

Orlando, FL

November 7-8, 2024



2024 TRANSPORTATION SYMPOSIUM

Innovations in Safety



Loreen Bobo
John Kubicki
Peter Hsu

FDOT District 1, District 5, and District 7
Safety Offices

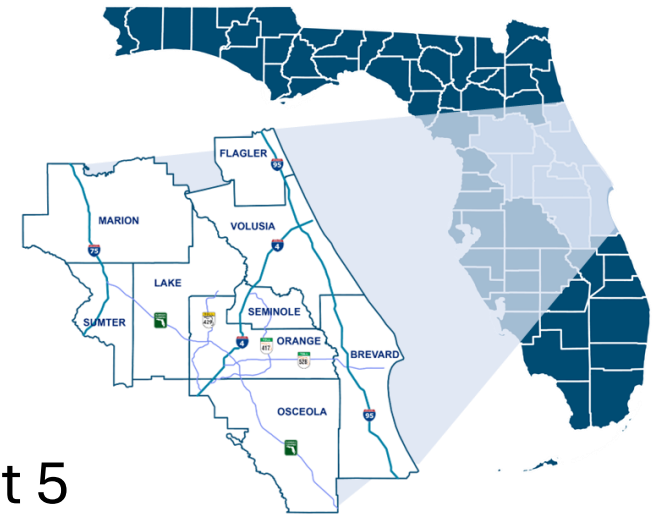
Orlando, FL

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2024 TRANSPORTATION SYMPOSIUM

Safety Innovations in Central Florida *Safety for all users*



Loreen Bobo, P.E.

Office of Safety/FDOT/District 5





AGENDA

CENTRAL FLORIDA SAFETY STRATEGIC PLAN

INNOVATIONS IN PROJECTS

INNOVATIONS IN INFLUENCING BEHAVIOR



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CENTRAL FLORIDA SAFETY STRATEGIC PLAN

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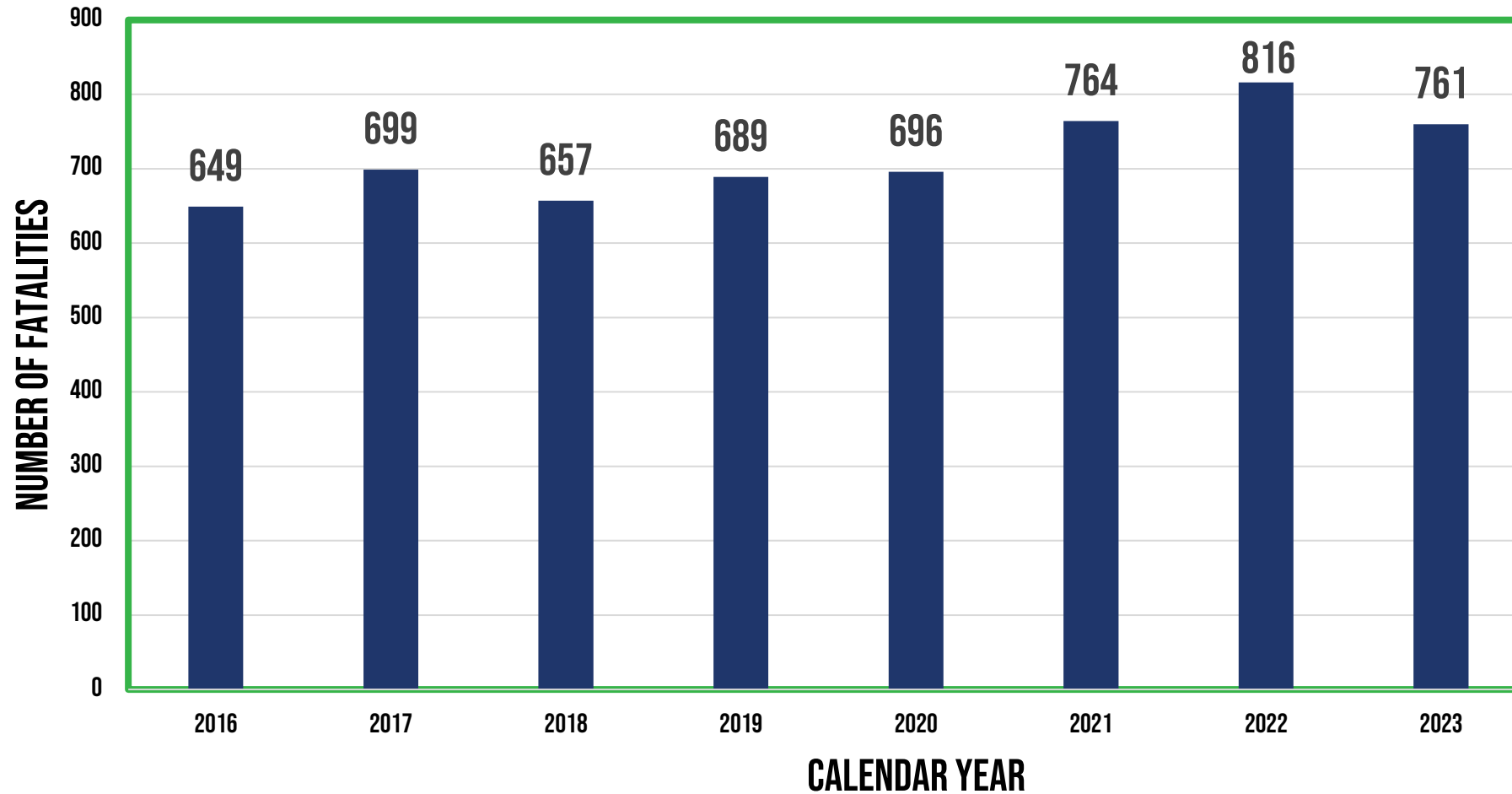
CENTRAL FLORIDA SAFETY STRATEGIC PLAN

Achieving **ZERO** serious injuries and fatalities
TOGETHER



WHY THE SAFETY STRATEGIC PLAN WAS DEVELOPED

DISTRICT 5 FATALITIES



*FATALITIES TO DATE AS OF OCTOBER 31, 2024 (SOURCE: SIGNAL FOUR ANALYTICS)

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Achieving **ZERO** serious injuries and fatalities. **Together.**

Behavior

IN MOST CRASHES A CONTRIBUTING FACTOR IS BEHAVIOR



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PROGRESS OVER THE LAST YEAR

- FDOT Workshop & Interviews - (Aug/Sept 2023)
- MPO/TPO Partner Workshops - (Jan/Feb 2024)
- Central Florida Safety Summit and release of the Central Florida Safety Strategic Plan - (May 2024)
- Action Step Progress (Summer of 2024)
- Steering Committee Meeting (October 2024)



Achieving **ZERO** serious injuries and fatalities.
Together.

AT EACH WORKSHOP

Hosted facilitated break-out groups and culture-shaping conversations:

- Successes
- Challenges
- ACTION STEPS



Where you look is where you go!
- Jason Barger

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WHAT IS THE SAFETY STRATEGIC PLAN?

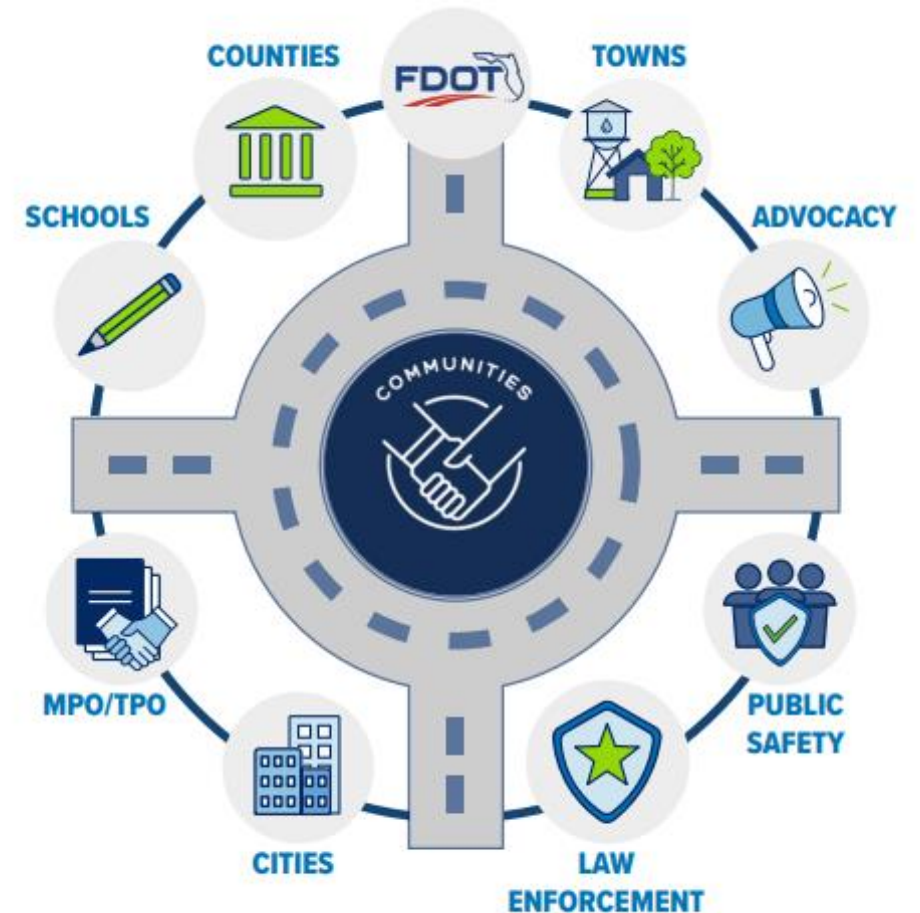
- Plan that focuses on **safer street designs and changing behaviors** and prioritizes **getting to zero fatalities** and **serious injuries**
- Identifies **opportunities for collaboration** and enhancements in meeting Central Florida's goals of getting to zero
- Builds upon the **excellent Vision Zero work** being done by our **partners throughout District 5**
- Creates an **action-oriented 5-year plan** with **1-year, 3-year and 5-year action steps** to facilitate advancements in getting to zero

The plan is a **collaborative effort** of key partners in
Central Florida, like you!

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COLLABORATIVE EFFORT & SHARED VISION

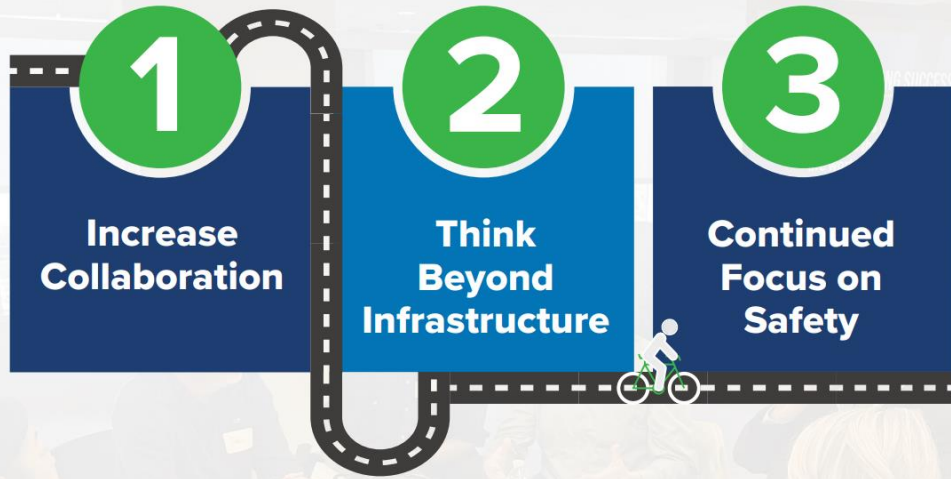
- **State and Local Communities**
- **Transportation, Public Safety, Schools working towards same goals**
- **Focus on Targeted Infrastructure and thinking Beyond Infrastructure to change behaviors**
- **Best Practices and Breakthrough Ideas**



Achieving **ZERO** serious injuries and fatalities.
Together.



The **Action Steps** are organized by three (3) core themes:



How can you help save lives?

Click on the
Central Florida Safety Strategic Plan



button

at fdot.gov/d5safety



CENTRAL FLORIDA SAFETY STRATEGIC PLAN

Achieving **ZERO** serious injuries and fatalities
TOGETHER



May 2024

HOW CAN YOU SUPPORT THE CFL SAFETY STRATEGIC PLAN

YOUR ROLE WITHIN YOUR AGENCY/COMMUNITY

YOUR PERSONAL LIFE

HOW ELSE?



“IT MATTERED TO THAT ONE.”

Achieving **ZERO** serious injuries and fatalities.
Together.



AGENDA

CENTRAL FLORIDA SAFETY STRATEGIC PLAN

INNOVATIONS IN PROJECTS

INNOVATIONS IN INFLUENCING BEHAVIOR



Orange Blossom Trail Pedestrian Safety Project





Ped/Bike Crashes





Raised Crosswalks

PHBs

Pedestrian Refuge Islands

Lane Narrowing

Speed Feedback Sign

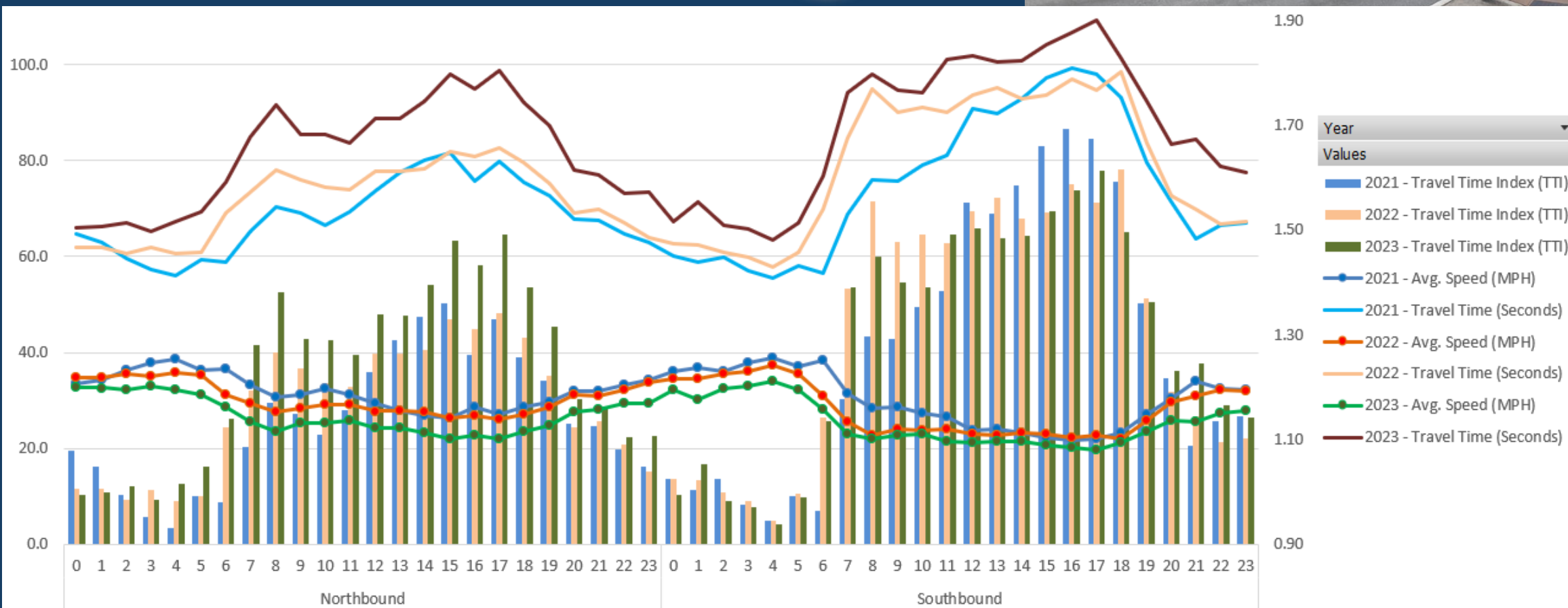
In-Road Lighting

**Pedestrian Channelization
Barrier**



Results of Implementation

- SR 500 / US 441 – Orlando
- Corridor Speed Reductions





Raised Crosswalks

PHBs

Pedestrian Refuge Islands

Lane Narrowing

Speed Feedback Sign

In-Road Lighting

**Pedestrian Channelization
Barrier**

SAFETY PROJECT WINNER!

AMERICA'S
transportation awards



Presented by AASHTO

americatransportationawards.org

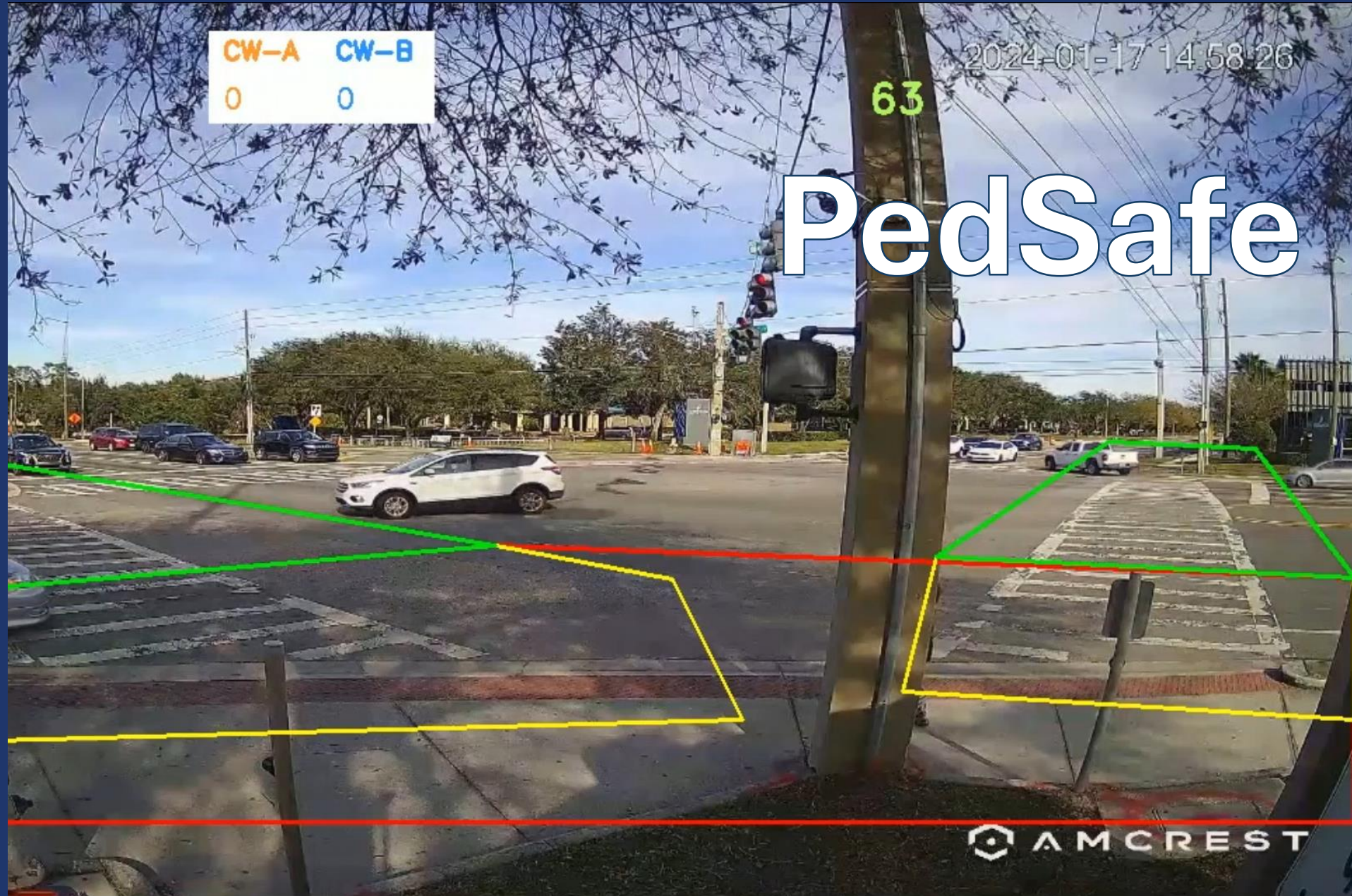
SASHTO Region





Improves Pedestrian
Awareness
(call served)

Countdown Timer Until
Pedestrian is Served





AGENDA

CENTRAL FLORIDA SAFETY STRATEGIC PLAN

INNOVATIONS IN PROJECTS

INNOVATIONS IN INFLUENCING BEHAVIOR





Central Florida Safety Village is a recipient of an FDOT Safety Grant



Koda the Fluff is with FDOT Central Florida.
6 days ago

Did you see my new Drive Safe video with FDOT & Trooper Tara from Florida Highway Patrol?! Shoutout to Trooper Tara for "scaling down to my size" in safety village to help teach me some safe driving lessons. We hope the video helps remind everyone to MOVE OVER for construction & disabled vehicles. Go watch it if you missed it! #drivesafe #moveover #smilesfurmiles #nonprofit



YouTube – 989 views, 112 likes

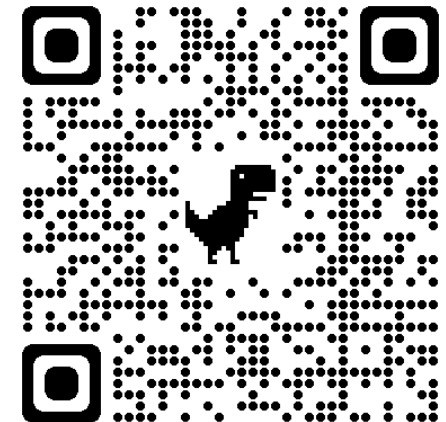
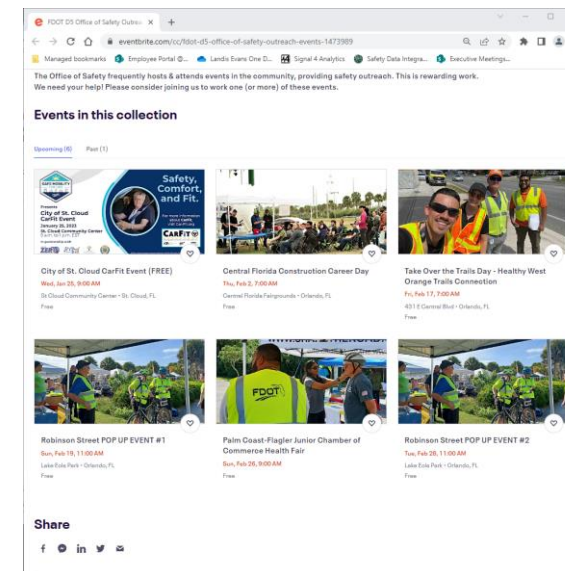
Instagram – 3,230 loves,
148 comments, shared 894 times

Facebook – 16.5K likes/loves
1.2K comments
4K shares
293K plays



Safety Starts with You!

- ▶ Interested in receiving our Safety Central Newsletter
 - Email us at D5-SafetyCentral@dot.state.fl.us
- ▶ Share your ideas with us!
 - ▶ Making the safety 'mission' personal – **All** of us, including users of our transportation system can make a difference. Email your ideas to D5-Safetyideas@dot.state.fl.us
- ▶ Join FDOT at one (or more) of our many outreach events as a volunteer.
 - ▶ Register Here: <https://www.eventbrite.com/cc/fdot-d5-office-of-safety-outreach-events-1473989> and you will be able to sign up to volunteer at our events.



District Five Office of Safety Website

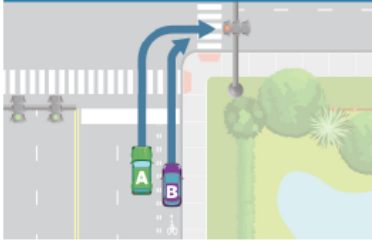


<https://www.fdot.gov/d5safety>

Safety Second, *because it takes just a second to be safe*

Move Right to Turn Right: Tips to Avoid Right Hook Crashes

Which is the correct maneuver?



This is the incorrect maneuver.



This is the correct maneuver.



What's the correct maneuver for a driver making a right-turn at an intersection with an on-street bicycle lane?

While it may seem **Driver A** is making the correct choice to steer clear of the bicycle lane, **Driver B** is following the safest and correct way to legally make a right turn. Read on to see why.

A common hazard on our roads is known as the right hook crash — when a vehicle turns right and collides with another vehicle or cyclist traveling straight through a bike lane or making the same right turn. These incidents can happen quickly, and we can take steps to prevent them.

1. Move Right to Turn Right¹

When making a right turn, you must approach and turn as close as practicable to the right-hand roadway edge — including bike lanes that are not separated by a physical barrier. This ensures you stay in your lane and minimizes the risk of colliding with other drivers and cyclists.

2. Be Mindful of Bicycle Lanes²

Bike lanes with dotted lines at intersections indicate that turning vehicles are permitted to cross into the bike lane to safely make a right turn. If you're turning right from the through lane, be aware of drivers and cyclists in the bike lane.

3. Approach Intersections with Care

Slow down as you approach intersections to assess traffic and make safer decisions.

4. Check Your Blind Spots

Be aware of your surroundings before turning right or changing lanes. Look for drivers, cyclists, and pedestrians in adjacent lanes and sidewalks, and double-check your mirrors.

5. Use Turn Signals

Clearly communicate your intentions by using your turn signal well in advance of a maneuver.

6. Educate Others

Share these tips with friends and family. The more we know, the safer we are on our roads!

¹Florida Statute 316.151

²Manual on Uniform Traffic Control Devices Section 9E.02

Which is the correct maneuver?



This is the incorrect maneuver.



This is the correct maneuver.



Thank you!

Safety Starts with You!

Loreen Bobo, P.E.

District 5 Safety Administrator

Loreen.bobo@dot.state.fl.us
d5-safetyideas@dot.state.fl.us



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John Kubicki, RSP₁

FDOT District 1 Safety Work Program Manager (GEC)

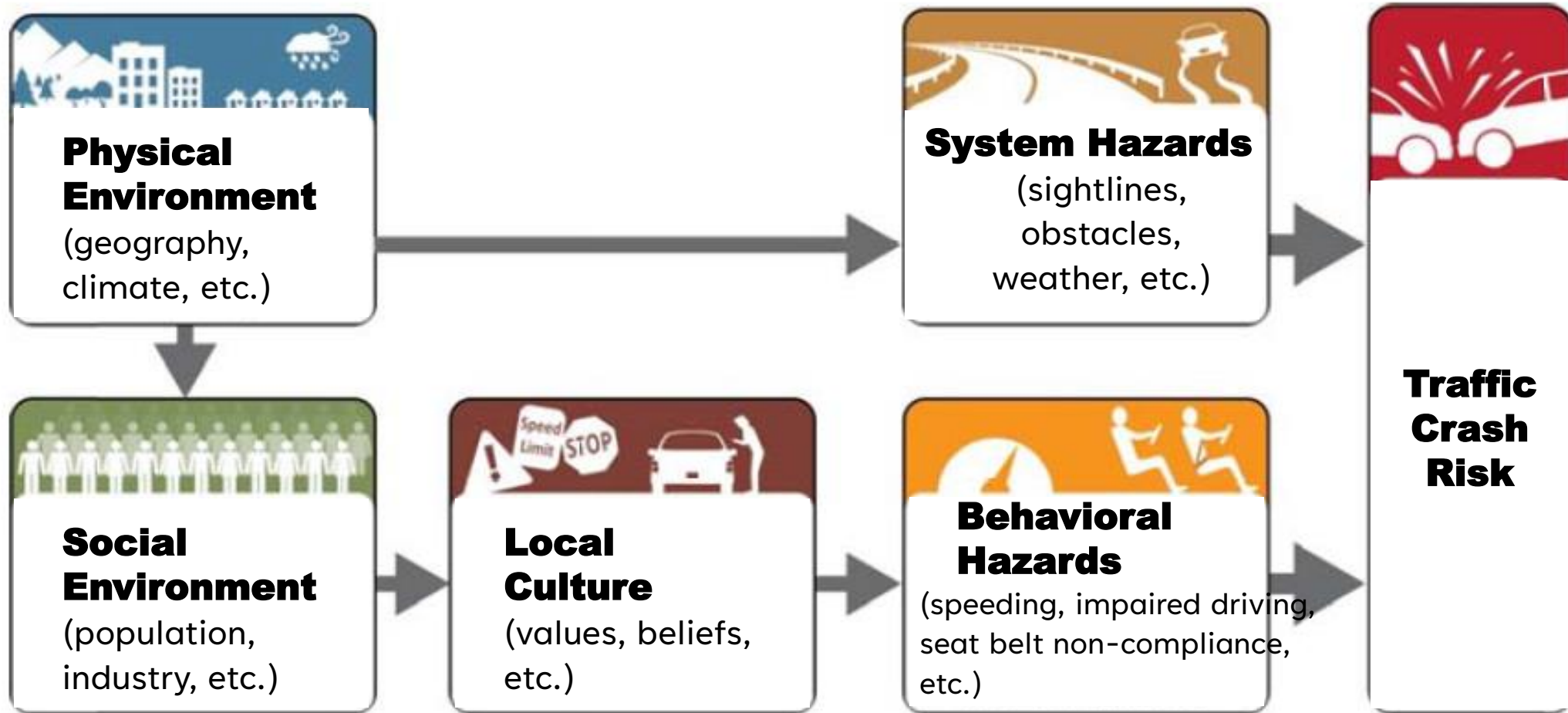


Language Matters



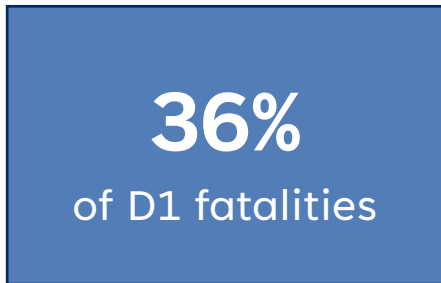
**Most
“vehicle accidents”
are NOT accidents.
Call them “crashes.”**

Hazards Influencing Crash Risk

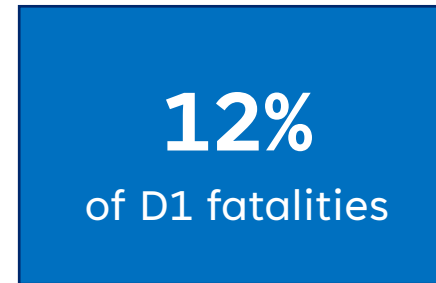


Behavioral Hazards & Fatalities

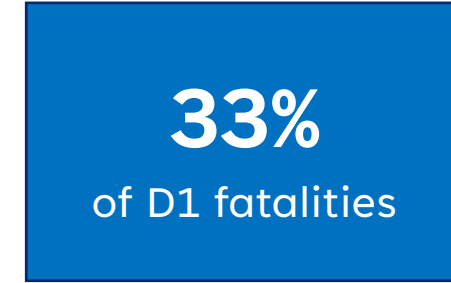
Impaired Driving



Speeding



Unrestrained Occupant



2018-2022, Signal Four Crash Analysis Reporting System. All Roadways.

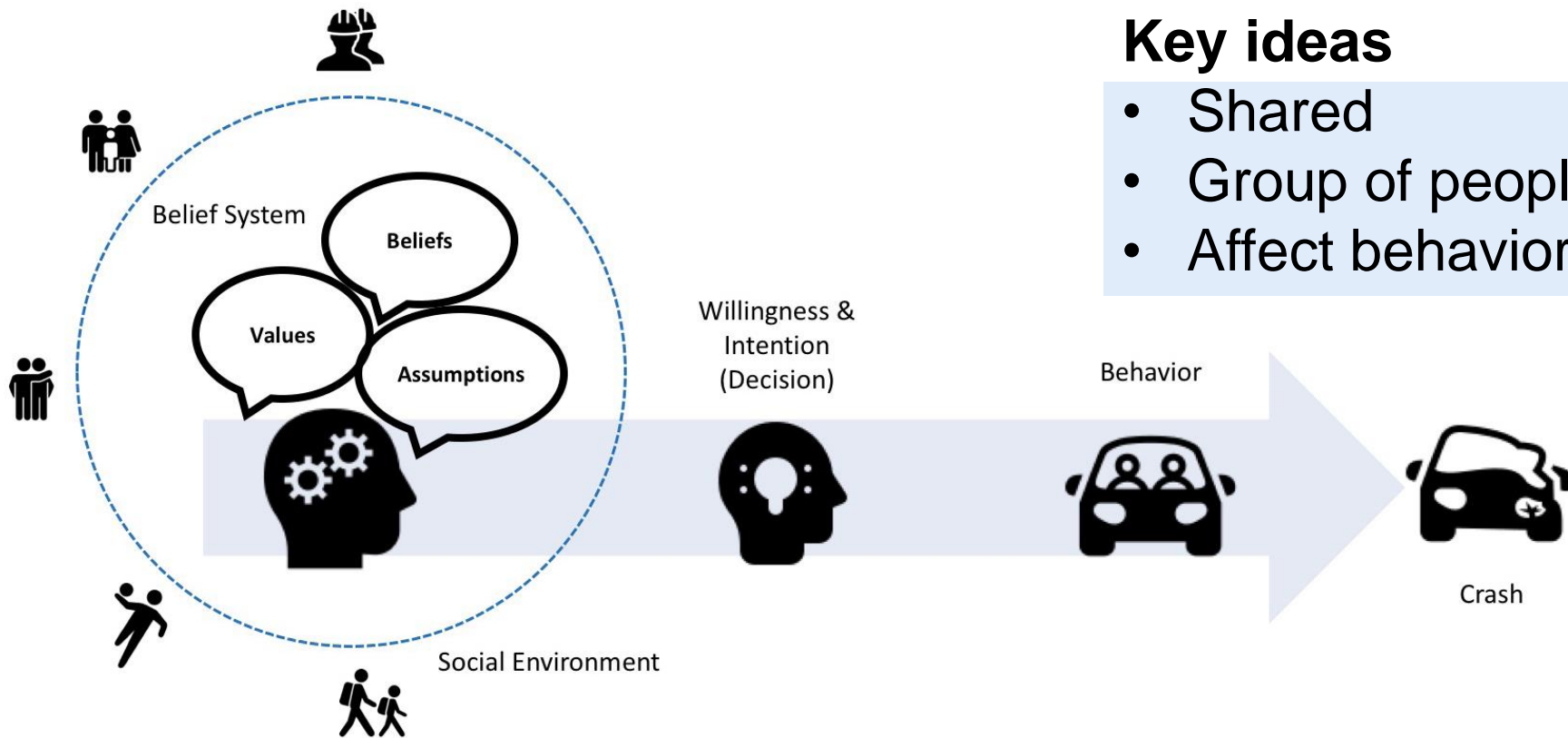
NOTE:

- Many serious injuries and fatalities cover multiple emphasis areas, so totals do not add up to 100%
- Impaired Driving includes both alcohol and drug related crashes

Traffic Safety has HUGE Impacts on Society

- The economic and societal impact of traffic crashes in the US has been estimated to be more than **\$871 billion each year**.
- Given its moral and economic significance, the reduction of fatal (and serious) traffic crashes should be a national public health priority.

Promote a Traffic Safety Culture



Key ideas

- Shared
- Group of people
- Affect behaviors related to safety

“Traffic Safety Culture” is the **shared belief system** of a group of people that influences road user behaviors and stakeholder actions that impact traffic safety.

Traffic Safety Culture



Traffic safety is a public health issue

with significant impact on health and with high economic costs

Behavior is influenced by beliefs

including behavioral, normative, control, values, and assumptions

We develop beliefs in many ways

including through experiences and people in different settings

Traffic safety culture

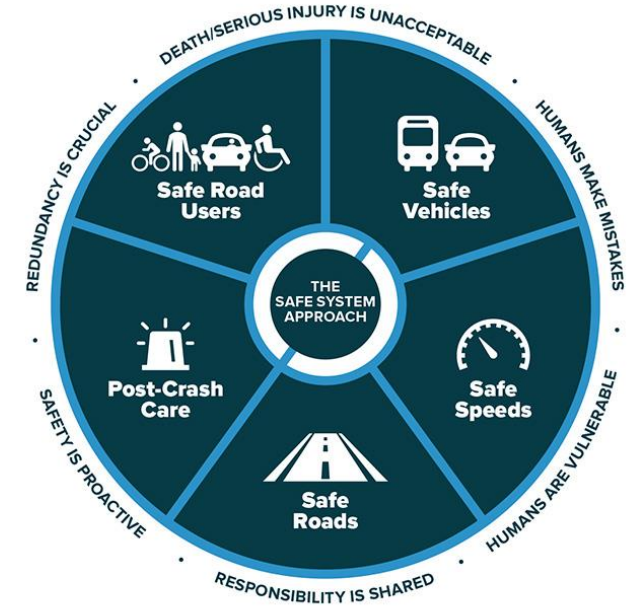
is the shared beliefs of a group which affect behaviors related to traffic safety

Traffic Safety Culture Strategies

increase actions by stakeholders across the social environment to improve traffic safety culture among various groups

What is District One doing?

- Safety is everyone's responsibility
- Incorporate a safety mindset from the start in all projects
- Look at ALL options and opportunities
- We're in this together – partnerships with local agencies, officials, and stakeholders
- Use the Safe System Approach

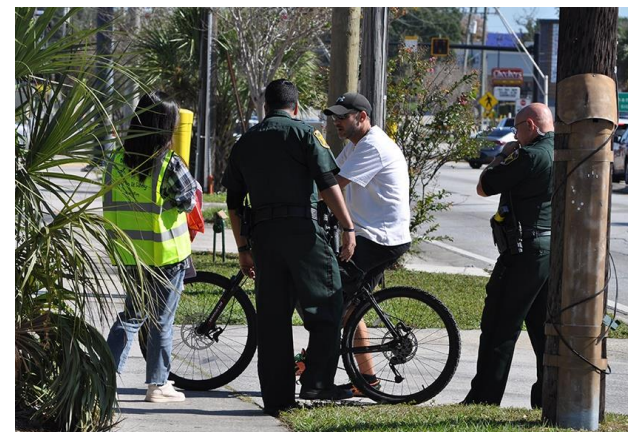


Source: FHWA.



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A Collaborative Approach



Working with partners in the public and private sector to make the right improvements to make our roadways safer for all users.

Building Consensus through Public Engagement



“It was so refreshing working with FDOT because they came, they heard, and they created a plan that was right for the community.”

**- Doug Izzo, Executive Director,
Englewood Chamber of Commerce**



SR 776 safety improvements to reduce fatal and serious injury crashes



Partnerships



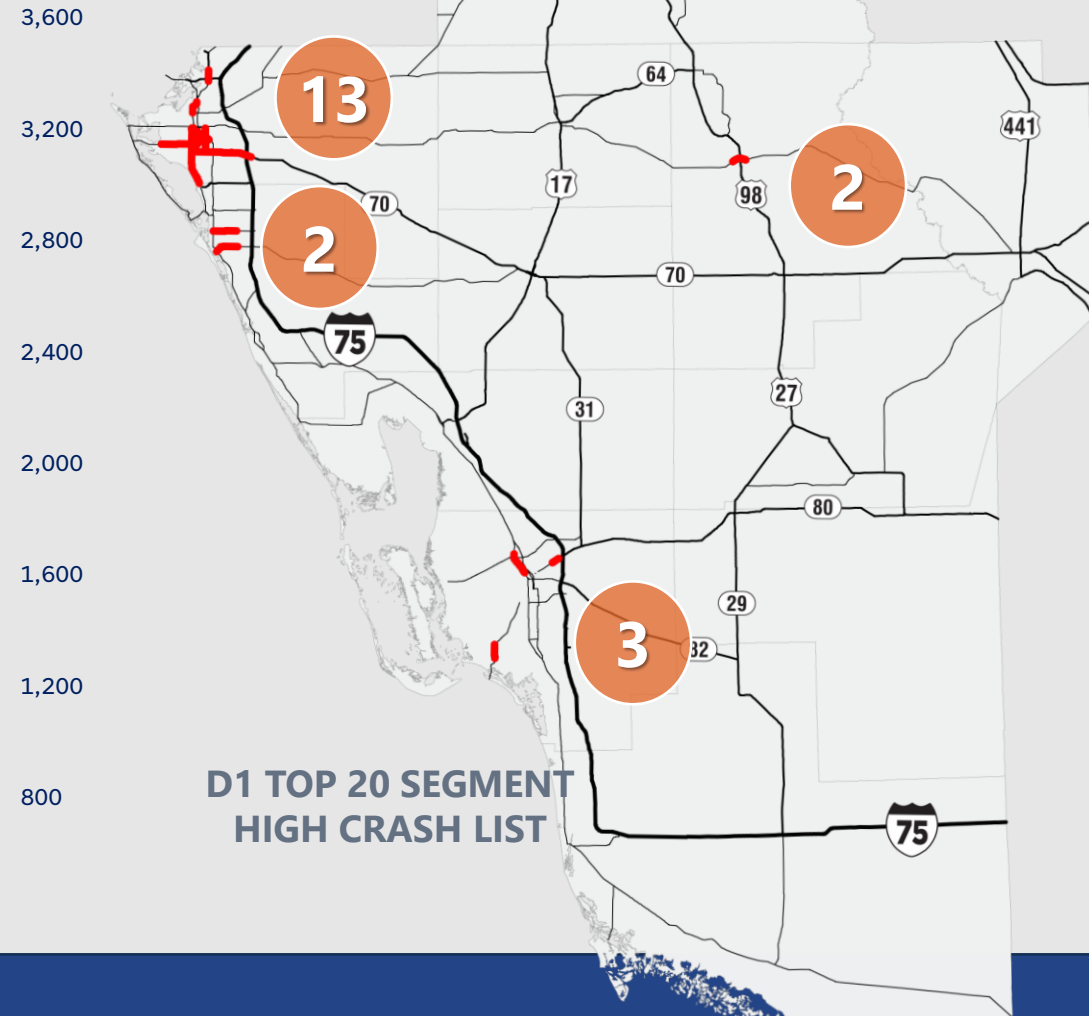
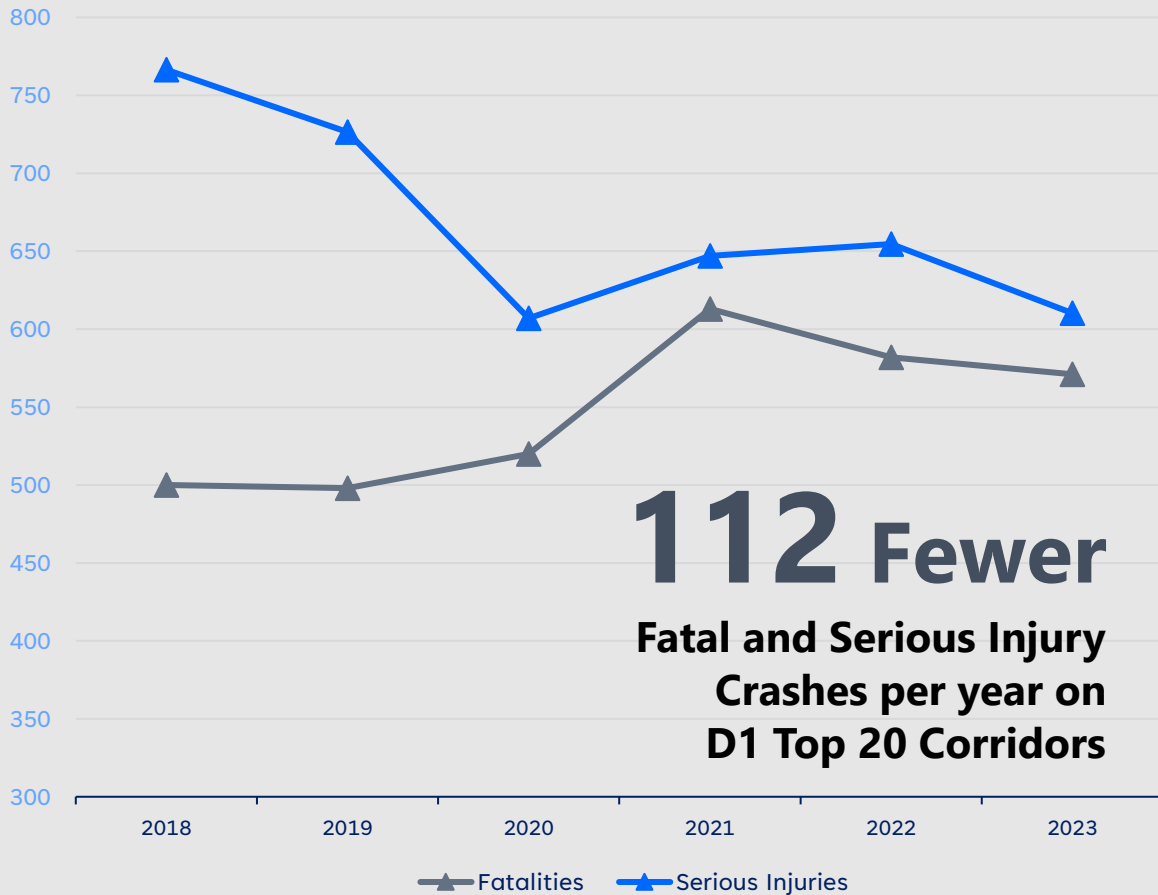
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Focusing on Safety

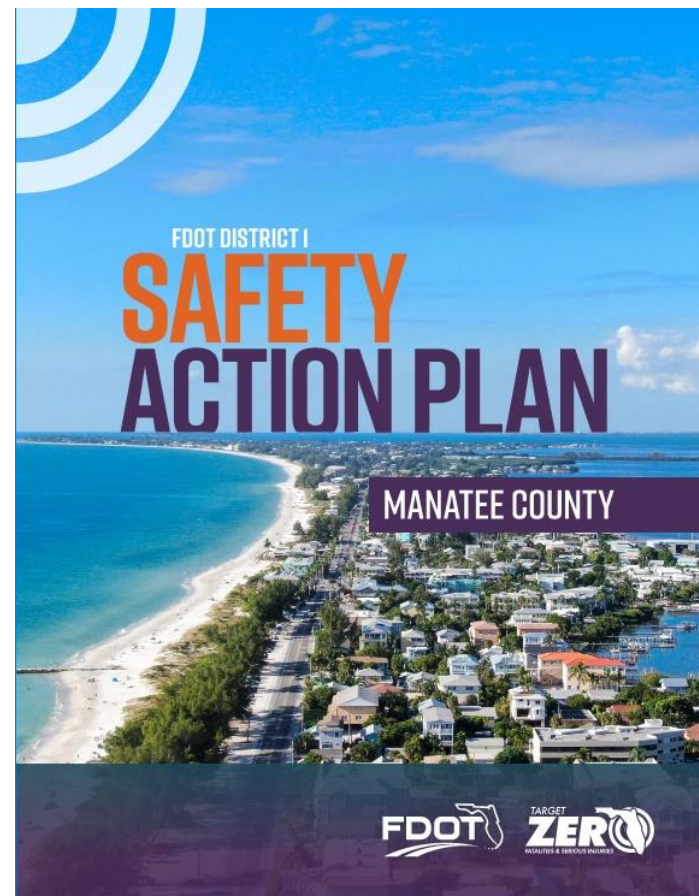
Top 5% Top 25% Top 50% Top 50-100%	Top 5% Top 25% Top 50% Top 50-100%	Top 5% Top 10% Top 25% Top 25-100%	Top 5% Top 25% Top 50% Top 50-100%	Top 5% Top 25% Top 50% Top 50-100%
D1 Seg SerInj&Ftl HCL Ranking 15-21 (757)**	D1 Seg SerInj&Ftl HCL Ranking 14-18 (1138)	D1 Intersection SerInj&Ftl HCL Ranking 15-21 (2378)**	D1 Intersection SerInj&Ftl HCL Ranking 14-18 (213)	D1 Bike OR Ped SerInj&Ftl HCL Ranking 15-21 (248)**
MP 6-7.552 #3 (0.4%)	MP 6-7 #15 (1.3%) MP 7-7.552 #50 (4.4%)	MP 6.31 #393 (16.5%) - 26th Ave W MP 6.559 #174 (7.3%) - 21st Ave W MP 6.78 #1015 (42.7%) - 17th Ave W MP 6.855 #1236 (52.0%) - 16th Ave W MP 7.128 #491 (20.4%) - 12th Ave W MP 7.193 #1127 (47.4%) - 11th Ave W MP 7.388 #6 (0.3%) - 8th Ave W MP 7.451 #676 (28.4%) - 13th St W	MP 6-6.3 #18 (8.5%) - 30th Ave W to 26th Ave W MP 7.1-7.4 #78 (36.6%) - 12th Ave W to 13th St W	MP 6.44-7.46 #11 (4.4%)

Focusing on Safety

D1 FATALITIES AND SERIOUS INJURIES



Safety Action Plans



Completed May 2024

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Street *SAFE* Program



Objective is two-fold: Reduce number of teen driver crashes and inform young road users about traffic safety



- **Pilot program with Polk County Schools**
- **Funding provided by FDOT**
- **Teen Driving Workshop & Confidence Course**
 - **Workshop: Two-hour Classroom Instruction**
 - **Confidence Course: Practical Driving Session**
- **Traffic Safety Education for Elementary & Middle Schools**

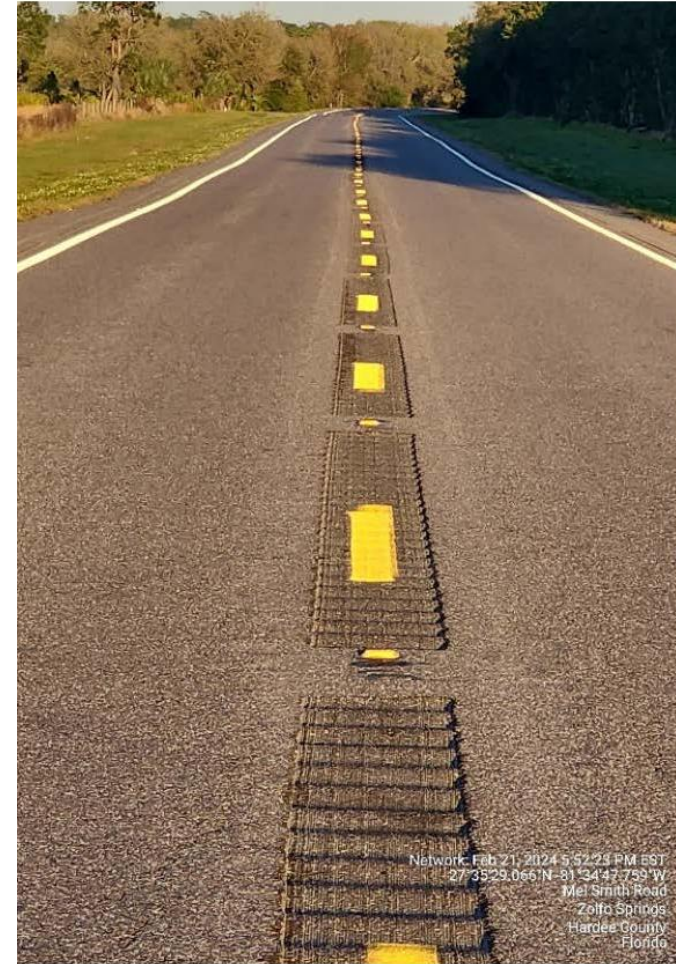
Funded by FDOT and Instruction through a partnership with PCSO

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Statewide Lane Departure Project



Over 1,500 miles of sinusoidal rumble strips installed on 550 centerline miles alerting drivers of lane departure.



Lighting Retrofit

Night-time crashes
account for **41%** of
fatal crashes



In 2022, over **1,250 light fixtures** were purchased and installed.

Installations done by our maintaining agencies: Sarasota County, City of Sarasota, Manatee County and Hendry County.

32% less
fatal & serious
injury crashes
post-
installation

**Study included five years
prior to installation.*



Safety Website & Quarterly Newsletter

The collage features several elements related to the District One Safety website and newsletter:

- Website Header:** "FDOT District One Safety" with navigation links: Home, Target Zero, Safe System Approach, Test Your Knowledge, Safety Resources.
- Teen Driver Safety:** A section with a photo of a young woman smiling while driving.
- Safety Shoutout:** A yellow and white graphic for "SAFETY SHOUTOUT" (July - September 2024) from the FDOT Safety Office. It lists topics: Education & Safety, Safety Work Programs, and Industrial Health & Safety. It includes a photo of a child with a helmet and a photo of a construction site.
- Motorcycle Safety:** A section titled "FDOT D1 Motorcycle Safety Month - Stay Alert" featuring a video thumbnail of a motorcycle rider and a list of resources:
 - Safe (Video)
 - Smart Florida
 - Motorcyclist's Guide to Group Riding
 - Safe Choices Contract for Safety
 - Motorcycle Operator Manual
 - SMART Riding: Motorcycle Safety Video
- Bicycle Safety:** A section titled "Safe Bike Riding: Alert Today Florida" featuring a video thumbnail with a "ALERT TODAY ALIVE TOMORROW" graphic and a list of resources:
 - Florida Bicycle Signs and Signals Brochure
 - Wear a Helmet Brochure
 - Florida Bike Trail Guide
 - Sharrow Tip Card
 - Bicycle Left Turn Boxes Tip Card
 - One Foolish Act Impaired Cycling Tip Card
 - Bicycling Booklet: How to Use Transportation Options in Florida
- Roundabouts:** A section titled "Modern Roundabouts - Pedestrian, Bicyclists and..." featuring a video thumbnail.
- Safety Videos:** A section featuring a video thumbnail titled "Sheriff Grady Judd: Speeding & Aggressive Driving".



WWW.
SWFLRoads.com/
D1Safety

FHWA – SCRIM Testing (VTTI)

- SCRIM (Sideway-force Coefficient Routine Investigation)
- FHWA Pilot Project with Virginia Tech Transportation Institute collecting 150 miles of GPS-linked friction and texture data, geometry (curve, grade, and crosslope) and video.
- Can travel 15mph to 55mph for a range of 45-150 miles in one tank of water. No traffic control needed.



FHWA – SCRIM Testing (VTTI)

- **SCRIM** (Sideway-force Coefficient Routine Investigation Machine)
- Continuously collected **~2,100 miles** of GPS-linked **friction and texture data, geometry** (curve, grade, crossfall), and **video in 14 days**.
- Can travel 15mph to 55mph for a range of 45-150 miles in one tank of water. No traffic control needed.

↓ 30%

On wet roads



↓ 40%

Fatalities

↓ 20%

On dry roads

BCR ~ 13:1 to 35:1



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Peter Hsu, PE

FDOT District 7 Safety Administrator

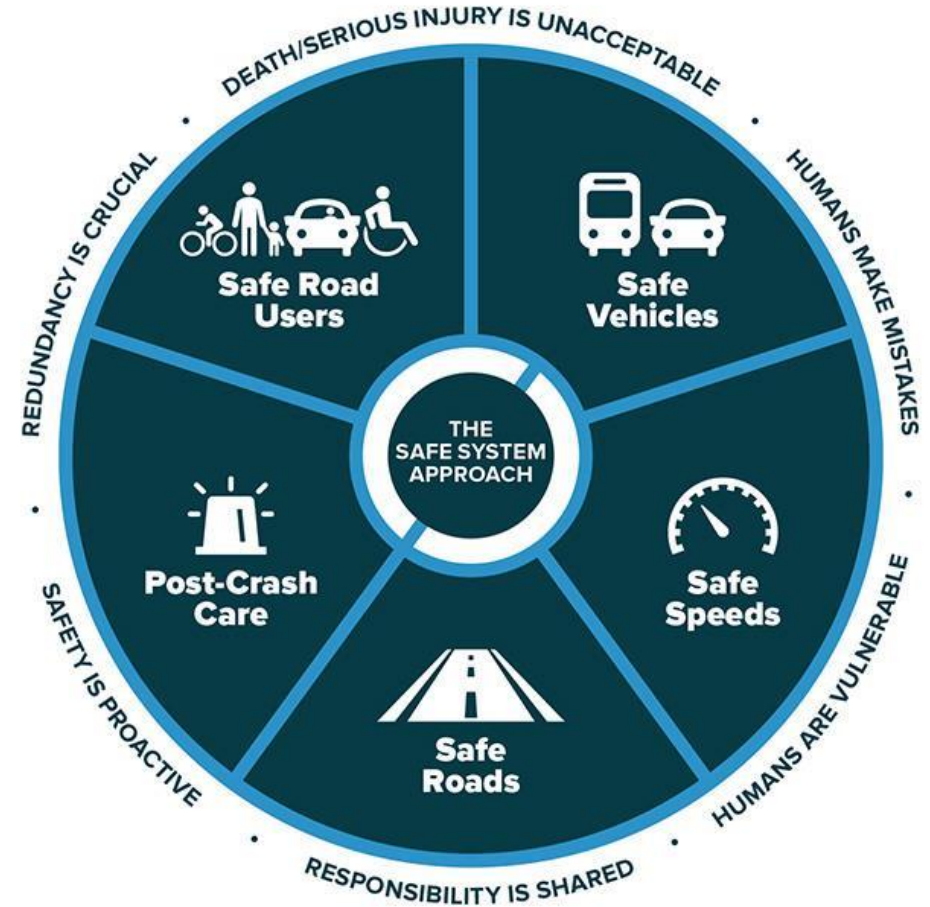


Presentation Outline:

Pavement Friction & Safety

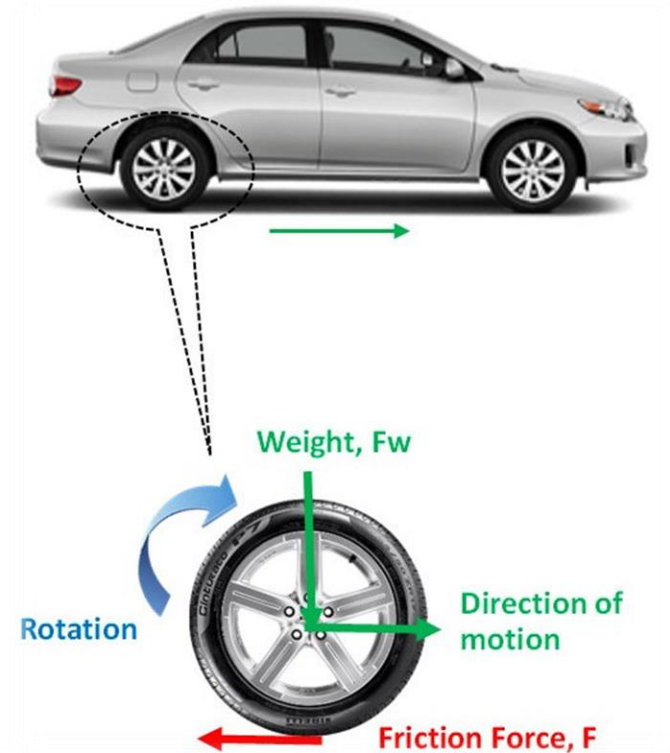
Work Zone Safety

Enhanced Law Enforcement
Engagement Program



Pavement Friction & Safety?

- Pavement friction is the force that resists the relative motion between a vehicle and a pavement surface.
- Pavement friction is a **significant factor** contributing to traffic crashes
 - Keep safely **in the lanes** when a vehicle changes direction
 - **Shorten braking distance** to avoid potential collisions
 - **Reduce injury severity** even if a collision happens
- High friction demand facilities
 - High-speed roads
 - Curves
 - Intersections
 - Wet surface



Source: DOI: 10.3390/vehicles2010004

Pavement Friction & Safety?

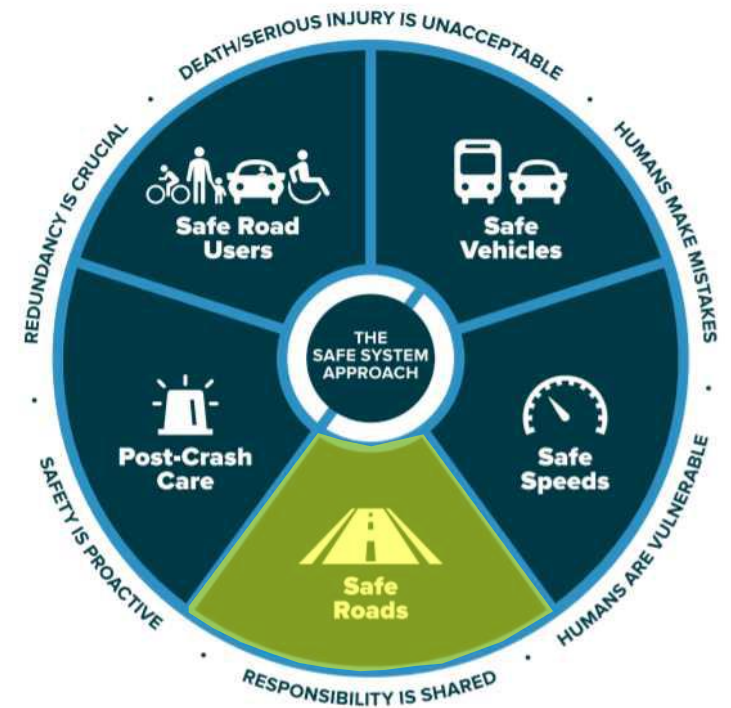
- Pavement friction **deteriorates over time**
- Surface texture polishing by vehicle tires
- Surface material property changes due to traffic and weather loadings
- **Measuring, monitoring, and maintaining pavement friction are vital in pavement and safety management**
- Especially at locations where vehicles are frequently **turning, slowing, and stopping**



Pavement Friction & Safety?

FHWA (SA-21-014):

“Including pavement friction as a parameter in road safety performance modeling, establishing friction performance thresholds based on context, and proactively and systemically managing friction can help your agency achieve its road safety goals to save lives and prevent serious injuries.”

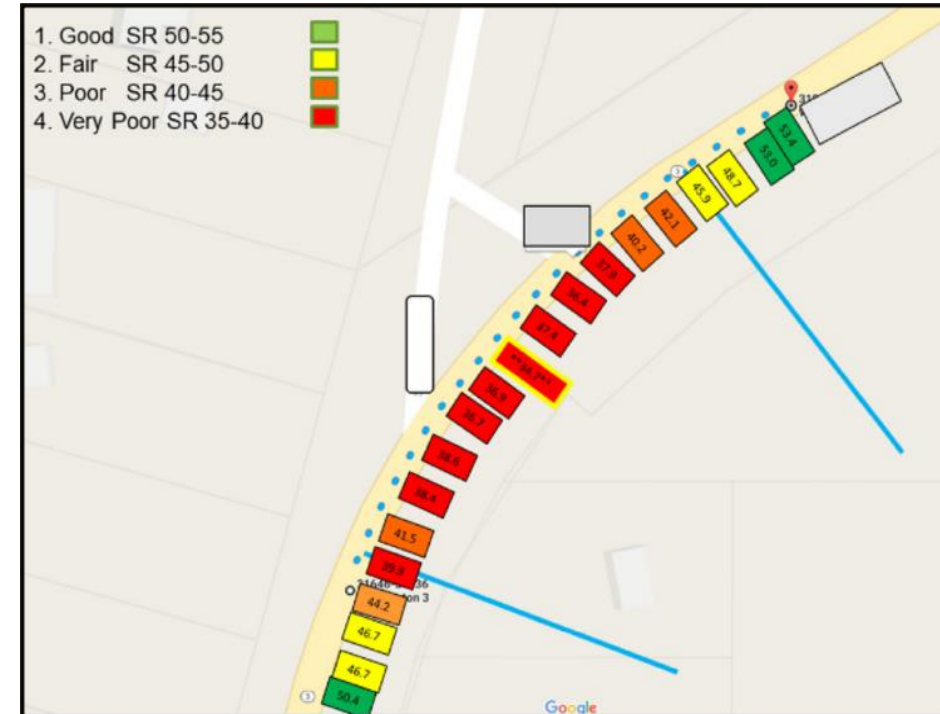


If Safe System is the implementation mechanism for Vision Zero, then **continuous pavement friction measurement is how we get there**

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Pavement Friction & Safety?

- Friction Management
 - Recently added to list of proven safety countermeasures
 - Pavement friction can prevent & reduce fatal and serious injury crashes at locations where friction is critical
 - Typical method of measuring friction on roadway networks takes sample data generally not on curves or intersections and result in gaps in the data
 - Best practice for targeting more efficient and effective installations of friction-enhancing treatments



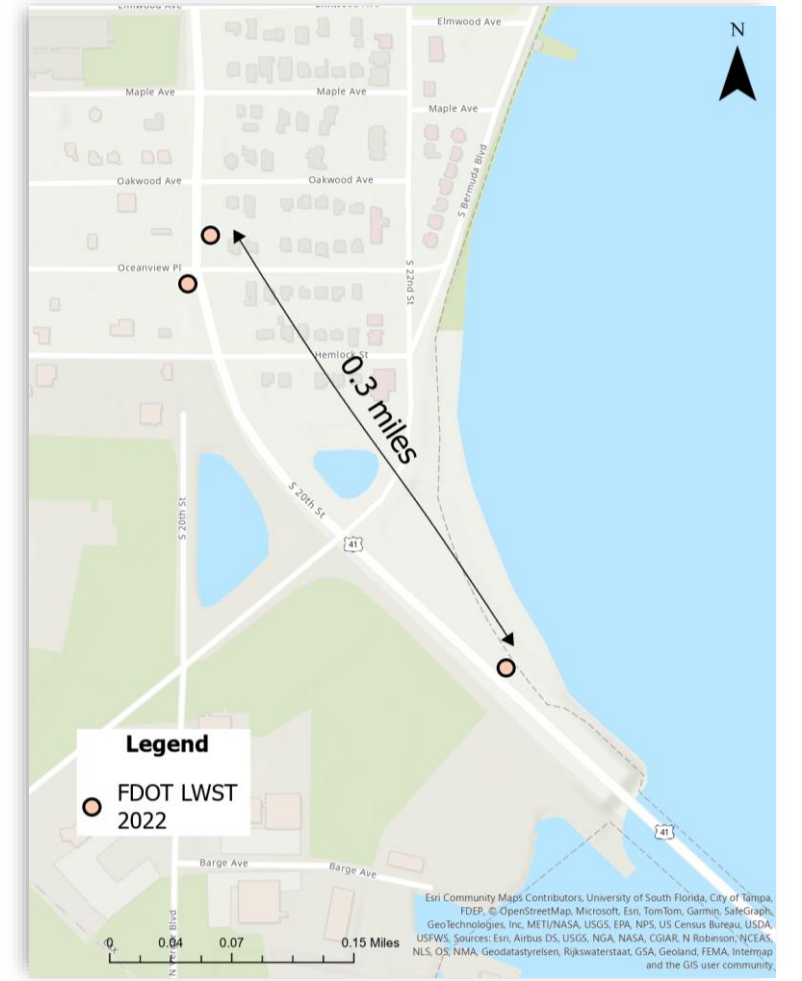
Visualization of CFM data through a curve with an intersection in 30-foot averaged intervals

Source: US Department of Transportation Federal Highway Administration (FHWA)

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Traditional Pavement Data Collection

- Traditionally, pavement friction data are measured from the Locked-Wheel Skid Test (LWST)
- LWST friction measurements are intermittent with traffic control, typically only a few measurements (usually 1 to 5) per mile
- The limited LWST samples make describing the pavement friction patterns at the crash location infeasible or inaccurate



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Continuous Pavement Friction Measurement

- Continuous Pavement Friction Measurement (CPFM) continuously collects high-resolution pavement friction data
- Very short distance intervals
- Covering tangents, curves, and intersections
- Revolutionize the understanding of the relationship between crash risks and friction patterns



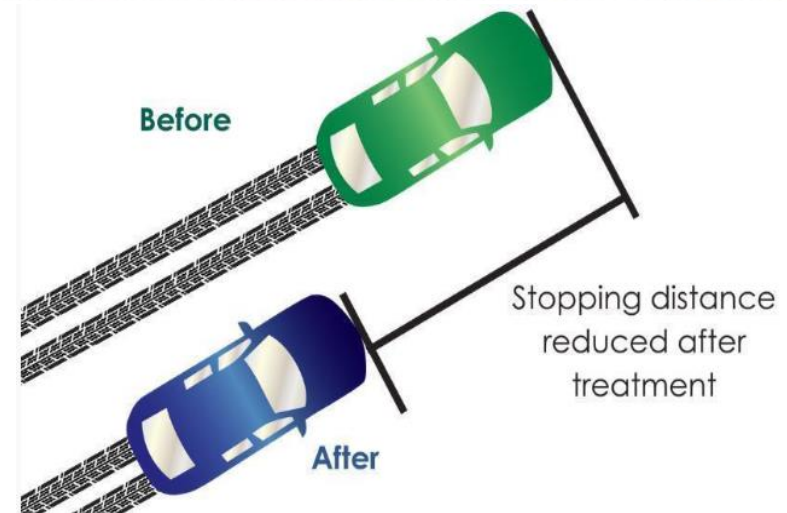
Pilot SCRIM Data Applications in D7

- District 7 linked crash data with continuous friction measurements and road safety assessments to select intersections for High Friction Surface Treatment (HFST)



Utilizing SCRIM Data for Targeted HFST

- High Friction Surface Treatment (HFST):
 - The application of very high-quality aggregate to the pavement using a polymer binder to restore and/or maintain pavement friction
 - Helps motorists maintain better control in both dry and wet driving conditions
 - Reduces stopping distance
 - Increase expected stopping behaviors (stop before stop bar)
 - Reduce improper stopping behaviors (occupancy crosswalks)
 - Reduce the risk of vehicle-pedestrian conflicts



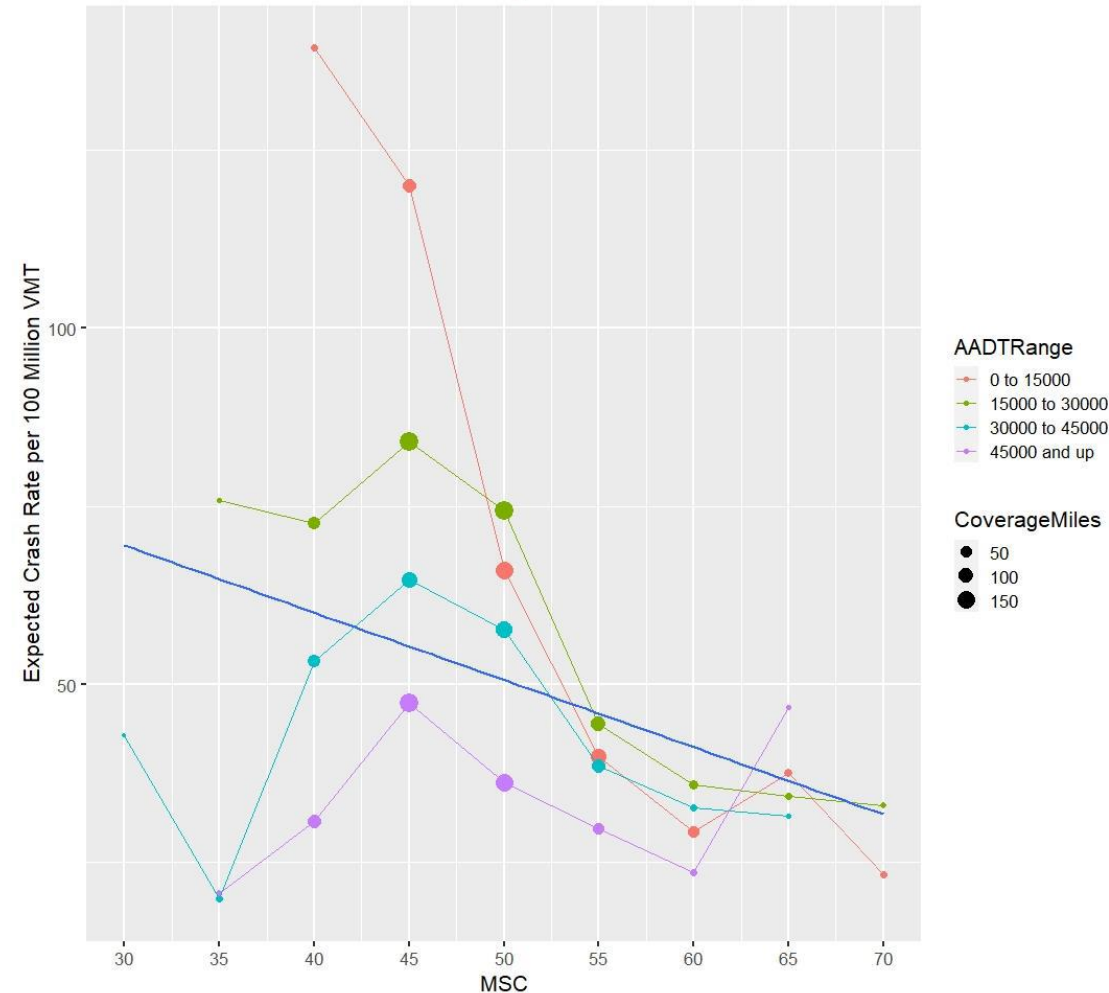
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D7 Districtwide SCRIM Pilot Project Results

- Low AADT locations have disproportionately high crash rates
- The blue 'line of best fit' for all the data indicates an **inverse relationship between friction and crash rate**
- The majority of this year's SCRIM network coverage recorded friction (MSC) values between 40 and 50
- **Increases in friction (MSC) and mean profile depth (MPD) result in the largest predicted % decrease in crash rate**, due to the large effect these measures have on roads with disproportionately high crash rates
- **Crash rates at or near intersections nearly 3x higher than non-intersections**
- **Crash rates on inclines are slightly lower than flat roads**

Adjusted Crash Rate by AADT Range and MSC

Only SCRIM values with at least 2.5 Coverage Miles per AADT Range are Included



HFST National Recognition



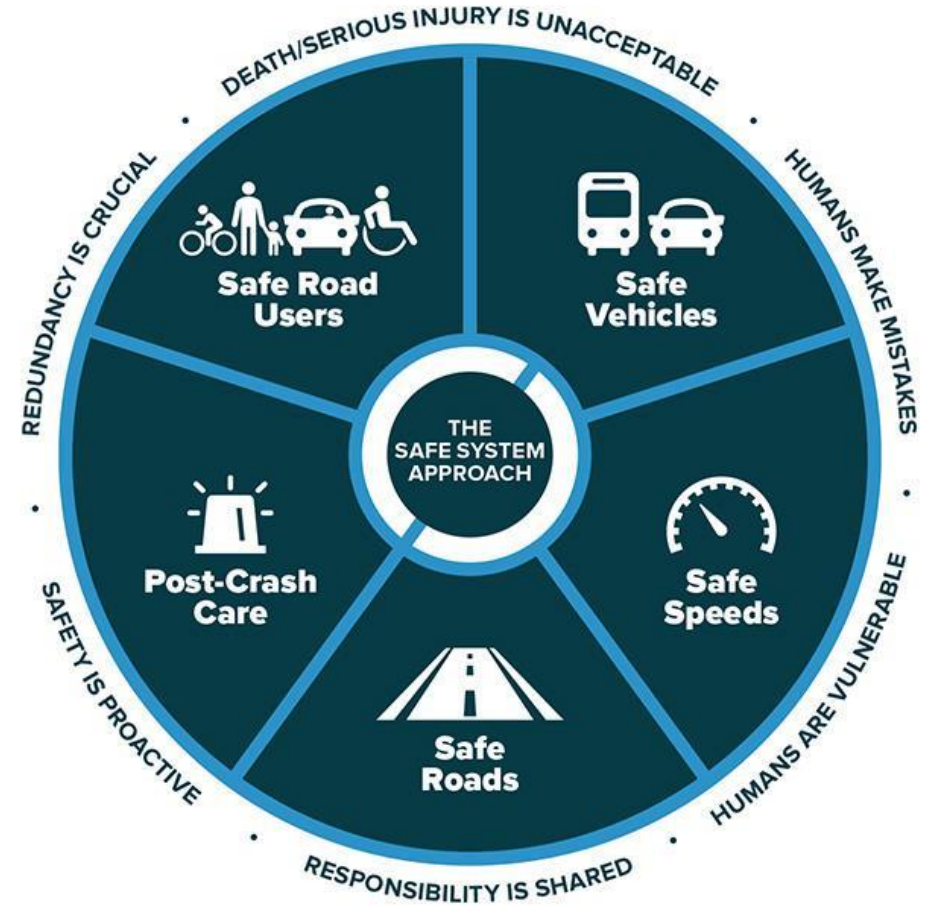
- District 7's work demonstrating the effectiveness of High Friction Surface Treatment was recognized at the 2023 National Roadway Safety Awards in Washington DC.

Presentation Outline:

Pavement Friction & Safety

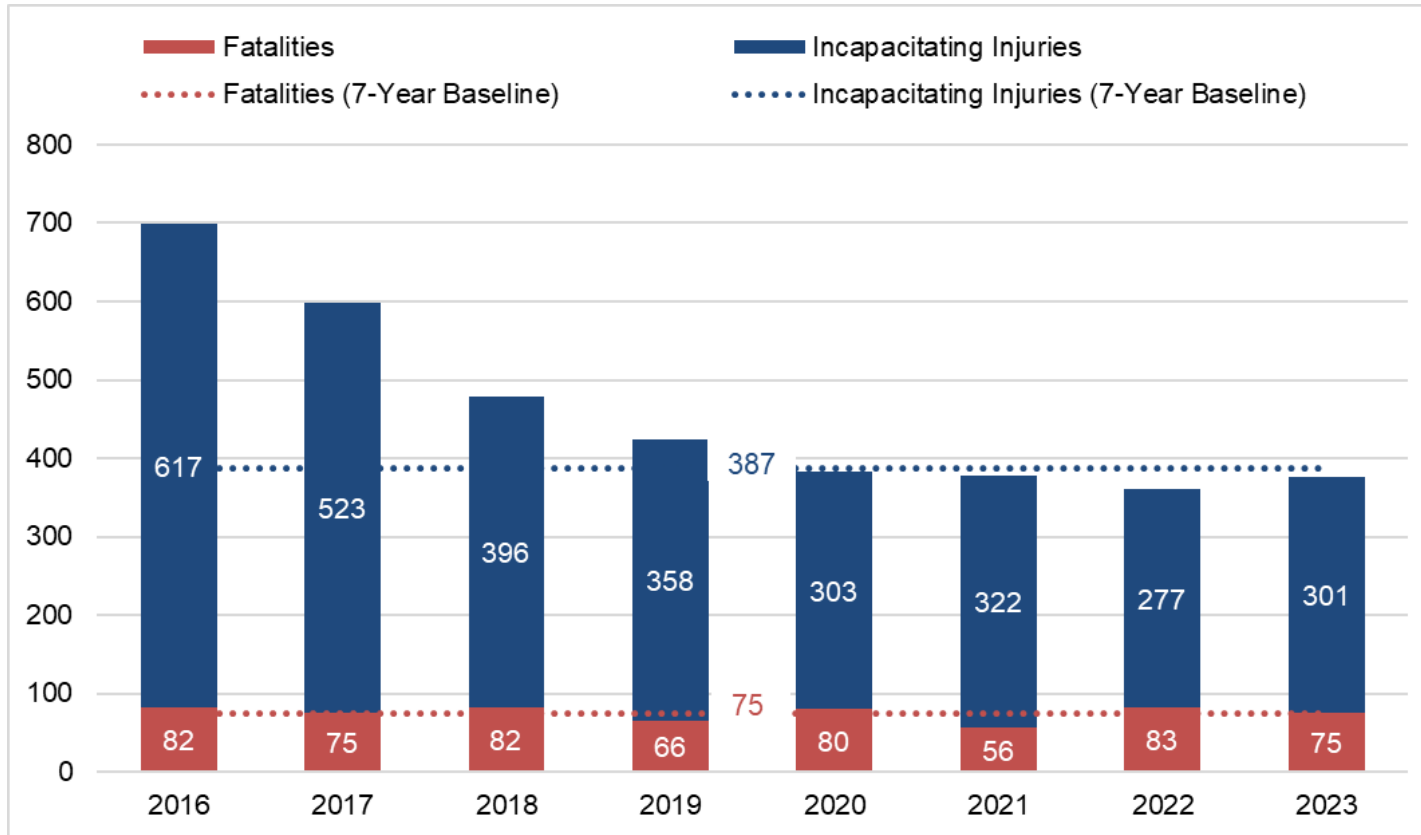
Work Zone Safety

Enhanced Law Enforcement
Engagement Program



Work Zone Safety Stats

Severe Crash Performance 2016 – 2023 in Florida



Key Takeaways

- Incapacitating Injuries are trending down overall. Fatalities are going down after a jump in 2022.
- Despite a higher overall number of work zone crashes in 2023 (12,143), the total number of fatal/ incapacitating injury crashes is lower
- Despite motorcycles encompassing only 3% of registered vehicles, they are overrepresented with about 30% of WZ fatalities & serious injuries (44 out of 150 total WZ crashes in 2023)
- Commercial vehicles were involved in 12% of work zone crashes and almost 4% of those resulted in a fatality or serious injury.

Work Zone Safety Action Plan

- [Designer, CEI, and Contractor Training Workshops](#)
- Webinars
- [Community Meetings](#)
- Lane Closure Notification System

EDUCATION

ENGINEERING

- [Design Policy Changes](#)
- [Design Safety Prompt List](#)
- Pilot Projects for New Technology
- Smart Work Zones
- [Near-Miss Crash Analysis](#)

5E Safety Approach

ENFORCEMENT

EVALUATION

- [ELEE Program](#)
- Contract Language Updates
- [Increased TCO presence in Work Zones](#)
- Streamline Communication

ENCOURAGEMENT

- [WZ RSAs](#)
- Design Phase Reviews
- [Geofencing Surveys](#)
- Before/After Analysis

- [Contractor Safety Technology Incentive Program](#)
- Recognition in D7 Safety Newsletter
- [FDOT Safety Challenge Coin](#)

D7 Safety Issues

Speeding and dangerous driver behavior within work zones

Enforcement limitations due to design and construction constraints

Impractical bike and pedestrian accommodations leading to non-compliance and unsafe outcomes (e.g. crossing mid-block or entering the work zones)

“Copy and Paste” TTC design plans

Lack of oversight during construction

New design and construction workforce leading to a lack of experience within the industry

Strategies to Improve Work Zone Safety

IF YOU **SEE**
something
SAY
something

Cater Work Zones
to the users

Prioritize
safety over
meeting
minimum
standards

Provide
positive
guidance &
continuous
improvements

Streamline
communication
between partners so
emergent issues can be
solved quickly



Work Zone Education



EDUCATION

Short-Term Strategies

Hosted **4** Work Zone Safety Workshops for all Design employees, consultants and Temporary Traffic Control Designers



Completed a **6** month Education & Engagement period as part of the Work Zone Safety Action Task List

Ongoing coordination between MOT Designers and construction personnel through Open House Sessions

Work Zone Enforcement – Short Term



ENFORCEMENT

Short-Term Strategies

- Increased law enforcement presence at high-risk locations
- Enhanced Law Enforcement Engagement Program (ELEE)
- Provide dedicated team with interdisciplinary support to increase frequency of on-site reviews
- Update policies to provide method to STOP WORK at locations where traffic control is causing a safety issue for workers or the public



Work Zone Enforcement – Long Term



ENFORCEMENT

Long-Term Strategies

Build in safety checklists and requirements to contracts to hold contractors accountable for their safety metrics, including mandatory training for workers

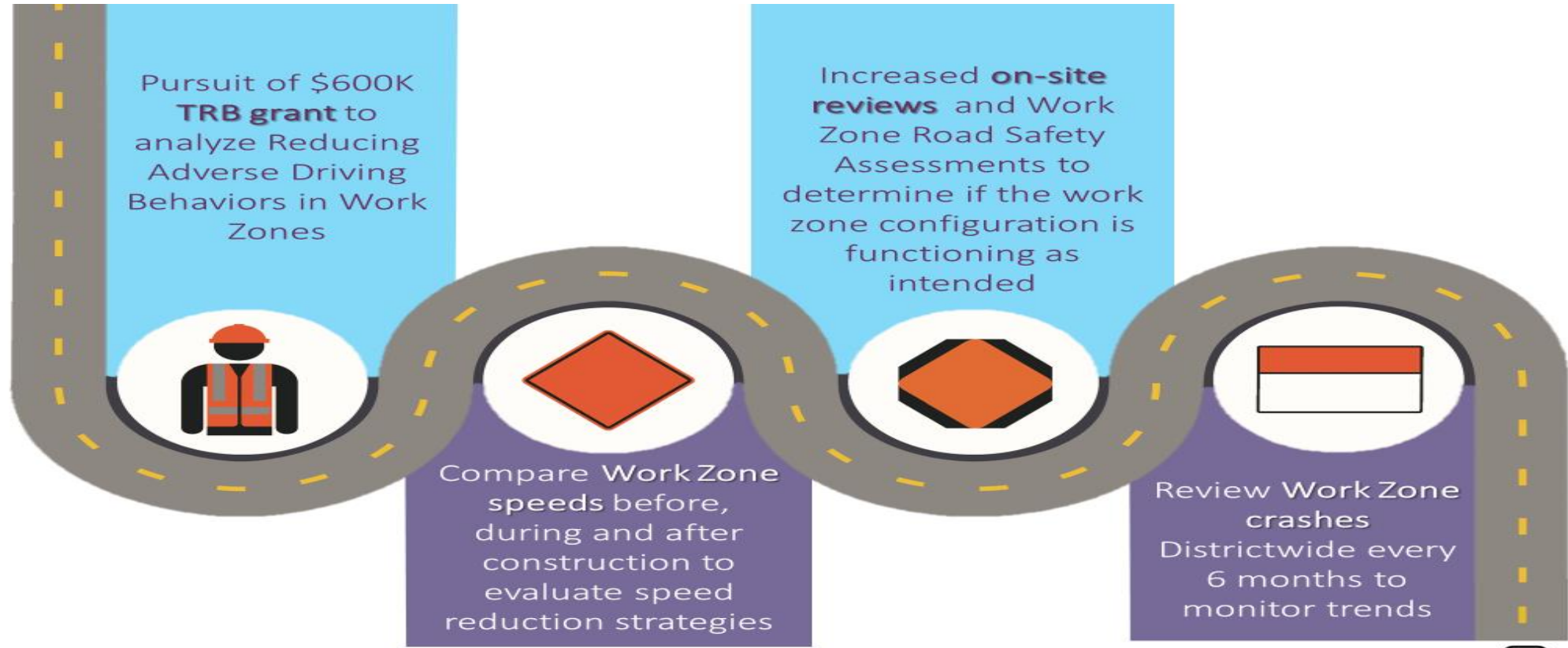
Mandate OSHA record be included during contractor selection and bidding process

On-site pop-in reviews to permit projects that include utility and developer work zones



**TRANSPORTATION
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Work Zone Evaluation



EVALUATION



Smart Work Zones

Smart Work Zones CASE STUDY

A **Before & After Safety Evaluation** was conducted to study the Smart Work Zone implemented at I-75 at SR 574 (Martin Luther King Jr. Boulevard)

Results indicated **Smart Work Zones work well during rush hours**; however, **drivers tend to disregard Smart Work Zone speed limits during non-rush hours**

TAKEAWAYS

- **Enforcement** is needed to ensure speeds are followed, similar to non-smart work zone applications
- Additional analysis may be needed before implementing on all projects



Addressing Work Zone Challenges

Case Study

N 62nd Street from CSX to Columbus Drive Follow Up



- District personnel were notified of additional issues within the work zone
- Further work and coordination with the contractor will be needed to increase safety and prevent these incidents. Measures would include WWD prevention measures and additional positive guidance for drivers.

Presentation Outline:

Pavement Friction & Safety

Work Zone Safety

Enhanced Law Enforcement
Engagement Program



Enhanced Law Enforcement Engagement Program (ELEE)



- Allows Law Enforcement to dedicate enforcement hours on select corridors in exchange for points that can be exchanged for speed feedback trailers, light towers, speed radars, and more.
- Began in February 2022:
 - 6-month program.
 - 22 Participating Agencies.
 - Over 11,000 enforcement hours donated.
 - Over 19,000 warnings/citations given.



ELEE 2.0



May 1, 2023 – Jan 6, 2024

Enforcement
Details



3,746

Enforcement
Hours



22,480

Warnings



19,715

Citations



17,001

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ELEE Enforcement Campaigns

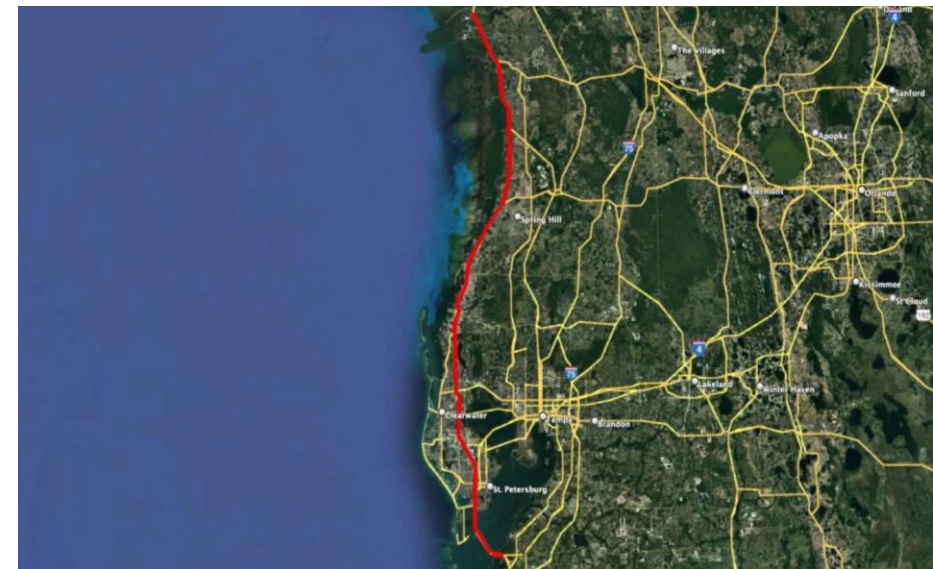


Gandy Boulevard

Traffic Stops	➔	457
Traffic Citations	➔	162
Warnings	➔	295
Citations	➔	18

US 19

Citations and Arrests	➔	520
Warnings	➔	353
DUIs	➔	3
Drug Arrests	➔	10



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ELEE Recognition



- In 2023, ELEE was recognized by the Florida/Puerto Rico District of the Institute of Transportation Engineers (FLPRITE) and received the John W. Barr Transportation Project of the Year award.
- The program has also received positive coverage from local media.

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Thank You!

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