

Results



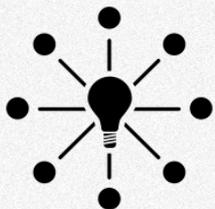
Safety

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Safety Results



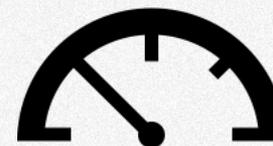
IDEAS

- Analyses of crashes and follow-up/corrective actions
- Periodic independent reviews of safety performance measures
- More rigorous and extensive driver licensing requirements
- New ways and methods to expand and improve safety collaboration among partners and stakeholders
- Look for ways to share/pool data



ISSUES TO CONSIDER

- Can Complete Streets research yield potential performance measures for improved safety?
- Transit agency performance measures for safety & security
- Use technology for safety enforcement and crash prevention
- Safety audits as an output or process measure
- Greater use of bike/ped safety action plans
- More roundabouts where appropriate



POTENTIAL MEASURES

- Safety heat maps to visualize high crash areas
- Bike & ped fatalities, serious injuries, and crashes
- Transit accidents caused by distracted driving, lane changes near driveways and intersections
- Future measures of automated vehicle technology usage

Comments

We asked Summit participants to complete a survey

The *Performance Summit for Transportation Partners Safety* Webinar was held on May 12. The Summit covered varied topics related to the performance of the Florida transportation system with respect to safety and security.

Participants were asked to complete a survey. Space was provided to identify possible performance measures, successful outcomes, or other related perspectives.

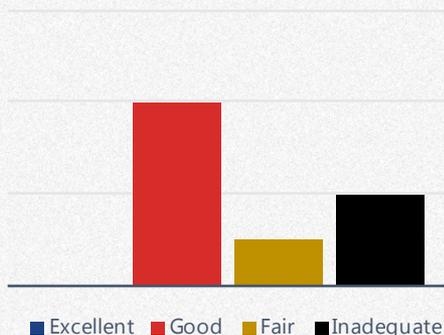
During the Summit, the participants asked questions, and explored ideas for further consideration

Panelists and participants asked questions, suggested potential performance measures, ideas and issues to consider. Many of the most thought provoking suggestions have been included in the Performance Summit Results.

This Summit provided a forum to explore partnering for improved transportation system performance.

Non-Highway Modes

— *safety with respect to other than highway modes, such as public transportation, aviation, seaports, railroads, bicycle and pedestrian.*



IDEAS

- With good data collection management and strong incident investigation procedures, follow-up accident prevention can improve
- Share data with the public and other institutions so that greater prevention and collaborative approaches can occur
- Expand Walk Wise presentation across the entire state. Information on the current WalkWise pedestrian safety program can be found here: <http://www.cutr.usf.edu/2015/03/walk-wise-florida-expansion/>
- Sensor based technology to warn drivers of oncoming bike/ped at intersections
- Utilize Signal Four Analytics: crash mapping and analysis needs for law enforcement, traffic engineering, transportation planning agencies, and research institutions in the state of Florida. <https://s4.geoplan.ufl.edu>
- Bike/Ped Master Plans – infrastructure and safety improvements
- Bicycle & Pedestrian Safety Action Plans – identify trends
- Road Safety Audits
- Bike/ped – 30-40% of crashes could be reduced by eliminating distracted driving and driving under the influence (DUI)
- Further classification of transit crash root causes would be valuable
- NTD (National Transit Data) is a good source for safety analysis
- Increase driver license renewal and application fees to fund Bike/Ped/Transit improvements and education

ISSUES TO CONSIDER

- Is the research on Complete Streets yielding performance measures that (clearly) link particular improvements/approaches with improved safety outcomes?
- What methods should be used to collect bike and pedestrian count data accurately and inexpensively?
- Crash measures alone are no longer satisfactory to describe the performance of a transit agency related to safety & security
- Bike & ped counts – getting this data is presently difficult

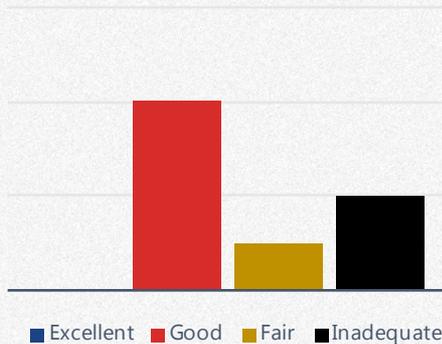
Non-Highway Modes

(continued)

— safety with respect to other than highway modes, such as public transportation, aviation, seaports, railroads, bicycle and pedestrian.

POTENTIAL MEASURES

- Outcomes: reduced accidents and injuries/deaths
- Decrease in injury and fatality crashes involving peds and cyclists
- Number of major & minor accidents per year – or per miles operated
- Number and length of separated bicycle lanes
- Measures of existing conditions (before and after studies)
- Sidewalk Coverage
- Pathways Coverage
- Bike Lane Coverage
- Paved Shoulder Coverage
- Transportation facilities within a certain distance of attractions/destinations
- Bike & ped fatalities, serious injuries, crashes (using Signal 4 and FIRES)
- Transit accidents caused by distracted driving, lane changes (at or near entrance/exits to businesses)



Security

— *Security for all modes and users, including the movement of freight.*



IDEAS

CURRENT TRANSIT SAFETY PRACTICES

Planning

- System Safety Program Plan (SSP)
- Emergency Preparedness Plans
- Emergency Response Plans

Execution

- Random Visible Intermodal Prevention & Response (VIRP) Exercises
- Logistics support during county emergencies

Evaluation

- Baseline Assessment for Security Enhancement (BASE)
- Security Program Audit

Reporting

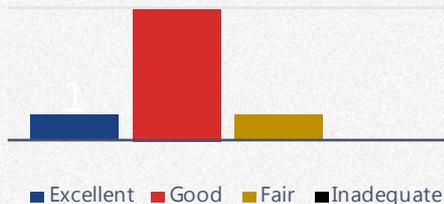
- Provide safety information using the National Transit Database (NTD)
- Meetings between FDOT and transit agencies
- New Safety & Security and Asset Management guidelines from FTA

ISSUES TO CONSIDER

- Putting too much information in the public realm can create its own security problems
- Regular inspections of transit safety data by an independent third party

Emergency Preparedness Response and Recovery

— how well Florida is prepared for, responds to, and recovers from emergencies and disasters with respect to transportation.



IDEAS

CURRENT TRANSIT SAFETY PRACTICES

Training

- New employee training
- Refresher training
- Special training
- Safety awareness days
- First responder training

Practice

- Simulated emergency events
- Countywide tabletop exercises
- Employee evacuation drills

ISSUES TO CONSIDER

- Sufficient transportation infrastructure and services to prepare for, respond to, and recover from emergencies
- Number of Emergency Response Plans – partners all training around the same models
- Planning and preparation appears to be strong; real transportation choices are limited, so failure of a system is likely

POTENTIAL MEASURES

- Number or % of ITS deployed equipment (devices) out of service
- Average time out of service
- Number and length of evacuation routes
- Number of trained personnel
- Average recovery time

Engineering (Design) /Infrastructure

—physical conditions associated with transportation infrastructure, vehicles (e.g., busses), signage, traffic signals, accommodation of bicycles and pedestrians, etc.



IDEAS

- Measure accident locations identified compared to improvements made
- Measure incidents and accidents, and solutions over time

ISSUES TO CONSIDER

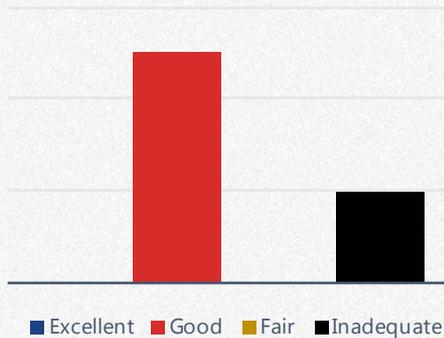
- Using vehicle to vehicle technology to improve public safety
- Rapid technology change: implications for transportation system performance
- Autonomous vehicles is expected to have a positive impact on safety – an opportunity to lower the number of crashes
- Transit technology is expanding data on location and time of incidents

POTENTIAL MEASURES

- Number and length of separated bicycle lanes
- Average width of non-motorized facilities

Education and Awareness

—the effectiveness of efforts by varied organizations to promote greater awareness of safety issues and to encourage positive behaviors related to seat belt usage, DUI, aggressive driving, red-light running, car-seats, other human factors.



IDEAS

- Education is a key element of safety and should be measured
- Number of Bike/ped safety classes held
- Driver license exams should incorporate more ped/bike/transit safety tests.
- Do ped/bike exams at schools to learn to be assertive

ISSUES TO CONSIDER

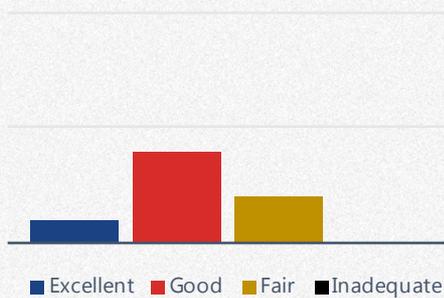
- In Holland it costs \$3k to get a drivers license... so mandatory driving classes are required. Exams are on actual roads

POTENTIAL MEASURES

- Number of elementary school students safety courses
- Number of safety theme parks
- Number of visitors to safety theme parks

Enforcement

—the extent to which safety laws and ordinances are being effectively enforced as a deterrent to unsafe practices.



IDEAS

- Map safety hot spots – top regions/corridors – use visualization to show what they have in common (e.g., time-of-day trends 8 AM, 2-3 PM, etc.)
- Higher fines for red-light running, failure to stop for ped/bike at crossings, etc.

ISSUES TO CONSIDER

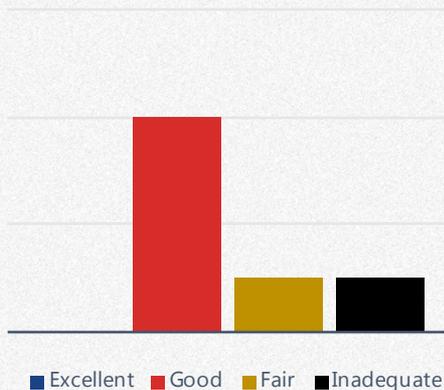
- Can we use technology to help reduce crashes?
- Can we use technology to help reduce crime?
- Can we use license plate readers to help law enforcement with Amber Alerts and criminal activity?
- How can aggressive and distracted drivers be deterred outside of education and enforcement?

POTENTIAL MEASURES

- Number of tickets by violation category
- Crash reduction rates
- Number of speed violations

Goods Movement Safety

—the safe interaction of trucks, freight trains, etc. with cars, pedestrians, etc.



IDEAS

- More education and more rigorous licensure exams

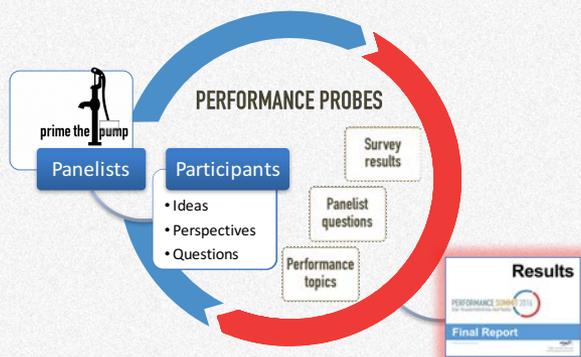
ISSUES TO CONSIDER

- How to use vehicle technology to improve transportation efficiency (i.e., commercial vehicles communicating with law enforcement and/or regulatory agencies on credentialing)?
- Rural areas have many conflicts between freight, car, ped and bike traffic
- Don't treat urban and rural areas the same

POTENTIAL MEASURES

- Track crashes between freight, car, ped and bike traffic

Panelists



Three panelists helped to "prime the pump" by providing their performance perspectives

View the recording:

<http://www.dot.state.fl.us/planning/performance/summit/recordings/SafetySession.mp4>

View the presentation (PDF):

<http://www.dot.state.fl.us/planning/performance/summit/presentations/SafetySession.pdf>

In summary:

- James Hightower talked about strategies to reduce crashes and crime
- Steve Myers explained the Safety processes used by Lee Tran
- Don Scott discussed the measures developed for the Bike/Ped Master Plan, Action Plans and road safety audits

James Hightower

Department of
Highway Safety and
Motor Vehicles



Steve Myers

Lee Tran



Don Scott

Lee MPO



How these results will be used

The ideas and issues demanding attention will all be considered as FDOT develops the Implementation Element of the Florida Transportation Plan.

floridatransportationplan.com

They will also be a key component of the FDOT Performance Workshops that will drive the development of the 2016 Performance Report.

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*Florida Transportation Plan:
To inform the Implementation
Element of the plan.*



*Performance Reports
Comments will be considered
for the 2016 Report*
