

Orlando, FL

November 7-8, 2024



# 2024 TRANSPORTATION SYMPOSIUM

## STRIDES 2 Zero Program Implementation and Challenges

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# Outline

- STRIDES 2 Zero (S2Z) program objectives and strategies
- Network Screening process
  - What, why, and how we do
  - Focus on Signalized Intersection
- District 4's approach to S2Z implementation and challenges
- Systemic Safety approach



# What is STRIDES 2 Zero?

- An initiative managed by FDOT Traffic Engineering and Operations Office in collaboration with Safety Office toward the goal of zero fatalities and serious injuries on our roadways
- Enhance highway safety management practices in Florida through data-driven process
- Provide engineering-based safety solutions for different transportation facilities and modes

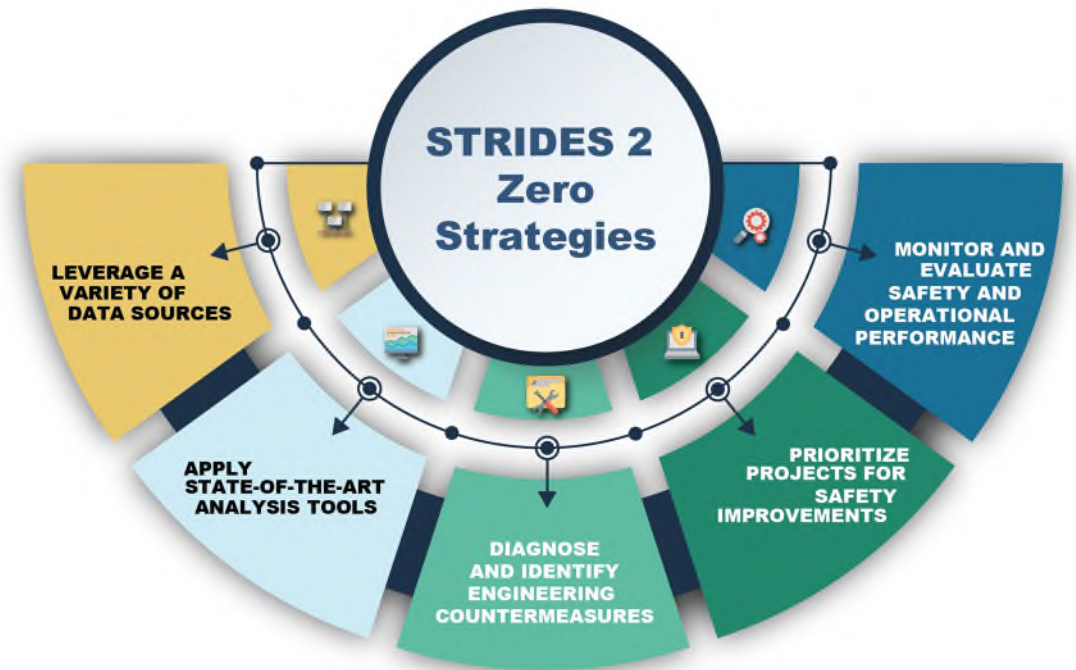


State Traffic Roadway and Intersection  
Data Evaluation System Toward Zero  
Fatalities and Serious Injuries

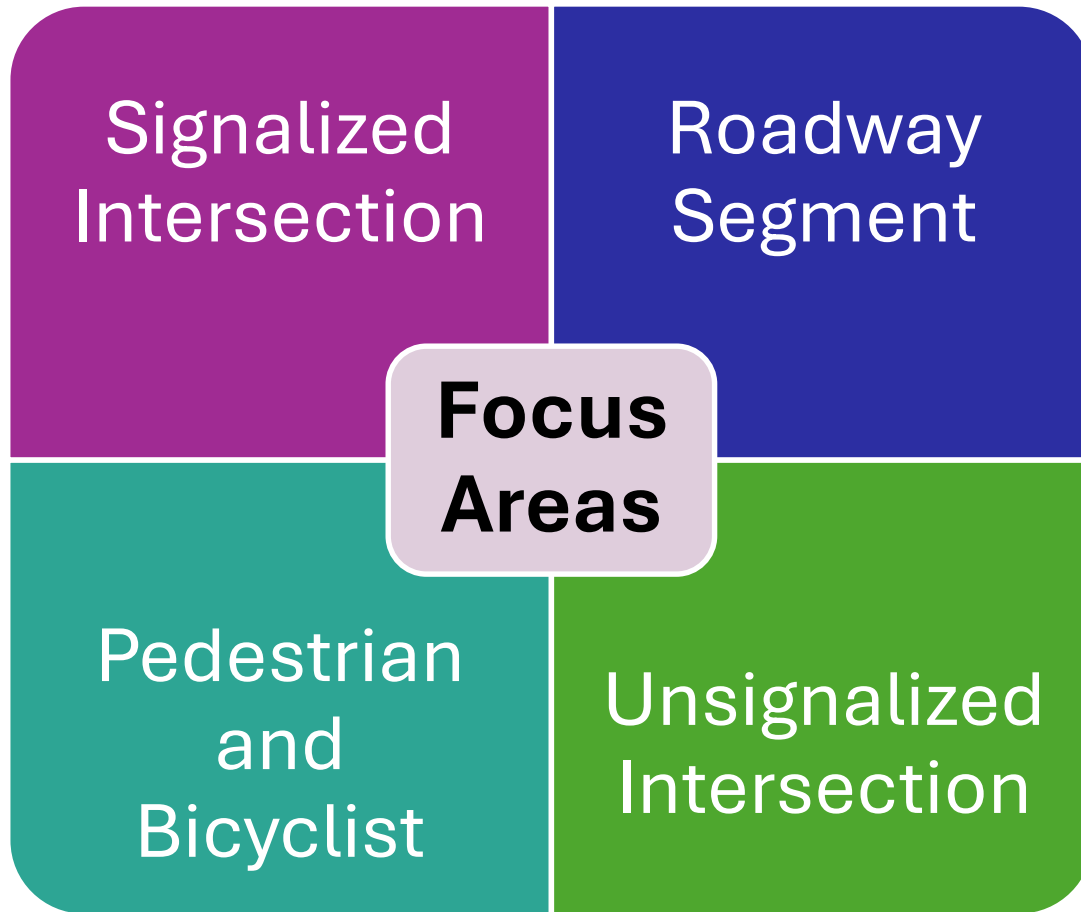


# STRIDES 2 Zero Program Strategies

- Leverage a variety of data sources
- Apply state-of-the-art analysis tools
- Diagnose and identify engineering countermeasures
- Prioritize projects for safety implementation
- Monitor and evaluate safety and operational performance of countermeasures



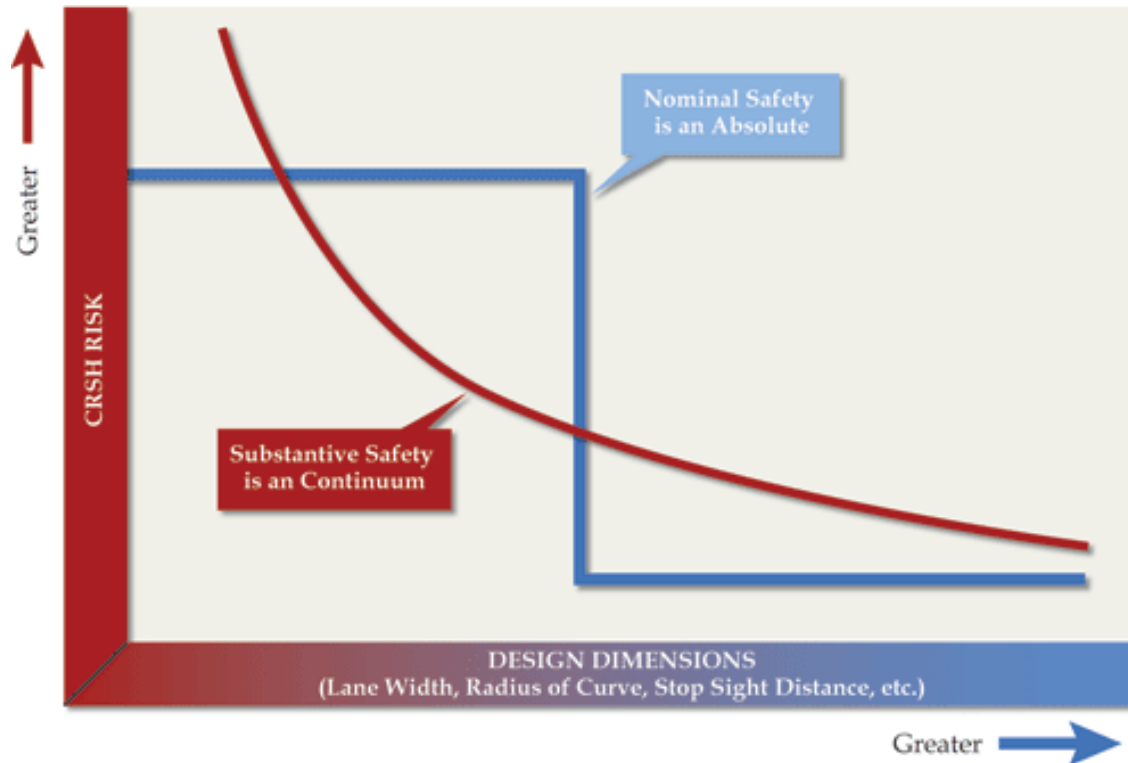
# Focus Areas



- All focus area efforts concentrated on arterial roads along State Highway System
- Started with Signalized Intersection focus area

# Evaluate Safety Performance

- Nominal vs. Substantive Safety



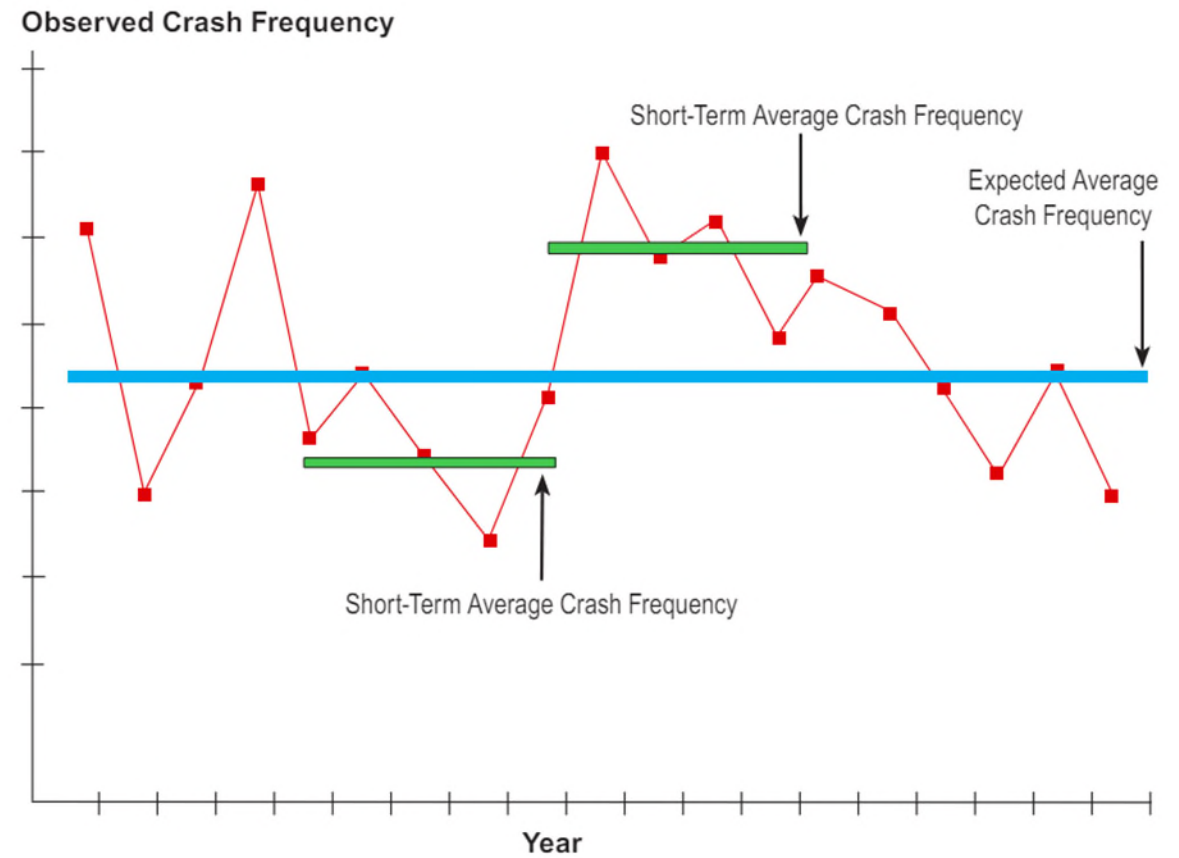
**Nominal Safety:** a design feature or roadway either meets minimum criteria or it does not.

**Substantive Safety:** actual or expected long-term safety performance of a roadway.

# How to Determine Expected Safety Performance?

## Concern #1: Natural Variability in Crash Frequency

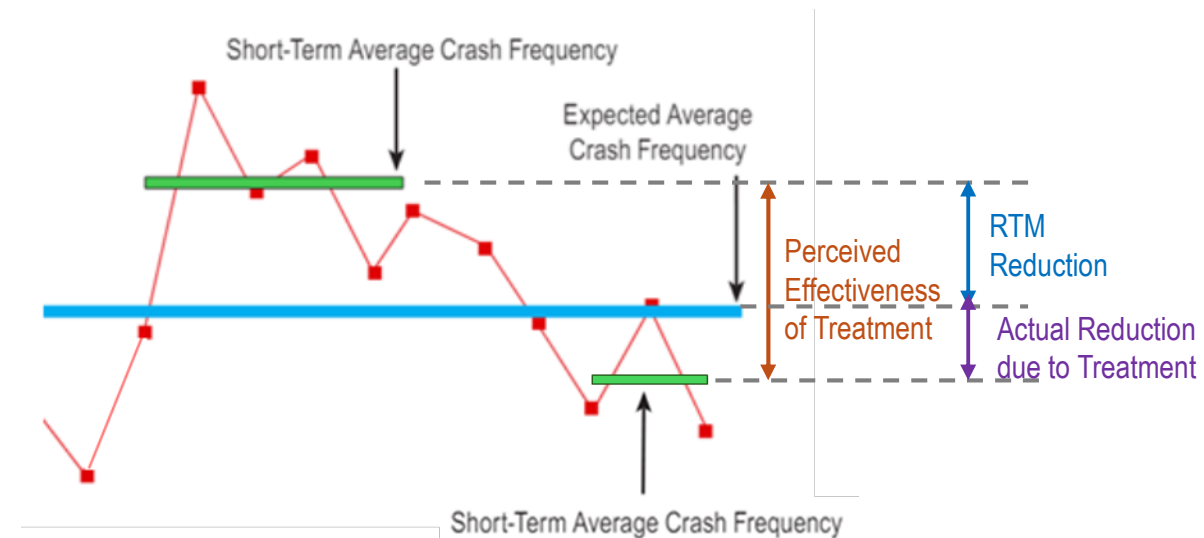
- Crashes are random events
  - *What is the probability of a crash occurring at a site on a particular day and time?*
- Observed average crash frequency over short periods
  - *Is it high, average, or low?*



# How to Determine Expected Safety Performance?

## Concern #2: Regression-to-the-mean (RTM) Bias

- A period of high crash frequency is likely to be followed by a period of low crash frequency or vice versa.
- Had the treatment not been applied for, what would have been the safety performance of the site for which treatment is selected based on short-term observed average crash frequency?





# How to Determine Expected Safety Performance?

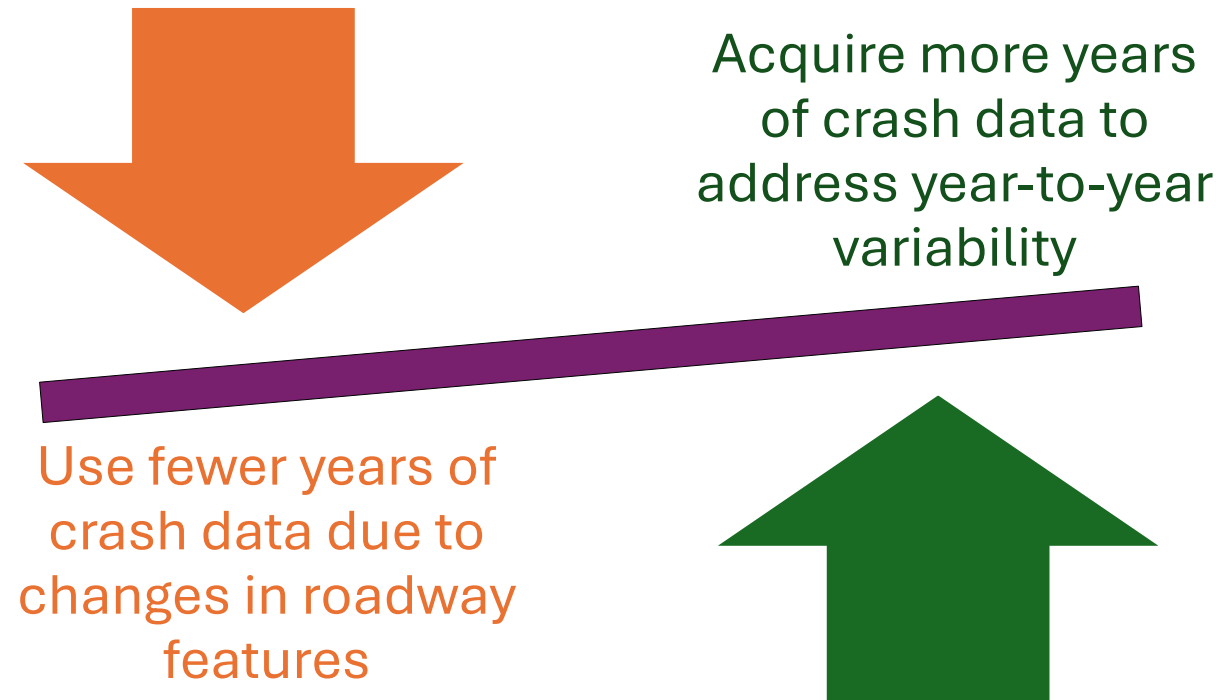
## Concern #3: Variation in Roadway Characteristics

- Some roadway characteristics are subject to change over time.
- Some characteristics change on a continual basis.
- Use of a longer period of data may not capture the changes in site conditions that occurred within the period to understand their association with crashes



# How to Determine Expected Safety Performance?

## Concern #4: Conflict between Crash Frequency Variability and Changing Site Conditions



# Highway Safety Manual (HSM) Predictive Method

- Basis of predictive method is Safety Performance Function (SPF)
- SPF: A regression equation to estimate predicted average crash frequency as a function of exposure and roadway features.

## SPFs for two-way, three-leg signalized intersections:

$$N_{p,2,3w} = \exp[-7.6005 + 0.6500 \times \log(AADT_{minor}) + 0.3881 \times I_{CCCR} - 0.4237 \times I_{CR} - 0.8506 \times I_{CSO}]$$

with  $k = 0.535$

## SPFs for three-leg signalized intersections where at least one of the legs is a one-way road:

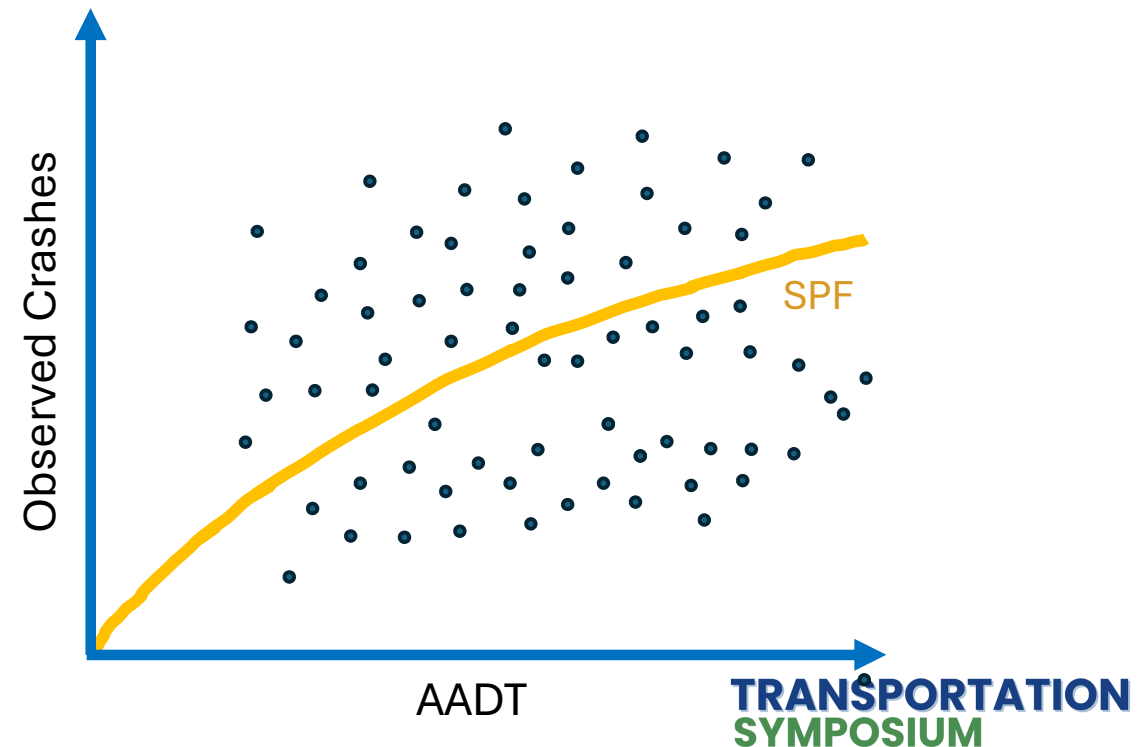
$$N_{p,3,1w} = \exp[-6.2950 + 0.5248 \times \log(AADT_{minor}) - 0.7455 \times I_{CSO}]$$

with  $k = 0.186$

## SPFs for two-way, four-leg signalized intersections:

$$N_{p,4,2w} = \exp[-7.5677 + 0.5101 \times \log(AADT_{minor}) + 0.1941 \times \log(AADT_{major}) - 0.6025 \times I_{CRT} - 0.1995 \times I_{CS} - 0.3857 \times I_{CSB} - 0.2604 \times I_{CR} - 0.4570 \times I_{CSO}]$$

with  $k = 0.390$

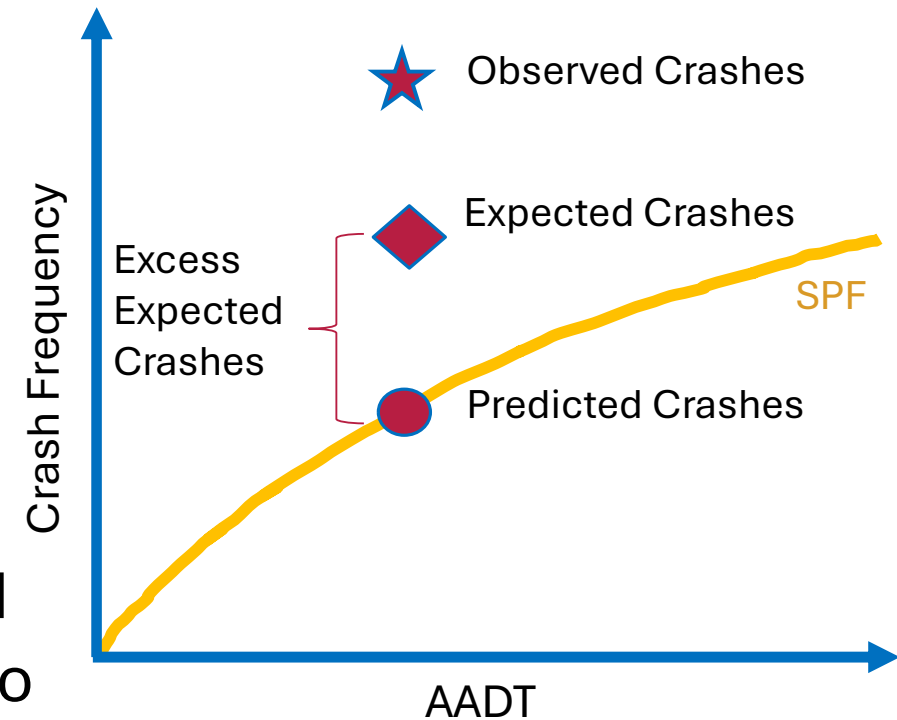


# Expected Crash Frequency

- Predicted: an average of crash predictions over similar sites
  - A good prediction depends on model reliability
  - Prediction alone does not account for RTM bias
- Expected: a weighted average of observed and predicted crashes

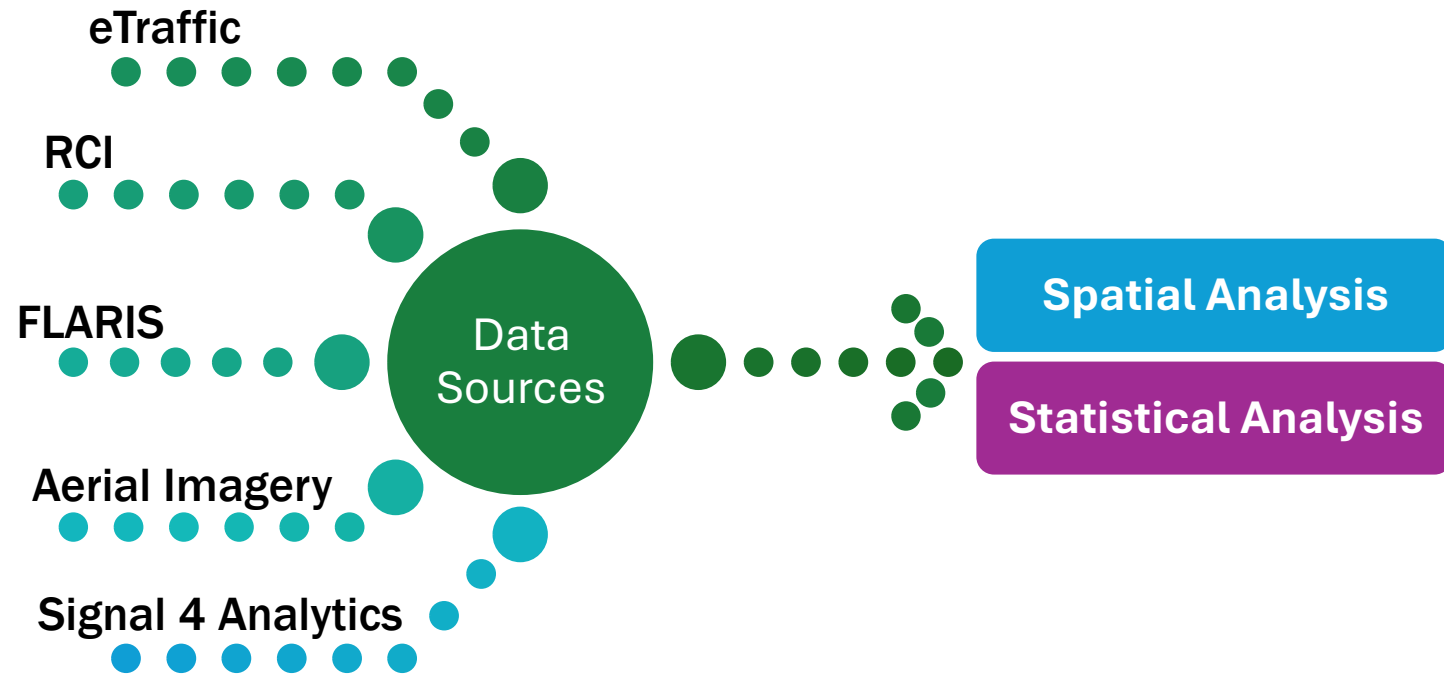
$$N_e = w \times N_p + (1 - w) \times N_o]$$

- Excess Expected: difference between expected and predicted crashes and can be used as a threshold to determine potential for safety improvement



# Our Process

- Since 2020, annual network screening of signalized intersections
- Annual SPFs using the latest three years of K+A crash data as a function of
  - AADT of major and minor approaches
  - Number of approaches
  - Context class
  - Approach road type (1-way, 2-way)
  - Ramp type





# Candidate Signalized Intersections

- Candidate intersections selected based on the highest excess expected crash frequency

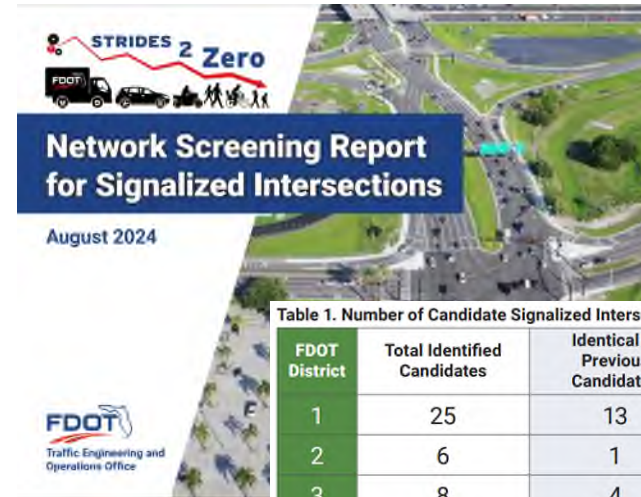
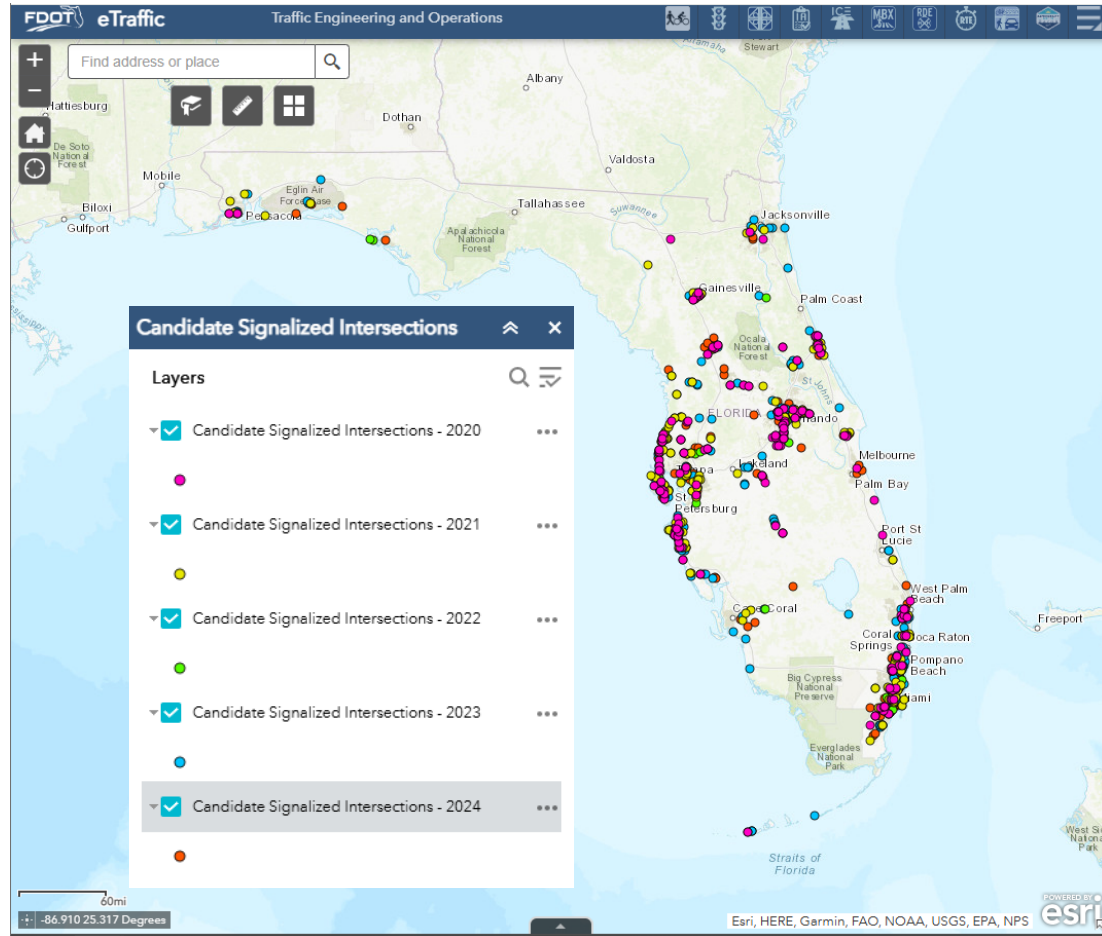


Table 1. Number of Candidate Signalized Intersections in 2024

FDOT District	Total Identified Candidates	Identical to Previous Candidates	New Candidates
1	25	13	12
2	6	1	5
3	8	4	4
4	28	11	17
5	55	26	29
6	33	13	20
7	50	24	26
<b>Total</b>	<b>205</b>	<b>92</b>	<b>113</b>

# Sister Intersection – Unique Concept by FDOT

- What is a sister intersection?

An intersection with similar characteristics and traffic volumes compared to a candidate intersection but experienced only a few KA crashes (0 or 1) during the study period
- How is recognizing sister intersections useful?

Identify existing safety features at better performing sister intersections, which may not be present at the candidate intersection
- A set of five (5) sister intersections for each candidate intersection



# Overrepresented/Disproportionate Crash Type

- Type of crashes where their proportion at an intersection exceeds the threshold proportion from the similar group
- Overrepresentation (OVR) - determined by the probability of the excess crash proportion of a type occurring at random
- Assess the contributing factors associated with the OVR crash type and select specific countermeasures that may help reduce the occurrence of such crashes



**Angle:** A crash where the impact type is coded in the crash report as "Angle."



**Head-on:** A crash where the impact type is coded in the crash report as "Front to Front."



**Rear-end:** A crash where the impact type is coded in the crash report as "Front to Rear."



**Sideswipe:** A crash where the impact type is coded in the crash report as either "Sideswipe, Same Direction" or "Sideswipe, Opposite Direction."



**Other Multi-vehicle:** A multi-vehicle involved crash where the crash type does not fall into any of the aforementioned categories, including Angle, Head-on, Rear-end, and Sideswipe.



**Pedestrian/Bicyclist (Ped/Bike):** A crash where at least one pedestrian or bicyclist is involved in the collision with a vehicle.



**Single-Vehicle:** A crash where only one vehicle is involved in the collision, but a pedestrian or a bicyclist is not involved.



# Mapping Locations with Existing Safety Priority Lists

## Safety Assessment Dashboard

Statewide View
D1 Editor
D2 Editor
D3 Editor
D4 Editor
D5 Editor
D6 Editor
D7 Editor
FTE Editor

🔗

FDOT This dashboard consists of the Traffic Operations' Statewide Safety Initiatives and the overlapping safety needs priorities identified by each district.
 

District: All  
 Work Program Fiscal Year: No category selected

The Statewide Safety Initiatives can be filtered by using the category selectors below and choosing the initiative(s) you would like to view.

Is the project at a...

SAFE Candidate 2020 Intersection

No Selection
Yes

SAFE Candidate 2021 Intersection

No Selection
Yes

SAFE Candidate 2022 Intersection

No Selection
Yes

SAFE Candidate 2023 Intersection

No Selection
Yes

Wrong Way Driving Countermeasure

No Selection
Yes

Curve or Ramp

No Selection
Yes

### Site Specific Projects

# 182

\*Projects by point location

### Sites

District 1  
**D1 Candidates for Dilemma Zone Detection**

SAFE Candidate Intersections  
 2020: No  
 2021: No  
 2022: No  
 2023: Yes

WWD Countermeasure: No  
 30 Ped/Bike Safety Corridor: No  
 Curve or Ramp: No

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District 1  
**D1 Candidates for Dilemma Zone Detection**

SAFE Candidate Intersections  
 2020: No  
 2021: No  
 2022: No  
 2023: Yes

WWD Countermeasure: No  
 30 Ped/Bike Safety Corridor: No  
 Curve or Ramp: No

### Corridor Specific Project:

# 490

\*Projects by segment location

### Corridors

District 6  
**D6 Lane Departure Draft 2020**

SAFE Candidate Intersections  
 2020: No  
 2021: No  
 2022: No  
 2023: Yes

WWD Countermeasure: Yes  
 30 Ped/Bike Safety Corridor: No  
 Curve or Ramp: No

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District 6  
**D6 Lane Departure Draft 2020**

SAFE Candidate Intersections  
 2020: No  
 2021: No  
 2022: No  
 2023: Yes

WWD Countermeasure: Yes  
 30 Ped/Bike Safety Corridor: No  
 Curve or Ramp: Yes

### Work Program Filter Parameters (Expand to Read)

#### Site Specific Safety Assessment List

- D6 Int List Draft 2020
- D1 Lighting Risk at Signalized Intersections
- D1 Candidates for LPI
- D1 Candidates for Left Turn Phasing Changes
- D4 Fatal Crash Logs 2020
- D7 FDOT Intersection Lighting Enhancements
- D7 Preliminary Context Class Signalized Intersections
- D7 Signalized Ped/Bike Locations C3C
- D1 Candidates for Dilemma Zone Detection
- D4 Fatal Crash Logs 2019
- D7 Top Ped/Bike Crosswalk Crash Locations 2014-2018
- D1 Candidates for Ped Signal Upgrades at Schools
- D2 CO Safety Analyst HSLD Lighting Priority Ranking
- D7 R10 15 Locations
- D7 Signalized Ped/Bike Locations C2
- D7 Signalized Ped/Bike Locations C4
- D7 Top 200 FDOT HQ HSID Locations
- D7 Signal Studies
- D7 Top 100 Signalized On-System 2014-2018
- D7 Transit Safety Assessment Observations
- D7 Walkwise Sweeps
- D7 WWD Camera Detection
- D2 AD Ped/Bike High Crash Locations near ASE
- D2 DUI Driver or AD Ped/Bike High Crash Locations near ASE
- D2 Right Turn Slip Lane Priority Locations
- D4 Fatal Crash Logs 2018
- D7 Potential TSA Shortlist Locations
- D7 RRFB WWD Countermeasures
- D7 Signal Recommendations TOA Top Locations
- D7 Signalized Ped/Bike Locations C3R
- D7 Signalized Ped/Bike Locations C5

FDPEP, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA | Florida Department of Transportation
Powered by Esri

# Monitor and Tracking of Implementations

Year	DISTRICT	SS2Z_ID	RANK	COUNTY	MAJOR_RDWYID	MAJOR_MP	MINOR_RDWYID	MINOR_MP	REVIEW_DATE	CANDIDATE_INTERSECTION_STATUS	COMMENT(S)	CM1_NAME	CM1_PROGRESS	CM1_CONSTRUCTION_START_DATE	CM1_CONSTRUCTION_COMPLETION_DATE	CM1_COMMENT	CM2_NAME	CM2_PROGRESS	CM2_CONSTRUCTION_START_DATE	CM2_CONSTRUCTION_COMPLETION_DATE	CM2_COMMENT	CM3_NAME	CM3_PROGRESS	CM3_CONSTRUCTION_START_DATE	CM3_CONSTRUCTION_COMPLETION_DATE	CM3
2023	4	1822	17	Palm Beach	93090000	3.56	93000051	0.00	Apr-24	Countermeasures selected		Lighting	Programmed - In Design	8/15/2028	1/1/2031	FM 440575.5 The project will widen the intersection	One signal Head per Lane	Programmed - In Design	8/15/2028	1/1/2031	FM 440575.5 The project will widen the intersection	High Emphasis Crosswalks	Programmed - Construction Complete	9/7/2023	10/17/2023	Work #: PB-AUM-23-78-Y-V
2023	4	1869	16	Palm Beach	93200000	5.11	93070000	13.98	Apr-24	Countermeasures selected		Lighting	Programmed - In Design	12/18/2030	4/1/2031	FM 448107 This project will install mast arms at the intersection	Turning Vehicles Stop for Pedestrians' signs	Programmed - Construction Complete	9/7/2023	10/17/2023	Work document #: PB-AUM-23-78-Y-V	High Emphasis Crosswalks				
2023	4	1897	13	Palm Beach	93210000	18.13	93530500	0.00	Apr-24	Countermeasures selected		Lighting	Programmed - In Design	3/18/2024	8/10/2024	FM 447001.1	Turning Vehicles Stop for Pedestrians' signs	Programmed - Construction Complete			Work document #: PB-AUM-23-78-Y-V	High Emphasis Crosswalks	Programmed - Other			Work #: PB-AUM-23-78-Y-V

Excel-based Form in Central SharePoint Site

CANDIDATE_INTERSECTION_STATUS	COMMENTS
--	
Intersection not selected for further consideration at this time	
No action yet	
Scoping TWO for study	
Study ongoing	
Field Visit complete	
Study complete/report under review	
Countermeasures selected	

Overall Status of Candidate Intersection

COUNTERMEASURE_#1 (CM1)					COUNTERMEASURE_#2 (CM2)				
CM1_NAME	CM1_PROGRESS	CM1_CONSTRUCTION_START_DATE	CM1_CONSTRUCTION_COMPLETION_DATE	CM1_COMMENT	CM2_NAME	CM2_PROGRESS	CM2_CONSTRUCTION_START_DATE	CM2_CONSTRUCTION_COMPLETION_DATE	CM2_COMMENT
Lighting	Programmed - In Design	8/15/2028	1/1/2031	FM 440575.5 The project will widen the intersection	One signal Head per Lane	Programmed - In Design	8/15/2028	1/1/2031	FM 440575.5 The project will widen the intersection
Lighting	Programmed - In Design	12/18/2030	4/1/2031	FM 448107 This project will install mast arms at the intersection	Turning Vehicles Stop for Pedestrians' signs	Programmed - Construction Complete	9/7/2023	10/17/2023	Work document #: PB-AUM-23-78-Y-V
Lighting	Programmed - In Design	3/18/2024	8/10/2024	FM 447001.1	Turning Vehicles Stop for Pedestrians' signs	Programmed - Construction Complete			Work document #: PB-AUM-23-78-Y-V

Countermeasure Implementation Status

# District 4 STRIDES 2 Zero Program Implementation

- District 4's Approach to S2Z implementation
- Traffic Operations Office and Safety Tag Team
- Traffic Operations Office (comprised of Traffic Services/TSM&O)
- Traffic Services assists with improving safety through implementation of short-term improvements





# District 4 Team

## Traffic Services Role:

- Implement the short-term improvements → Not requiring additional analysis/feasibility studies
- Coordinate improvements through upcoming programmed projects
- Coordinate improvements through local maintaining agencies

## Traffic Services Resources:

- Push Button Contracts
  - Pavement Markings and Signing Contracts (PMS)
  - Roadway & Signalization Contracts
- Maintenance
  - Operation Centers Maintenance Units
  - Asset Maintenance Contracts

## Supplementary Data/ Resources:

- FDOT Work Program (Recently completed projects/Upcoming projects)
- Traffic Operations/Safety Studies Database

# District 4 Approach

- Obtain List of Candidate Intersections from CO
  - 34 Intersections for year 2023
- Prepare checklist of Intersection Features at Sister Intersections
- Compare Study Intersection features against Sister Intersections
- Review Work Program and Studies Database
- Identify short-term improvements that can be implemented using Traffic Services Resources
- Determine potential improvements for coordination through upcoming projects and/or Local Maintenance Agencies

Intersection Features	Yes/No	Comment
High Emphasis Crosswalks		
Backplates		
Signage		
Yellow Retroreflective Tape		
High Visibility Pavement Markings		
Skip guidelines markings		
Pedestrian Signals		
Lighting		
One Signal Head per Lane		
Exclusive Left Turn Lanes		
Exclusive Right Turn Lanes		
Bike Lanes		
Other		

# Example 1: N Jog Rd & SR 704/Okeechobee Blvd, West Palm Beach, FL

6	SR 704 / Okeechobee Blvd 93280000 (3.02) <a href="#">↗</a>	Palm Beach	C4	4	6	2.52	4.49	1.97	HEAD-ON	D4 - 93851000 (1.98) <a href="#">↗</a>
	ANGLE								D4 - 86080550 (1.53) <a href="#">↗</a>	
	N Jog Rd 93000220 (1.16)								PED / BIKE	D4 - 86100000 (23.88) <a href="#">↗</a>
										D2 - 71130000 (2.78) <a href="#">↗</a>
										D6 - 87072000 (6.67) <a href="#">↗</a>



Intersection Features	Yes/No	Comment
High Emphasis Crosswalks	.	
Backplates	.	
Signage	.	
Yellow Retroreflective Tape	.	
High Visibility Pavement Markings	.	
Skip guidelines markings	✓	
Pedestrian Signals	✓	
Lighting	✓	Determine the need
One Signal Head per Lane	✓	
Exclusive Left Turn Lanes	✓	
Exclusive Right Turn Lanes	✓	Channelized SB RT Lane
Bike Lanes	.	
Other	.	



# Sister Intersections



# Sister Intersections Features

Intersection Features	Study Intersection Jog Road at Okeechobee Blvd	Sister Intersections					Comment
		1: SR 706/ Indiantown Rd & Central Blvd	2: SR 84 & University Dr	3: Hillsboro Blvd at SR 7	4: Hwy 17 & Kingsley Ave	5: SR 968/Flagler St at SW 107th Ave	
High Emphasis Crosswalks		✓	.	✓	✓	✓	
Backplates		✓	✓	✓	✓	✓	1, 2, 3, 4: EB/WB
Signage		✓	✓	.	✓	.	1, 2: Turning Vehicles Stop for Pedestrian 1: U-Turn Yield to Right Turn on mast arms 4: No U-Turn, Do Not Block Intersection
Yellow Retroreflective Tape		✓	.	✓	.	✓	1: EB/WB 3: WB
High Visibility Pavement Markings		✓	✓	✓	✓	✓	
Skip guidelines markings	✓	✓	✓	✓	✓	✓	
Pedestrian Signals	✓	✓	✓	✓	✓	✓	
Lighting	✓ <sup>1</sup>	✓	.	✓	✓	✓	
One Signal Head per Lane	✓	✓	✓	✓	✓	.	
Exclusive Left Turn Lanes	✓	✓	N/A	✓	✓	✓	4: NB, SB, EB
Exclusive Right Turn Lanes	✓ <sup>2</sup>	✓	N/A	✓	✓	.	1, 4: EB 4: SB
Bike Lanes		✓	✓	✓	.	.	
Other			One Way (WB)		Channelized Turn Lanes	.	

<sup>1</sup> Determine the need

<sup>2</sup> Channelize SB RT Lane



# N Jog Rd & Okeechobee Blvd - Planned Work Program Improvements & Potential Improvements Via Push Button

## Planned Work Program Projects:

FM 449279.1 - SHSP Emphasis Area (S) – Intersection & Vulnerable Road Crashes - **Add Lighting**  
 Production Date: 3/3/2025

## Quick Potential Improvements Implemented Via Push Button:

- Addition of High Emphasis Crosswalks – Work Document prepared
- Installation of Backplates with Yellow Retroreflective Tape: Programmed for June 2024 in the Push Button Program
- Installation of “One Way” signs and “Do Not Enter” signs at median openings – Work Document Prepared
- Incorporation of Pedestrian Signage – Work Document Prepared

Intersection Features	Yes/No	Comment
High Emphasis Crosswalks	•	
Backplates	•	
Signage	•	
Yellow Retroreflective Tape	•	
High Visibility Pavement Markings		
Skip guidelines markings	✓	
Pedestrian Signals	✓	
Lighting	✓	Determine the need
One Signal Head per Lane	✓	
Exclusive Left Turn Lanes	✓	
Exclusive Right Turn Lanes	✓	Channelized SB RT Lane
Bike Lanes	•	
Other	•	

## Coordination with FDOT Maintenance Office and Palm Beach County:

- Refurbishment of Pavement Markings
- Verification of Pedestrian Clearance Times

# Improvements Implemented at N Jog Rd & Okeechobee Blvd



Pedestrian Signage

## Head-On Crashes Prevention Treatment



High Emphasis Crosswalks

# Example 2: SR 845/Powerline Rd & SR 870/Commercial Blvd

7	SR 870 / Commercial Blvd 86014000 (6.24)	Broward	C4	4	6	2.59	4.54	1.95	REAR-END HEAD-ON	D4 - 93851000 (1.98)
	SR 845 / Powerline Rd / NW 9th Ave 86065000 (3.57)									D4 - 86028000 (3.98)
										D6 - 87072000 (1.05)
										D6 - 87072000 (6.67)
										D4 - 86080550 (1.53)



Intersection Features	Yes/No	Comment
High Emphasis Crosswalks	•	Only on south leg
Backplates	✓	EB/WB
Signage	✓	Next Signal Intersection signs
Yellow Retroreflective Tape	•	
High Visibility Pavement Markings	✓	
Skip guidelines markings	✓	
Pedestrian Signals	✓	
Lighting	✓	Determine the need
One Signal Head per Lane	✓	
Exclusive Left Turn Lanes	✓	
Exclusive Right Turn Lanes	✓	
Bike Lanes	•	
Other	•	



# Sister Intersections



# Sister Intersections Features

Intersection Features	Study Intersection Powerline Rd & Comercial Blvd	Sister Intersections					Comment
		1: SR 706/ Indiantown Rd & Central Blvd	2: Lyons Rd & SR 834/ Sample Rd	3: SW 107th Ave & SW 88th Street/Kendall Dr	4: SR 968/Flagler St at SW 107th Ave	5: SR 84 & University Dr	
High Emphasis Crosswalks	1	✓	✓	✓	✓	.	
Backplates	✓ <sup>2</sup>	✓	✓	✓	✓	✓	1: EB/WB
Signage	✓ <sup>3</sup>	✓	✓	✓	.	✓	1, 3: Turning Vehicles Stop for Pedestrian 1: U-Turn Yield to Right Turn on mast arms 2: Next Signal Intersection signs, 2: No U-Turn Sign (EB) 3: Next Signal Intersection signs 3: School Crossing Signs
Yellow Retroreflective Tape	.	✓	✓	✓	✓	.	1, 3: EB/WB
High Visibility Pavement Markings	✓	✓	✓	✓	✓	✓	
Skip guidelines markings	✓	✓	✓	✓	✓	✓	
Pedestrian Signals	✓	✓	✓	✓	✓	✓	
Lighting	✓ <sup>4</sup>	✓	✓	✓	✓	.	
One Signal Head per Lane	.	✓	✓	✓	.	✓	
Exclusive Left Turn Lanes	✓	✓	✓	✓	✓	N/A	
Exclusive Right Turn Lanes	✓	✓	✓	.	.	N/A	1: EB
Bike Lanes	.	✓	✓	.	.	✓	
Other			Green Colored Bike lanes NB/SB			One Way (WB)	

<sup>1</sup> Only on south leg

<sup>2</sup> EB/WB

<sup>3</sup> Next Signal Signs

<sup>4</sup> Determine the need

# Powerline Rd & Commercial Blvd - Planned Work Program Improvements & Potential Improvements Via Push Button

## Safety Study Proposed Improvements:

Extend all left-turn and right-turn storage lanes, Provide high emphasis crosswalks, Signal improvements (backplates, yellow reflective borders); Pedestrian Signage, Head-On crashes prevention signage (driveways).

## Planned Work Program Projects:

- **FM 446196.1:** Lighting Retrofit, Pedestrian Signalization Upgrades, Replacement of detection Loops. This project will incorporate some elements from the safety study: Pedestrian Signage, high emphasis crosswalks, Head-on crashes prevention signage (driveways)

Estimated Work Begin Date: 12/04/24

- **FM 441944.1 & 441944.2:** Install & Deploy Adaptive Traffic Controllers & Vehicle Detection

Estimated Work Begin Date: 12/04/24

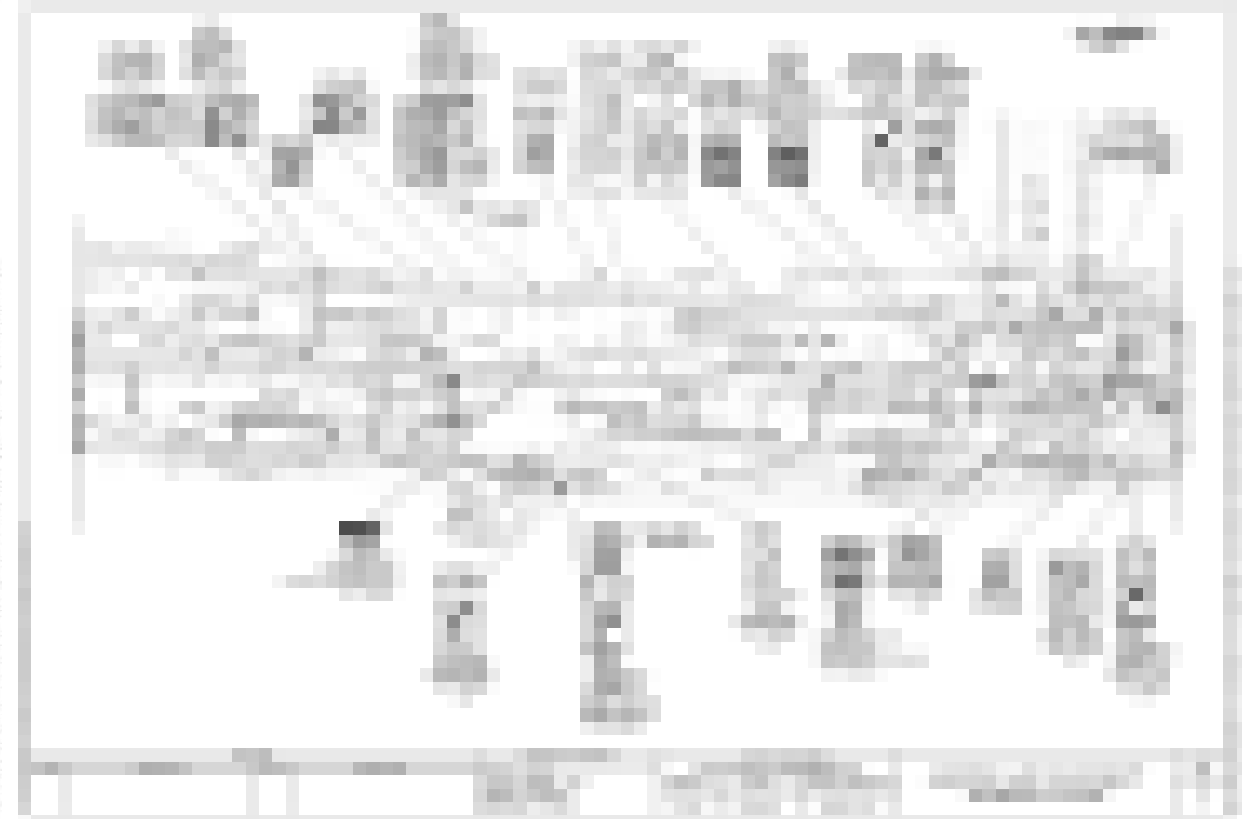
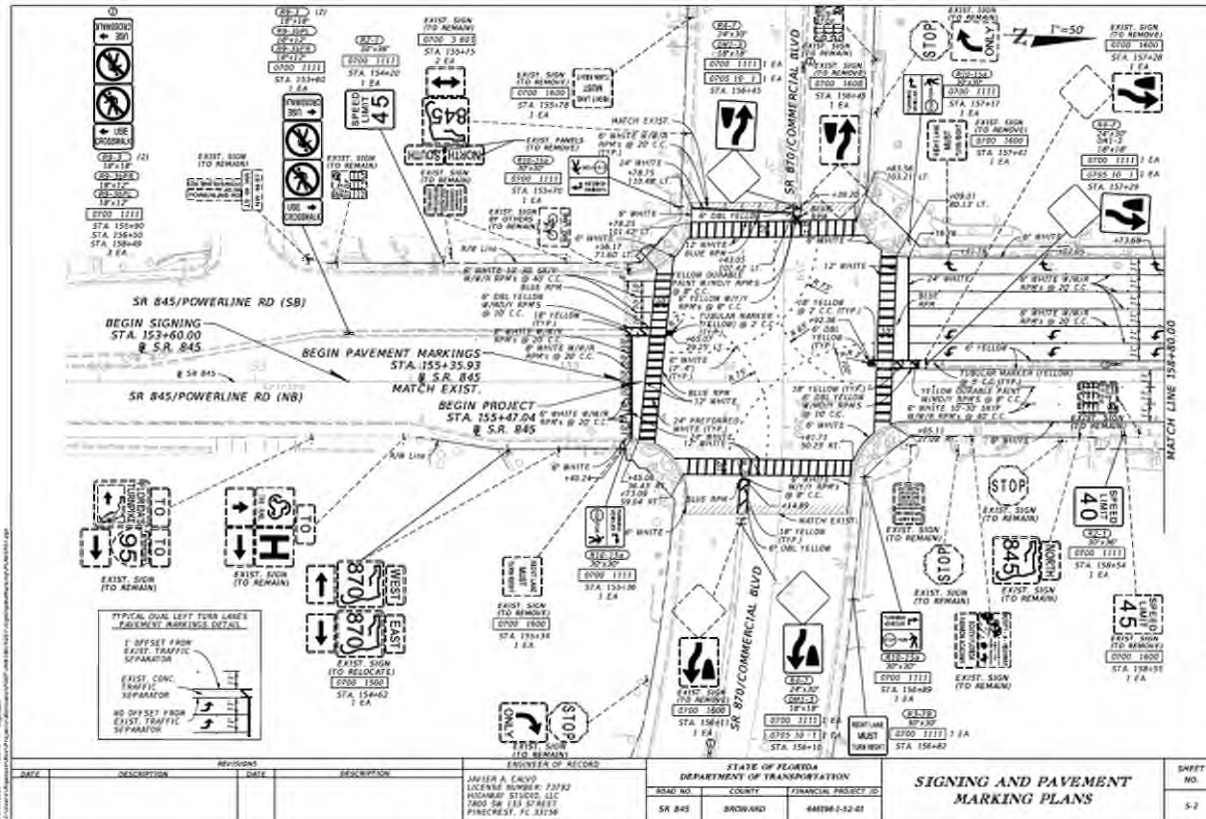
- **FM 448408.1:** The resurfacing project along Commercial Blvd excludes this intersection for now. However, its boundaries may expand pending safety funding to extend all left-turn and right-turn storage lanes as recommended in the safety report.

Estimated Work Begin Date: 10/14/25



# Powerline Rd & Commercial Blvd - Planned Work Program Improvements

FM 446196.1



# Implementation Advantages/ Challenges

## Advantages

- Safety benefit achieved through quick implementation of short-term improvements
- Consistent application of potential countermeasures (less deviation from driver expectancy)
- Collaboration - shared responsibility for Safety

## Challenges

- ROW and Budget limitations
- Improvements through programmed projects may take longer
- Need for additional analysis/feasibility studies



# Other Activities: Extension to Roadway Segments

**FDOT Roadway Safety Management Application**  
Version 1.0

District  
All

Context Class  
All

Statewide Rank  
Any

District Rank  
Any

Ranking Method  
FI Excess Expected

Reset Filters CLEAR REFRESH

## Segment Network Screening Analysis

Listed by SHS Roadway Segment Ranking

State Road Designation: **SR-55**  
 Roadway ID: **15150000**  
 Milepost: **25.11 - 25.41 (0.30 mi)**  
 District: **D7**  
 Context Class: **C3C**

Statewide Rank by FI Excess Expected Crashes: **#1**  
 District Rank by FI Excess Expected Crashes: **#1**

Statewide Rank by Total Excess Expected Crashes: **#9**  
 District Rank by Total Excess Expected Crashes: **#1**

Total Excess Expected Crashes: **173.33 per year per mile**  
 FI Excess Expected Crashes: **99.42 per year per mile**

FDPEP, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA | Florida Department of Transportation, 605 Suwannee St, Tallahassee, FL, 32399, (850) 414-4100. Powered by Esri

### Notes

- Rank shows Empirical Bayes (EB)-Adjusted Excess Expected Average Crash Frequency based on crashes from 2015 to 2019.
- Rank is available by Fatal and Injury (FI) crashes and Total crashes.
- Limited Access (LA) roads and freeways are not included.
- SHS segments within 350 feet of an Exhibit A TS/IMTS device or a roundabout identified from the 'Median Type TDA' layer in the FDOT Open Data Hub are excluded.

### Centerline Miles by District

District	Centerline Miles
1	1,391.7
2	1,908.2
3	1,983.3
4	871.8
5	1,553
6	333.3
7	633.2

### Max Sliding Window Crashes

\*Max indicates the numbers are from the sliding window with maximum excess expected crashes.

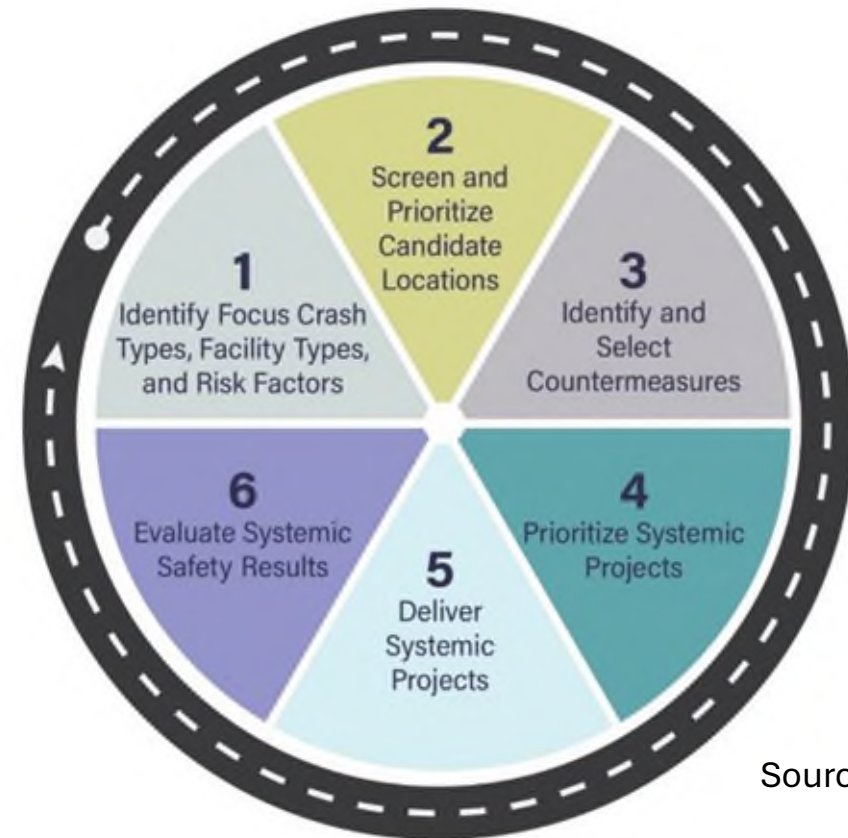
Max Total Crashes
Max FI Crashes
Max PDO Crashes

Requires FDOT ArcGIS for Portal Account

TRANSPORTATION SYMPOSIUM

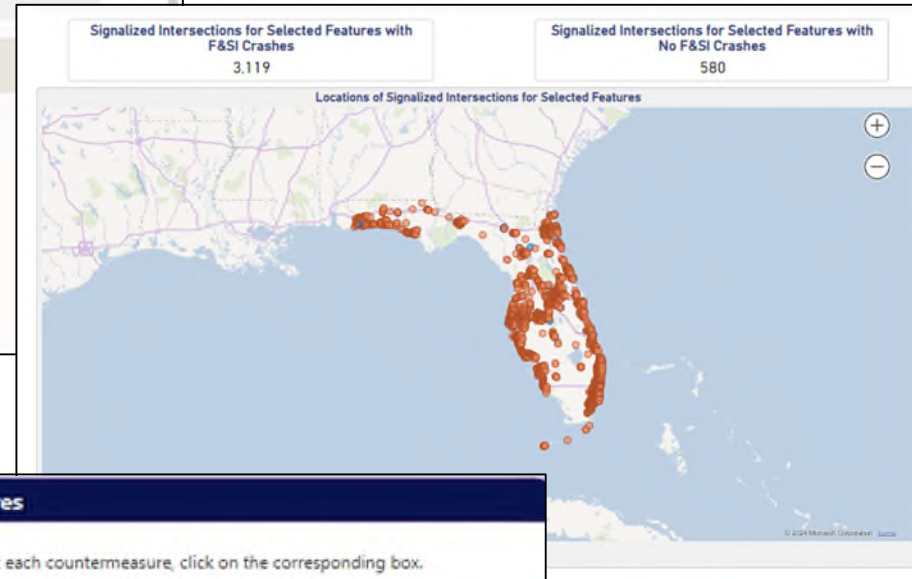
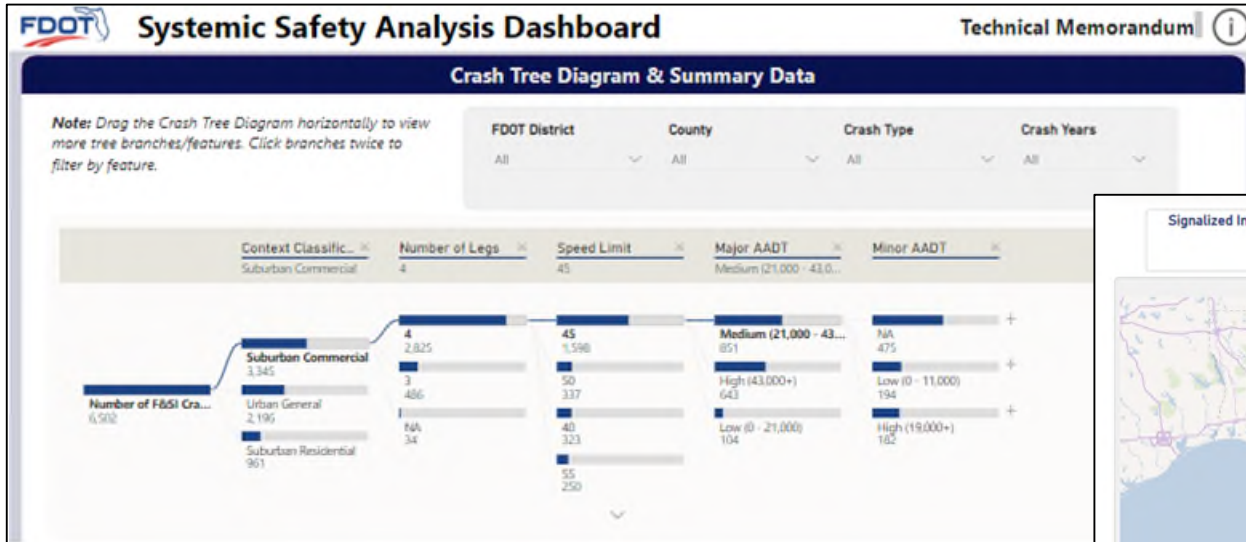
# Systemic Safety Analysis

- Identify sites with similar characteristics based on their crash potential, rather than only focusing on observed crashes
- Proactive approach, supporting the Safe System principles

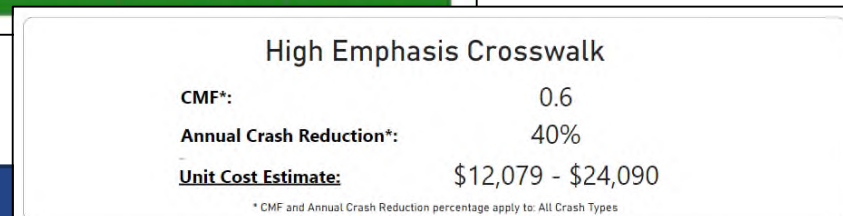
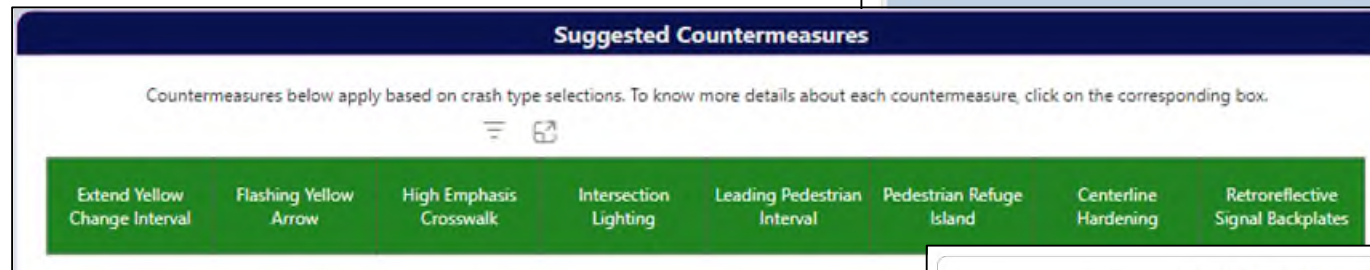


Source: FHWA

# FDOT Systemic Safety Analysis of Signalized Intersections



Power BI App - Publicly Accessible



# What Lies Ahead?

- Unsignalized Intersections
- Pedestrian and bicyclist corridor safety
- Midblock pedestrian crossing screening
- Evaluate pedestrian and bicyclist SPFs for Florida per NCHRP Report 1064
- Continue improving process for safety analysis of signalized intersection and roadway segment
- Develop Florida-specific CMFs based on countermeasure implemented



# Safety Message

**SHARE THE ROAD**

**TRAFFIC IS NO ONE'S JAM:  
SHARE THE ROAD AND ALLOW EVERYONE  
TO TRAVEL SAFELY TOGETHER.**

[FLHSMV.GOV/ShareTheRoad](http://FLHSMV.GOV/ShareTheRoad)

**FLHSMV**  
FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES

**FLORIDA**  
HIGHWAY  
SAFETY

The graphic features a blue background with white and yellow road lines. A large yellow diamond-shaped sign on the left contains the text 'SHARE THE ROAD'. In the center, a woman walks a dog across a crosswalk. A yellow pickup truck is driving through the intersection. A cyclist is riding through the intersection. A large white semi-truck is driving through the intersection. A blue car is driving through the intersection. A red motorcycle is driving through the intersection. There are several stop signs and a yield sign in the scene.

# Contact Us



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