FLORIDA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2018 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

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Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

Florida shares the national traffic safety vision, "Toward Zero Deaths", and formally adopted our own version of the national vision with our "Driving Down Fatalities," in 2012. The Florida Department of Transportation (FDOT) and its traffic safety partners are committed to eliminating fatalities and serious injuries with the understanding that the death of any person is unacceptable. Understanding that zero fatalities cannot be reached within 2018, Florida developed data models to forecast the fatalities that are statistically expected to occur as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero.

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and serious injuries on all public roads. The HSIP is a main component of the SHSP. The SHSP is updated at least every five years by FDOT in coordination with statewide, regional, and local traffic safety partners and was last updated in 2016.

FDOT received an allocation of about $117 million in HSIP funds during the 2017 state fiscal year from July 1, 2017 through June 30, 2018 (see Question 23). FDOT used HSIP funds to complete 287 projects (see Question 29). The Intersection program completed 76 projects with about $30 million (see Question 29). The Lane Departure program completed 51 projects with about $38 million (see Question 29). The Pedestrian and Bicyclist Safety program completed 90 projects with about $15 million (see Question 29). Multiple programs and SHSP emphasis areas including data were addressed by 70 projects with about $33 million (see Question 29).

Regarding roadway ownership, state-maintained roadways were addressed by 233 projects using about $97 million in HSIP funds (see Question 29). Local roadways were addressed by 54 projects using about $20 million (see Question 29). Non-infrastructure such as preliminary engineering, public information or education, traffic engineering studies, and transportation statistics was supported with 21 projects using about $7 million (see Question 29).

[Source: HSIP Question 23, Enter the programmed and obligated funding for each applicable funding category. 2018]
[Source: HSIP Question 29, List the projects obligated using HSIP funds for the reporting period. 2018]
[Source: Florida Strategic Highway Safety Plan, 2016]
[Source: Florida Highway Safety Plan, 2018]
[Source: FDOT HSIP Manual, 2018 draft]

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The general structure for the Florida HSIP is that the program is managed by the Central Office with district staff performing project activities such as conducting safety studies, project scoping, public involvement, and coordinating with production staff on programming safety projects.

To be eligible for HSIP funds, all safety improvement projects must address a Strategic Highway Safety Plan (SHSP) emphasis area, be identified through a data-driven process, and contribute to a reduction in fatalities and serious injuries.

HSIP projects are implemented on state maintained and locally maintained roads. For HSIP projects on locally maintained roads an application must be coordinated and concurred with local maintaining agencies. Projects should not require additional right-of-way, because of added time to project schedules. The scope of work must be well defined prior to programming.

All projects must be able to be constructed, feasible, and cost effective. Field reviews and documentation are necessary. Coordination with the District Local Agency Program (LAP) Administrator and the Florida Department of Transportation (FDOT) District Safety Engineer is essential throughout the project schedule for projects on locally maintained roads. Deviations from the identified scope of work when programmed will need to be approved by the FDOT State Safety Office.

Each application for local projects shall include a cover letter signed by the highest elected official of the local public agency (county, city or town) that owns or maintains the public road(s) where the proposed infrastructure project will be constructed. The application cover letter shall document through the representative’s signature that the project has been reviewed (concurrence not required) by the Metropolitan Planning Organization (MPO) and the Community Traffic Safety Team (CTST).

The application itself shall contain several elements - (1) project location and description, (2) problem description, (3) previous safety improvements, (4) SHSP emphasis area and proposed improvements, (5) roadway characteristics, (6) traffic data, (7) crash information, (8) infrastructure impacts, and (9) a summary. The summary should include cost(s), schedule, benefit-cost analysis, and net present value (NPV).

[Source: 2017 HSIP Call for Candidate Safety Projects]

Where is HSIP staff located within the State DOT?

Other-Engineering and Operations, State Safety Office

Enter additional comments here to clarify your response for this question or add supporting information.

The following FDOT staff are the primary contacts for the HSIP.

- FDOT State Safety Office and general information:
  - Lora Hollingsworth, PE, Chief Safety Officer.
- FDOT HSIP and Safety Engineering:
  - Joseph Santos, PE, Transportation Safety Engineer.
- FDOT Crash Records:
  - Benjamin Jacobs, Crash Records and Research Administrator.

[Source: FDOT HSIP Manual, 2018]

How are HSIP funds allocated in a State?

Other-Central Office

Enter additional comments here to clarify your response for this question or add supporting information.

HSIP funds are allocated based on need. The HSIP is a state-administered, federal-aid, highway safety program. Funding is apportioned to Florida per FAST Act apportionment formulas. A prioritized list of funded and unfunded project needs is maintained by FDOT SSO for present and future fiscal years. Ideally, all apportioned funds for a given year should be obligated to the set of projects that yield the highest reduction in fatalities and serious injuries in Florida.

[Source: FDOT HSIP Manual, 2018]

Describe how local and tribal roads are addressed as part of HSIP.

The FDOT SSO uses Geographic Information Systems (GIS) analysis to support the districts with identifying high crash locations on local roads. The SSO also developed several analyses of non-motorist (cyclist or pedestrian) involved crashes and intersection crashes. FDOT SSO continues to develop a replacement system to provide high crash listings on local roads. Coordination between FDOT District Safety Engineers and the Community Traffic Safety Teams identifies other local projects and training opportunities.

[Source: FDOT SSO Staff]

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

Traffic Engineering/Safety

Design
Planning
Operations
Districts/Regions
Local Aid Programs Office/Division
Governors Highway Safety Office

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with internal partners.

The FDOT SSO is responsible for administering the HSIP statewide. The FDOT SSO issues guidance and policy related to HSIP and approves HSIP projects for inclusion in the FDOT Work Program and Statewide Transportation Improvement Program (STIP). The FDOT SSO is responsible for coordinating the HSIP with other roadway safety programs and initiative within FDOT and external partners.

The FDOT Districts are responsible for investigating roadway safety issues within their jurisdictions, evaluating options to address those issues, proposing projects for HSIP funding, and implementing those projects. Districts also report performance measures to support project evaluation. FDOT Districts also coordinate safety improvement efforts with local jurisdictions and assists them in coordinated efforts to reduce fatal and serious injuries within the District.

Many FDOT business areas coordinate and support effective administration of the HSIP. These offices and business areas include design, operations, utilities, finance, construction, and maintenance. All FDOT offices work with FDOT SSO to provide appropriate attention and consideration to all project decisions.

The Strategic Highway Safety Plan (SHSP) guides state and local governments in addressing safety, helps them coordinate the safety performance measures required for states and MPOs, and addresses federal funding through the HSIP. To qualify for HSIP funding, a project must be reflected in the SHSP.

Additionally, the following groups are included in the internal coordination of the HSIP program: Bike and Pedestrian Safety Manager, State Safety Office, Safe Routes to School Program, Local Agency Program and Work Program Office.

[Source: FDOT HSIP Manual, 2018]
[Source: Florida Strategic Highway Safety Plan, 2016]
[Source: FDOT State Safety Office Staff]

Identify which external partners are involved with HSIP planning.

Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
Governors Highway Safety Office
Local Technical Assistance Program
Local Government Agency
Tribal Agency
Law Enforcement Agency
Academia/University
FHWA

Enter additional comments here to clarify your response for this question or add supporting information.

Florida’s Strategic Highway Safety Plan (SHSP) is aimed at all public roads. Federal Highway Administration safety funding can be used for state and local safety projects. In developing the SHSP, efforts were made to reach out to local engineers and planners and the state’s 27 MPOs to provide information on ways to improve safety. Local roads account for 39 percent of roadway fatalities. That is why coordination and collaboration through the SHSP is important as it helps achieve a shared vision for safety.

The SHSP guides state and local governments in addressing safety, helps them coordinate the safety performance measures required for states and MPOs, and addresses federal funding through the Highway Safety improvement Program (HSIP). To qualify for HSIP funding, a project must be reflected in the SHSP.

Input on safety priorities and activities comes from traffic safety coalitions, advocates, FDOT District Traffic Safety Engineers, law enforcement officers and their leadership, emergency responders, judges, Mothers Against Drunk Driving (MADD), Students Against Destructive Decisions (SADD), and many other state and local agencies. Through the combination of these efforts there are literally thousands of partners that work in concert with FDOT toward the goal of a fatality-free roadway system.

[Source: Florida Strategic Highway Safety Plan, 2016]
[Source: FDOT FY2019 Highway Safety Plan, 2018]

Describe coordination with external partners.

The goals of Florida's Strategic Highway Safety Plan (SHSP) are echoed in the Highway Safety Improvement Program (HSIP) and Florida’s Highway Safety Plan (HSP) . All three plans cite the goal of reducing traffic crashes, fatalities, and serious injuries, with an ultimate target of zero deaths. In developing the SHSP, efforts were made to reach out to local engineers and planners and the state’s 27 MPOs to provide information on ways to improve safety.

FDOT has the benefit of the expertise and experience of several additional partners throughout the HSP planning process. Input on safety priorities and activities comes from traffic safety coalitions, advocates, FDOT District Traffic Safety Engineers, law enforcement officers and their leadership, emergency responders, judges, Mothers Against Drunk Driving (MADD), Students Against Destructive Decisions (SADD), and many other state and local agencies. Florida’s Community Traffic Safety Teams (CTSTs) also provide consistent input into the highway safety planning process.

CTSTs are locally based groups of highway safety advocates that are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. Members include city, county, state, and occasionally Federal agencies, as well as private industry representatives and local citizens. Community boundaries are determined by the organizations comprising a CTST: a city, an entire county, a portion of a county, multiple counties, or some other jurisdictional arrangement may be the basis for a CTST.

Through the combination of these efforts there are literally thousands of partners that work in concert with FDOT toward the goal of a fatality-free roadway system.

[Source: Florida Strategic Highway Safety Plan, 2016]
[Source: FDOT FY2019 Highway Safety Plan, 2018]

Have any program administration practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of HSIP Administration on which the State would like to elaborate?

Yes

Describe other aspects of HSIP Administration on which the State would like to elaborate.

The HSIP program is centrally managed for both funding and administration of the program. Each district is responsible for submitting projects for funding consideration annually. The SSO reviews district submitted projects annually and determines funding based on a need addressed in the Florida Strategic Highway Safety Plan, project priorities and the Net Present Value (NPV) of an individual project.

[Source: FDOT Transportation Safety Engineer, 2018]

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

To upload a copy of the State processes, attach files below.

File Name:
FL HSIP Guideline 1991.pdf

Select the programs that are administered under the HSIP.

Intersection
Bicycle Safety
Skid Hazard
Pedestrian Safety
Other-Lane Departure

Enter additional comments here to clarify your response for this question or add supporting information.

Program: Bicycle Safety

2018 Florida Highway Safety Improvement Program

Date of Program Methodology: 9/1/2007

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
Fatal and serious injury crashes only	Traffic	Other-Friction Number

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate
Other-Locations with a high proportion of wet weather crashes are included in the screening process for skid hazard project locations.

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

Other-Locations are identified through GIS analysis by Central Office or vetted through the districts. District submitted projects are evaluated using a Benefit Cost Ratio greater than 1.
Other-Contributing factors such as time of day (75% of fatal pedestrian and bicycle crashes occur during dusk or dark hours)

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Enter additional comments here to clarify your response for this question or add supporting information.

Florida's Pedestrian and Bicycle Safety Coalition is a diverse group of national, state, and local partners and safety advocates that prioritizes and implements the strategies identified in the statewide Pedestrian and Bicycle Strategic Safety Plan (PBSSP) to reduce pedestrian and bicycle related fatalities and serious injuries as a result of traffic crash involvement on Florida's roadways.

The PBSSP was finalized in 2013 in response to a pedestrian fatality rate that was nearly double the national average and a bicyclist rate that was nearly triple. The Coalition meets regularly to discuss and update the progress of the PBSSP implementation.

The goal of the PBSSP is to:

- Advance data collection, analysis, and evaluation.
- Establish clear priorities that guide the implementation of safety strategies towards areas with the highest representation of traffic crashes resulting in fatalities or serious injuries to pedestrians and bicyclists.
- Eliminate pedestrian and bicyclist fatalities and serious injuries resulting from traffic crashes on public roads by decreasing the number of non-motorized fatalities and non-motorized serious injuries based on the five-year rolling average as established in the State Highway Safety Improvement Plan and/or Strategic Highway Safety Plan.

[Source: Florida Strategic Highway Safety Plan, 2016]
[Source: Florida Pedestrian and Bicyclist Strategic Safety Plan, 2017]

Program: Intersection

Date of Program Methodology: 9/1/2007

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
Fatal and serious injury crashes only	Traffic	Other-Mile Point

What project identification methodology was used for this program? [Check all that apply]

2018 Florida Highway Safety Improvement Program
Crash frequency
Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.
The same overall process is used, excluding traffic volume data and crash rates.

How are projects under this program advanced for implementation?

Other-Districts coordinate with staff for projects and submit to Central Office for approval.

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C : 2
Cost Effectiveness : 1

Enter additional comments here to clarify your response for this question or add supporting information.

The mission of the Lane Departure and Intersection Coalition is to analyze data, develop strategies, and implement improvements to eliminate fatal and serious injury crashes for both intersections and lane departures. With assistance from the Federal Highway Administration, the Coalition has developed a Lane Departure Implementation Plan and is working on developing a similar plan for Intersections. In putting the plan together, the Coalition also relied on the progress made by other statewide coalitions such as the Safe Mobility for Life Coalition and the Florida Impaired Driving Coalition.

[Source: Florida Strategic Highway Safety Plan, 2016]

Program: Pedestrian Safety

Date of Program Methodology: 4/20/2017

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
Fatal and serious injury crashes only	Population	

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate
Other-Projects are identified using GIS analysis of crash locations and frequency.
Other-Contributing factors such as time of day (75% of fatal pedestrian and bicycle crashes occur during dusk or dark hours)

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.
The same overall process is used, excluding traffic volume data and crash rates.

How are projects under this program advanced for implementation?

Competitive application process

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Cost Effectiveness : 1

Enter additional comments here to clarify your response for this question or add supporting information.

Florida's Pedestrian and Bicycle Safety Coalition is a diverse group of national, state, and local partners and

safety advocates that prioritizes and implements the strategies identified in the statewide Pedestrian and Bicycle Strategic Safety Plan (PBSSP) to reduce pedestrian and bicycle related fatalities and serious injuries as a result of traffic crash involvement on Florida's roadways.

The PBSSP was finalized in 2013 in response to a pedestrian fatality rate that was nearly double the national average and a bicyclist rate that was nearly triple. The Coalition meets regularly to discuss and update the progress of the PBSSP implementation.

The goal of the PBSSP is to:

- Advance data collection, analysis, and evaluation.
- Establish clear priorities that guide the implementation of safety strategies towards areas with the highest representation of traffic crashes resulting in fatalities or serious injuries to pedestrians and bicyclists.
- Eliminate pedestrian and bicyclist fatalities and serious injuries resulting from traffic crashes on public roads by decreasing the number of non-motorized fatalities and non-motorized serious injuries based on the five-year rolling average as established in the State Highway Safety Improvement Plan and/or Strategic Highway Safety Plan.

[Source: Florida Strategic Highway Safety Plan, 2016]
[Source: Florida Pedestrian and Bicyclist Strategic Safety Plan, 2017]

Program: Skid Hazard

Date of Program Methodology: 9/1/2007

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
Fatal and serious injury crashes only	Traffic	Other-Friction Number

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate
Other-Locations with a high proportion of wet weather crashes are included in the screening process for skid hazard project locations.

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.
The same overall process is used, excluding traffic volume data and crash rates.

How are projects under this program advanced for implementation?

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Other-Lane Departure

Date of Program Methodology: 9/1/2007

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
Fatal and serious injury crashes only	Traffic	Other-Mile Point

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

2018 Florida Highway Safety Improvement Program
Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.
The same overall process is used, excluding traffic volume data and crash rates.

How are projects under this program advanced for implementation?

Other-Districts coordinate with staff for projects and submit to Central Office for approval.

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C : 2
Cost Effectiveness : 1

Enter additional comments here to clarify your response for this question or add supporting information.

The mission of the Lane Departure and Intersection Coalition is to analyze data, develop strategies, and implement improvements to eliminate fatal and serious injury crashes for both intersections and lane departures. With assistance from the Federal Highway Administration, the Coalition has developed a Lane Departure Implementation Plan and is working on developing a similar plan for Intersections. In putting the plan together, the Coalition also relied on the progress made by other statewide coalitions such as the Safe Mobility for Life Coalition and the Florida Impaired Driving Coalition.

[Source: Florida Strategic Highway Safety Plan, 2016]

What percentage of HSIP funds address systemic improvements?

86

HSIP funds are used to address which of the following systemic improvements? Please check all that apply.

Rumble Strips
Pavement/Shoulder Widening
Install/Improve Signing
Install/Improve Pavement Marking and/or Delineation
Install/Improve Lighting
Add/Upgrade/Modify/Remove Traffic Signal

Enter additional comments here to clarify your response for this question or add supporting information.

What process is used to identify potential countermeasures? [Check all that apply]

Engineering Study
Road Safety Assessment
Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
Stakeholder input

Enter additional comments here to clarify your response for this question or add supporting information.

The objective of countermeasure selection is to choose countermeasures that address the concerns identified in site diagnosis. Rather than selecting a preferred countermeasure at this point, FDOT Districts compile a list of potentially applicable countermeasures for economic appraisal and prioritization (unless there is only one clear or acceptable solution). The best practice starts by considering low-cost countermeasures and then moving to higher cost options when lower-cost countermeasures are not desirable or appropriate for the site of interest.

[Source: FDOT HSIP Manual]

Does the State HSIP consider connected vehicles and ITS technologies?

No

Enter additional comments here to clarify your response for this question or add supporting information.

The Florida HSIP does not consider connected vehicles and ITS (Intelligent Transportation System) technologies directly. However, the FDOT has an ITS Strategic Plan to provide statewide direction and guidance for the FDOT, Florida's Metropolitan Planning Organizations, and local governments in planning, programming, and implementing integrated multi-modal ITS elements to maximize the safety and efficiency of Florida's Transportation System. The priorities set by Florida's ITS Strategic Plan align with the goals outlined in the 2025 Florida Transportation Plan . Each goal is supported by a corresponding group of ITS objectives and strategies that can be tracked using a common set of performance measures.

Florida's ITS Strategic Plan defines the goals, objectives, and strategies for the statewide ITS Program over the next three to five years. During this time, many initiatives and programs will begin to mature and, therefore, should be considered by FDOT. These projects and programs include but are not limited to connected vehicles and ITS technologies and applications.

[Source: Florida Intelligent Transportation Systems Strategic Plan, 2014]

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

The Highway Safety Manual is in the early implementation efforts within the HSIP.

[Source: FDOT Traffic Safety Engineer, 2018]

Have any program methodology practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of the HSIP methodology on which the State would like to elaborate?

No

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

Enter additional comments here to clarify your response for this question or add supporting information.

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$116,745,345	$116,581,900	99.86%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$1,139,679	$1,121,489	98.4%
State and Local Funds	$0	$0	0%
Totals	$117,885,024	$117,703,389	99.85%

Enter additional comments here to clarify your response for this question or add supporting information.

Financial information based on data in FDOT Work Program and Budget Office systems.

[Source: MADDOG, FY2017/2018, as of 2018-06-18]

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

$18,000,713

How much funding is obligated to local or tribal safety projects?

$17,982,480

Enter additional comments here to clarify your response for this question or add supporting information.

Financial information is based on data in FDOT Work Program and Budget Office systems.

[Source: MADDOG, FY2017/2018, as of 2018-06-18]

How much funding is programmed to non-infrastructure safety projects?

$7,438,351

How much funding is obligated to non-infrastructure safety projects?

$7,438,249

Enter additional comments here to clarify your response for this question or add supporting information.

Reported figures are based on programmed and obligated HSIP funds for work mix descriptions of "preliminary engineering", "public information/education", "traffic engineering study", and "transportation statistics".

Financial information based on data in FDOT Work Program and Budget Office systems.

[Source: MADDOG, FY2017/2018, as of 2018-06-18]

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

$0

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

$6,939,000

Enter additional comments here to clarify your response for this question or add supporting information.

FDOT transferred HSIP funds during the state fiscal year 2017/2018 to enhance safety for school crossing zones through the Safe Routes to School program and to enhance pedestrian and bicycle safety through Florida’s Pedestrian and Bicycle Safety Coalition.

Financial information is based on data in FDOT Work Program and Budget Office systems.

[Source: MADDOG, FY2017/2018, as of 2018-06-18]

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

None to report at this time.

[Source: FDOT State Safety Engineer, 2018]

Does the State want to elaborate on any other aspects of it’s progress in implementing HSIP projects?

2018 Florida Highway Safety Improvement Program

No

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
190258-1	Advanced technology and ITS				$294358		HSIP (23 U.S.C. 148)		0		State Highway Agency		Data	
211079-2	Non-infrastructure				$407617		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
211079-3	Alignment				$374521		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
211079-4	Non-infrastructure				$302154		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
211079-5	Non-infrastructure				$171540		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
211079-6	Non-infrastructure				$83971		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
211079-8	Non-infrastructure				$423814		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
220838-2					$500		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
222518-1	Lighting				$34181		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
222524-1	Lighting				$13741		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
222668-1	Lighting				$86253		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
222713-1	Lighting				$74454		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
222818-1	Lighting				$57027		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
233166-2	Intersection geometry				$108708		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
237995-1	Non-infrastructure				$474386		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
254553-1	Non-infrastructure				$1418131		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
254646-1					$129008		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
254647-1	Pedestrians and bicyclists				$921877		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
254677-2					$4714862		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
256881-5	Pedestrians and bicyclists				$316986		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
258660-2	Roadway				$15		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
405615-4					$140333		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
409224-1	Non-infrastructure				$445906		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
412473-7	Roadway				$833330		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
412473-9					$141921		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
412479-3	Roadway				$4698		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
418439-1	Non-infrastructure				$184103		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
423071-1	Interchange design				$48471		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
423608-2	Intersection geometry				$432991		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
425646-2					$100320		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
425646-3	Non-infrastructure				$25549		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
425979-2	Roadway				$25090		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
427280-1	Roadway				$25000		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
427452-1	Lighting				$27449		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
427937-1					$76915		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
427937-2	Advanced technology and ITS				$389075		HSIP (23 U.S.C. 148)		0		State Highway Agency		Data	
427938-1					$230645		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
428719-1	Roadway				$1351754		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
428724-1	Roadway				$4528		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
428725-1	Roadway				$730061		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
428733-1	Roadway				$566974		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
429014-1	Intersection geometry				$123179		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
429060-1	Roadway				$26014		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
429060-2	Intersection geometry				$1295		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
429346-2	Lighting				$30393		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
429506-1	Lighting				$36450		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
429585-2	Intersection geometry				$2228190		HSIP (23 U.S.C. 148)		0		Other Local Agency		Intersections	
429650-2					$300000		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
429670-2					$539		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
429670-4	Shoulder treatments				$614		HSIP (23 U.S.C. 148)		0		Other Local Agency		Lane Departure	
429675-2	Roadway delineation				$1032		HSIP (23 U.S.C. 148)		0		Other Local Agency		Lane Departure	
429750-2	Shoulder treatments				$108		HSIP (23 U.S.C. 148)		0		Other Local Agency		Lane Departure	
430590-2	Intersection traffic control				$127889		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
430608-2	Intersection traffic control				$76387		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
430768-1	Intersection geometry				$49307		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
430785-1	Roadway				$943		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
430803-1	Roadway				$20123		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
430808-1	Pedestrians and bicyclists				$62935		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
430852-1	Non-infrastructure				$184661		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
430855-1	Access management				$9		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
430910-1	Intersection geometry				$114223		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
430911-1	Intersection geometry				$658925		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
430914-1	Intersection geometry				$1028155		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
431243-1	Roadway				$10529		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
431635-1					$281428		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
431635-2					$349709		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
431657-1					$60000		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
431666-1					$75239		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
431672-1	Pedestrians and bicyclists				$54677		HSIP (23 U.S.C. 148)		0		Other Local Agency		Pedestrians	
431820-2					$670314		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
431820-3					$138600		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
432193-1	Roadway				$11000001		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
432323-1	Roadway				$185481		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
432404-1	Intersection traffic control				$791371		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
432421-1	Intersection geometry				$3807		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
432586-1	Roadway				$2681		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
432647-2	Shoulder treatments				$8267		HSIP (23 U.S.C. 148)		0		Other Local Agency		Lane Departure	
432648-1	Intersection geometry				$227563		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
432656-1	Roadway				$443500		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
432657-1	Intersection geometry				$65601		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
432659-1					$8077		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
432698-1	Roadway				$656392		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
432720-1	Roadway				$377381		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
432748-1					$55055		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
432748-2	Lighting				$207150		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
432748-3	Lighting				$366818		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
432883-2	Lighting				$4832		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
432952-1	Pedestrians and bicyclists				$1782		HSIP (23 U.S.C. 148)		0		Other Local Agency		Pedestrians	
433040-1	Intersection traffic control				$981800		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
433059-2					$1233333		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
433111-1	Interchange design				$1541		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
433206-1	Intersection geometry				$516		HSIP (23 U.S.C. 148)		0		Other Local Agency		Intersections	
433264-1	Intersection geometry				$39583		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
433286-1	Pedestrians and bicyclists				$499800		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
433376-1	Lighting				$29		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
433390-1	Non-infrastructure				$396912		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
433391-2	Non-infrastructure				$510647		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
433391-3	Non-infrastructure				$498692		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
433407-1	Intersection geometry				$6770		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
433412-1					$1900609		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
433416-1					$497245		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
433436-1	Intersection geometry				$518		HSIP (23 U.S.C. 148)		0		Other Local Agency		Intersections	
433455-1	Pedestrians and bicyclists				$18217		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
433455-2	Lighting				$10000		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
433485-1	Intersection traffic control				$1116		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
433489-1	Intersection geometry				$19949		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
433490-1	Access management				$72673		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
433492-1	Access management				$37798		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
433493-1	Pedestrians and bicyclists				$21500		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
433519-2	Intersection traffic control				$84021		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
433519-3	Intersection geometry				$2960		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
433522-1	Non-infrastructure				$97726		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
433522-3	Non-infrastructure				$1000000		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
433564-2	Roadway				$1079661		HSIP (23 U.S.C. 148)		0		Other Local Agency		Lane Departure	
433875-1	Non-infrastructure				$118486		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
434308-1	Intersection geometry				$604		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
434314-1	Roadway delineation				$7032		HSIP (23 U.S.C. 148)		0		Other Local Agency		Lane Departure	
434315-1	Shoulder treatments				$6842		HSIP (23 U.S.C. 148)		0		Other Local Agency		Lane Departure	
434327-1	Lighting				$1126222		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
434328-1	Lighting				$1081158		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
434330-1	Pedestrians and bicyclists				$1656928		HSIP (23 U.S.C. 148)		0		State Highway Agency		Bicyclists	
434333-1	Pedestrians and bicyclists				$52173		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
434337-1	Intersection geometry				$3738778		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
434340-1	Lighting				$2007550		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
434342-1					$4404133		HRRR Special Rule (23 U.S.C. 148(g)(1))		0		Other Local Agency		Multiple	
434422-1	Shoulder treatments				$493607		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
434424-1	Access management				$1376574		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
434425-1	Access management				$1182048		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
434426-1	Roadway				$2074978		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
434449-1	Intersection traffic control				$435890		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
434489-1	Pedestrians and bicyclists				$1018748		HSIP (23 U.S.C. 148)		0		Other Local Agency		Intersections	
434502-1	Intersection geometry				$15237		HSIP (23 U.S.C. 148)		0		Other Local Agency		Pedestrians	
434505-1	Intersection geometry				$742424		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
434506-1	Lighting				$617496		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
434507-1	Intersection geometry				$761876		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
434508-1	Intersection geometry				$1413330		HSIP (23 U.S.C. 148)		0		Other Local Agency		Intersections	
434509-1	Intersection geometry				$1389024		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
434694-1	Intersection geometry				$542034		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
434700-1	Shoulder treatments				$2893029		HSIP (23 U.S.C. 148)		0		Other Local Agency		Intersections	
434701-1	Roadway delineation				$2011		HRRR Special Rule (23 U.S.C. 148(g)(1))		0		Other Local Agency		Lane Departure	
434728-1	Intersection geometry				$1230		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
434768-1					$445383		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
434768-2					$422485		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
434772-1					$399213		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
434773-1	Access management				$98050		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
434776-1	Intersection geometry				$1734373		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
434779-1	Non-infrastructure				$210292		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
434807-1	Roadway				$715898		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
434841-1	Roadway				$1668965		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
434844-1	Intersection geometry				$257		HSIP (23 U.S.C. 148)		0		Other Local Agency		Lane Departure	
434848-1					$25846		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
435052-1	Lighting				$940056		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
435053-1	Lighting				$1354452		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
435054-1	Lighting				$3191587		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
435056-1	Lighting				$813775		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
435057-1	Lighting				$892724		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
435059-1	Lighting				$5559216		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
435095-1	Intersection traffic control				$540186		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
435101-1	Roadway				$1028210		HSIP (23 U.S.C. 148)		0		Other Local Agency		Lane Departure	
435160-1					$7872		HSIP (23 U.S.C. 148)		0		Other Local Agency		Intersections	
435255-1	Intersection geometry				$379061		HSIP (23 U.S.C. 148)		0		Other Local Agency		Lane Departure	
435837-1	Intersection geometry				$29635		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
436011-1	Shoulder treatments				$1159871		HSIP (23 U.S.C. 148)		0		Other Local Agency		Intersections	
436012-1	Intersection geometry				$2568		HSIP (23 U.S.C. 148)		0		Other Local Agency		Intersections	
436013-1	Pedestrians and bicyclists				$3576		HSIP (23 U.S.C. 148)		0		Other Local Agency		Lane Departure	

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
436013-2	Pedestrians and bicyclists				$4154		HSIP (23 U.S.C. 148)		0		Other Local Agency		Intersections	
436023-1	Lighting				$59850		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
436024-1	Intersection geometry				$704077		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
436041-1	Intersection geometry				$679144		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
436111-1	Lighting				$104084		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
436113-1	Lighting				$41290		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
436114-1	Pedestrians and bicyclists				$537733		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
436118-1	Access management				$38651		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
436119-1	Shoulder treatments				$255		HSIP (23 U.S.C. 148)		0		Other Local Agency		Pedestrians	
436124-1	Lighting				$10535		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
436135-1	Pedestrians and bicyclists				$22110		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
436235-1	Roadway delineation				$42557		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
436236-1	Roadway				$70767		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
436237-1	Intersection geometry				$70079		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
436311-1	Intersection geometry				$16180		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
436312-1	Roadway signs and traffic control				$694532		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
436313-1					$16447		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
436385-1					$9083		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
436404-1	Intersection geometry				$25681		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
436547-1	Pedestrians and bicyclists				$87910		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
436551-1	Pedestrians and bicyclists				$120460		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
436569-1	Lighting				$373960		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
436613-1	Non-infrastructure				$109141		HSIP (23 U.S.C. 148)		0		Other Local Agency		Bicyclists	
436614-1	Lighting				$237900		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
437302-1	Roadway delineation				$98696		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
437354-1	Intersection geometry				$511276		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
437451-1	Intersection geometry				$398564		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
437458-1	Shoulder treatments				$167320		HSIP (23 U.S.C. 148)		0		Other Local Agency		Intersections	
437485-1	Shoulder treatments				$120000		HSIP (23 U.S.C. 148)		0		Other Local Agency		Intersections	
437486-1	Intersection traffic control				$32000		HSIP (23 U.S.C. 148)		0		Other Local Agency		Lane Departure	
437592-1	Pedestrians and bicyclists				$355000		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
437604-1					$166502		HSIP (23 U.S.C. 148)		0		Other Local Agency		Intersections	
437605-1	Lighting				$3121		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
437627-1	Roadway signs and traffic control				$3690		HSIP (23 U.S.C. 148)		0		Other Local Agency		Multiple	
437629-1	Intersection geometry				$664819		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
437630-1	Lighting				$5795		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
437634-1	Intersection geometry				$1235262		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
437647-1					$3804		HSIP (23 U.S.C. 148)		0		Other Local Agency		Pedestrians	
437687-1	Intersection geometry				$1453294		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
437701-1	Lighting				$597628		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
437702-1					$100000		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
437707-1	Intersection traffic control				$295410		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
437708-1	Intersection traffic control				$155155		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
437718-1	Lighting				$153520		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
437731-1	Lighting				$23586		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
437807-1	Pedestrians and bicyclists				$285709		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
437916-1					$209280		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
437917-1	Intersection geometry				$150000		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
437922-1					$167282		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
437923-1					$148204		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
438271-1	Lighting				$71559		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
438275-1	Lighting				$96601		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
438275-2	Lighting				$170362		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
438276-1	Roadway signs and traffic control				$59864		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
438371-1	Pedestrians and bicyclists				$277606		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
438374-1	Pedestrians and bicyclists				$219828		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
438376-1	Intersection geometry				$150488		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439368-1	Intersection geometry				$1000		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439458-1	Access management				$263890		HSIP (23 U.S.C. 148)		0		Other Local Agency		Intersections	
439524-1	Roadway signs and traffic control				$716627		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
439557-1	Lighting				$129955		HSIP (23 U.S.C. 148)		0		State Highway Agency		Intersections	
439558-1	Lighting				$57907		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	
439561-1	Lighting				$66984		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
439573-1	Lighting				$95531		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439574-1	Lighting				$267094		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439575-1	Lighting				$246550		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439576-1	Lighting				$74810		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439577-1	Lighting				$206274		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439578-1	Lighting				$108331		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439579-1	Lighting				$119980		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439580-1	Lighting				$112719		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439581-1	Lighting				$105329		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439582-1	Lighting				$24649		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439584-1	Lighting				$76037		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439585-1	Lighting				$40810		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439587-1	Lighting				$98021		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439588-1	Lighting				$28315		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439596-1					$13347		HSIP (23 U.S.C. 148)		0		Other Local Agency		Pedestrians	
439679-1	Lighting				$388687		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439782-1	Lighting				$111077		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
439783-1	Lighting				$212444		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439784-1	Lighting				$121004		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439786-1	Lighting				$72504		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439788-1	Lighting				$31642		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
439789-1	Lighting				$63856		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439790-1	Lighting				$135285		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439792-1	Lighting				$71745		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439793-1	Lighting				$66007		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439795-1	Lighting				$109810		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439829-1	Lighting				$1335526		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439850-1					$750561		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439851-1					$750592		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439880-1	Lighting				$45547		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
439880-3	Lighting				$4538		HSIP (23 U.S.C. 148)		0		State Highway Agency		Multiple	
439880-4	Lighting				$123		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439880-5	Lighting				$4769		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439880-6	Lighting				$37971		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439880-7	Lighting				$1731		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439881-1	Lighting				$35621		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439881-2	Lighting				$28480		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439881-3	Lighting				$17075		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439881-4	Lighting				$35874		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439881-5	Lighting				$16811		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439883-1	Lighting				$8146		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439883-2	Lighting				$52219		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
439883-3	Lighting				$49404		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439885-1	Lighting				$84691		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439886-1	Lighting				$232537		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
439887-1	Lighting				$12158		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
440116-1	Lighting				$675		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
440117-1	Lighting				$165258		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
440125-1	Lighting				$62		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
440126-1	Lighting				$215		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
440128-1	Lighting				$215		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
440133-1	Lighting				$101		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
440135-1	Lighting				$47		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
440137-1	Lighting				$43		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
440138-1	Lighting				$78		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
440663-1	Shoulder treatments				$34499		HSIP (23 U.S.C. 148)		0		Other Local Agency		Pedestrians	
440679-1					$20224		HSIP (23 U.S.C. 148)		0		State Highway Agency		Pedestrians	
441087-1	Intersection traffic control				$4120		HSIP (23 U.S.C. 148)		0		State Highway Agency		Lane Departure	

Enter additional comments here to clarify your response for this question or add supporting information.

Financial and project information are from data systems maintained by the FDOT Work Program and Budget Office.

Projects with a blank for "Relevant SHSP Emphasis Area" address multiple SHSP emphasis areas.

Projects with HSIP Project Cost($) of a couple thousand or less refer to final administrative tasks for completed projects.

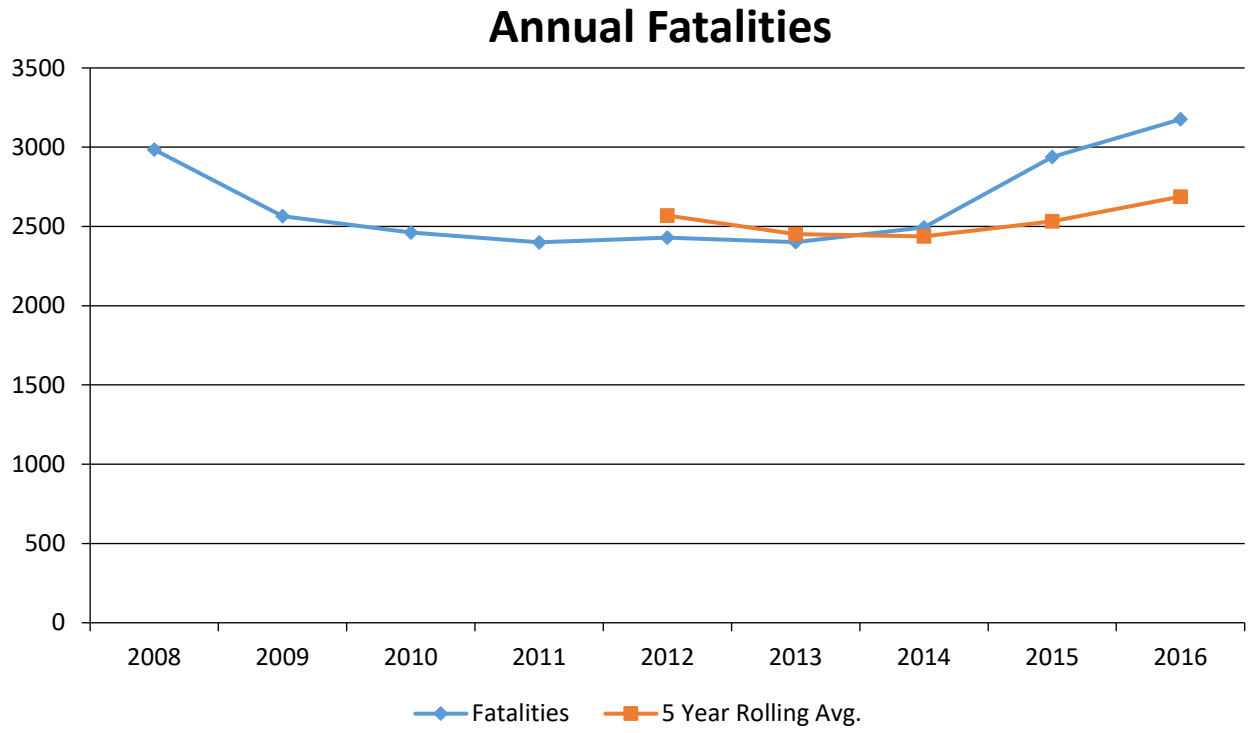
[Source: MADDOG, 2018]
[Source: FDOT HSIP Reporter, 2018]

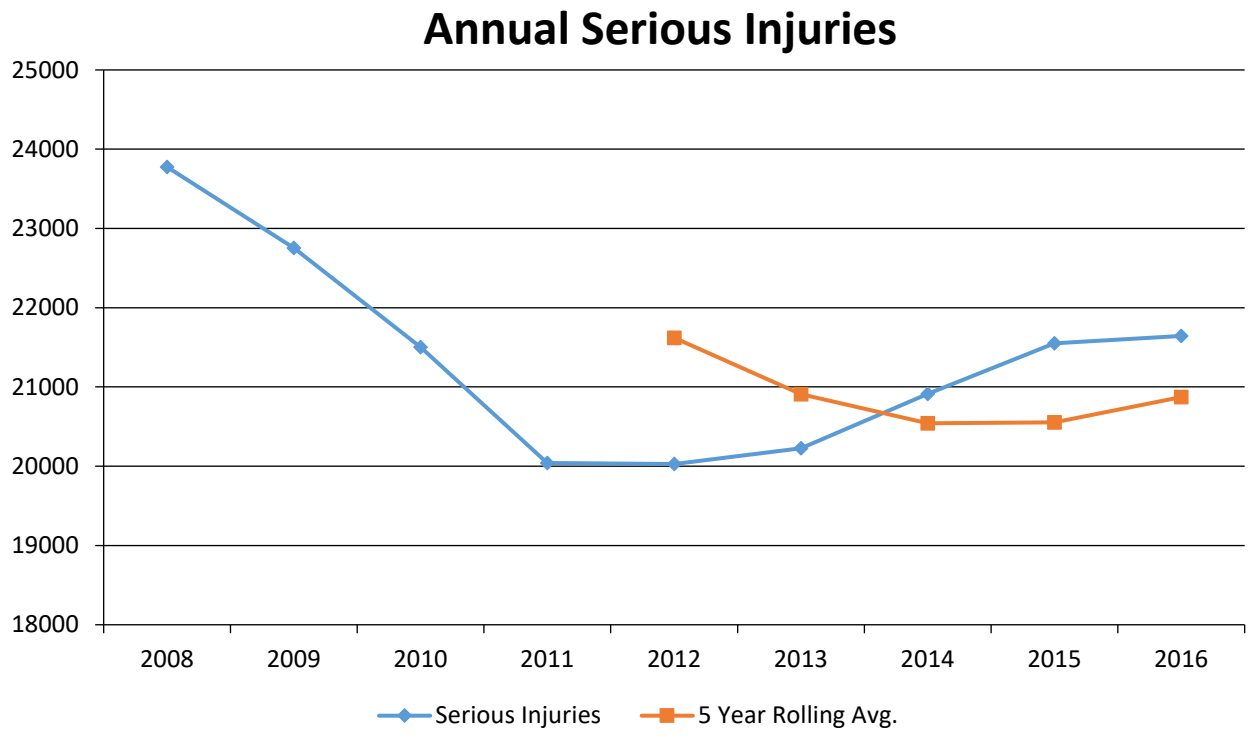
Safety Performance

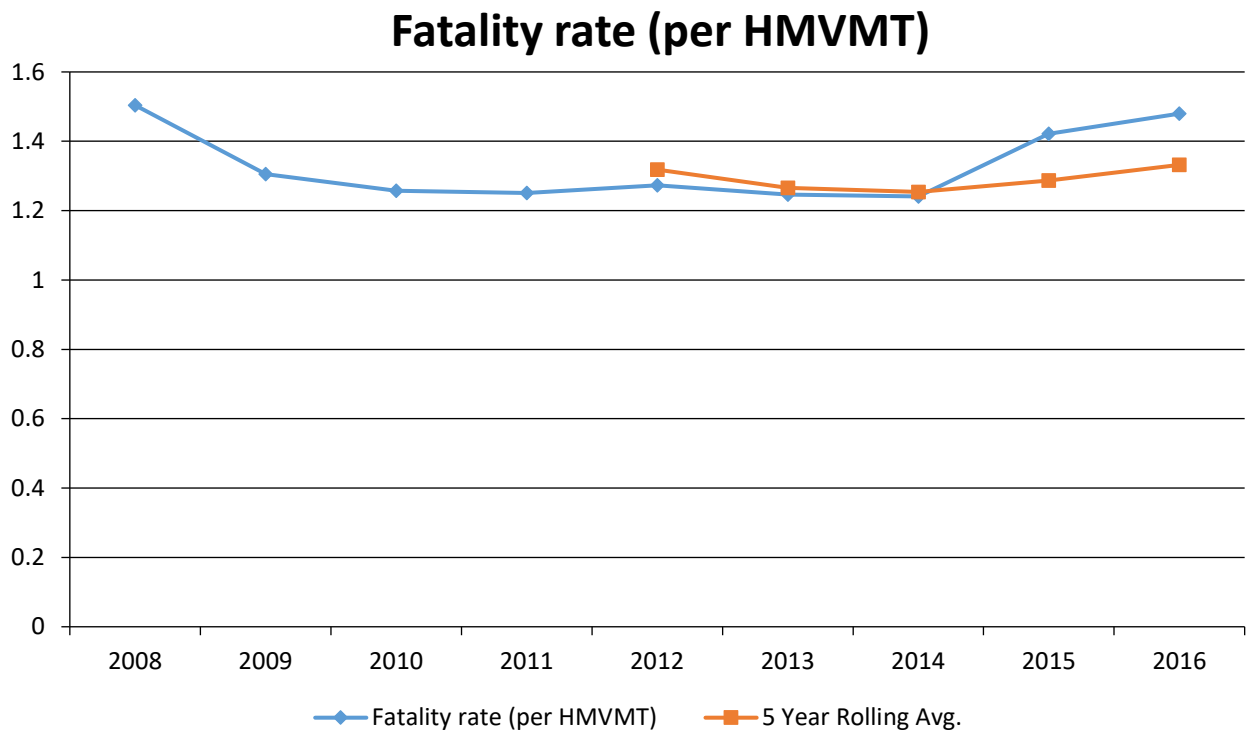
General Highway Safety Trends

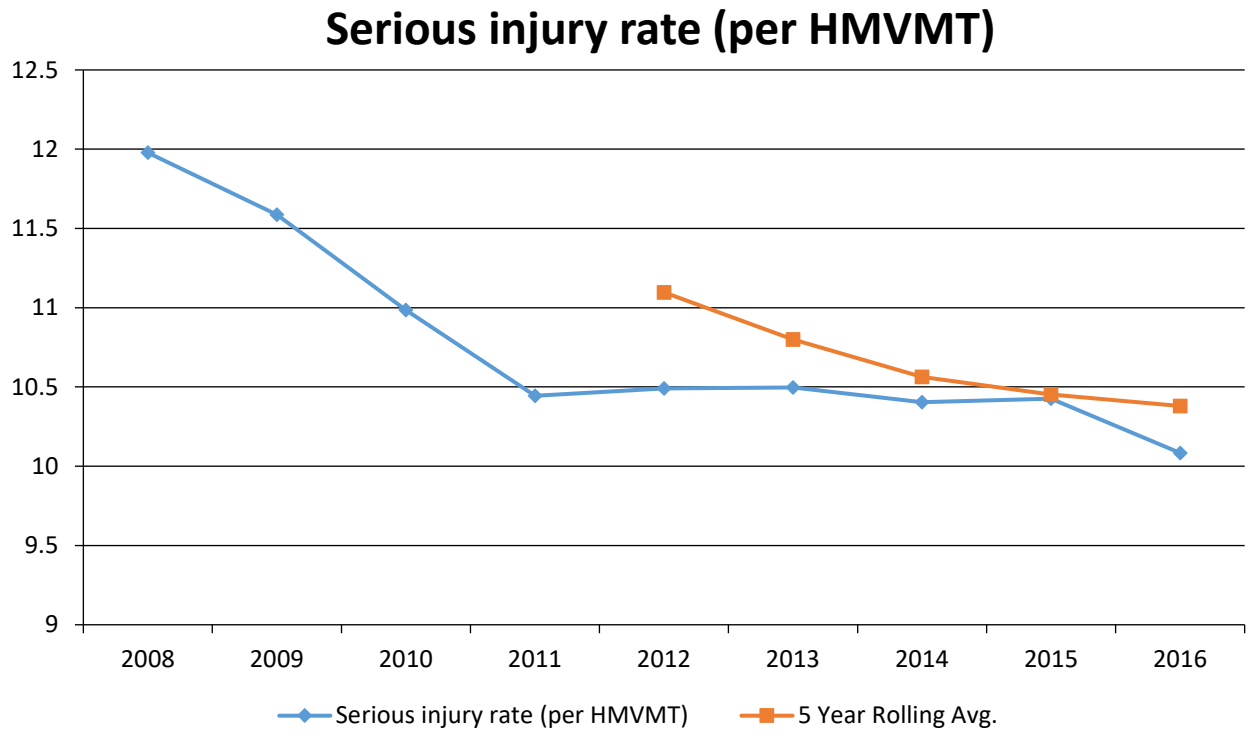
Present data showing the general highway safety trends in the State for the past five years.

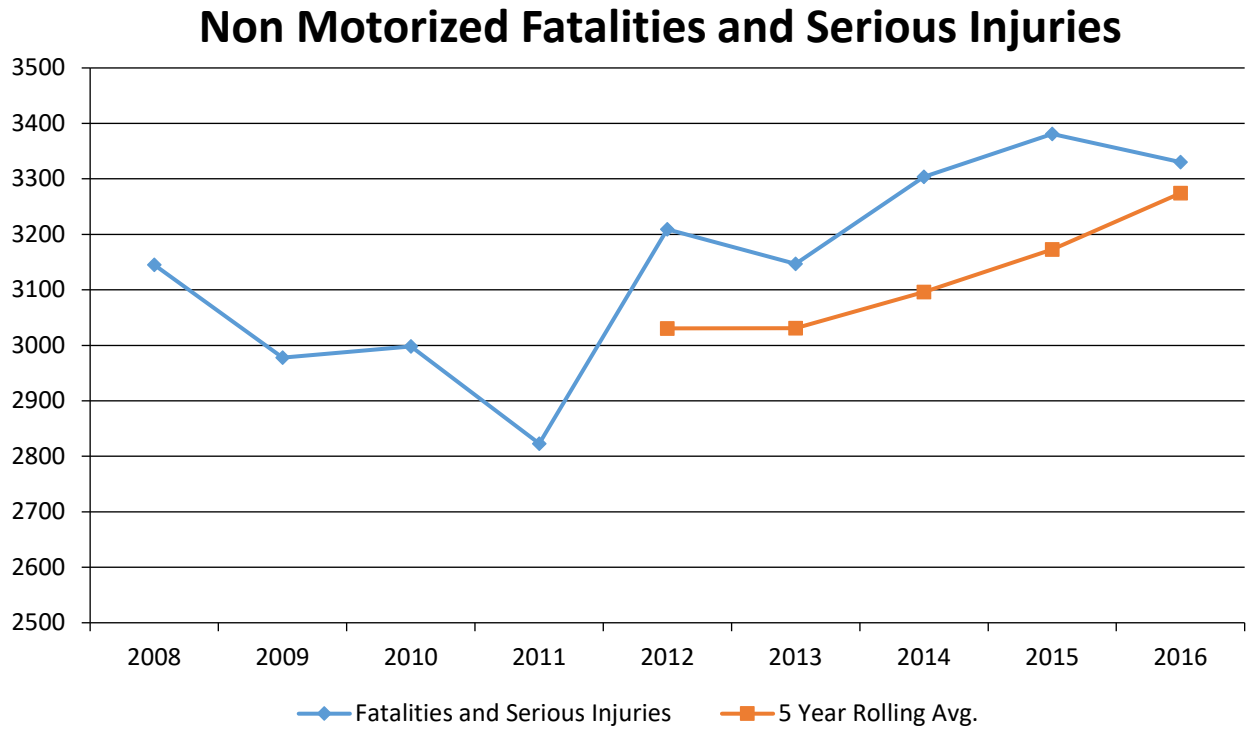
PERFORMANCE MEASURES	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatalities	2,985	2,564	2,461	2,400	2,430	2,402	2,494	2,939	3,176
Serious Injuries	23,776	22,755	21,503	20,042	20,028	20,226	20,912	21,551	21,645
Fatality rate (per HMVMT)	1.504	1.305	1.257	1.251	1.273	1.246	1.241	1.422	1.480
Serious injury rate (per HMVMT)	11.978	11.586	10.985	10.444	10.491	10.496	10.404	10.426	10.084
Number non-motorized fatalities	624	587	583	617	589	633	741	785	807
Number of non-motorized serious injuries	2,521	2,391	2,415	2,206	2,620	2,514	2,563	2,596	2,523


Annual Fatalities
3500
3000
2500
2000
1500
1000
500
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
25000
24000
23000
22000
21000
20000
19000
18000
2008
2009
2010
2011
2012
2013
2014
2015
2016
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
12.5
12
11.5
11
10.5
10
9.5
9
2008
2009
2010
2011
2012
2013
2014
2015
2016
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Enter additional comments here to clarify your response for this question or add supporting information.

Florida shares the national traffic safety vision, "Toward Zero Deaths," and formally adopted our own version of the national vision, "Driving Down Fatalities," in 2012. The Strategic Highway Safety Plan (SHSP), updated in 2016, is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. Thirteen emphasis areas are the primary focus for Florida's traffic safety improvement efforts. FDOT supports a broad range of programs aimed at improving transportation safety.

The traffic safety programs include Aggressive Driving & Speed; Aging Road Users; Bicycle and Pedestrian Safety; Community Traffic Safety Teams; Occupant Protection; Distracted Driving; Drowsy Driving; Impaired Driving; Industrial Safety (worker safety); Motorcycle Safety; Police Traffic Service; Safe Routes to School; Safety Engineering (crash data); School Crossing Guard Training; Teen Drivers; Traffic Records System; Traffic Records Coordinating Committee (TRCC); and Work Zone Safety.

Florida traffic safety coalitions bring together multiple traffic safety partners, working to make Florida's roadways not only an efficient, but safe transportation system. Traffic safety coalitions include Florida Lane Departure and Intersection Coalition; Florida Impaired Driving Coalition; Florida's Pedestrian and Bicycle Safety Coalition; Florida Occupant Protection Coalition; Motorcycle Safety Coalition; Safe Mobility for Life Coalition; Distracted Driving Coalition; and the Work Zone Safety Coalition.

The number of fatal and serious injuries come from previous HSIP annual reports, the state crash data system managed by the Florida Department of Highway Safety and Motor Vehicles (DHSMV), and the Traffic Crash Report published by DHSMV based on the state crash data system.

[Source: Florida SHSP, 2016]
[Source: FDOT State Safety Office, Programs website (http://www.fdot.gov/safety/2A-Programs/Programs.shtm), as of 2018-07-16]
[Source: FDOT State Safety Office, Traffic Safety Coalitions website (

2018 Florida Highway Safety Improvement Program
http://www.fdot.gov/safety/safety%20coalitions/coalitonsresources.shtm), as of 2018-07-16]
[Source: Florida HSIP Annual Report, 2017]
[Source: Traffic Crash Facts, 2016]
[Source: FIRES (Florida's Integrated Report Exchange System) by DHSMV as of 2018-06-22]
[Source: FDOT Public Mileage Report, 2008-2016]

Describe fatality data source.

State Motor Vehicle Crash Database

Enter additional comments here to clarify your response for this question or add supporting information.

The Florida Department of Highway Safety and Motor Vehicles is the official custodian of the state motor vehicle crash database. Access to the data is available through the Traffic Crash Facts annual report (which is static) or through FIRES (Florida's Integrated Report System).

[Source: Traffic Crash Facts Annual Report, 2016]
[Source: FIRES, https://www.firesportal.com/Pages/Public/Home.aspx]

To the maximum extent possible, present this data by functional classification and ownership.

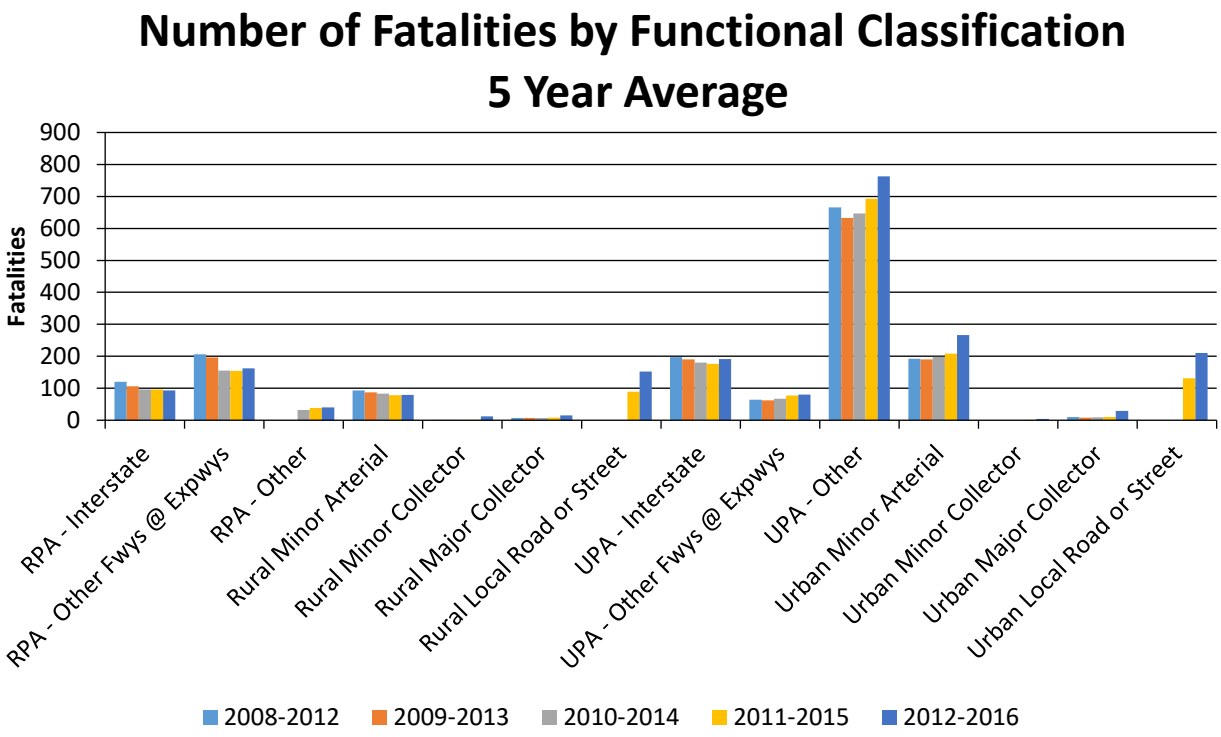
Year 2016

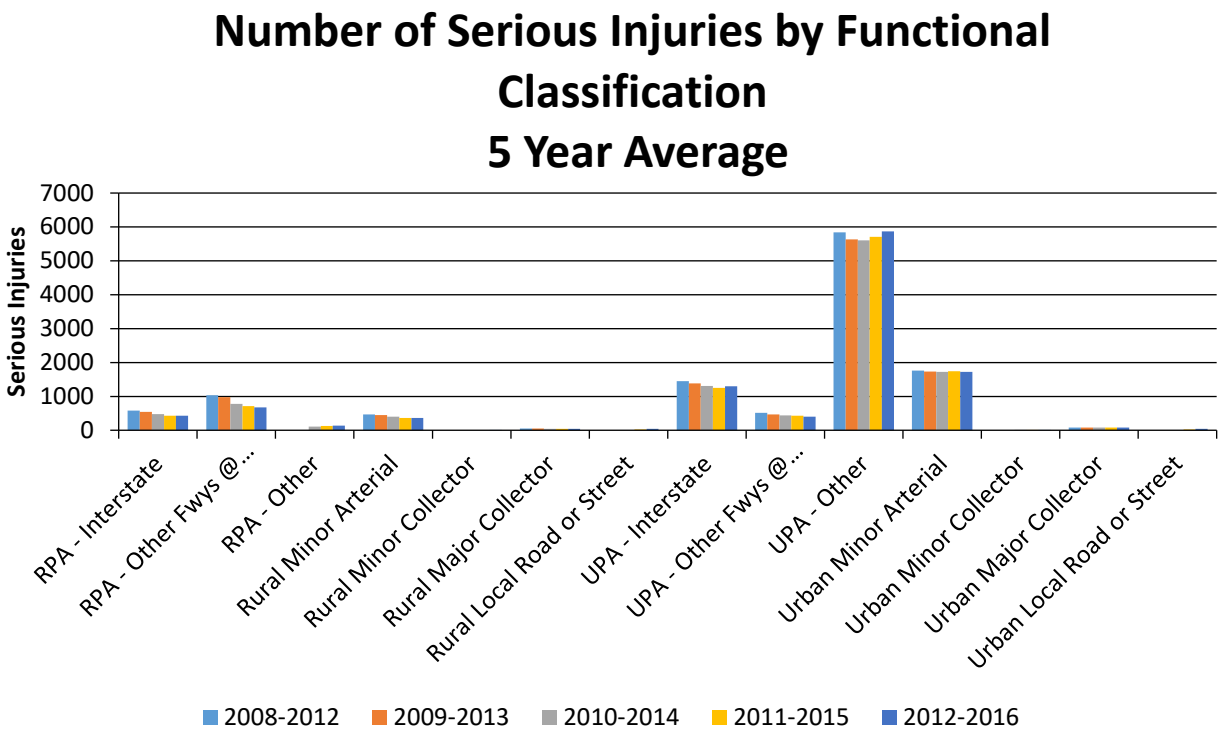
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	93	424.6	0.97	4.43
Rural Principal Arterial (RPA) - Other Freeways and Expressways	162.6	672.4	5.43	21.33
Rural Principal Arterial (RPA) - Other	40.6	139.8	0.55	1.9
Rural Minor Arterial	79.4	358.4	2.52	11.29
Rural Minor Collector	12.2	2.6	1.14	1.17
Rural Major Collector	15	41.2	0.78	1.59
Rural Local Road or Street	152.6	39.6	2.73	0.71
Urban Principal Arterial (UPA) - Interstate	191.4	1,293.8	0.7	4.75
Urban Principal Arterial (UPA) - Other Freeways and Expressways	80.4	403	0.63	3.19
Urban Principal Arterial (UPA) - Other	762.4	5,871	1.93	15.05
Urban Minor Arterial	266.8	1,722.4	1.49	10.67
Urban Minor Collector	4.6	1.2	0.22	0.21

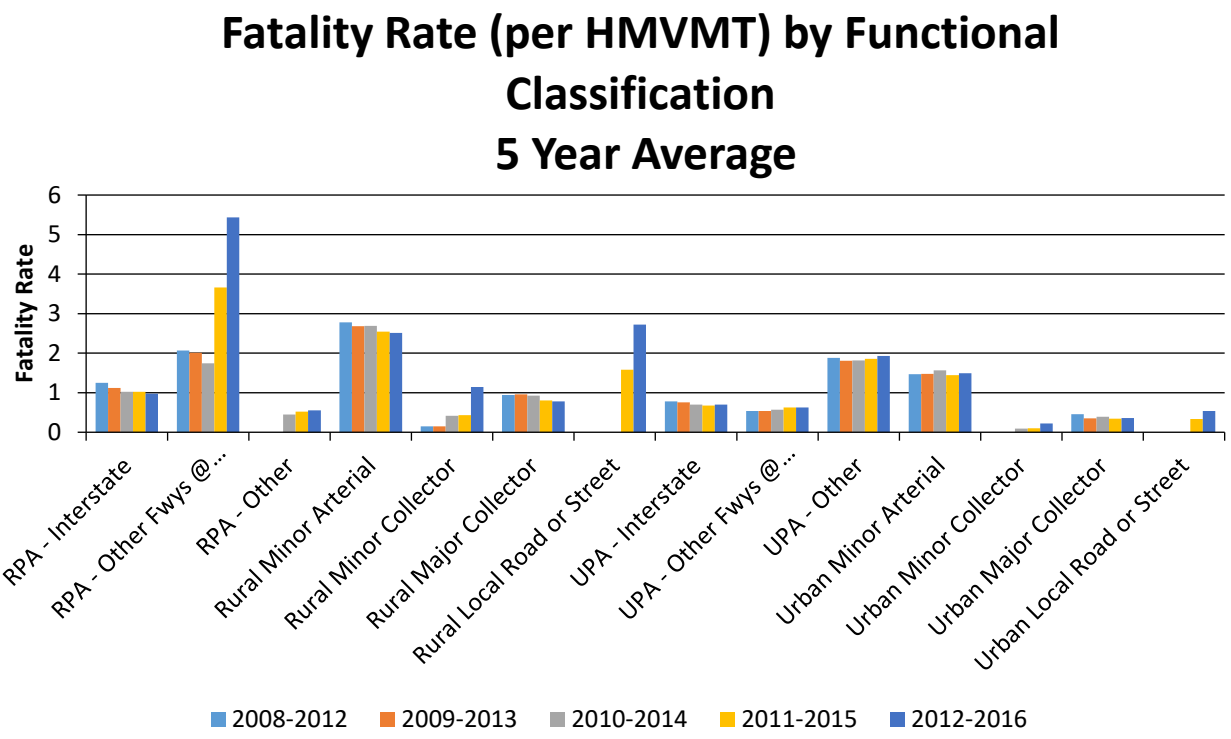
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Urban Major Collector	29.6	80.6	0.36	2.45
Urban Local Road or Street	210	43.2	0.54	0.11

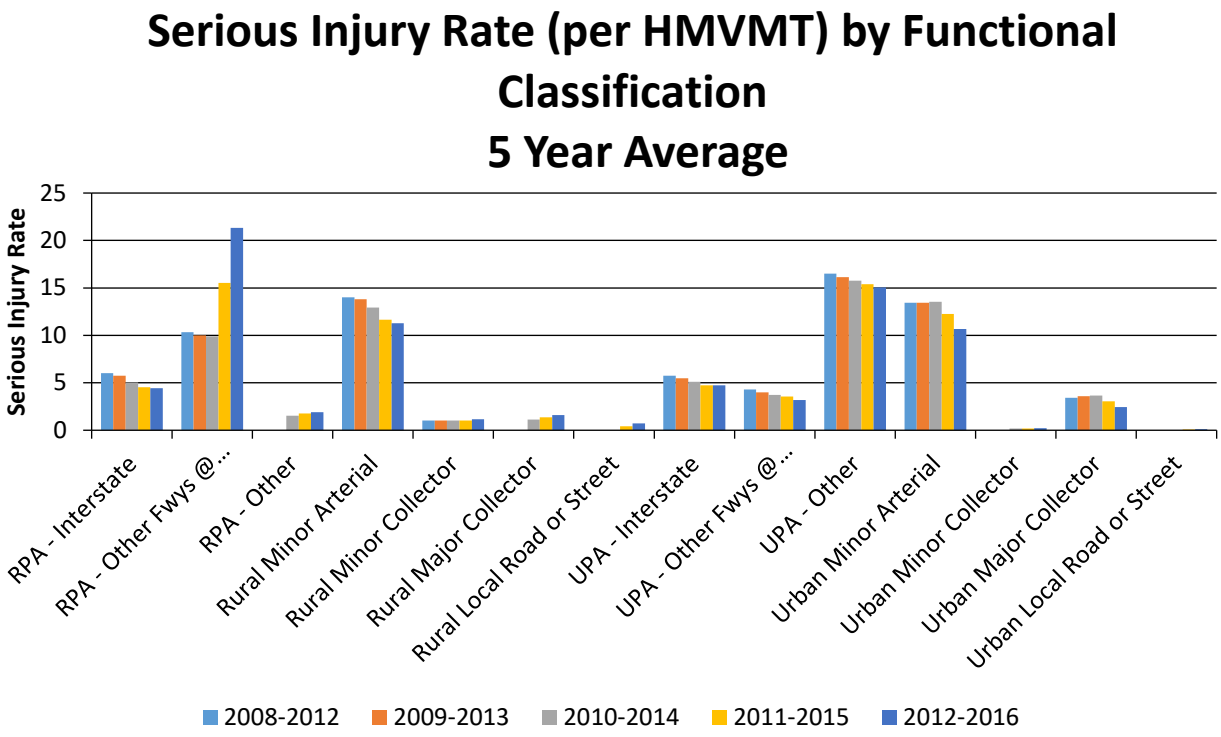
Year 2016

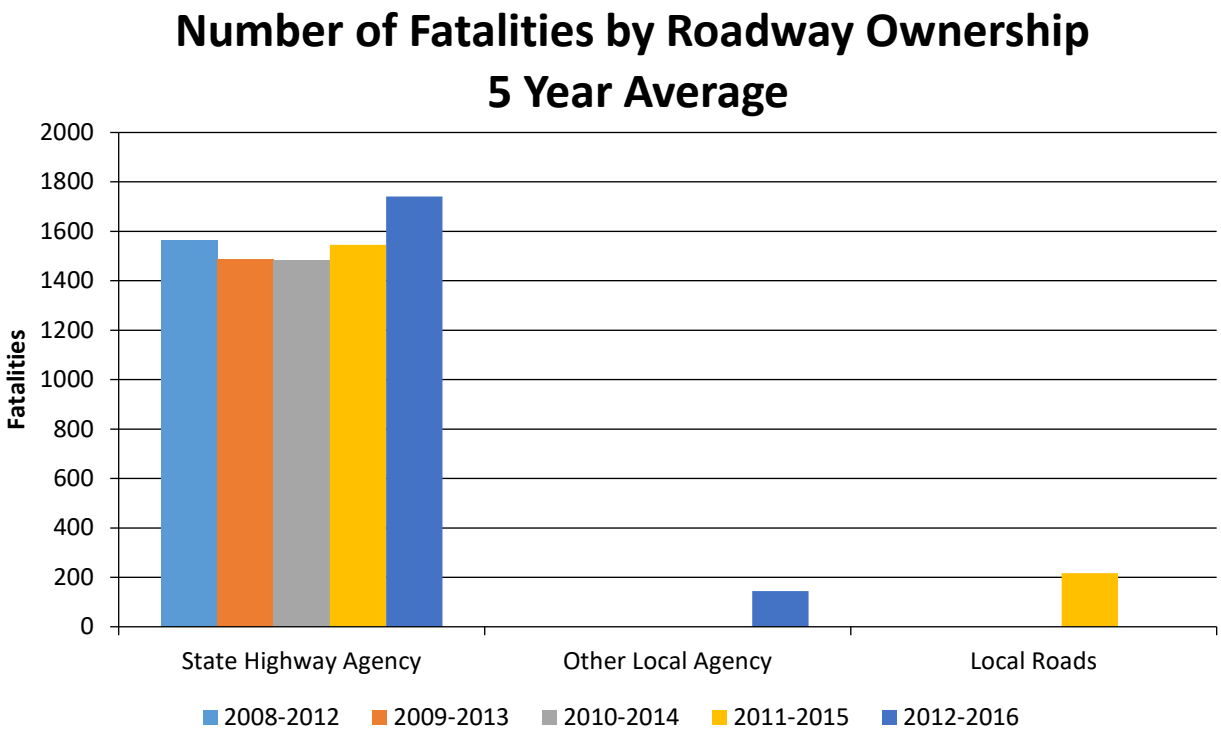
Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	1,740.8	11,372.6	1.31	8.81
County Highway Agency				
Town or Township Highway Agency				
City of Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency	144	1,984	0.32	4.43
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

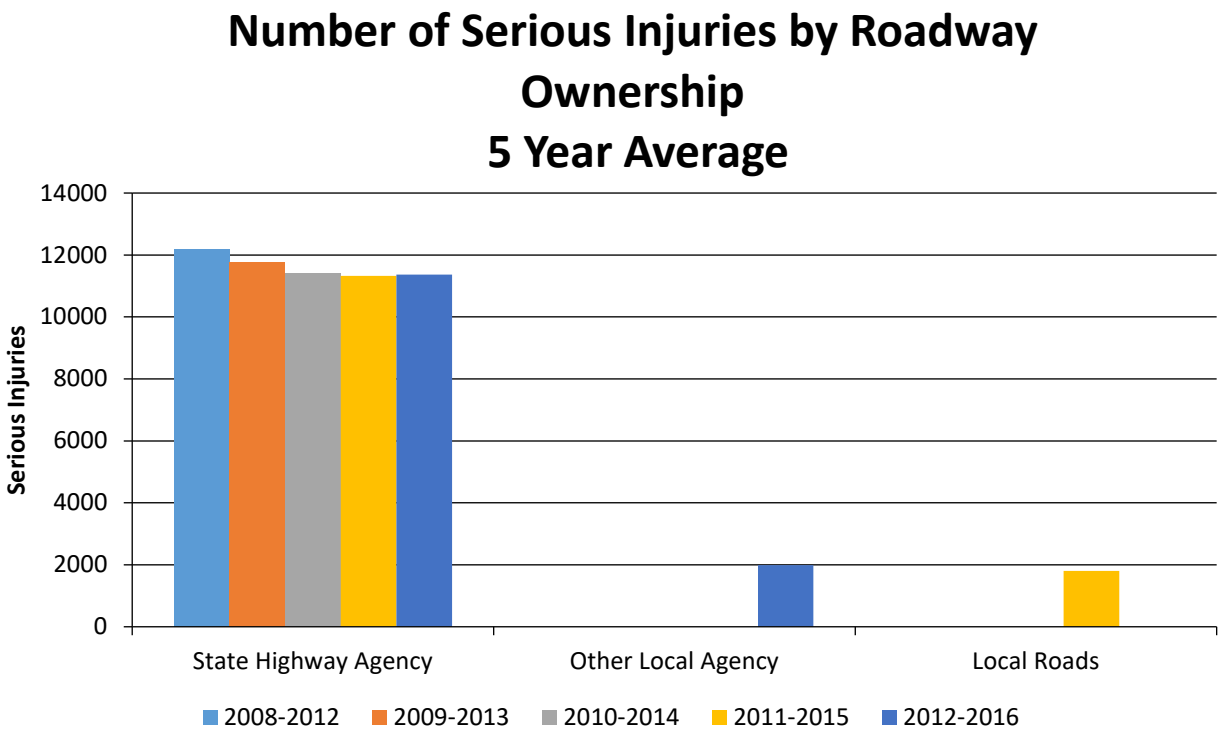

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
900
800
700
600
500
400
300
200
100
0
RPA - Interstate
RPA - Other Fwys @ Expwys
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @ Expwys
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

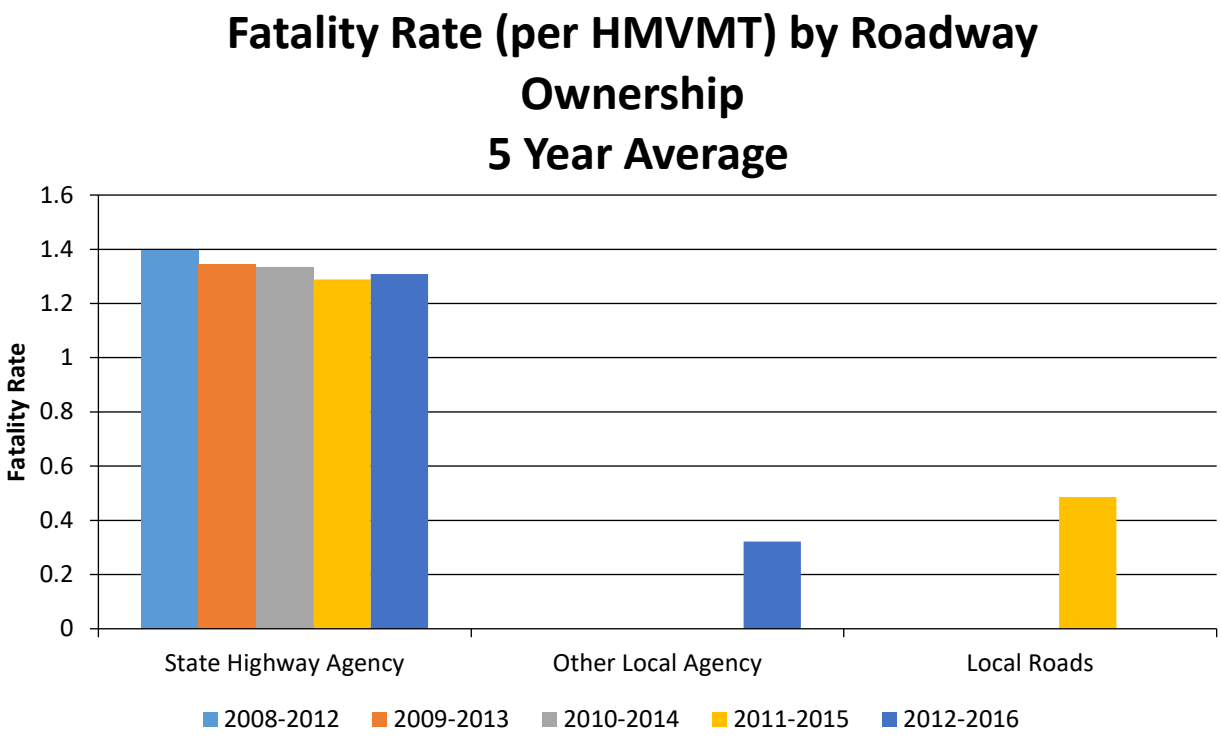

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
7000
6000
5000
4000
3000
2000
1000
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

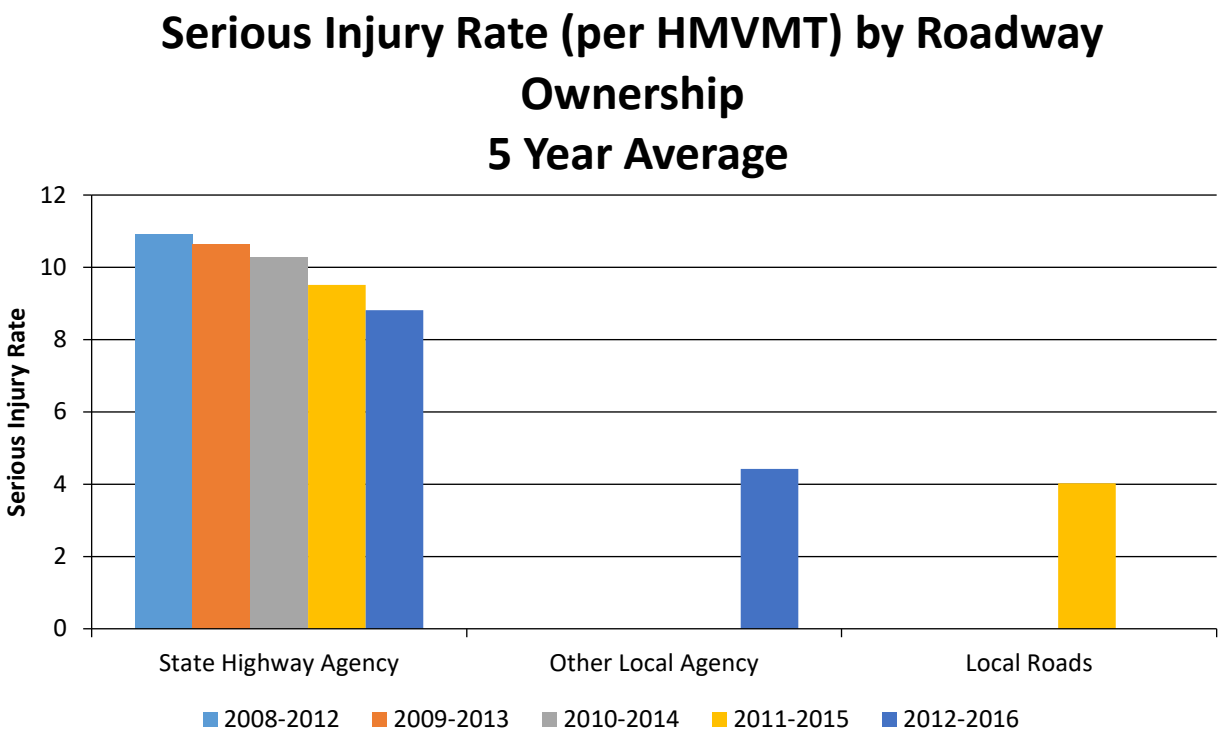

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
6
5
4
3
2
1
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
25
20
15
10
5
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
2000
1800
1600
1400
1200
1000
800
600
400
200
0
State Highway Agency
Other Local Agency
Local Roads
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
14000
12000
10000
8000
6000
4000
2000
0
State Highway Agency
Other Local Agency
Local Roads
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
Fatality Rate
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
State Highway Agency
Other Local Agency
Local Roads
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016



Enter additional comments here to clarify your response for this question or add supporting information.

The number of fatal and serious injuries come from previous HSIP annual reports, the state crash data system managed by the Florida Department of Highway Safety and Motor Vehicles (DHSMV), and the Traffic Crash Report published by DHSMV based on the state crash data system.

[Source: Florida HSIP Annual Report, 2017]
[Source: Traffic Crash Facts, 2016]
[Source: FIRES (Florida's Integrated Report Exchange System) by DHSMV as of 2018-06-22]
[Source: FDOT Public Mileage Report, 2008-2016]

Are there any other aspects of the general highway safety trends on which the State would like to elaborate?

No

Safety Performance Targets

Safety Performance Targets

	Calendar Year 2019 Targets *
Number of Fatalities	0.0

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for total fatalities on Florida's roads is forecast to be between 2,797 and 3,117 in 2019. This forecast was made by combining FARS data with current state data from 2009 to 2017 to predict probable outcomes for 2018 and 2019. Florida's target for fatalities is zero in 2019. While the data forecast indicates Florida's five year rolling average for fatalities could continue to trend upward in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for fatalities is zero in 2019, Florida has forecast an interim performance measure of 3,117 in order to satisfy the federal requirement.

Number of Serious Injuries 0.0

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for total serious injuries on Florida's roads is forecast to be between 19,340 and 21,107 in 2019. This forecast was made by combining FARS data with current state data from 2009 to 2017 to predict probable outcomes for 2018 and 2019. Florida's target for serious injuries is zero in 2019. The data forecast indicates Florida's five year rolling average for serious injuries could continue to trend downward in 2018 and 2019. The FDOT State Safety Office expects the projects chosen for funding will enhance the downward trend in the number of serious injuries on Florida's roads. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for serious injuries is zero in 2019, Florida has forecast an interim performance measure of 21,107 in order to satisfy the federal requirement.

Fatality Rate 0.000

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for fatality rate per 100 million Vehicle Miles Travelled (VMT) on Florida's roads is forecast to be between 1.08 and 1.63 in 2019. This forecast was made by combining FARS data with current state data from 2009 to 2017 to predict probable outcomes for 2018 and 2019. Florida's target for fatality rate per 100 million VMT is zero in 2019. While the data forecast indicates Florida's five year rolling average for fatality rate per 100 million VMT could continue to trend upward in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the fatality rate per 100 million VMT. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for fatality rate per 100 million VMT is zero in 2019, Florida has forecast an interim performance measure of 1.63 in order to satisfy the federal requirement.

Serious Injury Rate	0.000

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for total serious injury rate per 100 million VMT on Florida's roads is forecast to be between 7.789 and 10.846 in 2019. This forecast was made by combining FARS data with current state data from 2009 to 2017 to predict probable outcomes for 2018 and 2019. Florida's target for serious injury rate per 100 million VMT is zero in 2019. The data forecast indicates Florida's five year rolling average for serious injury rate per 100 million VMT could continue to trend downward in 2018 and 2019. The FDOT State Safety Office expects the projects chosen for funding will enhance the downward trend in the serious injury rate per 100 million VMT on Florida's roads. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for serious injury rate per 100 million VMT is zero in 2019, Florida has forecast an interim performance measure of 10.846 in order to satisfy the federal requirement.

Total Number of Non-Motorized Fatalities and Serious Injuries	0.0

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for non-motorized fatalities and serious injuries on Florida's roads is forecast to be between 3,117 and 3,801 in 2019. This forecast was made by combining FARS data with current state data from 2009 to 2017 to predict probable outcomes for 2018 and 2019. Florida's target for non-motorized fatalities and serious injuries is zero in 2019. The data forecast indicates Florida's five year rolling average for non-motorized fatalities and serious injuries could continue to tend downward in 2018 and 2019. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in non-motorized fatalities and serious injuries. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for non-motorized fatalities and serious injuries is zero in 2019, Florida has forecast an interim performance measure of 3,801 in order to satisfy the federal requirement.

Enter additional comments here to clarify your response for this question or add supporting information.

Florida shares the national traffic safety vision, "Toward Zero Deaths," and formally adopted our own version of the national vision, "Driving Down Fatalities," in 2012. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero deaths is our safety performance target. This target is consistent throughout our Strategic Highway Safety Plan, Highway Safety Improvement Program and Highway Safety Plan.

Florida’s data forecasts have been established using an ARIMA Hybrid Regression Model (0, 1,1)(2,0,0)(12) with VMT. Nine independent variables were tested to assess correlations; only Vehicle Miles of Travel (VMT) and gas consumption have relatively high correlations with fatalities and serious injuries and of these two variables only VMT was useful in predicting future fatalities and serious injuries. The first three performance

measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecasted based on a five year rolling average and the remaining performance measures will be forecasted annually. The forecasts for 2017 and 2018 are based on monthly data from 2005 through 2016 using statistical forecasting methodologies.

Forecasts for serious injury rate per 100 million VMT and non-motorist fatal and serious injuries have been established using the AAA version of the Exponential Smoothing (ETS) algorithm.

[Source: FDOT Highway Safety Plan, 2018]

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

Florida's transportation system is large, multimodal, and owned by a number of entities including the state government, local governments (cities and counties), the federal government, and the private sector. The 2016 SHSP (Strategic Highway Safety Plan) is aimed at all public roads and was updated through collaboration with Florida's safety partners. It is aligned with and builds on the recently adopted FTP (Florida Transportation Plan), the state's long range transportation plan. Stakeholders include:

- Florida Department of Transportation,
- Florida Department of Highway Safety and Motor Vehicles,
- Florida Highway Patrol,
- Florida Sheriffs Association,
- Florida Police Chiefs Association,
- Metropolitan Planning Organizations Advisory Council,
- Florida Rail Enterprise,
- Florida Association of County Engineers and Road Superintendents,
- Federal Highway Administration,
- National Highway Traffic Safety Administration, and
- Federal Motor Carrier Safety Administration.

Florida shares the national traffic safety vision, "Toward Zero Deaths," and formally adopted our own version of the national vision, "Driving Down Fatalities," in 2012. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero deaths is our safety performance target. This target is consistent throughout our SHSP, HSIP, and HSP (Highway Safety Plan).

[Source: Florida Strategic Highway Safety Plan, 2016]
[Source: Florida Highway Safety Plan, 2018]

Does the State want to report additional optional targets?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?

No

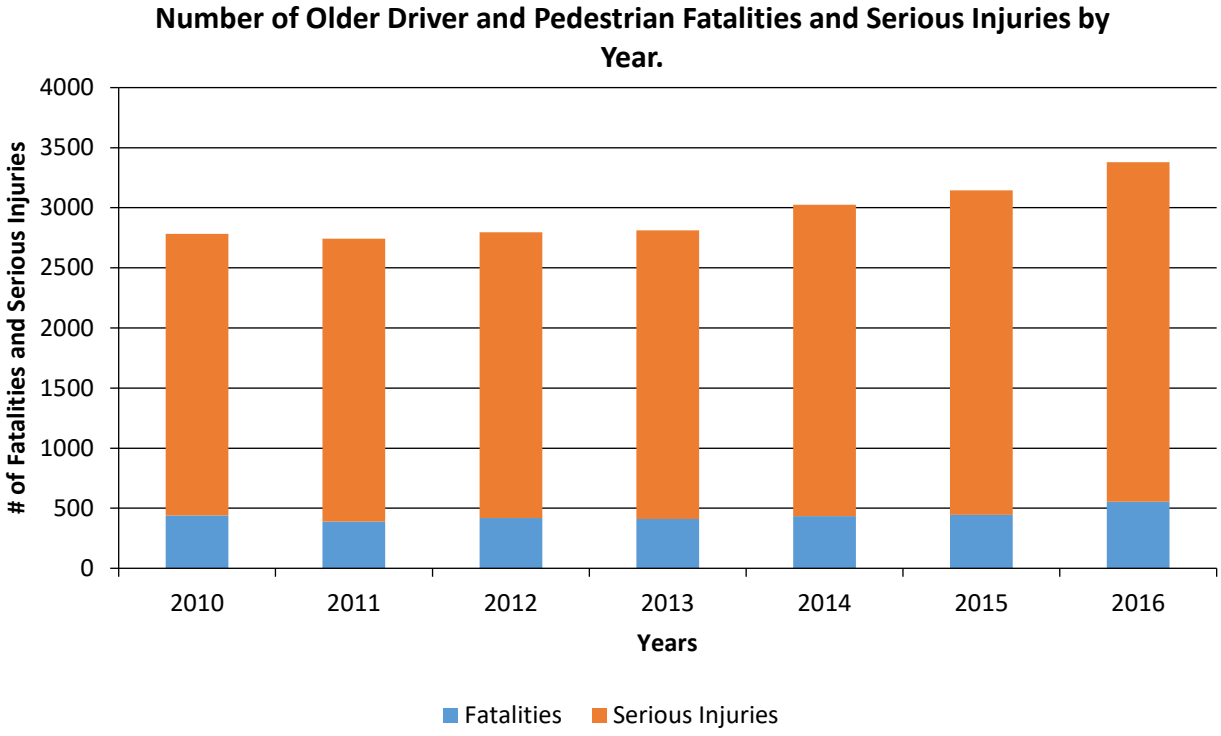
Enter additional comments here to clarify your response for this question or add supporting information.

According to Section 148(g)(1) of title 23, United States Code (USC) establishing a HRRR Special Rule, the rule is triggered if the fatality rate on rural roads increases over the most recent 2-year period. The rural road fatality rate per 100 million VMT on Florida's roads is 2.636 for 2015 and 2.398 for 2016.

[Source: FHWA Memorandum, 23 USC 148(g)(1) High Risk Rural Roads Special Rule, 2017]
[Source: FDOT SSO Staff, 2018]

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2010	2011	2012	2013	2014	2015	2016
Number of Older Driver and Pedestrian Fatalities	439	389	419	409	433	444	554
Number of Older Driver and Pedestrian Serious Injuries	2,345	2,355	2,377	2,402	2,592	2,702	2,824
Older Population per 1K	3,260	3,359	3,509	3,479	3,631	3,735	3,867



Enter additional comments here to clarify your response for this question or add supporting information.

Florida shares the national traffic safety vision, "Toward Zero Deaths," and formally adopted our own version of the national vision, "Driving Down Fatalities," in 2012. The Strategic Highway Safety Plan (SHSP), updated in 2016, is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on al public roads. FDOT supports the Aging Road Users program aimed at improving transportation safety.

Florida is also leading the nation in preparing to meet the transportation safety and mobility challenges that arise from the inevitable increases to the aging population. FDOT developed and maintains a website to support work and efforts of our Safe Mobility for Life Coalition. It is the coalition's mission to reduce crashes by improving the safety, access, and mobility of Florida's aging road users (http://www.FLsams.org/floridacoalition.htm). The coalition oversees the development and implementation of Florida's Aging Road User Strategic Plan that includes six focus areas - program management, data, and evaluation; outreach and advocacy; aging in place; licensing and enforcement; prevention and assessment; transitioning from driving. The purpose of the strategic plan is to improve the safety, access, and mobility of Florida's aging population by addressing areas critical to the needs and concerns of the target population.

The number of fatal and serious injuries come from previous HSIP annual reports, the state crash data system managed by the Florida Department of Highway Safety and Motor Vehicles (DHSMV), and the Traffic Crash Report published by DHSMV based on the state crash data system.

[Source: Florida SHSP, 2016]
[Source: Florida Aging Road User Strategic Safety Plan, 2017]
[Source: FDOT State Safety Office, Programs website (http://www.fdot.gov/safety/2A-Programs/Programs.shtm), as of 2018-07-16]
[Source: FDOT State Safety Office, Traffic Safety Coalitions website (http://www.fdot.gov/safety/safety%20coalitions/coalitonsresources.shtm), as of 2018-07-16]
[Source: Florida HSIP Annual Report, 2017]
[Source: Traffic Crash Facts, 2016]
[Source: FIRES (Florida's Integrated Report Exchange System) by DHSMV as of 2018-06-22]
[Source: UF BEBR (Bureau of Economic and Business Research) as of 2018-06-26]

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Change in fatalities and serious injuries

Enter additional comments here to clarify your response for this question or add supporting information.

The Florida Department of Transportation (FDOT) and its partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable. Therefore, the effectiveness of the Highway Safety Improvement Program (HSIP) is measured by its effect on fatalities and serious injuries in the State of Florida.

[Source: Florida Strategic Highway Safety Plan, 2016]

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

OVERALL

FDOT administers programs for lane departure, intersections, and non-motorists (i.e. bicyclists and pedestrians) under the Highway Safety Improvement Program (HSIP). Based on statistical forecasting total fatalities on Florida's roads could trend upward for 2018 and 2019 (see Question 34), total serious injuries could trend downward for 2018 and 2019 (see Question 34), the fatalities rate per 100 million vehicle miles could trend upward for 2018 and 2019 (see Question 34), and serious injuries rate per 100 million vehicle mils could trend downward for 2018 and 2019 (see Question 34).

LANE DEPARTURE

The five year rolling average of traffic fatalities attributed to lane departure continues to trend upward (see Question 43). The five year rolling average of serious injuries attributed to lane departure has an over trend downward (see Question 43). The five year rolling average for fatalities rate per 100 million vehicle miles attributed to lane departure has an overall trend downward (see Question 43). The FDOT State Safety Office expects the projects chosen for funding will mitigate the upward trends related to fatalities and enhance downward trends related to serious injuries attributed to lane departure on Florida's roads.

INTERSECTIONS

The five year rolling average of traffic fatalities attributed to intersections continues to trend upward (see Question 43). The five year rolling average of serious injuries attributed to intersections continues to trend downward (see Question 43). The five year rolling average for fatalities rate per 100 million vehicle miles attributed to intersections continues to trend upward (see Question 43). The five year rolling average for serious injuries rate per 100 million vehicle miles attributed to intersections continues to trend downward (see Question 43). The FDOT State Safety Office expects the projects chosen for funding will mitigate the upward trends related to fatalities and enhance the downward trends related to serious injuries attributed to intersections on Florida's roads.

NON-MOTORISTS (I.E. BICYCLISTS AND PEDESTRIANS)

The five year rolling average of traffic fatalities attributed to non-motorists (i.e. bicyclists and pedestrians) continues to trend upward (see Question 43). The five year rolling average of serious injuries attributed to non-motorists has an overall trend that is relatively flat (see Question 43). The five year rolling average for fatalities rate per 100 million vehicle miles attributed to non-motorists continues to gradually trend upward (see Question 43). The five year rolling average for serious injuries rate per 100 million vehicle miles attributed to non-motorists has an overall trend that is relatively flat (see Question 43). The FDOT State Safety Office expects the projects chosen for funding will mitigate the gradual upward trends related to fatalities and serious injuries attributed to non-motorists on Florida's roads.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

Other-Reduction in fatalities and serious injuries

Enter additional comments here to clarify your response for this question or add supporting information.

The Florida Department of Transportation (FDOT) and its partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable. Therefore, the effectiveness and success of the Highway Safety Improvement Program (HSIP) is measured by its effect on fatalities and serious injuries in the State of Florida.

[Source: Florida Strategic Highway Safety Plan, 2016]

Are there any significant programmatic changes that have occurred since the last reporting period?

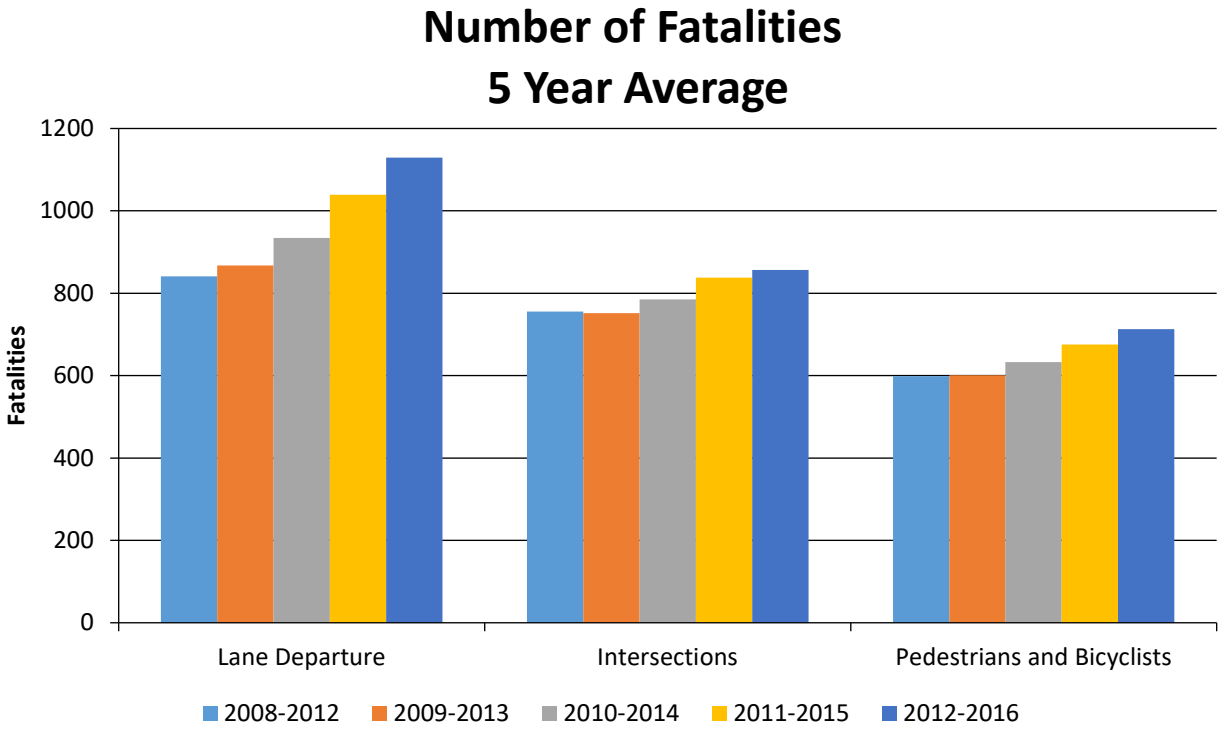
No

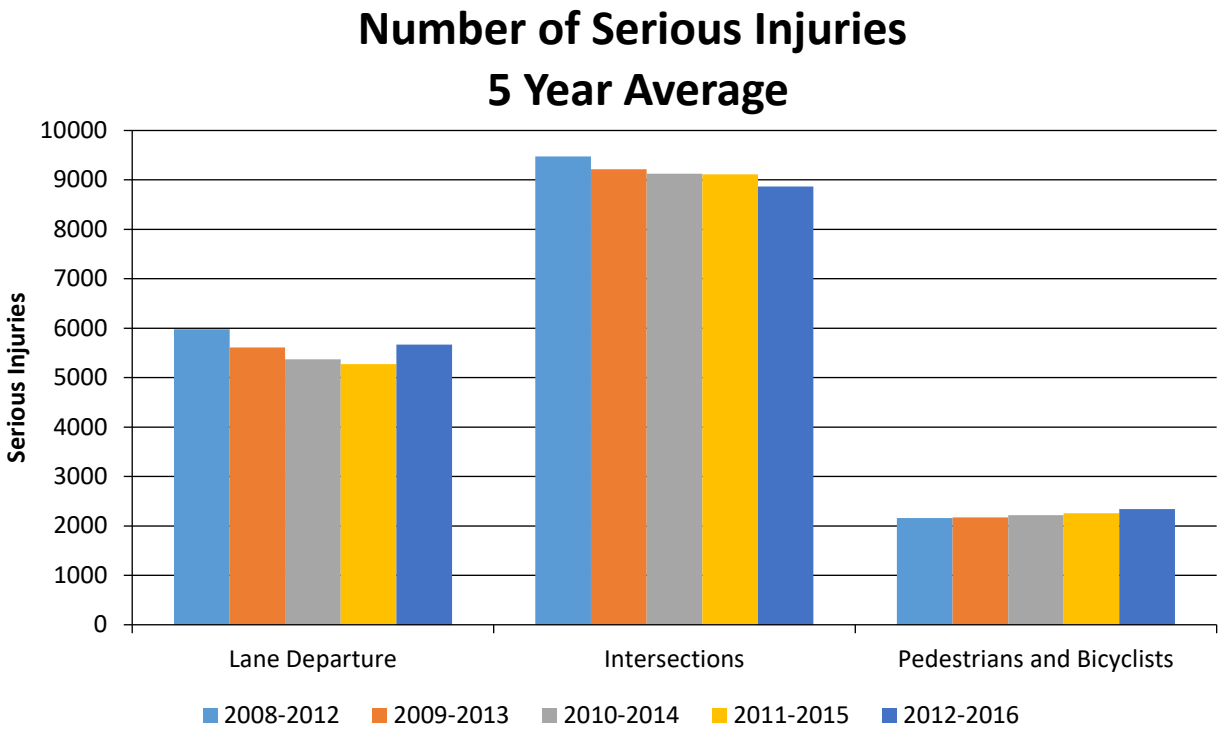
Effectiveness of Groupings or Similar Types of Improvements

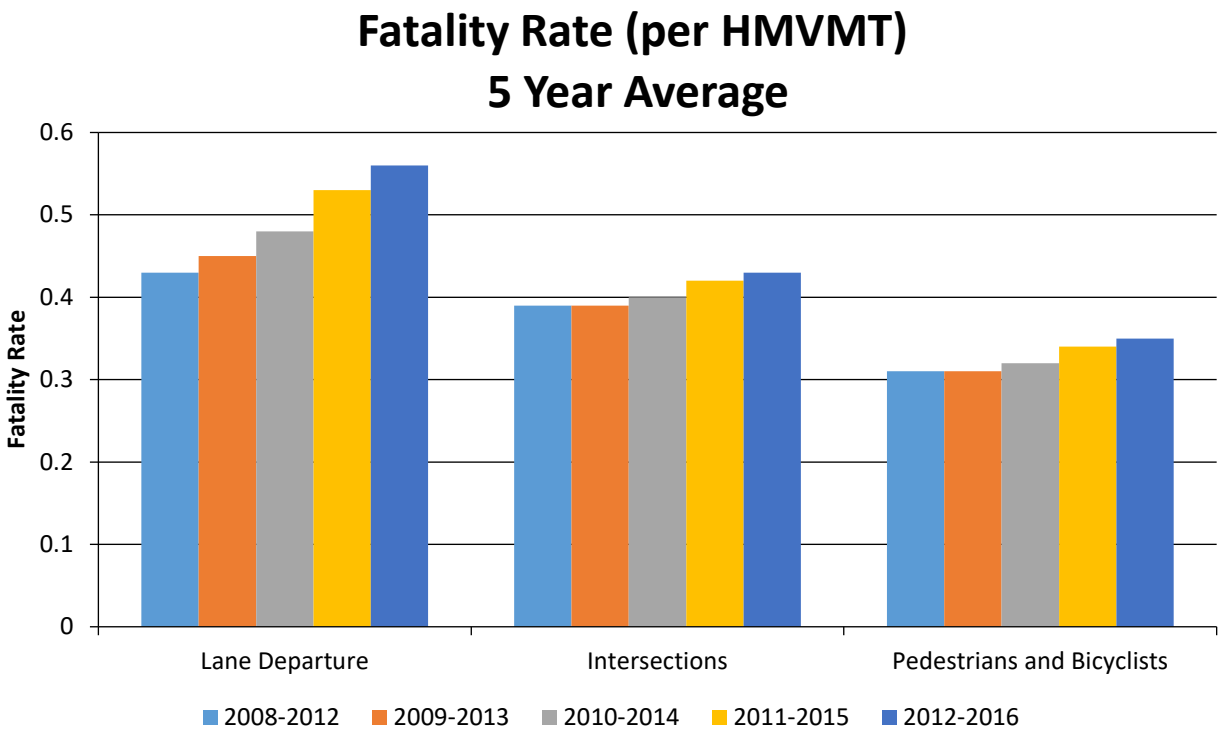
Present and describe trends in SHSP emphasis area performance measures.

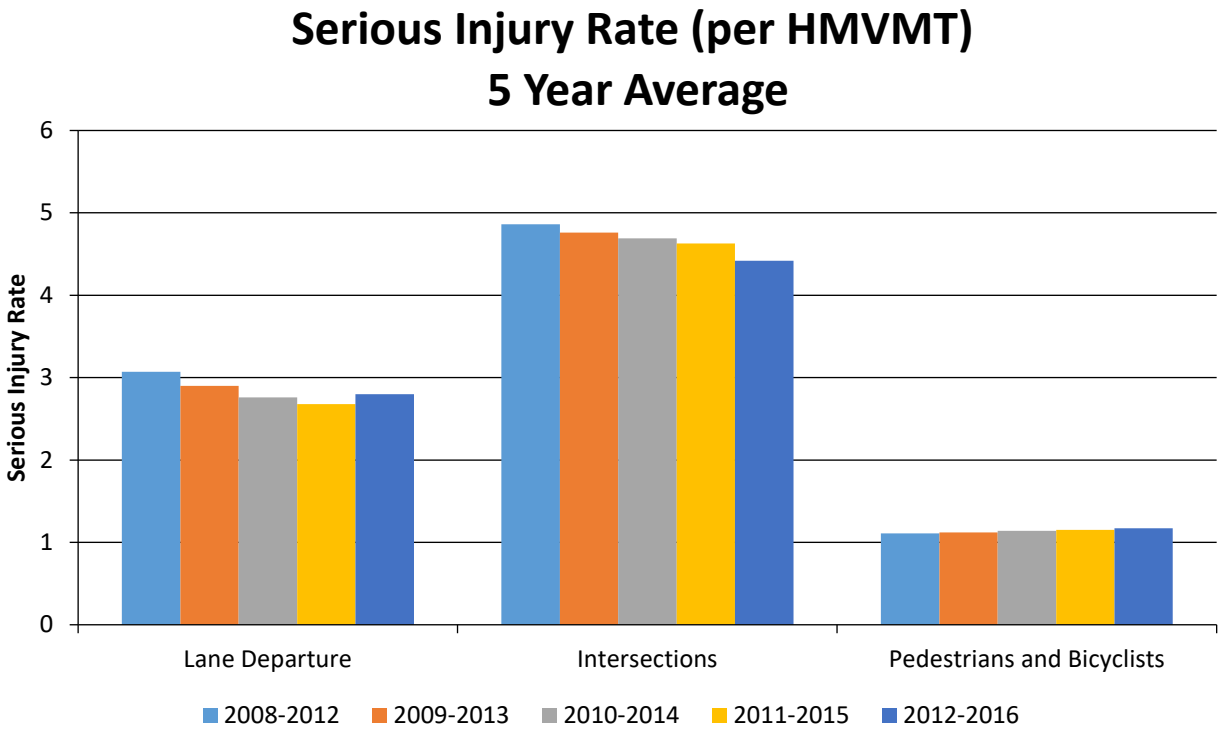
Year 2016

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	Other 1	Other 2	Other 3
Lane Departure		1,129.4	5,666.4	0.56	2.8	0	0	0
Intersections		856.6	8,867	0.43	4.42	0	0	0
Pedestrians and Bicyclists		713	2,342.2	0.35	1.17	0	0	0


Number of Fatalities
5 Year Average
Fatalities
1200
1000
800
600
400
200
0
Lane Departure
Intersections
Pedestrians and Bicyclists
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries
5 Year Average
Serious Injuries
10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
Lane Departure
Intersections
Pedestrians and Bicyclists
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016





Enter additional comments here to clarify your response for this question or add supporting information.

The number of fatal and serious injuries come from previous HSIP annual reports, the state crash data system managed by the Florida Department of Highway Safety and Motor Vehicles (DHSMV), and the Traffic Crash Report published by DHSMV based on the state crash data system. The number of fatal and serious injuries for lane departures come from a copy of the state crash data system managed by the Florida Department of

2018 Florida Highway Safety Improvement Program
Transportation (FDOT).

[Source: Florida HSIP Annual Report, 2017]
[Source: Traffic Crash Facts, 2016]
[Source: FIRES (Florida's Integrated Report Exchange System) by DHSMV as of 2018-06-22]
[Source: FDOT Public Mileage Report, 2008-2016]

Has the State completed any countermeasure effectiveness evaluations during the reporting period?

Yes

Please provide the following summary information for each countermeasure effectiveness evaluation.

CounterMeasures:	All
Description:	
Target Crash Type:	
Number of Installations:	
Number of Installations:	
Miles Treated:	
Years Before:	
Years After:	
Methodology:	
Results:	FDOT has CRF (crash reduction factor) values for over 130 different countermeasures. A file listing improvement types, number of projects and other information including CRF values is attached.
File Name:	hsip 2018 - crf data (2018-04-09).xlsx

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
All														

Enter additional comments here to clarify your response for this question or add supporting information.

According to the CRASH (Crash Reduction Analysis System Hub) application maintained by the FDOT State Safety Office, 991 projects were used for evaluation. A data file with summary results for each project is attached to the Project Effectiveness section.

[Source: CRASH application by FDOT State Safety Office, as of 2018-06-27]

Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?

No

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

07/28/2016

What are the years being covered by the current SHSP?

From: 2016 To: 2021

When does the State anticipate completing it's next SHSP update?

2021

Enter additional comments here to clarify your response for this question or add supporting information.

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT										
Segment Identifier (12)	100	100					0	100	0	100
Route Number (8)	100	100								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100	100								
Rural/Urban Designation (20)	100	100					0	0		
Surface Type (23)	100	100					0	0		
Begin Point Segment Descriptor (10)	100	100					0	100	0	0
End Point Segment Descriptor (11)	100	100					0	100	0	0
Segment Length (13)	100	100								
Direction of Inventory (18)	100	100								
Functional Class (19)	100	100					0	100	0	100
Median Type (54)	100	100								
Access Control (22)	100	100								

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					0	0		
Average Annual Daily Traffic (79)	100	100					0	100		
AADT Year (80)	100	100								
Type of Governmental Ownership (4)	100	100					0	0	0	0
INTERSECTION										
Unique Junction Identifier (120)			100	100						
Location Identifier for Road 1 Crossing Point (122)			100	100						
Location Identifier for Road 2 Crossing Point (123)			100	100						
Intersection/Junction Geometry (126)			0	0						
Intersection/Junction Traffic Control (131)			0	100						
AADT for Each Intersecting Road (79)			100	100						
AADT Year (80)			100	100						
Unique Approach Identifier (139)			100	100						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					0	0				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
Ramp Length (187)					100	100				
Roadway Type at Beginning of Ramp Terminal (195)					100	100				
Roadway Type at End Ramp Terminal (199)					100	100				

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Interchange Type (182)					100	100				
Ramp AADT (191)					100	100				
Year of Ramp AADT (192)					100	100				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):	**100.00**	**100.00**	**75.00**	**87.50**	**90.91**	**90.91**	**0.00**	**55.56**	**0.00**	**40.00**

*Based on Functional Classification

Enter additional comments here to clarify your response for this question or add supporting information.

The FDOT Transportation Data and Analytics (TDA) Office is the central clearing house and principal source for highway, traffic, travel time, multimodal, and freight and passenger data information. FDOT TDA manages the Roadway Characteristics Inventory (RCI) which contains MIRE (Model Inventory Roadway Element) FDE (Fundamental Data Element) information for state-maintained public roads and some locally-maintained public roads.

[Source: FDOT Transportation Data and Analytics Office website (http://www.fdot.gov/statistics/), as of 2018-07-03]

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

The Florida TRCC (Traffic Records Coordinating Committee) provides a statewide forum to facilitate the planning, coordination, and implementation of projects to improve the State of Florida's traffic records system. Objective 2.1 of the Action Plan for the 2011-2021 Florida Traffic Records Strategic Plan includes improving completeness of the Roadway Data System. Objective 2.3 includes improving uniformity of the Roadway Data System and working toward an integrated roadway data system with a map meeting the needs of multiple offices. Percent completion of MIRE (Model Inventory Roadway Elements) compliant data elements in the Roadway Data System is a performance measure.

The custodian of Florida's roadway data system is the Florida Department of Transportation. The FDOT roadway data system, called the Roadway Characteristics Inventory, contains 36,280 centerline miles of estimated state total of 122,848 centerline miles. Out of the 36,280 centerline miles about 12,107 is considered State Highway System that is maintained by FDOT. The 24,173 centerline miles not maintained by FDOT are considered Off-System include functional classifications above local classifications as well as local classification. The remaining estimated 86,568 centerline miles not in the RCI are primarily roads that are maintained by local agencies in cities and counties. These local agencies submit paved and unpaved mileage data to support the State Certified Public Mileage and do not submit the necessary MIRE roadway data elements.

Meeting the advisory would require the inclusion of data for all public roadways and to have performance measures applied to the entire system. In addition to including local data, consideration should be given to interfacing with regional and local data custodians, such as MPOs. The collected data elements should be updated for inclusion of the MIRE FDEs. Finally, a review of the data dictionary should be made with the addition of any data elements that might be needed to apply to the inclusion of roadway data for non-State-maintained roadways.

The State indicated that not all of the MIRE FDE (Fundamental Data Elements) are collected for all public roads. The Florida All Roads BaseMap (ARBM) is published on FDOT's Unified Basemap Repository (UBR). The ARBM contains some MIRE FDEs for all public roads, for example Annual Average Daily Traffic (AADT). The FDOT also sponsored research to collect MIRE FDEs for all public roads. Contract BDV29-977-07 focused on the extraction of basic roadway information for non-State roads. The FDOT State Safety Office indicates multiple teams in FDOT are working to acquire MIRE on all public roads with a priority for MIRE FDE.

[Source: Florida Traffic Safety Information System Strategic Plan, 2017]
[Source: FDOT Unified Basemap Repository (https://ubr.fdot.gov/featured), as of 2018-07-03]
[Source: FDOT Research Center, Documents and Publications (http://www.fdot.gov/research/documents.shtm), as of 2018-07-02]
[Source: FDOT State Safety Office Staff, 2018]
[Source: FDOT Transportation Data and Analytics Staff, 2018]

Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	Incapacitating Injury	Yes	N/A	Yes	N/A	Yes
Crash Report Form Instruction Manual	Incapacitating Injury	Yes	Injury Severity (INJ) = 4. Incapacitating Incapacitating injuries are disabling injuries, such as broken bones, severed limbs, etc. These injuries usually require hospitalization and transport to medical facility.	Yes	Injury Severity (INJ) = 4. Incapacitating Incapacitating injuries are disabling injuries, such as broken bones, severed limbs, etc. These injuries usually require hospitalization and transport to medical facility.	Yes
Crash Database	Incapacitating Injury	Yes	N/A	Yes	N/A	Yes
Crash Database Data Dictionary	Incapacitating Injury	Yes	Injury Severity (INJ) = 4. Incapacitating Incapacitating injuries are disabling injuries, such as broken bones, severed limbs, etc. These injuries usually require hospitalization and transport to medical facility.	Yes	Injury Severity (INJ) = 4. Incapacitating Incapacitating injuries are disabling injuries, such as broken bones, severed limbs, etc. These injuries usually require hospitalization and transport to medical facility.	Yes

Enter additional comments here to clarify your response for this question or add supporting information.

Did the State conduct an HSIP program assessment during the reporting period?
No

When does the State plan to complete it’s next HSIP program assessment.

2018

Enter additional comments here to clarify your response for this question or add supporting information.

Optional Attachments

Program Structure:

FL HSIP Guideline 1991.pdf

Project Implementation:

Safety Performance:

Evaluation:

hsip 2018 - crf data (2018-04-09).xlsx
hsip 2018 - implemented project eval (2018-06-27).xlsx

Compliance Assessment:

Glossary

5 year rolling average	means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).
Emphasis area	means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.
Highway safety improvement project	means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.
HMVMT	means hundred million vehicle miles traveled.
Non-infrastructure projects	are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.
Older driver special rule	applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.
Performance measure	means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.
Programmed funds	mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.
Roadway Functional Classification	means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.
Strategic Highway Safety Plan (SHSP)	means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.
Systematic	refers to an approach where an agency deploys countermeasures at all locations across a system.
Systemic safety improvement	means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.
Transfer	means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.