

 June 19 - 20, 2025

 Hollywood, FL



**TRANSPORTATION
SYMPOSIUM**

D4 Enhancing Safety Culture: A Multidisciplinary Approach Through Traffic Safety Collaboration

Amy Lee Diel, D4 Safety PIO-Consultant
Yujing “Tracey” Xie, P.E., Traffic Safety Program Engineer
Thomas Miller, Traffic Safety Specialist IV

Transportation Symposium
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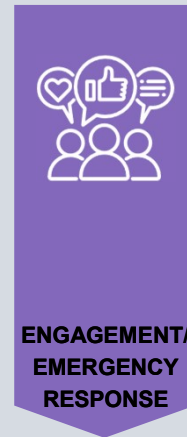
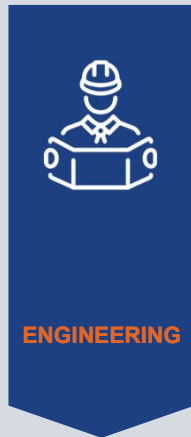


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D4 Enhancing Safety Culture

Safety Culture Pillars



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D4 Enhancing Safety Culture

Building a United Safety Culture

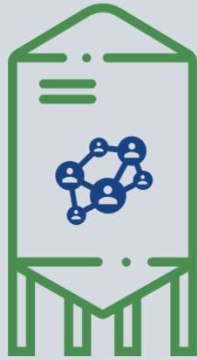
- **Open Communication:** Cross-training and transparent dialogue
- **Collaboration:** Teams unite to share knowledge and tackle safety together
- **Unified Vision:** Clear goals, shared purpose across all roles
- **Psychological Safety:** Speak up culture without fear
- **Benefits:** Better safety, higher efficiency, stronger team morale

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Breaking Down the Silos



**From Fragmented to
Unified**

**Integrated Teams
Replacing
Isolated Efforts**

**One FDOT
One Safety Vision**

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Why Safety Culture Matters



→ Safety is everyone's responsibility

→ A united culture saves lives

→ Collaboration drives long-term impact



Our Goal: Internal Unity and External Partnerships

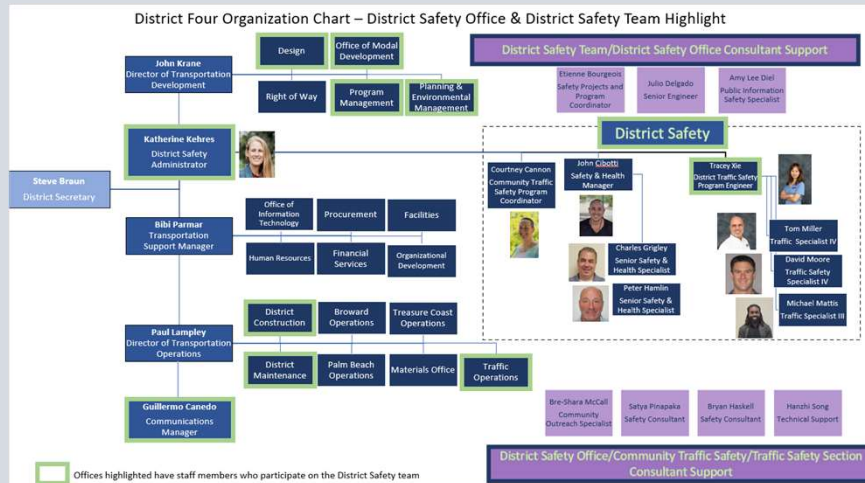
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Internal Collaboration – One D4

Cross-team alignment: Planning, Traffic Ops, Safety, Design
 Safety Office ➡ CTST ➡ Safety Team ➡ Consultant

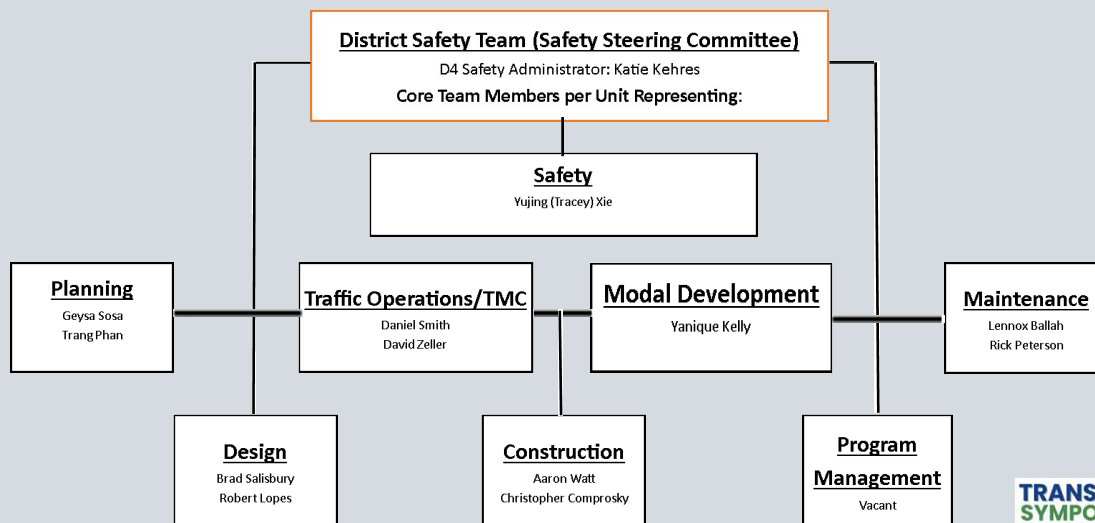


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Internal Collaboration – One D4

District Safety Team

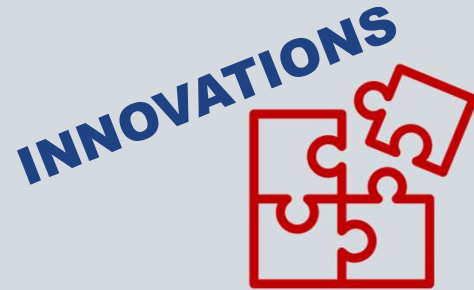


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Internal Collaboration/Innovations – One D4

- Safety Academy Pilot Program
- Rotations
- PE Trainees
- Desktop Safety - monthly
- Monthly D4 Town Hall
- Safety Team meetings/TZ Meetings/Safety Office Meetings
- Proactive RSAs
- Data sharing and coordinated studies
- Outreach – TZ/Safety/Education



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External Collaboration – One D4

- Stakeholder Outreach & Engagement, Community Partners
- Data Sharing
 - Modal Viewer (D4) [D4 Modal Viewer](#)
 - Safety Data Integration Space (Internal/External) [SDIS Public Link](#)
- **Support for Vision Zero: Local Road Safety Program and SS4A efforts - Tracey**
- **Safe Routes to School partnerships/Road Safety Audits - Tom**

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“As one FDOT team, we serve the people of Florida by **providing a transportation network** that is well planned, supports economic growth, and has the goal of being congestion and **fatality free.**”

Yujing “Tracey” Xie, P.E.

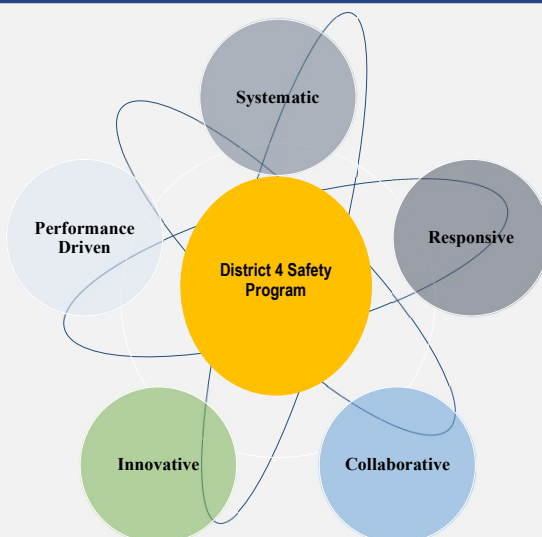
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FDOT District 4's Approach to Addressing Road User Safety



FDOT is focused on **systematic, collaborative, data-driven and sustainable enhancement** to road user safety.

Collaboration is one of the key components of the Department's safety programs involving local governmental stakeholders.

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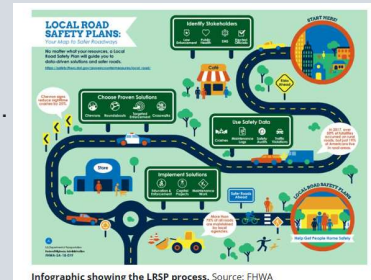
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FDOT's Compass- Road User Safety and Communities Collaboration

FHWA identifies that developing a Local Road Safety Plan (LRSP) is an effective strategy to improve local road safety.

- Stakeholder engagement representing the 4E's: engineering, enforcement, education, and engagement.
- Collaboration among municipal, county, Tribal, State, and/or Federal entities.
- Identification of target crash types and crash risk with corresponding safety countermeasures.
- Timeline and goals for implementation and evaluation.



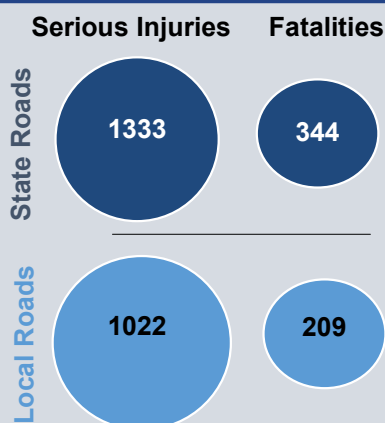
FDOT District 4's Local Road Safety Program is aligned with the objectives of the FHWA and FDOT's Compass

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State Highway System vs Non-State Roadway System



- Approx. **43% of the total serious injuries** in D4 on Local Roads
- Approx. **38% of the total fatalities** in D4 on Local Roads

Data shown above are average values for the three-year period between 2022 and 2024 based on Signal 4 Analytics data

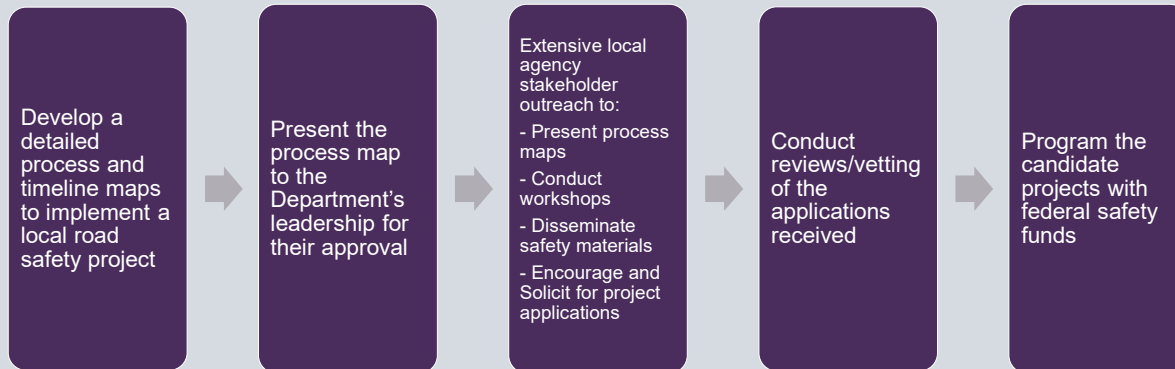
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District 4 Local Road Safety Program

- District 4's LRSP Inception in the year 2022
- Key Milestones reached in developing the program:



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District 4 Local Road Safety Program

District 4 Local Road Safety Project Development Timeline



List of Acronyms:
 SRT- Scoping Refinement Team
 WPCR- Work Program Change Request
 MPO- Metropolitan Planning Organization

* District Review and Vetting includes safety project eligibility review (by Safety Office), LAP office's review and feasibility review (by Scoping Refinement Team)

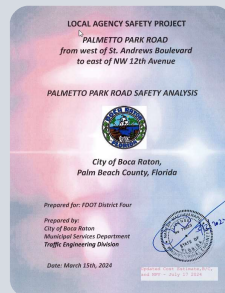
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District 4 Local Road Safety Program

- Number of Local Road Safety Projects Programmed/Implemented currently = **5 projects**
- Number of candidate local road safety projects for the **upcoming FY 26 gaming** = **3 projects**
- Total Safety funds programmed currently for local road safety projects = **Approx. \$4M**
- Local agencies collaborated with currently:
 - Palm Beach County TPA
 - Palm Beach County
 - City of Boca Raton
 - City of Coral Springs



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Project Selection Criteria

- Safety Funding Eligibility – Benefit Cost Ratio (≥ 2.0)
- Prioritization Criteria – Net Present Value (high to low)
- Address Vital Few Emphasis Areas:
 - Lane Departure
 - Pedestrian/Bicycle
 - Intersection

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FDOT's Support to USDOT's Safe Streets and Roads for All (SS4A) Grant Program

- USDOT's SS4A - \$5 billion over 5 years, 2022-2026.
- The program funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries.
- Combining the FY22-24 awards, SS4A has provided \$2.9 billion to over 1,600 communities in all 50 States and Puerto Rico.
- The SS4A program provides funding for two main types of grants: Planning and Demonstration Grants and Implementation Grants.



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FDOT's Support to USDOT's Safe Streets and Roads for All (SS4A) Grant Program

Local governmental agencies within FDOT District 4's jurisdiction



2022



2023



2024



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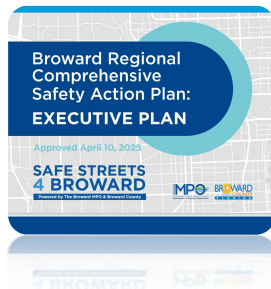
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FDOT's Support to USDOT's Safe Streets and Roads for All (SS4A) Grant Program

Currently, DSO is a key stakeholder with Broward MPO, Village of Palm Springs, City of Greenacres, and City of Fort Pierce

Key activities by the DSO:

- Review safety action plans
- Work in the sub-committees for the targeted crash types
- Attend and participate in the safety meetings/presentations
- Perform safety studies



SAFE
STREETS
4
BROWARD

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Safe Routes to School & Road Safety Audits Programs Information

Thomas Miller

Transportation Symposium
Website



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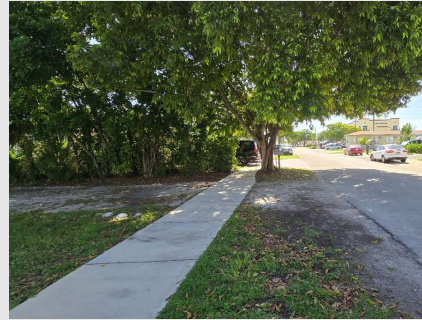
Florida Safe Routes to School



Program Information



Avant Garde Academy of Broward,
Hollywood, FL
Pre-Construction (12-22-2016)



Avant Garde Academy of Broward,
Hollywood, FL
Post-Construction (07-24-2024)

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Florida Safe Routes to School

The Goal of the Program

The goal is to get more children walking and bicycling *where it is safe*, and to fix the conditions *where it is not safe*.

- *Engineering/Infrastructure Projects – infrastructure*

The opportunity to safely walk and bike to school offers a solution to concerns such as

- *Traffic Safety*
- *Traffic Congestion*
- *Transportation Costs and Bussing Issues*
- *Lack of Physical Activity*
- *Building Independence and Lifelong Skills*

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Florida Safe Routes to School

Understanding the Process

1. Bring together the right people
2. Gather information and identify issues
3. Identify solutions
4. Develop a plan
5. Fund the plan
6. Act on the plan
7. Evaluate, make changes and keep moving

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Florida Safe Routes to School

Project and Funding Requirements

Funds are available for the construction of infrastructure-related projects only.

- The engineering department of the entity that will administer project construction must be able to be Local Agency Program (LAP) project-specific certified.
- If the applicant is seeking FDOT to design and administer the project, preliminary application materials must be submitted to the District a minimum of 6 weeks before the application deadline for full vetting and concurrence.

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Florida Safe Routes to School

Florida's SRTS Application

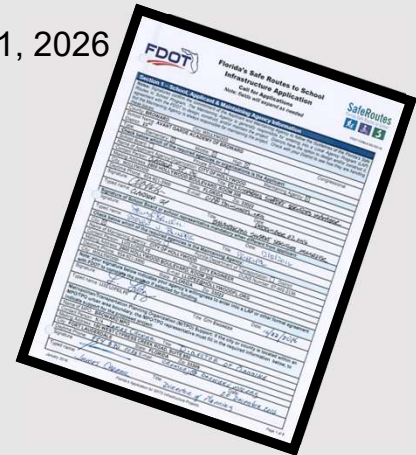
Next call for Applications September 1, 2025 – January 31, 2026

Eligible Applicants are Kindergarten through 12th grade schools or any school that has several of those grades.

Eligible Maintaining Agencies are:

- FDOT
- Counties
- Cities

Applicants are encouraged to engage other partnerships.



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Florida Safe Routes to School

Keys to Success

- Organize your committee
- Gather your Student Travel Data
- Start your application process early
- Review your application with FDOT midway through the process
- Make sure you submit all the items listed in the Submission checklist so that you get as many points as possible.

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Florida Safe Routes to School

Safe Routes to School Website Information

- Basic Program Information
- Application Guidelines
- SRTS Updates
- Website Resources List
- Guardians of Roadway Safety

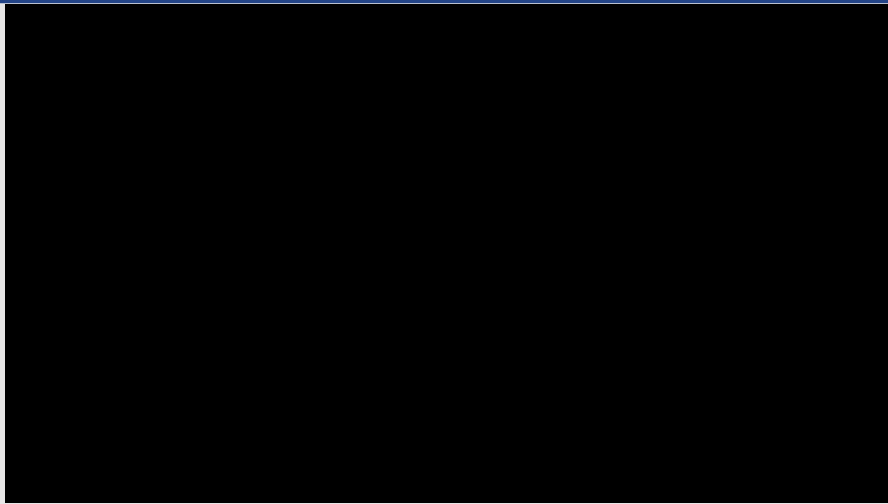
[SRTS Home](#)

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Florida Safe Routes to School



Avant Garde Academy of Broward, Hollywood, FL

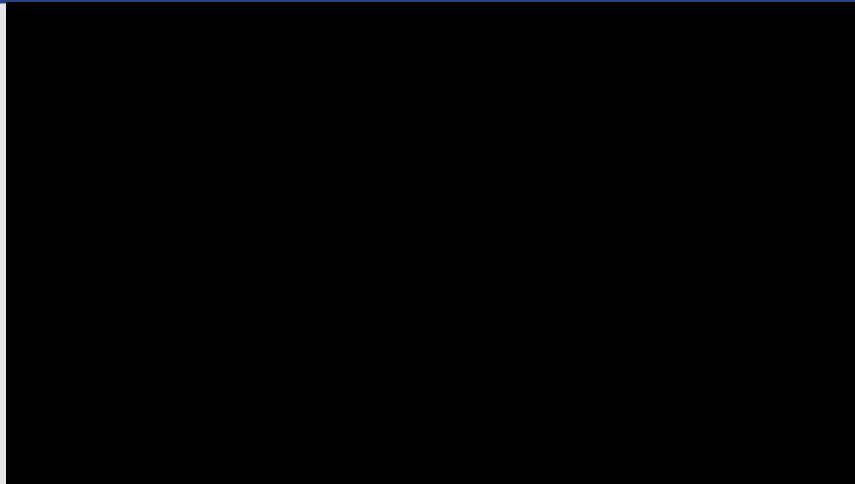
<https://youtu.be/TF89bwbGnG0>

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Florida Safe Routes to School



Lloyd Estates Elementary School, Oakland Park, FL

https://youtu.be/3DTij8l_qHI?si=vQy56E-MD349scid

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Road Safety Audits

Road Safety Audit Program Information



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Road Safety Audits

What is a Road Safety Audit (RSA)?

- A Road Safety Audit (RSA) is a formal safety performance examination of an existing or future road or intersection by an independent audit team.
- The RSA team considers the safety of all road users, qualitatively estimates and reports on road safety issues and opportunities for safety improvement.

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Road Safety Audits

Road Safety Audit (RSA)

- Conducted by an independent and multidisciplinary team
- Receive input from stakeholders (Locals)
- Works with State and Local jurisdictions
- Focus on short-term, low-cost recommendations, not necessarily based on crash history, but also on existing conditions, best practices, and input from stakeholders
- May recommend additional studies
- Proactive approach to safety
- Considers all roadway users and user behavior
- Generates formal reports and responses

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Road Safety Audits

Outcomes of an RSA



- Identification of potential road safety issues
- Recommendations for improvements to enhance safety for all road users
- A formal RSA report that documents findings and suggestions for mitigating identified safety concerns
- Implementation plan developed by FDOT

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Road Safety Audits

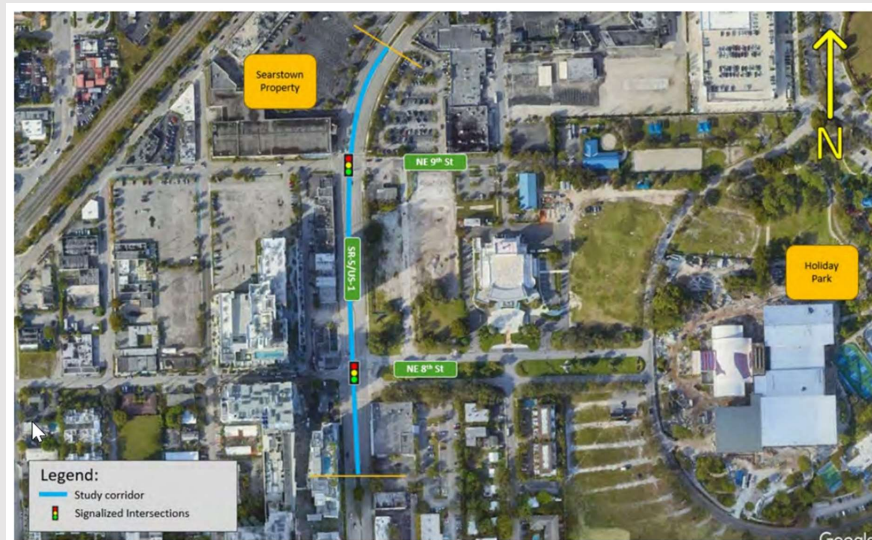
ROAD SAFETY AUDIT REPORT	
SR-5/US-1 from south of NE 8 th Street to north of NE 9 th Street	
Broward County, Florida	
Section Number:	86 020 000
Project Mile Post:	0.711 to 0.949
Safety Review FM No.	429650-4-32-01
Contract No.	C-A089
Task Work Order.	#6
Prepared for: Florida Department of Transportation, District 4	
Prepared by: Benesch	
May 2024	
	
	

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Road Safety Audits



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Road Safety Audits

HSMV Report Number	Collision No.	Date	Crash Type	Injury Severity	Day, Time, Lighting, Road Conditions	Summary
86748744	60	11/27/2016	sideswipe	Incapacitating	Sunday, 2:58 AM, Dark-Lighted, Dry	V1 (motorcycle) NB was driving reckless weaving among traffic sideswiped V2 also NB.
86750767	10	2/3/2017	Hit Fixed Object	Incapacitating	Friday, 5:04 PM, Daylight, Dry	V1 NB for unknown reason drifted to the left and hit the curb and traffic signal pole.
87763205	20	2/23/2018	Pedestrian	Fatal	Friday, 10:25 PM, Dark-Lighted, Wet	V1 SB approaching NE 8th St on green light hit a pedestrian crossing in the crosswalk with the Don't Walk phase.
87766050	24	5/23/2018	Hit Fixed Object	Incapacitating	Wednesday, 8:55 AM, Daylight, Dry	V1 NB made a u-turn on red light then losing control and hitting a utility pole.
88939172	31	6/4/2019	left-turn	Incapacitating	Tuesday, 11:51 AM, Daylight, Dry	V1 SB attempted a left turn into the path of V2 NB.
88939616	32	6/19/2019	angle	Incapacitating	Wednesday, 9:00 AM, Daylight, Dry	V1 EB attempted a left turn and was hit by V2 SB.
24267652	45	5/9/2021	Bike	Fatal	Sunday, 4:50 AM, Dark-Lighted, Dry	B1 was crossing US-1 in unknown direction when hit by V1 traveling SB on NB lanes (WWD). V1 driver suspected DUI.
25081800	49	2/27/2022	Hit Fixed Object	Fatal	Sunday, 6:58 AM, Daylight, Dry	V1 SB negotiating the curve at high speed rate, left roadway into sidewalk hitting curb, bus bench and a pedestrian (fatality).
25551478	56	3/11/2023	angle	Incapacitating	Saturday, 6:30 PM, Dusk, Dry	V1 apparently EB was hit by V2 SB.
HSMV Report Number	Collision No.	Date	Crash Type	Injury Severity	Day, Time, Lighting, Road Conditions	Summary
86748744	60	11/27/2016	sideswipe	Incapacitating	Sunday, 2:58 AM, Dark-Lighted, Dry	V1 (motorcycle) NB was driving reckless weaving among traffic sideswiped V2 also NB.
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25551478	56	3/11/2023	angle	Incapacitating	Saturday, 6:30 PM, Dusk, Dry	V1 apparently EB was hit by V2 SB.

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Road Safety Audits

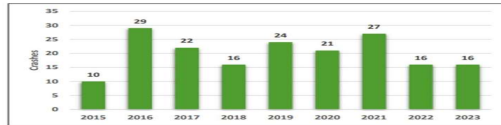


Figure 6: Crash Distribution by Year

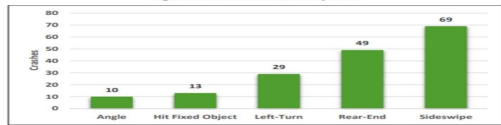


Figure 7: Top Five Crash Categories



Figure 6: Crash Distribution by Year

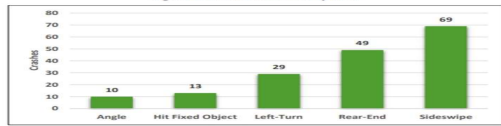


Figure 7: Top Five Crash Categories

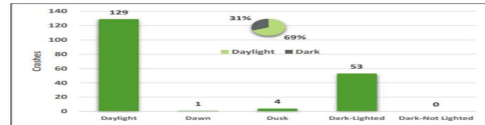


Figure 8: Crashes by Lighting Conditions



Figure 9: Crashes by Surface Condition

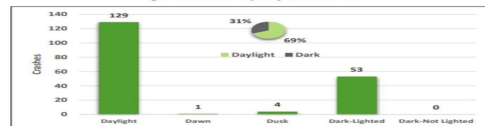


Figure 8: Crashes by Lighting Conditions



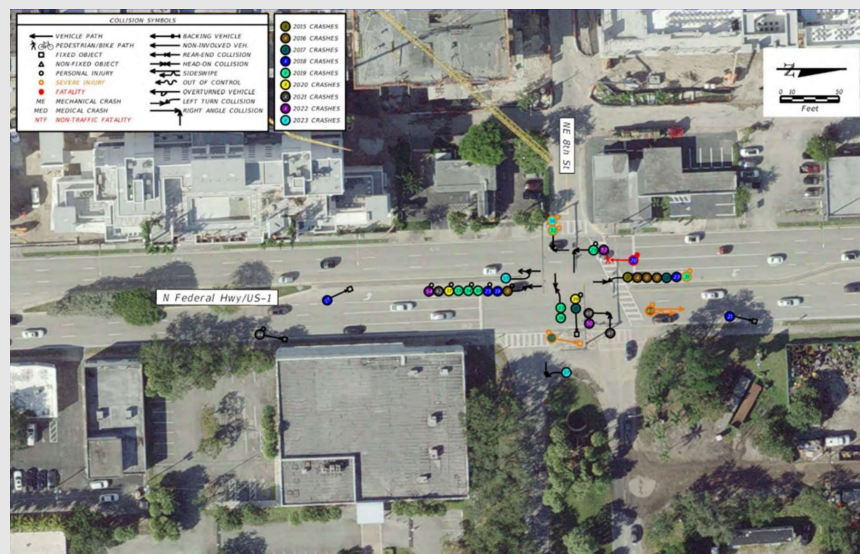
Figure 9: Crashes by Surface Condition

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Road Safety Audits



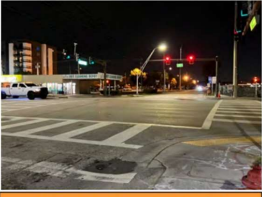

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Road Safety Audits

Road Safety Audit Findings Details – Corridor-Wide Observations

ID	Location Description	Corridor-Wide Observation Overview	Recommendations
C05	SR-5/US-1 from south of NE 8 th St to north of NE 9 th St	Corridor lighting	Conduct lighting evaluation study
<p>Data / Field Observations:</p> <p>Existing lighting condition within the study limits is as follows:</p> <ul style="list-style-type: none"> At NE 9th St, there is LED intersection lighting which extend to approaches. Intersection appear to be well lit (photo top/left). At NE 8th St, there is no intersection lighting except for the NW quadrant (High Pressure Sodium [HPS] lighting). The lighting at this intersection is insufficient. The remainder of the corridor ant to the south, lighting is HPS. <p>Pedestrian activity observed during nighttime, primarily at NE 8th St. three of the 4 ped/bike crashes occurred during nighttime lighting condition.</p> <p>Recommendation Details:</p> <p>Evaluate corridor lighting and specially at/and approaching the intersection of NE 8th St. Improve lighting levels as recommended in FDM Section 231. Provide appropriate lighting level for pedestrian and bicycle activity.</p>			
 <p>Nighttime view of intersection at NE 9th St.</p>		 <p>Nighttime view of intersection at NE 8th St.</p>	
<p>Responsible Agency:</p> <p>FDOT</p> <p>Time Frame:</p> <p>Short-Term</p> <p>Level of Effort (Low, Medium, High)</p> <p>Low</p>		<p>Improvement Type:</p> <p>Pedestrian, Lighting, study</p> <p>EEE:</p> <p>Engineering</p> <p>Comment:</p> <p>Study</p>	




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Road Safety Audits

Road Safety Audit Findings Details – Corridor-Wide Observations

ID	Location Description	Corridor-Wide Observation Overview	Recommendations
C04	SR-5/US-1 from south of NE 8 th St to north of NE 9 th St (Signalized intersections)	Crossing pedestrians and right-turning vehicles conflicts	Install R10-15a sign at signalized intersections
<p>Data / Field Observations:</p> <p>Pedestrian phase starts together with vehicle movement. This is a common cause of conflicts between turning vehicles and non-motorists.</p> <p>No crash history related to this safety concern.</p> <p>Intersection do not have R10-15a "Turning Vehicles Stop for Pedestrians" signs.</p> <p>There is high pedestrian activity at the two signalized intersections. Conflict with turning vehicles were observed.</p> <p>Recommendation Details:</p> <p>Install "Turning Vehicles Stop for Pedestrians" R10-15a signs at all locations (signalized intersections approaches) where signs are not provided. Replace existing "Turning Vehicles Yield to Pedestrian" R10-15 signs with new "Turning Vehicles Stop for Pedestrians" R10-15a signs.</p> <p>The preferred installation of the signs would be on the mast-arm aligned with the right-turn movements. However, if there are structural concerns with the additional loading, only the ground mounted application would be an acceptable solution.</p> <p>Install "Turning Vehicles Stop for Pedestrians" R10-15a signs at all locations (signalized intersections approaches) where signs are not provided. Replace existing "Turning Vehicles Yield to Pedestrian" R10-15 signs with new "Turning Vehicles Stop for Pedestrians" R10-15a signs.</p> <p>The preferred installation of the signs would be on the mast-arm aligned with the right-turn movements. However, if there are structural concerns with the additional loading, only the ground mounted application would be an acceptable solution.</p>			
 <p>Pedestrian crossing North leg at NE 9th St.</p>		 <p>Pedestrian crossing North leg at NE 9th St.</p>	
 <p>R10-15a for right-turning traffic, from TEM 2.44.3</p>		<p>Responsible Agency:</p> <p>FDOT</p> <p>Time Frame:</p> <p>Short-Term</p> <p>Level of Effort (Low, Medium, High)</p> <p>Low</p>	
		<p>Improvement Type:</p> <p>Pedestrian, Signs</p> <p>EEE:</p> <p>Engineering</p> <p>Comment:</p> <p>-</p>	

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Road Safety Audits

Road Safety Audit Findings Summary

ID	Location Description:	Observations:	Recommendations:	Assigned To:
C01	SR-5/US-1 from south of NE 8 th St to north of NE 9 th St	Missing backplates and Yellow Retroreflective Borders	Install flexible backplates and yellow retroreflective borders	FDOT/County
C02	SR-5/US-1 from south of NE 8 th St to north of NE 9 th St	Existing standard Share Lane markings on US-1/SR-5	Install Green Sharrows	FDOT
C03	SR-5/US-1 from south of NE 8 th St to north of NE 9 th St	High pedestrian activity at signalized intersections	Evaluate feasibility of providing Leading Pedestrian Intervals (LPI)	FDOT/County
C04	SR-5/US-1 from south of NE 8 th St to north of NE 9 th St	Crossing pedestrians and right-turning vehicles conflicts	Install R-10-15a signs at signalized intersections	FDOT
C05	SR-5/US-1 from south of NE 8 th St to north of NE 9 th St	Corridor lighting	Conduct lighting evaluation study	FDOT
C06	SR-5/US-1 from south of NE 8 th St to north of NE 9 th St	Maintenance items	Resolve maintenance items accordingly	FDOT/City

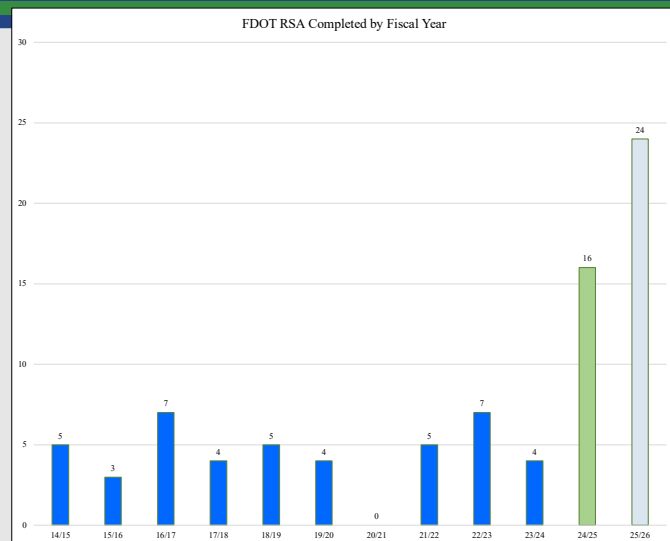
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Road Safety Audits Summary

- **Since FY 2015**
 - Over 60 RSA's Conducted
 - Historically 4-5 per FY
 - 16 conducted in 24/25
 - Estimated 24+ in 25/26
- **RSA Types**
 - Reactive and Proactive
 - Work Zone
 - Schools
 - Ped/Bike Focused



Estimate 1,000+ safety recommendations (10+ each RSA)

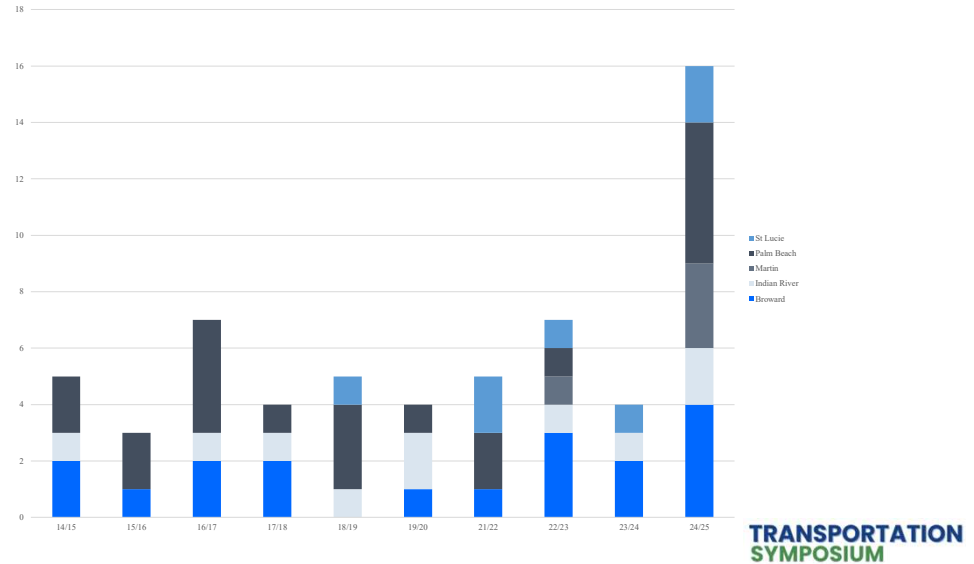
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Road Safety Audits by County and FY

County	Number of RSAs
Broward	19
Indian River	11
Martin	4
Palm Beach	21
St Lucie	8
Grand Total	63

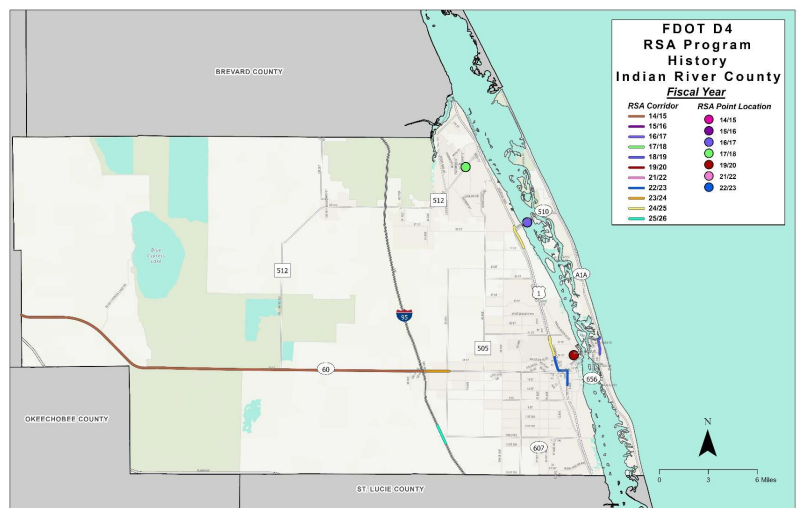
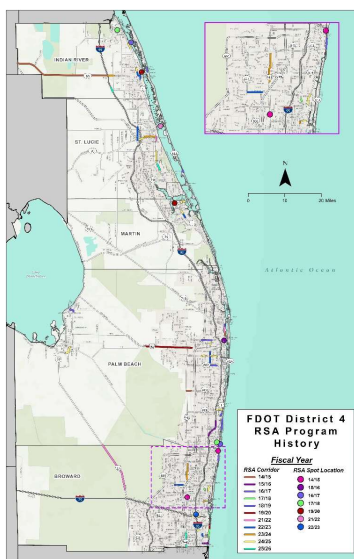


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Road Safety Audits

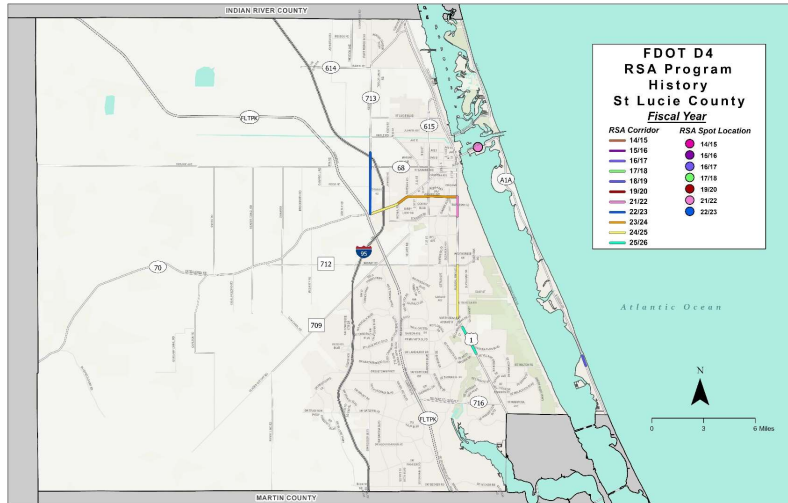
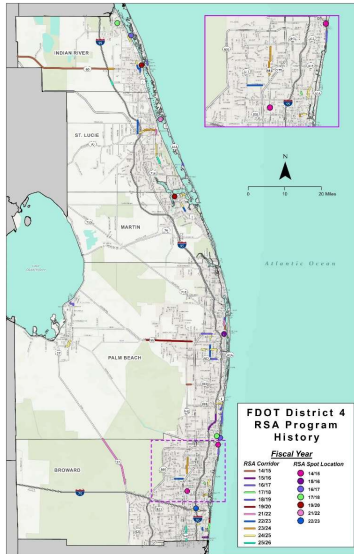


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Road Safety Audits

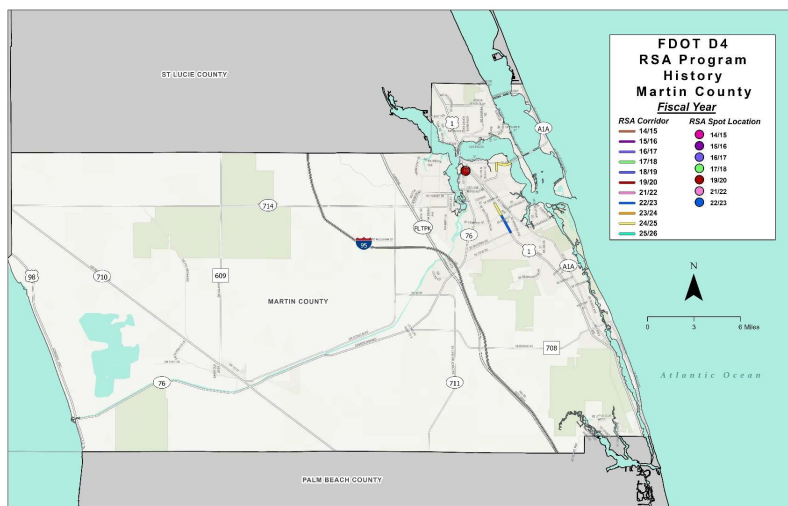
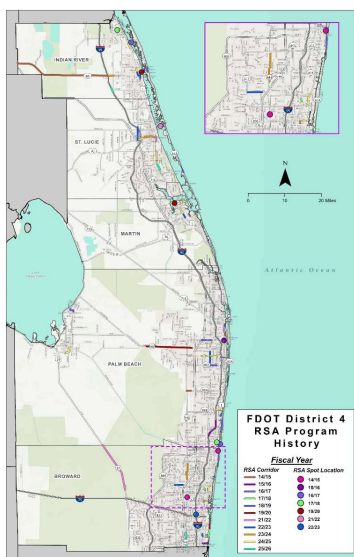


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Road Safety Audits

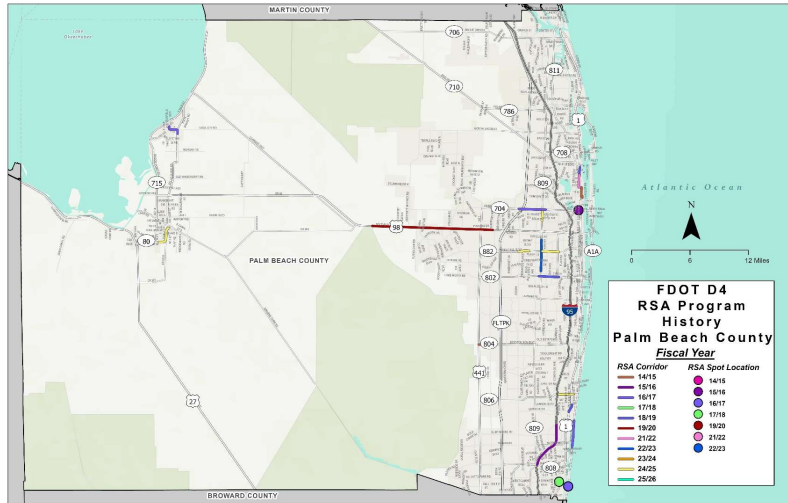
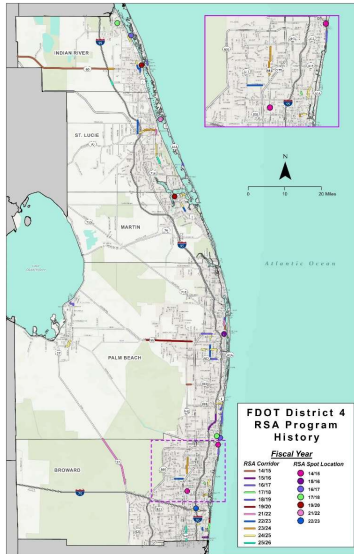


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Road Safety Audits

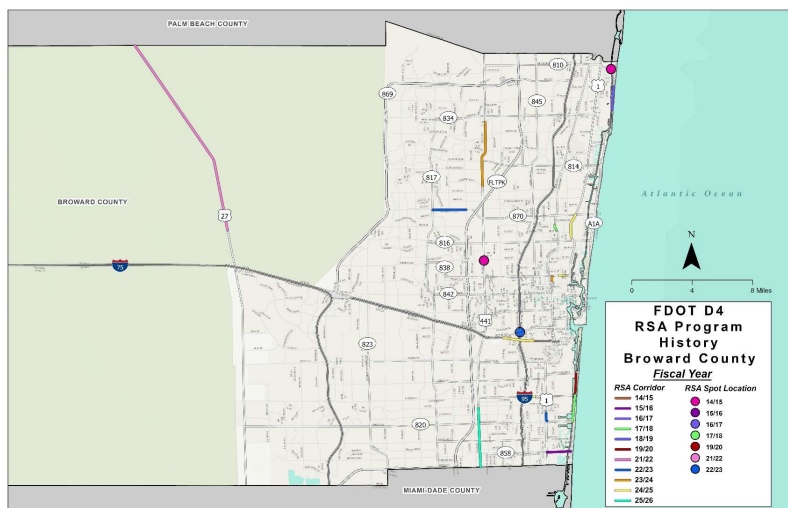
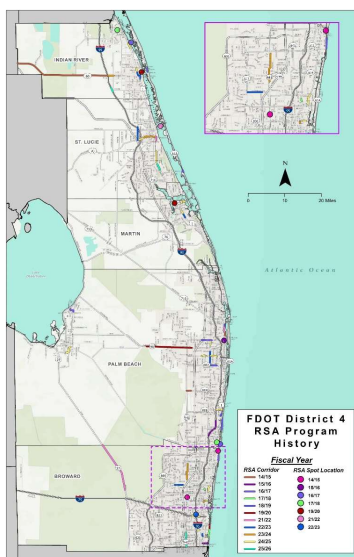


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Road Safety Audits



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Call to Action – Keep Building Together – One FDOT



Safety is not a department—it's a shared value.
Let's embed it into everything we do



One Vision, One Team, Safer Roads for All

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Call to Action – Zero is the *ONLY* Number – One FDOT



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Safety Message



Slow Down,
Stay Cool

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Contact Us



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**June 19 - 20, 2025**


**Hollywood, FL**

**TRANSPORTATION SYMPOSIUM**



Please be sure to **certify your attendance** before leaving this event or no later than **Monday, June 30**, in order to receive PDH/CEC. Detailed instructions are available on the Transportation Symposium website.

Transportation Symposium Website



SCAN ME

