

**Implementing a Transportation Safety Center through Florida
Local Technical Assistance Program**

BDV33-945-001 GM02970/UF00114193

03/18/2014 – 03/15/2015

Task 3 – Participate in Local Outreach

Documentation of Presentations Made at
Association/Organization/County Agency Meeting(s)

Briefing for County Officials (Appendix A)

This presentation has been prepared for future use in discussions with city and county officials. A variation of this document was used in the discussion with the Small Counties Coalition.

FAC Annual Meeting (Appendix B)

Presentation Date: June 19, 2014, FAC Annual Meeting in Orlando

To: Florida Association of County Administrators (approximately 50) attendees; presentation was subsequently given to FACERS on same day.

The presenter was Joe Santos. John Goodknight participated in meetings and assisted in preparation of presentation materials.

FAC Workshop (Appendix C)

Presentation Date: September 18, 2014, FAC Workshop in Sandestin

To: County Commissioners participating in Commissioner Certification Program (approximately 30 participants from various counties)

The presenter was John Goodknight on behalf of FACERS and the FDOT Safety program. Discussion of safety was a part of a larger presentation intended to inform new county commissioners about transportation issues. The safety program was discussed during slides # 16-21.

Small Counties Briefing (Appendix D)

Presentation Date: October 21, 2014, Tallahassee

To: Chris Doolin, Executive Director of Small Counties Coalition

The primary presenter was John Goodknight. Other participants were Joe Santos and Jaime Carreon, T2.

Appendix A

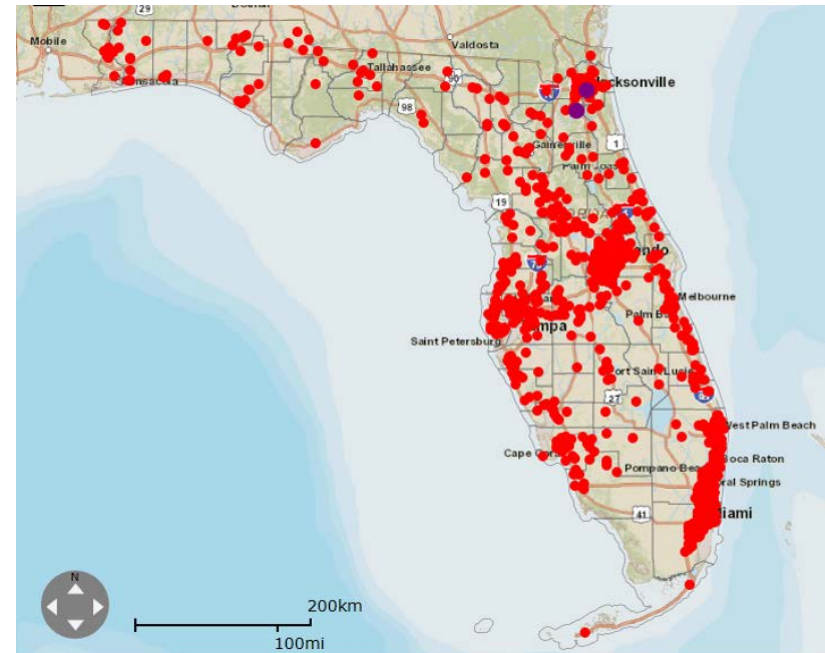
Briefing for County Officials

Local Road Safety Program



The Problem

- 858 fatal crashes on local roads in 2013.
- Fatalities occurred in nearly every county.
- Nearly 40% on local roads



The Objective:

**Zero
Deaths!**



Challenges for Local Roads

- Large road systems – limited resources for maintenance and improvement
- Obsolete conditions and obvious road hazards
- Process for obtaining federal funds not well understood; limited technical staff





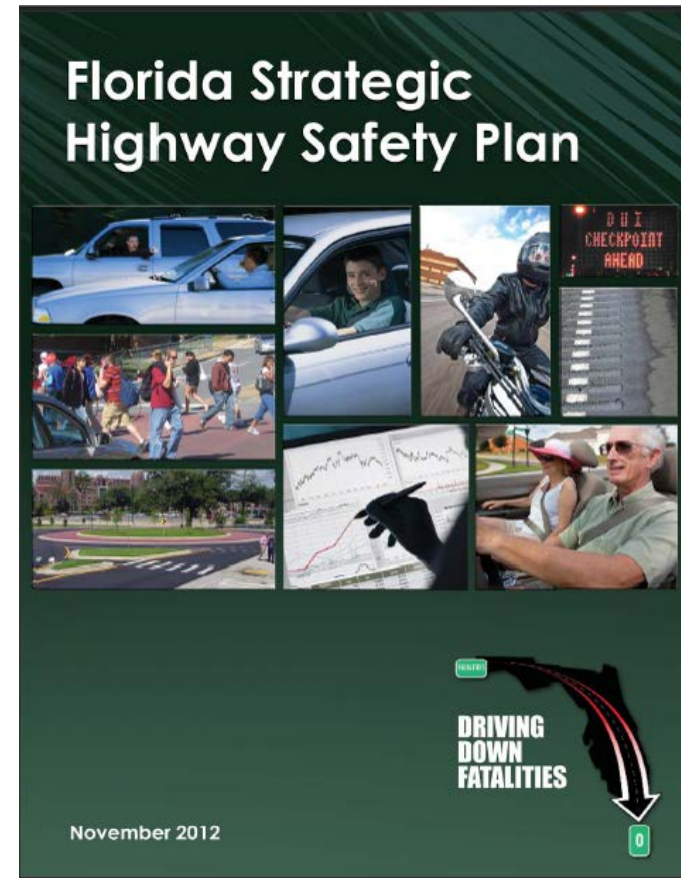
Federal Highway Safety Improvement Program (HSIP)

- Safety Funds: available for improvements on any public road, including roads not on the state or federal highway systems
- FHWA has designated Florida a “focus state”
- Documentation of need:
 - HSIP requires a data-driven analysis
 - Priority to projects with high B/C
 - Analysis difficult for local agencies with limited technical capability



FDOT Initiatives To Assist Locals With Road Safety

- FDOT- Strategic Highway Safety Plan Goal of a 5% reduction in number of Fatalities and Serious injuries from 2013 to 2017
- District “Safety Summits”
- Transportation Safety Center at LTAP (UF)



FDOT District Initiatives

FDOT U.S. Department of Transportation Federal Highway Administration

FDOT District 7
LOCAL SAFETY SUMMIT

Home Timeline Meeting Resources Application Contact

The Florida Department of Transportation District Seven Safety Office invites you to attend the fourth annual District 7 Safety Summit on March 5, 2014

The purpose of the Safety Summit is to:

- Provide the Department and local agency management-level staff with key information on the traffic safety issues specific to the Tampa Bay region.
- Brief local agency partners on current efforts and strategies to reduce crashes throughout the region, primarily focusing on the State's commitment to dedicate state and federal safety funds to local agency projects as part of the Highway Safety Improvement Program:
 - Over \$500,000 annually in local roadway project design support (including LAP project design)
 - Over \$1,000,000 annually in local roadway safety engineering & education support (including CTST education, Safety Ambassadors, and LAP support).
 - Over \$2,000,000 annually in local roadway safety project funding to address intersection safety, pedestrian safety and rural lane departures.
- Reach a consensus relative to enhancing the transportation safety partnership between FDOT and local agencies moving forward.

TO REGISTER, please click [here](#)

D7 Local Agency Traffic Safety Academy (LATSA)
"Driving Down Fatalities Through Knowledge Sharing"

The D7 Local Agency Traffic Safety Academy is a free webinar series focused on sharing knowledge about traffic safety - discussing new and ongoing safety programs, explaining available funding sources, presenting local best practices, learning about new safety treatments and technologies, and discussing project delivery processes. These webinars are part of District 7's Local Agency Safety Program to support and enhance local agency safety programs in Florida.

Who's Invited?

- FDOT District 7 Safety Office:
- Annual Safety Summit
- Safety Academy Webinars
- “Safety Ambassadors”
- Manuals and guidebooks.
- Contact: local FDOT District Safety Office

Transportation Safety Center (TSC) at LTAP/UF

- “As part of the Federal-aid Program, each State is required to have a Local Technology Assistance Program (LTAP) and to provide technical assistance to local highway agencies”
- TSC is a partnership with FDOT and LTAP/UF to help local governments develop highway safety projects.
- TSC assistance is available to all agencies...
Emphasis is small cities and counties



How TSC Can Help

- Provides technical team to work with local agencies to perform studies (including analysis and reports.)
- Provides training for local agency staff.
- Uses crash data from DHSMV and FDOT.
- Coordinates with FDOT during the study.
- Offers continuing assistance after the study.

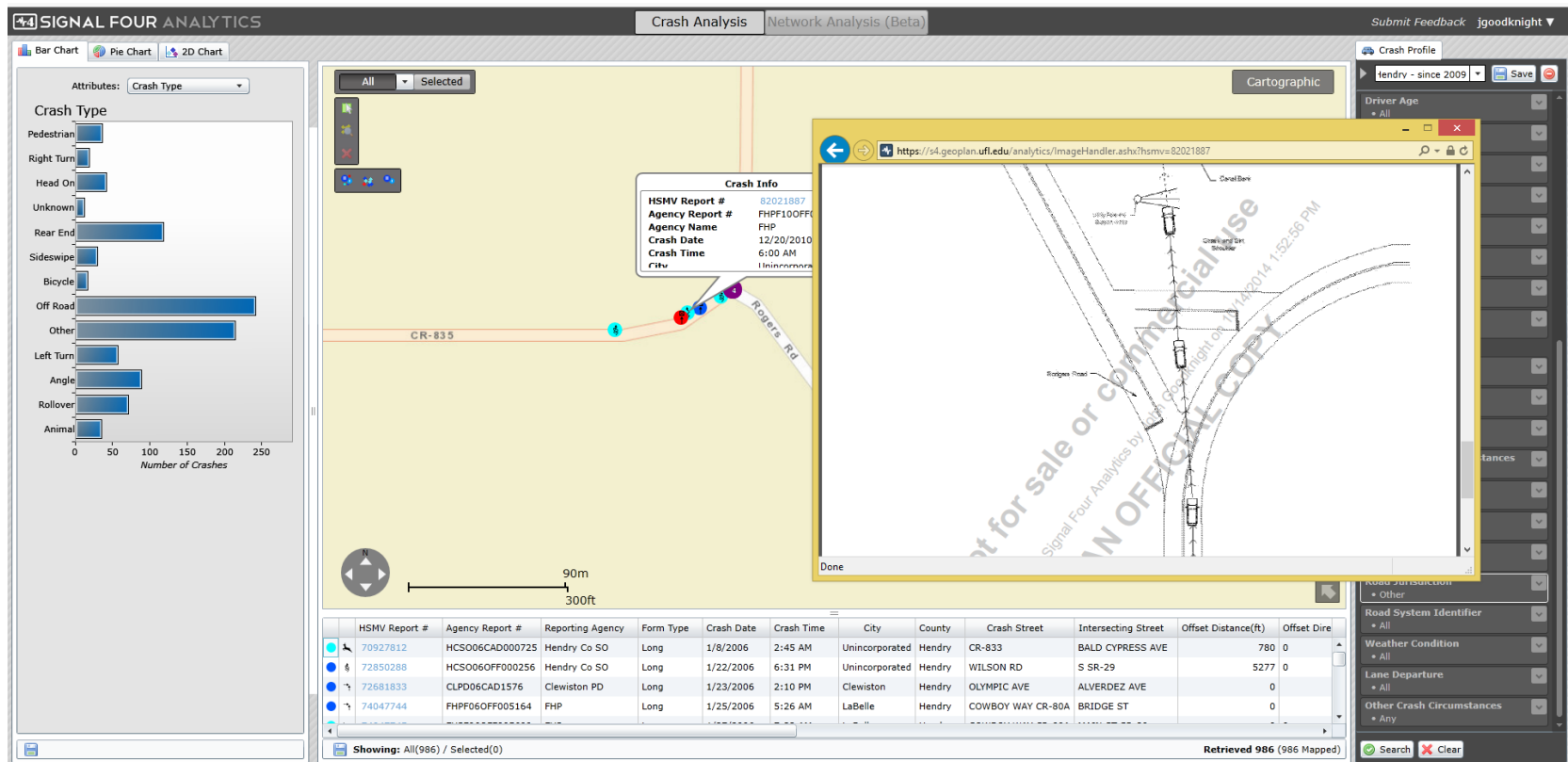


Study Approach

- Follows process of FHWA's Road Safety Audit using team
 - Led by TSC professional
 - Engage local agency personnel
 - Analytic support by TSC
- Engages County leadership in selection of study sites and approval of countermeasures.
- “Hands on” technical assistance to small communities with limited resources



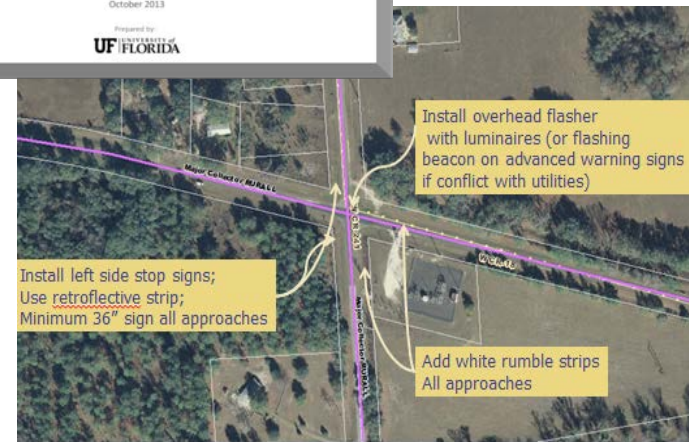
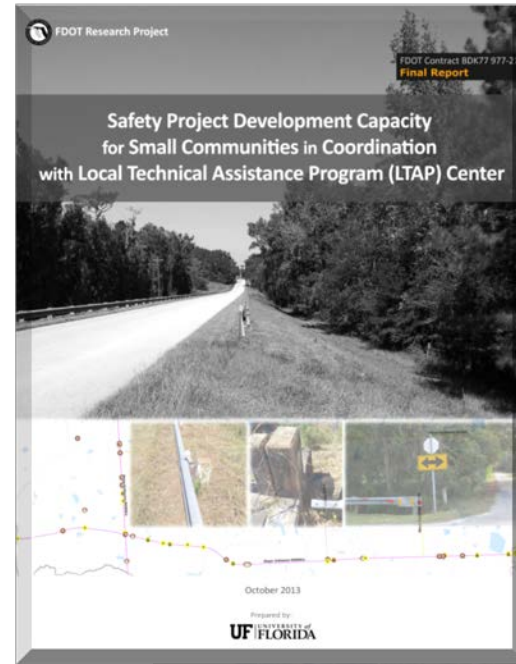
Crash Database



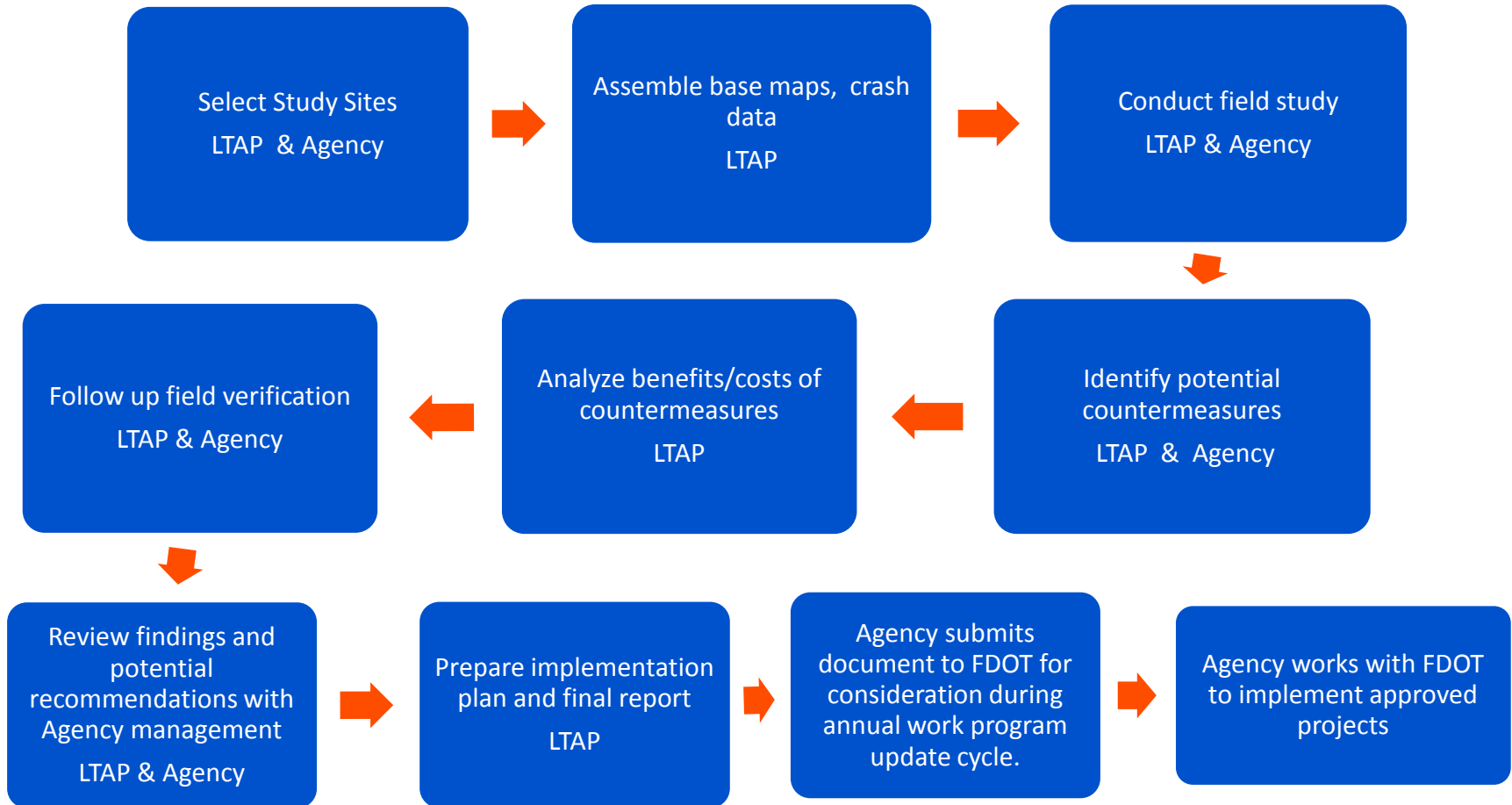
- Maintained by Geo Plan at UF.
- Used as a basis for identifying problem areas and providing data driven analysis as required by FHWA.

Outcome of Study

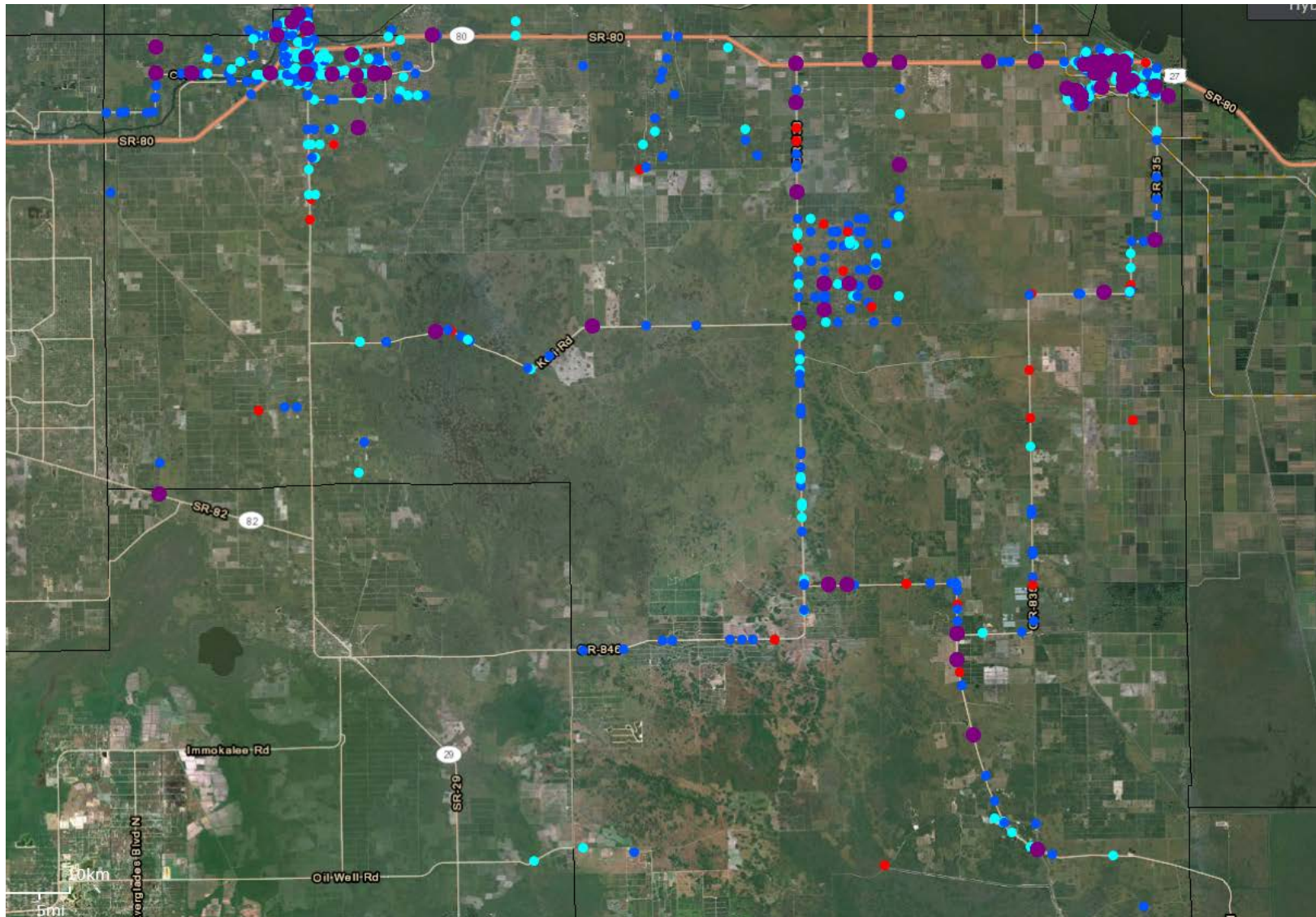
- TSC Develops report documenting:
 - Recommended safety improvements.
 - Justification for federal funding.
 - B/C information to help FDOT evaluate priority compared with other projects competing for funding.
- TSC coordinates with FDOT during study.
- County submits funding request to FDOT.



Study Process



Network Screening



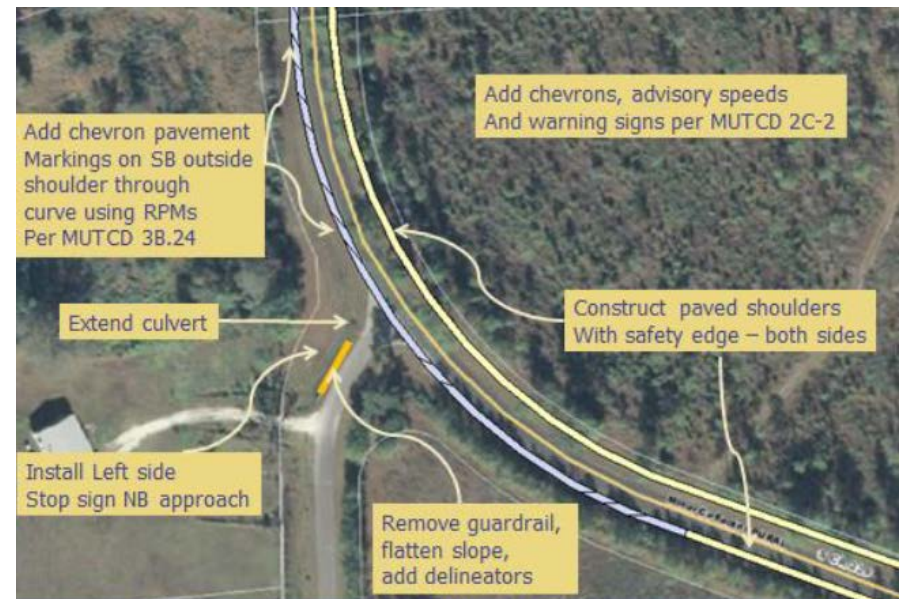
Implementation

- Federal Safety Funds are managed on a statewide basis by FDOT – projects are prioritized using B/C.
- Projects are recommended by districts, but final selection is at central office.
- Design and construction are handled like any other local federal aid project.
 - Local Agency Program (for LAP certified agencies)
 - By FDOT if not LAP Certified



TSC Status

- Initial study in Union County as “pilot county”
- Second study in Hendry County – to be completed by end of 2014
- Additional counties planned for next year



TSC Status

- Initially, TSC and FDOT identified counties with apparent crash problems and solicited their interest in participating. Priorities were developed in coordination with FDOT District Safety Offices.
- For future, TSC expects to receive requests for assistance from local agencies. Counties need to be aware of program:
 - Web site (under development)
 - Presentations to agency leaders (FAC, APWA, FACERS, County Managers, Small County Coalition)



How To Get Involved

- Contact Transportation Safety Center at UF (TSC)
- Contact FDOT's District Safety Office
- Contact State Transportation Safety Engineer





State Safety Office

State Safety Office / Safety Engineering

Safety Engineering



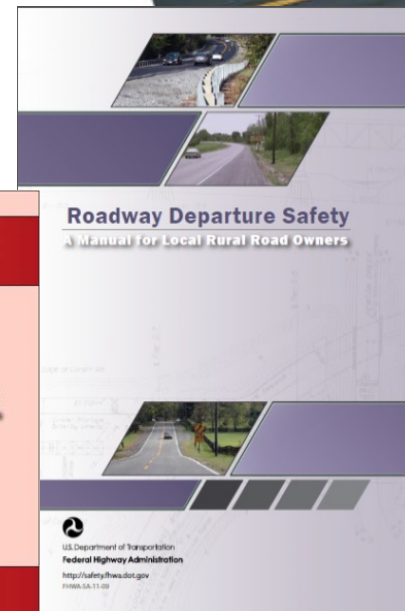
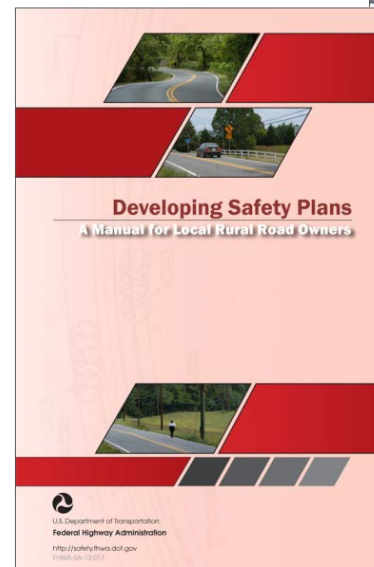
- FDOT – State Safety Office, Engineering
 - <http://www.dot.state.fl.us/safety/11A-SafetyEngineering/SafetyEngineering1.shtm>
- Joseph Santos, State Transportation Safety Engineer
 - (850) 414-4097
 - Joseph.Santos@dot.state.fl.us
- FDOT District Safety Offices



FHWA - Local and Rural Road Safety Program

http://safety.fhwa.dot.gov/local_rural/

- Safety Funds
- Training
- Technical Assistance





About Us

Training

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Programs

Home

About Us

Local Technical Assistance Program

Who We Are

UF Transportation Institute

Local Technical Assistance Program

Center for Transportation Training

Local Technical Assistance Program

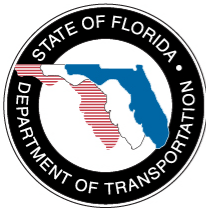


The Local Technical Assistance Program (LTAP) and Tribal Technical Assistance Program (TTAP) is composed of a network of 58 Centers - one in every state, one in Puerto Rico and seven regional Centers serving tribal governments. The LTAP/TTAP centers enable local counties, parishes, townships, cities and towns to improve their roads and bridges by supplying them with a variety of training programs, an information clearinghouse, new and existing technology updates, personalized technical assistance, and newsletters.

- **Christopher Ledew, Director**
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FATALITIES

DRIVING DOWN FATALITIES



Florida Department of Transportation
www.dot.state.fl.us/safety

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Appendix B

FAC Annual Meeting

Transportation Safety for Local Agencies

FATALITIES

DRIVING
DOWN
FATALITIES

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presented to
FACERS

presented by
Joseph Santos, PE
State Safety Engineer
Florida Department of Transportation

June 19, 2014

Agenda

- *The Challenge: Florida Crash Statistics and Local Maintained Roads*
- *Good News and the Necessities: Federal Safety Funding and Data Requirements*
- *Federal and State Initiatives To Help: Strategic Highway Safety Plan (SHSP), Focus States, Transportation Safety Center, FDOT D7 Local Safety*

National Statistics – Traffic Fatalities

- How does Motor Vehicle Traffic deaths in Florida compare with other states?

2011 and 2010 Traffic Fatalities					
Rank	State	2011	2010	% Change	% All
	USA	32367	32999	-2	100%
1	Texas	3016	3023	0	9%
2	California	2791	2720	3	9%
3	Florida	2398	2444	-2	7%
4	Pennsylvania	1286	1324	-3	4%
5	North Carolina	1227	1320	-7	4%
6	Georgia	1223	1247	-2	4%
7	New York	1169	1201	-3	4%

Florida Statistics - Injuries

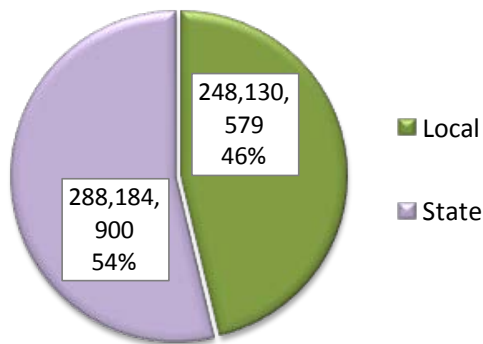
- How does Motor Vehicle Traffic injury deaths compare with other types of injury deaths?

10 Leading Causes of Injury Death by Age Group, Florida Residents – 2011

Rank	Age Groups										All Ages
	<1	1-4	5-9	10-14	15-24	25-34	35-44	45-54	55-64	65+	
1	Suffocation 82	Drowning 64	MV Traffic 17	MV Traffic 30	MV Traffic 413	Poisoning 654	Poisoning 646	Poisoning 944	Poisoning 496	Fall 2,031	Poisoning 3,136
2	MV Traffic 7	MV Traffic 15	Drowning 5	Firearm 14	Firearm 388	Firearm 419	Firearm 330	MV Traffic 418	Firearm 325	Firearm 476	MV Traffic 2,367
3	Drowning 4	Suffocation 10	Suffocation 4	Suffocation 12	Poisoning 197	MV Traffic 370	MV Traffic 322	Firearm 405	MV Traffic 308	MV Traffic 467	Firearm 2,364

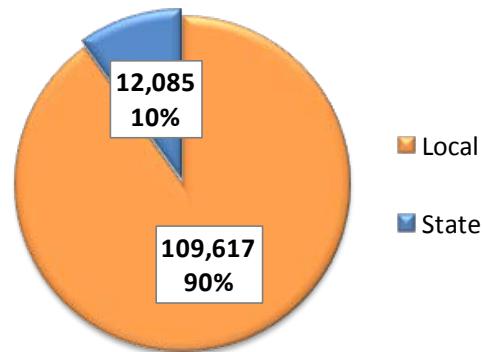
Florida Local vs State – VMT, Centerline Miles, and Crashes

Florida 2010 Daily Vehicle Miles Traveled by Maintaining Agency



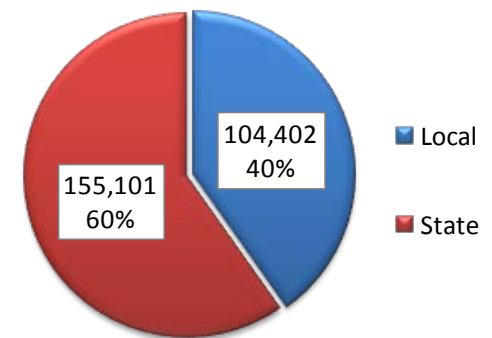
FDOT - Transportation Statistics 2010

Florida Centerline Miles 2010 by Maintaining Agency



FDOT - Transportation Statistics 2010

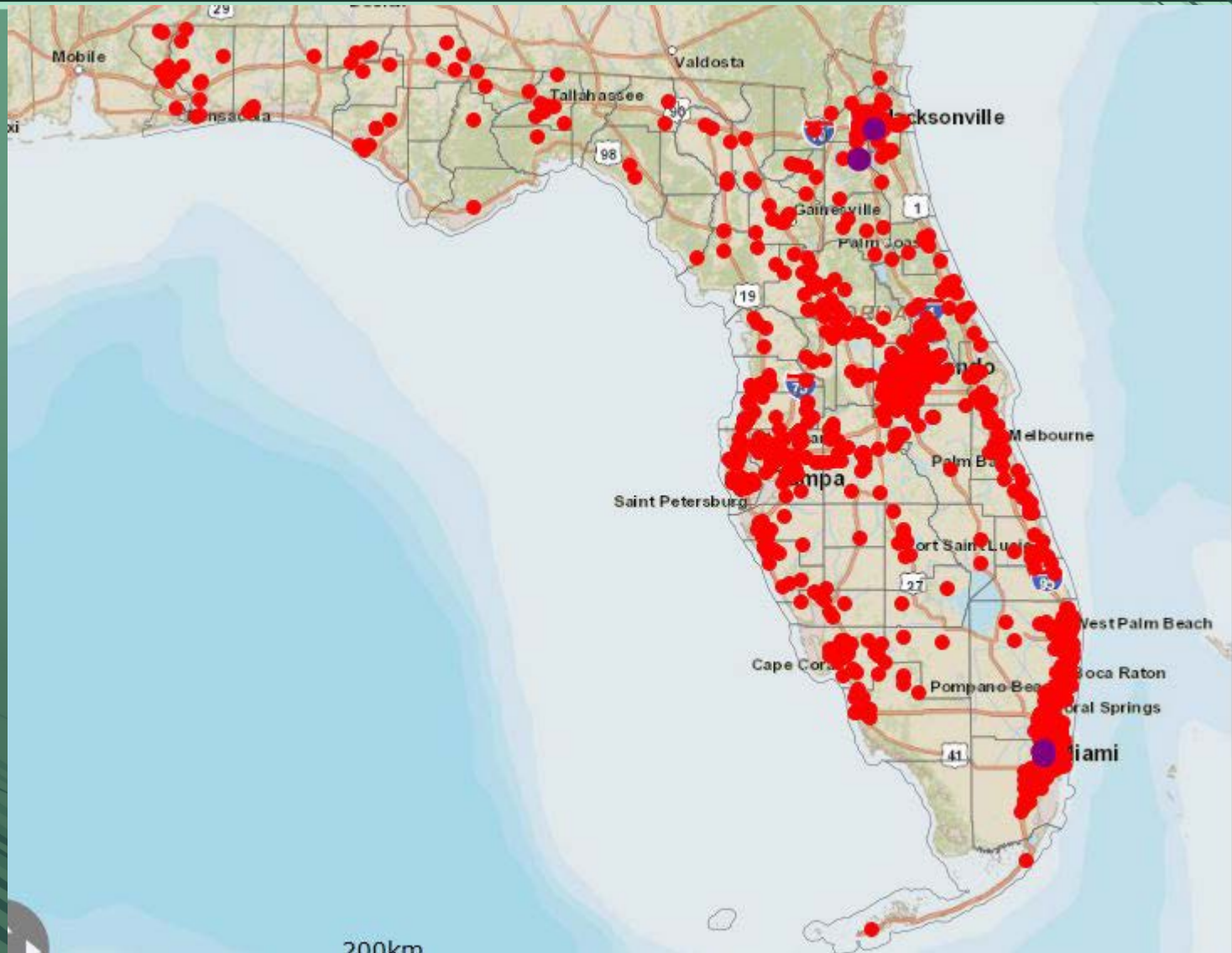
Florida Crashes 2010 by Maintaining Agency



FDOT CAR Shapefiles 2010

Note: 2011 and 2012 Data has the same percentage distribution for VMT and Centerline Miles. For crashes there were 58% State and 42% Local based on Crash Analysis Reporting (CAR)

Fatal Crashes on Local Roads (2013)



Challenges Encountered on Local Roads

- *Large road system with many agencies responsible for maintaining the system*
- *Examples of obsolete conditions and obvious road hazards*
- *No easy method to determine investment in safety improvements*
- *Trained staff to accommodate safety needs*

Examples of Safety Challenges and Solutions Encountered on Local Roads

Sign “Hidden in Plain Sight”

Factors affecting visibility:

- Obstructions
- Alignment
- Condition
- Lighting and shadows



Inadequate Shoulders

- Steep shoulders with serious erosion
- Culvert ends within clear zone
- Marginal advanced warning
- Pavement markings worn
- 2 fatalities and several injuries



Inadequate Shoulders (cont'd)



- Added 3' paved shoulders
- Flattened slope of shoulders beyond pavement
- Extended culverts
- Added chevrons and upgraded warning signs
- Refreshed striping and added RPMs

**GOOD NEWS AND THE
NECESSITIES: FEDERAL SAFETY
FUNDING AND DATA
REQUIREMENTS**

Highway Safety Improvement Program

- **MAP-21 continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.**
- **The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.**
- **Federal annual Funding allocation to Florida for FY 14 is \$117M**

***FEDERAL AND STATE INITIATIVES TO
HELP: STRATEGIC HIGHWAY SAFETY
PLAN (SHSP), FOCUS STATES,
TRANSPORTATION SAFETY CENTER,
FDOT D7 LOCAL SAFETY***

2006 to 2012 SHSP Emphasis Areas

2006 Emphasis Areas

- Aggressive Driving
- Intersection Crashes
- Lane Departure Crashes
- Vulnerable Road Users (VRU)

With Continuing Priority on:

- Occupant Protection
- Impaired Driving
- Traffic Data and Decision Support

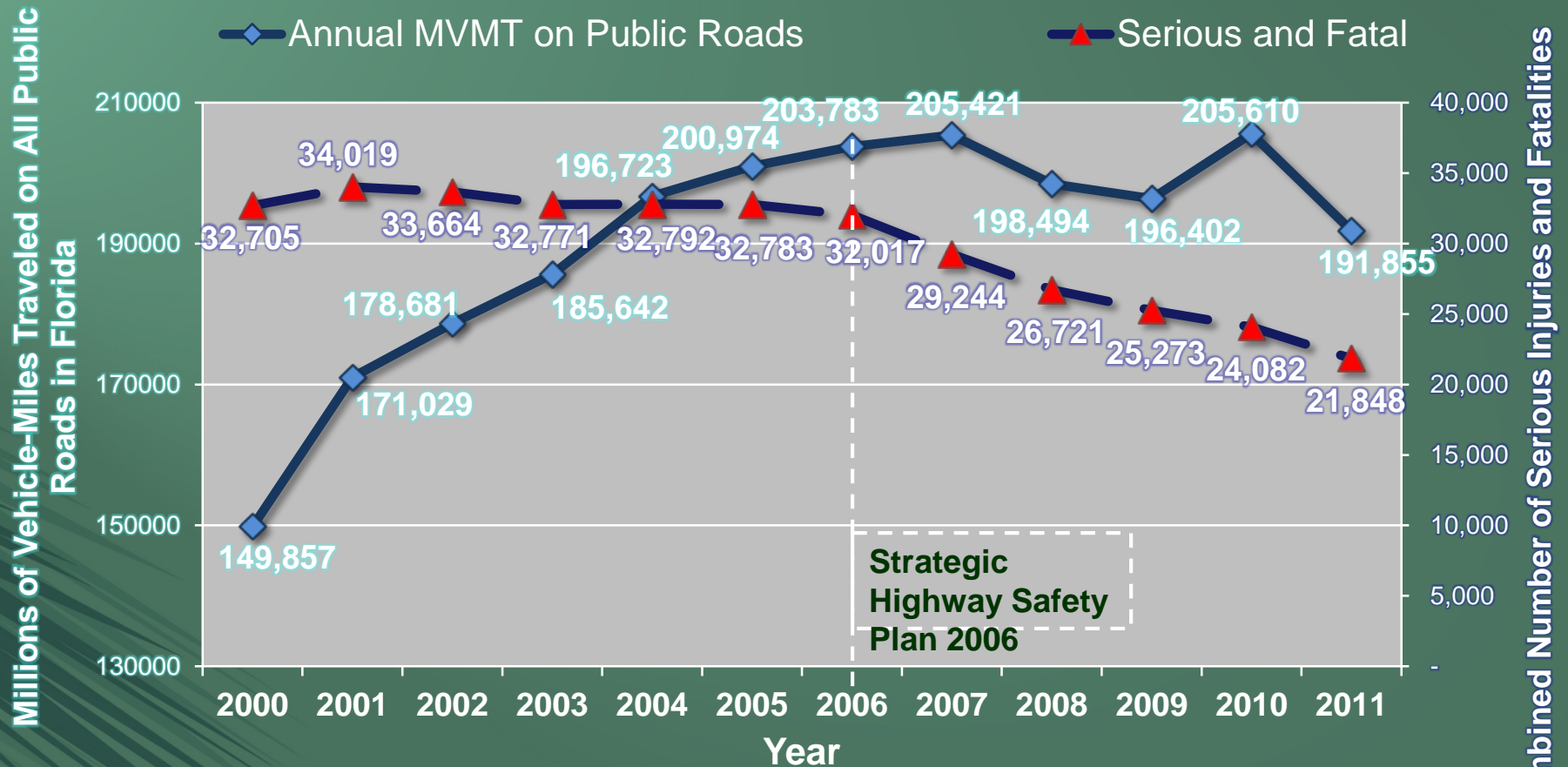
2012 Emphasis Areas

- Aggressive Driving
- Intersection Crashes
- Lane Departure Crashes
- Vulnerable Road Users (VRU)
- *Distracted Driving (new)*
- *At-Risk Drivers (new)*
- *Impaired Driving (elevated)*
- *Traffic Data (elevated)*

Note: The Florida Strategic Highway Safety Plan can be downloaded at <http://www.dot.state.fl.us/safety/SHSP2012/StrategicHwySafetyPlan.pdf>

SHSP Performance Statewide

Annual Traffic Volumes Versus Annual Counts of Serious Injuries and Fatalities on Florida Public Roads



Strategic Highway Safety Plan 2006

Combined Number of Serious Injuries and Fatalities

"All public roads" encompasses primarily (98.2%) the State Highway System (9.9%), the County Road System (57.4%) and city streets (30.8%), but also includes roads maintained by other governmental agencies (1.8%). The only exclusions are state park service roads, private roadways (not under public or municipal maintenance) and non-travel accessways such as alleys in urban areas.

Federal and State Initiatives

● Focus States and Cities

- » Florida is a focus state for Roadway Departure, Intersection, and Pedestrian Safety*
- » Florida focus cities include Tampa, St. Petersburg, Jacksonville, Orlando, Ft. Lauderdale, and Miami*

● Transportation Safety Center

- » Recent partnership with FDOT and Local Technical Assistance Program (LTAP) to address safety on local roads*

● FDOT D7 (Tampa) Local Safety

- » Provide the Department and local agency management-level staff with key information on the traffic safety issues specific to the Tampa Bay region.*

Resources

- **FHWA - Local and Rural Road Safety Program**
 - » http://safety.fhwa.dot.gov/local_rural/
- **FDOT – State Safety Office, Engineering**
 - » <http://www.dot.state.fl.us/safety/11A-SafetyEngineering/SafetyEngineering1.shtm>
- **FDOT – D7 Local Road safety**
 - » <http://www.d7safetysummit.org/>
- **Florida - Alert Today Alive Tomorrow**
 - » <http://www.alerttodayflorida.com/partner.html>



FATALITIES

DRIVING DOWN FATALITIES

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Appendix C

FAC Workshop

**COUNTY
ENGINEERS,
ROAD & BRIDGE
MANAGERS, &
PUBLIC WORKS
DIRECTORS**

Presented to:



September 18, 2014



DISCUSSION TOPICS

- Standards
- Funding – state and federal
- Technical resources
- Road Safety Program
- FACERS

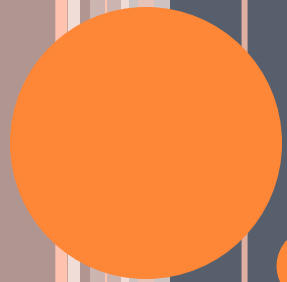


PUBLIC WORKS MAY INCLUDE A WIDE VARIETY OF FUNCTIONS.



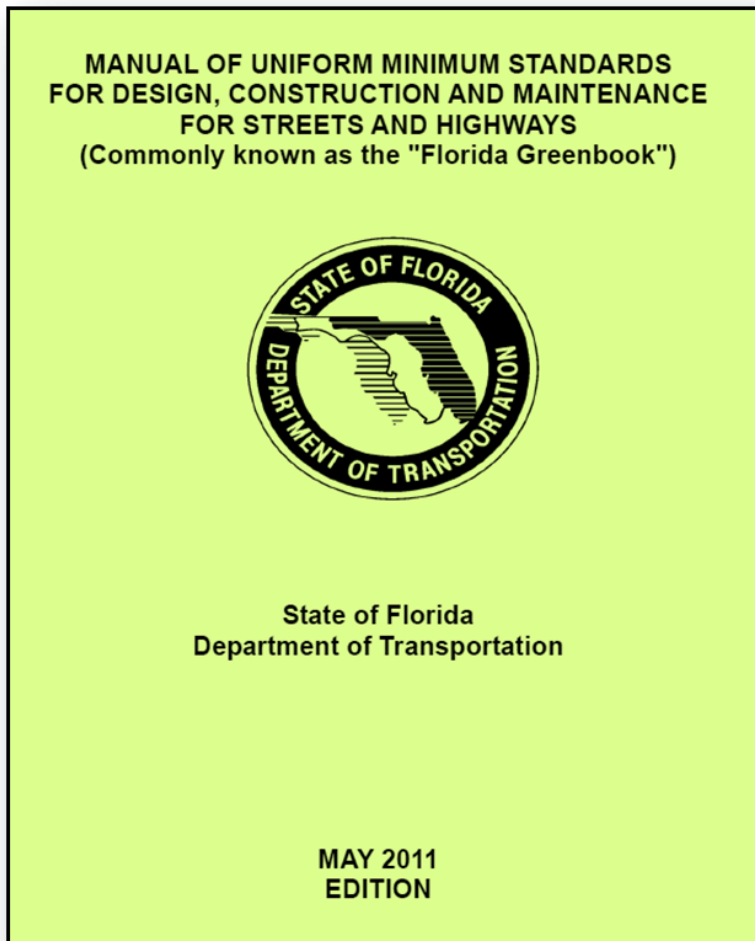
TRANSPORTATION IS PRIMARY FUNCTION IN MOST AGENCIES





STANDARDS

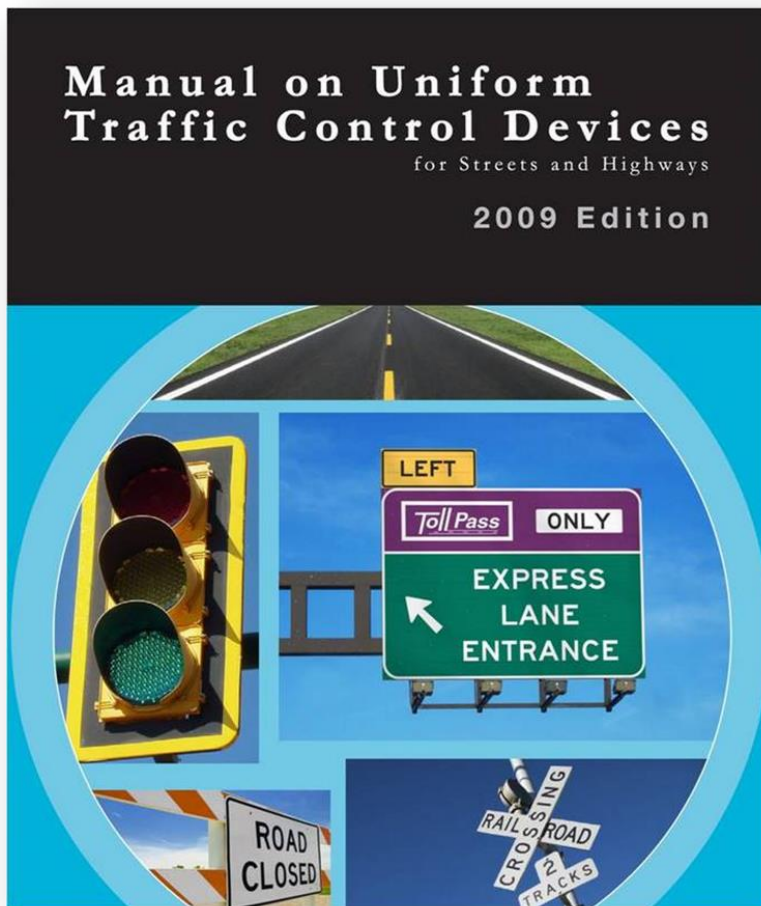
STANDARDS FOR LOCAL ROADS IN FLORIDA



- Florida “Greenbook”
- Mandated by Florida Statute, 336.045
- Governs County/City roads
- Developed by “Greenbook Committee”



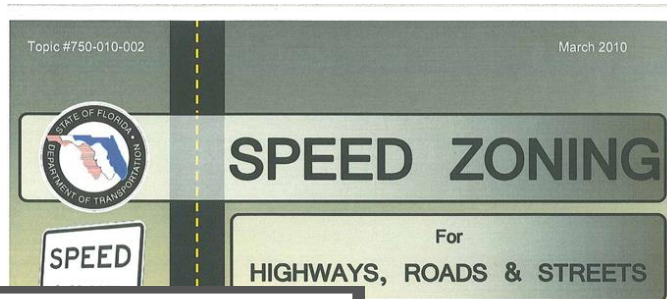
STANDARDS FOR LOCAL ROADS IN FLORIDA



- MUTCD
- National standards adopted by Florida for all public roads
- Apply to signing, signals, markings, and other traffic controls



STANDARDS FOR LOCAL ROADS IN FLORIDA



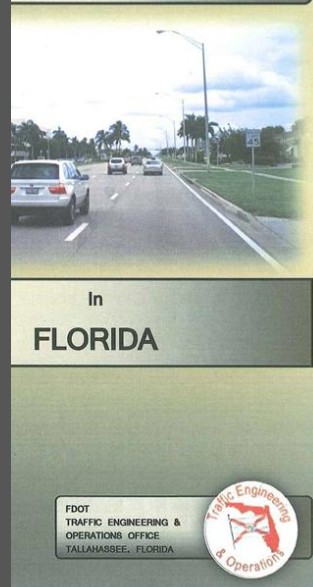
- Florida Statute establishes what kind of study must be done, and what criteria must be met to set a speed limit – “Speed Zoning for Highways, Roads and Streets”
- 85% Percentile Rule

FDOT Manual Number 750-020-007

Manual on Uniform Traffic Studies

Florida Department of Transportation
Traffic Engineering Office
605 Suwannee Street, M.S. 36
Tallahassee, Florida 32399-0450

JANUARY 2000





**STATE AND FEDERAL FUNDING
FOR LOCAL PROJECTS**

STATE FUNDING FOR LOCAL PROGRAMS

- FS. 339.08

- Generally –
Transportation
Trust Funds limited
to State Highway
System and Public
Transportation

- Exceptions for local
systems

- (f) ..economic development
transportation projects
- (h) ..**match any federal-aid
funds allocated for any other
transportation purpose,
including funds allocated to
projects not located in the State
Highway System.**
- (i) ..county road projectsSmall
County Road Assistance Program
- (j) ..county or municipal road
projects ..County Incentive Grant
Program .., Small County Outreach
Program .., and Enhanced Bridge
Program for Sustainable
Transportation ..
- (m) transportation projects
selected in accordance with the
Transportation Regional Incentive
Program ...



FEDERAL FUNDING

- Federal Highway funds flow through State Highway Agencies (FDOT)
- Most federal highway funds in Florida are used on State Highways
- MPOs play a major role in selection of projects for federal funding



FEDERAL AID ELIGIBLE SYSTEMS

- Interstate and US numbered routes
- Most other state highways
- Many major local roads
- Federal \$ limited to F.A. systems – except:
 - Highway Safety
 - Bridges





RESOURCES TO ASSIST LOCAL AGENCIES

FDOT IS A LEADER IN TRANSPORTATION TECHNOLOGY

- Research facilities at Gainesville, Tallahassee, and State Universities
- Major Challenge: bringing current technology to Local Agencies





Safety Funds

Highway Safety Improvement Program
MAP-21 High Risk Rural Roads Guidance



Training



Login | My Training | My Profile | Checkout

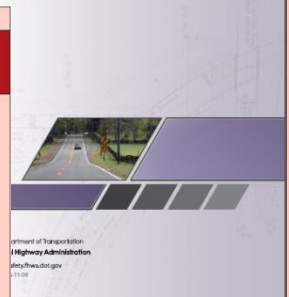
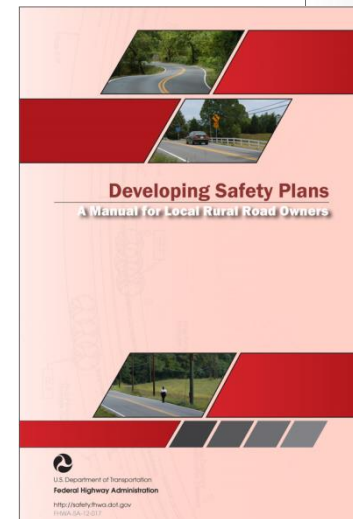
Home | Contact Us | Help

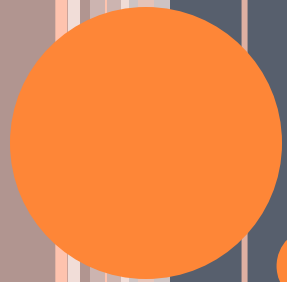


Technical Assistance



Roadway Departure Safety
A Manual for Local Rural Road Owners

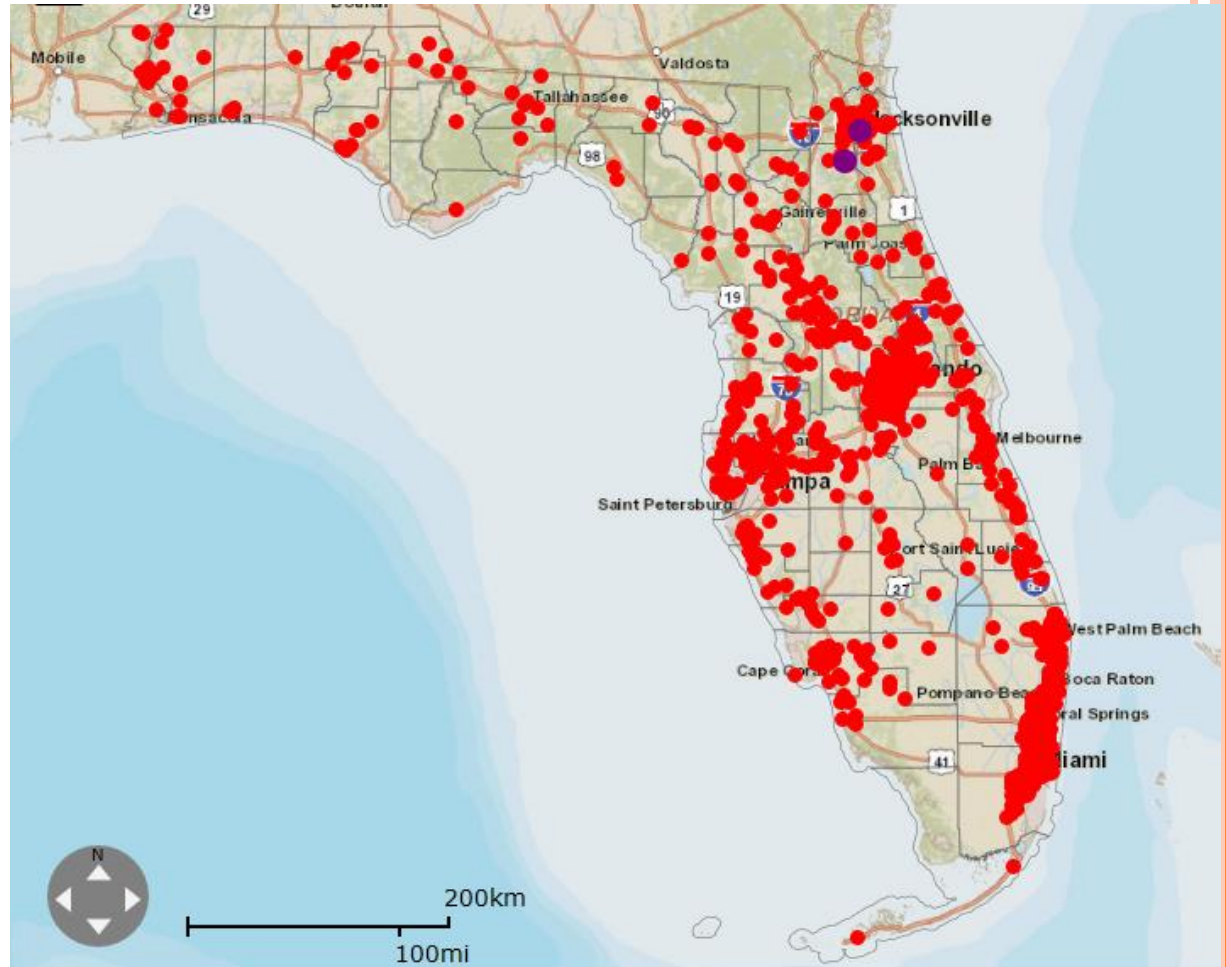




ROAD SAFETY

FATAL CRASHES ON LOCAL ROADS - 2013

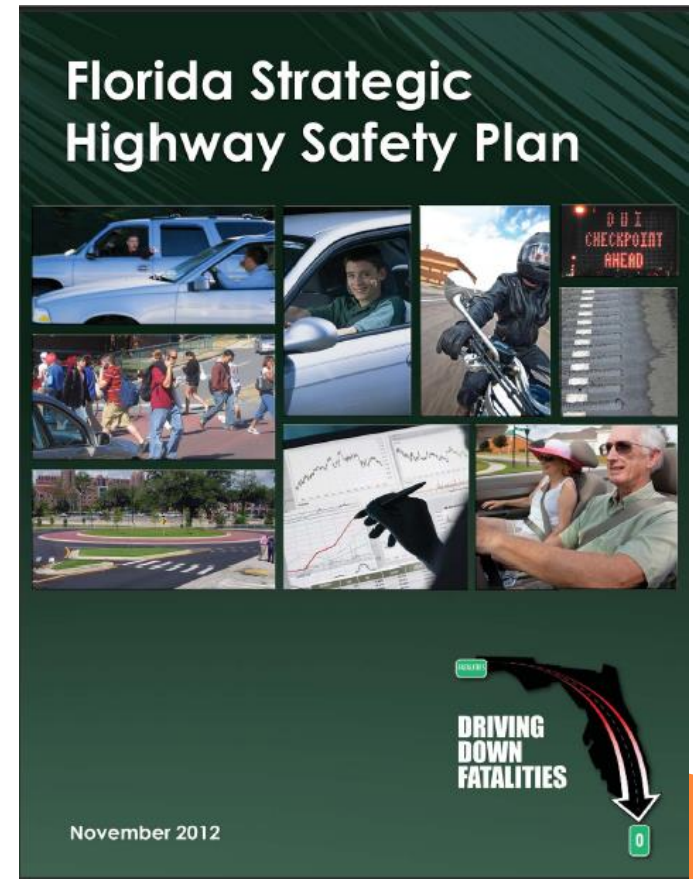
- 858 fatal crashes on local roads
- 33 % of all fatal crashes were on local roads.



INITIATIVES TO ASSIST LOCALS WITH ROAD SAFETY



- FDOT- Strategic Highway Safety Plan
- FHWA – Florida a “focus state”
- District “Safety Summits”
- Road Safety Center at LTAP (UF)



DISTRICT SAFETY SUMMIT



- Training to prepare applications for federal safety projects
- “Safety Ambassadors” assist locals with developing projects and applying for federal funds
- Safety Academy – web based training for local staff

A screenshot of the FDOT Safety Summit website. The page features the FDOT logo and navigation links for Tampa Bay Traffic Safety, Education, Engineering, Enforcement, Emergency Services, and BPAT. A banner for the "FDOT District 7 LOCAL SAFETY SUMMIT" is displayed, along with text inviting attendees to the 5th Annual District 7 Safety Summit on January 13, 2015. The text also mentions the Florida Department of Transportation District Seven Safety Office.

BROWSE PAGE PUBLISH

FDOT Tampa Bay Traffic Safety *Education *Engineering *Enforcement *Emergency Services BPAT

Safety Summit

*Education Home

SAFETY SUMMIT HOME

Recent

2014 Resources
Off-System High Crash
Location Lists and
Available Studies

**FDOT District 7
LOCAL SAFETY SUMMIT**

The Florida Department of Transportation
District Seven Safety Office
Invites you to attend the 5th Annual District 7 Safety Summit
On January 13, 2015



TRANSPORTATION SAFETY CENTER AT LTAP (TSC)

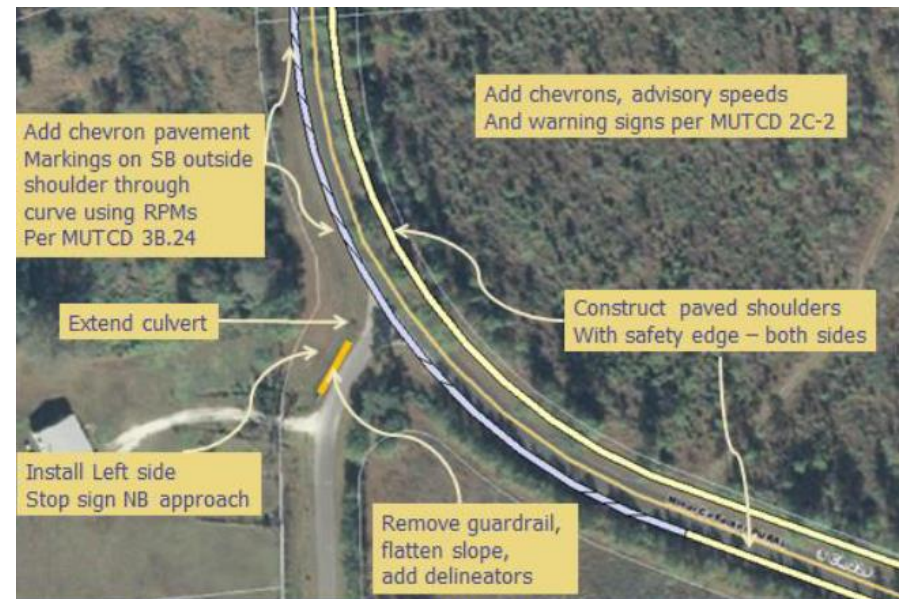
- FHWA requires “data driven” analysis that may exceed capability of some small agencies.
- LTAP provides “hands on” assistance to local agencies to identify and prepare safety improvement projects for federal funding.



TSC STATUS



- Completed study in “pilot county” – projects now being evaluated for inclusion in FDOT program
- Study underway in second county
- Additional counties next year





FLORIDA ASSOCIATION OF COUNTY ENGINEERS AND ROAD SUPERINTENDENTS (FACERS)

The Voice of
County Road Officials





FACERS ROLE

- Technical Voice of Counties
- Support for FAC review of legislation
- Technical programs
- Forum for working with state and federal agencies



FACERS TECHNICAL PROGRAMS



- New technology such as:
Innovative bridge construction,
safety edge
- Current and proposed policies
and regulations
- Exchanges with agencies like
FHWA, FDOT, FEMA
- Continuing education



TRAFFIC SIGNAL / LIGHTING MAINTENANCE



- Prior to 2000, locals paid all maintenance costs
- Current agreement – 15 years ago
- FDOT proposes to increase payments by \$13+ Million.



CURRENT ISSUES FOR LIGHTING MAINTENANCE



- Locals providing cost data to FDOT

- New provisions
 - Locals may opt out of agreement (with advanced notice)
 - Performance standards, reports, and options for enforcing contract



TECHNIQUES AND SPECIFICATIONS FOR PAVEMENT PRESERVATION



- Working with FDOT and National Center for Pavement Preservation to develop specifications for Local Roads.



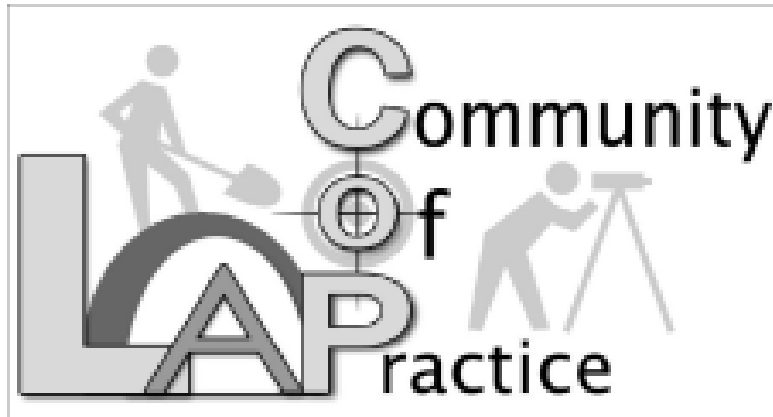
LOCAL AGENCY PROGRAM(LAP)



- Federal funds for projects administered by Local Agencies
- Oversight by FDOT – reporting to FHWA
- Federal processes often not familiar to Local Agencies – can add cost and delays



LOCAL AGENCY PROGRAM (LAP)



- FDOT – FACERS group working on streamlining the use of Federal Funds for local transportation projects



LAP ISSUES



- Inconsistencies in application of federal regulations
- Qualification and certification of local agencies to perform work to federal standards
- Selection of projects for which federal funds are appropriate



RESOURCES



<http://www.t2ctt.ce.ufl.edu/t2ctt/ltap.asp>



<http://www.nhi.fhwa.dot.gov/default.aspx>



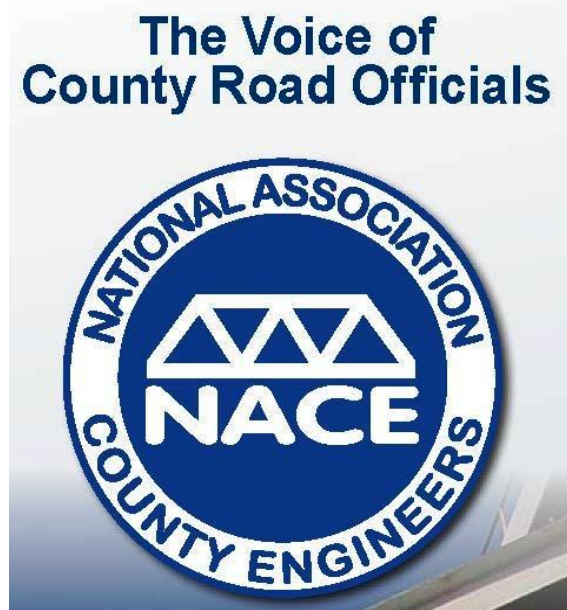
Florida Department of
TRANSPORTATION

<http://www.dot.state.fl.us/>





www.facers.org



www.countyengineers.org



Appendix D

Small Counties Briefing



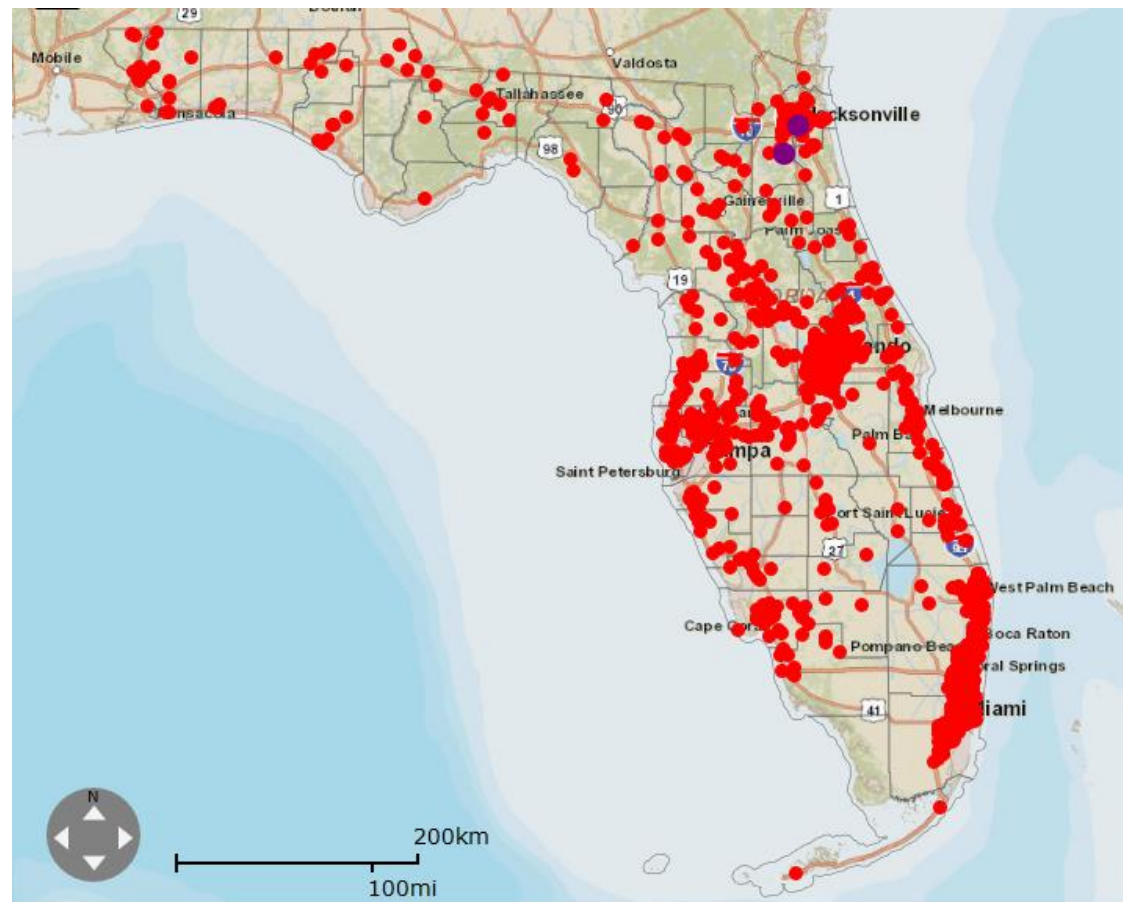
LOCAL ROAD SAFETY PROGRAM

Presented to Small Counties Coalition
October 21, 2014



The Problem

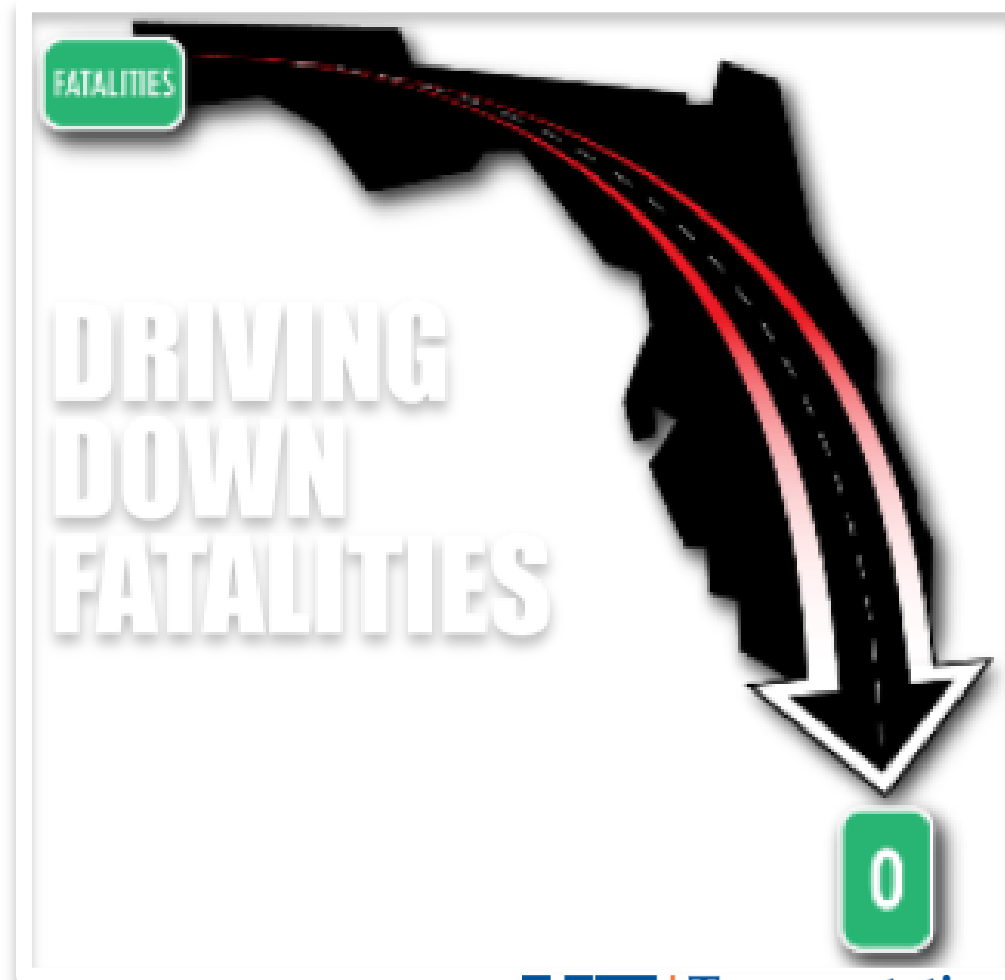
- 858 fatal crashes on local roads in 2013.
- Fatalities occurred in nearly every county.
- Nearly 40% on local roads





The Objective:

**Zero
Deaths!**





Challenges for Local Roads

- Large road systems – limited resources for maintenance and improvement
- Obsolete conditions and obvious road hazards
- Process for obtaining federal funds not well understood; limited technical staff



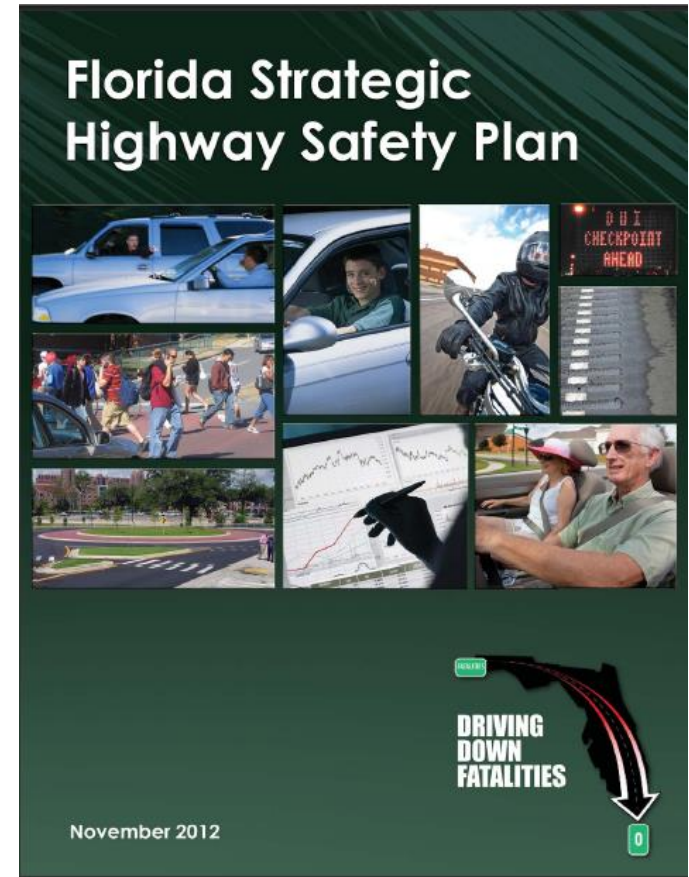


Federal Highway Safety Improvement Program (HSIP)

- Safety Funds: available for improvements on any public road, ***including roads not on the state or federal highway systems***
- FHWA has designated Florida a “focus state”
- Documentation of need:
 - HSIP requires a data-driven analysis
 - Priority to projects with high B/C
 - ***Analysis difficult for local agencies with limited technical capability***

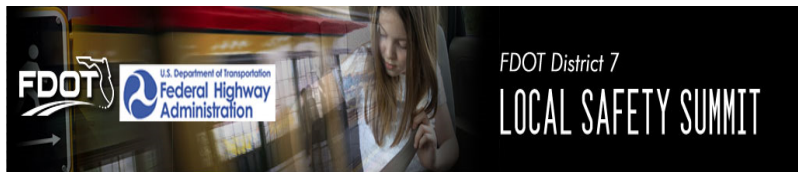
FDOT Initiatives to assist locals with road safety

- FDOT- Strategic Highway Safety Plan Goal:
 - 5% reduction in number of Fatalities and Serious injuries from 2013 to 2017
- District “Safety Summits”
- Road Safety Center at LTAP (UF)





FDOT District Initiatives



Home Timeline Meeting Resources Application Contact

The Florida Department of Transportation District Seven Safety Office invites you to attend the fourth annual District 7 Safety Summit on March 5, 2014

The purpose of the Safety Summit is to:

- Provide the Department and local agency management-level staff with key information on the traffic safety issues specific to the Tampa Bay region.
- Brief local agency partners on current efforts and strategies to reduce crashes throughout the region, primarily focusing on the State's commitment to dedicate state and federal safety funds to local agency projects as part of the Highway Safety Improvement Program:
 - Over \$500,000 annually in local roadway project design support (including LAP project design)
 - Over \$1,000,000 annually in local roadway safety engineering & education support (including CTST education, Safety Ambassadors, and LAP support).
 - Over \$2,000,000 annually in local roadway safety project funding to address intersection safety, pedestrian safety and rural lane departures.
- Reach a consensus relative to enhancing the transportation safety partnership between FDOT and local agencies moving forward.

TO REGISTER, please click [here](#)

D7 Local Agency Traffic Safety Academy (LATSA) "Driving Down Fatalities Through Knowledge Sharing"

The D7 Local Agency Traffic Safety Academy is a free webinar series focused on sharing knowledge about traffic safety - discussing new and ongoing safety funding sources, presenting local best safety treatments and technologies, and issues. These webinars are part of District 7's support and enhance local agency safety



- FDOT District 7 Safety Office:
- Annual Safety Summit
- Safety Academy Webinars
- "Safety Ambassadors"
- Manuals and guidebooks.
- *Contact: local FDOT District Safety Office*





Transportation Safety Center (TSC) at LTAP /UF

- “As part of the Federal-aid Program, each State is required to have a Local Technology Assistance Program (LTAP) and to provide technical assistance to local highway agencies”
- TSC is a partnership with FDOT and LTAP/UF to help local governments develop highway safety projects.
- TSC assistance is available to all agencies... Emphasis is small cities and counties



How TSC can help

- Provides technical team to work with local agencies to perform studies (including analysis and reports).
- Provides training for local agency staff.
- Uses crash data from DHSMV and FDOT.
- Coordinates with FDOT during the study.
- Offers continuing assistance available after the study.



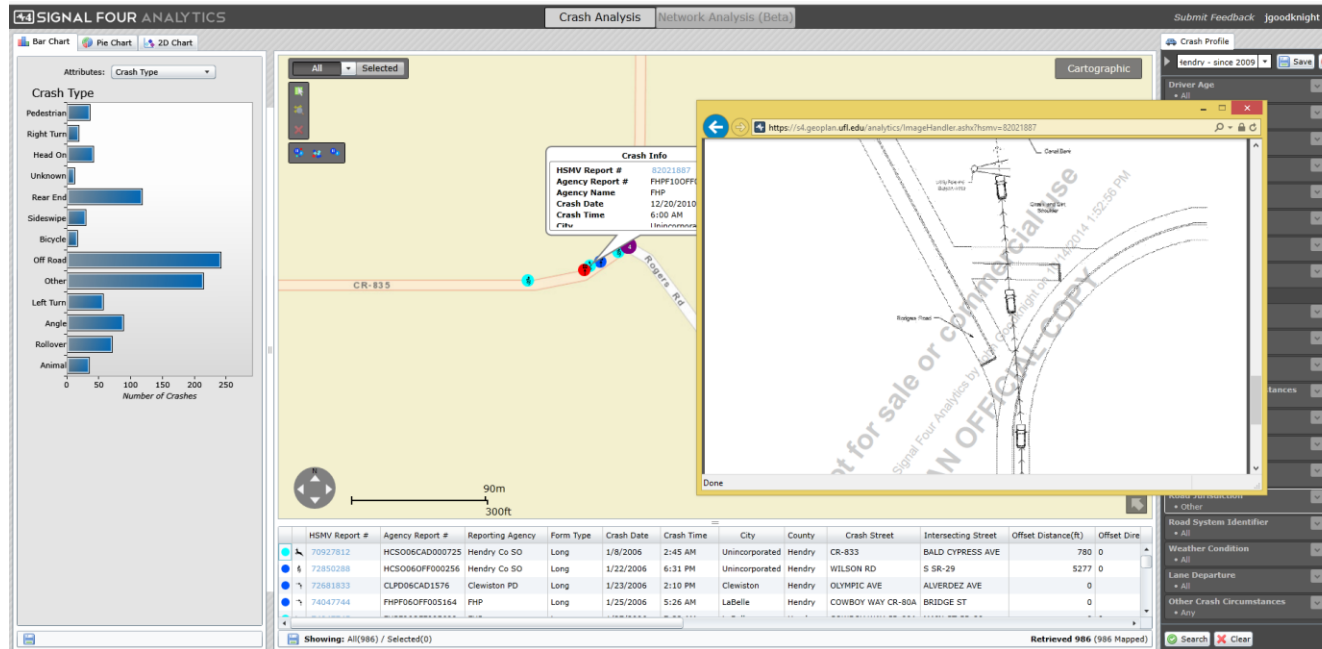
Study Approach

- Follows process of FHWA's Road Safety Audit using team
 - Led by TSC professional
 - Engage local agency personnel
 - Analytic support by TSC
- Engages County leadership in selection of study sites and approval of countermeasures.
- “Hands on” technical assistance to small communities with limited resources





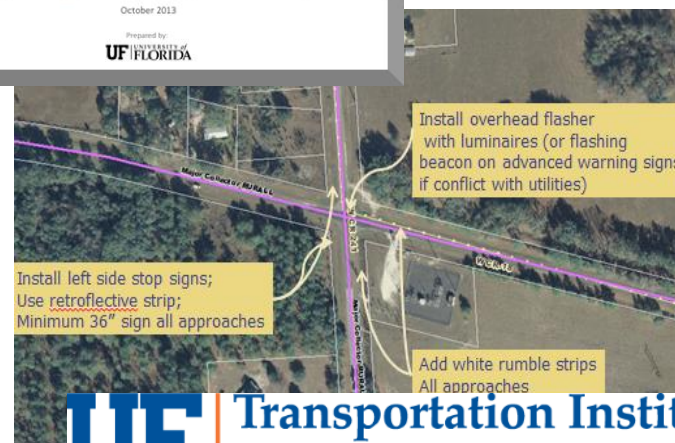
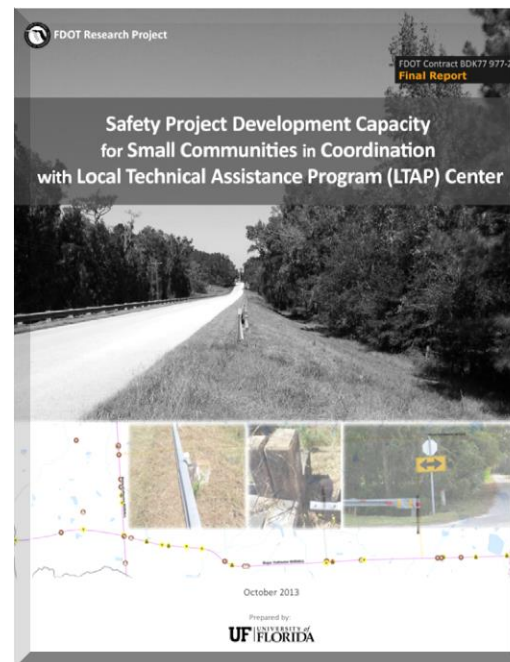
Crash Database



- Maintained by Geo Plan at UF.
- Used as a basis for identifying problem areas and providing data driven analysis as required by FHWA.

Outcome of Study

- TSC Develops report documenting:
 - Recommended safety improvements.
 - Justification for federal funding
 - B/C information to help FDOT evaluate priority compared with other projects competing for funding.
- TSC coordinates with FDOT during study
- County submits funding request to FDOT



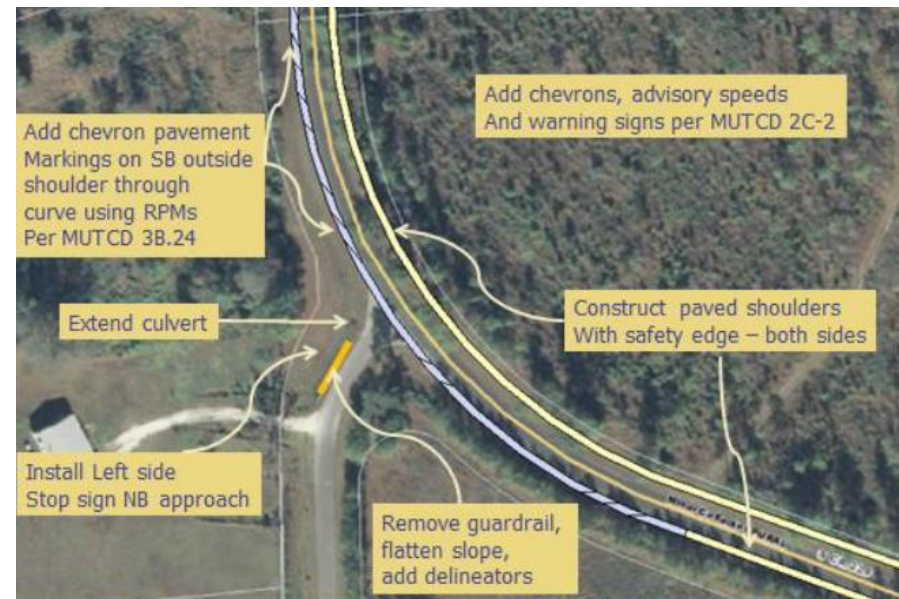


Implementation

- Federal Safety Funds are managed on a statewide basis by FDOT – projects are prioritized using B/C.
- Projects are recommended by districts, but final selection is at central office.
- Design and construction are handled like any other local federal aid project.
 - Local Agency Program (for LAP certified agencies)
 - By FDOT if not LAP Certified

TSC Status

- Completed study in “pilot county” – projects now being evaluated for inclusion in FDOT program
- Study underway in second county
- Additional counties planned for next year





How to get involved

- Initially, TSC and FDOT identifies counties with apparent crash problems and solicits their interest in participating. Priorities are developed in coordination with FDOT District Safety Offices.
- For future, TSC expects to receive requests for assistance from local agencies. Counties need to be aware of program:
 - Web site – under development
 - Presentations to agency leaders –
 - FAC, APWA, FACERS, County Managers, Small County Coalition



State Safety Office

State Safety Office / Safety Engineering

Safety Engineering



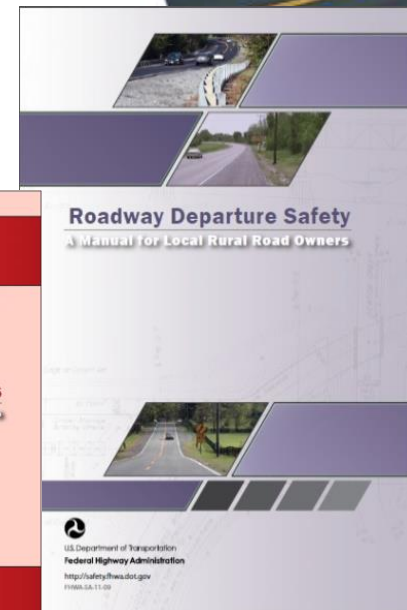
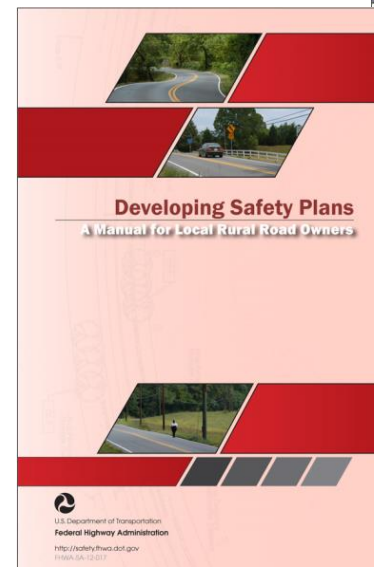
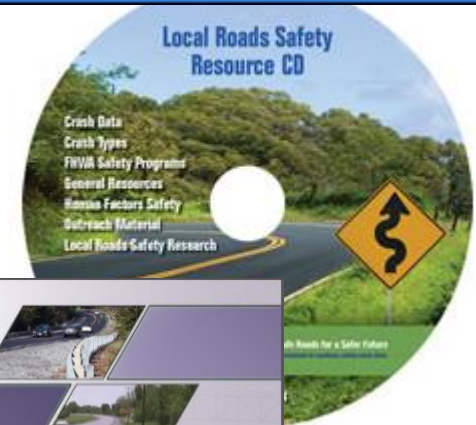
- FDOT – State Safety Office, Engineering
 - <http://www.dot.state.fl.us/safety/11A-SafetyEngineering/SafetyEngineering1.shtm>
- Joseph Santos, State Transportation Safety Engineer
 - (850) 414-4097
 - Joseph.Santos@dot.state.fl.us
- FDOT District Safety Offices



FHWA - Local and Rural Road Safety Program

http://safety.fhwa.dot.gov/local_rural/

- Safety Funds
- Training
- Technical Assistance





Who We Are

UF Transportation Institute

Local Technical Assistance Program

Center for Transportation Training

Local Technical Assistance Program



The Local Technical Assistance Program (LTAP) and Tribal Technical Assistance Program (TTAP) is composed of a network of 58 Centers - one in every state, one in Puerto Rico and seven regional Centers serving tribal governments. The LTAP/TTAP centers enable local counties, parishes, townships, cities and towns to improve their roads and bridges by supplying them with a variety of training programs, an information clearinghouse, new and existing technology updates, personalized technical assistance, and newsletters.

- **Christopher Ledew, Director**
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FATALITIES

DRIVING
DOWN
FATALITIES

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