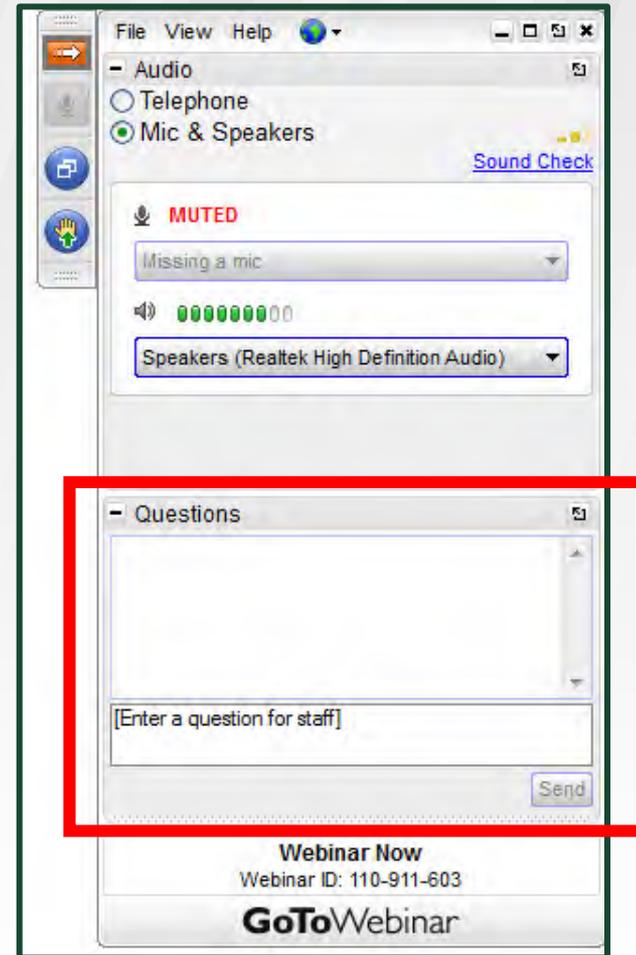
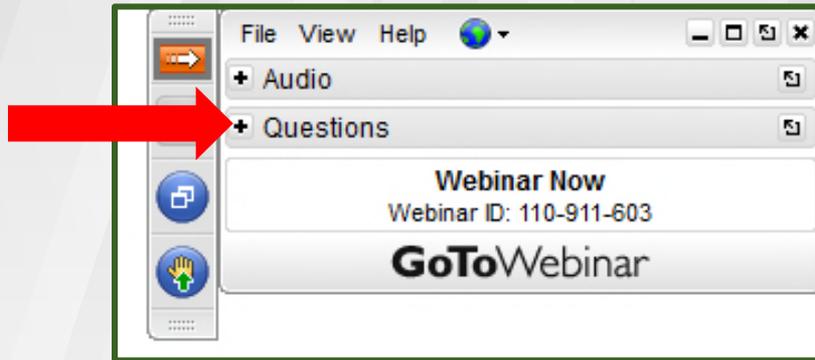




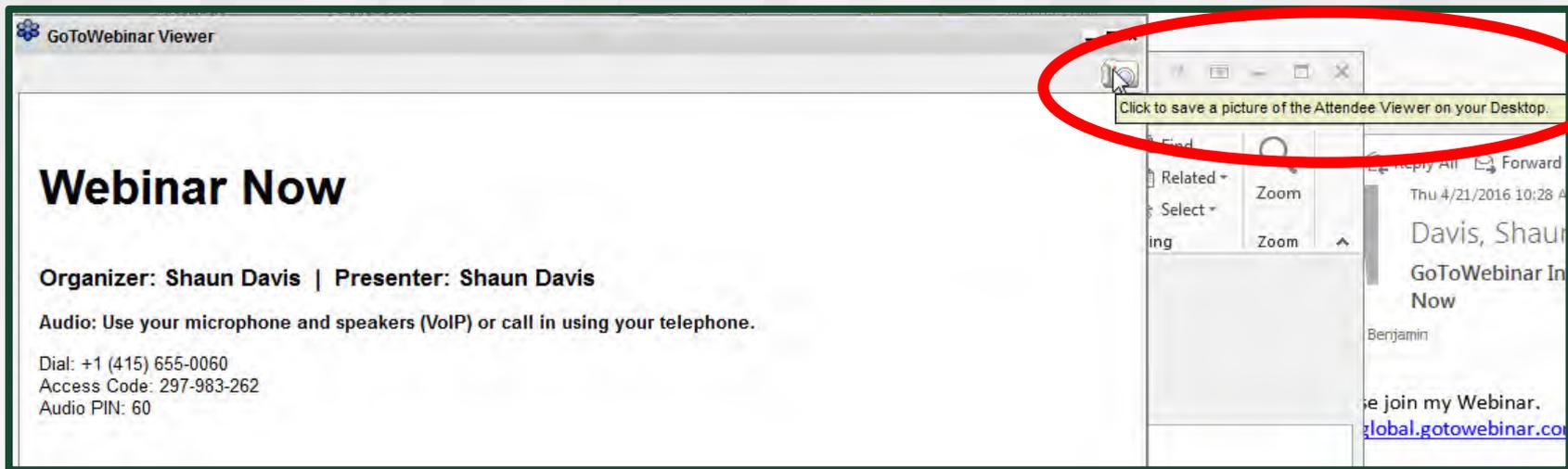
Florida Department of Transportation State Safety Office Crash Data Academy

Florida's Strategic Highway Safety Plan

How to ask a question:



Capturing the webinar window:



Presenter:

Benjamin Jacobs

Crash Record and Research Administrator
FDOT State Safety Office

Presentation

Crash Data for Florida's Strategic Highway Safety Plan (SHSP)

- What is the SHSP?
- The SHSP Update
- Crash Data for the SHSP

Crash Data for Florida's Strategic Highway Safety Plan (SHSP)

What is the SHSP?

SHSP Vision and Goal



SHSP Vision:
**A Fatality-Free
Roadway System**

SHSP Background

- **Statewide document laying out the strategic approach for improving safety on Florida's roadways**
- **Approved and signed by major agencies and partners**
- **Works with other strategic plans for Florida, specifically in support of the Florida Transportation Plan**
- **Provides overall direction for area-specific coalitions**

Florida Transportation Plan Contents



Vision Element *(August 2015)*

Trends, uncertainties, and themes that will shape the future of transportation in Florida (50 years)



Policy Element *(December 2015)*

Goals and objectives to guide the Florida Department of Transportation in achieving the vision (25 years)



Implementation Element *(2016)*

Emphasis areas with key actions (5-25 years)

available online at
FloridaTransportationPlan.org

FTP Goal Areas

Over the next 50 years, we want...

Safety and Security for residents, visitors, businesses

Transportation solutions that support Florida's global **Economic Competitiveness**

Agile, Resilient, and Quality transportation infrastructure

Transportation solutions that support **Quality Places** to live, learn, work, and play

Efficient and Reliable Mobility for people and freight

Transportation solutions that enhance Florida's **Environment and Conserve Energy**

More Transportation Choices for people and freight

Crash Data for Florida's Strategic Highway Safety Plan (SHSP)

The SHSP Update

FLORIDA STRATEGIC HIGHWAY SAFETY PLAN



JULY 2016

DRIVING
DOWN
FATALITIES

What Does the Update Process Include?

- **Analysis of crash data and other trends affecting fatalities and serious injuries**
- **Selection of emphasis areas, strategies and actions based on data and proven, effective approaches**
- **Review of public and partner input received from FTP update process**
- **Coordination with strategic safety coalitions**
- **Coordination with Metropolitan Planning Organizations and other regional and local partners**
- **Review and approval by Signing Partners**

Signing Partners



Florida Sheriffs
Association



Florida Rail
Enterprise



The SHSP Update

Open Comment Period

- **Comment Period for Draft SHSP Document: July 25 – August 4**
- **Transmit for Executive Review: August 10**
- **Adoption and Signing Ceremony: August 22**

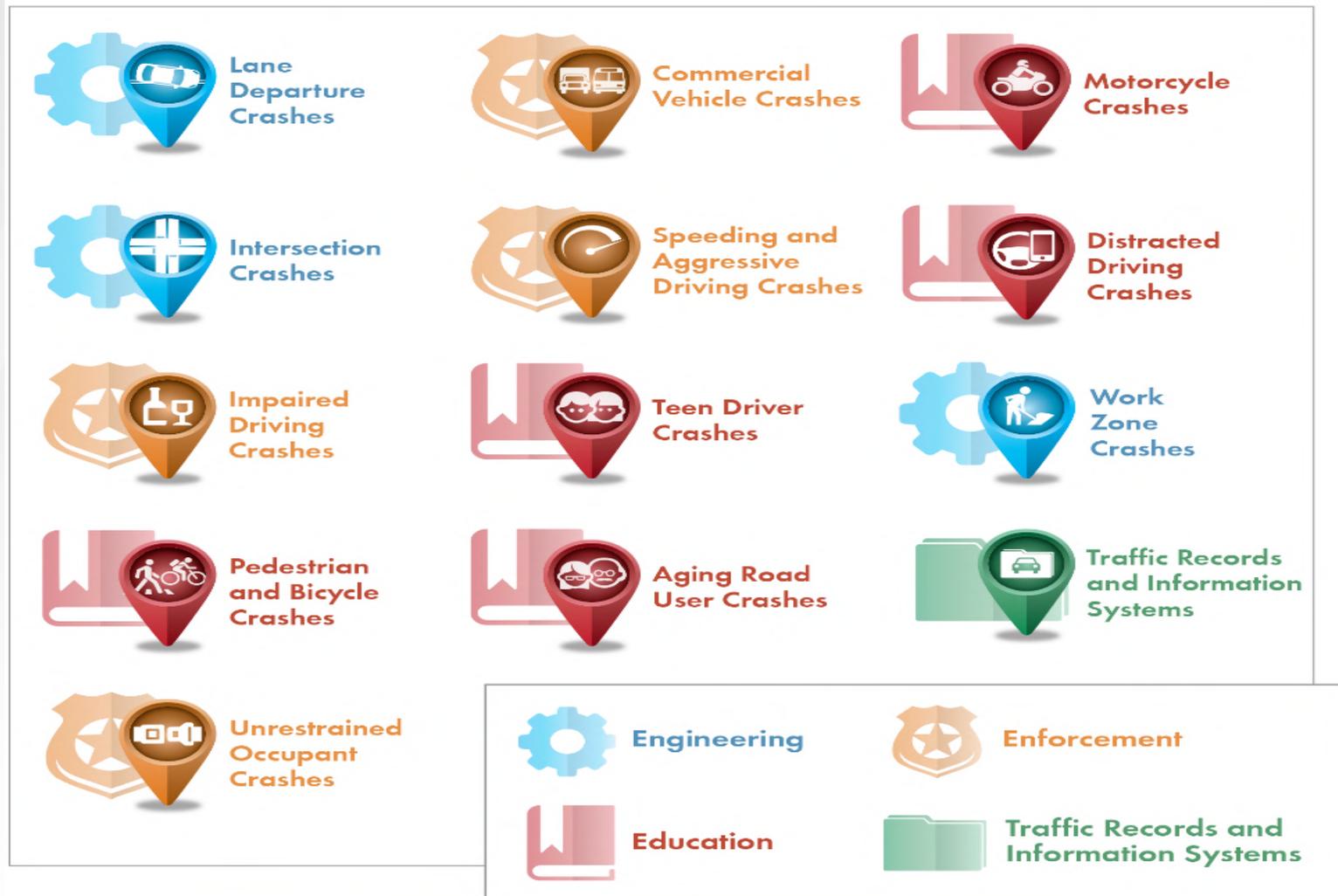
For more information about the SHSP, please visit:

www.dot.state.fl.us/safety/

or email:

Lora.Hollingsworth@dot.state.fl.us

The SHSP Update: Emphasis Areas



Crash Data for Florida's Strategic Highway Safety Plan (SHSP)

Crash Data for the SHSP

Crash Data for the SHSP

Relation of SHSP emphasis areas to federal measures

- Measurement of success in the SHSP is based on crash data, specifically the incidence of traffic fatalities and serious injuries
- Florida is driving down fatalities by focusing on specific actions and problems
- Coalitions and agencies work towards addressing the specifics in their areas of concern, all in support of the overarching plan

Crash Data for the SHSP

Federal Measures Mandated for the Highway Safety Improvement Program (HSIP)

- HSIP must align with the SHSP
- 5 measures to be reported under the HSIP

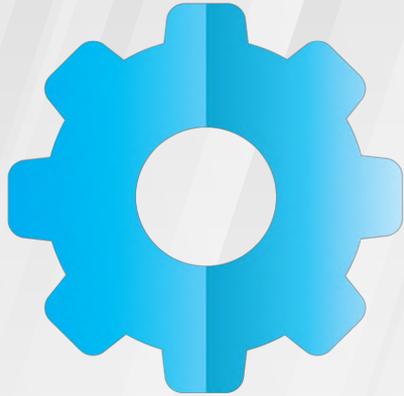
Crash Data for the SHSP

5 measures are required to be reported under the HSIP:

- 1) **5-year Rolling Average Number of Traffic Fatalities**
- 2) **5-year Rolling Average Number of Serious Injuries**
- 3) **5-year Average Rate of Traffic Fatalities per 100 Million Vehicle-Miles**
- 4) **5-year Average Rate of Serious Injuries per 100 Million Vehicle-Miles**
- 5) **5-year Average Combined Number of Traffic Fatalities and Serious Injuries for Non-Motorists**

Definition of Serious Injury is now established as the “A” in the KABCO scale, which corresponds to the Injury Severity value “4” – Incapacitating Injury – on the Florida Traffic Crash Report form. This is officer-reported.

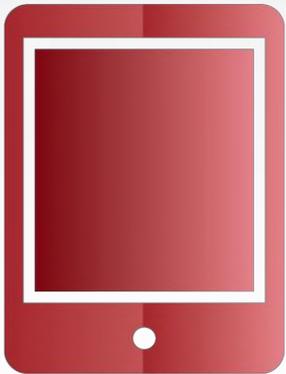
4 “E”s of Safety



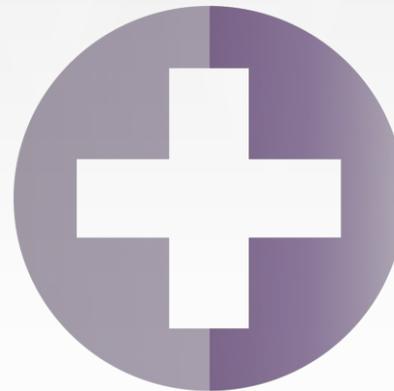
Engineering



Enforcement



Education



**Emergency
Response**

Crash Data for the SHSP

Emphasis Area Types

- **4 “E”s: Actions to prevent crashes and to reduce crash severity are focused in four different disciplines**
- **Different areas take the lead, depending on the problem, but all of the disciplines work together to make Florida’s roadways safer**

SHSP Overarching Strategies

Engineering

Identify, develop, and deploy **engineering solutions** and best practices that encourage safe driving behavior and reduce roadway fatalities and serious injuries.

Incorporate policies and practices into **roadway design, traffic control, construction, operation, and maintenance** that make Florida's transportation system safer for all users.

Ensure infrastructure design allows for **efficient access of first responders**.

Education

Increase **training and educational opportunities** for first responders and other safety professionals focused on reducing roadway-related fatalities and serious injuries.

Educate all road users on **sharing the road**.

Develop and implement communication strategies for all road users and **improve public awareness** of highway safety needs.

Increase motorists' **understanding of engineering solutions and best practices**, and vehicle technologies that can reduce the number and injury severity of crashes.

Enforcement

Increase **targeted enforcement activities** in high-crash locations.

Increase enforcement of **high-risk driving behaviors**.

Coordinate with prosecutors and the courts to **improve prosecution and adjudication** of traffic safety-related cases.

Emergency Response

Improve emergency response time.

Provide training to first responders to **improve trauma management**.

Facilitate the **quick clearance of traffic crashes**.



Traffic Records Information Systems

Develop, maintain, and enhance **quality traffic records** data by ensuring it is timely, accurate, complete, uniform, integrated, and accessible traffic records data.

Develop a systematic approach for identifying locations and behaviors related to fatal and serious injury crashes.

Promote the **collection, analysis, and distribution** of quality crash data so state, regional, and local stakeholders can make appropriate and timely decisions on reducing and responding to crashes.



Fatalities and Serious Injuries by Emphasis Area



Source: FDOT Safety Office (2016).

Crash Data for the SHSP

By Lead “E”

- **Engineering Lead Areas**

- **Lane Departure** any crash not at or influenced by an intersection for which the reporting officer has indicated that the vehicle has left the roadway or crossed the centerline. **This includes wrong way driving incidents.**
- **Work Zone** any crash that the reporting officer has indicated is work zone related or involved a roadway work zone
- **Intersection** any crash at or influenced by an intersection

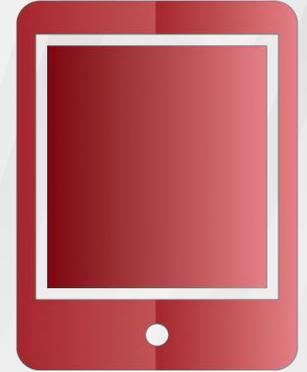


Crash Data for the SHSP

By Lead “E”

● Education Lead Areas

- **Pedestrian and Bicycle** any person reported as a non-motorist in any of the pedestrian or cyclist categories
- **Teen Driver** any crash in which any driver involved was between the ages of 15 and 19 at the time of the crash
- **Aging Road User** any crash in which any person involved was age 65 or older at the time of the crash
- **Motorcycle** any driver or passenger of a motorcycle
- **Distracted Driving** any crash in which any driver involved was distracted (as reported by the officer)



Crash Data for the SHSP

By Lead “E”

● Enforcement Lead Areas

- **Impaired Driving** any crash in which any driver involved has refused an alcohol or drug test or has a blood alcohol level of 0.08 g/dL or greater or has tested positive for drugs
- **Unrestrained Occupant** any person, including a child, in a seat-belt equipped vehicle who was not wearing a seat belt or not in a child safety seat at the time of the crash
- **Commercial Vehicle** any crash in which any commercial motor vehicle was involved, as defined in Florida Statutes section 316.003
- **Speeding and Aggressive** any crash in which any driver is cited once for speeding or aggressive driving or is cited twice in any of the areas grouped under aggressive driving as described in Florida Statutes chapter 316.1923 or has drivers actions coded by the reporting officer in any of those areas



Crash Data for the SHSP

NOTE: Final 2015 data are still pending as of 8/1/2016

Crash Data for the SHSP

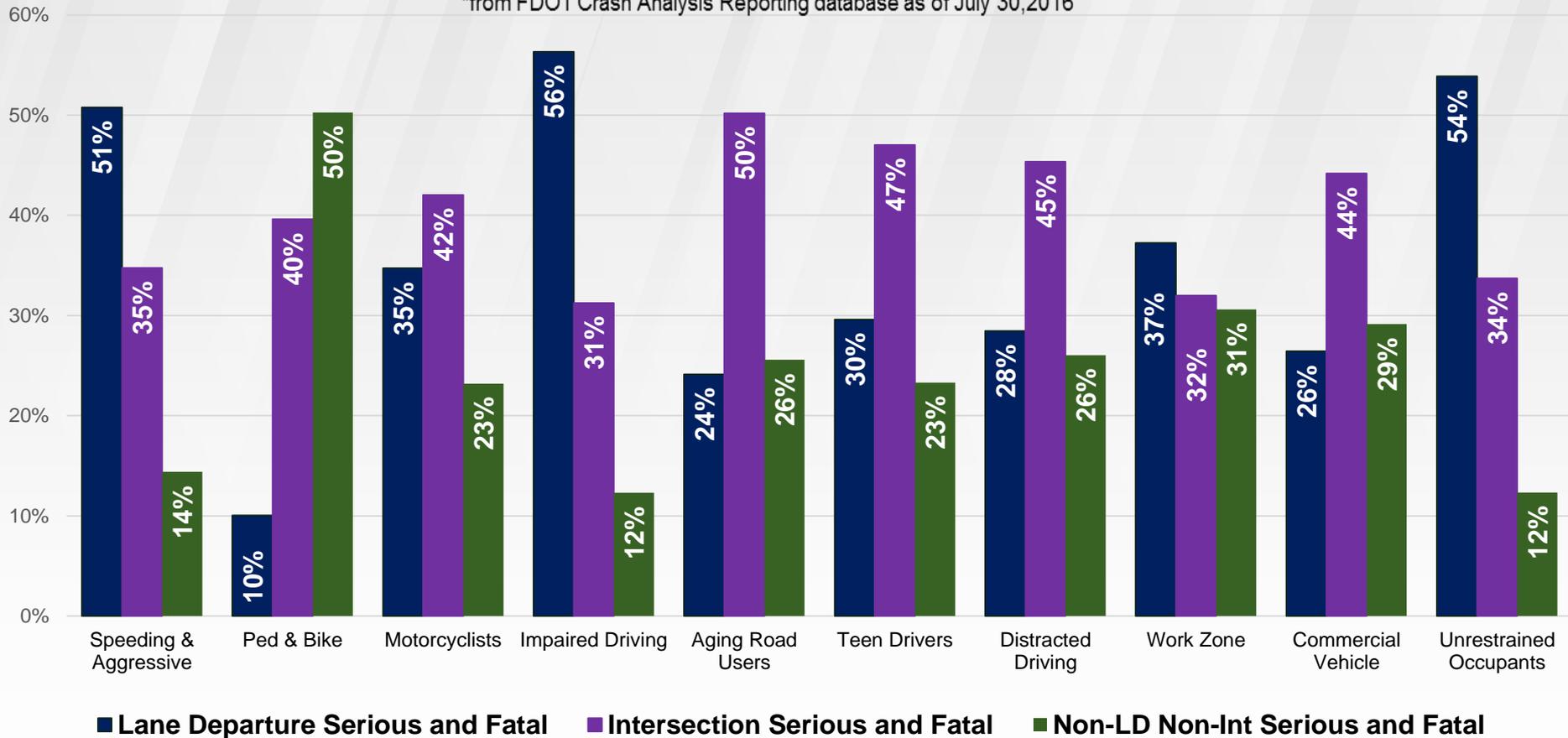
Overlaps: Lane Departure and Intersection

- Lane Departure and Intersection are mutually exclusive, but they overlap with each of the other crash or user categories

Crash Data for the SHSP

2011-2014 Percentage of Category Overlaps

*from FDOT Crash Analysis Reporting database as of July 30, 2016



Crash Data for the SHSP

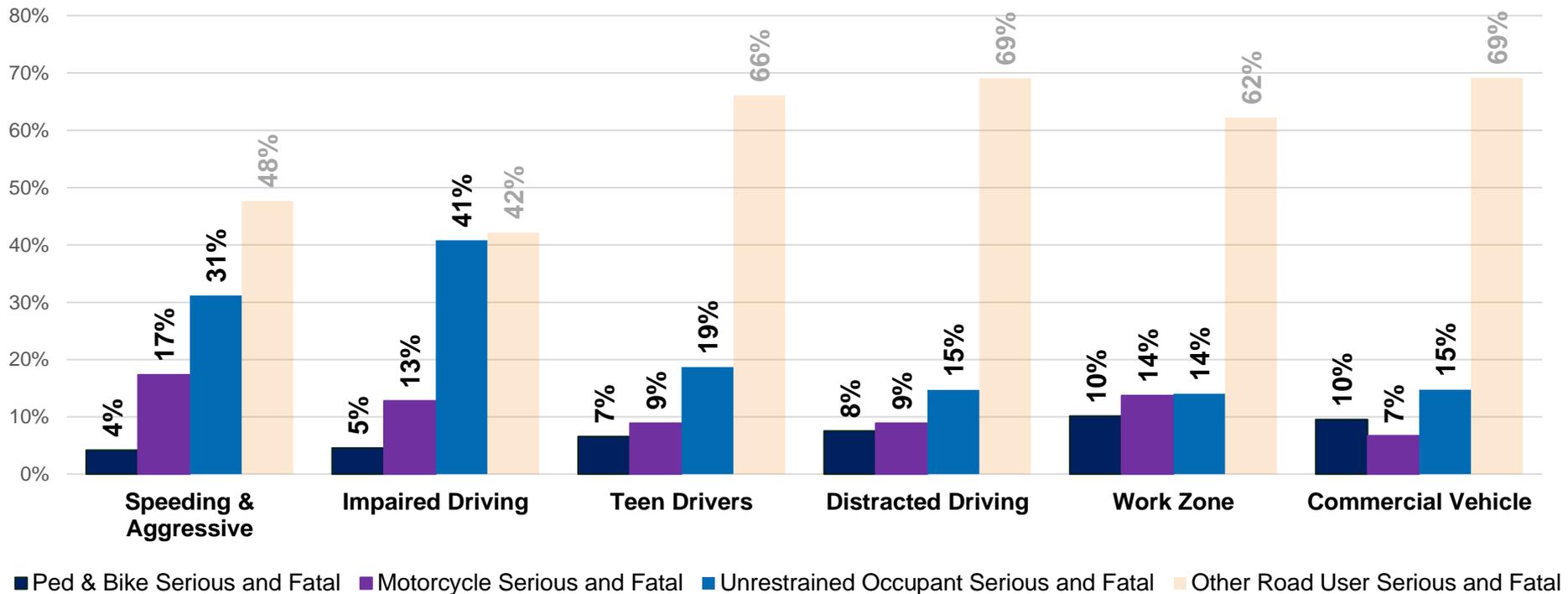
Overlaps: Individual Categories

- **The categories for Pedestrians and Bicyclists, Motorcyclists, Unrestrained Occupants, and Aging Road Users count only qualifying individuals rather than all fatalities and serious injuries in the crash.**
- **The counts of Pedestrians, Bicyclists, Motorcyclists and Unrestrained Occupants are mutually exclusive and will not overlap one another**

Crash Data for the SHSP

2011-2014 Percentage of Category Overlaps for Individual Users

*from FDOT Crash Analysis Reporting database as of July 30, 2016



Crash Data for the SHSP

2011-2014 Percentage of Category Overlaps for Aging Road Users

*from FDOT Crash Analysis Reporting database as of July 30, 2016



Crash Data for the SHSP

Overlaps: Local versus State versus non-public roadways

- **Most fatalities and serious injuries occur on public roadways**
- **A small percentage occur in parking lots, on private roadways or otherwise on private property**

Trends Shaping Florida's Roadway Safety

Florida's Transportation System

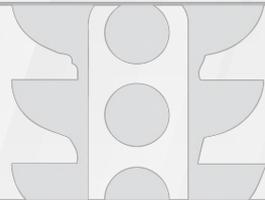
State Highways

12,099 Centerline Miles
11% of All Intersections



Local Roads

107,674 Centerline Miles
89% of All Intersections



Rail-Highway Crossings

3,549 Public At-Grade Crossings
954 Private At-Grade Crossings

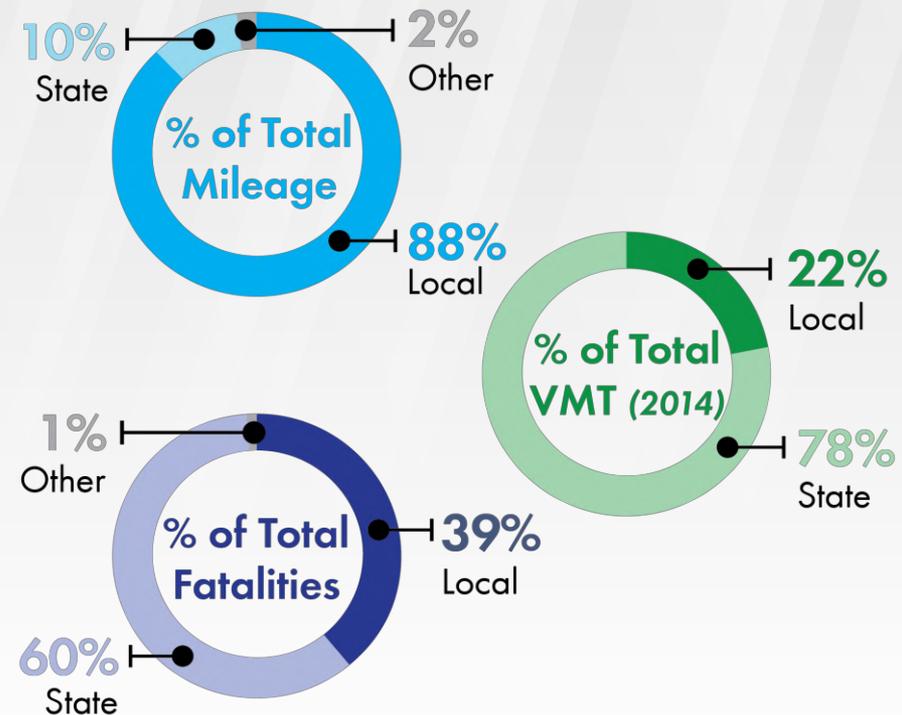


Bicycle/Pedestrian

7,282 Miles of Bicycle Facilities
3,276 Miles of Pedestrian Facilities



State v.s. Local Roadway (Centerline Miles)



Source: Florida Department of Transportation.

Crash Data for the SHSP

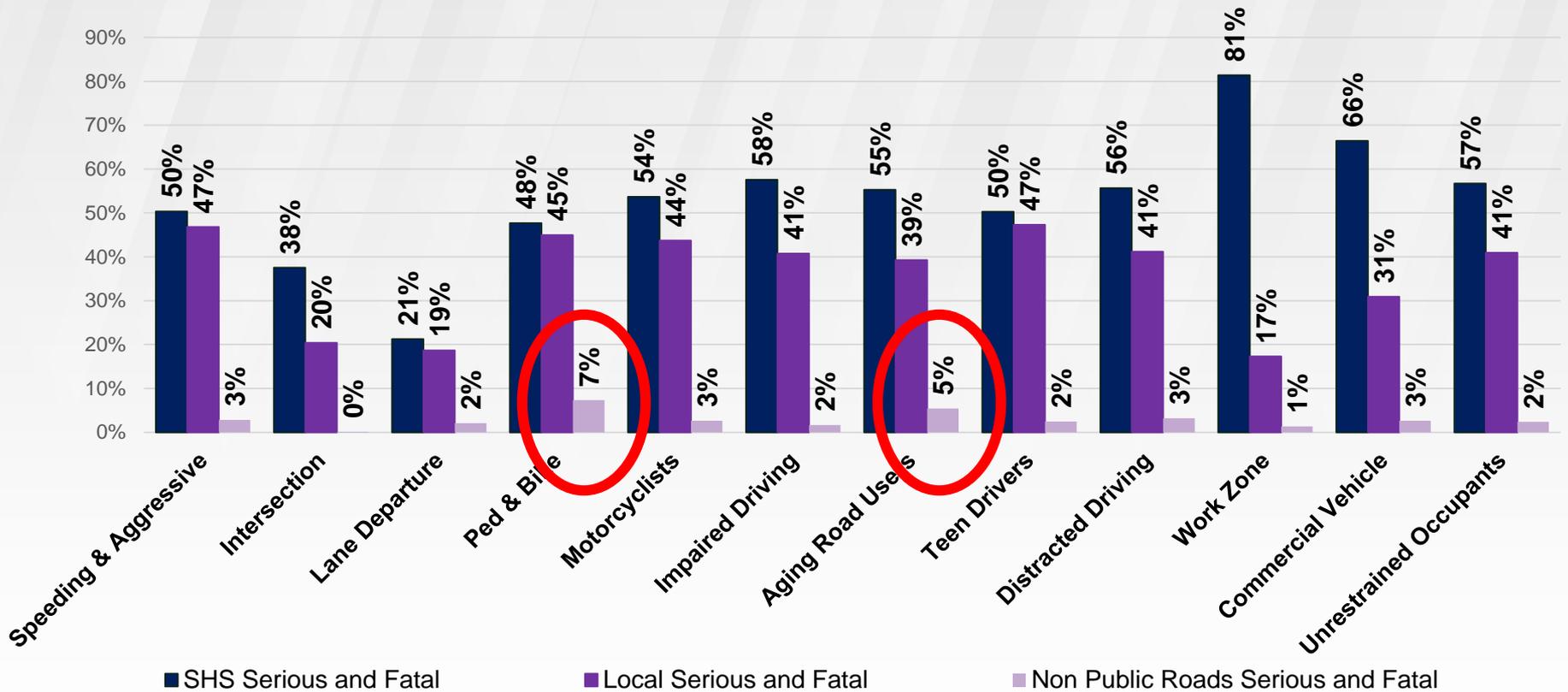
Overlaps: Non-Public Roadways

- **A small percentage of crashes happen in parking lots: these crashes are more significant for pedestrians and for aging road users than for users in other categories**

Crash Data for the SHSP

2011-2014 Percentage of Local versus State

*from FDOT Crash Analysis Reporting database as of July 30, 2016



Resources (FDOT)

- **FDOT State Safety Office** - <http://www.dot.state.fl.us/safety/>
 - **FDOT SSO Safety Engineering** - <http://www.dot.state.fl.us/safety/11A-SafetyEngineering/SafetyEngineering1.shtm>
 - **FDOT SSO Crash Data Request On Line Form** - http://www.dot.state.fl.us/safety/11A-SafetyEngineering/TransSafEng/TrafCrashData_Form.html
- **FDOT Traffic Safety Web Portal** - <http://www2.dot.state.fl.us/trafficsafetywebportal/index.aspx>
 - **State Safety Office GIS Query Tool** - <https://fdotewp1.dot.state.fl.us/SSOGis/Home.aspx>

Resources (DHSMV & Signal 4)

- Florida Department of Highway Safety and Motor Vehicles Crash Reports – <http://www.flhsmv.gov/courts/crash/>
- Florida's Integrated Report Exchange System (FIRES) Portal - <https://firesportal.com/Pages/Public/Home.aspx>
- Signal 4 Analytics - <https://s4.geoplan.ufl.edu/>

Next FDOT Webinars

The tentative schedule as of 7/1/2016 is:

- Thursday, August 25th, 2016 - Crash Investigation Process
- Thursday, September 29th, 2016 - Traffic Crash Facts and the FIRES Portal
- Thursday, October 27th, 2016 - Vulnerable Road Users, Part 1
- Thursday, November 17th, 2016 - Commercial Vehicle Enforcement
- Thursday, December 15th, 2016 - Legal and Insurance Perspective on Crash Data
- Thursday, January 26th, 2017 - The Importance of Crash Data and Statistics
- Thursday, February 23rd, 2017 - Crash Typing

(dates and topics subject to change)

Please contact Shaun Davis at shaun.davis@dot.state.fl.us with any questions or comments.

Next FDOT Webinars

Register now!

<https://attendee.gotowebinar.com/register/8578031654679345411>

The webinars generally occur on the last Thursday of the month from 2:30 pm to 3:30 pm ET.

For more information, including links to past webinars, please visit our website at: **<http://www.dot.state.fl.us/safety/11A-SafetyEngineering/crash%20data%20academy/academy.shtm>**

Questions?

- **What constitutes a serious injury?**
- **Does intersection category include median cuts?
How is intersection involvement determined?**

Additional questions?

Benjamin Jacobs

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Shaun Davis

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