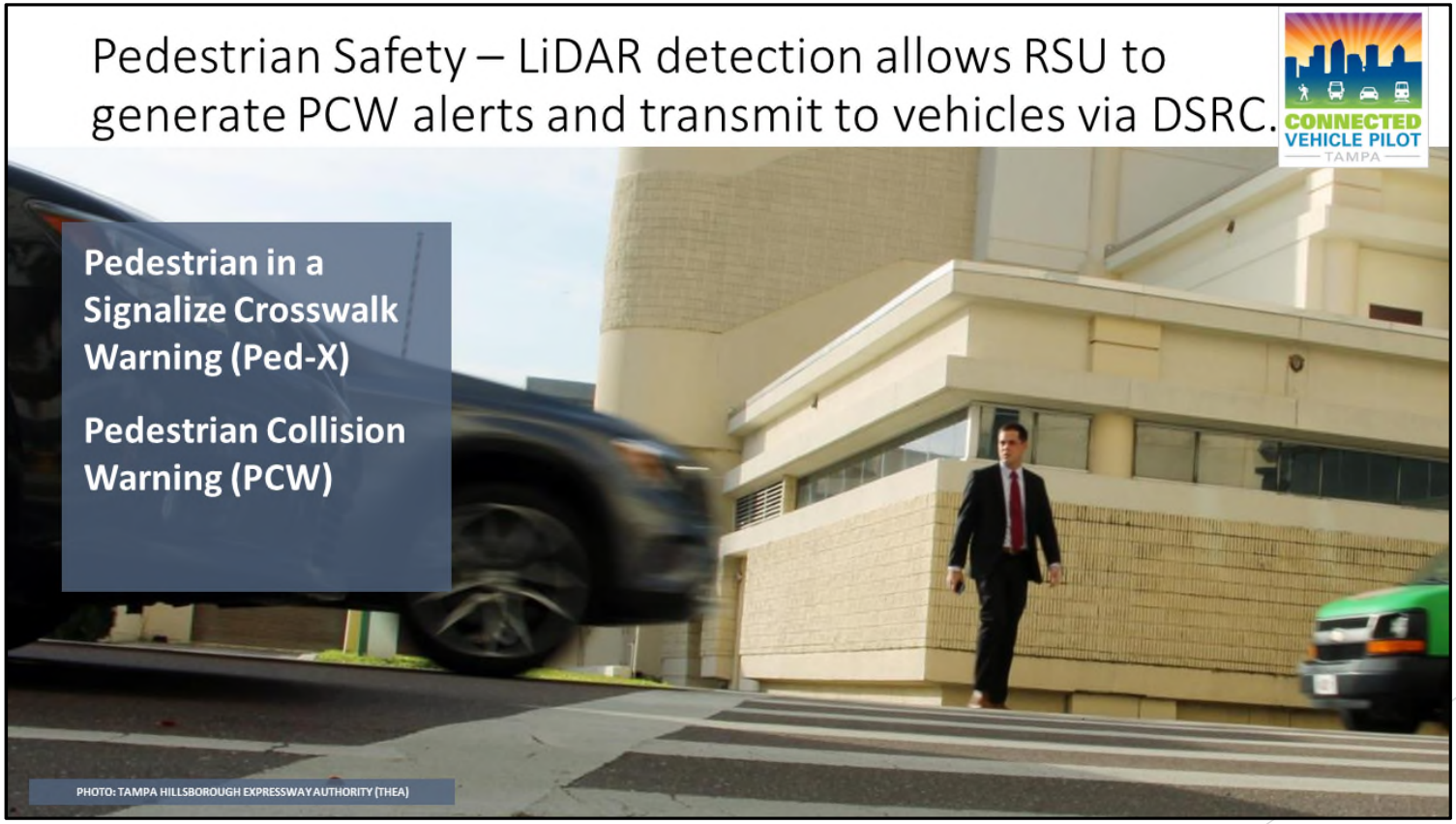
Tampa Hillsborough Expressway Authority (THEA) Connected Vehicle Applications

	Application	Description
V2I	**End of Ramp Deceleration Warning (ERDW)**	**Alerts driving approaching curve with speed safety warning**
V2V	**Emergency Electronic Brake Light (EEBL)**	**Enables broadcast to surrounding vehicles of severe braking**
V2V	**Forward Collision Warning (FCW)**	**Warns driver of impending collision ahead in same lane**
V2I	**Intersection Movement Assist (IMA)**	**Indicates unsafe (i.e., wrong way) entry into an intersection**
V2I	Intelligent Traffic Signal Systems (I-SIG)	Adjusts signal timing for optimal flow along with Pedestrian Signal (PEG-SIG) and Transit Signal Priority (TSP)
V2I	Probe Date Enabled Traffic Monitoring (PDETM)	Uses vehicles as probes to calculate travel times
V2I	Transit Signal Priority (TSP)	Allows transit vehicle to request and receive priority at a traffic signal
V2V	**Vehicle Turning Right in Front of a Transit Vehicle (VTRFTV)**	**Alerts transit vehicle driver that a car is attempting to turn right in front of the transit vehicle**
V2I	**Wrong-Way Entry**	**Warns driver of potential and actual Wrong Way travel direction**
V2I V2V	**Pedestrian Collision Warning (PCW)**	**Alerts vehicle to the presence of pedestrian in a crosswalk**

Source: THEA

Safety applications are bolded.

THEA's Pedestrian Safety Application

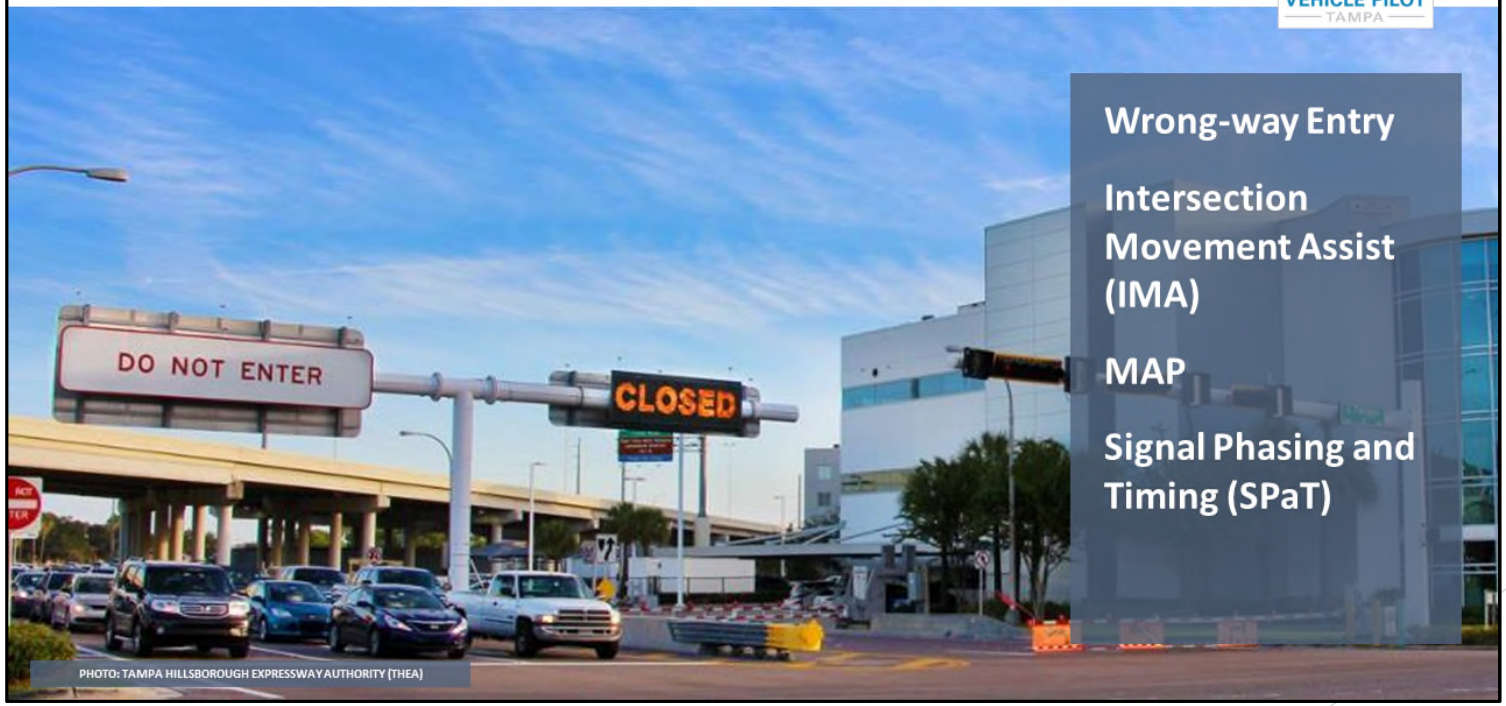


Source: THEA

THEA's Wrong Way Entry Application

Wrong-Way Entry - Warns driver of potential and actual Wrong Way travel.

Sends alerts to upstream drivers if no corrective action taken (uses below apps).

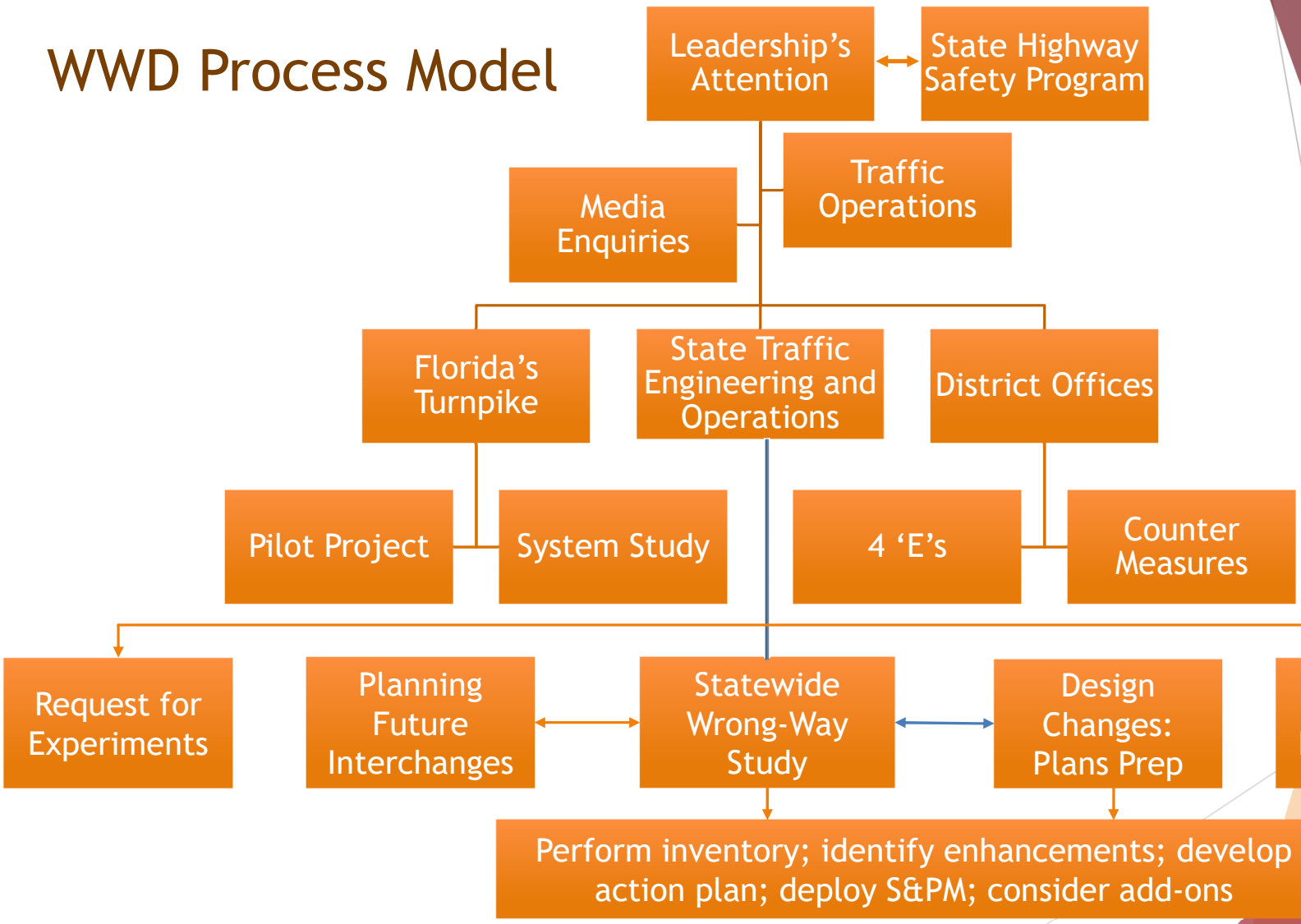


Source: THEA

THEA's Streetcar Conflict Application

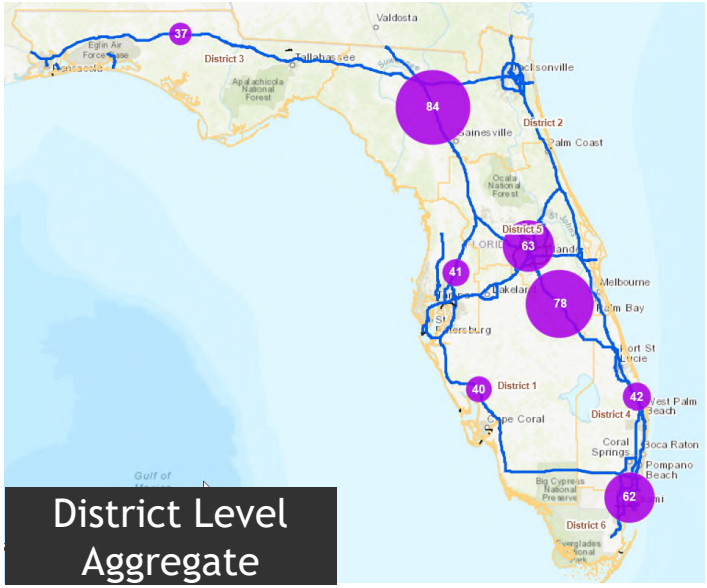
Source: THEA

WWD Process Model



Wrong-Way Driving: Current Situation

Year	WWD Crashes on Freeways
2011	49
2012	66
2013	55
2014	56
2015	55
2016	51
2017	62

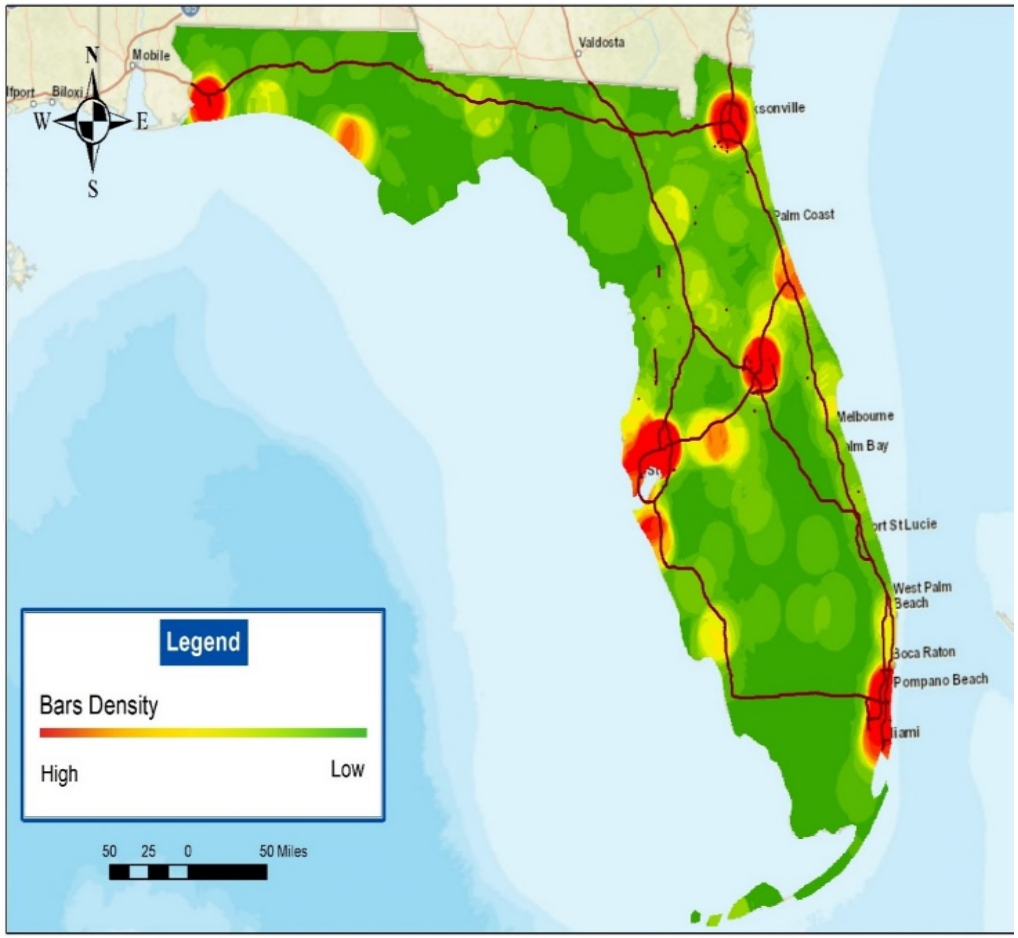


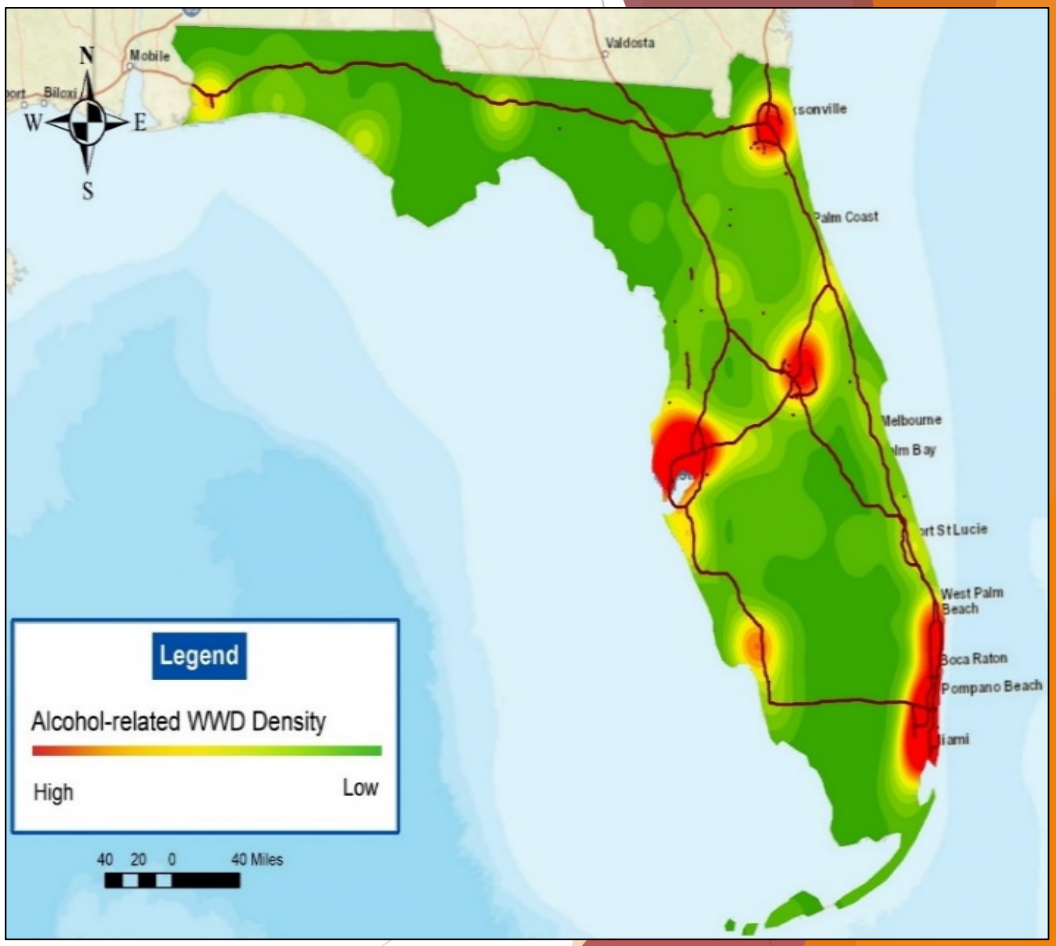
District Level Aggregate

- From 2011 to 2017, **394 WWD crashes** occurred on freeways resulting in **125 fatalities and 561 injuries or serious injuries**.
- Of these 394 crashes, **82 (21%) are fatal** and **197 (50%) are injury or serious injury** crashes.
- **Impaired drivers** caused **45% of WWD crashes**.
- The majority of WWD movements are entering the freeway **from an exit ramp**.

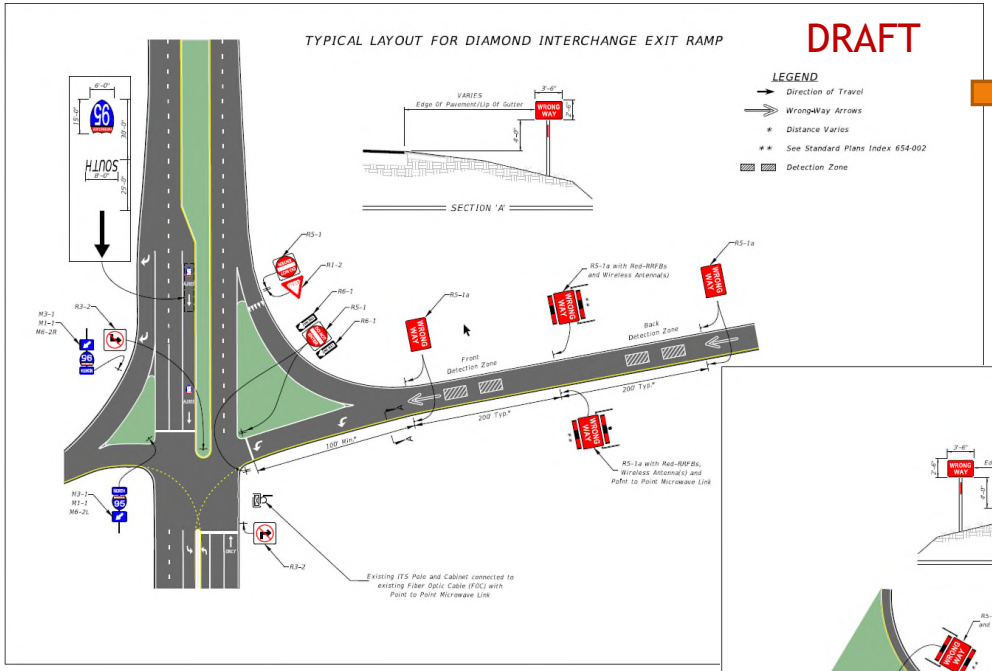
Source: FDOT

WWD-DUI


N
W
E
S
Mobile
Biloxi
Valdosta
Palm Coast
Melbourne
West Palm Beach
Boca Raton
Pompano Beach
Legend
Bars Density
High
Low
50 25 0 50 Miles

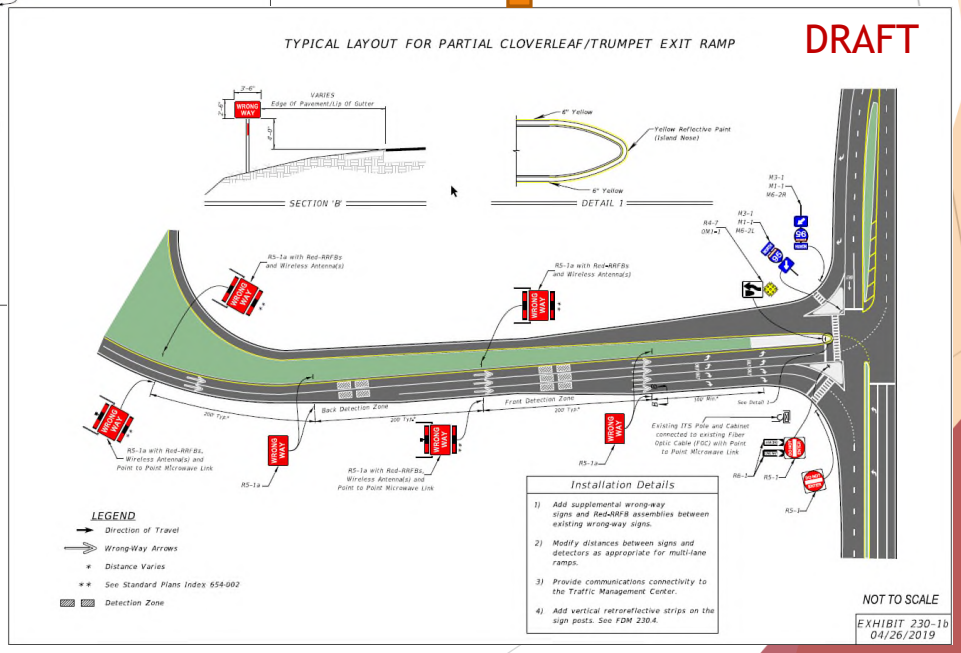

N
W
E
S
Mobile
Biloxi
Valdosta
Palm Coast
Melbourne
West Palm Beach
Boca Raton
Pompano Beach
Legend
Alcohol-related WWD Density
High
Low
40 20 0 40 Miles

Proposed Advanced Countermeasure Deployment



One Set of Signs

Two Sets of Signs



Source: FDOT

Proposed Wrong-Way Driving Countermeasures

- Red Rectangular Rapid Flashing Beacons (Red-RRFBs) (if Interim Approval is granted) – One set of 2 Red-RRFBs
- LED Highlighted Sign (if Red-RRFB Interim Approval is not granted)
- Internally Illuminated Raised Pavement Markers will be deployed, as necessary and at District's discretion.
- Some ramps will require 4 signs due to ramp geometry.

Recommended Countermeasure Type	Cost ($)
Red-RRFB or LED Highlighted Sign	$30,000 per ramp

Source: FDOT

WWD Countermeasure: Red-RRFB (District 7)

Source: FDOT

Pedestrian Rectangular Rapid Flashing Beacons

Source: TAPCO (Traffic & Parking Control Co., Inc. via YouTube)

Questions?

Thank you!

Raj Ponnaluri, PE, PTOE, PhD, PMP

State Connected Vehicle and Arterial Management Engineer

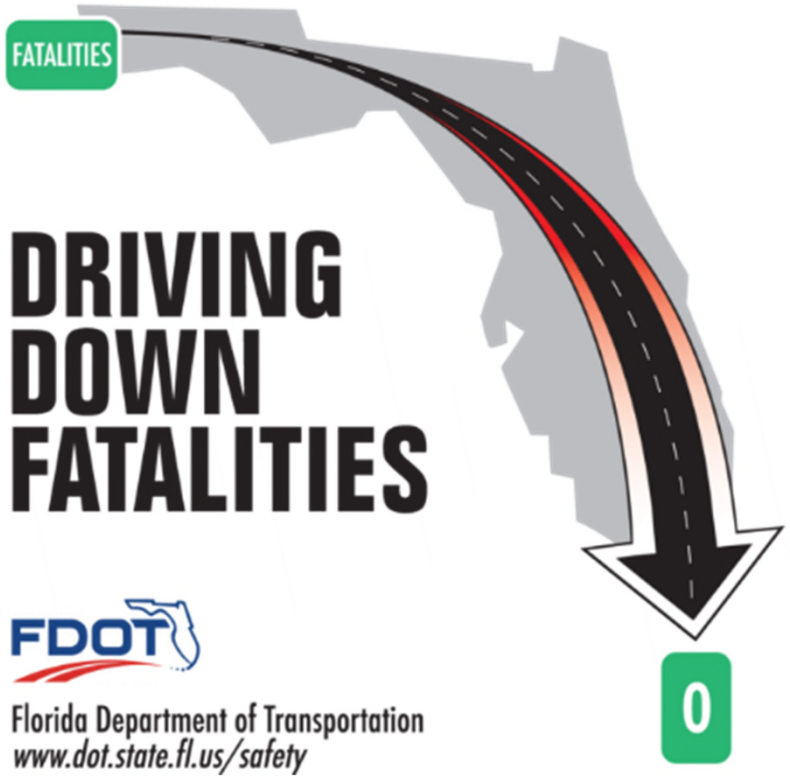
FDOT

Break

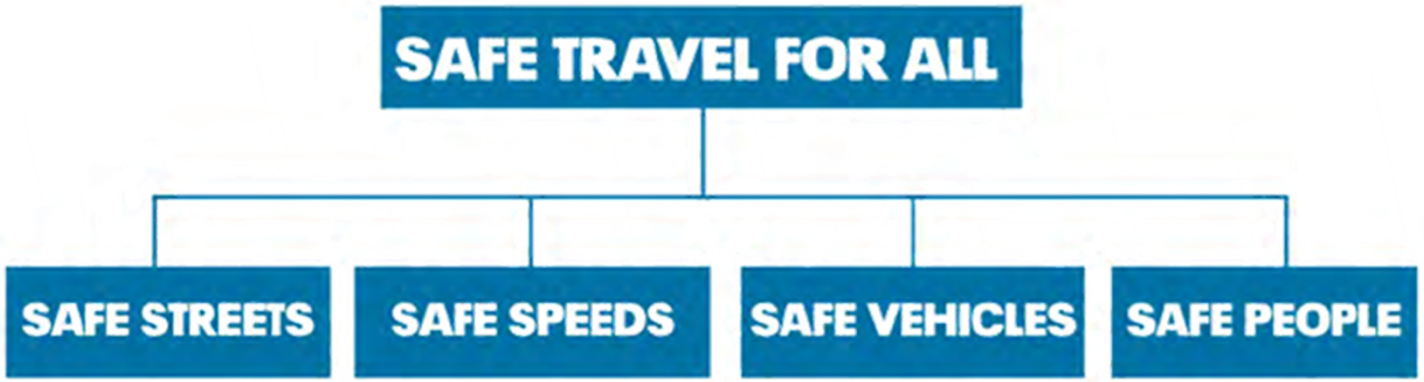
Coordinating Across City, Regional, and State Lines

Greg Stuart, Executive Director, Broward MPO

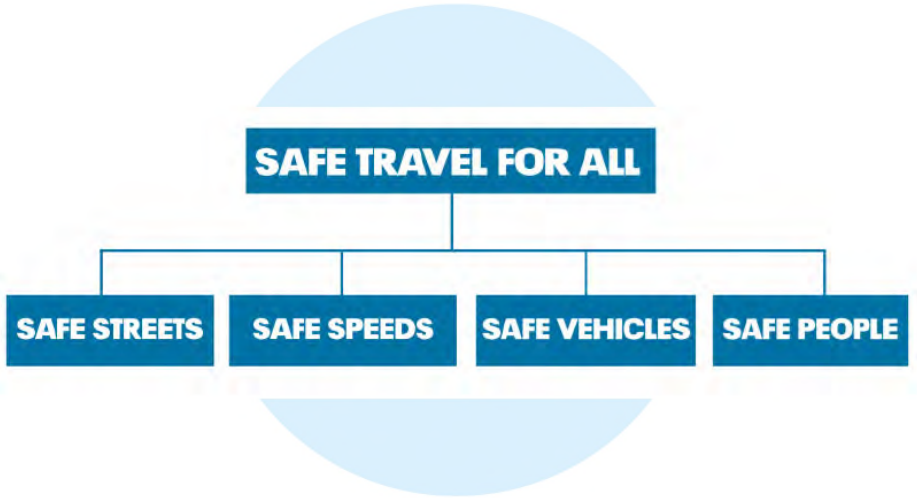
How Do We Get to Zero?



FDOT


SAFE TRAVEL FOR ALL
SAFE STREETS
SAFE SPEEDS
SAFE VEHICLES
SAFE PEOPLE

THEMES FROM YESTERDAY



- Funding
- Speed Management
- Human Behavior
- Collaboration
- Leadership
- Partnerships
- Technology
- Data
- Land Use
- Equity

Table Discussions

Identify 3 actionable strategies for the topic your table chose.

What is the timeframe within which these strategies should be implemented?

Who is responsible for implementing these strategies?

Identify 3 actionable strategies for the topic your table chose.

What is the timeframe within which these strategies should be implemented?

Who is responsible for implementing these strategies?

Identify 3 actionable strategies for the topic your table chose.

What is the timeframe within which these strategies should be implemented?

Who is responsible for implementing these strategies?

Report Out

What Actionable Strategies Should We Consider?

When poll is active, respond at **PollEv.com/vzlrv** Text **VZLRV** to **22333** once to join

"Table 9- addressing future freight operations to improving safe streets."

"#15-Streets context first!"

"Safe people"

"Table 3 Safe Streets. Make Safe Streets a focus area of SHSP"

"Table 11 - Safe People - Adapting warrants based on context class."

"Table 14 Safe Streets"

"Table 22: Safe speeds. Master plan for all modes of transportation"

"People"

"Visual cues"

"Table 19 - Speed: 1)Trees/buffers/visual cues 2)Question the 85th percentile and revision process 3)Speed cameras"

"#15- Streets: FDM should state it is Guidlnes"

"Table 20 Safe Streets - Proactively address safety with land use changes"

"Table 8 - Safe Speeds"

"Educate local chambers of commerce and encourage them to promote safety to local businesses to help facilitate the development of local safety plans/programs. - Table 16 -"

"14-Safe Streets - Challenge F.S to provide greater flexibility for funding on and off the state system, eliminating roadblocks."

"Table 5-Streets"

"Table 2: #SafesSpeed=SafePeople"

"Table 21 - Safe Speeds - Automated Speed Enforcement in selected zones"

AICP Certification Maintenance Credits

- Vision Zero Workshop – 6.25 credits
- Long-Range Visioning Session – 3.5 credits
- AICP members can earn Certification Maintenance (CM) credits for these sessions. More information about AICP's CM program can be found at www.planning.org/cm

Stay Connected

www.fdot.gov/safety

Lora Hollingsworth

FDOT Chief Safety Officer

850-414-4177

Lora.Hollingsworth@dot.state.fl.us

Notes

- If you took notes today and are willing to share them with us, please email them to planning@dot.state.fl.us

Reinforcing our Commitment to Zero

Notes

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FUTURE OF TRANSPORTATION IN FLORIDA

VISION ZERO WORKSHOP

May 6, 1 to 5 pm & May 7, 8:30 to 11:30 am

LONG-RANGE VISIONING SESSION

May 7, 1 to 5 pm

OMNI Jacksonville, FL // More information can be found at **www.floridatransportationplan.com/ftpvisioning.htm**